

**COUNTY OF LOS ANGELES  
DEPARTMENT OF REGIONAL PLANNING**

**PROJECT SUMMARY**

**PROJECT DESCRIPTION:** The Project consists of the Metro Area Plan (MAP) and the associated amendments to: (1) the General Plan; (2) Title 22 (Planning and Zoning) of the Los Angeles County Code, including the zoning map; (3) the Florence-Firestone Transit Oriented District (TOD) Specific Plan; (4) the East Los Angeles Third Street Specific Plan Form-Based Code; (5) the Willowbrook TOD Specific Plan; and (6) Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont. The MAP is a component of the General Plan that guides development in the seven unincorporated communities within the Metro Planning Area (Planning Area) – East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook – over the next 15 years. The associated amendments to the General Plan, Title 22 and Specific Plans implement the goals and policies in the MAP and maintain consistency between the General Plan, the MAP, and the MAP’s implementing documents.

**REQUEST:** Approval and adoption of the MAP and the associated amendments to the General Plan, Title 22 and Specific Plans, collectively referred to as the Project; rescission of the East Los Angeles Community Plan, the Walnut Park Neighborhood Plan, the West Athens-Westmont Community Plan, and the Florence-Firestone Community Plan; certification of the Project Final Programmatic Environmental Impact Report (PEIR); adoption of the Project Mitigation Monitoring and Reporting Program; and adoption of the Project Environmental Findings of Fact and Statement of Overriding Considerations.

**LOCATION:** Countywide (unincorporated areas)

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**RPC HEARING DATE(S):** September 13, 2023

**MEMBERS VOTING AYE:** Commissioners Duarte-White, Louie, O'Connor, Moon, Hastings

**MEMBERS VOTING NAY:** None

**MEMBERS ABSENT:** None

**MEMBERS ABSTAINING:** None

**KEY ISSUES:** The Project amends the General Plan to incorporate the MAP, including its accompanying Land Use Policy Map, to guide development in the seven unincorporated communities within the Planning Area.

The Project amends the General Plan to add a new Guiding Principle to “Promote Strengths, Community Voice, and Equity Outcomes” and to maintain consistency between the MAP and the General Plan.

The Project redesignates land use and zoning categories for 848 properties in the Planning Area as identified in the Housing Element 2021-2029 Rezoning Program.

The Project amends the zoning map to add the -GZ Combining Zone on industrially-zoned parcels that are subject to existing Green Zones regulations for clarity and ease of implementation of the Green Zones Ordinance.

The Project amends Title 22 to (1) establish the Metro Planning Area Standards District (PASD), under which similar development standards in existing Community Standards Districts (CSDs) are combined or consolidated into a single set of Metro

Planning Area-wide regulations; (2) allow the establishment of accessory commercial units (ACUs) and the continued operation of certain nonconforming small businesses in the residential zones in the Planning Area; (3) allow shared kitchen complexes in certain commercial and industrial zones Countywide; (4) require a Conditional Use Permit (CUP) for K-12 schools in certain zones in the Planning Area to address community concerns over traffic congestion around schools; and (5) require housing developments on certain parcels in the Planning Area to provide an affordable housing set-aside per state law.

The Project amends four existing TOD Specific Plans to maintain consistency in how uses such as ACUs, shared kitchen complexes, and K-12 schools are regulated across all communities in the Planning Area. The Project also reorganizes the Connect Southwest LA and Willowbrook TOD Specific Plans to incorporate regulations and development standards into Title 22, while other non-regulatory information remain in the separate Specific Plan documents outside of Title 22.

**MAJOR POINTS FOR:**

The Project 1) celebrates unique community cultures and identities; 2) supports small businesses and entrepreneurs; 3) promotes housing opportunities; 4) encourages active transportation, safety, and mobility; 5) promotes environmental justice; and 6) streamlines and standardizes zoning regulations. The Project also ensures compliance with the Housing Element Law.

**MAJOR POINTS AGAINST:**

The Project proposes land use and zoning changes that would allow for high density residential development in communities that are historically overburdened by the overconcentration of high density housing projects, many of which provide minimal or no on-site parking.

The proposed industrial strategy implementation program in the MAP creates uncertainty for existing industrial businesses and could negatively impact the economic welfare of the MAP communities.

## Executive Summary

The unincorporated areas of Los Angeles County are comprised of approximately 2,650 square miles, and over one million people. The Los Angeles County General Plan provides the policy framework and establishes the long range vision for how and where the unincorporated areas will grow, and establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. This document represents a comprehensive effort to update the County's 1980 General Plan.

### I. Guiding Principles

The following ~~five~~ six guiding principles work to emphasize the concept of sustainability throughout the General Plan.

...

**6. Promote Strengths, Community Voice, and Equity Outcomes:** Seek out special places or traditions that are significant to the community and recommend ways to preserve and celebrate them.

## Chapter 3: Guiding Principles

### Guiding Principles

Sustainability requires that planning practices meet the needs of Los Angeles County without compromising the ability of its future generations to realize their economic, social, and environmental goals. The following five guiding principles work to emphasize the concept of sustainability throughout the General Plan.

...

**6. Promote Strengths, Community Voice, and Equity Outcomes:** Seek out special places or traditions that are significant to the community and recommend ways to preserve and celebrate them.

As the County continues to evolve, the values and history of local unincorporated area communities must inform the choices being made in local community development. The General Plan supports the amplification of local historical events and traditions and preservation of local historical resources in creating a more sustainable Los Angeles County.

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## Chapter 5: Planning Areas Framework

### I. Planning Areas Framework

## **Metro Area Plan – Proposed Changes to General Plan 2035 General Plan Amendment No. RPPL2021011925**

The Los Angeles County General Plan is the foundational document for all community-based plans that serve the unincorporated areas. The purpose of the Planning Areas Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character. As shown in Figure 5.1, the General Plan identifies 11 Planning Areas, which make up the Planning Areas Framework. The 11 Planning Areas are:

- Antelope Valley Planning Area
- Coastal Islands Planning Area
- East San Gabriel Valley Planning Area
- Gateway Planning Area
- Metro Planning Area
- San Fernando Valley Planning Area
- Santa Clarita Valley Planning Area
- Santa Monica Mountains Planning Area
- South Bay Planning Area
- West San Gabriel Valley Planning Area
- Westside Planning Area

### **Figure 5.1 Planning Areas Framework Map**

The General Plan provides goals and policies to achieve countywide planning objectives for the unincorporated areas, and serves as the foundation for all community-based plans, such as area plans, community plans, and coastal land use plans. Area plans focus on land use and policy issues that are specific to the Planning Area. Community plans cover smaller geographic areas within the Planning Area, and address neighborhood and/or community-level policy issues. Coastal land use plans are components of local coastal programs, and regulate land use and establish policies to guide development in the coastal zone.

Figure 5.2 shows the relationship of the General Plan to community-based plans. All community-based plans are components of the General Plan and must be consistent with General Plan goals and policies.

The following is a list of community-based plans:

- Altadena Community Plan
- Antelope Valley Area Plan
- ~~East Los Angeles Community Plan~~
- East San Gabriel Valley Area Plan
- ~~Hacienda Heights Community Plan~~
- Marina del Rey Local Coastal Land Use Plan
- Malibu Local Coastal Land Use Plan
- Metro Area Plan
- ~~Rowland Heights Community Plan~~
- Santa Monica Mountains North Area Plan
- Santa Catalina Island Local Coastal Land Use Plan
- Santa Clarita Valley Area Plan
- Twin Lakes Community Plan
- ~~Walnut Park Neighborhood Plan~~

- ~~West Athens-Westmont Community Plan~~

...

## Chapter 6: Land Use Element

### I. Introduction

The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. In accordance with the California Government Code, the Land Use Element designates the proposed general distribution and general location and extent of uses. The General Plan Land Use Policy Map and Land Use Legend serve as the “blueprint” for how land will be used to accommodate growth and change in the unincorporated areas.

### II. Background

#### Land Uses

As shown in Table 6.1, more than half of the unincorporated area is designated for natural resources. The next largest is rural, which accounts for approximately 39 percent of the unincorporated areas, followed by residential, which accounts for approximately three percent of the unincorporated areas.

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#### General Plan Amendments and Implementation Tools

As the constitution for local development, the General Plan guides all activities that affect the physical environment.

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#### Specific Plans

A specific plan is a tool to systematically implement the General Plan within an identified project area. Specific plans are used to ensure that multiple property owners and developers adhere to a common plan or coordinate multiple phases of a long-term development. Specific plans must further the goals and policies of the General Plan. Specific plans must be consistent with the General Plan. No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan.

...

The following is a list of specific plans in the unincorporated areas:

**Metro Area Plan – Proposed Changes to General Plan 2035**  
**General Plan Amendment No. RPPL2021011925**

- Canyon Park Specific Plan
- Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont
- East Los Angeles Third Street Plan and Form-Based Code Specific Plan
- Florence-Firestone Transit Oriented District Specific Plan
- La Viña Specific Plan
- Marina del Rey Specific Plan (component of Local Coastal Program)
- Santa Catalina Island Specific Plan (component of Local Coastal Program)
- Northlake Specific Plan
- Newhall Ranch Specific Plan
- Universal Studios Specific Plan
- West Carson Transit Oriented District Specific Plan
- Willowbrook TOD Specific Plan

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## IV. Land Use Legend

**Table 6.2: Land Use Designations**

Land Use	Code	Permitted Density or FAR	Purpose
...			
COMMERCIAL			
General Commercial	CG	Residential: 20-50 du/net ac**  Non-Residential: Maximum FAR 1.0  Mixed Use: 20-50 du/net ac** and FAR 1.0	Purpose: Local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses.  **Also applicable to residential developments or the residential component in mixed-use developments on lots with one of the following land use designations: - Altadena Community Plan: Business Park (BP) or General Commercial (GC); - <del>East Los Angeles Community Plan: Community Commercial (CC), Major Commercial (MC), or Commercial Manufacturing (CM);</del> - <del>Rowland Heights Community Plan: Commercial (C);</del> - <del>Walnut Park Neighborhood Plan: General Commercial (GC), Mixed Commercial (MC), or Office Commercial (OC); or</del> - <del>West Athens-Westmont Community Plan: Regional Commercial (C.1), Community Commercial (C.2), Neighborhood Commercial (C.3), Commercial Manufacturing (C.4), or Commercial Recreation (CR).</del>

**Metro Area Plan – Proposed Changes to General Plan 2035**  
**General Plan Amendment No. RPPL2021011925**

Land Use	Code	Permitted Density or FAR	Purpose
...			

## Chapter 15: General Plan Maintenance

### I. General Plan Annual Progress Report

Section 65400 of the Government Code requires that the County prepare a general plan annual progress report (annual report) on the status of General Plan implementation. The annual report is prepared by the Department of Regional Planning (DRP), presented to the Los Angeles County Regional Planning Commission and the Board of Supervisors, and submitted to the California Office of Planning and Research and the California Department of Housing and Community Development by April 1 of each year.

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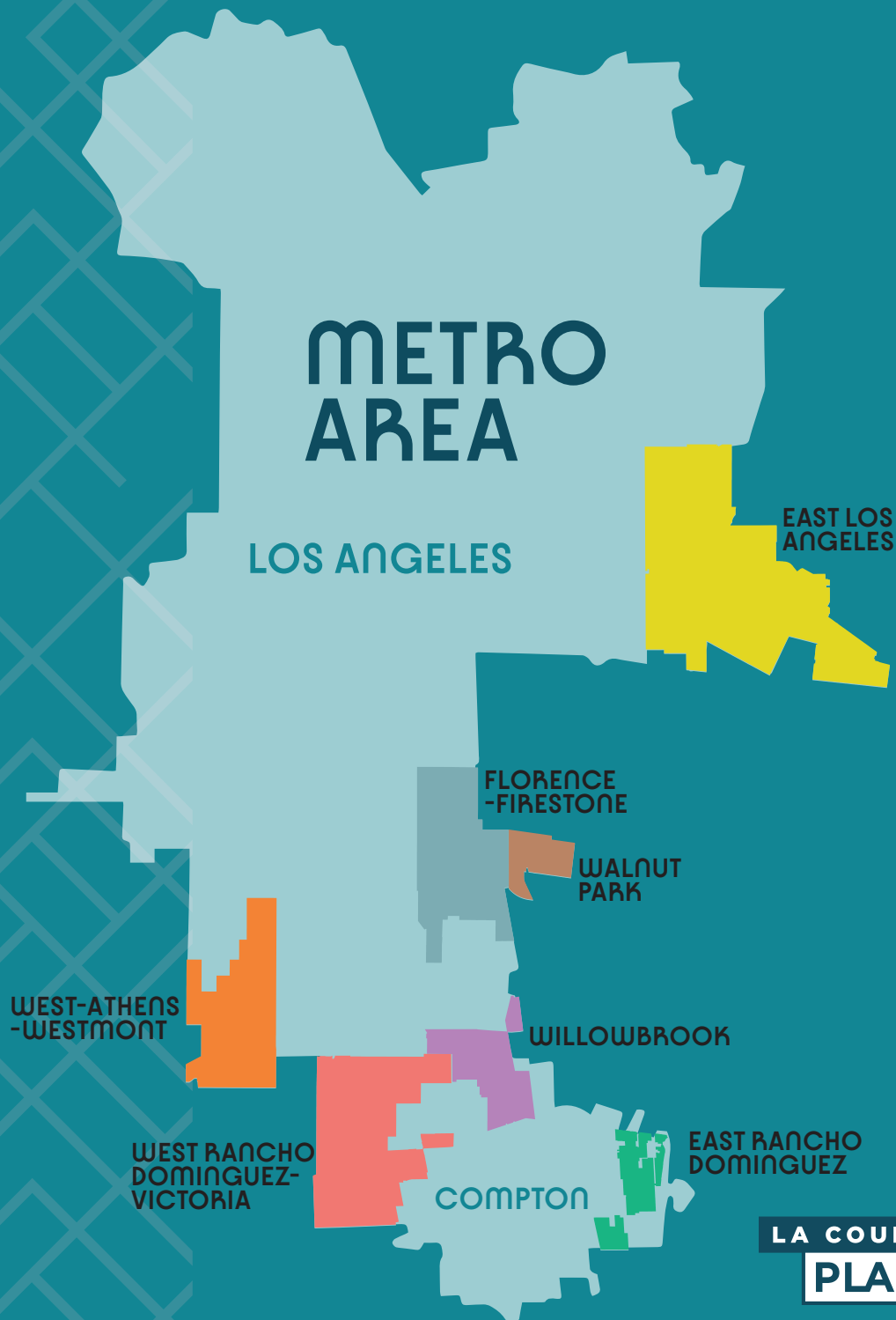
#### **5. Content and Pagination Updates**

The pagination format of the General Plan shall be designed to help users navigate through the document efficiently. As new General Plan Amendments are adopted by the Board, the General Plan content and pagination (if necessary) will be updated administratively to incorporate all adopted changes to the General Plan.

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# METRO AREA PLAN

BOARD OF SUPERVISORS PUBLIC HEARING DRAFT DECEMBER 12, 2023



**LA COUNTY**  
**PLANNING**





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Department of Parks and Recreation

Department of Public Health

Los Angeles County Development Authority

Public Works

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Office of County Counsel

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Dudek

Place It!

Pro Forma

Rosten Woo

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Sapphos

# EXECUTIVE SUMMARY

The Metro Planning Area (Metro Area) is the geographic center of Los Angeles County and one of the 11 Planning Areas identified in the County's General Plan. It contains the following seven unincorporated communities:

- East Los Angeles
- East Rancho Dominguez
- Florence-Firestone
- Walnut Park
- West Athens-Westmont
- West Rancho Dominguez-Victoria
- Willowbrook

These seven communities, which have played an influential role in crafting the cultural landscape of the broader Los Angeles metropolitan area, are the focus of the Area Plan. The seven unincorporated communities support over 310,000 residents.<sup>1</sup> Over decades of demographic and economic shifts, these communities have become pillars of Black, Hispanic and Latino culture in Southern California. As some of the first established planned neighborhoods in the County, the Metro Area communities are home to longstanding networks of social infrastructure and community assets that have sustained cultural identity.

The Area Plan outlines a vision, goals, policies, and implementation programs that will shape the land, communities, neighborhoods, and places of the Metro Area. The plan will influence decisions made for the next 15 years and serve several important roles:

1. Setting direction for County of Los Angeles (County) administration, County staff, and elected and appointed officials, including County planning commissioners, regarding the long-range land use needs of those who live, work and recreate in the Metro Area communities;
2. Informing residents, community-based organizations, business owners, developers, designers, and builders of the County's plans for the future and development priorities; and
3. Communicating the agreed upon future form of the Metro Area communities to ensure accountability of decision makers in achieving the goals of this plan.

The Area Plan is organized into the following five chapters.

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1 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022.



## Chapter 1 Introduction

Chapter 1 provides a summary of the Area Plan, including why the plan is needed, and how it was developed under an equity-based lens. Chapter 1 also outlines how the Area Plan interacts with other County planning documents, including the General Plan.

In the process of shaping the Area Plan, key recommendations were developed from a visioning framework. These “Five Big Ideas” collectively provide strategic interventions in the areas of land use, environmental justice, infrastructure, open space, and economic development.

- Attract cleaner industrial neighbors
- Define and allow accessory commercial units (ACUs)
- Explore facilitation of well-regulated mobile food facilities
- Introduce freeway cap parks
- Prioritize housing stability

The Area Plan addresses these Five Big Ideas while also integrating other policy and program considerations related to land use; public health, wellness and environmental justice; mobility; economic development; safety and climate resiliency; and historic preservation.

## Chapter 2 Historic Roots to Realtime: A Brief History of the Metro Planning Area

Chapter 2 relates the area’s long, rich history and describes the community’s current physical condition and social make-up. While Chapter 2

provides a high-level overview of each of the seven unincorporated Area Plan community’s history and current community profile, a deeper dive into these topics can be found in the Plan’s Appendix C, Community Profiles and Existing Conditions Report.

## Chapter 3 Area-wide Goals and Policies

Chapter 3 outlines the shared goals and policies across the seven unincorporated areas. This chapter is organized into six sections: 3.1 Land Use; 3.2 Health, Wellness, and Environmental Justice; 3.3 Mobility; 3.4 Economic Development; 3.5 Safety and Climate Resiliency; and 3.6 Historic Preservation.

## Chapter 4 Community-Specific Goals and Policies

Chapter 4 highlights goals and policies more specific to each individual community in the Metro Area. Recognizing that each community has its own history, sense of character, and set of challenges and opportunities, this chapter provides policies that speak directly to each of the communities. To fully appreciate the needs of each of the communities, this chapter should be considered in conjunction with the Chapter 3 Area-Wide Goals and Policies.

## Chapter 5 Implementation

Chapter 5 contains a list of programs and actions that implement the goals and policies presented in Chapters 3 and 4. This chapter describes which County departments and agencies are responsible for implementation programs and sets a timeframe for completion of those programs provided adequate funding is secured.

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# RESUMEN EJECUTIVO

El Área de Planificación Metropolitana (Área Metropolitana) es el centro geográfico del Condado de Los Ángeles (Condado) y una de las 11 Áreas de Planificación identificados en el Plan General del Condado. El Área Metropolitana contiene las siguientes comunidades no incorporadas:

- East Los Angeles
- East Rancho Dominguez
- Florence-Firestone
- Walnut Park
- West Athens-Westmont
- West Rancho Dominguez-Victoria
- Willowbrook

Estas siete comunidades, que han ayudado a formar el paisaje cultural del área metropolitana de Los Ángeles, son el enfoque del Plan del Área Metropolitana (Plan del Área). Las siete comunidades no incorporadas sostienen a más de 310.000 residentes.<sup>1</sup> Durante décadas de cambios demográficos y económicos, estas comunidades se han convertido en pilares de la cultura afroamericana, hispana y latina en el sur de California. Las comunidades del Área Metropolitana cuentan con redes de infraestructura social y bienes comunitarios que han sustentado la identidad cultural, ya que son algunos de los primeros vecindarios planificados que se establecieron en el Condado.

El Plan del Área contiene una visión, objetivos, políticas y programas de implementación para guiar el desarrollo de la tierra, las comunidades, los vecindarios y los lugares del Área Metropolitana. El plan influirá en las decisiones que se tomarán en los próximos 15 años y cumplirá varias funciones importantes:

1. Establecer directrices para la administración del Condado, el personal del Condado y los funcionarios elegidos y designados, incluso los comisionados de planificación del Condado, con respecto a las necesidades de planificación a largo plazo de quienes viven, trabajan y se recrean en las comunidades del Área Metropolitana;
2. Informar a los residentes, las organizaciones comunitarias, los empresarios, los desarrolladores, los diseñadores y los constructores de los planes del futuro del Condado y de las prioridades de desarrollo; y

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1 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022.

3. Comunicar la forma futura aprobada de las comunidades del Área Metropolitana para asegurar que los tomadores de decisiones sean responsables de lograr los objetivos de este plan.

El Plan del Área está organizado en cinco capítulos que se describen a continuación.

## Capítulo 1 Introducción

El Capítulo 1 proporciona un resumen del Plan del Área, incluyendo las razones por las que el plan es necesario, y cómo se desarrolló bajo un punto de vista de equidad. El capítulo 1 también describe la interacción del Plan del Área con otros documentos de planificación del Condado incluso el Plan General.

En el proceso de crear el Plan del Área, recomendaciones claves fueron desarrollados a partir de un marco de visión. Las "cinco grandes ideas" en la visión proporcionan intervenciones estratégicas en las áreas de justicia ambiental, infraestructura, espacios verdes y desarrollo económico.

- Atraer vecinos industriales más limpios
- Definir y permitir unidades comerciales accesorias (ACU)
- Explorar la facilitación de instalaciones móviles de alimentos bien reguladas
- Introducir parques contruidos sobre tramos de la autopista
- Priorizar la estabilidad de la vivienda

El Plan del Área aborda estas "cinco grandes ideas" al mismo tiempo que integra otras consideraciones sobre políticas y programas de planificación y ordenamiento territorial, salud, bienestar y justicia ambiental, movilidad, desarrollo económico, seguridad, resiliencia climática y preservación histórica.

## Capítulo 2 De las raíces históricas a la realidad: Una breve historia del Área de Planificación Metropolitana

El capítulo 2 describe la larga y rica historia del área y describe el estado físico y la composición social actuales de la comunidad. Aunque el capítulo 2 contiene un resumen general de la historia y el perfil actual de cada una de las siete comunidades del Plan del Área, una inmersión más profunda en estos temas se puede encontrar en el Apéndice C del plan (Perfiles de la comunidad e informe de condiciones existentes).

## Capítulo 3 Objetivos y políticas para toda el Área

El capítulo 3 presenta los objetivos y políticas compartidos por las siete comunidades no incorporadas. Este capítulo está organizado en seis secciones: 3.1 Uso de terreno; 3.2 Salud, bienestar y justicia ambiental; 3.3 Movilidad; 3.4 Desarrollo económico; 3.5, Seguridad y resiliencia climática; y 3.6, Preservación histórica.

## Capítulo 4 Objetivos y políticas específicas de la comunidad

El capítulo 4 destaca los objetivos y las políticas específicas de cada comunidad del Área Metropolitana. Reconociendo que cada comunidad tiene su propia historia, carácter y conjunto de retos y oportunidades, este capítulo proporciona las políticas específicas para cada

una de las comunidades. Para apreciar plenamente las necesidades de cada comunidad, este capítulo debe ser considerado junto con el capítulo 3, Objetivos y políticas para toda el Área.

## Capítulo 5 Programa de implementación

El capítulo 5 contiene una lista de programas y acciones que implementan los objetivos y políticas presentados en los capítulos 3 y 4. Este capítulo describe cuales departamentos y agencias del Condado son responsables de los programas de implementación y establecen una fecha límite para la finalización de esos programas, siempre y cuando se garantice la financiación adecuada.

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An aerial photograph of a city, likely Los Angeles, with a teal overlay. Several irregularly shaped areas are highlighted in different colors: a yellow-green area in the upper center, a brown area on the left, a red area in the lower left, a purple area in the lower left, a green area in the lower left, and a grey area in the lower left. A large, white-outlined number '1' is positioned on the right side of the image.

# 1

## INTRODUCTION





# CHAPTER 1 INTRODUCTION

## 1.1/ Overview, Organization, and How to Use the Area Plan

### 1.1.1/ Overview

The Metro Area Plan (Area Plan) is a policy document intended to direct future development and land use decisions and achieve a shared vision on how the built environment in these communities could change over the next decade and a half. The Area Plan provides a framework for the municipal government of Los Angeles County (County), the development community, business owners, and residents to shape future growth in the Metro Planning Area (Metro Area). The Metro Area is one of 11 planning areas within the County. It contains seven unincorporated communities, which are home to over 310,000 residents (see **Figure 1-1 Metro Area Plan Communities**). The Area Plan includes the following unincorporated communities:

- East Los Angeles
- East Rancho Dominguez
- Florence-Firestone
- Walnut Park
- West Athens-Westmont
- West Rancho Dominguez-Victoria
- Willowbrook

The Metro Area unincorporated communities combined total approximately 21.34 square

miles located in the geographic center of the County, and is influenced by its proximity to Downtown Los Angeles. Downtown Los Angeles includes major corporations and professional firms, tourist and convention hotels, cultural facilities, restaurants, retail, and the largest concentration of government offices outside of Washington, DC.<sup>1</sup> The presence of industrial districts in the Metro Area provides a strong foundation for job recovery and job growth. It is also rich in bus services and rail transit, which support a heavily transit-dependent population.

Up to 84% of the population within the Metro Area are of Hispanic and Latino origin. In comparison, about half of the Countywide population is of Hispanic and Latino origin. Although the current population in the Metro Area is now majority Hispanic and Latino, these communities maintain a strong and vibrant cultural history that encompasses African-American and Asian-American communities first established in the County. The seven unincorporated communities of the Metro Area represent an important part of the County's urban and cultural development, and will be key

<sup>1</sup> Los Angeles County. 2015. Los Angeles County General Plan 2035. <https://planning.lacounty.gov/generalplan/generalplan>.

in driving forward a more equitable, sustainable and healthy future for the County.

## 1.1.2/ Organization of the Area Plan

The Area Plan is organized into the following five chapters.

**Chapter 1 Introduction**, provides a summary of the Area Plan, including why the plan is needed and how it was developed.

**Chapter 2 Historic Roots to Realtime: A Brief History of the Metro Planning Area**, relates the area's long, rich history and describes the community's current physical condition and social make-up.

**Chapter 3 Area-Wide Goals and Policies**, outlines the shared goals and policies across all seven community areas. This chapter is organized into six sections: 3.1 Land Use; 3.2 Health, Wellness, and Environmental Justice; 3.3 Mobility; 3.4 Economic Development; 3.5 Safety and Climate Resiliency; and 3.6 Historic Preservation.

**Chapter 4 Community-Specific Goals and Policies**, highlights goals and policies unique to each individual community in the Metro Area.

**Chapter 5 Implementation**, contains a list of programs and tasks that will implement the goals and policies presented in Chapters 3 and 4. The Chapter describes which County departments and agencies are responsible for implementation programs and sets a timeframe for completion of those programs.

## 1.1.3/ How to Use the Area Plan

The Area Plan outlines a vision, goals, policies, and programs that will shape the land, communities, neighborhoods, and places of the Metro Area. The Area Plan will guide decisions made for the next 15 years and serve several important roles: (1) Set direction for County administration, County staff, and elected and appointed officials, including County planning commissioners, regarding the long-range land use needs of those who live, work and recreate in the Metro Area communities; (2) Inform community-based organizations, business owners, developers, designers, and builders of the County's plans for the future and development priorities; and (3) Communicate the agreed upon future form of the Metro Area communities to ensure accountability of decision makers in achieving the goals of this plan.

**Table 1-1 User Groups and Intended Use of the Area Plan** outlines how the plan may be referenced by three main user groups.

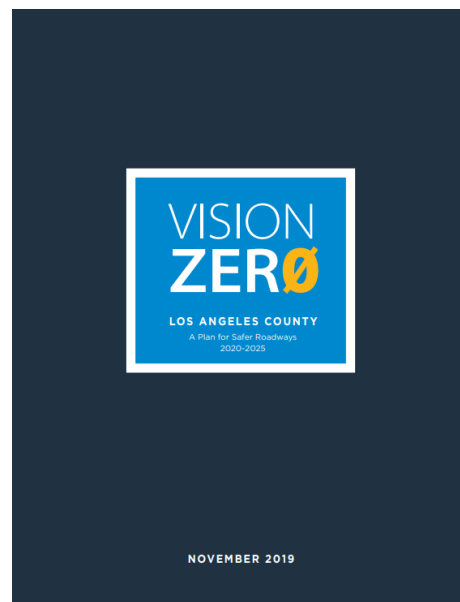
The Area Plan consists of written land use policies, maps and figures (note: maps and figures are located at the end of each respective chapter), which should be used together when making decisions on the built environment. State law identifies several methods available to local governments for implementation of such long-term plans, including a capital improvements program, a zoning ordinance, and a zoning map. In addition to these tools, the County creates plans in many areas, including transportation, water, and economic development, which

support and implement the goals and policies of the Area Plan.

The Area Plan supplements additional County plans to address sustainability and mobility in the Area Plan communities. In 2019, the Board of Supervisors adopted the OurCounty regional sustainability plan for Los Angeles County<sup>2</sup>. The Board recognized that in a region as large and urbanized as Los Angeles County, many of the most pressing sustainability issues are best solved using a regional approach through collaboration across city and county boundaries. In 2020, the Board adopted the Vision Zero Action Plan to focus the County's efforts in eliminating traffic deaths on unincorporated County roadways by 2035<sup>3</sup>. In 2019, the Board also directed Public Works, in partnership with other County departments, to update the 2012 Bicycle Master Plan to update the list of bikeways, consider allowances for micromobility devices, and make first/last mile bikeway improvements to connect bikeways to transit stations and bus stops.



**OurCounty Los Angeles Countywide Sustainability Plan**



**Vizion Zero: Los Angeles County**

<sup>2</sup> OurCounty: The Los Angeles Countywide Sustainability Plan. <https://ourcountyla.lacounty.gov>.

<sup>3</sup> Vision Zero: Los Angeles County. <https://pw.lacounty.gov/visionzero/>.

**Table 1-1 User Groups and Intended Use of the Area Plan**

MAIN USER	INTENDED USE OF THE AREA PLAN
County Staff, Commissions, and Elected Officials	<ul style="list-style-type: none"> <li>■ Provides direction regarding the long-range land use needs for those that live, work, and recreate in the Metro Area communities.</li> <li>■ Communicates the agreed-upon future form of the Metro Area communities to ensure accountability of decision makers in achieving the goals of this plan.</li> <li>■ Helps guide the County's capital improvements program, zoning ordinance, and zoning maps for future improvements and developments.</li> <li>■ Encourages alignment with other County planning documents including, but not limited to, the Bike Master Plan, the Vision Zero Plan, and the OurCounty Sustainability Plan.</li> <li>■ Consolidates regulations that exist across multiple plans to simplify and streamline land use and zoning regulations.</li> </ul>
Developers/Designers/Builders	<ul style="list-style-type: none"> <li>■ Informs the County's future plans and development priorities.</li> </ul>
Residents/Community Organizations/Business Owners	<ul style="list-style-type: none"> <li>■ Holds the County administration accountable for implementing the identified goals and policies.</li> <li>■ Informs the County's future plans and development priorities.</li> <li>■ Identifies current trends and economic development opportunities.</li> </ul>

## 1.2/ Shaping the Area Plan

### 1.2.1/ Purpose

The Area Plan aims to build off the character and existing assets of each of the seven communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members.

The Area Plan drew insight from multiple sources, including a review of past planning studies, field surveys, and interviews with planners, residents, business owners, and industry professionals (for example, industrial manufacturers). Community engagement efforts are summarized in Section 1.2.5 Community

Engagement. A deeper dive into the elements that helped frame the Area Plan, including the Community Engagement Strategy and the other technical analyses prepared for the Area Plan, can be found in the appendices.

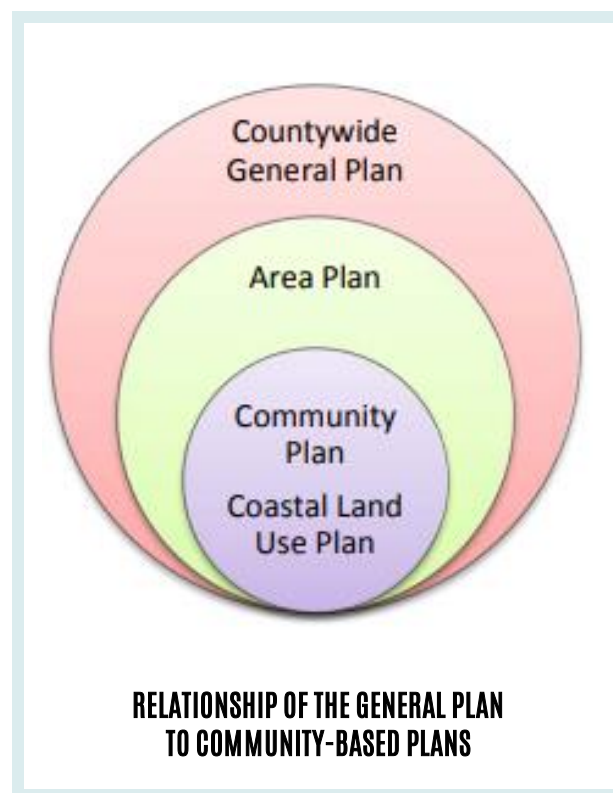
The Metro Area's seven communities are currently subject to overlapping plans, policies, and regulations, many of which are outdated and no longer applicable. As such, the Area Plan updates previous community goals and policies for the Metro Area and consolidates existing zoning regulations to simplify and streamline the planning process. In conjunction with the County General Plan, the Area Plan will serve as the primary planning document for the Metro Area.

## 1.2.2/ Relationship to the Los Angeles County General Plan

The General Plan is the foundational document for all community-based plans that serve the unincorporated areas. To effectively plan and coordinate development in unincorporated areas across a large geographic range, the County adopted a “Planning Areas Framework” in 2015 as part of the General Plan. The purpose of the Planning Areas Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character and circumstance. This framework identifies 11 Planning Areas, including the Metro Area.<sup>4</sup> The General Plan provides goals and policies to achieve countywide planning objectives for unincorporated areas. From here, the County can develop area plans that are tailored toward the unique geographic, demographic, economic, and social diversity of each Planning Area. All area plans are components of and must be consistent with the General Plan goals and policies. As such, all General Plan goals and policies, including those in the Housing Element, are also applicable to all Metro Area communities.

## 1.2.3/ Other Community and Specific Plans

The seven unincorporated communities that comprise the Metro Area are subject to a number of existing planning documents,



often with overlapping policies and regulations, as listed below. Some plans, like the community plan for East Los Angeles and the neighborhood plan for Walnut Park, date back to the 1980s, while others, like the transit-oriented district (TOD) specific plans for Willowbrook and West Athens-Westmont, were adopted within the last few years. The purpose of the Area Plan is to consolidate regulations that currently exist across multiple plans to simplify and streamline land use and zoning regulations. Since the East Los Angeles Community Plan, the Walnut Park Neighborhood Plan, and the West Athens-Westmont Community Plan were developed decades ago, the Area Plan will rescind these documents and establish a uniform regulatory framework with updated land

4 Los Angeles County 2015.

use policy maps that utilize the General Plan Land Use Legend. Similarly, the Florence-Firestone Community Plan (adopted in 2019) will be incorporated into the Area Plan and will not be considered a standalone document upon approval of the Area Plan.

- East Los Angeles
  - East Los Angeles Community Plan (1988)
  - East Los Angeles 3rd Street Specific Plan (2014)
- East Rancho Dominguez
- Florence-Firestone
  - Florence-Firestone Community Plan (2019)
  - Florence- Firestone Transit Oriented District Specific Plan (2023)
- Walnut Park
  - Walnut Park Neighborhood Plan (1987)
- West Athens-Westmont
  - West Athens-Westmont Community Plan (1990)
  - Connect Southwest L.A: A TOD Specific Plan for West Athens-Westmont (2019)
- West Ranch Dominguez-Victoria
- Willowbrook
  - Willowbrook Transit Oriented District Specific Plan (2018)

## 1.2.4/ Countywide General Plan Guiding Principles

The following six General Plan guiding principles provided the foundation of the Area Plan and informed the goals, policies, and implementation actions contained in the Area Plan.

- 1. Employ smart growth:** Shape new communities to align housing with jobs and services; protect and conserve the County's natural and cultural resources, including the character of rural communities.
- 2. Ensure community services and infrastructure is sufficient to accommodate growth:** Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs.
- 3. Provide the foundation for a strong and diverse economy:** Protect areas that generate employment and promote programs that support a stable and well-educated workforce. This will provide a foundation for a jobs housing balance and a vital and competitive economy in the unincorporated areas.
- 4. Promote excellence in environmental resource management:** Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space, in an integrated way that is both feasible and sustainable.



**5. Provide healthy, livable, and equitable**

**communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measurable effect on public well-being.

**6. Promote strengths, community voice, and**

**equity outcomes:** Seek out special places or traditions that are significant to the community and recommend ways to preserve and celebrate them.

## 1.2.5/ Community Engagement

Stakeholder and community engagement was an important foundational backbone to the preparation of the Area Plan. The process to develop the Area Plan occurred during the COVID-19 pandemic over a 20-month timeframe, reaching hundreds of people during 35 meetings and outreach events.

These included two areawide online introductory sessions, six community-specific online visioning workshops (one for each unincorporated community, with Florence-Firestone and Walnut Park combined), and four in-person open houses conducted in partnership with LA County’s Department of Public Health “Step By Step Pedestrian Plans”. Additionally, there were five in-person park events in coordination with LA County’s Department of Parks and Recreation “Parks After Dark” resources fairs, three pop-up events at A.C. Bilbrew Library, East Los Angeles’ Queer Mercado, and the City Terrace Art Walk, and six virtual online workshops. To receive more in-depth feedback regarding the County’s efforts on the Area Plan, a Community Advisory Committee (CAC) was formed. Made up of eleven local community leaders volunteering their time, CAC members provided guidance throughout the process, helped to disseminate information about the

ENGAGEMENT EVENT	NUMBER OF EVENTS	TYPE	NUMBER OF PARTICIPANTS
Areawide Introductory Session	2	Virtual	51
Community-specific Visioning Workshops	6	Virtual	106
Open-Houses with Dept. of Public Health	4	In-person	32
Survey	1	Digital and Print	67
Park After Dark Resource Fair	5	In-person	49
Pop-up events	3	In-person	101
Virtual Meetings	6	Virtual	28
CAC Meetings	8	Virtual	6-8
<b>Total</b>	<b>35</b>	<b>—</b>	<b>440-442</b>



project, and advocated on behalf of their communities. The CAC met eight times during the development of the plan serving as a two-way conduit of information and ideas, bridging the broader community and the planning process.

In addition to the meetings held with the community, a semi-monthly email newsletter was sent out to the MAP project contact list made up of nearly 900 interested individuals or organizations. The County also maintained a project website to house project information and draft documents and used the department's social media to encourage community engagement.

Through early community engagement, the seven Area Plan communities shared the following themes which served as one of the primary sources for developing goals and policies in the Area Plan:

- Love of nature
- Streets for discovery, walking, play
- Emphasis on family and community gathering
- Better connectivity to local and regional destinations
- Environmental quality concerns largely related to colocation of industrial and residential uses
- Unsafe physical environment
- Lack of affordable housing
- Lack of access to resources, such as neighborhood-serving grocery and services

See Appendix A, Public Engagement Summary, for a detailed description of the community engagement process and feedback received.

Concurrent to and as part of the development of the Area Plan, the County prepared a Historic Context Statement to inform and relate historical resources within the Area Plan communities. Historic Context Statements provide the foundation for identifying and evaluating historical resources, future preservation and protection of historical resources, and establishment of a framework for grouping information about resources that share common themes and patterns of historical development. With such rich and storied histories for these communities, this effort provided context-specific background and history that helped to shape the goals, policies, and programs of the Metro Area Plan. As a model for the rest of the Area Plan region, a Florence-Firestone Historic Resources Survey was also prepared and will serve as the model for future survey and research efforts. As part of this full effort (Historic Context Statement and the Florence-Firestone survey) there were two major phases for community outreach: one phase in Fall 2021 and one phase in one in Summer 2022.

Outreach included in-person and remote public meetings. Outreach was interactive, including a Historic Resource Mapper tool that allowed Area Plan community members to identify locations of historic interest onto a web-based map. The CAC and a Technical Advisory Committee (TAC) were consulted to gather information and provide assistance in reviewing technical documents. The

TAC was comprised of representatives from various L.A. County Departments, including Public Works, Public Health, Parks & Recreation, Economic Development/Chief Executive Office, Fire, and Civic Arts & Culture. See Appendix B for the Historic Context Statement.

## 1.2.6/ Inequality and the Discriminatory Origins of Land Use

Early 20<sup>th</sup> century's unfair and racist planning practices such as "redlining" made it historically difficult for residents belonging to racial and ethnic minority groups to obtain home loans and build pathways to trans-generational wealth. Such planning practices discriminated against racial and ethnic minorities and set the stage for some of the socioeconomic difficulties facing the Metro Area communities today, including inaccessible and/or unaffordable housing, community displacement, environmental injustice, and systematic disinvestment.

Of relevance to the Metro Area is the fact that historically redlined communities were often wedged against industrial areas, bisected by freeways, and included in other environmentally compromised settings, exposing residents to disproportionate health risks. Through the Area Plan, the County aims to move forward with an approach rooted in the recognition that communities of color have historically experienced a disproportionate level of investment and are in need of both near- and long-term planning solutions to alleviate or eliminate these harms for future generations.

## 1.2.7/ Five Big Ideas

In the process of shaping the Area Plan, key recommendations were developed from a visioning framework. These recommendations or "Five Big Ideas" collectively provide strategic interventions in the areas of land use, environmental justice, infrastructure, open space, and economic development.

### 1. ATTRACT CLEANER INDUSTRIAL NEIGHBORS.

The long-term impacts of residential-industrial adjacency is a primary planning consideration of the Area Plan. Four Area Plan communities currently allow industrial uses: West Rancho Dominguez, East Los Angeles, Willowbrook, and Florence-Firestone. Industrial parcels in these communities provide jobs and economic development opportunities, but some also pollute or otherwise negatively impact adjacent residents and businesses.

The Area Plan aims to recognize growing trends in the industrial sector. Many people hear the word 'industrial' and think of large factories or manufacturing plants with noxious smells, toxic byproducts, and noise pollution. However, the industrial sector has evolved. There is an increasing demand for space by "local artisans" (e.g. cabinetmakers, software designers, and technology innovators). These types of industrial uses reduce noise, air, and water pollution, and other negative impacts. These small urban manufacturers often combine manufacturing, office and retail shops or provide community benefits such as urban greening making them better neighbors.

## 2. DEFINE AND ALLOW ACCESSORY COMMERCIAL UNITS (ACUS).

Neighborhoods that accommodate a broad range of uses (i.e., housing for a wide range of incomes and ages supported by convenient, affordable daily retail and services) tend to also encourage a healthier lifestyle. In recent decades, land use policies generally discouraged commercial uses within residential neighborhoods. The consequences of this can be seen in vehicle dependence and increased car trips to access distant stores and services, as well as lost opportunities for hubs of neighborhood activity, a more active lifestyle, and income generation, and less vibrant, single-use communities.



**An existing accessory commercial unit in East Los Angeles.**

Accessory commercial units (ACUs), as their name suggests, are the commercial equivalent of accessory dwelling units (ADUs). Like ADUs, ACUs are an adjunct use to an existing residence. Their hours of operation, size, and number of employees are subject to special regulations recognizing the residential context in which they exist. ACUs may take on the form of corner

stores, cafes, and other small businesses. Some Metro Area communities already have commercial uses that were established within residential neighborhoods prior to current zoning laws. Allowing ACUs on corner lots would complement these existing patterns of use, and provide area residents with access to at-hand commercial services, and create small business opportunities for additional family income.

## 3. WELL-REGULATED MOBILE FOOD FACILITIES

Tacos trucks, paleteros (or push-cart popsicle vendors), and all manner of mobile food vending are integral to the daily street life of Metro Area communities. Here, street food is a defining characteristic and cultural identifier. Street vending fills a clear gap in the need for affordable, local food. They bring life and sense of safety to sidewalks but they are also perceived as nuisances at times, with complaints including sidewalk encroachment, noise, odors, and lax food safety practices.



**Mobile food vendor in East Rancho Dominguez.**

While the Area Plan recognizes that County and State public health guidelines are primarily responsible for shaping the policy landscape and operations of mobile vending, it identifies a framework to facilitate mobile food vending as a land use in local communities in the coming years.

#### 4. INTRODUCE FREEWAY CAP PARKS

Six freeways—the 10, 710, 60, 5, 110, and 105—cut through Metro Area communities. Built over a period of several decades in the 20th century, the construction of these freeways bisected and displaced entire neighborhoods populated by lower-income residents of color. Over the years, their presence and operation disconnected communities, drove disinvestment, depressed property values, and subjected adjacent residents to unsafe noise and air quality.



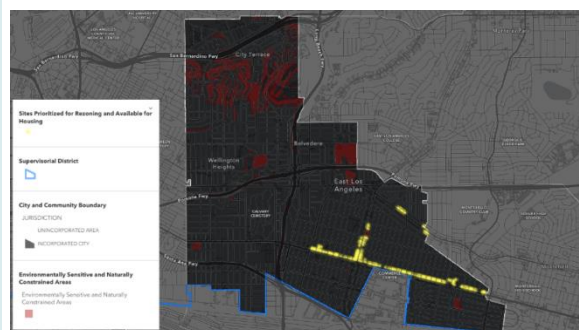
**Rendering for a proposed freeway cap in Glendale, CA.**  
Image credit: City of Glendale

Freeway cap parks can serve to partially mitigate the impacts of the County's freeways. Cap parks are typically constructed over trenched freeways and are programmed to provide open space, reestablish severed connections, and offer community serving amenities, while

simultaneously screening the freeway from the community. Several segments of the six Metro Area freeways are built within trenched cross-sections and might offer capping opportunities. The Area Plan establishes a goal to identify and test the feasibility of future freeway caps as mechanism of community redressal.

#### 5. PRIORITIZE HOUSING STABILITY

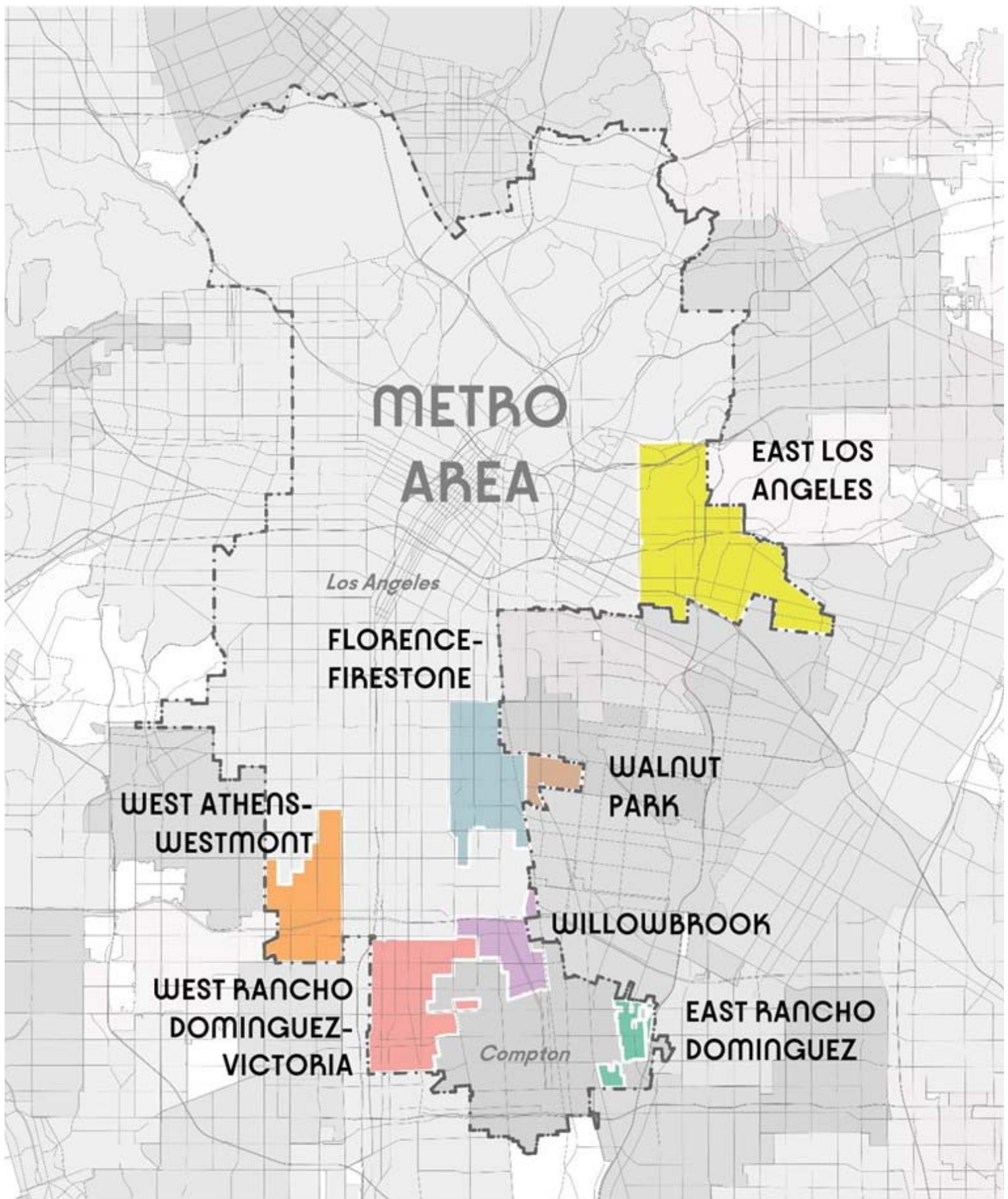
There are over 310,000 residents across the seven unincorporated Metro Area communities. In comparison to the rest of Los Angeles County, Metro Area residents tend to be lower-income, predominantly minority, and reside overwhelmingly in underserved, low-resource neighborhoods. The Area Plan will not only implement residential upzoning, but also rely on other robust programs to address community benefits and tenant displacement through the County's recently adopted Housing Element. The new mixed-use land use in the Metro Area promotes a diverse range of housing types and a more pedestrian and transit-oriented environment.



**Sites prioritized for rezoning and available in East Los Angeles, per the Department of Regional Planning's Rezoning program story map.**

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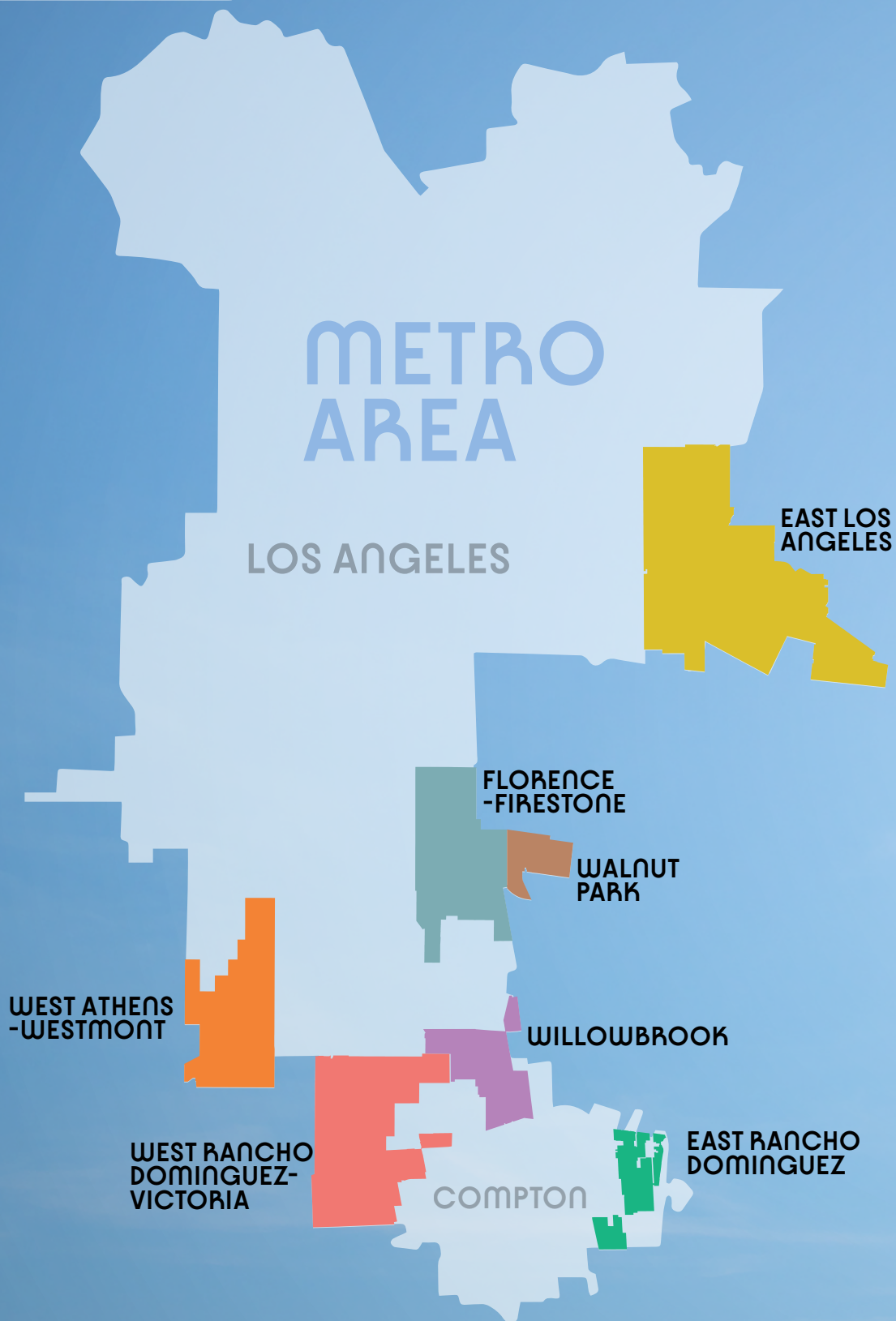
An aerial photograph of a city, likely Los Angeles, is overlaid with a semi-transparent teal color. Several irregular, pixelated shapes in various colors (yellow, orange, red, purple, green, and grey) are scattered across the map, primarily in the left and center-left areas. A large, white, outlined number '2' is positioned on the right side of the image.

2

**HISTORIC ROOTS  
TO REALTIME**



## INTRODUCTION



# METRO PLAN



# 2 / Historic Roots to Realtime

## A BRIEF HISTORY OF THE METRO PLANNING AREA

The seven communities of the Metro Area Plan (Area Plan) include some of the first established neighborhoods of Los Angeles County (County). They are home to deeply rooted networks of social infrastructure, community assets, and cultural identity, which have been sustained despite a history of disinvestment and disadvantage. This chapter illustrates a broad overview of the common threads of the entire planning area, then presents an overview of the historic and present-day setting for each of the seven unique communities.

This chapter lays the foundation for the goals, policies, and implementation actions included in subsequent chapters of this plan. Understanding how

communities have evolved over time allows for a context-sensitive approach toward developing a plan that will shape the urban fabric of a community while recognizing the unique history and culture. The information provided in this chapter is based on a variety of sources, such as information provided by the public (see Appendix A, Public Engagement Summary); a detailed context report that identifies important themes, patterns of development, and historic resources (see Appendix B, Historic Context Statement); and a study of the land use, demographics, and applicable plans, policies, and ordinances for the seven Area Plan communities (see Appendix C, Community Profiles/Existing Conditions).



## FAST FACTS



Population:

**310,857**



Median Income:

**\$48,900**



# METRO PLA



Jobs

**55,829**

community-based jobs



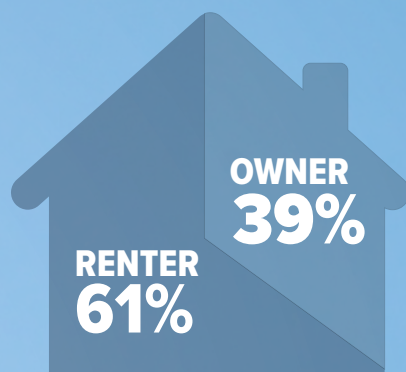
## LOCATION:

The Metro Planning Area is located in the geographic center of the County and is home to and heavily defined by Downtown Los Angeles, which includes major corporations and professional firms, tourist and convention hotels, restaurants, retail, and the largest concentration of government offices outside of Washington DC. There are seven unincorporated communities that comprise the Metro Area: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West-Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. These seven communities, which have played a seminal role in crafting the cultural landscape of the great Los Angeles metropolitan areas, are the focus of the Area Plan





## HOUSING TENURE:



*U.S. Census Bureau 2021.*

## The Density of the Metro Area is over 680% more than that of the County

# 4.1

## Persons per household

# nnnnG AREA

## METRO AREA OVERVIEW:

important periods and themes. The significant themes include agricultural, commercial, industrial, and residential development; infrastructure and public transit; religion and spirituality; parks and recreation; education; civil rights and social justice; public art, music, and cultural celebrations; public and private health and medicine; and civic development.

Subsequent sections highlight significant themes as they relate to the development of each community. For the full Metro Area Plan Historic Context Statement, please refer to Appendix B.



## INTRODUCTION



# EAST LOS



## **East Los Angeles is the epicenter of Southern California's Chicano community.**

The community's culture is reflected in history and the present day through activism, political commentary, art, and food. It is the birthplace of the Chicano art movement of the 1960s. East Los Angeles continues to serve as the center of Chicano cultural and political identity. Whittier Boulevard is the community's iconic main drag, the corridor of lowriders, home of the Latino Walk of Fame, and the repository of immigrant stories—not just Hispanic and Latino, but also Chinese, Serbian, and other ethnicities have considered it home in generations past.

Transportation, racial tensions raised by wars, and civil unrest and reform have had an impact on the development and demographic makeup of East Los Angeles from early subdivisions of the original rancho throughout its modern history. Today, some of the needs identified by the community include clean air, more greenspace, accessibility, and reducing impacts from the freeways and industrial uses.

# ANGELES



## HISTORY



### 1866:

Antonio María received a land patent for the area that comprises modern day East Los Angeles. The land was subdivided among his wife and children upon his passing. Additional subdivision of the land in later years created individual communities, including the present day community.

### 1823–1838:

The Rancho San Antonio land grant, which encompassed modern day East Los Angeles, was confirmed in 1823 and regranted two more times during this period.

### 1887–1930:

Residential development and major thoroughfares were formed and influenced by sub-neighborhoods developing at different periods in history. During this time several subdivision and neighborhoods formed, including Occidental Heights and Belvedere subdivisions and City Terrace and Bella Vista neighborhoods.

### 1920s:

Development of City Terrace began in the early 1920s and was intended to be 100 acres of a multi-use development that included residential, industrial, and commercial uses with planned recreation spaces. By 1923 the population of East Los Angeles had grown to 12,000 with 2,500 new homes and by the late 1920s, due to massive immigration from Mexico, it was home to 30,000 Mexicans.

### 1848:

Anti-Mexican American sentiment after the end of the Mexican American War coupled with repopulation of immigrants and other settlers in the City of Los Angeles led Mexican Americans to take refuge east of the Los Angeles River.

### 1880s:

East Los Angeles and the surrounding communities experienced significant growth with continued land subdivisions and the development of infrastructure, industry, and reliable forms of transportation. The area was a hub for diversity with residents from various ethnic groups such as Mexican-Americans, Russian Molokans, Armenians, Chinese, Japanese, Germans, French, African-Americans, and, in the late 1800s, Jewish immigrants from Eastern Europe.

### 1905:

Streetcar connection from Downtown Los Angeles to East Los Angeles was completed.







## 1900–1950:

Commercial and residential development patterns occurred at the same time given the early function of East Los Angeles as a streetcar suburb. Auto repair shops, churches, and schools ran along east-west thoroughfares such as Beverly Boulevard, 1st Street, and the current Cesar E. Chavez Avenue.

## 1950s:

The internment camps and removal of Japanese residents following World War II coupled with migration of Jewish community members to the west side of Los Angeles resulted in a demographics shift to the Mexican-American majority remaining in place today. The community had already begun to develop as an enclave of Mexican culture and spirit that was represented in all forms of development.

## 1960s–1970s:

Cultural awakening and civic movements related to poor education and lack of access to healthcare. The Chicano movement resulted in political demonstrations such as school walkouts protesting the inequality in the public education system. Through activist groups such as the Brown Berets, the movement also increased access to health care. These events physically changed the environment and are visible through commemorative murals.

## 1953:

Continued increase of single-family tract developments, including the replacement of the majority of the farmland.



## Mid-1960s:

The construction of Interstate (I) 710 and State Route 60 (Pomona Freeway) divided the area into four sections running through residential neighborhoods and demolishing whole blocks of buildings. The majority of the community area was developed as single-family and multifamily residential neighborhoods and commercial thoroughfares include Whittier Boulevard, 1st Street, East 3rd Street, and East Cesar E. Chavez Avenue.





## FAST FACTS



Population:

**126,191**



Median Income:

**\$49,200**



Housing:

**4.1**

Persons per  
household

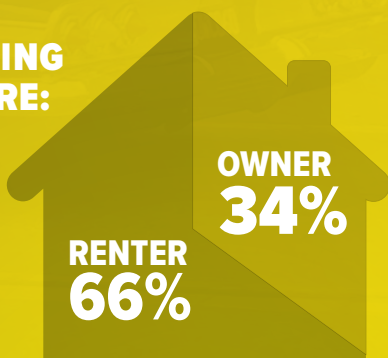
**49%**

Paying More than  
30% Household  
Income to Rent

### HOUSING STOCK:

The majority of the housing stock in East Los Angeles has not been updated for at least half a century. Approximately 86% of the housing was built before 1970.

### HOUSING TENURE:



*U.S. Census Bureau 2021.*

**32,400** Existing Housing Units



# EAST L

## WHAT'S IN A NAME?

East Los Angeles's name is derived from its location east of the Los Angeles River, but its present day boundaries comprise historic neighborhoods including Maravilla Park, Berverde Gardens, Eastmont, Bella Vista, and City Terrace.



Jobs

**23,352**

community-based jobs



Ethnicity:

**97%**

of Hispanic and  
Latino origin

Language:

**73%**

report that they speak  
Spanish at home

**EDUCATION:** Of those that are 25 and older, 46% of the residents report less than a high school education, which is over twice as high as the County-wide statistic.

# LOS ANGELES

**64%**

**RESIDENTIAL**



**28%**

**INDUSTRIAL**



**8%**

**COMMERCIAL**



**LAND USE:** Today, East Los Angeles primarily consists of residential (64%) and commercial (both retail and office; 8%) land uses. The remaining land is comprised of industrial development and other land uses (including government, institutional, etc.). Compared to the Metro Area, East Los Angeles contains nearly half of the commercial activity, a third of the residential, and 15% of the industrial development.

**M** Metro (bus and rail)

**18,599**  
**DAILY BOARDINGS**

**RAIL:** Atlantic Station, Indiana Station, Maravilla, and East Los Angeles Civic Center are also in the area.



## INTRODUCTION

# EAST RANCHO DOMINGUEZ PARK AND COMMUNITY CENTER

County of Los Angeles  
Department of Parks and Recreation

# EAST RANCHO





## **East Rancho Dominguez, formerly named East Compton, became a Census Designated Place in 1990.**

The community has an autonomous, distinct cultural identity and, since becoming independent, has strived to develop civic components reflecting their character. East Rancho Dominguez is served by its namesake county park, which is an asset to the families of the community. Despite its disjointed boundaries, consistent residential uses that line interior streets give the community a cohesive residential feel.

Oil fields, proximity to railroads, discriminatory practices tied to federal policy during and fueled by impacts of the Great Depression, and civil unrest have impacted the development and demographics of East Rancho Dominguez through modern day. Some of the needs identified by the community today include, safer streets and accessibility, more trees and parkways for gathering, and commercial areas with outdoor dining.

# DOMINGUEZ



## HISTORY

### 1892:

Oil fields were discovered in Los Angeles outside the East Rancho Dominguez area. The oil boom that followed furthered the development of towns adjacent to railroads, which were the main transportation network that connected the oil commodity to markets.

### 1860s:

The descendants of the original Dominguez rancho owner sold the area developed today as East Rancho Dominguez to F.P.F. Temple and F.W. Gibson, who later subdivided the land, selling 4,600 acres to pioneer Griffith Dickenson Compton.

### 1933:

East Compton was largely destroyed by an earthquake but was redeveloped due to federal assistance, as the deed-restricted neighborhood had a favorable Home Owner's Loan Corporation (HOLC) rating. Residential development increased and homes were constructed in the Minimal Traditional, Ranch, Spanish Colonial Revival, and Mid-Century Modern architectural styles.

### 1948–1962:

Outlawing of redlining practices in 1948 led to Compton's first African-American residents in early 1952. By 1962 African-American families comprised 40% of the neighborhood's population despite intimidation from Caucasian hate groups. As demographics shifted, using blockbusting tactics, realtors caused a depressed housing market and sent East Compton into a state of decline.

### 1888:

The City of Compton, which was home to 500 people and encompassed part of the modern-day East Rancho Dominguez area, was incorporated.

### 1930:

Middle-income residential areas developed on a grid system outside of Compton's central commercial area; this community was a deed-restricted neighborhood known as East Compton, allowing only Caucasian residents in the community.







## 1965–1970:

The 1965 Watts Uprising further triggered a prejudice-driven mass exodus of Caucasian residents from East Compton, causing a demographic shift to a predominantly African-American community as the population grew (over 70% African-American by 1970). Property values were unable to recover after the destruction during the Watts Uprising and without federal aid the neighborhood's underfunded community resources, schools, and infrastructure continued to deteriorate.

## 1992–2000:

After the Los Angeles Uprising, middle-class African-American families fled from East Rancho Dominguez, relocating to suburban areas, which resulted to a shift in demographics to a predominantly Hispanic and Latino enclave that then experienced increased residential and commercial development.



## 1990:

East Compton was officially redesignated as East Rancho Dominguez, a community eager to create an independent culture and identity as the mainstream news media's portrayal of Compton drew national attention to gang violence and drugs.





## FAST FACTS



Population:

**15,281**



Median Income:

**\$53,800**



Housing:

**5.0**

Persons per household

**53%**

Paying More than  
30% Household  
Income to Rent

### HOUSING STOCK:

The majority of the housing stock in East Rancho Dominguez has not been updated for at least half a century; approximately 80% of the housing was built before 1970. Over the next three decades, an additional 12% of housing was constructed.

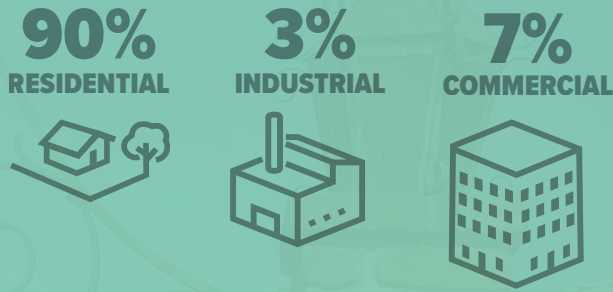
# EAST RANCHO

## WHAT'S IN A NAME?

East Rancho Dominguez was formerly named East Compton and was renamed East Rancho Dominguez in 1990 after the Dominguez family, owners of a rancho that once encompassed the area. The community is served by a park sharing the same name, East Rancho Dominguez Park, which is an important asset to the families of the community. It is also where renowned tennis pros Venus and Serena Williams began their tennis careers as children in the park's tennis courts.







### LAND USE:

Residential land uses make up the majority of land in the community area (90%). Commercial uses (inclusive of both retail and office) represent about 7% of the total land. The remaining land is comprised of industrial development and other land uses (including government, institutional, etc.).

### HOUSING TENURE:



*U.S. Census Bureau 2021.*

**3,250** Existing Housing Units

# DOMINGUEZ



Ethnicity:

**84%**

of Hispanic and Latino origin

Language:

**77%**

report that they speak Spanish at home

**EDUCATION:** Of those that are 25 and older, 45% of the residents report less than a high school education, which is over twice as high as the County-wide statistic.

**M** Metro (bus)

**528**

DAILY BOARDINGS

**C** Jobs

**717**

community-based jobs



## INTRODUCTION



# FLORENCE -



## **Throughout its history, Florence-Firestone underwent several shifts in demographics, becoming primarily Hispanic and Latino by the 1980s.**

The area's land use remains largely residential, with most of its housing stock constructed by 1940. The community's early development was heavily influenced by rail lines, which brought manufacturing plants and steady jobs to the area along South Alameda Street.

Discriminatory housing practices, civil unrest, and de-industrialization have had an impact on Florence-Firestone throughout its modern history. Some of the needs identified by the community today include safer streets and improving walkability to amenities such as the library and parks, reducing impacts of nearby industrial uses, and more greenspace and gardens.

# FIRESTONE



## HISTORY

### 1850s–1870:

Area developed as ranch land and public land in the hands of settlers who had claimed the land under U.S. homestead laws from 1858 to 1868.

### 1873:

The Rancho Sausal Redondo Decision officially gave the settlers, who claimed the land under the U.S. homestead laws, title to the land and cleared the way for the agrarian area to be subdivided and sold.

### Early 1900s:

Immigrants from Mexico were recruited by Pacific Electric to lay tracks and work on the rail lines; development during this period was concentrated between Compton Avenue and South Alameda Street.

### 1927:

Firestone Tire Manufacturers opened at the intersection of Firestone Boulevard (formally Manchester Avenue) and South Alameda Street and employed 2,500 people. Residential development continued in Florence-Firestone into the late 1930s with several areas remaining vacant.

### 1939:

Home Owner's Loan Corporation (HOLC) assigned the largely non-Caucasian, working-class neighborhoods of the community an investment risk grade of Red or "Hazardous," limiting the residents' abilities to secure federally insured mortgages and loans.

### 1870:

Development of rail lines provided jobs and affordable transportation and facilitated the growth of local industries such as manufacturing.

### 1920s:

Community development expanded eastward and westward, beyond rail and streetcar lines, and mostly developed with single-family and multifamily residences. Schools including Thomas Edison Middle School and Miramonte Elementary School were also built during this time.

### 1938:

Franklin Delano Roosevelt Recreational Center (Roosevelt Park) was developed as part of the Work Project Administration program; the park was approved by the Federal government and partially funded by the County.







## 1950s:

The majority of land was developed by this time as single-family and multifamily residential neighborhoods. The commercial thoroughfares included South Central Avenue, Compton Avenue, Graham Avenue, East Slauson Avenue, Florence Avenue, and Firestone Boulevard.

## 1970s–1980s:

Corporations began to be replaced by small, locally owned retail stores. Massive job loss occurred due to closure of the Firestone plant in 1983. Demographics shifted as African-Americans and recent immigrants from Mexico and Central America moved in and took jobs in low-wage labor.

## 1940s:

The community was almost completely built out due to an economic boom brought by World War II.

## 1960s:

The community underwent a period of civil unrest during the 1965 Watts Uprising, which caused a mass exodus of Caucasian people from the community. De-industrialization occurred as factories moved to outlying areas for cheaper land, which resulted in a shift toward low-wage jobs and less stable local employment.

## 1948:

Lifting of “whites-only” deed restrictions caused a demographic shift as African-Americans moved in and Caucasian residents slowly moved out, resulting in a period of “white flight.”



## 1992:

Businesses along Florence-Firestone’s commercial corridors were burned down or looted during the 1992 Los Angeles Uprising but the community did not receive economic incentives or investment to fund rebuilding.

## 1990:

Los Angeles Metropolitan Transit Authority invested \$877 million in the construction of the 22-mile Metro A Line (previously known as the “Blue” Line) with three stops in the community: Slauson, Florence, and Firestone.



## FAST FACTS



Population:

**65,020**



Median Income:

**\$44,600**



Housing:

**4.6**

Persons per  
household

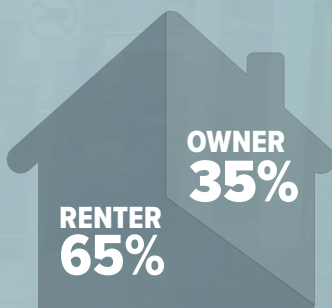
**55%**

Paying More than  
30% Household  
Income to Rent

### HOUSING STOCK:

The majority of the housing stock in Florence-Firestone has not been updated for at least half a century. Approximately 77% of the housing was built before 1970.

### HOUSING TENURE:

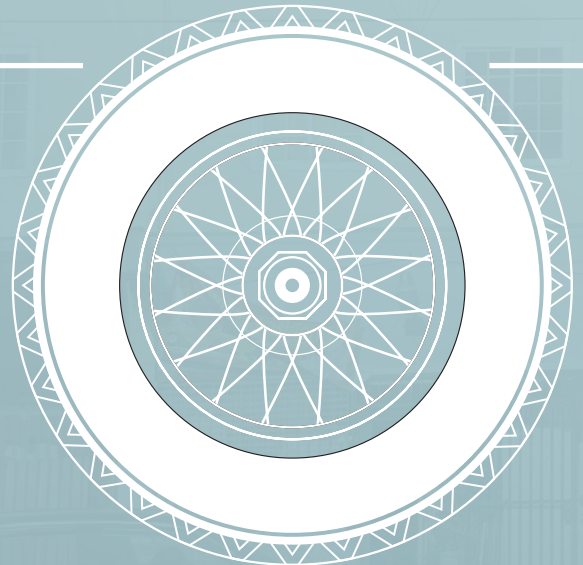


*U.S. Census Bureau 2021.*

**15,000** Existing Housing Units



# FLOREN



## WHAT'S IN A NAME?

The unincorporated districts of Florence and Graham, coupled with the prominence of the Firestone Tire Manufacturers in the community, influenced the name.



Ethnicity:

**91%**

of Hispanic and  
Latino origin

Language:

**87%**

report that they speak  
Spanish at home

**EDUCATION:** Of those that are 25 and older, over half of residents report less than a high school education, which is nearly three times as high as the County-wide statistic.

# CE - FIRESTONE

## Culture:

This majority Hispanic and Latino community has a strong history of activism, exemplified by initiatives like Everyday Heroes, which preserve the history of Florence-Firestone and create opportunities for its residents. Central Avenue is also a storied hub of Black culture and jazz located along the community's western border. The northern portion of the community is comprised of industrial and auto-related uses, and the southern portion of the corridor is predominantly commercial and residential.

**M** Metro (bus and rail)

**16,631**  
**DAILY BOARDINGS**

**RAIL:** Florence Avenue Station,  
Slauson Station, Firestone Station

**C** Jobs

**7,457**  
community-based jobs



## INTRODUCTION



# WALD





## **Walnut Park has one of the highest residential densities in the entire nation.**

Unlike other Metro Area communities, Walnut Park experienced very little change to the built environment even as surrounding communities were impacted by the shifts of the post-World War II decades: altering transportation patterns, closure of factories, civil unrest, and population shifts. New construction in the years following World War II was sparse as much of the area was already densely developed. Major changes in the area during the second half of the twentieth century are primarily rehabilitations of older buildings. Traversed by Pacific Boulevard (“La Pacifica”), one of the region’s iconic retail corridors, Walnut Park has undertaken steps to increase amenities and street safety via a Parks and Recreation Plan that addresses the dire need for more park space, as well as a Pedestrian Plan to tackle the negative impacts of overcrowding.

# UT PARK



## HISTORY

### 1926:

Sanborn maps show almost every residential lot developed with a one-story, single-family house with a detached garage. Houses were mostly designed in Spanish Colonial Revival or related styles.

### 1895–1910:

Area comprising Walnut Park was considered part of San Antonio Township and was previously part of Rancho San Antonio in the nineteenth century.



### 1940s:

The community was predominantly Caucasian families with heads of the household employed as business professionals, minor executives, and skilled artisans. In older parts of the community, many original owners were still residents and were professionals and businessmen, minor factory officials and foremen, and white-collar workers.

### 1910s–1930s:

Walnut Park was advertised as a residential community by the early 1920s with rapidly developed residential areas bounded to the north, east, and west by major commercial or transit corridors.

### Mid-1920s:

Commercial development was located in two distinct areas located on Seville and Florence Avenue developed by Signa Realty Company of Los Angeles with two-story brick buildings. Businesses included movie theaters, markets, drug stores, banks, and offices.

### 1939:

Home Owner's Loan Corporation (HOLC) divided Walnut Park into two areas, giving the eastern side a "B" rating as it had recently developed roughly 75% of the land due to federal financing. The western and southern side received a "C" grade due to having an older building stock. Both areas were deed restricted to limit the racial makeup of residents and development to single-family, with permitted multifamily development in scattered areas.







## 1966:

The area was proposed for inclusion in “Freedom City” at a meeting of the NAACP and Student Non-Violent Coordinating Committee as part of a larger area that was home to 250,000 African-Americans, marking a shift in the population.

## 1959:

First failed attempt to annex Walnut Park into the adjacent City of Huntington Park to the northwest.

## 1964:

A second failed attempt to drive annexation into Huntington Park.



## 1979:

Walnut Park's demographics was 50% Mexican-American and a last attempt was made to annex the area as part of Huntington Park.

## 2000:

Walnut Park remained mostly a residential community through the twentieth century and very little changed in the built environment, even as surrounding communities were impacted by the shifts of the post-World War II decades.



## FAST FACTS



Population:

**16,239**



Median Income:

**\$55,000**



Housing:

**4.4**

Persons per  
household

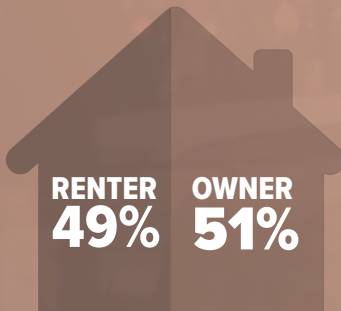
**48%**

Paying More than  
30% Household  
Income to Rent

### HOUSING STOCK:

Since 2000, only 9% of the housing stock has been updated—the rest of the homes date back prior to the 1970s.

### HOUSING TENURE:



U.S. Census Bureau 2021.

**3,800** Existing Housing Units



# WAL

**89%**

RESIDENTIAL



**3%**

INDUSTRIAL



**8%**

COMMERCIAL



### LAND USE:

Residential land uses make up the majority of land in the community area (89%) of the total land. Commercial uses (retail and office) represent about 8% of the total land. The remaining land is comprised of industrial development and other land uses (including government, institutional, etc.).





Ethnicity:

**98%**

of Hispanic and  
Latino origin

Language:

**93%**

report that they speak  
Spanish at home

**EDUCATION:** Of those that are 25 and older, 50% of the residents report less than a high school education, which is 2.5 times as high as the County-wide statistic.

# WALNUT PARK

## Culture:

This majority Hispanic and Latino community has a strong history of activism. Central Avenue is also a storied hub of Black culture and jazz located along the community's western border. The northern portion of the community is comprised of industrial and auto-related uses, and the southern portion of the corridor is predominantly commercial and residential.

**M** Metro (bus)

**2,314**

**DAILY BOARDINGS**



Jobs

**1,010**

community-based jobs



## INTRODUCTION



# WEST ATHENS





**Though most commonly known as the hometown of Ice Cube and other prominent rappers, Westmont has played a significant role in the Civil Rights movement in a distinct way, through the game of golf.**

One of the first public courses to desegregate, Chester Washington Golf Course in West Athens – Westmont kickstarted the desegregation of golf courses throughout the County, which set in motion a County-wide overhaul of segregationist policies.

Railroads, discriminatory practices, the Great Depression, de-industrialization, and civil unrest have impacted the development and demographic makeup of West Athens-Westmont throughout its modern history. Some of the needs identified by the community today include street maintenance and cleanliness, safety, more greenspace.

# -WESTmont



## HISTORY

### 1837:

A 22,459-acre land grant known as Rancho Sausal Redondo, which comprised the modern-day West Athens-Westmont area, was awarded to Antonio Ygnacio Avila.



### 1896:

O.T. Johnson Corporation and Howard Summit used the area for smaller ranches. They generally remained agricultural until the 1920s. Limited development on the flat, expansive pasture included the north-south oriented Redondo Railroad and several buildings.

### 1926:

The area known as Westmont was rapidly developing with vernacular, wood-framed, deed-restricted single-family and multifamily home. Development in the area known as West Athens was slower, with only a few deed-restricted buildings along Vermont and a 120-acre golf course (that excluded minorities) known as La Avenida Golf Course.

### 1930s–1940s:

Although new construction was limited during the economic depression, blocks of single-family houses were constructed in Spanish Colonial Revival and Minimal Traditional styles.

### 1858–1896:

After the passing of Antonio Ygnacio Avila (1858), the land was subdivided and sold by his children and again further subdivided by Daniel Freeman who sold portions of the property.

### Mid-1920s:

West Athens-Westmont was rezoned for mixed residential-industrial use and Pacific Electric established an interurban railroad that, along with the Redondo Railroad, carried freight from the Port of Los Angeles east to distant markets. Factories were established near the railroads and factory workers, largely Italian, settled in the area.

### 1939:

Home Owner's Loan Corporation (HOLC) rated West Athens-Westmont, still largely comprised of Italian factory workers and their families, as "in decline," as homeowners had difficulty making monthly mortgage payments during the Great Depression due to diminished wages and widespread unemployment.







## 1942:

Redondo Railroad was replaced with the automobile-oriented Vermont Avenue as manufacturing declined, which limited employment opportunities. Factories were replaced with residences, often occupied by African-American and Hispanic and Latino families, with retail stores and gas stations serving as commercial corridors.

## 1955:

The preservation of the golf course was an important milestone in civil rights, as the exclusionary golf course operated on a County-owned property that was maintained partially through taxes collected from minority populations. Los Angeles County Supervisor Kenneth Hahn ended these discriminatory policies and extended the rule throughout the County, forcing all County-owned facilities to comply.

## 1954:

The County acquired the La Avenida Golf Course, a Caucasian-only golf course, to preserve green space as it was slated to be redeveloped with industrial facilities due to its proximity to the Pacific Electric Railroad line.



## 1967:

As a result of the Watts Uprising in 1965, Los Angeles Southwest College was established, on previously industrial land, to address the lack of employment and educational resources.

## 1970–1980:

Over 42,500 people lived in the West Athens-Westmont area in 1970, but the number fell to under 36,700 people in 1980.

## 1990:

Transportation systems were also impacted by the Watts Uprising in 1965, as the abandoned route of the Pacific Electric was replaced by a major expressway. The I-105 (Century Freeway) was constructed so that the police could be easily deployed to dense urban communities.





## FAST FACTS



Population:

**41,088**



Median Income:

**\$41,800**



Housing:

**3.3**

Persons per  
household

**61%**

Paying More than 30%  
Household Income to Rent

**HOUSING STOCK:** Approximately 81% of the housing was built before 1970. Since 2010, West Athens-Westmont has experienced minimal new residential development.

# WEST ATHENS

## WHAT'S IN A NAME?

The area includes the unincorporated communities of West Athens and Westmont. West Athens is named because it is directly west of an area known as Athens, and Westmont derives its name because it is west of Vermont Avenue.

**EDUCATION:** Of those that are 25 and older, 29% of the residents report less than a high school education, which is higher than the County-wide statistic.

## CHESTER L. WASHINGTON GOLF COURSE

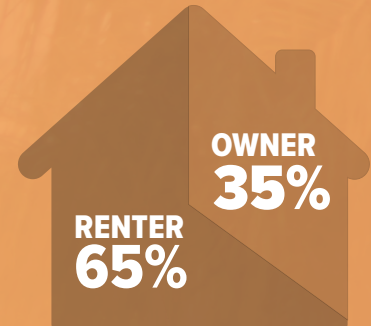


**LAND USE:**

The community is primarily comprised of residential (72%) and commercial uses (both retail and office; 6%). The remaining land is comprised of industrial development and other land uses (including government, institutional, etc.).

**72%**  
RESIDENTIAL

**22%**  
INDUSTRIAL

**6%**  
COMMERCIAL
**HOUSING TENURE:**
*U.S. Census Bureau 2021.*

**GROWTH:** Since 2000 the growth rate has remained relatively flat. It is projected to stay flat over the next 5 years since the community is mostly built out.

**13,580** Existing Housing Units

# -WESTMONT


**Ethnicity:**
**48%**

 of Hispanic and  
Latino origin

**Language:**
**50/50**

50% English, 50% Spanish

**M** Metro (bus and rail)

**6,142**
**DAILY BOARDINGS**
**RAIL:** Vermont/Athens Station

**J** Jobs

**3,843**

community-based jobs



## INTRODUCTION



# WEST RANCHO DO





**West Rancho Dominguez–Victoria,  
a Census Designated Place in  
south-central Los Angeles County,  
has a distinct cultural identity and  
has strived to foster pride in its  
unique character.**

West Rancho Dominguez-Victoria was once part of the San Pedro land grant in 1784 before developing a more urban environment as West Compton, a suburb of the City of Compton, in the early nineteenth century. In the late twentieth century, the community disincorporated from the City of Compton because of a distinct cultural identity that was reflected in civic programs, neighborhood events, and social gathering places. Proximity to railroads, industrialization, discriminatory practices tied to federal policy during and fueled by impacts of the Great Depression, and expanded highways sparked by civil unrest have impacted the development and demographics of West Rancho Dominguez–Victoria. Today, the community is focused on balancing the need for existing industrial uses while safeguarding residence from negative health hazards and improving access to parks and recreational spaces.



# HISTORY

## 1784:

King Carlos III of Spain bestowed a 75,000-acre land grant known as San Pedro Rancho to Juan Jose Dominguez.

## 1860s:

Dominguez sold portions of the area to F.P.F. Temple and F.W. Gibson, who later subdivided the land and sold 4,600 acres to pioneer Griffith Dickenson Compton.

## 1920s:

The area began to experience growth due to proximity to large freight railroads and the port of Los Angeles.

## 1950s:

First African-American residents began moving into the community as racial covenants were lifted in 1948.

## 1960:

The community grew quickly and became an enclave for the African-American community despite intimidation and violence from white hate groups.

## 1858:

Dominguez's nephew, Cristobal Dominguez, who inherited the land after Juan Jose's passing, was awarded a portion of the original 75,000-acre claim after years of litigation with the U.S. Government.

## 1880s:

West Compton began as a rural area with farmsteads near the towns of Compton, Gardena, and Strawberry Hill.

## 1930:

The area was developed on a grid system on the pasture lands stretched between the major streets of Rosecrans and Compton, and was home to middle-class, Caucasian residents employed as skilled tradesmen and oil refinery foremen.







## 1965:

As demographics shifted, realtors used blockbusting tactics to cause prejudice-fueled market instability, which resulted in a depressed housing market. This contributed to a state of decline that was worsened by the 1965 Watts Uprising. The Watts Uprising led to a mass exodus of Caucasian residents.

## 1960s–1970s:

The County seized residential neighborhoods through eminent domain and divided communities for the construction of the expanded highways.

## Late 1990s:

The community landscape was shaped by the combination of municipal and grassroots programs. West Compton became an independent community named West Rancho Dominguez-Victoria.

## Late 1960s:

Freeway expansion (I-710) and new construction (I-110 and I-105) was proposed as result of the Watts Uprising so that law enforcement could more easily access congested urban communities.

## 1982:

Settlement was reached and residences between Imperial Avenue and East 117th Street were demolished and replaced with the expanded I-710.

## 1990:

An abandoned route of the Pacific Electric Railroad was replaced by the I-105 freeway.

## 1975:

Construction of I-105 was delayed due to civil litigation from West Rancho Dominguez-Victoria and Willowbrook against the County, as the communities fought to save the hundreds of residences seized through eminent domain.

## 2000:

Redesignated as West Rancho Dominguez-Victoria, the community was eager to create an independent culture and identity.





## FAST FACTS



Population:

**22,243**



Median Income:

**\$60,300**



Housing:

### LAND USE:

The community is primarily made up of residential

(44%) and commercial

uses (both retail and office; 4%), with the remaining land being industrial development. The community has many multifamily sites, as well as vacant and underutilized commercial sites along El Segundo Boulevard, providing significant opportunity for additional investment and neighborhood improvement projects.

**44%**  
RESIDENTIAL



**52%**  
INDUSTRIAL



**4%**  
COMMERCIAL



# WEST RANCHO DO







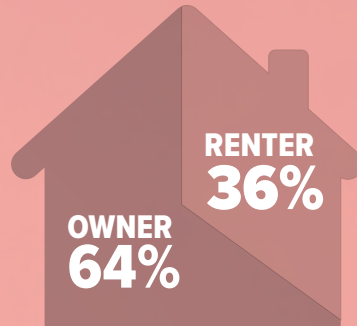
# 3.6

Persons per  
household

# 46%

Paying More than  
30% Household  
Income to Rent

## HOUSING TENURE:



*U.S. Census Bureau 2021.*

**6,700** Existing Housing Units

Ethnicity:

# 48%

of Hispanic and  
Latino origin

Language:

# 50/50

50% English, 50% Spanish

# minguez-victoria

## WHAT'S IN A NAME?

The West Rancho Dominguez-Victoria community name has yet to become widely used and the neighborhood is still commonly referred to as West Compton.

**EDUCATION:** Of those that are 25 and older, 30% of the residents report less than a high school education, which is 1.5 times as high as the County-wide statistic.

**M** Metro (bus)

# 1,794

DAILY BOARDINGS

**C** Jobs

# 15,829

community-based jobs





## INTRODUCTION



# WILLOW





## **Willowbrook has a majority Hispanic and Latino community and is the location of the County's first library—the genesis of today's Los Angeles County Public Library system.**

The community is home to significant regional assets, including the Martin Luther King, Jr. Hospital and the Willowbrook/Rosa Parks Metro station, a major transit hub at the junction of the A and C lines. The area is also known for its connection to influential athletes, including Venus and Serena Williams, though Willowbrook is not the location they learned to play tennis, maintained a home court, or made their professional debuts. Existing single-family housing constructed from 1890 to the post-World War II period is generally adjacent to the railroads and along east–west oriented streets near major transportation corridors.

Proximity to railroads and the oil industry, industrialization, mixed use (industrial and residential) zoning, discriminatory practices tied to federal policy during and fueled by impacts of the Great Depression, and expanded highways sparked by civil unrest have impacted the development and demographics of Willowbrook throughout its modern history. Some of the needs identified by the community today include street safety to be able to walk to amenities such as parks and stores, greenspace and trees, and infrastructure improvements essential for a vibrant public life.

# BROOK



# HISTORY

## 1885:

The start of the modern development of Willowbrook began when the Santa Fe Railroad laid tracks in Willowbrook and throughout Southern California, which caused a rate war between the Santa Fe and the existing Southern Pacific railroad. The low rates generated a mass influx of Los Angeles-bound migrants and the first real estate development boom.

## 1840s–1974:

Rancho La Tajauta was part of a 4,500-acre land grant, encompassing modern day Willowbrook, conferred to Anastacio Abila. Enrique Avila, son of Anastacio Avila, successfully claimed ownership for 3,560 acres in 1874 after petition to the U.S. Survey General following the Mexican American War.

## Early 1900s:

“Willowbrook Tract” subdivision was officially designated by the Los Angeles County Recorder. Although development stagnated, the first residents, largely African-American, Hispanic and Latino, and Japanese families, invested in their neighborhood by organizing community programs.

## 1929:

Willowbrook remained a small community until Pacific Electric Company established an intercity rail line between Watts (north) and Compton (south) resulting in new residential development in the community developing between the two stations. The community grew unsegregated, as race-based deed restrictions were not imposed.

## Mid-1870s:

Avila began to parcel out hundreds of acres to family members for small sums of money where the family raised livestock on the rancho.

## 1891:

More rail lines developed, including the San Pedro line along the border of the Rancho Tajauta’s easternmost boundary. Avila sold the land directly west of the line to William Pinkney Ranseur and Charles H. Watts.

## 1894:

The developers expanded the transportation network and established Riverside Boulevard along the southern boundary of their community and adjacent to the San Pedro line, prompting the development of several residences alongside the transportation networks. Several residences were developed on large plots spacious enough for cultivation and keeping of small livestock.

## 1912:

Los Angeles County’s first free public library, known as the Willowbrook Library, began in a resident’s home and circulated less than 50 books.







## 1939:

A “Hazardous” rating assigned by Home Owner’s Loan Corporation (HOLC), due to the predominantly minority demographic makeup, limited most capital investment in the area. The Great Depression resulted in diminished wages and widespread unemployment, which disproportionately impacted the community. A large percentage of the single-family residences owned by minority residents were seized by their original lending institutions.

## 1982:

Residents subject to eminent domain resigned their home in exchange for fair market compensation and construction of I-105 began. 500 units of planned replacement housing on lots acquired for the freeway were never constructed, the Martin Luther King Jr. Community Hospital which opened in 1971, was downsized, and developers, established businesses, planned commercial enterprises, and residents fled the neighborhood.

## 1930s:

Development in Willowbrook was influenced by the regional oil industry, as the communities of Watts and Compton were thriving. With mixed use zoning, the community supported small agricultural plots, industry, and residential development, with industrial facilities and residential sectors developing simultaneously along the Pacific Electric and Southern Pacific railroad lines.

## 1945–1960:

While residential growth boomed, commercial development was limited to one-story retail stores and gas stations established along major thoroughfares.



## 1940s:

The community transformed from a suburban community between Watts and Compton to a denser urban neighborhood with local infrastructure, as African-American and Hispanic and Latino populations increased due to employment opportunities in local factories and manufacturing facilities created due to World War II. Single-family and multifamily housing was developed, including Carver Manor, constructed specifically for African-American military veterans.

## 1965:

The Watts Uprising was a catalyst for government intervention and community organization that shaped the community, including the seizing of residences between Imperial Avenue and East 117th Street through eminent domain for expansion of the Imperial Highway to allow law enforcement access. Administrative institutions stimulated employment, increased access to education and healthcare, and attempted to shape the community’s behavior through urban design.

## 2015–2021:

Martin Luther King Jr. Community Hospital reopened the renovated hospital which had closed in 2007 due to deteriorated conditions. Willowbrook has seen billions of dollars of public investment, which has resulted in massive public transportation infrastructure improvements, a new hospital and revitalized public health campus, a new public library.





## FAST FACTS



Population:

**22,193**



Median Income:

**\$50,000**



Housing:

**4.6**

Persons per  
household

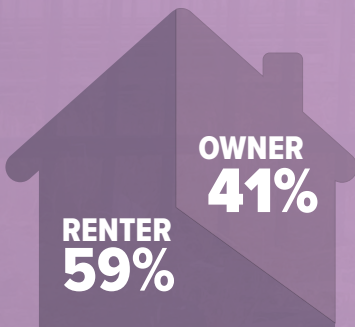
**56%**

Paying More than  
30% Household  
Income to Rent

### HOUSING STOCK:

The majority of the housing stock in Willowbrook has not been updated for at least half a century. Approximately 66% of the housing was built before 1970.

### HOUSING TENURE:



*U.S. Census Bureau 2021.*

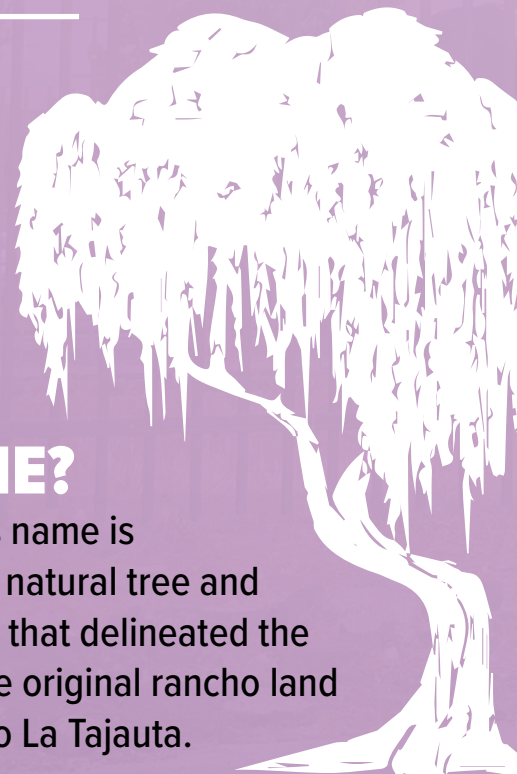
**5,220** Existing Housing Units



# WILL

## WHAT'S IN A NAME?

The community's name is derived from the natural tree and water landmarks that delineated the boundaries of the original rancho land known as Rancho La Tajauta.







**78%**  
RESIDENTIAL



**18%**  
INDUSTRIAL



**4%**  
COMMERCIAL



#### LAND USE:

The community is primarily made up of (78%), and commercial uses (both retail and office; 4%), with the remaining 18% of land being industrial development and other land uses.

Ethnicity:

**77%**

of Hispanic and Latino origin

Language:

**73%**

report that they speak Spanish at home

**EDUCATION:** Of those that are 25 and older, 42% of the residents report less than a high school education, which is over twice as high as the County-wide statistic.

# WILLOWBROOK

**LOCATION:** Located in between the Cities of Los Angeles and Compton. Willowbrook is a predominantly residential community that grew up around a stop along the newly opened Pacific Red Car line just prior to the turn of the twentieth century. The community still retains many visible remnants of its rural history, with horse trails and backyard farms remaining integral to its identity.



Jobs

**3,295**

community-based jobs

**M** Metro (bus and rail)

**13,495**  
DAILY BOARDINGS

**RAIL:** Willowbrook/Rosa Parks Station; Willowbrook is the only Area Plan community with a transfer station between two Metro Rail lines, Line A and Line C, which provides a solid foundation for transit and mobility in the area.





An aerial photograph of a city, likely Los Angeles, is overlaid with a semi-transparent teal color. Several irregular, semi-transparent colored shapes are placed over different parts of the city: a yellow shape in the upper-middle, a brown shape on the left, a red shape in the lower-left, a purple shape in the lower-left, a green shape in the lower-left, and a light blue shape in the lower-left. A large, white, outlined number '3' is positioned on the right side of the image.

# 3

## **AREAWIDE GOALS AND POLICIES**





# CHAPTER 3 AREAWIDE GOALS AND POLICIES

**Goals** identify the physical, economic, and social outcomes that the community wishes to achieve. The goals are organized into broad categories.

**Policies** articulate the desired outcome and establish a course of action for decision-makers to accomplish the community's desired vision. Policies are organized under each goal heading as appropriate.

## 3.1/ Land Use

Chapter 3.1 Land Use includes goals and policies related to land use and transit-oriented districts. Section 3.1.1 focuses primarily on creating more accessible, equitable, and vibrant areas while honoring the cultural identity and existing assets of each of the seven unincorporated communities. Section 3.1.2 builds upon the County's existing guidance on transit-oriented development and includes area-wide land use recommendations for improving the public realm, employment/housing opportunities, and overall mobility and station connectivity.

### 3.1.1/ Land Use

#### VISION

Build upon the cultural identity, patterns and assets within Area Plan communities to ensure a balanced mix of land uses. Increase opportunities for easy access to local, walkable, everyday commercial retail and services. Build partnerships with businesses and local communities to

encourage transformation of the industrial land use sector as employers and good neighbors.

#### BACKGROUND

Los Angeles County (County) is currently the nation's most populous county, with over 10 million residents. It covers an area that extends from the Antelope and Santa Clarita Valleys to the north to the Palos Verdes Peninsula, and from Malibu's beaches in the south and east to the San Gabriel Valley. More than 65% of the County, or approximately 2,653 square miles, is unincorporated.<sup>1</sup> To effectively plan and coordinate development in unincorporated areas across such a large geographic range, the County adopted a planning framework in 2015. This framework, created by 2015 County General Plan Update, identifies 11 Planning Areas, which constitute the Planning Areas Framework, including the Metro Area.<sup>2</sup>

<sup>1</sup> County of Los Angeles. 2015. Unincorporated Areas. Accessed March 20, 2022. <https://lacounty.gov/government/about-la-county/unincorporated-areas/>.

<sup>2</sup> County of Los Angeles. 2015. Los Angeles County General Plan, p. 11. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).



**Commercial use along Atlantic Avenue  
in East Rancho Dominguez.**

The Metro Planning Area (Metro Area) is the geographic center of the County and one of 11 Planning Areas within the County. It is comprised of seven unincorporated communities, listed as follows: (see **Figure 1-1**)

- East Los Angeles
- East Rancho Dominguez
- Florence-Firestone
- Walnut Park
- West Athens-Westmont
- West Rancho Dominguez-Victoria
- Willowbrook

These seven communities, which have played an influential role in crafting the cultural landscape of the broader Los Angeles metropolitan area, are the focus of the Area Plan. The seven unincorporated communities support over 310,000 residents.<sup>3</sup> Over decades of demographic and economic shifts, these

communities have become pillars of Black, Hispanic and Latino culture in Southern California. As some of the first established neighborhoods in the County, the Metro Area communities are home to longstanding networks of social infrastructure and community assets that have sustained cultural identity.

The Metro Area Plan relies on the 2035 General Plan Land Use Legend (See General Plan Land Use Element Table 6.2, Land Use Designations<sup>4</sup>) to organize all land use designations within the communities of East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook; refer to Appendix D, Land Use Policy Maps for the mapped land use designations of each Metro Area community.

<sup>3</sup> Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022.

<sup>4</sup> County of Los Angeles. 2015. Part III. General Plan Elements. Table 6.2 Land Use Designations, p. 77 – 83. Accessed October 18, 2022. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan-ch6.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch6.pdf).



## REVERSING IMPACTS OF PAST LAND USE PRACTICES

The predominant land use in the seven Metro Area communities is residential, while the makeup of the remaining land varies by community. Residential development encompasses not just the physical form and pattern of development in the Metro Area communities, but the changing ethnic and cultural identities of the residents who made these communities their homes. Embedded in the history of residential development throughout the Metro Area communities is a complex legacy of discriminatory land use planning and practices, zoning irregularities, and shifting populations.

The physical form of residential development in the Metro Area communities is best understood as a pattern of settlement radiating outwards from the central core of downtown Los Angeles to the east (East Los Angeles) and to the south (all other Metro Area communities). Residential development in the southernmost Metro Area communities also followed this pattern from the south and west, growing from the industrial and employment opportunities offered by oil, defense, aerospace, and the ports of Los Angeles and Long Beach. From these hubs, railroads, streetcars, and automobile transportation routes

formed the corridors along which residential development occurred in the Metro Area, beginning as early as the 1880s. Though a few tract developments dating from the 1950s and 1960s are located in the Metro Area, most residential development after 1964 can be characterized as infill development.

Major changes to discriminatory housing practices began nationwide in the late 1940s. Before 1948, minorities were routinely excluded from new housing tracts through the use of restrictive covenants. However, even after racially-restrictive covenants were deemed illegal in 1968, the impacts of these and other discriminatory housing practices are still seen today. Of particular relevance to the Metro Area is that historically redlined communities were often developed adjacent to industrial areas, bisected by heavy-handed freeway construction, and subjected to other environmentally compromised settings, exposing residents to disproportionate health risks. This is evidenced by the findings of Southern California Association of Governments (SCAG)<sup>5</sup>, the U.S. Department of Housing and Urban Development HUD<sup>6</sup>, the California Department of Housing and Community Development (HCD), and others. Through this Area Plan and the County's Housing Element, the County aims to move forward with an

5 All seven Metro Area communities are also designated by the Southern California Association of Government (SCAG) as being "Communities of Concern." Communities of Concern rank in SCAG's top 33% for communities with the highest percentages of households in poverty and with minority populations.

6 According to The County of Los Angeles' Appendix E of the County of Los Angeles Housing Element (2021-2029), in an effort to identify racially/ethnically concentrated areas of poverty (R/ECAPs), the U.S. Department of Housing and Urban Development (HUD), has identified census tracts with a majority non-White population (e.g., greater than 50 percent) with a poverty rate that exceeds 40% or is three times the average census tract poverty rate. Five of these R/ECAPs have been identified in unincorporated Los Angeles County, including the Metro Area communities of Willowbrook, West Athens-Westmont, and Florence-Firestone.

affirmatively anti-racist approach to land use planning and equity in the collective spirit of recognition, awareness, and growth to address and reverse significant negative effects of the past. In order to accomplish this, with regards to residential land uses, the Area Plan, working in conjunction with the implementation of the County's Housing Element, sets policies to create complete neighborhoods that would encourage better access to local retail and everyday services, promote local community identity and access to cultural amenities, address the incompatibility of existing industrial uses adjacent to residential neighborhoods, and encourage public engagement in local County planning activities.

### **ACCESS TO LOCAL RETAIL, EVERYDAY SERVICES**

One of the ways that the Area Plan seeks to realize the MAP's land use vision is to provide easier access to local retail and daily needs related services. Many residential use-only neighborhoods in the Metro Area have successfully maintained pockets of commercial activity over time, such as corner markets ("tienditas") or in-home businesses. Analysis indicates that some commercial uses are sole occupants on individual lots and in other instances they coexist with residential uses (now referred to as "Accessory Commercial Units", or ACUs). Some of these commercial uses and activities pre-date modern zoning laws and have become legally non-conforming with current regulations; others are more recently established whether legally or not. Regardless,

these uses have satisfied a demand for much-needed local services and amenities in what would otherwise be retail-deprived communities. Residents across the Metro Area communities are generally unable to access convenient local retail, everyday services, and food (especially healthy food) within walking distance to their homes. ACUs and the culture surrounding them present a planning pathway to fill the local retail and services amenity gap. This approach acknowledges the existing cultural pattern of development around these businesses and provides a regulatory framework to formalize and allow this type of commercial activity in a way that preserves the integrity of residential neighborhoods and existing commercial corridors.

### **PUBLIC ART, MUSIC AND CULTURAL CELEBRATIONS**

Public art, music, and cultural celebrations have functions in the Metro Area as a direct and often immediate reflection of the communities. Art, music, and cultural events demonstrate important aspects of daily life and showcase what the community considers to be of importance or cultural significance. Public art can take any form to be visually and physically accessible to the public. Within the Metro Area communities, public art often takes the form of murals that reflect the struggles of marginalized communities.

## CLEAN INDUSTRIAL, SMALL MANUFACTURING, AND LIFE SCIENCE FACILITIES

An important aspect of recognizing growing industrial land use trends while also remedying past unfair planning practices is to update the industrial land use policy within the metro area. Much of the industrially zoned areas were present in the metro area communities prior to the development of residential uses. Over time, more residential uses have encroached upon the industrial uses. The county recognizes the need to preserve industrial uses as an economic development strategy to provide quality, middle-class wage job opportunities. The evolution of the industrial sector presents the potential to attract and facilitate the development of lesser and non-polluting science-and technology-driven. Some examples include life science facilities as well as smaller artisan manufacturing or “maker’s district” uses whose operations would be more sensitive to residential neighbors than existing heavy industrial uses. Successful life science and biotech clusters tend to be strategically placed in proximity to renowned research and educational institutions. Within the metro area are several such well-known institutions including California State University— Los Angeles, Charles R. Drew University of Medicine And Science, Los Angeles Southwest College, And The University of Southern California.



**Industrial use next to residential  
in East Los Angeles.**

## PLANNING ENGAGEMENT

Continued engagement between the County and the community is essential to the ongoing work to achieve the vision of the Metro Area Plan. The County values the input of residents, businesses, and property owners to help guide the development of plans that will affect the future of neighborhoods and communities in the Metro Planning Area. The Regional Planning Commission, served by the County Planning Department, notifies property owners and interested community stakeholders living or working within proximity of a new proposed project that is subject to public hearing requirements.

The County Planning Department reaches out to local community groups and stakeholders as part of the overall planning process, and regarding certain new projects. These groups are self-



managed and define their own boundaries that range from a single neighborhood to a collection of neighborhoods covering parts of incorporated and unincorporated areas. During the implementation of the Metro Area Plan, great potential exists to strengthen the bond between the County and residents through the continuing public engagement process. This can be done by reinforcing and reflecting to community members the importance of their involvement in the planning process and making concerted efforts to include those that have been traditionally under-represented in the process. The County Planning Department considers this work as a part of their effort to address equity concerns in Los Angeles County.



**Outreach event at Salazar Park  
in East Los Angeles.**

## Goals and Policies

### Complete Neighborhoods

#### GOAL LU 1

***Residential neighborhoods are safe and attractive places to live in.***

**Policy LU 1.1:** Multi-Family Housing Design. Multi-family housing development that is scaled and designed to provide residents and neighbors with abundant natural light and privacy.

**Policy LU 1.2:** Fence Heights. Allow taller fence heights in residential areas, where appropriate, to offer options in maintaining safety of neighborhoods.

**Policy LU 1.3:** Noise Barriers. Minimize noise impacts to residences along the Metro A Line, railroad rights-of-way, and freeways by designing community-friendly and appropriately designed noise barriers. Whenever possible, near publicly visible areas, incorporate public art into the design.

**Policy LU 1.4:** Indoor Air Quality. Promote healthy indoor air quality through the use of zero- and low volatile organic compound (VOC) materials, the installation of effective air filtration systems, and other measures.

#### GOAL LU 2

***Vibrant commercial areas that function as the connective fabric of the community, support a variety of commercial and cultural activities dispersed community-wide, and provide an attractive and safe public realm.***

**Policy LU 2.1:** Catalyst Projects. Promote public-private sector partnerships to identify and fund mixed-use catalyst projects that meet the needs of community members and positively contribute to a vibrant commercial area.

**Policy LU 2.2:** Incentivize Gathering Spaces. Incentivize the inclusion of gathering spaces in commercial, mixed-use, and multi-family residential development through parking reductions, floor area ratio increases, or other relevant incentives.

**Policy LU 2.3:** Activity Centers. Encourage the development of pedestrian-friendly activity centers expressive of community identity near transit and public facilities that provide employment, housing, community services, a diversity of retail, and cultural amenities.

**Policy LU 2.4:** Incorporate Public Facilities in Commercial Centers. Encourage the development of public facilities and/or public agency satellite offices that provide access to public information and services in active commercial centers.

**Policy LU 2.5:** Small-Scale Commercial. Ensure that established commercial and mixed-use corridors continue to provide small and moderate-sized commercial spaces for neighborhood serving uses, while expanding opportunities for small-scale commercial uses.

**Policy LU2.6:** Land Assembly. Facilitate the development of small and undersized parcels, through parcel assembly, lot consolidation, or other means to support revitalization of commercial areas.

### GOAL LU 3

#### ***Commercial corridors and areas are pedestrian-friendly.***

**Policy LU 3.1:** Commercial Corridor Enhancements. Attract visitors, pedestrians, and businesses to commercial areas by requiring buildings and entrances to orient to the sidewalk and by enhancing streetscapes and infrastructure to create a safe and aesthetically pleasing walkable environment.

**Policy LU 3.2:** Façade Beautification. Support beautification of existing businesses and encourage redevelopment of building façades.

**Policy LU 3.3:** Cultural and Architectural Elements. Whenever possible, encourage defining cultural, historical, and architectural elements and visual interest in new development and renovations to existing structures, including renovating long expanses of windowless walls along the street frontage.

**Policy LU 3.4:** Building Scale. Require that the scale and massing of new development along major commercial corridors provide transitions in building height and bulk consistent with the character of adjacent low-scale neighborhoods.

### GOAL LU 4

#### ***Residents can easily access local retail, everyday services, and fresh nutritious food.***

**Policy LU 4.1:** Accessory Commercial Units. Encourage local-serving accessory commercial uses in the form of small neighborhood retail, corner shops, and grocery stores for essential services and/or that maintain a well-stocked selection of fresh produce and nutritious foods. To further promote walkable access to these essential services and healthy foods for nearby residents, allow accessory commercial units to be located by-right on corner lots in residential-only neighborhoods, provided the lots meet the required zoning regulations.

**Policy LU 4.2:** Healthy Foods Accessibility. Attract new full-service grocery stores that base sales primarily on perishable items, such as fresh produce.

**Policy LU 4.3:** Farmers' Markets. Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighboring residents with easy access to fresh and nutritious foods on a regular basis.

**Policy LU 4.4:** Mobile Food Vendors. Support mobile food vendors, such as food trucks, that offer residents fresh food in convenient, walkable, and appropriate locations on private property.



**Preservation and Transformation of Industrial Land****GOAL LU 5**

***Industrial land is preserved and improved as a local source of employment opportunity and economic prosperity.***

**Policy LU 5.1:** Industrial Use Revitalization. Support the growth, revitalization, and diversification of industrial uses, and ensure compatibility with nearby land uses through efforts including but not limited to the Green Zones Program and buffers.

**Policy LU 5.2:** Industrial Area Amenities. Facilitate the establishment of retail services, small-scale retail kiosks, restaurants, pocket parks, and other needed amenities and services to enhance the availability of services and amenities for the local workforce and adjacent residential neighborhoods within industrial areas.

**Policy LU 5.3:** Parcel Assembly. Encourage assembly of small industrially zoned parcels to support establishment, revitalization, and improved operations of industrial uses.

**Policy LU 5.4:** Promote opportunities for small-scale, clean, local, light manufacturing.

**GOAL LU 6**

***Industrial uses transition to technologies, industries, and operations that have minimal impact on sensitive uses and the natural environment.***

**Policy LU 6.1:** Orderly Transition to Cleaner Industries. Encourage transitioning of industrial uses to cleaner industries, including but not limited to science- and technology-driven research and development uses, cleantech and life science facilities, small-scale and artisan manufacturing, and experiential retail in industrially zoned areas. Implement updates to nonconforming provisions of the Zoning Code to provide for the orderly and timely transition of non-conforming industrial uses per the Green Zones program, particularly when the industrial use is within 500 feet of sensitive uses such as residential uses, schools, and parks.

**Policy LU 6.2:** Existing Use Compliance. Require compliance of existing uses with the most current industrial emission control regulations.

**Policy LU 6.3:** Noise Emissions. Enforce County of Los Angeles Noise Ordinance for equipment, operations, and vehicles used by industrial operations.

**Policy LU 6.4:** Hazardous Waste Management. Require minimal use of hazardous chemicals and proper management of hazardous waste, including substituting hazardous chemicals used with less harmful alternatives, and legal disposal and elimination of untreated waste such as paints, oils, solvents, and other hazardous materials.

## GOAL LU 7

***Industrial uses are good neighbors and minimize negative impacts on proximate uses.***

**Policy LU 7.1:** Improvements to Minimize Industrial Impacts. Enforce the requirements of the Green Zones Program which requires improvements to the operations of industrial uses to reduce environmental impacts.

**Policy LU 7.2:** Community Engagement. Encourage applicants proposing industrial uses to engage with community members and community-based organizations early in the permitting process.

**Policy LU 7.3:** Truck Access. Prohibit industrial uses from using residential streets for truck access and parking.

**Policy LU 7.4:** Subleasing. To ensure that all operators on an industrial property with subleases accommodate operations standards and requirements from all relevant agencies on site, require documentation of the subleasing agreement and site plans showing the area allocated to each operator.

## GOAL LU 8

***Industrial areas are clean, safe, and aesthetically pleasing.***

**Policy LU 8.1:** Strategic Zoning Enforcement. Further develop collaborative enforcement programs with other agencies targeting uses in violation of the permitting, licensing, and regulatory requirements of local and state agencies, initially prioritizing industrial areas near residential uses.

**Policy LU 8.2:** Enforce Operations On Site. Enforce requirements that industrial uses fully accommodate their operations on site and do not operate or maintain storage in any public right-of-way.

**Policy LU 8.3:** Convert Underutilized Buildings. Encourage the reuse of existing underutilized buildings in the community, such as warehouses, for conversion to indoor sports facilities and recreational spaces in coordination with non-profit organizations or when the structure is purchased by the County.

**Policy LU 8.4:** Adaptive Reuse. Promote adaptive reuse of industrial buildings at a neighborhood scale, when appropriate, to support historic preservation, economic development, and reduction of environmental hazards.

## GOAL LU 9

***Reduce the harms caused by freeway infrastructure through introduction of freeway cap parks and community amenities along existing freeway corridors.***

**Policy LU 9.1:** Partner with County and State agencies to jointly pursue implementation grants to invest in cap park infrastructure.

**Policy LU 9.2:** Encourage vegetative buffers along freeways to trap/filter pollutants from vehicles.

**Enrichment of the Public Realm through Art****GOAL 10**

***Art that enriches the public realm by inviting people to connect with cultural identity, patterns, and treasures is provided within each of the communities of the Area Plan.***

**Policy LU 10.1:** Murals. Support efforts to preserve and restore the rich inventory of murals found throughout the Metro Area.

**Policy LU 10.2:** Local Artists. Encourage mural work by local artists along blank building surfaces along alleyways and side streets, where appropriate.

**Policy LU 10.3:** Diversity of Public Art. Consider opportunities for multiple and diverse forms of public art, including but not limited to seating, lighting, landscaping, shade structures, and outdoor installations.

**Planning Engagement****GOAL 11**

***Collaboration with stakeholders and partners to realize the vision of the Metro Area Plan.***

**Policy LU 11.1:** Public Engagement. Increase public knowledge of planning processes and continuously engage community organizations, stakeholders, and traditionally under-represented groups in the planning process.



## 3.1.2/ Transit-Oriented Districts

### VISION

Create vibrant Transit Oriented Districts (TODs) with high quality, mixed-use development at transit nodes, transit-accessible housing, job-generating uses, community services, a welcoming public realm, and a safe and attractive transportation network.

### BACKGROUND

The Area Plan contains six TODs as designated by the Los Angeles County 2035 General Plan (see **Figure 3.1-1 Transit Oriented Districts Policy Map** from the County of Los Angeles' General Plan). The TODs are areas within a half-mile radius of five stations, including three Metro A Line (Blue) stations: Slauson, Florence, and Firestone; two Metro C Line (Green) stations: Vermont/Athens and the Willowbrook/Rosa Parks station (a transfer station that serves both the Metro A Line and Metro C Line). The 3rd Street TOD which is covered by a Specific Plan adopted in 2014, includes four Metro L Line (Gold) stations: Indiana, Maravilla, Civic Center, and Atlantic. The TODs across the County were established to promote transit- and pedestrian-friendly development and community-serving uses near transit stations, increase transit use, manage congestion, and improve air quality. Existing land uses in the TODs generally include a mix of low- to medium-density residential, one-story commercial structures, and industrial properties. The General Plan TOD implementation program requires that TOD Specific Plans are adopted for

each TOD. Currently, the Willowbrook TOD Specific Plan, Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, Florence-Firestone TOD Specific Plan, and East Los Angeles 3rd Street Specific Plan are adopted TOD Specific Plans within the Metro Area. Further, LA Metro is currently working on the Eastside Transit Corridor Phase 2 study which will evaluate an extension of existing light rail service (along Metro L Line) that could lead to additional, new TOD locations via policy recommendation.

## OPPORTUNITIES AND CHALLENGES

### Transit Friendly Development

The TODs are some of the most significant planning assets within the Metro Area and are well situated for diverse retail uses and services, job-generating uses, and affordable housing options. Current land use patterns vary across communities and affect the communities' potential for improved mobility and transit-friendly development. Zoning for both residential and commercial areas within the TOD allows for more density than the existing development. Increases in residential density around station areas and commercial corridors will allow mixed-use structures and multilevel apartment buildings that can incorporate affordable units. Additionally, directing moderate- to higher-density mixed use development to transit nodes and commercial corridors can contribute to the housing supply, support job-generating uses, and create pedestrian-friendly environments.

**Jobs/Housing Balance and Mixed Land Uses**

The TODs provide an opportunity to enhance the jobs/housing balance within the Metro Area by providing housing and jobs-generating uses near transit stations. Most residents work outside of the communities where they live; the number of jobs provided within each community is not proportionate to the residential population.

There is an opportunity to build upon the current mix of land uses in the Metro Area and diversify land uses in transit accessible locations.

**Public Realm and Connectivity**

To address the lack of connectivity between transit systems, residences, places of work, and

community resources, sidewalks should be widened and upgraded to meet American Disability Act (ADA) requirements and high-quality bikeways should be constructed where appropriate. Street trees should be planted along key streets, where possible, to create a comfortable and inviting pedestrian network. Pedestrian safety at railroad crossings in all station areas should be evaluated and necessary enhancements implemented. Additional improvements to the area can include public art, pedestrian and bicycle amenities, façade improvements, and other streetscape enhancements to support pedestrian-friendly environments.

## GOALS AND POLICIES

### GOAL TOD 1

***Residents can live, work, learn, and recreate in a transit-oriented community.***

**Policy TOD 1.1:** Housing and Mixed-Use Development. Provide mixed-use, medium- to high-density mixed-income residential development and/or affordable housing in Transit Oriented Districts. (Refer to Infill Development policies in the Land Use Element and Housing Availability policies in the Housing Element of the General Plan for more information.)

**Policy TOD 1.2:** Public Facilities and Transit. Encourage new public facilities and open spaces in transit-accessible locations with high pedestrian activity and visibility.

**Policy TOD 1.3:** Publicly Accessible Open Space. Require new private development to install and maintain publicly accessible open space in the form of public plazas, pocket parks, passive and active recreation areas.

**Policy TOD 1.4:** Incentivize Specific Uses. Incentivize development that incorporates desired uses, such as affordable housing, job-generating uses, community-serving retail and services, entertainment venues, or other uses that meet the public's daily needs. Incentives can include reduced parking requirements, increased floor area ratio, increased height allowance, or other methods.

**Policy TOD 1.5:** Active Ground Floor. Promote high-quality urban design and active ground floors through design standards and a variety of allowed uses on major mixed use and commercial corridors.

**Policy TOD 1.6:** Parking. Efficiently manage the supply and demand of parking to accommodate customer, commuter, and resident parking, and encourage the use of shared parking whenever possible.

### GOAL TOD 2

***Development in Transit Oriented Districts supports transit use, encourages active transportation connectivity, and revitalizes station areas.***

**Policy TOD 2.1:** Commercial Uses and Accessory Commercial Uses. Provide neighborhood services and commercial uses near station areas that can be easily accessed by walking or bicycling, including retail goods and services that meet the daily needs of residents and workers. (see also Policy LU 7.1)

**Policy TOD 2.2:** Active Transportation. Prioritize station area design to support active transportation and connectivity to the pedestrian and bicycle networks.

**Policy TOD 2.3:** Station Area Identity. Create physical and visual connections between each Metro rail station and adjacent neighborhoods, public facilities, public parks, and activity centers through installation of identifiable public art elements inclusive of lighting, community markers, or other elements. (Refer to TOD Specific Plans and Active Transportation Design policies in the Mobility Element of the General Plan and the Mobility section of this plan for related policies.)

**Policy TOD 2.4:** Public Art. Integrate public art in TODs, including on Metro right-of-way infrastructure, overpasses, within the public realm, and other visible areas.



**Policy TOD 2.5:** Sidewalks. Prioritize sidewalk repairs, ensuring ADA accessibility, within a half-mile radius of an identified TOD.

**Policy TOD 2.6:** At-Grade Rail Crossing. Inventory pedestrian rail crossings within the TOD station areas and seek funding opportunities for pedestrian safety enhancements.

**Policy TOD 2.7:** Bikeshare and Micromobility Systems. Expand Metro’s bikeshare system and encourage private bikeshare and micromobility vendors to establish hubs near transit stations and along commercial corridors.

**Policy TOD 2.8:** Sustainable Greening. Require private development to improve overall greening through installation of street trees and public realm landscaping that support shade and climate resiliency.

**Policy TOD 2.9:** Sidewalk Zones. Implement the County of Los Angeles Transit Oriented District Toolkit<sup>7</sup> sidewalk zones through private development improvements, including frontage zone, pedestrian zones, and furniture zone to organize the sidewalk space and support streetscape amenities.

**Policy TOD 2.10:** Implement a Safe System Approach to Road Safety. Prioritize infrastructure improvements that enhance safety for vulnerable users such as those on foot, on bike, children, and seniors.

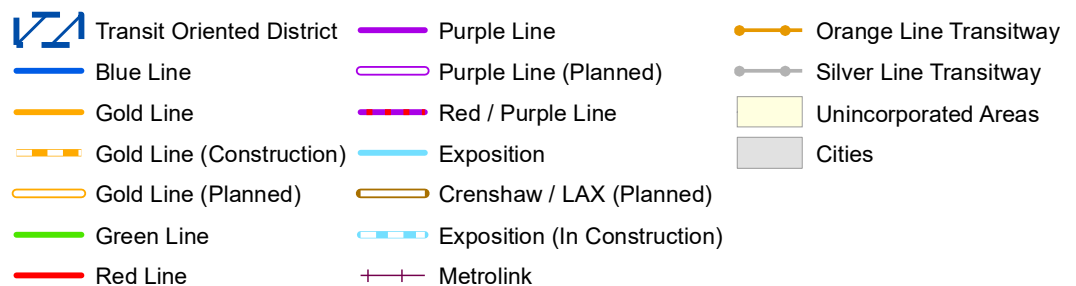
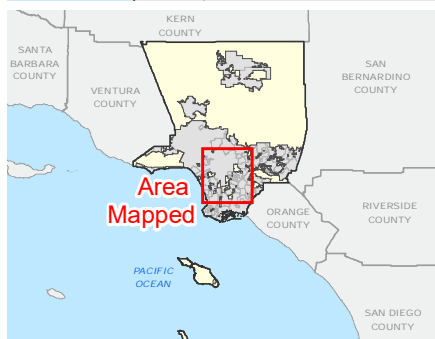
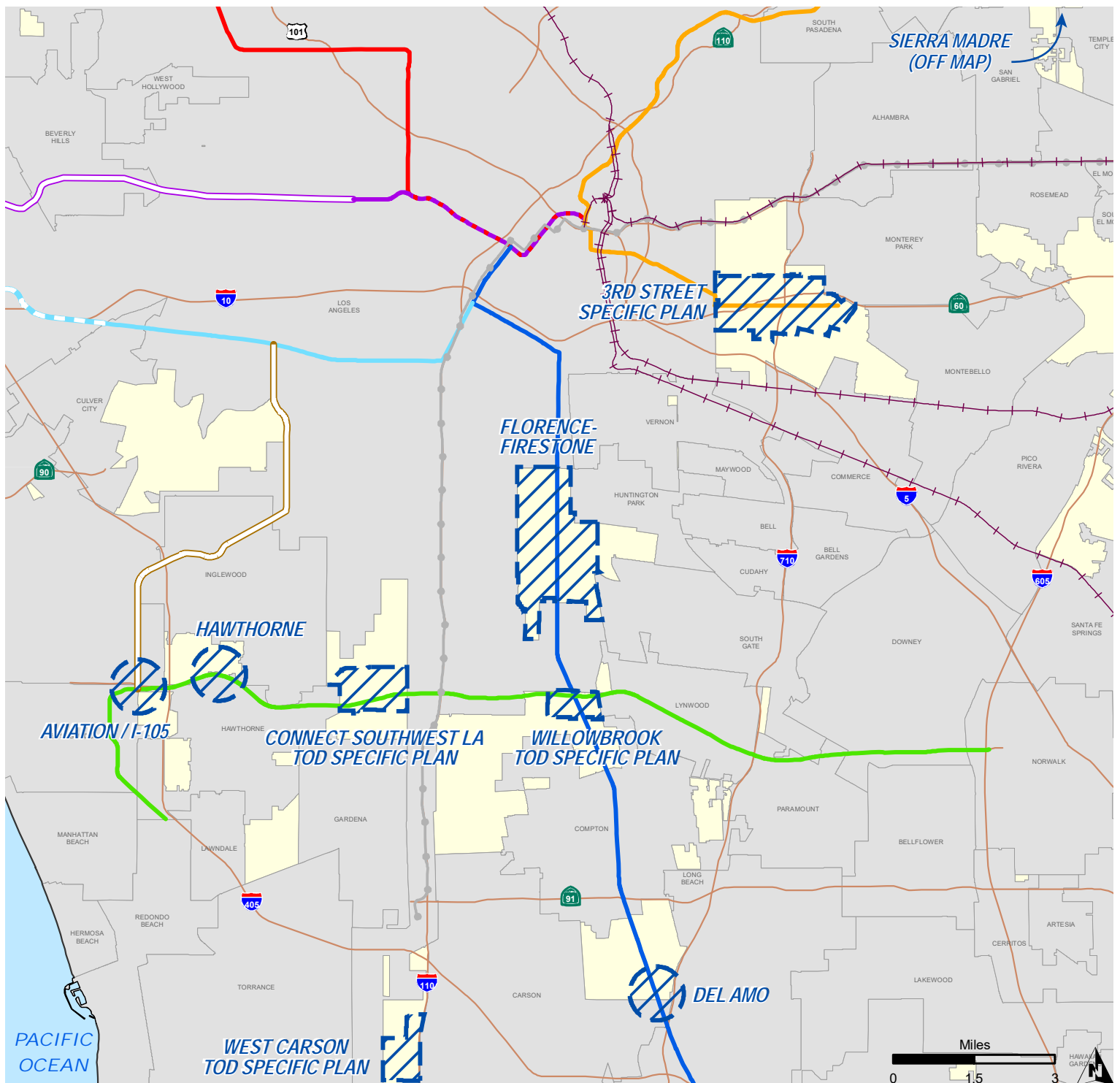
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<sup>7</sup> County of Los Angeles. “Transit Oriented District Toolkit”. <https://pw.lacounty.gov/pdd/proj/tod-toolkit/>

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# TRANSIT ORIENTED DISTRICTS POLICY MAP

FIGURE 3.1-1



Sources: Department of Regional Planning 2014, Dudek 2022



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## 3.2/ Health, Wellness, and Environmental Justice

### Vision

Create communities where the built environment enhances public health, safety, and the well-being of community members, and where community members are informed, have a voice, and are heard.

### Background

Environmental justice is defined by the California Environmental Protection Agency and the Los Angeles County 2035 General Plan as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”<sup>1</sup> Senate Bill 1000, the Planning for Healthy Communities Act, was signed into law in 2016 and has advanced standards for how local jurisdictions address environmental justice in planning documents. The following are the seven pillars of environmental justice: pollution exposure and air quality, public facilities, food access, safe and sanitary homes, physical activity, community engagement, and improvements and programs that address the needs of disadvantaged communities. An environmentally just Metro Area

should be actively working to address each of these seven pillars.

To better understand environmental justice concerns, the California Office of Environmental Health Hazard Assessment developed CalEnviroScreen. CalEnviroScreen is a mapping tool that can identify disadvantaged communities by presenting data on areas most impacted by economic, health, and environmental burdens. Areas are considered disadvantaged if they score in the top 25% statewide. Using this threshold, all of the communities in the Metro Area are considered disadvantaged (see **Figure 3.2-1-3.2-7 CalEnviroScreen 4.0 – Disadvantaged Communities**).

Additionally, the County worked with researchers at USC and Occidental College to develop the Environmental Justice Screening Method (EJSM). EJSM incorporates local data with CalEnviroScreen data to serve as a public resource and tool for policy work. EJSM also supports the Green Zones Program, a County program supported in the County’s General Plan and intended to improve public health and quality of life for residents in vulnerable communities in the unincorporated areas of Los Angeles County. The Green Zones Program works toward this end through an ordinance that further regulates certain polluting land uses and uses sensitive to pollution.<sup>2</sup> All Metro Area communities are considered “Green Zone” communities which means that certain industrial uses are prohibited within 500 feet of sensitive uses, and additional

1 Los Angeles County. 2015. Los Angeles County General Plan 2035. <https://planning.lacounty.gov/generalplan/generalplan>.

2 Los Angeles County. 2021. “Green Zones Program.” <https://planning.lacounty.gov/greenzones>.

permitting requirements and development standards are placed on existing businesses.

While all of the Metro Area communities are considered disadvantaged according to Cal EnviroScreen, environmental justice issues have presented differently depending on the community.<sup>3</sup> **Table 3.2-1** displays how each Metro Area community is confronted with various environmental justice issues by showing if concerns are present in at least a portion of

each Metro Area community<sup>4</sup>. Some especially significant pollution concerns across the Metro Area communities include high levels of fine particulate matter (PM<sub>2.5</sub>) pollution, toxic releases, and lead in homes. Similarly, significant population characteristics that create sensitivities to environmental issues can be seen throughout the Metro Area communities including low educational attainment, high unemployment, and high housing burden.

**Table 3.2-1. Environmental Justice Exposure and Sensitivity for Each Metro Area Community**
























































































INDICATOR	METRO AREA COMMUNITIES IN WHICH THE INDICATOR IS PRESENT
<b>Overall/Composite Indicators (EJSM)</b>	
EJSM Overall	
Hazard Proximity	
Health	
Social Vulnerability	
Climate Change Vulnerability	
<b>Overall/Composite Indicators (CalEnviroScreen 4.0)</b>	
CalEnviroScreen 4.0	
Environmental Burden	
Population Characteristics	
<b>Environmental Indicators (CalEnviroScreen 4.0)</b>	
Ozone	
PM2.5	
Diesel PM	
Toxic Releases	
Traffic	
Pesticides	None

3 During the draft review of the Area Plan, the County approved the 2022 Parks Needs Assessment Plus (PNA+) in November 2022. While the information in the PNA+ was not available to include in the Area Plan, the report includes mapping and analyses related to population vulnerability, environmental benefits and burdens, and priority areas for environmental conservation, environmental restoration, and regional recreation. Appendix A of the PNA+ report contains a specific report for the Metro Area: AppA\_RegionalProfiles\_Metro\_090122.pdf ([lacountyparkneeds.org](http://lacountyparkneeds.org))

4 If any census tract in a community scores above 75% in CalEnviroScreen it is considered a concern.



Table 3.2-1. Environmental Justice Exposure and Sensitivity for Each Metro Area Community

INDICATOR	METRO AREA COMMUNITIES IN WHICH THE INDICATOR IS PRESENT
Drinking Water	  
Lead from Housing	      
Cleanup Sites	     
Groundwater Threats	     
Hazardous Waste	      
Solid Waste	   
<b>Health Indicators (CalEnviroScreen 4.0)</b>	
Asthma	     
Low Birth Weight	     
Cardiovascular Disease	      
<b>Socio-Economic Indicators (CalEnviroScreen 4.0)</b>	
Education	      
Linguistic Isolation	      
Poverty	      
Unemployment	      
Housing Burden	      

**LEGEND**

**Sources:** OEHHA (Office of Environmental Health Hazard Assessment). 2021. CalEnviroScreen 4.0.

<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

USC and Occidental College. 2018. "Green Zones Program – Environmental Justice Screening Method (EJSM)." <https://planning.lacounty.gov/greenzones/ejsm>

<https://planning.lacounty.gov/greenzones/ejsm>

**Notes:** PM2.5 = fine particulate matter; Diesel PM = Diesel particulate matter.

For CalEnviroScreen 4.0 Indicators, communities are listed for presence of the indicator if any census tract that makes up at least 1% of the community's acreage is in the top 25% statewide for that particular socioeconomic, environmental, or health burden.

To learn more about what each indicator means, and the data it uses, visit:

<https://oehha.ca.gov/media/downloads/calenviroscreen/report/calenviroscreen40reportf2021.pdf>.

For EJSM Indicators, communities are listed for presence of the indicator if any census tract that makes up at least 1% of the community's acreage is in the top 20% countywide for that particular indicator.

To learn more about what EJSM indicators mean and where the data comes from, visit: <https://planning.lacounty.gov/greenzones/ejsm>

Historic context contributes to how environmental justice issues of the present arose from past development patterns both locally and countywide. The physical development of each neighborhood is varied, and more specific information can be found in the Historic Context Statement (Appendix B). Generally speaking, people of color have been and continue to be the majority of residents in Metro Area communities, and the impact of unjust planning practices over the last 100 years continues to have negative effects in the health of these communities. Discriminatory housing practices such as redlining, racial covenants, and racist homebuying practices contributed to residential communities of color having limited economic opportunities and resources.

Between the 1960s-1980s, affluent and predominantly white communities successfully rejected highway development while minority communities' objections were ignored, leaving the Metro Area dissected by the Interstate- (I-) 10, State Route (SR) 60, and I-105, I-5, and I-710 freeways. Freeway expansions were fought in court by communities like Willowbrook, but the litigation did little other than to slow the eventual construction. Major roadway construction in the Metro Area communities exacerbated issues by disconnecting neighborhoods and removing some completely, as well as generating air pollution and interrupting circulation patterns.

Existing industrial uses continue to be sources of pollution in multiple neighborhoods, which have

been slow to adopt cleaner technologies. Many of these industrial uses originated as sources of quality, higher wage jobs; however, over time, many of the industrial areas have been transitioning to residential uses, creating a loss of higher earning employment and increasing industrial-residential incompatibility.

Environmental justice concerns were also raised during preliminary community outreach for the Area Plan development. During workshops, major themes that came up related to environmental justice included the burden of living adjacent to industrial uses, dissatisfaction with the quality and maintenance of streets, and lack of green spaces and access to outdoor recreation. Additionally, participants brought up the need to engage the youth and other people in person as opposed to in online forums. The results of outreach are discussed further in Appendix A, Public Engagement Summary.

## Opportunities and Challenges

### Environmental Quality

Environmental pollution is a top concern in the Metro Area, based both on existing research and community engagement. Data from CalEnviroScreen shows that nearly all neighborhoods in the Metro Area had a higher overall environmental burden than at least 75% of the State. While the specific environmental burdens vary throughout the Metro Area, toxic releases and PM<sub>2.5</sub> (a form of air pollution) were worse in all Metro Area communities as compared to 75% of the State. During public

engagement events, residents expressed that the quality of their environment had declined in the past 10-15 years as evident from poor air quality, trash and illegal dumping, and lack of maintenance on public and private land.

The mix of industrial businesses adjacent to residential land uses was another environmental concern brought up by residents. Four Metro Area communities currently maintain industrial zoning within close proximity to residential uses: West Rancho Dominguez-Victoria, East Los Angeles, Willowbrook, and Florence-Firestone. One way to address land use incompatibility is to encourage clean industrial uses, such as tech or research hubs through rezoning. Rezoning some of these key locations can help resolve continued incompatibilities but must be accompanied by incentives to help existing businesses and properties transition to cleaner technologies. Any new programs can address persistent land use incompatibilities by encouraging and fostering improved communications between community residents and local businesses.

### **Accessibility**

Easy local access to healthy food, public facilities, cultural facilities and public services is both a major challenge and opportunity related to environmental justice issues. Real accessibility means these destinations would be located in close proximity for residents, be of high quality, and provide a degree of safety for consumers to shop there. If a public facility or service do not meet these criteria, community

members will be unlikely to use them, and will either travel elsewhere to access those services, often outside of their immediate community, or will have their needs will go unmet. Locating public facilities, services, and healthy food in close proximity to transit is one of the best ways to improve the Metro Area's accessibility while addressing environmental justice. During outreach, over half of survey respondents said that access to transit was good or very good within their community. Public transit is a cleaner alternative to automobiles when considering emissions per rider. As buses and trains continue to be replaced with zero emissions options, pollution from these sources will be reduced further. Furthermore, transit use is much more affordable than owning a car, which requires paying for insurance, gas, and maintenance over time.

Another way to encourage accessibility to local services and healthy foods is through the allowance for accessory commercial units (ACUs). ACUs can integrate neighborhood-serving markets, corner stores, outdoor eateries/cafes, or other essential services into existing residential neighborhoods. ACUs would serve as an accessory use to an existing residence, similar to accessory dwelling units.

Another way to increase access to healthy food is by allowing vendors and food trucks more readily in residential areas. Food trucks can be promoted by reducing permitting requirements and adding locations designated for them.



Freeway cap parks, which are typically constructed over trenched freeways and are programmed to provide open space, can serve to reestablish severed connections, offer park access and community serving amenities, and combat pollution while simultaneously screening the freeway from members of the community. Several segments of the six Metro Area freeways are built within trenched cross-sections and might offer capping opportunities.

### **Community Voice**

An engaged, organized, and united community helps to combat issues of environmental justice. During the planning process, residents across all Metro Area communities indicated shared values surrounding nature, family, and neighbor-to-neighbor connections. Community members were clear that they want more parks, open space, and places where children and families can roam safely. Many of these values overlap, and these connections create opportunities. Community members in many of these

neighborhoods also share strong cultural ties. These ties can lead to united activism amongst community members through art, food, political movements, and more. While many residents have dreams and creative visions for their community, resources and capital are major hurdles to implementation. The tax base in Metro Area communities is lower than elsewhere in the County, as many of these communities have high rates of poverty and unemployment, and experience housing burden. This concern was heard at engagement events across the seven communities. To counteract this, programs and strategies should be pursued to build community capacity. This might include further support or collaboration with community groups. Additionally, many State and Federal grants prioritize projects that serve disadvantaged communities. That means if cohesive community visions can be developed and supported to a point where projects are feasible, the projects are more likely to receive grant funding.

## Goals and Policies

### Environmental Quality

#### GOAL HW/EJ 1

***Community members are protected from pollution.***

**Policy HW/EJ 1.1:** Sensitive Land Uses. Encourage development of new sensitive land uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks incorporate adequate setbacks, air filtration systems, or other measures to minimize negative environmental and health impacts.

**Policy HW/EJ 1.2:** Contaminated Sites. Promote the reuse and remediation of contaminated sites to residential standards, giving priority to sites proximate to residential areas.

### Accessibility

#### GOAL HW/EJ 2

***Community facilities, parks, transit, and public services are equitably invested in and distributed throughout disadvantaged communities, allowing access, amenities, and safety for all community members.***

**Policy HW/EJ 2.1:** Convert Underutilized Spaces. Promote the conversion of underutilized spaces, such as alleys, utility corridors, freeway underpass, and vacant land, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.

**Policy HW/EJ 2.2:** Enhance Connectivity to Public Spaces. Enhance the connectivity, safety, and aesthetics of pedestrian and bicycle access to public spaces by prioritizing lighting, landscaping, sidewalk, and multi-use pathway improvements along routes to parks, open spaces, schools, and cultural facilities.

#### GOAL HW/EJ 3

***Healthy foods are accessible and affordable.***

**Policy HW/EJ 3.1:** Repurpose Underutilized Space for Food Access. Support farmers' markets and community gardens at community parks, schools, vacant lots, and within overhead utility easements.

**Policy HW/EJ 3.2:** Urban Agriculture. Promote Urban Agriculture Incentive Zone and other incentives to convert underutilized properties and expand access to healthy and affordable foods.

**Policy HW/EJ 3.3:** Fresh Food Options Through Permits. Encourage supermarkets, food vendors, eateries, and other food related retailers to provide healthy, fresh food options through outreach and also by applying conditions in discretionary projects.

**Policy HW/EJ 3.4:** Edible Gardens in New Developments. Provide development incentives for including space for edible gardens within new developments over 10 units.

**Policy HW/EJ 3.5:** Accessory Commercial Food Uses. Encourage patterns of development that increase convenient, safe access to healthy foods, especially fresh produce, in all neighborhoods, including accessory commercial units (ACUs).

**Community Voice**

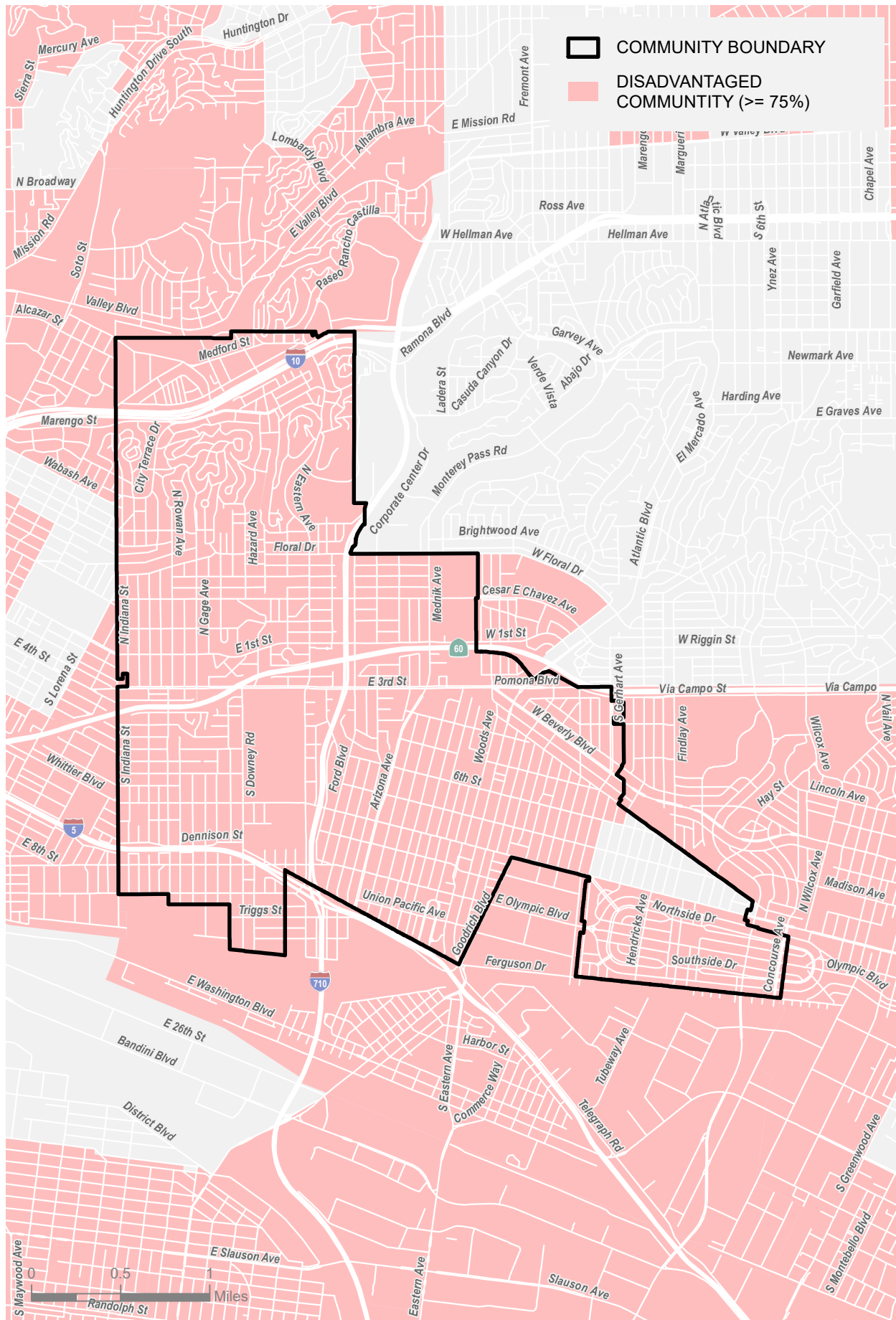
**GOAL HW/EJ 4**

***Community members are meaningfully engaged and have access to information and resources on issues that impact them.***

**Policy HW/EJ 4.1:** Access to Public Information. Encourage community participation in local matters, such as land use decision making, by ensuring outreach is inclusive. Provide multilingual outreach that occurs both in person and virtually and involves community groups and local programming as much as possible.



## CES 4.O - DISADVANTAGED COMMUNITIES

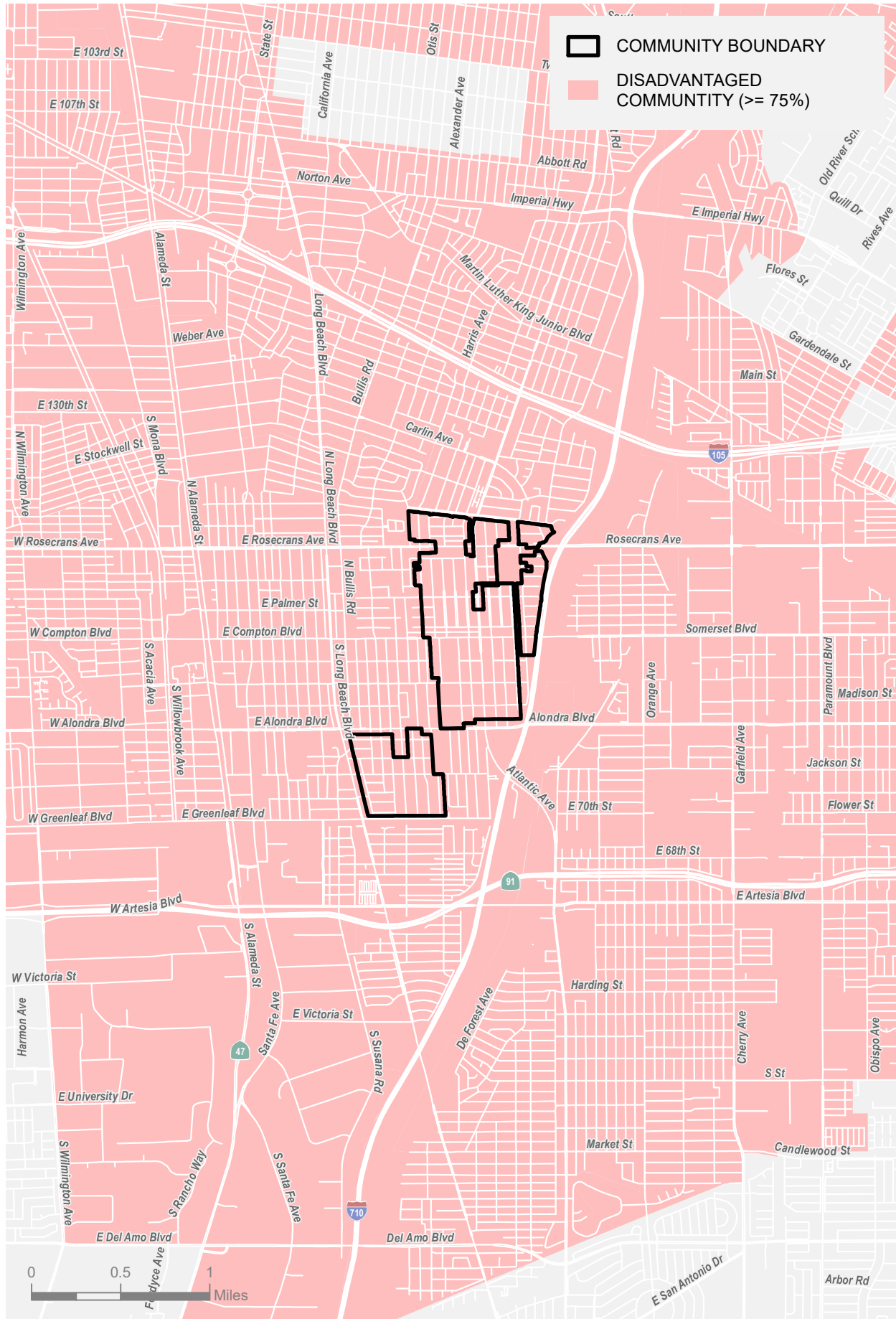


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# EAST RANCHO DOMINGUEZ

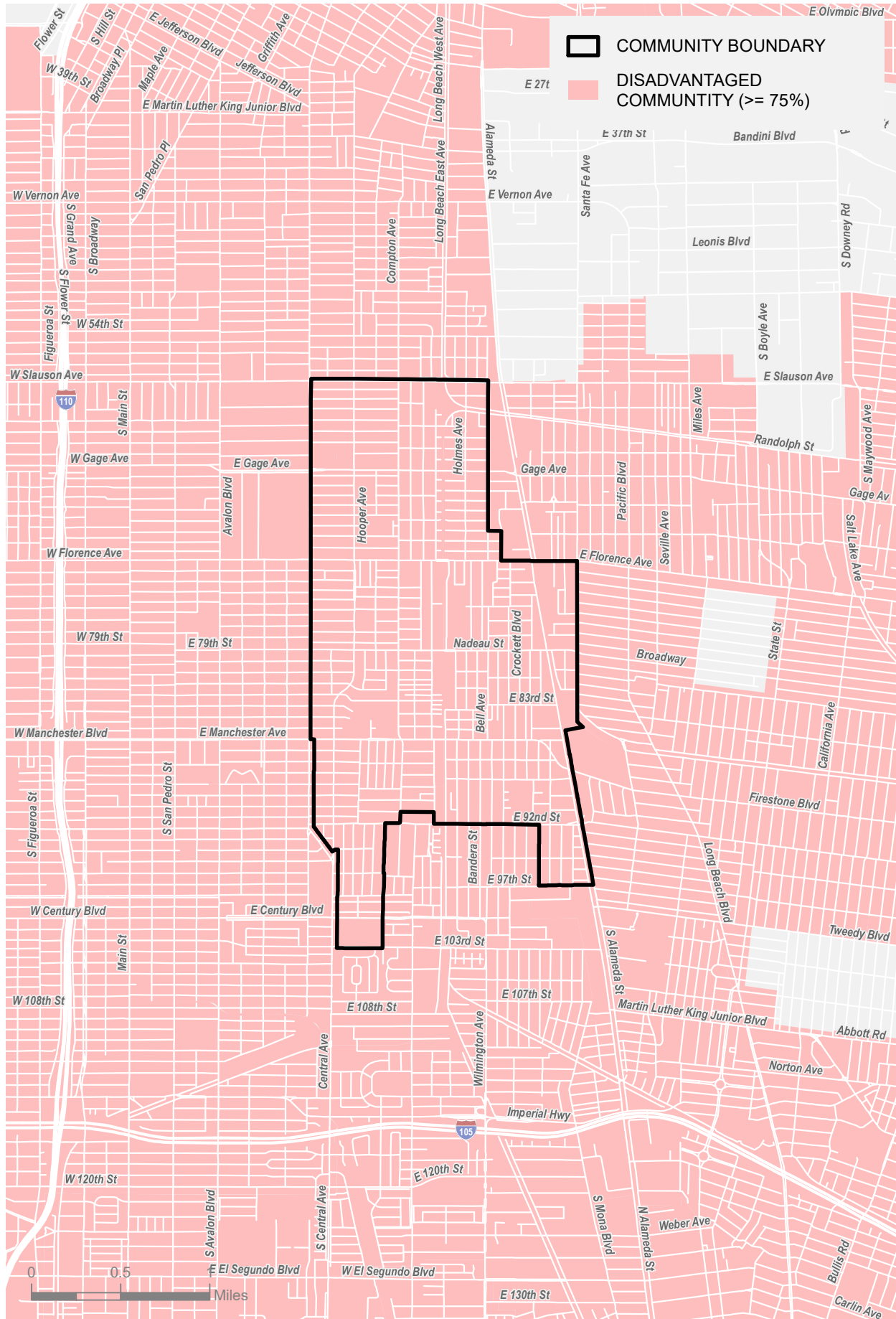
## CES 4.O - DISADVANTAGED COMMUNITIES

3.2-2



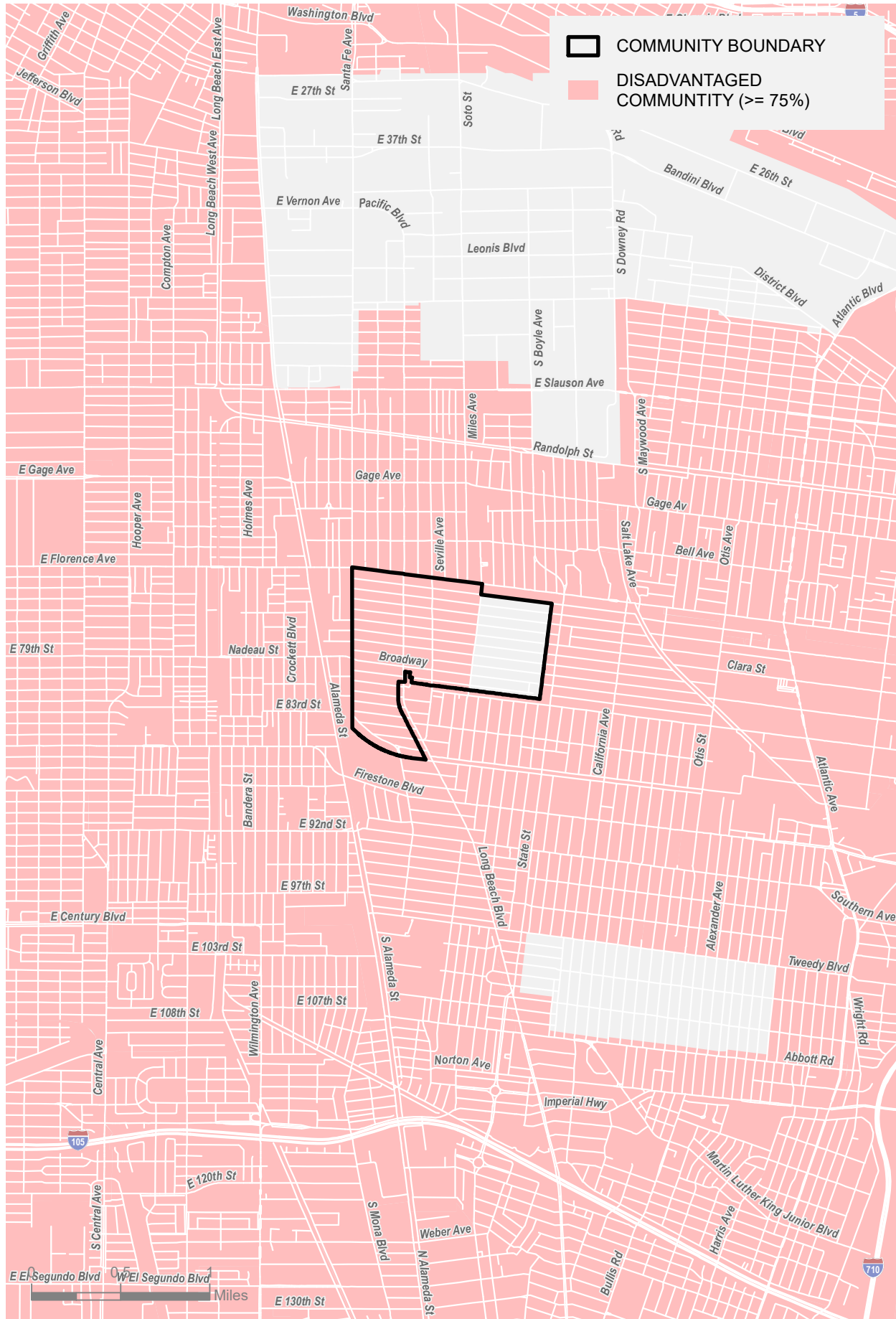


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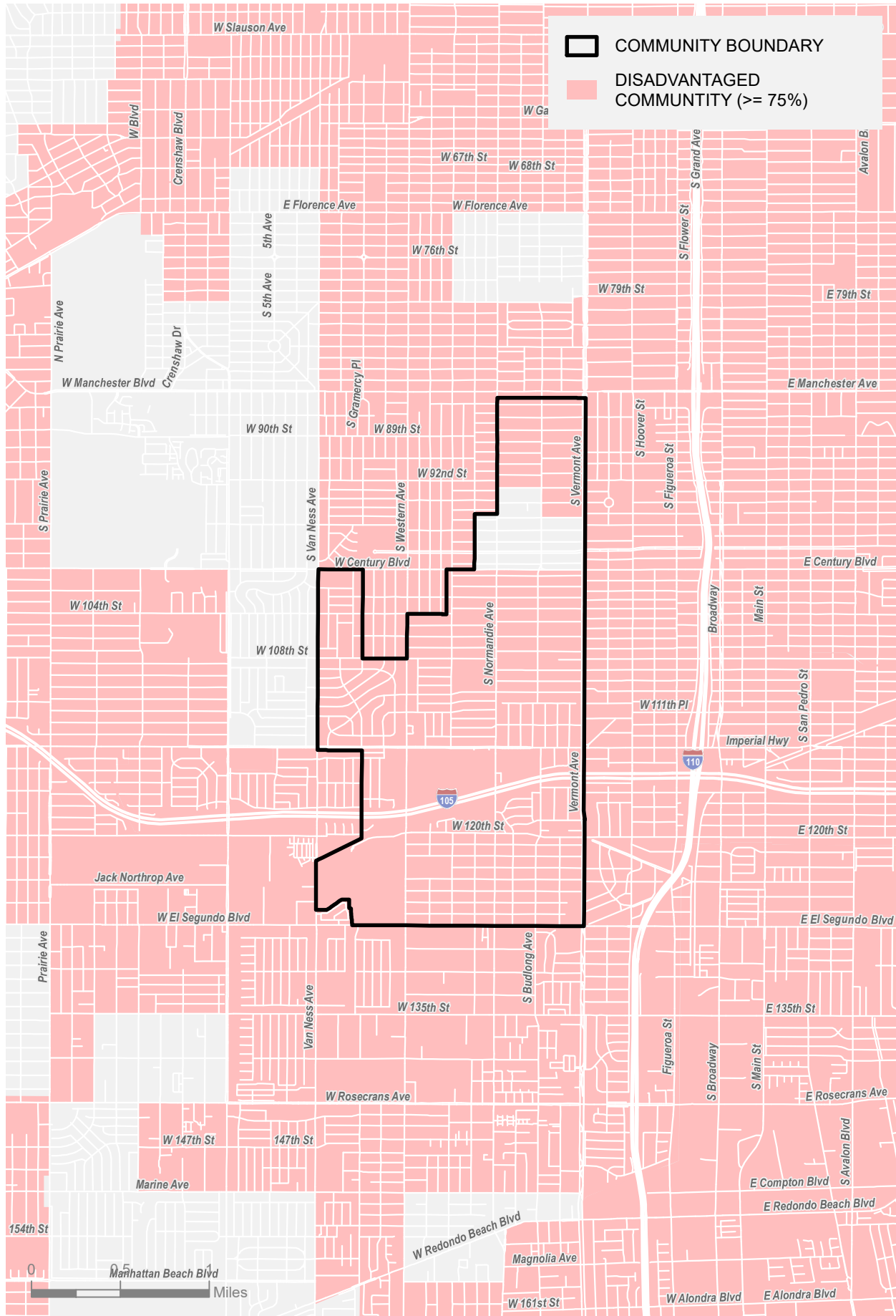




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# WEST ATHENS-WESTMONT CES 4.0 - DISADVANTAGED COMMUNITIES

3.2-5



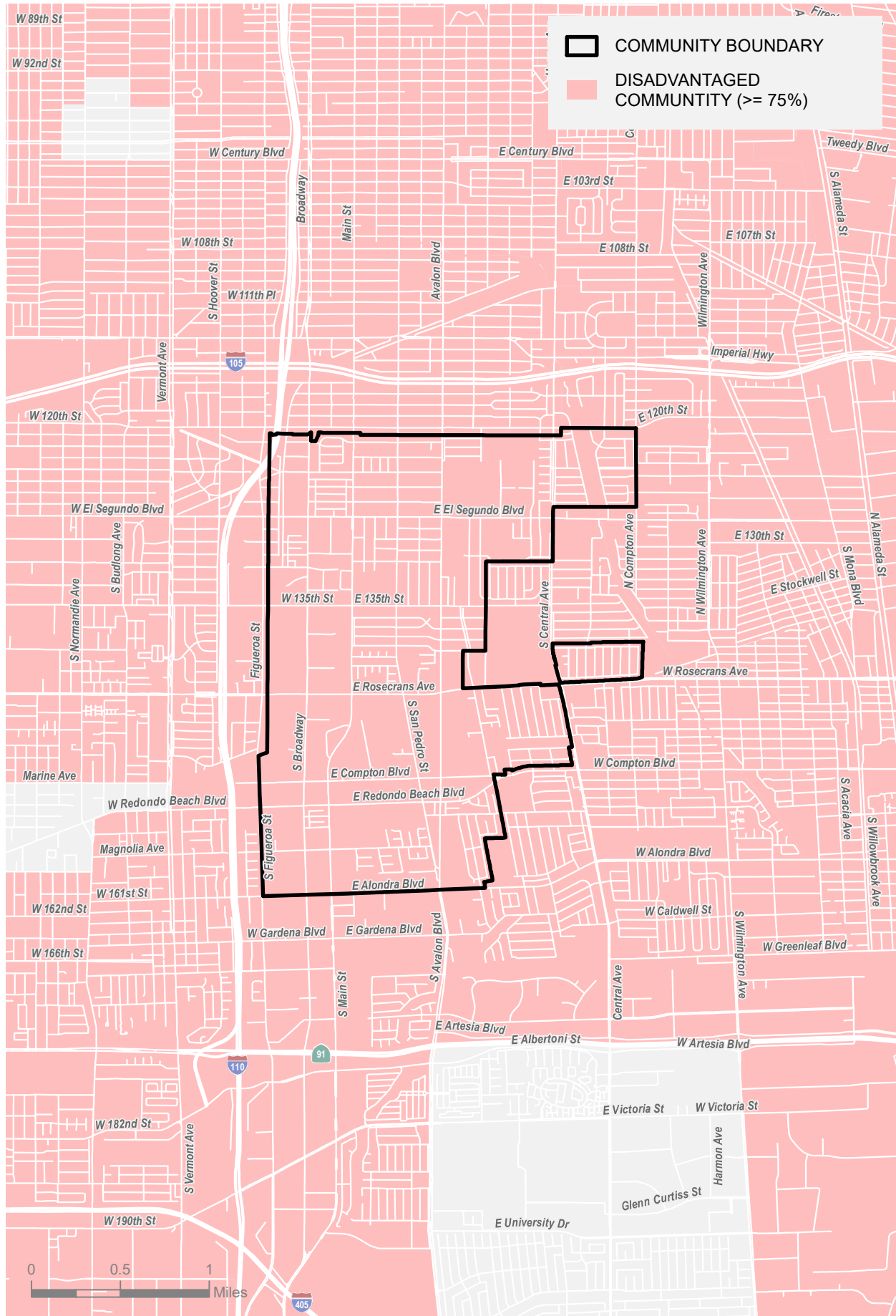


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# WEST RANCHO DOMINGUEZ-VICTORIA

## CES 4.0 - DISADVANTAGED COMMUNITIES

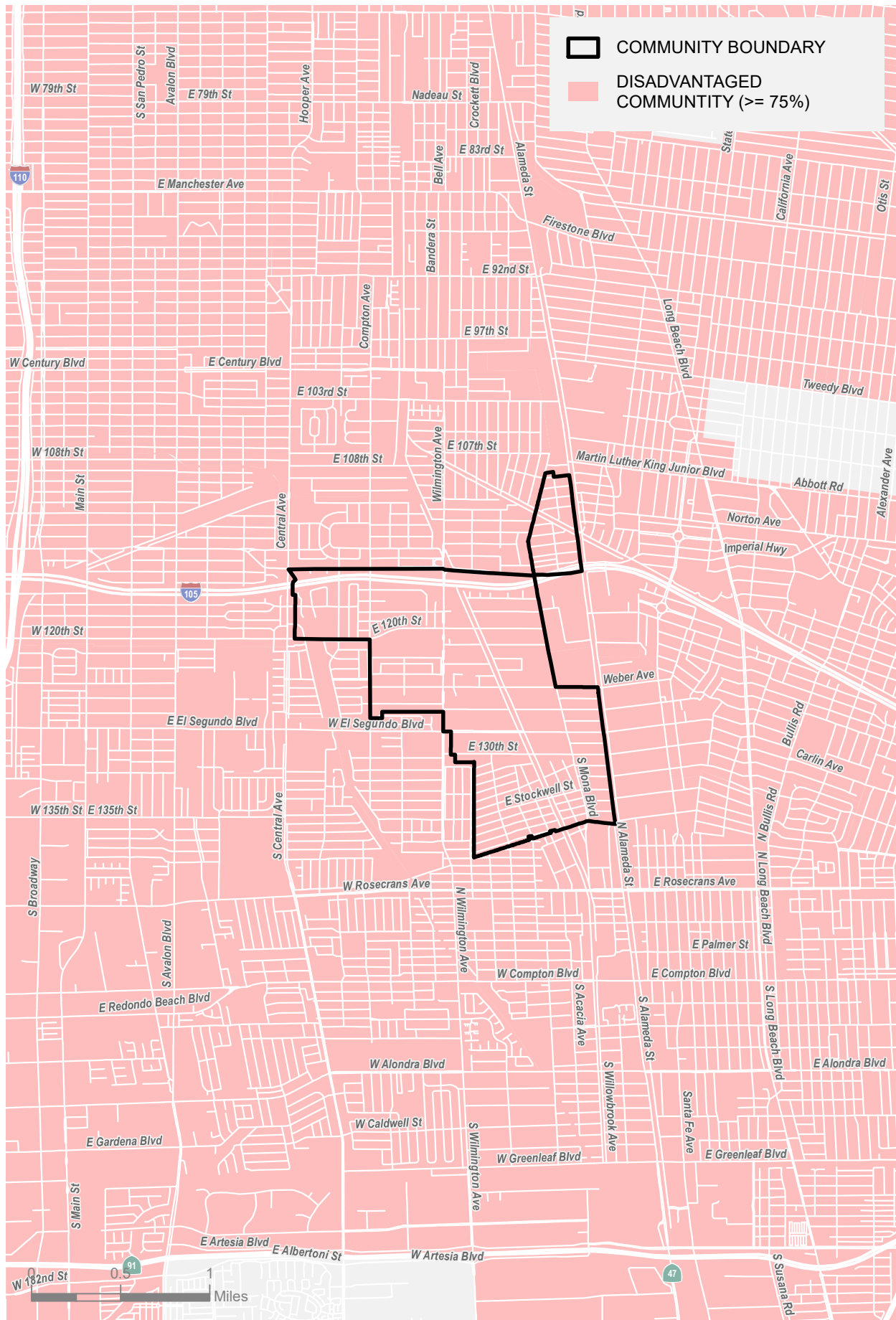
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### 3.2-7



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## 3.3/ Mobility

### Vision

The Metro Area prioritizes the movement of people over the movement of vehicles through a safe, reliable, equitable, and sustainable transportation network supportive of walking, biking, and transit.

### Background

This section provides an overview of the transportation infrastructure within the Metro Area and establishes strategies for developing an efficient multimodal transportation network across all seven communities. It assesses the current challenges and opportunities of the transportation system and offers policy guidance to reach the areawide mobility goals.

The Area Plan communities are part of an extensive public transit network in Los Angeles comprised of light-rail transit, buses, and shuttles. The area is generally well served by the Los Angeles County Metropolitan Transportation Authority (also known as “Metro”), the region’s public transportation provider, which offers both rail and bus services. While not every community has direct access to light-rail transit, the extensive bus and shuttle systems provide a bridging connection to rail services. Almost the entire area is part of the Southern California Association of



**Bike lane facility in East Los Angeles.**

Government’s (SCAG) 2016 and 2045 “High Quality Transit Area”. A High-Quality Transit Area is within half a mile of a well-served transit stop or transit corridor with 15-minute or less service frequencies during peak commute hours.<sup>1,2</sup>The City of Los Angeles, Los Angeles County, the Los Angeles Department of Transportation, and other local service providers operate the local buses, shuttles, and circulators in the area. Bicycle

1 SCAG (Southern California Association of Governments). 2019. “High Quality Transit Areas (HQTAs) 2016 – SCAG Region.” [https://hub.scag.ca.gov/datasets/b0cfb6e0624a4be3a552fa1c8f30721c\\_0/explore](https://hub.scag.ca.gov/datasets/b0cfb6e0624a4be3a552fa1c8f30721c_0/explore).

2 SCAG. 2021. “High Quality Transit Areas (HQTAs) 2045 – SCAG Region.” Updated March 18, 2021. [https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deab369a513ca1\\_1/explore](https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deab369a513ca1_1/explore).





**Public art at Willowbrook/Rosa Parks light rail transit station.**

lanes and sidewalks provide other means for residents to get around.

While many transportation options are available in the community, improvements to safety and connections between different modes of transportation are needed to facilitate access. Metro's recent focus on improving the first-mile and last-mile travel experience of the users is

especially applicable to the light-rail stations and bus stops in the planning area.

## Transit

### RAIL CONNECTIVITY

The unincorporated communities in the plan area are served by three Metro rail lines: A Line (Blue), C Line (Green), and L Line (Gold). East Los Angeles is served by the L Line, Florence-Firestone is served by the A Line, and East Rancho Dominguez and West Athens-Westmont are both served by the C Line. Willowbrook is served by both the A and C Lines. Walnut Park and West Rancho Dominguez do not have direct access to a Metro rail line within the community, but they are within proximity to a station via bus services.

**Metro A Line** (Blue) is a 22-mile rail line with 22 stations, connecting Downtown Los Angeles to Downtown Long Beach. It opened in 1990 and has an annual ridership of over 9 million passengers<sup>3</sup>. Metro A Line passes through Downtown Los Angeles, South Los Angeles, Florence-Firestone, Watts, Willowbrook, Compton, and Long Beach. It is one of six rail lines within the Metro Rail System. Users of this line can connect to the Metro C Line (green) to the south and Metro E Line (Expo), Metro B line (Red), and Metro D Line (Purple) to the north. Adjacent to the rail stations are connections to Metro buses, local municipal bus lines, and/or shuttles.

3 Metro Interactive Estimated Ridership Stats. Annual Metro Ridership (CY2021). Accessed August 11, 2022, from <https://isotp.metro.net/MetroRidership/YearOverYear.aspx>.

**Metro C Line** (Green) is a 20-mile rail line with 14 stations that runs between Redondo Beach and Norwalk in the median of Interstate 105. It opened in 1995 and has an annual ridership of over 4.4million passengers<sup>4</sup>. Other destinations that can be accessed through Metro C Line include Manhattan Beach Pier, The Forum, LA Southwest College, Earvin “Magic” Johnson Recreation Area, Lynwood Park, and the LA County Hall of Records. Users of the Metro C Line can access the Metro A Line.

**Metro L Line** (Gold) is a 31-mile rail line with 26 stations that runs from Azusa to East Los Angeles via Downtown Los Angeles. The rail line serves several major attractions, including Little Tokyo, Union Station, Chinatown, and Old Pasadena. The line opened in 2003 and has an annual ridership of nearly 5 million passengers<sup>5</sup>. Users of the Metro L Line can connect to the Metro B Line (Red). Currently, Metro is evaluating a Phase 2 extension of the Metro L Line (Gold) further east from its current terminus at Pomona Boulevard and Atlantic Boulevard in East Los Angeles, potentially through the Cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.

## BUS SERVICES

Metro operates extensive bus routes in the Metro Area. Metro Local and Limited Stop buses operate on all major and secondary highways in

the Metro Area. Supplementing Metro’s regional services are local and municipal providers who operate connecting services throughout the communities. A full list of these services can be found in Appendix F, Mobility and Parking Study.

## CHALLENGES AND OPPORTUNITIES

### Existing Rail Service

Mobility in the seven unincorporated communities in the Metro Area is supported by the presence of three Metro rail lines and 10 stations. While the communities are generally well-served, issues such as adequate station/stop amenities and safety have been identified by the public.

### Transit Amenities

Despite the number of bus routes operating in the Metro Area, many bus stops lack basic amenities such as benches, shelters or shade, recycling and trash cans, and transit information. Rail stations in the community have some of these amenities but more amenities are needed, such as bicycle racks, security lighting, restrooms, and landscaping.

### Safety Concerns

Public safety at Metro rail stations and while riding Metro rail is identified as an ongoing concern. The location and configuration of platforms at several stations limit visibility of activity at the stations and further contribute to safety concerns.

<sup>4</sup> Metro. Accessed August 11, 2022.

<sup>5</sup> Metro. Accessed August 11, 2022.

## Active Transportation

Active transportation is any form of mobility that only uses physical activity for movement.

Generally speaking, the most popular forms of active transportation are walking and bicycling, though other mobility means, such as a skateboard, roller skates, or a kick scooter, are also types of active transportation. This form of mobility has health and environmental benefits, including correlations to reduced rates of diabetes and obesity in a community and decreased greenhouse gas emissions.

### WALKING

Sidewalks are present in most Area Plan communities but many need improvements such as widening, Americans with Disabilities Act (ADA) upgrades, increased lighting, and shade trees. Improvements to sidewalks near transit nodes and activity centers, such as commercial areas and public facilities, will create a safer and more inviting pedestrian environment. The pedestrian network currently lacks consistent placement of street trees, pedestrian-scale lighting, and wayfinding signage. These elements provide shade, improve safety, and orient pedestrians to transportation nodes and community resources. Installation of marked crosswalks at key intersections, where appropriate in the community, would further enhance the pedestrian network and improve mobility. A major impediment to pedestrian mobility is the Metro and freight rail lines, which physically bisect several of the communities in the north/south direction and have a limited number of at-grade crossings.

Walkability needs to be prioritized to create a pedestrian-oriented community that has well-designed streets, a safe and enjoyable walking environment, and increased social interactions.

During the development of the Area Plan, pedestrian plans in the communities of East Los Angeles, East Rancho Dominguez, Florence-Firestone, and West Rancho Dominguez-Victoria, and Willowbrook were also being developed by the Departments of Public Health and Public Works. After adoption by the Board of Supervisors, these plans will be linked to the Area Plan.

### BIKING

The Area Plan contains a limited number of bikeways. Though progress has been made to implement bicycle facilities in the communities in accordance with the Los Angeles County Bicycle Master Plan, gaps in the bikeway network will remain until the projects proposed by the Bicycle Master Plan are fully completed. This results in some sidewalks being used as bicycle routes to avoid vehicular conflicts and less than ideal connections to activity centers and other transportation modes. There are several different types of bikeways that can be constructed in Area Plan communities, which vary in terms of cost and level of cyclist protection.

### BIKEWAY FACILITY TYPES

**Class I:** Bicycle paths, also called shared-use paths or multi-use paths, are paved rights-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They



are physically separated from vehicular traffic and can be constructed in the roadway right-of-way or exclusive right-of-way. These facilities are often used for recreation but can also provide important transportation connections.

**Class II:** Bicycle lanes are defined by pavement striping and signage used to allocate a portion of roadway for exclusive bicycle travel. Bike lanes provide a striped and stenciled lane for one-way travel on a street or highway.

**Class III:** Bicycle routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bicycle routes provide continuity to other bicycle facilities or designate preferred routes through corridors with demand.

**Class IV:** Separated bicycle facilities, or separated bikeways or cycle tracks, are for the exclusive use of bicyclists and include a physical separation from vehicular traffic. Separations may include flexible or inflexible posts, inflexible barriers, or on-street parking.<sup>6</sup>

**Bicycle Boulevards:** Bicycle boulevards are local roads that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel. Bicycle boulevards are typically found on low-volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation. The treatments applied to create a bicycle boulevard increase motorist's awareness of bicyclists and help to slow vehicle traffic, making the boulevard more conducive to safe

bicycle and pedestrian activity. Bicycle boulevards can include signage, pavement markings, and traffic calming features, such as intersection treatments or traffic diversions. The specific treatments employed by a bicycle boulevard will be determined during project implementation considering input received from the public.

## CHALLENGES AND OPPORTUNITIES

### Topography and Location

The topography of the Area Plan communities varies from generally flat to hilly. Topography is a primary factor in either supporting or discouraging walking and biking. Proximity to community amenities such as transit stops, schools, jobs, health services, libraries, and other resources varies across neighborhoods. Proximity is also a major factor that influences opportunities for active transportation. Street connectivity, the presence of freight rail lines, and freeway interchanges also play a critical role in establishing, or impeding, a functional network of walking and biking routes.

### Active Transportation Infrastructure

Infrastructure for community members who walk or bike should be expanded to improve user access and safety. Crashes involving pedestrians and bikers are a serious concern in the Area Plan communities. Sidewalks on some street segments can be widened and repaired to better accommodate pedestrians. ADA curb ramps should be installed where appropriate. In addition, the installation of high-visibility

6 Highway Design Manual (December 30, 2015). <https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp1000.pdf>.

crosswalks, pedestrian activated warning systems (such as Rectangular Rapid Flashing Beacons), median refuges, leading pedestrian interval signal timing, and pedestrian signal countdown timers should be considered where appropriate, to help facilitate street crossings. The planting of street trees and installation of shade structures, pedestrian-oriented lighting, and wayfinding signage on sidewalks would further enhance the pedestrian experience. Additional bicycle lanes and bicycle storage facilities would support and encourage the increasing level of biking in the community. ADA accessibility should also be improved or upgraded along the major corridors across the Area Plan communities.

## Complete Streets

A “complete street” is a street or roadway facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including people walking, bicycling, riding transit, and driving motor vehicles, including trucks, appropriate to the function and context of the roadway facility. Whether someone chooses to walk, bike, take transit, or drive, a complete street should meet their needs. In 2007, the State of California adopted the Complete Streets Act, which requires all local jurisdictions in the State, including Los Angeles County, to plan roadways to meet the needs of all users. The policies in this section are designed to achieve the goal of Complete Streets as outlined in the Los Angeles County 2035 General Plan.

## CHALLENGES AND OPPORTUNITIES

### Rights-of-Way

Major commercial corridors in the Metro Area, as well as some residential streets, have wide rights-of-way that provide opportunities to implement additional active transportation infrastructure, including sidewalk widening, dedicated bicycle lanes, and landscaped medians. Wide streetscapes also provide the opportunity to implement “green street” infrastructure, such as berms and other landscaping practices that help manage stormwater and runoff.



**Parking along Athens Way in  
West Rancho Dominguez-Victoria.**

### PARKING

There is limited public parking along commercial corridors and in residential areas in the Metro Area. Additionally, overflow parking from commercial uses negatively impacts parking on residential streets, as do over-crowded housing conditions that result in additional parked vehicles on the street. With limited enforcement

in both commercial and residential areas, there is a low turnover rate for on-street parking. In industrial areas, large numbers of inoperable vehicles parked in the public right-of-way also lead to similar negative parking impacts. Policies

and implementation steps, such as parking programs and enforcement, are needed to counteract parking impacts.



## Goals and Policies

### Transit

#### GOAL M 1

***The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.***

**Policy M 1.1:** Rail Station Safety and Beautification. Coordinate with Metro to beautify and promote safety at transit stations by addressing the perceived limited visibility at elevated stations. Use amenities such as street trees, comfortable furnishings, weather protection, public art, or other methods to improve aesthetics while maximizing visibility.

**Policy M 1.2:** Transit Station/Stop Lighting. Prioritize adequate lighting at major transit stations/stops to increase visibility and overall passenger safety.

**Policy M 1.3:** Transit Stations as Assets. Work with Metro to seek opportunities to incorporate public art and other amenities at transit stations to enhance the local environment.

**Policy M 1.4:** Station Safety and Maintenance. Support local and regional agencies to improve safety, maintenance, beautification, and coordination of services in station areas.

**Policy M 1.5:** Prioritize Transit. Collaborate with Metro on a transit program that prioritizes transit by creating bus priority lanes, where appropriate, that improve transit facilities and reduce transit-passenger wait times.

### Active Transportation

#### GOAL M 2

***The pedestrian and bicycle networks are comprehensive, accessible, safe, pleasant to use, clearly demarcated, and connected to activity centers.***

**Policy M 2.1:** Pedestrian Connections. Increase and improve pedestrian and bicycle connections to transit and community resources through the implementation of active transportation infrastructure, such as crosswalks, widened sidewalks, pedestrian-scale street lighting, wayfinding signage, street trees, shade structures, and other elements as needed and where appropriate. (Refer to Complete Streets and Active Transportation Design policies in the Mobility Element of the General Plan for more information.)

**Policy M 2.2:** Street Trees. Expand the use of street trees and lighting to provide an inviting walking environment and shade, especially along major corridors.

**Policy M 2.3:** Urban Trails. Create active transportation corridors through the built environment by designating and increasing the visibility of urban trails, bikeways, and multi-use pathways through the conversion of existing rights-of-way, under-utilized land (such as public utility rights-of-way), and access roads.

**Policy M 2.4:** Bicycle Amenities. Increase opportunities for convenient and safe bicycle use by installing bicycle racks and lockers along major corridors and at locations with high levels of bicycle traffic, such as schools, parks, businesses, mixed-use housing, and transit hubs.

## Complete Streets

### GOAL M 3

***Streets and sidewalks meet the needs of pedestrians, bicyclists, transit users, and motorists.***

**Policy M 3.1:** Car Sharing and Carpooling. Support initiatives and programs to expand car sharing and carpooling opportunities.

**Policy M 3.2:** Circulation Efficiency. Monitor local circulation systems to promote efficient and connective travel across multiple modes of mobility. (Refer to Transit Efficiency, Multimodal Transportation, and Travel Demand Management policies in the Mobility Element of the General Plan for more information.)

**Policy M 3.3:** Curbside Management. Prioritize reliable transit and safe bicycling infrastructure, followed by other important uses of the curb such as deliveries, passenger pick-ups, green stormwater infrastructure, small public spaces as well as on-street parking to better manage the various demands on the urban curb.

**Policy M 3.4:** Freeway Offramps. Coordinate with Public Works and Caltrans to consider upgrading or closing substandard freeway offramps and other similar freeway infrastructure to address safety concerns.

## Parking

### GOAL M 4

***Parking, of all kinds, throughout the community is adequate, compliant with all applicable regulations, and connective to other transportation modes.***

**Policy M 4.1:** On-Site Surface Parking. Discourage on-site surface parking lots adjacent to the sidewalk along major streets and encourage on-site parking located underground, at the rear of parcels, or buffered from view by transit supportive uses with convenient pedestrian access to the primary building entrance. Where surface parking lots are visible from street view, provide trees and other vegetation as a visual buffer. Require all surface parking lots to include landscaping along the perimeter of pedestrian paths and the edges of the lot.

**Policy M 4.2:** Structured Parking. Encourage ground-floor structured parking to be buffered from the pedestrian environment through strategies such as wrapping the structure with active retail uses, placing entrances off the street, and screening with landscaping or art.

**Policy M 4.3:** Parking Requirements. Develop appropriate parking requirements that enable commercial, industrial, and residential development to flourish in an efficient and compatible manner.

**Policy M 4.4:** Shared Parking. Encourage shared parking to allow for the more efficient use of existing facilities.

**Policy M 4.5:** Electric Vehicle Infrastructure. Install electric vehicle charging facilities at County-owned public venues (e.g., hospitals, stand-alone parking facilities, cultural institutions, and other facilities) and ensure that at least one-third of these charging stations will be available for visitor use.

**Policy M 4.6:** Park Once Districts. Where appropriate, explore Park Once Districts which allow visitors to park in one location and reach multiple destinations on foot before returning to their vehicle. Where traffic volumes and commercial activity levels allow, establish a Park Once District, which may include any of the following provisions:

- Adjacent property owners are permitted to share parking lots.
- On-street parking spaces and public parking lots are to allow a set number of parking for free or for a reduced fee.
- Docking stations for bikeshare vehicles are to be provided.



## 3.4/ Economic Development

### Vision

Retain and expand the existing employment base; revitalize the economy by attracting neighborhood-serving uses, new cleaner industries, and businesses that will be good neighbors to nearby residential uses; and create partnerships that support local educational opportunities and job and professional advancement.

### Background

As the geographic center of Los Angeles County, economic development in the Metro Area has been influenced by regional industries throughout the decades due to its proximity to Downtown and the Ports of Los Angeles and Long Beach. Although invisible today, large-scale agriculture was prominent in the region between 1909 and 1949, as railroads (for transporting goods) and the oil industry contributed to the commercialization of farming in the County. Along the rail lines, the manufacturing boom centered around the rise of the automobile and auto manufacturing became a major source of employment for residents. As the County became a manufacturing center in the 1920s, many east coast companies such as the Firestone Tire and Rubber Company, Goodyear Tire Company, General Motors, and Pittsburgh Steel relocated their factories to the west to capitalize on less expensive land costs within the County and other benefits such as the lack of a union (and therefore cheaper wages) and proximity to

#### **ECONOMIC DEVELOPMENT**

*Economic Development is programs, policies or activities that seek to improve the economic well-being and quality of life for a community, bolster jobs, the local tax base, environmental sustainability, and social equity.*

the City of Los Angeles (to use its services without paying the higher city taxes).

Particularly, areas such as Florence-Firestone, Walnut Park, and Willowbrook were heavily influenced by these factories.

In the years following World War II, auto manufacturing companies continued to be major sources of employment for the Metro Area communities. In subsequent years, manufacturing plants began closing and factories began moving to outlying areas for larger and cheaper tracts of land. By the 1960s and 1970s, the Metro Area had deindustrialized and jobs shifted towards low-wage, service sectors. Less stable local employment continues to characterize employment in the Metro Area today although some industrial businesses and jobs do remain. The period of “white flight”, a mass exodus of Caucasian residents from the Metro Area following the 1965 Watts Uprising, also impacted the economy, as many corporations followed suit and closed their businesses in these areas, leaving only small-scale and local businesses to provide the goods and services necessary for residents. For a full

report of significant themes and industries that influenced the development of the Metro Area, refer to Appendix B, Historic Context Statement.

Today, while the Metro Area communities each have distinct characters and priorities, they continue to share commonalities in their existing land use patterns. These include sociodemographic trends, and economic characteristics, including key employment industries, household income, educational attainment, and ethnic composition. Appendix E, Market and Real Estate/Land Use Study, summarizes the socioeconomic and real estate market conditions and trends that will shape medium<sup>1</sup> to long-term<sup>2</sup> growth opportunities in the Metro Area. While these conditions vary by community, a summary of the commonalities is provided below.

**Land Use:**<sup>3</sup> The predominant land use in the seven Metro Area communities is residential, while the makeup of the remaining land varies by community. Residential land uses represent 64.0% of the total land and 63.5% of the built space in the Metro Area. Commercial uses (inclusive of both retail and office) represent about 7.0% of the total land and 12.5% of the built space, due to having the highest floor area ratio<sup>4</sup> among any of the land uses. The remaining land is comprised of industrial



**Retail uses along Whittier Boulevard  
in East Los Angeles.**

development, which occupies 11.9% of the land and 20.5% of the built space.

**Households:**<sup>5</sup> Households in the Metro Area tend to have lower incomes than the County average:

- Metro Area Household Median  
Income: \$48,900
- County Household Median  
Income: \$74,511

Fifty-three percent of households in the Metro Area are cost burdened, spending over 30% on housing.

**Education:**<sup>6</sup> Approximately 56% of Metro Area residents have received a high school education or higher.

1 5 to 10 years.

2 Over 10 years.

3 Los Angeles County Assessor 2021.

4 Floor area ratio is the number obtained through dividing the aboveground gross floor area of a building or buildings on a lot by the total area of that lot.

5 U.S. Census Bureau 2021.

6 ESRI Business Analyst 2021.

**Local Jobs:**<sup>7</sup> There are about 55,503 jobs in the Metro Area; 14,500 have been added since 2002.

**Key Industries:**<sup>8</sup> The education services, health care, and social assistance industries are key industries.

**Transportation:**<sup>9</sup> The Metro Area has a rich transportation network (rail/bus); businesses benefit from access to Los Angeles International Airport and the Ports of Los Angeles and Long Beach.

The following section highlights the overarching opportunities and challenges within the seven Area Plan communities that guide the goals and policies for economic development.

## Opportunities and Challenges

### Economic Revitalization and Displacement

Metro Area communities have not experienced significant economic growth in the last 20 years when compared to the rest of the County. This is based on factors including, but not limited to, generally lower paying jobs in the Metro Area and a significant decrease in the number of jobs in industrial-serving employment since 2002 in the majority of the Metro Area, the latter of which has historically been a stable economic presence in the area. This Area Plan identifies two opportunity areas for revitalization strategies, attracting major new clean industries and businesses and expanding

commercial retail businesses to improve the economically distressed communities and provide quality commercial retail services within the Metro Area.



**Commercial uses along Atlantic Boulevard in East Rancho Dominguez.**

The educational services industry is prevalent across all seven communities. Schools, colleges, universities, and training centers provide instruction and training. It is important to preserve and support the educational services industry, as it contributes to a stable workforce within the community. Other industries that can be attracted to the Metro Area include research and development including cleantech and life sciences. Existing industrial and manufacturing land uses could accommodate these types of “cleaner” health science industries.

Commercial retail businesses in the Metro Area offer another area of opportunity. While the

7 U.S. Census (OnTheMap) 2002-2018.

8 U.S. Census (OnTheMap) 2018.

9 Pro Forma Advisors, METRO 2020.



amount of land dedicated for retail and office development varies per community, the Metro Area's commercial retail and office markets are characterized by older office buildings and non-shopping-center-oriented (free standing retail buildings) retail development. Business improvement districts (BIDs) are needed to improve and retain existing small businesses and attract new ones. BIDs provide a wide range of benefits that could include: services to maintain and beautify public rights-of-way, parking or transportation-related services, and marketing and promotion assistance. BIDs serve a predetermined geographic area and are funded through annual assessments paid by businesses and property owners within their boundaries. BIDs aim to promote and expand district business activity to create more jobs and further economic vitality and revitalization.<sup>10</sup> Money that could be spent in the Metro Area is being lost to neighboring communities with newer, large-format retailers. Creating a more diverse neighborhood-serving, retail environment to increase the market capture from households within the community will contribute to economic growth in the Metro Area communities. Neighborhood serving uses include small professional offices, personal services, food stores, eating and drinking establishments, and similar uses that serve the daily needs of the adjacent neighborhoods. Based on the analysis in Appendix E, over the next 20 years, nearly

500,000 square feet of neighborhood serving retail development is possible.

### **Gentrification and Anti-Displacement Measures**

Economic growth and changes in land use and zoning can spark development interest often resulting in increased rents and property values. If this happens in a housing market with a highly vulnerable population this can lead to gentrification and displacement, as well as transforming the character, demographics, and socioeconomic integrity of an area. The Metro Area communities are amongst the most vulnerable in the County, as 53% of households are cost burdened spending over 30% of their income on housing and include a higher percentage of renter-occupied households. The goals and policies of the Area Plan employ strategies to protect vulnerable populations and increase opportunities.

### **Labor Force Development**

Workforce development and a greater diversity of industries are needed to support economic development in the Metro Area. Since 2002, the Metro Area added over 14,500 jobs experiencing employment growth at a faster rate than the County as a whole. Most jobs still tend to be low skill and low pay and 90% of residents are employed outside of the community where they live. As key industries in the Metro Area shift, new industries such as research and development provide opportunities for higher-paying jobs.

10 Office of Innovative Program Delivery. (n.d.). Business Improvement Districts, California. U.S. Department of Transportation Federal Highway Administration.

Close to half of the workforce is not prepared to meet the demands of new industries. Residents in the Metro Area tend to have lower educational attainment with 56% holding at least a high school diploma compared to the Countywide average of 80%. Workforce development such as vocational trainings, professional advancement programs, and partnerships with local schools and medical facilities can help the workforce adapt to the changing economy. These programs can also support the existing key industries: education services, health care, and social assistance industries.

## Strategic Growth and Development

Land use policy and mobility infrastructure are key components in economic development. Historic growth patterns within the Metro Area have resulted in incompatible land use adjacencies, such as residential uses near industrial uses. These incompatibilities negatively impact economic growth and can have public health implications. Strategic growth and development seeks to address these

negative impacts while also meeting future growth demands.

Retail demand is based on a combination of existing dollars being spent outside the Metro Area (“leaking”), and the future capture of new resident spending. Demand for office space is created by new jobs in industries that require office space. Approximately 500,000 square feet of retail land use and 185,000 square feet of office are projected in Appendix E in the Metro Area through 2035. The potential for retail demand is considered moderate and for office is considered limited. New retail development should be near transit to help activate the public realm and support the pedestrian-oriented environment in the plan goals. While office demand is considered limited, there is an opportunity to provide joint live/work units. Strategic retail and office development that considers the location and types of uses brought into a community can improve economic development and serve community needs.

## Goals and Policies

### GOAL ED 1

***Small commercial, manufacturing, and artisan businesses are supported through local community development efforts.***

**Policy ED 1.1:** Support design upgrades such as façade improvements, beautification, wayfinding, and streetscape enhancements to improve the pedestrian environment and enhance commercial and industrial corridors.

**Policy ED 1.2:** Encourage partnerships with local nonprofits and/or design agencies for County-led beautification and improvement projects that support small businesses through façade upgrades and renovations to improve their economic resilience.

### GOAL ED 2

***Diverse industries that provide quality work for the local community***

**Policy ED 2.1:** Support the transition of aged industrial spaces to revitalized job-generating uses that are compatible with their immediate environment.

**Policy ED 2.2:** Encourage facility upgrades to meet environmentally sustainable development and performance standards and provide incentives to attract green businesses and make processes for existing businesses cleaner.

**Policy ED 2.3:** Preserve and increase job opportunities in industrial and commercial areas that match residents' skill levels.

**Policy ED 2.4:** Encourage local hiring and targeted hiring of workers from the community through the use of development agreements or community benefit agreements in discretionary projects.

### GOAL ED 3

***A resilient and adaptable workforce***

**Policy ED 3.1:** Foster a partnership between local educational institutions and the business community to provide academic and skill training programs that meet the needs of the business community (e.g., supervisory certification programs, teacher certification programs, healthcare professional training, technology-oriented training).

**Policy ED 3.2:** Promote the attraction of businesses and industries that provide employment improvement opportunities and encourage professional advancement for low skill workers.



GOAL ED 4

***Capitalize on regional location and transportation network to improve access to businesses***

**Policy ED 4.1:** Incentivize local businesses to encourage employees to use rail, bus, and ride-sharing services.

**Policy ED 4.2:** Promote the location of key industry clusters and employment hubs near transit-rich areas.

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## 3.5/ Safety and Climate Resiliency

### Vision

Safe, comfortable, and climate resilient communities for all residents in the years to come.

### Background

A healthy and safe environment where community members can thrive is key to achieving the community's vision. Public safety is basic to all aspects of community development and cuts across other elements, including land use, mobility/connectivity, and environmental justice. At community workshops, residents voiced a desire for clean and safe public areas, the ability to get around safely without using a car, the minimization of the negative effects of living next to industrial uses, more greenery and trees, and clean air.

Litter and lack of lighting is broadly perceived as contributing to the unsafe physical environments at community parks and on local streets. Regular removal of litter and graffiti, greater visibility into public spaces and parks, and pedestrian-scale street lighting where feasible would enhance the perception of safety and comfort in public spaces including transit stops. Increasing vegetation and greenery around the community may encourage more residents to be active outdoors. Increased eyes on the street may in turn discourage crime and increase feelings of security. Furthermore, an increase of plants and landscaping, especially



**View of Earvin “Magic” Johnson Recreation Area in Willowbrook.**

shade trees, can cool and clean the air, creating a more inviting outdoor environment.

This section provides an overview of current conditions as they relate to community safety, urban design for improved safety, safety while using the Metro, and protection for residents from the impacts of climate change. It assesses the current challenges and opportunities of the Metro Area and offers policy guidance to reach the community's safety and resiliency goals.

## Opportunities and Challenges

### Community Safety

During community outreach events, residents highlighted the strong desire for children to be able to play in the streets and for everyone to be able to safely walk. Given the Metro Area's younger population and large number of families, particular attention should be focused on strengthening safety around schools, parks, and other public spaces so children, families, and



others can recreate and feel comfortable accessing the amenities of their neighborhoods. This is especially important for the roughly two-fifths of the residents in the Metro Area who are renters and may not have access to well-maintained private outdoor spaces.

### **Community Design for Safety**

The perception of safety influences behavior in and use of public spaces, including streets, sidewalks, parks, and transit stations. Enhancing the pedestrian environment with wider sidewalks, more crosswalks, and pedestrian-scale lighting can promote mobility and active use of public space and increase visibility. Clean, active, visible public space can improve the perception of safety.

Proactively addressing illegal uses of property, including removal of illegal outdoor storage in commercial and industrial areas, as well as enhanced maintenance and removal of litter, junk and salvage materials, and graffiti would improve the physical environment and improve safety. The County of Los Angeles hosts a code violation webpage where residents may submit any graffiti or illegal dumping violations online. Countywide, community beautification resources empower community members to take on beautification projects such as sidewalk repaving, clean-ups, tree planting, and graffiti abatement.

The roughly 40% of the Metro Area population who own their own homes are more able to implement property enhancements that both increase visibility and create defensible space, as

renters face more restrictions regarding to property modifications. That being said, the plan area experiences higher rates of severely cost burdened low-income homeowners in comparison to the state and county as a whole, meaning many low-income homeowners have housing costs exceeding 50% of their income.<sup>1</sup> This type of cost burden can prevent these homeowners from making investments that they desire. Some investments may include yard lighting, fencing, and security systems. Some of these strategies may also increase the perception of safety along the streets outside of these homes. Other public places such as streets, alleys, and parks may require improvements to foster a feeling of security. Increasing the visibility allows for community surveillance and crime deterrence. Some ways to increase visibility of public spaces include landscape management to avoid overgrown vegetation that blocks views and increased lighting at night. Areas of potential conflict or crime in a community may be remedied by investing in design to activate and increase the use of the space. For instance, a neglected alleyway may be planted, painted, lit, and paved to create a green alley that is clean, inviting, and safe for residents to enjoy.

### **Safety of Metro Public Transit Services**

The perception of safety is a major consideration when deciding to use the Metro transit services. The 2020 Metro Customer Experience Plan examined how riders interact and feel about using Metro services and how that affects

1 US Department of Housing and Urban Development. 2020. Consolidated Planning/CHAS Data. Table 8. <https://www.huduser.gov/portal/datasets/cp.html>

ridership. It is noted in this plan that although between 2014 and 2019 crime incidents decreased 17% on average over the entire system, riders continue to cite personal security as a major concern.<sup>2</sup> While most riders share varying levels of concern about mugging, assault from unstable individuals, and having property stolen, women in particular have concerns about sexual harassment. According to Metro's 2019 study *Understanding How Women Travel*, just 60% of female riders felt safe while riding Metro during the day. During the night, that percentage dropped to 20%. Safety getting to, waiting at, and leaving the Metro stations presented the greatest safety concern for female riders; only 13% responded feeling safe in these situations.<sup>3</sup> The study also gave the riders the opportunity to express what safety measures would increase their feelings of personal security. Better lighting around the Metro stations and the presence of security staff were the two main responses.

Metro has instituted strategies to increase perception of safety, crime prevention measures, and emergency response around their stations and on public transit. One such example is the LA Metro Transit Watch smartphone app that allows riders to report a security issue in real-time and broadcast to fellow riders. Other strategies are found in the LA Metro Strategic Plan and the 2020 Long Range Plan. Some action items include the enhancement of stations with

lighting, cameras, and greater policing. All plans call for more collaboration with other agencies and partnerships with outside organizations to explore alternative security strategies. There is opportunity for the County to work with Metro to implement safety measures at Metro stations and along the corridors that residents travel to get to the stations within the Metro Area.

### Climate Resiliency

The County recognizes the impact that climate change will have on unincorporated area communities and seeks to support a climate-resilient built environment that reduces energy and water usage, carbon footprint, and greenhouse gas emissions. In addition, in preparation for the impacts of climate change, the Metro Area Plan identified two primary climate hazards to prepare for in the planning area: extreme heat and flooding. Extreme heat is characterized by hot days, warm nights, and heat waves that can result in heat-related illness and hospitalization. Extreme heat is measured locally because communities are acclimated to their past environment. An extreme heat day is one that is in the hottest 2% of days observed between 1960 and 1990. In the Metro Area, an extreme heat event is a day above 92.3°F. The number of extreme heat days is expected to rise over time. Heat waves and extreme heat days are made worse by the urban heat island effect. The urban heat island

<sup>2</sup> Metro. 2020. Customer Experience Plan. December 3, 2020. <http://libraryarchives.metro.net/DPGTL/studies/2020-Customer-Experience-Plan-LA-Metro.pdf>.

<sup>3</sup> Metro. 2019. *Understanding How Women Travel*. August 30, 2019. [http://libraryarchives.metro.net/DB\\_Attachments/2019-0294/UnderstandingHowWomenTravel\\_FullReport\\_FINAL.pdf](http://libraryarchives.metro.net/DB_Attachments/2019-0294/UnderstandingHowWomenTravel_FullReport_FINAL.pdf).

**URBAN HEAT ISLAND**

*The urban heat island effect occurs when dark urban surfaces, such as roofs and roads, absorb heat and slowly release the heat over time. At night, these surfaces slowly transfer heat to the air, creating warm nights that do not allow people to cool off and making heat waves more dangerous.*

effect inflates average annual urban air temperatures by 1.8°F–5.4°F, making urban areas warmer than other areas. Heat islands also increase energy demand for air conditioning. Increased air conditioning is expensive, energy intensive, and can lead to brownouts during heat waves when the energy grid is strained. Approximately 65% of residents likely have working air conditioning, leaving many households vulnerable during heat waves. Shade trees are a great outdoor strategy to combat extreme heat and the urban heat island effect on residents. Currently, less than 10% of the ground in the Metro Area is covered by a tree canopy, which is low considering the high density of the area.<sup>4</sup> Additionally, light colored “cool” pavements can reduce the amount of heat

absorbed by the urban environment. This strategy is especially important in reducing nighttime temperatures when hard surfaces like asphalt and concrete are still releasing absorbed heat.

Flooding is caused by intense rain, which can make rivers and storm sewer systems fill and overflow into neighborhoods and streets. Increased flooding occurs when it rains intensely over a shorter period of time, even if there is less overall rain than a normal storm. This is because the soil, paved surfaces, and storm sewer system cannot absorb the water as fast as it falls from the sky. Flooding usually begins in low-lying areas near creeks and other waterways; these areas adjacent to a river or stream are called floodplains. The Metro Area is highly urban and covered with impervious surfaces, which do not allow for water to drain into the earth.<sup>1</sup> The number of extreme rain days in the Metro Area is expected to slightly increase over the years. The intensity of extreme rain events is also expected to increase over time.

To help address these concerns, the Area Plan seeks to support the development of public realm and streetscape improvements to include those that will have a cooling effect and shelter local communities from heat.

4 Public Health Alliance. 2020. “The California Healthy Places Index.” <https://map.healthyplacesindex.org/>

## Goals and Policies

### GOAL S/CR 1

#### ***Reduced crime and perception of crime through environmental design.***

**Policy S/CR 1.1:** Urban Design. Pursue urban design strategies that reduce the opportunity for crime and violence in parks and in public streets, such as Crime Prevention through Environmental Design, which facilitates visibility into and monitoring of public space by residents and law enforcement.

**Policy S/CR 1.2:** Natural Surveillance in Public Spaces. Support safe, accessible, and well-used public open spaces by orienting active use areas and building facades towards them.

**Policy S/CR 1.3:** Community-Based Crime Prevention. Support ongoing interaction, coordination, and communication among existing community-based foot and bicycle patrols, watch programs, and neighborhood and business organizations.

### GOAL S/CR 2

#### ***Reduced crime and perception of crime at transit stops, County-owned parking areas, and sidewalks around community facilities.***

**Policy S/CR 2.1:** Natural Surveillance. Work with Metro to design transit stops that include proper lighting and design to eliminate potentially unsupervised areas.

**Policy S/CR 2.2:** Natural Access Management. Work with Metro to design transit stations that include clear wayfinding and barriers to discourage fare evasion.

**Policy S/CR 2.3:** Physical Maintenance. Work with Metro to keep transit stops and adjacent infrastructure well maintained with low-maintenance landscaping and architectural materials, regular trash collection and removal, and other programs to maintain a clean and orderly environment.

### GOAL S/CR 3

#### ***A built environment that recognizes and aims to reduce effects of climate change.***

**Policy S/CR 3.1:** Urban Cooling. Support the design of developments that provide substantial tree canopy cover, green walls and roofs, and utilize light-colored and or permeable paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

**Policy S/CR 3.2:** Urban Greening. Implement greening through County projects, such as new and upgraded parks, vegetation, and green roofs and walls on public facilities.

**Policy S/CR 3.3:** Improved Shade. Increase shade through trees and shade structures, especially around transit stops and along pedestrian and bike pathways.

**Policy S/CR 3.4:** Green Alleyways. Support the development of green alleyways in areas with regular flooding.



**Policy S/CR 3.5:** Freeway Caps. Explore the feasibility of implementing freeway cap parks to mitigate the urban heat island effect.

GOAL S/CR 4

***Hazard preparedness information is coordinated across government agencies and community members.***

**Policy S/CR 4.1:** Flood Risk and Resiliency Information. Community officials (the County of Los Angeles and its agencies) and community leaders are strongly encouraged to enhance efforts to provide Metro area community members flood risk and resiliency information that they can understand.

**Policy S/CR 4.2:** Flood Insurance. Community members are encouraged to purchase flood insurance. Community officials and community leaders are strongly encouraged to coordinate with state and federal officials and entities to enhance the affordability of flood insurance and the coverage it provides.

## 3.6/ Historic Preservation

### Vision

Work with communities in the Metro Area to protect local historical and cultural resources.

### Background (Historical Development)

The history of the Metro Area begins with its native people, the Gabrielino-Tongva tribe, who have occupied the region for thousands of years and in the present day. The following background describes the historical development of the Metro Area, beginning with the Spanish period established in 1742, the ranchos and agricultural development during the Mexican period (1834–1845), and residential, commercial, and institutional development during the American period (1845–present).

Agricultural development in the Metro Area began with the division of the ranchos under Spanish rule. The legacy of the ranchos is evidenced today in land use and development patterns established throughout Los Angeles County, with much of the last two centuries of agriculture and modern development continuing to follow the original rancho boundaries, and cities and communities frequently used or incorporated the original rancho name. After the secularization of the California missions in 1834, land that was once under the Catholic Church's control was redistributed in the form of land grants (ranchos) to loyal citizens. The ranchos that are included in the Metro Area are Rancho

San Pedro (East Rancho Dominguez and West Rancho Dominguez-Victoria); Rancho San Antonio (Lugo) (East Los Angeles, Walnut Park, and West Rancho Dominguez-Victoria); Rancho Tajauta (Florence-Firestone, West Rancho Dominguez-Victoria, and Willowbrook); and Rancho Sausal Redondo Decision (Florence-Firestone and West Athens-Westmont).

The rancho boundaries represent the foundation of California's modern land survey system, which developed around these large swaths of land. The rancho period also witnessed the rise and fall of the hide and tallow cattle industry in Southern California, which dominated the economy for decades until the 1851 California Lands Act, and a series of natural disasters in the 1860s collapsed the cattle industry and resulted in the division of the ranchos. Following the fall of the ranchos and the construction of the railroads, agriculture in Los Angeles County began to expand, beginning with vineyards, citrus orchards, and walnuts while introducing a diversity of fruits and vegetables.

California became a United States territory in 1845 and became a state in 1850. After acquiring statehood, Congress passed the California Lands Act. In 1851, a Land Commission was established to verify ownership claims of the ranchos. As often as not, ownership of the ranchos was deemed invalid, thus opening large tracts of land for purchase to such notable people as Abel Stearns, James Irvine, and Llewellyn Bixby who were instrumental in the development of Southern California. Although many lands changed hands, the economy remained

agriculturally based, with an emphasis on raising livestock and crops.

Development in Los Angeles County thrived following the establishment of the state, and the population grew. In 1856, the Daughters of Charity of St. Vincent DePaul established an eight-bed hospital near present-day Los Angeles Union Station. In 1862, the United States passed the Homestead Act to encourage settlement in the west and furthered the development of Los Angeles County. In 1869, the Southern Pacific Railroad arrived in Los Angeles, which also created an influx of population and expanded the local economy. In 1872, the Los Angeles City School District was established, and the First African Methodist Episcopal Church was established by Bridget (Biddy) Mason in her home. In 1883, the Atchison Topeka, and Santa Fe Railway (ATSF) arrived in Los Angeles. The arrival of the ATSF resulted in a fare war that caused a significant population increase in Los Angeles County. The Pacific Electric Railway, also known as the Red Cars, was established in 1901, which allowed for greater commuter opportunities and spurred suburban development throughout Los Angeles County. The Union Pacific Railroad arrived in Los Angeles in 1905. The Pacific Electric Railway merged with the Southern Pacific Railroad in 1911.

The Second Baptist Church was established in 1885 by founding member Reverend S.C. Pierce. In 1888, the County established the Los Angeles County Hospital and Poor Farm (now known as Rancho Los Amigos) in Downey to provide health

care to residents. In the same year, the Los Angeles County Chamber of Commerce was established. The first County Sheriff was elected in 1894. The Roman Catholic Calvary Cemetery and Mortuary in East Los Angeles was dedicated in 1896. By the end of the 1800s, Los Angeles County had many services and amenities to support the growing population.

The County passed the Free Library Act in 1912, and the first Free Library opened in Willowbrook in April of the following year. In 1932, the County library system was renamed the Los Angeles County Public Library. In order to support the growing population, the City of Los Angeles brought the Los Angeles Aqueduct online in 1913. The aqueduct brought needed water to support the growing population and the booming agricultural industry. The Goodyear Tire and Rubber Company opened a factory in Florence Firestone in 1920, bringing jobs to this community. The following year, major oil discoveries occurred in Signal Hill and Torrance, outside the MAP boundary, which boosted the region's economy. The Firestone Tire and Rubber Company opened in Florence Firestone in 1928 to support the growing automobile industry associated with the booming oil industry.

The Chinese Consolidated Benevolent Association opened the Chinese cemetery in East Los Angeles in 1922. The Los Angeles Union Stockyards were formed in Vernon the same year. In 1924, the first fire protection district was formed for the unincorporated areas of the County and was placed under the responsibility of the County

Department of Forester and Fire Warden, which also oversaw the County's Park system. In East Los Angeles, the first annual Our Lady of Guadalupe Processional was held in 1927.

The Metro Area's building stock radically changed after the 1933 Long Beach Earthquake, which destroyed many unreinforced masonry or brick buildings and schools. The earthquake, worsened by over-drilling of oil deposits, was the deadliest seismic event in Southern California history, killing 120 people. After the earthquake, the State of California adopted the Field Act, which mandated earthquake-resistant construction specifically for schools. After 1933, school designs reflected these standards and were constructed as one or two-story buildings that lacked ornament. An additional influence on the rebuilding that took place in the aftermath of the 1933 earthquake was the federal New Deal program of loan guarantees. This financing led to the construction of many commercial and residential properties using modern materials and architectural styles.

Discriminatory housing practices, specifically the creation of redlining maps, "blockbusting," and restrictive housing covenants, resulted in long-term inequality and are recognized as sources of the systemic racism that impacts the Metro Area communities to the present day. Redlining was the result of the Home Owners' Loan Corporation (HOLC) policies that created color-coded maps with boundaries around

neighborhoods based on the composition of the community's race and/or ethnicity, income level, and housing and land use types.<sup>1</sup> On the maps, red (or D) was used to denote undesirable areas and is the basis of the word "redlining." As demographics shifted, realtors engineered a period of prejudice-fueled market instability by approaching Caucasian homeowners with narratives of increased crime rates and impending property depreciation. The realtors convinced Caucasian homeowners to sell their properties below market value, then profited by selling the properties to African-American homebuyers at an inflated price. This practice was known as "blockbusting." Restrictive housing covenants were tied to property deeds and prohibited ownership by African-Americans, Asian Americans, Latinos, and Jews. These practices have affected the Metro Area's demographics in almost every way possible. The Metro Area's population was heavily segregated as a result of historic racial housing covenants that were common in the 1930s and 1940s and dictated where people could purchase homes.

After the issuance of Executive Order No. 9066 in 1942, which forced Japanese Americans into internment camps, the homes once occupied by Japanese Americans within East Los Angeles were forcibly vacated. After World War II ended and Japanese Americans were permitted to return to their homes, many encountered vandalized businesses, violence, stolen assets, and

1 Alexis Madrigal, "The Racist Housing Policy That Made Your Neighborhood," *The Atlantic*, May 22, 2014, <https://www.theatlantic.com/business/archive/2014/05/the-racist-housing-policy-that-made-your-neighborhood/371439/>



harassment. Their residences and businesses were occupied and they could not return home. This resulted in a shift in demographics. The population of Japanese Americans in East Los Angeles continued to fall into the 2020s, with only approximately 1.1 percent of the community's population now identifying as Asian American.

White flight within the Metro Area occurred in reaction to two events. The first occurred in 1948 when the Supreme Court ruled in *Shelley v. Kraemer* that "whites-only" housing covenants were illegal, and African-Americans were permitted to move into homes outside of segregated areas. The second event occurred in 1965 after the Watts Uprising, when Caucasian working- and middle-class residents fled the areas immediately surrounding Watts. Following the white flight, many corporations closed their businesses in these areas. This left only small-scale and local businesses to provide the goods and services necessary for residents. The commercial buildings left vacant by white flight were occupied by noncommercial uses such as storefront churches. Like discriminatory housing practices, white flight caused disinvestment in the Metro Area communities with the loss of tax revenue and funding as well as shifts in demographics.

During the Watts Uprising in 1965, multiple commercial properties were heavily damaged or damaged beyond repair and required demolition, changing the area's commercial building stock. The Uprising was the result of community frustrations with the government and restrictive housing covenants. The mistrust

between the community and government after the Uprising was not resolved, resulting in the later 1992 Los Angeles Uprising. Property values were unable to recover after the 1965 uprising and the area's underfunded community resources, schools, and infrastructure continued to deteriorate. Unlike the aftermath of the Long Beach Earthquake, federal aid did not assist in rebuilding. African-American homeowners were unable to obtain loans to improve their older residences. Gangs also formed in the aftermath of the unrest. Gang membership escalated in response to entrenched institutional barriers, the mounting police presence in response to the Watts Uprising, rising unemployment, and deteriorated community resources.

Community-led events, including the 1965 Watts Uprising, the 1970 Chicano Moratorium March, the 1968 East Los Angeles Blowouts, and the 1992 Los Angeles Uprising, reflect the frustrations that Asian-American, African-American, and Latino communities had with the poor living conditions, racism, and neglect. There continues to be distrust between members of communities that reside in the Metro Area and the government due to how these groups and events were managed. Despite the distrust and violence, these social justice movements and organizations provided Metro Area communities with opportunities to create a more unified community. This would inspire later social justice movements and groups. The people, events, and groups involved in these movements have left a mark on the built environment through many

public art pieces, including murals throughout the Metro Area.

The 1970s brought a shift in industry as multiple large-scale manufacturing plants located just outside the Metro Area closed. This resulted in a loss of jobs and an end to stable employment for many people living in and around the Metro Area. After the loss of these manufacturing jobs, there was a wave of violent crime that spawned an exodus of African-American residents to the Inland Empire and the Antelope Valley, with many even leaving the state. Demographics of the Metro Area shifted from being predominantly African-Americans to a majority Latino population. The types of jobs available shifted to a low-wage labor sector and the area's middle class was greatly diminished.

In response to the 1965 Watts Uprising, the California State Legislature sought to widen and expand Los Angeles County's highway system in the early 1980s so that law enforcement could more easily access congested urban communities. These planned routes ignored the natural or historic community boundaries and splintered existing communities and commercial corridors. Through eminent domain, the County seized residential neighborhoods and divided previously cohesive urban communities, changing the built environment landscape. This increase in oversight and the demolition of hundreds of residences between Imperial Avenue and E. 117th Street created tension in the relationship between members of the Metro Area communities and the County.

Both the 1965 Watts Uprising and the 1992 Los Angeles Uprising were triggered by community members' frustrations with economically depressed conditions. The 1992 Uprising resulted in the damage or destruction of multiple commercial buildings within the Metro Area. These were either never replaced, leaving a vacant lot, or replaced with simple, stucco-clad, flat-roofed commercial buildings along major commercial corridors. Regional chain businesses continued to leave the area, creating overwhelmingly vernacular and locally-owned commercial corridors. In residential neighborhoods throughout the Metro Area, walls or fences were added to whole blocks as a form of home protection. Tensions between Korean Americans and African-Americans increased in response to the Uprising in addition to continued distrust between law enforcement and members of the Metro Area communities.

The legacy of racism, community tension, and distrust continues to this day in the Metro Area communities. The Historic Preservation Element acknowledges these past injustices and seeks to promote community unity through the preservation of community culture, history, and the built environment.

## Opportunities and Challenges

The Metro Area has a significant number of opportunities and challenges regarding historic preservation. Some of these opportunities and challenges are also applicable in unincorporated areas outside of the Metro Area and are indicated as "Countywide".

## Opportunities

- Countywide
  - The Mills Act Program, adopted in 2013, offsets the cost of maintaining and restoring qualified historic properties with property tax savings.
  - The Historic Preservation Ordinance (HPO), adopted in 2015, provides for the preservation of Landmarks and Historic Districts in the County.
  - Metro Area The Florence Firestone Historic Resources Survey identifies properties that are eligible to be designated as County Landmarks. Sixteen properties are recommended for Priority Nomination based on their high level of integrity and significance to the history of the community. Properties in this category also represent the themes identified in the Historic Context Statement, including Architectural Styles, Civic Development, Civil Rights and Social Justice, Commercial Development, Industrial Development, Parks and Recreation, Religion and Spirituality, and Residential Development. Properties within this category were also included if they

represented a rare architectural style or property type within the community.

- The MAP Historic Context Statement establishes the groundwork for future surveys and identifies priority survey areas and sites (Study List) for evaluation for designation eligibility.

## Challenges

- Countywide
  - High County nomination fees.
  - Limited financial resources for nomination and Certificate of Appropriateness fees, as well as complying with HPO requirements to maintain designated properties. However, the Mills Act Program can help offset the maintenance costs.
  - Redevelopment pressures.
  - Lack of demolition notice provision in HPO.
- Metro Area
  - Lack of community-wide historic resource surveys other than the Florence Firestone survey.
  - Low number of historic resources, in some communities like Florence Firestone, eligible for designation due to alterations.

## Goals and Policies

### GOAL HP 1

#### ***Preserve historic resources in the Metro Area.***

**Policy HP 1.1:** Increase County designations by encouraging community stakeholders in the Metro Area to nominate properties, and provide technical assistance to help them through the nomination process.

**Policy HP 1.2:** Prioritize the properties identified in the Metro Area Historic Context Statement Study List for future evaluations and nominations.

**Policy HP 1.3:** Prioritize the nomination of residential and commercial properties in East Los Angeles and Florence-Firestone, as they are the highest at risk for demolition based on current development patterns.

### GOAL HP 2

#### ***Encourage a sense of place and history within commercial areas located in Metro Area communities.***

**Policy HP 2.1:** Encourage a sense of place in the Metro Area and communicate its historic significance through signage programs and design standards.

**Policy HP 2.2:** Prioritize initiatives for signage programs and design standards that develop a sense of place and history for the following commercial areas when developing a sense of place and history within communities: City Terrace (East Los Angeles), Whittier Boulevard (East Los Angeles), Florence Avenue (Florence-Firestone), and Seville Avenue (Walnut Park).



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# 4

## COMMUNITY-SPECIFIC GOALS AND POLICIES



# CHAPTER 4 COMMUNITY-SPECIFIC GOALS AND POLICIES

## Overview

Chapter 3 Areawide Goals and Policies outlined goals and policies applicable to all seven unincorporated communities within the Metro Area. Acknowledging that each community has its own unique sense of character and set of challenges and opportunities, this chapter includes policies that speak individually to each of the communities. To fully appreciate the policy direction for each of the communities, this chapter should be reviewed in conjunction with Chapter 3 Area-Wide Goals and Policies.

### 4.1/ East Los Angeles

#### BACKGROUND

##### Location

Located east of the City of Los Angeles' Boyle Heights neighborhood, and adjacent to the Cities of Monterey Park, Montebello, and Commerce, East Los Angeles is an urban community encompassing approximately 7.44 square miles. The community is bounded by Interstate (I) 10 to the north, Indiana Street to the east, and I-5 and Olympic Boulevard to the south. East Los Angeles is most known for the freeways that bifurcate the existing community. The community has access to four freeways within the community: I-10, I-710, I-5, and State Route (SR) 60.

##### Population Growth

Since as early as 2000, East Los Angeles's overall population growth has been slower than the Metro Area and County. Even still it remains the most populous community in the Metro Area. The average household size is anticipated to stay high, at 4.1.<sup>1</sup> This household size is significantly higher than the County average (3.0).

##### Economy and Land Use Considerations

East Los Angeles has experienced employment growth at a rate faster than the Metro Area and County, adding 7,500 community-based jobs (also referred to as "in-place" jobs within a community, meaning jobs located within the community that may or may not be held by community residents) since 2002. The key challenges and opportunities are related to job stability from community-based jobs and potential for commercial development.

1 US Census. QuickFacts. Accessed Feb 17, 2022.



### Community-Based Jobs

The presence of existing healthcare and public administration near the Atlantic and Civic Center Metro rail stations provide community-based job stability in East Los Angeles. Community-based jobs tend to have wages consistent with the County average. Of the 23,352 community-based jobs, approximately 45% of jobs pay more than \$3,333 per month (refer to Appendix E Market and Real Estate for the full report). While the presence of higher paying jobs in East Los Angeles is a positive indicator, only 11% of residents live and work in the community. An increased number of residents who live and work in the community would positively impact economic growth as higher wage jobs would promote upward mobility within the community. Educational services, health care, and public administration industries such as Kaiser Permanente and the East Los Angeles Civic Center cluster will help facilitate future growth in the community. East Los Angeles is one of two Area Plan communities that indicate a future land use demand for new office spaces to support job growth in the educational services, health care, and public administration industries.

### Commercial Development

The predominant land use in East Los Angeles is residential, accounting for 67.3% of the built space, followed by commercial uses (inclusive of both retail and office) at 19.0% of the built space. As detailed in Chapter 3, Areawide Goals and Policies, while retail “leakage” (the amount of money spent outside the community) is



**East 3rd Street and La Verne Avenue  
Intersection in East Los Angeles.**

experienced by most Area Plan communities, it is most significant in East Los Angeles which has almost half (49.3%) of all commercial development in the Metro Area communities combined. Long-term land use projections highlight the moderately strong demand for retail. Businesses and industries in East Los Angeles benefit from excellent regional freeway access. Transit and transportation infrastructure should ideally be located in close proximity to areas where future developments and infill developments have commercial uses to maximize business access and economic growth in the community. This will help to recapture retail dollars and commercial developments as an important economic asset for East Los Angeles.

## Transit

East Los Angeles is well-served by transit with access to the County's Metro light rail network and extensive bus and shuttle service. There are four light rail stations that serve the Metro L Line in East Los Angeles: Indiana Station, Maravilla Station, Civic Center Station, and Atlantic Station. In 2019, the Atlantic Station on the Metro L Line had the most boardings of any transit stop in East Los Angeles. The community's transit center "Opportunity Areas" are defined in the Los Angeles County General Plan 2035 (General Plan), Chapter 5: Planning Areas Framework as focus areas for future planning efforts, and extend approximately one-half mile north and south along 3rd Street and include the four transit stations along the L Line.<sup>2</sup>

Though ridership of the current system is high, there are additional opportunities to improve connectivity to other community services (outside the East Los Angeles boundary) like the Los Angeles County USC Medical Center, California State University Los Angeles, and the Metrolink and Metro J Line (previously known as the Silver Line) stations.

While there is currently no Metro Rail connection to the south or east from East Los Angeles, the future Metro Eastside Extension Phase 2 would extend the Metro L Line south along Atlantic Avenue and Washington Boulevard to Whittier Boulevard. This extension will provide those connections. The County's



**A rail-grade pedestrian crossing at East 3rd Street and Mednik Avenue in East Los Angeles.**

TOD Toolkit will provide a framework for a consistent approach to planned public infrastructure and transportation-related improvements, like the Phase 2 project, to support land-use decisions in areas located within a ½ mile radius of the stations.

## Active Transportation

East Los Angeles contains a patchwork of existing bikeways, which are mostly located on secondary streets. A number of proposed bikeways have been identified; however, some of these projects may not have sufficient right of way to implement, and would require further community outreach. An update of the Bicycle Master Plan is underway. Additionally, the County's Department of Public Health is currently developing a Community Pedestrian Plan that will help the <sup>3</sup>County address corridors in East Los Angeles that have high concentrations of collisions. The hilly

<sup>2</sup> County of Los Angeles. 2015a. Los Angeles County General Plan. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

topography of the west side of the community has winding roads that do not entirely connect to the street grid. They also do not facilitate walkability or accessibility by a non-motorized bicycle (i.e. non-electric bicycle). Opportunities exist to improve connections to the Metro L Line via bicycle routes as there is currently only one existing bikeway (Class II bike lane) on Arizona Avenue that connects to the Metro L Line Civic Center station.

Atlantic Station particularly has constrained pedestrian access because of the angle of the street grid and Maravilla Station has constrained pedestrian access to the west because of I-710. The community also has numerous at-grade pedestrian crossings that serve as perceived physical barriers. Most of the at-grade rail crossings in East Los Angeles are a result of the Metro L Line. Freight rail crossings occur at the perimeter of the community.

### **Complete Streets**

The roadway network in East Los Angeles is primarily a diagonal grid. Certain streets such as Atlantic Avenue and Whittier Boulevard, lack features like street trees, marked crosswalks, roadway medians, and/or median refuges that make the walking environment safer and more convenient.

Major commercial corridors in East Los Angeles (such as Whittier Boulevard, Cesar Chavez Avenue, and Atlantic Boulevard), and some residential streets have wide rights-of-way. Wide streets provide opportunities for additional active transportation infrastructure like wider

sidewalks, dedicated bike lanes, and landscaped medians. They also provide the opportunity to implement “green streets” infrastructure for stormwater management.

### **Parking**

The County recently completed the Existing Parking Conditions Report of the East Los Angeles Parking Availability Improvement Study, which outlines existing parking challenges and recommendations. Like many of the other communities in the Metro Area, East Los Angeles faces a parking supply and management issue. The key finding is that there is currently a high demand for on-street parking virtually everywhere throughout the community. Consequently, low availability has led to improper parking, parking spillover from commercial to residential areas, and low parking turnover.

### **Transit Oriented Districts**

The General Plan identified the East Los Angeles 3<sup>rd</sup> Street Specific Plan Area, which includes the four transit stations along the Metro L Line, as one of eleven Transit Oriented Districts in the County. The East Los Angeles 3<sup>rd</sup> Street Specific Plan was most recently amended in 2020 and puts forth a comprehensive set of strategies and design guidelines consistent with the goals, policies, and objectives of the General Plan and the 1988 East Los Angeles Community Plan. The goals and policies of the 3<sup>rd</sup> Street Specific Plan include enhancing and preserving the distinctive community character of the planning area, improving economic vitality and creating jobs, “activating” the public realm, and improving

mobility and transportation choices.<sup>4</sup> This area is ripe for complete streets improvements and mixed-use developments that incorporate local commercial-serving uses and multifamily housing. This Area Plan will defer to the 3rd Street Specific Plan for future recommendations and implementation actions and ensure consistency between the two documents.

### **Parks and Cultural Amenities**

Due to its large population, East Los Angeles was divided into two study areas for the 2016 Parks Needs Assessment: East Los Angeles–Northwest and East Los Angeles–Southeast. These two areas only have 1 and 0.1 acres of parkland per 1,000 residents, respectively, which are

significantly below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. Approximately 45% of East Los Angeles–Northwest’s residents and 34% of the Southeast residents live within walking distance (i.e., one-half-mile) of a park, while the Countywide average is 49%. There are four Los Angeles County Library branches in East Los Angeles, which are the City Terrace Library, Anthony Quinn Library, East Los Angeles Library, and El Camino Real Library. East Los Angeles is also celebrated as a birthplace of the Chicano Movement of the 1960s, as well as a fountainhead of Latino cultural identity.

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4 County of Los Angeles. 2014. East Los Angeles Community Plan (Map). Amended 2014. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/data/LUP\\_East\\_Los\\_Angeles.pdf](https://planning.lacounty.gov/assets/upl/data/LUP_East_Los_Angeles.pdf).



## East Los Angeles Goals and Policies

### GOAL 1

***The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.***

**Policy 1.1:** Metro L Line Extension. Support the Metro L Line Eastside Extension Phase 2 Project to extend accessibility and connectivity to both the east and south of the community.

**Policy 1.2:** Transit Connections. Explore the feasibility of adding a transit stop within East Los Angeles that better connects the community to the Los Angeles County and USC Medical Center in the neighboring City of Los Angeles.

**Policy 1.3:** Explore Future TOD Planning. Explore opportunities to advance future TODs at any planned transit stations as part of the Metro L Line Eastside Extension Phase 2 Project. A new TOD Specific Plan would include any future stations within East Los Angeles and the East Los Angeles 3rd Street Specific Plan.

### GOAL 2

***The pedestrian and bicycle networks in East Los Angeles are comprehensive, accessible, safe, pleasant to use, clearly demarcated, and connected to activity centers such as community and recreational centers, schools, and transit centers, among others.***

**Policy 2.1:** Require developers to construct sidewalks and install street trees as part of their development projects, including infill developments in single-family neighborhoods.

**Policy 2.2:** Minimize the number of driveways and curb cuts especially when alley access is present and/or multiple parcels can use the same means.

**Policy 2.3:** Require construction of ADA-compliant sidewalks and street crossing and retrofit existing sidewalks with ADA-compliant ramps, per federal requirements.

**Policy 2.4:** Require shade structures along pedestrian walkways or paseos in commercial developments within TODs and commercial corridors, including Whittier Boulevard, Cesar Chavez Avenue, and Atlantic Boulevard.

**Policy 2.5:** Install pedestrian-scale lighting within TODs and commercial corridors, including Whittier Boulevard, Cesar Chavez Avenue, Atlantic Boulevard.

**Policy 2.6:** Support consideration of permanent or temporary street closures and expanding and improving bike-walk streets, which are not entirely closed to cars but use physical infrastructure to slow cars.

### GOAL 3

***Comprehensive Design. Design streets and sidewalks that meet the needs of pedestrians, bicyclists, transit users, and motorists.***

**Policy 3.1:** Transit Route Prioritization. Prioritize pedestrian and bicycle improvements on corridors that provide access to existing transit routes including South Atlantic Avenue and 3rd Street.

**Policy 3.2:** Improve and maintain priority transit stops with amenities such as shelters, benches, trash cans, and bike parking, focusing first on improving stops in lower-income and low-car ownership areas.

### GOAL 4

***Diverse industries that provide quality work for the local community.***

**Policy 4.1:** Core Industry Clusters. Encourage development near core industry clusters, such as retail trade, education services, and healthcare and social services.

**Policy 4.2:** Flexible Workspaces within Core Industry Clusters. Incorporate flexible spaces that support alternative working options, telecommuting, coworking, or live work units.

**Policy 4.3:** Biomedical and Research Partnerships. Explore strategies to create partnerships for education and professional advancement with biomedical and research and development industries such as Kaiser Permanente and LAC +USC Medical Center that could lead to community-based employment opportunities for residents.

**Policy 4.4:** Medical and Educational Industries. Bolster employment by attracting medical and educational industries or similar research and development industries to the rezoned industrial areas north of Interstate 10 near the LAC + USC Medical Center.

### GOAL 5

***A variety of retail types meeting local needs and offering a mix of products and services.***

**Policy 5.1:** Commercial Corridors Near Light Rail Transit. Encourage investment in infrastructure and amenities along light rail transit and commercial corridors that contribute to stable long term economic development and promote equitable outcomes for current residents and local business owners. Commercial corridors include Whittier Boulevard, Cesar Chavez Avenue, and Atlantic Boulevard.

**Policy 5.2:** Existing Commercial Businesses. Preserve existing markets and small businesses that provide specialty goods and services and/or desirable commercial uses or cultural institutions that cater to the community.

**Policy 5.3:** Encourage Commercial Growth. Promote existing and future commercial activity by encouraging specialty business districts, branding efforts of existing businesses, and other marketing efforts to highlight commercial strengths in the community.

## 4.2/ East Rancho Dominguez

### BACKGROUND

#### Location

Located in the southeast corner of the Metro Planning Area, the community of East Rancho Dominguez lies west of the I-710 freeway and adjacent to the cities of Compton and Paramount. East Rancho Dominguez covers approximately 0.83 square miles.

#### Population Growth

Since 2000, East Rancho Dominguez's overall population growth has grown faster than the Metro Area and the County. However, the area is largely built out and there are limited current opportunities for housing development. The average household size is high, at 5.0.<sup>5</sup> This household size is significantly higher than the County average (3.0).

#### Economy and Land Use Considerations

East Rancho Dominguez has added 440 jobs since 2002. The key challenge is a lack of diversity of industries to serve the local population and opportunities for commercial corridor revitalization along Atlantic Avenue and Compton Boulevard.

#### Commercial Development

Several industries are clustered in the area, including educational and health services, retail trade, and construction. There are approximately 720 primary jobs in the community.<sup>6</sup> This is a



**East Rancho Dominguez Library.**

relatively small number of jobs in a built out environment that offers new opportunities for new industries. As detailed in Chapter 3, the community experiences retail “leakage” to neighboring areas that have newer, large format retailers. East Rancho Dominguez should strive to continue expanding its retail base so that more local dollars are spent locally.

The commercial corridors along Atlantic Avenue and East Compton Boulevard are identified as Opportunity Areas in the General Plan. A mix of uses exist along these corridors including auto parts stores and commercial strip malls with markets, small offices, restaurants, and/or liquor stores. While retail exists within the community, there is a lack of small neighborhood retail, corner shops, grocery stores for walkable essential services and/or healthy foods. Given their proximity to residential uses, East Rancho

<sup>5</sup> US Census. QuickFacts. Accessed Feb 17, 2022.

<sup>6</sup> Source: U.S. Bureau of Labor Statistics. 2018. Quarterly Census of Employment and Wages.

Dominguez Park and Library, expanding the retail base along these corridors will make them more inviting. Finally, implementing improvements that promote living streets and active transportation as detailed in the Mobility, Complete Streets section listed below (and in Chapter 3.3), will make these corridors more inviting.



**Commercial development along Atlantic Avenue in East Rancho Dominguez.**

### Transit

Regional access to East Rancho Dominguez is provided via I-710. Transit within East Rancho Dominguez travels along the major roadways. While there is no Metro station within the community, there are several bus lines (e.g., 125, 127, and 260) that connect to the Metro A Line Compton station. Though the Metro C Line Long Beach Boulevard Station is less than 2 miles to the northwest there is no bus service to that station except bus line 60 that travels along Long Beach Boulevard, which is nearly a mile to the west.

### Active Transportation

The main designated bikeway connection (Class III bike route) within the community is along Atlantic Avenue. Several proposed facilities are planned to provide an east-west connection. Proposed routes are vital in connecting the community to regional assets like the Los Angeles River Bicycle Trail. An update of the Bicycle Master Plan is underway.

Most crashes involving pedestrians occur near the high-use bus stops along Atlantic Avenue and Compton Boulevard. The Department of Public Health is currently developing a Community Pedestrian Plan studying the relative safety and concentration of collisions along these corridors to identify and recommend safety improvements. This Area Plan will reference and complement the Pedestrian Plan as it is being developed to ensure consistency between the two documents.

### Complete Streets

The General Plan identifies two Corridor Opportunity Areas along Compton Boulevard and Atlantic Avenue, as well as a Neighborhood Center at their intersection. Corridors are identified based on opportunities for a mix of uses, including housing and commercial and access to public services and infrastructure. Corridors and Neighborhood Centers play a central role within a community offering the potential for enhanced design and improvements such as trees, lighting, and bicycle lanes that promote living streets and active transportation.



### Parking

Like most other Metro Area communities, most of the available parking is on the street.

Commercial parking lots are primarily found along Atlantic Avenue and Compton Boulevard and some businesses have dedicated parking lots. Given the lack of off-street parking, a designated park-and-ride adjacent to I-710 could encourage carpooling and vanpooling.

### Parks and Cultural Amenities

East Rancho Dominguez has just 0.6 acres of parkland per 1,000 residents, which is much lower

than the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. The 5.46-acre East Rancho Dominguez Park is the only park located within this community.<sup>7</sup> This park is centrally located with about 76% of residents living within walking distance. East Rancho Dominguez is also served by the Los Angeles County Library East Rancho Dominguez Library.

## East Rancho Dominguez Goals and Policies

### GOAL 6

***The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.***

**Policy 6.1:** Metro C Line Connection. Work with Metro to explore opportunities to connect the community to the Long Beach Boulevard Station via transit.

### GOAL 7

***Improve pedestrian safety by enhancing pedestrian infrastructure.***

**Policy 7.1:** Pedestrian-Scale Improvements. Prioritize pedestrian safety improvements, such as but not limited to, installing pedestrian-scale lighting near transit stops along Atlantic Avenue and Compton Boulevard.

### GOAL 8

***Improve bicycle facilities and amenities.***

**Policy 8.1:** Routes Aligned with County Plans. Prioritize bicycle improvements aligned with the County of Los Angeles Bicycle Master Plan and Vision Zero Action Plan with a focus on east–west connections and connections to the Los Angeles River Bicycle Trail.

**Policy 8.2:** Safety Improvements Near High-Use Bus Stops. Work with bus service providers to improve pedestrian-level street lighting at bus stops.

### GOAL 9

***Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.***

**Policy 9.1:** Opportunity Area Improvements. Prioritize improvements along Compton Boulevard and Atlantic Avenue and the Neighborhood Center intersection.

### GOAL 10

***Retail that offers a mix of products and services and meets local needs.***

**Policy 10.1:** Opportunity Areas. Promote commercial corridors as key locations suitable for neighborhood serving uses including retail, trade, and education and health industries to support job growth in existing key industries.

**Policy 10.2:** Existing Commercial Businesses. Preserve existing markets and small businesses.

## 4.3/ Florence-Firestone

### BACKGROUND

#### Location

Located south of the city of Los Angeles, west of the cities of Huntington Park and South Gate and adjacent to the community of Walnut Park, the Florence-Firestone community covers approximately 3.49 square miles in size. It is generally bounded by Slauson Avenue to the north, Alameda Street to the east, East 92nd Street to the south, and Central Avenue to the west. The northern portion of the community is comprised of industrial and auto-related uses, and the southern portion of the corridor is predominantly commercial and residential. The community is strategically located between downtown Los Angeles and the Ports of Long Beach and Los Angeles via the Alameda corridor, a major truck route.

#### Population Growth

Since 2000, Florence Firestone's overall population has grown faster than the Metro Area and County, yet in absolute terms growth is low. The area is largely built out and there are limited opportunities for new housing development. The average household size is high, at 4.6<sup>8</sup>. This household size is significantly higher than the County average (3.0).

#### Economy and Land Use Considerations

Florence-Firestone added more than 2,500 community-based jobs since 2002, representing

17% of all new jobs in the Metro Area. Since that time, industrial jobs have decreased. The key challenges and opportunities include commercial and industrial revitalization.



**“El Deseo de Progresar/The Will to Progress”.  
Ricardo Mendoza. Mural (2004) at the Firestone  
light rail transit station.**

#### Commercial Revitalization

Industrial uses historically provided a strong economic base for Florence-Firestone, but deindustrialization began in the 1960s. Economic growth will be dependent upon bolstering the commercial sector and attracting new industries. Current core sectors include retail trade, education services, and healthcare and social services. Florence-Firestone does have some industrial and commercial services, such as specialty foods manufacturers and furniture manufacturers that attract customers from the broader Los Angeles region. However, residents primarily access key goods and services in neighboring communities. This

spending of local dollars outside of the community is referred to as “retail leakage”. Florence-Firestone lacks pharmacies, health, and personal care stores to serve the residents and reduce retail leakage. The community is well served by regional transit and has the potential to attract key retailers to draw in the regional consumer base, particularly in Corridor and Neighborhood Center Opportunity Areas as identified by the General Plan in Chapter 5: Planning Areas Framework.

### **Industrialization**

Following the deindustrialization of Florence-Firestone, the once well-paying industrial jobs were replaced by low-paying industrial automotive and recycling operations. Low wage retail and service sector jobs account for 68% of the total establishments in Florence-Firestone. Reinvestment in the industrial sector, such as along the Alameda Corridor, can provide the community with better jobs.

### **Transit**

Florence-Firestone is accessible from I-110 and is serviced by three Metro A Line stations: Slauson, Florence, and Firestone stations. Metro also provides extensive bus service. Metro Local buses operate on all major and secondary highways connecting into the surrounding communities. East–west bus routes are on Slauson Avenue, Gage Avenue, Florence Avenue, and Firestone Boulevard. North–south bus routes are on Central Avenue, Hooper Street, Compton Avenue, Santa Fe Street, and Alameda Street. The City of Los Angeles Department of

Transportation (LADOT) operates three DASH bus routes, Pueblo Del Rio, Chesterfield Square, and Watts, that have stops near the Florence and Slauson Metro A Line stations. Los Angeles County operates The Link, a community shuttle service that connects to the Florence and Firestone Metro A Line stations.

Despite the number of bus routes operating in Florence-Firestone, many bus stops lack benches, shelters, recycling and trash cans, and transit information. Rail stations in the community have better amenities but more are needed like bicycle racks, additional security lighting, and landscaping. Public safety at the Metro stations in Florence-Firestone, especially at the Slauson and Firestone Stations, is a major concern as the elevated platforms decrease visibility.

### **Active Transportation**

Sidewalks in the Florence-Firestone community are mostly uniform. Repairing and widening sidewalks near transit nodes and activity centers such as commercial areas and public facilities would improve pedestrian mobility. The pedestrian network currently lacks amenities such as consistent placement of street trees, pedestrian-scale lighting, and wayfinding signage. These elements provide shade, improve safety, and orient pedestrians to transportation nodes and community resources. Installation of marked crosswalks at key intersections and accessibility improvements where appropriate in the community would further enhance the pedestrian network and improve mobility. A major impediment to pedestrian mobility is the



Metro and freight rail right of way, which physically bisects the community in the north–south direction. This division is exacerbated by the limited number of surface and elevated railway crossings. The only existing elevated railway crossing is a bridge that connects from East 76th Street to Graham Avenue near Roosevelt Park. It is in poor condition and in need of replacement.

Walkability needs to be prioritized with well-designed streets to maintain a safe and enjoyable walking environment and increase social interactions. Street amenities, such as street trees, benches, landscaping, pedestrian streetlights, and minimal driveway curb cuts foster walkability. Walkability is especially important in neighborhood commercial areas, along transit corridors, and near transit stations. Additionally, the County’s Department of Public Health is currently developing a Community Pedestrian Plan that will help the County address corridors in Florence-Firestone that have high concentrations of collisions.

Florence-Firestone’s flat topography and its proximity to economic opportunities in the City of Los Angeles, Huntington Park, and South Gate is ideal for active transportation. There are a limited number of bikeways and progress has been made to implement the Los Angeles County Bicycle Master Plan. However, some of the projects proposed may not have sufficient right of way to implement, and would require further community outreach. Limited right of way can result in some sidewalks being used by bicyclists

to avoid vehicular conflicts which in turn impact pedestrians and other sidewalk users. An update to the Bicycle Master Plan is underway.

### **Complete Streets**

The streets in Florence-Firestone are laid out in a grid pattern, with major and secondary highways providing primary vehicular and transit access to residents. The major highways that run west–east include Slauson Avenue, Florence Avenue, and Firestone Boulevard. The west–east secondary highways include Gage Avenue, Nadeau Street, and East 92nd Street. The major highways that run north–south include Central Avenue and Wilmington Avenue. The secondary highways that run north–south include Hooper Avenue, Compton Avenue, and Alameda Street.

Major commercial corridors in Florence-Firestone and some residential streets, have wide rights-of-way that could accommodate active transportation infrastructure such as wider sidewalks, bike lanes, and landscaped medians. Wide streets like Hooper Avenue, Holmes Avenue, Miramonte Boulevard, Nadeau Street, Compton Avenue, and Crockett Boulevard provide the opportunity to implement “green streets” infrastructure for stormwater management.

Community members who walk and bike in Florence-Firestone are concerned about safety issues stemming from unsafe driver behavior, crime, and gang activity. Unsafe driver behavior is a leading cause of collisions, including pedestrian fatalities. Vehicle collisions, especially along Firestone Boulevard and Compton Avenue,

are of high concern. Traffic congestion along major and secondary highways in the community has also led to increased speeding on residential streets, as drivers try to avoid congestion.

Many of the residential areas have alleys that provide secondary access to homes. Some alleys are noted places for illegal dumping, graffiti, and crime.

### **Parking**

There is limited public parking along commercial corridors in Florence-Firestone and residential areas in the community are often impacted by parking. Parking impacts on residential streets stem from overflow parking from commercial uses, as well as over-crowded housing conditions that result in additional parked vehicles on the street. In industrial areas, the prevalence of inoperable parked vehicles in the public right-of-way also leads to similar negative parking impacts. The pedestrian and physical character of an area plays a significant role in the community's parking environment. Policies and implementation steps are needed to counteract parking impacts.

### **Transit Oriented Districts**

Florence-Firestone has three Metro A Line Stations (Slauson, Florence, and Firestone Stations) and three Transit Oriented Districts (TODs) designated by the General Plan. TODs, which encompass the area within a half-mile radius of each station, were established to promote pedestrian-friendly development near

transit hubs. Implementation of TOD policies in Florence-Firestone support active transportation and increase transit ridership.

Existing land uses in the TOD areas generally contain a mix of low- to medium-density residential, single-story commercial structures, and older industrial properties. Litter is an issue along the Metro A Line right-of-way and many industrial uses lining the right-of-way have poorly maintained fencing. The public realm contains little landscaping, and limited pedestrian and biking amenities and connections. Sidewalks in TOD areas should be widened to accommodate increases in pedestrian activity and access to transit services especially as higher-intensity development is directed to these areas. Further, users have reported safety concerns at the elevated Slauson and Firestone Stations in part due to their disengagement at the street-level.

In February 2023, the Board of Supervisors adopted the Florence-Firestone TOD Specific Plan for the Metro A Line stations of Slauson, Florence and Firestone. The plan will implement the TOD Program originally proposed in the 2015 General Plan Update, with the goals of providing more opportunities for affordable housing, encouraging transit-oriented development, and streamlining the environmental review process for projects beneficial to the health and wellbeing of the community.<sup>9</sup> The Florence-Firestone TOD Specific Plan addresses land use, zoning, and mobility

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9 County of Los Angeles. 2021. Florence-Firestone Transit Oriented District Specific Plan. Accessed November 30, 2021. <https://planning.lacounty.gov/ftod>.

improvements that support housing density and employment in proximity to the three Metro A Line stations in the community. This Area Plan will defer to the Florence-Firestone TOD Specific Plan on TOD development in the community. Additionally, the County's TOD Toolkit provides a framework for a consistent approach to planned public infrastructure and transportation-related improvements to support land-use decisions in areas located within a ½ mile radius of the stations.

### **Parks and Cultural Amenities**

Florence-Firestone has approximately 1.2 acres of parkland per 1,000 residents, which is much lower than the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. There is 78.8 acres of parkland within the community. Compared to the Countywide average, parks are slightly more accessible in Florence-Firestone, with approximately 59% of residents living within one-half-mile of a park.<sup>10</sup> The community is served by two LACL branches: the Florence Express Library and the Graham Library.

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10 County of Los Angeles. 2016.

## Florence-Firestone Goals and Policies

### GOAL 11

***The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.***

**Policy 11.1:** Transit Station Safety. Work closely with regional agencies and others to increase transit ridership and mode share through an enhanced transit customer experience that addresses safety, station lighting, and visible security measures. The Slauson and Firestone stations have specifically been noted by the public as concerns.

**Policy 11.2:** Rail Station Safety and Beautification. Coordinate with Metro to beautify and promote safety at transit stations in Florence-Firestone by addressing safety concerns regarding limited visibility at elevated stations and using amenities such as street trees, seating, shade structures, public art, or other methods to improve aesthetics while maximizing visibility.

**Policy 11.3:** Safe Transit Access. Provide safe and clearly designated pedestrian crosswalks to the at-grade Florence Station.

### GOAL 12

***Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.***

**Policy 12.1:** Collision Concentration Corridor Improvements. Prioritize infrastructure improvements for walking and biking along high-crash corridors in the northern and western parts of the community and near Metro A Line stations.

**Policy 12.2:** ADA Accessibility. Improve ADA accessibility by upgrading pedestrian facilities along major corridors, particularly Firestone Boulevard and residential streets south of Firestone Boulevard.

**Policy 12.3:** Rail to River Active Transportation Corridor Project. Once completed, prioritize improvements identified in the Rail to River Active Transportation Corridor Project, particularly around Slauson Station.

### GOAL 13

***Create vibrant TODs with high quality architecture, mixed-use development at transit nodes, transit-accessible housing, job-generating uses, community services, a welcoming public realm, and a safe and beautiful active transportation network.***

**Policy 13.1:** Transit Oriented District (TOD) Specific Plan Areas. Prioritize complete street improvements within the TOD Specific Plan areas.



**Policy 13.2:** Mixed Use Corridors. Increase economic vitality by supporting neighborhood mixed use along Nadeau Street, Holmes Avenue, Compton Avenue, and Florence Avenue to provide housing, jobs and neighborhood services for community members in proximity to the Metro A Line stations.

**Policy 13.3:** Unbundled Parking. Require unbundled parking for housing units in mixed use areas to separate the cost to rent a parking space from the cost of renting a residential unit, increasing affordability, and supporting more sustainable development.

**Policy 13.4:** Slauson Avenue Station TOD. Leverage the Metro's future West Santa Ana Branch transit line shared station area and Rail-to-Rail and Rail-To-River pedestrian and bicycle corridors by re-envisioning the Slauson Station TOD area as a vibrant, high-density, job-generating district that supports taking transit, walking, and biking with housing, employment uses, and neighborhood services.

**Policy 13.5:** Firestone Station Neighborhood Housing Options. Enable a wider variety of low to medium density housing options within parts of the ½ mile area around the Firestone Metro A Line stations to increase housing supply and help reduce residential risk to displacement.

**Policy 13.6:** Slauson Station Access. Prioritize access improvements focused around Slauson Station to further support future West Santa Ana Branch and Rail to Rail transportation investments.

## GOAL 14

### *Residents can live, work, learn, and recreate in a transit-oriented community.*

**Policy 14.1:** Florence Avenue Station Land Uses. Transition land uses in the industrially zoned area near the Florence A Line Station to higher-density job-generating uses that include a mix of commercial, office, research and development, and compatible light industrial development with a pedestrian-oriented urban presence.

**Policy 14.2:** Development Near Florence Station. Support the development of mixed-use buildings, diverse retail options, and community-service uses adjacent to the Metro Florence A Line station that contribute to the architectural quality of the community.

**Policy 14.3:** Slauson Avenue Station Land Uses. Promote locating high-density job-generating uses near the Slauson Metro A Line Station with a focus on commercial, light industrial, research and development, and office uses.

**Policy 14.4:** Firestone Boulevard Station Land Uses. Develop diverse community-serving commercial retail and services with continuous, pedestrian-oriented street frontage to activate the Firestone Boulevard commercial corridor and station adjacent areas.

**Policy 14.5:** Metro A Line Access. Coordinate with Metro to provide direct, clear, and safe pedestrian access to bus transfers at the Metro A Line stations.

**Policy 14.6:** Maintain neighborhood stability further from Metro Stations. Focus new development around the three Metro A Line stations by maintaining existing residential zoning outside the TOD areas.

**GOAL 15*****Diverse industries that provide quality work for the local community.***

**Policy 15.1:** Encourage Commercial Growth. Promote existing and future commercial activity by encouraging specialty business districts, branding efforts of existing businesses, and other marketing efforts to highlight commercial strengths in the community, particularly in Opportunity Areas and commercial corridors, such as Slauson Avenue, Florence Avenue, Firestone Boulevard and Compton Avenue.

**Policy 15.2:** Transit Centers. Promote the areas identified as Transit Centers as land suitable for regional employment and commercial retail uses and complementary uses such as multifamily housing.

**Policy 15.3:** Industrial Area Amenities. Facilitate the establishment of retail services, small-scale retail kiosks, restaurants, pocket parks, and other needed amenities and services to enhance the availability of services and amenities for the workforce within industrial areas.

**Policy 15.4:** Community Marketplace. Support creating a community marketplace that offers independent local craftsmen and specialty food makers a venue to sell their goods and provides a gathering place for community members.

**Policy 15.5:** Farmer's Market. Establish a recurring farmer's market within the streets of the Florence-Firestone community or another more appropriate location.

**Policy 15.6:** Incentivize the establishment of uses that satisfy the daily needs and desires of the surrounding neighborhoods including small and large-scale grocery stores, sit-down restaurants, diverse retail, entertainment venues, services, and cultural spaces.

**GOAL 16*****Capitalize on regional location and transportation network to improve access to businesses.***

**Policy 16.1:** Incentivize Commercial Development. Promote business retention, relocation, and entrepreneurialism in Florence-Firestone to fulfill commercial needs in the community and offer incentives to businesses and property owners to develop properties.

**Policy 16.2:** Land Use Assembly. Support land use assembly by allowing low impact industries by right and/or by streamlining the permitting process to provide development certainty.

**Policy 16.3:** Pedestrian and Bicycle Facilities. Improve the surrounding pedestrian and bicycle infrastructure near transit hubs to increase retail activity and act as a catalyst for economic growth and development.

**GOAL 17**

***Community identity is strong and proud, expressed in community spaces, locally held social and cultural activities, and an attractive public realm.***

**Policy 17.1:** Florence Mile. Support programs directed at promoting Florence-Avenue as the “main street” of Florence-Firestone by creating a sense of place and destination through branding the corridor with public art, signage, and creative placemaking projects, and public programming.

**Policy 17.2:** Vacant Lot Activation. Support programs to activate vacant and underutilized properties through temporary or permanent strategies in coordination with community-based organizations.

## 4.4/ Walnut Park

### BACKGROUND

#### Location

Walnut Park is a small, residential neighborhood adjacent to the community of Florence-Firestone and the City of Huntington Park. The community is bounded by Florence Avenue to the north, State Street to the east, Santa Ana Street to the south, and Santa Fe Avenue to the west.

#### Population Growth

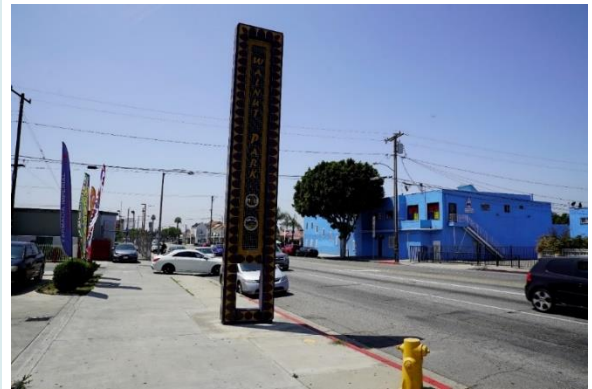
Since as early as 2000, Walnut Park's overall population growth has been slower than the Metro Area and County. Overall growth is low because the area is largely built out and there are limited current opportunities for housing development. The average household size is high, at 4.4.<sup>11</sup> This household size is significantly higher than the County average (3.0).

#### Economy and Land Use Considerations

Walnut Park has added over 260 community-based jobs since 2002, representing 2% of all new jobs in the Metro Area. The key challenges and opportunities in the community are related to community-based job growth.

#### Community-Based Jobs

Walnut Park has approximately 1,000 primary jobs based off the most recent available Quarterly Census of Employment and Wages community-based employment data.<sup>12</sup> A number of industries are clustered in the area,



**Walnut Park community sign at Pacific Boulevard and Broadway Avenue.**

including transportation and warehousing, finance and insurance, health care and social assistance, and accommodations and food services, which will help facilitate future job growth in the community. Expansion of the accommodation and food services industry and the general retail base will also incentivize job growth in the community. Although the community faces retail leakage, Walnut Park also supplies retail, restaurants, and services to the residents who live in the cities of Huntington Park and South Gate. Therefore, by preserving and expanding its retail base, the community can increase its market capture from households within the community and surrounding cities.

<sup>11</sup> US Census. QuickFacts. Accessed Feb 17, 2022.

<sup>12</sup> U.S. Bureau of Labor Statistics. 2018. Quarterly Census of Employment and Wages.



### Transit

Regional access to Walnut Park is provided via I-10 and I-110. The community is served by several bus routes, including routes 60, 102, and 251, and is a relatively short distance from LAX. While there are no stations located within Walnut Park, several stops along the Metro A line are located approximately 0.75-miles west of the community boundary in the Metro Area community of Florence-Firestone. While most of Walnut Park's internal circulation is well covered by bus transit, the southwest residential neighborhood is less connected to the local and regional system than the rest of the community. Metro Line 60 serves the eastern border of this community, but this line does not provide a direct connection to the Metro A Line. Transit routes in Walnut Park are primarily along major roadways, with some local circulation of shuttles. In general, the existing and planned transportation infrastructure is interconnected within the Walnut Park community, yet mobility for Walnut Park is primarily constrained by access in and out of the community. As Walnut Park is the densest community within the Metro Area, there are opportunities to increase transit use with strategic improvements, including the West Santa Ana Branch Transit Corridor project. This project would connect Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Firestone, and Downtown Los Angeles. The County's TOD Toolkit will provide a framework for a consistent approach to planned public infrastructure and transportation-related

improvements to support land-use decisions in areas located within a ½ mile radius of the stations.

### Active Transportation

While there is only one Class II bike lane running along Broadway Avenue, there are a number of bikeways proposed through the County's Bicycle Master Plan. Proposed bikeways are most prevalent on major and secondary highways as opposed to secondary or neighborhood streets, except for Seville Avenue. Some proposed bikeways may not have sufficient right of way to be implemented and would require further community outreach. An update of the Bicycle Master Plan is underway. The General Plan has identified Florence Avenue and Pacific Boulevard as active local commercial corridors and Opportunity Areas for increased pedestrian and bicycle improvements, such as street trees, lighting, and bicycle lanes.

The Walnut Park Community Pedestrian Plan, completed in 2019, proposed actions and programs to enhance the pedestrian experience in Walnut Park. Pedestrian improvements outlined in the plan include relocating utilities to lessen ADA sidewalk conflicts, prioritizing enforcement of illegal dumping complaints that impede pedestrian travel, installing and upgrading pedestrian-scale lighting, maintaining building frontages, and employing strategic traffic-calming measures. Providing a consistent tree canopy along major corridors may improve the pedestrian experience within the community. In addition to the Pedestrian Plan, the Walnut Park North-South Corridor Study looks at the feasibility

of intersection enhancements and road reconfigurations suggested in the Pedestrian Plan to create a more vibrant, safe, and pedestrian-friendly environment.

### Complete Streets

The roadway network in Walnut Park is primarily a grid with local streets connecting with major and secondary roadways. There are two at-grade rail crossings within Walnut Park, located at the southern border of the community, which limit pedestrian access outside of the community. Pacific Boulevard and Seville Avenue have opportunities to be considered for complete street improvements.

### Parking

Designated commercial and industrial parking lots within the community are primarily located along the western periphery of the community. As is the case with the other Metro Area communities, parking conflicts exist in areas where residential uses are adjacent to commercial land uses, causing an overflow of parking in the neighborhoods. There are no designated Park-and-Ride lots in Walnut Park; however, the Metro A Line Florence Station, which is less than a mile

from the community's western border, provides paid parking for transit riders.

### Parks and Cultural Amenities

Walnut Park has only 0.1 acres of parkland per 1,000 residents, which is much lower than the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. Approximately 40% of Walnut Park residents live within walking distance (i.e., within one-half-mile) of a park compared to the Countywide average of 49%.<sup>13</sup> The only park in the community is Walnut Nature Park, which is a joint-use facility located on the campus of Walnut Park Elementary School.<sup>14</sup> This park offers very limited public access because it is only open during certain non-school hours in the evenings and weekends. To be completed in 2023, the proposed 0.5-acre Walnut Park Pocket Park at Pacific Boulevard/Grand Avenue will offer a variety of amenities to address community needs and help to improve park access in Walnut Park.<sup>15</sup> Walnut Park has no public libraries.

<sup>13</sup> County of Los Angeles. 2016.

<sup>14</sup> Lau, C. 2021. Park status in the Metro Area. Los Angeles County Department of Parks and Recreation comments added to the Metro Area Plan "Community Profiles and Existing Conditions" section. December 21, 2019.

<sup>15</sup> Lau 2021.

## Walnut Park Goals and Policies

### GOAL 18

***The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.***

**Policy 18.1:** West Santa Ana Branch Transit Corridor Improvements. Support corridor improvements that provide increased Metro A Line access to the community and to Downtown Los Angeles, Gateway Cities, and South Los Angeles, including the proposed station at Florence Avenue and Salt Lake Avenue.

### GOAL 19

***Improve pedestrian and bicycle infrastructure along commercial corridors.***

**Policy 19.1:** Opportunity Areas. Prioritize pedestrian and bicycle infrastructure improvements in Opportunity Areas close to the Florence Station of the Metro A Line, Pacific Boulevard, Florence Avenue, and Seville Avenue that are aligned with the Community Pedestrian Plan and the County's Bicycle Master Plan.

**Policy 19.2:** Active Transportation Funding. Pursue funding for the design and construction of a project that incorporates the community preferred improvements from the State's Active Transportation Program and other similar grant opportunities.

### GOAL 20

***Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.***

**Policy 20.1:** Complete Street Prioritization. Prioritize complete street enhancements along Pacific Boulevard, Seville Avenue, and Florence Avenue.

**Policy 20.2:** Safe Routes to Parks. Prioritize bicycle and pedestrian routes that provide safe access to parks.

**Policy 20.3:** Connections to Transit. Prioritize connections in the southwest residential neighborhood to enhance connection to local and regional bus system.

### GOAL 21

***A variety of retail types meeting local needs and offering a mix of products and services.***

**Policy 21.1:** Encourage Commercial Growth. Promote existing and future commercial activity by encouraging specialty business districts, branding efforts of existing businesses, and other marketing efforts to highlight commercial strengths in the community, particularly in Corridor Opportunity Areas, Pacific Boulevard and Florence Avenue.

**Policy 21.2:** Existing Commercial Businesses. Preserve existing markets and small businesses in Opportunity Areas that provide specialty goods and services and or desirable commercial uses.

**GOAL 22**

***Diverse industries that provide quality work for the local community.***

**Policy 22.1:** Financial Incentives. Develop a range of financial incentives and programs that encourage existing core industries to expand the employment base in the community.



## 4.5/ West Athens-Westmont

### BACKGROUND

#### Location

Described in the General Plan as the geographic center of the County, West Athens-Westmont is bordered by the City of Los Angeles to the north and east, the cities of Inglewood and Hawthorne to the west, and the city of Gardena to the south. On a local level, the community is bounded by Manchester Avenue to the north, Van Ness Avenue to the west, El Segundo Boulevard to the south, and Vermont Avenue to the east.

#### Population Growth

Since as early as 2000, West Athens-Westmont's overall population growth has been slower than the Metro Area and County. The growth is relatively flat due to the fact that the area is largely built out and there are limited current opportunities for greenfield housing development. The average household size is high, at 3.3.<sup>16</sup> This household size is slightly higher than the County average (3.0).

#### Economy and Land Use Considerations

West Athens-Westmont has added nearly 2,200 community-based jobs since 2002, representing 15% of all new jobs in the Metro Area. The key challenges and opportunities in the community are related to job stability and employment growth.

From 2002 to 2018, West Athens-Westmont's community-based job trends have shown higher growth and decline in comparison to the Metro



**Los Angeles Southwest College  
in West Athens-Westmont.**

Area and County, but this volatility can be explained by the relatively low total number of community-based jobs, which were approximately 3,800 in 2018. Core industries in the community and commercial retail development will facilitate job growth and economic stability in the community. The educational services and health care industries that are clustered in the area, such as Southwest College, will also help facilitate future job growth in the community. West Athens-Westmont is one of two Area Plan communities that indicate a future land use demand for new office spaces to support job growth in the educational services and health care industries.

As detailed in Chapter 3, the community currently experiences retail leakage due to the newer, large-format retailers located in other areas of the County. For the community to be economically viable over the long term, it should

16 US Census. QuickFacts. Accessed Feb 17, 2022.

strive to continue expanding its retail base by creating a more diverse local serving retail environment to increase the market capture from its households within the community. As identified by the General Plan, there is potential for increased economic vitality through the creation of employment-rich activities along the commercial corridors that are adjacent to the Metro station in the Transit Center, Corridor, and Neighborhood Center Opportunity Areas around the Green Line light rail Vermont Station. Commercial corridors in West-Athens Westmont include Western Avenue, Vermont Avenue and Normandie Avenue.

### Transit

The West-Athens Westmont community is served by the Metro C Line (formerly Green Line) Vermont/Athens Stations, located at the intersection of Vermont Avenue and I-105, which runs east–west through West Athens–Westmont.<sup>17</sup> The Metro C Line runs in the median of I-105 for most of its route, extending from the City of Norwalk to the City of Redondo Beach. The Vermont/Athens Green Line Station platform is in the median of I-105 below Vermont Avenue and has been identified through the General Plan as an opportunity to capitalize on infrastructure investments in a community with high ridership. Bus lines servicing the community include routes 117, 120, 204, 206, and 207, among others. Coverage by

Metro and municipal bus lines is largely divided by I105, with Metro serving the area north of the freeway and Gardena Transit and Torrance Transit serving south of the freeway.

While transit coverage within West Athens–Westmont is dense and includes light rail, the variety and number of services accentuate the division in mobility posed by I-105, which divides the community in the south. While connecting from either direction to the Metro C Line poses limited issues for transit riders, for transit riders traveling from one side of I-105 to other, this adds an extra impediment to travel by forcing a transfer to another transit provider, unless traveling to and from a location served by The Link–Athens Shuttle. Southwest Community College, adjacent and to the north of I-105, is just over half of a mile from the Vermont/Athens Station. As a hub for students, a group with relatively low automobile use, safe and convenient transit and pedestrian connections are critical.

The regional transportation provider, Metro, is currently studying future rapid transit projects that could better connect the north and south of the community via transit. The future Vermont Transit Corridor is planned to terminate at 120th Street, which would extend the through connection less than half of a mile. As a current and future crossroads for transfers, not only between lines but between transit agencies,

<sup>17</sup> County of Los Angeles. 2018. Westmont/West Athens Community Pedestrian Plan, included as Chapter 9 in Step by Step LA County: Pedestrian Plans for Unincorporated Communities, p. 199. Accessed December 1, 2021. [http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch9\\_Step%20by%20Step\\_Public%20Review%20Draft\\_March2019.pdf](http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch9_Step%20by%20Step_Public%20Review%20Draft_March2019.pdf).

opportunities exist for coordination among different services and providers of transit within the West Athens-Westmont community.

### Active Transportation

Bikeway connections are provided primarily along major and secondary roadways, including a Class III bike route along South Denker Avenue, several Class II bike lanes, and two bike boulevards, one running east/west along West 110th Street and the other running north/south along Budlong Avenue.<sup>18</sup>

There are a number of bikeways proposed on local streets; however, some of these may not have sufficient right of way to implement and would require further community outreach. An update of the Bicycle Master Plan is underway.

The West Athens-Westmont Community Pedestrian Plan was completed in 2019 and provides an overview of pedestrian access issues, concerns, and opportunities specific to the community. The plan also identified recommendations to improve pedestrian infrastructure and access to resources. In particular, the plan identified speeding issues on Vermont Avenue, 120th Street, El Segundo Boulevard, Imperial Highway, and Western Avenue; pedestrian-scale lighting for certain corridors; and crosswalk enhancements at various intersections. The width of Vermont Avenue, in particular, provides major opportunities for pedestrian and bicyclist improvements such as

protected bike lanes, median refuges, wider sidewalks, and narrower travel lanes.

### Complete Streets

The roadway network in West Athens-Westmont is primarily a grid with local streets connecting with major and secondary roadways. Residential areas in the west side of the community are laid out in a diagonal grid whereas the roadway network in the remainder of the community is primarily standard grid. I-105 bisects the southern portion of the community. As noted, the width of Vermont Avenue, in particular, provides opportunities for pedestrian and bicyclist improvements. Imperial Highway also connects the Transit Center Opportunity Area (as defined in the General Plan) to the areas around the intersection of Western Avenue and Imperial Highway, which provide additional opportunities for design improvements.

The walkability within a quarter-mile radius of the Vermont/Athens transit station is constrained by I-105 and the ramps/elevated portion of Imperial Highway. Additionally, there are at-grade crossings of freight rail adjacent to I-105 that pose an additional impediment to pedestrian access, particularly for pedestrians trying to access the Metro C Line or neighborhoods north of the freeway.

### Parking

Commercial parking is most heavily concentrated on Imperial Highway and Vermont Avenue. There

18 County of Los Angeles. 2021a. County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/project/housing\\_redlined-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_redlined-20211130.pdf).

Caltrans (California Department of Transportation). 2017. A Guide to Bikeway Classifications. July 2017. Accessed February 4, 2022. [http://vbikecoalition.org/wp-content/uploads/2017/12/caltrans-d4-bike-plan\\_bikeway-classification-brochure\\_072517.pdf](http://vbikecoalition.org/wp-content/uploads/2017/12/caltrans-d4-bike-plan_bikeway-classification-brochure_072517.pdf).

is a Park-and-Ride lot at the southeast corner of Imperial Highway and Vermont Avenue, which also serves as parking for the Metro C Line Vermont/Athens Station.

### Transit Oriented Districts

The Metro C Line Vermont/Athens station is 1 of 11 TOD areas identified in the General Plan.

Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, a Specific Plan for this station area, was completed in 2020. The Specific Plan identifies Los Angeles Southwest College as a major asset to connect to the transit station, with the potential to create a "college town" atmosphere. Auto-oriented uses, properties, and structures that suffer from a lack of maintenance and upkeep, and the Green Line Station location in the middle of the freeway present major challenges. The resulting physical deterioration from this lack of maintenance discourages new development and investment. While served by transit, narrow sidewalks, highway on-ramps, and the area topography make walking or biking to the station difficult. There are also risks of break-ins and theft for transit riders attempting to use the adjacent unmonitored park-n-ride lot. The station's relative isolation from activity occurring on the street above it eliminates visibility and general surveillance, creating significant personal safety concerns. The Specific Plan emphasizes building on the distinct community identity to preserve, enhance, and transform the station area. This Area Plan will defer to the Specific Plan for recommendations and implementation

actions and ensure consistency between the two documents. Additionally, the County's TOD Toolkit will provide a framework for a consistent approach to planned public infrastructure and transportation-related improvements to support land-use decisions in areas located within a ½ mile radius of the stations.



**Chester Washington Golf Course in West Athens-Westmont.**

### Parks and Cultural Amenities

West Athens-Westmont has just 0.2 acres of parkland per 1,000 residents, which is significantly below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. The 2016 Parks Needs Assessment reported that just 26% of West Athens-Westmont residents lived within walking distance of a park compared to the Countywide average of 49%.<sup>19</sup> With the opening of Woodcrest Play Park in Westmont in November 2019, the number and

19 County of Los Angeles. 2016.



percentage of residents within walking distance of a park has increased, but additional parkland will be needed to substantially improve park availability and access in West Athens-Westmont.<sup>20</sup> The Chester Washington Golf Course, located in West Athens-Westmont, was designated in 2020 as a County landmark as the first major golf course to be racially integrated in Los Angeles County. Events at the site led to the integration of all County-owned golf courses and

the addition of a nondiscrimination clause to County facility contracts with concessionaires.

West Athens-Westmont also has one LAPL branch—the Woodcrest Library—located at 1340 West 106th Street. Los Angeles Southwest College, which had an annual 2020/2021 enrollment of over 10,000 students,<sup>21</sup> is also located in the community.

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20 Lau 2021

21 LACCD (Los Angeles Community College District Office of Institutional Effectiveness). 2021. Annual Student Headcount by College. Accessed February 4, 2022. <https://laccd.edu/Departments/EPIE/Research/Documents/Enrollment-Trends/Enrollment%20Trends%20PDF%20files/Annual%20Headcount.pdf>.

## West Athens-Westmont Goals and Policies

### GOAL 23

***The transportation network, including bus and rail stations and corridors, are attractive, comfortable, safe, and efficient.***

**Policy 23.1:** Vermont Transit Corridor. Support opportunities to extend and coordinate service amongst transit lines and transit agencies/providers, like Metro's feasibility study to extend the transit corridor into the South Bay.

### GOAL 24

***Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.***

**Policy 24.1:** Pedestrian and Bicyclist Safety. Prioritize pedestrian and bicycle improvements along Vermont Avenue, Normandie Avenue, Imperial Highway, and within the TOD Specific Plan Area.

**Policy 24.2:** Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Plan, with particular focus in the northern half of the community and on major thoroughfares where crashes involving pedestrians and cyclists are most heavily concentrated.

### GOAL 25

***Establish complete streets on corridors that provide access to community amenities, jobs, and neighborhoods.***

**Policy 25.1:** TOD Specific Plan. Prioritize complete street improvements within the TOD Specific Plan Area.

**Policy 25.2:** Vermont/Athens Station. Prioritize pedestrian improvements near the Vermont/Athens Station.

### GOAL 26

***Transit Oriented Districts are vibrant, job-rich areas providing quality work opportunities to community members.***

**Policy 26.1:** Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (2020). Support recommendations to implement a safer, pedestrian-friendly, vibrant, and community-inspired and -oriented transit station at the Vermont/Athens Metro C Line (Green) station.

## GOAL 27

### ***A variety of retail types meeting local needs and offering a mix of products and services.***

**Policy 27.1:** Infill Development. Incentivize infill development in urban and suburban areas that revitalizes underutilized commercial land, particularly around the Transit and Neighborhood Center Opportunity Areas.

**Policy 27.2:** Neighborhood Serving Uses. Encourage neighborhood serving uses along Opportunity Areas that are compatible with surrounding residential uses.

**Policy 27.3:** Opportunity Areas. Promote commercial corridors as key locations suitable for neighborhood serving uses including retail, trade, and education and health industries to support job growth in existing key industries. Commercial corridors include Western Avenue, Vermont Avenue, and Normandie Avenue.

## GOAL 28

### ***Diverse industries that provide quality work for the local community.***

**Policy 28.1:** Financial Incentives. Develop a range of financial incentives and programs that encourage existing core industries to expand the employment base in the community.

**Policy 28.2:** Industry Clusters. Encourage proposed developments near core industry clusters to incorporate flexible spaces that support alternative working options, telecommuting, coworking, or live work units.

## 4.6/ West Rancho Dominguez-Victoria

### BACKGROUND

#### Location

West Rancho Dominguez-Victoria is in the southeast portion of the Metro Area. It is adjacent to the cities of Compton, Carson, and Gardena. Generally, it is bound by East 120th Street to the north, South Figueroa Street to the west, and West Alondra Boulevard to the south.

#### Population Growth

Since as early as 2000, West Rancho Dominguez-Victoria's overall population growth has been slightly slower than the Metro Area and slower than the County. The average household size is high, at 3.6.<sup>22</sup> This household size is significantly higher than the County average (3.0).

#### Economy and Land Use Considerations

West Rancho Dominguez-Victoria community-based employment has been flat since 2002. Although the community has seen a decrease in industrial serving jobs much like other Area Plan communities, the Manufacturing industry and similar jobs still play a significant role in providing jobs in the community. The key challenges and opportunities in the community are related to industrial uses and revitalizing the commercial corridors, such as Rosecrans Avenue and Avalon Boulevard.

#### Industrial Prominence

West Rancho Dominguez-Victoria land use patterns are dominated by industrial

development, which unlike other Area Plan communities, represents 60% of the built space and 40% of the land area. As it relates to the larger Metro Area, West Rancho Dominguez-Victoria represents 70.7% of all industrial development. While community-based employment has been flat since 2002, with a growth rate slower than the broader Metro Area and County, the area has the second highest employment base in the Metro Area, with approximately 15,800 primary jobs according to the latest employment data.<sup>23</sup> The significant base of industrial jobs appears to provide more middle-income wages than jobs in other Area Plan communities. West Rancho Dominguez-Victoria is the only community within the Metro Area that includes an Employment Protection District, which is identified by the General Plan as economically viable industrial and employment-rich lands, with policies to prevent the conversion of industrial land to non-industrial uses. As such, economic growth in the community is focused on preserving industrial land and uses.

#### Commercial Corridor

The General Plan also identifies Neighborhood Center and Corridor Opportunity Areas at the intersection of El Segundo Boulevard and Avalon Boulevard in West Rancho Dominguez-Victoria. The area has the potential to become an active

<sup>22</sup> US Census. QuickFacts. Accessed Feb 17, 2022.

<sup>23</sup> U.S. Bureau of Labor Statistics 2018.



local neighborhood center supported by surrounding multifamily sites, as well as potential for commercial development on vacant and underutilized commercial sites along El Segundo Boulevard. The surrounding community is rich with public amenities, such as the Earvin Magic Johnson Park (located in Willowbrook) and the A.C. Bilbrew Library. Since commercial land uses are limited in the community, revitalization efforts in these Opportunity Areas identified in the General Plan should carefully consider community serving retail shopping center development to meet community needs.

### **Transit**

Transit routes in West Rancho Dominguez-Victoria are primarily along major roadways in the north and east of the community and are absent in the heavily industrial southwest part of the community. Local and community shuttle buses operate within the community. Though West Rancho Dominguez-Victoria does not include a Metro rail station, access to Metro rail is available by bus. The Avalon Station along the C Line (previously Green Line) is located approximately 0.3 miles north of the community's northern border. The community is also served by several bus lines, including routes 45, 51, and 125. While not in the Metro Area, the Harbor Freeway Station, which is a transfer station between the Metro C (Green) and J (Silver) Lines, as well as express buses, is about one-half mile from the northwest corner of the community; the Metro J (Silver) Line Rosecrans Station is less than one quarter mile from the western border of the community; and the Metro C (Green) Line Avalon

Station is a quarter mile north of the community. Just over 1.5 miles to the east, two Metro Bus lines serving West Rancho Dominguez-Victoria connect the community to the Metro A Line Compton Station.

### **Active Transportation**

The bikeway network includes Class II bike paths (e.g., South Avalon Boulevard, South Broadway Street, West Rosecrans Avenue) and a limited number of Class III bike routes accessible to the portion of the community east of Elva Avenue. The community largely lacks bikeway connections, with only limited connections provided in the northeastern portion. A number of bikeways are proposed for the community through the County's Bicycle Master Plan; however, some of these may not have sufficient right of way to implement and would require further community outreach. An update of the Bicycle Master Plan is underway. At-grade crossings are dispersed along the western border of the community, presenting a potential impediment for any pedestrian traveling westward out of the community. The Community Pedestrian Plan is currently under development and will help the County address corridors in West Rancho Dominguez-Victoria that have high concentrations of collisions along corridors.

### Complete Streets

The roadway network in West Rancho Dominguez-Victoria is primarily a grid with local residential streets connecting with major and secondary roadways. Industrial areas in the western and southern portions of the community have large block sizes compared to the rest of the community. Avalon Boulevard, Broadway, and Redondo Beach Boulevard present opportunities for complete street improvements, like narrowing travel lanes, adding protected bikeways, improving wayfinding signage, and enhancing transit stops, to enhance access to transit.

### Parking

Parcels specifically used for commercial and industrial parking are dispersed throughout the community, most prevalently in the west and south. This does not account for street parking or parking located on the same parcel as other uses. There are no designated Park-and-Ride lots in West Rancho Dominguez-Victoria; however, the Rosecrans Park-and-Ride east of I-110 is less than one quarter mile from the western border of the community and the Harbor Freeway C (Green) Line Station Park-and-Ride lot is just over half a mile from the northwest border of the community. Policies and implementation steps, such as parking programs and enforcement, are



**Main Street and 135th Street in West Rancho Dominguez-Victoria.**

needed to counteract parking impacts between residential and commercial and industrial uses.

### Parks and Cultural Amenities

The surrounding community supports several essential cultural and recreational public amenities, such as the Roy Campanella Park and the A.C. Bilbrew Library.

West Rancho Dominguez-Victoria has only 1.5 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>24</sup> Despite the lack of park space, 54% of West Rancho Dominguez-Victoria residents live within walking distance of a park, which is above the Countywide average of 49%.<sup>25</sup>

<sup>24</sup> DPR (Los Angeles County Department of Parks and Recreation). 2016. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment. May 9, 2016. Accessed February 4, 2022. <https://lacountyparkneeds.org/wp-content/uploads/2016/06/FinalReport.pdf>.

County of Los Angeles. 2015a. Los Angeles County General Plan. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

<sup>25</sup> County of Los Angeles. 2016.

## West Rancho Dominguez-Victoria Goals and Policies

### GOAL 29

***Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.***

**Policy 29.1:** Connections to Transit. Prioritize pedestrian and bicycle improvements along El Segundo Boulevard and Broadway, and along corridors providing connection to transit.

**Policy 29.2:** Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Plan.

### GOAL 30

***A variety of retail types meeting local needs and offering a mix of products and services.***

**Policy 30.1:** Opportunity Areas. Promote Opportunity Areas and commercial corridors, such as Rosecrans Avenue and Avalon Blvd, as key locations suitable for restaurants, grocery stores, and other neighborhood serving uses to activate the planning area.

**Policy 30.2:** Existing Commercial Businesses. Preserve existing markets and small businesses in Opportunity Areas that provide specialty goods and services and or desirable commercial uses.

### GOAL 31

***Support introduction of cleaner and quieter industrial uses.***

**Policy 31.1:** Facilitate transition. Encourage neighborhood-friendly clean, green, light industrial uses to minimize the impact on historically industry-adjacent residents.

**Policy 31.2:** Clean Tech Industries. Attract clean tech industries such as research and development in areas along the Avalon Blvd. and San Pedro St. corridors.

## 4.7/ Willowbrook

### BACKGROUND

#### Location

Located in between the cities of Los Angeles, South Gate, and Compton, the unincorporated community of Willowbrook is approximately 1.68 square miles, and is bounded by Imperial Highway to the north and Alameda Street to the east.<sup>26</sup>

#### Population Growth

Since as early as 2000, Willowbrook's overall population growth has grown faster than the Metro Area and County. However, in absolute terms the growth is low due to the fact that area is largely built out and there are limited current opportunities for housing development. The average household size is high, at 4.6.<sup>27</sup> This household size is significantly higher than the County average (3.0).

#### Economy and Land Use Considerations

Willowbrook has experienced employment growth at a rate faster than the Metro Area region and County, adding 1,100 community-based jobs since 2002. There is a strong base of employment clustered in the area in the educational services and health care industries, which will help facilitate future job growth in the community. The key challenges and opportunities in the community are related to community-based job growth in core industries,



**Commercial uses at the intersection of Wilmington Avenue and East 120th Street in Willowbrook.**

such as retail trade, education services, and healthcare and social assistance.

#### Community-Based Jobs

Community-based jobs in Willowbrook tend to have lower wages and require lower educational attainment compared with the County.

Approximately 30% of community-based jobs pay \$1,250 per month or less. The lack of higher paying jobs in Willowbrook is a negative indicator. Based on the OnTheMap employment data, approximately 7% (compared to 12% in the Metro Area region) of the area's community-based employment is from residents that both live and work in the

community.<sup>28</sup> Therefore, an opportunity exists to incentivize job growth in existing core industries and increase the number of higher paying jobs

<sup>26</sup> Pro Forma Advisors 2021

<sup>27</sup> US Census. QuickFacts. Accessed Feb 17, 2022.

<sup>28</sup> U.S. Census Bureau. 2018. OnTheMap.



available in the community to positively impact economic growth.

The General Plan identifies significant opportunities in the area surrounding Martin Luther King, Jr. Multi-Service Ambulatory Care Center (MLK-MACC). As MLK-MACC falls within the Neighborhood Center, Corridor, and Transit Center Opportunity Areas of Willowbrook, the rehabilitation and reuse of the site could be a catalyst for further redevelopment within the community. Redevelopment would create an opportunity for employment generating uses such as expanding jobs in the educational services and health care industries, and for commercial revitalization to expand its retail base by creating a more diverse local serving retail environment to increase the market capture from households within the community, as the community currently experiences retail leakage.

Lastly, the Industrial Flex District Opportunity Areas identified in Willowbrook provide an opportunity to increase the employment base and number of higher paying jobs by transitioning to non-industrial uses and mixed uses, where appropriate, and also light industrial or office/professional uses that are also compatible with residential uses.

### Mobility

Regional access to Willowbrook is provided via I-105, I-710, and I-110. Major north/south thoroughfares include Willowbrook Avenue,



**Willowbrook-Rosa Parks transit station.**

Wilmington Avenue, and Compton Avenue. Major east/west thoroughfares include 120th Street and El Segundo Boulevard. Willowbrook is also within a relatively short distance of LAX. The community is served by both the Metro light rail A and C lines via the Willowbrook–Rosa Parks Station. In 2019, the Willowbrook-Rosa Parks Station had an average of approximately 11,800 daily boardings, which makes it the most utilized station in the unincorporated communities of the Metro Area.<sup>29</sup> There are also several bus lines running through the community, including routes 55, 120, 202, 205 and 612, as well as one Class IV cycle track—adjacent to Willowbrook Avenue between East 119th Street and Imperial Highway—and several Class II and Class III bikeways.<sup>30</sup>

### Transit

Willowbrook is well served by regional rail and bus service, in addition to the different local,

29 Pro Forma Advisors 2021

30 Caltrans 2017

community, and shuttle services provided by various service providers. Relative to Willowbrook's population, the community maintains a high usage of the transportation system. Adding to the high ridership in Willowbrook, the community is the only Area Plan community with a transfer station between two Metro Rail lines—the Metro A Line and the Metro C Line.

### **Active Transportation**

The community offers several east–west connections on major, secondary, and local roadways. There are a number of north–south connections proposed through the County's Bicycle Master Plan; however, some of the proposed bikeways may not have sufficient right of way to be implemented, and would require further community outreach. An update of the Bicycle Master Plan is underway. At-grade crossings are dispersed along the eastern border of the community and on the Metro A Line and the adjacent freight track. The Community Pedestrian Plan is currently under development and will help the County address corridors in Willowbrook that have high concentrations of pedestrian-auto collisions along corridors. The Area Plan will consider and complement the Pedestrian Plan as the plan is developed.

### **Complete Streets**

The roadway network in Willowbrook is primarily a grid with local streets that often terminate rather than connect to major or secondary highways. Willowbrook Avenue and the Metro A Line cut diagonally through Willowbrook and

I-105 bisects the northern portion of the community. The at-grade rail running through the center of the community and along the eastern border, as well as skewed and dead ending streets, constrain mobility across all modes of transportation, but particularly bicycle and pedestrian travel. Pedestrian/bicycle pathways, narrowed travel lanes, protected bikeways, and increased wayfinding are examples of complete streets improvements that would help prioritize safety within the community.

### **Parking**

Parcels specifically used for commercial parking are primarily located in the northwest and southeast corners of the community. This does not account for street parking or parking located on the same parcel as other uses. There is a Park-and-Ride lot at the southeast corner of Imperial Highway and Willowbrook Avenue, which also serves the Metro Willowbrook/Rosa Parks Station. With the newly renovated Willowbrook/Rosa Parks station, additional secure bicycle and auto parking opportunities exist for the community.

### **Transit Oriented Districts**

As one of the largest rail-to-rail connections in the Los Angeles County, the Willowbrook/Rosa Parks Station serves both the Metro A Line and Metro C Line. Newly renovated as of August 2021, the multimodal transit station provides a safer, more welcoming, accessible, and more efficient station with access to convenient commuter amenities. This station serves as a community asset to Willowbrook. The station is 1 of 11 TOD Specific

Plan Areas identified in the General Plan. As such, the Willowbrook TOD Specific Plan was adopted in 2018 and outlines opportunities for revitalization of the community within the project area and encourages improvement of access to all modes of transportation, including transit, walking, and bicycling. The Specific Plan anticipates facilitating development, especially residential and employment-generating uses, proximate to the Willowbrook/Rosa Parks Station. The primary objectives of the Specific Plan are to identify land use options that include mixed uses and increase housing opportunities and neighborhood-serving retail uses. In addition, the Specific Plan is intended to foster a healthy community by improving pedestrian linkages between the Willowbrook/Rosa Parks Station, Kenneth Hahn Plaza, MLK Medical Center, the Charles R. Drew University of Medicine and Science, future mixed-use areas, and existing residential neighborhoods, as well as improving the public realm. The County's TOD Toolkit will provide a framework for a consistent approach to planned public infrastructure and transportation-related improvements, like the Phase 2 project, to support land-use decisions in areas located within a ½ mile radius of the stations.

### Parks and Cultural Amenities

The first library in the County was established in Willowbrook in the early 20th century—the genesis of today's Los Angeles County Public Library system. Willowbrook is home to several

other regional assets, including the Martin Luther King, Jr. Hospital and the Willowbrook/Rosa Parks Metro station—which is a major transit hub at the junction of the A and C lines—as well as the Charles R. Drew University of Medicine and Science, which oversees residency training programs, allied health programs, a medical education program, and various centers for health disparities research.



**Earvin “Magic” Johnson Recreation Area  
in Willowbrook.**

Willowbrook has 3.6 acres of parkland per 1,000 residents, which is slightly above the Countywide average of 3.3 acres of parkland per 1,000 residents, but below the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>31</sup> About 66% of Willowbrook residents live within walking distance of a park, which is above the

31 Willowbrook, as defined in the County Parks Needs Assessment, includes parts of both Willowbrook and West Rancho Dominguez-Victoria as defined by the Project's unincorporated community boundaries.

Countywide average of 49%.<sup>32</sup> While these statistics may suggest that Willowbrook has sufficient parkland and good park access, it is still lacking a variety of park amenities desired by community members. Serving over a quarter of a million people within a one-half mile radius, Earvin “Magic” Johnson Park has recently been improved to, among other things, address water quality and biodiversity and provide a safe and

sustainable recreational amenity for the surrounding community.<sup>33</sup> The ongoing implementation of the Earvin “Magic” Johnson Park Master Plan is helping to address many of the needs by providing amenities such a community event center, a dog park, walking paths, outdoor exercise equipment, and children’s playgrounds.<sup>34</sup>

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32 County of Los Angeles, 2016.

33 County of Los Angeles, 2016.

34 Lau 2021



## Willowbrook Goals and Policies

### GOAL 32

***Enhance pedestrian and bicyclist safety through infrastructure improvements on corridors providing access to community amenities, transit, parks, and employment areas.***

**Policy 32.1:** Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Plan, with particular focus on the top 20 Collision Concentration Corridors and at-grade rail crossings.

### GOAL 33

***Create complete streets that improve access to the Transit Oriented Development Specific Plan Area.***

**Policy 33.1:** Access Through the Community. Prioritize complete street improvements that enhance access through the community and between residential and commercial areas.

**Policy 33.2:** Dead-End Streets. Reconfigure dead-end streets to allow for pedestrian and bicycle cut-throughs.

### GOAL 34

***Development in Transit Oriented Districts supports transit use, encourages active transportation connectivity, and revitalizes station areas.***

**Policy 34.1:** Willowbrook TOD Specific Plan. Support recommendations to facilitate mixed use development and increase housing opportunities and neighborhood-serving retail uses, all while improving pedestrian linkages to major community assets like the Kenneth Hahn Plaza, MLK Medical Center, and the Charles R. Drew University of Medicine and Science.

### GOAL 35

***A variety of retail types meeting local needs and offering a mix of products and services.***

**Policy 35.1:** Commercial Corridors Near Light Rail Transit. Encourage investment in infrastructure and amenities along light rail transit and commercial corridors, such as Wilmington Avenue that contribute to stable long-term economic development and promote equitable outcomes for current residents and local business owners.

**Policy 35.2:** Healthcare Services and Office Uses. Encourage neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Willowbrook/Rosa Parks Metro A/C Line Station and Opportunity Areas identified as Transit Center, Corridor and Neighborhood Center Opportunities.

**GOAL 36**

***Diverse industries that provide quality work for the local community***

**Policy 36.1:** Transit Centers. Promote the area in the Transit Center as suitable for educational services and health care industries and neighborhood serving retail.

**Policy 36.2:** Industrial Flex District. Promote the area in the Industrial Flex District as suitable for cleaner industrial uses that are compatible with surrounding residential uses.

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An aerial photograph of a city street grid is overlaid with a semi-transparent teal color. Several irregular, pixelated shapes are overlaid on the map in various colors: a large yellow shape in the upper center, a brown shape on the left, a red shape below the brown one, a purple shape to the right of the red one, a green shape below the purple one, and a light blue shape above the green one. A large, white, outlined number '5' is positioned on the right side of the image.

5

**IMPLEMENTATION**





# CHAPTER 5 IMPLEMENTATION

## Introduction

This chapter includes a list of key programs and tasks that will implement the policies presented in Chapters 3 and 4 of the Area Plan. This chapter includes Table 5-1 New Metro Area Plan Implementation Programs, which outlines new programs created through the development of the Area Plan. Table 5-2 Existing Metro Area Plan Implementation Programs consists of a list of existing programs the County will continue to undertake that supports Area Plan policies. The Area Plan programs outlined below are organized by Area Plan chapter and are designed to address the overall policy objectives identified in the Area Plan. Each program identifies lead and partner agencies; however, they are not exclusive, and new partners can be added, as needed. The programs also include a timeframe and are categorized based on level of priority.

## Funding

The Area Plan programs guide the development of work programs for the County departments. The Area Plan programs also inform the budget process and will be used to set funding priorities. The schedules and tasks listed in the implementation program are based on adequate funding being secured through a joint effort undertaken by all departments and agencies. If funding is not secured, the implementation steps and/or timeframes may need to be modified. To supplement department budgets, County staff will also work to secure grants, as needed, for program implementation.

Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
1	<p><b>Freeway Cap Parks</b></p> <p>Develop and implement a Freeway Capping Feasibility Framework (FCFF) for MAP communities that have been subject to long-term, negative impacts of freeway construction and operations.</p> <p>The elements of the FCFF should include:</p> <ul style="list-style-type: none"> <li>▪ <b>Freeway Cap Champions:</b> Establish a coalition/steering committee of community and agency partners who will advocate, network, and provide input during and before the feasibility analysis phase of the program. The early participation of Caltrans and LA County Metro will be important, as will the input of community leaders. Formulate a comprehensive community engagement plan for a multi-year effort to implement freeway cap parks within the Metro Area Plan.</li> <li>▪ <b>Optimal Location Analysis:</b> Conduct site location analyses that prioritize equity, park needs, and access criteria for identifying appropriate locations of freeway cap parks and community-serving open space amenities. Given the layout of the freeway network within the Metro Planning Area, the analysis will focus primarily on three Metro Area communities. East Los Angeles, West Athens-Westmont, and Willowbrook.</li> <li>▪ <b>Physical Feasibility Analysis:</b> Conduct technical studies to test and evaluate the construction feasibility of freeway cap parks identified by the optimal locations analysis. Studies will evaluate impact on transportation networks (reconfiguration of freeway access ramps, changes to existing multimodal surface networks, ped and bike gap closures, etc.), impact to freeway operations during construction, and physical feasibility of constructing a cap at the chosen location.</li> </ul>	Chapter 3.1 Land Use – Goal LU 9	<p><i>Co-leads:</i> <i>Department of Regional Planning (DRP), Department of Parks and Recreation (DPR), and Public Works (PW)</i></p> <p><b>Partners:</b> Metro and Caltrans</p>	Next 5 Years

Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<ul style="list-style-type: none"> <li>▪ <b>Implementation &amp; Funding Plan:</b> Conduct economic feasibility studies to estimate cost of construction and potential economic returns to the County and community (public health, open space, new developments, etc.). Study the range of appropriate implementation and funding mechanisms by reviewing built or under construction cap parks. Partner with County and State agencies to jointly pursue implementation grants to invest in cap park infrastructure.</li> </ul>			
2	<p><b>Focused Intensive Historic Resources Surveys</b></p> <p>Streamline the nomination process by preparing historic context statements and intensive-level historic resource surveys for the following:</p> <ul style="list-style-type: none"> <li>▪ Historic Signs (East Los Angeles)</li> <li>▪ Murals (East Los Angeles)</li> <li>▪ Programmatic Architecture (Area-wide)</li> <li>▪ Storefront churches (Area-wide).</li> </ul>	Chapter 3.6 Historic Preservation – Goal HP 2	<i>Lead: DRP</i>	5-7 Years
3	<p><b>Metro Area Plan Historic Surveys</b></p> <p>Prepare historic context statements and reconnaissance-level surveys and for Metro Area Plan communities, starting with East Los Angeles followed by the remaining communities of East Rancho Dominguez, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. Model survey and research efforts after the Florence-Firestone Historic Resources Survey.</p>	Chapter 3.6 Historic Preservation – Goal HP 2	<i>Lead: DRP</i>	3-6 Years
4	<p><b>Interpretation Plan for Commercial Corridors</b></p> <p>Identify the character-defining features and stories (accounts of past events) relative to the following commercial corridors. Develop interpretation plans for each that highlight their history and unique physical features. Include the identification of improvements in public rights-of-way as part of the celebration and appreciation of culture and history. The following commercial corridors shall be considered: 1) City Terrace (East Los Angeles); 2) Whittier Boulevard (East Los Angeles); 3) Florence Avenue (Florence-Firestone); and 4) Seville Avenue (Walnut Park).</p>	Chapter 3.3 Mobility – Goal M2 and Chapter 3.6 Historic Preservation – Goal HP 2	<i>Co-Leads: DRP and PW</i>	3-5 Years



5	<p><b>Commercial Corridors Legacy Business Retention Program</b></p> <p>Develop a Legacy Business Retention Program (LBRP) for legacy businesses over 50 years old along selected pilot commercial corridors in order to prevent displacement.</p> <p>The elements of the LBRP program may include these components:</p> <ul style="list-style-type: none"> <li>▪ <b>Protect legacy businesses by limiting size of operations:</b> Introduce new opportunities for small business while including regulations to support retention of legacy businesses. Consider regulations such as limiting the maximum size of a business establishment to 5,000 sf to promote and retain locally owned small businesses over large corporations.</li> <li>▪ <b>Create legacy business registry and markers:</b> Create a registry of businesses over 50 years old. Sources may be the Historic Resource Mapper and community engagement efforts to identify eligible businesses. These eligible businesses would receive a legacy business plaque or marker as part of an overall branding effort. These businesses would be recognized as community-serving cultural assets.</li> <li>▪ <b>Establish legacy preservation incentive funds and grants:</b> Create a program to offer funds and grants for: 1) property owners who extend 10-year leases to legacy tenants; 2) rent stabilization grants directly to legacy tenant businesses; 3) marketing/promotion products include logo, brand book, social media toolkit, marketing toolkit, plaques, decals and stickers, etc.; 4) grants to moderate and purchase/install aging appliances and equipment.</li> <li>▪ <b>Create legacy business technical assistance program:</b> Create training programs for: 1) entrepreneurs, women-owned businesses; 2) technical/design services from an architect for signage, storefront, and interior layouts; 3) accessibility audits and technical assistance to become ADA compliant; and 4) pro bono legal assistance.</li> <li>▪ <b>Provide vandalism and frontage improvement funds:</b> Grant funding for improving frontage and repair vandalism/graffiti.</li> <li>▪ <b>Create legacy business toolkit for transitioning to employee ownership:</b> Provide assistance and</li> </ul>	<p>Chapter 4 Goals 2, 5, 12, 17, 18, 22, 33, 39, 44</p>	<p><i>Lead: DRP</i></p> <p><b>Partners:</b> Los Angeles Community Development Authority (LACDA) and Department of Economic Opportunity (DEO)</p>	3-5 Years
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Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p>resources for succession strategy of transitioning to employee ownership.</p> <ul style="list-style-type: none"> <li>▪ <b>Provide regulatory support and streamlining:</b> Create streamlined permitting processes for legacy businesses that are in the registry; impose right of return on new developments that previously housed a legacy business.</li> </ul>			
6	<p><b>Community Benefits Program</b></p> <p>Develop and implement a Community Benefits Program for projects within the Metro Area Plan, based on and expanding upon Los Angeles County Development Authority's (LACDA) existing Community Benefits Policy.</p> <p>LACDA's adopted Community Benefits Policy addresses a range of benefits including: Community Engagement, Worker Targeting, Small and Disabled Veteran Businesses, Affordable Housing, Workforce Training, and Economic Analysis.</p> <p>The Implementation of a Metro Area-specific Community Benefits Program should adopt a tiered approach – utilizing a density-bonus mechanism – that supplements LACDA's benefits framework to incentivize the provision of MAP's community-desired benefits. Also, as part of the development of the Metro Area-specific Community Benefits Program, DRP will coordinate with the Department of Economic Opportunity (DEO) to ensure that the Metro Area-specific Community Benefits Program works in conjunction with the Federal Opportunity Zone and Economic Development Projects Policy, which was adopted by the Board on August 30, 2022 and includes guidelines on inclusionary housing and community benefits for economic development projects in Federally designated Opportunity Zones to derive community benefits and prevent displacement. To avoid potential conflicts between different incentive-benefit systems within the County, different programs should be either integrated or cross-referenced to ensure that they do not compete. The Metro Area-</p>		<p><i>Lead: DRP</i></p> <p><b>Partners:</b> LACDA, PW, and DEO</p>	3-5 Years

	<p>specific Community Benefits Program can, for instance, take a tiered approach:</p> <ul style="list-style-type: none"> <li>▪ <b>Tier 1: On-site community serving amenities</b> such as public open space, public libraries, public schools or public charter schools, childcare facilities, senior centers, non-profit clinics, social service centers, arts, culture, and creative facilities, mobility hubs, and affordable housing.</li> <li>▪ <b>Tier 2: Off-site improvements</b> such as active/transit transportation projects (bike lanes, school/park access improvements, sidewalk widening, bus shelters, street trees, etc.) and transfer of development rights for historic properties.</li> <li>▪ <b>Tier 3: Payments to a Community Benefit Fund.</b> Each of the Metro Area's seven communities would operate and manage a Community Benefits Fund. The respective Funds would recommend appropriations based on the advice of an oversight committee. This would comprise of members from District offices, Planning Department, LACDA, and other appropriate ex officio participation. In addition, community members would be nominated to the committee to ensure investments align with community needs. Recipients that qualify to receive funds could include: <ul style="list-style-type: none"> <li>– Programs to support affordable housing such as funding for Community Land Trusts or funds to extend expiring affordable housing covenants</li> <li>– Mobility and street improvements</li> <li>– Parks and open space</li> <li>– Programs for small legacy and community-serving businesses</li> <li>– Arts and cultural organizations and services</li> <li>– Design and procurement of sidewalk vending carts</li> <li>– Design and construction assistance for food truck parks on private or public parcels</li> <li>– Shared commissary spaces for street food vendors</li> <li>– Resiliency centers for healing, counselling and therapy centers</li> </ul> </li> </ul>			
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Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	– Facilities and services for people who are experiencing homelessness.			
7	<b>Accessory Commercial Unit Program</b> This program should consist of two components: <ul style="list-style-type: none"> <li>▪ Technical assistance: Develop a one-stop multilingual toolkit to guide local businessowners in obtaining necessary permits and/or licenses for an Accessory Commercial Unit within the Area Plan unincorporated communities. The development of this toolkit should include the identification of opportunities to streamline processes and increase coordination across County Departments. For example, establishing an “ACU Concierge” team consisting of representatives from each of the relevant County Departments to work collaboratively in supporting the establishment of ACUs, helping overcome language barriers and technical divide challenges, and decreasing the wait time for obtaining any required entitlements, permits, and/or licenses.</li> <li>▪ Financing programs and incentives: Study the feasibility of establishing and/or expanding financial incentives and financing mechanisms to support the establishment of an ACU as an opportunity for small businesses and local entrepreneurship.</li> </ul>	Chapter 3.1 Land Use – Goal LU 4	<i>Lead: DRP, DEO</i> <b>Partners:</b> PW, Fire Department, Department of Public Health (DPH), Treasurer and Tax Collector (TTC), Department of Consumer and Business Affairs (DCBA)	1-2 Years
8	<b>Mobile Food Vending Zoning Ordinance and Implementation</b> This program should consist of three components: <ul style="list-style-type: none"> <li>▪ Zoning Ordinance: Study the feasibility of amending the County Zoning Code (Title 22) to allow mobile food vending (food trucks) on private properties in certain zones. The ordinance should consider the following: 1) development, design, and performance standards, such as parking requirements, landscaping, seating, and hours of operations; and 2) review and permitting procedures,</li> </ul>	Chapter 3.1 Land Use – Goal LU 4	<i>Lead: DRP, DPH, DEO</i> <b>Partners:</b> PW, TTC, DCBA	1-3 Years



Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p>including the establishment of new permit types and/or fees, if deemed appropriate.</p> <ul style="list-style-type: none"> <li>Technical assistance: Develop a one-stop multilingual toolkit to guide local businessowners in obtaining necessary permits and/or licenses for Mobile Food Vending within the Area Plan unincorporated communities. The development of this toolkit should include the identification of opportunities to streamline processes and increase coordination across County Departments. For example, establishing a “Mobile Food Vending Concierge” team consisting of representatives from each of the relevant County Departments to work collaboratively in supporting the establishment of such uses, helping overcome language barriers and technical divide challenges, and decreasing the wait time for obtaining any required entitlements, permits, and/or licenses.</li> <li>Financing programs and incentives: Study the feasibility of establishing and/or expanding financial incentives and financing mechanisms to support the establishment of Mobile Food Vending as an opportunity for small businesses and local entrepreneurship.</li> </ul>			
9	<p><b>Transit Oriented District (TOD) Eastside Extension Specific Plan</b></p> <p>Upon approval by Metro, County Departments will work to develop a new TOD Specific Plan to include any future planned transit stations as part of the Metro L Line Eastside Extension Phase 2 project. The Specific Plan will address land use, zoning, and mobility improvements that support housing density and employment in proximity to Metro stations within planning bounds. The Specific Plan would include any future stations within East Los Angeles and the existing East Los Angeles 3<sup>rd</sup> Street Specific Plan. The future TOD Specific Plan would be subject to future CEQA analysis.</p>	Chapter 4 – East Los Angeles Goal 1	<p><i>Co-Leads: DRP and PW</i></p> <p><b>Partners:</b> Metro</p>	2-3 Years

Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
10	<p><b>Industrial Land Use Study Program</b></p> <p>Develop an industrial land use study program (Industrial Program) for the unincorporated communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook within five years of the Metro Area Plan’s adoption. The primary goal of this program is to explore the feasibility of various strategies that will facilitate industrial land uses and operations that are compatible with neighboring sensitive land uses while sustaining a dynamic economy, enhance environmental sustainability, and foster environmental justice by minimizing environmental impacts to community members. Program implementation will include the following:</p> <ul style="list-style-type: none"> <li>■ <b>Feasibility Study:</b> The feasibility study will include, but not be limited to, research and study of the existing on-the-ground industrial uses and operations, a review of the current regulations on industrial uses in Title 22 (Planning and Zoning) of the County Code, and a review of the current and future trends in the industrial sector. The study will take into consideration the implementation of the Green Zones Program, including its effectiveness in addressing compatibility issues between the neighboring industrial and residential uses. The study will also include recommendations on industrial land use and zoning strategies that are supported by the feasibility analysis.</li> <li>■ <b>Public Outreach:</b> This program will include a series of robust outreach events to engage relevant stakeholders, such as industrial property owners, residents, local businesses, developers, brokers, community organizations, and other interested parties to gather their insights and input. The outreach events may include focus group meetings, ground truthing and site visits, and open houses.</li> <li>■ <b>County Collaboration:</b> In partnership with the Department of Economic Opportunity, this program will explore other non-land use and zoning tools, such as financial and technical assistance on business improvements, relocation, or start-up for “green and clean” businesses.</li> </ul>	Chapter 3.1 Land Use – Goals LU 5 and LU 6 and Chapter 3.2 Health, Wellness, and Environmental Justice Goal HW/EJ 1	<i>Co-Leads: DRP and DEO</i>	5 Years

Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
11	<p><b>Alcohol Sales Uses Study Program</b></p> <p>Study the feasibility of prohibiting certain alcohol sales uses such as liquor stores, bars, and cocktail lounges in the Metro Planning Area. Certain new alcohol sales uses are already prohibited in specified zones in the Connect Southwest LA and Willowbrook TOD Specific Plans. In other areas, existing alcohol sales uses were either established by a Conditional Permit (CUP) or were established before a CUP was required and are therefore considered “deemed-approved” pursuant to the Safe Access to Alcohol and Food Establishments (SAAFE) Ordinance adopted in 2017. If the study recommends prohibiting new alcohol sales uses, the study should also consider whether existing alcohol sales uses established by a CUP must stop selling alcohol when the CUP expires or if they can continue selling alcohol if a Nonconforming Review is approved. In addition, the study should evaluate the effectiveness of the SAAFE Ordinance.</p> <p>This study may also propose improvements to alcohol sales use permitting and/or enforcement procedures aimed at curbing violations, and may also recommend additional resources to enforce the SAAFE Ordinance’s performance standards and operating regulations, if necessary.</p>	Chapter 3.1 Land Use – Goal LU 4 and Chapter 3.2 Health, Wellness, and Environmental Justice Goal Policy HW/EJ 3	<i>Lead: DRP</i>	5 years

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
LU	<b>East Los Angeles Monuments Concepts Program</b> Adds community monuments to East Los Angeles	Chapter 3.1 Land Use – Goal LU 5	Lead: PW	Ongoing
HW/EJ	<b>Environmental Health’s Local Enforcement Agency (LEA) Program</b> The LEA issues permits and inspects active and closed landfills, solid waste transfer stations, material recovery facilities, composting facilities and operations, and construction & demolition waste processing facilities and operations to ensure facilities comply with State laws and County Ordinances.	Chapter 3.1 Land Use – Goal LU 11; Chapter 3.2 Health, Wellness, and Environmental Justice – Goal HW/EJ 1	Lead: DPH	Ongoing
HW/EJ	<b>Environmental Health’s Inspection Program</b> The Department of Public Health’s Environmental Health Division permits and inspects restaurants, food markets, apartment buildings with 5 or more units and associated swimming pools, laundromats, street fairs, theaters, massage establishments, and tobacco retailers to ensure that facilities comply with State laws and County Ordinances.	Chapter 3.2 Health, Wellness, and Environmental Justice – Goals HW/EJ 2 and 4	Lead: DPH	Ongoing
HW/EJ	<b>New Park Development in Metro Planning Area</b> 92nd Street Linear Park project: 5.5-acre park in Florence-Firestone anticipated to be completed in 2023. Walnut Park Pocket Park project: 0.5-acre park in Walnut Park anticipated to be completed in 2023. 95 <sup>th</sup> & Normandie Pocket Park project: 0.16-acre pocket park in West Athens-Westmont anticipated to be completed in 2023. Salazar Park Parkwide Modernization project in East Los Angeles: New improvements/amenities anticipated to be completed in 2025.	Chapter 3.2 Health, Wellness, and Environmental Justice – Goal HW/EJ 3	Lead: Department of Parks and Recreation	1-2 Years



Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
M	<p><b>Traffic Signal Synchronization (TSSP), Traffic Corridor Improvement, Traffic Signal Control Intersection Upgrade; and Intelligent Transportation Systems (ITS) Projects</b></p> <p>Traffic signal improvements at various streets/intersections in East Los Angeles, which would include any/or a combination of the following improvements: install fiber optics and upgrade traffic signal infrastructure, software, and communications equipment to enhance remote traffic signal monitoring and management of traffic signals and bus signal priority, and facilitate connection to the LA County Advanced Transportation Management System; upgrade countdown pedestrian heads and pedestrian push buttons; install bicycle detection, modify signing and striping of crosswalks and curb ramp; improve timing along the corridor to improve traffic operations and mobility; upgrade 2070 controllers with next generation firmware; install wireless communications equipment; and implement other related traffic signal infrastructure, software, and CCTV cameras to enhance remote traffic signal monitoring and management of traffic signals.</p> <p><b>Mobility Improvement Projects</b> at various streets in East Los Angeles, which would include any or a combination of the following: pedestrian access enhancements; transit amenities; active transportation programs to increase pedestrian access to transit services, minimize pedestrian and vehicle conflicts, and increase overall transportation mobility through the enhancement of transit services; intersection improvements; lane reconfigurations; and</p>	Chapter 3.3 Mobility – Goal M 1	Lead: PW	1-2 Years

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p>signal timing changes to increase pedestrian accessibility and reduce the potential for vehicle and pedestrian conflicts. Implementation of the LA County + USC Medical Center Mobility Improvements project in East Los Angeles would include: design and construct multimodal corridor improvements along Valley Boulevard which may include a Bus Rapid Transit (BRT) route and active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. This would include various improvements to the Los Angeles County + USC Medical Center including enhancements to the Silver Line Bus Stop as well as improvements along Valley Blvd, San Pablo St, Marengo St and other streets in the vicinity. Coordination with Metro and Los Angeles City will be needed to design and construct the project. This project would also include coordinating with UPRR and other stakeholders to process the acquisition of necessary right-of-way to accommodate sidewalks and transit stop amenities; and grade crossing improvements at Boca Avenue, Vineburn Avenue and San Pablo Street.</p> <p><b>Neighborhood Mobility Improvements</b> in the unincorporated communities of Florence-Firestone and Willowbrook, which include: install bikeways, bulb-outs, continental crosswalks, street trees, wayfinding signage, bus shelters and benches, and parkway improvements in Roosevelt Park and Mona Park.</p> <p><b>East Los Angeles Mobility Hub Project</b> introduces mobility hub elements at designated locations in unincorporated East Los Angeles such as bikeshare, rideshare, transit and active</p>			

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	transportation user amenities (such as shelters, seating, information displays, wayfinding signage, etc.) and mobility and access improvements for users of transit (buses), autos and non-motorized vehicles (bikes, scooters) to improve access to key destinations.			
	<p><b>East Los Angeles Vision Zero Enhancements</b>, includes access improvements and pedestrian access enhancements on designated corridors and/or intersections which could include 1st Street, Arizona Avenue, Atlantic Boulevard, Cesar Chavez Avenue, City Terrace Drive, Eastern Avenue, Ford Boulevard, Indiana Avenue, Olympic Boulevard, Whiteside Street and Whittier Boulevard. These improvements may include, but are not limited to, traffic signal upgrades; protected left turn signal phasing; high-visibility crosswalks; pedestrian signal interval timing enhancements and pedestrian activated warning beacons to reduce pedestrian and vehicle conflicts and increase accessibility to transit.</p> <p><b>West Athens-Westmont Street Improvement Projects</b> at designated locations in West Athens-Westmont, which include any combination of the following improvements: road reconstruction, intersection improvements, landscaping, streetscape, curb extensions pedestrian signals, continental crosswalks, median refuge islands, and street trees.</p> <p><b>Slauson Blue Line Intersection Improvements</b> to install curb extensions, curb ramps, countdown signal heads, enhanced crosswalks, and advanced stop bars at five intersections in Florence-Firestone.</p>	Chapter 3.3 Mobility – Goal M 2	Lead: PW	Over next 5 years

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p><b>The Slauson, Florence Firestone Wayfinding Project</b> would involve design and install wayfinding signage designated locations in Florence Firestone. With respect to the Slauson Station First Last Mile Implementation project, that would involve a study of Metro's First Last Mile plan improvements around Slauson Station for feasibility and install feasible improvements.</p>			
M	<p><b>Community Pedestrian Plans Implementation</b> for the unincorporated communities of East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, and West Rancho Dominguez. The plans will identify barriers to pedestrian access where they live and work as well as propose specific pedestrian safety projects and education/encouragement programs for implementation.</p> <p><b>Safe Routes to Schools Infrastructure Enhancements</b> in the unincorporated community of East Los Angeles will implement mobility, enhanced pedestrian accessibility and signal interval timing at intersections on designated corridors in proximity to schools and neighborhoods to reduce pedestrian and vehicle conflicts and improve access for transit and active transportation users.</p> <p><b>3rd and Dangler Affordable Housing Sustainable Communities Project</b> for East Los Angeles in which Public Works will implement bus shelter upgrades, street trees, bicycle facilities and pedestrian improvements. Parks and Recreation will install a new walking path in Belvedere Park. LADOT and Metro will upgrade electric buses that travel through East Los Angeles.</p>	Chapter 3.3 Mobility – Goal M 3	Co-Leads: DPH and PW	Over next 5 years



Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<b>Bike Aid Stations Program</b> would add self-service bicycle repair stations at various locations in LA County and flood control channels in the community of East Rancho Dominguez.			
	<b>East LA Civic Center Active Transportation Improvements Project</b> includes active transportation improvements within 1/2 mile around the East LA Civic Center for Phase I and Active transportation improvements from 1/2 mile to 1 mile radius around the East LA Civic Center for Phase II.	Chapter 3.3 Mobility – Goals M 2. Chapter 4 Community-Specific Goals and Policies– Goal 2	Lead: PW	Over next 5 years
	<b>Green Streets and Alley Master Plans</b> Implementation of the master plans will improve water quality, increase water supply, and green space in unincorporated area communities.	Chapter 3.5 Safety and Climate Resiliency – Goal S/CR 3	Lead: PW	Over next 10-15 years
S/CR	<b>East LA Civic Center Microgrid Program</b> involves the development of an energy resilient microgrid including solar and battery storage to support the East LA Civic Center campus.	Chapter 3.5 Safety and Climate Resiliency – Goal S/CR 3	Lead: ISD	1-2 Years
S/CR	<b>Westmont-Vermont Avenue Green Alley Improvement Project</b> to divert urban and stormwater runoff into low impact development best management practices such as bioswales and dry wells underneath the street.	Chapter 3.5 Safety and Climate Resiliency – Goal S/CR 3	Lead: PW	Over next 5 years
PS/F-1	<b>Planning Area Capital Improvement Plans [from Countywide General Plan]</b> DRP and DPW to jointly secure sources of funding and set priorities for preparing studies to assess infrastructure needs for the 11 Planning Areas [in the County]. Once funding has been secured and priorities have been set, prepare a Capital Improvement Plan for each of the 11 Planning Areas (see also Planning Areas Framework Program). Each Capital	Chapter 3.1, Land Use	Co-Leads: PW and DRP	1-2 Years

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p>Improvement Plan shall include the following as needed: Sewer Capacity Study; Transportation System Capacity Study; Waste Management Study; Stormwater System Study; Public Water System Study; list of necessary infrastructure improvements; Implementation Program; and Financing Plan.</p> <p>As applicable, studies related to water, sewer, traffic and stormwater management should specifically address the needs of the unincorporated legacy communities identified in the Land Use Element.</p>			



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Los Angeles County Metro Area Plan

# **Appendix A: Community Engagement Summary**

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320 West Temple Street, 13th Floor,  
Los Angeles, CA 90012





# Metro Area Plan



## COMMUNITY OUTREACH SUMMARY

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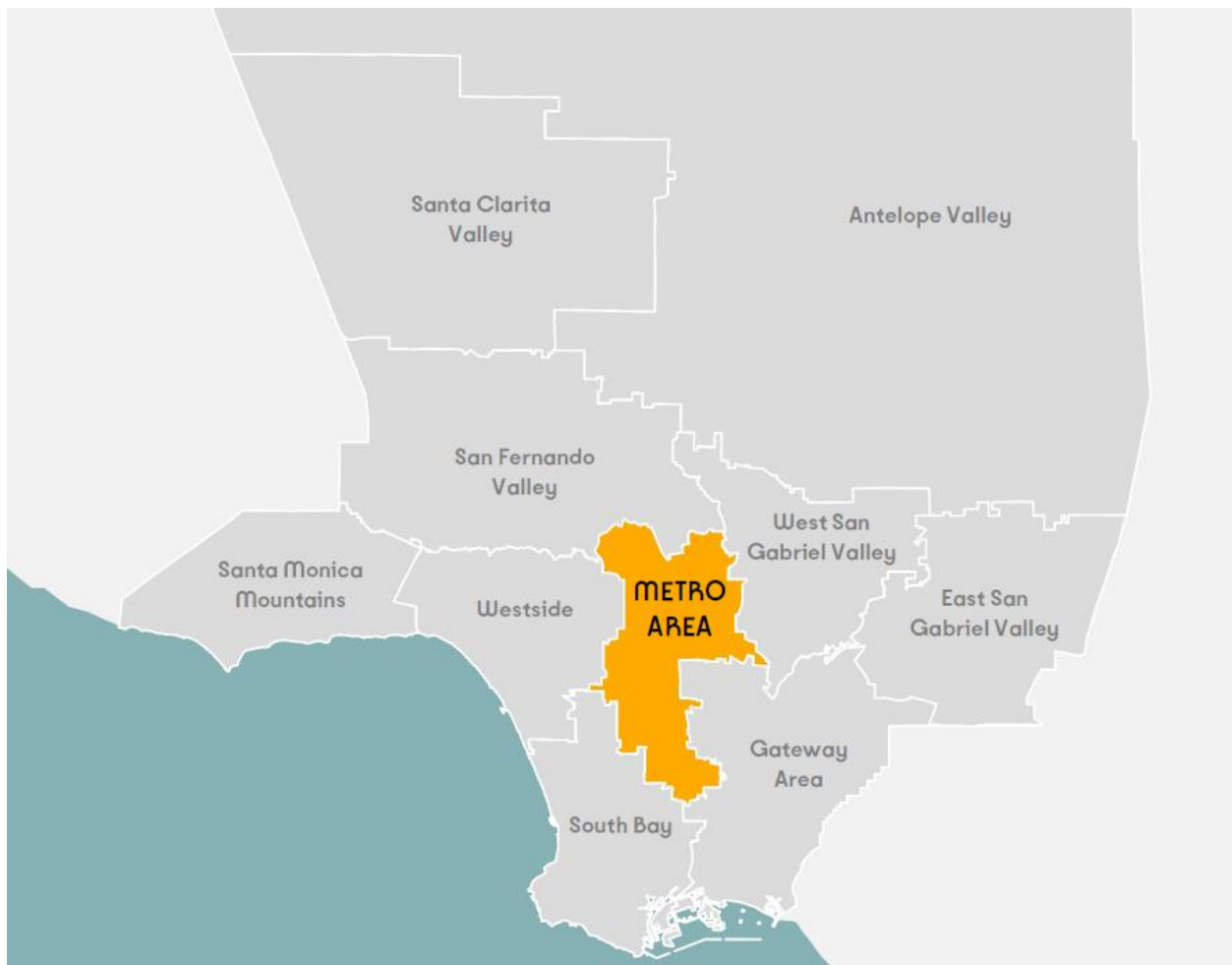
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# INTRODUCTION

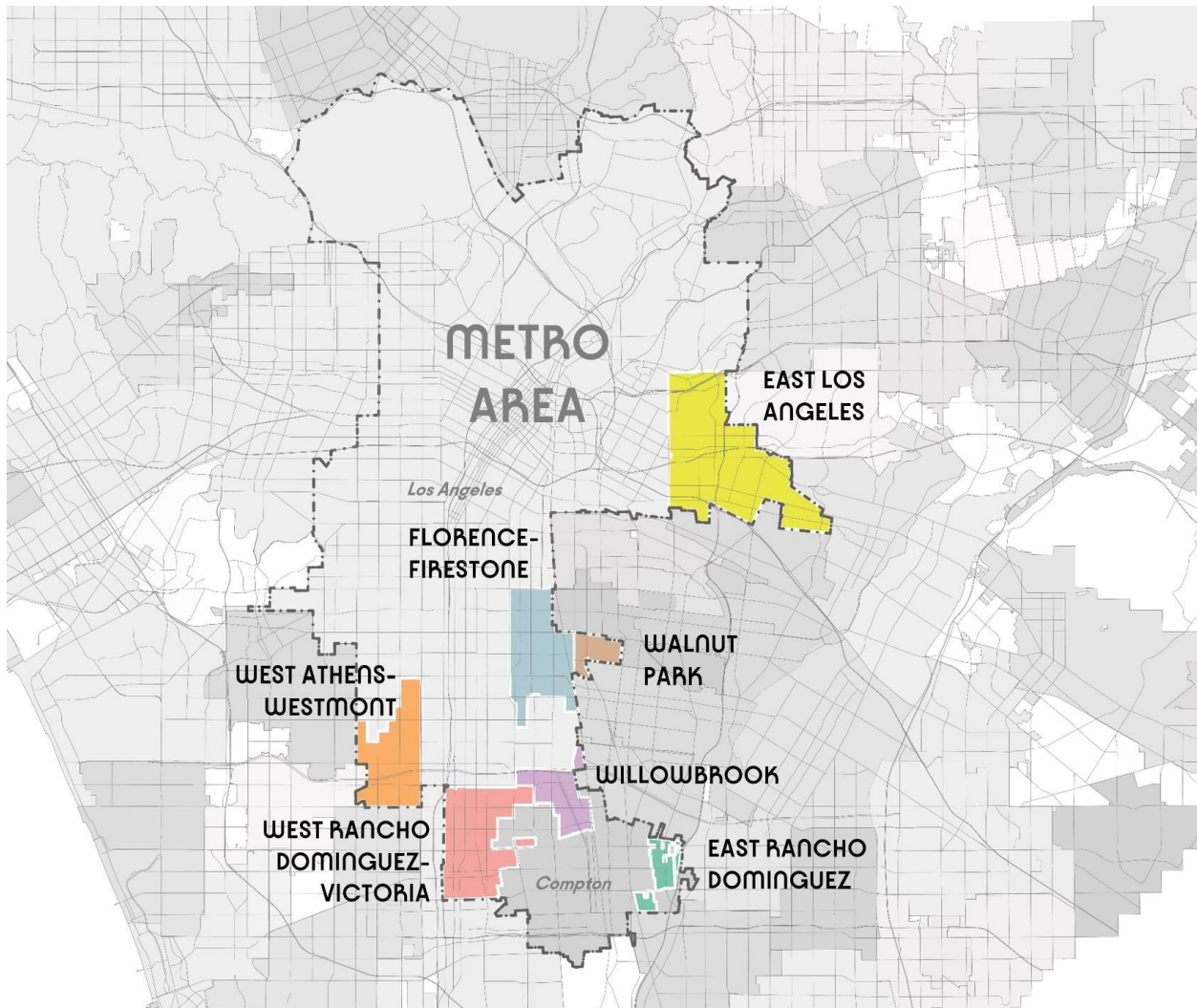
## ***Outreach Background and Purpose***

In August 2021, the County of Los Angeles (County) Department of Regional Planning launched the preparation of the Metro Area Plan (Area Plan) for the Metro Planning Area (Metro Area). The Metro Area is one of eleven planning areas in the County, occupying the urban heart of Los Angeles County. While the area includes both incorporated as well as unincorporated communities, the focus of the plan will be the seven unincorporated communities that lie within: **East Los Angeles**, **Florence-Firestone**, **East Rancho Dominguez**, **Walnut Park**, **West Athens-Westmont**, **West Rancho Dominguez-Victoria**, and **Willowbrook**.



*Map Showing Los Angeles County's Community Planning Areas*

The unincorporated communities of the Metro Area are home to over 300,000 residents. The Metro Area Plan will comprehensively analyze and make recommendations for land use and zoning, aiming to facilitate positive opportunities and outcomes for residents and businesses alike.



## Outreach Goals

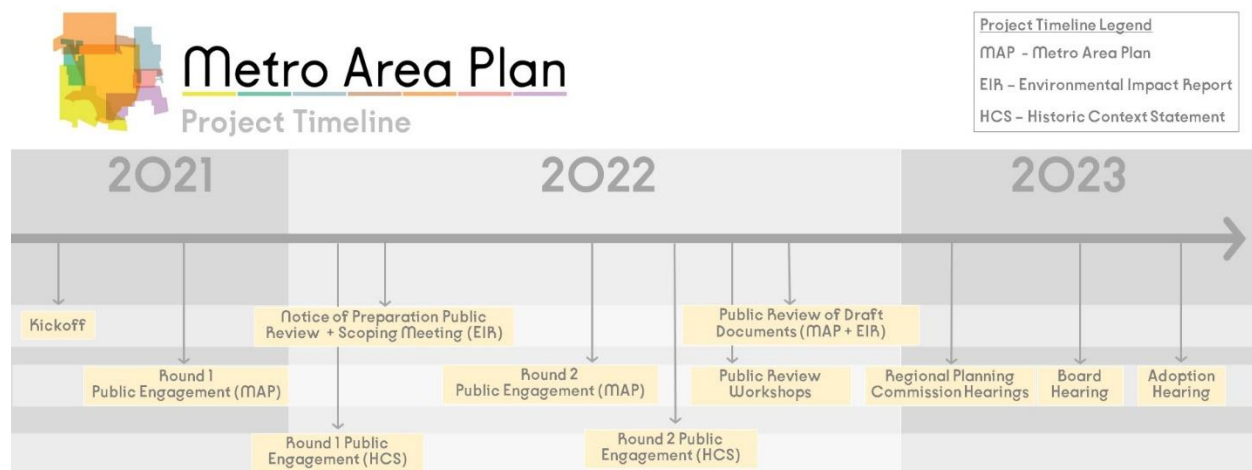
The following goals underpin the Area Plan's engagement strategies:

- Engage active participants (as opposed to passive audiences) in the planning process.
- Reinforce that community and stakeholders are included in the decision-making process in a meaningful way.
- Create a forum for community generation of ideas and future scenarios.
- Build trust and consensus around the vision by facilitating confidence, credibility, and transparency in decision-making.
- Use innovative, interactive tools, both physical and virtual, to maximize involvement and protect the planning process from outreach fatigue.
- Provide a platform for virtual participation (and in-person where appropriate) across all seven communities to effectively solicit feedback consistent with COVID-19 public health and physical distancing guidelines.

- o Educate, inform, and increase public understanding of the segregationist origins of planning policy and support community empowerment that challenges this legacy.

### Outreach Approach

The County of Los Angeles recognizes that stakeholder and community participation in this process is essential to the successful preparation of the Area Plan. The Outreach Plan establishes a coordinated approach to public participation, outlines outreach goals and objectives, and describes the specific elements that can be used to inform and engage the public and stakeholders. The timeline below shows the approximate dates for when outreach was conducted throughout the development of the Metro Area Plan, Environmental Impact Report, and Historic Context Statement. Outreach was conducted in two distinct rounds, Round 1 occurred in Fall 2021 and Round 2 occurred in Summer 2022.



### Community Advisory Committee (CAC)

A Community Advisory Committee (CAC) was formed at the onset of the planning process. The CAC was comprised of 6-9 community leaders with at least one representative from each of the unincorporated communities. CAC members provided expertise and guidance as community leaders throughout the development of the Metro Area Plan. The CAC helped disseminate information about outreach events and opportunities for public input, and advocated on behalf of their constituencies, and promote the goals of the planning effort. CAC members serves as a two-way conduit of information and ideas, bridging the broader community and the planning process. All CAC meeting were conducted via Zoom from 5:00pm – 6:30pm. The table below summarizes the meetings topics and attendance for the eight CAC meetings held from Fall 2021 through Winter 2022.

CAC Meeting	Date of Workshop	Meeting Topics	Attendance
Meeting 1	October 14, 2021	<ul style="list-style-type: none"> <li>Project Kick-Off</li> <li>Roles and Responsibilities</li> <li>Introduce Round 1 Outreach</li> </ul>	6
Meeting 2	December 15, 2021	<ul style="list-style-type: none"> <li>Project Update</li> <li>Round 1 Outreach Summary</li> </ul>	8

		<ul style="list-style-type: none"> <li>• Introduction of Historic Context Statement</li> </ul>	
Meeting 3	February 24, 2022	<ul style="list-style-type: none"> <li>• Project Update</li> <li>• Historic Context Statement Update</li> <li>• Introduce Big Ideas Concept</li> </ul>	9
Meeting 4	April 28, 2022	<ul style="list-style-type: none"> <li>• Project Update</li> <li>• Historic Context Statement Update</li> <li>• Review of Draft Policies</li> <li>• Introduce Round 2 Outreach</li> </ul>	9
Special Meeting	May 26, 2022	<ul style="list-style-type: none"> <li>• Special meeting led by the County</li> <li>• Housing Policy</li> <li>• School Siting</li> <li>• Accessory Commercial Unit Background Information</li> </ul>	n/a
Meeting 5	June 30, 2022	<ul style="list-style-type: none"> <li>• Project Update</li> <li>• Round 2 Outreach Materials</li> </ul>	9
Meeting 6	August 25, 2022	<ul style="list-style-type: none"> <li>• Project Update</li> <li>• Round 2 Outreach Summary</li> <li>• Industrial Rezoning</li> </ul>	7

## ROUND 1 OUTREACH

### ***Introduction***

Round 1 outreach consisted of both virtual and in-person events. While the intent was to maximize opportunities for in-person engagement, COVID-19 protocols necessitated online visioning sessions. Four separate activities were conducted in Round 1 (described below), with options for participation in English and Spanish. The primary goals of Round 1 outreach were to listen and learn from community members, via interactive and thought-provoking activities.

## **Area Plan-wide Introductory Online Workshops**

### ***Introduction***

Two Area Plan-wide online introductory workshops were held on October 26 and 28, 2021. They aimed to provide attending stakeholders and community members an overview of the goals, objectives, and mechanism of the Area Plan update process.



The meetings took place from 5 to 6.30pm on both days. The duration of the meetings was approximately 1 hour and 10 minutes each. During both workshops, Spanish interpretation services were provided.

Workshop	Date of Workshop	Attendance	Length of Workshop
Introductory Workshop #1	October 26, 2021	25 attendees	70 minutes
Introductory Workshop #2	October 28, 2021	26 attendees	70 minutes

### ***Meeting Agenda***

5:00 – 5:15pm Welcome, Zoom usage and Spanish channel instructions, introductory poll

5:15 – 5:35 pm Pre-recorded overview presentation (with simultaneous Spanish narration)

5:35 – 5:40 pm Instructions for providing comments and questions (English and Spanish)

5:40 – 6:15 pm Q&A + comments/feedback

6:15 – 6:25 pm Reminder of upcoming workshops (including Public Health ped planning workshops)

6:25 – 6:30 pm Exit survey

### ***Community Feedback***

At both introductory workshops, meeting hosts invited attendees to unmute their microphones and voice comments and questions. During the October 26, 2021 workshop, there were a total of 29 comments and questions. During the October 28, 2021 workshop, there were a total of 16 comments and questions. All the comments and questions were addressed by the hosts. The full transcription of comments, questions, and responses are provided separately. Listed below are the major themes of discussion (common concerns, ideas, and questions) that emerged across both workshops:

- **Address the burden that Area Plan communities have had to bear living adjacent to industrial uses**

Multiple Area Plan communities have heavy, noxious industrial uses located adjacent to residences. Generations of community members, young and old, have lived with this pollution and borne the impact on their health and prosperity. This is a legacy of outdated and discriminatory planning practices and has to be addressed in the Metro Area Plan.

- **Dissatisfaction with the quality of streets and outdoor spaces.**

Some streets within Area Plan communities are overburdened by illegal dumping, trash, and parked RVs. While more green space and bicycle lanes are definitely desired, The County must also address these problems that make streets unsafe.

- **Need more opportunities for healthy outdoor recreation**

Some communities, like Walnut Park, lack any formal park space. Jogging routes (akin to the one circling Evergreen Cemetery in Boyle Heights), safe bike paths, and overall attention to sidewalks to ensure that access to parks is safe and clean (for Area Plan communities that do have access to the beaches, hills, or mountains where they can get exercise).

- **Parking is challenge for businesses and residents alike**

Lack of street parking is often a problem on residential streets that are the location of RV parking or illegal dumping. Parking for businesses (especially along commercial corridors in East Los Angeles) is also challenging. Work with Metro to address the impact it's parking policies have created for the community

- **Proactively seek in-person engagement opportunities to overcome generational and digital divides**

Many Area Plan residents do not have access to internet or social media; neither to wi-fi or a laptop. Find ways to engage them outside of online meetings.

- **Engage the youth of the community**

Partner with schools to conduct workshops and visioning sessions to make sure that young people have a say in crafting the future of their communities.

- **Be sensitive to local impacts when considering upzoning.**

Area Plan communities are home to the most vulnerable, rent-burdened residents of Los Angeles County. Land use changes, even when driven by reasonable smart-growth strategies, like upzoning in transit-served areas, need to be carefully evaluated to determine their impact on housing stability of existing residents.

## Online Visioning Workshops

### ***Introduction***

Six community-specific visioning workshops (one for each unincorporated community, with Florence-Firestone and Walnut Park combined) were conducted online in November 2021. Each workshop was conducted as a listening, learning, and visioning virtual session with the following goals:

- Briefly introduce the Metro Area Plan to the community and broader public.
- Give residents an opportunity to work with their hands and senses, thereby creating a forum in which participants can be creative, expansive, and visionary with their thinking
- Establish core values of the neighborhood by way of the models participants build out their favorite childhood memories
- Generate creative ideas for improving the lives of all residents within these communities

- Create a forum in which participants can offer on-the-ground, lived knowledge about the opportunities and challenges their communities are facing
- Map assets within the respective communities
- Offer up further ways of participating in the Area Plan project

### ***Meeting Agenda***

5:00 – 5:10 p.m.	Introduction / project overview / introduce interactive activities
5:10 – 5:20 p.m.	Break out into smaller rooms / build your favorite childhood Memory
5:20 – 5:30 p.m.	Share / pull out recurring themes
5:30 – 5:40 p.m.	Build your ideal neighborhood
5:40 – 5:50 p.m.	Share / pull out recurring themes
5:50 – 6:05 p.m.	Reconvene in main room / reflection
6:05 – 6:20 p.m.	Cultural assets activity
6:20 – 6:30 p.m.	Q and A, closing remarks, exit poll

Meetings occurred on November 8, 9, 10, 15, 17, 18 of 2021 at 5:00pm. A total of 106 attended across all six workshops. The duration of the meetings averaged 1 hour and 30 minutes each. During all workshops, Spanish interpretation services and closed captioning were provided.

Target Community	Date of Workshop	Attendance	Length of Workshop
Willowbrook	November 8, 2021	9 attendees	83 minutes
East Rancho Dominguez	November 9, 2021	3 attendees	103 minutes
East Los Angeles	November 10, 2021	60 attendees	105 minutes
West Rancho Dominguez	November 15, 2021	5 attendees	75 minutes
Florence-Firestone & Walnut Park	November 17, 2021	25 attendees	92 minutes
West Athens	November 18, 2021	4 attendees	78 minutes

### ***Overview of Activities***

The interactive community outreach workshops for the Area Plan offered participants a tangible way in which to explore and build their creative ideas and visions for the neighborhoods. Additionally, the workshops offered both an opportunity for the residents to establish shared values and to offer insights into what those values are. These values will help guide and shape the rest of the Area Plan planning process.

The workshop format was deliberately non-conventional. It requested that participants use found objects to build a favorite childhood memory and then build their ideal community, in order to be

positive and aspirational in their thinking and feedback. They produced visionary models of neighborhoods full of greenspace, safe streets, and amenities they can walk to and be proud of.

After these hands-on activities, participants were provided an open forum to voice key problems they see facing their communities. While by nature not as dream- and vision-oriented as the model-building exercises, these forums did offer insights into some of the core problems facing each Area Plan community and what potentially stands in the way of each realizing their visions for their ideal community. Some of these problems were shared across the six unincorporated county neighborhoods while others were more endemic to one or two neighborhoods.

The following section serves as an exploration of both the overarching themes of the residents' favorite childhood memories, models of their ideal neighborhoods, and of the core problems each neighborhood is facing. These themes were largely synthesized by the residents themselves, so that they could begin to have ownership of their shared core values and visions for their neighborhood. We've organized everything below into three sections: 1. The shared values across the neighborhoods; 2. Challenges shared across the neighborhoods; 3. A zoomed-in look at the values, memories, and aspirations specific to each neighborhood.

### ***Shared values across the Seven Communities***

Over the course of the first model-building exercise (i.e., build a favorite childhood memory) and the second (i.e., build your ideal neighborhood) and the discussion that followed after each, we were able to collectively draw out a core set of recurring themes and shared values. Those values shared across the six communities are as follows:

- **Love of Nature**

People's models of their favorite childhood memories were tied together by a strong recurring theme of being outside and in nature – oftentimes at a park, a farm, or somewhere wilder, but sometimes just within a yard, parkway, or the street itself. Many pointed to a stark contrast between the amount of greenspace they were surrounded by growing up and how little they have now – including how many trees they used to see in their neighborhoods. It was perhaps no surprise then that when it came to residents and their models of their ideal neighborhoods, there was a strong recurring theme of wanting more greenspace and more trees. They also expressed a strong desire for the tangible benefits of this nature: healthy and clean air, cooler streets, and shady spaces.

- **Streets for discovery, walking, play**

Amongst the memories of being outside was a resounding theme of being unsupervised and feeling safe; conversely, when people spoke of their concerns for their neighborhoods today, they expressed a deep longing for being able to have streets in which kids could simply roam and run around and not be supervised by parents.



Their ideal neighborhoods frequently centered on the street – namely, creating streets that are walkable, connected, green, safe, and that allow for people of all ages to move freely through them without having to worry about getting hit by a car. They also wanted to see streets that connected to amenities – stores, restaurants, cafes – and neighborhood institutions such as libraries and cultural centers.

- **Emphasis on Family, gathering, and shelter**

Within these outdoor spaces, participants did a range of things but all were infused with discovery, play, and exploration and frequently took place with friends, siblings, or other family members. Participants expressed a desire to be connected with their neighbors and family within the neighborhood and wanted more opportunities and spaces for gathering (e.g., outdoor public spaces, recreation areas, libraries, community centers). While participants disagreed on how much housing and what kind should be built in the neighborhood, they all wanted to find ways of ensuring that their families, neighbors, and local businesses could stay within the neighborhood and not be pushed out.

### ***Shared challenges across the Seven Communities***

Over the course of the model-building activities and the more open-format discussions, there emerged strong recurring challenges that the communities are facing and the residents felt needed addressing.

- **Harmful Environmental quality**

There was a deep and palpable sense across the six neighborhoods that the quality of their environment had seriously declined over the past 10 – 15 years. Residents spoke of poor air quality, trash and illegal dumping, and a lack of well-maintained, shaded, and comfortable landscaped areas – both public and private. Some problems pertaining to the quality of the environment were more specifically related to RVs parked along streets and homelessness (see below) while nearly all neighborhoods expressed concern over pollution from nearby industrial uses.

- **Unsafe Physical Environment**

People talked about safety specifically vis-a-vis wanting to feel safe when walking somewhere. While they spoke about concerns over crime, their discussions of safety and walking largely centered on traffic, the excessive amount of cars (parked and moving), poor crosswalks, and the lack of a clear and connected network of streets that would allow them to walk from home to amenities and/or gathering places.

- **Lack of Affordability**

People also expressed concern about affordability and worrying about both residents and businesses not being able to afford to stay in the neighborhood.

- Lack of resources

In general, there was a sense that the residents felt very daunted by these problems and saw them as significant hurdles toward realizing their dreams and creative visions for their neighborhoods. They felt that their neighborhoods simply lacked the resources and tax base that neighboring communities have and thus felt real worry about how realistically things were going to change for the better.

## ***Community-Specific Values, Memories, and Aspirations***

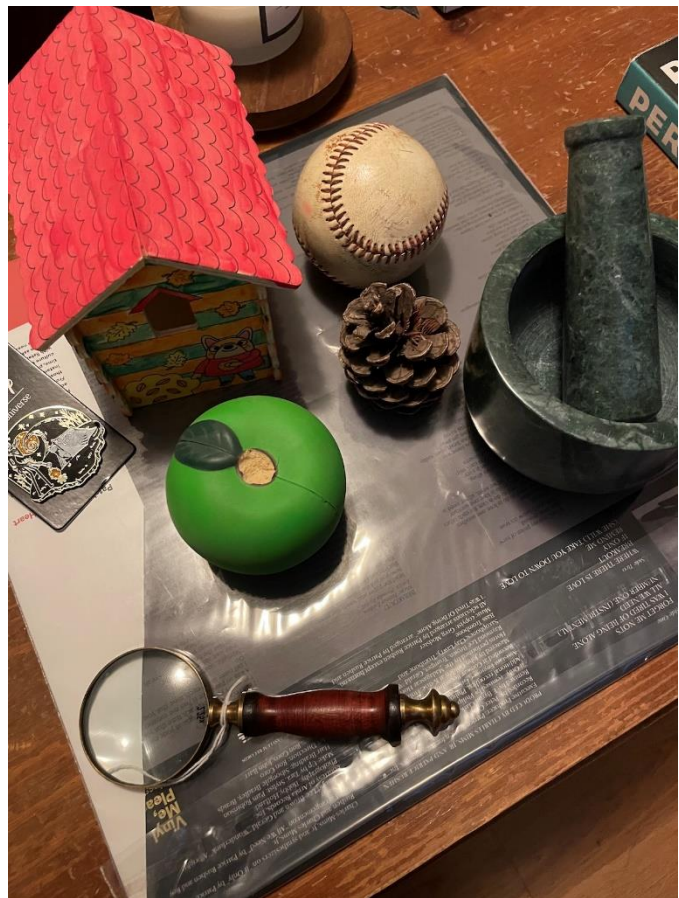
### **WILLOWBROOK**

1. **Values / memories:** The core values and memories of the Willowbrook participants consisted of:

Family – Community – Play – Space to roam and explore safely – Nature – Water – Sports/exercise – Streets (playing in them) – Discovery – Independence – Playing with siblings.

Specific memories included the following:

- Erika built a model (shown at right) of cooking with her family. The mortar and pestle and the apple signify cooking fresh, healthy food.
- Paola showed a book that she keeps near her bed, *We are Water Protectors*, which is by indigenous women and reminds her of where her family is from in western Mexico. The book talks about how sacred water is. She next shared a picture of the Compton Tenant's Union, which reminds her of her childhood and how she learned how to build community
- Alberto remembered playing football in the street with the other neighbors, when there was less traffic.
- Ivette remembered hanging out with her adopted grandparents.



They used to have large bird cages in the backyard and bred parakeets. Her grandpa would sell them to the neighbors. They also grew around a lot of herbs, which her grandma would use for healing.

2. **Aspirations:** The core, shared aspirations of the Willowbrook participants consisted of:

Safety – Lighting – Nature – Streets for unsupervised play and activity – Water and healing --  
Affordable Housing – Being able to walk to amenities (e.g., stores, parks, restaurants) – Trees – Public  
life -- Social cohesion by way of streets

Specific aspirations included the following:

- Paola built a model of a neighborhood in which there is lavender and elderberry sourced locally, where people can grow and be in a relationship with the land, in which Compton Creek flows freely and there are marshes. The model also included housing for all and removed polluting uses from the neighborhood.
- Daisy built a model of a neighborhood that is safe, where there is more lighting, the streets are clean and the neighborhood is beautiful and full of water and open space, where the residents see themselves reflected in the structures around them
- Christina built a neighborhood in which there are safe streets for kids to run around in, where kids can play outside; where there are amenities, restaurants, things you can walk to – or you only have to drive a short distance to. She also put in more trees, nature, and lighting.
- Dolores built a neighborhood in which there are safe streets for the kids to play in, so parents don't have to worry about them and check in on them. She added that when she was a kid, she could do that. She also put in more trees, shade, beauty, clean air. Overall, the neighborhood would look nicer and with lots of trees.
- Charmetria built a neighborhood where there was a sense of safety, where you could walk anywhere and explore. There would be lighting, better sidewalk/streetlights, and lighting for businesses as well. Kids could easily walk home from school and not in complete darkness.

### 3. A parting thought from a participant...

- "I wanted to add a few more thoughts. One is that our homes must also be protected. Along with these policies about how land is used, there must be policies that protect people and their homes from displacement & gentrification. Because this is where we gather. This is where we host our parties. This is where we grow our food."

## EAST RANCHO DOMINGUEZ

1. **Values / memories:** The core values and memories of the East Rancho Dominguez participants consisted of:

Family – Friends – Being active outside – Open space/green space -- Civic amenities (e.g., library, community pools, parks) – Nature – Trees – Places to hang out – Safety – Plants.

Specific memories of the participants included the following:

- Carolyn built a memory of walking the streets of Uptown Whittier with her great-great Aunt Fan and making her way to the library. Along the way they would pick dandelions growing in people's yards. She would then blow the seed helicopters to spread the joy of nature.

- Christina built a memory of green, open land, where she could ride bikes or walk with friends. She would also horseback ride and go to small shops and markets. In the summer she would go to the community pool and library and spend time with friends and family.
- Janet built a memory of summer, when she and her sister would go with her mom to the park and then go to the local library.

**2. Aspirations:** The core, shared aspirations of the East Rancho Dominguez participants consisted of:

**More trees – Wide parkways for shade and gathering – Commercial areas with comfortable outdoor dining – Safer streets for walking/gathering/biking – Accessibility (to get around safely and easily without a car) – Repurpose unused existing infrastructure areas for gathering.**

Specific aspirations included the following:

- Carolyn envisioned an East Rancho Dominguez in which there were safe, clean streets and sidewalks and an overall pedestrian-friendly vibe, more trees on the west side of Atlantic especially at the crossway of Compton Boulevard. She also envisioned events co-planned with multiple neighborhood institutions such as the library and Parks and Recreation. The events could consist of intergenerational and cross-cultural gatherings.
- Robert envisioned an East Rancho Dominguez in which there was much more greenspace, gardens and farms along with agricultural classes and year-round learning opportunities for kids in the community.
- Richard envisioned an East Rancho Dominguez in which there were trees that formed a uniform shaded canopy along every major road and every residential street. Parkway on roads would be wide enough for people to sit and have a picnic on. The medians would also slow down cars in residential areas. The commercial areas would have businesses that had outdoor dining, which would make the street corners feel like home.

### **3. On food trucks and street vendors**

- In East Rancho Dominguez, the topic of street vending came up a lot. People went both ways on the topic. Some expressed frustration with the street vendors, that they block the sidewalk and aren't licensed/permitted – one suggestion was to give them a dedicated space in a similar vein to the foodtruck pods in Portland; others said they liked the vending because it makes the streets feel safer.

## **EAST LOS ANGELES**

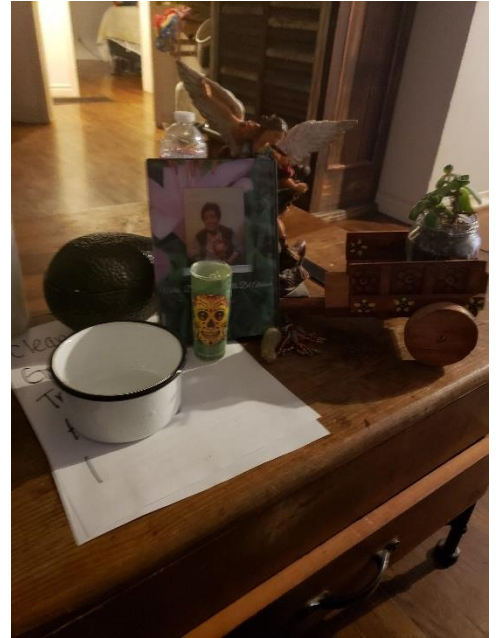
**1. Values / memories:** The core values and memories of the East LA participants consisted of:

**Family – Play – Independence – Freedom – Greenspace and being outside – Nature – Growing food.**

Specific memories of the participants included the following:



- Sonia built a model (shown at right) of being with her grandmother in Mexico, who loved drinking a shot of mezcal. When she was there with her grandmother, she felt a sense of safety, peace, and groundedness.
- Bertha recalled a memory of spending time with her aunt, who drove a convertible and would take her to the park and to the beach. There they would enjoy the green space. They would also play music and dance.
- Eva recalled being in Mexico and running through green fields full of nature and planting squash, chiles, and corn.
- Katherine built a model (shown below) of going to City Terrace Park during summer with her family and swimming in the pool, swinging on the swings, and eating lunch at the picnic tables.

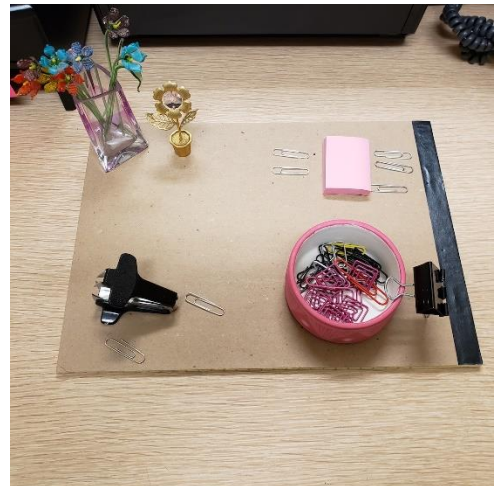


**2. Aspirations:** The core, shared aspirations of the East LA participants consisted of:

Greenspace – Clean air – Trees – Preserving Culture – Spaces for growing/buying healthier food – Streets and sidewalks that are maintained and in good condition – Reducing impacts from freeways such as freeway-cap parks – Pet-friendly environment and streets; Making the environment less toxic.

Specific aspirations of the participants included the following:

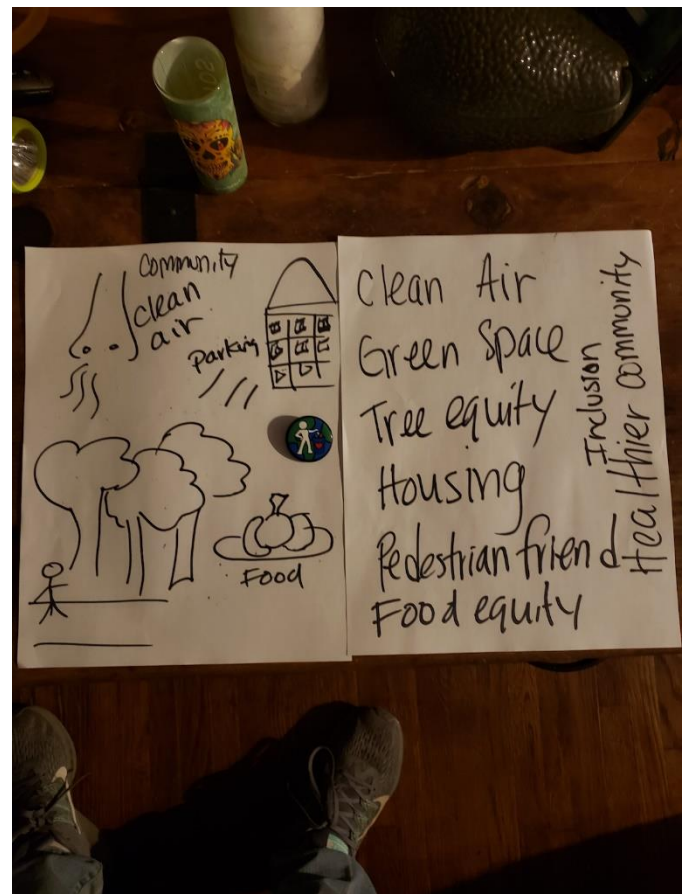
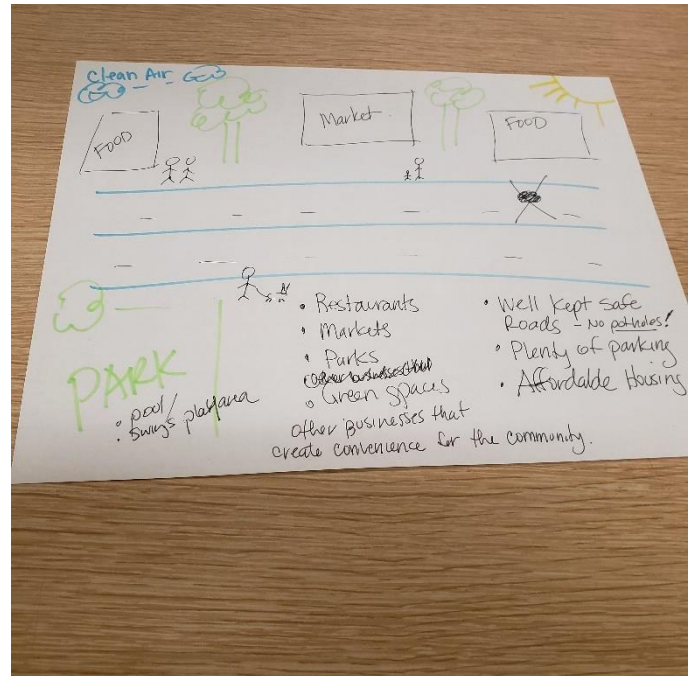
- Eva envisioned a neighborhood with more greenspace, cultural spaces, and space for playing sports and that is designed for youth and kids. She also envisioned a neighborhood with fewer freeways and cleaner air, where there were community gardens where we could grow organic produce.



- One participant drew an ideal neighborhood (shown at right) that was full of restaurants, markets, parks, and green spaces, where the infrastructure is well-maintained, and housing is affordable.
- Tony envisioned a neighborhood in which there was safety and overall good healthy streets and sidewalks, and where parking violations are enforced. He envisioned an independent, recognized board or body to help recommend needed changes to the community. "The system we have now does not work," he said.
- Another participant drew an ideal neighborhood in which there was greenspace, trees and shade, affordable housing, healthy food, clean air, and pedestrian-friendly streets and sidewalks.
- Sam built a model of a neighborhood with deed-restricted affordable housing, cycle tracks, a freeway cap park to connect communities and expand the amount of open space in East Los Angeles; transit stations and better land uses; community benefit agreements for new developments; and more trees for cleaning the air.

### 3. Specific challenges raised

- The recurring themes of challenges participants saw facing the neighborhood were a lack of resources and a solid tax base; lack of services; poor air quality from freeways and industrial uses and a resulting decline in overall neighborhood health; and a lack of places to exercise outside.



- One specific comment on resources from a member of the Whittier Blvd Merchant Assoc of East LA: "There needs to be a focus on building businesses and our business corridors. East LA is losing out on millions of Federal dollars that could be used for commercial development. Our residents and businesses deserve to have our leaders reinvest economically to provide good jobs for the residents and also generate revenue for better services."

#### 4. People went both ways on housing

- Some said that East LA was too crowded and didn't want more housing at all even if it was affordable; others said they wanted affordable housing and/or new housing with community benefits agreements attached to them.

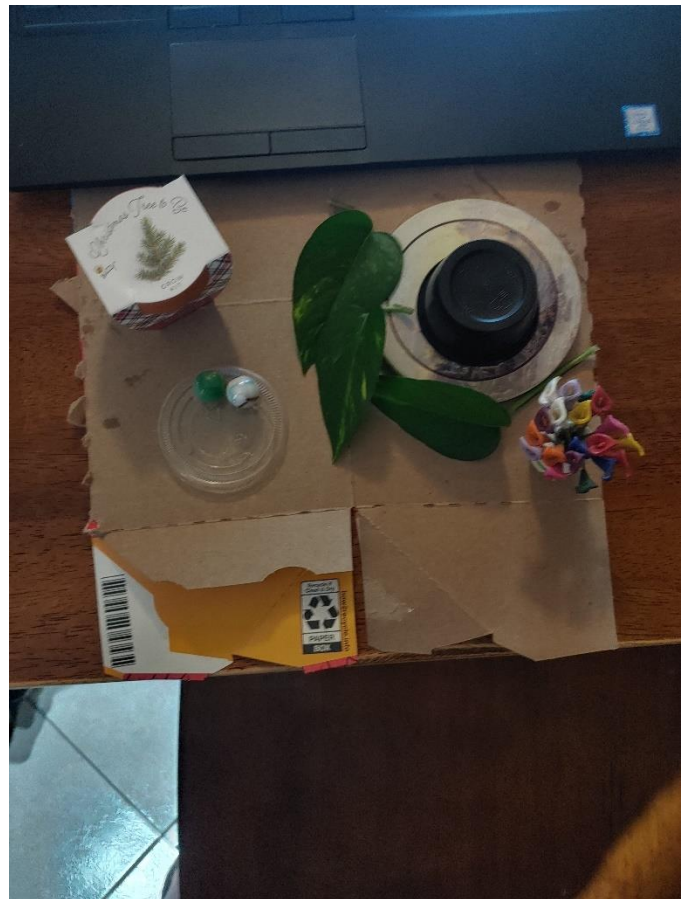
#### FLORENCE-FIRESTONE / WALNUT PARK

1. Values / memories: The core values and memories of the Florence-Firestone / Walnut Park participants consisted of:

**Greenspace – Being outside – Family – Freedom – Exploration – Learning – Respect for elders.**

Specific memories of the participants included the following:

- Leticia built a memory (shown at right) of being outside and her parents taking her and her siblings to the park. They would play marbles there, and there were trees and flowers. She would just run around and be free.
- Julian built a memory of he and his brother riding bikes along trails nearby his house, where there were hills, earth mounds, and trees.
- Jose recalled a memory from Mexico, where poverty was very extreme, so he and the other kids would invent games to play. It was very innocent and simple, he remembered, and there was not a lot of technology like today. It felt like a better time than today, and there was more respect for older people and not as much development.
- Melissa remembered playing with family and playing with friends, being out and



about, feeling safe, and around a ton of greenspace. They would ride their bikes and do fun, healthy things.

- Ulysses remembered going to the library in Florence and would take advantage of all of the programming there. He was sad to see that opportunity not there anymore; kids growing up in Florence-Firestone now don't have the same education that he got. He remembered they would show films, which he really enjoyed.

**2. Aspirations:** The core, shared aspirations of the Florence-Firestone / Walnut Park participants were:

**Affordable housing – Walkability (especially being able to walk to amenities like libraries, parks, grocery stores, restaurants) – More greenspace and gardens – Bike-friendly streets – Job and learning opportunities – Cultural/community centers – Support for existing neighborhood businesses.**

Specific aspirations of the participants included the following:

- Julian built an ideal city with park space, with bike trails and roads, and the two libraries in Florence-Firestone. Then there was greenspace, with houses, apartments, and stores mixed in throughout the area.
- Norma wanted a neighborhood of nice houses, affordable, parks, stores, and libraries. She said there was a need to build housing but not just anywhere. She said consideration needed to be paid to preserving businesses, so that the creation of new housing doesn't create new problems
- Another participant wrote that their ideal neighborhood was a place that is safe and had an abundance of job opportunities, good schools, and good transportation system. It would offer recreational opportunities, such as parks, walking trails, as well as convenient amenities, like shopping centers, grocery stores, restaurants. There would be access to a library and medical care center. It would also include affordable housing.
- Another participant wrote that their ideal neighborhood would have all new building development to have green roofs and water conservation gardens. There would be protected bike lanes, and smart public transit transportation routes that linked to other frequent metro alternatives Parks would recreation services like youth programs, community gardens, and classes (e.g. art, health, fitness. The industrial areas would be rezoned so that they are commercial and thus there would be less pollution. Finally, there would be a recreational center to build identity, pride, and character.

**3. Specific challenge raised:** Participants continually talked about the pollution from nearby industrial uses as being a significant challenge facing the neighborhood. Their ideas for an ideal community frequently involved some way of rezoning industrial areas so that they could become less polluting uses.

### **WEST RANCHO DOMINGUEZ**

1. Values / memories: The core values and memories of West Rancho Dominguez were:



Family – Being together – Streets for multiple uses (e.g., play, processions, and parades) – Being outside – Freedom – Exploration – Independence - Connection to a place - Fewer cars - Less traffic.

Specific memories of the participants included the following:

- Robert recalled a favorite memory of going to the park and the local church. He remembered how there was less traffic, more greenspace, and that you could play in the middle of the street – both football and basketball. He also remembered drawing pictures, learning about architecture, and doing calligraphy in the old English style.
- Jeffrey built a model (shown at right) of his memory of living across the street from a grassy field, where there was a baseball diamond and a soccer field. He and his friends would ride bikes or skateboard through it up to the top of the hill, where there was a playground. There was a huge slide there that you could see from his house. His parents trusted him to just go up there with his friends unsupervised. He felt free and joyful.
- Daria shared a photo (shown at right) to illustrate her memory of processions up and down the major streets at key times throughout the year. Kids from the community would be there in addition to people from the church. She remembered going with her sister but lamented that the streets are now too full of cars to make processions possible anymore.





## 2. Aspirations

The core, shared aspirations of the West Rancho Dominguez participants were:

**More greenspace – Cleanliness, beauty, more jobs, trees, parks that are easy to walk to – Socially connected, connected to nature and the land – Sustainability, safety, comfort – Green industries/agriculture brought back instead of industrial uses.**

Specific aspirations of the West Rancho Dominguez participants included the following:

- Robert shared photos from Destination Crenshaw to illustrate his ideas for an ideal West Rancho Dominguez. Destination Crenshaw will be a 1.3-mile community centerpiece in Crenshaw that includes murals, greenspace, and art. He wanted to see something that covers and includes east, west, and Compton – something that brings everyone together - one centerpiece that connects all of them.
- Jeffrey's model (shown at right) of his ideal West Rancho Dominguez included the playground, Magic Johnson Park, Athens Park, the library, and public spaces in the neighborhood all connected so that people can get to each of these places safely and comfortably. El Segundo has too much traffic, he said; the neighborhood needs better crosswalks, bike lanes, and safer paths and spaces, so that you could bike from Magic Johnson to one of the other parks or to the library.
- Daria shared a photo (shown at right) inspiration for her ideal neighborhood: parks like Hyde Park in London that are clean, green, easy to walk to, and that aren't lined with RVs in the street.



Daria also shared another photo (shown below at right) illustrating a theme of her ideal neighborhood: bringing back farms to the neighborhood and other kinds of green uses to replace the current industrial uses, which, she noted, were what replaced the dairy farms in the neighborhood when she was growing up.



### 3. Specific challenges raised

- Participants continually expressed concern about RVs parked along the streets, homelessness, garbage and illegal dumping, and pollution from industrial uses. They really enjoyed the model-building exercises but felt overwhelmed by existing challenges in the neighborhood that they had a hard time seeing how they could ever realize some of these visions for their ideal neighborhood. Said one participant Daria, "How do we move forward given what we see in our neighborhood now?"

## WEST ATHENS / WESTMONT

1. **Values / memories:** The core values and memories of West Athens / Westmont were:

Fruit trees - Playing outside in all seasons – including in winter – Family – Feelings of joy – Nature and animals – Going to church – Good food.

Specific memories of the participants included the following:

- Judy recalled how she had five siblings. Her mom was a housewife. They had fruit trees – lemon, apple – and grapevines too. They would often go to the zoo, and the family was full of joy and love. Her dad was a chef on the Union Pacific Railroad, so they always had good food. She grew up on 124th Street.
- Louella remembers her childhood in East Texas. Her father had several properties, had a big house with a big yard, and lots of fruit trees and different animals. Her father was a church leader, and she had seven siblings
- Evelyn remembers her childhood in South Carolina. She grew up on a farm there and walked to church every Sunday.
- Onamia remembered growing up in Minneapolis, where she would ice skate everywhere in the winter. She remembered animals and trees. In the summers she would swim in the lakes and in the outdoor pools and would go to the park and walk.

2. **Aspirations:** The core, shared aspirations of the participants from West Athens / Westmont were:

Greenery and greenspace – Trees – Cleanliness – Clean water – More parks and proper maintenance of them – Safety – Getting it back to the clean neighborhood it once was.

Specific aspirations of the participants included the following:

- Evelyn envisioned a neighborhood that is clean, welcoming, safe, and friendly. She wanted to see lots of trees and well-manicured grass at each home. She also envisioned safe areas for adults and children to play outside.
- Onamia envisioned a neighborhood with more greenspace – more trees, parks – and that is properly maintained. She wanted mini parks and not as much density as there is now, as she said parking is a challenge in the neighborhood.
- Judy imagined a neighborhood with more greenery, things blooming, fresh air, a clean atmosphere, including clean water. We shouldn't have to buy bottled water, she said. Overall, she wanted a cleaner community that what she said is there now.

### 3. Specific challenges raised

- Participants continually pointed to a lack of overall maintenance and cleanliness in the neighborhood. They specifically called out the RVs parked along streets, illegal dumping, streets that needed repaving, outdated sewer/water systems, and people using streets for parking commercial vehicles. They said that new developments in the neighborhood did not have enough parking.
- Said one participant, "Since 1988, we have seen the deterioration of the neighborhood – too many commercial trucks parked in the neighborhood; lots of RVs. There was a proposal to put a park in, but there was no maintenance plan and no plan for ensuring it didn't become a homeless encampment. Before we can green things up, we need a maintenance plan, plans for security. We want to see it get back to the clean neighborhood it was, and a neighborhood for the residents not for those in RVs."

# In-person Open Houses (with Dept. of Public Health)

## Introduction

Four in-person open houses were conducted in partnership with LA County's "Step By Step Plan", a pedestrian planning initiative led by the County's Department of Public Health (<http://www.publichealth.lacounty.gov/place/stepbystep/lacounty.htm>). These events were held on weekends dates in November 2021 at County Parks and Recreations Facilities. A total of 23 participants were engaged across the four workshops.

Target Community	Date of Workshop	Attendance	Location of Workshop
Willowbrook/West Rancho Dominguez	Nov. 6, 2021	10 attendees	Magic Johnson Park
East Los Angeles	Nov. 13, 2021	5 attendees	Ruben Salazar Park
Florence-Firestone	Nov. 20, 2021	4 attendees	Roosevelt Park
East Rancho Dominguez	Dec. 4, 2021	4 attendees	East R. Dominguez Park

## Open House Activities

The primary medium of receiving and documenting input at the open houses was a poster—sized base map of the respective communities. Participants were invited (or assisted) in marking up the poster to identify places of local significance and share issues that they would like addressed in the Area Plan.


Additionally, project staff were available to answer questions and provide clarifications. Hard copies of the community survey were also available to fill out.





## Community Feedback

Willowbrook/West Rancho Dominguez – November 6, 2021



# Metro Area Plan

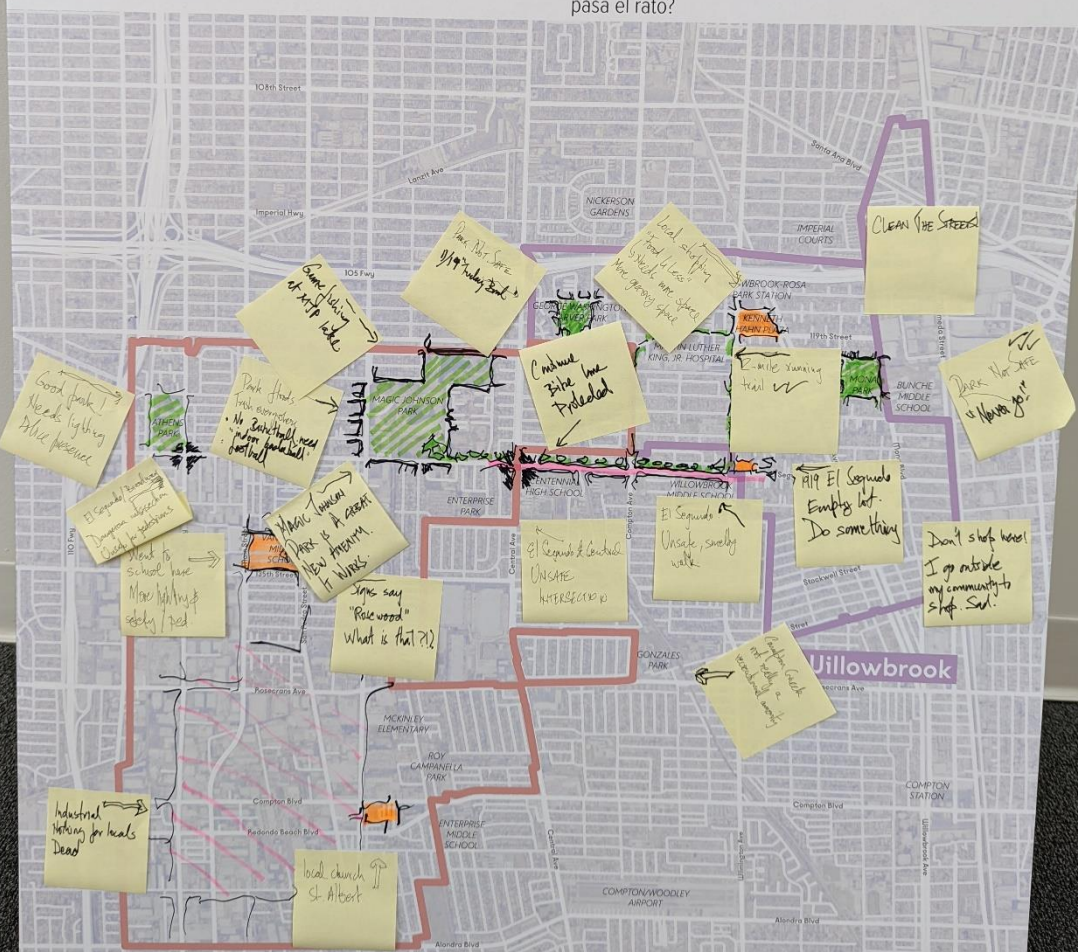
East Los Angeles   East Rancho Dominguez   Florence-Firestone   Walnut Park  
West Athens-Westmont   West Rancho Dominguez-Victoria   Willowbrook

### Mark up this map to help us understand your community

- Landmarks that you show your visitors?
- Festivals and parties that you go to?
- Favorite places to eat? To listen to music?
- Local businesses, parks, special places you hang out at?

### Marque este mapa para ayudarnos a comprender su comunidad

- ¿Lugares emblemáticos que muestra a sus visitantes?
- ¿Festivales y fiestas a las que vas?
- ¿Lugares favoritos para comer? ¿Para escuchar música?
- ¿Negocios locales, parques y lugares especiales en los que pasa el rato?



**West Rancho Dominguez - Victoria**

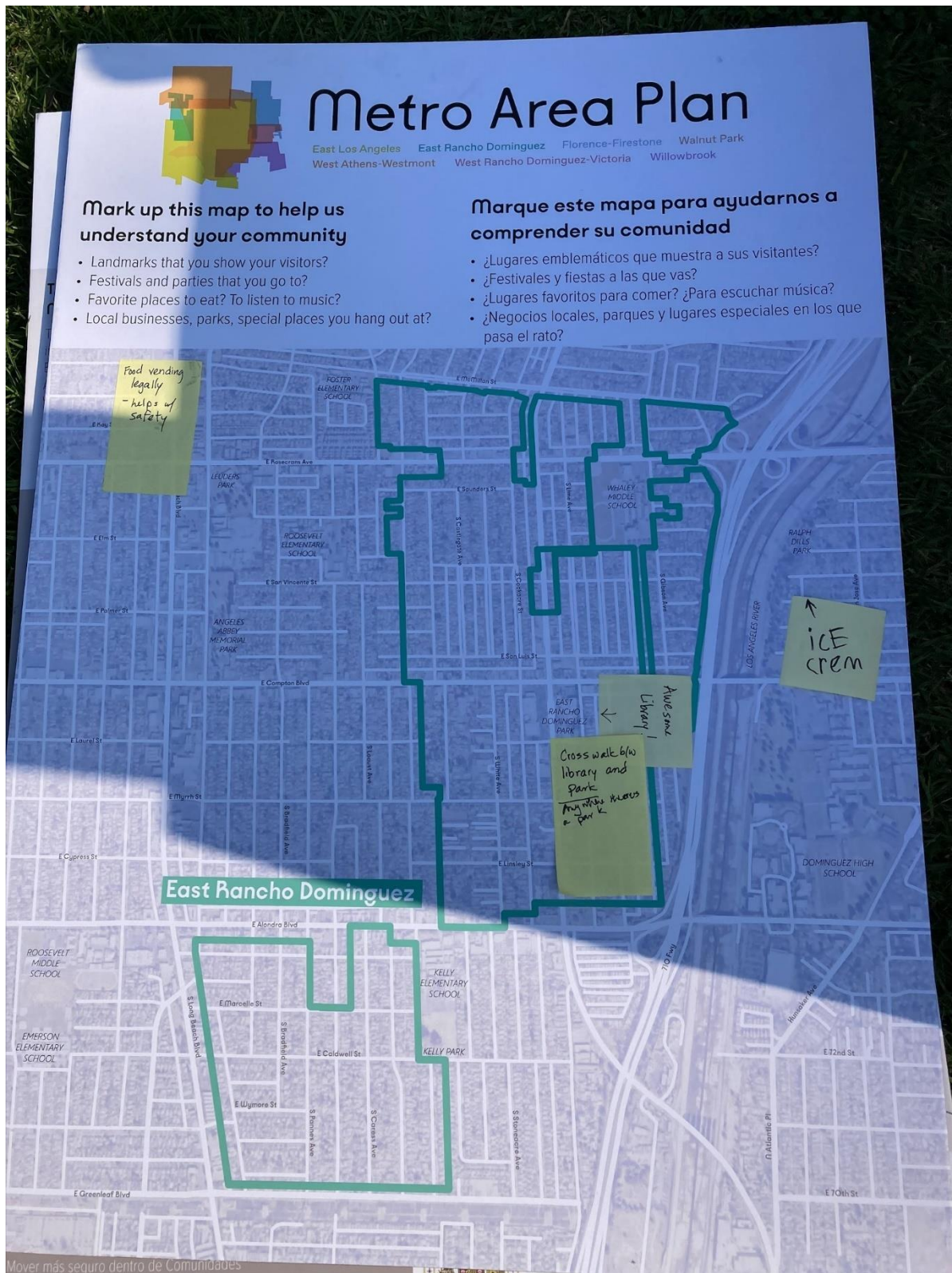


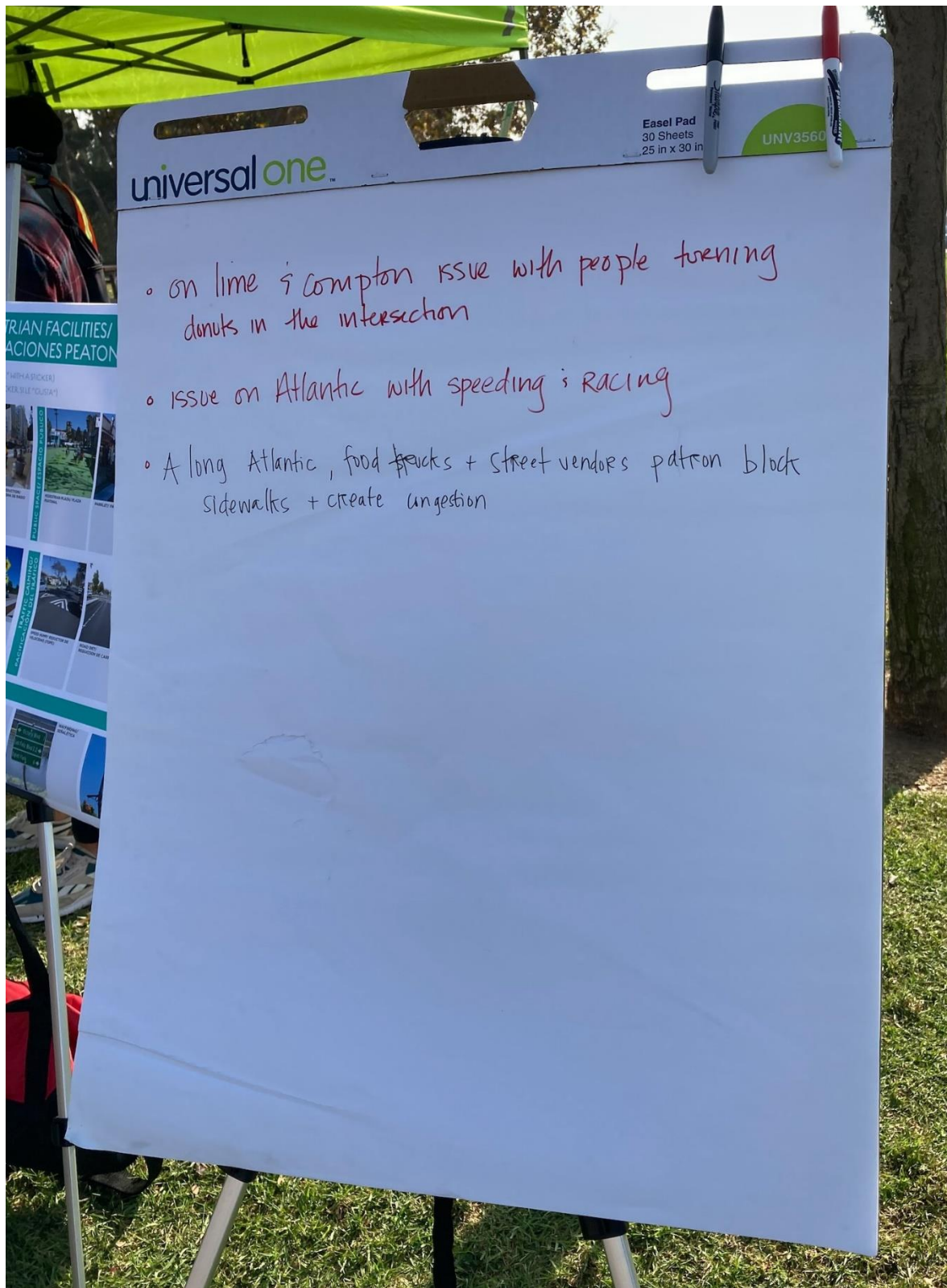












## ***Key Themes of Input***

### **Willowbrook/West Rancho Dominguez – November 6, 2021**

- Magic Johnson Park is a great community amenity. Needs better and safer pedestrian access. Introduce game-fishing in the lake.
- Need more places to shop locally – especially for groceries.
- Extend the El Segundo bike lane eastward from Wilmington Ave to Magic Johnson park.
- St. Albert the Great is a local landmark – generations of families have attended. Used to organize parades in the community.
- Compton Creek needs improvements. It should become a community amenity.
- Needs parks to be safe. Mona Park is not safe, as is George Washington Carver Park. Athens Park is a good park – but needs lighting and the intersection it sits on (El Segundo/Broadway is dangerous for pedestrians)
- Explore creating a 2-mile sidewalk running loop on El Segundo, Wilmington, Compton, and 119th St.
- El Segundo Blvd is not a pleasant street to walk on. Trash. Smelly, unsafe.

### **East Los Angeles – November 13, 2021**

- Parks need to be clean, safe and secure for kids. Same with park access routes.
- Industrial parcels need to be cleaned up.
- Explore clean biotech uses in the industrial district north of 10-Fwy (adjacent to LA County - USC Medical and CalState LA)
- Create jogging and walking trails in the community.
- Need more affordable housing along with increased protections for tenants.
- Freeway spillover and cut through traffic needs to be calmed along with improved safety and accessibility improvements for peds/sidewalks.

### **Florence/Firestone – November 20, 2021**

- Need more green space and public parks. Explore the residual land near the rail junction at Randolph St and Metro A Line corridor.
- Build the 92nd St linear park
- Compton Ave is a great local-serving mixed-use street
- The “twilight zone” neighborhoods (south of Nadeau, west of Compton) is a local place of evening discovery (lacked streetlights historically).
- The pedestrian bridge over the Metro A line connecting Roosevelt Park to neighborhoods east is a local icon
- Return Florence Library to its previous location on Florence Avenue

### **East Rancho Dominguez – December 4, 2021**

- Sidewalk/street food vending is very prevalent in East Rancho Dominguez. Find ways to legalize and regulate (to manage blocked sidewalks, etc.) because it helps with street safety.
- East Rancho Dominguez Library is a great community asset. It is located across from the park on Atlantic Ave and unfortunately has no easy ped connections to the park (no crosswalks).



- Speeding on Atlantic and donuts on streets like Lime and Compton are a local nuisance.

## Online Community Survey

### Introduction


An online community survey (in English and Spanish) was conducted in parallel with Round 1 workshop and open houses. The survey period was from October 26, 2021 to December 26, 2021. Printed copies of the survey were also distributed at libraries within the Area Plan communities. The survey received 67 responses. A PDF summary and Excel spreadsheet of detailed responses are included as attachments.

### Summary of Responses

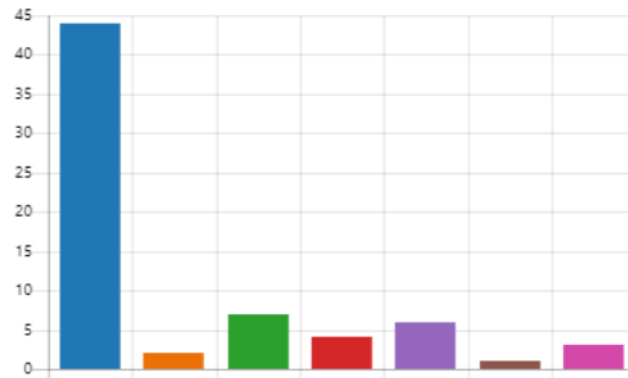
1. Which of the seven unincorporated communities of the Metro Area Plan are you affiliated with? (If more than one, please fill out an additional survey. This might be because you live in one of these communities but work in another.)

*¿Cuál de las siete comunidades no incorporadas del Plan del Área Metro está afiliado? (Si hay más de uno, complete una encuesta adicional. Esto puede deberse a que vive en una de estas comunidades pero trabaja en otra.)*

[More Details](#)

 Insights

<span style="color: blue;">●</span> East Los Angeles	44
<span style="color: orange;">●</span> East Rancho Dominguez	2
<span style="color: green;">●</span> Florence-Firestone	7
<span style="color: red;">●</span> Walnut Park	4
<span style="color: purple;">●</span> West Athens - Westmont	6
<span style="color: brown;">●</span> West Rancho Dominguez - Vic...	1
<span style="color: pink;">●</span> Willowbrook	3

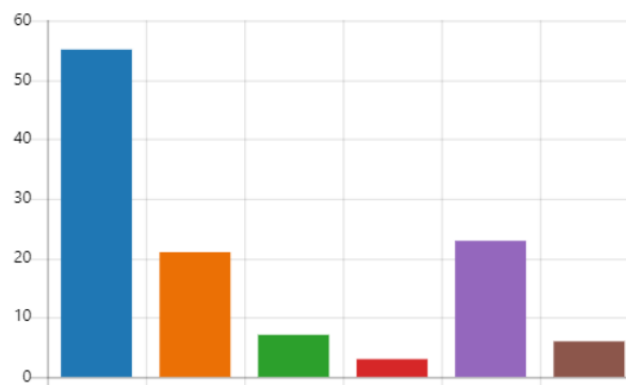
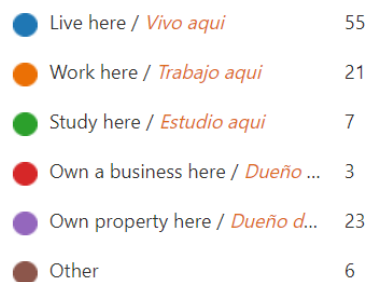


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2. What is your relationship with your selected community? Check all that apply.

*¿Cuál es su relación con la comunidad seleccionada? Marque todo lo que corresponda.*

[More Details](#)



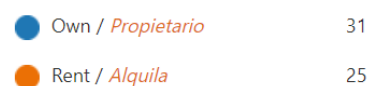
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3. If you live here, do you own or rent your home?

*Si vive aquí, ¿es propietario o alquila su casa?*

[More Details](#)

Insights

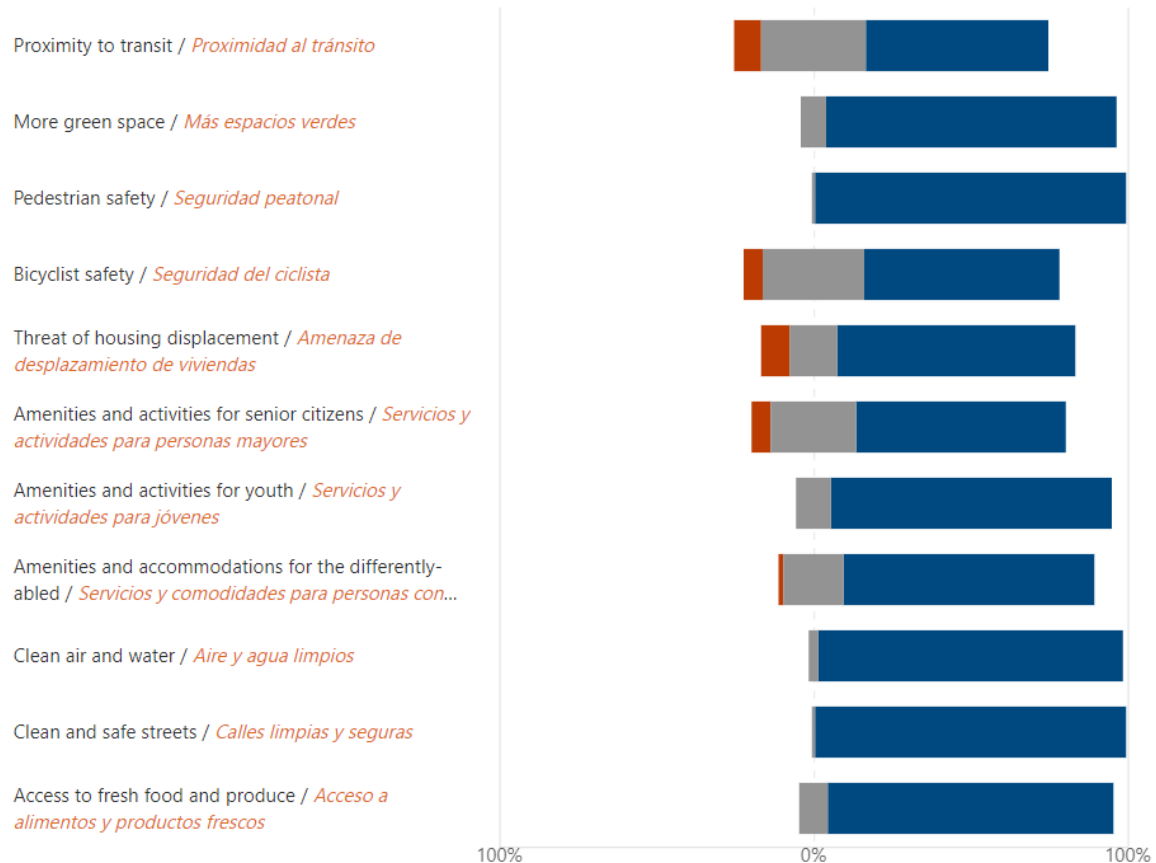


#### 4. How would you prioritize the following as they relate to you and your family?

*¿Cómo podría priorizar lo siguiente en respecto a usted y su familia?*

[More Details](#)

■ Not important at all / *Nada importante* ■ Somewhat important / *Algo importante* ■ Very Important / *Muy importante*

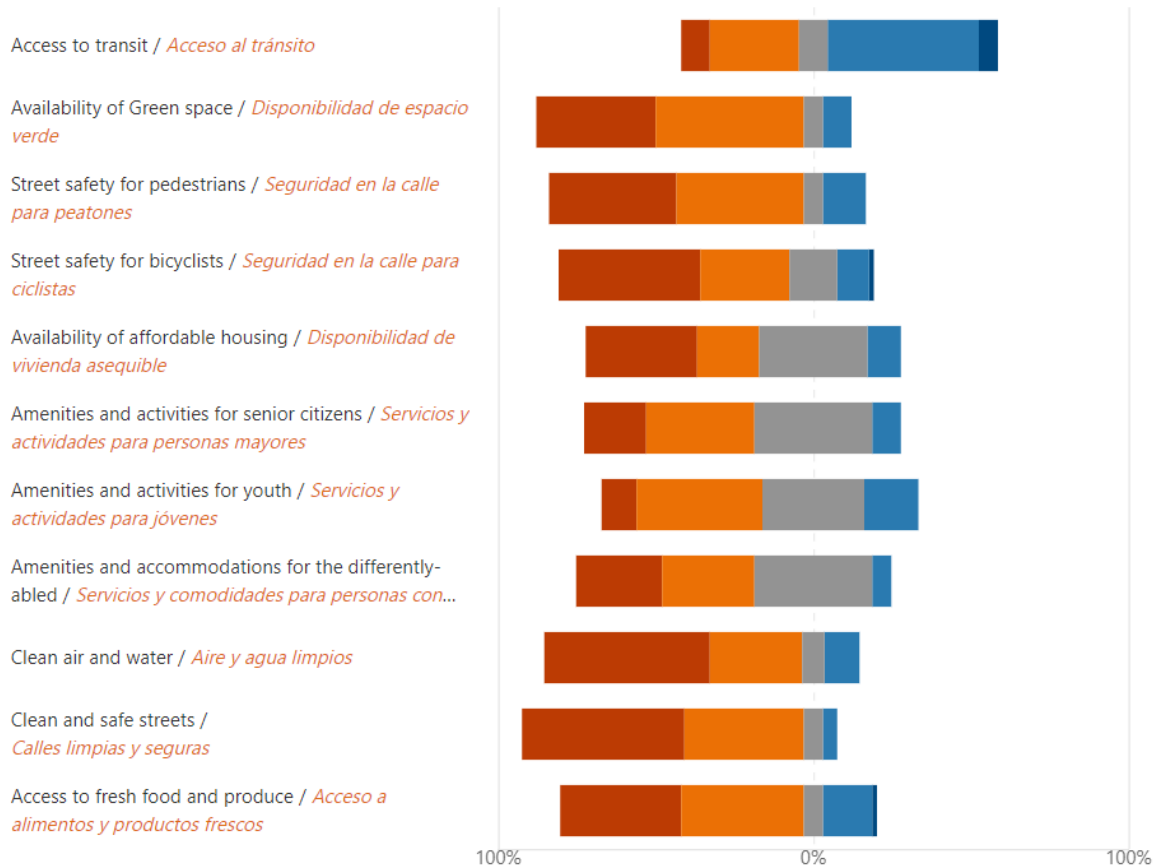


## 5. How would you grade your community on the following issues?

*¿Cómo calificaría a su comunidad en los siguientes temas?*

[More Details](#)

Very poor / *Muy pobre*   Poor / *Pobre*   Can't say / *No puedo decir*   Good / *Bien*   Very good / *Muy bien*



## 6. Please share the names of some places in your community that hold special significance to you, your family, and your friends. These could be streets, parks, stores, places of religion, historic landmarks, and the like. Explain why.

*Comparta los nombres de algunos lugares de su comunidad que tienen un significado especial para usted, su familia y sus amigos. Estos pueden ser calles, parques, tiendas, lugares religiosos, monumentos históricos y similares. Explica por qué.*

[More Details](#)

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Responses

Latest Responses

"Rancho Dominguez Park, Food vending legally"

"City terrace park, only available green space for a large area. "

7. Is there anything else you would like us to keep in mind as we develop the Metro Area Plan?

*¿Hay algo más que le gustaría que tuviéramos en cuenta mientras desarrollamos el Plan del Área Metro?*

[More Details](#)

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Responses

Latest Responses

"Food legally selling on Atlantic"

"Pleas consider the rezoning of city terrace industrial park. "

8. If we provide hard copies of project materials (e.g., draft plans and maps) for review at your community's local library, would you go and look at these hard copies? If so, what is the name of your local library?

*Si proveemos copias impresas de los materiales del proyecto (p. Ej., Borradores de planos y mapas) para su revisión en la biblioteca local de su comunidad, ¿Iría a ver estas copias duras? Si es así, ¿cuál es el nombre de su biblioteca local?*

[More Details](#)

[Insights](#)

49

Responses

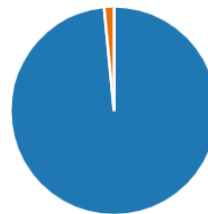
Latest Responses

"Yes, city terrace"

9. Thank you for completing this online survey. Can you reliably access the internet on a regular basis?

*Gracias por completar esta encuesta en línea. ¿Puede acceder de forma fiable a Internet regularmente?*

[More Details](#)



10. Please provide us your email address if you would like to receive project updates in the future.

*Indíquenos su dirección de correo electrónico si desea recibir actualizaciones del proyecto en el futuro.*

[More Details](#)

57

Responses

Latest Responses

"jellylopez310@gmail.com; mendoza.edgar89@gmail.com"

"markjarroyo@gmail.com"

"Franco.Jose.alex@gmail.com"



## ROUND 2 OUTREACH

Round 2 outreach was conducted in Summer 2022 (July through September) and consisted of both virtual and in-person events. While the intent was to maximize opportunities for in-person engagement, virtual events were also conducted to maximize community involvement. A total of 15 virtual and in-person outreach events were conducted in Round 2, with options for participation in English and Spanish. The primary goals of Round 2 outreach were to educate the community on the basics of zoning and the housing element update rezoning program, and solicit feedback from the community on proposed zoning changes as it related to accessory commercial units (ACUs) and clean industrial uses.

## In-Person Events

### Introduction

Eight in-person events were hosted in conjunction with established community events to “meet residents where they are” and included County of Los Angeles Parks & Recreation *Parks After Dark* Events, East Los Angeles’ Queer Mercado, City Terrace Art Walk, and a pop-up event at A.C. Bilbrew Library. The in-person events featured up to five (5) 24” x 36” posters with information pertaining to zoning basics, housing element updates, potential ACU zone uses, potential clean industrial zone uses, proposed areas of zoning changes, and interactive activities. A sample of the boards shared at the in-person events are shown below. Giveaway items were provided to community members who spoke with staff at the end and/or participated in the interactive activities, and included pencils, reusable straws, stickers, tote bags, hand fans, keychains, and magnets. Events were promoted via social media, email newsletters, and word of mouth to encourage attendance.

Community	Date	Location/Event	Approx. Attendance
East Los Angeles	July 14, 2022	Salazar Park – Park After Dark	7
East Los Angeles	July 16, 2022	Queer Mercado	50
East Los Angeles	July 30, 2022	City Terrace Art Walk	20
Florence-Firestone and Walnut Park	July 23, 2022	Washington Park – Park After Dark	10
Willowbrook	July 15, 2022	Mona Park – Park After Dark	12
East Rancho Dominguez	July 23, 2022	East Rancho Dominguez Park – Park After Dark	16
West Athens-Westmont	July 16, 2022	Helen Keller Park – Park After Dark	12
West Rancho Dominguez – Victoria	September 8, 2022	A.C. Bilbrew Library	20

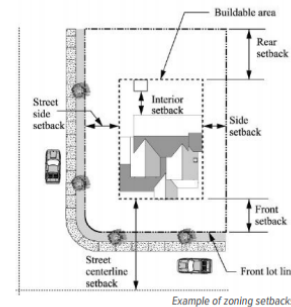
# What is Zoning?

**Zoning regulations govern how land can be used.**

## About Zoning

These regulations oversee how the land will be used for residential, commercial, or industrial needs and how the land can be used in a given zone, including (but not limited to):

- design of a building
- height of a building
- distance of which a building is set back from the property line (setback)
- minimum lot size
- how to access a building

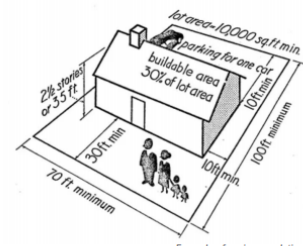


Example of zoning setbacks

## About Rezoning

Re-zoning can be a change to make new rules, or remove rules that are not needed, to encourage new homes and businesses.

Rezoning does not change anything until a property owner decides to do something different in the future. The County is not taking or directly building or redeveloping, but creating the opportunity for change.



Example of zoning regulations

For more information:

Visit: [planning.lacounty.gov/metroareaplan/](http://planning.lacounty.gov/metroareaplan/)

Email: [MetroAreaPlan@planning.lacounty.gov](mailto:MetroAreaPlan@planning.lacounty.gov)

Call: (213) 974 6316

# Accessory Commercial Units

## WHAT

**Allow accessory commercial units (ACU) in residential-only neighborhoods**

## WHY

- Increase opportunities for small, local-serving businesses
- Promote walkable access to essential goods and services including healthy food for residents

## What does your community need?

Using the example uses to the left, please use a sticky note to share what types of ACUs you would like to see in your neighborhood.

## WHAT DOES IT LOOK LIKE?



These are examples of Accessory Commercial Units that could be in your neighborhood.

## EXAMPLE USES

- Neighborhood-serving grocery, market, and/or corner store\*
- Outdoor eatery and cafe
- Hair salon
- Dental/medical office
- Daycare
- Boutique/independent retail

\*Liquor stores would be prohibited. No alcohol sales.

For more information:

Visit: [planning.lacounty.gov/metroareaplan/](http://planning.lacounty.gov/metroareaplan/)

Email: [MetroAreaPlan@planning.lacounty.gov](mailto:MetroAreaPlan@planning.lacounty.gov)

Call: (213) 974 6316

## Clean Industrial Uses

### WHAT

**Introduce cleaner, less impactful industrial uses in targeted industrial areas that are in proximity to residential neighborhoods, schools, and parks through zone changes**

### WHY

- Improve the public health and quality of life of residents in communities that have been disproportionately and historically impacted by environmental effects while preserving economically viable industrial and employment-rich lands.

### What would you consider a better neighbor?

Using the example uses to the left, please use on a sticky note what industrial uses you would prefer to see in your neighborhood.

### WHAT DOES IT LOOK LIKE?



### EXAMPLE USES

- Life Science and Research
- Creative Industrial Park
- Technology Labs
- Artisan Manufacturing
- Maker's District

These are examples of Clean Industry that could replace the polluting industrial uses in your neighborhood.

For more information:

Visit: [planning.lacounty.gov/metroareaplan/](https://planning.lacounty.gov/metroareaplan/)

Email: [MetroAreaPlan@planning.lacounty.gov](mailto:MetroAreaPlan@planning.lacounty.gov)

Call: (213) 974 6316

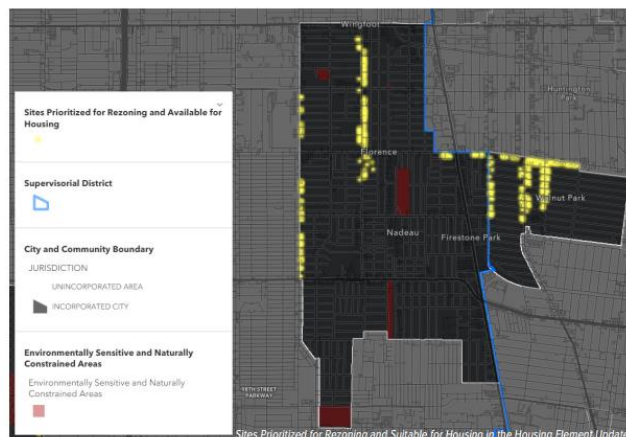
## Housing Element Update Rezoning Program

### Florence-Firestone & Walnut Park

What sites may be suitable for housing development in the upcoming eight years?

The Housing Element is the County's housing policy guide for the unincorporated areas. The foundation for the Housing Element is the Regional Housing Needs Allocation (RHNA), in which the State estimates each region's housing needs for the next 8 years. The RHNA for the County's unincorporated areas is about 90,000 homes. Per State law, the County must show that there is enough land in the unincorporated areas where the 90,000 new homes are allowed to be built. Otherwise, State law requires the County to rezone to allow more housing.

- Sites in environmentally sensitive or naturally constrained areas (e.g. fire zones, biological habitat) are not selected for rezoning as these areas are not suitable for multi-family housing development.
- Sites with existing infrastructure and close to transit are prioritized for rezoning.
- Sites that are in areas less burdened by pollution, or in areas with more opportunities for economic mobility are also prioritized for rezoning.
- Other factors, such as the age of existing buildings and the value of the land vs. the value of the existing buildings are also considered to determine future housing development potential once the site is rezoned.



### About Rezoning

Rezoning does not change anything until a property owner decides to do something different in the future. The County is not taking or directly building or redeveloping, but creating the opportunity for change. Any rezoning in Florence-Firestone will be completed as part of the Florence-Firestone Transit Oriented District Specific Plan which will likely be adopted in October, 2022 (proposed rezoning sites are not included in the map to the left).

For more information on the Housing Element Update Rezoning Program, visit the project website below.  
<https://planning.lacounty.gov/housing/Rezoning> for more information

For more information:

Visit: [planning.lacounty.gov/metroareaplan/](https://planning.lacounty.gov/metroareaplan/)

Email: [MetroAreaPlan@planning.lacounty.gov](mailto:MetroAreaPlan@planning.lacounty.gov)

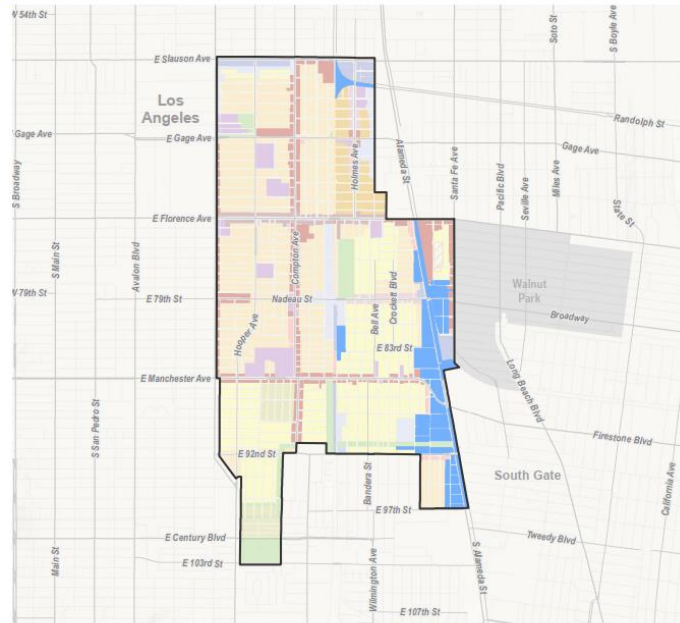
Call: (213) 974 6316



## Proposed Industrial Rezoning

NOTE: This map is intended to illustrate the proposed new industrial zoning as it relates to the Metro Area Plan project. There are separate pending and recently adopted rezoning projects that are not reflected on this map.

- Metro Area Plan Boundary
- Proposed Industrial Rezone**
- M-0.5: Restricted Light Manufacturing**
- Florence-Firestone Zoning**
  - A-1, Light Agricultural
  - C-2, Neighborhood Business
  - C-3, General Commercial
  - C-M, Commercial Manufacturing
  - IT, Institutional
  - M-1, Light Manufacturing
  - M-1.5, Restricted Heavy Manufacturing
  - M-2, Heavy Manufacturing
  - M-3, Unclassified
  - MXD, Mixed Use Development
  - O-S, Open Space
  - R-1, Single-Family Residence
  - R-2, Two-Family Residence
  - R-3, Limited Density Multiple Residence
  - R-4, Unlimited Residence
  - RPD, Residential Planned Development



For more information:

Visit: [planning.lacounty.gov/metroareaplan/](http://planning.lacounty.gov/metroareaplan/)

Email: [MetroAreaPlan@planning.lacounty.gov](mailto:MetroAreaPlan@planning.lacounty.gov)

Call: (213) 974 6316





## Community Feedback

Listed below are the major themes of discussion (common concerns, ideas, and questions) that emerged during the in-person meetings.

- Support for creative uses in commercial and cleaner industrial zone

Interest in creative spaces such as dance studios, artist studios, art-supply stores, and maker spaces to attract creative individuals to the community.

- Community services

Need for community-serving businesses such as daycare, veterinary clinics, bookstores, resource centers, education centers, and bike shops.

- Consider opportunities for enhanced active transportation and non-motorized mobility

Improve safety and ability to access community amenities and services by walking, biking, or scootering

- Improve access and amount of high-quality green space

Consider opportunities for dog parks, pocket parks, landscaped playgrounds, and community gardens.

- Employment opportunities for existing residents

Clean industrial uses should prioritize employment opportunities for existing residents

- Consider development standards for ACUs

Support for development standards that regulate the types of businesses that can operate in an ACU. For examples, distance from a major roadway for a daycare and restrictions against liquor stores.



## Virtual Events

### Introduction

The County of Los Angeles Planning Department conducted 6 virtual meetings, one for each of the Area Plan communities, with Florence-Firestone and Walnut Park combined. The virtual meetings were held via Zoom. The virtual meetings were held in July and August 2022 and included between 4 and 7 County staff at each meeting.

Community	Date	Attendees
West Rancho Dominguez – Victoria	July 21, 2022	2
West Athens-Westmont	July 28, 2022	1
Willowbrook	August 2, 2022	5
Florence-Firestone & Walnut Park	August 4, 2022	10
East Los Angeles	August 9, 2022	7
East Rancho Dominguez	August 11, 2022	3

### Community Feedback

Listed below are the major themes of discussion (common concerns, ideas, and questions) that emerged during the virtual meetings.

- **Avoid gentrification and displacement**

Ensure rezoning efforts of the Housing Element and clean industrial uses do not displace existing residents, including renters, and small businesses.

- **Consider neighborhood impacts of rezoning**

Consider traffic, parking, and neighborhood aesthetics, when looking at potential zoning changes.

- **Enhance pedestrian access and safety**

Consider pedestrian access and safety when looking at increased traffic volumes

- **Promote mobile food vending and shared kitchens**

Provide opportunities for fresh, locally made, prepared food. Ensure health and safety regulations are met. Give priority to small businesses.

- **Continue community engagement**

Maintain communication with residents and local businesses beyond the completion of this project, while being mindful of engagement fatigue.

- **Consider zero-emission vehicles**

Promote the use of non-polluting vehicles for clean industrial sites.

- Increase shade trees and green space

Consider planting and maintaining shade trees on residential streets. Prioritize access to green space.

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Los Angeles County Metro Area Plan

# **Appendix B: Historic Context Statement**

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320 West Temple Street, 13th Floor,  
Los Angeles, CA 90012





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# Los Angeles County Metro Area Plan Project

# Historic Context Statement

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**SEPTEMBER 2022**

*Prepared for:*

**LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING**

Los Angeles, California 90012

*Contact: Dean Edwards*

*320 West Temple Street, Room 1346*

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*Historic Preservation Program Coordinator*

*Prepared by:*

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# Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ACLU	American Civil Liberties Union
AIA	American Institute of Architects
AME	African Methodist Episcopal
CAC	Community Advisory Committee
CPA	Community Plan Area
CDP	Census Designated Place
CEQA	California Environmental Quality Act
CFRD	Consolidated Fire Protection District
CRHR	California Register of Historical Resources
City	City of Los Angeles
County	County of Los Angeles
CYO	Catholic Youth Organization
EICC	Educational Issues Coordinating Committee
FHA	Federal Housing Administration
F&FW	Forester and Fire Warden
GLO	General Land Office
HOLC	Home Owners' Loan Corporation
HPO	Historic Preservation Ordinance
LA	Los Angeles
LACoFD	Los Angeles County Fire Department
LASD	Los Angeles County Sheriff's Department
Metro	Los Angeles County Metropolitan Transportation Authority
LAPD	Los Angeles Police Department
LAT	Los Angeles Times
LAUSD	Los Angeles Unified School District
LASC	Los Angeles Southwest College
MAP	Metro Area Plan
MTA	Los Angeles Metropolitan Transit Authority
NAACP	National Association for the Advancement of Colored People
NDT	National Defense Training
NRHP	National Register of Historic Places
SCRTD	Southern California Rapid Transit District SCRTD
TAC	Technical Advisory Committee for the Metro Area Plan project
UCRC	United Civil Rights Committee
UCLA	University of California, Los Angeles
USC	University of Southern California
VA	Veterans Affairs
WPA	Works Progress Administration

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# Executive Summary

## Purpose

The County of Los Angeles (County) Department of Regional Planning retained Dudek to prepare a Historic Context Statement for the Metro Area Plan (MAP) project. The Historic Context Statement project (Project) is one component of the larger MAP project that addresses the following seven unincorporated communities of the County: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. Collectively, these seven communities are referred to as the Metro Planning Area, which is one of the 11 Planning Areas identified in the County General Plan. The purpose of the Historic Context Statement document is to inform and enhance the larger MAP project as it relates to historical resources within the communities that comprise the Metro Planning Area.

## What is a Historic Context Statement?

Historic Context Statements provide the foundation for identifying and evaluating historical resources, future preservation and protection of historical resources, and establishment of a framework for grouping information about resources that share common themes and patterns of historical development. Historic Context Statements are more than timelines of important dates and events. The organization of the document is based on the preferred format and content developed by the National Park Service (NPS) and California's State Office of Historic Preservation (OHP). The document organizes information about historic properties by theme, place, and time. Historic context is linked with tangible historic resources through the concept of property type. A property type is a group of individual properties that share physical or associative characteristics. A historic context statement provides a framework for determining the relative significance of properties and evaluating their eligibility for landmark designation.

## MAP Historic Context Statement

Dudek acknowledges and understands that the history of the MAP truly begins with its native people, the Gabrielino or Tongva, who have occupied the region for thousands of years. Therefore, a detailed discussion and examination of the ethnohistory of the MAP is provided in the Tribal Cultural Resources section of the MAP Programmatic Environmental Impact Report. Although the land had been inhabited by Indigenous Peoples for centuries prior to the development of the Ranchos, for the purposes of the Historic Context Statement it covers the seven communities within the MAP from post-European contact period. The document identifies important themes, events, patterns of development, and describes the different property types, styles, builders, and architects associated with these periods and themes. This document also provides registration requirements for the evaluation of historical resources in consideration of both historical significance and integrity requirements specific to the eligibility requirements criteria established by the County for historical resources. Finally, this document concludes with a discussion of recommendations for future study and action by the County to facilitate its historic preservation program. The MAP Historic Context Statement is an evolving document based on the input of the community and local stakeholders.

The Historic Context Statement is organized with the presentation of each community's historical background information to orient the reader to the specific community and its unique history. The community historical overviews are followed by a discussion of significant themes that are present throughout the MAP. While the development of the MAP communities can be looked at independently, the purpose of this project was to look at them holistically to consider trends and patterns that were widespread throughout all of the communities.

## Themes Identified for the MAP Communities

The bulk of the Historic Context Statement presents significant themes that shaped the development history of the MAP and impacted the built environment. The following themes were identified as significant throughout the MAP: Agricultural Development; Commercial Development; Industrial Development; Infrastructure and Public Transit; Residential Development; Religion and Spirituality; Parks and Recreation; Education; Civil Rights and Social Justice; Civic Development; Health and Medicine; and Public Art; Music and Cultural Celebrations. Overviews of these themes are provided on the following pages.

## Public Outreach and Methodology

Research for the MAP Historic Context Statement was gathered from both primary and secondary sources held at a variety of local, regional, state, national, and online repositories. Primary sources consulted for this project included historical maps, historic aerial photographs, Sanborn Fire Insurance Company Maps, historical traveler's guides, census data, directories, contemporary historical accounts, and historical photographs. Secondary sources included books, newspaper articles, historical reports, surrounding area historic contexts, SurveyLA documentation about the adjacent neighborhoods, and online repositories.

A windshield survey of all the MAP communities was completed to identify to inform the development of the Historic Context Statement. During this survey, descriptive information about buildings and general development patterns and property types in the communities was collected. Photographs were taken of representative properties and specific locations identified through community outreach and research.

Historical accounts, information, important places, and photographs were provided by the public through the County's project page; an interactive online mapping tool developed by Dudek (Historic Resource Mapper); and community engagement meetings. During community engagement meetings, the public was invited to attend an online meeting to learn more about the project, provide comments, contribute information to be used to develop the Historic Context Statement, and identify important local resources for the MAP communities.

## Recommendations

Dudek developed the following Countywide recommendations for the purposes of this project: streamline the nomination process, preserve legacy businesses, utilize technology for identification of historic resources, improve internal plan check procedures, and facilitate designations related to broad patterns of development and historically significant people.

In addition to Countywide recommendations, Dudek developed the following MAP-specific recommendations: preserve historic resources, survey all remaining MAP communities using the Florence-Firestone as a model, and encourage a sense of place and history within commercial areas located within the MAP communities.

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# How to Use this Document

The Metro Area Plan (MAP) Historic Context Statement project (Project) presents a detailed context that identifies important themes and patterns of development, property types, architectural styles, and registration requirements for the Project study area. This document was designed to function as a tool for use by the County of Los Angeles (County), its residents, and property owners to better understand, interpret, evaluate, and protect the County's historical resources located in the Project study area. This document is organized into the following major sections:

1. **Introduction** provides an overview of the Project's background including descriptions of the MAP, location, project team, and previously conducted studies.
2. **Methodology** provides an overview of the process for researching and developing the MAP Historic Context Statement. This section includes a breakdown of all methodologies used throughout the project.
3. **Regulatory Setting** provides an overview of the national, state, and local guidelines for evaluating properties in the County for historical significance and integrity.
4. **Historical Background** provides a framework for future property evaluations by providing an overview of significant themes and guidelines for the evaluation of historic significance and integrity. A project area timeline, as well as a summary table of historical events and resulting current issues, is included in this section. Additionally, this section serves as a detailed narrative of the Project study area's history divided into major chronological periods of development that are supported by important themes and patterns of development. The registration requirements of this section provide a discussion of the national, state, and local designation criteria and integrity requirements and identify eligibility standards and considerations for assessing historical significance in the MAP.
5. **Architectural Styles** provides an overview of all major architectural styles identified as a result of the windshield survey. This section includes a representative photograph of each style (organized by property type), the style's associated period of significance in the MAP, and a list of major character-defining features for each architectural style. This section provides a discussion of the national, state, and local designation criteria and integrity requirements and identifies architectural styles, and registration requirements for assessing historical significance in the MAP.
6. **Recommendations** provides recommendations for further study, program implementation, and future surveys.
7. **Bibliography** provides a complete list of references for all sources listed throughout the document.

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# 1 Introduction

## 1.1 Project Description

The County of Los Angeles (County) Department of Regional Planning retained Dudek to prepare a Historic Context Statement for the Metro Area Plan (MAP) project. The goal of the Historic Context Statement project (Project) is to inform, enhance, and streamline the larger MAP project as it pertains to historical resources. Historic Context Statements provide the foundation for identifying and evaluating historical resources and establish a framework for grouping information about resources that share common themes and patterns of historical development. This document presents the history of the following communities within the MAP: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. The built environment of the MAP communities from the rancho period to the present, identifies important themes, events, patterns of development, and describes the different property types, styles, builders, and architects associated with these important periods and themes. This document also develops registration requirements for resource evaluation that are specific to the County, in consideration of both historical significance and integrity requirements. Finally, this document concludes with a discussion of recommendations for future study/action by the County to facilitate and streamline the historic preservation program.

## 1.2 Study Area and Location

The study area for the Project includes portions of unincorporated Los Angeles County. The study area is comprised of the following seven unincorporated communities of the County: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. Collectively, these seven communities are referred to as the Metro Planning Area, which is one of the County's 11 Planning Areas identified in the County General Plan. The Metro Planning Area is located in the geographic center of the County and its associated communities are identified in Figures 1 through 8.

## 1.3 Project Team

The Dudek team responsible for this project includes Historic Built Environment Lead and Project Manager Sarah Corder, MFA; Senior Architectural Historian Allison Lyons, MSHP; Architectural Historians Nicole Frank, MSHP and Erin Jones, MA. Samantha Murray, MA, of South Environmental contributed to the Significant Themes section of the Historical Background. The entire Dudek team meets the Secretary of the Interior's Professional Qualifications Standards in Architectural History and/or History. Dudek team resumes are included in Appendix B.

All project work was coordinated with the County's MAP Project Manager, Patricia Lin Hachiya, AICP, and Historic Preservation Program Coordinator, Dean Edwards. Dudek also collaborated closely with local community groups and stakeholders throughout the project.



## 1.4 Previous Studies

### 1.4.1 Existing Community Based Plans and Specific Plans

Community-based plans and specific plans (including Transit Oriented District [TOD] specific plans) are used as General Plan implementation tools within communities or community subareas. Community and specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. Brief summaries of the community and specific plans that contain goals and policies relevant to cultural and historical resources and, upon implementation of the Project, would be applicable to communities within the Project area, are provided below.

#### **East Los Angeles 3rd Street Plan TOD Specific Plan**

The East LA TOD Specific Plan includes various goals related to cultural and historical resources. In summary, these goals involve increasing public awareness of the history of East Los Angeles through the display of public art, protecting historic and cultural resources from demolition and inappropriate alterations, and promoting the preservation of historic and cultural resources.

#### **Florence-Firestone Community Plan**

The Florence-Firestone Community Plan includes various goals related to cultural and historical resources. In summary, these goals and policies include preserving of historic structures, integrating historic buildings, protecting neighborhood character, integrating culture and art spaces, and developing civic spaces for gathering.

#### **Florence-Firestone Transit Oriented District Specific Plan (Proposed)**

The Florence-Firestone Transit-Oriented District (TOD) Specific Plan includes a guiding principle related to cultural and historical resources. This Specific Plan incentivizes community-supportive uses, promotes public art and murals, and requires large developments to construct publicly accessible open spaces or other community amenities. Preservation of historically and/or culturally important properties in Florence-Firestone, including the potential identification of a historic district, is also encouraged.

#### **Willowbrook TOD Specific Plan**

The Willowbrook TOD Specific Plan includes goals and policies related to cultural and historical resources. In summary, for significant historical resources it would prioritize avoidance; reduce impacts through the utilization of the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines of Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings for any proposed alterations; conduct archival documentation of as-found condition if impacts occur to significant historical resources as a result of demolition or substantial alteration. For archaeological resources, the Willowbrook TOD Specific Plan would prioritize avoidance and preservation of archaeological resources that could be affected by ground disturbing activities and are found to be significant resources; this would be employed through project-specific study as necessary.

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## 2 Methodology

### 2.1 Historic Context Statement Research and Development

#### 2.1.1 SCCIC Records Search and BERD

Dudek architectural historians closely reviewed information on previously recorded properties provided by South Central Coastal Information Center (SCCIC), which houses cultural resources records for Los Angeles County. Dudek also reviewed the Built Environment Resources Directory (BERD) files, which provide information, organized by County, regarding non-archaeological resources in the Office of Historic Preservation's (OHP) inventory. The OHP administers federally and state-mandated historic preservation programs to further the identification, evaluation, registration, and protection of California's irreplaceable resources. All applicable portions of unincorporated Los Angeles County were reviewed.

#### 2.1.2 Background Research

Historic built environment research was gathered from both primary and secondary sources held at a variety of local, regional, state, national, and online repositories. Archival materials were predominately assembled from the Los Angeles Public Library, Santa Monica Public Library, San Diego Public Library, and County of Los Angeles archives (including department-specific archives). Resources gathered from these repositories included community plans, planning documents, and relevant books.

Additional primary sources consulted for this project included historical maps, historic aerial photographs, Sanborn Fire Insurance Company Maps, measured architectural drawings, census data, contemporary historical accounts, and historical photographs. Secondary sources include reference books, newspaper articles, magazine articles, and historic context statements. Multiple databases were reviewed to generate a list of historical resource information including the California Historical Resource Inventory Database (CHRID), BERD, the SCCIC, and the County of Los Angeles Department of Regional Planning website.

#### 2.1.3 Desktop and Field Surveys

For the purposes of the Historic Context Statement, Dudek architectural historians performed windshield surveys of each of the communities in the Project area between December 2021 and March 2022. Dudek architectural historians conducted a windshield-type overview survey of each Metro Area Plan community to inform important themes, property types, and architectural styles in an effort to develop a historic context statement and community plan area overview for all of the communities within the Project study area. In addition to the windshield-type surveys, Dudek also performed extensive desktop reconnaissance-level surveys of each of the communities in the Project area. Desktop surveys included current Google Street View imagery, County Assessor data, historic aerial photographs, historic redlining maps, and current subdivision maps.

## 2.2 Data Management

Following completion of the background research and the preparation of the Historic Context Statement for the County, Dudek completed a windshield-type survey area that would encompass the seven communities within the MAP reflecting their historic development. Dudek used multiple data sources to create accurate maps of the survey area and identify all properties that met the age threshold for the scope of this study.

To start, Dudek collected publicly available parcel data from the Los Angeles County Assessor, which served as a baseline for identifying properties constructed before 1980. This information was compiled into field maps that included details such as plan area boundaries, decade of construction, road names, zoning, and land use. Decade of construction was divided into the following time periods: pre-1900, 1900s, 1910s, 1920s, 1930s, 1940s, 1950s, 1960s, 1970s, and post 1980, and then color-coded by that decade. These field maps allowed Dudek to observe patterns of development throughout the MAP communities and survey areas with concentrations of historic age properties.

## 2.3 Community Outreach

Community outreach efforts were completed in two major phases. The first phase of community outreach was completed in the Fall of 2021. This phase included in-person and remote public meetings that introduced the Project team, identified the Project's scope, and outlined the purpose of a historic context statement. As part of this phase, two public data collecting methods were shared as part of the community outreach, which included the Historic Resource Mapper and the project-specific email [metroareaplan@dudek.com](mailto:metroareaplan@dudek.com). The Historic Resource Mapper allowed members of the seven MAP communities to provide their input on locations of historic interest by adding points, lines, and polygons to their community on the web-based map. The project-specific email allowed members of the seven MAP communities to reach out to Dudek directly and submit any historic photographs, legacy business locations, and events that might be helpful for the project.

Two committees were consulted to gather information and provide assistance in reviewing and providing feedback on technical documents, a Community Advisory Committee (CAC) and a Technical Advisory Committee (TAC). The CAC was comprised of engaged local leaders who live in and represent the seven MAP communities. The TAC was comprised of representatives from various L.A. County Departments, including Public Works, Public Health, Parks & Recreation, Economic Development/Chief Executive Office, Fire, and Civic Arts & Culture.



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## 3 Regulatory Setting

Federal, state, and local historic preservation programs provide specific criteria for evaluating the potential historic significance of a resource. Although the criteria used by the different programs (as relevant here, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and the County's Criteria for the Designation of Landmarks and Historic Districts) vary in their specifics, they focus on many of the same general themes. In general, a resource need only meet one criterion in order to be considered historically significant.

Another area of similarity is the concept of integrity — generally defined as the survival of physical characteristics that existed during the resource's period of significance. Federal, state, and local historic preservation programs require that resources maintain integrity in order to be identified as eligible for listing as historic. However, the NRHP maintains a higher, more rigid threshold for integrity than the CRHR, noting that properties either retain integrity or they do not.

### Federal

#### National Register of Historic Places

While there is no federal nexus for this project, the subject properties were evaluated in consideration of NRHP designation criteria. The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service under the U.S. Department of the Interior, the NRHP was authorized under the National Historic Preservation Act, as amended. Its listings encompass all National Historic Landmarks, as well as historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

In addition to these basic evaluation criteria, the NRHP outlines further criteria considerations for significance. Moved properties; birthplaces; cemeteries; reconstructed buildings, structures, or objects; commemorative

properties; and properties that have achieved significance within the past 50 years are generally not eligible for the NRHP. The criteria considerations are exceptions to these rules, and they allow for the following types of resources to be NRHP eligible:<sup>1</sup>

- A a religious property deriving primary significance from architectural or artistic distinction or historical importance;
- B a building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- C a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life;
- D a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events;
- E a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- F a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- G a property achieving significance within the past 50 years if it is of exceptional importance.

Once the significance of a resource has been determined, the resource then must be assessed for integrity. Integrity is 1) the ability of a property to illustrate history and 2) possession of the physical features necessary to convey the aspect of history with which it is associated.<sup>2</sup> The evaluation of integrity is grounded in an understanding of a property's physical features and how they relate to the property's significance. Historic properties either retain integrity (that is, convey their significance) or they do not. To retain integrity, a property will always possess several, and usually most, of the seven aspects of integrity:<sup>3</sup>

1. **Location** is the place where the historic property was constructed or the place where the historic event occurred.
2. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property.
3. **Setting** is the physical environment of a historic property.
4. **Materials** are the physical elements that were combined or deposited during a particular period and in a particular pattern or configuration to form a historic property.
5. **Workmanship** is the physical evidence of crafts of a particular culture or people during any given period in history or prehistory.
6. **Feeling** is the property's expression of the aesthetic or historic sense of a particular period.
7. **Association** is the direct link between an important historic event or person and a historic property.

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<sup>1</sup> National Parks Service, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin 15. January 31, 2022, pg. 25, <https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>.

<sup>2</sup> Ibid., 44.

<sup>3</sup> Ibid., 44-45.

## State

### California Register of Historical Resources

In California, the term “historical resource” includes but is not limited to “any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (California Public Resources Code Section 5020.1(j)). In 1992, the California legislature established the CRHR “to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (California Public Resources Code Section 5024.1(a)). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to California Public Resources Code Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one of the following criteria:

- A. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- B. Is associated with the lives of persons important in our past.
- C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852(d)(2)).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

### California Environmental Quality Act

#### Historical Resources

Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code, Section 5024.1[q]), it is a “historical resource” and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]).

A “substantial adverse change in the significance of an historical resource” reflecting a significant effect under CEQA means “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (14 CCR 15064.5[b][1]; California Public Resources Code, Section 5020.1[q]). In turn, CEQA Guidelines, Section 15064.5(b)(2), states that the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any historical resources, then evaluates whether the project would cause a substantial adverse change in the significance of a historical resource such that the resource’s historical significance would be materially impaired.

#### Secretary of the Interior’s Standards for the Treatment of Historic Properties

Where a project has been determined to conform with the Standards, the project’s impact on historical resources would be considered mitigated to below a level of significance and, thus, not significant (14 CCR 15126.4[b][1]). In most cases, a project that demonstrates conformance with the Secretary of the Interior’s Standards is categorically exempt from CEQA (14 CCR 15331), as described in the CEQA Guidelines (14 CCR 15126.4[b][1]):

Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer 1995), the project’s impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.

The Secretary of the Interior’s Standards are a series of concepts focused on maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations. They function as common-sense historic preservation principles that promote historic preservation best practices. There are four distinct approaches that may be applied to the treatment of historical resources:

- Preservation focuses on the maintenance and repair of existing historic materials and retention of a property’s form as it has evolved over time.
- Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property’s historic character.

- Restoration depicts a property at a particular period of time in its history, while removing evidence of other periods.
- Reconstruction recreates vanished or non-surviving portions of a property for interpretive purposes.

The choice of treatment depends on a variety of factors, including the property's historical significance, physical condition, proposed use, and intended interpretation. The Guidelines provide general design and technical recommendations to assist in applying the Standards to a specific property. Together, the Standards and Guidelines provide a framework that guides important decisions concerning proposed changes to a historic property.

The following 10 Standards for Rehabilitation are used to determine if a project is in conformance with the Standards for a rehabilitation. To be in conformance, a project must be consistent with the historic character of the structure(s) and, where applicable, the district in which it is located. The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.



## Local

### County of Los Angeles Historic Preservation Ordinance

The County adopted the Historic Preservation Ordinance (HPO) in September 2015. The HPO established criteria and procedures for the designation, preservation, and maintenance of landmarks and historic districts within unincorporated areas of Los Angeles County. Below, the applicable portions of the HPO are excerpted:

The purpose of the Historic Preservation Ordinance is to:

- A. Enhance and preserve the County's distinctive historic, architectural, and landscape characteristics that are part of the County's cultural, social, economic, political, and architectural history;
- B. Foster community pride in the beauty and noble accomplishments of the past as represented by the County's historic resources;
- C. Stabilize and improve property values in and around the County's historic resources, and enhance the aesthetic and visual character and environmental amenities of these historic resources;
- D. Recognize the County's historic resources as economic assets and encourage and promote the adaptive reuse of these historic resources;
- E. Further establish the County as a destination for tourists and as a desirable location for businesses; and
- F. Specify significance criteria and procedures for the designation of landmarks and historic districts, and provide for the ongoing preservation and maintenance of these landmarks and historic districts.

The County also has the following criteria for the designation of Landmarks and Historic Districts (22.124.070).

- A A structure, site, object, tree, landscape, or natural land feature may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:
  - 1 It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located;
  - 2 It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located;
  - 3 It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located;
  - 4 It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located;
  - 5 It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources;

- 6 If it is a tree, it is one of the largest or oldest trees of the species located in the County; or
  - 7 If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.
- B Property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria set forth in Subsection A, above, and exhibits exceptional importance.
- C The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark under Subsection A or B, above.
- D Historic Districts. A geographic area, including a noncontiguous grouping of related properties, may be designated as a historic district if all of the following requirements are met:
- 1 More than 50 percent of owners in the proposed district consent to the designation;
  - 2 The proposed district satisfies one or more of the criteria set forth in Subsections A.1 through A.5, above; and
  - 3 The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.

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## 4 Historical Background

### 4.1 Project Study Area Timeline

**1834:** Secularization of the California missions and start of rancho land grants [Agricultural]

**1845:** California becomes a U.S. territory [Agricultural]

**1851:** Congress passes the California Lands Act [Agricultural]

**1856:** Daughters of Charity of St. Vincent DePaul opens an eight-bed hospital [Public and Private Health and Medicine]

**1862:** Homestead Act passes [Agricultural]

**1869:** Southern Pacific Railroad arrives in Los Angeles [Industrial]

**1872:** Formation of the Los Angeles City School District [Education]

**1872:** First AME Church is established [Religion and Spirituality]

**1883:** Atchison, Topeka, and Santa Fe Railway (Santa Fe) arrives [Industrial]

**1885:** Second Baptist Church is established [Religion and Spirituality]

**1888:** The County opens the Los Angeles County Hospital and Poor Farm (later, Rancho Los Amigos) [Public and Private Health and Medicine]

**1888:** Los Angeles County Chamber of Commerce is founded [Agricultural]

**1894:** The first Los Angeles Sheriff is elected [Civic]

**1896:** Dedication of the Roman Catholic Calvary Cemetery and Mortuary [Religion and Spirituality]

**1901:** Pacific Electric Railway (PERy or Red Cars) forms [Industrial]

**1905:** Union Pacific Railroad opens [Industrial]

**1911:** The Great Merger of 1911 between Pacific Electric and the Southern Pacific Railroad [Industrial]

**1912:** The County Free Library Act passes [Civic]

**April 1913:** The first Los Angeles County Free Library opens in Willowbrook [Civic]

**1913:** City of Los Angeles completes the first Los Angeles Aqueduct [Education]

**1915:** Los Angeles Public Health Department appoints John Larabee Pomeroy as the County's first health officer [Public and Private Health and Medicine]

**1920:** Construction of the Goodyear Tire and Rubber Company factory [Industrial]

**1921:** Two major oil discoveries in Signal Hill and Torrance [Industrial]

**1922:** The Chinese Consolidated Benevolent Association opens the Chinese cemetery [Religion and Spirituality]

**1922:** Los Angeles Union Stockyards is formed [Agricultural]

**1924:** The first fire protection district for the unincorporated areas of Los Angeles is created under the responsibility of the County Department of Forester and Fire Warden [Civic]

**1927:** First Annual Our Lady of Guadalupe Processional is held in East Los Angeles [Religion and Spirituality]

**1928:** Opening of the Firestone Tire and Rubber Company [Industrial]

**1932:** County library system is renamed the Los Angeles County Public Library [Civic]

**March 10, 1933:** Long Beach Earthquake hits the greater Los Angeles area [Commercial]

**1934:** The Field Act is adopted by the State of California to update building codes tailored to upgrading seismic stability [Education]

**1934:** The National Housing Act creates the Federal Housing Administration (FHA) [Residential]

**May 6, 1935:** President Franklin D. Roosevelt creates the WPA [Parks and Recreation]

**1935:** The Sheriff's School of Instruction is created [Civic]

**1936:** General Motors constructs an automobile assembly plant in South Gate [Industrial]

**1939:** The Home Owners' Loan Corporation creates a redlining map of Los Angeles [Residential]

**February 19, 1942:** President Franklin D. Roosevelt issues Executive Order No. 9066 [Civil Rights and Social Justice]

**July 1944:** The Department of Recreation and the Department of Parks merges to form the County of Los Angeles Department of Parks and Recreation [Parks and Recreation]

**1946:** The first group of single-family homes in Carver Manor is put up for sale [Residential]

**1948:** In *Shelley v. Kraemer*, the Supreme Court rules that restrictive covenants could no longer be enforced [Residential]

**March 1949:** The Board of Supervisors establishes the Consolidated Fire Protection District (CFPD) [Civic]

**1951:** The Los Angeles Metropolitan Transit Authority (LAMTA) forms [Infrastructure and Transit]



**1952:** County Fire Department's new headquarters opens in East Los Angeles [Civic]

**1954:** *Brown v. Board of Education* passes, establishing racial segregation in public schools as unconstitutional [Education]

**1955:** The Western Avenue Golf Course (later renamed Chester Washington) is integrated and County-owned properties can no discriminate based on race [Parks and Recreation]

**1959:** The California Civil Rights Act is authored by Jesse Unruh [Residential]

**1961:** Three separate entities of the Los Angeles City School District, Elementary School District, High School District, and Junior College, are unified to become LAUSD [Education]

**1961:** Last run between Los Angeles and Long Beach by Pacific Electric [Industrial]

**November 1962:** President Kennedy issues an Executive Order prohibiting racial discrimination in all housing that received federal aid [Residential]

**1963:** Rumford Act, which specifically prohibits racial discrimination by banks, real estate brokers, and mortgage companies is passed [Residential]

**1963:** *Crawford v. Los Angeles City Board of Education* is filled by the ACLU [Education]

**August 11-16, 1965:** Watts Uprising [Civil Rights and Social Justice]

**December 2, 1965:** McCone Commission report is published [Civil Rights and Social Justice]

**1967:** Los Angeles Southwest College is established by Odessa and Raymond Cox [Education]

**March 1968:** East L.A. Blowouts protesting the inequality in the public education system [Education]

**1968:** Civil Rights Act is signed by President Lyndon Johnson [Residential]

**1968:** Construction begins on Martin Luther King Jr. General Hospital (originally named Los Angeles Southwest General Hospital) [Public and Private Health and Medicine]

**May 30, 1969:** East LA Free Clinic opens [Public and Private Health and Medicine]

**January 1970:** Charles R. Drew University of Medicine and Science opens [Education]

**August 29, 1970:** National Chicano Moratorium March [Civil Rights and Social Justice]

**1977:** The Goodyear Tire & Rubber Company's plant is shut down [Industrial]

**1982:** Imperial Highway is expanded and hundreds of residences between Imperial Avenue and East 117th Street were demolished for its construction [Infrastructure and Transit]

**1986:** The Universal, Wrightwood, and Dominguez districts are dissolved and annexed to the CFPD [Civic]

**1990:** “A line” commences operation by the Southern California Rapid Transit District (SCRTD) [Infrastructure and Transit]

**1992:** Southern California Regional Rail Authority (SCRRA) founded Metrolink [Infrastructure and Transit]

**April 29-May 4, 1992:** Los Angeles Uprising [Civil Rights and Social Justice]

**1993:** The Los Angeles County Metropolitan Transportation Authority (Metro) is founded [Infrastructure and Transit]

**2017:** Los Angeles County Health Agency launches the Center for Health Equity [Public and Private Health and Medicine]

**2022:** Los Angeles City Council declares oil extraction a nonconforming land use [Industrial]

## 4.2 Historical Events and Impacts

Throughout the course of this project, there were numerous historical events and patterns of development that influenced the current conditions within the Project study area. Table 1 presents a summary of the significant events and themes presented in the Project Study Area Timeline as well as those presented throughout the historical background section of this document. These events and themes were found to have lasting impacts on the MAP communities and their built environment. Detailed discussions of these events and themes are also presented throughout the document.

**Table 1. Significant Events/Patterns of Development and Current Issues/Lasting Impacts/Lasting Effects**

Significant Events and Themes	Current Issues/Lasting Impacts/Lasting Effects
<b>March 10, 1933: Long Beach Earthquake</b> <ul style="list-style-type: none"> <li>▪ Pre-1933 Oil Over Drilling</li> <li>▪ 1933 CA Field Act</li> <li>▪ 1934 Federal New Deal Loan Program</li> </ul>	<b>Construction of Low-rise Schools Lacking Ornamentation</b> <b>New Construction Using Modern Materials and Architectural Styles</b> <p>The MAP's building stock radically changed after the 1933 Long Beach Earthquake, which destroyed many of its unreinforced masonry or brick commercial buildings and schools. The earthquake, worsened by over-drilling the Los Angeles oil deposits, was the deadliest seismic event in Southern California history, killing 120 people. After the earthquake, the State of California adopted the Field Act, which mandated earthquake-resistant construction specifically for schools. After 1933, school designs reflected these standards and were constructed as one or two-story buildings that lacked ornament. An additional influence on the rebuilding that took place in the aftermath of the 1933 earthquake was the federal New Deal program of loan guarantees. This financing led to the construction of many commercial and residential properties using modern materials and architectural styles.</p>
<b>1930s-1940s: Discriminatory Housing Practices</b> <ul style="list-style-type: none"> <li>▪ Redlining</li> <li>▪ Blockbusting</li> <li>▪ Restrictive Housing Covenants</li> </ul>	<b>Segregation</b> <p>Discriminatory housing practices, specifically the creation of redlining maps, "blockbusting," and restrictive housing covenants, resulted in long-term inequality in the MAP communities and are recognized as sources of the systemic racism that impacts the MAP communities to the present day. These practices have affected the MAP's demographics in almost every way possible. The MAP's population is heavily segregated as a result of historic racial housing covenants that were common in the 1930s and 1940s and dictated where people of certain racial identities could purchase homes.</p>
<b>February 19, 1942: Japanese Internment/ Executive Order No. 9066</b>	<b>De-population of Japanese Americans</b> <b>An influx of African Americans residents</b> <p>After the issuance of Executive Order No. 9066, the homes once occupied by Japanese Americans within East Los Angeles were forcibly vacated when their residents were sent to internment camps. African-Americans moved into the Japanese Americans' former homes and businesses. After World War II ended and Japanese Americans were permitted to return to their respective cities, many encountered vandalized businesses, violence, stolen assets, and harassment. Their residences and businesses were occupied and they could not return home. This resulted in a shift in demographics. The population of Japanese Americans in East Los Angeles continued to fall into the 2020s, with only approximately 1.1 % of the community's population now identifying as Asian American.</p>

**Table 1. Significant Events/Patterns of Development and Current Issues/Lasting Impacts/Lasting Effects**

Significant Events and Themes	Current Issues/Lasting Impacts/Lasting Effects
<b>1948 and 1965: White Flight</b> <ul style="list-style-type: none"> <li>1948 Supreme Court Shelley v. Kraemer, Struck Down Racially Restrictive Housing Covenants</li> <li>1965 Watts Uprising</li> </ul>	<b>Closure of Corporate Business</b> <b>Commercial Buildings Converted to Non-Commercial Uses</b> <b>Disinvestment in Area</b> <b>Loss of Tax Revenue and Funding</b> <b>Demographics Shift from Caucasian to African American</b> <p>White flight within the MAP occurred in reaction to two events. The first occurred in 1948 when “whites-only” housing covenants were lifted, and African-Americans were permitted to move into homes outside of segregated areas. The second event occurred in 1965 after the Watts Uprising, when Caucasian working and middle-class residents fled the areas immediately surrounding Watts. Following the white flight, many corporations closed their businesses in these areas. This left only small-scale and local businesses to provide the goods and services necessary for residents. The commercial buildings left vacant by white flight were occupied by noncommercial uses such as storefront churches. Like discriminatory housing practices, white flight caused disinvestment in the MAP communities with the loss of tax revenue and funding as well as shifts in demographics.</p>
<b>August 11-16, 1965: Watts Uprising</b>	<b>Decreased Commercial Uses</b> <b>Deterioration of Schools, Infrastructure, and Residences</b> <b>Increased Gang Membership</b> <p>During the Watts Uprising, multiple commercial properties were heavily damaged or damaged beyond repair and required demolition, changing the area’s commercial building stock within the MAP. The Uprising was the result of community frustrations with the government and restrictive housing covenants. The mistrust between the community and government after the Uprising was not resolved, resulting in the later 1992 Los Angeles Uprising. Property values were unable to recover after the 1965 unrest and the area’s underfunded community resources, schools, and infrastructure continued to deteriorate. Unlike the aftermath of the Long Beach Earthquake, federal aid did not assist in the rebuilding. African-American homeowners were unable to obtain loans to improve their older residences. Gangs also formed in the aftermath of the unrest. Gang membership escalated in response to entrenched institutional barriers, the mounting police presence in response to the Watts Uprising, rising unemployment, and deteriorated community resources.</p>

**Table 1. Significant Events/Patterns of Development and Current Issues/Lasting Impacts/Lasting Effects**

Significant Events and Themes	Current Issues/Lasting Impacts/Lasting Effects
<b>1960s-1970s: Social Justice Movements and Organizations (Chicano, Black Panthers, Brown Berets)</b> <ul style="list-style-type: none"> <li>1965 Watts Uprising</li> <li>1968 East Los Angeles Blowouts</li> <li>1970 The Chicano Moratorium March</li> <li>1992 Uprising</li> </ul>	<b>Distrust of Government Institutions</b> <b>Installation of Public Art</b> <p>Community-led events, including the 1965 Watts Uprising, the Chicano Moratorium March, the East Los Angeles Blowouts, and the 1992 Los Angeles Uprising, reflected the frustrations Asian-Americans, African-Americans, and Latinos had with the poor living conditions, racism, and neglect they felt daily. There continues to be distrust between members of minority communities who reside in the MAP and the government due to how these groups and events were managed. Despite the distrust and violence, these social justice movements and organizations provided members of the MAP community with outlets to voice their thoughts and create a more unified community. This would inspire later social justice movements and groups. The people, events, and groups involved in these movements have left a mark on the built environment through many public art pieces, including murals throughout the MAP.</p>
<b>1970s-1980s: Factory Closures</b>	<b>Replacement of Higher Wage Stable Factory Jobs with Low-wage Unstable Labor Jobs</b> <b>Diminished Middle Class</b> <b>Demographics Shift from African Americans to Latino</b> <p>The 1970s brought a shift in industry as multiple large-scale manufacturing plants located just outside the MAP closed. This resulted in a loss of jobs and an end of stable employment for many people living in and around the MAP. After the loss of these manufacturing jobs, there was a wave of violent crime that spawned an exodus of African-American residents to places like the Inland Empire and the Antelope Valley, with many even leaving the state. Demographics of the MAP shifted from being predominantly African-Americans to a majority Latino population. The types of jobs available shifted to a low-wage labor sector and the area's middle class was greatly diminished.</p>
<b>1982: Widening and Expansion of Los Angeles County's Highway System</b>	<b>Splintering of Communities and Commercial Corridors</b> <b>Loss of Residences</b> <p>In response to the 1965 Watts Uprising, the California State Legislature sought to widen and expand Los Angeles County's highway system so that law enforcement could more easily access congested urban communities. These planned routes ignored the natural or historic community boundaries and splintered existing communities and commercial corridors. Through eminent domain, the County seized residential neighborhoods and divided previously cohesive urban communities, changing the built environment landscape. This increase in oversight and the</p>



**Table 1. Significant Events/Patterns of Development and Current Issues/Lasting Impacts/Lasting Effects**

Significant Events and Themes	Current Issues/Lasting Impacts/Lasting Effects
	demolition of hundreds of residences between Imperial Avenue and East 117th Street created tension in the relationship between members of the MAP community and the County.
April 29-May 4, 1992: Los Angeles Uprising	<b>New Construction of Stucco-clad, Flat-roofed Commercial Buildings without Distinct Architectural Styles</b> <b>Increased Vacant Lots</b> <p>Both the 1965 Watts Uprising and the 1992 Los Angeles Uprising were triggered by community members' frustrations with economically depressed conditions. The 1992 Uprising resulted in the damage or destruction of multiple commercial buildings within the MAP. These were either never replaced, leaving a vacant lot, or replaced with simple, stucco-clad, flat-roofed commercial buildings along major commercial corridors. Regional chain businesses continued to leave the area, creating overwhelmingly vernacular and locally-owned commercial corridors. In residential neighborhoods throughout the MAP, walls or fences were added to whole blocks as a form of home protection. Tensions between Korean Americans and African-Americans increased in response to the Uprising in addition to continued distrust between law enforcement and members of the MAP communities.</p>

## 4.3 Community Specific Historical Backgrounds

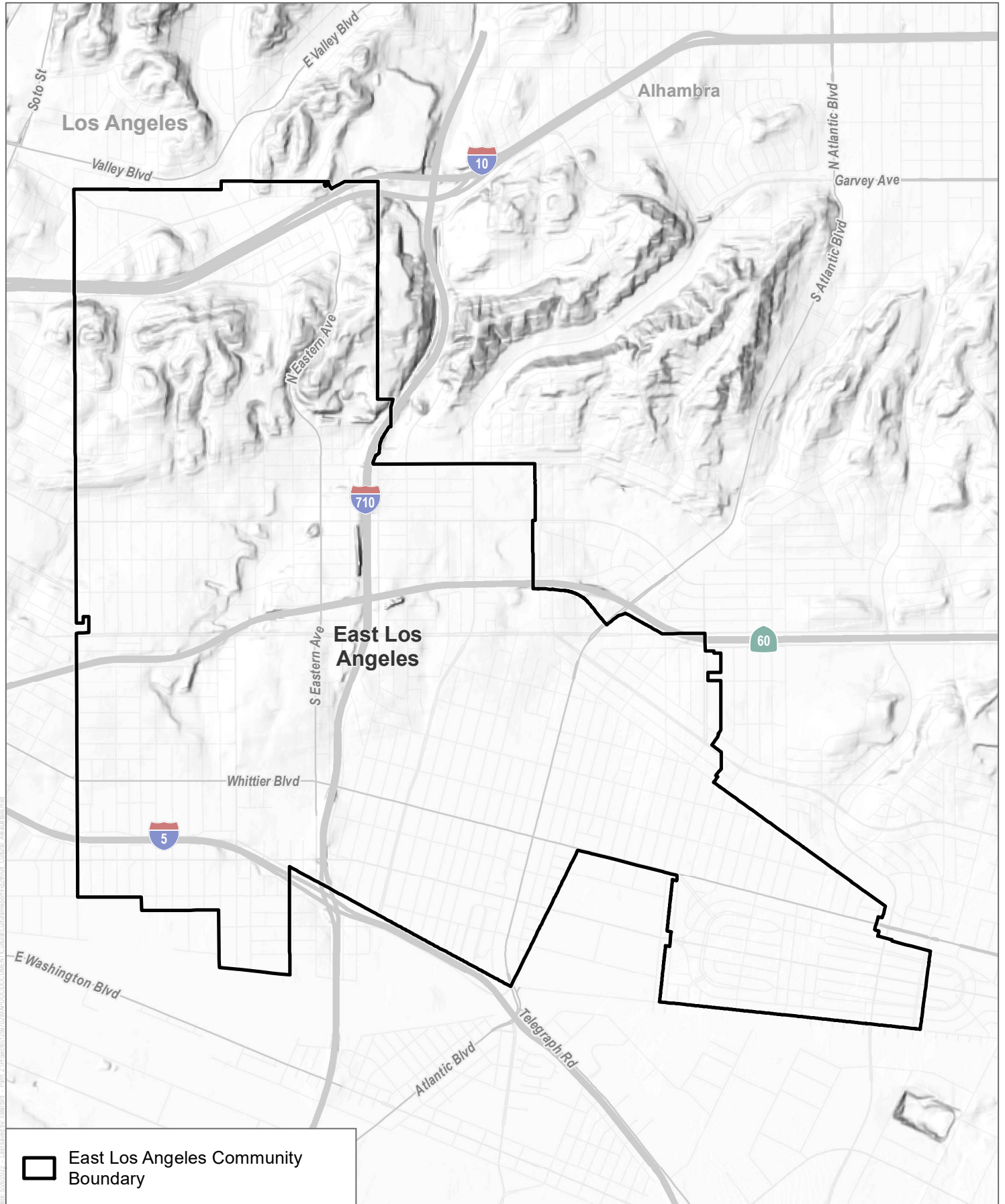
Seven communities form the Metro Planning Area established as part of the Los Angeles County General Plan in 2015. The boundaries for these areas do not follow the lines of distinct historic communities. Many adjacent communities were shaped by the same historic development patterns, events, and people.

### 4.3.1 East Los Angeles Community

The East Los Angeles Community is located in the Eastside region of Los Angeles County. Historically, the term East Los Angeles has been used to describe the general area east of the Los Angeles River, and the community has been known by various names throughout its history. The community also has sub-communities within it that have their own boundaries and development patterns. Some of the historic neighborhood names that are associated with East Los Angeles are Maravilla Park, Belvedere Gardens, Eastmont, Bella Vista, Whiteside, and City Terrace. In the present day, the term “Eastside” is the collection of neighborhoods located to the east of the Los Angeles River. The neighborhoods that make up the Eastside include East Los Angeles, Boyle Heights, El Sereno, and Lincoln Heights. According to census records from 2020, East Los Angeles has 118,786 residents, making it one of the largest and most urbanized communities in central Los Angeles County. Residents predominantly identify as Latino (96.2%), which makes East Los Angeles one of the largest concentrations of Latino residents in the United States.

The landscape of the community is dominated by multiple freeways. The major division of the community by freeways are by the I-710 freeway, which runs north to south, and the CA-60 freeway, which runs west to east. The I-5 freeway also cuts through the southwestern corner of the community and the I-10 freeway cuts through a portion of the northern boundary of the community. Major thoroughfares such as 3<sup>rd</sup> Street, Cesar E. Chavez Avenue, and Whittier Boulevard further delineate East Los Angeles. The diverse environment of the community is characterized by multiple cemeteries, parks, schools, religious, civic, and commercial buildings. Residential development of the community is dense and was historically single-family dominant and suburban in character. Portions of East Los Angeles can also be characterized as early streetcar suburbs.

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SOURCE: FEMA; Open Street Map 2019; LA County 2021

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## General History of the East Los Angeles Community

Before the development boom seen in East Los Angeles, the area that comprises the modern community was part of the Lugo family holdings known as Rancho San Antonio.<sup>4</sup> The Rancho San Antonio grant was confirmed in 1823 and 1827 and the land was regranted in 1838 by Governor Alvarado. In 1852, Antonio María petitioned the U.S. Board of Land Commissioners and eventually received a patent for 29,513.35 acres in 1866. In between (in 1855), he commissioned a survey of the rancho's boundary and designated tracts to be deeded to his children upon his death. Antonio María kept approximately 4,239 acres that he would pass to his widow, Maria Dolores (Ruiz) Lugo, upon his death in 1860. Following Maria Lugo's death in 1869, the land was divided via a partition suit among seven heirs.<sup>5</sup> Additional subdivisions of the land were undertaken to create individual communities, including present-day East Los Angeles.<sup>6</sup>

The rich land development history of East Los Angeles dates back to the years following the end of the Mexican American War in 1848. The years following the Mexican American War were fraught with anti-Mexican American sentiment. Repopulation of the City of Los Angeles by immigrants and other United States settlers, also displaced Mexican Americans who took refuge east of the Los Angeles River, thus forming what is currently known today as East Los Angeles. Displacement was the result of the discovery of gold and California's natural resources. The majority of Mexican-American's could not afford to live in the rapidly developing City of Los Angeles. While mostly undeveloped at this time, East Los Angeles quickly began to develop as a safe haven for Mexican Americans, as well as laborers, tradesmen, and railroad workers. Throughout the last half of the nineteenth century, East Los Angeles and the surrounding communities experienced significant growth with continued land subdivisions, the development of infrastructure, industry, and reliable forms of transportation.

## East Los Angeles' Development History

The urban development of East Los Angeles was heavily influenced by the area's proximity to downtown Los Angeles. The residential tracts or early subdivisions of Occidental Heights and Belvedere developed in the last half of the nineteenth century but were not connected to the City's downtown by a streetcar line until 1905. The areas petitioned for annexation to the City of Los Angeles, primarily for access to water rights.<sup>7</sup>

Transportation also played a key role in the development of the East Los Angeles community. Given that East Los Angeles was outside of the City limits, the lack of public transportation presented a challenge for commuters. Reliable transportation options were critical to the success of the community and began very early in its history with the streetcar system. In 1903, residents petitioned to have a streetcar line extension and be annexed by the City of Los Angeles. While the streetcar extension was a success and the extension was completed in 1905, the annexation efforts reached an impasse due to water rights. While with annexation East Los Angeles would secure continued access to the City's water supply, this access was denied based on the population's lack of funds to pay for the extension of the water system. East Los Angeles remained outside of the City limits and therefore unable to obtain City services.

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<sup>4</sup> In the 1840s, his son Vincent Lugo built a large house on the Plaza (not on the rancho) that became a centerpiece of social life in the Pueblo. The two-story house was demolished during freeway construction in the 1950s.

<sup>5</sup> Mildred Brooke Hoover and Douglas E. Kyle, *Historic Spots in California* (Stanford, CA: Stanford University Press, 2002).

<sup>6</sup> Arcadia Bandini de Baker, Plaintiff and Appellant vs. Benjamin Avise, Defendant and Respondent (California Legal Record, April 13, 1878).

<sup>7</sup> Los Angeles County, *East Los Angeles 3<sup>rd</sup> Street Corridor Specific Plan: Public Hearing Draft* (July 6, 2010), A-3-A-5.

Following the initial development boom that peaked in the 1880s, East Los Angeles and the surrounding neighborhoods became a hub for diversity. Many ethnic groups called East Los Angeles home, including but not limited to the following: Mexican-Americans, Russian Molokans, Armenians, Chinese, Japanese, Germans, French, and African-Americans. Following the turn of the century, additional ethnic groups such as Jewish immigrants from Eastern Europe also moved into the neighborhoods of East Los Angeles and created another layer of cultural identity for the area.

Throughout the first half of the twentieth century, employment opportunities, affordable housing options, and lack of racial and ethnic covenants attracted many people to East Los Angeles. Instability in the Mexican government and the proximity of Los Angeles to Mexico also facilitated a steady stream of immigrants seeking refuge, economic opportunity, and a new life in East Los Angeles. The influx of Mexican immigrants in the early twentieth century, combined with the existing Mexican-American residents led to the development of an enclave of Mexican culture and spirit that was represented in all forms of development in East Los Angeles and continues to this day.

Residential development in East Los Angeles is much like other facets of development within the area. It is formed by sub-neighborhoods developing at different periods in history. As mentioned previously, there are multiple historic neighborhoods and naming conventions associated with sections of East Los Angeles. For instance, two of the early subdivisions that led to the creation of sub-neighborhoods were the Occidental Heights subdivision and the Belvedere subdivision. The Occidental Heights subdivision was laid out and sold in 1887 by a group of Presbyterian clergy to help raise funds to build Occidental University (later Occidental College) in East Los Angeles (the college later moved to the neighborhood of Eagle Rock).<sup>8</sup> Built in the late nineteenth century, these subdivisions shaped the residential development patterns of the community and the development of 3<sup>rd</sup> Street as a major thoroughfare for the area. Given the proximity to streetcar lines, these early neighborhoods are categorized as streetcar suburbs though they pre-date the arrival of the streetcars.<sup>9</sup>

Another example of planned development within the community is City Terrace. The City Terrace neighborhood is located in the northwest portion of East Los Angeles and is heavily defined by its hilly topography. The planned development began in the early 1920s under the direction of Walter Leimert. The project was intended to be 100 acres of a multi-use development that included residential, industrial, and commercial uses with planned recreation spaces. Early newspaper articles described City Terrace as a nine-minute ride from downtown Los Angeles with mountain and city views and was in the path of all forms of development.<sup>10</sup> Under the sales management of A.C. Green, City Terrace sales boomed by the late 1920s.<sup>11</sup> Features of the development were a park, swimming pool, and playground that were designed under the supervision of the County Recreation Department.<sup>12</sup> These residences were primarily designed as small in scale and one-story in height, using architectural features from the Craftsman, Pueblo Revival, and Mission Revival architectural styles.

By July 1923, the population of East Los Angeles had grown to 12,000 with 2,500 new homes. The Belvedere Gardens Chamber of Commerce was formed in 1923. The initial property owners had mainly Anglo surnames, but it would not be long before an influx of immigrants would change the composition of the area. East Los Angeles grew in the 1920s owing to massive immigration from Mexico, and by the late 1920s, it was the home to 30,000

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<sup>8</sup> Los Angeles County, *East Los Angeles 3<sup>rd</sup> Street Plan and Form-Based Code Specific Plan: Final Environmental Impact Report* (September 2014), A-2-A-6.

<sup>9</sup> Ibid.

<sup>10</sup> No Author, "City Terrace: The Close in Subsidization," *Los Angeles Times*, Oct. 6, 1923, I5.

<sup>11</sup> No Author, "Sales Campaign Outlined: President of City Terrace Subdivision Names Green as Manager of East Side Tract," *Los Angeles Times*, Aug. 15, 1926, E7.

<sup>12</sup> No Author, "Latest of City's Recreational Activities Shown: Playground Work Begins," *Los Angeles Times*, Oct. 25, 1931, D3.

Mexicans. Displacement due to racial discrimination and racist housing practices within the City of Los Angeles also forced the eastward movement of many Mexicans, in addition to Japanese and Chinese residents. In 1927, East Los Angeles was partially built up with single-family residences south and west of what would become East Beverly Road. The large residential Montebello Park tract in the southeastern corner of the community was in development with the construction of several homes. Important community features of James A. Garfield High School and Calvary Cemetery were constructed by 1927.<sup>13</sup> New subdivisions and neighborhoods were established in the area through the 1930s, including the Bella Vista neighborhood east of Atlantic Boulevard and south of 3<sup>rd</sup> Street.

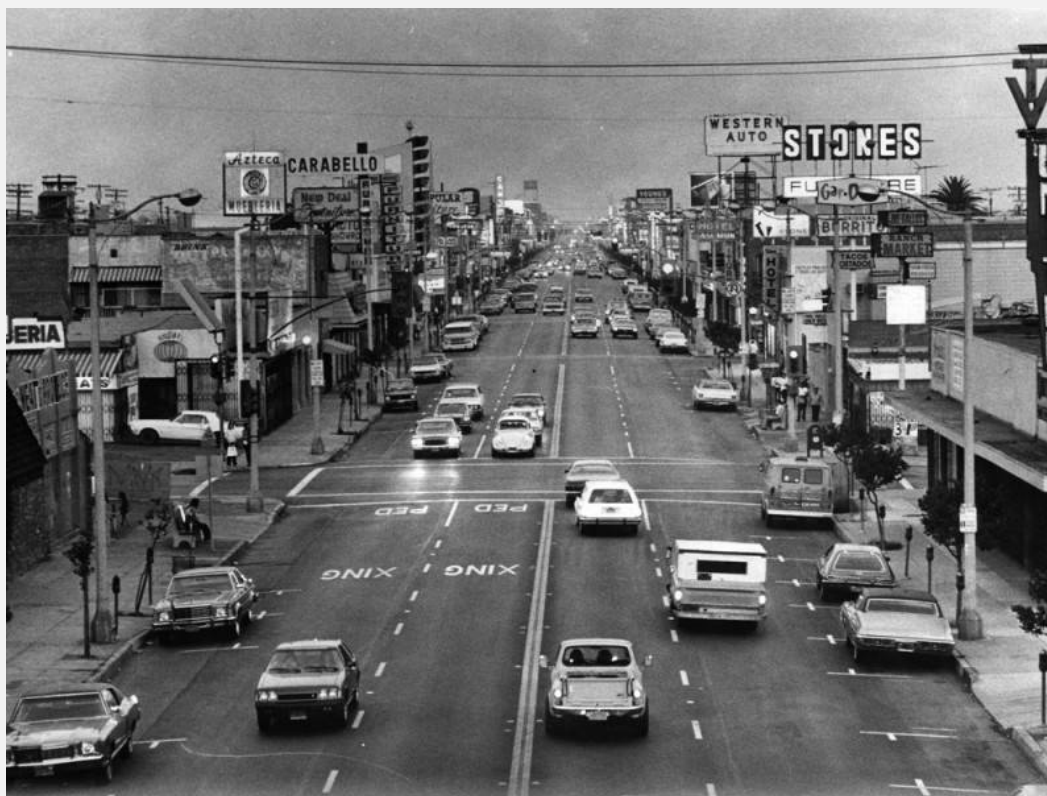
Given the early function of East Los Angeles as a streetcar suburb, commercial development patterns were running in tandem with the residential development patterns in the first half of the twentieth century. Major commercial corridors emerged starting in the 1920s. For instance, commercial and institutional development began on 3<sup>rd</sup> Street in the form of auto repair shops, churches, and schools in the 1920s. Additional east-west commercial thoroughfares developing in the first half of the twentieth century included Beverly Boulevard, 1<sup>st</sup> Street, and the current Cesar E. Chavez Avenue (then Brooklyn Avenue).

In addition to the early commercial thoroughfares, Whittier Boulevard also maintained a pivotal role in social, economic, and political history for the community of East Los Angeles (Exhibit 1). Since its early development, Whittier Boulevard has been a major transportation corridor that connected East Los Angeles. While important for its ability to serve as a commuter route into the City, Whittier Boulevard also served as an important commercial and cultural hub for East Los Angeles. Such commercial entities such as movie theaters, markets, gathering spaces, Laguna (now Salazar) Park, and specialty shops could be found on Whittier Boulevard. The wide boulevard also made it a good location as a parade route throughout the area's history. Additionally, Whittier Boulevard played a pivotal role in the Chicano Moratorium March of 1970. The Chicano Moratorium March occurred on August 29, 1970, when more than 20,000 Mexican-Americans marched through East Los Angeles in protest of the disproportionate number of Mexican-Americans in the Vietnam War. The peaceful march ended at Laguna (now Salazar) Park and turned violent after the Los Angeles Sheriff's Department entered the park resulting in three deaths including civil rights activist Ruben Salazar.

Cultural groups in East Los Angeles were plagued by the excessive racial tensions that grew during World War II and were largely focused against the Jewish and Japanese members of the community throughout Los Angeles. Mexican residents of East Los Angeles were also the target of racial tensions as evidenced by the Zoot Suit Riots in 1943, in which American military personnel clashed with Mexican-Americans over ten days, resulting in property destruction and loss of life throughout Los Angeles. The name Zoot Suit Riots came from the baggy suits worn by many minority youths during the era. Despite the dominating presence of Mexican culture in East Los Angeles, other cultural groups such as Jewish, Russian, Italian, and Japanese Americans continued to be represented in the community through the first half of the twentieth century.

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<sup>13</sup> UC Santa Barbara Library, "East Los Angeles [aerial photo]," *FrameFinder* Courtesy of UCSB Library Geospatial Collection, 1927, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

**Exhibit 1.** Whittier Boulevard in East Los Angeles, 1979

**Source:** Anne Knudsen, Herald-Examiner Collection/Los Angeles Public Library.

During the second half of the twentieth century, East Los Angeles became a hub for political and social unrest and social policy reform. A significant shift in demographics also propelled East Los Angeles into its current demographic make-up. The most notable examples of the shifting demographics are that of the Japanese and Jewish community members. Following the World War II internment camps and forcible removal of Japanese residents from the community after the bombing of Pearl Harbor, many Japanese community members never returned to East Los Angeles. The people that did return were subjected to harassment and violence with their business assets stolen or vandalized and their storefronts were occupied by other tenants. Jewish community members began an exodus to the west side of Los Angeles by the 1950s into areas that were newly made available to them including Midtown, the San Fernando Valley, and the Westside. They moved in search of more affluent communities with better schools and other amenities. These dramatic shifts in demographics created a Mexican-American majority that remains in place in East Los Angeles today. By the mid-1950s, there continued to be an increase in development, including a replacement of the majority of the farmland north of East Beverly Boulevard with single-family tract developments. City Terrace was partially developed with single-family residences on a series of winding roads. The land that would eventually become the Belvedere Community Regional Park remains as one of the last large undeveloped pieces of land in East Los Angeles.<sup>14</sup>

<sup>14</sup> UC Santa Barbara Library, "East Los Angeles [aerial photo]," *FrameFinder* Courtesy of UCSB Library Geospatial Collection, 1953, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

The 1960s and 1970s were a time of cultural awakening in East Los Angeles, and these movements, more than new buildings, shaped the built environment of East Los Angeles. By the mid-1960s the construction of I-710 and CA-60 (Pomona Freeway) divided the community into four sections, with the freeways running through the middle of residential neighborhoods and demolishing whole blocks of buildings for their construction.<sup>15</sup> The construction of the freeways in East Los Angeles resulted in the fragmentation and displacement of Mexican-American communities within the neighborhood. East Los Angeles had one of the highest number of freeways within its community than any other, due to the area's lower property values, less political influence, and racially diverse population. The construction of the freeways was seen as another form of racism against Mexican-Americans within the community.

By the mid-1970s East Los Angeles predominantly appeared as it appears now. The majority of the land was developed as single- and multi-family residential neighborhoods. The commercial thoroughfares include Whittier Boulevard, 1<sup>st</sup> Street, East 3<sup>rd</sup> Street, and East Cesar E. Chavez Avenue.

Throughout the 1950s and 1960s, the Mexican-American community of East Los Angeles lacked the educational and economic opportunities afforded to predominately Caucasian neighborhoods in Los Angeles. This lack of representation and opportunity led the Mexican-American community to band together in the face of resistance in a new movement referred to as the Chicano Civil Rights Movement. The movement was heavily influenced and motivated by the struggles of farm workers, led by labor organizers including Cesar Chavez; anti-Vietnam War sentiment; and the Civil Rights movement. These movements intertwined, leading to momentous Latino civil rights demonstrations throughout the late 1960s and 1970s in East Los Angeles.

Upon its inception in the 1960s, the Chicano Movement was the largest empowerment movement taken on by Mexican-Americans in the history of the United States. Focusing on civil rights, social injustice, economic and educational reforms, the movement served as a pivotal moment in time that forever changed East Los Angeles. Significant events related to the Chicano Movement that are reflected in the built environment of the East Los Angeles CPA include school walkouts in 1968 and the Chicano Moratorium marches of 1969 and 1970.<sup>16</sup> The activist organization associated with the movement in East Los Angeles was the Brown Berets. In addition to protests, the group founded El Barrio Free Clinic to increase access to health care for the Latino community of East Los Angeles.<sup>17</sup>

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<sup>15</sup> UC Santa Barbara Library, "East Los Angeles [aerial photo]," *FrameFinder Courtesy of UCSB Library Geospatial Collection*, 1965, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

<sup>16</sup> García Mario T. and Ellen McCracken, *Rewriting the Chicano Movement: New Histories of Mexican American Activism in the Civil Rights Era* (Tucson: The University of Arizona Press, 2021), 200-217.

<sup>17</sup> "El Barrio Free Clinic," *Los Angeles Conservancy*, accessed April 2022, <https://www.laconservancy.org/locations/el-barrio-freeclinic>.



### 4.3.2 East Rancho Dominguez Community

East Rancho Dominguez is a 525-acre mostly residential unincorporated community located in south-central Los Angeles County. East Rancho Dominguez is currently home to 15,887 people that predominantly occupy single-family residences constructed in the 1930s and 1940s. These residences are of a similar scale and designed in Minimal Traditional, Ranch, Spanish Colonial Revival, and Mid-Century Modern architectural styles. Consistent land residential uses that line interior streets give the community a cohesive residential feel despite the community's disjointed boundaries. Apartment complexes and small commercial businesses are established on the section's north and west boundaries. East Rancho Dominguez is largely a Latino community whose residents are mainly employed in the manufacturing and healthcare industries.<sup>18</sup>

East Rancho Dominguez is surrounded and divided into four separate areas by the City of Compton. The largest, central portion of the community is comprised of approximately 360 acres. The northernmost extent of this area is roughly East McMillian Street, although an inlet extends south to approximately East Saunders Street. The westernmost extent of the area is North Thorson Avenue, its southern boundary is approximately East Alondra Boulevard, and the area's easternmost boundary runs along South Gibson Avenue. The central area's cohesiveness and walkability are negatively impacted by the major transportation routes, including east-to-west oriented Rosecrans Avenue and East Compton Avenue, and north-to-south running Atlantic Avenue, intersecting the area's interior.<sup>19</sup> East Rancho Dominguez Park, a five-acre park located directly east of Atlantic Avenue, is a gathering hub that offers community, educational, and recreational amenities. In the area's center, a section of Compton encompasses the intersection of Atlantic Avenue and east-to-west oriented East San Vicente Street.<sup>20</sup>

A narrow north-to-south-oriented stretch of Compton, generally less than a city block-wide, partitions the main body of East Rancho Dominguez from the community's two eastern sections. The narrow stretch of Compton bisects residential properties between South Williams Avenue and South Gibson Avenue before widening west of South Gibson Avenue to encompass the Whaley Middle School campus. The smaller, eastern sections of the community are separated by Rosecrans Avenue. The northeastern section, approximately 13 acres, is bounded to the east by the I-710 freeway, to the west by South Gibson Avenue, and the north by East McMillian Street. East Rancho Dominguez's southeast area is roughly 34 acres. This area is bounded by the neighborhood's main section to the west, the I-710 freeway to the east, and approximately East Rose Street to the south. Residential streets running east to west in these sections are abruptly terminated by the I-710 freeway, which was established in its current configuration adjacent to the neighborhood in the early 1960s.<sup>21</sup>

The final section, a 100-acre island surrounded by the City of Compton, is positioned one-tenth of a mile southwest of East Rancho Dominguez's central area. This area's north boundary reaches the south side of Alondra Boulevard but also stairsteps to Caldwell Street, East Pauline Street, and Marcelle Street. The west boundary bisects residential and commercial complexes between South Long Beach Boulevard and South Cusco Avenue. The area's southern boundary is directly north of East Greenleaf Boulevard and parallels twin 230kv transmission lines owned by Southern California Edison. The section's eastern boundary bisects residential properties between South Butler Avenue and South Harris Avenue before moving west to exclude Kelly Park and Kelly Elementary School.<sup>22</sup>

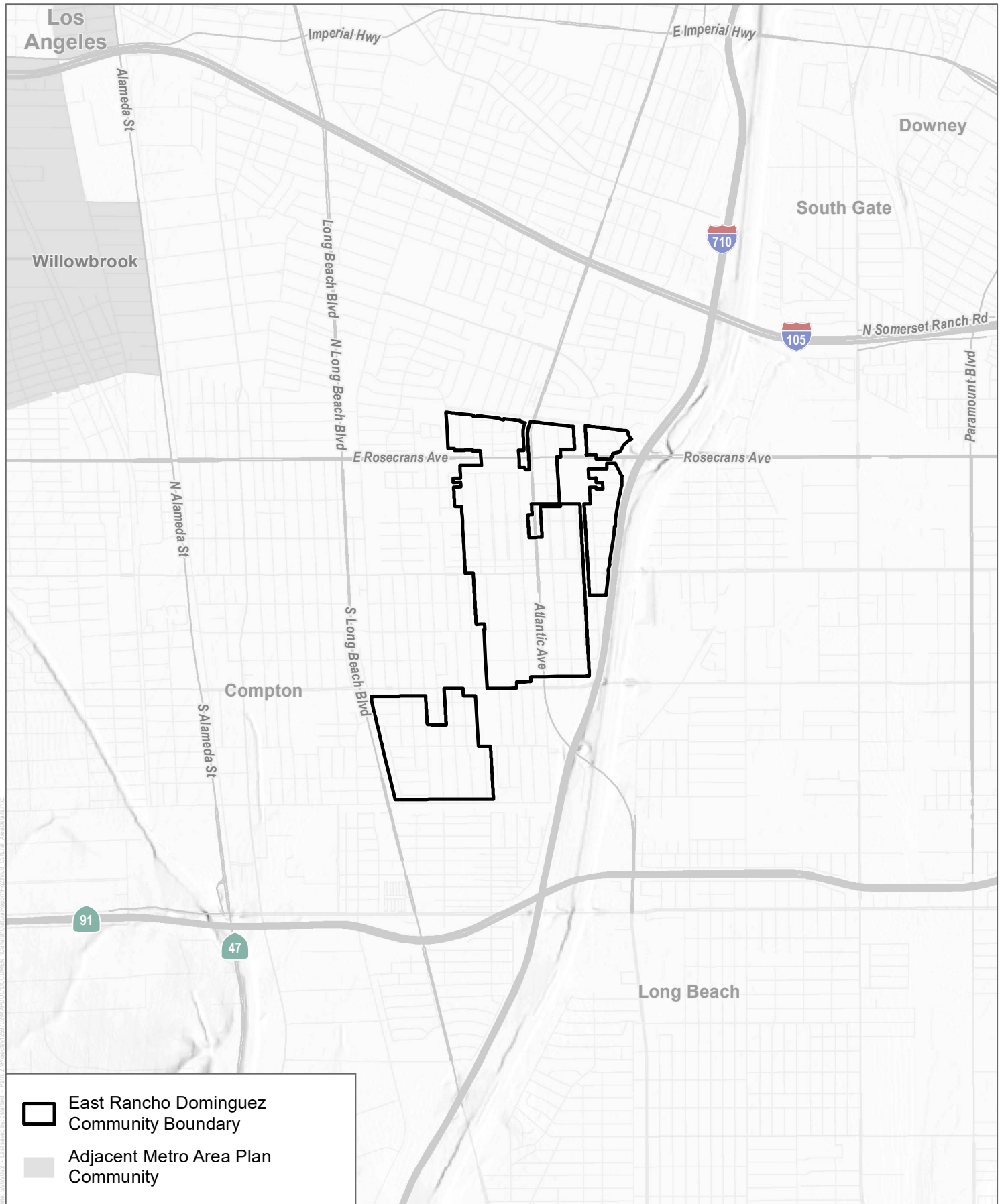
<sup>18</sup> "Overview of East Rancho Dominguez, California," *Statistical Atlas*, accessed April 2022, <https://statisticalatlas.com/place/California/East-Rancho-Dominguez/Overview>.

<sup>19</sup> Ibid.

<sup>20</sup> "East Rancho Dominguez Park," *Los Angeles County Department of Parks & Recreation*, accessed March 2022, <https://parks.lacounty.gov/east-rancho-dominguez-park/>.

<sup>21</sup> "Overview of West Rancho Dominguez, California," *Statistical Atlas*, accessed April 2022, <https://statisticalatlas.com/place/California/West-Rancho-Dominguez/Overview>.

<sup>22</sup> "State Profiles and Energy Estimates," *United States Energy Information Administration (EIA)*, 2017, <https://www.eia.gov/state/?sid=CA>.



SOURCE: FEMA; Open Street Map 2019; LA County 2021

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## General History of the East Rancho Dominguez Community

The original 1868 General Land Office (GLO) survey depicts the land developed today as East Rancho Dominguez located on the San Pedro (Dominguez) Rancho near the junction of the San Pedro, Tajauta, and San Antonio (Lugo) Ranchos.<sup>23</sup> In the early 1860s, the descendants of the original Dominguez Rancho owner sold the area developed today as East Rancho Dominguez to F.P.F. Temple and F.W. Gibson. In 1867, Temple and Gibson subdivided their land, selling 4,600 acres to pioneer Griffith Dickenson Compton.<sup>24</sup> The City of Compton, which was home to 500 people, was incorporated in 1888. In 1891, the Southern Pacific Railroad developed the San Pedro line, which skimmed Compton's east boundary. Five miles east of Compton, the Los Angeles Terminal Railroad (San Pedro Division, established in 1868) connected the major dairying towns of Clearwater and Hynes (later incorporated as the City of Paramount) to Los Angeles Harbor and inland markets.<sup>25</sup>

Compton benefited from its proximity to the rail lines. By 1896, the town had grown to approximately 100 acres, bound in the north by Riverside-Redondo Boulevard (now Compton Boulevard) and in the south by Olive Street (now Alondra Boulevard). Riverside-Redondo Boulevard and Olive Street continued east, connecting Compton to the dairy industry centered in Clearwater. The area between the towns of Compton and Clearwater, where East Rancho Dominguez is developed today, was mostly cattle pastures dotted with rural farmsteads.<sup>26</sup>

## East Rancho Dominguez Community Area Development History

The community was historically a rural area dotted with farmsteads between the towns of Compton and Clearwater. In 1910, the population of the two towns and nearby rural farmsteads was recorded as fewer than 1,000 people. In 1892, struggling gold prospectors Edward L. Doheny and Charles A. Canfield dug an experimental oil well and discovered the Los Angeles oilfield. Though the original oilfield was outside the East Rancho Dominguez community, oil wells were drilled throughout southeastern Los Angeles County. The oil boom that followed furthered the development of towns built adjacent to railroads, the main transportation network that connected the oil commodity to markets. In the early years of the oil boom, the Southern Pacific's San Pedro line through Compton influenced the town's growth. In 1921, two local wells were established in towns approximately ten miles from Compton. Within two years, Signal Hill's Discovery Well Park in Long Beach operated as the most productive oil field in California and commerce flowed through Compton via the Southern Pacific.

By 1930, middle-income residential areas developed outside of Compton's central commercial area (Exhibit 2). These neighborhoods had deed restrictions limiting the residents primarily to Caucasian people. The residential area of unincorporated East Compton (renamed East Rancho Dominguez in 1990), was developed on the pasture lands that previously stretched between Compton and Clearwater. The neighborhood was laid out on a grid system bound by Rosecrans Avenue to the north, the Los Angeles River to the east, Alondra Boulevard to the south, and the Southern Pacific tracks to the west. Residents were primarily Caucasian, middle-class, largely employed as skilled tradesmen, oil refinery foremen, and experienced artisans.<sup>27</sup>

<sup>23</sup> "Original Survey of 003.0S-012.0W: 1868 and 1874," *U.S. Department of the Interior Bureau of Land Management*, accessed March 2022, [https://glorerecords.blm.gov/details/survey/default.aspx?dm\\_id=178995&sid=bpe1el0v.ir5&surveyDetailsTabIndex](https://glorerecords.blm.gov/details/survey/default.aspx?dm_id=178995&sid=bpe1el0v.ir5&surveyDetailsTabIndex).

<sup>24</sup> "About Us," *Carson Companies*, accessed March 2022, <https://www.carsoncompanies.com/pages/about-the-firm>.

<sup>25</sup> "History of Dominguez Rancho Adobe Museum," *Dominguez Rancho Adobe Museum*, accessed March 2022, <https://dominguezrancho.org/domingo-rancho-history/>.

<sup>26</sup> National Environmental Title Research, "East Rancho Dominguez [aerial photos and topography maps]," *Historic Aerials Courtesy of NETR Online*, 1896-1957, <https://www.historicaerials.com/viewer>.

<sup>27</sup> B.A. Wells and K.L. Wells, "Discovering Los Angeles Oilfields," *American Oil & Gas Historical Society*, April 21, 2021, <https://aoghs.org/petroleum-pioneers/los-angeles-oil-field/>.

**Exhibit 2** City of Compton, aerial view looking east toward East Rancho Dominguez, 1930

**Source:** Security Pacific National Bank Collection/Los Angeles Public Library.

In the evening hours of March 10, 1933, the 6.4-magnitude Long Beach Earthquake hit the greater Los Angeles area. East Compton's commercial buildings and schools, which were largely constructed using unreinforced concrete or brick, were largely destroyed. The earthquake, worsened by over-drilling the Los Angeles oil deposits, was the deadliest seismic event in Southern California history, killing 120 people.<sup>28</sup> East Compton's recovery from the earthquake was swift due to federal financial assistance.<sup>29</sup> The Federal Home Loan Bank Board and the Home Owners' Loan Corporation (HOLC), which were established in response to the Great Depression, analyzed the community of East Compton's collective ability to repay mortgages on moderately priced, well-constructed, single-family dwellings. Deemed satisfactory, HOLC financed the redevelopment and new development of residences in East Compton following the earthquake, which were constructed in the Minimal Traditional, Ranch, Spanish Colonial Revival, and Mid-Century Modern architectural styles.<sup>30</sup>

Part of the reason for East Compton's favorable rating with the HOLC was that restrictive residential deeds in East Compton enforced racial covenants until the Supreme Court's landmark decision in *Shelley v. Kraemer* outlawed

<sup>28</sup> Susan E. Hough and R. W. Graves, "The 1933 Long Beach Earthquake (California, USA): Ground Motions and Rupture Scenario," *Scientific Reports* 10, no. 1 (2020), <https://doi.org/10.1038/s41598-020-66299-w>.

<sup>29</sup> "Compton Junior High School Building Heavily Damaged by the Long Beach Earthquake, Compton, 1933," University of California, Los Angeles. Library. Department of Special Collections, accessed April 2022, <https://digital.library.ucla.edu/catalog/ark:/21198/zz002dd43x>.

<sup>30</sup> "HUD Historical Timeline: the 1930s," *United States Department of Housing and Urban Development (HUD)*, accessed Feb. 2022, [https://www.huduser.gov/hud\\_timeline/](https://www.huduser.gov/hud_timeline/).



the practice in 1948. Compton's first African-American residents, who moved to the neighborhood in early 1952, were met with violence, vandalism, and intimidation from Caucasian hate groups including the Klu Klux Klan. Despite targeted hate crimes, Compton's African-American community grew quickly and, by 1960, African-American families comprised forty percent of the neighborhood's population.

Fifteen years after East Compton was desegregated, the neighborhood's population was sixty-five percent African-American. As demographics shifted, realtors engineered a period of prejudice-fueled market instability by approaching Caucasian homeowners with narratives of increased crime rates and impending property depreciation. The realtors convinced Caucasian homeowners to sell their properties below market value, then profited by selling the properties to African-American homebuyers at an inflated price. These so-called blockbusting tactics resulted in a depressed housing market and sent East Compton into a state of decline. As upper-middle-class Caucasian residents moved, Caucasian business owners relocated their stores, causing East Compton's tax base to rapidly decline.<sup>31</sup> Without adequate funding derived from a prosperous tax base, the neighborhood's municipal resources, parks, and schools deteriorated.<sup>32</sup>

The Watts Uprising, which began on August 11, 1965, further triggered a prejudice-driven mass exodus of Caucasian residents from East Compton (please see Section 4.3 for a discussion of the Watts Uprising). By 1970, the community's African-American population had grown to over seventy percent. Property values were unable to recover after the unrest and the neighborhood's underfunded community resources, schools, and infrastructure continued to deteriorate. Unlike the aftermath of the Long Beach Earthquake, federal aid did not assist in the rebuilding. African-American homeowners were unable to obtain loans to improve their older residences, many of which were constructed in the 1930s and 1940s.<sup>33</sup>

Gangs formed in the aftermath of the unrest. Gang membership escalated in response to entrenched institutional barriers, the mounting police presence in response to the Watts Uprising, rising unemployment, and deteriorated community resources. The gangs functioned as a source of income, protection, a personal identity, and a community with a shared purpose. Gang members were predominantly African-American youth between the ages of twelve and twenty-four, with an average membership age of seventeen. The notorious rival Crip (short for "Community Revolution in Progress") and Blood gangs were established in Compton after the Watts Uprising. Large numbers of young, male residents turned to gangs during the 1970s economic recession, a period of economic stagnation and hyperinflation.<sup>34</sup> Local unemployment rates mounted to over ten percent, or twice the national average. The gangs expanded their power and influence further during the 1980s, when crack cocaine, a cheap and easy to manufacture highly profitable alternative to cocaine, was introduced in East Compton. East Compton was an advantageous location for drug trafficking due to the neighborhood's proximity to the I-710 and I-110 freeways and its central location in Los Angeles, the country's second-largest metropolis.

While the mainstream news media portrayal of Compton drew national attention to inter-gang violence and drugs, community members engaged in the national discourse through popular music. Clashes between street gangs and the Los Angeles Police Department (LAPD), which Police Chief Daryl Gates had weaponized into a paramilitary force dedicated to ending gang violence, were put in the national consciousness by the rise of Gangster Rap. In 1988,

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<sup>31</sup> Zach Behrens, "Before the 1950s, Compton's Whiteness Was Vehemently Defended," KCET, January 11, 2011, <https://www.kcet.org/socal-focus/before-the-1950s-the-whiteness-of-compton-was-defended-vehemently>.

<sup>32</sup> "History of the City," *City of Compton*, accessed February 2022, <http://www.comptontcity.org/visitors/history.asp#:~:text=The%20settlement%20became%20known%20as,need%20for%20improved%20local%20government>.

<sup>33</sup> Carman Tse, "How Compton Became the Violent City of 'Straight Outta Compton,'" LAist, August 14, 2015, <https://laist.com/news/entertainment/city-of-compton>.

<sup>34</sup> Ayala Feder-Haugabook, "Compton, California (1867-)," *Black Past*, August 20, 2017, <https://www.blackpast.org/african-american-history/compton-california-1867/>.

the rap group N.W.A, established by Compton-based musicians Dr. Dre, Ice Cube, Eazy-E, MC Ren, and DJ Yella (formerly Arabian Prince), released *Straight Outta Compton*, a chronicle of violent gang life, frustration over imposed institutional barriers, and a collective fury focused on Gates' paramilitary LAPD. The genre of rap music that originated in East Compton's periphery reflects a reality that many southeast County residents experienced during the 1980s and 1990s. Important sites to the genre or influential artists have not been identified within the boundaries of the community.<sup>35</sup>

Residents of East Compton maintained a community cohesiveness during the tumultuous 1970s and 1980s despite media attention, which portrayed all of Compton as a predominantly African-American community plagued by drugs, gang violence, and police raids. In the 1980s, East Compton residents developed a five-acre park directly east of Atlantic Avenue and south of Compton Avenue. The recreation area quickly became a staple in the community and offered programs, events, and resources. In 1985, East Compton residents, via a grassroots campaign, lobbied the County to change their community's name from East Compton to East Rancho Dominguez. In 1990, East Compton was officially redesignated and renamed East Rancho Dominguez. Though this area had never been part of the City of Compton, the community looked to disassociate from the Compton name through this effort. East Rancho Dominguez is not contiguous with the industrial community of Rancho Dominguez, which lies south of Compton, or West Rancho Dominguez, which is located west of Compton. The three communities derive their name from the former Rancho that encompassed the area.<sup>36</sup>

East Rancho Dominguez, whose history is tangled with the City of Compton's tumultuous racial legacy, was profoundly impacted by the arrest and assault of Rodney King that sparked another period of racially-charged unrest in Los Angeles communities. Directly after the 1992 Los Angeles Uprising, middle-class African-American families fled from East Rancho Dominguez, relocating to suburban areas. The media coverage of King's detainment and the subsequent unrest that opposed police brutality led to Los Angeles Police Chief Gates' resignation and major reforms within the LAPD. Latino families purchased residences in East Rancho Dominguez and impacted the neighborhood's effort to create an independent identity from Compton. By 2000, East Rancho Dominguez had transitioned to a predominantly Latino enclave, experiencing increased residential and commercial development.<sup>37</sup>

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<sup>35</sup> Ibid.

<sup>36</sup> Ibid.

<sup>37</sup> "East Rancho Dominguez Park," <https://parks.lacounty.gov/east-rancho-dominguez-park/>.

### 4.3.3 Florence-Firestone Community

Florence-Firestone is an unincorporated Census Designated Place (CDP) located in south-central Los Angeles County. The community is located approximately six miles south of downtown Los Angeles and totals approximately 3.6 square miles in size with 61,983 people.<sup>38</sup> The two largest land uses in Florence-Firestone are residential (59.3%) and industrial (13.1%) with smaller areas of commercial and mixed uses. Florence-Firestone's community profile is predominantly Latino (93%). Non-Latino Caucasian residents are 0.5% of the population. African-Americans are 6.5%.<sup>39</sup> The dominant employment sectors include production, sales, and administration. Residential property types in Florence-Firestone are single-family and multi-family residences, primarily designed in the Craftsman, Spanish Colonial Revival, Minimal Traditional, and Ranch architectural styles. Public parks, religious properties, libraries, and schools including Roosevelt Park, Washington Park, Presentation of Mary Catholic Church, Graham Library, Eddison Middle School, Miramonte Elementary School, and Diego Rivera Learning Complex serve as informal community gathering hubs.

Florence-Firestone's community boundaries are roughly East Slauson Avenue to the north, East 92<sup>nd</sup> and East 103<sup>rd</sup> Streets to the south, Wilmington Avenue, Santa Fe Avenue, and South Alameda Street to the east, and South Central Avenue to the west. Surrounding Florence-Firestone to the north, south, and west is the City of Los Angeles with the City of Huntington Park, City of South Gate, and the unincorporated community of Walnut Park located along its eastern border. Major highways and thoroughfares, including California State Route 42 (Firestone Boulevard), East Florence Avenue, East Slauson Avenue, South Central Avenue, and South Alameda Street, either bind or bisect Florence-Firestone. The Metro A Line (Blue) runs the length of the CPA almost directly down the center, splitting the area into east and west. There are three Metro Stations within Florence-Firestone: Slauson, Firestone, and Florence.

#### General History of the Florence-Firestone Community

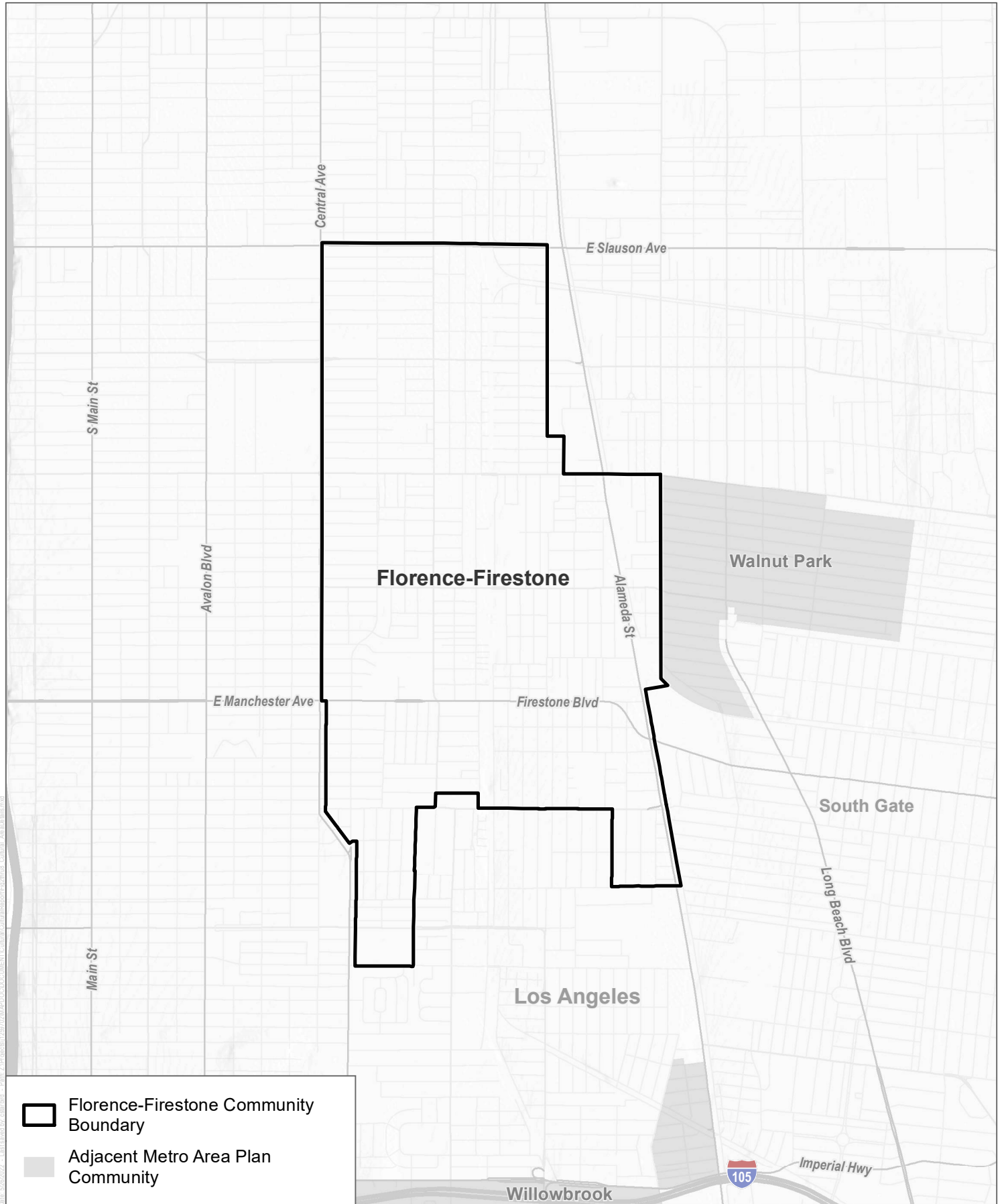
Portions of Florence-Firestone were part of Rancho Tajauta, but most of the community's land was public as part of the 1873 Rancho Sausal Redondo Decision (see below). The introduction of rail lines by 1870 provided reliable jobs, affordable transportation, and facilitated the growth of local industries. Starting in the 1920s, the community's development began to expand beyond the rail and streetcar lines both eastward and westward. Large manufacturing plants including the Goodyear Tire Company and Firestone Tire Manufacturers opened just outside the community due to their access to railroads. World War II brought an economic boom to the area, and by the 1940s, the community was almost completely built out. Within twenty years this boom ended, and Florence-Firestone underwent a period of civil unrest, described below, and deindustrialization. Jobs within the community shifted towards low-wage, service sectors with less stable local employment options. This downturn continued into the 1970s and 1980s with corporations being replaced by small, locally owned retail stores. Into the 2000s, the community makeup has been Latino, Caucasian, and African-American. Small businesses continue to operate throughout the community.

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<sup>38</sup> U.S. Census Bureau, "Population: Florence-Graham CDP, California," *Quick Facts*, accessed December 2, 2021, <https://www.census.gov/quickfacts/fact/table/florencegrahamcdpcalifornia/POP010220#POP010220>.

<sup>39</sup> U.S. Census Bureau, "Race and Hispanic Origin: Florence-Graham CDP, California," *Quick Facts*, accessed December 2, 2021, <https://www.census.gov/quickfacts/fact/table/florencegrahamcdpcalifornia/RHI725219#RHI725219>.

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## Florence-Firestone Community Development History

The area that would become Florence-Firestone initially developed as ranch land, with the southernmost portion intersecting Rancho Tajauta, while most of the community fell within an area that became public land as part of the Rancho Sausal Redondo Decision. The Rancho Sausal Redondo Decision placed a disputed 25,000 acres of land in the hands of settlers who had claimed the land under U.S. homestead laws from 1858 to 1868. A final decision in 1873 officially gave them title to the land and cleared the way for the area to be subdivided and sold.<sup>40</sup> This land was agrarian, with farms ranging in size from 40 to several hundred acres and producing sweet potatoes, grain, barley, and corn. Grape vineyards and eucalyptus groves for firewood were also common.<sup>41</sup>

The introduction of rail lines put the area on the path of becoming a formalized town. By 1870, the Southern Pacific Railroad had established a railroad station at Florence Avenue and South Alameda Street, connecting the area to the nationwide rail system. The unincorporated districts of Florence and Graham were established during this period as stops along the national Southern Pacific and interurban Pacific Electric (PERy) railroads.<sup>42</sup> The first post office was established in 1877 and by 1890 the population had grown to 750 people, comprised primarily of European immigrants and people from the eastern United States. Rail lines came with multiple community benefits including providing reliable jobs, affordable transportation, and facilitating the growth of local industries. Starting in the 1900s, immigrants from Mexico were recruited by Pacific Electric to lay tracks and work on the rail lines. Development during this period was concentrated between Compton Avenue and South Alameda Street.<sup>43</sup>

Starting in the 1920s, the community's development began to expand beyond the rail and streetcar lines both eastward and westward. By 1927, the community was mostly developed with single-family and multi-family residences. The community's eastern boundary abutted the Southern Pacific Railroad tracks along South Alameda Street with undeveloped lots, industrial warehouses, and commercial buildings on either side of the tracks. Civic and community organizations such as the chamber of commerce and churches were formed to help the primarily European or Caucasian working-class suburban community. Florence-Firestone's geography and access to railroads made it a prime location for manufacturing facilities. Located just west of the community were the Goodyear Tire Company, which opened in 1920, and the Firestone Tire Manufacturers, which opened in 1927 at the intersection of Firestone Boulevard (formally Manchester Avenue) and South Alameda Street. The Firestone plant employed 2,500 people and was not unionized until the 1930s, which was initiated by a wave of worker activism. The majority of Firestone's workforce was Caucasian, though workers of color fought for access to these jobs.<sup>44</sup> Large schools still present in the community, including Thomas Edison Middle School and Miramonte Elementary School, were developed by the 1920s (Exhibit 3). The last remaining agricultural lots were located between Nadeau Street and Firestone Boulevard and Hooper Avenue and Compton Avenue.<sup>45</sup> Residential development continued in Florence-Firestone into the late 1930s with several areas remaining vacant, including the agricultural land present in the late 1920s.<sup>46</sup>

<sup>40</sup> No Author, "The Sausal Redondo Decision," *Los Angeles Herald*, Nov. 1, 1873, 2.

<sup>41</sup> County of Los Angeles Department of Parks and Recreation, *Florence-Firestone Community Parks and Recreation Plan*, October 2010, 6.

<sup>42</sup> County of Los Angeles Department of Regional Planning, *Florence-Firestone Community Plan*, September 2019, 16.

<sup>43</sup> County of Los Angeles Department of Parks and Recreation, *Florence-Firestone Community Parks and Recreation Plan*, 6.

<sup>44</sup> Laura Pulido, Laura Barraclough, and Wendy Cheng, *A Peoples Guide to Los Angeles*, (Berkley, CA: University of California Press, 2012), 142.

<sup>45</sup> UC Santa Barbara Library, "Florence-Firestone [aerial photo]," *FrameFinder Courtesy of UCSB Library Geospatial Collection*, 1927, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

<sup>46</sup> UC Santa Barbara Library, "Florence-Firestone [aerial photo]," *FrameFinder Courtesy of UCSB Library Geospatial Collection*, 1938, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

**Exhibit 3. Aerial of Florence-Firestone's Edison Junior High School, 1928**

**Source:** Security Pacific National Bank Collection/Los Angeles Public Library.

In 1933, as part of the New Deal, the HOLC sought to assess the creditworthiness of neighborhoods through the discriminatory practice of redlining. Redlining was the result of the HOLC creating color-coded maps with boundaries around neighborhoods based on the composition of the community's race and/or ethnicity, income level, and housing and land use types.<sup>47</sup> In September 1939, the Division of Research and Statistics along with the HOLC had a map of Los Angeles created which included Florence-Firestone.<sup>48</sup> The majority of the community was assigned the investment risk grade of Red, which was the worst. Areas that were graded as Red were largely non-Caucasian, working-class neighborhoods. These areas were labeled as hazardous to invest in and often those that lived in these areas were denied credit, insurance, and healthcare assistance. The Florence Industrial District (D-60), was described as a slowly increasing community of factory workers, laborers, and WPA (Work Progress Administration) workers with incomes ranging from \$700 to \$1,500. Areas south of East 92<sup>nd</sup> Street were included in the Watts District (D-61), which was described as containing the largest concentration of African-Americans in Los Angeles County. The residents worked as service workers, factory hands, laborers, and WPA workers. Both districts were

<sup>47</sup> Alexis Madrigal, "The Racist Housing Policy That Made Your Neighborhood," *The Atlantic*, May 22, 2014. <https://www.theatlantic.com/business/archive/2014/05/the-racist-housing-policy-that-made-your-neighborhood/371439/>.

<sup>48</sup> Robert K. Nelson, LaDale Winling, Richard Marciano, Nathan Connolly, et al., "Mapping Inequality," *American Panorama*, ed. Robert K. Nelson and Edward L. Ayers, accessed March 2, 2022, <https://dsl.richmond.edu/panorama/redlining/#loc=15/32.694/117.183&city=san-diego-ca&area=A8>.

deemed “blighted” and received Red grades, limiting the residents’ ability to secure federally-insured mortgages and loans.<sup>49</sup>

On May 6, 1935, President Franklin D. Roosevelt created the WPA to provide jobs and income to the unemployed during the Great Depression. This resulted in communities across the United States receiving funding to build public buildings, regional airports, roads, and parks.<sup>50</sup> In 1938, the Federal government and President Roosevelt issued their approval for the development of the WPA project, the Franklin Delano Roosevelt Recreational Center, at the corner of Graham Avenue and Nadeau Street in Florence-Firestone. The County provided \$15,000 as the sponsor contribution. The improvements included grading, landscaping, construction of a children’s clubhouse, restrooms, wading pool, picnic area, basketball courts, volleyball courts, and bleachers.<sup>51</sup> Franklin Delano Roosevelt Recreational Center was later known as Roosevelt Park and is one of the oldest parks in the County system.<sup>52</sup>

World War II brought an economic boom to the area and by the 1940s the community was almost completely built out. The land between Nadeau Street and Firestone Boulevard and Hooper Avenue and Compton Avenue was developed with small single-family residences. The southern side of the intersection of Nadeau Street and Graham Avenue and the western side of Graham Avenue was developed with commercial properties and had become one of the community’s core commercial areas. Franklin Delano Roosevelt Park had been developed at the northeastern corner of Graham Avenue.<sup>53</sup> The defense industry was shrinking while the automotive industry was on the rise. In 1948, “whites-only” housing covenants were lifted, permitting African-Americans to move into homes outside of segregated areas. As African-Americans moved in, Caucasian residents slowly moved out resulting in a period of “white flight.” Discriminatory practices such as “blockbusting” were also used where real estate firms would sell properties at inflated prices to African-American families.<sup>54</sup>

By 1952, the community was predominantly as it appears presently. The majority of the land was developed as single- and multi-family residential neighborhoods. The commercial thoroughfares include South Central Avenue, Compton Avenue, Graham Avenue, East Slauson Avenue, Florence Avenue, and Firestone Boulevard. Industrial warehouses, automotive-related businesses, and large-scale commercial properties are located on either side of the train tracks along South Alameda Street.<sup>55</sup>

The 1960s brought civil unrest and deindustrialization to Florence-Firestone. The 1965 Watts Uprising triggered a prejudice-driven mass exodus of Caucasian people from south-central Los Angeles, including Florence-Firestone. Factories began moving to outlying areas for cheaper and wider tracts of land. Jobs within the community shifted towards low-wage, service sectors with less stable local employment options. This downturn continued into the 1970s and 1980s.<sup>56</sup> In 1983, the Firestone plant closed, resulting in a massive loss of jobs in the area. Demographics shifted in Florence-Firestone in the 1980s, with low-income African-Americans and recent immigrants from Mexico and Central America taking jobs in the low-wage unskilled labor sector.

<sup>49</sup> Ibid.

<sup>50</sup> History.com Editors, “Works Progress Administration (WPA),” History.com (A&E Television Networks, July 13, 2017), <https://www.history.com/topics/great-depression/works-progress-administration>.

<sup>51</sup> No Author, “Play Center Approved by Board,” *Southwest Wave*, Apr. 15, 1938, 17.

<sup>52</sup> County of Los Angeles Department of Parks and Recreation, *Florence-Firestone Community Parks and Recreation Plan*, 6.

<sup>53</sup> UC Santa Barbara Library, “Florence-Firestone [aerial photo],” *FrameFinder Courtesy of UCSB Library Geospatial Collection*, 1947, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

<sup>54</sup> Richard Rothstein, *The Color of Law* (New York: Liveright Publishing Corporation, 2017), 96.

<sup>55</sup> UC Santa Barbara Library, “Florence-Firestone [aerial photo],” *FrameFinder Courtesy of UCSB Library Geospatial Collection*, 1952, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

<sup>56</sup> County of Los Angeles Department of Regional Planning, *Florence-Firestone Community Plan*, 17.

In 1990, the Los Angeles County Metropolitan Transit Authority (Metro) invested \$877 million in the construction of the 22-mile Metro Blue Line, which ran down the center of Florence-Firestone. The community had three stops: Slauson, Florence, and Firestone. The area was again the center of racially charged unrest during the 1992 Los Angeles Uprising. The unrest highlighted the high unemployment, economic disparity, institutional racism, and poverty within the south-central Los Angeles MAP communities. Businesses along Florence-Firestone's commercial corridors were burned down or looted during the Uprising. Despite being directly affected, the community was not targeted for the "Rebuild LA" investments and received no economic incentives to fund rebuilding. Rebuild LA was a City of Los Angeles program intended to repair, replace, and improve property affected by the 1992 Los Angeles Uprising.

### 4.3.4 Walnut Park Community

Walnut Park is an unincorporated Census Designated Place located in south-central Los Angeles County. Walnut Park is a relatively small community, encompassing about three-quarters of a square mile. The community has one of the highest residential densities in the County with approximately 16,000 residents and is predominantly Latino (98%) as of 2019.<sup>57</sup>

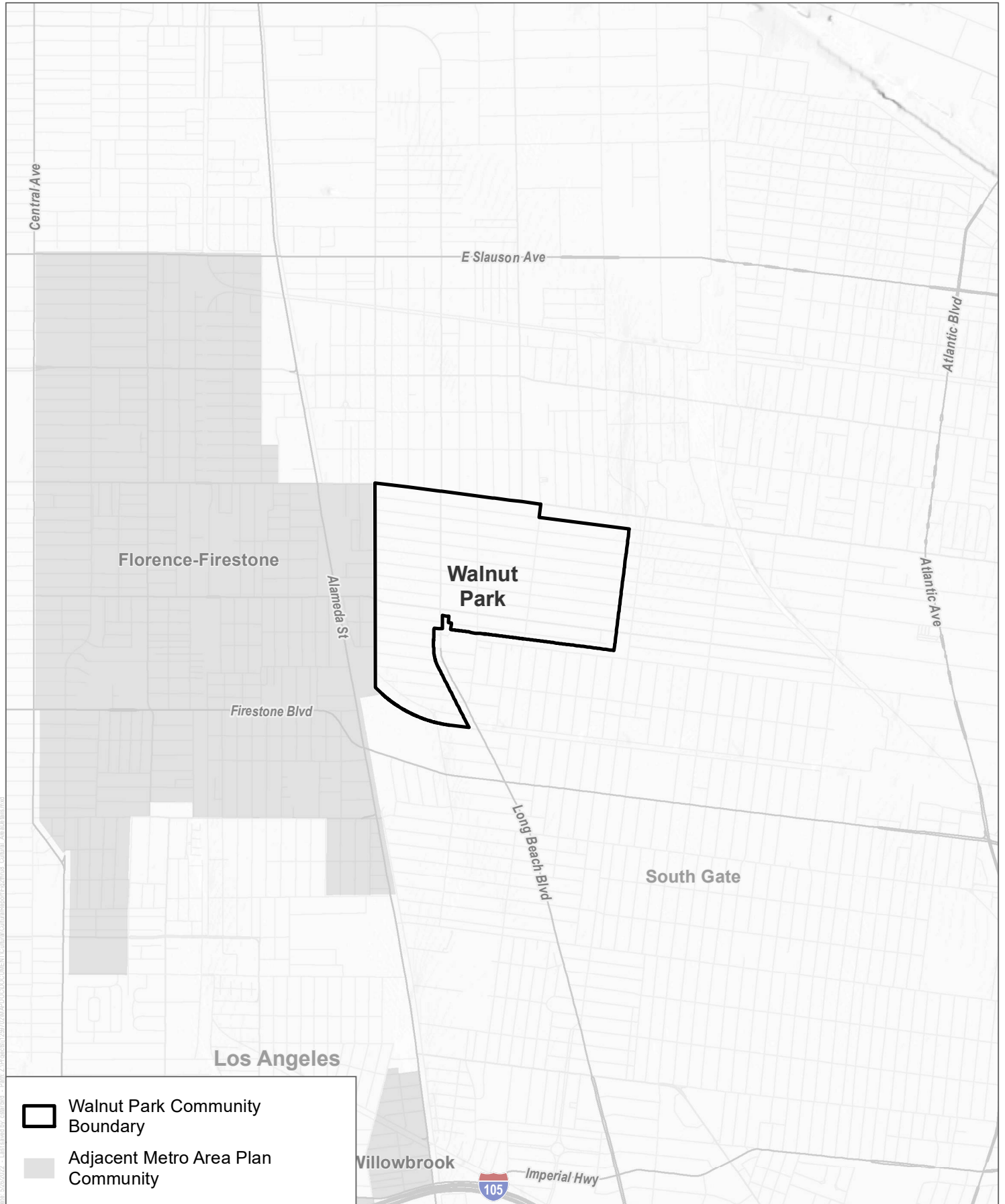
Walnut Park is bordered by the City of Huntington Park to the north and east, the City of South Gate to the south, and the unincorporated community of Florence-Firestone to the west. Walnut Park has an irregular boundary that is roughly triangular except for a southwestern portion following the railroad track pattern along Santa Fe Avenue. The boundaries of the CPA do not consistently align with the streets. To the north, Florence Avenue and Walnut Street form the boundary. To the east, the boundary does not align with a street but follows a mid-block line west of State Street at the north and roughly aligns with Madison Avenue at the south. To the south, on the eastern side, the boundary includes parcels on the south side of Cudahy Street, roughly to Pacific Boulevard, then drops south though to follow the curve of Santa Fe Avenue on the western side. The western boundary is Santa Fe Avenue. The main thoroughfares are Florence Avenue, Pacific Boulevard, and Santa Fe Avenue. No major highways cross through Walnut Park.

The built environment of Walnut Park is characterized by wide north-south commercial corridors and long blocks of consistent, one to two-story residential development. Walnut Park is generally developed with low-scale residential and commercial property types. Residences are predominantly single-family, one-story houses constructed in long, wide, and consistent blocks during the 1920s. Some multi-family property types, such as bungalow courts, are concentrated closer to commercial corridors. Though industrial property types, such as water towers and railroads, are visible throughout Walnut Park, there is little industrial development in the community. Automotive-related commercial businesses are located along Santa Fe Avenue. A dense, commercial core along Florence Avenue forms the northern boundary of the community. Other corridors of low-scale commercial development can be found along Pacific Boulevard, a wide street, and Seville Avenue, a more narrow, residential neighborhood-scale street. Institutional property types, such as churches and schools, are notably sparse. Public and private institutions serving the community are often just outside the boundaries. There are few recreational areas and public green spaces, which has been targeted by the County of Los Angeles Department of Parks and Recreation as an area for improvement to address park equity issues within the community.

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<sup>57</sup> "Overview of Walnut Park, California," *Statistical Atlas*, accessed April 2022, <https://statisticalatlas.com/place/California/WalnutPark/Overview>.





SOURCE: FEMA; Open Street Map 2019; LA County 2021

**FIGURE 5**

## Walnut Park Community

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## General History of the Walnut Park Community

Walnut Park was part of Rancho San Antonio (Lugo) in the nineteenth century. From 1895 to 1910 it was considered part of San Antonio Township (most of which now falls within the City of Huntington Park). From the 1910s through the 1930s, the area developed rapidly as a residential area bounded to the north, east, and west by major commercial or transit corridors. To the west was the railroad along Alameda Street. The area was connected to downtown Los Angeles and Long Beach via Pacific Boulevard/Long Beach Boulevard, a major roadway that bisects the community. In the decades before World War II, Walnut Park became a dense suburb of single-family houses. New construction in the years following World War II was sparse as much of the area was already densely developed. Major changes in the area during the second half of the twentieth century are primarily rehabilitations of older commercial and residential buildings to accommodate changing community needs.

## Walnut Park Community Development History

Walnut Park was advertised as a residential community by the early 1920s. Victor Girard, a developer of residential and commercial properties across Los Angeles, was constructing homes in Walnut Park by 1920.<sup>58</sup> Sanborn maps from 1926 show almost every residential lot developed with one story, single-family house with a detached garage. Houses were mostly designed in Spanish Colonial Revival or related styles.<sup>59</sup>

Distinct pockets of commercial development were located on Seville Avenue and Florence Avenue. Florence Avenue was widened to 100 feet in the mid-1920s. Signa Realty Company of Los Angeles was the developer of two business blocks on Florence and Seville in 1925. Both were two-story brick buildings.<sup>60</sup> Businesses along Florence Avenue included movie theaters, markets, drug stores, banks, and offices (Exhibit 4). Businesses on Seville Avenue, at the southern end of Walnut Park, were generally the same make-up. A Dance Hall (now demolished) was located at the southwest corner of Seville Avenue and Cudahy Street.

In 1939, the HOLC divided Walnut Park into two areas. The eastern side, roughly east of State Street, was given a B rating. The HOLC report noted, "This is the most popular and best residential district in this whole section and easily qualifies for a 'medial blue' grade." The eastern section had recently and rapidly developed due to substantial FHA Title II financing. Roughly 75 percent of the area was developed. Homes in the area were well-maintained, "showing high pride of occupancy" according to the report. Residential properties reflected popular architectural designs of the time. These architectural styles included Craftsman, Spanish Colonial Revival, Storybook Tudor Revival, and Mission Revival. Deed restrictions were in place for the residences. These restrictions limited modifications to single-family dwellings, ensuring uniform "setbacks" within residential blocks. The deed restrictions also prohibited minority residents. Residents of the area were Caucasian families with heads of the household employed as business professionals, minor executives, and skilled artisans.<sup>61</sup>

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<sup>58</sup> No Author, "Spanish Type of Adobe Home," *Los Angeles Times*, Feb. 21, 1920, I18

<sup>59</sup> Sanborn Map Company, "Sanborn Fire Insurance Maps: Walnut Park," Walnut Park, CA, Sheet 2, 1926.

<sup>60</sup> No Author, "Business Blocks to be Erected in Walnut Park," *Los Angeles Times*, May 10, 1925, 88.

<sup>61</sup> Nelson, Winling, Marciano, Nathan Connolly, et al. "Mapping Inequality."

**Exhibit 4.** Walnut Park's business area, corner of Florence Avenue and Pacific Avenue

**Source:** Security Pacific National Bank Collection/Los Angeles Public Library.

The HOLC gave the western and southern sides of Walnut Park a “C” grade. This section of Walnut Park was almost fully developed. The reasons for this grade lay partly in the building stock. The area contained residential development dating to the late 1910s and early 1920s, older for Los Angeles at that time. The HOLC described it as “entering the declining period of its existence and will probably remain more or less static for the next 10 or 15 years.” While construction was of good standard quality and maintenance indicated pride of ownership, the age and variety of housing were not viewed favorably through the HOLC’s lens. Many original owners were still residents. Residents were professionals and businessmen, minor factory officials and foremen, and white-collar workers. Deed restrictions limited the racial makeup of the residents and the type of development. Development was mostly limited to single-family houses, but scattered locations permitted multi-family dwellings.<sup>62</sup>

Walnut Park remained mostly a residential community through the twentieth century and very little change to the built environment occurred even as surrounding communities were impacted by the shifts of the post-World War II decades: altering transportation patterns, closure of factories, civil unrest, and population shifts. In connection with adjacent communities during this time, Walnut Park considered forming a separate school system. Though many studies were done, a separate school system was not created.<sup>63</sup>

<sup>62</sup> Ibid.

<sup>63</sup> Dick Turpin, “Fifth District Joins Others in School Withdrawal Move: Unification Goal of Backers School,” *Los Angeles Times*, Jan. 7, 1960, B1.

Three failed attempts – in 1959, 1964, and 1979 – were made to annex Walnut Park into the adjacent City of Huntington Park to the northwest. In 1960, a Walnut Park resident explained, “Residents here feel a close association with Huntington Park, sharing that city’s schools, recreation facilities, and other common interests.”<sup>64</sup> A second attempt to drive annexation into Huntington Park in 1964 also failed.<sup>65</sup> Though not an annexation attempt, population shifts were becoming apparent in Walnut Park by 1966. The area was proposed for inclusion in “Freedom City” at a meeting of the NAACP and Student Non-Violent Coordinating Committee, two African-American organizations. “Freedom City” would be a separate city centered around Watts and would include the surrounding communities that were described as “being home to 250,000 African-Americans and a handful of whites.”<sup>66</sup> Freedom City never came to fruition. The annexation was again raised in 1979. In earlier attempts, the area was predominantly Caucasian. By 1979, the area was described as “50% Mexican-American.” Again, arguments were made that Walnut Park would benefit from the use of recreation facilities in Huntington Park. However, all annexation attempts have been rejected and Walnut Park remains an unincorporated area in the present day.

### 4.3.5 West Athens-Westmont Community

West Athens-Westmont includes the unincorporated communities of West Athens and Westmont, located in the southwestern portion of central Los Angeles County, which, combined, comprise 2,041 acres. Both communities are Census Designated Places. West Athens is home to 9,706 people. Westmont, directly to the north, has a population of 35,266. Residents predominantly identify as African-American (50.2%) or Latino (45.6%). The majority of land in West Athens-Westmont is developed residentially (64%) but there are commercial corridors developed along major thoroughfares. Most homes in the West Athens-Westmont area are single-family (60%) and multi-family (38%) residences primarily reflecting styles popular from the late 1920s through the 1950s. These styles include Spanish Colonial Revival, Minimal Traditional, and Minimal Ranch, often developed in tracts of similar houses. Institutional resources in West Athens-Westmont include an abundance of churches and schools. As there are no formal community centers established in West Athens-Westmont, churches and schools served as informal community gathering hubs.<sup>67</sup>

The community is divided by Imperial Highway (SR-90), which runs west to east. West Athens-Westmont is bounded to the north and east by the City of Los Angeles, to the south by the City of Gardena, and to the west by the cities of Hawthorne and Inglewood. Street boundaries from the area include Manchester Avenue to the north, although the boundary incrementally moves south, wrapping around the City of Los Angeles’s southern border. The street boundaries also include Van Ness Avenue to the west, El Segundo Boulevard to the south, and Vermont Avenue to the south. Six major highways and thoroughfares including the I-105 freeway, Manchester Avenue, Century Boulevard, Imperial Highway, El Segundo Boulevard, Western Avenue, and Vermont Avenue either bind or bisect West Athens-Westmont.<sup>68</sup> West Athens-Westmont’s environment is characterized by man-made features including wide transportation corridors, large areas of tract housing, and parks including the Helen Keller Public Park and the Chester Washington Golf Course. The primary industries in West Athens-Westmont are healthcare and retail.<sup>69</sup>

<sup>64</sup> No Author, “Huntington to Weigh Walnut Park Annex,” *Los Angeles Times*, Feb. 14, 1960, SC2.

<sup>65</sup> No Author, “Walnut Park Area, Rejects Annexation,” *Los Angeles Times*, Mar. 4, 1964, 29.

<sup>66</sup> No Author, “Watts Secession Urged to Create ‘Freedom City:’ Watts,” *Los Angeles Times*, June 17, 1966, 3.

<sup>67</sup> “History of Los Angeles Southwest College,” *Los Angeles Southwest College*, accessed February 2022, [lasc/history#:~:text=Los%20Angeles%20Southwest%20College%20is,college%20to%20South%20Los%20Angeles.](#)

<sup>68</sup> Los Angeles County, *Step by Step Los Angeles County: Westmont/West Athens Community Pedestrian Plan*, February 2019, 5.

<sup>69</sup> Los Angeles County, *West Athens/Westmont Community Plan*, March 15, 1990, 2 and 26.



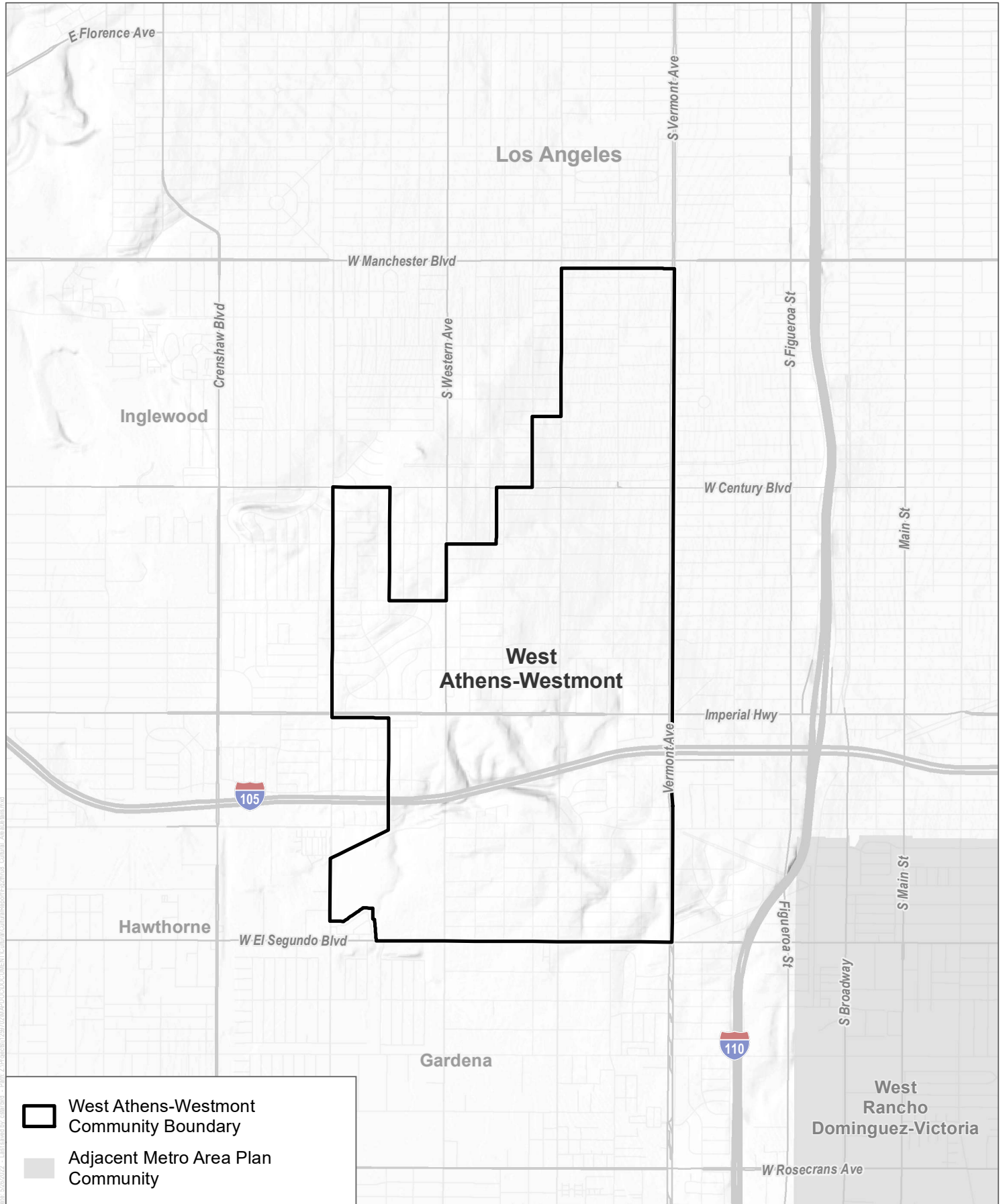
## General History of the West Athens-Westmont Community

In the mid-nineteenth century, West Athens and Westmont were part of the 22,459-acre land grant Rancho Sausal Redondo, awarded to Antonio Ygnacio Avila in 1837. Portions of other ranchos were also within the present-day community boundaries. After Avila died in 1858, Rancho Sausal Redondo was subdivided and sold by his children. By 1885, the land had been sold to Daniel Freeman, who further subdivided and sold portions of the property. By 1896, O.T. Johnson Corporation and Howard Summit used the area for smaller ranches.<sup>70</sup> In the late nineteenth and early twentieth century, development on the flat, expansive pasture included the north-south oriented Redondo Railroad and several buildings. The ranches remained primarily agricultural until the 1920s when they were sold and subdivided for residential and recreational development.<sup>71</sup>

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<sup>70</sup> Daniel Wexler, "History in the Making," *Los Angeles Times*, April 9, 2007.

<sup>71</sup> National Environmental Title Research, "West Athens-Westmont [aerial photos and topography maps]," *Historic Aerials Courtesy of NETR Online*, 1894-1926, <https://www.historicaerials.com/viewer>.



SOURCE: FEMA; Open Street Map 2019; LA County 2021

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## Community Development History

West Athens, named because it is directly west of an area known as Athens, and Westmont, which derives its name because it is west of Vermont Avenue, was developed on land used for agriculture. In the mid-1920s, West Athens-Westmont was rezoned for mixed residential-industrial use. The Pacific Electric established an interurban railroad that, along with the Redondo Railroad, carried freight from the Port of Los Angeles east to distant markets. Factories were established near the railroads and factory workers, largely Italian, settled in the area. By 1926, Westmont was rapidly developing with vernacular, wood-framed single and multi-family homes. Development in West Athens was slower, with only a few buildings along Vermont Avenue.<sup>72</sup> The first non-residential development that occurred in West Athens was in 1926 when 120 acres on the western edge of the community were developed as the La Avenida Golf Course.<sup>73</sup> From the beginning of residential development, the West Athens-Westmont communities enforced residential deed restrictions barring minorities from owning property, which did not change until the late 1940s with the passing of *Shelley vs. Kraemer* in 1948. When the La Avenida Golf Course opened it was a Caucasians-only facility (it was renamed the Western Avenue Golf Course in 1931).<sup>74</sup>

During the Great Depression, diminished wages and widespread unemployment in West Athens-Westmont made it difficult for homeowners to make monthly mortgage payments. In 1939, the HOLC rated West Athens-Westmont, still largely comprised of Italian factory workers and their families, as “in decline,” putting the communities at risk of being denied access to capital investment which could improve the stability of housing and economic opportunity of residents. By 1939, a large percent of single-family residences in West Athens-Westmont were seized by their original lending institutions. While new construction was limited during the economic depression, new development did occur. Blocks of single-family houses were constructed in Spanish Colonial Revival and Minimal Traditional styles in West Athens-Westmont during the 1930s and 1940s.<sup>75</sup>

West Athens-Westmont’s character as a manufacturing area was declining during the 1940s. This was due in part to World War II when manufacturing needed to be geared toward the defense-related industry. In 1942, the Redondo Railroad was replaced with automobile-oriented Vermont Avenue. Factories along the former railroad route were demolished and replaced with residences, often occupied by African-American and Latino families. As the population of the neighborhoods grew, commercial corridors with retail establishments, primarily comprised of one-story retail stores and gas stations, replaced the remaining manufacturing facilities. The employment opportunities within the immediate neighborhood were extremely limited as manufacturing left the area.<sup>76</sup>

In 1954, the Western Avenue Golf Course was slated to be redeveloped with industrial facilities due to the course’s convenient location directly south of the Pacific Electric Railroad line. Los Angeles County Supervisor Kenneth Hahn acquired the golf course for the County of Los Angeles to preserve one of the few green spaces in West Athens-Westmont. The County’s obtainment of the Western Avenue Golf Course solidified the area’s transition away from an industrial area.<sup>77</sup>

<sup>72</sup> Hector Tobar, “Hope Endures in Hard Times,” *Los Angeles Times*, Sep. 15, 2009.

<sup>73</sup> Rob Liggins, “Why This Los Angeles Muni’s Regulars Have Such Deep Pride in Their Course,” *Caddy Link*, accessed March 2022, <https://caddy.link/2021/03/01/why-this-los-angeles-munis-regulars-have-such-deep-pride-in-their-course/>.

<sup>74</sup> Joe T. Darden, “Black Residential Segregation since the 1948 Shelley v. Kraemer Decision,” *Journal of Black Studies* 25, no. 6 (1995): pp. 680-691, <https://doi.org/10.1177/002193479502500603>.

<sup>75</sup> “HUD Historical Timeline: the 1930s,” [https://www.huduser.gov/hud\\_timeline/](https://www.huduser.gov/hud_timeline/).

<sup>76</sup> U.S. Census Bureau, “Population: West Athens-Westmont CDP, California,” *Quick Facts*, accessed March 2022, <https://www.census.gov/quickfacts/fact/table/galtcitycalifornia,westmontcdpcalifornia,westathenscdpcalifornia,palmdesertcitycalifornia/HCN010212>.

<sup>77</sup> County of Los Angeles Department of Parks and Recreation. “Annual Report: Fiscal Year,” June 30, 1954.

The golf course was also the site of an important milestone in civil rights as the first County public golf course to desegregate. In 1955, the Western Avenue Women's Golf Club denied Maggie Hathaway, a noted civil rights activist, membership on the basis of race. Hathaway contacted Hahn and successfully argued that the golf course, located on County-owned land, could not deny membership based on race as they operated on a property that was maintained partially through taxes collected from minority populations.<sup>78</sup> Hahn enacted the policy and extended the rule throughout the County, forcing all County-owned facilities to end discriminatory policies based on color, race, religion, ancestry, or national origin.<sup>79</sup> The desegregation of the Chester Washington Golf Course kickstarted the desegregation of golf courses throughout Los Angeles County, which set in motion a County-wide overhaul of segregationist policies.

The Watts Uprising, which began on August 11, 1965, triggered two major changes in the West Athens-Westmont community. In 1967, community activists Odessa and Raymond Cox succeeded in establishing Los Angeles Southwest College (LASC), a public community college located on the border of West Athens and Westmont, to address the lack of employment and educational resources in the communities. LASC was developed on industrial land located at the corner of Western Avenue and Imperial Highway formerly owned by the Union Oil Company. Prior to LASC opening its doors, community members were limited from seeking higher education as the only institution, Los Angeles City College, was over two hours away by city bus, the most common form of transportation for residents of West Athens-Westmont.<sup>80</sup>

Transportation systems bisecting West Athens and Westmont have counteracted some of the positive changes and access to resources that were emphasized in the wake of the Watts Uprising. LASC was centrally located within walking distance for those living in West Athens-Westmont until 1990 when the abandoned route of the Pacific Electric was replaced by a major expressway. The I-105 (Century Freeway) was in part constructed so that the police could be easily deployed to dense urban communities.<sup>81</sup>

The area's residential population continued to grow in the late twentieth century. The majority of local employment opportunities for residents are in the healthcare and retail industries. In 1982, the Western Avenue Golf Course was renamed to honor Chester Washington, the renowned publisher of *The Los Angeles Sentinel*, Los Angeles's largest African-American-owned weekly newspaper (Exhibit 5).<sup>82</sup> By 1970, over 42,500 people lived in the West Athens-Westmont area. Although the total population of West Athens-Westmont fell to under 36,700 people in 1980, the area's population has regenerated, reaching 44,972 residents in 2021.<sup>83</sup>

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<sup>78</sup> Libby Clark, "A 'Taste' of History- A Remembrance," *Los Angeles Sentinel*, April 10, 2003.

<sup>79</sup> John Dailey, "Divot Diggins: Maggie's Struggle Not a Piece of Cake," *Los Angeles Sentinel*, Oct. 27, 1994.

<sup>80</sup> Los Angeles County, March 15, 1990, 26.

<sup>81</sup> Tobar, "Hope Endures in Hard Times."

<sup>82</sup> Marita Hernandez, "Head of Black-Owned Newspaper Chain Dies," *Los Angeles Times*, September 1, 1983.

<sup>83</sup> Tobar, "Hope Endures in Hard Times."



**Exhibit 5.** View of Chester Washington Golf Course Clubhouse, circa 1958

**Source:** County of Los Angeles Department of Parks and Recreation Photo Collection, LA County Library.

### 4.3.6 West Rancho Dominguez-Victoria

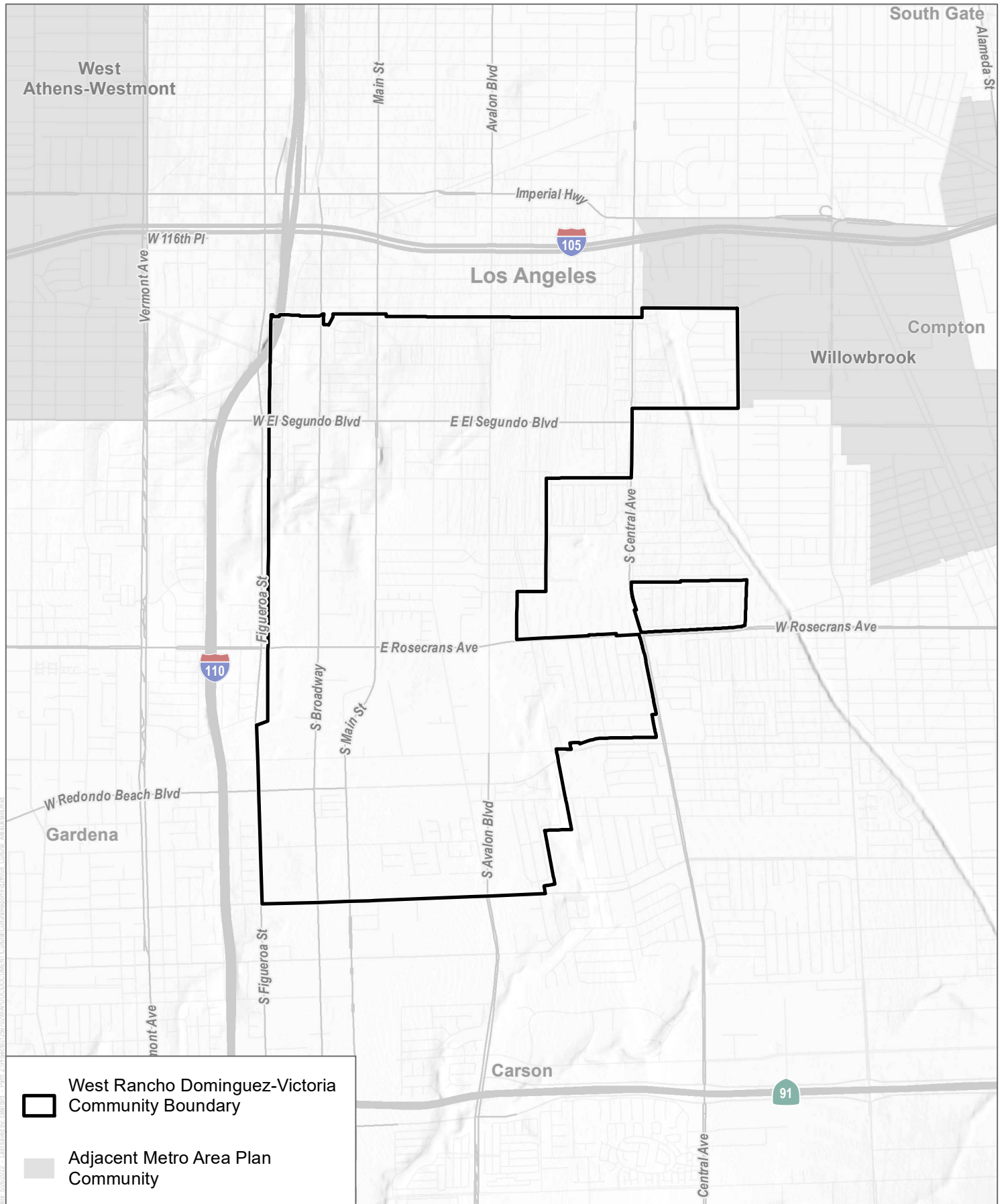
West Rancho Dominguez-Victoria, formerly known as West Compton, is a 1,024-acre unincorporated industrial and residential community located in south-central Los Angeles County. Although the neighborhood is officially known as West Rancho Dominguez-Victoria, the name has yet to become commonplace and the neighborhood is still commonly referred to as West Compton. The community is currently home to 22,724 people, predominantly African-American and Latino communities whose residents are employed in the healthcare industries, transportation and warehouse, and manufacturing industries. Residential development, largely comprised of modest single-family residences, constructed between the 1940s and 1960s, is concentrated in the northern section of the community. The southwest quadrant of the CPA, which is bound by the I-110 freeway and SR 91, is primarily industrial. The community's built environment is characterized by man-made features, including wide transportation corridors, Athens Park, and the Ervin "Magic" Johnson Park, an outdoor community space that offers community, educational, and recreational amenities (Exhibit 6).<sup>84</sup>

<sup>84</sup> Ibid.

West Rancho Dominguez-Victoria is bounded to the north and west by the City of Los Angeles, to the south by the City of Carson, and to the east by the unincorporated community of Willowbrook and the City of Compton. The community, which was officially separated from the City of Compton in 2000, is surrounded and divided into two separate areas by the City of Compton, creating disjointed boundaries. The jagged eastern boundary is primarily designed to separate the community from city-governed schools and public services. The largest western portion of the neighborhood is bound by West 120<sup>th</sup> Street to the north; South Central Avenue to the east, although the boundary extends as far east as Compton Creek; East Alondra Boulevard to the south; and South Figueroa Street to the west. The small, eastern area is bound by South Central Avenue to the west; West 138<sup>th</sup> Street to the north; Gonzales Park and Compton Creek to the east; and Rosecrans Avenue to the south. Eight freeways and thoroughfares, including Interstates 110 and 105, East Alondra Boulevard, South Central Avenue, West El Segundo Boulevard, West Rosecrans Avenue, West Compton Boulevard, and East 120<sup>th</sup> Street either bind or bisect West Rancho Dominguez-Victoria. Highway 91 is less than a mile directly south of the industrial quadrant of the CPA.<sup>85</sup>

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<sup>85</sup> Ibid.



SOURCE: FEMA; Open Street Map 2019; LA County 2021

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## General History of the West Rancho Dominguez-Victoria Community

The original 1868 General Land Office (GLO) survey depicts the land developed today as West Rancho Dominguez-Victoria located on the 75,000-acre San Pedro (Dominguez) Rancho, a grant bestowed to Juan Jose Dominguez, in 1784 by the King of Spain, Carlos III. Dominguez's San Pedro Rancho included the entirety of Los Angeles Harbor. When Dominguez died in 1809, he passed the entire Rancho to his only living nephew, Cristobal Dominguez, who later bequeathed it to his son, Manuel. Following the 1848 Treaty of Guadalupe Hidalgo, Dominguez petitioned the United States government for the entirety of his uncle's original 75,000-acre claim. The Treaty of Guadalupe Hidalgo added 525,000 square miles to the United States territory, including the land that would make up California. In 1858, after a decade of litigation and government surveys, Dominguez was awarded a portion of his original claim. In the early 1860s, Dominguez sold portions of the area to F.P.F. Temple and F.W. Gibson. In 1867, Temple and Gibson subdivided their land, selling 4,600 acres to pioneer Griffith Dickenson Compton. West Rancho Dominguez-Victoria is not contiguous with the industrial community of Rancho Dominguez, which lies south of Compton, or East Rancho Dominguez, which is located east of Compton. The three communities derive their name from the former Rancho that encompassed the area.

## West Rancho Dominguez-Victoria Community Development History

West Rancho Dominguez-Victoria shares much of its history with the neighboring City of Compton and the East Rancho Dominguez community. The City of Compton, home to 500 people, was incorporated in 1888. At the end of the nineteenth century and in the early twentieth century, the area was a rural area dotted with farmsteads near the towns of Compton, Gardena, and Strawberry Hill. West Compton began to experience steady growth in the 1920s due to its proximity to large freight railroads, the Port of Los Angeles, and the growing urban centers nearby.<sup>86</sup> By 1930, middle-income residential areas developed outside of Compton's central commercial area. West Compton (renamed West Rancho Dominguez by 2000), was developed on the pasture lands that previously stretched between the major streets of Rosecrans and Compton. The growing neighborhood, developed on a grid system, was home to primarily middle-class, Caucasian residents largely employed as skilled tradesmen, oil refinery foremen, and experienced artisans.<sup>87</sup>

The City of Compton enforced racial covenants until the Supreme Court's landmark decision in *Shelley v. Kraemer* outlawed the practice in 1948. West Compton's first African-American residents, who moved to the neighborhood in the early 1950s, were met with violence, vandalism, and intimidation from white hate groups.<sup>88</sup> Despite targeted hate crimes, West Compton's African-American community grew quickly and, by 1960, a large African-American enclave had developed in the formerly restricted community. As demographics shifted, realtors engineered a period of prejudice-fueled market instability by approaching Caucasian homeowners with narratives of increased crime rates and impending property depreciation. Blockbusting tactics, which were practiced in the larger Compton and south-central Los Angeles County area during this period, resulted in a depressed housing market and contributed to a state of decline worsened by the 1965 Watts Uprising.<sup>89</sup>

The Watts Uprising, which began on August 11, 1965, triggered a prejudice-driven mass exodus of Caucasian residents from West Compton. Property values were unable to recover after the unrest and the neighborhood's underfunded community resources, schools, and infrastructure deteriorated.

<sup>86</sup> B.A. Wells and K.L. Wells, "Discovering Los Angeles Oilfields," *American Oil & Gas Historical Society*, April 21, 2021, <https://aoghs.org/petroleum-pioneers/los-angeles-oil-field/>.

<sup>87</sup> Elijah Chiland, "Mapping LA's Long, Strange History as an Oil Town," *Curbed LA*, November 4, 2019, <https://la.curbed.com/maps/oil-los-angeles-drill-sites-offshore>.

<sup>88</sup> "General Population by City, 1910 - 1950: Los Angeles County," *Los Angeles Almanac*, 2001, <http://www.laalmanac.com/population/po02.php>.

<sup>89</sup> "History of the City," City of Compton.



In response to the uprising, the California State Legislature sought to widen and expand Los Angeles County's highway system so that law enforcement could more easily access congested urban communities. The planned routes of the I-710 freeway expansion and new construction projects, including the I-110 freeway and the I-105 (Century) freeway, did not follow the natural or historic community boundaries and splintered existing communities and commercial corridors. During the late 1960s and early 1970s, the County seized residential neighborhoods through eminent domain and divided previously cohesive urban communities. Construction of Imperial Highway and the I-105 freeway was delayed due to civil litigation brought by community members.<sup>90</sup> In 1975, the communities of West Rancho Dominguez and Willowbrook brought litigation against the County of Los Angeles to save the hundreds of residences seized through eminent domain for the construction of the expanded highways. In 1982, a settlement was reached and hundreds of residences between Imperial Avenue and East 117<sup>th</sup> Street were demolished and replaced with the expanded Interstate, partially using funds previously earmarked for community development. In 1990, an abandoned route of the Pacific Electric Railroad was replaced by the I-105 freeway.<sup>91</sup>

In response to the depressed conditions worsened by entrenched institutional barriers, including prejudicial law enforcement and rising unemployment, gang membership increased, and violence escalated. Gangs, most noticeably the notorious Crip (short for "Community Revolution in Progress") and Blood gangs developed in the late 1960s and early 1970s and recruited members during the 1970s economic recession, a period of economic stagnation, hyperinflation, and mounting unemployment.<sup>92</sup> Gangs expanded their power and influence in the late 1980s, when crack cocaine, a cheap and easy-to-manufacture, highly-profitable alternative to cocaine, was introduced in southeastern Los Angeles County. West Compton was an advantageous location for drug trafficking due to the neighborhood's proximity to expanding Interstates 105 and 110 and Highway 91, as well as its central location in Los Angeles, the country's second-largest metropolis.<sup>93</sup>

Residents of West Compton maintained a community cohesiveness during the tumultuous 1970s and 1980s despite media attention, which portrayed all of Compton as a predominantly African-American community plagued by drugs, gang violence, and police raids.<sup>94</sup> West Compton, whose history is tangled with the City of Compton's tumultuous racial legacy, was profoundly impacted by the arrest and assault of Rodney King on March 3, 1991, which sparked another period of unrest in Los Angeles between April 29 and May 4, 1992.

West Rancho Dominguez's extant landscape was shaped by the combination of municipal and grassroots programs. Among these is Earvin "Magic" Johnson Park, which the communities of West Rancho Dominguez and Willowbrook have adopted as a point of pride for the neighborhood. The recreation area quickly became a center of the community and offered programs, events, and resources. In the late 1990s, West Compton residents, via a grassroots campaign, lobbied the County to change their community's name from West Compton to West Rancho Dominguez-Victoria. The area had never been part of the City of Compton and residents wanted to disassociate its identity from Compton. By 2000, West Compton was officially redesignated and renamed West Rancho Dominguez. West Rancho Dominguez's disjointed boundaries were drawn around Compton-run facilities, including schools and major infrastructure.<sup>95</sup>

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<sup>90</sup> Ayala Feder-Haugabook, "Compton, California."

<sup>91</sup> Roston Woo, "Willowbrook is...es...," *Los Angeles Arts Commission*, 2013.

<sup>92</sup> "History of the City," *City of Compton*.

<sup>93</sup> History.com Editors, "Watts Rebellion," History.com (A&E Television Networks, September 28, 2017), <https://www.history.com/topics/1960s/watts-riots>.

<sup>94</sup> Ayala Feder-Haugabook, "Compton, California."

<sup>95</sup> Ibid.

**Exhibit 6.** Los Angeles County Department of Parks and Recreation, Athens Park sign

**Source:** Dudek 2022 (IMG\_0089).

### 4.3.7 Willowbrook

Willowbrook is an unincorporated CDP located in south-central Los Angeles County. Willowbrook encompasses 2,432 acres (3.77 square miles) and is home to 22,035 people. Willowbrook is primarily developed as a residential area, although there is also a prominent hospital, a commercial plaza, and several primary and secondary schools. Willowbrook's community profile is largely comprised of Latino (74.3%) and African-American (22.8%) residents, many of whom are employed in the automotive, industrial, and construction industries.<sup>96</sup> Residential property types in the Willowbrook area are single-family and multi-family residences, primarily designed in the Minimal Traditional, Craftsman, and Ranch architectural styles. Willowbrook's built environment is characterized by man-made features, including wide transportation corridors, large areas of compact tract housing, the Martin Luther King Jr. Community Hospital, and a railroad right-of-way. Churches, schools, and public parks including Mona, George Washington Carver, and Faith and Hope parks serve as informal community gathering hubs.<sup>97</sup>

<sup>96</sup> "Overview of Willowbrook, California," *Statistical Atlas*, accessed April 2022, <https://statisticalatlas.com/place/California/Willowbrook/Overview>.

<sup>97</sup> National Environmental Title Research, "Willowbrook [aerial photos and topography maps]," Historic Aerials Courtesy of NETR Online, 1948-2018, <https://www.historicaerials.com/viewer>.

The Willowbrook community is bounded to the north and east by the City of Los Angeles; to the south by the unincorporated community of West Rancho Dominguez-Victoria and the City of Compton; and to the west by the cities of Compton and Lynwood. Street boundaries for the area include Imperial Avenue to the north; South Mona Boulevard and North Alameda Street Avenue to the east; East Oris Street to the south; and Central Avenue, Compton Avenue, and North Paulson Avenue to the west. Major highways and thoroughfares, including Imperial Highway, the I-105 freeway, El Segundo Boulevard, Wilmington Avenue, South Willowbrook Avenue, and North Alameda Street, either bind or bisect Willowbrook.<sup>98</sup> While many transportation routes bisect the community, the light rail line with the Willowbrook/Rosa Parks links Willowbrook to employment centers, schools, downtown Los Angeles, hospitals, and community centers. The station was redesigned in 2021 to incorporate artwork created by local artists, a pedestrian promenade and crossings, and a new public plaza.<sup>99</sup>

### General History of the Willowbrook Community

Willowbrook was named for the natural tree and water landmarks that delineated Rancho La Tajauta boundaries in the 1840s. The Rancho was part of a 4,500-acre land grant conferred to Anastacio Abila in 1843. Abila had served as mayor of Los Angeles from 1819-1821. In 1860, following the Mexican-American War and Abila's death, the U.S. Survey General confirmed that 3,559.86 acres of the original grant belonged to Enrique Avila, Abila's son (though his name was spelled differently).<sup>100</sup> Willowbrook's present-day south and east boundaries align with the 1860 configuration of Rancho La Tajauta's south and east boundaries. For fourteen years, sales of the Rancho were frozen while Abila's other heirs contested his will. In 1874, Avila successfully claimed ownership of the entire 3,559.86 acres of the original grant and immediately began to parcel out hundreds of acres to family members for small sums of money. During the late 1870s, Avila and his family raised livestock on the Rancho.<sup>101</sup>

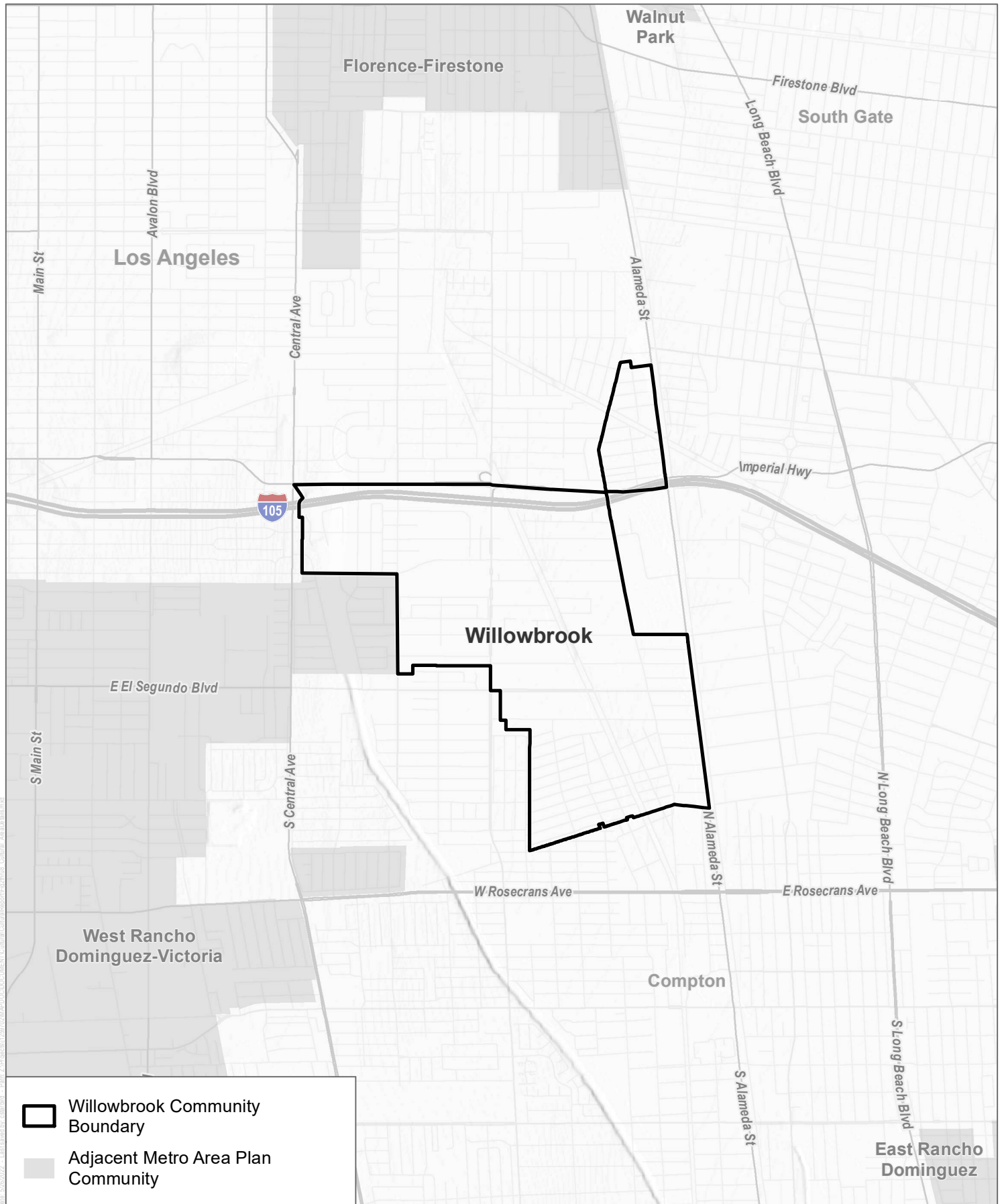
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<sup>98</sup> "Overview of Willowbrook, California," *Statistical Atlas*.

<sup>99</sup> Jose Ubaldo, "L.A. Metro Celebrated Completion of Construction for the State-of-the-Art Willowbrook/Rosa Parks Station," *LA Metro*, November 19, 2021, <https://www.metro.net/about/l-a-metro-celebrates-completion-of-construction-for-the-state-of-the-art-willowbrook-rosa-parks-station/>.

<sup>100</sup> "Avila Family Papers," *Seaver Center for Western History Research*, Los Angeles County Museum of Natural History, March 30, 2015, 3.

<sup>101</sup> Staff of the State Lands Commission, *Grants in California Made by Spanish or Mexican Authorities*, State of California, 2020, 51.



SOURCE: FEMA; Open Street Map 2019; LA County 2021

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## Community Development History

The modern development of Willowbrook began in 1885, when the Santa Fe Railroad laid tracks in Southern California, triggering a rate war with the only other railroad in the region, the Southern Pacific, which ran through Willowbrook. The price for a one-way ticket from the midwestern United States cities to Los Angeles dropped as low as one dollar. The low rates generated a mass influx of Los Angeles-bound migrants and the city's first real estate development boom. Avila profited from selling parts of Rancho Tajauta to new arrivals. In 1891, the Southern Pacific Railroad laid the San Pedro line along the border of Rancho Tajauta's easternmost boundary.

Shortly after the rail lines developed, Avila sold the land directly west of the line to William Pinkney Ranseur and Charles H. Watts. By 1894, the developers established Riverside Boulevard (now East Oris Street) along the southern boundary of their community and adjacent to the San Pedro line. By 1896, several residences on large plots had been established alongside the transportation networks.<sup>102</sup> These large residential lots, purchased from Ranseur and Watts, were spacious enough for owners to cultivate orchards, crops, and keep small livestock or chickens. Development stagnated for Ranseur and Watts' real estate venture by 1903, shortly after their subdivision officially was designated as the "Willowbrook Tract" by the Los Angeles County Recorder.<sup>103</sup> Willowbrook's first residents, largely African-American, Latino, and Japanese families, invested in their neighborhood by organizing community programs.<sup>104</sup>

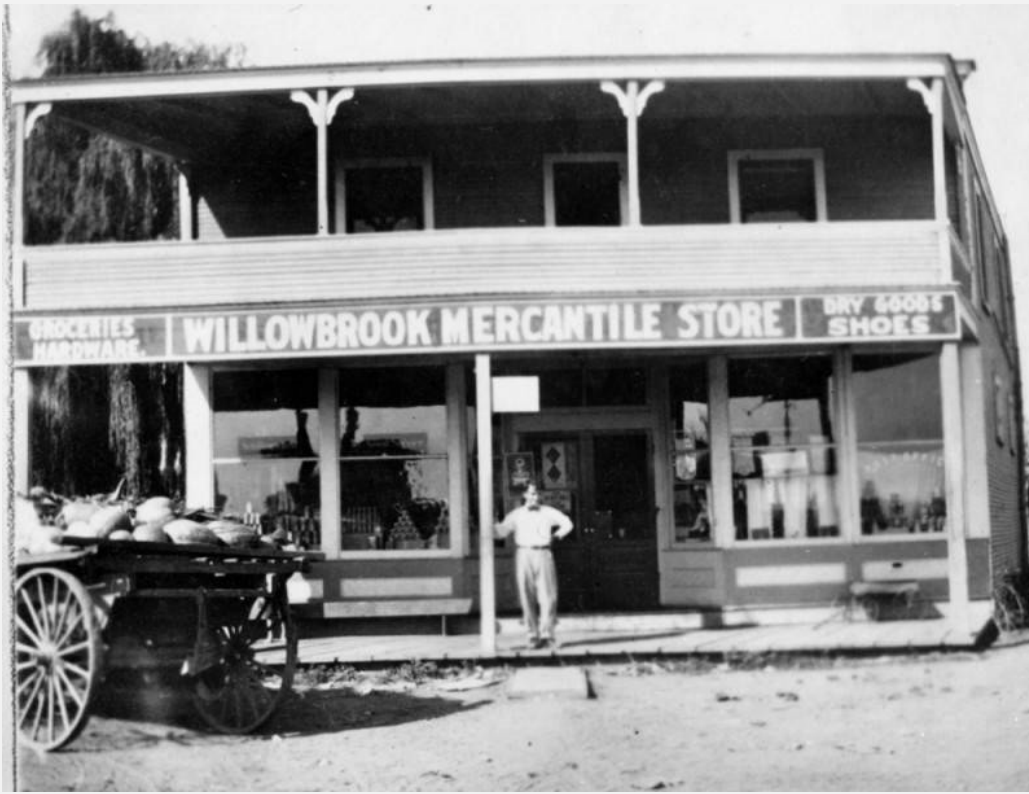
Willowbrook remained a small community between the cities of Watts (north) and Compton (south) until 1929 when Pacific Electric Company established an intercity rail line between Watts and Compton (Exhibit 7). Most of Willowbrook's residences were located between the two stations. By 1930, Watts and Compton were thriving as a result of the regional oil industry. Development associated with these communities along the new interurban Pacific Electric rail line crossed Willowbrook's boundaries.

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<sup>102</sup> "Avila Family Papers," *Seaver Center for Western History Research*, 3.

<sup>103</sup> "Willowbrook Library, Los Angeles, California," *County of Los Angeles Public Library History*, LA County Library, 1913, <https://calisphere.org/item/8eeee99c608dcd654fe324abf4e9b066/>.

<sup>104</sup> "Early Statehood: 1850 – 1880s: The Rise of Los Angeles," *Picture This: Oakland Museum of California*, accessed April 2022, <http://picturethis.museumca.org/timeline/early-statehood-1850-1880s/rise-los-angeles/info>.

**Exhibit 7.** Willowbrook Mercantile Store, 1909

**Source:** Security Pacific National Bank Collection/Los Angeles Public Library.

In 1912, Willowbrook residents petitioned the County for the first Los Angeles County Free Library, now called the Willowbrook Library. In April 1913, Mrs. Belle Jenks opened the first library in Los Angeles County, comprised of 50 books housed in the parlor of her home. In 1919, the library was relocated to a room in the Willowbrook Post Office. In 1950, the library was moved again to a dedicated building located on El Segundo Boulevard, which was damaged during the 1965 Watts Uprising. After being rebuilt, Willowbrook Library served the community at the El Segundo Blvd. location until the library was relocated to the Kenneth Hahn Plaza in 1987. In 2018, the Willowbrook Library was relocated to its current location on Wilmington Avenue as part of a large mixed-use affordable housing development.<sup>105</sup>

Manufacturing companies utilized Willowbrook's relaxed zoning regulations to establish industrial facilities along the Pacific Electric and Southern Pacific lines. During the 1930s, Willowbrook's industrial and residential sectors developed simultaneously along the two railroads. In the 1940s, African-American and Latino populations increased as people moved to the region for the employment opportunities created by World War II. Willowbrook, once a suburb between Watts and Compton, transformed into a denser urban neighborhood populated by blue-collar workers employed at local factories and manufacturing facilities.

<sup>105</sup> "Willowbrook Library, Los Angeles, California," *County of Los Angeles Public Library History*.

In 1920, the oil industry transformed southeastern Los Angeles County. Former small County railroad towns became dense neighborhoods and small cities. By 1929, Willowbrook, which had not imposed the race-based deed restrictions that became ubiquitous in many areas of Los Angeles, was a growing, unsegregated community. Residents were employed as service workers, factory hands, laborers, or by the Works Progress Administration (WPA). Willowbrook's mixed zoning supported small agricultural plots, industry, and residential development. Although high voltage powerlines and railroads crisscrossed the area, local infrastructure such as public sewers, transportation, and paved streets remained largely undeveloped until 1940.<sup>106</sup>

During the Great Depression, diminished wages and widespread unemployment in Willowbrook made it difficult for homeowners to make monthly mortgage payments. The HOLC assigned Willowbrook a hazardous or Red rating due to its predominantly minority demographic makeup, which limited most capital investment in the area.<sup>107</sup> Because of HOLC's rating, the impacts of the Depression disproportionately impacted the Willowbrook community, and by 1939, a large percentage of the single-family residences owned by minority residents were seized by their original lending institutions.<sup>108</sup>

During the 1940s, massive numbers of people moved to Southern California for the employment opportunities created by World War II. To house incoming workers before and after the war, large subdivisions of single and multi-family tract housing were developed throughout the region. Many African-Americans were thriving members of the middle class but restricted from purchasing houses in the new tracts due to racially restricted deed covenants outside of Willowbrook. One subdivision, called Carver Manor, was comprised of 250 homes, constructed specifically for African-American military veterans and designed by famed Los Angeles architect Paul Revere Williams. Williams was the first African-American architect licensed by the American Institute of Architects (AIA).<sup>109</sup> Although residential growth boomed, limited commercial development took place during the 1940s. One-story retail stores and gas stations were constructed along major thoroughfares and the development of commercial corridors was not architecturally noteworthy.<sup>110</sup>

This mixture of development continued through the postwar era until the Watts Uprising began in August 1965. Within Willowbrook, violent demonstrations protested racial discrimination, institutional barriers, and prejudicial policing. After four days of rioting, government commissions were formed, and community groups gathered. Both groups grappled with how to rebuild Willowbrook and reduce future outbreaks of violence. Citizens of Willowbrook organized programs and events that fostered community while administrative institutions stimulated employment, increased access to education and healthcare, and attempted to shape the community's behavior through urban design.<sup>111</sup>

In the aftermath of the uprising, gang membership escalated in response to entrenched institutional barriers, prejudicial law enforcement, rising unemployment, and deteriorated community resources. Gangs presented young community members with a source of income, protection, a personal identity, and a community with a shared purpose. The notorious Crip (short for "Community Revolution in Progress") factions "Carver Park Crips" and "Mona Park Compton Crips" were established in Willowbrook during the 1970s. Large numbers of young, male youths

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<sup>106</sup> Mike Sonksen, "The Comeback Kid: Willowbrook's History and Transformation," *KCET*, October 6, 2017, <https://www.kcet.org/history-society/the-comeback-kid-willowbrooks-history-and-transformation>.

<sup>107</sup> Nelson, Winling, Marciano, Nathan Connolly, et al. "Mapping Inequality."

<sup>108</sup> "HUD Historical Timeline: the 1930s," [https://www.huduser.gov/hud\\_timeline/](https://www.huduser.gov/hud_timeline/).

<sup>109</sup> "Carver Manor: Paul Revere Williams," WIN (Willowbrook Inclusion Network), April 24, 2021, <https://thewinzone.net/f/carver-manor-paul-revere-williams>.

<sup>110</sup> California Department of Transportation (Caltrans), "Tract Housing in California, 1945-1973: A Context for National Register Evaluation," *Caltrans*, 2011, 45.

<sup>111</sup> Woo, "Willowbrook is...es...," 8.

turned to gangs during the 1970s economic recession, a period of economic stagnation, hyperinflation, and mounting unemployment. Gangs expanded their power and influence in the 1980s, when crack cocaine, a cheap and easy to manufacture highly profitable alternative to cocaine, was introduced in southeast Los Angeles County. The continued presence of gangs in Willowbrook reflects the tumultuous legacy of the Watts Uprising.<sup>112</sup>

In the wake of the uprising, the California State Legislature sought to widen and expand the Imperial Highway, originally established in the late 1930s, so that law enforcement could easily access congested urban communities. In 1975, the community of Willowbrook, along with the neighboring West Rancho Dominguez-Victoria, brought litigation against the County of Los Angeles to save the hundreds of residences between Imperial Avenue and East 117th Street seized through eminent domain for the construction of the highway. After seven years of litigation, residents resigned their homes to eminent domain, but received guarantees that residents would be given fair market value for their houses, receive compensation for their property, collect a substantial relocation fee, and that no further eminent domain would be exercised within the community of Willowbrook. In 1982, the contested land was seized by the County, and construction of the I-105 freeway began. Funding earmarked for community development was reallocated towards the cost of the freeway, causing irreparable harm for the community of Willowbrook. Five hundred units of planned replacement housing on lots acquired for the freeway were never constructed, the Martin Luther King Jr. Community Hospital was downsized, and developers, established businesses, planned commercial enterprises, and residents fled the neighborhood. Many pre-1940 single-family residences were replaced with new multi-family units and industrial facilities that took advantage of the mixed zoning regulations developing industrial plants in predominantly commercial and residential areas.<sup>113</sup>

A catalyst for the civil unrest was the noted lack of access to health care in south-central Los Angeles. Civil rights and antipoverty activists in Willowbrook successfully advocated for the development of a community hospital designed to bring a high-quality medical facility to the primarily African-American residents in south-central Los Angeles, leading to the 1971 opening of the Martin Luther King Jr. Medical Center/Charles R. Drew University of Medicine and Science. The facilities were named for King, a slain civil rights icon, and Drew, an African-American physician and pioneering medical researcher in the field of blood transfusions. The Martin Luther King Jr., Medical Center/Charles R. Drew University of Medicine and Science has consistently maintained a local hiring policy, employing young African-American and Latino youth.<sup>114</sup> In 2007, the main hospital closed, but an urgent care center and outpatient clinic located on the 1971 medical campus continued to operate. Los Angeles County and the University of California system opened a smaller version of the hospital in 2015, naming it the Martin Luther King Jr. Community Hospital, which included the Augustus F. Hawkins Mental Health Center and substance rehabilitation facility. The Charles R. Drew University of Medicine and Science has continued to operate as a separate entity since the hospital closed in 2007.<sup>115</sup>

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<sup>112</sup> Nelson, Winling, Marciano, Nathan Connolly, et al. "Mapping Inequality."

<sup>113</sup> Woo, "Willowbrook is...es...," 3-9.

<sup>114</sup> Ibid.

<sup>115</sup> Robert Bauman, "Martin Luther King Jr. Medical Center/Charles R. Drew University of Medicine and Science (1971-)," *Black Past*, August 31, 2021, <https://www.blackpast.org/african-american-history/martin-luther-king-jr-medical-center-charles-r-drew-university-medicine-and-science-1971/>.

While the state and County affected institutional changes, community grassroots programs shaped the neighborhood's landscape and culture. Edna Aliewine organized the Watts-Willowbrook Christmas Parade in the late 1960s and the community quickly adopted the event as a point of pride for the neighborhood.<sup>116</sup> The annual event created reasons for the community to gather, supported local businesses, citizens, and families, and attracted stars including Bill Cosby, Bruce Lee, the Beverly Hillbillies, Sammy Davis Jr., and the Jackson Five.<sup>117</sup>

While varying methods of community development were often at odds between 1965 and today, Willowbrook's extant landscape was shaped by the combination of municipal and grassroots programs. The citizens of Willowbrook have petitioned to become a city within Los Angeles County, but due to the absence of large businesses or industries that would create a sufficient tax base, has remained an unincorporated community within the County.

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<sup>116</sup> Woo, "Willowbrook is...es...," 3-9.

<sup>117</sup> No Author, "52nd Annual Watts Christmas Parade Ushers in the Holiday Season, Saturday December 2<sup>nd</sup>," *Los Angeles Sentinel*, November 20, 2017.



## 4.4 Significant Themes

### 4.4.1 Agricultural Development

#### Overview

Agricultural development in the Metro Planning Area begins with the division of the ranchos under Spanish rule. The legacy of the ranchos in Los Angeles is evidenced today in land use and development patterns established throughout the County, with much of the last two centuries of agriculture and modern development continuing to follow the original rancho boundaries, and cities and communities frequently used or incorporated the original rancho name. After the secularization of the California missions in 1834, land that was once under the church's control was redistributed in the form of land grants (ranchos) to loyal citizens. The rancho boundaries represent the foundation of California's modern land survey system, which developed around these large swaths of land. The rancho period also witnessed the rise and fall of the hide and tallow cattle industry in Southern California, which dominated the economy for decades until the 1851 California Lands Act, and a series of natural disasters in the 1860s collapsed the cattle industry and resulted in the division of the ranchos. Following the fall of the ranchos and the construction of the railroads, agriculture in Los Angeles began to expand, beginning with vineyards, citrus orchards, walnuts, while introducing a diversity of fruits and vegetables. This cultivation took place on small family farms through the early part of the twentieth century, when large-scale professional agriculture started to take hold. Almost an invisible industry in Los Angeles today, between 1909 and 1949, Los Angeles County was the top agricultural County in the United States.<sup>118</sup>

#### The Rancho Era (1834-1848)

The California Rancho Era started under Spanish rule in the late eighteenth century when a small number of land grants (approximately 30) were made to individuals as a reward for their military service and loyalty to the Spanish Crown. After Mexico (including present-day California) became independent from Spain in 1821, the practice of granting land to private citizens was continued by the Mexican government, with approximately 750 land grants issued during the Mexican period.<sup>119</sup> Ranchos were a mechanism to populate Alta California, with many coastal areas claimed during the Spanish period for the missions. The vast majority of ranchos were distributed after the secularization of the California missions in 1834 when the Mexican government reduced the missions to the status of parish churches and redistributed the land that was once under the church's control. Many Rancho workers were Native Americans who had previously been forced to live under the mission system and who now worked the most difficult jobs on the ranchos.<sup>120 121</sup>

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary Southern California export, providing a commodity to trade for goods, and were known as “California banknotes.”<sup>122</sup> Rancheros often traded cowhides for clothing, furniture, sugar, whiskey, and other goods with American ships anchored off the coast in San Pedro. Hides from Los Angeles

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<sup>118</sup> Rachel Surls and Judith Gerber, *From Cows to Concrete: The Rise and Fall of Farming in Los Angeles* (Santa Monica: Angel City Press, 2016), 10.

<sup>119</sup> Karen Clay and Werner Troesken, “Ranchos and the Politics of Land Claims,” in *Land of Sunshine: An Environmental History of Metropolitan Los Angeles*, ed. by William Deverell and Greg Hise, 52-66 (Pittsburgh: University of Pittsburgh Press, 2005), 52-66.

<sup>120</sup> California Mission Foundation, “The Mission Story – California Ranchos,” accessed February 2022, <https://californiamissionsfoundation.org/the-mission-story/>.

<sup>121</sup> M.M. Livingston, *The Earliest Spanish Land Grants in California*, Annual Publication of the Historical Society of Southern California, Vol. 9, No. 3 (1914): 195-199.

<sup>122</sup> Surls and Gerber, *From Cows to Concrete*, 31.

were sent to factories in Boston where they were made into leather shoes, boots, and saddles. Tallow (rendered fat) was used to make candles and soap, and rawhide served as a binding material for making quick repairs.<sup>123</sup> “Secularization and the continued strength of the foreign market, in turn, drove an economy centered on ranchos and gave increased prominence to rancheros.”<sup>124</sup> Beef did not become economically significant until after the Gold Rush in 1849 when the demand for meat from settlers and miners skyrocketed.

California became a U.S. territory in 1848 with the signing of the Treaty of Guadalupe Hidalgo, which ended the Mexican-American War, and became a state in 1850. Following statehood, political pressure mounted to open new lands to settlers from the eastern U.S. As a result, Congress passed the California Lands Act in 1851, which required that all land titles granted during the Spanish and Mexican periods be reviewed to determine their validity. This proved challenging given that rancho boundaries were not precisely defined, often marked by non-permanent or changing markers such as streams, boulders, and trees.<sup>125</sup> The Act gave landowners two years to file a claim with the State Lands Commission. As a result of this law, many rancheros lost their land or had to sell it to pay their legal fees. “Claims were rejected either because the original grant was made in violation of Mexican land law or because there was no evidence that a grant had been made.”<sup>126</sup> Landowners who persevered were often left to deal with squatters who had encroached on their land. Approximately 80 percent of all claims in California were approved or patented, with the Los Angeles area slightly above average at 83 percent.<sup>127</sup>

While the Act greatly contributed to the break-up of rancho lands in the Los Angeles area, it was not the sole cause.<sup>128</sup> Horticulture and livestock, based primarily on cattle, were the currency and staple of the Rancho system and continued to dominate the Southern California economy through the 1850s. However, a series of natural disasters beginning in 1862 ultimately brought an end to the rancho system. Floods followed by prolonged drought decimated the cattle industry and resulted in the deaths of thousands of animals, bringing financial ruin to rancheros.<sup>129</sup> <sup>130</sup> With no ability to pay their outstanding debts and property taxes, lenders foreclosed on the mortgages, and 10,000-20,000-acre ranches were sold for only \$30-60 each. “The inability of the ranchers to pay such trifling sums revealed that California’s rancho civilization was indeed incompatible with America’s competitive economy.”<sup>131</sup> While the drought brought an end to the rancho and cattle era, it also set the stage for the urban sprawl that was to follow. “The era of the open range was ending, and a new age of population and economic growth, driven by modern agricultural development, would take its place. Cattle ranching slowly became a relic.”

The Metro Planning Area overlaps three ranchos (see Table below), including *Rancho San Pedro* (sometimes referred to as Dominguez after the owners) (portions of West Rancho Dominguez-Victoria and East Rancho Dominguez); *Rancho San Antonio* (sometimes referred to as Lugo after the owners) (portions of Walnut Park, West Rancho Dominguez-Victoria, and East Los Angeles); and *Rancho Tajauta* (Willowbrook and portions of West Rancho Dominguez-Victoria). While the southernmost portion of the Florence-Firestone community intersects Rancho Tajauta, most of that community falls within an area that became public land as part of the Rancho Sausal Redondo Decision, which placed a disputed 25,000 acres of land in the hands of settlers who had claimed the land under U.S. homestead laws from 1858 to 1868. The 1862 Homestead Act accelerated the settlement of the western

<sup>123</sup> Ibid.

<sup>124</sup> Clay and Troesken, “Ranchos and the Politics of Land Claims,” 54.

<sup>125</sup> Surls and Gerber, *From Cows to Concrete*, 40.

<sup>126</sup> Ibid., 57.

<sup>127</sup> Ibid.

<sup>128</sup> Jeremy Rosenberg, “How Rancho Owners Lost Their Land and Why That Matters Today,” KCET, accessed February 12, 2022, <https://www.kcet.org/history-society/how-rancho-owners-lost-their-land-and-why-that-matters-today>.

<sup>129</sup> R.M. Fogelson, *The Fragmented Metropolis: Los Angeles, 1850-1930* (Los Angeles: University of California Press, 1967).

<sup>130</sup> J.M. Guinn, “The Passing of the Rancho,” *Annual Publication of the Historical Society of Southern California*, vol. 10, no. 1/2 (1915-1916): 46-53.

<sup>131</sup> Fogelson, *The Fragmented Metropolis: Los Angeles, 1850-1930*.

United States by granting adult heads of families 160 acres of surveyed public land. A final decision in 1873 officially gave them title to the land and cleared the way for the area to be subdivided and sold.<sup>132</sup> The entirety of the West Athens-Westmont community also falls within this area (Figure 8).

**Table 2. Ranchos and Community Areas**

Rancho	Community Areas
Rancho San Pedro (Domínguez)	<ul style="list-style-type: none"> <li>East Rancho Dominguez</li> <li>West Rancho Dominguez-Victoria</li> </ul>
Rancho San Antonio (Lugo)	<ul style="list-style-type: none"> <li>East Los Angeles</li> <li>Walnut Park,</li> <li>West Rancho Dominguez-Victoria</li> </ul>
Rancho Tajauta	<ul style="list-style-type: none"> <li>Florence-Firestone</li> <li>West Rancho Dominguez-Victoria</li> <li>Willowbrook</li> </ul>
Rancho Sausal Redondo Decision	<ul style="list-style-type: none"> <li>Florence-Firestone</li> <li>West Athens-Westmont</li> </ul>

### Rancho San Pedro (Domínguez)

Rancho San Pedro's northern boundary passes (from east to west) through east Compton, Compton, West Rancho Dominguez, Gardena, and northwest Torrance. The Pacific Ocean in Redondo Beach serves as its western boundary. Its southern boundary runs from the Ocean to the I-110 where it then follows Sepulveda Boulevard before turning south down Figueroa Street in Carson and running to the Port of Long Beach. Its eastern boundary loosely follows I-710 south until reaching the I-405 where it cuts through Arlington and portions of the large Wilmington oil refinery before reaching the Port of Long Beach. Rancho San Pedro is bordered to the east by Rancho Los Cerritos, to the south by Rancho Los Palos Verdes, and to the north by (from east-to-west) Rancho San Antonio (Lugo), Rancho Tajauta, public land, and Rancho Sausal Redondo.

Rancho San Pedro represents the first Spanish land grant in California. In 1784, Governor Fages (by order of King Carlos III) initially granted ten square leagues to Juan José Domínguez of what would become known as *Rancho San Pedro* or *Domínguez Rancho*. Domínguez was a former Spanish soldier who came to California with the Portola expedition and later with Father Junipero Serra. The massive rancho grew to 75,000 acres and included all of what was then Los Angeles' harbor. When Domínguez died in 1809, he passed the entire rancho to his only living nephew, Cristóbal Domínguez. To eliminate any confusion over rancho ownership, Cristóbal requested that the Spanish government re-grant the entire rancho in his name. In 1822, Governor de Solá made a second grant to Cristóbal, who would then pass the land to his son, Manuel Domínguez. In 1828, Manuel was elected to the Los Angeles City Council. Four years later, he was elected Mayor of Los Angeles, and from 1833 to 1834 he served as a representative from Los Angeles to the Mexican Provincial legislature in Monterey. Manuel was also appointed as the Third Prefect of the Southern District of California, giving him authority over all of Los Angeles and Orange Counties.<sup>133</sup>

During the Mexican-American War in 1846, Rancho San Pedro played host to what became known as *The Battle of Domínguez Rancho* or *The Battle of Domínguez Hill* in which Californios, Californian settlers of the Spanish

<sup>132</sup> No Author, "The Sausal Redondo Decision," *Los Angeles Herald*, Nov. 1, 1873, 13.

<sup>133</sup> "History of Dominguez Rancho Adobe Museum," Dominguez Rancho Adobe Museum.

and Mexican eras, defeated an American attempt to seize Rancho San Pedro.<sup>134</sup> In 1847, American soldiers re-entered the San Pedro Rancho before capturing Los Angeles, which ended California's role in the Mexican-American War. Following the 1848 Treaty of Guadalupe Hidalgo, Domínguez petitioned the U.S. government for the entirety of his uncle's original 75,000-acre claim. A patent for 43,119.13 acres was issued to Manuel Domínguez et al. in 1859.<sup>135</sup> By the time it was resolved, the Domínguez family had spent over 20 thousand dollars to obtain a patent for Rancho San Pedro.<sup>136</sup> Domínguez's descendants continue to own large tracts of the original land grant, which are managed through the Watson Land and the Carson Estate companies.<sup>137</sup> In the early 1860s, Domínguez sold the area developed today as East Rancho Dominguez to F.P.F. Temple and F.W. Gibson. In 1867, Temple and Gibson subdivided their land, selling 4,600 acres to pioneer Griffith Dickenson Compton.<sup>138</sup>

### Rancho San Antonio (Lugo)

Rancho San Antonio's northern boundary passes through (from east to west) Monterey Park, East Los Angeles, and the City of Los Angeles. Its western boundary follows (from north to south) portions of South-Central Avenue from roughly East 27<sup>th</sup> Street to East 47<sup>th</sup> Street, Santa Fe Avenue from East 47<sup>th</sup> Street to Firestone Boulevard, and then parallels Alameda Street until reaching East Ortis Street. The southern boundary passes (from west to east) Compton, East Rancho Dominguez, Lynwood, and Paramount until reaching the Los Angeles River. Its eastern boundary (from south to north) passes through Lynwood, South Gate, Bell Gardens, and Montebello. Rancho San Antonio is bordered on the north by the Pueblo de Los Angeles grant and formerly public land, on the east by Rancho Paso de Bartolo and San Gertrudes, on the south by Rancho San Pedro (Dominguez), and on the west by Rancho Tajauta and public lands.

During the Spanish Period in 1810, Governor Argüello granted what would become Rancho San Antonio (Lugo) to Antonio María Lugo (1775-1860). The rancho's northwest corner was adjacent to the original Pueblo de Los Angeles grant. In 1819, Lugo built an adobe house on what is now the east side of San Pedro Street between First and Second Streets. His sons were born in this adobe.<sup>139</sup> The Rancho San Antonio grant was confirmed in 1823 and 1827 and the land was regranted in 1838 by Governor Alvarado. In 1852, Antonio María petitioned the U.S. Board of Land Commissioners and eventually received a patent for 29,513.35 acres in 1866.<sup>140</sup> In between (in 1855), he commissioned a survey of the rancho's boundary and designated tracts to be deeded to his children upon his death. Antonio María kept approximately 4,239 acres that he would pass to his widow, Maria Dolores (Ruiz) Lugo, upon his death in 1860. Following his widow's death in 1869, the land was divided via a partition suit among seven heirs.<sup>141</sup>

### Rancho Tajauta

Rancho Tajauta is roughly bound by Manchester Avenue to the north; Rosecrans Avenue and West Cressy Street to the south; South Mona Boulevard and paralleling Alameda Street to the east; and Hooper Avenue and South-Central

<sup>134</sup> "Battle of Dominguez Hill Re-Enactment October 2-3, 2021," Dominguez Rancho Adobe Museum, accessed February 12, 2022, <https://dominguezrancho.org/2021/07/06/dominguez-rancho-adobe-museum-commemorates-74rd-anniversary-of-battle-of-dominguez-hill/>.

<sup>135</sup> Ibid.

<sup>136</sup> Clay and Troesken, "Ranchos and the Politics of Land Claims," 52-66.

<sup>137</sup> "History of Dominguez Rancho Adobe Museum," Dominguez Rancho Adobe Museum.

<sup>138</sup> Robert Lee Johnson, *Images of America: Compton* (Charleston: Arcadia Publishing, 2012).

<sup>139</sup> In the 1840s, his son Vincent Lugo built a large house on the Plaza (not on the rancho) that became a centerpiece of social life in the Pueblo. The two-story house was demolished during freeway construction in the 1950s.

<sup>140</sup> Douglas E. Kyle, *Historic Spots in California*, 5th ed (Stanford: Stanford University Press, 2002).

<sup>141</sup> Arcadia Bandini de Baker, Plaintiff and Appellant vs. Benjamin Avise, Defendant and Respondent (California Legal Record, April 13, 1878).

Avenue to the west. It overlaps portions of the present-day communities of Willowbrook (to the south), Watts (to the north), and a small portion of West Rancho Dominguez-Victoria (to the west). Rancho Tajauta is bordered on the west and north by a large area that was deemed public land. Its eastern border is adjacent to Rancho San Antonio (Lugo) and its southern border is adjacent to Rancho San Pedro (Dominguez).

In the 1820s, the Ávila family was one of the first to settle in Los Angeles under Mexican rule. Anastasio Ávila (or Ábila) was a prominent and powerful figure who owned thousands of acres of land due to his ties to the Mexican government. During the Mexican Period in 1843, Governor Micheltorena granted one square league (about 4,500 acres) to Anastasio of what would become known as *Rancho Tajauta* or *Los Cuervos*. From the Gold Rush into the 1870s, the Ávila family prospered from the cattle industry, with tallow and hides driving the Southern California economy. In 1860, following the Mexican-American War and Anastasio's death, the U.S. Survey General confirmed that 3,559.86 acres of the original grant belonged to his son Enrique Ávila.<sup>142</sup> Prior to patenting and partition, individuals could purchase and sell undivided shares of an entire land claim. Oftentimes, a partition suit was filed in a local state district court to permit division of the land amongst multiple parties. Partition-suit records from the 1860s indicate that as many as 29 individuals, including both family and non-family members, owned shares in Rancho Tajauta.<sup>143</sup> "The evidence suggests that in the mid-to-late 1860s grantees and their heirs may still have controlled a significant portion of the land then in private ownership in Los Angeles County and perhaps in California as a whole."<sup>144</sup> This is true for Rancho Tajauta, which would not be patented to Ávila until 1873.

In the 1860s, Enrique Ávila raised flocks of sheep in the area that is now Watts at a time when the wool industry was booming. His prominence during the Mexican Period continued into the American Period, and he was elected County Supervisor for two terms, from 1868 to 1872. Following his time in public office, Ávila returned to work on the family ranch where he continued to raise sheep and cattle and parceled out hundreds of acres that were eventually subdivided to support smaller farms and residences.<sup>145 146</sup>

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<sup>142</sup> Burgess McK. Shumway, *California Ranchos: Patented Private Land Grants Listed by County*, 2nd ed. (San Bernardino: Borgo Press, 2006).

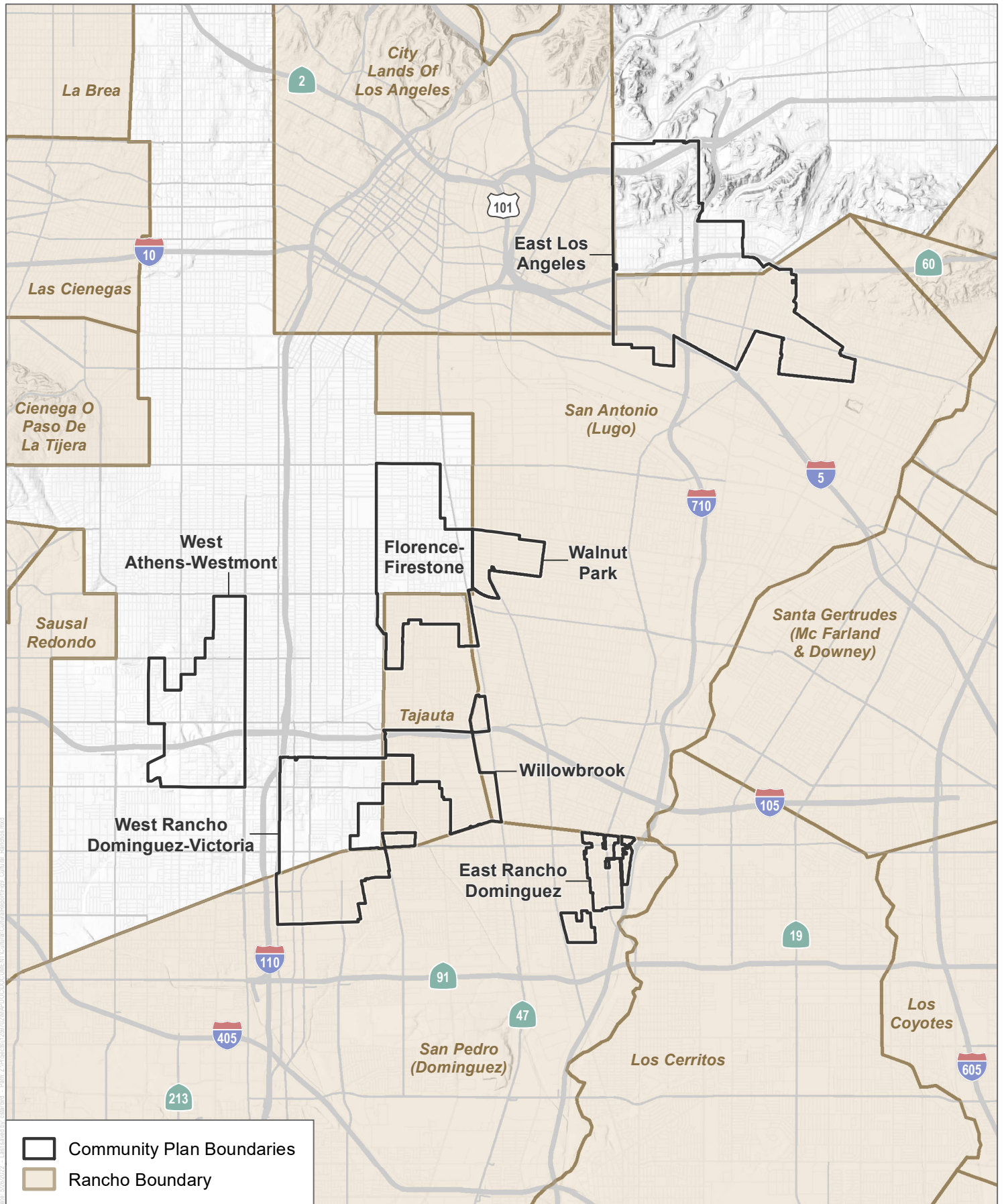
<sup>143</sup> Ibid.

<sup>144</sup> Clay and Troesken, "Ranchos and the Politics of Land Claims," 59.

<sup>145</sup> County of Los Angeles Board of Supervisors, "Supervisor Enrique Avila," accessed February 12, 2022, [http://file.lacounty.gov/SDSInter/lac/112200\\_eavila.pdf](http://file.lacounty.gov/SDSInter/lac/112200_eavila.pdf).

<sup>146</sup> Oshea Luja, *A Brief History of Watts, California*, accessed February 18, 2022, <https://wattsnc.org/wp-content/uploads/2019/08/Re-Imaginig-the-Watts-pdf.pdf>.





SOURCE: Open Street Map 2019; State of California and UC San Diego

FIGURE 9

## Ranchos within the Metro Planning Area

Los Angeles County Metro Area Plan Project Historic Context Statement

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## Farming (1850-1959)

In the 1850s, prior to the collapse of the cattle industry, Los Angeles was California's first wine country long before Napa and Sonoma would become world-famous for their vineyards. Native American laborers were exploited for profit in the Los Angeles wine industry, with Pueblo officials using alcohol to "round up" laborers while they were intoxicated. Farmers often paid workers with alcohol instead of money, perpetuating the destructive cycle. Cultivation of wine grapes and the success of the wine industry helped Los Angeles emerge from a village into a small city in the mid-nineteenth century.

Los Angeles grape growers laid the foundation for a crop that would have the most profound impact on Los Angeles: citrus. "What started as a casual experiment by one Los Angeles grape grower, who planted orange trees out of curiosity, grew into a farming empire that left an indelible mark on Los Angeles."<sup>147</sup> By 1870, fifty miles of *zanjas*, open ditches that supplied water to Pueblo residents, spread out across Los Angeles allowing the citrus and wine industries to expand. An influential factor in the decline of the grape industry was the impact of Pierce's Disease, which spreads by insects and causes vines to die. Citrus was more lucrative than wine. Over time, many farmers switched out their vineyards for the more lucrative citrus groves and the primary crop in Los Angeles slowly transitioned from grapes to oranges.<sup>148</sup>

Other post-cattle era agriculture included sheep ranching. After the Civil War disrupted the production of Southern cotton, the demand for wool greatly increased.<sup>149</sup> However, like cattle, sheep ranching became problematic due to a lack of reliable water. In 1872, approximately 10,000 of Rancho San Pedro's sheep were sent up the San Gabriel Mountains to seek better pasture. Fewer than 2,000 returned.<sup>150</sup> Between 1868 and 1874, wheat production in Los Angeles County increased. Much of the harvested crop was shipped to Liverpool, England, which was then considered a major grain market in Europe.<sup>151</sup>

The arrival of the railroad in 1876 "radically changed the prospects of Los Angeles area farmers."<sup>152</sup> With the railroad came new options for shipping fruit and other perishable crops long distances. The railroad also brought a surging demand for farm products and land as new settlers arrived every day. Landowners who had struggled with farming realized that they could make more money subdividing their enormous wheat fields into small family farms and housing tracts, resulting in a "land boom" that reached its peak in 1887. Water was a key ingredient in the land boom, with communities beyond the reach of the *zanjas* relying on new water sources from irrigation companies that had established themselves throughout the County.<sup>153</sup> Chinese immigrants, who had largely arrived in Los Angeles to work on the construction of the railroads, greatly contributed to the success of farming in Los Angeles with Asian farming techniques unfamiliar to American settlers. Chinese laborers were often hired by Americans who wanted to start vegetable farms but lacked the necessary experience.

By 1888, the land boom went bust, leaving behind many inexperienced farmers who often abandoned their small farms. After the amateurs left, the age of professional agriculture in Los Angeles began. Walnut farming became a huge industry in Los Angeles, pioneered by the farmer, feminist, and inventor Harriet Williams Russell Strong who

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<sup>147</sup> Surls and Gerber, *From Cows to Concrete*, 44.

<sup>148</sup> *Ibid.*

<sup>149</sup> *Ibid.*

<sup>150</sup> C. McGarry, "Cattle and Oil: The Dominguez Struggle for Status," *The Toro Historical Review*, vol. 1, no. 1, July (2016), accessed February 14, 2022, <https://journals.calstate.edu/tthr/article/view/2608>.

<sup>151</sup> Surls and Gerber, *From Cows to Concrete*, 63.

<sup>152</sup> *Ibid.*, 63.

<sup>153</sup> *Ibid.*, 66.

was also known as the “Walnut Queen.”<sup>154</sup> Also in 1888, the Los Angeles County Chamber of Commerce was founded by business and community leaders and became critical in the transition of agriculture to a professional industry. Under the leadership of Frank Wiggins, the Chamber undertook a massive and relentless advertising campaign and “sold Los Angeles to the nation.”<sup>155</sup> County leaders and developers described Los Angeles as having rich, fertile soil and a perfect year-round climate that could grow an endless diversity of crops.<sup>156 157</sup>

On Rancho Tajauta, the first of these new subdivisions influenced by the Chamber’s farming campaign were filed in 1894 and 1895 along present-day Rosecrans Boulevard. The area was officially known as “Willowbrook” by 1903 when the Willowbrook Tract was officially recorded by the County. Deep lots allowed room for residents to farm fruits and vegetables and raise pigs and chickens at the rear of their homes.<sup>158</sup> Newspaper advertisements from 1904 boasted that “the soil is very fertile, and all kinds of flowers, fruits, berries, and vegetable thrive; eight crops of alfalfa have been raised this year,” and offered one-acre to half-acre lots from \$175.<sup>159</sup> At the same time, the new Walnut Park Tract was being advertised as beautiful and picturesque with “English walnut trees on every lot.”<sup>160</sup>

As production of citrus, walnuts, and other major crops intensified, so too did the demand for farmworkers.<sup>161</sup> Farm labor was originally primarily conducted by Native Americans, then by Chinese immigrants after the completion of the railroads. Between 1890 and 1910, the predominant farm labor force were Japanese immigrants, who also helped fuel the expansion of farming throughout Los Angeles County using farming practices brought from their home countries.<sup>162</sup> All non-Caucasian farm laborers – Native Americans, Chinese immigrants, Japanese farmers, and Mexican laborers – were targeted with exclusionary legislation and subject to a racist backlash from white farmers.<sup>163</sup>

The rise of the oil industry in Los Angeles also greatly influenced the commercialization of farming by making irrigation possible for more farmers. Gas-powered engines allowed water to be pumped from deep underground and led to the expansion of irrigated crops, creating even greater agricultural diversity. By 1910, the County had nearly 8,000 farms.<sup>164</sup>

From 1910 to 1930, the concept of “Small farm homes” or “little farms” took off with heavy promotion from the Los Angeles Chamber of Commerce and intensified with the completion of the Los Angeles Aqueduct in 1913. The Chamber encouraged families to purchase 2–5-acre plots and cultivate the plots with vegetables, fruit orchards, and egg-laying chickens. Racism was embedded in this promotional campaign, “... there was a dark side to this vision of suburban farming bliss: it was intended for white, middle-class people only. People of color, recent immigrants, and poor or uneducated people were not welcome.”<sup>165</sup>

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<sup>154</sup> Surls and Gerber, *From Cows to Concrete*, 75.

<sup>155</sup> *Ibid.*, 80.

<sup>156</sup> Nancy Redfeather, “Is Early Los Angeles A Model for Food and Agriculture in Hawaii?” *Honolulu Civil Beat*, accessed February 18, 2022, <https://www.civilbeat.org/2020/10/is-early-los-angeles-a-model-for-food-and-agriculture-in-hawaii/>.

<sup>157</sup> Jill Thrasher, “Los Angeles County and the Small Farm Movement,” *Sherman Library and Gardens*, accessed February 18, 2022, <https://thesherman.org/2020/04/23/los-angeles-county-and-the-small-farm-movement/>.

<sup>158</sup> L.A. County Library, “Willowbrook Community History,” accessed February 14, 2022, <https://lacountylibrary.org/willowbrook-local-history/>.

<sup>159</sup> No Author, “Why Don’t You Buy A Lot in Willowbrook?” *Los Angeles Times*, Nov. 19, 1904, 22.

<sup>160</sup> No Author, “Walnut Park,” *Los Angeles Times*, May 28, 1905, 12.

<sup>161</sup> Surls and Gerber, *From Cows to Concrete*, 82-83.

<sup>162</sup> *Ibid.*, 86.

<sup>163</sup> *Ibid.*, 117.

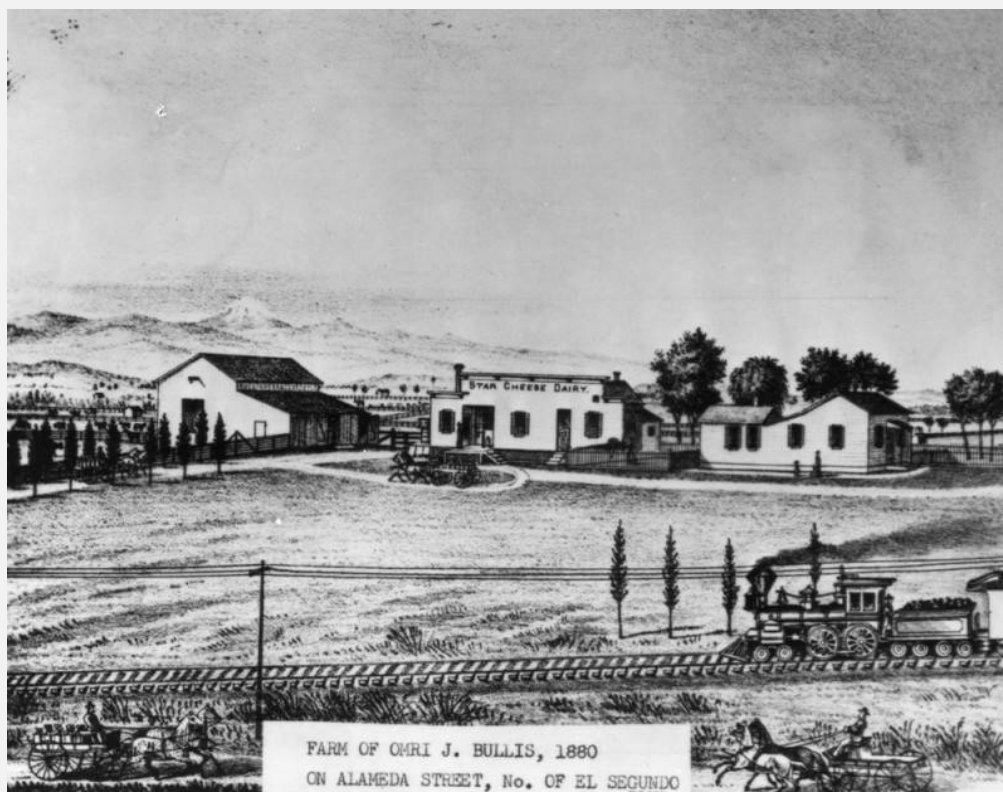
<sup>164</sup> Surls and Gerber, *From Cows to Concrete*, 91.

<sup>165</sup> *Ibid.*, 116.



By 1925, Los Angeles became the largest milk-producing County in the U.S. as dairies rapidly expanded to meet the increasing demand for milk, butter, and cream. A booming livestock center was formed in 1922. Called the Los Angeles Union Stockyards, it is credited with revitalizing cattle ranching in Southern California. Southeast Los Angeles, including the cities of Downey, Paramount, Bellflower, Artesia, and Cerritos (originally known as Dairy Valley), was considered to be “the heart” of Los Angeles County’s dairy industry until after World War II when rapid urbanization pushed dairies out of city centers and suburbs.<sup>166</sup> Dairies that once existed within the Metro Planning Area included Star Cheese Dairy on the farm of Omri J. Bullis, located on Alameda Street, north of El Segundo Boulevard near present-day Willowbrook, and Mountain View Dairy, formerly located at 4109 Folsom Street in East Los Angeles (Exhibit 8).

**Exhibit 8.** Drawing of Star Cheese Dairy on Alameda Street North of El Segundo Boulevard, 1880



**Source:** Security Pacific National Bank Collection/ Los Angeles Public Library.

The small farm home movement became even more popular during the Great Depression, despite its challenges. A 1936 map of agriculture and industry in Los Angeles shows Compton and its surrounding areas as dominated by strawberry crops and East Los Angeles dominated by alfalfa fields, while areas further north around Huntington Park and South Gate were primarily dominated by vegetable farms. To the west, the Westmont and West-Athens areas grew celery along with a variety of vegetables and berries.<sup>167</sup> The pattern of historic farming in the MAP areas

<sup>166</sup> Rick Holguin, “Mooove ‘Em Out: Southeast L.A. County Once Had Hundreds of Dairies, But Today Only 3 Survive,” *Los Angeles Times*, March 5, 1992.

<sup>167</sup> Federal Writers Project, “Agricultural Income Map for Los Angeles County” and “Agricultural and Industrial Map, Los Angeles County,” *Works Progress Administration Photo Collection* 1936, accessed February 18, 2022, <https://tessa.lapl.org/cdm/singleitem/collection/photos/id/2557/rec/1>.



reveals troubling truth about the food deserts many of these communities are in the present day. “It’s a paradox that exists in much of Los Angeles County: communities where people have limited access to healthful food sit right on top of what was once rich farmland that grew an abundance of fresh produce.”<sup>168</sup>

Ethnic discrimination and mistreatment of farm labor were exacerbated as the economy declined during the Great Depression. In particular, Mexican farmworkers were blamed for a shortage of jobs and thousands of laborers were “repatriated” to Mexico. Mexican laborers were permitted to return with labor shortages during World War II and the post-war era. The Bracero Program allowed Mexican nationals to work in the U.S. from 1942 to 1964. During the program, thousands of Braceros labored on farms across Los Angeles County.<sup>169</sup>

Small farms would continue to play an important role in Los Angeles County into the 1940s. “In 1946, the small farms of LA provided over 50% of the food for the growing city. There were 300 small dairies, 16,000 acres in vegetable production, thousands of acres of fruit and nut orchards, hundreds of egg and poultry farms, and 3,500 larger farms and cattle ranches.”<sup>170</sup> After the war ended, the intensive focus on local food production was replaced with unprecedented population growth throughout Los Angeles and the U.S.

By the mid-twentieth century, new residential subdivisions and freeway developments began to overtake farmland, with the land devoted to agriculture falling by more than 40 percent in Los Angeles County between 1950 and 1959. It became increasingly challenging for farmers to stay in business, as farm property was often taxed at the higher rate used for residential development, and neighbors complained of foul smells emanating into their new suburban homes. It was at this time that dairies were relegated to Southeast Los Angeles or northeastern areas outside County lines. By the late 1980s, only four commercial dairies survived in Los Angeles County.<sup>171</sup> Flower and vegetable farming also declined, with most Los Angeles County flower growers moving to less expensive land in Ventura County. As land prices rose, most farmers in Los Angeles had no choice but to sell their land to eager developers. By the 1990s, agriculture in Los Angeles County was nearly invisible, “pushed out beyond the urban core to the wide-open spaces of the desert or hidden under power lines and in utility rights-of-way.” Visible evidence of the existence of agricultural practices in the MAP or other Los Angeles communities is extremely limited in the present day, with sparse nurseries occupying land below power lines and scattered walnut and citrus trees, but no evidence of the widespread citrus cultivation, small farms, dairies, or cattle.<sup>172</sup> Traces of Willowbrook’s agricultural past can be found today hidden behind houses with deep 300-foot lots that were originally developed for small-scale farming.<sup>173</sup>

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<sup>168</sup> Surls and Gerber, *From Cows to Concrete*, 91.

<sup>169</sup> *Ibid.*, 147.

<sup>170</sup> Redfeather, “Is Early Los Angeles A Model for Food and Agriculture in Hawaii?”

<sup>171</sup> Surls and Gerber, *From Cows to Concrete*, 157-165.

<sup>172</sup> *Ibid.*, 177.

<sup>173</sup> Sonksen, “*The Comeback Kid*”: *Willowbrook’s History and Transformation*.”

#### 4.4.1.1 Registration Requirements

##### Associated Property Types

Initial research indicates there are no extant, previously undesignated properties with the potential to represent agricultural development in the MAP. Significant property types discussed in the theme for agricultural development in the MAP include ranchos and associated buildings; sheep and cattle ranches; citrus or walnut ranches; small farm homes; chicken coops; and dairies. None of these property types are extant and undesignated in the MAP today; therefore, registration requirements were not developed for this theme.

The legacy of agricultural development is evidenced today in land use and development patterns established throughout the County, with much of the last two centuries of agriculture and modern development continuing to follow the original rancho boundaries. While few resources in the built environment have an association with agricultural development, cities and communities frequently use or incorporate the original rancho name in their names and neighborhoods.

## 4.4.2 Commercial Development

### Overview

Commercial development in the MAP communities typically paralleled other types of development including transportation, residential, and recreation buildings and infrastructure. Starting at the turn of the century along the newly formed railroad and streetcar lines, businesses were densely developed in commercial corridors of buildings with shared party walls. The popularization of the automobile brought with it a decentralization of commercial properties. Properties developed after the advent of the automobile featured setbacks and parking lots with attention-grabbing signage to encourage motorists to stop or give them enough information as they sped along. Civil unrest in the 1960s and 1990s had a large effect on the MAP community's commercial building stock. Businesses suffered considerable damage, resulting in the departure of many major corporations. Storefronts were then occupied by locally-owned small businesses, which continue to dominate the MAP community's commercial landscape.

### Early Commercial Development, 1860-1932

The development of early commercial corridors in the MAP communities paralleled the expansion of railroad and streetcar lines. The Southern Pacific Railroad developed commercial lines to transport goods from Los Angeles to Long Beach throughout the 1860s and 1870s. Neighborhoods with rail lines running through them became the backbone for commercial and residential development, transporting people to the areas along the railroad corridors. In 1888, the Los Angeles Area Chamber of Commerce was formed for the City and County after Los Angeles experienced a period of population decline affecting the local economy. This was due in part to the lack of reliable infrastructure including water, transportation, and city services. The Chamber was established with two objectives, to stimulate migration and market Los Angeles' products to other parts of the country.<sup>174</sup> The turn of the century brought advancements to public transportation, including the electrification of streetcar lines and the formation of the Pacific Electric Railway Company.

Development boomed in the 1920s when real estate investors began constructing large single-family residential tracts of small and affordable homes. These residential tracts were strategically located adjacent to rail lines, factories, and assembly plants, which offered new homeowners access to jobs and public transportation.<sup>175</sup> Commercial properties from this period were pedestrian-oriented with no setback or room for automobile parking and arranged in linear rows on main thoroughfares. Solid commercial blocks were developed, either one- or two stories in height with retail on the ground floor and residences or offices on the second floor. Architectural styles included Brick Commercial or False Front Commercial constructed out of unreinforced masonry. Areas such as East Los Angeles's East Cesar E. Chavez Avenue (formerly Brooklyn Avenue) and Whittier Boulevard, Florence-Firestone's Florence Avenue, and portions of Walnut Park's Seville Avenue were constructed in the 1920s and display these features.

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<sup>174</sup> "Our History," *Los Angeles Area Chamber of Commerce*, accessed February 2022, <https://lachamber.com/pages/our-history/#:~:text=The%20organization%20converted%20from%20a,Angeles%20Area%20Chamber%20of%20Commerce>.

<sup>175</sup> Los Angeles County, *East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan: Final Environmental Impact Report*, September 2014, A2-A6.

Architectural elements from Period Revival styles, including Spanish Colonial Revival and Renaissance Revival, were also used in more monumental and corner commercial buildings. By the 1920s, sign advertising had advanced from painted signs to neon with incandescent bulbs spelling out letters or creating patterns and shapes.<sup>176</sup> Neighborhood theaters frequently utilized neon on their marquees to add visual interest. A popular method of theater construction was integrating them into a standard business block with a recessed entry with only the sign and marquee providing differentiation. Residential tract developments frequently included the construction of commercial properties including theaters such as Walnut Park's Walnut Park Theater (demolished). The two-story theater was built as part of the Victor Girard organization's 1922 \$250,000 development.<sup>177</sup>

Programmatic architecture also has a presence in the MAP communities during this period of development. Programmatic architecture can be seen throughout the Greater Los Angeles area throughout the twentieth century.<sup>178</sup> The goal of Programmatic architecture was to capitalize on the growing automobile culture and clearly show the goods and services available with the use of oversized objects and design motifs. Designs seen throughout Los Angeles include a barrel, a camera, and multiple donuts.<sup>179</sup> An example of early Programmatic in the MAP from this development period is the Tamale building located on Whittier Boulevard. This iconic building was constructed in 1928 as a way to advertise tamales to those walking or driving past (Exhibit 9).<sup>180</sup>

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<sup>176</sup> SurveyLA Citywide Historic Context Statement, *Commercial Development/Commercial Signs*, City of Los Angeles Department of City Planning, July 2016, 10.

<sup>177</sup> No Author, "Sixteen Homes Are Under Way in Walnut Park," *Los Angeles Times*, Apr. 2, 1922, V2.

<sup>178</sup> "Early Los Angeles Programmatic-Style Buildings," *Water and Power Associates*, accessed March 2022, [https://waterandpower.org/museum/Programmatic\\_Style\\_Architecture.html](https://waterandpower.org/museum/Programmatic_Style_Architecture.html).

<sup>179</sup> Janelle Zara, "Take a Road Trip Through America's Most Eccentric Architecture," *Architectural Digest*, August 15, 2018.

<sup>180</sup> "The Tamale," *Los Angeles Conservancy*, accessed April 2022, <https://www.laconservancy.org/issues/tamale>.

**Exhibit 9.** The Tamale Restaurant located at 6421 Whittier Boulevard in East Los Angeles

**Source:** Security Pacific National Bank Collection/ Los Angeles Public Library.

## Post-Long Beach Earthquake Commercial Development, 1933-1964

The County's commercial building stock radically changed in the evening hours of March 10, 1933, when the 6.4-magnitude Long Beach Earthquake hit the greater Los Angeles area. Commercial buildings and schools, which were typically constructed using unreinforced concrete or brick, were largely destroyed. The earthquake, worsened by over-drilling the Los Angeles oil deposits, was the deadliest seismic event in Southern California history, killing 120 people. In the rebuilding that took place in the aftermath of the 1933 earthquake, the federal New Deal program of loan guarantees led to the modernization of many commercial properties both in materials and architectural style upon their reconstruction. New materials included glass blocks, structural glass, neon, and aluminum. Commercial architectural styles grew to include Art Deco and Streamline Moderne with ornament including zigzags, chevrons, repeating forms, stylized florals, and stepped arches.<sup>181</sup>

By 1938, traffic congestion had become a major problem in Los Angeles. A plan was devised by the chairman of the Road and Highway Committee and members of the Automobile Club that included eliminating street railways and subsidizing them with bus services on surface streets and elevated motorways.<sup>182</sup> In 1941, the County Regional Planning Commission and the City Planning Department adopted the Los Angeles Transportation Engineering

<sup>181</sup> City and County of San Francisco, *Neighborhood Commercial Buildings Historic Context Statement, 1865-1965*, San Francisco Planning Department, February 17, 2016, 79-80.

<sup>182</sup> Ed Ainsworth, "Motorways Plan Detailed," *Los Angeles Times*, June 15, 1938, 1.



Board's plan calling for Express Highways throughout Los Angeles. The increasing popularity of automobile travel and movement towards highways resulted in a large-scale change in commercial architecture.

The commercial architecture needed to accommodate automobiles through the development of surface parking lots, setbacks, and separation from other buildings. New building types emerged, including drive-in restaurants, drive-in theaters, car washes, gas stations, and motels. Commercial property types were increasingly decentralized from the city center due to the increase in mobilization. Architecture and signage by the 1950s had to be visually interesting and quickly read to capture the attention of passing cars.<sup>183</sup> This was completed using bold neon letters, vibrant colors, futuristic and geometric shapes, and unexpected building forms.

Compared to earlier pedestrian-oriented and streetcar commercial buildings, post-World War II development was developed independently of each other as stand-alone structures to accommodate parking for personal vehicles. Architectural styles for the commercial architecture of this time included Googie, Mid-Century Modern, and Programmatic architecture. As previously mentioned, Programmatic architecture was designed to draw people in as well as advertise a business's product, such as West Athens-Westmont's Kindle's Donuts, constructed in 1953. The drive-through donut business was located at a busy intersection of West Century Boulevard and Normandie Avenue. To grab the attention of motorists, an enormous donut was installed on the roof as a point of visual interest.<sup>184</sup>

### Commercial Development After the Uprisings, 1965-1993

The 1965 Watts Uprising took place over six days. Between 31,000 and 35,000 adult participants caused over \$40 million in property damage. According to the McCone Commission report, a commission under then-Governor Pat Brown that studied the aftermath of the uprising, the totals for businesses and private buildings impacted as a result of the uprising included 275 damaged and/or burned; 192 looted; 288 looted, damaged and/or burned; and 207 destroyed.<sup>185</sup> The immediate result was a period of "white flight" when Caucasian working and middle-class residents fled the areas immediately surrounding Watts, including Compton, Huntington Park, and South Gate.<sup>186</sup> Following the "white flight," many corporations followed suit and closed their businesses in these areas, leaving only small-scale and local businesses to provide the goods and services necessary for residents. Despite the McCone Commission report articulating multiple community-improvement suggestions, there was a limited follow-up from the government to implement these suggestions. Residents were charged with reconstructing their communities, including financing the repair and rebuilding of businesses.<sup>187</sup>

MAP communities in the 1960s and 1970s became deindustrialized. Factories that opened in the 1920s and had provided a steady job market closed or moved to outlying areas with more space, cheaper land, and less of the perceived social ills of the urban core.<sup>188</sup> Commercial corridors with retail establishments, primarily comprised of one-story retail stores and gas stations, replaced the manufacturing facilities. The employment opportunities within the immediate neighborhoods were extremely limited as manufacturing left the area. Warehouses and automotive businesses such as car repair, glass repair, and tire retailers were constructed in areas such as Willowbrook and along Alameda Boulevard. Compared to the number of employees the 1920s manufacturing plants were able to employ, these businesses were small in scale and paid less due to the lack of union oversight. In architectural form, the

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<sup>183</sup> Alan Hess, *Googie Redux: Ultramodern Roadside Architecture*, (San Francisco: Chronicle Books, 2004), 44-55.

<sup>184</sup> "Early Los Angeles Programmatic-Style Buildings," Water and Power Associates.

<sup>185</sup> Governor's Commission on the Los Angeles Riots, "Violence in the City; An End or a Beginning?" (Los Angeles, 1965), 58.

<sup>186</sup> Aron Ramirez, "On Race, Housing, and Confronting History," *Downey Patriot*, [thedowneypatriot.com/articles/on-race-housing-and-confronting-history](http://thedowneypatriot.com/articles/on-race-housing-and-confronting-history), July 10, 2019.

<sup>187</sup> History.com Editors, "Watts Rebellion."

<sup>188</sup> Los Angeles County, *Florence-Firestone Community Plan*, 17-18.

buildings were unremarkable with little ornament and a high number of alterations due to frequent tenant changes. The 1980s were considered the end of neon and other hand-designed signage, replaced by computer-generated and mass-produced vinyl, plastic, and metal cutouts. Post-1980 signage can be seen throughout the MAP communities, replacing the broken and no-longer-illuminated signs from earlier decades.<sup>189</sup>

By 1990, commercial strips in West Athens-Westmont and surrounding areas were “aging” with many vacant buildings interspersed with operating businesses. Vermont Avenue specifically was identified as having a high rate of vacant and deteriorating buildings.<sup>190</sup> West Athens-Westmont was primarily residential, with only 3.4 percent of the total land area being commercial in use. Apart from the K-Mart community shopping center on Western Avenue, commercial uses in the community were confined to commercial strips, which lined the major vehicular arterials. Commercial strips refer to low-slung commercial buildings with front parking lots and tall auto-oriented signs that line wide thoroughfares extending from downtowns into suburbs.<sup>191</sup> Compared to commercial development from the 1920s, these buildings were set back with parking taking priority over the building and the pedestrian’s experience of the building. Commercial uses in strip configurations were identified as negatively impacting some residential neighborhoods due to traffic, lack of parking, fumes, and noise. As a result, most residents conducted their retail shopping outside of the area. This was also identified as a problem in that the community failed to capture the economic benefits of retail sales because residents were shopping in the surrounding areas and not within their own community.<sup>192</sup>

The MAP communities experienced another series of civil unrest between April 29 and May 4, 1992, referred to as the 1992 Los Angeles Uprising. Businesses were looted and set on fire, resulting in an approximated \$1 billion in damage and the loss of 20,000 jobs.<sup>193</sup> The community worked to reconstruct demolished buildings, replacing them with simple, stucco-clad, flat-roofed commercial buildings along major commercial corridors. Depending on their lot, they would either be standalone buildings or in a row with other buildings. While some businesses were rebuilt, others remained vacant such as Florence-Firestone’s former Newberry’s Shoe Store (1552 Florence Avenue), which has been left vacant since 1992.

The lack of big box stores, losses of buildings due to natural disasters (notable earthquakes in 1933, 1971, and 1994) and civil unrest (notably in 1965 and 1992), and shifting demographics have caused the MAP communities’ commercial landscape to be overwhelmingly vernacular, with a large concentration of small, locally-owned establishments such as corner markets, liquor stores, pet shops, taquerias, check-cashing stores, pawnshops, nail salons, beauty parlors, and fried chicken or fish stands.<sup>194</sup> These businesses frequently occupied buildings that were not originally constructed for commercial use such as residences. Residences were modified with the installation of storefront windows and doors, ramps, and commercial signage. A number of these locally-owned establishments can be classified as “legacy businesses,” which are businesses that have been in operation for over twenty years and serve as anchors in their communities.<sup>195</sup>

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<sup>189</sup> SurveyLA Citywide Historic Context Statement, *Commercial Development/Commercial Signs*, 20.

<sup>190</sup> Los Angeles County, *West Athens/Westmont Community Plan*, 10-11.

<sup>191</sup> ICF International and Freedman Tung & Sasaki, “Restructuring the Commercial Strip,” accessed March 3, 2022, [https://nacto.org/wp-content/uploads/2015/04/Reconstructing-the-commercial-strip\\_ICFInternational.pdf](https://nacto.org/wp-content/uploads/2015/04/Reconstructing-the-commercial-strip_ICFInternational.pdf).

<sup>192</sup> County of Los Angeles, “West Athens/Westmont Community Plan,” 10-11.

<sup>193</sup> The Staff of the Los Angeles Times, *Understanding the Riots*, (Los Angeles, CA: Los Angeles Times, 1992), 110.

<sup>194</sup> Pulido, Barraclough, and Cheng, *A Peoples Guide to Los Angeles*, 122.

<sup>195</sup> “Celebrating Legacy Businesses,” *Los Angeles Conservancy*, accessed March 1, 2022, <https://www.laconservancy.org/issues/celebrating-legacy-businesses>.

### 4.4.2.1 Registration Requirements

#### Associated Property Types

The property types with the potential to represent the significant trends in commercial development include stand-alone retail and restaurant buildings; theaters and other commercial entertainment venues; office buildings; banks; car washes; drive-up/roadside restaurants; and signs. Groupings of commercial buildings, such as those found concentrated in a commercial corridor, may be eligible collectively and constitute a historic district. Commercial buildings may also be eligible individually. Within the MAP communities, eligible buildings, signs, and districts may include: those developed along historic streetcar routes in the decades before World War II; those developed specifically to attract and accommodate customers traveling by automobile; those that represent specific events in the development of the County; and those that were the primary place of business for an important business or a person significant within the commercial development theme. Only properties with demonstrated significance and integrity are eligible for designation.

#### Eligibility Standards

- Has a direct and significant relationship to a significant period of commercial development in the MAP communities; and/or was the primary location of an important business; and/or was the primary place of work of an individual important within the theme of commercial
- Reflects commercial development during one of the significant periods in the commercial development of the MAP communities and embodies the distinctive characteristics of commercial development from that period. The periods are:
  - Early Commercial Development, 1860-1932
  - Post-Long Beach Earthquake Commercial Development, 1933-1964
  - Commercial Development After the Uprisings, 1965-1993
- Simply being a commercial resource is not enough to justify eligibility. An eligible resource must have been important in the overall business and commercial development of the County. Examples might include resources related to very early businesses, pioneering businesses, and businesses particularly important to the local economy and culture, such as restaurants. Early commercial corridors near transit centers may be eligible for its association with the area's overall growth and development, but this association must be proven to be important.

#### Character-Defining Features

- Constructed in one of the popular architectural styles for commercial buildings of the period or may have a utilitarian design without many architectural details, but features distinctive signage
- Signage may be attached to a building or freestanding in a parking lot
- Features typical of commercial design, such as large display windows and signage
- Buildings and corridors reflecting Early Commercial Development and Post-Long Beach Earthquake Commercial Development
- Buildings that formed the original community or town centers
- Buildings abutting the sidewalk with no setback

- Multi-story buildings with residential or non-commercial uses above the ground floor or to the rear
- Commercial Development After the Uprisings may reflect more automobile-oriented development with large parking lots

### Considerations

- Eligible resources should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3
- Setting may be compromised by nearby construction that post-dates the period of significance
- The majority of the resource's original materials and design features must remain intact and visible, including wall cladding, windows, fenestration pattern and size of openings, roof features, and details related to its architectural style or commercial function
- Limited door and window replacements may be acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource
- If a resource is a rare surviving example of its type and/or period, a greater degree of alterations that have already occurred may be acceptable
- Special consideration should be given to alterations to commercial resources constructed prior to 1965 that reflect property damage from the uprisings
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- In some cases, if a resource is eligible under this theme, it may also be eligible under the Public Art, Music, and Cultural Celebrations theme for murals or as a location of a significant cultural celebration.

### 4.4.3 Industrial Development

#### Overview

The growth and development of communities within the MAP have been significantly influenced by the development of industry in Los Angeles County over the last 150 years, with the primary drivers being the establishment of rail lines, oil and gas development, and the manufacturing boom centered around the rise of the automobile and auto parts industry. These important industries have left a permanent mark on the MAP, creating jobs and new growth opportunities, while also solidifying a legacy of environmental injustice and health issues that have affected communities of color in south-central Los Angeles for well over a century. See 4.3.1 for a discussion of agricultural-industrial development. Additional information about the role of the Pacific Electric in the MAP's residential and commercial development can be found in relevant themes.

#### Rail (1869-present)

The 1860s and 1870s brought the expansion of transcontinental rail lines to Los Angeles. The Southern Pacific Railroad arrived in 1869 and the Atchison, Topeka, and Santa Fe Railway (Santa Fe) arrived in 1883.<sup>196</sup> The last major railroad completed to Los Angeles was the Union Pacific in 1905.<sup>197</sup> With the transcontinental lines complete, south-central Los Angeles was connected to the nationwide rail system. The new rail lines had freight cars that transported goods north through south-central Los Angeles from the ports of Long Beach and Los Angeles. Areas along these rail lines became the ideal locations for factories that produced, assembled, and distributed manufactured goods.<sup>198</sup> Within 20 years, the Southern Pacific operated 325 miles of rail lines in the County, and the Santa Fe operated 80 miles.<sup>199</sup> The majority of the buildings associated with the southern MAP's initial industrial development were constructed on a railway spur and along their routes.

In addition to the arrival of the freight trains was the Pacific Electric Railway (PERy or Red Cars), formed in 1901 by real estate tycoon Henry Huntington. The first Pacific Electric line began in 1902 along Long Beach Avenue and Willowbrook Avenue, the same alignment as today's Metro Blue Line, and included a stop in Willowbrook.<sup>200</sup> The line started in Downtown Los Angeles and ended in Long Beach. The arrival of the Pacific Electric sparked a battle with the Southern Pacific for dominance of the region's electric railway. With "The Great Merger of 1911," Huntington sold his interests in the Pacific Electric to the Southern Pacific, except for the Los Angeles Railway of which he retained control. This placed most of the region's interurban railway under the control of the Southern Pacific. By 1914, over 1,600 Pacific Electric trains ran within four operating districts that divided Los Angeles.

These trains not only provided passenger service but also coordinated freight. "Atypically for an interurban, the system served as a gathering network for carload freight shipments from citrus groves, manufacturing plants, oil refineries, warehouses, and the harbor at San Pedro. The three line-haul railroads serving Southern California — Santa Fe, Union Pacific, and especially Southern Pacific — depended on the Pacific Electric to some degree."<sup>201</sup> The Red Cars reached their peaks between 1923 and 1924 with 109 million passengers annually. However, in just 10

<sup>196</sup> "Collections," *Southern California Railway Museum*, accessed on March 2, 2022, <https://socalrailway.org/collections/>.

<sup>197</sup> Ibid

<sup>198</sup> LA County Department of Regional Planning, *Florence-Firestone Community Plan*, 17.

<sup>199</sup> SurveyLA Citywide Historic Context Statement, *Industrial Development, 1850-1980*, City of Los Angeles Department of City Planning, September 2011, rev. February 2018.

<sup>200</sup> John E. Fisher, "Transportation Topics and Tales: Milestones in Transportation History in Southern California," accessed March 2, 2022, <https://ladot.lacity.org/sites/default/files/documents/transportation-topics-and-theses-milestones-in-transportation-history-in-southern-california.pdf>.

<sup>201</sup> G. Mac Seabee, "History of the Pacific Electric Railway," *Classic Trains*, accessed on March 2, 2022, <https://www.trains.com/ctr/railroads/fallen-flags/remembering-the-pacific-electric-railway/>.



years, ridership dropped to 54 million with the onset of the Great Depression. Ridership rose again during World War II to support gasoline and tire rationing but fell sharply in the early postwar years. The Pacific Electric was sold in 1953 and the last train between Los Angeles and Long Beach ran in 1961.<sup>202</sup>

Developed as a solution to traffic congestion of ground transportation around the Ports, the Alameda Corridor is a railroad right-of-way that runs from the ports of Long Beach and Los Angeles, north to downtown Los Angeles, primarily along/adjacent to Alameda Street. This industrial corridor passes through the cities of Vernon, Huntington Park, South Gate, Lynwood, Compton, Carson, Los Angeles, and portions of Unincorporated Los Angeles County, including the Willowbrook and Florence-Firestone communities. In the early 1990s, Southern Pacific sold the Alameda Street corridor to the Ports of Long Beach, who then formed the Alameda Corridor Transit Authority to operate the newly acquired right-of-way as a freight rail corridor. Special features of the corridor include the mid-corridor trench, a below-ground trench stretching 10 miles long, 33 feet deep, and 51 feet wide that allows freight trains to travel 40 miles per hour without having to stop at crossings or blow their horns through neighborhoods. The corridor is presently operated by the Burlington Northern Santa Fe (BNSF), Union Pacific, and Pacific Harbor Line. Passing through the southern part of the Metro Planning Area, “the south end area is characterized by mixed-use industries, including port-related industrial businesses such as petroleum refineries, trucking companies, cargo storage yards, and various types of recyclers, a pleasure craft marina, multiple navigable and storm drain channels, residential neighborhoods and heavily traveled roadway intersections with personal vehicles and heavy-truck traffic.”<sup>203</sup>

### Oil (1892–present)

In 1892, two failed gold miners, Edward L. Doheny and Charles A. Canfield, arrived in Los Angeles in search of oil and opened the city’s first oil-producing well at what would become the Second Street Park Oil Field, later known as the massive Los Angeles Oil Field.<sup>204</sup> The field was originally located near downtown Los Angeles and the first well was established in the present-day location of Echo Park. “By 1900, Los Angeles had become the oil capital of the West,”<sup>205</sup> with more than 600 derricks pumping oil in current and formerly residential neighborhoods. Throughout the Metro Planning Area, tracts subdivided for residential use often set aside parcels in the middle of the block for oil drilling.<sup>206</sup> In 1921, major new discoveries were made in Signal Hill and Torrance, sparking another oil boom in Los Angeles.<sup>207</sup> “The Los Angeles basin became the largest and most productive oil field in the world during the 1920s.”<sup>208</sup> In 1932, the Wilmington Oil Field would become the last of the large fields to be established. Working in the oil fields was dangerous, with one out of four workers injured or killed in the 1920s. In addition to toxic chemical exposure, workers would often fall into oil tanks and drown.<sup>209</sup>

Several smaller oil fields overlap or are near the Metro Planning Area. The Rosecrans and South Rosecrans Oil Fields, approximately three miles west of Compton, were discovered in 1925 and 1939, respectively. As of 2000, the Rosecrans Oil Field produced over 83 million barrels of oil and over 167 million cubic feet (Mcf) of gas. Just south of Rosecrans is the Dominguez Oil Field, which began drilling operations in 1916. Initially, the Dominguez Oil Field failed to produce a significant amount of oil, but after the completion of Union Oil Company’s new well in 1922,

<sup>202</sup> John E. Fisher, “Transportation Topics and Tales: Milestones in Transportation History in Southern California.”

<sup>203</sup> “Alameda Corridor South,” ACTA, accessed March 2022, <https://www.acta.org/about/projects/completed-projects/alameda-corridor-south/>.

<sup>204</sup> Stephen M. Testa, “The Los Angeles City Oil Field,” *Oil Industry History*, v.6, No. 1, 2005, 79-100.

<sup>205</sup> Cecilia Rasmussen, “L.A. Redux, The City Then and Now,” *Los Angeles Times*, Aug. 28, 1991, 280.

<sup>206</sup> County of Los Angeles, State of California, “Tract No. 8366,” 1-inch equals 100 feet (Los Angeles: Los Angeles County, 1925).

<sup>207</sup> Ibid.

<sup>208</sup> M. Davis, “Sunshine and the Open Shop: Ford and Darwin in 1920s Los Angeles,” *Metropolis in the Making*, vol. 29, iss. 4 (1997): 96.

<sup>209</sup> Rachel Schnalzer, “A Parallel Hollywood Story’: How L.A.’s Oil Boom Shaped the City We Know Today,” *Los Angeles Times*, Dec. 8, 2021.

development of the field proceeded rapidly and was fully developed by 1923. The Dominguez Oil Field peaked in 1925, producing over 26 million barrels between 1923 and 1926. Northwest of the Rosecrans field is the Howard Townsite Oil Field, overlapping portions of the West Athens-Westmont community. Originally drilled in 1919, production would not take place until 1940. The field was not deemed “discovered” until 1947 when Shell Oil Company began drilling operations. Directly to the northwest is the Potrero Oil Field, where drilling started in 1928 with discovery occurring in 1946.<sup>210</sup> The East Los Angeles community is adjacent to the abandoned Boyle Heights Oil Field and partially overlaps the Bandini, East Los Angeles, and Montebello Oil Fields. Since its discovery in 1917 by Standard Oil on land owned by Lucky Baldwin, the Montebello Oil Field has produced over 200 million barrels of oil.<sup>211</sup> Today, more than 70,000 active and 35,000 idle oil wells remain in place throughout California, with over 20,000 active, idle, or abandoned wells spread out across the County.<sup>212</sup> “Few U.S. cities are punctured with such a concentration of old drilling site, with tens of thousands of residents living nearby.”<sup>213</sup>

The abundance of oil in the Los Angeles area provided a huge boost to related industries, including farming with gas-powered engines that allowed water to be pumped from deep underground, creating more access to water and the ability to have a greater diversity of crops.<sup>214</sup> The oil industry also led to the development of several important related manufacturing industries in Los Angeles County, including automobile, rubber, and steel. In January 2022, the Los Angeles City Council declared oil extraction as nonconforming land use, making steps towards phasing oil extraction out of the County which will lead to eventual redevelopment of those sites.

## Manufacturing (1911–1982)

The automobile industry came to Los Angeles in the early twentieth century, starting with the Ford Motor Company in 1911. Likewise, many new automobile parts manufacturing plants in southeast Los Angeles established themselves around the railroads at this time. In 1913, the Panama Rubber Company built an automobile tire and accessory manufacturing factory in Compton, which brought many workers to the region. Product shipment was provided by both the conveniently located Southern Pacific Railroad and the Pacific Electric.<sup>215</sup> By the 1920s, southeast Los Angeles County became a center for manufacturing. Benefits to developers included less expensive land, no unions (and therefore cheaper wages), and proximity to the city to use its services without paying the higher city taxes.<sup>216</sup> Many East Coast companies took this as an opportunity to expand west, including the Firestone Tire and Rubber Company, Goodyear Tire Company, General Motors, and Pittsburgh Steel (Exhibit 10).<sup>217</sup> Areas such as Florence-Firestone, Walnut Park, and Willowbrook were heavily influenced by these factories, which provided stable, well-paying jobs.

<sup>210</sup> “Oil-Industry History,” *Petroleum History Institute* 8, no. 1 (2007), accessed March 2, 2022, <http://www.aegsc.org/chapters/inlandempire/pdf/Oil-Industry%20History%20Volume%208%20Nov%201%202007.pdf>.

<sup>211</sup> James W. Gibson, “L.A. Underground,” *Earth Island Journal*, accessed on March 2, 2022, [https://www.earthisland.org/journal/index.php/magazine/entry/la\\_underground/](https://www.earthisland.org/journal/index.php/magazine/entry/la_underground/).

<sup>212</sup> Jill Johnston and Bhavna Shamasunder, “Los Angeles’ Long, Troubled History with Urban Oil Drilling is Nearing an End After Years Of Health Concerns,” *The Conversation*, accessed on March 3, 2022, <https://theconversation.com/los-angeles-long-troubled-history-with-urban-oil-drilling-is-nearing-an-end-after-years-of-health-concerns-175983>.

<sup>213</sup> Mark Olalde and Ryan Menezes, “Deserted Oil Wells Haunt Los Angeles with Toxic Fumes and Enormous Cleanup Costs.” *The Center for Public Integrity*. March 5, 2020.

<sup>214</sup> Surls and Gerber, *From Cows to Concrete*, 91.

<sup>215</sup> Emily E. Straus, *Death of a Suburban Dream: Race and Schools in Compton, California* (Philadelphia: University of Pennsylvania Press, 2014), 26.

<sup>216</sup> No Author, “Another Industry,” *Los Angeles Times*, Sep. 18, 1913, 87.

<sup>217</sup> Pulido, Barraclough, and Cheng, *A Peoples Guide to Los Angeles*, 142.

**Exhibit 10.** Making an automobile tire in the Firestone Tire and Rubber Company Plant, 1929

**Source:** Keystone Photo Service, Herald-Examiner Collection/ Los Angeles Public Library.

In 1920, rubber was the second largest industry in the United States, with steel being the first.<sup>218</sup> The enormous Goodyear Tire and Rubber Company factory was constructed in 1920 on Central Avenue between Gage and Florence Avenues in the City of Los Angeles, adjacent to Florence-Firestone. At its peak, the factory employed over 2,500 people and ran operations 24 hours a day, 7 days per week. The Goodyear factory also resulted in the development of a small residential tract for its employees named the “Wingfoot District” after its logo.<sup>219</sup> In 1928, the Firestone Tire and Rubber Company opened a factory in the westernmost portion of South Gate, directly adjacent to Walnut Park and Florence-Firestone, less than two miles away from the Goodyear plant.<sup>220</sup> Adjacent areas like Willowbrook grew rapidly in response to these new auto-related manufacturing plants, with the population reportedly increasing by about one-third within a matter of months.<sup>221</sup> Around 1936, General Motors constructed an automobile assembly plant in South Gate to produce Pontiac, Oldsmobile, and Buick cars that employed 4,000 employees at its peak.<sup>222</sup> By the 1930s most of these factories became unionized after an increase in workers’ rights reforms and organization by the United Auto Workers (UAW).<sup>223</sup>

<sup>218</sup> No Author, “Away from Old Grind,” *Long Beach Press*, Jan. 8, 1920, 6.

<sup>219</sup> Mike Sonksen, “Everyday Heroes of Florence-Firestone,” *KCET*, July 2, 2015, <https://www.kcet.org/history-society/everyday-heroes-of-florence-firestone>.

<sup>220</sup> *Ibid.*

<sup>221</sup> No Author, “Willowbrook Population Grows,” *Long Beach Press*, July 16, 1922, 21.

<sup>222</sup> “General Motors Corporation (GM), South Gate Automobile Assembly Plant, South Gate, Los Angeles, CA,” *PCAD*, accessed March 2022, <https://pcad.lib.washington.edu/building/5994/>; and “History of South Gate,” City of South Gate, accessed March 2022, <https://www.cityofsouthgate.org/Engage-South-Gate/About-Our-City/History>.

<sup>223</sup> No Author, “L.A.’s Booming Auto Industry Now a Memory,” *Los Angeles Times*, July 20, 1991, 133.

During World War II, most automobile factories were converted into plants to support the war effort, but these plants quickly rebounded to production for civilian uses in the early postwar years. From the late 1940s through the 1960s, Los Angeles County became the second largest auto manufacturing region in the nation, rivaling Detroit.<sup>224</sup> The availability of manufacturing jobs was a great influence on the migration of African-Americans to Los Angeles. “Of great significance was [Willowbrook’s] role, along with sister community Watts to the north, as a destination for the thousands of African-Americans migrating from the South to work in the factories that were a major presence in the southern region of the County after World War II.”<sup>225</sup>

Starting in the late 1970s, “Los Angeles County changed from a highly specialized manufacturing center to a more decentralized and diversified metropolis,” with traditional manufacturing firms closing or moving out of the region.<sup>226</sup> New technologies replaced outdated manufacturing processes and many companies sought cheaper labor markets outside the United States. A domino effect of closures occurred in the Los Angeles area that solidified the end of the auto industry, starting in 1971 with the shuttering of the Chrysler auto assembly plant in Commerce where more than 1,300 workers were laid off. Six years later, the Goodyear Tire & Rubber Co. shut down its massive plant. This was followed in 1980 by the closure of the Ford assembly plant in Pico Rivera where more than 1,670 jobs were lost, and in 1982 by the GM plant closure in South Gate with a loss of 2,550 jobs.<sup>227</sup> In Willowbrook, the closure of these manufacturing plants in the 1970s and 1980s meant the end of stable employment for many people living in the area was followed by a wave of violent crime that spawned an exodus of African-American residents to places like the Inland Empire and the Antelope Valley, with many even leaving the state.<sup>228</sup> Factories that stayed in the area no longer followed the standard of offering well-paying, unionized jobs.<sup>229</sup>

#### 4.4.3.1 Subtheme: Environmental Injustice (1920s-present)

While the story of oil in Los Angeles is often portrayed as an exciting time of growth and discovery supported by boosterism, it left many residents within the MAP communities and other regions in Los Angeles County with significant environmental and health concerns. Working-class communities in the 1920s were initially supportive of the oil fields because of the promise of better jobs, but after experiencing explosions, oil spills, and pollutive damage to their land and water, these communities began to push back. “Many of the dozens of active oil wells in south Los Angeles are in historically Black and Hispanic communities that have been marginalized for decades. These neighborhoods are already considered among the most highly polluted, with the most vulnerable residents in the state.”<sup>230</sup> As pollution increased during the 1920s, local opposition to oil drilling developed in South Central Los Angeles suburbs. “In many southland communities, the process of identifying and regulating the problem of oil pollution arose within a particular institutional framework: the institutions of the working class.”<sup>231</sup> Organized working-class labor became an important element in environmental protests against oil in the 1920s. “More importantly, working people helped to frame one of the most important questions confronting the modern world: what is the role of government in the affairs of private industry and civil society?”<sup>232</sup>

<sup>224</sup> “Los Angeles’ Auto Manufacturing Past,” *Los Angeles Almanac*, accessed on March 2, 2022, <http://www.laalmanac.com/transport/tr04.php>.

<sup>225</sup> Los Angeles County Arts Commission, *Project Willowbrook: Cultivating a Healthy Community through Arts and Culture, Cultural Asset Mapping Report*, 2013.

<sup>226</sup> Straus, *Death of a Suburban Dream*, 153.

<sup>227</sup> No Author, “L.A.’s Booming Auto Industry Now a Memory,” *Los Angeles Times*, July 20, 1991, 133.

<sup>228</sup> Los Angeles County Arts Commission, *Project Willowbrook*.

<sup>229</sup> Pulido, Barraclough, and Cheng, *A Peoples Guide to Los Angeles*, 121.

<sup>230</sup> Johnston and Shamasunder, “Los Angeles’ Long, Troubled History with Urban Oil Drilling is Nearing an End After Years of Health Concerns.”

<sup>231</sup> Nancy Quam-Wickham, “Cities Sacrificed on the Altar of Oil: Popular Opposition to Oil Development in 1920s Los Angeles,” *Environmental History* 3, no. 2 (April 1998): 197.

<sup>232</sup> *Ibid.*, 203.

A map of active and idle oil wells in California<sup>233</sup> indicates that the Willowbrook and West Rancho Dominguez-Victoria communities are still surrounded by dozens of wells, many of which are still active. On January 26, 2022, the Los Angeles City Council unanimously voted to take the first step toward phasing out all oil and gas extraction in the city by declaring oil extraction a nonconforming land use. That followed a unanimous vote by Los Angeles County supervisors to phase out oil extraction in unincorporated County areas.<sup>234</sup> “Research shows that people living near these urban oil operations suffer higher rates of asthma than average, as well as wheezing, eye irritation, and sore throats. In some cases, the impact on residents’ lungs is worse than living beside a highway or being exposed to secondhand smoke every day.”<sup>235</sup> While these hazards are well known and documented, the State of California has no laws for the distance that an active oil well needs to be from communities where people live.

In addition to problems stemming from oil wells, pollutants from nearby freeways have had a major impact on the health of communities within the Metro Planning Area. “The rates of asthma in communities on the Eastside and in and near South L.A. were also 97% and 148% higher, respectively, than communities examined on the western side, according to 2016 data.”<sup>236</sup> An extended discussion of the impacts of freeways on communities within the MAP is included in Section 4.4.4 Infrastructure and Public Transit.

Exide Technologies, located in the city of Vernon, operated as a metal smelting facility for more than 90 years. In fall 2013, regulatory agencies discovered toxic emissions from this facility, including lead, arsenic, benzene, 1,3-butadiene, and other poisonous chemicals impacted over 100,000 residents of Los Angeles County, including those living and working in the communities of Vernon, Maywood, South Gate, Cudahy, Huntington Park, Commerce, Boyle Heights, Bell, Montebello, and East Los Angeles. Exposure to high levels of these chemicals increases the risk of cancer, breathing diseases, and learning problems. These men, women, and children will live the rest of their lives with a heightened risk of cancer, estimated in some cases to be as high as 200 times the normal risk.

For years, community activists, including individuals as well as organizations such as Communities for a Better Environment and East Yard Communities for Environmental Justice, pushed for the closure of the Exide facility and cleanup of surrounding communities.<sup>237</sup> A Federal investigation from 2014-2015 found that the California Department of Toxic Substances Control allowed the “facility to operate for decades without a full permit, even as it racked up dozens of hazardous waste violations.”<sup>238</sup> Violations, dating to at least 1985, included improper storage of lead and battery acid. To avoid criminal charges, Exide consequently agreed to close and demolish the Vernon facility and provide \$50 million for soil and other cleanup efforts in surrounding communities. While the closure represented community-driven progress, the deal was also met with skepticism stemming from the historic lack of regulatory enforcement of the facility.<sup>239</sup> In October of 2020, a federal bankruptcy court released Exide from its obligations to clean up its former facility in Vernon. To date, 3,617 of the 10,101 properties impacted have been cleaned by the State.

<sup>233</sup> Ryan Menezes and Mark Olalde, “California has Thousands of Old Oil Wells. How Many are in Your Neighborhood?” *Los Angeles Times*, March 4, 2020.

<sup>234</sup> Johnston and Shamasunder, “Los Angeles’ Long, Troubled History with Urban Oil Drilling is Nearing an End After Years of Health Concerns.”

<sup>235</sup> Ibid.

<sup>236</sup> Zoe Little and Jericho Caleb Dancel, “Air Pollution’s Disproportionate Impact in Los Angeles,” *University Times*, December 22, 2020, <https://csulauniversitytimes.com/air-pollution-east-los-angeles/>.

<sup>237</sup> “Washing Our Hands of Exide,” *Communities for a Better Environment*, accessed September 9, 2022, <https://www.cbecal.org/organizing/southern-california/exide/>; “Exide Technologies Inc.,” *East Yard Communities*, accessed September 9, 2022, <http://eycej.org/campaigns/exide-technologies-inc/>.

<sup>238</sup> Tony Barboza, “Doubts Remain After Exide Deal,” *Los Angeles Times*, March 13, 2015.

<sup>239</sup> Ibid.; Tony Barboza, “Soil Cleanup May Rank as Biggest Yet,” *Los Angeles Times*, August 19, 2015.



### 4.4.3.2 Registration Requirements

#### Associated Property Types

Industrial development in the MAP can be divided into three major sectors– rail, oil, and manufacturing – and the subtheme of environmental injustice. The legacy of industrial development is evidenced today in land use and development patterns established throughout the County, with many of the major transportation corridors, including the Alameda Corridor, following patterns established by rail and oil in the late nineteenth and early twentieth centuries. The legacy of industrial development is also apparent in the patterns of environmental injustice that reflect the absence of separation between toxic industries and residential development. Only properties with demonstrated significance and integrity are eligible for designation. A grouping of industrial buildings located along an industrial corridor, or a campus of buildings constructed for a particularly important business may be eligible collectively and constitute a historic district. Industrial buildings may also be eligible individually. Eligible industrial resources may include those developed early in the County’s history, those that housed an important industrial business, and those that were the primary place of work for a person significant within the industrial development theme.

While some aspects of the built environment reflect the influence of rail, oil, and the legacy of environmental injustice, there are no identified resources that retain integrity or are property types that have the potential to reflect a significant association with these significant trends in industrial development in the study area. Rail lines and oil wells are typically standardized and utilitarian; while their influence on land use patterns is noteworthy, the physical tracks, ties, wells, and drills are not properties with a specific association that reflects significance.

Property types reflecting the trend of manufacturing include industrial buildings constructed for important national and local businesses. Automobile manufacturing and related manufacturing, including tires, was particularly concentrated and important in the development of the MAP. Many of the operations at these manufacturing plants shut down in the 1970s and 1980s.

#### Eligibility Standards

- Has a direct and significant relationship to industrial development; and/or was the primary location of an important industrial business; and/or was the primary place of work of an individual important within the theme of industry
- Reflects industrial development during one of the significant periods in the industrial development of the MAP communities and embodies the distinctive characteristics of industrial development from that period. The trends and their periods of significance are:
  - Rail (1869-present)
  - Oil (1892-present)
  - Manufacturing (1911-1982)
  - Subtheme: Environmental Injustice (1920s-present)
- Simply being an industrial resource is not enough to justify eligibility. An eligible resource must have been important in the overall industrial development of the MAP or within its larger respective industry. Examples might include resources related to very early industries, leaders within their respective fields, and industrial companies particularly important to the local economy, such as major employers.

## Character-Defining Features

- Utilitarian plan and materials
- Exhibits elements of the popular architectural styles for industrial buildings of the period, particularly Art Deco and Streamline Moderne
- Features typical of industrial design, such as:
  - Loading docks
  - Large roll-up doors
  - Large bays of steel sash windows
  - Monitor windows along the roofline for daylighting
  - Exposed structure and materials

## Considerations

- Eligible resources should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3
- Setting may be compromised by nearby construction that post-dates the period of significance
- The majority of the resource's original materials and design features must remain intact and visible, including wall cladding, windows, fenestration pattern and size of openings, roof features, and details related to its industrial function and architectural style
- Limited door and window replacements are acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource
- Signage may have been removed or replaced without impacting designation potential if the new signage does not detract from other character-defining features
- If a resource is a rare surviving example of its type and/or period, a greater degree of alterations that have already occurred may be acceptable.
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.

## 4.4.4 Infrastructure and Public Transit

### Overview

The first railroad in Los Angeles County was completed in 1869 and catalyzed the rapid development of national, regional, and interurban freight and passenger conveyance networks. Between the late nineteenth century and the mid-twentieth century, railroads contributed to rapid population growth and influenced settlement patterns, fundamentally shaping the form and character of the MAP communities.<sup>240</sup> Railroad development slowed in the early twentieth century as the growing availability of the automobile led to the development of new forms of infrastructure: roads and highways. By 1920, the mass production and availability of automobiles, combined with another regional population boom caused by continued migration to the area and annexations of smaller communities, resulted in a prevalent “car culture” that molded Los Angeles County’s road and highway infrastructure. During the mid and late twentieth century, Los Angeles County replaced passenger and freight rail networks with large interstates and regional networks. Although the popularity of interurban rail travel via the Los Angeles Metro System has grown since its late-twentieth-century development, automobile-related infrastructure continues to dominate the MAP landscape.<sup>241</sup>

Another aspect of infrastructure development in the MAP was the distribution of electricity. Transmission towers and lines are associated with innovations in the provision of power throughout Los Angeles County.<sup>242</sup> Electric power generation and distribution infrastructure in Los Angeles County was initially owned and constructed by small, private, local companies because early power systems could only serve small areas. The industry evolved to what we know it as today: a single, large public utility with expansive infrastructure. While this infrastructure associated with electricity is visible throughout the MAP – mostly in the form of transmission lines – few innovations related to this infrastructure are historically tied to the MAP communities.<sup>243</sup>

### Rails, Roads, and Highways (1869–1990)

In 1869, Phineas Banning and John Downey opened the Los Angeles and San Pedro Railroad, the first railroad in the County, to carry freight from the burgeoning port at San Pedro Harbor to downtown Los Angeles.<sup>244</sup> Soon after, the Union Pacific Railroad established the Los Angeles Terminal Railroad (San Pedro Division), which connected major dairying centers to ports and markets.<sup>245</sup> In 1886, Henry Huntington’s Pacific Electric Railway streetcar line began to lay track for an interurban railway network for passenger service, the first interurban electric railroad network in Los Angeles County, popularly known as the “Red Car” or PERy system (Exhibit 11).<sup>246</sup> The first Pacific Electric line ran from the downtown core of Los Angeles to Long Beach along Graham Avenue. The lines operated at a loss and primarily served to increase the value of the real estate in the areas they served, most of which were owned or subdivided by Huntington.<sup>247</sup>

<sup>240</sup> SurveyLA Citywide Historic Context Statement, *Industrial Development, 1850-1980*.

<sup>241</sup> Ibid.

<sup>242</sup> SurveyLA Citywide Historic Context Statement. *Public and Private Institutional Development, 1850-1980*. City of Los Angeles Department of City Planning. August 2017.

<sup>243</sup> “First Electricity in Los Angeles,” *Water and Power Associates*, accessed March 1, 2022, <https://waterandpower.org/museum/First%20Electricity%20in%20Los%20Angeles.html>.

<sup>244</sup> SurveyLA Citywide Historic Context Statement, *Industrial Development, 1850-1980*, 4-5.

<sup>245</sup> No Author, “A Railroad Center,” *Los Angeles Times*, Jan. 1, 1891.

<sup>246</sup> General Land Office, “Original Survey of 003.OS-012.OW, Downey,” 1:24,000, Klokant Technologies, 1868 and 1874.

<sup>247</sup> Caltrans, “Tract Housing in California, 1945-1973,” 2.



automobile traffic. In 1942, Vermont Avenue replaced the Redondo Railroad and Alameda Street in Florence-Firestone replaced the South Pacific's San Pedro Branch.<sup>252</sup> After World War II, the interurbans experienced a sharp decline in ridership that, due to private automobile ownership, never recovered. In the mid-twentieth century, Southern Pacific reduced its interest in the Los Angeles Railway system by selling or terminating interurban lines.

In 1947, the Office of the Los Angeles County Engineer, a predecessor to the contemporary Department of Public Works, published the County Master Highway Plan.<sup>253</sup> In 1951, the Los Angeles Metropolitan Transit Authority (LAMTA) was formed as a public transit planning agency for Los Angeles County and undertook the operation of the privately-owned bus lines servicing former streetcar and railway routes. In 1953, Metropolitan Coach Lines purchased the remaining lines and, in turn, sold them to the LAMTA in 1958.<sup>254</sup> By 1958, the entirety of the electric interurban Los Angeles Railroad had been purchased by the LAMTA. By 1961, the last in-service rail line was replaced with a bus route and decommissioned lines crisscrossed Los Angeles County.<sup>255</sup>

Highway planning in Los Angeles was part of local as well as national initiatives. The development of highways in the United States occurred concurrently with urban renewal efforts and redlining, disproportionately affecting communities of color. Government entities identified many areas that were primarily inhabited by residents of color as being "blighted," which allowed these neighborhoods to be demolished for highway construction. As a result, residents were displaced, and neighborhoods were forever altered. This history is evident in the Los Angeles area beginning in 1944 when the Santa Ana Freeway was constructed from Soto Street to Eastman Avenue in Boyle Heights which resulted in the displacement of many of the neighborhood's Mexican residents.<sup>256</sup> Subsequent years saw a continuation of this pattern, including the destruction and displacement of African American and Latino neighborhoods around Interstate 5, 10, and 110.<sup>257</sup> Communities in the Metro Area Plan have been greatly impacted by the development of highways. East Los Angeles, for example, has four major freeways running through the area (I-10, I-710, SR-60, and I-5). The expansion of the 710 Interstate alone displaced 11,000 East Los Angeles residents and consumed 7% of the community's total land area.<sup>258</sup> The freeways in East Los Angeles have also led to high levels of pollution, noise, and heat island impacts resulting from street widening to accommodate the freeways and associated traffic.

Interstate 10, a transcontinental link from the Atlantic to the Pacific, was expanded through the middle of Los Angeles County in the early 1960s. As manufacturers, most noticeably car and auto-parts manufacturers, became less reliant on the railroad in the mid and late twentieth century, they began to close their Los Angeles County plants, terminating thousands of jobs, many of them in South Central Los Angeles communities already experiencing exacerbated social and economic strife.<sup>259</sup>

<sup>252</sup> National Environmental Title Research, "aerial photos and topography maps," Historic Aerials Courtesy of NETR Online, 1896-1957, <https://www.historicaerials.com/viewer>.

<sup>253</sup> County of Los Angeles, *Master Plan of Metropolitan Los Angeles Freeways*, Master Plan of Metropolitan Los Angeles Freeways adopted by the Regional Planning Commission, August 6, 1947.

<sup>254</sup> "Pacific Electric," *Southern California Railway Museum*, accessed February 25, 2022, <https://socalrailway.org/collections/pacific-electric/>.

<sup>255</sup> Brodsky, L.A. Freeways, 12.

<sup>256</sup> Jovanni Perez, "The Los Angeles Freeway and the History of Community Displacement," *Toro Historical Review* 3, no. 1 (2017); Gilbert Estrada, "If You Build it They Will Move: The Los Angeles Freeway System and the Displacement of Mexican East Los Angeles, 1944-1972," *Southern California Quarterly* 87, no. 3 (Fall 2005): 287-315.; Liam Dillon and Ben Poston, "Racist History of America's Interstate Highway Boom," *Los Angeles Times*, November 11, 2021.

<sup>257</sup> Estrada, "If You Build it They Will Move."; Dillon and Poston, "Racist History of America's Interstate Highway Boom."

<sup>258</sup> Gilbert Estrada, "The 710 Long Beach Freeway: A History of America's Most Important Freeway," *KCET*, February 12, 2014, <https://www.kcet.org/shows/departures/the-710-long-beach-freeway-a-history-of-americas-most-important-freeway>.

<sup>259</sup> Foster, "The Model-T, The Hard Sell, 483.



In 1965, violent protests erupted in the community of Watts, surrounding neighborhoods, and African-American cultural enclaves across Los Angeles after an altercation between a Caucasian California Highway Patrolman and an African-American motorist. President Lyndon Johnson deployed over 3,000 National Guards members as the violence escalated but, as the County's roadway infrastructure was not developed to facilitate the movement of thousands of Guard members, the National Guard struggled to access the communities. As the violence stretched into a fifth day, an additional 10,000 Guard members were deployed to Los Angeles County and were able to quell the uprising.<sup>260</sup> In the aftermath of the Watts Uprising, the McCone Commission recommended that, in order to suppress future civil rights protests, the Los Angeles freeway system be expanded so law enforcement could be rapidly deployed to South Central Los Angeles communities.<sup>261</sup>

In the aftermath of the Watts Uprising, the California State Legislature sought to widen, expand, or develop new transportation networks so that law enforcement could easily access dense urban communities. The planned routes of the 710 Interstate expansion and new construction projects, including the I-110 and the I-105 freeways, did not follow the natural or historic community boundaries and splintered existing corridors. During the late 1960s and early 1970s, the County seized residential neighborhoods through eminent domain and divided previously cohesive urban communities. Construction of the Imperial Highway and the I-105 freeway was delayed due to civil litigation brought by community members. In 1982, a settlement was reached and hundreds of residences between Imperial Avenue and East 117<sup>th</sup> Street were demolished and replaced with the expanded Imperial Highway. In 1990, an abandoned route of the Pacific Electric Railroad was replaced by the I-105 freeway. This alignment separated residents of West Athens-Westmont from the centrally located LASC, which, until the freeway was constructed, was within walking distance for community residents.<sup>262</sup>

The construction of these major roadways exacerbated many of the underlying causes of the Watts Uprising. Not only did the I-105 freeway make community educational facilities difficult to access, but funding also earmarked for community development was reallocated towards the cost of infrastructure construction. Five hundred units of planned replacement housing on lots acquired for the I-105 freeway were never constructed and the Martin Luther King Jr. Community Hospital, a major healthcare center located in Willowbrook, was downsized due to a lack of available funds. Another unintended consequence of the freeway development to provide law enforcement easy access to south-central Los Angeles was that it also provided easier access for criminal activity. Gang violence and drug trafficking soared.<sup>263</sup>

### The Revival of Interurban Rail (1990–present)

Following World War II, the automobile became the preferred transportation, and rail networks crisscrossing South Central Los Angeles County communities were decommissioned and replaced by Los Angeles Metro bus lines. In 1961, the Los Angeles Railway network closed entirely. The revival of interurban railways occurred in the 1990s. The California State Legislature created the Southern California Rapid Transit District (SCRTD) to improve transit infrastructure in the greater Los Angeles region. SCRTD redeveloped out-of-service rail lines to serve Los Angeles, Orange, Riverside, and San Bernardino counties and, in 1990 the "A line" commenced operation. The A Line services the areas between downtown Los Angeles (7<sup>th</sup> St./Metro Center Station) and Downtown Long Beach. This

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<sup>260</sup> "Watts Riots of 1965," *Timetoast Timelines*, accessed March 2, 2022, <https://www.timetoast.com/timelines/wattsriots-of-1965>.

<sup>261</sup> History.com Editors. "Watts Rebellion."

<sup>262</sup> Ibid.

<sup>263</sup> Hector Tobar, "Hope Endures in Hard Times," *Los Angeles Times*, September 15, 2009.

line continues to service stations in Florence (7225 Graham Ave), Firestone (8615 Graham Ave), and Willowbrook (11611 Willowbrook Ave).<sup>264</sup>

In 1992, the Southern California Regional Rail Authority (SCRRA) founded Metrolink, a commuter rail system serving all of Southern California. The revival of mass rail transit was a joint effort by five Southern California counties to reduce highway congestion and improve mobility in the greater Los Angeles Metropolitan area. As a result, Metro, the County's current transportation planning agency, was founded in 1993. Metro undertook the operation of the maze of metropolitan transit networks that developed in the mid-twentieth century.<sup>265</sup>

In 1995, Metro expanded the network by establishing its sixth line. The C Line is a light rail line that continues to serve South Central Los Angeles County communities including Hawthorne, Downey, Paramount, and Willowbrook in Los Angeles County. The C Line also connects commuters to the A Line at the Willowbrook/Rosa Parks Station Metrolink Station. The C line, accessible at the Willowbrook/Rosa Parks connects commuters to the A line, employment centers, schools, downtown Los Angeles, hospitals, and community centers.<sup>266</sup>

Today, Metro services include Metro Rail, Los Angeles County's mass rail transit system, and Metro Transitway, the County's bus system. Metro intends to expand the Metrolink service network with the K Line, which was originally scheduled to open in January 2022.<sup>267</sup>

#### 4.4.4.1 Registration Requirements

##### Associated Property Types

There are three property types related to infrastructure in the MAP communities: railroads; road and highway infrastructure; and infrastructure related to electricity. Between the late nineteenth century and the mid-twentieth century, railroads contributed to rapid population growth and influenced residential and industrial development patterns, fundamentally shaping the form and character of the MAP communities. The legacy of the railroad is evidenced today in land use and development patterns established throughout the County, particularly for industrial areas where manufacturing and warehouse facilities were constructed adjacent to freight rail lines and residential tracts were constructed adjacent to interurban lines. In the present day, these routes have been revived as the Metro light rail. Los Angeles County's road and highway infrastructure was later shaped by the proliferation of the automobile. Transmission towers and lines are associated with innovations in the provision of power throughout Los Angeles County. While this infrastructure associated with electricity is visible throughout the MAP – mostly in the form of transmission lines – few innovations related to this infrastructure are historically tied to the MAP communities. Therefore, it is unlikely that transmission lines would be eligible as historical resources.

##### Eligibility Standards

- Has a direct and significant relationship to infrastructure development

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<sup>264</sup> Metro, "Metro A Line (Blue)," accessed February 25, 2022, <https://www.metro.net/about>.

<sup>265</sup> Metro, "Metro C Line (Green)" and "Los Angeles Transit History." accessed February 25, 2022, <https://www.metro.net/about>.

<sup>266</sup> Ibid.

<sup>267</sup> "Metro C Line: Connecting Communities Through Bus Rapid Transit," *FDR*, accessed March 2022, <https://www.hdrinc.com/ca/portfolio/metro-c-line#:~:text=The%20METRO%20C%20Line%20wa%20s%20conceived%20to%20advance,adding%20a%20half%20a%20mile%20of%20new%20roadway>.

- Reflects the property types related to infrastructure development during one of the significant periods in the development of the MAP communities and embodies the distinctive characteristics of development from that period. The periods are:
  - Rails, Roads, and Highways (1869-1990)
  - The Revival of Interurban Rail (1990-present)
- Simply being an example of infrastructure is not enough to justify eligibility. An eligible resource must have been important in the overall development of the County or be an early or innovative technological development in the evolution of a type of infrastructure. Examples might include resources related to very early industrial or residential development.

### Character-Defining Features

- Of an engineering and/or architectural form/style typical of the period (not modern equipment)
- Illustrates technological innovations
- Reflects significant trends in community planning
- Associated with the physical and industrial growth of the County

### Considerations

- Should retain integrity of Design, Materials, Location, Feeling, and Association as defined in Section 3
- Minor engineering changes to details and materials are allowed
- Should retain the original route or configuration
- Setting and adjacent land uses may be compromised by nearby construction that post-dates the period of significance

## 4.4.5 Residential Development

### 4.4.5.1 Subtheme: Unfair Planning and Discriminatory Housing Practices

#### Overview

Residential development encompasses not just the physical form and pattern of development in the MAP communities, but the changing ethnic and cultural identities of the residents who made these communities their homes. Embedded in the history of residential development throughout the MAP communities is a complex legacy of unfair planning and discriminatory housing practices, zoning irregularities, and shifting populations addressed in many of the themes of this historic context statement.

The physical form of residential development in the MAP communities is best understood as a pattern of settlement radiating outwards from the central core of downtown Los Angeles to the east (East Los Angeles) and to the south (all other MAP communities). Residential development in the southernmost MAP communities also followed this pattern from the south and west, radiating from the industrial and employment opportunities offered by oil, defense, aerospace, and the ports of Los Angeles and Long Beach. From these hubs, railroads, streetcars, and automobile transportation routes formed the corridors along which residential development occurred in the MAP, beginning as early as the 1880s. The Metro Planning Area was almost completely built out by the 1940s. Though a few tract developments dating from the 1950s and 1960s are located in the Planning Area, most residential development after 1964 can be characterized as infill development. Perhaps one of the most noteworthy characteristics of the MAP communities is the small number of public housing or large-scale multi-family residential development. While these property types are found adjacent to the MAP communities, the boundaries of the unincorporated MAP exclude public housing and multi-family housing property types, which tend to be included in the City's boundaries in order to receive city services. Due to the restrictive and racist housing practices of the past, communities within the MAP tend to be denser in population and relatively homogenous in racial and ethnic makeup. High-density communities include Walnut Park, East Rancho Dominguez, and Florence-Firestone.

#### Early Residential Development (1887–1919)

The earliest urban residential development in the Metro Planning Area, or residential development unrelated to homesteads associated with agriculture or small-scale farming, occurred in East Los Angeles along 3<sup>rd</sup> Street in the Wellington Heights area. An early subdivision that pre-dated the streetcar was Occidental Heights. Occidental Heights was located south of 3<sup>rd</sup> Street from Indiana Street to Gage Avenue. It was laid out in 1887 by a group of Presbyterian clergy to help raise funds to build Occidental University (later Occidental College) on the site. Residents later petitioned for an extension of the streetcar to their neighborhood.

Most early residential development began with the extension of streetcar lines. At the time, streetcars were privately owned by the same companies that owned and subdivided land along the lines. The lines were constructed and operated at a loss. Profit lay in selling plots for housing and commercial properties along the routes. Between 1890 and 1910, Henry Huntington's Pacific Electric Railway streetcar line was constructed to serve most of the MAP communities.<sup>268</sup> The first Pacific Electric serving the MAP ran from the downtown core of Los Angeles to Long Beach along Graham Avenue. Additional regional rail connections were added in the early 1900s.<sup>269</sup> Plots of land along the lines were divided into tracts that were then divided into parcels. Individual buyers chose to construct single-

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<sup>268</sup> Caltrans, "Tract Housing in California, 1945-1973," 2.

<sup>269</sup> County of Los Angeles Department of Regional Planning. *Florence-Firestone Community Plan*.

family houses on these parcels in a variety of modest, wood-frame residential styles, beginning with simple Victorian vernacular hipped and gable roof designs. In the late 1910s, modest Craftsman-style houses, sometimes called bungalows, became popular. Single-family houses from this period are located throughout the MAP and are especially concentrated in East Los Angeles.

### Suburban Development (1920s–1940s)

Widespread residential development of the MAP communities began in the 1920s when large areas of single-family houses were constructed on subdivided land between major corridors of industrial and commercial development. The demand for housing was fueled by an exponentially growing population during this decade driven by new employment opportunities including manufacturing, production, and refining. Employment opportunities were also increasing, with many of the MAP communities ideally located on the outskirts of downtown Los Angeles, manufacturing and oil refining areas to the southwest, and the harbors to the south. The opening of the Panama Canal in 1914 led to increased shipping at California ports, while the extraction and refining of oil became a major industry in Southern California.<sup>270</sup> The influence of the streetcar on residential development patterns declined as automobile ownership grew. Most of the urban streetcar systems had stopped expanding by World War I, and ridership nationwide peaked between 1923 and 1924.<sup>271</sup> During the mid-1920s, Avalon Blvd was extended south to the harbor, forming a major transportation corridor through West Rancho Dominguez.<sup>272</sup>

In the 1920s, real estate developers began advertising lots and homes to potential buyers in the Metro Planning Area. Segregation and restrictive deed covenants prohibiting the sale of lots or finished homes to African-Americans, Mexicans, Jews, and other minorities were common in the southern MAP communities and some portions of East Los Angeles during the 1920s.<sup>273</sup> Residential development of the MAP in the 1920s was completed by both private owners and larger development companies (Exhibit 12). At this time, large areas of land were subdivided into tracts comprising several blocks. Streets laid out by tract owners often did not align between tracts, creating a slightly irregular grid between major thoroughfares that remains in place today.

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<sup>270</sup> Caltrans, “Tract Housing in California, 1945-1973,” 5.

<sup>271</sup> Ibid., 3.

<sup>272</sup> Ruth Wallach, *Los Angeles Residential Architecture: Modernism Meets Eclecticism* (Charleston, SC: The History Press, 2015), 127.

<sup>273</sup> Sapphos Environmental, Inc., *Historical Resource Evaluation for Athens Park*, County of Los Angeles Department of Parks and Recreation, July 2019, 6-15.



**Exhibit 12.** View of residential houses in East Los Angeles looking North, 1924

**Source:** Security Pacific National Bank Collection/ Los Angeles Public Library.

Dwellings were constructed in two ways. Buyers could choose to construct a residence based on a builder's designs or a kit house design from companies such as Sears or Pacific Ready-Cut. Buyers built single-family houses as well as bungalow courts.<sup>274</sup> Development companies that owned large tracts would also construct a model home within a tract and invite prospective buyers to tour the house.<sup>275</sup> Buyers could purchase a lot from the developer and choose the house model the developer would construct. Victor Girard, a Los Angeles developer who also developed the Woodland Hills area of the San Fernando Valley, was the subdivider of Walnut Park and its outlying areas in the 1920s.<sup>276</sup> Girard constructed residences in the Spanish Colonial Revival style with designs completed in-house by company architect A. H. McCulloch.<sup>277</sup> To create commercial centers for the residential developments, Girard constructed commercial buildings along Long Beach Boulevard and Florence Avenue.

City Terrace, a neighborhood in the northwest section of East Los Angeles, was developed by Walter Leimert in the late 1920s and early 1930s. Leimert was a prolific developer in mid-twentieth-century California. During the 1920s and 1930s, his company constructed homes for prospective buyers of a variety of incomes throughout southwestern Los Angeles County. City Terrace was developed for a middle-income population, with residences designed to be affordable. In his marketing materials, he noted "City Terrace is slated to be one of the selling

<sup>274</sup> No Author, "Many Dwellings Being Built in Walnut Park," *Los Angeles Times*, Sep. 27, 1925, E12.

<sup>275</sup> No Author, "Model Home is Unique Exhibit," *Los Angeles Times*, Jan. 25, 1920, V2.

<sup>276</sup> No Author, "Sixteen Homes Are Under Way in Walnut Park," *Los Angeles Times*, Apr. 2, 1922, V2.

<sup>277</sup> No Author, "Preparing to Open New Subdivision: Street Work is Start in Addition to Walnut Park," *Los Angeles Times*, Nov. 20, 1921, V7.

sensations of the fall and winter of 1926 and 1927...This is true because the property offers so much to the homeseeker [sic] investor of limited means.”<sup>278</sup> Leimert donated the land for City Terrace Park in 1931, a typical practice for real estate developers who increased the appeal of their subdivisions not only by constructing commercial conveniences but by adding community amenities such as parks.<sup>279</sup>

At the end of the 1920s, middle-income residential areas had replaced much of the pasture lands that previously occupied the areas outside the urban cores and ports. In many of the southern MAP communities, the neighborhoods were laid out in a grid system. Residents were primarily Caucasian, middle-class, largely employed as skilled tradesmen, oil refinery foremen, and experienced artisans.<sup>280</sup> In East Los Angeles, the street grid was highly irregular, following the landscape of hills and the angled irregularity of the original Pueblo’s eighteenth-century Spanish street grid.<sup>281</sup> Residents of the East Los Angeles area were ethnically diverse and recent immigrants, a stark contrast to the southern MAP communities.

### Redlining, the Great Depression, and the Long Beach Earthquake (1929–1939)

The National Housing Act of 1934, a New Deal legislative response to the Great Depression that followed the stock market crash of 1929, created the Federal Housing Administration (FHA). One goal of the FHA was to stabilize the housing market and expand opportunities for home ownership. The Federal Home Loan Bank Board and the HOLC were established to protect individual homeowners from foreclosure. HOLC analyzed the communities’ collective ability to repay mortgages on moderately priced, well-constructed, single-family dwellings and, if deemed satisfactory, the agency refinanced mortgages in default or foreclosure. The FHA also attempted to stabilize lending for the banking industry by guaranteeing mortgages with lending institutions. Before the 1934 housing law, banks rarely financed more than 50 percent of the cost of a new house, and mortgages typically had a duration of five years or less.<sup>282</sup> With federal mortgage guarantees, the banks were protected and could engage in lending practices with larger mortgages over longer terms. However, the HOLC set definitions of risk, limiting the guaranteed mortgages for neighborhoods it deemed precarious.

One of the methods by which the HOLC sought to assess creditworthiness or risk was through the discriminatory practice of redlining. Redlining was the result of the HOLC creating color-coded maps with boundaries around neighborhoods based on the composition of the community’s race and/or ethnicity, income level, and housing and land use types. Neighborhoods were evaluated using these factors and assigned an investment risk grade. The grades ranged from Green (or A) with the least amount of risk to Red (or D), the greatest amount of risk. Areas that were graded as Red were largely non-Caucasian, working-class neighborhoods with older housing stock and no deed restrictions limiting construction types and residents’ race. These areas were labeled as hazardous to invest in and often those that lived in these areas were denied credit, insurance, and healthcare assistance.<sup>283</sup> Citing the perceived threat of racial integration to neighborhood stability and therefore stable property values, FHA refused to provide mortgage guarantees in racially mixed neighborhoods or areas not conforming to deed restrictions, particularly in the MAP communities near Graham Avenue and Imperial Highway.<sup>284</sup>

The MAP communities were generally graded Red or D in the HOLC redlining maps, though the outskirts of East Los Angeles received a Yellow or C grade and some areas of East and West Rancho Dominguez received Blue or B

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<sup>278</sup> No Author, “Sales Campaign Outlined,” *Los Angeles Times*, Aug. 15, 1926, E7.

<sup>279</sup> No Author, “Latest of City’s Recreational Activities Shown: Playground Work Begins,” *Los Angeles Times*, Oct. 25, 1931, D3.

<sup>280</sup> Wells and Wells, “Discovering Los Angeles Oilfields.”; and Chiland, “Mapping LA’s Long, Strange History as an Oil Town.”

<sup>281</sup> Glen Creason and D. J. Waldie, *Los Angeles in Maps* (New York: Rizzoli, 2010).

<sup>282</sup> Caltrans, “Tract Housing in California, 1945-1973,” 5.

<sup>283</sup> Nelson, Winling, Marciano, Nathan Connolly, et al. “Mapping Inequality.”

<sup>284</sup> Caltrans, “Tract Housing in California, 1945-1973,” 31.

grades. The Red graded or Redlined areas were described as heterogenous in every sense. Zoning was very mixed, ranging from single-family residential to heavy industrial uses. The housing types varied but were generally older and in disrepair. The areas were ethnically diverse. In the southern MAP communities, residents were African-American, Mexican, Italian, and Japanese. In East Los Angeles, residents were described as foreign-born “Russians, Polish and American Jews, Mexicans, Italians, Greeks, Slavonians, etc.”<sup>285</sup> The eastern portion of East Los Angeles received a more favorable Yellow grade, with residents described as business and professional men. Most of the residents were foreign-born and American-born Jews or Italians. The housing stock was “...generally of good quality and character. There are many evidences of pride of ownership.” Encroaching ethnic diversity and industrial development made the area slightly risky to the HOLC. The legacy of the redlining practice was long-term disinvestment in many of the MAP communities, traced mostly to the ethnic and zoning profile of these communities in the late 1930s (Figure 10).

The Great Depression did not impact the MAP communities uniformly. Diminished wages and widespread unemployment, especially in Willowbrook made it difficult for homeowners to make monthly mortgage payments. Communities like Willowbrook were rated as hazardous for banks due to their demographic makeup and thus denied capital investment. Because of HOLC’s rating, the impacts of the Depression disproportionately impacted these communities, and by 1939, a large percentage of the single-family residences owned by minority residents were seized by their original lending institutions.<sup>286</sup> In contrast, the predominantly Caucasian area of East Rancho Dominguez (then part of Compton), had been rated Blue and homeownership remained stable.

In the evening hours of March 10, 1933, the 6.4-magnitude Long Beach Earthquake hit the greater Los Angeles area. The earthquake, worsened by over-drilling the Los Angeles oil deposits, was the deadliest seismic event in Southern California history, killing 120 people. Unreinforced concrete masonry buildings throughout the MAP were destroyed. Recovery from the earthquake in the areas of the MAP with favorable HOLC ratings was swift due to federal financial assistance. The HOLC financed the redevelopment of many single-family residences, which were then reconstructed in the Spanish Colonial Revival and Minimal Traditional architectural styles.<sup>287</sup>

## World War II and Post-War Tract Housing (1939–1964)

By the end of the 1930s, the residential development of the Metro Planning Area barely kept pace with Los Angeles’ population growth. During the 1940s, the African-American and Latino populations of Los Angeles increased as people moved to the region for the employment opportunities created by World War II. While jobs were plentiful in California cities during World War II, housing was not.<sup>288</sup> While employment opportunities for minorities increased during the war, housing remained rigidly segregated. In the south-central district of Los Angeles, for example, the population increased by more than 40,000 during the war, while property owners in adjacent Caucasian areas blocked the physical expansion of the district by refusing to sell or rent to minorities.<sup>289</sup> Thousands of African-Americans from the South who migrated to Southern California to work in defense industries settled in Watts and Willowbrook because restrictive covenants forbade them from living in other communities.<sup>290</sup> African-Americans

<sup>285</sup> Redlining area descriptions: D52, D60, and D61. D54 is East Los Angeles C129 is eastern part of East Los Angeles.

<sup>286</sup> “HUD Historical Timeline: the 1930s,” *United States Department of Housing and Urban Development.*; and Nelson, Winling, Marciano, Nathan Connolly, et al. “Mapping Inequality.”

<sup>287</sup> “General Population by City, 1910 - 1950: Los Angeles County,” *Los Angeles Almanac.*; and Hough and Groves, “The 1933 Long Beach Earthquake (California, USA): Ground Motions and Rupture Scenario.”

<sup>288</sup> Caltrans, “Tract Housing in California, 1945-1973,” 12.

<sup>289</sup> *Ibid.*, 29.

<sup>290</sup> Marilyn Tower Oliver, “Quiet L.A. Neighborhood in Eye of the Storm: Willowbrook: Though Much of the District is Economically Depressed, it has Pockets of Tidy, Well-Kept Homes on Tree-Lined Streets Occupied by the Original Owners,” *Los Angeles Times*, Aug. 20, 1992.

also moved into the Little Tokyo neighborhood adjacent to downtown following the expulsion of the Japanese to internment camps.<sup>291</sup>

Rapid population growth continued in the decades following the war. In the MAP communities and surrounding incorporated areas (collectively known as the East Central Area), the population increased from 458,214 in 1930 to 542,368 in 1940 to 760,312 in 1950.<sup>292</sup> In the post-war years when building resumed, the predominant structure of new construction remained the single-family dwelling. Where land was available, these single-family houses were constructed in tract developments. Postwar tract housing differed from previous residential development. Builders adopted mass-production techniques perfected across all industries during World War II. Houses were designed and constructed with uniformity and efficiency on a massive scale.

To house incoming workers before and after the war, large subdivisions of single and multi-family tract housing were developed across Southern California, but opportunities for this type of widespread residential development in the Metro Planning Area were extremely limited. Most of the land in the Metro Planning Area was developed by this time. Pockets of tract developments were completed where land was available. One of these areas was the Montebello Park neighborhood in southeast East Los Angeles. The neighborhood was a single tract subdivided with curvilinear streets and wide medians in 1925. Development of the neighborhood, which was bisected by the commercial thoroughfare of Olympic Boulevard, had been sparse in the 1920s and 1930s. In the 1940s, houses were constructed on the remaining available lots.<sup>293</sup> Another pocket of 1940s tract-type development is found in northwest West Rancho Dominguez. This tract is located west of Main Street and north of 124<sup>th</sup> Street. It was completed by C&M Homes in 1948 with Minimal Traditional, stucco-clad homes and a street grid that deviates from markedly curvilinear interior blocks.

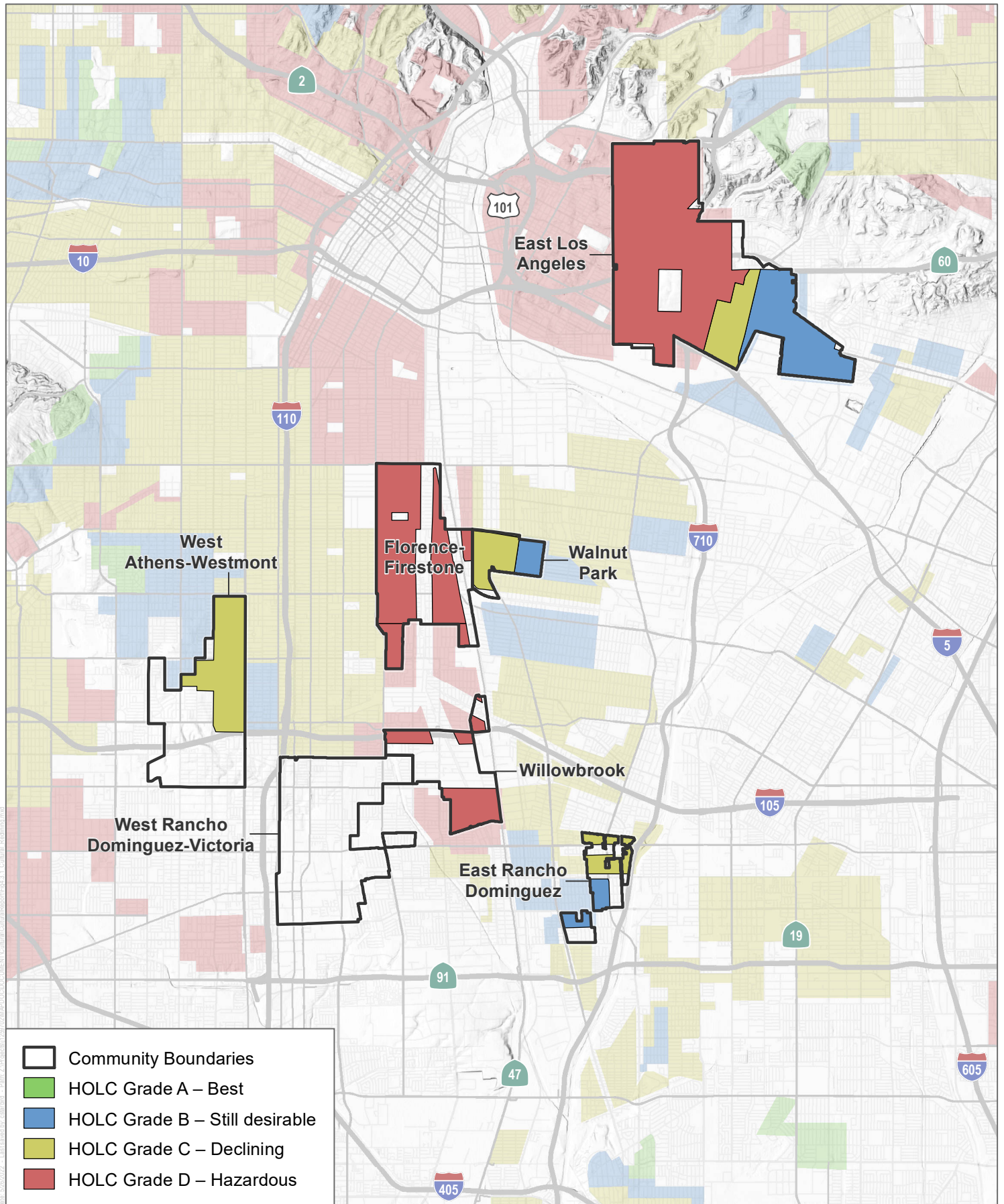
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<sup>291</sup> Caltrans, "Tract Housing in California, 1945-1973," 29.

<sup>292</sup> No Author, "Rapid Population Growth Seen in East Central Area" *Los Angeles Times*, Nov. 29, 1963, 37.

<sup>293</sup> County of Los Angeles, State of California, "Tract No. 8366."





**FIGURE 10**

Home Owners' Loan Corporation Grades within the Metro Planning Area

Los Angeles County Metro Area Plan Project Historic Context Statement



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While discriminatory lending practices were typical and greatly limited the ability of non-Caucasians to get mortgages to purchase residences, the Veterans Administration (VA) insured mortgage programs to finance homes in new housing developments in Los Angeles and did not exclude African-American veterans. Aided by government programs, minority homeownership in the U.S. increased from 20% (1940) to 36% (1960). One notable subdivision, Carver Manor in Willowbrook, comprised 250 homes constructed for African-American military veterans and designed by prominent Los Angeles architect Paul Revere Williams (Exhibit 13).<sup>294</sup> Velma Grant, a real estate agent, was convinced that an untapped market existed for quality, newly-built, single-family, private homes available to middle-class African-Americans.<sup>295</sup> Though she had no previous experience in construction, in three years, Grant helped build 640 houses in three subdivisions located in south-central Los Angeles and San Bernardino for African-American families.<sup>296</sup> For her first development, Grant bought 50 acres of undeveloped land in an area of Willowbrook then known as Compton. She named the subdivision Carver Manor, in honor of the recently deceased scientist, educator, and inventor George Washington Carver, and hired Williams to attract potential buyers and impress lenders. The houses were generally plain stucco construction with an attached single garage. All front lawns were landscaped. In 1946, the first group of single-family homes in Carver Manor went on the market for \$11,400. Her vision for the subdivision expanded to include a shopping center and 95 additional lots.<sup>297</sup>

**Exhibit 13.** A nearly built home on Stanford Avenue in the Carver Manor Development, 1945



**Source:** Shades of L.A.: African American Community/ Los Angeles Public Library.

<sup>294</sup> "Carver Manor: Paul Revere Williams," WIN (Willowbrook Inclusion Network).

<sup>295</sup> Oliver, "Quiet L.A. Neighborhood in Eye of the Storm: Willowbrook: Though Much of the District is Economically Depressed, it has Pockets of Tidy, Well-Kept Homes on Tree-Lined Streets Occupied by the Original Owners."

<sup>296</sup> "How Private Builders are Supplying Homes for Negroes (Carver Manor)," *American Builder*, November 1949, 107-09.

<sup>297</sup> No Author, "Minorities" *Independent Press-Telegram*, Dec. 24, 1950.

Major changes to discriminatory housing practices began in the late 1940s. Before 1948, minorities were routinely excluded from new housing tracts through the use of restrictive covenants. People of the Jewish faith were often excluded along with all non-Caucasians. Restrictive covenants, attached to the property deed, prohibited homeowners from selling or renting to minorities. These restrictions were placed on the property by the original subdivider or developer and remained in force as the property was resold. The United States Supreme Court ruled that these restrictive covenants could no longer be enforced in its 1948 decision, *Shelley v. Kraemer*. However, overturning deed restrictions did not change attitudes. In practice, housing discrimination continued long after the Supreme Court's ruling. Until the late 1950s, the code of ethics of the National Association of Real Estate Boards explicitly required real estate agents to steer racial minorities away from Caucasian neighborhoods.<sup>298</sup>

Many of the southern areas of the Metro Planning Area that were part of Compton had enforced racial covenants through deed restrictions. When deed restrictions were outlawed, real estate agents and residents continued to refuse to sell homes to African-American families. In East Rancho Dominguez, the first African-American residents, who moved to the neighborhood in early 1952, were met with violence, vandalism, and intimidation from Caucasian hate groups including the Klu Klux Klan and the "Spook Hunters." Despite targeted hate crimes, Compton's African-American community grew quickly and, by 1960, African-American families comprised forty percent of the neighborhood's population.

By 1960, 808,521 people resided in the East Central Area of Los Angeles, which included the cities and unincorporated areas of the MAP. The area was rapidly industrializing. Despite the increasing density, multi-family developments were not common. The predominant structure remained the single-family dwelling (66% of all units) in 1960).<sup>299</sup> In November of 1962, President Kennedy issued an Executive Order prohibiting racial discrimination in all housing that received federal aid, including FHA and VA mortgage guarantees. With the government programs and new housing opportunities, racial residential patterns began to change in Los Angeles.

In addition to the actions of the federal government, the State of California has its own legislative and judicial history with respect to open-housing laws. Assembly member Jesse Unruh authored the California Civil Rights Act in 1959, which prohibited discrimination in all types of business on the basis of race, color, religion, ancestry, or national origin. Three years later, the state Supreme Court ruled that this law, frequently called the Unruh Act, applied to the sale of residential property. The Unruh Act was followed in 1963 by the Rumford Act, which specifically prohibited racial discrimination by banks, real estate brokers, and mortgage companies. Opponents of open-housing laws, led by the real estate industry, placed an initiative on the ballot the following year (Proposition 14), calling for the repeal of the Rumford Act and other open housing laws and prohibiting the state government from enacting such laws in the future. Proposition 14 passed by a two-to-one margin but was later ruled unconstitutional by the state Supreme Court. The U.S. Supreme Court upheld that decision in 1967.<sup>300</sup>

President Lyndon Johnson signed the Civil Rights Act in 1968. Title VIII of the Civil Rights Act prohibited racial discrimination in the rental, sale, or financing of residential property. By this time, however, every major American city had been transformed by the postwar housing boom, and the new suburbs that surrounded the cities were overwhelmingly Caucasian.<sup>301</sup> As demographics shifted, realtors engineered a period of prejudice-fueled market instability by approaching Caucasian homeowners in the Metro Planning Area with narratives of increased crime rates and impending property depreciation. The realtors convinced Caucasian homeowners to sell their properties

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<sup>298</sup> Caltrans, "Tract Housing in California, 1945-1973," 30.

<sup>299</sup> No Author, "Rapid Population Growth Seen in East Central Area," *Los Angeles Times*, Nov. 29, 1963, 37.

<sup>300</sup> Caltrans, "Tract Housing in California, 1945-1973," 31.

<sup>301</sup> Ibid.

below market value, then profited by selling the properties to African-American homebuyers at an inflated price. These so-called blockbusting tactics resulted in a depressed housing market and sent many areas of the MAP into a state of economic decline. As upper-middle-class Caucasian residents moved, Caucasian business owners relocated their stores, causing the tax base to rapidly decline. Without adequate funding derived from a prosperous tax base, municipal resources, parks, and schools deteriorated.<sup>302</sup>

### The Aftermath of Uprisings, (1965–1992)

The demographics of the southern MAP communities changed after the Watt Uprising of 1965, though the impact on the built environment was not as momentous.<sup>303</sup> In the aftermath of the uprising, little to no new residential development took place in the southern MAP communities. By 1974, much of the housing, particularly in Florence-Firestone, was not owner-occupied.<sup>304</sup> Homeowners were offered low-interest loans in an attempt to maintain housing quality for renters. Few new houses were constructed in the decades following the Watts Uprising. Among the notable changes in residential development was the fencing in front yards.<sup>305</sup> Throughout the MAP communities, fencing was added to front yards that spanned the whole block. Along a shared property line, a wall or fence was added to divide the two properties and delineate the two lots. These fences were approximately four feet in height in a variety of materials and types including chain link, metal security, metal post, or a combination of metal fencing with a masonry base of concrete block or brick. In addition to fencing, matching pedestrian and sliding driveway gates were also installed. The combination of fencing, a pedestrian gate, and a driveway gate created a solid row of inaccessibility to most residences that were not typically seen prior to the Watts Uprising. The installation of fences and gates allowed members of the MAP communities an inexpensive form of home protection by acting as a physical boundary between their home and the street.

#### 4.4.5.2 Registration Requirements

##### Associated Property Types

Residential development in the MAP communities primarily dates from the 1880s to the eve of World War II and reflects a pattern of settlement radiating outwards from the central core of downtown Los Angeles to the east (East Los Angeles) and the south (all other MAP communities).

The MAP is largely comprised of single-family houses that have been substantially modified. There are large tracts of single-family houses constructed in the 1920s, 1930s, and 1940s. There are very few post-World War II tracts. The tracts usually feature Spanish Colonial Revival or Minimal Traditional style buildings, one to two stories in height. Street features, such as setbacks, sidewalks, driveways, and trees, vary significantly from tract to tract. Pre-World War II tracts are smaller and have more traditional street grids.

Single-family housing tracts are neighborhoods of detached residences developed over a brief period by a single developer. Tracts would be evaluated as historic districts, rather than evaluating each house individually. It is very unlikely that an individual tract house would be able to represent the larger trends on its own, as a standalone resource, and they should not be evaluated as such. Only tracts with demonstrated significance and integrity are eligible for designation. Eligible tracts may include those reflecting the early development of the neighborhood in conjunction with adjacent commercial or manufacturing development; those that represent specific milestones in

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<sup>302</sup> Behrens, “Before the 1950s, Compton’s Whiteness Was Vehemently Defended.”; and Feder-Haugabook, Ayala. “Compton, California (1867-).”

<sup>303</sup> Thomas Lawson, *East Rancho Dominguez: I’ll Make Me a World* (Los Angeles: Los Angeles County Arts Commission and California Institute of the Arts, 2018), 108.

<sup>304</sup> No Author, “Low Interest Loan Offered to Homeowners,” *Los Angeles Times*, Apr. 5, 1974, 136.

<sup>305</sup> Lawson, *East Rancho Dominguez*, 39.

the fight against unfair planning and discriminatory housing practices; and those as representative examples of the work of important developers.

The Metro Planning Area was almost completely built out by the 1940s. Though a few tract developments dating from the 1950s and 1960s are located in the Planning Area, most residential development after 1964 can be characterized as infill development. Postwar tracts usually exhibit a few different house plans and styles which repeat throughout. Setbacks, streets, sidewalks, driveways, streetlights, and street plantings are typically uniform throughout. Street patterns are often curvilinear with narrower streets bisected by wider main boulevards. Many streets dead-end into cul-de-sacs, which may date to the construction of freeways and not be a deliberate and original planning feature of the tract.

A limited number of duplexes, bungalow courts, and smaller multi-family property types from the pre-World War II decades can be found throughout the MAP. There are a few purpose-built, multi-story multi-family buildings constructed close to major thoroughfares, but these are not a common or eligible property type in the MAP. Many multi-family properties are altered buildings originally constructed as single-family homes in the decades before World War II.

### Eligibility Standards

- Has a direct and significant relationship to residential development and/or represents the work of a significant developer
- Reflects residential development during one of the significant periods in the residential development of the MAP communities and embodies the distinctive characteristics of residential development from that period. The periods are:
  - Early Residential Development (1887-1919)
  - Suburban Development (1920s-1940s)
  - Redlining, the Great Depression, and the Long Beach Earthquake (1929-1939)
  - World War II and Post-War Tract Housing (1939-1964)
  - The Aftermath of Uprisings (1965-1992)
- Simply being a residential resource is not enough to justify eligibility. An eligible resource must have been important in the overall residential development of the County. Examples might include resources related to very early development, residences of significant individuals, or residences that were meeting places for community organizations significant in the history of the County
- Eligible tracts must have been important in the overall residential development of their community. Examples might include very early tracts or ones that set precedents. An eligible tract will reflect the early development of the neighborhood in conjunction with adjacent commercial or manufacturing development; represent specific milestones in the fight against unfair planning and discriminatory housing practices; or be representative examples of the work of important developers.

### Character-Defining Features

- Individual residences
- Constructed in one of the popular architectural styles for residential buildings of the period
- Tracts



- Clearly defined tract boundaries
- Be made up of single-family residences constructed within a distinct period of time, usually by a single developer, but not always
- Houses designed in popular styles of the period
- Uniform setbacks and lot plans (driveways, attached or detached garages)
- Uniform street pattern
- Often will have uniform street plantings (trees, medians, planting strips between sidewalks and streets), streetlights, curbs, and sidewalks (or deliberate lack of sidewalks)

### Considerations

- Individual property or tract as a whole should retain integrity of Location, Setting, Design, Feeling, and Association from its period of significance as defined in Section 3
- Tracts must be composed of a majority of contributing resources (more contributors than noncontributors). Contributors would include all buildings and street features that both date from the period of significance and retain sufficient integrity
- In some cases, if a resource is eligible under this theme, it may also be eligible under Civil Rights and Social Justice themes.
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.

## 4.4.6 Religion and Spirituality

### Overview

Examination of religious and spiritual properties within the Metro Planning Area speaks not only to the religious make-up of existing communities, but also reflects past patterns of discriminatory housing practices where restrictive covenants pushed racial and religious minorities into areas shared by multiple racial, ethnic, and religious groups. The cemeteries in East Los Angeles are artifacts of a time when multiple minority groups, including Mexicans, Chinese, Jews, Japanese, Molokan Russians, and African-Americans lived alongside each other in communities where they were able to purchase property, attend school, and worship. Following the outlawing of restrictive covenants in 1948, areas within the Metro Planning Area experienced significant population shifts as many of these early groups moved into areas that they were previously prohibited from living in, changing the distribution of religious properties throughout Los Angeles.

### Religious Institutions

The history of post-contact religion in Los Angeles begins with the establishment of the 21 missions in Alta California by the Spanish and the Franciscan Order between 1769 and 1823. The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Juan Crespí named the pueblo by the river “Nuestra Señora la Reina de los Angeles de la Porciúncula,” which was also home to the city’s oldest Catholic church, La Iglesia de Nuestra Señora la Reina de los Ángeles (The Church of Our Lady Queen of the Angels) or La Placita church, built in 1814. Father Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771.<sup>306</sup> The missions were not only for religious purposes but also served as a mechanism to control the native population, with many Native Americans forced to become neophytes under the mission system. Mexico became independent from Spain in 1821, and by 1834 the missions were secularized, and the era of the ranchos began. Following the close of the mission era, *Californios*, a term used to describe descendants of Spanish and Mexican settlers as well as Mestizos (people descended from settlers and indigenous peoples), began to break free of the religious control of mission priests. “Roman Catholics also remained a numerical plurality in the Los Angeles area through the early years of U.S. statehood, and their clergymen spoke the Spanish of the Californio residents.”<sup>307</sup>

The span of 1880 to 1910 “witnessed major transitions in U.S. Mexican-descent Catholicism itself.”<sup>308</sup> The arrival of the railroads in the 1870s and 1880s led to a significant population boom among Anglo Americans (primarily farmers from the Mid-west) who “poured into traditionally Hispanic districts.”<sup>309</sup> A decade later, the completion of the Mexican railroads resulted in a surge of Mexican immigrants. As both populations expanded, parishes became segregated, and by 1896 Anglo-Americans began to be appointed as bishops.<sup>310</sup>

As Mexican immigration increased during the 1910s and 1920s, differences continued to emerge between traditional Mexican Catholics and the dominant Anglo-Catholic church including mass attendance, the role of women in the church,

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<sup>306</sup> Kyle, *Historic Spots in California*.

<sup>307</sup> Clifton L. Holland, “An Overview of Religion in Los Angeles from 1850-1930,” accessed February 28, 2022, [http://www.prolades.com/glama/la5co07/overview\\_1850-1930.htm](http://www.prolades.com/glama/la5co07/overview_1850-1930.htm).

<sup>308</sup> Robert E. Wright, “Mexican-Descent Catholics and the U.S. Church, 1880-1910: Moving Beyond Chicano Assumptions,” *U.S. Catholic Historian* 28, no. 4 (Fall 2010): 79, accessed February 22, 2022, <https://www.jstor.org/stable/40891031>.

<sup>309</sup> Ibid.

<sup>310</sup> Ibid.; and Hermine Lees, “The Archdiocese of Los Angeles: A Brief History,” *Angelus*, August 21, 2013, <https://angelusnews.com/local/california/the-archdiocese-of-los-angeles-a-brief-history/>.

and interpretation of religious traditions.<sup>311</sup> An important element of spirituality unique to Mexican Catholicism and culture is the worship of Our Lady of Guadalupe, long recognized as the patron saint of Mexico. “To the present day, Our Lady of Guadalupe remains a powerful symbol of Mexican identity and faith, and her image is associated with everything from motherhood to feminism to social justice.”<sup>312</sup> The story of Our Lady of Guadalupe dates back to December 12, 1531, when the Virgin Mary appeared to an indigenous peasant named Juan Diego near present-day Mexico City. She was a dark-skinned woman who spoke Juan Diego’s native language, Nahuatl. She left behind a life-size image of the Virgin Mary on the inside of a cloak, which became known as Our Lady of Guadalupe.<sup>313</sup> Since 1927, an annual event dedicated to the celebration of Our Lady of Guadalupe attracts thousands of marchers and spectators to East Los Angeles and includes a parade with elaborate floats and music that begins at the Our Lady of Guadalupe Church in the foothills of City Terrace through the MAP community of East Los Angeles (Exhibit 14).<sup>314</sup>

**Exhibit 14.** The 32<sup>nd</sup> Annual Our Lady of Guadalupe Processional held in East Los Angeles, 1962



**Source:** Herald-Examiner Collection/ Los Angeles Public Library.

By the late 1880s, at the peak of the land boom, East Los Angeles became home to many types of new residents including the African-American labor force, Italians, Germans, French, Armenians, and the Russian Molokans. Small

<sup>311</sup> George Sánchez, *Becoming Mexican American: Ethnicity, Culture, and Identity in Chicano Los Angeles, 1900-1945* (New York: Oxford Press, 1993).

<sup>312</sup> Raul A. Reyes, “Our Lady of Guadalupe Is a Powerful Symbol of Mexican Identity,” *Latino*, NBC News, 2016, <https://www.nbcnews.com/news/latino/our-lady-guadalupe-powerful-symbol-mexican-identity-n694216>.

<sup>313</sup> Ibid.

<sup>314</sup> Jeffrey M. Burns, *The Mexican Catholic Community in California in Mexican Americans and the Catholic Church, 1900-1965*, ed. Jay P. Dolan and Gilberto M. Hinojosa (London: University of Notre Dame Press, 1994), 182.

pockets of Chinese and Japanese families also settled in the area.<sup>315</sup> In the early twentieth century, Protestant denominations began to compete with the Catholic Church for Mexican converts, encouraging Mexicans to develop their own churches with Latino pastors and ministers who spoke Spanish.<sup>316</sup> Over the next several decades, multiple Protestant churches were established throughout the MAP including Presbyterian, Methodist, Baptist, and Methodist Episcopal.

As racially restrictive covenants became common in residential deeds by the 1920s, some ethnic/religious groups were entirely excluded from certain neighborhoods. Originally created to restrict the Chinese, restrictive clauses were later used to prevent Japanese, Filipinos, Jews, and African-Americans from moving into Caucasian neighborhoods. These covenants, typically included in real estate deeds, were actively enforced until they were declared unconstitutional by the U.S. Supreme Court in 1948. “Residential segregation through restrictive policies dramatically affected the religious geography of Los Angeles and led to an identifiable spatial distribution of worship sites for denominations throughout the city.”<sup>317</sup>

The first churches established for the African-American community in Los Angeles are outside the Metro Planning Area and included the First AME Church established in 1872 and the Second Baptist Church established in 1885, which still figure prominently in the community today. African-American congregations grew in the early twentieth century and by 1920 there were over 30 African-American churches throughout the Los Angeles area. During World War II, the Great Migration of African-Americans to Los Angeles was stimulated by the promise of economic opportunities, with more than 50,000 new residents originally settling the few areas where they were permitted to live. These areas were generally in the City of Los Angeles, including South and Southeast Los Angeles, Watts, and, for a limited period, the area around what is now Little Tokyo.<sup>318</sup> In the 1930s, less affluent African-American residents shifted away from mainline churches, instead attending storefront churches that began to appear in their neighborhoods.<sup>319</sup> African-American Baptist churches also significantly increased during this period and remain numerous in West Athens-Westmont and West Rancho Dominguez-Victoria.

In 1905, a group of Russian Molokan immigrants settled in East Los Angeles. The Christian Molokan sect separated itself from the Russian Orthodox Church in the seventeenth century. The name Molokan comes from the Russian word “molok,” which means milk. The Molokan sect distinguished itself from other sects by using milk instead of wine in their religious ceremonies. In the early 1900s, they began immigrating to America to flee religious persecution. Molokans were described as “excellent farmers, sober, reliable, industrious.” Los Angeles businessman Captain P.A. Demens, president and general manager of the Southern California Mill Owners Association, assisted the Molokans with identifying land that would be suitable for a Molokan colony.<sup>320</sup> While many settled in Baja California’s Valle de Guadalupe, many more settled in East Los Angeles.<sup>321</sup>

In the first decades of the twentieth century, a wave of Jewish immigration occurred in response to growing tensions in Eastern Europe, establishing the Jewish community in East Los Angeles alongside the existing Mexican community. In the 1920s and 1930s, Brooklyn Avenue (now Cesar R. Chávez Avenue) was the main hub of Jewish

<sup>315</sup> Tomas Benitez, “East L.A.: Past and Present,” *American Family Journey of Dreams*, accessed February 23, 2022, <https://www.pbs.org/americanfamily/eastla.html#>.

<sup>316</sup> Sánchez, *Becoming Mexican American*.

<sup>317</sup> Michael R. Engh, “A Multiplicity and Diversity of Faiths: Religion’s Impact on Los Angeles and the Urban West, 1890-1940,” *Western Historical Quarterly* 28, no. 4 (Winter 1997), 463-492.

<sup>318</sup> Beth McDonald, “Gospel Roots: African-American Churches in Los Angeles” from *Will the Circle Be Unbroken? The Sacred Music of the African-American Diaspora*, accessed February 27, 2022, <https://scalar.usc.edu/works/will-the-circle-be-unbroken/gospel-roots-african-american-churches-in-los-angeles>.

<sup>319</sup> Engh, “A Multiplicity and Diversity of Faiths.”

<sup>320</sup> No Author, “Fresh Batch of Molokans,” *Los Angeles Times*, Feb. 5, 1905, 12.

<sup>321</sup> Hugo Martin, “Laid to Rest Among Their Ancestors,” *Los Angeles Times*, Sep. 14, 1998, B1 and B3.

businesses in Los Angeles, including the original Canter's Deli, with Yiddish widely spoken throughout the neighborhood.<sup>322</sup> Following the 1948 U.S. Supreme Court decision that outlawed restrictive covenants, home loans became easier to obtain. This significantly changed the geography of Jews in Los Angeles, with many Jewish families moving to the western portion of the City of Los Angeles.<sup>323</sup>

From the 1940s through the 1960s, the Bracero Program, which allowed Mexican nationals to work as farmers in the U.S., stimulated another wave of immigration, with Latinos becoming the dominant population throughout much of the Metro Planning Area. "By the mid-60s, the Jewish community was essentially relocated, the Japanese community was hardly present, the Molokans and other smaller diverse groups were gone, and over time, the Mexican-American community grew to become the largest Hispanic community in the United States, the second-largest Mexican group outside of Mexico City."<sup>324</sup> Reflecting this midcentury change in religious distribution is the presence of numerous Roman Catholic institutions throughout the Metro Planning Area, with dozens of Catholic churches located in East Los Angeles alone.

Today, churches and other religious institutions within the Metro Planning Area are not always represented by monumental, architect-designed buildings, nor are they always found in prominent public spaces. For example, in the Florence-Firestone, eclectic zoning has resulted in areas mixed with commercial, residential, and industrial properties along Compton Avenue where small, storefront churches are located next to houses and retail businesses.<sup>325</sup>

## Storefront Churches

Storefront churches are typically located in commercial corridors that were left vacant following the "white flight" from older Los Angeles neighborhoods to the suburbs during the mid-twentieth century and include former dry-cleaning businesses, retail stores, bars, banks, and industrial warehouses.<sup>326</sup> Fieldstone or PermaStone siding is often added to the building's exterior "to give the building permanence and respectability."<sup>327</sup> Stone cladding also references the concept of the "rock," as quoted in the Bible from Matthew 16:18 "And I say also unto thee, that thou art Peter, and upon this rock I will build my church; and the gates of hell shall not prevail against it."<sup>328</sup> The word "rock" or "la rocha" is frequently incorporated in church names throughout south central Los Angeles. The simple, eclectic facades are often "the result of a collaboration between pastors with no design training and contractors working on tight budgets."<sup>329</sup> Often viewed as a sign of a neighborhood's economic decline, storefront churches are generally shuttered most of the week. For the communities they serve, these churches are "a place for people to meet and help each other, to remember their place of origin and to share meals."<sup>330</sup>

Storefront church congregations in and around the MAP have been classified into four general categories: 1) African-Americans who continue to attend services in their old neighborhoods even though they left the neighborhood in the 1970s and 1980s following the collapse of the automotive manufacturing industry; 2) Small

<sup>322</sup> Benitez, "East L.A.: Past and Present."

<sup>323</sup> "Jewish American Heritage," *Los Angeles Conservancy*, accessed March 1, 2022, <https://www.laconservancy.org/jewish-american-heritage>.

<sup>324</sup> Benitez, "East L.A.: Past and Present."

<sup>325</sup> Sonksen, "Everyday Heroes of Florence-Firestone."

<sup>326</sup> "White Flight," *KCET*, October 24, 2011, <https://www.kcet.org/shows/departures/white-flight>.

<sup>327</sup> Camilo Vergara, "Storefront Salvation," *Los Angeles Times*, Jan. 12, 2003.

<sup>328</sup> Ibid.

<sup>329</sup> Ibid.

<sup>330</sup> Ibid.



numbers of older African-American residents; 3) Mixed-age African-Americans who share worship space with the dominant Latino population, and 4) exclusively Spanish-speaking congregations.<sup>331</sup>

Storefront churches also have their own unique set of character-defining features that falls far from the traditional list of neatly defined architectural features typically developed for religious properties, including operating from a former commercial space, having a simple façade, lack of a steeple, application of Fieldstone or PermaStone veneer, and barred windows and doors. “They are among our best examples of folk architecture, yet they show an almost unconscious reverence for the traditional: On their calling cards, collection boxes and handouts are pictures of the tall-steepled churches they aspire to be.”<sup>332</sup>

## Cemeteries and Mortuaries

One of the largest concentrations of cemeteries in Los Angeles is East LA’s “Cemetery Row” along Eastern Avenue between First Street to the north and Olympic Boulevard to the south. “While many were built because of racist and discriminatory practices, they’re a testament to the variety of ethnic and religious groups that found homes and formed communities in East Los Angeles.”<sup>333</sup> These include the Serbian United Benevolent Society Cemetery, Russian Molokan Cemetery, Chinese Cemetery, Calvary Cemetery and Mortuary, and four Jewish cemeteries: Home of Peace Memorial Park and Mortuary, Agudath Achim Cemetery, Mount Zion Cemetery, and Beth Israel Cemetery.

Dedicated in 1896, the Roman Catholic Calvary Cemetery and Mortuary is one of the oldest and largest cemeteries in Los Angeles, located on a massive 137 acres on Whittier Boulevard between Eastern Avenue and Downey Road (Exhibit 15). In the mid-1840s, burials exhumed from the old La Placita church cemetery (now the LA Plaza de Cultura y Artes) were moved to the original Calvary Cemetery on present-day North Broadway, which operated for the next several decades, and again moved to the New Calvary Cemetery on present-day Whittier Boulevard starting in 1896. The ornate Gothic Revival All Souls Chapel was constructed in 1902 and in 1936 a new chapel was constructed. The Main Mausoleum of Calvary Cemetery was also completed in 1936.<sup>334</sup>

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<sup>331</sup> Ibid.

<sup>332</sup> Ibid.

<sup>333</sup> Antonio Mejías-Rentas, “East LA’s Cemetery Row Reveal a Rich History,” *Eastsider*, October 7, 2020, [https://www.theeastsiderla.com/neighborhoods/east\\_los\\_angeles/east-la-s-cemetery-row-reveals-a-rich-history/article\\_13627ce4-083e-11eb-9d75-b369bfb21f9e.html](https://www.theeastsiderla.com/neighborhoods/east_los_angeles/east-la-s-cemetery-row-reveals-a-rich-history/article_13627ce4-083e-11eb-9d75-b369bfb21f9e.html).

<sup>334</sup> Jim Graves, “4 California Cemetery Chapels Worth a Visit,” *National Catholic Register*, May 17, 2017, <https://www.ncregister.com/blog/4-california-cemetery-chapels-worth-a-visit>.

**Exhibit 15.** Aerial View of Calvary Catholic Cemetery in East Los Angeles, 1924.

**Source:** Security Pacific National Bank Collection/ Los Angeles Public Library.

The Chinese American community in Los Angeles formed in the 1850s, with many arriving to work as laborers on the construction of the transcontinental railroad system. They were denied burial at nearly all cemeteries except for a potter's field located at Evergreen Cemetery in Boyle Heights, just outside of East Los Angeles, and today serves as the oldest Chinese shrine in the U.S.<sup>335</sup> The County acquired the Evergreen potter's field in 1917 and displaced nearly 900 Chinese burials when it began running out of space, compensating families with \$2 per body it relocated. In response, two men named Hung Tak Wong and Shao Hing Lee purchased land in East Los Angeles at the southeast corner of present-day Eastern Avenue and 1<sup>st</sup> Street for use as a Chinese cemetery, which opened in 1922 and was managed by the Chinese Consolidated Benevolent Association.<sup>336</sup> Over the next few decades, a lack of maintenance resulted in the cemetery becoming overgrown and falling into disrepair. Following a wave of post-World War II Chinese immigration to the U.S., community leaders in Chinatown decided to repair and expand the cemetery in 1958. The expansion project took nearly a decade to complete.<sup>337</sup>

<sup>335</sup> Benitez, "East L.A.: Past and Present."

<sup>336</sup> Ibid.; and Chinese Consolidated Benevolent Association Los Angeles (CCBALA), "Chinese Cemetery of Los Angeles: Restoration of the Eastern Cemetery," accessed February 26, 2022, <http://en.ccbala.org/home/common/fdi>.

<sup>337</sup> Ibid.

The Serbian United Benevolent Society Cemetery was established in 1908 at 2<sup>nd</sup> and Humphrey Streets by early Serbian immigrants from Montenegro, Vojvodina, and Hercegovina, who originally settled on Bunker Hill before relocating to East Los Angeles.<sup>338</sup> Shortly after the cemetery was established, St. Sava Chapel was completed in 1910 on a plot across the street and became the first Serbian Orthodox Church in Southern California. The church and community hall were constructed “and became the center of the Southern California Serbian community.”<sup>339</sup>

The small Russian Molokan Cemetery in East Los Angeles located on 2<sup>nd</sup> Street between Eastern Avenue and I-710 eventually became too small and overcrowded, and the church purchased land in the City of Commerce that would become the Slauson Avenue cemetery in 1941. Since that time, most Molokans have used the Slauson cemetery for family burials.<sup>340</sup> Like many other groups, the Molokan community in East Los Angeles was eventually displaced by the construction of the CA-60 freeway.<sup>341</sup>

Before the Jewish population shifted to the west side of the City of Los Angeles during the mid-twentieth century, East Los Angeles was home to a large community of Jewish people who immigrated from Europe before World War II. These roots are reflected in the four Jewish cemeteries located within East Los Angeles. Home of Peace Memorial Park is the oldest extant Jewish cemetery in Los Angeles, located on the corner of Whittier Boulevard and Eastern Avenue on land purchased by the Hebrew Benevolent Society after the original burial site at Chávez Ravine (near present-day Dodger Stadium) became filled to capacity. Burials were moved to the cemetery between 1902 and 1910.<sup>342</sup> The Beth Israel Cemetery is located on Downey Road between the I-5 and Verona Street and was founded by one of the earliest orthodox synagogues in downtown Los Angeles. It became a popular burial site for Jewish civic leaders, artists, musicians, and “Yiddishits literati.”<sup>343</sup> The Agudath Achim Cemetery is located directly north of Beth Israel and has become the burial site of several important rabbis and cantors, “making it the most important Chassidic pilgrimage site in Los Angeles.”<sup>344</sup> Mount Zion Cemetery is located between Beth Israel and Agudath Achim and dates back to 1916. Chevra Chesed Shel Emeth (a free Jewish burial society) managed the cemetery until 1969 when the Jewish Federation of Greater Los Angeles took over as its custodian. The cemetery was subject to significant vandalism over the next several decades as well as damage from the 1987 Whittier Narrows earthquake.<sup>345</sup> In 2013, efforts got underway to repair and restore the cemetery. “Community leaders, business owners, real estate developers, and even the Roman Catholic Archdiocese of Los Angeles offered to help.”<sup>346</sup> The old cemeteries in East Los Angeles are a reminder of the diversity of ethnic and religious groups that once occupied the region and are part of the legacy of restrictive covenants.

While there are no other demarcated cemeteries located within the Metro Planning Area outside of East Los Angeles, there are local mortuaries that have provided services to their communities for decades.<sup>347</sup> Examples include the Harrison-Ross Mortuary in Florence-Firestone, which opened in 1953 at 1839 Firestone Boulevard, and

<sup>338</sup> Hadley Meares, “The Faces of a People: The Serbian Cemetery of East L.A.,” *KCET*, accessed February 26, 2022, <https://www.kcet.org/history-society/the-faces-of-a-people-the-serbian-cemetery-of-east-la>.

<sup>339</sup> Mejías-Rentas, “East LA’s Cemetery Row Reveals a Rich History.”

<sup>340</sup> Martin, “Laid to Rest Among Their Ancestors.”

<sup>341</sup> Mejías-Rentas, “East LA’s Cemetery Row Reveals a Rich History.”

<sup>342</sup> “About Us,” Home of Peace Memorial Park & Mortuary, accessed February 28, 2022, <https://homeofpeacememorialpark.com/about/>.

<sup>343</sup> “Three Old Jewish Cemeteries of East LA,” Boyle Heights History Studios (& Tours), accessed February 26, 2022, <https://www.boyleheightshistorystudios.com/three-jewish-cemeteries-in-east-la>.

<sup>344</sup> *Ibid.*

<sup>345</sup> “Restoring Mount Zion Cemetery,” *Jewish Journal*, May 8, 2013, [https://jewishjournal.com/mobile\\_20111212/116529/](https://jewishjournal.com/mobile_20111212/116529/).

<sup>346</sup> “The Recovery of Mount Zion Cemetery,” *Cemetery Guide*, accessed February 28, 2022, <http://cemeteryguide.com/MtZion.html>.

<sup>347</sup> No Author, “New Mortuary in Southeast,” *The Tidings*, Dec. 18, 1953, 17.

Boyd Funeral Home on Vermont Avenue in West Athens-Westmont which opened in 1963 at 11109 S. Vermont Avenue.<sup>348</sup>

#### 4.4.6.1 Registration Requirements

##### Associated Property Types

The property types with the potential to represent the significant trends in religion and spirituality in the MAP communities are churches, synagogues, cemeteries, and mortuaries. Properties associated with this theme may reflect past patterns of discriminatory housing practices where restrictive covenants pushed racial and religious minorities into areas shared by multiple racial, ethnic, and religious groups. The cemeteries in East Los Angeles are artifacts of a time when multiple minority groups, including Mexicans, Chinese, Jews, Japanese, Molokan Russians, and African-Americans lived alongside each other in dense neighborhoods. Properties associated with religion and spirituality vary in size, but many are quite large. They are located both in residential neighborhoods and on major boulevards. The churches are predominantly Spanish Colonial Revival or Mid-Century Modern in style.

Only properties with demonstrated significance and integrity are eligible for designation. Ordinarily, cemeteries, birthplaces, graves of historical figures, and properties owned by religious institutions or used for religious purposes are not considered eligible for designation. A religious property may be eligible if it derives its primary significance from architectural or artistic distinction or historical importance. A cemetery may be eligible if it derives its primary significance from distinctive design features or an association with historic events. A building, landscape, or district evaluated under this theme may be considered eligible if it has historical importance, such as being directly related to important events or associated with important community leaders. The property could be the location of an important event, such as a political rally, speech, or march. It may also be eligible under this theme if it is the place most directly associated with the work of an individual who was significant within the theme of religion and spirituality.

##### Eligibility Standards

- Has a direct and significant relationship to an event of historic importance; and/or was the primary location of an important organization; and/or was the primary place of work of an individual important within the theme of religion and spirituality
- An eligible resource must have been important within its community. Examples might include resources related to veterans' organizations, ethnic groups, important church congregations and leaders, and institutions particularly important to the local community beyond the significance of religious identity.

##### Character-Defining Features

- Constructed in one of the popular architectural styles for institutional buildings of the period
- May also have a utilitarian design without many architectural details
- Features typical of its property type, such as steeples and stained-glass windows for churches
- Most will have at least one large gathering space, such as an auditorium at a school or the nave in a church
- In or adjacent to major corridors, mortuaries and churches often constructed right up to the sidewalk with no setback

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<sup>348</sup> "About Us," Boyd Funeral Home, accessed February 26, 2022, <https://www.boydfuneralhomes.com/about-us>.

## Considerations

- Eligible resources should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3
- Setting may be compromised by nearby construction that post-dates the period of significance
- Exterior and interior spaces that functioned as important gathering/meeting places must remain readable from the period of significance.
- The majority of the resource's original materials and design features must remain intact and visible, including wall cladding, windows, fenestration pattern and size of openings, roof features, and details related to its architectural style
- Limited door and window replacements may be acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource
- If a resource is a rare surviving example of its type and/or period, a greater degree of alterations that have already occurred may be acceptable.
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- In some cases, if a resource is eligible under this theme, it may also be eligible under Civil Rights and Social Justice and/or Public Art, Music, and Cultural Celebrations themes.



## 4.4.7 Parks and Recreation

### Overview

The construction of parks and recreational facilities within the MAP was a result of residential, industrial, and commercial development. Parks were developed throughout the MAP communities for use by the public and as an effort to add green space to an overwhelmingly built-up suburban landscape. Aside from acting as green spaces, County parks frequently were used as locations for civil rights demonstrations, meeting places for community members, and free places for athletes to train. Throughout the 1940s, 1950s, 1960s, and 1970s, the County Department of Parks and Recreation expanded its parks services, including the construction and expansion of multiple public swimming pools.

### Community Parks and Swimming Pools (1911–1970)

On May 8, 1911, the County Board of Supervisors created the Los Angeles (County) Board of Forestry and appointed Stuart C. Flintham of Los Angeles as County Forester of Los Angeles. The primary goal of the Board of Forestry was to have all County roads and boulevards improved with shade trees and make the County highways more attractive to motorists.<sup>349</sup> This included the planting of rose bushes, pine trees, oak trees, and other shade trees along roads and their maintenance. The Board of Forestry operated for nine years until it was abolished on January 7, 1920 and replaced by the Office of County Forester.<sup>350</sup> The County Forester's duties expanded beyond street beautification and often included monitoring wildfires within the County and fighting fires when needed.<sup>351</sup>

In July 1929, the Department of Recreation, Camps, and Playgrounds was established, which had control over several parks and beaches while the County Forestry Department maintained control over a different set of parks and park areas. By 1938, the County moved to consolidate the three offices of the Department of Recreation, Camps, and Playgrounds, the Department of Forestry, and the Fire Warden. All three were merged under the Department of Recreation, Camps, and Playgrounds under Superintendent James K. Reid. Reid had the power to appoint employees and direct all park activities.<sup>352</sup> By 1932, the Department of Recreation, Camps, and Playgrounds operated 5,739 acres of national forest land and four beaches with 2.34 miles of ocean frontage. The Forester and Fire Warden supervised nineteen parks and 453.94 acres of parkways.<sup>353</sup>

On May 6, 1935, President Franklin D. Roosevelt created the WPA to provide jobs and income to the unemployed during the Great Depression. This resulted in communities across the United States receiving funding to build public buildings, regional airports, roads, and parks.<sup>354</sup> In 1938, the Federal government and President Roosevelt issued their approval for the development of the WPA project, the Franklin Delano Roosevelt Recreational Center, at the corner of Graham Avenue and Nadeau Street in Florence-Firestone. The County provided \$15,000 as the sponsor contribution. The improvements included grading, landscaping, construction of a children's clubhouse, toilets, wading pool, picnic area, basketball courts, volleyball courts, and bleachers.<sup>355</sup> Franklin Delano Roosevelt Recreational Center later known as Franklin D. Roosevelt Park is one of the oldest parks in the County system.<sup>356</sup>

<sup>349</sup> No Author, "A County Forester," *Monrovia Daily News*, Jan. 24, 1912, 1.

<sup>350</sup> Sapphos Environmental, Inc. *Historical Resource Evaluation for Athens Park*, 6-10-6-16.

<sup>351</sup> No Author, "\$5,000,000 State Forest Fire Damage," *Monrovia Daily News*, Nov. 22, 1924, 5.

<sup>352</sup> No Author, "County Moves to Consolidate Three Offices," *Long Beach Sun*, Apr. 28, 1938, 7.

<sup>353</sup> Sapphos Environmental, Inc. *Historical Resource Evaluation for Athens Park*, 6-10-6-16.

<sup>354</sup> History.com Editors. "Works Progress Administration (WPA)."

<sup>355</sup> No Author, "Play Center Approved by Board," *Southwest Wave*, Apr. 15, 1938, 17.

<sup>356</sup> County of Los Angeles Department of Parks and Recreation, *Florence-Firestone Community Parks and Recreation Plan*, 6-7.

In 1939, the Board of Supervisors created the Department of Recreation and the Department of Parks with the Department of Parks remaining within the Department of Forester and Fire Warden. Its primary function was to maintain lawns, trees, and shrubs on County-owned properties with the Department of Recreation responsible for only recreation. In July 1944, the two departments merged to become the County of Los Angeles Department of Parks and Recreation.<sup>357</sup> At the time there were 53 parks in the County system. On April 16, 1957, the County Department gained the responsibility of acquiring land, developing parks, and operating both local and regional parks.<sup>358</sup> After this policy change, the County Parks system continued to grow, acquiring land in communities like East Los Angeles, Willowbrook, and West Athens-Westmont. Supervisor Kenneth Hahn, who served on the Los Angeles City Council from 1953 to 1965 took a special interest in the construction of new park facilities.

Throughout the 1940s, 1950s, 1960s, and 1970s, the County Department of Parks and Recreation expanded its parks services, including the construction and expansion of multiple public swimming pools. These included Florence-Firestone's Ted Watkins Pool (1955) and Alameda Krejci Pool at Col. Leon Washington Park (1974), West Athens-Westmont's Homer L. Garrott Pool at Athens Community Regional Park (1960), and Helen Keller Park Pool (1972), West Rancho Dominguez's Roy Campanella Park Pool (1962), East Los Angeles' City Terrace Park Pool (1963), Ruben Salazar Park Pool (1964), Eugene Obregon Park Pool (1969), and Willowbrook's Mona Park Pool (1966) and George Washington Carver Park Pool (1967).<sup>359</sup> The pool houses and other park buildings typically were designed by independent architects or the County Architect as one-story Mid-Century Modern style buildings clad in stucco, brick, or stone veneer with minimal architectural detailing including projecting eaves, exposed rafter tails, and textile block screens (Exhibit 16). County pool house architects included James Homer Garrott, Stiles O. Clements, Richard K. Weimer, James T. Fickes, Fred Dinger, and Harlan Pederson.<sup>360</sup>

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<sup>357</sup> Sapphos Environmental, Inc. *Historical Resource Evaluation for Athens Park*, 6-10-6-16.

<sup>358</sup> Ibid.

<sup>359</sup> Ansley Davies, "A Photographic History of County Park Swimming Pools," *County of Los Angeles Department of Parks and Recreation*, June 2, 2021, <https://storymaps.arcgis.com/stories/4a3ab40cdc0442eebfec51e06d01e61>.

<sup>360</sup> Ibid.

**Exhibit 16.** Architectural illustration of Mona Park Pool, 1965

**Source:** County of Los Angeles Department of Parks and Recreation Historic Photo Collection.

County parks became important locations for civil rights demonstrations, meeting places for community members, and free places for athletes to train. The West Athens-Westmont Western Avenue Golf Course (later renamed the Chester Washington Golf Course) was acquired by the County in 1954 after Supervisor Kenneth Hahn argued for its purchase. In 1955, the Western Avenue Women's Golf Club denied Maggie Hathaway, a noted African-American civil rights activist, membership on the basis of race. Hathaway contacted Hahn and successfully argued that the golf course, located on County-owned land, could not deny membership based on race as they operated on a property that was maintained partially through taxes collected from minority populations. Hahn enacted the policy and extended the rule throughout the County, forcing all County-owned facilities to end discriminatory policies based on color, race, religion, ancestry, or national origin.<sup>361</sup> On August 29, 1970, the National Chicano Moratorium March began on East 3<sup>rd</sup> Street in front of the East Los Angeles Civic Center and ended at the community's Laguna Park, which was later renamed Ruben Salazar Park (Salazar Park). Salazar Park became the site of violence when law enforcement entered the park, turning the peaceful demonstration into violence.<sup>362</sup> After this event, Salazar Park continued to be a community hub and the site for future demonstrations. In the late 1980s, Venus and Serena Williams trained with their father Richard Williams in south-central Los Angeles public parks, including the County's

<sup>361</sup> John Dailey, "Divot Diggins: Maggie's Struggle Not a Piece of Cake," *Los Angeles Sentinel*, Oct. 27, 1994.

<sup>362</sup> GPA Consulting, Inc., National Register of Historic Places Registration Form, *National Chicano Moratorium March August 29, 1970*, Department of Parks and Recreation, Office of Historic Preservation, October 7, 2020.

East Rancho Dominguez Park. The two went on to become two of the most decorated tennis players and in 2016 helped dedicate two tennis courts at East Rancho Dominguez Park.<sup>363</sup>

#### 4.4.7.1 Registration Requirements

Property types associated with the theme of Parks and Recreation include large and small neighborhood parks adjacent to schools, parks located in former industrial corridors; golf courses; tennis courts; and community centers. Recreational areas and parks range in size. Community centers are typically located within parks and exhibit Mid-Century Modern design details. Common materials and characteristics include stone, block, and brick masonry, stucco, synthetic or wood wall panel systems, wood post and beam structures, gabled roofs, large plate glass windows, and clerestories. Other features of parks include playgrounds, swimming pools, playing fields, designed landscaping, walking/running trails, ponds, and furnishings, such as benches, trash receptacles, picnic shelters, and light standards.

Only properties with demonstrated significance and integrity are eligible for designation. Eligible buildings and landscapes may include those developed early in the County's history, buildings and parks that represent important planning principles and building programs, and those that were the locations of important events or associated with persons significant under this theme or other themes, such as Civil Rights and Social Justice and/or Public Art, Music, and Cultural Celebrations.

#### Eligibility Standards

- Has a direct and significant relationship to a significant period of Parks and Recreation development in the MAP communities; and/or was the primary location of important events; and/or was the primary place of work of an individual important within the theme of Parks and Recreation
- Was constructed during the period of significance (1911-1970) for Parks and Recreation development within the MAP.
- Simply being a park or place of recreation is not enough to justify eligibility. An eligible resource must have been important within its community. Examples might include the earliest public park or a park with an innovative landscape design that exhibits important planning principles and recreational programs.

#### Character-Defining Features

- Large areas of landscaping
- Includes buildings constructed in one of the popular architectural styles of the period, such as Mid-Century Modern.
- Includes recreational facilities, such as fields, courts, and playgrounds
- Includes either formal and heavily designed or informal and more natural

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<sup>363</sup> Will Rice, "Venus and Serena Williams and East Rancho Dominguez County Park," *Sages Project*, March 5, 2017, <https://sagesproject.com/2017/03/05/venus-and-serena-williams/>.

## Considerations

- Eligible resources must retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3
- Setting may be compromised by nearby construction that post-dates the period of significance
- The majority of the resource's original materials and design features must remain intact and visible, including details related to the architectural style for buildings, plant materials, site plan, and related buildings, structures, and fixtures
- Minor changes to the overall site plan or replacement of limited plant materials with similar materials are acceptable, but substantial demolition or reconfiguration of spaces and amenities are not acceptable
- A resource is eligible under this theme, it may also be associated with adjacent residential development
- A resource is eligible under this theme, may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- A resource is eligible under this theme, may also be eligible under Civil Rights and Social Justice and/or Public Art, Music, and Cultural Celebrations themes.



## 4.4.8 Education

### Overview

Educational development encompasses both the physical construction of schools within the MAP communities, as well as the segregation practices and cultural environment in which California's education system was founded. Throughout the history of the Los Angeles Unified School District (LAUSD), the theme of overcrowding and an overall lack of financial support plagued the development of the district's facilities within the Metro Planning Area. Throughout the twentieth century, primary and secondary school design and layout transformed with social developments to become more flexible and programmatic, with an emphasis on natural light, fresh air, and outdoor spaces. The overall lack of higher educational institutions in the Metro Planning Area resulted in the construction of Los Angeles Southwest College (LASC) and the Charles R. Drew University of Medicine and Science. Both institutions stemmed from the reaction to the 1965 Watts Uprising as possible remedies to the lack of medical facilities and colleges in the area.

### Primary and Secondary Education

Though the MAP communities are within unincorporated County, the schools serving the community are historically tied to the LAUSD with several in the Compton Unified School District. LAUSD began in 1872 as the Los Angeles City School District, which was later joined by the Los Angeles City High School District in 1890. Each city in California was required by state legislation to create a board of education that established school curricula and methods. Schools were quickly constructed in the early 1870s as wood-framed multi-room buildings primarily in downtown Los Angeles. Los Angeles experienced a population boom in the 1880s resulting in the need for more and larger schools to keep pace with population growth. A lack of financial support resulted in overcrowding in schools, and it became common for students to be denied enrollment. In 1889, cities were given the authority to issue bonds for school-build campaigns, which temporarily relieved the overcrowding. Enrollment continued to increase at a disproportionate rate to the construction of schools. Overcrowding in schools was a persistent issue into the twentieth century.<sup>364</sup>

Schools outside the downtown core remained wood-frame simple buildings into the early twentieth century. In comparison, schools closer to the downtown core became more monumental in scale and were designed by architects in popular institutional styles such as Classical Revival and variations of Beaux-Arts, primarily Renaissance Revival. By 1898, the Los Angeles school system included 57 facilities and 400 classrooms, estimated in value at \$1.25 million.<sup>365</sup> As the area served by the district grew and gained more wealth, so did the school facilities. In 1913, the City of Los Angeles completed the first Los Angeles Aqueduct. In the city's charter, it stipulated that the city could not sell or provide surplus water to any area outside city limits, this resulted in many adjacent communities annexing themselves into the city for rights to the water. Between 1910 and 1930, the area incorporated into the City of Los Angeles increased from 115 square miles to 442 square miles with a population increase from 533,535 to 1,300,000.<sup>366</sup> The opening of the first Los Angeles Aqueduct came at the same time as the Progressive Education Movement, where reform advocated for more child-centered methods of education. This

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<sup>364</sup> Sapphos Environmental, Inc., *Los Angeles Unified School District Historic Context Statement, 1870 to 1969*, Los Angeles Unified School District, March 2014, 19-21.

<sup>365</sup> No Author, "Los Angeles Public Schools: Schools and Teachers," *Los Angeles Times*, Jan. 1, 1898, 1.

<sup>366</sup> "Water in Early Los Angeles," Water and Power, accessed February 23, 2022, [https://waterandpower.org/museum/Water\\_in\\_Early\\_Los\\_Angeles.html](https://waterandpower.org/museum/Water_in_Early_Los_Angeles.html).

was reflected in school designs that were more flexible and programmatic, with an emphasis on natural light, fresh air, and outdoor spaces. This was achieved through the addition of windows and more expansive campuses.<sup>367</sup>

Due to funding limitations, school campuses were frequently built in stages first with the administration building then the classroom wings and any additional classrooms, a cafeteria, and later a gymnasium. Wood was replaced with masonry as the standard for new school construction which was made more seismically stable after the 1925 Santa Barbara earthquake. Throughout the 1920s, Los Angeles's public-school enrollment grew nineteen-fold following the boom in industries such as film and aeronautics. The services available expanded beyond primary and secondary schools into special facilities for the deaf, blind, physically disabled, or cognitively impaired, evening high schools for adults, and language programs for non-English speaking students. In 1925, the Frank Wiggins Trade School was established, later followed by the District's first junior college in 1929.<sup>368</sup>

The 1930s brought an increase in the size, site plan, and design of new school buildings. By the mid-1930s, the New Deal and later the WPA sponsored the construction of new schools throughout Southern California, particularly after the 1933 Long Beach earthquake. In 1934, the State of California adopted the Field Act as a direct result of the 1933 Long Beach earthquake. The Act was one of the first pieces of legislation that mandated earthquake-resistant construction, specifically for schools. New schools were required to be only one story for elementary schools and no more than two stories for junior and high schools with exteriors that lacked ornament and used the latest construction techniques. These schools were predominately Streamline Moderne in style. Education practices continued to become less rigid, resulting in buildings constructed for the scale of a child, meaning one-story and as close to the ground as possible. Modern architects with European roots or training such as William Edmond Lescage, George Howe, Richard Neutra, and Franklin & Kump and Associates began experimenting with school design, pioneering new plans including the L-shaped plan and the finger-plan school.<sup>369</sup> These plans emphasized access to the outdoors and the ability to add buildings, as necessary. Between 1936 and 1945, the Los Angeles City School District became more decentralized with the Beverly Hills, Torrance, Culver City, and William S. Hart Union High School districts splitting off to form their own districts.<sup>370</sup>

World War II caused the school curriculum to focus on defense-related activities under the National Defense Training (NDT) program and the Rural War Production Training program. After the war, Los Angeles experienced another construction boom as well as a population increase and a "baby boom." The number of babies being born greatly outsized the number of classrooms available continuing the classroom shortage and overcrowding. Schools became increasingly cost-effective and modular in design and construction, utilizing prefabricated materials such as plywood, glass, and steel. The focus on outdoor interaction remained an essential part of the design with ventilation, canopied outdoor corridors, floor-to-ceiling windows, and exposed construction systems. The cluster-plan school became popular in more urban areas because of its more compact floor plan as wings along an axis and by the 1960s became the standardized school plan. The architectural style utilized for these schools was primarily Mid-Century Modern. In 1961, the three separate entities of the Los Angeles City School District, Elementary School District, High School District, and Junior College, were unified to become LAUSD. For the first time in the LAUSD's history, student enrollment dropped rather than increased in 1969.

Adjacent school districts to LAUSD, including the Compton Unified School District overcame similar issues, including overcrowding and an overall lack of financial support throughout their history. Compton Unified School District

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<sup>367</sup> Sapphos Environmental, Inc., *Los Angeles Unified School District*, 28-30.

<sup>368</sup> *Ibid.*, 45-47.

<sup>369</sup> Eric D. Reeder, Suh-Jun Park and Youngsuk Kim, "A Study of Los Angeles Public School Design in Identifying Community Improvement," *Architectural Research* 18, no. 4 (December 2016): 171-178.

<sup>370</sup> Sapphos Environmental, Inc., *Los Angeles Unified School District*, 103.

schools include West Rancho Dominguez-Victoria's Vanguard Middle School and McKinley Elementary School and Willowbrook's Marian Anderson Elementary School, Jefferson Elementary School, Carver Elementary School, Martin Luther Elementary School, and Cesar Chavez Continuation High School. In 1993, the State of California loaned the Compton School District \$20 million in exchange for temporary control over the district. The district became the first in California to be taken over by the state for both poor academic performance and financial hardship. The state took charge of improving the district's academic performance, which caused residents to criticize the state for stepping in too early or too late. Almost the entire student population was African-American or Latino, leading locals to argue that if the district were mostly Caucasian, the situation would have been remedied earlier. In December 2001, local officials regained full control over the district, but residents requested state intervention at McKinley Elementary School in 2010.<sup>371</sup>

### Segregation in Schools (1860–1979)

At the genesis of California's education system, structures were put into place that segregated minority students from Caucasian students. In 1860, California's Education Code explicitly stated that African-American, Asian-American, and Native American students could not attend public schools with Caucasian students.<sup>372</sup> Minority students attended schools specifically constructed for their ethnicity. The 1920s brought many Mexican laborers to Southern California seeking work in the citrus groves. Mexican-Americans faced racist practices, including being forced to attend "Mexican" schools. By 1940, more than 80 percent of Mexican-American students attended these schools, despite a lack of legal precedent for this segregation. School boards argued that teaching students of Mexican heritage separately would help them "Americanize" faster and that they needed special instruction based on culturally biased I.Q. tests. In 1946, a group of Mexican-American families filed a lawsuit in federal court known as *Mendez v. Westminster* after their children were turned away from their local school based on race. The court ruled in Mendez's favor stating, "A paramount requisite in the American system of public education is social equality." Despite this ruling, LAUSD schools remained segregated.<sup>373</sup>

By the early 1960s, the Civil Rights movement had been gaining momentum, with the LAUSD targeted as a system requiring reform. Increasing racial tension throughout the County led to a demographic and financial imbalance in many schools. Discriminatory housing practices from the 1930s segregated housing in the County and as a result contributed to the segregation of schools. Caucasian students in racially mixed neighborhoods were able to attain a waiver and attend a predominantly Caucasian school, despite that not being the school closest to them. Regardless of the passing of *Brown v. Board of Education* in 1954, which established racial segregation in public schools as unconstitutional nationwide, the LAUSD was resistant to desegregating.<sup>374</sup>

<sup>371</sup> Straus, *Death of a Suburban Dream*, 2.

<sup>372</sup> Reed Levitt and Henry O'Connell, "Facing Our Past, Changing Our Future, Part I: A Century of Segregation in San Francisco Unified School District (1851–1971)," *SFUSD*, September 16, 2020, <https://www.sfusd.edu/facing-our-past-changing-our-future-part-i-century-segregation-san-francisco-unified-school-district>.

<sup>373</sup> Dave Roos, "The Mendez Family Fought School Segregation 8 Years Before Brown v. Board of Ed," *History.com*, A&E Television Networks, September 18, 2019, <https://www.history.com/news/mendez-school-segregation-mexican-american#:~:text=Segregation%20Was%20Widespread%20in%20California&text=By%201940%2C%20more%20than%2080,Asian%20Americans%20and%20Native%20Americans.>

<sup>374</sup> Sapphos Environmental, Inc., *Los Angeles Unified School District*, 109-110.

Local organizations, the NAACP, and the ACLU identified multiple issues with the Los Angeles Board of Education, including a need for new school boundaries, allowing African-American students in overcrowded schools to attend predominantly Caucasian schools; more African-American teachers; and a more culturally diverse curriculum. During this period, the LAUSD was focused on opening new schools in the San Fernando Valley rather than maintaining and upgrading campuses in neighborhoods of lower socioeconomic status.<sup>375</sup>

In 1963, the ACLU filed a class-action lawsuit called *Crawford v. Los Angeles City Board of Education* on behalf of two African-American high school students, Mary Ellen Crawford and Inita Watkins. The school desegregation lawsuit highlighted the discrepancy between two schools two miles apart, Jordan Senior High School in Watts and South Gate Senior High School. Activists continued to petition for change when LAUSD did not act quickly. In June 1963, the longest civil rights demonstration in Los Angeles, the Freedom March, took place starting at FAME Church, 801 Towne Avenue in Downtown Los Angeles, and ended at the Los Angeles Board of Education in downtown Los Angeles. The California Supreme Court ordered LAUSD to formulate a plan to correct the racial imbalance in the schools. These solutions included bussing students to different schools to correct overcrowding and racial imbalances. The 1965 Watts uprising contributed to an intensification of feelings on both sides of the issue of integration with community members, activists, and students arguing for equal education rights.<sup>376</sup>

By the late 1960s, frustrations mounted with Latino students, who predominately attended run-down, overcrowded schools with underqualified teachers who rarely encouraged them to go to college. Latino students were encouraged to enroll in vocational and domestic training, with about half failing to graduate from Los Angeles high schools.<sup>377</sup> In March 1968, approximately 15,000 Latino high-school students walked out of classes in East Los Angeles, protesting the inequality in the public education system. These became known as the “East L.A. Blowouts,” which were led by a Mexican-American social studies teacher at Lincoln High School, Sal Castro. Students from Woodrow Wilson, Garfield, Abraham Lincoln, Theodore Roosevelt, Belmont, Venice, and Jefferson high schools participated. James E. Garfield High School was the only school located within East Los Angeles that participated in the walkouts. The other five schools were directly adjacent within the boundaries of the City of Los Angeles. The first unscheduled walkout took place at Wilson High School on March 6, 1968.<sup>378</sup> Administrators responded by calling the police, locking students in, and arresting 13 of the organizers, known as the East L.A. 13. A week after the original East L.A. Blowouts, African-American students from Florence-Firestone’s Edison Junior High School staged their own walkout. This included about 300 students who set several fires, broke windows, and left school early in protest of their own issues with the LAUSD. These included the quality of cafeteria food, class sizes, student dress codes, and demands for African-American history classes.<sup>379</sup>

The Educational Issues Coordinating Committee (EICC), representing the students, met with the Los Angeles Board of Education on March 28 to present their 39 demands. The board dismissed the EICC’s requests, claiming a lack of funding. Regardless of the Board of Education not following through with the EICC demands, Latino students gained a sense of empowerment and unification.<sup>380</sup> One demand of the EICC was the increase in bilingual education. Several of the Compton Unified School District’s African-American leaders were interested in devoting resources to having bilingual education but had trouble attracting enough bilingual teachers.<sup>381</sup>

<sup>375</sup> Mike Davis and Jon Wiener, *Set the Night on Fire: L.A. in the Sixties* (London, UK: Verso, 2020), 376.

<sup>376</sup> Sapphos Environmental, Inc., *Los Angeles Unified School District*, 110.

<sup>377</sup> Davis and Wiener, *Set the Night on Fire*, 376

<sup>378</sup> Kelly Simpson, “East L.A. Blowouts: Walking Out for Justice in the Classrooms,” *KCET*, March 7, 2012, <https://www.kcet.org/shows/departures/east-la-blowouts-walking-out-for-justice-in-the-classrooms>.

<sup>379</sup> Jack McCurry, “Venice High Youths, Police Clash,” *Los Angeles Times*, March 13, 1986, 1.

<sup>380</sup> García and McCracken, *Rewriting the Chicano Movement*, 213.

<sup>381</sup> Straus, *Death of a Suburban Dream*, 164.

After a 1977 California Supreme Court ruling calling for a “reasonable and feasible” integration plan, the Los Angeles Board of Education continued to utilize the controversial program of bussing students to different schools. In 1979, California’s Proposition 1, Desegregation Busing Court Orders Amendment, was put on the ballot. It passed with 70 percent of voters supporting ending the practice of bussing students. Throughout the 1980s, busing programs became voluntary until the 1990s when a series of court rulings released school districts from mandatory desegregation plans. As opposed to legally mandated segregated schools, many school districts remain largely segregated based on the demographics of neighborhoods. In 2019, a study found that more than half of the children in the United States attend schools in districts where the student population is either more than 75 percent Caucasian or more than 75 percent non-Caucasian.<sup>382</sup>

### Higher Education Institutions (1950–1982)

In 1967, community activists Odessa and Raymond Cox succeeded in establishing LASC, a public community college in West Athens-Westmont, to address the lack of employment and educational resources in south-central Los Angeles. The Cox family and a small group of community members started fighting for a comprehensive community college as early as 1947. They lobbied for a college and surveyed students from the surrounding high schools, finding that if a college were closer, they would be more likely to enroll. In 1950, the Cox family formed a citizen’s group, the South-Central Junior College Committee. The committee worked towards getting the LAUSD Board of Education to purchase land for the community college at \$3,500 per acre. LASC was developed on 54 acres of industrial land located at the corner of Western Avenue and Imperial Highway formerly owned by the Union Oil Company.<sup>383</sup>

Progress on the college stopped until 1965 when Governor Pat Brown brought attention to the area’s lack of jobs and educational opportunities in the aftermath of the Watts Uprising. The event caught the attention of the LAUSD, which in January 1967 put \$2 million towards the construction of the college. Prior to LASC opening its doors, community members were limited from seeking higher education as the only institution, Los Angeles City College, was over two hours away by city bus, the most common form of transportation for residents of West Athens-Westmont.<sup>384</sup> The college opened in a dozen temporary bungalows with a student body of 600 which rose to 2,000 in two years. In comparing LASC to the newly opened, predominantly Caucasian West LA College, students were unsatisfied with the overcrowded conditions. A large Black Student Union chapter was formed that worked in conjunction with students from Carver High School to stage strikes, walkouts, and hold meetings with administrators.<sup>385</sup> LASC continued to grow and build permanent facilities while the disparities between it and other LAUSD higher institutions remain evident.

Akin to the development of LASC, the Watts Uprising had a profound impact on the development of Willowbrook’s Charles R. Drew University of Medicine and Science. The McCone Commission concluded that along with unemployment and a lack of educational opportunities, poor health status and diminished access to healthcare greatly contributed to the community’s overwhelming frustrations.<sup>386</sup> In 1966, the Watts Health Advisory Committee issued a report recommending the construction of a new medical school, known as the Charles R. Drew Postgraduate Medical School. The school was to be administered by a board of representatives from the Charles R. Drew Medical Society, an African-American medical organization, the County Department of Charities, and the

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<sup>382</sup> Lesley Kennedy, “What Led to Desegregation Busing—And Did It Work?” History.com, A&E Television Networks, July 9, 2019, <https://www.history.com/news/desegregation-busing-schools>.

<sup>383</sup> “History of Los Angeles Southwest College,” LASC.

<sup>384</sup> Ibid.

<sup>385</sup> Davis and Wiener, *Set the Night on Fire*, 407.

<sup>386</sup> Governor’s Commission on the Los Angeles Riots, “Violence in the City; An End or a Beginning?” 73-74.



UCLA and USC Schools of Medicine.<sup>387</sup> The school, a private, non-profit, educational institution, was incorporated as part of a new hospital complex and opened in January 1970.

A magnet school was opened in Willowbrook affiliated with the university and the Martin Luther King Jr. Community Hospital. Initially built as a group of small, temporary buildings, the King/Drew Magnet High School of Medicine and Science opened adjacent to the school and hospital in 1982. In April 1987, the school's name changed from the Charles R. Drew Postgraduate Medical School to Charles R. Drew University of Medicine and Science to reflect its expanded academic role. In June 1995, Charles R. Drew University of Medicine and Science was accredited by the Accrediting Commission for Senior College and Universities of the Western Association of Schools and Colleges, a process that began in the late 1980s. By 1999, the King/Drew Magnet High School of Medicine and Science was relocated to a standalone campus at 120<sup>th</sup> Street and Compton Avenue. Despite problems with the County-run medical center and university, the magnet school was seen as "a model for other public schools" aided by additional federal money and greater power to select its teaching staff.<sup>388</sup>

#### 4.4.8.1 Registration Requirements

##### Associated Property Types

Property types associated with the theme of Education include individual school buildings and larger school campuses composed of numerous buildings and related features, like playgrounds and playing fields. The MAP communities have both public and private school buildings. While most, if not all of the public school buildings were built expressively as schools, some of the private and charter schools currently occupy buildings that were originally used for other purposes. Schools in the MAP reflect three distinct periods of construction: the earliest schools from the 1910s and 1920s were constructed in Classical Revival and Beaux-Arts architectural styles; schools constructed after the 1933 Long Beach earthquake in Streamline Moderne or PWA Moderne styles; and schools constructed after World War II in Mid-Century Modern styles. Common materials and features include stone, block, and brick masonry, stucco, synthetic wall panel systems, wood post and beam structures, gabled and flat roofs, large plate glass windows, clerestories, and covered outdoor walkways.

A building or campus evaluated under this theme may be considered eligible if it was the location of an important event, such as a political rally, speech, march or the location of an important milestone in the events leading to the desegregation of schools. It may also be eligible under this theme if it is the place most directly associated with the work of an individual who was significant within the theme of Education development. In many cases, if a resource is eligible under this theme, it may also be eligible for its architectural style or under Civil Rights and Social Justice and/or Public Art, Music, and Cultural Celebrations themes.

##### Eligibility Standards

- Reflects one of the significant trends in the development of Education in the MAP communities or embodies the distinctive characteristics of school development from that period. The major trends are:
  - Primary and Secondary Education (1860-1982)
  - Segregation in Schools (1860-1979)
  - Higher Education Institutions (1950-1982)

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<sup>387</sup> Harry Nelson, "Panel Calls for Watts Hospital Directed by Negro Doctors," *Los Angeles Times*, Feb. 25, 1966, 3.

<sup>388</sup> Mitchel Landsberg, "This King/Drew, a Magnet School, Is a Robust Success," *Los Angeles Times*, Apr. 27, 2005, A1 and A19.

- Has a direct and significant relationship to education development; and/or was the primary location of an important organization; and/or was the primary place of work of an individual important within the theme of Education
- Simply being a school is not enough to justify eligibility. An eligible resource must have been important within its community. An eligible resource may reflect the early development of a neighborhood; reflect an early iteration of an important design prototype for educational buildings; or represent specific milestones in the fight against segregation in schools.

### Character-Defining Features

- Constructed in one of the popular architectural styles for educational buildings of the period
- Reflects distinctive design and planning features for educational properties of its time
- May be of a style or mixture of styles typical of the period of construction

### Considerations

- Eligible resources should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3
- Setting may be compromised by nearby construction that post-dates the period of significance
- The majority of the resource's original materials and design features must remain intact and visible, including wall cladding, windows, fenestration pattern and size of openings, roof features, and details related to its architectural style
- Limited door and window replacements may be acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- In some cases, if a resource is eligible under this theme, it may also be eligible under Civil Rights and Social Justice and Public Art, Music, and Cultural Celebrations.

## 4.4.9 Civil Rights and Social Justice

### Overview

The history of the Metro Area Plan communities and the theme of civil rights and social justice are profoundly intertwined. African-Americans, Latinos, and Asian-Americans make up a large percentage of the Los Angeles population and are still working to combat systemic racism enacted since their large-scale settlement in the area starting in the 1920s. Community-led events, including the 1965 Watts Uprising, the Chicano Moratorium, the East Los Angeles Blowouts, and the 1992 Los Angeles Uprising, reflected the frustrations African-Americans, Latinos, and Asian-Americans had with the poor living conditions, racism, strained race relations, and neglect they felt daily. These included government-sanctioned racist practices such as Executive Order No. 9066, which allowed for the forced removal and incarceration of Japanese and Japanese Americans into internment camps. These events had profound social, economic, and political impacts on every MAP community.

The theme of civil rights and social justice is carried throughout this document and can be identified in other significant themes including commercial development, industrial development, residential development, and education. Events, people, and places not identified in this section will be discussed in the theme most closely related to that subject.

### Japanese Internment Camps and Post-World War II

Japanese Americans began migrating to Los Angeles from San Francisco after the 1906 earthquake destroyed many of their homes and businesses. Los Angeles offered a fresh start with many Japanese Americans settling in the Eastside, which included Little Tokyo along the First Street corridor into Boyle Heights and as far east as East Los Angeles. This migration continued into the 1910s and 1920s.<sup>389</sup> On February 19, 1942, shortly after Pearl Harbor was bombed by Japanese forces on December 7, 1941, President Franklin D. Roosevelt issued Executive Order No. 9066. The order allowed for the legal forced removal and incarceration of Japanese and Japanese Americans within the United States based on preventing espionage. This primarily took place on the West Coast including California, Washington, and Oregon. The homes once occupied by Japanese Americans were forcibly vacated after being given six days' notice to dispose of their belongings other than what they could carry. From 1942 until 1945, people of Japanese descent were incarcerated in isolated camps called internment camps. Approximately 120,000 people had their lives affected by Executive Order 9066, including 37,000 from Los Angeles County, the majority of which were American citizens.<sup>390</sup> Many African-Americans moved into the vacant homes and businesses of Little Tokyo changing the name to "Bronzeville." After the war ended and Japanese Americans were permitted to return to their respective cities many were met with vandalized businesses, violence, stolen assets, harassment, and occupied homes and businesses (Exhibit 17).<sup>391</sup> Density in areas that Japanese Americans had settled into during the 1910s and 1920s rarely reached the population numbers pre-war. In East Los Angeles, the Japanese population continued to fall into the 2020s with approximately 1.1 % of the community's population being Asian American, the majority of which are concentrated in the far northeast corner of the community.<sup>392</sup>

<sup>389</sup> "Japanese American Heritage," *Los Angeles Conservancy*, accessed May 2022, <https://www.laconservancy.org/japanese-american-heritage>.

<sup>390</sup> History.com Editors, "Japanese Internment Camps," History.com. A&E Television Networks, October 29, 2009, Updated October 29, 2021, <https://www.history.com/topics/world-war-ii/japanese-american-relocation#:~:text=Contents&text=Japanese%20internment%20camps%20were%20established,be%20incarcerated%20in%20isolated%20camps>.

<sup>391</sup> SurveyLA Citywide Historic Context Statement, *Japanese Americans in Los Angeles 1869-1970*, City of Los Angeles Department of City Planning, 56-57.

<sup>392</sup> "Overview of East Los Angeles, California," *Statistical Atlas*, accessed April 2022, <https://statisticalatlas.com/place/California/East-Los-Angeles/Race-and-Ethnicity>.

**Exhibit 17.** Jun Oyama at the Evergreen Hostel after release from the Amache Japanese internment camp, Boyle Heights, California, 1946



**Source:** Marion Palfi, LA County Library Digital Collections.

## The Great Migration and Housing Restrictions (1920s–1970s)

South Central Los Angeles was an area that did not undergo large-scale development until the 1920s and 1930s when massive residential tracts of small, affordable, single-family homes were built near economic centers such as factories and assembly plants. At the same time, the area was experiencing the first period of relocation of African-Americans from the rural South to south-central Los Angeles, referred to as the Great Migration. The Great Migration occurred across the United States with roughly six million African-Americans relocating from rural areas in the south to urban cities in the north and west between 1916 and 1970. Approximately 25,000 people moved to the area, fleeing unsatisfactory economic opportunities and harsh segregationist laws. Despite moving to experience less segregation, the new population was met with major legal and social barriers in finding work and housing.<sup>393</sup> The second period of migration occurred in the 1940s and lasted until the 1970s, as more African-Americans migrated to work in factories for the World War II industry efforts in south-central Los Angeles.

<sup>393</sup> Pulido, Barraclough, and Cheng, *A Peoples Guide to Los Angeles*, 120.

The National Housing act of 1934, a New Deal legislative response to the Great Depression that followed the stock market crash of 1929, created the FHA. One goal of the FHA was to stabilize the housing market and expand homeownership opportunities. The Federal Home Loan Bank Board and the HOLC were established to protect individual homeowners from foreclosure. One of the methods by which the HOLC sought to assess creditworthiness or risk was through the discriminatory practice of redlining. Redlining was the result of the HOLC creating color-coded maps with boundaries around neighborhoods based on the composition of the community's race and/or ethnicity, income level, and housing and land use types. Redlined communities within the MAP included East Los Angeles, Florence-Firestone, Walnut Park, and portions of West Athens-Westmont receiving a Red or Yellow grade with small portions being graded Blue. The legacy of the redlining practice was long-term disinvestment in many of the MAP communities, resulting in continued discriminatory housing practices.

In addition to the African-American migration that dominated the communities in the southern portion of the Metro Planning Area, the eastern portion of the Planning Area, specifically East Los Angeles, also experienced migration from within the city limits. This repopulation of the City forced minority groups, largely Mexican-Americans, outside of the City limits and to the east side of the Los Angeles River. In addition to Mexican-Americans, other minority groups, predominately Jewish, German, Italian, Russian, and Japanese, became residents of the East Los Angeles community. Like the neighborhoods in the southern portion of the MAP, East Los Angeles offered affordable housing, economic opportunities, and cultural diversity.<sup>394</sup>

All of the MAP communities were heavily influenced by the Supreme Court's landmark 1948 decision in *Shelley v. Kraemer*, which outlawed the practice of racial housing covenants. *Shelley v. Kraemer* made deed restrictions based on race illegal, allowing minority populations in search of employment at local manufacturing facilities located along rail lines to purchase residences or reside in MAP communities. Despite the positive intention of the landmark decision, African-Americans looking to move into areas such as East Rancho Dominguez in early 1952 were met with violence, vandalism, and intimidation. This came from hate groups including the Klu Klux Klan and the "Spook Hunters." Discriminatory practices such as "blockbusting" were also used, where real estate firms would sell properties at inflated prices to African-American families.<sup>395</sup> Despite targeted hate crimes and unfair housing practices, African-American communities throughout south-central Los Angeles grew quickly.

### Civil Unrest and Uprisings

African-Americans in the MAP communities continued to experience segregation, racism, and violence into the 1960s. Civil rights activists such as Rev. Martin Luther King Jr. encouraged African-Americans through nonviolence and civil disobedience to fight for equality. In 1963, the United Civil Rights Committee (UCRC) was formed with members of the National Association for the Advancement of Colored People (NAACP) in Los Angeles to target racial discrimination in employment, housing, schools, and police brutality.<sup>396</sup> In June of that year, the longest civil rights demonstration in Los Angeles, the Freedom March, took place starting at FAME Church, 801 Towne Avenue in Downtown Los Angeles, and ended at the Los Angeles Board of Education in downtown Los Angeles. The focus of the demonstration was school desegregation. In 1964, Congress passed the Civil Rights Act, which outlawed segregation and discrimination in public. This was soon followed by Proposition 14, which overturned the Rumford Fair Housing Act of 1963. The Rumford Act would have ended discrimination against the African-American population in owning or renting housing.

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<sup>394</sup> Benitez, "East L.A.: Past and Present."

<sup>395</sup> Rothstein, *The Color of Law*, 96.

<sup>396</sup> Robert Bauman, "Los Angeles United Civil Rights Committee (1963-CA. 1966)," *Black Past*, February 9, 2008, <https://www.blackpast.org/african-american-history/united-civil-rights-committee-los-angeles-1963-1966/>.



Frustrations with the government and restrictive housing covenants boiled over in the summer of 1965 during an event called the Watts Uprising. The Watts Uprising, which erupted on August 11, 1965, was catalyzed by a California Highway Patrolman's detainment of a young African-American man, Marquette Frye, for operating a motor vehicle under the influence of alcohol. A fight involving the young man, his mother, community members, and Los Angeles law enforcement ensued. The conflict erupted into civil unrest which rapidly spread through the community of Watts, surrounding neighborhoods, and cultural enclaves across Los Angeles. The National Guard was deployed into Los Angeles and attempted to quell the uprising. The uprising ended on August 15, leaving 34 people dead, over 1,000 injured, almost 4,000 protestors arrested, and between 20-40 million dollars of property damage (Exhibit 18). The uprising triggered a prejudice-driven mass exodus of Caucasian residents from the MAP communities. By 1970, communities such as East Rancho Dominguez's African-American population had grown to over seventy percent and the neighborhood reflected decades of detrimental blockbusting real estate tactics. Property values were unable to recover and as a result, the MAP communities continued to have underfunded community resources, schools, and infrastructure continued to deteriorate. African-American homeowners were unable to obtain loans to improve their residences, many of which were constructed in the 1930s and 1940s.<sup>397</sup>

**Exhibit 18.** Commercial buildings on fire during the Watts Uprising, 1965



**Source:** Herald-Examiner Collection/ Los Angeles Public Library.

The 1965 Watts Uprising resulted in multiple long-term changes within the MAP communities. Gang membership escalated in response to entrenched institutional barriers, prejudicial law enforcement, rising unemployment, and

<sup>397</sup> Tse, "How Compton Became the Violent City of 'Straight Outta Compton'."

deteriorated community resources. Gangs presented young community members with a source of income, protection, a personal identity, and a community with a shared purpose. The McCone Commission report stated that the causes of the uprising included high unemployment, poor schools, lack of health care, and related inferior living conditions. Two institutions, Los Angeles Southwest College in West Athens-Westmont and Willowbrook's Charles R. Drew University of Medicine and Science were built to combat the issues of poor schools and lack of health care identified by the McCone report. In 1968, the Southern California chapter of the Black Panther Party for Self-Defense (BPP) was established under the leadership of Florence-Firestone's Alprentice "Bunchy" Carter at 4115 South Central Avenue. The BPP focused on defending the African-American community from police brutality, created "survival programs" for African-Americans that focused on meeting basic needs and worked with other organizations to fight poverty and oppression.<sup>398</sup>

The inequality facing African-Americans in the 1960s festered for decades, boiling over again in south-central Los Angeles in the spring of 1992 during the 1992 Los Angeles Uprising. Tensions grew between the African-American and Korean American communities over racism and economic inequality. Korean Americans owned many businesses within predominantly African-American communities and frequently suspected African-Americans of shoplifting. Misunderstandings between the two communities were exasperated by cultural differences and language barriers. African-American customers often felt disrespected and humiliated by the Korean American business owners. This came to a head on March 16, 1991, when ninth-grader Latasha Harlins was shot and killed by Korean American Soon Ja Du over a bottle of orange juice that Du accused Harlins of stealing from her store. Du was sentenced to five years of probation instead of the recommended 16-year prison sentence.<sup>399</sup>

On March 3, 1991, Rodney King led California Highway Patrol (CHP) officers on a high-speed chase after they attempted to pull him over. When King stopped and exited his vehicle, he was tasered, struck dozens of times with side-handled batons, kicked, tackled to the ground, and had his legs hogtied by five LAPD and CHP officers. The event was captured on film by George Holliday and given to the media where it was covered around the world. Four of the officers were charged with using excessive force with three being acquitted on April 29, 1992. The acquittal sparked the 1992 Los Angeles Uprising, six days of thousands of people looting, setting buildings on fire, and assaulting others. Many Korean American-owned businesses were targeted while Korean American residents were due to the racial tensions. Korean American business owners were forced to defend their own property. The California National Guard, amongst others, was called in to stop the unrest, which ended on May 4, 1992. The result was the death of 63 people, 2,383 people injured, approximately 12,000 arrests, and over \$1 billion of property damage.<sup>400</sup>

### Chicano Civil Rights Movement (1960s and 1970s)

Throughout the early twentieth century, immigrants from Mexico and Central America attempted to assimilate into the United States and be recognized as Americans. Through racist housing, school, and business practices they were often treated as second-class citizens, forced to attend "Mexican Schools," and undergo racially biased practices geared towards English speakers only. By the 1960s, there was a push for Mexican-Americans to embrace their culture, leading to the rise in Chicanismo and the term Chicano/a as a form of identity, political autonomy, and pride. Encouraged and influenced by the Black Power movement, the Chicano Movement began organizing political demonstrations to combat the issues facing their community. These included racism, poor community conditions, and the Vietnam War. Disproportionally, Latinos were drafted and killed in the Vietnam War. The Chicano

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<sup>398</sup> Pulido, Barraclough, and Cheng, *A Peoples Guide to Los Angeles*, 130.

<sup>399</sup> The Staff of the Los Angeles Times, *Understanding the Riots*, 110.

<sup>400</sup> Ibid.

Movement led to two large-scale demonstrations in the MAP, the East Los Angeles Blowouts and the Chicano Moratorium.

By the late 1960s, frustrations mounted with Latino students, who predominately attended run-down, overcrowded schools with underqualified teachers who rarely encouraged them to go to college. Latino students were encouraged to enroll in vocational and domestic training, and about half failed to graduate from Los Angeles high schools.<sup>401</sup> In March 1968, approximately 15,000 Latino high-school students walked out of classes in East Los Angeles protesting the inequality in the public education system. These became known as the “East L.A. Blowouts,” which were led by a Mexican American social studies teacher at Lincoln High School, Sal Castro. Students from Woodrow Wilson, Garfield, Abraham Lincoln, Theodore Roosevelt, Belmont, Venice, and Jefferson high schools participated in the first unscheduled walkout at Wilson High School on March 6, 1968.<sup>402</sup> Administrators responded by calling the police, locking students in, and arresting 13 of the organizers known as the East L.A. 13. African-American students at Edison Junior High School in Florence-Firestone staged a similar protest a week after the East L.A. Blowouts. The Educational Issues Coordinating Committee (EICC) met with the Los Angeles Board of Education on March 28 to present their 39 demands with the board dismissing the EICC claiming a lack of funding. Regardless of the Board of Education not following through with the EICC demands, Latino students gained a sense of empowerment and unification.<sup>403</sup> Several of the Compton Unified School District’s African-American leaders were interested in devoting resources to having bilingual education, a demand of the EICC but had trouble attracting enough bilingual teachers.<sup>404</sup>

**Exhibit 19.** Chicano Moratorium Committee demonstration, 1979



**Source:** Ken Papaleo, Herald-Examiner Collection/Los Angeles Public Library.

On August 29, 1970, more than 20,000 Latino citizens marched throughout East Los Angeles in protest of the Vietnam War in a march for the Chicano Moratorium movement (Exhibit 19). The Chicano Moratorium movement grew out of frustrations over the Vietnam War and the disproportionate number of Latinos drafted and killed in the war compared to Caucasians. Before the march, the organizers, who were part of the Chicano Moratorium

<sup>401</sup> Davis and Wiener, *Set the Night on Fire*, 376

<sup>402</sup> Simpson, “East L.A. Blowouts: Walking Out for Justice in the Classrooms.”

<sup>403</sup> García and McCracken, *Rewriting the Chicano Movement*, 213.

<sup>404</sup> Straus, *Death of a Suburban Dream*, 164.

Committee, communicated with the LASD so the Sheriff would be informed of the program for the march, rally, and related events. Despite having a plan in place to mitigate any problems that might arise as a result of the march, the LASD, along with the LAPD, was uncomfortable with the number of demonstrators and placed Deputies at street corners with riot guns. At the end of the march's route, Laguna Park, the peaceful rally turned into violence with law enforcement entering the park and dispersing the crowd using tear gas. Demonstrators who had boarded buses to flee were beaten by officers. Thirty-one civilians and 43 law enforcement officers were injured, and three people were killed, including prominent journalist Ruben Salazar.<sup>405</sup> Salazar was killed when Sheriff's Deputies fired high-velocity projectiles into the Silver Dollar Café at 4945 Whittier Boulevard, hitting Salazar in the head.<sup>406</sup>

Protests continued into August 1971, led by African-American and Chicano junior and senior high school students. Students from surrounding schools, including Florence-Firestone, attended these protests and demonstrations to express frustration with the conditions of their schools and police brutality. Among these demonstrations was La Marcha Por La Justicia (March for Justice) on January 31, 1971. The rally occurred in Belvedere Park in East Los Angeles and protested the police response to the August 29, 1970, march and the deaths of Gilberto Díaz, Lynn Ward, and Ruben Salazar. The Chicano Moratorium Committee wrote a statement for the La Marcha Por La Justicia, "We must not allow the police to break our unity. We must carry on the spirit of Ruben Salazar and expose this brutality to the nation and the world. The Chicano Moratorium Committee calls upon you to support our non-violent march for justice through the barrios of the greater Los Angeles area."<sup>407</sup> The march called for people throughout South-Central Los Angeles' Latino neighborhoods (barrios) to continue protesting and working together in opposition to police brutality. The events of the Chicano Moratorium led to long-term tension and suspicions between the Latino community and the Los Angeles County Sheriff's Department, the legacy of which continues in areas such as Florence-Firestone that have become majority Latino in recent decades.

#### 4.4.9.1 Registration Requirements

##### Associated Property Types

Property types eligible under this theme include residential, commercial, industrial, and institutional buildings used by organizations and groups that played an important role in the Civil Rights movement. In addition, property types include the sites of important events such as demonstrations. The history of the MAP communities and the theme of Civil Rights and Social Justice are profoundly intertwined as the communities were home to many members of ethnic, racial, and cultural groups that were historically discriminated against. The East Los Angeles community was home to African-Americans, Jews, Asian-Americans, and Latinos. In recent decades, African-Americans and Latinos make up the majority of MAP residents and are still working to combat systemic racism enacted since their settlement in the area starting in the 1920s. Community-led events, including the 1965 Watts Uprising, the Chicano Moratorium, the East Los Angeles Blowouts, and the 1992 Los Angeles Uprising, reflected the frustrations Asian-Americans, African-Americans, and Latinos had with the poor living conditions, racism, and neglect they felt daily. A property eligible under this theme could be the location of an important event, such as a political rally, speech, or march. It may also be eligible under this theme if it is the place most directly associated with the work of an individual or organization who was significant within the theme of Civil Rights and Social Justice.

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<sup>405</sup> GPA Consulting, Inc., *National Register of Historic Places Registration Form, National Chicano Moratorium March August 29, 1970*.

<sup>406</sup> No Author, "TV Channels Will Provide Coverage of Salazar Inquest," *The Los Angeles Times*, Sep. 9, 1970, 3.

<sup>407</sup> Chicano Moratorium Committee, "Marcha Por La Justicia," *Latino Cultural Heritage Digital Archives: Frank del Olmo Collection*, California State University, Northridge, January 31, 1970.

## Eligibility Standards

- Reflects one of the significant trends in the Civil Rights history of the MAP communities. The major events within this history are:
  - The Great Migration and Housing Restrictions (1920s-1970s)
  - Civil Unrest and Uprisings (1965-1992)
  - Chicano Civil Rights Movement (1960s and 1970s)
- Has a direct and significant relationship to civil rights; and/or was the primary location of an important organization; and/or was the primary place of work of an individual important within the theme of Civil Rights.
- Is a single-family or multi-family residence or neighborhood significant or school for its association with ending deed restrictions and racial segregation
- Is directly associated with events and institutions that were pivotal in the history of the African American or Chicano Civil Rights movements.

## Character-Defining Features

- Documented location of an important event or residence associated with an individual or organization significant in the history of Civil Rights and Social Justice
- If associated with an individual, the individual must have resided in the property during the period in which he or she achieved significance

## Considerations

- Should retain integrity of Location, Setting, Feeling, and Association from the period of significance as defined in Section 3
- Setting may be compromised by nearby construction that post-dates the period of significance
- Exterior and interior spaces that functioned as important gathering/meeting places must remain readable from the period of significance.
- For buildings, limited door and window replacements may be acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource
- In some cases, if a resource is eligible under this theme, it may also be eligible under additional themes.



## 4.4.10 Public Art, Music, and Cultural Celebrations

### Overview

Public Art, Music, and Cultural Celebrations, unlike many other themes of the MAP's development, have functioned as a direct and often immediate reflection of the community. Art, music, and cultural events become one of the only aspects of daily life of people within the MAP communities could control and therefore function as representations of how the members of these communities feel. Public art can be in any media form if it intends to be visually and physically accessible to the public. Within the MAP, public art often took the form of murals reflecting the daily struggles of life in marginalized communities. Cultural celebrations within the MAP communities historically include parades, festivals, art shows, and music concerts. Frequently, these events encouraged community unity and often were grass-roots events funded and organized by community members.

### Murals

One of the most prevalent forms of public art in the MAP is murals. Murals could be put into two categories, the first as a reflection of the community's marginalized residents, the second as County-sponsored public art projects through the Los Angeles County Arts Commission (LACAC) or the LAMTA. Murals that reflected the MAP's marginalized communities typically took the form of paintings on the side of commercial buildings depicting Chicano subject matter or African-American history. These murals by design were temporary, being easily painted over because of their medium and location at pedestrian level. County or LAMTA-sponsored murals, on the other hand, were designed to be more permanent, located on libraries, within public parks, and at Metro stations using durable materials such as ceramic tiles and metal. These murals often depicted children, nature, activities, and images of community growth. Both types of murals strove to add visual interest to the MAP's built environment and function as reflections of the community's values. Murals as a public art form in Los Angeles became prominent across the entire County, outside of traditionally Mexican-American enclaves, in the 1970s. This is explicitly visible in the East Los Angeles community, which is deeply rooted in Chicano history as the birthplace of the Chicano art movement of the 1960s.

### Community Designed

Civil rights and social justice movements within the MAP had a lasting effect on its public art. By the 1960s, there was a push for Mexican-Americans to embrace their culture, leading to the rise in Chicanismo and the term Chicano/a as a form of identity, political autonomy, and pride. Encouraged and influenced by the Black Power movement, the Chicano Movement began organizing political demonstrations to combat the issues facing their community. These included racism, poor community conditions, and the Vietnam War. The Chicano Movement led to two large-scale demonstrations in the MAP, the East Los Angeles Blowouts and the Chicano Moratorium. These events resulted in East Los Angeles becoming the epicenter of Southern California's Chicano community and the site of multiple large-scale public art installations. Four murals within East Los Angeles stand out as crucial symbols of Chicano public art from the 1960s, 1970s, and 1980s. These include José Reyes Meza's "Our Past, Our Present, and Our Future," Johnny D. González's "The Story of Our Struggle," John Bene's East Los Angeles Doctors Hospital mural, and Eduardo Oropeza's Self Help Graphics & Art Building. All four worked to inspire future public art throughout the MAP, especially works depicting Chicano history and symbolism.

The Pan American Bank building is located at 3626 First Street in East Los Angeles. The New Formalist style building designed by Raymond Stockdale was constructed in 1965 and houses the oldest Latino-owned bank in California. The bank was founded on the premise that the local community deserved more economic independence, which would result in more political power and a higher standard of living for Latinos in East Los Angeles. The bank's co-founder Romana Acosta Bañuelos went on to become the first Latina Treasurer of the United States under President Richard Nixon. In 1966, renowned Mexican artist José Reyes Meza was hired to create a five-panel mural depicting the story of Mexican America using ancient mythology and historical symbolism. The mural titled "Our Past, Our Present, and Our Future," was installed under the prominent New Formalist archways in five-separate panels. In 2017, the Pan American Bank was listed on the National Register of Historic Places with Meza's mural remaining intact.<sup>408</sup>

Located directly across Townsend Avenue is Johnny D. González's "The Story of Our Struggle" located at 3640 First Street. In December of 1973, artist, and educator Johnny D. González (also known as Don Juan) was given the go-ahead to install an eleven-foot-high, five-foot-long fired-ceramic tile mural titled "The Story of Our Struggle" on the First Street Store in East Los Angeles. The mural took inspiration from Meza's "Our Past, Our Present, and Our Future" and depicted Chicano history from pre-Columbian times to the present in 19 separate sections separated by arches. The mural attracted national attention and inspired artists around East Los Angeles to design, paint, and install more murals throughout the community. The First Street Store closed in 2007 threatening the mural with demolition. González, his partner Irma Beserra Núñez, local preservation agencies, and lawyer Susan Brandt-Hawley fought to save the mural. In 2013, a compromise was made with the new building owners, Alliance College Ready Public Schools. The agreement entailed removing the mural, demolishing the original building, constructing a new building, and González reinstalling the mural on a new high school complex.<sup>409</sup> The mural remains on the Alliance College-Ready Middle Academy 8.

In 1969, Hungarian artist John Mozes Bene was commissioned by the East Los Angeles Doctors Hospital to create a mural at its clinic located at 4060 Whittier Boulevard (Exhibit 20). Prior to moving to Los Angeles, Bene taught mythology at the Academy of Fine Arts in Budapest before fleeing Hungary in 1956. The mural was a series of four 16-foot mosaics depicting Aztec and Mayan medical mythology. Bene hand-cut and hand-set half a million pieces of Venetian tile in 90 color ways, which took eight months to complete. He was inspired by archeological findings including the 1960 discovery of frescos in a Mayan temple, which described the role of Ix Chel, the Mayan Goddess of Medicine. The mural remains intact at the East Los Angeles Doctors Hospital.<sup>410</sup>

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<sup>408</sup> "Pan American Bank," *Los Angeles Conservancy*, accessed May 2022, <https://www.laconservancy.org/locations/pan-american-bank#:~:text=Constructed%20in%201965%2C%20the%20Pan,to%20local%20residents%20and%20businesses>.

<sup>409</sup> Hadley Meares, "The East LA Mural that Turned a Budget Department Store into a Cultural Landmark," *LAist*, April 7, 2021, <https://laist.com/news/la-history/the-east-la-mural-that-turned-a-budget-department-store-into-a-cultural-landmark>.

<sup>410</sup> Evelyn De Wolfe, "Hospital Murals Tell Saga of Aztec Medical Mythology," *Los Angeles Times*, Feb. 27, 1969, 79.

**Exhibit 20.** East Los Angeles Doctors Hospital's murals by John Mozes Bene, 4060 Whittier Boulevard

**Source:** Dudek 2022 (IMG\_0093).

The Self-Help Graphics & Art Building was originally constructed in 1927 as the Brooklyn State Bank by the architectural firm Postle & Postle (3800 East Cesar Chavez Avenue). There is no archival evidence to suggest the bank ever occupied the building, rather in 1944 the Archdiocese of Los Angeles purchased it to be used as a community gathering place by the Catholic Youth Organization (CYO). This was after the Zoot Suits Riots in 1943, when Mexican youth experienced racism and clashed with American military personnel over ten days. The CYO offered a haven for Latinos to escape the violence and racism of their everyday lives and engage with each other creatively. In 1979, local artist and community activist Sister Karen Boccalero founded the Self-Help Graphics & Art Building at 3800 East Cesar Chavez Avenue to be a gathering place for Chicano arts and culture. In 1987, a longtime resident of East Los Angeles and artist, Eduardo Oropeza, began adhering embedded ceramic pieces and mosaics to the building, creating patterns and images around the entire building. The project took three years to complete and transformed the brick commercial building into a community icon.<sup>411</sup> The building and its mural are still intact.

Throughout the MAP public art, specifically murals, frequently depicted images, scenes, colors, and people inspired by the Chicano Civil Rights movement that began decades earlier in the 1960s. Murals were intended to be viewed by the residents and depicted images that connected with their history. They became a popular vehicle for depicting Latino history and culture, which was not typically portrayed in mainstream media, such as television shows, or included in school curriculum.<sup>412</sup> Other grassroots public art with a focus on conveying the history and culture of the local community included Florence-Firestone's Promenade of Prominence Walk of Fame in Will Rogers Memorial Park and East Los Angeles' Latino Walk of Fame along Whittier Boulevard. Both were created to celebrate the accomplishments of community leaders, local politicians, and activists. The Promenade of Prominence Walk was

<sup>411</sup> "Self Help Graphics & Art Building/Brooklyn State Bank," *Los Angeles Conservancy*, accessed May 2022, <https://www.laconservancy.org/locations/self-help-graphics-art-building-brooklyn-state-bank>.

<sup>412</sup> California Office of Historic Preservation, *Latinos in Twentieth-Century California: National Register of Historic Places Context Statement*, California State Parks (2015), 58.

founded in 1988 by community activist and Watts resident Edna Aliewine to be Marble plaques with individuals' names set into the sidewalk through the park.<sup>413</sup> The Latino Walk of Fame was created in 1997 by the Whittier Boulevard Merchants Association to attract foot traffic along Whittier Boulevard with 280 granite engraved medallions placed on the sidewalk. The project is currently dormant with the last medallion installed in 2007.<sup>414</sup>

Throughout the MAP, a frequently depicted symbol of Latino culture was La Virgen de Guadalupe, the mother of Jesus. La Virgen de Guadalupe was a central image in Mexican Catholicism representing a mother figure and was a symbol of hope for the poor, weak, and oppressed. Depictions of La Virgen de Guadalupe found throughout the MAP communities include the following elements: a woman praying with downcast eyes wearing a dress, cloak, and crown while standing on a moon held up by an angel and surrounded by radiating light and flowers. Other frequently depicted symbols of the Chicano movement include the Mexican flag, Mayan and Aztec symbols, warriors, agricultural workers, Day of the Dead (Día de Muertos) figures, and family scenes. Chicano art frequently depicted struggle and activism utilizing historic figures such as Ernesto "Che" Guevara, who was an Argentine Marxist revolutionary and a key figure in the Cuban Revolution. Guevara has become a symbol of rebellion and a cultural icon of independence.

### County Funded

In the early 2000s, the LACAC began funding public art projects throughout the MAP. The LACAC's mission was to develop programs and policies related to art and culture in the County through investing in public art. Projects of this nature included murals at Ruben F. Salazar Park, the art inside East Rancho Dominguez Library, ceramic murals on the Enterprise Pool in Willowbrook, and a sculpture at Woodcrest Library in Westmont (Exhibit 21). The LACAC also commissioned four Civic Art Publications as part of the *Some Place Chronicles*. The publications were intended to be a creative method of public outreach and develop community profiles. Of the four books written three profiled MAP communities including *Willowbrook Is... Es...* written by Rosen Woo in 2013, *A Paseo Through Time in Florence-Firestone* written by Jeannene Przyblyski in 2018, and *East Rancho Dominguez: I'll Make Me a World* written by Thomas Lawson in 2018.<sup>415</sup>

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<sup>413</sup> Robin Rauzi, "Points of Pride," *Los Angeles Times*, Feb. 4, 1999, 14.

<sup>414</sup> Antonio Mejías-Rentas, "A Stroll Down East LA's forgotten Latino Walk of Fame," *The Eastsider*, February 24, 2021, [https://www.theeastsiderla.com/neighborhoods/east\\_los\\_angeles/a-stroll-down-east-las-forgotten-latino-walk-of-fame/article\\_9e162e3a-7657-11eb-bef9-5ffe63103d06.html](https://www.theeastsiderla.com/neighborhoods/east_los_angeles/a-stroll-down-east-las-forgotten-latino-walk-of-fame/article_9e162e3a-7657-11eb-bef9-5ffe63103d06.html).

<sup>415</sup> "Hot off the Presses: *Some Place Chronicles*," *Los Angeles County Arts & Culture*, March 9, 2018, <https://www.lacountyarts.org/article/hot-presses-some-place-chronicles>.



**Exhibit 21.** County-funded sculpture titled *Butterfly Wings and Scales* outside the Woodcrest Library in Westmont, created by Swift Lee Office in 2017



**Source:** Los Angeles County Arts & Culture, <https://www.lacountyarts.org/civcart/objects-1/info/676>

## Music

The MAP's music history is intertwined with the people that made up its communities and reflected the heritage of its citizens. Music often served as a creative outlet during periods of turmoil and conflict as well as a way to bring people together. After World War I, Florence-Firestone's western boundary, Central Avenue, became a bustling economic and cultural center for African-Americans. By the 1920s, a cultural renaissance was occurring in the area with African-American musicians attracted to the area's high potential for employment. A thriving jazz and blues scene emerged out of the nightclubs and theaters along Central Avenue. A sense of community formed in the area amid Jim Crow-style segregation laws and discriminatory practices in housing, hiring, and education.<sup>416</sup>

Similar to the CYO's legacy with Chicano art, the Self-Help Graphics & Art Building located at 3800 East Cesar Chavez Avenue in East Los Angeles also served as a pivotal meeting location for young Latino musicians to practice during the 1950s and 1960s (Exhibit 22). Local bands including Thee Midniters, Cannibal and the Headhunters, the Premiers, and the Salas Brothers frequented the Self-Help Graphics & Art Building performing the emerging genre of rock and roll.<sup>417</sup> The Salas Brothers were comprised of brothers Steve and Rudy Salas who grew up in Lincoln Heights. The two later formed the pioneering Latin R&B band Tierra.

<sup>416</sup> Karin L. Stanford, *Images of America: African Americans in Los Angeles*, (Charleston, SC: Arcadia Publishing, 2010), 7-8.

<sup>417</sup> "Self Help Graphics & Art Building / Brooklyn State Bank," *Los Angeles Conservancy*.



**Exhibit 22.** Self Help Graphics & Art Building / Brooklyn State Bank, 3800 East Cesar Chavez Avenue, East Los Angeles



**Source:** Los Angeles Conservancy, <https://www.laconservancy.org/locations/self-help-graphics-art-building-brooklyn-state-bank>

The Pan Afrikan Peoples Arkestra was an African-American music ensemble founded in Los Angeles in 1961 by pianist Horace Tapscott.<sup>418</sup> The group performed at Immanuel United Church of Christ in Florence-Firestone (1785 E 85th Street) for nine years, with the last concert occurring in 1981. The tradition of Last Sunday of the Month free community concerts at the church goes back to the 1960s with concerts commencing at 4 PM. “Horace’s scene always seemed slightly subversive. Certainly, it was underground, as we used to say, and under the radar, even for the Black community. Horace was dealing in very strong statements. Inequalities to be reconciled — he seemed to have been born with a very strong social awareness, and strong commitments. He loved the history of jazz in Los Angeles and knew the entire scope and ramifications.”<sup>419</sup> An LP titled *Live at I.U.C.C.* features a photograph of Horace Tapscott alongside Reverend E. Edwards. “The two fondly clasp hands in front of a stucco church glaring brightly in the Southern California sun. It was here, in the Immanuel United Church of Christ on 85<sup>th</sup> and Holmes in South Central Los Angeles, that the reverend provided space for the Pan Afrikan Peoples Arkestra to perform a decade’s worth of free, monthly concerts.”<sup>420</sup>

<sup>418</sup> Mark Weber, “Horace Tapscott & The Pan Afrikan Peoples Arkestra,” April 20, 2012, <https://markweber.free-jazz.net/2012/04/23/horace-tapscott-the-pan-afrikan-peoples-arkestra-the-scene-at-i-u-c-c/>.

<sup>419</sup> Ibid.

<sup>420</sup> Mark “Frosty” McNeill, “The Music Lives On: The Legacy of Pan Afrikan Peoples Arkestra Today,” *KCET*, October 8, 2020, <https://www.kcet.org/shows/artbound/the-music-lives-on-the-legacy-of-pan-afrikan-peoples-arkestra-today>.

Starting in the 1980s and 1990s, clashes between street gangs and the Los Angeles Police Department (LAPD) were put into the national consciousness by the rise of Gangster Rap. The genre was defined by its “controversial” lyrics discussing street culture in Los Angeles including gang activity, the use of drugs, and gun violence. The genre became a medium for communication between the marginalized members of the community and mainstream media and eventually become popular music played by radio stations and music television shows. In 1988, the rap group N.W.A, established by Compton and Los Angeles County-based musicians Dr. Dre, Ice Cube, Eazy-E, MC Ren, and DJ Yella (formerly Arabian Prince), released *Straight Outta Compton*, a chronicle of violent gang life, frustration over imposed institutional barriers, and a collective fury focused on the LAPD. The genre of rap music that originated in East Rancho Dominguez-Victoria’s (then East Compton) periphery reflected a reality that many southeast County residents experienced during the 1980s and 1990s.<sup>421</sup> Important sites to the genre or influential artists have not been identified within the boundaries of the community.

### Parade Routes (Sites of Community Celebrations)

Sites of cultural celebrations and performing arts are an important aspect of public art; however, more community input is needed to identify the specific locations of venues and events in the MAP. Known celebrations included the celebration of Our Lady of Guadalupe which attracts thousands of marchers and spectators to East Los Angeles and includes a parade with elaborate floats and music that begins at the Our Lady of Guadalupe Church in the foothills of City Terrace through the MAP community of East Los Angeles. This celebration began in 1927 and is a continued tradition.

## 4.4.10.1 Registration Requirements

### Associated Property Types

Public art, music, and cultural celebrations, unlike many other themes of the MAP’s development, have functioned as a direct and often immediate reflection of the community. Art, music, and cultural events function as representations of how the members of these communities feel. Public art can be in any media form if it intends to be visually and physically accessible to the public. Within the MAP, public art often took the form of murals reflecting the daily struggles of life in marginalized communities. While every mural has importance, not all will rise to a level of eligibility for an association with the history of the MAP communities and each should be evaluated within the larger context of its creation. Other property types eligible under this theme include exhibition spaces such as galleries and museums; meeting places such as art clubs and residences; art foundations; art schools. Cultural celebrations within the MAP communities included parades, festivals, art shows, and music concerts. Frequently, these events encouraged community unity and often were grass-roots events funded and organized by community members. Only properties with demonstrated significance and integrity are eligible for designation.

### Eligibility Standards

- Was designed, constructed, or used during the period of significance
- Is directly associated with important developments in the history of the visual arts in the County, either as the location of discrete events or cumulative activities over time

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<sup>421</sup> Angus Batey, “Forget ‘Straight Outta Compton’ – This is the Real Story Of NWA,” *NME*, August 25, 2015, <https://www.nme.com/features/forget-straight-outta-compton-this-is-the-real-story-of-nwa-756894>.

- Property functioned as an important place for the production, display, appreciation of, or education in, the visual arts
- Property conveys an important aspect of community heritage and identity

### Character-Defining/Associative Features

- Buildings that are associated with a particular group or institution significant in the cultural history of the MAP
- Buildings that served as a gathering place for artists
- Documented location of an important event or series of events in the visual arts or performing arts cultural history of the MAP

### Considerations

- Works of visual art should retain integrity of Location, Setting, Feeling, Design, Materials, Workmanship, and Association from the period of significance as defined in Section 3
- Some original materials may have been altered or removed
- Locations of cultural celebrations should retain integrity of Location, Setting, Feeling, and Association from the period of significance
- Setting may be compromised by nearby construction that post-dates the period of significance

## 4.4.11 Public and Private Health and Medicine

### Overview

The history of public and private health and medicine within the MAP communities reflects the inequities of access to healthcare in African-American and Latino communities throughout Los Angeles. The Los Angeles County General Hospital opened in 1933 and became the primary point of care for marginalized communities. Limited healthcare options in underserved communities resulted in the establishment of smaller health clinics during the mid-twentieth century. Following the 1965 Watts uprising and the Chicano Civil Rights Movement of the 1960s and 1970s, inequities in health care in Los Angeles could no longer be ignored. In 1968, the construction of the Martin Luther King Jr. General Hospital and Charles R. Drew University of Medicine and Science was a huge step forward in health care progress for the African-American community in Willowbrook. Likewise, the East LA Free Clinic which opened in 1969, was the result of activism from the Brown Berets, who championed affordable healthcare for the Latino community. Inequities in access to quality health care are still a significant problem throughout the MAP, within initiatives like the Center for Health Equity recognizing the need for further change.

### Hospitals and Clinics

Los Angeles County hospitals have provided care to the needy since 1858, following the passage of the Pauper Act of 1855. The act evolved to become Section 17000 of the state Welfare and Institutions Code, which placed the responsibility for the health and welfare of the indigent population on counties. “Counties [in California] appropriated a portion of their tax base to health care, and by 1966, 66 public hospitals were distributed across all but 9 of the 58 counties.”<sup>422</sup> The Los Angeles County healthcare system began in 1856 when the Daughters of Charity of St. Vincent DePaul came to Los Angeles to open an eight-bed hospital. The County paid the hospital to care for the indigent, but it soon became overwhelmed. In response, the County opened its 100-bed hospital in 1888 known as the Los Angeles County Hospital and Poor Farm (later, Rancho Los Amigos, located outside the MAP in what is now the City of Downey to serve “the destitute, the infirm, the addicted, and the elderly”.<sup>423</sup>

Healthcare was segregated and biased in mid-nineteenth century Los Angeles, with minority groups typically relying on their own, unofficial systems to keep themselves and their communities healthy. African-American settlers that came to Los Angeles in the 1850s depended on community leaders who lacked formal medical training for health care. With time, professionally trained African-American medical professionals migrated to Los Angeles. Arriving in Los Angeles in 1888, Monroe Majors, M.D. was the first African-American doctor in Los Angeles and the first to pass the state medical exam.<sup>424</sup> Access to medical care was limited by segregation, as African-American doctors were not permitted to train in Los Angeles’ hospitals and African-American patients were denied care at every hospital except County-owned facilities.<sup>425</sup> The Jewish community faced similar challenges and created its own hospitals and clinics.<sup>426</sup>

Los Angeles County’s health services were largely concentrated within the limits of the City of Los Angeles. The arrival of the railroad in the 1870s led to a large influx of families from the east coast, as well as an inflow of

<sup>422</sup> Michael R. Cousineau and Robert E. Tranquada, “Crisis & Commitment: 150 years of Service by Los Angeles County Public Hospitals,” *American Journal of Public Health* 97, no. 4 (2007): 606-15, doi:10.2105/AJPH.2006.091637.

<sup>423</sup> Hadley Meares, “The Pride of West Adams,” *Curbed Los Angeles*, February 18, 2020, <https://la.curbed.com/2020/2/18/21138451/golden-state-mutual-life-insurance-building-los-angeles>.

<sup>424</sup> “Monroe A. Majors, Physician Born,” *African American Registry (AAREG)*, accessed on March 3, 2022, <https://aaregistry.org/story/monroe-majors-physician-born/>.

<sup>425</sup> Jennifer M. Smith, “The Color of Pain: Blacks and the U.S. Health Care System – Can the Affordable Care Act Help to Heal a History of Injustice? Part I,” *NLG Review*, April 2012, <https://www.nlg.org/nlg-review/article/the-color-of-pain-blacks-and-the-u-s-health-care-system-can-the-affordable-care-act-help-to-heal-a-history-of-injustice-part-i/>.

<sup>426</sup> Edward C. Halperin, “The Rise and Fall of the American Jewish Hospital,” *American Medicine* 87, no. 5 (May 2012), [http://journals.lww.com/academicmedicine/Fulltext/2012/05000/The\\_Rise\\_and\\_Fall\\_of\\_the\\_American\\_Jewish\\_Hospital.21.aspx](http://journals.lww.com/academicmedicine/Fulltext/2012/05000/The_Rise_and_Fall_of_the_American_Jewish_Hospital.21.aspx).

immigrants from Mexico and Asia, who came to Southern California in search of employment. These immigrant communities largely settled outside the city's boundaries to avoid the restrictive covenants that became prevalent at the beginning of the twentieth century.

The rise in infectious diseases in these outlying communities of Los Angeles put a strain on the County hospital. One of the biggest disease battles in the U.S. and Europe was the tuberculosis (TB) epidemic (also referred to as "consumption"), identified as one of the two leading causes of death in the early 1900s (the other being pneumonia). The disease often killed slowly, with patients coughing up infected sputum, sometimes for years, while ravaging the lungs. Overcrowded and unsanitary conditions in tenement housing in big cities provided the ideal conditions for the transmission of TB, particularly among the poor and immigrant populations. Among the more privileged in Caucasian communities, a common method for treatment at the turn of the century was to send patients in the early stages of TB to a specialized sanatorium where they could be treated with fresh air, a healthy diet, and rest to help with their recovery.<sup>427</sup> In response to the need for TB treatment, businessman and banker Kaspere Cohn donated his home for use as the first Jewish hospital in Los Angeles in 1902. Located in Angelino Heights, it was named the Kaspere Cohn Hospital and operated until 1910, when the municipal code prohibited the operation of TB care centers within city limits.<sup>428</sup> The hospital moved to a location on Whittier Boulevard in East Los Angeles (since demolished). It subsequently moved locations several times and changed its name to Cedars of Lebanon. In 1961, it merged with another Jewish-founded hospital, Mount Sinai, and became Cedars-Sinai located in the Beverly Grove neighborhood of Los Angeles.<sup>429</sup>

In 1915, the Los Angeles Public Health Department appointed John Larabee Pomeroy as the county's first health officer. He "developed a series of 12 free health clinics strategically placed throughout the County that would provide a new front against communicable diseases and alleviate some of the patient care demands at the county hospital"<sup>430</sup> The locations of these health clinics are unknown. Neighboring private doctors were opposed to these clinics, arguing that these free clinics took patients away from them. The County's Board of Directors was pressured to close the clinics but decided against the idea when concern mounted that immigrants would spread infectious diseases to others since they did not have the financial means to access private health care.<sup>431</sup>

The Black Hospital Movement was initiated in the 1920s by African-American physicians associated with the two leading African-American medical societies, the National Medical Association and the National Hospital Association. The goal of the movement was to improve medical and educational programs at African-American hospitals.<sup>432</sup> The movement helped to slowly expand healthcare opportunities for African-Americans in Los Angeles during the 1920s and 1930s. In 1919, the NAACP succeeded in convincing Los Angeles County General Hospital to integrate its nursing school, pointing to the benefits it could have provided during nursing shortages in World War I. Two private hospitals open to African-Americans were also founded during the 1920s. Influential African-American physicians during this time included Ruth J. Temple, M.D. who operated the Temple Health Institute from her home and would go on to hold many prominent positions with the Los Angeles City Health Department; and Leonard Stovall, M.D.,

<sup>427</sup> Susan L. Speaker, "Revealing Data: Collecting Data About TB, CA. 1900," *Circulating Now: From the Historical Collections of the National Library of Medicine*. National Institute of Health. U.S. National Library of Medicine, January 31, 2018, [https://circulatingnow.nlm.nih.gov/2018/01/31/collecting-data-about-tuberculosis-ca1900/#:~:text=Tuberculosis%20of%20the%20lungs%20\(aka,lungs%20and%20wasted%20their%20bodies.](https://circulatingnow.nlm.nih.gov/2018/01/31/collecting-data-about-tuberculosis-ca1900/#:~:text=Tuberculosis%20of%20the%20lungs%20(aka,lungs%20and%20wasted%20their%20bodies.)

<sup>428</sup> "Cedars-Sinai Medical Center began as The Kaspere Cohn Hospital—1902," *Jewish Museum of the American West*, accessed February 25, 2022, <http://www.jmaw.org/cedars-sinai-jewish-los-angeles/>.

<sup>429</sup> Ibid.

<sup>430</sup> Cousineau and Tranquada, "Crisis & Commitment."

<sup>431</sup> Ibid.

<sup>432</sup> Vanessa N. Gamble, *Making a Place for Ourselves: The Black Hospital Movement, 1920–1945* (New York: Oxford University Press, 1995).



who became the first African-American on staff at County Hospital in 1925 and established the first TB facility that treated African-American patients.<sup>433</sup>

The Los Angeles County General Hospital, located just west of East Los Angeles in the City of Los Angeles, opened in 1933 at the cost of \$12 million. After infectious diseases subsided with the advent of antibiotics, many of the county's ancillary hospitals were converted to provide general and acute care. The postwar population growth in the 1950s had an impact on the health care system. As Caucasian families moved to suburban communities, jobs and industry followed. "As employment related private health insurance expanded and private hospitals were built to serve growing middle-class suburban communities, healthcare for the poor became the prominent domain of the Los Angeles County General Hospital."<sup>434</sup>

In response to the need for medical care in underserved communities, hospitals, and medical offices were established, including Rose-Netta Hospital (since demolished) located at 4412 South Hooper Avenue just outside the MAP in the City of Los Angeles. Founded in 1941 as an interracial institution, it was one of the first interracial hospitals that employed African-American, Mexican, Japanese, and Caucasian people. Several African-American medical professionals and pharmacists opened stores outside of the hospital. "The Green Book of 1949 lists five African-American drug stores in the southeastern section of Los Angeles (none extant)."<sup>435</sup> Golden State Mutual Life Insurance Company, a revolutionary insurance company that offered industrial policies and whole life insurance policies to African-Americans in California, provided financing for medical facilities in Los Angeles to serve the African-American community, including the Julian W. Ross Medical Center in West Adams.<sup>436437</sup>

After the Watts Uprising in 1965, an independent commission's report identified one of the root causes of the unrest was the lack of health care in the south-central area of Los Angeles. As a result, County Supervisor Kenneth Hahn encouraged his fellow board members to green light a project that would construct a medical center in Willowbrook. Hahn's persistency paid off, and ground for the hospital broke in 1968, the same year as Dr. Martin Luther King, Jr.'s assassination. The hospital was originally named Los Angeles Southwest General Hospital and was renamed Martin Luther King Jr. General Hospital in 1972 after Hahn led a name-changing campaign. The hospital paired with the Charles R. Drew University of Medicine and Science, founded in 1966. Known as the King/Drew Medical Center, the hospital "became a source of African-American pride: first-class care at a community-oriented facility, staffed by African-American doctors, nurses and other personnel."<sup>438</sup> However, conditions at the hospital deteriorated due to a lack of adequate funding in the decades that followed, and care declined, with the hospital becoming known as "Killer King."<sup>439</sup> The hospital closed in 2007 after evidence surfaced of a complete breakdown in patient care. After extensive renovations, the hospital reopened in 2015 as Martin Luther King Jr. Community Hospital with the adoption of "some of the best standards and technologies in the healthcare industry, capitalizing on a unique opportunity to design a hospital from the ground up."<sup>440</sup>

<sup>433</sup> SurveyLA Citywide Historic Context Statement, *African American History of Los Angeles*, City of Los Angeles Department of City Planning, February 2018, 154-155.

<sup>434</sup> Ibid.

<sup>435</sup> Ibid., 155.

<sup>436</sup> Mitchell F. Rice and Woodrow Jones, Jr., *Public Policy and the Black Hospital: From Slavery to Segregation to Integration* (Connecticut: Greenwood Press, 1994), 51.

<sup>437</sup> Meares, "The Pride of West Adams."

<sup>438</sup> No Author, "A Hospital in South L.A.," *Los Angeles Times*, August 7, 2015, 14.

<sup>439</sup> Ibid.

<sup>440</sup> Soumya Karlamangla, "Rehabbing Its Image," *Los Angeles Times*, September 22, 2015, 1.

The Chicano Civil Rights Movement of the 1960s and 1970s raised questions about the poor quality and lack of access to health care within Mexican American communities.<sup>441</sup> East LA Free Clinic was a result of activism from the Brown Berets, an activist group during the Movement. The clinic opened on May 30, 1969, providing affordable healthcare to the Latino community. It was located within the East Los Angeles CPA at 5012 Whittier Boulevard. David Sanchez, head of the Brown Berets, “partnered with a health group to find professionals willing to volunteer and serve the community...”<sup>442</sup> Gloria Arellanes, a prominent female leader among the Brown Berets, was tasked with operating the clinic. The clinic, later named the El Barrio Free Clinic, “provided a wide range of medical services, including drug addiction counseling, immunizations, physical exams, STI screenings, and even small surgical procedures.”<sup>443</sup> The clinic closed in December 1970 due to internal conflict within the Brown Berets and is now a furniture store.<sup>444</sup> While it did not operate for long, the El Barrio Free Clinic set a precedent for affordable health care in East Los Angeles’ Latino community and represents the important role of women in the Chicano Civil Rights Movement. AltaMed, a large network of clinics for underserved communities in Southern California, was founded by many of the volunteers who helped establish the El Barrio Free Clinic.

In 2017, the Los Angeles County Health Agency launched the Center for Health Equity, an initiative led by the Department of Public Health in collaboration with the Departments of Health Services and Mental Health. Recognizing that where people live and the color of their skin greatly influence their access to health care and health outcomes, the Center “strives to advance racial, social, economic and environmental justice in partnership with committed County partners, local organizations and community members.”<sup>445</sup> In 2022, Governor Gavin Newsom released a budget proposal for the 2022-23 fiscal year that leverages a projected \$45 billion surplus to take bold steps to further California’s leadership in expanding health care coverage and addressing health, economic, environmental, and racial inequities. “Community-based organizations, clinics, and tribal organizations are on the front lines and play a distinct role in identifying equity and justice issues at the local level and developing and implementing local solutions.”<sup>446</sup>

#### 4.4.11.1 Registration Requirements

##### Associated Property Types

Very few resources are identified for an association with the Health and Medicine theme of the MAP. The Martin Luther King Jr. Community Hospital is located in the Willowbrook community and comprises a campus of related buildings reflecting multiple periods of development. El Barrio Free Clinic in East Los Angeles is a storefront retail building that is designated as a historical resource for its association with the Chicano Moratorium movement of the 1960s and 1970s. Like many buildings that bring medical care to the community, El Barrio Free Clinic did not operate from a property initially constructed to serve as a medical or healthcare facility. Properties eligible under this theme may have been built expressly for use by a particular organization; others may have had different primary uses, such as an individual’s home, offices, or retail stores.

<sup>441</sup> “Chicano Health,” Georgia State University, accessed on February 28, 2022, <https://exhibits.library.gsu.edu/current/exhibits/show/health-is-a-human-right/healthcare-for-all/chicano-health>.

<sup>442</sup> Vanessa Martinez and Julia Barajas, “The Chicano Revolt,” *Los Angeles Times*, August 23, 2020.

<sup>443</sup> Ibid.

<sup>444</sup> “El Barrio Free Clinic,” *Los Angeles Conservancy*.

<sup>445</sup> “Action Plan,” *Center for Health Equity*, accessed on February 28, 2022, <http://publichealth.lacounty.gov/CenterForHealthEquity/PDF/CHE-ActionPlan.PDF>.

<sup>446</sup> Taryn Burks, “Governor’s May Revise Takes Bold Steps to Expand Coverage; Health Care Workforce Investments are Critical,” Community Clinic Association, May 13, 2022, <https://ccalac.org/category/featured-news/>.

A building or district evaluated under this theme may be considered eligible if it is important and directly related to an important aspect of Health and Medicine in the MAP communities or if it was the location of an important event, such as being affiliated with a political movement. It may also be eligible under this theme if it is the place most directly associated with the work of an individual who was significant within the theme of Health and Medicine. This does not include commemorative associations; a place or institution named for a particular individual is not necessarily associated with that individual's lifetime and contributions. Only properties with demonstrated significance and integrity are eligible for designation.

### Eligibility Standards

- It has a direct and significant relationship to the development of Health and Medicine; and/or was the primary location of an important organization; and/or was the primary place of work of an individual important within the theme of Health and Medicine; or
- It was constructed or used by members of the MAP communities during the period of significance; or
- It is a medical building or clinic with a significant relationship to the MAP community; or
- It was associated with an individual who made significant contributions in the theme of Health and Medicine within the MAP or larger community: or
- It was the founding location of, or the long-term location of, a healthcare or medical institution significant to the MAP community.

### Considerations

- Is associated with a healthcare or medical institution that has gained regional or national importance
- Retains integrity of Location, Setting, Feeling, and Association from the period of significance as defined in Section 3
- Setting may be compromised by nearby construction that post-dates the period of significance
- For buildings, limited door and window replacements are acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- An eligible under this theme, may also be eligible under Civil Rights and Social Justice.

## 4.4.12 Civic Development

### Overview

Civic development within the MAP communities included libraries, police stations, and fire stations which each had a unique timeline and pattern of development. Libraries became the backbone of many communities, providing community services to people in areas that otherwise might not have them. In comparing County libraries to the Los Angeles County Sheriff's Department (LASD) and Los Angeles County Fire Department (LACoFD) there is a vast difference in the way they are viewed by the public. Historically racist and sexist hiring practices had minorities and women challenge the status quo to be given equal employment opportunities. The LASD and LACoFD took part in many major events within MAP communities including the 1965 and 1992 Uprisings and the Chicano Moratorium Marches often at odds with citizens. Despite their intention to aid the public, their relationship with the residents of the MAP Communities continues to be contentious.

### Libraries (1912–1969)

The Los Angeles County Library system began in 1912 with the passing of the County Free Library Act and operated under the authority of the County Board of Supervisors with the official name of Los Angeles County Free Library. Celia Gleason, the former assistant librarian of the City of Los Angeles public library, acted as a head librarian with Mary L. Jones as her chief assistant. The purpose of the county library system was to serve those who lived outside city limits and in areas without established free circulating libraries. Any neighborhood that applied to have a branch library was given a set of standard books for reference and requested new books periodically. These early libraries were located in churches, stores, post offices, and private residences.<sup>447</sup> In 1912, Willowbrook residents petitioned the County to allow their community to create the first Los Angeles County Free Library, which became the Willowbrook Library.<sup>448</sup> In April 1913, Belle Jenks opened the first library in Los Angeles County, comprised of 50 books housed in the parlor of her home (Exhibit 23). By September 1913, more than twenty-five branch libraries were established in Los Angeles County.

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<sup>447</sup> No Author, "County Library Grows Rapidly," *Los Angeles Herald*, Sep. 20, 1913, 12.

<sup>448</sup> No Author, "Willowbrook to Get First County Library," *Los Angeles Herald*, Jan. 23, 1913, 13.

**Exhibit 23.** Belle Jenks kneeling in front of her home, the first branch of the County Free Library, 1913

**Source:** Public Library History, LA County Library Digital Collections.

Within ten years, the Los Angeles County free public library had become one of the largest library systems in the United States from both the standpoint of circulation and the areas served. By 1928, the system comprised 157 branch libraries serving 3,549 square miles. Annually, 300,000 volumes were circulated among two million readers, and the system had 213 employees.<sup>449</sup> Into the 1930s, County libraries continued to be housed in alternative buildings, not purpose-built libraries. Between 1931 and 1932, the Florence Library moved to a storefront building at the corner of Makee Avenue and Florence Avenue (1551 East Florence Avenue).<sup>450</sup> The East Rancho Dominguez Library, formerly known as the East Compton Library, continued to be located in a one-story residential home through 1938.<sup>451</sup> In 1932, the library system was renamed the Los Angeles County Public Library. In April 1956, the Los Angeles County Public Library added the one-millionth book to its collection.<sup>452</sup>

To remain connected with the communities it served, in 1959 the library system developed a district council called the Regional Library Councils that comprised representatives for the eight County Library Regions. These representatives served without compensation and guided the programs of their local libraries.<sup>453</sup> They worked under the head County librarian to improve County library services and vote on library issues. Starting in 1960, the

<sup>449</sup> No Author, "County Free Public Library Largest in World," *Monrovia Daily News*, June 1, 1928, 9.

<sup>450</sup> "Florence Library, Los Angeles, California," *County of Los Angeles Public Library History*, accessed January 26, 2022, <https://calisphere.org/item/92f4eaf73b9238265e0c8f7cbd0b174b/>.

<sup>451</sup> "East Rancho Dominguez Library, Compton, California," *County of Los Angeles Public Library History*, accessed January 26, 2022, <https://calisphere.org/item/7accf5d0fbb3b0319f8347c7224e9616/>.

<sup>452</sup> No Author, "One Millionth Book Added to LA Library," *Los Angeles Evening Citizen*, Apr. 25, 1956, 23.

<sup>453</sup> Burton W. Chace, "County Report: Dominguez Resident put on County Library Group," *News-Pilot*, Sep. 29, 1967, 7.



County began planning purpose-built library locations as many of the library's ad hoc buildings and facilities, specifically in the First District, needed to be improved, enlarged, or relocated. Between 1960 and 1969, new buildings were leased, and multiple new County libraries were constructed using County library funds. These buildings were typically freestanding, offered parking, and were centrally located. As opposed to being in churches, stores, post offices, and private residences, they were buildings constructed or rented specifically for library purposes.

In 1994, the Regional Library Councils changed to the County Library Commission by order of the Board of Supervisors. The County Library Commission was composed of 15 members appointed by the Board. Two years later, the Commission was restructured with 20 members, ten selected by the City Selection Committee to be representatives of the communities served by the County Library and ten appointed by the Board of Supervisors.<sup>454</sup> As of 2022, the Los Angeles County Library provides service to over 3.4 million residents living in incorporated and unincorporated areas of the County over 3,000 square miles.<sup>455</sup>

### Law Enforcement (1894–1980)

The LASD was formed soon after the organization of California into counties in April 1850. In 1852, the Los Angeles Rangers were formed as a posse-type group that took orders through their Captain from the office of the Sheriff. Throughout this early period, vigilante justice or “lynch law,” which is the punishment for crimes usually by death without due process of the law, was prevalent. This came to a head in October 1871 when a feud between two rival Huignan (benevolent organizations in the Chinese American and Chinese immigrant community) led to a shootout between several Chinese men and the death of a Caucasian rancher, Robert Thompson. A mob of rioters soon formed, targeting Chinese men, creating makeshift gallows, and killing up to twenty Chinese citizens by the end of the night.<sup>456</sup> The Sheriff's Department was responsible for obtaining the warrants for participants' arrests and subsequently enforced due process over lynch law in Los Angeles.

In 1894, elections for Sheriff were held every four years. The first Sheriff was George T. Burrill. In January 1899, William A. Hammel became the Sheriff of Los Angeles County. During his campaign, he promised the Afro-American League (a forerunner of the NAACP) that he would appoint an African-American Deputy. Julius Boyd Loving became the first African-American Deputy and for eleven years was the only African-American Deputy in the Sheriff's Department.<sup>457</sup> In 1912, Sheriff Hammel appointed the first female Deputy Sheriff in the United States, Margaret Queen Phillips.<sup>458</sup> Phillips was Sheriff Hammel's sister-in-law. She had recently separated from her husband and needed to support her two children. She served the LASD for 35 years until her retirement in 1947.<sup>459</sup> It was typical for Sheriffs to appoint friends, family, and people who supported them politically. Deputies would serve for the duration of their hiring Sheriff's term and be routinely dismissed by the incoming administration. To incentivize more long-term law enforcement, in 1912 the fee system of compensation was abolished, and officers began receiving a salary and were hired based on the civil service system. The civil service system, also known as the

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<sup>454</sup> “Library Commission,” *County of Los Angeles Public Library*, accessed January 2022, <https://www.colapublib.org/aboutus/commission.html>.

<sup>455</sup> Los Angeles County Library, “About the Library,” accessed January 25, 2022, <https://lacountylibrary.org/aboutus/>.

<sup>456</sup> Kelly Wallace, “Forgotten Los Angeles History: The Chinese Massacre of 1871,” *Los Angeles Public Library*, May 19, 2017.

<sup>457</sup> John J. Stanley, “Julius Boyd Loving: The First African American Deputy on the Los Angeles County Sheriff's Department,” *Southern California Quarterly* 93, no. 4 (2011): 459-493, <https://doi.org/10.2307/41328537>.

<sup>458</sup> Also known as Margret Q. Adams, Adams being her married name.

<sup>459</sup> No Author, “County's First Woman Deputy Sheriff, 99, Dies,” *Los Angeles Times*, Jan. 9, 1974, 1.

merit system, was used to assure that the recruitment and retention of a qualified workforce were impartial and competitive.<sup>460</sup>

By the 1920s, the population of Los Angeles County surged due to emigration from the South and Midwest, which created new demands to formalize the Department and its services. In 1921, the first Sheriff's Station opened in Florence-Firestone as Station #1 with 25 Deputies, two patrol cars, two motorcycles, and a small detective unit.<sup>461</sup> In July 1926, the Los Angeles County Board of Supervisors voted to create four additional substations in addition to the original Florence-Firestone and East Los Angeles stations.<sup>462</sup> In 1932, the department began wearing assigned uniforms, and in 1937 began the marked car patrol system to identify Deputies in public.<sup>463</sup>

The high volume of new Deputies joining the LASD and the need for standardized training resulted in the creation of the Sheriff's School of Instruction in 1935. The school was later known as the Sheriff's Academy. A building for the Academy was constructed in 1952 at 1060 N Eastern Avenue in East Los Angeles. Eventually, several buildings formed a campus along Sheriff Road between N Eastern Avenue and I-710 Freeway. The campus included the Sheriff's Academy, the Los Angeles County Fire Department headquarters, the Biscailuz Center (which operated as a men's jail), and the Sybil Brand Institute for Women.<sup>464</sup> Up until 1955, African-American Deputies were primarily restricted to custodial work at the County Jail and on the Sheriff's Honor Farm (renamed Peter J. Pitchess Detention Center). The Sheriff's Honor Farm was the all-male County detention center and correctional facility located in the unincorporated community of Castaic. After pressure from the NAACP, 44 African-American Deputies were integrated into the Sheriff's Department in 1955. The African-American Deputies were assigned to the 12 Sheriff sub-stations in Los Angeles County. Caucasian and African-American Deputies were paired together, and African-American Deputies had their duties enlarged to include the transportation of all prisoners and were no longer barred from transporting Caucasian female prisoners.<sup>465</sup>

The LASD often partnered with the LAPD during times of unrest that were not confined to one force's authority. Los Angeles County in the 1960s and 1970s was a center of political and social change and the site of multiple events that often-put citizens at odds with the LASD and law enforcement from the LAPD. On August 11, 1965, Los Angeles police officer Lee Minikus tried to arrest Marquette Frye for drunk driving in Watts. A crowd of African-American people gathered and, after an altercation between Frye's mother and the LAPD officer Marquette, his brother and mother were arrested. The arrests set off protests that sparked five-day civil unrest involving approximately 30,000 people in Los Angeles. The Watts Uprising was a reaction to the inequality, poverty, and alienation experienced by members of the African-American community. The California Army National Guard was called to assist a force of 934 LAPD officers and 718 officers from the LASD. Over the next several days, rioters overturned and burned cars and looted stores. The uprising ended on August 15 with 34 people killed, 1,032 people injured, 3,438 arrests, and \$40 million in property damage. The event brought attention to the area's conditions but failed to lead to substantial improvements in the lives of the community's population.<sup>466</sup> The LASD would serve a similar role partnering with the LAPD in 1992 during the 1992 Los Angeles Uprising, which resulted after four LAPD officers were acquitted of using excessive force in the arrest and beating of an African-American man, Rodney King.

<sup>460</sup> Dr. John R. Haynes, "Salaries Ordinance Extremely Defective," *Los Angeles Evening Express*, July 7, 1913, 3.

<sup>461</sup> Duane Preimsberger, "Firestone Park Sheriff's Station," accessed February 3, 2022, <http://www.fpk11a.com/files/legacy.htm>.

<sup>462</sup> No Author, "Sheriff Opens 4 Substations," *Los Angeles Evening Express*, Aug. 23, 1926, 7.

<sup>463</sup> "History of the Los Angeles County Sheriff's Department (1849-1871)," *Los Angeles County Sheriff's Department*, accessed February 3, 2022, [http://shq.lasdnews.net/content/captains/LASD\\_History.pdf](http://shq.lasdnews.net/content/captains/LASD_History.pdf).

<sup>464</sup> National Environmental Title Research, "aerial photos and topography maps," *Historic Aerials Courtesy of NETR Online*, T1956 and T1968, <https://www.historicaerials.com/viewer>.

<sup>465</sup> No Author, "Sheriff Shifts Policy, Drops Segregation," *California Eagle*, Dec. 29, 1955, 1.

<sup>466</sup> Casey Nichols, "Watts Riot (August 1965)," *Black Past*, October 23, 2007, <https://www.blackpast.org/african-american-history/watts-rebellion-august-1965/>.

On August 29, 1970, more than 20,000 Latino citizens marched throughout East Los Angeles in protest of the Vietnam War. Before the march, the organizers, who were part of the Chicano Moratorium Committee, opened a dialog with the LASD to keep them informed of the program for the march, rally, and related events. Despite having a plan in place to mitigate any problems that might arise as a result of the march, the LASD, along with the LAPD, was uncomfortable with the number of demonstrators and placed Deputies at street corners with riot guns. At the end of the march's route, Laguna Park, the peaceful rally turned into violence with law enforcement entering the park and dispersing the crowd using tear gas. Demonstrators who had boarded buses to flee were beaten by officers. Thirty-one civilians and forty-three law enforcement officers were injured, and three people were killed, including prominent journalist Ruben Salazar.<sup>467</sup> Salazar was killed when Sheriff's Deputies fired high-velocity projectiles into the Silver Dollar Café at 4945 Whittier Boulevard, hitting Salazar in the head.<sup>468</sup> This event led to long-term tension and suspicions between the Latino community and the LASD.

Throughout the 1980s and 1990s, the LASD attempted to develop new programs to combat the rise in crime throughout Los Angeles County. In July 1980, a 12-year-old record was broken for the greatest number of homicides in a month with 254 reported cases. Homicides continued to rise into the 1990s with newspapers pointing to African-American gangs, including the Bloods and Crips, and rivalries between Latino gangs.<sup>469</sup> In 1988, the LASD created the Gang Enforcement Team (G.E.T.) to curb gang recruitment and curb gang-related violence within the County. In 1999, the Deputy Leadership Institute, Asian Crime Task Force, and Community Oriented Policing Services (COPS) Bureau were created. In addition, mentoring programs were expanded including the Vital Intervention and Directional Alternatives (VIDA) Program and the Town Sheriff program.<sup>470</sup>

### Fire Department (1924–1980)

The first fire protection district for the unincorporated areas of Los Angeles was created in 1924 under the responsibility of the County Department of Forester and Fire Warden. In March 1949, the Board of Supervisors established the Consolidated Fire Protection District (CFPD). The CFPD united 32 smaller districts and 33 engine companies that were established in the 1920s. The larger entity had 207 officers and firemen on staff.<sup>471</sup> The small districts included the Florence-Southwest County Fire Protection District, Southeast County Fire District, and Walnut Park County Fire Protection District.<sup>472</sup> In 1952, the County Fire Department's new headquarters opened in East Los Angeles at 1320 North Eastern Avenue, in a larger campus that included many buildings for the LASD's operations. Throughout the 1950s, multiple fire stations were constructed in Los Angeles County, including West Rancho Dominguez's Station 95. Fire stations from this period frequently were designed in the Mid-Century Modern and Contemporary architectural styles including brick or stucco exteriors with integrated planters, flat or angled roofs, and limited exterior ornament. Up to 1953, the County Fire District was comprised of Caucasian men only. In January 1953, James L. Garcia Jr. became the first African-American to join the County Fire Department, as well as the youngest at age 21. Garcia graduated from the department's training school at Santa Fe Springs and was assigned to a south-central Los Angeles fire station.<sup>473</sup>

Between 1967 and 1986, the County Board of Supervisors controlled four fire protection districts within Los Angeles County. These included the Consolidated Fire Protection District (CFPD), Universal Fire Protection District, Dominguez Fire Protection District, and Wrightwood Fire Protection District. A fifth district, the Forester and Fire

<sup>467</sup> GPA Consulting, Inc., *National Register of Historic Places Registration Form, National Chicano Moratorium March August 29, 1970*.

<sup>468</sup> No Author, "TV Channels Will Provide Coverage of Salazar Inquest," *Los Angeles Times*, Sep. 9, 1970, 3.

<sup>469</sup> Jesse Katz, "August: Grim Milepost in L.A. County's Bloody Year," *Los Angeles Times*, Sep. 3, 1992, B7.

<sup>470</sup> "History of the Los Angeles County Sheriff's Department (1849-1871)," *Los Angeles County Sheriff's Department*.

<sup>471</sup> Cleophus Saunders, "Forester and Fire Warden for County of Los Angeles," *California Eagle*, May 5, 1949, 20.

<sup>472</sup> No Author, "Advertisement," *Metropolitan Pasadena Star-News*, March 17, 1949, 22.

<sup>473</sup> No Author, "Jim Crow Smashed in County Fire Dept." *California Eagle*, Jan. 22, 1953, 1.

Warden (F&FW) was also located within the County but was funded by a separate fund, the General Fund. Each of these districts was a separate entity operating jointly. The primary reason for keeping these fire districts separate was to maintain a separate legal status for tax purposes. The tax rate was different for each district, which influenced funding.<sup>474</sup> These two remaining legal entities made up what was commonly known as LACoFD.

In 1973, a class-action lawsuit was filed in the U.S. District Court against the LACoFD for racially discriminatory employment practices. The complaint stated that the LACoFD had been “engaging in nepotistic and ‘word-of-mouth’ recruitment procedures... to perpetuate the present virtually all-white force...” and used culturally biased written and oral tests. The suit charged that such practices violated the plaintiffs’ civil rights as outlined in the 1966 Civil Rights Act. The plaintiffs included firemen Hershel Clady, Van Davis, and Fred Vega and 11 African-Americans or Latino men who applied for employment as firemen in 1971.<sup>475</sup> Clady later went on to be the first African-American promoted in the LACoFD to engineer in 1975 and later captain in 1977.<sup>476</sup>

In 1978, Proposition 13 established the standardization of tax rates, restricting the increase of property taxes as amended by voters to the California Constitution. As a result of this change, there was no longer a need to keep multiple separate fire protection districts, and by 1986 the Universal, Wrightwood, and Dominguez districts were dissolved and annexed to the CFPD. In 1983, Cindy Barbee became the first woman to join the LACoFD, followed by JeriLynn Scavarda in 1986. Barbee and Scavarda worked to establish grooming standards for women, women’s cut for gear, and private restrooms in firehouses.<sup>477</sup> In 1988, Tonya Burns was hired as the County’s first African-American female firefighter after completing training at the Los Angeles County Fire Department Academy in East Los Angeles.<sup>478</sup> The CFPD and F&FW operated as the LACFD until 1992 when the CFPD annexed all the remaining unincorporated areas in the County. The two separate departments became unified with all property taxes and charted responsibilities of the F&FW being transferred to the CFPD under the name the County of Los Angeles Fire Department.<sup>479</sup> Included in the LACoFD are the following emergency operations departments: Firefighting, Dispatch, Training and Medical Services Bureau, Lifeguards, Urban Search and Rescue, Air and Wildland, Hazardous Materials Response, and Homeland Security.

#### 4.4.12.1 Registration Requirements

##### Associated Property Types

Property types associated with the theme of Civic Development include buildings and campuses constructed for County-run entities. They include fire stations, office buildings, law enforcement stations, and libraries. As monuments to municipal government, these buildings are often architecturally notable Mid-Century Modern, Late Modern, or Brutalist designs. Buildings related to Civic Development may also be utilitarian, such as fire stations. They may include the long-term location of a library, police, or fire station that is no longer used for that purpose but retains sufficient integrity to convey its original or adapted use to serve a function of Civic Development.

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<sup>474</sup> “History,” County of Los Angeles Fire Department, accessed February 1, 2022, <https://fire.lacounty.gov/history/>.

<sup>475</sup> “Suit Charges County Fire Dept. with Unfair Hiring Practices,” *Los Angeles Times*, Jan. 16, 1973, 21.

<sup>476</sup> “History of Black Firefighters in Los Angeles,” *The African American Firefighter Museum*, accessed February 1, 2022, <http://www.aaffmuseum.org/wp-content/uploads/2012/11/Black-firefighter-timeline.pdf>.

<sup>477</sup> Sarah McGrew, “Trailblazers: LA County Women Firefighters,” accessed February 1, 2022, <http://archive.uscstoryspace.com/2017-2018/srmcgrew/Capstone/>.

<sup>478</sup> Sheldon Ito, “Black Woman Blazing Trails as Firefighter,” *Los Angeles Times*, Nov. 11, 1988, 46.

<sup>479</sup> “History,” County of Los Angeles Fire Department.

## Eligibility Standards

- Has a direct and significant relationship to a significant theme of Civic Development within the MAP communities and/or was the primary place of work of an individual important within the theme of Civic Development
- Reflects one of the significant types of Civic Development in the history of the MAP communities and embodies the distinctive characteristics of the type from a specific period:
  - Libraries (1912-1969)
  - Law Enforcement (1894-1980)
  - Fire Department (1924-1980)
- An eligible resource must have been important in the overall Civic Development of the County. Examples might include resources related to libraries, law enforcement, the fire department, or a department that played an important role during a major uprising

## Character-Defining Features

- May include buildings constructed in one of the popular architectural styles of the period, such as Mid-Century Modern or Brutalist.
- Features typical of its property type, such as large garages for firetrucks at a fire station

## Considerations

- Eligible resources should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3
- Setting may be compromised by nearby construction that post-dates the period of significance
- If the building is the historic location of a Civic Development function but is no longer associated with this use, it must retain features that reflect its use as a type of Civic Development.
- The majority of the resource's original materials and design features must remain intact and visible, including wall cladding, windows, fenestration pattern and size of openings, roof features, and details related to its architectural style for buildings, and plant materials, site plan, and related buildings, structures, and fixtures for parks
- For buildings, limited door and window replacements may be acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource
- May include the long-term location of a library, law enforcement facility, or fire station that is no longer used for that purpose
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- In some cases, if a resource is eligible under this theme, it may also be eligible under Civil Rights and Social Justice and Public Art, Music, and Cultural Celebrations.



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## 5 Architectural Styles

The following Tables present an overview of all major architectural styles by property type (residential, commercial, and civic and institutional) for properties identified during the windshield survey and properties previously listed on the County Historical Landmarks Registry. For future historic resource evaluations, the styles listed below should be used to create consistency. Styles displaying similar character-defining features are grouped together. The tables reflect only architectural styles that could be identified and grouped by name, date, and character-defining features found within the MAP.

## 5.1 Residential Properties

### Table 3. Architectural Styles for Residential Properties

#### Victorian

The Victorian era of architecture in the United States occurred during the second half of the nineteenth century and roughly corresponded with the reign of Britain's Queen Victoria (1837-1901). During this period of rapid industrialization, Victorian-style buildings reflected the complex shapes and machine-made elaborate detailing that were previously reserved for very expensive homes. Within the MAP, the styles of residences that fall under this period include Victorian Vernacular Cottages and Queen Anne.

#### Victorian Vernacular Cottages (1885–1910)

Victorian Vernacular Cottages were popularized in Los Angeles during the late nineteenth century through the advancement of the balloon frame and architectural pattern books. Derived from Victorian styles on the east coast, Victorian Vernacular Cottages were often constructed by the owner or builder with minimal details beyond combinations of wood cladding and stylistic flourishes around the porch. Technological advances allowed for the mass production of building elements to create a vernacular style that was affordable to a variety of socio-economic classes. The gabled and hipped cottage styles were the most prevalent Victorian Vernacular Cottage styles. These residences feature a single story, square or L-shaped plan, slightly overhanging boxed eaves and a partial or full-width front porch. Many examples of the style can be found situated in early streetcar suburbs, representing the earliest patterns of residential development in the County. However, by 1906, the Craftsman style homes surpassed the Victorian Vernacular Cottage style as the most popular form of middle-class housing in Los Angeles, and the use of the style began to decrease.<sup>480</sup>



2111 East 119th Street, Willowbrook

<sup>480</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2018), 314-315.; SurveyLA Citywide Historic Context Statement, *Architecture and Engineering, 1850-1980: Late 19th and Early 20th Century Residential Architecture, 1885-1910: Housing the Masses, 1880-1975*, City of Los Angeles Department of City Planning, July 2019, 30-37.

### **Character-defining Features**

- Square or L-shaped floor plans
- Gabled, hipped, or pyramidal roof designs
- Mass-produced embellishments such as brackets, spindles, or flat porch railings and trim
- Front bay window
- Asymmetrical facades
- Slightly overhanging boxed eaves
- Combination of wood cladding materials
- Partial or full-width front porch

### Queen Anne (1886–1910)

The Queen Anne style emerged in the United States during the Philadelphia Exposition in 1876 and the American audience immediately embraced the eclectic functionality of the style. The style arrived in Los Angeles with the railroad in the late 1880s. In direct contradiction to the boxy regularity of built forms up until this point, the form of the Queen Anne house was dictated from the inside out by the organization of interior spaces and their desired use. This resulted in unique, asymmetrical built forms with steep, complex rooflines, protruding balconies, turrets, wide, meandering porches, and bursts of texture from a varied use of contrasting materials and ornament. Aided by recent advancements in the mechanized production of construction materials, making them much more affordable than ever before, the Queen Anne house absorbed and combined stylistic influences of past and contemporary styles alike.<sup>481</sup>



1138 E 71<sup>st</sup> Street, Florence- Firestone

### Character-defining Features

- Asymmetrical built forms with protruding balconies, turrets, bays, overhangs, towers, and wall projections
- Steeply pitched, irregular roof designs, usually with a front-facing gable
- Partial or full-length asymmetrical porch
- Ornamental turned wood porch supports and balustrades
- Wood weatherboard siding was frequently accompanied by several decorative shingle designs
- Decorative elements utilized include half-timbering, spindlework, and patterned masonry
- The use of common Classical Greek and Roman decorative motifs such as swags, garlands, classical columns, and the tri-partite Palladian window
- Windows and dormers of inconsistent sizes are unevenly placed throughout the façade
- Beveled, etched, or stained glass in doors and feature windows

<sup>481</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2018), 345-370.; Lloyd Vogt, *New Orleans Houses: A House-Watcher's Guide* (Gretna, Louisiana: Pelican Publishing, 1997).

## Arts and Crafts

The Arts and Crafts movement was led by designer William Morris in England as a response to the increase in mass production and materialism seen in the earlier Victorian era. Morris called for a return to the use of natural materials, simplicity of form, quality of craftsmanship, and attention to detail in all aspects of design, not only buildings. The Arts and Crafts era began at the start of the twentieth century and ended just before World War II. Within the MAP, the style of residences that fall under this movement includes Craftsman.

### Craftsman (1900–1935)

The Craftsman Style was the dominant style for small houses built in Southern California from roughly 1900 to 1930. The style evolved from previously popular Prairie style architecture, traditional wooden architecture, and the Arts and Crafts Movement. The typical vernacular Craftsman was heavily influenced by the works of Charles Sumner Greene and Henry Mather Greene of Southern California, which were given extensive publicity and copied in many pattern books and home and garden periodicals.<sup>482</sup>



2019 East 118<sup>th</sup> Street, Willowbrook

### Character-defining Features

- Rectangular massing
- One or one and a half stories in height
- Partial or full-width porches supported by squared or battered columns
- Columns frequently continue to ground level
- Exterior walls clad in either stucco, wood, stone, or brick
- Low-pitched front-gabled roof, occasionally hipped, with wide unenclosed eave overhangs
- Multiple roof planes
- Exposed roof rafters, decorative false beams, or braces under gables
- Numerous windows, typically wood sash with decorative transoms above broad bottom light
- Windows framed in wood surrounds
- Windows grouped in three or more

<sup>482</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2018), 567.



- Slopped or battered foundation
- Stickwork in gables or porch
- Stone exterior chimneys
- Airplane variation will have a center “cockpit” form a single room second story

## Period Revival

Period Revival architectural styles became popular in the United States primarily after World War I when tastes shifted from the modern-influenced Arts and Crafts to styles that referenced various historical periods. In California, especially Southern California, these styles were used in rapidly developing cities, including Los Angeles, between 1920 and the 1940s. Within the MAP, residences that fall under this period include Spanish Colonial Revival.

### Spanish Colonial Revival (1915–1940)

The Spanish Colonial Revival style has a rich history and popularity in California with a basis in architectural forms that were influenced by an eclectic mix of historical architectural styles in Spain, such as Moorish, Andalusian, Renaissance, or Baroque architectural vocabulary, but also drew from modernist styles of Art Deco and popular nineteenth-century Mediterranean Revival, Monterey Revival, Pueblo and Santa Fe Revival, and Mission Revival styles. The style achieved state-wide popularity after the 1915 Panama-California Exposition in San Diego, which featured designs by architect Bertram Grosvenor Goodhue using the late-Baroque Churrigueresque style of Spain and Mexico. Goodhue's designs featured intricate ornamentation applied to plain stucco surfaces, towers, domes, and was well-suited to public/civic buildings, churches, and commercial buildings, though smaller scale versions of the style are well represented in residential architecture as well. The San Diego Exposition was an exploration of and attempt to create a specific California architectural style, romanticizing the region's Spanish colonial past, and Mexican farmhouse/hacienda living, while at the same time bearing little resemblance to the actual Spanish colonial-era buildings in California. The California-specific mode also broke with the American Colonial Revival and Tudor Revival styles popular elsewhere in the United States during the 1910s through the 1940s. Spanish Colonial Revival's popularity coincided with a population boom for the state in the 1920s, resulting in the widespread use of the style, eventually tapering off in the 1940s as more austere Minimal Traditional and International styles gained popularity during the later Great Depression and World War II years. Despite a decrease in overall popularity, Spanish Colonial Revival continued to inform and influence modern architectural styles and is a popular influencing style for Neo-Traditional style architecture today.<sup>483</sup>



**1143 Hicks Avenue, East Los Angeles**

<sup>483</sup> David Gebhard, "The Spanish Colonial Revival in Southern California (1895-1930)," *Journal of the Society of Architectural Historians* 26, no. 2 (1967): 131–147.; HPP (Historic Preservation Partners), *Covina Town Center Historic Resource Survey*, City of Covina Town Center Specific Plan, Spring 2006, 32.; ARG/HRG (Architectural Resources Group and Historic Resources Group), *City of Santa Monica Historic Resources Inventory Update*, City of Santa Monica Planning & Community Development Department, March 2018, 344.

### Character-defining Features

- Asymmetrical façade
- Simple rectangular or L-shaped massing
- One or one and a half stories in height
- Round, square, or polygonal towers
- Low-pitched side or cross-gabled roof, occasionally hipped or flat roof section
- Minimal eaves with little to no overhang
- Red clay tile roofs either Spanish (S-shaped) or Mission (half-cylinder)
- Painted stucco exterior walls in natural colors typically white or tan, walls extend into gable without a break
- Fenestration is irregular and often recessed
- Elaborately carved wood entry doors with rounded arches above both doors and windows
- May have wrought iron features such as grilles over windows, lanterns, and handrails
- Elaborate chimney caps
- Courtyards with or without covered arcaded walkways

## Modernism

European architects such as Le Corbusier, Mies van der Rohe, and Walter Gropius were developing a radically new style that rejected ornament and reduced buildings to their basic functional forms. This led to the International style, which emerged in the United States with European emigres in the 1920s and 1930s, led in Southern California by architects such as Rudolph Schindler and Richard Neutra. By the 1940s, the popularity of Modernism rose with machine-made building materials and assembly-line style construction techniques that met the intense demand for new buildings in the region. Within the MAP, the styles of residences that fall under this period include Mid-Century Modern and Minimal Traditional.

### Mid-Century Modern (1933–1965)

Mid-Century Modern style is reflective of International and Bauhaus styles popular in Europe in the early twentieth century. The development of the Mid-Century Modern style in the United States was largely fostered by World War II. As a result of the war, the United States became a manufacturing and industrial leader. Materials and aesthetics evolved to reflect modern innovations that dominated design and construction following the war. Mid-Century Modern design was embraced intellectually as a departure from the past, but it was economically appealing for its ability to be mass-produced with standardized, affordable, and replicable designs that could accommodate many programmatic needs and site requirements. There was a need for a style that could meet the demand for mass construction of many property types – from residences to schools to offices – and convey the modern sensibility of an era that valued a departure from the past; middle-class growth; economic efficiency; and new material technology.<sup>484</sup>



1224 W 10th Street, Westmont

### Character-defining Features

- One- to two stories in height
- Low, boxy, horizontal proportions
- Simple geometric forms with a lack of exterior decoration
- Commonly asymmetrical

<sup>484</sup> David Gebhard and R. Winter, *An Architectural Guidebook to Los Angeles* (Layton, Utah: Gibbs Smith Publishing, 2003); ARG (Architectural Resources Group), *City of Arcadia: Citywide Historic Context Statement*, City of Arcadia, Development Services, Planning Division, January 11, 2016, 98.; Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2018), 630-646.

- Flat roofed without coping at roofline; flat roofs hidden behind parapets or cantilevered canopies
- Expressed post-and-beam construction in wood or steel
- Exterior walls are flat with smooth sheathing and typically display whites, buffs, and pale pastel colors
- Mass-produced materials
- Simple windows (metal or wood) flush-mounted and clerestory
- Plain doors, often industrial in character
- Large window groupings
- Interior-exterior connection



**Minimal Traditional (1935–1950)**

The Minimal Traditional style was a nationally prevalent style that emerged during the Great Depression. Minimal Traditional homes were designed to be simplistic, economical, and able to be mass-produced. The prevalence of the style was the result of federal policies. Franklin D. Roosevelt enacted the National Housing Act in 1934, creating the Federal Housing Administration (FHA). The Minimal Traditional style house was explicitly preferred in FHA guidelines for homeowners to secure FHA-insured home loans. The style continued to be popular through World War II and the postwar housing boom, due to the increased use of factory-produced materials, the ability to be quickly mass-produced and deployed, and the general rejection of excessive, material-intensive Craftsman, Victorian, or Period Revival styles. The popularity of the Minimal Traditional style faded by the mid-1950s as the effects of the Great Depression and war-time fiscal conservatism were forgotten.<sup>485</sup>



13032 Stanford Avenue, West Rancho Dominguez-Victoria

**Character-defining Features**

- Small scale
- One-story in height
- Located on small lots
- Typically features a low- or intermediate-pitched gable roof with minimal eave overhang
- Lack roof dormers
- Features a variety of exterior materials including vertical and horizontal wood boards, shingles, brick veneer, and board-and-batten siding
- Minimal added architectural detail, often slightly classical
- Typically feature double-hung windows with either multi-light or simulated multi-light

<sup>485</sup> Architectural Resources Group (ARG), *Architectural Style Guide: Minimal Traditional*, City of Anaheim Planning and Building Department, July 2019.; Caltrans, *Tract Housing in California, 1945-1973: A Context for National Register Evaluation*. Sacramento, CA: California Department of Transportation, 2011, 67-70.; Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2018), 587-589.

# 5.2 Commercial Properties

## Table 4. Architectural Styles for Commercial Properties in the MAP

### Period Revival

Period Revival architectural styles became popular in the United States primarily after World War I when tastes shifted from the modern-influenced Arts and Crafts to styles that referenced various historical periods. In California, especially Southern California, these styles were used in rapidly developing cities, including Los Angeles, between 1920 and the 1940s. Within the MAP, commercial properties that fall under this period include Spanish Colonial Revival.

### Spanish Colonial Revival (1915–1940)

The Spanish Colonial Revival style has a rich history and popularity in California with a basis in architectural forms that were influenced by an eclectic mix of historical architectural styles in Spain, such as Moorish, Andalusian, Renaissance, or Baroque architectural vocabulary, but also drew from modernist styles of Art Deco and popular nineteenth-century Mediterranean Revival, Monterey Revival, Pueblo and Santa Fe Revival, and Mission Revival styles. The style achieved state-wide popularity after the 1915 Panama-California Exposition in San Diego, which featured designs by architect Bertram Grosvenor Goodhue using the late-Baroque Churrigueresque style of Spain and Mexico. Goodhue’s designs featured intricate ornamentation applied to plain stucco surfaces, towers, domes, and was well-suited to public/civic buildings, churches, and commercial buildings, though smaller scale versions of the style are well represented in residential architecture as well. The San Diego Exposition was an exploration of and attempt to create a specific California architectural style, romanticizing the region’s Spanish colonial past, Mexican farmhouse/hacienda living, while at the same time bearing little resemblance to the actual Spanish colonial-era buildings in California. The California-specific mode also broke with the American Colonial Revival and Tudor Revival styles popular elsewhere in the United States during the 1910s through the 1940s. Spanish Colonial Revival’s popularity coincided with a population boom for the state in the 1920s, resulting in the widespread use of the style, eventually tapering off in the 1940s as more austere Minimal Traditional and International styles gained popularity during the later Great Depression and World War II years. Despite a decrease in overall popularity, Spanish Colonial Revival continued to inform and influence modern architectural styles and is a popular influencing style for Neo-Traditional style architecture today.<sup>486</sup>

<sup>486</sup> David Gebhard, “The Spanish Colonial Revival in Southern California (1895-1930),” *Journal of the Society of Architectural Historians* 26, no. 2 (1967): 131–147.; HPP (Historic Preservation Partners), *Covina Town Center Historic Resource Survey*, City of Covina Town Center Specific Plan, Spring 2006, 32.; ARG/HRG (Architectural Resources Group and Historic Resources Group), *City of Santa Monica Historic Resources Inventory Update*, City of Santa Monica Planning & Community Development Department, March 2018, 344.



**Castañeda-Crollet Mortuary, 3715 Cesar East Chavez Avenue, East Los Angeles**

### **Character-defining Features**

- Simple rectangular or L-shaped massing, typically one- to two stories in height with round, square, or polygonal towers
- Asymmetrical façades
- Low-pitched side or cross-gabled roof, occasionally hipped or flat roof section
- Minimal eaves with little to no overhang
- Red clay tile roofs either Spanish (S-shaped) or Mission (half-cylinder)
- Painted stucco exterior walls in natural colors typically white or tan, walls extend into gable without a break
- Fenestration irregularly placed and recessed
- Elaborately carved wood entry doors with rounded arches above both doors and windows
- Decorative details typically include wrought-iron balconies and elaborate chimney tops
- Outdoors spaces take the form of courtyards with or without covered arcaded walkways

## Early and Mid-Twentieth Century Commercial

Early and Mid-Twentieth Century Commercial buildings developed between 1920 and 1950 during periods of American optimism and economic prosperity. Large concentrations of commercial buildings from this period were clustered around transportation routes including railway tracks and heavily trafficked roads. Within the MAP, the styles of commercial properties that fall under this period include Programmatic/Mimetic and Brick Commercial/Streetcar.

### Programmatic/Mimetic (1918–1950)

The Programmatic/Mimetic style was popularized in Los Angeles during the 1920s and 1930s along roadsides. While the Programmatic style refers to a structure that takes the form of a product sold within the building, the Mimetic style refers to a building with the form of a non-architectural object that may reference the name or theme of the business. The style was typically applied to restaurants, food stands, and retail stores along well-traveled streets. Such buildings were designed to catch the attention of motorists during the expansion of car culture and urban sprawl and were intended to be viewed in three dimensions, so car passengers could distinguish them from any angle. Often the buildings were surrounded by large parking lots to provide visibility as a form of large-scale advertising. Programmatic/Mimetic architecture reached its peak between 1928 and 1934, yet the style continued to be used up to the early 1940s.<sup>487</sup>



**Tamale Building, 6421 Whittier Boulevard, East Los Angeles**

<sup>487</sup> SurveyLA Citywide Historic Context Statement, *Commercial Development, 1850-1980: Commercial Development and the Automobile, 1910-1970*, City of Los Angeles Department of City Planning, August 2016, 80-87.; "The Tamale," Los Angeles Conservancy, accessed June 2022, <https://www.laconservancy.org/locations/tamale>.

### **Character-defining Features**

- Structure takes shape directly from the product sold
- May also mimic a form that reflects the name of the business
- Typically, low-scale commercial building
- Conveys an advertising message through adaptation in the building form itself
- Historically applied to restaurants, food stands, and retail stores



### Brick Commercial/Streetcar (1920–1940)

Brick Commercial buildings were prevalent throughout the entire United States before 1940 and were common in California in the post-statehood years through World War II. They are typically brick masonry buildings in free-standing or attached forms as part of larger local commercial districts. In the eastern United States, they may be taller, but in California, these brick commercial buildings are typically one to three stories. There is no single roof or cladding style, but a parapet typically hides the gabled or flat roof behind it, presenting a unified front elevation, while side and rear elevations lack distinctive decoration. Main elevations may have applied details or ornament from popular architectural styles, such as Neo-Classical columns and cornices, or modest geometric Art Deco decoration.<sup>488</sup>



### 7911-7917 Seville Avenue, Walnut Park

#### Character-defining Features

- One to three stories in height
- Brick masonry walls
- Rectangular forms
- Either attached or freestanding in commercial districts
- Raised parapet obscures flat or shallow barrel roof
- Recessed doorway
- Sign band between parapet and tops of fenestration
- The primary façade features a unified elevation with side and rear elevations displaying no distinctive decoration
- May be located on prominent corner
- Lack of dedicated parking as part of original design
- Storefronts with large display windows
- One or more multiple storefronts which open directly to sidewalk
- Set to sidewalk limit
- May have historic blade signage
- Shared party walls

<sup>488</sup> Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Walnut Creek, CA: AltaMira Press).

## Modernism

European architects such as Le Corbusier, Mies van der Rohe, and Walter Gropius were developing a radically new style that rejected ornament and reduced buildings to their basic functional forms. This led to the International style, which emerged in the United States with European emigres in the 1920s and 1930s, led in Southern California by architects such as Rudolph Schindler and Richard Neutra. By the 1940s, the popularity of Modernism rose with machine-made building materials and assembly-line style construction techniques that met the intense demand for new buildings in the region. Within the MAP the styles of commercial properties that fall under this period include Mid-Century Modern, Art Deco, Streamline Moderne, Gooogie, and Brutalist.

### Mid-Century Modern (1933–1965)

Mid-Century Modern style is reflective of International and Bauhaus styles popular in Europe in the early twentieth century. The development of the Mid-Century Modern style in the United States was largely fostered by World War II. As a result of the war, the United States became a manufacturing and industrial leader. Materials and aesthetics evolved to reflect modern innovations that dominated design and construction following the war. Mid-Century Modern design was embraced intellectually as a departure from the past, but it was economically appealing for its ability to be mass-produced with standardized, affordable, and replicable designs that could accommodate many programmatic needs and site requirements. There was a need for a style that could meet the demand for mass construction of many property types – from residences to schools to offices – and convey the modern sensibility of an era that valued a departure from the past; middle-class growth; economic efficiency; and new material technology.<sup>489</sup>



7625 Compton Avenue, Florence-Firestone

### Character-defining Features

- One- to two stories in height
- Low, boxy, horizontal proportions

<sup>489</sup> David Gebhard and R. Winter, *An Architectural Guidebook to Los Angeles* (Layton, Utah: Gibbs Smith Publishing, 2003); ARG (Architectural Resources Group), *City of Arcadia: Citywide Historic Context Statement*, City of Arcadia, Development Services, Planning Division, January 11, 2016, 98.; Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2018), 630-646.

- Simple geometric forms with a lack of exterior decoration
- Flat roofed without coping at roofline; flat roofs hidden behind parapets or cantilevered canopies
- Expressed post-and-beam construction in wood or steel
- Exterior walls are flat with smooth sheathing and typically display whites, buffs, and pale pastel colors
- Mass-produced materials
- Simple windows (metal or wood) flush-mounted and clerestory
- Plain, unglazed doors
- Large window groupings

### Art Deco –Theater/Commercial (1935–1950)

Art Deco was introduced in the mid-1920s to the mid-1930s as a reaction against the Beaux Arts tradition. In the 1920s when Los Angeles was experiencing a population boom, the Art Deco style reached its peak and became emblematic of the economic and cultural identity of the city. Although the roots of the style can be traced to the International Exposition of Modern Decorative and Industrial Arts that was held in Paris in 1925, the Art Deco style was applied to American architecture prior to the Exposition. Classical ornamentation such as columns was replaced with simplified ornamentation such as clean lines, abstract-geometric motifs, and vertical projections. Buildings designed in the Art Deco style convey a sense of vertical orientation with towers and multiple stepped volumes clad in smooth material such as terra cotta or cast stone. In Los Angeles, the style was embraced as an appropriate style to reflect the theatric qualities of the film industry and was often applied to theaters and commercial structures. However, the style was only briefly popular and fell out of popularity during the Great Depression due to the lack of affordability of the opulent design and its associated property types.<sup>490</sup>



#### 5136 Whittier Boulevard, East Los Angeles

##### Character-defining Features

- Irregular building forms with sharp edges and a linear appearance
- Stepped or setback front façade with towers and other vertical projections
- Smooth wall surfaces typically stucco, concrete, smooth-faced stone, and terra cotta
- Stylized decorative elements using geometric forms such as zigzags and chevrons
- Feature low relief decorate panels with strips of windows with decorative spandrels
- Doorways surrounded with elaborate pilasters and pediments and door surrounds are often embellished with reeding or fluting
- Flat roof
- Prominent marquee
- Rounded corners

<sup>490</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2018), 580-582.; SurveyLA Citywide Historic Context Statement, *Architecture and Engineering: L.A. Modernism, 1919-1980*, City of Los Angeles Department of City Planning, August 2021, 50-64.



**Streamline Moderne (1935–1950)**

The Streamline Moderne style became popular in the 1930s. Breaking away from heavily designed and ornate stylings seen in the Art Deco period popular in the 1910s and 1920s, Streamline Moderne offered clean lines and simplistic detailing that could be offered at more affordable construction costs during the Great Depression years. Its affordability, popularity, and ability to be stylistically scaled up or down also facilitated its use in PWA/WPA projects, which led to a substyle known as PWA/WPA Moderne. Drawing its inspirations from transportation and advances in industrialization, practitioners of the style used more curves in their designs and incorporated smoother wall surfaces than seen in the Art Deco style. The lack of excessive ornamentation and smooth wall surfaces also helped to emphasize the curving and sweeping lines of the building. The Streamline Moderne style was popular throughout the United States for a variety of architectural forms including residential buildings, commercial buildings, and institutional buildings.<sup>491</sup>



**Gentry Theatre, 6525 Compton Avenue, Florence-Firestone**

**Character-defining Features**

- Irregular building forms with rounded edges
- Linear appearance
- Stepped or setback front façade
- Smooth wall surface typically clad in stucco
- Stylized decorative elements using geometric forms such as zigzags and chevrons
- Speed lines continuing across multiple elevations
- Feature low relief decorate panels with strips of windows with decorative spandrels
- Reeding and fluting around doors and windows
- Porthole windows

<sup>491</sup> ARG (Architectural Resources Group and Historic Resources Group), *City of Santa Monica Citywide Historic Resources Inventory Update*, September 13, 2018.; Sapphos Environmental, Inc., *Los Angeles Unified School District Historic Context Statement, 1870 to 1969*, Los Angeles Unified School District, March 2014, 123.



**Googie (c. 1940s–1960s)**

The Googie style was introduced after World War II as a new style of roadside architecture. The term “Googie” was derived from coffee shops of that name that were designed in such a style. This car-oriented architecture was characterized by a sculptural structure, dominant signage, and vast expanses of glass that provide transparency at night. The concept of transparency was to appeal to motorists and to further promote visibility, designs often included elongated or distorted roofs, extended beams and columns, and spear-like protruding objects. Much of the style owes its design to the late work of Frank Lloyd Wright and his son Lloyd Wright, as well as 1950s-era structures such as the Eero Saarinen’s TWA Terminal at the Kennedy Airport in New York. Although the Googie style was emblematic of the postwar streetscape, the style declined in the late 1960s with the rise of freeways.<sup>492</sup>



Florence Car Wash - 1662 East Florence Avenue, Florence-Firestone

**Character-defining Features**

- Upswept rooflines
- Curvaceous and geometric shapes
- Sculptural structure
- Dominant signage
- Bold use of glass, steel, and neon
- Characterized by space age designed and symbolized by motion with shapes such as boomerangs, atoms, and parabolas

<sup>492</sup> SurveyLA Citywide Historic Context Statement, *Commercial Development and the Automobile, 1910-1970*, City of Los Angeles Department of City Planning, August 2016, 20-23.

### Brutalist (1960–1975)

Brutalism, coined in the mid-1950s, involved the use of brut (French for raw) concrete. This style typically refers to monumental concrete forms and bulky massed buildings. Stylistically, its heavy concrete materials and deep recesses in the wall plane represent an antithesis to the glass curtain wall in corporate modern-style buildings. Indeed, windows, in general, are usually deeply recessed and comparatively small in relation to the building scale. The style is mainly used for institutional, government, or commercial office buildings.<sup>493</sup>



491 East Compton Avenue, West Rancho Dominguez-Victoria

### Character-defining Features

- Rough unadorned poured concrete construction
- Massive form and heavy cubic shapes
- Visible imprints of wood grain forms
- Recessed windows that read as voids
- Repeating patterns geometric patterns
- Strong right angles and simple cubic forms
- Deeply shadowed irregular openings
- Rectangular block-like shapes
- Precast concrete panels with exposed joinery
- May be set on a landscaped berm

<sup>493</sup> Fung Associates Inc., *Hawai'i Modernism Context Study*, Historic Hawai'i Foundation, November 2011, A-8.; Docomomo, "Styles of a modern era: Brutalist," accessed June 2022, <https://docomomo-us.org/style/brutalist>.

## 5.3 Civic and Institutional Properties

### Table 5. Architectural Styles for Civic and Institutional Properties

#### Period Revival

Period Revival architectural styles became popular in the United States primarily after World War I when tastes shifted from the modern-influenced Arts and Crafts to styles that referenced various historical periods. In California, especially Southern California, these styles were used in rapidly developing cities, including Los Angeles, between 1920 and the 1940s. Within the MAP the styles of civic and institutional properties that fall under this period include Mediterranean Revival and Spanish Colonial Revival.

#### Mediterranean Revival (1905–1955)

The Mediterranean Revival style originated in Italy and was popularized in America between the two World Wars from 1918 to 1942. The style was nostalgic of the heritage of Southern California with aspects inspired by the California Missions from the 1770s through the 1820s. Mediterranean Revival architecture is a combination of elements from Spanish forms with an increased formality that contrasts the picturesque quality of the Spanish Colonial Revival style. Uniformly horizontal roof lines, hipped roofs, and symmetry are characteristic of the style and differentiated it from the Spanish Colonial Revival style. Yet they share similarities such as stucco cladding, low-pitched clay tile roofs, arched openings, and limited use of applied decoration. Furthermore, the Mediterranean Revival style is typically set back to incorporate a formal garden that extends from the façade.<sup>494</sup>



St. Michael's School, 1027 West 87<sup>th</sup> Street, West Athens-Westmont

#### Character-defining Features

- Symmetrical
- Rectangular or walled courtyard form

<sup>494</sup> SurveyLA Citywide Historic Context Statement, *Mediterranean & Indigenous Revival Architecture, 1893-1948*, City of Los Angeles Department of City Planning, November 2018, 44-49.

- Shallow gable or hipped roof or flat roof with parapet
- Raised parapet, flat or stepped
- Projecting wooden roof beams (vigas)
- Wall and roof parapet with irregular rounded edges
- Stucco walls, usually earth-colored
- Divided light windows often with hewn-wood lintels



### Spanish Colonial Revival (1915–1940)

The Spanish Colonial Revival style has a rich history and popularity in California with a basis in architectural forms that were influenced by an eclectic mix of historical architectural styles in Spain, such as Moorish, Andalusian, Renaissance, or Baroque architectural vocabulary, but also drew from modernist styles of Art Deco and popular nineteenth-century Mediterranean Revival, Monterey Revival, Pueblo and Santa Fe Revival, and Mission Revival styles. The style achieved state-wide popularity after the 1915 Panama-California Exposition in San Diego, which featured designs by architect Bertram Grosvenor Goodhue using the late-Baroque Churrigueresque style of Spain and Mexico. Goodhue's designs featured intricate ornamentation applied to plain stucco surfaces, towers, domes, and was well-suited to public/civic buildings, churches, and commercial buildings, though smaller scale versions of the style are well represented in residential architecture as well. The San Diego Exposition was an exploration of and attempt to create a specific California architectural style, romanticizing the region's Spanish colonial past, Mexican farmhouse/hacienda living, while at the same time bearing little resemblance to the actual Spanish colonial-era buildings in California. The California-specific mode also broke with the American Colonial Revival and Tudor Revival styles popular elsewhere in the United States during the 1910s through the 1940s. Spanish Colonial Revival's popularity coincided with a population boom for the state in the 1920s, resulting in the widespread use of the style, eventually tapering off in the 1940s as more austere Minimal Traditional and International styles gained popularity during the later Great Depression and World War II years. Despite a decrease in overall popularity, Spanish Colonial Revival continued to inform and influence modern architectural styles and is a popular influencing style for Neo-Traditional style architecture today.<sup>495</sup>



St. Alphonsus Catholic Church, 532 South Atlantic Boulevard, East Los Angeles

### Character-defining Features

- Simple rectangular or L-shaped massing, typically one- to two stories in height with round, square, or polygonal towers

<sup>495</sup> David Gebhard, "The Spanish Colonial Revival in Southern California (1895-1930)," *Journal of the Society of Architectural Historians* 26, no. 2 (1967): 131–147.; HPP (Historic Preservation Partners), *Covina Town Center Historic Resource Survey*, City of Covina Town Center Specific Plan, Spring 2006, 32.; ARG/HRG (Architectural Resources Group and Historic Resources Group), *City of Santa Monica Historic Resources Inventory Update*, City of Santa Monica Planning & Community Development Department, March 2018, 344.



- Asymmetrical façades
- Low-pitched side or cross-gabled roof, occasionally hipped or flat roof section
- Minimal eaves with little to no overhang
- Red clay tile roofs either Spanish (S-shaped) or Mission (half-cylinder)
- Painted stucco exterior walls in natural colors typically white or tan, walls extend into gable without a break
- Fenestration irregularly placed and recessed
- Elaborately carved wood entry doors with rounded arches above both doors and windows
- Decorative details typically include wrought-iron balconies and elaborate chimney tops
- Outdoors spaces take the form of courtyards with or without covered arcaded walkways

## Modernism

European architects such as Le Corbusier, Mies van der Rohe, and Walter Gropius were developing a radically new style that rejected ornament and reduced buildings to their basic functional forms. This led to the International style, which emerged in the United States with European emigres in the 1920s and 1930s, led in Southern California by architects such as Rudolph Schindler and Richard Neutra. By the 1940s, the popularity of Modernism rose with machine-made building materials and assembly-line style construction techniques that met the intense demand for new buildings in the region. Within the MAP, the styles of civic and institutional properties that fall under this period include Mid-Century Modern, Streamline Moderne, New Formalism, and Brutalist.

### Mid-Century Modern (1933–1965)

Mid-Century Modern style is reflective of International and Bauhaus styles popular in Europe in the early twentieth century. The development of the Mid-Century Modern style in the United States was largely fostered by World War II. As a result of the war, the United States became a manufacturing and industrial leader. Materials and aesthetics evolved to reflect modern innovations that dominated design and construction following the war. Mid-Century Modern design was embraced intellectually as a departure from the past, but it was economically appealing for its ability to be mass-produced with standardized, affordable, and replicable designs that could accommodate many programmatic needs and site requirements. There was a need for a style that could meet the demand for mass construction of many property types – from residences to schools to offices – and convey the modern sensibility of an era that valued a departure from the past; middle-class growth; economic efficiency; and new material technology.<sup>496</sup>



Century Sheriff's Youth Activity League, 7901 Compton Avenue, Florence-Firestone

### Character-defining Features

- One- to two stories in height
- Low, boxy, horizontal proportions
- Simple geometric forms with a lack of exterior decoration
- Commonly asymmetrical

<sup>496</sup> David Gebhard and R. Winter, *An Architectural Guidebook to Los Angeles* (Layton, Utah: Gibbs Smith Publishing, 2003); ARG (Architectural Resources Group), *City of Arcadia: Citywide Historic Context Statement*, City of Arcadia, Development Services, Planning Division, January 11, 2016, 98.; Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2018), 630-646.

- Flat roofed without coping at roofline; flat roofs hidden behind parapets or cantilevered canopies
- Expressed post-and-beam construction in wood or steel
- Exterior walls are flat with smooth sheathing and typically display whites, buffs, and pale pastel colors
- Mass-produced materials
- Simple windows (metal or wood) flush-mounted and clerestory
- Plain, unglazed doors
- Large window groupings

### Streamline Moderne (1935–1950)

The Streamline Moderne style became popular in the 1930s. Breaking away from heavily designed and ornate stylings seen in the Art Deco period popular in the 1910s and 1920s, Streamline Moderne offered clean lines and simplistic detailing that could be offered at more affordable construction costs during the Great Depression years. Its affordability, popularity, and ability to be stylistically scaled up or down also facilitated its use in PWA/WPA projects, which led to a substyle known as PWA/WPA Moderne. Drawing its inspirations from transportation and advances in industrialization, practitioners of the style used more curves in their designs and incorporated smoother wall surfaces than seen in the Art Deco style. The lack of excessive ornamentation and smooth wall surfaces, also helped to emphasize the curving and sweeping lines of the building. The Streamline Moderne style was popular throughout the United States for a variety of architectural forms including residential buildings, commercial buildings, and institutional buildings.<sup>497</sup>



Thomas A. Edison Middle School, 8500 Hooper Avenue, Florence-Firestone

### Character-defining Features

- Irregular building forms with rounded edges
- Linear appearance
- Stepped or setback front façade
- Smooth wall surfaces typically stucco
- Stylized decorative elements using geometric forms such as zigzags and chevrons
- Speed lines continuing across multiple elevations
- Feature low relief decorate panels with strips of windows with decorative spandrels
- Reeding and fluting around doors and windows

<sup>497</sup> ARG (Architectural Resources Group and Historic Resources Group), *City of Santa Monica Citywide Historic Resources Inventory Update*, September 13, 2018.; Sapphos Environmental, Inc., *Los Angeles Unified School District Historic Context Statement, 1870 to 1969*, Los Angeles Unified School District, March 2014, 123.

### New Formalism (1955–1975)

The New Formalism movement emerged as a reactionary movement against the International style. Some of the most acclaimed architects of the style are Edward Durrell Stone, Philip Johnson, and Minoru Yamasaki, who all had experience working in the International style but wanted to create a more formal and ceremonial form of architecture that was strongly rooted in Classical design motifs and principles. The design of the New Delhi American Embassy in by Edward Durrell Stone is often noted as the starting point for the New Formalism movement. The New Formalism movement had its limitations, in that it was used primarily in large-scale cultural and institutional buildings with little use in other architectural sectors. Examples of New Formalism in the United States include Lincoln Center in New York City, the Los Angeles Music Center, and the Kennedy Center for the Performing Arts in Washington DC. Smaller cities and universities also embraced the New Formalism style, and examples of the style are seen in Fullerton with the City Hall built in 1963 and the Western University College of Law built in 1975.<sup>498</sup>



**A.C. Bilbrew Library, 150 East El Segundo Boulevard, West Rancho Dominguez-Victoria**

### Character-defining Features

- Architectural reference to Classicism, such as the use of evenly spaced columns, repetitive patterns, arches and use of decoration
- Symmetry
- Monumental scale
- Formal landscape; often use of pools, fountains, sculpture within a central plaza
- Use of traditionally rich materials, such as travertine, marble, and granite or man-made materials that mimic their luxurious qualities

<sup>498</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2018), 662-664.; David Gebhard and R. Winter, *An Architectural Guidebook to Los Angeles* (Layton, Utah: Gibbs Smith Publishing, 2003).



### Brutalist (1960–1975)

Brutalism, coined in the mid-1950s, involved the use of brut (French for raw) concrete. This style typically refers to monumental concrete forms and bulky massed buildings. Stylistically, its heavy concrete materials and deep recesses in the wall plane represent an antithesis to the glass curtain wall in corporate modern-style buildings. Indeed, windows, in general, are usually deeply recessed and comparatively small in relation to the building scale. The style is mainly used for institutional, government, or commercial office buildings.<sup>499</sup>



Firestone Library, 1900 Firestone Boulevard, Florence-Firestone

### Character-defining Features

- Rough unadorned poured concrete construction
- Massive form and heavy cubic shapes
- Visible imprints of wood grain forms
- Recessed windows that read as voids
- Repeating patterns geometric patterns
- Strong right angles and simple cubic forms
- Deeply shadowed irregular openings
- Rectangular block-like shapes
- Precast concrete panels with exposed joinery

<sup>499</sup> Fung Associates Inc., *Hawai'i Modernism Context Study*, Historic Hawai'i Foundation, November 2011, A-8.; Docomomo, "Styles of a modern era: Brutalist," accessed June 2022, <https://docomomo-us.org/style/brutalist>.

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## 6 Recommendations

The Historic Context Statement recommendations presented below are intended to guide future planning and preservation efforts for the County and inform Land Use policies in the Metro Area Plan. These recommendations can also serve as a baseline for future planning efforts within the County such as the creation of a General Plan Historic Preservation Element, which would provide specific Implementation Programs, Policies, and Goals for the continued preservation and protection of historical resources, cultural resources, and community-identified cultural assets.

### 6.1 County-wide Recommendations

#### 6.1.1 Preserve historic resources

Overall, the County has a lack of designated landmarks.

Increase County Designations by:

- Collaborating with community groups to nominate properties and provide technical assistance to help them through the nomination process.
- Prioritizing the reduction of nomination related fees as part of future planning efforts such as the Program Update project.

#### 6.1.2 Streamline the nomination process

The most efficient way to evaluate and nominate historic resources that share common themes or geographies is through a group documentation method that streamlines both the research and survey process. This method aligns with National Park Service guidance provided in National Register Bulletin No. 16B *How to Complete the National Register Multiple Property Documentation Form* and National Register Bulletin No. 24 *Guidelines for Local Surveys: A Basis for Preservation Planning*.

Prepare focused Historic Context Statements, conduct intensive level surveys, and nominate non-contiguous historic districts for historic resources that share common themes or geographies to improve efficiency.

#### 6.1.3 Preserve legacy businesses

The preservation of long-operating local small businesses preserves community character.

Preserve legacy businesses by:

- Preparing a study of other jurisdictions' incentives that protect legacy businesses.
- Developing a legacy business program based on study findings that includes but is not limited to grant funding, legacy business registry establishment, technical assistance, and marketing support.
- Engaging the public in identifying legacy businesses by using the Historic Resource Mapper.

- Conducting community outreach to legacy businesses identified by the public to inform them of program eligibility.

## 6.2 Facilitate designations related to broad patterns of development and historically significant people.

Identifying significant properties based on their physical appearance alone (i.e., Criterion 3) is not an adequate methodology for the MAP. Historic preservation within the MAP must go beyond the traditional practice of identifying buildings in public spaces with recognizable architectural styles completed by important architects. When evaluating a property that is associated with a locally significant event or pattern of development (Criterion 1), or individual (Criterion 2), its alterations should not immediately preclude it from eligibility based on a lack of integrity. The history of the built environment within the MAP is often told through its alterations, which can represent layers of time. For communities within the MAP that have experienced significant cultural change over time, alterations to properties may have acquired significance in their own right and should be adequately examined. For example, many of today's storefront churches were originally commercial businesses that were left vacant following "white flight" from older neighborhoods. In more recent history, these commercial storefronts were converted to churches by their new African-American and/or Latino tenants and were typically altered in the process. These churches often exhibit their own unique set of character-defining features centered on their alterations such as reuse of a former commercial business, application of Fieldstone or PermaStone veneer to the exterior, and the addition of security windows and doors.

The use of study lists for the MAP and the Historic Resource Mapper allowed the MAP project team to capture information on important community resources that could easily be dismissed as not eligible for their architectural integrity. The most notable of these resources is the storefront churches that were identified in the MAP.

Facilitate designation of Criteria 1 and 2 historic resources by:

- Preparing focused historic context statements and surveys to identify historic resources subject Criteria 1 & 2.
- Evaluating resources not only through the lens of architecture but through the lens of association of broad patterns of development (Criteria 1) and individuals (Criteria 2).
- Permitting lower integrity thresholds when evaluating resources under Criteria 1 & 2.

### 6.2.1 Utilize technology to engage the public in the identification of historic resources

As part of community outreach efforts for the Historic Context Statement, the project team created an interactive, ArcGIS-based Historic Resource Mapper. This mapping tool allowed members of the community to add "pins" that identified properties of significance to them.

To facilitate community engagement in the historic resource identification process, utilize a historic resource mapping tool (such as the Historic Resource Mapper), or similar technology, on all large-scale projects impacting historic resources.

### 6.2.2 Improve internal plan check procedures

Improve internal plan check procedures by:

- Updating the County's Historic Resources GIS layer with data from the Historic Resource Mapper utilized for projects such as the MAP historic context statement.
- Placing alerts on historic resources in the permitting system.
- Establishing guidelines for the plan check process that includes:
  - Identifying historic resources on project sites.
  - Encourage developers to preserve and integrate historic resources into their projects.
  - Educating property owners about the benefits of historic preservation and incentives at the earliest point in the project.

## 6.3 Metro Planning Area Recommendations

### 6.3.1 Preserve historic resources

Overall, the MAP has a lack of designated landmarks, with East Los Angeles having more than most.

- Increase County Designations by: Encouraging community groups to nominate properties and provide technical assistance to help them through the nomination process.
- Prioritizing the properties identified in the MAP Historic Context Statement Study List for future evaluations and nominations.
- Prioritizing the nomination of residential and commercial properties in East Los Angeles and Florence-Firestone, as they appear to be at highest risk for demolition based on current development patterns.
- Streamlining the nomination process for historic resources that share common themes or geographies by the preparation of a focused Historic Context Statements, conducting intensive level surveys and nominating non-contiguous historic districts. Currently, a focused Historic Context Statement is being prepared for Blade Signs located in East Los Angeles. Prioritize a streamlined process for:
  - Murals (East Los Angeles)
  - Programmatic Architecture (MAP)
  - Storefront Churches (MAP)

### 6.3.2 Survey all Metro Area Plan communities to help streamline the entitlement process while preserving historic resources.

As part of the County's ongoing commitment to identify and document historical resources located within the MAP, the County should consider completing reconnaissance-level surveys for all of the remaining MAP communities. Context-based surveys make it possible to evaluate resources for land use planning purposes without needing to research each individual property. A survey can greatly streamline the entitlement process and streamline environmental reviews pursuant to CEQA. Dudek recommends that the County secure funding for a Historic Resources Survey in East Los Angeles prior to the other neighborhoods. Like Florence-Firestone, East Los Angeles is developing very rapidly with large-scale housing and development projects taking place on a regular basis that are resulting in the continued loss of potential historical resources. The survey would ensure that the potential historical resources within East Los Angeles are documented, and recommendations are made for their preservation. While it is clear that there are redevelopment concerns in all of the MAP communities, the speed of

growth and re-development in East Los Angeles appears to be a more pressing threat to historical resources. Once the survey of East Los Angeles is completed, Dudek recommends that the County secure funding to complete surveys in the remaining MAP communities and use the current Florence-Firestone survey as a model.

Increase survey efforts by:

- Seeking funding, such as CLG grants, for surveys.
- Conducting reconnaissance level surveys of all MAP communities beginning with East Los Angeles.
- Modeling future survey and research efforts after the current Florence-Firestone Historic Resources Survey

### 6.3.3 Encourage a sense of place and history within commercial areas located in Metro Area Plan communities.

Commercial corridors within the MAP are strongly tied to the cultural, developmental, and architectural heritage of the MAP communities. These corridors may not retain sufficient integrity or garner enough owner support to be designated as historic districts.

Develop an interpretation plan for commercial corridors that:

- Encourages a sense of place and communicates their historic significance. The plan should include signage programs and design standards and should allow for public input
- Prioritizes the following corridors: City Terrace (East Los Angeles), Whittier Boulevard (East Los Angeles), Florence Avenue (Florence-Firestone), and Seville Avenue (Walnut Park).



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# Appendix A

## Study List



# Study List

Study lists were compiled for each of the seven MAP communities including important events, people, and buildings/structures/spaces/art. These lists were completed using two methods. The first method was during the development phase of the Metro Area Plan Historic Context Statement where Dudek identified important aspects of each community through research. The second method was through community outreach during the stakeholder engagement process. Stakeholders identified including important events, people, and buildings/structures/spaces/art within their communities through the Historic Resource Mapper and sending information to the project specific email [metroareaplan@dudek.com](mailto:metroareaplan@dudek.com). This list is not intended to be exhaustive rather serves as a base for future study.

## East Los Angeles

### Important Events

- Zoot Suit Riots, 1943
- East Los Angeles Blowouts, 1968
- Chicano Moratorium marches, 1969-1970
- Contamination from the Exide Battery Plant

### Important People

- Ruben Salazar
- Sal Castro
- Brown Berets
- David Hidalgo
- Louie Pérez
- Rudy Salas
- Edward Roybal
- Gloria Molina

### Important Buildings/Structures/Spaces/Art

- Belvedere Community regional Park, 4914 E Cesar E Chavez Ave
- Calvary Cemetery, 4201 Whittier Boulevard
- City Terrace neighborhood, 3.5 acres bounded by the city limits of Los Angeles on the north and west, Floral Drive, on the south the city limits of Los Angeles. Monterey Park and East Los Angeles on the East. Boyle Heights is on the West, Lincoln Heights, El Sereno, University Hills, California State University, Los Angeles is to the Northwest, and City of Commerce are to the south
- City Terrace Park, 1126 N Hazard Ave
- CVS/Golden Gate Theatre, 5176 Whittier Blvd

- David Wark Griffith Junior High School, 4765 E 4th Street
- El Barrio Free Clinic, 5012 E. Whittier Boulevard
- Former Brooklyn Market on corner of Ford and Cesar Chavez, 4500 E Cesar E Chavez Ave (address will need to be confirmed).
- Former Library, 679 S Fetterly Ave
- Home of Peace Memorial Park, 4334 Whittier Boulevard
- Humphreys Ave Elementary School, 500 S Humphreys Ave
- James A. Garfield High School, 5101 E. 6th Street
- Maravilla Handball Court and El Centro Grocery, 4787 Hammel St
- Mexico-Tenochtitlan: A Sequence of Time and Culture (mural), 6037 N. Figueroa Street and Avenue 61
- Mount Zion Cemetery, 1030 S. Downey Road
- Mural of Virgen at near Maravilla senior housing off of Mednik between Floral and Cesar Chavez.
- Muro que Habla, Canta y Grita (The Wall That Speak, Sings, and Shouts), 3864 Whittier Boulevard
- Our Lady of Lourdes Catholic Church, 3772 E. 3rd Street
- Our Lady of Solitude (Soledad Church), 4561 East Cesar E. Chavez Avenue
- Salazar Park, 3864 Whittier Boulevard
- Self Help Graphics and Art Building, 1300 E. 1st Street
- Senior Housing Project Maravilla, 4919 Cesar E. Chavez
- Silver Dollar Café, 4945 Whittier Boulevard
- Tamale Building, 6421 Whittier Boulevard
- Una Trenza (mural), 1300 E. 1st Street
- Unique Theater, 3645 E. 1st Street
- United States Postal Service, East Los Angeles Branch, 975 S Atlantic Blvd
- Whittier Blvd archway sign

## East Rancho Dominguez

### Important Events

- Discovery of local oil wells, 1921
- Long Beach Earthquake, 1933
- Watts Uprising, 1965
- Redesignated as East Rancho Dominguez, 1990
- Los Angeles Uprising, 1992

### Important People

- Griffith Dickenson Compton
- N.W.A
- Venus and Serena Williams

### Important Buildings/Structures/Spaces/Art

- East Rancho Dominguez Park and Community Center, 15116 Atlantic Avenue
- Northgate Market, 15107 Atlantic Avenue



# Florence-Firestone

## Important Events

- Watts Uprising, 1965
- Edison Junior High School walkouts, March 1968
- Closing of the Firestone Tire Company Plant, 1983
- Los Angeles Uprising, 1992
- Construction of the MTA Metro Blue Line, 1990
- Demolition of the Florence Library, 2019

## Important People

- Alprentice “Bunchy” Carter
- The South Gate Five
- Nolan McCoy
- Henry and Texanna Laws
- Carl’s Jr. family (Carl and Margaret Karcher)
- Ken Jones
- Michael Antonovich
- Henry Waxman

## Important Buildings/Structures/Spaces/Art

- Florence Car Wash, 7220 Maie Avenue
- Pedestrian Bridge at Roosevelt Park, Between 1672 E. 76<sup>th</sup> Street and 7600 Graham Avenue
- Presentation of Mary Catholic Church, 6406 Parmelee Avenue
- Roosevelt Park, 7600 Graham Avenue
- Graham Library, 1900 E. Firestone Boulevard
- Alameda Plaza, 2140 Florence Avenue
- Elia’s Pet Shop, 1808 E. Florence Avenue
- Miramonte Elementary School, 1400 E. 68th Street
- Thomas A. Edison Middle School, 6500 Hooper Avenue
- El Paraiso Fruit Bars, 1760 E. Florence Avenue
- A Florence Moment, located at the Florence Metro stop, 7225 Graham Avenue
- Firestone Sheriff’s Station (now The Century Youth Activities League), 2201 Firestone Boulevard
- Gentry Theater, 6525 Compton Avenue
- Ted Watkins Memorial Park, 1335 E. 103rd Street
- Leon H Washington Park, 8908 Maie Avenue
- Pancho’s Bakery, 1747 E. Florence Avenue

## Walnut Park

### Important Events

- Residential development. 1920s
- Annexation attempts, 1959, 1964, and 1979

### Important Buildings/Structures/Spaces/Art

- Walnut Park Elementary School, 2642 Olive Street
- Walnut Nature Park, 7818 Pacific Boulevard
- Pop's Burgers, 7623 State Street
- Tommy's Burgers, 7200 Seville Avenue
- El Sinaloense Restaurant, 7915 Seville Avenue

## West Athens-Westmont

### Important Events

- Development of the La Avenida Golf Course, 1926
- Vermont Avenue replaces the Redondo Railroad, 1942
- County obtains Western Avenue Golf Course, 1954
- Watts Uprising, 1965

### Important People

- Maggie Hathaway
- Charles Sifford
- Kenneth Hahn
- Odessa and Raymond Cox

### Important Buildings/Structures/Spaces/Art

- Chester Washington Golf Course, 1818 Charlie Sifford Drive
- Los Angeles Southwest College, 1600 West Imperial Highway
- Helen Keller Park, 12521 Vermont Avenue
- West Athens Elementary School, 1110 W. 119th Street
- Ánimo Legacy Charter Middle School, 12226 S. Western Avenue
- Ninety-Fifth Street Preparatory School, 1109 W. 96th Street
- Washington High School, 10860 Denker Avenue
- Woodcrest Elementary School, 1151 W. 109th Street
- Woodcrest Library, 1340 W. 106th Street

## West Rancho Dominguez-Victoria

### Important Events

- Watts Uprising, 1965
- Pacific Electric Railroad replaced by 105 Freeway, 1990

### Important Buildings/Structures/Spaces/Art

- Earvin “Magic” Johnson Park, 1050 E. 120th Street
- Enterprise Park, 13055 Clovis Avenue
- Los Angeles Adventist Academy, 846 E. El Segundo Boulevard
- Athens Park, 12603 S. Broadway
- 122nd Street Elementary School, 405 E. 122nd Street
- Roy Campanella Park, 14812 S. Stanford Avenue
- Compton Adult School, 1104 E. 148th Street
- McKinley/Vanguard Elementary School, 14431 S. Stanford Avenue
- Avalon Gardens Elementary School, 13940 San Pedro Street
- St. Albert the Great Church, 804 E. Compton Boulevard

# Willowbrook

## Important Events

- Watts Uprising, 1965
- Construction of the 105 Freeway, 1982
- Main portion of the hospital closes, 2007
- Watts/Willowbrook Christmas Day Parade

## Important People

- William Pinkney Ranseur
- Charles H. Watts
- Paul Revere Williams
- Charles R. Drew
- Edna Aliewine

## Important Buildings/Structures/Spaces/Art

- Willowbrook Library, 11737 Wilmington Avenue
- Martin Luther King Jr. Community Hospital, 1680 E. 120th Street
- Charles R. Drew University of Medicine and Science, 1731 E. 120th Street
- Carver Manor, east of the Athens on a Hill neighborhood of Los Angeles, north of Compton, west of Lynwood and immediately south of Watts and the 105 Freeway.
- George Washington Carver Park, 1400 E. 118th Street
- King Drew Magnet High School, 1601 E. 120th Street
- Mona Park, 2291 E. 121st St
- Jefferson Elementary School, 2508 E. 133rd Street



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# **Appendix B**

## Preparers' Resumes

# Sarah Corder, MFA

## HISTORIC BUILT ENVIRONMENT LEAD

Sarah Corder (*SARE-uh COR-der; she/her*) is an architectural historian with 18 years' experience throughout the United States in all elements of cultural resources management, including project management, intensive-level field investigations, architectural history studies, and historical significance evaluations in consideration of the California Register of Historical Resources (CRHR), the National Register of Historic Places (NRHP), and local-level evaluation criteria. Ms. Corder has conducted hundreds of historical resource evaluations and developed detailed historic context statements for a multitude of property types and architectural styles, including private residential, commercial, industrial, educational, and agricultural properties. She has also provided expertise on numerous projects requiring conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Ms. Corder meets the Secretary of the Interior's Professional Qualification Standards for both Architectural History and History. She has experience preparing environmental compliance documentation in support of projects that fall under the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA), and Sections 106 and 110 of the National Historic Preservation Act.

## Project Experience

### University CPA Historic Context Statement and Focused Reconnaissance

**Survey, City of San Diego Planning Department, California.** Dudek was retained by the City of San Diego to prepare a historic context statement identifying the historical themes and associated property types important to the development of University City, accompanied by a reconnaissance-level survey report focused on the master-planned residential communities within the University CPA. While the historic context statement addressed all development themes and property types within the community, the scope of the survey was limited to residential housing within the CPA constructed between the 1960s and 1990s. Served as project manager leading the survey efforts, senior architectural historian, and co-author of the historic context statement and survey reports. Also provided QA/QC of survey information. (2020–Present)

### Coronado Citywide Historic Resources Inventory and Historic Context Statement, City of Coronado, California.

Dudek is currently in the process of preparing a historic context statement and historic resources inventory survey for all properties at least 50 years old within City of Coronado limits. Following current professional methodology standards and procedures developed by the California Office of Historic Preservation and the National Park Service, Dudek developed a detailed historic context statement for the City that identifies and discusses the important themes, patterns of development, property types, and architectural styles prevalent throughout the City. Dudek also conducted a reconnaissance-level survey of all properties within City limits that are at least 50 years old to identify individual properties and groupings of properties (i.e., historic districts) with potential for historical significance under City Criterion C (properties that possess distinctive characteristics of an architectural style; are



### Education

*Savannah College of Art and Design*

*MFA, Historic*

*Preservation, 2004*

*Bridgewater College*

*BA, History, 2002*

### Professional Affiliations

*National Trust for*

*Historic Preservation*

*Los Angeles Conservancy*

*California Preservation*

*Foundation*

*Society for Architectural*

*Historians*

valuable for the study of a type, period, or method of construction; and have not been substantially altered). This document also developed registration requirements for resource evaluation that are specific to Coronado, in consideration of both historical significance and integrity requirements. Serves as the project manager, principal architectural historian, and co-author of the report. Also led and conducted reconnaissance and intensive-level surveys and provided QA/QC for all project deliverables. (2019–Present)

**Los Angeles Department of Water and Power Century Trunk Line, Los Angeles Department of Water and Power, City of Los Angeles, California.** Dudek was retained by Los Angeles Department of Water and Power (LADWP) to prepare an Avoidance and Protection Plan for Air Raid Siren No. 150. The resource is eligible for the NRHP and CRHR and as a City of Los Angeles Historic-Cultural Monument under Criteria A/1/1 and C/3/3 for its association with World War II and Cold War military infrastructure, and is an historical resource under CEQA. Responsibilities included co-authorship of the Avoidance and Protection Plan, on-site implementation of protection measures, on-site monitoring, and pre-construction field survey, and post-construction survey and reporting. (2020–2021)

**8730 Sunset Boulevard Billboard Project Historical Resource Assessment Report, City of West Hollywood, California.** The 8730 Sunset Boulevard Billboard Project consists of the installation and operation of a new billboard and associated façade improvements at the existing “Sunset Towers” building. The Sunset Towers building at 8730 Sunset Boulevard was constructed in the 1950s and 1960s in two phases. A smaller building was constructed on the northern portion of the parcel between 1957 and 1959. Dudek was retained by the City of West Hollywood to complete this Historic Resource Assessment, an intensive-level evaluation, as part of the environmental review of the proposed project in compliance with CEQA. This study included an intensive survey of the exterior of the Sunset Towers building by a qualified architectural historian; building development and archival research; development of an appropriate historic context; and evaluation of the Sunset Towers building for historical significance and integrity in consideration of NRHP, CRHR, and City of West Hollywood Cultural Heritage Preservation Ordinance designation criteria. Responsibilities included QA/QC of project deliverables. (2021)

**Pacific Coast Commons Specific Plan Project, City of El Segundo, Los Angeles County, California.** Dudek was retained by the City of El Segundo to complete a cultural resources technical report for the Fairfield Inn & Suites property (525 Sepulveda Boulevard) within the Pacific Coast Commons Specific Plan Project area. Dudek evaluated the Fairfield Inn & Suites property and found it not eligible for listing in the NRHP, CRHR, or at the local level due to a lack of significant historical associations, architectural merit, and physical integrity. Responsibilities included archival research, architectural field survey, and co-authorship of the technical report. (2020)

**8850 Sunset Boulevard Project, City of West Hollywood, Los Angeles County, California.** Dudek was retained by the City of West Hollywood to complete a Cultural Resources Technical Report and Environmental Impact Report (EIR) for the 8850 Sunset Boulevard Project. The proposed project consisted of the demolition of existing buildings and the construction and operation of a new mixed-use hotel and residential building on a property along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard, in the City of West Hollywood. Built environment work included a pedestrian survey of the project site by a qualified architectural historian; building development and archival research; development of an appropriate historic context for the project site; and evaluation of four commercial properties for historical significance and integrity in consideration of NRHP, CRHR, and City of West Hollywood Cultural Heritage Preservation Ordinance designation criteria. Responsibilities included archival research, field survey, significance evaluations, and co-authorship of the report. (2020)

**740-790 East Green Street Mixed-Use Project, City of Pasadena, Los Angeles County, California.** The proposed project involves the demolition of five commercial buildings in order to accommodate the development of a new three- to six-story mixed-use building. Dudek prepared a cultural resources technical report that included the

results of a pedestrian survey of the project site by a qualified architectural historian, building development and archival research, development of an appropriate historic context for the project site, and recordation and evaluation of five commercial properties over 45 years old for historical significance and integrity in consideration of NRHP, CRHR, and City of Pasadena designation criteria and integrity requirements. Responsibilities included archival research, field survey, and co-authorship of the report. (2020)

**Enlightenment Plaza/Juanita Avenue Project, Los Angeles, Los Angeles County, California.** The applicant retained Dudek to complete a historical resources evaluation report for the project that proposes to demolish buildings on four parcels to develop 400–500 units of housing dedicated to permanent supportive housing for formerly homeless individuals. Served as a senior architectural historian on the project and performed archival research. As a result of extensive archival research, field surveying, and property significance evaluations, all six built environment resources on the project site appear not eligible; however, the adjacent building located at 307 North Madison Avenue appears eligible as a Los Angeles Historic Cultural Monument under Criterion 3, for being an excellent example of a Quonset hut building type. Responsibilities included archival research and project oversight. (2020)

**Historic Resource Assessment for 9000 Dicks Street, City of West Hollywood, California (2020).** Dudek was retained by 9000 Dicks Street Capital LLC to complete an Historic Resource Assessment (HRA) for a residential property located at 9000 Dicks Street in West Hollywood, California. The Spanish colonial revival residence was built in 1926. As a result of Dudek’s study, the property at did not appear eligible for the NRHP, CRHR, or as a locally significant resource, due to a lack of significant historical associations, architectural merit, and compromised integrity. Responsibilities included project management, archival research, and co-authorship of the HRA.

**Historic Resource Assessment for 9004 Dicks Street, City of West Hollywood, California (2020).** Dudek was retained by 9004 Dicks Street Capital LLC to complete an HRA for a residential property located at 9004 Dicks Street in West Hollywood, California. The Spanish Colonial Revival residence was built in 1924. As a result of Dudek’s study, the property at did not appear eligible for the NRHP, CRHR, or as a locally significant resource, due to a lack of significant historical associations, architectural merit, and compromised integrity. Responsibilities included project management, archival research, and co-authorship of the HRA. (2020)

**Historic Resource Assessment for 1223-1225 North Ogden Drive, City of West Hollywood, California (2020).** Dudek was retained by 1223 Ogden, LLC to complete an HRA for a multi-family property with four buildings located at 1223-1225 North Ogden Drive in the City of West Hollywood, California. The Spanish Colonial Revival-style bungalow court was built in 1923. As a result of Dudek’s study, the property at 1223-1225 North Ogden Drive did not appear eligible for the NRHP, CRHR, or as a locally significant resource, due to a lack of significant historical associations, architectural merit, and compromised integrity. Responsibilities included project management, archival research, significance evaluation, response to City comments, field survey, and co-authorship of the HRA. (2020)

**Modelo Project EIR, City of Commerce, Los Angeles County, California.** Dudek was retained by the City of Commerce to complete a cultural resources technical report and accompanying EIR for the proposed Modelo Project. The project involved the demolition of the existing Veterans Memorial Park (which is currently in an advanced state of disrepair) and an adjacent vacant parcel and the redevelopment of the project site to accommodate a mixed-use development. Built environment work included field survey, building and structure descriptions, archival research, integrity assessments, and significance evaluations. The park was found ineligible for listing in the NRHP, CRHR, or as a locally significant resource due to a lack of significant historical associations or architectural merit. Responsibilities included co-authorship of the report. (2019)

**HRA for 852-854 Westmount Drive, Metros Capital LLC, City of West Hollywood, California.** Dudek was retained to complete an HRA for a multifamily residential property located at 852-854 Westmount Drive in the City of West Hollywood, California. The Spanish Colonial Revival-style duplex was built in 1924. The property appeared not eligible for the NRHP, CRHR, or City of West Hollywood register due to a lack of significant historical associations and architectural merit and compromised integrity. Responsibilities included archival research and co-authorship of the report. (2018)

**Victoria Greens Project, City of Carson, Los Angeles County, California.** Dudek was retained by the City of Carson Planning Division for a cultural resource inventory of three parcels at the intersection of Central Avenue and Victoria Street. Responsibilities included field survey, building permit research, background research, preparation of DPR forms, and authoring the cultural resources report. (2018)

**Birch Specific Plan 32-Unit Condo Project, City of Carson, California.** Dudek was retained by the City of Carson to prepare a cultural resources report for a project that proposes to demolish approximately 6,200 square feet of existing residential buildings and roughly 5,850 square feet of pavement on the project site and construct a 32-unit residential condominium community with on-grade parking, landscaping, and other associated improvements. The historical significance evaluation included three residential properties proposed for demolition. All properties were found not eligible under all designation criteria and integrity requirements. Responsibilities included field survey, archival research, and co-authoring the report. (2018)

**Gilroy Citywide Historic Resources Inventory and Historic Context Statement, City of Gilroy, California.** Dudek worked with the City of Gilroy to prepare a citywide historic context statement and update its 1986 historic resource inventory. For the purposes of this project, Dudek developed highly detailed and efficient iPad field forms that allow surveyors to record a property in less than 5 minutes and provide the city with real-time survey data. As survey lead, completed reconnaissance-level survey of over 3,400 properties on time and within budget. Also served as a senior architectural historian for the project and co-authored the historic context statement, attended the public kick-off meeting, prepared DPR forms, developed registration requirements, performed QA/QC on DPR forms, and worked closely with the geographic information system (GIS) team to facilitate the final digital mapping components for the project. (2018–2020)

**The Santa Monica City Yards Master Plan Project, City of Santa Monica, California.** The City of Santa Monica retained Dudek to complete a cultural resources study for the proposed City Yards Master Plan project site located at 2500 Michigan Avenue. The study involved evaluation of the entire City Yards site, including two murals and a set of concrete carvings, for historical significance and integrity. As a result, the City Yards and its associated public art work was found ineligible under all designation criteria. Responsibilities included building permit research and co-authorship of the technical report. (2017)



# Allison Lyons, MSHP

## SENIOR ARCHITECTURAL HISTORIAN

Allison Lyons (*AL-ih-suhn LYE-ons; she/her*) is an architectural historian with 12 years' experience throughout the western United States in all elements of cultural resources management. Her expertise includes the preparation of environmental compliance documents in accordance with the California Environmental Quality Act (CEQA) and Section 106 of the National Historic Preservation Act, focusing on the evaluation of historical resources and analysis of project impacts. As a historic preservation consultant, she has been involved in the preparation of numerous large-scale historic resources surveys, Historic American Buildings Survey/Historic American Engineering Record recordation, Federal Rehabilitation Tax Credit and Mills Act Historic Property Contract applications, local landmark nominations, and evaluations of eligibility for a wide variety of projects and property types throughout California. She is highly experienced in writing National Register of Historic Places (NRHP) nominations and historic context statements for local governments.



### Education

Columbia University,  
M.S., Historic  
Preservation, 2010

Scripps College,  
B.A., European Studies,  
2006

Ms. Lyons meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to Title 36, Part 61, of the Code of Federal Regulations, Appendix A.

## Previous Experience

**Los Angeles Department of Water and Power Century Trunk Line, Los Angeles Department of Water and Power, City of Los Angeles, California.** Dudek was retained by Los Angeles Department of Water and Power to prepare an Avoidance and Protection Plan for Air Raid Siren No. 150. The resource is eligible for the NRHP and California Register of Historical Resources and as a City of Los Angeles Historic-Cultural Monument under Criteria A/1/1 and C/3/3 for its association with World War II and Cold War military infrastructure, and is a historical resource under CEQA. Ms. Lyons is serving as a senior architectural historian, providing quality assurance/quality control for the Post-Construction Monitoring Report. (2021–Present)

**William Mead MOU extension, Los Angeles, CA, 2020, 2020, Housing Authority of the City of Los Angeles Mitigation, Los Angeles, California.** Ms. Lyons assisted the Housing Authority of the City of Los Angeles with the extension of their Memorandum of Understanding. The extension was required for continuing projects at multiple, historically significant housing projects across Los Angeles. (2020)

**Nickerson Gardens National Register of Historic Places Nomination, Los Angeles, California.** Nickerson Gardens is an expansive public housing complex designed by master architect Paul Revere Williams and completed in 1955. The complex is owned and managed by the Housing Authority of the City of Los Angeles. Ms. Lyons conducted fieldwork and research, and prepared the NRHP Nomination for the property under the Multiple Property Documentation Form for Garden Apartment Complexes in the City of Los Angeles. (2020)

**Los Angeles County Metropolitan Transportation Authority North Hollywood to Pasadena Bus Rapid Transit Corridor Project Historic Resources Technical Report, Los Angeles, California.** The North Hollywood to Pasadena Transit Corridor (NoHo to Pasadena Bus Rapid Transit) extends approximately 18 miles and is a key regional connection between the

San Fernando and San Gabriel Valleys with connections to the Metro B (Red), G (Orange), and L (Gold) Lines, as well as Metrolink and other municipal bus lines. The corridor passes through four different cities: Los Angeles, Burbank, Glendale, and Pasadena. Ms. Lyons helped define the Historical Resources Project Area, conducted fieldwork, and identified potential impacts to historical resources for the Environmental Impact Report. (2019–2020)

**Los Angeles County Metropolitan Transportation Authority, Interstate 605/State Route 60 Corridor Improvement Historical Resource Evaluation Report (Caltrans), Los Angeles, California.** The Los Angeles County Metropolitan Transportation Authority, Caltrans, Gateway Cities Council of Governments, and San Gabriel Valley Council of Governments proposed highway improvements along the Interstate (I) 605 Corridor, as well as improvements to State Route (SR) 60 and I-5 related to the interchanges. Assisted with the historic context, DPR forms, GIS tasks for the APE map, and peer-reviewed historic work products. (2017–ongoing)

**Hollywood Roosevelt Hotel Historical Resource Treatment Plan, Los Angeles, California.** In the early stages of planning for a potential rehabilitation project of interior public spaces, Ms. Lyons acted as a liaison between the design team and the City of Los Angeles' Office of Historic Resources. She prepared a historic structures report to guide design decisions for hotel renovations; engaged in design collaboration with the project team; and prepared a review of plans for conformance with the Secretary of the Interior's Standards. (2017)

**Times Mirror Square Rehabilitation Project Historical Resource Evaluation and Impacts Analysis (for CEQA), Los Angeles, California.** Times Mirror Square comprises buildings and additions constructed for the Los Angeles Times and Time Mirror companies in downtown Los Angeles. The buildings were constructed over several decades. Ms. Lyons worked on several aspects of documentation of Time Mirror Square, including writing historic context sections on the history of the Los Angeles Times, Times Mirror Company, and prominent individuals associated with the company for the CEQA report and Historic Structure Report. Ms. Lyons also assisted with the Historic American Buildings Survey (HABS) documentation of the complex that was completed to fulfill a mitigation measure. (2017)

**Great Wall of Los Angeles National Register of Historic Places Nomination, Los Angeles, California.** The Great Wall of Los Angeles is one of the world's largest murals and a significant artwork from the 1970s Chicano mural movement. The mural was designed by noted Chicana artist Judith Baca and executed with the help of over 400 community youth and artists coordinated by the Social and Public Art Resource Center (SPARC). It was Baca's first mural and SPARC's first public art project. The mural is painted on the western side of the Tujunga Wash in the Sherman Oaks area of Los Angeles. Ms. Lyons prepared the National Register of Historic Places Nomination for the Great Wall of Los Angeles under the Multiple Property Documentation Form for Latinos in 20th Century California. (2016)

**California High-Speed Rail Authority Project Burbank to Los Angeles; Los Angeles to Anaheim, Historical Resource Evaluation Report, Los Angeles, California.** The California High-Speed Rail Authority is proposing to construct a high-speed train from Burbank to Anaheim to provide the public with electric-powered, high-speed rail service that provides predictable and consistent travel times between major urban centers and connectivity to airports, mass transit, and the highway network from Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center in Anaheim. Completed geographic information system (GIS) mapping to identify historic resources within the APE and assisted with completing State of California Department of Parks and Recreation Series 523 Forms (DPR forms). (2015–2020)

**City of Fremont Postwar Development and Architecture in Fremont, Historic Context Statement, 2015-2018 Historic Context Statement and Historic Resources Survey (Reconnaissance), Fremont, California.** The purpose of the City of Fremont, Postwar Development and Architecture Historic Context Statement, 1945-1970 was to assist the City in the identification, evaluation, and protection of potential historic resources representing the City's development and architecture dating from the post-World War II period through 1970. Ms. Lyons was the lead

author of the Context Statement. She conducted research, authored a historic context statement, co-conducted a reconnaissance survey, and identified properties for further study. (2015)

**Elks Lodge/The MacArthur/Park Plaza Federal Investment Tax Credit, Part 1, Los Angeles, California.** The MacArthur was originally built in 1925 for the Benevolent and Protective Order of Elks. The 11-story building contained highly decorative meeting rooms and a tower of hotel rooms. The ornate building was designed by master architect Claud Beelman and the elaborate interior murals and decorative paintings were designed by Anthony Heinsbergen and Co, noted painter of numerous Los Angeles cultural landmarks. After the Elks sold the building, it operated as a hotel and filming location, but had generally fallen into disrepair. Ms. Lyons completed a Part 1 Federal Investment Tax Credit application to accompany the rehabilitation of the building into a hotel and restaurant space. (2016–2020)

**National Chicano Moratorium National Register of Historic Places Nomination, Los Angeles, California.** The Chicano Moratorium was a movement of Chicano anti-Vietnam war activists that built a coalition of Mexican-American groups to organize opposition to the Vietnam War, primarily marches. The legacy of the movement, which highlighted the unequal treatment of Mexican-Americans in multiple facets of American society, was the creation of community organizations that advocated for health and educational services. Ms. Lyons prepared a Multiple Property Documentation form and individual National Register of Historic Places nominations for five buildings and sites associated with the National Chicano Moratorium anti-Vietnam War protests. Sites included routes for marches held in 1969 and 1970, the Silver Dollar Café (site of Ruben Salazar’s death), Brown Beret headquarters, and East Los Angeles Free Clinic. (2015–2018)

**City of West Hollywood Commercial Properties Historic Context Statement and Historic Resources Survey (Intensive), West Hollywood, California.** The City of West Hollywood completed the Commercial Survey as an update to the initial citywide survey conducted in 1986. The Commercial Survey focused on commercial, institutional, and industrial structures built before 1975. The project was completed in the fall of 2016. Ms. Lyons conducted research, co-conducted fieldwork, co-authored historic context statement, documented potential historic resources on inventory forms using the RuskinARC database, and prepared the final survey report. She presented multiple times at public meetings for the project. In conjunction with the project, a new website was developed. The project was awarded the California Governor’s Historic Preservation Award and the California Preservation Foundation Preservation Design Award. (2015–2017)

**SurveyLA, Los Angeles Citywide Historic Context Statement (2015-2019). Historic Context Statement, Los Angeles, California.** Los Angeles’s citywide historic context statement provides the framework for identifying and evaluating the City’s historic resources. The document, created as part of SurveyLA, identifies important themes in the City’s history and development. In addition to work on the fieldwork surveys, Ms. Lyons conducted research and authored several themes within the context. She was the lead author for two themes addressing architectural styles and all sub-themes: “Period Revival, 1919-1950” and “Late 19th and Early 20th Century Residential Architecture, 1865-1950.” She also contributed to themes developed for two ethnic and cultural communities in Los Angeles. For the “African-Americans in Los Angeles” theme she wrote sub-themes on “Health and Medicine” and “Social Clubs.” For the theme addressing “Jews in Los Angeles,” she wrote sub-themes on “Religion and Spirituality,” “Social Clubs,” and the “Entertainment Industry.” Ms. Lyons also peer-reviewed “American Colonial Revival, 1895-1960.” During Group 1 surveys she identified and named a sub-theme “Asian Eclectic, 1920-1980,” which was later developed for the “Exotic Revival, 1900-1980” theme. (2015–2019)

**SurveyLA: Group 5 Survey, Westchester-Playa Del Rey Community Plan Area Historic Resources Survey (Intensive), Los Angeles, California.** As part of SurveyLA, Ms. Lyons conducted research, co-conducted the fieldwork, and

recorded the eligible historic resources using FiGSS, a custom-designed GIS-based database. Following fieldwork, Ms. Lyons wrote the survey report for the Community Plan Area. (2013)

**Mills Act Applicant Inspections, Los Angeles, California.** While working as a consultant to the City of Los Angeles for preapproval inspections of houses whose owners were applying for Mills Act contracts, Ms. Lyons recognized a need to inform property owners about the requirements of the Mills Act program and professional standards for rehabilitation. Ms. Lyons proposed the City develop an applicants' workshop, which would educate applicants and streamline the inspection process. The Mills Act contract applicants' workshop increased the quality of the proposed work plans and significantly reduced the time consultants needed to inspect each property. The workshop is now an integral part of the Mills Act program in cities across the state of California. (2013–2015)

**SurveyLA: Group 4 Survey, South San Fernando Valley Community Plan Areas Historic Resources Survey (Intensive), Los Angeles, California.** As part of SurveyLA, Ms. Lyons conducted research, co-conducted the fieldwork, including reconnaissance surveys, and recorded eligible historic resources using FiGSS, a custom-designed GIS-based database. She served as manager for North Hollywood-Valley Village Community Plan Area. Following fieldwork, Ms. Lyons wrote the survey report for the Community Plan Area. (2012–2013)

**SurveyLA, Bullet-Point Description Database Feature Historic Resources Survey (Intensive), Los Angeles, California.** SurveyLA, the City of Los Angeles' comprehensive historic resources survey, utilized a custom-designed, GIS mobile field survey database called the Field Guide Survey System, or FiGSS. The Citywide context statement was converted into data fields and preloaded into the FiGSS. Ms. Lyons worked with the app developers from the Getty Institute and GIS specialists from the City of Los Angeles to create a supplemental data entry window for FiGSS to generate DPR forms using drop-down menu options to standardize building descriptions and evaluations of significance. (2011–2012)

**SurveyLA: Group 2 Survey, South and Southeast Los Angeles Community Plan Areas Historic Resources Survey (Intensive), Los Angeles, California.** As part of SurveyLA, Ms. Lyons conducted research, co-conducted the fieldwork, and recorded eligible historic resources using FiGSS, a custom-designed GIS-based database. Following fieldwork, Ms. Lyons wrote the survey report for the Community Plan Area. (2011–2012)

**SurveyLA: Group 1 Survey, West Adams- Baldwin Hills - Leimert Park Community Plan Area Historic Resources Survey (Intensive), Los Angeles, California.** As part of SurveyLA, Ms. Lyons conducted research, co-conducted the fieldwork, and recorded eligible historic resources using FiGSS, a custom-designed GIS-based database. Following fieldwork, Ms. Lyons wrote the survey report for the Community Plan Area. (2010–2011)

**Hollywood Redevelopment Project Area Historic Context Statement and Historic Resources Survey (Intensive), Los Angeles, California.** The Community Redevelopment Agency of the City of Los Angeles developed historic context statements and intensive-level assessment surveys for three areas of Los Angeles: Hollywood, Westlake, and Wilshire/Koreatown. Firms worked closely with the City's Office of Historic Resources staff to dovetail survey findings into the SurveyLA project that began two years later. As an intern with Chattel, Inc., Ms. Lyons contributed to the Hollywood Historic Context Statement, writing themes on education, film noir, and radio. She also assisted with fieldwork and documentation of potential historic resources. (2008–2009)



# Nicole Frank, MSHP

## ARCHITECTURAL HISTORIAN

Nicole Frank (*nih-COHL FRAYNK*; *she/her*) is an architectural historian with 5 years' experience in the historic preservation field. Ms. Frank's professional experience encompasses a variety of projects for local agencies, private developers, and homeowners in both highly urbanized and rural areas. Projects have included reconnaissance-level surveys, preparation of resource-appropriate and citywide historic contexts, and historical significance evaluations in consideration of the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and local designation criteria. Ms. Frank has experience conducting historic research, writing landmark designations, performing conditions assessments, and working hands-on in building restoration projects throughout the United States. Ms. Frank also has governmental experience with the City of San Francisco's Planning Department and the City of Chicago's Landmark Designations Department. She meets the Secretary of the Interior's Professional Qualification Standards for Architectural History.

## Project Experience

**Mira Mesa Community Plan Area Historic Context Statement and Focused Reconnaissance Survey, City of San Diego, California.** Dudek prepared a historic context statement identifying the historical themes and associated property types important to the development of Mira Mesa, accompanied by a reconnaissance-level survey report focused on the master-planned residential communities within the Mira Mesa Community Plan Area (CPA). This study was completed as part of the comprehensive update to the Mira Mesa CPA and Programmatic Environmental Impact Report. While the historic context statement addressed all development themes and property types within the community, the scope of the survey was limited to residential housing within the CPA constructed between 1969 and 1990. Acting as architectural historian, co-authored and completed the historic context statement, the survey document, and all associated archival research efforts. (2020–Present)

**University CPA Historic Context Statement and Focused Reconnaissance Survey, City of San Diego, California.** Dudek prepared a historic context statement identifying the historical themes and associated property types important to the development of the University CPA, accompanied by a reconnaissance-level survey report focused on the master-planned residential communities within the University CPA. This study was completed as part of the comprehensive update to the University CPA and Programmatic Environmental Impact Report. While the historic context statement addressed all development themes and property types within the community, the scope of the survey was limited to residential housing within the CPA constructed between the 1960s and 1990s. Acting as architectural historian, co-authored and completed the historic context statement, the survey document, and all associated archival research efforts. (2020–Present)

**Coronado Citywide Historic Resources Inventory and Historic Context Statement, City of Coronado, California.** Dudek is currently in the process of preparing a historic context statement and historic resources inventory survey



### Education

*The School of the Art Institute of Chicago  
MS, Historic Preservation, 2018*

*The College of Charleston  
BA, Historic Preservation and Art History, 2016*

### Professional Affiliations

*Encinitas Preservation Association, President*

*California Preservation Foundation*

*Association for Preservation Technology (APT)*



for all properties at least 50 years old within City of Coronado limits. Following current professional methodology standards and procedures developed by the California Office of Historic Preservation and the National Park Service, Dudek will develop a detailed historic context statement for the City that identifies and discusses the important themes, patterns of development, property types, and architectural styles prevalent throughout the City. Dudek will also conduct a reconnaissance-level survey of all properties within City limits that are at least 50 years old to identify individual properties and groupings of properties (i.e., historic districts) with potential for historical significance under City Criterion C (properties that possess distinctive characteristics of an architectural style; are valuable for the study of a type, period, or method of construction; and have not been substantially altered). Acting as architectural historian, authored the historic context statement and conducted reconnaissance-level surveys of properties within City limits. (2019–Present)

**As-Needed Historic Research Consulting Services, City of Coronado, California.** Dudek provides as-needed historic consulting services for various projects. Each evaluation involves the creation of an occupancy timeline, supplemental research on occupants, building development research (including architects, builders, and property), a pedestrian survey of the project area, creation of a description of the surveyed resource, and completion of a historical significance evaluation report in consideration of designation criteria and integrity requirements. Acting as project manager and architectural historian, authored HRERs for the following properties: 936 J Avenue, 310 2nd Street, 718 B Avenue, 1027-1029 Orange Avenue, 735 Margarita Avenue, 519 Ocean Boulevard, 1901 Monterey Avenue, 269 Palm Avenue, 1113 Adella Avenue, 1519 4th Street, 745 A Avenue, 451–55 Alameda Boulevard, 503 10th Street, 121 G Avenue, 1152 Glorietta Boulevard, 711 Tolita Avenue, 951 G Avenue, 817 A Avenue, 625 B Avenue, 260 D Avenue, 761 I Avenue, 816 1st Street, 820 A Avenue, 953-57 G Avenue, 725 Adella Avenue, 754 H Avenue, 168-70 F Avenue, 1011 E Avenue, 404 8<sup>th</sup> Street, and 1421 6<sup>th</sup> Street. (2019–Present)

**Ocean Beach Pier Improvements, City of San Diego, California.** Dudek was retained by the City of San Diego to prepare a HRTR for the Ocean Beach Pier Improvements Project (project). The City requested an evaluation of whether the Ocean Beach Pier (Ocean Beach Municipal, Pier, or Pier Project site) met eligibility criteria for local, state, and/or federal designation. The report was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15064.5, for historical resources and all applicable City of San Diego (City) guidelines and regulations. As a result of the evaluation, the Ocean Beach Pier is recommended eligible under NRHP and CRHR Criteria A/1 and C/3 and San Diego Historical Resources Board Designation Criteria A, C, and D. The Ocean Beach Pier reflects special elements of Ocean Beach’s historical and economic development and embodies distinctive characteristics of the concrete fishing pier typology. Responsibilities include fieldwork, archival research, and the associated property significance evaluation. (2022-present)

**Pier View Way Bridge and Lifeguard Headquarters Restoration/Replacement Project, Confidential Client, Oceanside, California.** Dudek is preparing a CRTR for a project that proposes to restore or replace the concrete portion of the Pier View Way Bridge and the Lifeguard Headquarters in the City of Oceanside. This report includes a pedestrian survey for historic built environment resources, development research, archival research to develop the appropriate historic context, and a historical significance evaluation. The report discusses the proposed project description, regulatory framework, all sources consulted, research and field methodology, setting, and findings. In addition, the report discusses the proposed project’s potential to impact historical resources under CEQA and will provide recommendations as appropriate. Acting as architectural historian, conducted pedestrian surveys and co-authored the technical report. (2021–Present)

**Gilroy Citywide Historic Resources Inventory, City of Gilroy, California.** Dudek is currently bringing to completion a citywide historic context statement and historic resources inventory update of the City of Gilroy’s outdated 1986 historic resources inventory. Dudek hosted a public kickoff meeting/outreach session that was well-received by the community, successfully completed a reconnaissance-level survey of more than 3,000 properties on time

and within budget, and completed a draft citywide historic context statement. Dudek is also preparing a Public Guide to Preservation that provides an overview of the City's existing policies, what it means to live in a designated property/a district contributor, answers to commonly asked questions concerning restrictions on alterations, and clarification of common misconceptions about property owner requirements. Acting as surveyor, utilized Dudek's architectural survey application to record the features, alterations, and photographs of historic-era buildings throughout the City. Additionally, assisted in the data management and cleanup of the majority of the DPR Forms produced for each of the surveyed buildings. This process included assigning status codes, editing descriptions, choosing an accurate photograph, and adding proper narrative significance. (2020)

**Historic Context Statement for Reservoirs, City of San Diego Public Utilities Department, San Diego, California.**

Dudek completed a survey and historic context statement for the City's surface water storage system, including 10 dam complexes and the Dulzura Conduit. Dudek also prepared detailed impacts assessments for proposed modification to dams, as required by the Department of Safety of Dams. The project involves evaluation of 10 dam complexes and conduit for historical significance in consideration of NRHP, CRHR, and City designation criteria and integrity requirements. The evaluation required extensive archival research and a pedestrian survey. Acting as architectural historian, evaluated five resources, including the Dulzura Conduit, Upper Otay Dam, Murray Dam, Sutherland Dam, and Miramar Dam. (2020)

**740–790 East Green Street Mixed-Use Project, City of Pasadena, California.** Dudek completed a Cultural Resources Technical Report (CRTR) for five commercial buildings located in the City of Pasadena (Assessor's Identification Nos. 5734-025-014, 024, 026, 029, 027). The study included a pedestrian survey of the proposed project area, building development and archival research, development of an appropriate historic context for the property, and recordation and evaluation of the property for historical significance and integrity in consideration of NRHP, CRHR, and local eligibility requirements. Acting as architectural historian, updated the Pasadena historic context, conducted archival research, and wrote significance evaluations for the five buildings that are more than 45 years old. (2019)

**8850 Sunset Boulevard Project, City of West Hollywood, California.** Dudek completed a CRTR for the proposed project, which consisted of the demolition of existing buildings and the construction and operation of a new mixed-use hotel and residential building on a property along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard. Acting as architectural historian, assisted in the completion of the technical report as the primary writer. (2019)

**14545 Lanark Street Project, Clifford Beers Housing Inc., Los Angeles, California.** Dudek completed an HRER for a property located at 14545 Lanark Street in the Panorama City neighborhood of Los Angeles (APN 2210-011-900). Acting as architectural historian, authored the HRER for the subject property, a Public Social Services Department building constructed in 1967. (2019)

**955 Hancock Avenue, City of West Hollywood, California.** Dudek completed a City-compliant Historical Resource Assessment for a single-family residential property located at 955 Hancock Avenue in West Hollywood. The property was built in 1910 and did not appear to have been previously evaluated for historical significance. This study included a pedestrian survey of the property by a qualified architectural historian, building development and archival research, development of an appropriate historic context for the property, and recordation and evaluation of the property for historical significance and integrity in consideration of NRHP, CRHR, and City of West Hollywood Register eligibility requirements. Acting as architectural historian, assisted in the completion of the assessment as the primary writer. (2018)

# Christopher Starbird

## GIS ANALYST

Christopher Starbird (*KRIS-tuh-fer STAR-bird; he/him*) is a geographic information systems (GIS) analyst with 17 years' experience in environmental projects for municipal, regional, and federal public agencies and non-profit organizations. Mr. Starbird uses the latest in mapping software from the Environmental Systems Research Institute (ESRI). His skills include database design, spatial analyses, three-dimensional (3D) modeling with shade and shadow analysis, glint and glare analysis, interactive web development and design, web-based mapping, and high-quality cartographic design. Mr. Starbird has completed course work in the areas of computer programming, GIS, cartography, and field techniques in geographic research, web-based interactive map presentation, and digital graphics design.



### Education

University of California,  
Santa Barbara  
BA, Geography

## Project Experience

**Beverly Hills Creative Office Project Environmental Impact Report, City of Beverly Hills, California.** Serving as lead GIS analyst in the preparation of the project's Environmental Impact Report (EIR) aesthetics assessment for the development of up to 11 new office buildings on a vacant, linear site in the City of Beverly Hills. The proposed four- to five-story office buildings would be designed in a range of architectural styles. Buildings at each end of the site would have traditional facades with columns and cornices, and buildings toward the center of the site would have more modern architectural treatments, such as glass screen walls and steel frames. Key issues include obstruction of views to the iconic City Hall tower and compatibility of bulk and scale with the surrounding development.

**Pacific Coast Commons Specific Plan EIR, El Segundo, California.** Serving as lead GIS analyst for preparation of an EIR for the Specific Plan. The project would involve redevelopment of the existing surface parking lots of the Fairfield Inn & Suites and Aloft Hotel properties, as well as the commercial properties, through the adoption of a Specific Plan that allows for the development of 263 new housing units and 11,252 square feet of commercial/retail uses on approximately 6.33 acres of land located in the City of El Segundo adjacent to Pacific Coast Highway. The Pacific Coast Commons-South portion proposes a six-story residential building with commercial/retail on the ground floor and an eight-level parking garage. The Pacific Coast Commons-Fairfield Parking portion of the project proposes a four-story parking garage with commercial/retail on the ground floor. The Pacific Coast Commons-North portion proposes a six-story residential building with commercial on the ground floor that faces Pacific Coast Highway, a six-story parking garage in the central portion of property, a new fire/access road, and apartment/townhome units. The project requires a General Plan amendment, zone change, site plan review, vesting tentative tract map, and a development agreement.

**Buena Vista Project EIR, Los Angeles, California.** Serving as lead GIS analyst for the EIR for a 2- to 26-story mixed-use project on an 8-acre parcel, which includes residential and commercial uses consisting of approximately 1,079,073 square feet of residential floor area (920 dwelling units); 15,000 square feet of neighborhood-serving retail uses; 23,800 square feet of indoor and outdoor restaurant; and 116,263 square feet of outdoor public trellis/balcony space. The project site is located in the Central City North Community Plan Area near the Metro Gold Line and the Los Angeles State Historic Park. The transit-priority project is proximate to a network of regional

transportation facilities, including the Chinatown Metro Station. The site is located in a Methane Zone and contains remnants of previous land uses, including former oil wells and a gas station. Additionally, the site is within the boundaries of the Historic Cultural Monument No. 82, River Station Area/Southern Pacific Railroad. The project requires a General Plan amendment, zone change, site plan review, height district change, zoning administrator adjustment to reduce setback, tentative tract map, and development agreement.

**Clara Oaks Specific Plan Project EIR, Claremont, California.** Serving as lead GIS Analyst for the EIR for the development of 40 semi-custom home residences within an undeveloped portion of the City of Claremont's hillside area and adjacent to the Webb Schools and Claremont Hillside Wilderness Park. A county-designated Significant Ecological Area is adjacent to the project site, which is also bisected by a flood control easement. The project includes parking for access to a new trail system within the portion of the site to remain open space. The project requires new utility infrastructure, off-site improvements to Webb Canyon Road, and wet/dry utility connections. The project requires a General Plan amendment, zone change, and tentative tract map.

**Centennial Specific Plan EIR and Biological Resources Technical Report GIS Services, Los Angeles County.** While at another firm, served as the primary GIS specialist for the Centennial Specific Plan and Phase One Implementation Project, which involved the development of approximately 12,000 acres with approximately 23,000 residential units and up to 14 million square feet of mixed urban service and employment-generating uses in addition to a variety of commercial, industrial, natural open space, and recreational land uses. Performed GIS analysis and produced exhibits for the Program EIR and supporting Biological Technical Report. Developed and consolidated GIS, AutoCAD, and other data from numerous public and private agencies for use in analysis and cartographic products.

**Tesoro del Valle Supplemental EIR, GIS Services, Los Angeles County.** While at another firm, served as GIS specialist for this EIR for the proposed construction of 710 single-family residential dwelling units, a fire station site, parks and recreational amenities (i.e., clubhouse, pool, trails), and supporting roadway and utility infrastructure within Phases B and C of the Tesoro del Valle project in Los Angeles County. Coordinated and performed the GIS mapping and analysis of the project site, and developed and consolidated GIS, AutoCAD, and other data from numerous public and private agencies for use in analysis and cartographic products.

**Centennial Corridor Project Draft EIR/Environmental Impact Statement and Section 4(f) Evaluation, Kern County.** While at another firm, served as the lead GIS specialist on the Centennial Corridor Project Draft EIR/Environmental Impact Statement (EIS), the purpose of which is to provide continuity for traffic using State Route 58 in Kern County. The large-scale project required the mapping and analysis of biological resources, the displacement of residences, potential archaeological resources, historic resources, parkland resources, aesthetics, community disruption, and noise. Responsibilities included coordinating data collection, data management, and spatial analysis of these various resources and project components, as well as the production of more than 100 maps and graphics.

**8850 Sunset Boulevard Project EIR, City of West Hollywood, California.** Serving as GIS analyst in the preparation of the project EIR aesthetics analysis for a new 15-story building that would include 115 hotel guestrooms, a new nightclub space (replacing the existing Viper Room building), 31 market-rate condominiums, 10 income-restricted units, and static and digital signage. Developed a state-of-the-art shade/shadow analysis technique that used existing LiDAR (light detection and ranging) to compare the proposed structure's shadows with the shadows of existing structures and vegetation.



**Newport Banning Ranch EIR, Newport Beach.** While at another firm, served as primary GIS specialist for this EIR. The Newport Banning Ranch project would allow for the development of 1,375 residential dwelling units; 75,000 square feet of commercial uses; a 75-room resort inn; and approximately 51 acres of public parks on a 401-acre oilfield site. Coordinated and performed the GIS mapping and analysis of the project site, and developed and consolidated GIS, AutoCAD, and other data from numerous public and private agencies for use in the analysis and cartographic products.

**University of California, Los Angeles Capital Programs On-Call Contracts.** While at another firm, served as the GIS manager for an on-call contract with the University of California, Los Angeles. Completed shade and shadow analyses, and coordinated and oversaw the production of maps and graphics to support the following on- and off-campus projects:

- 2008 Northwest Housing Infill Project and Long Range Development Plan Amendment EIR
- Weyburn Terrace Graduate Student Housing Initial Study/Mitigated Negative Declaration (IS/MND)
- Wasserman Building Project (medical office) IS/MND
- Meyer and Renee Luskin Conference and Guest Center Project EIR
- Glenrock and Landfair Apartments Project IS/MND
- Tesoro del Valle Supplemental EIR, GIS Services

**Tehachapi Renewable Transmission Project Segments 4–11, Los Angeles County.** While at another firm, served as the GIS analyst for Segments 4 through 11 of Southern California Edison's Tehachapi Renewable Transmission Project, which assisted in meeting California's Renewable Portfolio Standards requirements by providing transmission infrastructure for the distribution of generated electricity from new and upgraded wind and solar energy facilities and other forms of renewable and nonrenewable energy. The project consisted of the construction of several substations and 175 miles of transmission lines spanning the cities of Lancaster and Palmdale, the Antelope Valley in the western Mojave Desert, the Sierra Pelona and San Gabriel Mountains within the Angeles National Forest, and extending through the San Gabriel Valley to the City of Ontario. The objective of the project is to bring wind- and solar-sourced energy from the Tehachapi Mountains and western Antelope Valley to the Los Angeles basin. Coordinated the data collection and mapping of various field surveys, and managed production of many report graphics and exhibits. Also pioneered the use of tablet computing technology to reduce the use of paper field maps used during surveys, which also significantly increased the field personnel's ability to navigate the project site and collect data.

**Aviation Station Transit-Oriented Development EIR, Los Angeles County.** While at another firm, served as GIS specialist for this mixed-use, transit-oriented project on a 5.9-acre site located near the Interstate 105/Interstate 405 intersection within unincorporated Los Angeles County and the City of Los Angeles. Coordinated the production of maps and graphics for the project's EIR, and conducted the 3D analysis of future shade and shadow conditions on the project site and in surrounding residential areas.

**California Aqueduct San Joaquin Field District Habitat Conservation Plan, California.** Serving as the lead GIS analyst for the Habitat Conservation Plan project area that covers 11,816 acres (121 linear miles) in central and Southern California. During the 30-year term of the permits, California Department of Water Resources operations and maintenance activities, new construction, and emergency response could result in an estimated 895 acres of impacts (290 acres of permanent impact and 605 acres of temporary disturbance). This is approximately 10.8% of the 8,263 acres within the Habitat Conservation Plan area containing natural vegetation. The California Department of Water Resources will also mow approximately 915 acres. Third parties collectively may impact up to 400 acres (70 acres of permanent impact and 330 acres of temporary disturbance), approximately 4.8% of the naturally vegetated area.



**Arroyo Seco Canyon Project Areas 2 and 3 EIR, Pasadena, California.** Currently serving as GIS analyst for preparation of an EIR for water infrastructure improvements within Arroyo Seco, upstream of Devil's Gate Dam and within the Hahamongna Watershed Park Master Plan boundaries. The project would divert up to 25 cubic feet per second of Arroyo Seco flows into Pasadena Water and Power's spreading basins to augment drinking water supplies via groundwater infiltration into the Raymond Basin. The project includes demolition, reconfiguration, and expansion of the existing spreading basins, and the demolition and reconstruction of a new diversion and intake structure that would convey flows into the spreading basins. Dudek's technical staff are preparing the biological resources technical report, historic resources technical report, and air quality/greenhouse gas and noise/vibration analyses to support the EIR. Dudek is facilitating the application and coordination with resource agencies for regulatory permits.

**Olympic Well Field Restoration and Arcadia Water Treatment Plant Expansion IS/MND and National Environmental Policy Act Compliance, Santa Monica, California.** Currently serving as GIS analyst for a water infrastructure improvements project that would enhance sustainability of the City of Santa Monica's water supply through developing alternative water supplies and expanding local groundwater supplies to eliminate reliance on purchase of imported water. When completed, the project would provide up to 4,400 acre-feet per year of drinking water due to production efficiency enhancements and treatment facility expansions at the Arcadia Water Treatment Plant, the restoration of the Olympic Well Field to full capacity through new production and injection groundwater well development, and a new pipeline connection between the two facilities. An advanced water treatment facility would be constructed to treat contaminated groundwater extracted from the Olympic Well Field via an innovative reverse osmosis process. The project is within the jurisdiction of the City of Los Angeles and the City of Santa Monica. Also assisting with the National Environmental Policy Act documentation to satisfy State Revolving Fund and Water Infrastructure Finance and Innovation Act applications.

**San Jose Community Forest Management Plan, Stakeholder Outreach Website, City of San Jose, California.** Served as the lead web developer/designer for the City of San Jose's Community Forest Management Plan. The website's intended purpose was to inform and motivate the community to get involved in the planning process. In addition to developing the look and feel of the site, worked closely with Dudek's Urban Forestry Team to create engaging interactive elements to the site, including a game where visitors can plant trees around a virtual property to see the positive impact an urban forest has on the environment (<https://sanjosecfmp.com/>).

**California Wildlife Damage Management EIR/EIS, Project Website, California Department of Food and Agriculture.** Served as the lead web developer/designer for the project website, which was designed to provide detailed information about the project's goals and to engage stakeholders. The website was built from the ground up to meet the state's strict requirements for accessibility and readability (WCAG 2.0). Users of the site can choose between four different languages via a customized machine translation plugin. Worked with the project team to create a web presence on the WordPress platform that could be easily edited by non-technical staff and increase the ease of transfer of ownership of the site upon project completion (<https://californiawdm.org/>).

**Indio Transformative Climate Communities Plan Public Outreach Website, City of Indio, California.** Worked with the graphic design team to design and developed a mobile-friendly website to guide the general public through the many goals of this climate plan. The site includes an interactive map of the plan boundary, webinar registration information, Spanish translation, and mailing list registration forms. The site theme was custom-designed for the client on the WordPress platform to allow for easy transfer of ownership upon project completion (<https://indiotccplan.com>).

## EDUCATION

M.A., Anthropology,  
California State University,  
Los Angeles, 2013

B.A., Anthropology,  
California State University,  
Northridge, 2003

## PROFESSIONAL

### AFFILIATIONS

California Preservation  
Foundation

Society of Architectural  
Historians

National Trust for Historic  
Preservation

## PROFESSIONAL

### CERTIFICATIONS

Registered Professional  
Archaeologist (2013)

# Samantha Murray, MA

## PRINCIPAL ARCHITECTURAL HISTORIAN

Samantha Murray is the cultural resources director at South Environmental and the principal architectural historian and archaeologist with over 16 years' experience in all elements of cultural resources management, including project management, architectural history studies, and historical significance evaluations in consideration of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and local-level designation criteria. Ms. Murray has conducted thousands of historical resource evaluations and developed detailed historic context statements for a multitude of property types and architectural styles. She has also provided expertise on numerous projects requiring conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Ms. Murray meets the Secretary of the Interior's Professional Qualification Standards for both Architectural History and Archaeology. She is experienced managing multidisciplinary projects in the lines of private development, transportation, transmission and generation, federal land management, land development, and state and local government. She is an expert in preparation of cultural resources compliance documentation for projects that fall under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), and Sections 106 and 110 of the National Historic Preservation Act (NHPA). Ms. Murray has also served as an expert witness in legal proceedings concerning historical resources under CEQA and local ordinance protection.

## EXPERTISE

- CEQA, NEPA, and Section 106 of the NHPA compliance documentation in consideration of impacts to historical, archaeological, and tribal cultural resources, and historic properties.
- Resource significance evaluations in consideration of NRHP, CRHR, and local designation criteria.
- Project design review for conformance with the Secretary of the Interior's Standards.
- Assistance with complex mitigation including HABS/HAER/HALS, salvage, and interpretive displays.
- Peer review.

## RECENT PROJECT EXPERIENCE

**Southern California Edison (SCE) Sub Consultant Agreement for Environmental Clearance Projects (2021-ongoing).** South Environmental is a subconsultant to Rincon Consultants, Inc. on SCE's Environmental Clearance contract and provides cultural resources services throughout SCE's service territory in Southern California. Ms. Murray functions as an Archaeological Principal Investigator and oversees both archaeological and historic built environment components of large utility projects subcontracted to South Environmental, including NRHP/CRHR significance evaluations for a variety of electrical substations and transmission lines. Projects currently in progress include the Del Valle Substation Project in Los Angeles and Ventura Counties and the Cal City 115 kv Upgrade Project in Los Angeles and Kern Counties.

**Santa Clarita TTM 68203 Project, City of Santa Clarita, Los Angeles County, California (2021).** South Environmental was retained to complete a cultural resources technical report for the Tentative Tract Map (TTM) 68203 Project (proposed project) located in the City of Santa Clarita, Los Angeles County, California. Ms. Murray served as principal archaeologist and architectural historian and prepared the report which included the results of a California Historical Resources Information Center (CHRIS) records search of the project site and a one-mile radius; a California Native American Heritage Commission (NAHC) Sacred Lands File search and informational letters to local tribes; an intensive pedestrian survey of the project site; building development and archival research; and recordation and evaluation of the existing single-family residence (built 1966) for historical significance and integrity in consideration of CRHR and City of Santa Clarita designation criteria. No archaeological or historical resources were identified within the project site.

**Phase I and II Historical Resource Assessment Report for 4607 W. Melbourne Avenue, City of Los Angeles, California (2021).** South Environmental was retained to complete a Historical Resource Assessment (HRA) for a property located at 4607 W. Melbourne Avenue in the City of Los Angeles, California. The HRA included the results of a pedestrian survey of the project site by a qualified architectural historian; building development and archival research; recordation and evaluation of one single-family residence for historical significance and integrity; meeting with Office of Historic Resources staff to discuss findings and recommendations; and review of proposed design plans for conformance with the Secretary of the Interior's Standards for Rehabilitation. The property was found eligible for designation in the NRHP, CRHR, and as a City HCM under Criteria C/3/3 as an individual property for its embodiment of the Craftsman-style of architecture and serving as an example of the airplane bungalow sub-type. The proposed project was found to be in conformance with the Standards for Rehabilitation such that the residence would continue to retain all its major character-defining features and would remain unchanged when viewed from the public right-of-way.

**Hope Gardens Sequoia Building Project, Los Angeles County, California (2021).** South Environmental was retained by Union Rescue Mission to complete a cultural resources technical report for the Hope Gardens Sequoia Building Project located at 12249 Lopez Canyon Drive in unincorporated Los Angeles County, California, which proposes demolition of the existing building on the site and construction of a new facility. Ms. Murray authored the cultural resources technical report, serving as principal archaeologist and architectural historian. This study included a CHRIS records search; Native American coordination; an intensive pedestrian survey of the project site; building development and archival research; and recordation and evaluation of the Hope Gardens property for historical significance and integrity in consideration of CRHR and Los Angeles County designation criteria. As a result of the property significance evaluation, eight buildings on the property were found eligible as contributing resources to the newly identified Forester Haven Historic District under CRHR and County

Criterion 3. South Environmental is currently assisting Union Rescue Mission with implementation of project-specific mitigation.

**City of La Canada I-210 Soundwalls, Phase III Project, Los Angeles County, California (2021).** While working for her previous firm, Ms. Murray served as principal architectural historian and oversaw all final deliverables. Dudek was retained by Ardurra and the City of La Canada for Phase III of a multi-phase traffic noise abatement project in the city along the I-210 during which three soundwall segments, S311, S335, and S336, will be constructed. Ms. Murray oversaw preparation of the HPSR which included multiple property exemptions under Attachment 4 of the Caltrans PA. The overarching finding for the HPSR was No Historic Properties Affected. The HPSR was approved by Caltrans PQS with no comments .

**Wilmington Avenue Bridge Over Compton Creek Project, Los Angeles County, California (2020).** While working for her previous firm, Ms. Murray served as principal architectural historian and oversaw all final deliverables and direct communication with the County of Los Angeles (CEQA lead agency) Caltrans District 7. The Los Angeles County Department of Public Works proposed to replace the Wilmington Avenue Bridge over Compton Creek. The proposed project has the potential to effect three historic properties: the Los Angeles County Flood Control District (LACFD) and two of its contributing resources (the Compton Creek Channel and the Wilmington Avenue Bridge), all of which were assumed eligible for the NRHP under Criterion A for the purposes of the project with CSO approval. As part of the required cultural resources documentation, Ms. Murray oversaw preparation of a Finding of No Adverse Effect document and a Secretary of the Interior's Standards Action Plan. The overarching finding for the proposed project was No Adverse Effect to Historic Properties with respect to the LAFCD. This overall finding incorporated a FNAE-SC SOIS AP for the Compton Creek Channel and a FNAE without Standard Conditions for the Wilmington Avenue Bridge. All documents have received SHPO concurrence.

**Enlightenment Plaza/Juanita Avenue Project, City of Los Angeles, Los Angeles County, California (2020).** While working for her previous firm, Ms. Murray served as principal architectural historian, co-author of report, and QA/QC of final work products. The applicant completed an historical resources evaluation report for a project that proposed to demolish buildings on four parcels to develop 400-500 units of housing dedicated to Permanent Supportive Housing for formerly homeless individuals. Buildings that will be directly impacted by this Project include 316 N. Juanita Avenue, 340 N. Juanita Avenue, 3812 Oakwood Avenue, and 3820 Oakwood Avenue. Indirect impacts were anticipated for adjacent properties, which include 3701 Beverly Boulevard, 3725 Beverly Boulevard, and 307 N. Madison Avenue. As a result of extensive archival research, field surveying, and property significance evaluations, six of the built environment resources located in the project site were found not eligible; however, the building located 307 N. Madison Avenue (APN 5501-001-027) was found eligible as a Los Angeles Historic Cultural Monument under Criterion 3, for being an excellent example of a Quonset hut building type.

**14545 Lanark Street Project, Panorama City, City of Los Angeles, California (2019).** While working for her previous firm, Ms. Murray served as principal architectural historian, co-author, and QA/QC of final work products. The County of Los Angeles retained Clifford Beers Housing Inc. (CBH) to develop a mixed-use affordable housing project in the City of Los Angeles on land owned by the County. The proposed Project involves the development of 120 studios, one-, two-, and three-bedroom apartments serving low-income individuals and families. The cultural resources technical report included conducting a CHRIS record search, reviewing permits held by the City of Angeles, archival research, historical context development, developing building and structure descriptions, and historical significance evaluations for the former Los Angeles County Social Services office in Panorama City. The building located at 14545 Lanark Street was found not eligible for the NRHP, CRHR, or as a City of Los Angeles HCM due to a lack of significant historical associations and architectural merit. (2019)

**The Santa Fe Springs Transitional Living Center, City of Santa Fe Springs, Los Angeles County, California (2019).** While working for her previous firm, Ms. Murray served as principal architectural historian, co-author, and QA/QC of final work products. The applicant required an historical significance evaluation report for a property located at 12000 Washington Boulevard in the City of Santa Fe Springs, California. The subject property was previously evaluated for historical significance 2010. The evaluation report study included a pedestrian survey of the property by a qualified architectural historian, a records search, building development and archival research, development of an appropriate historic context for the property, and updated recordation and evaluation of the property (19-191100) for historical significance and integrity. As a result of extensive archival research, field survey, and updated property significance evaluation, the property located at 12000 Washington Boulevard was found not eligible for the NRHP, CRHR, or as a locally significant resource, due to a lack of significant historical associations, architectural merit, and compromised integrity.

**Los Angeles Department of Water and Power (LADWP) As-Needed Environmental Compliance Services, City of Los Angeles, California (2016-2020).** While working for her previous firm, Ms. Murray prepared both CEQA and CEQA+ cultural resources documentation for a wide range of infrastructure projects throughout LADWP's service territory. When LADWP project funding sources include the State Water Resources Control Board's (SWRCB) Drinking Water State Revolving Fund (DWSRF), applications for funding must include proof of CEQA compliance and of compliance with federal requirements. CEQA+ documentation (addressing both CEQA and Section 106 of the NHPA regulatory requirements) typically includes development of an area of potential effects, completion of a CHRIS records search, Native American coordination, intensive pedestrian survey, identification of historical resources/historic properties, and an assessment of project-related impacts/effects to both archaeological and historic built environment resources. Role: while working for her previous firm, Ms. Murray served as the cultural resources principal investigator for both architectural history and archaeology, co-authored nearly all technical reports, and provided quality assurance/quality control (QA/QC) of numerous technical documents for a variety of projects.

**Kaiser Permanente Los Angeles Specialty Medical Center Project, Los Angeles, Los Angeles County, California (2019).** While working for her previous firm, Ms. Murray served as principal architectural historian; co-author, and QA/QC of all work products. The cultural resources technical report involved extensive archival research, reconnaissance level fieldwork, historic context development, building development descriptions, historical significance evaluations for buildings greater than 45 years in age, and DPR forms for the medical center buildings and structures that were proposed for demolition as part of the multiphase project. As a result of the evaluations, all buildings were found not eligible for designation under all applicable national, state, and local designation criteria and integrity requirements.

**Kaiser Permanente Los Angeles Medical Center Project, Los Angeles, Los Angeles County, California (2019).** While working for her previous firm, Ms. Murray served as principal architectural historian; co-author, and QA/QC of all work products. The cultural resources technical report included extensive archival research, reconnaissance level fieldwork, historic context development, building development descriptions, historical significance evaluations, and DPR forms for six buildings over 45 years old that are proposed for demolition as part of the multiphase project. As a result of the evaluations, all buildings proposed for demolition were found not eligible for designation under all applicable national, state, and local designation criteria and integrity requirements. DEIR chapter also analyzed potential indirect impacts on two other NRHP-listed or eligible sites: the Aline Barnsdall Complex and the Hollywood Presbyterian Medical Center.



## EDUCATION

M.A., Public History,  
California State University,  
Sacramento, 2006

B.A., History and Chicano  
Studies, California State  
University, Dominguez Hills,  
2003

## PROFESSIONAL

### AFFILIATIONS

California Preservation  
Foundation

Society of Architectural  
Historians

National Trust for Historic  
Preservation

# Laura G. Carias, MA

## SENIOR ARCHITECTURAL HISTORIAN

Laura Carias has over 17 years of experience in the field of historic and cultural resources evaluation, identification, documentation, and preservation. Ms. Carias specialized in historic resources assessments including historic significance evaluation in consideration of the California Register of Historical Resources (CRHR), and the National Register of Historic Places (NRHP), and local-level evaluation criteria. She also has experience in intensive-level field surveys, historic structure reports, design consultation, conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, Historic American Buildings Survey and Historic American Engineering Record documentation, local Mills Act contracts, and local, state, and nation landmark designations.

Ms. Carias meets the Secretary of the Interior's Professional Qualification Standards for both Architectural History and History. She has experience preparing environmental compliance documentation in support of projects that fall under the California Environmental Quality Act (CEQA/National Environmental Quality Act (NEPA), and Section 106 of the National Historic Preservation Act (NHPA).

## EXPERTISE

- CEQA, NEPA, and Section 106 of the NHPA compliance documentation in consideration of impacts to historical resources, and historic properties
- Historic resource significance evaluations in consideration of NRHP, CRHR, and local designation criteria
- Project design review for conformance with the Secretary of the Interior's Standards
- Preparation of archival documentation for HABS/HAER/HALS
- Historic Structure Reports
- Historic Preservation Certification Part 1 and 2 Tax Credit Applications

## RECENT PROJECT EXPERIENCE

### **Historic Cultural Landmark Designation, Desmond's Department Store, Los Angeles, California**

**(2019)** While working for her previous firm, Ms. Carias served as architectural historian and principal author of the Historic Cultural Landmark Designation of the Desmond's Department Store on Broadway in downtown Los Angeles. The property is a contributor to the Broadway Theater and Commercial District and was nominated for its unique for the important contribution it made to the development of Broadway as the City's prime commercial corridor in the first half of the 20<sup>th</sup> century; as the much celebrated eighth home of Desmond's department store thus signifying the store's expansion; for its association with master architect Albert C. Martin, Sr, and architect Frank L. Stiff; and as an early 20<sup>th</sup> century Spanish Baroque commercial architecture, with uncharacteristic 1930s Streamline Moderne alterations.

### **Mills Act Historic Property Contract, Desmond's Department Store, Los Angeles, California (2019)**

While working for her previous firm, Ms. Carias served as architectural historian and principal author of the Mills Act Historic Property Contract for Desmond's Department Store.

**Federal Investment Tax Credit, Hamburger's Department Store, Los Angeles, California (2017)** While working for her previous firm, Ms. Carias served as architectural historian and principal author for the Investment Tax Credit application and design collaboration on rehabilitation of former Hamburger's Department Store for rehabilitation as a mixed-use property. Project involves review of construction plans for conformance with the Secretary of the Interior's Standards (Secretary's Standards).

**Sears Boyle Heights, Los Angeles, Federal Investment Tax Credit, Los Angeles, California.** While working for her previous firm, Ms. Carias served as architectural historian and principal author and submitted and received conditional approvals on Part II Federal Investment Tax Credit application for former Sears, Roebuck and Company retail store and warehouse in Boyle Heights. Participated in design collaboration on rehabilitation of subject property as a mixed-use property with retail, creative office, and residential space. Prior to South Environmental, Chattel, Inc.

**Lincoln High School Small Learning Community Improvements, Los Angeles Unified School District, Los Angeles, California (2012)** While working for her previous firm, Ms. Carias served as architectural historian and principal author of a historic resources assessment for Lincoln High School as part of the environmental compliance work performed for proposed landscaping and American Disabilities Act (ADA) compliance. Work was completed to confirm historic significance of school and character-defining features and document project conformance with the Secretary's Standards for Rehabilitation in support of Work compliance with California Environmental Quality Act (CEQA)

**Central City North Community Plan Area, SurveyLA, Los Angeles, California (2012)** While working for her previous firm, Ms. Carias served as architectural historian and managed the historic resources survey for the Central City North Community Plan Area. Work included the field survey and report with survey findings.

**Historic Built Environment Evaluation Report for the 1200-1340 Old Bayshore Highway Project, Burlingame, San Mateo County, California (2022).** South Environmental was retained by FirstCarbon Solutions to prepare a historic built environment assessment report for the City of Burlingame in support of the 1200-1340 Old Bayshore Highway Project. Three resources were identified within the proposed project area; a hotel, restaurant, and commercial building. The entire property was recorded and evaluated for historical significance in consideration of CRHR and City of Burlingame Zoning Code and integrity requirements. The property was found not eligible under all designation criteria due to a

lack of significant historical associations and integrity. The proposed project was found to have a less than significant impact on historical resources under CEQA.

**Historic Built Environment Evaluation Report for the 215 Skelly Project, Hercules, Contra Costa County, California (2022)** South Environmental was retained by FirstCarbon Solutions to prepare a historic built environment assessment report for the City of Hercules in support of the 215 Skelly Project. One historic built environment resource over 45 years old was identified within the project site: the previously identified Ellerhorst Home which consists of the main residence built circa 1873 along with several other outbuildings and structures. The entire property was recorded and evaluated for historical significance in consideration of CRHR criteria and integrity requirements. Although the property has important historical associations with early settlement patterns and significant individuals in Hercules, a recent fire destroyed much of the main residence such that the property can no longer convey these important associations. The proposed project was found to have a less than significant impact on historical resources under CEQA.

**Historic Built Environment Evaluation Report for 1442 North Dale Avenue Project, Anaheim, Orange County, California (2022).** South Environmental was retained by EcoTierra Consulting to prepare a historic built environment assessment report for the City of Burlingame in support of the 1442 North Dale Avenue Project. One resource, a single-family resource and associated ancillary buildings, were identified within the proposed project area. The entire property was recorded and evaluated for historical significance in consideration of CRHR and the City of Anaheim's Mills Act Program Guidelines. The property was found not eligible under all designation criteria due to a lack of significant historical associations and integrity. The proposed project was found to have a less than significant impact on historical resources under CEQA.

**G-P Site Restoration Project, Long Beach, California. November 2021 – ongoing.** While working for her previous firm, Ms. Carias served as architectural historian and principal author of the Historic Resources Cultural Report (report). The Port of Long Beach retained LSA Associates to prepare a cultural resources study in support of the Georgia-Pacific Gypsum Board Plant located at the port in Long Beach, California. The study included a pedestrian survey of the subject property for building and structures over 45 years of age; building development and archival research for the identified buildings located within the project site; recordation and evaluation of cultural resources identified within the study area for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and local eligibility criteria and integrity requirements; and an assessment of potential impacts to historical resources in conformance with CEQA and all applicable local municipal code and planning documents. Responsibilities included site specific background research, authoring the cultural technical report. Prior to South Environmental, LSA Associates.

**Historic Built Environment Evaluation Report for the Sycuan Fee to Trust Project, Sycuan Band of the Kumeyaay Nation Reservation, San Diego County, California (2020).** While working for her previous firm, Ms. Carias co-authored a Historic Properties Inventory and Evaluation Report for the Sycuan Band of the Kumeyaay Nation Reservation (Sycuan) for the proposed Sycuan Fee to Trust Project (Project), located on the within the vicinity of El Cajon, California in unincorporated San Diego County. The Project proposes a fee-to-trust transfer of five (5) parcels that cumulatively total approximately 40 acres. The transfer of land from Sycuan to the Bureau of Indian Affairs (BIA), the federal lead agency. Responsibilities for the project included: background research and authoring the cultural resources report. Prior to South Environmental, DUDEK

**Department of Veterans Affairs, Sepulveda Ambulatory Care Center, Van Nuys, California.**

Authored Finding of Effects report to satisfy Section 106. Project includes the demolition of 12 buildings located on a campus that has been determined ineligible as a historic district by the California Office of Historic Preservation. Prior to South Environmental, Chattel, Inc.

**Second Church of Christ, Scientist, Historic Structure Report, Long Beach, California.** Complied a Historic Structure Report to assist current owner in obtaining much needed funds for rehabilitation of 1914 church with extensive water damage. Prior to South Environmental, Chattel, Inc.

**San Juan Capistrano Substation, Historic American Engineering Record (HAER), San Juan Capistrano, California.** Prepared and submitted HAER documentation to the Library of Congress for the Southern California Edison Company Capistrano Substation as mitigation compliance as part of system upgrades. Providing construction monitoring of the rehabilitation of former utility structure located on San Diego Gas & Electric Company substation as part of a mitigation measure. Conducts bi-monthly site visits, provides design consultation, and monthly observation reports. Prior to South Environmental, Chattel, Inc.

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Los Angeles County Metro Area Plan

# **Appendix C: Community Profiles and Existing Conditions**

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320 West Temple Street, 13th Floor,  
Los Angeles, CA 90012







# Metro Area Plan

Community Profiles and Existing  
Conditions



# Existing Conditions (Summary)

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The Metro Planning Area (Metro Area) is one of the 11 Planning Areas of Los Angeles County (County). The County 2035 General Plan (General Plan) provides goals and policies to achieve countywide planning objectives for unincorporated areas and establishes the Planning Areas Framework as the foundation of future community-based plans. The purpose of the Planning Areas Framework is to provide a mechanism to develop area plans that are tailored toward the unique geographic, demographic, and social diversity of each Planning Area. Additionally, the Planning Areas Framework serves as an implementation tool of the General Plan, which entails the preparation or update of an Area Plan for each of the 11 Planning Areas. All Area Plans are components of and must be consistent with the General Plan goals and policies.

The Metro Area is home to over 300,000 residents, and is comprised of seven unincorporated communities, which are:

- East Los Angeles;
- East Rancho Dominguez;
- Florence-Firestone;
- Walnut Park;
- West Athens-Westmont;
- West Ranch Dominguez-Victoria; and,
- Willowbrook.

These seven communities, which have played a seminal role in crafting the cultural landscape of the broader Los Angeles metropolitan area, are the focus of the Metro Area Plan (or Area Plan).

The Existing Conditions and Community Profile study is designed to act as a reference, providing a general overview of the land use and planning efforts which have shaped the nature and type of development within the Metro Area, as well as to identify some of the broader cultural movements which have contributed to shaping the demographic and cultural makeup of the Metro Area. While not a comprehensive guide, this section attempts to consolidate and review the plans, policies, and ordinances applicable to the Metro Area, as well as to provide a brief introduction and overview of each of the seven communities of the Metro Area. This section will be structured as follows:

## Introduction and Regulatory Setting

This section provides an introduction to the Los Angeles County Metro Area, including a demographic overview and a brief introduction into the history of land use and planning practices within the County.



It will also include a brief discussion of several higher-level planning programs which help guide local area, community/neighborhood, zoning and/or specific plans, including:

- Los Angeles County 2035 General Plan (2015)
  - 6<sup>th</sup> Cycle Housing Element Update (2021)
- Los Angeles County Code
  - Chapter 22.120, Density Bonus
  - Green Zones Program (2021)
- Los Angeles Countywide Parks and Recreation Needs Assessment (PNA) (2016)
- Southern California Association of Governments (SCAG) Connect SoCal -- 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020)
- South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) (2017)
- The California Air Resources Board (CARB) Climate Change Scoping Plan (2017)

### **Metro Area Community Profiles.**

While the Metro Area communities have socioeconomic commonalities, each also has a distinctive identity, which requires a more nuanced and community-specific approach to planning. The **Metro Area Community Profiles** section of this chapter examines the extent land use and planning paradigms within each community to recognize and address community-specific planning needs and opportunities for growth, including the opportunity to address inequitable or outdated planning programs and practices. This section will review the following community, neighborhood and/or specific plans for each Metro Area community:

- East Los Angeles
  - East Los Angeles Community Plan (1988)
  - East Los Angeles 3rd Street Specific Plan (2014)
  - East Los Angeles Community Standards District (1988/2019)
- East Rancho Dominguez
  - East Rancho Dominguez Community Standards District (1985)
- Florence-Firestone
  - Florence-Firestone Community Plan (2019)
  - Florence- Firestone Transit Oriented District Specific Plan (2022)
  - Florence- Firestone Community Standards District (2004/2019)
- Walnut Park
  - Walnut Park Neighborhood Plan (1987)
  - Walnut Park Community Standards District (1987)
- West Athens-Westmont
  - West Athens-Westmont Community Plan (1990)
  - Connect Southwest L.A: A TOD Specific Plan for West Athens-Westmont (2019)
  - West Athens-Westmont Community Standards District (1990)



- West Ranch Dominguez-Victoria
  - West Rancho Dominguez-Victoria Community Standards District (2000/2013)
- Willowbrook
  - Willowbrook Transit Oriented District Specific Plan (2018)
  - Willowbrook Community Standards District (2018)



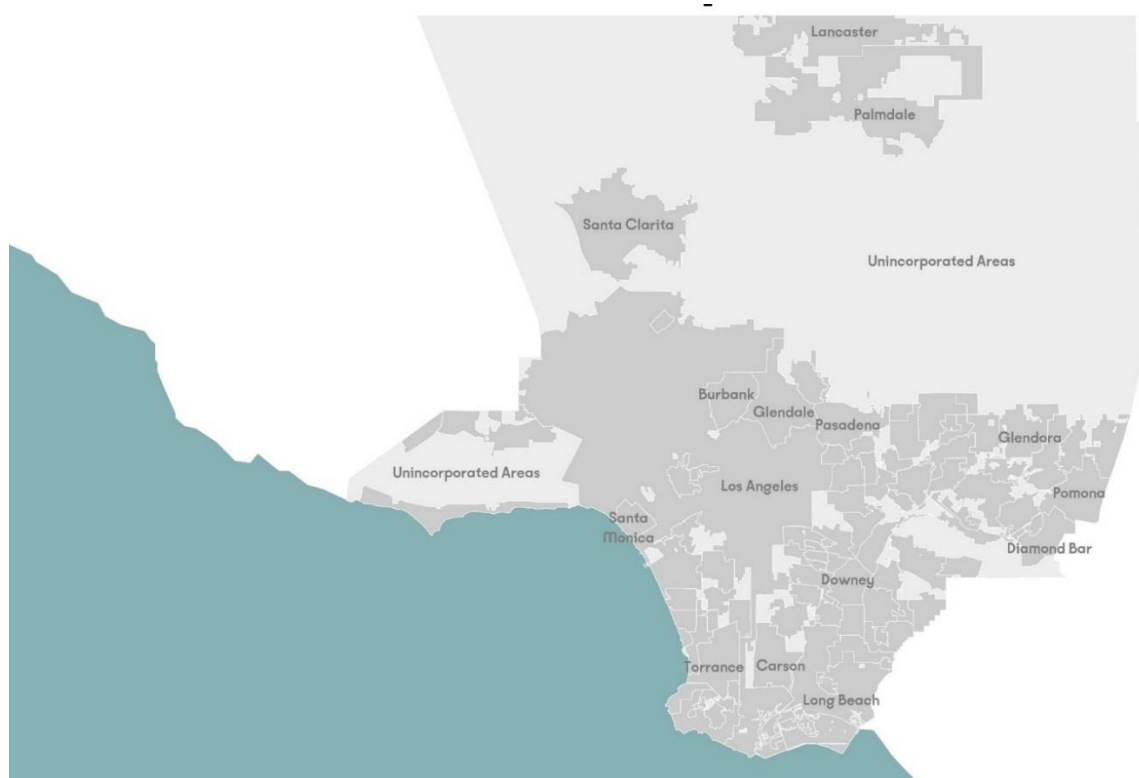


# I. Existing Conditions

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## 1. Introduction—Los Angeles County Metro Area

Los Angeles County (County) is currently the nation's most populous, with over 10 million residents. It covers an area that extends from the Antelope and Santa Clarita Valleys south to the Palos Verdes Peninsula, and from Malibu's beaches east to the San Gabriel Valley. The County includes 88 incorporated cities, the most populous of which include the Cities of Los Angeles, Long Beach, Santa Clarita, Glendale, and Lancaster. Each city is individually responsible for planning and regulating development within their jurisdictions. However, the majority of the County land area -- the "unincorporated area" -- does not lie within the jurisdictional boundaries of the cities. More than 65% of the County, or approximately 2,653 square miles, is unincorporated.<sup>1</sup> The County, via the Department of Regional Planning (DRP), is responsible for planning and regulating development in these areas, which support a population of over one million residents.



Sources: County of Los Angeles Department of Regional Planning (2021)

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1 County of Los Angeles. 2015. Unincorporated Areas. Accessed March 20, 2022. <https://lacounty.gov/government/about-la-county/unincorporated-areas/>.



To effectively plan and coordinate development in unincorporated areas across such a large geographic range, the County adopted a planning framework in 2015. This framework, created by 2015 County General Plan Update, identifies 11 Planning Areas, which constitute the Planning Areas Framework, including the Metro Area.<sup>2</sup> The Metro Area is located in the geographic center of the County, and is home to and heavily defined by its proximity to Downtown Los Angeles, which includes major corporations and professional firms, tourist and convention hotels, restaurants, retail, and the largest concentration of government offices outside of Washington D.C.<sup>3</sup>



*Sources: County of Los Angeles Department of Regional Planning (2021)*

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2 County of Los Angeles. 2015. Los Angeles County General Plan, p. 11. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

3 County of Los Angeles (2015), p. 44.



The presence of industrial districts in the Metro Area provides a strong foundation for job recovery and job growth, as well as opportunities for transit-oriented development. Currently, the Metro Area supports over 55,000 jobs. It is also fortunate to be rich in bus services and rail transit, which support a heavily transit-dependent population. However, the Metro Area also faces a number of challenges for mobility, including traffic congestion and the need for improved pedestrian safety and more bicycle facilities.

According to both community input through various planning efforts and the 2016 Los Angeles Countywide Parks and Recreation Needs Assessment (PNA), the lack of parks is a significant issue facing unincorporated communities within the Metro Area. Many of these communities call below the County average of 3.3 acres of Parkland per 1,000, and far below the General Plan goal of 4 acres per 1,000 residents. The PNA data for each unincorporated community is discussed in further detail in **Section 3, Metro Area Community Profiles**.

In terms of land use in the Metro Area, several residential communities abut industrial uses, which create land use compatibility conflicts as well as public health hazards. Although infill opportunities exist on some industrial properties in the Metro Area, many sites have a combination of environmental issues that affect their redevelopment potential, including air quality and pollution. Some especially significant pollution concerns across the Metro Area neighborhoods include high levels of particulate matter (PM) 2.5 pollution, toxic releases, and lead in homes.<sup>4</sup> The California Environmental Protection Agency's (CalEPA) Office of Environmental Health Hazard Assessment (OEHHA) developed CalEnviroScreen, a mapping tool that can identify disadvantaged communities by presenting data on areas most impacted by economic, health, and environmental burdens<sup>5</sup> Areas are considered disadvantaged if they score in the top 25% statewide. According to CalEPA maps, the majority of the neighborhoods in the Metro Area are identified as disadvantaged (see **Section 1.1 Metro Area Demographic Overview**). Public investment and redevelopment activities will be a key element in the economic turnaround of the Metro Area.

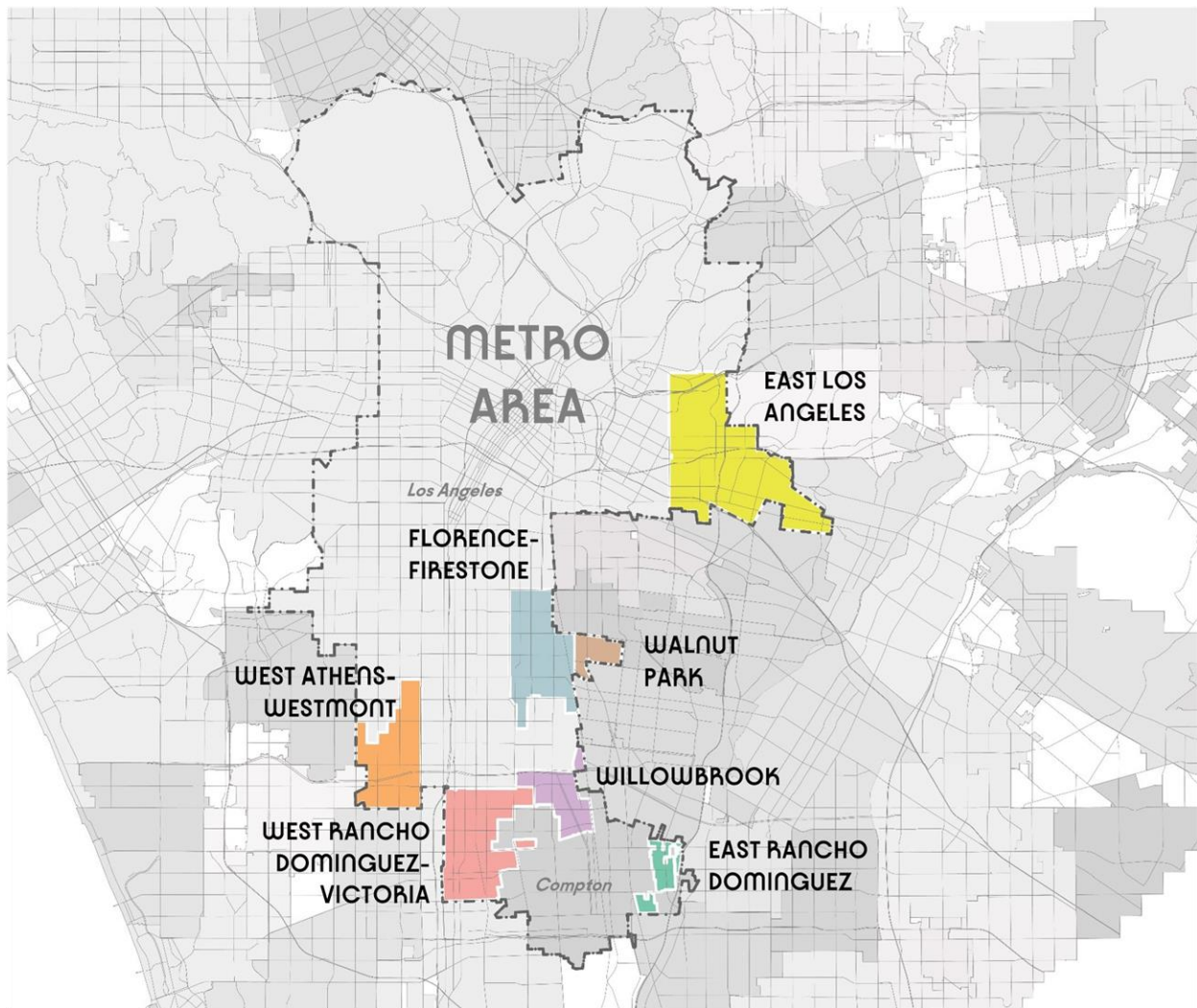
## 1.1 Metro Area Demographic Overview

There are seven unincorporated communities that comprise the Metro Area: West-Athens-Westmont; West Ranch Dominguez-Victoria; East Rancho Dominguez; Willowbrook; Walnut Park; Florence-Firestone; and East Los Angeles. These seven communities, which have played a seminal role in crafting the cultural landscape of the great Los Angeles metropolitan areas, are the focus of the Area Plan.

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<sup>4</sup> OEHHA. 2021. CalEnviroScreen 4.0. Accessed March 20, 2022. <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

<sup>5</sup> As defined by the California Environmental Protection Agency (CalEPA), disadvantaged communities are areas in California that experience a heightened combination of economic, health, and environmental burdens. These burdens include but are not limited to poverty, unemployment, pollution, hazardous waste, and rates of asthma and heart disease.



Sources: County of Los Angeles Department of Regional Planning

The seven unincorporated communities of the Metro Area support over 310,000 residents.<sup>6</sup> Over decades of demographic and economic shifts, these communities have become bastions of Black and Hispanic and Latino/a<sup>7</sup> culture in Southern California. Approximately 84% of residents in these communities self-identify as being of Hispanic and Latino/a origin; compared to approximately 49% countywide.<sup>8</sup> The broader community's evolution over the past 100 years is a window into the political, planning and demographic forces that have shaped the region. As some of the first established neighborhoods in the County, they are home to longstanding networks of social infrastructure and community assets that have sustained cultural identity despite of decades of inequity (see **Section 1.2, Embedded Inequity & the Discriminatory Origins of Land Use in Los Angeles County**, below). The

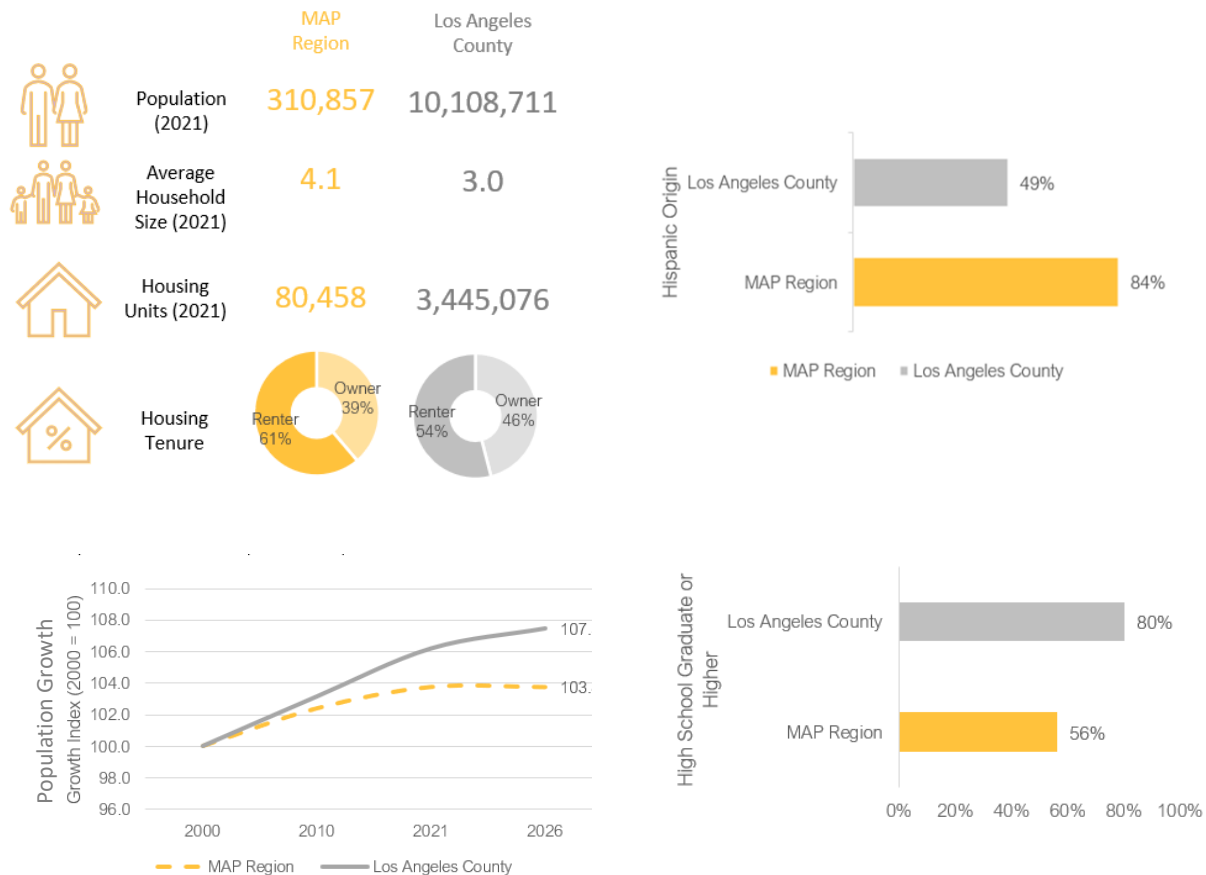
6 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022.

7 The County recognizes that language used to discuss pan-ethnic identity and gender is constantly evolving and would welcome any respectful input from community members. Please email us directly at [MetroAreaPlan@planning.lacounty.gov](mailto:MetroAreaPlan@planning.lacounty.gov) to contribute any questions, comments, or concerns.

8 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022



median annual household income in the Metro Area is approximately \$49,000, which is \$25,000 less than the countywide median.<sup>9</sup> The below graphics provide further information related to population, housing, demographics, and education within the Metro Area compared to the County as a whole.<sup>10</sup>



Sources: Pro Forma Advisors (2021)

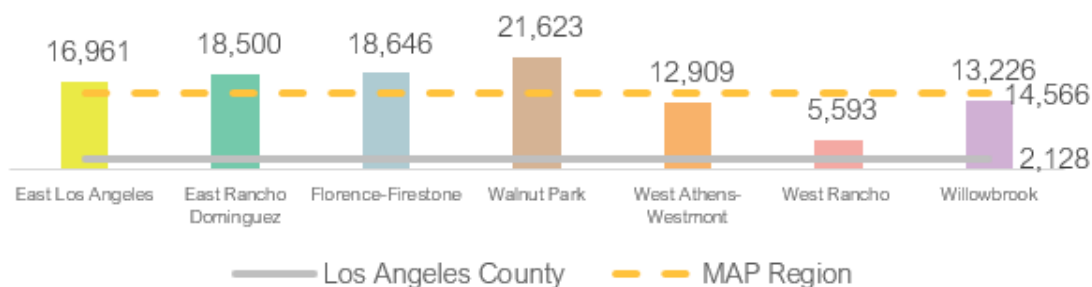
As discussed in further detail below, the communities in the Metro Area are urbanized and are generally characterized by challenging physical and economic conditions. Issues of overcrowding and a lack of affordable and accessible housing are of particular concern. As a rule, the average population density of the Metro Area is over 680% that of County.<sup>11</sup> This incongruity is most striking in the community of Walnut Park, which has a population density of over 21,000 residents per square mile, which is over 1000% of the Countywide average.

9 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022

10 The provided charts and figures identify the Metro Area as the "Metro Area Plan Region".

11 Average population density in the County of Los Angeles is approximately 2,128 residents per square mile (Pro Forma Advisors 2021).





Sources: Pro Forma Advisors (2021).

In an effort to identify racially/ethnically concentrated areas of poverty (R/ECAPs), the U.S. Department of Housing and Urban Development (HUD), has identified census tracts with a majority non-White population (e.g., greater than 50 percent) with a poverty rate that exceeds 40% or is three times the average census tract poverty rate.<sup>12</sup> Five of these R/ECAPs have been identified in unincorporated Los Angeles County, including the Metro Area communities of Willowbrook, West Athens-Westmont, and Florence-Firestone. Together with the State of California, the County has also identified “Opportunity Zones” within Metro Area communities.<sup>13</sup> An Opportunity Zone is defined as an “economically-distressed community” where new investments, under certain conditions, may be eligible for preferential tax treatment.<sup>14</sup> The Opportunity Zones are intended as an economic development tool designed to spur economic development and job creation in historically underinvested areas, including zones within East Los Angeles, East Ranch Dominguez, Florence-Firestone, and Willowbrook.<sup>15</sup> All seven Metro Area communities are also designated by the Southern California Association of Government (SCAG) as being “Communities of Concern.” Communities of Concern rank in SCAG’s top 33% for communities with the highest percentages of households in poverty and with minority populations. In addition, due to the historic consolidation of industrial land uses in these communities, all seven also experience a higher pollution burden, which, due to their higher-than-average rates of poverty, places a disproportionate economic as well as public health burden on these populations.

While Metro Area communities have socioeconomic commonalities, as well as many shared lived experiences and common histories, each also has a distinctive identity, which requires a more nuanced and community-specific approach to planning. As such, in addition to a holistic approach that attempts to recognize regional commonalities and trends, each Metro Area community has been profiled and analyzed independently in an effort to recognize and address community-specific planning needs and

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- 12 County of Los Angeles. 2021. Affirmatively Furthering Fair Housing, included as Appendix E of the County of Los Angeles Housing Element (2021-2029). Accessed November 20, 2021. [https://planning.lacounty.gov/assets/upl/project/housing\\_perliminary-draft-housing-element-update-appendices.pdf](https://planning.lacounty.gov/assets/upl/project/housing_perliminary-draft-housing-element-update-appendices.pdf).
  - 13 State of California. 2021. State Integrated OZ Map. Accessed November 28, 2021. <https://opzones.ca.gov/find-opportunity-zones/>.
  - 14 County of Los Angeles Economic Development Policy Committee. 2021. Los Angeles County Opportunity Zones. Opportunity Zones. Accessed November 28, 2021. <https://economicdevelopment.lacounty.gov/opportunity-zones/>.
  - 15 County of Los Angeles. 2021. Opportunity Zones - Unincorporated L.A. County (Map). Accessed November 23, 2021. <https://lacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=697ecd5258324b7cac33fda3bbcac70>.



opportunities for growth, including the opportunity to address—and attempt to amend—inequitable planning practices of past eras.

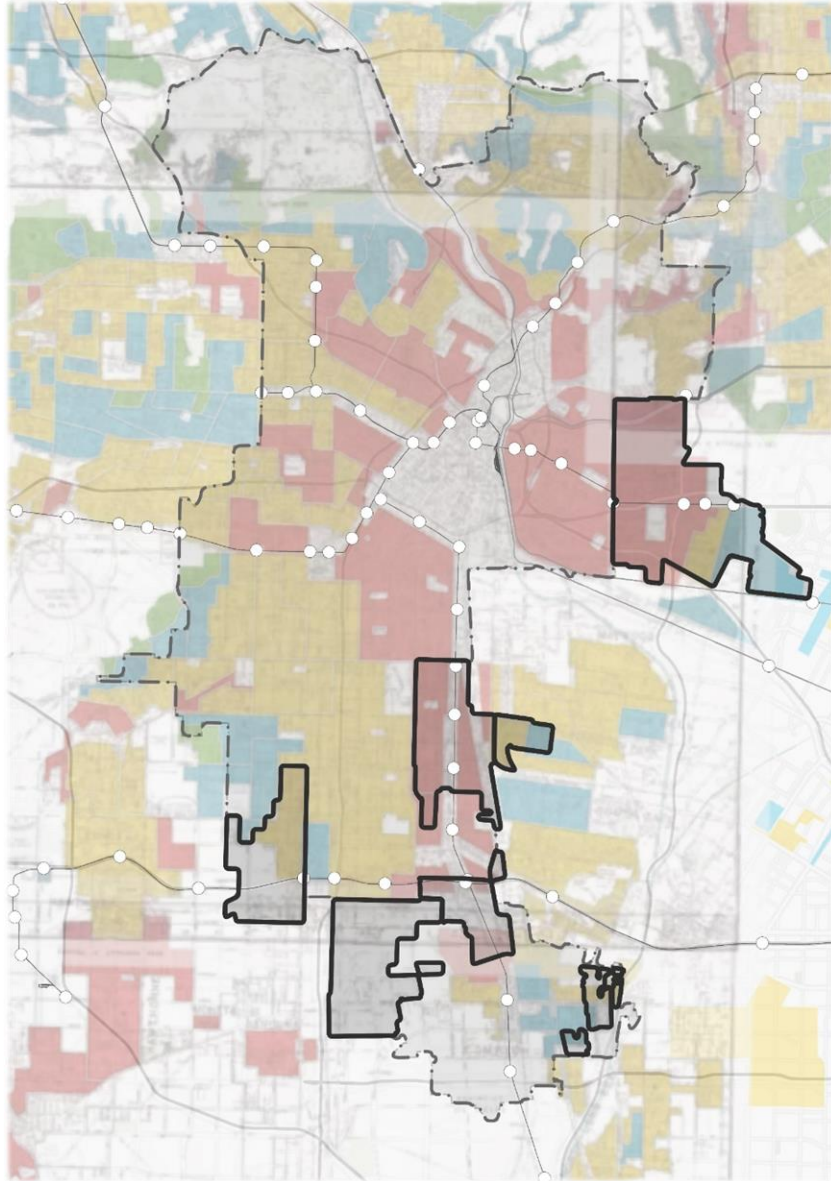
## 1.2 Embedded Inequity & the Discriminatory Origins of Land Use in Los Angeles County

It is no accident that the communities of the Metro Area have been segregated by income, class, race, and ethnicity. The planning policies we pursue today have an unintended yet nonetheless distinctive echo of those of the era of “redlining” and explicitly segregationist zoning policies of the early 20<sup>th</sup> century. In her essay “The Legacy of Redlining in Los Angeles: Disinvestment, Injustice, and Inefficiency”, Caltech researcher and South Los Angeles community advocate Jamie Tijerina defines redlining as “a systematic denial of economic investment, largely based on race, that was codified into federal policy in the 1930s”.<sup>16</sup> Large portions of the Metro Area were designated as yellow (“Definitely Declining”) and red (“Hazardous”) by the Home Owners Loan Corporation in the 1930s. Those designations made it difficult, if not impossible, for residents to seek home loans and build pathways to trans-generational wealth. Such ill-intentioned yet (then) legally permissible land use and planning practices explicitly discriminated against racial and ethnic minorities and set the stage for many of the socioeconomic difficulties facing the County today, including inaccessible and/or unaffordable housing, community displacement and systematic disinvestment.<sup>17</sup>

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16 Tijerina, J. 2019. The Legacy of Redlining in Los Angeles: Disinvestment, Injustice, and Inefficiency Finding a Path Forward in 2019 and Beyond, p. 1. March 16, 2019. [https://clkrep.lacity.org/online/docs/2019/19-0600\\_misc\\_5-6-19.pdf](https://clkrep.lacity.org/online/docs/2019/19-0600_misc_5-6-19.pdf).

17 Tijerina (2019), p. 1.



Sources: HOLC redline maps, ca. 1936. Policymaps.com

The detrimental impacts of redlining in Los Angeles County are still strongly felt today. Of particular relevance to the Metro Area is that historically redlined communities were often wedged against industrial areas, bisected by heavy-handed freeway insertions, and other environmentally compromised settings, exposing residents to disproportionate health risks.<sup>18</sup> This reality is supported by the findings of SCAG, HUD, the California Department of Housing and Community Development (HCD), and others, demonstrating that almost all Metro Area residents suffer from a disproportionately high pollution burden, and generally experience poorer life outcomes -- particularly for children -- than those living in other local, predominantly White County areas that were not historically subject to discriminatory

<sup>18</sup> Reft, R. 2017. Segregation in the City of Angeles: A 1939 Map of Housing Inequality in L.A. November 14, 2017. <https://www.kcet.org/shows/lost-la/segregation-in-the-city-of-Angeles-a-1939-map-of-housing-inequality-in-l-a>.



land use practices. However, it is a primary goal of the County to move forward with an affirmatively anti-racist and anti-segregationist approach to planning and equity. This approach will be rooted in the recognition that Black and Brown communities -- under the weight of systematic marginalization, including redlining, discriminatory lending practices, underinvestment of public infrastructure, lack of mobility options, and environmental racism -- have experienced a disproportionate level of harm and are in immediate need of both near- and long-term planning solutions that act to alleviate or eliminate the historic and contemporaneous forms of harm that have been identified, as well as to preclude these harms from burdening future generations. It is in this collective spirit of recognition, awareness, and growth that reformist land use policies will be formulated within the Metro Area communities.

## 2. Metro Area Regulatory Setting

The seven communities that now comprise the County's Metro Area are subject to a patchwork of existing regional and local regulatory planning documents, often with overlapping policies and regulations. Some plans, like the community plan for East Los Angeles and the neighborhood plan for Walnut Park date to the 1980s, while others, like the transit-oriented district specific plans for Willowbrook and West Athens-Westmont were adopted recently. Land use and/or zoning plans applicable to the broader Metro Area, as well as an overview of the regional regulatory structure and environment in general, are described in further detail, below.

### 2.1 General Structure of Regulatory Planning

As a rule, the regulatory planning structure for any community begins with a "high-level" approach. This may include federal, state, and/or regional regulations and plans, which tend to have more generalized and far-reaching implications for an encompassed geographical setting. For example, while the California Environmental Quality Act (CEQA) is relevant and applicable to all jurisdictions within the State of California, SCAG's Connect SoCal—2020-2045 Regional Transportation Plan (RTS)/Sustainable Communities Strategy (SCS) plan is only applicable to certain member jurisdictions in the Southern California region. In the case of the Area Plan, the most relevant "higher-level" planning document is the Los Angeles County General Plan 2035 (General Plan) which is the foundational document for all community-based plans that serve the seven unincorporated areas. Planning documents, and their accompanying ordinances, policies, and standards, are generally structured somewhat like a nesting doll, with federal, state or regional plans encompassing and guiding a collection of related but community-specific local plans, which may or may not have overlapping goals, policies, and provisions. The relationship of the General Plan to local planning efforts in the Metro Area generally flows as follows:

*General Plan → Planning Areas Framework Plan → Community Plan → Zoning Plan → Specific Plan*





## 2.2 Regulatory Setting in the Metro Area

The following plans and associated goals, policies and regulatory requirements are applicable to all communities within the Metro Area.

### Los Angeles County General Plan 2035

The General Plan provides goals and policies to achieve countywide planning objectives for the unincorporated areas and serves as the foundation for all community-based plans, such as the Planning Areas Framework Program plans, community plans, and coastal land use plans. In accordance with the Planning Areas Framework Program, the 11 Planning Area plans (“Area Plans”) will focus on land use and policy issues that are specific to each Planning Area. Community plans cover smaller geographic areas within the Planning Area, and address neighborhood and/or community-level policy issues. The unique characteristics and needs of each of the Planning Areas will guide the development of each Area Plan. The Area Plan will operate as the framework plan for the MetroArea.

In addition to spurring the development of new plans, Area Plans such as the Area Plan provide opportunities to update existing community-based plans, as well as to improve upon existing implementation tools of the General Plan, such as specific plans<sup>19</sup> and community standards districts<sup>20</sup> (CSDs). As previously mentioned, this Area Plan and other Area Plans will be tailored toward the unique geographic, demographic, and social diversity of the given Planning Area; however, at a minimum, Area Plans are developed using the following guidelines:

- Involve major stakeholders, including but not limited to residents, businesses, property owners, County departments, regional agencies, and adjacent cities.
- Explore the role of arts and culture and consider beautification efforts.
- Analyze the transportation network and assess the transportation and community improvement needs. Utilize the street design considerations outlined in the Mobility Element of the General Plan as a tool for street improvements that meet the needs of all potential users, promote active transportation, and address the unique characteristics of the Planning Area.
- Review and consider the identified “opportunity areas, as applicable.
- Develop a land use policy map that considers the local context, existing neighborhood character, and the General Plan Hazard, Environmental and Resource Constraints Map.
- Consider the concurrent development of areawide zoning tools.

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19 Specific Plans are used as a General Plan implementation tools for “large-scale” planning (i.e., for multiple parcels or neighborhood blocks), areas with environmental or fiscal constraints, or for other specific kinds of opportunity areas.

20 Community Standard Districts (CSDs) act as supplemental districts which may define and provide regulations in any one of the following three categories: Area-Specific, Community-Wide, and/or Zone Specific Development Standards.





- Update specific plans and zoning ordinances, as needed, to ensure consistency and plan implementation.

At a minimum, each Area Plan must also incorporate the following components: (1) a comprehensive policy document with area-specific elements, as needed, that incorporates community-based plans as chapters; (2) a land use policy map that utilizes the General Plan Land Use Legend; (3) a zoning map that is consistent with the area plan; (4) a capital improvement plan developed in partnership with the County of Los Angeles Department of Public Works; and (5) an environmental review document that uses the General Plan Programmatic Environmental Impact Report (EIR) as a starting point to assess the environmental impacts of the Area Plan.

All Area Plans will also include “opportunity areas”, which have been identified in the General Plan, and are areas which should be considered for further study when preparing community-based plans. The different kinds of opportunity areas relevant to the unincorporated Metro Area are described in **Table 2.1, Opportunity Area Types**, below. These areas in relation to the seven Metro Area communities will also be identified and discussed in **Section 3, Metro Area Community Profiles**

**Table 2.1. Opportunity Area Types**

Opportunity Area	Description
Transit Centers	Areas that are supported by major public transit infrastructure. Transit centers are identified based on opportunities for a mix of higher intensity development, including multifamily housing, employment, and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.
Neighborhood Centers	Areas with opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office and other uses. Neighborhood centers are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as street trees, lighting, and bicycle lanes.
Corridors	Areas along boulevards or major streets that provide connections between neighborhoods, employment, and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.
Industrial Flex Districts	Areas with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. These areas would provide opportunities for non-industrial uses and mixed uses, where appropriate, as well as light industrial or office/professional uses that are compatible with residential uses.



Table 2.1. Opportunity Area Types

Opportunity Area	Description
Industrial Opportunity Areas	Economically viable industrial and employment-rich lands located in an unincorporated community that has an adopted community-based plan or is in the process of creating one. Future considerations should be given to these areas to be mapped as Employment Protection Districts, where industrial zoning and industrial land use designations should remain, and where policies to protect industrial land from other uses (e.g., residential, and commercial) should be enforced.

Source: County of Los Angeles. 2015. Los Angeles County General Plan, p. 30. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

In accordance with the Planning Areas Framework Program, the creation of new community plans will be reserved for those communities in the unincorporated areas that are identified through the Area Plan process as having planning needs that go beyond the scope of the area plan. Community plans, as well as coastal land use plans, will be incorporated as chapters of Area Plans.

### ➤ 6<sup>th</sup> Cycle Housing Element Update (HEU)

The County's Housing Element is one of the seven required elements of the General Plan. Per Section 65583(c)(7) of the California Government Code (CGC), Housing Element policies are shaped by, and must be consistent with, other General Plan elements and associated policies. The primary focus of the Housing Element is to ensure decent, safe, sanitary, and affordable housing for current and future residents of the unincorporated areas, including those with special needs. As such, the County is required to ensure the availability of residential sites, at adequate densities and appropriate development standards, in the unincorporated areas to accommodate its fair share of the regional housing need, also known as the Regional Housing Needs Assessment (RHNA) allocation. Under the current RHNA allocation, the unincorporated County is required to provide the zoned capacity to accommodate the development of at least 90,052 housing units affordable to households at specific income levels using various land use planning strategies.<sup>21</sup>

In order to satisfy its RHNA allocation, the County recently adopted an update to the Housing Element for the "6<sup>th</sup> Cycle" 2021-2029 planning period (6<sup>th</sup> Cycle HEU), consisting of: an adequate sites inventory; rezoning program; analysis of constraints and barriers; goals, policies, and implementation programs; amendments to Title 22 – Planning and Zoning, of the Los Angeles County Code; and amendments to the General Plan Land Use Element.

While the County's unincorporated areas have the existing capacity to accommodate up to 34,278 of the RHNA allocated units, there is a remaining capacity shortfall that must be accounted for if the County is to fulfill its RHNA obligations as required by state law. Approximately 20,750 lower-income,

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21 County of Los Angeles. 2021. County of Los Angeles Housing Element (2021-2029), p. 187 (Summary of RHNA Strategies). Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/project/housing\\_redlined-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_redlined-20211130.pdf).



9,019 moderate income, and 26,005 above moderate income units will be accommodated for via rezoning efforts (i.e., 6<sup>th</sup> Cycle HEU Program 17, Adequate Sites for RHNA).<sup>22</sup> The rezoning effort(s) would primarily consist of implementing land use and zone changes to convert existing commercial and/or low density residential designations to mixed use and/or high density residential designations.<sup>23</sup> The Area Plan will incorporate the proposed changes in the HEU rezoning program for Metro Area sites listed in the HEU's Appendix B, Potential Sites. The Appendix B sites are sites which have been identified by the County as having the potential to accommodate the RHNA allocation, pending a zone change. The County will also accommodate RHNA allocated units through implementation of the Florence-Firestone Transit-Oriented District Specific Plan.<sup>24</sup> The County is required to complete all rezoning efforts to meet its remaining RHNA shortfall by 2024, or approximately three years from the official date of HEU adoption (November 30, 2021.).

In total, the Metro Area will support and/or accommodate capacity for 27,458 RHNA allocated units,<sup>25</sup> approximately 5.8% of which (1,597 units) will be within the R/ECAP communities of Willowbrook, West Athens-Westmont, and Florence-Firestone.<sup>26</sup> (see **Section 2, Metro Area Community Profiles**, for further details on community specific rezoning efforts proposed or implemented as a result of the HEU). The remaining RHNA allocated units will be located across various sites within the communities of West Rancho Dominguez, East Rancho Dominguez-Victoria, Walnut Park, and East Los Angeles.

Other notable changes in land use and /or zoning policy enacted as a result of the HEU and applicable to the Area Plan planning area include an amendment to Title 22 – Planning and Zoning of the Los Angeles County Code ("Zoning Code") to require residential use to occupy at least 50% of the floor area in a mixed-use project (e.g., in areas with mixed use zoning designations)<sup>27</sup> as well as amendments to the General Plan Land Use Legend related to increases in minimum allowable densities for certain residential use designations.

### Housing Element Programs and Objectives

To implement the County's housing goals, the 6th Cycle HEU includes a list of housing programs. The programs are designed to maintain and increase the supply of housing, especially affordable housing, preserve existing units, and provide equal access to housing opportunities. Most of the programs are previously adopted, ongoing, regulatory, and funding-based. In addition to Program 17, Adequate Site

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22 County of Los Angeles. (2021), p. 39 (Program 17: Adequate Sites for RHNA).

23 County of Los Angeles. (2021), p. 187. (Summary of RHNA Strategies).

24 County of Los Angeles. (2021), p. 39 (Program 17: Adequate Sites for RHNA)

25 The 27,458 RHNA units the County has allocated to the Metro Area includes existing sites as well as sites to be accommodated through rezoning.

26 County of Los Angeles (2021), p. 39. (Program 17: Adequate Sites for RHNA)

27 County of Los Angeles. (2021), p. 225 (Sites Designated for Commercial or Mixed Uses)



for RHNA, discussed above, some key 6<sup>th</sup> Cycle HEU programs impacting the Metro Area are described in further detail, below.

### *Program 3: Climate Action Plan 2020 (CCAP)*

The County developed the Community Climate Action Plan (CCAP) as a resource for unincorporated areas to reduce and avoid greenhouse gas (GHG) emissions associated with community activities.<sup>28</sup> As a component of the General Plan Air Quality Element, the CCAP actions are closely tied to many of the goals, policies, and programs of the General Plan, as well as to several other existing programs in the County. Public agencies and private developers can also use the CCAP to comply with project-level review requirements pursuant to CEQA. CEQA guidelines specify that CEQA project evaluation of GHG emissions can “tier” off a programmatic analysis of GHG emissions provided that the programmatic analysis (or climate action plan) is able to meet CEQA Guidelines Section 15183.5, which includes a quantitative analysis of GHG emission, both existing and projected over a specified time period.<sup>29</sup> Adopted in 2015 as an implementation program of the General Plan, the current CCAP expired in 2020.

Program 3 of the 6<sup>th</sup> Cycle HEU updates the CCAP, which ties together climate change initiatives and provide a blueprint for deep carbon emission reductions. Nearly 62% of the greenhouse gas emissions within unincorporated Los Angeles County comes from the transportation sector, with the vast majority of transportation emissions coming from passenger vehicles. Another 29% of greenhouse gas emissions is tied to energy use in buildings and facilities, including power plants, business, and homes. Reducing greenhouse gas emissions within unincorporated Los Angeles County will further pro-housing strategies, such as encouraging housing near transit through transit-oriented development programs. The CCAP will include a streamlined procedure for environmental clearance for individual housing projects, thereby reducing the time and expense needed for individual environmental clearances. Program 3 will essentially allow qualifying housing projects to rely on the CCAP for their greenhouse gas emissions analysis under the California Environmental Quality Act (CEQA).

Another major component of the CCAP is furthering equity by identifying actions to reduce air pollution and improve community health, particularly focusing on areas disproportionately burdened by environmental pollution. Examples of CCAP actions to be implemented by 2025 include: building shade structures at major transit stops, prioritizing communities with high heat

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28 County of Los Angeles. 2015. Final Unincorporated Los Angeles County Community Climate Action Plan (CCAP) 2020, p. 1-1. Accessed November 25, 2021. [https://planning.lacounty.gov/assets/upl/project/ccap\\_final-august2015.pdf](https://planning.lacounty.gov/assets/upl/project/ccap_final-august2015.pdf).

29 The CCAP meets CEQA Guidelines Section 15183.5 by: 1) quantifying all primary sectors of GHG emissions within the unincorporated areas for 2010 and 2020; 2) including a reduction target of at least 11% below 2010 levels, which is consistent with the recommendations in the AB 32 Scoping Plan for municipalities to support the overall AB 32 reduction targets; 3) analyzing community emissions for the unincorporated areas as a whole and including predicted growth expected by 2020; 4) including specific measures to achieve the overall reduction target; 5) including periodic monitoring of plan progress; and 6) submitting the CCAP to be adopted in a public process following compliance with CEQA (County of Los Angeles 2015, p. 1-2).



vulnerability; and creating and implementing an Urban Forest Management Plan that prioritizes tree- and park-poor communities. The standards set forth in the Area Plan are designed to be in accordance with the goals and policies of the CCAP.

#### Program 8: Metro Area Plan

The Area PlanMAP is considered a critical component of the 6<sup>th</sup> Cycle HEU, in that it incorporates the proposed changes in the 6<sup>th</sup> Cycle HEU's rezoning program on sites listed in Appendix B and identifies other General Plan and zone changes that can increase housing opportunities, jobs-housing balance and transit-oriented development within the seven Metro Area communities.

In addition to helping to implement policies set forth in Program 17, the Area Plan will include a Mobility Element, which will coordinate land use and transportation, promote active transportation, and include strategies to reduce vehicle miles traveled and improve air quality in some of the County's most disinvested in and marginalized communities. Furthermore, the Area Plan will bring a cohesive and updated growth vision for the Metro Area, which advances the County's priorities to address racial inequity and better serve communities of color.<sup>30</sup>

Since the Area Plan anticipates enhancing housing opportunities for a diversity of income levels in areas that have been historically underserved or segregated, strategies to address displacement and gentrification will be prioritized. A gentrification and displacement study included as part of the Area Plan evaluates the applicability of a range of mitigation tools including community land trusts, long-term affordability restrictions, jobs/housing linkage fees, and nonprofit and public ownership of land. The study also addresses adjacency between industrial and residential uses. The study informs community benefits policies in the plan. Potential benefits include affordable housing, community facilities, public open space, complete street interventions, urban greening, and contributions to a Community Benefits fund.<sup>31</sup>

The Area Plan will also include community-specific economic development strategies to encourage development through incentives or land use policy changes (e.g., value capture) as well as redevelopment or tenanting strategies. The focus of these recommendations is to increase employment through new commercial opportunities and capture spending currently being lost in the Metro Area. If incentives are adopted, this program will include a proactive outreach effort to property owners and business community stakeholders via fact sheets, letters, and social media to publicize the incentives.<sup>32</sup>

Implementation of the Area Plan will be prioritized using tools including the County's anti-displacement mapping tool (Program 43 of the 6<sup>th</sup> Cycle HEU), the County's Equity Indicators Tool

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30 County of Los Angeles (2021), p. 27 (Program 8: Metro Area Plan).

31 County of Los Angeles (2021), p. 27 (Program 8: Metro Area Plan).

32 County of Los Angeles (2021), p. 27 (Program 8: Metro Area Plan).





and/or Environmental Justice Screening Method Tool, which are mapping applications developed for the County that highlight locations where equity challenges, such as cumulative health risk from pollution sources, are concentrated, as well as socioeconomic and demographic indicators.<sup>33</sup>

#### Program 9: Inclusionary Housing Feasibility and Implementation

Inclusionary housing is a policy that requires market-rate residential developments to include affordable housing. It is one tool in the County's toolbox to address the County's shortage of affordable housing. The County adopted an Inclusionary Housing Ordinance (the Ordinance), which became effective in December 2020. The Ordinance established submarket areas within unincorporated Los Angeles County to implement inclusionary requirements based on market feasibility and historic building trends by housing type (rental versus ownership). Because market feasibility and building trends vary across the submarkets, the inclusionary requirements likewise vary between submarkets based on housing type. Under the Ordinance, a housing development is required to provide affordable units if it has at least five units and is one of the following:

- A rental housing development in one of these submarket areas: Coastal South Los Angeles; San Gabriel Valley; or Santa Clarita Valley; or,
- A for-sale housing development in one of these submarket areas: Antelope Valley (excluding condos), Coastal South Los Angeles, East Los Angeles/Gateway; San Gabriel Valley; Santa Clarita Valley; or South Los Angeles (excluding condos).<sup>34,35</sup>

Within the Metro Area, the Ordinance only applies to the community of East Los Angeles. The Ordinance would help further Policy 3.1 of the 6th Cycle HEU to promote mixed-income neighborhoods and a diversity of housing types throughout unincorporated Los Angeles County to increase housing choices for all economic segments of the population. By October 2029, it is anticipated that implementation of the Ordinance will accommodate capacity for at least 500 additional units of affordable housing for lower income households within unincorporated Los Angeles County.<sup>36</sup>

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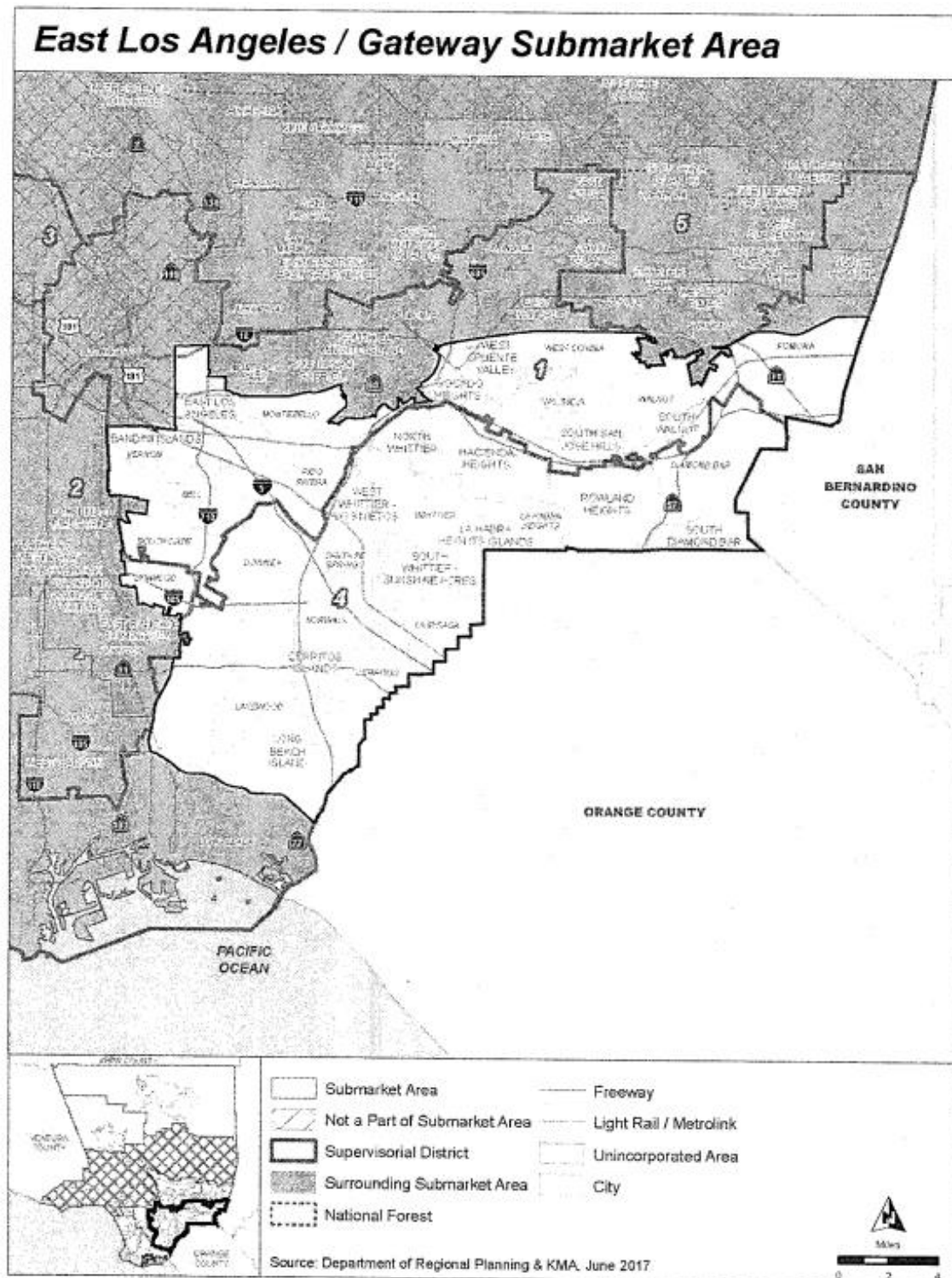
33 County of Los Angeles (2021), p. 27 (Program 8: Metro Area Plan).

34 Los Angeles County Department of Regional Planning (DRP). 2020. Inclusionary Housing Ordinance Fact Sheet. Accessed December 10, 2021. [https://planning.lacounty.gov/assets/upl/project/inclusionary\\_housing-ordinance-fact-sheet.pdf](https://planning.lacounty.gov/assets/upl/project/inclusionary_housing-ordinance-fact-sheet.pdf).

35 The Inclusionary Housing Ordinance does not apply to projects located within an area subject to an affordable housing requirement pursuant to a development agreement, specific plan, or local policy.

36 County of Los Angeles. 2021. County of Los Angeles Housing Element (2021-2029), p. 29 (Program 9: Inclusionary Housing Feasibility and Implementation). Accessed December 9, 2021. [https://planning.lacounty.gov/assets/upl/project/housing\\_redlined-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_redlined-20211130.pdf).

**FIGURE 22.14.010-C: EAST LOS ANGELES/GATEWAY SUBMARKET AREA**





Program 9 of the 6<sup>th</sup> Cycle HEU will monitor building activity and comprehensively update the County's Inclusionary Housing Ordinance feasibility study and submarket area boundaries no less than every five years to support additional affordable housing, while ensuring that the inclusionary housing requirements are financially sustainable and legally defensible. The initial update will be followed by a comprehensive update to the feasibility study for all submarket areas, which, according to the Board's directives, will be initiated within two years of ordinance adoption. This program will also explore how the Ordinance can be used to increase deeper levels of affordability, increase rental housing, and multifamily housing in High or Highest Resource areas as determined by the California Tax Credit Allocation Committee. Finally, this program will be coordinated with Program 17: Adequate Sites for RHNA, which will rezone sites to require 20% of the units in a housing development to be affordable to lower income households pursuant to California Government Code (CGC) Section 65583.2(c) and (h).<sup>37</sup>

*Program 10: Comprehensive Residential Design and Development Standards*

This program amends the Zoning Code to add objective development and design standards, particularly for multifamily and mixed-use projects. Objective development standards that are uniformly verifiable to a defined benchmark reduces subjective judgment during the review of housing applications. Importantly, this program will be coordinated with 6<sup>th</sup> Cycle HEU Program 29, which will review and update definitions for various housing types, including single room occupancy units (SROs). The County will seek to further fair housing goals through this program by exploring objective design standards that mitigate exposure to pollution and provide green space/parklets in underserved communities.<sup>38</sup>

*Program 22: Housing for Acutely Low-Income Households Program*

This program will advocate for and identify available funding for a pilot project for acutely low income (ALI) households, defined as earning no more than 15% of area median income. The County will adopt amendments to the Zoning Code to include, and incentivize, and preserve ALI housing, and will coordinate with the Los Angeles County Development Authority (LACDA) to implement ALI as part of the 6<sup>th</sup> Cycle HEU's Program 34.<sup>39</sup>

*Program 24: Reasonable Accommodations Ordinance Update and Removal of Zoning Barriers to Fair Housing*

This program will evaluate existing reasonable accommodations requirements and processes and review best practices and case law to amend the Zoning Code. The program would lead to the

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37 County of Los Angeles (2021), p. 29 (Program 9: Inclusionary Housing Feasibility and Implementation).

38 County of Los Angeles (2021), p. 31 (Program 10: Comprehensive Residential Design and Development Standards).

39 County of Los Angeles (2021), p. 47 (Program 22: Housing for Acutely Low Income Households Program).



removal of zoning barriers to fair housing, such as the existing Conditional Use Permit requirement for licensed housing with seven or more individuals.<sup>40</sup>

#### *Program 45: Rent Stabilization and Mobilehome Rent Stabilization Ordinances*

The Department of Consumer and Business Affairs (DCBA) enforces the County's Rent Stabilization and Mobilehome Rent Stabilization ordinances, which became effective in 2020. In addition to limiting annual rent increases for covered units, these ordinances provide protections to tenants, landlords, mobilehome park owners, and mobilehome owners throughout unincorporated Los Angeles County. For example, the Rent Stabilization Ordinance requires relocation assistance when landlords in conventional rental housing are performing certain types of repairs or are evicting tenants for certain just cause reasons. The Rental Housing Oversight Commission was established to hear appeals to determinations made by DCBA regarding potential violations of the ordinances.

Throughout the course of the HEU's eight year planning cycle, these ordinances will be strengthened along with the County's capacity to address gaps in tenant protections for non-rent-stabilized units, enforcement of anti-harassment provisions, relocation assistance, and other emerging issues, including opportunities to further support R/ECAP communities and other communities at risk of displacement.

### **Los Angeles County Code (LACC)**

Working in tandem with the General Plan to implement the goals and policies outlined therein is the Los Angeles County Code (LACC). The LACC codifies the County's "Zoning Code" (Title 22 -- Planning & Zoning). The Zoning Code, together with the Subdivision Code (Title 21) and zoning map, are implementation tools of the General Plan that provide details on specific allowable uses, design and development standards, and procedures. Zoning and subdivision regulations govern the division, design and use of individual parcels of land, including minimum lot size, lot configuration, access, height restrictions, and yard setbacks standards for structures.

The LACC Zoning Code also establishes and defines the Community Standard Districts (CSDs), referenced in the General Plan. CSD's apply three different types of development standards to a given community, which are: (1) community wide, (2) zone specific, or (3) area-specific development standards. Community wide development standards apply to all proposed development and new land uses on any lot within the area covered by the CSD. Zone-specific standards refer to standards that apply only to proposed development or a new land use on a lot covered by a specific zone within the community, and which build upon Countywide zoning standards set forth in the Zoning Code.<sup>41</sup> Area

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40 County of Los Angeles (2021), p. 49 (Program 24: Reasonable Accommodations Ordinance Update and Removal of Zoning Barriers to Fair Housing).

41 If a zone-specific development standard appears to conflict with a community-wide development standard, the zone-specific standard shall supersede the community-wide standard.



specific standards apply only to lots within one or more specific geographic areas of a CSD.<sup>42</sup> In addition to implementing area-specific, community-wide, and/or zone specific development standards, as applicable, CSD regulations could include regulatory requirements related to density bonuses, inclusionary housing policy, Accessory Dwelling Units (ADUs), and /or Junior Accessory Development Units (JADUs), among others. Over 25 CSD's have been established as a result of Division 10 of the Zoning Code, including one for each of the seven unincorporated communities of the Metro Area (See **Section 3, Metro Area Community Profiles**, for further details).

## Chapter 22.120, Density Bonus

To mitigate the impacts of government policies, rules, and regulations on the development and improvement of affordable housing, the County offers a number of regulatory incentives, including density bonuses. The County's Density Bonus Ordinance (Ordinance No. 2019-0053) detailed in Chapter 22.120 of the LACC Zoning Code offers deeper affordability, a simplified process for incentives and waivers, and bonuses that are above and beyond the requirements of the State of California Density Bonus Law. The Density Bonus Ordinance offers density bonuses and waivers or modifications to development standards for senior citizen housing developments and housing developments (minimum size five units) that set aside a portion of the units for lower and moderate income households. In addition, the Density Bonus Ordinance offers incentives for housing developments that set aside a portion of the units for lower and moderate income households. **Table 2.2** shows the Density Bonus Ordinance's density bonus sliding scale for various types of housing projects.

**Table 2.2, Density Bonus Ordinance (Density Bonus Sliding Scale)**

Income Group	Minimum Set-Aside of Affordable Units	Base Bonus	Maximum Bonus for 100% Affordable Projects <sup>2</sup>
Extremely Low Income	5%	25%	120%
Very Low Income	5%	20%	100%
Lower Income	10%	20%	80%
Moderate Income ( <i>common interest developments only</i> )	10%	5%	60%
Section Citizen housing Development <sup>1</sup>	100%	20%	–
Land Donation ( <i>very low income projects only</i> )	10%	15%	–

1 Affordability is not a requirement for senior housing developments to qualify for a density bonus and waivers or modifications to development standards per the Zoning Code.

2 The County's sliding scale also reflects Assembly Bill (AB) 1763 (Chiu), which provides an enhanced density bonus by-right for eligible affordable housing developments.

**Source:** County of Los Angeles. 2021. County of Los Angeles Housing Element (2021-2029), pp. 167-169. Accessed December 9, 2021. [https://planning.lacounty.gov/assets/upl/project/housing\\_redlined-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_redlined-20211130.pdf).

<sup>42</sup> Where an area-specific development standard differs from either a community-wide or zone-specific development standard, the area-specific standard shall supersede all others.





### ➤ *A Note on County "Zoned Districts" (ZDs)*

Zoned Districts (ZDs) are derived from Section 22.16.230 of the County's Zoning Code. These ZDs were established many years ago when zoning was first created for the County, providing a way to break the County up into smaller, distinct areas for easier record keeping and organization. ZDs are still used to identify and keep track of early ordinances and for running queries against permits and ordinances.<sup>43</sup> However, beyond those largely administrative purposes, ZDs have very little impact on how the County, or any other local jurisdiction, approach contemporary planning efforts within the Metro Area. The ZDs have been largely incorporated into the distinct communities identified within each of the 11 unincorporated Planning Areas established by the County's 2015 General Plan Update. The ZDs do not define contemporary zoning districts, land-use designations, or Metro Area community boundaries. While some ZDs may align with the contemporary boundaries of Metro Area communities, other may not. As such, while the ZDs may be alluded to under **Section 3, Metro Area Community Profiles**, this is primarily for informational purposes, as well as to ensure continuity between past and present planning documents. The ZDs should not be confused with applicable "zones" "zones designated," "zoning map designations" or other terminology commonly used throughout the LACC and/or within the Area Plan to refer to contemporary zoning designations or planning efforts.

### **Green Zones Program**

The Green Zones Program (GZP) promotes environmental justice by providing zoning requirements for industrial uses, vehicle-related uses, and recycling and solid waste uses that may disproportionately affect communities surrounding these land uses<sup>44</sup>. Prior to implementation of the GZP, the County's Zoning Code was the primary means of regulating industrial use, which was based solely on zoning and land use category, without any considerations for proximity to incompatible land uses, such as multi-family residential developments and other "new sensitive uses".<sup>45,46</sup> New sensitive uses that are located adjacent to or adjoining an existing, legally established industrial, recycling or solid waste, or vehicle-related use are now required to comply with development standards including landscaping, buffering, and open space.<sup>47</sup> The GZP seeks to enhance protection of sensitive uses, where such uses

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43 County of Los Angeles. 2019. Zoned Districts. January 2019. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/data/map\\_t03-zoned-districts.pdf](https://planning.lacounty.gov/assets/upl/data/map_t03-zoned-districts.pdf).

44 County of Los Angeles. 2020. Los Angeles County Green Zones Program Draft Environmental Impact Report, p. I-1/11. Accessed November 29, 2021. [https://planning.lacounty.gov/assets/upl/project/greenzones\\_draft-PEIR.pdf](https://planning.lacounty.gov/assets/upl/project/greenzones_draft-PEIR.pdf).

45 County of Los Angeles (2020), p. I-1/11.

46 New sensitive uses are defined by the GZP to include a range of land uses where individuals are most likely to reside or spend time, including housing units, schools and school yards, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, shelters, and daycares, or preschools as accessory to a place of worship (County of Los Angeles 2020, p. I-2/11).

47 County of Los Angeles (2020), p. I-2/11.



are adjacent to certain industrial and manufacturing uses, pursuant to historic development patterns and the land use designations in the County General Plan or Zoning Code.<sup>48</sup>

Utilizing the Environmental Justice Screening Method (EJSM),<sup>49</sup> the GZP addresses incompatible land uses in proximity to sensitive uses and the lack of previously existing mechanisms to require appropriate mitigation measures within the unincorporated County.<sup>50</sup> As an initial framework, the GZP identifies eleven “Green Zones Districts” (GZDs), which are communities located within the unincorporated County where the existing land use pattern(s) have the potential to adversely affect sensitive uses.<sup>51</sup> The GZP established new development standards and/or more stringent entitlement processes within the GZDs for specific industrial, recycling, or vehicle-related uses for properties located within a 500-foot radius of a sensitive use.<sup>52</sup>

In addition to the revisions to the Zoning Code, the GZP included a General Plan Amendment to ensure consistency with the revisions to the Zoning Code. The amendment consisted of text changes to policies in Chapter 3 (Guiding Principles), Chapter 6 (Land Use Element), Chapter 13 (Public Services and Facilities Element), Chapter 14 (Economic Development Element) and Appendix C (Land Use Element Resources).<sup>53</sup> The edits and additions to policies in these chapters support the incorporation of the GZP framework into the General Plan as well as the implementation of the goals of Senate Bill (SB) 1000<sup>54</sup> and existing environmental justice language in the General Plan.

While certain provisions in the GZP are applicable Countywide, such as the increased regulation of specific recycling and solid waste uses,<sup>55</sup> the GZP has particular relevance and applicability for the Metro Area. All seven Metro Area communities are identified as GZDs, with approximately 8% of all Metro Area parcels subject to GZD overlay standards (e.g., commercially and industrially zoned parcels within 500 feet of new sensitive uses).<sup>56</sup> The number of GZD communities and subject parcels within the Metro Area speaks to the historic consolidation of industrial land uses in these communities and the resulting

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48 County of Los Angeles (2020), p. I-1/11.

49 The Environmental Justice Screening Method (EJSM) illustrates cumulative risks associated with environmental justice within the County by identifying areas that are disproportionately burdened by and vulnerable to multiple types of pollution and health risks.

50 County of Los Angeles (2020), p. III-2/20.

51 County of Los Angeles (2020), p. I-1/11.

52 The Green Zone District (GZD) development standards and/or entitlement processes are applicable to properties that are located within a 500-foot radius of a sensitive use of another unincorporated area property or a residential use on a property within incorporated city boundaries. (County of Los Angeles 2020, p. III-5/20).

53 County of Los Angeles (2020), p. I-3/11.

54 Senate Bill (SB) 100, Environmental Justice in Local Land Use Planning, requires local governments to identify environmental justice communities, referred to as “disadvantaged communities”, in their jurisdictions and address environmental justice in their general plans (State of California Department of Justice, Office of the Attorney General. 2021. SB 1000—Environmental Justice in Local Land Use Planning. Accessed November 28, 2021. <https://oag.ca.gov/environment/sb1000>).

55 County of Los Angeles (2020), p. I-3/11.

56 County of Los Angeles (2020), p. III-1/20.



disproportionate burden of exposure to pollution. The Area Plan is designed and intended to work in tandem with the GZP to facilitate programs and support the overall environmental justice goals of the County as they apply to the seven Metro Area communities.

### **Los Angeles Countywide Parks and Recreation Needs Assessment (PNA)**

The Los Angeles Countywide Parks and Recreation Needs Assessment (PNA) is a comprehensive study of the diverse parks and recreation facilities throughout the County's cities and unincorporated communities. The PNA gathered data to determine the scope, scale, and location of park need in Los Angeles County. Since its completion in 2016, the PNA has been a critical tool contributing to the planning and decision-making regarding funding for parks and recreation throughout the County's unincorporated areas<sup>57</sup>.

### **SCAG's Connect SoCal -- 2020-2045 Regional Transportation Plan (RTS)/Sustainable Communities Strategy (SCS)**

SCAG is the designated Metropolitan Planning Organization for six Southern California counties, including the County of Los Angeles, and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Regional Transportation Plan (RTS)/Sustainable Communities Strategy (SCS) includes goals to increase mobility and enhance sustainability for the region's residents and visitors. The RTP/SCS encompasses three principles to improve the region's future: mobility, economy, and sustainability. The RTP/SCS provides a regional investment framework to address the region's transportation and related challenges, while enhancing the existing transportation system and integrating land use into transportation planning. The RTP/SCS recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce vehicle miles traveled (VMT), congestion, and GHG emissions. The RTP/SCS's approach to sustainably manage growth and transportation demand would reduce the distance and barriers between new housing, jobs, and services and would reduce vehicle travel and GHG emissions.

The Final 2020–2045 RTP/SCS (also referred to as Connect SoCal) ("2020 RTP/SCS") presents the land use and transportation vision for the SCAG region through fiscal year 2045. The following are the explicit goals set forth by the 2020 RTP/SCS: (1) encourage regional economic prosperity and global competitiveness; (2) improve mobility, accessibility, reliability, and travel safety for people and goods; (3) enhance the preservation, security, and resilience of the regional transportation system; (4) increase person and goods movement and travel choices within the transportation system; (5) reduce greenhouse gas emissions and improve air quality; (6) support healthy and equitable communities; (7) adapt to a changing climate and support an integrated regional development pattern and transportation network; (8) leverage new transportation technologies and data-driven solutions that result in more efficient travel; (9) encourage development of diverse housing types in areas that are

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<sup>57</sup> County of Los Angeles. 2022. Parks Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/>.



supported by multiple transportation options; and, (10) promote conservation of natural and agricultural lands and restoration of habitats.<sup>58</sup>

As it applies to the County's Housing Element and 6<sup>th</sup> Cycle RHNA allocation, the state Legislature intended that housing planning be coordinated and integrated with the RTS/SCS. To achieve this goal, the RHNA allocation plan for the County for approximately 90,052 housing units is consistent with the development pattern included in the 2020 RTP/SCS (Govt. Code § 65584.04(m)).<sup>59</sup> Programs and standards set forth within the Area Plan are designed to accommodate potential growth projections outlined in the 2020 RTP/SCS and to demonstrate compatibility with the 2020 RTP/SCS's regional goals and intents.

### **South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP)**

The Metro Area is located within the South Coast Air Basin (SCAB). The SCAB is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.<sup>60</sup> The Southern California Air Quality Management District's (SCAQMD) are responsible for the preparation of Air Quality Management Plans (AQMPs) which include control measures and strategies to be implemented to attain state and federal ambient air quality standards in the SCAB. The most-recently adopted Air Quality Management Plan (AQMP) is the 2016 AQMP, which was adopted by the SCAQMD governing board on March 3, 2017.<sup>61</sup> The 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air. The 2016 AQMP addresses criteria air pollutant emissions from ocean-going vessels, which are considered federal sources, and includes emissions associated with marine vessels and engines in the baseline year and future forecasts. The 2016 AQMP's overall control strategy is an integral approach relying on fair-share emission reductions from federal, state, and local levels. The 2016 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources.<sup>62</sup> These control strategies are to be implemented in partnership with California Air Resources Board (CARB) and the California Environmental Protection Agency (CalEPA).

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58 Southern California Association of Governments (SCAG). 2020. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal), adopted on September 3, 2020. Accessed on November 28, 2021. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176).

59 SCAG (2020), p. xii.

60 SCAQMD (South Coast Air Quality Management District). 2017. 2016 Final Air Quality Management Plan. Accessed February 1, 2022. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>.

61 SCAQMD (2017)

62 SCAQMD (2017)



The previous AQMP was the 2012 AQMP, which was adopted in February 2013.<sup>63</sup> The 2012 AQMP proposed policies and measures to achieve national and California standards for improved air quality in the SCAB and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction. The 2012 AQMP is designed to meet applicable federal and state requirements for O<sub>3</sub> and particulate matter. The 2012 AQMP documents that attainment of the federal 24 hour PM<sub>2.5</sub> standard is impracticable by 2015 and the SCAB should be classified as a serious nonattainment area along with the appropriate federal requirements. The 2012 AQMP includes the planning requirements to meet the 1-hour O<sub>3</sub> standard. The 2012 AQMP demonstrates attainment of the federal 24 hour PM<sub>2.5</sub> standard by 2014 in the SCAB through adoption of all feasible measures. Finally, the 2012 AQMP updates the CalEPA-approved 8 hour O<sub>3</sub> control plan with new measures designed to reduce reliance on the Clean Air Act Section 182(e)(5) long-term measures for NO<sub>x</sub> and VOC reductions. The 2012 AQMP reduction and control measures, which are outlined to mitigate emissions, are based on existing and projected land use and development. The CalEPA, with a final ruling on April 14, 2016, approved the Clean Air Act planning requirements for the 24-hour PM<sub>2.5</sub> standard portion and on September 3, 2014, approved the 1-hour O<sub>3</sub> Clean Air Act planning requirements.

### California Air Resources Board (CARB) Climate Change Scoping Plan

The California Air Resources Board (CARB) is charged with protecting the public from the harmful effects of mobile source air pollution and developing programs and actions to fight climate change.<sup>64</sup> CARB is required to prepare a “scoping plan” for achieving the maximum technologically feasible and cost-effective GHG emission reductions (Health and Safety Code Section 38561[a]), and to update the Scoping Plan at least once every 5 years. In December 2017, CARB adopted California’s 2017 Climate Change Scoping Plan (2017 Scoping Plan).<sup>65</sup> The 2017 Scoping Plan builds on the successful framework established in the initial Scoping Plan<sup>66</sup> and First Update<sup>67</sup> while identifying new, technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 greenhouse gas (GHG) target as established by Senate Bill (SB) 32 and define the state’s climate change priorities to 2030 and beyond. The strategies’ known commitments include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the Low Carbon Fuel Standard

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63 SCAQMD. 2013. Final 2012 Air Quality Management Plan. Accessed February 1, 2022.

[http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-\(february-2013\)/main-document-final-2012.pdf](http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/main-document-final-2012.pdf).

64 CARB. 2022. About. Accessed February 1, 2022. <https://ww2.arb.ca.gov/about>. <https://lacounty.gov/government/about-la-county/unincorporated-areas/>.

65 CARB. 2017. California’s 2017 Climate Change Scoping Plan. November 2017. Accessed February 1, 2022. [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf).

66 CARB (California Air Resources Board). 2008. Climate Change Scoping Plan: A Framework for Change. December 2008. Accessed February 1, 2022. [https://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](https://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf).

67 CARB. 2014. First Update to the Climate Change Scoping Plan Building on the Framework Pursuant to AB 32 – The California Global Warming Solutions Act of 2006. May 2014. Accessed February 1, 2022. [http://www.arb.ca.gov/cc/scopingplan/2013\\_update/first\\_update\\_climate\\_change\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf).





(LCFS), measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant (SLCP) Plan, and increased stringency of SB 375 targets.

For local governments, the 2017 Scoping Plan replaced the initial Scoping Plan's 15% reduction goal with a recommendation to aim for a community-wide goal of no more than 6 MT CO<sub>2</sub>e per capita by 2030, and no more than 2 metric tons (MT) of CO<sub>2</sub> equivalent (CO<sub>2</sub>e) per capita by 2050, which are consistent with the state's long-term goals. The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the applicable Executive Orders (EOs) and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project or plan is considered consistent with the statutes and EOs if it meets the general policies in reducing GHG emissions to facilitate the achievement of the state's goals and does not impede attainment of those goals. A given project or plan need not be in perfect conformity with each planning policy or goal to be consistent. A project or plan would be consistent if it would further the objectives and not obstruct their attainment.

### Other Community and Specific Plans

In addition to the CSDs, several of the Metro Area communities have applicable community and/or "specific plans" which regulate land use and development at the local level. While community plans are generally applicable throughout the entire community, a "specific plan" is a tool to systematically implement the General Plan within an identified project area. Specific plans are used to ensure that multiple property owners and developers adhere to a common plan or coordinate multiple phases of a long-term development. Specific plans must also be consistent with the General Plan and act to further General Plan goals and policies.<sup>68</sup> Some plans, like the transit-oriented district specific plans for Florence-Firestone, Willowbrook and West Athens-Westmont, were adopted recently and are incorporated into the planning structure of the Area Plan. Others, such as the community plan for East Los Angeles and the neighborhood plan for Walnut Park, would be effectively replaced by the adoption of the Area Plan, but would still offer supportive insight into the extent planning framework of the Metro Area.

The following **Table 2.3** provides a list of the local CSDs, area, and specific plans which, in addition to Countywide zoning, land-use, and development standards, currently regulate and guide land use and development in the seven Metro Area communities at the local and hyper-local levels. These plans, and their role(s) in the broader planning effort as it relates to the Area Plan, will be discussed in further detail in **Section 3, Metro Area Community Profiles**.

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68 County of Los Angeles. 2018. Willowbrook TOD Specific Plan (as amended), p. 1. Accessed December 2, 2021. [https://www.municode.com/webcontent/16274/Revised\\_Willowbrook\\_TOD.pdf](https://www.municode.com/webcontent/16274/Revised_Willowbrook_TOD.pdf).



Table 2.3. Existing Metro Area Regulatory Setting

Community	Existing Community Plan?	Existing Specific Plans?	Existing Community Standards District (CSD)?
East Los Angeles	East Los Angeles Community Plan (1988)	East Los Angeles 3rd Street Specific Plan (2014)	Title 22.316 (1988)
East Rancho Dominguez	N/A	N/A	Title 22.320 (1985)
Florence-Firestone	Florence-Firestone Community Plan (2019)	Florence-Firestone Transit Oriented District Specific Plan (2022)	Title 22.324 (2004/2019)
Walnut Park	Walnut Park Neighborhood Plan (1987)	N/A	Title 22.346 (1987)
West Athens-Westmont	West Athens-Westmont Community Plan (1990)	Connect Southwest LA Specific Plan (2019)	Title 22.348 (1990)
West Rancho Dominguez-Victoria	N/A	N/A	Title 22.350 (2000/2013)
Willowbrook	N/A	Willowbrook TOD Specific Plan (2018)	Title 22.352 (2018)

## 3. Metro Area Community Profiles

### 3.1. East Los Angeles

#### 3.1.1 Community Overview

##### Demographics and Culture

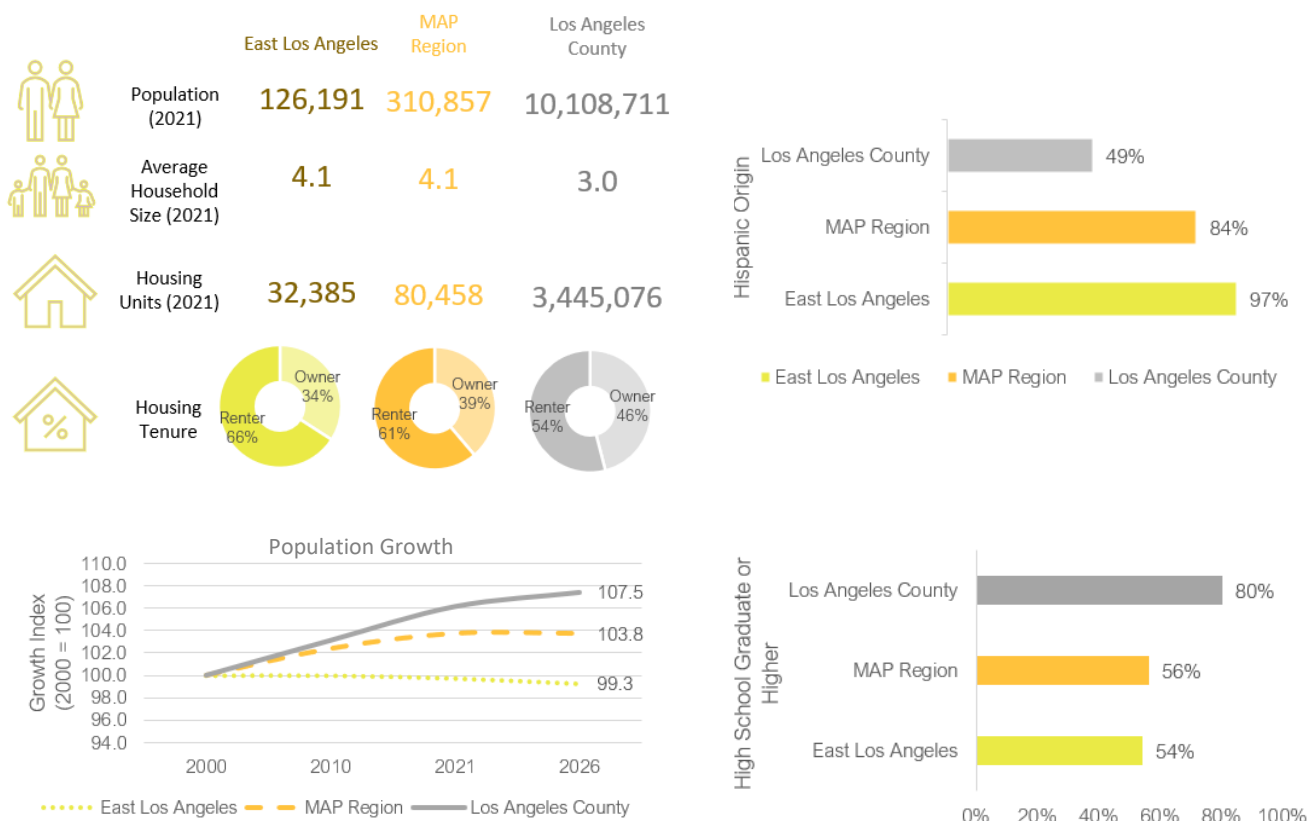
Located east of the City of Los Angeles' Boyle heights neighborhood, and adjacent to the cities of Monterey Park, Montebello, and Commerce, East Los Angeles ("East L.A.") is an older, urban community that is rich in both history and culture. Considered the epicenter of Southern California's Hispanic and Latino/a community, East L.A. is also a repository of immigrant stories, including Hispanic, Latino/a, Chicano/a, Chinese, Serbian, and other ethnicities that considered it home in generations past.<sup>69</sup> With an estimated population of over of approximately 120,000 residents -- approximately 97% of whom self-identify as being of Hispanic and Latino/a origin -- East L.A. is the most populous of the seven Metro Area communities and acts as a significant local economic and employment hub, supporting over 23,000 jobs.<sup>70</sup> Served by the Metro L Line (formerly Gold Line) of the County's Metro Light Rail Network, the community's transit center "opportunity area" extends approximately one half mile north

69 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022

70 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022



and south along 3rd Street and includes four transit stations along the L Line. In addition, multiple highways are located within the East L.A. community, including I-10, I-710, I-5, and SR-60. While these highways provide access, they also represent an environmental hazard and act as physical barriers between neighborhoods and community members.<sup>71</sup> This concept of “division” is of particular import to Chicano scholars such as Rodolfo Acuña, who argue that physical distance and/or barriers between community members, as a result of neighborhood dissection by freeways or otherwise, historically impeded the growth of a united Hispanic and Latino/a community within the Los Angeles area up until the last 50 years.<sup>72</sup>



Sources: Pro Forma Advisors (2021).

As previously discussed, the legacy of redlining and freeway development in East Los Angeles has had detrimental and long lasting impacts, including community bifurcation, pollution, institutional segregation, and historical disinvestment. Despite all this, East Los Angeles rose to become a storied fountainhead of Hispanic and Latino/a cultural identity. As the birthplace of the Hispanic and Latino/a arts and political movements of the 1960s, East Los Angeles has successfully kept this spirit alive through

71 Artsy, A. 2015. Boyle Heights, the land of freeways. October 6, 2015. Accessed November 28, 2021. <https://www.kcrw.com/culture/shows/design-and-architecture/boyle-heights-the-land-of-freeways>.

72 Acuña, R. 2020. Anything But Mexican, Chicanos in Contemporary Los Angeles. Updated Second Edition. Brooklyn, NY: Verso, 2018, pp. 31 and 32.



political and social activism and commentary, and the cultivation of a thriving local arts and culinary scene. Whittier Boulevard -- commemorated in the namesake 1965 hit single by Thee Midnites, one of the first Chicano rock bands<sup>73</sup> -- is the community's iconic main drag and celebrated cruising corridor for lowriders. Whittier Boulevard is also home to the Latino Walk of Fame, with sundial plaques dedicated to the likes of activist Cesar E. Chavez and actor Edward James Olmos set into the street's sidewalks.<sup>74</sup> Due to a lack of investment, particularly after the onset of the Great Recession, many of these commemorative plaques, which were once gilded in gold, have been left worn and largely forgotten since the last sundial was placed in 2008 (for Latin musician and "El Príncipe de Canción" José José).<sup>75</sup>

As noted by local East L.A. community cultural worker Tomas Benitez, it is important to understand that, while most of the East L.A. community collectively identifies as Hispanic and Latino/a<sup>76</sup> there exists a "tremendous amount of diversity" within the context of the Hispanic and Latino/a cultural experience, "ranging from new immigration from Mexico, migration from other states, and the long-term presence of multi-generational residents".<sup>77</sup> As the Hispanic and Latino/a population continues to grow within the Metro Area and throughout the Southern California region as a whole in the coming years and decades, the standing of East L.A. as a representative cultural fountainhead, as well as the geographic epicenter for the Chicano/a community, will continue to remain at the ideological forefront of the County's planning efforts for East L.A. as well as for other communities with close cultural ties to area.

## Parks and Public Amenities

Due to its large population, East L.A. was divided into two study areas for the 2016 Parks Needs Assessment: East Los Angeles–Northwest and East Los Angeles–Southeast. These two areas only have 1 and 0.1 acres of parkland per 1,000 residents, respectively, which are significantly below the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. Approximately 45% of East L.A.'s Northwest residents and 34% of East L.A.'s Southeast residents live within walking distance (i.e., within one half-mile) of a park while the

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73 The Guardian. 2020. Cruising down the boulevard: the magnificent lowriders of L.A.—in pictures. March 10, 2021. Accessed. November 29, 2021. <https://www.theguardian.com/artanddesign/gallery/2021/mar/10/the-lowrider-community-of-los-angeles-in-pictures>.

74 Los Angeles Times. 2021. The sad fate of East L.A.'s forgotten Walk of Fame. March 26, 2021. Accessed November 28, 2021. <https://www.latimes.com/california/story/2021-03-26/latino-walk-of-fame-east-L.A.>

75 Los Angeles Times (2021).

76 The original source for this discussion uses the term "Hispanic" as opposed to Latino/a. In both political and popular nomenclature, the term "Hispanic" has been used to refer to members of a broad, pan-ethnic community who speak Spanish or are descended from Spanish-speaking countries (including Spain). As an umbrella demographic category, Hispanic has become increasingly controversial. Officially coined by the U.S. Census Bureau in the 1970s, the use of the term Hispanic is often perceived as emphasizing the Spanish colonial rule of Latin America and excluding indigenous peoples, Afro Latinos, and others. It is also important to note that many individuals who may be labeled as Hispanic or Latino/a would prefer to be identified by their country of origin or nationality.

d Benitez, T. 2004. West L.A.: Past and Present. Accessed November 28, 2021. <https://www.pbs.org/americanfamily/eastla.html>.



countywide average is 49%.<sup>78</sup> There are also four Los Angeles County Library (LACL) branches in East Los Angeles, including the City Terrace Library (4025 City Terrace Drive); Anthony Quinn Library (3965 East Cesar Chavez Avenue); East Los Angeles Library (4837 East 3rd Street); and El Camino Real Library (4264 East Whittier Boulevard).<sup>79</sup>

### 3.1.2 Existing Plans, Land Use, and Zoning Requirements

#### East Los Angeles Community Plan (1988)

Community or Neighborhood Plans within the County cover smaller, more discrete geographic areas and provide-neighborhood-level planning within unincorporated communities. The East Los Angeles Community Plan (Community Plan), adopted in 1988, establishes a framework of goals, policies and programs designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in East L.A.<sup>80</sup> This includes establishing policies related to housing, land use, transportation, noise, safety, human services, education, health, public safety, welfare, elderly services, community participation, and economic development.<sup>81</sup> The Community Plan's "Implementation Program" consists of zoning, a CSD, and other actions aimed at "upgrading the community". The Community Plan also added the designation of "Institutional Zone" to the existing zoning ordinance.

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78 County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.

79 County of Los Angeles 2022. Los Angeles County Public Library Location and Hours. Accessed March 20, 2022. <https://www.lapl.org/branches>.

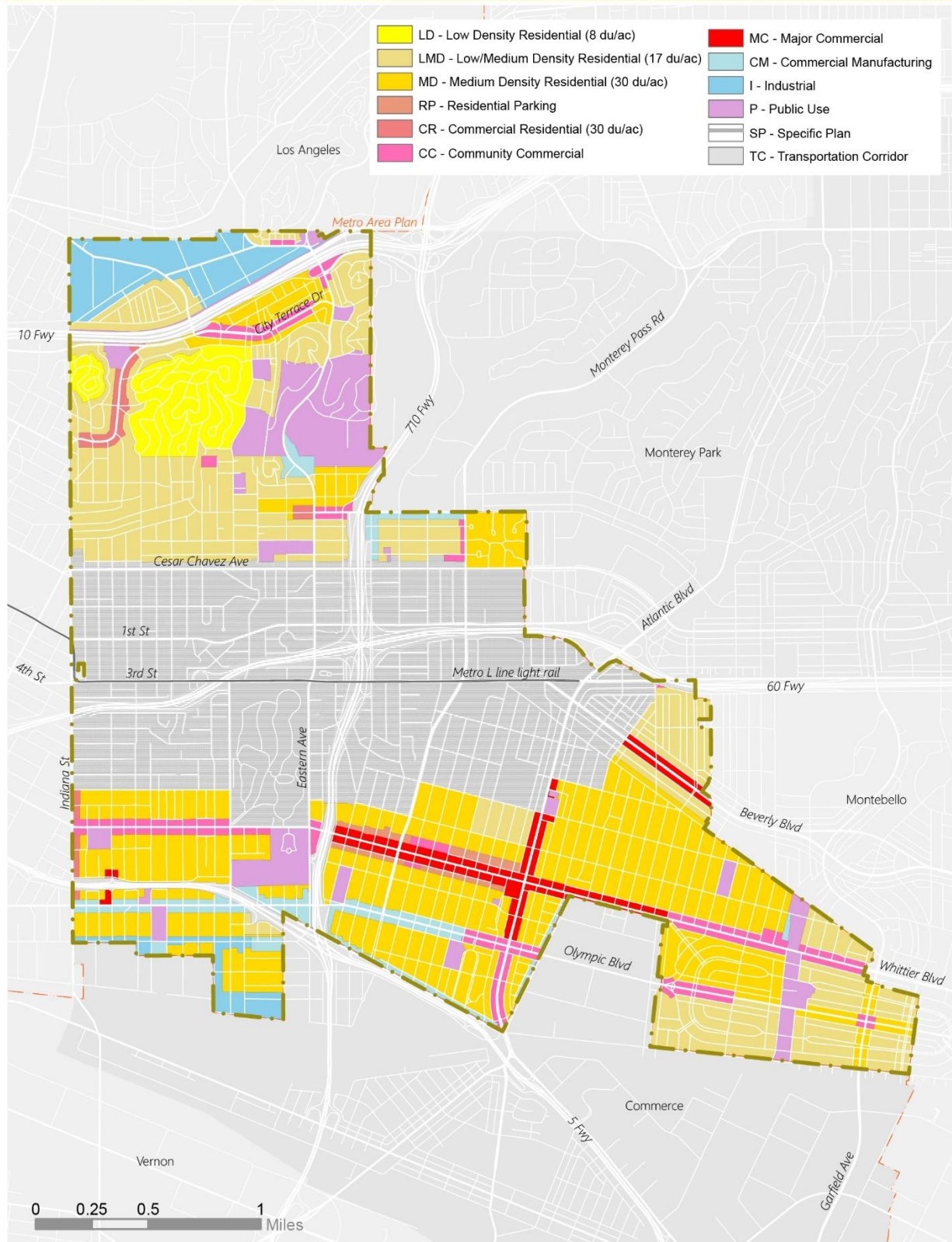
80 County of Los Angeles. 1988. East Los Angeles Community Plan, p. 1. Adopted June 23, 1988. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/data/pd\\_east-la.pdf](https://planning.lacounty.gov/assets/upl/data/pd_east-la.pdf).

81 County of Los Angeles (1988), pp. 1-5.





## EAST LOS ANGELES COMMUNITY PLAN - LAND USE





Land use policies set forth by the Community Plan include encouraging industrial development in the Union Pacific Avenue area and in the area north of the San Bernardino (I-10) freeway, as well as encouraging infill development in residential neighborhoods “compatible with existing density”. Housing policies included in the Community Plan tend to favor and promote the development and/or preservation of single-family, low density residential neighborhoods over other uses and densities.<sup>82</sup> However, certain policies also provide opportunities for housing diversity, including allowances for the construction of two single-family homes on one lot and the establishment of a density bonus program for privately and/or publicly sponsored development projects incorporating low-, moderate-income and/or senior housing, which permits up to 50 housing units per acre. Circulation and transportation policies within the Community Plan encourage parking in commercial areas along Whittier and Olympic Boulevards as well as the development of shared common parking areas for existing commercial uses. Table 3.1 identifies and defines the land use categories designated in the Community Plan, as well as within the 2014 East Los Angeles Community Plan land use map,<sup>83</sup> as adopted and amended by the Board of Supervisors.

**Table 3.1. Community Plan Land Use Designations**

Land Use Category	Description
<b>Low-Density Residential (LD)</b>	Areas suited for single-family housing on moderately sized lots in flat terrain and larger lots in hilly areas. The maximum density is eight housing units per net acre, or roughly one home for each 5,000 square feet of lot area.
<b>Low-Medium-Density Residential (LMD)</b>	Areas suited for predominantly single-family housing, duplex and townhouse development on moderately sized lots with some low-rise garden apartments on consolidated lots. The maximum density is 17 housing units per net acre. This equates to about two homes or a duplex on each 5,000 square feet of lot area.
<b>Medium-Density Residential (MD)</b>	Areas suited for apartments and other multi-family housing, generally not exceeding three stories in height. The maximum density is 30 housing units per net acre.
<b>Community Commercial (CC)</b>	Areas with mostly small businesses in centers or along strips. These businesses are basically oriented to serving the needs of surrounding neighborhoods and have little regional attraction. Isolated establishments are generally not shown.
<b>Major Commercial (MC)</b>	Areas containing mixtures of small and large businesses in major areas. These areas are oriented toward the greater East Los Angeles area.
<b>Commercial/Residential (CR)</b>	Areas containing mixtures of commercial and residential uses. The commercial uses permitted within this category are primarily neighborhood commercial (C-2), while residential densities are limited to 30 housing units per acre (medium density).

82 The first stated goal of the East Los Angeles Community Plan is to “Retain the single-family residential life style of the community” (County of Los Angeles. 1988. East Los Angeles Community Plan, p. 1. Adopted June 23, 1988. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/data/pd\\_east-la.pdf](https://planning.lacounty.gov/assets/upl/data/pd_east-la.pdf)).

83 County of Los Angeles. 2014. East Los Angeles Community Plan (Map). Amended 2014. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/data/LUP\\_East\\_Los\\_Angeles.pdf](https://planning.lacounty.gov/assets/upl/data/LUP_East_Los_Angeles.pdf).



Table 3.1. Community Plan Land Use Designations

Land Use Category	Description
Commercial/Manufacturing (CM)	Areas containing businesses mixed with small warehousing, light manufacturing, assembly plants, wholesaling, and other uses that do not generate large amounts of traffic, noises, congestion or odors.
Industrial (I)	Areas suitable for large-scale industrial uses such as heavy manufacturing, large warehouses, and research and development.
Residential Parking (P)	The Parking Zone, Zone ( )-P, creates supplemental off-street parking facilities in areas where additional parking is needed. Development standards are imposed to provide for vehicle parking areas with a functional design that will be harmoniously integrated with adjacent land uses. Zone ( )-P may be combined with any basic zone. When Zone ( )-P is combined with a basic zone, the letters "P" shall be added to the basic zone; for example, Zone R-1-P.
Public Uses (P)	<i>Schools</i> - Elementary, Secondary and special education facilities.
	<i>Parks/Open Space</i> - Public parks and utility rights-of-way kept in open use.
	<i>Public Buildings</i> - Administrative headquarters and other governmental facilities, including neighborhood centers.
	<i>Hospitals</i> - Publicly- and privately-owned.

**Source:** County of Los Angeles. 1988. East Los Angeles Community Plan. Adopted June 23, 1988. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/data/pd\\_east-la.pdf](https://planning.lacounty.gov/assets/upl/data/pd_east-la.pdf); County of Los Angeles. 2019. Los Angeles County Code, Title 22 – Planning and Zoning, Chapter 22.54 – Parking Zone. Accessed November 30, 2021. [https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV4COZOSUDI\\_CH22.54PAZO](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV4COZOSUDI_CH22.54PAZO).

As provided in the Planning Areas Framework Program of the 2015 General Plan Update, the Area Plan is intended to build upon the existing Community Plan as well as to address inconsistencies and overlaps between the Community Plan and other local plans. The Area Plan would ultimately replace the Community Plan as the definitive local level planning document for the East L.A. community, allowing for a more streamlined planning approach and helping to ensure consistency between existing and proposed ordinances, standards, and policies across multiple levels of governance (e.g., state, county, local).

### East Los Angeles 3rd Street Specific Plan (2014)

Specific Plans are used as a General Plan implementation tool for “larger-scale” planning areas (i.e., across multiple parcels or neighborhood blocks), areas with environmental or fiscal constraints, or other specific types of opportunity areas. Specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. East L.A. has one specific plan known as the East Los Angeles 3rd Street Specific Plan (3<sup>rd</sup> Street Specific Plan) approved in 2014 and amended in 2020, which sets forth a comprehensive set of strategies and design guidelines consistent with the goals, objectives, and policies of the General Plan and East L.A. Community Plan. The goals and policies of the 3<sup>rd</sup> Street Specific Plan include enhancing and preserving the distinctive



community character of the planning area, improving economic vitality and creating jobs, “activating” the public realm, and improving mobility and transportation choices.<sup>84</sup>

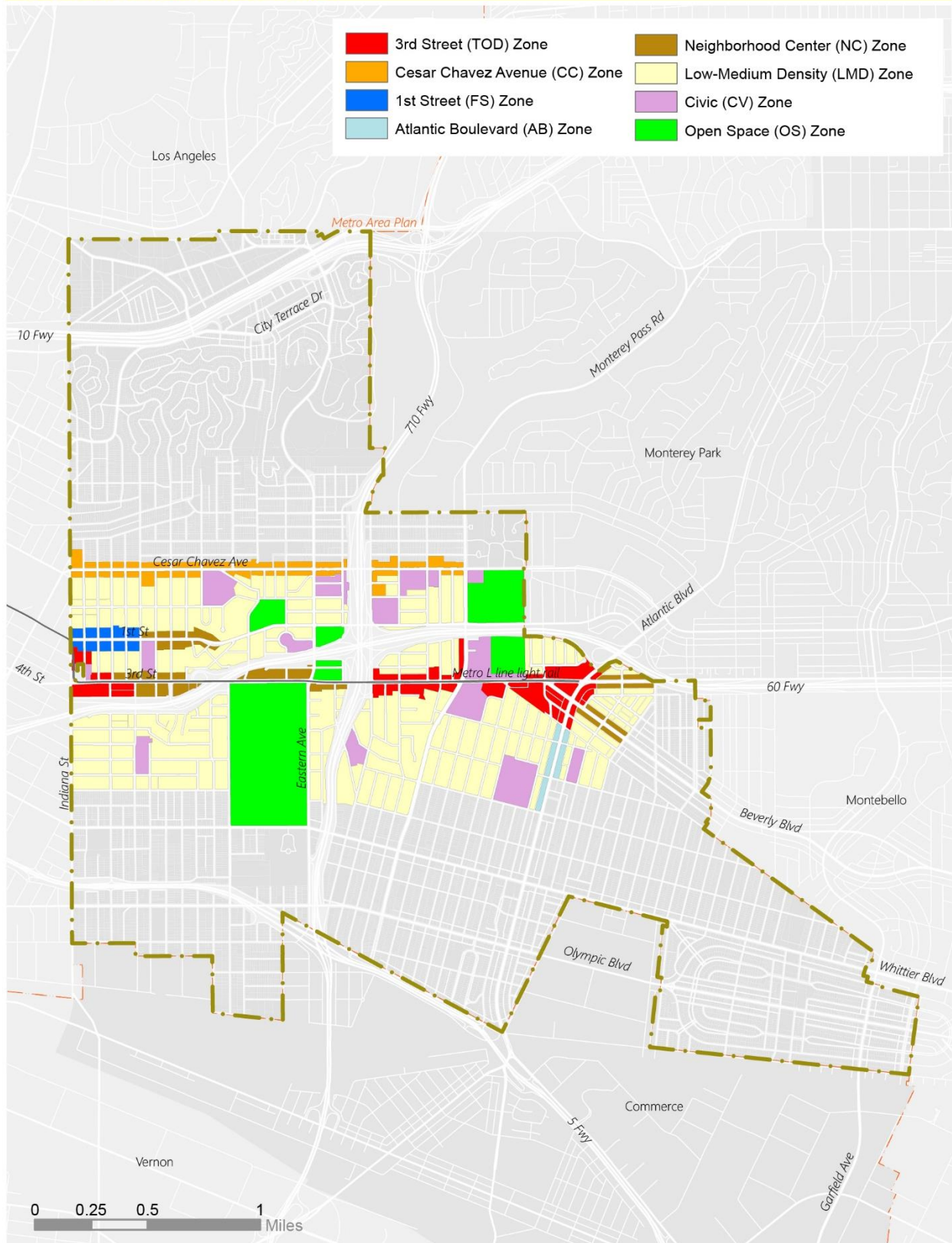
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<sup>84</sup> County of Los Angeles (2014), p. 1: 2.





## EAST LOS ANGELES 3rd STREET SPECIFIC PLAN







The 3<sup>rd</sup> Street Specific Plan boundary extends approximately one-half mile to the north and south of 3<sup>rd</sup> Street, which supports the four Metro L Line (previously Gold Line) stations of Indiana, Maravilla, Civic Center, and Atlantic. Over a proposed 20-year planning horizon, the 3<sup>rd</sup> Street station areas will be transformed into “transit centers” with vibrant mixed-use buildings containing retail shops, restaurants, and/or offices that both support the community and serve as a destination for visitors and commuters. A variety of housing types will be encouraged near stations to accommodate residents of different ages, incomes, and household sizes, while plazas, outdoor dining, and public art will help to create attractive, distinctive, and vibrant places. In addition to the four transit center or “TOD” areas, the 3<sup>rd</sup> Street Specific Plan proposes and defines the following area types: Neighborhood Center, Caesar E. Chavez, 1<sup>st</sup> Street, Atlantic, and Low Medium Residential.<sup>85</sup>

The 3<sup>rd</sup> Street Specific Plan builds on the East L.A. Community Plan and East Los Angeles Community Standards District (described below) and proposes innovative standards and strategies to address their limitations. For example, the 3<sup>rd</sup> Street Specific Plan utilizes a new “form-based” development code to guide new development.<sup>86</sup> As a result, all property within the 3<sup>rd</sup> Street Specific Plan area is currently designated as one of eight Transect Zones which are defined as areas governed by the regulations set forth in the form-based code. The East Los Angeles Third Street Form-based Code Amendment (effective March 19, 2020) provided minor technical changes to existing standards while also correcting typographical errors, clarifying language, reorganizing the land use type chart, updating reference photos, and updating references to the Zoning Code.<sup>87</sup>

### East Los Angeles Community Standards District (1988)

The East Los Angeles Community Standards District (East L.A. CSD) is established to provide a means of implementing special development standards for the unincorporated community of East L.A. The East L.A. CSD acts as a tool to implement and refine the goals and policies of the adopted East L.A. Community Plan to protect the health, safety and general welfare of the community. The East L.A. CSD provides three types of development standards: community wide, zone specific, and area specific. Notable examples of each type of development standard, as well as a description of the East L.A. CSD subareas, are provided below in **Table 3.2**.

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85 County of Los Angeles (2014), p. INT: 9 and 10.

86 Form-based codes are an innovative alternative to conventional zoning that focus on the form of buildings rather than the separation of land uses. Form-based codes include specifications of what uses are permitted in a building or zone, but the attention is on the physical character of development, particularly how it relates to the public realm that everyone shares. (County of Los Angeles. 2021. East LA 3rd Street Specific Plan, Form-Based Code. Accessed November 18, 2021. <https://planning.lacounty.gov/ela#:~:text=Form-Based%20Code%20The%20Plan%20utilizes%20a%20form-based%20development,buildings%20rather%20than%20the%20separation%20of%20land%20uses.>).

87 County of Los Angeles. 2020. East Los Angeles Third Street Form-based Code Amendment. Adopted February 18, 2020. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/project/ela\\_3rdSt\\_BoardAdopted.pdf](https://planning.lacounty.gov/assets/upl/project/ela_3rdSt_BoardAdopted.pdf).



Table 3.2. Notable East L.A. CSD Development Standards

Development Standard Type	Title		Description
Section 22.316.060, Community Wide Development Standards	Height Limit		Establishes a maximum building height of 40 feet for any structure within the boundaries of the CSD (with limited exceptions for industrial and/or communications facilities).
	Building Improvement Standards		Establishes a building improvement division designed to encourage property improvements -- such as seismic retrofits and/or renovations to exterior facade – to existing non-conforming buildings.
	Outdoor Lighting		Establishes additional outdoor glare and lighting requirements, requiring that: (a) glare and reflections be confined to the boundaries a site, and (b) that light sources must be shielded and directed away from any adjoining properties and public rights-of-way.
	Other Community Wide Development Standards		Other community wide development standards for the East L.A. CSD include: Establishing the allowable fence heights for various types of residential fencing; signage regulations in non-residential areas; parking requirements for commercial/restaurant uses; the appropriate locations for commercial loading spaces; standards related to appropriate locations for vehicular access points on public and/or private property; prohibited outdoor structures for commercial buildings; establishing the allowable locations for clotheslines in residential areas; and requirements related the nature and location of service entrances, utility boxes, waste disposal areas, and similar uses .
Section 22.316.070, Zone Specific Development Standards <sup>88</sup>	Residential Zones	R-1 (Single Family Residence)	Sets forth additional standards for residential Zone R-1 related to height, landscaping, and design requirements. Notable standards include the following: <ul style="list-style-type: none"> <li>• The maximum height permitted in Zone R-1 shall be 25 feet.</li> <li>• The required front yard shall contain a minimum of 50%landscaping</li> <li>• At least 50%of a structure's walls fronting any street shall incorporate at least two of the following surface materials: Brick; Natural stone; Terra-cotta; Stucco or other similar troweled finishes.</li> <li>• Structures shall incorporate at least three of the following elements along the side of any wall fronting a street: Arcading; Arches; Awnings; Balconies; Bay windows; Colonnades; Courtyards; Decorative exterior stairs; Decorative iron fences; Plazas; or Porches, covered and open on at least three sides.</li> <li>• For residential structures, the main pedestrian entrance of at least one housing unit shall face the street.</li> </ul>
		R-2 (Two Family Residence)	Sets forth additional standards for residential Zone R-2. The CSD establishes a maximum building height for Zone R-2 of 35 feet, and

<sup>88</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.2. Notable East L.A. CSD Development Standards

Development Standard Type	Title		Description
			states that the landscaping and design requirements prescribed for Zone R-1 (above) also apply to Zone R-2.
		R-3 (Limited Density Multiple Residence)	Sets forth additional standards for residential Zone R-3. The CSD establishes a maximum building height for Zone R-3 of 35 feet, and states that the landscaping and design requirements prescribed for Zone R-1 (above) also apply to Zone R-3. The CSD also permits and establishes density bonus programs for infill development and lot consolidation. A density bonus of 15% may be allowed for development on appropriate infill lots, (subject to a Conditional Use Permit)/ Combined lots totaling 20,000 square feet or more qualify for a 10% density bonus, while combined lots totaling 40,000 square feet or more qualify for a 15% density bonus.
		R-4 (Medium Density Multiple Residence)	Establishes that the landscaping and design requirements prescribed for Zone R-1 (above) also apply to Zone R-.
	Commercial Zones	C-1 (Restricted Commercial) and C-2 (Neighborhood Commercial)	<p>Sets forth additional standards for Zone C-1 related to height, required CUPs, parking, landscaping and buffering, and a significant number of design related requirements. Notable standards include the following:</p> <ul style="list-style-type: none"> <li>• Establishes a maximum building height for Zone C-1 of 35 feet.</li> <li>• For multiple tenant commercial parcels, customer and tenant parking shall be supplied at a ratio of one space per 200 square feet of gross floor area, and each leasable spaces shall consist of at least 500 feet of gross floor area.</li> <li>• Commercial zones must establish a landscaped buffer zone of a least five feet if adjacent to a Residential Zone with a 15-gallon tree provided for every 50 square feet of landscaped area, to be equally spaced along the buffer strip.</li> <li>• Sets forth the required frontage types and design requirements for all C-1 Building frontages (e.g., canopies, awnings, overhanging roofs, ornamental light fixtures, columns).</li> <li>• Building walls shall be constructed of durable materials such as brick, natural stone, terra-cotta, decorative concrete, metal, glass, or other similar materials.</li> <li>• Reflective glazing shall not be used on windows.</li> <li>• At least 65% of the total width of the building's ground floor parallel to and facing the commercial street shall be devoted to entrances, shop windows, or other displays which are of interest to pedestrians.</li> <li>• Incorporating lighting into an awning or canopy shall be allowed, except that an internally illuminated awning that glows is prohibited.</li> </ul>
		C-3 (General Commercial)	Establishes that the maximum height permitted in Zone C-3 is 40 feet. Other than height standards, all Zone C-1 prescribed standards (above) also apply to Zone C-3



Table 3.2. Notable East L.A. CSD Development Standards

Development Standard Type	Title		Description
		C-M (Commercial Manufacturing)	Establishes that the maximum height permitted in Zone C-M is 40 feet. Other than height standards, all Zone C-1 prescribed standards (above) also apply to Zone C-M.
	Manufacturing Zones	M-1 (Light Manufacturing)	Establishes that the maximum height permitted in Zone M-1 is 40 feet and maintains that the same landscaping and design standards (Subsections E.4-E.9) applicable to Zone C-1 are also applicable to Zone M-1. Other notable CSD standards for M-1 include the following: <ul style="list-style-type: none"> <li>• All lots shall contain a net area of at least 7,500 square feet.</li> <li>• Setbacks of at least 10 feet shall apply where the industrial lot is immediately adjacent to a residential use.</li> <li>• When adjacent to a Residential Zone, a solid masonry wall not less than five feet nor more than six feet in height shall be erected at the adjoining property line, except that the wall shall be reduced to 42 inches in height in the front yard setback.</li> </ul>
		M-1.5 (Restricted Heavy Manufacturing)	Establishes that the maximum height permitted in Zone M-1.5 is 35 feet. Other than height standards, all Zone M-1 prescribed standards (above) also apply to Zone M-1.5.
		M-2 (Heavy Manufacturing)	Establishes that the maximum height permitted in Zone M-2 is 35 feet. Other than height standards, all Zone M-1 prescribed standards (above) also apply to Zone M-2.
	Other Zones	P (Parking Zone)	Each parking facility in the Parking Zone shall be adjacent to a minimum of one side of another parking facility or commercial use, while parking for residential development in this Zone shall not be rented, leased, or used by any adjacent or surrounding commercial development.
Section 22.316.080, Area Specific Development Standards	Whittier Boulevard Area		The Whittier Boulevard Area specific development standards are established to provide a means of implementing the East L.A. Community Plan. The Community Plan's land use map and policies encourage a specific plan for the Whittier Boulevard Area in order to address land use, parking, design, and development issues. The development standards primarily aim to strengthening the physical and economic character of Whittier Boulevard as a community business district. Furthermore, the provisions move to enhance the pedestrian environment and visual appearance of existing and proposed structures and signage, encourage new businesses which are complimentary to the character of Whittier Boulevard, and provide buffering and protection of the adjacent residential neighborhood. The Specific development and additional zoning standards applicable to the Whittier Boulevard Area are listed in Section 22.316(A) of the Zoning Code



Table 3.2. Notable East L.A. CSD Development Standards

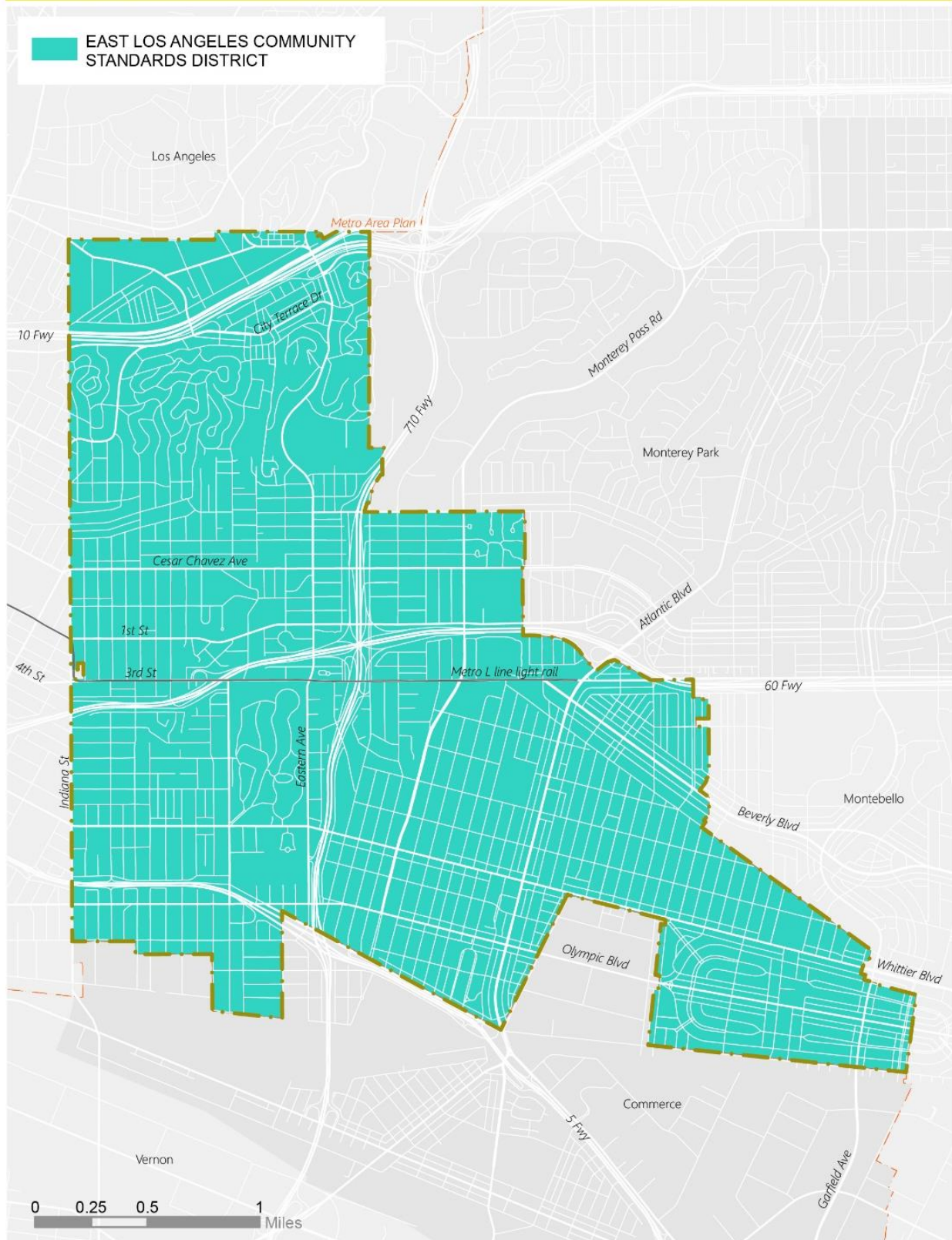
Development Standard Type	Title	Description
	Commercial/Residential Mixed Use Area.	When residential uses are developed in conjunction with commercial uses on the same lot, they shall be subject to the following requirements: (1) With the exception of the first floor, commercial and residential uses shall not be located on the same floor; and (2) the hours of operation for commercial uses shall be limited to the hours of 7:00 a.m. to 10:00 p.m.
	Union Pacific Area	The Union Pacific Area specific development standards are established to address land use and development issues in the Union Pacific portion of the unincorporated area of East L.A. The development standards are primarily geared towards improving the appearance of the community and preserving the area's housing. The development standards are intended to protect the welfare of the community, strengthening the physical and economic character of the Union Pacific area as a viable community, and providing buffering and protection for the residential neighborhoods from adjacent industrial uses. The Specific development and additional zoning standards applicable to the Union Pacific Area are listed in Section 22.316(C) of the Zoning Code.

**Source:** County of Los Angeles. 2019. Los Angeles County Code, Title 22 – Planning and Zoning, Chapter 22.316 – East Los Angeles Community Standards District. Accessed November 28, 2021.  
[https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV10COSTDI\\_CH22.316EALOCOSTDI\\_22.316.080ARSPDEST](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.316EALOCOSTDI_22.316.080ARSPDEST).



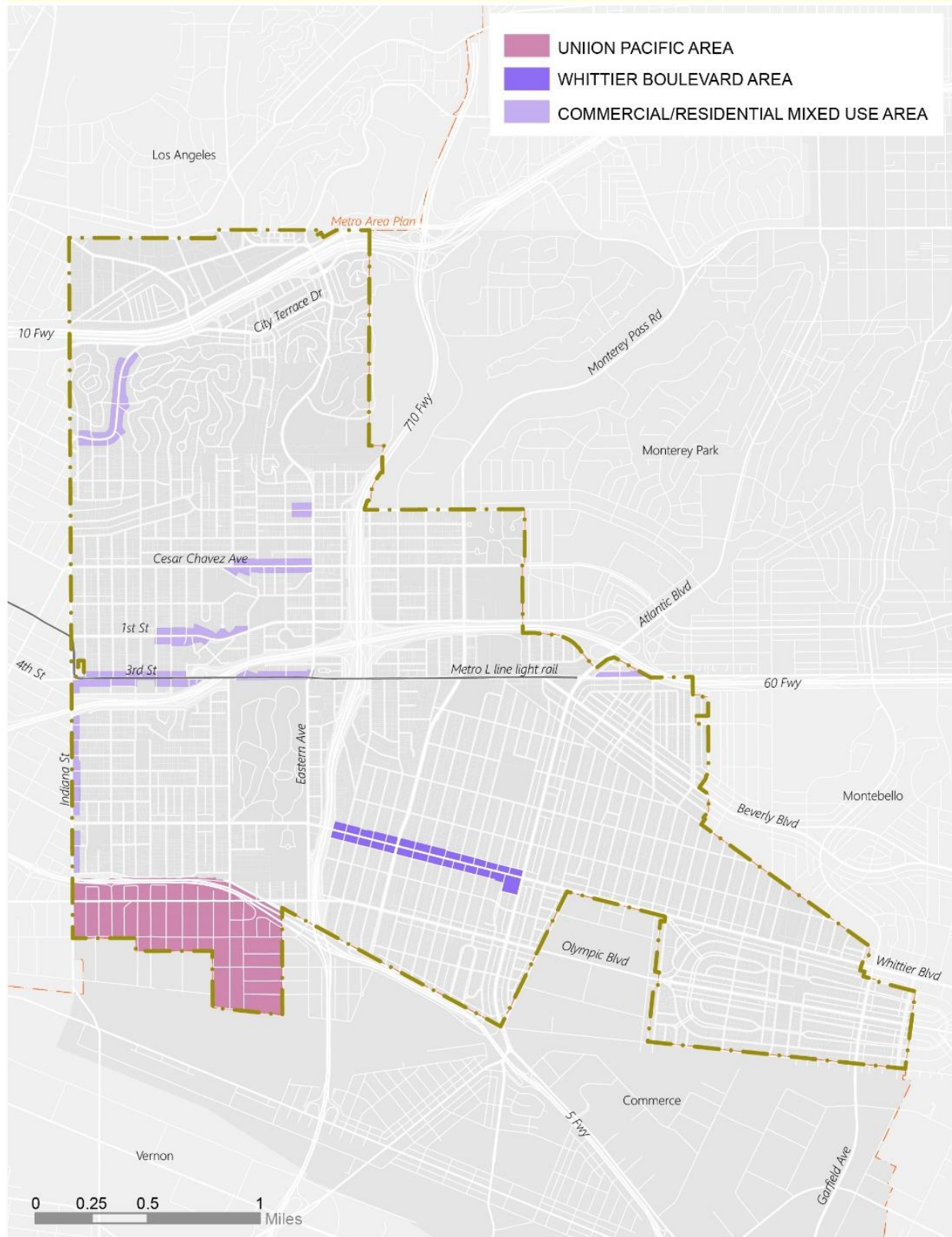


## EAST LOS ANGELES COMMUNITY STANDARDS DISTRICT





## EAST LOS ANGELES COMMUNITY STANDARDS DISTRICT - SUBAREAS





## 6<sup>th</sup> Cycle Housing Element Update

Housing needs within the East L.A. community will be largely be addressed via the continued implementation of the 6th Cycle Housing Element Update (HEU), which establishes that over 27,000 RHNA allocated units will ultimately be accommodated for and developed within the Metro Area over the HEU's eight-year planning cycle. As provided in Appendices A & B of the 6th Cycle HEU, existing and potential sites have been identified within East L.A. to accommodate a range of lower to moderate income housing units. The existing parcel locations to accommodate the RHNA are primarily located along Whittier Boulevard, which other larger parcels located near 1st Street & Ditman Avenue (which has capacity for 50 lower-income unit), Gratian Street & Ferris Avenue (capacity for 37 lower income units), and at 922 Fetterly Avenue (capacity for 50 lower income unit capacity), among others. Under current conditions, East L.A. could accommodate over 400 lower income RHNA allocated units.<sup>89</sup>

In addition to the existing sites, potential sites identified in Appendix B of the 6th Cycle HEU would require some element of rezoning prior to implementation, a portion of which would be facilitated via zoning and land-use policies proposed as part of the Area Plan planning effort. Sites identified as having the potential to accommodate the County's RHNA allocation for lower income units (pending a rezone) include primarily C-3 zoned properties located along the north side of Whittier Boulevard. Other potential sites include C-3 zoned properties along Atlantic Boulevard between Whittier Boulevard and Eagle Street, as well as a handful of sites along Beverly Boulevard between Margaret Avenue and Sadler Avenue. To accommodate additional housing, these sites would first need to undergo a zone change from the existing commercial designation (e.g., C-1, C-2, C-3) to a mixed-use designation (e.g., MXD).<sup>90</sup> Rezoning efforts within East L.A. to accommodate the RHNA allocation -- including the precise nature and locations of the proposed rezoning effort(s) -- will continue to be determined and refined in the near- and mid-term. All zone changes proposed to accommodate the RHNA allocation will be implemented within an approximate three-year planning horizon, as required by State law.

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89 County of Los Angeles. 2021. Table A: Sites Inventory, provided as Appendix A of the Los Angeles County Housing Element (2021-2029). Accessed November 30, 2021. <https://planning.lacounty.gov/housing/rpc>.

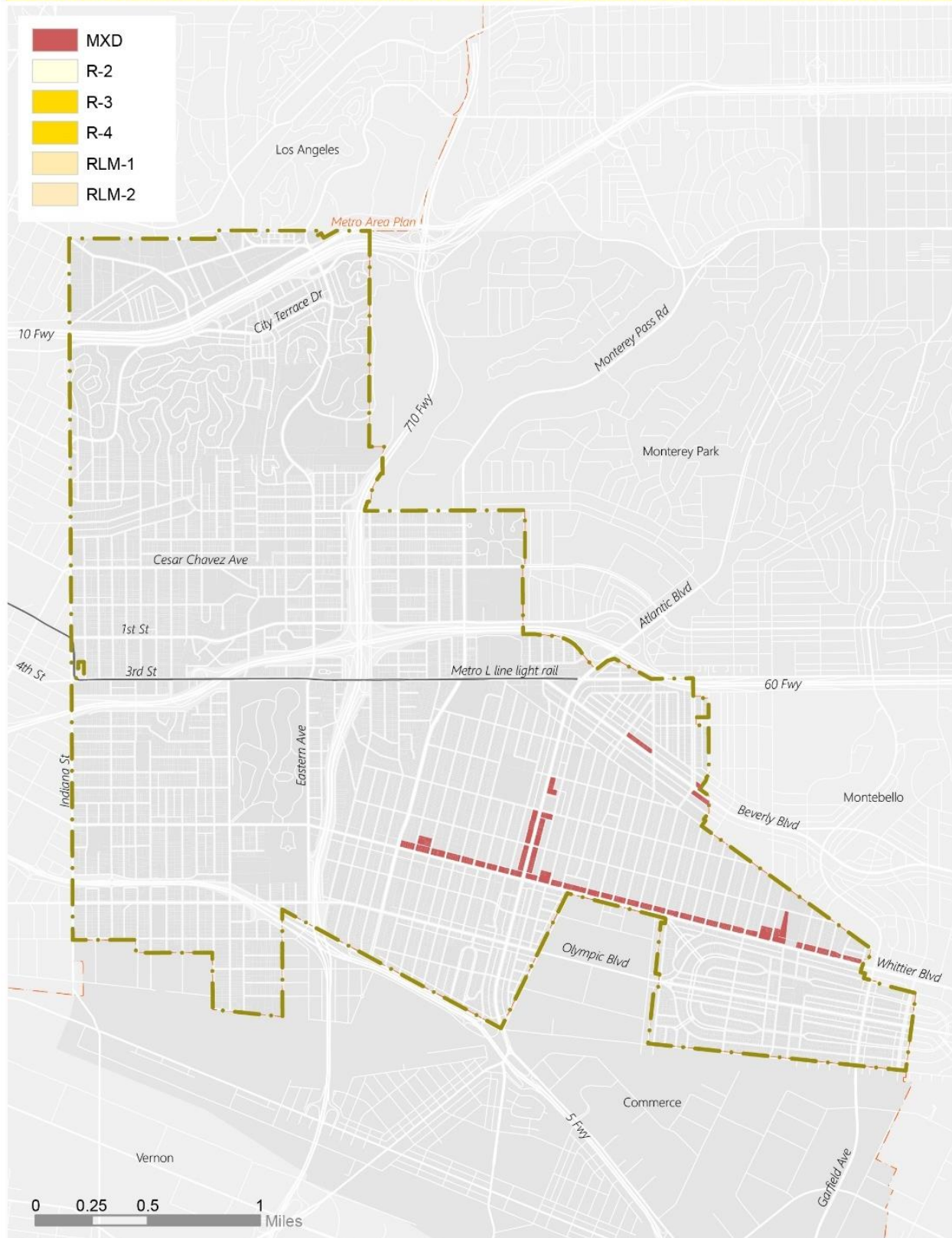
90 County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.





## EAST LOS ANGELES

### 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES





## Consistency Across Other Relevant Plans, Ordinances and Policies

In addition to the existing CSD development standards discussed above, East L.A. is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning designations within East L.A. include Specific Plan (SP) (referring to the 3<sup>rd</sup> Street Specific Plan area), Limited Density Multiple Residential (R-3), various types of commercial (e.g., Neighborhood Business [C-2], General Commercial [C-3], Commercial Manufacturing [C-M]), Institutional (IT), manufacturing (e.g., Light Manufacturing [M-1], Heavy Manufacturing [M-2]), and some limited open space (e.g., Open Space [O-S], Open Space – Parks [O-S-P], Open Space – Deed Restricted [O-S-DR]). The County also maintains a record of zone changes and plan amendments currently being proposed within the East L.A. community.<sup>91</sup> In addition, there are existing ZDs within the contemporary East L.A. community boundaries, including City Terrace, East Los Angeles, East Side Unit No.1, East Side Unit No. 2, and East Side Unit No. 4.<sup>92</sup> These ZD's are currently represented by the larger community of East L.A. and will not be utilized to facilitate future planning efforts within East L.A, or elsewhere within the Metro Area.<sup>93</sup>

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91 County of Los Angeles. 2021. Proposed Zone Changes and Plan Amendments -- East Los Angeles. Accessed November 28, 2021. <https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=3c3b104fbcda4fd7a8672da32525be79>.

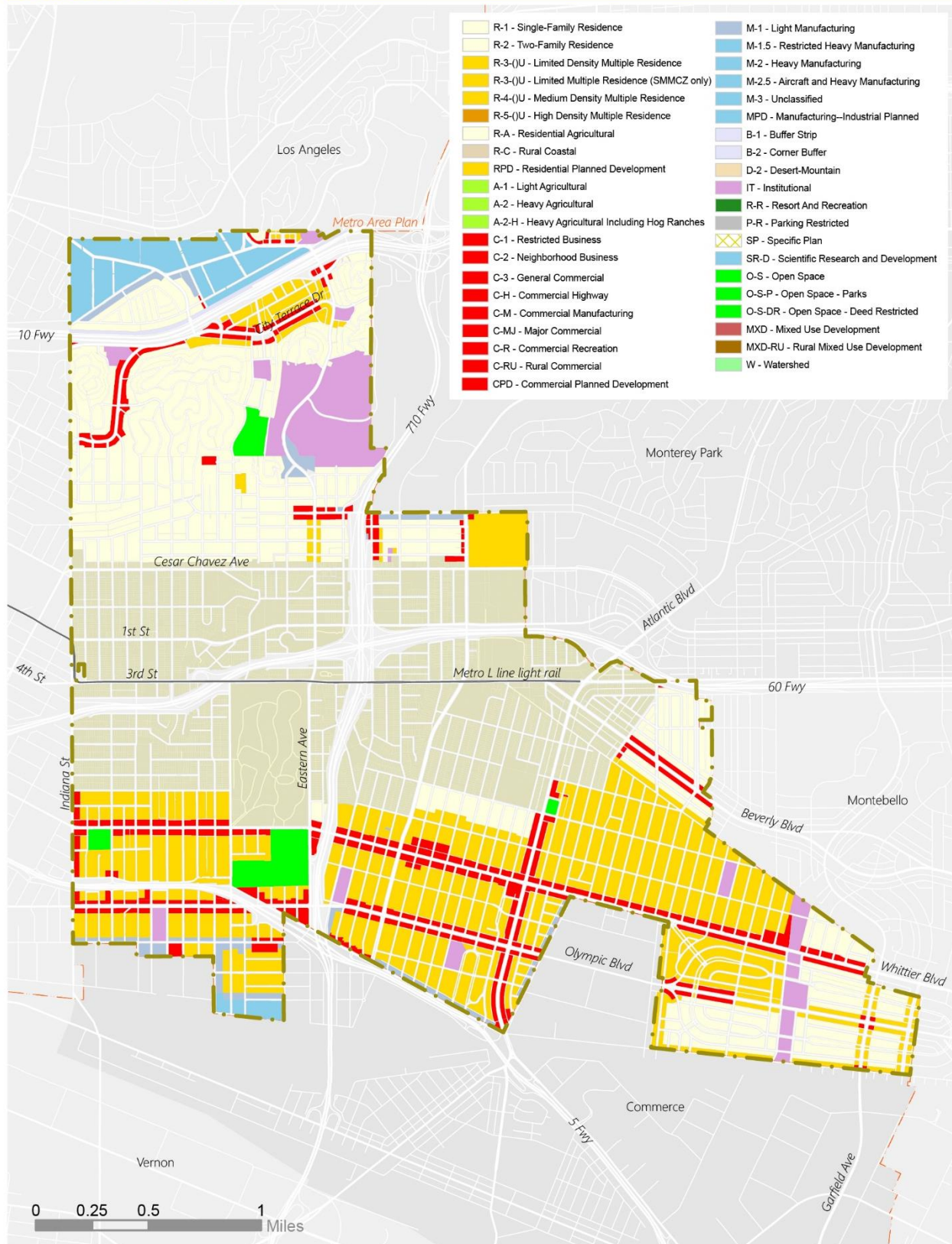
92 County of Los Angeles. 2019. Zoned Districts. January 2019. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/data/map\\_t03-zoned-districts.pdf](https://planning.lacounty.gov/assets/upl/data/map_t03-zoned-districts.pdf)

93 County of Los Angeles (2019)





## EAST LOS ANGELES EXISTING ZONING





As provided in the General Plan, East L.A. is “ripe” for “complete street”<sup>94</sup> improvements, as well as pedestrian-scale and mixed-use development that incorporate local commercial-serving uses and multifamily housing. Mobility and transit-oriented development focused plans such as the 3<sup>rd</sup> Street Specific Plan (discussed infra), as well as the ongoing East Los Angeles Community Pedestrian Plan -- which will help the County address corridors in East L.A. that have high concentrations of collisions -- are examples of street improvement and pedestrian scale projects and programs aimed at improving public safety and facilitating sustainable mobility and transportation choices within East L.A. The 3<sup>rd</sup> Street Specific Plan also includes zoning designations which would allow for mixed use buildings that provide a range of housing opportunities and amenities, promote local serving shops and restaurants, and maximize active, ground floor commercial frontage.<sup>95</sup> As discussed above, housing within East L.A. and throughout the broader the Metro Area will also be addressed via the continued implementation of policies set forth in the 6<sup>th</sup> Cycle HEU.

As defined in **Section 2.2, Regulatory Setting in the Metro Area**, the General Plan identifies various “opportunity areas” within the Metro Area communities which should be considered for further study when preparing community-based plans. Within East L.A., the General Plan identifies two Industrial Opportunity Areas (north of SR-10 and south of the I-5), two Industrial Flex Districts (adjacent to and south of Union Pacific Avenue.) and a centrally located Transit Center (extending approximately .5-mile north and south of East 3<sup>rd</sup> Street). The Transit Center opportunity area is addressed via implementation of the 3<sup>rd</sup> Street Specific Plan, discussed above. Industrial Flex Districts are areas identified in the General Plan as having the potential to transition from industrial to non-industrial uses through future planning efforts, while Industrial Opportunity Areas are economically viable industrial and employment-rich lands, which should be mapped and preserved, and where policies to protect industrial land from other uses (i.e., residential, commercial) should be enforced.<sup>96</sup> Both the Industrial Flex Districts and Industrial Opportunity Areas identified in the General Plan will be addressed via specific Area Plan policies, including a targeted land use and rezoning effort proposed as part of the Area Plan planning effort. This includes identifying appropriate areas for non-industrial uses within the Flex Districts, as well as establishing “Employment Protection Zones” within the Industrial Opportunity Areas. These policy updates would act to preserve industrial uses within the East L.A. community that contribute to the area’s economic viability, while also addressing the need to provide a buffer between industrial and sensitive uses and mitigate for public health issues related to poor air quality which exist as a result of the historic consolidation of industrial uses within East L.A. and throughout the broader Metro Area.

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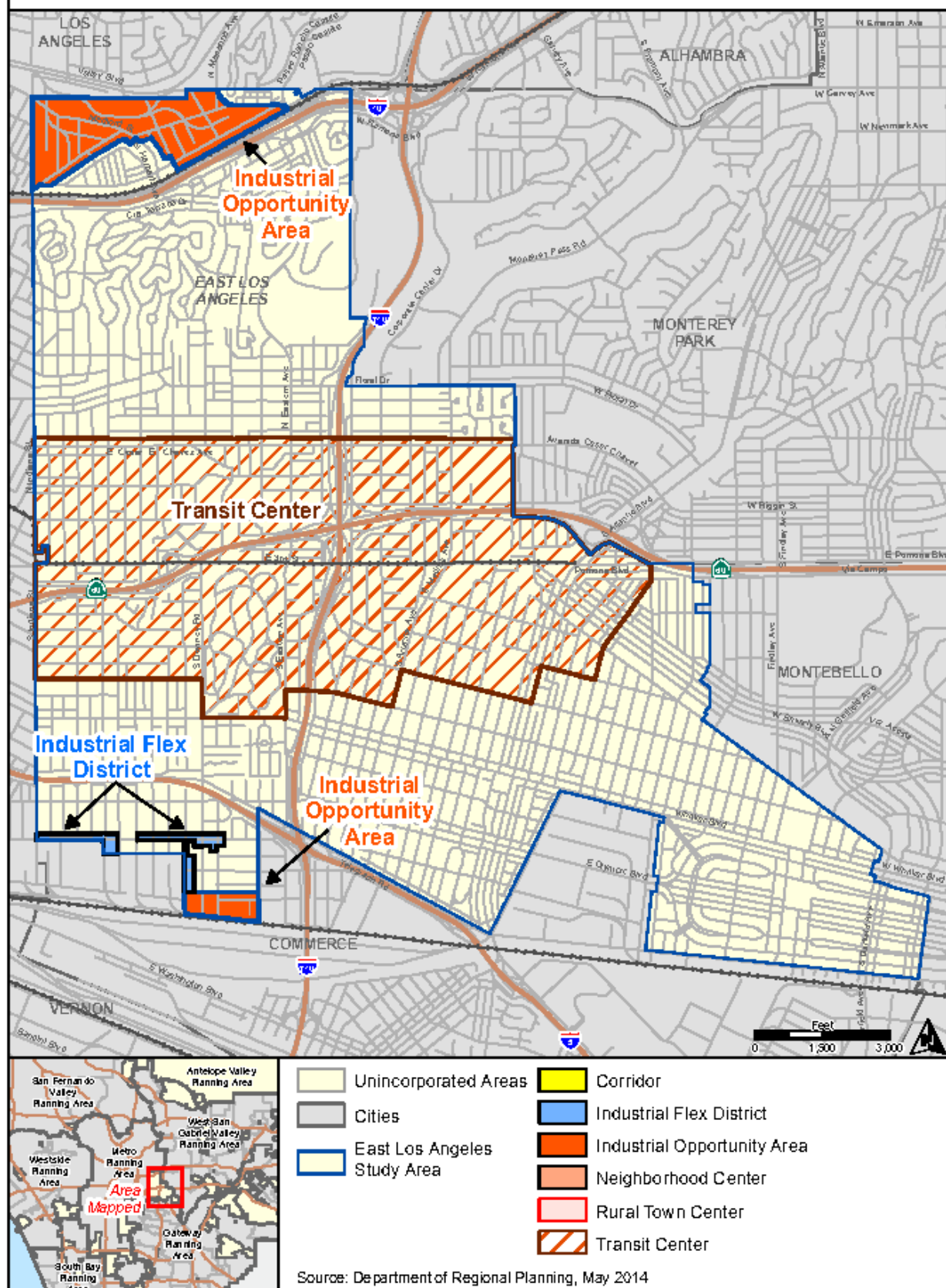
94 Complete streets refer to the idea that streets should be usable and comfortable for people traveling by all modes, not only vehicles.

95 County of Los Angeles (2014), INT: 10.

96 County of Los Angeles. 2015. Los Angeles County General Plan, p. 30. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

# Opportunity Areas - East Los Angeles

Figure 5.25



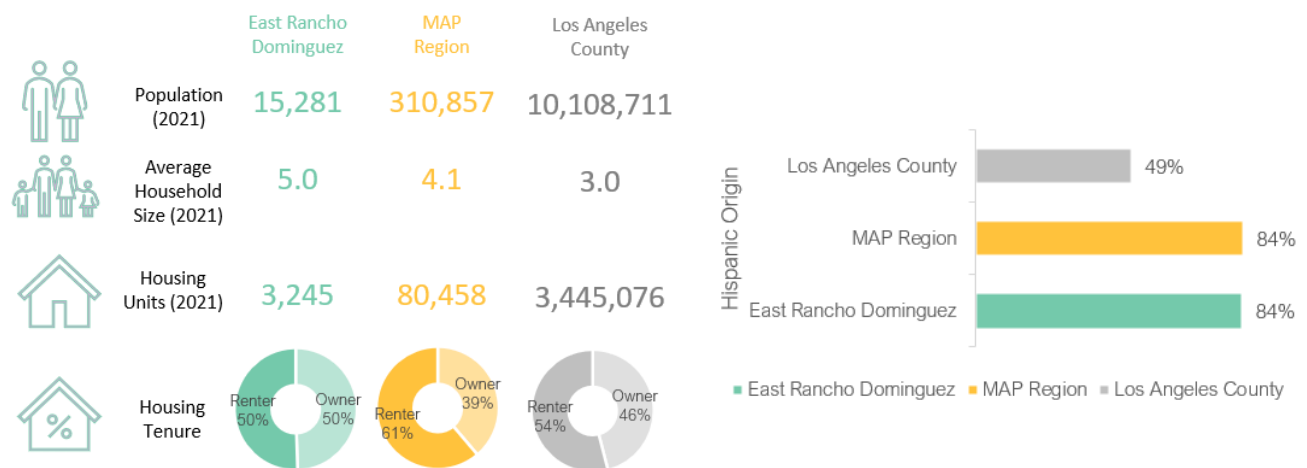


## 3.2. East Rancho Dominguez

### 3.2.1 Community Overview

#### Demographics and Culture

Located in the southeast corner of the Metro Area, the community of East Rancho Dominguez lies west of the I-710 freeway and adjacent to the cities of Compton and Paramount. Atlantic Avenue and East Compton Boulevard are the major commercial corridors and provide a significant amount of local-serving uses in the community. East Rancho Dominguez is home to approximately 15,000 residents, however, the community only generates approximately 700 jobs, most of which are currently being filled by non-residents.<sup>97</sup> Approximately 84% of East Rancho Dominguez community members self-identify as being of Hispanic and Latino/a origin,<sup>98</sup> however, as discussed previously, there is significant diversity within the context of the Hispanic and Latino/a cultural experience, which is an important factor to consider when addressing community needs from both a local and regional planning perspective.<sup>99</sup> According to the General Plan, the community has opportunities for future planning efforts to improve its economic health, particularly within the Corridor and Neighborhood Center opportunity areas located along East Compton Boulevard and South Atlantic Avenue.

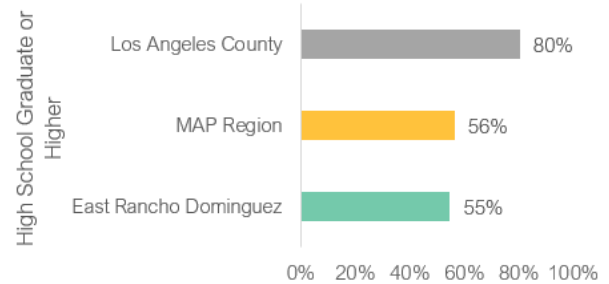
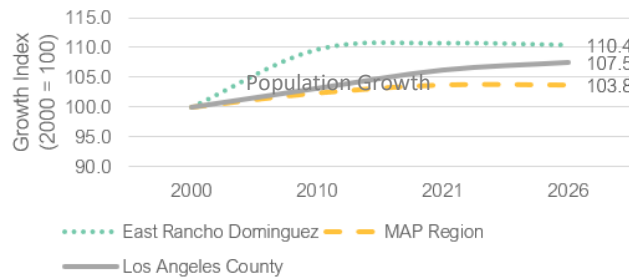


97 Sources: Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022

98 Sources: Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022

99 Benitez, T. 2004. West L.A.: Past and Present. Accessed November 28, 2021.  
<https://www.pbs.org/americanfamily/eastla.html>.





Sources: Pro Forma Advisors (2021).

## Parks and Public Amenities

The community is served by its namesake East Rancho Dominguez Park, which is an important asset to the families of the community. It is also where renowned tennis pros Venus and Serena Williams began their tennis careers as children in the park's tennis courts. Despite this, East Rancho Dominguez has just 0.6 acres of parkland per 1,000 residents, which is much lower than the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>100</sup> The 5.46-acre East Rancho Dominguez Park is the only park located within this community. This park is fairly centrally located, resulting in about 76% of East Rancho Dominguez residents living within walking distance of a park. The community is served by LACL system's East Ranch Dominguez branch, located at 4420 East Rose Street.<sup>101</sup>

### 3.2.2 Existing Plans, Land Use, and Zoning Requirements

#### East Rancho Dominguez Community Standards District (1985)

The East Rancho Dominguez Community Standards District ("East Rancho CSD") was initially established to provide a means of assisting in the implementation of the Redevelopment Plan for the East Compton Community Redevelopment Project for the "zoned district" of East Compton, adopted in 1984. Although the East Compton zoned district is no longer utilized by the County as a planning area framework, the zoning designations for the East Rancho community have remained largely unchanged since the establishment of the CSD in the 1980s. As such, the zoning currently applicable to East Rancho Dominguez appears somewhat incongruous with the built environment. For example, while a dominant zoning type throughout the community is agricultural, these districts are populated with low to medium density residential developments, while the highly urbanized nature of the surrounding community does not recommend itself to agricultural uses.

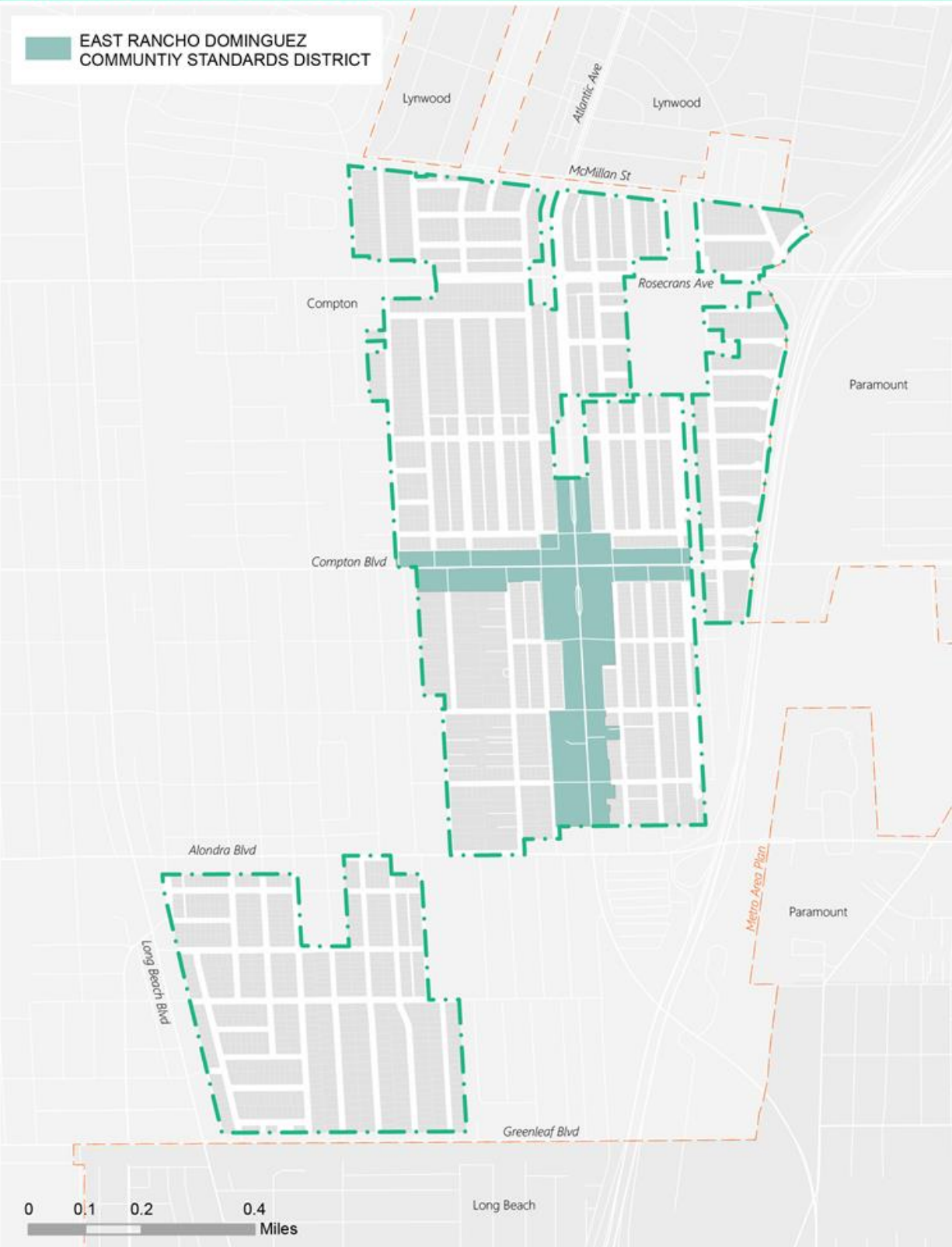
<sup>100</sup> County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.

<sup>101</sup> County of Los Angeles 2022. Los Angeles County Public Library Location and Hours. Accessed March 20, 2022. <https://www.lapl.org/branches>.





## EAST RANCHO DOMINGUEZ COMMUNITY STANDARDS DISTRICT





The requirements of the East Rancho CSD are set forth via community wide, zone specific, and area specific development standards. The East Rancho CSD also includes modifications to existing development standards, provided in Section 22.320.090, Modification of Development Standards, of the Zoning Code. Notable examples of each type of development standard, as well as a description of the East Rancho CSD subareas, are provided below in **Table 3.3**.

**Table 3.3. Notable East Rancho Dominguez CSD Development Standards**

Development Standard Type	Title		Description
Section 22.320.060, Community Wide Development Standards	Setbacks		Establishes setbacks in the form of front yards, which must be constructed along all property lines abutting streets containing right-of-way widths of at least 80 feet. In addition, parcels abutting two streets containing right-of-way widths of at least 80 feet each must have front yards along both streets. Finally, all front yards are required to be at least 10 feet in depth. The setbacks standards are assumed to apply to all use types within the CSD.
	Design Standards		Provides that all new improvements or improvements to existing structures made in one year which exceed 25% of the current market value of the structures involved are subject to design review by the County. This section also requires that structures be designed so as to be in harmony with nearby properties, with special attention being given to the protection of properties planned for residential uses. Other design standards include requirements related to building materials, colors, and mechanical and security equipment.
	Height		Establishes that the total floor area in all the buildings on any one lot shall not exceed 13 times the buildable area of such lot (not including cellar floor space, parking floor space, space within a roof structure, or space housing building operating equipment or machinery).
	Other Community Wide Development Standards		Other community wide development standards for the East Rancho. CSD include: Requiring compliance with Chapter 22.112 (Parking) of the Zoning Code, establishing standards for a variety of sign types (e.g., wall signs, window signs, awning signs), and establishing that all signs in a state of disrepair be removed.
Section 22.320.070, Zone Specific Development Standards <sup>102</sup>	Commercial and Manufacturing Zones	C-3 (General Commercial) and M-1 (Light Manufacturing)	Establishes that an approved Conditional Use Permit (CUP) is required to establish, operate, and maintain any use first permitted in Zones C-M or M-1. In addition to the findings for Conditional Use Permits required by Section 22.158.050 (Findings and Decision) of the Zoning Code, the applicant must substantiate that the proposed use must be consistent with the East Compton Community Redevelopment Project.
Section 22.36.080, Area Specific	Area 1		Area 1 is bounded on the north by Myrrh Street, on the east by Atlantic Avenue, on the south by the city of Compton near Alondra Boulevard, and on the west by Washington Avenue. Development

<sup>102</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.3. Notable East Rancho Dominguez CSD Development Standards

Development Standard Type	Title	Description
Development Standards		standards for this area are as follows: (1) No vehicular or pedestrian access to Washington Avenue is permitted; (2) In addition to other yards which may be required, a 10-foot front yard shall be provided along Washington Avenue; (3) The required yards along Washington Avenue must be landscaped and neatly maintained, while landscape and irrigation plans must be submitted to the County for review and approval; and, (4) buildings located within 50 feet of Washington Avenue shall be designed to be compatible with the residential uses on the west side of Washington. Architectural renderings shall be submitted to and approved by the Department.
	Area 2	Area 2 consists of three parcels bounded by Lime Avenue on the east, Atlantic Avenue of the west. Development standards for Area 2 include the following: (1) No vehicular or pedestrian access to Lime Avenue is permitted; (2) In addition to other yards which may be required, a 20-foot front yard shall be provided along Washington Avenue; (3) the required yards along Lime Avenue will be landscaped and neatly maintained, while landscape and irrigation plans must be submitted to the County for review and approval; and, (4) buildings located within 100 feet of Lime Avenue must be designed to be compatible with the residential uses on Lime and are subject to architectural review by the County.

**Source:** County of Los Angeles. 2019. Los Angeles County Code, Title 22 – Planning and Zoning, Chapter 22.316 – East Los Angeles Community Standards District. Accessed November 28, 2021.



## EAST RANCHO DOMINGUEZ COMMUNITY STANDARDS DISTRICT - SUBAREAS





## 6<sup>th</sup> Cycle Housing Element Update (HEU)

Although no sites within the East Rancho Dominguez community area are currently suited to accommodate additional RHNA allocated housing, the community will likely be impacted by a rezoning program proposed as a result of implementation of the 6th Cycle Housing Element Update (HEU). The 6<sup>th</sup> Cycle HEU proposes to accommodate approximately 27,000 RHNA allocated units within the broader Metro Area over the HEU's eight year planning cycle through a targeted rezoning effort. Potential sites identified in Appendix B of the 6<sup>th</sup> Cycle HEU include multiple parcels along Compton Boulevard and Atlantic Avenue, which could potentially be rezoned from C-3 (General Commercial) to MXD (Mixed Use Development Zone) -- as well as limited number of R-1 (Single Family Residence) and/or R-2 (Two Family Residence) sites along Alondra Boulevard with the potential to be upzoned to R-3 (Limited Density Multiple Residence) -- in order to facilitate lower income, multifamily housing allocated as a result of the RHNA.<sup>103</sup>

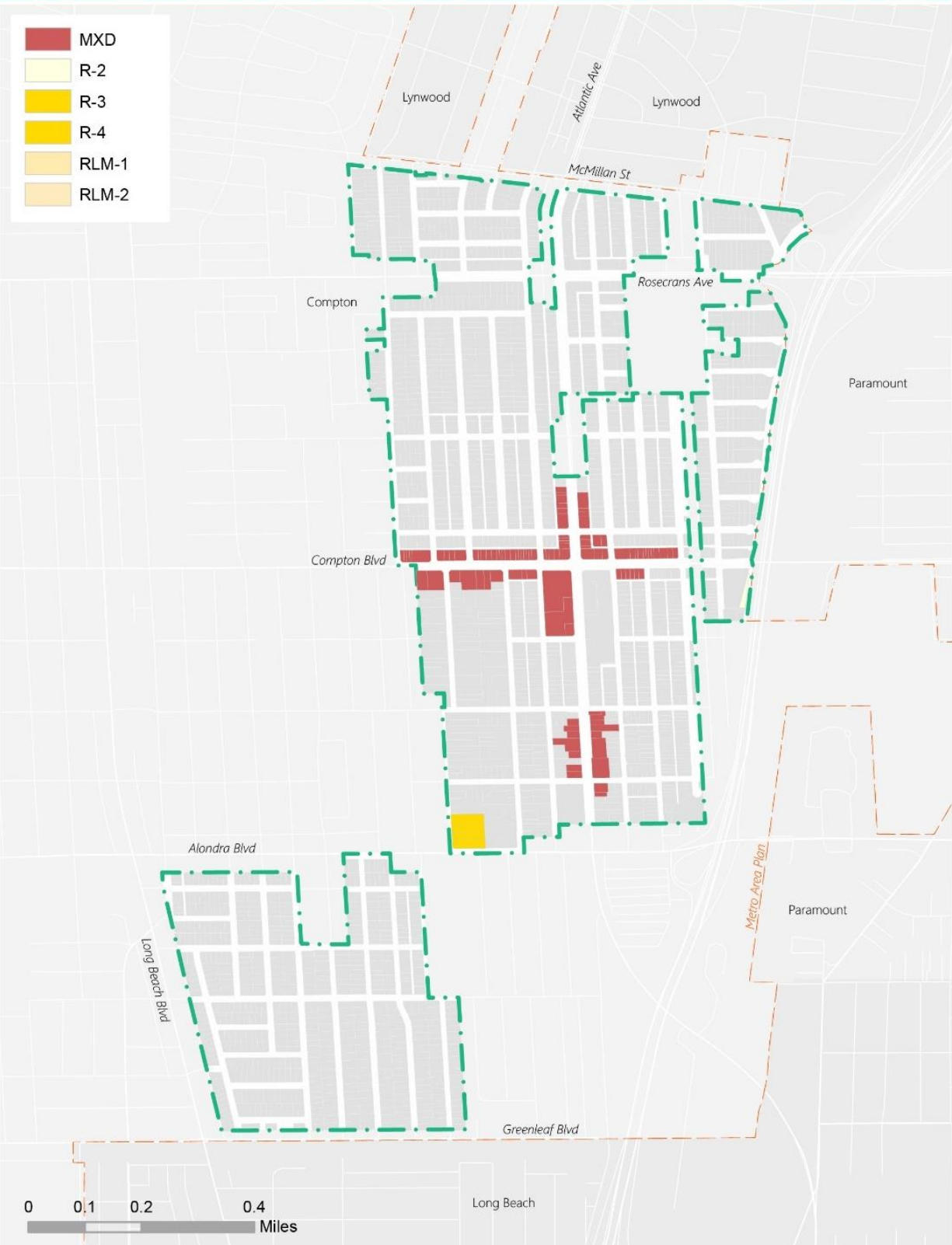
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<sup>103</sup> County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.





## EAST RANCHO DOMINGUEZ 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES





The MXD designation allows for a mixture of residential, commercial, and limited light industrial uses and buildings in close proximity to bus and rail transit stations. The MXD also encourages compact or higher density development to promote walking, bicycling, recreation, transit use, and community reinvestment, to reduce energy consumption, and to offer opportunities for employment and consumer activities near residences.<sup>104</sup> While mixed-uses (e.g. developments with both commercial residential components) are permitted under the existing C-3 zoning designation, fully residential projects (e.g. multifamily housing projects without any commercial components) are not permitted.<sup>105</sup> The precise nature and location of the rezoning effort(s) within East Rancho Dominguez will be determined in the near- and mid-term, as all zone changes proposed to accommodate the RHNA allocation must be implemented within an approximate three year planning horizon, as required by State law.

### **Consistency Across Other Relevant Plans, Ordinances and Policies**

As briefly alluded to above, in addition to the CSD standards, East Rancho Dominguez is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning designations within East Rancho Dominguez include: Light Agricultural (A-1); Single Family Residence (R-1); General Commercial (C-3); several instances of Limited Density Multiple Residential (R-3) and a designation of Open Space [O-S] for East Rancho Dominguez Park on the southeast corner of Compton Boulevard and Atlantic Avenue. The General Plan land use map for East Rancho Dominguez does not include any agricultural or “Rural Land (RL)” designations. Instead, areas zoned A-1 or R-1 – which, per the Zoning Code, permit single-family residential structures, but do not permit multi-family apartments -- are designated as single family residential (Residential 9 [H9]) with a maximum density of nine housing units per net acre. In addition to local-serving commercial uses, including retail, restaurants, and personal and professional service, the commercial land use designation within East Ranch Dominguez (General Commercial [CG]) also permits single-family and multi-family residences, as well as residential/commercial mixed use with a maximum density of 50 housing units pre net acre.<sup>106</sup>

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104 County of Los Angeles. 2021. Title 22- Planning and Zoning, Section 22.26.030 – Mixed Use Development Zone.

Accessed November 30, 2021.

[https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV3ZO\\_CH22.26SPPUZO](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV3ZO_CH22.26SPPUZO).

105 County of Los Angeles. 2015. Los Angeles County General Plan, p. 80. Accessed November 23, 2021.

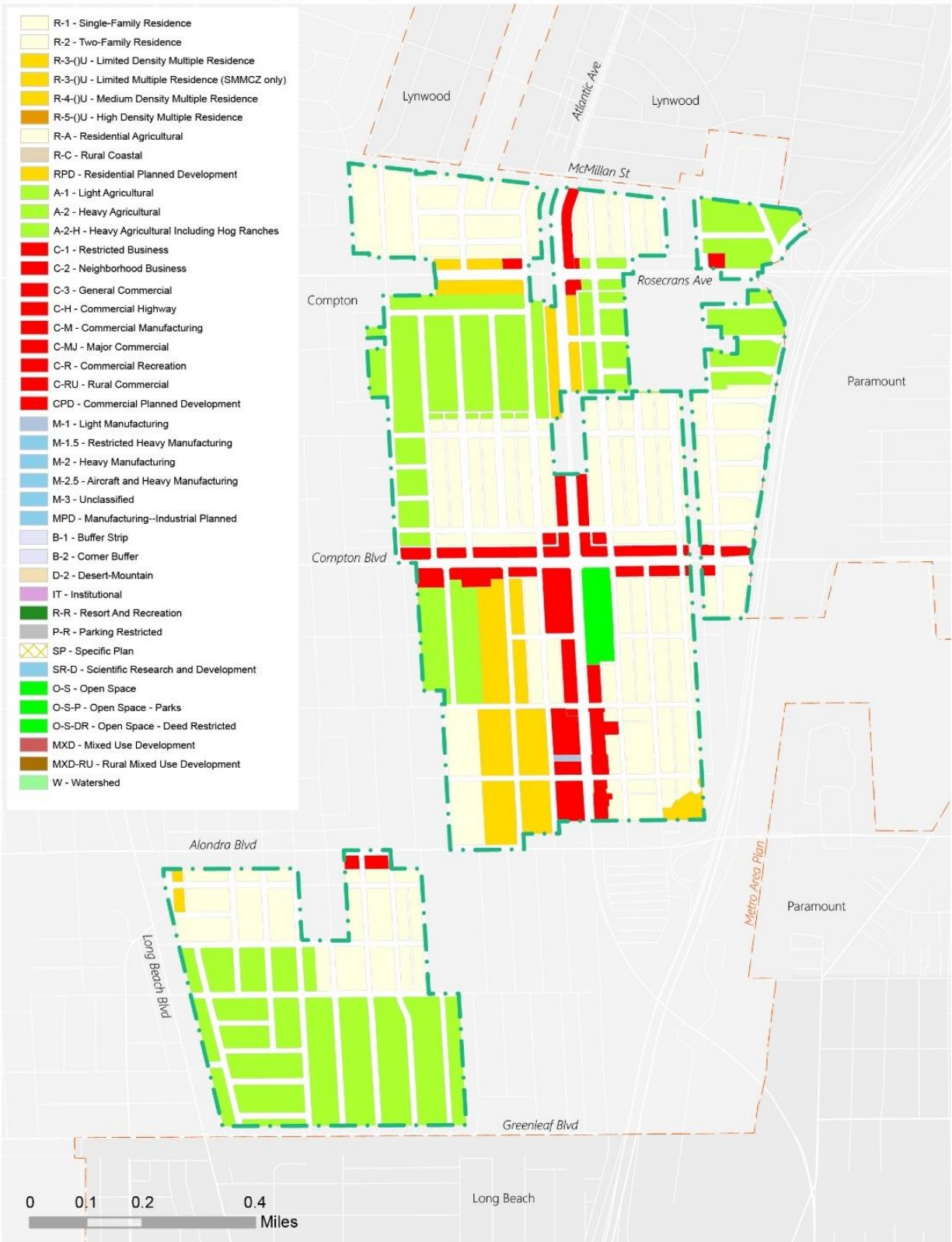
[https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

106 County of Los Angeles (2015), p. 80.



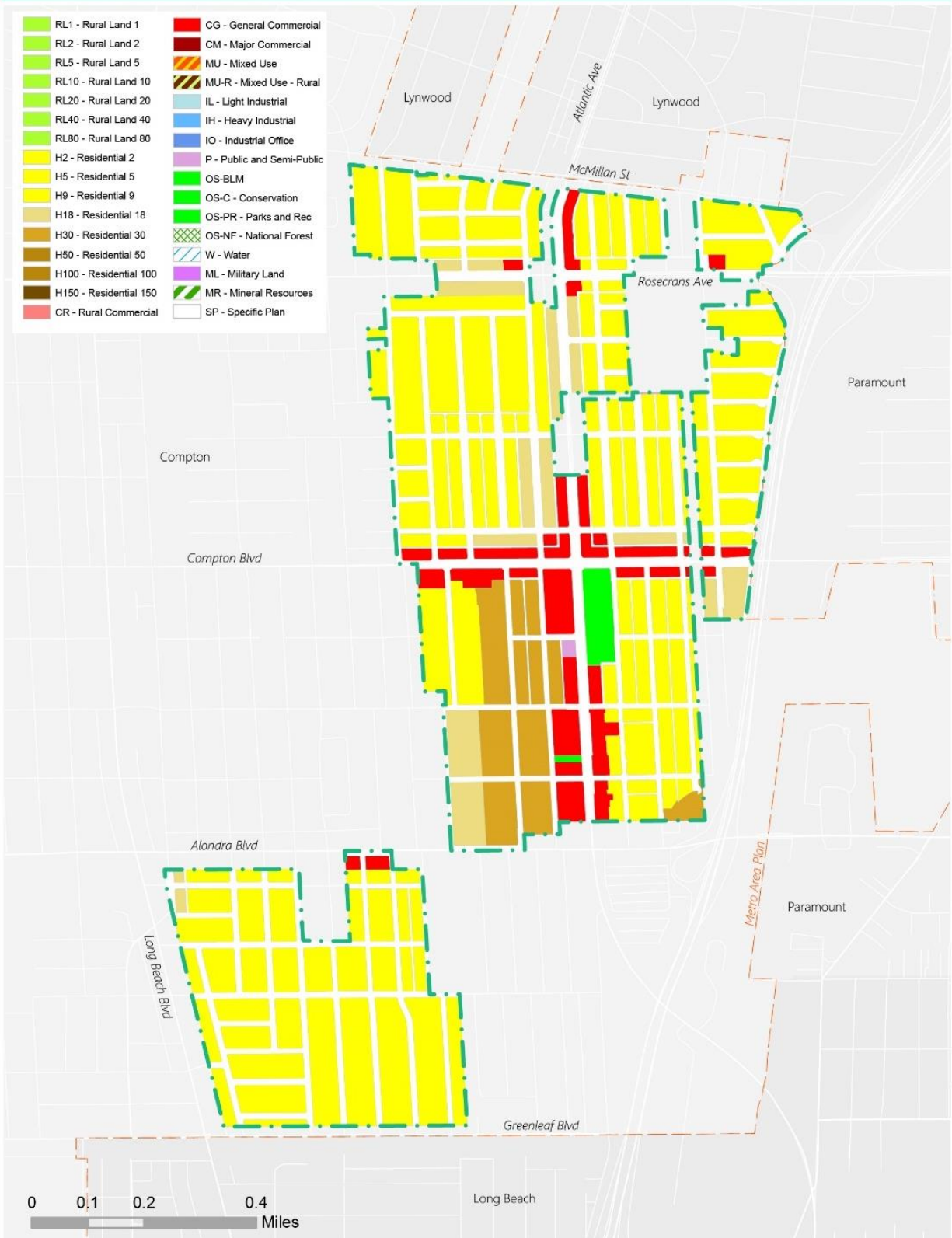
## EAST RANCHO DOMINGUEZ EXISTING ZONING

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3-(J)U - Limited Density Multiple Residence
- R-3-(J)U - Limited Multiple Residence (SMMCZ only)
- R-4-(J)U - Medium Density Multiple Residence
- R-5-(J)U - High Density Multiple Residence
- R-A - Residential Agricultural
- R-C - Rural Coastal
- RPD - Residential Planned Development
- A-1 - Light Agricultural
- A-2 - Heavy Agricultural
- A-2-H - Heavy Agricultural Including Hog Ranches
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- C-H - Commercial Highway
- C-M - Commercial Manufacturing
- C-MJ - Major Commercial
- C-R - Commercial Recreation
- C-RU - Rural Commercial
- CPD - Commercial Planned Development
- M-1 - Light Manufacturing
- M-1.5 - Restricted Heavy Manufacturing
- M-2 - Heavy Manufacturing
- M-2.5 - Aircraft and Heavy Manufacturing
- M-3 - Unclassified
- MPD - Manufacturing--Industrial Planned
- B-1 - Buffer Strip
- B-2 - Corner Buffer
- D-2 - Desert-Mountain
- IT - Institutional
- R-R - Resort And Recreation
- P-R - Parking Restricted
- SP - Specific Plan
- SR-D - Scientific Research and Development
- O-S - Open Space
- O-S-P - Open Space - Parks
- O-S-DR - Open Space - Deed Restricted
- MXD - Mixed Use Development
- MXD-RU - Rural Mixed Use Development
- W - Watershed





## EAST RANCHO DOMINGUEZ GENERAL PLAN 2035 LAND USE







In addition, the existing East Compton Zoned District (ZD) is located within the contemporary East Rancho Dominguez community boundaries.<sup>107</sup>, however, the ZD zoning framework is no longer actively utilized by the County and will not be used to facilitate future planning efforts within East Ranch Dominguez or elsewhere within the Metro Area.<sup>108</sup>

The General Plan also identifies various “opportunity areas” within the Metro Area communities which should be considered for further study when preparing community-based plans. Within East Ranch Dominguez, the General Plan identifies two corridor opportunity areas along Compton Boulevard and Atlantic Avenue, as well as a neighborhood center at the corridor intersections. Corridors are identified in the General Plan as areas along boulevards or major streets that provide connections between neighborhoods, employment, and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. Neighborhood centers are similarly identified based on opportunities for a mix of uses. The suitable uses identified within the opportunity areas are valuable planning tools utilized by the County in the formulation of policies. Opportunity areas will guide future planning and rezoning efforts within the East Rancho Dominguez community as well as elsewhere within the Metro Area.

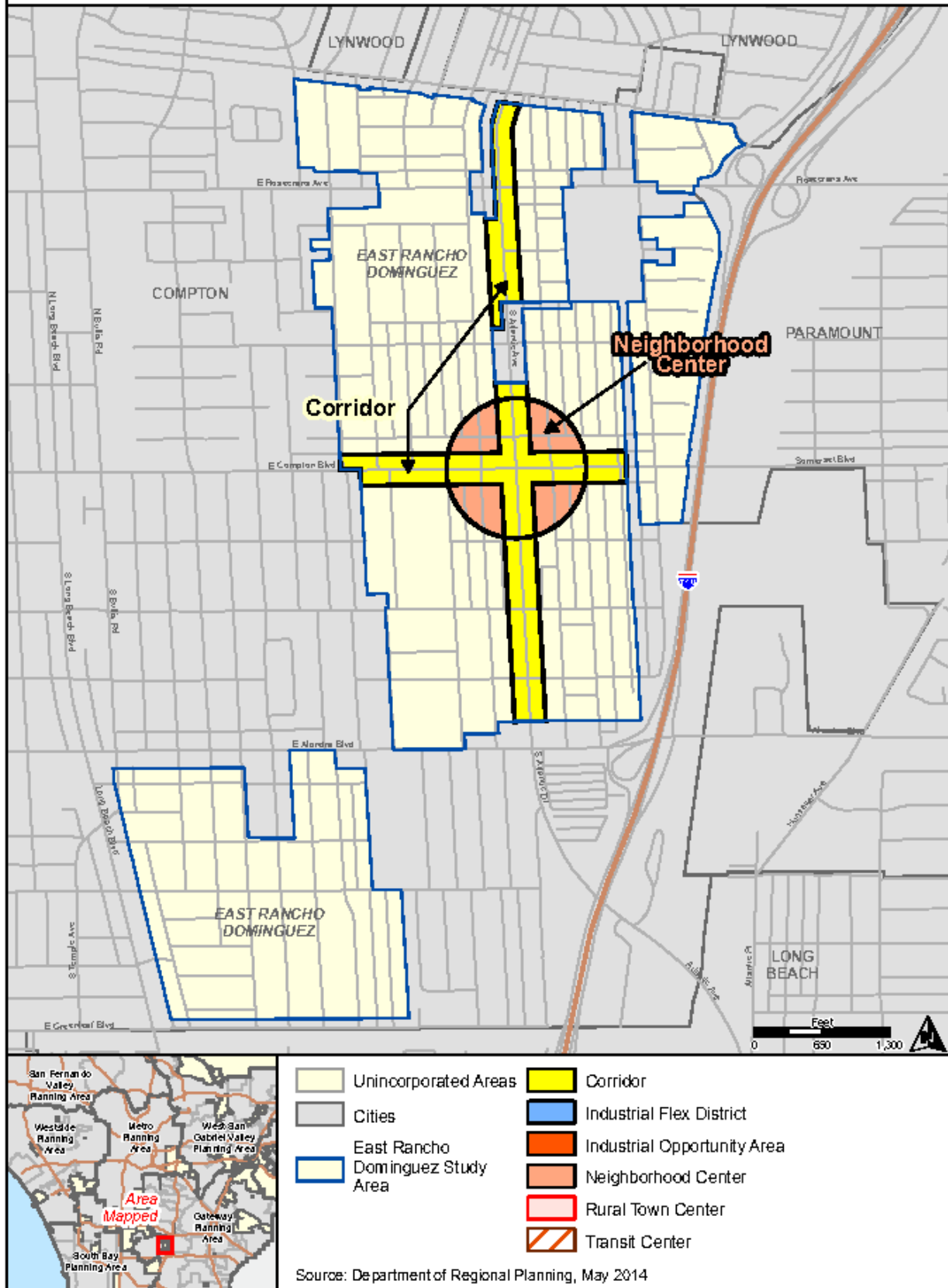
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107 County of Los Angeles. 2019. Zoned Districts. January 2019. Accessed November 28, 2021.  
[https://planning.lacounty.gov/assets/upl/data/map\\_t03-zoned-districts.pdf](https://planning.lacounty.gov/assets/upl/data/map_t03-zoned-districts.pdf)

108 County of Los Angeles (2019)



## Opportunity Areas - E. Rancho Dominguez Figure 5.26





## 3.3. Florence-Firestone

### 3.3.1 Community Overview

#### Demographics and Culture

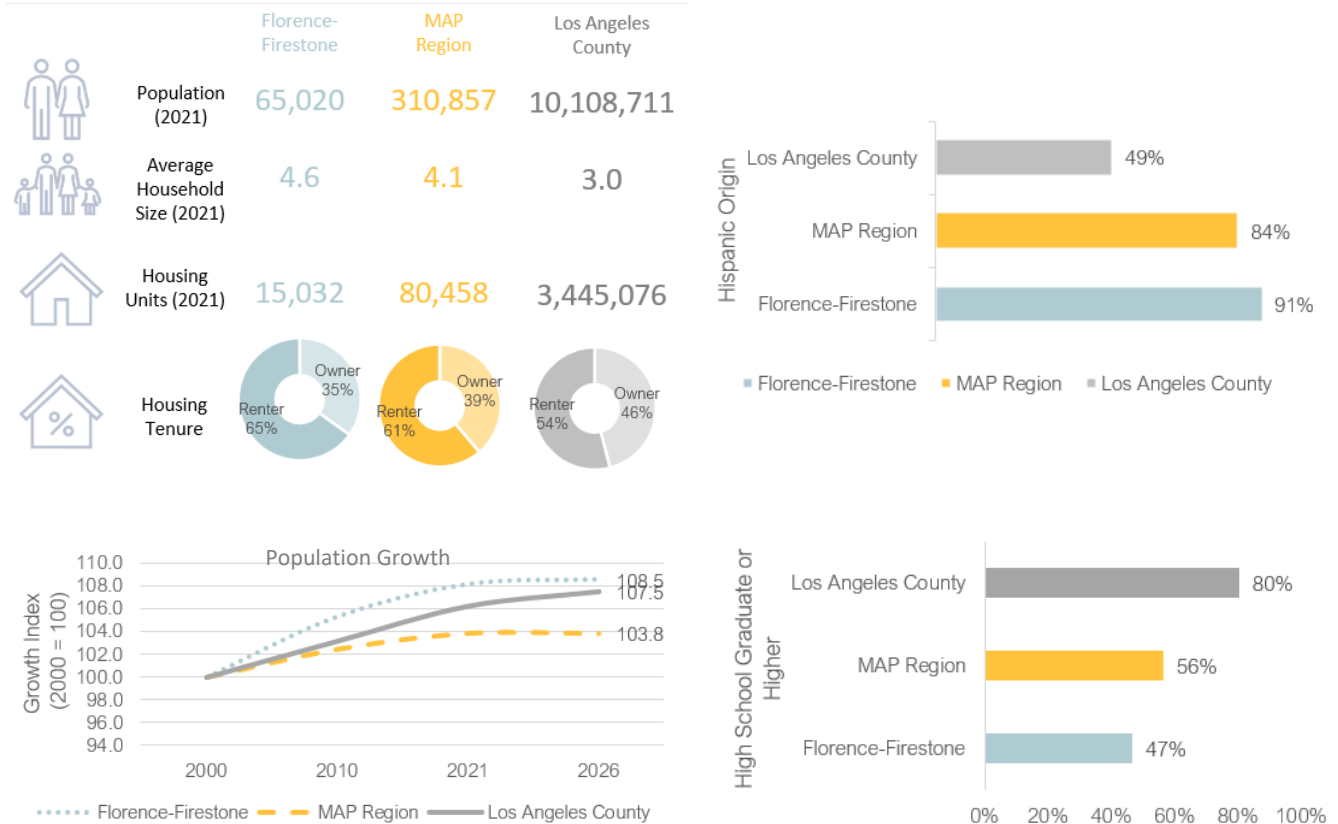
The community of Florence-Firestone transformed from ranches and farmland in the mid-1800s to a bustling industrial corridor in the early 20<sup>th</sup> century due to its convenient location along the rail line. Early industries included the since-closed factories of successful tire companies such as Goodyear and Firestone. Florence-Firestone is also a resilient community with a rich local history, traces of which are still evident and reflected in the street names, family histories, and existing built environment. Florence-Firestone has active and energetic residents, many of whom have lived in the community for decades, and who care deeply about working with the County to address community concerns. The longtime residents and the shared sense of local history help anchor the community, which has continuously managed to adapt to changing conditions while still retaining deep socio-cultural roots.

Florence-Firestone is currently home to approximately 65,000 residents, 91% of whom self-identify as begin of Hispanic and Latino/a origin. This majority Hispanic and Latino/a community has a strong history of activism, exemplified by initiatives like Everyday Heroes, which preserve the history of Florence-Firestone and create opportunities for its residents.<sup>109</sup> Central Avenue is also a storied hub of Black culture and jazz located along the community's western border. The northern portion of the community is comprised of industrial and auto-related uses, and the southern portion of the corridor is predominantly commercial and residential. Currently, the community has a young, employable population in proximity to local and regional employment centers,<sup>110</sup> however, while the community supports over 7,400 jobs.

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109 Sources: Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022

110 Los Angeles County Department of Regional Planning. 2019. Florence-Firestone Community Plan. September 2019. Accessed November 30, 2021. [https://planning.lacounty.gov/assets/upl/project/ffcp\\_final\\_20190903.pdf](https://planning.lacounty.gov/assets/upl/project/ffcp_final_20190903.pdf).



Sources: Pro Forma Advisors (2021).

Vacant and underutilized land, coupled with the City of Los Angeles' efforts in the corridor, and the location of the stations for the Metro A Line (formerly Blue Line), make the Florence-Firestone planning area prime for transit-oriented development and economic revitalization. As such, the community is presently the subject of an ongoing transit ordinated district (TOD) specific plan for the Metro A Line stations of Slauson, Florence and Firestone. The plan will implement the TOD Program originally proposed in the 2015 General Plan Update with the goal of providing more opportunities for affordable housing, encouraging transit oriented development, and streamlining the environmental review process for projects beneficial to the health and wellbeing of the community.<sup>111</sup>

## Parks and Public Amenities

Florence-Firestone has approximately 1.2 acres of parkland per 1,000 residents, which is much lower than the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>112</sup> In total, there are 68.78 acres of parkland located

111 County of Los Angeles. 2021. Florence-Firestone Transit Oriented District Specific Plan. Accessed November 30, 2021. <https://planning.lacounty.gov/fftod>.

112 County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.



throughout the community. Compared to the countywide average, parks are slightly more accessible in Florence-Firestone, with approximately 59% of residents living within one half mile of a park. The community is also served by two LACL branches: the Florence Express Library (7600 Graham Avenue) and the Graham Library (1900 East Firestone Boulevard).<sup>113</sup>

### 3.3.2 Existing Plans, Land Use, and Zoning Requirements

#### Florence-Firestone Community Plan (2019)

The Florence-Firestone Community Plan (FFCP) is a land use development guide intended to direct development and land use decisions to achieve the community's vision of creating a resilient and healthy community with a vibrant local economy, high quality and affordable housing, ample greenery, safe and efficient transportation system, and high quality education. The plan provides guidance on community specific concerns to planners, property owners, business owners, decision-makers, public agencies, and other stakeholders. The FFCP builds on past planning efforts, drawing information from a variety of studies and reports on the community. The 2009 Florence-Firestone Vision Plan provided a comprehensive, long-term vision for the community through the collaborative effort of residents, businesses, stakeholders, County departments, and local organizations. Following the 2009 Vision Plan, studies focused on market feasibility, land use and transportation. These reports and studies, and their recommendations informed the FFCP. The existing General Plan land use designations identified in the FFCP are listed in **Table 3.4** below.

**Table 3.4. Existing General Plan Land Use Designations**

Land Use Policy Category	Permitted Density or FAR	Acres	Percent of Total Acreage
Residential 9 (H9)	<i>0-9 dwelling units/net acre</i>	46.47	2.77%
Residential 18 (H18)	<i>0-18 dwelling units/net acre</i>	785.46	46.79%
Residential 30 (H30)	<i>0-30 dwelling units/net acre</i>	164.08	9.77%
General Commercial (CG)	<i>Residential: 0-50 du/net ac</i> <i>Non-Residential: Max. FAR 1.0</i> <i>Mixed Use: 0-50 du/net ac and Max. FAR 1.0</i>	178.42	10.63%
Heavy Industrial (IH)	<i>Non-Residential: Max. FAR 1.0</i>	111.06	6.62%
Light Industrial (IL)	<i>Non-Residential: Max. FAR 1.0</i>	108.37	6.46%
Mixed Use (MU)	<i>Residential: 0-150 du/net ac</i> <i>Non-Residential: Max. FAR 3.0</i> <i>Mixed Use: 0-150 du/net ac and Max. FAR 3.0</i>	26.08	1.55%
Parks and Recreation (OS-PR)	<i>N/A</i>	68.78	4.10%

113 County of Los Angeles 2022. Los Angeles County Public Library Location and Hours. Accessed March 20, 2022. <https://www.lapl.org/branches>.



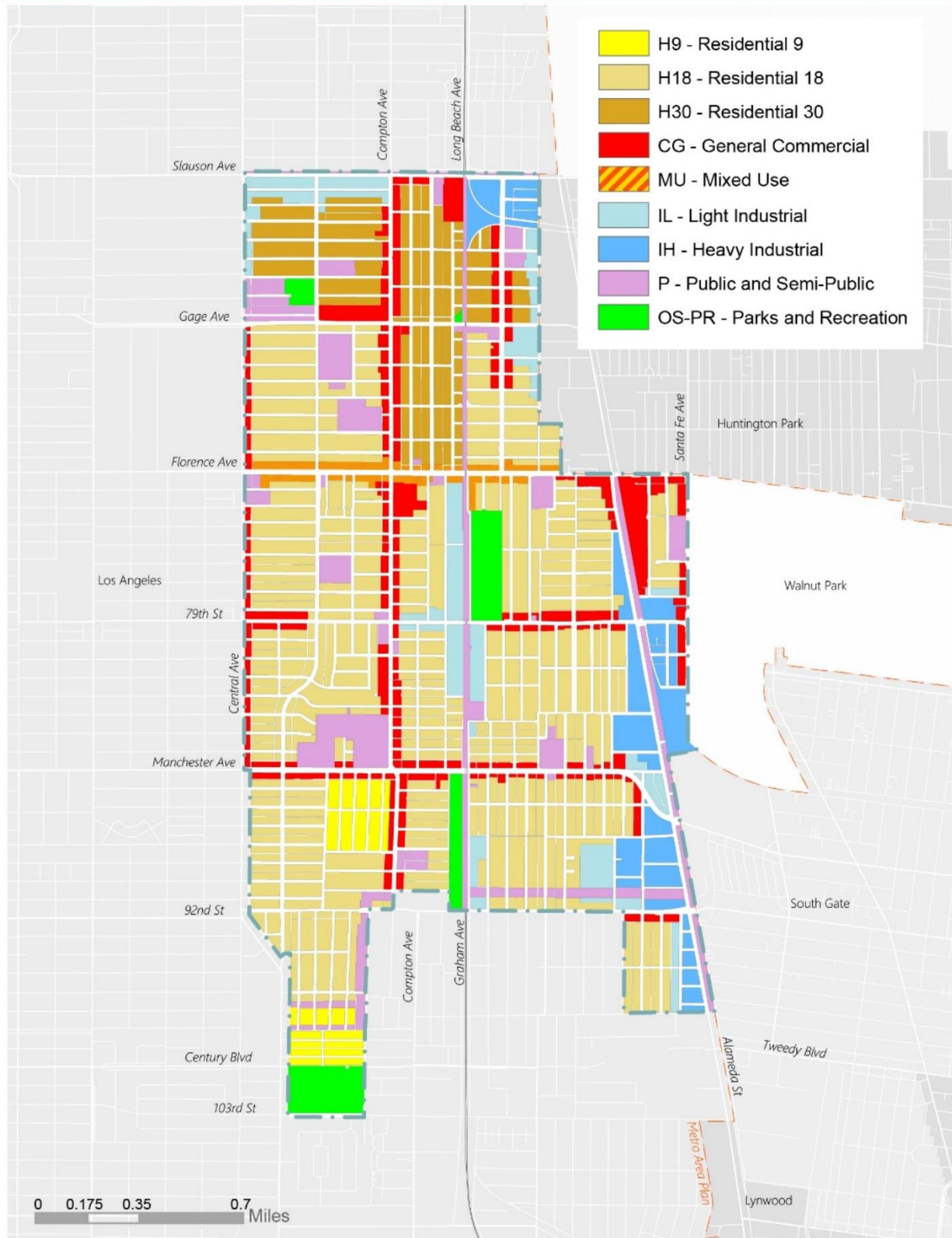
Public and Semi-Public (P)	<i>Residential: Density Varies*</i> <i>Non-Residential: Max. FAR</i> 3.0	190.00	11.32%
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**Source:** Los Angeles Department of Regional Planning. 2019. Florence-Firestone Community Plan. September 2019.  
[https://planning.lacounty.gov/assets/upl/project/ffcp\\_final\\_20190903.pdf](https://planning.lacounty.gov/assets/upl/project/ffcp_final_20190903.pdf)





## FLORENCE-FIRESTONE COMMUNITY PLAN LAND USE





The key policies of the FFCP revolve around a variety of interrelated goals, including: increasing housing opportunities; creating vibrant commercial districts; resolving land use incompatibility, addressing issues related to environmental justice; developing a comprehensive transit system; balancing jobs, housing and mixed land uses; revitalizing commercial and industrial businesses; improving access to parks and recreational opportunities; enhancing community safety; and building and/or strengthening partnerships across the public, private, and nonprofit sectors. The FFCP implementation section presents a list of possible actions which could help to realize the goals and policies of the plan. However, the actions, programs and procedures provided are optional and are contingent on funding and allocation of resources.

While the FFCP does not include any binding policy provisions, it provides a critical roadmap map for future planning efforts in the area, particularly as it relates to the determination of appropriate land-use and zoning designations. By elevating voices within the community, setting clear goals, and mapping specific opportunity areas in which to concentrate redevelopment and/or revitalization efforts, the FFCP will guide the regulatory standards and strategies implemented by the Area Plan and will inform other County planning efforts proposed in the future.

#### **Florence-Firestone Transit Oriented District Specific Plan (proposed - 2022)**

The ongoing Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) establishes transit-oriented development, policy direction, design standards, and implementation programs for the community of Florence-Firestone. The FFTOD Specific Plan addresses land use, zoning, and mobility improvements that support housing density and employment in proximity to the three Metro A Line stations in the community: the Slauson, Florence, and Firestone Stations. As with the Area Plan, the FFTOD Specific Plan builds from the 2019 FFCP by creating actions to achieve some of the FFCP policies and implement the broader transit oriented development and sustainability goals of County. The FFTOD Specific Plan Area boundary is consistent with the FFCP boundary, which covers the entire extent of the community.

In addition to focusing on mobility and transportation, the FFTOD Specific Plan provides the opportunity to create new affordable housing units to accommodate the needs of the residents as well as the requirements of the 6<sup>th</sup> Cycle HEU 's RHNA allocation. The FFTOD Specific Plan helps implement the HEU by rezoning parcels identified as "potential sites" in the HEU's Appendix B. The FFTOD Specific Plan also implements transit oriented development by: establishing zones that identify permitted land uses and objective development standards such as the appropriate density, intensity, building height, and setbacks by zone; providing additional design standards such as pedestrian design, building design, open space, landscaping, and parking for all zones; modifying county-wide base zones applicable in Florence-Firestone; identifying multi-modal improvements to support walking, bicycling, and transit use



in balance with private vehicles; and addressing infrastructure requirements associated with future development.<sup>114</sup>

The FFTOD Specific Plan included General Plan Land Use amendments to approximately 953 acres of land in the FFTOD Specific Plan Area to provide consistency with General Plan policy direction. The FFTOD Specific Plan would facilitate the buildout of approximately 12,110 housing units -- many of which would be located within one half mile of the Slauson, Florence, or Firestone Metro Stations -- as well as over 94,000 square feet of commercial and/or non-residential spaces.<sup>115</sup> The FFTOD Specific Plan also rezoned parcels in the FFTOD Specific Plan Area to encourage transit-oriented development. As a part of this rezoning effort, nine new zones were created within Florence-Firestone, which were: Industrial Flex (IF), Mixed-Use 1 (MU-1), Mixed-Use 2 (MU-2), Mixed-Use 3 (MU-3), Mixed-Use Transit (MU-T), Residential Low-Medium 1 (RLM-1), Residential Low-Medium 2 (RLM-2), Residential Medium (RM), and Residential Slauson Station (RSS).<sup>116</sup> Details regarding the recently implemented zones are described below in Table 3.5:

**Table 3.5. Yet to be Adopted FFTOD Specific Plan Zoning**

<b>Zoning</b>	<b>Description</b>
<b>Industrial Mix (IX) Zone</b>	The IX Zone is intended to maintain light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for mixed residential and employment areas. The Zone allows for transitions between employment and residential uses to encourage less noxious uses, such as commercial to abut homes, supporting the goals of the Los Angeles GZP. This Zone allows uses focused on light industrial, neighborhood-serving commercial and office and does not allow residential uses. The IX Zone implements the General Plan Land Use Designation IL Light Industrial.
<b>Mixed-Use Transit (MU-T)</b>	The MU-T Zone is intended to create a high-intensity mixed use transit district with a variety of housing, jobs, and neighborhood services in existing commercial and industrial areas surrounding the Slauson Station. This Zone will allow uses that encourage a more pedestrian-oriented setting with active uses to encourage walking, bicycling, and multi-modal transportation. The MU-T Zone implements the General Plan Land Use Designation MU Mixed Use.
<b>Mixed-Use 3 (MU-3)</b>	The MU-3 Zone is intended to support employment and higher-density residential uses by encouraging greater job opportunities and homes for communities near transit, focused in existing industrial areas with large sites surrounding the Florence Station. The purpose of this Zone is to create an employment-focused, high intensity, mixed use transit district that allows for transitions between industrial areas and homes with less environmentally intensive uses, such as offices. The MU-3 Zone implements the General Plan Land Use Designation MU Mixed Use.
<b>Mixed-Use 2 (MU-2)</b>	The MU-2 Zone is intended to support “main street” retail, employment, and homes for the communities near transit along existing commercial corridors surrounding the Slauson and Florence stations. This Zone allows uses focused on local neighborhood services, such as local-serving retail, personal services (including salons and accountants), food or groceries, and homes. The MU-2 Zone implements the General Plan Land Use Designation MU Mixed Use.

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114 County of Los Angeles. 2021. Florence-Firestone Transit Oriented District Specific Plan DRAFT Environmental Impact Report. Accessed November 30, 2021. [https://planning.lacounty.gov/assets/upl/project/fftod\\_deir.pdf](https://planning.lacounty.gov/assets/upl/project/fftod_deir.pdf).

115 County of Los Angeles (2021), p. 2-7.

116 The zone names/titles set forth in the FFTOD Specific Plan are subject to change to align with County naming conventions as the FFTOD Specific Plan continues to be implemented (County of Los Angeles [2021], p. 1-2).



<b>Mixed-Use 1 (MU-1)</b>	The MU-1 Zone is intended to support mixed use corridors near transit to provide a range of local neighborhood services and homes near transit. The MU-1 Zone implements the General Plan Land Use Designation CM Commercial Major.
<b>Residential Low-Medium 1 (RLM-1)</b>	The RLM-1 Zone is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as duplexes, triplexes, and detached townhomes. The RLM-1 Zone implements the General Plan Land Use Designation H18 Residential.
<b>Residential Low-Medium 2 (RLM-2)</b>	The RLM-2 Zone is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as attached townhomes, apartments, triplexes, and fourplexes. The RLM-2 Zone implements the General Plan Land Use Designation H30 Residential.
<b>Residential Medium (RM)</b>	The RM Zone is intended to apply to existing residential neighborhoods where the purpose is to encourage medium-density residential housing near transit. The Zone allows multi-family residential homes such as apartments and townhomes. The RM Zone implements the General Plan Land Use Designation H50 Residential.
<b>Residential Slauson Station (RSS)</b>	The RSS Zone is intended to encourage the establishment of high-density residential housing near transit in existing neighborhoods. The RSS Zone seeks to provide a wider range of housing types and densities, supporting transit oriented development. The RSS Zone implements the General Plan Land Use Designation H100 Residential.

**Source:** County of Los Angeles. 2021. Florence-Firestone Transit Oriented District Specific Plan DRAFT Environmental Impact Report, pp. 3.1-4 - 3.1-5 Accessed November 30, 2021.  
[https://planning.lacounty.gov/assets/upl/project/fftod\\_deir.pdf](https://planning.lacounty.gov/assets/upl/project/fftod_deir.pdf).

Other components of the FFTOD Specific Plan include: proposing the installation of transit amenities at; implementing the Los Angeles County TOD Toolkit (2019); proposing enhancements to pedestrian infrastructure; adding Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street; implementing policies to facilitate the creation of “complete streets”;<sup>117</sup> access improvements to the Metro A Line Stations and Roosevelt Park; and targeted utility infrastructure improvements.<sup>118</sup> The policies and standards set forth in the Area Plan would work to support and build from the improvements proposed in the FFTOD Specific Plan, particularly as they relate to community mobility and accommodation of the 6<sup>th</sup> Cycle HEU’s RHNA allocation.

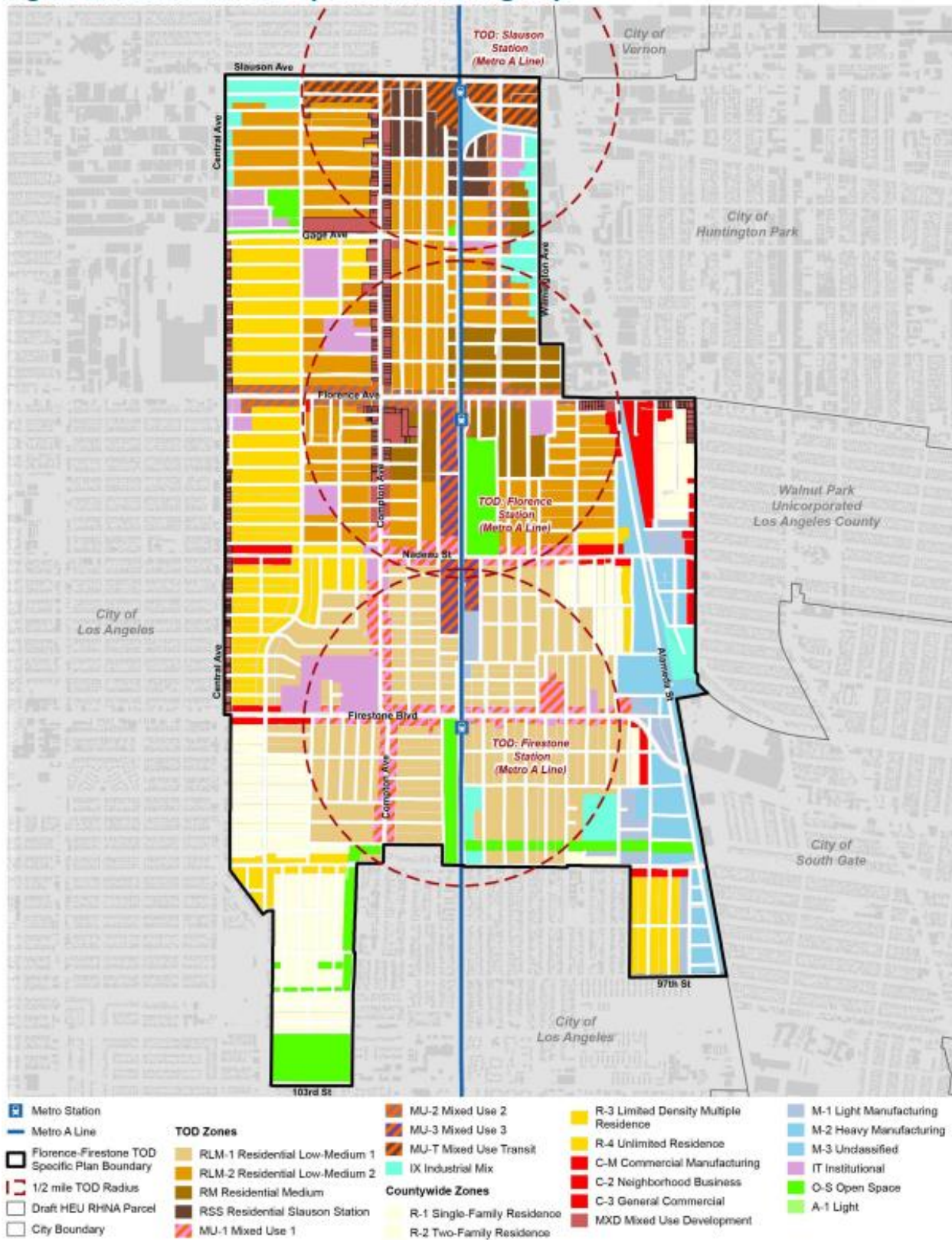
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117 “Complete Streets” refers to the idea that streets should be usable and comfortable for people traveling by all modes, not only vehicles.

118 County of Los Angeles (2021), pp. 2-15 – 2-25.



Figure 22.418.010-1: FFTOD Specific Plan Zoning Map







## Florence-Firestone Community Standards District (2004/2019)

The Florence-Firestone Community Standards District (Florence-Firestone CSD) is established to improve the appearance of the community, to promote the maintenance and reuse of structures and properties, and to implement the goals and policies of the Florence-Firestone Community Plan. The Florence-Firestone CSD also establishes standards to improve the compatibility between residential and neighboring industrial uses, encourage pedestrian activity, and encourage business growth near transit.

The requirements of the Florence-Firestone CSD are set forth via community wide, zone specific, and area specific development standards. The Florence-Firestone CSD also includes modifications to existing development standards. Notable examples of each type of development standard, as well as a description of the Florence-Firestone CSD subareas, are provided below in **Table 3.6**.

**Table 3.6. Notable Florence-Firestone CSD Development Standards**

Development Standard Type	Title		Description
Section 22.324.060, Community Wide Development Standards	Graffiti		Provides that all structures, walls, and fences that are publicly visible shall remain free of graffiti, and that any property owner, lessee, or other person responsible for the maintenance of a property shall remove graffiti within 72 hours of receiving written notice from a Zoning Enforcement Officer
	Maintenance.		Establishes that properties, including adjoining sidewalks and rear alleys, shall remain free of trash and other debris. Storage of household appliances, such as refrigerators, stoves, freezers, and similar products, is prohibited in all yard areas.
	Material Colors.		Black or other similar dark color shall not be used as the primary or base color for any wall or structure.
	Measuring Height of Fences and Walls.		Notwithstanding Section 22.110.070.A (Measuring Height of Fences and Walls), the height of a fence or wall shall be measured inclusive of any architectural feature, fixture, or support element attached to or part of said fence or wall.
Section 22.324.070, Zone Specific Development Standards <sup>119</sup>	Residential Zones	All Residential Zones	For lots less than 40 feet in width, front yards shall have a minimum of 25%landscaping. For all other lots, front yards shall have a minimum of 50%landscaping.
			The provisions of Florence-Firestone-CSD shall supersede the provisions of Section 22.110.070 (Fences and Walls) of the Zoning Code as it relates to fences, walls and landscaping in front, rear or side yards within residential zones. CSD provisions include height restrictions, setbacks, permit requirements, and requirements related appropriate building materials.

<sup>119</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.6. Notable Florence-Firestone CSD Development Standards

Development Standard Type	Title		Description
		R-4 (Medium Density Multiple Residence)	Established a height restriction of 35 feet above grade in R-4 zones, excluding chimneys, rooftop antennas, rooftop mechanical equipment, and structure-mounted renewable energy systems.
	Commercial Zones	All Commercial Zones	<p>Sets forth additional standards for all commercial zones related to design requirements-- such as lighting, facades, and security infrastructure -- required signage, pedestrian safety, and parking. Notable provisions include the following:</p> <ul style="list-style-type: none"> <li>• Variation of form and massing shall be used in building designs to provide visual interest. Long, unbroken facades are prohibited.</li> <li>• Fully shielded fixtures must be used for exterior and directional lighting so as to prevent light trespass to adjacent Residential Zones or sensitive uses.</li> <li>• Lighting shall be designed to minimize or prevent shadows or glare, such that visibility is not impaired.</li> <li>• A pedestrian-accessible entrance(s) shall be required facing and directly accessible to pedestrians from at least one public sidewalk abutting the property.</li> <li>• Not more than 20% of the building facade at ground level shall consist of mirrored or densely tinted glass.</li> <li>• Except fully subterranean structures or roof parking, screened from view from the street, and parking structures as a primary use, all parking shall be provided in the rear of the commercial structure, and screened from view from the street and any adjacent residentially-zoned property.</li> <li>• With an approved site plan, new commercial development may have a parking reduction of 30 percent, if the proposed development complies with certain requirements set forth in the CSD, including submission of a lighting plan, landscape plan, and maintenance plan.</li> </ul>
		Zone C-2 (Neighborhood Commercial)	In addition to requirements set forth for all commercial zones (above), Zone C-2 is subject to additional requirements related to yard spaces, parking, building height, entrances, and residential uses. This includes restricting the maximum above grade building height to 45 feet, distinguishing between commercial and residential parking, creating separate entrance hallways for commercial and residential uses, and restricting residential development on the ground floor of multistory mixed use developments.
		Zone C-3 (General Commercial)	In addition to requirements set forth for zones C-2 and all commercial zones (above), residential and mixed-residential/commercial structures within Zone C-3 cannot exceed 50 feet above grade. All other structures have a maximum height of 45 feet above grade.



Table 3.6. Notable Florence-Firestone CSD Development Standards

Development Standard Type	Title		Description
		Zone C-M (Commercial Manufacturing)	Establishes additional requirements for development within Zone C-M related to buffers, setbacks, lot coverage, building height, loading spaces, and use subject to permits. Notable provisions include restricting structure height to a maximum of 45 feet above grade (when located within 250 feet of a residential zone), and creating setbacks and landscaped buffer zones in areas adjacent to Residential Zones or other sensitive uses,
	Industrial Zones	Zone M-1 (Light Industrial) and M-1.5 (Restricted Heavy Manufacturing)	In addition to the requirements set forth for Zone C-M (Above) the CSD issues additional standards for development within Zone M-1 and M-1.5. This includes provisions related to fences and walls, outdoor businesses, minimum lot size, permitted uses, and prohibited uses. Notable examples include: Requiring a minimum lot size of 8,000 feet; permitting breweries, and prohibiting uses such as boat building, bus storage, car barns, casein products, cesspool pumping, dextrin manufacture, explosive storage, fox farms, fuels yards, moving van storage or operating yards, wood yards, refrigerator plants, and/or slaughterhouses, among others.
		Zone M-2 (Heavy Manufacturing).	In addition to the provisions set forth for Zones M-1, M-1.5, and C-M, the minimum lot size within Zone M-2 shall be 15,000 square feet. Waste disposal facilities and yards for automobile dismantling, junk and salvage, and scrap metal processing are not permitted on properties that adjoin a Residential Zone or sensitive use.
	Special Purpose Zones.	MXD Zone (Mixed Used Development Zone)	The CSD provides that MXD zone shall also be subject to commercial zoning requirements related to exterior lighting, security infrastructure, required and business signage, offsite/shared parking, and reduction of parking.
Section 22.324.080, Area Specific Development Standards	Florence Mile		In general, this area extends from Central Avenue to Alameda Street, and is established to facilitate the development of Florence Avenue as a pedestrian and commercial corridor, to improve the appearance of existing and proposed structures and signs, and to encourage new business growth. Florence Mile is subject to zone and area specific development standards related to pedestrian character, signs, and uses requiring a Conditional Use Permit within Zones C-2 & C-3.
	Roseberry Park		This area is established to improve the compatibility between industrial and commercial uses and to improve its appearance with specific development standards. In general, the boundaries of this area are Florence Avenue to the north, Santa Fe Avenue to the east, Nadeau Street to the south and Alameda Street to the west. Roseberry Park is subject to zone specific development standards, including restricting height of structure within Zone C-3 to 35 feet, and providing additional requirements in Zone M-1 related to entranceways, lot coverage, height, lighting, and sound equipment.
	Firestone Corridor.		This area extends along Firestone Boulevard from Central Avenue to Ivy Street. The specific boundaries of this area and is established to facilitate the development of Firestone Boulevard as a pedestrian and



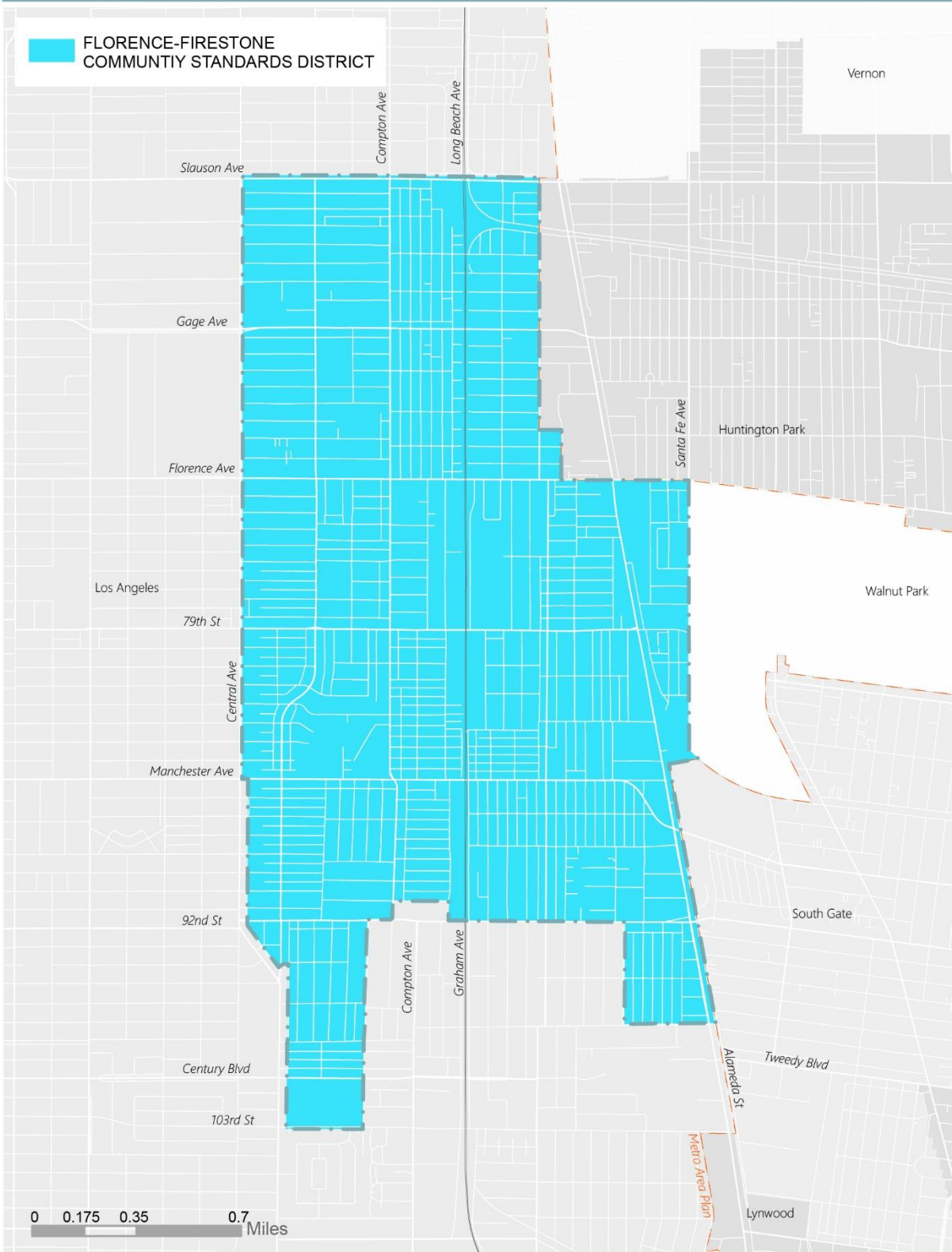
Table 3.6. Notable Florence-Firestone CSD Development Standards

Development Standard Type	Title	Description
		commercial corridor. The area specific standard set forth in the CSD requires that all structures on lots fronting Firestone Boulevard shall have at least one pedestrian accessible entrance fronting on and directly accessible to pedestrians from Firestone Boulevard.
	Nadeau Community Center Area.	This area generally extends along both sides of Compton Avenue from East 92nd Street to Slauson Avenue, except where bisected by Florence Avenue and the Florence Mile Area, and Firestone Boulevard and the Firestone Corridor Area and is established to facilitate the development of Nadeau Street as a pedestrian corridor and encourage connectivity between the County service building, commercial structures, and park space on Nadeau Street. All structures within this area on lots fronting Compton Avenue must have at least one pedestrian accessible entrance fronting on and directly accessible to pedestrians from Compton Avenue.
	Compton Corridor.	This area generally extends along both sides of Compton Avenue from East 92nd Street to Slauson Avenue, except where bisected by Florence Avenue and the Florence Mile Area, and Firestone Boulevard and the Firestone Corridor Area. This area is established to facilitate the development of Compton Avenue as a pedestrian and commercial corridor. As set forth in the CSD, all structures on lots in this area fronting Compton Avenue shall have at least one pedestrian accessible entrance fronting on and directly accessible to pedestrians from Compton Avenue.
	Central Avenue Corridor	This area generally extends on both sides of Central Avenue from Firestone Boulevard to Slauson Avenue, except where bisected by Florence Avenue and the Florence Mile Area, Firestone Boulevard, and the Firestone Corridor Area, and Nadeau Street and the Nadeau Street Area. The area is established to facilitate the development of Central Avenue as a pedestrian and commercial corridor. All structures on lots fronting Central Avenue in this area shall have at least one pedestrian accessible entrance fronting on and directly accessible to pedestrians from Central Avenue.

**Source:** County of Los Angeles. 2019. Los Angeles County Code, Tittle 22 – Planning and Zoning, Chapter 22.316 – Florence-Firestones Community Standards District. Accessed November 28, 2021.  
[https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV10COSTDI\\_CH22.324FLRECORDI](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.324FLRECORDI).



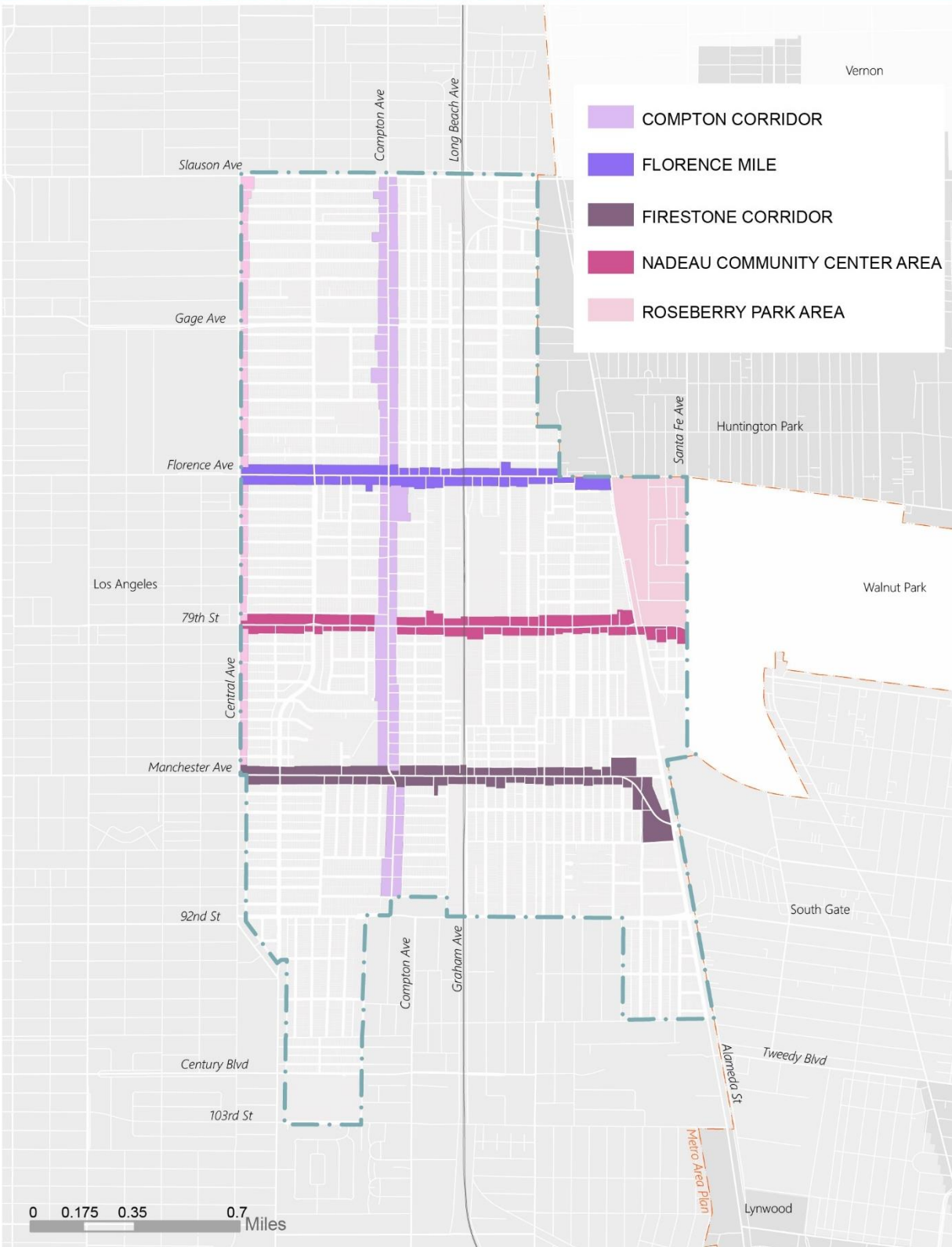
## FLORENCE-FIRESTONE COMMUNITY STANDARDS DISTRICT







## FLORENCE-FIRESTONE COMMUNITY STANDARDS DISTRICT - SUBAREAS





## 6th Cycle Housing Element Update (2021)

According to the 6<sup>th</sup> Cycle Housing Element Update (HEU), lower and moderate income RHNA allocated units will be accommodated on existing sites within Florence-Firestone. These sites were identified under the extent land-use and zoning conditions in place at the time the HEU was approved in late 2021, and prior to implementation of the in-progress FFTOD Specific Plan. These units will be accommodated in part by mixed use parcels along Florence Avenue, as well as other residential parcels (i.e., R-1, R-2, and R-3) located in the southern half of the community area.<sup>120</sup> In addition, Florence-Firestone is currently the focus of a targeted rezoning effort proposed as a result of implementation of the 6th Cycle HEU. Parcels identified as “potential sites” in the HEU’s Appendix B -- which identified sites as having the potential to accommodate 6<sup>th</sup> Cycle RHNA allocated housing units pending a zoning change -- are included in the FFTOD Specific Plan’s proposed rezoning program, which would rezone parcels currently designated under countywide base zones to the FFTOD Specific Plan zones previously identified in **Table 3.5**, above.

The FFTOD Specific Plan will facilitate the buildout of approximately 12,110 housing units, many of which would be located within one half mile of the Slauson, Florence, or Firestone Metro Stations. A portion of the facilitated housing units will contribute to meeting the County’s RHNA allocation, while others will be built specifically to serve the needs of Florence-Firestone and the surrounding communities.<sup>121</sup> The facilitation of housing will be accomplished by means of an update to the County’s Zoning Code, which will incorporate the FFTOD Specific Plan’s new zoning designations of Mixed-Use 1 (MU-1), Mixed-Use 2 (MU-2), Mixed-Use 3 (MU-3), Mixed-Use Transit (MU-T), Residential Low-Medium 1 (RLM-1), Residential Low-Medium 2 (RLM-2), Residential Medium (RM), and Residential Slauson Station (RSS).<sup>122</sup> Any additional rezoning effort(s) within Florence-Firestone to accommodate the RHNA allocation will be determined in the near- and mid-term, as all zone changes proposed as a result of 6<sup>th</sup> Cycle HEU implementation must be applied within an approximate three year planning horizon, as required by state law.

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120 County of Los Angeles. 2021. Table A, Sites Inventory, as provided in Appendix A of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.

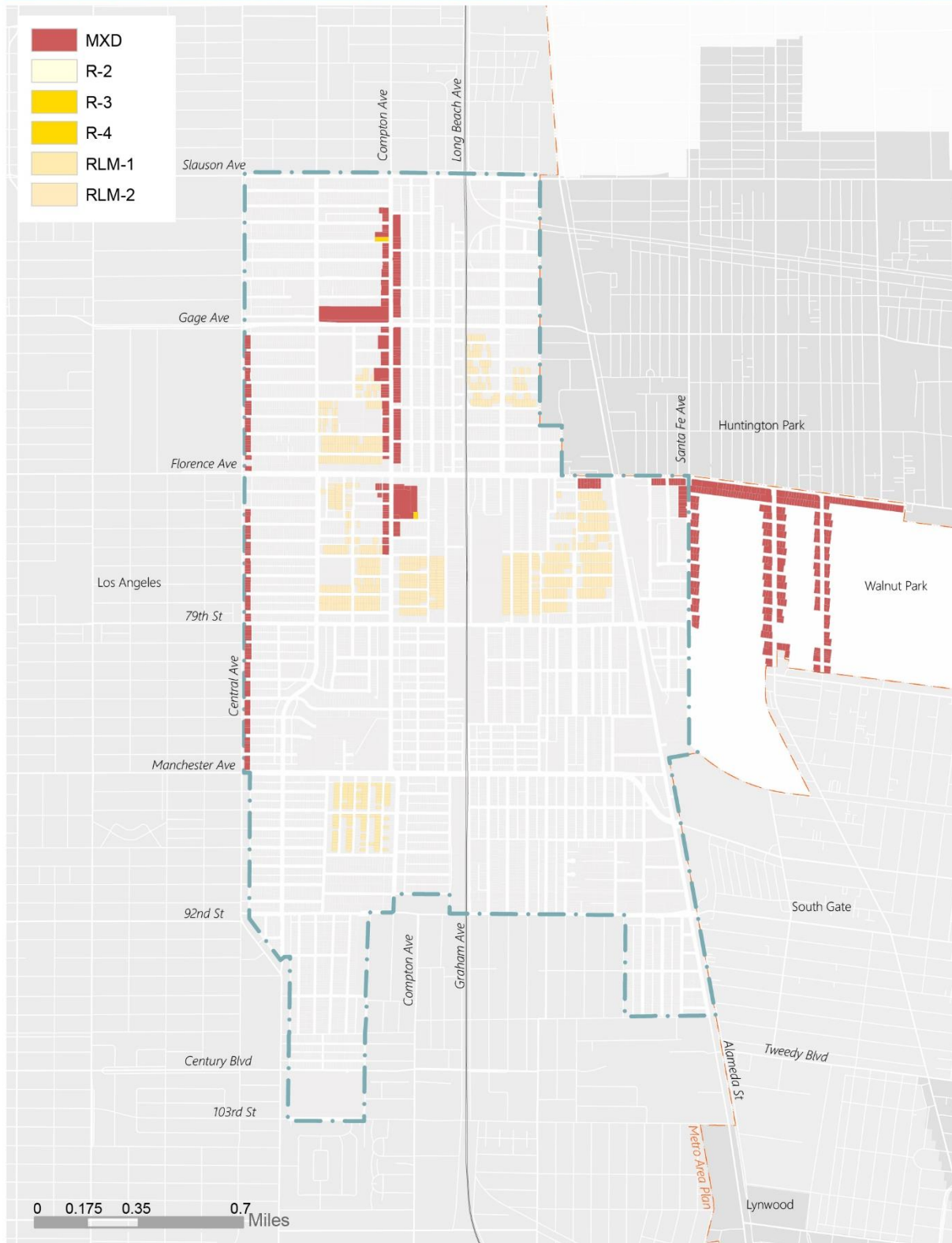
121 County of Los Angeles. 2021. Florence-Firestone Transit Oriented District Specific Plan DRAFT Environmental Impact Report, pp. 2-7 – 2-8. Accessed November 30, 2021. [https://planning.lacounty.gov/assets/upl/project/fftod\\_deir.pdf](https://planning.lacounty.gov/assets/upl/project/fftod_deir.pdf).

122 County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



## FLORENCE-FIRESTONE

### 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES



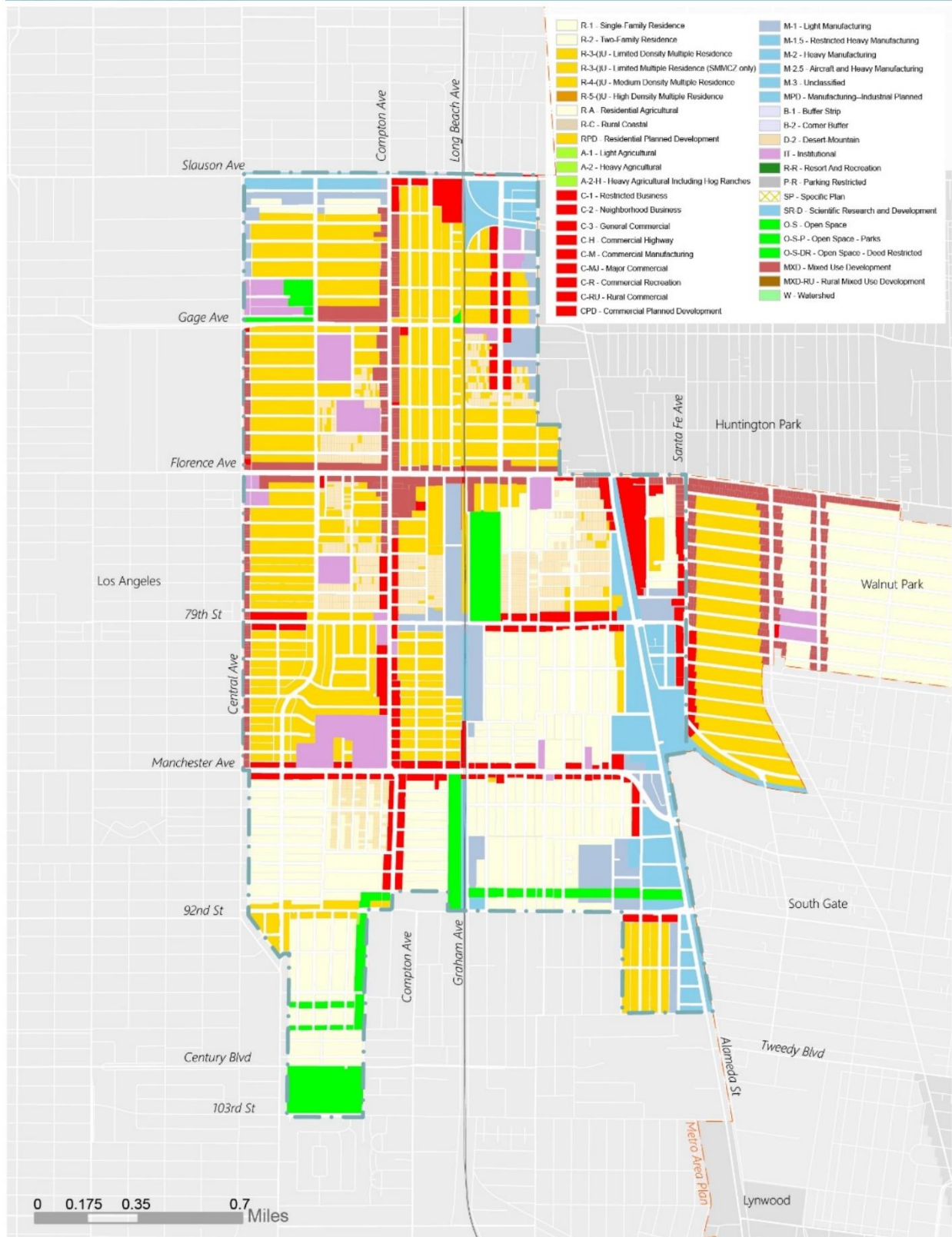


### Consistency Across Other Relevant Plans, Policies, and Ordinances

In addition to the CSD standards, Florence-Firestone is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. The dominant zoning designations within Florence-Firestone include residential -- primarily R-2 (Two-Family Residential), R-3 (Limited Density Residential) and R-4 (Unlimited Density Residential)—as well as M-1 (Light Industrial), M-2 (Heavy Industrial) and C-3 (General Commercial). There is also a strip of MXD (Mixed Use Development) concentrated along both side of Florence Avenue east of Wilson Avenue, as well as several pockets of O-S (O-S) -- including Colonial Leon H. Washington Park, Ted Watkins Memorial Park, Franklin D. Roosevelt Park, and Mary M. Bethune Park-- and IT (Institutional) zones to designate several schools. It is important to note that nearly all of the M-1 and M-2 zones within Florence-Firestone are adjacent to sensitives uses such as such as residential or institutional (i.e. schools).



## FLORENCE-FIRESTONE EXISTING ZONING

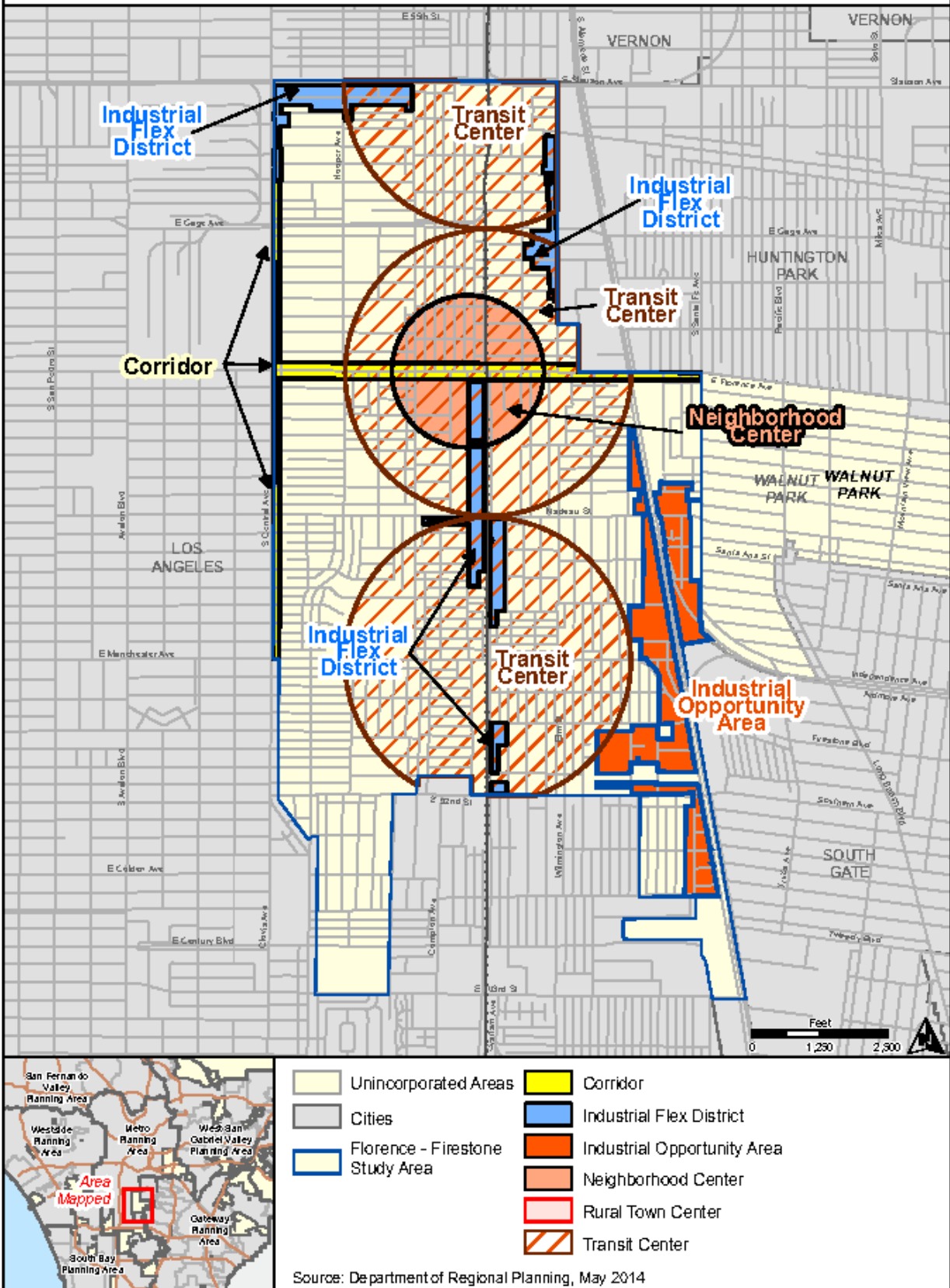






The General Plan identifies several types of “opportunity areas” within Florence-Firestone: Industrial flex districts, transit centers surrounding the community’s three Metro A Line stations, a neighborhood center, corridors along Central Avenue and Florence Avenue, and industrial opportunity areas located in the southeast corner of the community. As previously discussed, Florence-Firestone is rich in transit, supporting three Metro stations along Graham Avenue. Transit center opportunity areas are identified based on opportunities for a mix of higher intensity development, including multifamily housing, employment, and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation. Similar opportunities exist along the two community corridors. Neighborhood centers are areas with opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office, and other uses.

# **Opportunity Areas - Florence - Firestone Figure 5.27**





Improvements within many of these opportunity areas has been addressed in a significant way via implementation of the FFTOD Specific plan, which included General Plan amendments and a detailed rezoning program. The FFTOD Specific Plan also established an Industrial Mix (IX) zone, which largely corresponds to the industrial flex opportunity area identified within the General Plan. Opportunities for improvements within the community's Industrial Opportunity Areas include mapping economically viable industrial and employment-rich parcels as "Employment Protection Districts", where industrial zoning and industrial land use designations will remain, and where policies to protect industrial land from other uses (e.g., residential, commercial) will be enforced. There are also existing "zoned districts" (ZDs) within the contemporary Florence-Firestone community boundaries, including Gage-Holmes, Compton-Florence, Roosevelt Park, Firestone Park, Central Gardens, and Stark Palms. These ZD's are currently represented by the larger community of Florence-Firestone and will not be utilized to facilitate future planning efforts.<sup>123</sup>

## 3.4. Walnut Park

### 3.4.1 Community Overview

#### Demographics and Culture

Walnut Park, a small, residential neighborhood adjacent to the community of Florence-Firestone and the City of Huntington Park, has one of the highest residential densities in the entire nation with over 21,000 residents per square mile -- over 1000% the County average. The community supports over 16,000 residents -- 98% of whom identify as being of Hispanic and Latino/a origin -- and generates a small number of in-place jobs (approximately 1,000). Walnut Park has one of the highest rates of overcrowding in the nation; its rate is more than double that of County, with renters experiencing more overcrowding than homeowners.<sup>124</sup>

The community is traversed by Pacific Boulevard ("La Pacifica"), one of the region's most iconic retail corridors. Pacific Boulevard, together with Florence Avenue, supply much of the retail, restaurants, and services to the residents who live nearby. These corridors are considered opportunity areas because of their proximity to the Florence Station for the Metro A Line and the opportunity for increased design, pedestrian, and bicyclist improvements, such as street trees, lighting, and bicycle lanes. Walnut Park has

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<sup>123</sup> County of Los Angeles (2019)

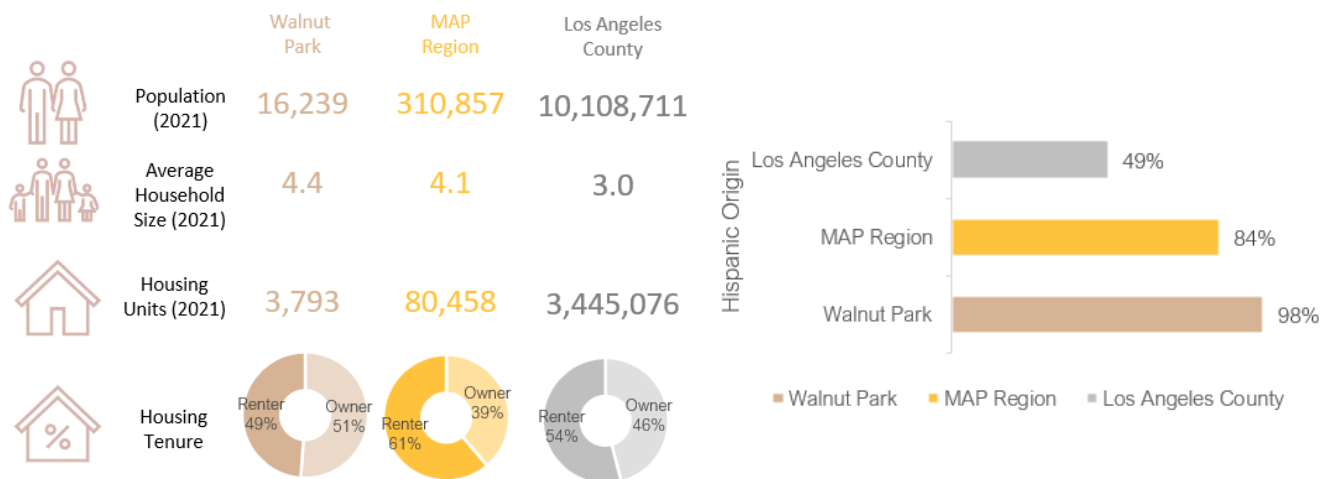
<sup>124</sup> County of Los Angeles. 2018. Walnut Park Community Pedestrian Plan, Provided as Chapter 8 of the Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities. Accessed December 1, 2021. [http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch8\\_Step%20by%20Step\\_Public%20Review%20Draft\\_March2019.pdf](http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch8_Step%20by%20Step_Public%20Review%20Draft_March2019.pdf).



undertaken steps to increase amenities and street safety via a parks and recreation plan<sup>125</sup> (discussed in further detail, below) that addresses the dire need for more park space, as well as a pedestrian plan.<sup>126</sup>

## Parks and Public Amenities

Walnut Park has only 0.1 acres of parkland per 1,000 residents, which is much lower than the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>127</sup> Approximately 40% of Walnut Park residents live within walking distance (i.e., within one half mile) of a park compared to the countywide average is 49% (DPR 2016). The only park in the community is Walnut Nature Park, which is a joint-use facility located on the campus of Walnut Park Elementary School. This park offers very limited public access because it is only open during certain non-school hours in the evenings and weekends. However, a new park is being developed near the Pacific Boulevard/Grand Avenue intersection.<sup>128</sup> To be completed in 2023, the proposed 0.5-acre Walnut Park Pocket Park will offer a variety of amenities to address community needs and help to improve park access in Walnut Park.<sup>129</sup> Walnut Park has no public libraries.



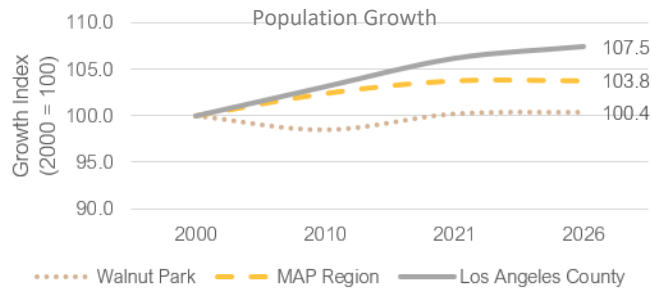
125 Los Angeles County Department of Parks and Recreations. 2016. Walnut Park Community Parks and Recreation Plan. Accessed December 1, 2021. [http://file.lacounty.gov/SDSInter/dpr/240517\\_WalnutParkCommunityPlanReduced.pdf](http://file.lacounty.gov/SDSInter/dpr/240517_WalnutParkCommunityPlanReduced.pdf).

126 The Walnut Park Community Pedestrian Plan is a component of the larger Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities.

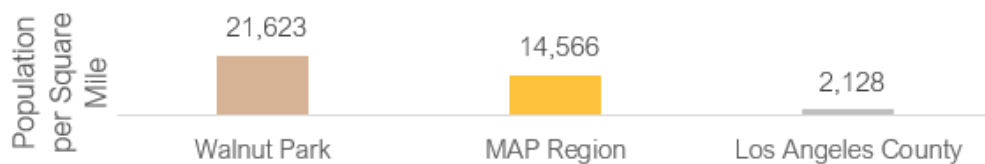
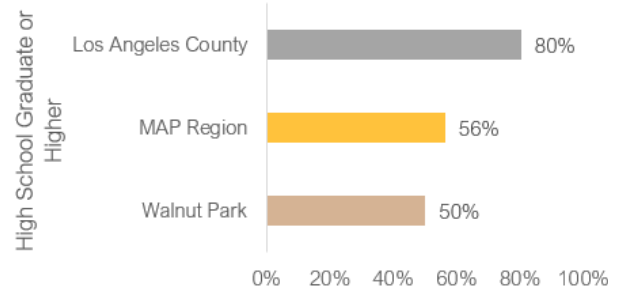
127 County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.

128 California State Parks. 2022. Walnut Park Pocket Park. <https://www.parksforcalifornia.org/project/1507/>.

129 County of Los Angeles. 2021. Unpublished intrapersonal communication between the County's Department of Parks and Recreation administrator Clement Lau and members of the Department or Regional Planning.



Sources: Pro Forma Advisors (2021).



Sources: Pro Forma Advisors (2021).

### 3.4.2 Existing Plans, Land Use, and Zoning Requirements

#### Walnut Park Neighborhood Plan (1987)

The Walnut Park Neighborhood Plan (Neighborhood Plan) dates back to the late 1980s with the intent to provide a coordinated effort for action programs aimed at preserving single-family neighborhoods within the Zoned District (ZD) of Walnut Park, while also strengthening the “character, performance, and appearance” of the commercial areas.<sup>130</sup> The Neighborhood Plan consists of three parts: The Neighborhood Plan, setting the policy direction; an Implementation Program that suggests programs for action; and a Community Standards District, which is the regulatory framework to help carry out the plan and its programs. The Walnut Park Neighborhood Plan and Implementation Program were an effort to build off of the extent General Plan by reflecting local characteristics, concerns and preferences and setting forth standards and criteria tailored to conditions within the community. Although ZDs are no longer utilized as a planning framework tool by the County, the standards and policies set forth in Neighborhood Plan effort, including land use and zoning established via implementation of the Walnut Park Community Standards District (Walnut Park CSD), have remained largely unchanged and continue to determine the nature and type(s) of land use and development taking place within the community today. The land use designations codified by the Walnut Park Neighborhood Plan are included in **Table 3.7**, below.

130 County of Los Angeles. 1987. Walnut Park Neighborhood Plan. Accessed November 28, 2021. [https://planning.lacounty.gov/view/walnut\\_park\\_neighborhood\\_plan](https://planning.lacounty.gov/view/walnut_park_neighborhood_plan).





Table 3.7 Walnut Creek Neighborhood Plan Land Use Designations









Land Use	Code	Permitted Density	Purpose
Neighborhood Preservation I	NP I	1 to 6 du/acre	To preserve the basic single-family character of the community by maintaining very low to low densities and allowing only single family detached housing units.
Neighborhood Preservation II	NP II	6 to 12 du/acre	To preserve the basic single-family character of the community by maintaining low to moderate densities and allowing only single family detached or two family housing types.
Neighborhood Revitalization	NR	12-30 du/acre	To permit single family detached, two family and multifamily residences at moderate densities. Permit developments at densities of up to 30 housing units per acre on parcels of at least 40,000 square feet (subject to additional standards outlined in the Community Standards District). Parcels less than 40,000 square feet are restricted to NP II densities (i.e., 6 to 12 housing units per acre).
Residential/Parking	R/P	N/A	To permit alternative single family detached housing
General Commercial	GC	N/A	To permit service and sales.
Office Commercial	OC	N/A	To permit the development of commercial office spaces.
Mixed Commercial	MC	N/A	To permit mixed use development (i.e., residential, and commercial) where designated subject to conditions of the Community Standards District.
Public Use/Institutional	PU/I	N/A	To permit public buildings and institutions, such as the Walnut Park Elementary School.

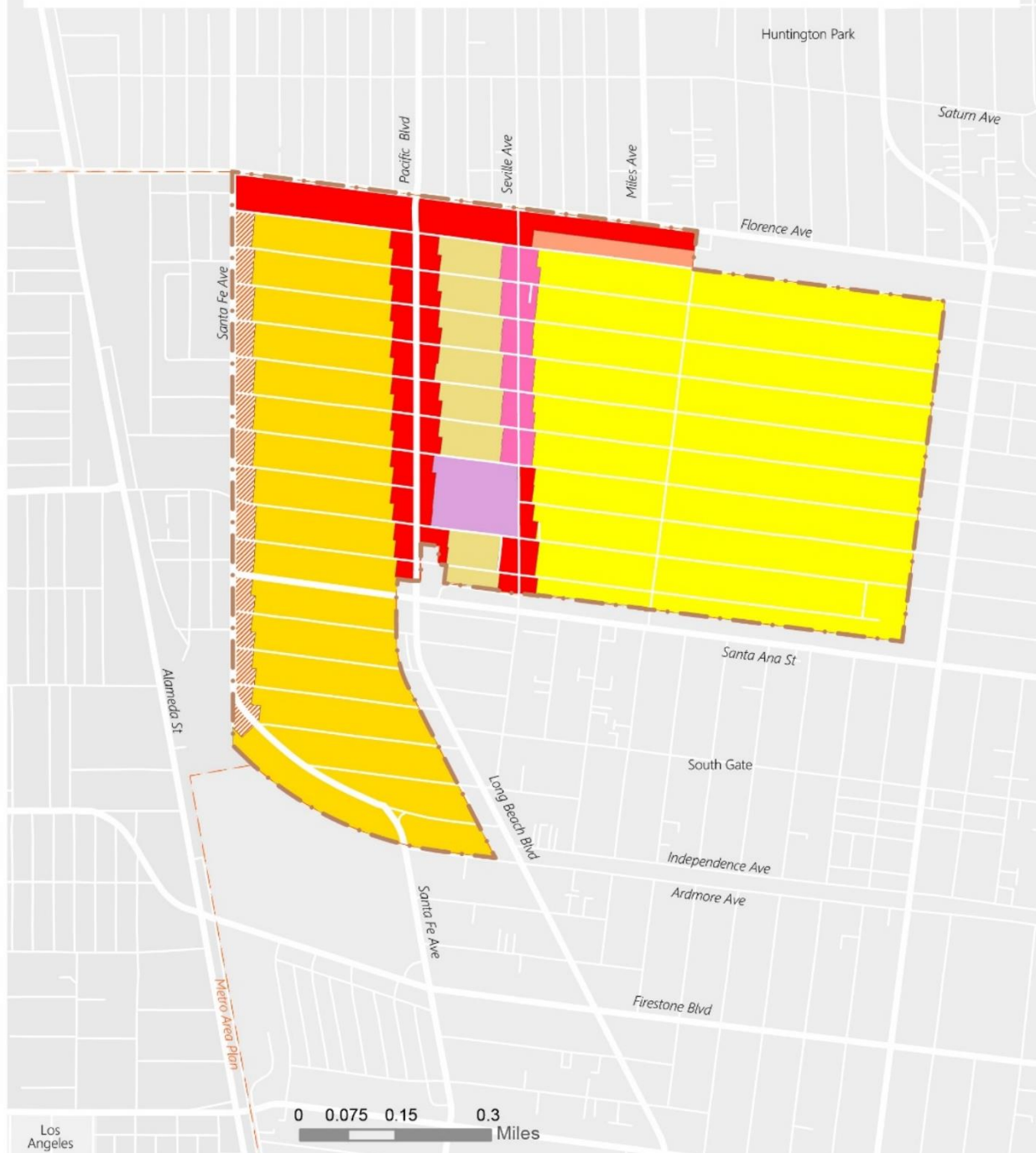
<sup>1</sup> du/acre (dwelling unit per acre)

Source: County of Los Angeles. 1987. Walnut Park Neighborhood Plan. Accessed December 1, 2021.  
[https://planning.lacounty.gov/assets/upl/data/pd\\_walnut-park.pdf](https://planning.lacounty.gov/assets/upl/data/pd_walnut-park.pdf).



## WALNUT PARK NEIGHBORHOOD PLAN LAND USE

	NP I - Neighborhood Preservation I (1 to 6 du/ac)		GC - General Commercial
	NP II - Neighborhood Preservation II (6 to 12 du/ac)		OC - Office Commercial
	NR - Neighborhood Revitalization (12 to 30 du/ac)		MC - Mixed Commercial
	R/P - Residential / Parking		PU/I - Public Use / Institutional





## Walnut Park Community Standards District (1987)

The Walnut Park Community Standards District (Walnut Park CSD) was established to provide a means of assisting in the implementation of the Walnut Park Neighborhood Plan, which established the policies for residential, commercial, and public improvements of the area. The requirements of the Walnut Park CSD are set forth via community wide, zone specific, and area specific development standards. The Walnut Park CSD also includes modifications to existing development standards, provided in Section 22.346.090. Notable examples of each type of development standard are provided below in **Table 3.8**.

**Table 3.8. Notable Walnut Park CSD Development Standards**

Development Standard Type	Title		Description
Section 22.346.060, Community Wide Development Standards	Setbacks		Establishes that the requirements outlined under Country zoning district R-1 related to yard and setback requirements shall also be applicable to all residential uses within the CSD. In addition, commercial front yards and open space areas must be landscaped, neatly maintained, and have an operational irrigation system.
	Signs		Provides that all signs are subject to County requirements set forth in Chapter 22.114 (Signs) of the Zoning Code. In addition, the CSD prohibits roof signs, flashing, animated, or audible signs, freestanding signs, signs which rotate, move or simulate motion; signs which extend or project from the building face more than 12 inches in any direction; signs with exposed bracing, guy wires, conduits or similar devices; outdoor advertising (including billboards); painted signs on the building surface; streamers and/or banner signs of cloth or fabric; and, portable signs in all areas.
	Height		Establishes maximum building heights for structures in R-1, R-2, R-3, ()-P, and C-1 of 25 feet, and a maximum building height of 45 feet in C-3 and C-3-CRS (Mixed Commercial).
	Other Community Wide Development Standards		Other community wide development standards for the Walnut Park CSD include: Established appropriate Floor area Ratio (FAR) and design standards for commercial structures and uses, including determining materials, color palettes, and allowable mechanical equipment.
Section 22.346.070, Zone Specific Development Standards <sup>131</sup>	Residential Zones	Zone R-3 NR (Neighborhood Revitalization).	Establishes that standards of development shall be maintained regarding setbacks, yards, parking, height, coverage, etc., for lots less than 40,000 square feet. Lots in excess of 40,000 square feet with multi-family densities (up to 30 housing units per acre) are subject to specific design standards related to building and site design and appropriate walls, fences and mechanical equipment.
	Other Zones	Zone ()-P Overlay (Parking)	Uses permitted in underlying Residential Zone, or supplemental parking lots to serve adjacent commercial uses.

<sup>131</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.8. Notable Walnut Park CSD Development Standards

Development Standard Type	Title		Description
	Commercial Zones	C-1 (Restricted Commercial)	Provides that non-residential uses permitted in Zone C-1, except for professional office uses, shall be subject to a Conditional Use Permit application.
		C-3 (General Commercial)	Uses permitted within C-3 in the CSD are restricted to three stories (sic) (45-foot height limit), and a FAR of 3.0.
Section 22.36.080, Area Specific Development Standards	Commercial Areas – Specific Standards		Seville Avenue, north of Olive Avenue to Walnut Street (Zone C-1, Restricted Professional Offices).
			Pacific Boulevard (Zone C-3—General Commercial).
			Santa Fe Avenue (Zone C-3-CRS—Mixed Commercial).
			The north side of Walnut Avenue between Santa Fe Avenue and Seville Avenue shall permit Zone C-3 (General Commercial) uses.
			The north side of Walnut Avenue between Seville Avenue and Mountain View Avenue shall permit parking in conjunction with commercial uses in adjacent Zone C-3 (General Commercial).
			Seville Avenue, south of Olive Avenue to the boundary with the city of South Gate (Zone C-3, General Commercial). Improvement work greater than 50%of market value, excluding Building Code improvements, shall require additional off-street parking.
<b>Source:</b> County of Los Angeles. 2019. Los Angeles County Code, Tittle 22 – Planning and Zoning, Chapter 22.316 – Walnut Park Community Standards District. Accessed November 28, 2021. <a href="https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.346WAPACOSTDI">https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.346WAPACOSTDI</a>			



## WALNUT PARK COMMUNITY STANDARDS DISTRICT







## 6th Cycle Housing Element Update (HEU) (2021)

Although no sites within the Walnut Park community area are currently suited to accommodate additional RHNA allocated housing units, the community will likely be impacted by a rezoning program proposed as a result of implementation of the 6th Cycle Housing Element Update (HEU). The 6<sup>th</sup> Cycle HEU proposes to accommodate approximately 27,000 RHNA allocated units within the broader Metro Area over the 6<sup>th</sup> Cycle HEU's eight year planning period. Potential commercial sites in Walnut Park identified in Appendix B of the 6<sup>th</sup> Cycle HEU include Commercial—Residential Zone (C-3-CRS) parcels located along and slightly east of Santa Fe Avenue, C-3 parcels along Walnut Street, Florence Avenue, and Pacific Boulevards, as well multiple C-1 parcels along Seville Avenue. According to the Zoning Code, for mixed use developments within most commercial zones (including Zones C-H, C-1, C-2, C-3, and C-M), at least two-thirds of the square footage of the mixed use development must be designated for residential use. In addition, for every dwelling unit in a mixed use development, a minimum of 100 square feet for private and commercial recreational space must also be provided and maintained. The, C-3-CRS, is established to create areas in the C-3 zone where single-family residences are also permitted, subject to approval of a Minor Conditional Use Permit.

These sites identified in Appendix B that fall within the community of Walnut Park would accommodate additional housing through a targeted rezoning program which would change the existing commercial zoning designations to Mixed Use Development Zone (MXD).<sup>132</sup> The MXD allows for a mixture of residential, commercial, and limited light industrial uses and buildings near bus and/or rail transit stations. The MXD also encourages compact or higher density development to promote walking, bicycling, recreation, transit use, and community reinvestment, to reduce energy consumption, and to offer opportunities for employment and consumer activities near residences. Unlike the existing commercial designations, the MXD designation would allow for multifamily residential developments without any commercial components. The precise nature and locations of the proposed rezoning effort(s) within Walnut Park will be determined in the near- and mid-term, as all zone changes proposed to accommodate the RHNA allocation must be implemented within an approximate three year planning horizon, as required by state law.

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<sup>132</sup> County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



## WALNUT PARK

### 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES



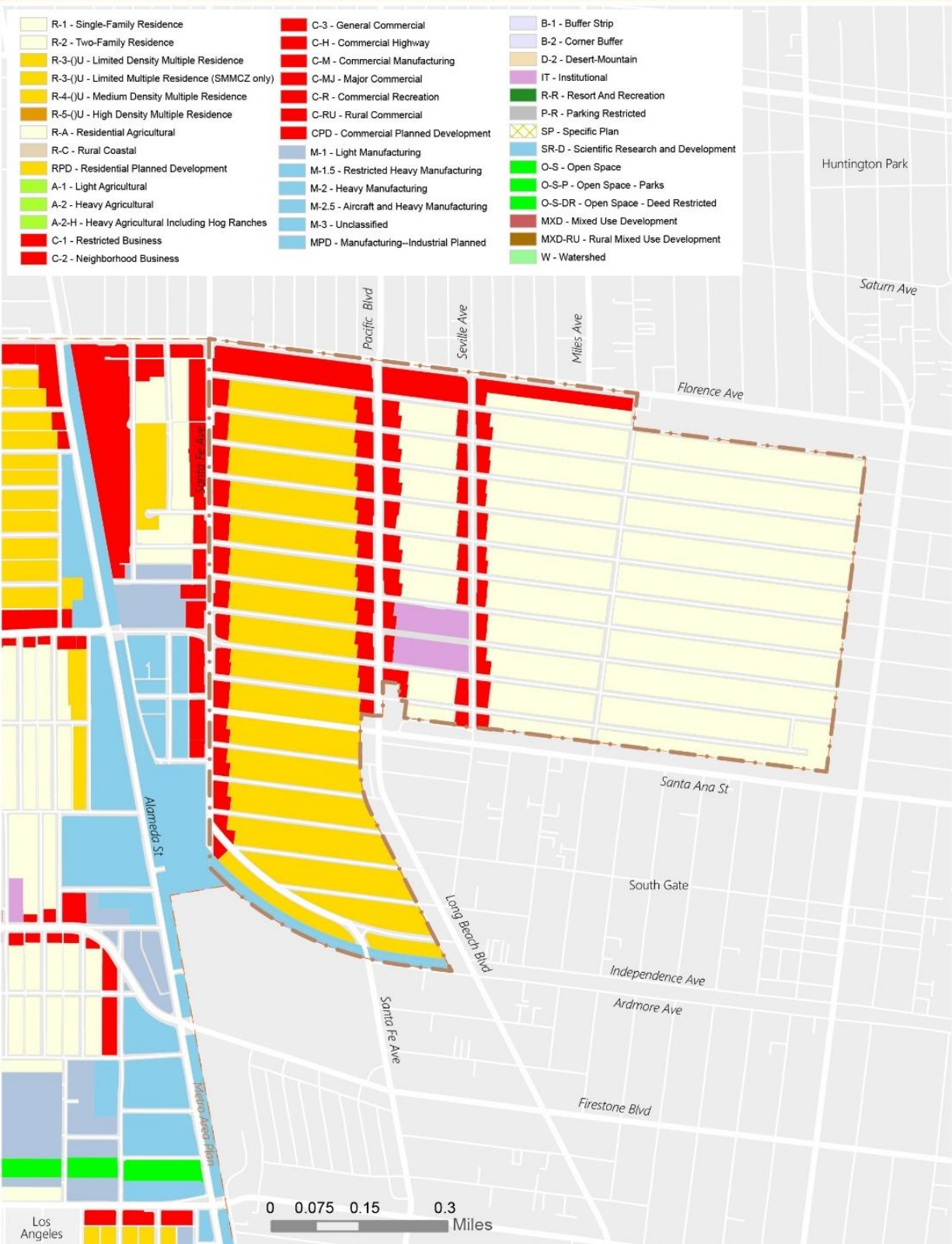


### **Consistency Across Other Relevant Plans, Policies, and Ordinances**

In addition to the CSD standards, Walnut Park is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. The dominant zoning designations within Walnut Park are residential, including R-1 zoning east of Sevilla Avenue, R-2 between Seville Avenue and Pacific Boulevards, and R-3-NR (Limited Density Multiple Residence-Neighborhood Revitalization) West of Pacific Boulevard. There are also two Institutional (IT) parcels designating for Walnut Elementary School and the adjacent Walnut Nature Park, as well as concentrations of commercial uses (C-1 and C-3) along Pacific Boulevard, Florence Avenue, and Santa Fe Avenue.



## WALNUT PARK EXISTING ZONING



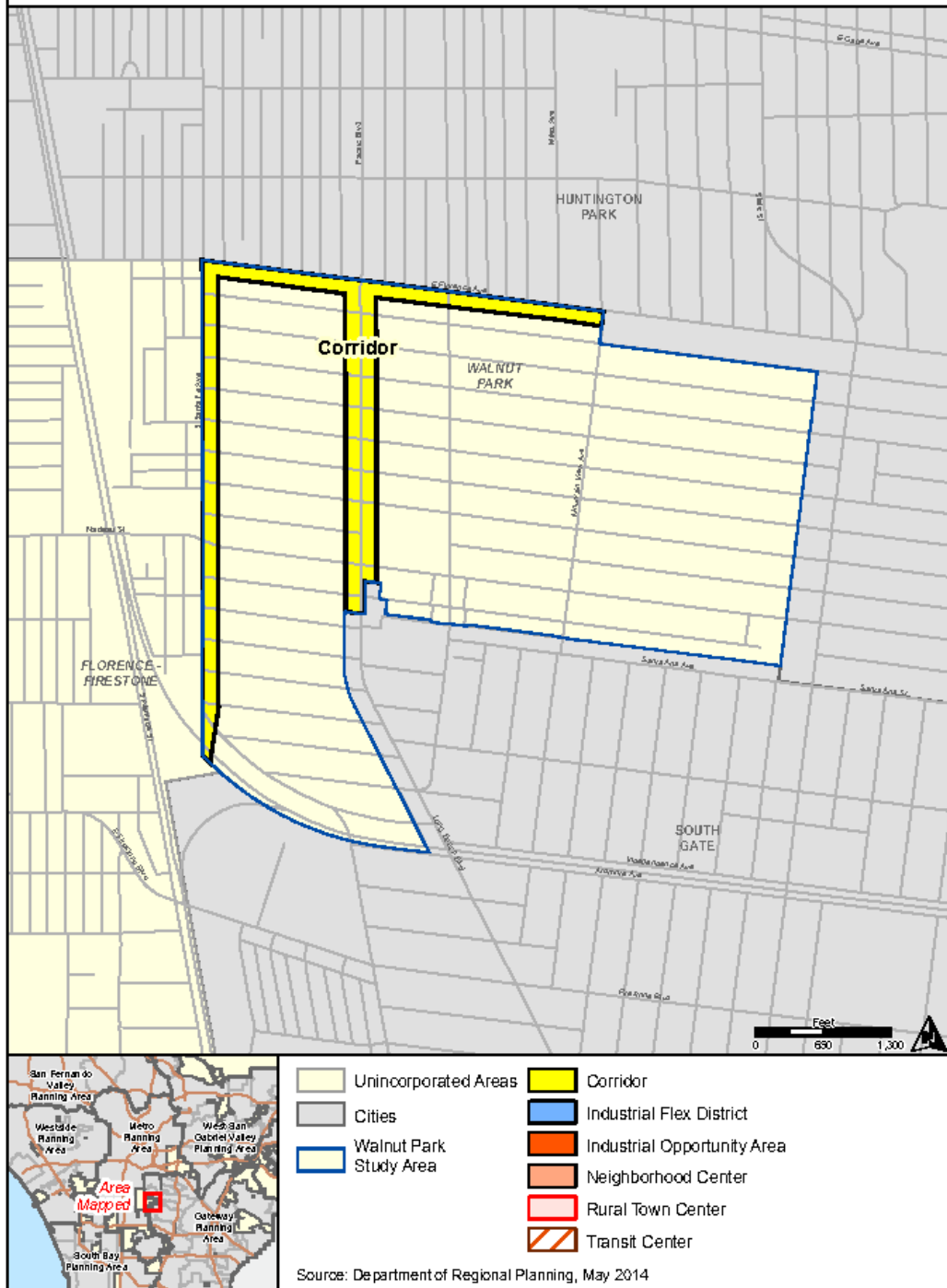


The General Plan identifies various “opportunity areas” within the Metro Area communities which should be considered for further study when preparing community-based plans. Within Walnut Park, the General Plan identifies three corridor opportunity areas along Pacific Boulevard, Santa Fe Avenue, and Florence Avenue. Corridors are identified in the General Plan as areas along boulevards or major streets that provide connections between neighborhoods, employment, and community centers. These areas within Walnut Park were identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. While the Walnut Park Community Plan currently accommodates some limited mixed uses along Santa Fe Avenue (i.e., Mixed Commercial [MC]), there are additional opportunities for moderate density mixed use developments along the corridor areas of Florence Avenue and Pacific Boulevard.



## Opportunity Areas - Walnut Park

Figure 5.28





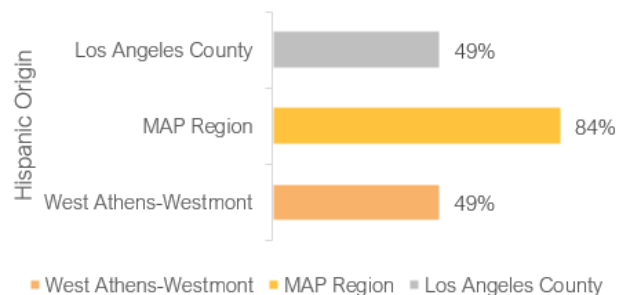
The suitable uses identified within the opportunity areas are a valuable planning tool. Recently, the County focused on the corridor areas in Walnut Park to identify potentially suitable sites to accommodate the 6<sup>th</sup> Cycle RHNA allocation (pending a rezoning effort). Recognized opportunity areas are also essential to the planning process and will guide future planning and/or rezoning efforts within the Walnut Park community as well as elsewhere in the Metro Area.

## 3.5. West Athens-Westmont

### 3.5.1 Community Overview

#### Demographics and Culture

West Athens-Westmont is a densely populated community with a population of slightly over 41,000 residents, however, the community only supports an estimated 3,800 jobs, most of which are filled by non-residents.<sup>133</sup> Located in the southwestern portion of the Metro Area described in the General Plan as the geographic center of the County, the West Athens-Westmont area is bordered by the City of Los Angeles to the north and east, the cities of Inglewood and Hawthorne to the west, and the City of Gardena to the south. West Athens-Westmont has played a significant role in the County's Civil Rights Movement. Known as one of the first public courses to desegregate, Chester Washington Golf Course kickstarted the desegregation of golf courses throughout the County, which set in motion a County-wide overhaul of segregationist policies. The West-Athens Westmont community is served by the Metro C Line (formerly Green Line) Vermont/Athens Stations, located at the intersection of Vermont Avenue and I-105, which runs east/west through West Athens-Westmont.<sup>134</sup> The width of Vermont Avenue, in particular, provides major opportunities for pedestrian and bicyclist

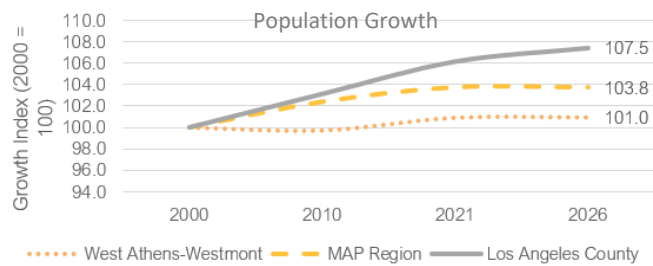
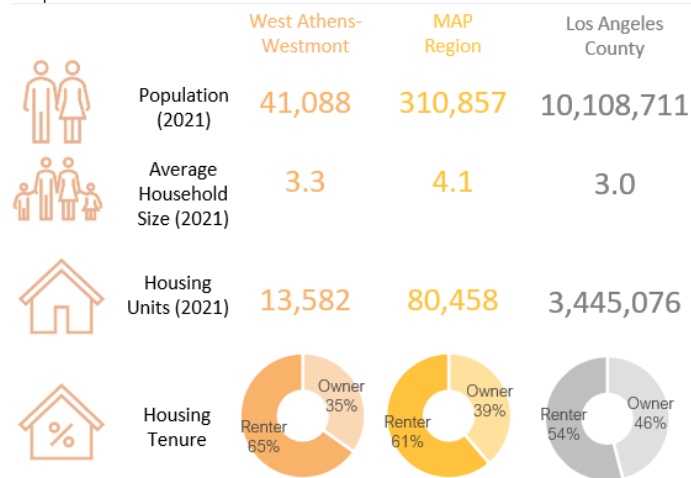


<sup>133</sup> Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022

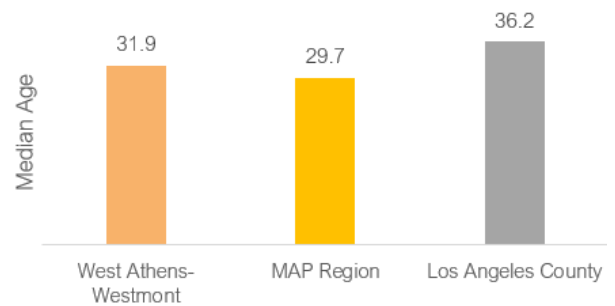
<sup>134</sup> County of Los Angeles. 2018. Westmont/West Athens Community Pedestrian Plan, included as Chapter 9 in Step by Step LA County: Pedestrian Plans for Unincorporated Communities, p. 199. Accessed December 1, 2021. [http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch9\\_Step%20by%20Step\\_Public%20Review%20Draft\\_March2019.pdf](http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch9_Step%20by%20Step_Public%20Review%20Draft_March2019.pdf).



improvements.<sup>135</sup>



Sources: Pro Forma Advisors (2021).



## Parks and Public Amenities

West Athens-Westmont has just 0.2 acres of parkland per 1,000 residents, which is significantly below the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>136</sup> The 2016 PNA reported that just 26% of West Athens-Westmont residents lived within walking distance of a park comparing to the countywide average of 49%. With the opening of Woodcrest Play Park in Westmont in November 2019, the number and percentage of residents within walking distance of a park have increased, but additional parkland will be needed to substantially improve park availability and access in West Athens-Westmont.<sup>137</sup>

<sup>135</sup> County of Los Angeles. 2105. Los Angeles County General Plan, p. 46. Adopted October 16, 201. Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

<sup>136</sup> County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.

<sup>137</sup> County of Los Angeles. 2021. Unpublished intrapersonal communication between County Department of Parks and Recreation administrator Clement Lau and members of the Department or Regional Planning.



West Athens Westmont also one LAPL branch -- the Woodcrest Library -- located at 1340 West 106th Street. Los Angeles Southwest College is also located in the community which had an annual 2020/2021 enrollment of over 10,000 students.<sup>138</sup>

### 3.5.2 Existing Plans, Land Use, and Zoning Requirements

#### West Athens-Westmont Community Plan (1990)

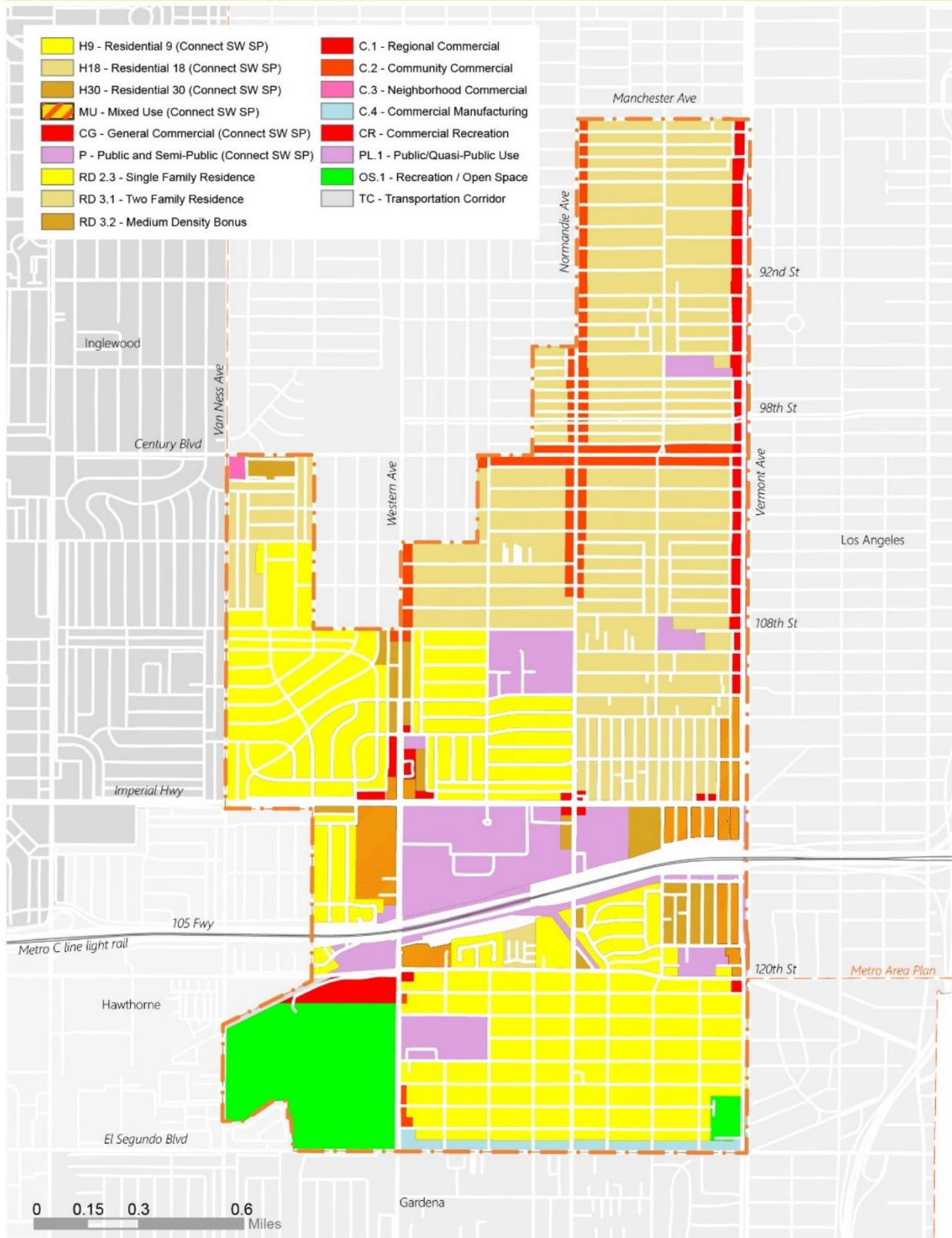
The West Athens-Westmont Community Plan ("WAWCP") established an early framework of goals, policies, and programs on which to make decisions as to the allocation of resources and the pattern, density, and character of development in the West Athens-Westmont community. The WAWCP details preferred land use and the kinds of public facilities including highways, schools and parks that are needed to accommodate the people who live and work there. The WAWCP is structured to provide an integrated policy strategy in which a comprehensive range of community concerns and issues are addressed. As a component of the overall General Plan, the WAWCP serves to provide governmental decision makers with a local perspective, and with guidelines appropriate to local issues, such as further defining land use and circulation policies. While the WAWCP was amended in 2003, many of the policies initially proposed in the 1990 version of the document have been left largely unchanged.

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<sup>138</sup> LACCD (Los Angeles Community College District Office of Institutional Effectiveness). 2021. Annual Student Headcount by College. Accessed February 4, 2022. <https://laccd.edu/Departments/EPIE/Research/Documents/Enrollment-Trends/Enrollment%20Trends%20PDF%20files/Annual%20Headcount.pdf>.



## WEST ATHENS - WESTMONT COMMUNITY PLAN LAND USE







One of the primary land use goals of the initial WAWCP was to reduce the allowable densities of multifamily residential areas and to “preserve and improve the residential character” of the community. While this may have been a suitable goal as the time of implementation in the early 1990s, framework policies such as the General Plan and the Area Plan are now focusing on integration of residential, commercial, and other neighborhood serving uses. As set forth in the 6<sup>th</sup> Cycle HEU, there is also a need to increase densities within existing residential use areas to accommodate the growing need to lower and moderate income housing. While the Area Plan will be building upon certain policies and goals set forth in the WAWCP, including encouraging development of mixed-use facilities around the existing Metro light rail stations, the Area Plan also reassesses the needs of the community in a modern context, and sets forth to implement contemporary policies proposed in the 2035 General Plan, particularly as it concerns the community’s identified opportunity areas. While partially repealed in 2019 after implementation of the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, the Area Plan would fully repeal and replace the WAWCP. Together with the TOD Specific Plan, the MAP would act as the primary local level planning guide for West Athens-Westmont.

### West Athens-Westmont Community Standards District (1990)

The West Athens-Westmont Community Standards District ("WAW CSD") was established to provide a means of implementing special development standards for the unincorporated community of West Athens-Westmont. This WAW CSD was initially designed to ensure that the goals and objectives of the adopted WAWCP were accomplished in a manner which protects the health, safety and general welfare of the community. The requirements of the WAW CSD are set forth via community wide, zone specific, and area specific development standards. Notable examples of each type of development standard are provided below in **Table 3.10**.

**Table 3.10. Notable WAW CSD Development Standards**

Development Standard Type	Title		Description
Section 22.348.060, Community Wide Development Standards	Height Limit		Establishes that the maximum height of any structure within the WAW CSD is 40 feet, however, devices or apparatus essential to industrial processes or communications related to public health and safety may be 50 feet in height may be modified subject to a Variance (Chapter 22.194).
Section 22.348.070, Zone Specific Development Standards <sup>139</sup>	Residential Zones	R-1 (Single Family Residence)	Establishes that the maximum height permitted in Zone R-1 shall be 35 feet and two stories. In addition, the CSD provides that properties must be “neatly” maintained and free of debris, overgrown weeds, junk, and garbage, with a minimum of 50% of the front yard landscaped and maintained with grass, shrubs and/or trees.

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<sup>139</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



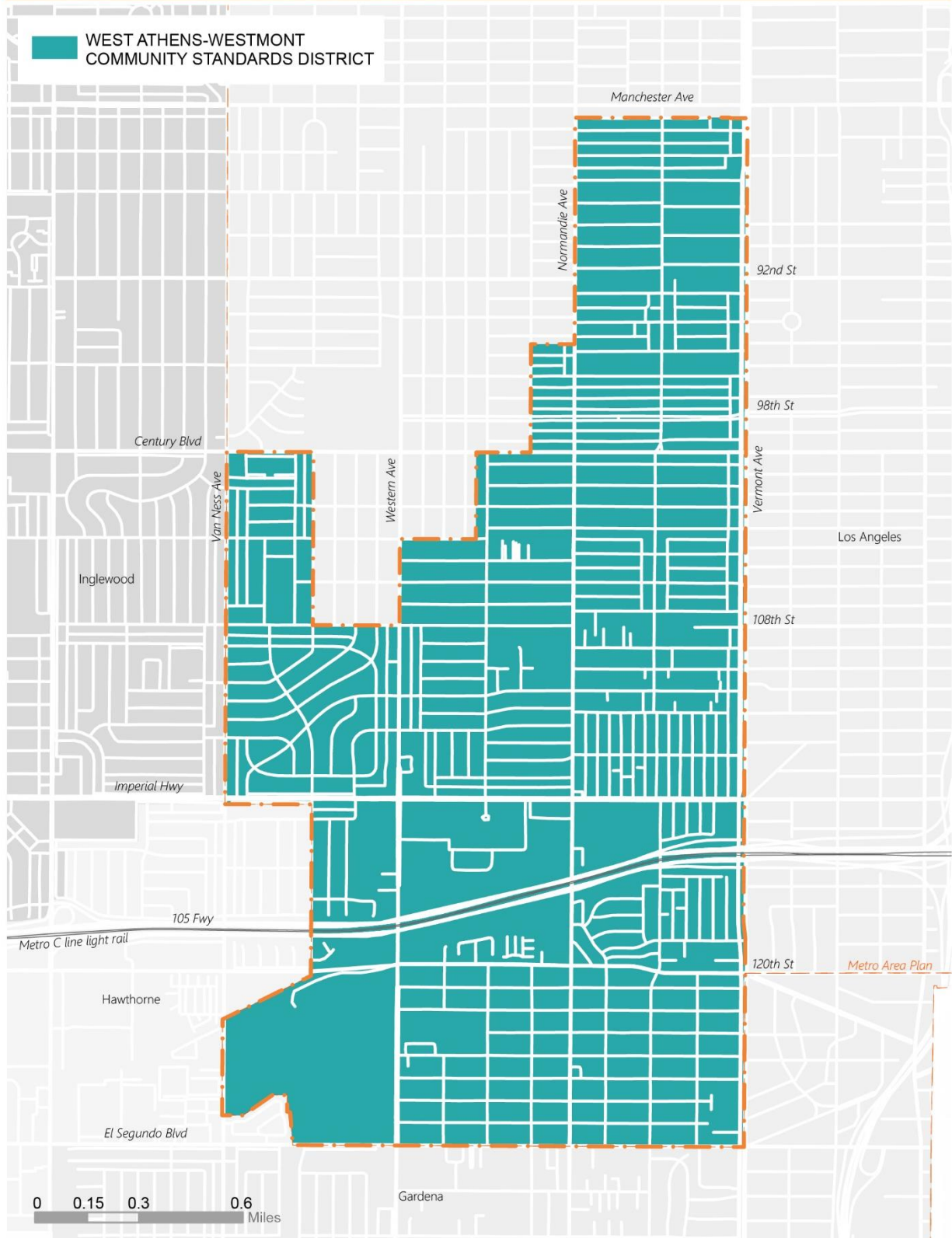
Table 3.10. Notable WAW CSD Development Standards

Development Standard Type	Title		Description
		R-2 (Two Family Residence)	In addition to the landscaping and maintenance requirements outlined for Zone R-1 (above), the maximum height permitted in Zone R-2 is 35 feet.
		R-3 (Limited Density Multiple Residence)	In addition to the landscaping and maintenance requirements outlined for Zone R-1 (above), the maximum height permitted in Zone R-3 is 35 feet.
Section 22.348.080, Area Specific Development Standards	Commercial/Residential Mixed Use Area.		Establishes that developments on Century Boulevard, between Vermont Avenue to the east and approximately 130 feet west of Denker Avenue to the west, shall be subject to additional development standards of the CSD, including: restricting building height to 35 feet, requiring setbacks for structures along 99 <sup>th</sup> and 10 <sup>st</sup> streets of 10 feet (landscaped with grass, shrubs, or trees), requiring a setback on Century Boulevard of 10 feet (no additional landscaping requirement), and requiring access to properties via 99 <sup>th</sup> or 101 <sup>st</sup> Streets. In addition, for commercial projects within this area, the CSD sets a maximum building height of 35 feet, requires setbacks for structures along 99 <sup>th</sup> and 10 <sup>st</sup> streets of 10 feet (landscaped with grass, shrubs, or trees), and requires access be accommodated via Century Boulevard only.

**Source:** County of Los Angeles. 2019. Los Angeles County Code, Tittle 22 – Planning and Zoning, Chapter 22.316 – West Athens Westmont Community Standards District. Accessed November 28, 2021.  
[https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV10COSTDI\\_CH22.348WEATSTCOSTDI\\_22.348.090MODEST](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.348WEATSTCOSTDI_22.348.090MODEST).

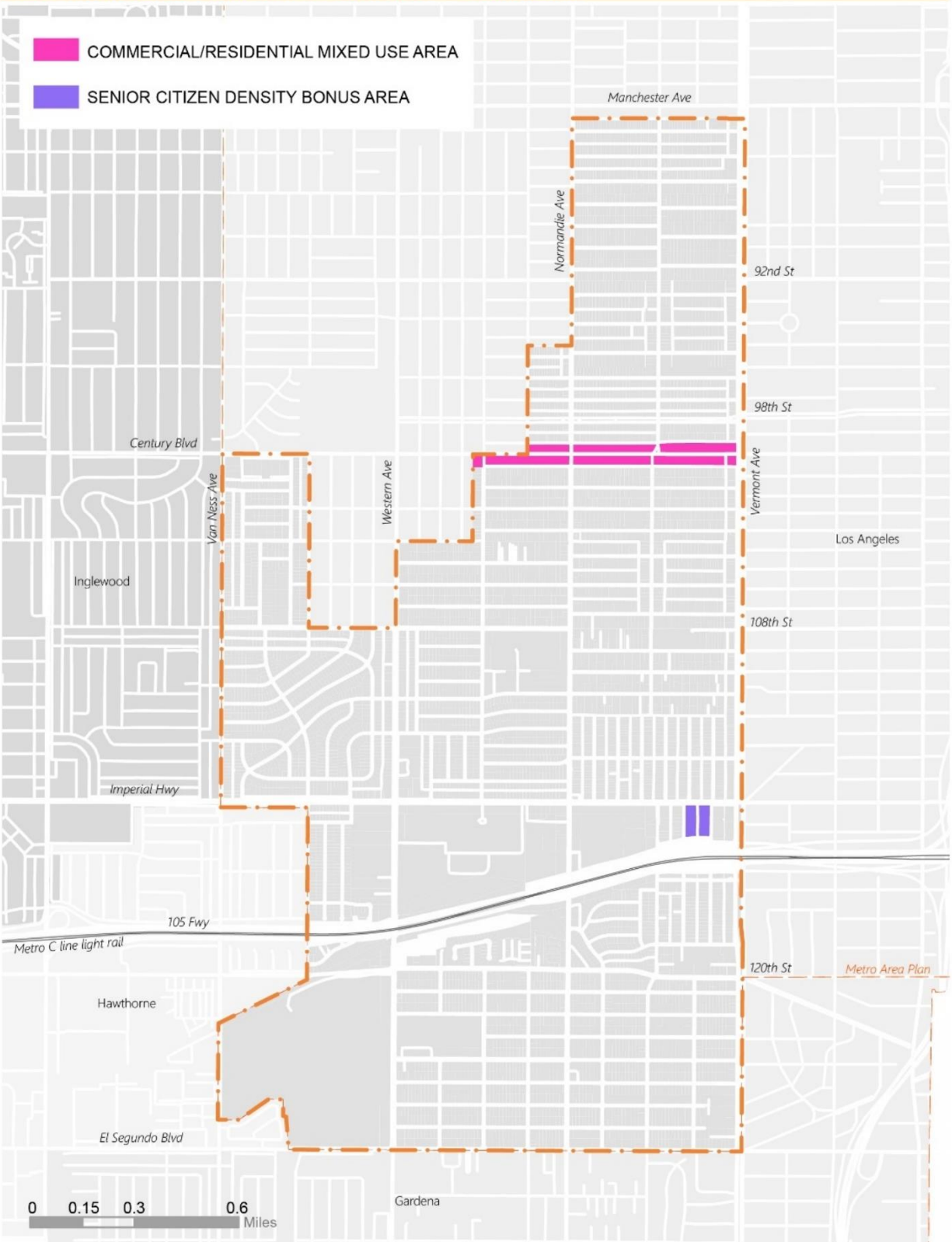


## WEST ATHENS - WESTMONT COMMUNITY STANDARDS DISTRICT





## WEST ATHENS - WESTMONT COMMUNITY STANDARDS DISTRICT - SUBAREAS





## Connect Southwest L.A: A TOD Specific Plan for West Athens-Westmont (2019)

Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (WAW Specific Plan) is one of eleven TOD specific plan areas identified in the General Plan in order to address each community's needs and priorities in regard to land use, mobility, housing, infrastructure, open spaces, and market conditions.<sup>140</sup> The Los Angeles County Department of Regional Planning (DRP) identified the following goals to guide each TOD specific plan: (1) Increase walking, bicycling, and transit ridership and reduce vehicle miles travelled (VMTs); facilitate compact, mixed use development; (3) increase economic activity; (4) facilitate the public investment of infrastructure improvements; and, (5) streamline the environmental review process for future infill development projects.<sup>141</sup>

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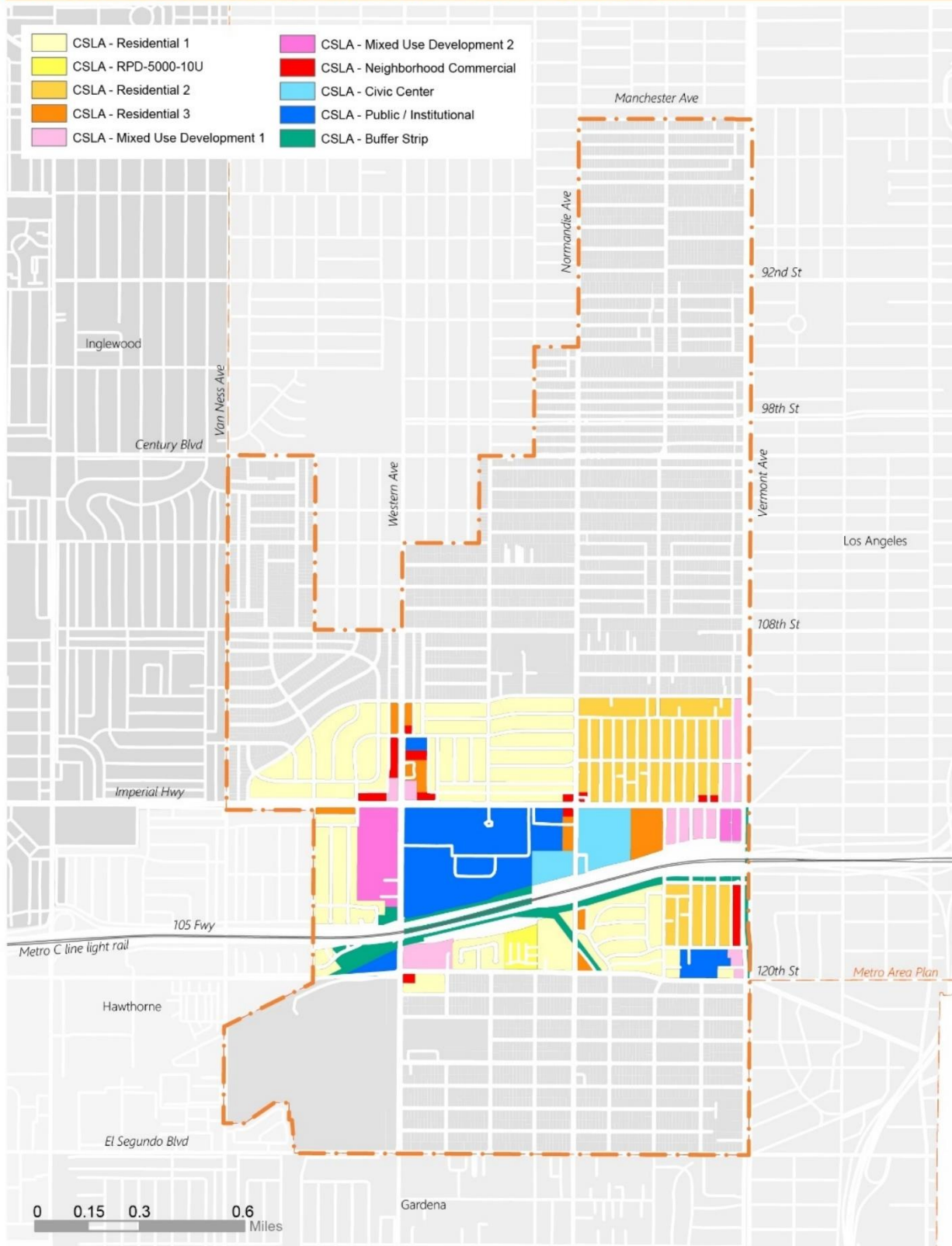
<sup>140</sup> County of Los Angeles. 2019. Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, p. 1-1. Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/data/connect\\_sw\\_specific\\_plan\\_adopted.pdf](https://planning.lacounty.gov/assets/upl/data/connect_sw_specific_plan_adopted.pdf).

<sup>141</sup> County of Los Angeles (2019), p. 1-1.





## WEST ATHENS - WESTMONT CONNECT SOUTHWEST LA: TOD SPECIFIC PLAN LAND USE





In order to accommodate the goals of the DRP, the WAW Specific Plan proposed a General Plan amendment and rezoning program for the Specific Plan Area (i.e., the community of West Athens Westmont). The General Plan amendment included updating existing land use designations in the Specific Plan area to Residential 9 (H9), Residential 18 (H18), Residential 30 (H30), General Commercial (CG), Mixed Use (MU), and Public and Semi-Public (P), while the zoning ordinance rezoned existing zoning districts in the Specific Plan area to Single-Family Residence (R-1), Residential Planned Development (RPD), Two-Family Residence (R-2), Limited Multiple Residence (R-3), Mixed Use 1 (MXD-1), Mixed Use 2 (MXD-2), Neighborhood Commercial (C-2), Civic Center (CC), Public-Institutional (IT), and Buffer Strip (B-1). The zoning designations are described in further detail below in **Table 3.9**.

**Table 3.9. WAW Specific Plan Zoning Districts**

<b>Zone</b>	<b>Description</b>
<b>Residential Planned Development (RPD)</b>	The RPD zone is seven acres and is established to promote residential amenities beyond those expected under conventional single-family development, to achieve greater flexibility in design, to encourage well-planned neighborhoods through creative and imaginative planning as a unit, and to provide for appropriate use of land that is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development. The minimum required lot size is 5,000 square feet for a single-family house and 5 acres for a development project. The density would be determined by zoning requirements for the district and the CUP approved by the Regional Planning Commission.
<b>Two-Family Residence (R-2)</b>	The R-2 zone covers 80 acres and provides opportunities for developments with multiple units, up to 18 housing units per acre. The development standards for this designation promote a variety of attached housing types, including duplexes, courtyard housing, and townhouses.
<b>Limited Multiple Residence (R-3)</b>	The R-3 zone encompasses 18 acres and accommodates developments of higher-density multiple units, either apartments or condominiums, up to 30 housing units per acre. The intent is to promote desirable higher density residential close to transit and other services. The development standards for this designation promote a variety of product types. This designation is also intended to encourage the development of affordable and workforce housing to serve the needs of the West Athens-Westmont community, especially Los Angeles Southwest College (LASC).
<b>Mixed Use 1 (MXD-1)</b>	The MXD-1 zone consists of 27 acres and promotes development of a mix of commercial, office, and residential, with an emphasis on neighborhood-serving uses. The MXD-1 zone provides for a range of small- to medium-scale retail or mixed-use developments and multifamily residential uses up to 30 housing units per acre. Developments would have private/public open space components and strong bicycle and pedestrian connections to the Vermont/Athens Station, LASC campus, and the rest of the community.
<b>Mixed Use 2 (MXD-2)</b>	The MXD-2 zone covers 23 acres and is intended to be developed over time as a transit-supportive environment to provide a higher-intensity mix of retail, office, restaurant uses, and residential development in a compact, walkable setting. This designation encourages a range of multifamily housing products in a mixed-use configuration and up to 60 housing units per acre. Similar to the MXD-1 zone, the development standards and design requirements for the MXD-2 zone will address private/public open



	space components and bicycle and pedestrian connections to the Vermont/Athens Station and LASC campus.
<b>Neighborhood Commercial (C-2)</b>	The C-1 zone encompasses 11 acres and is established to serve the local retail and service needs of the residents, employees, and students in West Athens-Westmont. This zone is for small-scale retail service developments and restaurants that serve the daily needs of adjacent neighborhoods.
<b>Civic Center (CC)</b>	The CC zone is 22 acres and is intended to allow opportunities for appropriate non-civic uses—including commercial, multifamily residential uses, and public open space—in civic use areas along Imperial Highway. The CC zone allows multifamily residential uses as an incentive for the development of affordable housing. Over time, the CC zone will integrate the existing civic uses and the multifamily residential areas to the east into a walkable district that is connected to the nearby Vermont/Athens Station and provides housing options in proximity to both employment uses and transit.
<b>Public-Institutional (IT)</b>	The IT zone covers 83 acres and provides for established public uses, including schools, parks, and other public uses. This designation is intended to promote the use of publicly owned land for the purposes of community open space, recreation, sense of identity, and safe connections to destinations.

**Source:** County of Los Angeles. 2018. Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont Draft Environmental Impact Report. Pp. 1-8 – 1-9. Accessed December 1, 2021.  
[https://planning.lacounty.gov/assets/upl/project/southwest\\_deir.pdf](https://planning.lacounty.gov/assets/upl/project/southwest_deir.pdf).

As a result of the targeted rezoning effort, it was estimated at the time of approval that the WAW Specific Plan will ultimately facilitate the development of up to 4,518 residential units and approximately 3.5 million square feet of nonresidential land uses within the community. The areas which were anticipated to experience the largest change in terms of development potential are the mixed use zones near the transit station and near the Imperial Highway/Western Avenue intersection.<sup>142</sup>

Other key elements of the WAW are related to mobility and included establishing a “sidewalk hierarchy” to establish a physical framework for sidewalk design in order to improve pedestrian circulation, the addition of approximately 11 miles of bikeways to the existing network, and proposing a sidewalk widening project along the Vermont/Athens C Line Station corridor along Vermont Avenue which would reduce the width of the travel lanes, add buffered bike lanes, and introduce additional wayfinding to the station to improve visibility and encourage walking, biking, and transit use

## 6th Cycle Housing Element Update (HEU) (2021)

According to the 6th Cycle HEU, RHNA allocated units will be accommodated on existing sites within West Athens Westmont under current conditions. These units will be accommodated via the redevelopment of a C-2 parcel near the intersection of Western Avenue and West 12<sup>th</sup> Street, a larger SP parcel (APN 6077-011-042) rezoned as part of the WAW Specific Plan effort, and several other

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<sup>142</sup> County of Los Angeles. 2018. Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont Draft Environmental Impact Report. Pp. 1-10. Accessed December 1, 2021.  
[https://planning.lacounty.gov/assets/upl/project/southwest\\_deir.pdf](https://planning.lacounty.gov/assets/upl/project/southwest_deir.pdf).



smaller R-1, R-2, and R-3 parcels located in the southern residential areas of the community.<sup>143</sup> In addition, West Athens-Westmont will also likely be impacted by an additional rezoning program proposed as a result of implementation of the 6th Cycle HEU. Commercial (C-1) parcels located along Vermont Avenues (generally north of 110th Street), as well as several additional C-2 parcels along Normandie Avenue, were identified as sites having the potential to accommodate the shortfall of RHNA allocated lower income housing units.<sup>144</sup> By rezoning these parcels from commercial use to mixed-use (MXD), the community would have the capacity to accommodate additional lower income housing. Any additional rezoning effort(s) within West Athens-Westmont will be determined in the near- and mid-term, as all zone changes proposed to accommodate the RHNA allocation must be implemented within an approximate three-year planning horizon, as required by State law.

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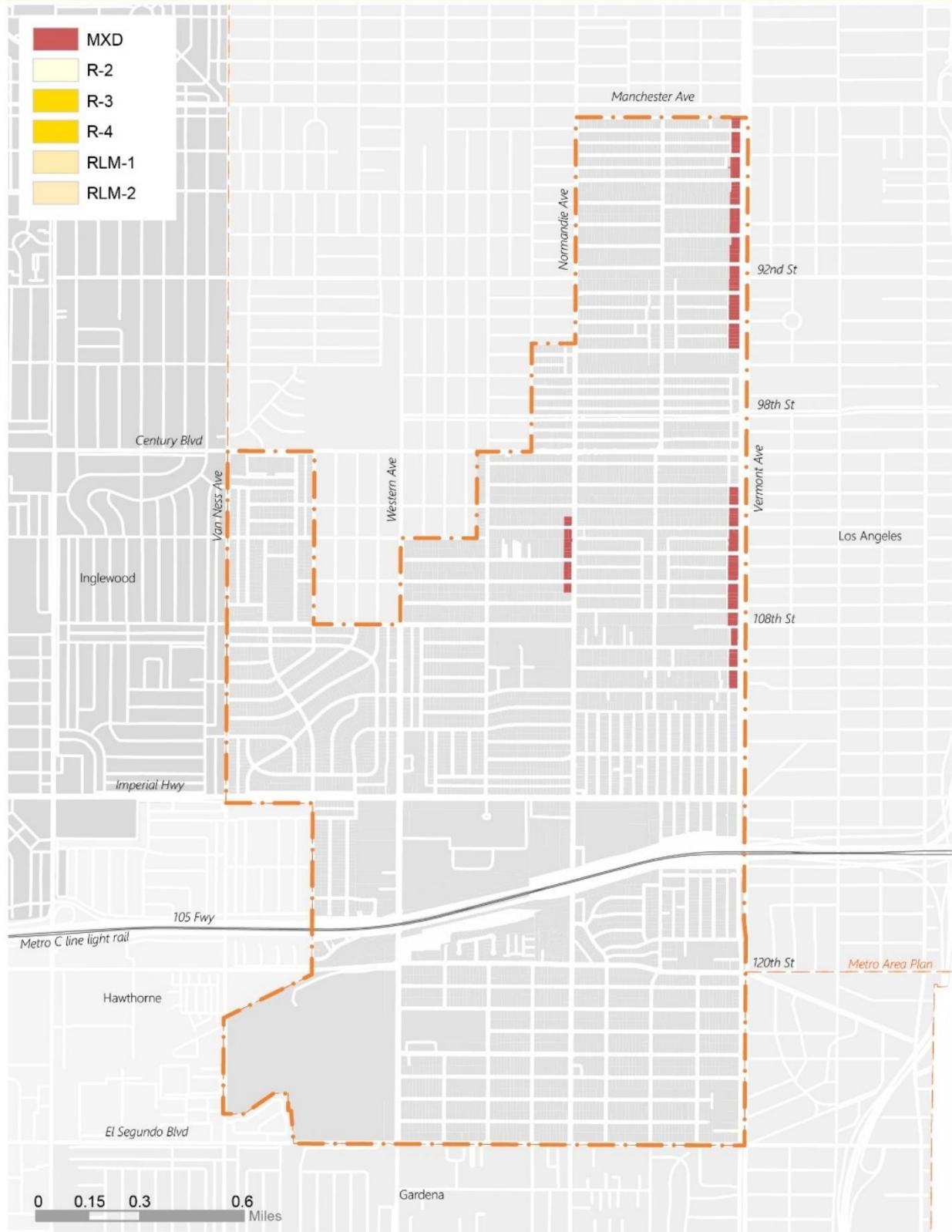
143 County of Los Angeles. 2021. Table A, Sites Inventory, as provided in Appendix A of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.

144 County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



## WEST ATHENS - WESTMONT

### 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES







## Consistency Across Other Plans, Policies and Ordinances

In addition to the CSD standards, West Athens-Westmont is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning designations within West Athens-Westmont include: a designation of Specific Plan (SP) for the WAW Specific Plan area (discussed above); Single Family (R-1) and Two Family Residence (R-2); Neighborhood Commercial (C-2) and General Commercial (C-3); limited instances of Limited Density Multiple Residential (R-3) and other commercial uses (Commercial Manufacturing [CM] and Commercial Recreation [C-R]) and designations of Light Agricultural (A-1) for the Chester L. Washington Golf Course, and Open Space (O-S) for Helen Keller Park near the northwest corner of El Segundo Boulevard and Vermont Parkway. In addition, the existing West Athens-Westmont Zoned District (ZD) is located within the contemporary West Athens-Westmont community boundaries.<sup>145</sup>, however, the ZD zoning framework is no longer actively utilized by the County and will not be used to facilitate future planning efforts within East Rancho Dominguez or elsewhere within the Metro Area.<sup>146</sup>

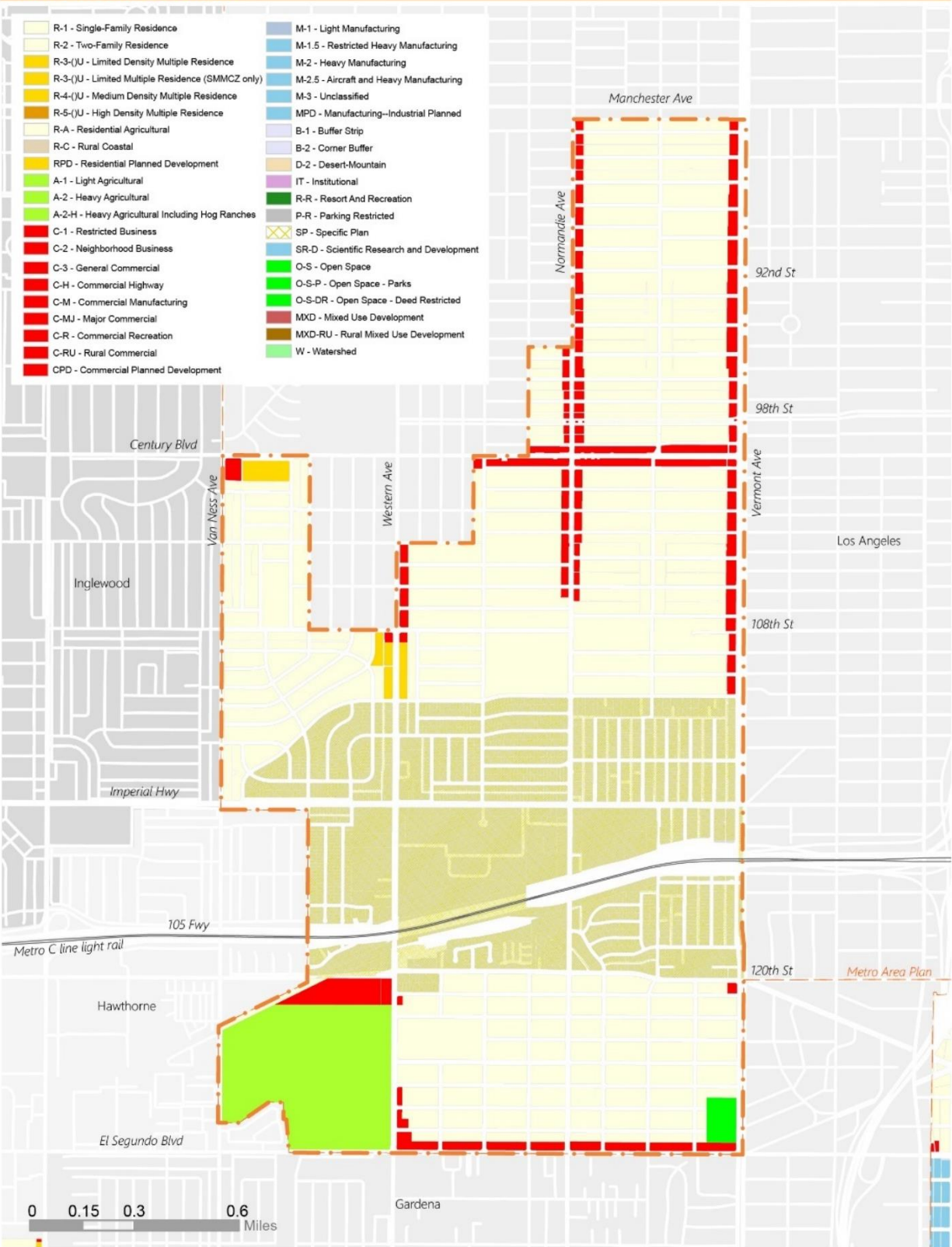
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<sup>145</sup> County of Los Angeles. 2019. Zoned Districts. January 2019. Accessed November 28, 2021.  
[https://planning.lacounty.gov/assets/upl/data/map\\_t03-zoned-districts.pdf](https://planning.lacounty.gov/assets/upl/data/map_t03-zoned-districts.pdf)

<sup>146</sup> County of Los Angeles (2019)



## WEST ATHENS - WESTMONT EXISTING ZONING





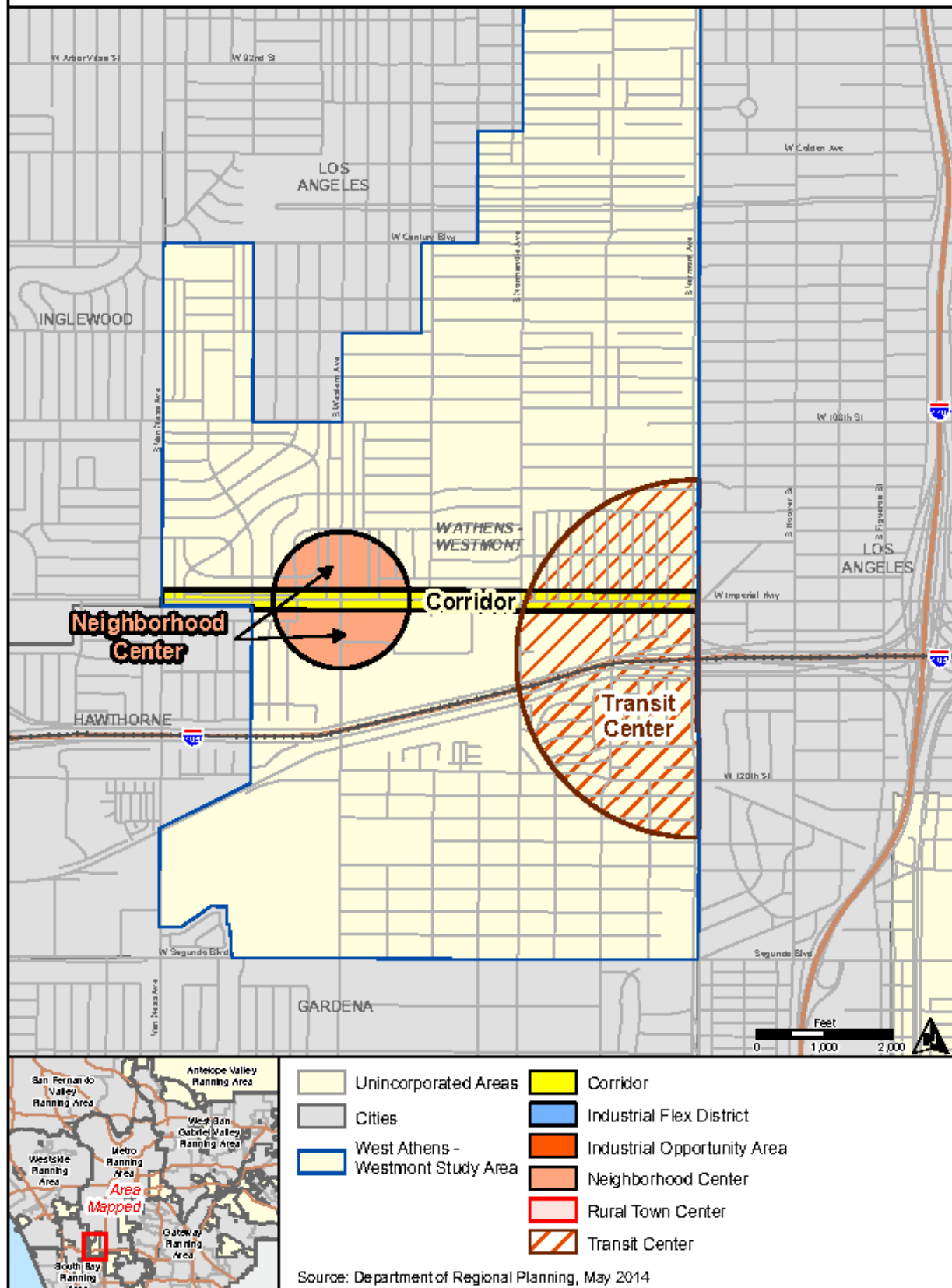
Within West Athens-Westmont, the General Plan identifies a corridor opportunity area along Imperial Highway, as well as a neighborhood center and transit center surrounding the Vermont Metro Station. The transit center presents an opportunity to capitalize on infrastructure investments in a community with high ridership. Vermont Avenue has the potential for increased economic vitality through the creation of employment-rich activities along the commercial corridors that are adjacent to the Metro station. In addition, the residential areas within the transit center would benefit from increased pedestrian amenities and design improvements. The width of Vermont Avenue provides major opportunities for pedestrian and bicyclist improvements. Imperial Highway also connects the transit center opportunity area to the areas around the intersection of Western Avenue and Imperial Highway, which provide additional opportunities for design improvements.<sup>147</sup>

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<sup>147</sup> County of Los Angeles. 2105. Los Angeles County General Plan, p. 46. Adopted October 16, 201. Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

**Opportunity Areas - W. Athens - Westmont**

**Figure 5.29**





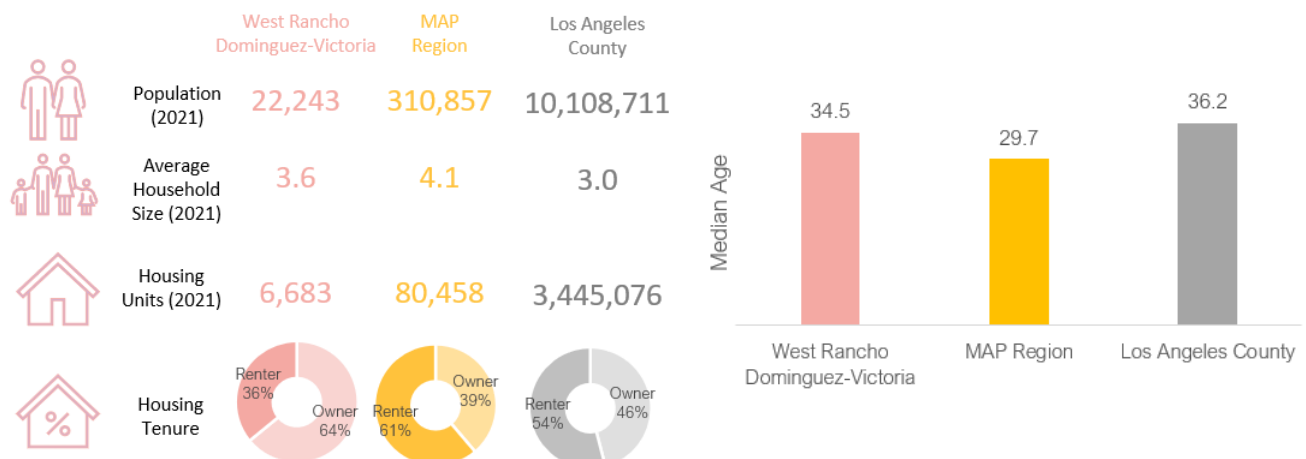
The Imperial Highway corridor and neighborhood center in West Athens Westmont was identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. The suitable uses identified within the opportunity areas are valuable planning tools utilized in the design and implementation of Area Plan policies. Opportunity areas will continue to guide future County planning and/or rezoning efforts within the West Athens-Westmont community as well as elsewhere in the Metro Area.

## 3.6. West Rancho Dominguez-Victoria

### 3.6.1 Community Overview

#### Demographics and Culture

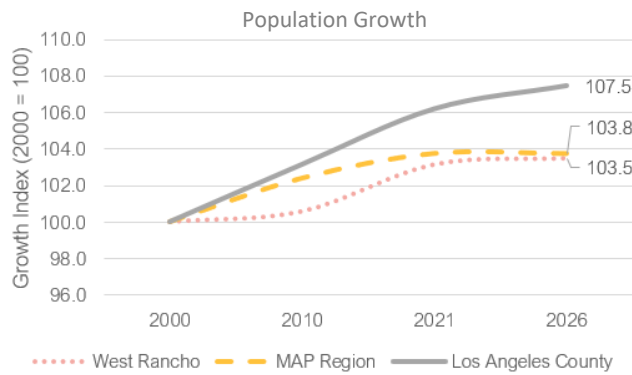
West Rancho Dominguez -Victoria is a community of about 22,000 residents located in the southeast of the Metro Area, adjacent to Compton and Gardena.<sup>148</sup> Providing over 15,000 local jobs,<sup>149</sup> it serves as an industrial hub for the South Bay area of Los Angeles. The community also has many multifamily sites, as well as vacant and underutilized commercial sites along El Segundo Boulevard, providing significant opportunity for additional investment and neighborhood improvement projects.



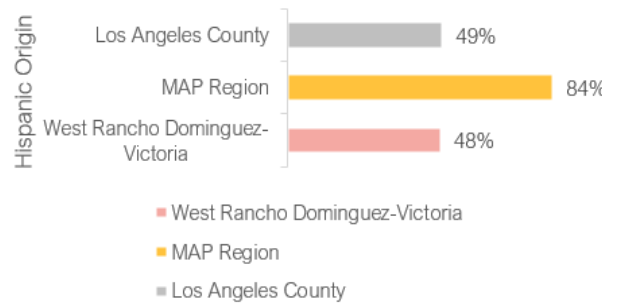
148 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022

149 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022





Sources: Pro Forma Advisors (2021).



## Parks and Public Amenities

West Rancho Dominguez-Victoria supports several essential cultural and recreational public amenities, such as the Earvin Magic Johnson Park and the A.C. Bilbrew Library (150 East El Segundo Boulevard). Serving over a quarter of a million children within a one-half mile radius, Magic Johnson Park has recently been improved to, among other things, address water quality, biodiversity, and provide a safe and sustainable recreational amenity for the surrounding community.

Overall, West Rancho Dominguez-Victoria has only 1.5 acres of parkland per 1,000 residents, which is significantly below the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>150</sup> About 54% of West Rancho Dominguez residents live within walking distance of a park, which is above the countywide average of 49%.<sup>151</sup>

### 3.6.2 Existing Plans, Land Use, and Zoning Requirements

#### West Rancho Dominguez-Victoria Community Standards District (2000/2013)

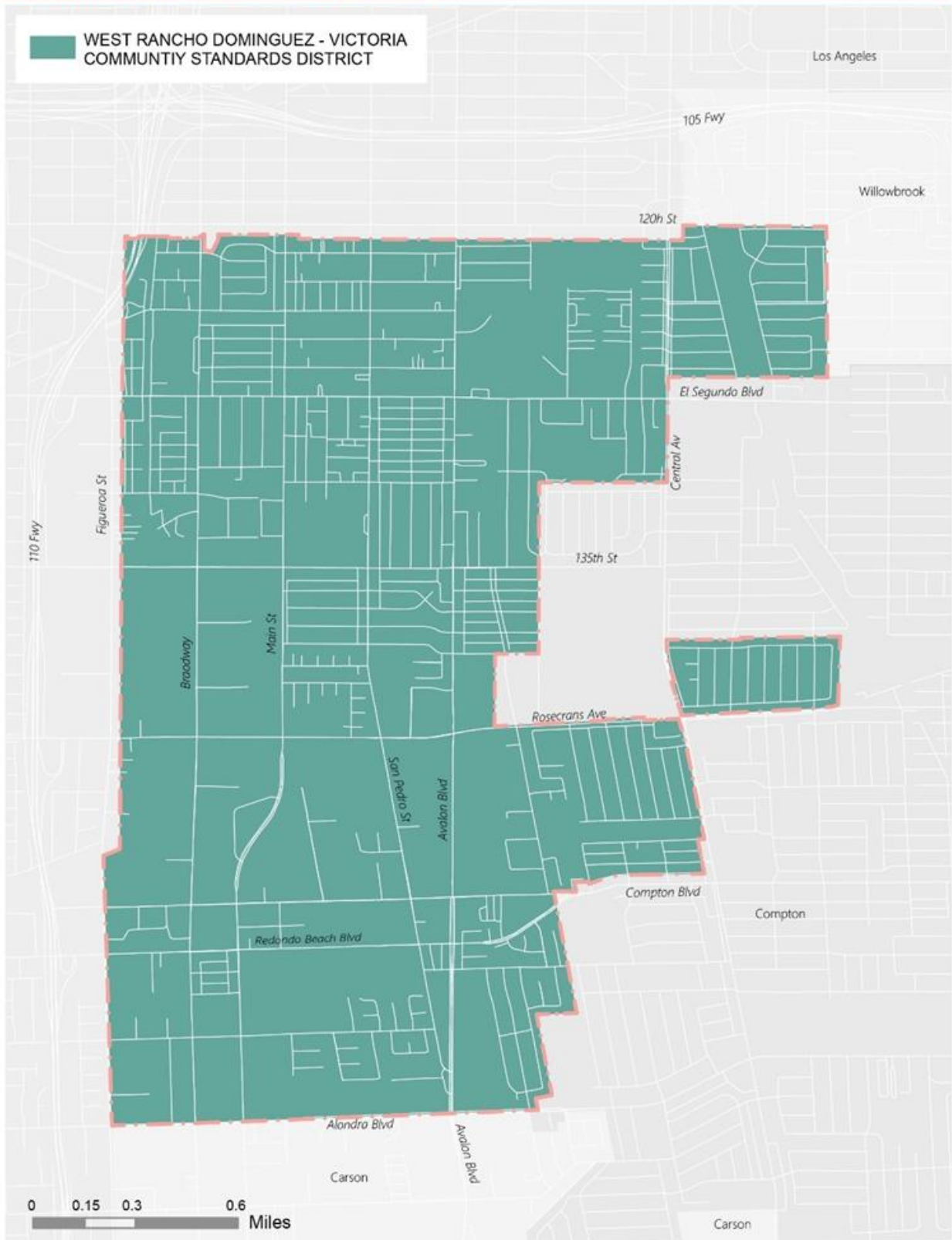
The West Rancho Dominguez-Victoria Community Standards District ("WRDV CSD") was initially established to implement the goals and policies of the County's General Plan, particularly in regard to land use policy, as well as to mitigate potential incompatibilities associated with the close proximity of industrial and residential zoning and land use within the community. The WRDV CSD also sets out to enhance the appearance of the community by setting forth development and building standards.

<sup>150</sup> County of Los Angeles. 2015. Los Angeles County General Plan. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

<sup>151</sup> County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.



## WEST RANCHO DOMINGUEZ - VICTORIA COMMUNITY STANDARDS DISTRICT





The requirements of the WRDV CSD are set forth via community wide and zone specific development standards. The WRDV CSD also includes modifications to existing development standards, provided in Section 22.350.090, Modification of Development Standards, of the Zoning Code. Notable examples of each type of development standard are provided below in **Table 3.11**.

**Table 3.11. Notable WRDV CSD Development Standards**

Development Standard Type	Title		Description
Section 22.350.060, Community Wide Development Standards	Graffiti		Provides that all structures, walls, and fences that are publicly visible shall remain free of graffiti, and that any property owner, lessee, or other person responsible for the maintenance of a property shall remove graffiti within 72 hours of receiving written notice from a Zoning Enforcement Officer
	Oil Well Properties		To improve the visual appearance of the community, the CSD establishes that properties containing oil wells where active extraction is taking place shall be fenced and landscaped
	Commercial Horse Stables.		Permits commercial horse stables and other commercial uses that use horse stables in Zones M-1.5 and higher, however, stables must be developed and used in a safe and orderly manner and are compatible with existing land use patterns. The facilities must be "neatly" maintained and free of junk and salvage, and all structures, including but not limited to the horse stalls, horse recreation areas, and fences or walls, shall be maintained in good condition at all times.
Section 22.350.070, Zone Specific Development Standards <sup>152</sup>	Residential Zones	R-1 (Single Family Residence) and R-2 (Two Family Residence)	Establishes that all front yards within R-1 zones must contain a minimum of 50%landscaping.
	Commercial Zones	C-2 (Neighborhood Commercial)	Establishes parking requirements for sites and parcels within the C-2 zone. Markets of less than 5,000 square feet, banks, bookstores, delicatessens, drug stores, and office supply stores are required to provide a minimum of one parking space for every 400 square feet of gross floor area. Restaurants of less than 1,000 square feet of gross floor area shall provide a minimum of five parking spaces, while restaurants of at least 1,000 square feet of gross floor area shall be granted a maximum 25%reduction of the otherwise required parking.
		C-3 (General Commercial)	In addition to the parking requirements set froth for zone C-2 (above) the maximum building height for the C-3 zone shall be 45 feet above grade, excluding chimneys and rooftop antennae's.
		C-M (commercial manufacturing)	Sets forth a variety of standards for the C_M zone, including: Height restrictions (building or structure located more than 250 feet from a Residential Zone shall not exceed a height of 90 feet above grade, excluding chimneys and rooftop antenna); building and structure

<sup>152</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.11. Notable WRDV CSD Development Standards

Development Standard Type	Title		Description
			setbacks (10 feet from the property line); landscape buffers and fencing requirements for parcels adjacent to Residential Zones; noise mitigation requirements; maximum lot coverage (70 percent) and establishing appropriate locations for outside storage and/or accessory uses.
	Industrial Zones	M-1 (light Manufacturing) and M-1.5 (Restricted Heavy Manufacturing)	In addition to all of the requirements set forth for zone C-M above), for all sites within the M-1 and M-1.5 zones, all activities conducted outside an enclosed structure and located within 500 feet of a Residential Zone, except for parking, vending machines, shopping carts, and accessory uses, requires a Conditional Use Permit (CUP). Zone specific standards for M-1 and M-1.5 in the WRDV CSD also include a list of additional uses requiring a CUP when located adjacent to a Residential Zone, including bus storage, fuel yards, and explosive storage, among others.
		B-1 (Buffer Strip) and B-2 (Corner Buffer Strip)	Establishes that premises within the B-1 and B-2 zones not be used for accessory buildings and structures. IN addition, B-1 and B-2 premises shall not be used for outside storage or for the parking of vehicles for over 72 continuous hours.
Section 22.350.090, Modification of Development Standards.	Parking		Provides that that certain deviations from the parking requirements for commercial horse stables would require a CUP.

**Source:** County of Los Angeles. 2019. Los Angeles County Code, Tittle 22 – Planning and Zoning, Chapter 22.316 – West Rancho Dominguez Victoria Community Standards District. Accessed November 28, 2021. [https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV10COSTDI\\_CH22.350WERADOCTCOSTDI](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.350WERADOCTCOSTDI)

## 6th Cycle Housing Element Update (HEU) (2021)

According to the 6th Cycle HEU, there are a small amount of RHNA allocated units which will be accommodated on existing sites within West Rancho Dominguez under current conditions. These units will be accommodated via the redevelopment of a C-2 parcel located at 12600 Main Street capable of supporting 14 lower income units, as well as through several R-1 and R-2 zoned properties—each supporting one to two moderate income units -- located within the corridor and neighborhood center opportunity areas near the intersection of El Segundo and Avalon Boulevards.<sup>153</sup> In addition, West Rancho Dominguez-Victoria will be impacted by an additional rezoning program proposed as a result of implementation of the 6th Cycle HEU. Commercial parcels (predominantly C-1 and C-2) located along Avalon Boulevards (north of 135<sup>th</sup> Street) and El Segundo Boulevard were identified as sites having

<sup>153</sup> County of Los Angeles. 2021. Table A, Sites Inventory, as provided in Appendix A of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



the potential to accommodate the shortfall of RHNA allocated lower income housing units within the unincorporated County.<sup>154</sup>

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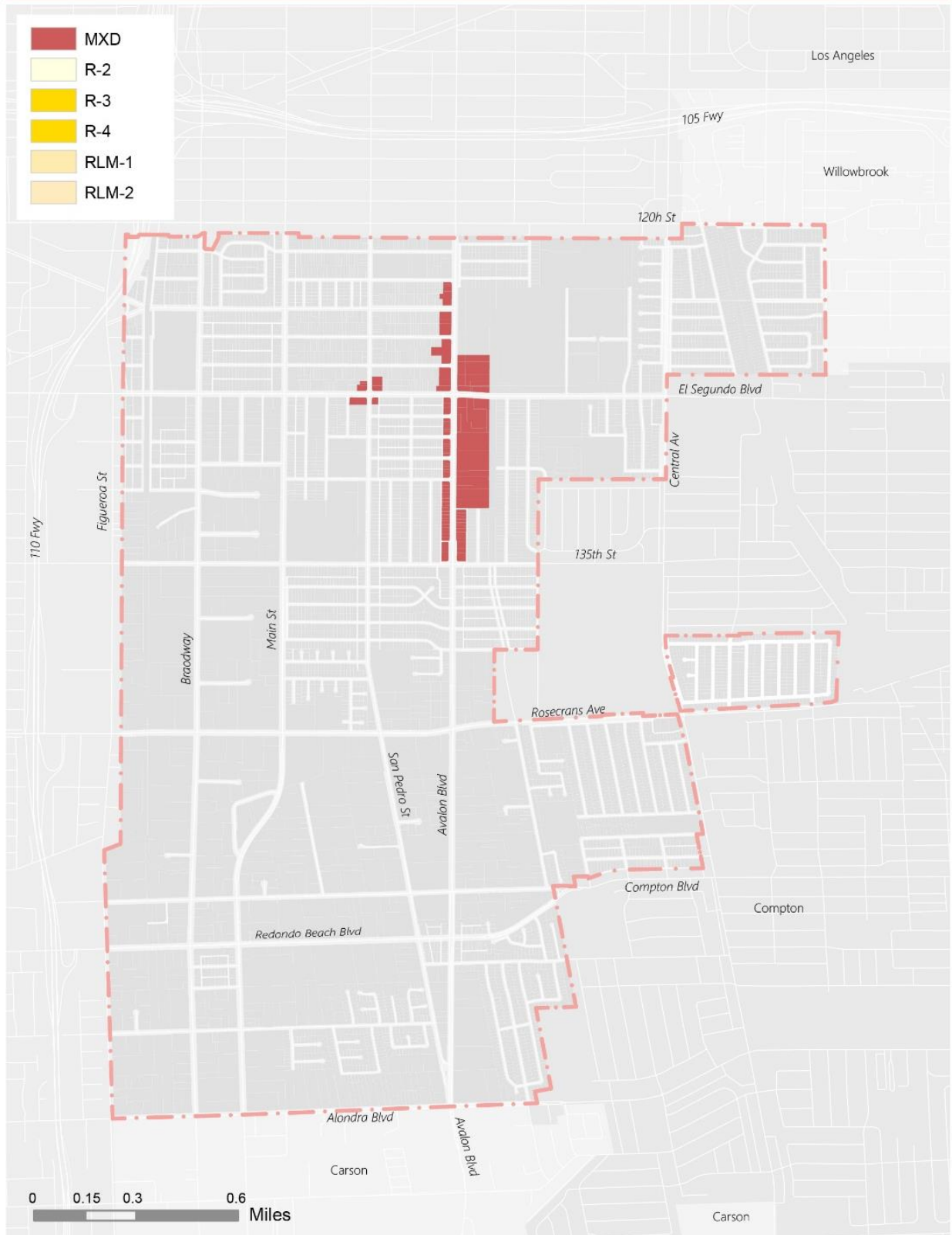
<sup>154</sup> County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.





## WEST RANCHO DOMINGUEZ - VICTORIA

### 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES





By rezoning these parcels from commercial use to mixed-use (MXD), the community would have the capacity to accommodate additional lower income housing. Any additional rezoning effort(s) within West Ranch Dominguez-Victoria will be determined in the near- and mid-term, as all zone changes proposed to accommodate the RHNA allocation must be implemented within an approximate three year planning horizon, as required by State law.

### **Consistency Across Other Relevant Plans, Policies, and Ordinances**

In addition to the CSD standards, West Rancho Dominguez-Victoria is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning designations within West Rancho Dominguez-Victoria include residential (R-1, R-2, and limited instance of R-3) as well the combined manufacture (M-1, M-1.5, and M-2) "Industrial Preservation (IP)" zone. the addition of IP to the manufacturing zones is intended to preserve existing industrially-zoned properties specifically for current and future industrial uses, labor intensive activities, wholesale sales of goods manufactured on-site, major centers of employment, and limited employee serving commercial uses.<sup>155</sup> The combining zone serves to expressly prohibit uses that do not align with the purpose of the zone, including general commercial and/or recreational uses.<sup>156</sup> Other zoning types within the community include commercial (i.e., C-1 and C-2) and Open Space (OS) designations for Athens Pars, Earvin "Magic" Johnson Recreation Area, Enterprise Park, and Ray Campanella Park. In addition, the existing Zoned Districts (ZDs) of Athens, Victoria, and portions of Willowbrook-Enterprise are located within the contemporary West Rancho-Dominguez-Victoria. community boundaries, however, the ZD zoning framework is no longer actively utilized by the County and will not be used to facilitate future planning efforts within West Ranch Dominguez-Victoria or elsewhere within the Metro Area.

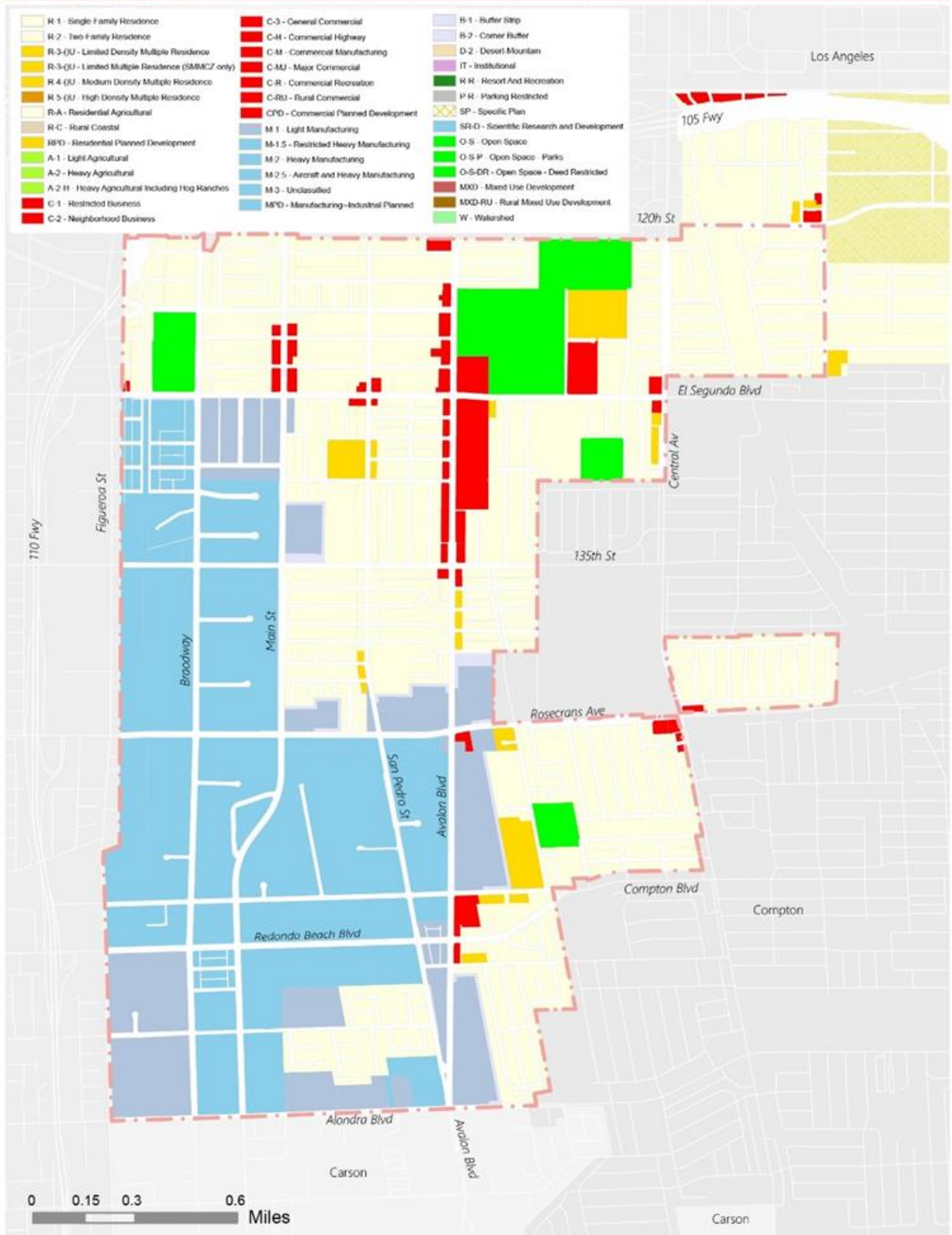
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<sup>155</sup> County of Los Angeles. 2015. Ordinance No. 2015-0042, Section 25, pp. 220-225. Accessed December 3, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_full-ordinance.pdf](https://planning.lacounty.gov/assets/upl/project/gp_full-ordinance.pdf).

<sup>156</sup> County of Los Angeles (2015), p. 220.



## WEST RANCHO DOMINGUEZ - VICTORIA EXISTING ZONING





The General Plan land use map for West Ranch Dominguez-Victoria generally corresponds to the base zoning, except for the land use designation for Public and Semi-Public (P), which is not consistently distinguishable on the zoning map. Notable land use designations for the community are included in Table 3.12, below.

Table 3.12 Notable West Rancho Dominguez-Victoria General Plan Land Use Designations

Land Use	Code	Permitted Density and/or FAR	Purpose
Residential 9	H9	0 to 9 du/acre <sup>1</sup>	Supports single family residences at densities up to nine housing units per acre.
Light Industrial	IL	<i>Non-Residential</i>	Permits light industrial uses, including light manufacturing, assembly, warehousing
Heavy Industrial	IH	<i>Maximum FAR 1.0</i>	Permits heavy industrial uses, including heavy manufacturing, refineries, and other labor and capital intensive industrial activities.
General Commercial	GC	<i>Residential: 0-50 du/acre</i> <i>Non-Residential: Maximum FAR 1.0</i> <i>Mixed Use: 0-50 du/acre and FAR 1.0</i>	Permits local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses.

<sup>1</sup> du/acre (dwelling unit per net acre)

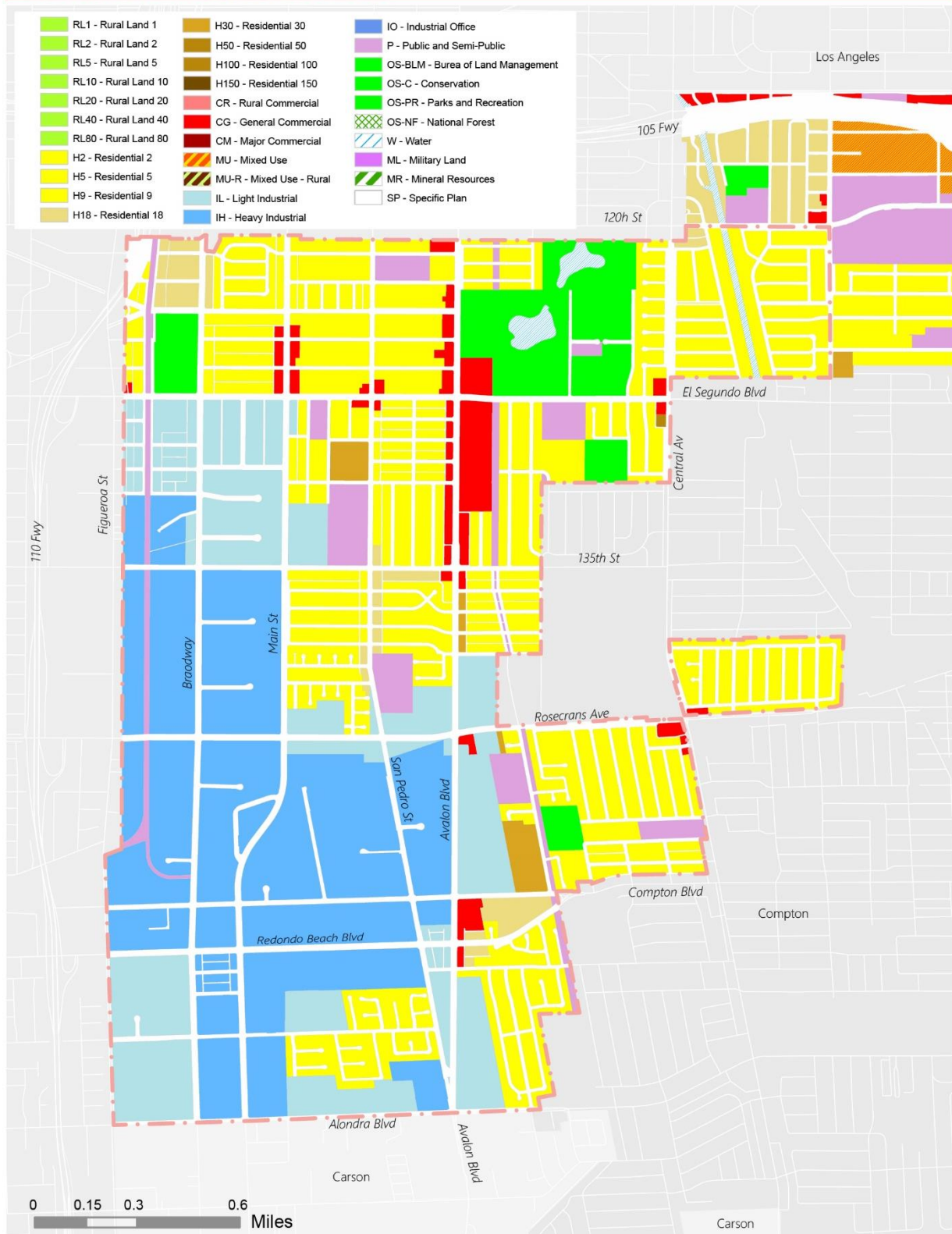
<sup>2</sup> FAR = Floor Area Ratio

**Source:** County of Los Angeles. 2015. Los Angeles County General Plan, pp. 79, 80, 82. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).





## WEST RANCHO DOMINGUEZ - VICTORIA GENERAL PLAN 2035 LAND USE



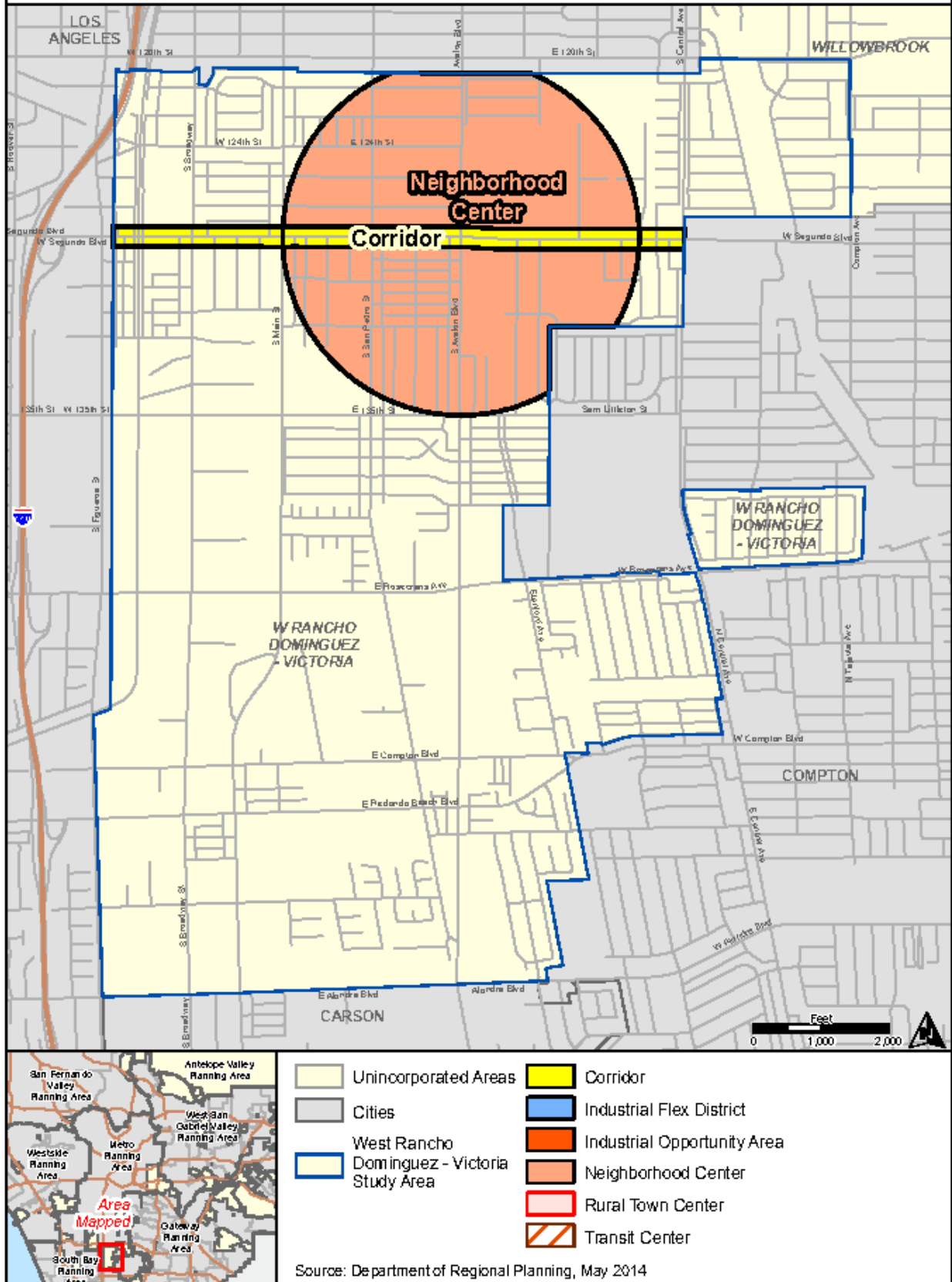




The General Plan identifies various “opportunity areas” within the Metro Area communities which should be considered for further study when preparing community-based plans. Within West Rancho Dominguez-Victoria, the General Plan identifies a corridor opportunity area along El Segundo Boulevard, as well as a neighborhood center opportunity area surround the intersection of El Segundo Boulevard and Avalon Boulevard. The corridor was identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. The neighborhood area presents opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office and other uses. These opportunity centers operate as valuable planning tools. Recently, the County focused on the corridor and neighborhood center opportunity areas in West Ranch Dominguez-Victoria to identify potentially suitable sites to accommodate the 6<sup>th</sup> Cycle RHNA allocation (pending a rezoning effort). Recognized opportunity areas are also essential to the Area Plan planning process and will help guide future planning and/or rezoning efforts within the community.

# **Opportunity Areas - West Rancho Dominguez - Victoria**

**Figure 5.30**



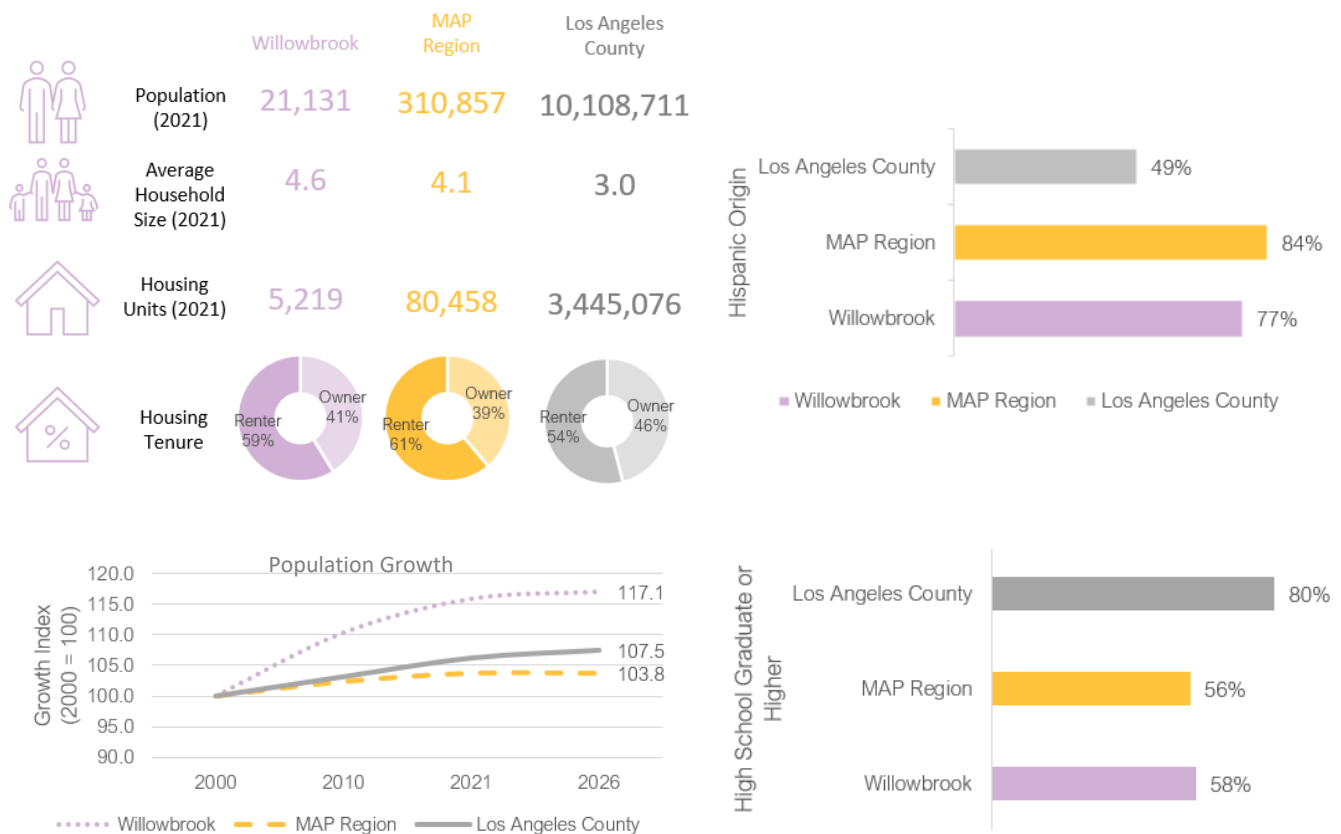


## 3.7. Willowbrook

### 3.7.1 Community Overview

#### Demographics and Culture

Located in between the cities of Los Angeles. and Compton, the unincorporated community of Willowbrook has a population of over 21,000 residents and supplies approximately 3,300 regional jobs.<sup>157</sup> Willowbrook is a predominantly residential community which grew up around a stop along the newly opened Pacific Red Car line just prior to the turn of the 20th Century.<sup>158</sup> The community still retains many visible remnants of its rural history, with horse trails and backyard farms remaining integral to its identity. The community is served by both the Metro light rail A and C lines via the Willowbrook–Rosa Parks Station



Sources: Pro Forma Advisors (2021).

157 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022.

158 County of Los Angeles. 2021. County of Los Angeles Housing Element (2021-2029), Appendix E: Affirmatively Furthering Fair Housing, p. 49 (Willowbrook). Accessed December 1, 2021.  
[https://planning.lacounty.gov/assets/upl/project/housing\\_appendix-c-to-g-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_appendix-c-to-g-20211130.pdf)



Following the ban on segregation and redlining in the late 1940's, black and brown Angelinos began moving into Willowbrook for the opportunity to keep livestock and grow large farms and gardens.<sup>159</sup> According to long-time residents, over the decades, cycles of promises made and not kept have resulted in displacement and caused a deep distrust in government and other outside forces.<sup>160</sup> In recent years, Willowbrook has seen significant public investment, which has resulted in massive public transportation infrastructure improvement, including a new hospital and revitalized public health campus, a new public library and the County's first "green alley".<sup>161</sup> In addition, hundreds of housing units are being constructed and will be made available to existing residents in need of affordable housing.<sup>162</sup>

Sustained and continuing investments will be needed to fully regain the trust of local residents. Significant opportunities for investment exist in the area surrounding the Martin Luther King, Jr. Multi-Service Ambulatory Care Center.<sup>163</sup> The rehabilitation and reuse of the site could be a catalyst for further redevelopment.<sup>164</sup> Neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Willowbrook/Rosa Parks Metro Station will be important factors in future planning activities in the area.<sup>165</sup>

## Parks and Public Amenities

The first library in the County was established in Willowbrook in the early 20th Century -- the genesis of today's Los Angeles County Public Library system.<sup>166</sup> The current Willowbrook Library is located at 11838 Wilmington Avenue. Willowbrook is home to several other significant regional assets, including the Martin Luther King, Jr. Hospital and the Willowbrook/Rosa Parks Metro station -- which is a major transit hub at the junction of the A and C lines -- as well as the Charles R. Drew University of Medicine and Science, which oversees residency training programs, allied health programs, a medical education program, and various centers for health disparities research. Although technically located within the

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159 County of Los Angeles. 2021. County of Los Angeles Housing Element (2021-2029), Appendix E: Affirmatively Furthering Fair Housing, p. 49 (Willowbrook). Accessed December 1, 2021.  
[https://planning.lacounty.gov/assets/upl/project/housing\\_appendix-c-to-g-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_appendix-c-to-g-20211130.pdf)

160 County of Los Angeles (2021), p. 49 (Willowbrook).

161 County of Los Angeles (2021), p. 49 (Willowbrook).

162 County of Los Angeles (2021), p. 49 (Willowbrook).

163 County of Los Angeles. 2015. Los Angeles County General Plan, p.47. Accessed December 1, 2021.  
[https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

164 County of Los Angeles (2015), p. 47.

165 County of Los Angeles (2015), p. 47.

166 LACL (Los Angeles County Library). 2022. Willowbrook Local History. Accessed February 7, 2022.  
<https://lacountylibrary.org/willowbrook-local-history/>.



community boundary for West Rancho Dominguez-Victoria,<sup>167</sup> the renovated Earvin "Magic" Johnson Park is also considered part of the Willowbrook community.<sup>168</sup>

Willowbrook has 3.6 acres of parkland per 1,000 residents, which is slightly above the countywide average of 3.3 acres of parkland per 1,000 residents, but below the General Plan goal of 4 acres of local parkland per 1,000 residents (DRP 2016). About 66% of Willowbrook residents live within walking distance of a park, which is above the countywide average of 49% (DRP 2016). While these statistics may suggest that Willowbrook has sufficient parkland and good park access, it is still lacking a variety of park amenities desired by community members (Lau 2021). The ongoing implementation of the Earvin "Magic" Johnson Park Master Plan is helping to address many of the needs by providing amenities such a community event center, a dog park, walking paths, outdoor exercise equipment, and children's playgrounds (Lau 2021).

### 3.7.2 Existing Plans, Land Use, and Zoning Requirements

#### Willowbrook Transit Oriented District Specific Plan (2018)

Willowbrook Transit Oriented District Specific Plan ("WTOD Specific Plan") covers an approximately 312 acre area focused around the Willowbrook/Rosa Parks Station, which is a transfer station on the Metro A Line and C Line ("Plan Area"). Consistent with the goals and policies outlined in the General Plan, the WTOD Specific Plan will: (1) Encourage transit oriented development; (2) promote active transportation; (3) allow development that reduces vehicles miles traveled; (4) allow development that creates community benefits; and, (5) streamline the environmental review process for future projects.<sup>169</sup> The WTOD Specific Plan is anticipated to facilitate development, especially residential and employment-generating uses, proximate to the Willowbrook/Rosa Parks Station. The primary objectives of the WTOD Specific Plan are to identify land use options that include mixed uses, increased housing opportunities, and neighborhood-serving retail uses.<sup>170</sup>

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<sup>167</sup> County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.

<sup>168</sup> County of Los Angeles. 2021. Unpublished intrapersonal communication between County Department of Parks and Recreation administrator Clement Lau and members of the Department or Regional Planning.

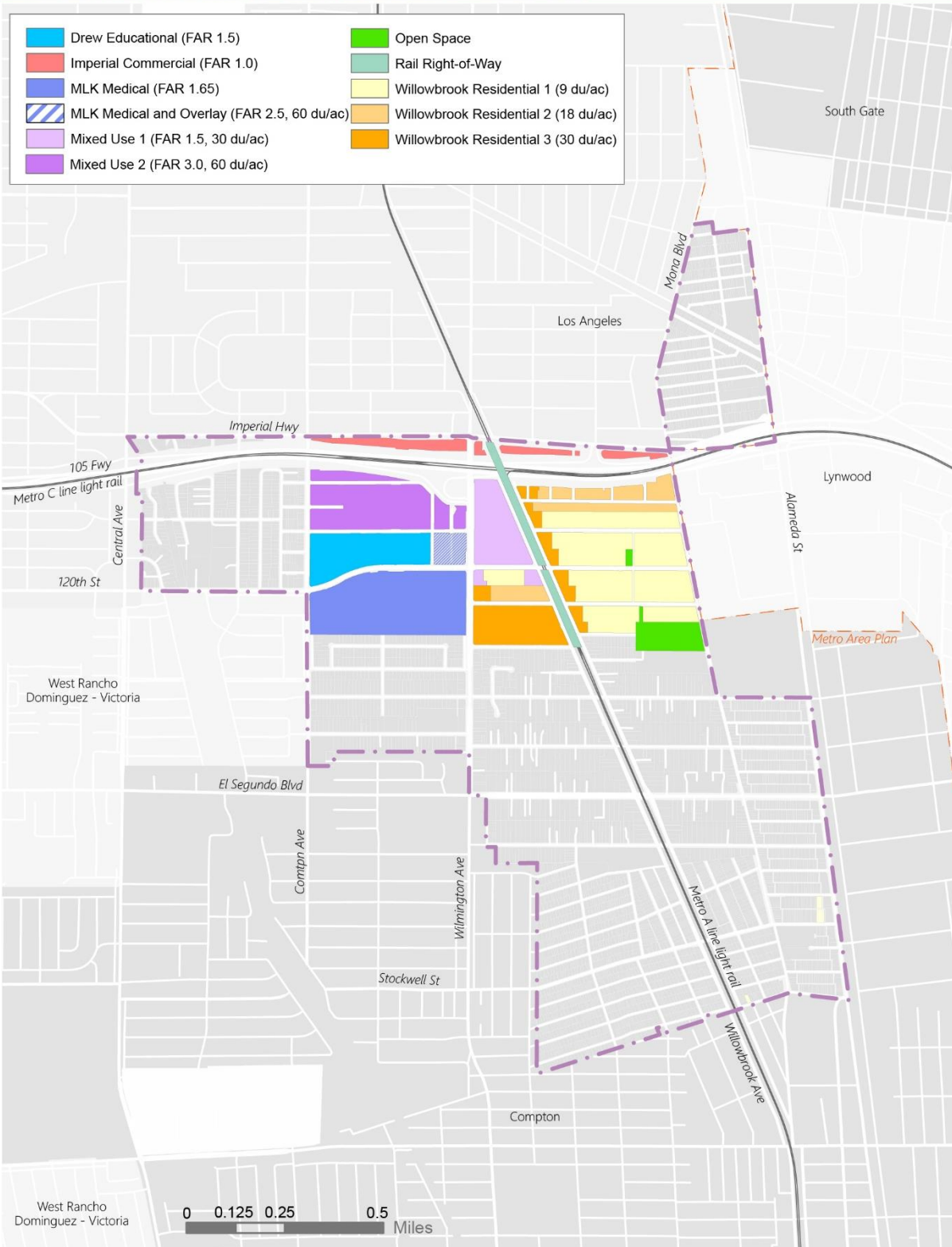
<sup>169</sup> County of Los Angeles. 2018. Willowbrook TOD Specific Plan (as amended), p. 3. Accessed December 2, 2021. [https://www.municode.com/webcontent/16274/Revised\\_Willowbrook\\_TOD.pdf](https://www.municode.com/webcontent/16274/Revised_Willowbrook_TOD.pdf).

<sup>170</sup> County of Los Angeles (2018), p. 3.





## WILLOWBROOK WILLOWBROOK TOD SPECIFIC PLAN - LAND USE





The Plan Area can be divided into seven subareas: (1) MLK Medical Center and Associated Facilities; (2) CDU Campus Area; (3) Northwest Subarea; (4) Kenneth Hahn Plaza; (5) Willowbrook/Rosa Parks Station; (6) Imperial Highway Corridor; and (7) Residential Neighborhoods.<sup>171</sup> Together, these subareas support a range of land uses, including residential, retail, office, and other commercial, as well as educational and institutional facilities and services. The W TOD Specific Plan establishes zoning within the Plan Area, which is partially guided by the boundaries of the subareas. A brief description of each zone is provided in Table 3.13, below.

**Table 3.13, W TOD Specific Plan Area Zoning Designations**

<b>Zone</b>	<b>Description</b>
<b>Mixed Use 1 (MU-1)</b>	The Mixed Use 1 (MU-1) zone is intended to provide commercial and residential development, with an emphasis on neighborhood serving retail, restaurant, and service uses. The area is appropriate for a large retail or mixed use center, with a neighborhood plaza or community gathering space as a focal point and strong pedestrian connections to the Willowbrook/Rosa Parks Station, as well as the educational and medical campuses to the west.
<b>Mixed Use 2 (MU-2)</b>	The Mixed Use 2 (MU-2) zone is intended to provide commercial and residential development, with an emphasis on employment-generating uses and residential infill development. The area is appropriate for office, business park, or mixed use developments, with open space components and pedestrian connections to the Willowbrook/Rosa Parks Station, and the educational and medical campuses to the south.
<b>MLK Medical and Overlay</b>	The MLK Medical Overlay applies to the two blocks bounded by Wilmington Avenue, East 120th Street, Holmes Street and East 118th Street. The intent is to maintain and promote medical, clinic, medical office, and associated supportive uses such as incidental retail, supportive residential and parking, and expand pedestrian linkages and connectivity between the MLK Medical Center, CDU, Willowbrook/Rosa Parks Station, and the Willowbrook community. The properties within this Overlay are suitable for more intensive uses because of their proximity to Willowbrook/Rosa Parks Station. Besides continuing to allow existing medical and public service uses, additional medical and new residential development are permitted on properties within this Overlay.
<b>Drew Educational</b>	The Drew Educational zone is established to meet the existing and future needs of CDU and King Drew Magnet High School, while ensuring compatibility with adjacent land uses. The intent is to create a medical university campus for CDU by maintaining and promoting educational and associated support uses, while maintaining sensitivity to surrounding development; as well as expand pedestrian linkages and connectivity between the CDU campus, MLK Medical Center, Willowbrook/Rosa Parks Station, Kenneth Hahn Plaza, and the Willowbrook community.
<b>Imperial Commercial</b>	The Imperial Commercial zone is established to meet the commerce and service needs of the resident and business communities, while ensuring compatibility with adjacent land uses. The intent is to maintain and promote commercial uses between Imperial Highway and the I-105. The Imperial Commercial zone provides for the development of a broad range of retail and service uses, as well as freeway-oriented, regional-serving retail, office complexes, and light manufacturing businesses.
<b>Willowbrook Residential 1</b>	The Willowbrook Residential 1 zone is established to preserve and enhance desirable characteristics of single-family residential areas. This designation is subject to the regulations for the County's R-1 zones, with additional land use regulations and development/design standards set forth in the W TOD Specific Plan.

<sup>171</sup> County of Los Angeles (2018) p. 13.



<b>Willowbrook Residential 2</b>	The purpose of the Willowbrook Residential 2 zone is to preserve and enhance single-family neighborhood characteristics, while also providing an environment suitable for two-family residences. The intent is to promote desirable characteristics of low to medium density neighborhoods. This designation is subject to the regulations for the County's R-2 zones, with additional development/design standards set forth in the WTOD Specific Plan.
<b>Willowbrook Residential 3</b>	The Willowbrook Residential 3 zone is established to provide opportunities for developments containing multiple units, such as apartments or condominiums. The intent is to promote desirable characteristics of medium density neighborhoods and provide a variety of housing options to serve the needs of the Willowbrook community. This designation is subject to the regulations for the County's R-3 zones, with additional development/design standards set forth in the WTOD Specific Plan.
<b>Open Space (O-S)</b>	The Open Space (O-S) designation of the WTOD Specific Plan is the same as the County's O-S designation set forth in Chapter 22.16 of the Zoning Code.

**Source:** County of Los Angeles. 2018. Willowbrook TOD Specific Plan (as amended), pp. 35-54. Accessed December 2, 2021. [https://www.municode.com/webcontent/16274/Revised\\_Willowbrook\\_TOD.pdf](https://www.municode.com/webcontent/16274/Revised_Willowbrook_TOD.pdf).

### Willowbrook Community Standards District

The Willowbrook Community Standards District ("Willowbrook CSD") were initially established to provide a means of assisting in the implementation of the previously adopted Willowbrook Community Redevelopment Project, which delineated the permitted land uses in the area and enumerated the community's goals and objectives related to land use physical development. The Willowbrook CSD has since been amended to remain consistent with the WTOD Specific Plan, approved in 2018, however, the WTOD Specific Plan is not applicable to entirety of the Willowbrook CSD area.



## WILLOWBROOK COMMUNITY STANDARDS DISTRICT





The requirements of the Willowbrook CSD are set forth via community wide and zone specific development standards. The Willowbrook CSD also includes modifications to existing development standards, provided in Section 22.352.090, Modification of Development Standards, of the Zoning Code. Notable examples of each type of development standard are provided below in **Table 3.14**.

**Table 3.14. Notable Willowbrook CSD Development Standards**

Development Standard Type	Title		Description
Section 22.352.060, Community Wide Development Standards	Parking		Establishes that parking shall be provided in accordance with Chapter 22.112 (Parking) of the Zoning Code.
	Antennas		Permits satellite receiving antennae subject to the Ministerial Site Plan Review (Chapter 22.186) application, to ensure conformity with the additional development standards set forth within the CSD, which include requirements related to antenna location, size, and appearance/building material (e.g., no antennae of a bright, shiny or glare reflective finish).
	Signs		Establishes that all signs must conform to Chapter 22.114 (Signs) of the Zoning Code, including the enforcement provisions. The CSD also sets forth additional standards related to sign appearance, location, and size (e.g., no freestanding signs larger than 20 feet in height).
	Clotheslines		Establishes that clotheslines or clotheslines structures are permitted, provided they are in the rear of a structure, and not visible from adjoining streets when viewed at ground level
	Security		Sets forth that barbed and/or concertina wire fences are prohibited, however, chain-link, which is free of sharp edges, tubular steel or wrought iron fences are permitted.
Section 22.352.070, Zone Specific Development Standards <sup>172</sup>	Residential Zones	R-1 (Single Family Residence) and	<p>Establishes that the maximum height permitted within R-1 zones is 35 feet and/or two stories. In addition, all provisions of Chapter 99 (Building and Property Rehabilitation) of Title 26 (Building Code) of the Zoning Code are to be enforced. Additional standards include the following:</p> <ul style="list-style-type: none"> <li>• Except for the required paved driveway and a walkway having a width not to exceed four feet, all areas within the front yard shall be landscaped and maintained with grass, shrubs or trees.</li> <li>• The minimum floor area of a new single-family residence must be 1,200 square feet.</li> <li>• Except as specified otherwise in the County's Zoning Code, temporary mobile homes and trailers are prohibited.</li> <li>• Wrought iron style fences which do not obscure views are permitted up to a maximum height of six feet within front yards and corner side yards. Those portions of fences more than three and one-half feet high must be substantially open, except for pillars used in conjunction with wrought</li> </ul>

<sup>172</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).





Table 3.14. Notable Willowbrook CSD Development Standards

Development Standard Type	Title		Description
			iron fences and shall not cause a significant visual obstruction.
		R-2 (Two Family Residence)	All provisions set forth for zone R-1 (above), shall apply to R-2 zones within the CSD, except for the provision related to minimum floor area of a new single-family residence.
		R-3 (Limited Density Multiple Residence)	All provisions set forth for zone R-1 (above), shall apply to R-3 zones within the CSD, except for the provision related to minimum floor area of a new single-family residence. In addition, the following standards apply to properties with an R-3 designation: <ul style="list-style-type: none"> <li>The maximum lot coverage by structures of any type in Zone R-3 shall be 50 percent.</li> <li>A minimum of 20% of the lot shall be landscaped or hardscaped, with open, usable outdoor space.</li> </ul>
	Commercial Zones	Modified C-1 (Restricted Commercial), Modified C-2 (Neighborhood Commercial) and Modified C-3 (General Commercial)	Establishes a maximum height for the C-1, C-2, and C-3 zones of 35 feet and/or two stories. Additional modification standards include the following: <ul style="list-style-type: none"> <li>The maximum lot coverage by structures of any type in zones C-1, C-2, and C-3 shall be 50 percent.</li> <li>New structures or additions to existing structures exceeding 500 square feet in gross floor area shall provide a landscape and irrigation plan as part of the review process. Said plan shall depict a minimum of 10% of the lot area with landscaping such as a lawn, shrubbery, flowers or trees and suitable hardscape materials which shall be continuously maintained in good condition.</li> </ul>
Section 22.352.090, Modification of Development Standards.	Modifications Authorized		Under exceptional circumstance, minor variations may be permitted to the standards set forth by the CSD (Chapter 22.352 of the Zoning Code), subject to a CSD Modification application.

**Source:** County of Los Angeles. 2019. Los Angeles County Code, Title 22 – Planning and Zoning, Chapter 22.316 – Willowbrook Community Standards District. Accessed November 28, 2021.  
[https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV10COSTDI\\_CH22.352\\_WICOSTDI](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.352_WICOSTDI).

## 6<sup>th</sup> Cycle Housing Element Update

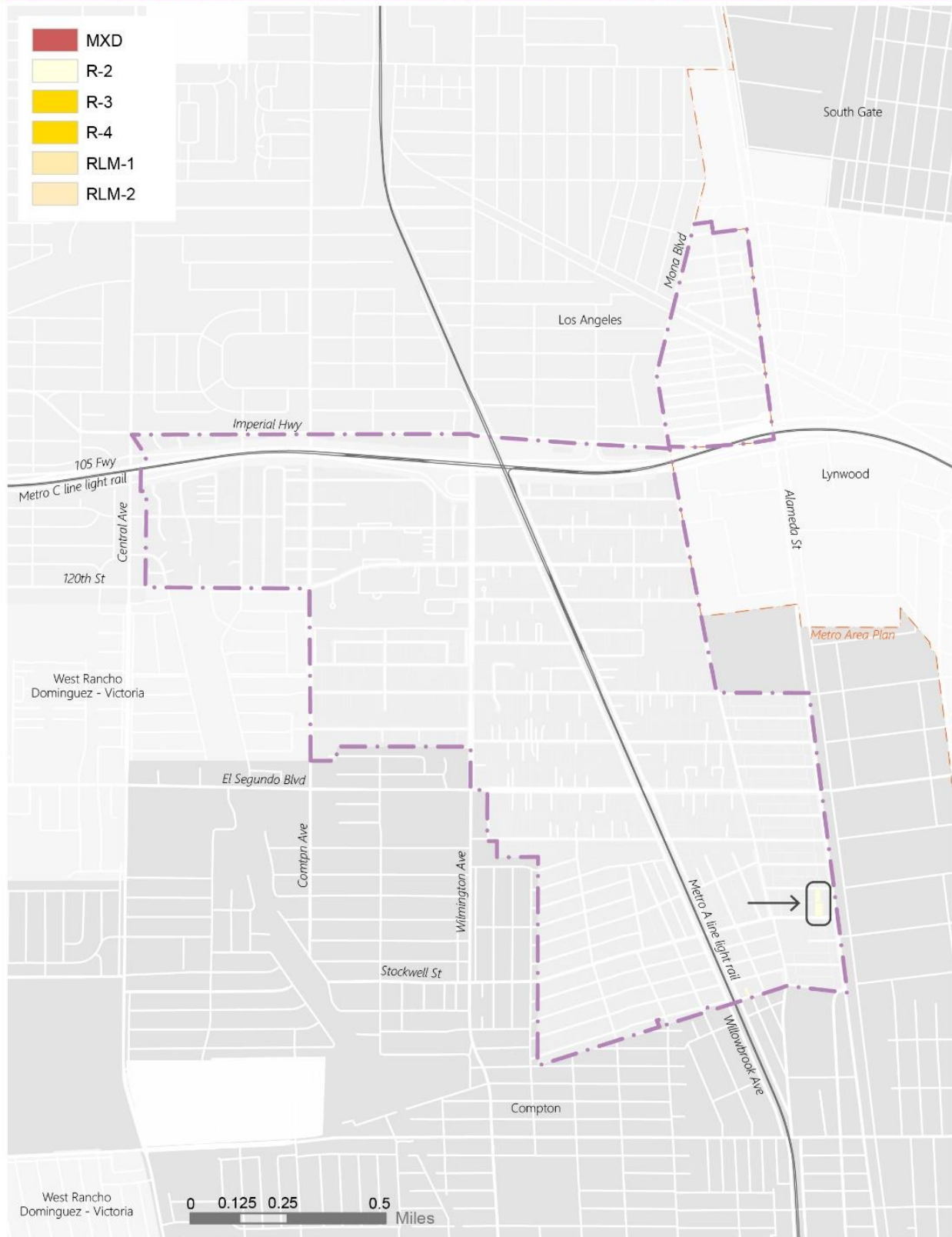
The 6<sup>th</sup> Cycle Housing Element Update (HEU) establishes that over 27,000 RHNA allocated units will ultimately be accommodated for and developed within the Metro Area over the HEU's eight year planning cycle. As provided in Appendix A of the 6<sup>th</sup> Cycle HEU, existing sites have been identified within Willowbrook to accommodate a range of lower to moderate income housing units. Most of the housing units will be located near on W TOD Specific Plan MU-2 designated parcels located to the southeast of the intersection of Compton Avenue and 117<sup>th</sup> Street. Specifically, Assessor's Parcel Number (APN) 6149-014-904 in this area has the existing capacity to accommodate upwards of 250 lower income units, and 70 above moderate-income units. Other existing sites include two SP-RES 1 parcels



(APNs 6150-022-004 and 6150-020-011), and multiple R-1, R-2, and R-3 zoned parcels within the southern residential neighborhoods, which could each accommodate one to two moderate-income housing units. The 6<sup>th</sup> Cycle RHNA does not identify any specific sites within the Willowbrook community as having the potential to accommodate the RHNA allocation through a future rezoning program.



## WILLOWBROOK 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES





## Consistency Across Other Relevant Plans, Policies, and Ordinances

In addition to the CSD standards, Willowbrook is subject to the County wide zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning designations within Willowbrook include: Specific Plan (SP), which correlates to the WTOD Specific Plan zoning districts discussed above; Single Family Residence (R-1); Two-Family Residential (R-2); Limited Density Multiple Residential (R-3); Light Manufacturing; and several instances of commercial (C-1, C-2, and C-3) and Heavy Manufacturing (M-2). In addition, the existing Willowbrook-Enterprise Zoned District (ZD) is located within the contemporary Willowbrook community boundaries,<sup>173</sup> however, as discussed previously, the ZD framework will not be utilized to facilitate future planning efforts within Willowbrook.<sup>174</sup>

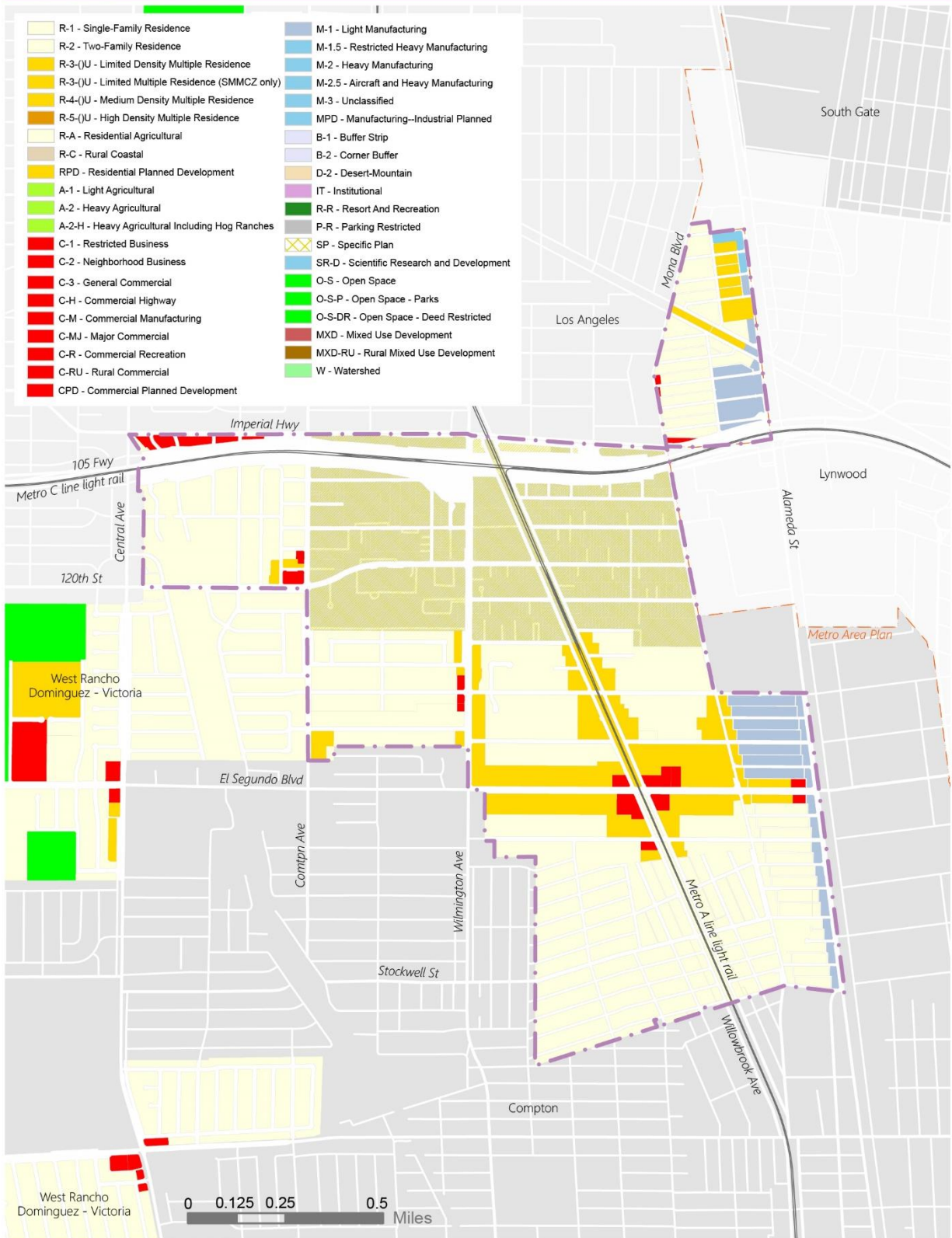
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173 County of Los Angeles. 2019. Zoned Districts. January 2019. Accessed November 28, 2021.  
[https://planning.lacounty.gov/assets/upl/data/map\\_t03-zoned-districts.pdf](https://planning.lacounty.gov/assets/upl/data/map_t03-zoned-districts.pdf)

174 County of Los Angeles (2019)



## WILLOWBROOK EXISTING ZONING







The General Plan land use map for Willowbrook identifies several additional use designations in addition to the base zoning which include a Semi-Public (P) designation for the Martin Luther King, Jr. Multi-Service Ambulatory Care Center, as well as a cluster of Mixed Use (MU) designations near the Willowbrook/Rosa Parks Metro station. These land use areas are not consistently distinguishable on the existing zoning map. Notable land use designations are included in **Table 3.15**, below.

**Table 3.15 Notable Willowbrook General Plan Land Use Designations**

Land Use	Code	Permitted Density and/or FAR	Purpose
Residential 9	H9	0 to 9 du/acre <sup>1</sup>	Supports single family residences at densities up to nine housing units per acre.
Residential 18	H18	0 to 18 du/acre <sup>1</sup>	Supports single family and two family residences at densities up to 18 housing units per acre.
Residential 30	H30	0 to 30 du/acre	Supports single family residences, two family residences, and multifamily residences and at densities up to 30 housing units per acre.
General Commercial	GC	<i>Residential: 0-50 du/acre</i> <i>Non-Residential: Maximum FAR 1.0</i> <i>Mixed Use: 0-50 du/acre and FAR 1.0</i>	Permits local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses.
Mixed Use MU	MU	<i>Residential: 0-150 du/acre</i> <i>Non-Residential: Maximum FAR 3.0</i> <i>Mixed Use: 0-150 du/acre and FAR 3.0</i>	Permits pedestrian-friendly and community-serving commercial uses that encourage walking, bicycling, and transit use; residential and commercial mixed uses; and multifamily residences.
Light Industrial	IL	<i>Non-Residential Maximum FAR 1.0</i>	Permits light industrial uses, including light manufacturing, assembly, warehousing.

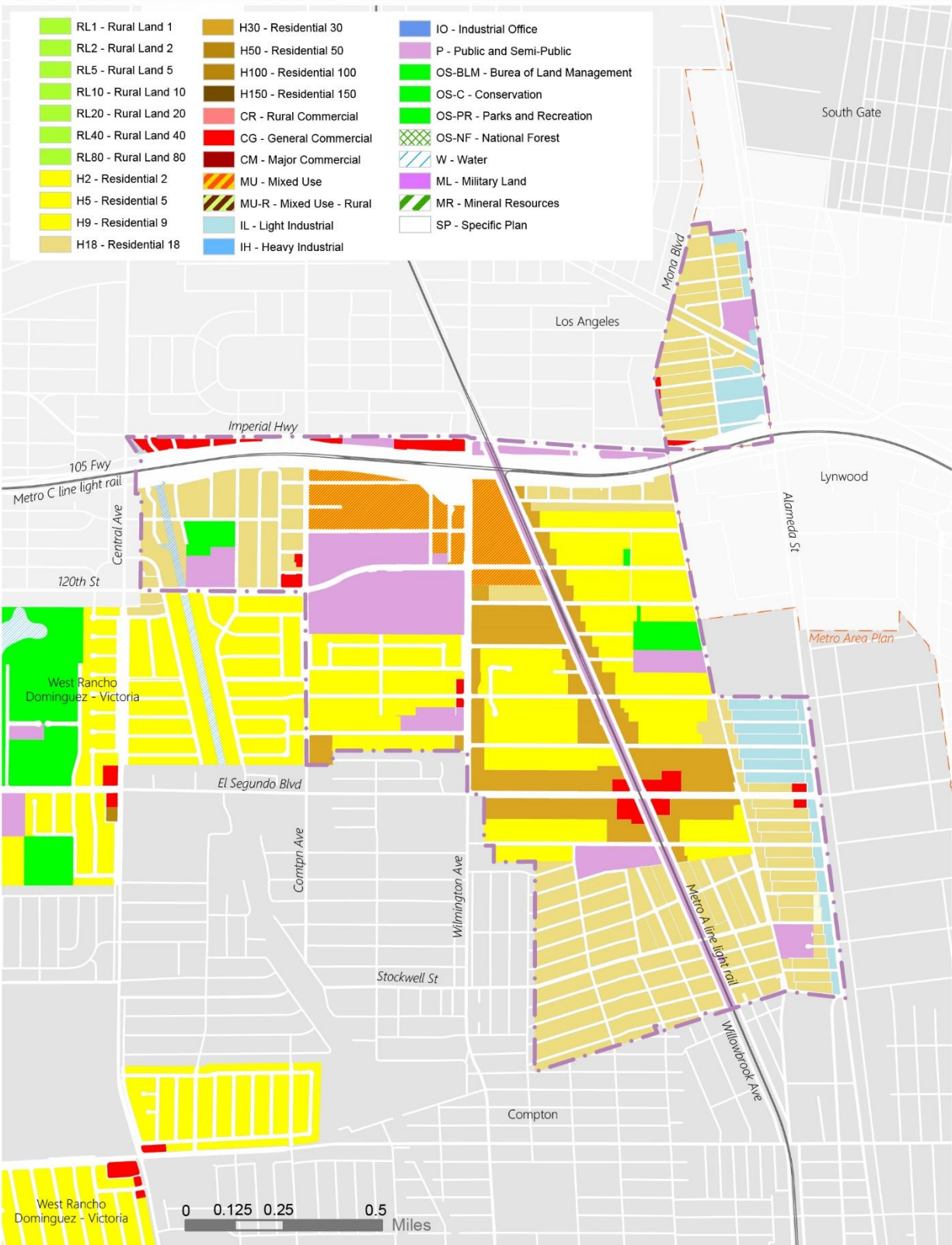
<sup>2</sup> du/acre (dwelling unit per net acre)

<sup>2</sup> FAR = Floor Area Ratio

**Source:** County of Los Angeles. 2015. Los Angeles County General Plan, pp. 79, 80, 82. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).



## WILLOWBROOK GENERAL PLAN 2035 LAND USE





The General Plan also identifies multiple “opportunity areas” within Willowbrook which should be considered for further study when preparing community-based plans. This includes a corridor opportunity area along Wilmington Avenue, north of 120<sup>th</sup> Street, as well as a neighborhood center and a transit center surrounding Willowbrook/Rosa Parks Metro station, which is a major transit hub at the junction of the A and C lines. Transit centers are areas that are supported by major public transit infrastructure and are identified based on opportunities for a mix of higher intensity development. Neighborhood centers and corridors similarly recommend themselves to a higher intensity of mixed use development including: Housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design and improvements that promote living streets and active transportation.<sup>175</sup> According to the General Plan, significant opportunities exist for specific area surrounding the Martin Luther King, Jr. Multi-Service Ambulatory Care Center, which lies within the transit center and northern extent of the corridor opportunity area.<sup>176</sup> The rehabilitation and reuse of the site could be a catalyst for further redevelopment. Neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Metro Station are important factors in future planning activities in the area,<sup>177</sup> including the programs and policies set forth within the Area Plan.

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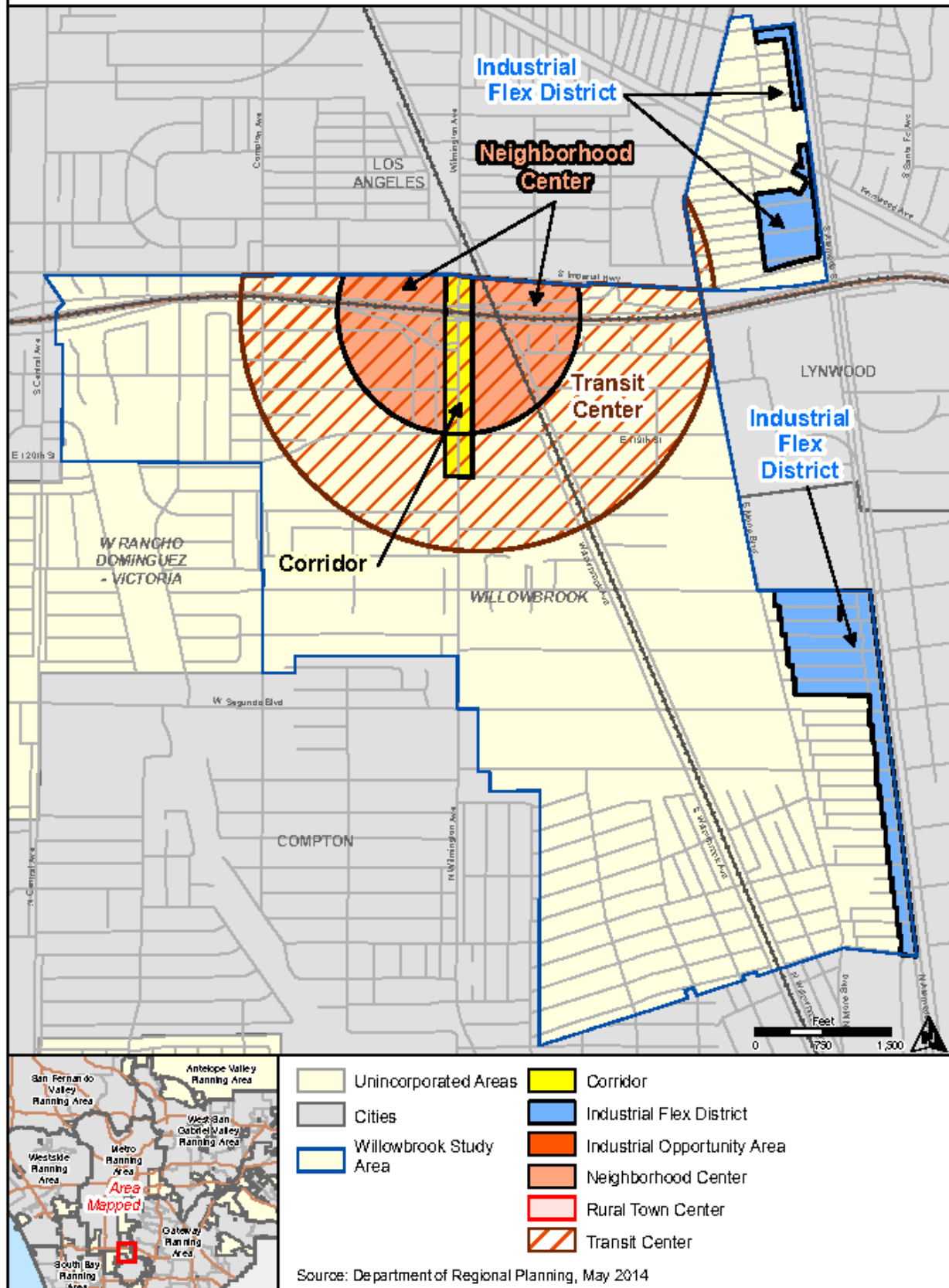
175 County of Los Angeles. 2015. Los Angeles County General Plan, p. 30. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

176 County of Los Angeles (2015), p. 47. Accessed November 23, 2021.

177 County of Los Angeles (2015), p. 47. Accessed November 23, 2021.

# Opportunity Areas - Willowbrook

Figure 5.31



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Los Angeles County Metro Area Plan

# **Appendix D: Land Use Policy Maps**

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320 West Temple Street, 13th Floor,  
Los Angeles, CA 90012



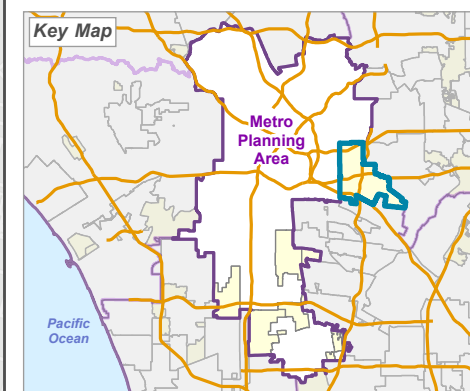


# Metro Area Plan: Land Use Policy

## East Los Angeles

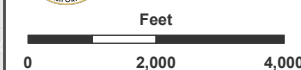
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- CG - General Commercial
- MU - Mixed Use
- IL - Light Industrial
- IH - Heavy Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- Employment Protection District
- Transit Oriented District and Specific Plan Overlays\*

\* The Transit-Oriented District and the Specific Plan are two separate overlays, but since the boundaries of these overlays are coincident, they are shown as one dashed purple line on this map.



**LA COUNTY**  
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Dept. of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012

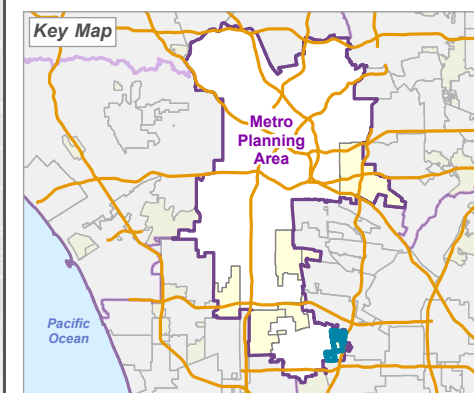
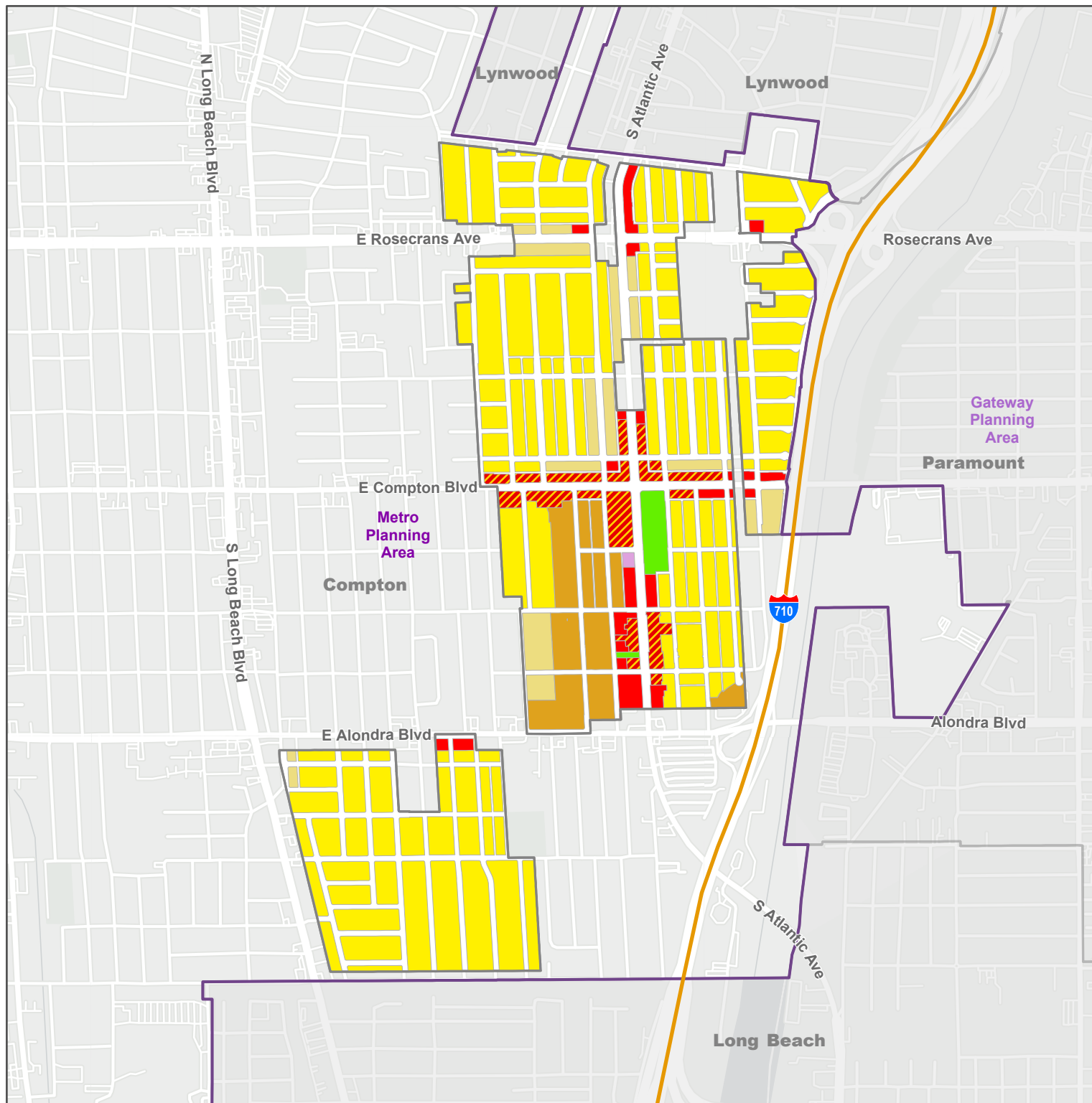


Prepared by DRP GIS Section / September 2023

**Metro Area Plan:  
Land Use Policy**

**East Rancho Dominguez**

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- P - Public and Semi-Public
- OS-PR - Parks and Recreation



**LA COUNTY  
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320 W. Temple St.  
Los Angeles, CA 90012



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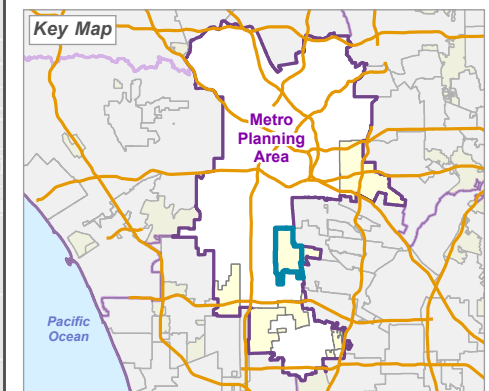


# Metro Area Plan: Land Use Policy

## Florence - Firestone

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- H100 - Residential 100
- CG - General Commercial
- CM - Major Commercial
- MU - Mixed Use
- IL - Light Industrial
- IH - Heavy Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- Transit Oriented District and Specific Plan  
Overlays (covers entire community)\*

\* The Transit-Oriented District and the Specific Plan are two separate overlays, but since the boundaries of these overlays are coincident, they are shown as one dashed purple line on this map.

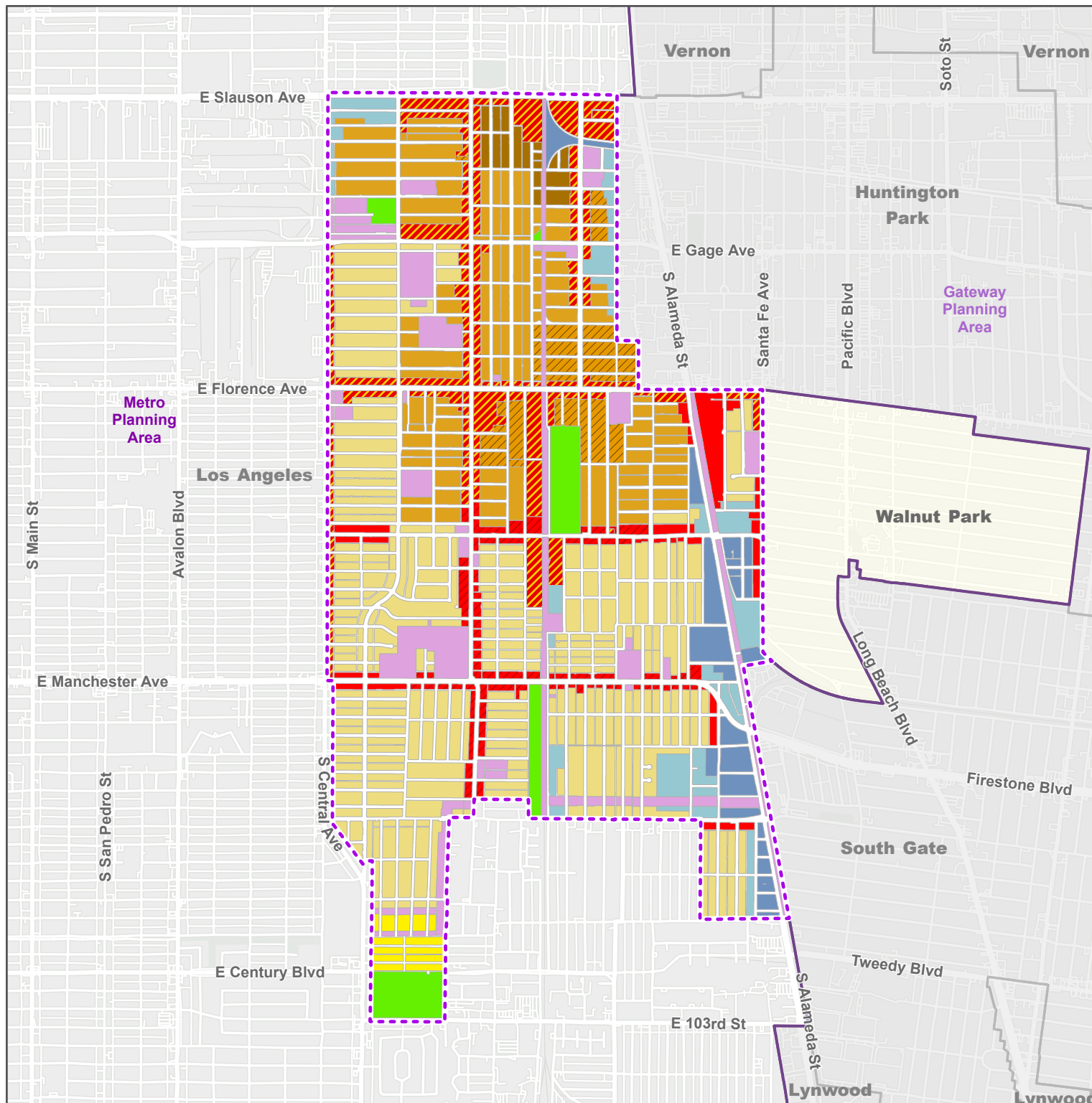


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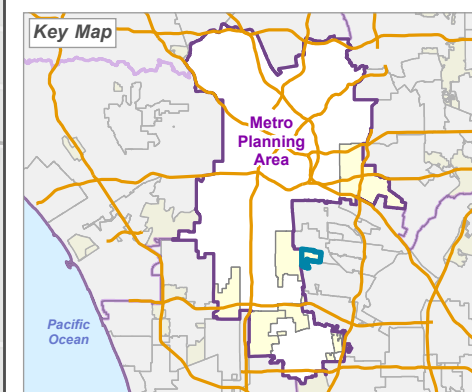
Prepared by DRP GIS Section / September 2023



**Metro Area Plan:  
Land Use Policy**

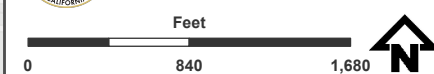
**Walnut Park**

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- P - Public and Semi-Public



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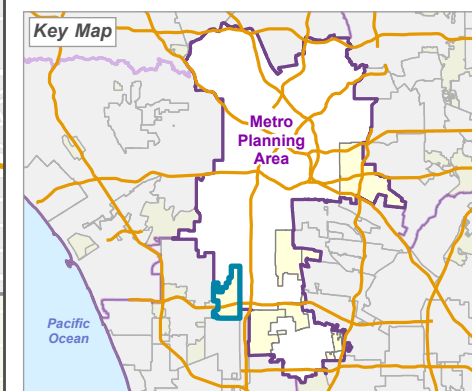


# Metro Area Plan: Land Use Policy

## West Athens - Westmont

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- Transit Oriented District and Specific Plan Overlays\*

\* The Transit-Oriented District and the Specific Plan are two separate overlays, but since the boundaries of these overlays are coincident, they are shown as one dashed purple line on this map.

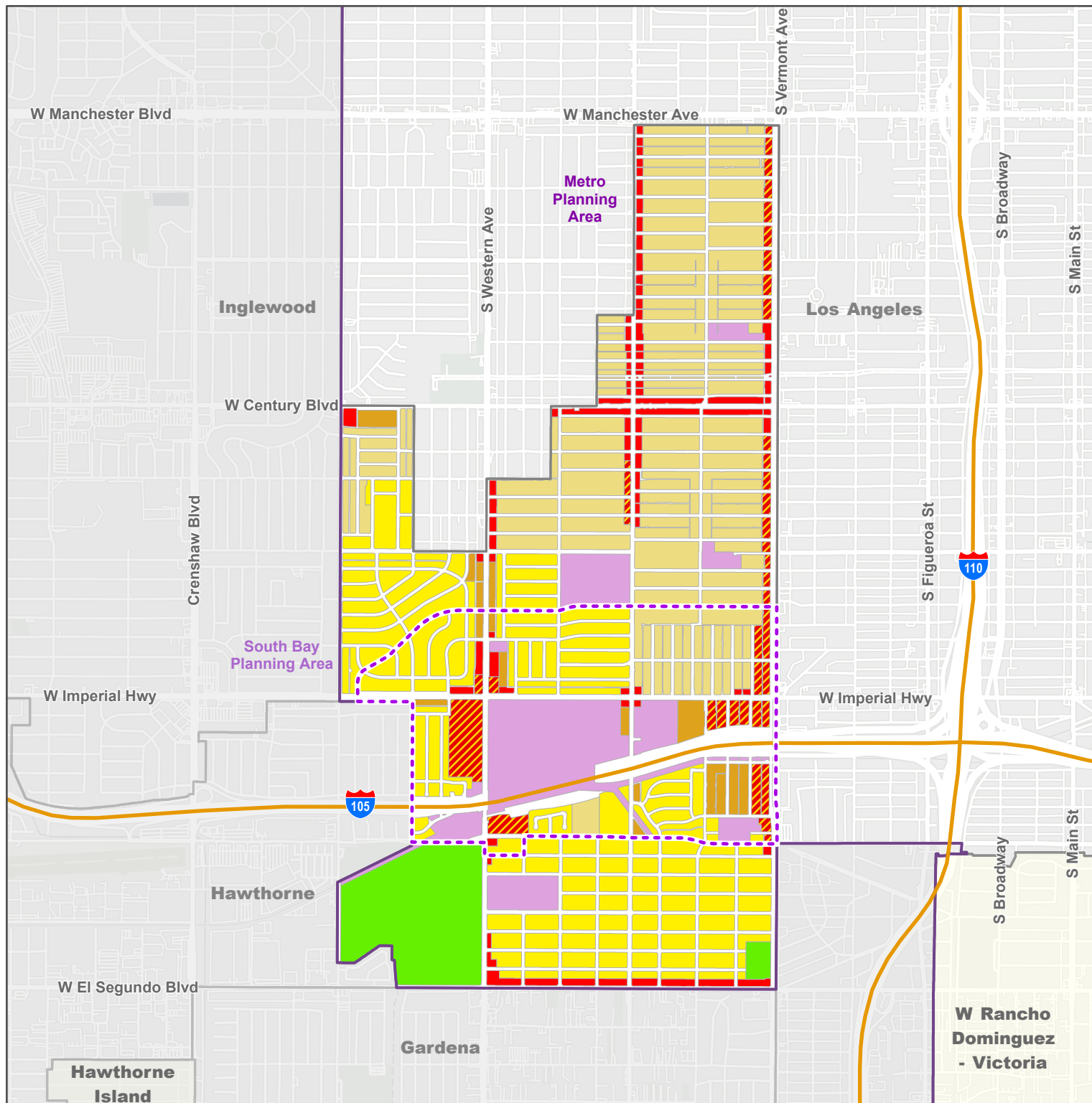


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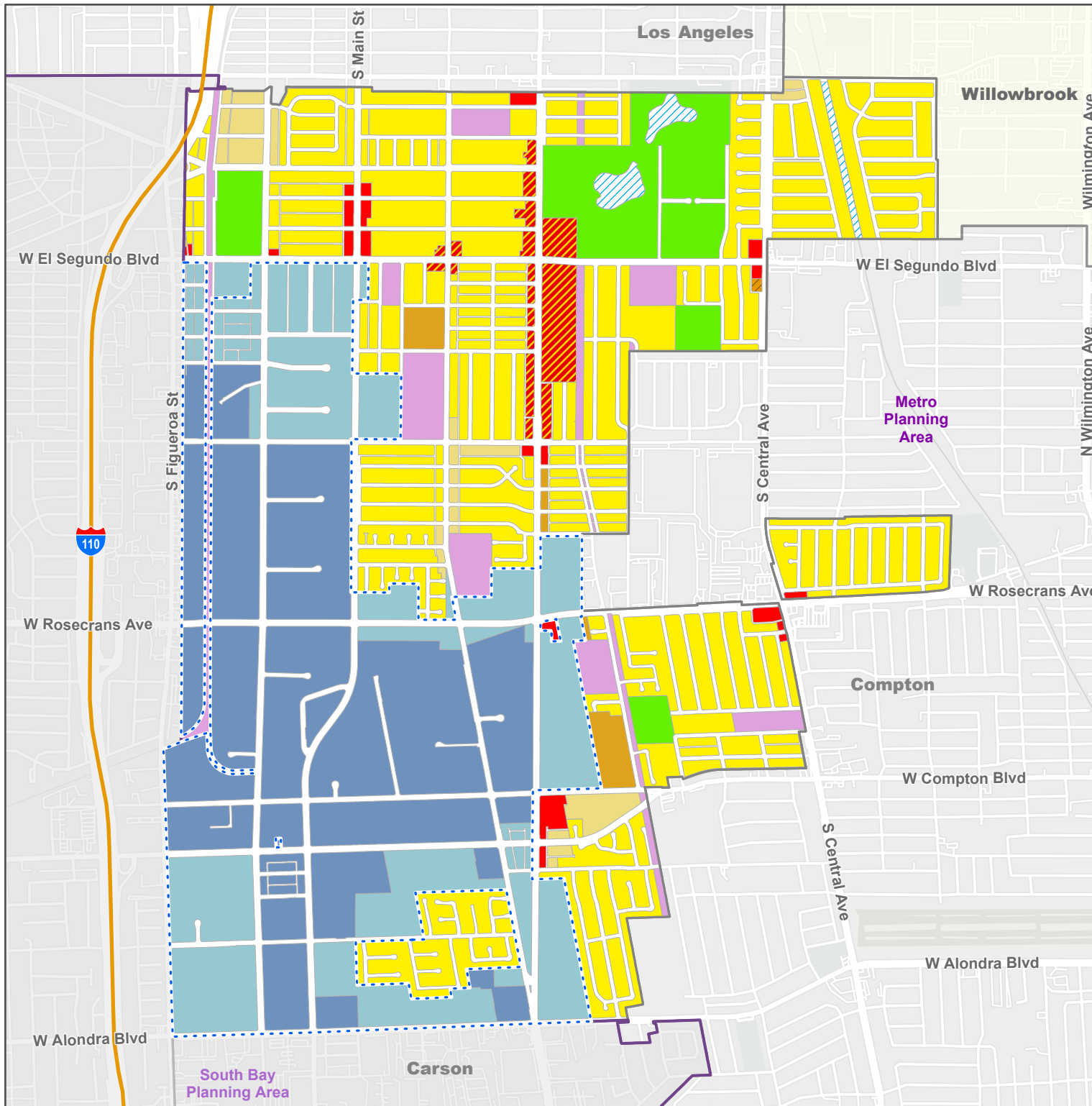


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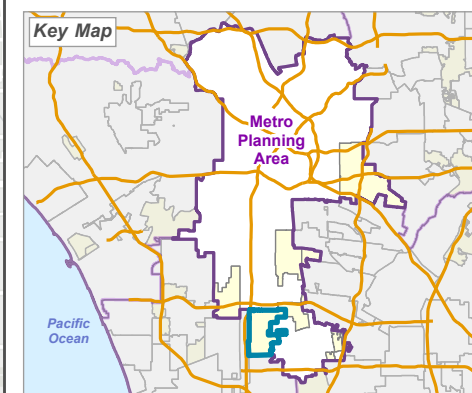


**Metro Area Plan:  
Land Use Policy**

**West Rancho Dominguez - Victoria**

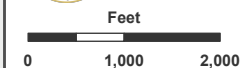


- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- CG - General Commercial
- MU - Mixed Use
- IL - Light Industrial
- IH - Heavy Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water
- Employment Protection District



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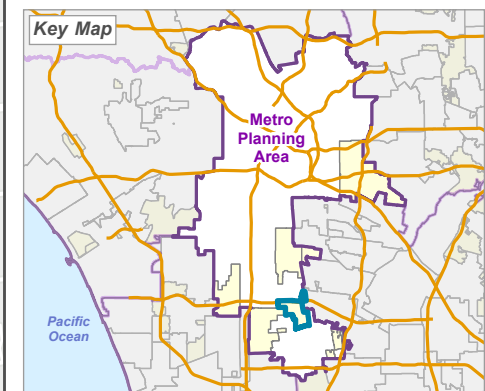
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# Metro Area Plan: Land Use Policy

## Willowbrook

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- IL - Light Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water
- Employment Protection District
- Transit Oriented District and Specific Plan Overlays\*

\* The Transit-Oriented District and the Specific Plan are two separate overlays, but since the boundaries of these overlays are coincident, they are shown as one dashed purple line on this map.



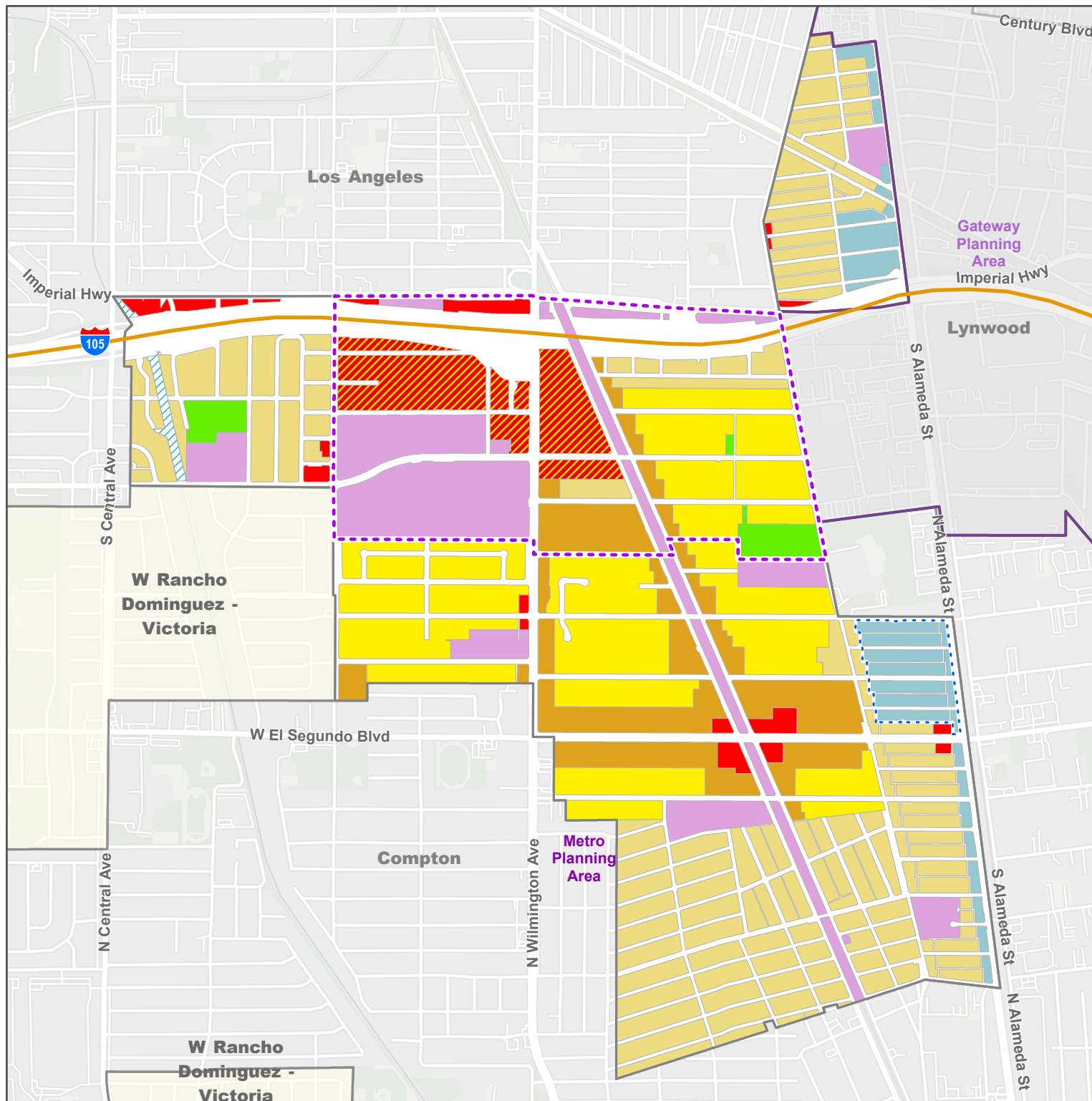
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# Los Angeles County Metro Area Plan

## **Appendix E: Market Study**

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320 West Temple Street, 13th Floor,  
Los Angeles, CA 90012





LOS ANGELES COUNTY

# EXISTING CONDITIONS REPORT: Metro Area Plan

Socioeconomic Review and Market Assessment

December 2021

Prepared by



**Pro Forma**  
Advisors LLC

and

**DUDEK**



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# 1 Existing Conditions Introduction and Overview

## 1.1 Project Overview

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Los Angeles County (County) is currently preparing the Metro Area Plan (Area Plan), which is one of 11 planning areas in the County. The Planning Area framework was adopted via the County's 2015 General Plan Update to effectively plan and regulate development in unincorporated areas across the nation's most populous County. There are seven unincorporated communities within the Metro Planning Area (Metro Area)<sup>1</sup> – West Athens - Westmont, West Rancho Dominguez – Victoria, Willowbrook, East Rancho Dominguez, Walnut Park, Florence-Firestone, and East Los Angeles. The Area Plan provides a once-in-a-generation opportunity for community members to share their vision for the area's future and provide input on the community's long-term goals and development opportunities.

This report analyzes socioeconomic and real estate market dynamics in the Metro Area.<sup>2</sup>

---

<sup>1</sup> This report only presents information for unincorporated areas with the Metro Area Plan.

<sup>2</sup> Some of the socioeconomic data used in this analysis is provided by ESRI Business Analyst (ESRI). ESRI's economists, statisticians, demographers, geographers, and analysts produce independent small-area demographic and socioeconomic estimates and forecasts throughout the United States. The ESRI data was utilized for two main reasons: (1) The 2020 Census data was not available at the time the market data was gathered and (2) two of the neighborhoods' geographies (Willowbrook and West Athens-Westmont) did not match to their respective Census-designated place geographies. For these reasons, the ESRI 2021/2026 socioeconomic data was utilized to ensure consistent comparisons among all the areas analyzed herein.



## 2 Summary

### 2.1 Introduction

---

This report summarizes the socioeconomic and real estate market conditions and trends that will shape medium-<sup>3</sup> to long-term<sup>4</sup> growth opportunities in the greater Metro Area. The primary purpose of this socioeconomic review and market assessment is to inform, for planning purposes, the area's overall land use policy with respect to the type of development and land uses that could be effectively targeted during the planning horizon.

It is important to note that in the context of long-term planning, short-term market cycles have less relevance given the Area Plan's planning horizon which will stretch to 2035.<sup>5</sup> The conclusions discussed throughout this report are based on long-term data projections and an understanding of economic and market dynamics affecting the community and region. This report has been prepared for the County by Pro Forma Advisors as a sub-consultant to Dudek in support of the County's Area Plan planning process.

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<sup>3</sup> Five to 10 years.

<sup>4</sup> Over 10 years.

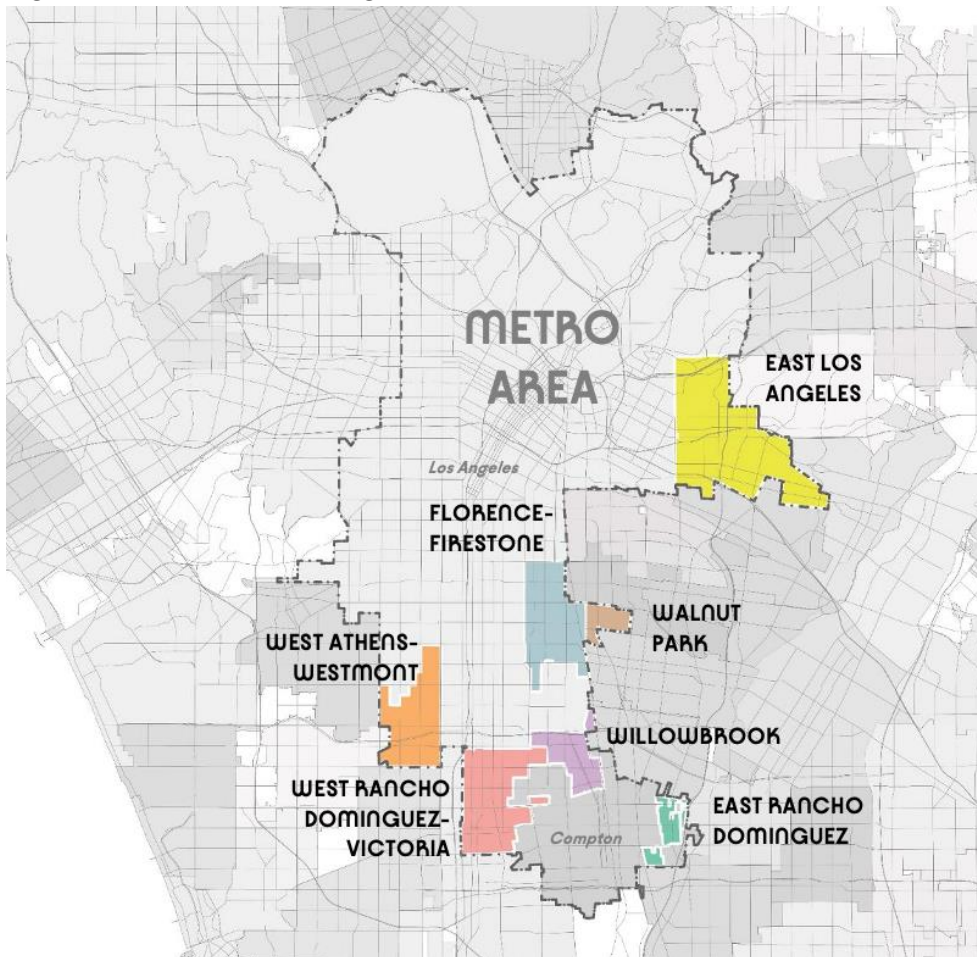
<sup>5</sup> This would include the short-term impacts of COVID-19

## 2.2 Summary of Findings

### CURRENT LAND USE

Excluding roads and other infrastructure, the unincorporated communities within the Metro Area has 16.8 square miles of publicly and privately held land within a total land area of 21.25 square miles. Residential land uses make up the majority of land in the community area, representing 64.0 percent of the total land and 63.5 percent of the built space. Commercial uses (inclusive of both retail and office) represent about 7.0 percent of the total land and 12.5 percent of the built space due to the highest floor area ratio among any of the land uses. The remaining land is comprised of industrial development, which occupies 11.9 percent of the land and 20.5 percent of the built space. A map of the Area Plan communities is presented below in Figure 2-1.

Figure 2-1: Metro Planning Area



Source: Dudek

## SOCIOECONOMIC FACTORS INFLUENCING DEVELOPMENT

Based on a review of historic and projected socioeconomic trends for the community, the following provides a summary of key issues to consider for future land use planning from a socioeconomic perspective.

### Growth

All but four communities within the Metro Area experienced population and housing growth at a rate below the region average. However, given that the communities are largely built out, the number of new housing units delivered since 2000 has been low in absolute terms.

### Ethnic Composition

The Metro Area is dominated by individuals identifying as being Latino/a and Black. While existing demographics do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities, and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the area's ethnic composition might impact future land use decisions.

### Employment Base

Since 2002, the Metro Area experienced employment growth at a rate faster than County. A significant number of jobs that support "Industrial" serving employment located within the Area Plan communities have been lost since 2002. There is a strong base of employment in many other industry clusters. Examples would include the public administration cluster near the Atlantic and Civic Center stations in East Los Angeles as well as many other areas that have a higher concentration of educational services and health care industries such as the cluster in Willowbrook near the Martin Luther King Jr. Outpatient Center and Charles R. Drew University of Medicine and Science. Since 2002, the area added over 14,500 jobs in the Metro Area. However, overall, the communities within the Metro Area tend to have more jobs requiring lower levels of education and thus tend to pay less than the countywide average.

### Retail Leakage

The Metro Area communities appear to experience retail expenditure leakage to neighboring areas in the region, or "retail leakage" due to the newer, large format re-

tailers located in other areas of the County. The Metro Area could recapture nearly 500,000 square feet of neighborhood serving retail development over the next 20 plus years. To help the Metro Area to be economically viable over the long-term, the County should strive to continue expanding its retail base by creating a more diverse local serving retail environment to increase the market capture from its households within the community.

### Long-Term Land Use Demand

The following provides context regarding future development potential, given the anticipated market demand for various land uses as discovered in the market analysis. As shown below, an order-of-magnitude demand estimate for residential, retail, office land uses have been made for the Metro Area through 2035.

Table 2-1 represents the target range of development that could be attracted over the Area Plan planning horizon. Based on the economic development goals of the County, a more aggressive capture of demand could be warranted. As such, these estimates should be considered preliminary for planning purposes.

Table 2-1: Demand Analysis Summary (2021 – 2035)

	Target (Rounded)
Housing (Units)	13,900
Market Rate	3,900
Affordable	9,900
Retail (Square Feet)	499,600
Office (Square Feet)	184,500

Source: Pro Forma Advisors

Please see the Appendix for select socioeconomic indicators that compare the communities to each other as well as with the collective Metro Area.

A further economic development analysis should continue to explore these topics within the framework of long-term community planning objectives. Key preliminary findings as it relates to long-term land use demand are presented below:

- Future residential development could include various forms of multi-family housing that are in limited supply in the region: New housing delivered in various forms would speed absorption and differentiate the Metro Area from other areas in the region, while still being consistent with the area's cultural attributes. A focus on 3-4 story stacked flats, row houses, and perhaps smaller units could attract younger first-time buyers or renters that wanted the benefit of light rail access in the region. These housing development prototypes are in line with current trends and tend to attract individuals that desire more local services within a close walking distance (i.e., urban versus suburban environment). Given the current market demographics, providing affordable housing units would benefit both the local and regional area.
- New commercial retail development would help activate the planning area: A focus on a mix of desired uses to move towards a pedestrian-oriented environment consistent with communities within the Area Plan. There is a need for more neighborhood-serving retail options<sup>6</sup>, which appear to be largely deficient from most of the areas analyzed within the Area Plan.
- Potential for employment generating development is limited: Given the competitive submarket dynamics and forecasted employment growth in the region, potential for office development is limited within the near-term planning horizon. Alternatively, office could be encouraged to be delivered within live/work housing product.
- Underperforming industrial development could be further examined to transition to other more compatible flex-industrial or light industrial land uses with existing and potential future residential land development in the Metro Area. Additionally, flex- or light-industrial development more appropriate to attract growing biotech, clean, or other industrial uses should be encouraged.

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<sup>6</sup> Retail development that provides for the sales of convenience goods (food, drugs, etc.) and personal services (laundry, dry cleaning, etc.) for day-to-day living needs of the immediate neighborhood.



## 3 Appendix

### SOCIOECONOMIC INDICATORS

Table 3-1: Economic Summary

	East Los Angeles	East Rancho Dominguez	Florence Firestone	Walnut Park	West Athens Westmont	West Rancho Dominguez Victoria	Willowbrook	Metro Area
Median HH Income (2021)	\$49,200	\$53,800	\$44,600	\$54,900	\$41,800	\$60,300	\$50,100	\$48,900
Median Housing Price (2021)	\$489,900	\$388,200	\$469,000	\$466,800	\$519,300	\$444,200	\$391,500	\$469,900
Residents Spending over 30% on Housing (2019)	49%	53%	55%	48%	61%	46%	56%	53%
In-Community Jobs (2018)	23,352	717	7,457	1,010	3,843	15,829	3,295	55,503
In-Community Job Change (2002-2018)	7,545	441	2,457	262	2,177	555	1,079	14,586
Employment to Population Ratio (2020)	46.5%	43.1%	42.4%	45.1%	44.1%	44.9%	44.2%	44.7%

Source: ESRI Business Analyst, US Census

Table 3-2: Demographic Summary (2021)

	East Los Angeles	East Rancho Dominguez	Florence Firestone	Walnut Park	West Athens Westmont	West Rancho Dominguez Victoria	Willowbrook	Metro Area
Population	126,191	15,281	65,020	16,239	41,088	22,243	21,131	310,857
Housing Units	32,385	3,245	15,032	3,793	13,528	6,683	5,219	80,458
Average Household Size	4.1	5.0	4.6	4.4	3.3	3.6	4.6	4.1
Housing Tenure								
Rent (%)	66%	50%	65%	49%	65%	64%	59%	61%
Own (%)	34%	50%	35%	51%	35%	36%	41%	39%
Median Age	29.9	27.5	27.8	31.7	31.9	34.5	27.8	29.7
Population Density (per Square Mile)	16,961	18,500	18,646	21,623	12,909	5,593	13,226	14,566
Hispanic Origin	97%	84%	91%	98%	49%	48%	77%	84%
Percent with High School Education or Higher	54%	55%	47%	50%	71%	70%	58%	56%

Source: ESRI Business Analyst

## EXISTING LAND USE AND BUILT ENVIRONMENT

Table 3-3: Existing Land Use and Improvements (2020)

	East Los Angeles	East Rancho Dominguez	Florence Firestone	Walnut Park	West Athens Westmont	West Rancho Dominguez Victoria	Willowbrook	Metro Area
<b>Built Space (SF)</b>								
Commercial	5,736,652	332,599	2,141,408	550,009	1,323,968	881,655	678,766	11,645,057
Industrial	2,770,243	3,785	2,492,749	0	122,948	13,524,299	225,455	19,139,479
Residential	20,320,898	2,686,398	9,768,114	3,384,935	11,097,109	7,440,557	4,575,577	59,273,588
Other	1,361,229	114,298	461,299	54,355	508,188	460,553	297,058	3,256,980
Total	30,189,022	3,137,080	14,863,570	3,989,299	13,052,213	22,307,064	5,776,856	93,315,104
<b>Land</b>								
Commercial	0.46	0.04	0.26	0.04	0.14	0.16	0.06	1.17
Industrial	0.29	0.00	0.31	0.01	0.01	1.34	0.04	2.00
Residential	3.57	0.53	1.74	0.51	1.79	1.48	1.15	10.77
Other	1.26	0.02	0.43	0.01	0.56	0.38	0.22	2.88
Total	5.58	0.59	2.75	0.58	2.49	3.36	1.47	16.82

Source: Los Angeles County Assessor

## LAND USE DEMAND

Table 3-4: Land Use Demand Summary (2021 - 2035)

	East Los Angeles	East Rancho Dominguez	Florence Firestone	Walnut Park	West Athens Westmont	West Rancho Dominguez Victoria	Willowbrook	Metro Area
Housing (Units)	5,200	700	2,900	600	2,400	1,000	1,200	13,900
Market Rate	1,500	200	800	200	600	300	400	3,900
Affordable	3,700	500	2,100	400	1,800	600	800	9,900
Retail (Square Feet)	184,800	23,400	83,400	29,100	111,000	24,000	43,900	499,600
Office (Square Feet)	109,800	1,800	15,300	10,500	34,900	9,100	3,500	184,500

Source: Pro Forma Advisors

Note: Totals may not add due to rounding.

LOS ANGELES COUNTY

# EXISTING CONDITIONS REPORT: East Los Angeles

Socioeconomic Review and Market Assessment

December 2021

Prepared by



**Pro Forma**  
Advisors LLC

and

**DUDEK**





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# 1 Existing Conditions Introduction and Overview

## 1.1 Project Overview

---

Los Angeles County (County) is currently preparing the Metro Area Plan (Area Plan), which is one of 11 planning areas in the County. The Planning Area framework was adopted via the County's 2015 General Plan Update to effectively plan and regulate development in unincorporated areas across the nation's most populous County. There are seven unincorporated communities within the Metro Area Plan – West Athens - Westmont, West Rancho Dominguez – Victoria, Willowbrook, East Rancho Dominguez, Walnut Park, Florence-Firestone, and East Los Angeles. The Area Plan provides a once-in-a-generation opportunity for community members to share their vision for the area's future and provide input on the community's long-term goals and development opportunities.

## 1.1 Purpose of the Existing Conditions Report

---

This Existing Conditions Report represents the first major step in the process of updating the Area Plan. This report provides information on existing socioeconomic and market conditions in the Area Plan and its surrounding areas as well as an analysis of growth prospects and land demand. The Existing Conditions Report is used as a basis for:

- Facilitating community input on planning issues and visions during community workshops;
- Preparing alternative land use planning scenarios; and
- Formulating policies and implementation actions for the General Plan.

The focus is on resources, trends, and critical concerns to frame decision-making for the long-term physical development of the community. This report analyzes socioeconomic and real estate market dynamics in East Los Angeles (Existing Conditions Report).

## 2 Summary

### 2.1 Introduction

---

This report summarizes the socioeconomic and real estate market conditions and trends that will shape medium-<sup>1</sup> to long-term<sup>2</sup> growth opportunities in East Los Angeles and the greater Metro Planning Area (Metro Area).<sup>3</sup> The primary purpose of this socioeconomic review and market assessment is to inform, for planning purposes, the area's overall land use policy with respect to the type of development and land uses that could be effectively targeted during the planning horizon.

It is important to note that in the context of long-term planning, short-term market cycles have less relevance given a planning horizon stretching to 2035.<sup>4</sup> The conclusions discussed throughout this report are based on long-term data projections and an understanding of economic and market dynamics affecting the community and region. This report has been prepared for the County by Pro Forma Advisors as a sub-consultant to Dudek in support of the County's General Plan Area Plan update process.

### 2.2 Summary of Findings

---

The following key findings are provided to give a sense of future land use demand as well a review of key issues impacting future development in the city. These issues are explored from the socioeconomic and market perspective.

---

<sup>1</sup> Five to 10 years.

<sup>2</sup> Over 10 years.

<sup>3</sup> This report only presents information for unincorporated areas.

<sup>4</sup> This would include the short-term impacts of COVID-19.

## SOCIOECONOMIC FACTORS INFLUENCING DEVELOPMENT

Based on a review of historic and projected socioeconomic trends for the community, the following provides a summary of key issues to consider for future land use planning from a socioeconomic perspective.

### Growth

East Los Angeles is one of four communities within the Metro Area that have experienced population and housing growth at a rate below the region average. Given the community is largely built out, the number of new housing units delivered since 2000 has also been well below the Metro Area and County.

### Ethnic Composition

East Los Angeles has over 95 percent of its community identifying with being Hispanic and Latino/a. While existing demographics do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities, and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the area's ethnic composition might impact future land use decisions.

### Employment Base

East Los Angeles has experienced employment growth at a rate faster than the Metro Area and County. The majority of jobs located in the community that have been lost since 2002 are in industries that support "Industrial" serving employment. There is a strong base of employment in many core industries. Since 2002 the area added over 7,500 community-based jobs representing 17 percent of all new jobs in the Metro Area. However, overall, the less educated in-place employees and residents tend to have jobs that pay less than the countywide average income.

### Retail Leakage

The community appears to experience retail expenditure leakage to neighboring areas in the region or "retail leakage" due to the newer, large format retailers located in other areas of the County. Based on the analysis, the community could recapture 2.1 square feet per household for neighborhood serving retail development.<sup>5</sup>For the

---

<sup>5</sup> Retail development that provides for the sales of convenience goods (food, drugs, etc.) and personal services (laundry, dry cleaning, etc.) for day-to-day living needs of the immediate neighborhood.

community to be economically viable over the long-term it should strive to continue expanding its retail base by creating a more diverse local serving retail environment to increase the market capture from its households within the community. It should be noted that the community exports food and beverage demand from its cluster of food and beverage offerings.

#### Long-Term Land Use Demand

The following provides context regarding future development potential, given the anticipated market demand for various land uses as discovered in the market analysis. As shown below, an order-of-magnitude demand estimate for residential, retail, office land uses have been made for East Los Angeles through 2035.

This represents the target range of development that could be attracted over the Area Plan horizon. Based on the economic development goals of the County, a more aggressive capture of demand could be warranted. As such, these estimates should be considered preliminary for planning purposes.

Table 2-1: Demand Analysis Summary (2021 – 2035)

	Target (Rounded)
Housing (Units)	5,200
Market Rate	1,500
Affordable	3,700
Retail (Square Feet)	184,800
Office (Square Feet)	109,800

Source: Pro Forma Advisors

## 3 Geography and Land Use Overview

The following section presents a brief overview of East Los Angeles in relation to other geographical areas referred to within this report. It also summarizes existing land uses. A community's core assets such as open space, proximity to regional freeways, and reputation within the region are important attributes that impact future development and shape long-term land use planning.

### 3.1 Location Overview

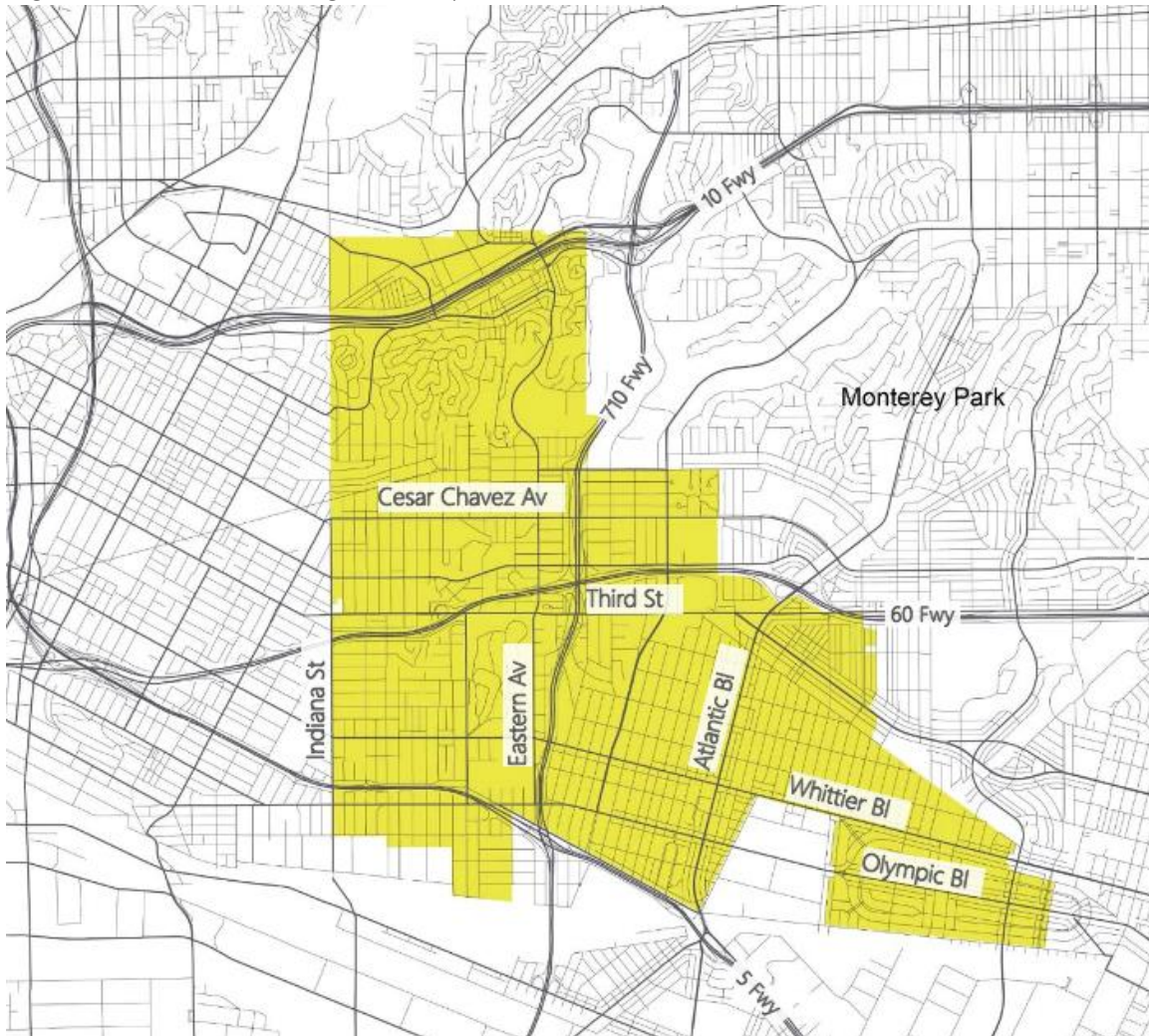
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Located near the center of the County, East Los Angeles is approximately 7.44 square miles in size and is the largest Area Plan community area. East Los Angeles is an unincorporated community and also a census designated place. For the purpose of this analysis, the area is generally bounded by Interstate 10 to the North, Indiana Street to the East, and Interstate 5 and Olympic Boulevard to the South. Major North/South thoroughfares include Interstate 710, Eastern Avenue, and Atlantic Boulevard. Major East/West thoroughfares include State Highway 60, Caesar Chavez Avenue, Third Street, Whittier, and Olympic Boulevards. Key locational assets include its notoriety as an ethnic enclave for Hispanic and Latino/a residents with a rich identity for food and culture.

East Los Angeles is one of seven communities within the larger Metro Area. It represents approximately 35 percent of the total Metro Area land area.

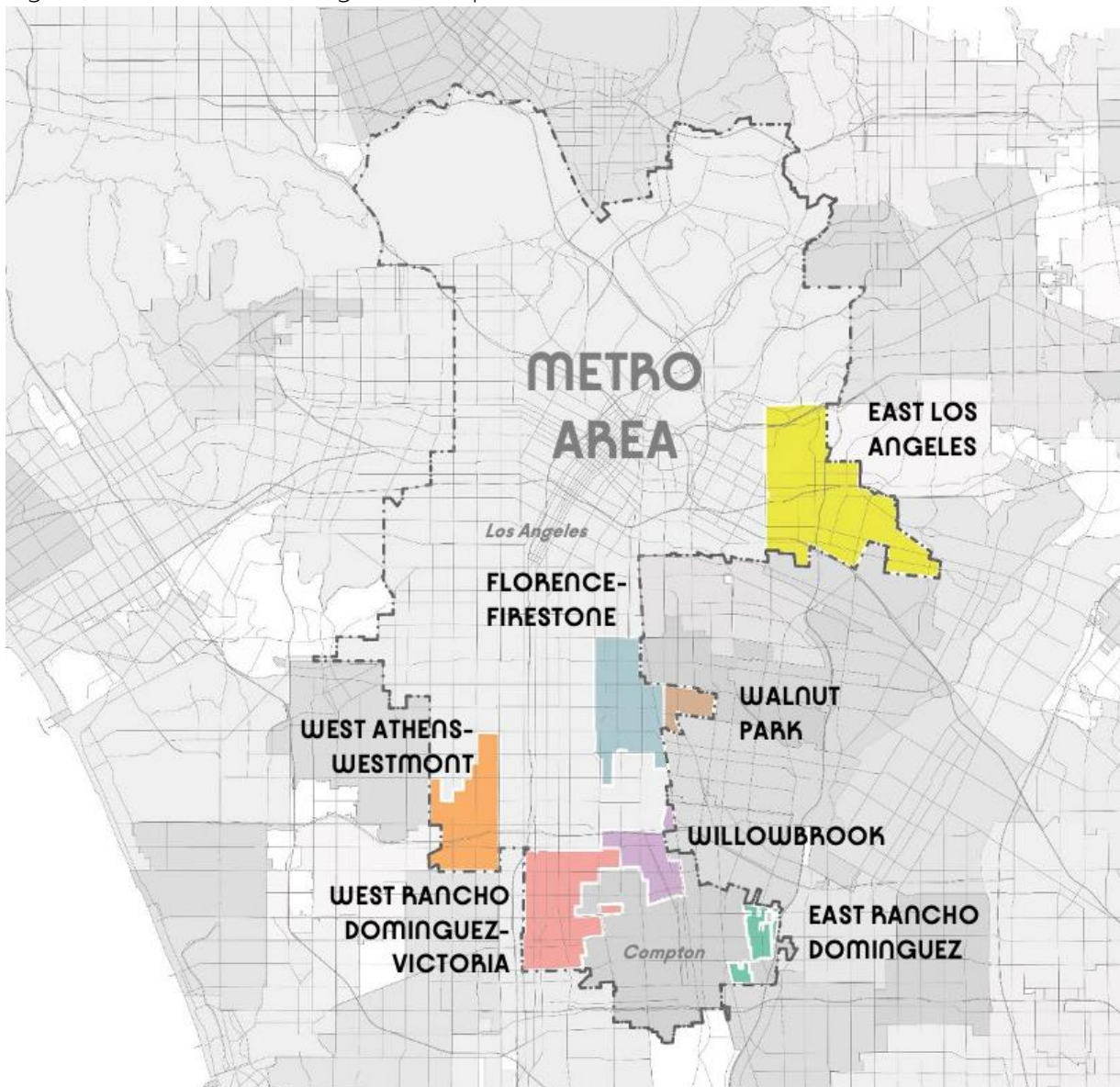


Figure 3-1: East Los Angeles Map



Source: Dudek

Figure 3-2: Metro Planning Area Map



Source: Dudek

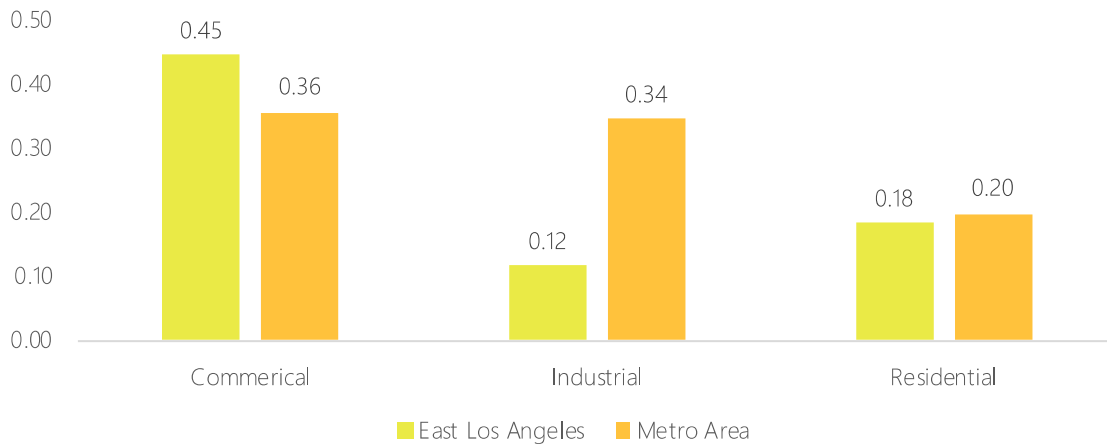
## 3.2 Current Land Use

Excluding roads and other infrastructure, East Los Angeles has 5.58 square miles of publicly and privately held land. Residential land uses make up the majority of land in the community area, representing 64.0 percent of the total land and 67.3 percent of the built space. Commercial uses (inclusive of both retail and office) represent about 8.3 percent of the total land and 19.0 percent of the built space due to the highest floor area ratio (FAR) among any of the land uses. The remaining land is comprised of industrial development and other land uses (including government, institutional, etc.). As it relates to the larger Metro Area, East Los Angeles represents:

- 49.3 percent of the of the commercial development;
- 14.5 percent of the industrial development; and
- 34.3 percent of the residential development.

The distribution of land use has a fairly consistent relationship to the Metro Area with higher-than-normal commercial land use development and much lower proportional amount of industrial development and land.

Figure 3-3: FAR Comparison by Land Use



Source: Los Angeles County Assessor

Table 3-1: Land Use (2020)

	East Los Angeles		Metro Area		East Los Angeles/Metro Area	
	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)
Total						
Commercial	5,736,652	0.46	11,645,057	1.17	49.3%	39.4%
Industrial	2,770,243	0.29	19,139,479	2.00	14.5%	14.4%
Residential	20,320,898	3.57	59,273,588	10.77	34.3%	33.1%
Other	1,361,229	1.26	3,256,980	2.88	41.8%	43.7%
Total	30,189,022	5.58	93,315,104	16.82	32.4%	33.2%
Percent of Total/Index						
Commercial	19.0%	8.3%	12.5%	7.0%	152.3	118.7
Industrial	9.2%	5.1%	20.5%	11.9%	44.7	43.4
Residential	67.3%	64.0%	63.5%	64.0%	106.0	99.9
Other	4.5%	22.6%	3.5%	17.1%	129.2	131.8

Source: Los Angeles County Assessor

### 3.3 Transportation Access

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From a regional perspective, East Los Angeles is easily accessible from California State Route 60 (Pomona Freeway) and Interstates 10, 710, and 5 (See Figure 3-4). Given its central location within the larger Los Angeles Metropolitan Statistical Area, it is estimated that there are over 10 million people living within a 30-mile radius, which includes major job centers. East Los Angeles is also within a relatively short driving distance from Los Angeles International airport (LAX) as well as two shipping ports (Port of Los Angeles and Long Beach). The community also hosts three light rail stations (Atlantic, Civic Center, and Maravilla Stations) along the Los Angeles Metro L Line (formerly Gold) that connects the city of Azusa to downtown Los Angeles.

As of the last available data, in fiscal year 2019, the Atlantic Station, which has the highest ridership, had an average of approximately 2,000 daily boardings (Figure 3-5) and represents the 40<sup>th</sup> highest utilized Metro station. Overall, total ridership of the Metro system (bus and rail) has decreased since fiscal year 2010 with a peak ridership in fiscal year 2014 (475.5 million). However, the existing light rail infrastructure is viewed as a significant asset for the community and could be leveraged for future development. The upcoming Eastside Extension will create additional transit stops to the east and could increase the number of people frequenting the community, thus creating additional market opportunities in the future.

### 3.4 Key Takeaways

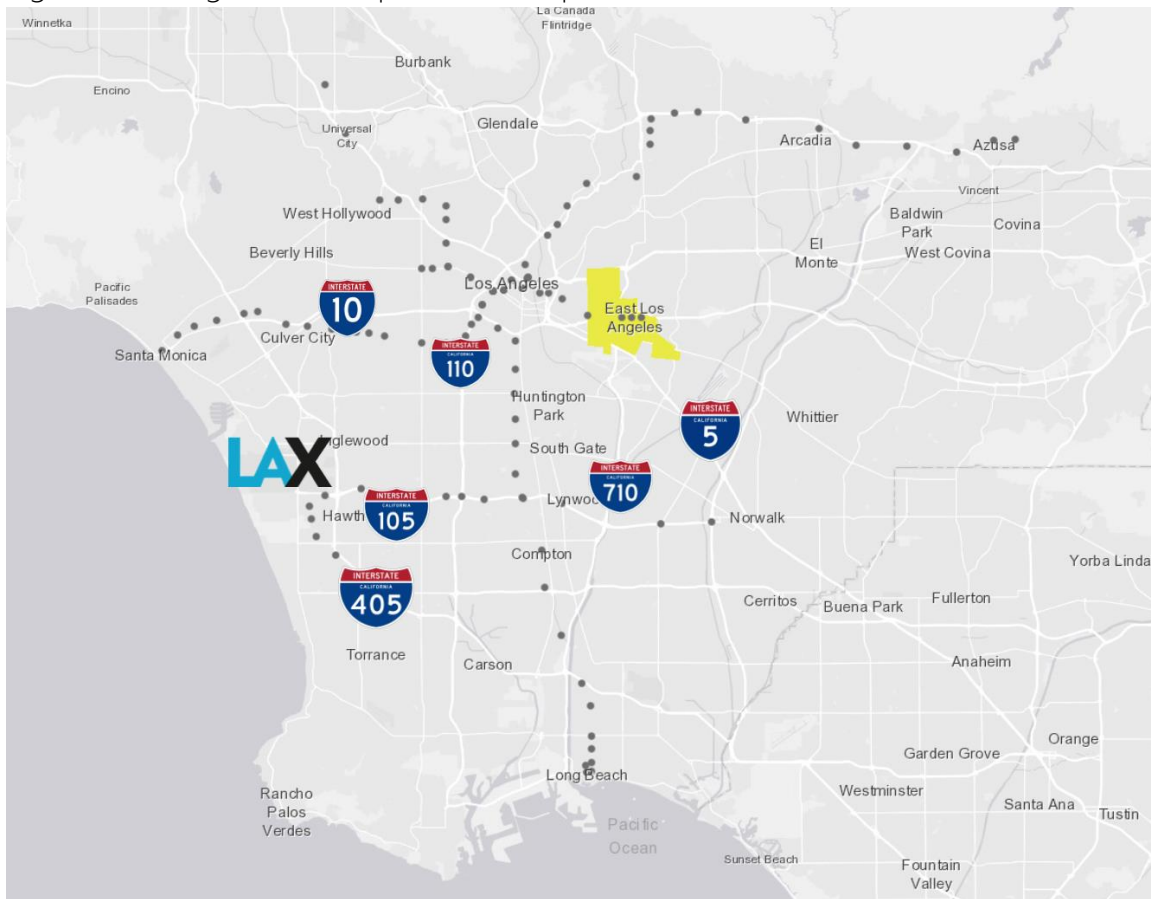
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The following includes a bullet point summary of key takeaways from the section:

- The predominant land use in East Los Angeles is residential, but the area represents a third of all commercial development in the MAP region;
- East Los Angeles is centrally located within Los Angeles County and is easily accessible from Downtown Los Angeles;
- The community benefits from excellent regional freeway access; and
- Significant community assets in the form of three light rail transit stops along the Metro L Line, which connects Azusa to Downtown Los Angeles.

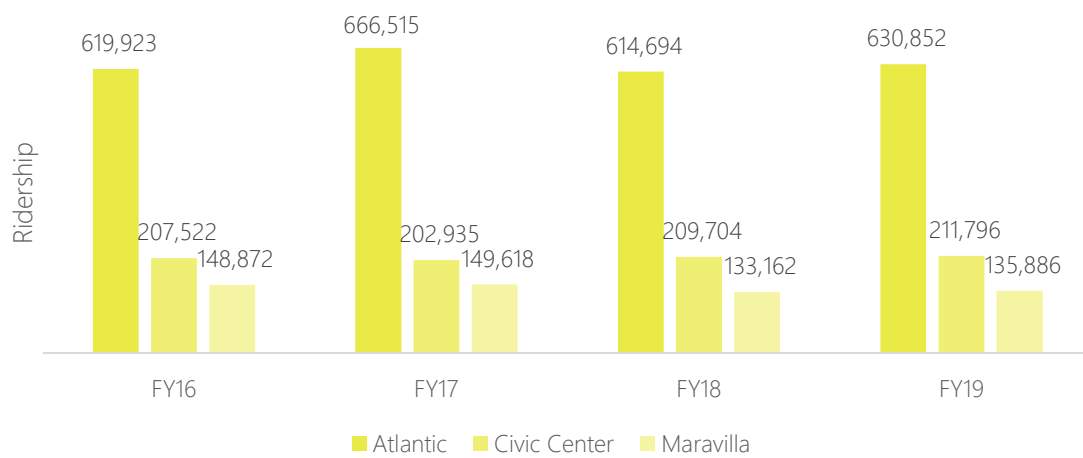


Figure 3-4: Regional Transportation Map



Source: ESRI Business Analyst; METRO, Pro Forma Advisors

Figure 3-5: Metro Ridership (FY2016 – FY2019)



Source: METRO

## 4 Socioeconomic Analysis

The future market demand for different land uses in East Los Angeles will be influenced by regional economic forces and market trends. This section analyzes the historic and projected socioeconomic trends for East Los Angeles, the Metro Area, and County that most influence land use potentials for future development. The following section provides summary level information on key population, household age, race and ethnic, and educational attainment trends that may affect future land use planning.<sup>6</sup>

### 4.1 Demographic Trends

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The following section provides summary level information on key population and household, age, ethnic, and educational trends that may affect future land use planning in the community.

#### POPULATION AND HOUSEHOLDS

According to the U.S. Census between 2000 and 2010, East Los Angeles gained approximately 650 residents. Since 2000, East Los Angeles's overall population growth has grown slower than the Metro Area and County. However, it still remains the most populous community in the Metro Area.

Focusing on more recent population trends, ESRI Business Analysis estimates that the area's population will decrease by approximately 600 over the next five years keeping the population growth essentially flat. Average household size is anticipated to stay high, with an average household size of 4.1. This household size is significantly higher than the County average (3.0).

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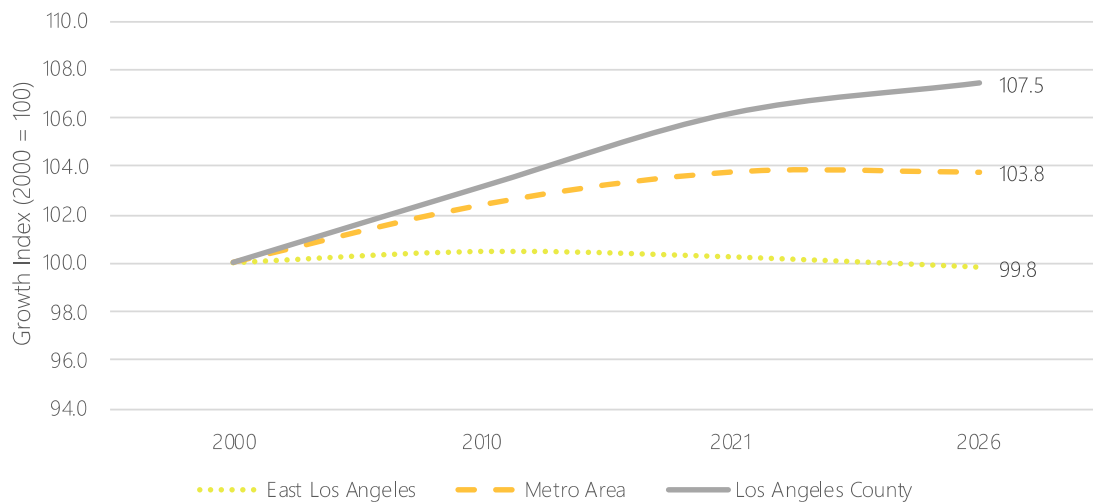
<sup>6</sup> Some of the socioeconomic data used in this analysis is provided by ESRI Business Analyst (ESRI). ESRI's economists, statisticians, demographers, geographers, and analysts produce independent small-area demographic and socioeconomic estimates and forecasts throughout the United States. The ESRI data was utilized for two main reasons: (1) The 2020 Census data was not available at the time the market data was gathered and (2) two of the neighborhoods' geographies (Willowbrook and West Athens-Westmont) did not match to their respective Census-designated place geographies. For these reasons, the ESRI 2021/2026 socioeconomic data was utilized to ensure consistent comparisons among all the areas analyzed herein.

Table 4-1: Population and Household Trends

	2000	2010	2021(e)	2026(e)
<b>Population</b>				
East Los Angeles	125,856	126,500	126,191	125,604
Metro Area	299,561	306,772	310,857	310,826
Los Angeles County	9,519,135	9,818,605	10,108,711	10,229,558
<b>Households</b>				
East Los Angeles	30,291	30,816	30,675	30,436
Metro Area	72,637	74,630	75,285	75,023
Los Angeles County	3,133,720	3,241,204	3,328,361	3,366,546
<b>Household Size</b>				
East Los Angeles	4.1	4.1	4.1	4.1
Metro Area	4.1	4.1	4.1	4.1
Los Angeles County	3.0	3.0	3.0	3.0

Source: ESRI Business Analyst

Figure 4-1: Population Growth Index



Source: ESRI Business Analyst

## AGE

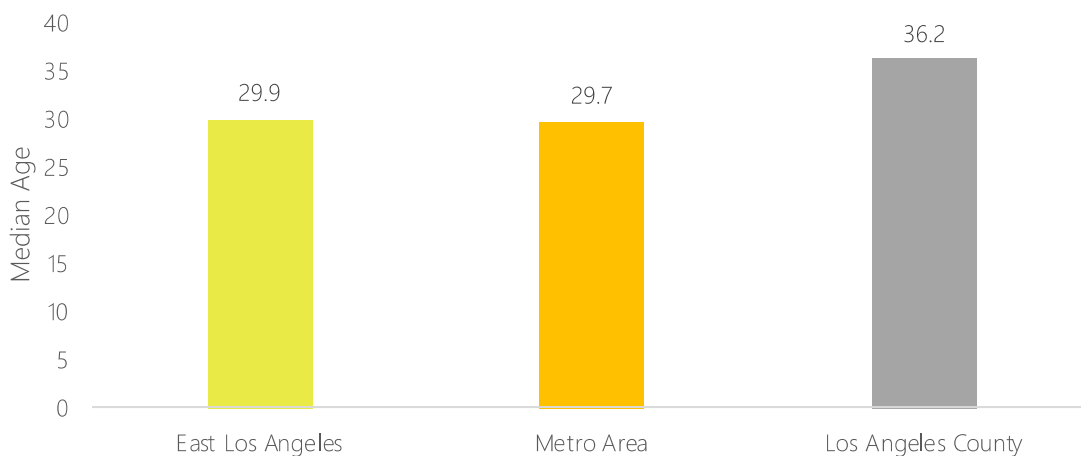
East Los Angeles's median age is 29.9 (Figure 4-2), which is slightly older than the Metro Area's median age (29.7) and younger than the County's median age (36.2). By analyzing age cohorts (Table 4-2), the area has an underrepresentation of age groups over 35 years. Conversely, there is an overrepresentation of age cohorts under 35 years old, whose shares are higher than County. A younger population, comprised of large numbers of families, will have unique implications for future land use planning.

Table 4-2: Age Distribution by Geography (2021)

	East Los An- geles	Metro Area	Los Ange- les County	East Los Ange- les/ Metro Area	East Los Ange- les/ County
Children/Young Adults (Under 24)	40.8%	41.1%	31.9%	99.2	127.8
Young Workers (25 to 34)	17.4%	17.5%	16.3%	99.3	106.6
Family Formation (35 to 54)	24.1%	23.4%	25.9%	102.9	93.0
Empty Nesters (55 to 74)	13.8%	14.4%	19.9%	95.7	69.3
Seniors (75+)	3.9%	3.5%	5.9%	111.3	66.0

Source: ESRI Business Analyst

Figure 4-2: Median Age by Geography (2021)



Source: ESRI Business Analyst

## RACE AND ETHNICITY

While race and ethnic composition do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the ethnic composition of the community's population might impact future land use decisions. East Los Angeles has a higher relative share of residents identifying as "American Indian alone," "some other race alone," and of "Hispanic origin." The high Hispanic and Latino/a population composition is comparable to other areas within the Metro Area (but twice as high as the County) and 73 percent report that they speak Spanish at home.

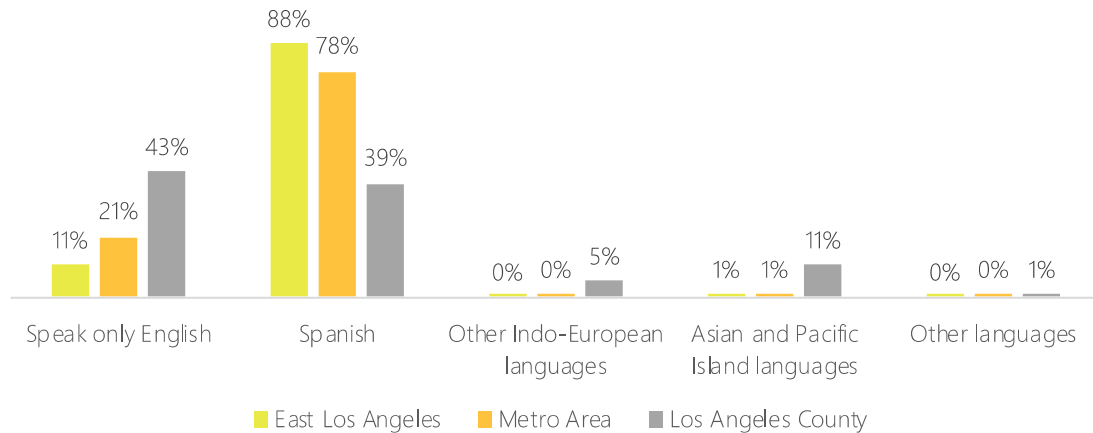
Table 4-3: Population by Race/Ethnicity (2021)

	East Los Angeles	Metro Area	Los Angeles County	East Los Angeles/ Metro Area	East Los Angeles/ County
White Alone	50.3%	38.6%	48.5%	130.3	103.7
Black Alone	0.6%	14.3%	8.2%	4.2	7.3
American Indian Alone	1.1%	0.9%	0.7%	122.2	157.1
Asian Alone	1.0%	0.7%	15.1%	142.9	6.6
Pacific Islander Alone	0.1%	0.1%	0.3%	100.0	33.3
Some Other Race Alone	43.7%	42.0%	22.4%	104.0	195.1
Two or More Races	3.3%	3.4%	4.9%	97.1	67.3
Hispanic Origin	97.3%	83.8%	48.9%	116.1	199.0

Source: ESRI Business Analyst



Figure 4-3: Language Spoken at Home (2019)



Source: US Census

## EDUCATION

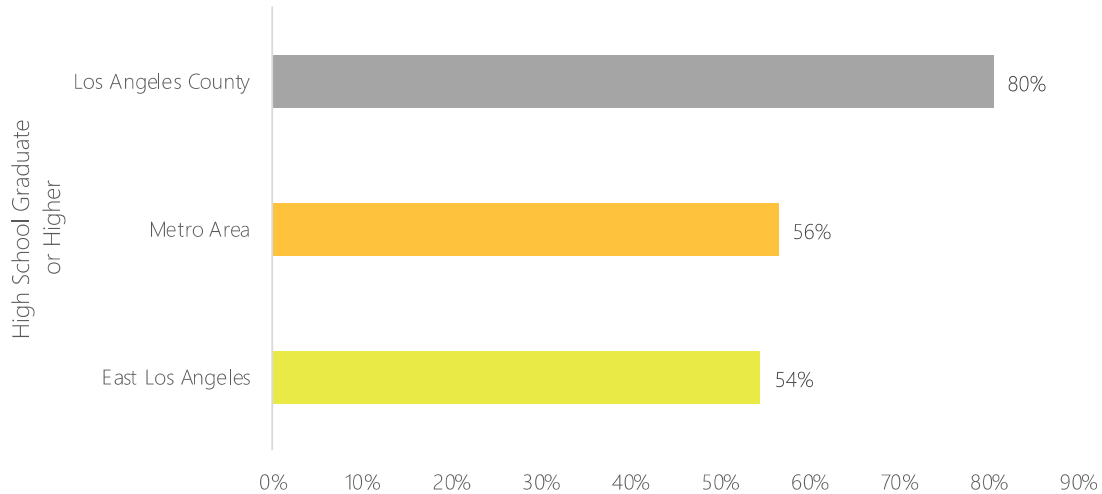
Levels of educational attainment are lower in both East Los Angeles and the Metro Area, in comparison to the Countywide. For the population age 25 and older, 46 percent of the residents report a “less than high school education,” which is over twice as high as the Countywide statistic. Similarly, there is an underrepresentation of community residents with “some college, associate degree” or a “bachelor’s degree or higher. If examining the percent of residents with a high school graduate or higher level of education, East Los Angeles and the Metro Area both significantly under the Countywide educational attainment level of 80 percent with a high school degree or higher.

Table 4-4: Population 25+ by Educational Attainment (2021)

	East Los Angeles	Metro Area	Los Angeles County	East Los Angeles/ Metro Area	East Los Angeles/ County
Less than High School graduate	46%	44%	20%	104.6	233.8
High School Graduate (w/ equivalency)	24%	25%	21%	96.1	118.4
Some College, Associate Degree	20%	22%	25%	92.7	80.2
Bachelor's Degree or higher	10%	9%	35%	106.6	28.1

Source: ESRI Business Analyst

Figure 4-4: Percent of Population 25+ with High School Degree (2021)



Source: ESRI Business Analyst

## 4.2 Key Demographic Takeaways

The following includes a bullet point summary of key takeaways from the section:

- East Los Angeles has had relatively no population growth over the last two decades.
- The community has a high percentage of families<sup>7</sup>, with larger household sizes and a younger population.
- The area is almost entirely comprised of people identifying as Hispanic and Latino/a.
- East Los Angeles has over two times the expected share of residents with less than a high school education compared to the education attainment of the population 25 or older in the County.

<sup>7</sup> The US Census and ESRI define a family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family.

## 4.3 Economic Trends

The following section provides summary level information on various aspects of employment and industry composition that will impact the demand for future commercial land in the community.

### HOUSEHOLD INCOME

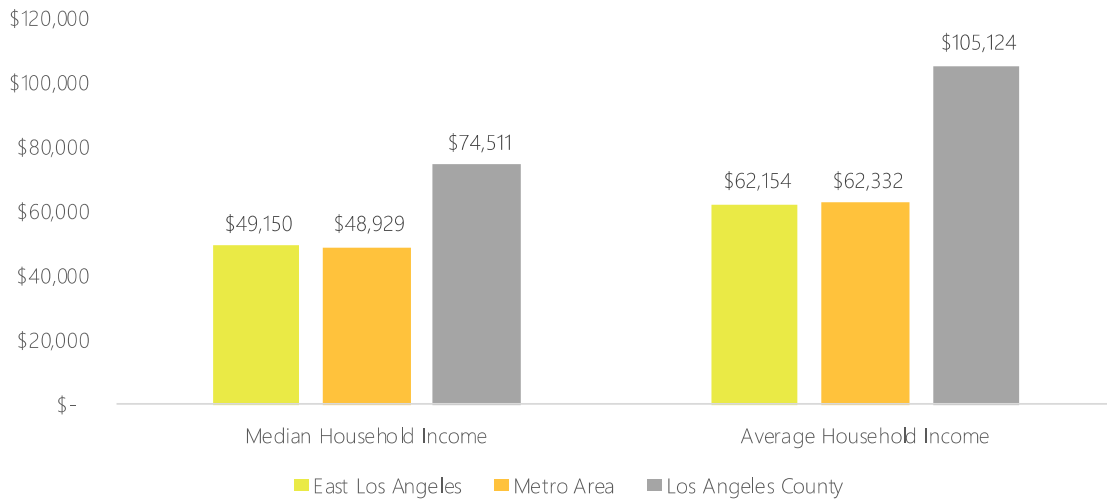
East Los Angeles's median household income is approximately \$49,200, which is slightly higher than the Metro Area (\$48,900) and lower than the County (\$74,500). The household income projections, provided by ESRI Business Analyst, suggest that the community median income should rise at a rate consistent with the Metro Area and County over the next five years (2021 – 2026). The incomes of East Los Angeles's households tend to be more concentrated in household income cohorts below \$75,000. Consistent with a lower median and average household income, there is a smaller share of household's making over \$100,000 in compared with the larger County region.

Table 4-5: Household Income by Income Cohort (2021)

	East Los Angeles	Metro Area	Los Angeles County	East Los Angeles/ Metro Area	East Los Angeles/ County
<\$15,000	11.8%	13.7%	9.7%	86.1	121.6
\$15,000 - \$24,999	11.0%	11.3%	7.4%	97.3	148.6
\$25,000 - \$34,999	11.5%	10.8%	7.3%	106.5	157.5
\$35,000 - \$49,999	16.4%	15.1%	10.1%	108.6	162.4
\$50,000 - \$74,999	19.6%	19.1%	15.8%	102.6	124.1
\$75,000 - \$99,999	12.8%	12.2%	12.7%	104.9	100.8
\$100,000 - \$149,999	11.7%	12.2%	17.1%	95.9	68.4
\$150,000 - \$199,999	3.2%	3.6%	8.6%	88.9	37.2
\$200,000	2.1%	2.0%	11.5%	105.0	18.3

Source: ESRI Business Analyst

Figure 4-5: Median and Average Household Income (2021)



Source: ESRI Business Analyst

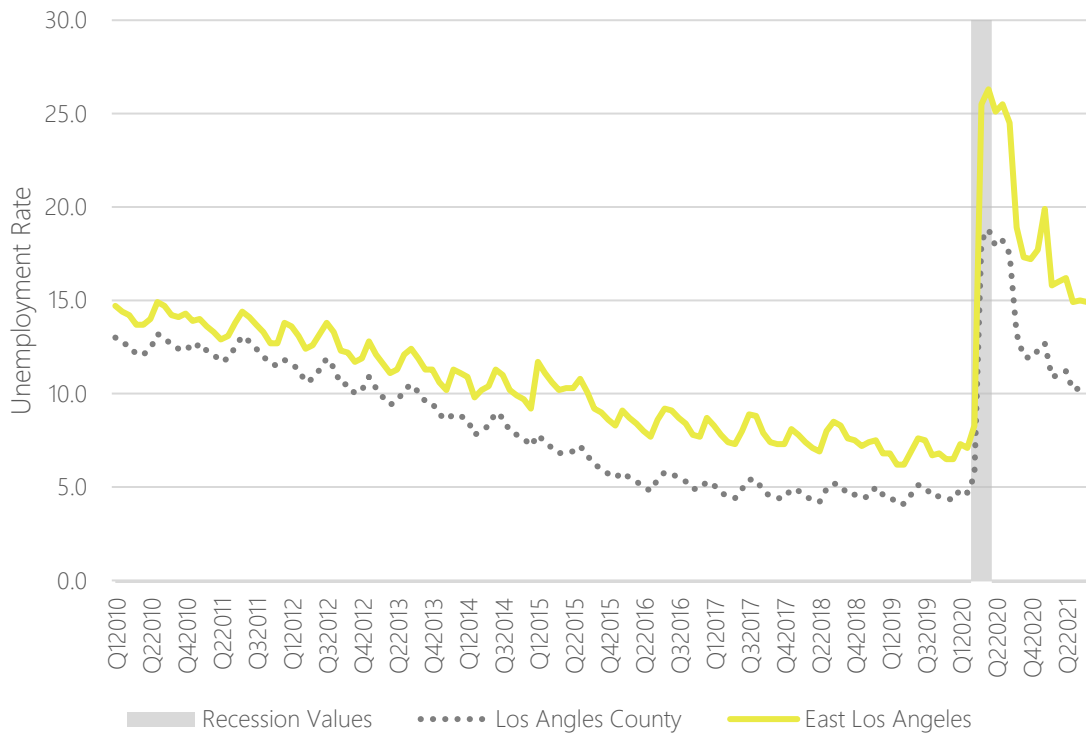
## EMPLOYMENT

Employment is examined in terms of unemployment rates, jobs (in-place employment), worker area profile, and industry composition. A critical barometer in evaluating demand for commercial office and industrial (workplace) real estate is employment growth. The following tables and graphs highlight relevant employment trends and forecasts. Sectoral (industry) analysis lends insight into industry growth and contraction patterns in a given geography.

As of the second quarter of 2021 East Los Angeles's unemployment rate had fallen to 14.9 percent, down from a peak of 26.3 percent in the second quarter of 2020. The area has typically remained above the County's unemployment rate in pre- and post-recession times. During the last COVID related recession, the community's employment spiked significantly, potentially due to the loss of jobs within lower paid, less skilled jobs or industries that were more adversely impacted by mandated business closures.

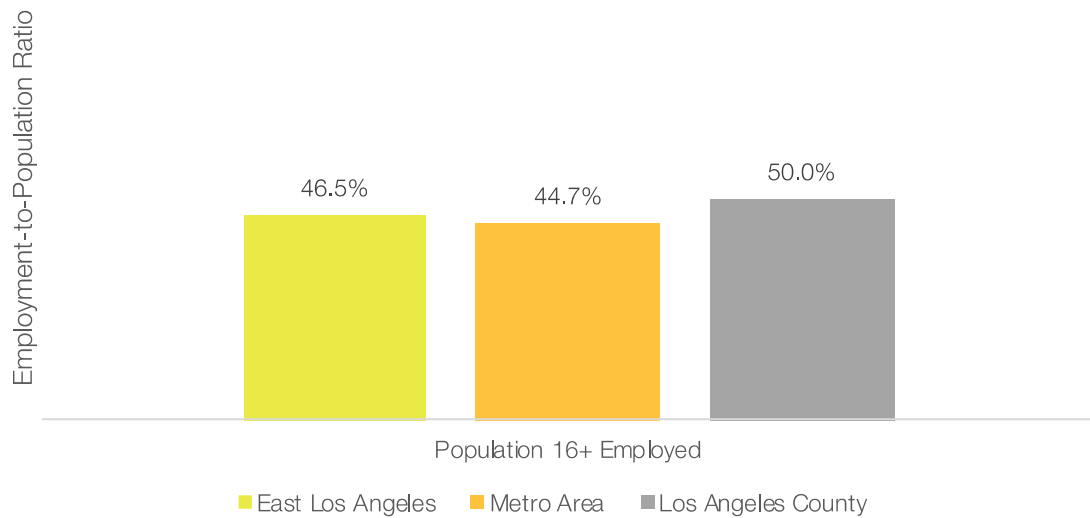
It is estimated that 46.5 percent of the population over 16 years of age are in the labor force. This is slightly higher than the Metro Area and approximately 3.5 percentage points lower than the County labor force participation.

Figure 4-6: Unemployment Rate (2021)



Source: CA EDD, CA Department of Finance

Figure 4-7: Labor Force (2021)



Source: CA EDD, CA Department of Finance



## IN-PLACE EMPLOYMENT

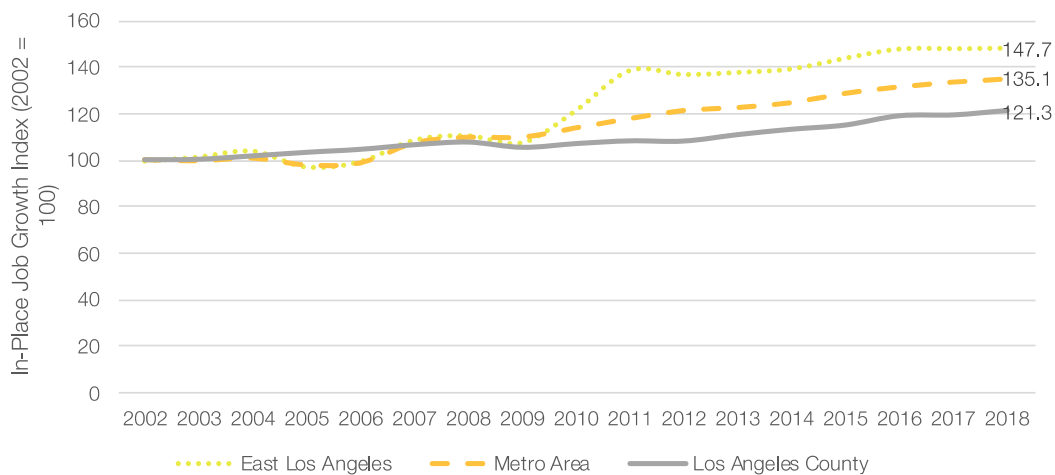
### Jobs

The previously provided information regarding income, unemployment, and the area's labor force are based on the community's residents. The following analysis examines jobs located in the community that may or may not be held by community residents. An evaluation of the primary "in-place" employment is important as it impacts the range of demand that can be projected for future commercial serving land uses.

Primary jobs<sup>8</sup> rose from 2002 to 2018, leading up to the COVID-19 related recession. In fact, East Los Angeles saw a relative increase in job growth between 2010 to 2018 compared to both the MAP region and County, whereas before 2010 the job growth tended to be in line with the larger areas.

Based on the OnTheMap employment data, approximately 11 percent of the area's in-place employment is from residents that both live and work in the community. Similar to other areas within the County, East Los Angeles has a high number of its residents commuting long distances to work. There were approximately 23,350 primary jobs in the community in 2018, which is the most recent year of the Quarterly Census of Employment and Wages in-place employment data available for analysis.

Figure 4-8: In-Place Employment Index (2002 - 2018)



Source: US Census (OnTheMap)

<sup>8</sup> A total job is defined as all jobs, which include all public or private sector jobs (potentially more than one job per worker). For example, if a person had two part-time jobs, then the primary job would be the highest paying job for that worker. Typically there is not significant variation in primary and total jobs except in economies with significant portions of the labor force engaged in part-time employment (e.g. tourist economies).

Table 4-6: Employment Efficiency (2018)

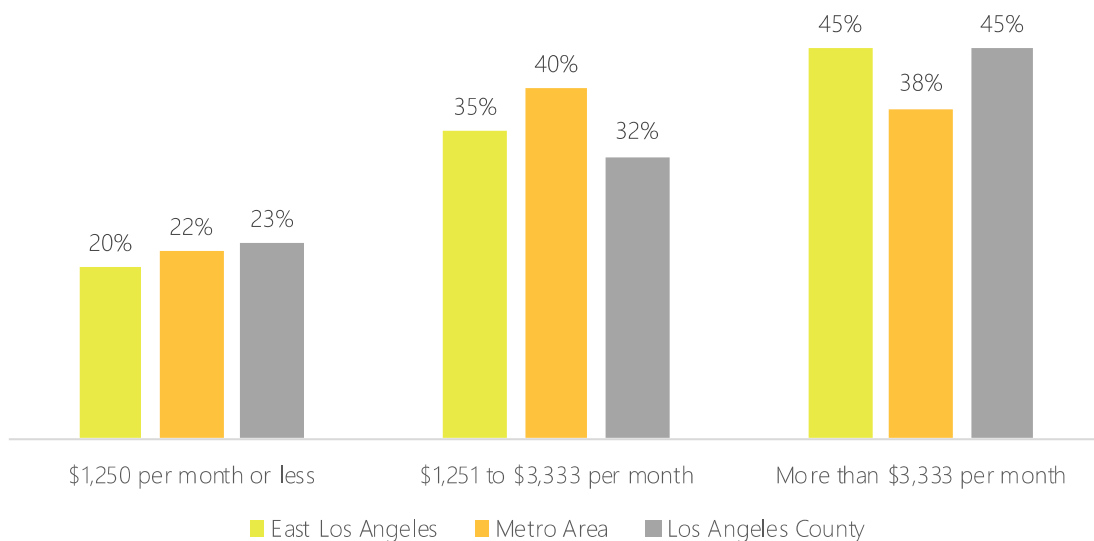
	East Los Angeles	Metro Area	Los Angeles County
In-Place Jobs	23,352	55,365	4,685,637
Employed and Living in the Area (Resident Workers)	11%	12%	77%
Employed and Living Outside the Area (In-Place Employees)	89%	89%	23%

Source: US Census (OnTheMap)

### Worker Area Profile

An evaluation of primary jobs in East Los Angeles reveals some noteworthy characteristics. Unlike the area's resident age distribution, the employment base does not deviate much from observed County ratios of jobs by age. Unlike the rest of the County, East Los Angeles's in-place employment consists of generally lower paying jobs. As shown, the allocation of job wages is generally consistent with the County. Notably, the presence of higher paying jobs in East Los Angeles is a positive indicator. However, the educational attainment of in-place jobs in the area tends to be lower than County, but generally in line with the MAP region.

Figure 4-6: In-Place Employment by Earnings (2018)



Source: US Census (OnTheMap)

Table 4-7: In-Place Employment by Educational Attainment (2018)

	East Los An- geles	Metro Area	Los Ange- les County	East Los Ange- les/Metro Area	East Los Ange- les/ Los Angeles County
Less than high school	22%	24%	16%	93.2	138.6
High school or equivalent, no college	16%	17%	16%	93.4	101.6
Some college or Associate degree	23%	22%	23%	103.6	101.3
Bachelor's degree or advanced degree	20%	18%	24%	115.8	85.8
Educational attainment not available	18%	19%	22%	95.7	84.9

Source: US Census (OnTheMap)

### Location Quotient Analysis

The location quotient (LQ) is a tool that measures the relative concentration of different industries in specific localities relative to a larger level of geography. In most cases, the LQ would compare a county to a state or national level of employment concentration. However, it is useful to get a proxy for relative employment concentration among industries within a sub-regional level geography. The calculation helps evaluate East Los Angeles's strength or weakness in a given industry, relative to the County as a whole. A concentrated (high) LQ means that a given industry is represented more than one would expect, given its total level of employment. The following describes the LQ:

- LQ > 1.0 means that an industry is more concentrated in East Los Angeles than in the County.
- LQ < 1.0 means that an industry is less concentrated in East Los Angeles than in the County.
- LQ = 1.0 means that an industry is equally concentrated in East Los Angeles as in the County.

Because industries with a LQ greater than one indicates relatively high production of a particular service, it is likely that some amount of that industry is being exported. Employment in that industry (or the portion of employment that causes the LQ to exceed 1.0) is then assigned to the economic base and is given credit for supporting the economy as a whole. Conversely, if an industry has a LQ less than one, it is assumed to be a local-serving or non-basic industry. For economic development purposes, it is often useful to focus on the outlier industries with a LQ greater than 1.25 or less than

0.75. The assumption is that industries falling within 0.75 and 1.25 are probably producing at levels sufficient to meet local demand in the local area. For example, a high concentration in the Educational Services, Health Care, and Public Administration industries reflects the area's assets such as Kaiser Permanente and the East Los Angeles Civic Center cluster.

Table 4-8: In-Place Employment Change by Industry (2002, 2018)

Industry	East Los Angeles (2002)	East Los Angeles (2018)	Numeric Change (2002 - 2018)	Location Quotient
Agriculture, Forestry, Fishing and Hunting	15	8	-7	0.38
Mining, Quarrying, and Oil and Gas Extraction	0	2	2	0.20
Utilities	66	53	-13	0.37
Construction	517	404	-113	0.54
Manufacturing	2,930	1,731	-1,199	1.00
Wholesale Trade	864	590	-274	0.50
Retail Trade	1,774	1,704	-70	0.77
Transportation and Warehousing	466	191	-275	0.19
Information	35	109	74	0.07
Finance and Insurance	154	240	86	0.32
Real Estate and Rental and Leasing	93	273	180	0.60
Professional, Scientific, and Technical Services	434	373	-61	0.23
Management of Companies and Enterprises	40	41	1	0.12
Admin. & Support, Waste Mgmt. and Remediation	548	1,808	1,260	1.20
Educational Services	442	2,667	2,225	1.41
Health Care and Social Assistance	2,945	5,762	2,817	1.54
Arts, Entertainment, and Recreation	11	53	42	0.10
Accommodation and Food Services	1,194	1,825	631	0.81
Other Services (excluding Public Administration)	1,606	618	-988	0.77
Public Administration	1,673	4,900	3,227	6.25
Total	15,807	23,352	7,545	1.00

Source: US Census (OnTheMap)

## 4.4 Key Economic Takeaways

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The following includes a bullet point summary of key takeaways from the section:

- East Los Angeles households tend to have lower incomes than that of households countywide.
- The community typically has a higher percent of unemployment than is observed in the County. In times of recession, unemployment tends to increase at a higher rate than the County.
- Between 2002 and 2018, East Los Angeles's in-place jobs have grown at a faster rate than both the Metro Area and the County.
- A number of industries are clustered in the area (Educational Services, Health Care, and Public Administration industries) will help facilitate future job growth in the community.
- In-place jobs tend to have wages consistent with the countywide average with educational levels lower than the countywide jobs.
- The existing healthcare and public administration cluster near the Atlantic and Civic Center stations provide in-place job stability in the community. It is important to continue to preserve and foster the ongoing job growth within these industries to provide a stable workforce within the community.



## 5 Real Estate Market

The following provides an overview of historic trends for residential, office, and retail land uses.<sup>9</sup> Historic market trends have been examined to more accurately determine the potential for future land uses and associated development desired in the Metro Area General Plan Update. Once again, trends for the community, Metro Area, and County have been analyzed for comparison purposes. Various recognized submarket area<sup>10</sup> definitions are used in the commercial real estate analysis. It is important to note that this analysis does not attempt to replace the County's Housing Element or any prior planning. Rather, it is provided to include additional and updated market information.

### 5.1 Residential

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Demand for residential housing will be a byproduct of employment and population growth throughout the County. The following sections examine the regional market conditions for rental and for-sale residential properties as well as more localized information pertaining to residential potential in the community.

#### INVENTORY

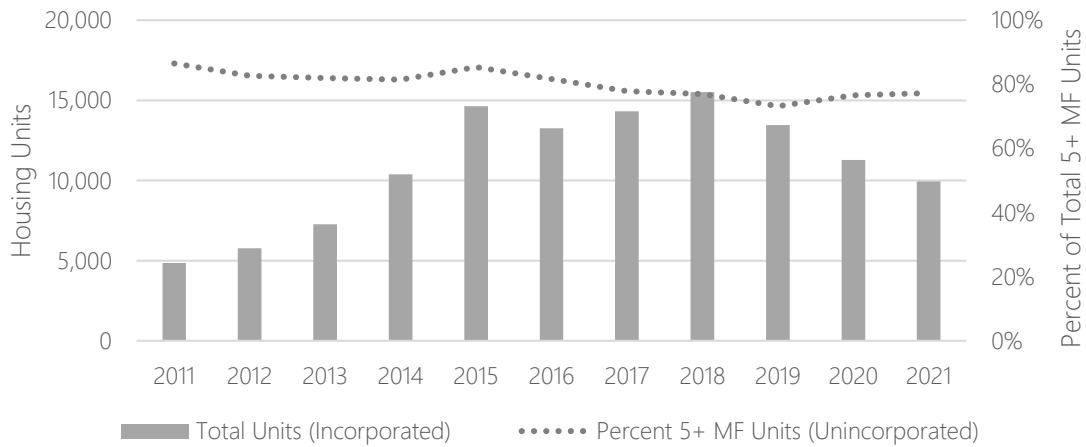
According to ESRI Business Analyst, East Los Angeles has approximately 32,400 housing units, which represent about 40 percent of the Metro Area. Examining building permit data for the County over the last 10 years (Figure 5-1), an average of 11,000 units were delivered annually with approximately 80 percent of permits being 5 or more multi-family units in the unincorporated areas.

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<sup>9</sup> Pro Forma Advisors has not analyzed the market for future industrial uses as it appears to be inconsistent with the MAP vision. Future analysis may explore strategies to transition underperforming industrial land to more compatible land uses within the MAP communities.

<sup>10</sup> Submarket areas are specific geographic boundaries that serve to delineate a core group of buildings that are competitive with each other and constitute a generally accepted primary competitive set or peer group.

Figure 5-1: Building Permit Data (2011 - 2021)

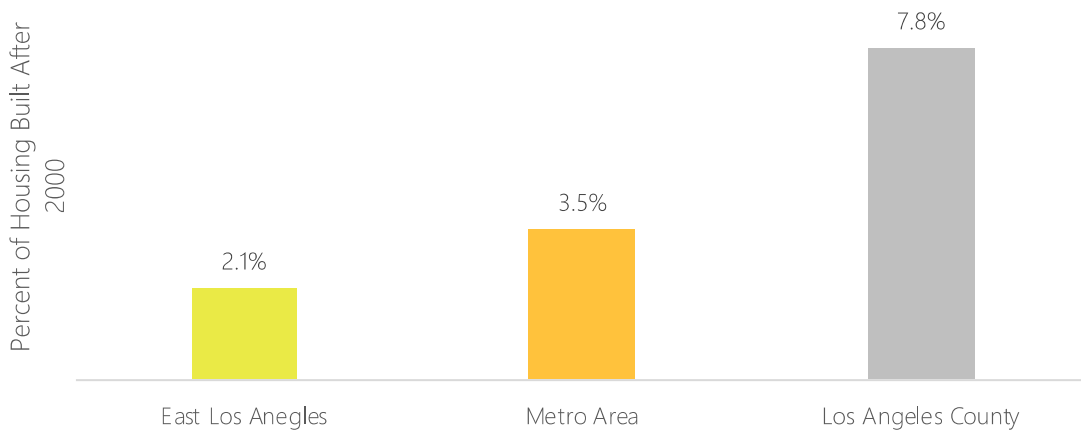


Source: Los Angeles County

## AGE

Approximately 86 percent of the housing was built before 1970. Over the next three decades an additional 12 percent of housing was constructed. As such, East Los Angeles has experienced minimal new residential development since 2010. In fact, approximately two percent of all housing stock was built after 2000 (Figure 5-2). This is significantly lower than the new housing development trends in the County. Furthermore, the community has added housing at a slightly lower rate in comparison to the Metro Area.

Figure 5-2: Housing Built Since 2000 (Relative to Total Housing Stock)

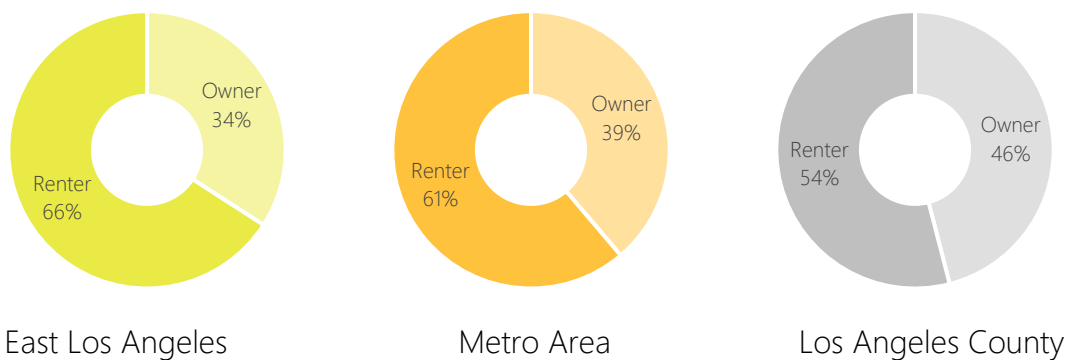


Source: US Census

## TENURE

East Los Angeles has a larger share of renter-occupied housing in comparison to the County (Figure 5-3). Based on 2019 estimates, approximately 34 percent of the housing is owner-occupied. This ratio of owner-to-renter is lower than the Metro Area, with more of its residents in renter occupied housing units. Housing vacancy characteristics do not show much variability from the Metro Area or County, where vacant properties typically make up a small percent of the housing stock.

Figure 5-3: Housing Tenure

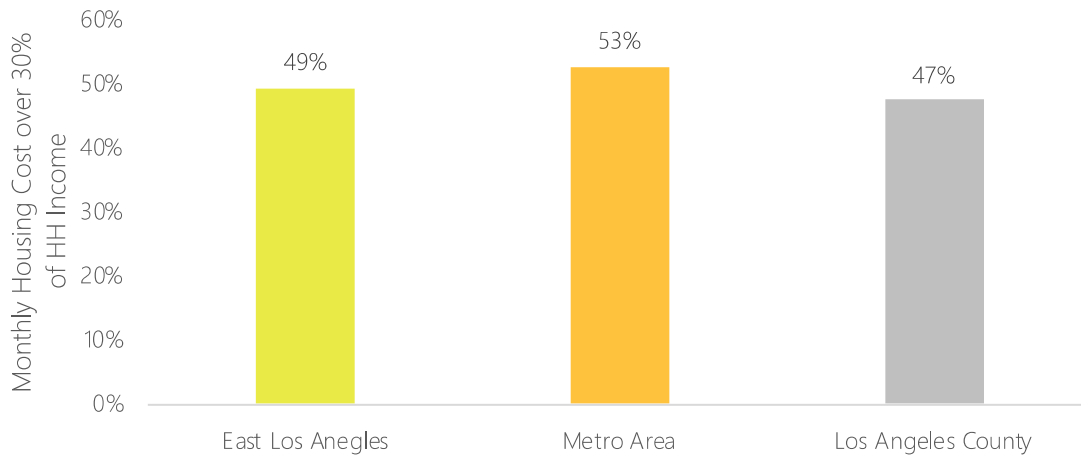


Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## COST BURDEN

The larger share of renters in East Los Angeles and the Metro Area has implications for the financial stability of residents, as renters do not grow wealth through home ownership, have typically lower household incomes, and are subject to sometimes unpredictable rent increases or eviction. Furthermore, apartment owners may defer maintenance and can target lower income renters who have few options in the marketplace. This impacts both quality of life of occupants and can contribute to the community's perception in the County. Approximately 49 percent of households in East Los Angeles pay more than 30 percent of their household incomes toward rent, which is commonly recognized as the share of household income beyond which rent becomes prohibitively expensive and affects other household expenditures.

Figure 5-4: Monthly Housing Cost Over 30 Percent of Income



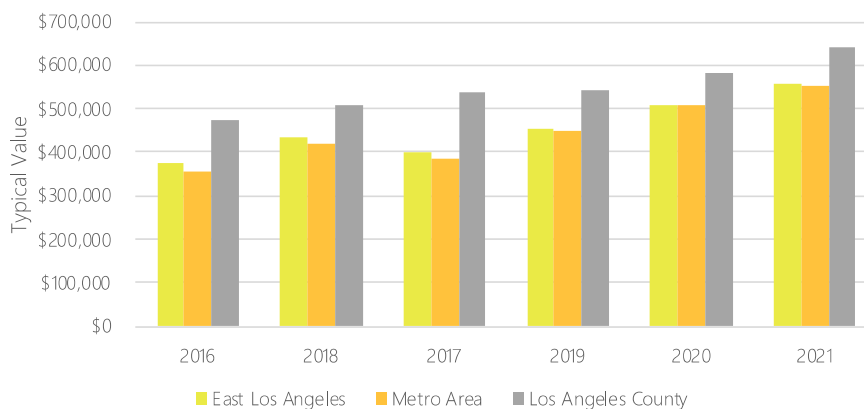
Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## PRICING

### For-Sale Pricing

In 2021, the typical condominium price in East Los Angeles was approximately \$557,000, which is \$82,000 less than the County (\$639,000). However, the compound annual growth rate (CAGR) for the community's for-sale housing has been 8.1 percent per year over the last five years. This rate is lower than the Metro Area (9.2 percent), but higher than the County CAGR of 6.3 percent since 2016. The community, like the County, has seen marked for-sale housing pricing increases as interest rates have remained low and housing production has not kept pace with demand.

Figure 5-5: Typical Condominium Value



Source: Zillow

## For-Rent Pricing

According to the US Census, the typical monthly rental price (all units) is \$1,134 in East Los Angeles. This typical monthly rent is lower than the County and slightly lower than the Metro Area. Similar to the for-sale housing, rental rates in the County have increased because of increased demand for housing. For-rent housing demand, unlike for-sale housing, may reflect evolving market preferences, affordability, or scrutiny on for-sale home mortgage lending standards. In general, the Metro Area's rental housing stock prices have not kept pace with the County due to a lack of new development, which often drives market prices up through higher quality and amenities.

Figure 5-6: Typical Monthly Rent (Median Gross Rent)



Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates



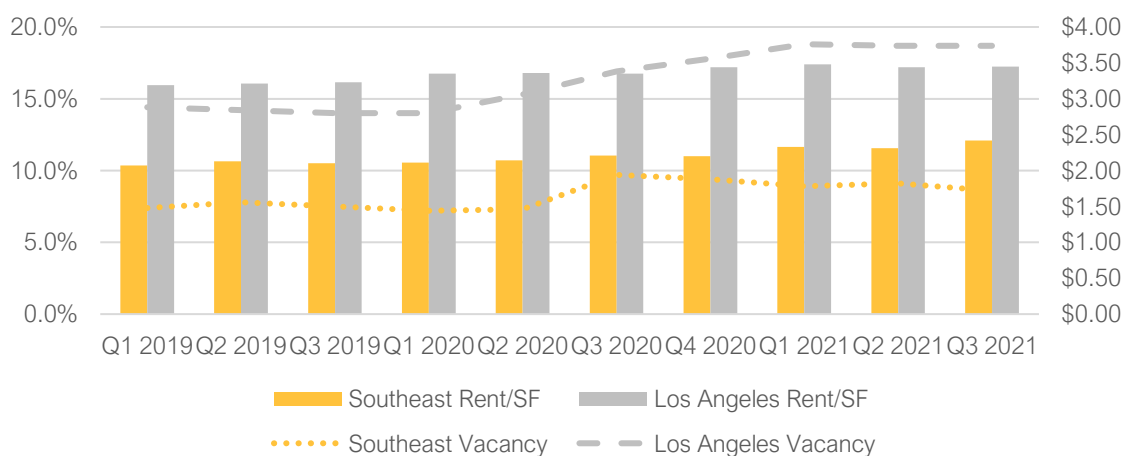
## 5.2 Office

Market potentials for office development within East Los Angeles will be a function of the particular attributes of the available land, adjacent land uses, and the regional economy and office market. Although the Los Angeles office market is comprised of many submarkets, each with potentially a distinct tenant profile, office space is typically highly substitutable, such that the potentials in any given market are determined by the strength of the regional office market. Thus, development activity, absorption, vacancy rates, and change in rental rates follow very similar patterns in most of the Los Angeles submarkets. East Los Angeles falls within what is known as the “Southeast office market”.

### FUNDAMENTALS

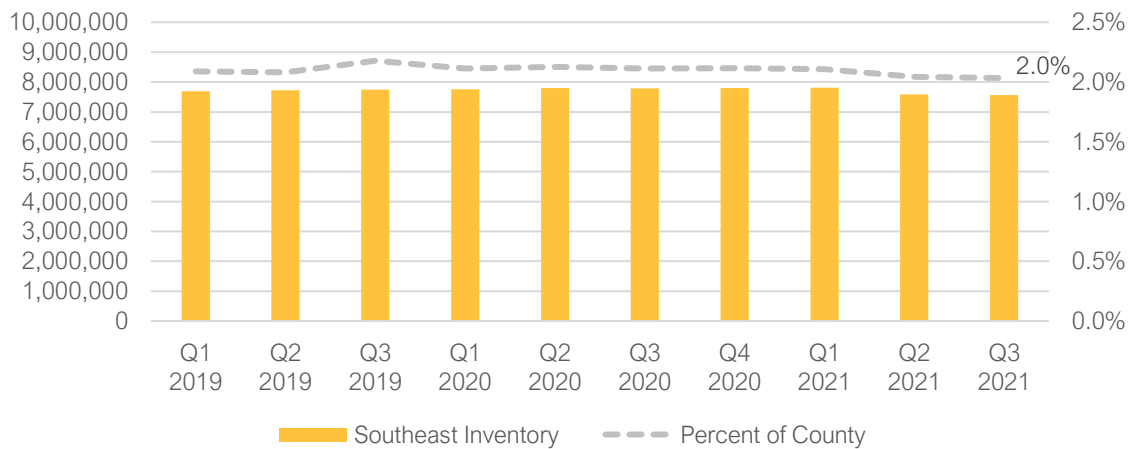
The Southeast office market has 7.5 million square feet of existing office space, which has decreased by approximately 132,500 square feet since Quarter 1 of 2019. Historically, this submarket has represented approximately 2.0 percent of the total County office market. The office vacancy rates have been lower than the larger County area over recent years. However, other submarkets have delivered high quality Class A space that often has a high vacancy rate because it is in the process being leased. As reflected in the average asking rent, the Southeast area has lagged behind the average asking monthly rent largely due to its older office developments, most of which were delivered decades ago.

Figure 5-7: Regional Office Inventory (2019 - 2021)



Source: CoStar

Figure 5-8: Regional Office Trends (2019 – 2021)



Source: CoStar

#### LOCAL MARKET CONDITIONS

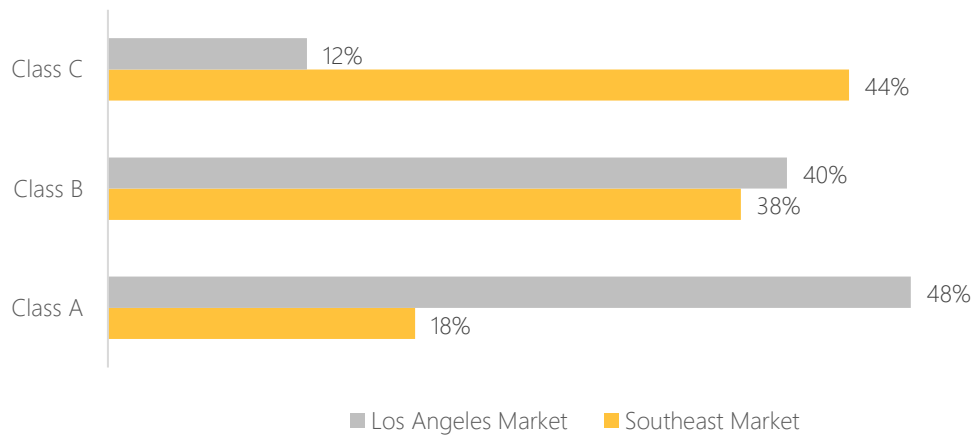
The Southeast submarket has a significantly higher percent of Class C office space and relatively few Class A office developments. Once again, the County Assessor data was used to better understand the contemporary amount of commercial office development in the community.

Examples of office development include:

- Office Buildings; and
- Professional Building.

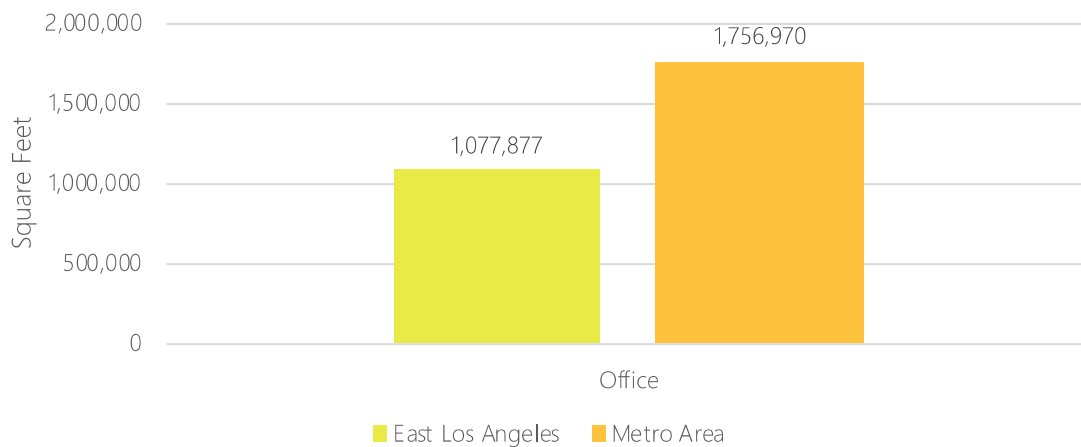
In total, there is an estimated 1.0 million square feet of commercial office space, as defined above, which is 61 percent of the Metro Area's 1.8 million square feet of commercial office development.

Figure 5-9: Office Inventory Comparison by Asset Class



Source: CoStar

Figure 5-10: Community and Metro Area Office Inventory (2020)



Source: Los Angeles County Assessor

## 5.3 Retail

---

The retail sector occupies a prominent place in the economy because such a large portion of the United States' economic activity depends on consumer spending. The sales of retail goods and services generate a large number of jobs that provide employment for individuals across a wide range of skill and income levels. Retail real estate markets are more subject to obsolescence and more locally based than either commercial office or industrial markets.

### FUNDAMENTALS

Although historical data is incomplete for East Los Angeles, it is likely that the retail market parallels that of the Greater Southeast market area with annual rents around \$25-30 NNN/year/square foot. Asking rents have historically been significantly below the larger County area. Vacancies have remained low with a rate consistent or lower than the larger County trend. In total, there is an estimated 7.3 million square feet of shopping center<sup>11</sup> space in the Southeast submarket, which is about 5.5 percent of the total County inventory.

---

<sup>11</sup> Shopping centers consist of the following:

General Retail: Typically are single tenant freestanding general-purpose commercial buildings with parking. Many single retail buildings fall into this use code, especially when they don't meet any of the more detailed use descriptions.

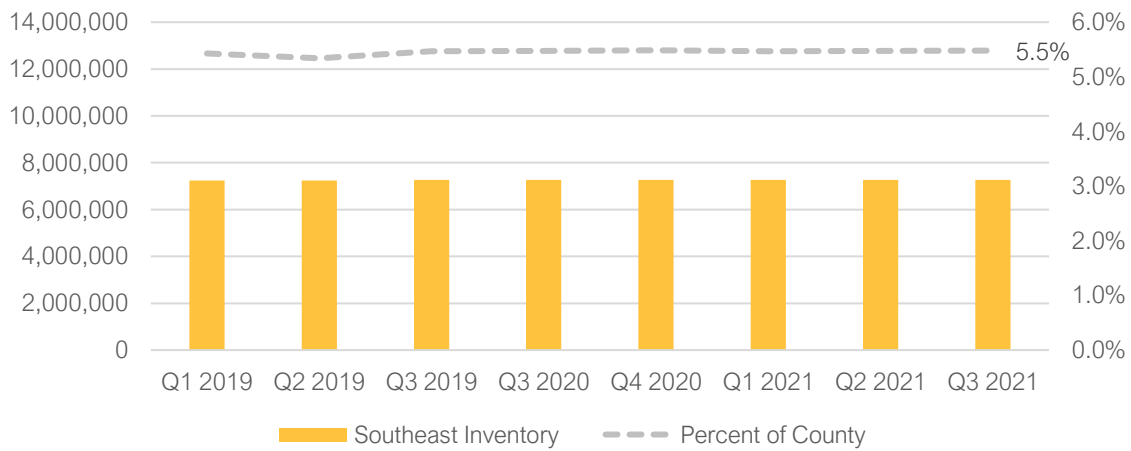
Mall: Provides shopping goods, general merchandise, apparel, and furniture, and home furnishings in full depth and variety. It is built around the full-line department store, with a minimum GLA of 100,000 square feet, as the major drawing power.

Power Center: Typically consists of several freestanding (unconnected) anchors and only a minimum amount of small specialty tenants 250,000–600,000 square feet.

Shopping Center: The combined retail center types of Community Center, Neighborhood Center and Strip Center, which have a range of 50,000 – 350,000 square feet with limited anchors.

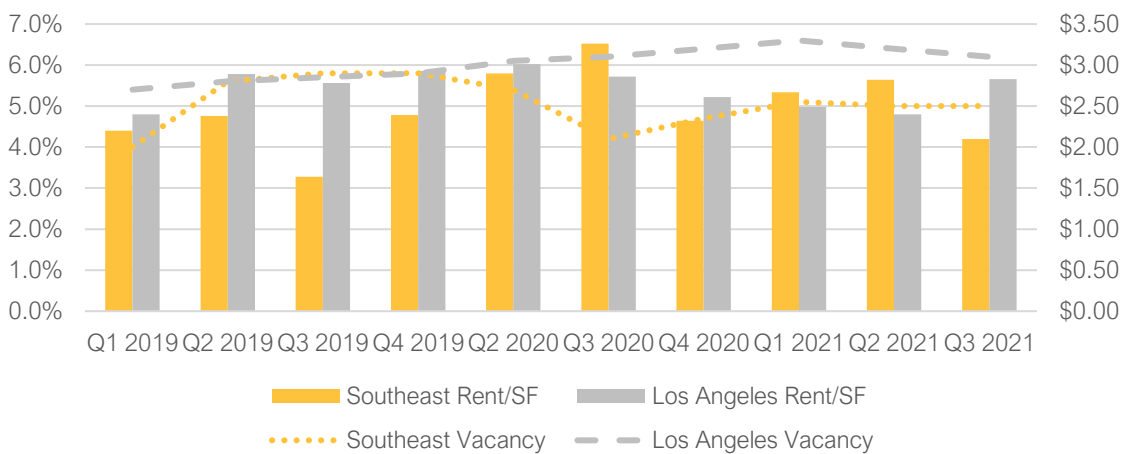
Specialty Center: The combined retail center types of Airport Retail, Outlet Center and Theme/Festival Center; which have a special market orientation and are unique in the market area.

Figure 5-11: Regional Retail Inventory (2019 - 2021)



Source: CoStar

Figure 5-12: Regional Retail Trends (2019 – 2021)



Source: CoStar



## LOCAL MARKET CONDITIONS

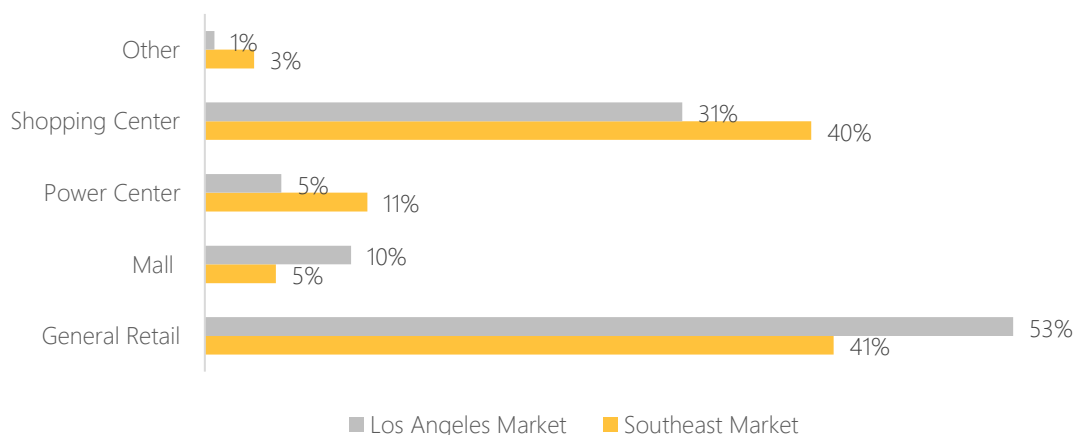
While the Southeast submarket has a relatively consistent share of retail space by major retail development type, the local inventory in East Los Angeles is dominated by non-shopping center oriented development. The County Assessor data was used to better understand the contemporary amount of commercial retail development in the community. Specifically, the amount of retail that would provide goods to community residents.

Examples of these types of retailers include:

- Restaurants/Non-grocery Food and Beverage;
- Supermarkets/Grocery;
- General Stores;
- Shopping Centers; and
- Department Stores.

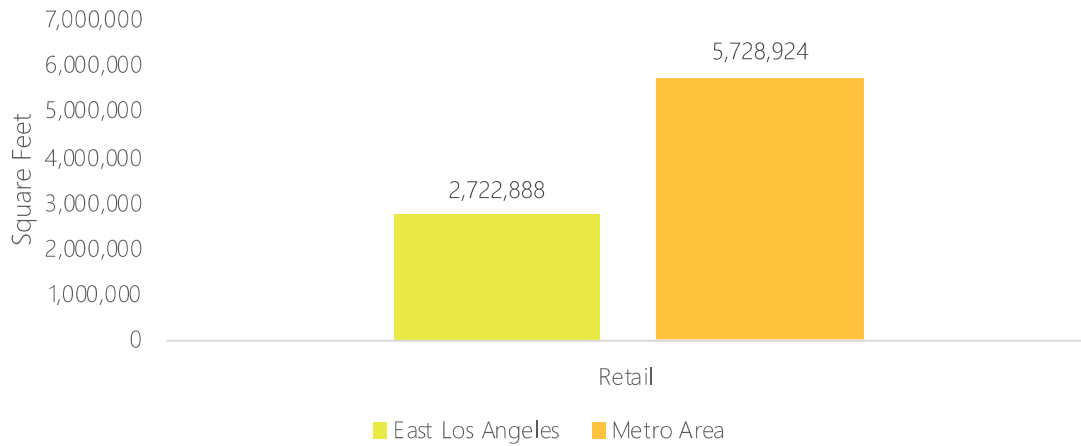
In total, there is an estimated 2.7 million square feet of commercial retail space, as defined above, which is 47.5 percent of the Metro Area's 5.7 million square feet of commercial retail development.

Figure 5-13: Retail Inventory Comparison by Asset Class



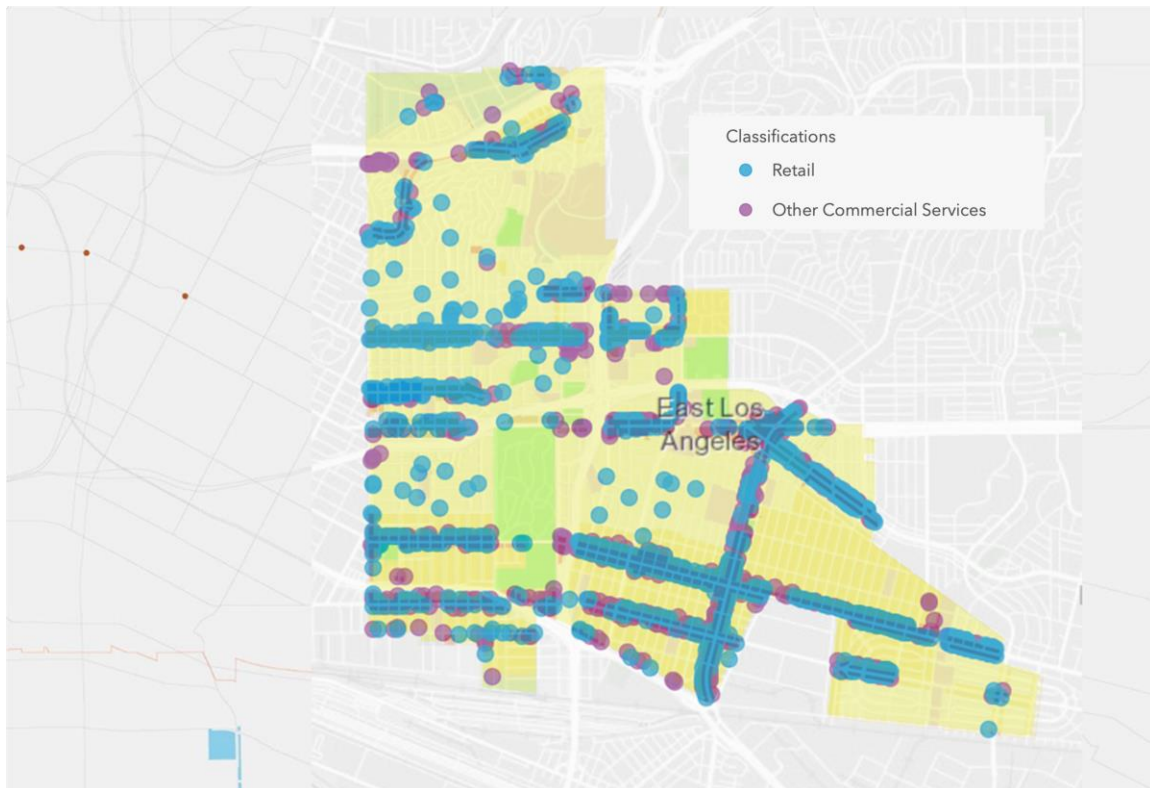
Source: CoStar

Figure 5-14: Community and Metro Area's Retail Inventory (2020)



Source: Los Angeles County Assessor

Figure 5-15: Community Retail Inventory Map (2020)



Source: Los Angeles County Assessor

## 6 Long-Term Land Use Demand

The following section provides long-term land use demand projections for the community. Given that specific sites and development opportunities will generate various levels of demand, the following is intended to give broad parameters regarding the potential level of new development in the city. From this, development and land use opportunities can be evaluated to determine the required level of site capture (e.g. market demand) and if it is reasonable to plan for within the next 15 years.

### 6.1 Residential

---

Area Plan residential projections are based on household estimates from ESRI and SCAG. The low range is based on historic growth (0.8 percent CAGR), the target growth is based on projected growth for all unincorporated areas in the County (1.2 percent CAGR), while the high growth reflects the adjusted SCAG projections using 2021 ESRI data. For planning purposes, a growth scenario between the target and high-range projection appears warranted unless the County desires creating higher density mixed-use residential development at key development opportunities adjacent to transit, as available in some MAP communities.

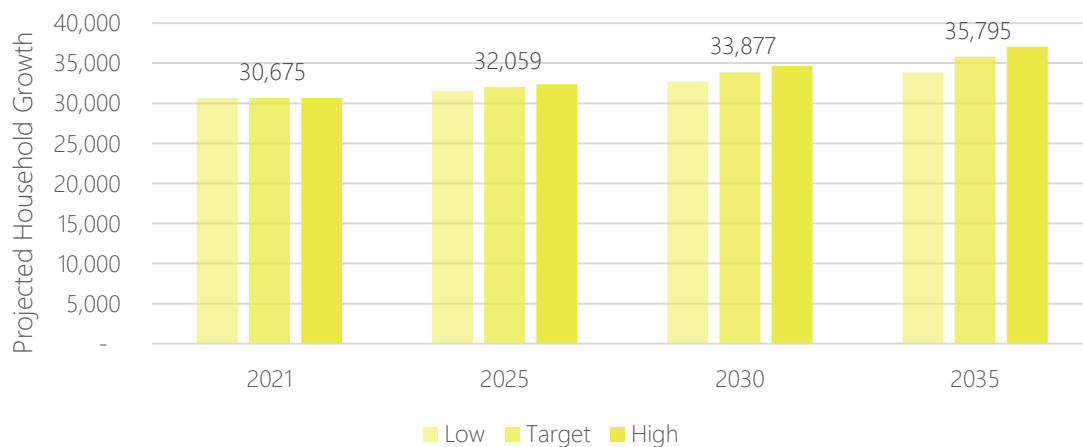
The total demand for new households was then further adjusted to account for a likely distribution of market rate and affordable housing units. In general it is assumed 30 percent of the units are market while 70 percent are affordable throughout the Metro Area.

Table 6-1: Housing Demand by Time Period (2021 - 2035)

	2021-2025	2025-2030	2030-2035	2021-2035
East Los Angeles (Multi-Family Units)				
Market Rate	393	515	544	1,452
Affordable	992	1,302	1,374	3,668
Total	1,384	1,817	1,918	5,120
Metro Area (Multi-Family Units)				
Market Rate	1,055	1,393	1,480	3,928
Affordable	2,670	3,525	3,746	9,941
Total	3,725	4,918	5,226	13,869
East Los Angeles/MAP Region (Percent of Total)				
Market Rate	37.2%	37.0%	36.8%	37.0%
Affordable	37.2%	36.9%	36.7%	36.9%
Total	37.2%	48.8%	51.5%	36.9%

Source: Pro Forma Advisors

Figure 6-1: Housing Demand Scenarios – Occupied Housing Units (2021 – 2035)



Source: Pro Forma Advisors

## 6.2 Office

The demand for office space in the County and MAP region will be based on demand created by new jobs in industries that require office space. Given the recent flexibility in an employee's ability to work "remotely" the future demand for office space is somewhat speculative given that the required amount of space, in square feet, could change dramatically if people continue to work from home. Leading up to the global pandemic, office serving jobs have occupied less and less space on a per employee basis.

As noted in the office market analysis, there is relatively little office serving space in the Metro Area. The demand analysis uses California Employment Development Department 10-year projections by industry to estimate Countywide demand for industries that utilize office space. The total office space demand was then adjusted for office development under construction and structural vacancy. In total, it is estimated that 2.4 million square feet of office will be developed in the County per year and the Metro Area could capture its "fair share" or current allocation of office space, which is less than 0.5 percent of the Countywide total.

For general planning purposes, a range was provided based on a higher target and high range based on a more aggressive capture assumption. The total office demand would be limited but could be delivered in the community in the planning horizon.

Table 6-2: Office Demand (2021 - 2035)

	2021 - 2035 (Square Feet)		
	Low	Target	High
East Los Angeles	87,800	109,800	131,700
Metro Area	147,600	184,500	221,400
Los Angeles County Market	2,160,000	2,400,000	2,640,000

Source: Pro Forma Advisors



## 6.3 Retail

---

The retail demand model is based on a combination of existing spending assumed to be “leaking” outside the community as well as an assumed future capture of new resident spending. To estimate the retail surplus/leakage, potential sales (demand) from East Los Angeles’s residents and employees were estimated using the gross disposable income and typical worker spending, while taxable sales (supply) were estimated using information from ESRI business analyst. Finally, an adjustment of sales to supportable square feet was made, based on an estimate of sales productivity levels that could support new higher quality development.

New resident spending was determined using an average household income of \$100,000 for market rate units and \$60,000 for affordable units (2021 dollars). The spending was adjusted to reflect a household spend per capita based on County pro rata retail sales adjusted by income.<sup>12</sup> A further assumption was made that assumed the community could capture 30 percent of new retail sales, which reflects typical spending for local serving retail development.

A low retail demand estimate reflects the total recapture of lost sales and a high retail demand estimates reflects the recapture of lost sales plus demand from new households. In total, East Los Angeles has 184,500 square feet of retail demand over the next 15-years.

---

<sup>12</sup> Review of the Bureau of Labor Statistics’ Consumer Expenditure Study as well as the Board of Equalization Sales and Use tax reports.

Table 6-2: Retail Demand (2021 - 2035)

	Commercial Retail Recapture Estimate (2021)	New Retail De- mand from Household Growth	Total Commercial Re- tail Demand	Low	High
East Los Angeles (Square Feet)					
Retail Trade	62,800	103,700	166,500	62,800	166,500
Food and Drink	0	18,300	18,300	0	18,300
Total	62,800	122,000	184,800	62,800	184,800
Metro Area (Square Feet)					
Retail Trade	158,100	281,350	439,450	158,100	439,450
Food and Drink	10,500	49,650	60,150	10,500	60,150
Total	168,600	331,000	499,600	168,600	499,600
East Los Angeles/Metro Area (Percent of Total)					
Retail Trade	39.7%	36.9%	37.9%	39.7%	37.9%
Food and Drink	0.0%	36.9%	30.4%	0.0%	30.4%
Total	37.2%	36.9%	37.0%	37.2%	37.0%

Source: Pro Forma Advisors

## 6.4 Key Takeaways

---

The following includes a bullet point summary of key takeaways from the section:

- The larger share of renters in East Los Angeles and the MAP region has implications for the financial stability of residents, as renters do not grow wealth through home ownership, have typically lower household incomes, and are subject to sometimes unpredictable rent increases or eviction. Furthermore, approximately 49 percent of households in East Los Angeles pay more than 30 percent of their household incomes toward rent, which is commonly recognized as the share of household income beyond which rent becomes prohibitively expensive and affects other household expenditures.
- Multi-family housing development should be encouraged at market and affordable levels within the community. Given the East Los Angeles transit stations asset, additional consideration could be given for higher density development oriented around transit.
- Retail demand is moderately strong. Careful consideration should be given to community serving neighborhood retail shopping center development or retail that will support the existing core of Food and Beverage offerings by extending the length of stay and shopping patterns.
- Office demand is moderate and could be delivered within live/work housing product as well as traditional office development.

## 7 Appendix

### 7.1 Sources

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Listed in report order:

[Los Angeles County Assessor](#)

[ESRI Business Analyst](#)

[METRO](#)

[US Census](#)

[California Employment Development Department](#)

[California Department of Finance](#)

[US Census \(OnTheMap\)](#)

[Los Angeles County \(Building Permit Data\)](#)

[Zillow](#)

[CoStar](#)

## 7.2 Demographic Data (ESRI)

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LOS ANGELES COUNTY

# EXISTING CONDITIONS REPORT: East Rancho Dominguez

Socioeconomic Review and Market Assessment

December 2021

Prepared by



**Pro Forma**  
Advisors LLC

and

**DUDEK**





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# 1 Existing Conditions Introduction and Overview

## 1.1 Project Overview

---

Los Angeles County (County) is currently preparing the Metro Area Plan (Area Plan), which is one of 11 planning areas in the County. The Planning Area framework was adopted via the County's 2015 General Plan Update to effectively plan and regulate development in unincorporated areas across the nation's most populous County. There are seven unincorporated communities within the Metro Area Plan – West Athens - Westmont, West Rancho Dominguez – Victoria, Willowbrook, East Rancho Dominguez, Walnut Park, Florence-Firestone, and East Los Angeles. The Area Plan provides a once-in-a-generation opportunity for community members to share their vision for the area's future and provide input on the community's long-term goals and development opportunities.

## 1.1 Purpose of the Existing Conditions Report

---

This Existing Conditions Report represents the first major step in the process of updating the Area Plan. This report provides information on existing socioeconomic and market conditions in the Area Plan and its surrounding areas as well as an analysis of growth prospects and land demand. The Existing Conditions Report is used as a basis for:

- Facilitating community input on planning issues and visions during community workshops;
- Preparing alternative land use planning scenarios; and
- Formulating policies and implementation actions for the Area Plan.

The focus is on resources, trends, and critical concerns to frame decision-making for the long-term physical development of the community. This report analyzes socioeconomic and real estate market dynamics in East Rancho Dominguez (Existing Conditions Report).



## 2 Summary

### 2.1 Introduction

---

This report summarizes the socioeconomic and real estate market conditions and trends that will shape medium-<sup>1</sup> to long-term<sup>2</sup> growth opportunities in East Rancho Dominguez and the greater Metro Planning Area (Metro Area).<sup>3</sup> The primary purpose of this socioeconomic review and market assessment is to inform, for planning purposes, the area's overall land use policy with respect to the type of development and land uses that could be effectively targeted during the planning horizon.

It is important to note that in the context of long-term planning, short-term market cycles have less relevance given a planning horizon stretching to 2035.<sup>4</sup> The conclusions discussed throughout this report are based on long-term data projections and an understanding of economic and market dynamics affecting the community and region. This report has been prepared for the County by Pro Forma Advisors as a sub-consultant to Dudek in support of the County's Area Plan process.

### 2.2 Summary of Findings

---

The following key findings are provided to give a sense of future land use demand as well a review of key issues impacting future development in the community. These issues are explored from the socioeconomic and market perspective.

#### SOCIOECONOMIC FACTORS INFLUENCING DEVELOPMENT

Based on a review of historic and projected socioeconomic trends for the community, the following provides a summary of key issues to consider for future land use planning from a socioeconomic perspective.

---

<sup>1</sup> Five to 10 years.

<sup>2</sup> Over 10 years.

<sup>3</sup> This report only presents information for unincorporated areas.

<sup>4</sup> This would include the short-term impact of COVID-19.

## Age

The community's population is young with a high composition of families with higher-than-average household sizes (5.0 people per household). This population's growth and transition into the labor force will provide unique challenges for the area if those children desire to live where they grew up. The market created from this demographic shift might require changes in the area's housing stock to provide opportunities for residents. Alternatively, changes in their housing preferences could create opportunities for other families wanting to move into the community.

## Ethnic Composition

East Rancho Dominguez has a higher relative share of residents identifying as "Black alone," "some other race alone," and Latino/a. While changing demographics do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities, and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the projected ethnic composition of the area's population might impact future land use decisions. Ethnic diversity is an attribute that may shape specific commercial and residential preferences.

## Employment Base

East Rancho Dominguez has experienced employment growth at a rate faster than the Metro Area and County. The majority of the jobs located in the community that have been lost since 2002 are in industries that support "Industrial" serving employment. There is a strong base of employment in many core industries. Since 2002, the area added over 440 community jobs representing three percent of all new jobs in the Metro Area. However, overall, the less educated in-place employees and residents tend to have jobs that pay less than the countywide average income.

## Retail Leakage

The community appears to experience retail expenditure leakage to neighboring areas in the region, or "retail leakage" due to the newer, large format retailers located in other areas of the County. Based on the analysis, the community could recapture 2.5

square feet per household for neighborhood serving retail development.<sup>5</sup> For the community to be economically viable over the long-term it should strive to continue expanding its retail base by creating a more diverse local serving retail environment to increase the market capture from its households within the community.

#### Long-Term Land Use Demand

The following provides context regarding future development potential, given the anticipated market demand for various land uses as discovered in the market analysis. As shown below, an order-of-magnitude demand estimate for residential, retail, office land uses have been made for East Rancho Dominguez through 2035.

This represents the target range of development that could be attracted over the Area Plan horizon. Based on the economic development goals of the County, a more aggressive capture of demand could be warranted. As such, these estimates should be considered preliminary for planning purposes.

Table 2-1: Demand Analysis Summary (2021 – 2035)

	Target (Rounded)
Housing (Units)	700
Market Rate	200
Affordable	500
Retail (Square Feet)	23,400
Office (Square Feet)	1,800

Source: Pro Forma Advisors

---

<sup>5</sup> Retail development that provides for the sales of convenience goods (food, drugs, etc.) and personal services (laundry, dry cleaning, etc.) for day-to-day living needs of the immediate neighborhood.

## 3 Geography and Land Use Overview

The following section presents a brief overview of East Rancho Dominguez in relation to other geographical areas referred to within this report. It also summarizes existing land uses. A community's core assets such as open space, proximity to regional free-ways, and reputation within the region are important attributes that impact future development and shape long-term land use planning.

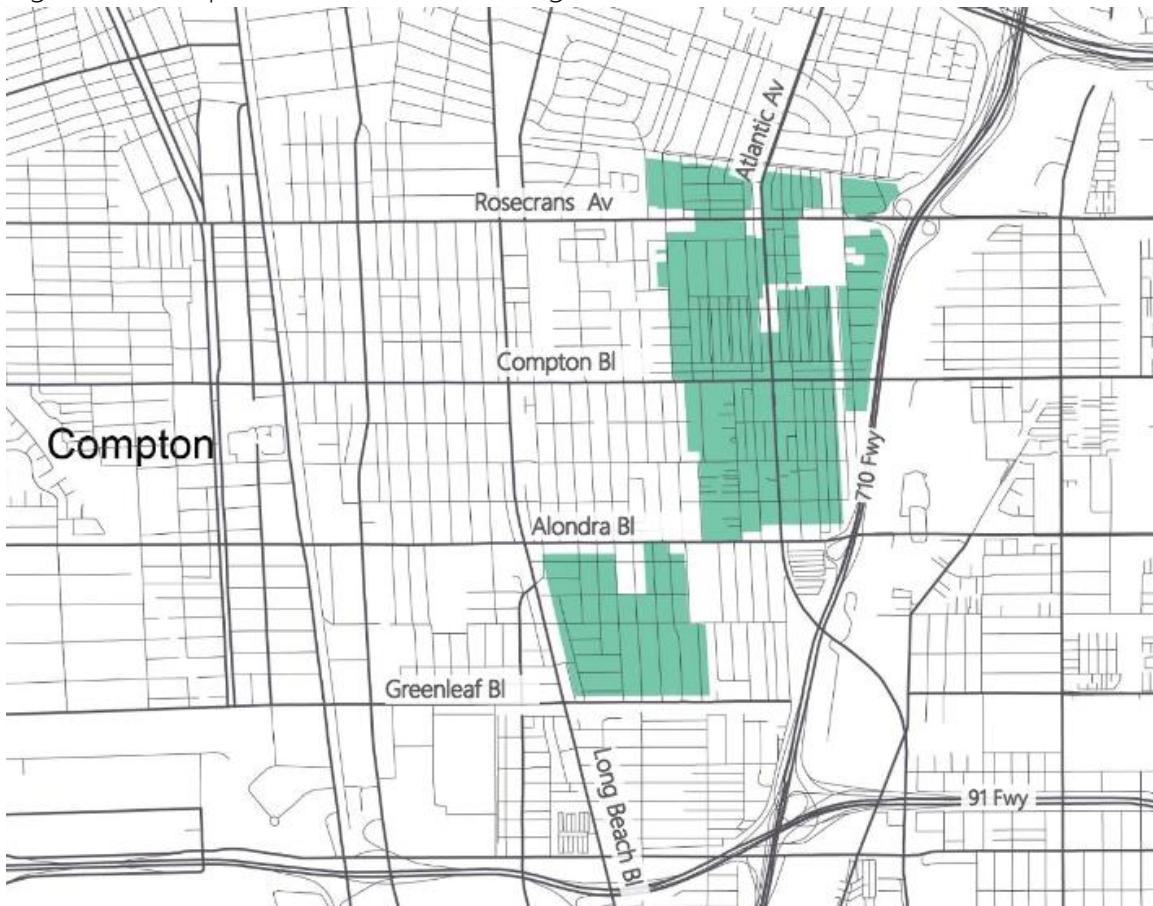
### 3.1 Location Overview

---

Located near the center of the County, East Rancho Dominguez is approximately 0.82 square miles in size. East Rancho Dominguez is an unincorporated community and also a census designated place. For the purpose of this analysis, the area is generally bounded by Rosecrans Avenue to the North, Interstate 710 freeway to the East, and Greenleaf Boulevard to the South. Major North/South thoroughfares include Atlantic Avenue and Interstate 710. Major East/West thoroughfares include Rosecrans Avenue, Compton Boulevard, and Alondra Boulevard. A key locational asset includes the East Rancho Dominguez Park and Community Center.

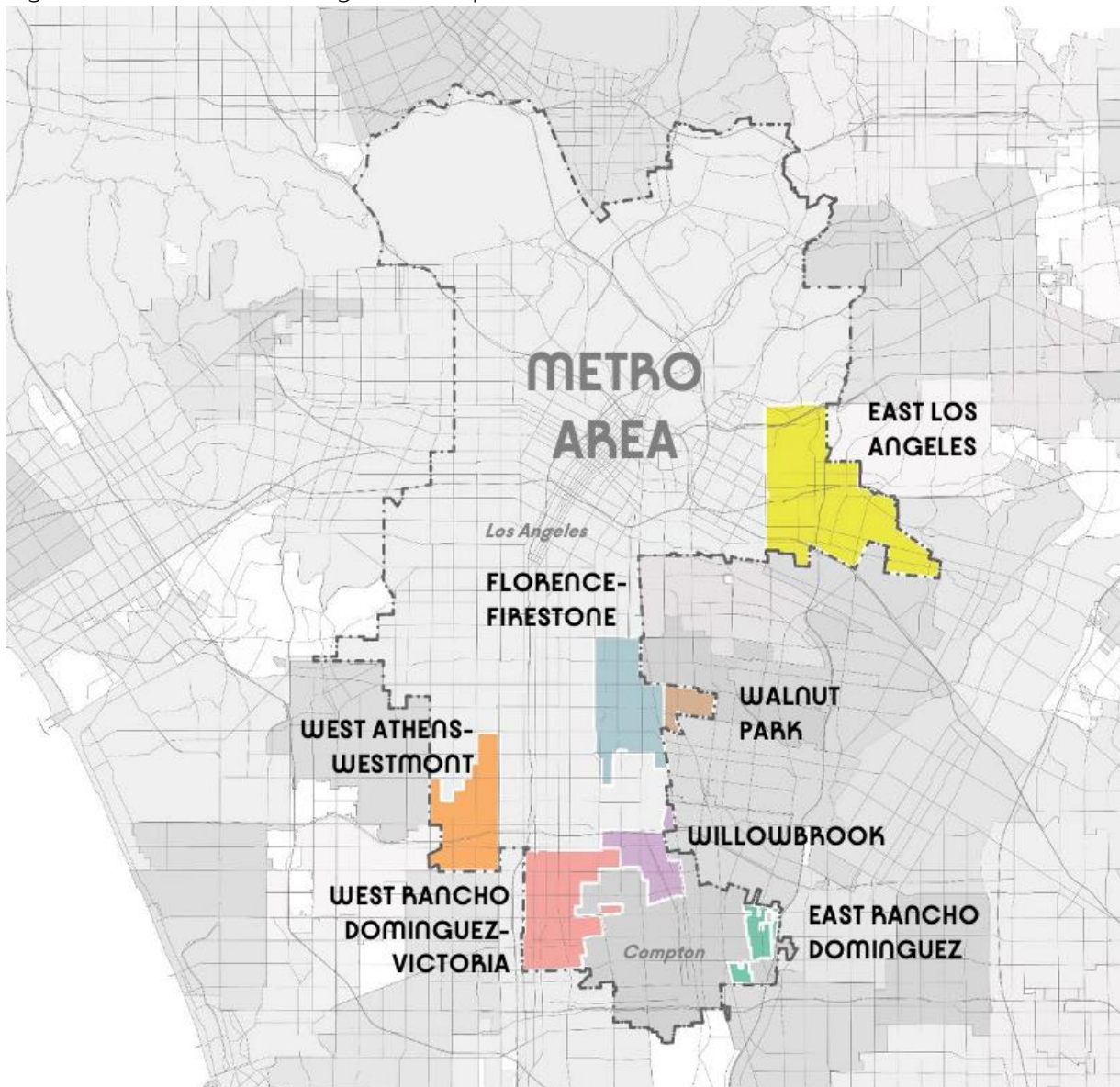
East Rancho Dominguez is one of seven communities within the larger Metro Area. It represents approximately four percent of the total Area Plan land area.

Figure 3-1: Map of East Rancho Dominguez



Source: Dudek

Figure 3-2: Metro Planning Area Map



Source: Dudek



## 3.2 Current Land Use

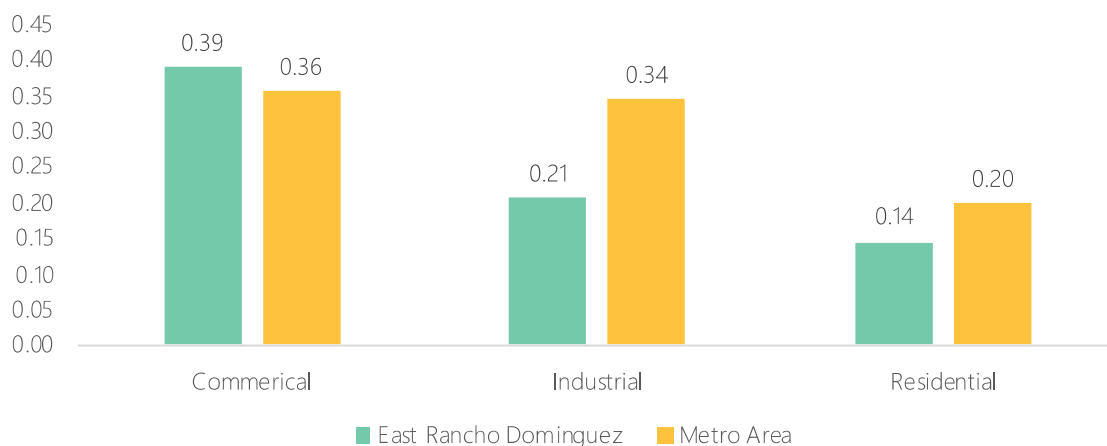
Excluding roads and other infrastructure, East Rancho Dominguez has 0.59 square miles of publicly and privately held land. Residential land uses make up the majority of land in the community area, representing 89.9 percent of the total land and 85.6 percent of the built space. Commercial uses (inclusive of both retail and office) represent about 7.0 percent of the total land and 10.6 percent of the built space due to the highest floor area ratio (FAR) among any of the land uses. The remaining land is comprised of industrial development and other land uses (including government, institutional, etc.).

As it relates to the larger Metro Area, East Rancho Dominguez represents:

- 2.9 percent of the of the commercial development;
- 0.0 percent of the industrial development; and
- 4.5 percent of the residential development.

The distribution of land use has a fairly consistent relationship to the Metro Area with higher than normal residential and other land use development and much lower proportional amount of industrial development and land.

Figure 3-3: FAR Comparison by Land Use



Source: Los Angeles County Assessor

Table 3-1: Land Use (2020)

	East Rancho Dominguez		Metro Area		East Rancho Dominguez /Metro Area	
	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)
Total						
Commercial	332,599	0.04	11,645,057	1.17	2.9%	3.5%
Industrial	3,785	0.00	19,139,479	2.00	0.0%	0.1%
Residential	2,686,398	0.53	59,273,588	10.77	4.5%	4.9%
Other	114,298	0.02	3,256,980	2.88	3.5%	0.6%
Total	3,137,080	0.59	93,315,104	16.82	3.4%	3.5%
Percent of Total/Index						
Commercial	10.6%	7.0%	12.5%	7.0%	85.0	100.7
Industrial	0.1%	0.2%	20.5%	11.9%	0.6	1.7
Residential	85.6%	89.9%	63.5%	64.0%	134.8	140.3
Other	3.6%	2.9%	3.5%	17.1%	104.4	16.9

Source: Los Angeles County Assessor

### 3.3 Transportation Access

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From a regional perspective, East Rancho Dominguez is easily accessible from Interstate 105 and 710. Given its central location within the larger Los Angeles Metropolitan Statistical Area it is estimated that there are over 10 million people living within a 30-mile radius, which includes major job centers. The East Rancho Dominguez is also within a relatively short distance from Los Angeles International airport (LAX) as well as two shipping ports (Port of Los Angeles and Long Beach).

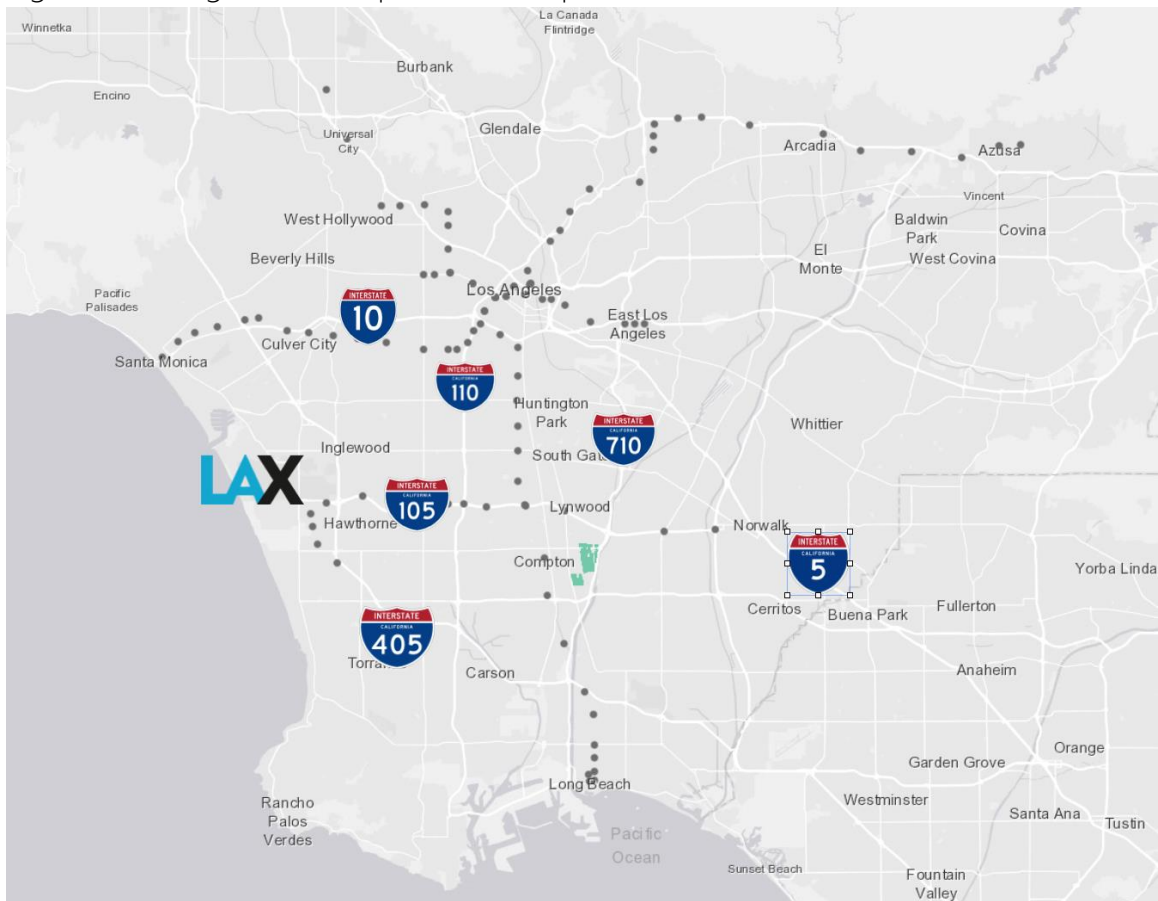
### 3.4 Key Takeaways

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The following includes a bullet point summary of key takeaways from the section:

- Land use patterns are dominated by residential development;
- East Rancho Dominguez is centrally located and is located approximately 18 miles south of from Downtown; and
- The community benefits from excellent regional freeway access.

Figure 3-4: Regional Transportation Map



Source: ESRI Business Analyst; METRO, Pro Forma Advisors

## 4 Socioeconomic Analysis

The future market demand for different land uses in East Rancho Dominguez will be influenced by regional economic forces and market trends. This section analyzes the historic and projected socioeconomic trends for East Rancho Dominguez, the Metro Area, and County that most influence land use potentials for future development. The following section provides summary level information on key population, household age, race and ethnic, and educational attainment trends that may affect future land use planning.<sup>6</sup>

### 4.1 Demographic Trends

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The following section provides summary level information on key population and household, age, ethnic, and educational trends that may affect future land use planning in the community.

#### POPULATION AND HOUSEHOLDS

According to the U.S. Census between 2000 and 2010, East Rancho Dominguez gained approximately 1,300 new residents. Since 2000, East Rancho Dominguez's overall population growth has grown faster than the Metro Area and County. However, in absolute terms the growth is low due to the fact that area is largely built out and there are limited current opportunities for housing development.

Focusing on more recent population trends, ESRI Business Analysis estimates that the area's population will be flat over the next five years. Average household size is anticipated to stay high, with an average household size of 5.0. This household size is significantly higher than the County average (3.0).

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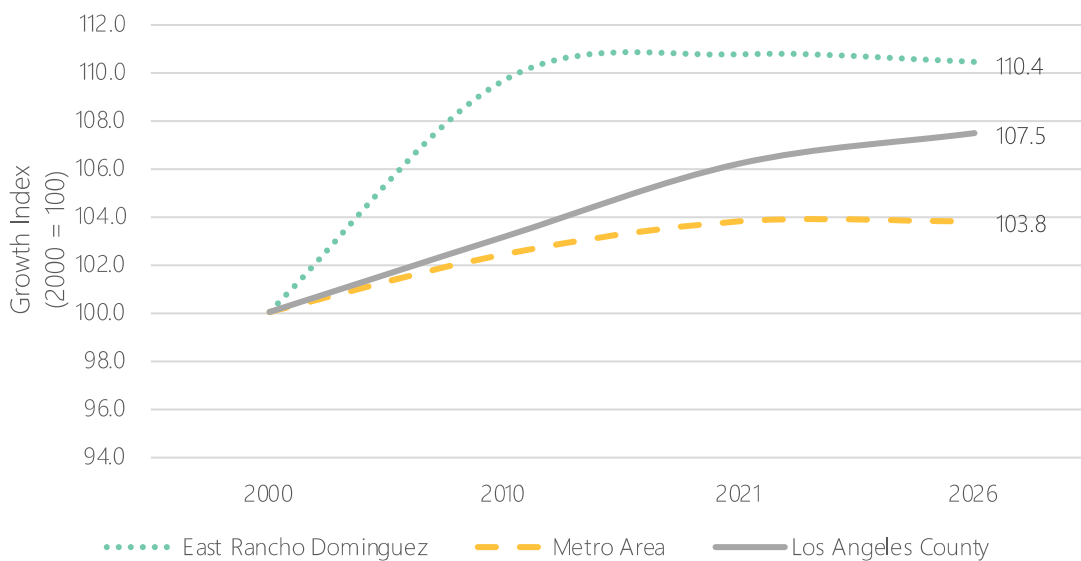
<sup>6</sup> Some of the socioeconomic data used in this analysis is provided by ESRI Business Analyst (ESRI). ESRI's economists, statisticians, demographers, geographers, and analysts produce independent small-area demographic and socioeconomic estimates and forecasts throughout the United States. The ESRI data was utilized for two main reasons: (1) The 2020 Census data was not available at the time the market data was gathered and (2) two of the neighborhoods' geographies (Willowbrook and West Athens-Westmont) did not match to their respective Census-designated place geographies. For these reasons, the ESRI 2021/2026 socioeconomic data was utilized to ensure consistent comparisons among all the areas analyzed herein.

Table 4-1: Population and Household Trends

	2000	2010	2021(e)	2026(e)
<b>Population</b>				
East Rancho Dominguez	13,807	15,135	15,281	15,238
Metro Area	299,561	306,772	310,857	310,826
Los Angeles County	9,519,135	9,818,605	10,108,711	10,229,558
<b>Households</b>				
East Rancho Dominguez	2,748	2,996	3,015	2,999
Metro Area	72,637	74,630	75,285	75,023
Los Angeles County	3,133,720	3,241,204	3,328,361	3,366,546
<b>Household Size</b>				
East Rancho Dominguez	5.0	5.0	5.0	5.0
Metro Area	4.1	4.1	4.1	4.1
Los Angeles County	3.0	3.0	3.0	3.0

Source: ESRI Business Analyst

Figure 4-1: Population Growth Index



Source: ESRI Business Analyst



## AGE

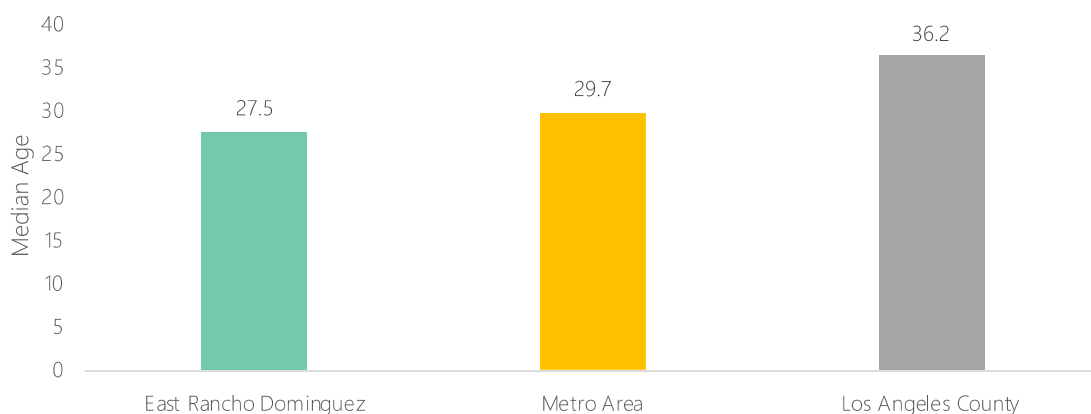
East Rancho Dominguez's median age is 27.5 (Figure 4-2), which is younger than both the MAP region's median age (29.7) and County's median age (36.2). By analyzing age cohorts (Table 4-2), the area has an underrepresentation of age groups over 35 years. Conversely, there is a significant overrepresentation of age cohorts under 35 years old, whose shares are significantly higher than County. A considerably younger population, comprised of large numbers of families, will have unique implications for future land use planning.

Table 4-2: Age Distribution by Geography (2021)

	East Ran- cho Dominguez	Metro Area	Los Ange- les County	East Rancho Dominguez/ Metro Area	East Rancho Dominguez/ County
Children/Young Adults (Under 24)	45.1%	41.1%	31.9%	109.5	141.1
Young Workers (25 to 34)	18.2%	17.5%	16.3%	103.8	111.4
Family Formation (35 to 54)	22.0%	23.4%	25.9%	93.8	84.8
Empty Nesters (55 to 74)	12.5%	14.4%	19.9%	86.6	62.7
Seniors (75+)	2.3%	3.5%	5.9%	65.6	38.9

Source: ESRI Business Analyst

Figure 4-2: Median Age by Geography (2021)



Source: ESRI Business Analyst

## RACE AND ETHNICITY

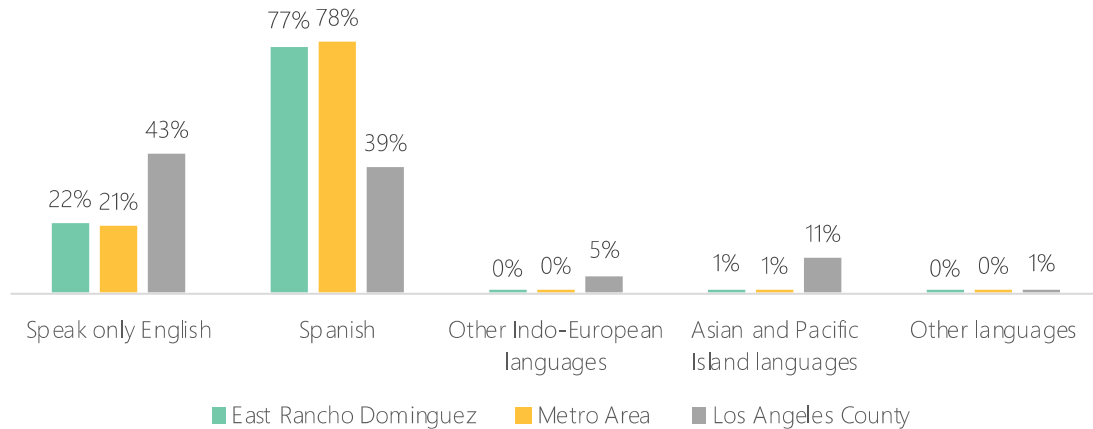
While race and ethnic composition do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the ethnic composition of the community's population might impact future land use decisions. East Rancho Dominguez has a higher relative share of residents identifying as "Black alone," "some other race alone," and "Hispanic." The area's composition of those of those identifying as black alone is over 2.5 times the County. The Hispanic and Latino/a population composition is comparable to other areas within the Metro Area with over 77 percent reporting that they speak Spanish at home.

Table 4-3: Population by Race/Ethnicity (2021)

	East Rancho Dominguez	Metro Area	Los Angeles County	East Rancho Dominguez/ Metro Area	East Rancho Dominguez/ County
White Alone	32.5%	38.6%	48.5%	73.5	60.0
Black Alone	14.4%	14.3%	8.2%	156.9	262.2
American Indian Alone	0.8%	0.9%	0.7%	88.9	114.3
Asian Alone	0.3%	0.7%	15.1%	7.0	2.6
Pacific Islander Alone	0.7%	0.1%	0.3%	100.0	66.7
Some Other Race Alone	47.8%	42.0%	22.4%	125.4	200.4
Two or More Races	3.4%	3.4%	4.9%	75.6	63.3
Hispanic Origin	83.5%	83.8%	48.9%	103.6	157.7

Source: ESRI Business Analyst

Figure 4-3: Language Spoken at Home (2019)



Source: US Census

## EDUCATION

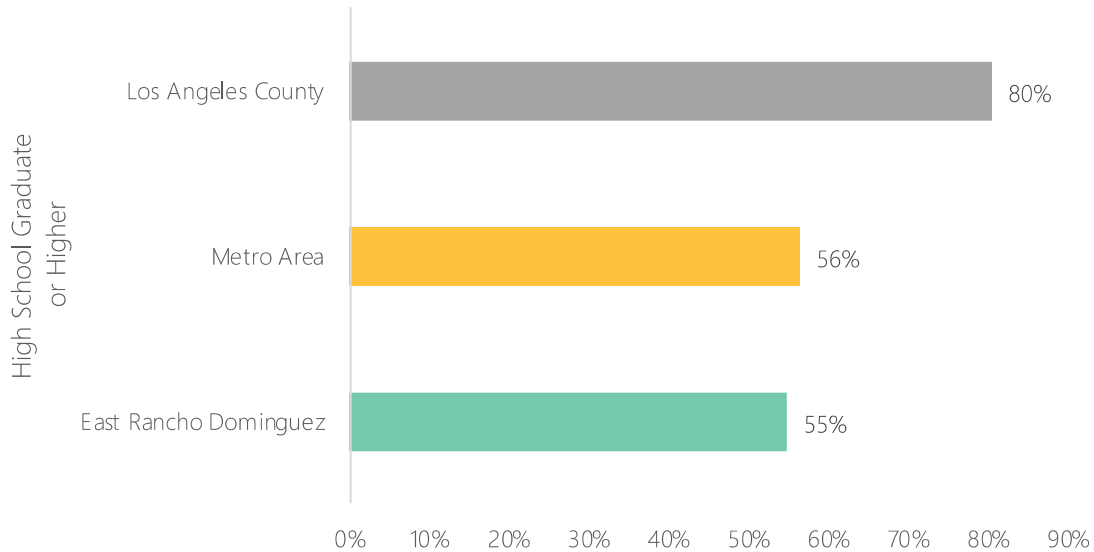
Levels of educational attainment are lower in both East Rancho Dominguez and the Metro Area, in comparison to the larger County area. For the population 25 and older, 45 percent of the residents report a “less than high school education,” which is over twice as high as the County. Similarly, there is an underrepresentation of community residents with “some college, associate degree” or a “bachelor’s degree or higher. If examining the percent of residents with a high school graduate or higher level of education, East Rancho Dominguez and the Metro Area both significantly under the Countywide educational attainment level of 80 percent.

Table 4-4: Population 25+ by Educational Attainment (2021)

	East Rancho Dominguez	Metro Area	Los Ange- les County	East Rancho Dominguez/ Metro Area	East Rancho Dominguez/ County
Less than High School graduate	45%	44%	20%	103.7	231.8
High School Graduate (w/ equivalency)	30%	25%	21%	118.9	146.6
Some College, Associate Degree	19%	22%	25%	87.7	75.9
Bachelor's Degree or higher	5%	9%	35%	59.3	15.7

Source: ESRI Business Analyst

Figure 4-4: Percent of Population 25+ with High School Degree (2021)



Source: ESRI Business Analyst

## 4.2 Key Demographic Takeaways

The following includes a bullet point summary of key takeaways from the section:

- East Rancho Dominguez has had moderate to high population growth compared to the County, but low in absolute terms.
- The community has a high percentage of families<sup>7</sup>, with larger household sizes and a younger population.
- The area is largely comprised of people identifying as Hispanic and Latino/a and Black.
- East Rancho Dominguez has over two times the expected share of residents with less than a high school education compared to the education attainment of the population 25 or older in the County.

<sup>7</sup> The US Census and ESRI define a family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family.

## 4.3 Economic Trends

The following section provides summary level information on various aspects of employment and industry composition that will impact the demand for future commercial land in the community.

### HOUSEHOLD INCOME

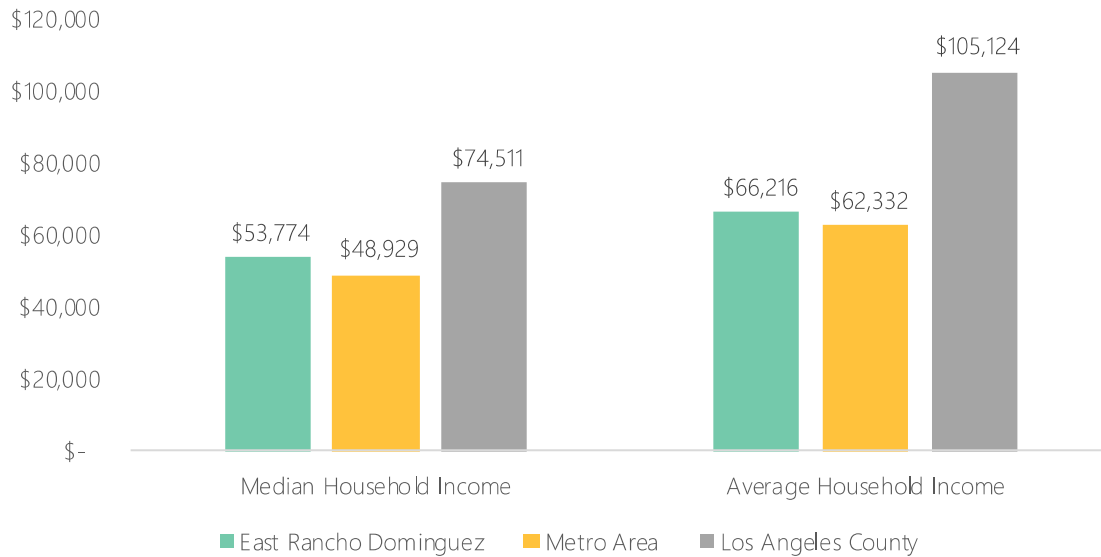
East Rancho Dominguez's median household income is approximately \$53,800, which is higher than the Metro Area (\$48,900) and lower than the County (\$74,500). The household income projections, provided by ESRI Business Analyst, suggest that the community median income should rise at a rate consistent with the Metro Area and County over the next five years (2021 – 2026). The incomes of East Rancho Dominguez's households tend to be more concentrated in household income cohorts below \$75,000. Consistent with a lower median and average household income, there is a smaller share of household's making over \$75,000 compared with the larger County region.

Table 4-5: Household Income by Income Cohort (2021)

	East Rancho Dominguez	Metro Area	Los Angeles County	East Rancho Dominguez/ Metro Area	East Rancho Dominguez/ County
<\$15,000	8.8%	13.7%	9.7%	64.2	90.7
\$15,000 - \$24,999	10.6%	11.3%	7.4%	93.8	143.2
\$25,000 - \$34,999	9.7%	10.8%	7.3%	89.8	132.9
\$35,000 - \$49,999	15.5%	15.1%	10.1%	102.6	153.5
\$50,000 - \$74,999	24.4%	19.1%	15.8%	127.7	154.4
\$75,000 - \$99,999	10.6%	12.2%	12.7%	86.9	83.5
\$100,000 - \$149,999	13.9%	12.2%	17.1%	113.9	81.3
\$150,000 - \$199,999	4.8%	3.6%	8.6%	133.3	55.8
\$200,000	1.7%	2.0%	11.5%	85.0	14.8

Source: ESRI Business Analyst

Figure 4-5: Median and Average Household Income (2021)



Source: ESRI Business Analyst

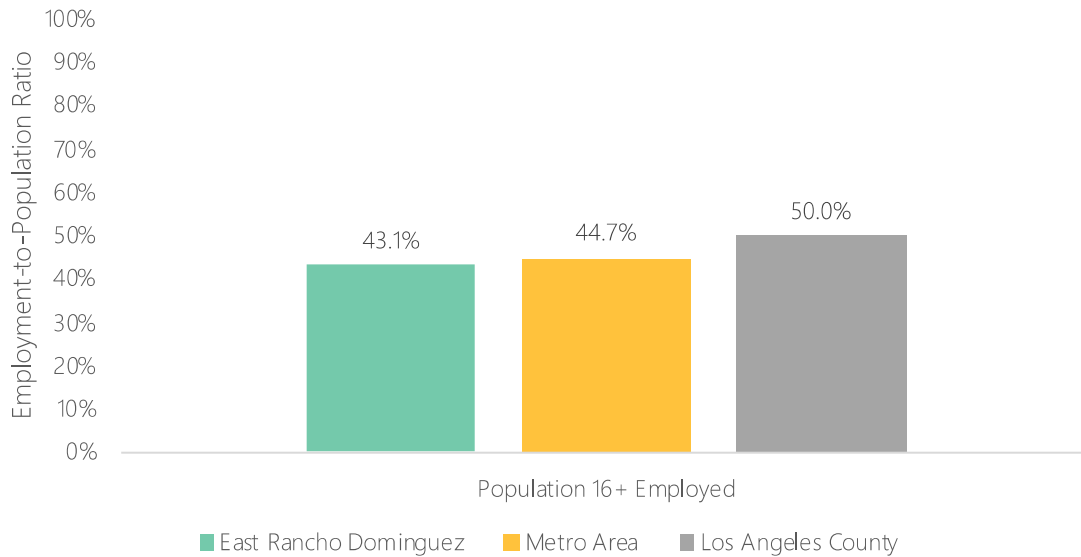
## EMPLOYMENT

Employment is examined in terms of unemployment rates, jobs (in-place employment), worker area profile, and industry composition. A critical barometer in evaluating demand for commercial office and industrial (workplace) real estate is employment growth. The following tables and graphs highlight relevant employment trends and forecasts. Sectoral (industry) analysis lends insight into industry growth and contraction patterns in a given geography.

There is no data available for unemployment at the community level. It is estimated that 43.1 percent of the population over 16 years of age are in the labor force. This is slightly lower than the Metro Area and approximately seven percentage points lower than the County labor force participation.



Figure 4-7: Labor Force (2021)



Source: CA EDD, CA Department of Finance

## IN-PLACE EMPLOYMENT

### Jobs

The previously provided information regarding income, unemployment, and the area's labor force are based on the community's residents. The following analysis examines jobs located in the community that may or may not be held by community residents. An evaluation of the primary "in-place" employment is important as it impacts the range of demand that can be projected for future commercial serving land uses.

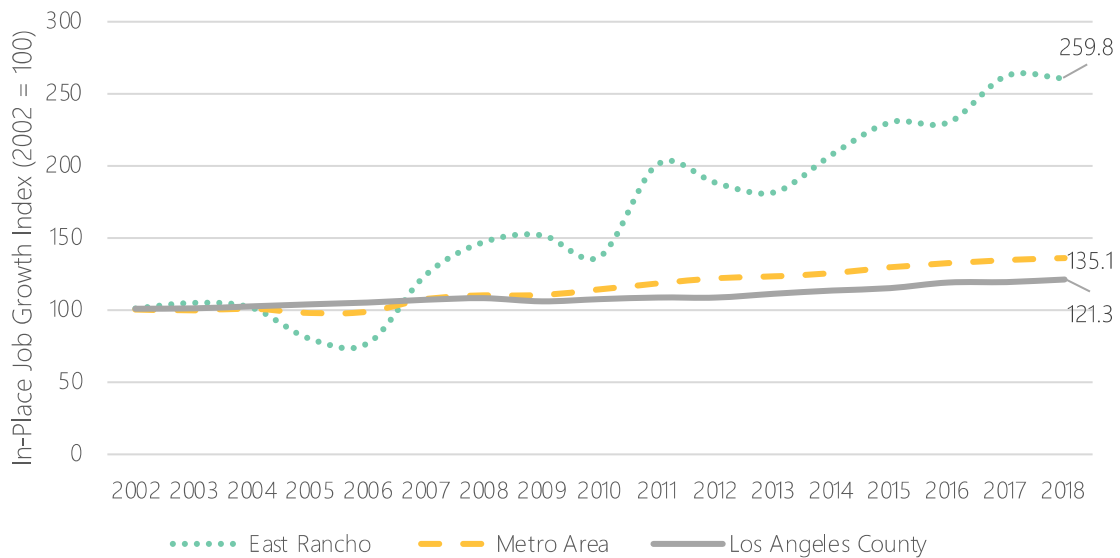
Primary jobs<sup>8</sup> rose from 2002 to 2018, leading up to the COVID-19 related recession. In fact, East Rancho Dominguez saw a relative increase in job growth between 2006 to 2018 compared to both the Metro Area and County, whereas before 2006 the job growth tended to be consistent with or below the larger areas.

Based on the OnTheMap employment data, approximately 11 percent of the area's in-place employment is from residents that both live and work in the community. Similar to other areas within the County, East Rancho Dominguez has a high number of its residents commuting long distances to work. There were approximately 720 primary

<sup>8</sup> A total job is defined as all jobs, which include all public or private sector jobs (potentially more than one job per worker). For example, if a person had two part-time jobs, then the primary job would be the highest paying job for that worker. Typically there is not significant variation in primary and total jobs except in economies with significant portions of the labor force engaged in part-time employment (e.g. tourist economies).

jobs in the community in 2018, which is the most recent year of the Quarterly Census of Employment and Wages in-place employment data available for analysis.

Figure 4-8: In-Place Employment Index (2002 - 2018)



Source: US Census (OnTheMap)

Table 4-6: Employment Efficiency (2018)

	East Rancho Dominguez	Metro Area	Los Angeles County
In-Place Jobs	717	55,365	4,685,637
Employed and Living in the Area (Resident Workers)	11%	12%	77%
Employed and Living Outside the Area (In-Place Employees)	89%	89%	23%

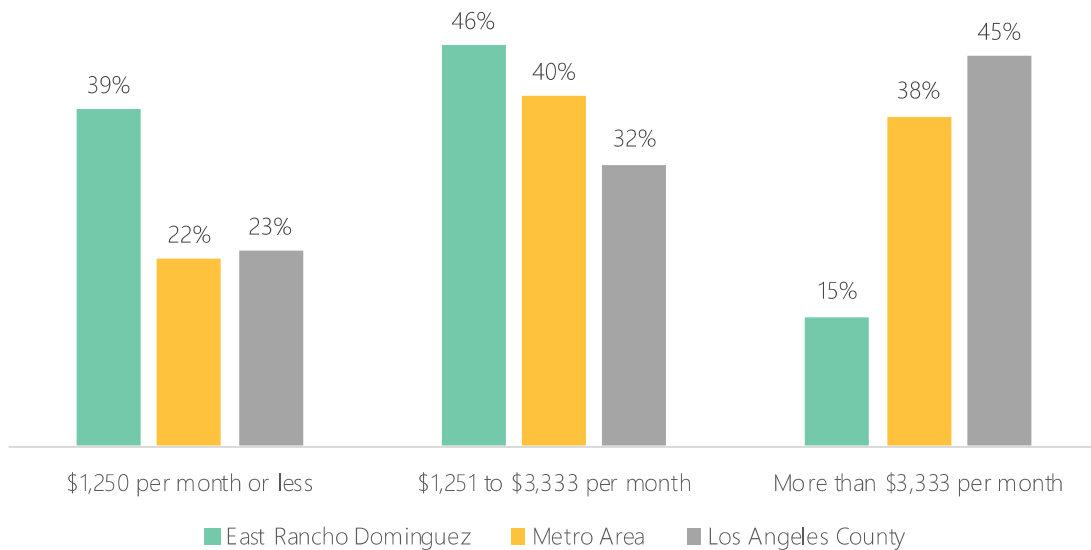
Source: US Census (OnTheMap)

### Worker Area Profile

An evaluation of primary jobs in East Rancho Dominguez reveals some noteworthy characteristics. Unlike the area's resident age distribution, the employment base does not deviate much from observed County ratios of jobs by age. Unlike the County, East Rancho Dominguez's in-place employment consists of generally lower paying jobs. As shown, the percentage of lower paying jobs yielding \$1,250 per month or less are almost 40 percent of all jobs located in East Rancho Dominguez compared with less

than one-quarter of the jobs in the County. The lack of a presence of higher paying jobs in East Rancho Dominguez is a negative indicator. Similarly, the educational attainment of in-place jobs in the area tend to be lower than County, but generally in line with the Metro Area.

Figure 4-6: In-Place Employment by Earnings (2018)



Source: US Census (OnTheMap)

Table 4-7: In-Place Employment by Educational Attainment (2018)

	East Rancho Dominguez	Metro Area	Los Angeles County	East Rancho Dominguez/Metro Area	East Rancho Dominguez/Los Angeles County
Less than high school	28%	24%	16%	119.8	178.2
High school or equivalent, no college	18%	17%	16%	105.2	114.4
Some college or Associate degree	19%	22%	23%	83.1	81.3
Bachelor's degree or advanced degree	10%	18%	24%	57.6	42.7
Educational attainment not available	25%	19%	22%	129.8	115.1

Source: US Census (OnTheMap)

## Location Quotient Analysis

The location quotient (LQ) is a tool that measures the relative concentration of different industries in specific localities relative to a larger level of geography. In most cases, the LQ would compare a county to a state or national level of employment concentration. However, it is useful to get a proxy for relative employment concentration among industries within a sub-regional level geography. The calculation helps evaluate East Rancho Dominguez's strength or weakness in a given industry, relative to the County as a whole. A concentrated (high) LQ means that a given industry is represented more than one would expect, given its total level of employment. The following describes the LQ:

- $LQ > 1.0$  means that an industry is more concentrated in East Rancho Dominguez than in the County.
- $LQ < 1.0$  means that an industry is less concentrated in East Rancho Dominguez than in the County.
- $LQ = 1.0$  means that an industry is equally concentrated in East Rancho Dominguez as in the County.

Because industries with a LQ greater than one indicates relatively high production of a particular service, it is likely that some amount of that industry is being exported. Employment in that industry (or the portion of employment that causes the LQ to exceed 1.0) is then assigned to the economic base and is given credit for supporting the economy as a whole. Conversely, if an industry has a LQ less than one, it is assumed to be a local-serving or non-basic industry. For economic development purposes, it is often useful to focus on the outlier industries with a LQ greater than 1.25 or less than 0.75. The assumption is that industries falling within 0.75 and 1.25 are probably producing at levels sufficient to meet local demand in the local area. There is a high concentration in the Educational Services and Health, Retail Trade, and Construction industries. These three industries represent approximately 84 percent of the total employment and a similar share of in-place employment growth between 2002 and 2018.

Table 4-8: In-Place Employment Change by Industry (2002, 2018)

Industry	East Rancho Dominguez (2002)	East Rancho Dominguez (2018)	Numeric Change (2002 - 2018)	Location Quotient
Agriculture, Forestry, Fishing and Hunting	0	0	0	0.00
Mining, Quarrying, and Oil and Gas Extraction	0	0	0	0.00
Utilities	0	0	0	0.00
Construction	11	85	74	3.68
Manufacturing	26	40	14	0.75
Wholesale Trade	3	5	2	0.14
Retail Trade	59	176	117	2.60
Transportation and Warehousing	0	1	1	0.03
Information	0	0	0	0.00
Finance and Insurance	0	0	0	0.00
Real Estate and Rental and Leasing	0	2	2	0.14
Professional, Scientific, and Technical Services	6	5	-1	0.10
Management of Companies and Enterprises	0	0	0	0.00
Admin. & Support, Waste Mgmt. and Remediation	4	4	0	0.09
Educational Services	0	8	8	0.14
Health Care and Social Assistance	154	344	190	2.99
Arts, Entertainment, and Recreation	0	0	0	0.00
Accommodation and Food Services	3	35	32	0.51
Other Services (excluding Public Administration)	10	12	2	0.49
Public Administration	0	0	0	0.00
Total	276	717	441	1.00

Source: US Census (OnTheMap)

## 4.4 Key Economic Takeaways

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The following includes a bullet point summary of key takeaways from the section:

- East Rancho Dominguez households tend to have lower incomes than the County.
- Between 2002 and 2018, East Rancho Dominguez's in-place jobs have grown at a faster rate than both the Metro Area and the County.
- A number of industries are clustered in the area (Educational Services and Health, Retail Trade, and Construction) and will help facilitate future job growth in the community. However, given the low total number of jobs and reliance on three industries, the lack of diversity could be problematic with macro changes in the economy.
- In-place jobs tend to have lower wages and educational level as compared with the countywide average.



## 5 Real Estate Market

The following provides an overview of historic trends for residential, office, and retail land uses.<sup>9</sup> Historic market trends have been examined to more accurately determine the potential for future land uses and associated development desired in the Area Plan General Plan Update. Once again, trends for the community, Metro Area, and County have been analyzed for comparison purposes. Various recognized submarket area<sup>10</sup> definitions are used in the commercial real estate analysis. It is important to note that this analysis does not attempt to replace the County's Housing Element or prior planning. Rather, it is provided to include additional and updated market information.

### 5.1 Residential

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Demand for residential housing will be a byproduct of employment and population growth throughout the County. The following sections examine the regional market conditions for rental and for-sale residential properties as well as more localized information pertaining to residential potential in the community.

#### INVENTORY

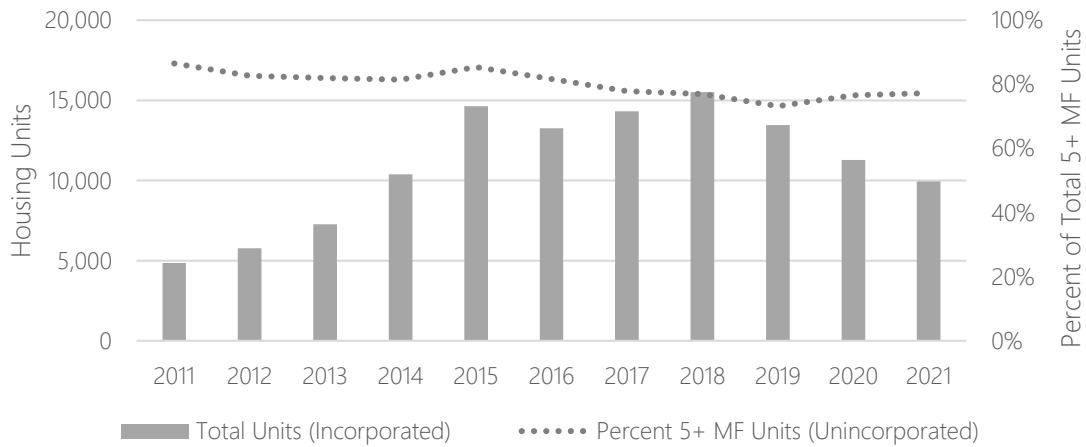
According to ESRI Business Analyst, East Rancho Dominguez has approximately 3,250 housing units, which represent about 4.0 percent of the MAP region. Examining building permit data for the County over the last 10 years (Figure 5-1), an average of 11,000 units were delivered annually with approximately 80 percent of permits being 5 or more multi-family units in the unincorporated areas.

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<sup>9</sup> Pro Forma Advisors has not analyzed the market for future industrial uses as it appears to be inconsistent with the MAP vision. Future analysis may explore strategies to transition underperforming industrial land to more compatible land uses within the MAP communities.

<sup>10</sup> Submarket areas are specific geographic boundaries that serve to delineate a core group of buildings that are competitive with each other and constitute a generally accepted primary competitive set or peer group.

Figure 5-1: Building Permit Data (2011 - 2021)

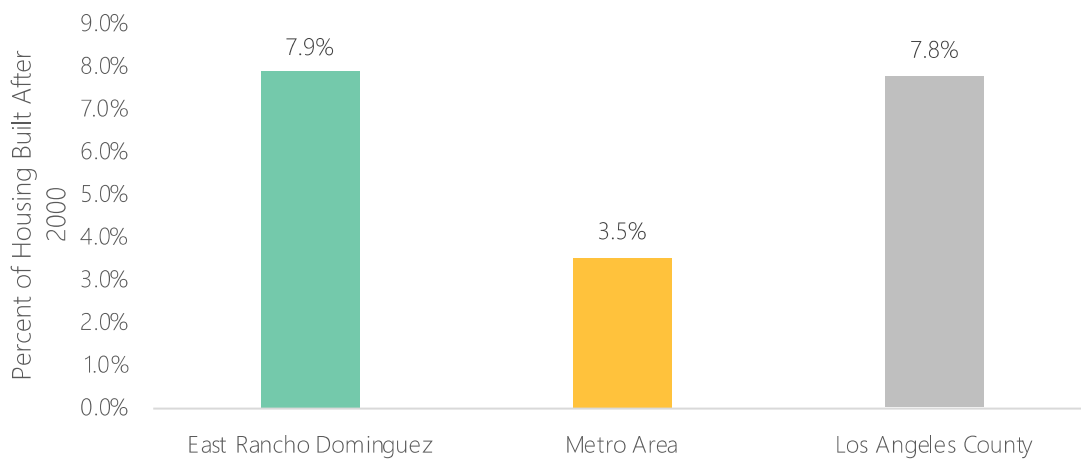


Source: Los Angeles County

## AGE

Approximately 80 percent of the housing was built before 1970. Over the next three decades an additional 12 percent of housing was constructed. East Rancho Dominguez has experienced new residential development since 2000 at a rate consistent with the County and over twice as high as the Metro Area (Figure 5-2). However, in absolute terms the number of new housing units delivered is relatively low (350 units).

Figure 5-2: Housing Built Since 2000 (Relative to Total Housing Stock)

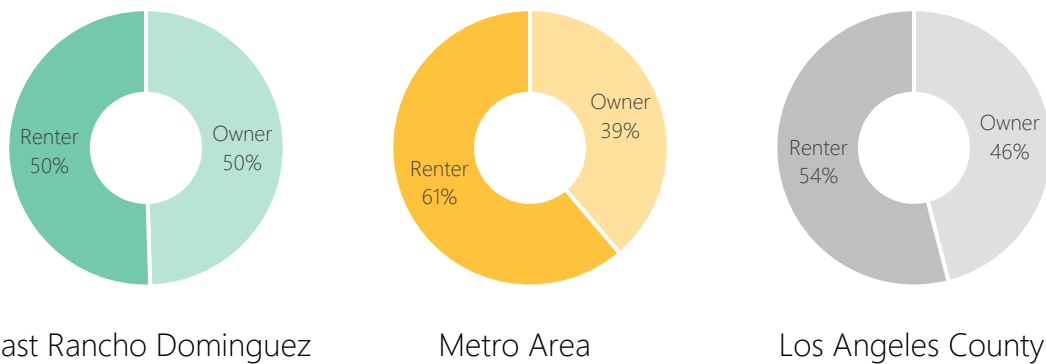


Source: US Census

## TENURE

East Rancho Dominguez has a smaller share of renter-occupied housing in comparison to the County. Based on 2019 estimates, approximately 50 percent of the housing is renter-occupied. The ratio of owner-to-renter is higher than with the Metro Area with a larger number of residents living in owner-occupied homes. Housing vacancy characteristics do not show much variability from the Metro Area or County, where vacant properties typically make up a small percent of the housing stock.

Figure 5-3: Housing Tenure

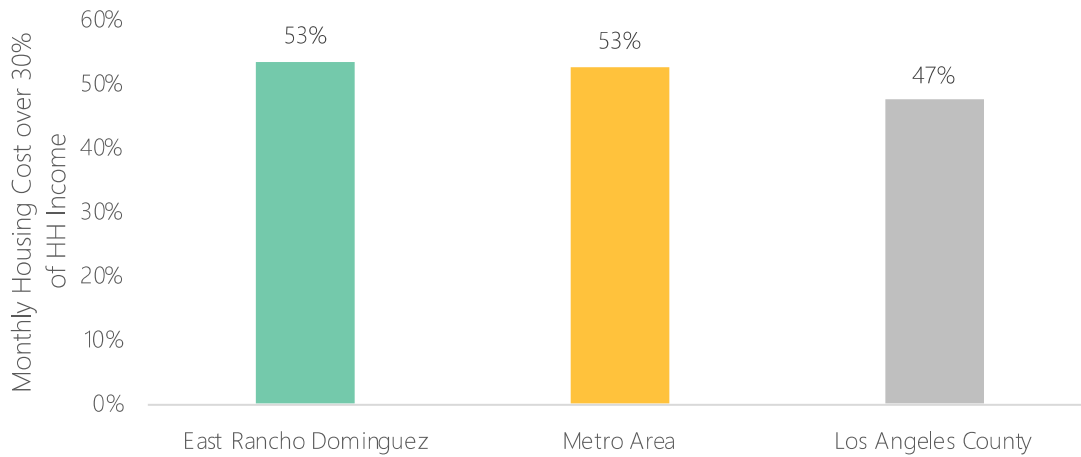


Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## COST BURDEN

Renters in East Rancho Dominguez and the Metro Area have implications for the financial stability of residents, as renters do not grow wealth through home ownership, have typically lower household incomes, and are subject to sometimes unpredictable rent increases or eviction. Furthermore, apartment owners may defer maintenance and can target lower income renters who have few options in the marketplace. This impacts both quality of life of occupants and can contribute to the community's perception in the County. Approximately 53 percent of households in East Rancho Dominguez pay more than 30 percent of their household incomes toward rent, which is commonly recognized as the share of household income beyond which rent becomes prohibitively expensive and affects other household expenditures.

Figure 5-4: Monthly Housing Cost Over 30 Percent of Income



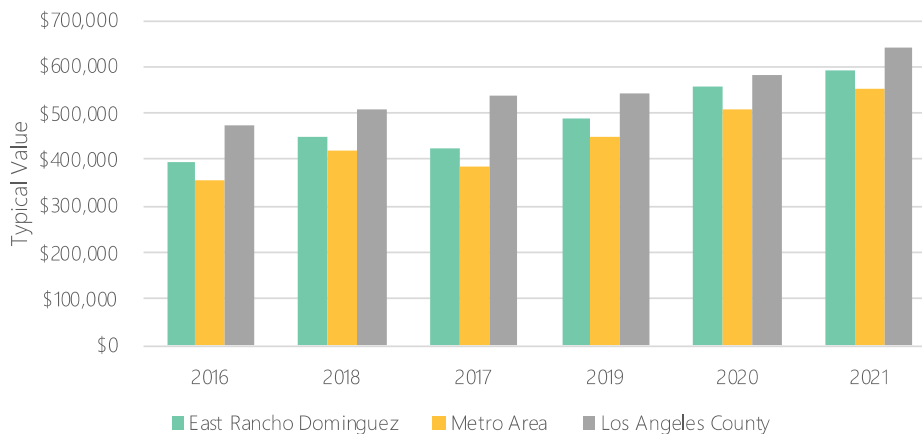
Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## PRICING

### For-Sale Pricing

In 2021, the typical condominium price in East Rancho Dominguez was approximately \$557,000, which is \$82,000 less than the County (\$639,000). However, the compound annual growth rate (CAGR) for the community's for-sale housing has been 8.4 percent per year over the last five years. This rate is lower than the Metro Area (9.2 percent), but higher than the County CAGR of 6.3 percent since 2016. The community, like the County, has seen marked for-sale housing pricing increases as interest rates have remained low and housing production has not kept pace with demand.

Figure 5-5: Typical Condominium Value

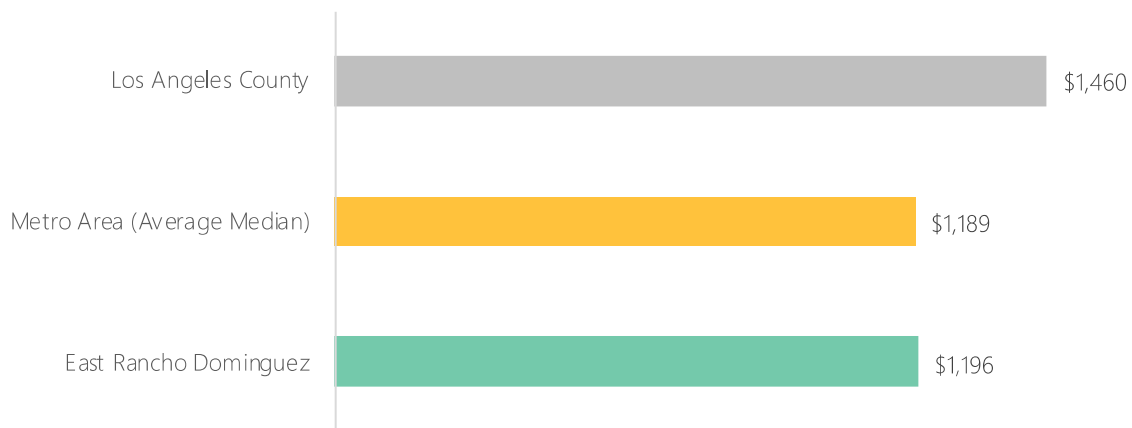


Source: Zillow

## For-Rent Pricing

According to the US Census, the typical monthly rental price (all units) is \$1,196 in East Rancho Dominguez. This typical monthly rent is lower than the County consistent with the Metro Area. Similar to the for-sale housing, rental rates in the County have increased because an increased demand for housing. For-rent housing demand, unlike for-sale housing, may reflect evolving market preferences, affordability, or scrutiny on for-sale home mortgage lending standards. In general the Metro Area's rental housing stock prices have not kept pace with the County due to a lack of new development, which often drives market prices up through higher quality and amenities.

Figure 5-6: Typical Monthly Rent (Median Gross Rent)



Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## Pipeline Development

There are no significant residential developments known to be under construction.

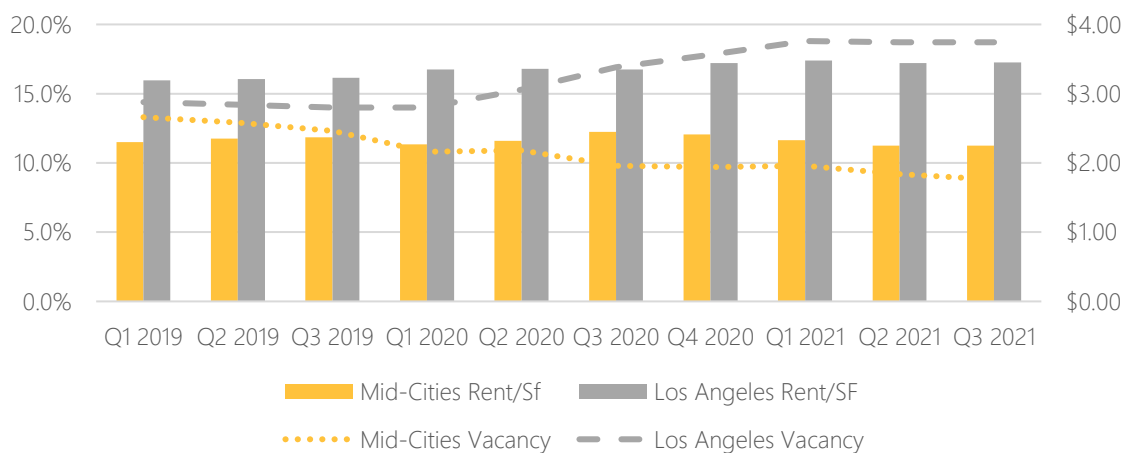
## 5.2 Office

Market potentials for office-related development within East Rancho Dominguez will be a function of the particular attributes of the available land, adjacent land uses, and the regional economy and office market. Although the Los Angeles office market is comprised of many submarkets, each with potentially a distinct tenant profile, office space is typically highly substitutable, such that the potentials in any given market are determined by the strength of the regional office market. Thus, development activity, absorption, vacancy rates, and change in rental rates follow very similar patterns in most of the Los Angeles submarkets.

### FUNDAMENTALS

The Mid-Cities office market has 8.6 million square feet of office space, which has decreased by approximately one million square feet since Quarter 1 of 2019. Historically, the submarket has represented approximately 2.5 percent of the total County office market. The office vacancy rates have been lower than the larger County area over recent years. However, other submarkets have delivered high quality Class A space that often has a high vacancy rate because it is in the process being leased. As reflected in the average asking rent, the Mid-Cities area has lagged behind the average asking monthly rent largely due to its older office developments, most of which were delivered decades ago.

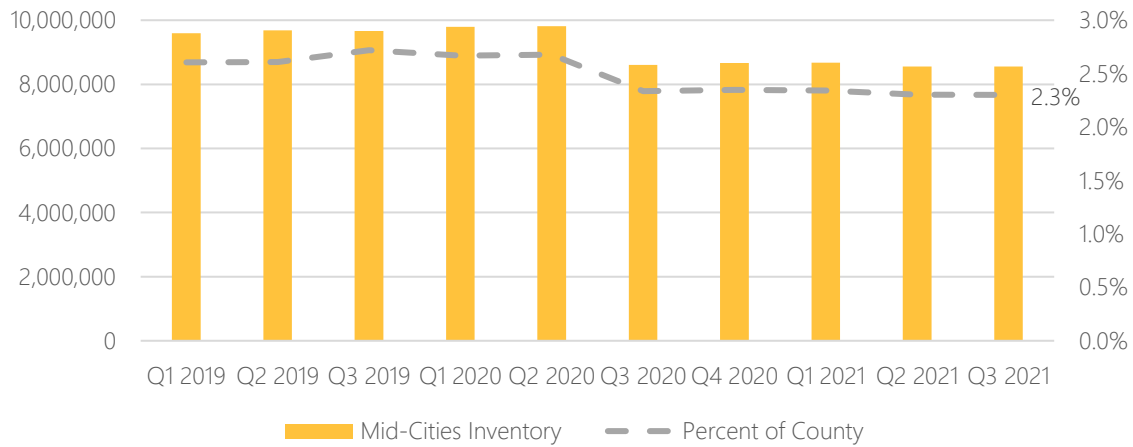
Figure 5-7: Regional Office Inventory (2019 - 2021)



Source: CoStar



Figure 5-8: Regional Office Trends (2019 – 2021)



Source: CoStar

#### LOCAL MARKET CONDITIONS

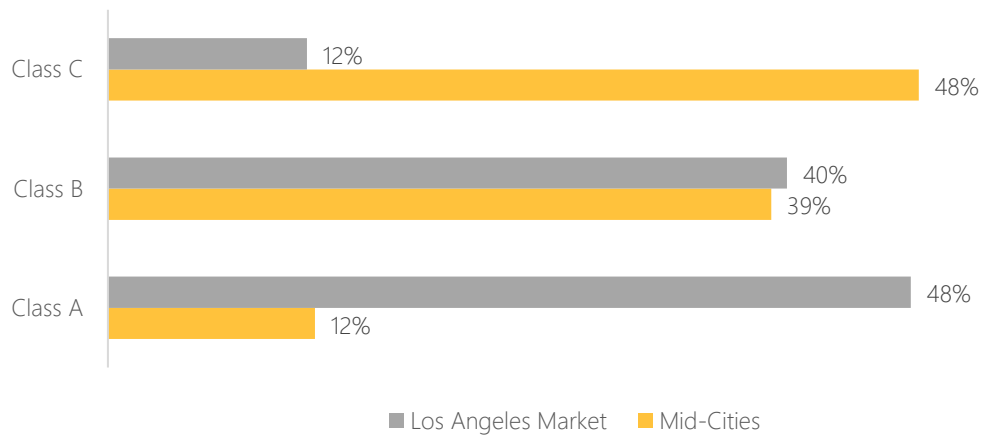
The Mid-Cities submarket has a significantly higher percent of Class C office space and relatively few Class A office developments. Once again, the County Assessor data was used to better understand the contemporary amount of commercial office development in the community.

Examples of office development include:

- Office Buildings; and
- Professional Building.

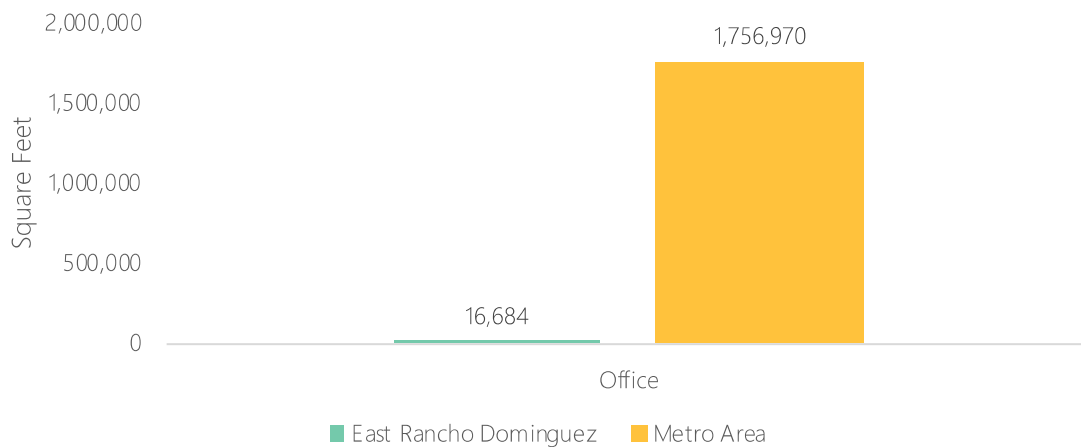
In total, there is an estimated 17,000 square feet of commercial office space, as defined above, which is less than one percent of the Metro Area's 1.8 million square feet of commercial office development.

Figure 5-9: Office Inventory Comparison by Asset Class



Source: CoStar

Figure 5-10: Community and Area Plan Office Inventory (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant office developments known to be under construction.

## 5.3 Retail

---

The retail sector occupies a prominent place in the economy because such a large portion of the United States' economic activity depends on consumer spending. The sales of retail goods and services generate a large number of jobs that provide employment for individuals across a wide range of skill and income levels. Retail real estate markets are more subject to obsolescence and more locally based than either commercial office or industrial markets.

### FUNDAMENTALS

Although historical data is incomplete for East Rancho Dominguez, it is likely that the retail market parallels that of the Greater Mid-Cities market area with annual rents around \$19-26 NNN/year/square foot. Asking rents have historically been significantly below the larger County area. Vacancies, on the other hand, have remained low with a rate consistent with the larger County trend. In total, there is an estimated 12 million square feet of shopping center<sup>11</sup> space in the Mid-Cities submarket, which is about 9 percent of the total County inventory.

---

<sup>11</sup> Shopping centers consist of the following:

General Retail: Typically are single tenant freestanding general-purpose commercial buildings with parking. Many single retail buildings fall into this use code, especially when they don't meet any of the more detailed use descriptions.

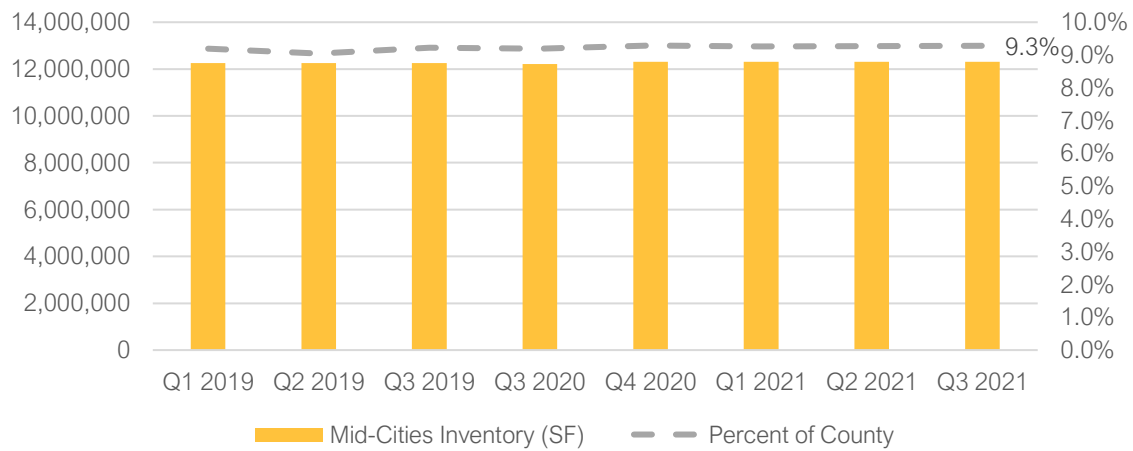
Mall: Provides shopping goods, general merchandise, apparel, and furniture, and home furnishings in full depth and variety. It is built around the full-line department store, with a minimum GLA of 100,000 square feet, as the major drawing power.

Power Center: Typically consists of several freestanding (unconnected) anchors and only a minimum amount of small specialty tenants 250,000–600,000 square feet.

Shopping Center: The combined retail center types of Community Center, Neighborhood Center and Strip Center, which have a range of 50,000 – 350,000 square feet with limited anchors.

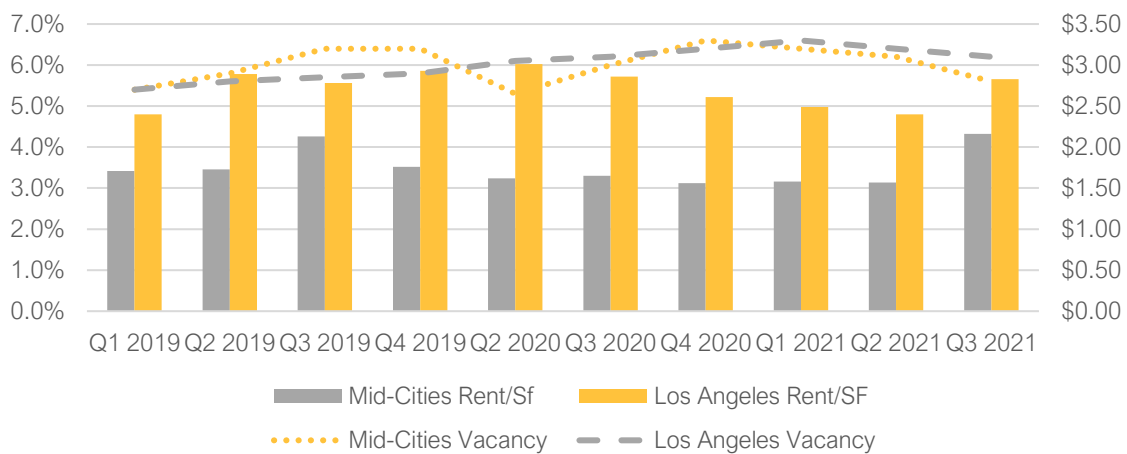
Specialty Center: The combined retail center types of Airport Retail, Outlet Center and Theme/Festival Center; which have a special market orientation and are unique in the market area.

Figure 5-11: Regional Retail Inventory (2019 - 2021)



Source: CoStar

Figure 5-12: Regional Retail Trends (2019 – 2021)



Source: CoStar

## LOCAL MARKET CONDITIONS

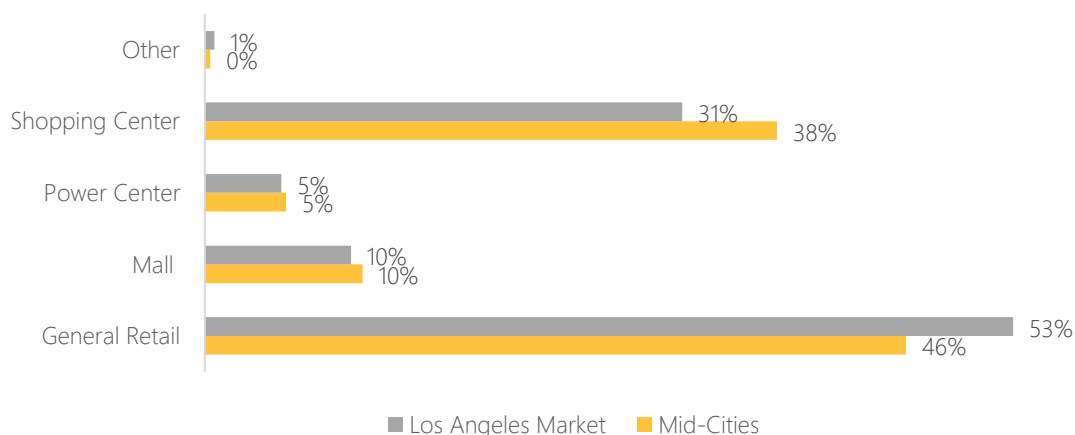
While the Mid-Cities submarket has a relatively consistent share of retail space by major retail development type, the local inventory in East Rancho Dominguez is dominated by non-shopping center oriented development. The County Assessor data was used to better understand the contemporary amount of commercial retail development in the community. Specifically, the amount of retail that would provide goods to community residents.

Examples of these types of retailers include:

- Restaurants/Non-grocery Food and Beverage;
- Supermarkets/Grocery;
- General Stores;
- Shopping Centers; and
- Department Stores.

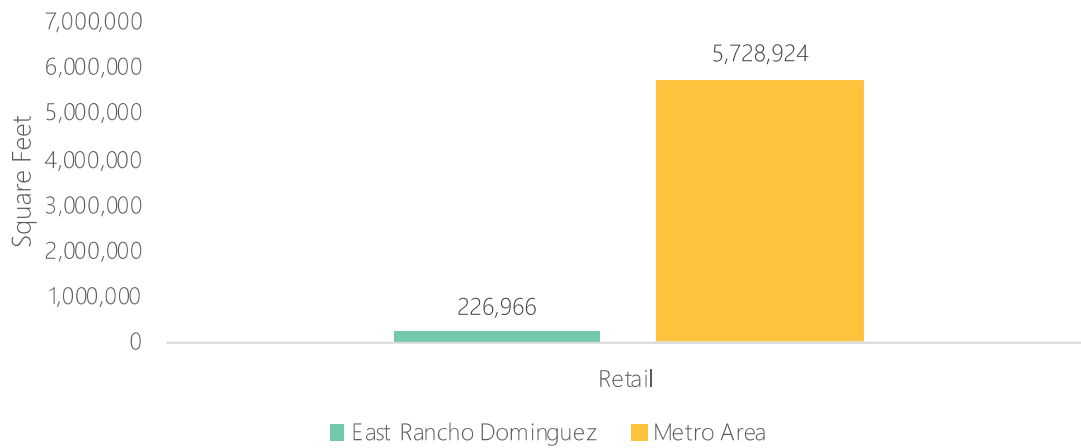
In total, there is an estimated 227,000 square feet of commercial retail space, as defined above, which is 4.0 percent of the Metro Area's 5.7 million square feet of commercial retail development.

Figure 5-13: Retail Inventory Comparison by Asset Class



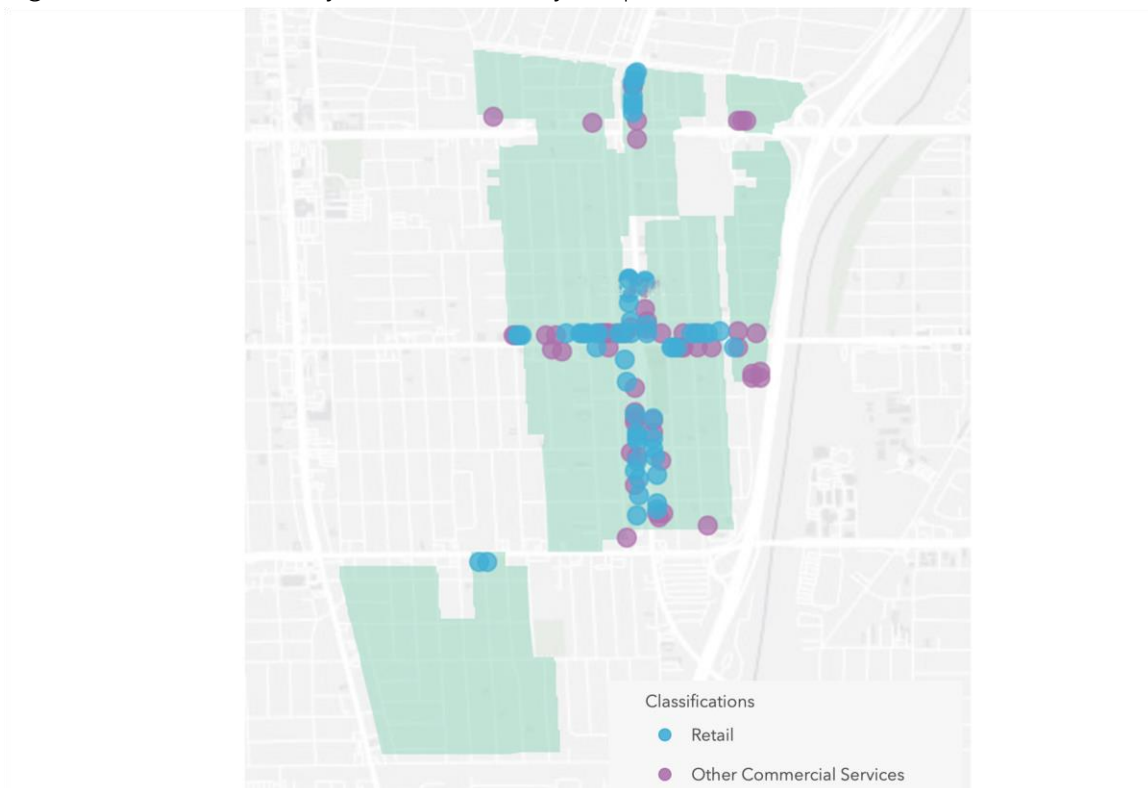
Source: CoStar

Figure 5-14: Community and MAP Retail Inventory (2020)



Source: Los Angeles County Assessor

Figure 5-15: Community Retail Inventory Map (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant retail developments known to be under construction.



## 6 Long-Term Land Use Demand

The following section provides long-term land use demand projections for the community. Given that specific sites and development opportunities will generate various levels of demand, the following is intended to give broad parameters regarding the potential level of new development in the city. From this, development and land use opportunities can be evaluated to determine the required level of site capture (e.g. market demand) and if it is reasonable to plan for within the next 15 years.

### 6.1 Residential

---

Area Plan residential projections are based on household estimates from ESRI and SCAG. The low range is based on historic growth (0.8 percent CAGR), the target growth is based on projected growth for all unincorporated areas in the County (1.2 percent CAGR), while the high growth reflects the adjusted SCAG projections using 2021 ESRI data. For planning purposes, a growth scenario between the target and high-range projection appears warranted unless the County desires creating higher density mixed-use residential development at key development opportunities adjacent to transit, as available in some Area Plan communities.

The total demand for new households was then further adjusted to account for a likely distribution of market rate and affordable housing units. In general, it is assumed 30 percent of the units are market while 70 percent are affordable throughout the Metro Area.

Table 6-1: Housing Demand by Time Period (2021 - 2035)

	2021-2025	2025-2030	2030-2035	2021-2035
East Rancho Dominguez (Multi-Family Units)				
Market Rate	54	73	78	205
Affordable	130	174	187	491
Total	185	246	265	696
Metro Area (Multi-Family Units)				
Market Rate	1,055	1,393	1,480	3,928
Affordable	2,670	3,525	3,746	9,941
Total	3,725	4,918	5,226	13,869
East Rancho Dominguez/MAP Region (Percent of Total)				
Market Rate	5.2%	5.2%	5.3%	5.2%
Affordable	4.9%	4.9%	5.0%	4.9%
Total	5.0%	6.6%	7.1%	5.0%

Source: Pro Forma Advisors

Figure 6-1: Housing Demand Scenarios – Occupied Housing Units (2021 – 2035)



Source: Pro Forma Advisors

## 6.2 Office

The demand for office space in the County and Metro Area will be based on demand created by new jobs in industries that require office space. Given the recent flexibility in an employee's ability to work "remotely" the future demand for office space is somewhat speculative given that the required amount of space, in square feet, could change dramatically if people continue to work from home. Leading up to the global pandemic, office serving jobs have occupied less and less space on a per employee basis.

As noted in the office market analysis, there is relatively little office serving space in the Metro Area. The demand analysis uses California Employment Development Department 10-year projections by industry to estimate Countywide demand for industries that utilize office space. The total office space demand was then adjusted for office development under construction and structural vacancy. In total, it is estimated that 2.4 million square feet of office will be developed in the County per year and the Metro Area could capture its "fair share" or current allocation of office space, which is less than 0.5 percent of the Countywide total.

For general planning purposes, a range was provided based on a higher target and high range based on a more aggressive capture assumption. Given the total demand, office development is unlikely in the community in the planning horizon without a non-market driven intervention or relocation of a build-to-suit tenant.

Table 6-2: Office Demand (2021 - 2035)

	2021 - 2035 (Square Feet)		
	Low	Target	High
East Rancho Dominguez	1,400	1,800	2,100
MAP Region	147,600	184,500	221,400
Los Angeles County Market	2,160,000	2,400,000	2,640,000

Source: Pro Forma Advisors

## 6.3 Retail

---

The retail demand model is based on a combination of existing spending assumed to be “leaking” outside the community as well as an assumed future capture of new resident spending. To estimate the retail surplus/leakage, potential sales (demand) from East Rancho Dominguez’s residents and employees were estimated using the gross disposable income and typical worker spending, while taxable sales (supply) were estimated using information from ESRI business analyst. Finally, an adjustment of sales to supportable square feet was made, based on an estimate of sales productivity levels that could support new higher quality.

New resident spending was determined using an average household income of \$100,000 for market rate units and \$60,000 for affordable units (2021 dollars). The spending was adjusted to reflect a household spend per capita based on County pro rata retail sales adjusted by income.<sup>12</sup> A further assumption was made that assumed the community could capture 30 percent of new retail sales, which reflects typical spending for local serving retail development.

A low retail demand estimate reflects the total recapture of lost sales and a high retail demand estimates reflects the recapture of lost sales plus demand from new households. In total, East Rancho Dominguez has a limited amount of retail demand over the next 15-years.

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<sup>12</sup> Review of the Bureau of Labor Statistics’ Consumer Expenditure Study as well as the Board of Equalization Sales and Use tax reports.

Table 6-2: Retail Demand (2021 - 2035)

	Commercial Retail Recapture Estimate (2021)	New Retail De- mand from Household Growth	Total Commercial Re- tail Demand	Low	High
East Rancho Dominguez (Square Feet)					
Retail Trade	5,400	13,600	19,000	5,400	19,000
Food and Drink	2,000	2,400	4,400	2,000	4,400
Total	7,400	16,000	23,400	7,400	23,400
Metro Area (Square Feet)					
Retail Trade	158,100	281,350	439,450	158,100	439,450
Food and Drink	10,500	49,650	60,150	10,500	60,150
Total	168,600	331,000	499,600	168,600	499,600
East Rancho Dominguez/Metro Area (Percent of Total)					
Retail Trade	3.4%	4.8%	4.3%	3.4%	4.3%
Food and Drink	19.0%	4.8%	7.3%	19.0%	7.3%
Total	4.4%	4.8%	4.7%	4.4%	4.7%

Source: Pro Forma Advisors

## 6.4 Key Takeaways

The following includes a bullet point summary of key takeaways from the section:

- Multi-family housing development should be encouraged at market and affordable levels within the community.
- Retail demand is limited. Careful consideration should be given to community serving neighbor retail shopping center development.
- Office demand is not sufficient to plan for substantial new development.

## 7 Appendix

### 7.1 Sources

---

Listed in report order:

[Los Angeles County Assessor](#)

[ESRI Business Analyst](#)

[US Census](#)

[California Employment Development Department](#)

[California Department of Finance](#)

[US Census \(OnTheMap\)](#)

[Los Angeles County \(Building Permit Data\)](#)

[Zillow](#)

[CoStar](#)



## 7.2 Demographic Data (ESRI)

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LOS ANGELES COUNTY

# EXISTING CONDITIONS REPORT: Florence-Firestone

Socioeconomic Review and Market Assessment

December 2021

Prepared by



**Pro Forma**  
Advisors LLC

and

**DUDEK**



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# 1 Existing Conditions Introduction and Overview

## 1.1 Project Overview

---

Los Angeles County (County) is currently preparing the Metro Area Plan (Area Plan), which is one of 11 planning areas in the County. The Planning Area framework was adopted via the County's 2015 General Plan Update to effectively plan and regulate development in unincorporated areas across the nation's most populous County. There are seven unincorporated communities within the Metro planning area (Metro Area)<sup>1</sup> – West Athens – Westmont, West Rancho Dominguez – Victoria, Willowbrook, East Rancho Dominguez, Walnut Park, Florence-Firestone, and East Los Angeles. The Area Plan provides a once-in-a-generation opportunity for community members to share their vision for the area's future and provide input on the community's long-term goals and development opportunities.

## 1.1 Purpose of the Existing Conditions Report

---

This Existing Conditions Report represents the first major step in the process of updating the Area Plan. This report provides information on existing socioeconomic and market conditions in the Area Plan and its surrounding areas as well as an analysis of growth prospects and land demand. The Existing Conditions Report is used as a basis for:

- Facilitating community input on planning issues and visions during community workshops;
- Preparing alternative land use planning scenarios; and
- Formulating policies and implementation actions for the Area Plan.

The focus is on resources, trends, and critical concerns to frame decision-making for the long-term physical development of the community. This report analyzes socioeconomic and real estate market dynamics in Florence-Firestone (Existing Conditions Report).

---

<sup>1</sup> This report only presents information for unincorporated areas.

## 2 Summary

### 2.1 Introduction

---

This report summarizes the socioeconomic and real estate market conditions and trends that will shape medium-<sup>2</sup> to long-term<sup>3</sup> growth opportunities in Florence-Firestone and the greater Metro Area. The primary purpose of this socioeconomic review and market assessment is to inform, for planning purposes, the area's overall land use policy with respect to the type of development and land uses that could be effectively targeted during the planning horizon.

It is important to note that in the context of long-term planning, short-term market cycles have less relevance given a planning horizon stretching to 2035.<sup>4</sup> The conclusions discussed throughout this report are based on long-term data projections and an understanding of economic and market dynamics affecting the community and region. This report has been prepared for the County by Pro Forma Advisors as a sub-consultant to Dudek in support of the County's General Plan Area Plan update process.

### 2.2 Summary of Findings

---

The following key findings are provided to give a sense of future land use demand as well a review of key issues impacting future development in the city. These issues are explored from the socioeconomic and market perspective.

#### SOCIOECONOMIC FACTORS INFLUENCING DEVELOPMENT

Based on a review of historic and projected socioeconomic trends for the community, the following provides a summary of key issues to consider for future land use planning from a socioeconomic perspective.

---

<sup>2</sup> Five to 10 years.

<sup>3</sup> Over 10 years.

<sup>4</sup> This would include the short-term impacts of COVID-19.

## Age

The community's population is young with a high composition of families with higher-than-average household sizes (4.6 people per household). This population's growth and transition into the labor force will provide unique challenges for the area if those children desire to live where they grew up. The market created from this demographic shift might require changes in the area's housing stock to provide opportunities for residents. Alternatively, changes in their housing preferences could create opportunities for other families wanting to move into the community.

## Ethnic Composition

Florence-Firestone has over 91 percent of its community identifying as Hispanic and Latino/a. While existing demographics do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities, and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the area's ethnic composition might impact future land use decisions.

## Employment Base

Florence-Firestone has experienced employment growth at a rate faster than the Metro Area and County. The majority of jobs located in the community that have been lost since 2002 are in industries that support "Industrial" serving employment. There is a strong base of employment in many core industries. Since 2002, the area added over 2,500 community-based jobs representing 17 percent of all new jobs in the Metro Area. However, overall, the less educated community employees and residents tend to have jobs that pay less than the countywide average income.

## Retail Leakage

The community appears to experience retail expenditure leakage to neighboring areas in the region, or "retail leakage" due to the newer, large format retailers located in other areas of the County. Based on the analysis, the community could recapture 1.1 square feet per household for neighborhood serving retail development.<sup>5</sup> For the community to be economically viable over the long-term it should strive to continue expanding its retail base by creating a more diverse local serving retail environment to increase the market capture from its households within the community.

---

<sup>5</sup> Retail development that provides for the sales of convenience goods (food, drugs, etc.) and personal services (laundry, dry cleaning, etc.) for day-to-day living needs of the immediate neighborhood.

## Long-Term Land Use Demand

The following provides context regarding future development potential, given the anticipated market demand for various land uses as discovered in the market analysis. As shown below, an order-of-magnitude demand estimate for residential, retail, office land uses have been made for Florence-Firestone through 2035.

This represents the target range of development that could be attracted over the Area Plan horizon. Based on the economic development goals of the County, a more aggressive capture of demand could be warranted. As such, these estimates should be considered preliminary for planning purposes.

Table 2-1: Demand Analysis Summary (2021 – 2035)

	Target (Rounded)
Housing (Units)	2,900
Market Rate	800
Affordable	2,100
Retail (Square Feet)	83,400
Office (Square Feet)	15,300

Source: Pro Forma Advisors

## 3 Geography and Land Use Overview

The following section presents a brief overview of Florence-Firestone in relation to other geographical areas referred to within this report. It also summarizes existing land uses. A community's core assets such as open space, proximity to regional free-ways, and reputation within the region are important attributes that impact future development and shape long-term land use planning.

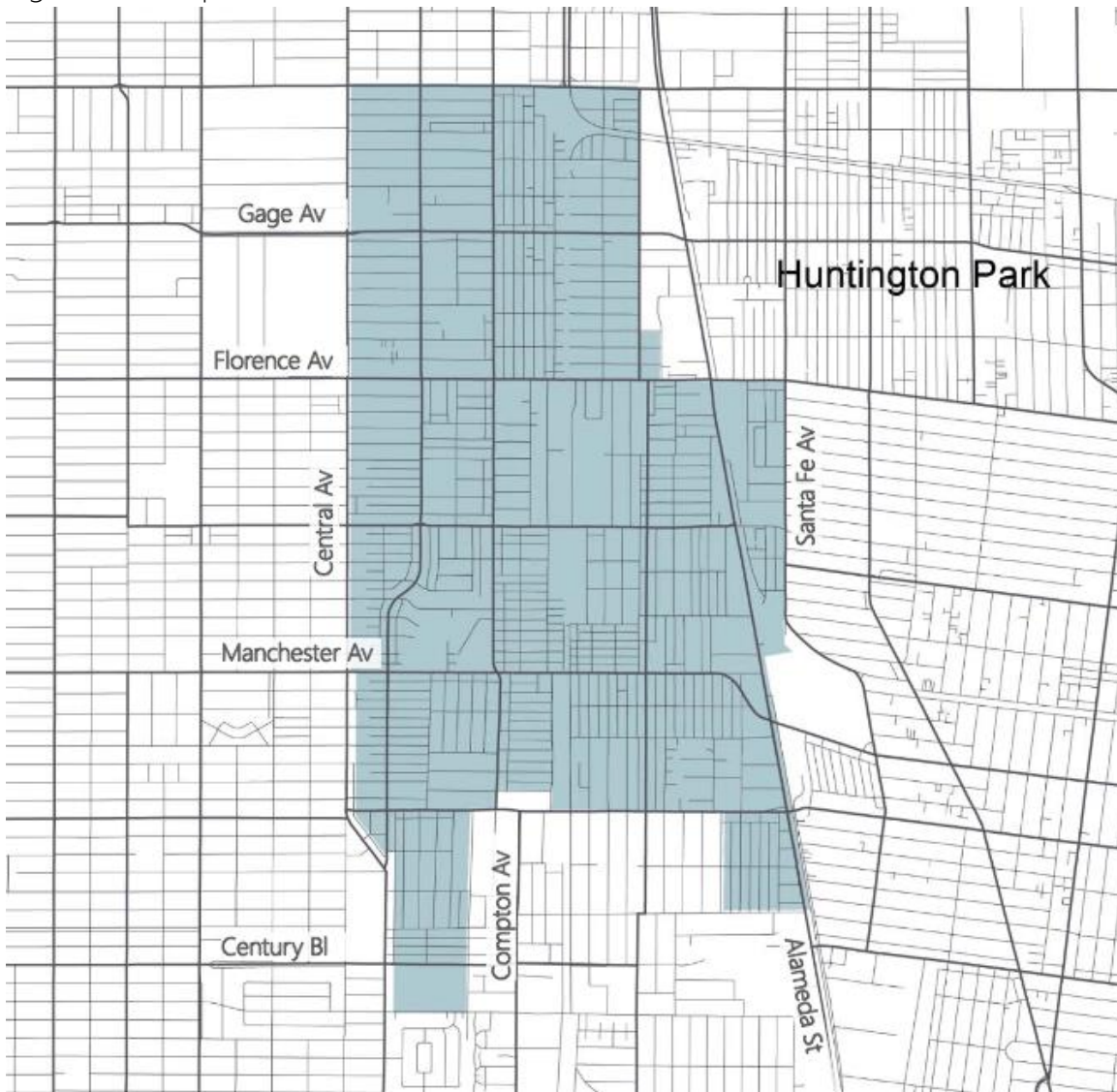
### 3.1 Location Overview

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Located near the center of the County, Florence-Firestone is approximately 3.49 square miles in size. Florence-Firestone is an unincorporated community and also a census designated place (also referred to as Florence-Graham). For the purpose of this analysis, the area is generally bounded by Slauson Avenue to the North, Alameda Street to the East, East 92<sup>nd</sup> Street to the South, and Central Avenue to the West. Key locational assets include many parks and recreation facilities including the Mary Bethune, Ted Watkins Memorial, Leon Washington, and Franklin D Roosevelt parks. Florence-Firestone is one of seven communities within the larger Metro Area. It represents approximately 16 percent of the total Area Plan land area.

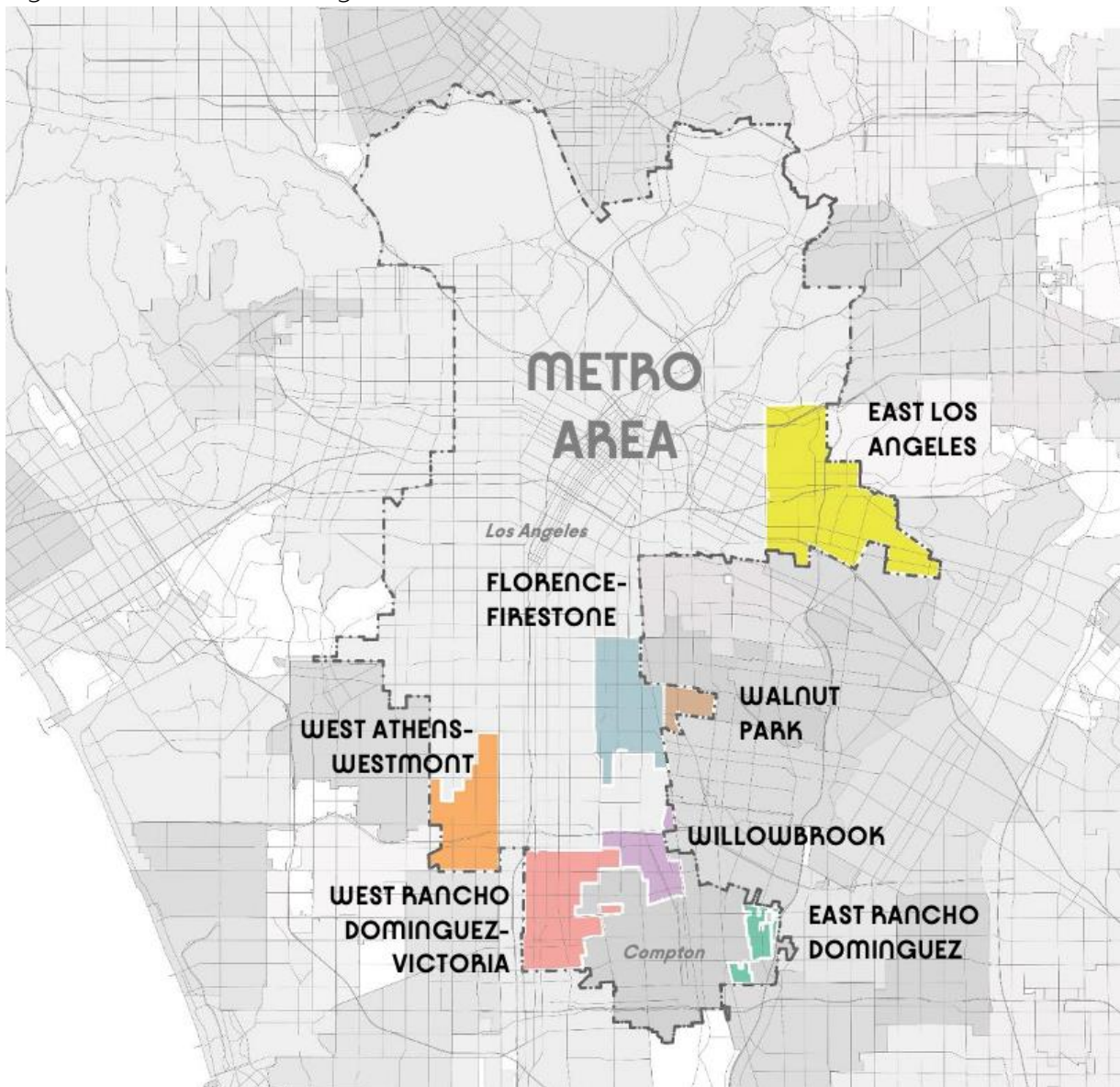


Figure 3-1: Map of Florence-Firestone



Source: Dudek

Figure 3-2: Metro Planning Area



Source: Dudek

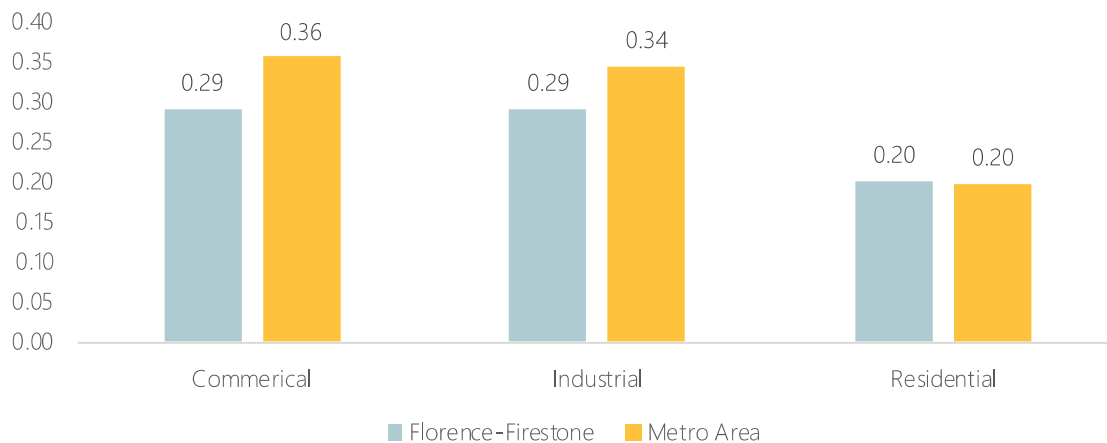
## 3.2 Current Land Use

Excluding roads and other infrastructure, Florence-Firestone has 2.75 square miles of publicly and privately held land. Residential land uses make up the majority of land in the community area, representing 63.5 percent of the total land and 65.7 percent of the built space. Commercial uses (inclusive of both retail and office) represent about 9.6 percent of the total land and 14.4 percent of the built space due to the highest floor area ratio (FAR) among any of the land uses. The remaining land is comprised of industrial development and other land uses (including government, institutional, etc.). As it relates to the larger Metro Area, Florence-Firestone represents:

- 18.4 percent of the of the commercial development;
- 13.0 percent of the industrial development; and
- 16.5 percent of the residential development.

The distribution of land use has a fairly consistent relationship to the Metro Area with higher-than-normal commercial land use development.

Figure 3-3: FAR Comparison by Land Use



Source: Los Angeles County Assessor

Table 3-1: Land Use (2020)

	Florence-Firestone		Metro Area		Florence-Firestone/Metro Area	
	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)
Total						
Commercial	2,141,408	0.26	11,645,057	1.17	18.4%	22.5%
Industrial	2,492,749	0.31	19,139,479	2.00	13.0%	15.4%
Residential	9,768,114	1.74	59,273,588	10.77	16.5%	16.2%
Other	461,299	0.43	3,256,980	2.88	14.2%	14.9%
Total	14,863,570	2.75	93,315,104	16.82	15.9%	16.3%
Percent of Total/Index						
Commercial	14.4%	9.6%	12.5%	7.0%	115.4	137.9
Industrial	16.8%	11.2%	20.5%	11.9%	81.8	94.3
Residential	65.7%	63.5%	63.5%	64.0%	103.5	99.2
Other	3.1%	15.6%	3.5%	17.1%	88.9	91.4

Source: Los Angeles County Assessor

### 3.3 Transportation Access

---

From a regional perspective, Florence-Firestone is easily accessible from Interstate 110. Given its central location within the larger Los Angeles Metropolitan Statistical Area it is estimated that there are over 10 million people living within a 30-mile radius, which includes major job centers. Florence-Firestone is also within a relatively short distance from Los Angeles International airport (LAX) as well as two shipping ports (Port of Los Angeles and Long Beach). The community also has three light rail stations (Florence, Firestone, Slauson Stations) along the Los Angeles Metro A Line (Blue) that connects Long Beach to downtown Los Angeles.

As of the last available data, in fiscal year 2019, the Florence Station, which has the highest annual ridership, had an average of approximately 3,200 daily boardings (Figure 3-5) and represents the 22<sup>nd</sup> highest utilized Metro station. Overall, total ridership of the Metro system (bus and rail) has decreased since fiscal year 2010 with a peak ridership in fiscal year 2014 (475.5 million). However, the existing light rail infrastructure is viewed as a significant asset for the community and could be leveraged for future development.

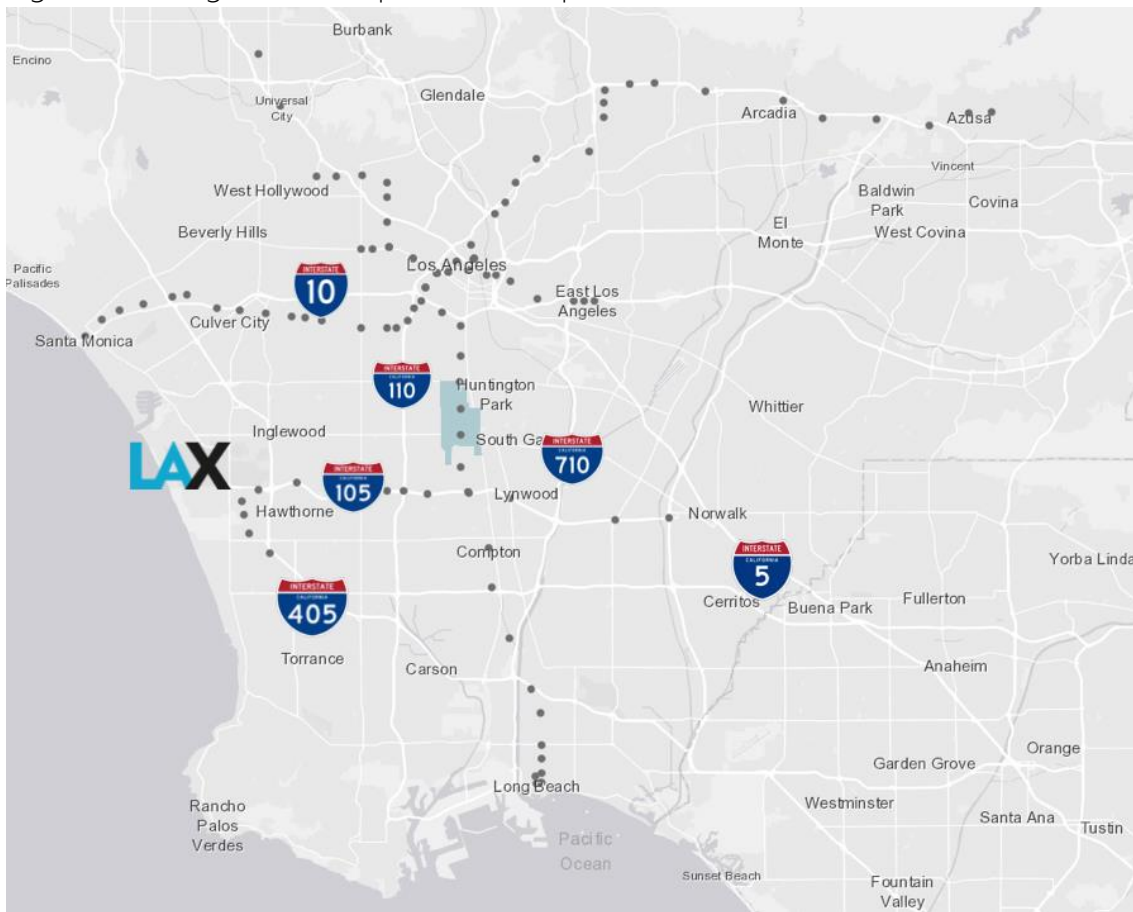
### 3.4 Key Takeaways

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The following includes a bullet point summary of key takeaways from the section:

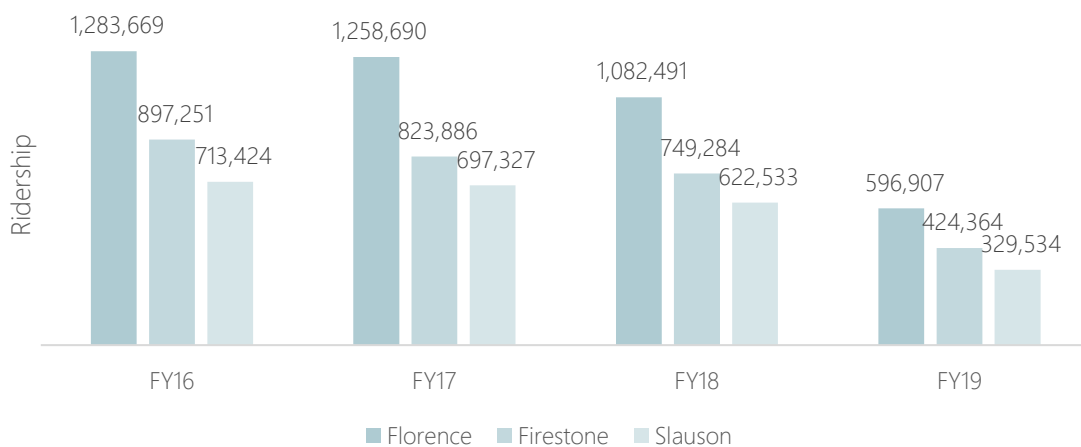
- Land use patterns are dominated by residential development;
- Florence-Firestone is centrally located and is located approximately 10 miles south of Downtown;
- The community benefits from regional freeway access; and
- Has a significant community asset in light rail transit stops along the Metro A Line, which connects Long Beach to Downtown Los Angeles.

Figure 3-4: Regional Transportation Map



Source: ESRI Business Analyst; METRO, Pro Forma Advisors

Figure 3-5: Metro Ridership (FY2016 – FY2019)



Source: METRO



## 4 Socioeconomic Analysis

The future market demand for different land uses in Florence-Firestone will be influenced by regional economic forces and market trends. This section analyzes the historic and projected socioeconomic trends for Florence-Firestone, the Metro Area, and County that most influence land use potentials for future development. The following section provides summary level information on key population, household age, race and ethnicity, and educational attainment trends that may affect future land use planning.<sup>6</sup>

### 4.1 Demographic Trends

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The following section provides summary level information on key population and household, age, ethnic, and educational trends that may affect future land use planning in the community.

#### POPULATION AND HOUSEHOLDS

According to the U.S. Census, between 2000 and 2010, Florence-Firestone gained approximately 3,200 residents. Since 2000, Florence-Firestone's overall population growth has grown faster than the Metro Area and County. However, in absolute terms the growth is low due to the fact that area is largely built out and there are limited current opportunities for housing development.

Focusing on more recent population trends, ESRI Business Analyst estimates that the area's population will increase by approximately 240 people over the next five years. Average household size is anticipated to stay high, with an average household size of 4.6. This household size is significantly higher than the County average (3.0).

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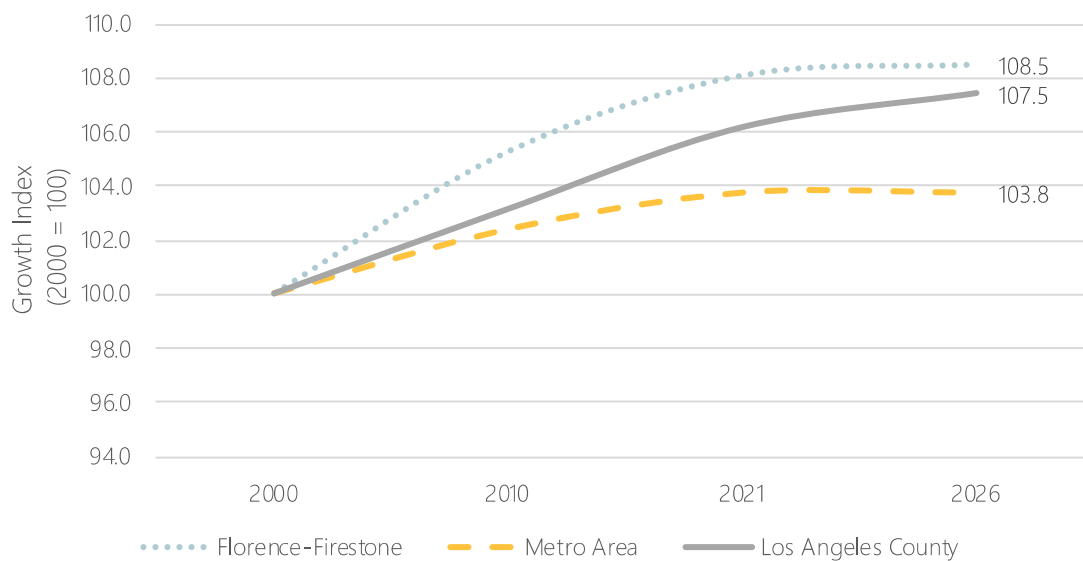
<sup>6</sup> Some of the socioeconomic data used in this analysis is provided by ESRI Business Analyst (ESRI). ESRI's economists, statisticians, demographers, geographers, and analysts produce independent small-area demographic and socioeconomic estimates and forecasts throughout the United States. The ESRI data was utilized for two main reasons: (1) The 2020 Census data was not available at the time the market data was gathered and (2) two of the neighborhoods' geographies (Willowbrook and West Athens-Westmont) did not match to their respective Census-designated place geographies. For these reasons, the ESRI 2021/2026 socioeconomic data was utilized to ensure consistent comparisons among all the areas analyzed herein.

Table 4-1: Population and Household Trends

	2000	2010	2021(e)	2026(e)
<b>Population</b>				
Florence-Firestone	60,151	63,323	65,020	65,263
Metro Area	299,561	306,772	310,857	310,826
Los Angeles County	9,519,135	9,818,605	10,108,711	10,229,558
<b>Households</b>				
Florence-Firestone	13,347	13,889	14,163	14,167
Metro Area	72,637	74,630	75,285	75,023
Los Angeles County	3,133,720	3,241,204	3,328,361	3,366,546
<b>Household Size</b>				
Florence-Firestone	4.5	4.6	4.6	4.6
Metro Area	4.1	4.1	4.1	4.1
Los Angeles County	3.0	3.0	3.0	3.0

Source: ESRI Business Analyst

Figure 4-1: Population Growth Index



Source: ESRI Business Analyst

## AGE

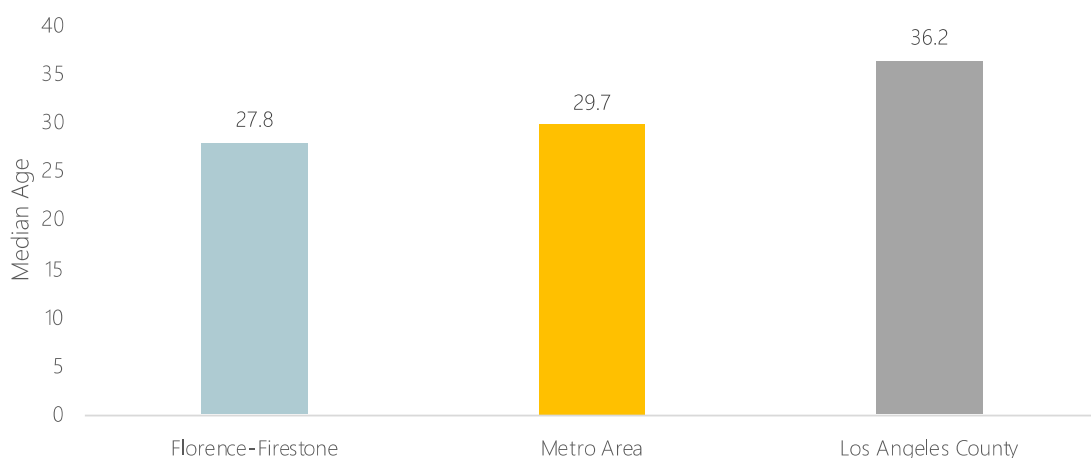
Florence-Firestone's median age is 27.8 (Figure 4-2), which is younger than both the Metro Area's median age (29.7) and the County's median age (36.2). By analyzing age cohorts (Table 4-2), the area has an underrepresentation of age groups over 35 years. Conversely, there is a significant overrepresentation of age cohorts under 35 years old, whose shares are significantly higher than County. A considerably younger population, comprised of large numbers of families, will have unique implications for future land use planning.

Table 4-2: Age Distribution by Geography (2021)

	Florence-Firestone	MAP Region	Los Angeles County	Florence-Firestone/ MAP Region	Florence-Firestone/ County
Children/Young Adults (Under 24)	44.6%	41.1%	31.9%	108.5	139.8
Young Workers (25 to 34)	18.0%	17.5%	16.3%	102.9	110.4
Family Formation (35 to 54)	22.9%	23.4%	25.9%	97.9	88.4
Empty Nesters (55 to 74)	12.2%	14.4%	19.9%	84.7	61.3
Seniors (75+)	2.2%	3.5%	5.9%	62.9	37.3

Source: ESRI Business Analyst

Figure 4-2: Median Age by Geography (2021)



Source: ESRI Business Analyst

## RACE AND ETHNICITY

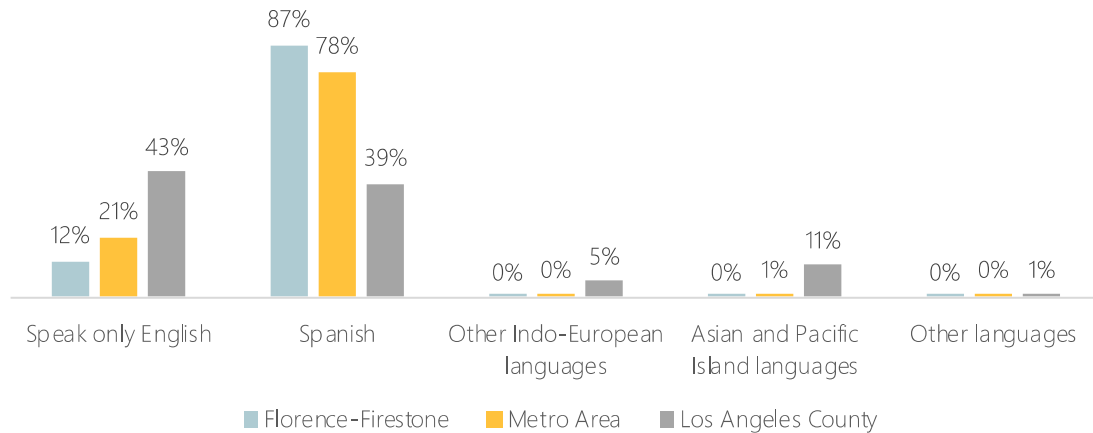
While race and ethnic composition do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the ethnic composition of the community's population might impact future land use decisions. Florence-Firestone has a higher relative share of residents identifying as "Black alone," "some other race alone," and "Hispanic." The high Hispanic and Latino/a population composition is comparable to other areas within the Metro Area (but nearly twice as high as the County) and 87 percent report that they speak Spanish at home.

Table 4-3: Population by Race/Ethnicity (2021)

	Flor- ence- Firestone	MAP Region	Los Angeles County	Florence- Firestone/ MAP Region	Florence- Firestone/ County
White Alone	37.9%	38.6%	48.5%	98.2	78.1
Black Alone	8.4%	14.3%	8.2%	58.7	102.4
American Indian Alone	0.7%	0.9%	0.7%	77.8	100.0
Asian Alone	0.2%	0.7%	15.1%	28.6	1.3
Pacific Islander Alone	0.0%	0.1%	0.3%	0.0	0.0
Some Other Race Alone	49.1%	42.0%	22.4%	116.9	219.2
Two or More Races	3.6%	3.4%	4.9%	105.9	73.5
Hispanic Origin	91.0%	83.8%	48.9%	108.6	186.1

Source: ESRI Business Analyst

Figure 4-3: Language Spoken at Home (2019)



Source: US Census

## EDUCATION

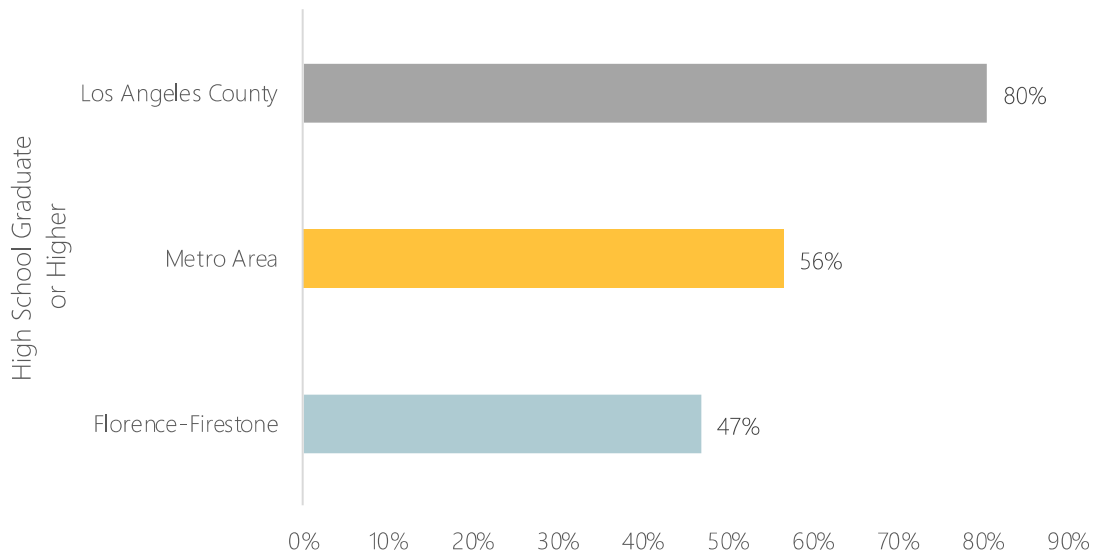
Levels of educational attainment are lower in both Florence-Firestone and the Metro Area, in comparison to the larger County area. For the population 25 and older, 53 percent of the residents report a “less than high school education,” which is almost three times as high as the County. Similarly, there is an underrepresentation of community residents with “some college, associate degree” or a “bachelor’s degree or higher. If examining the percent of residents with a high school degree or higher level of education, Florence-Firestone and the Metro Area both fall significantly below the Countywide educational attainment level of 80 percent.

Table 4-4: Population 25+ by Educational Attainment (2021)

	Flor- ence- Fire- stone	Metro Area	Los Ange- les County	Florence- Firestone/ Metro Area	Florence- Firestone/ County
Less than High School graduate	53%	44%	20%	122.2	273.3
High School Graduate (w/ equivalency)	24%	25%	21%	93.3	115.0
Some College, Associate Degree	17%	22%	25%	77.2	66.8
Bachelor's Degree or higher	6%	9%	35%	67.0	17.7

Source: ESRI Business Analyst

Figure 4-4: Percent of Population 25+ with High School Degree (2021)



Source: ESRI Business Analyst

## 4.2 Key Demographic Takeaways

The following includes a bullet point summary of key takeaways from the section:

- Florence-Firestone has had moderate population growth compared to the County, but low in absolute terms.
- The community has a high percentage of families<sup>7</sup>, with larger household sizes and a younger population.
- The area is almost entirely comprised of people identifying as Hispanic and Latino/a.
- Florence-Firestone has almost three times the expected share of residents with less than a high school education compared to the education attainment of the population 25 or older in the County.

<sup>7</sup> The US Census and ESRI define a family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family.



### 4.3 Economic Trends

The following section provides summary level information on various aspects of employment and industry composition that will impact the demand for future commercial land in the community.

#### HOUSEHOLD INCOME

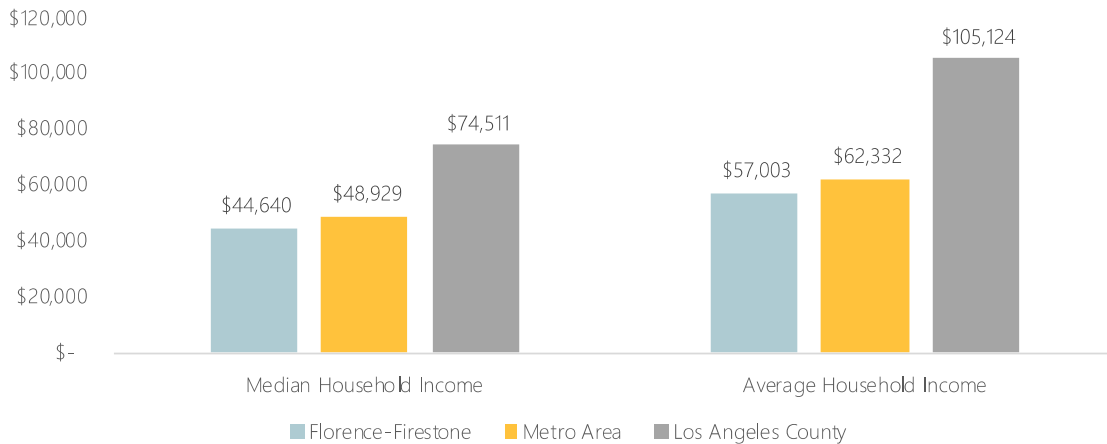
Florence-Firestone's median household income is approximately \$44,600, which is slightly lower than the Metro Area (\$48,900) and lower than the County (\$74,500). The household income projections, provided by ESRI Business Analyst, suggest that the community median income should rise at a rate consistent with the Metro Area and County over the next five years (2021 – 2026). The incomes of Florence-Firestone's households tend to be more concentrated in household income cohorts below \$50,000. Consistent with a lower median and average household income, there is a smaller share of household's making over \$75,000 in compared with the larger County region.

Table 4-5: Household Income by Income Cohort (2021)

	Florence-Firestone	Metro Area	Los Angeles County	Florence-Firestone/ Metro Area	Florence-Firestone/ County
<\$15,000	13.6%	13.7%	9.7%	99.3	140.2
\$15,000 - \$24,999	13.1%	11.3%	7.4%	115.9	177.0
\$25,000 - \$34,999	11.8%	10.8%	7.3%	109.3	161.6
\$35,000 - \$49,999	16.1%	15.1%	10.1%	106.6	159.4
\$50,000 - \$74,999	18.8%	19.1%	15.8%	98.4	119.0
\$75,000 - \$99,999	11.0%	12.2%	12.7%	90.2	86.6
\$100,000 - \$149,999	11.6%	12.2%	17.1%	95.1	67.8
\$150,000 - \$199,999	3.0%	3.6%	8.6%	83.3	34.9
\$200,000	1.0%	2.0%	11.5%	50.0	8.7

Source: ESRI Business Analyst

Figure 4-5: Median and Average Household Income (2021)



Source: ESRI Business Analyst

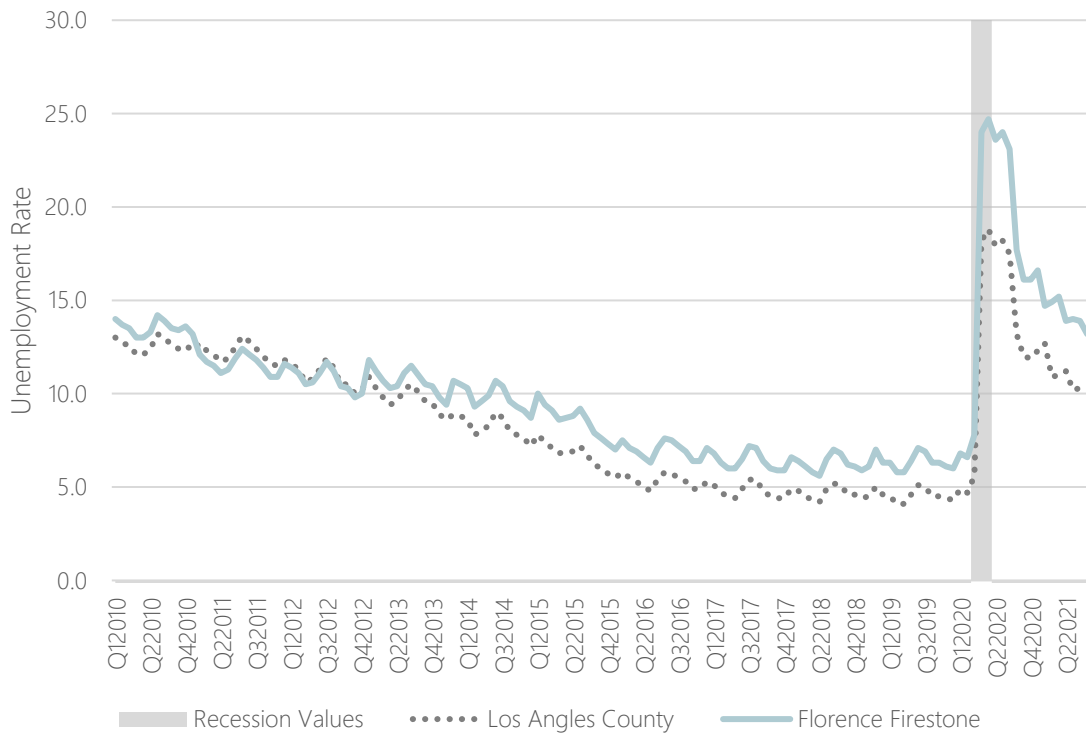
## EMPLOYMENT

Employment is examined in terms of unemployment rates, jobs (in-place employment), worker area profile, and industry composition. A critical barometer in evaluating demand for commercial office and industrial (workplace) real estate is employment growth. The following tables and graphs highlight relevant employment trends and forecasts. Sectoral (industry) analysis lends insight into industry growth and contraction patterns in a given geography.

As of the second quarter of 2021 Florence-Firestone's unemployment rate had fallen to 13.2 percent, down from a peak of 24.7 percent in the second quarter of 2020. The area has typically remained above the County's unemployment rate in pre- and post-recession times. During the last COVID-19 related recession, the community's unemployment spiked significantly, potentially due to the loss of jobs within lower paid, less skilled jobs or industries that were more adversely impacted by mandated business closures.

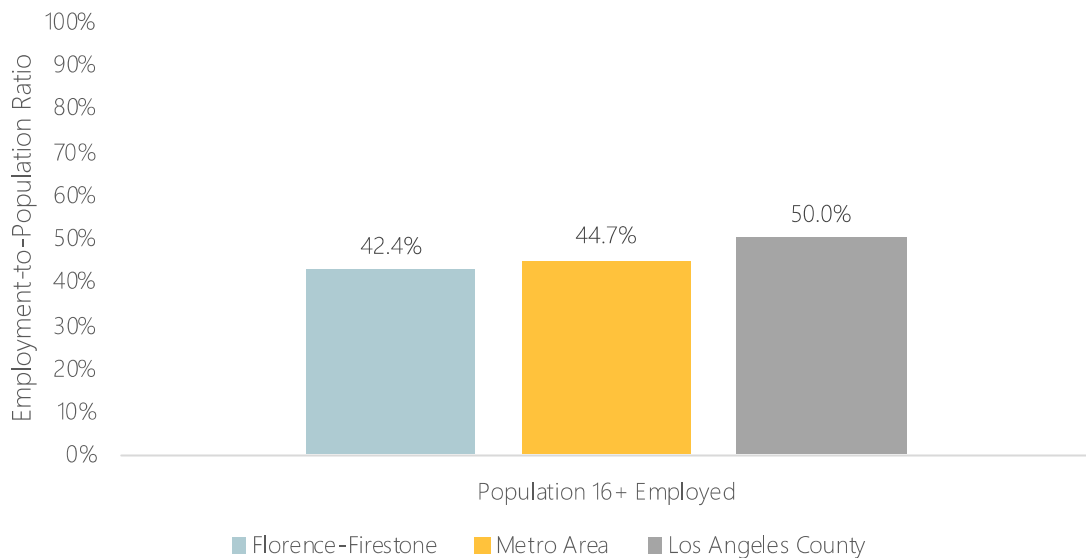
It is estimated that 42.4 percent of the population over 16 years of age are in the labor force. This is slightly lower than the Metro Area and approximately 7.5 percentage points lower than the County labor force participation.

Figure 4-6: Unemployment Rate (2021)



Source: CA EDD, CA Department of Finance

Figure 4-7: Labor Force (2021)



Source: CA EDD, CA Department of Finance

## IN-PLACE EMPLOYMENT

### Jobs

The previously provided information regarding income, unemployment, and the area's labor force are based on the community's residents. The following analysis examines jobs located in the community that may or may not be held by community residents. An evaluation of the primary "in-place" employment is important as it impacts the range of demand that can be projected for future commercial serving land uses.

Primary jobs<sup>8</sup> rose from 2002 to 2018, leading up to the COVID-19 related recession. In fact, Florence-Firestone saw a relative increase in job growth between 2009 to 2018 compared to both the Metro Area and County, whereas before 2009 the job growth tended to be in line with the larger areas.

Based on the OnTheMap employment data, approximately nine percent of the area's in-place employment is from residents that both live and work in the community. Similar to other areas within the County, Florence-Firestone has a high number of its residents commuting long distances to work. There were approximately 7,500 primary jobs in the community in 2018, which is the most recent year of the Quarterly Census of Employment and Wages in-place employment data available for analysis.

Figure 4-8: In-Place Employment Index (2002 - 2018)



Source:

US Census (OnTheMap)

<sup>8</sup> A total job is defined as all jobs, which include all public or private sector jobs (potentially more than one job per worker). For example, if a person had two part-time jobs, then the primary job would be the highest paying job for that worker. Typically there is not significant variation in primary and total jobs except in economies with significant portions of the labor force engaged in part-time employment (e.g. tourist economies).

Table 4-6: Employment Efficiency (2018)

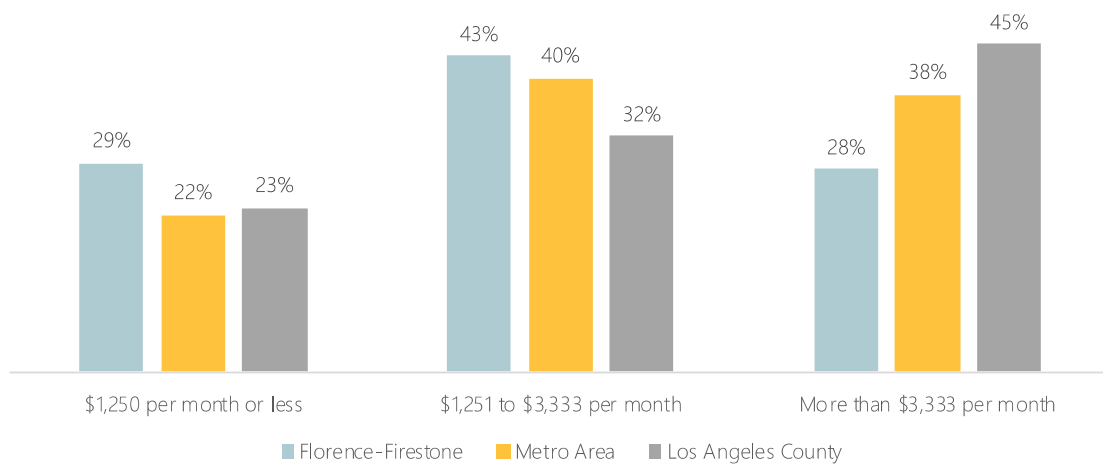
	Florence-Firestone	Metro Area	Los Angeles County
In-Place Jobs	7,457	55,365	4,685,637
Employed and Living in the Area (Resident Workers)	9%	12%	77%
Employed and Living Outside the Area (In-Place Employees)	91%	89%	23%

Source: US Census (OnTheMap)

### Worker Area Profile

An evaluation of primary jobs in Florence-Firestone reveals some noteworthy characteristics. Unlike the area's resident age distribution, the employment base does not deviate much from observed County ratios of jobs by age. Unlike the County, Florence-Firestone's in-place employment consists of generally lower paying jobs. As shown, the percentage of lower paying jobs yielding \$1,250 per month or less are almost 30 percent of all jobs located in Florence-Firestone compared with less than one-quarter of the jobs in the County. The lack of a presence of higher paying jobs in Florence-Firestone is a negative indicator. Similarly, the educational attainment of in-place jobs in the area tends to be lower than County, but generally in line with the Metro Area.

Figure 4-6: In-Place Employment by Earnings (2018)



Source: US Census (OnTheMap)

Table 4-7: In-Place Employment by Educational Attainment (2018)

	Florence- Firestone	Metro Area	Los Ange- les County	Florence- Firestone/Metro Ar- ea	Florence- Firestone/ Los Angeles County
Less than high school	25%	24%	16%	107.3	159.6
High school or equivalent, no college	16%	17%	16%	93.5	101.8
Some college or Associate degree	19%	22%	23%	84.8	82.9
Bachelor's degree or advanced degree	15%	18%	24%	87.4	64.8
Educational attainment not available	24%	19%	22%	126.2	112.0

Source: US Census (OnTheMap)

### Location Quotient Analysis

The location quotient (LQ) is a tool that measures the relative concentration of different industries in specific localities relative to a larger level of geography. In most cases, the LQ would compare a county to a state or national level of employment concentration. However, it is useful to get a proxy for relative employment concentration among industries within a sub-regional level geography. The calculation helps evaluate Florence-Firestone's strength or weakness in a given industry, relative to the County as a whole. A concentrated (high) LQ means that a given industry is represented more than one would expect, given its total level of employment. The following describes the LQ:

- LQ > 1.0 means that an industry is more concentrated in Florence-Firestone than in the County.
- LQ < 1.0 means that an industry is less concentrated in Florence-Firestone than in the County.
- LQ = 1.0 means that an industry is equally concentrated in Florence-Firestone as in the County.

Because industries with a LQ greater than one indicates relatively high production of a particular service, it is likely that some amount of that industry is being exported. Employment in that industry (or the portion of employment that causes the LQ to exceed 1.0) is then assigned to the economic base and is given credit for supporting the economy as a whole. Conversely, if an industry has a LQ less than one, it is assumed to be a local-serving or non-basic industry. For economic development purposes, it is often useful to focus on the outlier industries with a LQ greater than 1.25 or less than



0.75. The assumption is that industries falling within 0.75 and 1.25 are probably producing at levels sufficient to meet local demand in the local area. There is a high concentration in the Educational, Other Services, and Retail Trade industries.

Table 4-8: In-Place Employment Change by Industry (2002, 2018)

Industry	Florence-Firestone (2002)	Florence- Firestone (2018)	Numeric Change (2002 - 2018)	Location Quotient
Agriculture, Forestry, Fishing and Hunting	0	0	0	0.00
Mining, Quarrying, and Oil and Gas Extraction	0	0	0	0.00
Utilities	1	0	-1	0.00
Construction	87	203	116	0.84
Manufacturing	1,648	698	-950	1.27
Wholesale Trade	505	407	-98	1.07
Retail Trade	1,064	1,781	717	2.53
Transportation and Warehousing	200	276	76	0.86
Information	6	17	11	0.03
Finance and Insurance	23	120	97	0.50
Real Estate and Rental and Leasing	8	11	3	0.08
Professional, Scientific, and Technical Services	32	85	53	0.17
Management of Companies and Enterprises	0	0	0	0.00
Admin. & Support, Waste Mgmt. and Remediation	79	232	153	0.48
Educational Services	20	1,066	1046	1.76
Health Care and Social Assistance	219	1,361	1142	1.14
Arts, Entertainment, and Recreation	0	2	2	0.01
Accommodation and Food Services	215	658	443	0.92
Other Services (excluding Public Administration)	823	358	-465	1.39
Public Administration	0	182	182	0.73
Total	4,930	7,457	2,527	1.00

Source: US Census (OnTheMap)

## 4.4 Key Economic Takeaways

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The following includes a bullet point summary of key takeaways from the section:

- Florence-Firestone households tend to have lower incomes than the County.
- The community typically has a higher percent of unemployment than is observed in the County. In times of recession, unemployment tends to increase at a higher rate than the County.
- Between 2002 and 2018, Florence-Firestone's in-place jobs have grown at a faster rate than both the Metro Area and the County.
- In-place jobs tend to have lower wages and educational level as compared with the countywide average.

## 5 Real Estate Market

The following provides an overview of historic trends for residential, office, and retail land uses.<sup>9</sup> Historic market trends have been examined to more accurately determine the potential for future land uses and associated development desired in the Metro planning area. Once again, trends for the community, Metro Area, and County have been analyzed for comparison purposes. Various recognized submarket area<sup>10</sup> definitions are used in the commercial real estate analysis. It is important to note that this analysis does not attempt to replace the County's Housing Element or prior planning. Rather, it is provided to include additional and updated market information.

### 5.1 Residential

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Demand for residential housing will be a byproduct of employment and population growth throughout the County. The following sections examine the regional market conditions for rental and for-sale residential properties as well as more localized information pertaining to residential potential in the community. It is important to note that this analysis does not attempt to replace the City's Housing Element. Rather, it is provided to include additional and updated market information.

#### INVENTORY

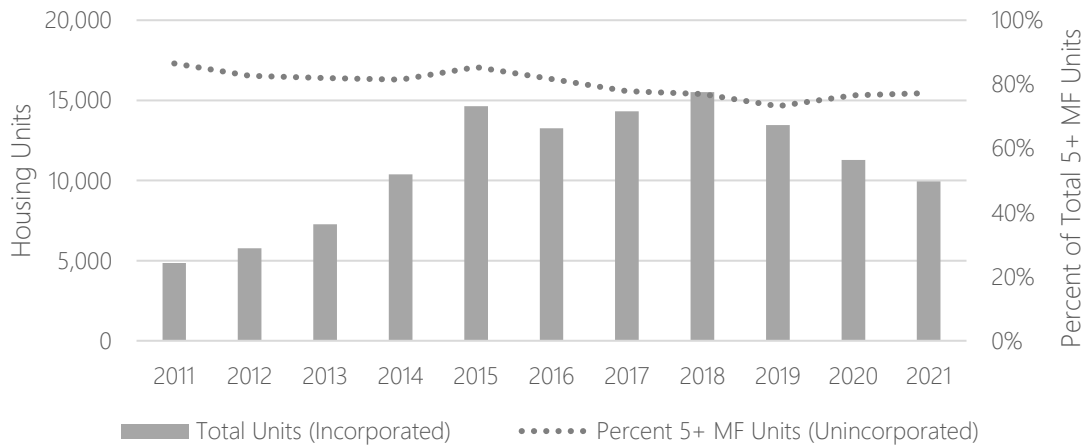
According to ESRI Business Analyst, Florence-Firestone has approximately 15,000 housing units, which represent about 18.7 percent of the housing in the Metro Area. Examining building permit data for the County over the last 10 years (Figure 5-1), an average of 11,000 units were delivered annually with approximately 80 percent of permits being 5 or more multi-family units in the unincorporated areas countywide.

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<sup>9</sup> Pro Forma Advisors has not analyzed the market for future industrial uses as it appears to be inconsistent with the MAP vision. Future analysis may explore strategies to transition underperforming industrial land to more compatible land uses within the MAP communities.

<sup>10</sup> Submarket areas are specific geographic boundaries that serve to delineate a core group of buildings that are competitive with each other and constitute a generally accepted primary competitive set or peer group.

Figure 5-1: Building Permit Data (2011 - 2021)

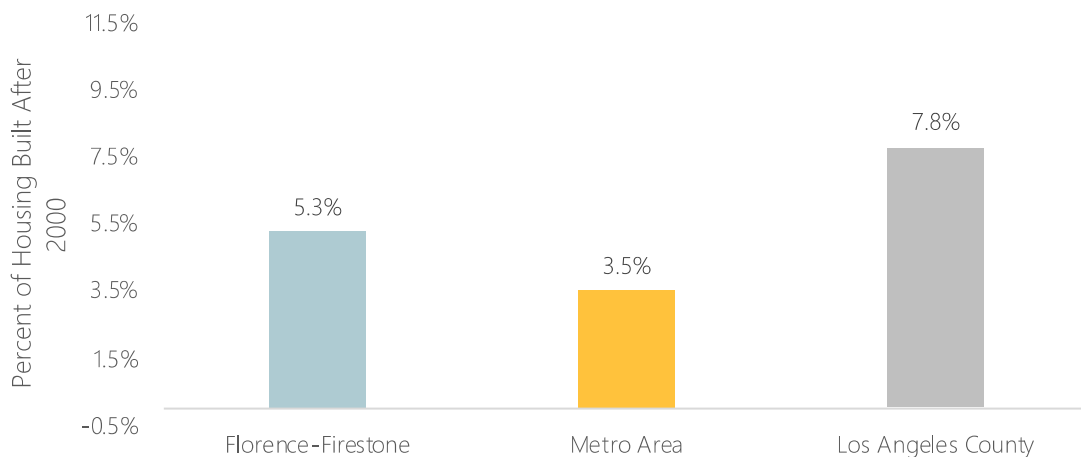


Source: Los Angeles County

## AGE

Approximately 77 percent of the housing in Florence-Firestone was built before 1970. Over the next three decades an additional 17 percent of housing was constructed. Florence-Firestone has experienced minimal new residential development since 2010. In fact, approximately five percent of all housing stock was built after 2000 (Figure 5-2). This is lower than the development trends countywide. However, the community has added housing at a higher rate than the Metro Area.

Figure 5-2: Housing Built Since 2000 (Relative to Total Housing Stock)

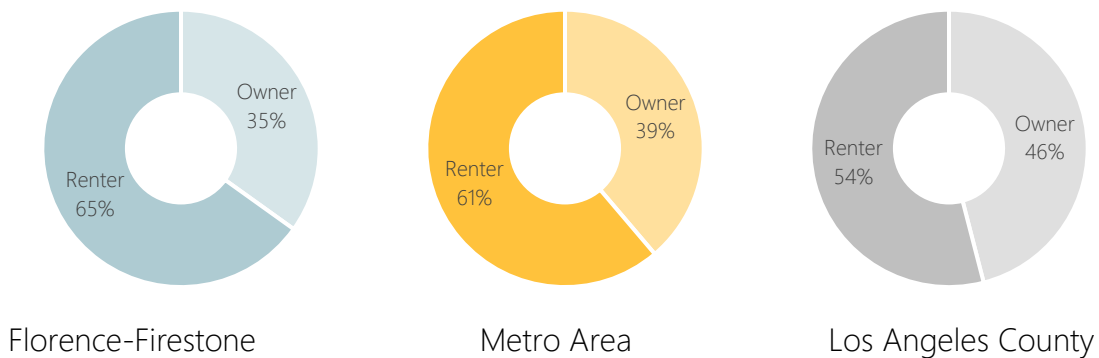


Source: US Census

## TENURE

Florence-Firestone has a larger share of renter-occupied housing in comparison to the rest of the County (Figure 5-3). Based on 2019 estimates, approximately 35 percent of the housing is owner-occupied. This ratio of owner-to-renter is lower than the Metro Area with a higher percentage of residents living in renter occupied housing units. Housing vacancy characteristics do not show much variability from the Metro Area or County, where vacant properties typically make up a small percent of the housing stock.

Figure 5-3: Housing Tenure

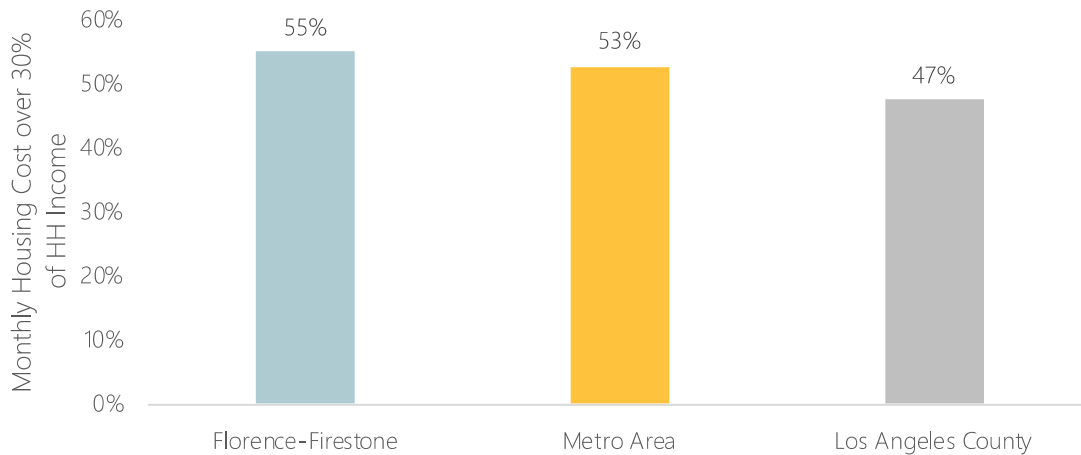


Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## COST BURDEN

The larger share of renters in Florence-Firestone and the Metro Area has implications for the financial stability of residents, as renters do not grow wealth through home ownership, have typically lower household incomes, and are subject to sometimes unpredictable rent increases or eviction. Furthermore, apartment owners may defer maintenance and can target lower income renters who have few options in the marketplace. This impacts both quality of life of occupants and can contribute to the community's perception in the County. Approximately 55 percent of households in Florence-Firestone pay more than 30 percent of their household incomes toward rent, which is commonly recognized as the share of household income beyond which rent becomes prohibitively expensive and affects other household expenditures.

Figure 5-4: Monthly Housing Cost Over 30 Percent of Income



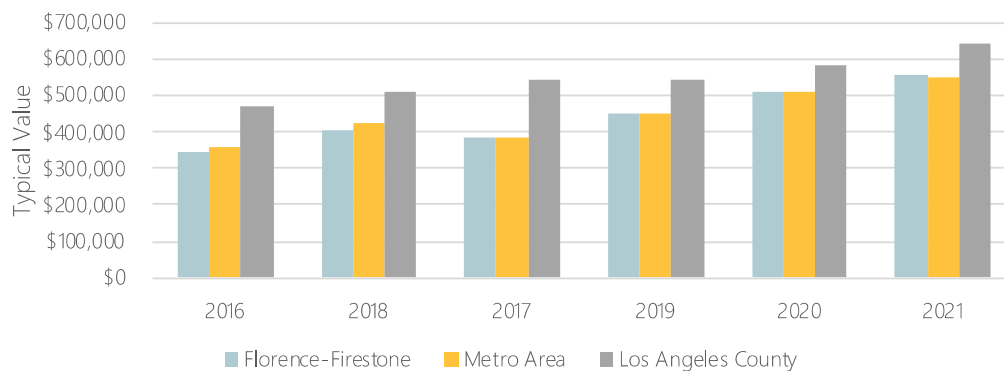
Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## PRICING

### For-Sale Pricing

In 2021, the typical condominium price in Florence-Firestone was approximately \$558,000, which is \$81,000 less than the County (\$639,000). However, the compound annual growth rate (CAGR) for the community's for-sale housing has been 10.2 percent per year over the last five years. This rate is higher than the Metro Area (9.2 percent), but significantly higher than the County CAGR of 6.3 percent since 2016. The community, like the County, has seen marked for-sale housing pricing increases as interest rates have remained low and housing production has not kept pace with demand.

Figure 5-5: Typical Condominium Value



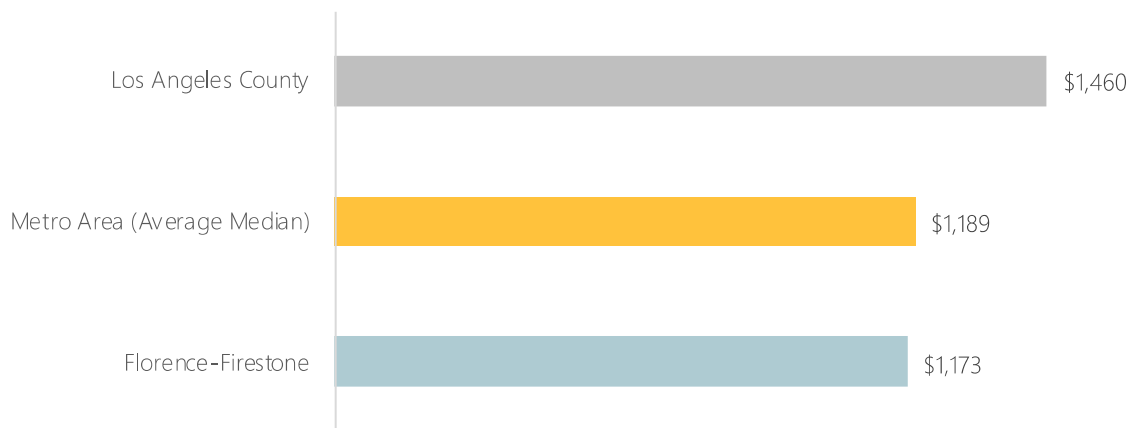
Source: Zillow



## For-Rent Pricing

According to the US Census, the typical monthly rental price (all units) is \$1,173 in Florence-Firestone. This typical monthly rent is lower than the County and slightly higher than the Metro Area. Similar to the for-sale housing, rental rates in the County have increased because of increased demand for housing. For-rent housing demand, unlike for-sale housing, may reflect evolving market preferences, affordability, or scrutiny on for-sale home mortgage lending standards. In general, the Metro Area's rental housing stock prices have not kept pace with the County due to a lack of new development, which often drives market prices up through higher quality and amenities.

Figure 5-6: Typical Monthly Rent (Median Gross Rent)



Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## Pipeline Development

There are no significant residential developments known to be under construction.

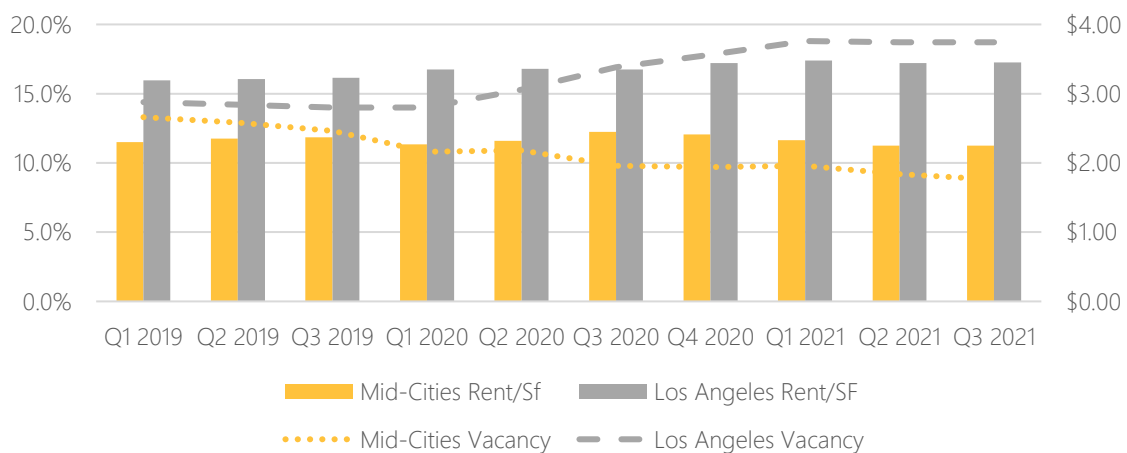
## 5.2 Office

Market potentials for office-related development within Florence-Firestone will be a function of the particular attributes of the available land, adjacent land uses, and the regional economy and office market. Although the Los Angeles office market is comprised of many submarkets, each with potentially a distinct tenant profile, office space is typically highly substitutable, such that the potentials in any given market are determined by the strength of the regional office market. Thus, development activity, absorption, vacancy rates, and change in rental rates follow very similar patterns in most of the Los Angeles submarkets.

### FUNDAMENTALS

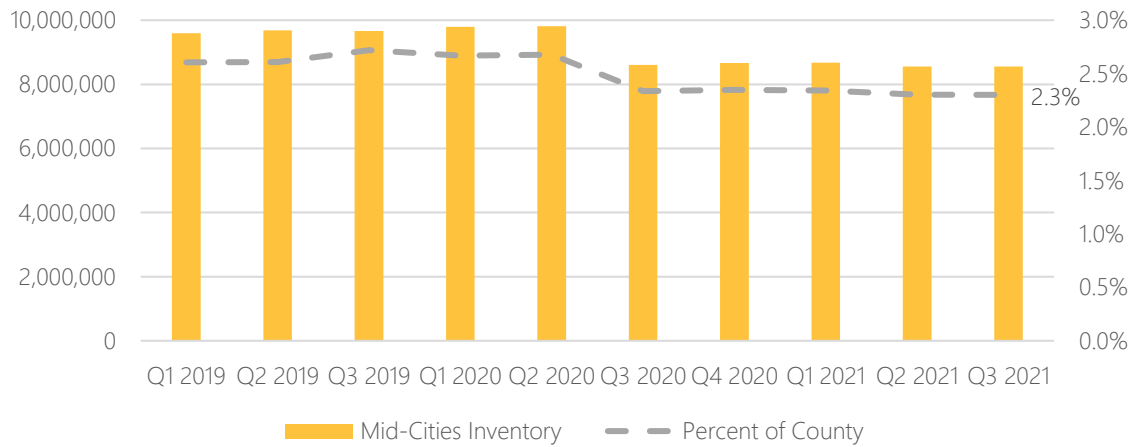
The Mid-Cities office market has 8.6 million square feet of office space, which has decreased by approximately one million square feet since Quarter 1 of 2019. Historically, the submarket has represented approximately 2.5 percent of the total County office market. The office vacancy rates have been lower than the larger County area over recent years. However, other submarkets have delivered high quality Class A space that often has a high vacancy rate because it is in the process being leased. As reflected in the average asking rent, the Mid-Cities area has lagged behind the average asking monthly rent largely due to its older office developments, most of which were delivered decades ago.

Figure 5-7: Regional Office Inventory (2019 - 2021)



Source: CoStar

Figure 5-8: Regional Office Trends (2019 – 2021)



Source: CoStar

#### LOCAL MARKET CONDITIONS

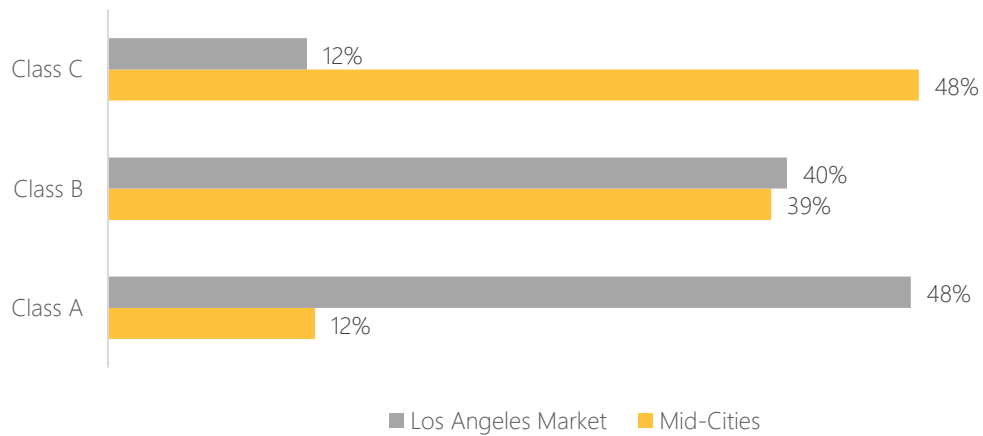
The Mid-Cities submarket has a significantly higher percent of Class C office space and relatively few Class A office developments. Once again, the County Assessor data was used to better understand the contemporary amount of commercial office development in the community.

Examples of office development include:

- Office Buildings; and
- Professional Building.

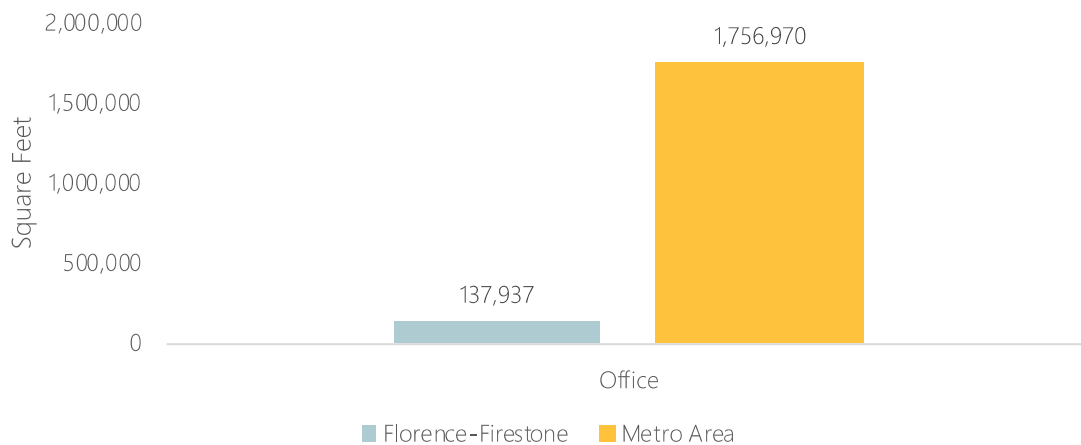
In total in Florence-Firestone, there is an estimated 138,000 square feet of commercial office space, as defined above, which is 7.9 percent of the Metro Area's 1.8 million square feet of commercial office development.

Figure 5-9: Office Inventory Comparison by Asset Class



Source: CoStar

Figure 5-10: Community and Metro Area Office Inventory (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant office developments known to be under construction.

## 5.3 Retail

---

The retail sector occupies a prominent place in the economy because such a large portion of the United States' economic activity depends on consumer spending. The sales of retail goods and services generate a large number of jobs that provide employment for individuals across a wide range of skill and income levels. Retail real estate markets are more subject to obsolescence and more locally based than either commercial office or industrial markets.

### FUNDAMENTALS

Although historical data is incomplete for Florence-Firestone, it is likely that the retail market parallels that of the Greater Mid-Cities market area with annual rents around \$19-26 NNN/year/square foot. Asking rents have historically been significantly below the larger County area. Vacancies, on the other hand, have remained low with a rate consistent with the larger County trend. In total, there is an estimated 12 million square feet of shopping center<sup>11</sup> space in the Mid-Cities submarket, which is about 9 percent of the total County inventory.

---

<sup>11</sup> Shopping centers consist of the following:

General Retail: Typically are single tenant freestanding general-purpose commercial buildings with parking. Many single retail buildings fall into this use code, especially when they don't meet any of the more detailed use descriptions.

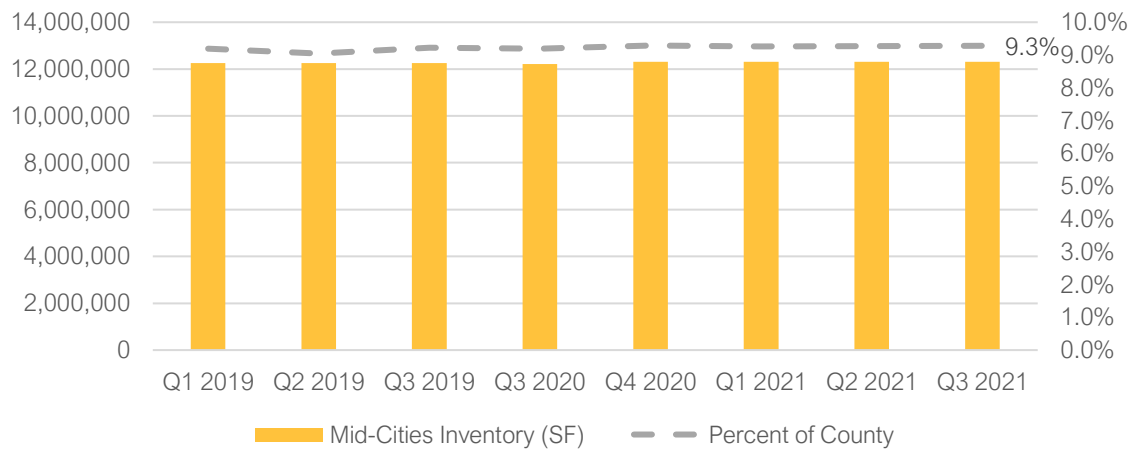
Mall: Provides shopping goods, general merchandise, apparel, and furniture, and home furnishings in full depth and variety. It is built around the full-line department store, with a minimum GLA of 100,000 square feet, as the major drawing power.

Power Center: Typically consists of several freestanding (unconnected) anchors and only a minimum amount of small specialty tenants 250,000–600,000 square feet.

Shopping Center: The combined retail center types of Community Center, Neighborhood Center and Strip Center, which have a range of 50,000 – 350,000 square feet with limited anchors.

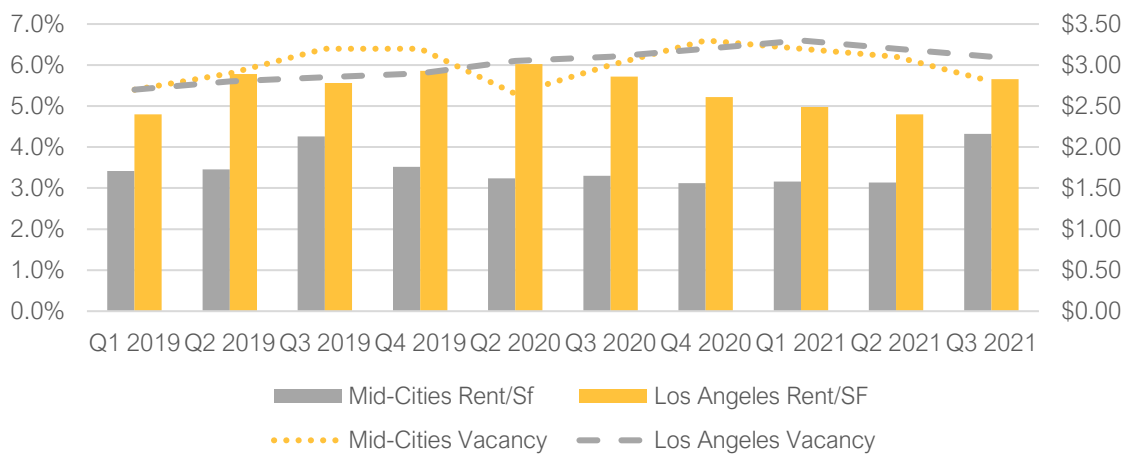
Specialty Center: The combined retail center types of Airport Retail, Outlet Center and Theme/Festival Center; which have a special market orientation and are unique in the market area.

Figure 5-11: Regional Retail Inventory (2019 - 2021)



Source: CoStar

Figure 5-12: Regional Retail Trends (2019 – 2021)



Source: CoStar



## LOCAL MARKET CONDITIONS

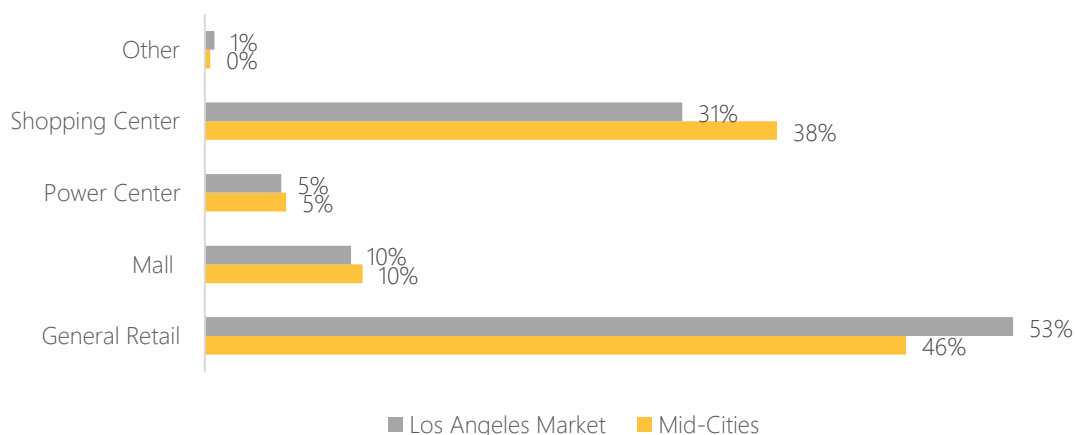
While the Mid-Cities submarket has a relatively consistent share of retail space by major retail development type, the local inventory in Florence-Firestone is dominated by non-shopping center oriented development. The County Assessor data was used to better understand the contemporary amount of commercial retail development in the community. Specifically, the amount of retail that would provide goods to community residents.

Examples of these types of retailers include:

- Restaurants/Non-grocery Food and Beverage;
- Supermarkets/Grocery;
- General Stores;
- Shopping Centers; and
- Department Stores.

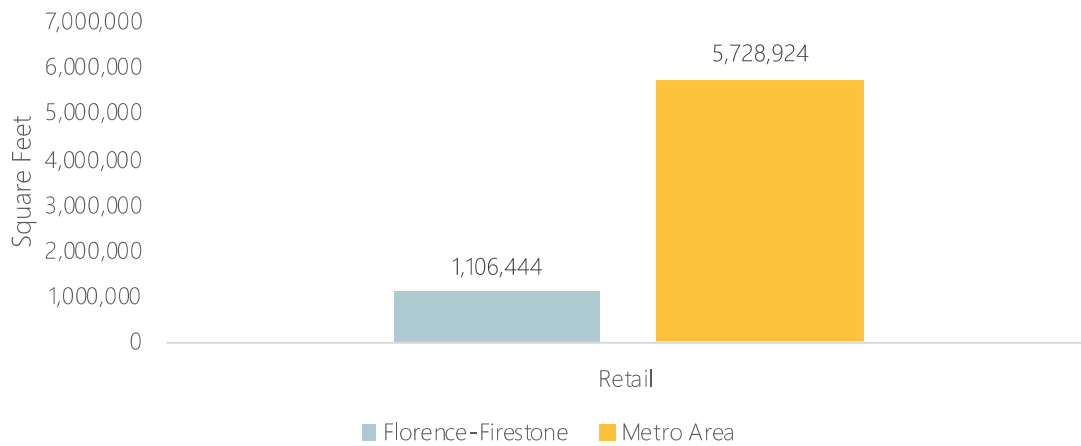
In total, there is an estimated 1.1 million square feet of commercial retail space, as defined above, which is 19.3 percent of the Metro Area's 5.7 million square feet of commercial retail development.

Figure 5-13: Retail Inventory Comparison by Asset Class



Source: CoStar

Figure 5-14: Community and Metro Area Retail Inventory (2020)



Source: Los Angeles County Assessor

Figure 5-15: Community Retail Inventory Map (2020)



Source: Los Angeles County Assessor

#### Pipeline Development

There are no significant retail developments known to be under construction.

## 6 Long-Term Land Use Demand

The following section provides long-term land use demand projections for the community. Given that specific sites and development opportunities will generate various levels of demand, the following is intended to give broad parameters regarding the potential level of new development in the city. From this, development and land use opportunities can be evaluated to determine the required level of site capture (e.g. market demand) and if it is reasonable to plan for within the next 15 years.

### 6.1 Residential

---

Area Plan residential projections are based on household estimates from ESRI and SCAG. The low range is based on historic growth (0.8 percent CAGR), the target growth is based on projected growth for all unincorporated areas in the County (1.2 percent CAGR), while the high growth reflects the adjusted SCAG projections using 2021 ESRI data. For planning purposes, a growth scenario between the target and high-range projection appears warranted unless the County desires creating higher density mixed-use residential development at key development opportunities adjacent to transit, as available in some Area Plan communities.

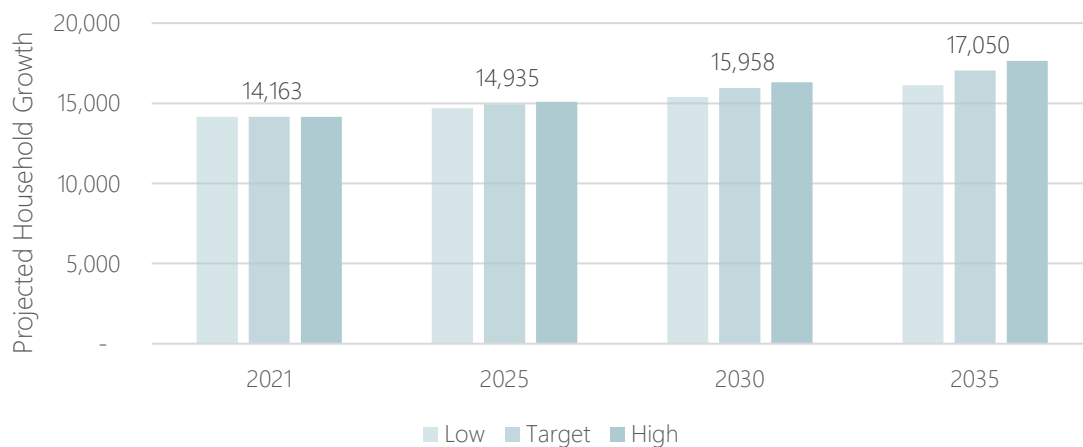
The total demand for new households was then further adjusted to account for a likely distribution of market rate and affordable housing units. In general, it is assumed 30 percent of the units are market while 70 percent are affordable throughout the Metro Area.

Table 6-1: Housing Demand by Time Period (2021 - 2035)

	2021-2025	2025-2030	2030-2035	2021-2035
Florence-Firestone (Multi-Family Units)				
Market Rate	201	266	284	750
Affordable	571	757	808	2,137
Total	772	1,023	1,092	2,887
Metro Area (Multi-Family Units)				
Market Rate	1,055	1,393	1,480	3,928
Affordable	2,670	3,525	3,746	9,941
Total	3,725	4,918	5,226	13,869
Florence-Firestone/Metro Area (Percent of Total)				
Market Rate	19.0%	19.1%	19.2%	19.1%
Affordable	21.4%	21.5%	21.6%	21.5%
Total	20.7%	27.5%	29.3%	20.8%

Source: Pro Forma Advisors

Figure 6-1: Housing Demand Scenarios – Occupied Housing Units (2021 – 2035)



Source: Pro Forma Advisors

## 6.2 Office

The demand for office space in the County and Metro Area will be based on demand created by new jobs in industries that require office space. Given the recent flexibility in an employee's ability to work "remotely" the future demand for office space is somewhat speculative given that the required amount of space, in square feet, could change dramatically if people continue to work from home. Leading up to the global pandemic, office serving jobs have occupied less and less space on a per employee basis.

As noted in the office market analysis, there is relatively little office serving space in the Metro Area. The demand analysis uses California Employment Development Department 10-year projections by industry to estimate Countywide demand for industries that utilize office space. The total office space demand was then adjusted for office development under construction and structural vacancy. In total, it is estimated that 2.4 million square feet of office will be developed in the County per year and the Metro Area could capture its "fair share" or current allocation of office space, which is less than 0.5 percent of the Countywide total.

For general planning purposes, a range was provided based on a higher target and high range based on a more aggressive capture assumption. Given the total demand, office development is unlikely in the community in the planning horizon without a non-market driven intervention or relocation of a build-to-suit tenant.

Table 6-2: Office Demand (2021 - 2035)

	2021 - 2035 (Square Feet)		
	Low	Target	High
Florence-Firestone	12,200	15,300	18,300
Metro Area	147,600	184,500	221,400
Los Angeles County Market	2,160,000	2,400,000	2,640,000

Source: Pro Forma Advisors

## 6.3 Retail

---

The retail demand model is based on a combination of existing spending assumed to be “leaking” outside the community as well as an assumed future capture of new resident spending. To estimate the retail surplus/leakage, potential sales (demand) from Florence-Firestone’s residents and employees were estimated using the gross disposable income and typical worker spending, while taxable sales (supply) were estimated using information from ESRI business analyst. Finally, an adjustment of sales to supportable square feet was made, based on an estimate of sales productivity levels that could support new higher quality.

New resident spending was determined using an average household income of \$100,000 for market rate units and \$60,000 for affordable units (2021 dollars). The spending was adjusted to reflect a household spend per capita based on County pro rata retail sales adjusted by income.<sup>12</sup> A further assumption was made that assumed the community could capture 30 percent of new retail sales, which reflects typical spending for local serving retail development.

A low retail demand estimate reflects the total recapture of lost sales and a high retail demand estimates reflects the recapture of lost sales plus demand from new households. In total, Florence-Firestone has a limited amount of retail demand over the next 15-years.

---

<sup>12</sup> Review of the Bureau of Labor Statistics’ Consumer Expenditure Study as well as the Board of Equalization Sales and Use tax reports.



Table 6-2: Retail Demand (2021 - 2035)

	Commercial Retail Recapture Estimate (2021)	New Retail De- mand from Household Growth	Total Commercial Re- tail Demand	Low	High
Florence-Firestone (Square Feet)					
Retail Trade	15,100	57,800	72,900	15,100	72,900
Food and Drink	300	10,200	10,500	300	10,500
Total	15,400	68,000	83,400	15,400	83,400
Metro Area (Square Feet)					
Retail Trade	158,100	281,350	439,450	158,100	439,450
Food and Drink	10,500	49,650	60,150	10,500	60,150
Total	168,600	331,000	499,600	168,600	499,600
Florence-Firestone/Metro Area (Percent of Total)					
Retail Trade	9.6%	20.5%	16.6%	9.6%	16.6%
Food and Drink	2.9%	20.5%	17.5%	2.9%	17.5%
Total	9.1%	20.5%	16.7%	9.1%	16.7%

Source: Pro Forma Advisors

## 6.4 Key Takeaways

The following includes a bullet point summary of key takeaways from the section:

- Multi-family housing development should be encouraged at market and affordable levels within the community. Given the three transit station assets in the community, additional consideration could be given for higher density development oriented around transit.
- Retail demand is moderate. Careful consideration should be given to community-serving neighbor retail shopping center development.
- Office demand is not sufficient to plan for substantial new development.

## 7 Appendix

### 7.1 Sources

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Listed in report order:

[Los Angeles County Assessor](#)

[ESRI Business Analyst](#)

[METRO](#)

[US Census](#)

[California Employment Development Department](#)

[California Department of Finance](#)

[US Census \(OnTheMap\)](#)

[Los Angeles County \(Building Permit Data\)](#)

[Zillow](#)

[CoStar](#)

## 7.2 Demographic Data (ESRI)

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LOS ANGELES COUNTY

# EXISTING CONDITIONS REPORT: Walnut Park

Socioeconomic Review and Market Assessment

December 2021

Prepared by



**Pro Forma**  
Advisors LLC

and

**DUDEK**



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# 1 Existing Conditions Introduction and Overview

## 1.1 Project Overview

---

Los Angeles County (County) is currently preparing the Metro Area Plan (Area Plan), which is one of 11 planning areas in the County. The Planning Area framework was adopted via the County's 2015 General Plan Update to effectively plan and regulate development in unincorporated areas across the nation's most populous County. There are seven unincorporated communities within the Area Plan – West Athens - Westmont, West Rancho Dominguez – Victoria, Willowbrook, East Rancho Dominguez, Walnut Park, Florence-Firestone, and East Los Angeles. The Area Plan provides a once-in-a-generation opportunity for community members to share their vision for the area's future and provide input on the community's long-term goals and development opportunities.

## 1.1 Purpose of the Existing Conditions Report

---

This Existing Conditions Report represents the first major step in the process of updating the Area Plan. This report provides information on existing socioeconomic and market conditions in the Metro Planning Area (Metro Area)<sup>1</sup> and its surrounding areas as well as an analysis of growth prospects and land demand. The Existing Conditions Report is used as a basis for:

- Facilitating community input on planning issues and visions during community workshops;
- Preparing alternative land use planning scenarios; and
- Formulating policies and implementation actions for the General Plan.

The focus is on resources, trends, and critical concerns to frame decision-making for the long-term physical development of the community. This report analyzes socioeconomic and real estate market dynamics in Walnut Park (Existing Conditions Report).

---

<sup>1</sup> This report only presents information for unincorporated areas with the Metro Area Plan.

## 2 Summary

### 2.1 Introduction

---

This report summarizes the socioeconomic and real estate market conditions and trends that will shape medium-<sup>2</sup> to long-term<sup>3</sup> growth opportunities in Walnut Park and the greater Metro Area. The primary purpose of this socioeconomic review and market assessment is to inform, for planning purposes, the area's overall land use policy with respect to the type of development and land uses that could be effectively targeted during the planning horizon.

It is important to note that in the context of long-term planning, short-term market cycles have less relevance given a planning horizon stretching to 2035.<sup>4</sup> The conclusions discussed throughout this report are based on long-term data projections and an understanding of economic and market dynamics affecting the community and region. This report has been prepared for the County by Pro Forma Advisors as a sub-consultant to Dudek in support of the County's General Plan Area Plan update process.

### 2.2 Summary of Findings

---

The following key findings are provided to give a sense of future land use demand as well a review of key issues impacting future development in the city. These issues are explored from the socioeconomic and market perspective.

#### SOCIOECONOMIC FACTORS INFLUENCING DEVELOPMENT

Based on a review of historic and projected socioeconomic trends for the community, the following provides a summary of key issues to consider for future land use planning from a socioeconomic perspective.

---

<sup>2</sup> Five to 10 years.

<sup>3</sup> Over 10 years.

<sup>4</sup> This would include the short-term impacts of COVID-19

## Growth

Walnut Park is one of four communities within the Metro Area that have experienced population and housing growth at a rate below the region average. Given the community is largely built out, the number of new housing units delivered since 2000 has also been well below the Metro Area and County.

## Ethnic Composition

Walnut Park has over 98 percent of its community identifying with being Hispanic and Latino/a. While existing demographics do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities, and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the area's ethnic composition might impact future land use decisions.

## Employment Base

Walnut Park has experienced employment growth at a rate faster than the Metro Area and County. There is a strong base of employment in many core industries. Since 2002 the area added over 260 jobs within the community representing two percent of all new jobs in the Metro Area. However, overall, the less educated community employees and residents tend to have jobs that pay less than the countywide average income.

## Retail Leakage

The community appears to experience retail expenditure leakage to neighboring areas in the region, or "retail leakage" due to the newer, large format retailers located in other areas of the County. Based on the analysis, the community could recapture 3.8 square feet per household for neighborhood serving retail development.<sup>5</sup> For the community to be economically viable over the long-term it should strive to continue expanding its retail base by creating a more diverse local serving retail environment to increase the market capture from its households within the community.

---

<sup>5</sup> Retail development that provides for the sales of convenience goods (food, drugs, etc.) and personal services (laundry, dry cleaning, etc.) for day-to-day living needs of the immediate neighborhood.



## Long-Term Land Use Demand

The following provides context regarding future development potential, given the anticipated market demand for various land uses as discovered in the market analysis. As shown below, an order-of-magnitude demand estimate for residential, retail, office land uses have been made for Walnut Park through 2035.

This represents the target range of development that could be attracted over the Area Plan horizon. Based on the economic development goals of the County, a more aggressive capture of demand could be warranted. As such, these estimates should be considered preliminary for planning purposes.

**Table 2-1: Demand Analysis Summary (2021 – 2035)**

	Target (Rounded)
Housing (Units)	600
Market Rate	200
Affordable	400
Retail (Square Feet)	29,100
Office (Square Feet)	10,500

Source: Pro Forma Advisors

## 3 Geography and Land Use Overview

The following section presents a brief overview of Walnut Park in relation to other geographical areas referred to within this report. It also summarizes existing land uses. A community's core assets such as open space, proximity to regional freeways, and reputation within the region are important attributes that impact future development and shape long-term land use planning.

### 3.1 Location Overview

---

Located near the center of the County, Walnut Park is approximately 0.75 square miles in size. Walnut Park is an unincorporated community and also a census designated place. For the purpose of this analysis, the area is generally bounded by Florence Avenue to the North, State Street to the East, Santa Ana Street to the South, and Santa Fe Avenue to the West. A Major North/South thoroughfare is Pacific Boulevard, which also serves as its primary retail corridor.

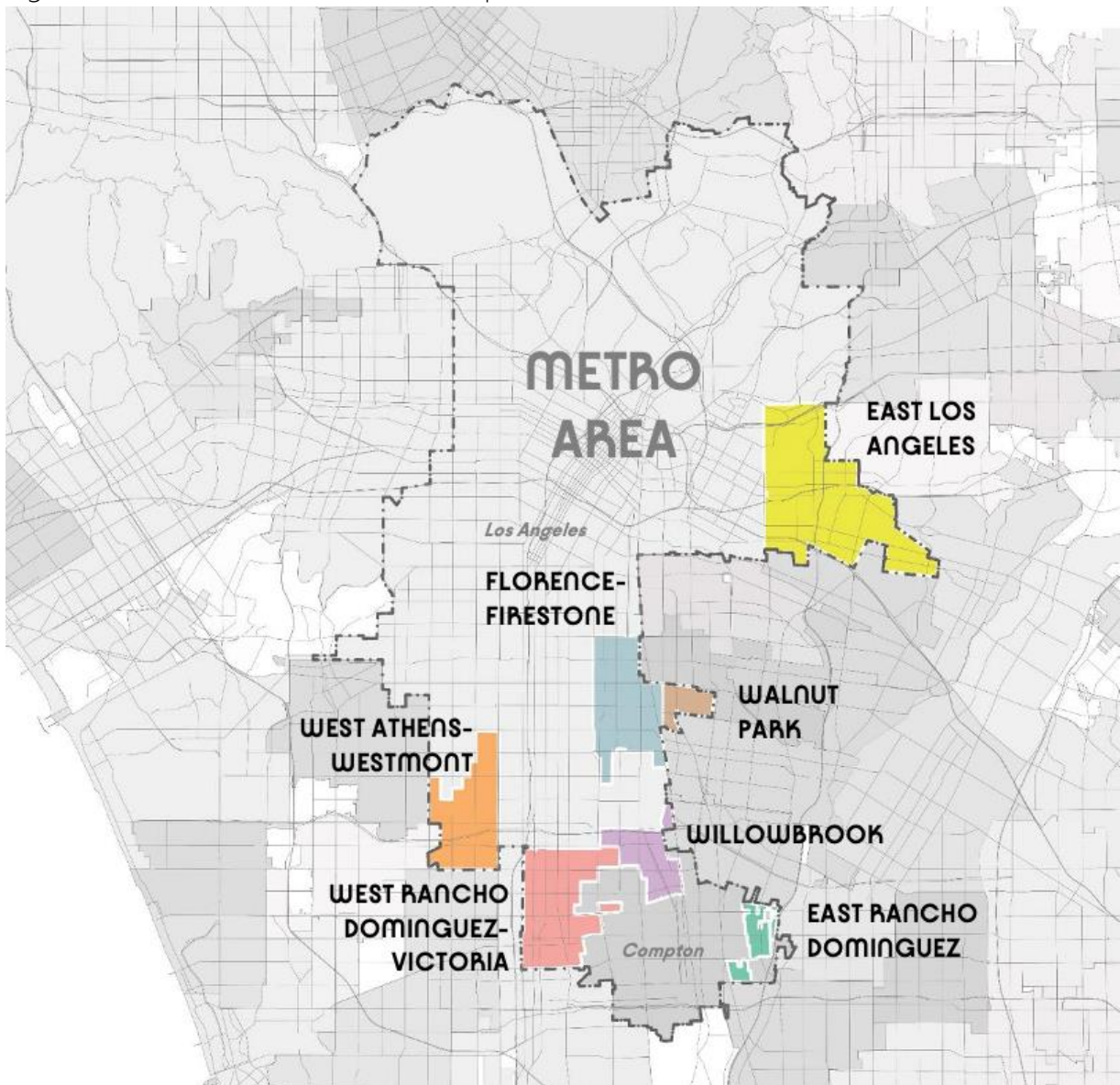
Walnut Park is one of seven communities within the larger Metro Area. It represents approximately four percent of the total Area Plan land area.

Figure 3-1: Community Planning Area Map



Source: Dudek

Figure 3-2: Metro Area Plan Area Map



Source: Dudek

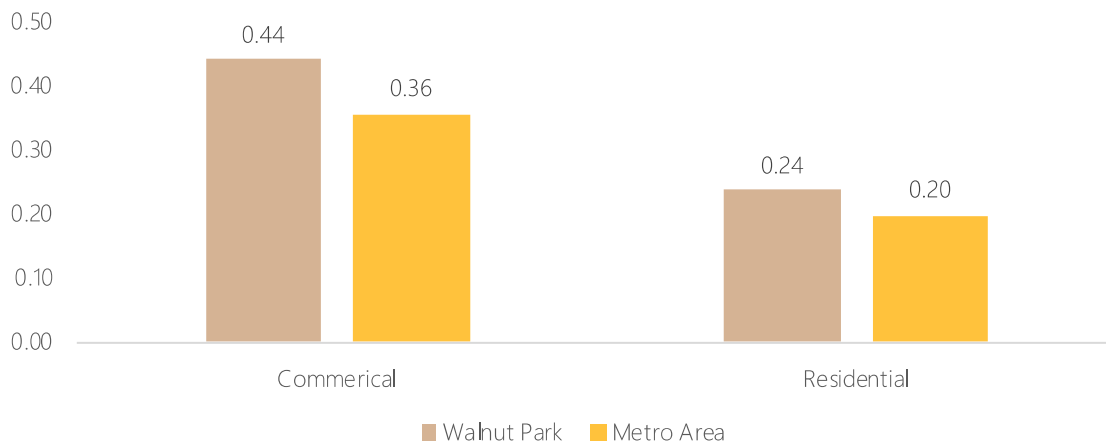
## 3.2 Current Land Use

Excluding roads and other infrastructure, Walnut Park has 0.58 square miles of publicly and privately held land. Residential land uses make up the majority of land in the community area, representing 88.6 percent of the total land and 84.9 percent of the built space. Commercial uses (inclusive of both retail and office) represent about 7.8 percent of the total land and 13.8 percent of the built space due to the highest floor area ratio (FAR) among any of the land uses. The remaining land is comprised of industrial development and other land uses (including government, institutional, etc.). As it relates to the larger Metro Area, Walnut Park represents:

- 4.7 percent of the commercial development; and
- 5.7 percent of the residential development.

The distribution of land use has a fairly consistent relationship to the Metro Area with higher than normal residential and other land use development and much lower proportional amount of industrial development and land.

Figure 3-3: FAR Comparison by Land Use



Source: Los Angeles County Assessor

**Table 3-1: Land Use (2020)**

	Walnut Park		Metro Area		Willow/Metro Area	
	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)
Total						
Commercial	550,009	0.04	11,645,057	1.17	4.7%	3.8%
Industrial	0	0.01	19,139,479	2.00	0.0%	0.3%
Residential	3,384,935	0.51	59,273,588	10.77	5.7%	4.7%
Other	54,355	0.01	3,256,980	2.88	1.7%	0.5%
Total	3,989,299	0.58	93,315,104	16.82	4.3%	3.4%
Percent of Total/Index						
Commercial	13.8%	7.8%	12.5%	7.0%	110.5	111.1
Industrial	0.0%	1.0%	20.5%	11.9%	-	8.6
Residential	84.9%	88.6%	63.5%	64.0%	133.6	138.4
Other	1.4%	2.6%	3.5%	17.1%	39.0	15.1

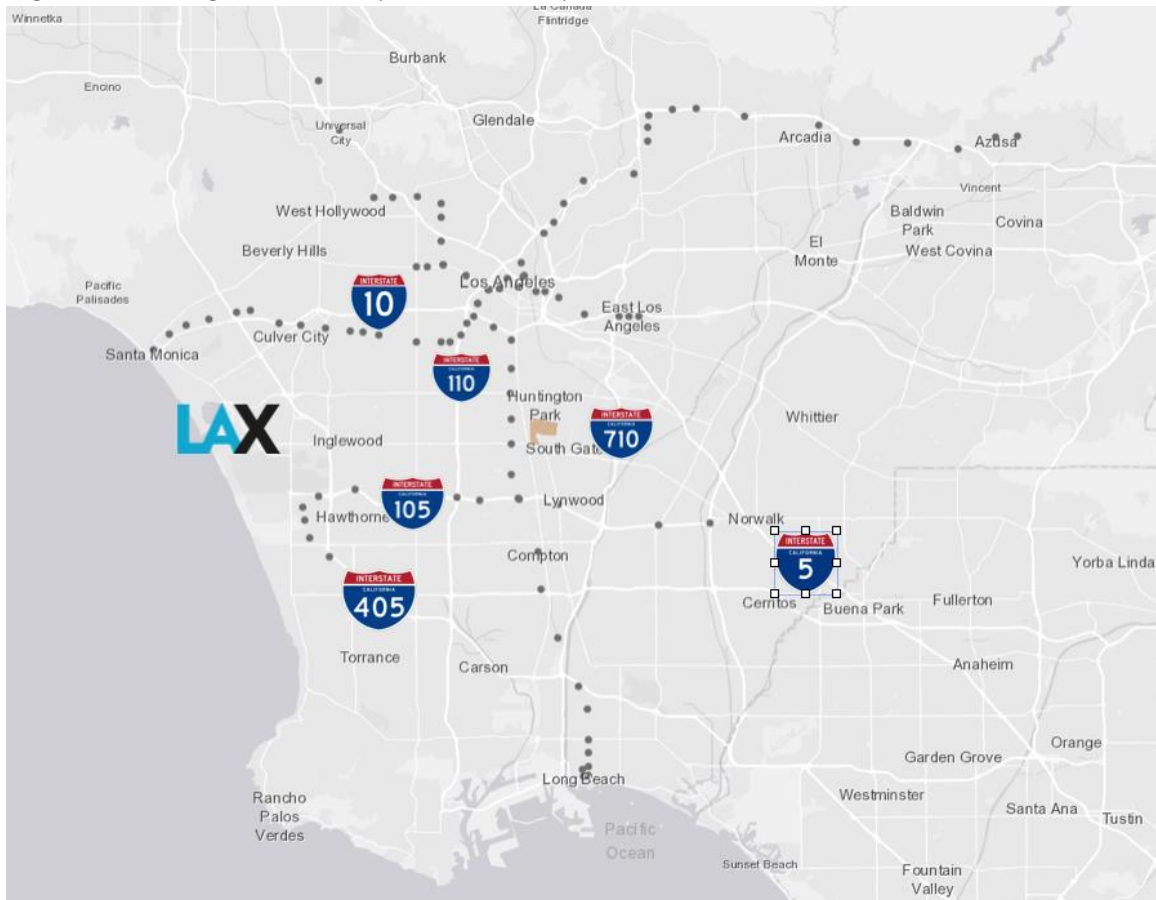
Source: Los Angeles County Assessor



### 3.3 Transportation Access

From a regional perspective, Walnut Park is located between Interstate 10 and 110 freeways. Given its central location within the larger Los Angeles Metropolitan Statistical Area, it is estimated that there are over 10 million people living within a 30-mile radius, which includes major job centers. Walnut Park is also within a relatively short distance from Los Angeles International airport (LAX) as well as two shipping ports (Port of Los Angeles and Long Beach). In addition, it is adjacent to the Alameda Corridor, a major transportation route between the ports and downtown Los Angeles.

Figure 3-4: Regional Transportation Map



Source: ESRI Business Analyst; METRO, Pro Forma Advisors

### 3.4 Key Takeaways

---

The following includes a bullet point summary of key takeaways about Walnut Park from this section:

- Land use patterns are dominated by residential development;
- Walnut Park is centrally located and is located approximately 8.5 miles south of Downtown; and
- The community benefits from excellent regional freeway access.

## 4 Socioeconomic Analysis

The future market demand for different land uses in Walnut Park will be influenced by regional economic forces and market trends. This section analyzes the historic and projected socioeconomic trends for Walnut Park, the Metro Area, and County that most influence land use potentials for future development. A summary of key population, household age, race and ethnicity, and educational attainment trends that may affect future land use planning is also provided.<sup>6</sup>

### 4.1 Demographic Trends

---

#### POPULATION AND HOUSEHOLDS

Based on the U.S. Census, between 2000 and 2010, Walnut Park lost 240 residents. Since 2000, Walnut Park's overall population growth has been slower than the Metro Area and County. Overall growth is low due to the fact that area is largely built out and there are limited current opportunities for housing development.

Focusing on more recent population trends, ESRI's Business Analyst application estimates that the area's population will remain flat over the next five years. Average household size is anticipated to stay high, with an average household size of 4.4. This household size is significantly higher than the County average (3.0).

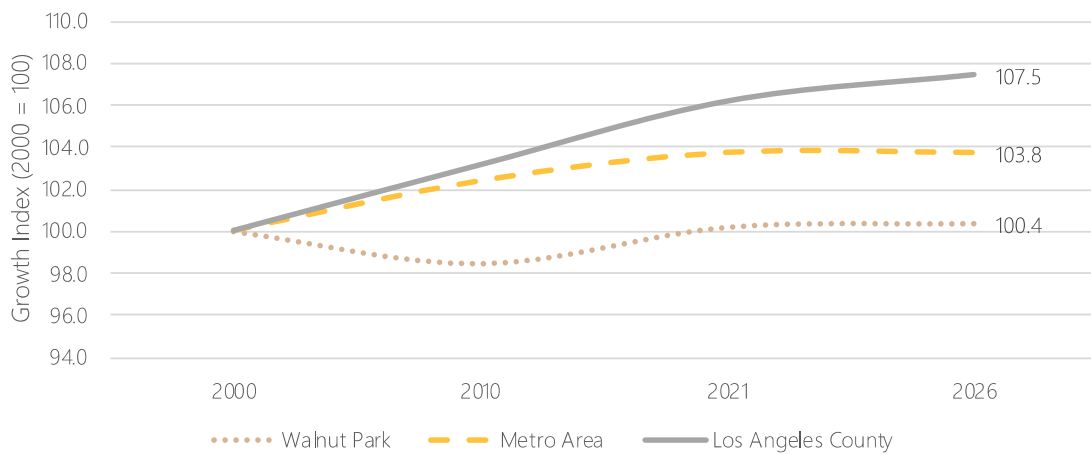
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<sup>6</sup> Some of the socioeconomic data used in this analysis is provided by ESRI Business Analyst (ESRI). ESRI's economists, statisticians, demographers, geographers, and analysts produce independent small-area demographic and socioeconomic estimates and forecasts throughout the United States. The ESRI data was utilized for two main reasons: (1) The 2020 Census data was not available at the time the market data was gathered and (2) two of the neighborhoods' geographies (Willowbrook and West Athens-Westmont) did not match to their respective Census-designated place geographies. For these reasons, the ESRI 2021/2026 socioeconomic data was utilized to ensure consistent comparisons among all the areas analyzed herein.

**Table 4-1: Population and Household Trends**

	2000	2010	2021(e)	2026(e)
<b>Population</b>				
Walnut Park	16,207	15,966	16,239	16,266
Metro Area	299,561	306,772	310,857	310,826
Los Angeles County	9,519,135	9,818,605	10,108,711	10,229,558
<b>Households</b>				
Walnut Park	4,317	4,661	4,824	4,848
Metro Area	72,637	74,630	75,285	75,023
Los Angeles County	3,133,720	3,241,204	3,328,361	3,366,546
<b>Household Size</b>				
Walnut Park	4.5	4.4	4.4	4.4
Metro Area	4.1	4.1	4.1	4.1
Los Angeles County	3.0	3.0	3.0	3.0

Source: ESRI Business Analyst

**Figure 4-1: Population Growth Index**


Source: ESRI Business Analyst

## AGE

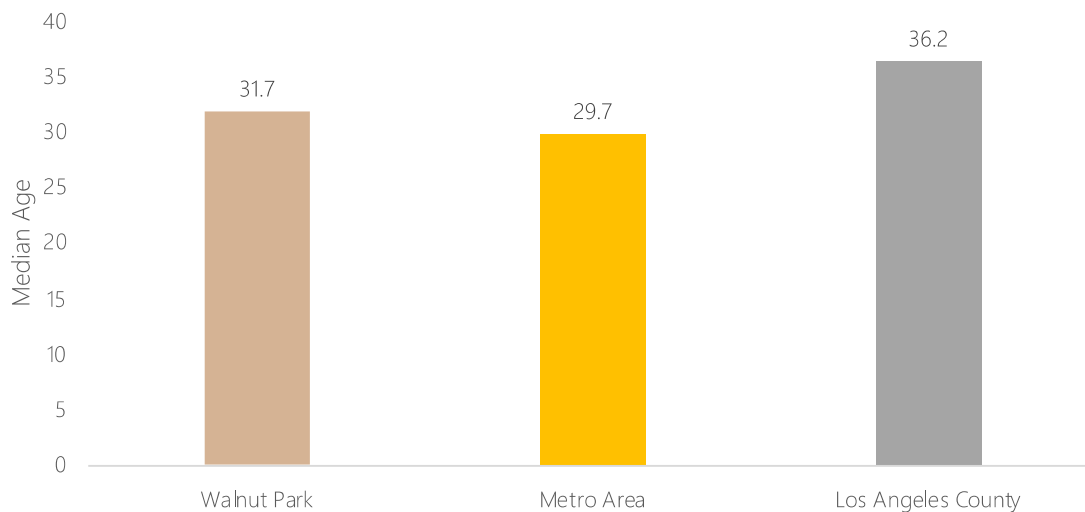
The median age of community members in Walnut Park is 31.7 (Figure 4-2), which is older than the Metro Area (29.7) and younger than the County (36.2). By analyzing age cohorts (Table 4-2), the area has an underrepresentation of age groups over 35 years. Conversely, there is a slightly higher overrepresentation of age cohorts under 35 years old, whose shares are slightly higher than the County.

**Table 4-2: Age Distribution by Geography (2021)**

	Walnut Park	Metro Area	Los Angeles County	Walnut Park/ Metro Area	Walnut Park/ County
Children/Young Adults (Under 24)	38.2%	41.1%	31.9%	92.9	119.6
Young Workers (25 to 34)	17.3%	17.5%	16.3%	98.8	106.0
Family Formation (35 to 54)	25.1%	23.4%	25.9%	107.2	96.8
Empty Nesters (55 to 74)	15.6%	14.4%	19.9%	108.2	78.3
Seniors (75+)	3.8%	3.5%	5.9%	108.5	64.3

Source: ESRI Business Analyst

**Figure 4-2: Median Age by Geography (2021)**



Source: ESRI Business Analyst

## RACE AND ETHNICITY

While race and ethnic composition do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the ethnic composition of the community's population might impact future land use decisions. Walnut Park has a higher relative share of residents identifying as "American Indian alone," "some other race alone," and of "Hispanic origin." The high number of individuals identifying as Hispanic and Latino/a is comparable to other areas within the Metro Area (but twice as high as the County) and 93 percent of this population report that they speak Spanish at home.

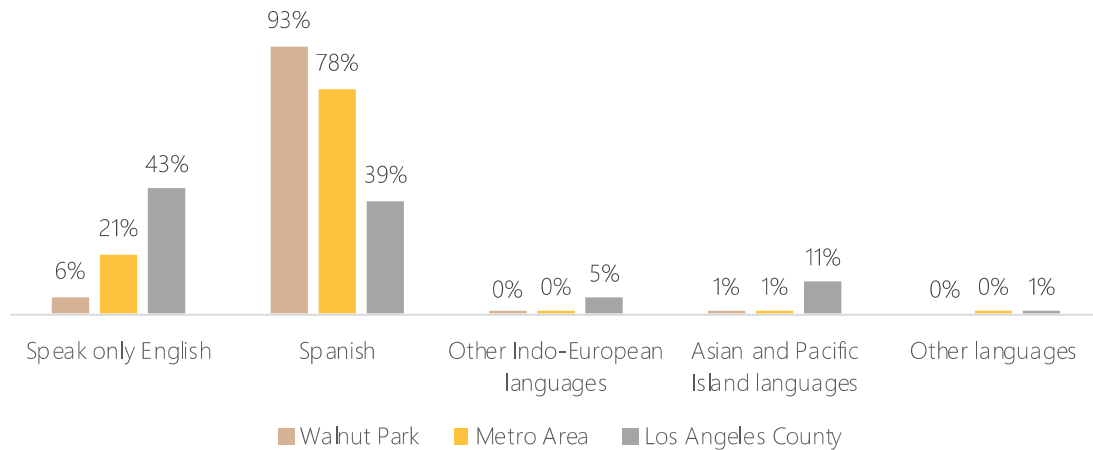
**Table 4-3: Population by Race/Ethnicity (2021)**

	Walnut Park	Metro Area	Los Angeles County	Walnut Park/ Metro Area	Walnut Park/ County
White Alone	56.5%	38.6%	48.5%	146.4	116.5
Black Alone	0.4%	14.3%	8.2%	2.8	4.9
American Indian Alone	1.6%	0.9%	0.7%	177.8	228.6
Asian Alone	0.6%	0.7%	15.1%	85.7	4.0
Pacific Islander Alone	0.0%	0.1%	0.3%	0.0	0.0
Some Other Race Alone	37.6%	42.0%	22.4%	89.5	167.9
Two or More Races	3.3%	3.4%	4.9%	97.1	67.3
Hispanic Origin	97.6%	83.8%	48.9%	116.5	199.6

Source: ESRI Business Analyst



Figure 4-3: Language Spoken at Home (2019)



Source: US Census

## EDUCATION

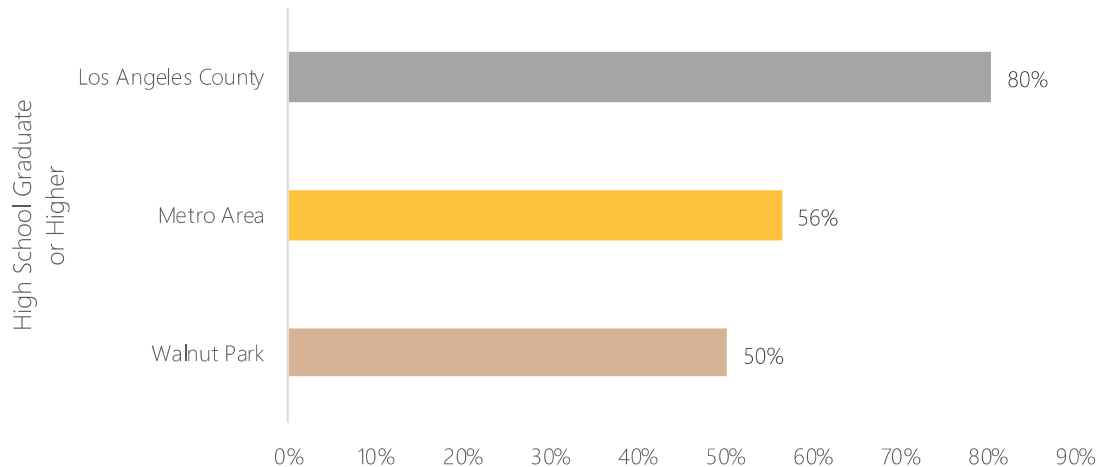
Levels of educational attainment are lower in both Walnut Park and the Area Plan area, in comparison to the larger County area. For the population 25 and older, 50 percent of the residents report a “less than high school education,” which is 2.5 times as high as the County. Similarly, there is an underrepresentation of community residents with “some college, associate degree” or a “bachelor’s degree or higher. If examining the percent of residents with a high school graduate or higher level of education, Walnut Park and the Metro Area are both significantly under the Countywide educational attainment level of 80 percent.

**Table 4-4: Population 25+ by Educational Attainment (2021)**

	Walnut Park	Metro Area	Los Angeles County	Walnut Park/ Metro Area	Walnut Park/ County
Less than High School graduate	50%	44%	20%	114.0	254.9
High School Graduate (w/ equivalency)	21%	25%	21%	80.7	99.5
Some College, Associate Degree	20%	22%	25%	91.8	79.4
Bachelor's Degree or higher	10%	9%	35%	105.5	27.8

Source: ESRI Business Analyst

Figure 4-4: Percent of Population 25+ with High School Degree (2021)



Source: ESRI Business Analyst

## 4.2 Key Demographic Takeaways

The following includes a bullet point summary of key takeaways from the section:

- Walnut Park has had moderate population growth compared to the County, but low in absolute terms.
- The community has a high percentage of families<sup>7</sup>, with larger household sizes and a younger population.
- The area is almost entirely comprised of people identifying as Hispanic and Latino/a.
- Walnut Park has 2.5 times the expected share of residents with less than a high school education compared to the education attainment of the population 25 or older in the County.

<sup>7</sup> The US Census and ESRI define a family as a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family.

## 4.3 Economic Trends

The following section provides summary level information on various aspects of employment and industry composition that will impact the demand for future commercial land in the community.

### HOUSEHOLD INCOME

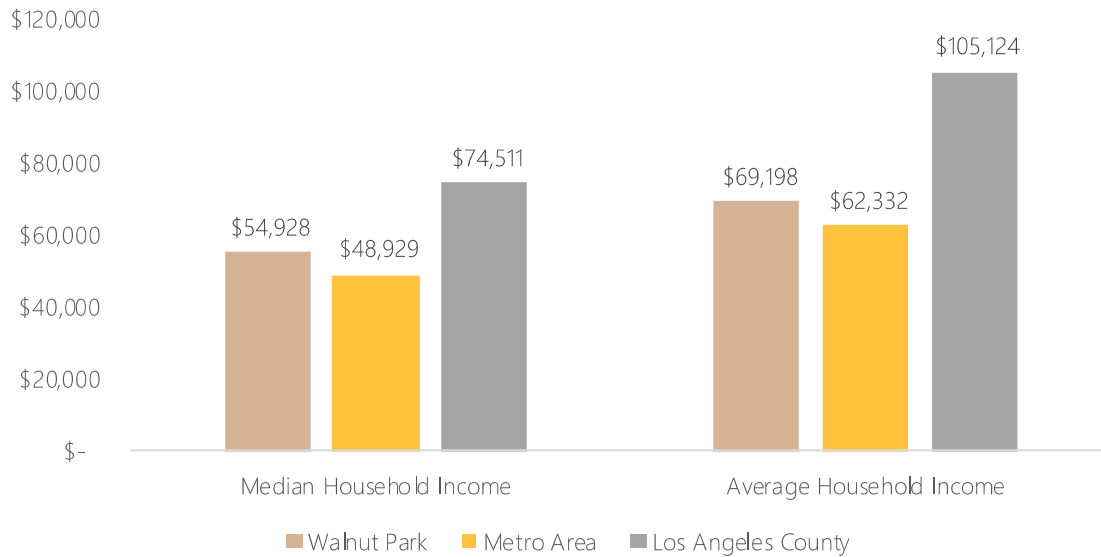
Walnut Park's median household income is approximately \$55,000, which is higher than the Metro Area (\$48,900) and lower than the County (\$74,500). The household income projections, provided by ESRI Business Analyst, suggest that the community median income should rise at a rate consistent with the Metro Area and County over the next five years (2021 – 2026). The incomes of Walnut Park's households tend to be more concentrated in household income cohorts below \$75,000. Consistent with a lower median and average household income, there is a smaller share of household's making over \$100,000 in compared with the larger County region.

**Table 4-5: Household Income by Income Cohort (2021)**

	Walnut Park	Metro Area	Los Angeles County	Walnut Park/ Metro Area	Walnut Park/ County
<\$15,000	6.3%	13.7%	9.7%	46.0	64.9
\$15,000 - \$24,999	12.7%	11.3%	7.4%	112.4	171.6
\$25,000 - \$34,999	9.7%	10.8%	7.3%	89.8	132.9
\$35,000 - \$49,999	15.3%	15.1%	10.1%	101.3	151.5
\$50,000 - \$74,999	21.4%	19.1%	15.8%	112.0	135.4
\$75,000 - \$99,999	13.8%	12.2%	12.7%	113.1	108.7
\$100,000 - \$149,999	13.7%	12.2%	17.1%	112.3	80.1
\$150,000 - \$199,999	4.3%	3.6%	8.6%	119.4	50.0
\$200,000	2.7%	2.0%	11.5%	135.0	23.5

Source: ESRI Business Analyst

Figure 4-5: Median and Average Household Income (2021)



Source: ESRI Business Analyst

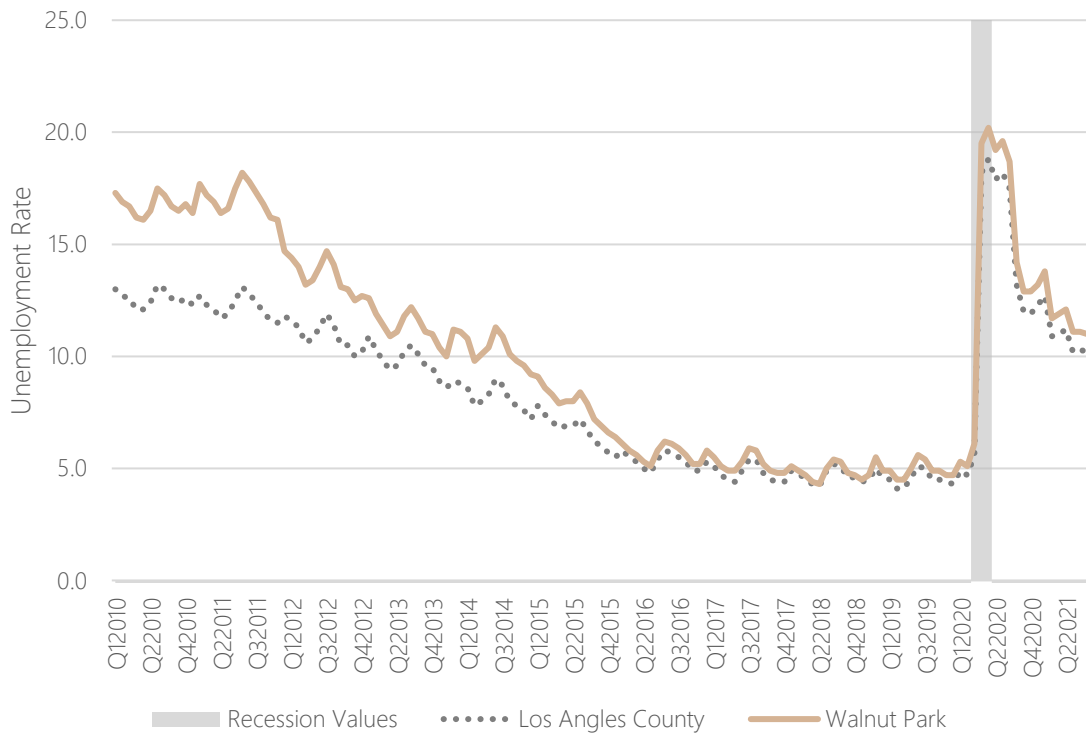
## EMPLOYMENT

Employment is examined in terms of unemployment rates, jobs (in-place employment), worker area profile, and industry composition. A critical barometer in evaluating demand for commercial office and industrial (workplace) real estate is employment growth. The following tables and graphs highlight relevant employment trends and forecasts. Sectoral (industry) analysis lends insight into industry growth and contraction patterns in a given geography.

As of the second quarter of 2021 Walnut Park's unemployment rate had fallen to 11.0 percent, down from a peak of 20.2 percent in the second quarter of 2020. The area has typically remained above the County's unemployment rate in pre- and post-recession times. During the last COVID related recession, the community's employment spiked significantly but at a rate consistent with the County suggesting relative stability in the face of an economic crisis.

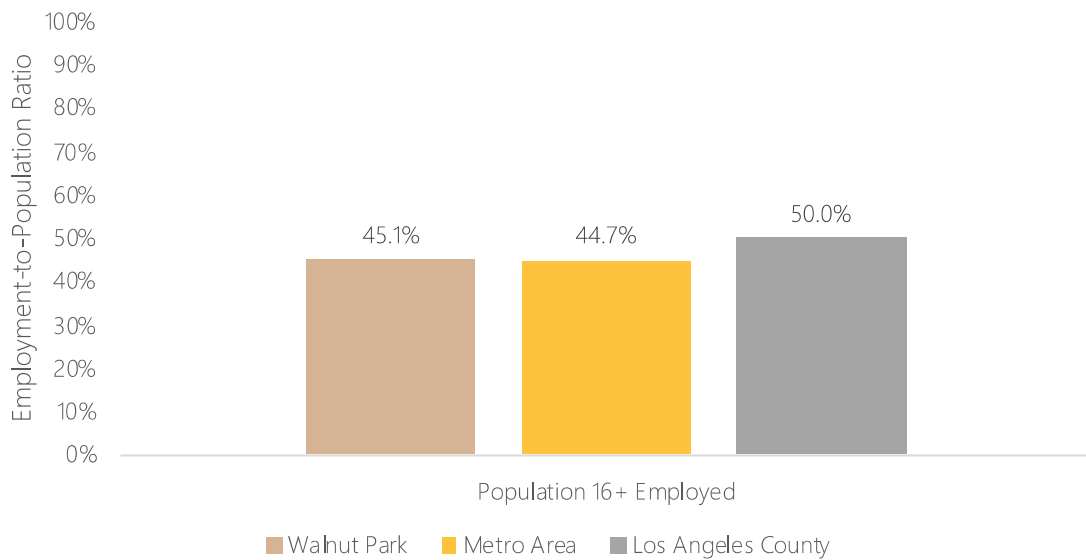
It is estimated that 45.1 percent of the population over 16 years of age are in the labor force. This is slightly higher than the Metro Area and approximately 5 percentage points lower than the County labor force participation.

Figure 4-6: Unemployment Rate (2021)



Source: CA EDD, CA Department of Finance

Figure 4-7: Labor Force (2021)



Source: CA EDD, CA Department of Finance

## IN-PLACE EMPLOYMENT

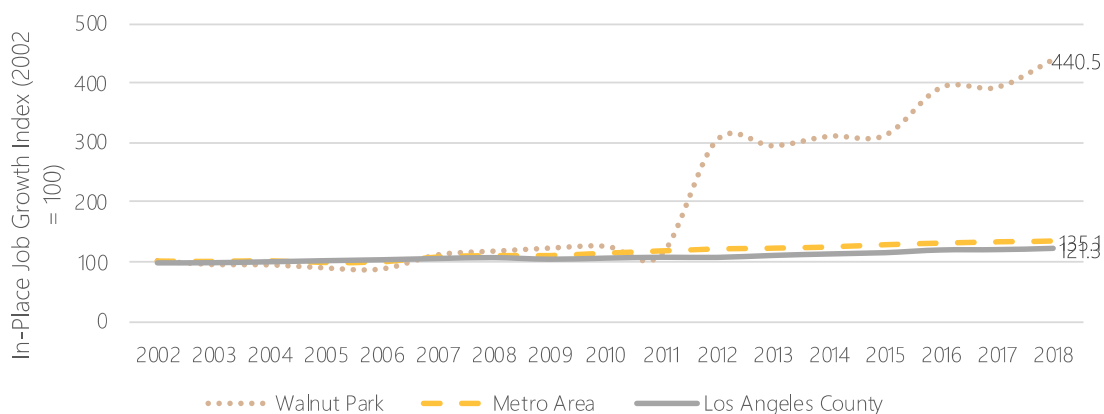
### Jobs

The previous section provided information regarding income, unemployment, and the area's labor force are based on the community's residential population. The following analysis examines jobs located in the community that may or may not be held by community residents. An evaluation of the primary "in-place" employment is important as it impacts the range of demand that can be projected for future commercial serving land uses.

Primary jobs<sup>8</sup> rose from 2002 to 2018, leading up to the COVID-19 related recession. In fact, Walnut Park saw a relative increase in job growth between 2011 to 2018 compared to both the Metro Area and County, whereas before 2011, the job growth was consistent with the larger areas.

Based on the OnTheMap employment data, approximately 13.0 percent of the area's in-place employment is from residents that both live and work in the community. Similar to other areas within the County, Walnut Park has a high number of its residents commuting long distances to work. There were approximately 1,000 primary jobs in the community in 2018, which is the most recent year of the Quarterly Census of Employment and Wages in-place employment data available for analysis.

Figure 4-8: In-Place Employment Index (2002 - 2018)



Source: US Census (OnTheMap)

<sup>8</sup> A total job is defined as all jobs, which include all public or private sector jobs (potentially more than one job per worker). For example, if a person had two part-time jobs, then the primary job would be the highest paying job for that worker. Typically there is not significant variation in primary and total jobs except in economies with significant portions of the labor force engaged in part-time employment (e.g. tourist economies).



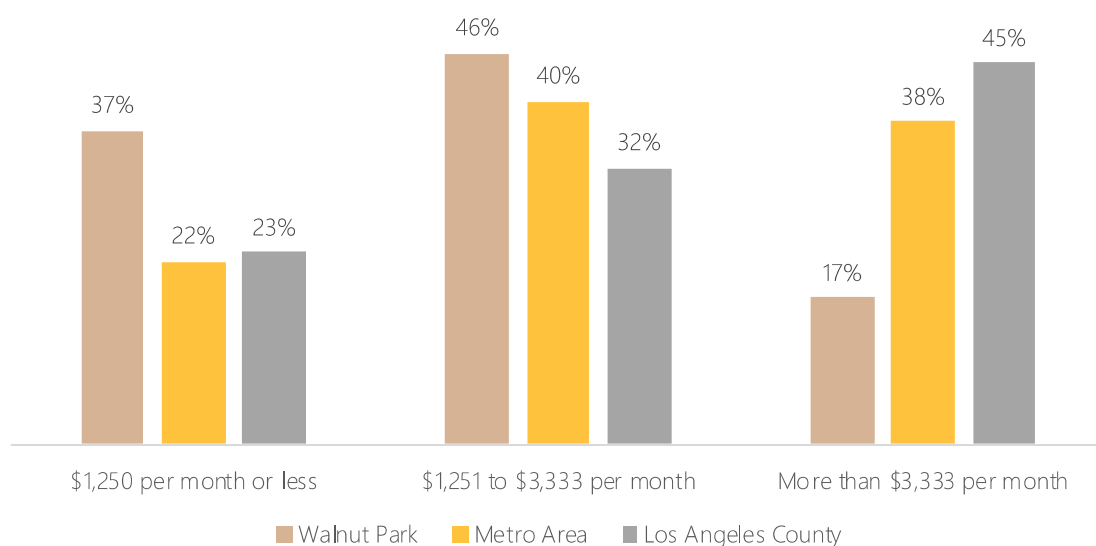
**Table 4-6: Employment Efficiency (2018)**

	Walnut Park	Metro Area	Los Angeles County
In-Place Jobs	1,010	55,365	4,685,637
Employed and Living in the Area (Resident Workers)	13%	12%	77%
Employed and Living Outside the Area (In-Place Employees)	87%	89%	23%

Source: US Census (OnTheMap)

### Worker Area Profile

An evaluation of primary jobs in Walnut Park reveals some noteworthy characteristics. Unlike the area's resident age distribution, the employment base does not deviate much from observed County ratios of jobs by age. Unlike the County, Walnut Park's in-place employment consists of generally lower paying jobs. As shown, the percentage of lower paying jobs yielding \$1,250 per month or less are almost 40 percent of all jobs located in Walnut Park compared with less than one-quarter of the jobs in the County. The lack of a presence of higher paying jobs in Walnut Park is a negative indicator. Similarly, the educational attainment of in-place jobs in the area tend to be lower than County, but generally in line with the Metro Area.

**Figure 4-6: In-Place Employment by Earnings (2018)**


Source: US Census (OnTheMap)

**Table 4-7: In-Place Employment by Educational Attainment (2018)**

	Walnut Park	Metro Area	Los Angeles County	Walnut Park/Metro Area	Walnut Park/Los Angeles County
Less than high school	30%	24%	16%	129.3	192.3
High school or equivalent, no college	16%	17%	16%	91.7	99.8
Some college or Associate degree	18%	22%	23%	82.1	80.2
Bachelor's degree or advanced degree	12%	18%	24%	69.5	51.5
Educational attainment not available	23%	19%	22%	120.7	107.0

Source: US Census (OnTheMap)

### Location Quotient Analysis

The location quotient (LQ) is a tool that measures the relative concentration of different industries in specific localities relative to a larger level of geography. In most cases, the LQ would compare a county to a state or national level of employment concentration. However, it is useful to get a proxy for relative employment concentration among industries within a sub-regional level geography. The calculation helps evaluate Walnut Park's strength or weakness in a given industry, relative to the County as a whole. A concentrated (high) LQ means that a given industry is represented more than one would expect, given its total level of employment. The following describes the LQ:

- LQ > 1.0 means that an industry is more concentrated in Walnut Park than in the County.
- LQ < 1.0 means that an industry is less concentrated in Walnut Park than in the County.
- LQ = 1.0 means that an industry is equally concentrated in Walnut Park as in the County.

Because industries with a LQ greater than one indicates relatively high production of a particular service, it is likely that some amount of that industry is being exported. Employment in that industry (or the portion of employment that causes the LQ to exceed 1.0) is then assigned to the economic base and is given credit for supporting the economy as a whole. Conversely, if an industry has a LQ less than one, it is assumed to be a local-serving or non-basic industry. For economic development purposes, it is often useful to focus on the outlier industries with a LQ greater than 1.25 or less than 0.75. The assumption is that industries falling within 0.75 and 1.25 are probably

producing at levels sufficient to meet local demand in the local area. There are high concentrations of Transportation and Warehousing, Finance and Insurance, Health Care and Social Assistance, and Accommodations and Food Services.

**Table 4-8: In-Place Employment Change by Industry (2002, 2018)**

Industry	Walnut Park (2002)	Walnut Park (2018)	Numeric Change (2002 - 2018)	Location Quotient
Agriculture, Forestry, Fishing and Hunting	0	0	0	0.00
Mining, Quarrying, and Oil and Gas Extraction	0	0	0	0.00
Utilities	7	8	1	1.28
Construction	12	6	-6	0.18
Manufacturing	8	3	-5	0.04
Wholesale Trade	3	6	3	0.12
Retail Trade	217	82	-135	0.86
Transportation and Warehousing	2	119	117	2.73
Information	2	0	-2	0.00
Finance and Insurance	64	73	9	2.23
Real Estate and Rental and Leasing	3	0	-3	0.00
Professional, Scientific, and Technical Services	30	37	7	0.54
Management of Companies and Enterprises	6	3	-3	0.20
Admin. & Support, Waste Mgmt. and Remediation	31	43	12	0.66
Educational Services	0	86	86	1.05
Health Care and Social Assistance	213	370	157	2.29
Arts, Entertainment, and Recreation	0	0	0	0.00
Accommodation and Food Services	121	159	38	1.64
Other Services (excluding Public Administration)	29	15	-14	0.43
Public Administration	0	0	0	0.00
<b>Total</b>	<b>748</b>	<b>1,010</b>	<b>262</b>	<b>1.00</b>

Source: US Census (OnTheMap)

## 4.4 Key Economic Takeaways

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The following includes a bullet point summary of key takeaways from the section:

- Walnut Park households tend to have lower incomes than the County.
- The community unemployment rates are consistent with the County, suggesting relative economic stability.
- Between 2002 and 2018, Walnut Park's in-place jobs have grown at a faster rate than both the Metro Area and the County.
- A number of industries are clustered in the area (Transportation and Warehousing, Finance and Insurance, Health Care and Social Assistance, and Accommodations and Food Services) and will help facilitate future job growth in the community.
- In-place jobs tend to have lower wages and educational level as compared with the countywide average.

## 5 Real Estate Market

The following provides an overview of historic trends for residential, office, and retail land uses.<sup>9</sup> Historic market trends have been examined to more accurately determine the potential for future land uses and associated development desired in the Area Plan General Plan Update. Once again, trends for the community, Metro Area, and County have been analyzed for comparison purposes. Various recognized submarket area<sup>10</sup> definitions are used in the commercial real estate analysis. It is important to note that this analysis does not attempt to replace the County's Housing Element or prior planning. Rather, it is provided to include additional and updated market information.

### 5.1 Residential

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Demand for residential housing will be a byproduct of employment and population growth throughout the County. The following sections examine the regional market conditions for rental and for-sale residential properties as well as more localized information pertaining to residential potential in the community.

#### INVENTORY

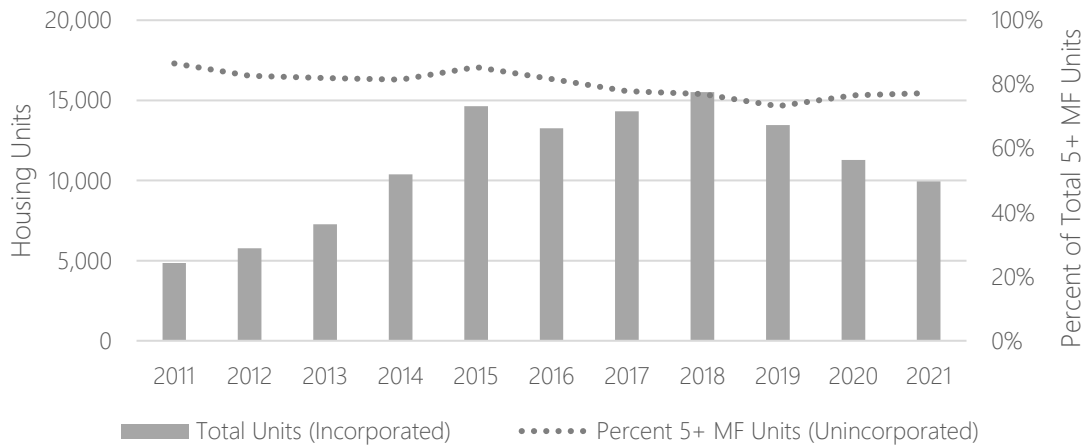
According to ESRI Business Analyst, Walnut Park has approximately 3,800 housing units, which represent about 4.7 percent of the Metro Area. Examining building permit data for the County over the last 10 years (Figure 5-1), an average of 11,000 units were delivered annually countywide with approximately 80 percent of permits being 5 or more multi-family units in the unincorporated areas.

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<sup>9</sup> Pro Forma Advisors has not analyzed the market for future industrial uses as it appears to be inconsistent with the MAP vision. Future analysis may explore strategies to transition underperforming industrial land to more compatible land uses within the MAP communities.

<sup>10</sup> Submarket areas are specific geographic boundaries that serve to delineate a core group of buildings that are competitive with each other and constitute a generally accepted primary competitive set or peer group.

Figure 5-1: Building Permit Data (2011 - 2021)

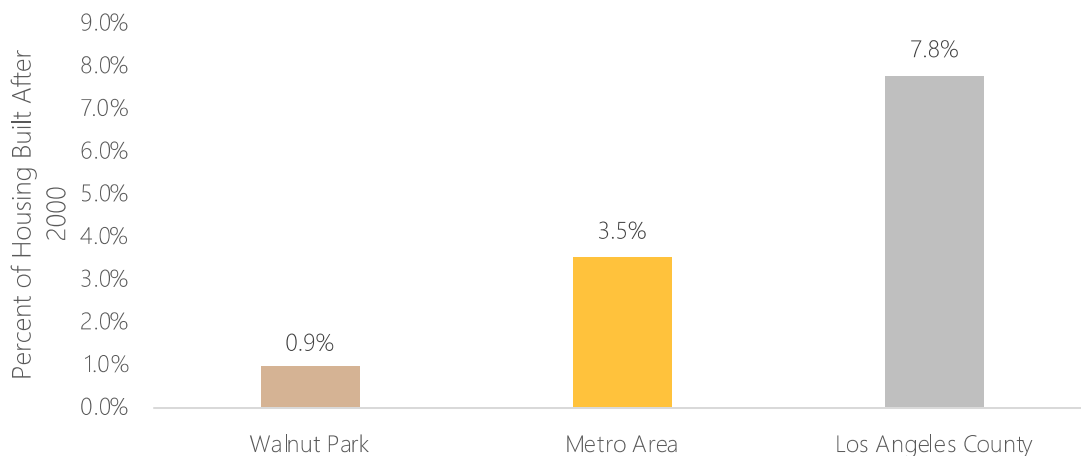


Source: Los Angeles County

## AGE

Approximately 90 percent of the housing was built before 1970. Over the next three decades an additional 9 percent of housing was constructed. Walnut Park has experienced minimal new residential development since 2010. In fact, less than one percent of all housing stock was built after 2000 (Figure 5-2). The lack of new development reflects the prior lack of new population growth in the area.

Figure 5-2: Housing Built Since 2000 (Relative to Total Housing Stock)



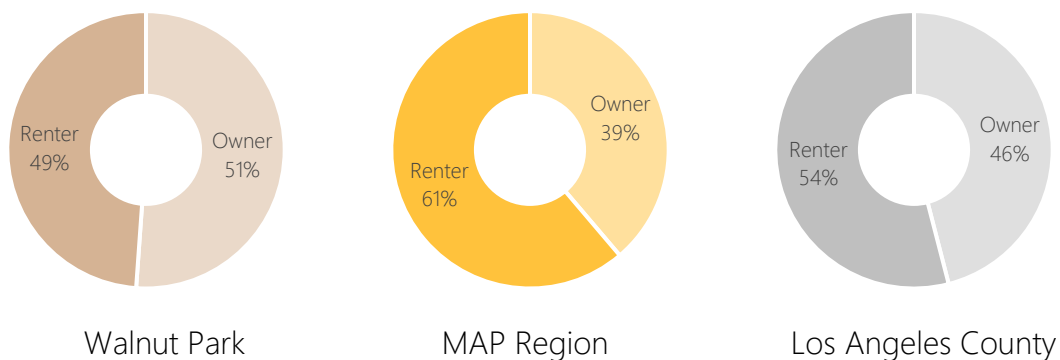
Source: US Census



## TENURE

Walnut Park has a smaller share of renter-occupied housing in comparison to the County. Based on 2019 estimates, approximately 49 percent of the housing is renter-occupied. This ratio of owner-to-renter is higher than the Metro Area suggesting a higher percent of residents living in owner occupied homes. Housing vacancy characteristics do not show much variability from the Metro Area or County, where vacant properties typically make up a small percent of the housing stock.

Figure 5-3: Housing Tenure

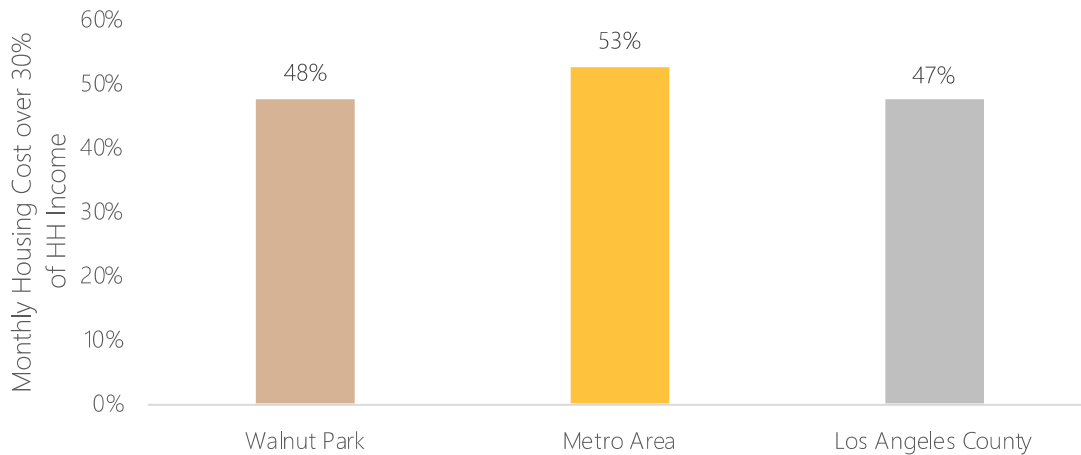


Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## COST BURDEN

The larger share of for-rent housing in the Metro Area has implications for the financial stability of residents, as renters do not grow wealth through home ownership, have typically lower household incomes, and are subject to sometimes unpredictable rent increases or eviction. Furthermore, apartment owners may defer maintenance and can target lower income renters who have few options in the marketplace. This impacts both quality of life of occupants and can contribute to the community's perception in the County. Approximately 48 percent of households in Walnut Park pay more than 30 percent of their household incomes toward rent, which is commonly recognized as the share of household income beyond which rent becomes prohibitively expensive and affects other household expenditures.

Figure 5-4: Monthly Housing Cost Over 30 Percent of Income



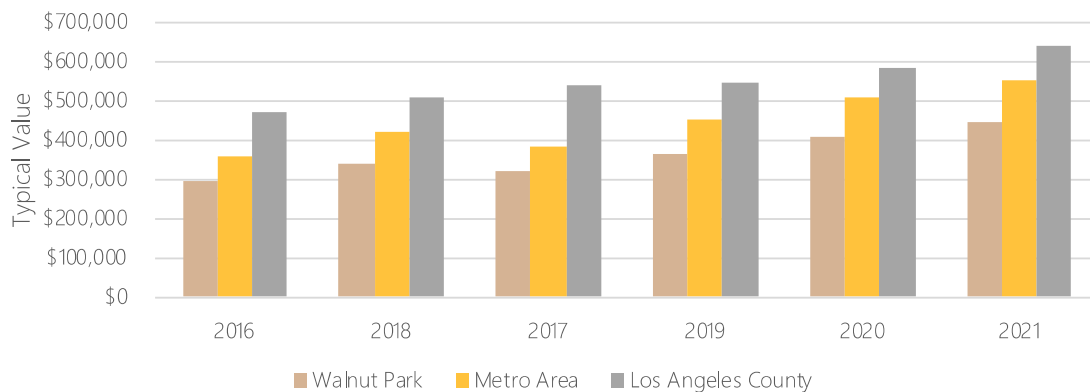
Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## PRICING

### For-Sale Pricing

In 2021, the typical condominium price in Walnut Park was approximately \$443,000, which is \$196,000 less than the County (\$639,000). However, the compound annual growth rate (CAGR) for the community's for-sale housing has been 8.5 percent per year over the last five years. This rate is lower than the Metro Area (9.2 percent), but higher than the County CAGR of 6.3 percent since 2016. The community, like the County, has seen marked for-sale housing pricing increases as interest rates have remained low and housing production has not kept pace with demand.

Figure 5-5: Typical Condominium Value



Source: Zillow

## For-Rent Pricing

According to the US Census, the typical monthly rental price (all units) is \$1,152 in Walnut Park. This typical monthly rent is lower than the County and slightly less than the Map region. Similar to the for-sale housing, rental rates in the County have increased because an increased demand for housing. For-rent housing demand, unlike for-sale housing, may reflect evolving market preferences, affordability, or scrutiny on for-sale home mortgage lending standards. In general, the Metro Area's rental housing stock prices have not kept pace with the County due to a lack of new development, which often drives market prices up through higher quality and amenities.

Figure 5-6: Typical Monthly Rent (Median Gross Rent)



Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## Pipeline Development

There are no significant residential developments known to be under construction.

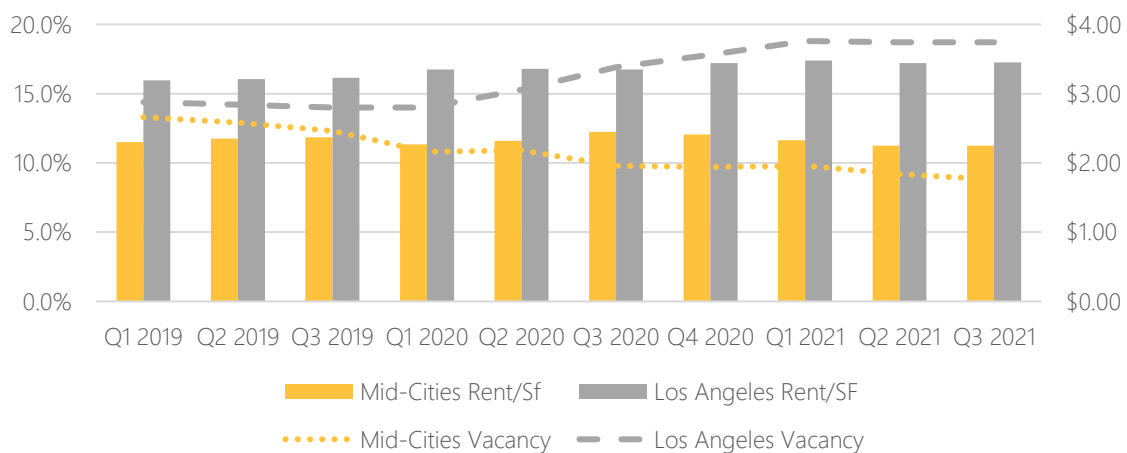
## 5.2 Office

Market potentials for office-related development within Walnut Park will be a function of the particular attributes of the available land, adjacent land uses, and the regional economy and office market. Although the Los Angeles office market is comprised of many submarkets, each with potentially a distinct tenant profile, office space is typically highly substitutable, such that the potentials in any given market are determined by the strength of the regional office market. Thus, development activity, absorption, vacancy rates, and change in rental rates follow very similar patterns in most of the Los Angeles submarkets.

### FUNDAMENTALS

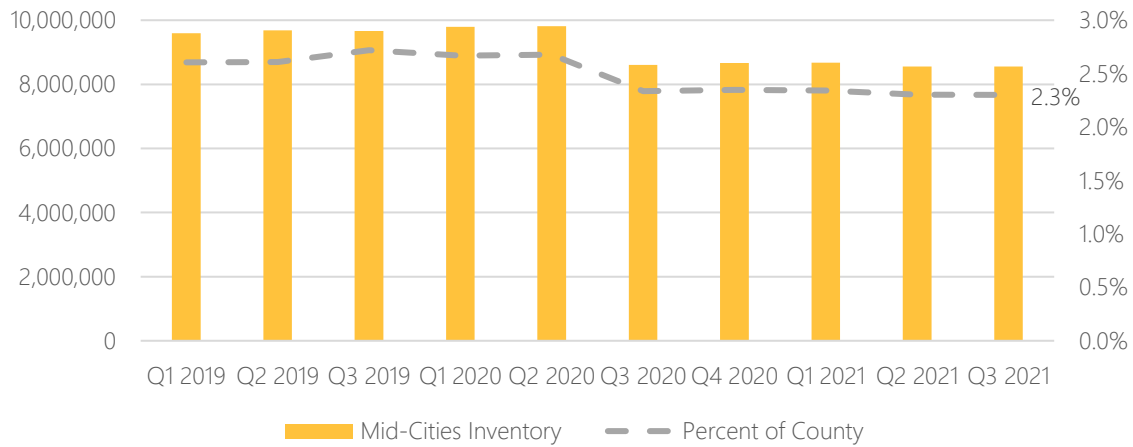
The Mid-Cities office market has 8.6 million square feet of office space, which has decreased by approximately one million square feet since Quarter 1 of 2019. Historically, the submarket has represented approximately 2.5 percent of the total County office market. The office vacancy rates have been lower than the larger County area over recent years. However, other submarkets have delivered high quality Class A space that often has a high vacancy rate because it is in the process being leased. As reflected in the average asking rent, the Mid-Cities area has lagged behind the average asking monthly rent largely due to its older office developments, most of which were delivered decades ago.

Figure 5-7: Regional Office Inventory (2019 - 2021)



Source: CoStar

Figure 5-8: Regional Office Trends (2019 – 2021)



Source: CoStar

#### LOCAL MARKET CONDITIONS

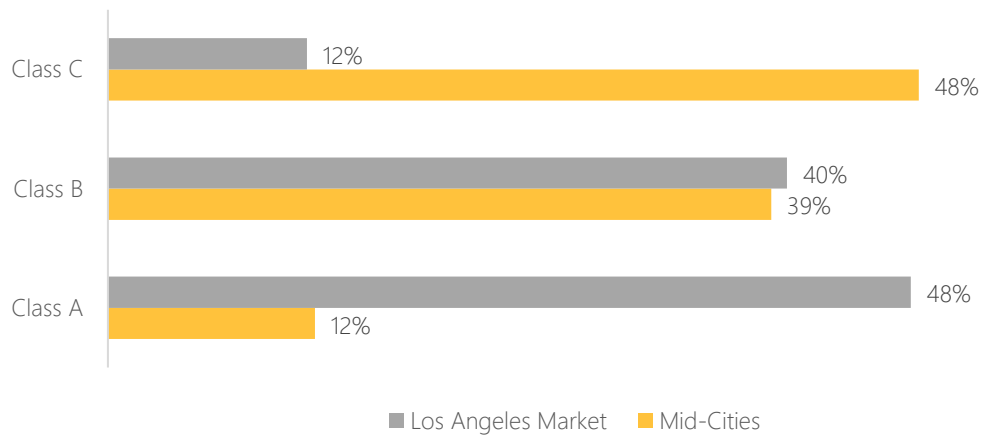
The Mid-Cities submarket has a significantly higher percent of Class C office space and relatively few Class A office developments. Once again, the County Assessor data was used to better understand the contemporary amount of commercial office development in the community.

Examples of office development include:

- Office Buildings; and
- Professional Building.

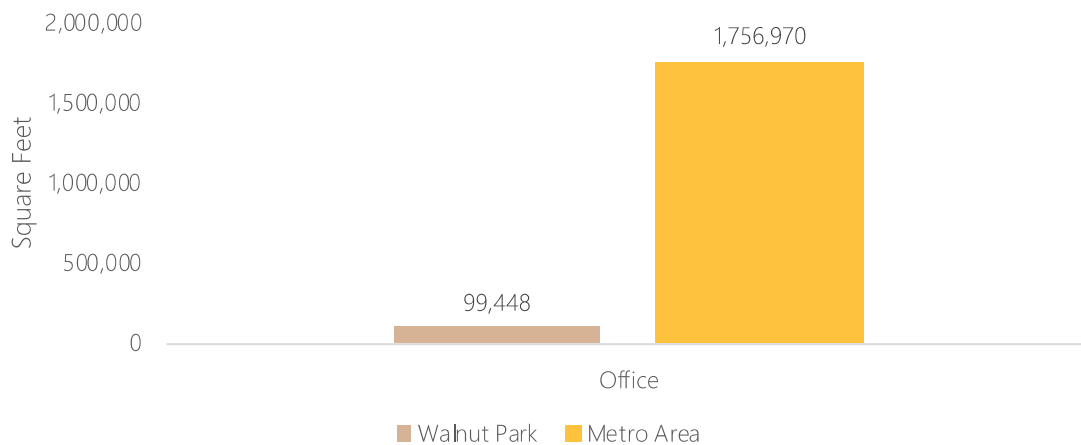
In total, there is an estimated 99,500 square feet of commercial office space, as defined above, which is 6.0 percent of the Metro Area's 1.8 million square feet of commercial office development.

Figure 5-9: Office Inventory Comparison by Asset Class



Source: CoStar

Figure 5-10: Community and Metro Area Office Inventory (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant office developments known to be under construction.



## 5.3 Retail

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The retail sector occupies a prominent place in the economy because such a large portion of the United States' economic activity depends on consumer spending. The sales of retail goods and services generate a large number of jobs that provide employment for individuals across a wide range of skill and income levels. Retail real estate markets are more subject to obsolescence and more locally based than either commercial office or industrial markets.

### FUNDAMENTALS

Although historical data is incomplete for Walnut Park, it is likely that the retail market parallels that of the Greater Mid-Cities market area with annual rents around \$19-26 NNN/year/square foot. Asking rents have historically been significantly below the larger County area. Vacancies, on the other hand, have remained low with a rate consistent with the larger County trend. In total, there is an estimated 12 million square feet of shopping center<sup>11</sup> space in the Mid-Cities submarket, which is about 9 percent of the total County inventory.

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<sup>11</sup> Shopping centers consist of the following:

General Retail: Typically are single tenant freestanding general-purpose commercial buildings with parking. Many single retail buildings fall into this use code, especially when they don't meet any of the more detailed use descriptions.

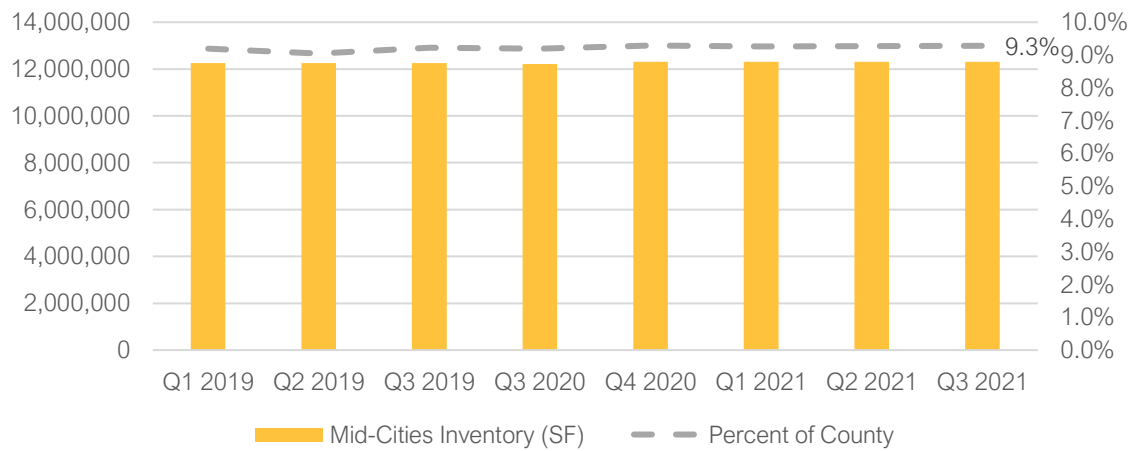
Mall: Provides shopping goods, general merchandise, apparel, and furniture, and home furnishings in full depth and variety. It is built around the full-line department store, with a minimum GLA of 100,000 square feet, as the major drawing power.

Power Center: Typically consists of several freestanding (unconnected) anchors and only a minimum amount of small specialty tenants 250,000–600,000 square feet.

Shopping Center: The combined retail center types of Community Center, Neighborhood Center and Strip Center, which have a range of 50,000 – 350,000 square feet with limited anchors.

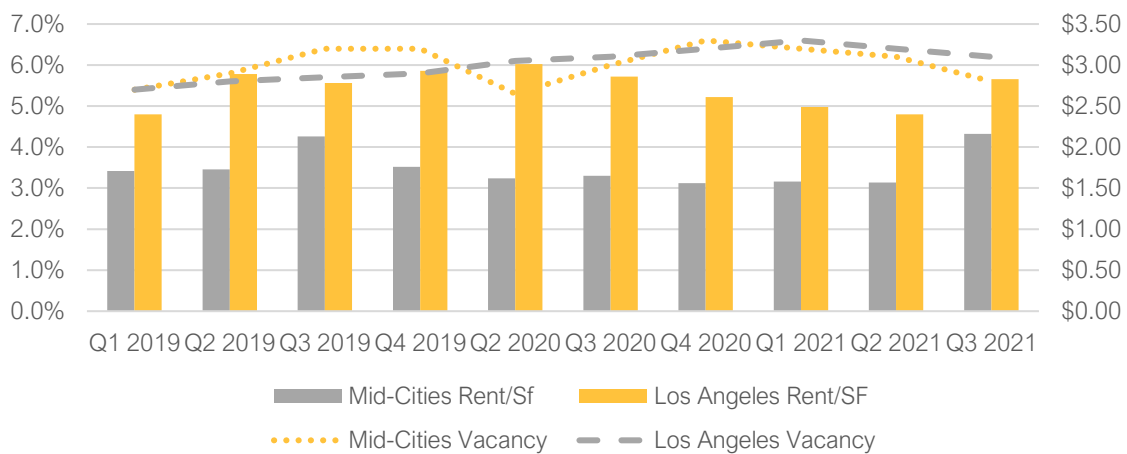
Specialty Center: The combined retail center types of Airport Retail, Outlet Center and Theme/Festival Center; which have a special market orientation and are unique in the market area.

Figure 5-11: Regional Retail Inventory (2019 - 2021)



Source: CoStar

Figure 5-12: Regional Retail Trends (2019 – 2021)



Source: CoStar

## LOCAL MARKET CONDITIONS

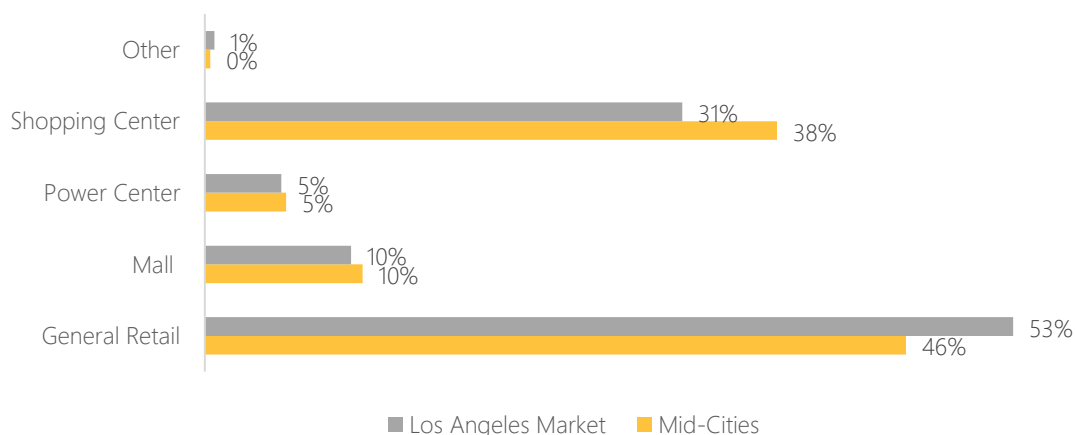
While the Mid-Cities submarket has a relatively consistent share of retail space by major retail development type, the local inventory in Walnut Park is dominated by non-shopping center oriented development. The County Assessor data was used to better understand the contemporary amount of commercial retail development in the community. Specifically, the amount of retail that would provide goods to community residents.

Examples of these types of retailers include:

- Restaurants/Non-grocery Food and Beverage;
- Supermarkets/Grocery;
- General Stores;
- Shopping Centers; and
- Department Stores.

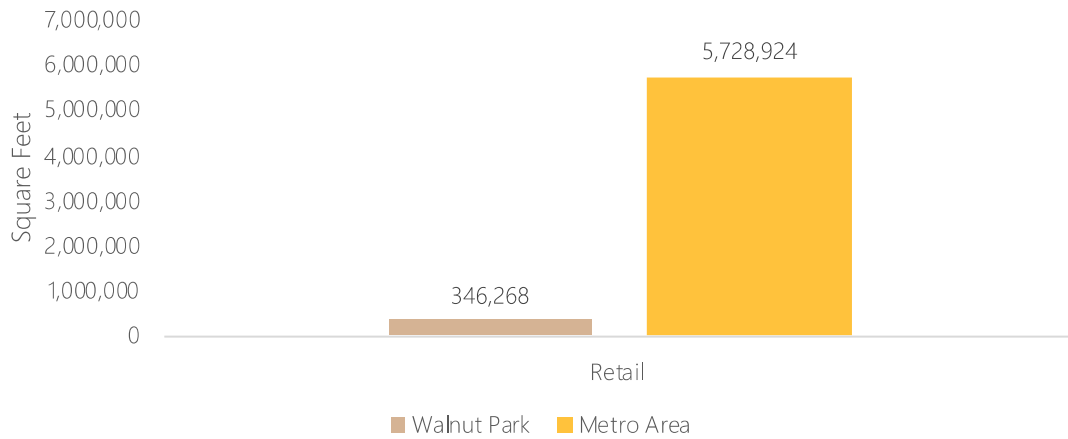
In total, there is an estimated 346,000 square feet of commercial retail space, as defined above, which is 5.7 percent of the Metro Area's 5.7 million square feet of commercial retail development.

Figure 5-13: Retail Inventory Comparison by Asset Class



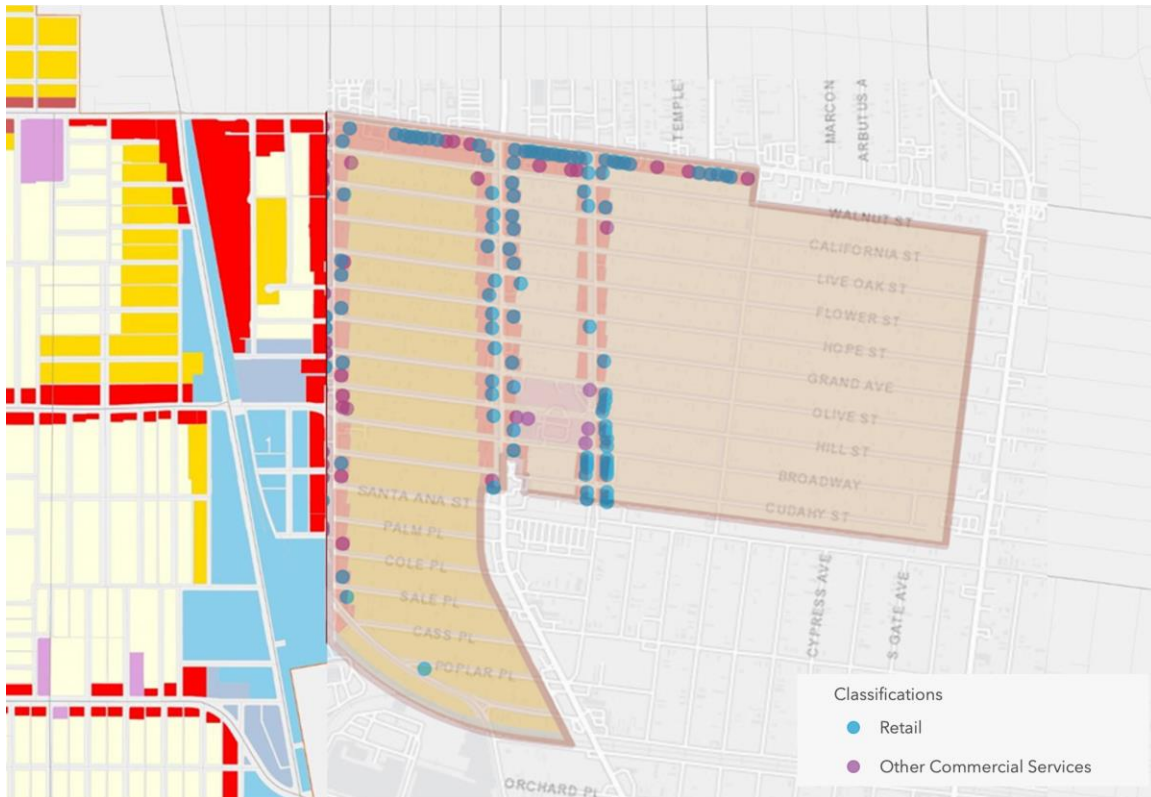
Source: CoStar

Figure 5-14: Community and Metro Area Retail Inventory (2020)



Source: Los Angeles County Assessor

Figure 5-15: Community Retail Inventory Map (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant retail developments known to be under construction.

## 6 Long-Term Land Use Demand

The following section provides long-term land use demand projections for the community. Given that specific sites and development opportunities will generate various levels of demand, the following is intended to give broad parameters regarding the potential level of new development in the city. From this, development and land use opportunities can be evaluated to determine the required level of site capture (e.g. market demand) and if it is reasonable to plan for within the next 15 years.

### 6.1 Residential

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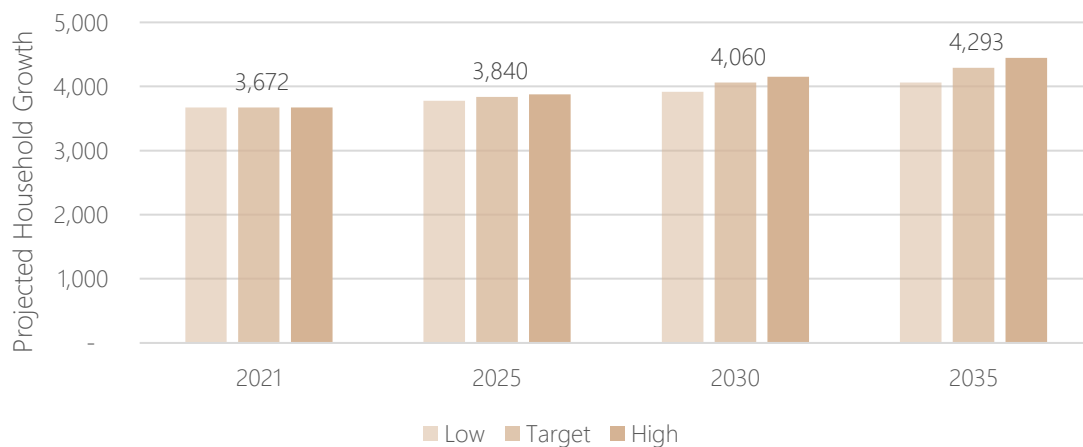
Area Plan residential projections are based on household estimates from ESRI and SCAG. The low range is based on historic growth (0.8 percent CAGR), the target growth is based on projected growth for all unincorporated areas in the County (1.2 percent CAGR), while the high growth reflects the adjusted SCAG projections using 2021 ESRI data. For planning purposes, a growth scenario between the target and high-range projection appears warranted unless the County desires creating higher density mixed-use residential development at key development opportunities adjacent to transit, as available in some Area Plan communities.

The total demand for new households was then further adjusted to account for a likely distribution of market rate and affordable housing units. In general, it is assumed 30 percent of the units are market while 70 percent are affordable throughout the Metro Area.

**Table 6-1: Housing Demand by Time Period (2021 - 2035)**

	2021-2025	2025-2030	2030-2035	2021-2035
Walnut Park (Multi-Family Units)				
Market Rate	55	72	76	202
Affordable	113	149	157	419
Total	168	220	233	621
Metro Area (Multi-Family Units)				
Market Rate	1,055	1,393	1,480	3,928
Affordable	2,670	3,525	3,746	9,941
Total	3,725	4,918	5,226	13,869
Walnut Park/Metro Area (Percent of Total)				
Market Rate	5.2%	5.1%	5.1%	5.1%
Affordable	4.2%	4.2%	4.2%	4.2%
Total	4.5%	5.9%	6.2%	4.5%

Source: Pro Forma Advisors

**Figure 6-1: Housing Demand Scenarios – Occupied Housing Units (2021 – 2035)**


Source: Pro Forma Advisors



## 6.2 Office

The demand for office space in the County and Metro Area will be based on demand created by new jobs in industries that require office space. Given the recent flexibility in an employee's ability to work "remotely" the future demand for office space is somewhat speculative given that the required amount of space, in square feet, could change dramatically if people continue to work from home. Leading up to the global pandemic, office serving jobs have occupied less and less space on a per employee basis.

As noted in the office market analysis, there is relatively little office serving space in the Metro Area. The demand analysis uses California Employment Development Department 10-year projections by industry to estimate Countywide demand for industries that utilize office space. The total office space demand was then adjusted for office development under construction and structural vacancy. In total, it is estimated that 2.4 million square feet of office will be developed in the County per year and the Metro Area could capture its "fair share" or current allocation of office space, which is less than 0.5 percent of the Countywide total.

For general planning purposes, a range was provided based on a higher target and high range based on a more aggressive capture assumption. Given the total demand, office development is unlikely in the community in the planning horizon without a non-market driven intervention or relocation of a build-to-suit tenant.

**Table 6-2: Office Demand (2021 - 2035)**

	2021 - 2035 (Square Feet)		
	Low	Target	High
Walnut Park	8,400	10,500	12,600
Metro Area	147,600	184,500	221,400
Los Angeles County Market	2,160,000	2,400,000	2,640,000

Source: Pro Forma Advisors

## 6.3 Retail

---

The retail demand model is based on a combination of existing spending assumed to be “leaking” outside the community as well as an assumed future capture of new resident spending. To estimate the retail surplus/leakage, potential sales (demand) from Walnut Park’s residents and employees were estimated using the gross disposable income and typical worker spending, while taxable sales (supply) were estimated using information from ESRI business analyst. Finally, an adjustment of sales to supportable square feet was made, based on an estimate of sales productivity levels that could support new higher quality.

New resident spending was determined using an average household income of \$100,000 for market rate units and \$60,000 for affordable units (2021 dollars). The spending was adjusted to reflect a household spend per capita based on County pro rata retail sales adjusted by income.<sup>12</sup> A further assumption was made that assumed the community could capture 30 percent of new retail sales, which reflects typical spending for local serving retail development.

A low retail demand estimate reflects the total recapture of lost sales and a high retail demand estimates reflects the recapture of lost sales plus demand from new households. In total, Walnut Park has a limited amount of retail demand over the next 15-years.

---

<sup>12</sup> Review of the Bureau of Labor Statistics’ Consumer Expenditure Study as well as the Board of Equalization Sales and Use tax reports.

**Table 6-2: Retail Demand (2021 - 2035)**

	Commercial Retail Recapture Estimate (2021)	New Retail De- mand from Household Growth	Total Commercial Re- tail Demand	Low	High
Walnut Park (Square Feet)					
Retail Trade	13,300	12,750	26,050	13,300	26,050
Food and Drink	800	2,250	3,050	800	3,050
Total	14,100	15,000	29,100	14,100	29,100
Metro Area (Square Feet)					
Retail Trade	158,100	281,350	439,450	158,100	439,450
Food and Drink	10,500	49,650	60,150	10,500	60,150
Total	168,600	331,000	499,600	168,600	499,600
Walnut Park/Metro Area(Percent of Total)					
Retail Trade	8.4%	4.5%	5.9%	8.4%	5.9%
Food and Drink	7.6%	4.5%	5.1%	7.6%	5.1%
Total	8.4%	4.5%	5.8%	8.4%	5.8%

Source: Pro Forma Advisors

## 6.4 Key Takeaways

The following includes a bullet point summary of key takeaways from the section:

- Multi-family housing development should be encouraged at market and affordable levels within the community.
- Retail demand is limited. Careful consideration should be given to community serving neighbor retail shopping center development.
- Office demand is not sufficient to plan for substantial new development.

## 7 Appendix

### 7.1 Sources

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Listed in report order:

[Los Angeles County Assessor](#)

[ESRI Business Analyst](#)

[US Census](#)

[California Employment Development Department](#)

[California Department of Finance](#)

[US Census \(OnTheMap\)](#)

[Los Angeles County \(Building Permit Data\)](#)

[Zillow](#)

[CoStar](#)

## 7.2 Demographic Data (ESRI)

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LOS ANGELES COUNTY

# EXISTING CONDITIONS REPORT: West Athens-Westmont

Socioeconomic Review and Market Assessment

December 2021

Prepared by



**Pro Forma**  
Advisors LLC

and

**DUDEK**





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# 1 Existing Conditions Introduction and Overview

## 1.1 Project Overview

---

Los Angeles County (County) is currently preparing the Metro Area Plan (Area Plan), which is one of 11 planning areas in the County. The Planning Area framework was adopted via the County's 2015 General Plan Update to effectively plan and regulate development in unincorporated areas across the nation's most populous County. There are seven unincorporated communities within the Metro Planning Area (Metro Area)<sup>1</sup> – West Athens - Westmont, West Rancho Dominguez – Victoria, Willowbrook, East Rancho Dominguez, Walnut Park, Florence-Firestone, and East Los Angeles. The Area Plan provides a once-in-a-generation opportunity for community members to share their vision for the area's future and provide input on the community's long-term goals and development opportunities.

## 1.1 Purpose of the Existing Conditions Report

---

This Existing Conditions Report represents the first major step in the process of creating the Area Plan. This report provides information on existing socioeconomic and market conditions in West Athens-Westmont and its surrounding areas as well as an analysis of growth prospects and land demand. The Existing Conditions Report is used as a basis for:

- Facilitating community input on planning issues and visions during community workshops;
- Preparing alternative land use planning scenarios; and
- Formulating policies and implementation actions for the General Plan.

The focus is on resources, trends, and critical concerns to frame decision-making for the long-term physical development of the community.

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<sup>1</sup> This report only presents information for unincorporated areas with the Metro Area Plan.



## 2 Summary

### 2.1 Introduction

---

This report summarizes the socioeconomic and real estate market conditions and trends that will shape medium-<sup>2</sup> to long-term<sup>3</sup> growth opportunities in West Athens-Westmont and the greater Metro Area. The primary purpose of this socioeconomic review and market assessment is to inform, for planning purposes, the area's overall land use policy with respect to the type of development and land uses that could be effectively targeted during the planning horizon.

It is important to note that in the context of long-term planning, short-term market cycles have less relevance given a planning horizon stretching to 2035.<sup>4</sup> The conclusions discussed throughout this report are based on long-term data projections and an understanding of economic and market dynamics affecting the community and region. This report has been prepared for the County by Pro Forma Advisors as a sub-consultant to Dudek in support of the County's General Plan Area Plan update process.

### 2.2 Summary of Findings

---

The following key findings are provided to give an order of magnitude sense of future land use demand as well a review of key issues impacting future development in the city. These issues are explored from the socioeconomic and market perspective.

#### SOCIOECONOMIC FACTORS INFLUENCING DEVELOPMENT

Based on a review of historic and projected socioeconomic trends for the community, the following provides a summary of key issues to consider for future land use planning from a socioeconomic perspective.

---

<sup>2</sup> Five to 10 years.

<sup>3</sup> Over 10 years.

<sup>4</sup> This would include the short-term impacts of COVID-19.

## Growth

West Athens-Westmont is one of four communities within the Metro Area that have experienced population and housing growth at a rate below the regional average. Given the community is largely built out, the number of new housing units delivered since 2000 has also been well below the Metro Area and County.

## Ethnic Composition

West Athens-Westmont has a diverse population with approximately 50 percent of its population identifying as Black. Less than 50 percent identify as being Hispanic and Latino/a compared with 84 percent in the larger Metro Area. While existing demographics do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities, and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the projected ethnic composition of the area's population might impact future land use decisions.

## Employment Base

West Athens-Westmont has experienced employment growth at a rate faster than the Metro Area and County. There is a strong base of employment in many core industries. Since 2002 the area added nearly 2,200 community-based jobs representing 15 percent of all new jobs in the Metro Area. However, overall, the less educated community-based employees and residents tend to have jobs that pay less than the countywide average.

## Retail Leakage

The community appears to experience retail expenditure leakage to neighboring areas in the region, or "Retail Leakage" due to the newer, large format retailers located in other areas of the County. Based on the analysis, the community could recapture 4.4 square feet per household for neighborhood serving retail development.<sup>5</sup> For the community to be economically viable over the long-term, it should strive to continue expanding its retail base by creating a more diverse local serving retail environment to increase the market capture from its households within the community.

---

<sup>5</sup> Retail development that provides for the sales of convenience goods (food, drugs, etc.) and personal services (laundry, dry cleaning, etc.) for day-to-day living needs of the immediate neighborhood.

## Long-Term Land Use Demand

The following provides context regarding future development potential, given the anticipated market demand for various land uses as discovered in the market analysis. As shown below, an order-of-magnitude demand estimate for residential, retail, office land uses have been made for West Athens-Westmont through 2035.

This represents the target range of development that could be attracted over the Area Plan horizon. Based on the economic development goals of the County, a more aggressive capture of demand could be warranted. As such, these estimates should be considered preliminary for planning purposes.

Table 2-1: Demand Analysis Summary (2021 – 2035)

	Target (Rounded)
Housing (Units)	2,400
Market Rate	600
Affordable	1,800
Retail (Square Feet)	111,000
Office (Square Feet)	34,900

Source: Pro Forma Advisors

## 3 Geography and Land Use Overview

The following section presents a brief overview of West Athens-Westmont in relation to other geographical areas referred to within this report. It also summarizes existing land uses. A community's core assets such as open space, proximity to regional free-ways, and reputation within the region are important attributes that impact future development and shape long-term land use planning.

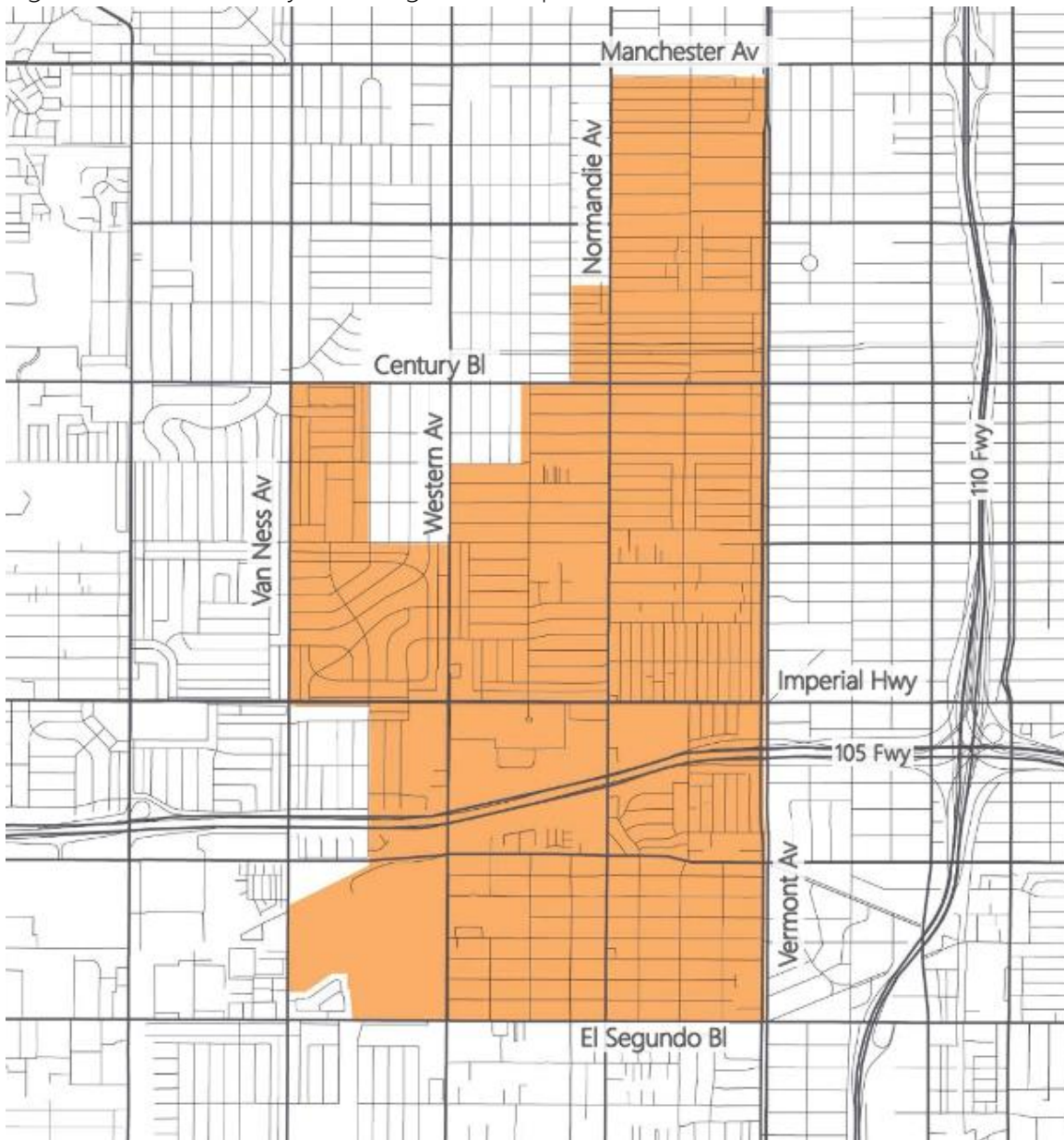
### 3.1 Location Overview

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Located near the center of the County, West Athens-Westmont is approximately 3.18 square miles in size. West Athens-Westmont is an unincorporated community and also a census designated place. For the purpose of this analysis, the area is generally bounded by Manchester Avenue to the North and Van Ness Avenue to the West, El Segundo Boulevard to the South, and Vermont Avenue to the East. Major North/South thoroughfares include Western Avenue, Normandie Avenue, and Vermont Avenue. Major East/West thoroughfares include Century Boulevard, Imperial Highway, and El Segundo Boulevard. Key locational assets include the Los Angeles Southwest College with approximately 8,000 students and the Chester L. Washington Golf Course.

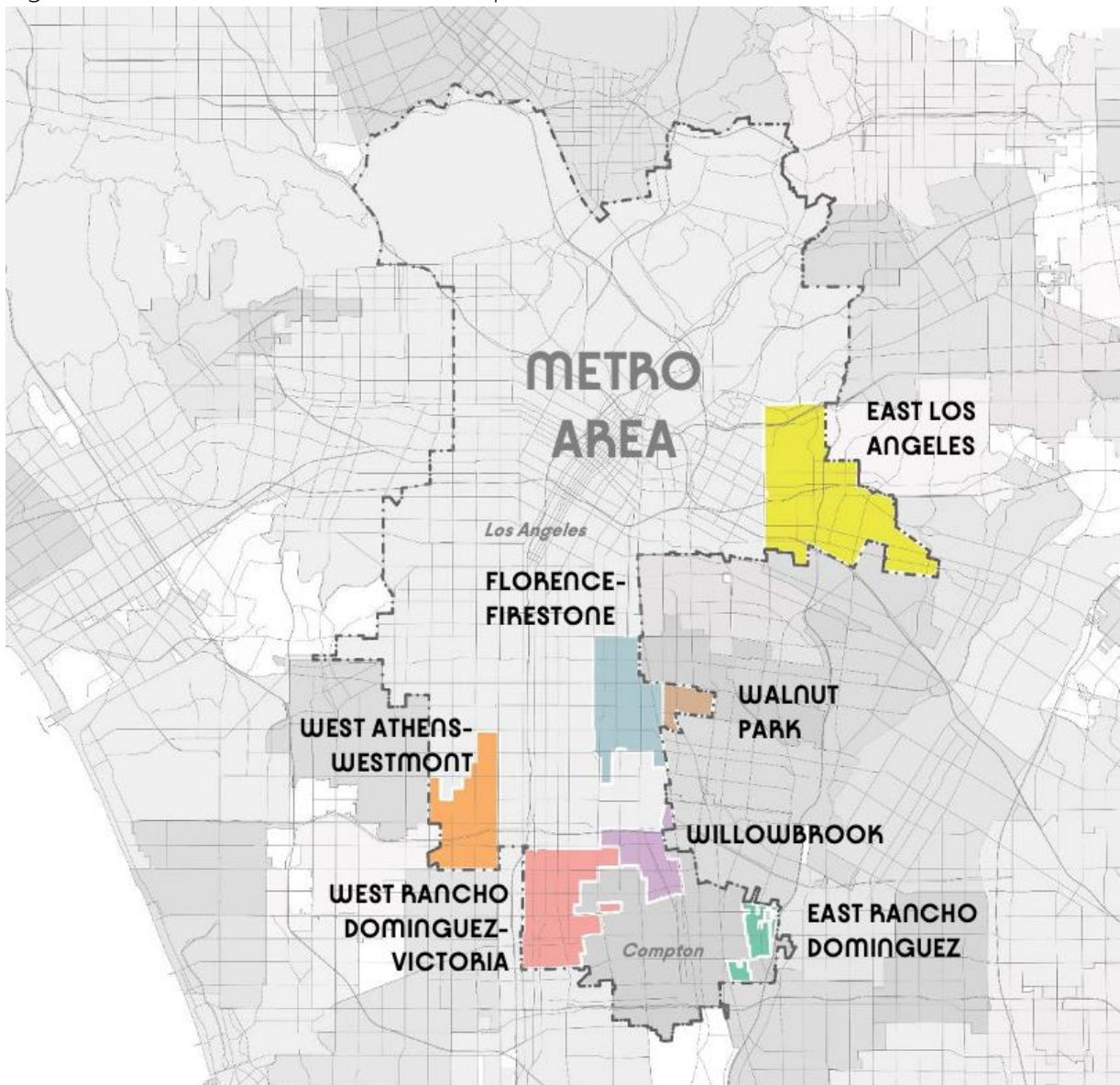
West Athens-Westmont is one of seven unincorporated communities within the larger Metro Area. It represents approximately 15 percent of the total Area Plan land area.

Figure 3-1: Community Planning Area Map



Source: Dudek

Figure 3-2: Metro Area Plan Area Map



Source: Dudek



## 3.2 Current Land Use

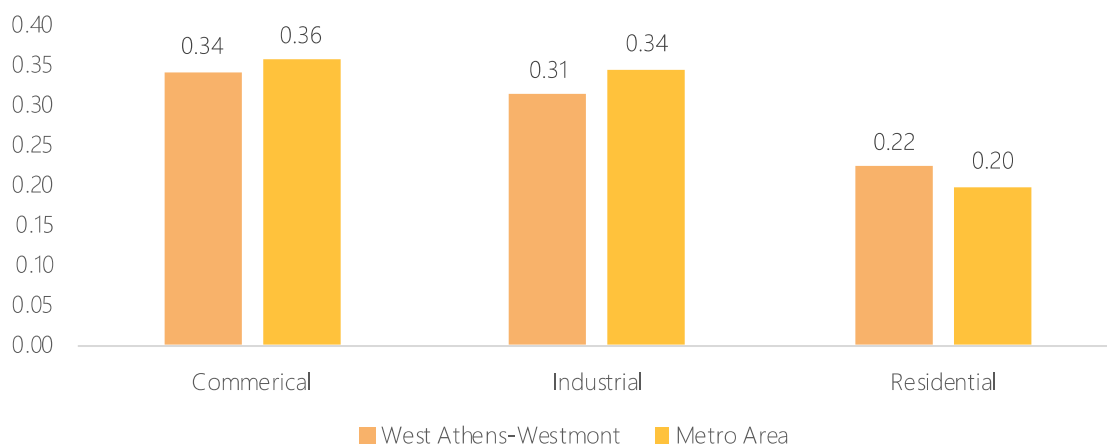
Excluding roads and other infrastructure, West Athens-Westmont has 2.49 square miles of publicly and privately held land. Residential land uses make up the majority of land in the community area, representing 71.6 percent of the total land and 85.0 percent of the built space. Commercial uses (inclusive of both retail and office) represent about 5.6 percent of the total land and 10.1 percent of the built space due to the highest floor area ratio (FAR) among any of the land uses. The remaining land is comprised of industrial development and other land uses (including government, institutional, etc.).

As it relates to the larger Metro Area, West Athens-Westmont represents:

- 11.4 percent of the of the commercial development;
- 0.6 percent of the industrial development; and
- 18.7 percent of the residential development.

The distribution of land use has a fairly consistent relationship to the Metro Area with higher than normal residential and other land use development and much lower proportional amount of industrial development and land.

Figure 3-3: FAR Comparison by Land Use



Source: Los Angeles County Assessor

Table 3-1: Land Use (2020)

	West Athens-Westmont		Metro Area		West Athens-Westmont /Metro Area	
	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)
Total						
Commercial	1,323,968	0.14	11,645,057	1.17	11.4%	11.8%
Industrial	122,948	0.01	19,139,479	2.00	0.6%	0.7%
Residential	11,097,109	1.79	59,273,588	10.77	18.7%	16.6%
Other	508,188	0.56	3,256,980	2.88	15.6%	19.3%
Total	13,052,213	2.49	93,315,104	16.82	14.0%	14.8%
Percent of Total/Index						
Commercial	10.1%	5.6%	12.5%	7.0%	81.3	79.8
Industrial	0.9%	0.6%	20.5%	11.9%	4.6	4.8
Residential	85.0%	71.6%	63.5%	64.0%	133.8	111.8
Other	3.9%	22.2%	3.5%	17.1%	111.6	129.9

Source: Los Angeles County Assessor

### 3.3 Transportation Access

---

From a regional perspective, West Athens-Westmont is easily accessible from Interstate 105 and 110. Given its central location within the larger Los Angeles Metropolitan Statistical Area it is estimated that there are over 10 million people living within a 30-mile radius, which includes major job centers. West Athens-Westmont is also within a relatively short distance from Los Angeles International airport (LAX) as well as two shipping ports (Port of Los Angeles and Long Beach). The community also has a light rail station (Vermont/Athens Station) along the Los Angeles Metro C Line (formerly Green Line) that connects Redondo Beach to Norwalk.

As of the last available data, in fiscal year 2019, the Vermont/Athens Station had an average of approximately 2,050 daily boardings (Figure 3-5) and represents the 49<sup>th</sup> highest utilized Metro station. Overall, total ridership of the Metro system (bus and rail) has decreased since fiscal year 2010 with a peak ridership in fiscal year 2014 (475.5 million). However, the existing light rail infrastructure is viewed as a significant asset for the community and could be leveraged for future development.

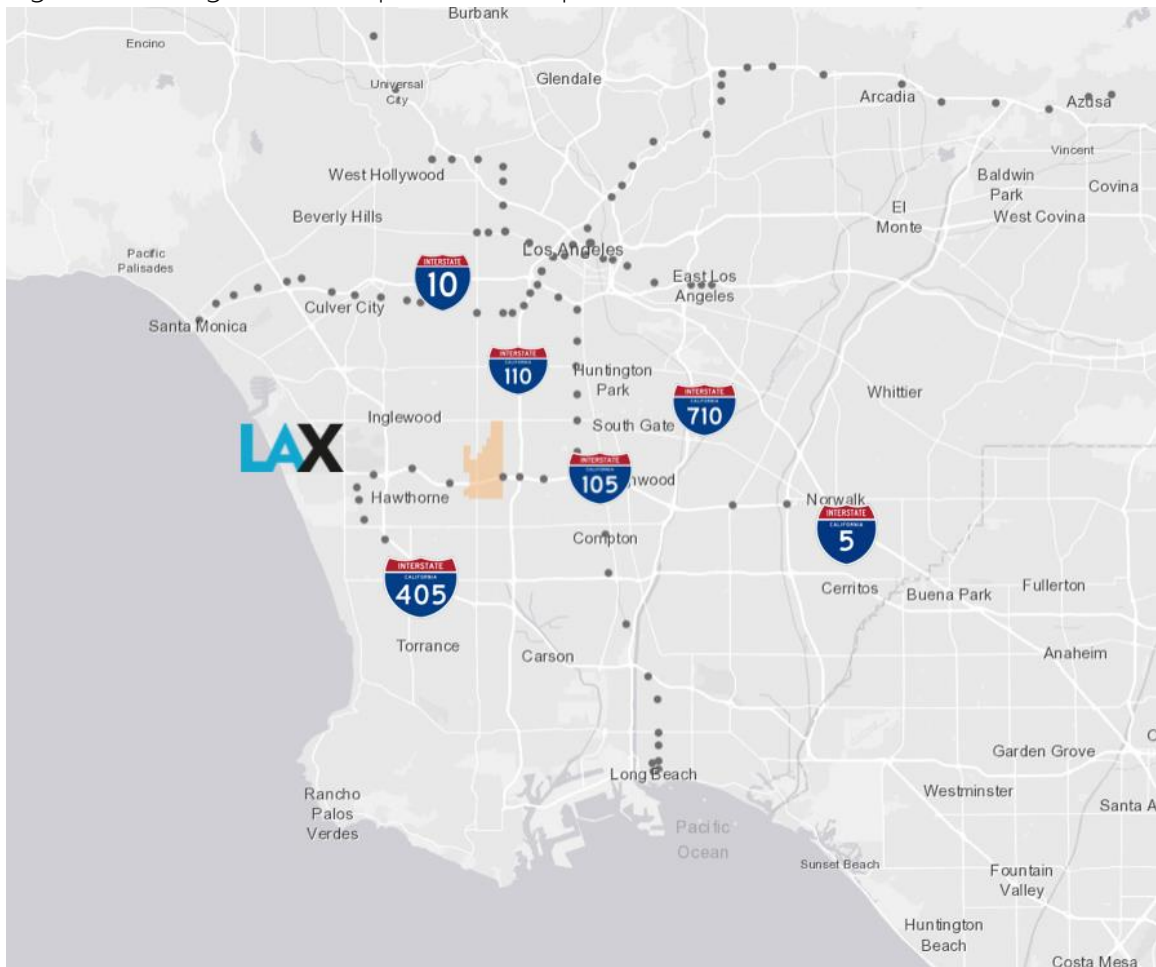
### 3.4 Key Takeaways

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The following includes a bullet point summary of key takeaways from the section:

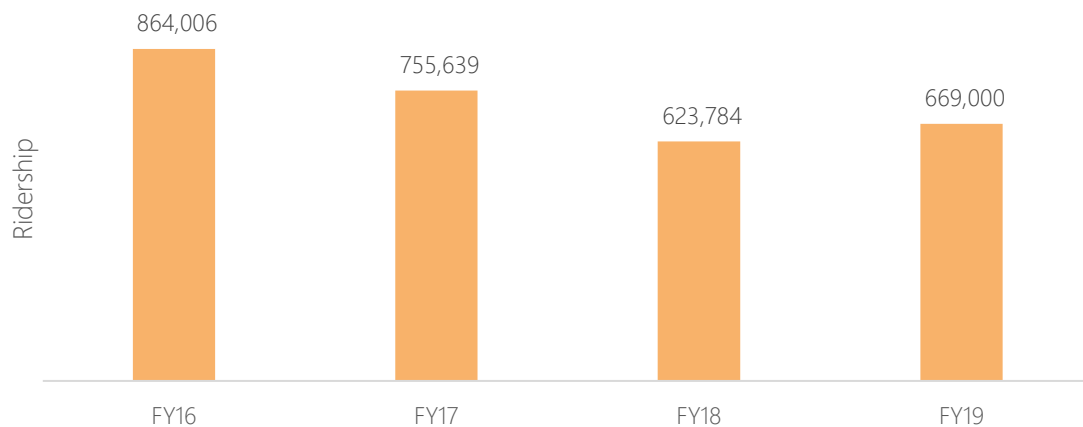
- Land use patterns are dominated by residential development;
- West Athens-Westmont is centrally located and is located approximately 12 miles south of Downtown;
- The community benefits from excellent regional freeway access; and
- Has a significant community asset in a light rail transit stop along the Metro C Line (formerly Green Line), which connects Redondo Beach to Norwalk.

Figure 3-4: Regional Transportation Map



Source: ESRI Business Analyst; METRO, Pro Forma Advisors

Figure 3-5: Metro Ridership (FY2016 – FY2019)



Source: METRO

## 4 Socioeconomic Analysis

The future market demand for different land uses in West Athens-Westmont will be influenced by regional economic forces and market trends. This section analyzes the historic and projected socioeconomic trends for West Athens-Westmont, the Metro Area, and County that most influence land use potentials for future development. The following section provides summary level information on key population, household age, race and ethnic, and educational attainment trends that may affect future land use planning.<sup>6</sup>

### 4.1 Demographic Trends

---

The following section provides summary level information on key population and household, age, ethnic, and educational trends that may affect future land use planning in the community.

#### POPULATION AND HOUSEHOLDS

Between the 2000 Census and the 2010, West Athens-Westmont lost approximately 120 residents. Since 2000, West Athens-Westmont's overall population growth has grown slower than the Metro Area and County. The growth is flat due to the fact that area is largely built out and there are limited current opportunities for greenfield housing development.

Focusing on more recent population trends, ESRI Business Analysis estimates that the area's population will remain flat over the next five years. Average household size is anticipated to stay high, with an average household size of 3.3. This household size is slightly higher than the County average (3.0).

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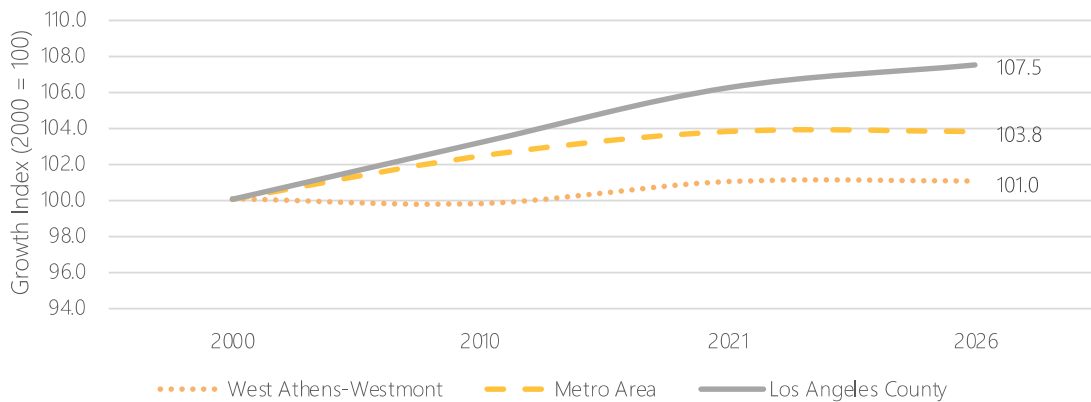
<sup>6</sup> Some of the socioeconomic data used in this analysis is provided by ESRI Business Analyst (ESRI). ESRI's economists, statisticians, demographers, geographers, and analysts produce independent small-area demographic and socioeconomic estimates and forecasts throughout the United States. The ESRI data was utilized for two main reasons: (1) The 2020 Census data was not available at the time the market data was gathered and (2) two of the neighborhoods' geographies (Willowbrook and West Athens-Westmont) did not match to their respective Census-designated place geographies. For these reasons, the ESRI 2021/2026 socioeconomic data was utilized to ensure consistent comparisons among all the areas analyzed herein.

Table 4-1: Population and Household Trends

	2000	2010	2021(e)	2026(e)
<b>Population</b>				
West Athens-Westmont	40,699	40,582	41,088	41,099
Metro Area	299,561	306,772	310,857	310,826
Los Angeles County	9,519,135	9,818,605	10,108,711	10,229,558
<b>Households</b>				
West Athens-Westmont	11,827	12,220	12,375	12,344
Metro Area	72,637	74,630	75,285	75,023
Los Angeles County	3,133,720	3,241,204	3,328,361	3,366,546
<b>Household Size</b>				
West Athens-Westmont	3.4	3.3	3.3	3.3
Metro Area	4.1	4.1	4.1	4.1
Los Angeles County	3.0	3.0	3.0	3.0

Source: ESRI Business Analyst

Figure 4-1: Population Growth Index



Source: ESRI Business Analyst



## AGE

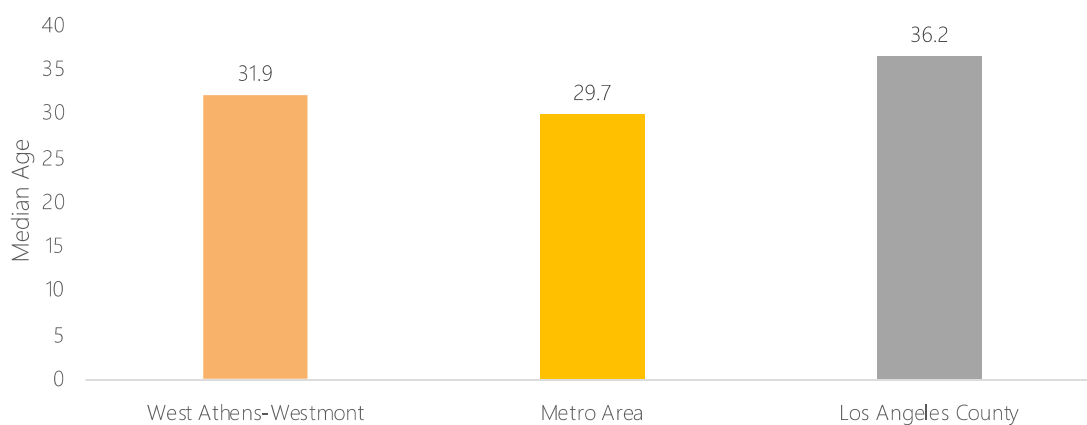
West Athens-Westmont's median age is 31.9 (Figure 4-2), which is older than the Metro Area (29.7) and younger than the County (36.2). By analyzing age cohorts (Table 4-2), the area has a slightly higher share of Children/Young Adults in comparison to the County. Compared to the MAP Region, however, the area has a larger concentration of older residents (over 55 years of age). Compared to other areas within the Metro Area the West Athens-Westmont's age distribution more closely resembles the County.

Table 4-2: Age Distribution by Geography (2021)

	West Athens-Westmont	Metro Area	Los Angeles County	West Athens-Westmont/ Metro Area	West Athens-Westmont/ County
Children/Young Adults (Under 24)	38.1%	41.1%	31.9%	92.5	119.2
Young Workers (25 to 34)	16.5%	17.5%	16.3%	94.1	101.0
Family Formation (35 to 54)	23.0%	23.4%	25.9%	98.1	88.6
Empty Nesters (55 to 74)	18.0%	14.4%	19.9%	124.8	90.3
Seniors (75+)	4.5%	3.5%	5.9%	128.3	76.1

Source: ESRI Business Analyst

Figure 4-2: Median Age by Geography (2021)



Source: ESRI Business Analyst

## RACE AND ETHNICITY

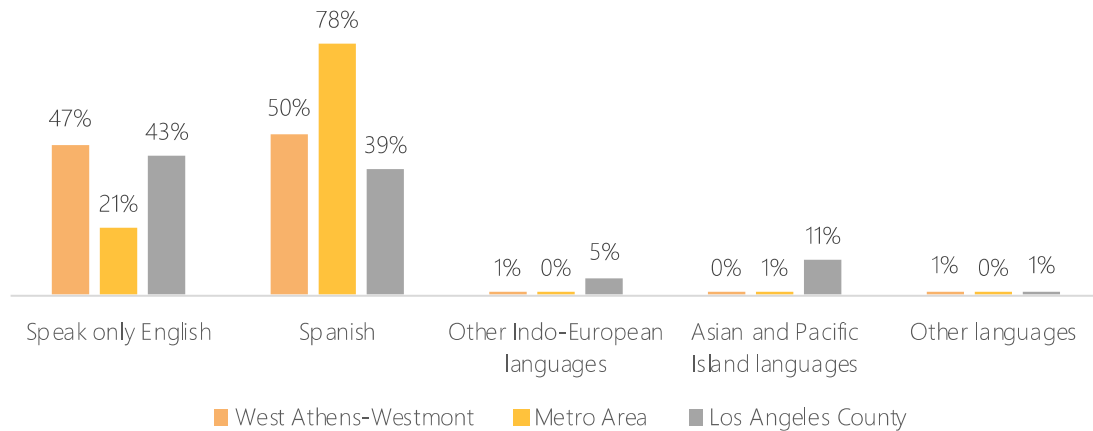
West Athens-Westmont has a diverse population. While race and ethnic composition do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the ethnic composition of the community's population might impact future land use decisions. West Athens-Westmont has a significantly higher share of residents identifying as "Black alone." The concentration of those identifying as Black is over three times and nearly six times as high as the Metro Area and the County, respectively. Unlike other areas in the Metro Area that predominately identify as Hispanic and Latino/a, the community's Hispanic and Latino/a population reflects the larger County norms. This is also reflected in the fact that there is a relatively even split of speaking English or Spanish at home.

Table 4-3: Population by Race/Ethnicity (2021)

	West Athens- West- mont	Metro Area	Los Angeles County	West Athens- Westmont/ Metro Area	West Athens- Westmont/ County
White Alone	17.1%	38.6%	48.5%	44.3	35.3
Black Alone	48.5%	14.3%	8.2%	339.2	591.5
American Indian Alone	0.5%	0.9%	0.7%	55.6	71.4
Asian Alone	0.7%	0.7%	15.1%	100.0	4.6
Pacific Islander Alone	0.1%	0.1%	0.3%	100.0	33.3
Some Other Race Alone	29.5%	42.0%	22.4%	70.2	131.7
Two or More Races	3.6%	3.4%	4.9%	105.9	73.5
Hispanic Origin	48.8%	83.8%	48.9%	58.2	99.8

Source: ESRI Business Analyst

Figure 4-3: Language Spoken at Home (2019)



Source: US Census

## EDUCATION

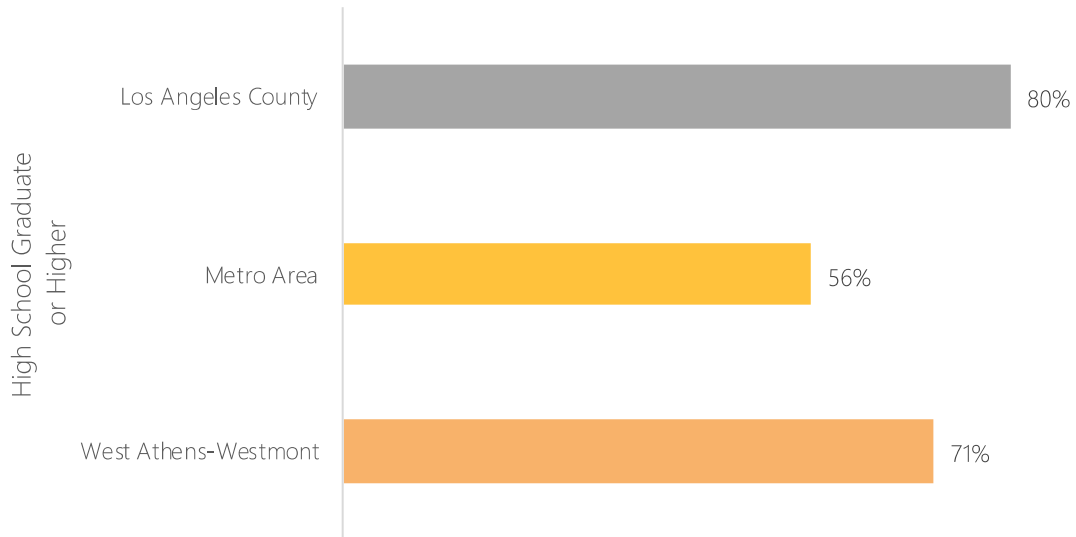
Levels of educational attainment are lower in both West Athens-Westmont and the Metro Area, in comparison to the larger County area. For the population 25 and older, 29 percent of the residents report a “less than high school education.” While this is higher than the County average, it is much lower than the Metro Area reflecting that like the residents, the area’s employees also have a higher level of education. If examining the percent of residents with a high school graduate or higher level of education, West Athens-Westmont is under the Countywide educational attainment level, but significantly higher than the Metro Area.

Table 4-4: Population 25+ by Educational Attainment (2021)

	West Athens-Westmont	Metro Area	Los Angeles County	West Athens-Westmont/Metro Area	West Athens-Westmont/County
Less than High School graduate	29%	44%	20%	66.1	147.7
High School Graduate (w/ equivalency)	29%	25%	21%	115.7	142.7
Some College, Associate Degree	30%	22%	25%	137.9	119.4
Bachelor's Degree or higher	12%	9%	35%	127.5	33.6

Source: ESRI Business Analyst

Figure 4-4: Percent of Population 25+ with High School Degree (2021)



Source: ESRI Business Analyst

## 4.2 Key Demographic Takeaways

---

The following includes a bullet point summary of key takeaways from the section:

- West Athens-Westmont has had flat population growth compared to the County.
- The community has slightly larger household sizes and a somewhat younger population in comparison to the County.
- The area is mostly comprised of people identifying as Black.
- West Athens-Westmont has the highest education level within the Metro Area and is more closely aligned to the County averages.

## 4.3 Economic Trends

The following section provides summary level information on various aspects of employment and industry composition sales that will impact the demand for future commercial land in the community.

### HOUSEHOLD INCOME

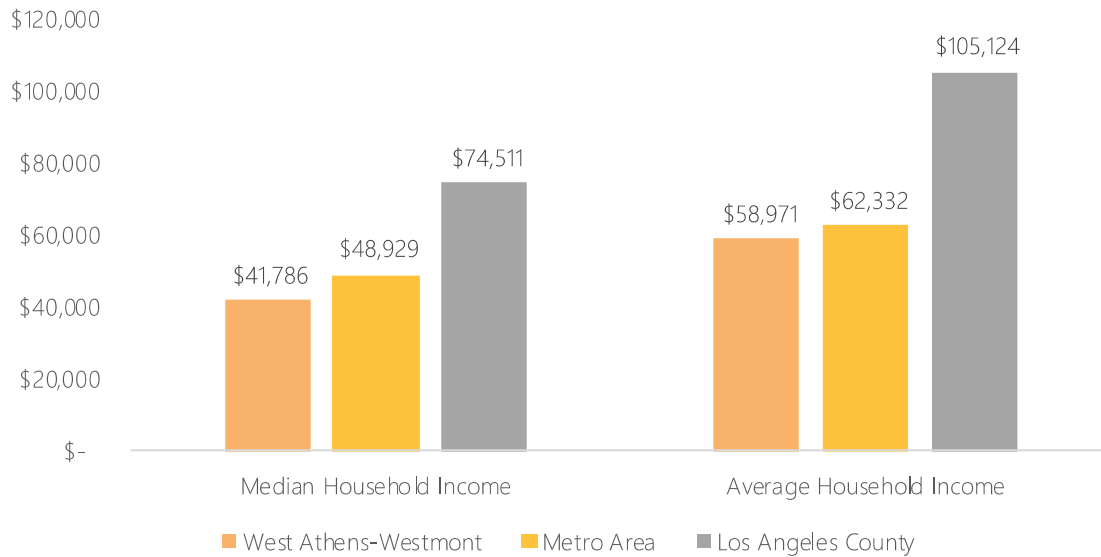
West Athens-Westmont's median household income is approximately \$41,800, which is lower than the Metro Area (\$48,900) and lower than the County (\$74,500). The household income projections, provided by ESRI Business Analyst, suggest that the community median income should rise at a rate consistent with the Metro Area and County over the next five years (2021 – 2026). The incomes of West Athens-Westmont's households tend to be more concentrated in household income cohorts below \$50,000. Consistent with a lower median and average household income, there is a smaller share of household's making over \$75,000 compared with the larger County region.

Table 4-5: Household Income by Income Cohort (2021)

	West Athens- Westmont	Metro Area	Los Angeles County	West Athens- Westmont/ Metro Area	West Athens- Westmont/ County
<\$15,000	21.4%	13.7%	9.7%	156.2	220.6
\$15,000 - \$24,999	11.2%	11.3%	7.4%	99.1	151.4
\$25,000 - \$34,999	10.3%	10.8%	7.3%	95.4	141.1
\$35,000 - \$49,999	13.3%	15.1%	10.1%	88.1	131.7
\$50,000 - \$74,999	16.0%	19.1%	15.8%	83.8	101.3
\$75,000 - \$99,999	11.3%	12.2%	12.7%	92.6	89.0
\$100,000 - \$149,999	10.7%	12.2%	17.1%	87.7	62.6
\$150,000 - \$199,999	3.1%	3.6%	8.6%	86.1	36.0
\$200,000	2.5%	2.0%	11.5%	125.0	21.7

Source: ESRI Business Analyst

Figure 4-5: Median and Average Household Income (2021)



Source: ESRI Business Analyst

## EMPLOYMENT

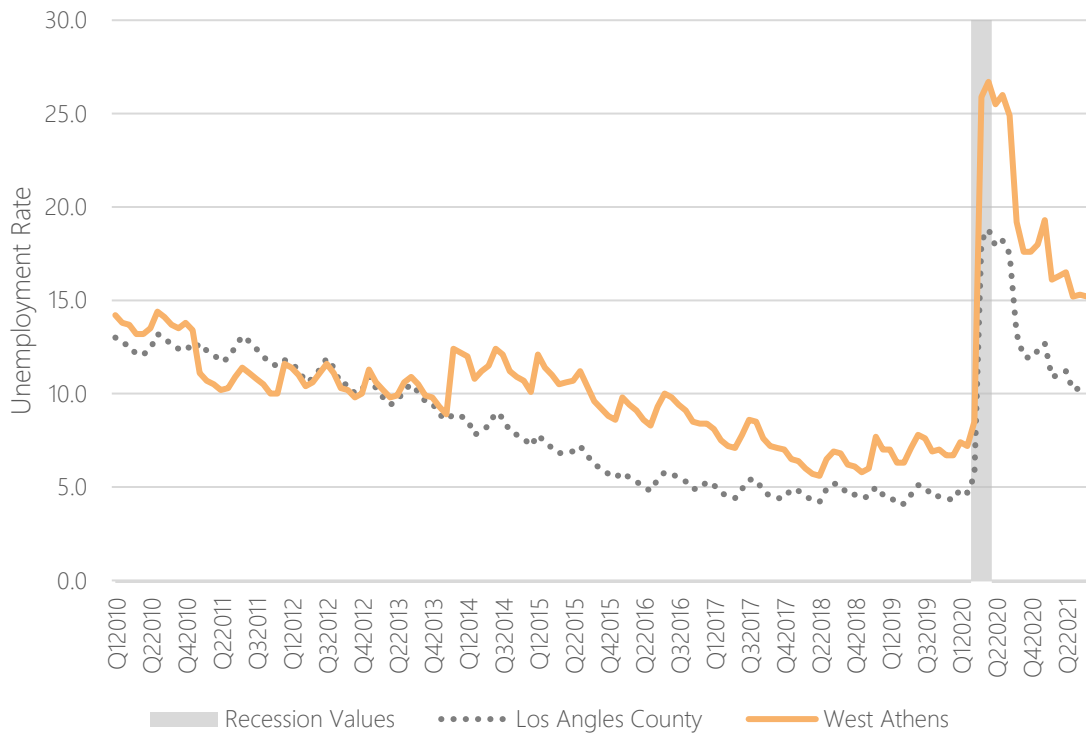
Employment is examined in terms of unemployment rates, jobs (in-place employment), worker area profile, and industry composition. A critical barometer in evaluating demand for commercial office and industrial (workplace) real estate is employment growth. The following tables and graphs highlight relevant employment trends and forecasts. Sectoral (industry) analysis lends insight into industry growth and contraction patterns in a given geography.

As of the second quarter of 2021 West Athens-Westmont's unemployment rate had fallen to 15.2 percent, down from a peak of 26.7 percent in the second quarter 2020. The area has typically remained above the County's unemployment rate in pre- and post-recession times. During the last COVID related recession, the community's employment spiked significantly, potentially due to the loss of jobs within lower paid, less skilled jobs or industries that were more adversely impacted by mandated business closures.

It is estimated that 44.1 percent of the population over 16 years of age are in the labor force. This is slightly lower than the Metro Area and approximately 6 percentage points lower than the County labor force participation.

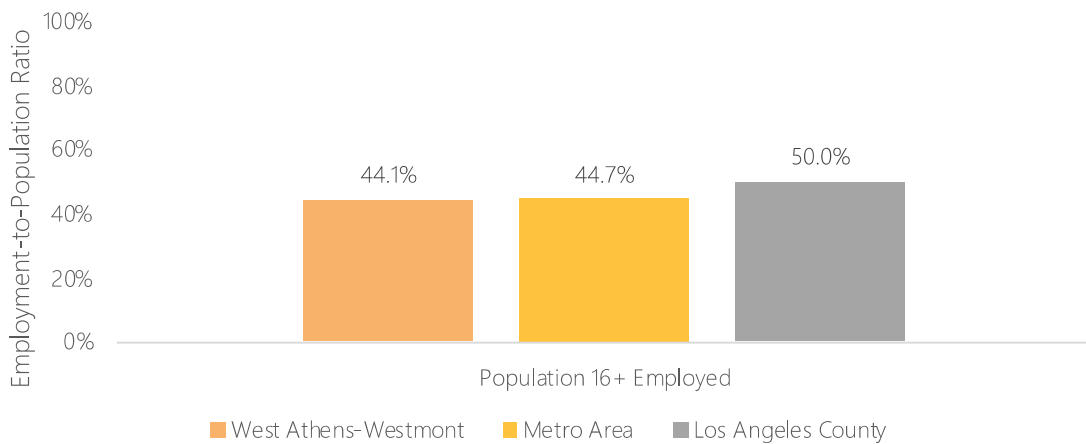


Figure 4-6: Unemployment Rate (2021)



Source: CA EDD, CA Department of Finance

Figure 4-7: Labor Force (2021)



Source: CA EDD, CA Department of Finance

## IN-PLACE EMPLOYMENT

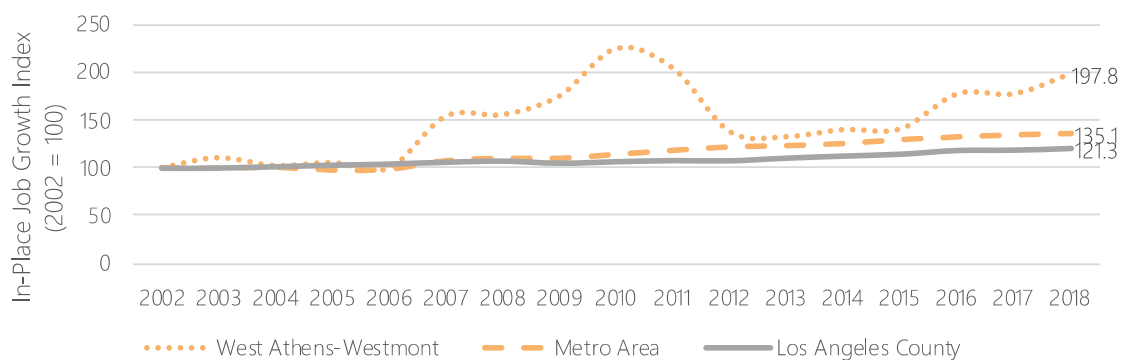
### Jobs

The previously provided information regarding income, unemployment, and the area's labor force are based on the community's residents. The following analysis examines jobs located in the community that may or may not be held by community residents. An evaluation of the primary "in-place" employment is important as it impacts the range of demand that can be projected for future commercial serving land uses.

Total jobs<sup>7</sup> rose from 2002 to 2018, leading up to the COVID-19 related recession. In fact, West Athens-Westmont saw a relative increase in job growth between 2006 to 2010 compared to both the Metro Area and County. From 2010 to 2012 the community experienced job losses and then grew at a rate consistent with the Metro Area and County between 2012 and 2015. Since 2015, the job growth has exceeded the larger areas.

Based on the OnTheMap employment data, approximately 13 percent of the area's in-place employment is from residents that both live and work in the community. Similar to other areas within the County, West Athens-Westmont has a high number of its residents commuting long distances to work. There were approximately 3,800 primary jobs in the community in 2018, which is the most recent year of the Quarterly Census of Employment and Wages in-place employment data available for analysis.

Figure 4-8: In-Place Employment Index (2002 - 2018)



Source: US Census (OnTheMap)

<sup>7</sup> A total job is defined as all jobs, which include all public or private sector jobs (potentially more than one job per worker). For example, if a person had two part-time jobs, then the primary job would be the highest paying job for that worker. Typically there is not significant variation in primary and total jobs except in economies with significant portions of the labor force engaged in part-time employment (e.g. tourist economies).

Table 4-6: Employment Efficiency (2018)

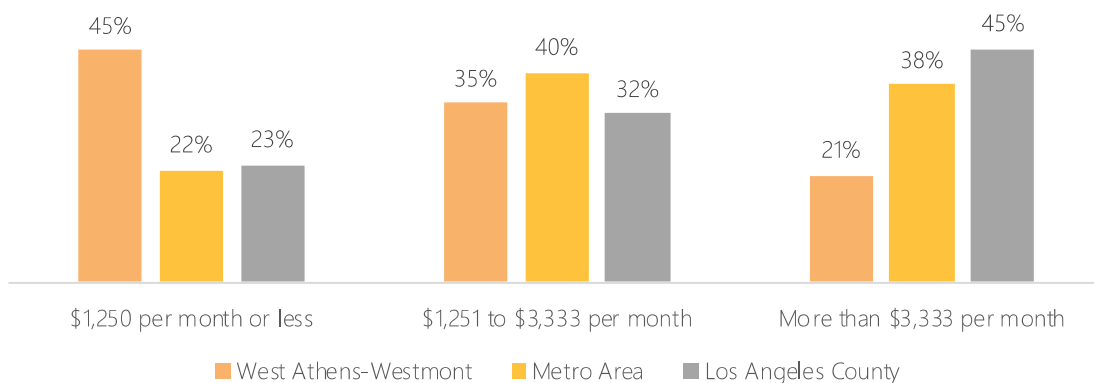
	West Athens- Westmont	Metro Area	Los Angeles County
In-Place Jobs	3,843	55,365	4,685,637
Employed and Living in the Area (Resident Workers)	13%	12%	77%
Employed and Living Outside the Area (In-Place Employees)	87%	89%	23%

Source: US Census (OnTheMap)

### Worker Area Profile

An evaluation of primary jobs in West Athens-Westmont reveals some noteworthy characteristics. Unlike the area's resident age distribution, the employment base does not deviate much from observed County ratios of jobs by age. Unlike the County's, West Athens-Westmont's in-place employment consists of generally lower paying jobs. As shown, the percentage of lower paying jobs yielding \$1,250 per month or less are almost one-half of all jobs located in West Athens-Westmont compared with less than one-quarter of the jobs in the County. The lack of a presence of higher paying jobs in West Athens-Westmont is a negative indicator. Similarly, the educational attainment of in-place jobs in the area tends to be lower than County, but generally in line with the Metro Area.

Figure 4-6: In-Place Employment by Earnings (2018)



Source: US Census (OnTheMap)

Table 4-7: In-Place Employment by Educational Attainment (2018)

	West Athens- Westmont	Metro Area	Los Ange- les County	West Athens- Westmont/Metro Area	West Athens- Westmont/ Los Angeles County
Less than high school	22%	24%	16%	92.0	136.8
High school or equivalent, no college	19%	17%	16%	109.9	119.6
Some college or Associate degree	25%	22%	23%	112.1	109.7
Bachelor's degree or advanced degree	16%	18%	24%	92.3	68.5
Educational attainment not available	18%	19%	22%	93.8	83.2

Source: US Census (OnTheMap)

### Location Quotient Analysis

The location quotient (LQ) is a tool that measures the relative concentration of different industries in specific localities relative to a larger level of geography. In most cases, the LQ would compare a county to a state or national level of employment concentration. However, it is useful to get a proxy for relative employment concentration among industries within a sub-regional level geography. The calculation helps evaluate West Athens-Westmont's strength or weakness in a given industry, relative to the County as a whole. A concentrated (high) LQ means that a given industry is represented more than one would expect, given its total level of employment. The following describes the LQ:

- LQ > 1.0 means that an industry is more concentrated in West Athens-Westmont than in the County.
- LQ < 1.0 means that an industry is less concentrated in West Athens-Westmont than in the County.
- LQ = 1.0 means that an industry is equally concentrated in West Athens-Westmont as in the County.

Because industries with a LQ greater than one indicates relatively high production of a particular service, it is likely that some amount of that industry is being exported. Employment in that industry (or the portion of employment that causes the LQ to exceed 1.0) is then assigned to the economic base and is given credit for supporting the economy as a whole. Conversely, if an industry has a LQ less than one, it is assumed to be a local-serving or non-basic industry. For economic development purposes, it is often useful to focus on the outlier industries with a LQ greater than 1.25 or less than

0.75. The assumption is that industries falling within 0.75 and 1.25 are probably producing at levels sufficient to meet local demand in the local area. There is a high concentration in the Educational Services and Health Care industries, with almost three times the expected concentration of jobs.

Table 4-8: In-Place Employment Change by Industry (2002, 2018)

Industry	West Athens- Westmont (2002)	West Athens- Westmont (2018)	Numeric Change (2002 - 2018)	Location Quotient
Agriculture, Forestry, Fishing and Hunting	12	0	-12	0.00
Mining, Quarrying, and Oil and Gas Extraction	0	0	0	0.00
Utilities	0	0	0	0.00
Construction	20	64	44	0.52
Manufacturing	62	39	-23	0.14
Wholesale Trade	11	23	12	0.12
Retail Trade	230	302	72	0.83
Transportation and Warehousing	11	20	9	0.12
Information	3	5	2	0.02
Finance and Insurance	9	20	11	0.16
Real Estate and Rental and Leasing	69	68	-1	0.91
Professional, Scientific, and Technical Services	14	62	48	0.24
Management of Companies and Enterprises	0	8	8	0.14
Admin. & Support, Waste Mgmt. and Remediation	33	31	-2	0.12
Educational Services	323	863	540	2.77
Health Care and Social Assistance	359	1,742	1,383	2.83
Arts, Entertainment, and Recreation	83	45	-38	0.50
Accommodation and Food Services	197	420	223	1.14
Other Services (excluding Public Administration)	230	131	-99	0.99
Public Administration	0	0	0	0.00
Total	1,666	3,843	2,177	1.00

Source: US Census (OnTheMap)

## 4.4 Key Economic Takeaways

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The following includes a bullet point summary of key takeaways from the section:

- West Athens-Westmont households tend to have lower incomes than the County.
- The community typically has a higher percent of unemployment than is observed in the County. In times of recession, unemployment tends to increase at a higher rate than the County.
- Between 2002 and 2018, West Athens-Westmont's in-place jobs have shown higher growths and declines in comparison to the Metro Area and County, but this volatility can also be explained given the relatively low total number of in-place jobs.
- A number of industries are clustered in the area (Educational Services and Health Care) and will help facilitate future job growth in the community.
- In-place jobs tend to have lower wages and educational level as compared with the County.



## 5 Real Estate Market

The following provides an overview of historic trends for residential, office, and retail land uses.<sup>8</sup> Historic market trends have been examined to more accurately determine the potential for future land uses and associated development desired in the MAP General Plan Update. Once again, trends for the community, Metro Area, and County have been analyzed for comparison purposes. Various recognized submarket area<sup>9</sup> definitions are used in the commercial real estate analysis. It is important to note that this analysis does not attempt to replace the County's Housing Element. Rather, it is provided to include additional and updated market information.

### 5.1 Residential

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Demand for residential housing will be a byproduct of employment and population growth throughout the County. The following sections examine the regional market conditions for rental and for-sale residential properties as well as more localized information pertaining to residential potential in the community.

#### INVENTORY

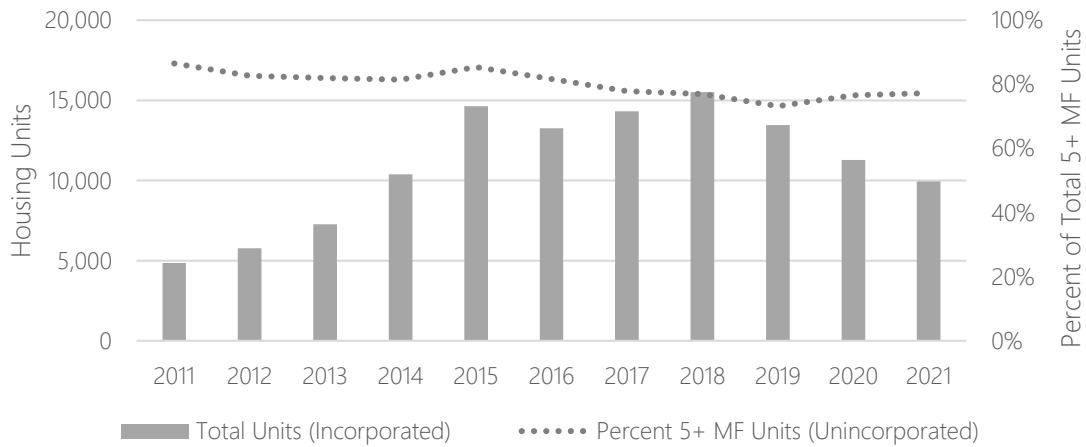
According to ESRI Business Analyst, West Athens-Westmont has approximately 13,580 housing units, which represent about 16.9 percent of the Metro Area. Examining building permit data for the County over the last 10 years (Figure 5-1), an average of 11,000 units were delivered annually with approximately 80 percent of permits being 5 or more multi-family units in the unincorporated areas.

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<sup>8</sup> Pro Forma Advisors has not analyzed the market for future industrial uses as it appears to be inconsistent with the MAP vision. Future analysis may explore strategies to transition underperforming industrial land to more compatible land uses within the MAP communities.

<sup>9</sup> Submarket areas are specific geographic boundaries that serve to delineate a core group of buildings that are competitive with each other and constitute a generally accepted primary competitive set or peer group.

Figure 5-1: Building Permit Data (2011 - 2021)

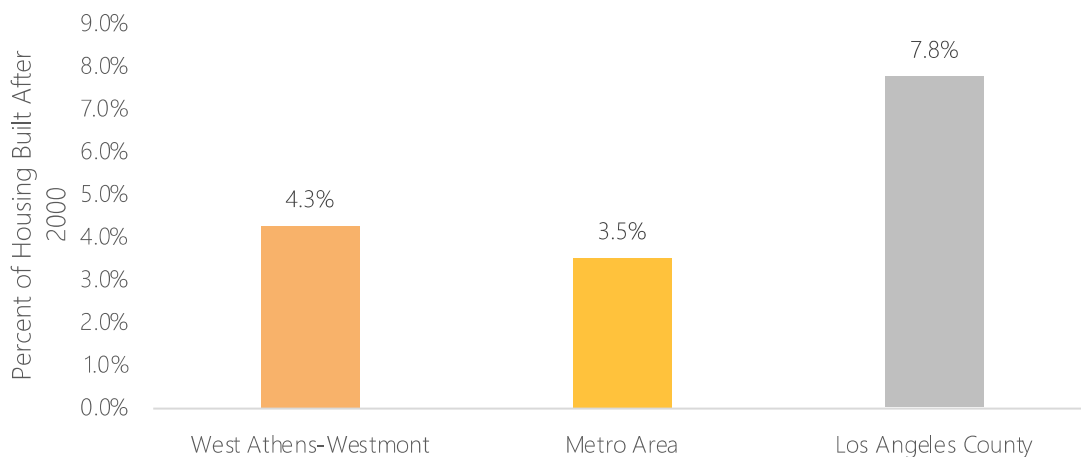


Source: Los Angeles County

## AGE

Approximately 81 percent of the housing was built before 1970. Over the next three decades an additional 15 percent of housing was constructed. West Athens-Westmont has experienced minimal new residential development since 2010. In fact, approximately four percent of all housing stock was built after 2000 (Figure 5-2). While lower than the development trends in the County, the community has added housing a higher share of new housing in comparison to the Metro Area.

Figure 5-2: Housing Built Since 2000 (Relative to Total Housing Stock)

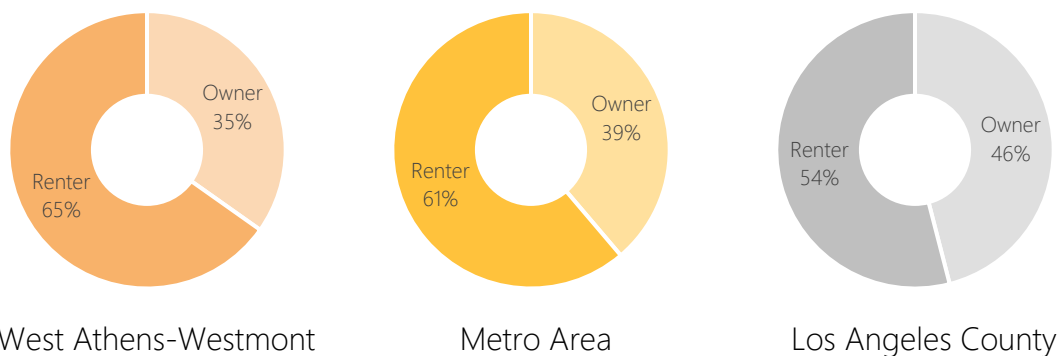


Source: US Census

## TENURE

West Athens-Westmont has a larger share of renter-occupied housing in comparison to the County. Based on 2019 estimates, approximately 35 percent of the housing is owner-occupied. This ratio of owner-to-renter is lower than the Metro Area, with a higher percent of residents living in renter occupied units. Housing vacancy characteristics do not show much variability from the Metro Area or County, where vacant properties typically make up a small percent of the housing stock.

Figure 5-3: Housing Tenure

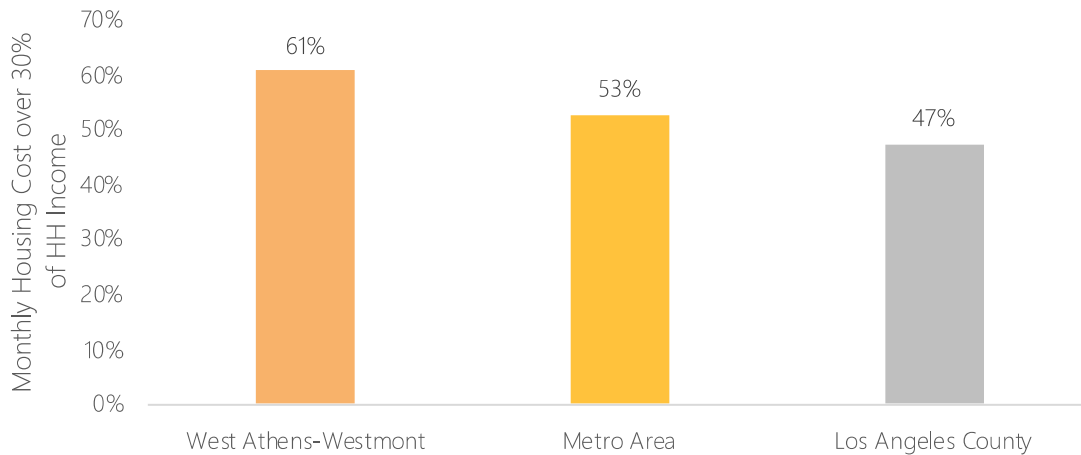


Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## COST BURDEN

The larger share of renters in West Athens-Westmont and the Metro Area has implications for the financial stability of residents, as renters do not grow wealth through home ownership, have typically lower household incomes, and are subject to sometimes unpredictable rent increases or eviction. Furthermore, apartment owners may defer maintenance and can target lower income renters who have few options in the marketplace. This impacts both quality of life of occupants and can contribute to the community's perception in the County. Approximately 61 percent of households in West Athens-Westmont pay more than 30 percent of their household incomes toward rent, which is commonly recognized as the share of household income beyond which rent becomes prohibitively expensive and affects other household expenditures.

Figure 5-4: Monthly Housing Cost Over 30 Percent of Income



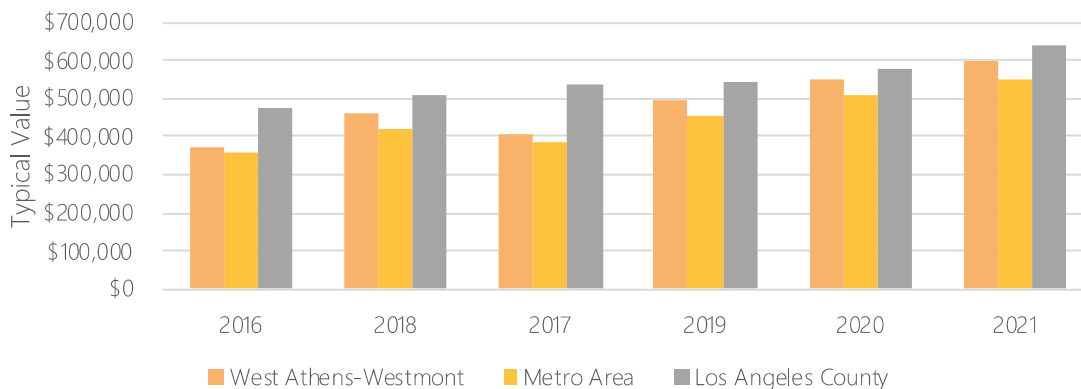
Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## PRICING

### For-Sale Pricing

In 2021, the typical condominium price in West Athens-Westmont was approximately \$558,000, which is \$81,000 less than the County (\$639,000). However, the compound annual growth rate (CAGR) for for-sale housing has been 10.1 percent per year over the last five years. This rate is higher than the Metro Area (9.2 percent), but significantly higher than the County CAGR of 6.3 percent since 2016. The community, like the County, has seen marked for-sale housing pricing increases as interest rates have remained low and housing production has not kept pace with demand.

Figure 5-5: Typical Condominium Value



Source: Zillow

## For-Rent Pricing

According to the US Census, the typical monthly rental price (all units) is \$1,183 in West Athens-Westmont. This typical monthly rent is lower than the County and similar to the Map region. Similar to the for-sale housing, rental rates in the County have increased because an increased demand for housing. For-rent housing demand, unlike for-sale housing, may reflect evolving market preferences, affordability, or scrutiny on for-sale home mortgage lending standards. In general, the Metro Area's rental housing stock prices have not kept pace with the County due to a lack of new development, which often drives market prices up through higher quality and amenities.

Figure 5-6: Typical Monthly Rent (Median Gross Rent)



Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## Pipeline Development

There are no significant residential developments known to be under construction.

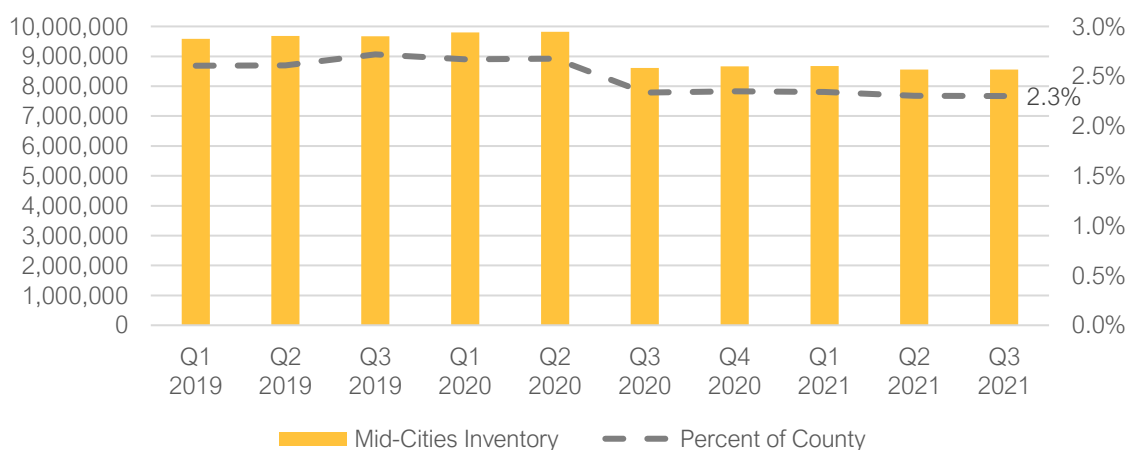
## 5.2 Office

Market potentials for office-related development within West Athens-Westmont will be a function of the particular attributes of the available land, adjacent land uses, and the regional economy and office market. Although the Los Angeles office market is comprised of many submarkets, each with potentially a distinct tenant profile, office space is typically highly substitutable, such that the potentials in any given market are determined by the strength of the regional office market. Thus, development activity, absorption, vacancy rates, and change in rental rates follow very similar patterns in most of the Los Angeles submarkets.

### FUNDAMENTALS

The Mid-Cities office market has 8.6 million square feet of office space, which has decreased by approximately one million square feet since Quarter 1 of 2019. Historically, the submarket has represented approximately 2.3 percent of the total County office market (Figure 5-7). The office vacancy rates have been slightly lower than the larger County area over recent years (Figure 5-8). However, other submarkets have delivered high quality Class A space that often has a high vacancy rate because it is in the process of being leased. As reflected in the average asking rent, the Mid-Cities area has lagged behind the average asking monthly rent largely due to its older office developments, most of which were delivered decades ago.

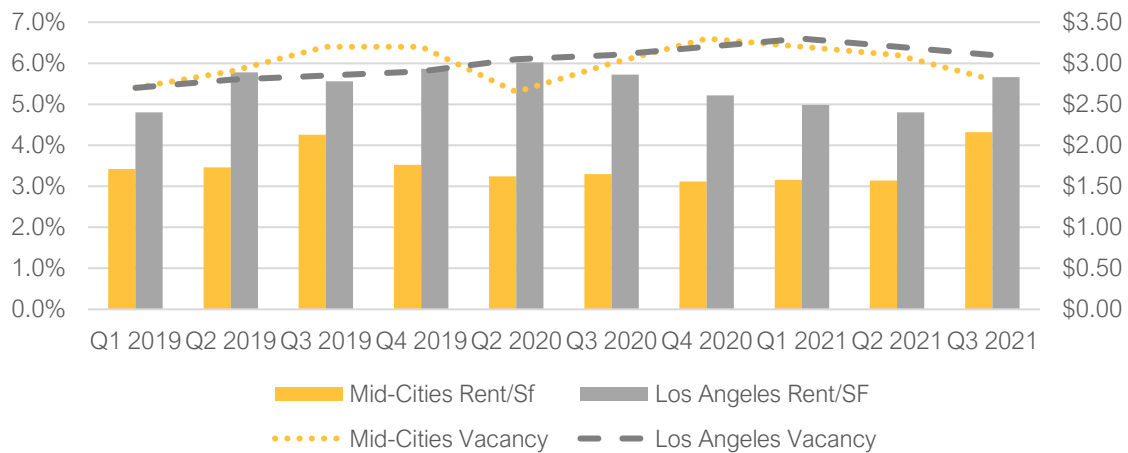
Figure 5-7: Regional Office Trends (2019 – 2021)



Source: CoStar



Figure 5-8: Regional Office Inventory (2019 - 2021)



Source: CoStar

#### LOCAL MARKET CONDITIONS

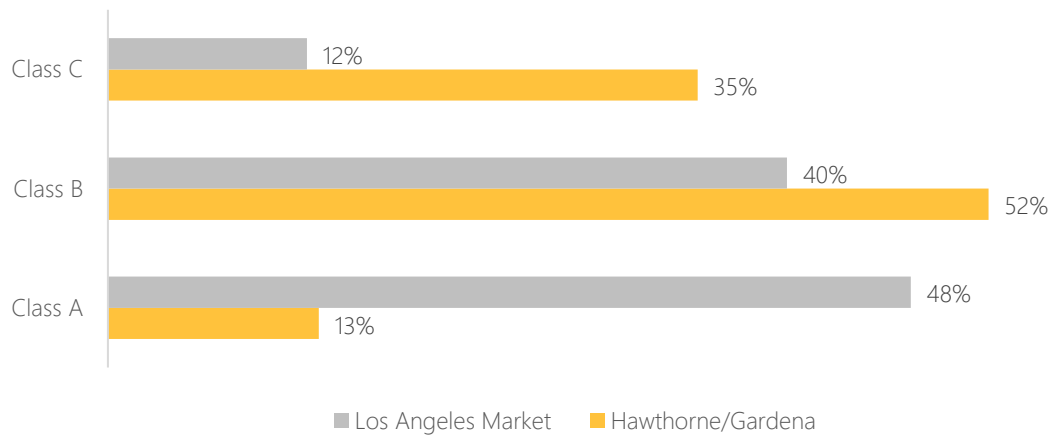
The Mid-Cities submarket has a significantly higher percent of Class C office space and relatively few Class A office developments. Once again, the County Assessor data was used to better understand the contemporary amount of commercial office development in the community.

Examples of office development include:

- Office Buildings; and
- Professional Building.

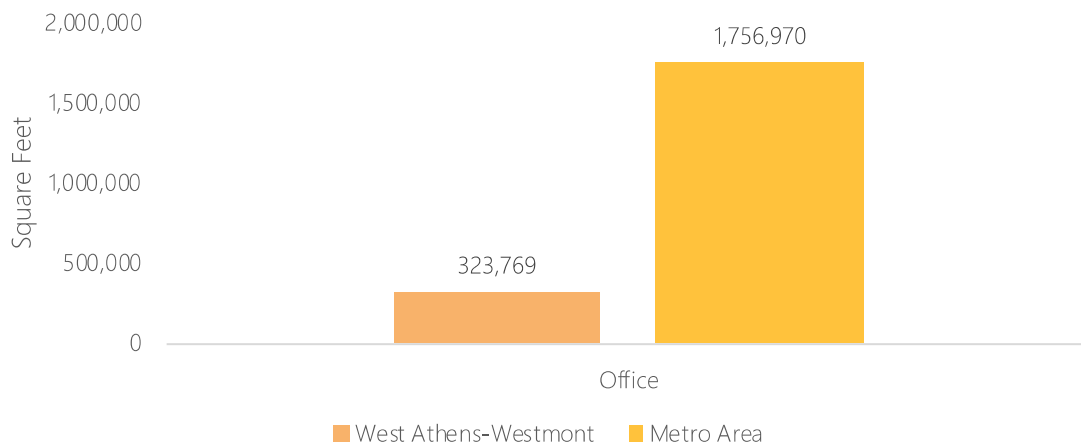
In total, there is an estimated 324,000 square feet of commercial office space, as defined above, which is 18.4 percent of the Metro Area's 1.8 million square feet of commercial office development.

Figure 5-9: Office Inventory Comparison by Asset Class



Source: CoStar

Figure 5-10: Community and MAP Office Inventory (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant office developments known to be under construction.

## 5.3 Retail

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The retail sector occupies a prominent place in the economy because such a large portion of the United States' economic activity depends on consumer spending. The sales of retail goods and services generate a large number of jobs that provide employment for individuals across a wide range of skill and income levels. Retail real estate markets are more subject to obsolescence and more locally based than either commercial office or industrial markets.

### FUNDAMENTALS

Although historical data is incomplete for West Athens-Westmont, it is likely that the retail market parallels that of the Greater Mid-Cities market area with annual rents around \$37.50/\$42.50 NNN/year/square foot. Asking rents are above the County area due to portions of the submarket that fall within the South Bay Los Angeles cities. Vacancies, on the other hand, have remained low with a rate consistent with the larger County trend. In total, there is an estimated 12 million square feet of shopping center<sup>10</sup> space in the Mid-Cities submarket, which is about 9 percent of the total County inventory.

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<sup>10</sup> Shopping centers consist of the following:

General Retail: Typically are single tenant freestanding general-purpose commercial buildings with parking. Many single retail buildings fall into this use code, especially when they don't meet any of the more detailed use descriptions.

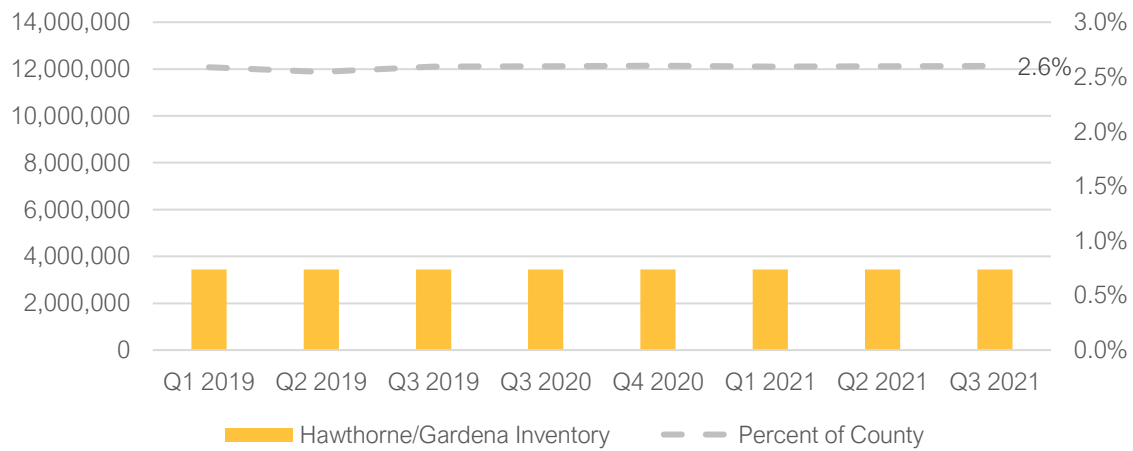
Mall: Provides shopping goods, general merchandise, apparel, and furniture, and home furnishings in full depth and variety. It is built around the full-line department store, with a minimum GLA of 100,000 square feet, as the major drawing power.

Power Center: Typically consists of several freestanding (unconnected) anchors and only a minimum amount of small specialty tenants 250,000–600,000 square feet.

Shopping Center: The combined retail center types of Community Center, Neighborhood Center and Strip Center, which have a range of 50,000 – 350,000 square feet with limited anchors.

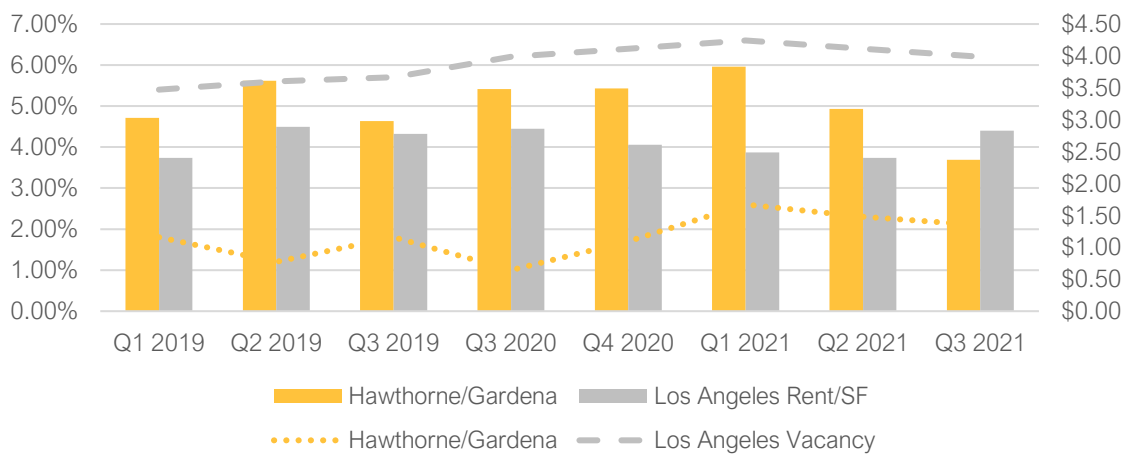
Specialty Center: The combined retail center types of Airport Retail, Outlet Center and Theme/Festival Center; which have a special market orientation and are unique in the market area.

Figure 5-11: Regional Retail Inventory (2019 - 2021)



Source: CoStar

Figure 5-12: Regional Retail Trends (2019 – 2021)



Source: CoStar

## LOCAL MARKET CONDITIONS

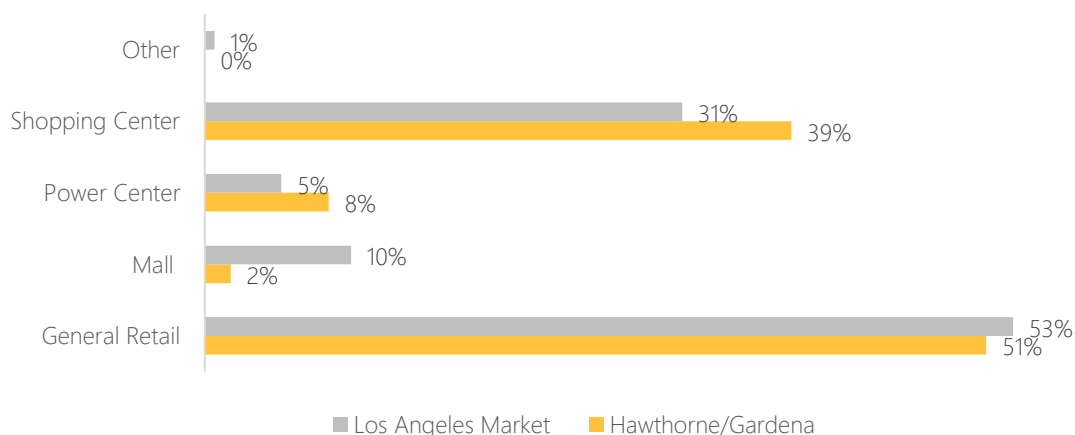
While the Mid-Cities submarket has a relatively consistent share of retail space by major retail development type, the local inventory in West Athens-Westmont is dominated by non-shopping center oriented development. The County Assessor data was used to better understand the contemporary amount of commercial retail development in the community. Specifically, the amount of retail that would provide goods to community residents.

Examples of these types of retailers include:

- Restaurants/Non-grocery Food and Beverage;
- Supermarkets/Grocery;
- General Stores;
- Shopping Centers; and
- Department Stores.

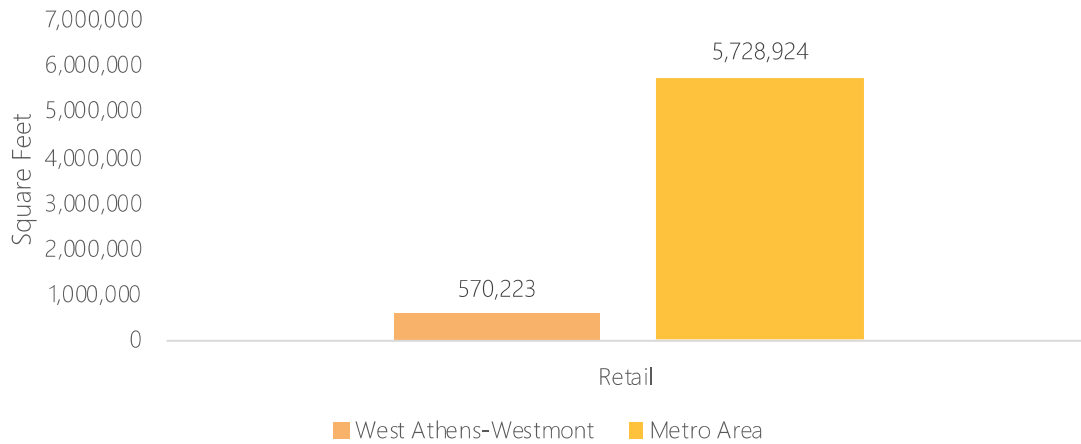
In total, there is an estimated 570,000 square feet of commercial retail space, as defined above, which is 10 percent of the Metro Area's 5.7 million square feet of commercial retail development.

Figure 5-13: Retail Inventory Comparison by Asset Class



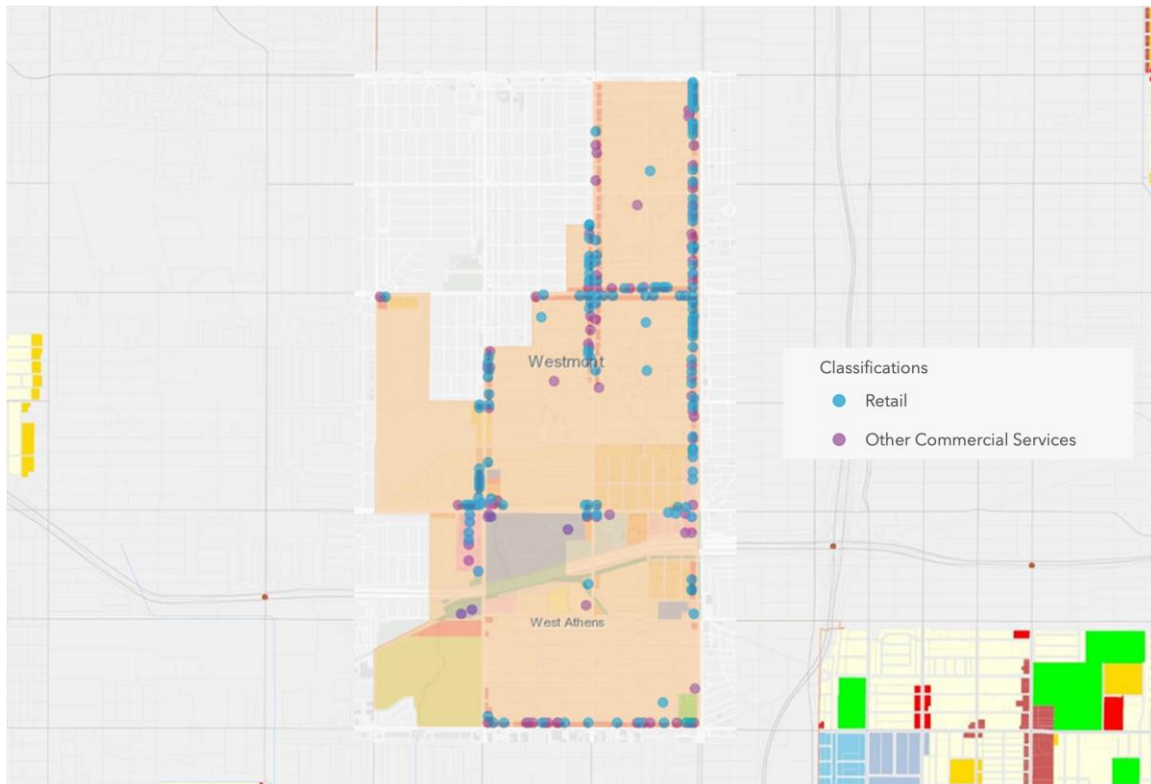
Source: CoStar

Figure 5-14: Community and Metro Area Retail Inventory (2020)



Source: Los Angeles County Assessor

Figure 5-15: Community Retail Inventory Map (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant retail developments known to be under construction.



## 6 Long-Term Land Use Demand

The following section provides long-term land use demand projections for the community. Given that specific sites and development opportunities will generate various levels of demand, the following is intended to give broad parameters regarding the potential level of new development in the city. From this, development and land use opportunities can be evaluated to determine the required level of site capture (e.g. market demand) and if it is reasonable to plan for within the next 15 years.

### 6.1 Residential

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MAP residential projections are based on household estimates from ESRI and SCAG. The low range is based on historic growth (0.8 percent CAGR), the target growth is based on projected growth for all unincorporated areas in the County (1.2 percent CAGR), while the high growth reflects the adjusted SCAG projections using 2021 ESRI data. For planning purposes, a growth scenario between the target and high-range projection appears warranted unless the County desires creating higher density mixed-use residential development at key development opportunities adjacent to transit, as available in some MAP communities.

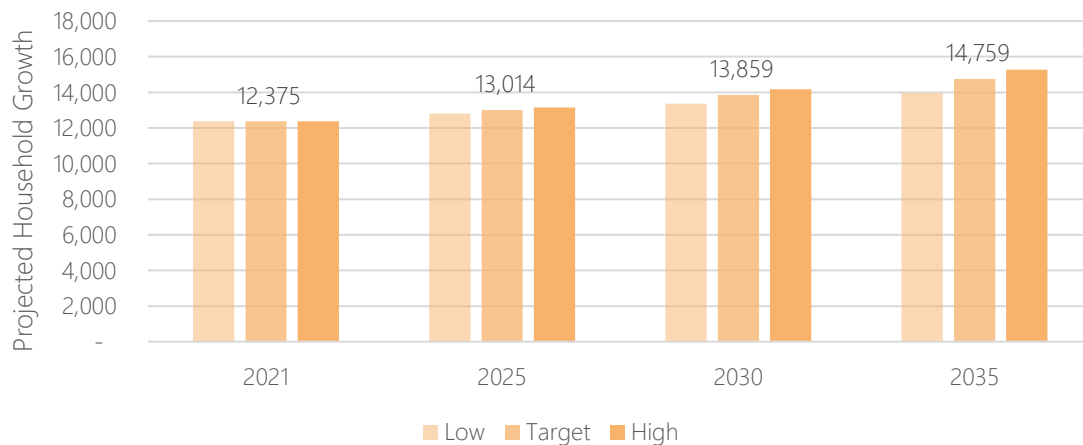
The total demand for new households was then further adjusted to account for a likely distribution of market rate and affordable housing units. In general, it is assumed 30 percent of the units are market while 70 percent are affordable throughout the Metro Area.

Table 6-1: Housing Demand by Time Period (2021 - 2035)

	2021-2025	2025-2030	2030-2035	2021-2035
West Athens-Westmont (Multi-Family Units)				
Market Rate	164	217	231	611
Affordable	475	628	669	1,773
Total	639	845	899	2,384
Metro Area (Multi-Family Units)				
Market Rate	1,055	1,393	1,480	3,928
Affordable	2,670	3,525	3,746	9,941
Total	3,725	4,918	5,226	13,869
West Athens-Westmont/Metro Area (Percent of Total)				
Market Rate	15.5%	15.6%	15.6%	15.6%
Affordable	17.8%	17.8%	17.9%	17.8%
Total	17.2%	22.7%	24.1%	17.2%

Source: Pro Forma Advisors

Figure 6-1: Housing Demand Scenarios – Occupied Housing Units (2021 – 2035)



Source: Pro Forma Advisors

## 6.2 Office

The demand for office space in the County and Metro Area will be based on demand created by new jobs in industries that require office space. Given the recent flexibility in an employee's ability to work "remotely" the future demand for office space is somewhat speculative given that the required amount of space, in square feet, could change dramatically if people continue to work from home. Leading up to the global pandemic, office serving jobs have occupied less and less space on a per employee basis.

As noted in the office market analysis, there is relatively little office serving space in the Metro Area. The demand analysis uses California Employment Development Department 10-year projections by industry to estimate Countywide demand for industries that utilize office space. The total office space demand was then adjusted for office development under construction and structural vacancy. In total, it is estimated that 2.4 million square feet of office will be developed in the County per year and the Metro Area could capture its "fair share" or current allocation of office space, which is less than 0.5 percent of the Countywide total.

For general planning purposes, a range was provided based on a higher target and high range based on a more aggressive capture assumption. Given the total demand, limited traditional office development is possible in the community within the planning horizon.

Table 6-2: Office Demand (2021 - 2035)

	2021 - 2035 (Square Feet)		
	Low	Target	High
West Athens-Westmont	27,900	34,900	41,900
Metro Area	147,600	184,500	221,400
Los Angeles County Market	2,160,000	2,400,000	2,640,000

Source: Pro Forma Advisors

## 6.3 Retail

---

The retail demand model is based on a combination of existing spending assumed to be “leaking” outside the community as well as an assumed future capture of new resident spending. To estimate the retail surplus/leakage, potential sales (demand) from West Athens-Westmont’s residents and employees were estimated using the gross disposable income and typical worker spending, while taxable sales (supply) were estimated using information from ESRI business analyst. Finally, an adjustment of sales to supportable square feet was made, based on an estimate of sales productivity levels that could support new higher quality development.

New resident spending was determined using an average household income of \$100,000 for market rate units and \$60,000 for affordable units (2021 dollars). The spending was adjusted to reflect a household spend per capita based on County pro rata retail sales adjusted by income.<sup>11</sup> A further assumption was made that assumed the community could capture 30 percent of new retail sales, which reflects typical spending for local serving retail development.

A low retail demand estimate reflects the total recapture of lost sales and a high retail demand estimates reflects the recapture of lost sales plus demand from new households. In total, West Athens-Westmont has a moderate amount of retail demand over the next 15-years.

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<sup>11</sup> Review of the Bureau of Labor Statistics’ Consumer Expenditure Study as well as the Board of Equalization Sales and Use tax reports.

Table 6-2: Retail Demand (2021 - 2035)

	Commercial Retail Recapture Estimate (2021)	New Retail De- mand from Household Growth	Total Commercial Re- tail Demand	Low	High
West Athens-Westmont (Square Feet)					
Retail Trade	48,900	48,450	97,350	48,900	97,350
Food and Drink	5,100	8,550	13,650	5,100	13,650
Total	54,000	57,000	111,000	54,000	111,000
Metro Area (Square Feet)					
Retail Trade	158,100	281,350	439,450	158,100	439,450
Food and Drink	10,500	49,650	60,150	10,500	60,150
Total	168,600	331,000	499,600	168,600	499,600
West Athens-Westmont/Metro Area(Percent of Total)					
Retail Trade	30.9%	17.2%	22.2%	30.9%	22.2%
Food and Drink	48.6%	17.2%	22.7%	48.6%	22.7%
Total	32.0%	17.2%	22.2%	32.0%	22.2%

Source: Pro Forma Advisors

## 6.4 Key Takeaways

The following includes a bullet point summary of key takeaways from the section:

- Multi-family housing development should be encouraged at market and affordable levels within the community. Given the Vermont/Athens Station asset, additional consideration could be given for higher density development oriented around transit.
- Retail demand is moderate. Careful consideration should be given to community serving neighbor retail shopping center development.
- Office demand is sufficient to plan for a limited amount of new development.

## 7 Appendix

### 7.1 Sources

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Listed in report order:

[Los Angeles County Assessor](#)

[ESRI Business Analyst](#)

[METRO](#)

[US Census](#)

[California Employment Development Department](#)

[California Department of Finance](#)

[US Census \(OnTheMap\)](#)

[Los Angeles County \(Building Permit Data\)](#)

[Zillow](#)

[CoStar](#)



## 7.2 Demographic Data (ESRI)

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LOS ANGELES COUNTY

# EXISTING CONDITIONS REPORT: West Rancho Dominguez-Victoria

Socioeconomic Review and Market Assessment

December 2021

Prepared by



**Pro Forma**  
Advisors LLC

and

**DUDEK**



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# 1 Existing Conditions Introduction and Overview

## 1.1 Project Overview

---

Los Angeles County (County) is currently preparing the Metro Area Plan (Area Plan), which is one of 11 planning areas in the County. The Planning Area framework was adopted via the County's 2015 General Plan Update to effectively plan and regulate development in unincorporated areas across the nation's most populous County. There are seven unincorporated communities within the Metro Area Plan – West Athens - Westmont, West Rancho Dominguez – Victoria, Willowbrook, East Rancho Dominguez, Walnut Park, Florence-Firestone, and East Los Angeles. The Area Plan provides a once-in-a-generation opportunity for community members to share their vision for the area's future and provide input on the community's long-term goals and development opportunities.

## 1.1 Purpose of the Existing Conditions Report

---

This Existing Conditions Report represents the first major step in the process of creating the Area Plan. This report provides spatial information on existing conditions in the Metro Planning Area (Metro Area)<sup>1</sup> and its surrounding areas as well as an analysis of growth prospects and land demand. The Existing Conditions Report is used as a basis for:

- Facilitating community input on planning issues and visions during community workshops;
- Preparing alternative land use planning scenarios; and
- Formulating policies and implementation actions for the General Plan.

The focus is on resources, trends, and critical concerns to frame decision-making for the long-term physical development of the community. This report analyzes socioeconomic and real estate market dynamics in West Rancho Dominguez-Victoria (Existing Conditions Report).

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<sup>1</sup> This report only presents information for unincorporated areas.

## 2 Summary

### 2.1 Introduction

---

This report summarizes the socioeconomic and real estate market conditions and trends that will shape medium-<sup>2</sup> to long-term<sup>3</sup> growth opportunities in West Rancho Dominguez-Victoria and the greater Metro Area. The primary purpose of this socioeconomic review and market assessment is to inform, for planning purposes, the area's overall land use policy with respect to the type of development and land uses that could be effectively targeted during the planning horizon.

It is important to note that in the context of long-term planning, short-term market cycles have less relevance given a planning horizon stretching to 2035.<sup>4</sup> The conclusions discussed throughout this report are based on long-term data projections and an understanding of economic and market dynamics affecting the community and region. This report has been prepared for the County by Pro Forma Advisors as a sub-consultant to Dudek in support of the County's General Plan MAP update process.

### 2.2 Summary of Findings

---

The following key findings are provided to give a sense of future land use demand as well a review of key issues impacting future development in the city. These issues are explored from the socioeconomic and market perspective.

#### SOCIOECONOMIC FACTORS INFLUENCING DEVELOPMENT

Based on a review of historic and projected socioeconomic trends for the community, the following provides a summary of key issues to consider for future land use planning from a socioeconomic perspective.

---

<sup>2</sup> Five to 10 years.

<sup>3</sup> Over 10 years.

<sup>4</sup> This would include the short-term impacts of COVID-19.

## Growth

West Rancho Dominguez-Victoria is one of four communities within the Metro Area that have experienced population and housing growth at a rate below the region average. Given the community is largely built out, the number of new housing units delivered since 2000 has also been well below the Metro Area and County.

## Ethnic Composition

West Rancho Dominguez-Victoria has a diverse population with approximately 50 percent of its population identifying as Black. Less than 50 percent identify as being Hispanic and Latino/a compared with 84 percent in the larger Metro Area. While existing demographics do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities, and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the projected ethnic composition of the area's population might impact future land use decisions.

## Employment Base

West Rancho Dominguez-Victoria has experienced flat in-place employment since 2002, with a rate slower than the Metro Area and County. The area has the second highest employment base in the Metro Area. The majority of community jobs that have been lost since 2002 are in industries that support "Industrial" serving employment. There is a strong base of employment in many core industries. However, overall, the less educated in-place employees and residents tend to have jobs that pay less than the County. However, the significant base of industrial jobs appears to provide more middle-income wages than other areas within the Metro Area.

## Long-Term Land Use Demand

The following provides context regarding future development potential, given the anticipated market demand for various land uses as discovered in the market analysis. As shown below, an order-of-magnitude demand estimate for residential, retail, office land uses have been made for West Rancho Dominguez-Victoria through 2035.

This represents the target range of development that could be attracted over the Area Plan horizon. Based on the economic development goals of the County, a more aggressive capture of demand could be warranted. As such, these estimates should be considered preliminary for planning purposes.

Table 2-1: Demand Analysis Summary (2021 – 2035)

	Target (Rounded)
Housing (Units)	1,000
Market Rate	300
Affordable	600
Retail (Square Feet)	24,000
Office (Square Feet)	9,100

Source: Pro Forma Advisors

## 3 Geography and Land Use Overview

The following section presents a brief overview of West Rancho Dominguez-Victoria in relation to other geographical areas referred to within this report. It also summarizes existing land uses. A community's core assets such as open space, proximity to regional freeways, and reputation within the region are important attributes that impact future development and shape long-term land use planning.

### 3.1 Location Overview

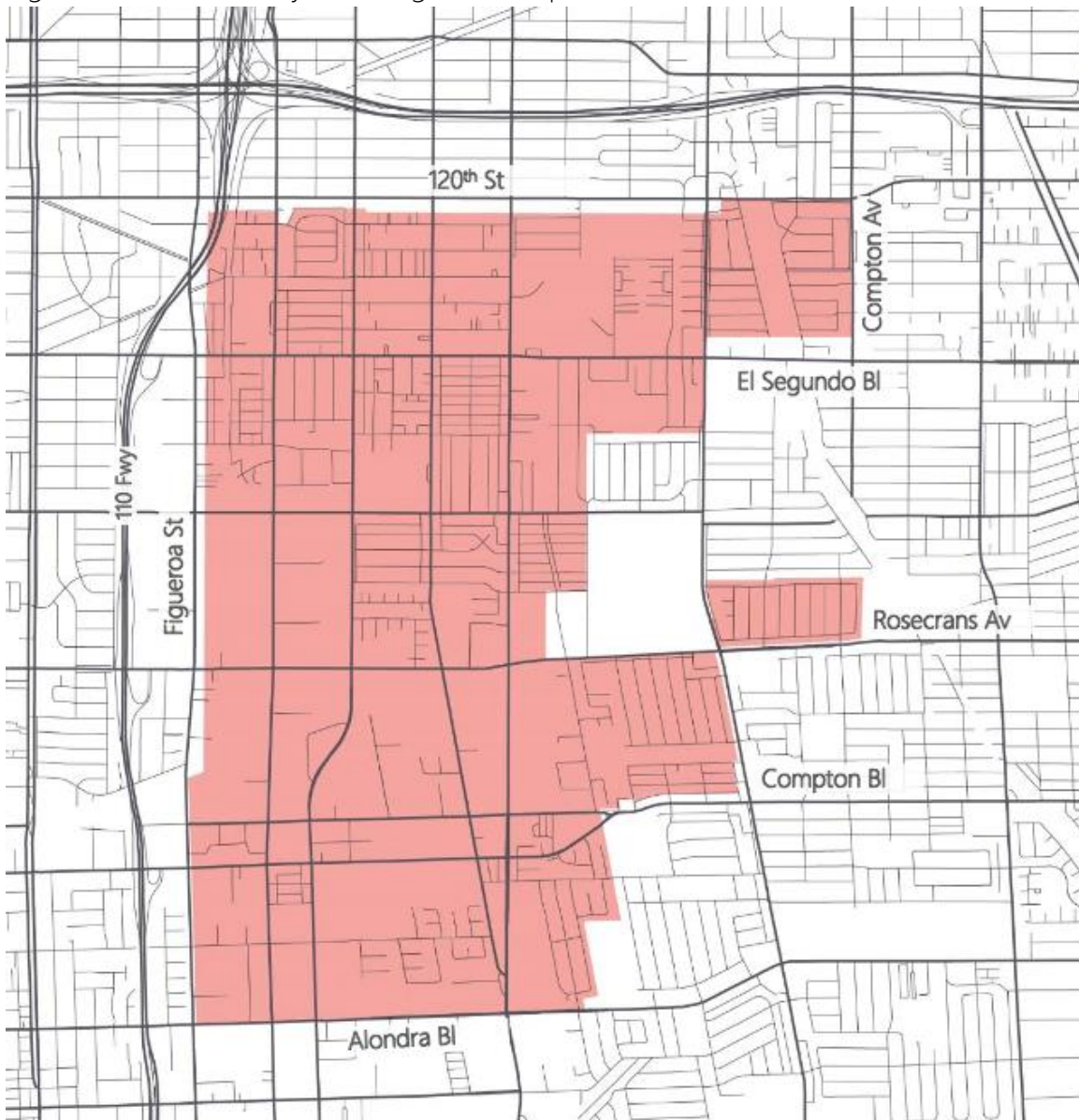
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Located near the center of the County, West Rancho Dominguez-Victoria is approximately 3.89 square miles in size. West Rancho Dominguez-Victoria is an unincorporated community and also a census designated place. For the purpose of this analysis, the area is generally bounded by 120<sup>th</sup> Street to the North, Figueroa Street to the West, and Alondra Boulevard to the South. A key locational asset is the Earvin "Magic" Johnson park.

West Rancho Dominguez-Victoria is one of seven communities within the larger Metro Area. It represents approximately 18 percent of the total Area Plan land area.

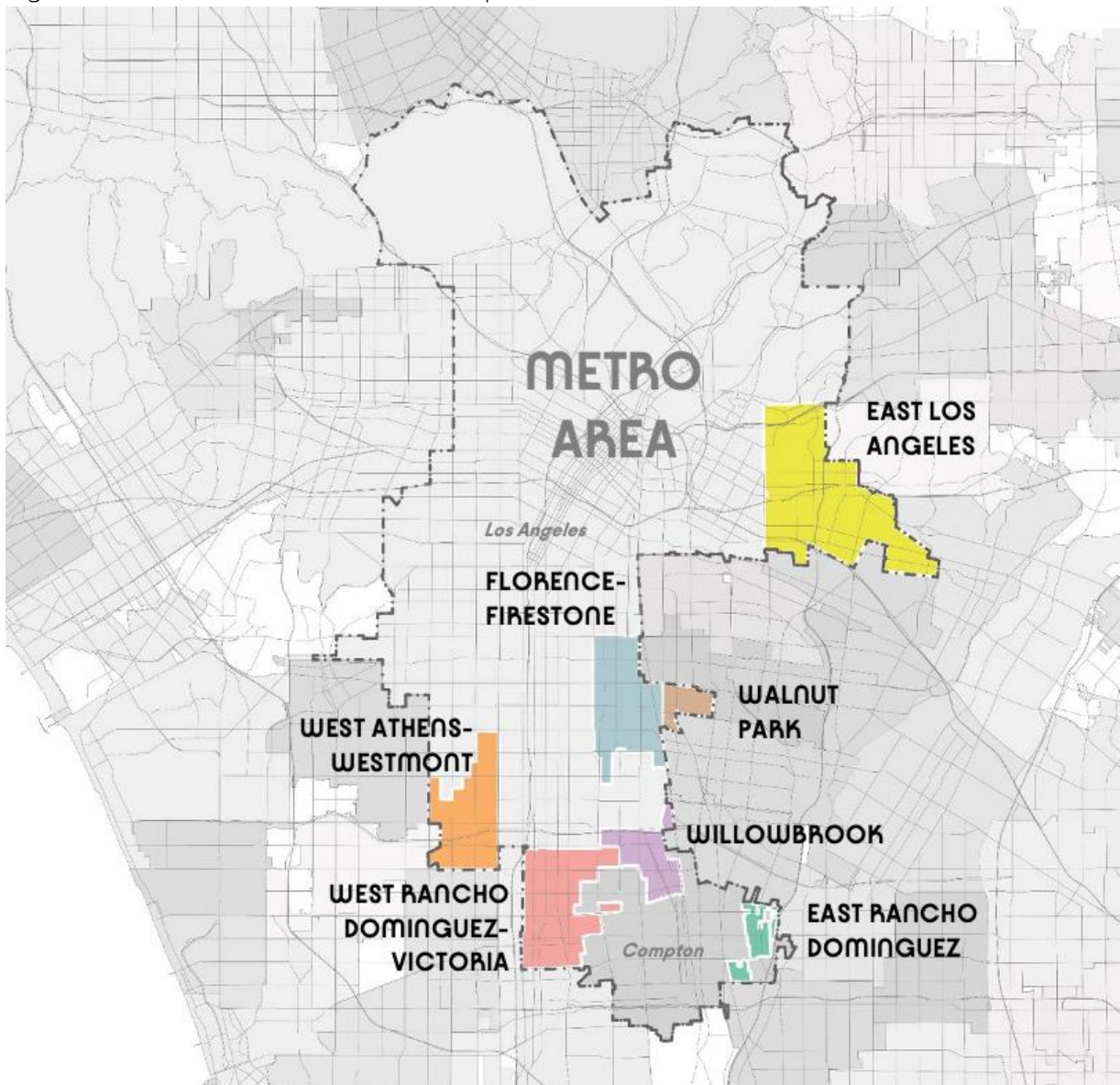


Figure 3-1: Community Planning Area Map



Source: Dudek

Figure 3-2: Metro Area Plan Area Map



Source: Dudek

## 3.2 Current Land Use

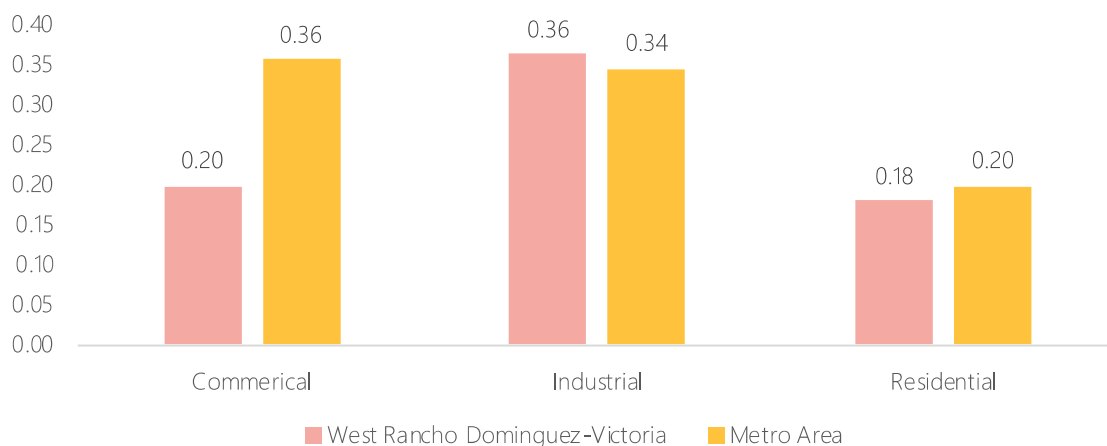
Excluding roads and other infrastructure, West Rancho Dominguez-Victoria has 3.36 square miles of publicly and privately held land. Residential land uses make up the majority of land in the community area, representing 44.2 percent of the total land and 33.4 percent of the built space. Commercial uses (inclusive of both retail and of-fice) represent about 4.0 percent of the total land and 4.8 percent of the built space due to the highest floor area ratio (FAR) among any of the land uses. The remaining land is comprised of industrial development, which unlike other areas in the Metro Area represent 60 percent of the built space and 40 percent of the land area, and other land uses (including government, institutional, etc.).

As it relates to the larger Metro Area, West Rancho Dominguez-Victoria represents:

- 7.6 percent of the of the commercial development;
- 70.7 percent of the industrial development; and
- 12.6 percent of the residential development.

The distribution of land use has a fairly consistent relationship to the Metro Area with higher than normal residential and other land use development and much lower proportional amount of industrial development and land.

Figure 3-3: FAR Comparison by Land Use



Source: Los Angeles County Assessor

Table 3-1: Land Use (2020)

	West Rancho Dominguez-Victoria		Metro Area		West Rancho/Metro Area	
	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)
Total						
Commercial	881,655	0.16	11,645,057	1.17	7.6%	13.6%
Industrial	13,524,299	1.34	19,139,479	2.00	70.7%	67.2%
Residential	7,440,557	1.48	59,273,588	10.77	12.6%	13.8%
Other	460,553	0.38	3,256,980	2.88	14.1%	13.0%
Total	22,307,064	3.36	93,315,104	16.82	23.9%	20.0%
Percent of Total/Index						
Commercial	4.0%	4.8%	12.5%	7.0%	31.7	68.1
Industrial	60.6%	39.9%	20.5%	11.9%	295.6	336.3
Residential	33.4%	44.2%	63.5%	64.0%	52.5	69.0
Other	2.1%	11.2%	3.5%	17.1%	59.2	65.3

Source: Los Angeles County Assessor

### 3.3 Transportation Access

From a regional perspective, West Rancho Dominguez-Victoria is easily accessible from Interstate 105 and 110. Given its central location within the larger Los Angeles Metropolitan Statistical Area it is estimated that there are over 10 million people living within a 30-mile radius, which includes major job centers. The West Rancho Dominguez-Victoria is also within a relatively short distance from Los Angeles International airport (LAX) as well as two shipping ports (Port of Los Angeles and Long Beach).

Figure 3-4: Regional Transportation Map



Source: ESRI Business Analyst; METRO, Pro Forma Advisors

### 3.4 Key Takeaways

---

The following includes a bullet point summary of key takeaways from the section:

- Land use patterns are dominated by industrial development;
- West Rancho Dominguez-Victoria is centrally located and is located approximately 13 miles south of Downtown; and
- The community benefits from excellent regional freeway access.



## 4 Socioeconomic Analysis

The future market demand for different land uses in West Rancho Dominguez-Victoria will be influenced by regional economic forces and market trends. This section analyzes the historic and projected socioeconomic trends for West Rancho Dominguez-Victoria, the Metro Area, and County that most influence land use potentials for future development. The following section provides summary level information on key population, household age, race and ethnic, and educational attainment trends that may affect future land use planning.<sup>5</sup>

### 4.1 Demographic Trends

---

The following section provides summary level information on key population and household, age, ethnicity, and educational trends that may affect future land use planning in the community.

#### POPULATION AND HOUSEHOLDS

Between the 2000 Census and the 2010, West Rancho Dominguez-Victoria gained approximately 120 residents. Since 2000, West Rancho Dominguez-Victoria's overall population growth has grown slightly slower than the Metro Area and slower than the County. Growth has been limited due to the fact that the area is largely built out and there are limited current opportunities for housing development.

Focusing on more recent population trends, ESRI Business Analysis estimates that the area's population will be flat over the next five years. Average household size is anticipated to stay high, with an average household size of 3.6. This household size is significantly higher than the County average (3.0).

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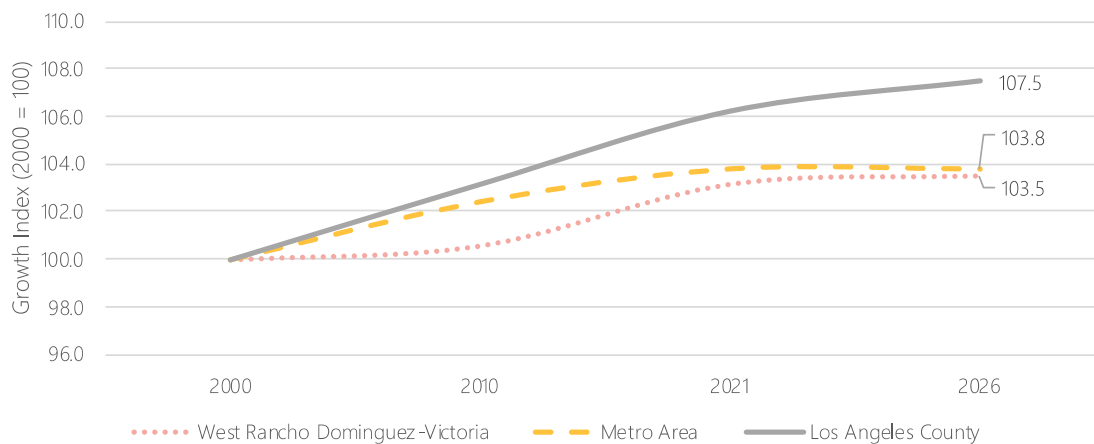
<sup>5</sup> Some of the socioeconomic data used in this analysis is provided by ESRI Business Analyst (ESRI). ESRI's economists, statisticians, demographers, geographers, and analysts produce independent small-area demographic and socioeconomic estimates and forecasts throughout the United States. The ESRI data was utilized for two main reasons: (1) The 2020 Census data was not available at the time the market data was gathered and (2) two of the neighborhoods' geographies (Willowbrook and West Athens-Westmont) did not match to their respective Census-designated place geographies. For these reasons, the ESRI 2021/2026 socioeconomic data was utilized to ensure consistent comparisons among all the areas analyzed herein.

Table 4-1: Population and Household Trends

	2000	2010	2021(e)	2026(e)
<b>Population</b>				
West Rancho Dominguez	21,566	21,689	22,243	22,317
Metro Area Region	299,561	306,772	310,857	310,826
Los Angeles County	9,519,135	9,818,605	10,108,711	10,229,558
<b>Households</b>				
West Rancho Dominguez	6,058	5,974	6,081	6,077
Metro Area Region	72,637	74,630	75,285	75,023
Los Angeles County	3,133,720	3,241,204	3,328,361	3,366,546
<b>Household Size</b>				
West Rancho Dominguez	3.5	3.6	3.6	3.6
Metro Area Region	4.1	4.1	4.1	4.1
Los Angeles County	3.0	3.0	3.0	3.0

Source: ESRI Business Analyst

Figure 4-1: Population Growth Index



Source: ESRI Business Analyst

## AGE

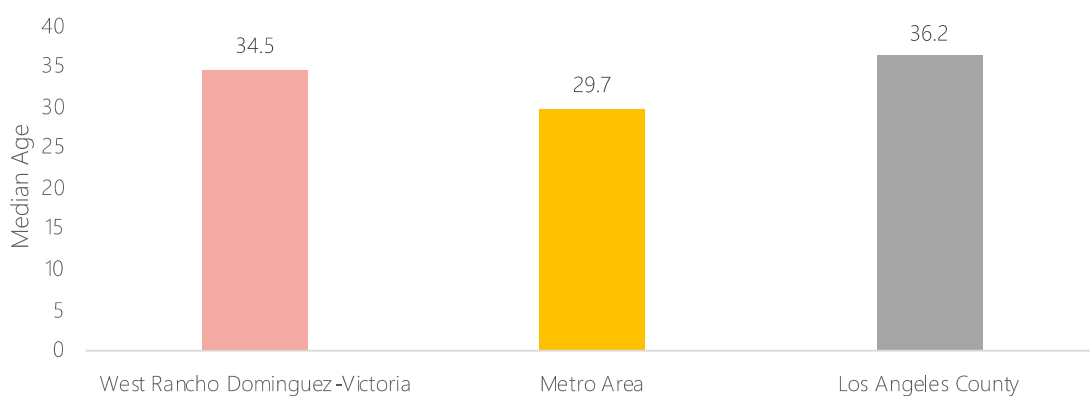
West Rancho Dominguez-Victoria's median age is 34.5, which is older than the Metro Area's median age (29.7) and slightly younger than the County's median age (36.2). By analyzing age cohorts, the area has an underrepresentation of age groups over 35 years. Conversely, there is a slight overrepresentation of the age cohort under 25 years old, whose shares are slightly higher than County. Otherwise, the community mostly aligns to the County's age distribution.

Table 4-2: Age Distribution by Geography (2021)

	West Rancho Dominguez-Victoria	Metro Area	Los Angeles County	West Rancho Dominguez-Victoria/Metro Area	West Rancho Dominguez-Victoria/County
Children/Young Adults (Under 24)	34.8%	41.1%	31.9%	84.6	109.0
Young Workers (25 to 34)	15.9%	17.5%	16.3%	90.8	97.4
Family Formation (35 to 54)	23.7%	23.4%	25.9%	101.2	91.4
Empty Nesters (55 to 74)	19.7%	14.4%	19.9%	136.7	98.9
Seniors (75+)	5.9%	3.5%	5.9%	168.4	99.9

Source: ESRI Business Analyst

Figure 4-2: Median Age by Geography (2021)



Source: ESRI Business Analyst

## RACE AND ETHNICITY

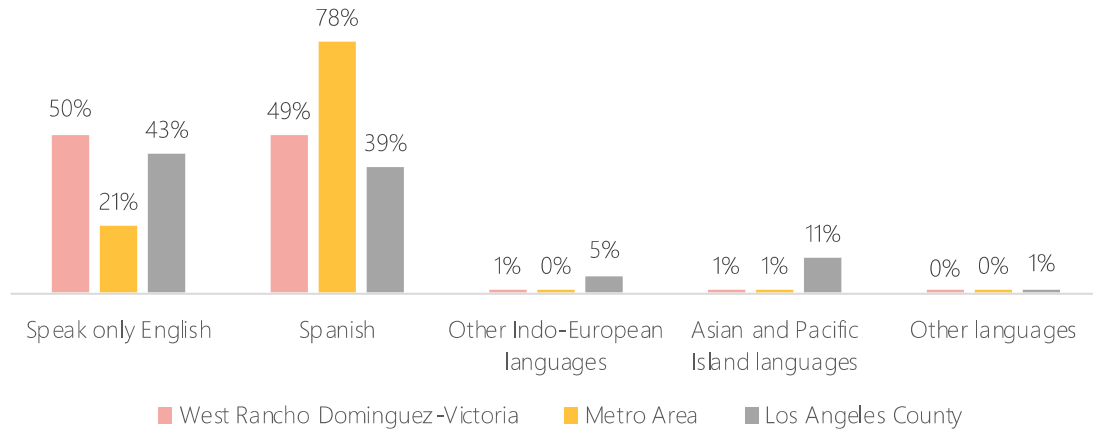
West Rancho Dominguez-Victoria has a diverse population. While race and ethnic composition do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the ethnic composition of the community's population might impact future land use decisions. West Rancho Dominguez-Victoria has a higher relative share of residents identifying as "Black alone," "some other race alone," and "Hispanic Origin." The concentration of those identifying as Black is approximately 3.5 times and over six times as high as the Metro Area and the County, respectively. Unlike other areas in the Metro Area that predominately identify as Latino/a, the community's Hispanic and Latino/a population reflects the larger County norms. This is also reflected in the fact that there is a relatively even split of speaking English or Spanish at home.

Table 4-3: Population by Race/Ethnicity (2021)

	West Rancho Dominguez- Victoria	Metro Area	Los Angeles County	West Rancho Dominguez- Victoria/ Metro Area	West Rancho Dominguez- Victoria/ County
White Alone	15.8%	38.6%	48.5%	40.9	32.6
Black Alone	49.4%	14.3%	8.2%	345.5	602.4
American Indian Alone	0.6%	0.9%	0.7%	66.7	85.7
Asian Alone	0.5%	0.7%	15.1%	71.4	3.3
Pacific Islander Alone	0.1%	0.1%	0.3%	100.0	33.3
Some Other Race Alone	30.5%	42.0%	22.4%	72.6	136.2
Two or More Races	3.2%	3.4%	4.9%	94.1	65.3
Hispanic Origin	48.3%	83.8%	48.9%	57.6	98.8

Source: ESRI Business Analyst

Figure 4-3: Language Spoken at Home (2019)



Source: US Census

## EDUCATION

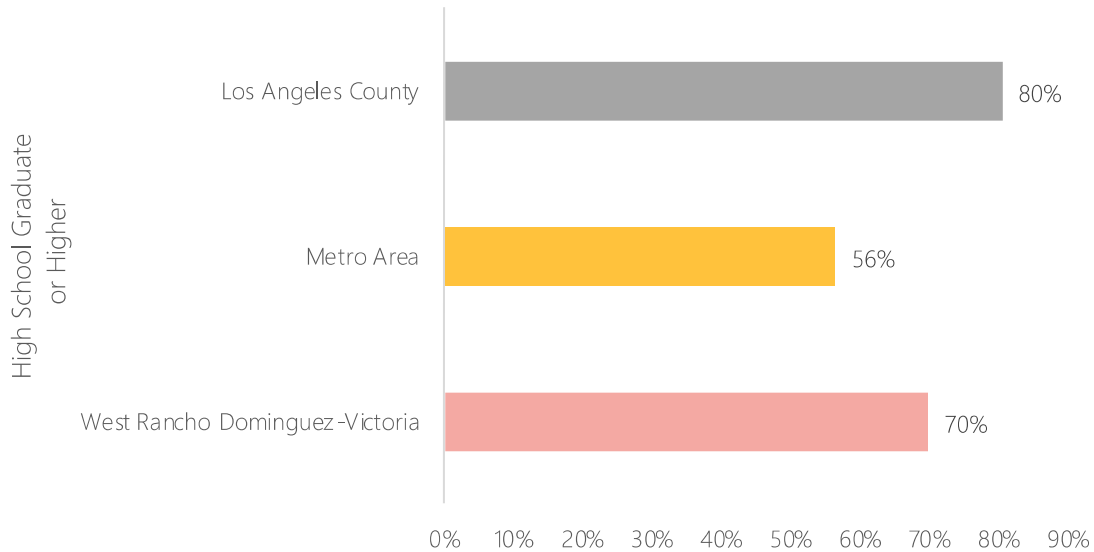
Levels of educational attainment are lower in both West Rancho Dominguez-Victoria and the Metro Area, in comparison to the larger County area. For the population 25 and older, 30 percent of the residents report a “less than high school education,” which is 1.5 times as high as the County. Similarly, there is an underrepresentation of community residents with “some college, associate degree” or a “bachelor’s degree or higher. If examining the percent of residents with a high school graduate or higher level of education, West Rancho Dominguez-Victoria is below the Countywide educational attainment level of 80 percent but significantly higher than the Metro Area (56 percent)

Table 4-4: Population 25+ by Educational Attainment (2021)

	West Rancho Dominguez-Victoria	Metro Area	Los Angeles County	West Rancho Dominguez-Victoria/Metro Area	West Rancho Dominguez-Victoria/County
Less than High School graduate	30%	44%	20%	69.3	154.9
High School Graduate (w/ equivalency)	25%	25%	21%	98.4	121.4
Some College, Associate Degree	32%	22%	25%	146.1	126.5
Bachelor's Degree or higher	13%	9%	35%	140.7	37.1

Source: ESRI Business Analyst

Figure 4-4: Percent of Population 25+ with High School Degree (2021)



Source: ESRI Business Analyst

## 4.2 Key Demographic Takeaways

The following includes a bullet point summary of key takeaways from the section:

- West Rancho Dominguez-Victoria has had moderate population growth compared to the County, but low in absolute terms.
- The community has a high percentage of families<sup>6</sup>, with larger household sizes and a younger population.
- The area is largely comprised of people identifying as Black.
- West Rancho Dominguez-Victoria has over 1.5 times the expected share of residents with less than a high school education compared to the education attainment of the population 25 or older in the County, but education levels significantly higher than the Metro Area.

<sup>6</sup> The US Census and ESRI define a family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family.



## 4.3 Economic Trends

The following section provides summary level information on various aspects of employment and industry composition that will impact the demand for future commercial land in the community.

### HOUSEHOLD INCOME

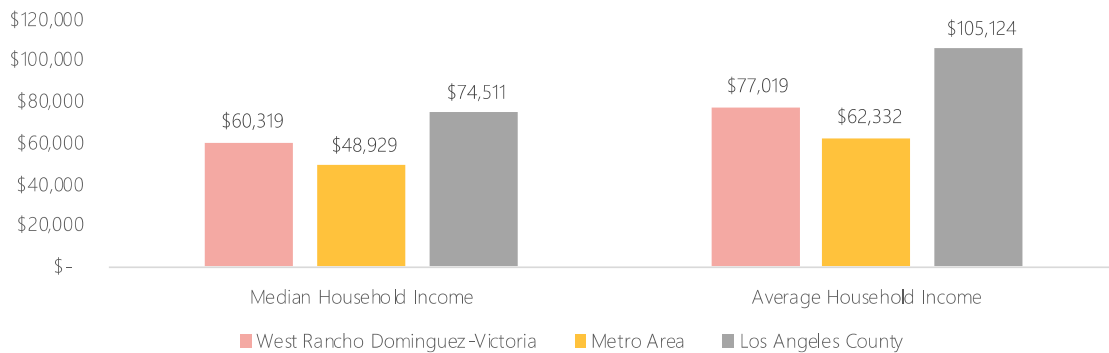
West Rancho Dominguez-Victoria's median household income is approximately \$60,300, which is significantly higher than the Metro Area (\$48,900) and lower than the County (\$74,500). The household income projections, provided by ESRI Business Analyst, suggest that the community median income should rise at a rate consistent with the Metro Area and County over the next five years (2021 – 2026). The incomes of West Rancho Dominguez-Victoria's households tend to be more concentrated in household income cohorts between \$50,000 and \$75,000 than the County. Consistent with a lower median and average household income, there is a smaller share of household's making over \$100,000 in compared with the larger County region, but higher than the Metro Area.

Table 4-5: Household Income by Income Cohort (2021)

	West Ran- cho Dominguez- Victoria	Metro Area	Los Angeles County	West Rancho Dominguez- Victoria/ Metro Area	West Rancho Dominguez- Victoria/ County
<\$15,000	12.9%	13.7%	9.7%	94.2	133.0
\$15,000 - \$24,999	9.2%	11.3%	7.4%	81.4	124.3
\$25,000 - \$34,999	6.6%	10.8%	7.3%	61.1	90.4
\$35,000 - \$49,999	11.0%	15.1%	10.1%	72.8	108.9
\$50,000 - \$74,999	20.2%	19.1%	15.8%	105.8	127.8
\$75,000 - \$99,999	13.9%	12.2%	12.7%	113.9	109.4
\$100,000 - \$149,999	15.8%	12.2%	17.1%	129.5	92.4
\$150,000 - \$199,999	6.7%	3.6%	8.6%	186.1	77.9
\$200,000	3.8%	2.0%	11.5%	190.0	33.0

Source: ESRI Business Analyst

Figure 4-5: Median and Average Household Income (2021)



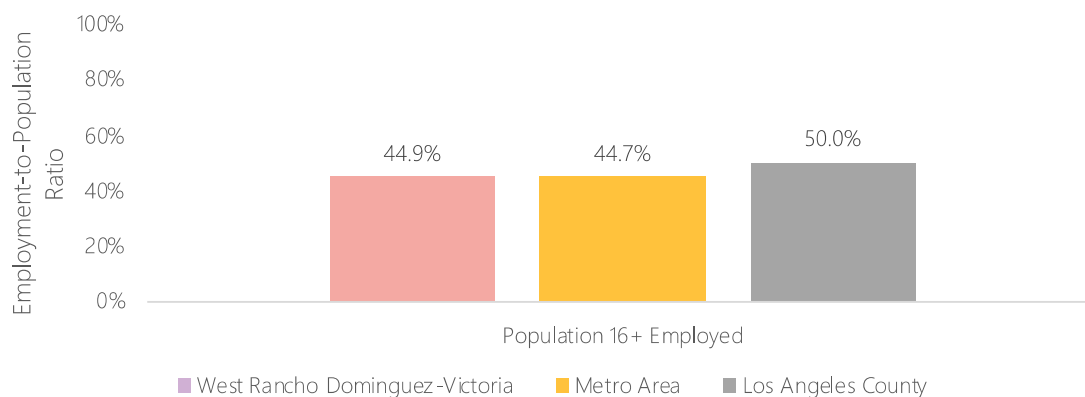
Source: ESRI Business Analyst

## EMPLOYMENT

Employment is examined in terms of unemployment rates, jobs (in-place employment), worker area profile, and industry composition. A critical barometer in evaluating demand for commercial office and industrial (workplace) real estate is employment growth. The following tables and graphs highlight relevant employment trends and forecasts. Sectoral (industry) analysis lends insight into industry growth and contraction patterns in a given geography.

There is no data available for unemployment at the community level. It is estimated that 44.9 percent of the population over 16 years of age are in the labor force, which is slightly lower than the Metro Area and approximately 6 percentage points lower than the County labor force participation.

Figure 4-7: Labor Force (2021)



Source: CA EDD, CA Department of Finance

## IN-PLACE EMPLOYMENT

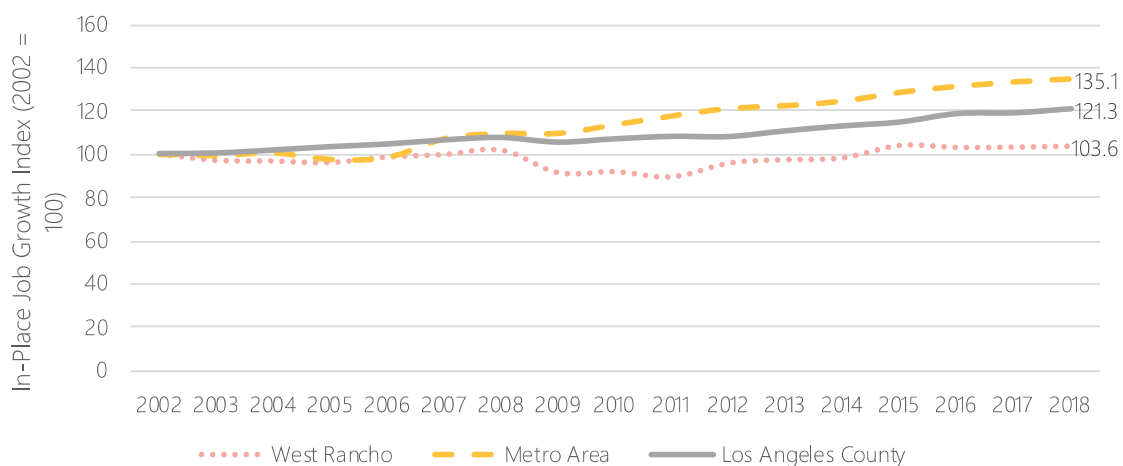
### Jobs

The previously provided information regarding income, unemployment, and the area's labor force are based on the community's residents. The following analysis examines jobs located in the community that may or may not be held by community residents. An evaluation of the primary "in-place" employment is important as it impacts the range of demand that can be projected for future commercial serving land uses.

Primary jobs<sup>7</sup> rose slightly from 2002 to 2018, leading up to the COVID-19 related recession. However, West Rancho Dominguez-Victoria saw relatively no in-place employment growth over the time period.

Based on the OnTheMap employment data, approximately three percent of the area's in-place employment is from residents that both live and work in the community. Similar to other areas within the County, West Rancho Dominguez-Victoria has a high number of its residents commuting long distances to work. There were approximately 15,800 primary jobs in the community in 2018, which is the most recent year of the Quarterly Census of Employment and Wages in-place employment data available for analysis.

Figure 4-8: In-Place Employment Index (2002 - 2018)



Source: US Census (OnTheMap)

<sup>7</sup> A total job is defined as all jobs, which include all public or private sector jobs (potentially more than one job per worker). For example, if a person had two part-time jobs, then the primary job would be the highest paying job for that worker. Typically there is not significant variation in primary and total jobs except in economies with significant portions of the labor force engaged in part-time employment (e.g. tourist economies).

Table 4-6: Employment Efficiency (2018)

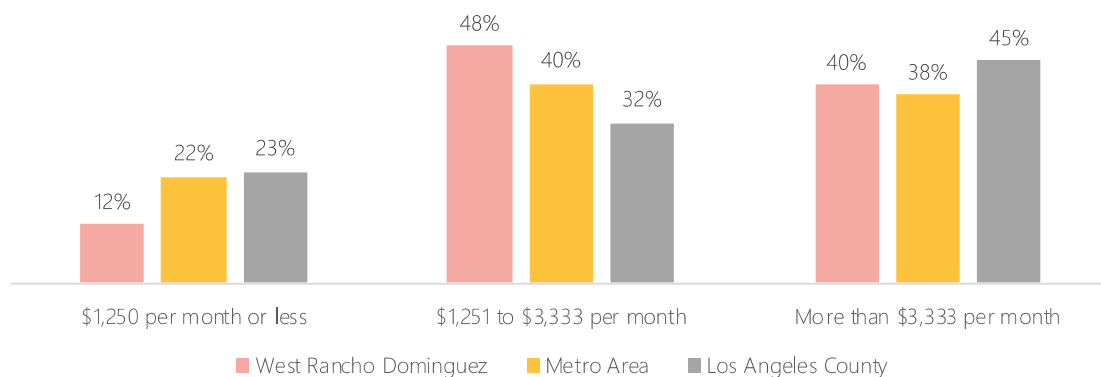
	West Ran- cho Dominguez- Victoria	Metro Area	Los Angeles County
In-Place Jobs	15,829	55,365	4,685,637
Employed and Living in the Area (Resident Workers)	3%	12%	77%
Employed and Living Outside the Area (In-Place Employees)	97%	89%	23%

Source: US Census (OnTheMap)

### Worker Area Profile

An evaluation of primary jobs in West Rancho Dominguez-Victoria reveals some noteworthy characteristics. Unlike the area's resident age distribution, the employment base does not deviate much from observed County ratios of jobs by age. As shown, the percentage of middle-income paying jobs yielding \$1,250 to \$3,333 per month or less are almost 50 percent of all jobs located in West Rancho Dominguez-Victoria. The lack of a presence of lower paying jobs in West Rancho Dominguez-Victoria is a positive indicator. Similarly, the educational attainment of in-place jobs in the area tends to be lower than County, but generally in line with the Metro Area.

Figure 4-6: In-Place Employment by Earnings (2018)



Source: US Census (OnTheMap)

Table 4-7: In-Place Employment by Educational Attainment (2018)

	West Ran- cho Dominguez- Victoria	Metro Area	Los Ange- les County	West Rancho Dominguez- Victoria/Metro Area	West Rancho Dominguez- Victoria/ Los Angeles County
Less than high school	26%	24%	16%	109.3	162.6
High school or equivalent, no college	19%	17%	16%	111.6	121.4
Some college or Associate degree	23%	22%	23%	100.9	98.6
Bachelor's degree or advanced degree	15%	18%	24%	87.5	64.9
Educational attainment not available	17%	19%	22%	88.6	78.5

Source: US Census (OnTheMap)

## Location Quotient Analysis

The location quotient (LQ) is a tool that measures the relative concentration of different industries in specific localities relative to a larger level of geography. In most cases, the LQ would compare a county to a state or national level of employment concentration. However, it is useful to get a proxy for relative employment concentration among industries within a sub-regional level geography. The calculation helps evaluate West Rancho Dominguez-Victoria's strength or weakness in a given industry, relative to the County as a whole. A concentrated (high) LQ means that a given industry is represented more than one would expect, given its total level of employment. The following describes the LQ:

- $LQ > 1.0$  means that an industry is more concentrated in West Rancho Dominguez-Victoria than in the County.
- $LQ < 1.0$  means that an industry is less concentrated in West Rancho Dominguez-Victoria than in the County.
- $LQ = 1.0$  means that an industry is equally concentrated in West Rancho Dominguez-Victoria as in the County.

Because industries with a LQ greater than one indicates relatively high production of a particular service, it is likely that some amount of that industry is being exported. Employment in that industry (or the portion of employment that causes the LQ to exceed 1.0) is then assigned to the economic base and is given credit for supporting the economy as a whole. Conversely, if an industry has a LQ less than one, it is assumed to be a local-serving or non-basic industry. For economic development purposes, it is often useful to focus on the outlier industries with a LQ greater than 1.25 or less than 0.75. The assumption is that industries falling within 0.75 and 1.25 are probably producing at levels sufficient to meet local demand in the local area. There are high concentration of jobs in the Construction, Manufacturing and Transportation, and Warehousing industries consistent with the large amount of industrial land uses in the area.



Table 4-8: In-Place Employment Change by Industry (2002, 2018)

Industry	West Rancho Dominguez-Victoria (2002)	West Rancho Dominguez-Victoria (2018)	Numeric Change (2002 - 2018)	Location Quotient
Agriculture, Forestry, Fishing and Hunting	41	37	-4	2.61
Mining, Quarrying, and Oil and Gas Extraction	3	0	-3	0.00
Utilities	8	23	15	0.23
Construction	1,664	1,477	-187	2.89
Manufacturing	7,787	6,267	-1,520	5.35
Wholesale Trade	1,775	1,471	-304	1.83
Retail Trade	632	599	-33	0.40
Transportation and Warehousing	1,438	2,505	1,067	3.66
Information	2	14	12	0.01
Finance and Insurance	34	32	-2	0.06
Real Estate and Rental and Leasing	25	49	24	0.16
Professional, Scientific, and Technical Services	142	282	140	0.26
Management of Companies and Enterprises	86	189	103	0.80
Admin. & Support, Waste Mgmt. and Remediation	474	868	394	0.85
Educational Services	51	393	342	0.31
Health Care and Social Assistance	303	1,117	814	0.44
Arts, Entertainment, and Recreation	49	40	-9	0.11
Accommodation and Food Services	450	332	-118	0.22
Other Services (excluding Public Administration)	310	132	-178	0.24
Public Administration	0	2	2	0.00
Total	15,274	15,829	555	1.00

Source: US Census (OnTheMap)

## 4.4 Key Economic Takeaways

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The following includes a bullet point summary of key takeaways from the section:

- West Rancho Dominguez-Victoria households tend to have higher incomes than the Metro Area.
- Between 2002 and 2018, West Rancho Dominguez-Victoria's in-place jobs have grown slower than the Metro Area and the County.
- In-place jobs tend to have higher middle-class wages and lower educational level as compared with the countywide average.

## 5 Real Estate Market

The following provides an overview of historic trends for residential, office, and retail land uses.<sup>8</sup> Historic market trends have been examined to more accurately determine the potential for future land uses and associated development desired in the Area Plan General Plan Update. Once again, trends for the community, Metro Area, and County have been analyzed for comparison purposes. Various recognized submarket area<sup>9</sup> definitions are used in the commercial real estate analysis. It is important to note that this analysis does not attempt to replace the County's Housing Element or prior planning. Rather, it is provided to include additional and updated market information.

### 5.1 Residential

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Demand for residential housing will be a byproduct of employment and population growth throughout the County. The following sections examine the regional market conditions for rental and for-sale residential properties as well as more localized information pertaining to residential potential in the community.

#### INVENTORY

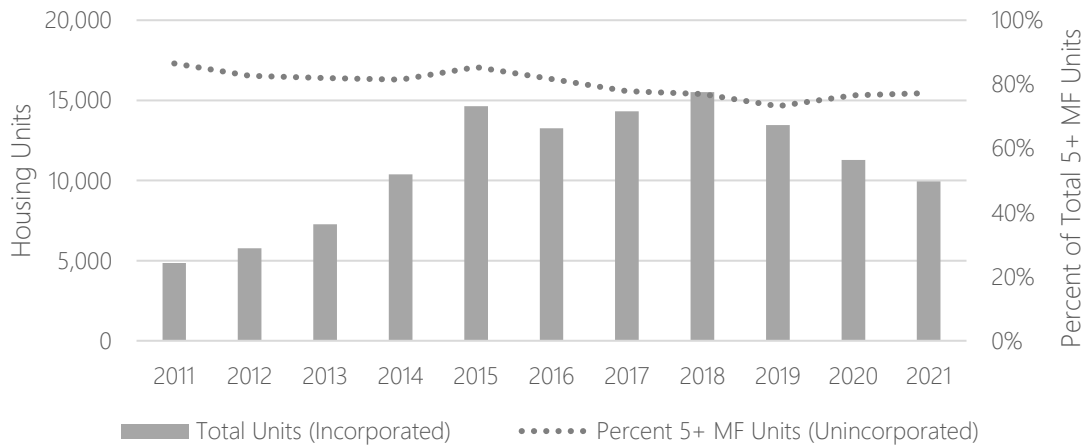
According to ESRI Business Analyst, West Rancho Dominguez-Victoria has approximately 6,700 housing units, which represent about 8.3 percent of the Metro Area. Examining building permit data for the County over the last 10 years (Figure 5-1), an average of 11,000 units were delivered annually with approximately 80 percent of permits being 5 or more multi-family units in the unincorporated areas.

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<sup>8</sup> Pro Forma Advisors has not analyzed the market for future industrial uses as it appears to be inconsistent with the MAP vision. Future analysis may explore strategies to transition underperforming industrial land to more compatible land uses within the MAP communities.

<sup>9</sup> Submarket areas are specific geographic boundaries that serve to delineate a core group of buildings that are competitive with each other and constitute a generally accepted primary competitive set or peer group.

Figure 5-1: Building Permit Data (2011 - 2021)

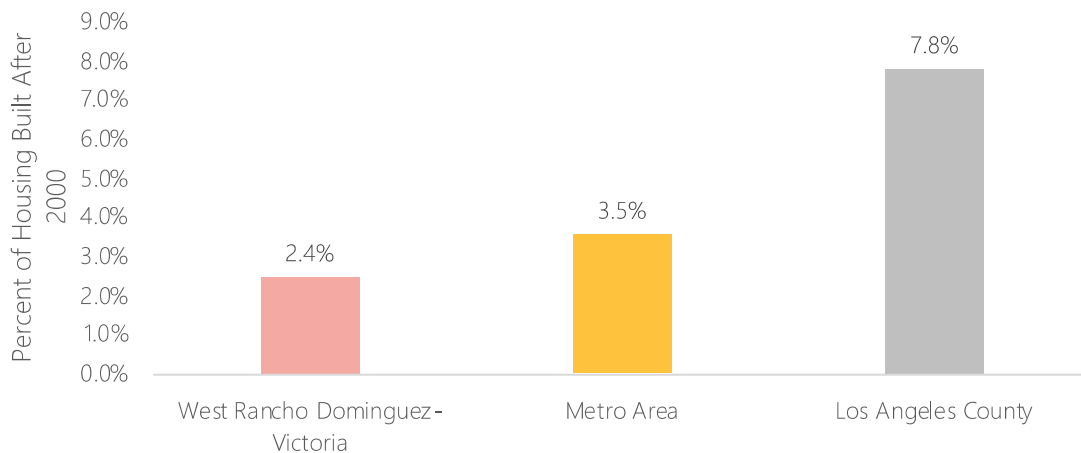


Source: Los Angeles County

## AGE

Approximately 84 percent of the housing was built before 1970. Over the next three decades 14 percent of housing was constructed. West Rancho Dominguez-Victoria has experienced minimal new residential development since 2010. In fact, approximately 2.5 percent of all housing stock was built after 2000 (Figure 5-2). This rate of new housing is below both the Metro Area and County.

Figure 5-2: Housing Built Since 2000 (Relative to Total Housing Stock)

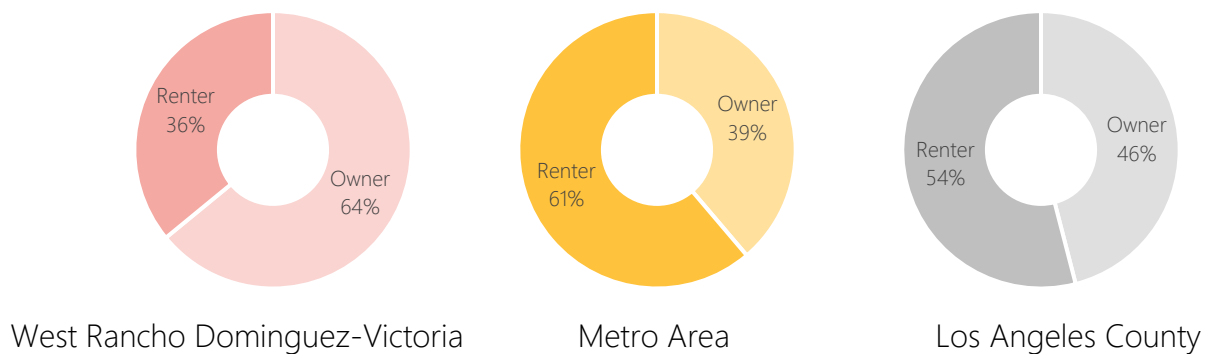


Source: US Census

## TENURE

West Rancho Dominguez-Victoria has a smaller share of renter-occupied housing in comparison to the County. Based on 2019 estimates, approximately 36 percent of the housing is renter-occupied. The ratio of owner-to-renter is higher than the Metro Area with a larger number of residents in owner occupied units. Housing vacancy characteristics do not show much variability from the Metro Area or County, where vacant properties typically make up a small percent of the housing stock.

Figure 5-3: Housing Tenure

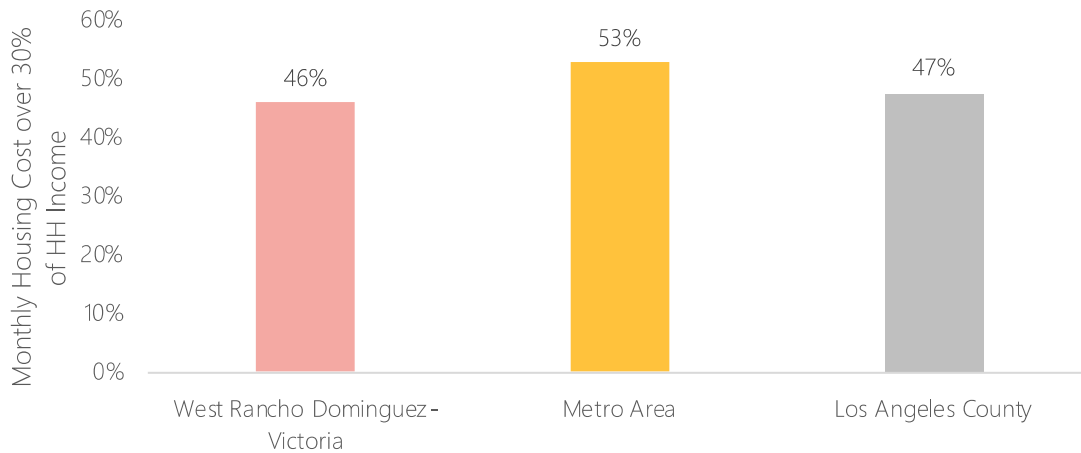


Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## COST BURDEN

The larger share of for-rent housing in the Metro Area has implications for the financial stability of residents, as renters do not grow wealth through home ownership, have typically lower household incomes, and are subject to sometimes unpredictable rent increases or eviction. Furthermore, apartment owners may defer maintenance and can target lower income renters who have few options in the marketplace. This impacts both quality of life of occupants and can contribute to the community's perception in the County. Approximately 46 percent of households in West Rancho Dominguez-Victoria pay more than 30 percent of their household incomes toward rent, which is commonly recognized as the share of household income beyond which rent becomes prohibitively expensive and affects other household expenditures.

Figure 5-4: Monthly Housing Cost Over 30 Percent of Income



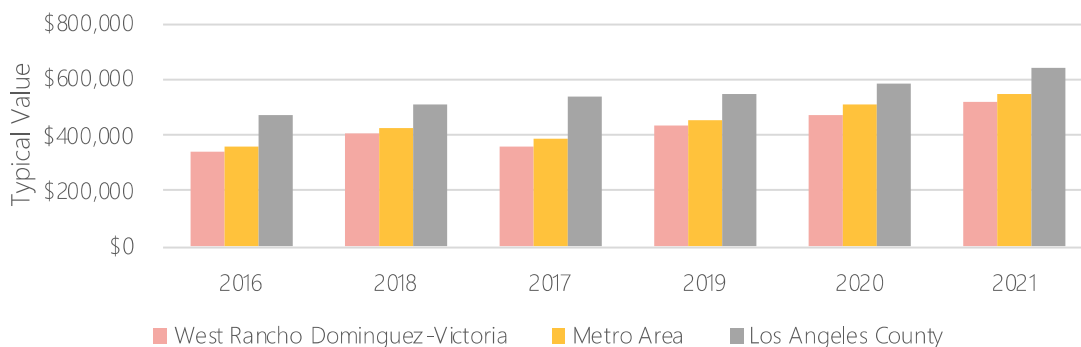
Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## PRICING

### For-Sale Pricing

In 2021, the typical condominium price in West Rancho Dominguez-Victoria was approximately \$517,000, which is \$122,000 less than the County (\$639,000). However, the compound annual growth rate (CAGR) for the community's for-sale housing has been 8.9 percent per year over the last five years. This rate is consistent with the Metro Area (9.2 percent), but significantly higher than the County CAGR of 6.3 percent since 2016. The community, like the County, has seen marked for-sale housing pricing increases as interest rates have remained low and housing production has not kept pace with demand.

Figure 5-5: Typical Condominium Value



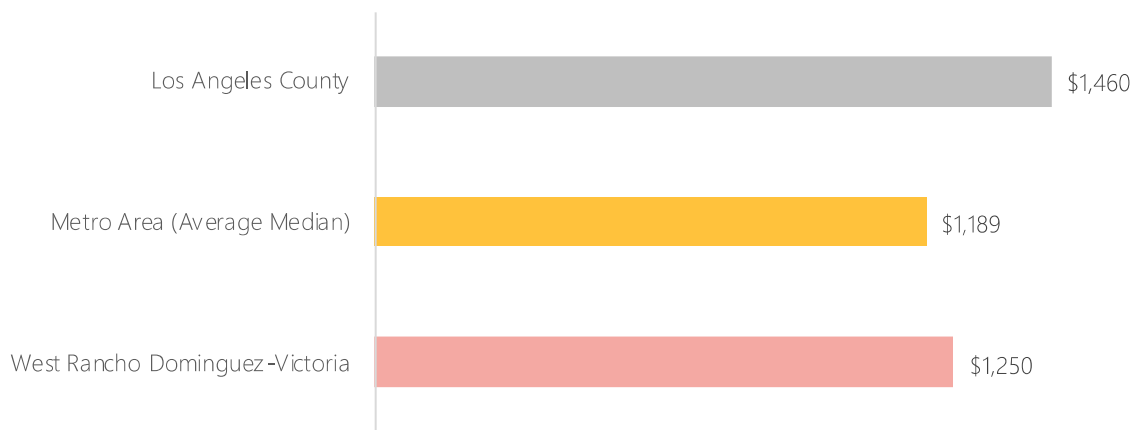
Source: Zillow



## For-Rent Pricing

According to the US Census, the typical monthly rental price (all units) is \$1,250 in West Rancho Dominguez-Victoria. This typical monthly rent is lower than the County and slightly higher than the Metro Area. Similar to the for-sale housing, rental rates in the County have increased because of an increased demand for housing. For-rent housing demand, unlike for-sale housing, may reflect evolving market preferences, affordability, or scrutiny on for-sale home mortgage lending standards. In general, the Metro Area's rental housing stock prices have not kept pace with the County due to a lack of new development, which often drives market prices up through higher quality and amenities.

Figure 5-6: Typical Monthly Rent (Median Gross Rent)



Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## Pipeline Development

There are no significant residential developments known to be under construction.

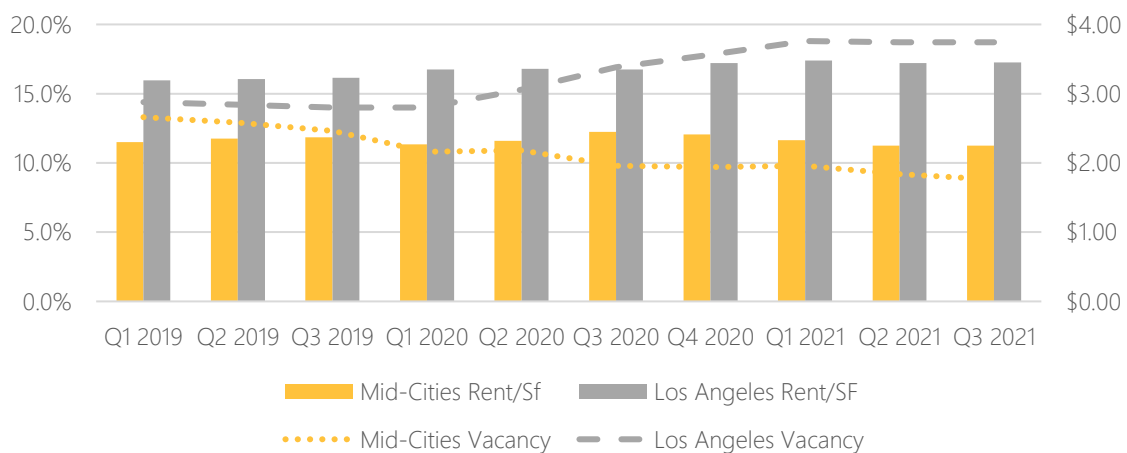
## 5.2 Office

Market potentials for office-related development within West Rancho Dominguez-Victoria will be a function of the particular attributes of the available land, adjacent land uses, and the regional economy and office market. Although the Los Angeles office market is comprised of many submarkets, each with potentially a distinct tenant profile, office space is typically highly substitutable, such that the potentials in any given market are determined by the strength of the regional office market. Thus, development activity, absorption, vacancy rates, and change in rental rates follow very similar patterns in most of the Los Angeles submarkets.

### FUNDAMENTALS

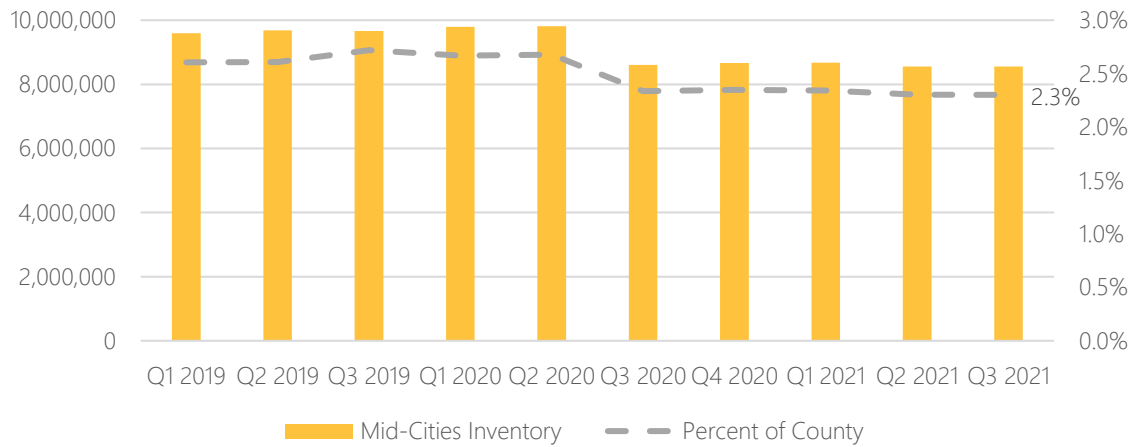
The Mid-Cities office market has 8.6 million square feet of office space, which has decreased by approximately one million square feet since Quarter 1 of 2019. Historically, the submarket has represented approximately 2.5 percent of the total County office market. The office vacancy rates have been lower than the larger County area over recent years. However, other submarkets have delivered high quality Class A space that often has a high vacancy rate because it is in the process being leased. As reflected in the average asking rent, the Mid-Cities area has lagged behind the average asking monthly rent largely due to its older office developments, most of which were delivered decades ago.

Figure 5-7: Regional Office Inventory (2019 - 2021)



Source: CoStar

Figure 5-8: Regional Office Trends (2019 – 2021)



Source: CoStar

#### LOCAL MARKET CONDITIONS

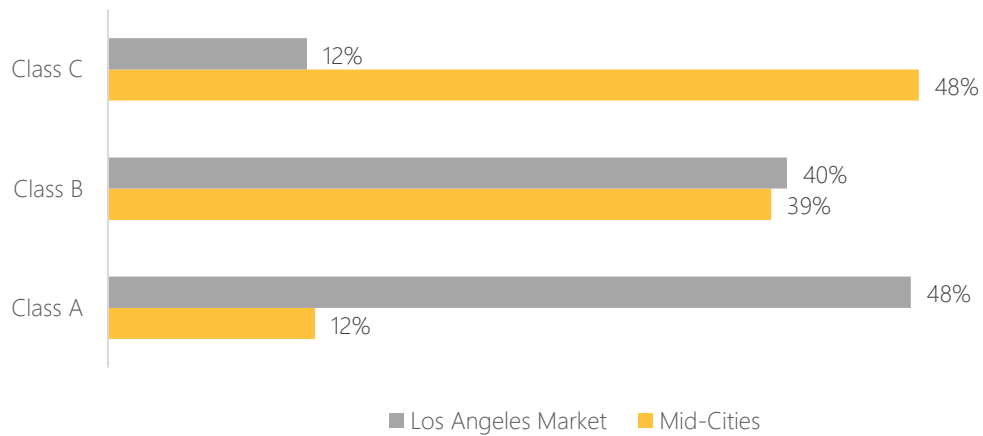
The Mid-Cities submarket has a significantly higher percent of Class C office space and relatively few Class A office developments. Once again, the County Assessor data was used to better understand the contemporary amount of commercial office development in the community.

Examples of office development include:

- Office Buildings; and
- Professional Building.

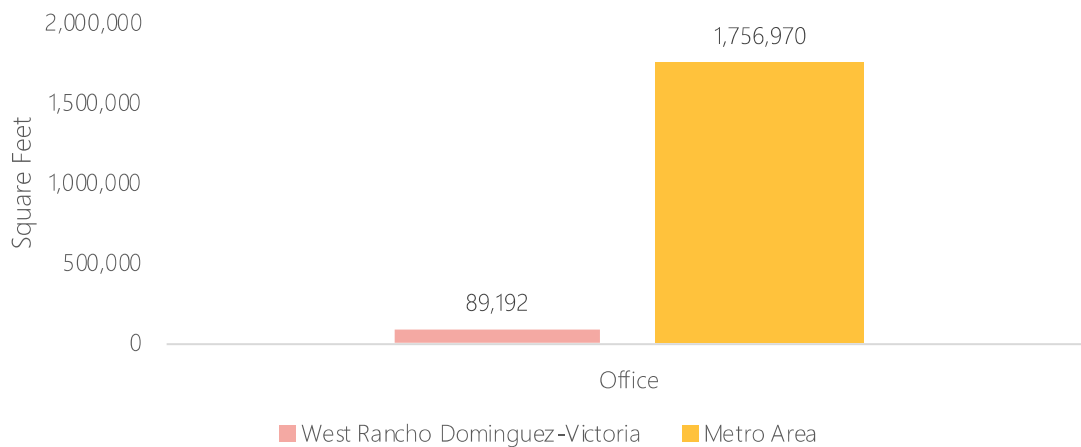
In total, there is an estimated 89,000 square feet of commercial office space, as defined above, which 5.1 percent of the Metro Area's 1.8 million square feet of commercial office development.

Figure 5-9: Office Inventory Comparison by Asset Class



Source: CoStar

Figure 5-10: Community and Metro Area Office Inventory (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant office developments known to be under construction.

## 5.3 Retail

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The retail sector occupies a prominent place in the economy because such a large portion of the United States' economic activity depends on consumer spending. The sales of retail goods and services generate a large number of jobs that provide employment for individuals across a wide range of skill and income levels. Retail real estate markets are more subject to obsolescence and more locally based than either commercial office or industrial markets.

### FUNDAMENTALS

Although historical data is incomplete for West Rancho Dominguez-Victoria, it is likely that the retail market parallels that of the Greater Mid-Cities market area with annual rents around \$19-26 NNN/year/square foot. Asking rents have historically been significantly below the larger County area. Vacancies, on the other hand, have remained low with a rate consistent with the larger County trend. In total, there is an estimated 12 million square feet of shopping center<sup>10</sup> space in the Mid-Cities submarket, which is about 9 percent of the total County inventory.

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<sup>10</sup> Shopping centers consist of the following:

General Retail: Typically are single tenant freestanding general-purpose commercial buildings with parking. Many single retail buildings fall into this use code, especially when they don't meet any of the more detailed use descriptions.

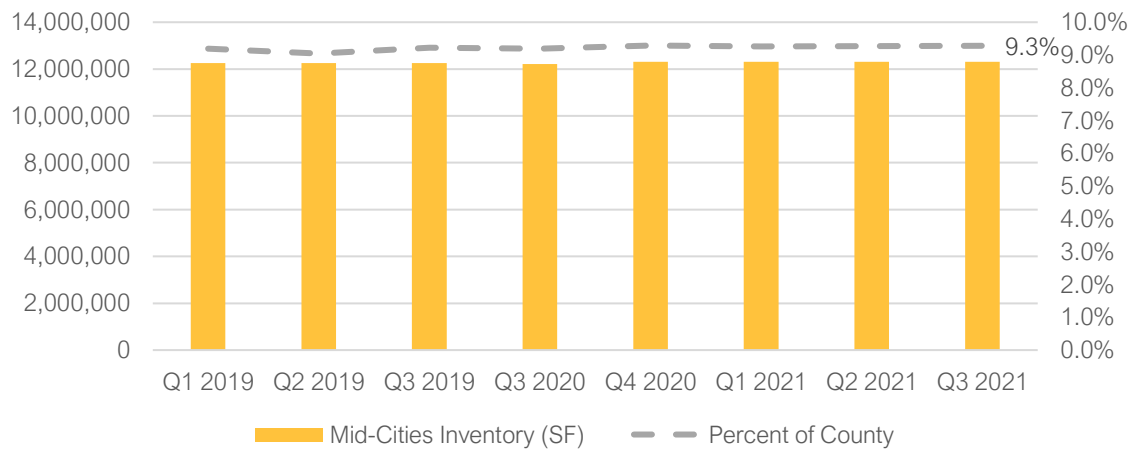
Mall: Provides shopping goods, general merchandise, apparel, and furniture, and home furnishings in full depth and variety. It is built around the full-line department store, with a minimum GLA of 100,000 square feet, as the major drawing power.

Power Center: Typically consists of several freestanding (unconnected) anchors and only a minimum amount of small specialty tenants 250,000–600,000 square feet.

Shopping Center: The combined retail center types of Community Center, Neighborhood Center and Strip Center, which have a range of 50,000 – 350,000 square feet with limited anchors.

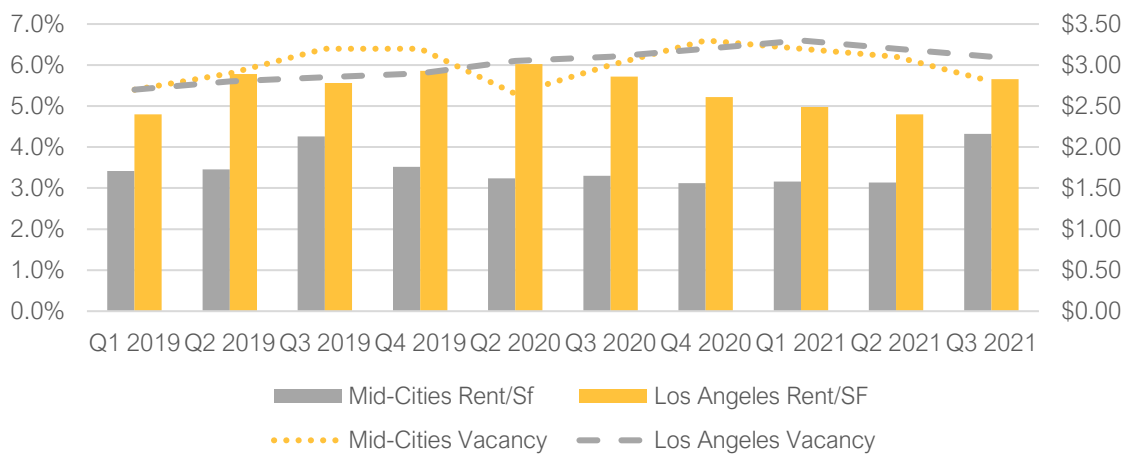
Specialty Center: The combined retail center types of Airport Retail, Outlet Center and Theme/Festival Center; which have a special market orientation and are unique in the market area.

Figure 5-11: Regional Retail Inventory (2019 - 2021)



Source: CoStar

Figure 5-12: Regional Retail Trends (2019 – 2021)



Source: CoStar



## LOCAL MARKET CONDITIONS

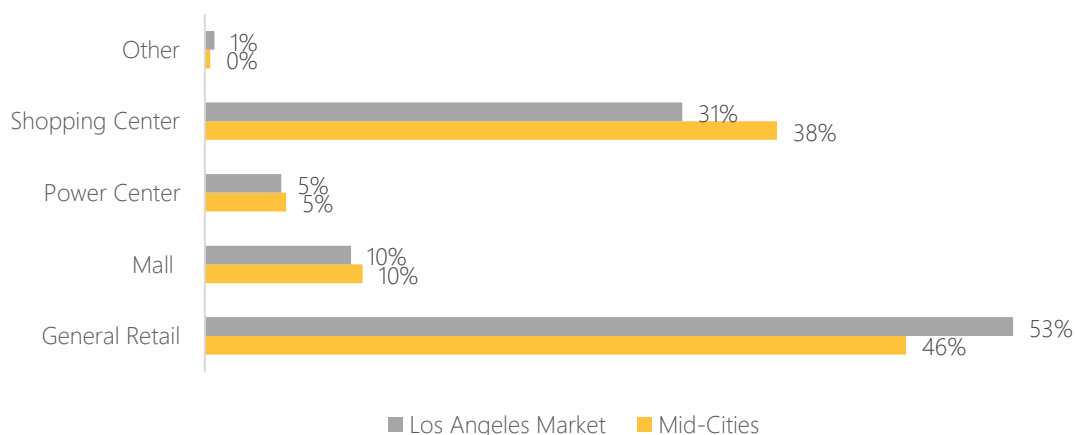
While the Mid-Cities submarket has a relatively consistent share of retail space by major retail development type, the local inventory in West Rancho Dominguez-Victoria is dominated by non-shopping center oriented development. The County Assessor data was used to better understand the contemporary amount of commercial retail development in the community. Specifically, the amount of retail that would provide goods to community residents.

Examples of these types of retailers include:

- Restaurants/Non-grocery Food and Beverage;
- Supermarkets/Grocery;
- General Stores;
- Shopping Centers; and
- Department Stores.

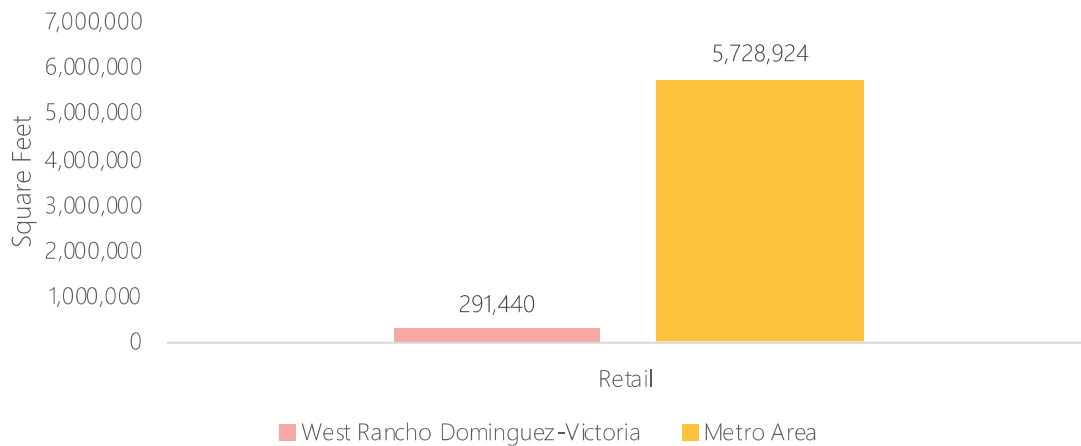
In total, there is an estimated 291,000 square feet of commercial retail space, as defined above, which is 5.1 percent of the Metro Area's 5.7 million square feet of commercial retail development.

Figure 5-13: Retail Inventory Comparison by Asset Class



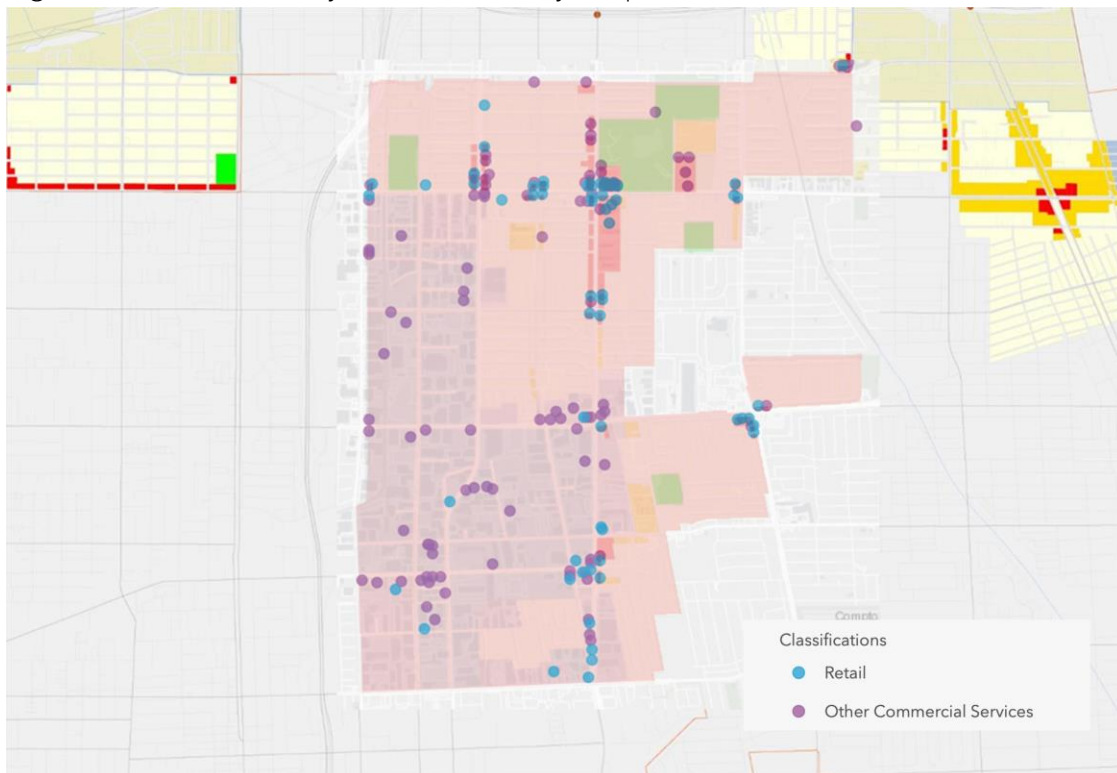
Source: CoStar

Figure 5-14: Community and Metro Area Retail Inventory (2020)



Source: Los Angeles County Assessor

Figure 5-15: Community Retail Inventory Map (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant retail developments known to be under construction.

## 6 Long-Term Land Use Demand

The following section provides long-term land use demand projections for the community. Given that specific sites and development opportunities will generate various levels of demand, the following is intended to give broad parameters regarding the potential level of new development in the city. From this, development and land use opportunities can be evaluated to determine the required level of site capture (e.g. market demand) and if it is reasonable to plan for within the next 15 years.

### 6.1 Residential

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Metro Plan residential projections are based on household estimates from ESRI and SCAG. The low range is based on historic growth (0.8 percent CAGR), the target growth is based on projected growth for all unincorporated areas in the County (1.2 percent CAGR), while the high growth reflects the adjusted SCAG projections using 2021 ESRI data. For planning purposes, a growth scenario between the target and high-range projection appears warranted unless the County desires creating higher density mixed-use residential development at key development opportunities adjacent to transit, as available in some Area Plan communities.

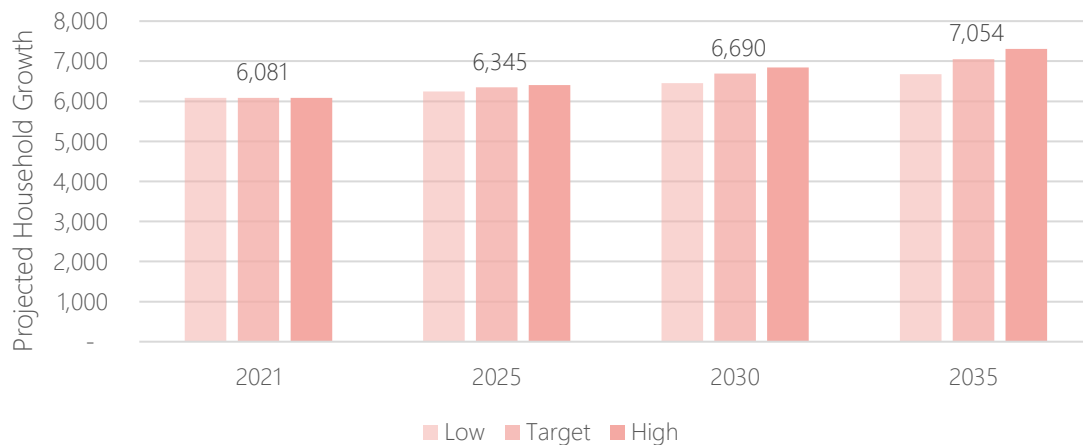
The total demand for new households was then further adjusted to account for a likely distribution of market rate and affordable housing units. In general, it is assumed 30 percent of the units are market while 70 percent are affordable throughout the Metro Area.

Table 6-1: Housing Demand by Time Period (2021 - 2035)

	2021-2025	2025-2030	2030-2035	2021-2035
West Rancho Dominguez-Victoria (Multi-Family Units)				
Market Rate	95	124	131	349
Affordable	169	222	233	624
Total	264	346	364	973
Metro Area (Multi-Family Units)				
Market Rate	1,055	1,393	1,480	3,928
Affordable	2,670	3,525	3,746	9,941
Total	3,725	4,918	5,226	13,869
West Rancho Dominguez-Victoria/Metro Area (Percent of Total)				
Market Rate	9.0%	8.9%	8.8%	8.9%
Affordable	6.3%	6.3%	6.2%	6.3%
Total	7.1%	9.3%	9.8%	7.0%

Source: Pro Forma Advisors

Figure 6-1: Housing Demand Scenarios – Occupied Housing Units (2021 – 2035)



Source: Pro Forma Advisors

## 6.2 Office

The demand for office space in the County and Metro Area will be based on demand created by new jobs in industries that require office space. Given the recent flexibility in an employee's ability to work "remotely" the future demand for office space is somewhat speculative given that the required amount of space, in square feet, could change dramatically if people continue to work from home. Leading up to the global pandemic, office serving jobs have occupied less and less space on a per employee basis.

As noted in the office market analysis, there is relatively little office serving space in the Metro Area. The demand analysis uses California Employment Development Department 10-year projections by industry to estimate Countywide demand for industries that utilize office space. The total office space demand was then adjusted for office development under construction and structural vacancy. In total, it is estimated that 2.4 million square feet of office will be developed in the County per year and the Metro Area could capture its "fair share" or current allocation of office space, which is less than 0.5 percent of the Countywide total.

For general planning purposes, a range was provided based on a higher target and high range based on a more aggressive capture assumption. Given the total demand, office development is unlikely in the community in the planning horizon without a non-market driven intervention or relocation of a build-to-suit tenant.

Table 6-2: Office Demand (2021 - 2035)

	2021 - 2035 (Square Feet)		
	Low	Target	High
West Rancho Dominguez-Victoria	7,300	9,100	11,000
Metro Area	147,600	184,500	221,400
Los Angeles County Market	2,160,000	2,400,000	2,640,000

Source: Pro Forma Advisors

## 6.3 Retail

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The retail demand model is based on a combination of existing spending assumed to be “leaking” outside the community as well as an assumed future capture of new resident spending. To estimate the retail surplus/leakage, potential sales (demand) from West Rancho Dominguez-Victoria’s residents and employees were estimated using the gross disposable income and typical worker spending, while taxable sales (supply) were estimated using information from ESRI business analyst. Finally, an adjustment of sales to supportable square feet was made, based on an estimate of sales productivity levels that could support new higher quality.

New resident spending was determined using an average household income of \$100,000 for market rate units and \$60,000 for affordable units (2021 dollars). The spending was adjusted to reflect a household spend per capita based on County pro rata retail sales adjusted by income.<sup>11</sup> A further assumption was made that assumed the community could capture 30 percent of new retail sales, which reflects typical spending for local serving retail development.

A low retail demand estimate reflects the total recapture of lost sales and a high retail demand estimates reflects the recapture of lost sales plus demand from new households. In total, West Rancho Dominguez-Victoria has a limited amount of retail demand over the next 15-years.

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<sup>11</sup> Review of the Bureau of Labor Statistics’ Consumer Expenditure Study as well as the Board of Equalization Sales and Use tax reports.



Table 6-2: Retail Demand (2021 - 2035)

	Commercial Retail Recapture Estimate (2021)	New Retail De- mand from Household Growth	Total Commercial Re- tail Demand	Low	High
West Rancho Dominguez-Victoria (Square Feet)					
Retail Trade	0	20,400	20,400	0	20,400
Food and Drink	0	3,600	3,600	0	3,600
Total	0	24,000	24,000	0	24,000
Metro Area (Square Feet)					
Retail Trade	158,100	281,350	439,450	158,100	439,450
Food and Drink	10,500	49,650	60,150	10,500	60,150
Total	168,600	331,000	499,600	168,600	499,600
West Rancho Dominguez-Victoria/Metro Area (Percent of Total)					
Retail Trade	0.0%	7.3%	4.6%	0.0%	4.6%
Food and Drink	0.0%	7.3%	6.0%	0.0%	6.0%
Total	0.0%	7.3%	4.8%	0.0%	4.8%

Source: Pro Forma Advisors

## 6.4 Key Takeaways

The following includes a bullet point summary of key takeaways from the section:

- Retail demand is limited. Careful consideration should be given to community serving neighbor retail shopping center development; and
- Office demand is not sufficient to plan for substantial new development.

## 7 Appendix

### 7.1 Sources

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Listed in report order:

[Los Angeles County Assessor](#)

[ESRI Business Analyst](#)

[US Census](#)

[California Employment Development Department](#)

[California Department of Finance](#)

[US Census \(OnTheMap\)](#)

[Los Angeles County \(Building Permit Data\)](#)

[Zillow](#)

[CoStar](#)

## 7.2 Demographic Data (ESRI)

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LOS ANGELES COUNTY

# EXISTING CONDITIONS REPORT: Willowbrook

Socioeconomic Review and Market Assessment

December 2021

Prepared by



**Pro Forma**  
Advisors LLC

and

**DUDEK**



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# 1 Existing Conditions Introduction and Overview

## 1.1 Project Overview

---

Los Angeles County (County) is currently preparing the Metro Area Plan (Area Plan), which is one of 11 planning areas in the County. The Planning Area framework was adopted via the County's 2015 General Plan Update to effectively plan and regulate development in unincorporated areas across the nation's most populous County. There are seven unincorporated communities within the Metro Planning Area (Metro Area)<sup>1</sup> – West Athens – Westmont, West Rancho Dominguez – Victoria, Willowbrook, East Rancho Dominguez, Walnut Park, Florence-Firestone, and East Los Angeles. The Area Plan provides a once-in-a-generation opportunity for community members to share their vision for the area's future and provide input on the community's long-term goals and development opportunities.

## 1.1 Purpose of the Existing Conditions Report

---

This Existing Conditions Report represents the first major step in the process of creating the Area Plan. This report provides spatial information on existing conditions in the Area Plan and its surrounding areas as well as an analysis of growth prospects and land demand. The Existing Conditions Report is used as a basis for:

- Facilitating community input on planning issues and visions during community workshops;
- Preparing alternative land use planning scenarios; and
- Formulating policies and implementation actions for the General Plan.

The focus is on resources, trends, and critical concerns to frame decision-making for the long-term physical development of the community. This report analyzes socioeconomic and real estate market dynamics in Willowbrook (Existing Conditions Report).

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<sup>1</sup> This report only presents information for unincorporated areas.

## 2 Summary

### 2.1 Introduction

---

This report summarizes the socioeconomic and real estate market conditions and trends that will shape medium-<sup>2</sup> to long-term<sup>3</sup> growth opportunities in Willowbrook and the greater Metro Area region. The primary purpose of this socioeconomic review and market assessment is to inform, for planning purposes, the area's overall land use policy with respect to the type of development and land uses that could be effectively targeted during the planning horizon.

It is important to note that in the context of long-term planning, short-term market cycles have less relevance given a planning horizon stretching to 2035.<sup>4</sup> The conclusions discussed throughout this report are based on long-term data projections and an understanding of economic and market dynamics affecting the community and region. This report has been prepared for the County by Pro Forma Advisors as a sub-consultant to Dudek in support of the County's General Plan Area Plan update process.

### 2.2 Summary of Findings

---

The following key findings are provided to give a sense of future land use demand as well a review of key issues impacting future development in the city. These issues are explored from the socioeconomic and market perspective.

#### SOCIOECONOMIC FACTORS INFLUENCING DEVELOPMENT

Based on a review of historic and projected socioeconomic trends for the community, the following provides a summary of key issues to consider for future land use planning from a socioeconomic perspective.

---

<sup>2</sup> Five to 10 years.

<sup>3</sup> Over 10 years.

<sup>4</sup> This would include the short-term impacts of COVID-19.

## Age

The community's population is young with a high composition of families with higher-than-average household sizes (4.6 people per household). This population's growth and transition into the labor force will provide unique challenges for the area if those children desire to live where they grew up. The market created from this demographic shift might require changes in the area's housing stock to provide opportunities for residents. Alternatively, changes in their housing preferences could create opportunities for other families wanting to move into the community.

## Employment Base

Willowbrook has experienced employment growth at a rate faster than the Metro Area and County. There is a strong base of employment in many core industries. Since 2002 the area added nearly 1,100 in-place jobs representing seven percent of all new jobs in the Metro Area. However, overall, the less educated in-place employees and residents tend to have jobs that pay less than the County.

## Retail Leakage

The community appears to experience retail expenditure leakage to neighboring areas in the region, or "retail leakage" due to the newer, large format retailers located in other areas of the County. Based on the analysis, the community could recapture 3.1 square feet per household for neighborhood serving retail development.<sup>5</sup> For the community to be economically viable over the long-term it should strive to continue expanding its retail base by creating a more diverse local serving retail environment to increase the market capture from its households within the community.

## Long-Term Land Use Demand

The following provides context regarding future development potential, given the anticipated market demand for various land uses as discovered in the market analysis. As shown below, an order-of-magnitude demand estimate for residential, retail, office/flex industrial land uses have been made for Willowbrook through 2035. This represents the target range of development that could be attracted over the Area Plan horizon. Based on the economic development goals of the County, a more ag-

---

<sup>5</sup> Retail development that provides for the sales of convenience goods (food, drugs, etc.) and personal services (laundry, dry cleaning, etc.) for day-to-day living needs of the immediate neighborhood.

gressive capture of demand could be warranted. As such, these estimates should be considered preliminary for planning purposes.

Table 2-1: Demand Analysis Summary (2021 – 2035)

	Target (Rounded)
Housing (Units)	1,200
Market Rate	400
Affordable	800
Retail (Square Feet)	45,900
Office (Square Feet)	3,500

Source: Pro Forma Advisors



## 3 Geography and Land Use Overview

The following section presents a brief overview of Willowbrook in relation to other geographical areas referred to within this report. It also summarizes existing land uses. A community's core assets such as open space, proximity to regional freeways, and reputation within the region are important attributes that impact future development and shape long-term land use planning.

### 3.1 Location Overview

---

Located near the center of the County, Willowbrook is approximately 1.68 square miles in size. Willowbrook is an unincorporated community and also a census designated place. For the purpose of this analysis, the area is generally bounded by Imperial Highway to the North and Alameda Street to the East. Major North/South thoroughfares include Willowbrook Avenue, Wilmington Avenue, and Compton Avenue. Major East/West thoroughfares include 120th Street and El Segundo Boulevard. Key locational assets include the Martin Luther King Jr. Outpatient Center and Charles R. Drew University of Medicine and Science, which oversees residency training programs, allied health programs, a medical education program, and various centers for health disparities research.

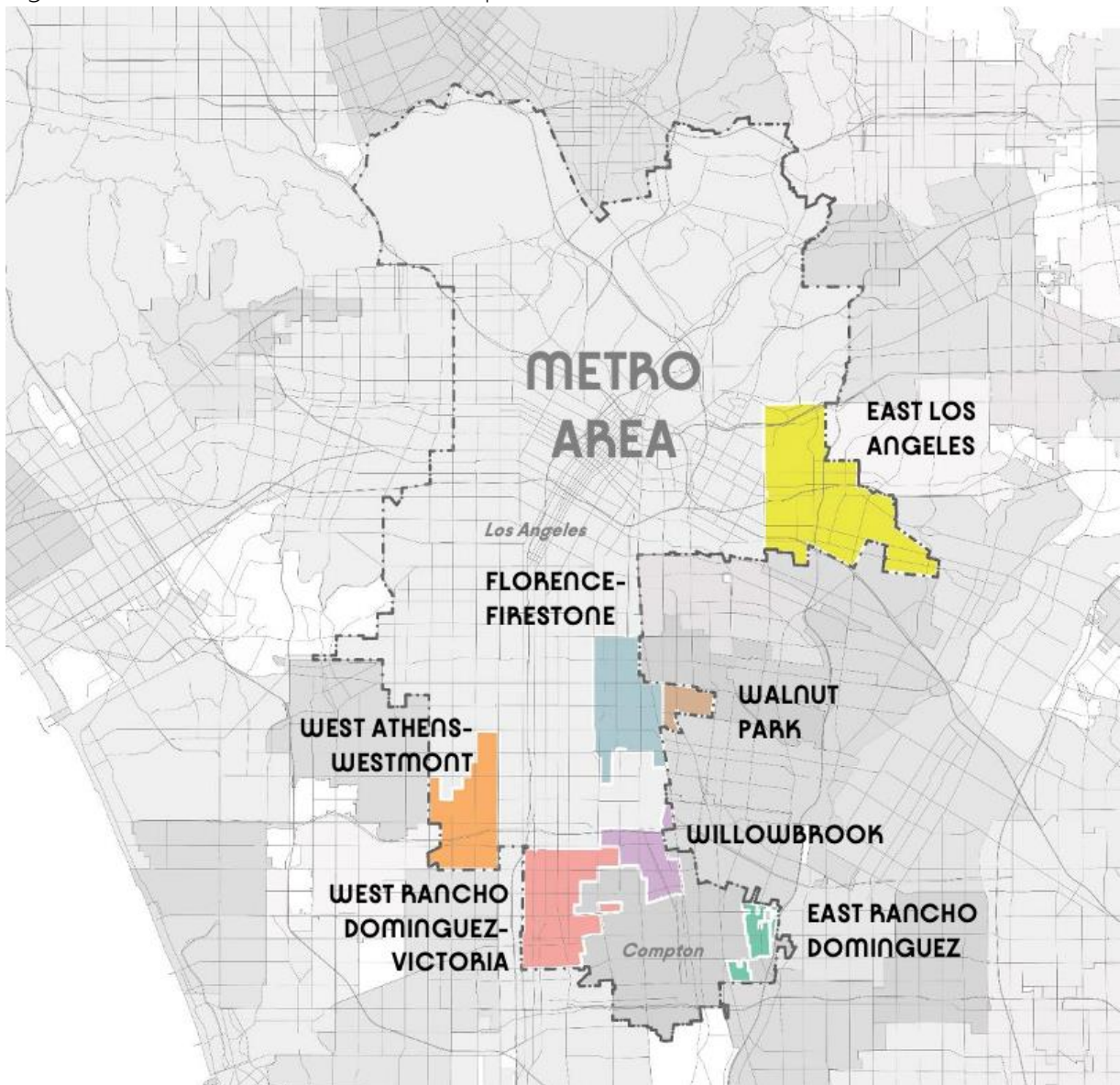
Willowbrook is one of seven communities within the larger Metro Area. It represents approximately eight percent of the total Area Plan land area.

Figure 3-1: Community Planning Area Map



Source: Dudek

Figure 3-2: Metro Area Plan Area Map



Source: Dudek

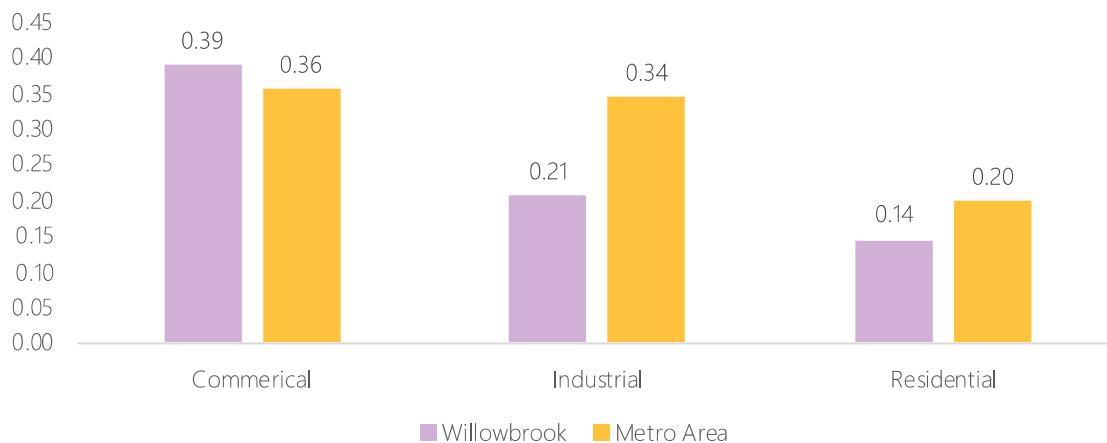
## 3.2 Current Land Use

Excluding roads and other infrastructure, Willowbrook has 1.47 square miles of publicly and privately held land. Residential land uses make up the majority of land in the community area, representing 77.8 percent of the total land and 79.2 percent of the built space. Commercial uses (inclusive of both retail and office) represent about 4.2 percent of the total land and 11.7 percent of the built space due to the highest floor area ratio (FAR) among any of the land uses. The remaining land is comprised of industrial development and other land uses (including government, institutional, etc.). As it relates to the larger Metro Area, Willowbrook represents:

- 5.8 percent of the of the commercial development;
- 1.2 percent of the industrial development; and
- 7.7 percent of the residential development.

The distribution of land use has a fairly consistent relationship to the Metro Area with higher than normal residential and other land use development and much lower proportional amount of industrial development and land.

Figure 3-3: FAR Comparison by Land Use



Source: Los Angeles County Assessor

Table 3-1: Land Use (2020)

	Willowbrook		Metro Area		Willowbrook/Metro Area	
	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)	Built Space (Square Feet)	Land (Square Miles)
Total						
Commercial	678,766	0.06	11,645,057	1.17	5.8%	5.3%
Industrial	225,455	0.04	19,139,479	2.00	1.2%	2.0%
Residential	4,575,577	1.15	59,273,588	10.77	7.7%	10.6%
Other	297,058	0.22	3,256,980	2.88	9.1%	7.8%
Total	5,776,856	1.47	93,315,104	16.82	6.2%	8.8%
Percent of Total/Index						
Commercial	11.7%	4.2%	12.5%	7.0%	94.2	60.9
Industrial	3.9%	2.7%	20.5%	11.9%	19.0	22.4
Residential	79.2%	77.8%	63.5%	64.0%	124.7	121.5
Other	5.1%	15.3%	3.5%	17.1%	147.3	89.2

Source: Los Angeles County Assessor

### 3.3 Transportation Access

---

From a regional perspective, Willowbrook is easily accessible from Interstate 105, 710, and I-110. Given its central location within the larger Los Angeles Metropolitan Statistical Area it is estimated that there are over 10 million people living within a 30-mile radius, which includes major job centers. Willowbrook is also within a relatively short distance from Los Angeles International airport (LAX) as well as two shipping ports. The community also has a light rail station (Willowbrook Station) along the Los Angeles Metro A Line (Blue) that connects Long Beach to downtown Los Angeles.

As of the last available data, in fiscal year 2019, the Willowbrook Station had an average of approximately 11,800 daily boardings (Figure 3-5) and represents the 6<sup>th</sup> highest utilized Metro station and the most utilized station in the Metro Area. Overall, total ridership of the Metro system (bus and rail) has decreased since fiscal year 2010 with a peak ridership in fiscal year 2014 (475.5 million). However, the existing light rail infrastructure is viewed as a significant asset for the community and could be leveraged for future development.

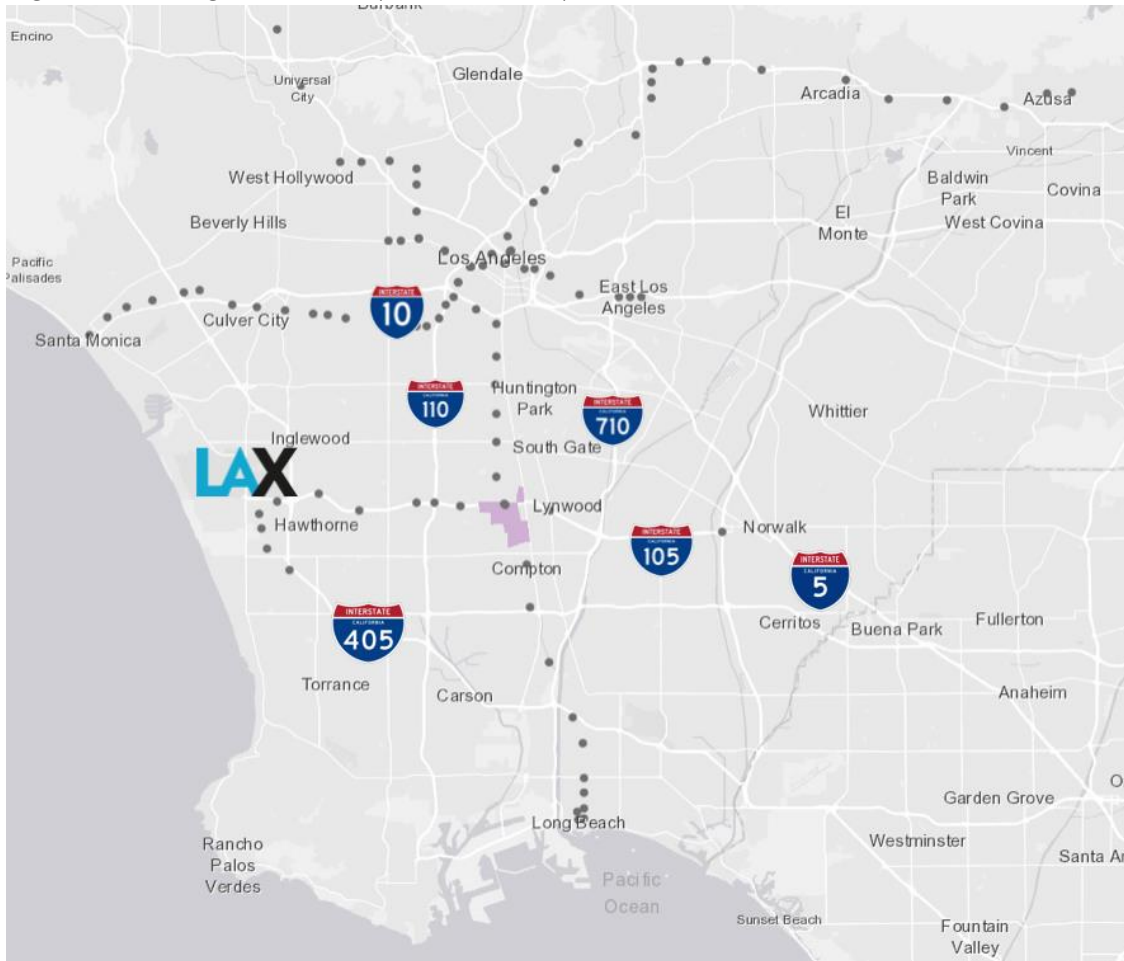
### 3.4 Key Takeaways

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The following includes a bullet point summary of key takeaways from the section:

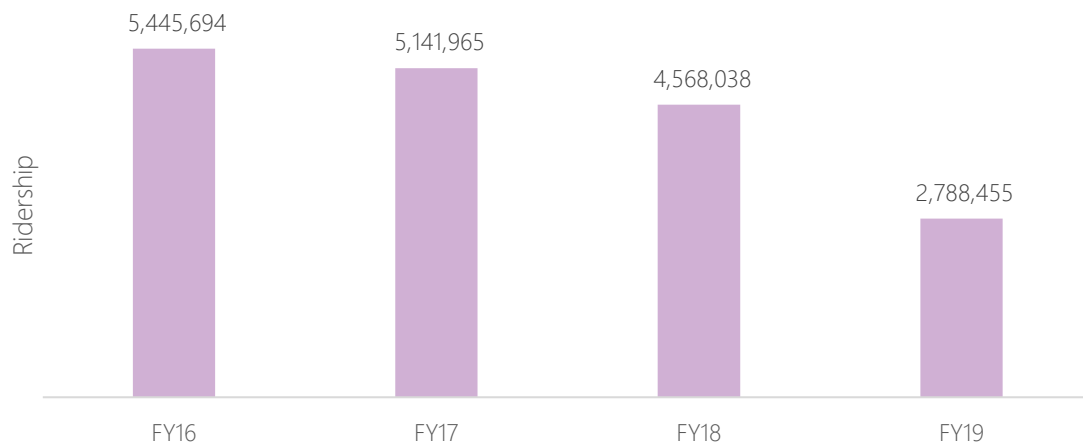
- Land use patterns are dominated by residential development;
- Willowbrook is centrally located and is located approximately 12 miles south of Downtown;
- The community benefits from excellent regional freeway access; and
- Has a significant community asset in a light rail transit stop along the Metro A Line (blue) connecting from Long Beach to Downtown Los Angeles.

Figure 3-4: Regional Transportation Map



Source: ESRI Business Analyst; METRO, Pro Forma Advisors

Figure 3-5: Metro Ridership (FY2016 – FY2019)



Source: METRO



## 4 Socioeconomic Analysis

The future market demand for different land uses in Willowbrook will be influenced by regional economic forces and market trends. This section analyzes the historic and projected socioeconomic trends for Willowbrook, the Metro Area, and County that most influence land use potentials for future development. The following section provides summary level information on key population, household age, race and ethnic, and educational attainment trends that may affect future land use planning.<sup>6</sup>

### 4.1 Demographic Trends

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The following section provides summary level information on key population and household, age, ethnic, and educational trends that may affect future land use planning in the community.

#### POPULATION AND HOUSEHOLDS

Between the 2000 Census and the 2010, Willowbrook gained approximately 2,000 residents. Since 2000, Willowbrook's overall population growth has grown faster than the Metro Area and County. However, in absolute terms the growth is low due to the fact that area is largely built out and there are limited current opportunities for housing development.

Focusing on more recent population trends, ESRI Business Analysis estimates that the area's population will increase by approximately 220 over the next five years. Average household size is anticipated to stay high, with an average household size of 4.6. This household size is significantly higher than the County average (3.0).

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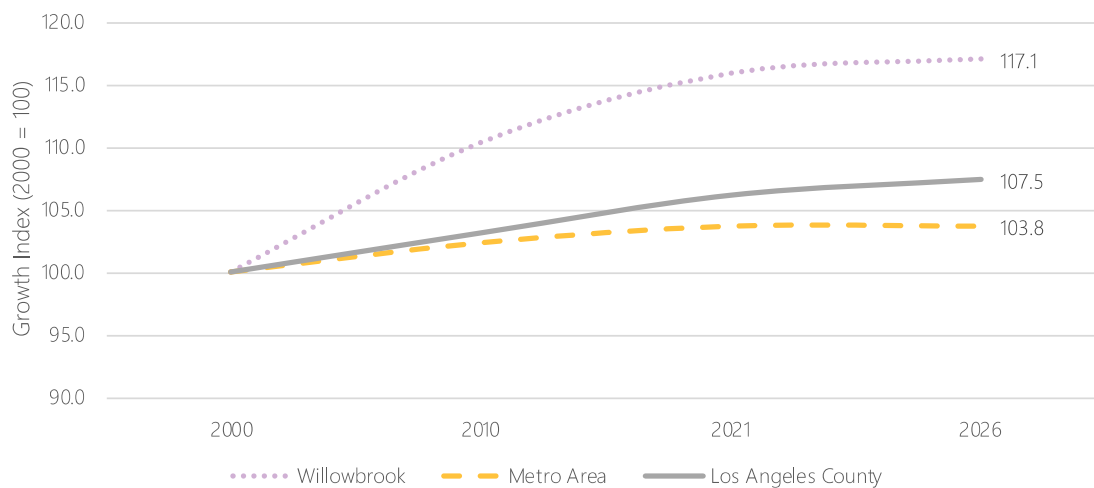
<sup>6</sup> Some of the socioeconomic data used in this analysis is provided by ESRI Business Analyst (ESRI). ESRI's economists, statisticians, demographers, geographers, and analysts produce independent small-area demographic and socioeconomic estimates and forecasts throughout the United States. The ESRI data was utilized for two main reasons: (1) The 2020 Census data was not available at the time the market data was gathered and (2) two of the neighborhoods' geographies (Willowbrook and West Athens-Westmont) did not match to their respective Census-designated place geographies. For these reasons, the ESRI 2021/2026 socioeconomic data was utilized to ensure consistent comparisons among all the areas analyzed herein.

Table 4-1: Population and Household Trends

	2000	2010	2021(e)	2026(e)
<b>Population</b>				
Willowbrook	19,145	21,131	22,193	22,412
Metro Area	299,561	306,772	310,857	310,826
Los Angeles County	9,519,135	9,818,605	10,108,711	10,229,558
<b>Households</b>				
Willowbrook	4,317	4,661	4,824	4,848
Metro Area	72,637	74,630	75,285	75,023
Los Angeles County	3,133,720	3,241,204	3,328,361	3,366,546
<b>Household Size</b>				
Willowbrook	4.4	4.5	4.6	4.6
Metro Area	4.1	4.1	4.1	4.1
Los Angeles County	3.0	3.0	3.0	3.0

Source: ESRI Business Analyst

Figure 4-1: Population Growth Index



Source: ESRI Business Analyst

## AGE

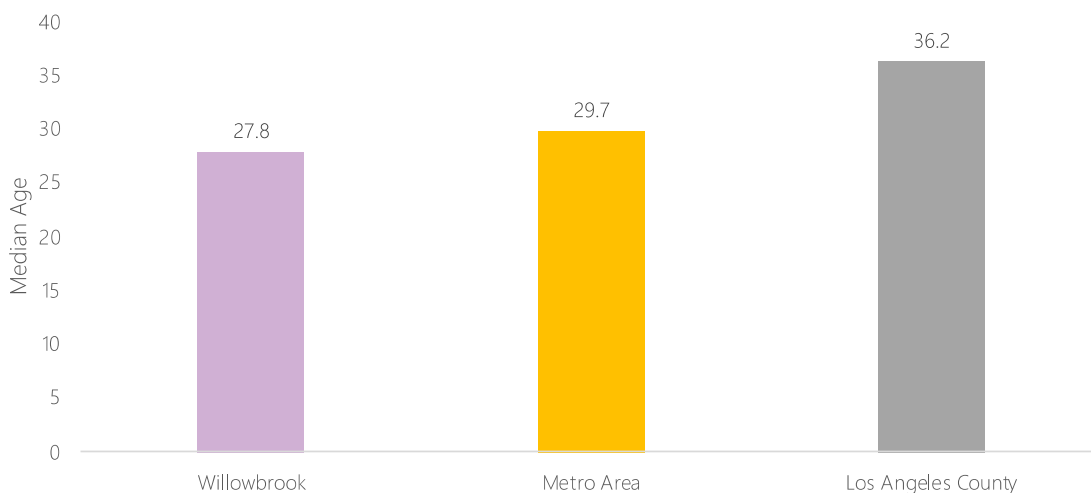
Willowbrook's median age is 27.8, which is younger than both the Metro Area's median age (29.7) and the County's median age (36.2). By analyzing age cohorts, the area has an underrepresentation of age groups over 35 years. Conversely, there is a significant overrepresentation of age cohorts under 35 years old, whose shares are significantly higher than County. A considerably younger population, comprised of large numbers of families, will have unique implications for future land use planning.

Table 4-2: Age Distribution by Geography (2021)

	Willowbrook	Metro Area	Los Angeles County	Willowbrook/ Metro Area	Willowbrook/ County
Children/Young Adults (Under 24)	44.2%	41.1%	31.9%	107.4	138.4
Young Workers (25 to 34)	18.9%	17.5%	16.3%	107.9	115.8
Family Formation (35 to 54)	21.6%	23.4%	25.9%	92.2	83.3
Empty Nesters (55 to 74)	13.0%	14.4%	19.9%	90.2	65.3
Seniors (75+)	2.3%	3.5%	5.9%	65.6	38.9

Source: ESRI Business Analyst

Figure 4-2: Median Age by Geography (2021)



Source: ESRI Business Analyst

## RACE AND ETHNICITY

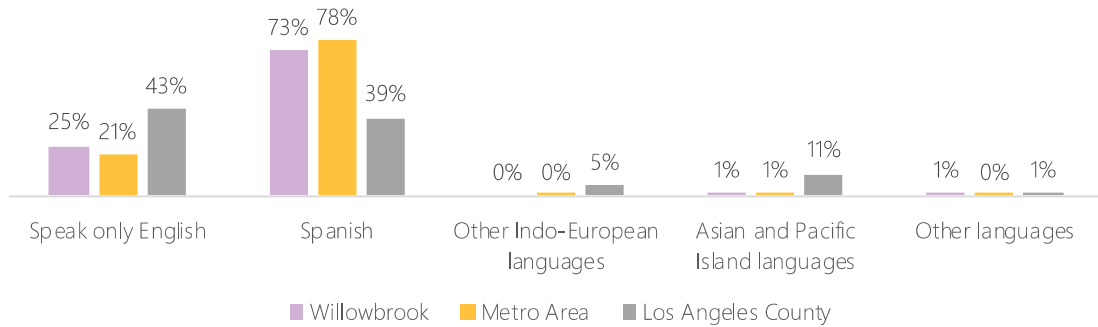
Willowbrook has a diverse population. While race and ethnic composition do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the ethnic composition of the community's population might impact future land use decisions. Willowbrook has a higher relative share of residents identifying as "Black alone," "some other race alone," and "Hispanic." The Hispanic and Latino/a population composition is comparable to other areas within the Metro Area and over 73 percent report that they speak Spanish at home.

Table 4-3: Population by Race/Ethnicity (2021)

	Willowbrook	Metro Area	Los Angeles County	Willowbrook/Metro Area	Willowbrook/County
White Alone	29.1%	38.6%	48.5%	75.4	60.0
Black Alone	21.5%	14.3%	8.2%	150.3	262.2
American Indian Alone	0.8%	0.9%	0.7%	88.9	114.3
Asian Alone	0.4%	0.7%	15.1%	57.1	2.6
Pacific Islander Alone	0.2%	0.1%	0.3%	200.0	66.7
Some Other Race Alone	44.9%	42.0%	22.4%	106.9	200.4
Two or More Races	3.1%	3.4%	4.9%	91.2	63.3
Hispanic Origin	77.1%	83.8%	48.9%	92.0	157.7

Source: ESRI Business Analyst

Figure 4-3: Language Spoken at Home (2019)



Source: US Census

## EDUCATION

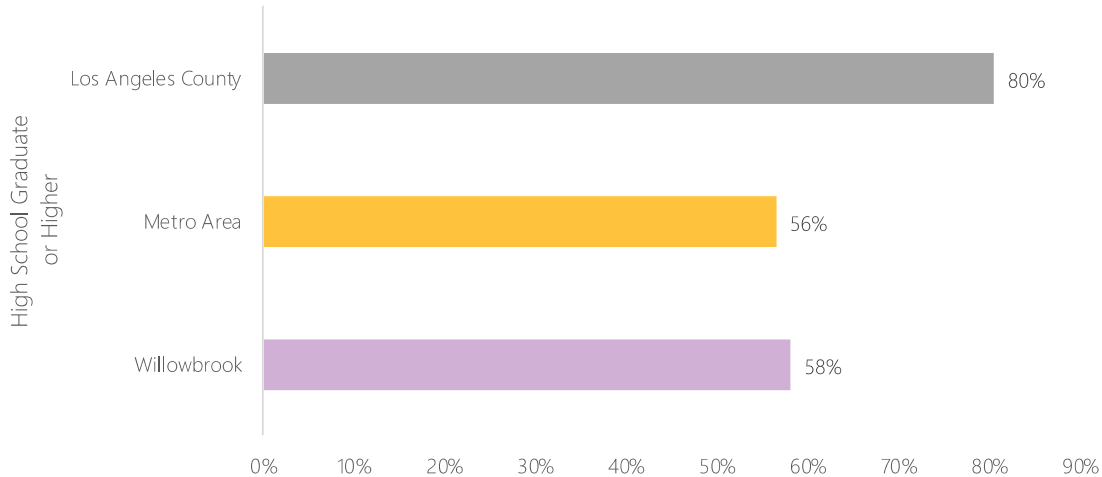
Levels of educational attainment are lower in both Willowbrook and the Metro Area, in comparison to the larger County area. For the population 25 and older, 42 percent of the residents report a “less than high school education,” which is over twice as high as the County. Similarly, there is an underrepresentation of community residents with “some college, associate degree” or a “bachelor’s degree or higher. If examining the percent of residents with a high school graduate or higher level of education, Willowbrook and the Metro Area both significantly under the Countywide educational attainment level of 80 percent.

Table 4-4: Population 25+ by Educational Attainment (2021)

	Willowbrook	Metro Area	Los Angeles County	Willowbrook/Metro Area	Willowbrook/County
Less than High School graduate	42%	44%	20%	96.3	215.4
High School Graduate (w/ equivalency)	31%	25%	21%	122.0	150.5
Some College, Associate Degree	19%	22%	25%	88.1	76.3
Bachelor's Degree or higher	8%	9%	35%	84.6	22.3

Source: ESRI Business Analyst

Figure 4-4: Percent of Population 25+ with High School Degree (2021)



Source: ESRI Business Analyst

## 4.2 Key Demographic Takeaways

The following includes a bullet point summary of key takeaways from the section:

- Willowbrook has had moderate population growth compared to the County, but low in absolute terms.
- The community has a high percentage of families<sup>7</sup>, with larger household sizes and a younger population.
- The area is largely comprised of people identifying as Hispanic and Latino/a and Black.
- Willowbrook has over two times the expected share of residents with less than a high school education compared to the education attainment of the population 25 or older in the County.

<sup>7</sup> The US Census and ESRI define a family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family.

## 4.3 Economic Trends

The following section provides summary level information on various aspects of employment and industry composition that will impact the demand for future commercial land in the community.

### HOUSEHOLD INCOME

Willowbrook's median household income is approximately \$50,000, which is slightly higher than the Metro Area (\$48,900) and lower than the County (\$74,500). The household income projections, provided by ESRI Business Analyst, suggest that the community median income should rise at a rate consistent with the Metro Area and County over the next five years (2021 – 2026). The incomes of Willowbrook's households tend to be more concentrated in household income cohorts below \$35,000. Consistent with a lower median and average household income, there is a smaller share of household's making over \$100,000 in compared with the larger County region.

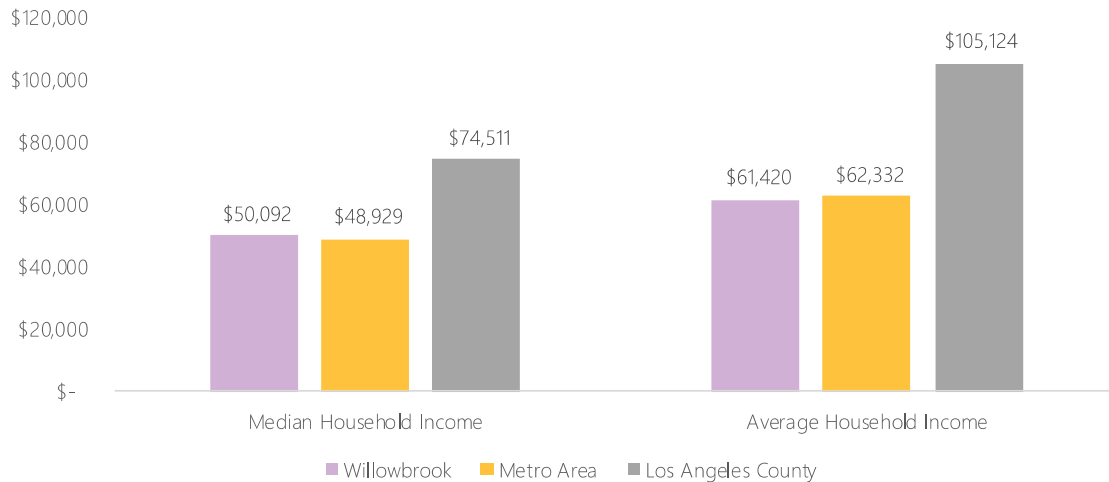
Table 4-5: Household Income by Income Cohort (2021)

	Willowbrook	Metro Area	Los Angeles County	Willowbrook/ Metro Area	Willowbrook/ County
<\$15,000	15.2%	13.7%	9.7%	110.9	156.7
\$15,000 - \$24,999	10.8%	11.3%	7.4%	95.6	145.9
\$25,000 - \$34,999	11.9%	10.8%	7.3%	110.2	163.0
\$35,000 - \$49,999	12.0%	15.1%	10.1%	79.5	118.8
\$50,000 - \$74,999	18.4%	19.1%	15.8%	96.3	116.5
\$75,000 - \$99,999	11.7%	12.2%	12.7%	95.9	92.1
\$100,000 - \$149,999	14.4%	12.2%	17.1%	118.0	84.2
\$150,000 - \$199,999	4.3%	3.6%	8.6%	119.4	50.0
\$200,000	1.2%	2.0%	11.5%	60.0	10.4

Source: ESRI Business Analyst



Figure 4-5: Median and Average Household Income (2021)



Source: ESRI Business Analyst

## EMPLOYMENT

Employment is examined in terms of unemployment rates, jobs (in-place employment), worker area profile, and industry composition. A critical barometer in evaluating demand for commercial office and industrial (workplace) real estate is employment growth. The following tables and graphs highlight relevant employment trends and forecasts. Sectoral (industry) analysis lends insight into industry growth and contraction patterns in a given geography.

As of the second quarter of 2021 Willowbrook's unemployment rate had fallen to 17.5 percent, down from a peak of 30.2 percent in the second quarter of 2020. The area has typically remained above the County's unemployment rate in pre- and post-recession times. During the last COVID related recession, the community's employment spiked significantly, potentially due to the loss of jobs within lower paid, less skilled jobs or industries that were more adversely impacted by mandated business closures.

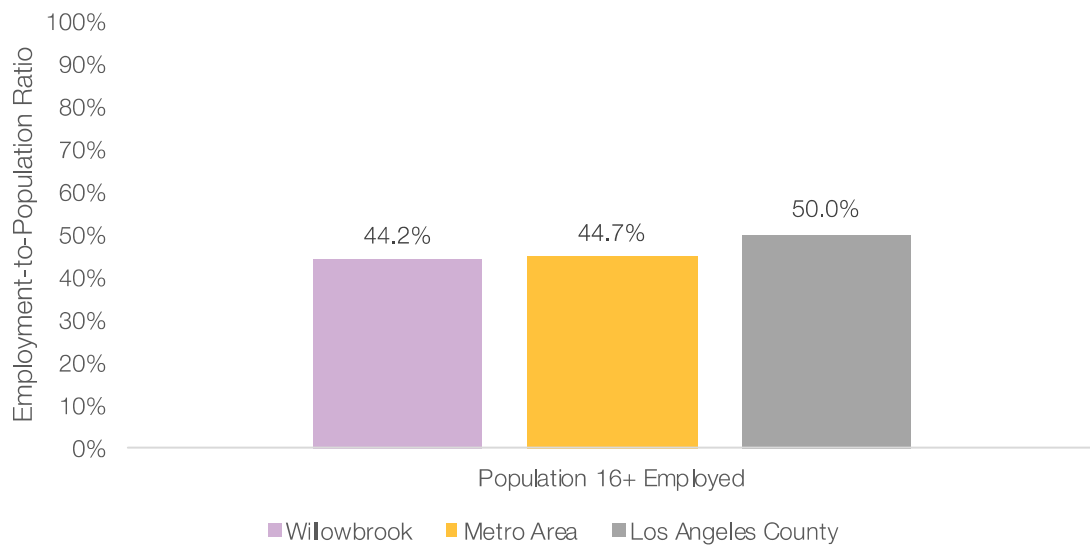
It is estimated that 44.2 percent of the population over 16 years of age are in the labor force. This is slightly lower than the Metro Area and approximately 6 percentage points lower than the County labor force participation.

Figure 4-6: Unemployment Rate (2021)



Source: CA EDD, CA Department of Finance

Figure 4-7: Labor Force (2021)



Source: CA EDD, CA Department of Finance

## IN-PLACE EMPLOYMENT

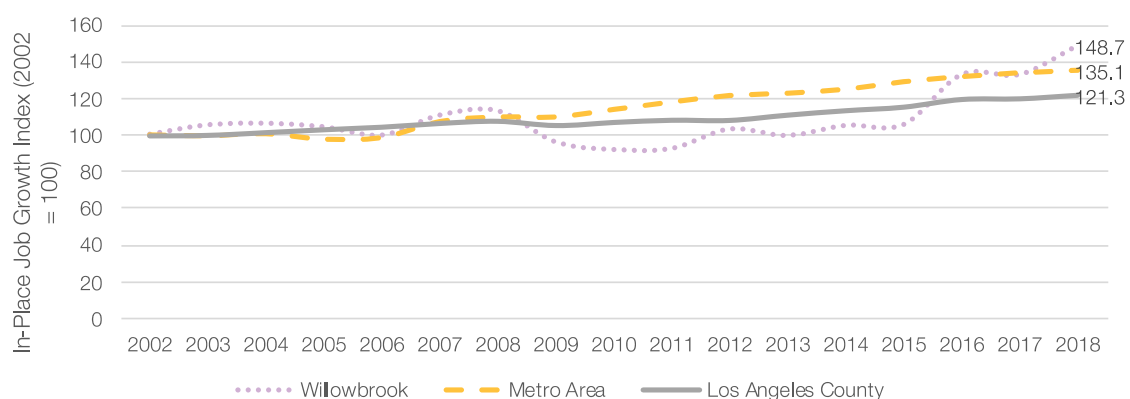
### Jobs

The previously provided information regarding income, unemployment, and the area's labor force are based on the community's residents. The following analysis examines jobs located in the community that may or may not be held by community residents. An evaluation of the primary "in-place" employment is important as it impacts the range of demand that can be projected for future commercial serving land uses.

Primary jobs<sup>8</sup> rose from 2002 to 2018, leading up to the COVID-19 related recession. In fact, Willowbrook saw a relative increase in job growth between 2015 to 2018 compared to both the Metro Area and County, whereas before 2015 the job growth tended to lag behind the larger areas.

Based on the OnTheMap employment data, approximately seven percent of the area's in-place employment is from residents that both live and work in the community. Similar to other areas within the County, Willowbrook has a high number of its residents commuting long distances to work. There were approximately 3,300 primary jobs in the community in 2018, which is the most recent year of the Quarterly Census of Employment and Wages in-place employment data available for analysis.

Figure 4-8: In-Place Employment Index (2002 - 2018)



Source: US Census (OnTheMap)

<sup>8</sup> A total job is defined as all jobs, which include all public or private sector jobs (potentially more than one job per worker). For example, if a person had two part-time jobs, then the primary job would be the highest paying job for that worker. Typically there is not significant variation in primary and total jobs except in economies with significant portions of the labor force engaged in part-time employment (e.g. tourist economies).

Table 4-6: Employment Efficiency (2018)

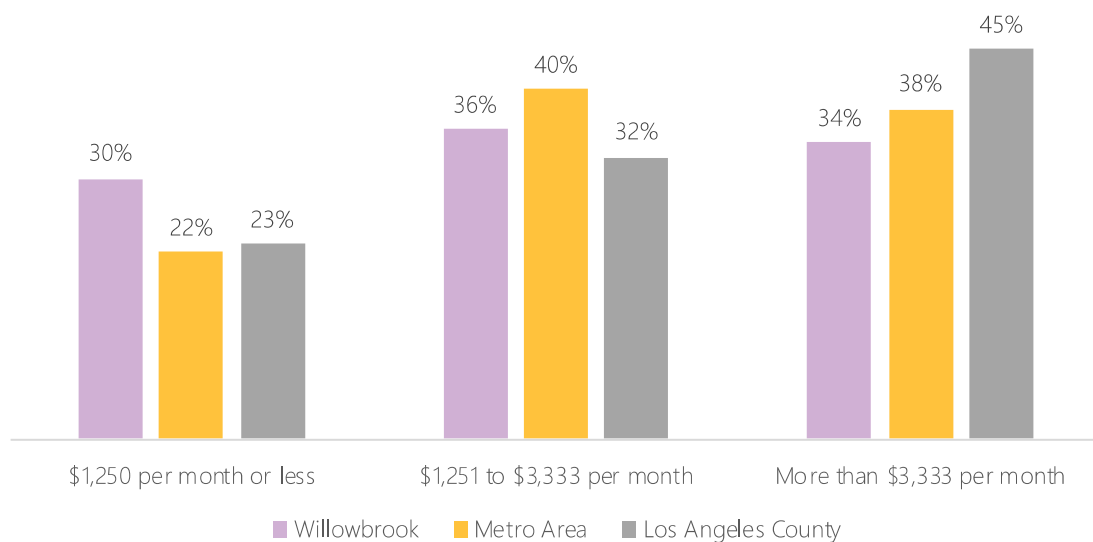
	Willowbrook	Metro Area Region	Los Angeles County
In-Place Jobs	3,295	55,365	4,685,637
Employed and Living in the Area (Resident Workers)	7%	12%	77%
Employed and Living Outside the Area (In-Place Employees)	93%	89%	23%

Source: US Census (OnTheMap)

### Worker Area Profile

An evaluation of primary jobs in Willowbrook reveals some noteworthy characteristics. Unlike the area's resident age distribution, the employment base does not deviate much from observed County ratios of jobs by age. Unlike the County, Willowbrook's in-place employment consists of generally lower paying jobs. As shown, the percentage of lower paying jobs yielding \$1,250 per month or less are almost a third of all jobs located in Willowbrook compared with less than one-quarter of the jobs in the County. The lack of a presence of higher paying jobs in Willowbrook is a negative indicator. Similarly, the educational attainment of in-place jobs in the area tends to be lower than County, but generally in line with the Metro Area.

Figure 4-6: In-Place Employment by Earnings (2018)



Source: US Census (OnTheMap)

Table 4-7: In-Place Employment by Educational Attainment (2018)

	Willowbrook	Metro Area	Los Angeles County	Willowbrook/Metro Area	Willowbrook/Los Angeles County
Less than high school	20%	24%	16%	83.5	124.2
High school or equivalent, no college	17%	17%	16%	95.9	104.3
Some college or Associate degree	22%	22%	23%	100.1	97.9
Bachelor's degree or advanced degree	18%	18%	24%	104.1	77.2
Educational attainment not available	23%	19%	22%	120.2	106.6

Source: US Census (OnTheMap)

### Location Quotient Analysis

The location quotient (LQ) is a tool that measures the relative concentration of different industries in specific localities relative to a larger level of geography. In most cases, the LQ would compare a county to a state or national level of employment concentration. However, it is useful to get a proxy for relative employment concentration among industries within a sub-regional level geography. The calculation helps evaluate Willowbrook's strength or weakness in a given industry, relative to the County as a whole. A concentrated (high) LQ means that a given industry is represented more than one would expect, given its total level of employment. The following describes the LQ:

- LQ > 1.0 means that an industry is more concentrated in Willowbrook than in the County.
- LQ < 1.0 means that an industry is less concentrated in Willowbrook than in the County.
- LQ = 1.0 means that an industry is equally concentrated in Willowbrook as in the County.

Because industries with a LQ greater than one indicates relatively high production of a particular service, it is likely that some amount of that industry is being exported. Employment in that industry (or the portion of employment that causes the LQ to exceed 1.0) is then assigned to the economic base and is given credit for supporting the economy as a whole. Conversely, if an industry has a LQ less than one, it is assumed to be a local-serving or non-basic industry. For economic development purposes, it is often useful to focus on the outlier industries with a LQ greater than 1.25 or less than 0.75. The assumption is that industries falling within 0.75 and 1.25 are probably pro-

ducing at levels sufficient to meet local demand in the local area. For example, a high concentration in the Educational Services and Health Care industries reflects the area's assets such as Martin Luther King Jr. Outpatient Center and Charles R. Drew University of Medicine and Science.

Table 4-8: In-Place Employment Change by Industry (2002, 2018)

Industry	Willowbrook (2002)	Willowbrook (2018)	Numeric Change (2002 - 2018)	Location Quotient
Agriculture, Forestry, Fishing and Hunting	0	0	0	0.00
Mining, Quarrying, and Oil and Gas Extraction	0	0	0	0.00
Utilities	8	11	3	0.54
Construction	12	66	54	0.62
Manufacturing	192	233	41	0.96
Wholesale Trade	43	64	21	0.38
Retail Trade	118	235	117	0.75
Transportation and Warehousing	43	344	301	2.41
Information	2	0	-2	0.00
Finance and Insurance	10	8	-2	0.07
Real Estate and Rental and Leasing	11	0	-11	0.00
Professional, Scientific, and Technical Services	2	0	-2	0.00
Management of Companies and Enterprises	77	30	-47	0.61
Admin. & Support, Waste Mgmt. and Remediation	19	44	25	0.21
Educational Services	1182	1090	-92	4.08
Health Care and Social Assistance	95	714	619	1.35
Arts, Entertainment, and Recreation	1	0	-1	0.00
Accommodation and Food Services	303	435	132	1.38
Other Services (excluding Public Administration)	98	21	-77	0.19
Public Administration	0	0	0	0.00
Total	2216	3295	1079	1.00

Source: US Census (OnTheMap)

## 4.4 Key Economic Takeaways

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The following includes a bullet point summary of key takeaways from the section:

- Willowbrook households tend to have lower incomes than the County.
- The community typically has a higher percent of unemployment than is observed in the County. In times of recession, unemployment tends to increase at a higher rate than the County.
- Between 2002 and 2018, Willowbrook's in-place jobs have grown at a faster rate than both the Metro Area and the County.
- A number of industries are clustered in the area (Educational Services and Health Care) and will help facilitate future job growth in the community.
- In-place jobs tend to have lower wages and educational levels as compared with the countywide average.



## 5 Real Estate Market

The following provides an overview of historic trends for residential, office, and retail land uses.<sup>9</sup> Historic market trends have been examined to more accurately determine the potential for future land uses and associated development desired in the Metro Area General Plan Update. Once again, trends for the community, Metro Area, and County have been analyzed for comparison purposes. Various recognized submarket area<sup>10</sup> definitions are used in the commercial real estate analysis. It is important to note that this analysis does not attempt to replace the County's Housing Element or any prior planning. Rather, it is provided to include additional and updated market information.

### 5.1 Residential

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Demand for residential housing will be a byproduct of employment and population growth throughout the County. The following sections examine the regional market conditions for rental and for-sale residential properties as well as more localized information pertaining to residential potential in the community.

#### INVENTORY

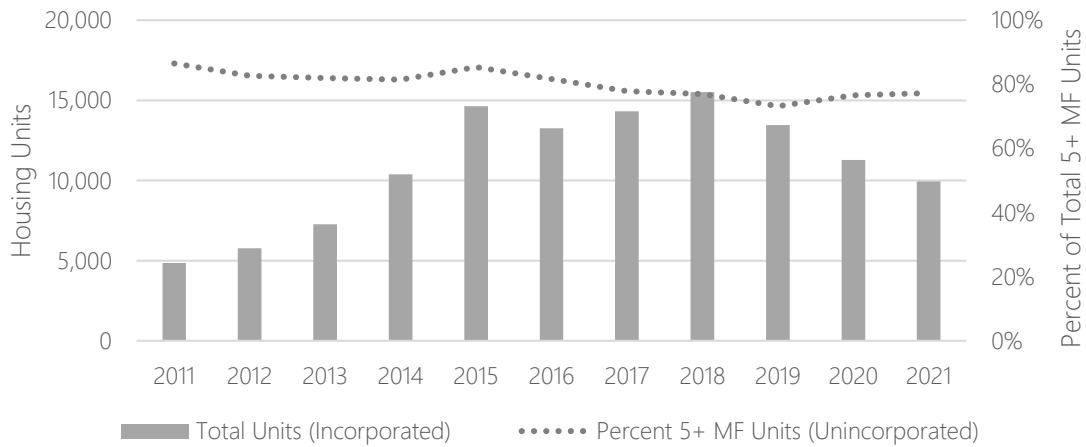
According to ESRI Business Analyst, Willowbrook has approximately 5,220 housing units, which represent about 6.5 percent of the Metro Area. Examining building permit data for the County over the last 10 years (Figure 5-1), an average of 11,000 units were delivered annually with approximately 80 percent of permits being 5 or more multi-family units in the unincorporated areas.

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<sup>9</sup> Pro Forma Advisors has not analyzed the market for future industrial uses as it appears to be inconsistent with the MAP vision. Future analysis may explore strategies to transition underperforming industrial land to more compatible land uses within the MAP communities.

<sup>10</sup> Submarket areas are specific geographic boundaries that serve to delineate a core group of buildings that are competitive with each other and constitute a generally accepted primary competitive set or peer group.

Figure 5-1: Building Permit Data (2011 - 2021)

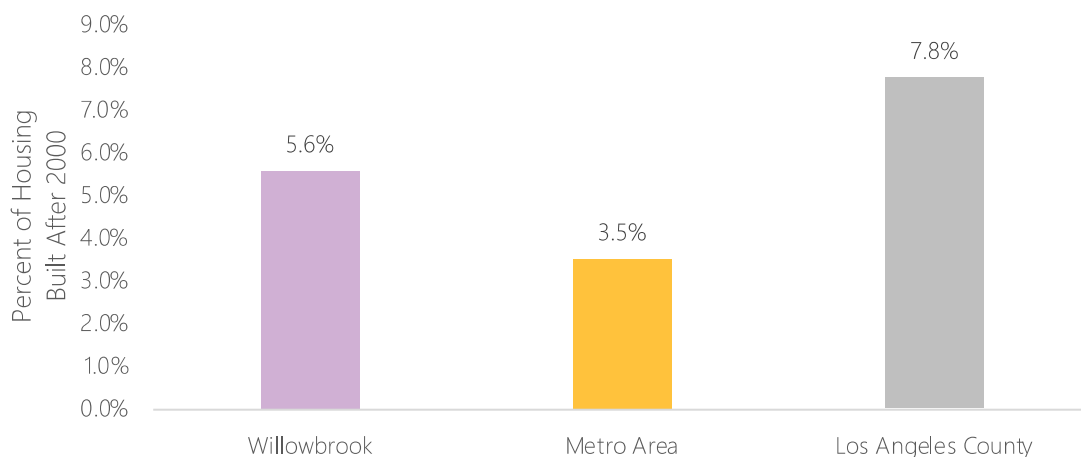


Source: Los Angeles County

## AGE

Approximately 66 percent of the housing was built before 1970. Over the next three decades 29 percent of housing was constructed, which makes its housing stocks one of the most recently developed in the Metro Area. However, like other Metro Area communities Willowbrook has experienced minimal new residential development since 2010. In fact, less than six percent of all housing stock was built after 2000. While this is lower than the development trends experienced in the County (7.8 percent), the community has added new housing at a higher rate in comparison to the Metro Area (3.5 percent) since 2000.

Figure 5-2: Housing Built Since 2000 (Relative to Total Housing Stock)

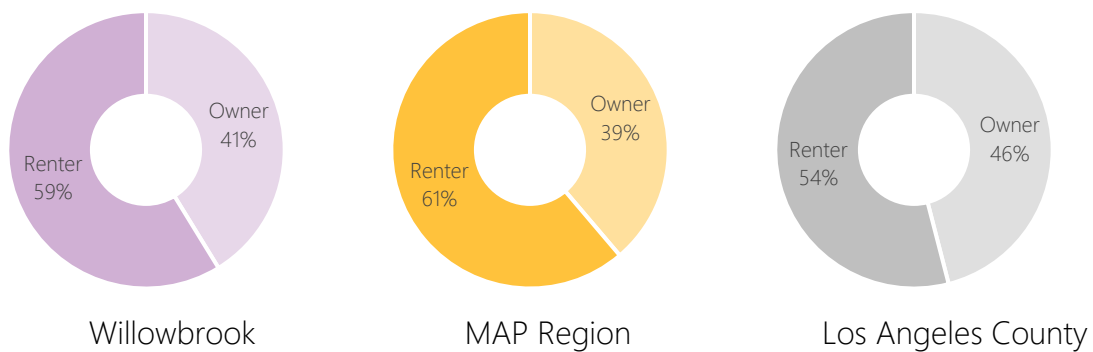


Source: US Census

## TENURE

Willowbrook has a larger share of renter-occupied housing in comparison to the County. Based on 2019 estimates, approximately 41 percent of the housing is owner-occupied. This ratio of owner-to-renter is generally consistent with the Metro Area with a slightly higher share of owner-occupied housing units. Housing vacancy characteristics do not show much variability from the Metro Area or County, where vacant properties typically make up a small percent of the housing stock.

Figure 5-3: Housing Tenure

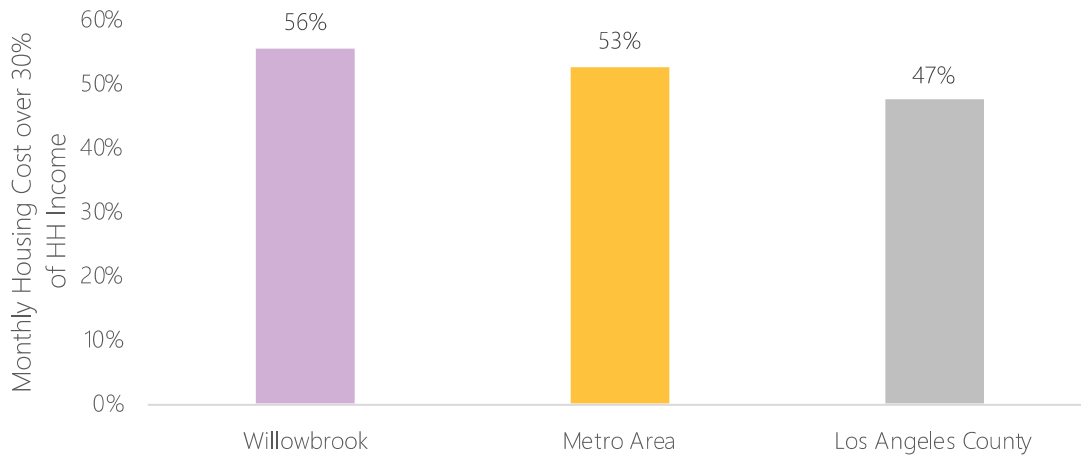


Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## COST BURDEN

The larger share of renters in Willowbrook and the Metro Area has implications for the financial stability of residents, as renters do not grow wealth through home ownership, have typically lower household incomes, and are subject to sometimes unpredictable rent increases or eviction. Furthermore, apartment owners may defer maintenance and can target lower income renters who have few options in the marketplace. This impacts both quality of life of occupants and can contribute to the community's perception in the County. Approximately 56 percent of households in Willowbrook pay more than 30 percent of their household incomes toward rent, which is commonly recognized as the share of household income beyond which rent becomes prohibitively expensive and affects other household expenditures.

Figure 5-4: Monthly Housing Cost Over 30 Percent of Income



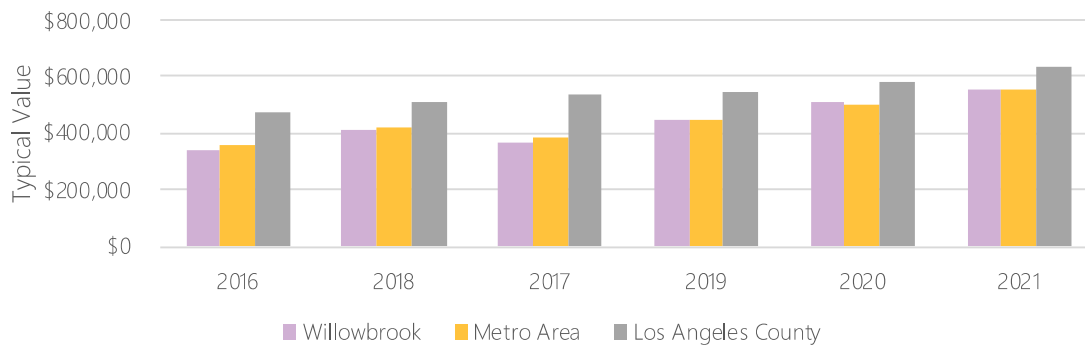
Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## PRICING

### For-Sale Pricing

In 2021, the typical condominium price in Willowbrook was approximately \$556,000, which is \$83,000 less than the County (\$639,000). However, the compound annual growth rate (CAGR) for the community's for-sale housing has been 10.0 percent per year over the last five years. This rate is higher than the Metro Area (9.2 percent), but significantly higher than the County CAGR of 6.3 percent since 2016. The community, like the County, has seen marked for-sale housing pricing increases as interest rates have remained low and housing production has not kept pace with demand.

Figure 5-5: Typical Condominium Value



Source: Zillow

## For-Rent Pricing

According to the US Census, the typical monthly rental price (all units) is \$1,239 in Willowbrook. This typical monthly rent is lower than the County and slightly higher than the Metro Area. Similar to the for-sale housing, rental rates in the County have increased because of an increased demand for housing. For-rent housing demand, unlike for-sale housing, may reflect evolving market preferences, affordability, or scrutiny on for-sale home mortgage lending standards. In general, the Metro Area's rental housing stock prices have not kept pace with the County due to a lack of new development, which often drives market prices up through higher quality and amenities.

Figure 5-6: Typical Monthly Rent (Median Gross Rent)



Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

## Pipeline Development

There are no significant residential developments known to be under construction.

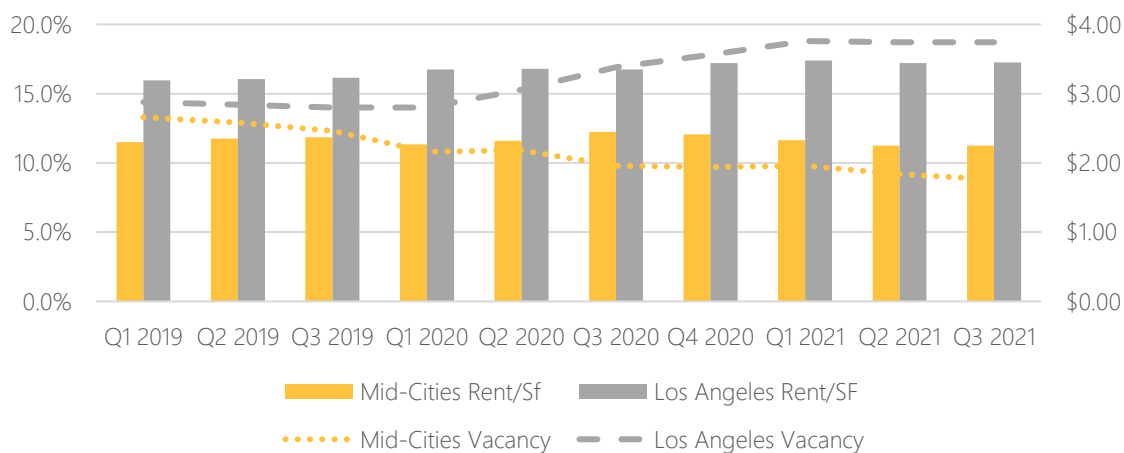
## 5.2 Office

Market potentials for office-related development within Willowbrook will be a function of the particular attributes of the available land, adjacent land uses, and the regional economy and office market. Although the Los Angeles office market is comprised of many submarkets, each with a potentially distinct tenant profile, office space is typically highly substitutable, such that the potentials in any given market are determined by the strength of the regional office market. Thus, development activity, absorption, vacancy rates, and change in rental rates follow very similar patterns in most of the Los Angeles submarkets.

### FUNDAMENTALS

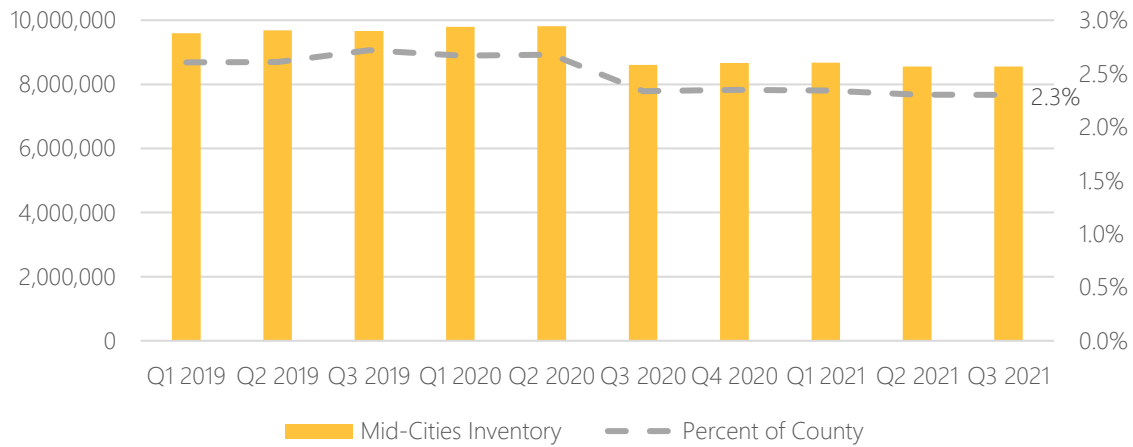
The Mid-Cities office market has 8.6 million square feet of office space, which has decreased by approximately one million square feet since Quarter 1 of 2019. Historically, the submarket has represented approximately 2.5 percent of the total County office market. The office vacancy rates have been lower than the larger County area over recent years. However, other submarkets have delivered high quality Class A space that often has a high vacancy rate because it is in the process being leased. As reflected in the average asking rent, the Mid-Cities area has lagged behind the average asking monthly rent largely due to its older office developments, most of which were delivered decades ago.

Figure 5-7: Regional Office Inventory (2019 - 2021)



Source: CoStar

Figure 5-8: Regional Office Trends (2019 – 2021)



Source: CoStar

#### LOCAL MARKET CONDITIONS

The Mid-Cities submarket has a significantly higher percent of Class C office space and relatively few Class A office developments. Once again, the County Assessor data was used to better understand the contemporary amount of commercial office development in the community.

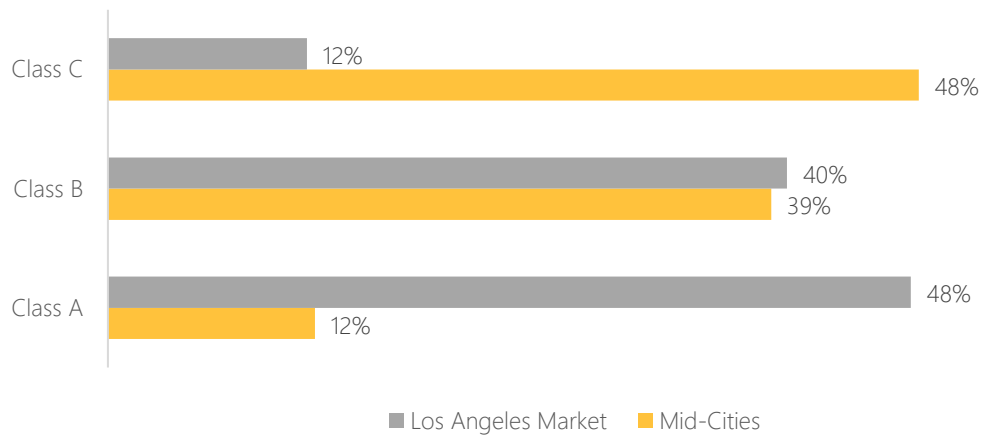
Examples of office development include:

- Office Buildings; and
- Professional Building.

In total, there is an estimated 12,000 square feet of commercial office space, as defined above, which is less than one percent of the Metro Area's 1.8 million square feet of commercial office development.

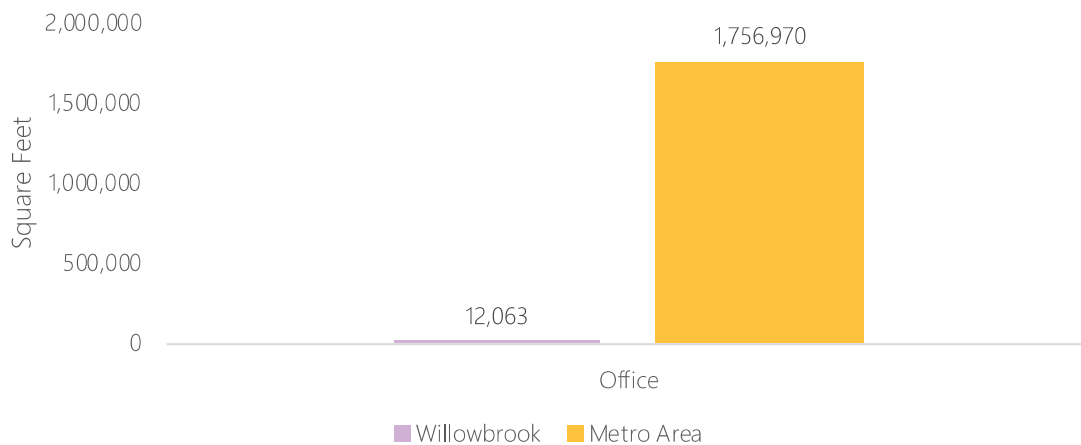


Figure 5-9: Office Inventory Comparison by Asset Class



Source: CoStar

Figure 5-10: Community and Metro Area Office Inventory (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant office developments known to be under construction.

## 5.3 Retail

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The retail sector occupies a prominent place in the economy because such a large portion of the United States' economic activity depends on consumer spending. The sales of retail goods and services generate a large number of jobs that provide employment for individuals across a wide range of skill and income levels. Retail real estate markets are more subject to obsolescence and more locally based than either commercial office or industrial markets.

### FUNDAMENTALS

Although historical data is incomplete for Willowbrook, it is likely that the retail market parallels that of the Greater Mid-Cities market area with annual rents around \$19-26 NNN/year/square foot. Asking rents have historically been significantly below the larger County area. Vacancies, on the other hand, have remained low with a rate consistent with the larger County trend. In total, there is an estimated 12 million square feet of shopping center<sup>11</sup> space in the Mid-Cities submarket, which is about 9 percent of the total County inventory.

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<sup>11</sup> Shopping centers consist of the following:

General Retail: Typically are single tenant freestanding general-purpose commercial buildings with parking. Many single retail buildings fall into this use code, especially when they don't meet any of the more detailed use descriptions.

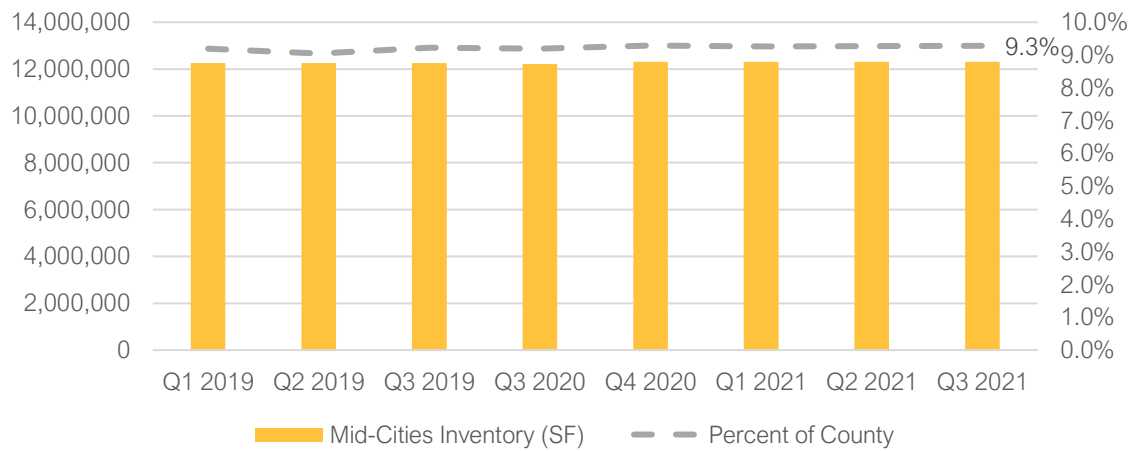
Mall: Provides shopping goods, general merchandise, apparel, and furniture, and home furnishings in full depth and variety. It is built around the full-line department store, with a minimum GLA of 100,000 square feet, as the major drawing power.

Power Center: Typically consists of several freestanding (unconnected) anchors and only a minimum amount of small specialty tenants 250,000–600,000 square feet.

Shopping Center: The combined retail center types of Community Center, Neighborhood Center and Strip Center, which have a range of 50,000 – 350,000 square feet with limited anchors.

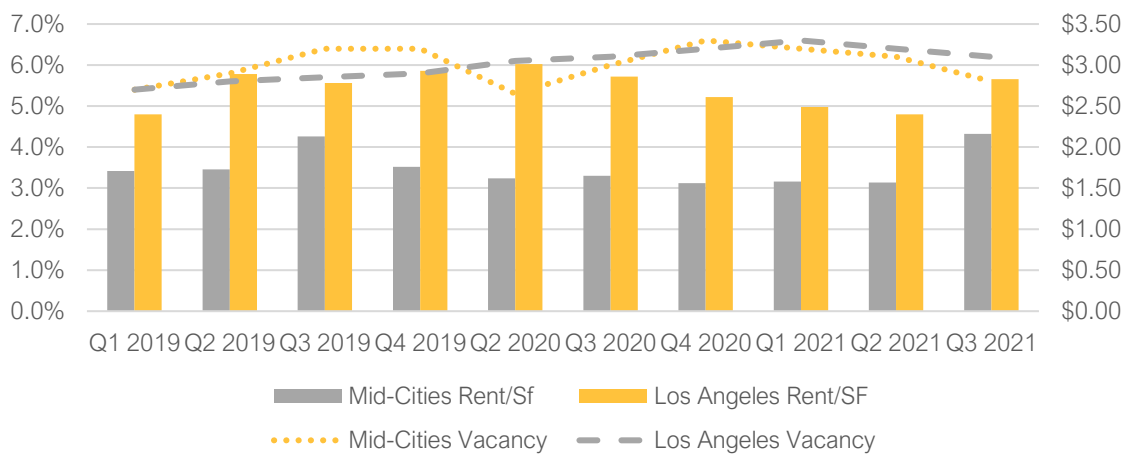
Specialty Center: The combined retail center types of Airport Retail, Outlet Center and Theme/Festival Center; which have a special market orientation and are unique in the market area.

Figure 5-11: Regional Retail Inventory (2019 - 2021)



Source: CoStar

Figure 5-12: Regional Retail Trends (2019 – 2021)



Source: CoStar

## LOCAL MARKET CONDITIONS

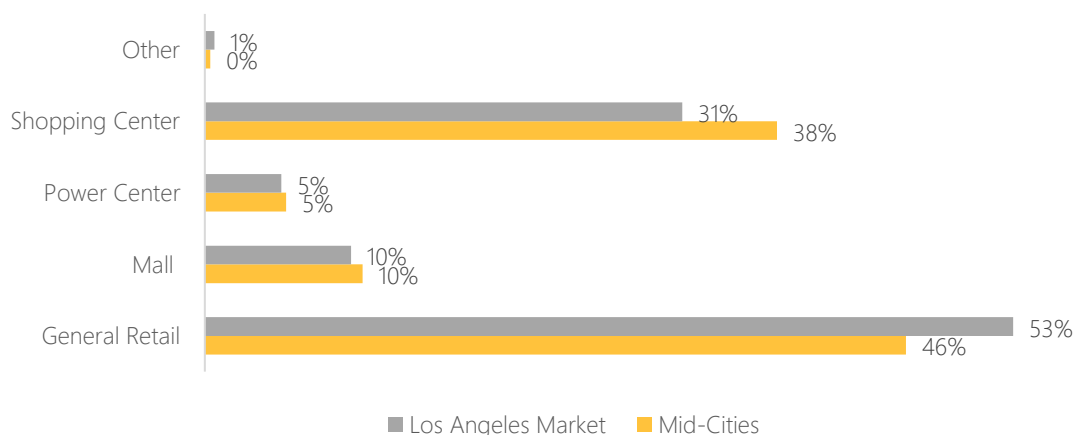
While the Mid-Cities submarket has a relatively consistent share of retail space by major retail development type, the local inventory in Willowbrook is dominated by non-shopping center oriented development. The County Assessor data was used to better understand the contemporary amount of commercial retail development in the community. Specifically, the amount of retail that would provide goods to community residents.

Examples of these types of retailers include:

- Restaurants/Non-grocery Food and Beverage;
- Supermarkets/Grocery;
- General Stores;
- Shopping Centers; and
- Department Stores.

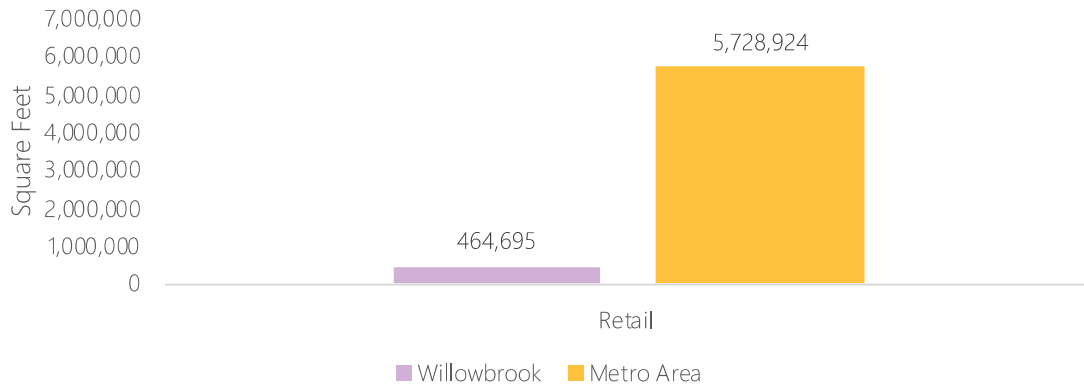
In total, there is an estimated 465,000 square feet of commercial retail space, as defined above, which is 7.8 percent of the Metro Area's 5.7 million square feet of commercial retail development.

Figure 5-13: Retail Inventory Comparison by Asset Class



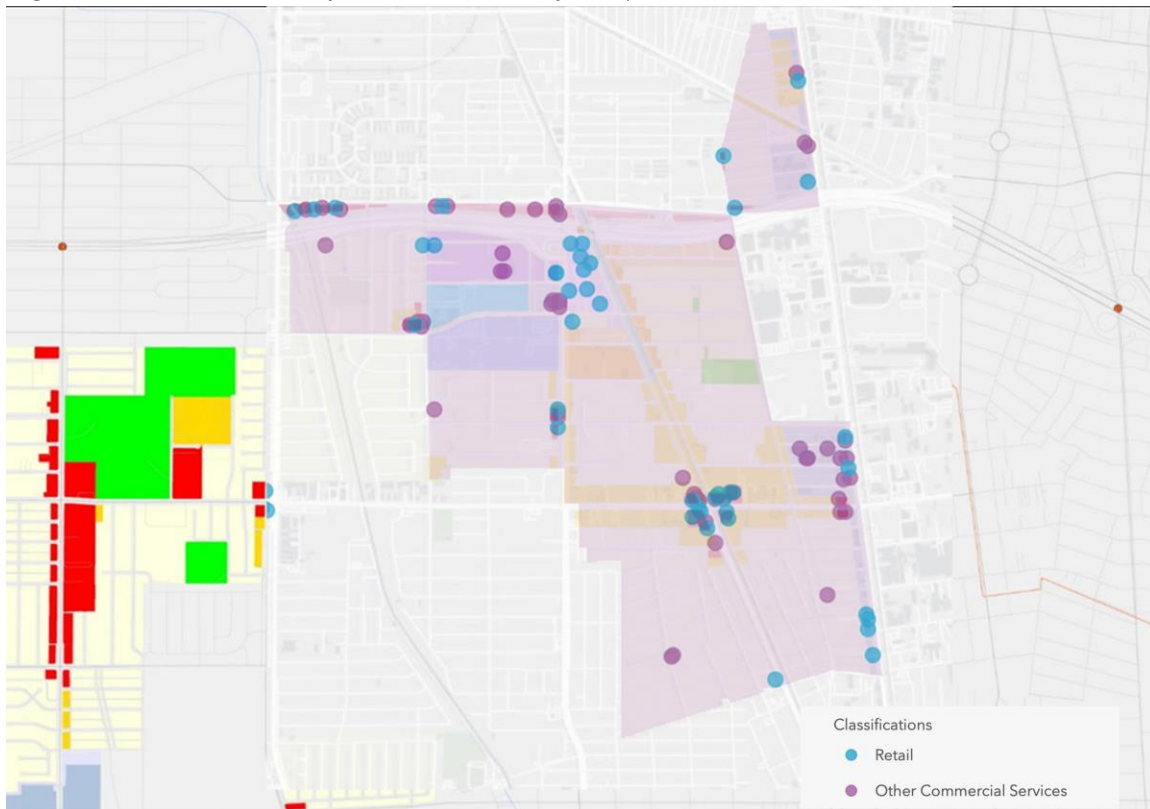
Source: CoStar

Figure 5-14: Community and Metro Area Retail Inventory (2020)



Source: Los Angeles County Assessor

Figure 5-15: Community Retail Inventory Map (2020)



Source: Los Angeles County Assessor

### Pipeline Development

There are no significant retail developments known to be under construction.

## 6 Long-Term Land Use Demand

The following section provides long-term land use demand projections for the community. Given that specific sites and development opportunities will generate various levels of demand, the following is intended to give broad parameters regarding the potential level of new development in the city. From this, development and land use opportunities can be evaluated to determine the required level of site capture (e.g. market demand) and if it is reasonable to plan for within the next 15 years.

### 6.1 Residential

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Area Plan residential projections are based on household estimates from ESRI and SCAG. The low range is based on historic growth (0.8 percent CAGR), the target growth is based on projected growth for all unincorporated areas in the County (1.2 percent CAGR), while the high growth reflects the adjusted SCAG projections using 2021 ESRI data. For planning purposes, a growth scenario between the target and high-range projection appears warranted unless the County desires creating higher density mixed-use residential development at key development opportunities adjacent to transit, as available in some Area Plan communities.

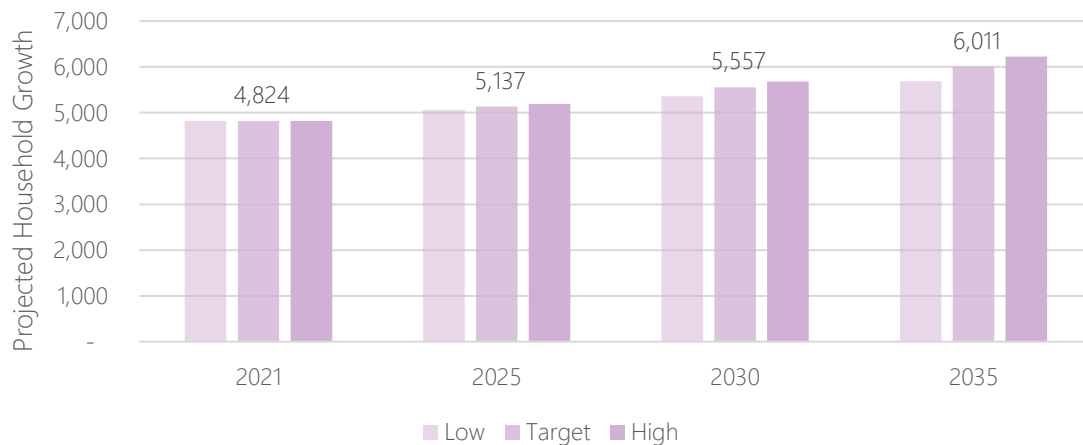
The total demand for new households was then further adjusted to account for a likely distribution of market rate and affordable housing units. In general, it is assumed 30 percent of the units are market while 70 percent are affordable throughout the Metro Area.

Table 6-1: Housing Demand by Time Period (2021 - 2035)

	2021-2025	2025-2030	2030-2035	2021-2035
Willowbrook (Multi-Family Units)				
Market Rate	94	127	137	358
Affordable	219	293	317	829
Total	313	420	454	1,187
Metro Area(Multi-Family Units)				
Market Rate	1,055	1,393	1,480	3,928
Affordable	2,670	3,525	3,746	9,941
Total	3,725	4,918	5,226	13,869
Willowbrook/Metro Area (Percent of Total)				
Market Rate	8.9%	9.1%	9.3%	9.1%
Affordable	8.2%	8.3%	8.5%	8.3%
Total	8.4%	8.5%	8.7%	8.6%

Source: Pro Forma Advisors

Figure 6-1: Housing Demand Scenarios – Occupied Housing Units (2021 – 2035)



Source: Pro Forma Advisors



## 6.2 Office

The demand for office space in the County and Metro Area will be based on demand created by new jobs in industries that require office space. Given the recent flexibility in an employee's ability to work "remotely" the future demand for office space is somewhat speculative given that the required amount of space, in square feet, could change dramatically if people continue to work from home. Leading up to the global pandemic, office serving jobs have occupied less and less space on a per employee basis.

As noted in the office market analysis, there is relatively little office serving space in the Metro Area. The demand analysis uses California Employment Development Department 10-year projections by industry to estimate Countywide demand for industries that utilize office space. The total office space demand was then adjusted for office development under construction and structural vacancy. In total, it is estimated that 2.4 million square feet of office will be developed in the County per year and the Metro Area could capture its "fair share" or current allocation of office space, which is less than 0.5 percent of the Countywide total.

For general planning purposes, a range was provided based on a higher target and high range based on a more aggressive capture assumption. Given the total demand, office development is unlikely in the community in the planning horizon without a non-market driven intervention or relocation of a build-to-suit tenant.

Table 6-2: Office Demand (2021 - 2035)

	2021 - 2035 (Square Feet)		
	Low	Target	High
Willowbrook	2,800	3,500	4,200
Metro Area	147,600	184,500	221,400
Los Angeles County Market	2,160,000	2,400,000	2,640,000

Source: Pro Forma Advisors

## 6.3 Retail

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The retail demand model is based on a combination of existing spending assumed to be “leaking” outside the community as well as an assumed future capture of new resident spending. To estimate the retail surplus/leakage, potential sales (demand) from Willowbrook’s residents and employees were estimated using the gross disposable income and typical worker spending, while taxable sales (supply) were estimated using information from ESRI business analyst. Finally, an adjustment of sales to supportable square feet was made, based on an estimate of sales productivity levels that could support new higher quality development.

New resident spending was determined using an average household income of \$100,000 for market rate units and \$60,000 for affordable units (2021 dollars). The spending was adjusted to reflect a household spend per capita based on County pro rata retail sales adjusted by income.<sup>12</sup> A further assumption was made that assumed the community could capture 30 percent of new retail sales, which reflects typical spending for local serving retail development.

A low retail demand estimate reflects the total recapture of lost sales and a high retail demand estimates reflects the recapture of lost sales plus demand from new households. In total, Willowbrook has a limited amount of retail demand over the next 15-years.

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<sup>12</sup> Review of the Bureau of Labor Statistics’ Consumer Expenditure Study as well as the Board of Equalization Sales and Use tax reports.

Table 6-2: Retail Demand (2021 - 2035)

	Commercial Retail Recapture Estimate (2021)	New Retail De- mand from Household Growth	Total Commercial Re- tail Demand	Low	High
Willowbrook (Square Feet)					
Retail Trade	12,600	24,650	37,250	12,600	37,250
Food and Drink	2,300	4,350	6,650	2,300	6,650
Total	14,900	29,000	43,900	14,900	43,900
Metro Area (Square Feet)					
Retail Trade	158,100	281,350	439,450	158,100	439,450
Food and Drink	10,500	49,650	60,150	10,500	60,150
Total	168,600	331,000	499,600	168,600	499,600
Willowbrook/Metro Area(Percent of Total)					
Retail Trade	8.0%	8.8%	8.5%	8.0%	8.5%
Food and Drink	21.9%	8.8%	11.1%	21.9%	11.1%
Total	8.8%	8.8%	8.8%	8.8%	8.8%

Source: Pro Forma Advisors

## 6.4 Key Takeaways

The following includes a bullet point summary of key takeaways from the section:

- Multi-family housing development should be encouraged at market and affordable levels within the community. Given the Willowbrook Station asset, additional consideration could be given for higher density development oriented around transit.
- Retail demand is limited. Careful consideration should be given to community serving neighbor retail shopping center development.
- Office demand is not sufficient to plan for substantial new development.

## 7 Appendix

### 7.1 Sources

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Listed in report order:

[Los Angeles County Assessor](#)

[ESRI Business Analyst](#)

[METRO](#)

[US Census](#)

[California Employment Development Department](#)

[California Department of Finance](#)

[US Census \(OnTheMap\)](#)

[Los Angeles County \(Building Permit Data\)](#)

[Zillow](#)

[CoStar](#)

## 7.2 Demographic Data (ESRI)

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Los Angeles County Metro Area Plan

# **Appendix F: Mobility Study**

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320 West Temple Street, 13th Floor,  
Los Angeles, CA 90012





# Los Angeles County Metro Area Plan

## Mobility Existing Conditions Study

### Summary

The Mobility Existing Conditions study for each of the communities included in the Los Angeles Metro Area Plan (Area Plan) includes a review of existing conditions and mobility needs assessment to inform recommendations to support the development of the Area Plan.

All seven Area Plan communities shared some commonalities with regards to their mobility conditions, constraints, and opportunities. Some of these include:

- All seven communities have Metro Bus or Metro Rail system service, with local or municipal providers that also connect to the Metro system;
- All seven communities are entirely or mostly within a Southern California Association of Governments designated High Quality Transit Area (a location within one half-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours);
- Most of the communities have a grid pattern roadway network with residential and industrial areas that have roadway access semi-disconnected from the street grid by dead-ending streets or an angled internal street network;
- Most of the communities have plans proposed by other agencies to expand active transportation infrastructure, particularly bicycle routes, throughout the community; however, many of these plans are unfunded; and
- Most of the communities have industrial uses and freight rail corridors that constrain mobility either within in or in-and-out of the community.

### Mobility Conditions, Constraints and Opportunities

The following section provides a summary of the mobility conditions, constraints, and opportunities for each community.

#### East Los Angeles

- The hilly topography of the west side of the community results in winding roads that constrain access.
- No existing bike routes connect to the Metro L (Gold) Line stations within the community.
- Major freeway interchanges pose a significant barrier for residents to access LA County USC Medical Center, Cal State LA and its Metrolink and Metro J (Silver) Line stations.
- Metro Eastside Extension Phase 2 will connect the community to the southeast, expanding high quality transit opportunities.

### East Rancho Dominguez

- Local streets often terminate rather than connect to two major or secondary roadways.
- Most crashes involving pedestrians take place in the southern area of the community.
- Lacks existing east-west connections from the community to nearby Los Angeles River Bicycle Trail and other regional bike connections.
- There is an unserved opportunity to connect the community to the nearby Metro C Line (Green) Long Beach Blvd Station via transit.

### Florence-Firestone

- Local streets often terminate rather than connect to two major or secondary roadways.
- Crashes involving pedestrians and cyclists are most heavily concentrated in the northern and western parts of the community, clustered around certain intersections on route to Metro A (Blue) Line Stations.
- Active freight railroad tracks limit safe crossings and through streets in some areas constrains convenient pedestrian access.
- Vertical transfers by stair or elevator at aerial Slauson and Firestone stations constrain access.
- Access to at grade Florence Station forces transferring or walking riders to cross local streets on approach to the station from either direction and to cross freight tracks from the west.

### Walnut Park

- There are no existing bikeways within the community; however, there are bikeways proposed.
- The southwest residential neighborhood is less connected to both the local and regional bus system than the rest of the community.
- Mobility is primarily constrained by access in and out of the community; as a small and dense community this access could be critical.

### West Athens-Westmont

- Crashes involving pedestrians and cyclists were more heavily concentrated in the northern half of the community on major thoroughfares.
- I-105, at grade freight rail crossings, and the ramps and elevated portion of Imperial Highway pose the greatest pedestrian barriers around the Vermont/Athens Station.
- Coverage by Metro and municipal bus lines is largely divided by I-105, with Metro serving the area north of the freeway and Gardena Transit and Torrance Transit serving south of the freeway.
- Vermont Transit Corridor is planned to terminate at 120<sup>th</sup> Street. As a current and future crossroads for transfers, coordination opportunities exist among different transit services and providers.
- Prevalence of crashes, especially involving pedestrians and pedestrian deaths, on major roadways indicates a safety issue.

### West Rancho Dominguez-Victoria

- Industrial areas in the western and southern portions of the community have large block sizes compared to the rest of the community.
- Pedestrian and cyclist crashes are distributed throughout the community on both arterial and local neighborhood streets, though a disproportionate number occur near the intersection of El Segundo Boulevard and Broadway Avenue adjacent to Athens Park.

- Lacks bikeway connections overall, with only a limited connection provided in the northeastern portion. Pedestrian and cyclist crashes in the southern industrial area of the community suggest an opportunity to improve bicycle and pedestrian conditions as well as extend transit service.
- Relatively low transit ridership compared to the other Area Plan communities.
- The proximity of three rail and two busway stations, too far to walk from most parts of the community but close enough to bike or take the bus to, presents an opportunity to improve transit and bicycle connections in the community.

### Willowbrook

- The roadway network lacks through connections to major or secondary highways. While this helps separate residential neighborhoods from commercial and industrial uses, it also constrains access to and from those uses as well as other local and regional resources.
- Pedestrian and cyclist crashes are concentrated in the southern half of the community, on both arterial and local neighborhood streets.
- The at grade rail running through the center of the community as well as skewed and dead ending streets constrains all modes of transportation, but particularly bicycle and pedestrian travel.
- Concentration of pedestrian and cyclist crashes in the southern part of the community, along the Metro A (Blue) Line, and near the rail station especially indicates a need for pedestrian and bicycle improvements in that area.
- As one of the largest rail to rail transfer points in all of Los Angeles County, there is opportunity to capitalize on the surrounding area to increase access and safety for pedestrians, cyclists, and bus riders.

## Introduction

The Mobility Existing Conditions Study for each of the communities included in the Los Angeles County Area Plan provides a baseline understanding of past, current, and future mobility planning efforts. It also includes a mobility needs assessment to inform recommendations for new policies and regulations consistent with the vision and goals for each community and the County overall to support the development of the Area Plan. This review identifies existing conditions, gaps, and opportunities across the following range of modes:

- Public transit
- Roadway network
- Parking conditions
- Bicycle and pedestrian infrastructure

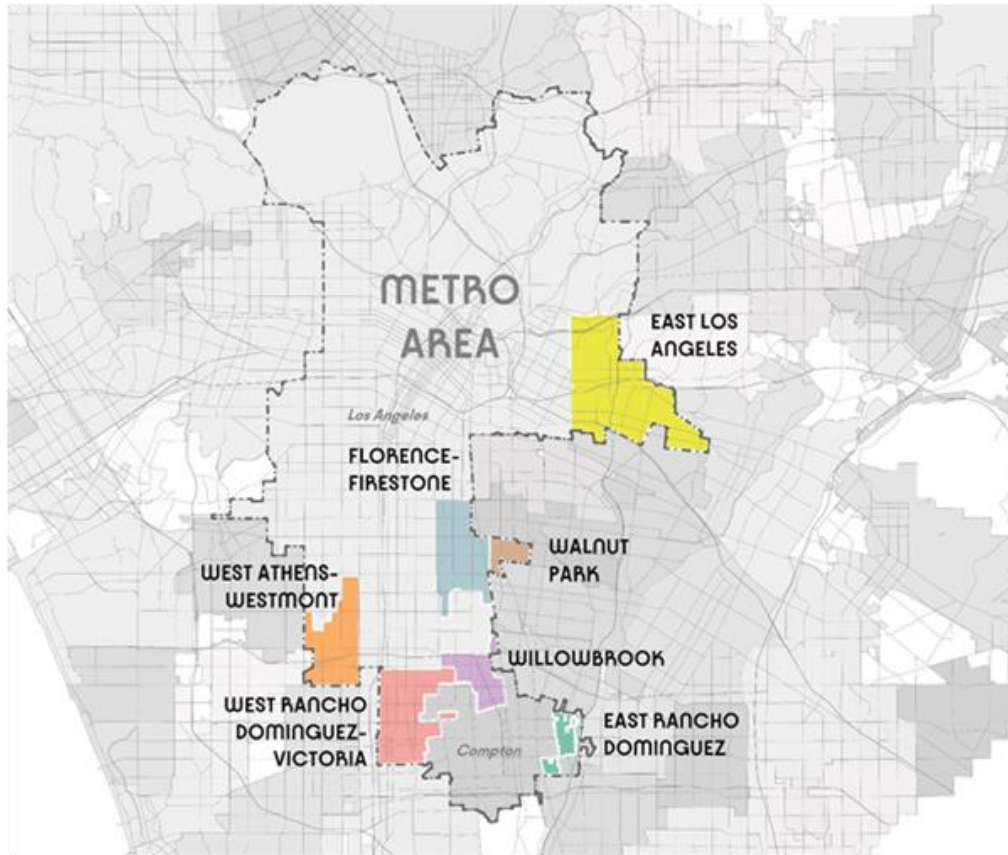
## Study Area

This review covers the following unincorporated communities in Los Angeles County as shown in Figure 1. Area Plan Study Area.

- East Los Angeles
- East Rancho Dominguez
- Florence-Firestone
- Walnut Park

- West Athens-Westmont
- West Rancho Dominguez-Victoria
- Willowbrook

Figure 1. Area Plan Study Area



## Plans, Programs, and Policies Relevant Countywide

While not part of the detailed literature review, the following plans are applicable to all unincorporated areas of Los Angeles County and should be consistent with the Area Plan.

- County of Los Angeles Bicycle Master Plan (2012)
- Los Angeles County General Plan (2015)
- Step-by-Step Los Angeles County (2019)
- Unincorporated Los Angeles County Community Climate Action Plan (2020)

The following plans are not authored by Los Angeles County but are relevant to overall mobility efforts in Los Angeles County and may provide insight and guidance.

- Metro First-Last Mile Strategic Plan (2014)
- Metro Active Transportation Strategic Plan (2016)
- Connect SoCal: Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (2020)

# East Los Angeles

## Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within East Los Angeles authored by Los Angeles County.

Relevant plans and policies authored by Los Angeles County include:

- East Los Angeles Community Standards District (2002)
- East Los Angeles Community Plan (1988)
- East Los Angeles 3<sup>rd</sup> Street TOD Specific Plan (2014)
- East Los Angeles Zoning Consistency Update (2019)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- East Los Angeles Parking Availability Improvement Study - Existing Parking Conditions (2021)
- East Los Angeles Community Pedestrian Plan (ongoing)
- Transit-Oriented District (TOD) Toolkit

Relevant plans and policies authored by other agencies include:

- Gateway Cities Strategic Transportation Plan Final Report (2016)
- Eastside Transit Corridor Phase 2: Post Draft EIR/EIS Technical Study Report (2017)
- I-710 Corridor Project Recirculated Draft EIR/Supplemental EIS (2017)

### ***East Los Angeles Community Standards District (2002)***

The community standards district provides standards for parking, road access to commercial properties, and commercial property orientation to the street. The following is a list of the relevant and specific mobility provisions and requirements.

- Requires specific parking and vehicular access for existing commercial buildings in non-residential zones and along Whittier Boulevard.
- For commercial areas zoned as C-1, at least 65% of total width of building's ground floor parallel to and facing the commercial street shall be devoted to entrances, shop windows, or other displays which are of interest to pedestrians.
- To encourage the continuity of retail sales and services along Whittier Blvd, at least 50% of the total width of the building's ground floor parallel to and facing the commercial street shall be devoted to entrances, show windows, or other displays which are of interest to pedestrians.

### ***East Los Angeles Community Plan (1988)***

The Community Plan establishes a framework of goals, policies, and programs designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in East Los Angeles. The following is a list of the relevant and specific mobility goals, objectives, and policies.

- Allows for parking adjacent to commercial areas along Whittier and Olympic Boulevards by utilizing performance standards to protect neighboring residential uses
- Requires new commercial development to provide parking compatible with adjoining businesses and residences in line with strict development standards

- Encourages existing commercial uses to provide common parking areas, improve automobile and truck access, and establish attractive/unifying architectural elements and themes.
- Requires no new freeways or highways to be built; new homes close to freeways should be properly screened
- Assists with development of parking areas for key businesses that do not disrupt residential areas
- Encourages improvement of local public transit to serve needs of the community more closely
- Improves the most seriously deficient roads as a priority using existing rights-of-way when possible

### ***East Los Angeles 3<sup>rd</sup> Street TOD Specific Plan (2014)***

The 3<sup>rd</sup> Street TOD Specific Plan promotes transit-oriented development around four Metro L Line Stations in East Los Angeles. As a result, zoning and land use policy was updated for parcels within the 3<sup>rd</sup> Street Specific Planning area. The following is a list of the relevant and specific mobility goals, policies, and objectives.

- Indiana, Maravilla, Civic Center, and Atlantic Stations to be transformed into “transit centers” with mixed-use buildings containing retail, restaurants, or offices
- Includes review of existing conditions, vision, and plan strategy for each station area
- Encourages different types of housing near stations to accommodate residents of different ages, incomes, and household sizes
- Promotes plazas, outdoor dining, and public art unique to each station area
- Includes six major goals with specific policies to achieve those goals
  - Enhance and preserve East Los Angeles’ distinctive community character
  - Improve economic vitality and create jobs
  - Provide a range of housing
  - Activate the public realm
  - Improve mobility and transportation choices
  - Create a sustainable community

To prepare for additional rail stations in Transit Oriented Districts (TODs), the County is preparing a TOD toolkit which will provide a framework to support land use plans as it relates to implementing public infrastructure and transportation-related improvements (Los Angeles County Department of Public Works 2022). This tool kit will emphasize approaches to facilitating public and private investment in transit-oriented districts, and moreover, identify community needs and enhancements.

### ***East Los Angeles Zoning Consistency Update (2019)***

This zoning consistency update proposes an amendment to the Community Plan consisting of a zone change to properties outside of the 3<sup>rd</sup> Street Specific Planning Area. The following is a list of the relevant and specific mobility goals, policies, and objectives. The zoning consistency update does not propose development or redevelopment of the affected 118 parcels, but rather a change in zoning and land use of those parcels to be consistent with the County’s General Plan. Per CEQA initial study, future land use that occurs pursuant to the update would need to be consistent with the County

General Plan and Mobility Element for unincorporated communities. Traffic impacts would be less than significant.

### ***Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)***

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of East Los Angeles are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Whiteside Street, City Terrace Drive, Cesar E. Chavez Avenue, 1<sup>st</sup> Street, Whittier Boulevard, Olympic Boulevard, Indiana Street, Eastern Avenue, Ford Boulevard, Arizona Avenue, and Atlantic Boulevard.

### ***East Los Angeles Parking Availability Improvement Study – Existing Parking Conditions (2021)***

This study assesses the East Los Angeles' parking needs; reviews current parking restrictions and enforcement practices; researches best practices; and identifies solutions to potential implementation challenges.

According to this study, existing parking related challenges consist of:

- High population density,
- Lack of available on-street parking,
- Reserving of on-street parking spaces/low turnover,
- Limited parking enforcement,
- Mobile vendors,
- Parking spillover,
- Inoperable vehicles,
- Off-street parking supply,
- Free parking system,
- Residential parking permits, and
- Management of parking supply/demand.

Recommendations consist of:

- Implementing a parking enforcement district;
- Hiring a professional parking enforcement firm to assist the County;
- Offering parking benefit and neighborhood incentive programs; and
- Exploring possibility of using County real estate to address parking needs.

### ***East Los Angeles Community Pedestrian Plan (ongoing)***

The Community Pedestrian Plan is currently under development by the County's Department of Public Health and will help the County address corridors in East Los Angeles that have high concentrations of collisions along select corridors. Some of the key initial findings include:

- The rate of motor vehicle collision involving pedestrians in East LA is 41%, compared to 21% for LA County.
- Over 39% of East LA residents 18 or older are considered obese, compared to 29% for LA County.



- Youth obesity in East LA is 38%, compared to 35.5% for LA County.
- The rate of households with no vehicles in East LA is 11.6%, compared to 9% for LA County.
- East LA - Northwest has 1 park acres per 1,000 residents and East LA – Southeast has 0.1 park acres per 1,000 residents whereas the County average is 3.3 park acres per 1,000. According to the Countywide park needs assessment, East Los Angeles (Northwest and Southeast) has a very high park need.

The County's Department of Public Health is currently conducting outreach.

By working with the community to understand concerns and opportunities for walkability enhancements, the Pedestrian Plan will help the County achieve the Vision Zero goal, which aims to eliminate fatal injury traffic collisions on County roadways by 2035.

### Public Transit

The transit agencies, routes, and service types in East Los Angeles are summarized in **Table 1. East Los Angeles Transit Service**.

**Table 1. East Los Angeles Transit Service**

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Los Angeles County Department of Public Works	Children's Court Shuttle	Shuttle	Mon-Fri Morning to Evening	10 minutes	30 minutes
	El Sol City Terrace/ELA College	Shuttle	Mon-Thu Morning to Night Fri	30 minutes	30 minutes
	El Sol Whittier Blvd/Saybrook Park	Shuttle	Morning to Late Night Sat Late Morning to Late Night	30 minutes	30 minutes
	El Sol Union Pacific/Salazar	Shuttle	Sunday Late Morning to Evening	30 minutes	30 minutes
Los Angeles Department of Transportation	Community Dash (El Sereno/City Terrace)	Community	Mon-Sun Morning to Night	15 minutes	25 minutes
	Community Dash (Boyle Heights)	Local	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	20 minutes	20 minutes
Metro	L Line (Gold)	Light Rail	Mon-Sun Early Morning to Late Night	12 minutes	20 minutes
	18	Local	Mon-Sun 24 hours	6 minutes	20 minutes 60 minutes (late night)
	30	Local	Mon-Sun 24 hours	30 minutes	45 minutes 60 minutes (late night)

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
	62	Local	Mon-Sun Morning to Late Night	50 minutes	60 minutes
	66	Local	Mon-Fri Early Morning to Late Night Sat-Sun Morning to Night	6 minutes	30 minutes 60 minutes (late night)
	70	Local	Mon-Sun 24 hours	8 minutes	10 minutes 60 minutes (late night)
	106	Local	Mon-Sun Early Morning to Late Night	20 minutes	30 minutes 45 minutes (late night)
	256	Local	Mon-Sun Morning to Night	60 minutes	60 minutes
	258	Local	Mon-Sun Morning to Night	40 minutes	60 minutes
	260	Local	Mon-Fri Early Morning to Night Sat-Sun Morning to Night	12 minutes	30 minutes
	665	Community	Mon-Sun Morning to Late Evening	60 minutes	60 minutes
Montebello Bus	10	Local	Mon-Sun Early Morning to Night	10 minutes	20 minutes
	30	Local	Mon-Sun Morning to Night	60 minutes	60 minutes
	40	Local	Mon-Fri Morning to Night Sat-Sun Morning-Evening	10 minutes	20 minutes
	70	Local	Mon-Fri Morning to Evening	45 minutes	50 minutes
	90	Express	Weekday peak commute	20 minutes	N/A

Source: Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b; Montebello Bus Lines, 2021

Coverage by Metro and municipal bus lines is relatively well distributed within East Los Angeles, with most major and secondary roadways served by at least one line. The transit service in East Los Angeles is shown on **Figure 2. East Los Angeles Transit Service**. Almost all of East Los Angeles is part of the Southern California Association of Government's (SCAG) 2016 and 2045 High Quality Transit Area, which is a location within one half-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours (SCAG, 2020).

In October 2019 there were 18,599 average daily boardings on the Metro system in the study area on weekdays: 14,123 of these boardings on bus and 4,476 on rail (Metro, 2020a). Atlantic Station on the Metro L Line had the most boardings of any transit stop in East Los Angeles, with 1,965 average daily boardings in October 2019. At just under 7.5 square miles in area and a population of 126,191, East Los Angeles has 2,500 boardings per square miles and 0.15 boardings per resident, the fourth and third (tied) most, respectively, of the seven Area Plan communities. This indicates an average to high use of the Metro system in East Los Angeles relative to the other Area Plan communities. Stop-level average daily boardings are shown on **Figure 3. East Los Angeles Average Daily Metro Boardings (2019)**.

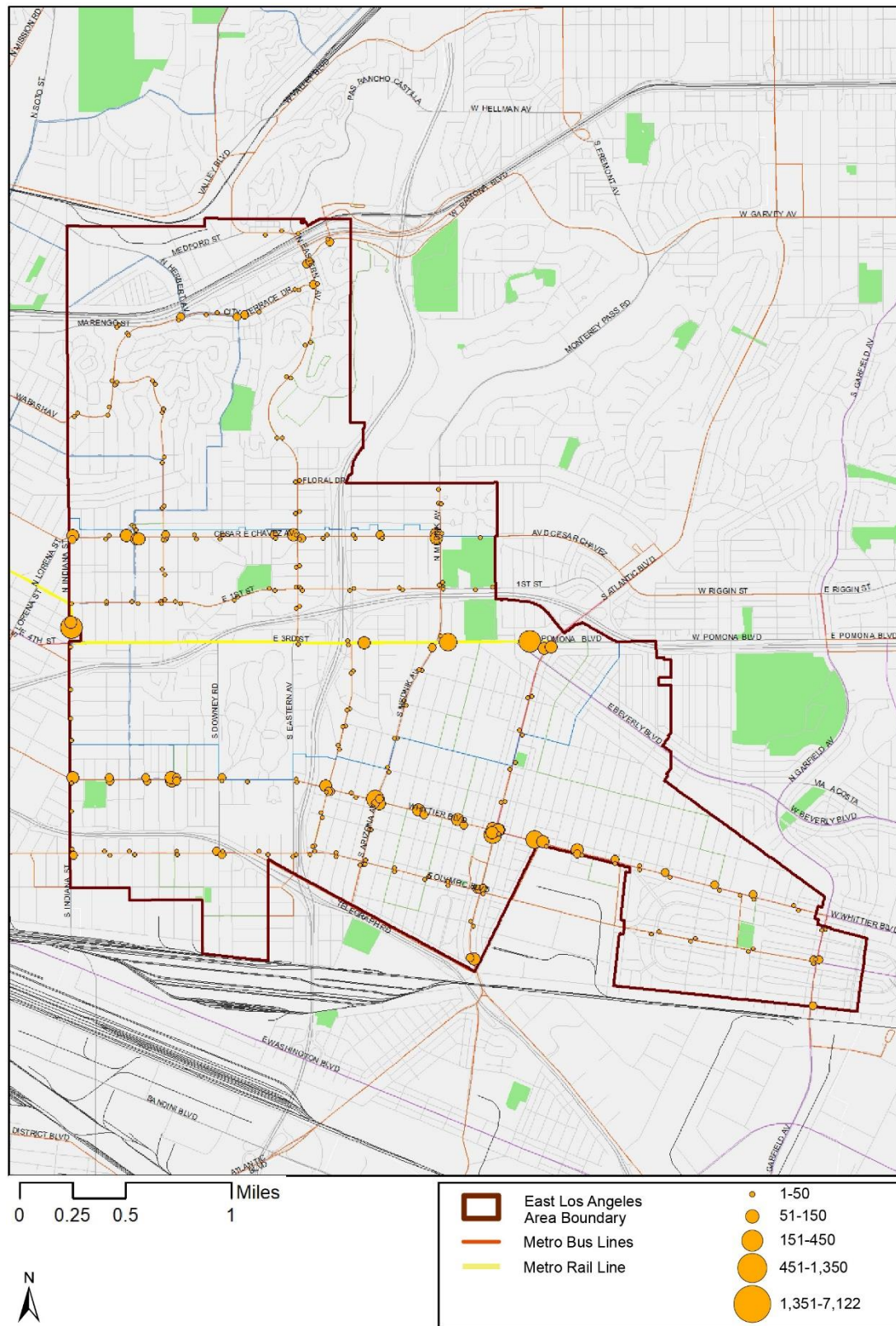
While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, El Sol shuttles had 805,133 boardings, the most of any Public Work's provided shuttle service (Los Angeles County, 2021b). Montebello Bus Lines 10 and 40, which operate along major East Los Angeles arterials Atlantic Boulevard, Whittier Boulevard, 3<sup>rd</sup> Street, and Beverly Boulevard are the Montebello Bus system's highest ridership lines (Montebello Bus Lines, 2015), though this accounts for riders outside of East Los Angeles as well as within. Ridership data for Los Angeles Department of Transportation (LADOT) transit lines is not available.

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Pg. 11 - Mobility Existing Conditions and Literature Review



Figure 3. East Los Angeles Average Daily Metro Boardings (2019)



Source: Metro, 2020a

## Roadway Network

The roadway network in East Los Angeles is primarily a diagonal grid. The hilly topography of the west side of the community results in winding roads that do not entirely match the grid. Major and secondary roadways in East Los Angeles are listed in **Table 2. East Los Angeles Roadways** and shown on **Figure 4. East Los Angeles Roadways**.

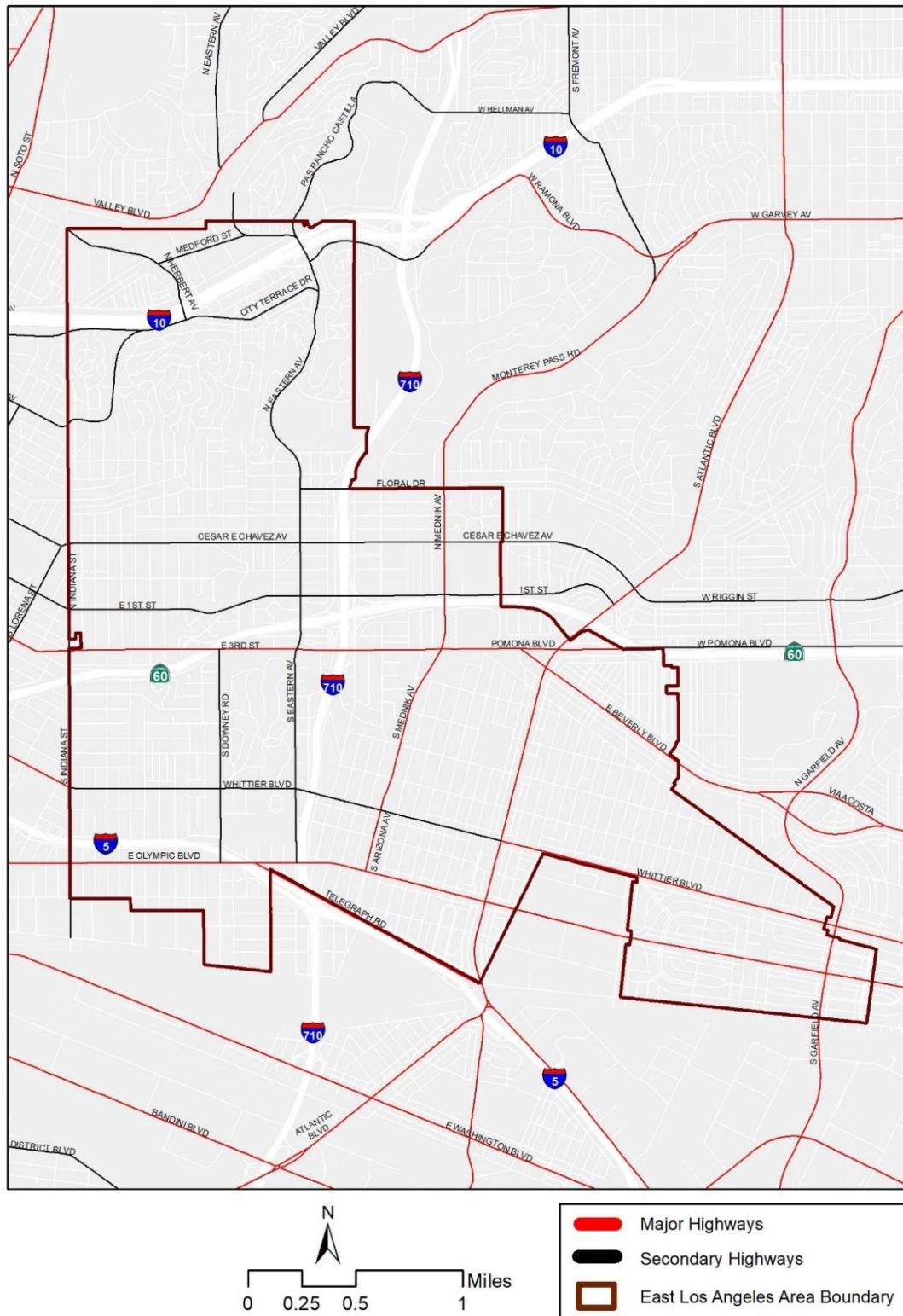
**Table 2. East Los Angeles Roadways**

Arterial Name	Roadway Classification	Direction
1 <sup>st</sup> Street	Secondary	East-West
Cesar Chavez Avenue	Secondary	East-West
City Terrace Drive	Secondary s	East-West
E 3 <sup>rd</sup> Street	Major Highway	East-West
E Olympic Boulevard	Major Highway	East-West
Floral Drive	Secondary	East-West
Marengo Street	Major/Secondary	East-West
Medford Street	Secondary	East-West
Monterey Pass Road	Major Highway	North-South
N Herbert Avenue	Secondary	North-South
N Indiana Street	Secondary	North-South
N Marianna Avenue	Secondary	North-South
N Mednik Avenue	Major Highway	North-South
Pas Rancho Castilla	Secondary	East-West
Pomona Boulevard	Major Highway	East-West
S Arizona Avenue	Major Highway	North-South
S Eastern Avenue	Secondary	North-South
S Indiana Avenue	Secondary	North-South
S Mednik Avenue	Major Highway	North-South
W Ramona Boulevard	Secondary	East-West
Beverly Blvd	Major Highway	East-West
Atlantic Blvd	Major Highway	North-South

Source: Los Angeles County Department of Public Works, 2020a

**Figure 5. East Los Angeles Roadway Crashes (2019)** shows the location and type of crashes in the community in 2019. Excluding freeways, crashes are most dense on Atlantic Boulevard, Cesar Chavez Avenue, Olympic Boulevard, and Whittier Boulevard. The California Highway Patrol recorded a total of 593 crashes (80 per square mile) in East Los Angeles in 2019, 437 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 6. East Los Angeles Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. Five of the crashes on East Los Angeles surface streets resulted in a death.

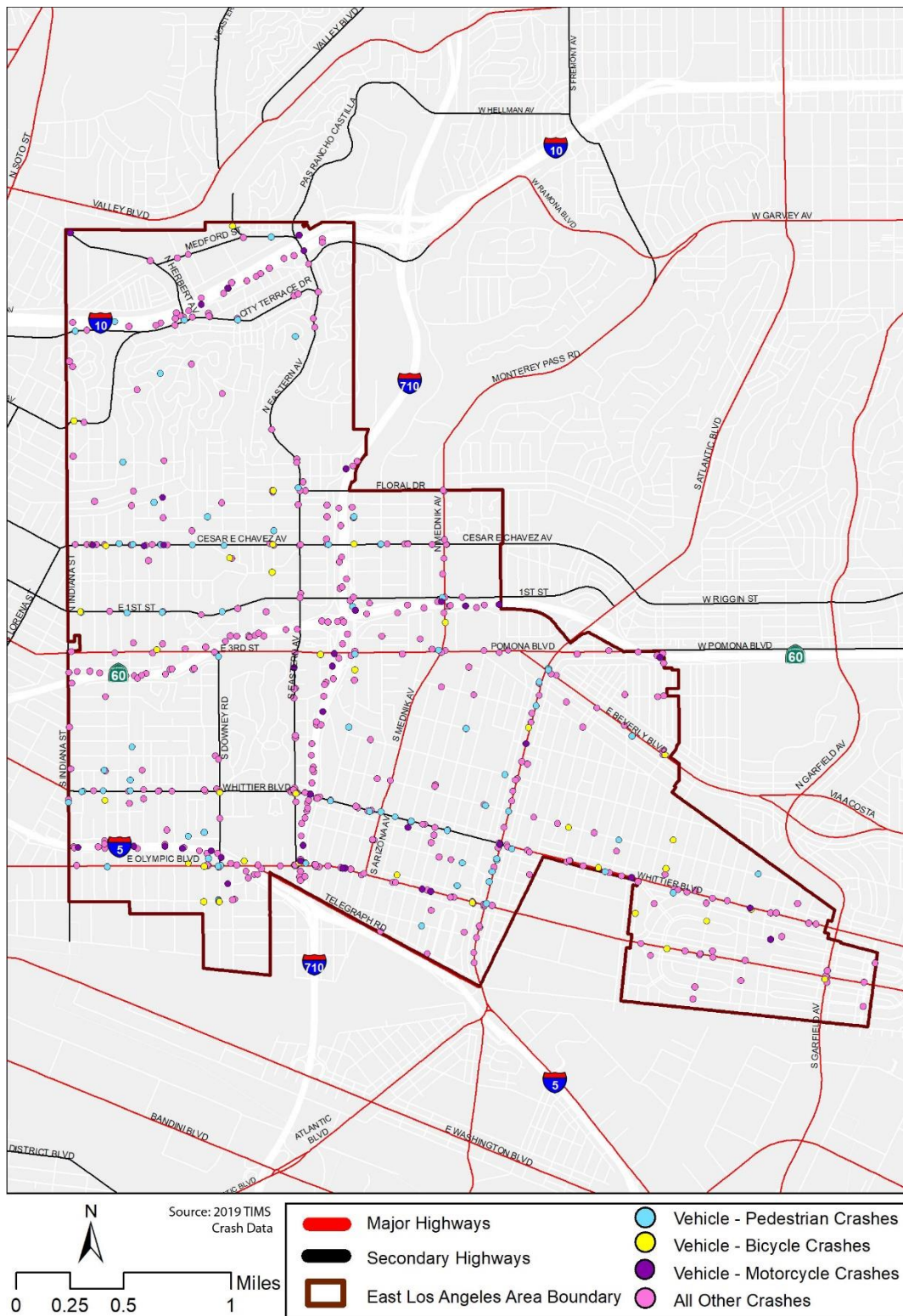
Figure 4. East Los Angeles Roadways



Source: Los Angeles County Department of Public Works, 2020a

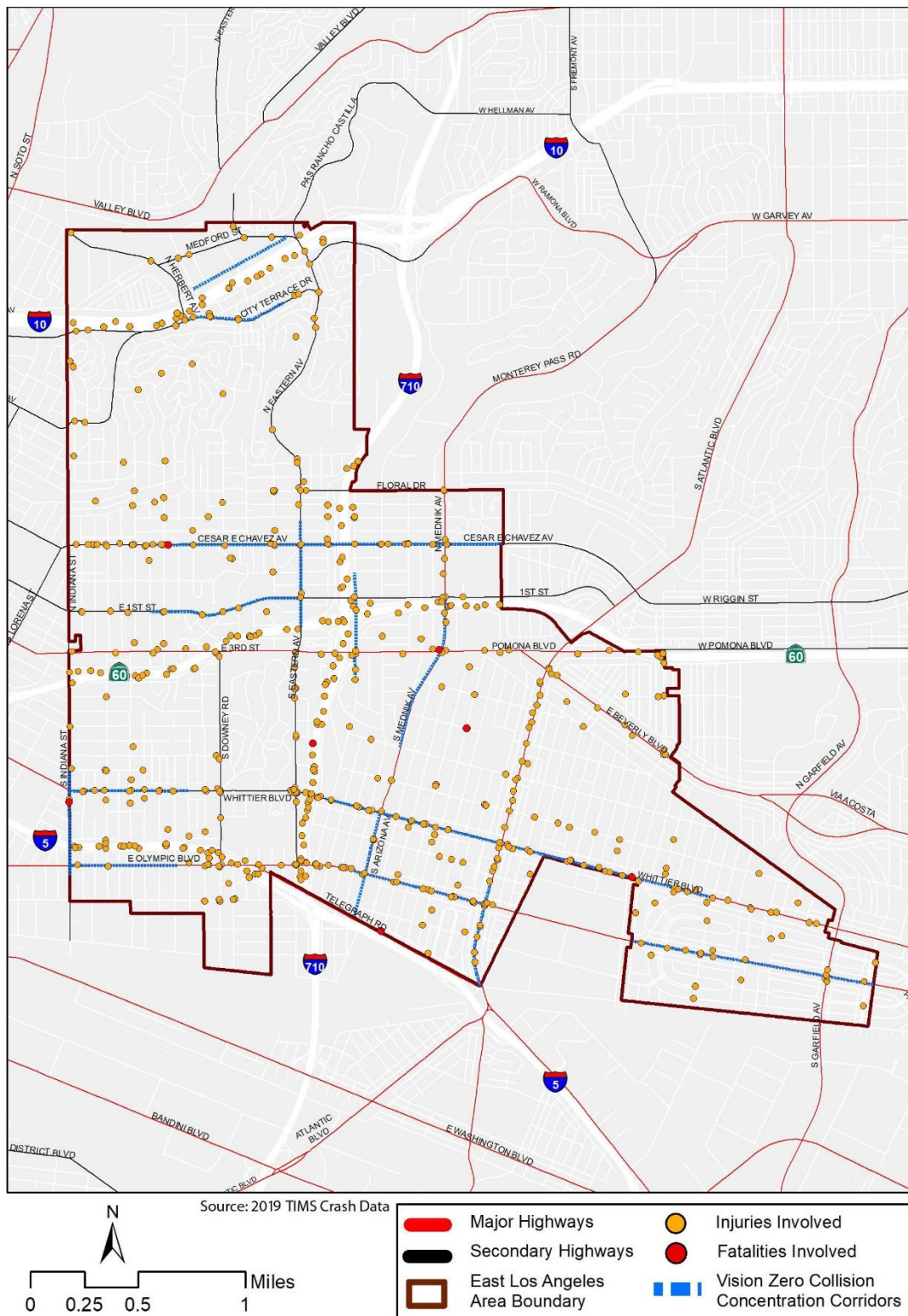


Figure 5. East Los Angeles Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 6. East Los Angeles Roadway Crashes – Serious Injury/Death (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

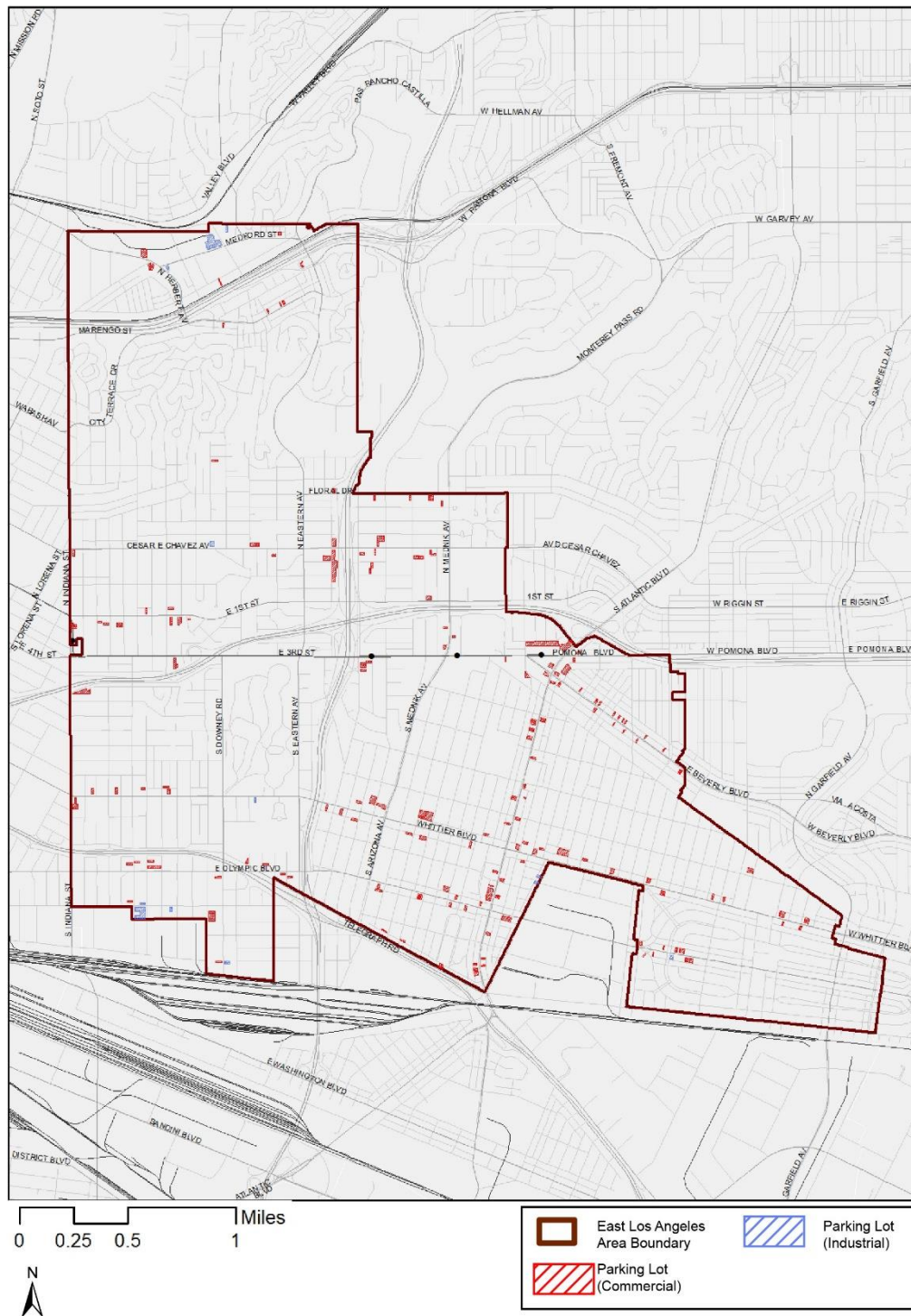
## Parking Conditions

**Figure 7. East Los Angeles Commercial and Industrial Parking Lots** shows parcels specifically used for commercial and industrial parking as designated by the Los Angeles County Office of the Assessor. Parcels designated for parking are most numerous along Atlantic Boulevard and Whittier Boulevard. This does not account for street parking or parking located on the same parcel as other uses. According to the Los Angeles County Department of Public Works, there are no designated Park and Ride lots in East Los Angeles; however, paid parking for the Metro L Line is provided at the Atlantic and Indiana Stations (Metro, 2021c). Public parking is also provided at the East Los Angeles Civic Center on 3<sup>rd</sup> Street.

As described in **East Los Angeles Plans, Programs, and Policies**, the County recently completed a study on existing parking in East Los Angeles in a separate effort. Key findings from this effort found that there is currently a high-demand for on-street parking virtually everywhere throughout the community. Consequently, the low availability of on-street parking has led to improper parking, parking spillover from commercial to residential areas, and low turnover.



Figure 7. East Los Angeles Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Public Works, 2020c; Los Angeles County Department of Regional Planning, 2021

## Bicycle and Pedestrian Infrastructure

**Table 3. East Los Angeles Bikeways** lists the existing and proposed bikeways in East Los Angeles. Designated bike routes are most prevalent on secondary or neighborhood streets rather than major arterials. No existing designated bike routes connect to the Metro L Line stations within the community. **Figure 8. East Los Angeles Bikeways** displays the locations of the existing and proposed bikeways within community.

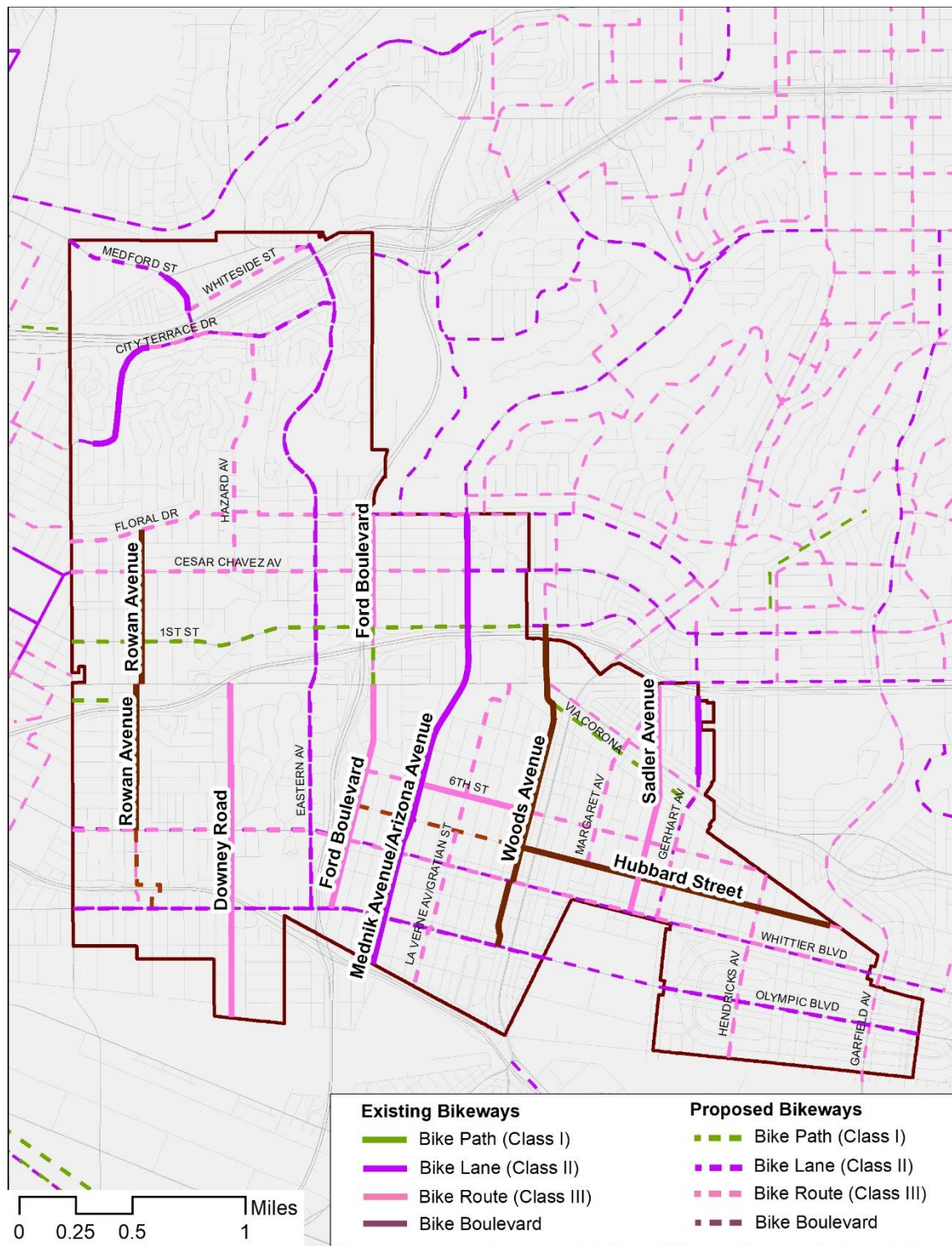
**Table 3. East Los Angeles Bikeways**

Route/Street Name	From/To	Direction	Class	Existing or Proposed
City Terrace Drive	Alma Avenue to Marengo Avenue	North-South	2	Existing
6 <sup>th</sup> Street	Arizona Avenue to Woods Avenue	East-West	3	Existing
Downey Road	3 <sup>rd</sup> Street to Noakes Street	North-South	3	Existing
Ford Boulevard	Floral Drive to Olympic Boulevard	North-South	3	Existing
Mednik Avenue/ Arizona Avenue	Floral Drive to Telegraph Road	North-South	2	Existing
Woods Avenue	1 <sup>st</sup> Avenue to Olympic Boulevard	North-South	Bike Boulevard	Existing
Sadler Avenue	Pomona Boulevard to Whittier Boulevard	North-South	3	Existing
Medford Street	Indiana Street to Herbert Avenue	North-South	2	Proposed
Whiteside Street	Herbert Avenue to Eastern Avenue	East-West	3	Proposed
City Terrace Drive	0.1 mile E/o Rowan Avenue to Hazard Avenue	East-West	3	Proposed
City Terrace Drive	Hazard Avenue to Eastern Avenue	East-West	2	Proposed
Floral Drive	Indiana Street to Mednik Avenue	East-West	3	Proposed
Cesar Chavez Avenue	Indiana Street to Mednik Avenue	East-West	3	Proposed
Cesar Chavez Avenue	Mednik Avenue to Vancouver Avenue	East-West	2	Proposed
1 <sup>st</sup> Street	Indiana Street to 150; E/o Vancouver Avenue	East-West	2	Proposed
4 <sup>th</sup> Street	Indiana Street to Rowan Street	East-West	3	Proposed
6 <sup>th</sup> Street	Ford Boulevard to Arizona Avenue, Woods Avenue to Harding Avenue	East-West	3	Proposed
Hubbard Street	Ford Boulevard to Woods Avenue	East-West	Bike Boulevard	Proposed

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Whittier Boulevard	Ford Boulevard to Via Clemente Street	East-West	3	Proposed
Olympic Boulevard	Indiana Street to Concourse Avenue	East-West	2	Proposed
Via Corona	Woods Avenue to Gerhart Avenue	East-West	3	Proposed
Hazard Avenue	City Terrace to Cesar Chavez Avenue	North-South	3	Proposed
Rowan Avenue	Floral Drive to Whittier Boulevard	North-South	Bike Boulevard	Proposed
Rowan Avenue	Whittier Boulevard to Olympic Boulevard	North-South	Bike Boulevard	Proposed
Eastern Avenue	0.1 mile N/o Whiteside Street to Olympic Blvd	North-South	2	Proposed
La Verne/Gratian Street	3 <sup>rd</sup> Street to Telegraph Road	North-South	3	Proposed
Margaret Avenue	Sadler Avenue to Hubbard Street	North-South	3	Proposed
Gerhart Avenue	Eagle Street to Whittier Boulevard	North-South	3	Proposed
Gerhart Avenue	Via San Delarro to Via Campo	North-South	2	Proposed
Hendricks Avenue	0.1 mil N/o Hubbard Street to Ferguson Drive	North-South	3	Proposed
Garfield Avenue	Whittier Boulevard to Southern Limit	North-South	3	Proposed

Source: Los Angeles County Department of Public Works, 2021b

Figure 8. East Los Angeles Bikeways



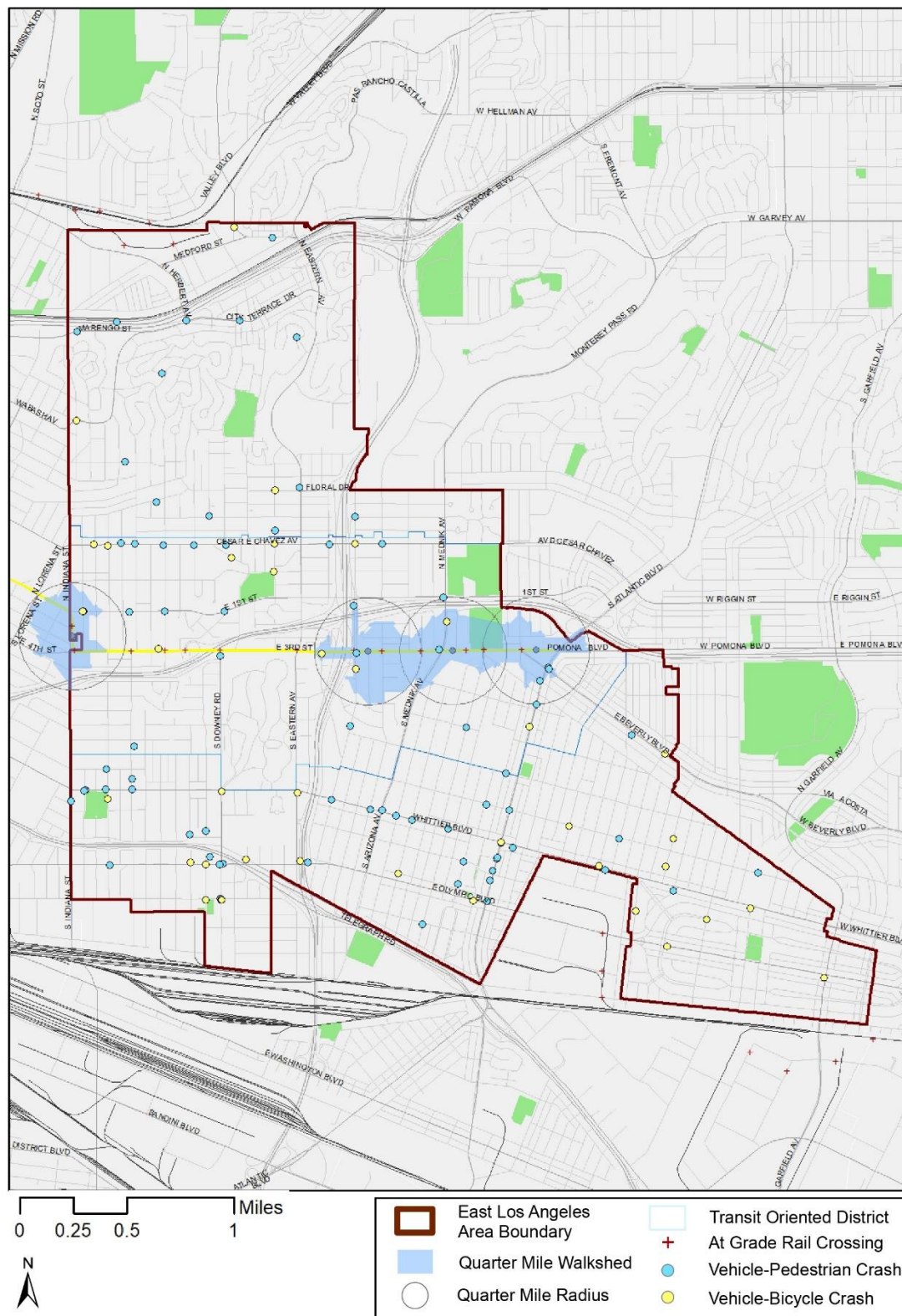
Source: Los Angeles County Department of Public Works, 2021b



**Figure 9. East Los Angeles Pedestrian Conditions** shows pedestrian accessible areas within one quarter mile of a Metro L Line station. The skewed angles and the lack of through streets in some areas constrains pedestrian access. Atlantic Station particularly has constrained pedestrian access because of the angle of the street grid while Maravilla Station has constrained pedestrian access to the west because of Interstate (I-)710 freeway. At grade rail crossings, which can pose both a physical and mental barrier for pedestrian, are also shown in **Figure 9**. Most of the at grade rail crossings in East Los Angeles are a result of the at grade L Line, with freight rail crossings only at the perimeter of the community.

Crashes involving pedestrians and cyclists are also shown on **Figure 9**. Overall, 76 crashes involved pedestrians and 37 involved cyclists in 2019, out of a total of 593 traffic accidents (UC Berkeley, 2020). Three of these crashes resulted in pedestrian death. While crashes involving pedestrians took place throughout the community, and especially along Atlantic Boulevard and Whittier Boulevard, crashes involving pedestrians are also overrepresented on local community streets relative to crashes involving only vehicles. Certain community streets, Atlantic Boulevard, and Whittier Boulevard may lack features that make walking safe and convenient. Atlantic Boulevard and Whittier Boulevard are also major bus transit corridors in East Los Angeles, making pedestrian access on these streets especially critical.

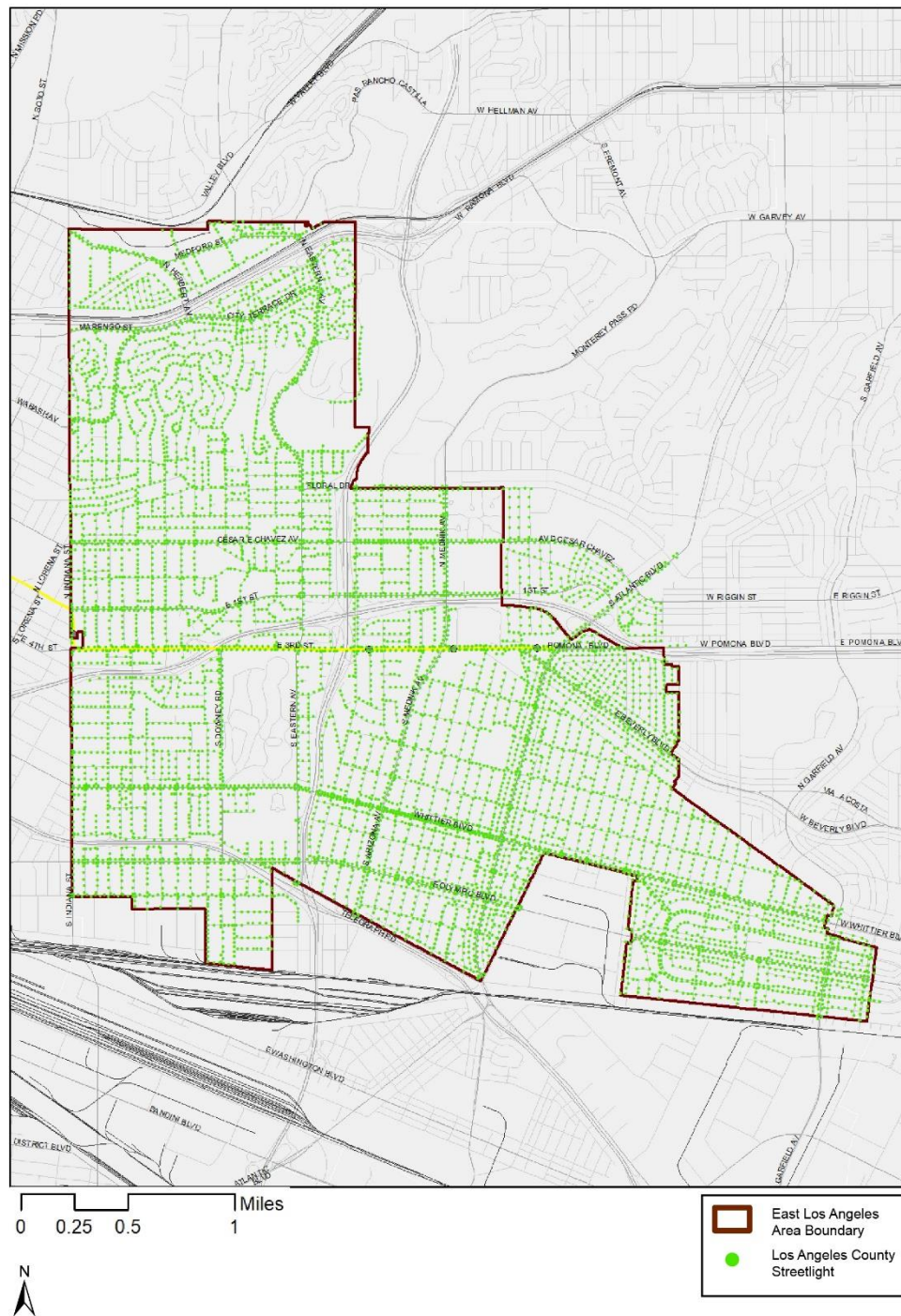
Figure 9. East Los Angeles Pedestrian Conditions



Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Street lighting coverage, shown on **Figure 10. East Los Angeles Street Lighting**, is consistent throughout most of the community. The gaps in lighting along roads on the map are the large County complex in the northwest and Calvary Cemetery in the south, both of which may operate their own lighting along their internal roads and pathways.

**Figure 10. East Los Angeles Street Lighting**



Source: Los Angeles County Department of Public Works, 2020b



## Mobility Opportunities, Constraints, and Gaps

**There are opportunities to fill in gaps in the connection to the Metro J (Silver) Line.** While the Metro J (Silver) Line busway runs through East Los Angeles in the north on the I-10 freeway, its closest stops are Cal State LA to the east, which also has a Metrolink San Bernardino Line station, and LA County + USC Medical Center to the west, both in the City of Los Angeles. Though Cal State LA directly borders East Los Angeles, the barrier posed by the I-10/I-710 freeway interchange make it just over one quarter mile away. Four Metro bus lines and two County shuttles provide connections to this station from East Los Angeles, making the station well connected to East Los Angeles by transit, despite the constrained street network. The LA County + US Medical Center stop is approximately one mile from East Los Angeles and has one stop that serves a bus line that runs through East Los Angeles, despite its proximity to the community.

**Infrequent, monodirectional Metrolink service limits the usefulness of the railroad corridor to the south.** The Montebello/Commerce Metrolink Station, which is served by the Metrolink Riverside Line linking Downtown Los Angeles to Downtown Riverside, directly borders East Los Angeles, though it is 0.4 mile away from the border by the street network. This station is connected to East Los Angeles by two Metro bus lines and one Montebello bus line; however, this station is only served by four westbound trains in the morning and three eastbound trains in the evening (Metrolink, 2021), limiting its utility to the community.

**Future extension of the L Line presents opportunities.** While there is currently no Metro Rail connection to the south or east from East Los Angeles, the future Metro Eastside Extension Phase 2 would extend the L Line south along Atlantic Boulevard and Washington Boulevard to Whittier. Bus connections to the south are also fewer than in other direction. This is likely a result of I-5 and I-710, freight railroad corridors, and large heavy industrial land parcels limiting the number of through streets buses can operate on. Connections to the northwest are also limited, similarly due to the I-10 and I-710 freeways and hilly topography limiting through streets. The extension of the L Line presents opportunities for connections to both the east and south.

**Improvements to State Route -710 North.** Major projects for this state route that are relevant to this study include the State Route -710 North Mobility Improvement Projects and the 1-710 North Mobility Hubs Plan.

*State Route 710 North Mobility Improvement Projects.* A number of projects were approved for funding by the Metro Board in June 2020 (Metro 2020b). Major projects planned throughout East Los Angeles include:

- East Los Angeles ITS Enhancements
- East Los Angeles Mobility Hub Project
- East Los Angeles Pedestrian Accessibility Improvements
- East Los Angeles Vision Zero Enhancements

**Several Intelligent Transportation System (ITS) projects are planned along major corridors in East Los Angeles** which include City Terrace Drive, Floral Drive, and 1st Street, Cesar Chavez Avenue, Olympic Boulevard, Eastern Avenue, Beverly Boulevard, and Whittier Boulevard. Olympic Boulevard, and Beverly Boulevard ITS improvements include Traffic Signal Synchronization Program (TSSP)

improvements. These improvements involve upgrades to all traffic signals along the route to maintain synchronized signals, installation of vehicle detectors, and facilitation of signal timings among successive intersections, and automatic adjustments to traffic signals to coordinate the movement of vehicles through intersections. TSSP routes were recently completed along Eastern Avenue, Whittier Boulevard, and Atlantic Blvd.

Mobility improvements are planned along Olympic Boulevard, Eastern Avenue, Whittier Boulevard, and Atlantic Boulevard. Other project improvements in East Los Angeles will apply to micro transit including the Wellness Shuttle Fleet Upgrade and Expansion Projects, and the El Sol Shuttle Service Improvements.

***1-710 North Mobility Hubs Plan.*** This Plan is being developed to identify potential mobility hubs within the following bounds: Union Station in Downtown LA, the Metro L Line Station in South Pasadena, the County Department of Public Works headquarters in Alhambra, Cal State University Los Angeles, and surrounding neighborhoods (The 710 North Mobility Working Group 2022). The 710 North Mobility Working Group, which includes the County, SCAG, LADOT, Cal State LA, and other partners, aims to offer this region an improved quality of life through mobility enhancements. This Plan would apply to the north east end of East Los Angeles.

While there are issues associated with low availability of on-street parking in commercial and residential areas, the County is currently looking into improving existing conditions in East Los Angeles by: 1) creating a parking enforcement district by hiring a professional enforcement services contractor to augment existing LASD parking enforcement staff; 2) creating a preferential parking district in residential areas that want them; and 3) establishing a parking benefit district along commercial corridors.

## East Rancho Dominguez

### Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within East Rancho Dominguez authored by Los Angeles County.

Relevant plans and policies authored by Los Angeles County include:

- East Rancho Dominguez Community Standards District (1984)
- East Rancho Dominguez Community Pedestrian Plan (ongoing)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)

Relevant plans and policies authored by other agencies include:

- Gateway Cities Strategic Transportation Plan Final Report (2016)

### ***East Rancho Dominguez Community Standards District (1984)***

The community standards district provides standards for parking, road access to commercial properties, and commercial property orientation to the street. The following is a list of the relevant and specific mobility provisions and requirements.

- Does not permit vehicular or pedestrian access to Washington Avenue or Lime Avenue.

- Requires that automobile parking shall be provided in accordance with Chapter 22.112 (Parking).

### ***Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)***

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of East Rancho Dominguez are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Rosecrans Avenue, Compton Boulevard

### ***East Rancho Dominguez Community Pedestrian Plan (ongoing)***

The Community Pedestrian Plan is currently under development and will help the County address corridors in East Rancho Dominguez that have high concentrations of collisions along select corridors. Some of the key initial findings include:

- The rate of motor vehicle collision involving pedestrians in East Rancho Dominguez is 47%, compared to 21% for the County.
- Over 38.5% of East Rancho Dominguez residents 18 or older are considered obese, compared to 29% for the County.
- Youth obesity in East Rancho Dominguez is 41.6%, compared to 35.5% for the County.
- The rate of households with no vehicles in East Rancho Dominguez is 6.5%, compared to 9% for the County.
- East Rancho Dominguez has 0.6 park acres per 1,000 residents, whereas the County average is 3.3 park acres per 1,000 residents. According to the Countywide park needs assessment, East Rancho Dominguez has a very high park need.

The County's Department of Public Health is currently conducting outreach.

By working with the community to understand concerns and opportunities for walkability enhancements, the Pedestrian Plan will help the County achieve the Vision Zero goal, which aims to eliminate fatal injury traffic collisions on County roadways by 2035.

### **Public Transit**

The transit agencies, routes, and service types in East Rancho Dominguez are summarized in **Table 4. East Rancho Dominguez Transit Service.**

Table 4. East Rancho Dominguez Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Compton Renaissance	4	Local	Mon-Sat Morning to Afternoon	40 minutes	40 minutes
Metro	125	Local	Mon-Sun Morning to Night	20 minutes	30 minutes
	127	Local	Mon-Sun Early Morning to Late Night	20 minutes	40 minutes
	128	Local	Mon-Sun Morning to Late Evening	60 minutes	60 minutes
	260	Local	Mon-Fri Early Morning to Night Sat-Sun Morning to Night	12 minutes	30 minutes

Source: City of Compton, 2021; Metro, 2021b

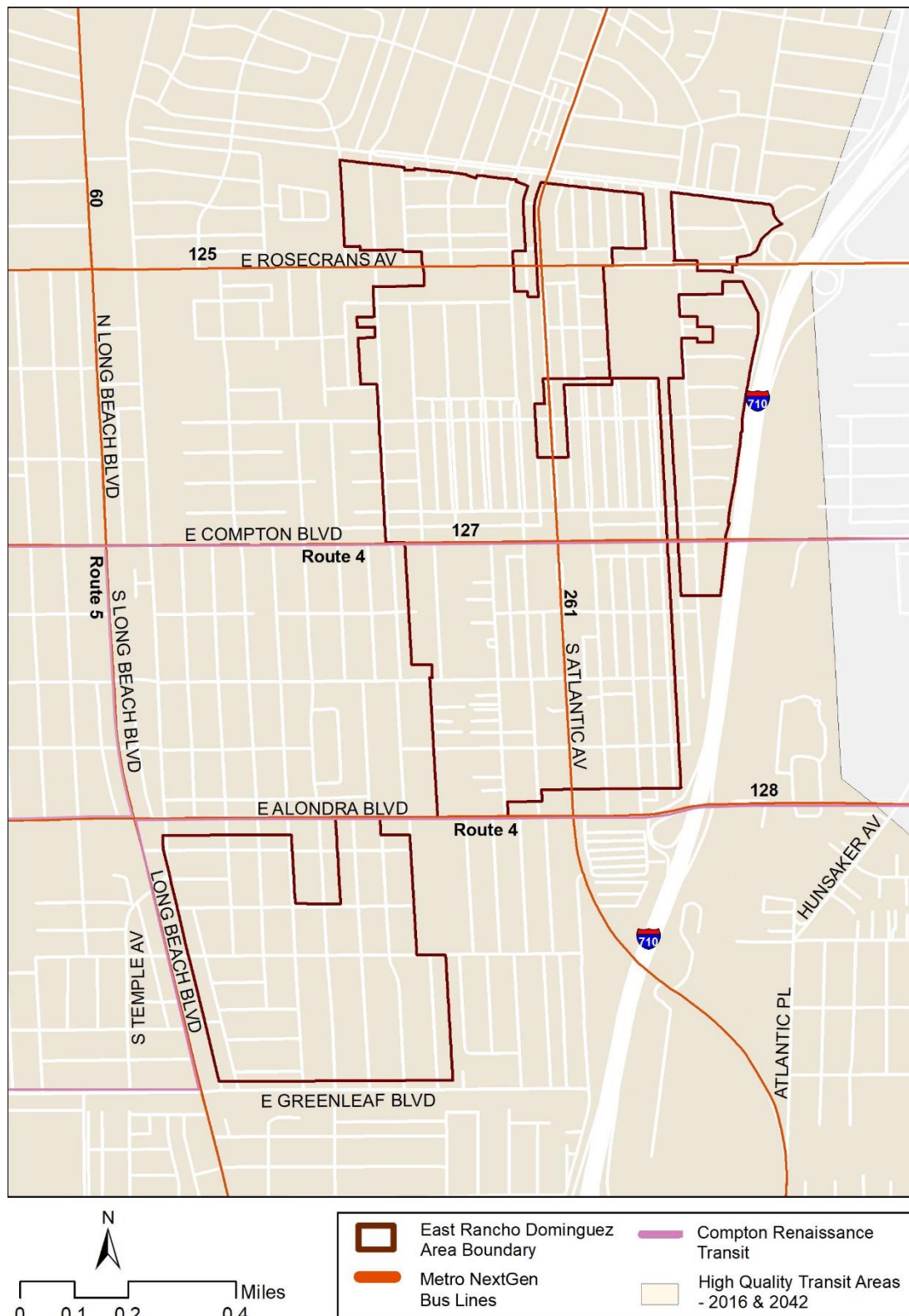
Transit routes in East Rancho Dominguez are primarily along major roadways, as shown on **Figure 11. East Rancho Dominguez Transit Service**. All of East Rancho Dominguez is part of the SCAG 2016 and 2045 High Quality Transit Area.

In October 2019 there were 528 average daily boardings on the Metro system in the study area on weekdays. At 0.83 square miles in area and a population of 15,281, East Rancho Dominguez has 639 boardings per square miles and 0.03 boardings per resident, the second least and least, respectively, of the seven Area Plan communities. This indicates a low use of the Metro system in East Rancho Dominguez relative to the other Area Plan communities. Stop-level average daily boardings are shown on **Figure 11. East Rancho Dominguez Average Daily Metro Boardings (2019)**.

All three east-west Metro bus lines connect East Rancho Dominguez to the Metro A Line (Blue) Compton Station, approximately 1.5 miles to the west.

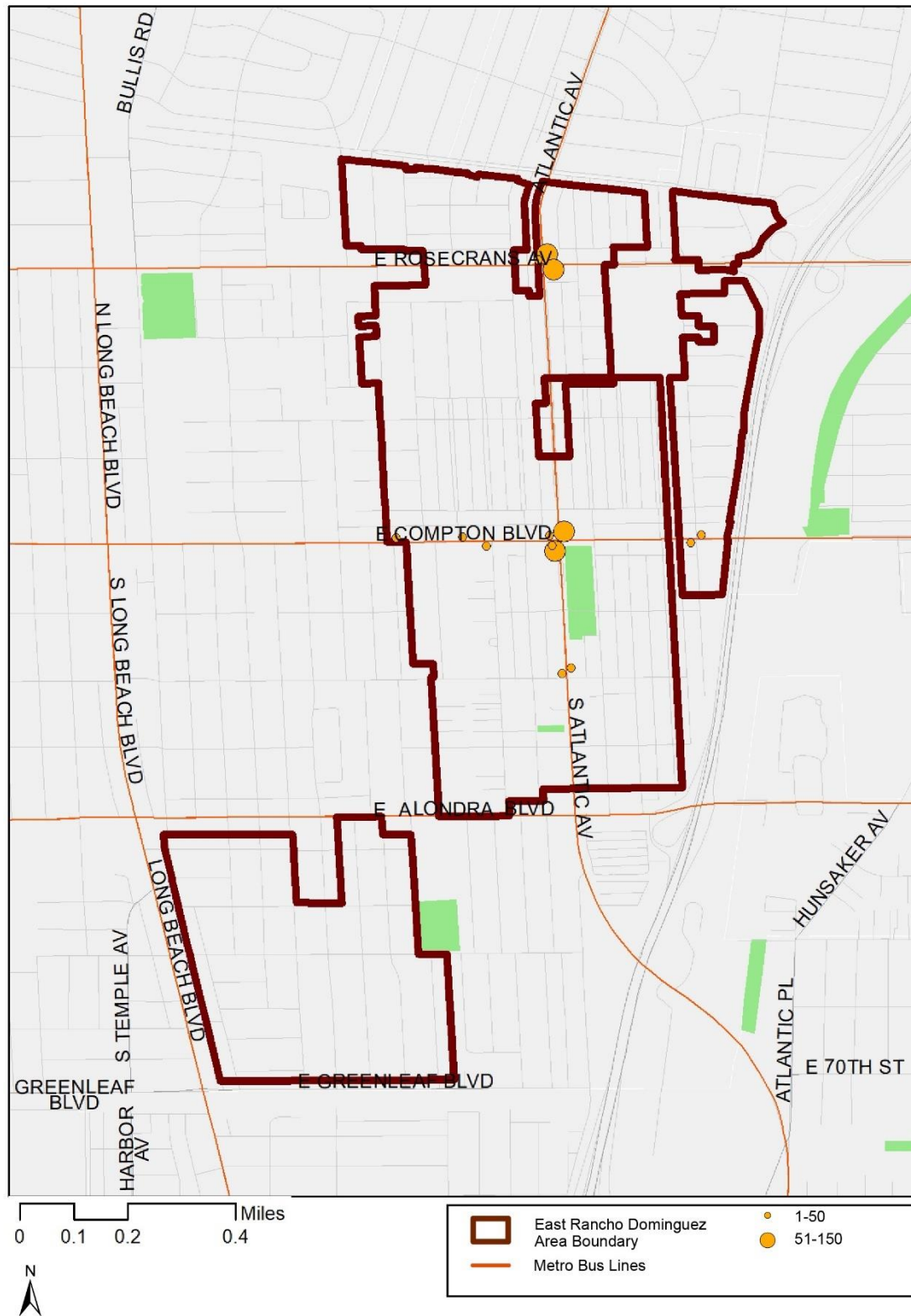


Figure 11. East Rancho Dominguez Transit Service



Source: City of Compton, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b

Figure 12. East Rancho Dominguez Average Daily Metro Boardings (2019)



Source: Metro, 2020a

## Roadway Network

The roadway network in East Rancho Dominguez is primarily a grid with local streets that often terminate rather than connect to two major or secondary roadways. Major and secondary roadways in East Rancho Dominguez are listed in **Table 5. East Rancho Dominguez Roadways** and shown on **Figure 13. East Rancho Dominguez Roadways**.

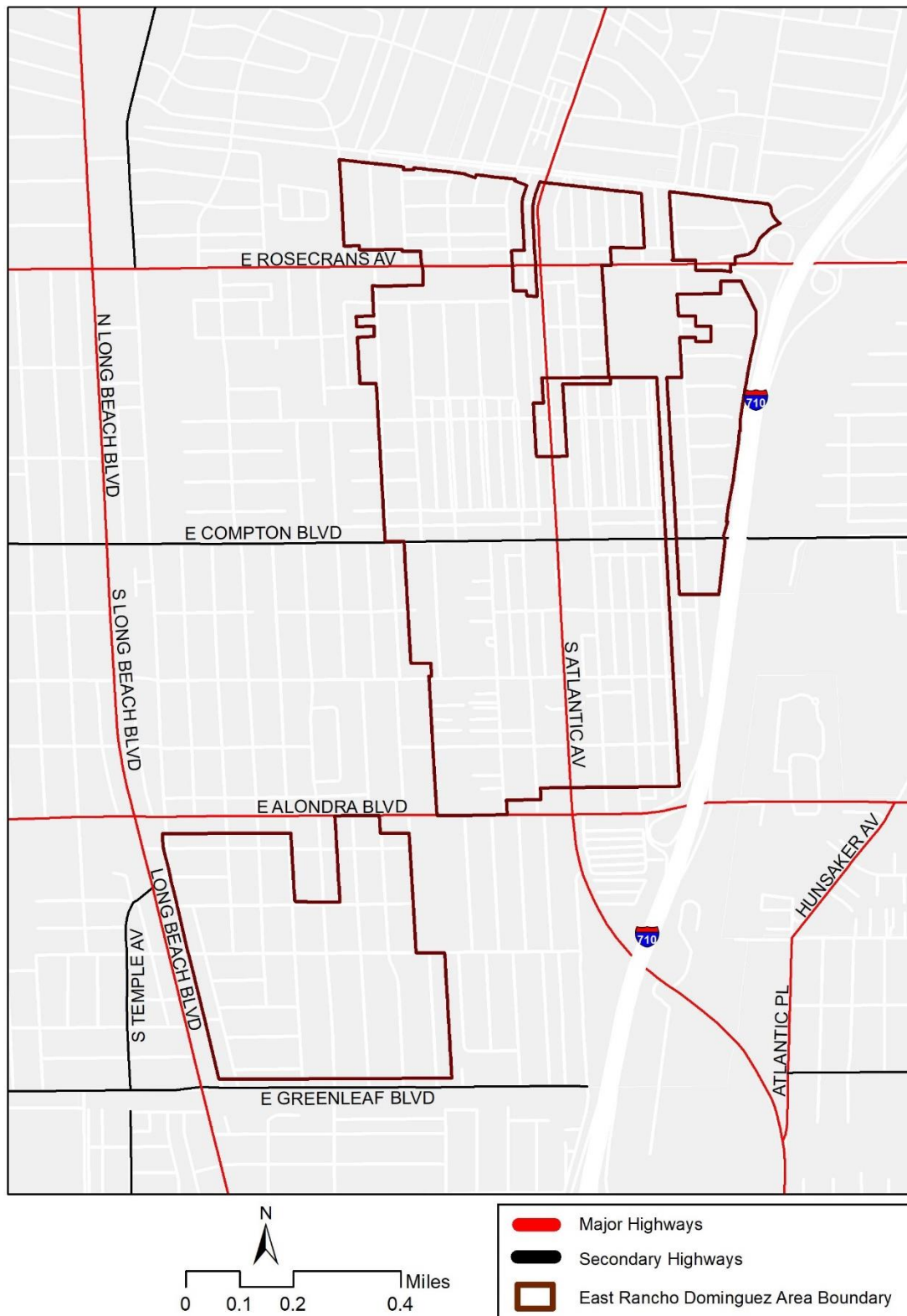
**Table 5. East Rancho Dominguez Roadways**

Arterial Name	Roadway Classification	Direction
Atlantic Avenue	Major Highway	North-South
E Alondra Boulevard	Major Highway	East-West
E Compton Boulevard	Secondary	East-West
E Rosecrans Avenue	Major Highway	East-West

Source: Los Angeles County Department of Public Works, 2020a

**Figure 14. East Rancho Dominguez Roadway Crashes (2019)** shows the location and type of crashes in the community in 2019. Crashes are concentrated at and near the intersection of Atlantic Avenue and Compton Boulevard and Atlantic Avenue and Rosecrans Avenue. The California Highway Patrol recorded a total of 62 crashes (75 per square mile) in East Rancho Dominguez in 2019, 44 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 15. East Rancho Dominguez Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. None of the crashes on East Rancho Dominguez surface streets resulted in a death in 2019.

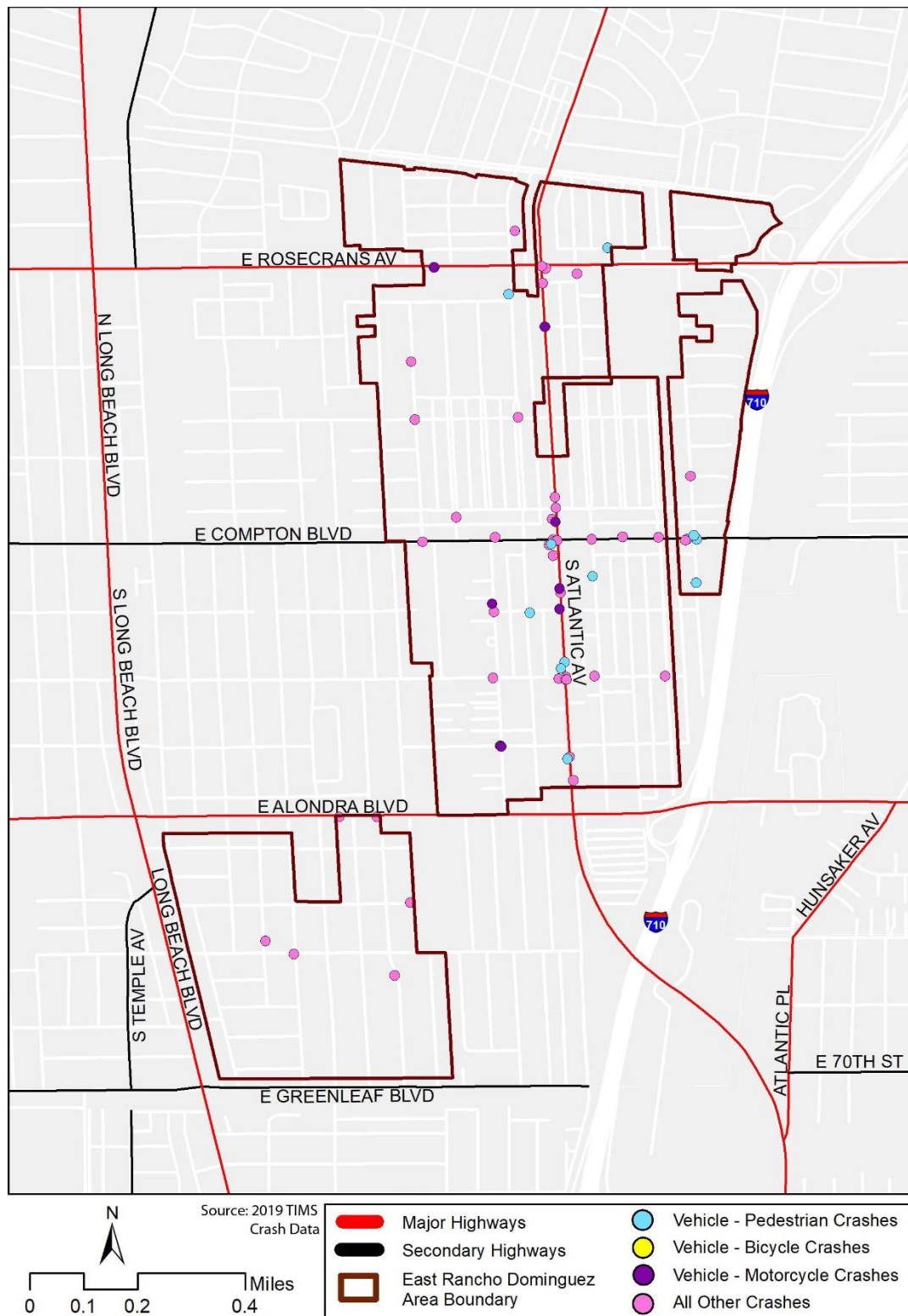
Figure 13. East Rancho Dominguez Roadways



Source: Los Angeles County Department of Public Works, 2020a

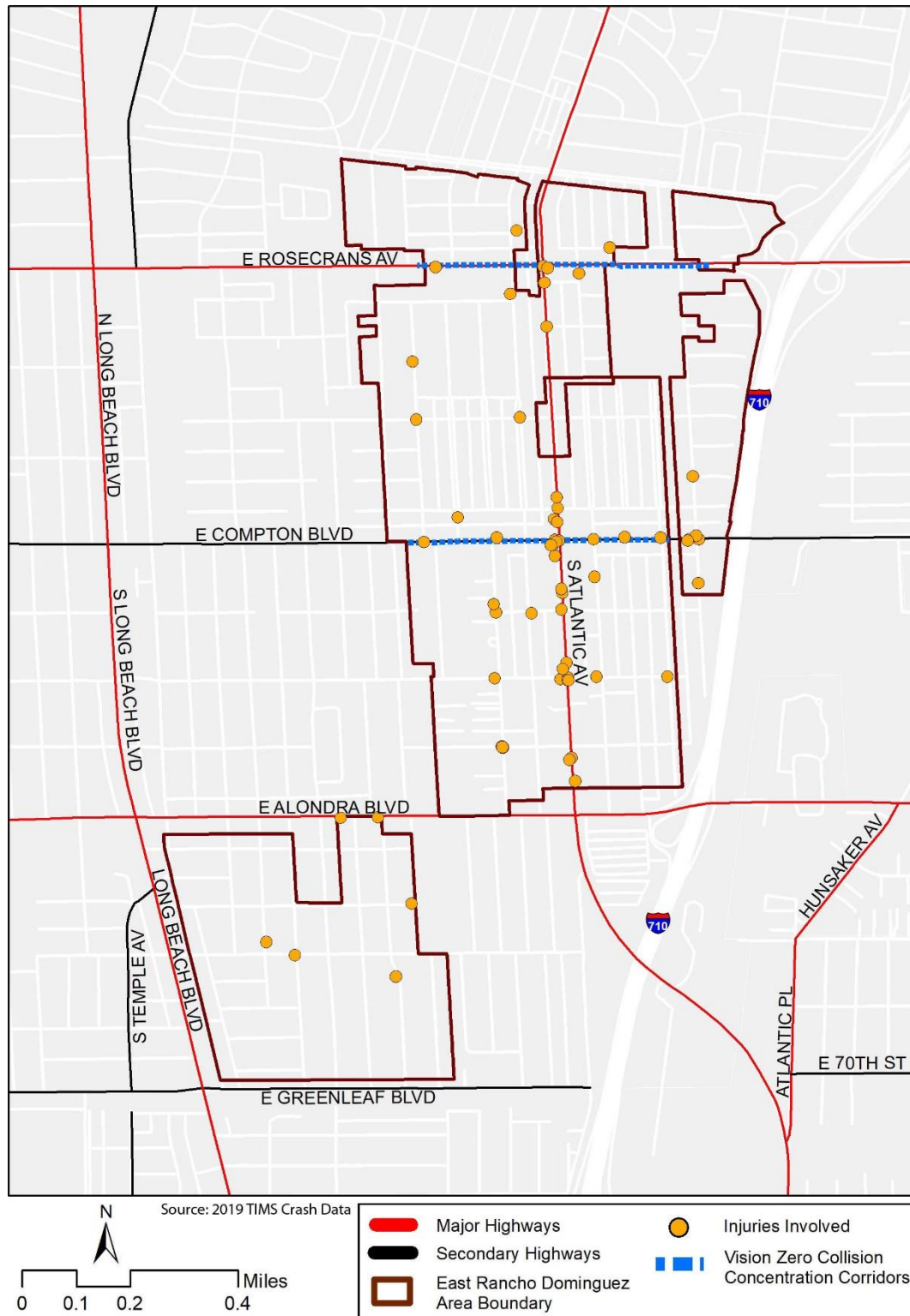


Figure 14. East Rancho Dominguez Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 15. East Rancho Dominguez Roadway Crashes – Serious Injury/Death (2019)

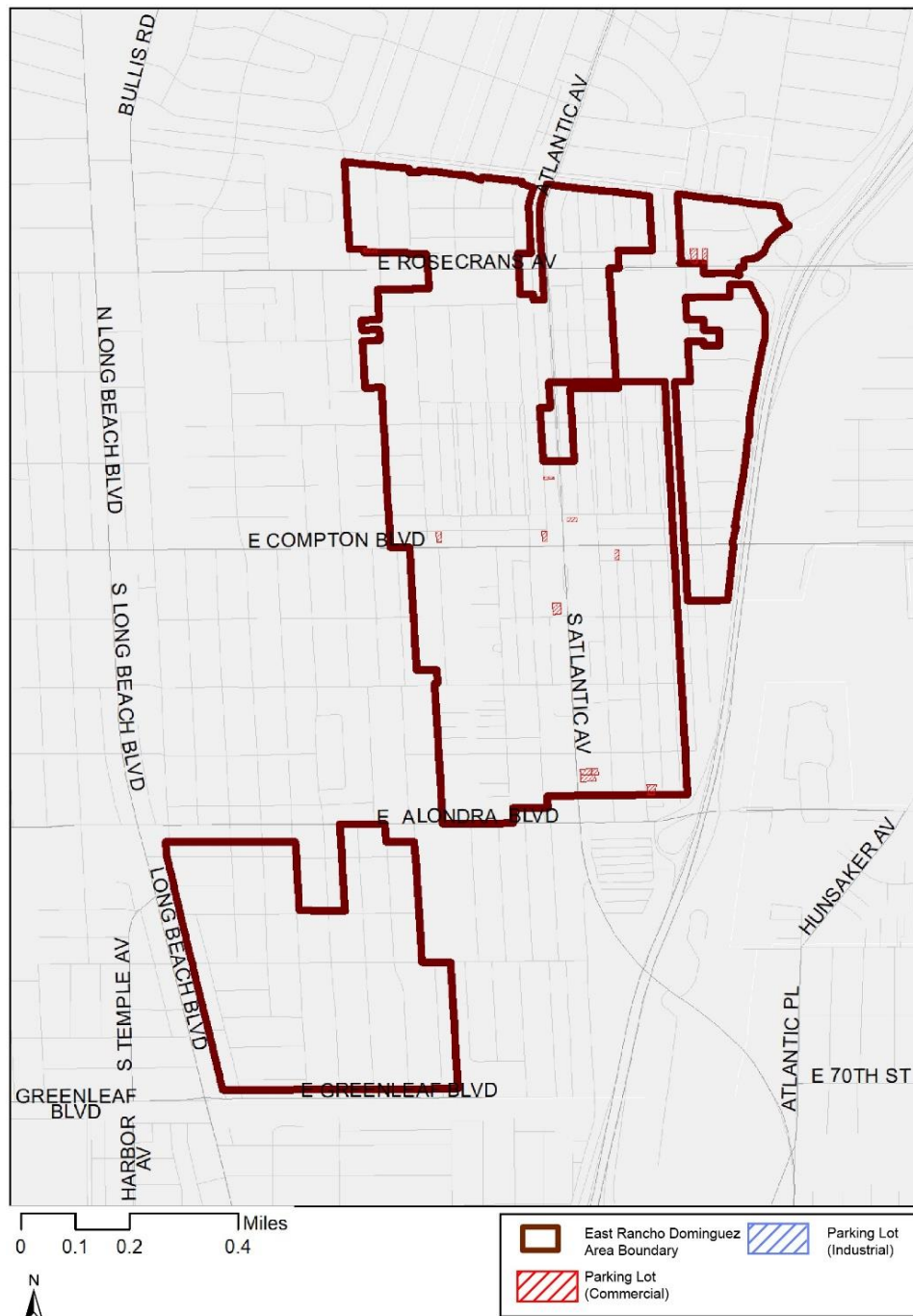


Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

## Parking Conditions

Figure 16. East Rancho Dominguez Commercial Parking Lots shows parcels specifically used for commercial parking, which are primarily along Atlantic Avenue and Compton Boulevard. This does not account for street parking or parking located on the same parcel as other uses. There are no designated Park and Ride lots in East Rancho Dominguez.

Figure 16. East Rancho Dominguez Commercial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021



## Bicycle and Pedestrian Infrastructure

**Table 6. East Rancho Dominguez Bikeways** lists the existing and proposed bikeways in East Rancho Dominguez. The main bikeway connection within the community is along Atlantic Avenue. There is a lack of existing east-west connections from the community to nearby Los Angeles River Bicycle Trail and other regional connections. **Figure 17. East Rancho Dominguez Bikeways** displays the locations of the existing and proposed bikeways within the community.

**Table 6. East Rancho Dominguez Bikeways**

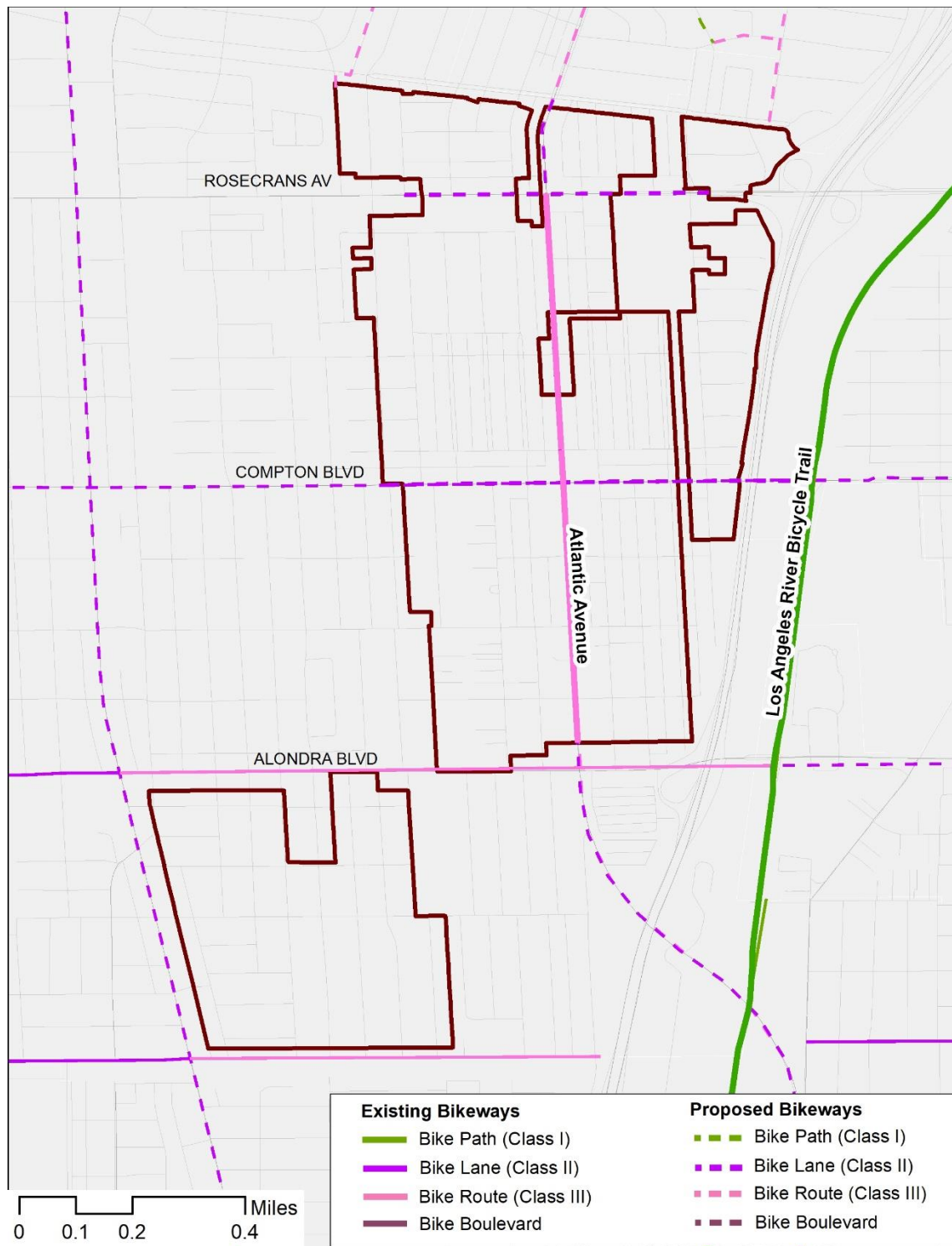
Route/Street Name	From/To	Direction	Class	Existing or Proposed
Atlantic Avenue	Rosecrans Avenue to Alondra Boulevard	North-South	3	Existing
Alondra Boulevard	W/o Holly Avenue to S/o Thorson Avenue, Butler Avenue to White Avenue	East-West	2	Existing
Northern Atlantic Avenue Connection	McMillan Street to Artesia Boulevard	North-South	2	Proposed
Rosecrans Avenue	Butler Avenue to Gibson Avenue	East-West	2	Proposed
Compton Boulevard	Harris Avenue to LA River Bike Path	East-West	2	Proposed

Source: Los Angeles County Department of Public Works, 2021b

Crashes involving pedestrians and cyclists are shown on **Figure 18. East Rancho Dominguez Pedestrian Conditions**. Overall, 11 crashes involved pedestrians (none involved cyclists) in 2019, out of a total of 62 crashes (UC Berkeley, 2020). Most crashes involving pedestrians took place in the southern area of the community, along Atlantic Avenue and Compton Boulevard.

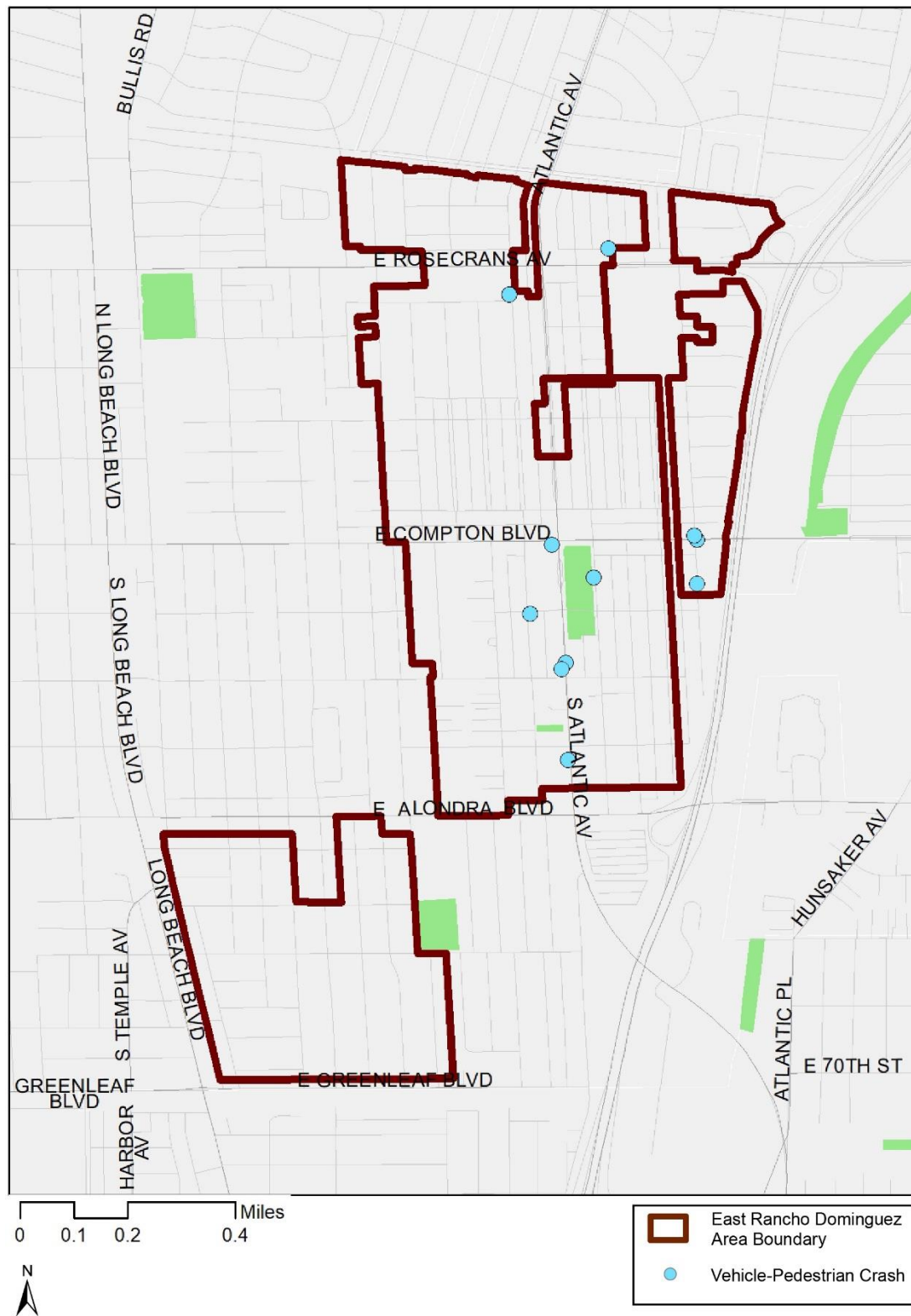
Street lighting coverage, shown on **Figure 19. East Rancho Dominguez Street Lighting**, is consistent throughout most of the community. The residential community adjacent to I-710 north of Compton Boulevard lacks streetlights; however, the lighting on I-710 may provide some lighting for pedestrians in the community.

Figure 17. East Rancho Dominguez Bikeways



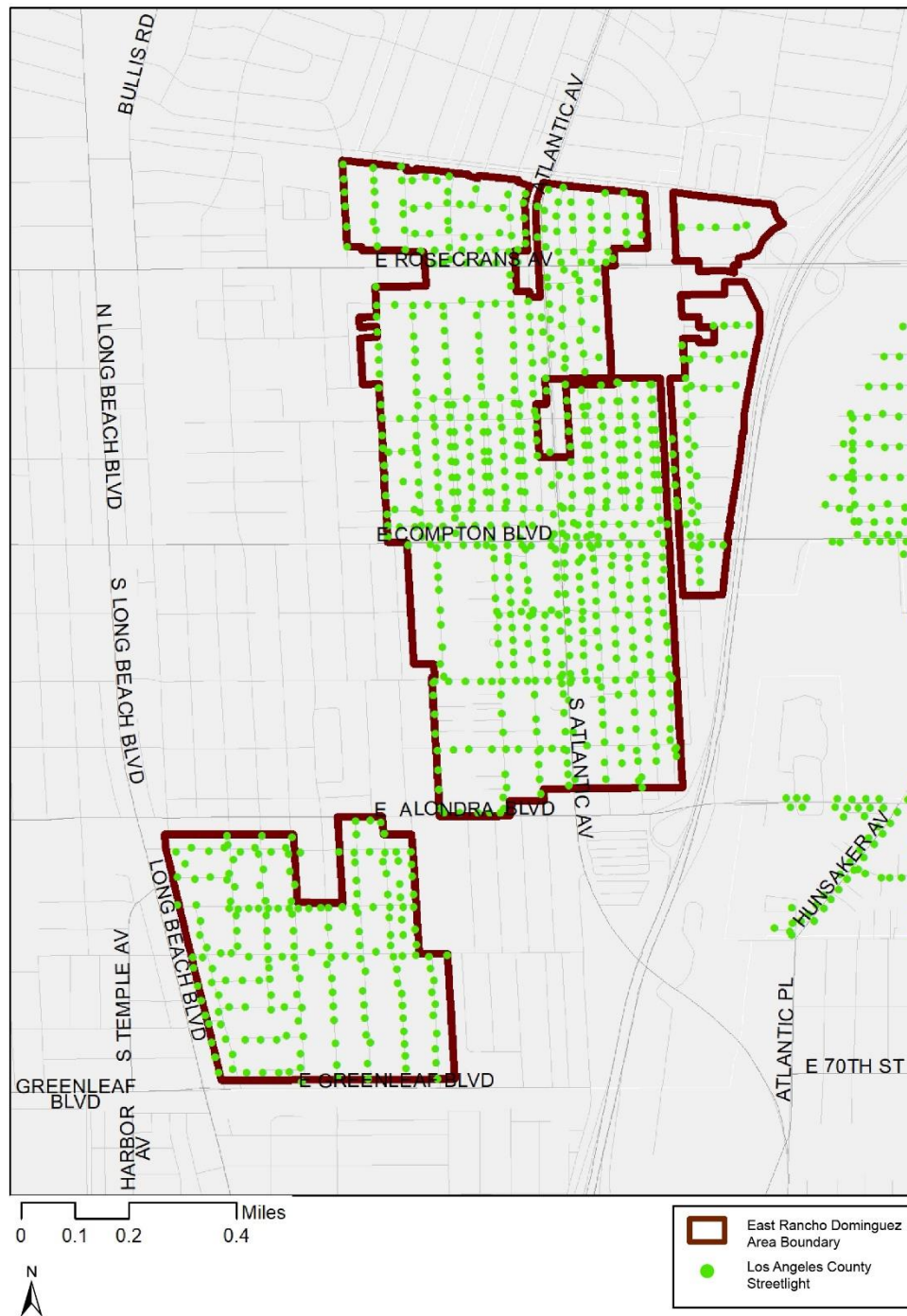
Source: Los Angeles County Department of Public Works, 2021b

Figure 18. East Rancho Dominguez Pedestrian Conditions



Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Figure 19. East Rancho Dominguez Street Lights



Source: Los Angeles County Department of Public Works, 2020b

### Mobility Opportunities, Constraints, and Gaps

Though the Metro C Line (Green) Long Beach Boulevard Station is less than 2 miles to the northwest of East Rancho Dominguez, none of the bus lines that serve the community connect it to the rail station. The closest transit connection to the Long Beach Boulevard Station is via Metro Line 60 on

Long Beach Boulevard to the west of East Rancho Dominguez. The Metro Bus lines that serve East Rancho Dominguez do connect to Metro Rail stations on the C Line, though these are further away than the Long Beach Boulevard Station.

**While I-710 borders East Rancho Dominguez to the east, there are no Park and Ride lots adjacent to I-710, nor does this interstate have a carpool lane.** The nearest Park and Ride Lots to East Rancho Dominguez are at the Martin Luther King Jr Transit Center adjacent to the Metro A Line Compton Station, approximately 1.5 miles away, and at the Metro C Line Long Beach Boulevard Station adjacent to I-105, less than 2 miles away.

**Crashes involving pedestrians correlate with areas of high use bus stops.** The prevalence of crashes involving pedestrians along Atlantic Avenue and Compton Boulevard relative to other locations suggest an opportunity for pedestrian improvements along those roadways.

## Florence-Firestone

### Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within Florence-Firestone authored by Los Angeles County.

Relevant plans and policies authored by Los Angeles County include:

- Florence-Firestone Community Standards District (2004)
- Los Angeles County Transit Oriented Districts Access Study (2013)
- Florence-Firestone Community Plan (2019)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- Florence-Firestone Community Pedestrian Plan (ongoing)
- Florence-Firestone TOD Specific Plan (ongoing)
- Florence-Firestone Parking Study (starting in 2022)

Relevant plans and policies authored by other agencies include:

- Gateway Cities Strategic Transportation Plan Final Report (2016)
- Metro Blue Line First/Last Mile: A Community-Based Process and Plan (2018)
- Gateway Cities Florence Corridor Complete Street Evaluation and Master Plan (2021)
- Florence Corridor Complete Street Evaluation and Master Plan (2021)

### ***Florence-Firestone Community Standards District (2004)***

The Florence-Firestone-specific regulations were established in 2004 to help enhance the appearance of the community, promote property maintenance, and improve compatibility between land uses. The community standards district provides standards for pedestrians, bicyclists, parking, road access to commercial properties, and commercial property orientation to the street. The following is a list of the relevant and specific mobility provisions and requirements.

- Does not permit vehicular or pedestrian access to Washington Avenue or Lime Avenue.
- Requires that automobile parking shall be provided in accordance with Chapter 22.112 (Parking).



### ***Los Angeles County Transit Oriented Districts Access Study (2013)***

This document assesses the state of the public amenities that facilitate and support pedestrian, bicycle, and transit access to nine transit stations within Los Angeles County on the Metro Rail A, C, and L Lines, including the transit stations in the Florence-Firestone community. An assessment of strengths, weaknesses, opportunities, and challenges are provided for each station.

### ***Florence-Firestone Community Plan (2019)***

The Community Plan establishes a framework of goals, policies, and programs designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in Florence-Firestone. The following is a list of the plan's relevant and specific mobility goals, policies, and objectives.

- Encourages pedestrian activity and business growth near transit.
- Encourages pedestrian activity by supporting safer and more active storefronts in commercial zones through specific architectural and lighting requirements.
- A minimum of eight additional short-term, and two additional long-term, bicycle parking spaces shall be provided on-site for the general public, directly accessible to pedestrians
- Includes several development standards to distinguish Florence Avenue, Firestone Boulevard, Nadeau Street, Compton Avenue, and Central Avenue as key pedestrian and commercial corridors.
- Provides several provisions for off-street and on-street parking.

### ***Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)***

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of Florence-Firestone are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Slauson Avenue, Gage Avenue, Florence Avenue, Nadeau Street, Firestone Boulevard, 92nd Street, Hooper Avenue, Compton Avenue, Wilmington Avenue, and Alameda Street.

### ***Florence-Firestone Community Pedestrian Plan (ongoing)***

The Community Pedestrian Plan is currently under development and will help the County address corridors in Florence-Firestone that have high concentrations of collisions along corridors. Some of the key initial findings include:

- The rate of motor vehicle collision involving pedestrians in Florence-Firestone is 41.5%, compared to 21% for the County.
- Over 43% of Florence-Firestone residents 18 or older are considered obese, compared to 29% for the County.
- Youth obesity in Florence Firestone is 38%, compared to 35.5% for the County.
- The rate of households with no vehicles in Florence-Firestone is 10.4%, compared to 9% for the County.

- Florence-Firestone has 1.2 park acres per 1,000 residents, whereas the County average is 3.3 park acres per 1,000. According to the Countywide park needs assessment, Florence-Firestone has a very high park need.

The County's Department of Public Health is currently conducting outreach.

By working with the community to understand concerns and opportunities for walkability enhancements, the Pedestrian Plan will help the County achieve the Vision Zero goal, which aims to eliminate fatal injury traffic collisions on County roadways by 2035.

#### ***Florence-Firestone Transit Oriented District Specific Plan (ongoing)***

The intent of the Transit Oriented District (TOD) Specific Plan is to create a land use and zoning policy tool focused on the Florence-Firestone Community that would provide more opportunities for affordable housing, encourage TOD, promote active transportation, improve access to transit, reduce vehicles miles traveled by cars, and streamline the environmental review of future development projects.

The Specific Plan will address land use, zoning, and mobility improvements that support housing density and employment in proximity to the three Metro stations in the community: the Slauson, Florence, and Firestone Metro A Line Stations.

The draft specific plan and DEIR are currently under public review and comment. The specific plan will then be finalized and taken to public hearing before the Regional Planning Commission, where it will eventually be recommended for approval and adoption by the County Board of Supervisors.

#### ***Florence-Firestone Parking Study (starting in 2022)***

As requested by community members during the Florence-Firestone TOD Specific Plan process, the County will be documenting existing parking conditions in Florence-Firestone. In addition, the study will identify strategies and techniques to better manage the existing public parking supply in the community to alleviate any parking deficiencies and manage the existing parking supply as growth occurs in the area.

#### **Public Transit**

The transit agencies, routes, and service types in Florence-Firestone are summarized in **Table 7. Florence-Firestone Transit Service.**



Table 7. Florence-Firestone Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Los Angeles County Department of Public Works	The Link - Florence-Firestone/Walnut Park Shuttle	Shuttle	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	30 minutes	30 minutes
Los Angeles Department of Transportation	Community Dash Chesterfield Square	Community	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	20 minutes	20 minutes
	Community Dash Pueblo Del Rio	Community			
	Community Dash Watts	Community			
Metro	A Line (Blue)	Light Rail	Mon-Sun Early Morning to Late Night	10 minutes	20 minutes
	53	Local	Mon-Sun Early Morning to Late Night	20 minutes	40 minutes
	55	Local	Mon-Sun 24 Hours	12 minutes	20 minutes 60 minutes (late night)
	102	Local	Mon-Sun Morning to Night	60 minutes	60 minutes
	108	Local	Mon-Sun Early Morning to Night	8 minutes	20 minutes
	110	Local	Mon-Sun Early Morning to Night	15 minutes	40 minutes
	111	Local	Mon-Sun 24 Hours	10 minutes	25 minutes 60 minutes (late night)
	115	Local	Mon-Sun Early Morning to Night	12 minutes	30 minutes
	611	Community	Mon-Sun Morning to Night	60 minutes	60 minutes

Source: Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b

Coverage by Metro and municipal bus lines is relatively well distributed within Florence-Firestone, with most major and secondary roadways served by at least one line. The transit service in Florence-Firestone is shown on **Figure 20. Florence-Firestone Transit Service**. Almost all of Florence-Firestone is part of the SCAG 2016 and 2045 High Quality Transit Area.

In October 2019 there were 16,631 average daily boardings on the Metro system in the study area on weekdays: 9,225 of these boardings on bus and 7,406 on rail (Metro, 2020a). Florence Station on the

Metro A Line had the most boardings of any transit stop in Florence-Firestone, with 3,214 average daily boardings in October 2019. At about 3.5 square miles in area and a population of 65,020, Florence-Firestone has 4,769 boardings per square miles and 0.26 boardings per resident, the second most for both measures of the seven Area Plan communities. This indicates some of the highest use of the Metro system in Florence-Firestone relative to the other Area Plan communities. Stop-level average daily boardings are shown on **Figure 21. Florence-Firestone Average Daily Metro Boardings (2019)**.

While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, The Link – Florence-Firestone/Walnut Park had 209,688 boardings, ranking fifth of the 14 Public Work's provided shuttle service with available ridership data (Los Angeles County, 2019). Recent ridership data for LADOT is not available.

All West Santa Ana Branch Transit Corridor alternatives currently being considered by Metro during the environmental review process branch off from the Metro A Line at the Slauson Station, the northernmost point Florence-Firestone and leave the community along the railroad corridor in the median of Randolph Street. This future rail line would link Florence-Firestone to the southeast Gateway Cities by rail.

Pg. 45 - Mobility Existing Conditions and Literature Review

This map illustrates the Florence-Firestone Area, highlighting the Metro Bus Lines and Metro Rail Line. The area is bounded by a thick brown line. The map shows a grid of streets, including E 51st St, E 79th St, E Manchester Av, E Century Blvd, E 108th St, S Central Av, Hoover Av, S Gage Av, E Florence Av, E Firestone Blvd, E 92nd St, Wilmington Av, S Santa Fe Av, Pacific Blvd, Gage Av, Miles Av, Santa Ana St, Long Beach Blvd, Firestone Blvd, Southern Av, Truba Av, Tweedy Blvd, Martin Luther King Jr Blvd, State St, Fruitland Av, Soto St, and Slauson Av. The map also shows the locations of bus and rail stations, indicated by orange circles of varying sizes. The size of the circle represents the population density in the area, with a legend at the bottom right showing five categories: 1-50, 51-150, 151-450, 451-1,350, and 1,351-7,122. A scale bar at the bottom left indicates distances in miles (0, 0.2, 0.4, 0.8). A north arrow is located at the bottom left of the map.

Pg. 46 - Mobility Existing Conditions and Literature Review

## Roadway Network

The roadway network in Florence-Firestone is primarily a grid with Alameda Street cutting through diagonally and local streets that often terminate rather than connect to two major or secondary roadways. Several rail corridors and large industrial properties also limit the number of through streets in the community. Major and secondary roadways in Florence-Firestone are listed in **Table 8. Florence-Firestone Roadways** and shown on **Figure 22. Florence-Firestone Roadways**.

**Table 8. Florence-Firestone Roadways**

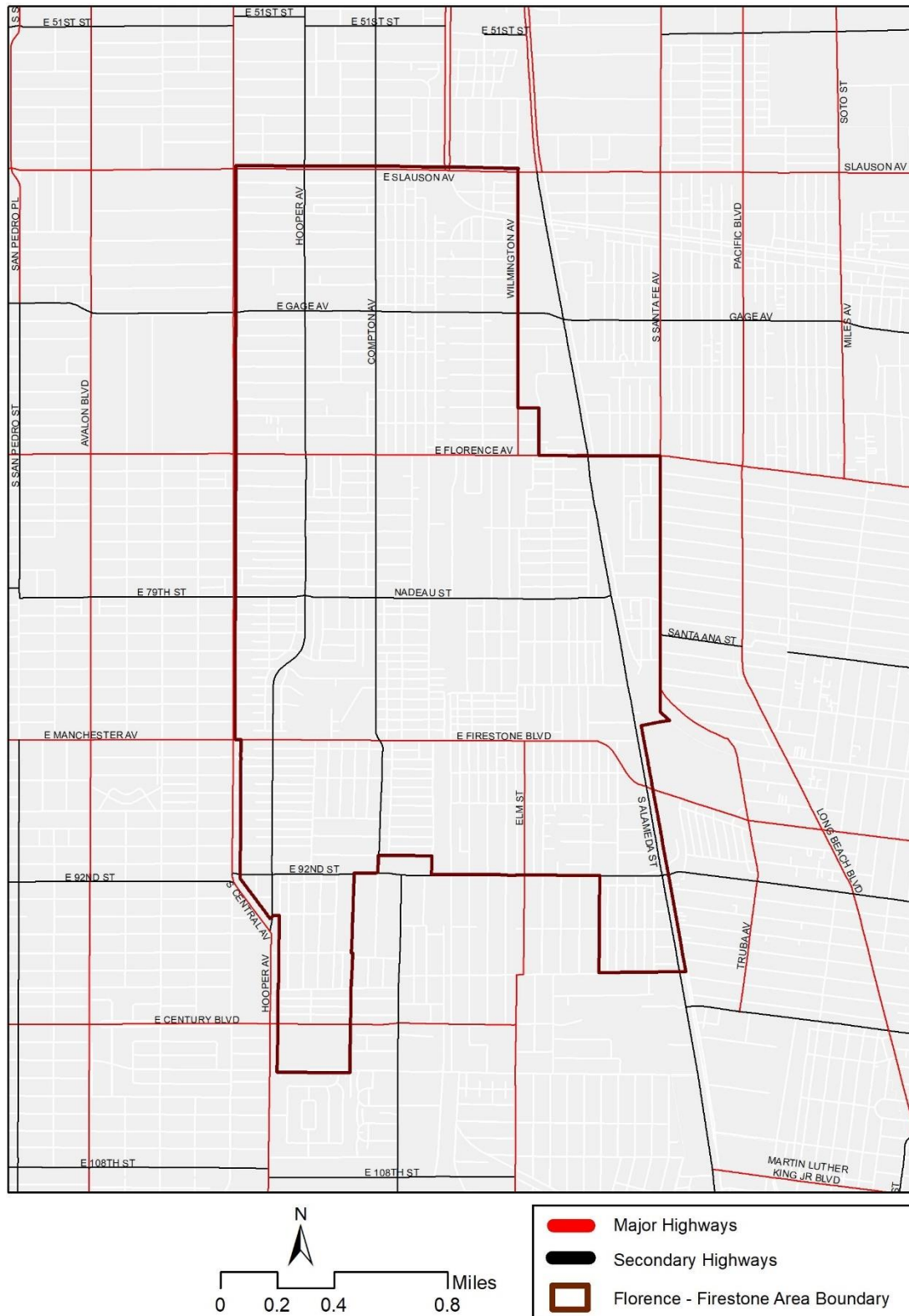
Arterial Name	Roadway Classification	Direction
E Century Boulevard	Major Highway	East-West
E Firestone Boulevard	Major Highway	East-West
Elm Street	Major Highway	North-South
Hooper Avenue	Secondary	North-South
E Long Beach Avenue	Major Highway	North-South
W Long Beach Avenue	Major Highway	North-South
Nadeau Street	Secondary	East-West
Compton Avenue	Secondary	East-West
E 92 <sup>nd</sup> Street	Secondary	East-West
E Florence Avenue	Major Highway	East-West
E Gage Avenue	Secondary	East-West
E Slauson Avenue	Major Highway	East-West
S Alameda Street	Secondary	North-South
Wilmington Avenue	Major Highway	North-South

Source: Los Angeles County Department of Public Works, 2020a

**Figure 23. Florence-Firestone Roadway Crashes (2019)** shows the location and type of crashes in the community in 2019. Crashes are concentrated heavily along the major thoroughfares of Compton Avenue, Florence Avenue, Firestone Boulevard, and Nadeau Street. The California Highway Patrol recorded a total of 344 crashes (99 per square mile) in Florence-Firestone in 2019, 253 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 24. Florence-Firestone Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. Five of the crashes on Florence-Firestone surface streets resulted in a death in 2019, one of which was a collision of a vehicle and a train.



Figure 22. Florence-Firestone Roadways



Source: Los Angeles County Department of Public Works, 2020a

Source: 2019 TIMS Crash Data

Major Highways

Secondary Highways

Florence - Firestone Area Boundary

Vehicle - Pedestrian Crashes

Vehicle - Bicycle Crashes

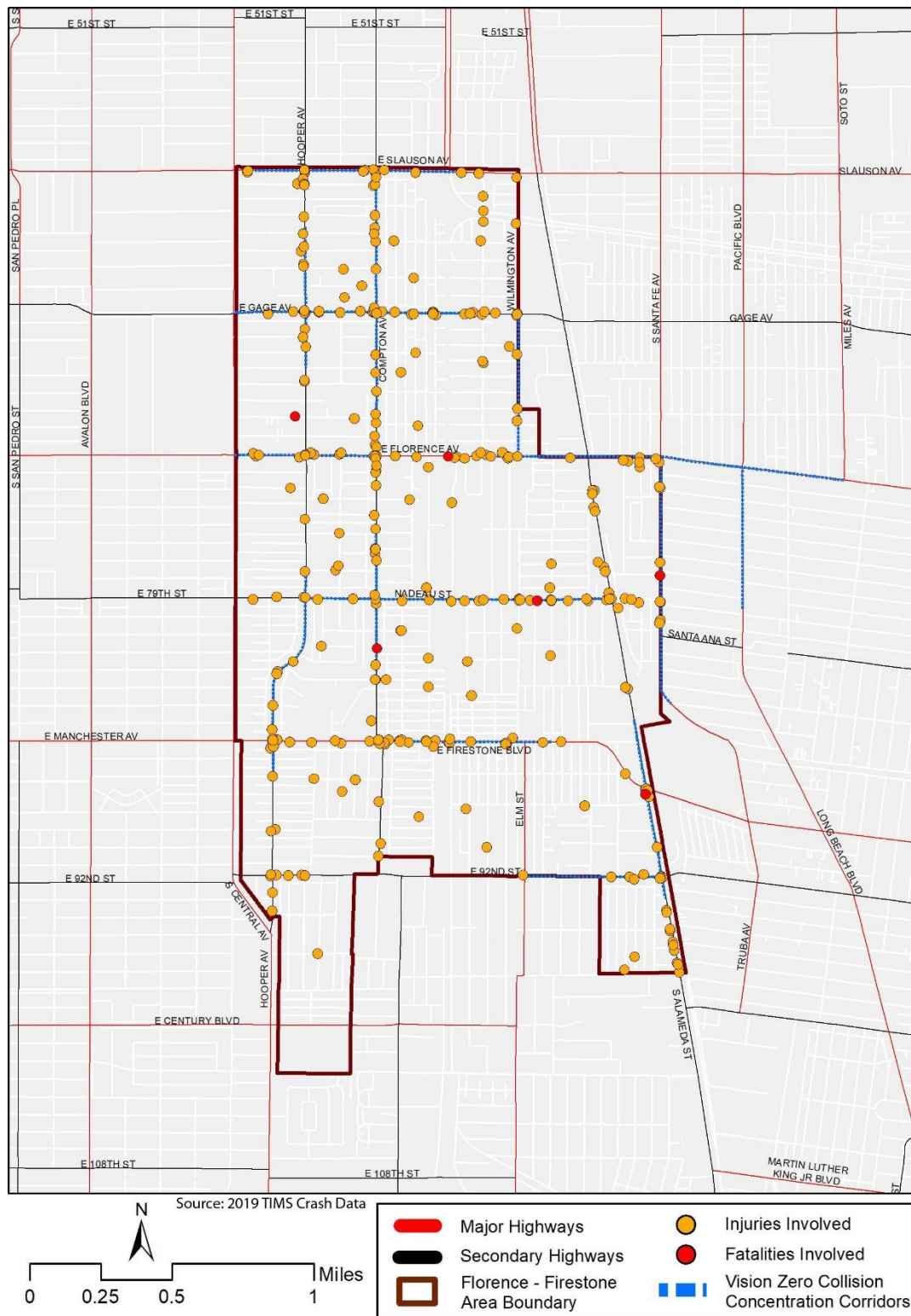
Vehicle - Motorcycle Crashes

All Other Crashes

Pg. 49 - Mobility Existing Conditions and Literature Review



Figure 24. Florence-Firestone Roadway Crashes – Serious Injury/Death (2019)

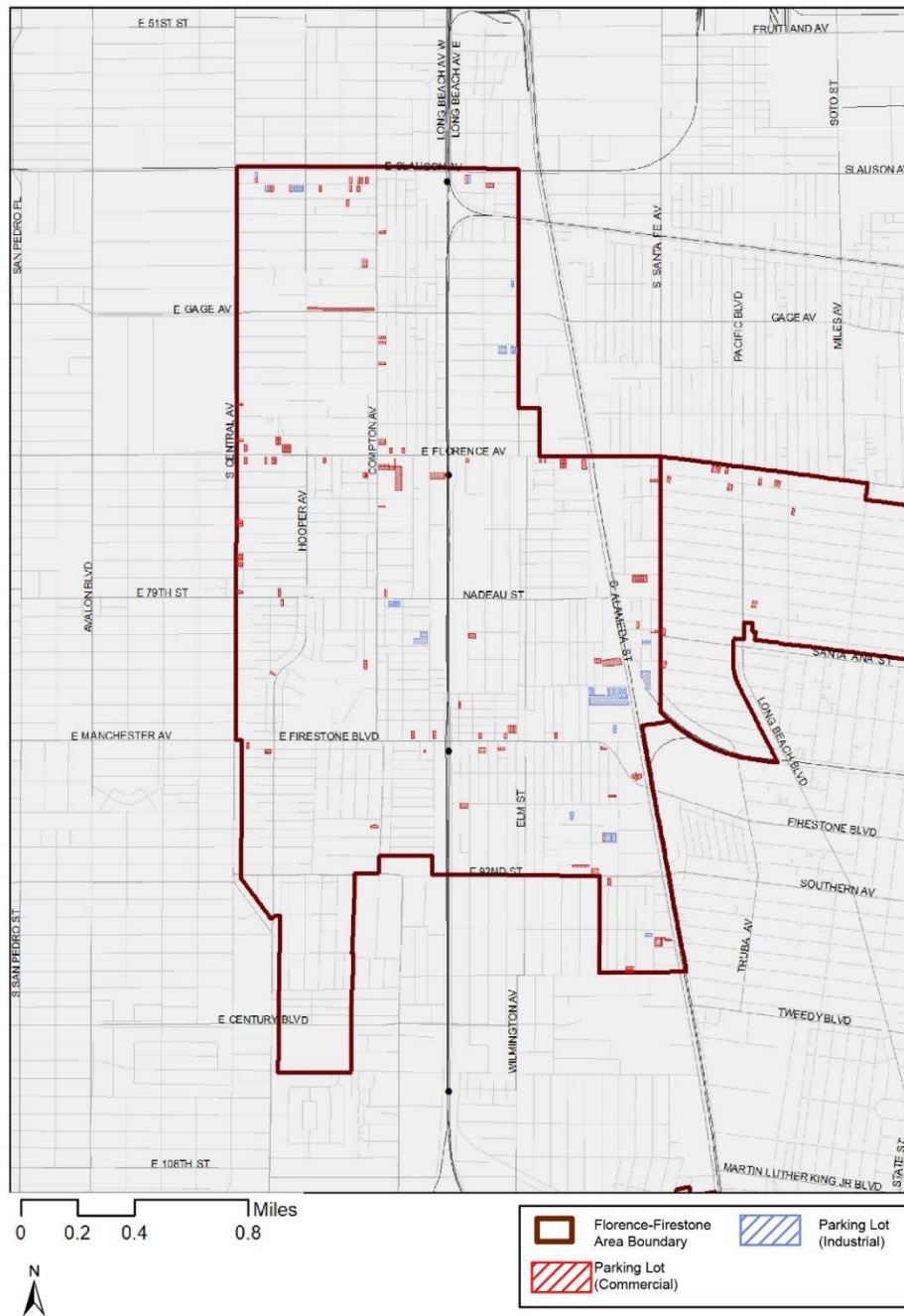


Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

## Parking Conditions

Figure 25. Florence-Firestone Commercial and Industrial Parking Lots shows parcels specifically used for commercial parking, which are primarily along Florence Avenue and Slauson Avenue. This does not account for street parking or parking located on the same parcel as other uses. There are no designated Park and Ride lots in Florence-Firestone; however, the Metro A Line Florence Station provides paid parking for transit riders.

Figure 25. Florence-Firestone Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021

## Bicycle and Pedestrian Infrastructure

**Table 9. Florence-Firestone Bikeways** lists the existing and proposed bikeways in Florence-Firestone. Bikeway connections are provided primarily along major and secondary roadways. There are a number of bikeways proposed on local streets; however, most of these are currently unfunded. **Figure 26. Florence-Firestone Bikeways** displays the locations of the existing and proposed bikeways within the community.

**Figure 27. Florence-Firestone Pedestrian Conditions** shows pedestrian accessible areas within one-quarter mile of the Metro A Line stations compared to a quarter mile radius around the station. The active freight railroad tracks that limit safe crossings and through streets in some areas constrain convenient pedestrian access. At-grade rail crossings, which can pose both a physical and mental barrier for pedestrians, are also shown. Slauson Station and Florence Station are particularly constrained for pedestrian access because the at grade railroad corridors. Most of the at grade rail crossings in Florence-Firestone are freight rail corridors, while some of the Metro A Line track is elevated.

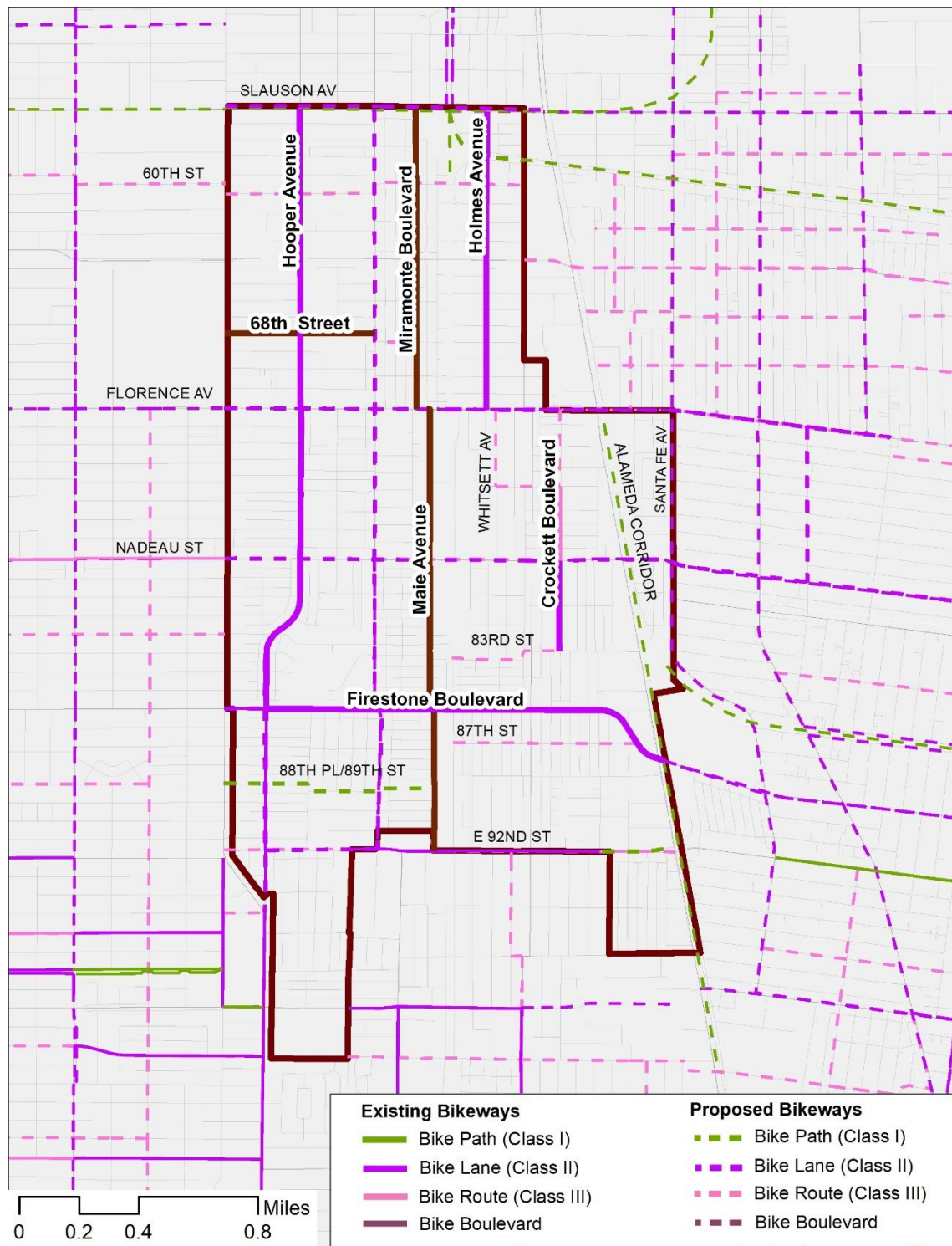
Crashes involving pedestrians and cyclists are also shown on **Figure 27. Florence-Firestone Pedestrian Conditions**. Overall, 41 crashes involved pedestrians and 36 involved cyclists in 2019, out of a total of 593 (UC Berkeley, 2020). Two of these crashes resulted in pedestrian death. Crashes involving pedestrians and cyclists were most heavily concentrated in the northern and western parts of the community and clustered around certain intersections. These streets may lack features that make walking safe and convenient, they may have more pedestrians and cyclists using them, or both may be true.

Table 9. Florence-Firestone Bikeways

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Hooper Avenue	Slauson Avenue to 95 <sup>th</sup> Street	North-South	2	Existing
Holmes Avenue	Slauson Avenue to Florence Avenue	North-South	2	Existing
Crockett Boulevard	Nadeau Street to 83 <sup>rd</sup> Street	North-South	2	Existing
92 <sup>nd</sup> Street	Maie Avenue to Miner Street	East-West	2	Existing
Firestone Boulevard	Central Avenue to Alameda Street	East-West	2	Existing
Crockett Boulevard	76 <sup>th</sup> Place to Nadeau Street	North-South	3	Existing
Miramonte Boulevard	Slauson Avenue to Florence Avenue	North-South	Bike Boulevard	Existing
Maie Avenue	Florence Avenue to 92 <sup>nd</sup> Street	North-South	Bike Boulevard	Existing
68 <sup>th</sup> Street	Central Avenue to Compton Avenue	East-West	Bike Boulevard	Existing
Alameda Corridor	Florence Avenue to Southern Limit	North-South	1	Proposed
Slauson Avenue	Central Avenue to Alameda Street	East-West	2	Proposed
60 <sup>th</sup> Street	Central Avenue to Wilmington Avenue	East-West	3	Proposed
Florence Avenue	Central Avenue to Santa Fe Avenue	East-West	2	Proposed
Nadeau Street	Central Avenue to Santa Fe Avenue	East-West	2	Proposed
83 <sup>rd</sup> Street	Graham Avenue to Crockett Boulevard	East-West	3	Proposed
87 <sup>th</sup> Street	Graham Avenue to Firestone Boulevard	East-West	3	Proposed
88 <sup>th</sup> Place/89 <sup>th</sup> Street	Central Avenue to Maie Avenue	East-West	1	Proposed
Whitsett Avenue	Florence Avenue to 76 <sup>th</sup> Place	North-South	3	Proposed
76 <sup>th</sup> Place	Whitsett Avenue to Crockett Boulevard	East-West	3	Proposed
Crockett Boulevard	Florence Avenue to Nadeau Street	North-South	3	Proposed

Source: Los Angeles County Department of Public Works, 2021b

Figure 26. Florence-Firestone Bikeways



Source: Los Angeles County Department of Public Works, 2021b



The map displays the Florence-Firestone Area, bounded by a thick brown line. A blue line represents the transit corridor, with red crosses indicating at-grade rail crossings. Three blue-shaded quarter-mile walksheds are centered on the transit corridor, each with a corresponding white quarter-mile radius circle. Yellow dots represent vehicle-bicycle crashes, and blue dots represent vehicle-pedestrian crashes. The map includes a scale bar (0 to 0.8 miles) and a north arrow. Major streets shown include E 51st St, E 79th St, E 108th St, S Central Ave, S San Pedro St, S Santa Fe Ave, E Century Blvd, E Manchester Ave, E Firestone Blvd, E Florence Ave, E Gage Ave, E 82nd St, E 84th St, E 86th St, E 88th St, E 90th St, E 92nd St, E 94th St, E 96th St, E 98th St, E 100th St, E 102nd St, E 104th St, E 106th St, E 108th St, E 110th St, E 112th St, E 114th St, E 116th St, E 118th St, E 120th St, E 122nd St, E 124th St, E 126th St, E 128th St, E 130th St, E 132nd St, E 134th St, E 136th St, E 138th St, E 140th St, E 142nd St, E 144th St, E 146th St, E 148th St, E 150th St, E 152nd St, E 154th St, E 156th St, E 158th St, E 160th St, E 162nd St, E 164th St, E 166th St, E 168th St, E 170th St, E 172nd St, E 174th St, E 176th St, E 178th St, E 180th St, E 182nd St, E 184th St, E 186th St, E 188th St, E 190th St, E 192nd St, E 194th St, E 196th St, E 198th St, E 200th St, E 202nd St, E 204th St, E 206th St, E 208th St, E 210th St, E 212nd St, E 214th St, E 216th St, E 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Figure 28. Florence-Firestone Street Lights





## Mobility Opportunities, Constraints, and Gaps

**Pedestrian access and bus transfer access to the Metro A Line stations are constrained.** The aerial stations at Slauson and Firestone allow bus stops relatively close to station access points, though they require a vertical transfer by stair or elevator to access the platform, itself a potential constraint to access. The at-grade Florence Station, with its at-grade rail crossing and short blocks on either side of the rail corridor, requires buses to stop more than 500 feet away from the station access point. This requires transit passengers transferring to cross local streets on approach to the station from either direction and, for passengers accessing the station from the west, to cross freight tracks.

**Several intersections in Florence-Firestone had multiple crashes involving pedestrians and cyclists.** These include the intersections of Slauson Avenue and Hooper Avenue, Slauson Avenue and Compton Avenue, Florence Avenue and Hooper Avenue, Florence Avenue and Compton Avenue, Firestone Boulevard and Hooper Avenue, Firestone Boulevard and Compton Avenue. In addition to being main thoroughfares of the community, all have bus stops with significant boardings and are directly on route to A Line Stations. This suggests a need and opportunity to improve pedestrian, cyclist, and transit infrastructure near the Metro A Line and increase safety.

**Planned active transportation projects present opportunities to alleviate negative pedestrian and cycling conditions.** Metro is currently conducting a supplemental alternatives analysis for the Rail to River Active Transportation Corridor Project. This project would provide a pedestrian and cyclist connection from the Metro A Line Slauson Station to the Los Angeles River path. This project could alleviate some of the pedestrian constraints around the Slauson Station and should be leveraged to increase the station's walkshed.

## Walnut Park

### Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within Walnut Park.

Relevant plans and policies authored by Los Angeles County include:

- Walnut Park Community Standards District (1987)
- Walnut Park Neighborhood Plan (1987)
- Vision Zero Los Angeles County: A Safer Plan for Roadways (2019)
- Walnut Park Community Pedestrian Plan (2019)
- Walnut Park N-S Corridor Study (ongoing)

Relevant plans and policies authored by other agencies include:

- Gateway Cities Strategic Transportation Plan Final Report (2016)
- Eco Rapid Transit West Santa Ana Branch Transit Corridor Station Area Concepts (2018)
- Metro West Santa Ana Branch Transit Corridor Project Draft EIS/EIR (2021)

### ***Walnut Park Community Standards District (1987)***

The community standards district provides standards for parking, road access to commercial properties, and commercial property orientation to the street. The following is a list of the relevant and specific mobility provisions and requirements.

- Requires that the north side of Walnut Avenue, between Seville Avenue and Mountain View Avenue, shall permit parking in conjunction with commercial uses in adjacent Zone C-3 (General Commercial).
- Requires additional off-street parking on Seville Avenue, south of Olive Avenue to the boundary with the city of South Gate (Zone C-3, General Commercial) for improvement work greater than 50% of market value, excluding Building Code improvements.
- Does not include specific pedestrian and/or bike standards.

### ***Walnut Park Neighborhood Plan (1987)***

The Neighborhood Plan lays out the following mobility related objectives, policies, and implementation strategies to guide development in the Walnut Park community:

- Encourages a program for additional parking
- Requires adequate parking for new uses while encourage existing uses to provide more parking
- Discourages traffic through residential areas as well as curbside parking by commercial patrons in residential areas.
- Looks to improve pedestrian amenities along Pacific Blvd while restricting street parking during peak hours
- Encourages an increase in street trees and parking along Florence Avenue

### ***Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)***

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of Walnut Park are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Florence Avenue, Santa Fe Avenue, and Pacific Boulevard.

### ***Walnut Park Community Pedestrian Plan (2019)***

The Community Pedestrian Plan outlines proposed actions and programs to enhance the pedestrian experience in Walnut Park.

Proposed actions for County departments include:

- Working with utility companies to underground or relocate utilities to minimize conflict along sidewalks lacking ADA requirements
- Prioritizing requests related to illegal dumping that is impeding pedestrian travel
- Purchasing, operating, maintaining pedestrian-scale lighting
- Working with local business to main active building frontages
- Deploying traffic calming measures in areas where illicit activities take place

Proposed Programs for Walnut Creek include:

- Safe Routes to School
- Safe Passages
- Open Streets and Demonstration Projects

***Walnut Park N-S Corridor Study (ongoing)***

The corridor study will evaluate the feasibility of potential active transportation and safety enhancements, including those previously identified in the Step-by-Step Community Pedestrian Plan, along the north-south corridors of Santa Fe Avenue, Pacific Blvd, and Seville Avenue.

In addition to evaluating potential upgrades to intersections and re-purposing existing street space, the project will also review regional connectivity on Alameda Street and consider streetscape improvements.

The County is currently conducting public outreach.

**Public Transit**

The transit agencies, routes, and service types in Walnut Park are summarized in **Table 10. Walnut Park Transit Service**.

Table 10. Walnut Park Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Los Angeles County Department of Public Works	The Link - Florence-Firestone/Walnut Park Shuttle	Shuttle	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	30 minutes	30 minutes
Los Angeles Department of Transportation	Community Dash Chesterfield Square	Community	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	20 minutes	20 minutes
Metro	60	Local	Mon-Sun 24 Hours	5 minutes	15 minutes 60 minutes (late night)
	102	Local	Mon-Sun Morning to Night	60 minutes	60 minutes
	111	Local	Mon-Sun 24 Hours	10 minutes	25 minutes 60 minutes (late night)
	251	Local	Mon-Sun 24 Hours	8 minutes	20 minutes 60 minutes (late night)
	611	Community	Mon-Sun Morning to Night	60 minutes	60 minutes

Source: Source: Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b

Transit routes in Walnut Park are primarily along major roadways with some local circulation of shuttles, as shown on **Figure 29. Walnut Park Transit Service**. Almost all of Walnut Park is part of the SCAG 2016 and 2045 High Quality Transit Area.

In October 2019 there were 2,314 average daily boardings on the Metro system in the study area on weekdays. The bus stop at Florence/Pacific had most daily bus boardings of any stop in Walnut Park, with 867 average daily boardings. At 0.75 square miles in area and a population of 16,239, Walnut Park has 3,081 boardings per square miles and 0.14 boardings per resident, the fourth and fifth, respectively, of the seven Area Plan communities. This indicates an average use of the Metro system in Walnut Park relative to the other Area Plan communities. Stop-level average daily boardings are shown on **Figure 30. Walnut Park Average Daily Metro Boardings (2019)**.

While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, The Link – Florence-Firestone/Walnut Park had 209,688 boardings, ranking fifth of the 14 Public Work's provided shuttle service with available ridership data (Los Angeles County, 2019). Ridership data for LADOT is not available.

The nearest Metro Rail station, the Metro A Line Florence Station, is connected to Walnut Park by two Metro Bus lines and The Link – Florence Firestone/Walnut Park Shuttle.

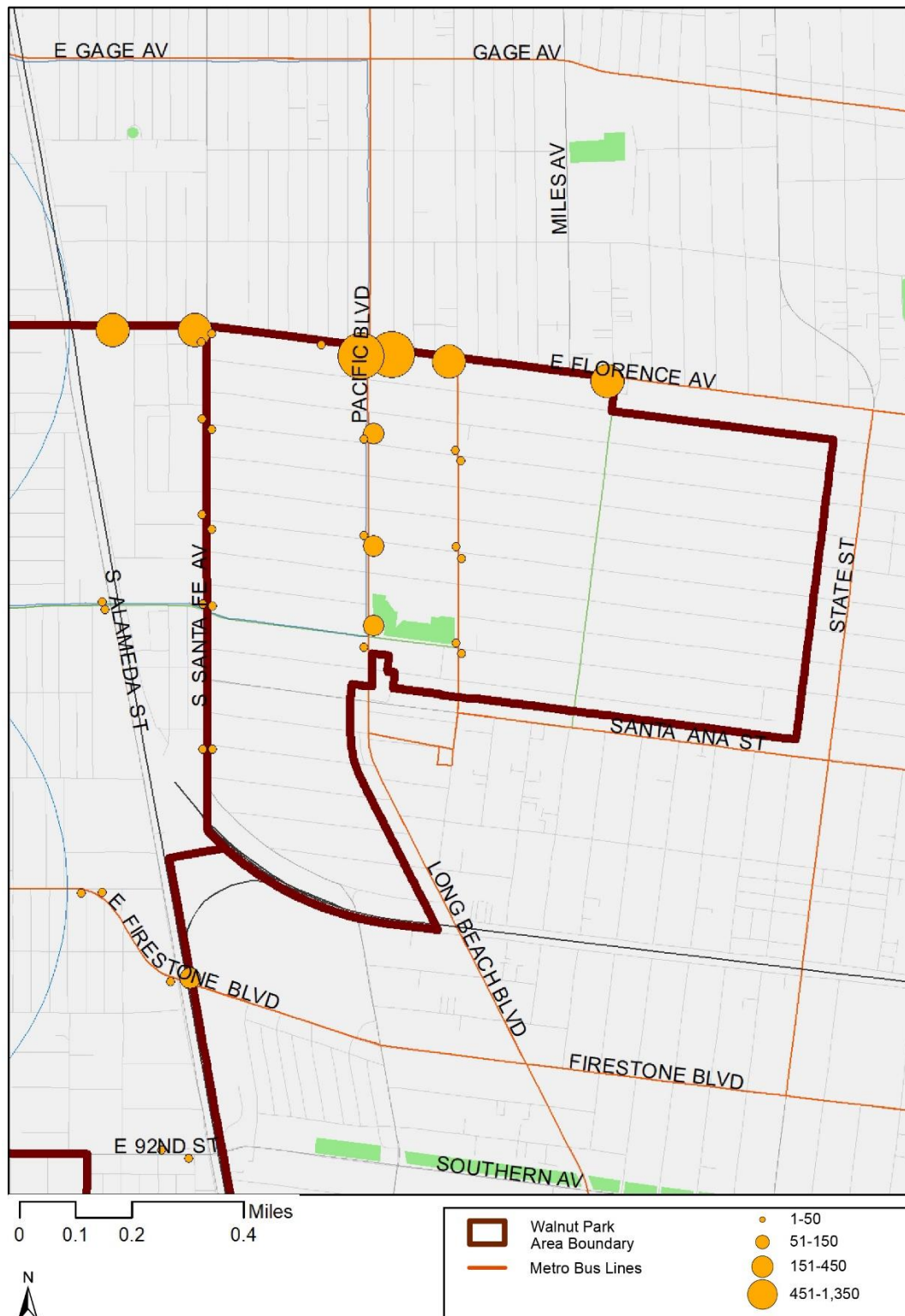
Figure 29. Walnut Park Transit Service



Source: Los Angeles County Department of Public Works, 2021b; Los Angeles Department of Transportation, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b



Figure 30. Walnut Park Average Daily Metro Boardings (2019)



Source: Metro, 2020a

## Roadway Network

The roadway network in Walnut Park is primarily a grid with local streets connecting with major and secondary roadways. Major and secondary roadways in Walnut Park are listed in **Table 11. Walnut Park Roadways** and shown on **Figure 31. Walnut Park Roadways**.

**Table 11. Walnut Park Roadways**

Arterial Name	Roadway Classification	Direction
Pacific Boulevard	Major Highway	North-South
E Florence Avenue	Major Highway	East-West
S Santa Fe Avenue	Major Highway	North-South
Santa Ana Street	Secondary	East-West

Source: Los Angeles County Department of Public Works, 2020a

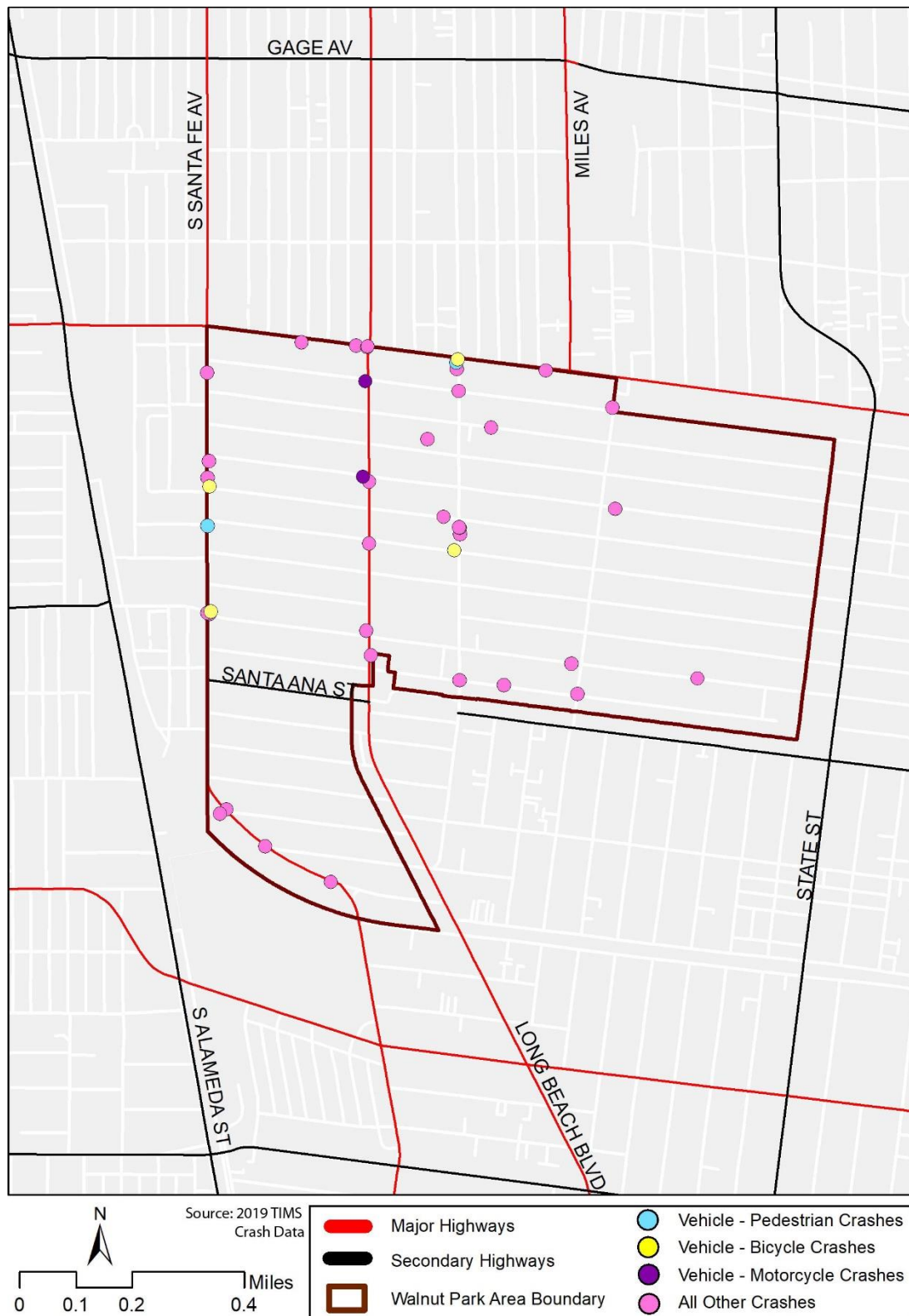
**Figure 32. Walnut Park Roadway Crashes (2019)** shows the location and type of crashes in the community in 2019. Crashes are predominately on the borders of the community and within the primarily residential in the east. The California Highway Patrol recorded a total of 41 crashes (54.7 per square mile) in Walnut Park in 2019 in the Statewide Integrated Traffic Records System, 33 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 33. Walnut Park Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. None of the crashes on Walnut Park surface streets resulted in a death in 2019.

Figure 31. Walnut Park Roadways



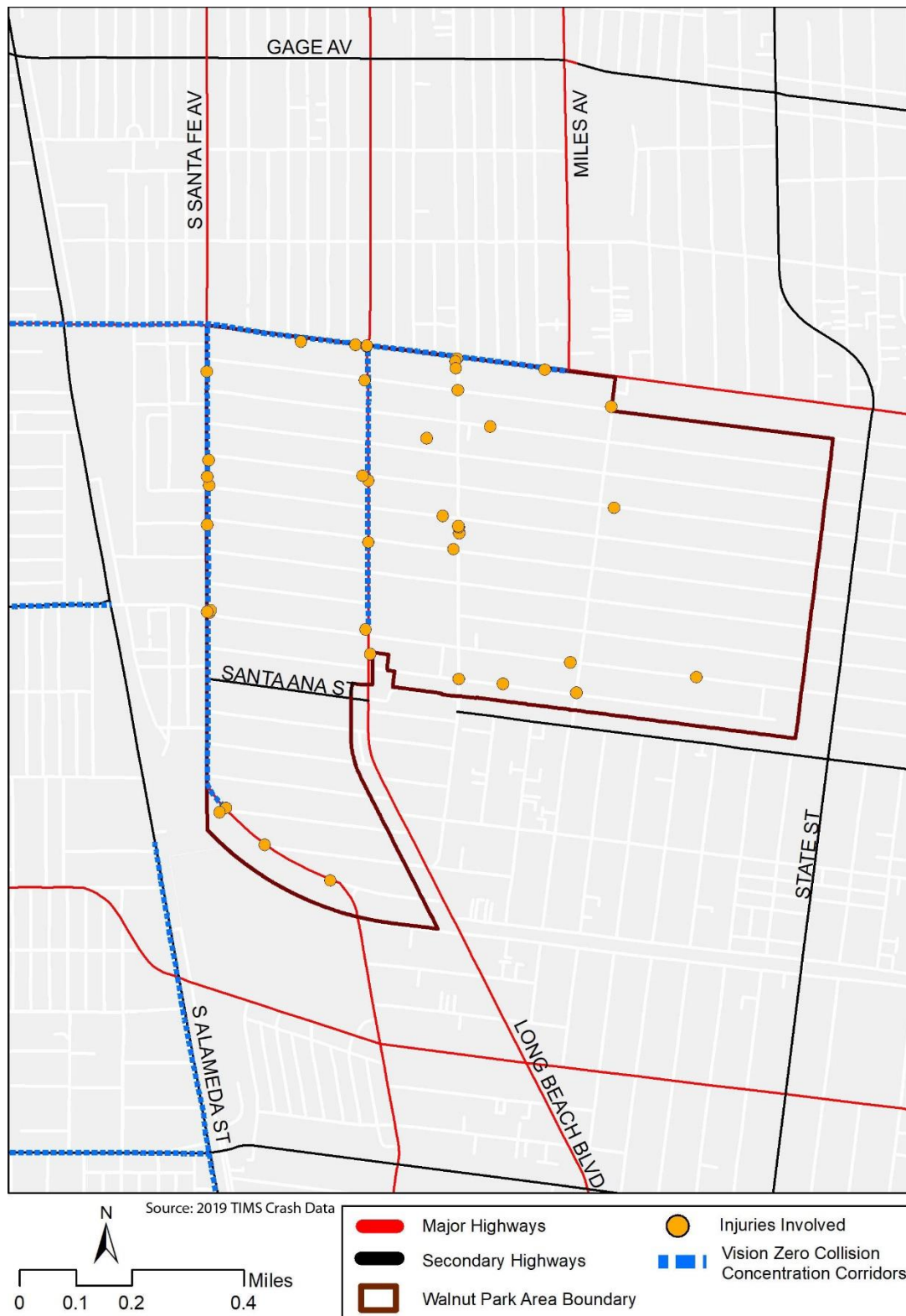
Source: Los Angeles County Department of Public Works, 2020a

Figure 32. Walnut Park Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 33. Walnut Park Roadway Crashes – Serious Injury/Death (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020



## Parking Conditions

Figure 34. Walnut Park Commercial and Industrial Parking Lots shows parcels specifically used for commercial parking, which are primarily along the western periphery of the community. This does not account for street parking or parking located on the same parcel as other uses. There are no designated Park and Ride lots in Walnut Park; however, the Metro A Line Florence Station less than a mile from the community's western border provides paid parking for transit riders.

Figure 34. Walnut Park Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021



## Bicycle and Pedestrian Infrastructure

There are no existing bikeways within the community; however, there are a number of bikeways proposed. **Table 12. Walnut Park Bikeways** lists the proposed bikeways in Walnut Park. Many of these bikeways are not currently funded. Proposed bikeways are most prevalent on major and secondary highways as opposed to secondary or neighborhood streets, except for Seville Avenue. **Figure 35. Walnut Park Bikeways**, displays the location of the proposed bikeways within the community.

**Table 12. Walnut Park Bikeways**

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Pacific Blvd/ Long Beach Blvd	Santa Fe Avenue to S/o Cudahy Street	North-South	2	Proposed
Seville Avenues	Florence Avenue to Broadway Avenue	North-South	2	Proposed
Broadway Avenue	Santa Fe Avenue to Eastern City Limit	East-Wests	2	Proposed
Santa Fe Avenue	Florence Avenue to Ardmore Avenue	East-West	2	Proposed
UPRR Spur Line	Eastern Community Limit to Western Community Limit	North-South	1	Proposed
Florence Avenue	Central Avenue to Mountain View Avenue	East-West	2	Proposed
Walnut Street	Mountain View Avenue to Eastern Community Limit	East-West	3	Proposed

Source: Los Angeles County Department of Public Works, 2021b

**Figure 36. Walnut Park Pedestrian Conditions** shows at-grade rail crossings, which can pose both a physical and mental barrier for pedestrians. The two at-grade rail crossings in Walnut Park are at the southern border of the community, limiting pedestrian access outside of the community rather than pedestrian circulation within the community.

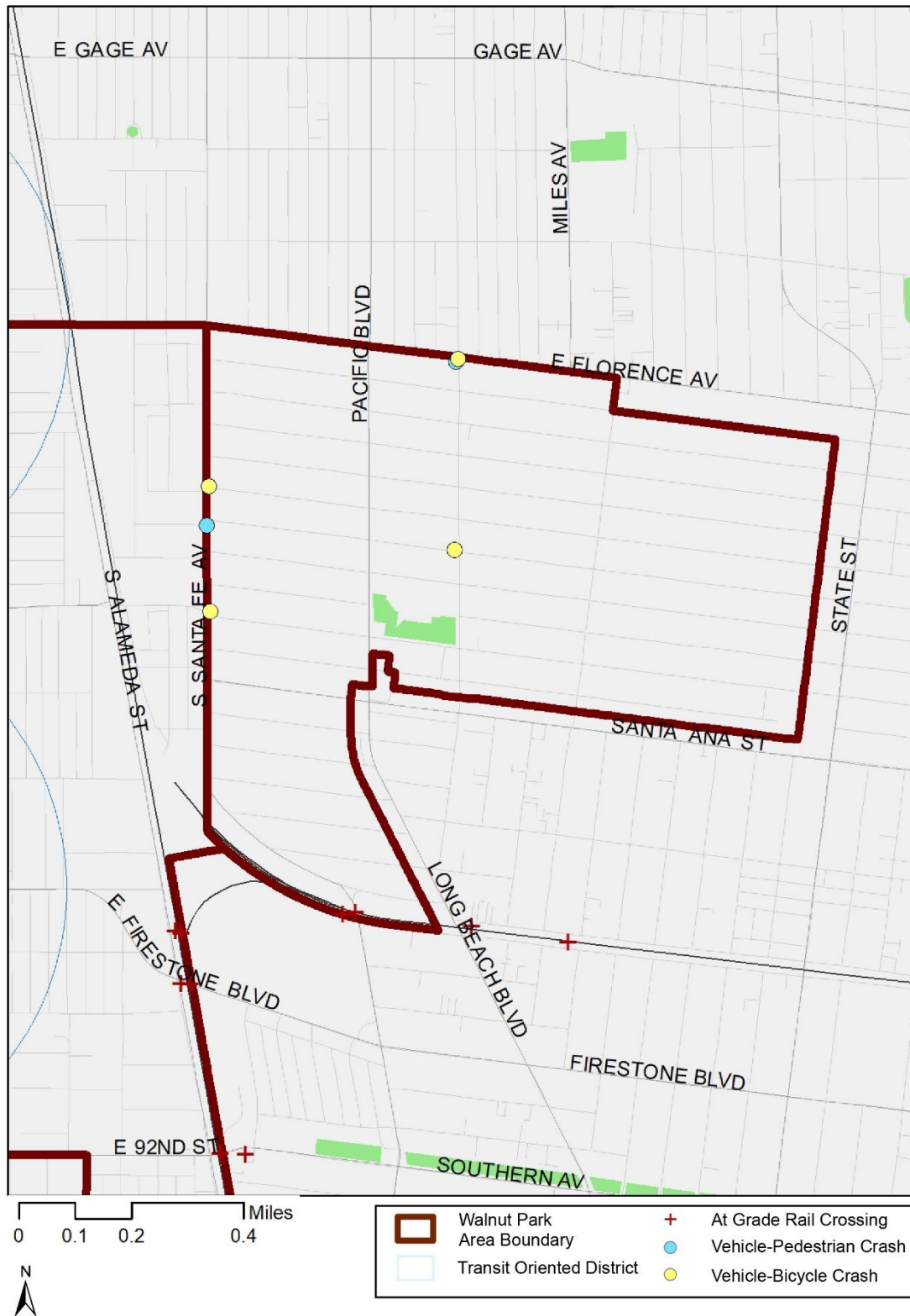
Crashes involving pedestrians and cyclists are also shown on **Figure 36**. Overall, 2 crashes involved pedestrians and 4 involved cyclists in 2019, out of a total of 41 (UC Berkeley, 2020). Unlike vehicle-vehicle crashes which took place on neighborhood streets, pedestrian and cyclist crashes took place almost entirely on the major thoroughfares of Florence Avenue and Santa Fe Avenue. With available data it cannot be determined whether the relatively few pedestrian crashes are a result of a safe pedestrian environment or an unwelcoming pedestrian environment resulting in few willing to walk within the community.

Figure 35. Walnut Park Bikeways



Source: Los Angeles County Department of Public Works, 2021b

Figure 36. Walnut Park Pedestrian Conditions



Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Street lighting coverage, shown on Figure 37. Walnut Park Street Lighting, is consistent throughout most of the community, with no noticeable gaps in the network.

Figure 37. Walnut Park Street Lights



Source: Los Angeles County Department of Public Works, 2020b



## Mobility Opportunities, Constraints, and Gaps

**Despite density, pockets of the community are disconnected from the transit system.** While most of Walnut Park's internal circulation is well covered by bus transit, the southwest residential neighborhood is less connected to both the local and regional system than the rest of the community. Metro Line 60 serves the eastern border of this community, but this line does not provide a direct connection to the Metro A Line.

**All West Santa Ana Branch Transit Corridor alternatives currently being considered by Metro during the environmental review would have a station less than half a mile from the community border.** The proposed station at Florence Avenue and Salt Lake Avenue would be closer to the community than the Metro A Line Florence Station. This new rail line and station presents the opportunity to better connect Walnut Park to Downtown Los Angeles, Gateway Cities, and South Los Angeles if future bus service pedestrian, and bicycle amenities, are coordinated with the project.

**In general, the existing and planned transportation infrastructure is interconnected within the Walnut Park community; mobility for Walnut Park is primarily constrained by access in and out of the community.** As previously mentioned, the Alameda Corridor to the west of Walnut Park as well as the railroad corridor and at-grade crossing to the south and the rail corridor to the east of Walnut Park (a proposed alignment for the West Santa Ana Branch Transit Corridor) limit access in three directions for all modes. Access outside the community for goods, services, and employment is likely particularly critical to Walnut Park, as the smallest and densest community of the seven Area Plan areas (0.75 square miles with 21, 623 people per square mile). As Walnut Park is the densest community of the Metro area, there is opportunity to increase transit use with strategic improvements; the community's density would allow improvements to reach more potential users.

## **West Athens-Westmont**

### Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within West Athens-Westmont.

Relevant plans and policies authored by Los Angeles County include:

- West Athens-Westmont Community Standards District (Date Unknown)
- West Athens-Westmont Community Plan (1990)
- Vermont Green Line Station Transit Oriented Development (2010)
- Los Angeles County Transit Oriented Districts Access Study (2013)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- West Athens-Westmont Community Pedestrian Plan (2019)
- Connect Southwest Los Angeles TOD Specific Plan (2020)

Relevant plans and policies authored by other agencies include:

- Metro Green Line Station Access Plans (2007)
- South Bay Council of Governments Sustainable South Bay (2009)
- Metro Vermont Bus Rapid Transit Technical Study (2017)
- Metro Vermont Transit Corridor –Rail Conversion/Feasibility Study (2019)

- Southern California Association of Governments I-105 Corridor Sustainability Study (2019)

### ***West Athens-Westmont Community Standards District (Date Unknown)***

The community standards district provides standards for access to commercial and residential development along Century Boulevard. Access is segregated as follows:

- Residential projects on Century Boulevard, between Vermont Avenue to the east and approximately 130 feet west of Denker Avenue to the west shall have access to property via 99<sup>th</sup> Street or 101st Street.
- Commercial projects on Century Boulevard, between Vermont Avenue to the east and approximately 130 feet west of Denker Avenue to the west shall have access to property via Century Boulevard only.

### ***West Athens-Westmont Community Plan (1990)***

This thirty-year-old plan communicates a desire to capitalize on the Metro C (referred to as Green Line in this document) Line station in the community and to provide options for the transit dependent, but also emphasizes a desire to reduce multi-family residential densities. There is a significant emphasis on safety and crime reduction.

### ***Vermont Green Line Station Transit Oriented Development (2010)***

This study recommends treating the Vermont/Athens Metro C Line (referred to as Green Line in this document) Station as an anchor for two active nodes. The nodes are a mixed-use urban center to the north at Vermont Avenue and Imperial Highway and a smaller neighborhood-serving center to the south at Vermont Avenue and 120th Street.

An enhanced linear park along the Vermont Avenue median is recommended to add open space and connect these active nodes. Housing and mixed-use infill development between these nodes can bolster retail and pedestrian activity along the Vermont Avenue corridor, and a green connector along the Union Pacific right-of-way south of the station can create east-west pedestrian and bicycle linkages.

### ***Los Angeles County Transit Oriented Districts Access Study (2013)***

This study assesses the state of the public amenities that facilitate and support pedestrian, bicycle, and transit access to stations in Unincorporated Los Angeles County, including along the Metro C Line (referred to as Green Line in this document) at the Vermont/Athens C Line Station.

The plan identifies a variety of physical improvements to sidewalks/curbs, travel lanes, bicycle infrastructure, and pedestrian infrastructure. It notes strengths in the West Athens-Westmont's engaged community and County-owned properties surrounding the Vermont/Athens Green Line Station and notes weaknesses in freeway and arterial noise/traffic, lack of bike infrastructure, tracks under freeway, lack of open space, and safety/crime perception and realities.

Opportunities are identified with Vermont's wide right-of-way for improved bicycle and pedestrian infrastructure, vacant/underutilized lots could be redeveloped, and nearby neighborhood amenities and resources. Challenges are identified with lack of market for private investment, limited public funding, and community concern regarding change. The plan includes detailed conceptual design recommendations for the Vermont/Athens Metro C Line Station.



### ***Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)***

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of West Athens-Westmont are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Century Boulevard, 112th Street, Imperial Highway, 120th Street, El Segundo Boulevard, Western Avenue, Normandie Avenue, and Vermont Avenue.

### ***West Athens-Westmont Community Pedestrian Plan (2019)***

This plan focuses on pedestrian access issues, concerns, and opportunities specific to the West-Athens-Westmont community and recommends improvements to pedestrian infrastructure and access to resources.

Concerns and opportunities included:

- Speeding on Vermont Avenue, 120th Street, El Segundo Boulevard, Imperial Highway, and Western Avenue
- Need for pedestrian-scale lighting on Denker Avenue, Raymond Avenue, Budlong Avenue, Vermont Avenue, and Western Avenue
- Crossing enhancements at various intersections, including:
  - Crosswalks at Normandie Avenue/112th Street
  - Longer pedestrian crossing times at Imperial Highway/Vermont Avenue
  - A crossing guard at 120th Street/ Vermont Avenue

Top priority locations for major pedestrian projects were:

- Vermont Avenue/Imperial Highway
- Vermont Avenue/Southern Pacific Rail Corridor
- Vermont Avenue/116th Street
- Western Avenue/108th Street
- Western Avenue/Imperial Highway
- Vermont Avenue/120th Street
- Other locations identified included:
  - Vermont Avenue at 108th Street and El Segundo Boulevard
  - Normandie Avenue at 120th Street, 112th Street, and 124th Street
  - Denker Avenue at Imperial Highway and at 111th Street
  - Western Avenue at 120th Street
  - Budlong Avenue at 87th Street and 110th Street
  - 110th Street at Western Avenue and Hobart Avenue
  - 122nd Street at Western Avenue and Halldale Avenue

### ***Connect Southwest Los Angeles TOD Specific Plan (2020)***

This plan aims to create a more walkable, transit-oriented area with a mix of land uses that is accessible by all modes of transportation with an emphasis on transit, walking, and bicycling. Establishes policies, development standards, and design guidelines for this purpose.

Identifies Los Angeles Southwest College as a major asset to connect to and the potential to create a "college town" atmosphere. Auto-oriented uses, properties and structures that suffer from a lack of maintenance and upkeep, and the C Line Station location in the middle of the freeway present major challenges. The resulting physical deterioration from this lack of maintenance and upkeep leads to an unsafe neighborhood environment that discourages new development and investment.

While served by transit, narrow sidewalks, highway on-ramps, and the significant width of Vermont Avenue make walking to the station difficult. The station's relative isolation from activity occurring on the street above it eliminates visibility and general surveillance creating significant personal safety concerns.

Emphasizes building on the West Athens-Westmont distinct identity and identifies areas to preserve, enhance, and transform. Areas of transformation are mostly envisioned as mixed use with open space and linear green space.

### **Public Transit**

The transit agencies, routes, and service types in West Athens-Westmont are summarized in **Table 13. West Athens-Westmont Transit Service.**

Table 13. West Athens-Westmont Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Gardena Transit	2	Local	Mon-Fri Early Morning to Night Sat-Sun Morning-Night	15 minutes	40 minutes
	5	Local	Mon-Fri Morning to Evening	60 minutes	60 minutes
Los Angeles County Department of Public Works	The Link – Athens Shuttle	Shuttle	Mon-Fri Morning to Evening Sat Late Morning to Evening	30 minutes	30 minutes
Los Angeles Department of Transportation	Community Dash - Vermont/Main Counterclockwise	Community	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	15 minutes	20 minutes
Metro	C Line (Green)	Light Rail	Mon-Sun Early Morning to Late Night	10 minutes	20 minutes
	117	Local	Mon-Sun Early Morning to Late Night	15 minutes	30 minutes 50 minutes (late night)
	120	Local	Mon-Sun Early Morning to Night	40 minutes	60 minutes
	204	Local	Mon-Sun 24 Hours	8 minutes	30 minutes
	206	Local	Mon-Fri Early Morning to Night Sat-Sun Morning to Night	12 minutes	30 minutes
	207	Local	Mon-Sun 24 Hours	6 minutes	20 minutes 60 minutes (late night)
	209	Local	Mon-Fri Morning to Night	60 minutes	60 minutes
	754	Rapid	Mon-Sun Morning to Late Evening	10 minutes	20 minutes
Torrance Transit	2	Local	Mon-Fri Morning to Evening	60 minutes	60 minutes
	5	Local	Mon-Fri Morning to Night	60 minutes	60 minutes

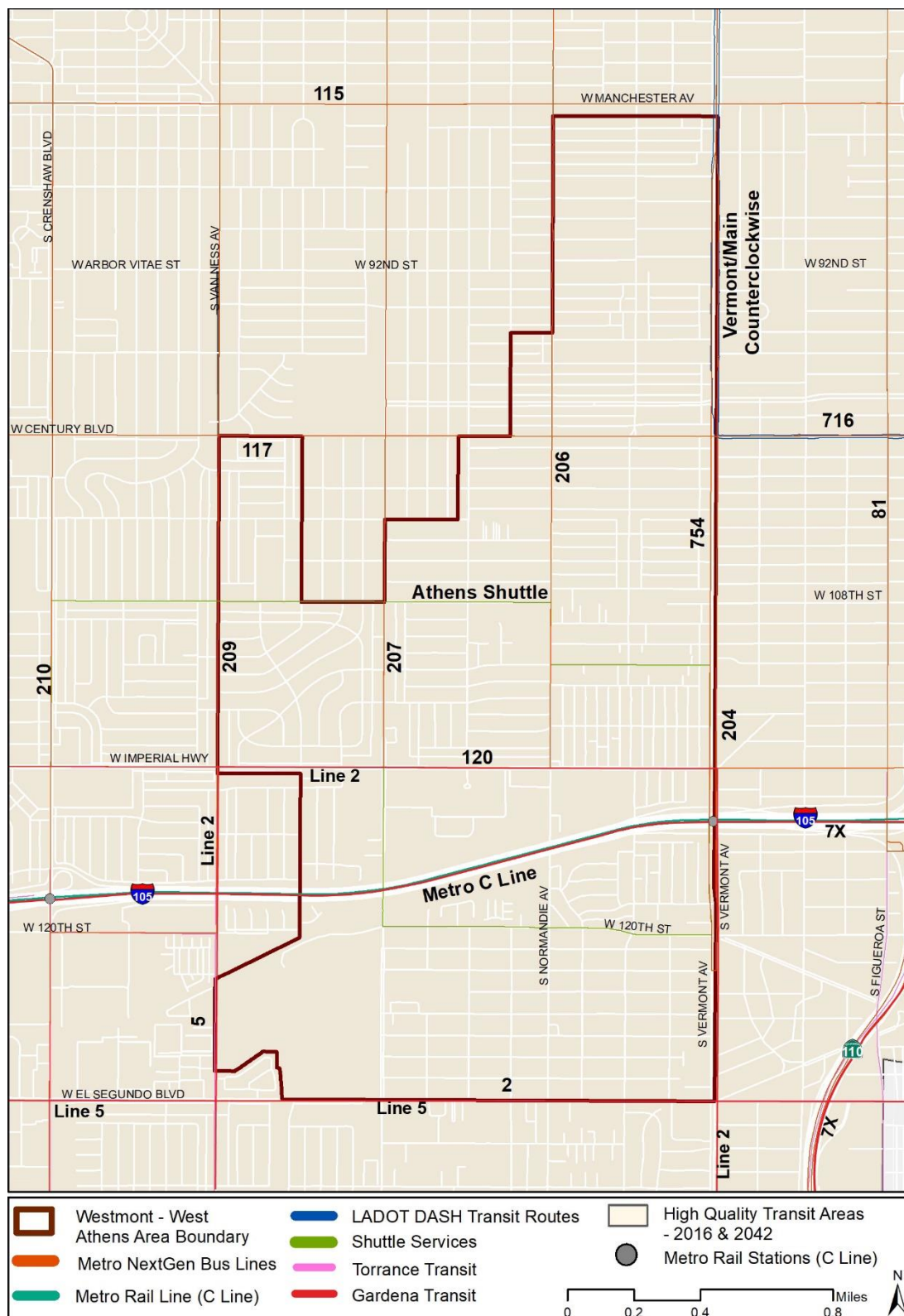
Source: City of Gardena, 2021; City of Torrance, 2021; Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b

Coverage by Metro and municipal bus lines is largely divided by I-105, with Metro serving the area north of the freeway and Gardena Transit (GTrans) and Torrance Transit serving south of the freeway. The transit service in West Athens-Westmont is shown on **Figure 38. West Athens-Westmont Transit Service**. All of West Athens-Westmont is part of the SCAG 2016 and 2045 High Quality Transit Area.

In October 2019 there were 6,142 average daily boardings on the Metro system in the study area on weekdays, 4,091 of these boardings on bus and 2,051 on rail (Metro, 2020a). Vermont/Athens Station on the Metro C Line had the most boardings of any transit stop in West Athens-Westmont, with 2,051 average daily boardings in October 2019. At 3.2 square miles in area and a population of 41,088, West Athens-Westmont has 1,930 boardings per square miles and 0.15 boardings per resident, the fifth and third (tied) most, respectively, of the seven Area Plan communities. This indicates an average to high use of the Metro system in West Athens-Westmont relative to the other Area Plan communities. Stop-level average daily boardings are shown on **Figure 39. West Athens-Westmont Average Daily Metro Boardings (2019)**.

While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, The Link – Athens Shuttle had 48,680 boardings, ranking seventh of the 14 Public Work’s provided shuttle service with available ridership data (Los Angeles County, 2019). The Link - Athens Shuttle connects the two halves of the community divided by I-105. The Torrance Transit Tomorrow Plan indicates that most Torrance Transit stops within West Athens-Westmont saw an average of 5-50 daily boardings each in 2017 (City of Torrance, 2019). Recent ridership data for GTrans transit lines is not available.

Figure 38. West Athens-Westmont Transit Service



Source: City of Gardena, 2021; City of Torrance, 2021; Los Angeles County Department of Public Works, 2021b; Los Angeles Department of Transportation, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b

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## Roadway Network

The roadway network in West Athens-Westmont is primarily a grid with local streets connecting with major and secondary roadways. Residential areas in the west side of the community are laid out in a diagonal grid whereas the roadway network in the remainder of the community is primarily standard grid. I-105 bisects the southern portion of the community. Major and secondary roadways in West Athens-Westmont are listed in **Table 14. West Athens-Westmont Roadways** and shown on **Figure 40. West Athens-Westmont Roadways**.

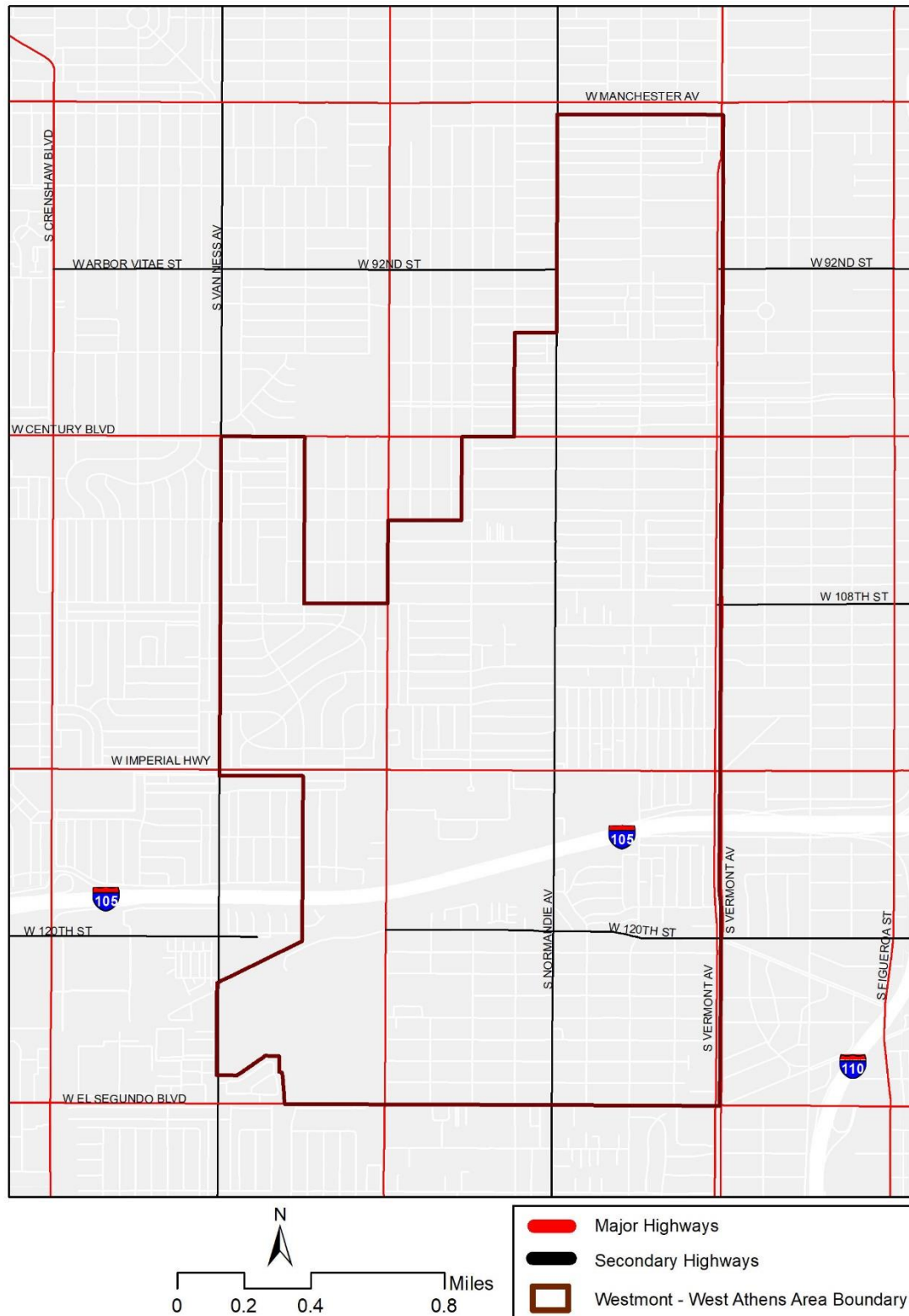
**Table 14. West Athens-Westmont Roadways**

Arterial Name	Roadway Classification	Direction
92 <sup>nd</sup> Street	Secondary	East-West
W 108 <sup>th</sup> Street	Secondary	East-West
S Normandie Avenue	Secondary	North-South
S Van Ness Avenue	Secondary	North-South
S Vermont Ave	Major Highway	North-South
W 120 <sup>th</sup> Street	Secondary	East-West
W 92 <sup>nd</sup> Street	Secondary	East-West
W Century Boulevard	Major Highway	East-West
W El Segundo Boulevard	Major Highway	East-West
W Imperial Highway	Major Highway	East-West
Western Avenue	Major Highway	North-South
Manchester Avenue	Major Highway	East-West

Source: Los Angeles County Department of Public Works, 2020a

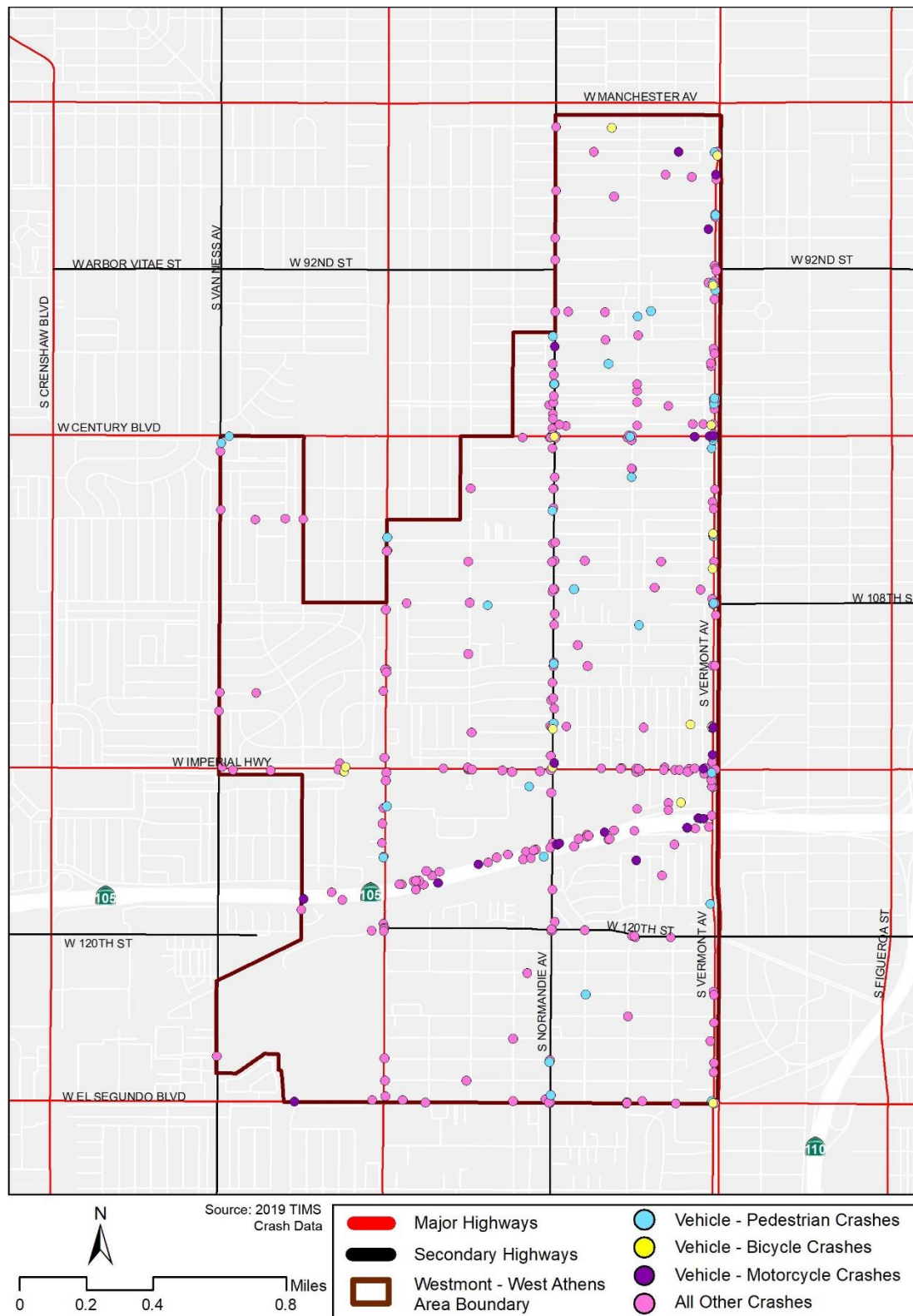
**Figure 41. West Athens-Westmont Roadway Crashes (2019)** shows the location and type of crashes in the community in 2019. Crashes are concentrated heavily along the major thoroughfares of Imperial Highway, Normandie Avenue, and Vermont Avenue, with a higher density of crashes north of I-105 than south. The California Highway Patrol recorded a total of 357 crashes (112 per square mile) in West Athens-Westmont in 2019, 278 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 42. West Athens-Westmont Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. Eight of the crashes on West Athens-Westmont surface streets resulted in a death in 2019, all north of I-105.

Figure 40. West Athens-Westmont Roadways



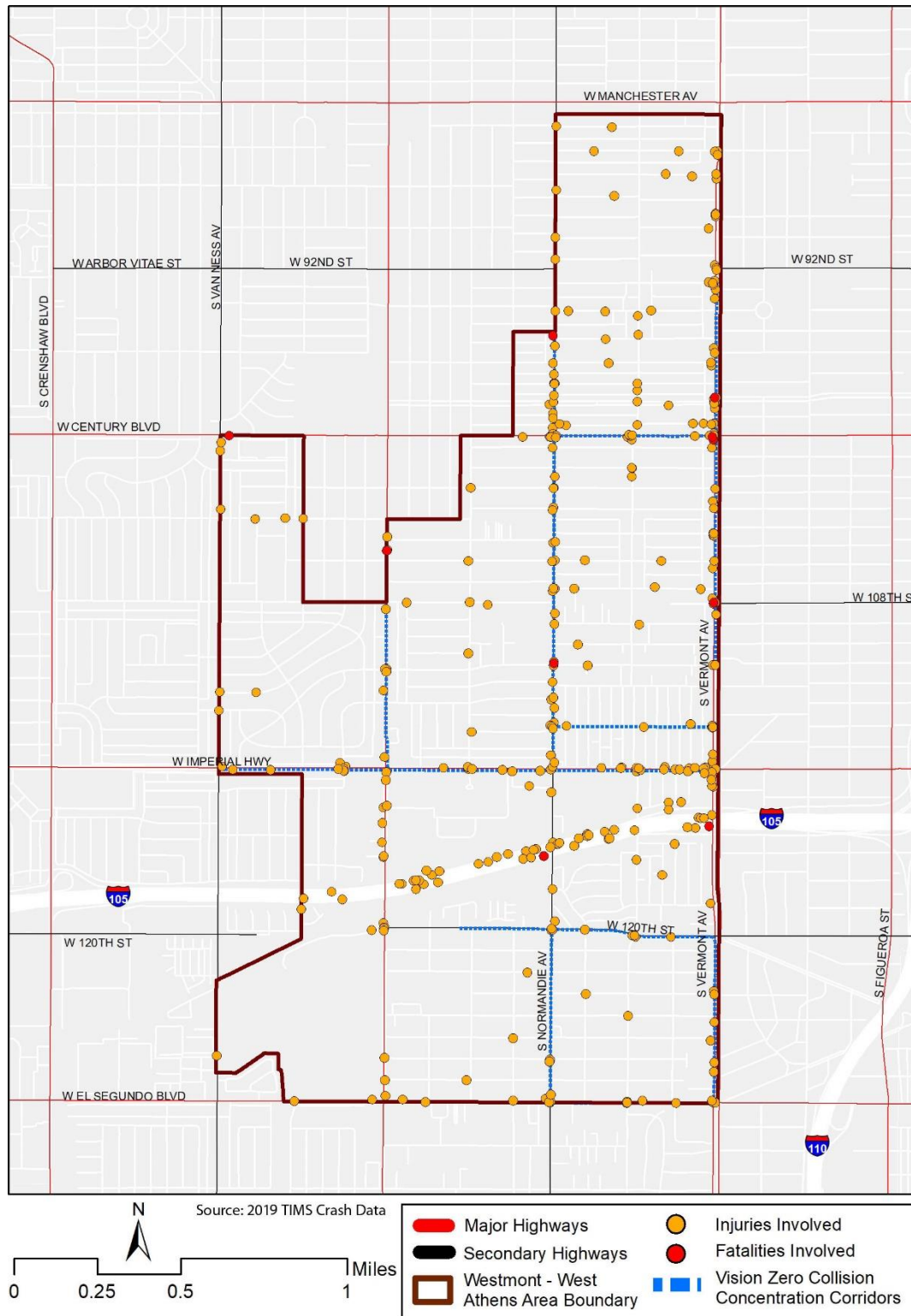
Source: Los Angeles County Department of Public Works, 2020a

Figure 41. West Athens-Westmont Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 42. West Athens-Westmont Roadway Crashes – Serious Injury/Death (2019)

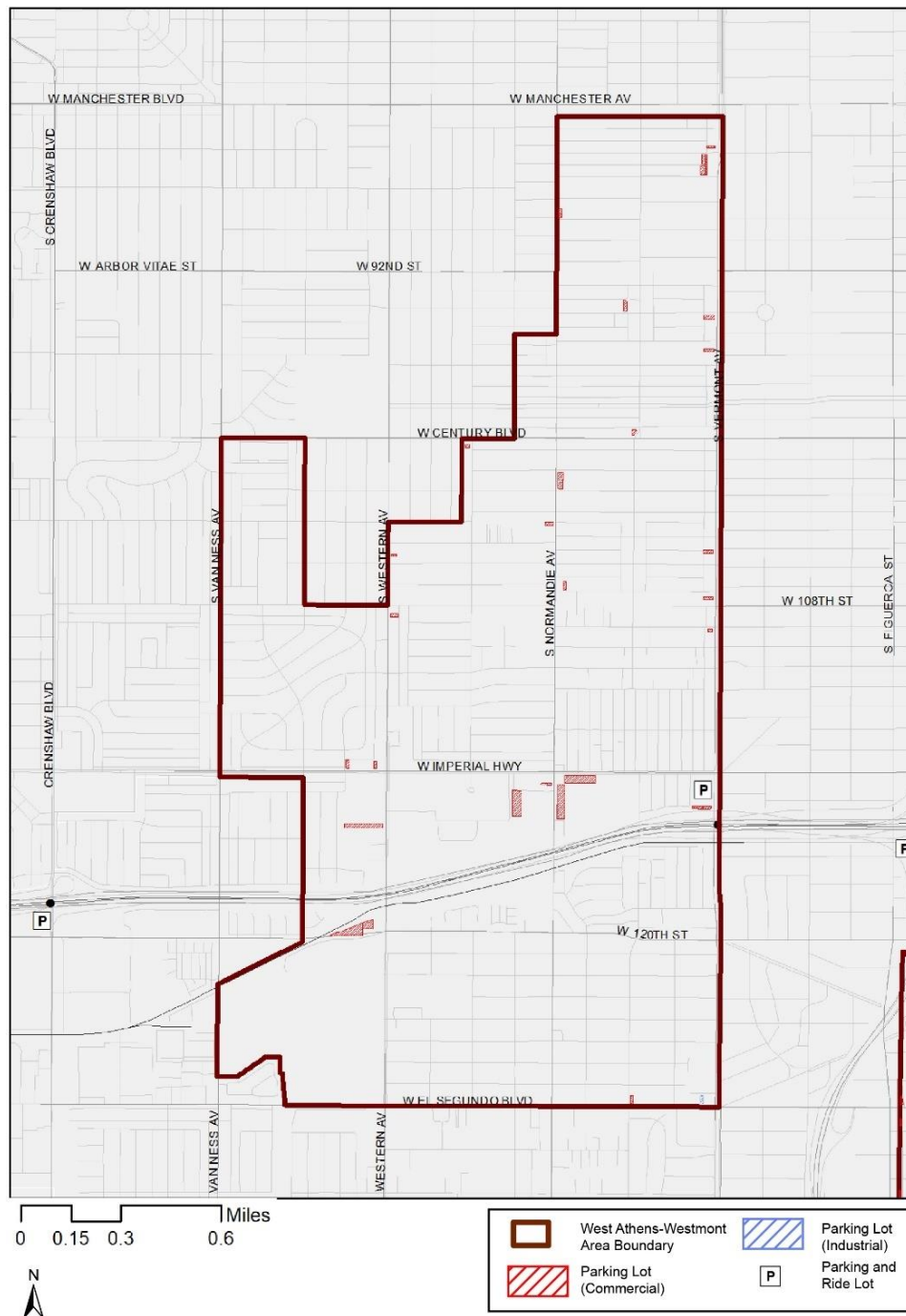


Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

## Parking Conditions

**Figure 43. West Athens-Westmont Commercial and Industrial Parking Lots** shows parcels specifically used for commercial parking, which is most heavily concentrated on Imperial Highway and Vermont Avenue. This does not account for street parking or parking located on the same parcel as other uses. There is a Park and Ride lot at the southeast corner of Imperial Highway and Vermont Avenue, which also serves as parking for the Metro C Line Vermont/Athens Station.

Figure 43. West Athens-Westmont Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021; Los Angeles County Department of Public Works, 2021c

### Bicycle and Pedestrian Infrastructure

**Table 15. West Athens-Westmont Bikeways** lists the existing and proposed bikeways in West Athens-Westmont. Bikeway connections are provided primarily along major and secondary roadways. There are a number of bikeways proposed on local streets; however, most of these are currently unfunded.



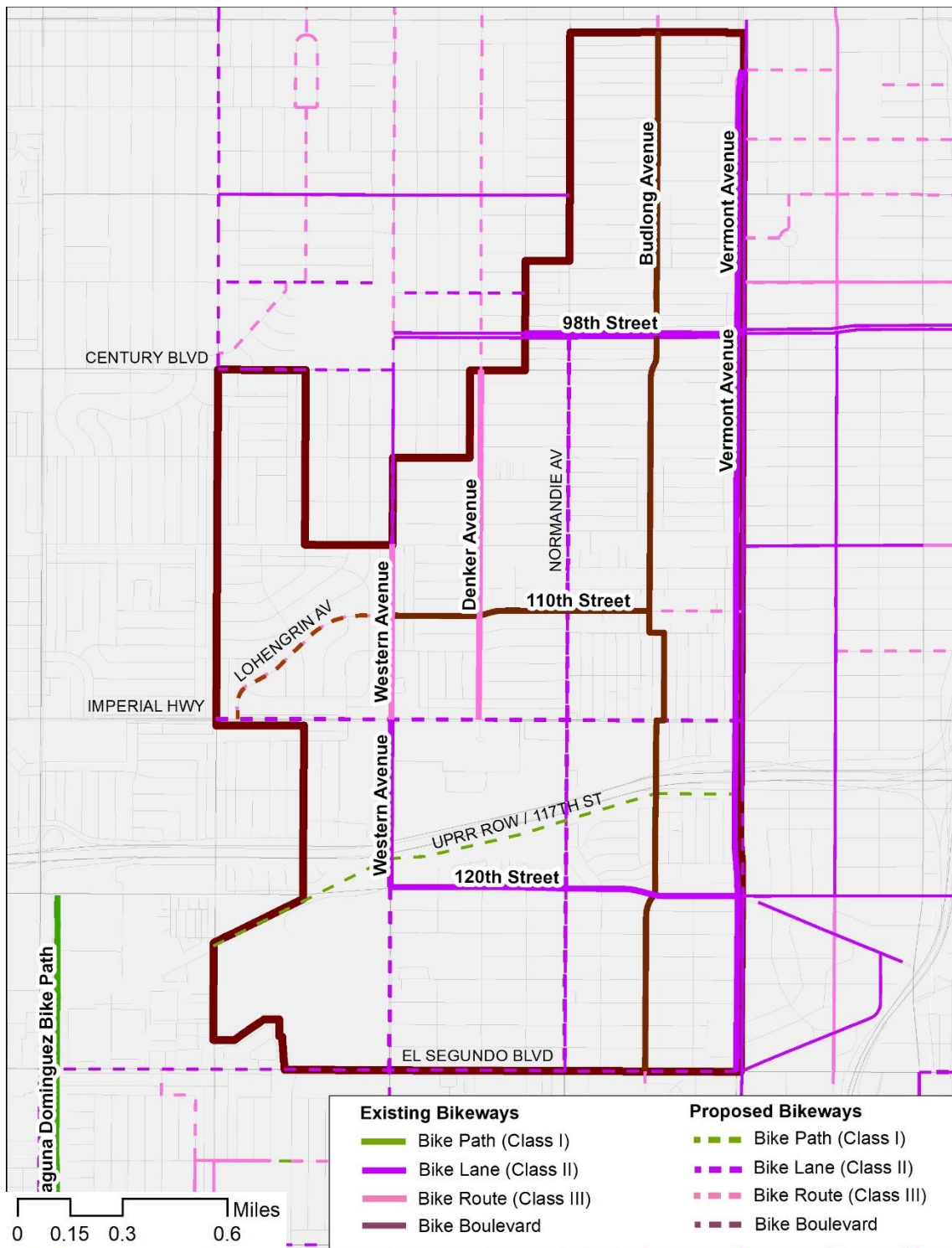
Figure 44. West Athens-Westmont Bikeways displays the locations of the existing and proposed bikeways within the community.

Table 15. West Athens-Westmont Bikeways

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Western Avenue	108 <sup>th</sup> Street to Imperial Highway	North-South	3	Existing
Western Avenue	Imperial Highway to 120 <sup>th</sup> Street	North-South	2	Existing
Denker Avenue	Century Boulevard to Imperial Highway	North-South	3	Existing
Budlong Avenue	Manchester Avenue to El Segundo Boulevard	North-South	Bike Boulevard	Existing
Vermont Avenue	Manchester Avenue to El Segundo Boulevard	North-South	2	Existing
98 <sup>th</sup> Street	Halldale Avenue to Vermont Avenue	East-West	2	Existing
110 <sup>th</sup> Street	Western Avenue to Budlong Avenue	East-West	Bike Boulevard	Existing
120 <sup>th</sup> Street	Western Avenue to Vermont Avenue	East-West	2	Existing
Slater Avenue	120 <sup>th</sup> Street to El Segundo Boulevard	North-South	3	Existing
El Segundo Boulevard	Central Avenue to Avalon Boulevard	East-West	2	Existing
Normandie Avenue	98 <sup>th</sup> Street to El Segundo Boulevard	North-South	2	Proposed
Western Avenue	120 <sup>th</sup> Street to El Segundo Boulevard	North-South	2	Proposed
Lohengrin Avenue	Imperial Highway to Budlong Avenue	East-West	Bike Boulevard	Proposed
110 <sup>th</sup> Street	Vermont Avenue to Western Avenue	East-West	3	Proposed
Imperial Highway	Van Ness Avenue to Vermont Avenue	East-West	2	Proposed
UPRR ROW/ 117 <sup>th</sup> Street	Van Ness Avenue to Budlong Avenue	East-West	1	Proposed
El Segundo Boulevard	Western Limit to Vermont Avenue	East-West	2	Proposed

Source: Los Angeles County Department of Public Works, 2021b

Figure 44. West Athens-Westmont Bikeways



Source: Los Angeles County Department of Public Works, 2021b

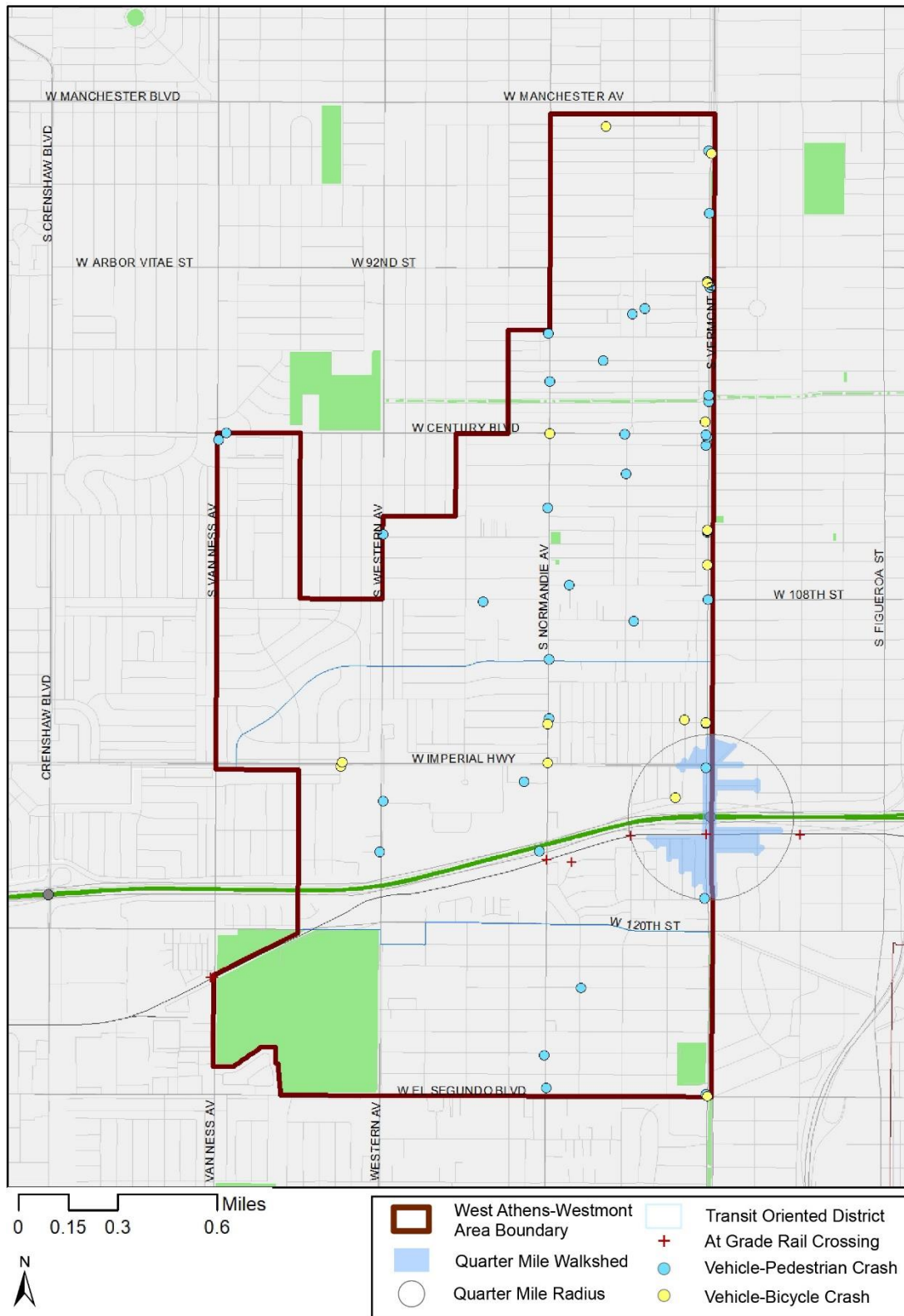
Figure 45. West Athens-Westmont Pedestrian Conditions shows pedestrian accessible areas within one-quarter mile of the Metro C Line station compared to a quarter mile radius around the station. I-

105 and the ramps and elevated portion of Imperial Highway pose the greatest pedestrian barriers around the Vermont/Athens Station. Additionally, there are at-grade crossings of freight rail adjacent to I-105 that pose an additional impediment to pedestrian access, particularly for pedestrians trying to access the Metro C Line or neighborhoods north of the freeway.

Crashes involving pedestrians and cyclists are also shown on **Figure 45**. Overall, 40 crashes involved pedestrians and 15 involved cyclists in 2019, out of a total of 357 (UC Berkeley, 2020). Seven of these crashes resulted in pedestrian death. Like all other crashes, crashes involving pedestrians and cyclists were more heavily concentrated in the northern half of the community. All were on major thoroughfares: Century Boulevard, Normandie Avenue, Vermont Avenue, and Western Avenue. These streets may lack features that make walking safe and convenient; they may have more pedestrians and cyclists using them; or both may be true.

There are several noticeable gaps in street lighting coverage, shown on **Figure 46. West Athens-Westmont Street Lighting**. While the gap between Normandie Avenue and Western Avenue north of I-105 is Southwest Community College, which would operate its own lighting network, the gap north of Imperial Highway between those same streets are a residential neighborhood. This neighborhood may lack lighting, or it may be served by another agency or organization.

Figure 45. West Athens-Westmont Pedestrian Conditions



Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

This map displays the West Athens-Westmont area boundary, outlined in brown. The area is densely populated with green dots representing Los Angeles County streetlights. Major streets shown include W Manchester Blvd, W Arbor Vitae St, W 92nd St, W Century Blvd, W 108th St, W Imperial Hwy, W 120th St, W 1st St, W 2nd St, W 3rd St, W 4th St, W 5th St, W 6th St, W 7th St, W 8th St, W 9th St, W 10th St, W 11th St, W 12th St, W 13th St, W 14th St, W 15th St, W 16th St, W 17th St, W 18th St, W 19th St, W 20th St, W 21st St, W 22nd St, W 23rd St, W 24th St, W 25th St, W 26th St, W 27th St, W 28th St, W 29th St, W 30th St, W 31st St, W 32nd St, W 33rd St, W 34th St, W 35th St, W 36th St, W 37th St, W 38th St, W 39th St, W 40th St, W 41st St, W 42nd St, W 43rd St, W 44th St, W 45th St, W 46th St, W 47th St, W 48th St, W 49th St, W 50th St, W 51st St, W 52nd St, W 53rd St, W 54th St, W 55th St, W 56th St, W 57th St, W 58th St, W 59th St, W 60th St, W 61st St, W 62nd St, W 63rd St, W 64th St, W 65th St, W 66th St, W 67th St, W 68th St, W 69th St, W 70th St, W 71st St, W 72nd St, W 73rd St, W 74th St, W 75th St, W 76th St, W 77th St, W 78th St, W 79th St, W 80th 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Pg. 91 - Mobility Existing Conditions and Literature Review



## Mobility Opportunities, Constraints, and Gaps

While transit coverage within West Athens-Westmont is dense and includes light rail, the variety and number of services accentuate the division in mobility posed by I-105, which divides the community in the south. For transit riders connecting to the Metro C Line from either direction this poses little issue, but for transit riders traveling from one side of I-105 to the other, this adds an extra impediment to travel by forcing a transfer to another transit provider, unless traveling to and from a location served by The Link – Athens Shuttle. I-105 and the railroad corridor to its south also pose a barrier to pedestrians traveling from one side of the freeway to the other. Southwest Community College, adjacent and to the north of I-105, is just over half of a mile from the Vermont/Athens Station. As a hub for students, a group with relatively low automobile use, safe and convenient transit and pedestrian connections are critical.

Future rapid transit projects present an opportunity to better connect the north and the south of the community via transit. The future Vermont Transit Corridor is planned to terminate at 120<sup>th</sup> Street, which would extend the through connection less than half of a mile. Metro is currently conducting a feasibility study to extend the transit corridor into the South Bay, with findings expected in Spring 2022 (Metro, 2021c). As a current and future crossroads for transfers, not only between lines but between transit agencies, opportunities exist for coordination among different services and providers of transit within the West Athens-Westmont community.

Crashes are heavily concentrated in West Athens-Westmont relative to the other seven communities. The prevalence of crashes, especially involving pedestrians and pedestrian deaths, on major roadways indicates a safety issue for all modes of transportation, but with the severest consequences for pedestrians. With any improvement of access, including the implementation of the Vermont Transit Corridor and Step-by-Step Los Angeles County, there is an opportunity to improve safety.

Several Intelligent Transportation System (ITS) projects are planned along major corridors West Athens-Westmont which include El Segundo Boulevard and Imperial Highway. ITS improvements include Traffic Signal Synchronization Program (TSSP) improvements. These improvements involve upgrades to all traffic signals along the route to maintain synchronized signals, installation of vehicle detectors, and facilitation of signal timings among successive intersections, and automatic adjustments to traffic signals to coordinate the movement of vehicles through intersections. TSSP routes were recently completed along Vermont Avenue and Western Avenue.

## West Rancho Dominguez-Victoria

### Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within West Rancho Dominguez-Victoria.

Relevant plans and policies authored by Los Angeles County include:

- West Rancho Dominguez-Victoria Community Standards District (ND)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- Willowbrook/West Rancho Dominguez-Victoria Community Pedestrian Plan (ongoing)

Relevant plans and policies authored by other agencies include:



- Gateway Cities Strategic Transportation Plan Final Report (2016)
- Southern California Association of Governments I-105 Corridor Sustainability Study (2019)

### ***West Rancho Dominguez-Victoria Community Standards District (ND)***

The community standards district provides standards for parking.

Zones C-2 and C-3 have the following modified parking regulations:

- Markets of less than 5,000 square feet, banks, bookstores, delicatessens, drug stores, and office supply stores shall provide a minimum of one parking space for every 400 square feet of gross floor area.
- Restaurants of less than 1,000 square feet of gross floor area shall provide a minimum of five parking spaces, and restaurants of at least 1,000 square feet of gross floor area shall be granted a maximum 25 percent reduction of the otherwise required parking.

### ***Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)***

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of West Rancho Dominguez-Victoria are identified as Collision Concentration Corridors in the County's Vision Zero Plan: El Segundo Boulevard, 135th Street, Rosecrans Avenue, Compton Boulevard, Redondo Beach Boulevard, Broadway Avenue, San Pedro Street, Avalon Boulevard, and Central Avenue.

### ***Willowbrook/West Rancho Dominguez-Victoria Community Pedestrian Plan (ongoing)***

The Community Pedestrian Plan is currently under development and will help the County address corridors in Willowbrook/West Rancho Dominguez-Victoria that have high concentrations of collisions along corridors. Some of the key initial findings include:

- The rate of motor vehicle collision involving pedestrians in Willowbrook is 21.4%, compared to 21% for the County.
- Over 39.7% of Willowbrook residents 18 or older are considered obese, compared to 29% for the County.
- Youth obesity in Willowbrook is 40.7%, compared to 35.5% for the County.
- The rate of households with no vehicles in Willowbrook/West Rancho Dominguez-Victoria is 10.4%, compared to 9% for the County.
- Willowbrook has 3.6 park acres per 1,000 residents, whereas the County average is 3.3 park acres per 1,000. According to the Countywide park needs assessment, Willowbrook has a high park need.

The County's Department of Public Health is currently conducting outreach.

By working with the community to understand concerns and opportunities for walkability enhancements, the Pedestrian Plan will help the County achieve the Vision Zero goal, which aims to eliminate fatal injury traffic collisions on County roadways by 2035.

## Public Transit

The transit agencies, routes, and service types in West Ranch Dominguez-Victoria are summarized in Table 16. West Rancho Dominguez-Victoria Transit Service.

**Table 16. West Rancho Dominguez-Victoria Transit Service**

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Gardena Transit	3	Local	Mon-Fri Morning to Evening	30 minutes	30 minutes
Los Angeles County Department of Public Works	The Link – Willowbrook Shuttle Route A	Shuttle	Mon-Fri Morning to Evening Sat Late Morning to Evening	60 minutes	60 minutes
Los Angeles Department of Transportation	Community Dash Watts	Community	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	20 minutes	20 minutes
Metro	51	Local	Mon-Fri Early Morning to Night Sat-Sun Late Night	5 minutes	30 minutes 60 minutes (late night)
	53	Local	Mon-Sun Early Morning to Late Night	20 minutes	40 minutes
	125	Local	Mon-Sun Morning to Night	20 minutes	30 minutes
	127	Local	Mon-Sun Early Morning to Late Night	20 minutes	40 minutes
Torrance Transit	1	Local	Mon-Sat Morning to Night Sun Morning to Evening	50 minutes	60 minutes

Source: City of Gardena, 2021; City of Torrance, 2021; Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b

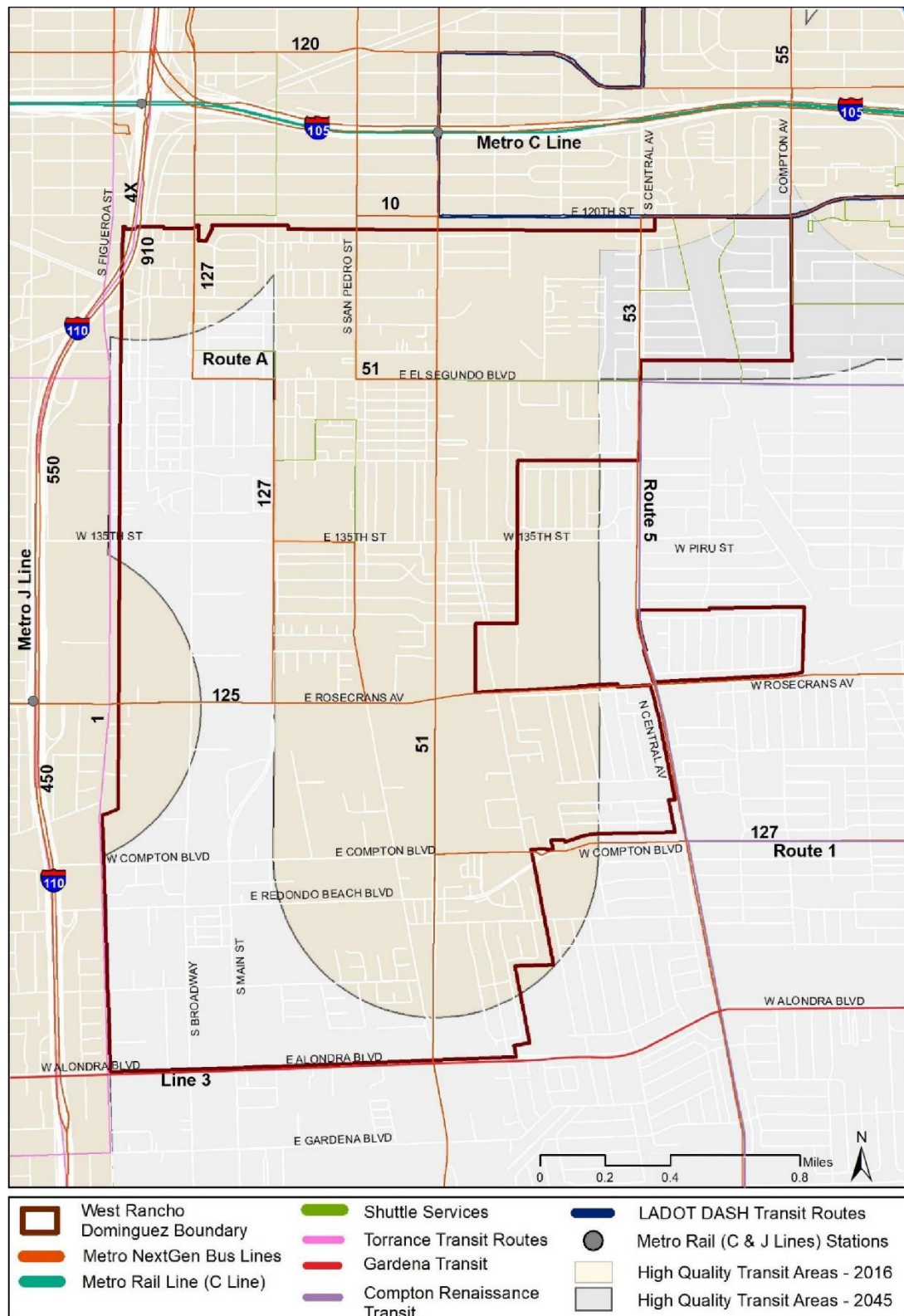
Transit routes in West Rancho Dominguez-Victoria are primarily along major roadways in the north and east of the community, absent in the heavily industrial southwest part of the community, as shown on **Figure 47. West Rancho Dominguez-Victoria Transit Service**. About half of West Rancho Dominguez-Victoria is part of the SCAG 2016 High Quality Transit Area and over half of it is part of the SCAG 2045 High Quality Transit Area.

In October 2019 there were 1,794 average daily boardings on the Metro system in the study area on weekdays. The bus stop at Avalon Boulevard/El Segundo Boulevard had most daily bus boardings of any stop in West Rancho Dominguez-Victoria, with 242 average daily boardings. At just under four square miles in area and a population of 5,593, West Rancho Dominguez-Victoria has 451 boardings per square miles and 0.08 boardings per resident, the least and second least, respectively, of the seven Area Plan communities. This indicates a low use of the Metro system in West Rancho Dominguez-Victoria relative to the other Area Plan communities. Stop-level average daily boardings are shown on **Figure 48. West Rancho Dominguez-Victoria Average Daily Metro Boardings (2019)**.

While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, The Link – Willowbrook had 349,829 boardings, ranking third of the 14 Public Work's provided shuttle service with available ridership data (Los Angeles County, 2019). However, this number includes both Routes A and B of the Willowbrook Shuttle, while West Rancho Dominguez-Victoria is only served by Route A. Ridership data for LADOT is not available.

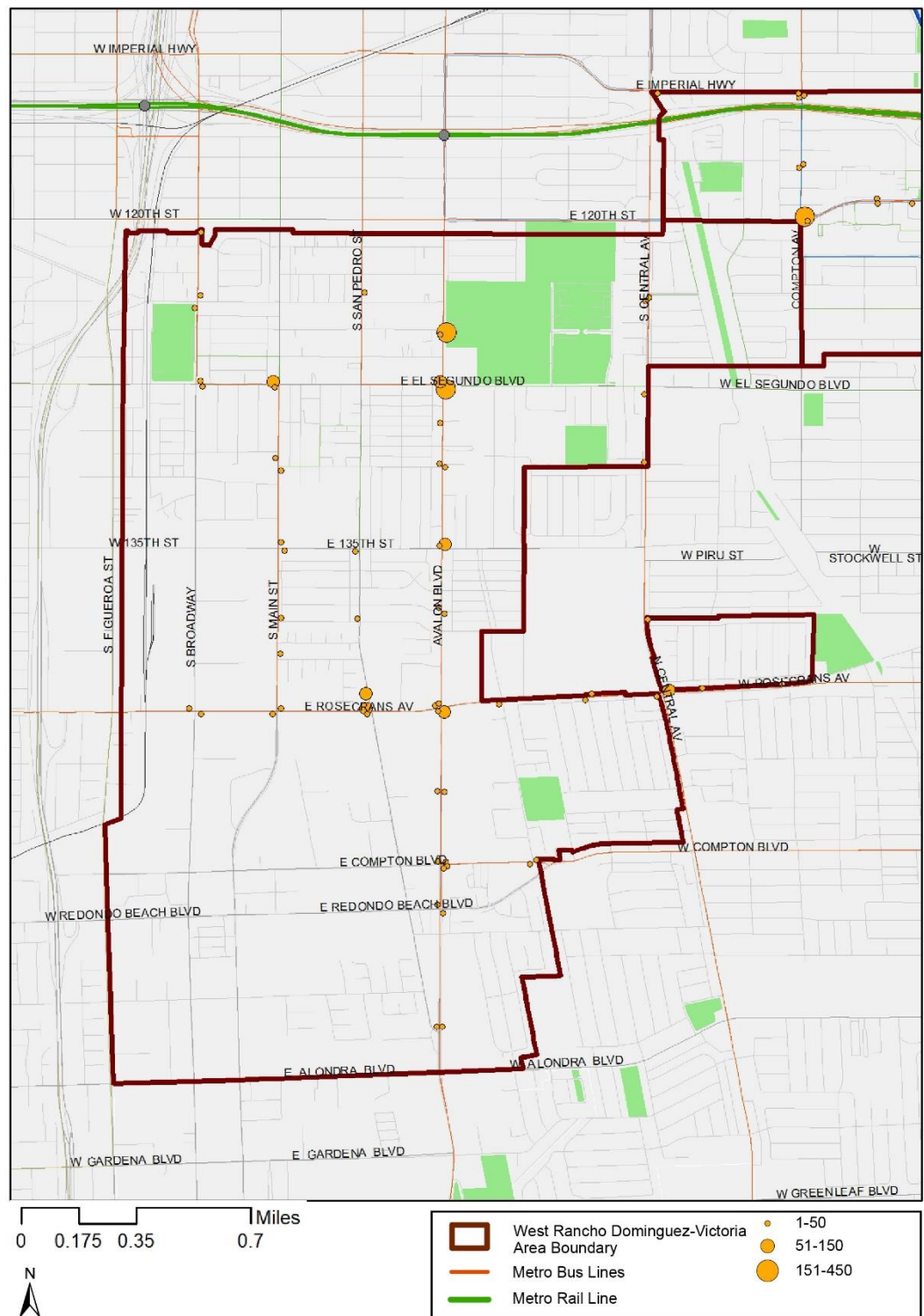
While not in the study area, the Harbor Freeway Station, which is a transfer station between the Metro C and J Lines as well as express buses, is about one-half mile north west of the northwest corner of the community, the Metro J Line Rosecrans Station is less than one quarter mile from the western border of the community, and the Metro C Line Avalon Station is a quarter mile north of the community. West Rancho Dominguez-Victoria is linked to all by bus service. Just over 1.5 miles to the east, two Metro Bus lines serving West Rancho Dominguez-Victoria connect the community to the Metro A Line Compton Station.

Figure 47. West Rancho Dominguez-Victoria Transit Service



Source: City of Gardena, 2021; City of Torrance, 2021; Los Angeles County Department of Public Works, 2021b; Los Angeles Department of Transportation, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b

Figure 48. West Rancho Dominguez-Victoria Average Daily Metro Boardings (2019)



Source: Metro, 2020a



## Roadway Network

The roadway network in West Rancho Dominguez-Victoria is primarily a grid with local residential streets connecting with major and secondary roadways. Industrial areas in the western and southern portions of the community have large block sizes compared to the rest of the community. Major and secondary roadways in West Rancho Dominguez are listed in **Table 17. West Rancho Dominguez-Victoria Roadways** and shown on **Figure 49. West Rancho Dominguez-Victoria Roadways**.

**Table 17. West Rancho Dominguez-Victoria Roadways**

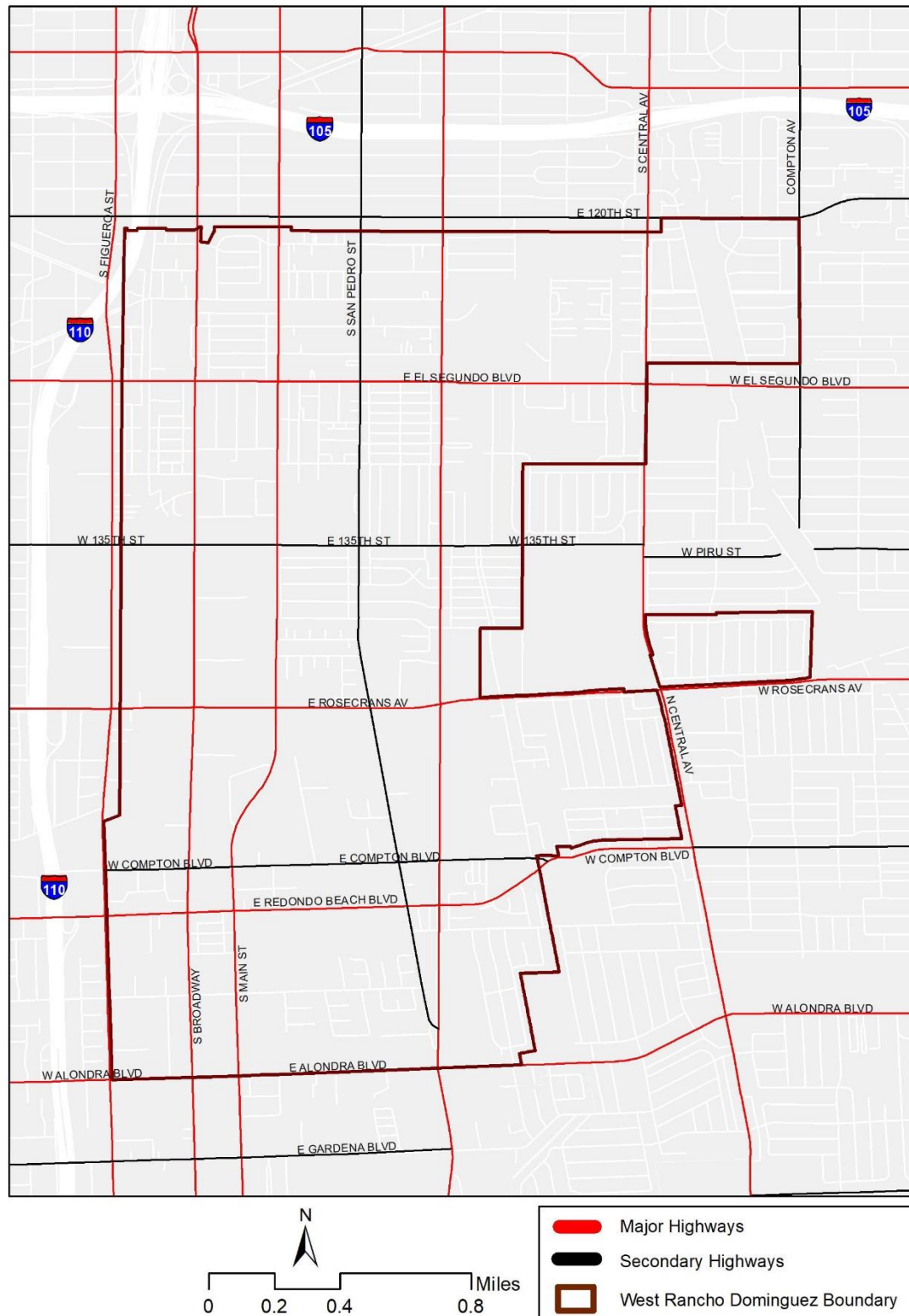
Arterial Name	Roadway Classification	Direction
E 135 <sup>th</sup> Street	Secondary	East-West
E Redondo Beach Boulevard	Major Highway	East-West
S Main Street	Major Highway	North-South
W Redondo Beach Boulevard	Major Highway	East-West
Avalon Boulevard	Major Highway	North-South
E Alondra Boulevard	Major Highway	East-West
E Compton Boulevard	Secondary	East-West
E El Segundo Boulevard	Major Highway	East-West
E Rosecrans Avenue	Major Highway	East-West
N Central Avenue	Major Highway	North-South
S Broadway Avenue	Major Highway	North-South
S Central Avenue	Major Highway	North-South
S San Pedro Street	Secondary	North-South
W 135 <sup>th</sup> Street	Secondary	East-West
W Alondra Boulevard	Major Highway	East-West
W Compton Boulevard	Secondary	East-West
W El Segundo Boulevard	Major Highway	East-West
W Rosecrans Avenue	Major Highway	East-West

Source: Los Angeles County Department of Public Works, 2020a

**Figure 50. West Rancho Dominguez-Victoria Roadway Crashes (2019)** shows the location and type of crashes in the community in 2019. Crashes are concentrated El Segundo Boulevard, Rosecrans Avenue, and San Pedro Street. The California Highway Patrol recorded a total of 188 crashes (47 per square mile) in West Rancho Dominguez-Victoria in 2019, 152 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 51. West Rancho Dominguez-Victoria Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. Seven of the crashes on West Rancho Dominguez-Victoria surface streets resulted in a death in 2019.

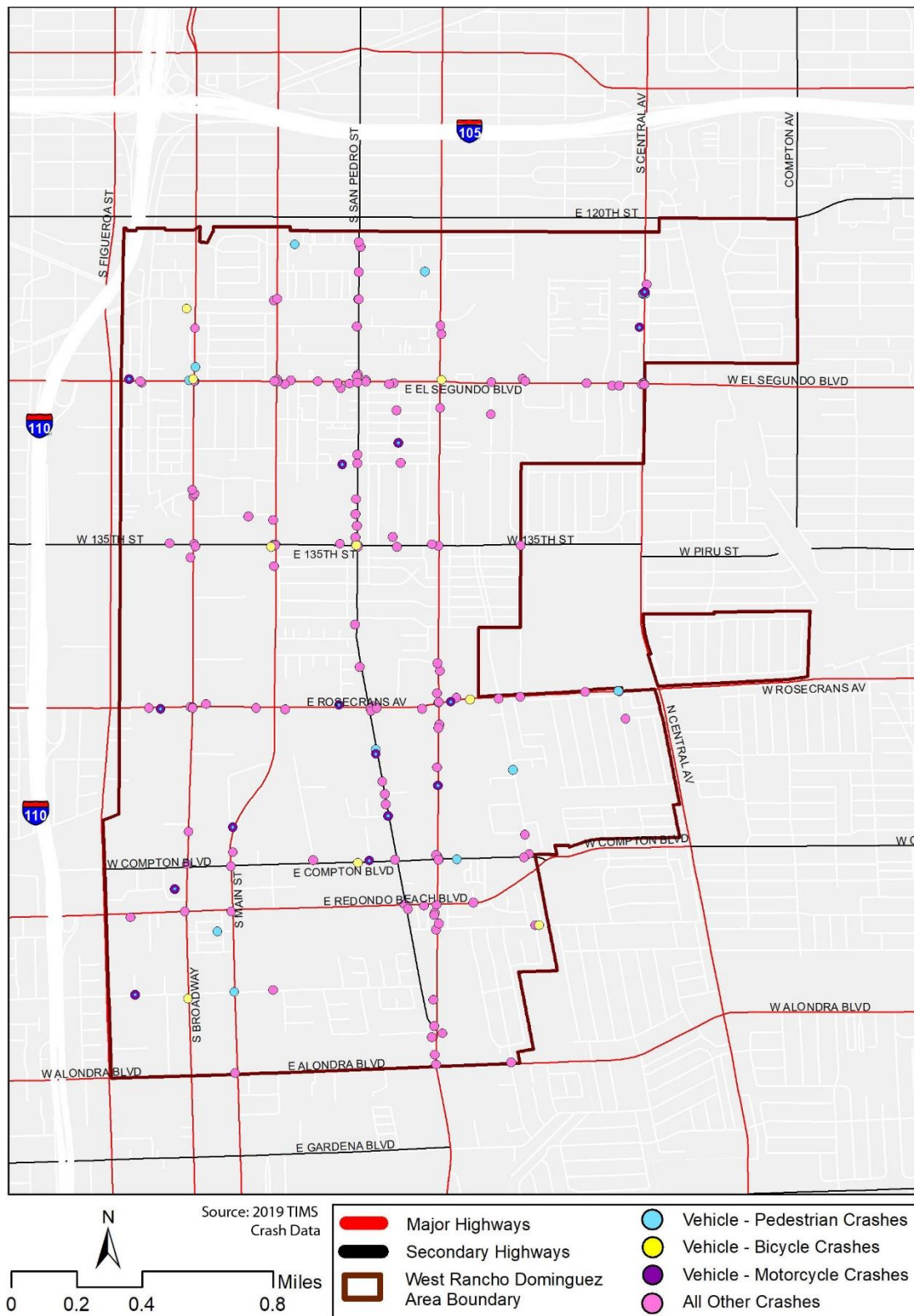


Figure 49. West Rancho Dominguez-Victoria Roadways



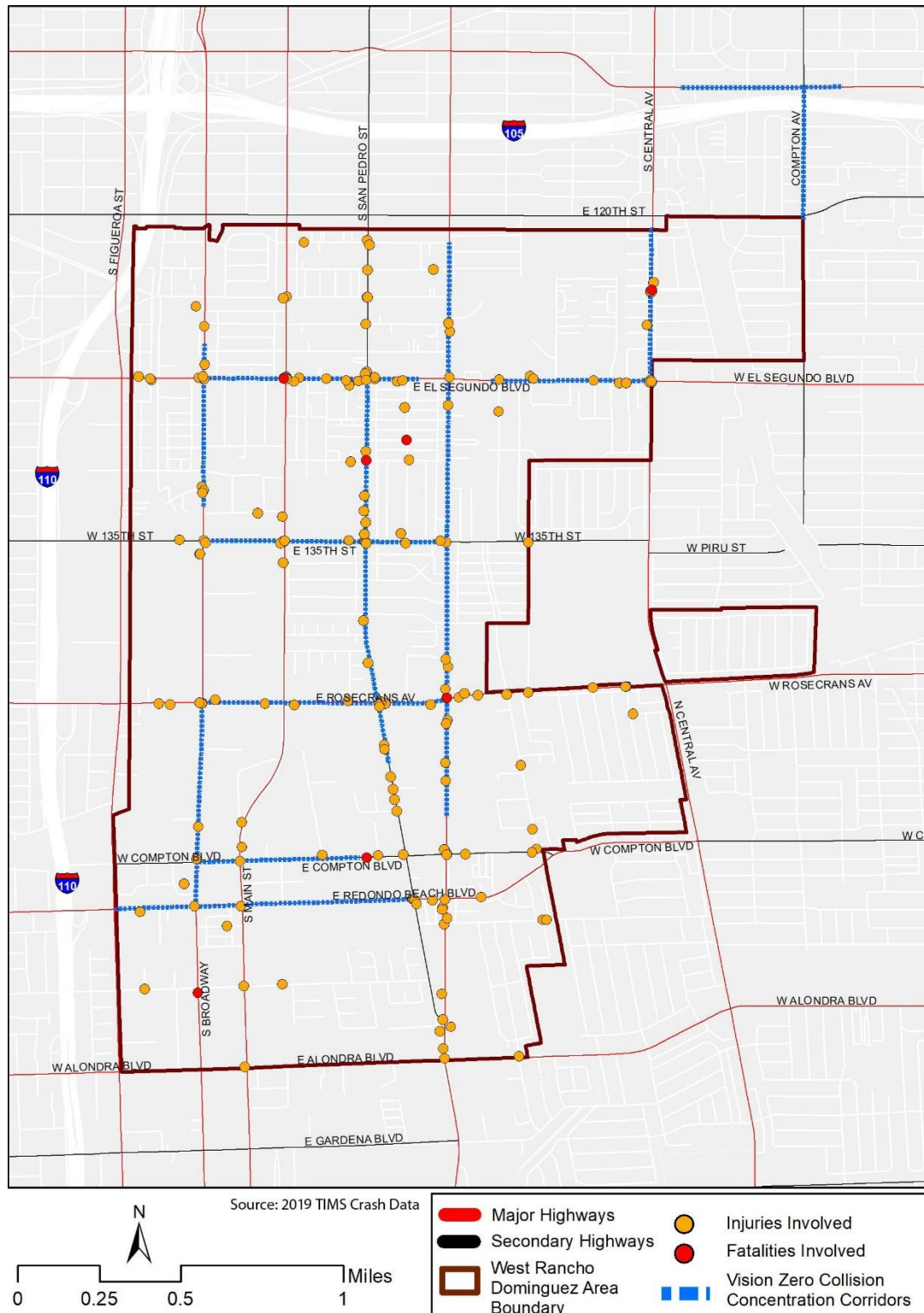
Source: Los Angeles County Department of Public Works, 2020a

Figure 50. West Rancho Dominguez-Victoria Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 51. West Rancho Dominguez-Victoria Roadway Crashes – Serious Injury/Death (2019)

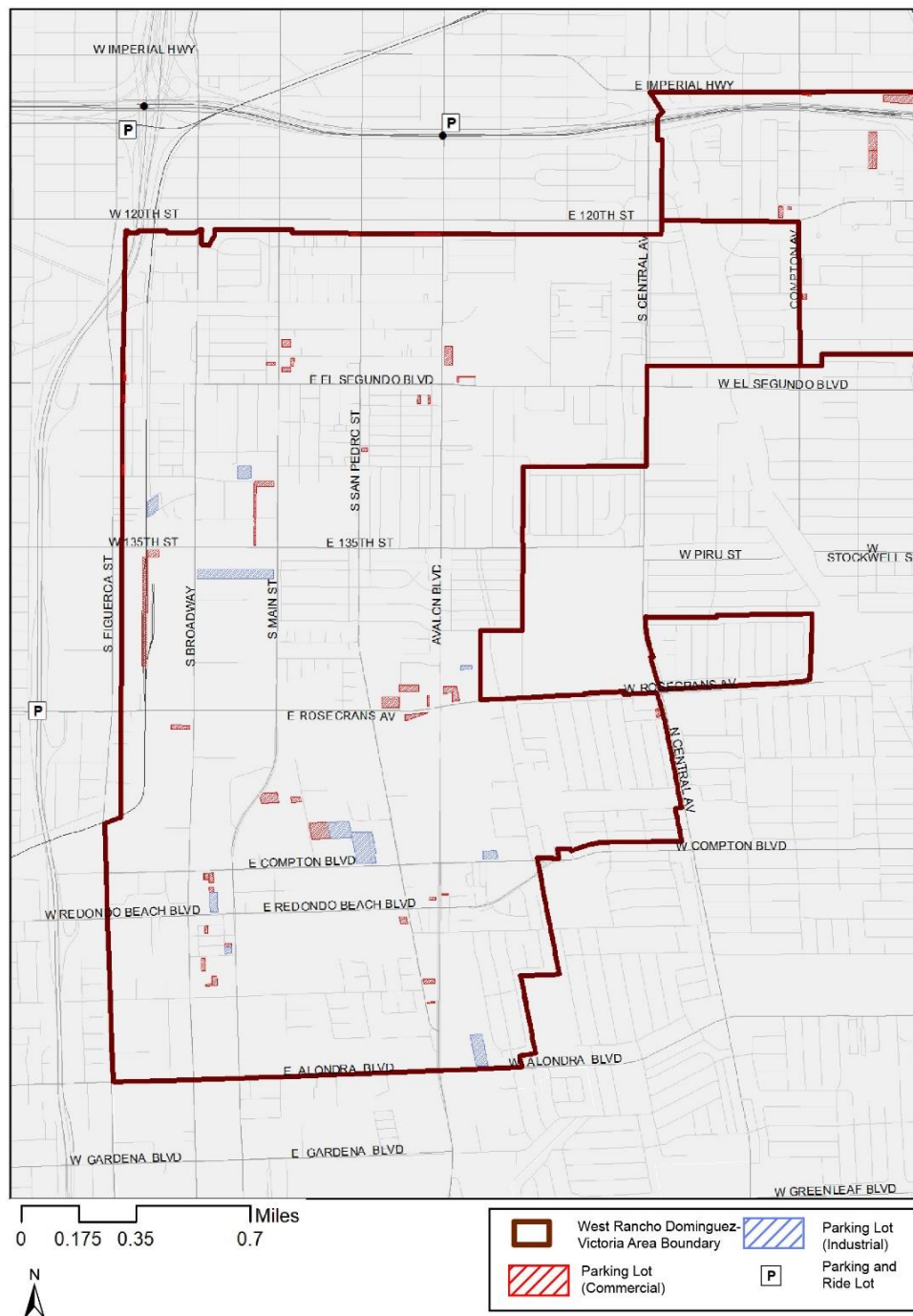


Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

## Parking Conditions

Figure 52. **West Rancho Dominguez-Victoria Commercial and Industrial Parking Lots** shows parcels specifically used for commercial and industrial parking, which are dispersed throughout the community, though most prevalent in the west and south. This does not account for street parking or parking located on the same parcel as other uses. There are no designated Park and Ride lots in West Rancho Dominguez-Victoria; however, the Rosecrans Park and Ride east of the I-110 freeway is less than one-quarter mile from the western border of the community and the Harbor Freeway Metro C Line Station Park and Ride lot is just over half of a mile from the northwest border of the community.

Figure 52. West Rancho Dominguez-Victoria Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021; Los Angeles County Department of Public Works, 2021c



## Bicycle and Pedestrian Infrastructure

**Table 18. West Rancho Dominguez-Victoria Bikeways** lists the existing and proposed bikeways in West Rancho Dominguez-Victoria. The community largely lacks bikeway connections, with only a limited amount of connections provided in the northeastern portion. A number of bikeways are proposed for the community; however, many of these are currently unfunded. **Figure 53. West Rancho Dominguez Bikeways** displays the locations of the existing and proposed bikeways within the community.

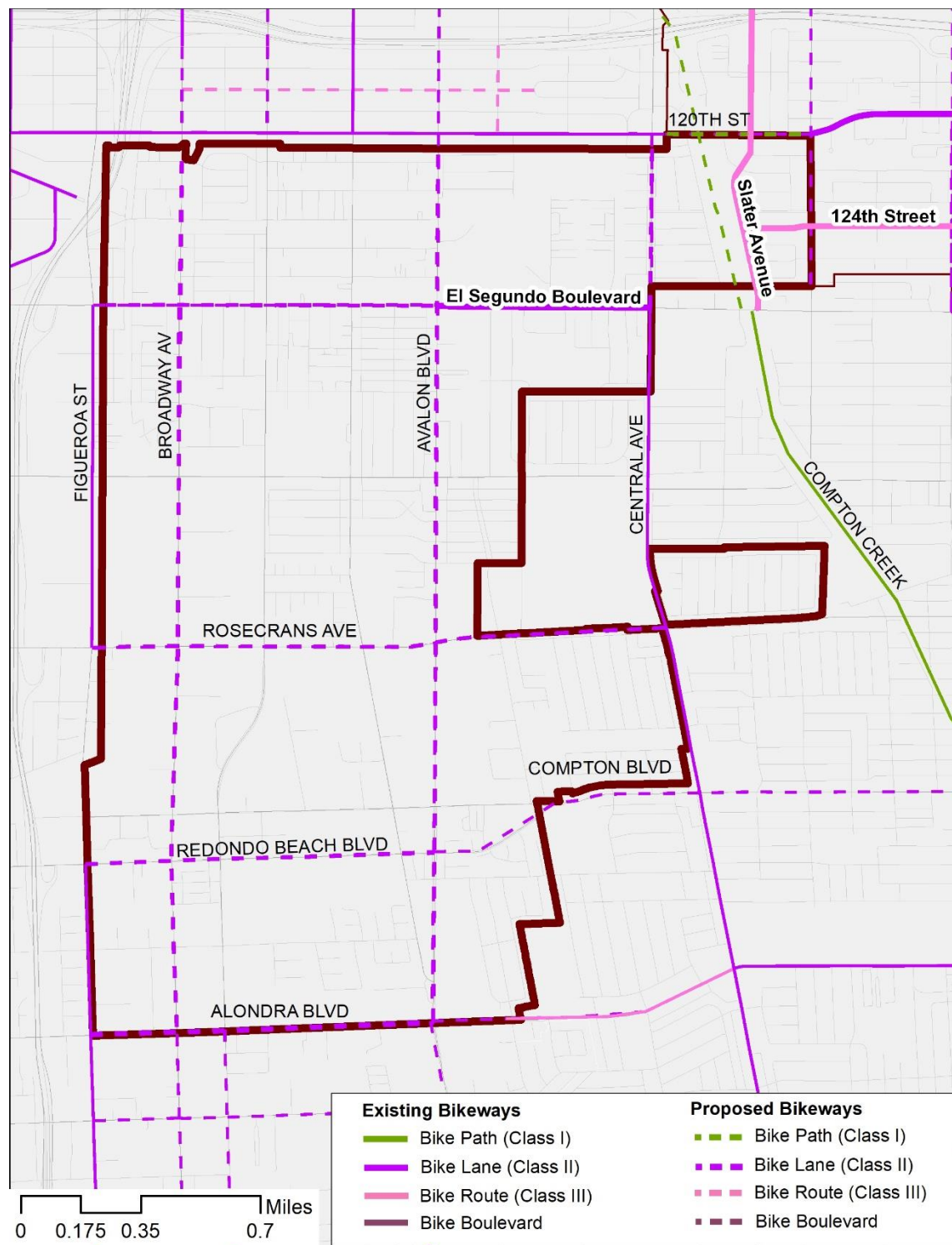
**Table 18. West Rancho Dominguez-Victoria Bikeways**

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Figueroa Street	El Segundo Boulevard to Rosecrans Avenue	North-South	2	Existing
Slater Avenue	120 <sup>th</sup> Street to El Segundo Boulevard	North-South	3	Existing
Central Avenue	El Segundo Boulevard to 131 <sup>st</sup> Street, 139 <sup>th</sup> Street to Compton Boulevard	North-South	2	Existing
120 <sup>th</sup> Street	Central Avenue to Compton Avenue	East-West	2	Proposed
124 <sup>th</sup> Street	Slater Avenue to Compton Avenue	East-West	3	Existing
El Segundo Boulevard	Central Avenue to Avalon Boulevard	East-West	2	Existing
Rosecrans Avenue	Figueroa Street to Central Avenue	East-West	2	Proposed
Broadway Ave	E 121 <sup>st</sup> Street to E Alondra Boulevard	North-South	2	Proposed
Avalon Boulevard	121 <sup>st</sup> Street to Alondra Boulevard	North-South	2	Proposed
Central Avenue	121 <sup>st</sup> Street to 127 <sup>th</sup> Street	North-South	2	Proposed
Compton Creek	120 <sup>th</sup> Street to El Segundo Boulevard	North-South	1	Proposed
El Segundo Boulevard	Figueroa Street to Central Avenue	East-West	2	Proposed
E Redondo Beach Boulevard	Figueroa Street to Avalon Boulevard	East-West	2	Proposed
Compton Boulevard	Avalon Boulevard to Stanford Avenue	East-West	2	Proposed
Alondra Boulevard	Figueroa Street to Eastern Limit	East-West	2	Proposed

Source: Los Angeles County Department of Public Works, 2021b



Figure 53. West Rancho Dominguez-Victoria Bikeways

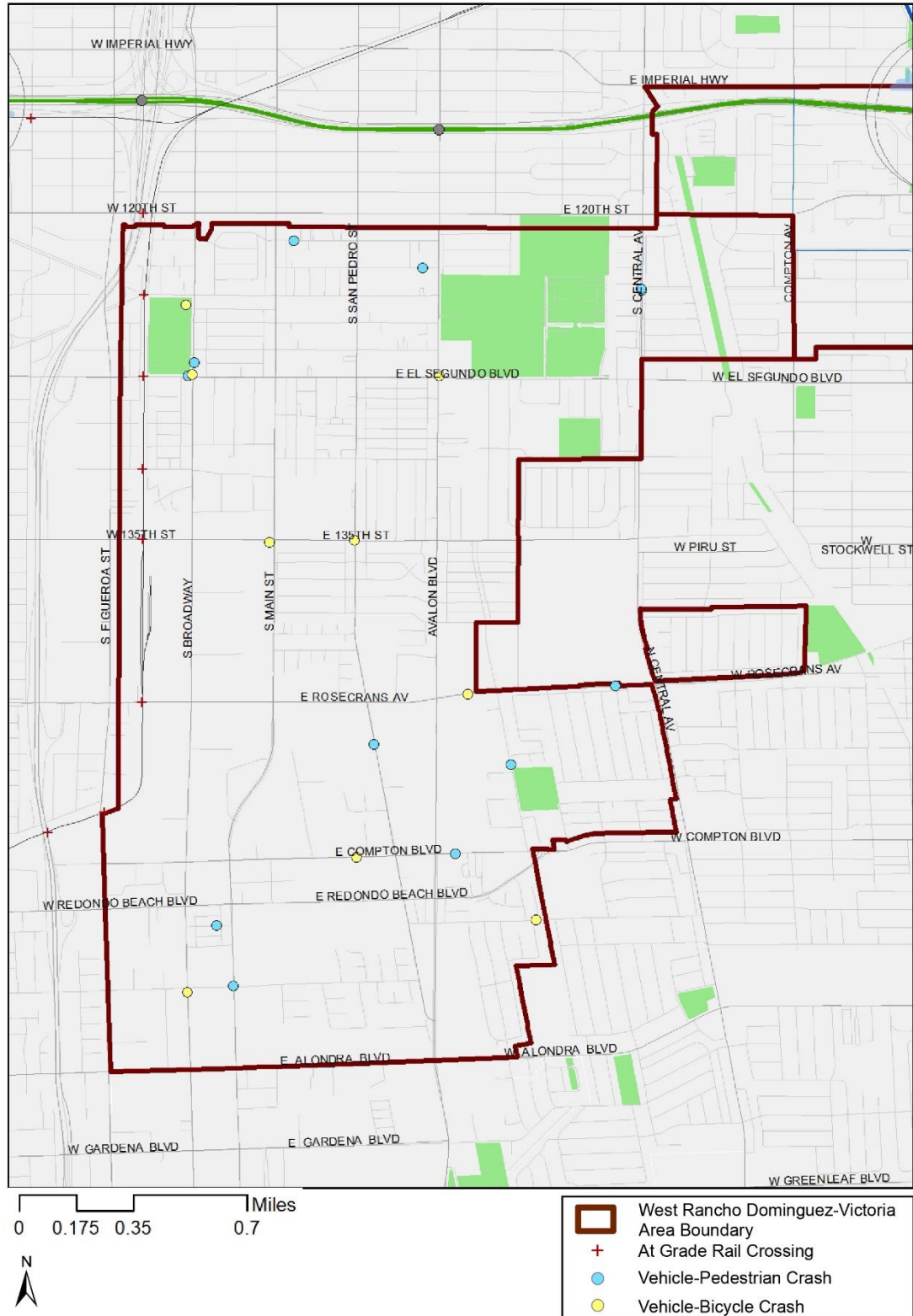


Source: Los Angeles County Department of Public Works, 2021b

Figure 54. West Rancho Dominguez-Victoria Pedestrian Conditions shows at-grade rail crossings, which can pose both a physical and mental barrier for pedestrians. At-grade crossings are dispersed

along the western border of the community, presenting a potential impediment for any pedestrian traveling westward out of the community. Crashes involving pedestrians and cyclists are shown on **Figure 54**. Overall, 12 crashes involved pedestrians and nine involved cyclists in 2019, out of a total of 188 (UC Berkeley, 2020). These pedestrian and cyclist crashes were distributed throughout the community on both arterial and local neighborhood streets, though a disproportionate number occur near the intersection of El Segundo Boulevard and Broadway Avenue adjacent to Athens Park. While none of the crashes in 2019 resulted in pedestrian death, two resulted in cyclist deaths.

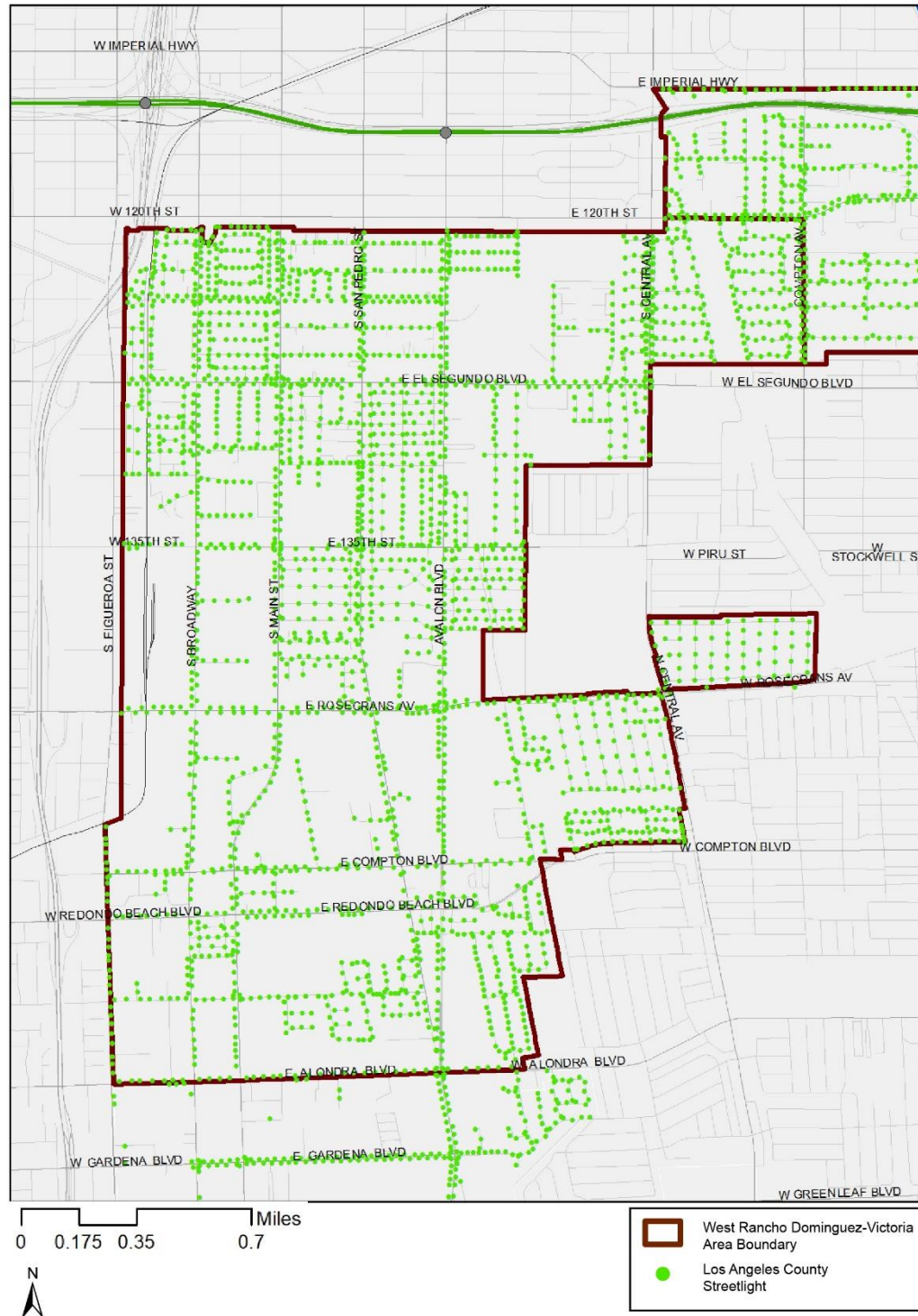
Figure 54. West Rancho Dominguez-Victoria Pedestrian Conditions



Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Street lighting coverage, shown on Figure 55. West Rancho Dominguez-Victoria Street Lighting, is consistent throughout most of the community.

Figure 55. West Rancho Dominguez-Victoria Street Lights



Source: Los Angeles County Department of Public Works, 2020b



## Mobility Opportunities, Constraints, and Gaps

With its proximity to Metro Rail and Busway stations, there is opportunity to increase transit ridership in West Rancho Dominguez-Victoria. The community has relatively low transit ridership compared to the other Area Plan communities. The proximity of three rail and two busway stations, too far to walk from most parts of the community but close enough to bike or take the bus to, presents an opportunity to improve transit and bicycle routes in the community. As transit routes connecting to these stations already exist, it is possible that conditions within the community are preventing greater use of the service.

**Pedestrian and cyclist crashes are largely concentrated in the south.** The incidents of pedestrian and cyclist crashes in the southern industrial area of the community, where bicycle infrastructure and transit service are limited, suggest an opportunity to improve bicycle and pedestrian conditions as well as extend transit service. The bikeways proposed on Avalon Boulevard, Broadway Avenue, and Redondo Beach Boulevard would present an opportunity to increase safety for cyclists.

## Willowbrook

### Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within Willowbrook authored by Los Angeles County.

Relevant plans and policies authored by Los Angeles County include:

- Willowbrook Community Standards District (Date Unknown)
- Los Angeles County Transit Oriented Districts Access Study (2013)
- Willowbrook TOD Specific Plan (2018)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- Willowbrook/West Rancho Dominguez-Victoria Community Pedestrian Plan (ongoing)

Relevant plans and policies authored by other agencies include:

- Metro Green Line Station Access Plans (2007)
- Metro Rosa Parks/Willowbrook Station Master Plan
- Gateway Cities Strategic Transportation Plan Final Report (2016)
- Southern California Association of Governments I-105 Corridor Sustainability Study (2019)

### ***Willowbrook Community Standards District (Date Unknown)***

The community standards district does not provide any additional standards for mobility, access, or parking.

### ***Los Angeles County Transit Oriented Districts Access Study (2013)***

The study assesses the state of the public amenities that facilitate and support pedestrian, bicycle, and transit access to stations access to stations in Unincorporated Los Angeles County, including along the Metro A and C Lines at the Willowbrook/Rosa Parks Station. Some of the key findings from the study include:

- Only 33% of bike lockers at the Willowbrook Station are rented out as of this report. Locking bikes to fences is more common than using the rack.
- Identifies a variety of physical improvements to sidewalks/curbs, travel lanes, bicycle infrastructure, and pedestrian infrastructure.
- Notes strengths in the Willowbrook Station's high ridership and many transit connections.
- Notes weaknesses in freeway and arterial noise/traffic, lack of bike infrastructure and parking, and safety/crime perception and realities.
- Opportunities existing cyclist ridership, wide streets with low traffic, nearby commercial development.
- Challenges with multiple jurisdictions in the area, lack of public funding, dark area with many towering bridge structures, historic disinvestment/neglect.
- Makes conceptual design recommendations.

### ***Willowbrook TOD Specific Plan (2018)***

The Community Pedestrian Plan is currently under development and will help the County address corridors in Willowbrook/West Rancho Dominguez-Victoria that have high concentrations of collisions along corridors. Some of the key findings from the plan include:

- The rate of motor vehicle collision involving pedestrians in Willowbrook is 21.4%, compared to 21% for the County.
- Over 39.7% of Willowbrook residents 18 or older are considered obese, compared to 29% for the County.
- Youth obesity in Willowbrook is 40.7%, compared to 35.5% for the County.
- The rate of households with no vehicles in Willowbrook is 10.4%, compared to 9% for the County.
- Willowbrook has 3.6 park acres per 1,000 residents, whereas the County average is 3.3 park acres per 1,000. According to the Countywide park needs assessment, Willowbrook has a high park need.

The County's Department of Public Health is currently conducting outreach.

By working with the community to understand concerns and opportunities for walkability enhancements, the Pedestrian Plan will help the County achieve the Vision Zero goal, which aims to eliminate fatal injury traffic collisions on County roadways by 2035.

### ***Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)***

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of Willowbrook are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Imperial Highway, El Segundo Boulevard, Stockwell Street, Central Avenue, Compton Avenue, Wilmington Avenue, and Alameda Street.



### ***Willowbrook/West Rancho Dominguez-Victoria Community Pedestrian Plan (ongoing)***

The purpose of the Willowbrook TOD Specific Plan is to allow for revitalization of the community within proximity to the Willowbrook/Rosa Parks Station and encourage improvement of access to all modes of transportation.

- Facilitates development of residential and commercial uses that reduce vehicle miles travels and encourage active transportation.
- Preserving and enhancing the characteristics of the Willowbrook community is emphasized.
- Identifies MLK Medical Center and Charles Drew University as important destinations to connect to.

### **Public Transit**

The transit agencies, routes, and service types in Willowbrook are summarized in **Table 19. Willowbrook Transit Service.**

**Table 19. Willowbrook Transit Service**

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Compton Renaissance	3	Local	Mon-Sat Morning to Afternoon	40 minutes	40 minutes
	5	Local			
Gardena Transit	5	Local	Mon-Fri Morning to Evening	60 minutes	60 minutes
Los Angeles County Department of Public Works	The Link – King Medical Center Shuttle	Shuttle	Mon-Fri Morning to Evening Sat Late Morning to Evening	10 minutes	20 minutes
	The Link – Willowbrook Shuttle Route A	Shuttle	Mon-Fri Morning to Evening Sat Late Morning to Evening	60 minutes	60 minutes
	The Link – Willowbrook Shuttle Route B	Shuttle			
Los Angeles Department of Transportation	Community Dash Watts	Community	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	20 minutes	20 minutes
Metro	A Line (Blue)	Light Rail	Mon-Sun Early Morning to Late Night	10 minutes	20 minutes
	C Line (Blue)	Light Rail	Light Rail	Mon-Sun Early Morning to Late Night	10 minutes

	55	Local	Mon-Sun 24 Hours	12 minutes	20 minutes 60 minutes (late night)
	120	Local	Mon-Sun Early Morning to Night	40 minutes	60 minutes
	202	Local	Mon-Fri Morning to Evening	60 minutes	60 minutes
	205	Local	Mon-Sun Morning to Night	30 minutes	40 minutes

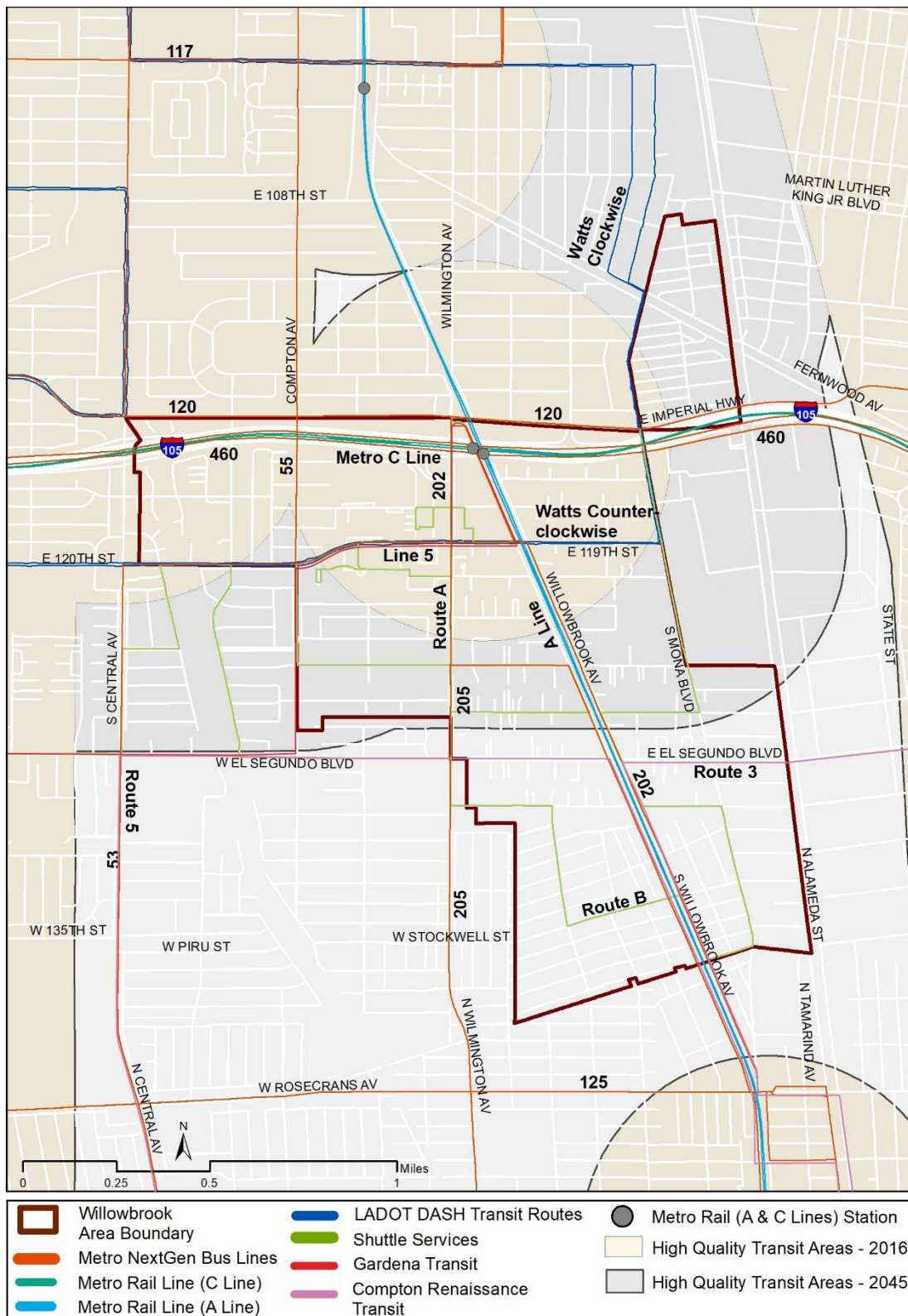
Source: City of Compton, 2020; City of Gardena, 2021; Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b

The transit service in Willowbrook is shown on **Figure 56. Willowbrook Transit Service**. Willowbrook is the only Area Plan community with a transfer station between two Metro Rail lines. About half of Willowbrook is part of the SCAG 2016 High Quality Transit Area and over half of it is part of the SCAG 2045 High Quality Transit Area.

In October 2019 there were 13,495 average daily boardings on the Metro system in the study area on weekdays, 1,705 of these boardings on bus and 11,790 on rail (Metro, 2020a). Willowbrook/Rosa Parks Station on the Metro A Line had the most boardings of any transit stop in Willowbrook, with 7,122 average daily boardings in October 2019. At 1.6 square miles in area and a population of 21,131, Willowbrook has 8,447 boardings per square miles and 0.64 boardings per resident, most of the seven Area Plan communities. Well over half of these transit boardings are on the A and C Lines. This indicates a very high use of the Metro system in Willowbrook relative to the other Area Plan communities. Stop-level average daily boardings are shown on **Figure 57. Willowbrook Average Daily Metro Boardings (2019)**.

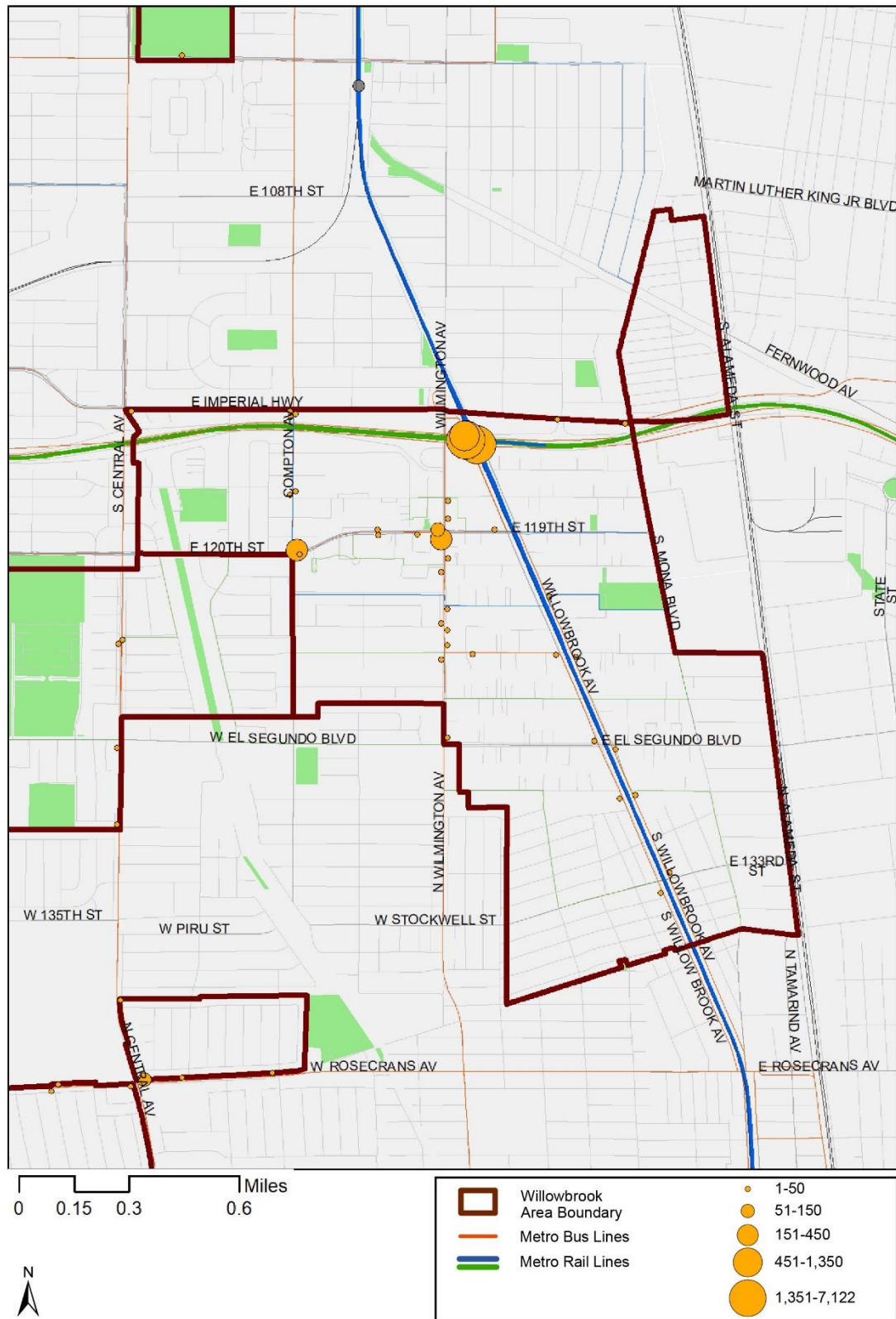
The bus stop on 120<sup>th</sup>/Compton had the most daily bus boardings of any stop in Willowbrook more than one-quarter mile away from a rail station (the bus stop at the Willowbrook/Rosa Parks Station has the most of all bus stops), with 211 average daily boardings. this stop is also served by the LADOT's Community DASH Watts bus line, and the average Metro daily boardings do not include DASH's boardings at this location. While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, The Link – Willowbrook had 349,829 boardings, ranking third of the 14 Public Work's provided shuttle service with available ridership data (Los Angeles County, 2019). Recent ridership data for Compton Renaissance, GTrans, and LADOT transit lines are not available.

Figure 56. Willowbrook Transit Service



Source: City of Compton, 2020; City of Gardena, 2021; Los Angeles County Department of Public Works, 2021b; Los Angeles Department of Transportation, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b

Figure 57. Willowbrook Average Daily Metro Boardings (2019)



Source: Metro, 2020a

## Roadway Network

The roadway network in Willowbrook is primarily a grid with local streets that often terminate rather than connect to major or secondary highways. Willowbrook Avenue and the Metro A Line cut diagonally through Willowbrook and the Interstate 105 bisects the northern portion of the community.

Table 20. Willowbrook Roadways and shown on Figure 58. Willowbrook Roadways.

Table 20. Willowbrook Roadways

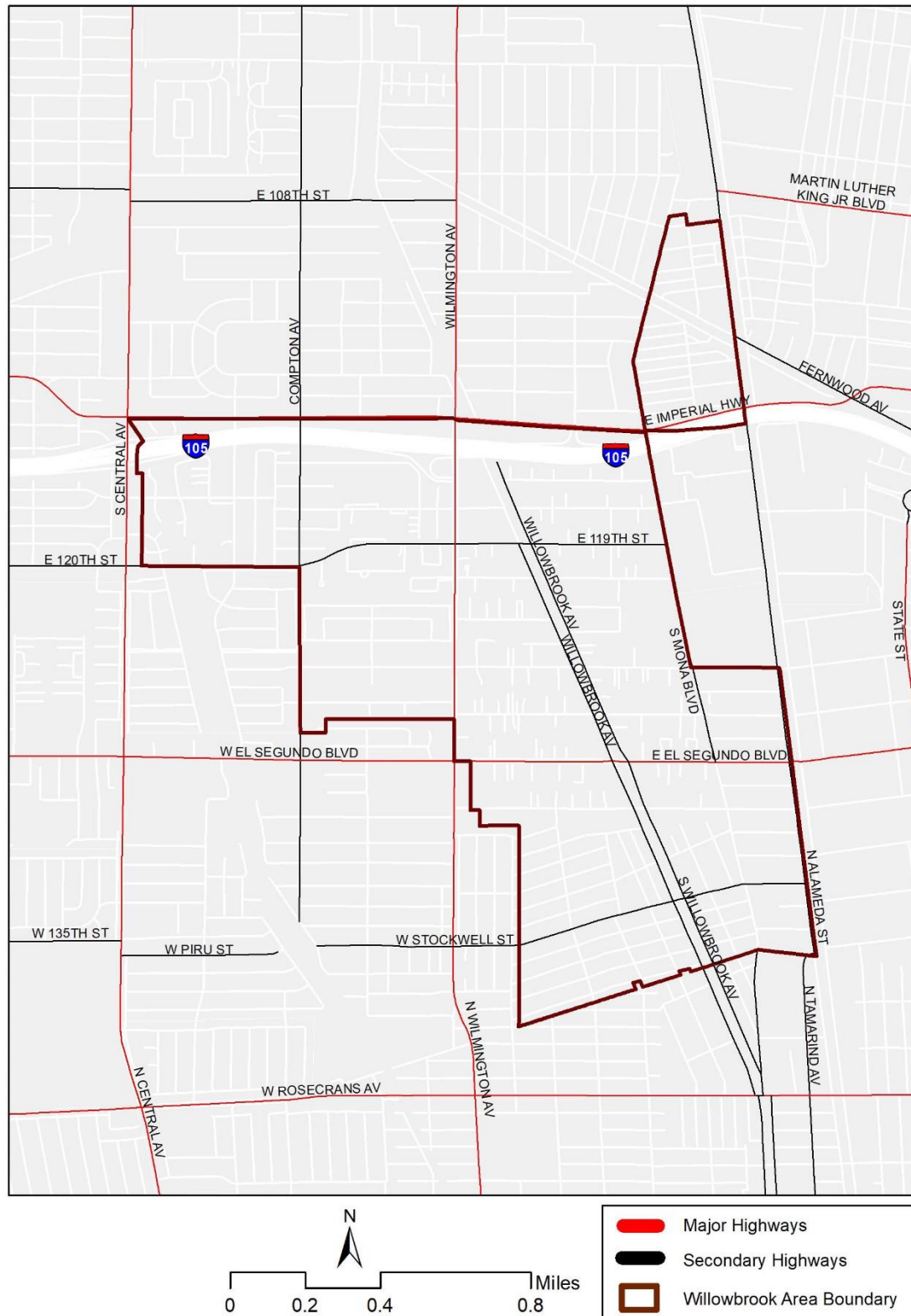
Arterial Name	Roadway Classification	Direction
E 119 <sup>th</sup> Street	Secondary	East-West
E 120 <sup>th</sup> Street	Secondary	East-West
E 133 <sup>rd</sup> Street	Secondary	East-West
E Stockwell Street	Secondary	East-West
N Alameda Street	Secondary	North-South
N Tamarind Avenue	Secondary	North-South
N Wilmington Avenue	Major Highway	North-South
S Willow Brook Avenue	Secondary	North-South
W Stockwell Street	Secondary	East-West
Compton Avenue	Secondary	North-South
E El Segundo Boulevard	Major Highway	East-West
E Imperial Highway	Major Highway	East-West
S Alameda Street	Secondary	North-South
S Mona Boulevard	Secondary	North-South
S Willowbrook Avenue	Secondary	North-South
W El Segundo Boulevard	Major Highway	East-West

Source: Los Angeles County Department of Public Works, 2020a

**Figure 59. Willowbrook Roadway Crashes (2019)** shows the location and type of crashes in the community in 2019. Crashes are distributed throughout the community. The California Highway Patrol recorded a total of 137 crashes (86 per square mile) in Willowbrook in 2019, 104 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 60. Willowbrook Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. One of the crashes on Willowbrook surface streets resulted in a death in 2019.



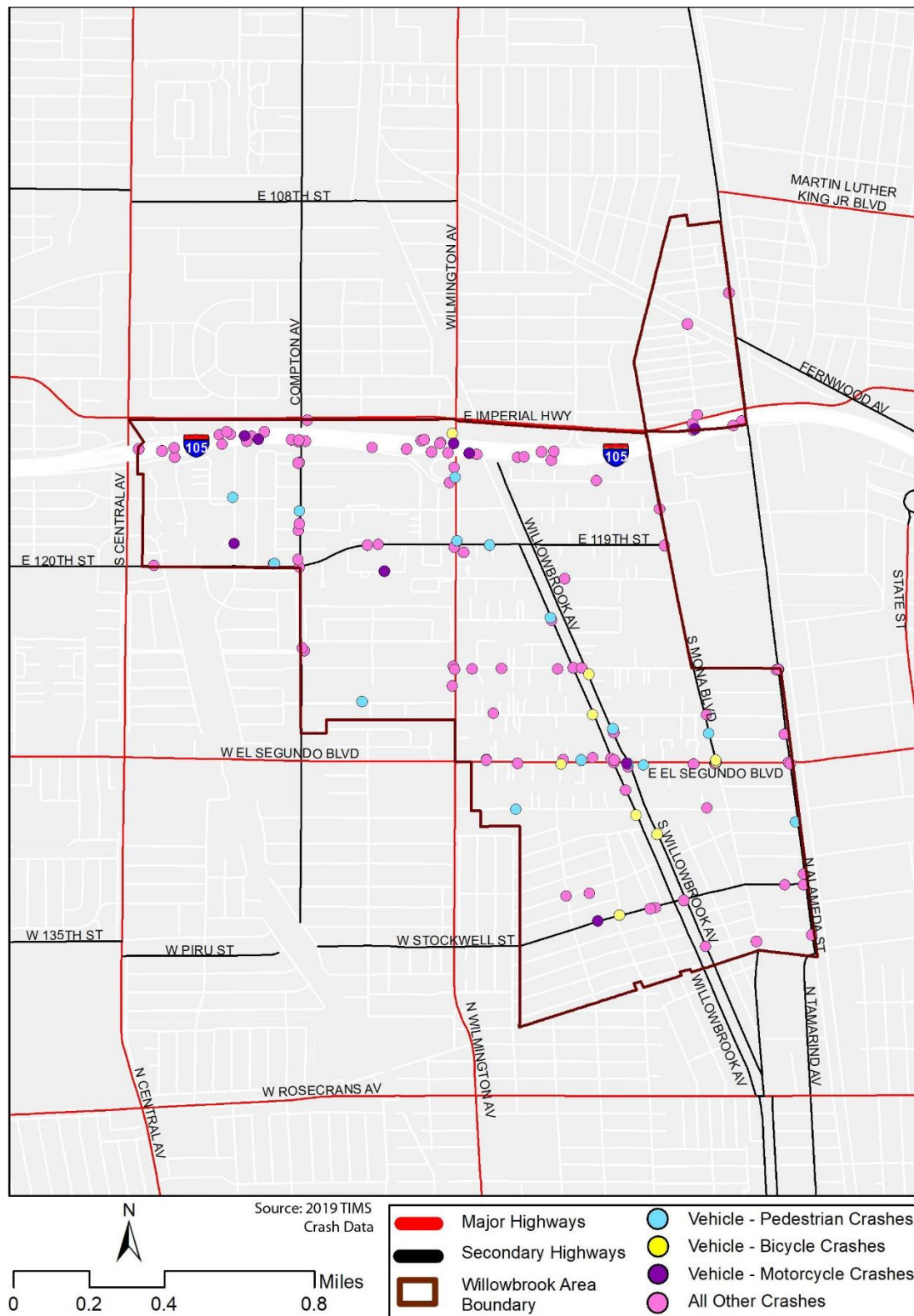
Figure 58. Willowbrook Roadways



Source: Los Angeles County Department of Public Works, 2020a

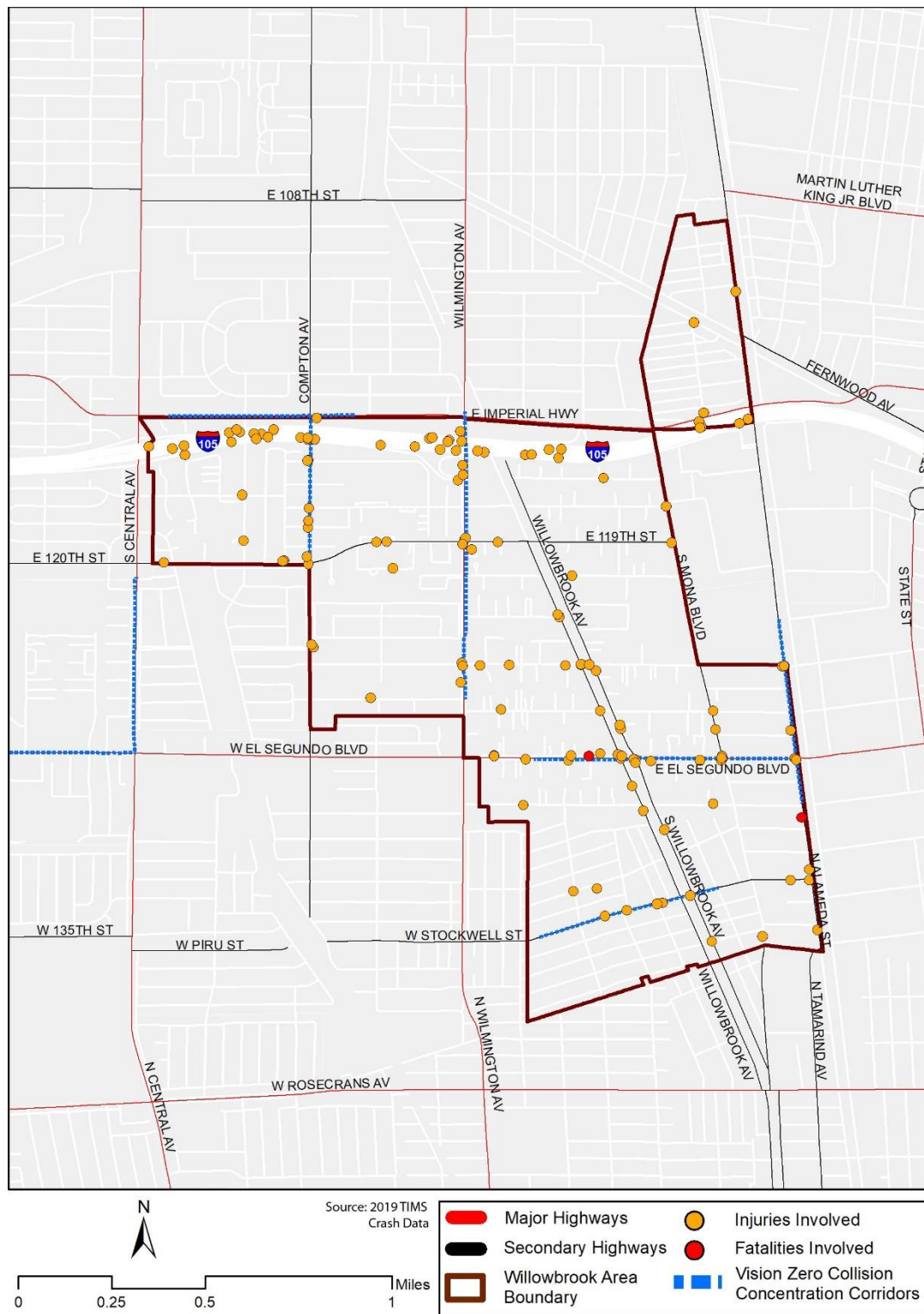


Figure 59. Willowbrook Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 60. Willowbrook Roadway Crashes – Serious Injury/Death (2019)

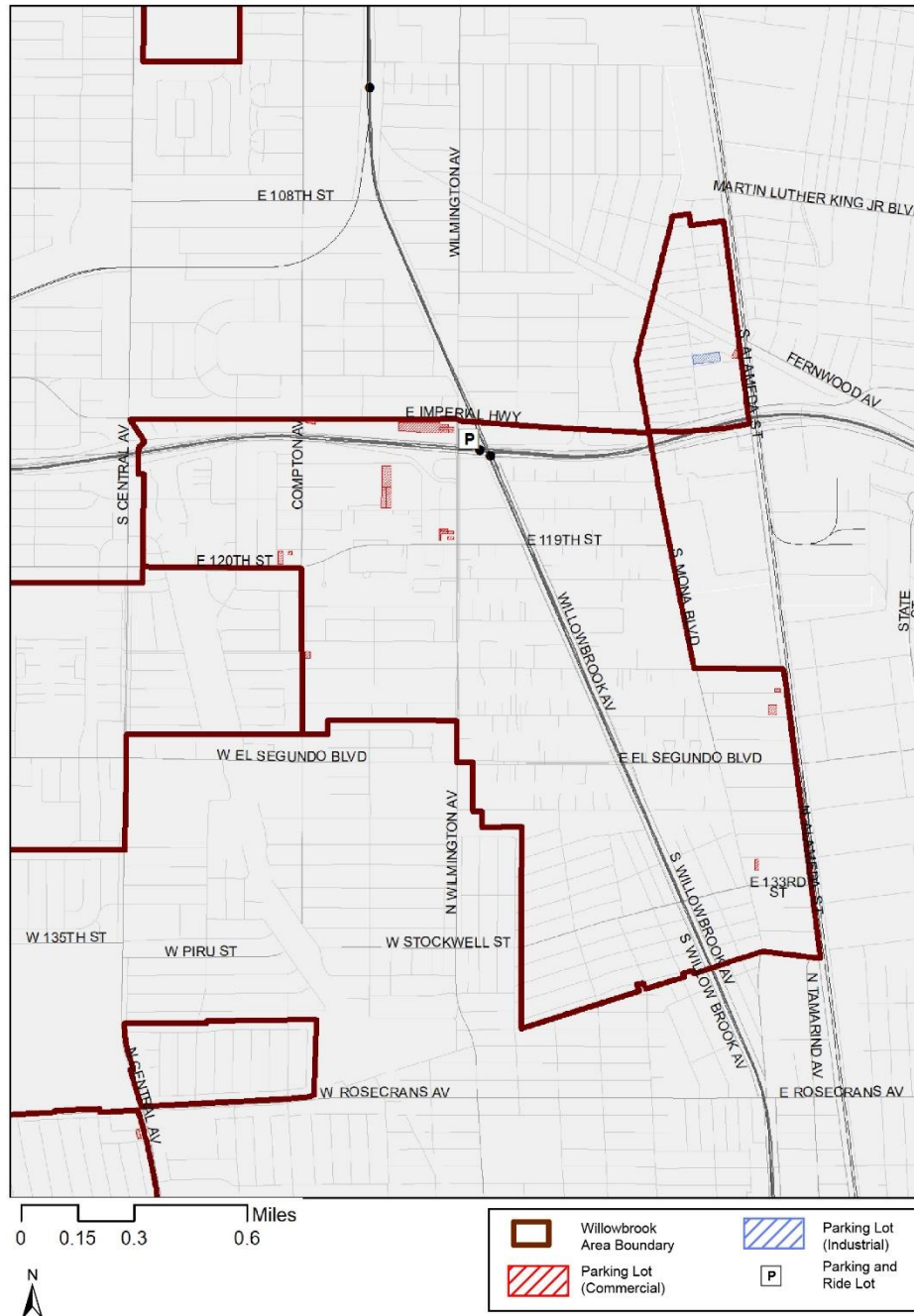


Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

## Parking Conditions

Figure 61. Willowbrook Commercial and Industrial Parking Lots shows parcels specifically used for commercial parking, which are primarily in the northwest and southeast corners of the community. This does not account for street parking or parking located on the same parcel as other uses. There is a Park and Ride lot at the southeast corner of Imperial Highway and Willowbrook Avenue, which also serves the Metro Willowbrook – Rosa Parks Station.

Figure 61. Willowbrook Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021; Los Angeles County Department of Public Works, 2021c

## Bicycle and Pedestrian Infrastructure

**Table 21. Willowbrook Bikeways** lists the existing and proposed bikeways in Willowbrook. The community offers several east-west connections on major, secondary, and local roadways. There are a number of north-south connections proposed; however, funding for most of these are currently unfunded. **Figure 62. Willowbrook Bikeways** displays the locations of the existing and proposed bikeways within the community.

**Table 21. Willowbrook Bikeways**

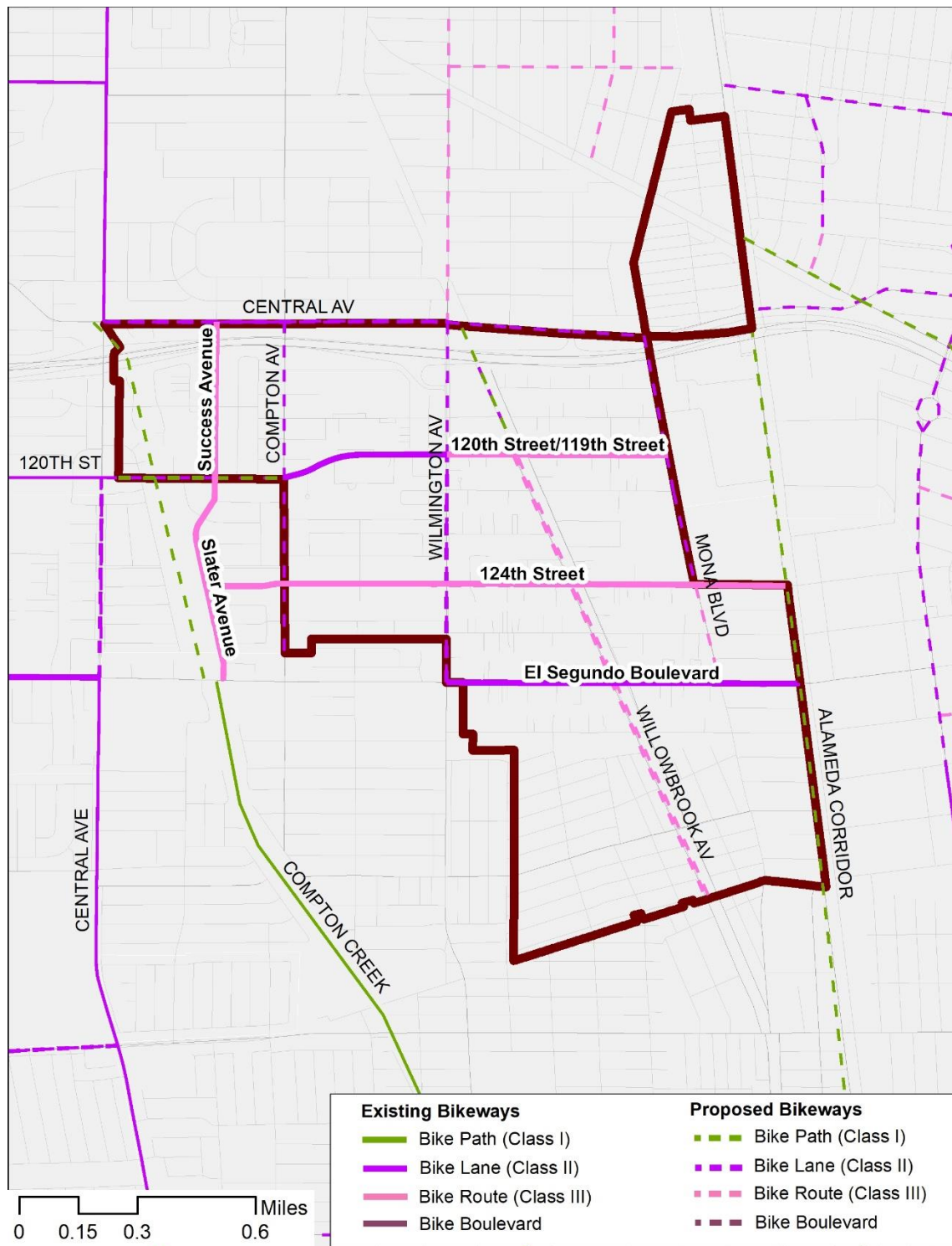
Route/Street Name	From/To	Direction	Class	Existing or Proposed
Success Avenue	Central Avenue to 120 <sup>th</sup> Street	North-South	3	Existing
120 <sup>th</sup> Street/119 <sup>th</sup> Street	Wilmington Avenue to Mona Boulevard	East-West	3	Existing
124 <sup>th</sup> Street	Compton Avenue to Mona Boulevard	East-West	3	Existing
El Segundo Boulevard	Wilmington Avenue to Alameda Corridor	East-West	2	Existing
Compton Creek	Central Avenue to 120 <sup>th</sup> Street	North-South	1	Proposed
Compton Avenue	Central Avenue to 120 <sup>th</sup> Street	North-South	2	Proposed
Wilmington Avenue	Central Avenue to El Segundo Boulevard	North-South	2	Proposed
Willowbrook Avenue	Central Avenue to Oris Street	North-South	3	Proposed
Mona Boulevard	Central Avenue to El Segundo Boulevard	North-South	2	Proposed
Alameda Corridor	124 <sup>th</sup> Street to Oris Street	North-South	1	Proposed

Source: Los Angeles County Department of Public Works, 2021b

**Figure 63. Willowbrook Pedestrian Conditions** shows at-grade rail crossings, which can pose both a physical and mental barrier for pedestrians. At-grade crossings are dispersed along the eastern border of the community and on the Metro A Line and the adjacent freight track, presenting a potential impediment for any east-west pedestrian. Crashes involving pedestrians and cyclists are also shown on **Figure 63**. Overall, 15 crashes involved pedestrians and nine involved cyclists in 2019, out of a total of 137 (UC Berkeley, 2020). These pedestrian and cyclist crashes were concentrated in the southern half of the community, both arterial and local neighborhood streets. One of the crashes resulted in a pedestrian death.

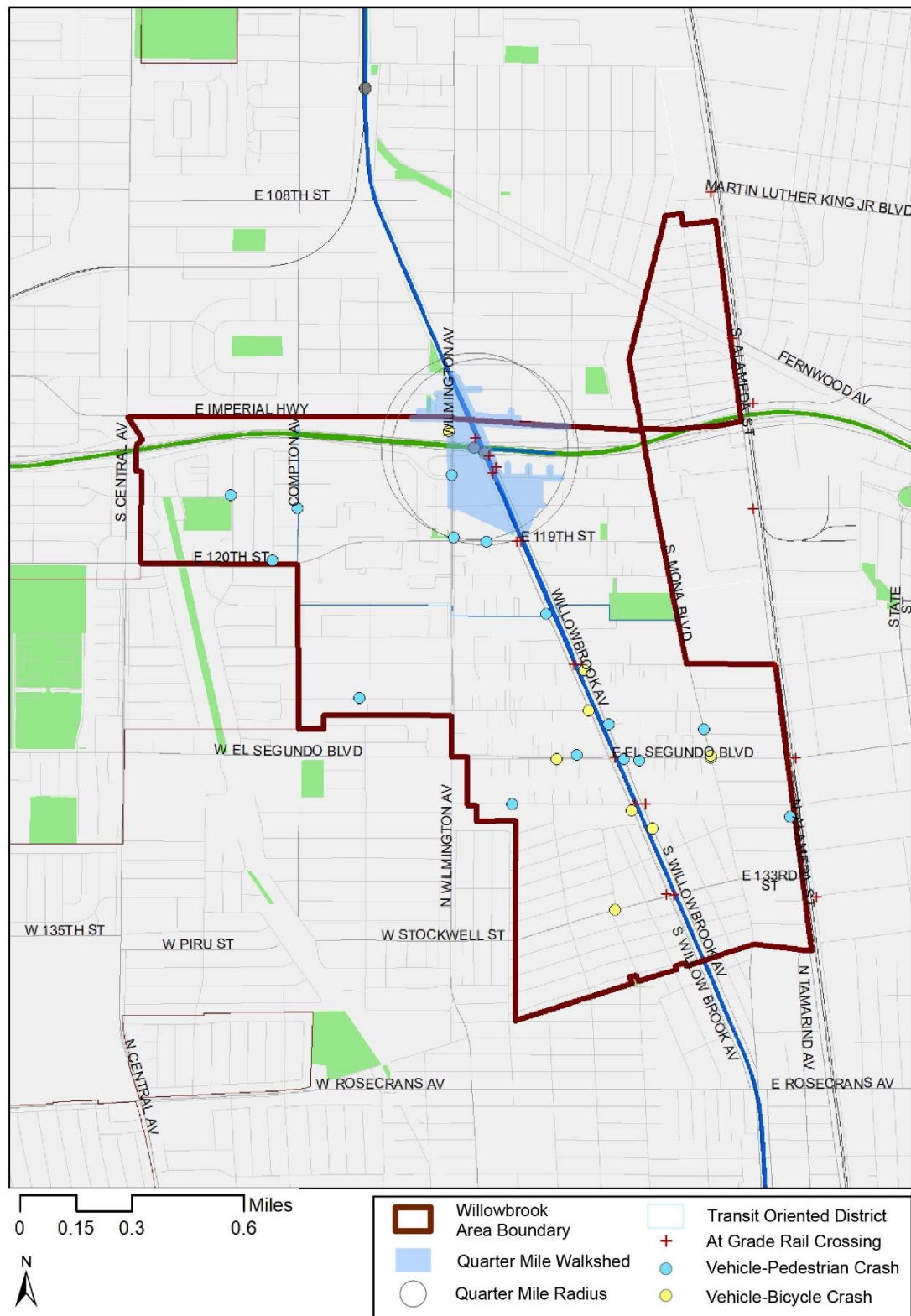


Figure 62. Willowbrook Bikeways



Source: Los Angeles County Department of Public Works, 2021b

Figure 63. Willowbrook Pedestrian Conditions

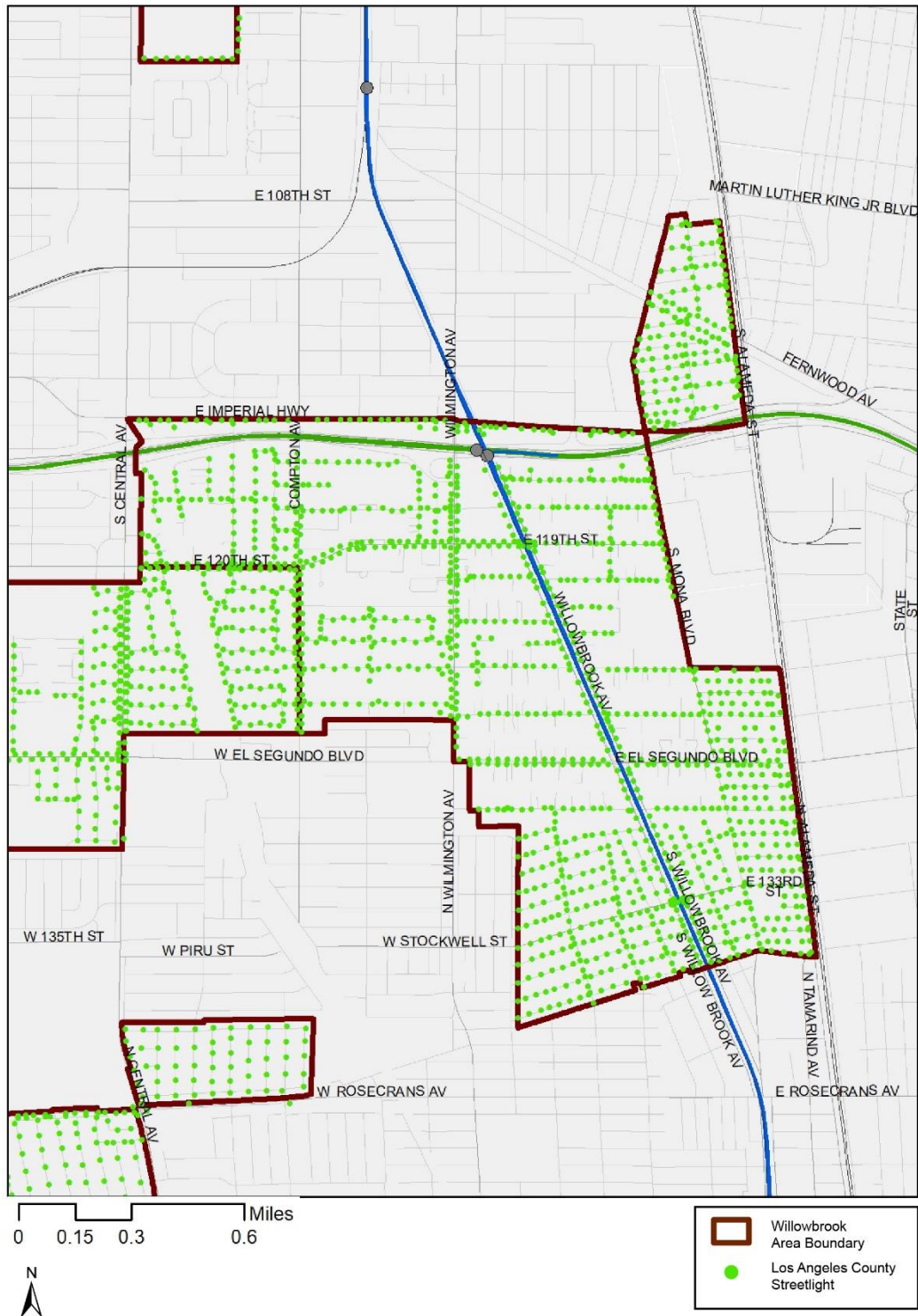


Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021



Street lighting coverage, shown on Figure 64. Willowbrook Street Lights, is consistent throughout most of the community.

Figure 64. Willowbrook Street Lights



Source: Los Angeles County Department of Public Works, 2020b

### Mobility Opportunities, Constraints, and Gaps

**The roadway pattern constrains all modes of access.** The at-grade rail running through the center of the community as well as skewed and dead ending streets constrains all modes of transportation, but particularly bicycle and pedestrian travel. While the street grid helps separate residential neighborhoods from commercial and industrial uses, it also constrains access to and from those uses as well as other local and regional resources.

**The Willowbrook/Rosa Parks Station presents a number of opportunities.** As one of the largest rail to rail transfer points in all of Los Angeles County, there is opportunity to capitalize on the surrounding area to increase access and safety for pedestrians, cyclists, and bus riders.

**Increased safe access is needed in the south and on specific corridors.** The concentration of pedestrian and cyclist crashes in the southern part of the community, along the Metro A Line, and near the rail station especially indicates a need for pedestrian and bicycle improvements in that area.

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**LOS ANGELES COUNTY  
DEPARTMENT OF REGIONAL PLANNING**

320 West Temple Street, Los Angeles, CA 90012  
T: (213) 974-6411 • F: (213) 626-0434 • TDD: (213) 617-2292

**ZONING CASE NUMBER RPPL2021011985**

**ORDINANCE NUMBER \_\_\_\_\_**

An ordinance amending the Los Angeles County Code, Title 22 —Planning and Zoning, Section 22.06.060, changing regulations for the execution of the Metro Area Plan, comprised of the following Zoned Districts: Athens Zoned District, City Terrace Zoned District, East Compton Zoned District, East Los Angeles Zoned District, East Side Unit No. 1 Zoned District, East Side Unit No. 2 Zoned District, East Side Unit No. 4 Zoned District, Firestone Park Zoned District, Gardena Valley Zoned District, Victoria Zoned District, Walnut Park Zoned District, West Athens-Westmont Zoned District, and Willowbrook-Enterprise Zoned District.

The Board of Supervisors of the County of Los Angeles ordains as follows:

**SECTION 1.** Section 22.06.060 is amended by amending the maps of the following Zoned Districts: Athens Zoned District, City Terrace Zoned District, East Compton Zoned District, East Los Angeles Zoned District, East Side Unit No. 1 Zoned District, East Side Unit No. 2 Zoned District, East Side Unit No. 4 Zoned District, Firestone Park Zoned District, Gardena Valley Zoned District, Victoria Zoned District, Walnut Park Zoned District, West Athens-Westmont Zoned District, and Willowbrook-Enterprise Zoned District, as shown on the maps attached hereto.

**SECTION 2.** The Board of Supervisors finds that this ordinance is consistent with the Los Angeles County General Plan.



# CHANGE OF PRECISE PLAN

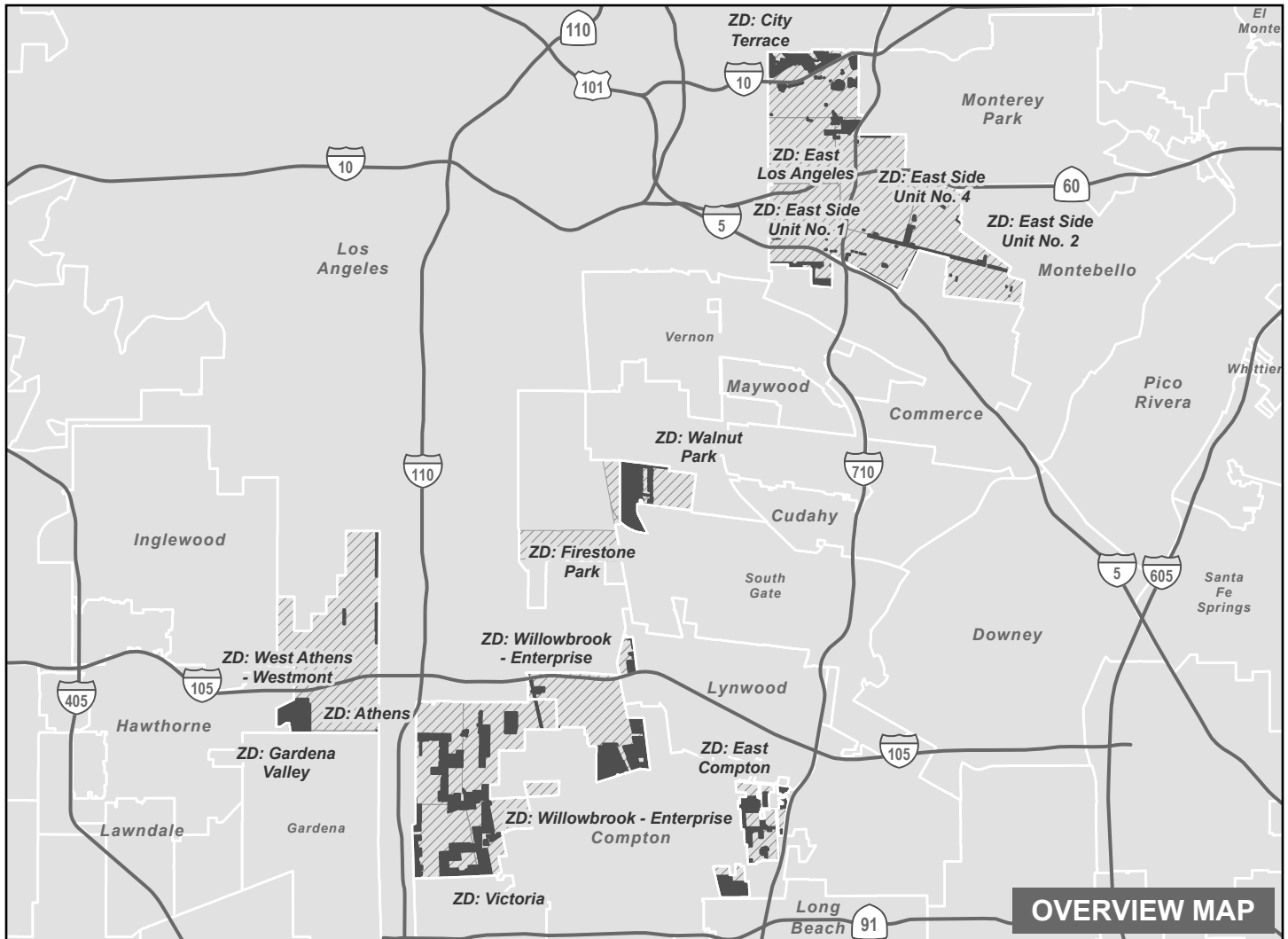
ATHENS, CITY TERRACE, EAST COMPTON, EAST LOS ANGELES, EAST SIDE UNIT NO. (1, 2, 4),  
FIRESTONE PARK, GARDENA VALLEY, VICTORIA, WALNUT PARK, WEST ATHENS - WESTMONT,  
WILLOWBROOK - ENTERPRISE

**ADOPTED BY ORDINANCE:** \_\_\_\_\_

**ON:** \_\_\_\_\_

**ZONING CASE: RPPL2021011985**

AMENDING SECTION: 22.06.060 OF THE COUNTY CODE



— Freeway



Selected Zoned District (ZD)



Zone Change Area



City / Unincorporated Boundary

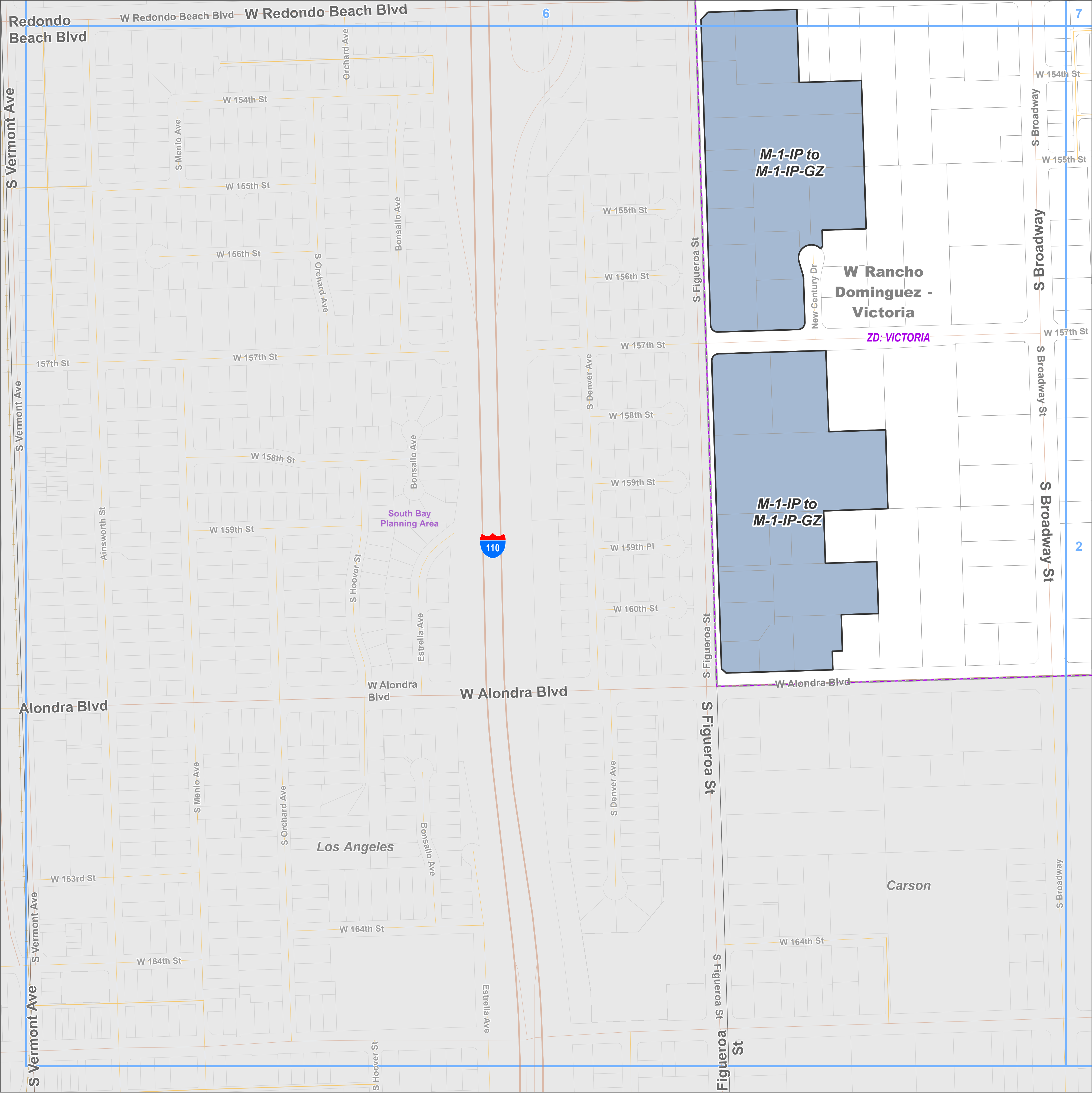


0 1.25 2.5



Miles

THE REGIONAL PLANNING COMMISSION  
COUNTY OF LOS ANGELES  
MICHAEL R. HASTINGS, CHAIR  
AMY J. BODEK, AICP, DIRECTOR OF REGIONAL PLANNING



Los Angeles County

Metro Planning Area Zone Changes

Zoned District(s): Victoria

Zoning Category

M-1 - Light Manufacturing

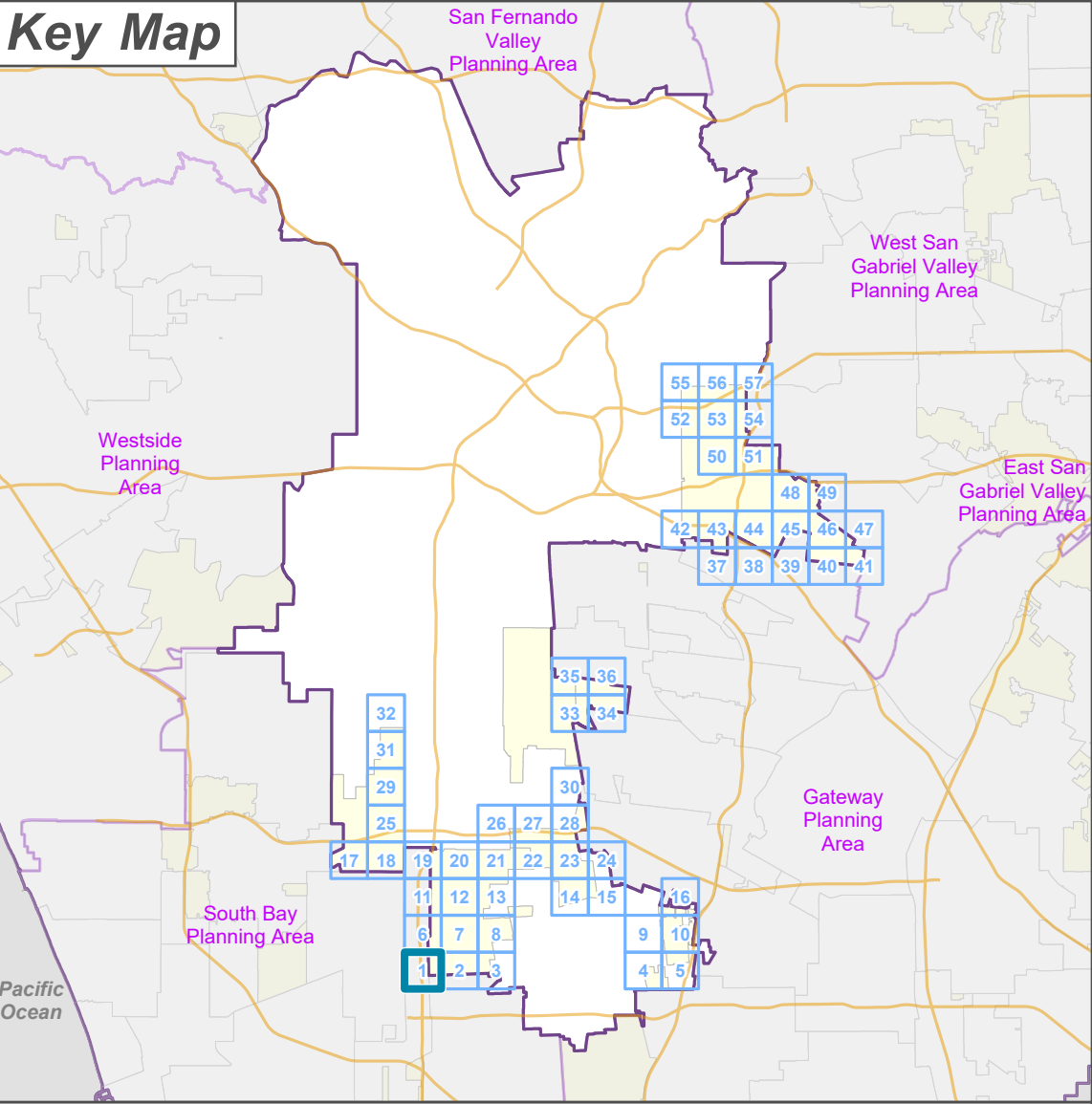
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Railroad

Key Map



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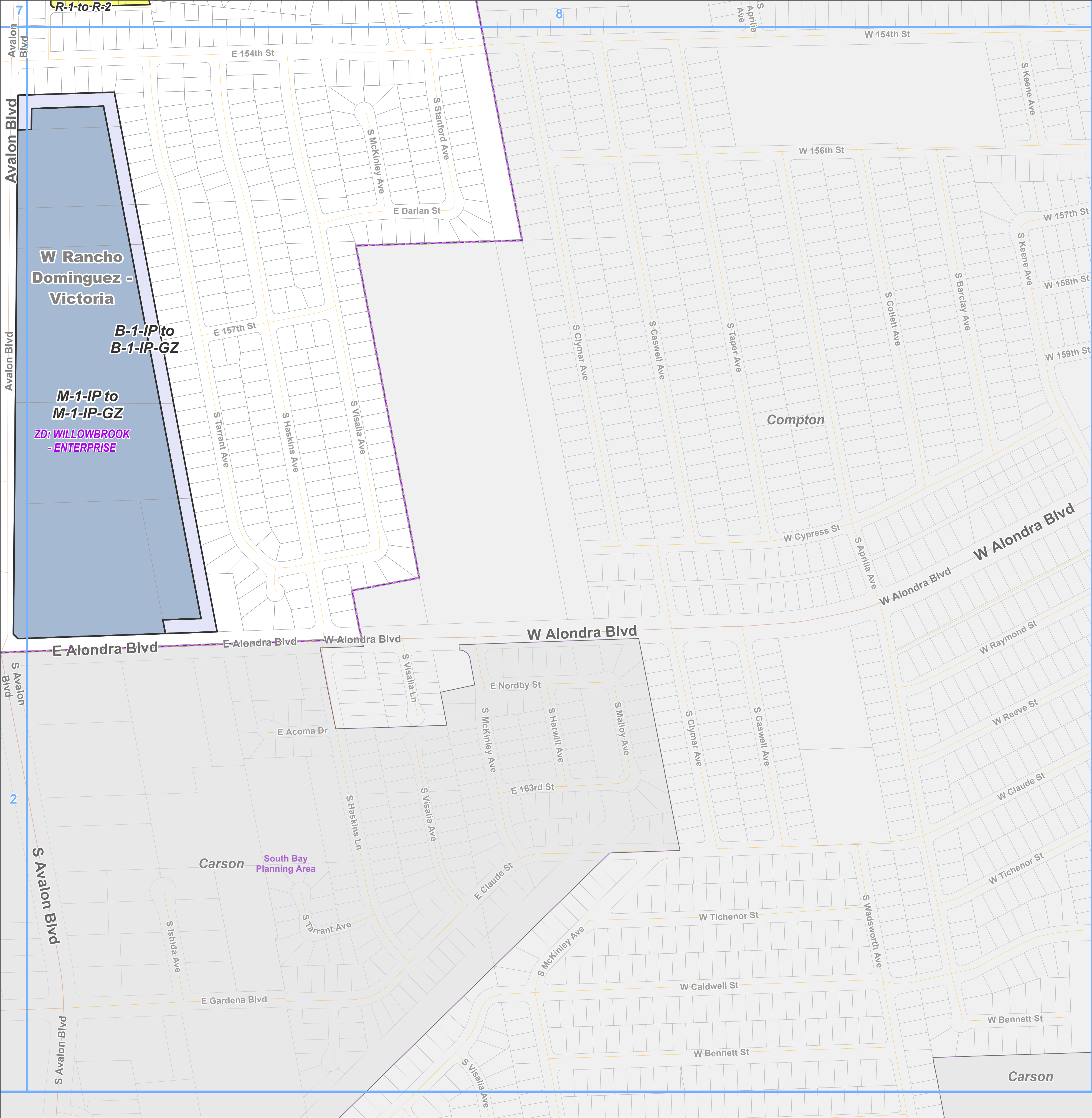
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Los Angeles, CA 90012











Los Angeles County

Metro Planning Area Zone Changes

Zoned District(s): Willowbrook - Enterprise

Zoning Category

- R-2 - Two-Family Residence
- M-1 - Light Manufacturing
- B-1 - Buffer Strip

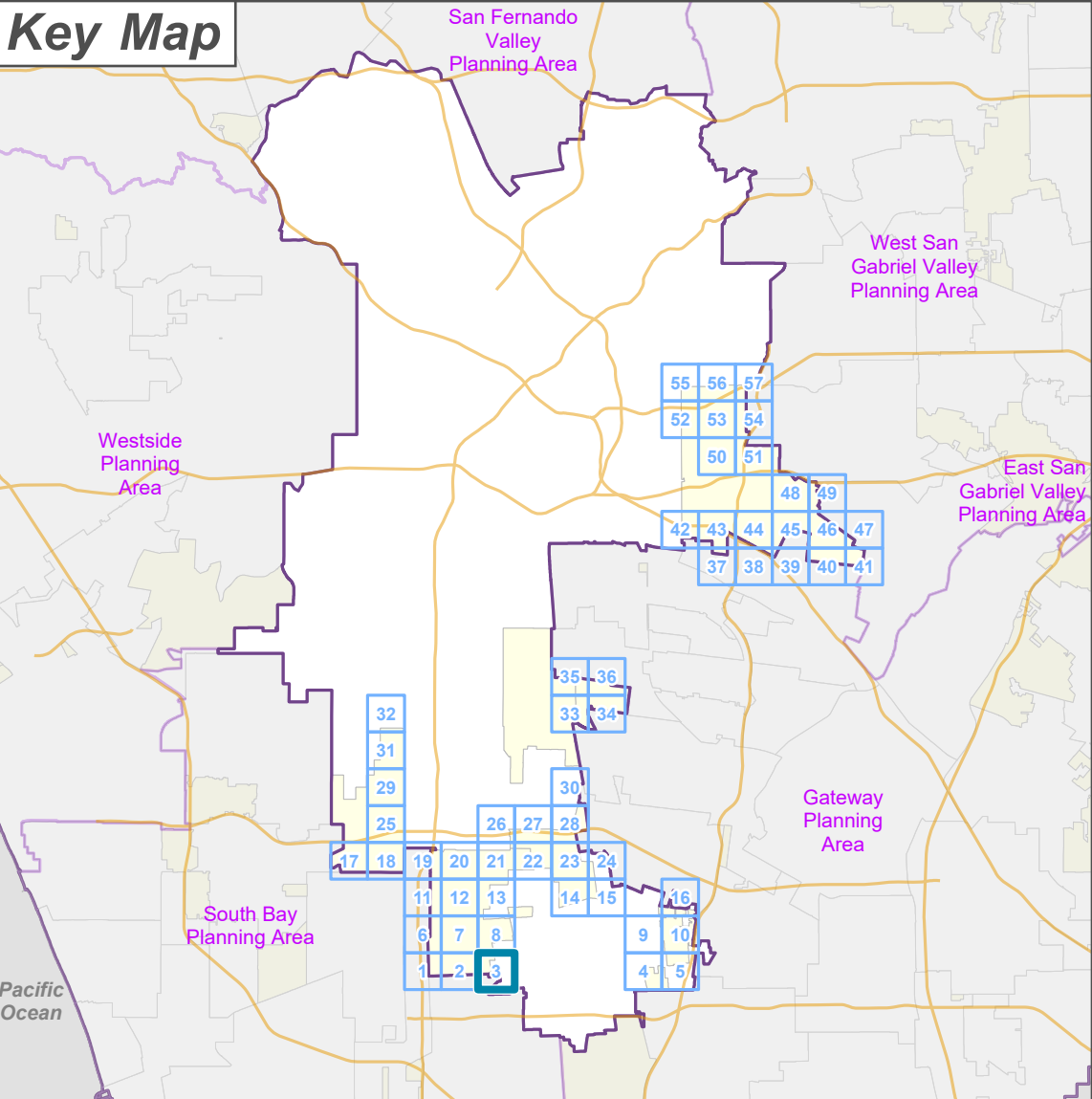
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Secondary
- Minor

Key Map

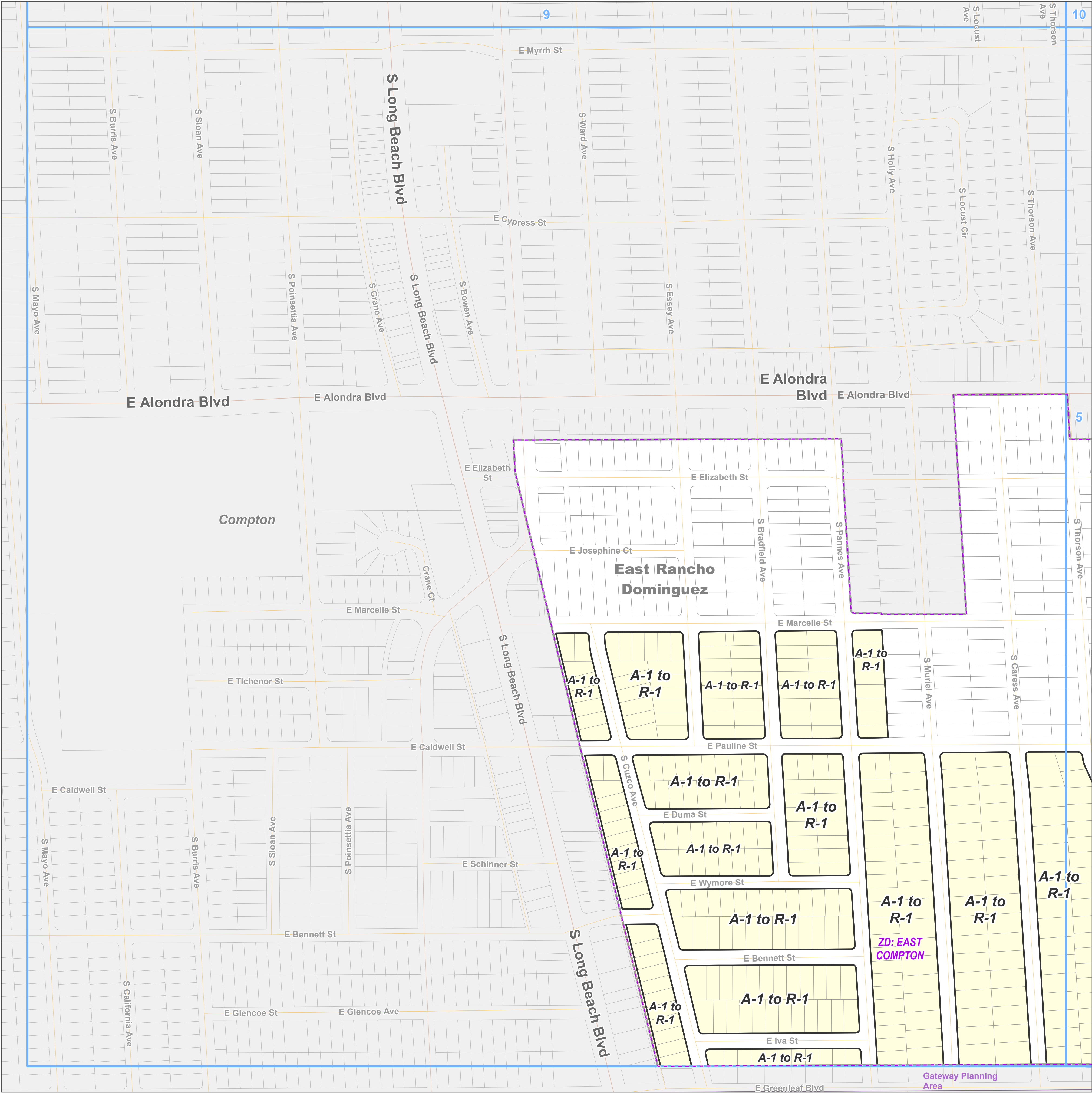


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Los Angeles County

Metro Planning Area Zone Changes

Zoned District(s): East Compton

Zoning Category

R-1 - Single-Family Residence

Base Layers

Zoned District

Parcels

Unincorporated Area

Incorporated City

Map Series Grid

Surrounding Planning Area

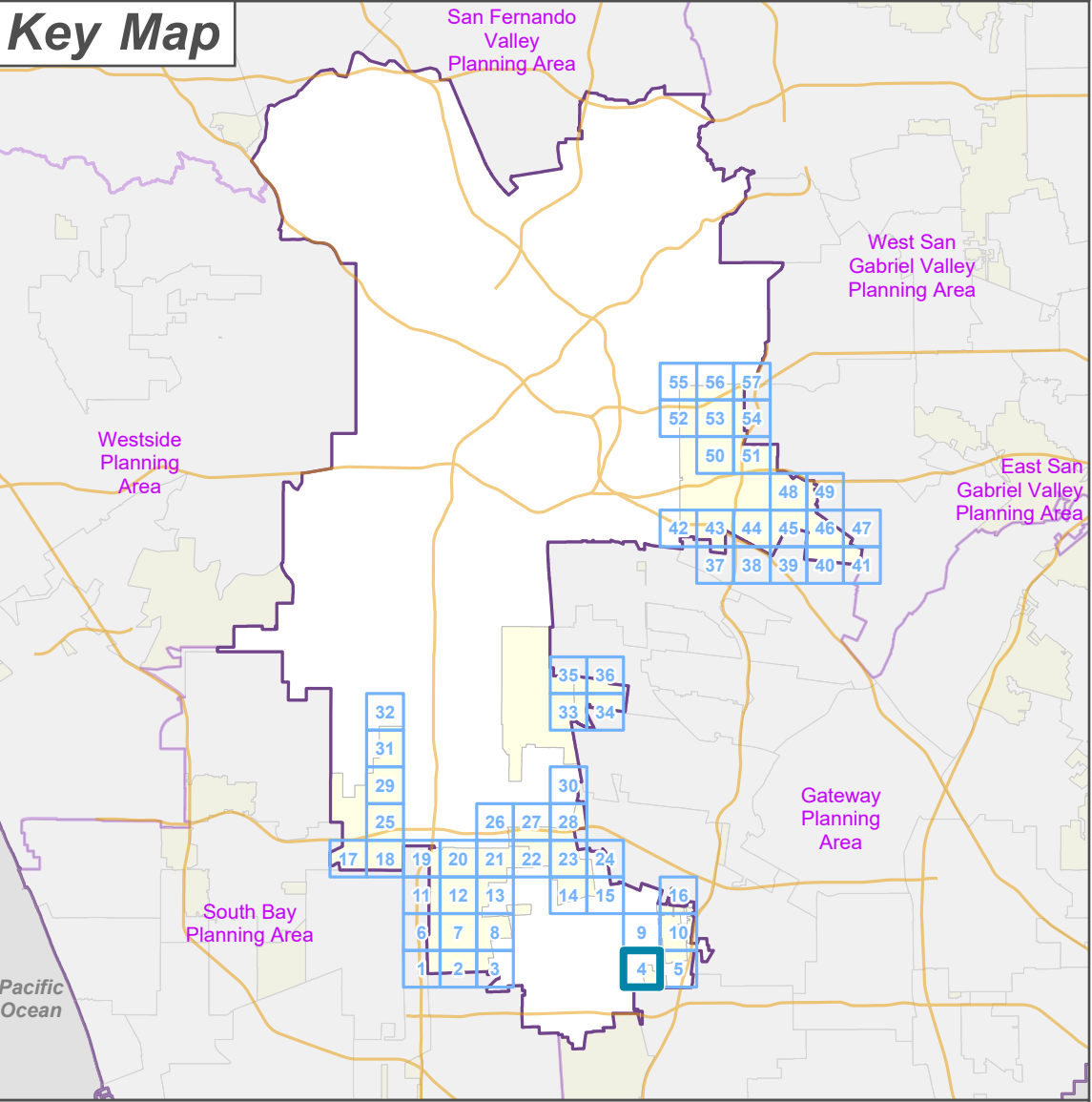
Street Types

Primary

Secondary

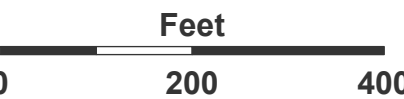
Minor

Key Map



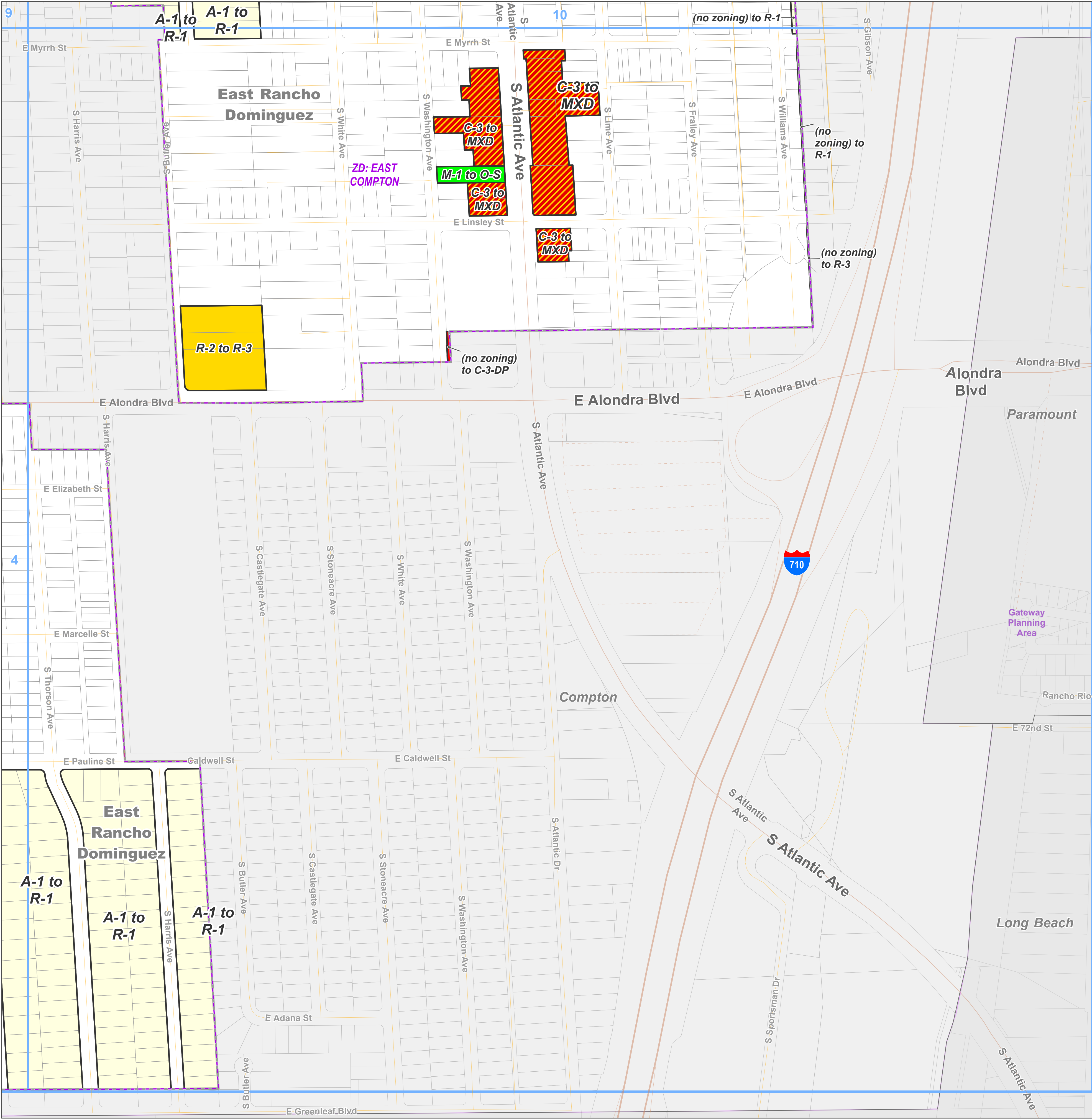
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Metro Planning Area Zone Changes

Zoned District(s): East Compton

Zoning Category

- R-1 - Single-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development
- C-3 - General Commercial
- O-S - Open Space

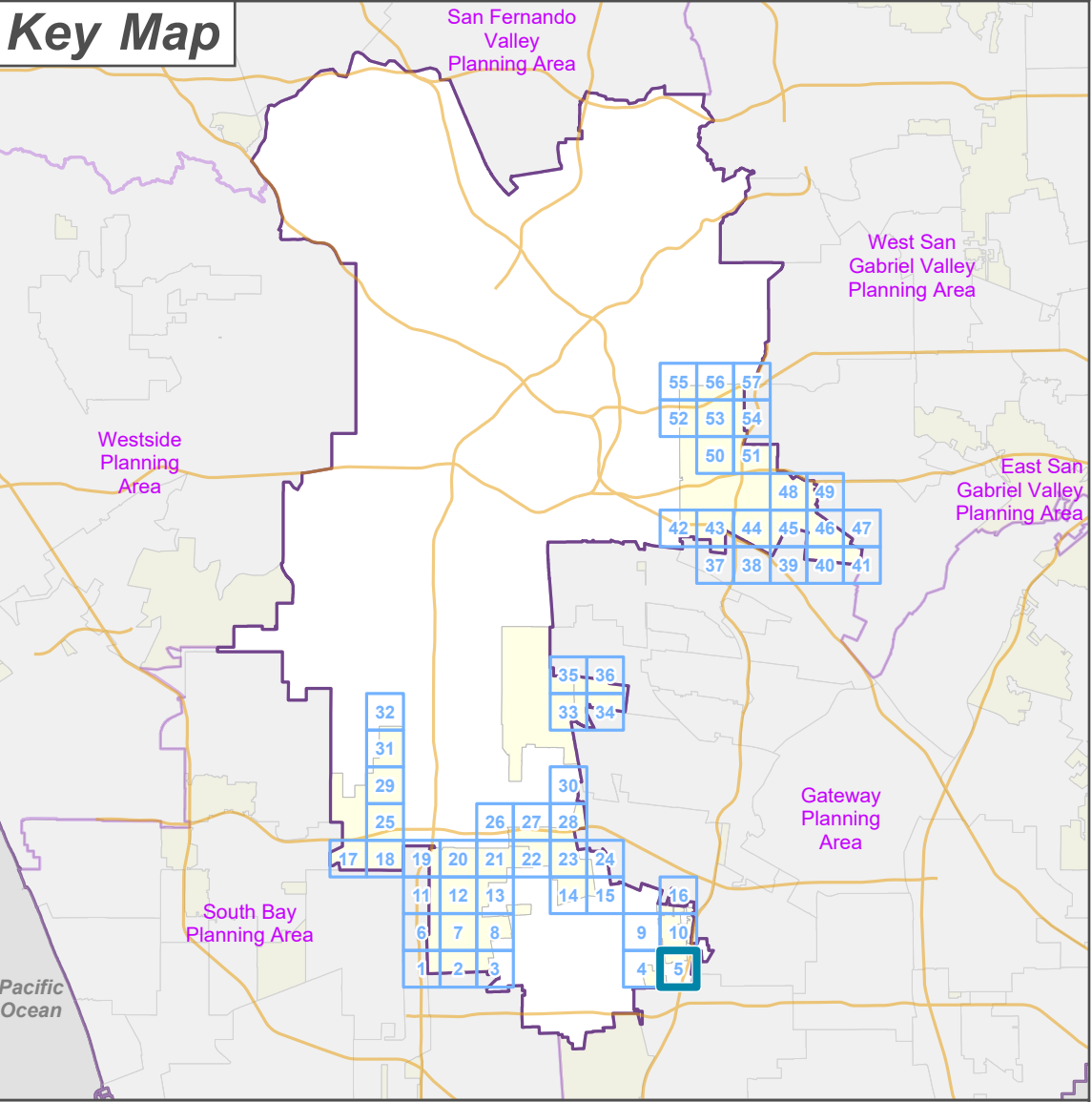
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

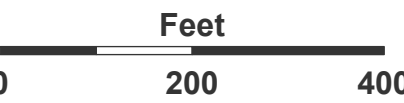
Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Private Road

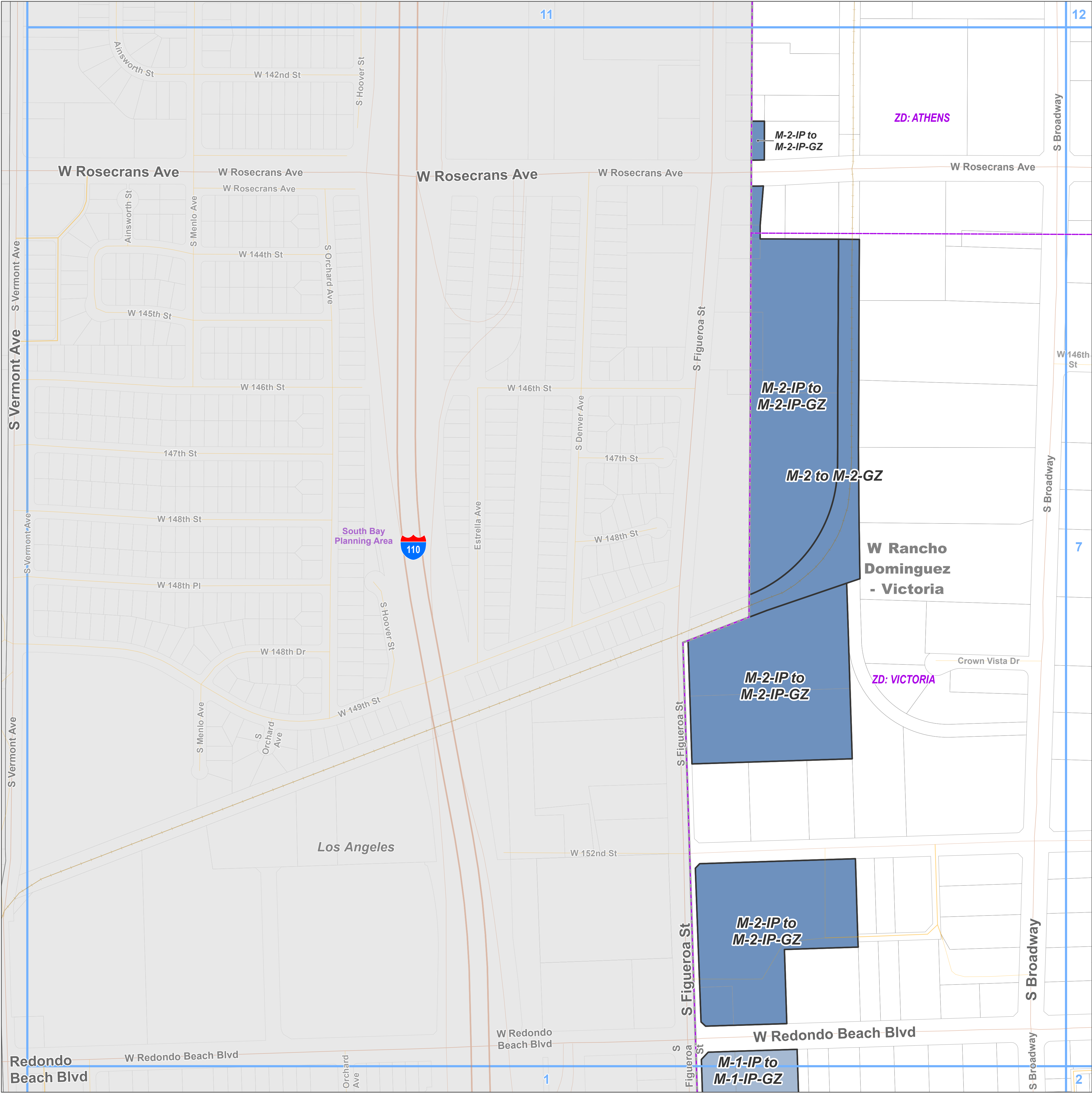
Key Map



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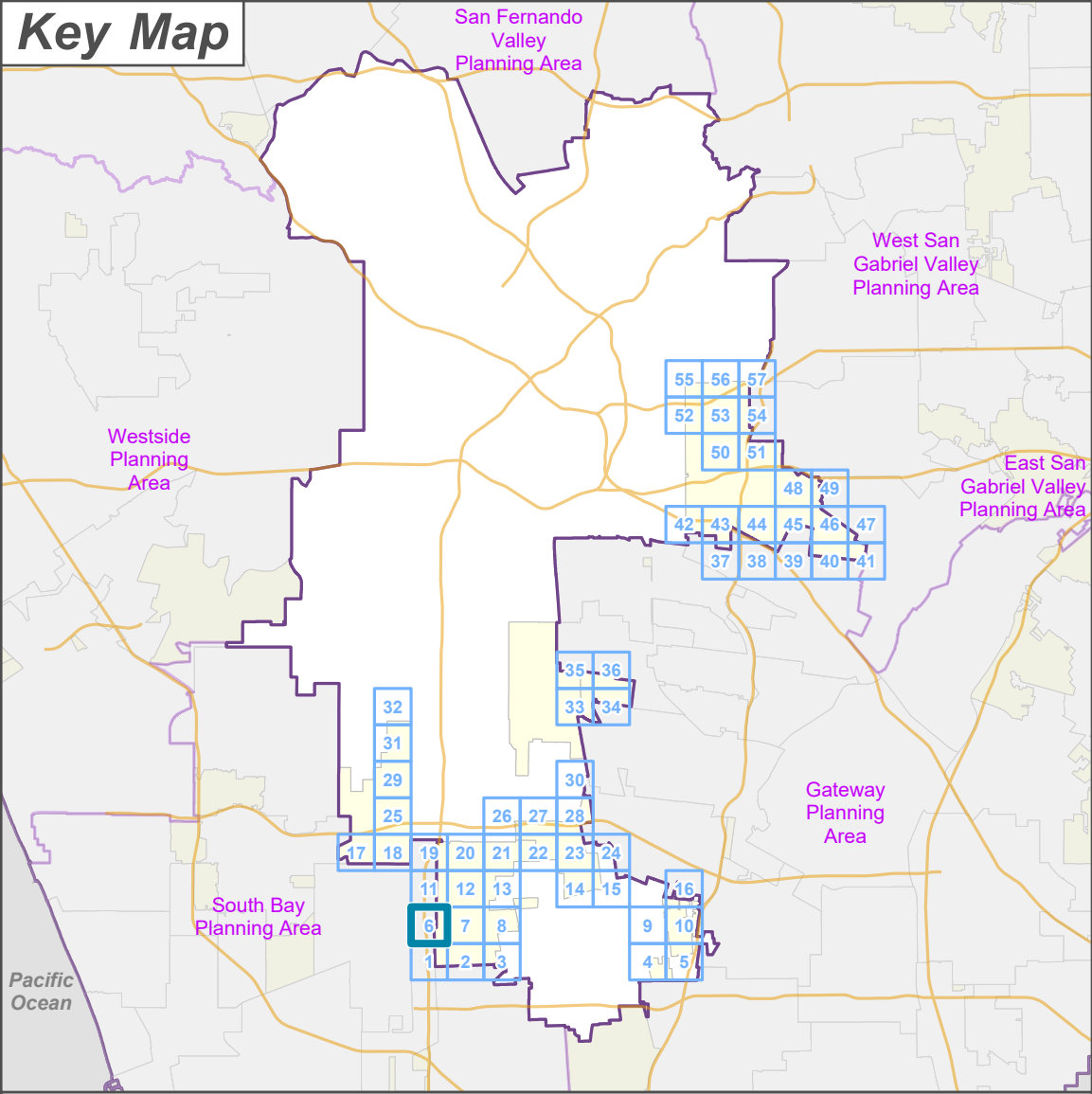






- Zoning Category**
- M-1 - Light Manufacturing
  - M-2 - Heavy Manufacturing
- Base Layers**
- Zoned District
  - Parcels
  - Unincorporated Area
  - Incorporated City
  - Map Series Grid
  - Surrounding Planning Area
- Street Types**
- Freeway
  - Primary
  - Secondary
  - Minor
  - Ramp
  - Alley
  - Railroad

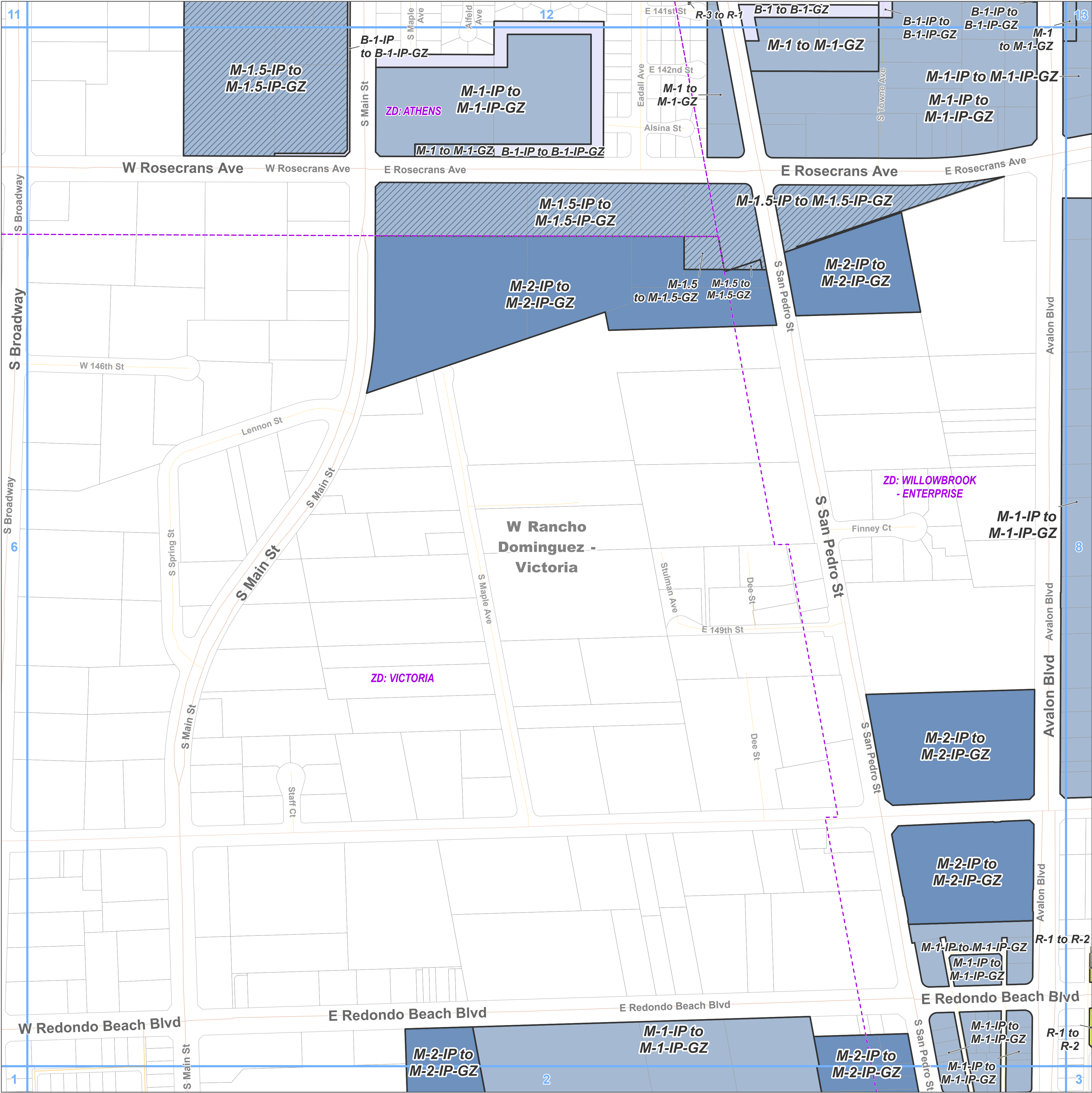
Key Map



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Zoning Category

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- M-1 - Light Manufacturing
- M-1.5 - Restricted Heavy Manufacturing
- M-2 - Heavy Manufacturing
- B-1 - Buffer Strip

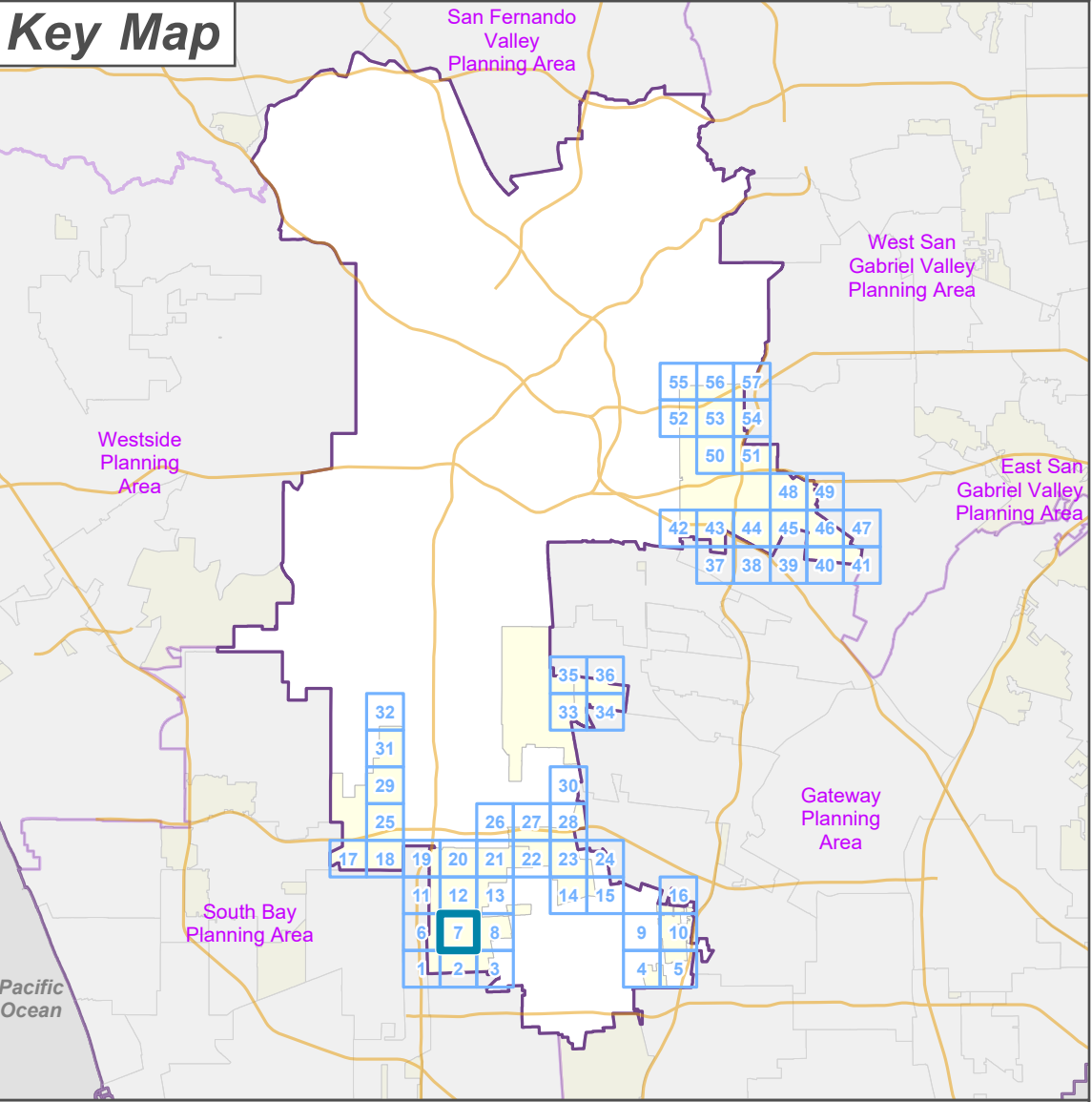
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

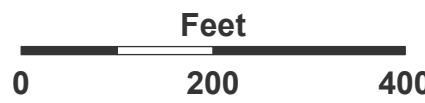
- Primary
- Secondary
- Minor
- Alley

Key Map



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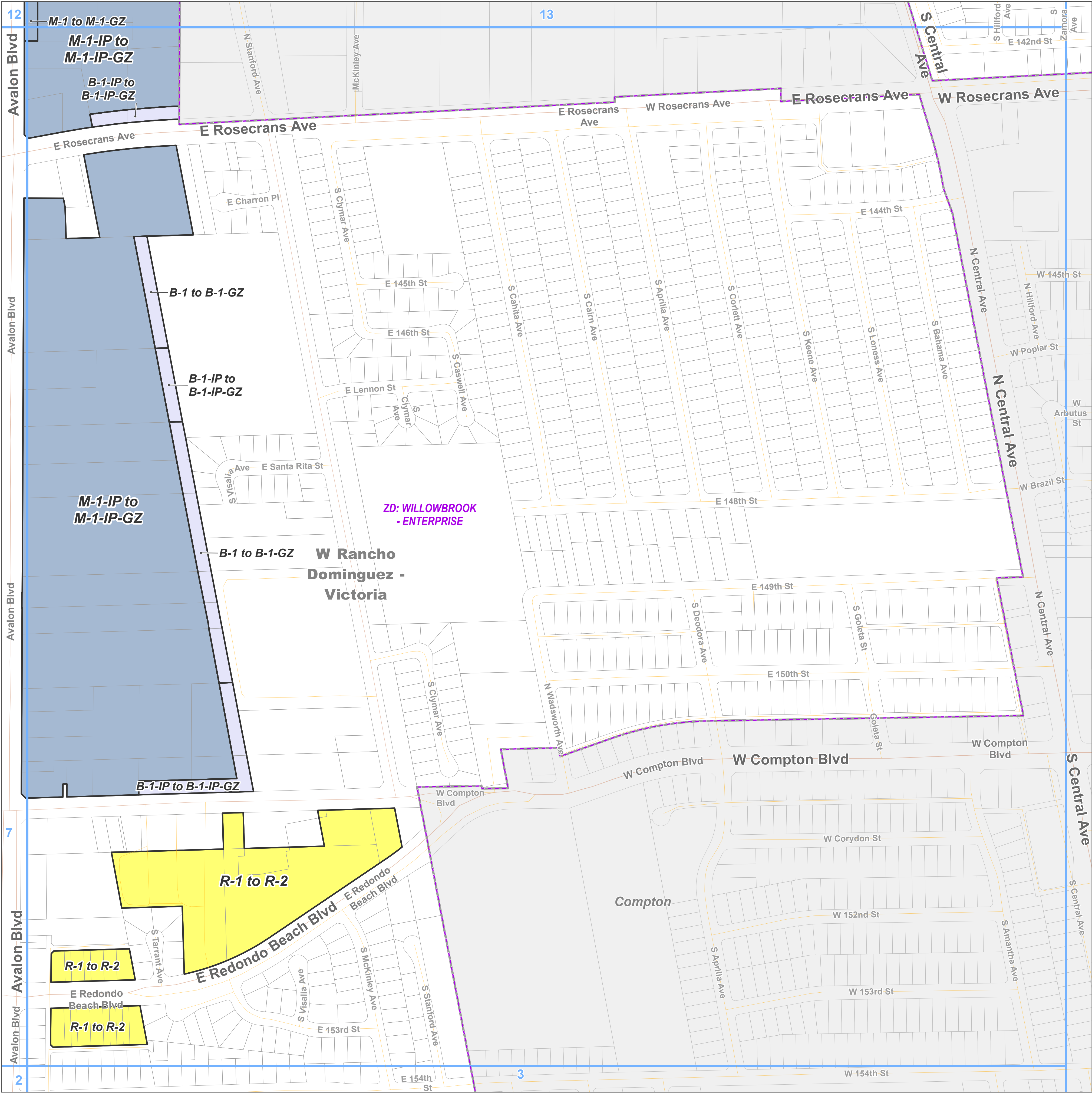
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Zoning Category

- R-2 - Two-Family Residence
- M-1 - Light Manufacturing
- B-1 - Buffer Strip

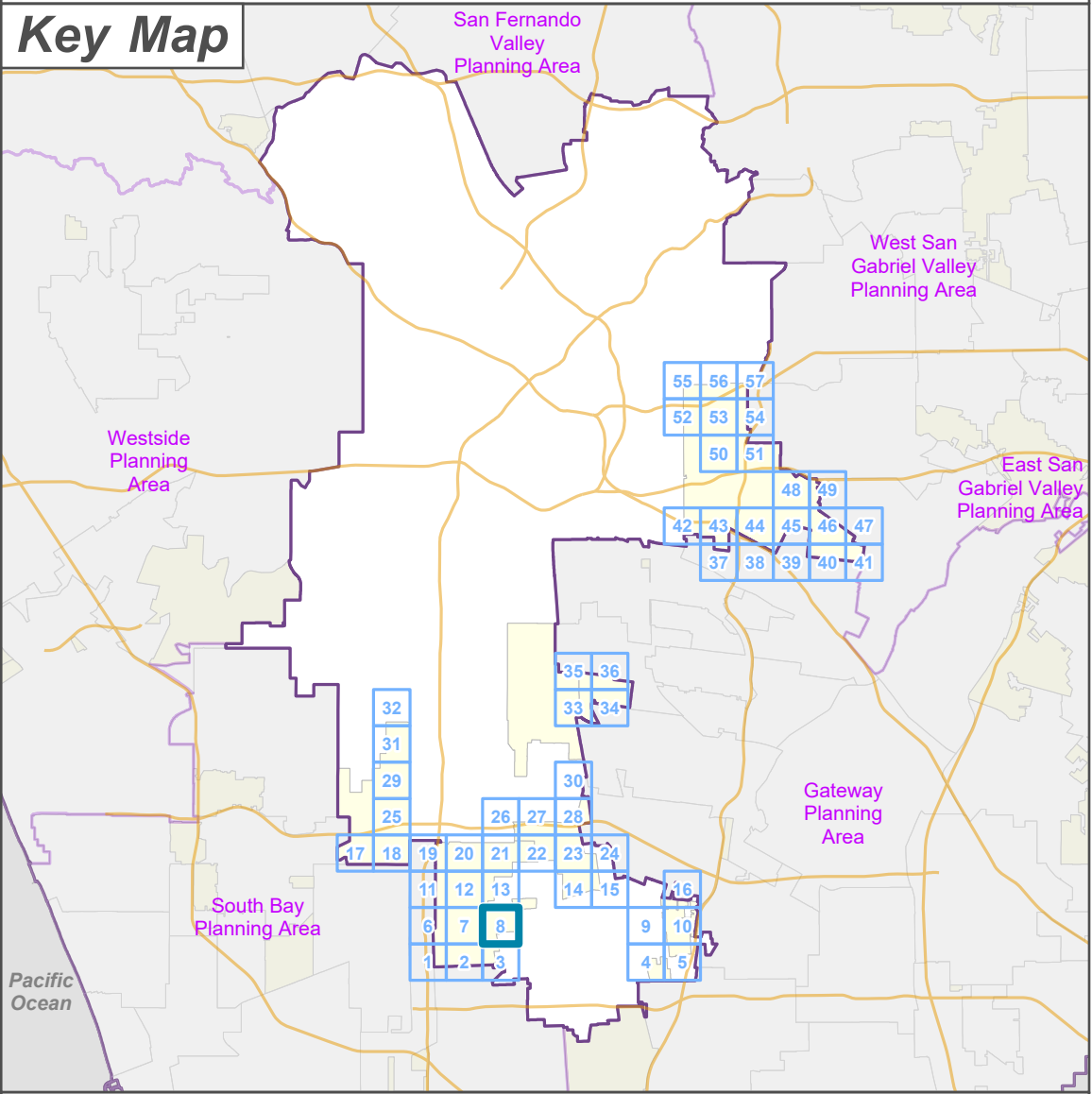
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

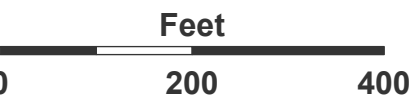
Street Types

- Primary
- Secondary
- Minor

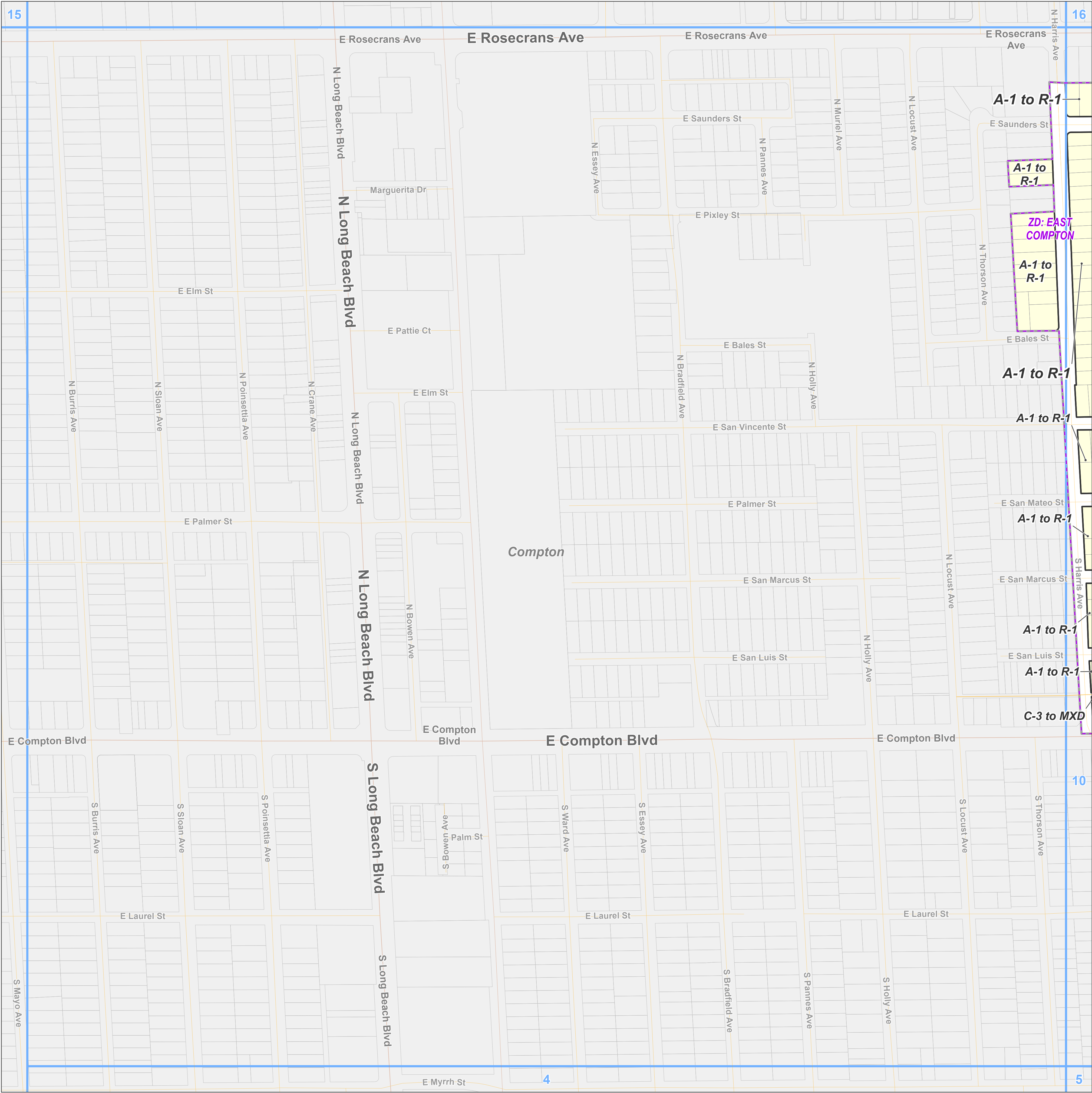
Key Map



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Metro Planning Area Zone Changes

Zoned District(s): East Compton

Zoning Category

- R-1 - Single-Family Residence
- MXD - Mixed Use Development

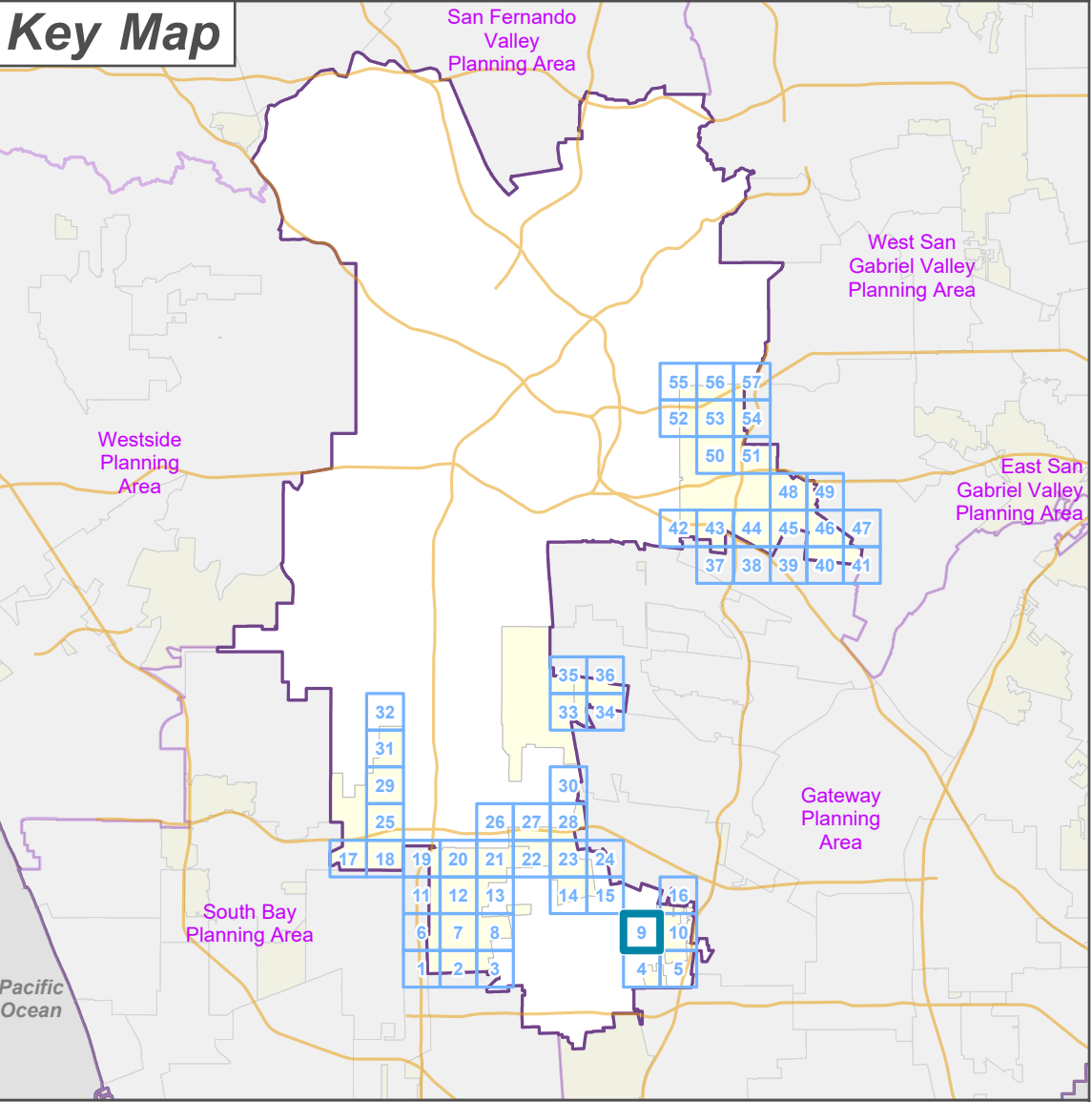
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

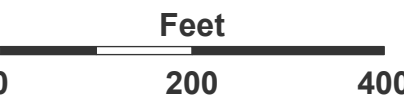
Street Types

- Primary
- Secondary
- Minor
- Alley

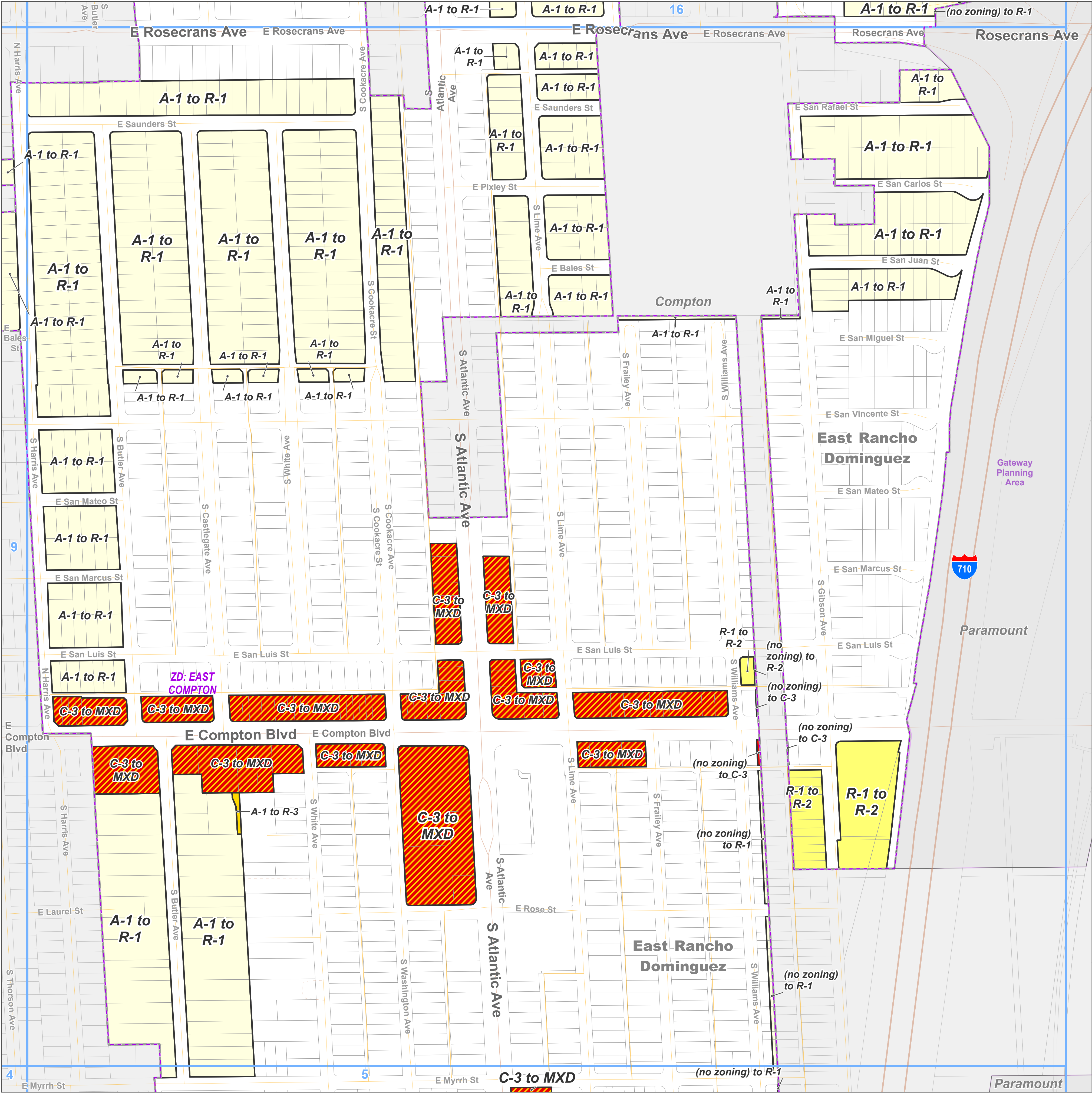
Key Map



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Metro Planning Area Zone Changes

Zoned District(s): East Compton

Zoning Category

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development
- C-3 - General Commercial

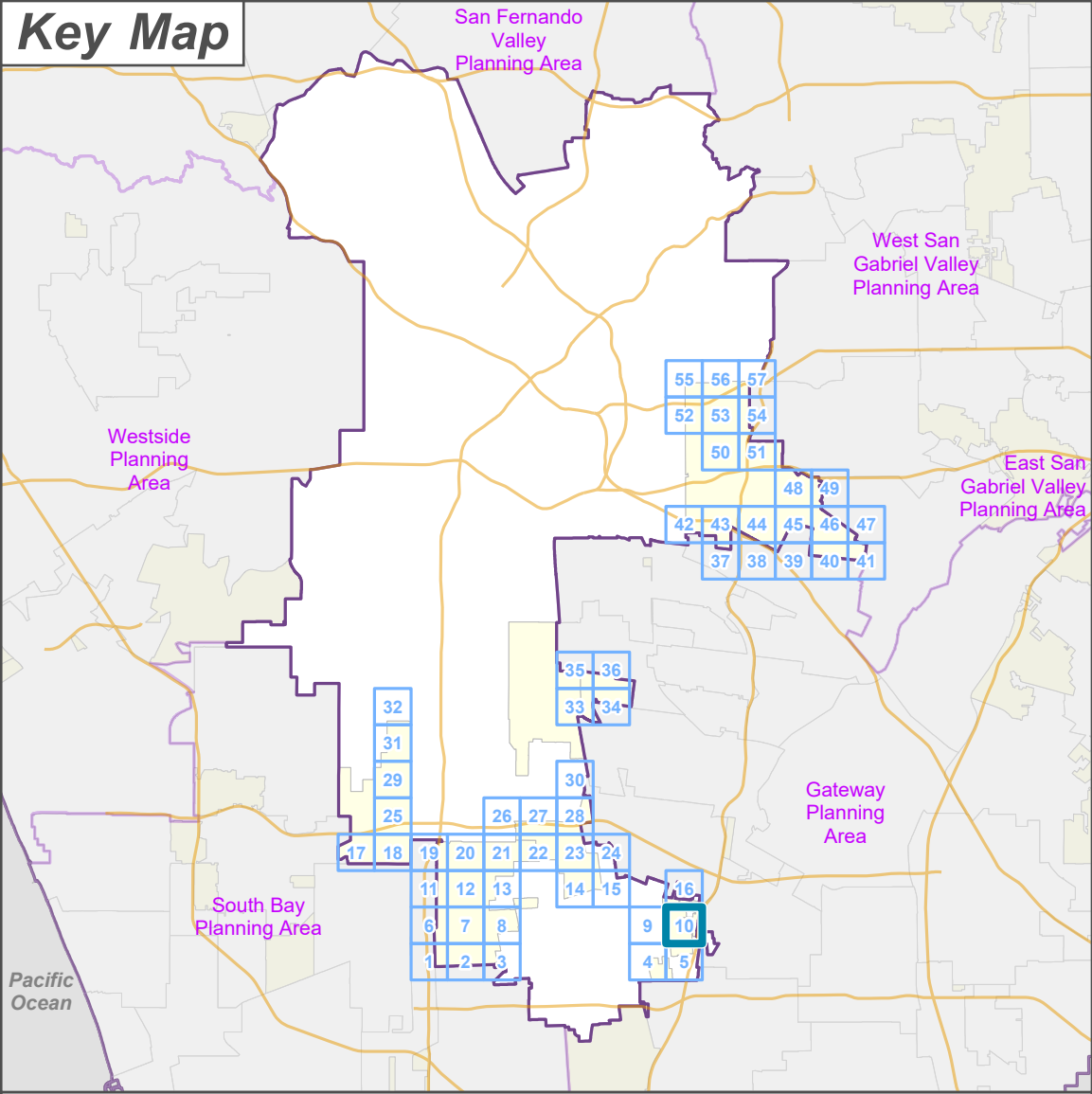
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

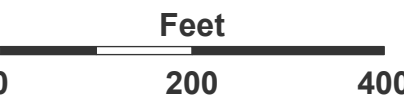
Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Private Road

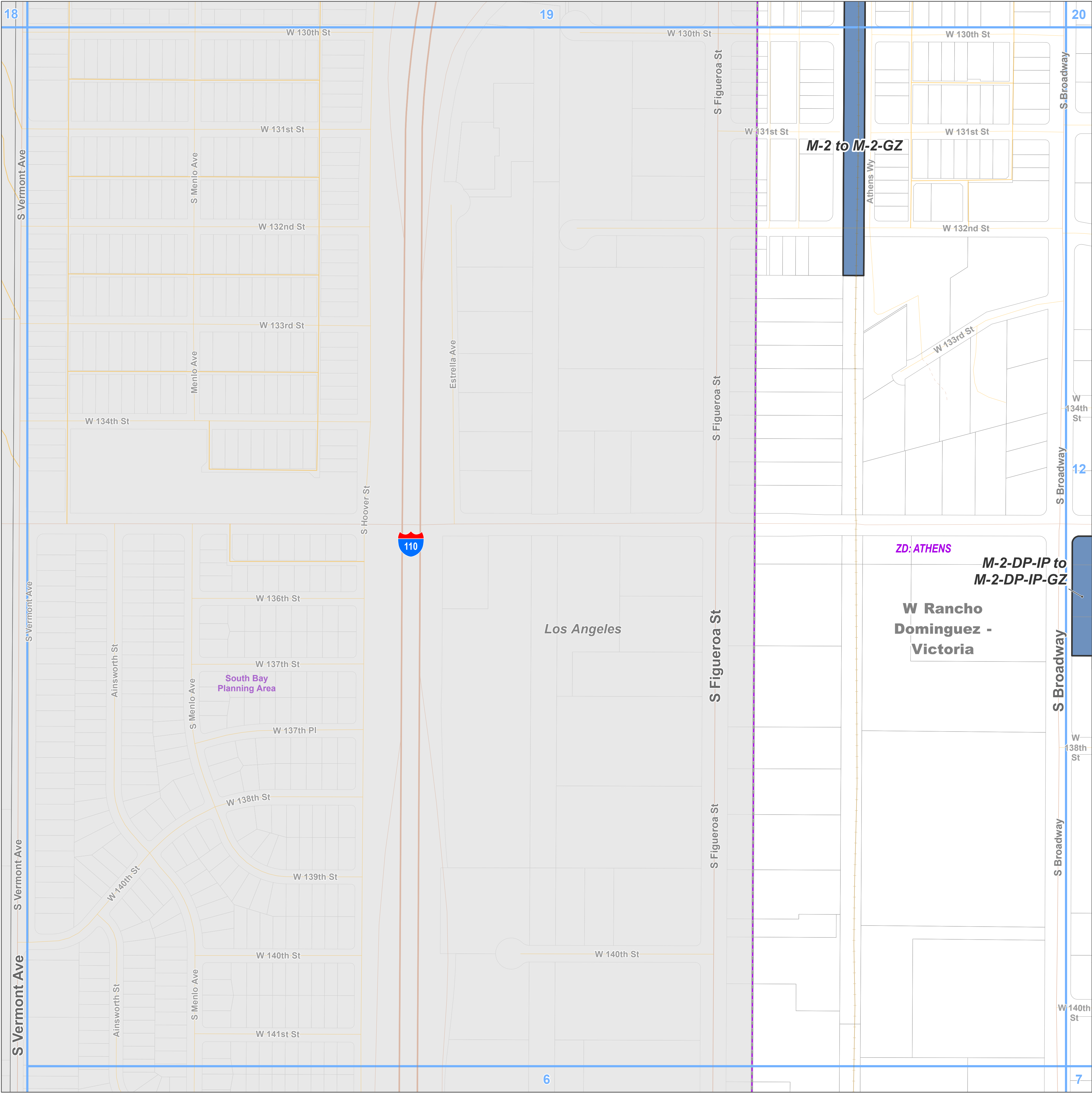
Key Map



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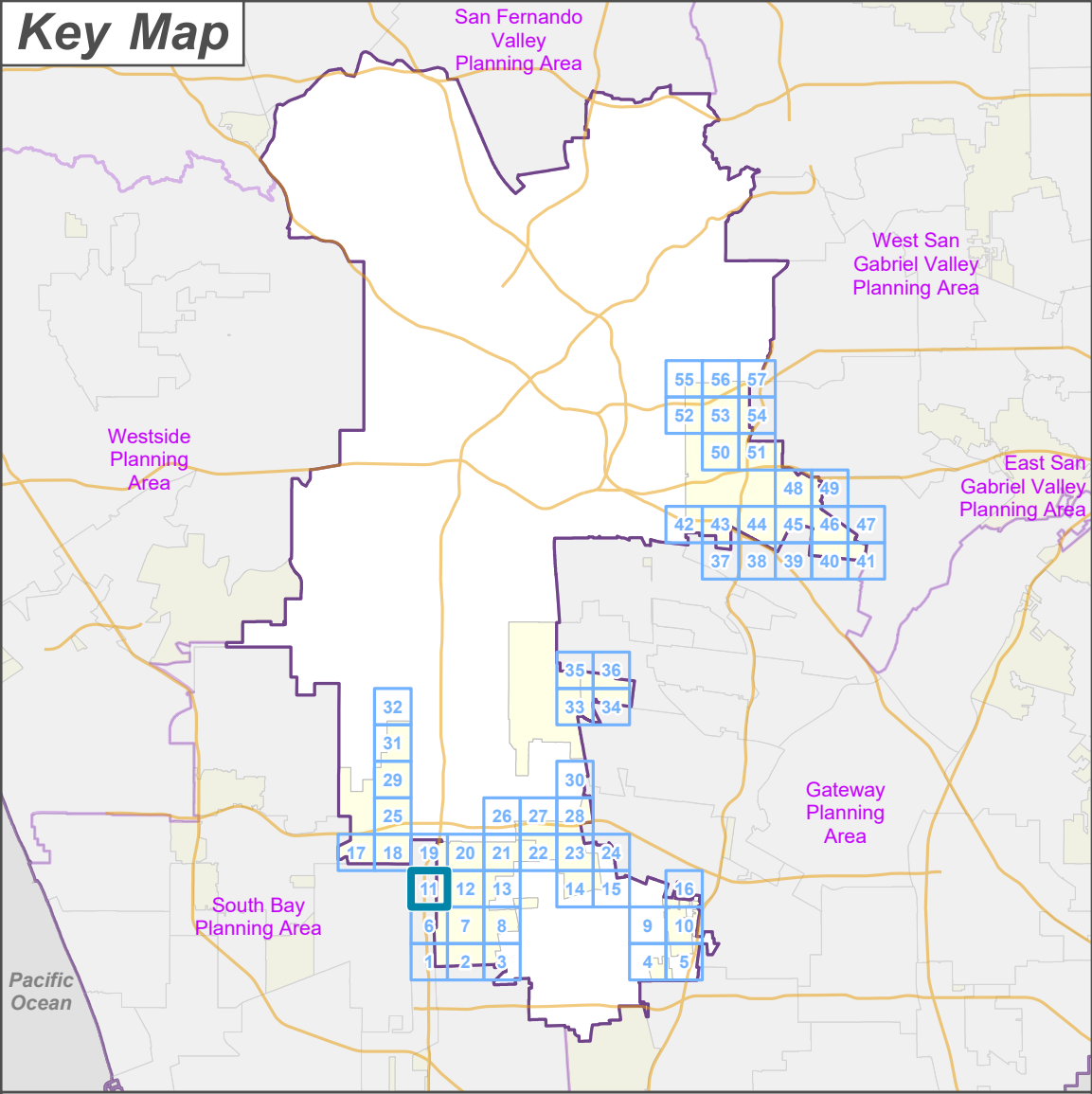


Metro Planning Area Zone Changes

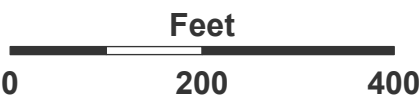
Zoned District(s): Athens

- Zoning Category**
- M-2 - Heavy Manufacturing
- Base Layers**
- Zoned District
  - Parcels
  - Unincorporated Area
  - Incorporated City
  - Map Series Grid
  - Surrounding Planning Area
- Street Types**
- Freeway
  - Primary
  - Secondary
  - Minor
  - Ramp
  - Alley
  - Private Road
  - Railroad

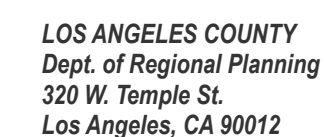
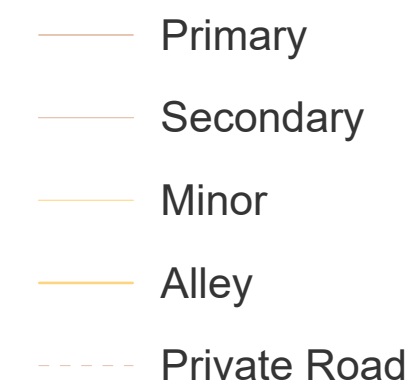
Key Map



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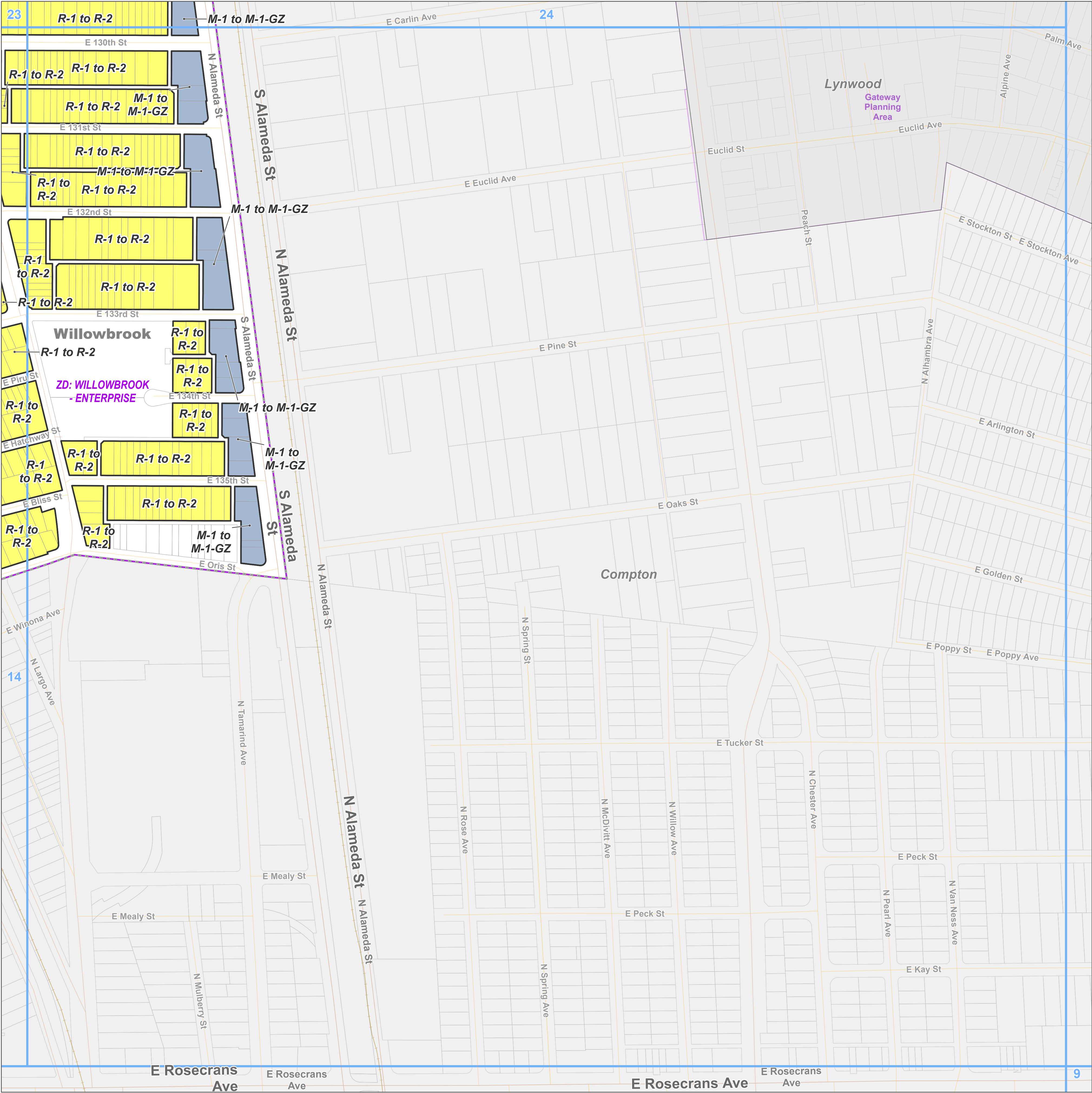
— Alley

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Metro Planning Area Zone Changes

Zoned District(s): Willowbrook - Enterprise

Zoning Category

- R-2 - Two-Family Residence
- M-1 - Light Manufacturing

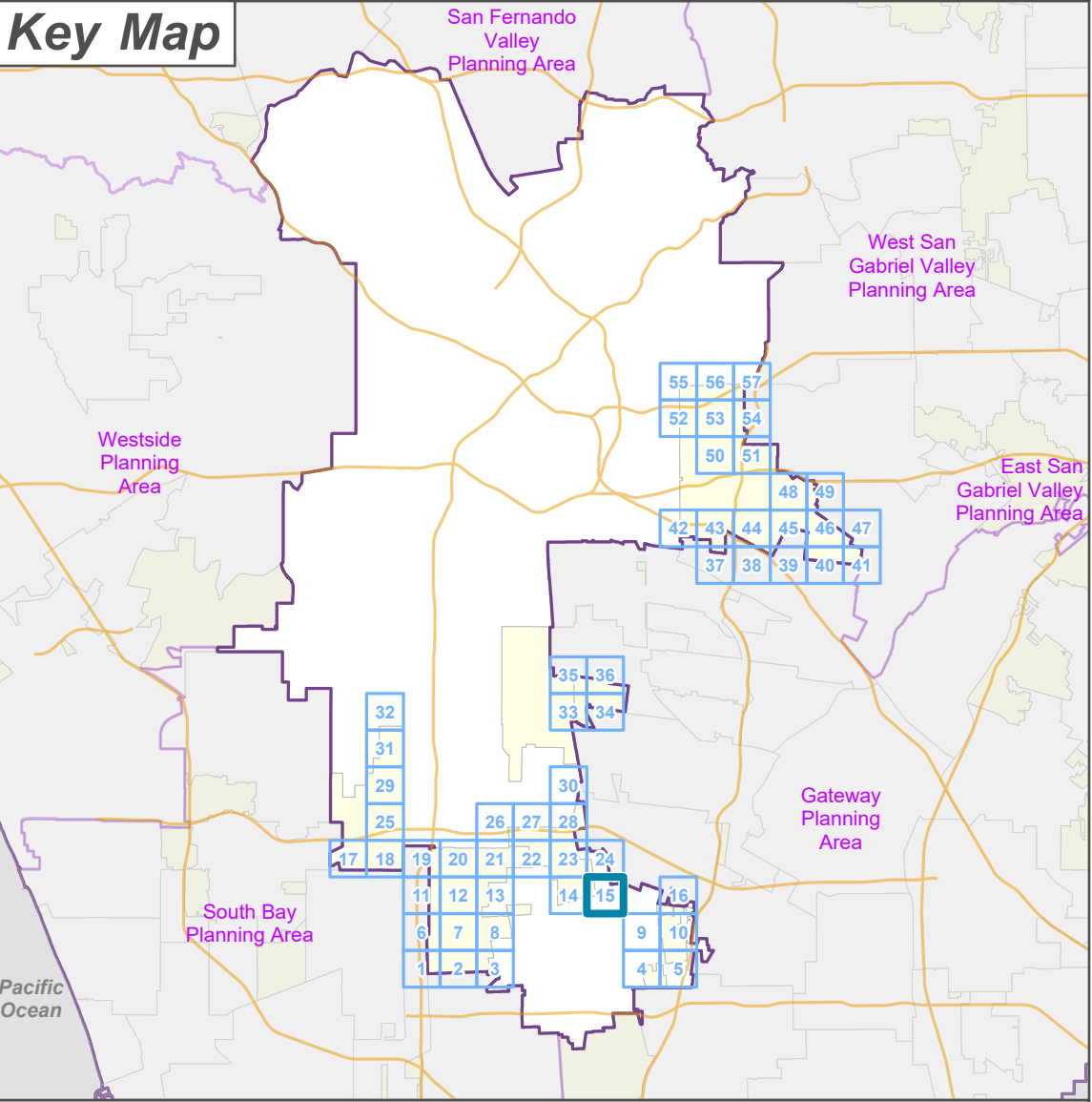
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Secondary
- Minor
- Railroad

Key Map



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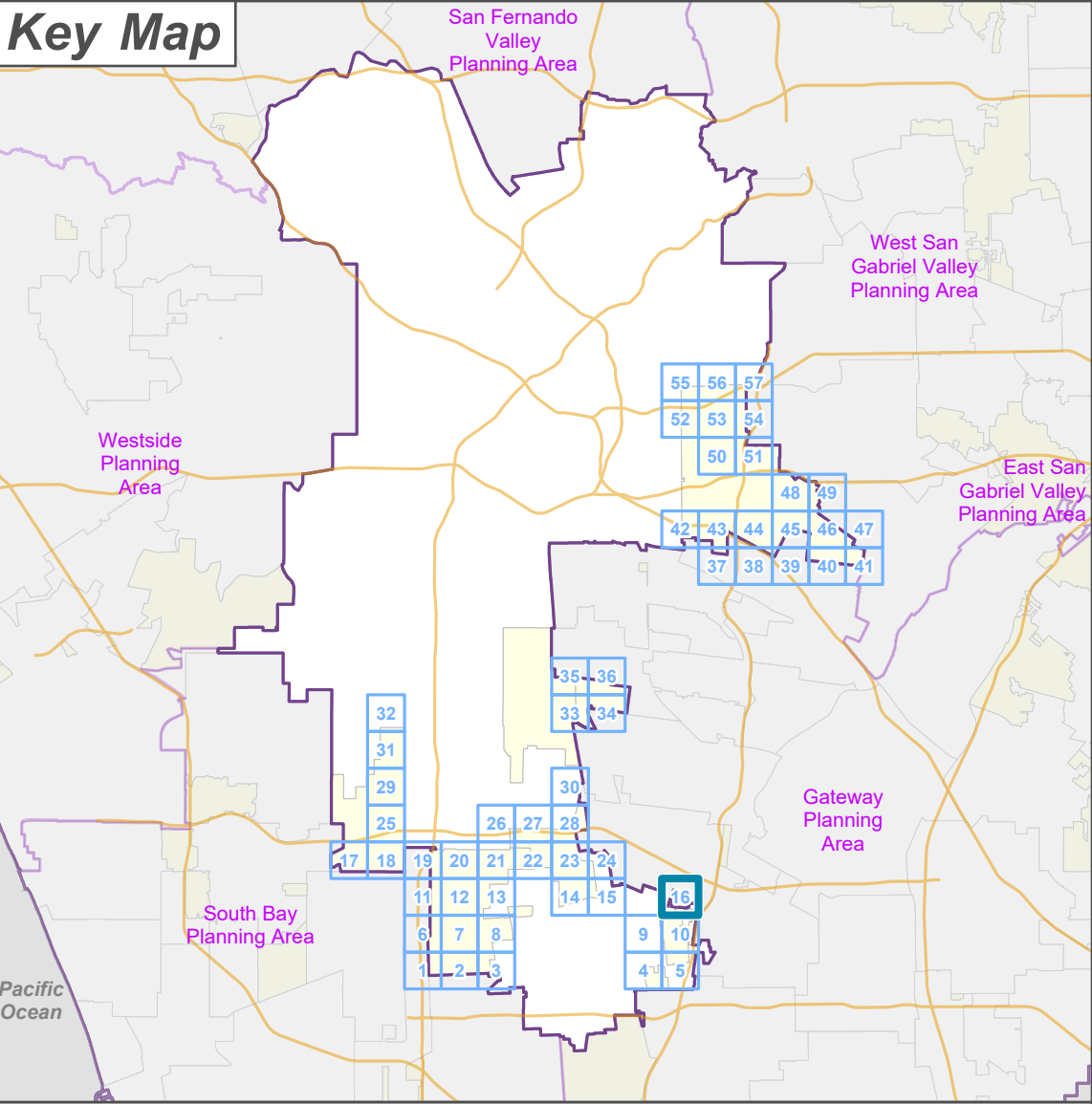


Metro Planning Area Zone Changes

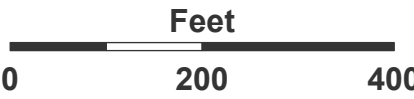
Zoned District(s): East Compton

- Zoning Category**
- R-1 - Single-Family Residence
- Base Layers**
- Zoned District
  - Parcels
  - Unincorporated Area
  - Incorporated City
  - Map Series Grid
  - Surrounding Planning Area
- Street Types**
- Freeway
  - Primary
  - Minor
  - Ramp
  - Alley

Key Map



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 O-S - Open Space

 Zoned District

Parcels

 Unincorporated Area

☐ Incorporated City

 Map Series Grid

 Surrounding Planning Area

— Freeway

— Freeway

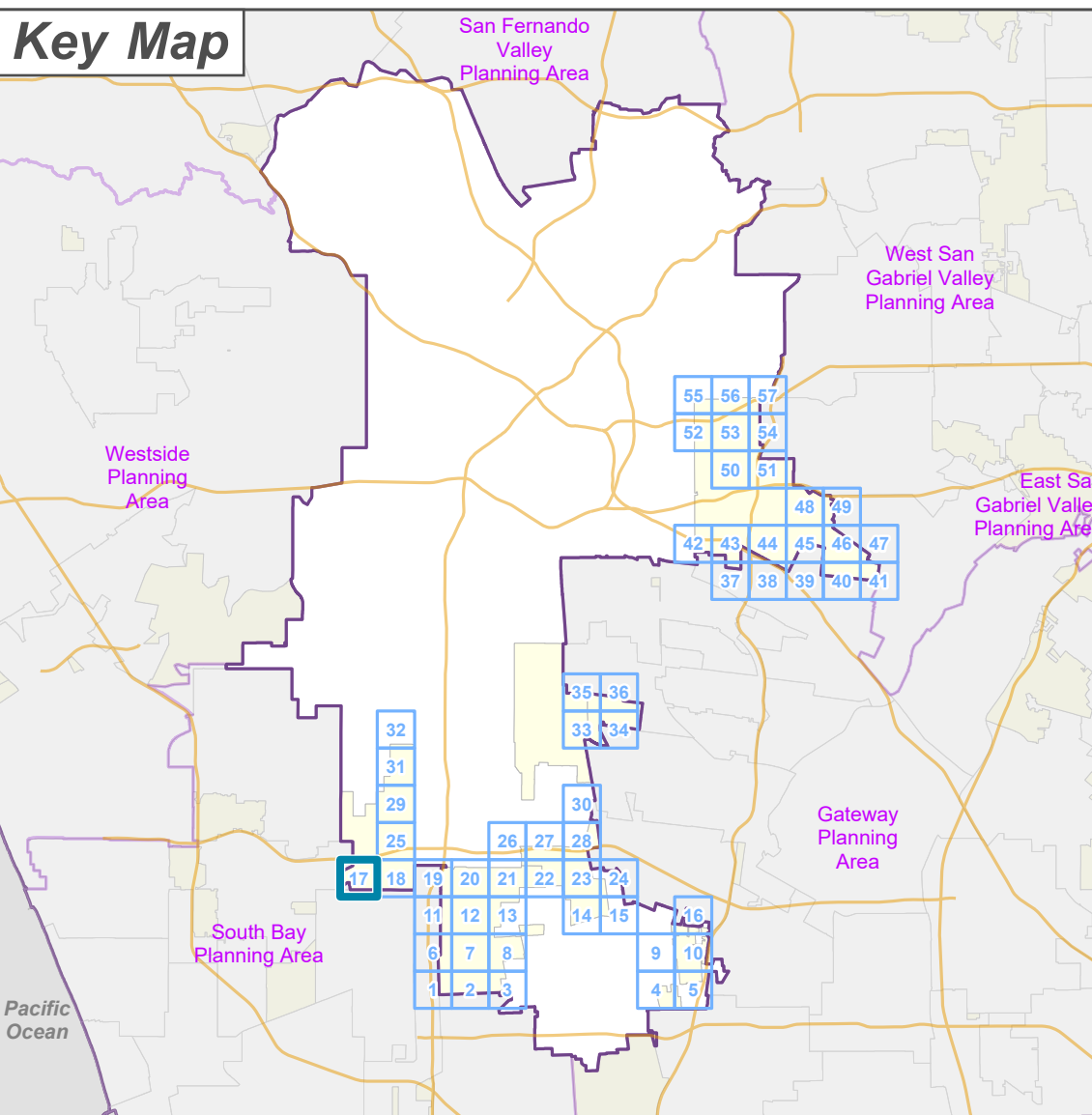
Primary

Secondary

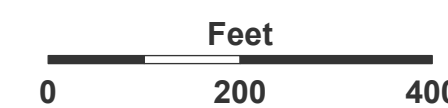
Minor

—+— Railroad

## Key Map

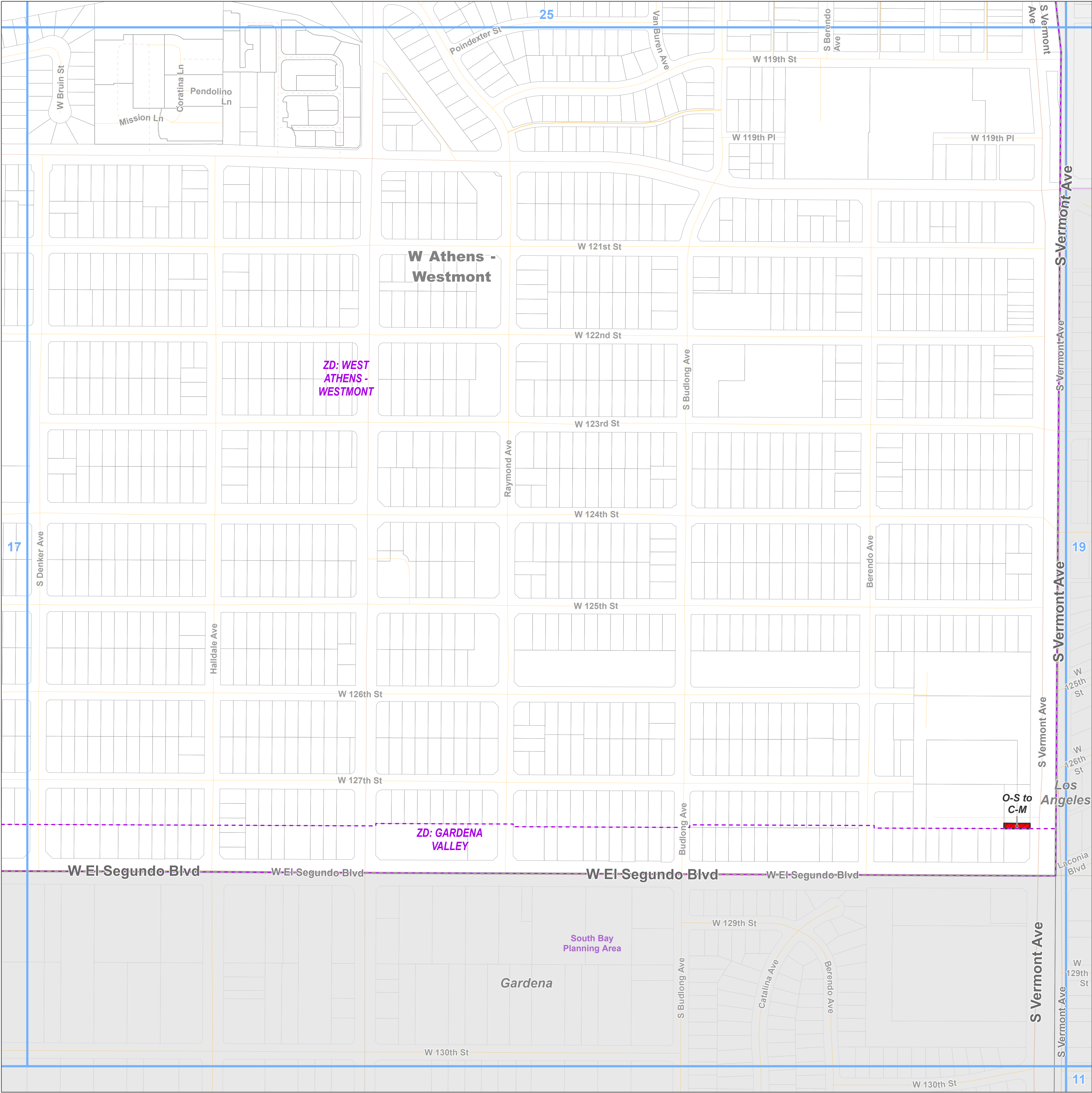
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**Los Angeles, CA 90012**



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Metro Planning Area Zone Changes

Zoned District(s): Gardena Valley, West Athens - Westmont

Zoning Category

C-M - Commercial Manufacturing

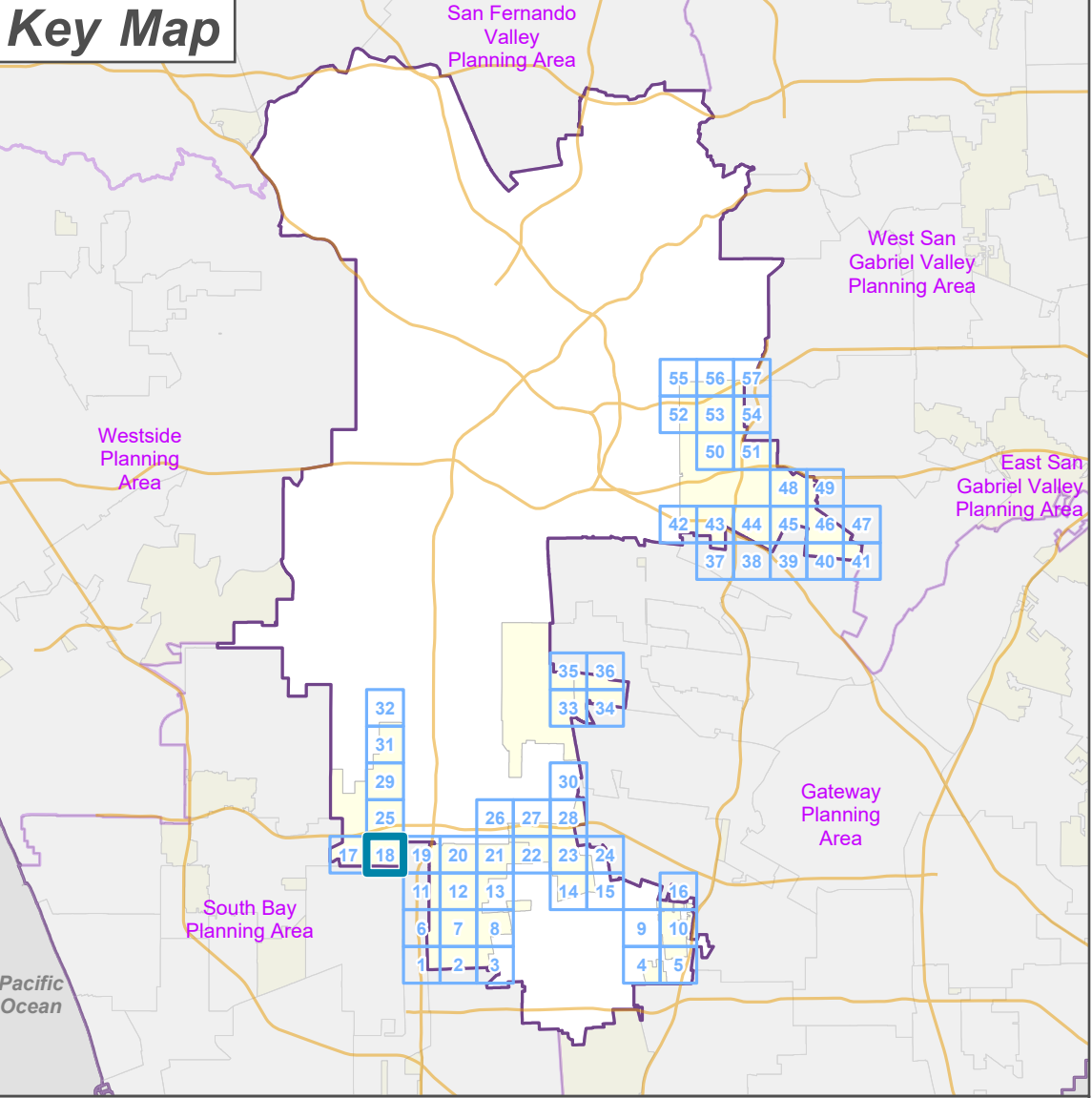
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Secondary
- Minor
- Alley
- Private Road

Key Map



LOS ANGELES COUNTY  
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- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Railroad

**Key Map**

The map displays the San Gabriel Valley Planning Area, which is divided into several sub-planning areas, each outlined in purple. These areas are labeled as follows:

- San Fernando Valley Planning Area (top center)
- Westside Planning Area (left side)
- East San Gabriel Valley Planning Area (right side)
- Gateway Planning Area (bottom right)
- South Bay Planning Area (bottom center)

Numbered precincts are shown in blue boxes across the map. The numbering is as follows:

- San Fernando Valley Planning Area:** 55, 56, 57, 58, 59, 60, 61, 62, 63, 64.
- Westside Planning Area:** 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47.
- East San Gabriel Valley Planning Area:** 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64.
- Gateway Planning Area:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64.
- South Bay Planning Area:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64.

The map also shows the Pacific Ocean to the west and south.

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- Primary
- Secondary
- Minor
- Alley
- - - Private Road

The map displays the San Gabriel Valley region with several planning areas outlined in purple. The numbered regions are as follows:

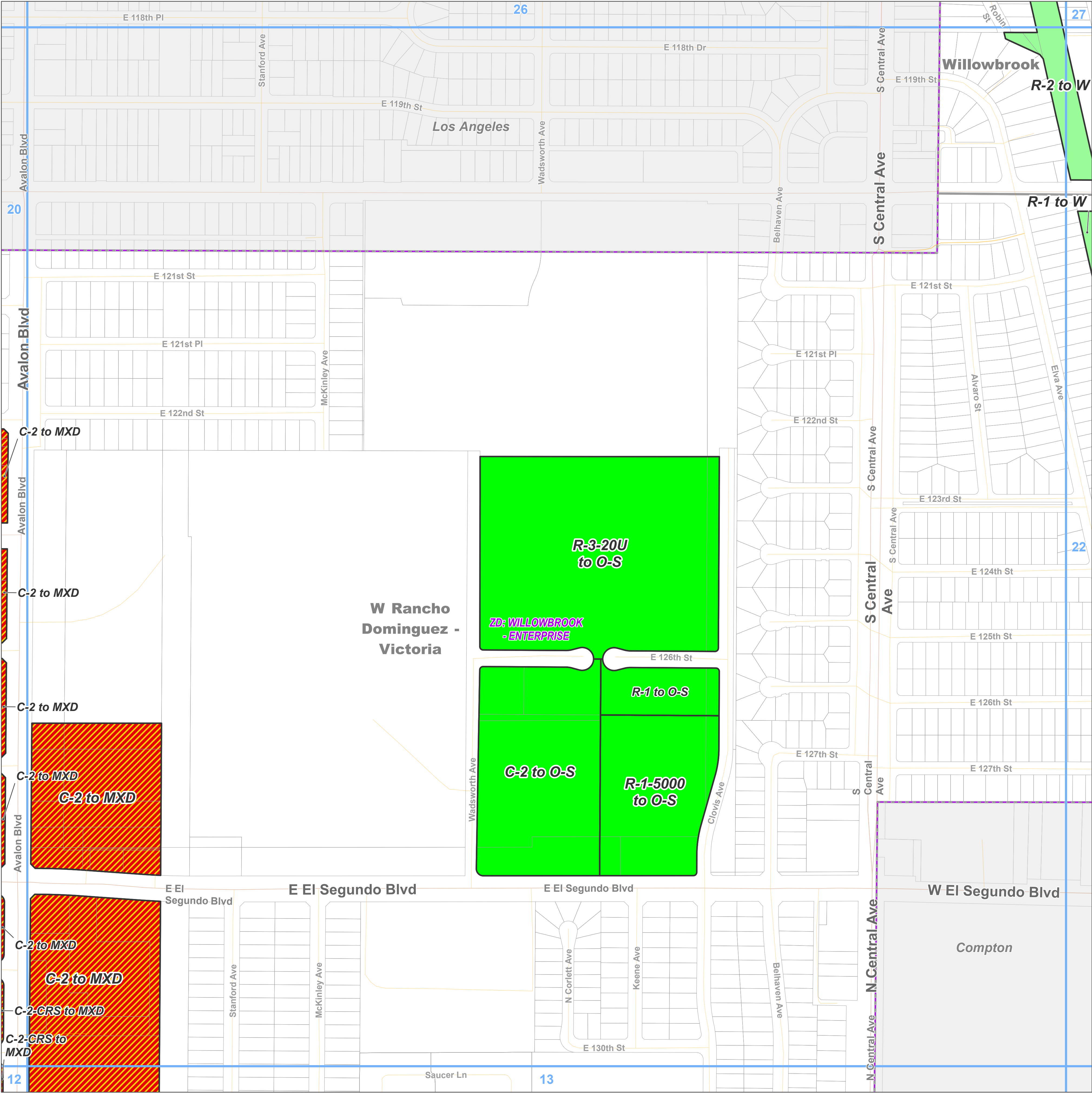
- San Fernando Valley Planning Area:** Regions 32, 31, 29, 25, 17, 18, 19, 15, 16, 11, 12, 13, 6, 7, 8, 2, 3, 4, 5.
- Westside Planning Area:** Regions 55, 56, 57, 52, 53, 54, 50, 51.
- San Gabriel Valley Planning Area:** Regions 42, 43, 44, 48, 49, 45, 46, 47, 37, 38, 39, 40, 41.
- East San Gabriel Valley Planning Area:** Regions 35, 36, 33, 34, 30, 26, 27, 28, 23, 24, 14, 15, 9, 10, 4, 1.
- Gateway Planning Area:** Regions 3, 4, 5.
- South Bay Planning Area:** Regions 1, 2, 3, 4, 5.

The map also shows the Pacific Ocean to the west and a red and yellow striped area to the south.



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Los Angeles County

Metro Planning Area Zone Changes

Zoned District(s): Willowbrook - Enterprise

Zoning Category

- MXD - Mixed Use Development
- O-S - Open Space
- W - Watershed

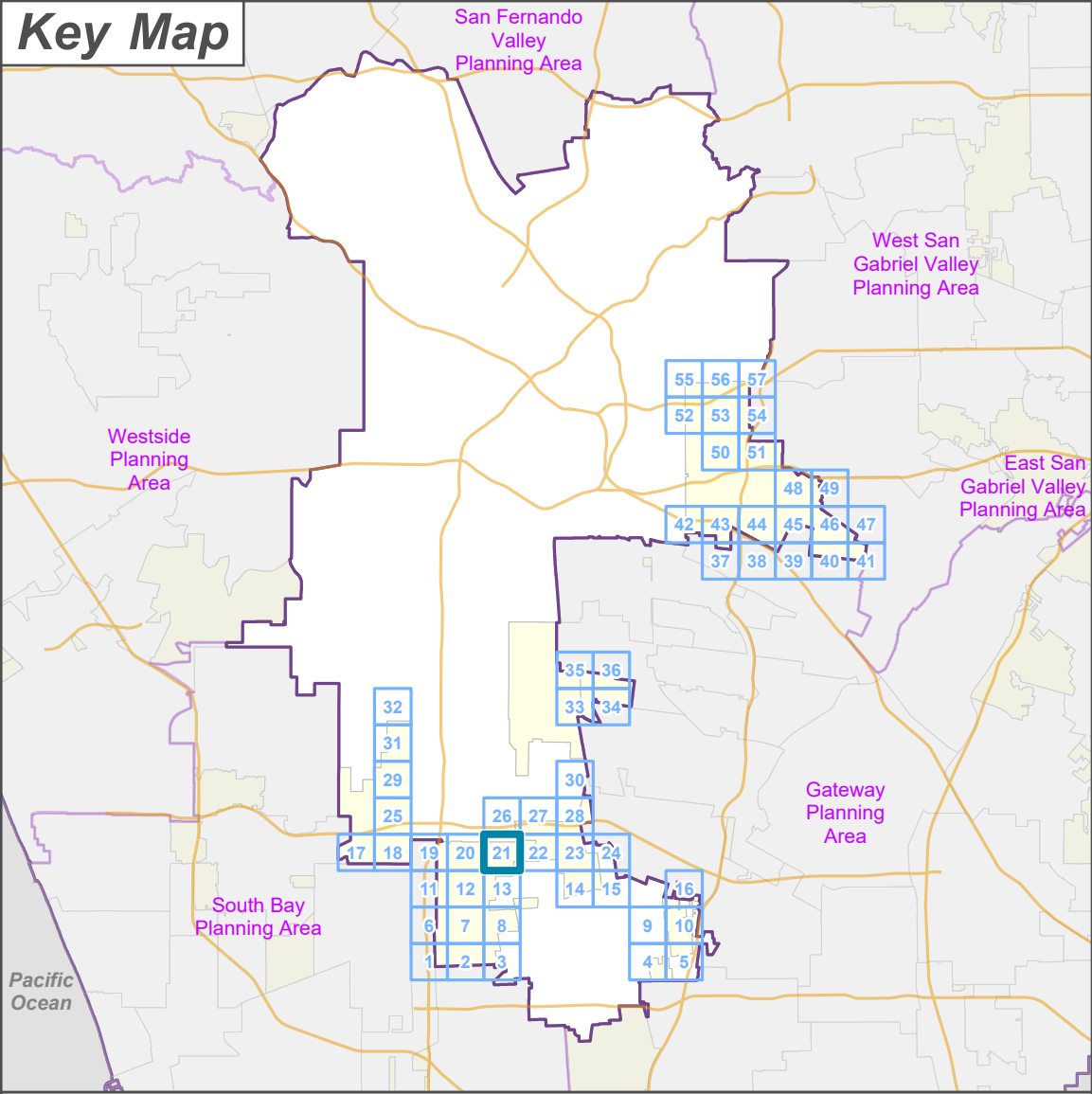
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

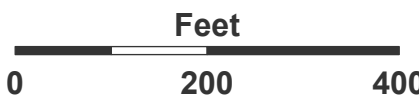
Street Types

- Primary
- Secondary
- Minor
- Alley

Key Map



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Metro Planning Area Zone Changes

Zoned District(s): Willowbrook - Enterprise

Zoning Category

- R-3 - Limited Density Multiple Residence
- O-S - Open Space
- W - Watershed

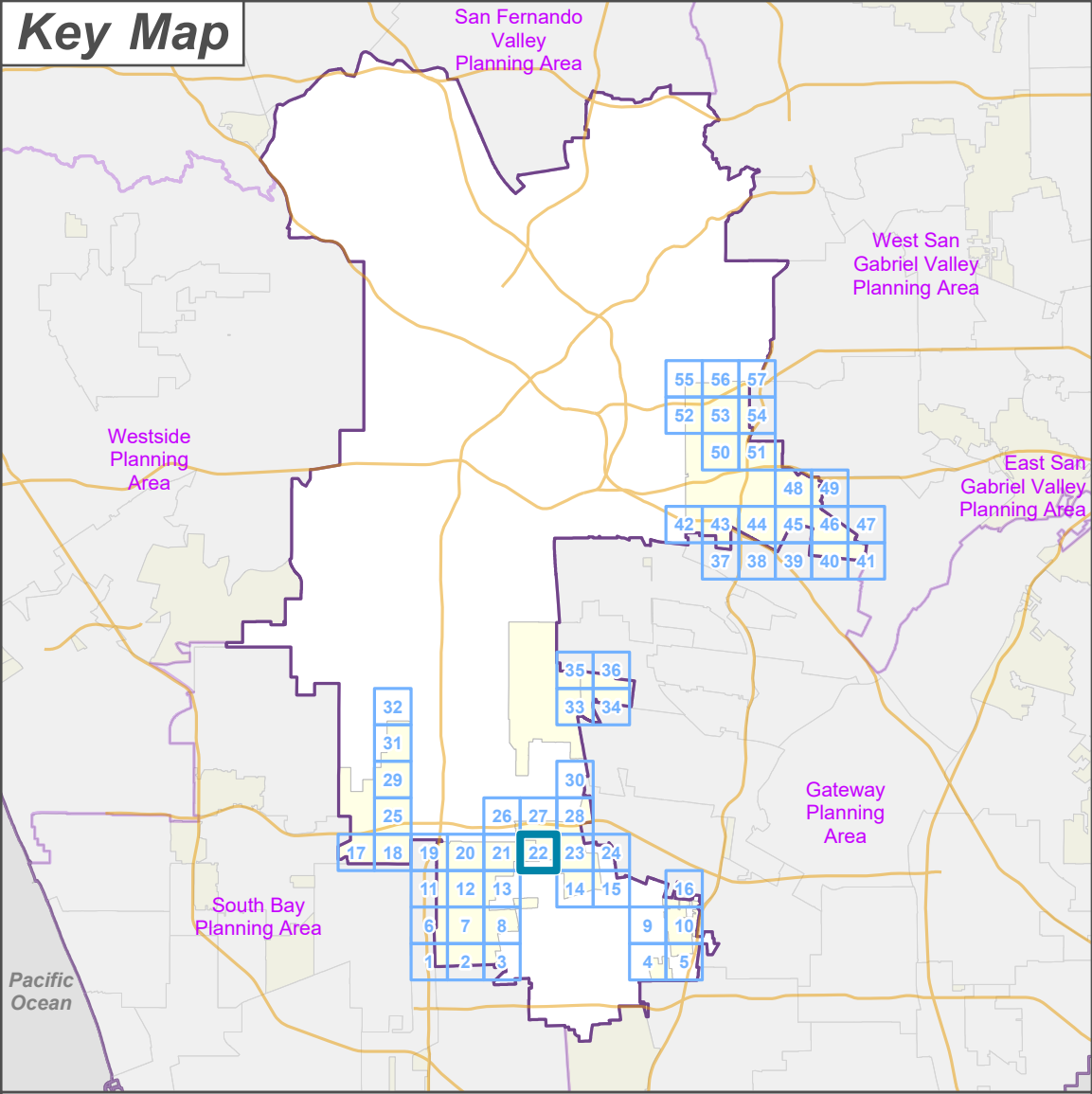
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

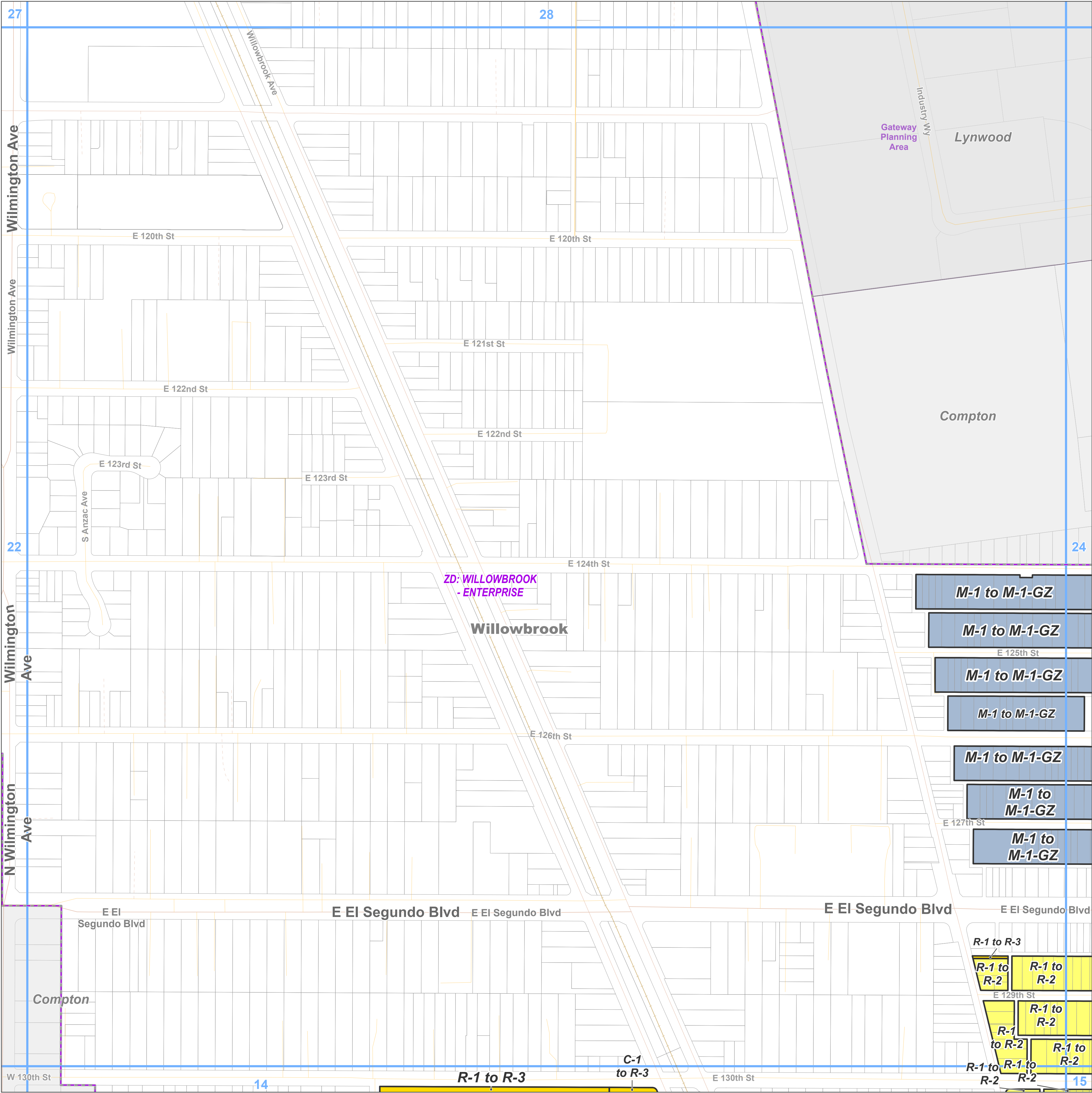
Key Map



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Los Angeles County

Metro Planning Area Zone Changes

Zoned District(s): Willowbrook - Enterprise

Zoning Category

- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- M-1 - Light Manufacturing

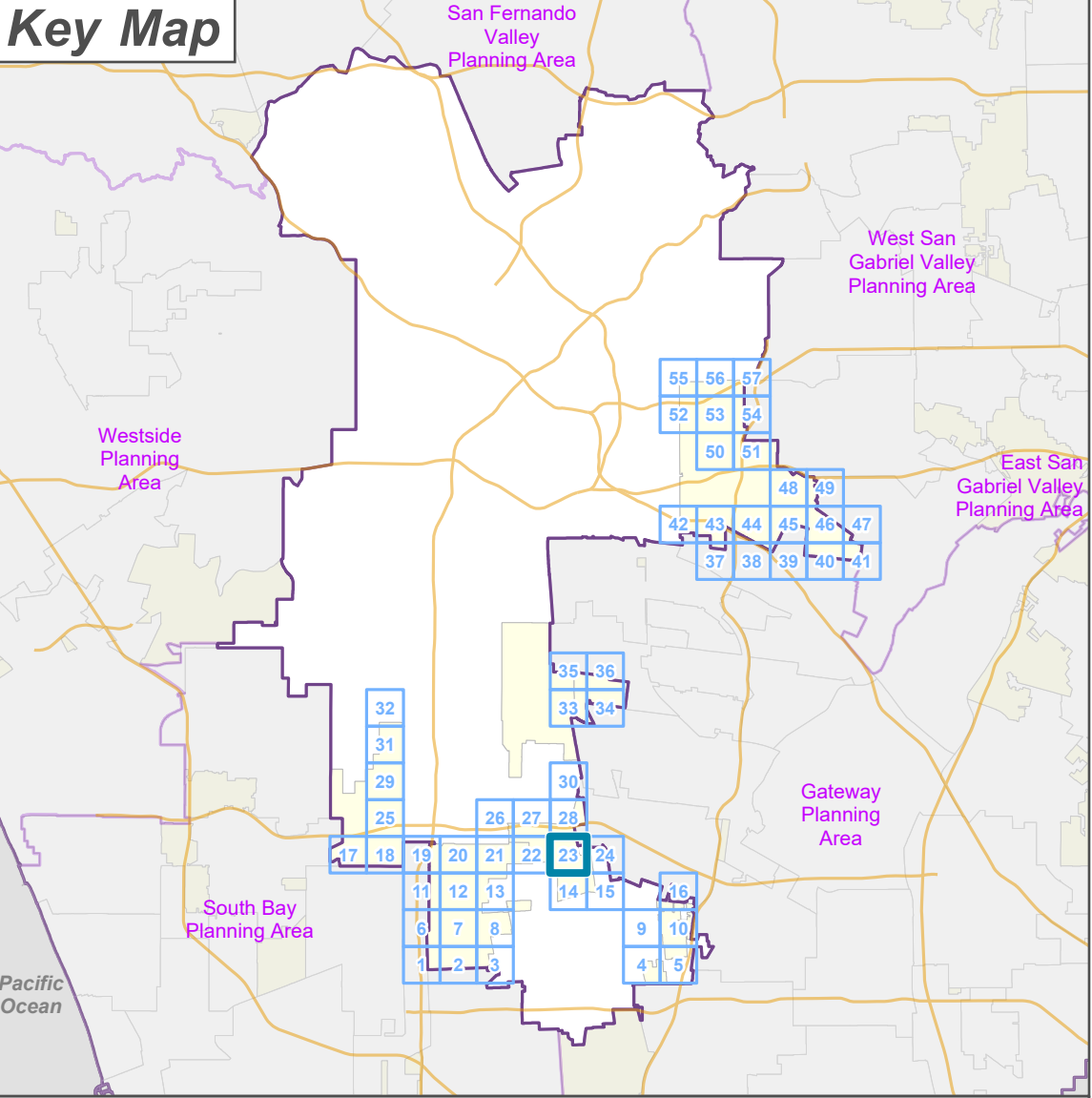
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Secondary
- Minor
- Alley
- Private Road
- Railroad

Key Map



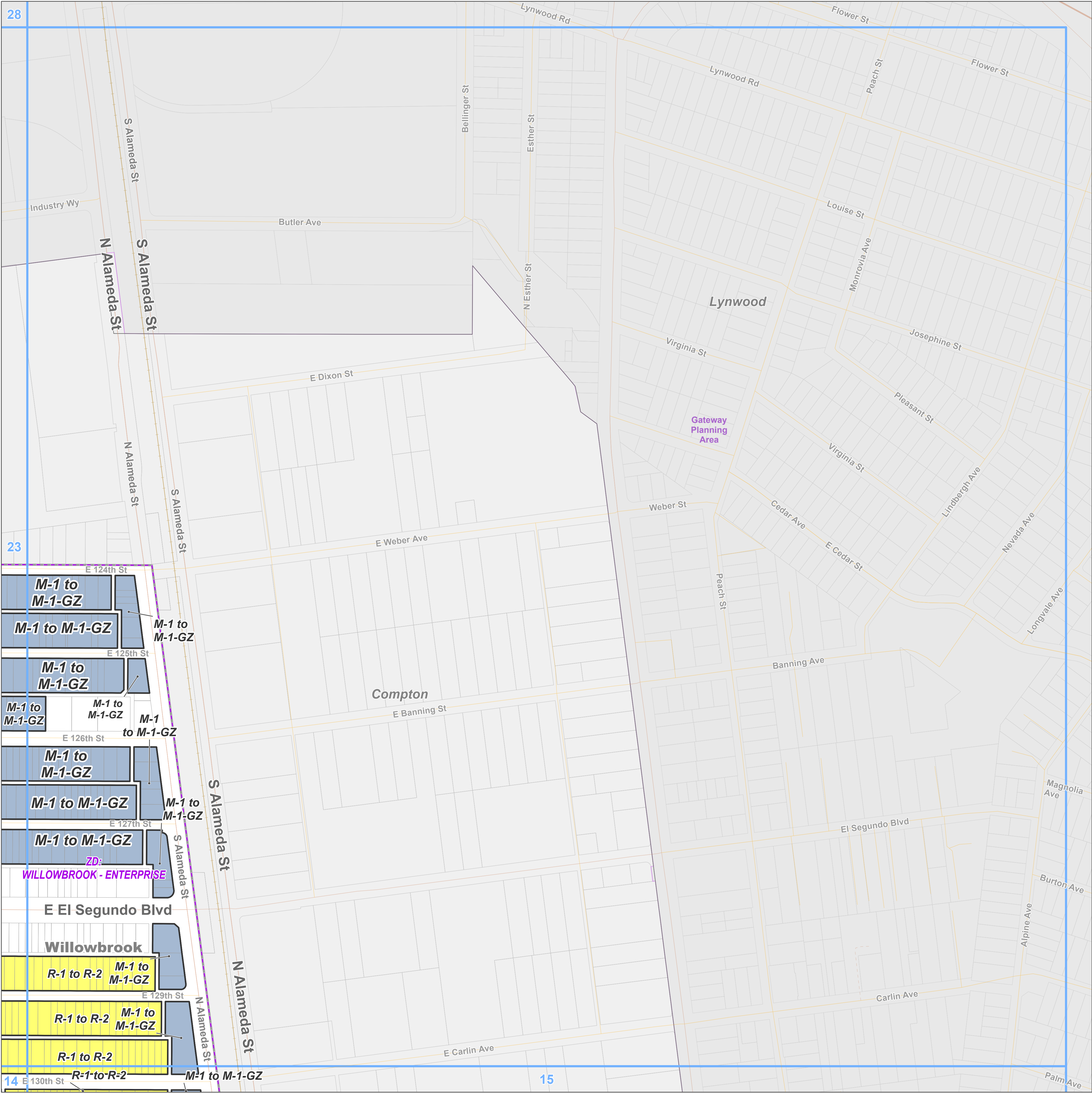
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Metro Planning Area Zone Changes

Zoned District(s): Willowbrook - Enterprise

Zoning Category

- R-2 - Two-Family Residence
- M-1 - Light Manufacturing

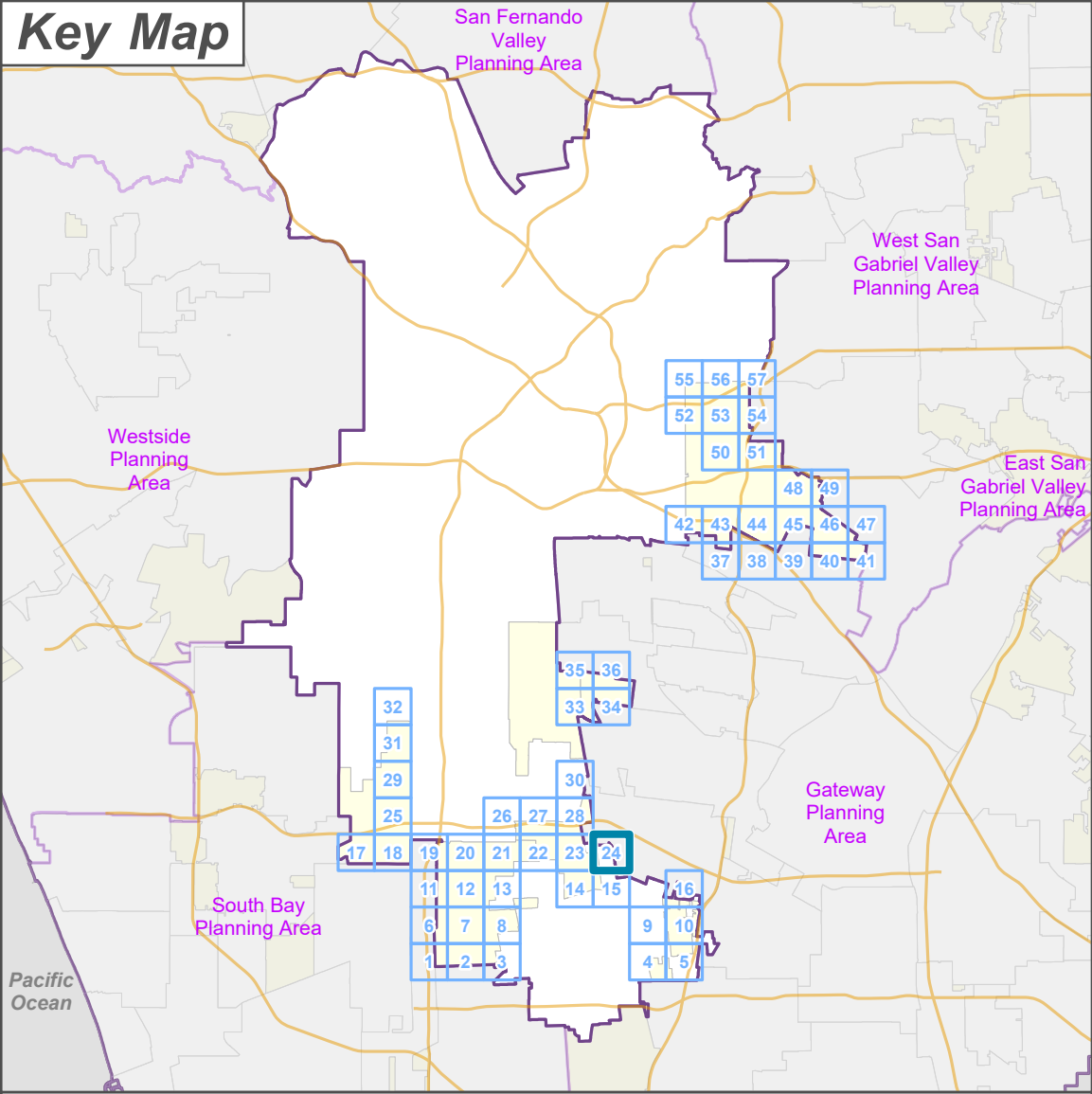
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

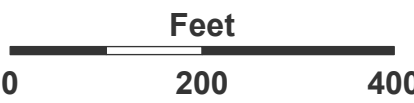
Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road
- Railroad

Key Map



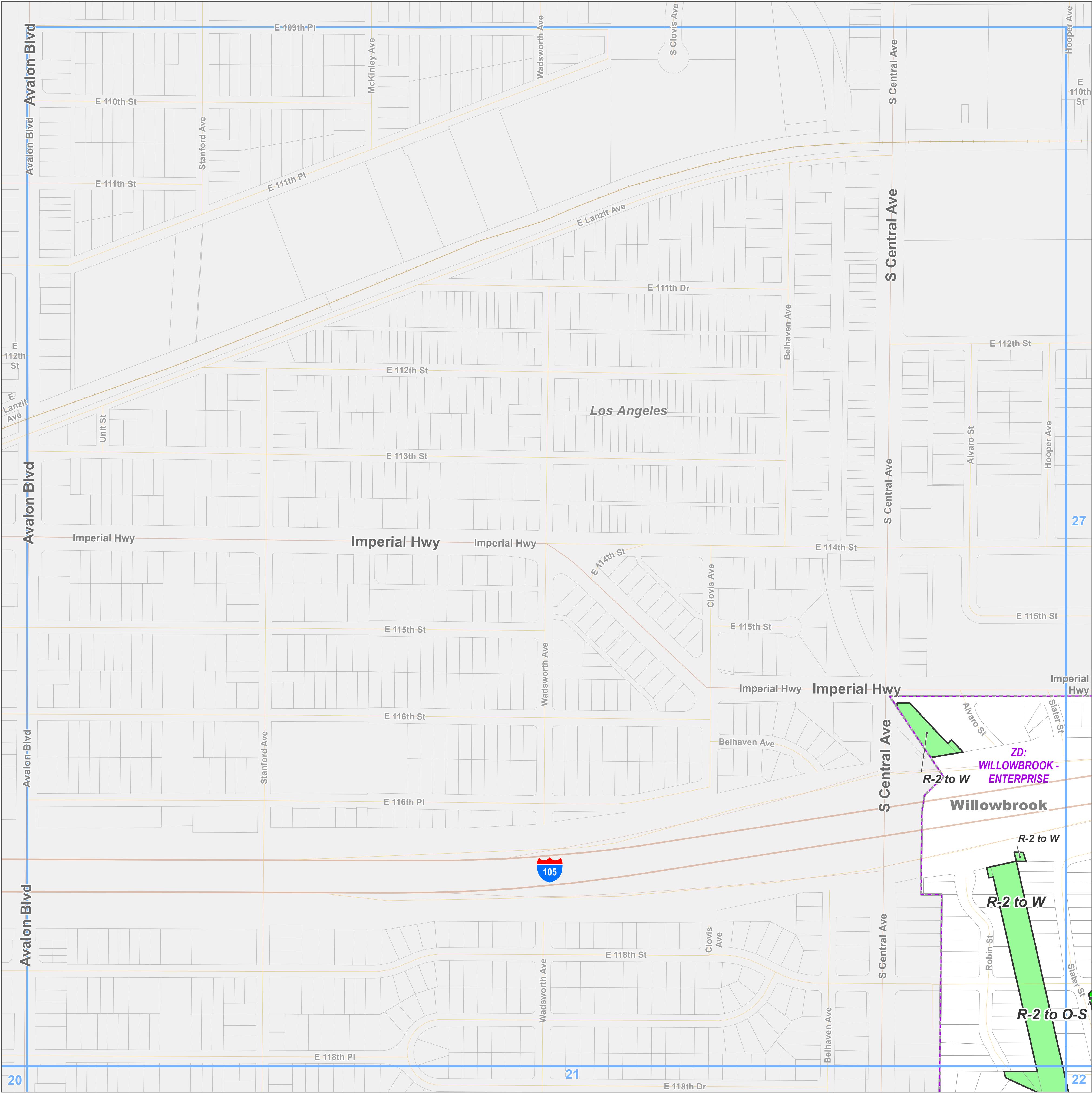
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Zoning Category

- O-S - Open Space
- W - Watershed

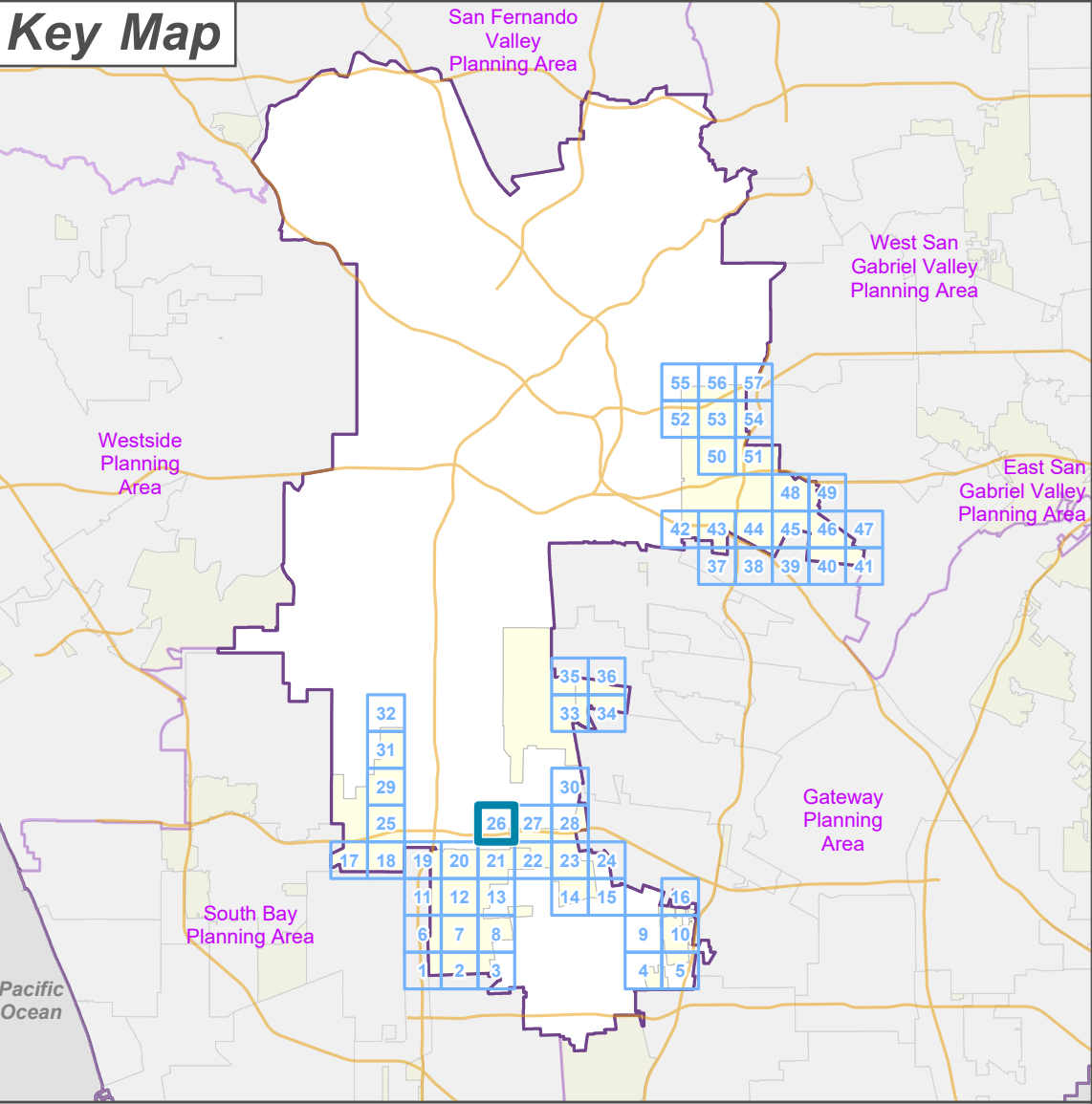
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Minor
- Ramp
- Railroad

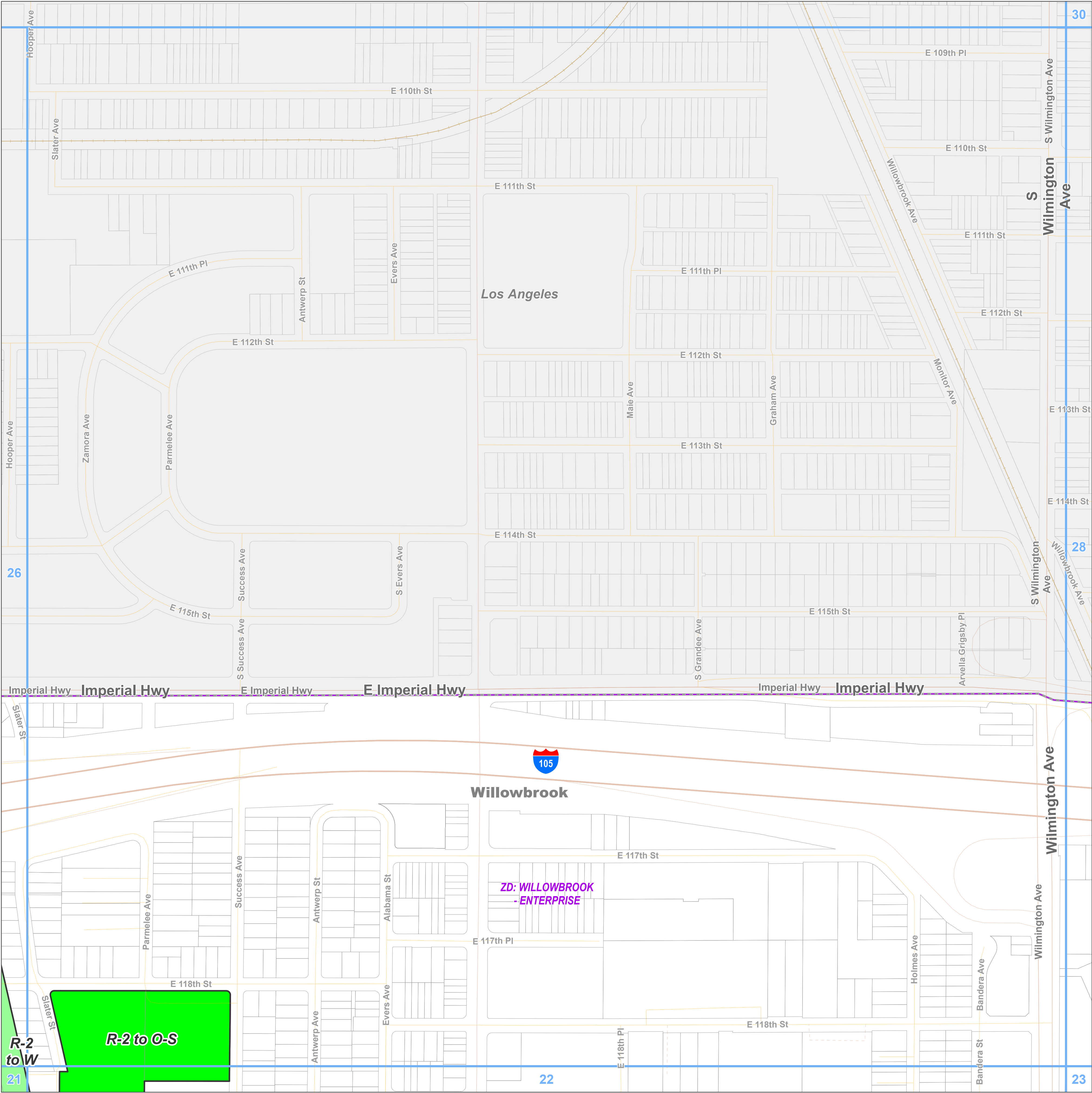
Key Map



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Los Angeles County

Metro Planning Area Zone Changes

Zoned District(s): Willowbrook - Enterprise

Zoning Category

- O-S - Open Space
- W - Watershed

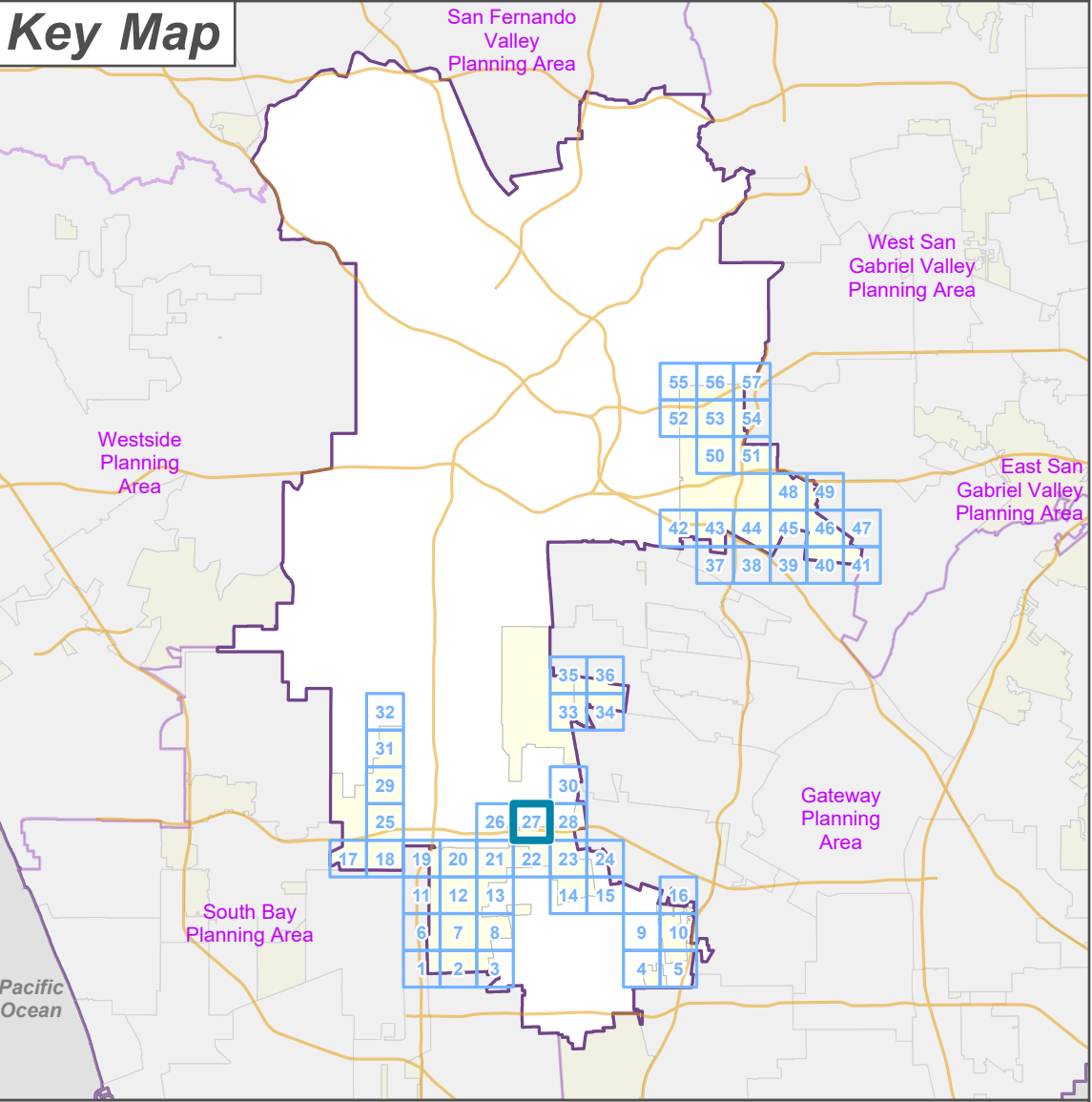
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

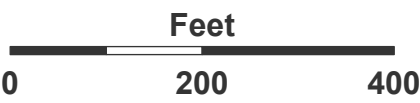
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road
- Railroad

Key Map



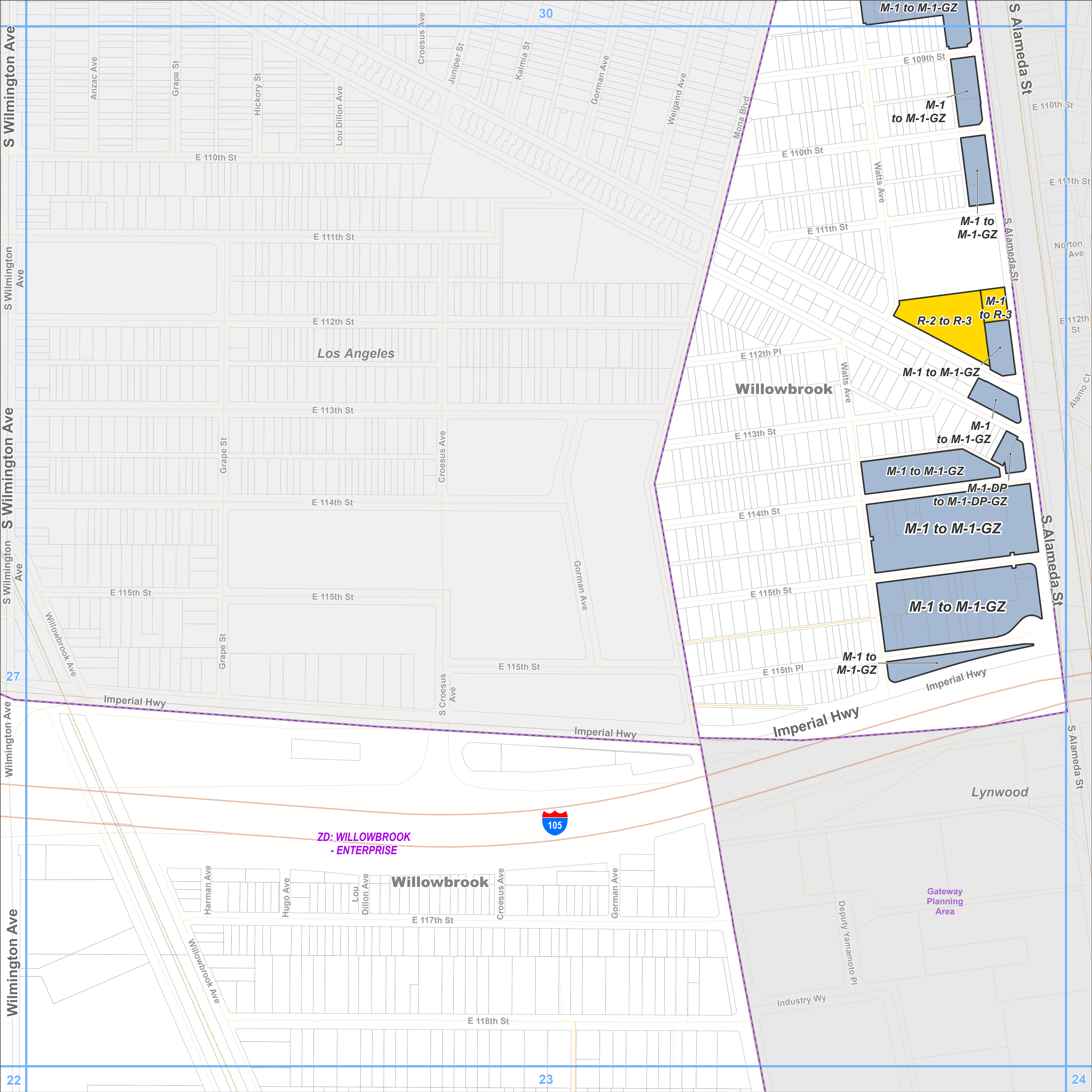
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Metro Planning Area Zone Changes

Zoned District(s): Willowbrook - Enterprise

Zoning Category

- R-3 - Limited Density Multiple Residence
- M-1 - Light Manufacturing

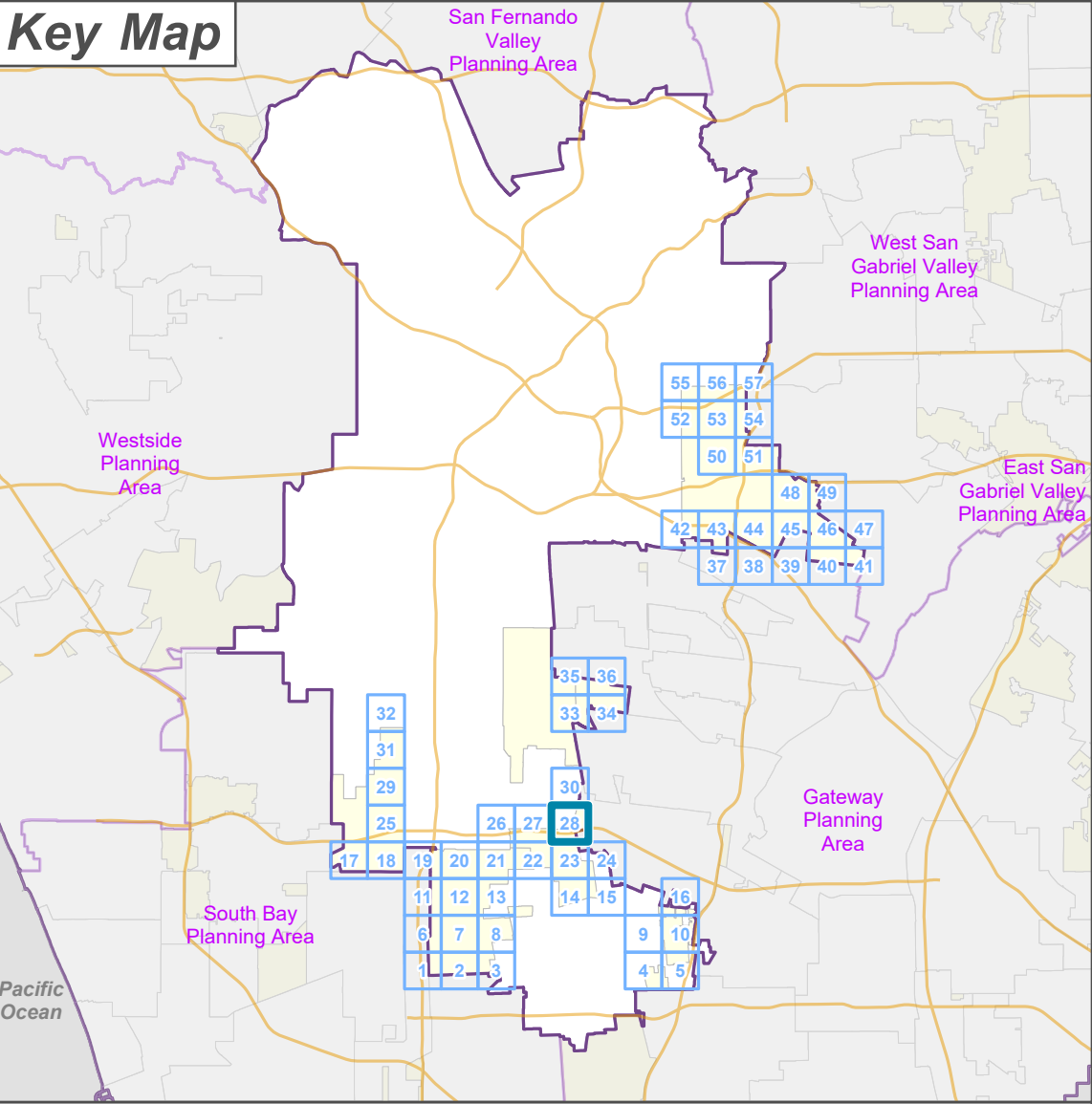
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

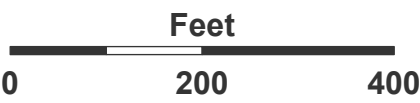
Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Private Road
- Railroad

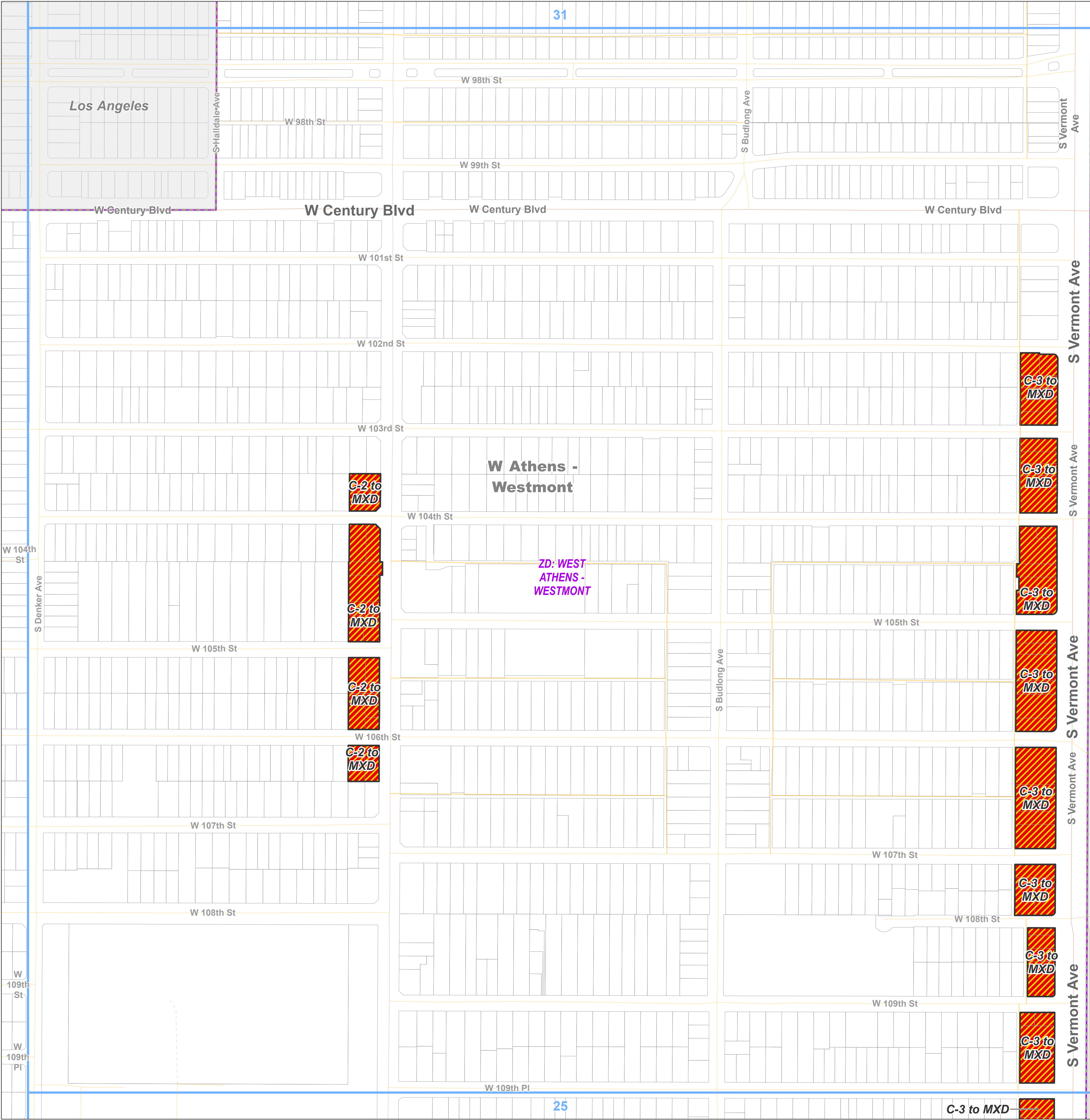
Key Map



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Metro Planning Area Zone Changes

Zoned District(s): West Athens - Westmont

Zoning Category

MXD - Mixed Use Development

Base Layers

Zoned District

Parcels

Unincorporated Area

Incorporated City

Map Series Grid

Street Types

Primary

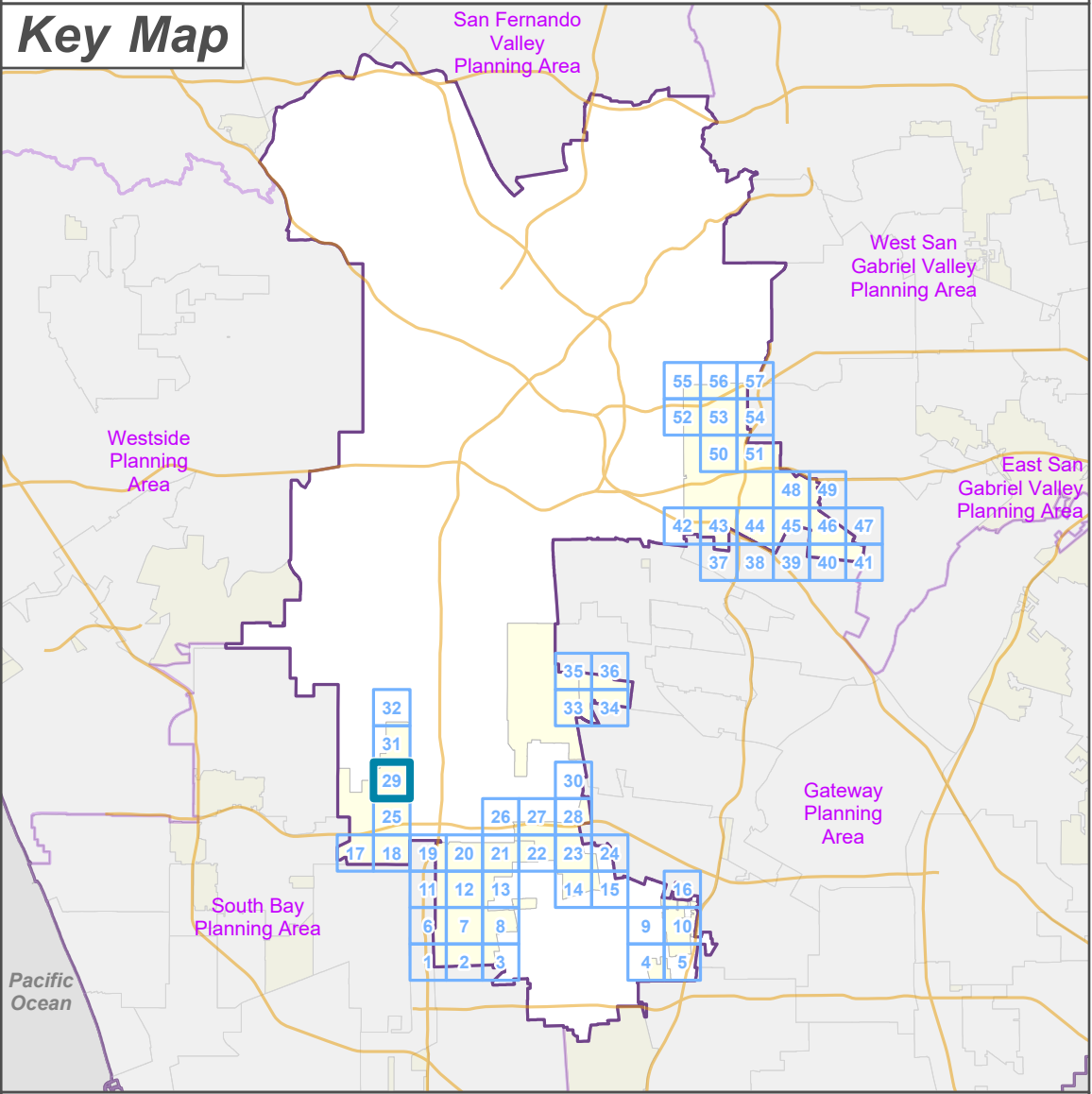
Secondary

Minor

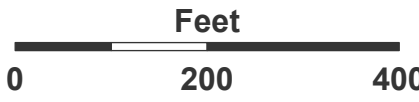
Alley

Private Road

Key Map



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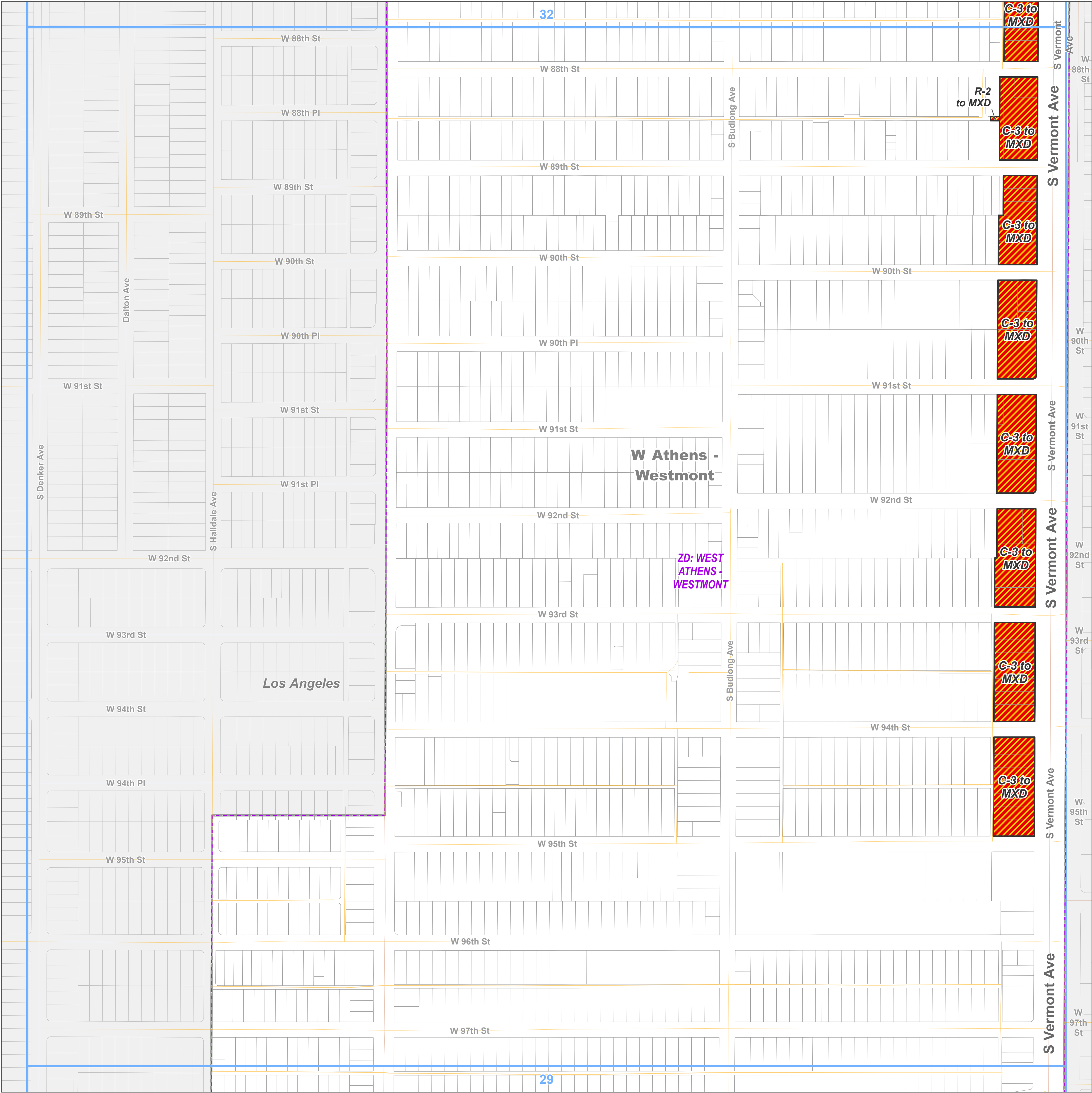




 Railroad

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Metro Planning Area Zone Changes

Zoned District(s): West Athens - Westmont

Zoning Category

MXD - Mixed Use Development

Base Layers

Zoned District

Parcels

Unincorporated Area

Incorporated City

Map Series Grid

Street Types

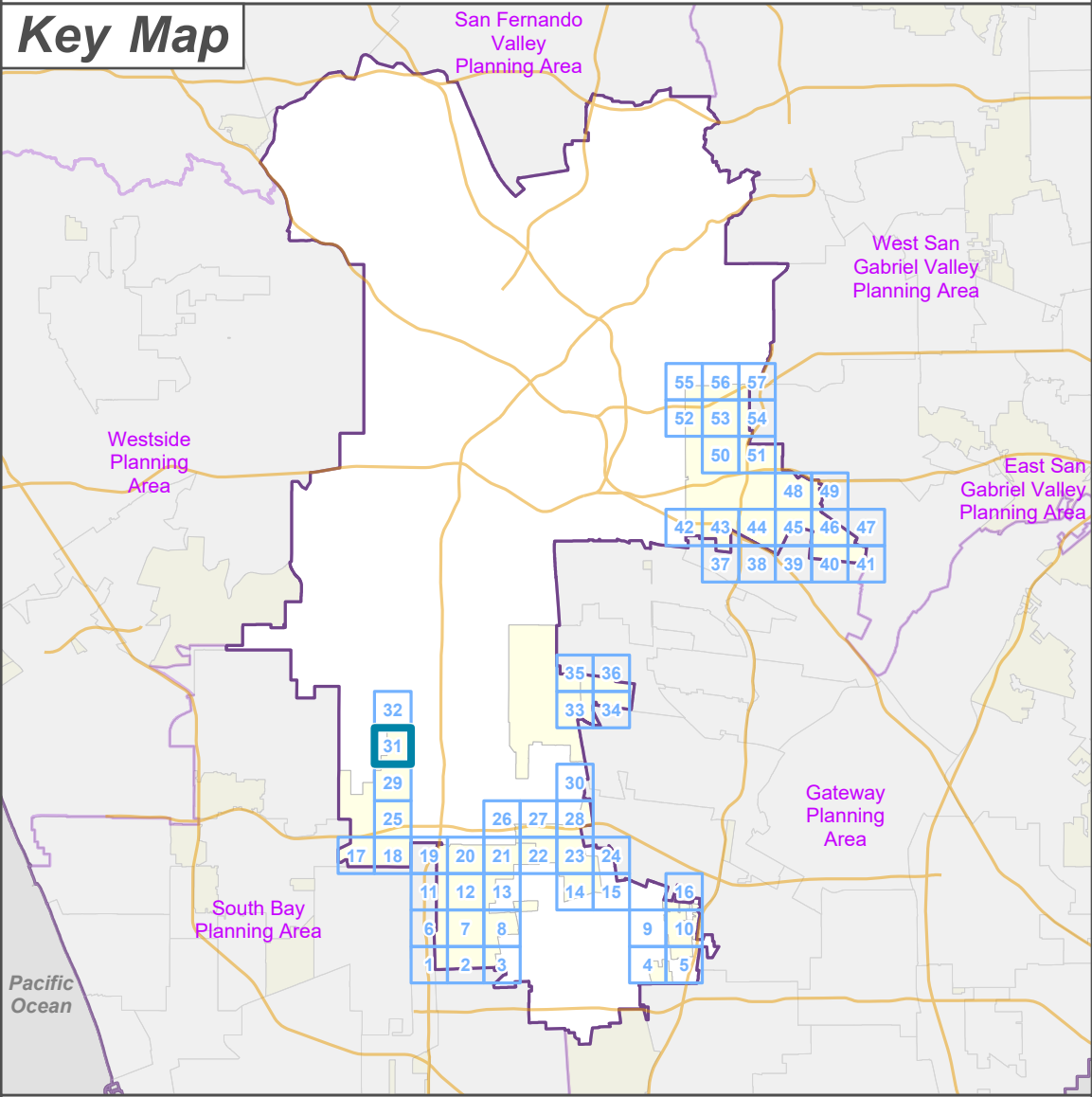
Primary

Secondary

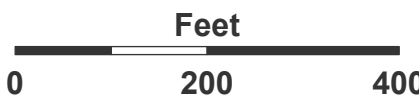
Minor

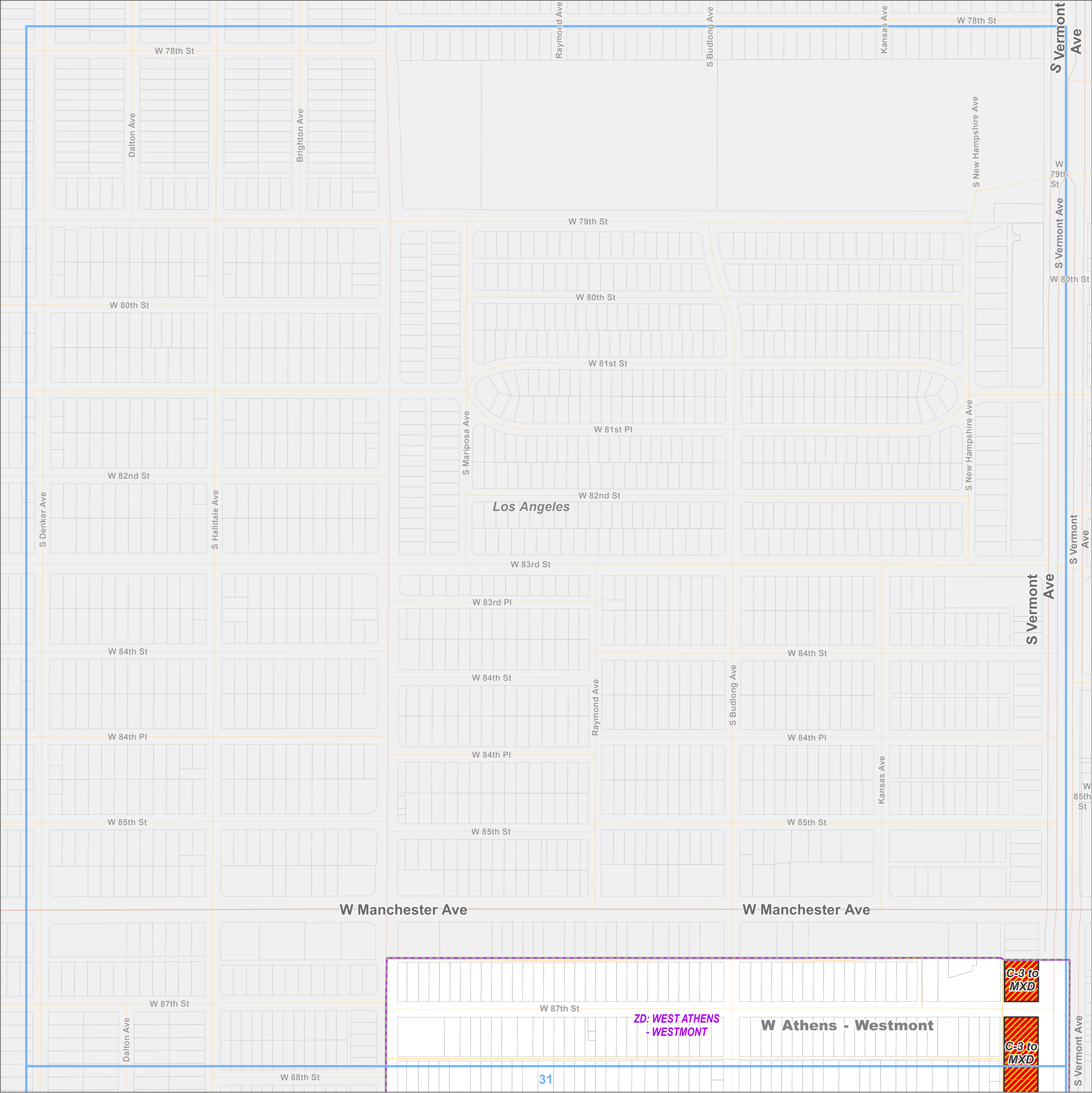
Alley

Key Map



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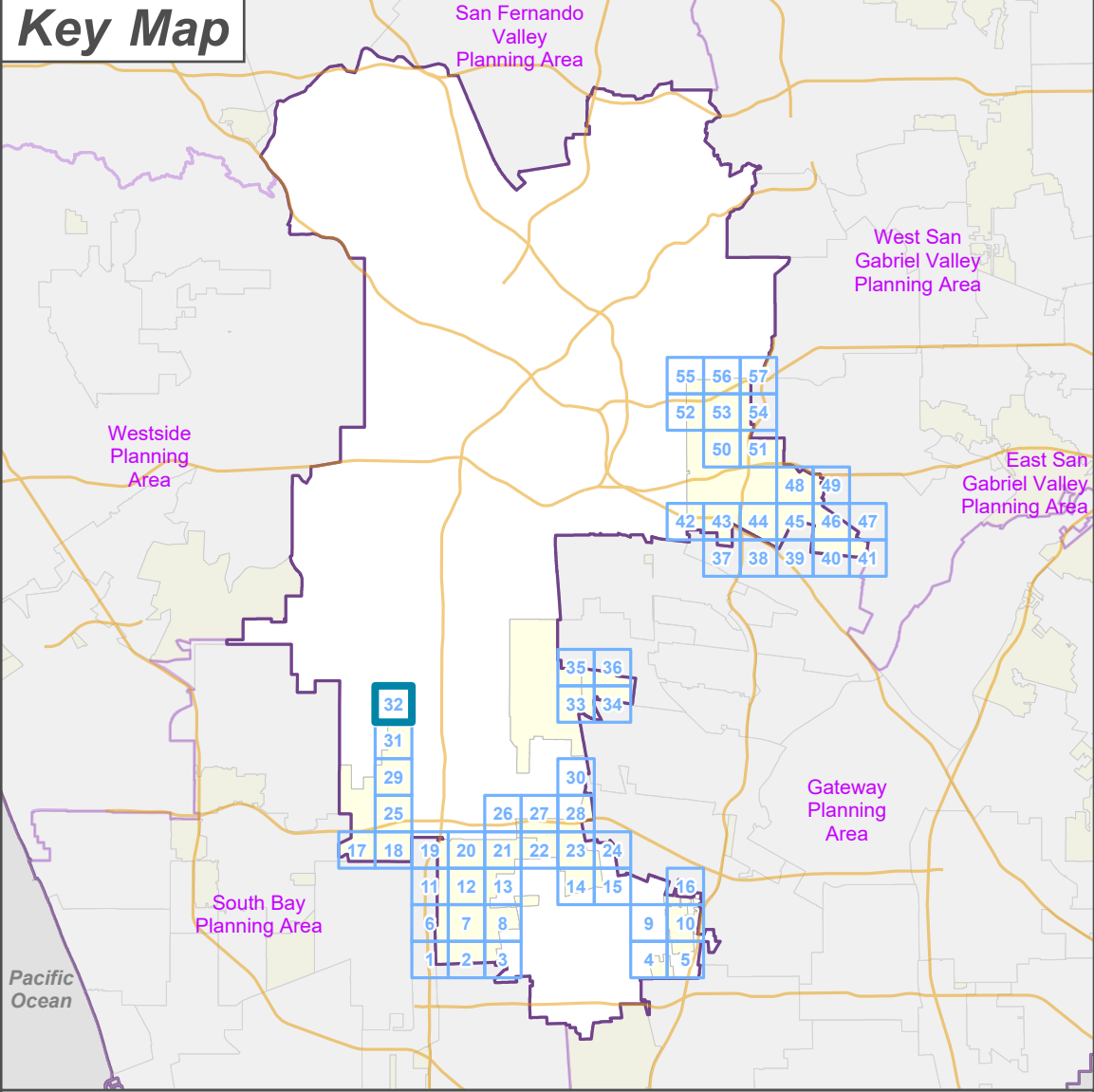


Metro Planning Area Zone Changes

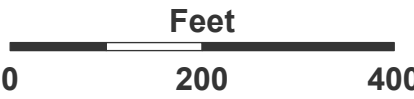
Zoned District(s): West Athens - Westmont

- Zoning Category**
- MXD - Mixed Use Development
- Base Layers**
- Zoned District
  - Parcels
  - Unincorporated Area
  - Incorporated City
  - Map Series Grid
- Street Types**
- Highway
  - Primary
  - Secondary
  - Minor
  - Alley

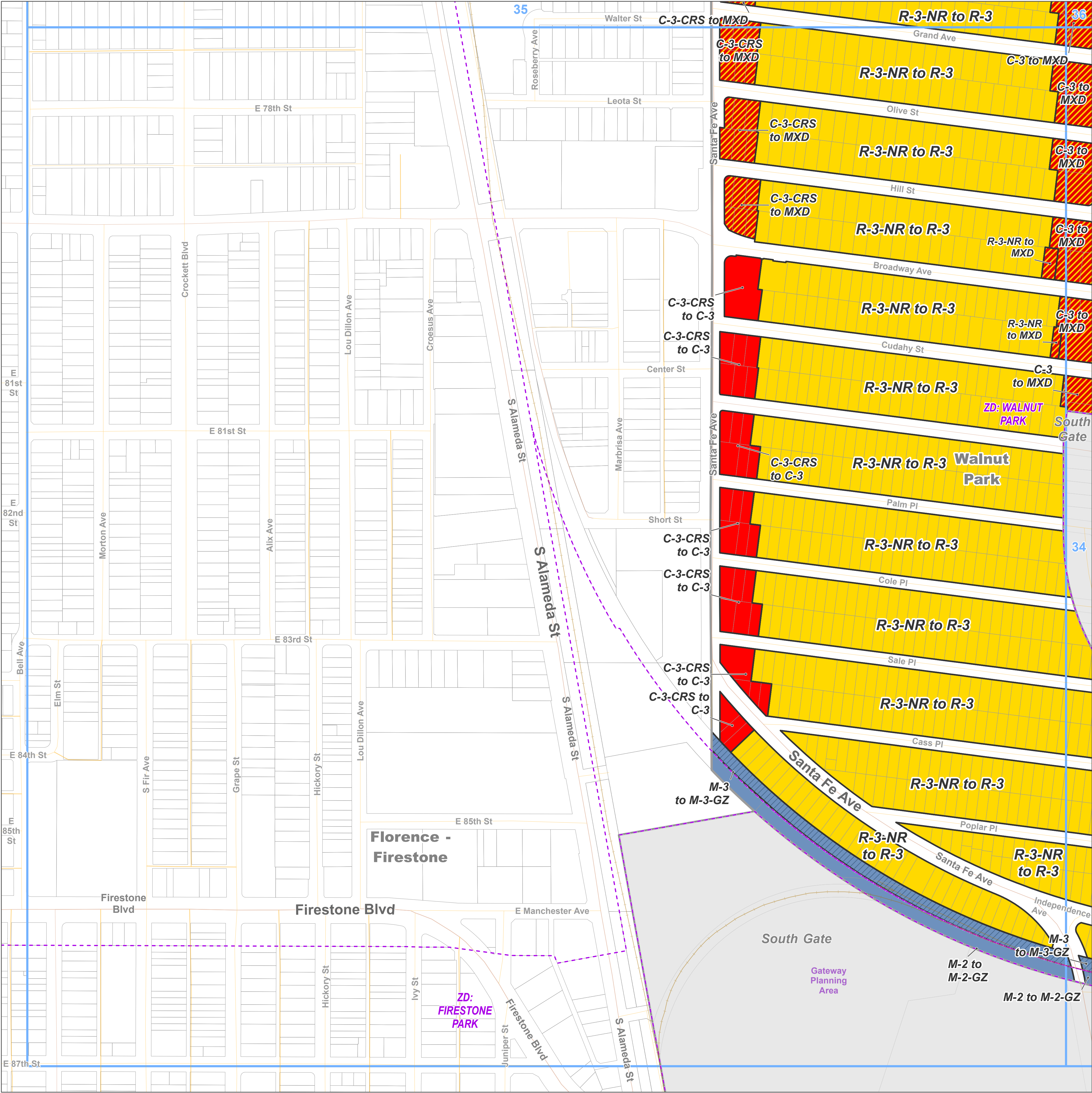
Key Map



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Metro Planning Area Zone Changes

Zoned District(s): Firestone Park, Walnut Park

Zoning Category

- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development
- C-3 - General Commercial
- M-2 - Heavy Manufacturing
- M-3 - Unclassified

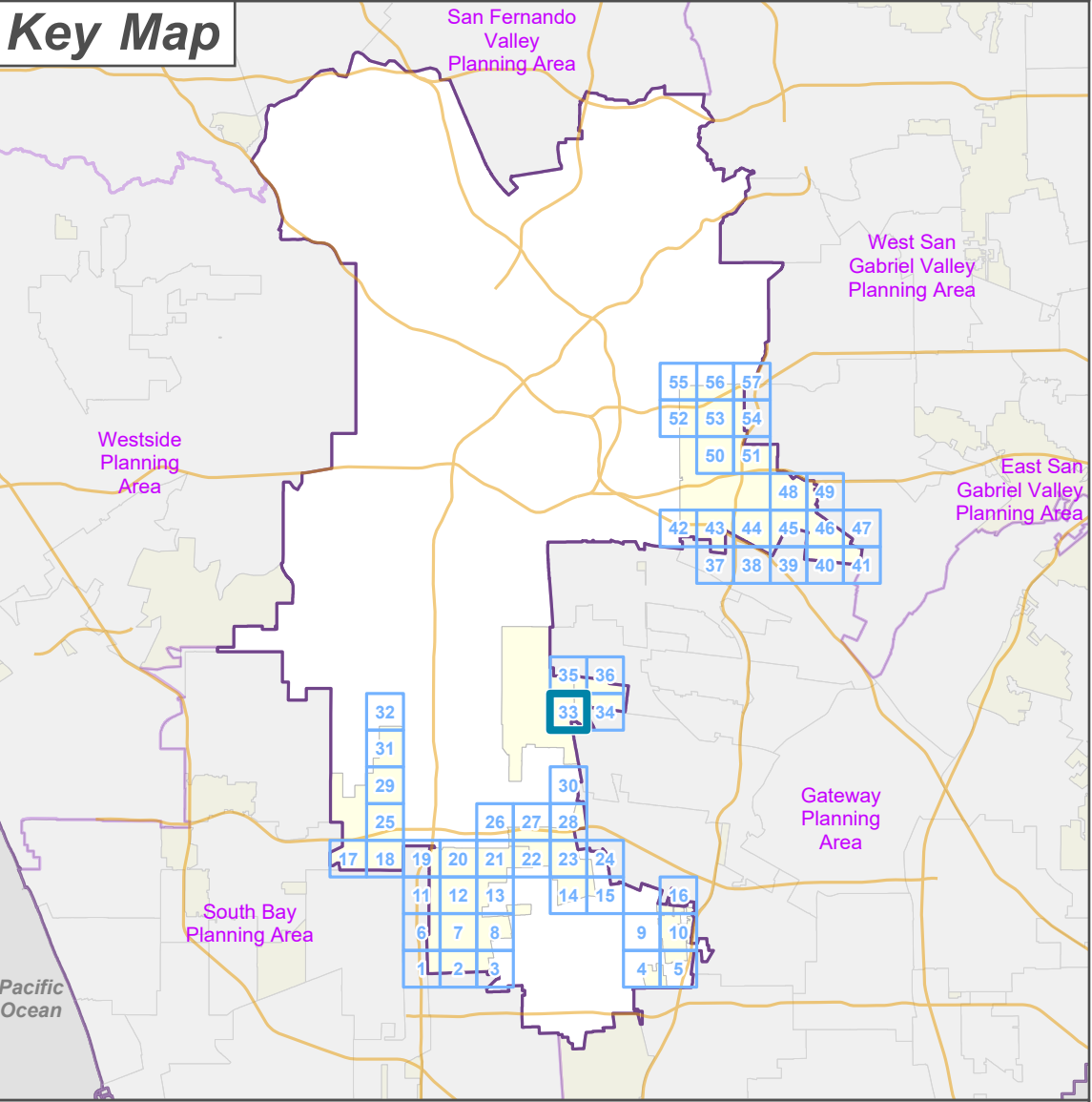
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Secondary
- Minor
- Alley
- Railroad

Key Map

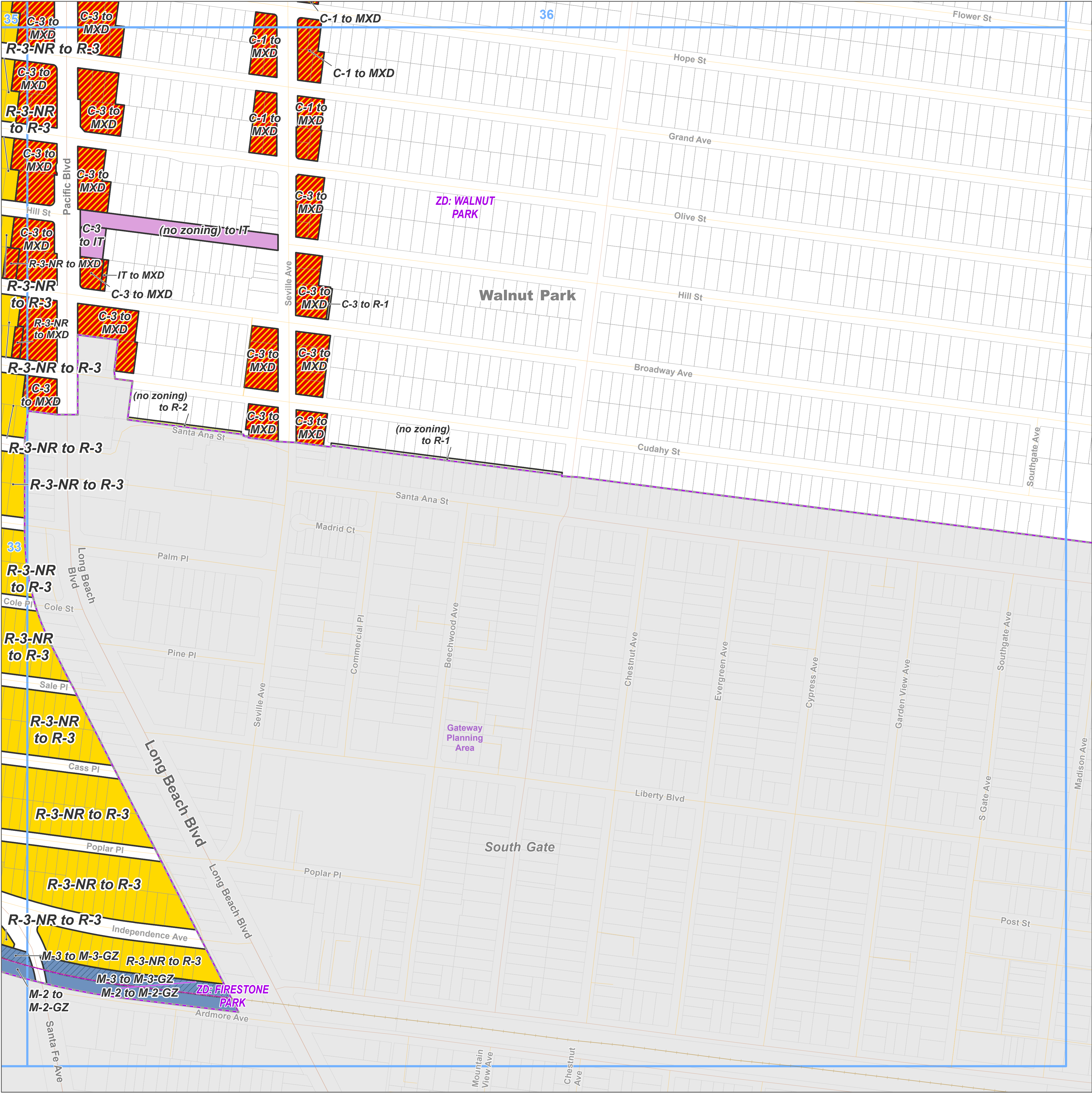


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Metro Planning Area Zone Changes

Zoned District(s): Firestone Park, Walnut Park

Zoning Category

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development
- M-2 - Heavy Manufacturing
- M-3 - Unclassified
- IT - Institutional

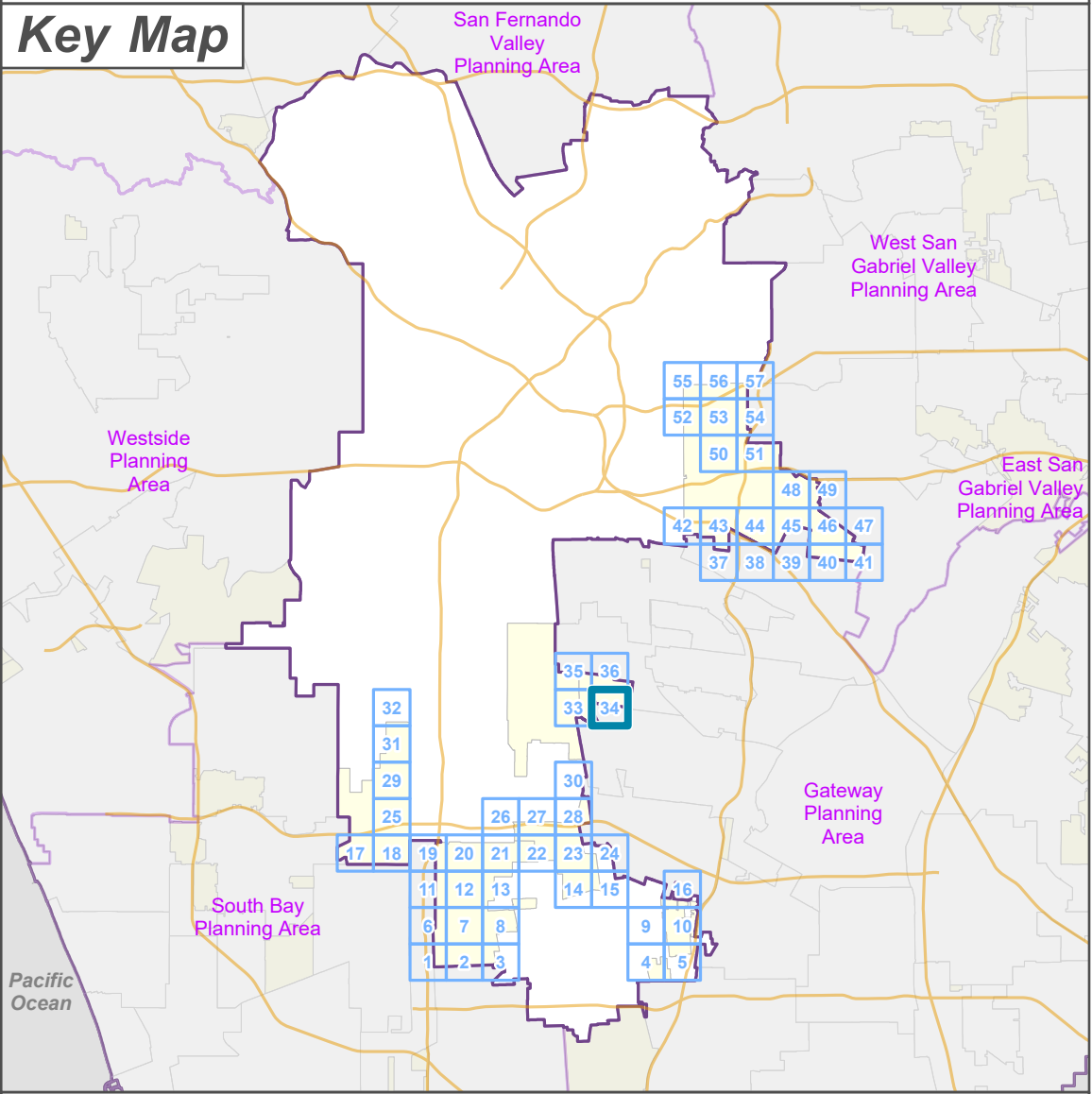
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

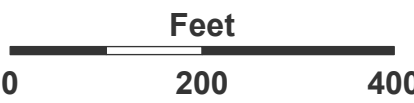
Street Types

- Primary
- Secondary
- Minor
- Alley
- Railroad

Key Map

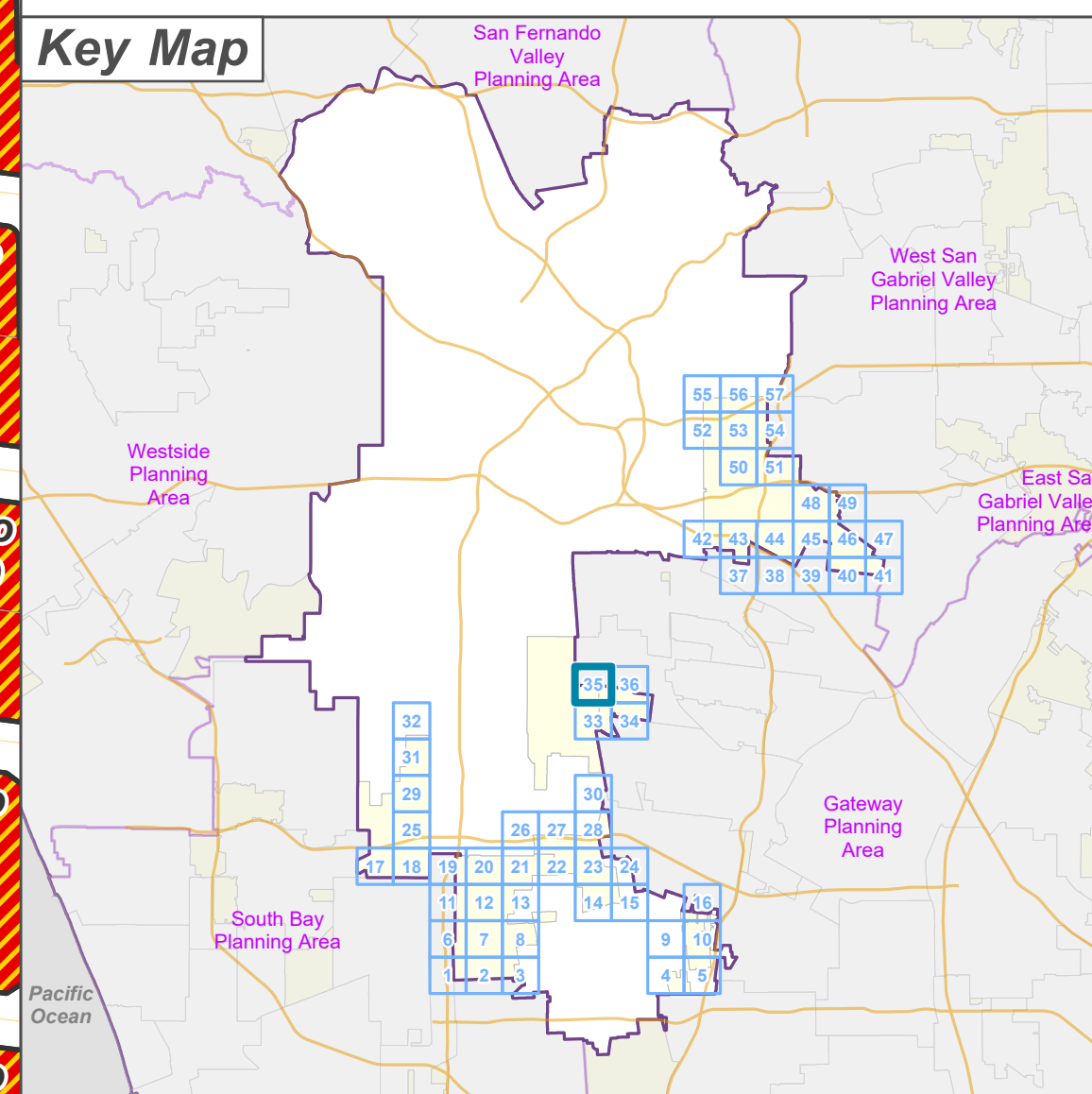


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- Primary
- Secondary
- Minor
- Alley
- Railroad



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Feet

0 200 400

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Zoning Category

- R-1 - Single-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development

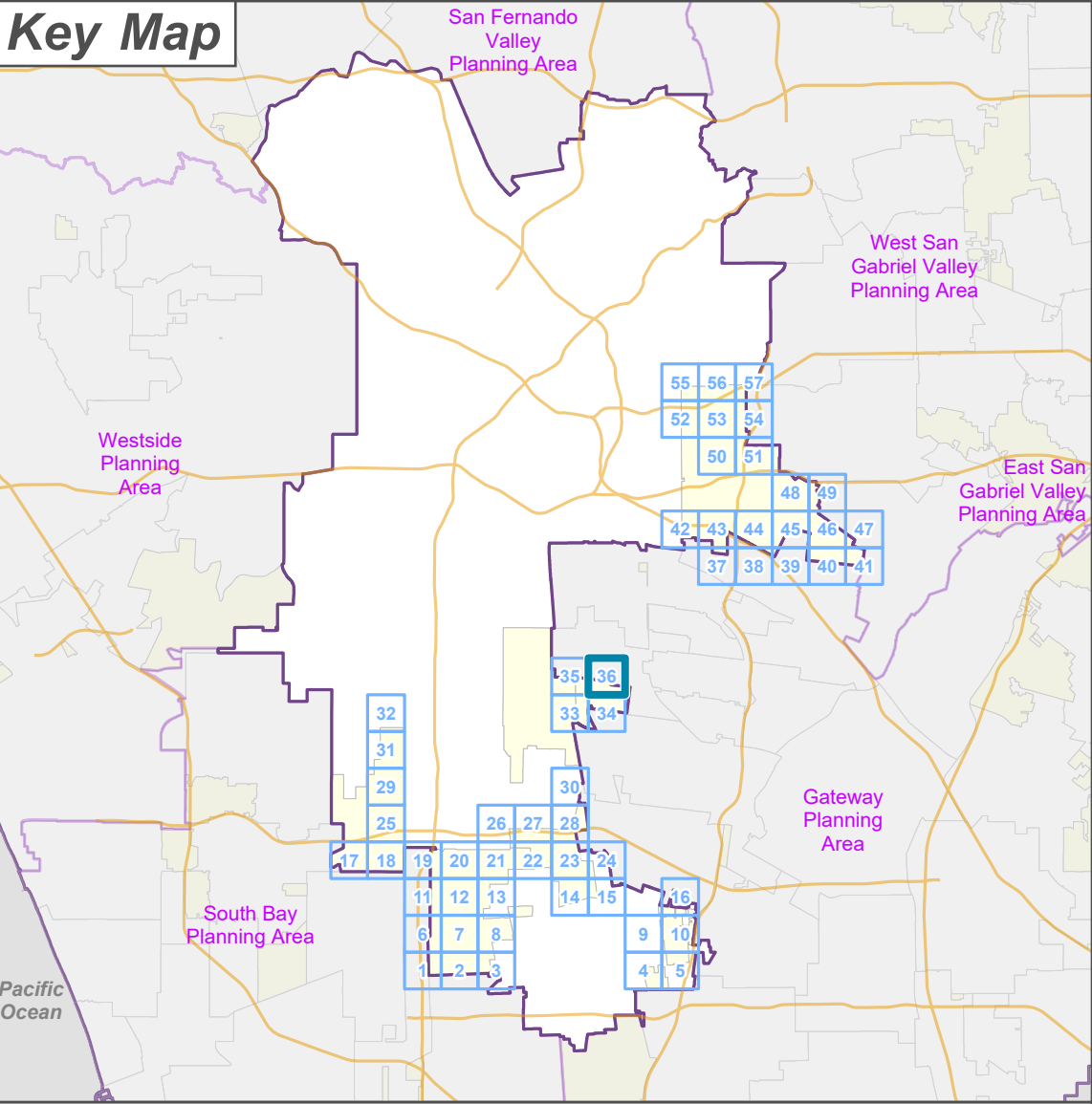
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

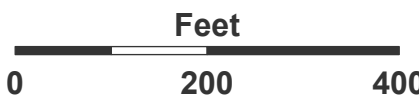
Street Types

- Primary
- Secondary
- Minor
- Alley

Key Map

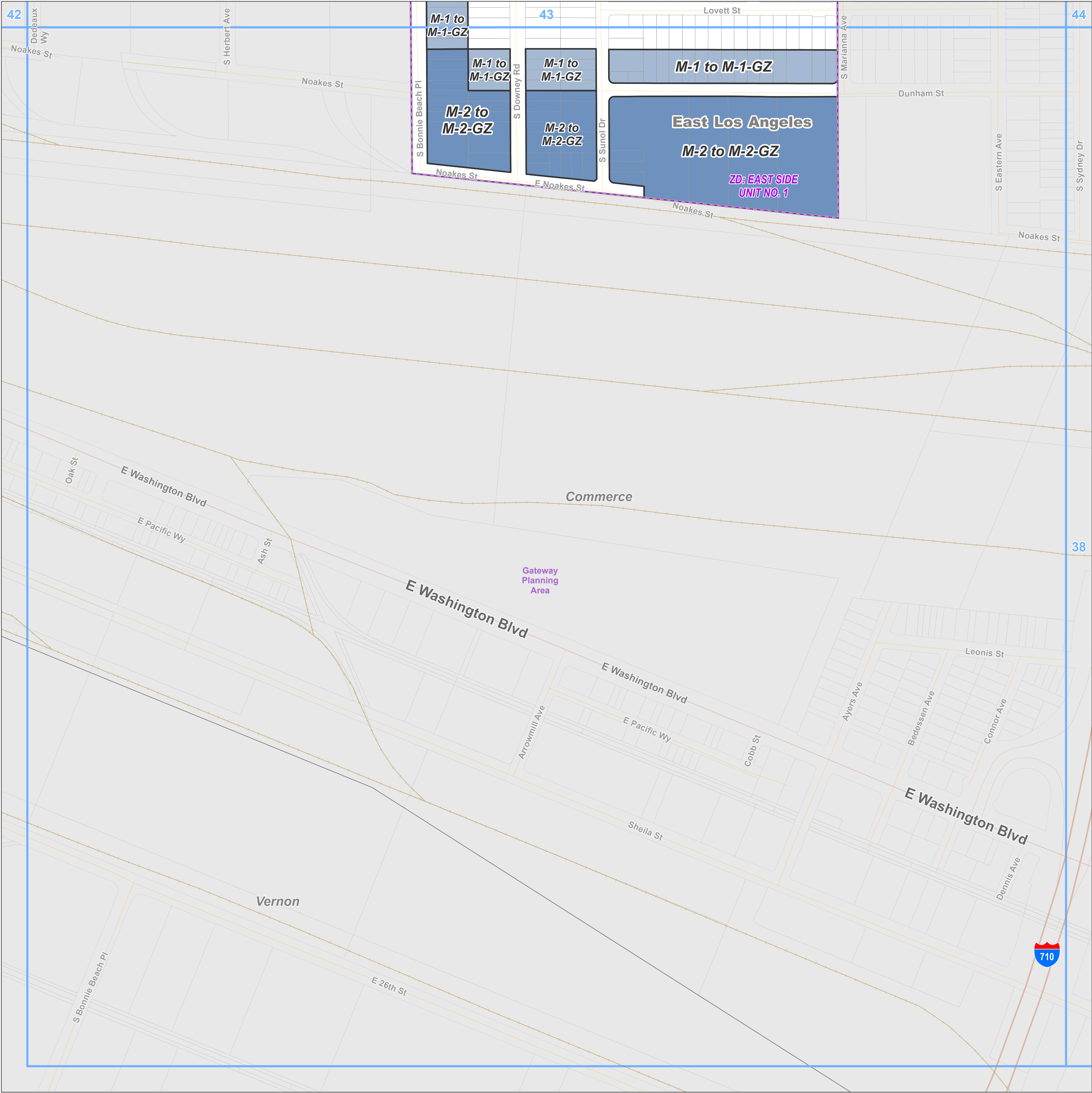


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Los Angeles County

## Metro Planning Area Zone Changes

Zoned District(s): East Side Unit No. 1

### Zoning Category

- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing

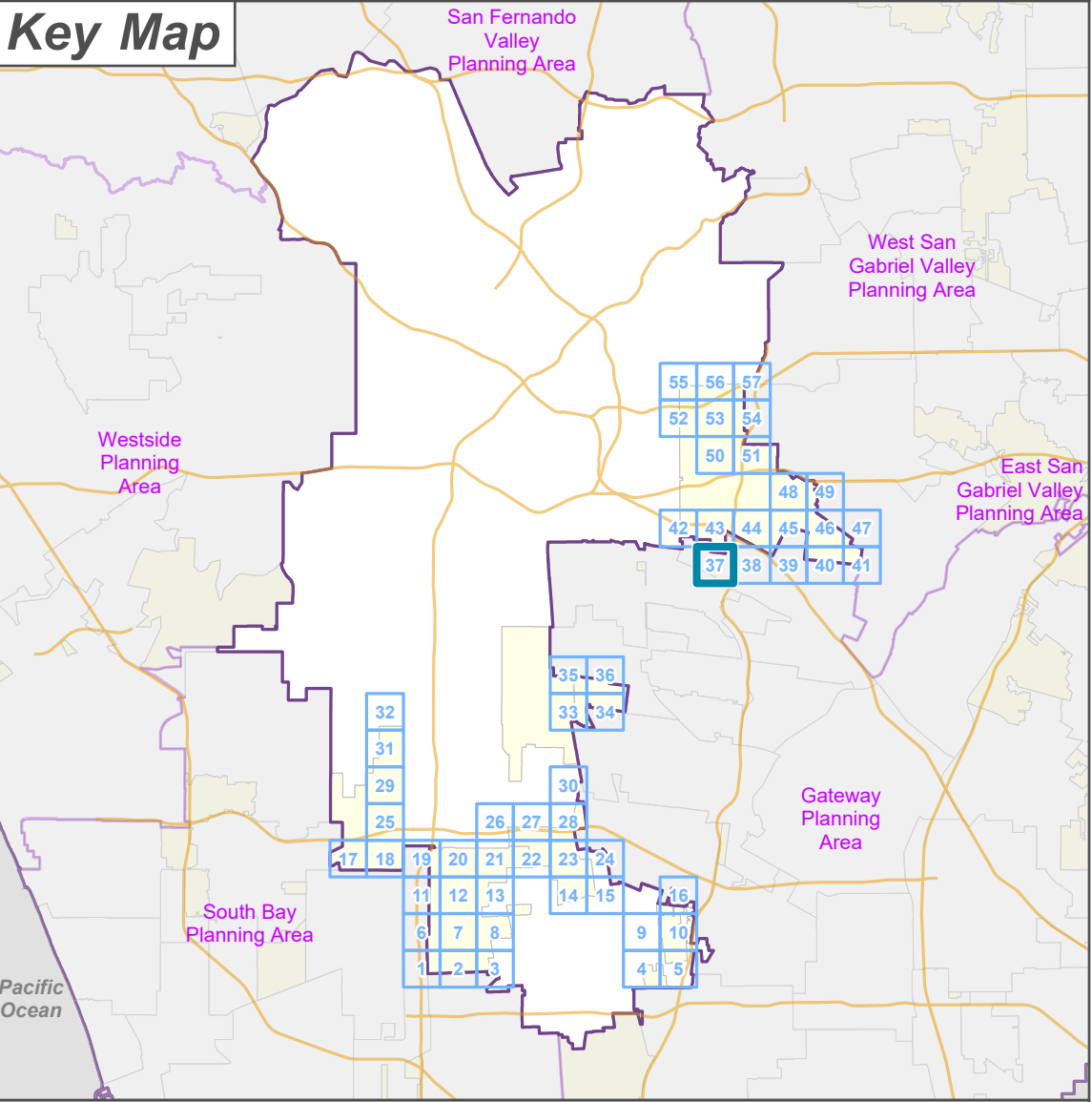
### Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

### Street Types

- Freeway
- Primary
- Minor
- Ramp
- Railroad

### Key Map



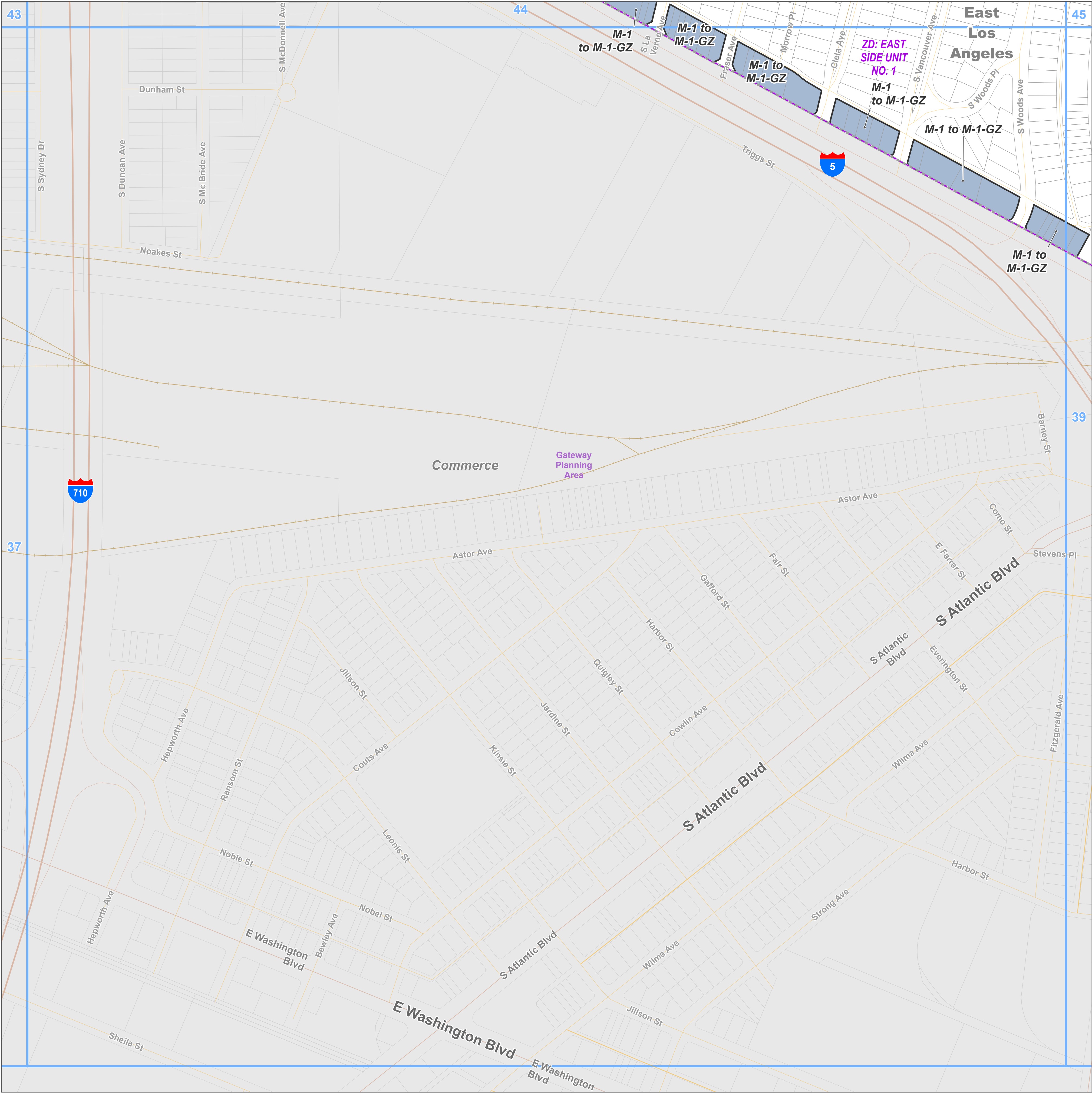
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Feet  
0 200 400







Metro Planning Area Zone Changes

Zoned District(s): East Side Unit No. 1

Zoning Category

M-1 - Light Manufacturing

Base Layers

Zoned District

Parcels

Unincorporated Area

Incorporated City

Map Series Grid

Surrounding Planning Area

Street Types

Freeway

Primary

Secondary

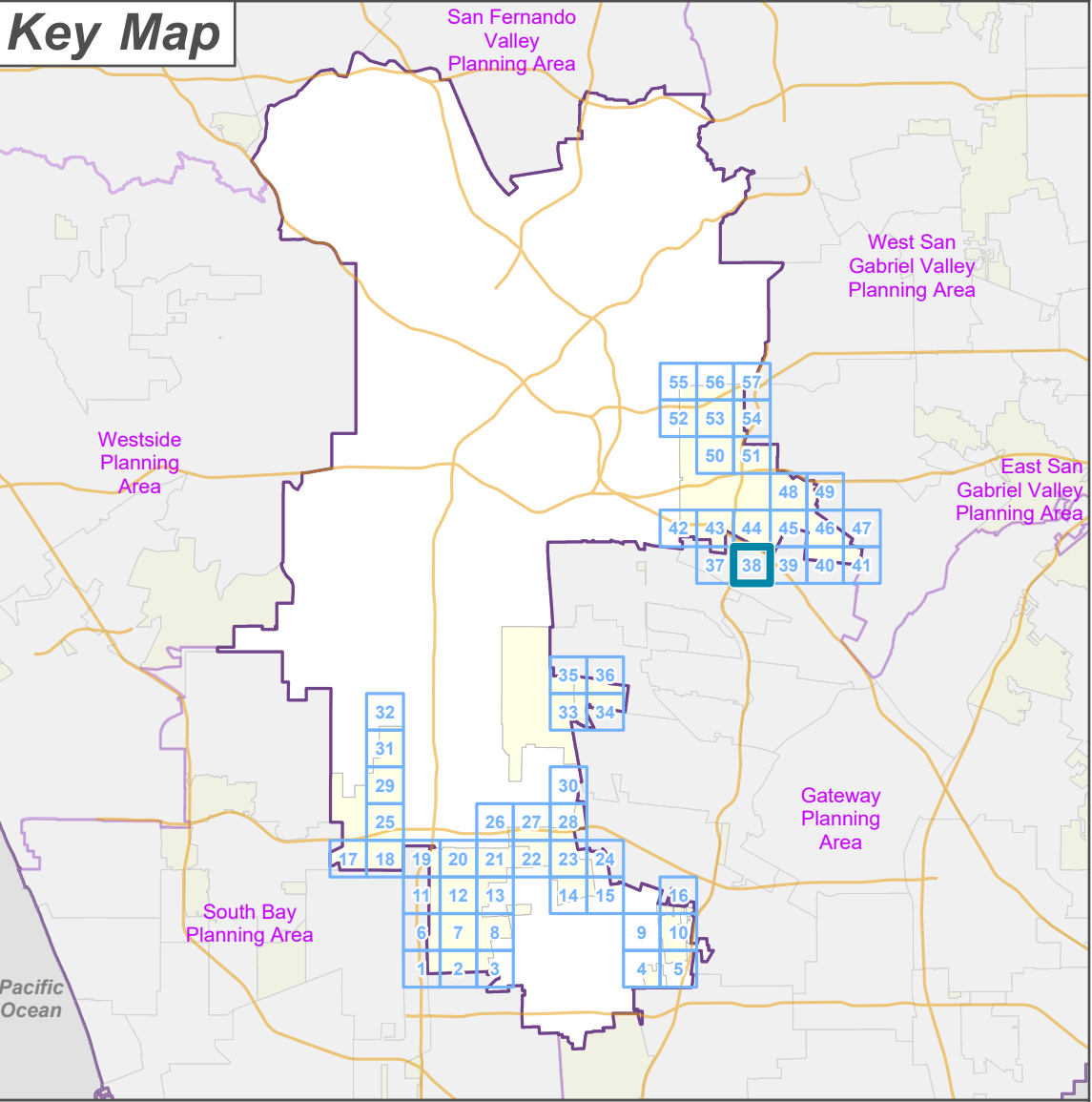
Minor

Ramp

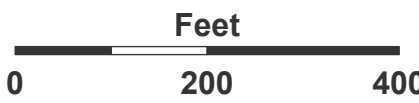
Alley

Railroad

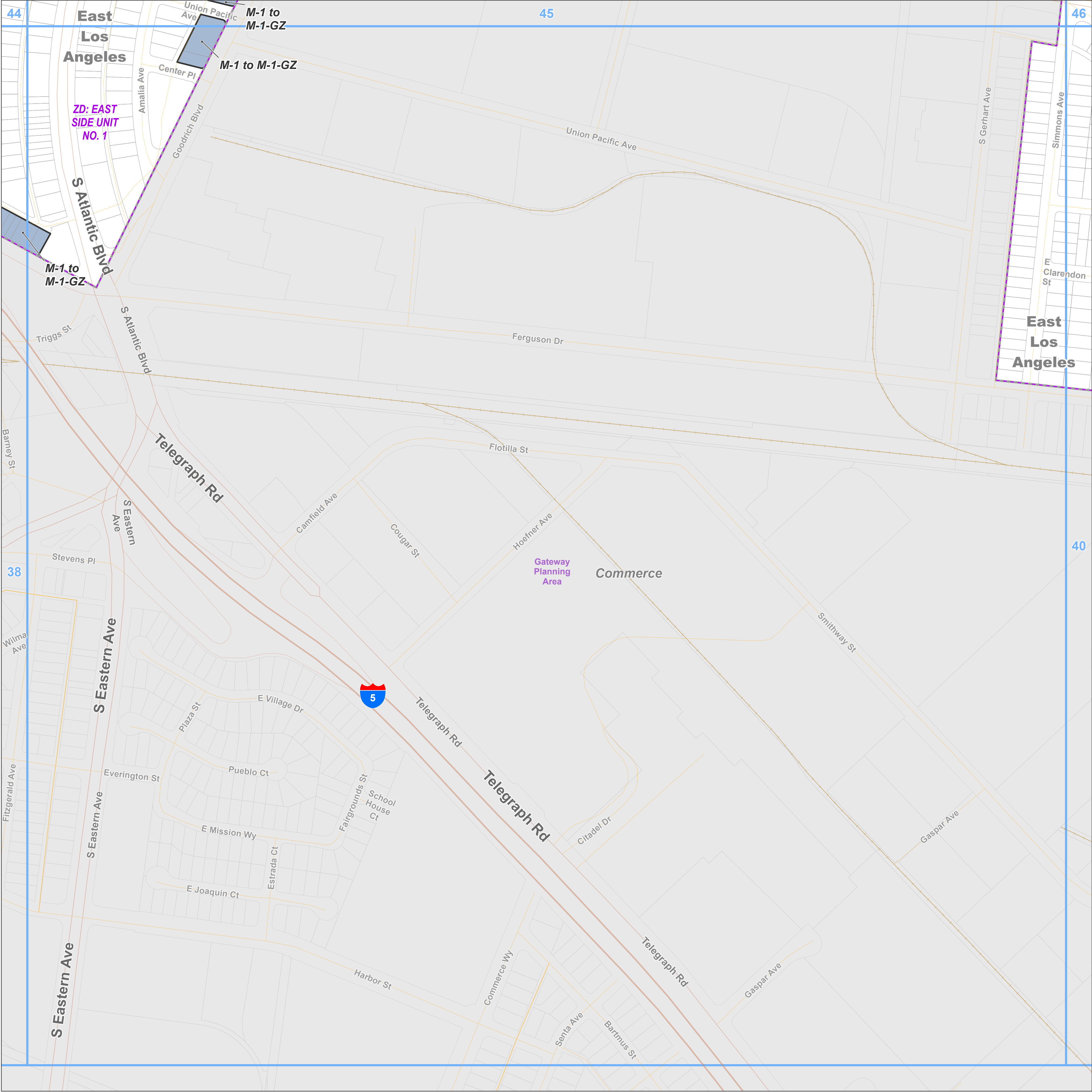
Key Map



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- Zoning Category
- M-1 - Light Manufacturing
- Base Layers
- Zoned District

Parcels

Unincorporated Area

Incorporated City

Map Series Grid

Surrounding Planning Area
- Street Types
- Freeway

Primary

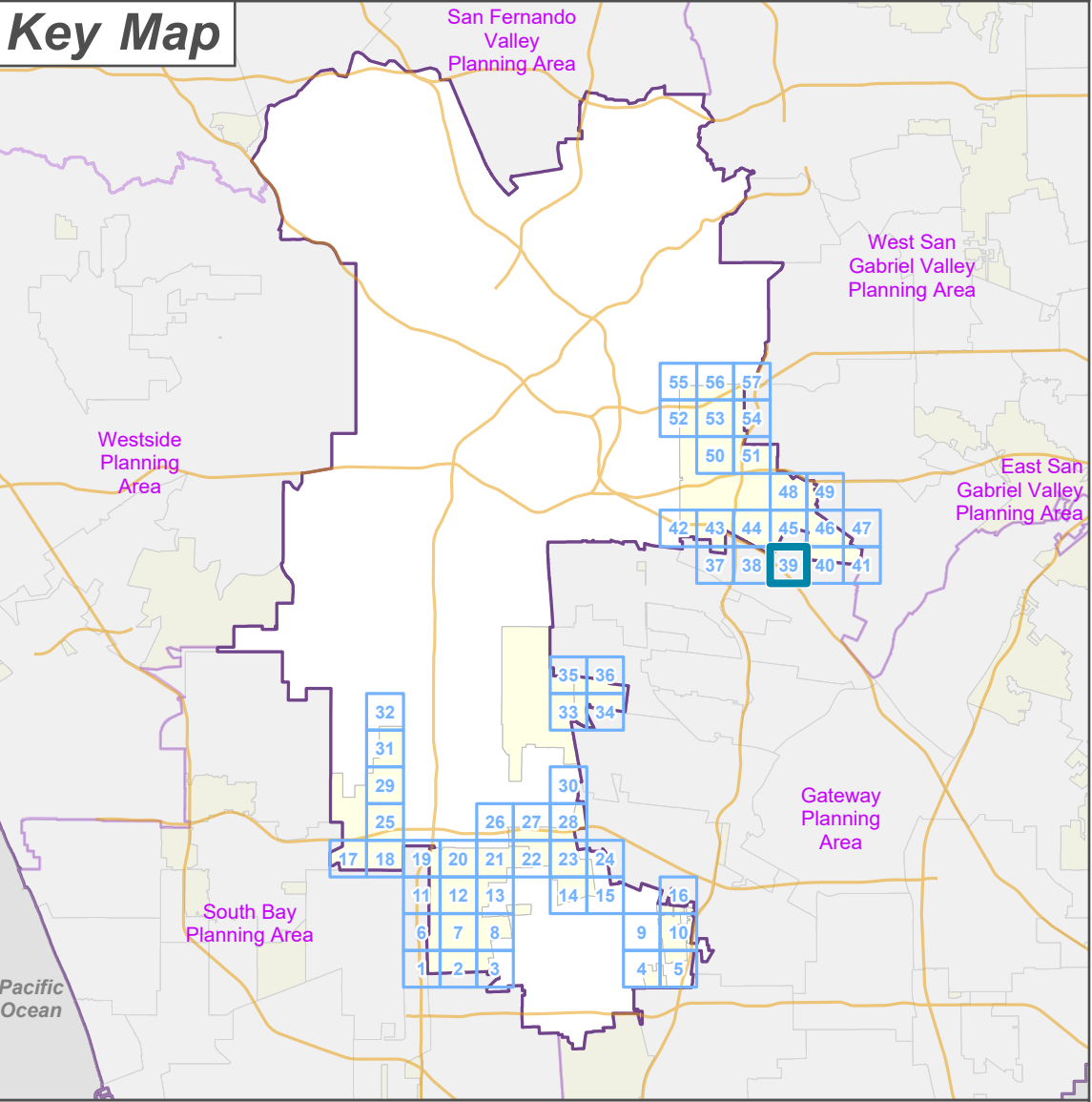
Secondary

Minor

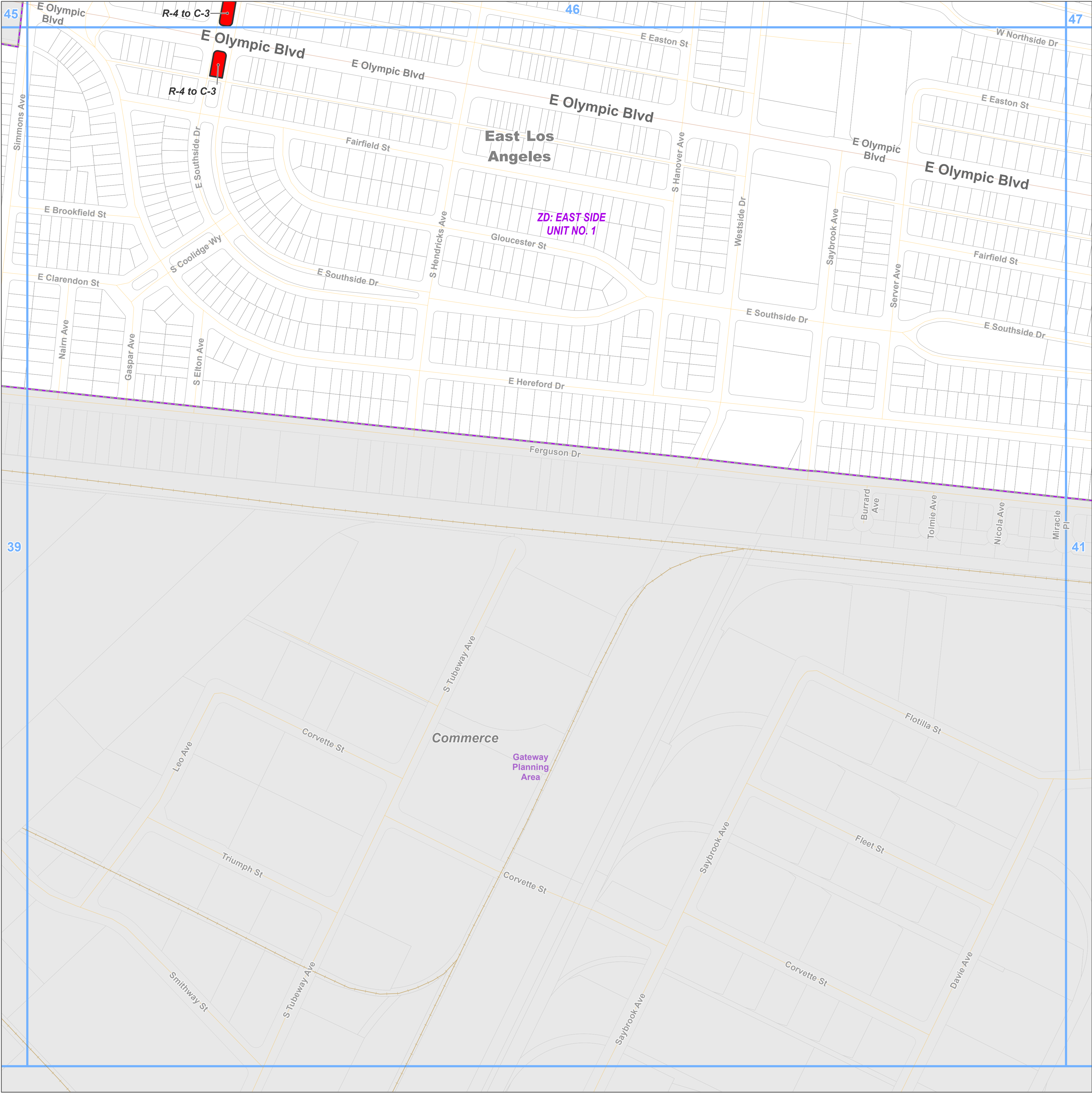
Ramp

Alley

Railroad





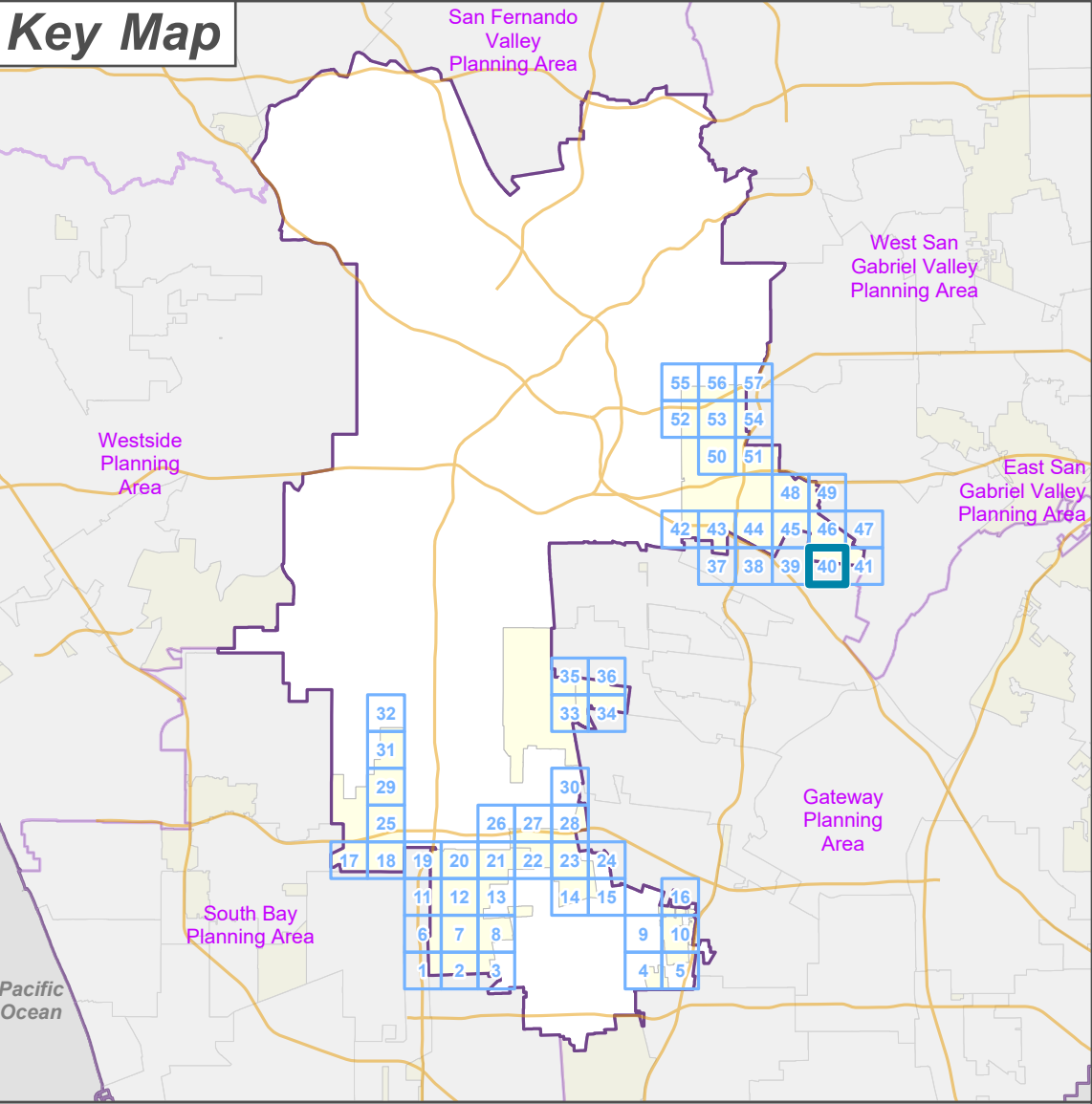


Metro Planning Area Zone Changes

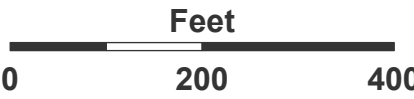
Zoned District(s): East Side Unit No. 1

- Zoning Category**
- C-3 - General Commercial
- Base Layers**
- Zoned District
  - Parcels
  - Unincorporated Area
  - Incorporated City
  - Map Series Grid
  - Surrounding Planning Area
- Street Types**
- Primary
  - Minor
  - Railroad

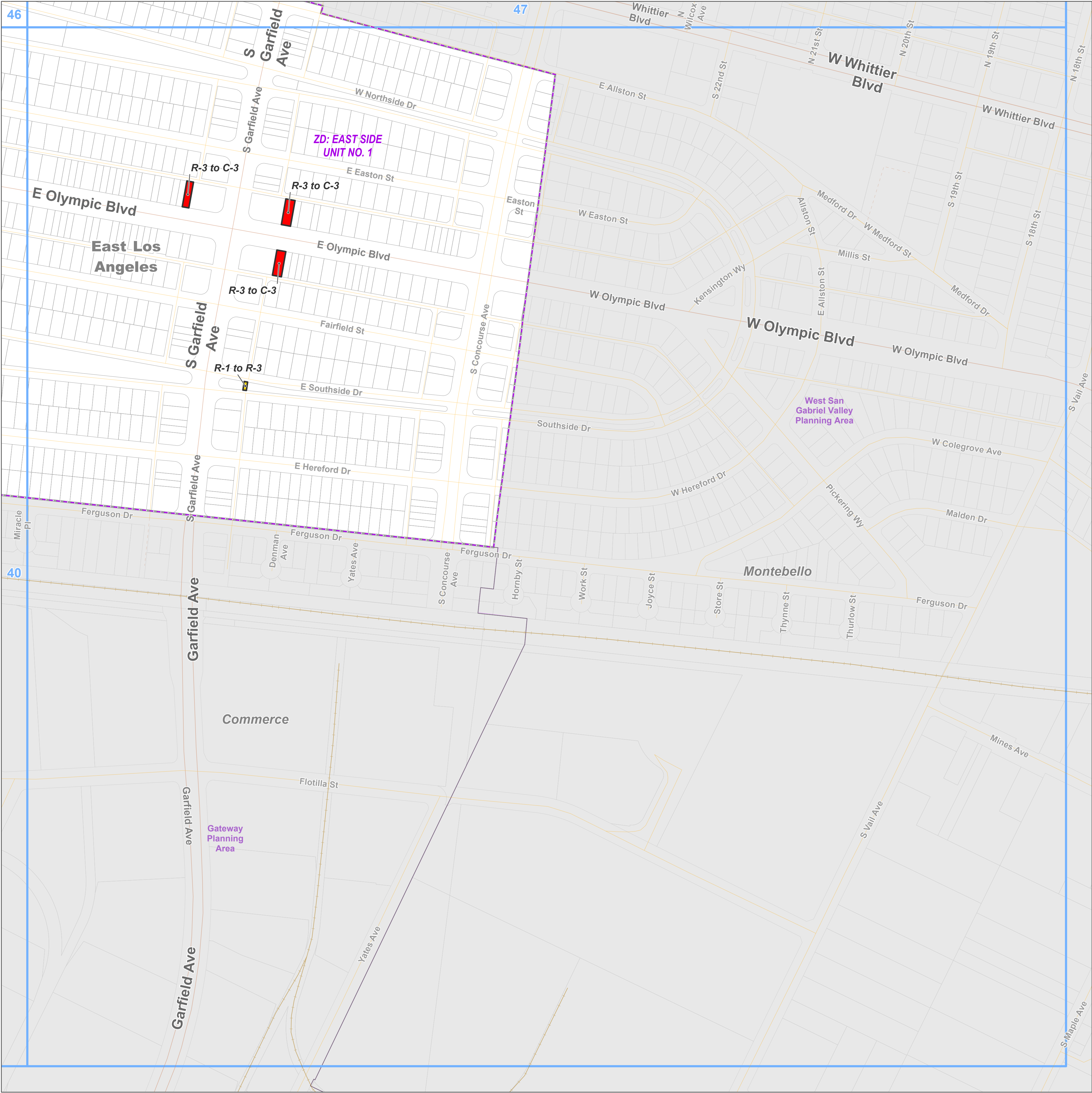
Key Map



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Los Angeles County

Metro Planning Area Zone Changes

Zoned District(s): East Side Unit No. 1

Zoning Category

- R-3 - Limited Density Multiple Residence
- C-3 - General Commercial

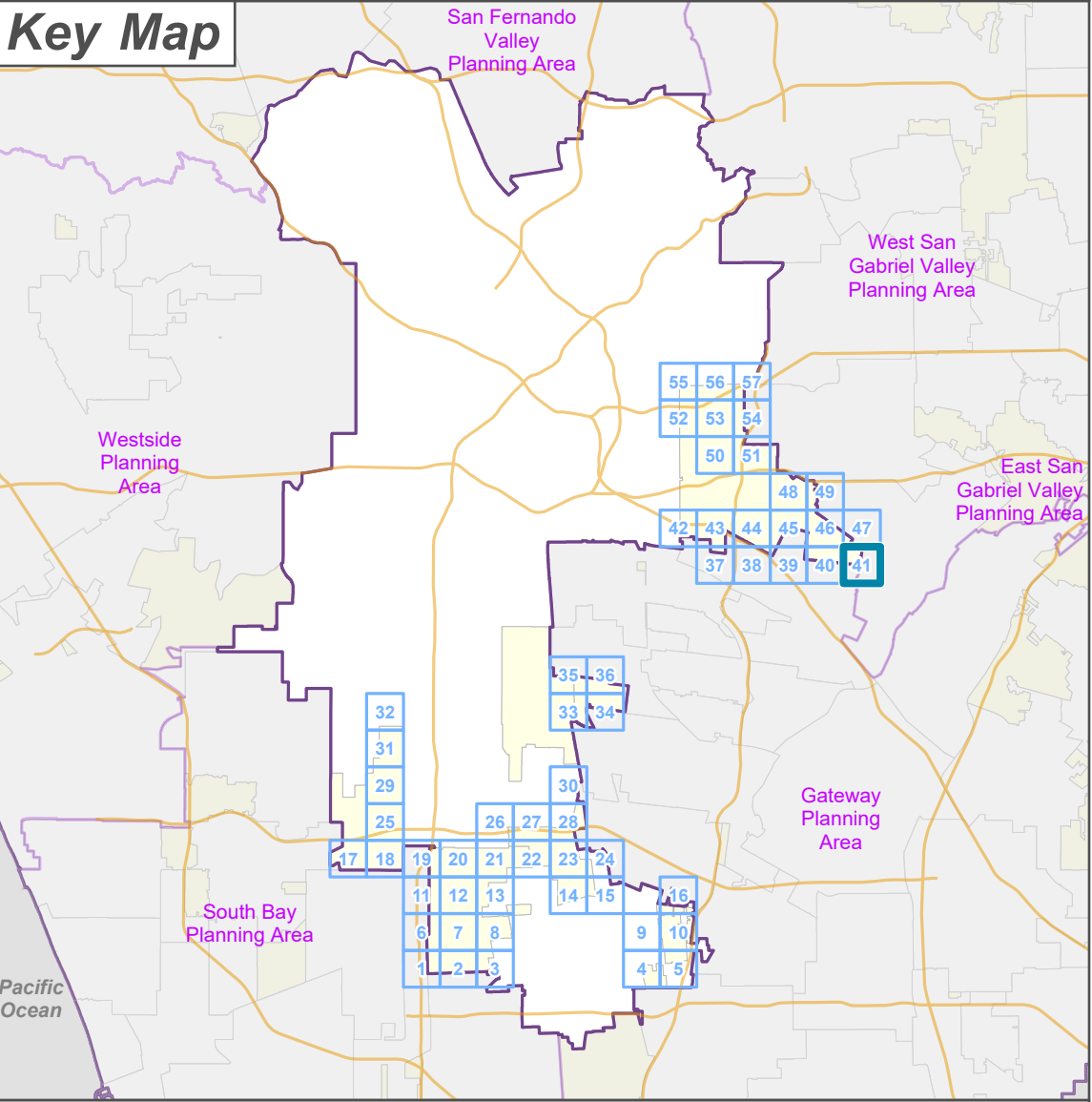
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

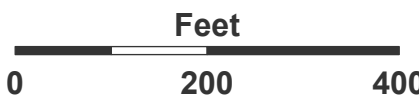
Street Types

- Primary
- Minor
- Private Road
- Railroad

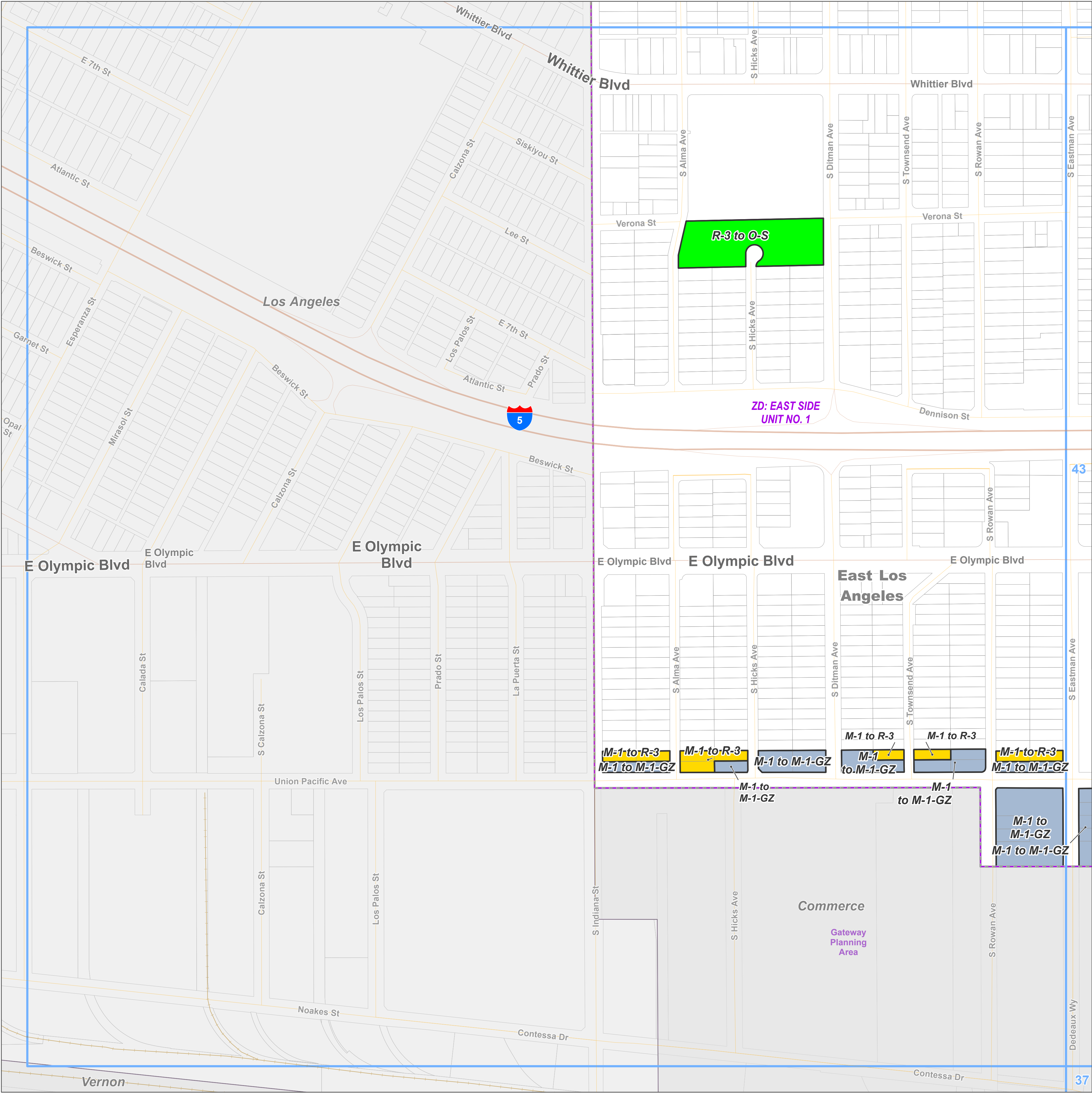
Key Map



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Metro Planning Area Zone Changes

Zoned District(s): East Side Unit No. 1

Zoning Category

- R-3 - Limited Density Multiple Residence
- M-1 - Light Manufacturing
- O-S - Open Space

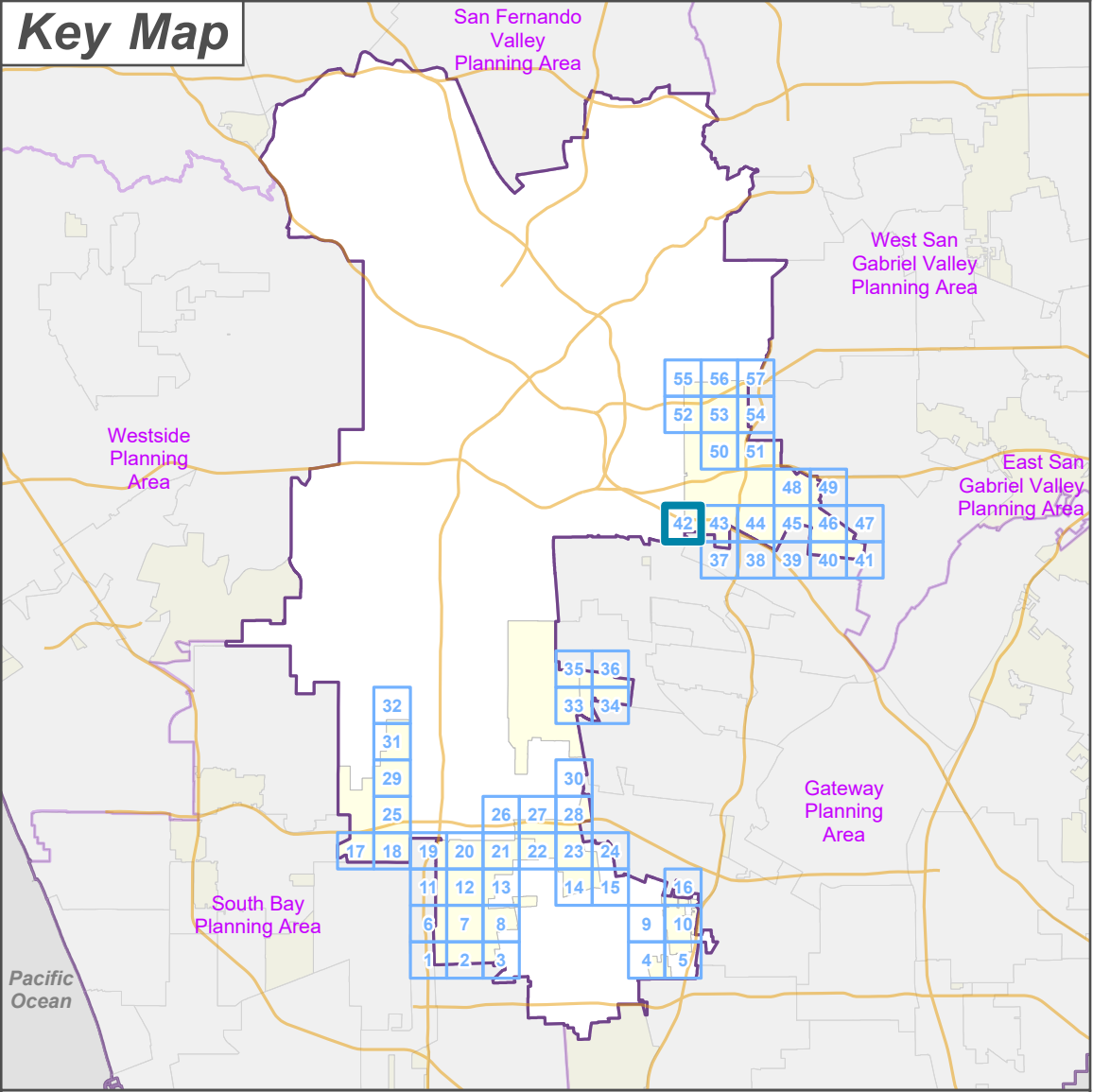
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Railroad

Key Map



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Metro Planning Area Zone Changes

Zoned District(s): East Side Unit No. 1, East Side Unit No. 4

Zoning Category

- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development
- C-3 - General Commercial
- M-1 - Light Manufacturing

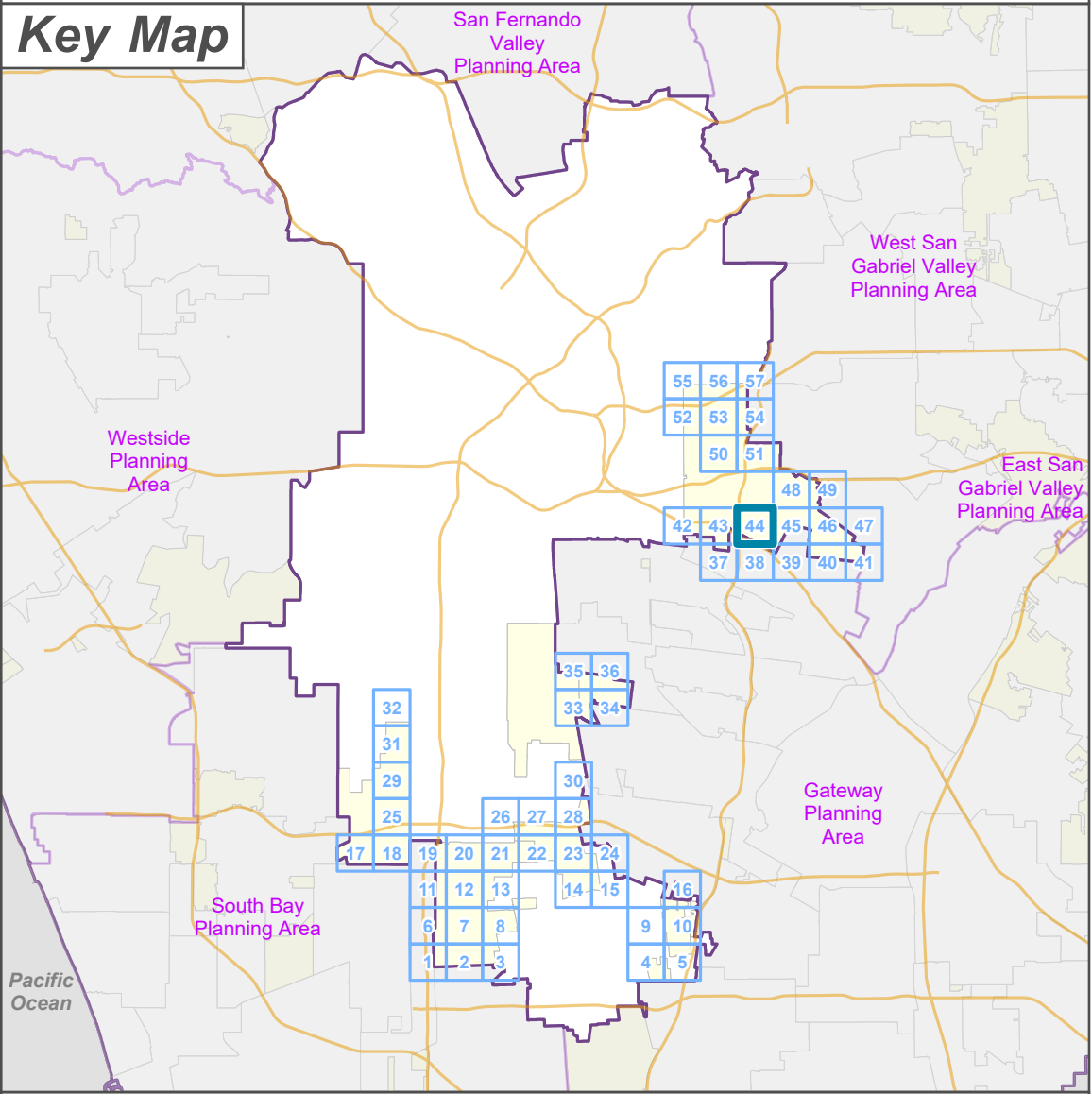
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

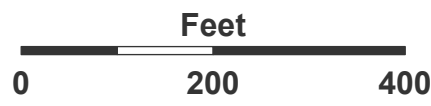
Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley

Key Map



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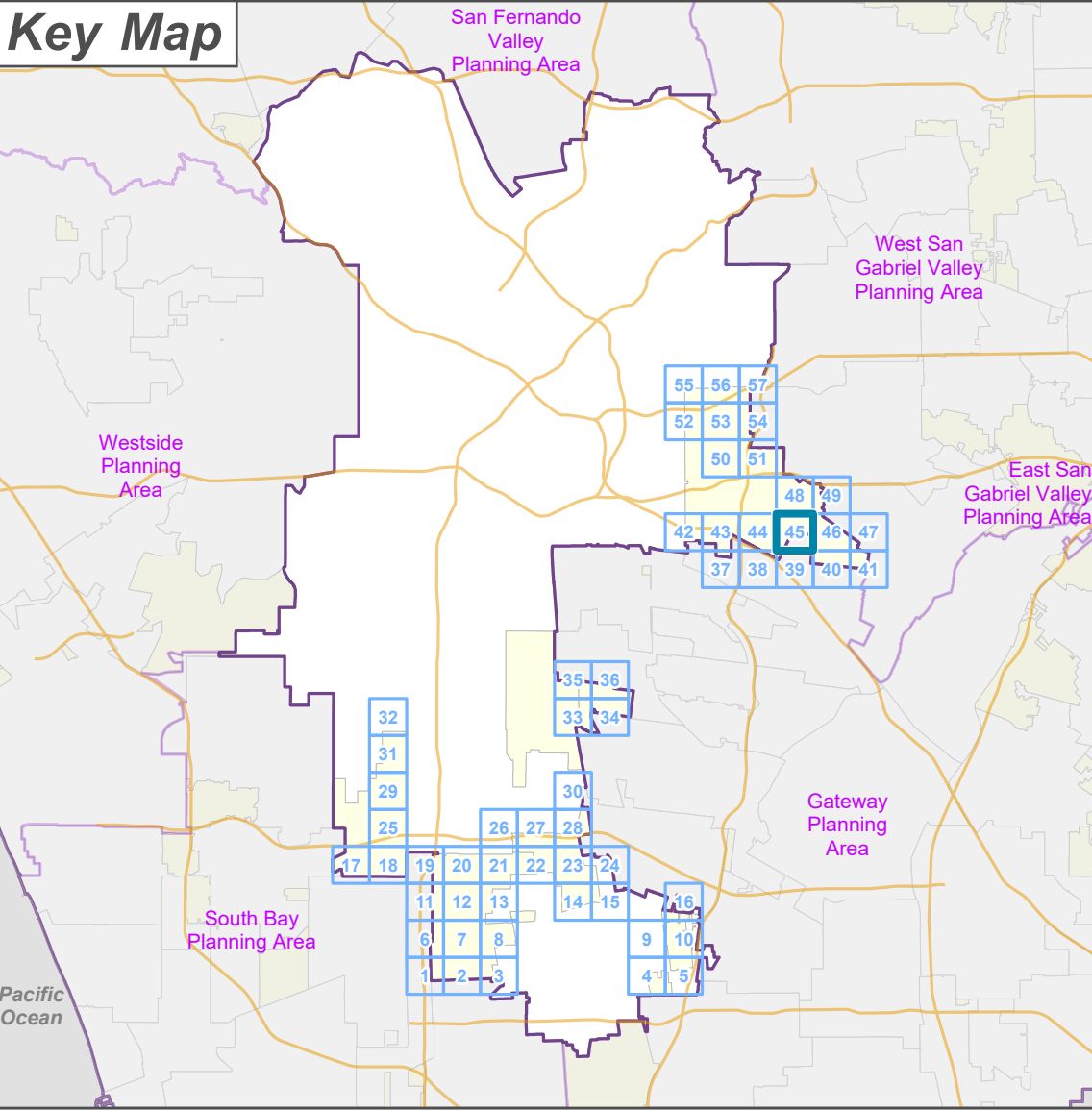


Metro Planning Area Zone Changes

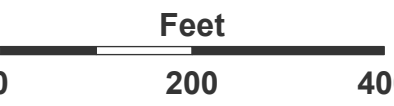
Zoned District(s): East Side Unit No. 1, East Side Unit No. 2, East Side Unit No. 4

Page 45 of 57

- Zoning Category**
- MXD - Mixed Use Development
  - C-3 - General Commercial
  - M-1 - Light Manufacturing
- Base Layers**
- Zoned District
  - Parcels
  - Unincorporated Area
  - Incorporated City
  - Map Series Grid
  - Surrounding Planning Area
- Street Types**
- Primary
  - Minor
  - Alley



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Los Angeles County

## Metro Planning Area Zone Changes

Zoned District(s): East Side Unit No. 1, East Side Unit No. 2

Page 46 of 57

### Zoning Category

- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development
- C-3 - General Commercial

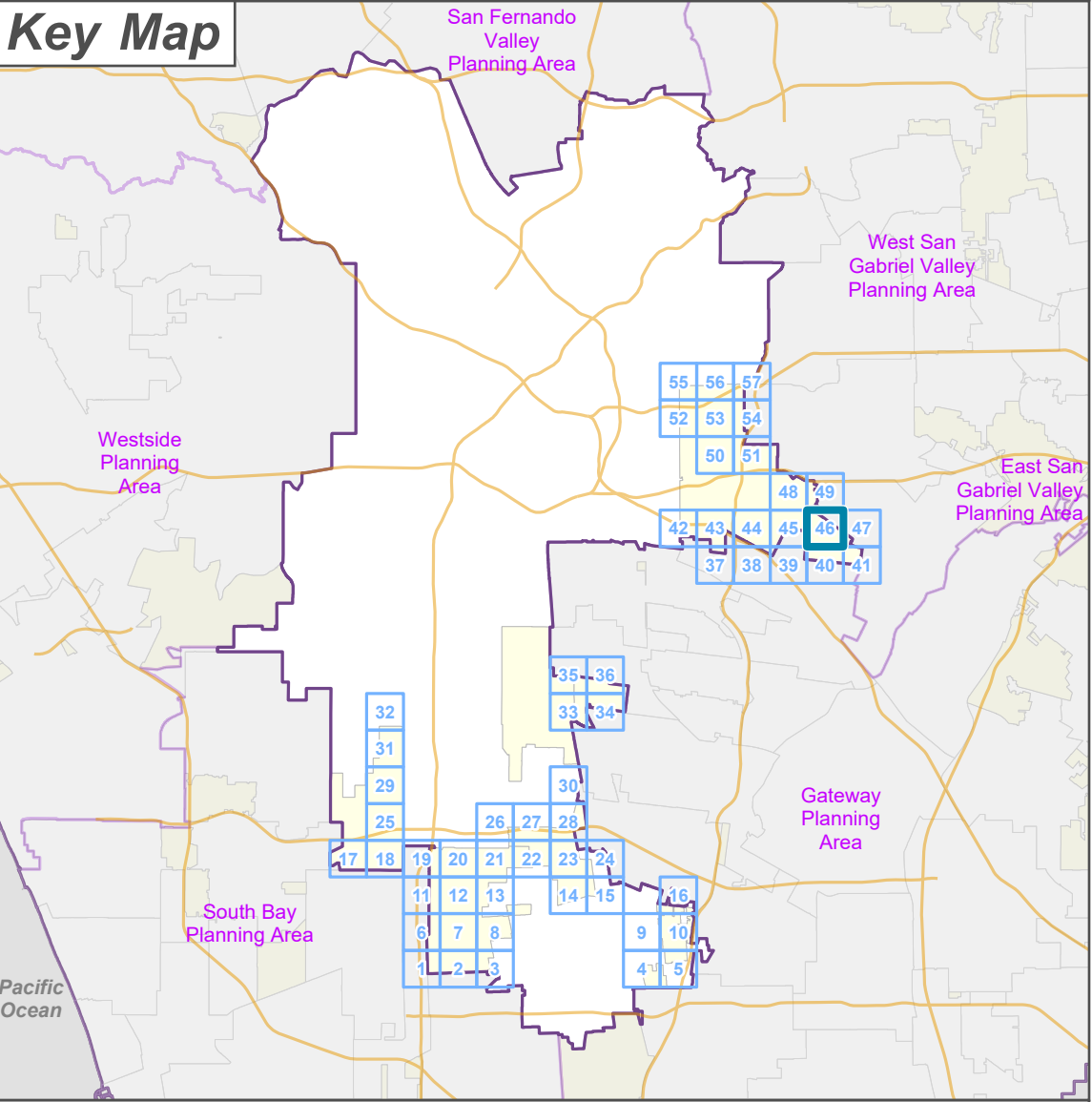
### Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

### Street Types

- Primary
- Secondary
- Minor

### Key Map



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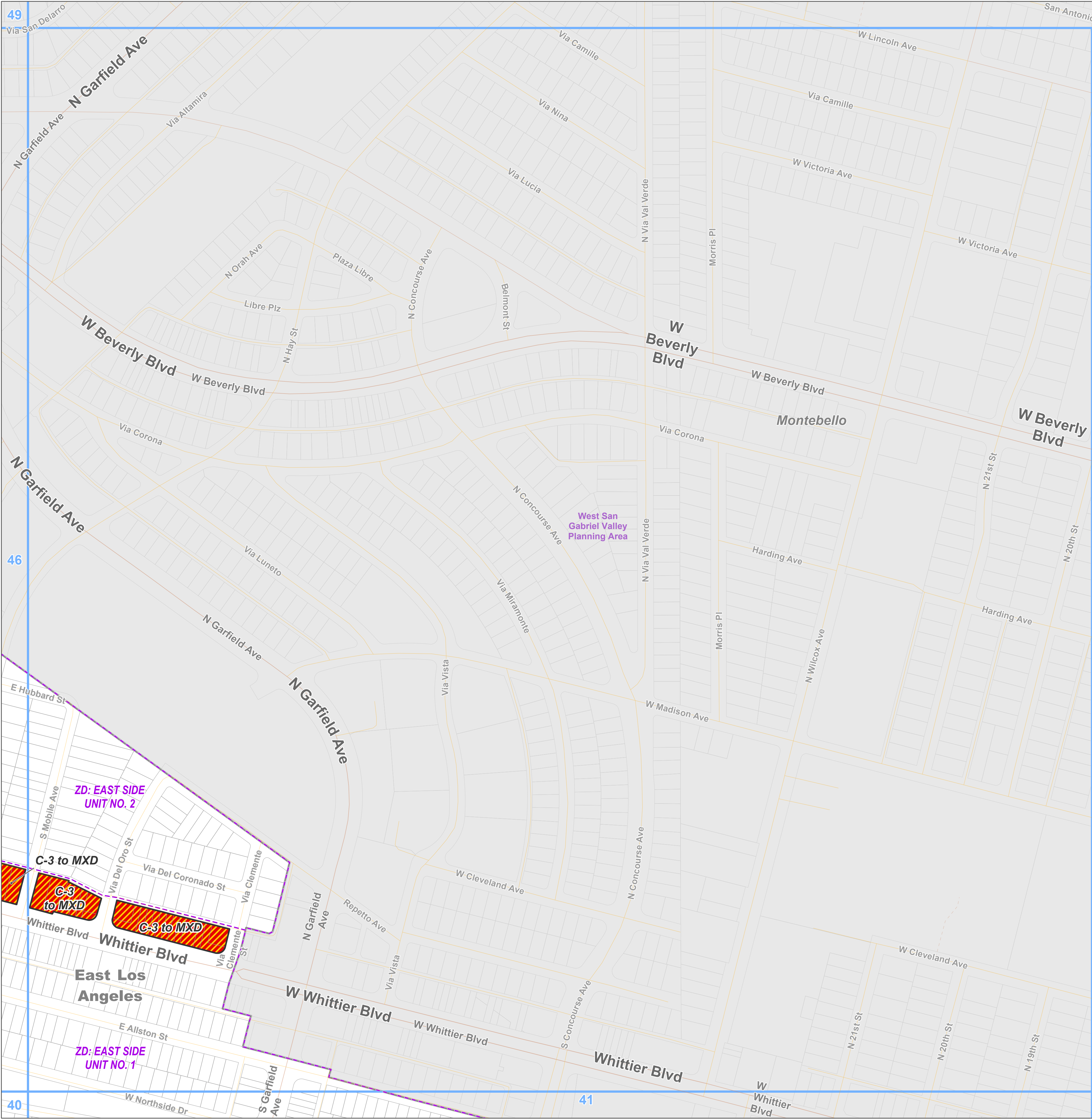
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Dept. of Regional Planning  
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Los Angeles, CA 90012

Feet  
0 200 400



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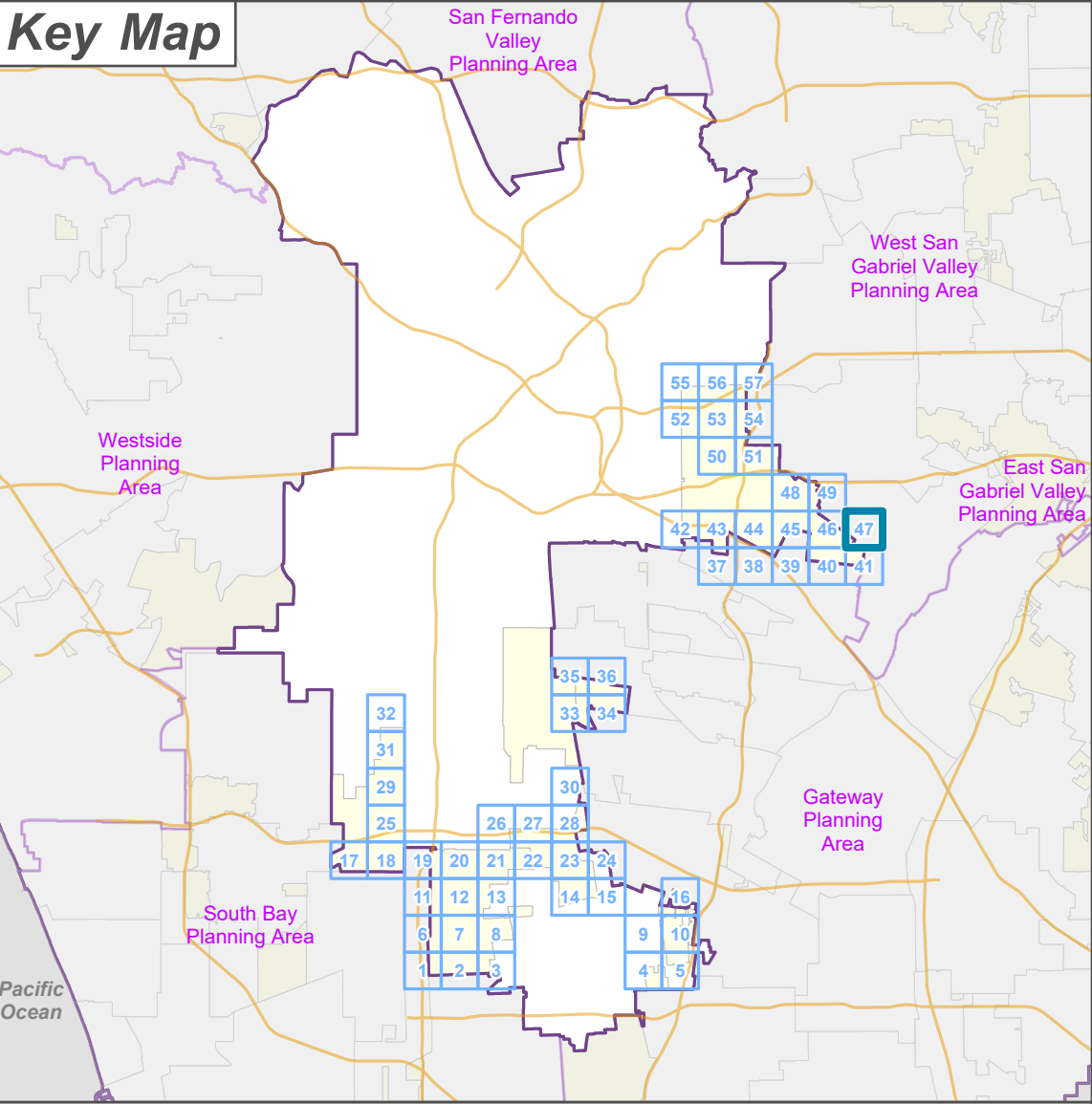
Los Angeles County



Metro Planning Area Zone Changes

Zoned District(s): East Side Unit No. 1, East Side Unit No. 2

Page 47 of 57

- Zoning Category**
- MXD - Mixed Use Development
- Base Layers**
- Zoned District
  - Parcels
  - Unincorporated Area
  - Incorporated City
  - Map Series Grid
  - Surrounding Planning Area
- Street Types**
- Primary
  - Secondary
  - Minor
  - Private Road






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Feet

0 200 400

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Metro Planning Area Zone Changes

Zoned District(s): East Side Unit No. 2, East Side Unit No. 4

Zoning Category

MXD - Mixed Use Development

Base Layers

Zoned District

Parcels

Unincorporated Area

Incorporated City

Map Series Grid

Surrounding Planning Area

Street Types

Freeway

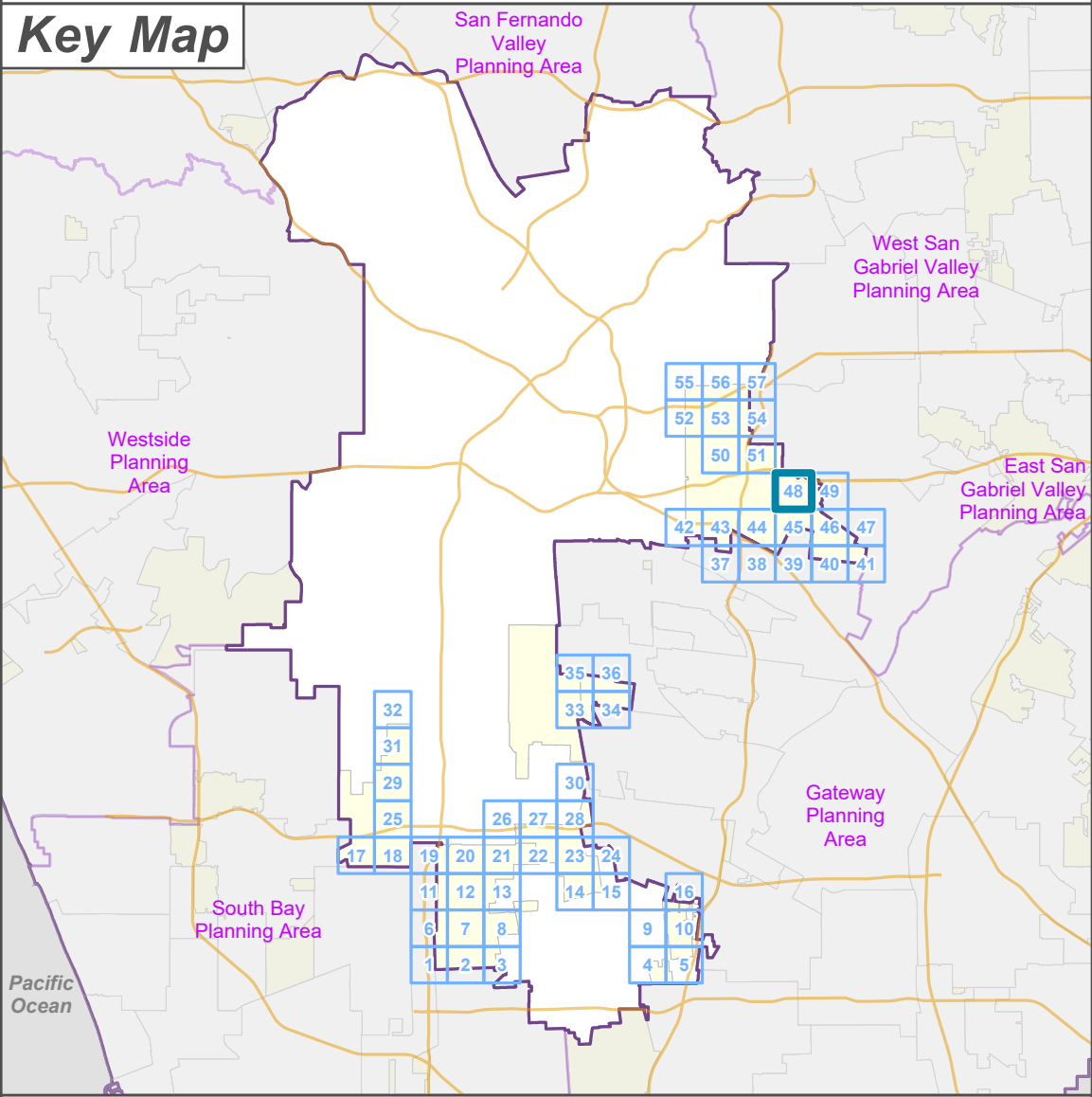
Primary

Minor

Ramp

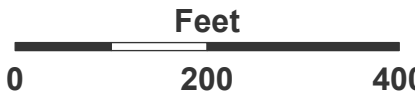
Alley

Key Map



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Metro Planning Area Zone Changes

Zoned District(s): East Side Unit No. 2

Zoning Category

MXD - Mixed Use Development

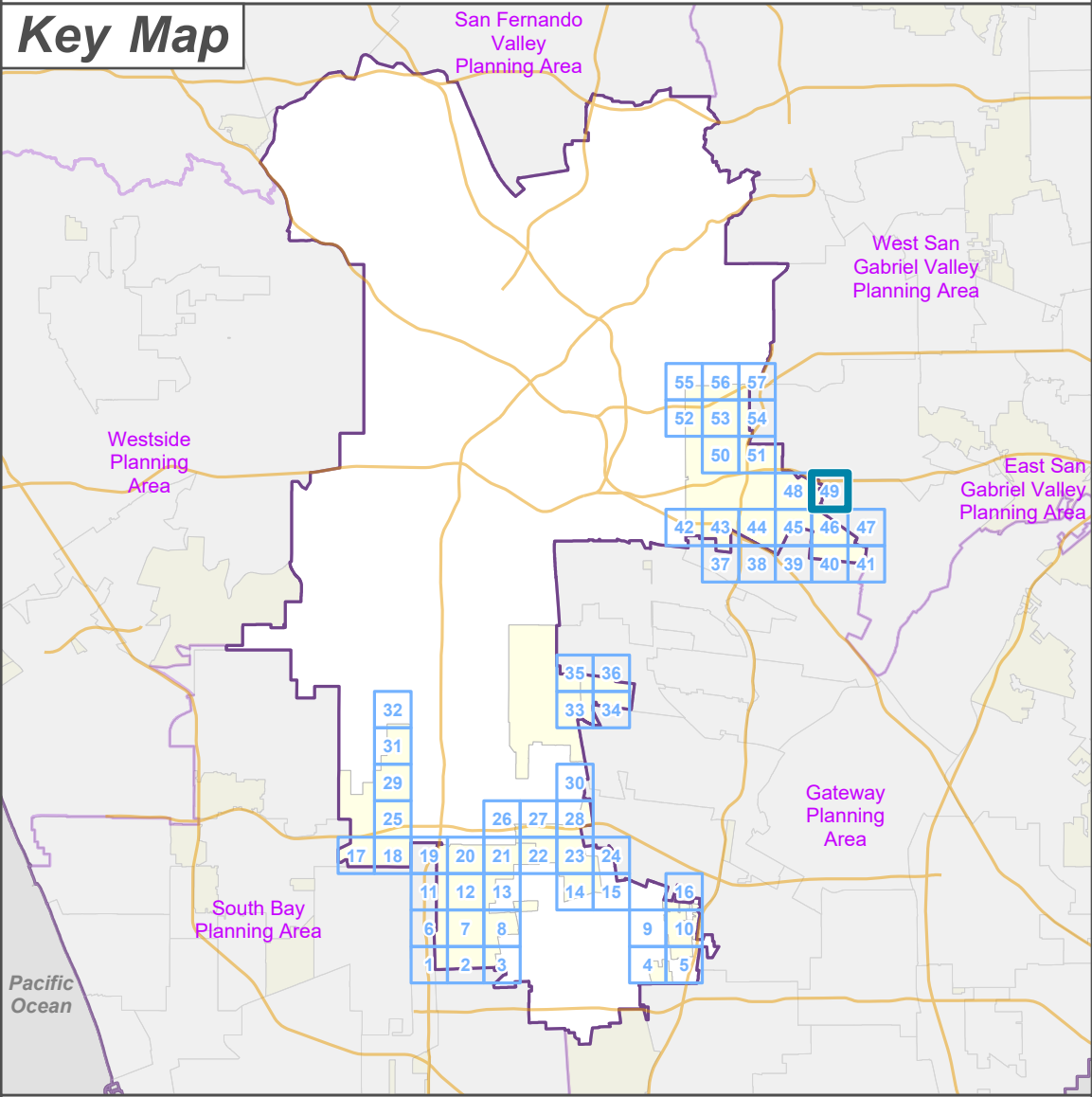
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

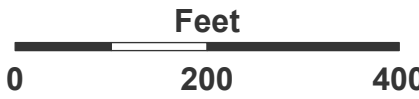
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley

Key Map

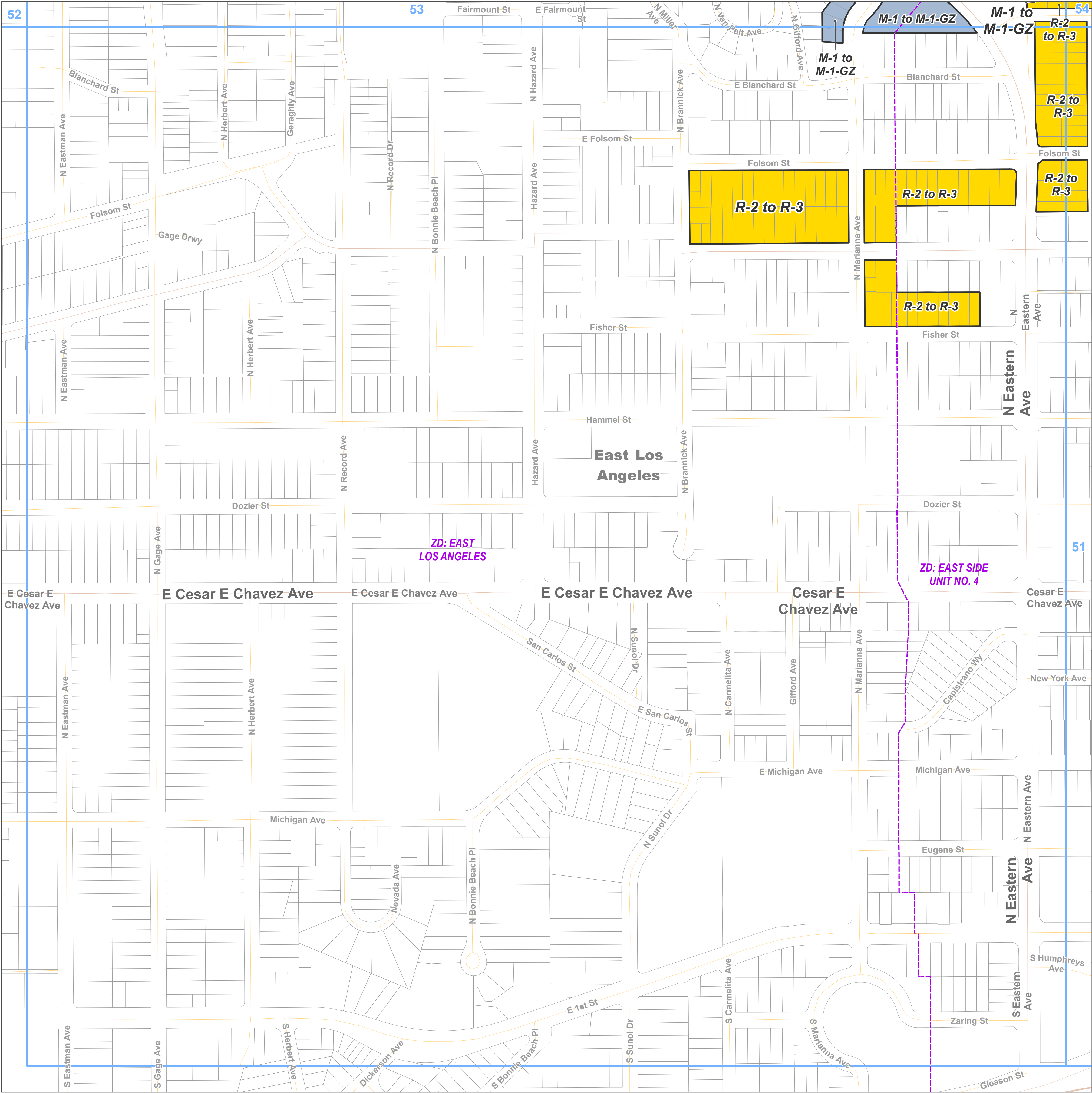


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Metro Planning Area Zone Changes

Zoned District(s): East Los Angeles, East Side Unit No. 4

Zoning Category

- R-3 - Limited Density Multiple Residence
- M-1 - Light Manufacturing

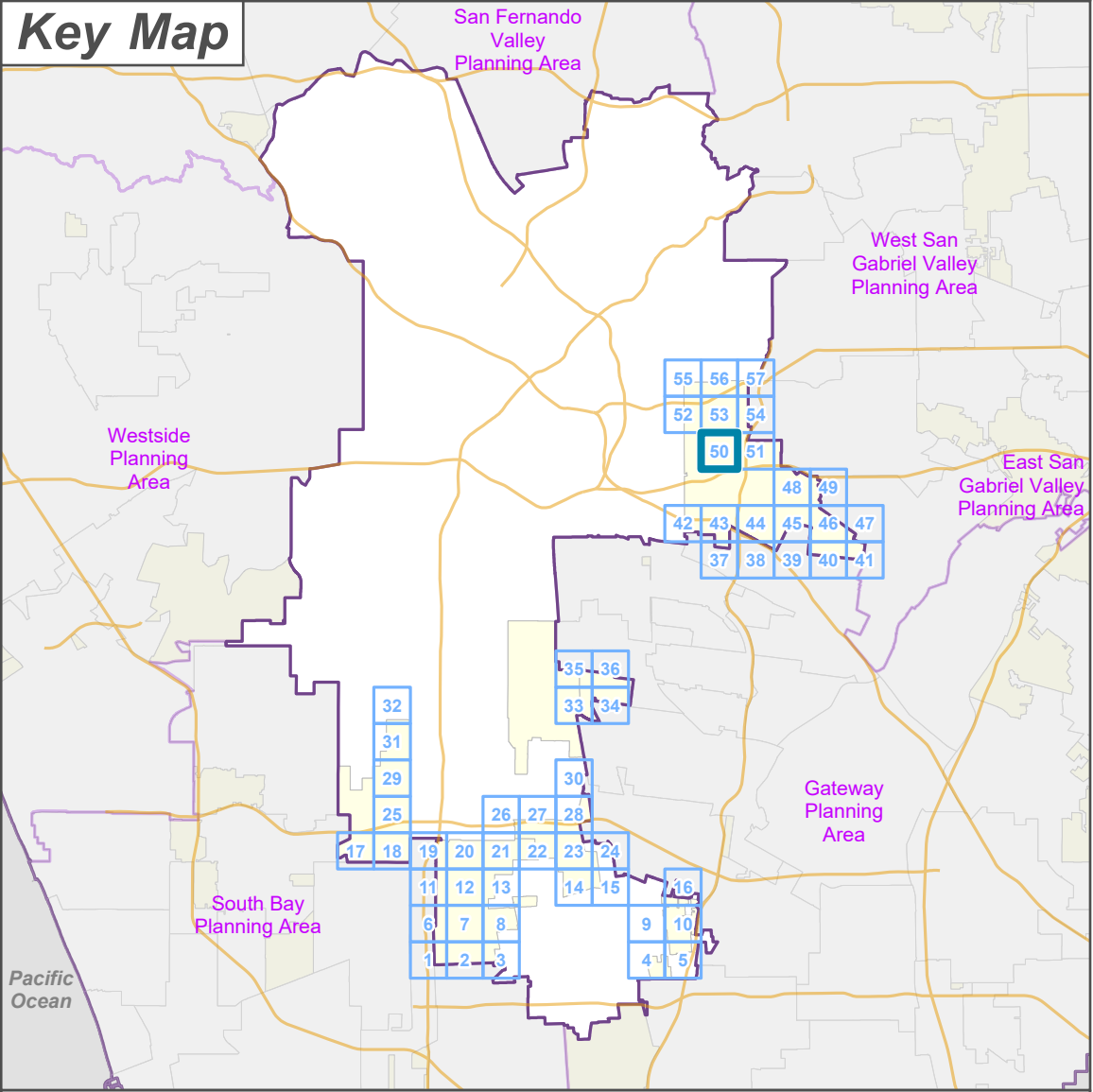
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

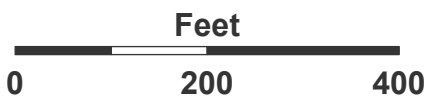
- Freeway
- Primary
- Secondary
- Minor
- Ramp

Key Map

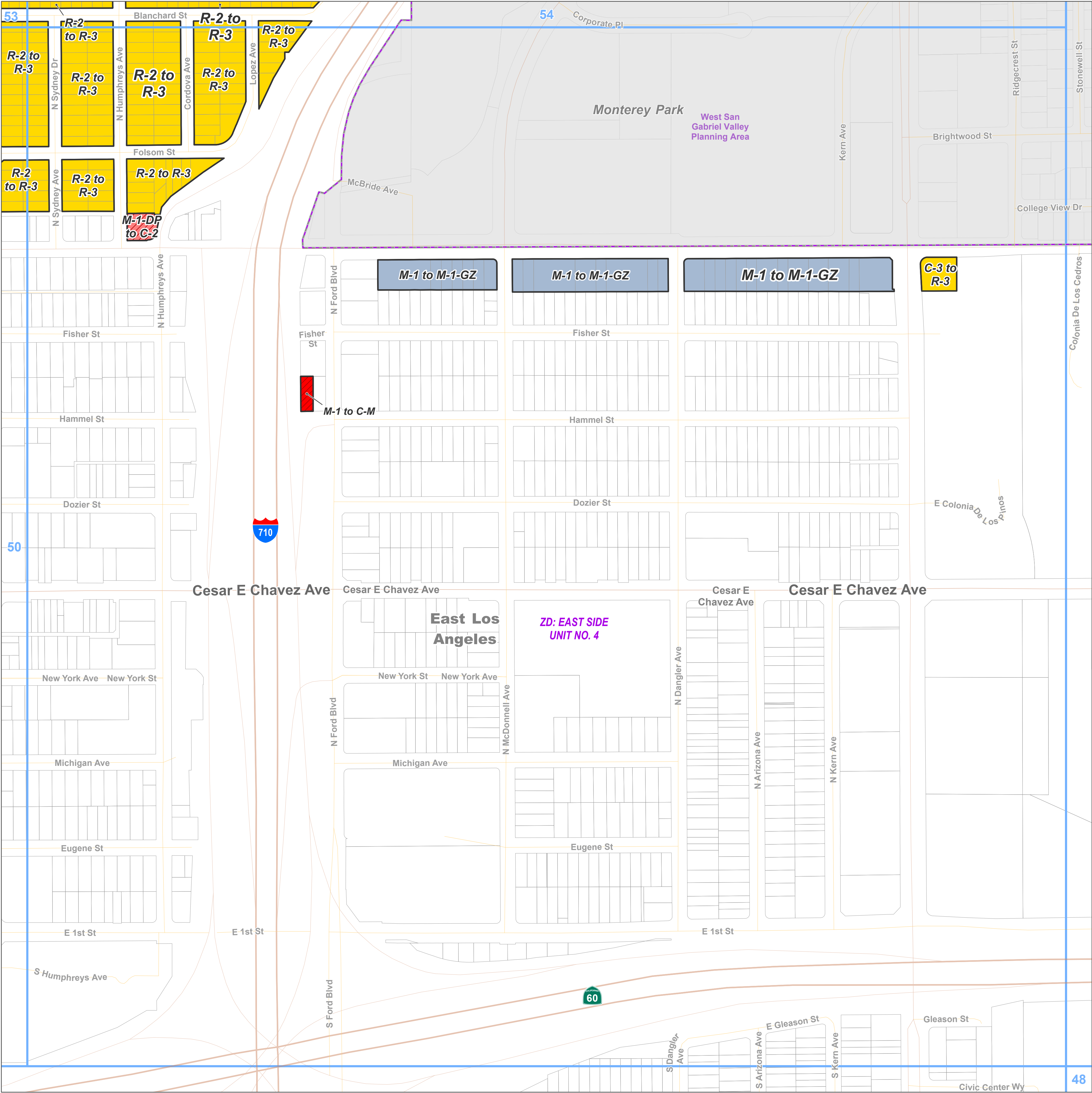


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Metro Planning Area Zone Changes

Zoned District(s): East Side Unit No. 4

Zoning Category

- R-3 - Limited Density Multiple Residence
- C-2 - Neighborhood Business
- C-M - Commercial Manufacturing
- M-1 - Light Manufacturing

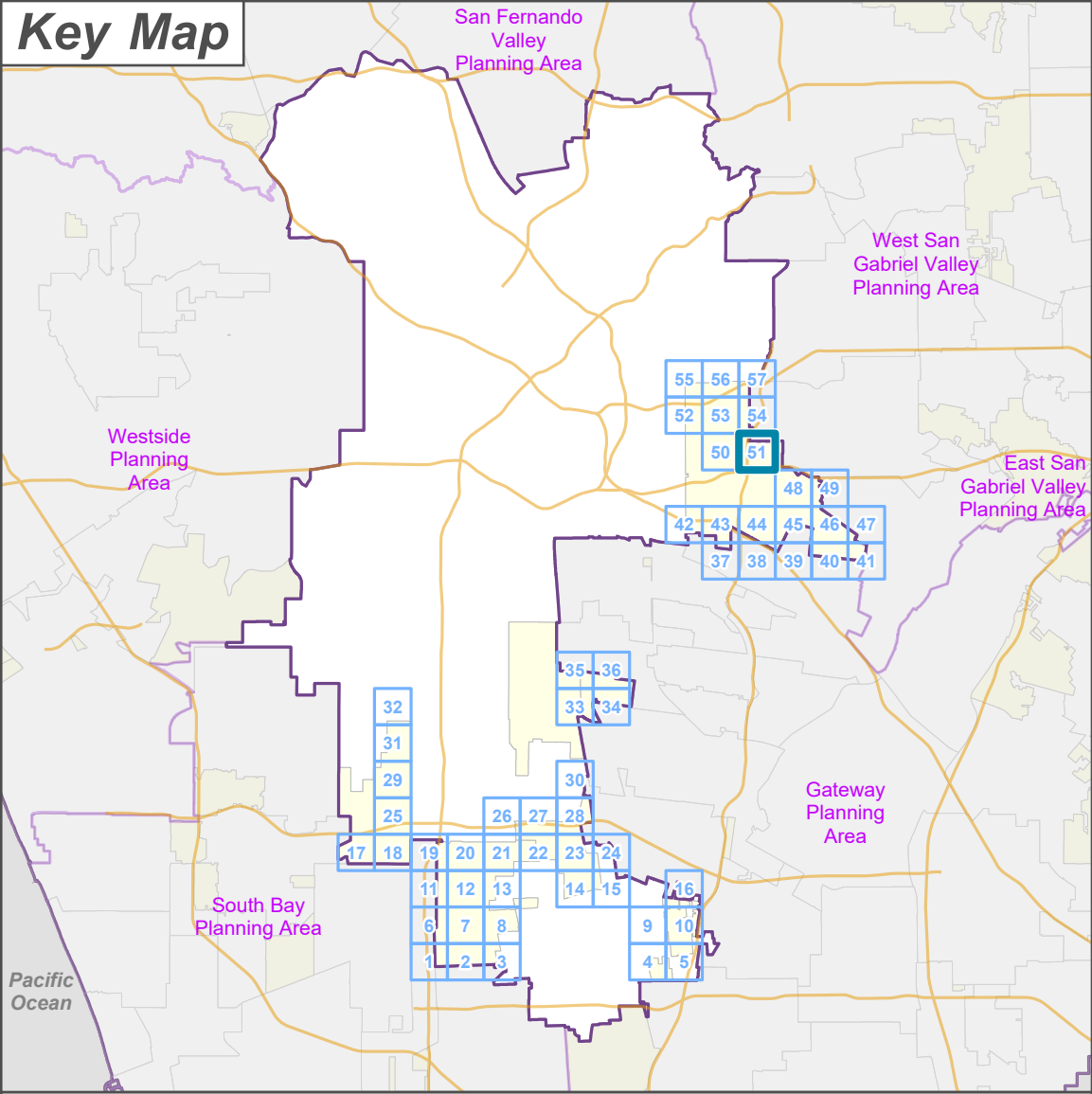
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

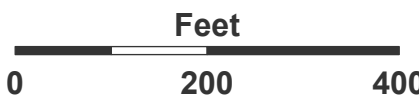
Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp

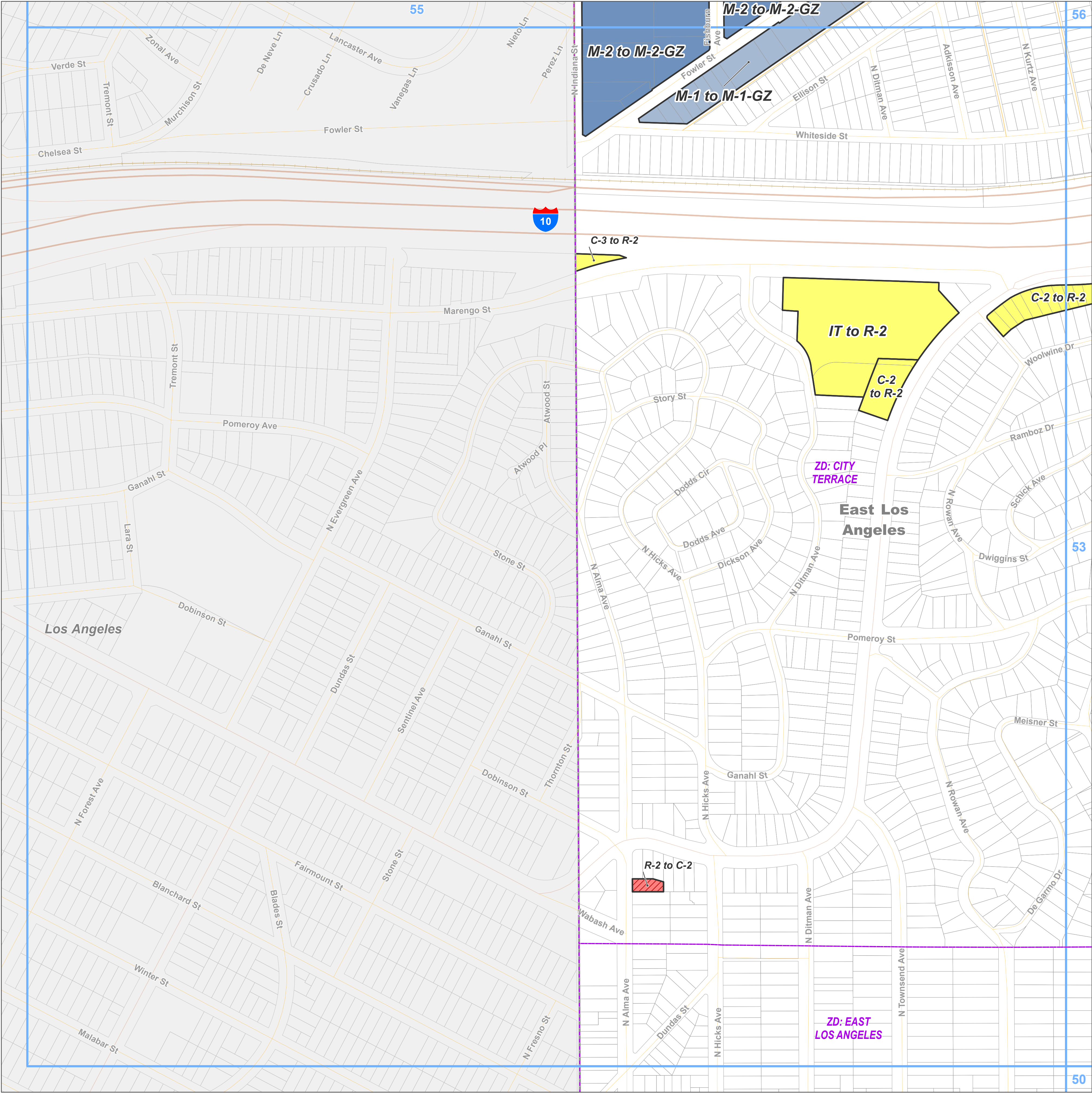
Key Map



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Los Angeles County

Metro Planning Area Zone Changes

Zoned District(s): City Terrace, East Los Angeles

Zoning Category

- R-2 - Two-Family Residence
- C-2 - Neighborhood Business
- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing

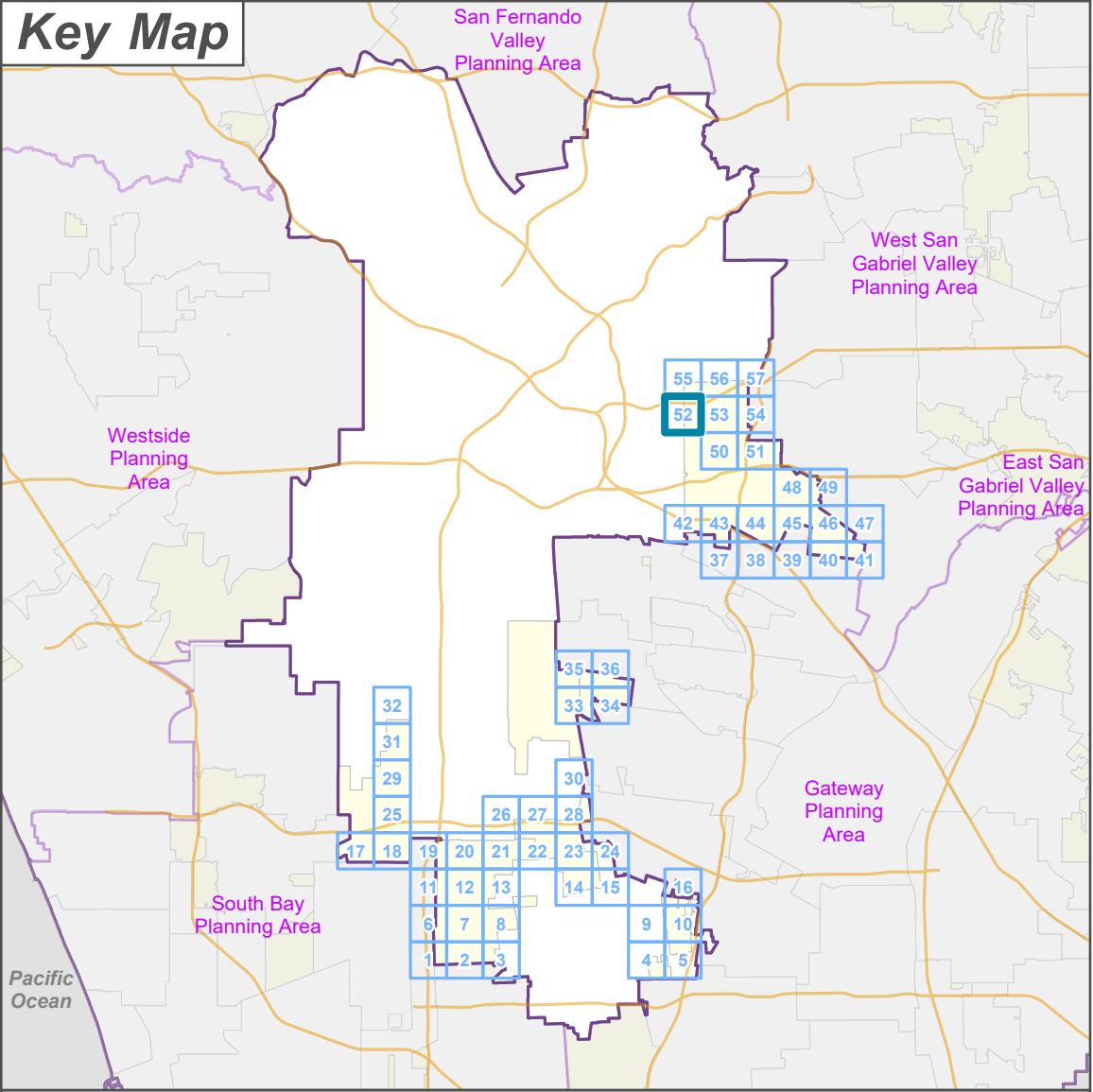
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

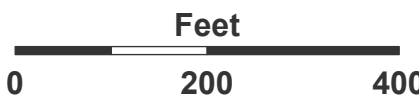
- Freeway
- Secondary
- Minor
- Ramp
- Alley
- Railroad

Key Map

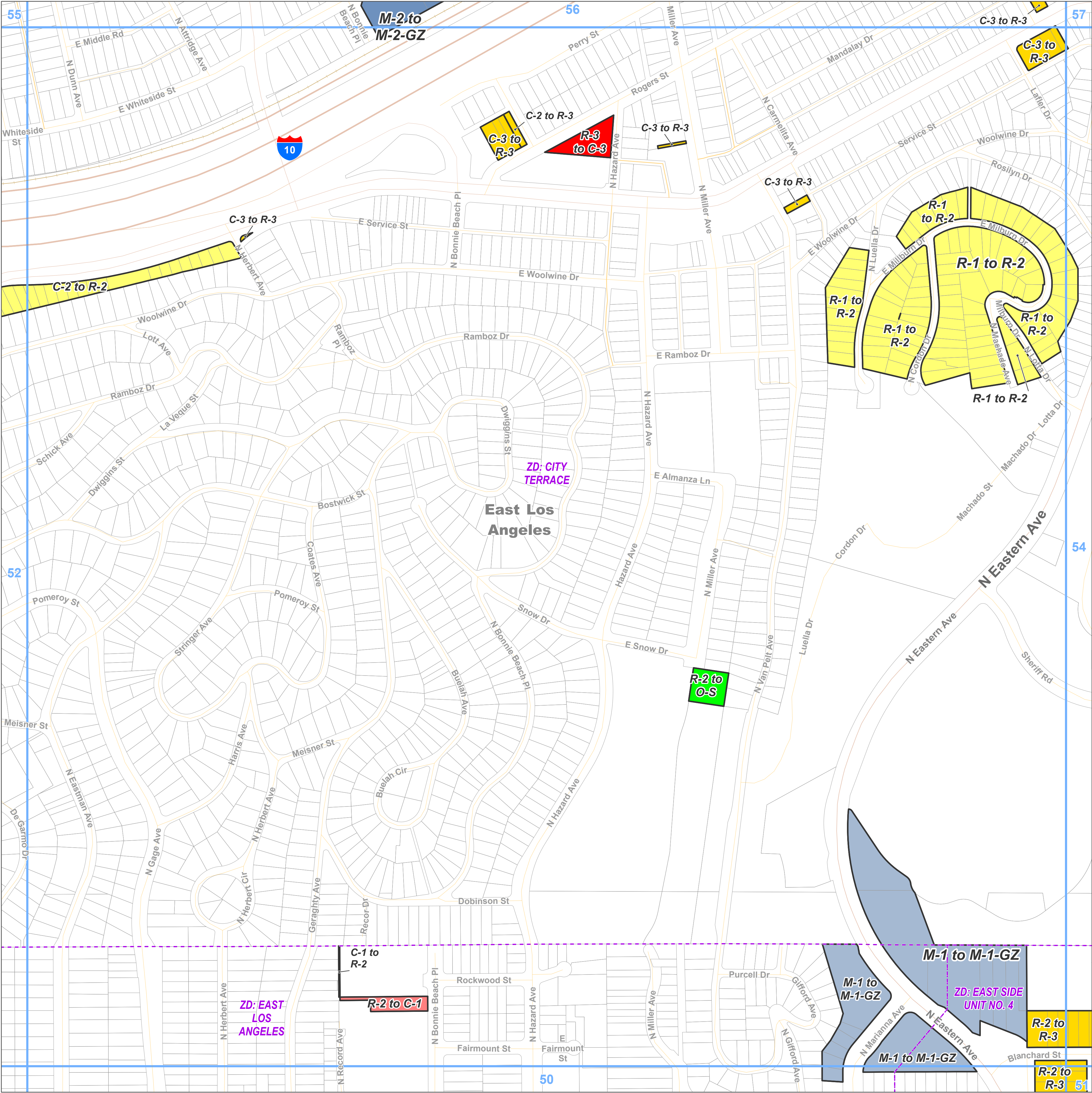


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Metro Planning Area Zone Changes

Zoned District(s): City Terrace,  
East Los Angeles, East Side  
Unit No. 4

Zoning Category

- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- C-1 - Restricted Business
- C-3 - General Commercial
- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing
- O-S - Open Space

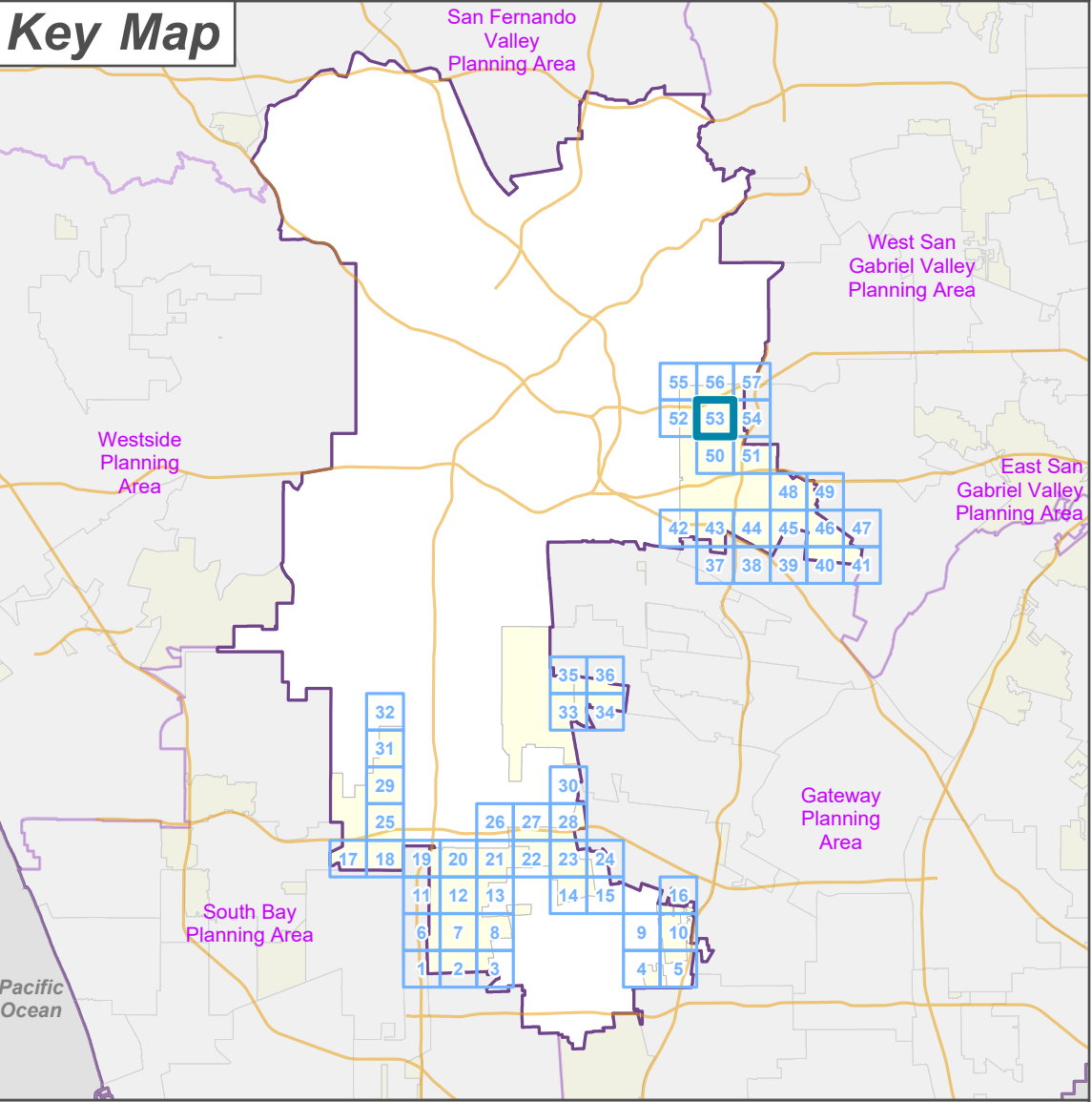
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Railroad

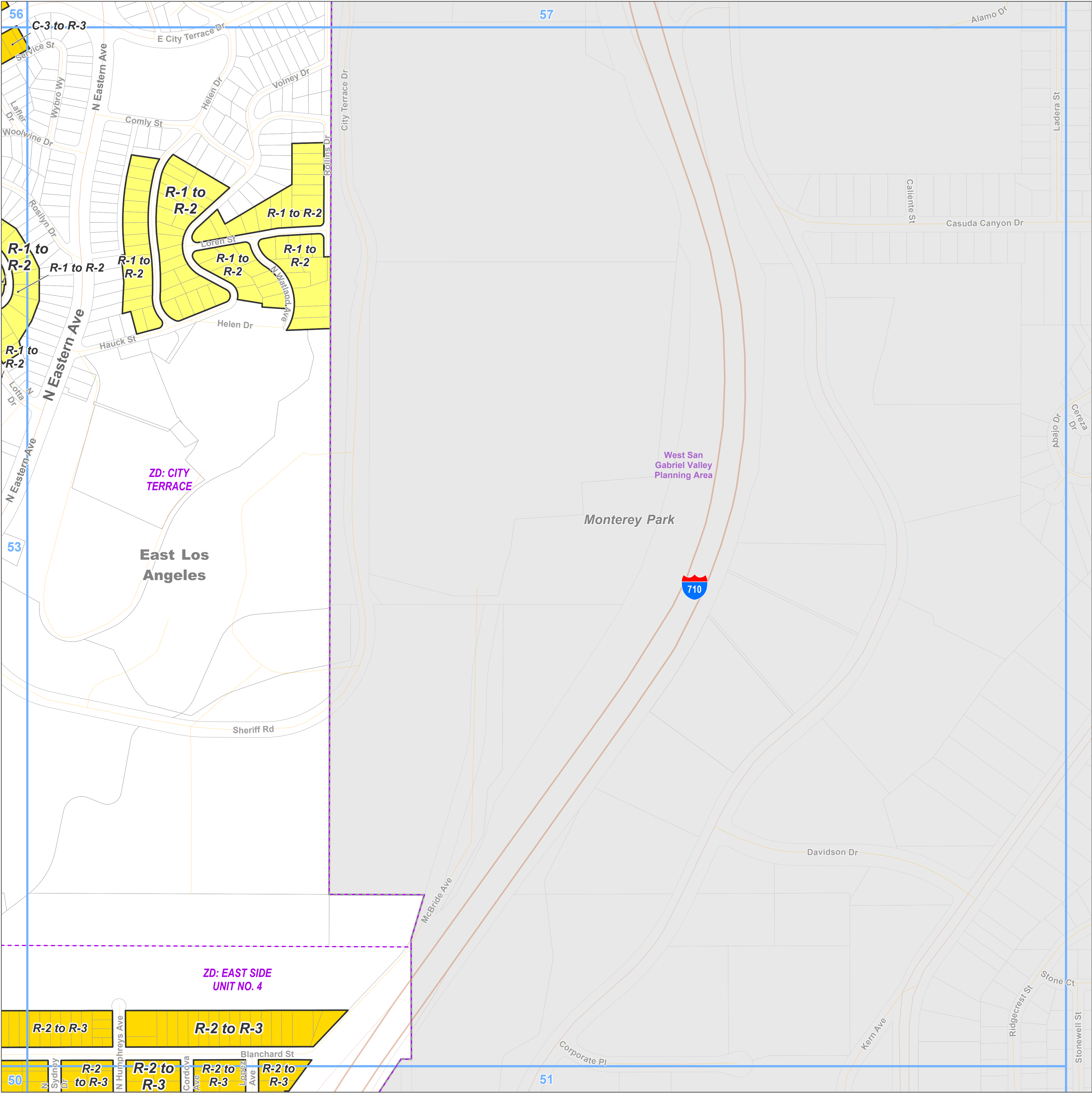
Key Map



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Metro Planning Area Zone Changes

Zoned District(s): City Terrace,  
East Side Unit No. 4

Zoning Category

- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence

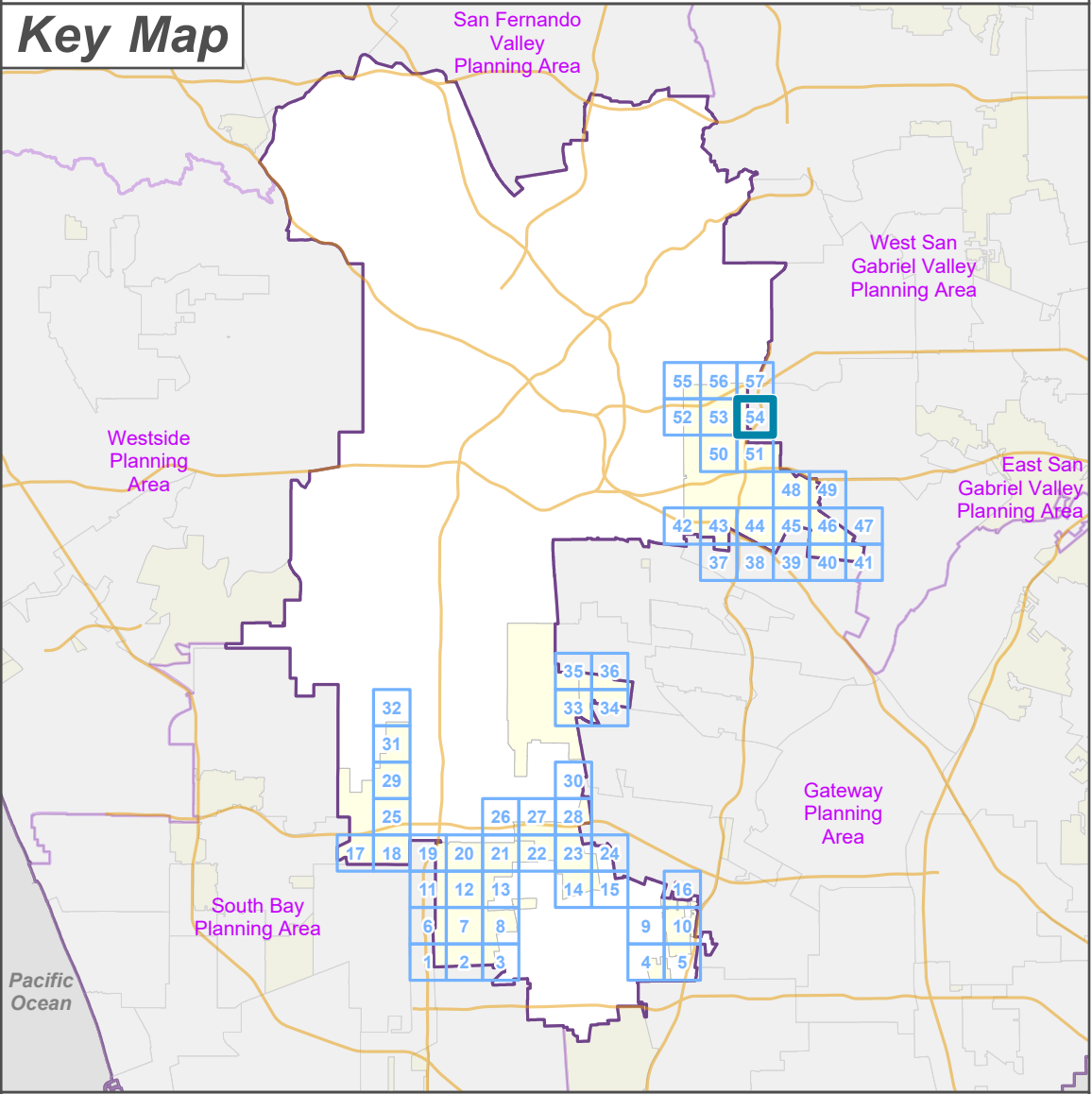
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp

Key Map



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Zoning Category

- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing

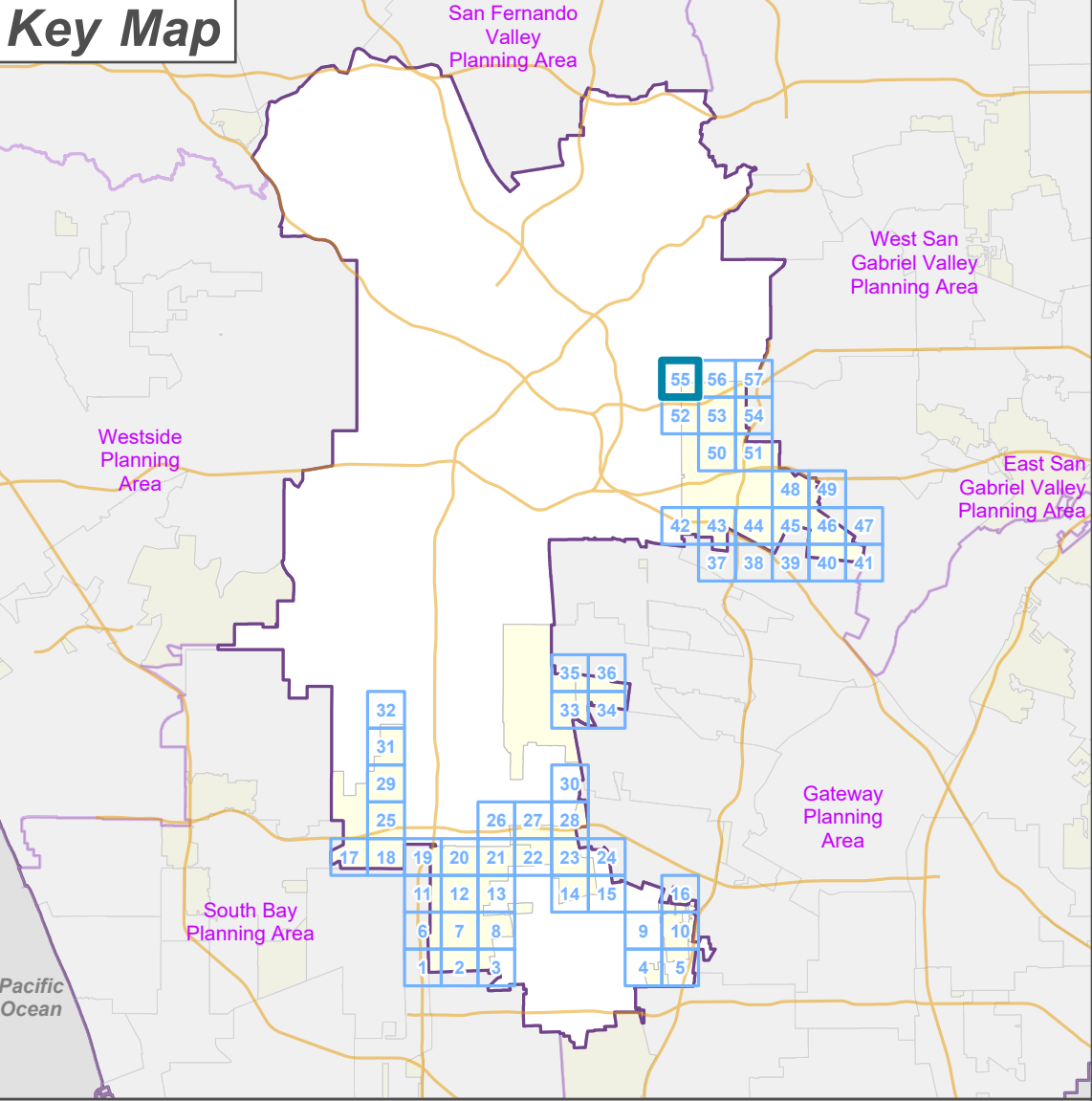
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

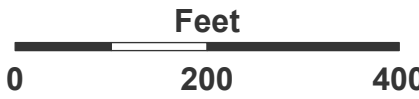
Street Types

- Primary
- Secondary
- Minor
- Alley
- Railroad

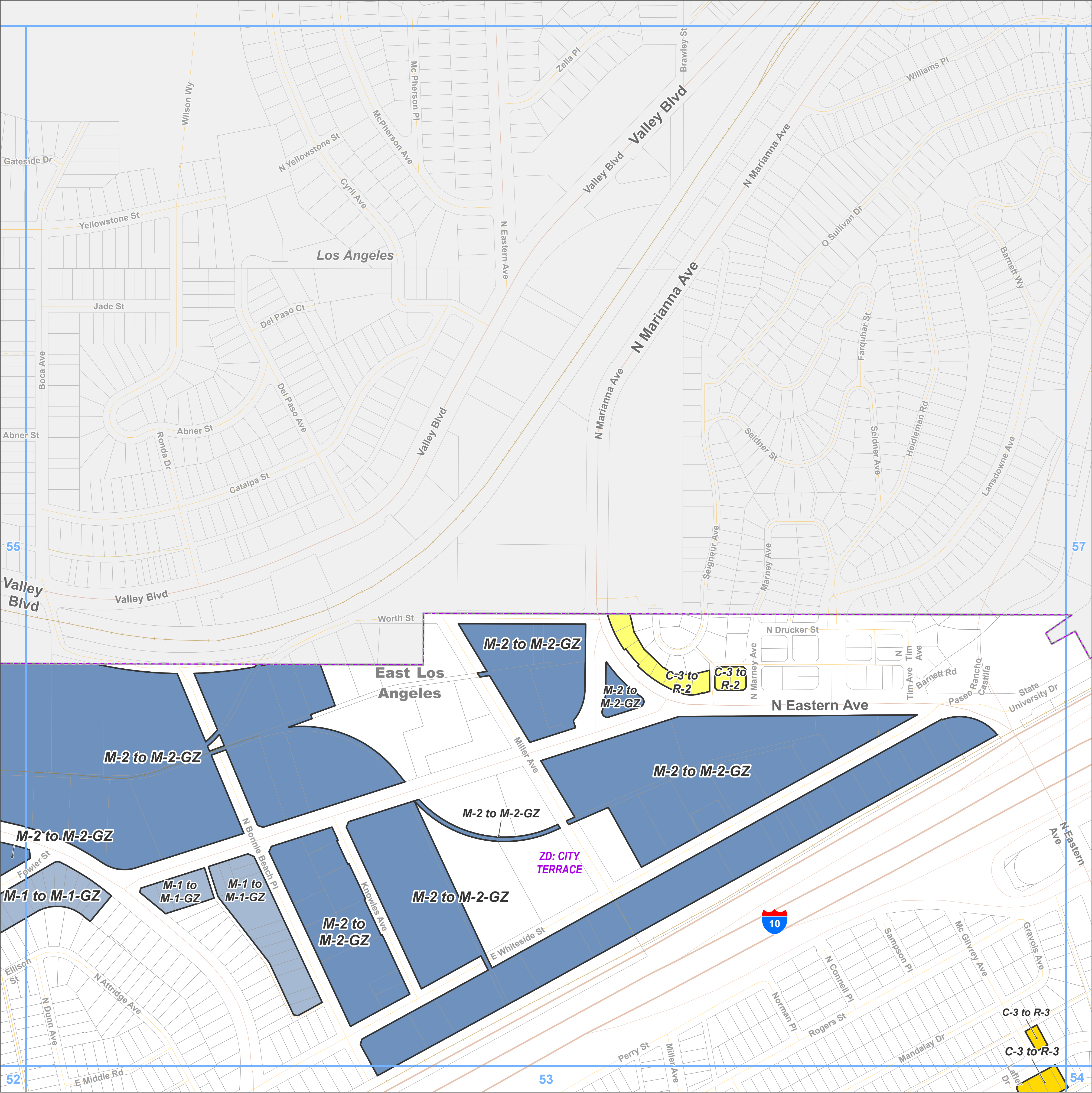
Key Map



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Los Angeles, CA 90012







Zoning Category

- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing

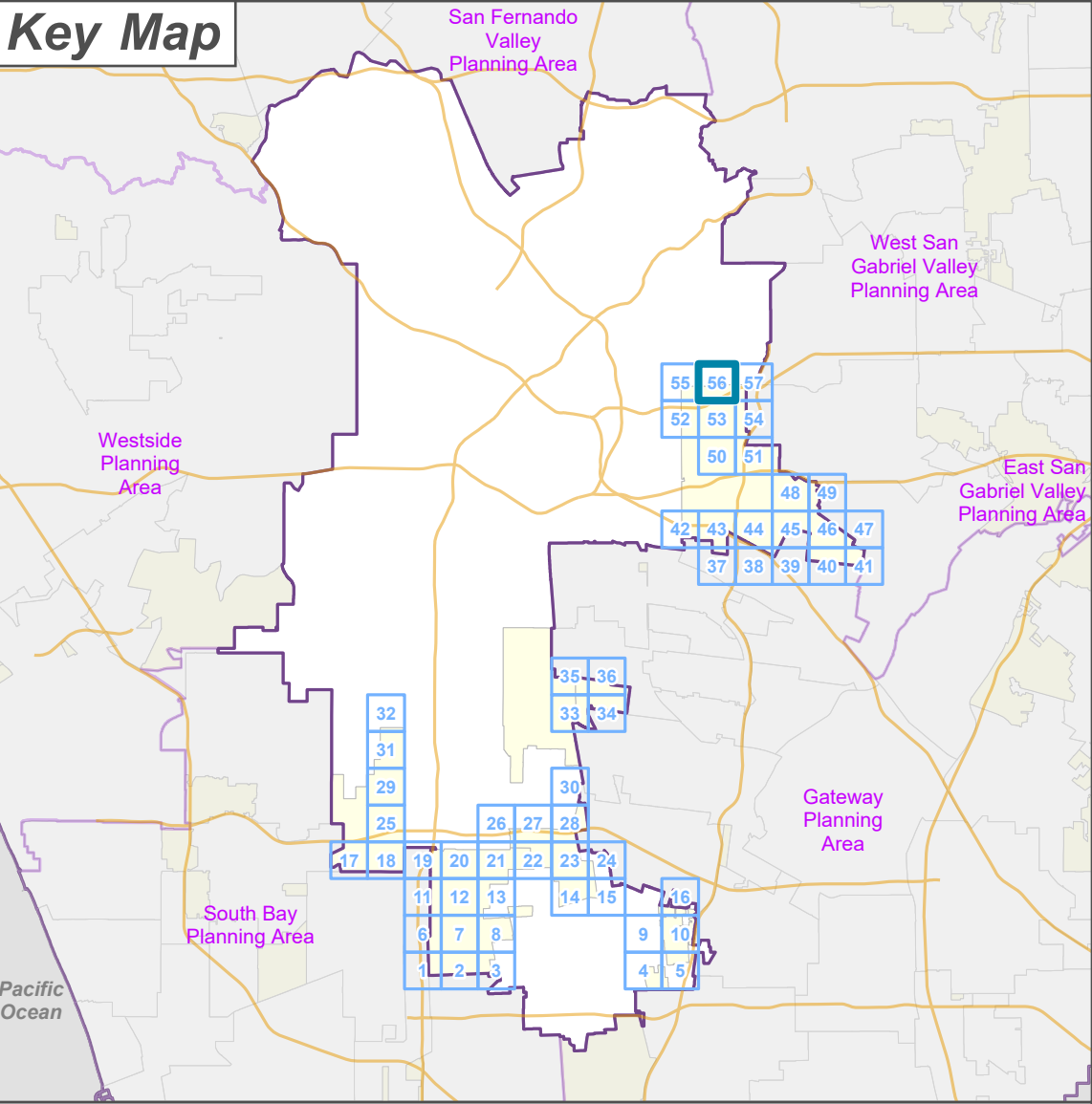
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

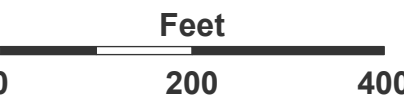
Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Railroad

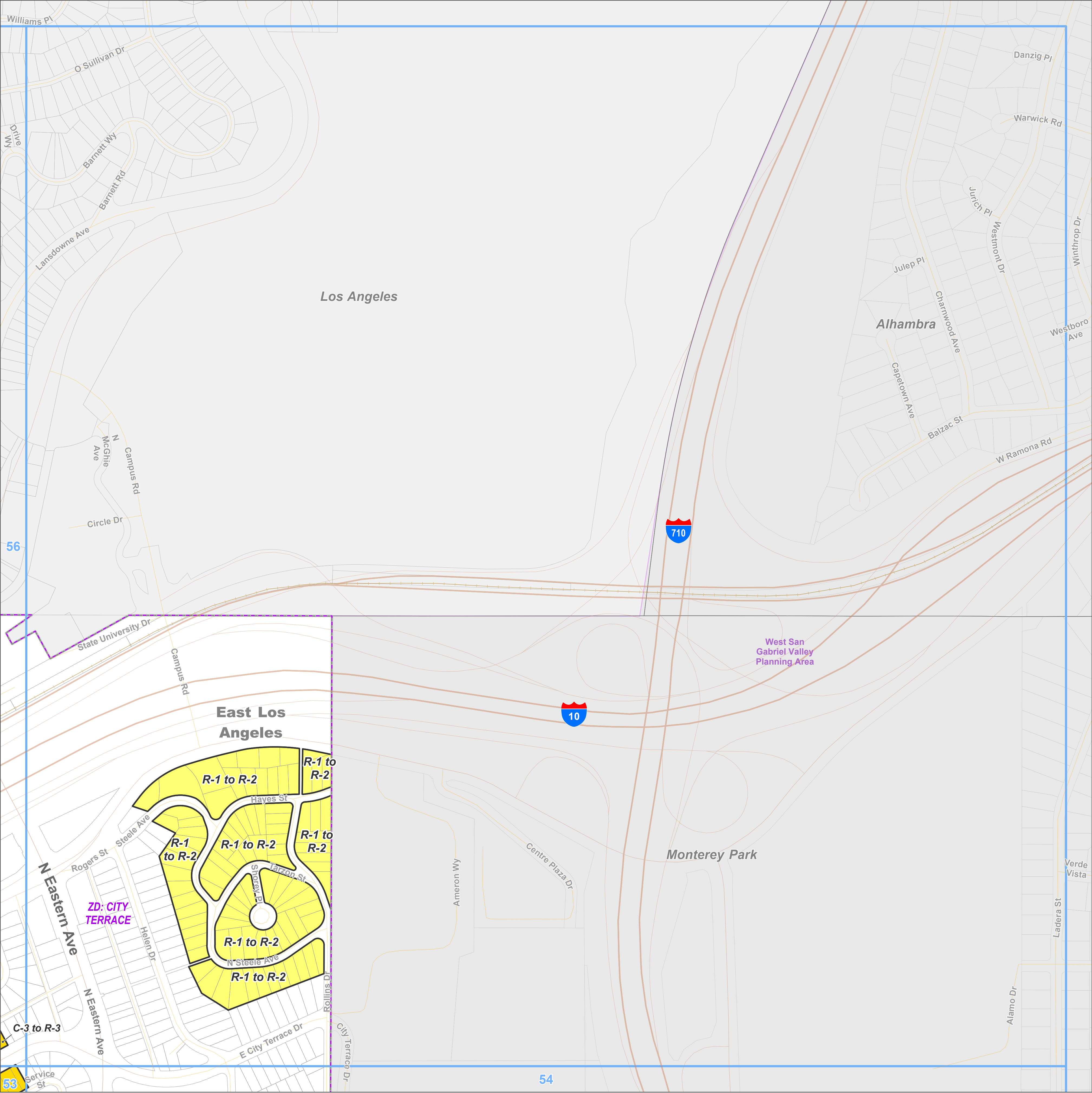
Key Map



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Metro Planning Area Zone Changes

Zoned District(s): City Terrace

Zoning Category

- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence

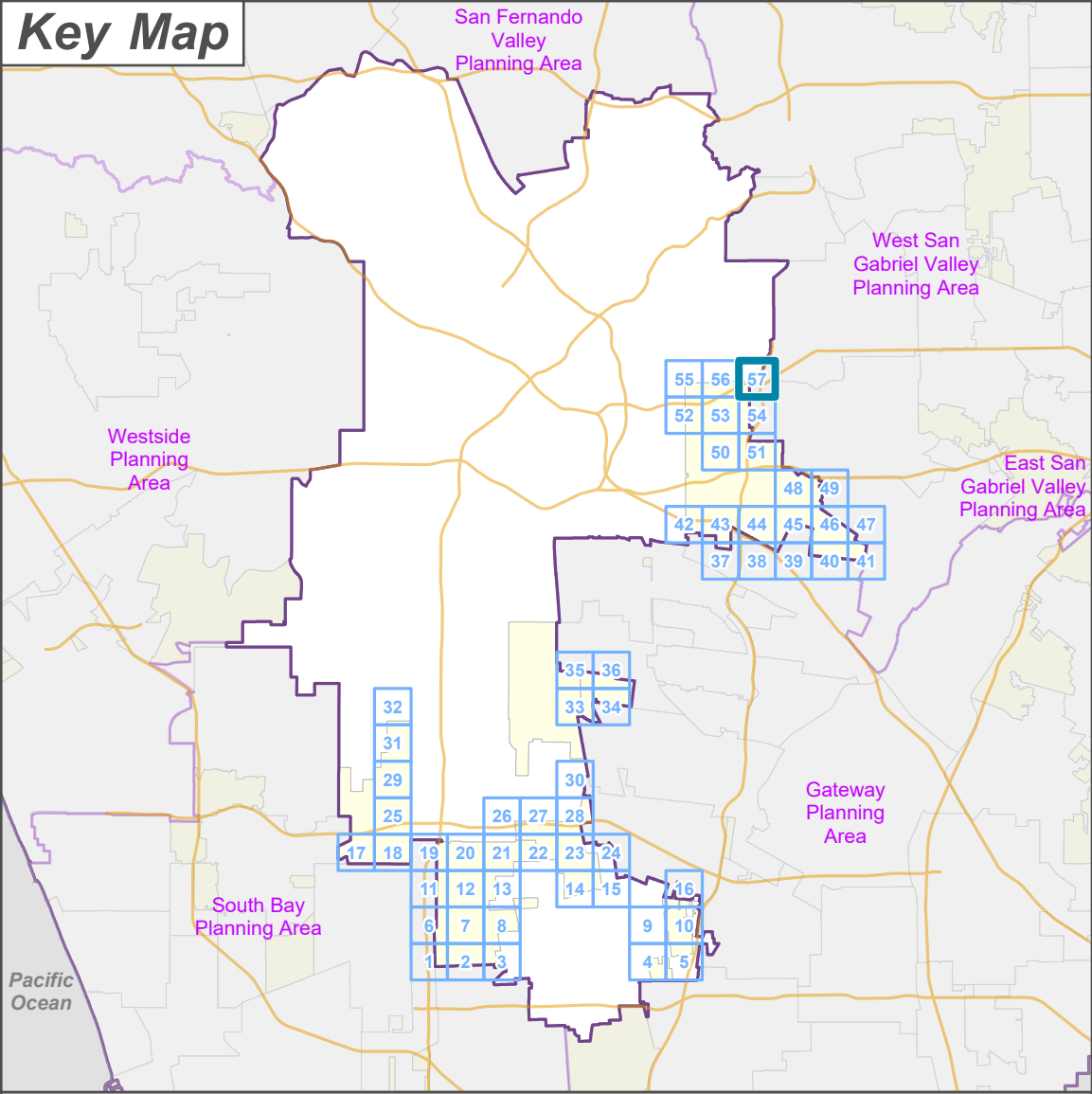
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

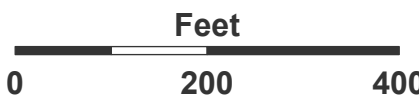
Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Railroad

Key Map

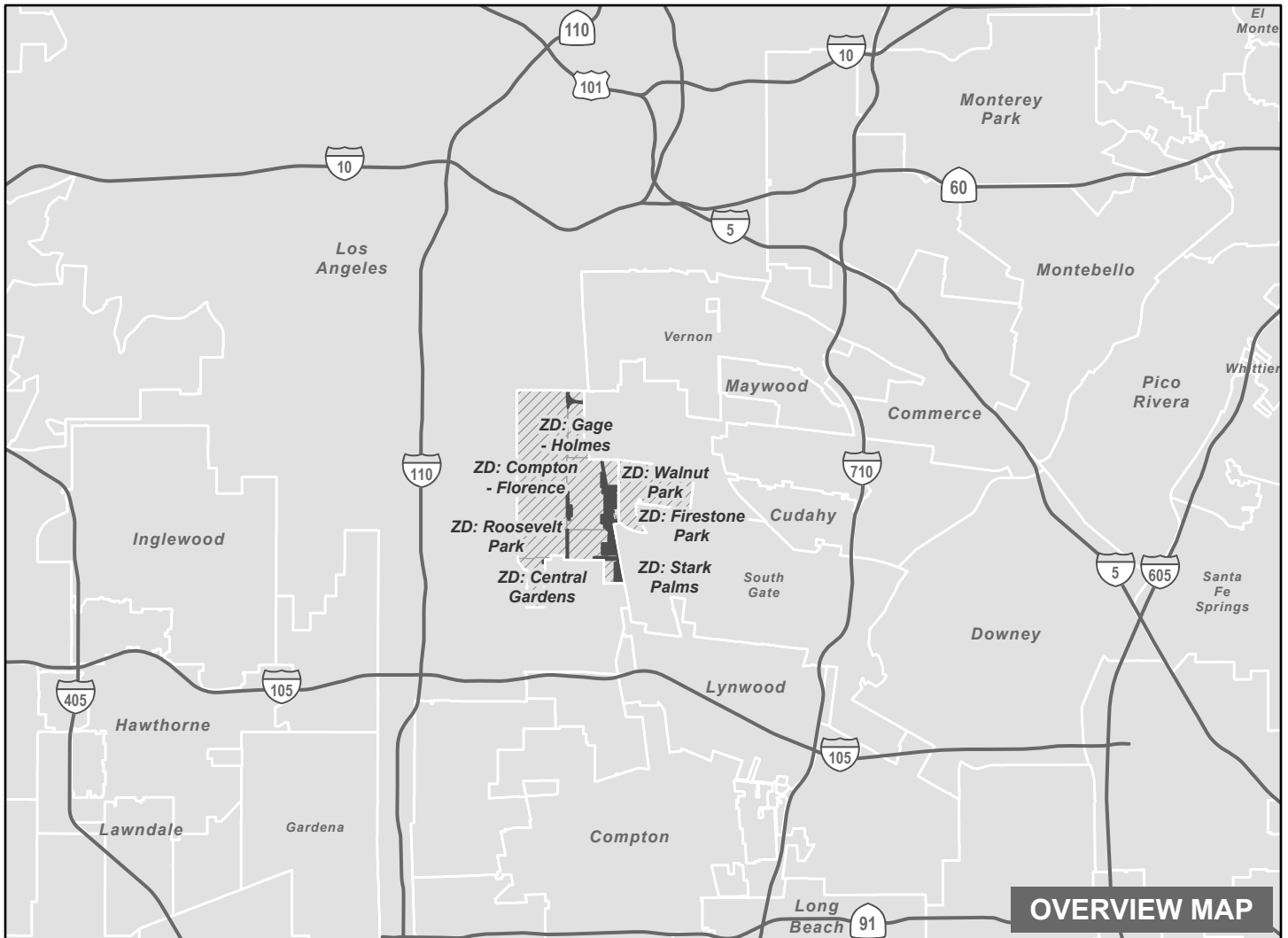


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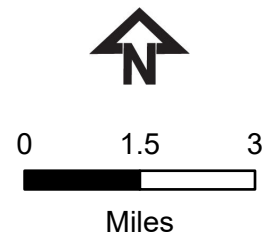


AMENDMENT TO COUNTYWIDE GENERAL PLAN  
METRO PLANNING AREA  
**SPECIFIC PLAN UPDATE: RPPL 2022010129**  
ON: \_\_\_\_\_

**MULTIPLE SPECIFIC PLAN CATEGORY CHANGES**



- Freeway
- ▨ Selected Zoned District (ZD)
- Specific Plan Change Area
- City / Unincorporated Boundary



THE REGIONAL PLANNING COMMISSION  
COUNTY OF LOS ANGELES  
MICHAEL R. HASTINGS, CHAIR  
AMY J. BODEK, AICP, DIRECTOR OF REGIONAL PLANNING





Los Angeles County

Metro Planning Area  
Specific Plan Changes

Zoned District(s): Central  
Gardens, Firestone Park

Specific Plan Changes

- R-2 - Two-Family Residence
- M-2 - Heavy Manufacturing

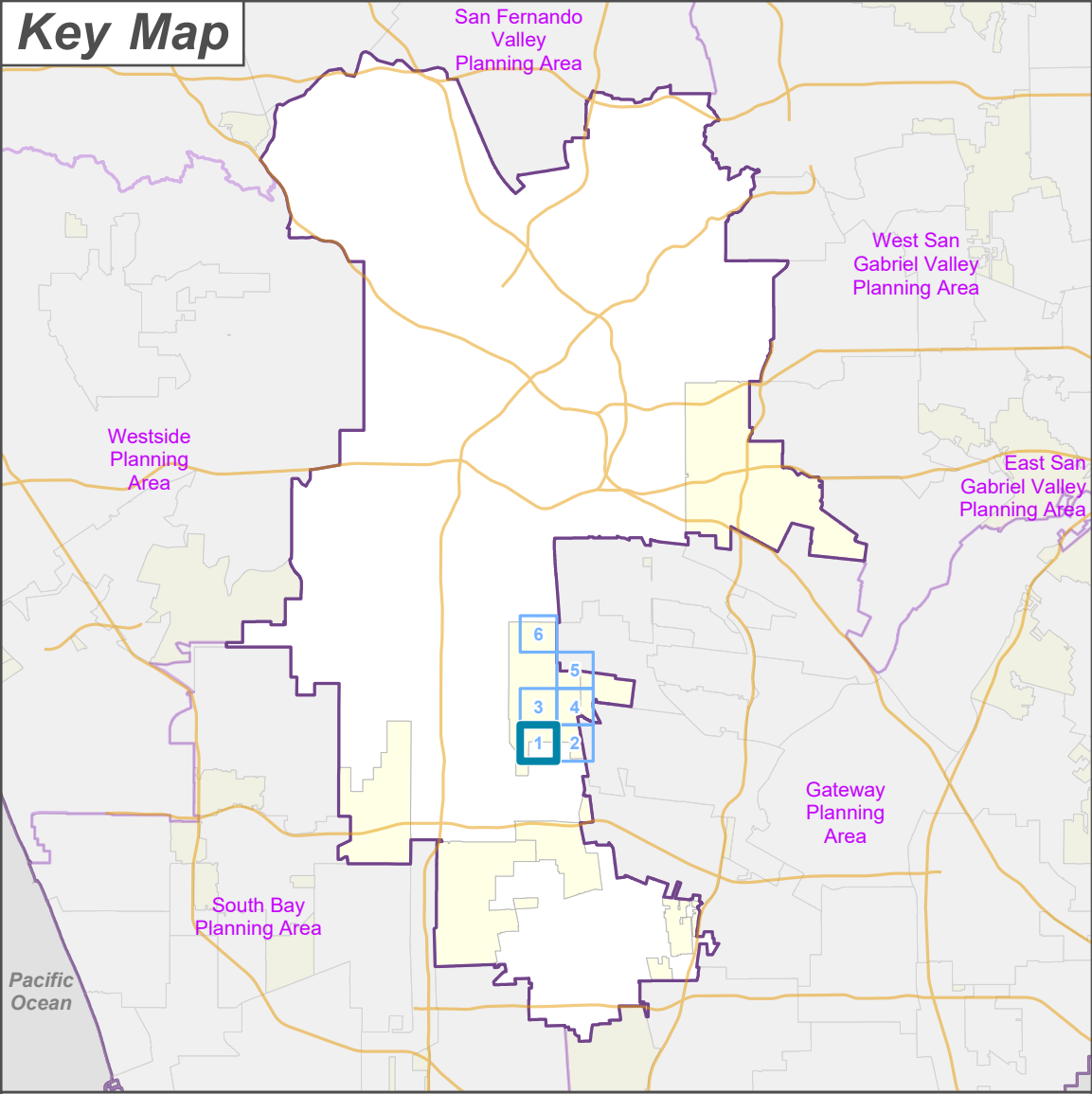
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Alley
- Railroad

Key Map



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Los Angeles County

**Metro Planning Area  
Specific Plan Changes**

**Zoned District(s):** Firestone  
Park, Stark Palms

**Specific Plan Changes**

- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing

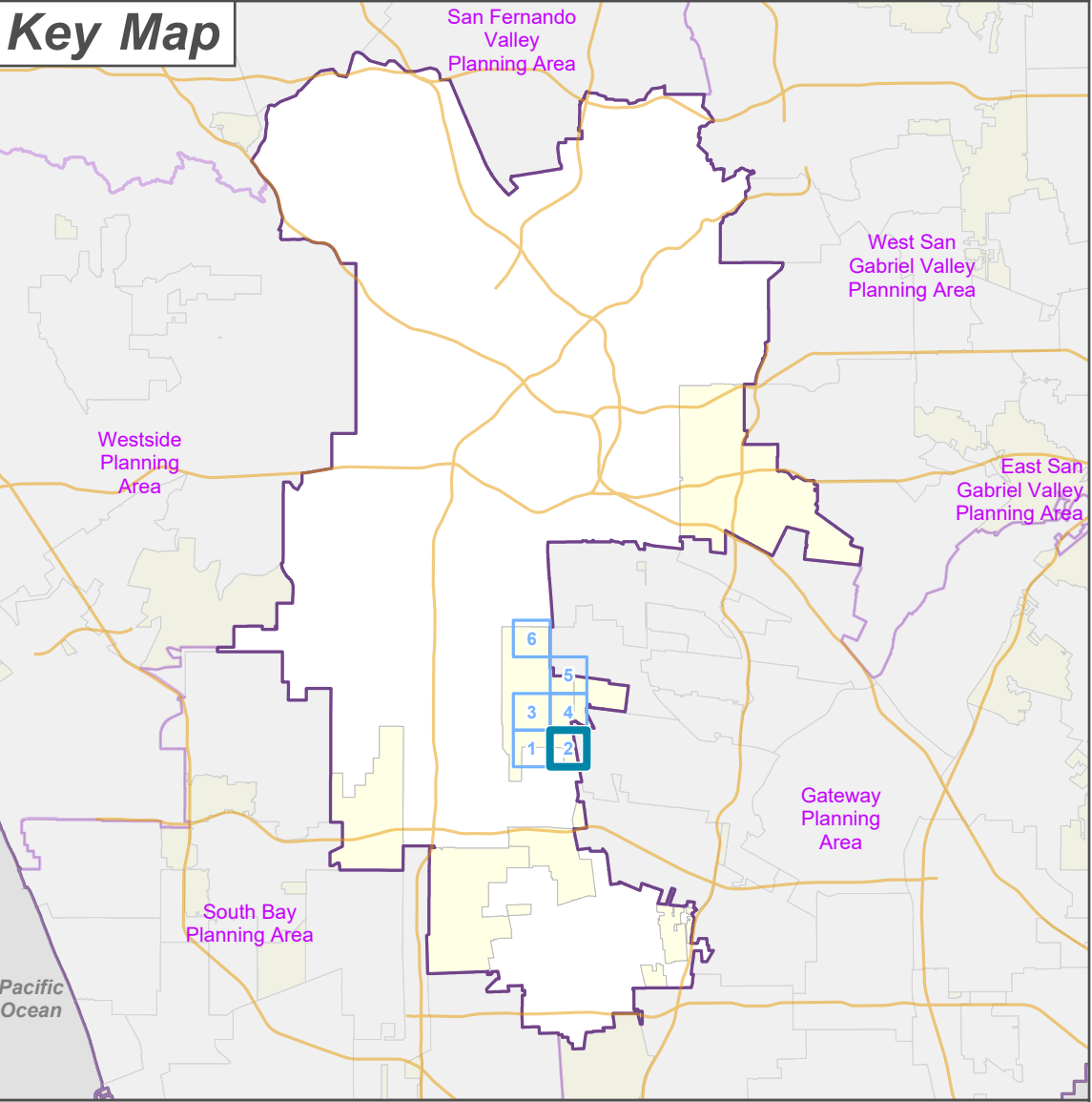
**Base Layers**

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

**Street Types**

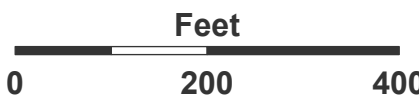
- Primary
- Secondary
- Minor
- Alley
- Railroad

**Key Map**



**LA COUNTY  
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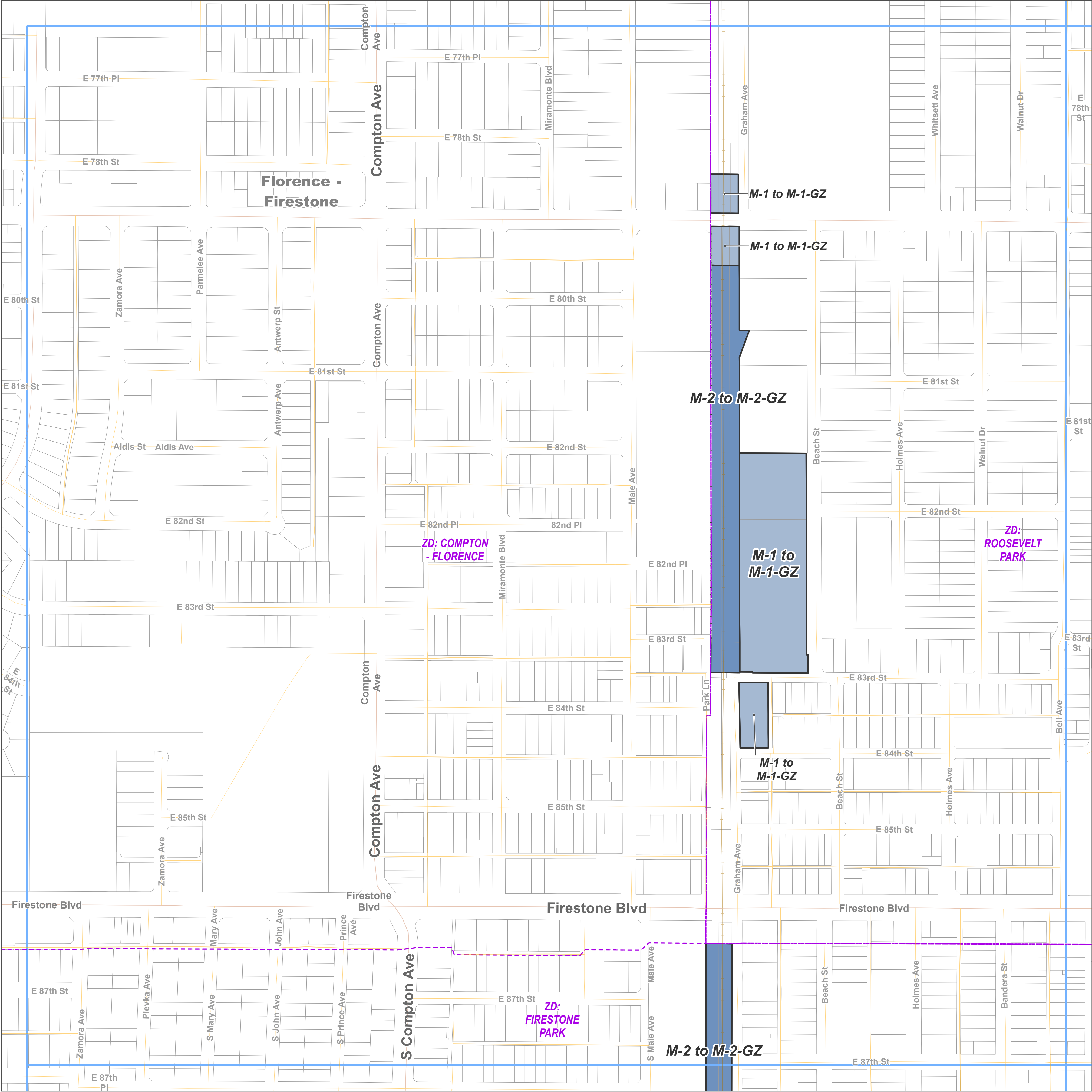
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Dept. of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012



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Metro Planning Area  
Specific Plan Changes

Zoned District(s): Compton -  
Florence, Firestone Park,  
Roosevelt Park

Specific Plan Changes

- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing

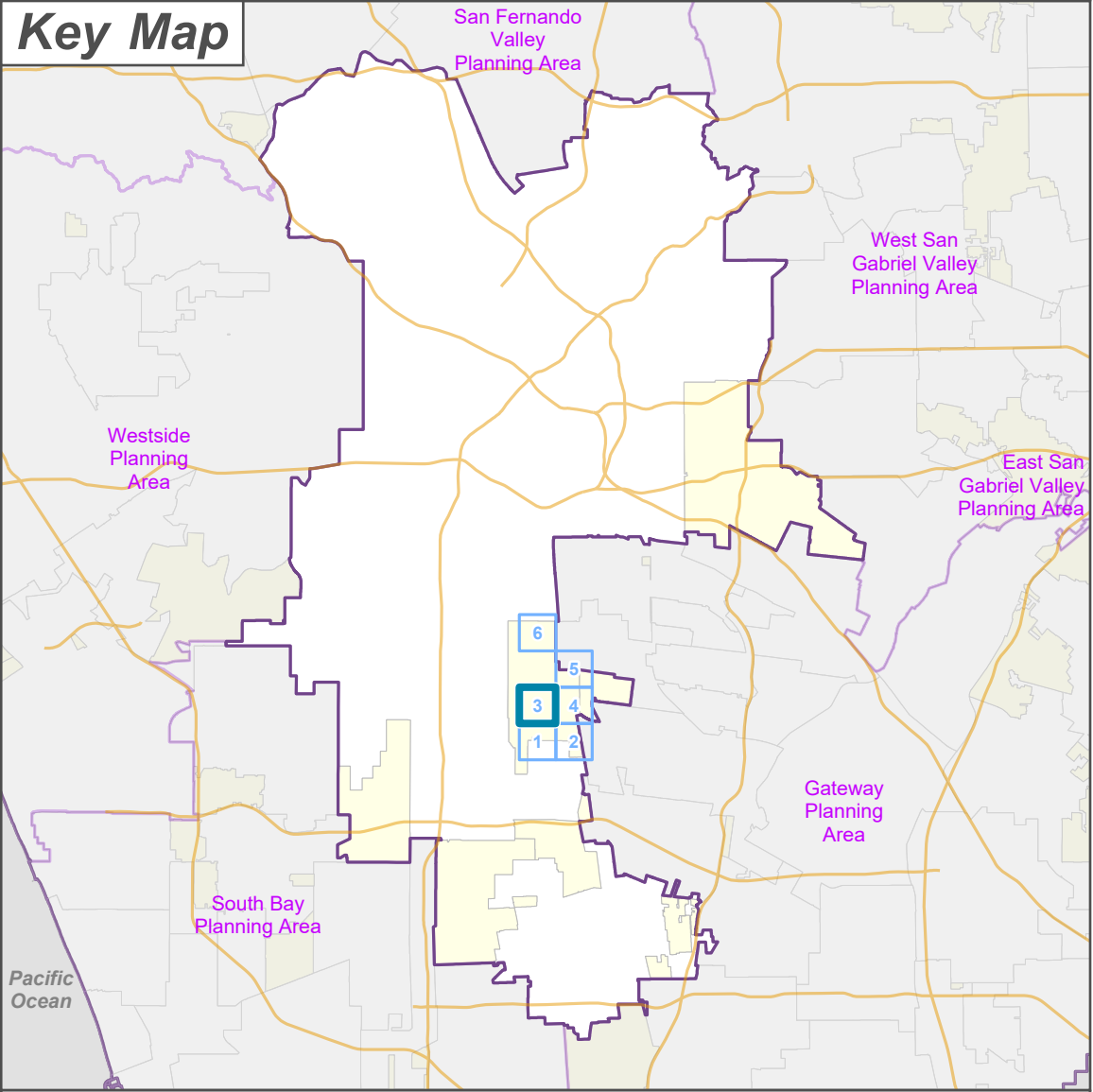
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

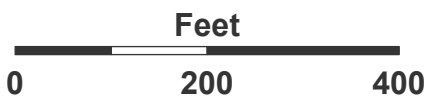
Street Types

- Primary
- Secondary
- Minor
- Alley
- Railroad

Key Map



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**Metro Planning Area  
Specific Plan Changes**

**Zoned District(s):** Firestone  
Park, Roosevelt Park, Walnut  
Park

**Specific Plan Changes**

- IX - Industrial Mix
- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing
- M-3 - Unclassified

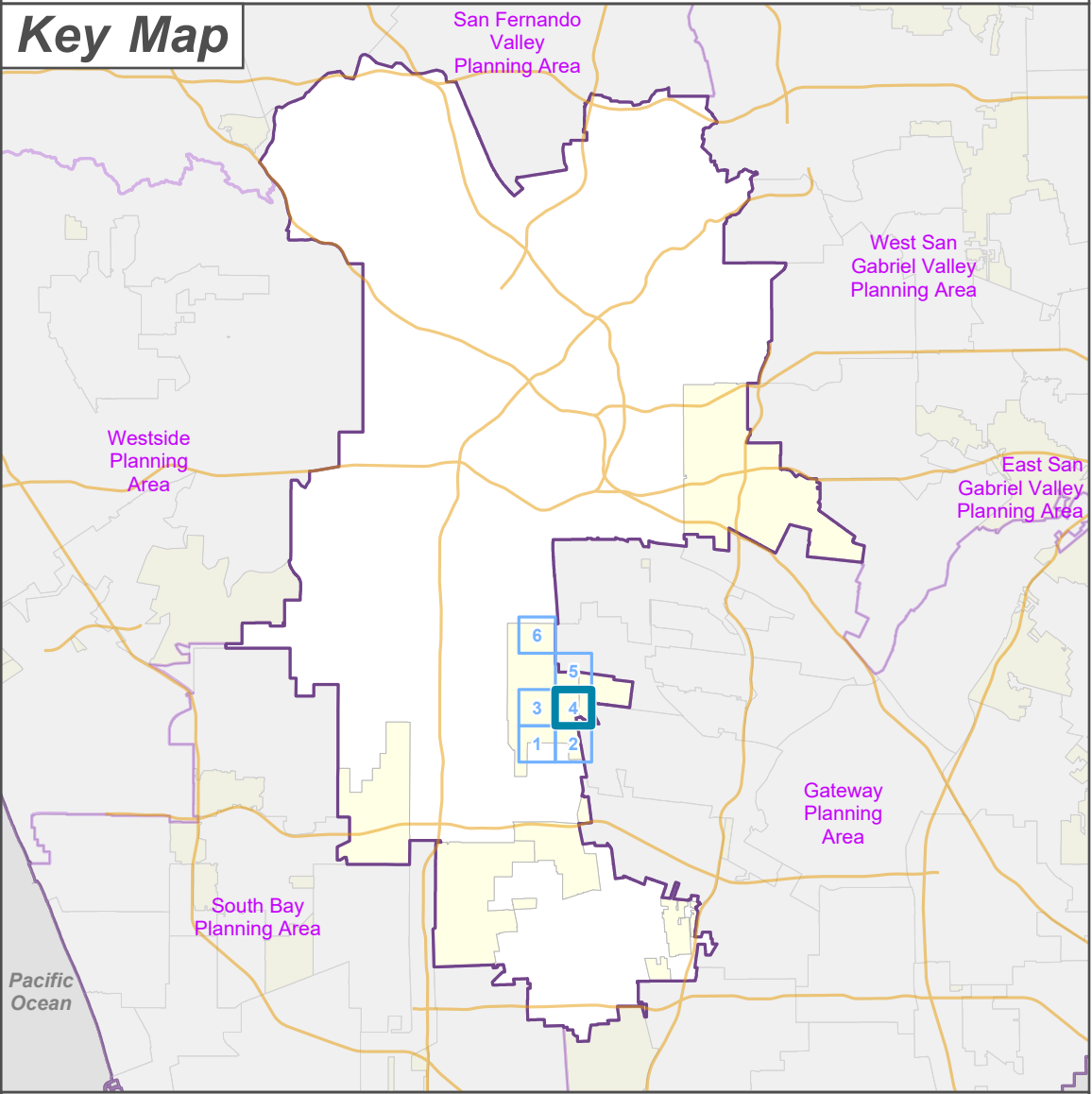
**Base Layers**

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

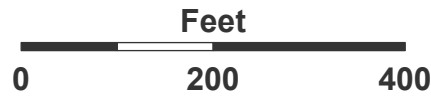
**Street Types**

- Primary
- Secondary
- Minor
- Alley
- Railroad

**Key Map**



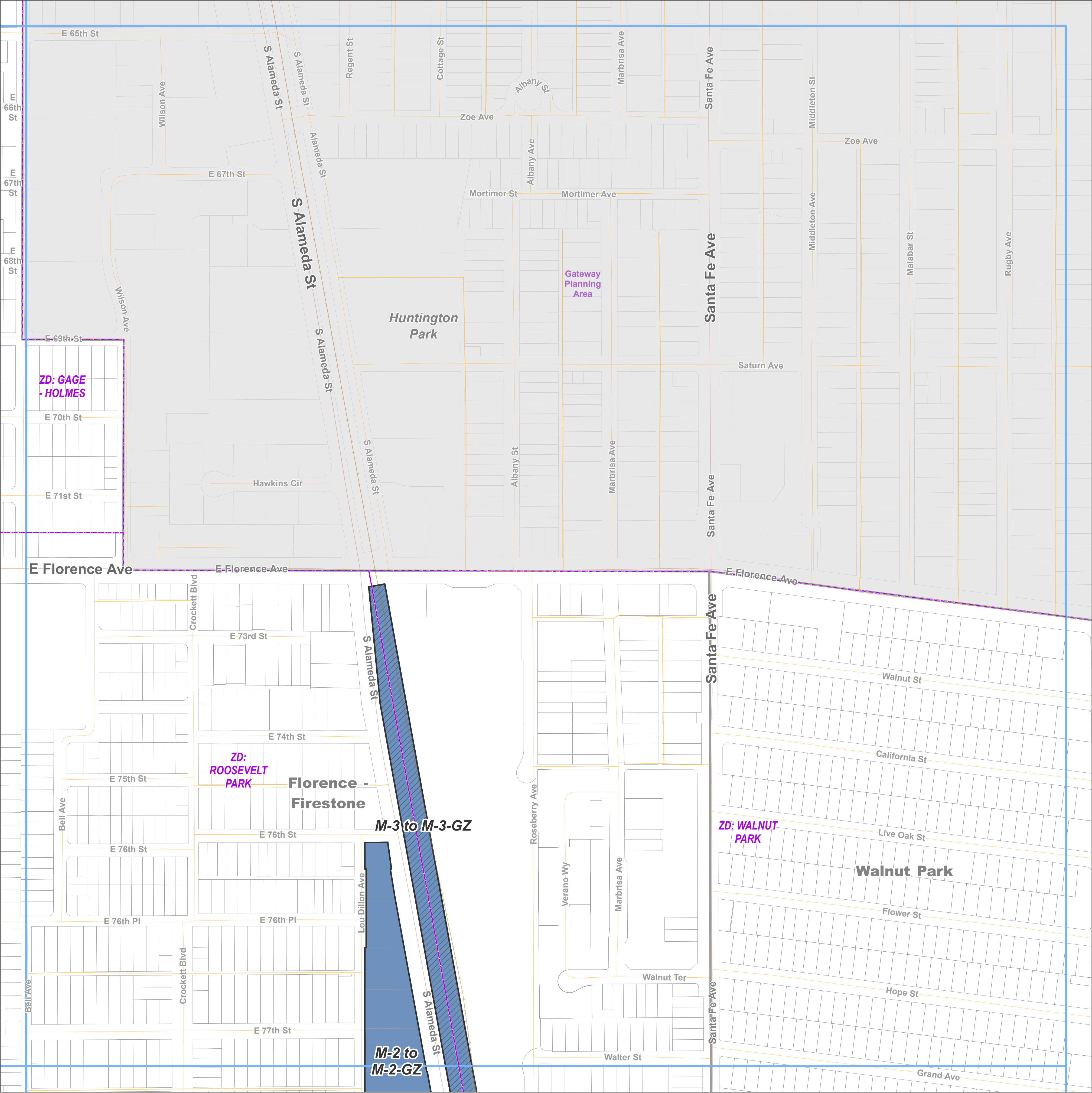
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Metro Planning Area  
Specific Plan Changes

Zoned District(s): Gage -  
Holmes, Roosevelt Park, Walnut  
Park

Specific Plan Changes

- M-2 - Heavy Manufacturing
- M-3 - Unclassified

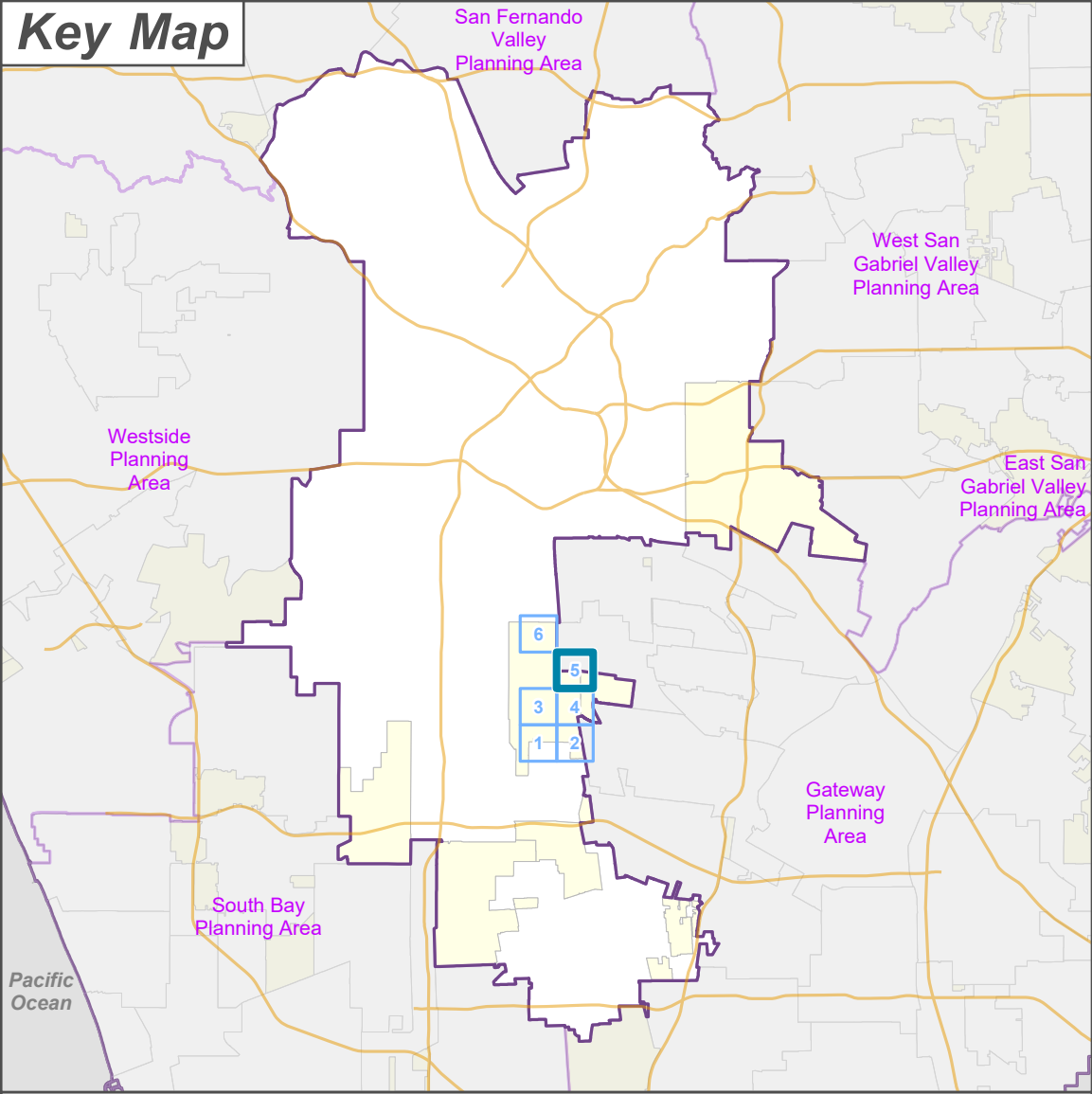
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

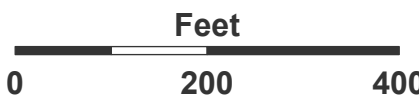
Street Types

- Primary
- Secondary
- Minor
- Alley
- Railroad

Key Map



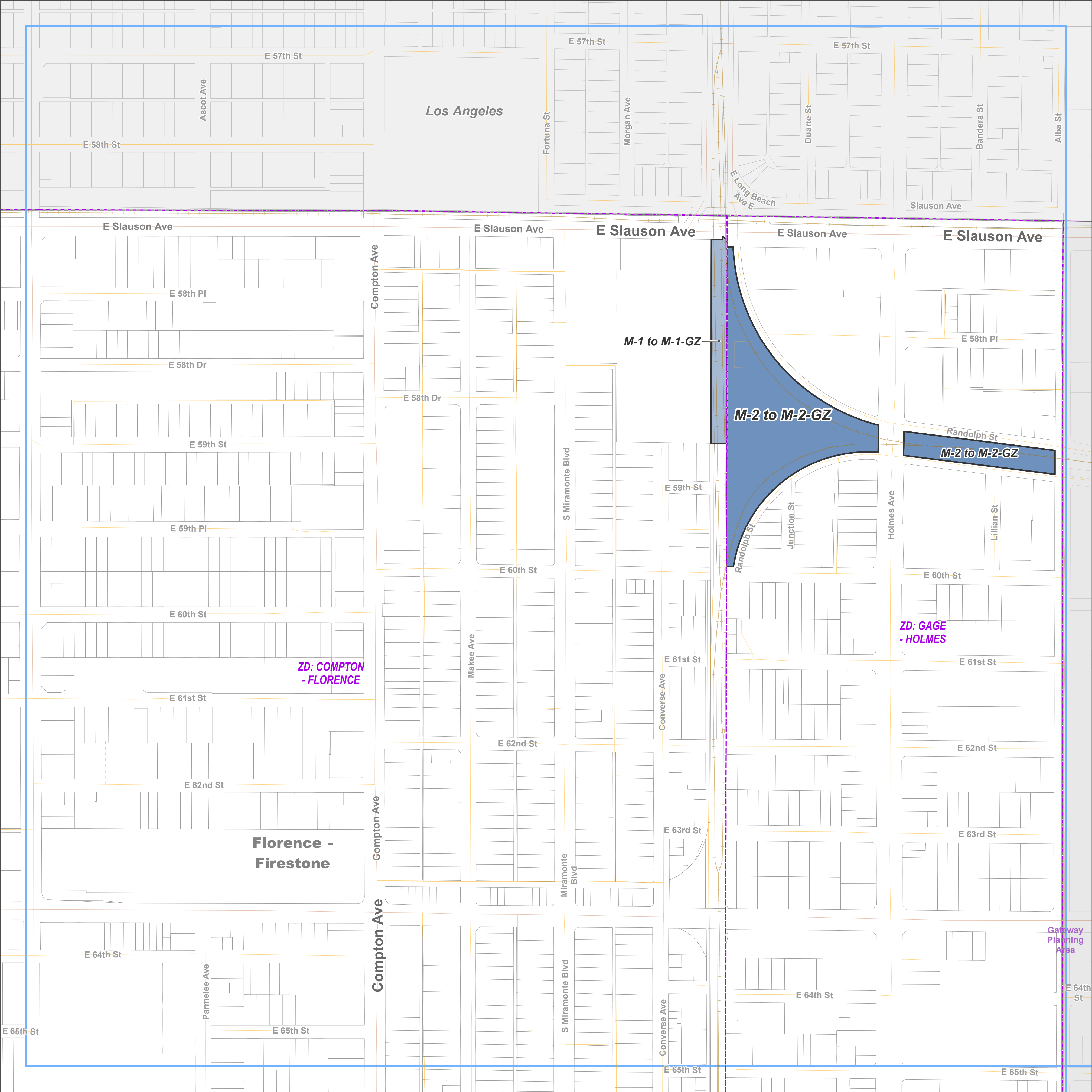
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Los Angeles, CA 90012



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Metro Planning Area  
Specific Plan Changes

Zoned District(s): Compton -  
Florence, Gage - Holmes

Specific Plan Changes

- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing

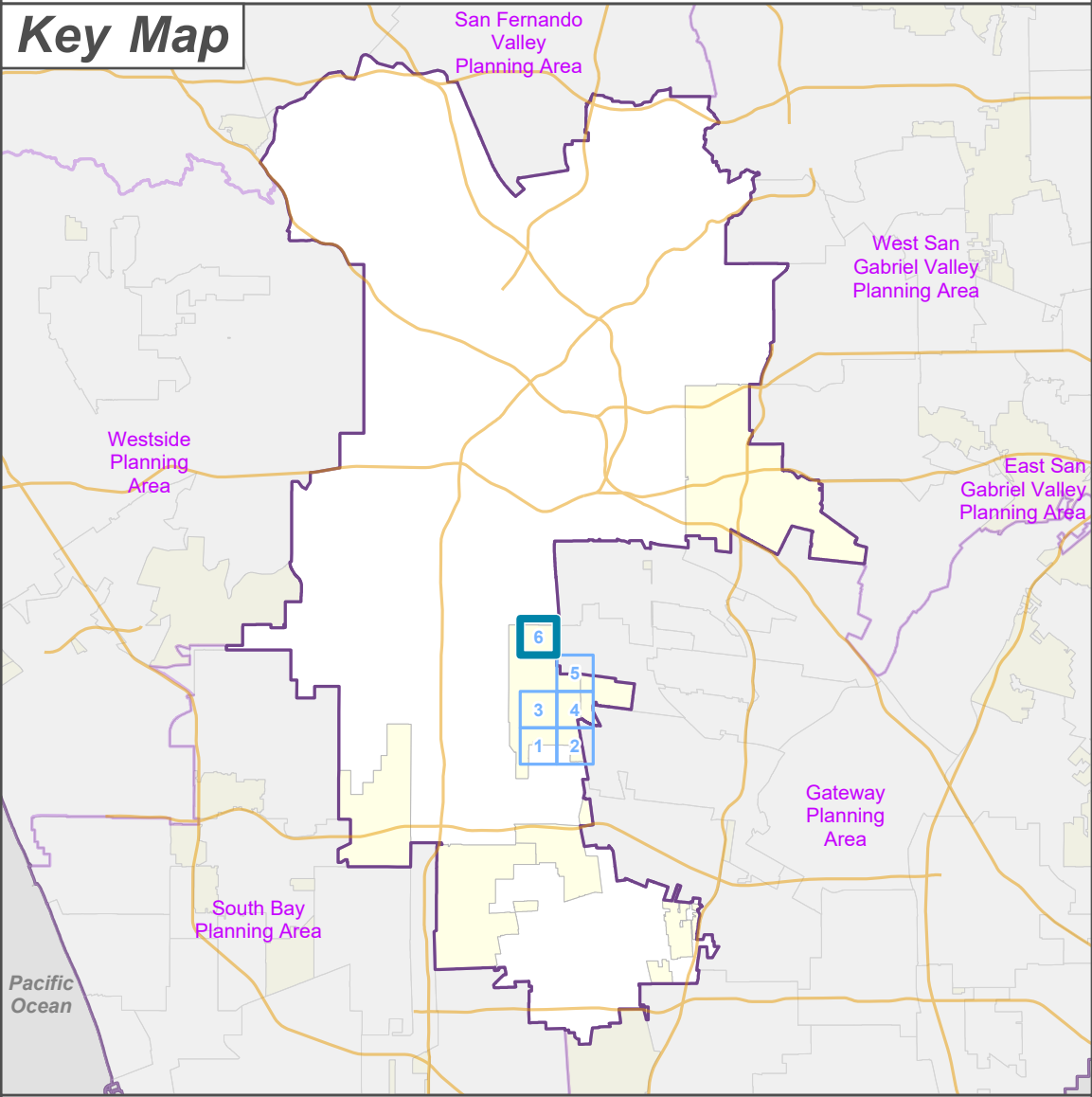
Base Layers

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- Incorporated City
- Map Series Grid
- Surrounding Planning Area

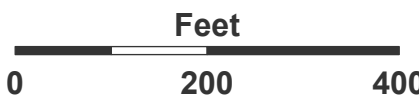
Street Types

- Primary
- Secondary
- Minor
- Alley
- Private Road
- Railroad

Key Map



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**ORDINANCE NO. \_\_\_\_\_**

An ordinance amending Title 22 – Planning and Zoning of the Los Angeles County Code to implement the Metro Area Plan, which will update land use policy and zoning maps, add new definitions, and new land use regulations and permitting requirements for Metro Area communities, and include minor, technical corrections to Title 22 for clarification of code language for ease of implementation.

The Board of Supervisors of the County of Los Angeles ordains as follows:

**SECTION 1.** Section 22.06.030 is hereby amended to read as follows:

**22.06.030 Combining Zones.**

Combining zones are established according to Table 22.06.030-A, below.

Combining zones are established as additional zone designations used in combination with the basic zone.

TABLE 22.06.030-A: COMBINING ZONES	
Abbreviation	Full Name
-BE	Billboard Exclusion
-DP	Development Program
<u>-GZ</u>	<u>Green Zone</u>
-P	Parking
<del>-CRS</del>	<del>Commercial—Residential</del>



TABLE 22.06.030-A: COMBINING ZONES	
Abbreviation	Full Name
-IP	Industrial Preservation

**SECTION 2.** Section 22.06.040 is hereby amended to read as follows:

**22.06.040 Supplemental Districts.**

Supplemental districts are established according to Table 22.06.040-A, below. The regulations of each such supplemental district shall supersede the specific regulations of the basic zone to which the district is added in the manner indicated for each type of district.

TABLE 22.06.040-A: SUPPLEMENTAL DISTRICTS	
Abbreviation	Full Name
EQD	Equestrian District
Setback District	Setback District
Flood Protection District	Flood Protection District
Noise Insulation	Noise Insulation Program
<del>CSD</del>	<del>Community Standards District</del>
ROLD	Rural Outdoor Lighting District
<u>HD</u>	<u>Historic Districts</u>

...

**SECTION 3.** Section 22.14.010 is hereby amended to read as follows:

**22.14.010 A.**

Accessory building or structure. A detached building or structure that is subordinate and incidental in use to the principal building or use on the same lot, and located in the same or a less restrictive zone.

Accessory commercial unit. A commercial use that is subordinate to the principal use and contained within, attached to, or detached from a residential structure on a residential-zoned lot and is open to customers, clients, or patrons.

...

Affordable housing and senior citizen housing. The following terms are defined for the purposes of Chapter 22.119 (Affordable Housing Replacement), Chapter 22.120 (Density Bonus), Chapter 22.121 (Inclusionary Housing), Chapter 22.128 (Supportive Housing), Chapter 22.130 (Transitional Housing), Section 22.140.660 (Motel Conversions, Temporary), Chapter 22.166 (Housing Permits), and [Section] 22.246.090 (Private Art in Public Development Program):

...

~~Baseline dwelling units. The maximum number of dwelling units permitted by the General Plan land use designation. See “Baseline dwelling units.”~~

...

**SECTION 4.** Section 22.14.020 is hereby amended to read as follows:

**22.14.020 B.**

...

Bar or cocktail lounge. Any premises where alcoholic beverages are sold for on-site consumption and is not accessory to a restaurant. This term includes tavern.

Baseline dwelling units. The maximum number of dwelling units permitted by the General Plan land use designation.

...

Borrow pit. Any place on a lot where dirt, soil, clay, decomposed granite, or other similar material is removed by excavation or otherwise for any purpose other than surface mining operations, or a grading project with off-site transport.

Brewery. A beer manufacturing facility that produces beer by the fermentation of any infusion or decoction of barley, malt, hops, or any other similar product, or any combination thereof in water, and includes ale, porter, brown, stout, lager beer, small beer, and strong beer but does not include rice wine. Beer may be produced using the following materials as adjuncts in fermentation: honey, fruit, fruit juice, fruit concentrate, herbs, spices, and other food materials. Beer aged in an empty wooden barrel previously used to contain wine or distilled spirits shall be defined exclusively as “beer” and shall not be considered a dilution or mixture of any other alcoholic beverage.

Microbrewery. A small-scale brewery operation that produces no more than 15,000 barrels a year. Its beer products are primarily intended for local or regional consumption.

...

**SECTION 5.** Section 22.14.040 is hereby amended to read as follows:

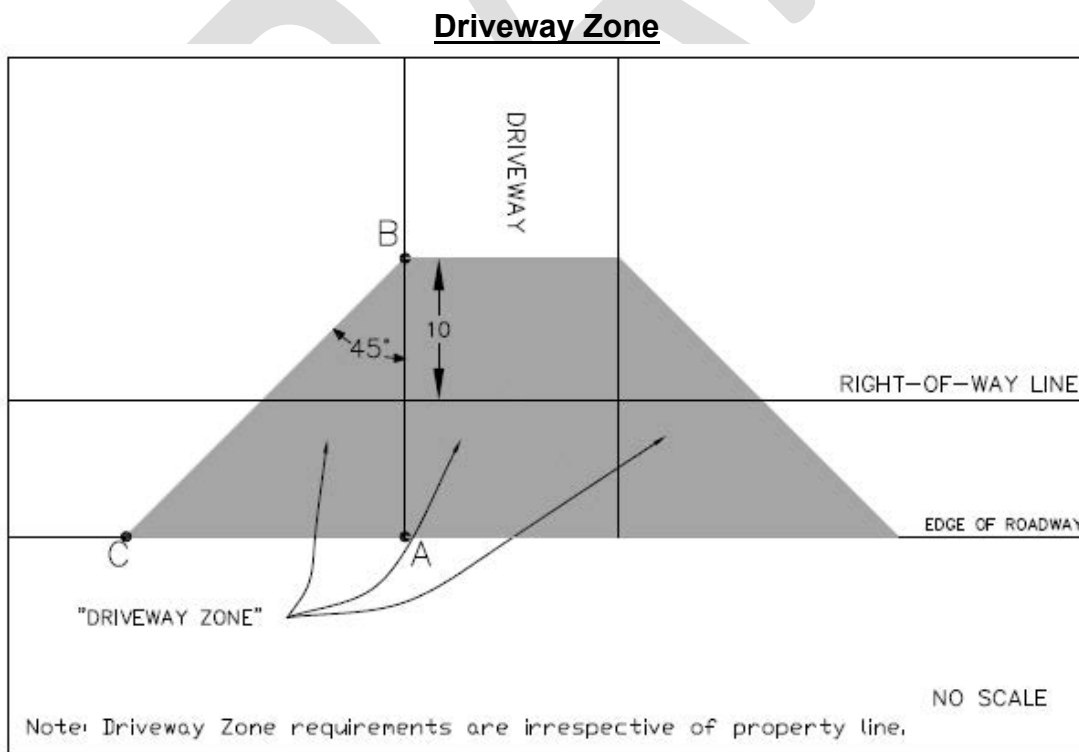
**22.14.040 D.**

...

Dripline. A vertical line extending from the outermost portion of a tree canopy to the ground.

Driveway zone. The triangular areas created on both sides of a driveway delineated by the following three points, including the portion of the driveway located between the aforementioned triangular areas:

1. Point "A" is the point at which the existing edge of the driveway meets the edge of the roadway or top of the curb, if present;
2. Point "B" is the point along the edge of the driveway located 10 feet back from the right-of-way line towards the property; and
3. Point "C" is the point at which a line that is extended from Point "B" at a 45-degree angle meets the edge of the roadway or top of curb, if present,



...

**SECTION 6.** Section 22.14.190 is hereby amended to read as follows:

**22.14.190 S.**

...

Sensitive use. A land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards – including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located. A sensitive use shall not include a caretaker residence or a legal, nonconforming residence in an industrial zone.

Shared kitchen complex. As defined in Section 8.04.425 of the Los Angeles County Code and subject to all applicable provisions in Chapter 11.09 of the Los Angeles County Code. For the purposes of this Title 22, food prepared or handled in a shared kitchen complex shall be for off-site sale and consumption only.

Shared kitchen complex tenant. This term includes “shared kitchen complex tenant, retail food operator” as defined in Section 8.04.428 and “shared kitchen complex tenant, wholesale food processor” as defined in Section 8.04.430.

...

**SECTION 7.** Section 22.18.030 is hereby amended to read as follows:

**22.18.030 Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5**

...

C. Use Regulations.



1. Principal Uses. Table 22.18.030-B, below, identifies the permit or review required to establish each principal use.

TABLE 22.18.030-B: PRINCIPAL USE REGULATIONS FOR RESIDENTIAL ZONES							
	R-A	R-1	R-2	R-3	R-4	R-5	Additional Regulations
...							
Cultural, Educational, and Institutional Uses							
...							
Schools							
...							
Colleges and universities, accredited, excluding trade or commercial schools	-	-	-	-	CUP	-	
Schools, grades K-12, accredited by the State of California, excluding trade or commercial schools	CUP <sup>14</sup>	CUP <sup>14</sup>	CUP <sup>14</sup>	CUP <sup>14</sup>	SPR <sup>13</sup> / CUP <sup>14</sup>	-	
...							
Notes:							
...							
<u>13. Outside of the Metro Planning Area Standards District.</u>							
<u>14. Also subject to Section 22.364.060.F.2 if use is in the Metro Planning Area Standards District.</u>							

2. Accessory Uses. Table 22.18.030-C, below, identifies the permit or review required to establish each accessory use.

<b>TABLE 22.18.030-C: ACCESSORY USE REGULATIONS FOR RESIDENTIAL ZONES</b>							
	R-A	R-1	R-2	R-3	R-4	R-5	Additional Regulations
...	...	...	...	...	...	...	
Accessory buildings and structures, unless more specifically regulated by this Title 22	As determined by the principal use						Sections 22.110.030, 22.110.040
<u>Accessory commercial units (ACUs)<sup>4</sup></u>	<u>SPR</u>	<u>SPR</u>	<u>SPR</u>	<u>SPR</u>	<u>SPR</u>	<u>SPR</u>	<u>Section 22.364.070. A.2.a</u>
...							
Notes:							
...							
4. <u>Use permitted in the Metro Planning Area Standards District provided that it: 1) is located on a corner lot or reversed corner lot; 2) is attached to or detached from an existing or proposed residential building; and 3) does not demolish, vacate or convert any existing, legally-built dwelling units, including accessory dwelling unit and junior accessory dwelling unit.</u>							

**SECTION 8.** Section 22.20.030 is hereby amended to read as follows:

**22.20.030 Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-**

**MJ, and C-R**

...

C. Use Regulations.

1. Principal Uses. Table 22.20.030-B, below, identifies the permit or review required to establish each principal use.

TABLE 22.20.030-B: PRINCIPAL USE REGULATIONS FOR COMMERCIAL ZONES								
	C-H	C-1	C-2	C-3	C-M	C-MJ	C-R	Additional Regulations
...								
Cultural, Educational, and Institutional Uses								
...								
Schools								
...								
Colleges and universities, accredited, excluding trade or commercial schools	SPR	SPR	SPR	SPR	SPR	SPR	CUP <sup>4</sup>	
Schools, grades K-12, accredited by the State of California, excluding trade or commercial schools	<u>SPR<sup>35</sup> / CUP<sup>36</sup></u>	<u>SPR<sup>35</sup> / CUP<sup>36</sup></u>	<u>SPR<sup>35</sup> / CUP<sup>36</sup></u>	<u>SPR<sup>35</sup> / CUP<sup>36</sup></u>	<u>SPR<sup>35</sup> / CUP<sup>36</sup></u>	-	CUP	
...								
Service Uses								
Self-service storage facilities	-	-	-	-	CUP	-	-	Section 22.140.560
<u>Shared kitchen complexes</u>	-	<u>CUP</u>	<u>CUP</u>	<u>SPR</u>	<u>SPR</u>	<u>SPR</u>	<u>CUP<sup>4</sup></u>	<u>Section 22.140.540</u>
Shoe repair shops	-	SPR	SPR	SPR	SPR	SPR	CUP <sup>4</sup>	

TABLE 22.20.030-B: PRINCIPAL USE REGULATIONS FOR COMMERCIAL ZONES								
	C-H	C-1	C-2	C-3	C-M	C-MJ	C-R	Additional Regulations
...								
Notes: ... <u>35. Outside of the Metro Planning Area Standards District.</u> <u>36. In the Metro Planning Area Standards District and subject to Section 22.364.060.F.2.</u>								

**SECTION 9.** Section 22.22.010 is hereby amended to read as follows:

**22.22.010 Purpose.**

A. General Purpose. ....Industrial Zones provide for the orderly, well-planned, and balanced growth of industrial districts and designate adequate land for the growth of employment centers in the County. Regulations in the Industrial Zones encourage all types of industrial establishments to achieve compatibility in the characteristics of their activities and processes in a manner that strives to be harmonious with surrounding community character and nearby sensitive uses.

...

**SECTION 10.** Section 22.22.030 is hereby amended to read as follows:

**22.22.030 Land Use Regulations for Zones M-1, M-1.5, M-2, and M-**

**2.5.**

...

C. Use Regulations.

1. Principal Uses. Table 22.22.030-B, below, identifies the permit or review required to establish each principal use.

TABLE 22.22.030-B: PRINCIPAL USE REGULATIONS FOR INDUSTRIAL ZONES					
	M-1	M-1.5	M-2	M-2.5	Additional Regulations
...					
Industrial Uses					
...					
Assembly, manufacture, packaging, and storage of finished or prepared materials, provided that no manufacturing of raw natural or synthesized materials, including flammable or toxic chemicals, are conducted on-site:					
...					
Drug, <u>biomedical or biological</u> , <del>Drug</del> and pharmaceutical products	SPR	SPR	SPR	CUP	
...					
Food Processing					
Bakeries	SPR	SPR	SPR	CUP	
Breweries	SPR	SPR	SPR	CUP	



TABLE 22.22.030-B: PRINCIPAL USE REGULATIONS FOR INDUSTRIAL ZONES					
	M-1	M-1.5	M-2	M-2.5	Additional Regulations
<u>Microbreweries</u>	<u>SPR</u>	<u>SPR</u>	<u>SPR</u>	<u>CUP</u>	
...					
Manufacture of:					
...					
Carpenter Shops	SPR	SPR	SPR	CUP	
Caustic soda, manufacture by electrolysis	-	-	CUP	CUP	
<del>Carpenter Shops</del>	<del>SPR</del>	<del>SPR</del>	<del>SPR</del>	<del>CUP</del>	
...					
<u>Fabricating and prototype fabrication</u>	SPR <sup>7</sup>	SPR <sup>7</sup>	SPR	CUP	
...					
Service Uses					
...					
Self-service storage facilities	SPR	SPR	SPR	CUP	Section 22.140.560

TABLE 22.22.030-B: PRINCIPAL USE REGULATIONS FOR INDUSTRIAL ZONES					
	M-1	M-1.5	M-2	M-2.5	Additional Regulations
<u>Shared kitchen complexes</u>	<u>SPR</u>	<u>SPR</u>	<u>SPR</u>	<u>CUP</u>	<u>Section 22.140.540</u>
...					

...

**SECTION 11.** Section 22.22.060 is hereby amended to read as follows:

**22.22.060 Development Standards for Industrial Zones.**

...

C. New sensitive uses developed in permitted zones and located adjacent to or adjoining existing, legally established industrial uses, recycling or solid waste uses, or vehicle-related uses listed in Table 22.22.030-B (Principal Use Regulations for Industrial Zones), except for the vehicle sales and rentals sub-category, shall comply with ~~Division 7,~~ Chapter 22.134 (Sensitive Uses Adjacent to Industrial, Recycling or Solid Waste, or Vehicle-Related Uses).

**SECTION 12.** Section 22.26.030 is hereby amended to read as follows:

**22.26.030 Mixed Use Development Zone.**

...

B. Land Use Regulations.

...

3. Use Regulations.

a. Principal Uses.

i. Table 22.26.030-B, below, identifies the permit or review required to establish each principal use.

TABLE 22.26.030-B: PRINCIPAL USE REGULATIONS FOR ZONE MXD		
		Additional Regulations
...		
Cultural, Educational, and Institutional Uses		
...		
Schools		
...		
Business and professional schools, including art, cooking, dance, drama, martial arts, music, and professional education	SPR	
Schools, grades K-12, accredited by the State of California, excluding trade or commercial schools	SPR <sup>9</sup> / CUP <sup>10</sup>	
...		
Notes:		
...		
<u>9. Outside of the Metro Planning Area Standards District.</u>		
<u>10. In the Metro Planning Area Standards District and subject to Section 22.364.060.F.2.</u>		

**SECTION 13.** The Chapters headings for Division 4 are hereby amended to read as follows:

**Chapters:**

...

**Chapter 22.56 Coastal Development Permits**

**Chapter 22.58 ~~Commercial-Residential Zone~~ Reserved**

...

**SECTION 14.** Chapter 22.58 is hereby deleted in its entirety:

**Chapter 22.58 ~~Commercial-Residential Zone~~ Reserved**

**SECTION 15.** Section 22.72.020 is hereby amended to read as follows:

**22.72.020 Front Yard Setback Districts.**

Established Front Yard Setback Districts are listed in Table 22.72.020-A, below.

Front Yard Setback Districts are shown on the Zoning Map and are incorporated with all provisions specified in each respective ordinance of adoption.

TABLE 22.72.020-A: FRONT YARD SETBACK DISTRICTS			
District Number	District Name	Ordinance of Adoption	Date of Adoption
1	<del>City Terrace</del>	2179	<del>11-25-1932</del>
3	<del>Walnut Park</del>	2189	<del>12-12-1932</del>
4	<del>Southwest</del>	2190	<del>12-12-1932</del>
5	<del>Second Unit Eastside</del>	2191	<del>12-12-1932</del>
6	<del>First Unit Eastside</del>	2426	<del>3-5-1934</del>
7	Altadena Unit No. 1	3757	1-14-1941
8	Altadena Unit No. 2	3854	5-20-1941
9	E. Pasadena Unit No. 1	3900	7-15-1941

TABLE 22.72.020-A: FRONT YARD SETBACK DISTRICTS			
District Number	District Name	Ordinance of Adoption	Date of Adoption
12	Altadena Unit No. 3	5541	5-9-1950
13	Whittier Downs, Dist. No. 43, Tr. No. 10411	5600	9-19-1950
<del>14</del>	<del>Southwest Puente</del>	<del>6526</del>	<del>8-24-1954</del>

**SECTION 16.** Section 22.72.030 is hereby amended to read as follows:

**22.72.030 District Maps.**

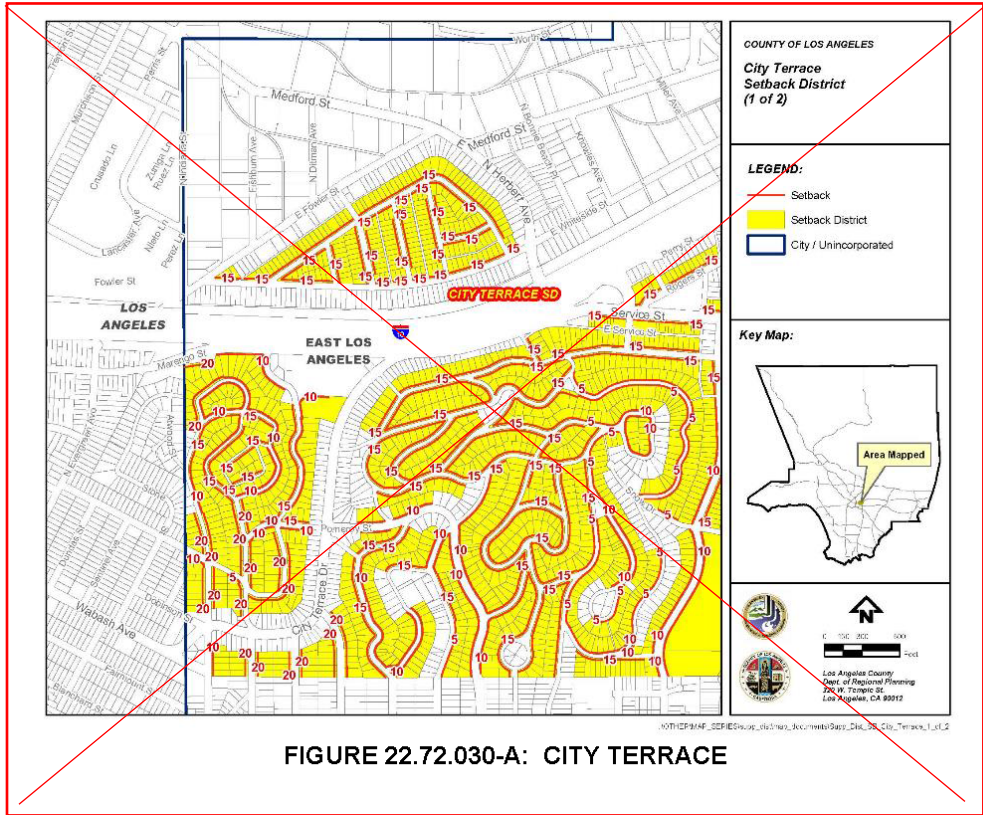
The boundaries of the Setback Districts are shown on Figures 22.72.030-A~~Q~~P through ~~Q~~P, at the end of this Chapter.

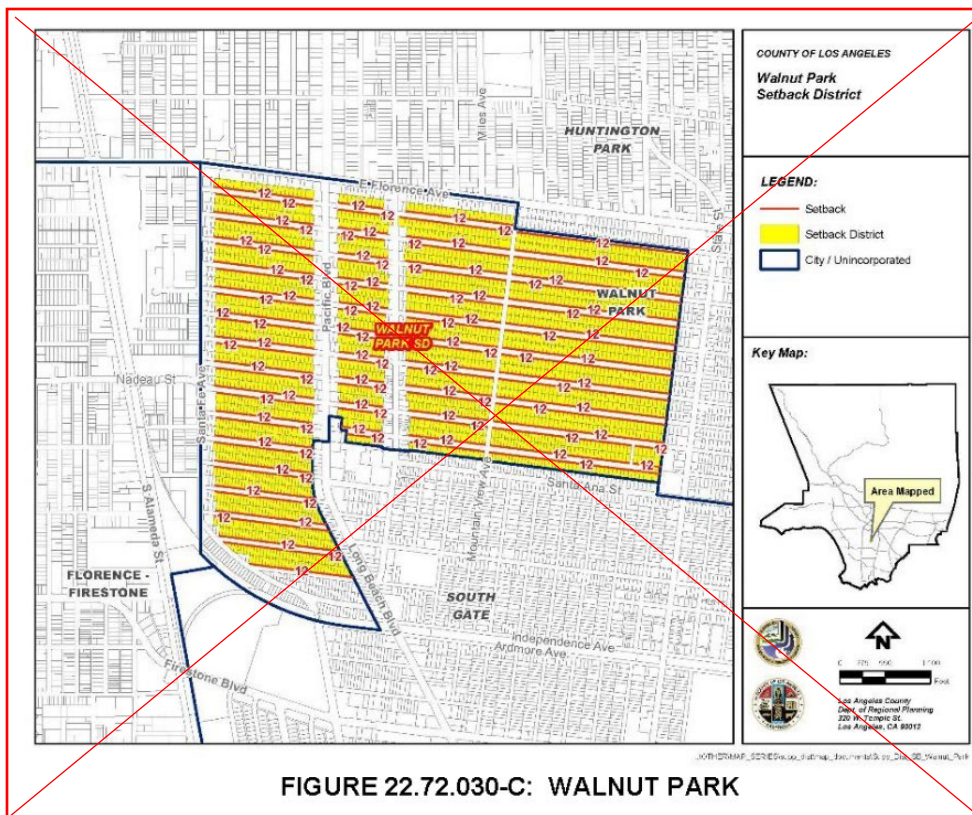
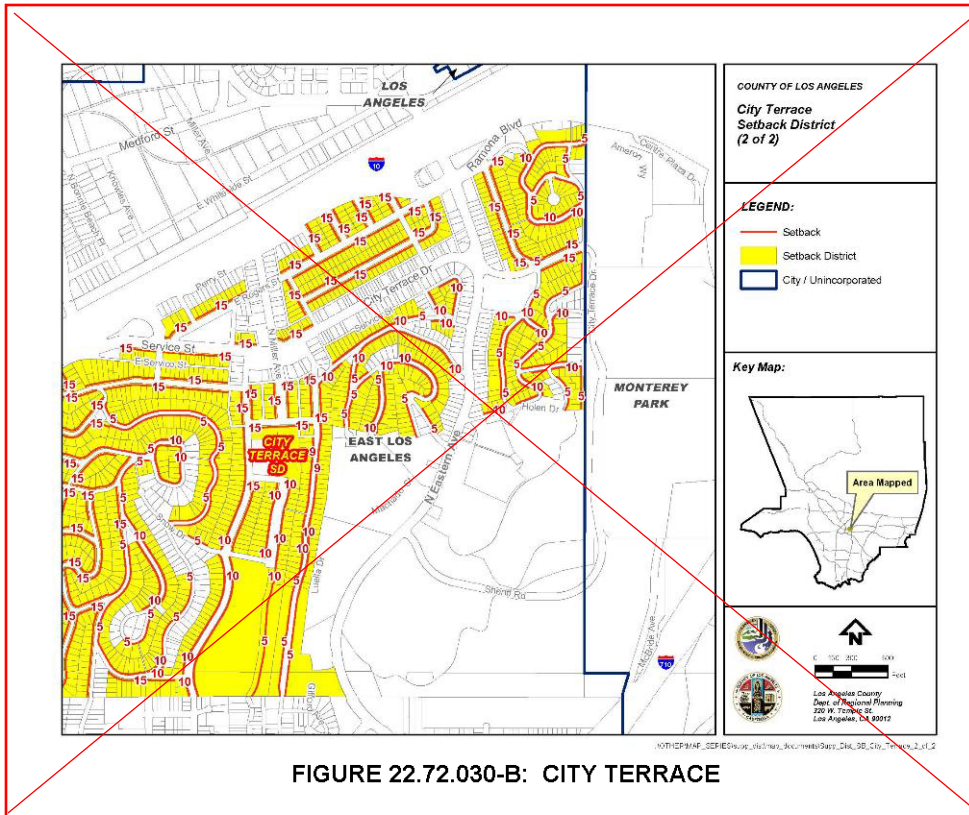
**SECTION 17.** Section 22.72.040 is hereby amended to read as follows:

**22.72.040 Modification of Setback Requirements.**

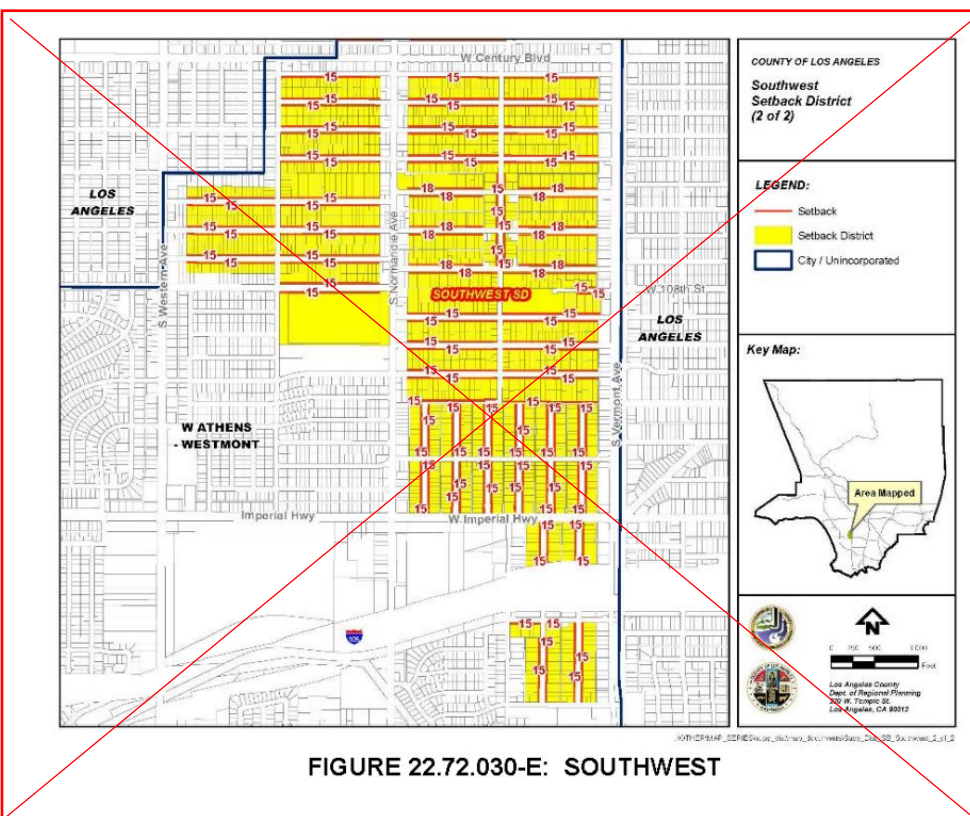
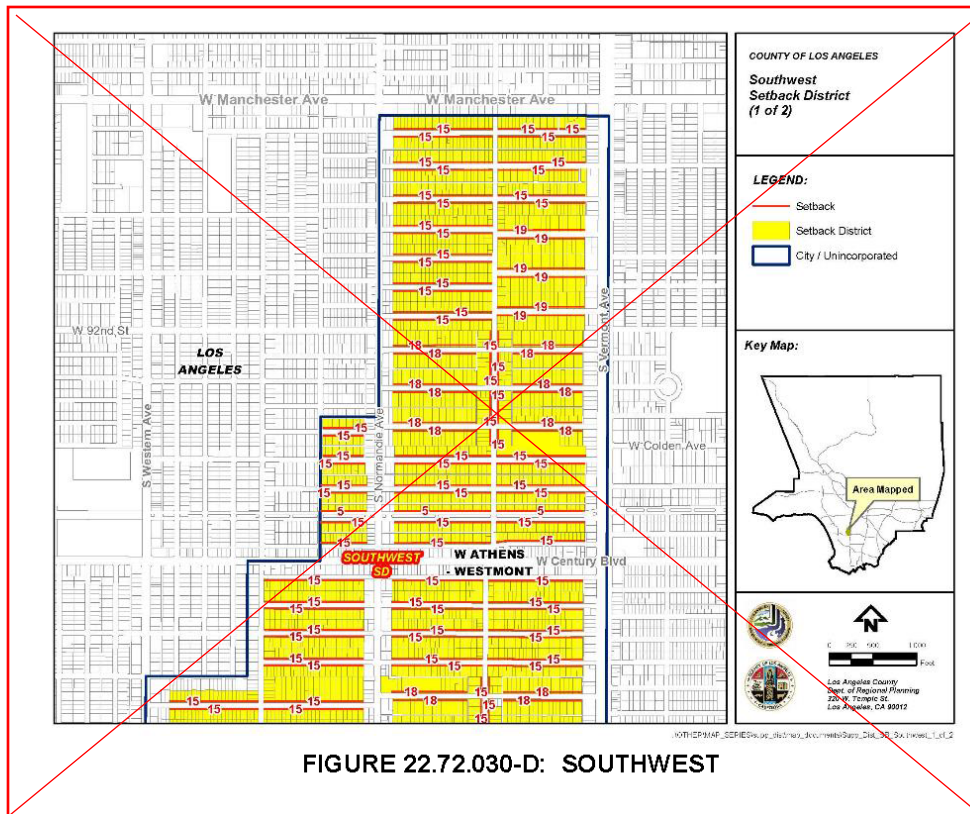
Every lot in a Setback District shall conform to the building setbacks established by this Chapter, except where a subject lot adjoins another lot that fronts on the same highway, parkway, or street that has a lesser setback or yard, the building setback shall be the average of the building setbacks or yards of the adjacent lots on both sides of the subject lot. Otherwise, the setback shall conform to the distance established for the lot in this Title 22.

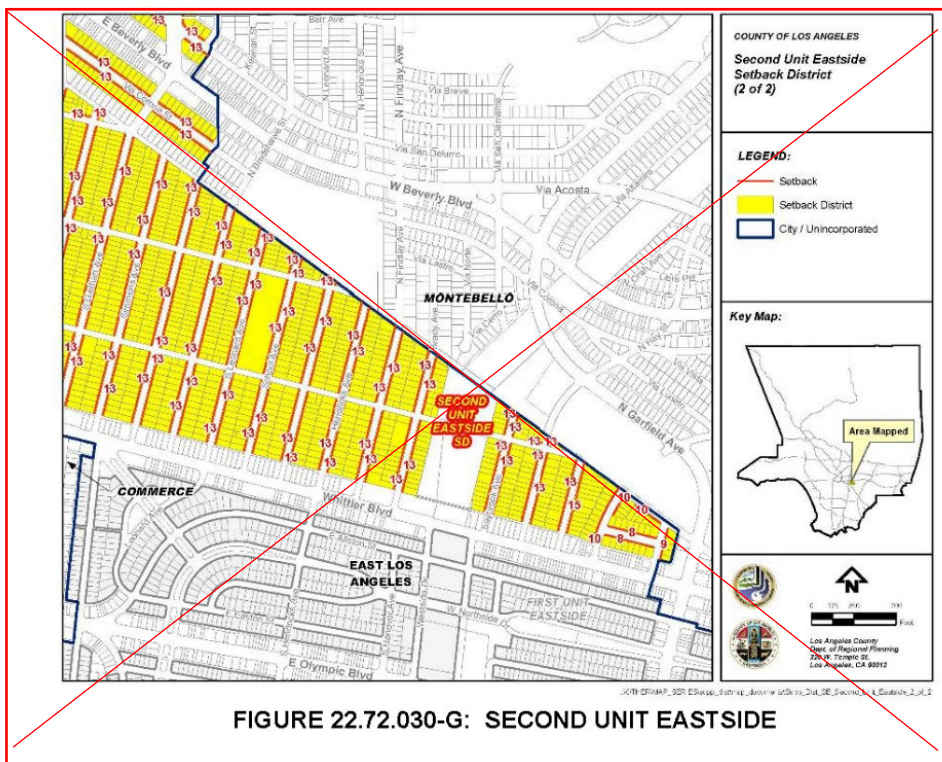
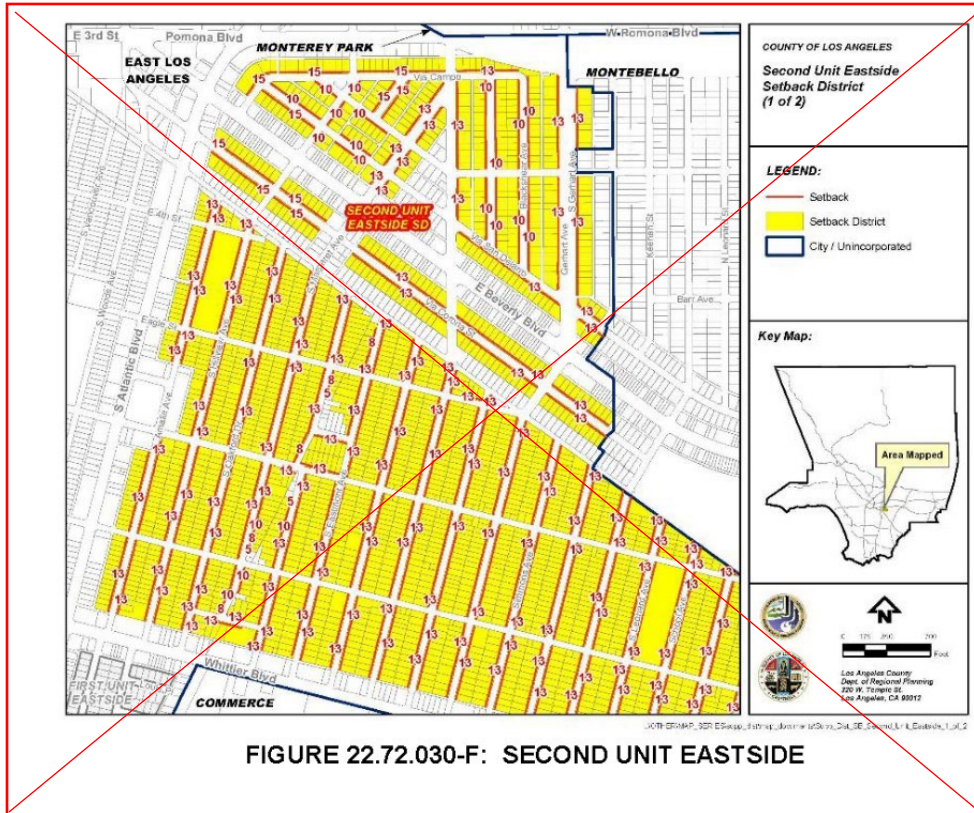




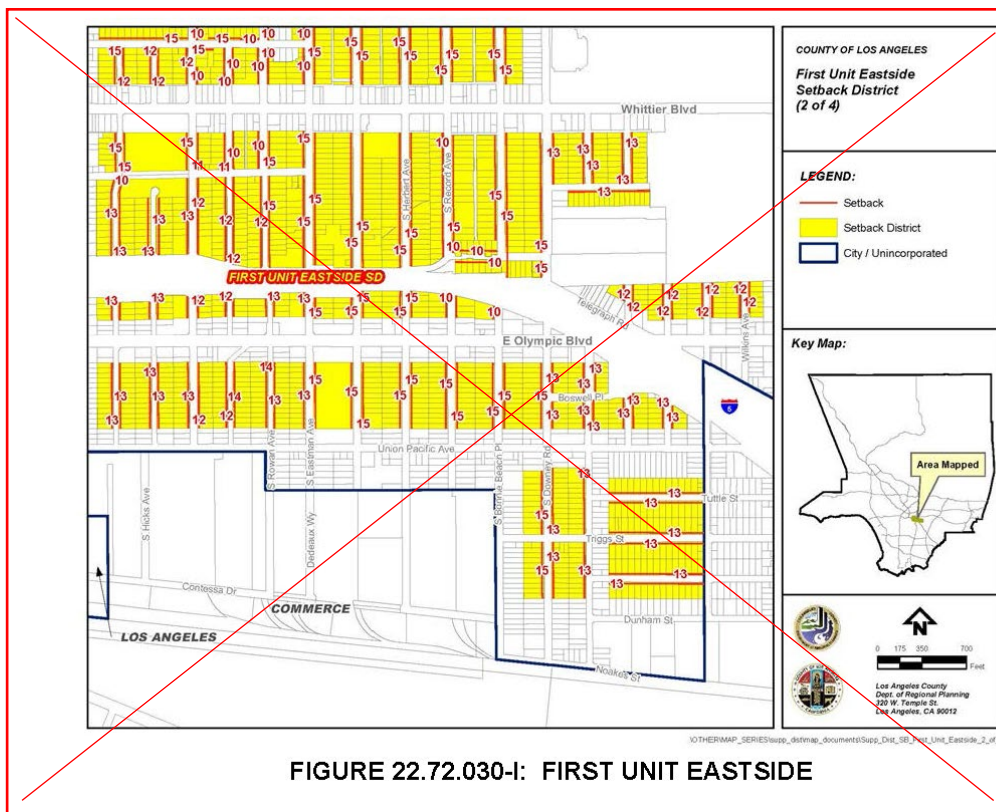
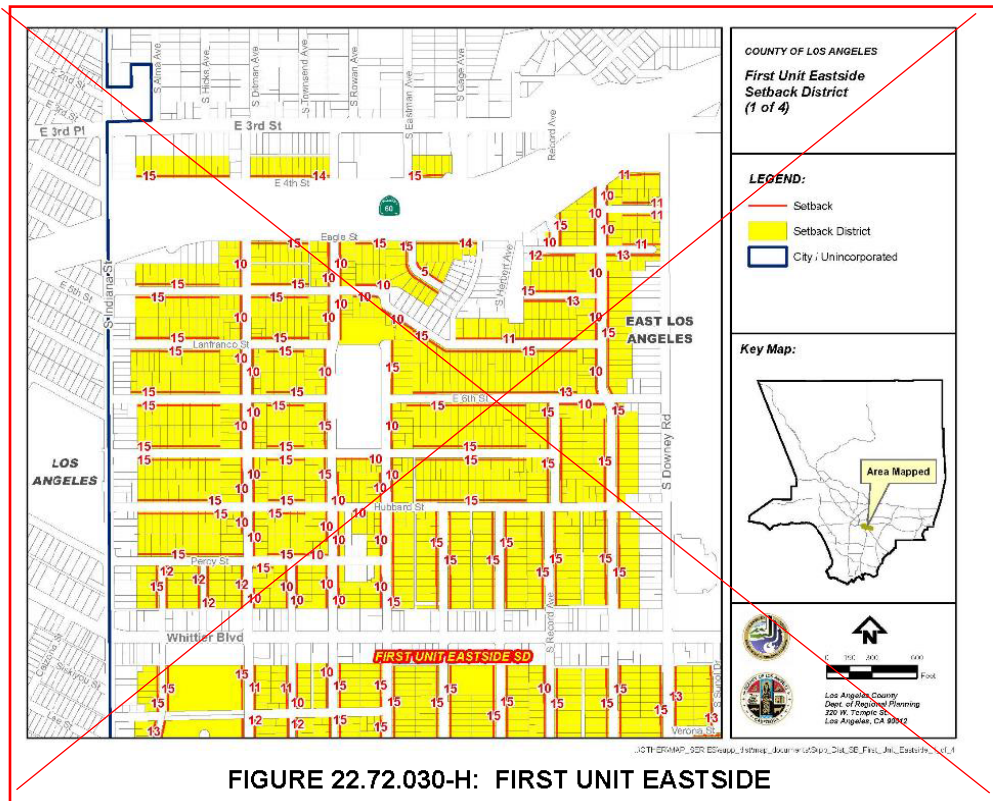




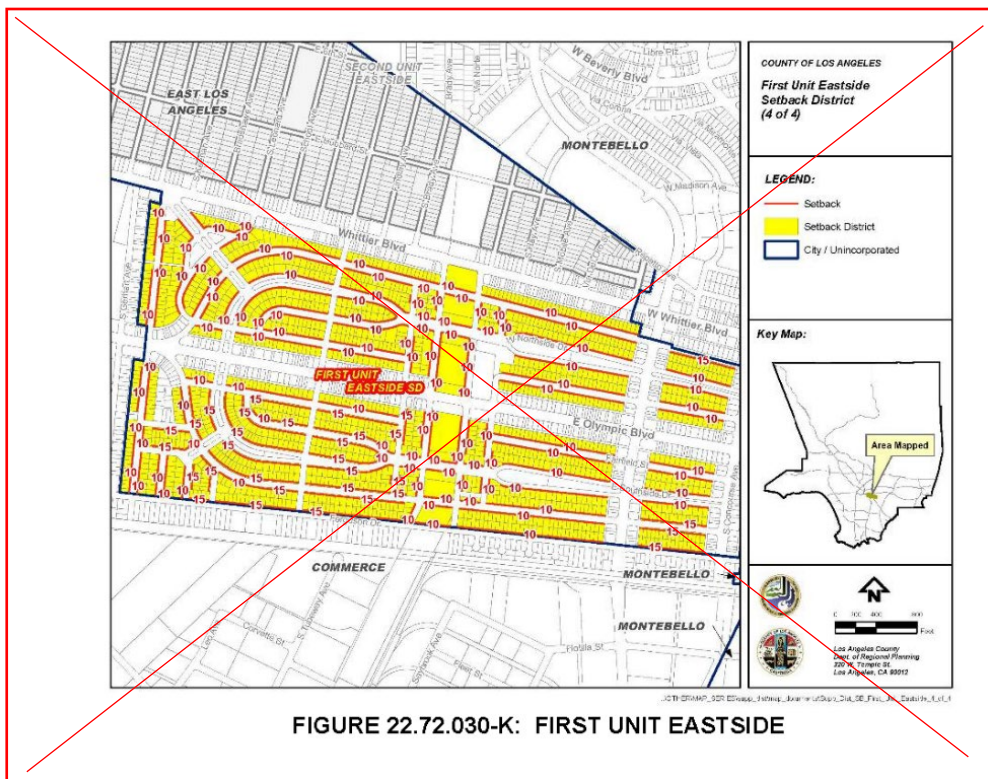
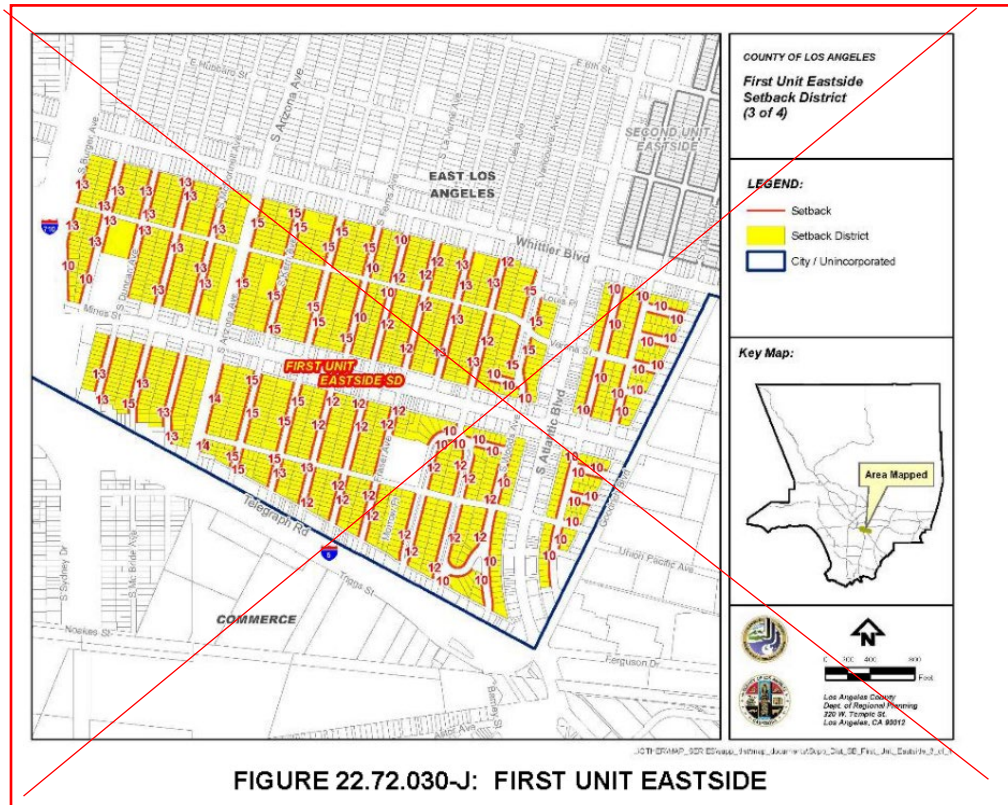












...

**SECTION 18.** Section 22.121.030 is hereby amended to read as follows:

**22.121.030 Applicability.**

Notwithstanding any contrary provisions in this Title 22, the provisions of this Chapter, in conjunction with Chapter 22.166 (Housing Permits), apply to ~~all housing developments, excluding mobilehome parks, and including projects to substantially rehabilitate and convert an existing commercial building to residential uses, or the substantial rehabilitation of an existing multifamily setback dwelling, as defined in section 65863.4 (d) of the California Government Code, where the result of the rehabilitation would be a net increase in available dwelling units, that meet all of the following:~~

A. Unless as specified otherwise in Subsection B, below, all housing developments, excluding mobilehome parks, and including projects to substantially rehabilitate and convert an existing commercial building to residential uses, or the substantial rehabilitation of an existing multifamily dwelling, as defined in section 65863.4 (d) of the California Government Code, where the result of the rehabilitation would be a net increase in available dwelling units, that meet all of the following:

A-1. Has at least five or more baseline dwelling units;

B-2. Is located in a submarket area, with the following exceptions:

1-a. Rental projects or condominium projects located in the South

Los Angeles or Antelope Valley submarket areas; or

2-b. Rental projects located in the East Los Angeles/Gateway

submarket area; and

C-3. Is not located within an area subject to an affordable housing requirement pursuant to a development agreement, specific plan, or local policy.

B. All housing developments located on parcels that are:

1. Included in the 2021-2029 Housing Element as one of the following:

a. Nonvacant, identified to accommodate very low- or lower-income units in the Sites Inventory, and have been included in the 2014-2021 Housing Element;

b. Vacant, identified to accommodate very low- or lower-income units in the Sites Inventory, and have been included in both the 2008-2014 and the 2014-2021 Housing Elements; or

c. Sites that are rezoned to accommodate very low- or lower-income units; and

2. In one of the following unincorporated communities:

a. Avocado Heights;

b. Charter Oak;

c. East Irwindale;

d. East Los Angeles;

e. East Rancho Dominguez;

f. Florence-Firestone;

g. Hacienda Heights;

h. North Whittier;

i. Rowland Heights;

j. South San Jose Hills;

h.k. South Whittier-Sunshine Acres; or

h.l. Valinda;

m. Walnut Park;

n. West Athens-Westmont;

h.jo. West Puente Valley; or

p. West Rancho Dominguez-Victoria;

h.kg. West Whittier-Los Nietos; or

r. Willowbrook.

...

**SECTION 19.** Section 22.140.540 is hereby amended to read as follows:

**22.140.540** ~~(Reserved)~~ **Shared Kitchen Complex.**

A. Purpose. This Section establishes standards for shared kitchen complexes to accommodate this type of food businesses while minimizing the potential impacts to surrounding uses..

B. Applicability. This Section applies to shared kitchen complexes in all zones where permitted.

C. Development and Performance Standards. A shared kitchen complex shall comply with the following:

1. Hours of Operation. When adjacent to a residential use or Residential Zone, hours of operation shall be limited to 7am-10pm, daily.

2. Loading Spaces.

a. Notwithstanding Section 22.112.120.A (Number of Spaces Required), one Type A loading space is required per shared kitchen complex tenant,

except that the loading space may be shared by shared kitchen complex tenants whose operation hours in the shared kitchen complex do not overlap.

b. Designated loading spaces shall be located away from adjacent residential uses or Residential Zones to the greatest extent feasible.

3. On-site sales. On-site sales shall be prohibited.

**SECTION 20.** Section 22.222.160 is hereby amended to read as follows:

**22.222.160 Notification Radius**

...

B. Additional Radius. Additional Radius. Notwithstanding Subsection A, above, notice shall be mailed to all owners of property located within a 1,000-foot radius of the exterior boundaries of the subject property noted on the application, as shown on the County's last equalized assessment roll, unless a more specific radius is required by this Title 22, for properties in the following areas:

1. Fifth Supervisorial District.
2. ~~The Community of Avocado Heights within the Puente Zoned District~~  
The East San Gabriel Valley Planning Area.
3. Workman Mill Zoned District.
4. South San Gabriel Zoned District.
5. The Metro Planning Area.

**SECTION 21.** The Chapters headings for Division 10 are hereby amended to read as follows:

**Chapters:**

...



Chapter 22.314 Cerritos Island Community Standards District

Chapter 22.316 ~~East Los Angeles Community Standards District~~ Reserved

Chapter 22.318 East Pasadena-East San Gabriel Community Standards

District

Chapter 22.320 ~~East Rancho Dominguez Community Standards District~~

Reserved

...

Chapter 22.346 ~~Walnut Park Community Standards District~~ Reserved

Chapter 22.348 ~~West Athens-Westmont Community Standards District~~

Reserved

Chapter 22.350 ~~West Rancho Dominguez-Victoria Community Standards~~

District Reserved

Chapter 22.352 ~~Willowbrook Community Standards District~~ Reserved

...

Chapter 22.364 Metro Planning Area Standards District

...

**SECTION 22.** Division 10 is hereby amended to read as follows:

Division 10. **PLANNING AREA AND COMMUNITY STANDARDS**

**DISTRICTS.**

Chapter 22.300 **INTRODUCTORY PROVISIONS.**

22.300.010 **Purpose**

Planning Area Standards Districts (PASDs) and Community Standards Districts

(CSDs) are established ~~as supplemental districts~~ to provide, where useful and appropriate,

special development standards to:

A. ~~To a~~Assist in implementing special development requirements and/or land use limitations previously adopted by the County in neighborhood, community, area, specific, and local coastal plans for particular unincorporated areas of Los Angeles County, to address special problems that are unique to those geographic areas; and

B. ~~To f~~Facilitate development and new land uses that are more responsive to community objectives for the preservation, guided evolution and enhancement, and/or transformation of existing physical character and/or economic conditions than would otherwise be possible through the application of countywide standards alone.

**22.300.020            Application of Planning Area Standards Districts and Community Standards Districts to Property.**

~~A. —Types and Priority of Regulations Provided by a CSD. The adoption and application to property of a CSD in compliance with this Division shall also comply with the procedures defined by Chapter 22.68 (Supplemental Districts), and may include the CSD defining and providing one or more of the following three categories of regulations:~~

~~1. —Community Wide Development Standards. These are standards that apply to all proposed development and new land uses on any lot within the area covered by the CSD. If a community wide development standard appears to conflict with a basic zone 13 development standard, the community wide development standard shall supersede the basic zone standard;~~

~~2. —Zone Specific Development Standards. These are standards that apply only to proposed development or a new land use on a lot covered by a specific zone within the community. If a zone specific development standard appears to conflict with a~~

~~community-wide development standard, the zone-specific standard shall supersede the community-wide standard; and~~

~~3.——Area-Specific Development Standards. These are standards that apply only to lots within one or more specific geographic areas of a CSD. Where an area-specific development standard differs from either a community-wide or zone-specific development standard, the area-specific standard shall supersede all others.~~

~~B.——Additional Regulations.~~

~~1.——Density Bonus or Inclusionary Housing. Notwithstanding any contrary provisions in this Volume II, any CSD regulations specified in Subsection A, above, may be waived or modified through a Housing Permit (Chapter 22.166), pursuant to Chapter 22.120 (Density Bonus) or Chapter 22.121 (Inclusionary Housing).~~

~~2.——Accessory Dwelling Units and Junior Accessory Dwelling Units. Where the regulations in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units) are contrary to the provisions in a CSD regulating the same matter, the provisions in the CSD shall prevail, unless specified otherwise in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units).~~

~~3.——Compact Lot Subdivisions. Any CSD provisions pertaining to a required yard shall apply to the equivalent perimeter yard of a compact lot subdivision pursuant to Section 22.140.585.F.18 (Yard Provisions in Specific Plans and Community Standards Districts).~~

~~C.——Exceptions.~~

1. ~~Green Zone Districts. Where the regulations in Chapter 22.84 (Green Zone Districts) are contrary to the provisions in this Division 10, the more restrictive provisions shall prevail, except for Section 22.84.C.1.i (Perimeter Identification Sign).~~

A. ~~Hierarchy of Regulations. Standards within Division 10 are organized hierarchically within a category according to their applicable area or zone. Except as specified otherwise in this Title 22, where there is a conflict between two standards regulating the same matter:~~

1. ~~The standard in a category listed in Subsection A.2, below, supersedes the contrary standard that would apply to the base zone; and~~

2. ~~The standard within a category that is lower on the following list supersedes the contrary standard that is contained in any category above it.~~

a. ~~PASD Area-Wide Development Standards.~~

b. ~~PASD Zone-Specific Development Standards.~~

c. ~~CSD Area-Wide Development Standards.~~

d. ~~CSD Zone-Specific Development Standards.~~

e. ~~Sub-Area-Wide Specific Development Standards.~~

f. ~~Sub-Area Zone-Specific Development Standards.~~

B. ~~Relationships with Other Title 22 Provisions.~~

1. ~~Specific Plans. Except as specified otherwise, regulations in a Specific Plan shall supersede any contrary provisions in this Division 10.~~

2. ~~Supplemental Districts. Except as specified otherwise, regulations in a Supplemental District listed in Table 22.06.040-A shall supersede any contrary provisions in this Division 10.~~

3. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units.

Where the regulations in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units) are contrary to the provisions in a CSD regulating the same matter, the provisions in the CSD shall prevail, unless specified otherwise in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units).

4. Compact Lot Subdivisions. Any Division 10 provisions pertaining to a required yard shall apply to the equivalent perimeter yard of a compact lot subdivision pursuant to Section 22.140.585.F.18 (Yard Provisions in Specific Plans and Community Standards Districts).

5. Green Zone. Where the regulations in Chapter 22.84 (Green Zone) are contrary to the provisions in this Division 10, the more restrictive provisions shall prevail, except that any required perimeter identification signs or informational signs shall contain information required by both Section 22.84.040.C.1.j (Perimeter Identification Sign) and this Division 10.

C. Modifications Authorized. Development Standards specified in this Division 10 may be modified subject to Chapter 22.160 (Conditional Use Permits, Minor) except where the project is subject to:

1. Chapter 22.158 (Conditional Use Permits);

2. Chapter 22.166 (Housing Permits);

3. Chapter 22.176 (Minor Parking Deviation);

4. Chapter 22.178 (Parking Permit); or

5. Other modification procedures specified in this Division 10.



**22.300.030****Planning Area and Community Standards Districts****Established.**

Planning Area Standards Districts (PASDs) and Community Standards Districts (CSDs) are hereby established for the following unincorporated areas of Los Angeles County, the boundaries of which shall be identified on the Official County Zoning Map:

**TABLE 22.300.030-A: PLANNING AREA STANDARDS DISTRICTS**

<b><u>Planning Area Standards District</u></b>	<b><u>Chapter</u></b>	<b><u>PASD Adoption Date</u></b>
<u>Metro Planning Area</u>	<u>22.364</u>	<u>Xx/xx/2023</u>
<u>East San Gabriel Valley Area</u>	<u>22.366</u>	<u>Xx/xx/2023</u>

**TABLE 22.300.030-AB: COMMUNITY STANDARDS DISTRICTS**

<b>Community Standards District</b>	<b>Chapter</b>	<b>CSD Adoption Date</b>
Acton	22.302	11/21/1995
Agua Dulce	22.304	7/30/1985
Altadena	22.306	8/11/1998
<del>Avocado Heights</del>	<del>22.308</del>	<del>10/28/2003</del>
Baldwin Hills	22.310	10/28/2008
Castaic Area	22.312	11/30/2004
Cerritos Island	22.314	7/31/2010
<u>Chapman Woods</u>	<u>22.362</u>	<u>Xx/xx/xxxx</u>
<del>East Los Angeles</del>	<del>22.316</del>	<del>4/28/1988</del>
East Pasadena – East San Gabriel	22.318	7/23/2002

**TABLE 22.300.030-AB: COMMUNITY STANDARDS DISTRICTS**

<del>East Rancho Dominguez</del>	<del>22.320</del>	<del>5/21/1985</del>
Elizabeth Lake and Lake Hughes	22.322	6/30/2009
Green Valley	22.354	8/10/2021
<del>Florence-Firestone</del>	<del>22.324</del>	<del>6/22/2004</del>
Juniper Hills	22.326	6/26/2007
La Crescenta-Montrose	22.328	1/30/2007
<u>Lake Los Angeles</u>	<u>22.360</u>	<u>Xx/xx/xxxx</u>
Leona Valley	22.330	2/16/1993
<u>Pearblossom</u>	<u>22.356</u>	<u>Xx/xx/xxxx</u>
<del>Rowland Heights</del>	<del>22.332</del>	<del>11/27/2001</del>
San Francisquito Canyon	22.334	11/10/2009
Santa Monica Mountains North Area	22.336	8/20/2002
South San Gabriel	22.338	2/27/2001
Southeast Antelope Valley	22.340	6/26/2007
Stonyvale	22.342	8/23/2011
Three Points — Liebre Mountain	22.358	1/11/2022
Twin Lakes	22.344	5/9/1991
<del>Walnut Park</del>	<del>22.346</del>	<del>9/24/1987</del>
<del>West Athens-Westmont</del>	<del>22.348</del>	<del>7/31/1990</del>
<del>West Rancho Dominguez-Victoria</del>	<del>22.350</del>	<del>11/14/2000</del>
<del>Willowbrook</del>	<del>22.352</del>	<del>3/15/1994</del>

**SECTION 23.** Chapter 22.316 is hereby be deleted in its entirety.

**Chapter 22.316** ~~**EAST LOS ANGELES COMMUNITY STANDARDS**~~

~~**DISTRICT**~~ **Reserved**

**SECTION 24.** Chapter 22.320 is hereby deleted in its entirety.

**Chapter 22.320** ~~**EAST RANCHO DOMINGUEZ COMMUNITY STANDARDS**~~

~~**DISTRICT**~~ **Reserved**

**SECTION 25.** Chapter 22.346 is hereby deleted in its entirety.

**Chapter 22.346** ~~**WALNUT PARK COMMUNITY STANDARDS DISTRICT**~~

**Reserved**

**SECTION 26.** Chapter 22.348 is hereby deleted in its entirety.

**Chapter 22.348** ~~**WEST ATHENS-WESTMONT COMMUNITY STANDARDS**~~

~~**DISTRICT**~~ **Reserved**

**SECTION 27.** Chapter 22.350 is hereby deleted in its entirety.

**Chapter 22.350** ~~**WEST RANCHO DOMINGUEZ-VICTORIA COMMUNITY**~~

~~**STANDARDS DISTRICT**~~ **Reserved**

**SECTION 28.** Chapter 22.352 is hereby deleted in its entirety.

**Chapter 22.352** ~~**WILLOWBROOK COMMUNITY STANDARDS DISTRICT**~~

**Reserved**

**SECTION 29.** Chapter 22.364 is hereby added to read as follows:

**Chapter 22.364** **METRO PLANNING AREA STANDARDS DISTRICT**

**22.364.010** **Purpose.**

**22.364.020** **Definitions.**

**22.364.030** **Planning Area Standards District Map.**

<b><u>22.364.040</u></b>	<b><u>Applicability.</u></b>
<b><u>22.364.050</u></b>	<b><u>Application and Review Procedures.</u></b>
<b><u>22.364.060</u></b>	<b><u>PASD Area-Wide Development Standards.</u></b>
<b><u>22.364.070</u></b>	<b><u>PASD Zone-Specific Development Standards.</u></b>
<b><u>22.364.080</u></b>	<b><u>East Los Angeles Community Standards District.</u></b>
<b><u>22.364.090</u></b>	<b><u>Walnut Park Community Standards District.</u></b>
<b><u>22.364.100</u></b>	<b><u>West Athens-Westmont Community Standards District.</u></b>
<b><u>22.364.110</u></b>	<b><u>West Rancho Dominguez-Victoria Community Standards</u></b>

**District.**

**22.364.010 Purpose.**

The Metro Planning Area Standards District (PASD) is established to implement specific development standards for the unincorporated communities of the Metro Planning Area: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. The PASD is necessary to ensure that the goals and policies of the adopted Metro Area Plan (Area Plan) and the community-specific regulations for each community are accomplished in a manner which protects the health, safety, and general welfare of the community.

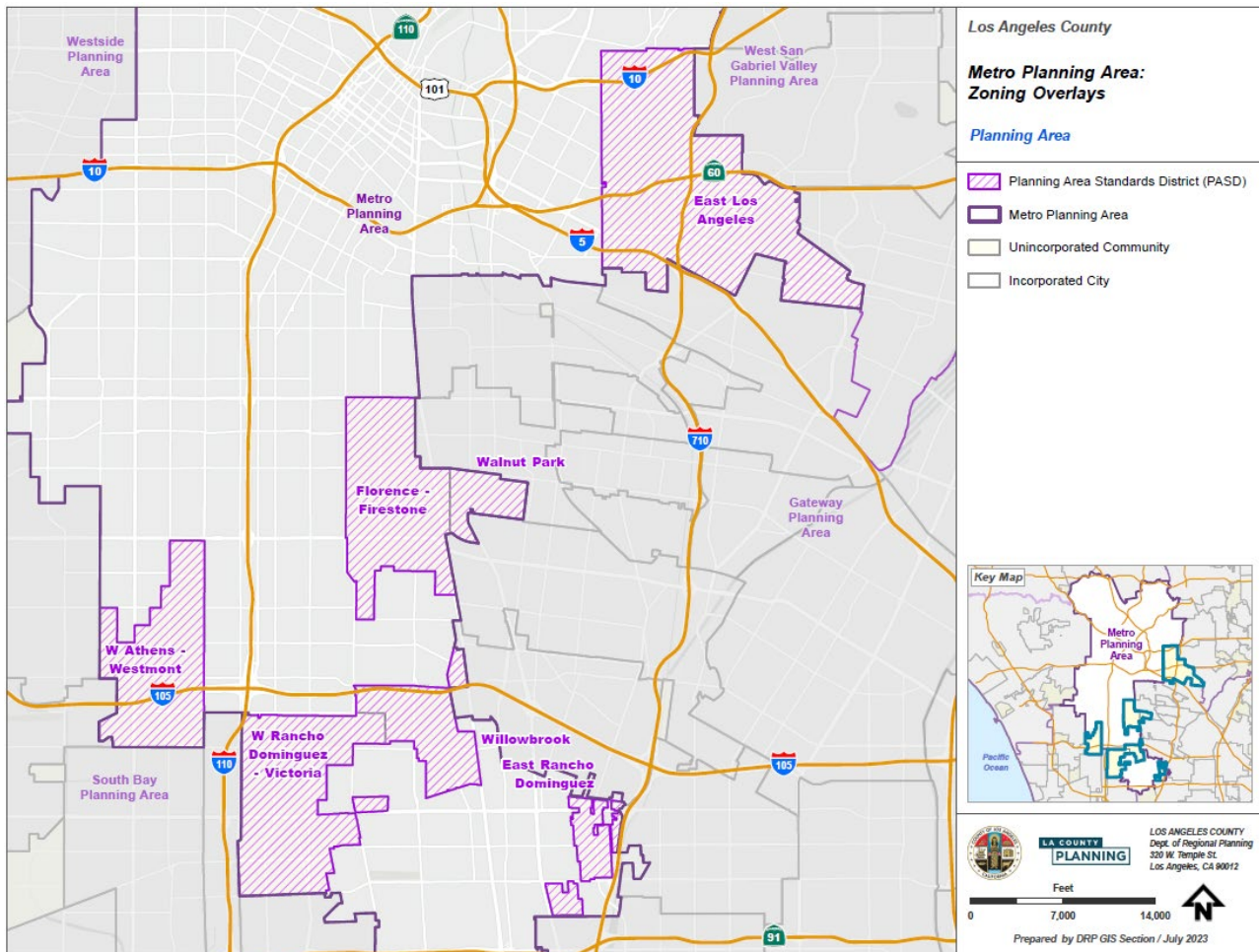
**22.364.020 Definitions.**

(Reserved)

**22.364.030 Planning Area Standards District Map.**

The boundaries of this PASD are shown on Figure 22.364-A: Metro PASD Boundary, below.

**Figure 22.364-A: Metro PASD Boundary**



**22.364.040 Applicability.**

A. General. Except as specified otherwise, this Chapter, in conjunction with Section 22.300.020 (Application of Planning Area Standards Districts and Community Standards Districts to Property), shall apply to any application for development, expansion, or change of use on lots within the boundaries of the Metro PASD pursuant to Section 22.246.020 (Applicability of Zone Changes and Ordinance Amendments).

B. Exception. Notwithstanding Section 22.172.020.H (Maintenance of Buildings or Structures Nonconforming Due to Use), a building or structure nonconforming



due to use, or a building or structure nonconforming due to standards which is subject to termination by operation of law as specified in Section 22.172.050.B (Termination by Operation of Law), shall not be made to conform to the requirements for new buildings or structures as specified by this Chapter if alterations to the building or structure are proposed due to seismic retrofitting as required by Chapters 95 and 96 of Title 26 (Building Code) of the County Code.

**22.364.050                    Application and Review Procedures.**

Notification. All permits requiring notification by mail shall be consistent with Section 22.222.160 (Notification Radius).

**22.364.060                    PASD Area-Wide Development Standards.**

**A.       Graffiti.**

1.       General Requirements. All structures, walls, and fences that are publicly visible shall be maintained free of graffiti. Any property owner, lessee, or other person responsible for the maintenance of a property shall remove graffiti within 72 hours of receiving written notice from a Zoning Enforcement officer that graffiti exists in the property. Paint used to cover graffiti shall match, as near as possible, the underlying color of the structure or of the surrounding surfaces.

2.       Other Requirements. Where other sections of the County Code require shorter timeframes for graffiti removal, those requirements shall control.

B.       Service Areas and Mechanical Equipment. Service areas and mechanical equipment for all uses in all zones shall be visually unobtrusive and integrated with the design of the site and building, and shall meet the following development standards:

1. Service entrances, utility boxes, waste disposal areas, and similar uses shall be located adjacent to alleys where the subject lot is abutting one, and away from the streets to the greatest extent feasible;

2. Utility access and services such as back-flow preventers, transformer boxes, gas electric meters, and other utilities, shall be located adjacent to alleys where the subject lot abuts one, subject to the requirements and approval of the associated utility company;

3. Rooftop equipment shall be screened by a parapet or other architectural features that integrate with the design of the building;

4. Air intake and exhaust systems or other mechanical equipment that generate noise, smoke, or odors shall not be located on or within 10 feet from the frontage of buildings; and

5. Service entrances which are visible from a street or open space shall be designed to be architecturally compatible with the building it serves.

C. Building Height Limit – Exceptions. In addition to Section 22.110.060.C (Exceptions from Height Limit), elevator shafts and stairwells shall be excluded from the maximum permitted height limits stated by this Title 22.

D. Site Maintenance. Except as specified otherwise in this Title 22, all exterior areas of the premises, adjoining sidewalks, incidental walkways, and rear alleys, shall remain free of garbage, trash, debris, or junk and salvage.

E. Landscaped Buffer and Screening. Where a new non-residential primary use or an expansion in floor area of an existing non-residential primary use abuts a residence or residentially-zoned lot, the following shall be required:

1. A landscaped buffer strip at least five feet wide;
2. One 15-gallon tree for every 50 square feet of the landscaped buffer strip, which shall be equally spaced within said buffer strip; and
3. A solid masonry wall not less than six feet nor more than eight feet in height shall be provided along the common lot line, provided that Section 22.110.180 (Sight Distance) is satisfied.

F. Standards for Specific Uses.

1. All Residential Uses.
  - a. Landscaping.
    - i. The required front yard, excluding driveways and walkways to residence entrances shall be landscaped subject to the applicable provisions of Chapter 22.126 (Tree Planting Requirements), and shall be maintained with drought tolerant or low water use, native, or non-invasive plants, grasses, shrubbery, or trees and include an on-site irrigation system such as a drip system.
    - ii. All required landscaping shall comply with Chapter 12.84 (Low-Impact Development) of Title 12 of the County Code. Other hardscaping shall not be counted toward the required landscaping.
  - b. Fences and walls. Fences and walls shall be subject to Section 22.110.070, except that fences and walls within a required front yard shall not exceed three and one-half feet in height where located 10 feet or less from the highway line, nor exceed six feet in height where located more than 10 feet from said highway line.

2. Schools, Grades K-12.

a. Applicability. This Subsection F.2 applies to schools, grades K-12, accredited by the State of California, excluding trade or commercial schools, in all zones where conditionally permitted.

b. Traffic Impact and Improvement.

i. Applications for schools, grades K-12 shall be referred to Public Works for review. In addition to the requirements of Section 22.116.030.B (Improvements), applications may be required to include, at the discretion of the Director of Public Works, a traffic impact analysis in accordance with current County guidelines.

ii. Where the Director of Public Works finds that based on the traffic impact analysis, the existing infrastructure is inadequate to serve a project, the Director may require the applicant to construct, install, or provide additional funds to construct or install the necessary infrastructure to protect public health, safety, and welfare. Furthermore, the Director, in consultation with the Director of Public Works, may require that the applicant demonstrate on a site plan that adequate sightlines are maintained from the vehicular access points of the project site to the public right-of-way, and that the proposed layout of the site does not impede vehicular movement in the public right-of-way.

c. Student Loading and Unloading. Student loading and unloading shall be restricted to designated areas to the satisfaction of the Director of Public Works.

d. Signage. A sign prohibiting student loading and unloading outside of designated areas shall be placed on site along the property line adjacent to any school frontages along a major highway or secondary highway. Signage shall be displayed

on site designating the student loading and unloading areas as well as any parking designated for student loading and unloading.

e. Parking. Except as specified otherwise by State law, one parking space per staff member shall be provided in addition to the on-site parking spaces required by Section 22.112.070 (Required Parking Spaces).

#### **22.364.070 PASD Zone-Specific Development Standards.**

A. All Residential Zones.

1. Development Standards. The following development standards shall apply to lots in all residential zones in the Metro PASD:

a. Lighting. Lighting used on site shall not impact surrounding or neighboring properties, with the exception of sidewalks or pedestrian accessible walkways within a right of way. The type and location of site and building lighting shall preclude direct glare into adjoining property, or skyward.

b. Mechanical Equipment.

i. Ground-mounted air conditioners are not permitted in any portion of the front yard setback or between the front of the structure and the public right-of-way.

ii. Mechanical equipment shall be completely screened from view with walls or landscaping.

c. Outdoor Storage. Outdoor storage is prohibited.

d. Clotheslines. Clotheslines or clothesline structures used for drying or airing clothing items shall be located at the rear of the property where residential use is maintained, and not visible from an adjoining street when viewed at ground level.



2. Standards for Specific Uses.

a. Accessory Commercial Units.

i. Applicability. This Subsection A.2.a applies to accessory commercial units (ACUs) in all zones where permitted.

ii. Permitted Uses. An ACU shall only include one of the following commercial uses listed in Table 22.364.070-A, below.

<b>TABLE 22.364.070-A: PERMITTED USES IN ACCESSORY COMMERCIAL UNITS</b>	
Bakery shops, including baking only when accessory to retail sales from the premises	Medical physician office, as a secondary office that is not used for the general practice of medicine, but may be used for consultation and emergency treatment as an adjunct to a principal office located elsewhere
Beautician or barber services, excluding permanent cosmetics parlor	Neighborhood-serving grocery, corner store, or meat market, excluding slaughtering and alcohol beverages sales.
Confectioneries and candy stores, including making only when accessory to retail sales from the premises	Neighborhood-serving retail stores <sup>1</sup> , with sales limited to new goods only
Delicatessens	Party supply store, including incidental rental of party equipment
Dentist, as a secondary office not used for the general practice of dentistry but may be used for consultation and emergency treatment as an adjunct to a principal office located elsewhere	Restaurants and other eating establishments, including food take-out, and excluding outdoor dining and alcohol beverages sales.
Ice cream shops	
Note: 1. Excluding the following: alcoholic beverage sales, art galleries, art supply stores, feed and grain sales, furniture stores, furrier shops, glass and mirror sales, gun dealer, household appliance stores, hardware stores, hobby supply stores, ice sales, lapidary shops, office machines and equipment sales, paint and wallpaper stores, pet stores, sporting goods stores, and tobacco shops.	

iii. Development Standards.

(1) Required Yards.

(a) The depth of a yard between an existing, legally built structure and an existing lot line shall be deemed the required yard depth

where an ACU is the result of the conversion of the existing, legally built structure, or a portion thereof.

(b) Any new ACU, or expanded portion of an existing, legally built structure that is part of a proposed ACU, shall comply with all applicable setback requirements in this Title 22, with the following exceptions:

(i) Front yard: 10 feet if a greater setback is otherwise required by other provisions in this Title 22; and

(ii) Reversed corner side yard: 7.5 feet if a greater setback is otherwise required by other provisions in this Title 22.

(2) Orientation. An ACU shall front upon and be oriented to a street.

(3) Pedestrian Access. An ACU shall have at least one pedestrian accessible entrance fronting and directly accessible to pedestrians on the street.

(4) Separate Entrance. An ACU shall have a separate entrance from the main entrances to the residential buildings.

(5) Floor Area. An ACU shall be limited to 1,000 square feet or 40% of the gross floor area of the residential buildings, whichever is less.

(6) Height. An ACU shall be limited to one story in height.

(7) Ground Floors. An ACU shall be located on the ground floor only.

(8) Maximum Number of ACU. A maximum of one ACU is permitted per lot.

(9) Outdoor Lighting. Lighting provided for the ACU shall be full cutoff. Lighting used on site shall not impact surrounding or neighboring properties. The type and location of site and building lighting shall preclude direct glare onto adjoining property, streets, or skyward. All lighting fixtures must be fully shielded to confine light spread on-site as much as possible.

(10) Parking. No parking shall be required for an ACU.

(11) Signage.

(a) One wall or projecting business sign, not to exceed six square feet in sign area, shall be permitted, provided that no illumination is used.

(b) Roof and freestanding business signs are prohibited.

(c) Temporary signs or banners shall not be displayed on the exterior walls, windows or fascia of the building, or on any fence or wall.

(d) The placement of portable signs on the lot or in the public right-of-way is prohibited.

iv. Performance Standards.

(1) Hours of Operation. Hours of operations shall be limited to 7am to 9 pm, daily. Loading, unloading, and all maintenance activities shall be conducted within the hours of operation.

(2) Designated Trash Collection Enclosures.

Garbage and trash shall be stored in designated trash collection containers and enclosures which are not visible from the street.

(3) Music. No outdoor music shall be permitted at any time.

(4) Outdoor Activity. No outdoor activity shall be permitted.

b. Existing Nonconforming Neighborhood-Serving Commercial Uses in Residential Zones.

i. Notwithstanding Section 22.172.060 (Review of Amortization Schedule or Substitution of Use), an existing neighborhood-serving commercial use in a residential zone may request extension of the time within which said use must be discontinued, and continue operation, subject to a Ministerial Site Plan Review (Chapter 22.186), if the use meets all of the following:

(1) The existing commercial use is one of the uses listed in Table 22.364.070-A, above;

(2) The building in which the existing commercial use is located was legally built;

(3) None of the following is proposed:

(a) Extension, expansion, or enlargement of the area of the lot or the area within the building devoted to the existing commercial use;

(b) Enlargement of or addition to the building devoted to the existing commercial use; or

(c) Addition of land, buildings, or structures

used in conjunction with the existing commercial use;

(4) Except as exempted by State law, existing on-site parking, if any, shall continue to be maintained;

(5) Existing wall or projecting business signs legally erected for the existing commercial use may be maintained, repaired or replaced, provided that the existing number, sign areas, and locations of such signs shall remain unchanged;

(6) Roof and freestanding business signs are prohibited;

(7) Temporary signs or banners shall not be displayed on the exterior walls, windows or fascia of the building, or on any fence or wall;

(8) The placement of portable signs on the lot or in the public right-of-way is prohibited; and

(9) The existing commercial use shall be subject to Subsection A.2.a.iv (Performance Standards), above.

ii. Termination by Discontinuance. The right to operate the existing nonconforming neighborhood-serving commercial use pursuant to this Subsection A.2.b shall be terminated subject to the same regulations set forth in Section 22.172.050.A (Termination by Discontinuance).

B. All Commercial Zones.

1. Development Standards. The following development standards shall apply to lots in all commercial zones in the Metro PASD:

a. Loading.



i. Loading spaces shall be located away from residential zones and primary pedestrian ingress and egress areas to the greatest extent possible.

ii. Wherever feasible, loading areas shall be located at the rear of the building.

b. **Parking for Existing Structures.** Except as specified otherwise by State law, the following requirements shall apply to existing structures:

i. If a new commercial use is one of the uses listed in Table 22.364.070-A, above, and it is proposed in an existing building that was legally constructed prior to September 22, 1970, existing on-site parking, if any, shall be deemed in compliance with this Title 22 for said use;

ii. For other uses not subject to Subsection B.1.b.i, above, so long as the gross floor area of the existing legally-built building is not increased, no additional parking or loading spaces shall be required for intensification of use on the ground floor of said existing building unless accessible parking spaces for persons with disabilities are required by Section 22.112.090 (Accessible Parking for Persons with Disabilities); and

iii. In the event that the gross floor area of the existing legally-built building is increased, additional parking spaces and landscaping shall be developed for the increased gross floor area as required by Chapter 22.112 (Parking).

c. **Mechanical Equipment.**

i. Individual air conditioning units for a structure shall be located to avoid interference with architectural detail and the overall building design.

ii. If air conditioning units must be located in the storefront, window units shall be neutral in appearance and shall not project outward from the façade. If possible, air conditioning units shall be screened or enclosed by using an awning or landscaping.

iii. Mechanical equipment located on roofs shall be screened by parapet walls or other materials so that the equipment will not be visible by pedestrians at street level or by adjacent residential property.

d. Security.

i. Chain link, barbed, and concertina wire fences are prohibited. In place of such fencing, tubular steel or wrought iron fences are permitted.

ii. All security bars and grilles, including folding accordion grilles, shall be installed on the inside of a building.

iii. Roll-up shutters should be open, decorative grilles and concealed within the architectural elements of the building. Solid shutters are prohibited.

e. Lighting. Lighting used on site shall not impact surrounding or neighboring properties.

i. Outdoor Lighting. All exterior light fixtures shall be energy efficient, produce warm-white light, avoid light pollution, and spill-over to neighboring properties, and (with the exception of architectural or landscape lighting) be pedestrian scaled, fully shielded, and directed toward the ground.

(1) The type and location of site and building lighting shall preclude direct glare onto adjoining property, streets, or skyward.

(2) All exterior lighting fixtures shall be fully shielded to confine light spread on-site as much as possible.

ii. Blinking, flashing, or oscillating lights of any type visible on the exterior are prohibited.

f. Signage. All new business signs shall be subject to all applicable regulations in Section 22.144 (Signs), except as modified by this Subsection B.1.f.

i. Development Standards.

(1) Monument Signs. Monument signs shall comply with the standards in Table 22.364.070-B, below.

<b>TABLE 22.364.070-B: MONUMENT SIGN STANDARDS</b>	
Total Sign Area	Max. 60 square feet
Height	Max. 6 linear feet, measured from base of sign, structure, or grade of sidewalk or pedestrian walkway, whichever is lowest.
Depth/Thickness	Max. 1 foot

(2) Awning Signs. Awning signs shall be permitted on the ground floor of any non-residential use, provided that such signs have no internal illumination and comply with the standards in Table 22.364.070-C, below.

<b>TABLE 22.364.070-C: AWNING SIGN STANDARDS</b>	
Sloping (non-vertical portion of the awning sign that is projected outward from the building)	
Sign Area	Max. 30 percent of awning coverage
Letter Height <sup>1</sup>	Max. 18 inches
Awning Valance or Vertical Component	
Sign Height	Max. 12 inches
Letter Height <sup>1</sup>	Max. 12 inches
Note: 1. Excluding any logo.	

(3) Projecting Signs. Projecting signs shall be permitted on the ground floor or over a pedestrian walkway, provided that such signs comply with the standards in Table 22.364.070-D, below.

<b>TABLE 22.364.070-D: PROJECTING SIGN STANDARDS</b>	
Clearance	Min. 8 feet in height from the edge of any sidewalk or pedestrian walkway
Sign Height	Max. 5 feet
Location	Not extending beyond the roof line or cornice of a building or the building wall
Projection	Max. 5 feet from the edge of the building
Spacing	Min. 15 feet from any other projecting sign on the same lot

(4) Wall Signs. Wall signs shall comply with the standards in Table 22.364.070-E, below.

<b>TABLE 22.364.070-E: WALL SIGN STANDARDS</b>	
Letter Height <sup>1</sup>	Max. 2 feet
Location	Not extending beyond the roof line or cornice of a building or the building wall
Note: 1. Excluding any logo.	

ii. Prohibited Signage or Sign Elements.

(1) Roof Signs.

(2) Digital or Electronic Signs, or signs including any internal or external illumination that is capable of changing the message or copy on the sign.

(3) Freestanding Signs, not including monument signs subject to the standards in Table 22.364.070-B, above.

(4) Outdoor Advertising Signs (Billboards).

(5) Signs using any continuous or sequential flashing operation, including electronic reader boards and signage that includes crawling displays or flashing illuminations.

(6) Signs using video components.

iii. Sign Program. A sign program is intended to integrate the design of multiple signs proposed for a development project and provide a means for applying common sign regulations for multi-tenant projects.

(1) Applicability. A sign program shall be established whenever any of the following circumstances exist:

(a) The property owner or applicant requests a master sign program.

(b) Any new multi-tenant development project that includes four or more businesses on the same lot or in the same structure.

(2) Requirements. The sign program shall establish standards for sign location, style, size, color, font, materials, and any other applicable sign feature, so that all new business signs in the commercial center will be compatible with each other.

vi. Maintenance. The display surface of all signs permitted pursuant to this Subsection B.1.f shall be kept clean, neatly painted, and free from rust or corrosion. Any cracks, broken surfaces, malfunctioning lights, missing parts, or other unmaintained or damaged portion of such signs shall be repaired or replaced, or removed within 30 days of notification from the Department that a state of disrepair exists.



v. Additional Findings for Modifications. Deviation from the sign area standards or required dimensions specified in Subsection B.1.f.i. may be permitted with a Minor Conditional Use Permit (Chapter 22.160) application, subject to the additional findings:

(a) The requested modification does not result in additional glare, light trespass, or nuisance to neighboring properties or surrounding uses; and

(b) With the exception of the requested modification, the proposed sign complies with all other applicable standards in this Title 22.

g. Vehicular Access. The following shall apply to new construction of any principal building on a lot with no other principal buildings:

i. Where the lot is adjacent to an alley, parking shall be accessed through the alley unless alley access is determined to be inadequate due to alley width, limited sight distance, or otherwise as determined by the Director in consultation with Public Works and the Fire Department; and

ii. For corner lots without alley access, parking shall be accessed from the corner or reverse corner side of the property.

2. Standards for Specific Uses – Mixed Use Developments. Mixed use developments in commercial zones shall be subject to all applicable regulations in Section 22.140.350 (Mixed Use Developments in Commercial Zones), except as modified by this Subsection B.2.

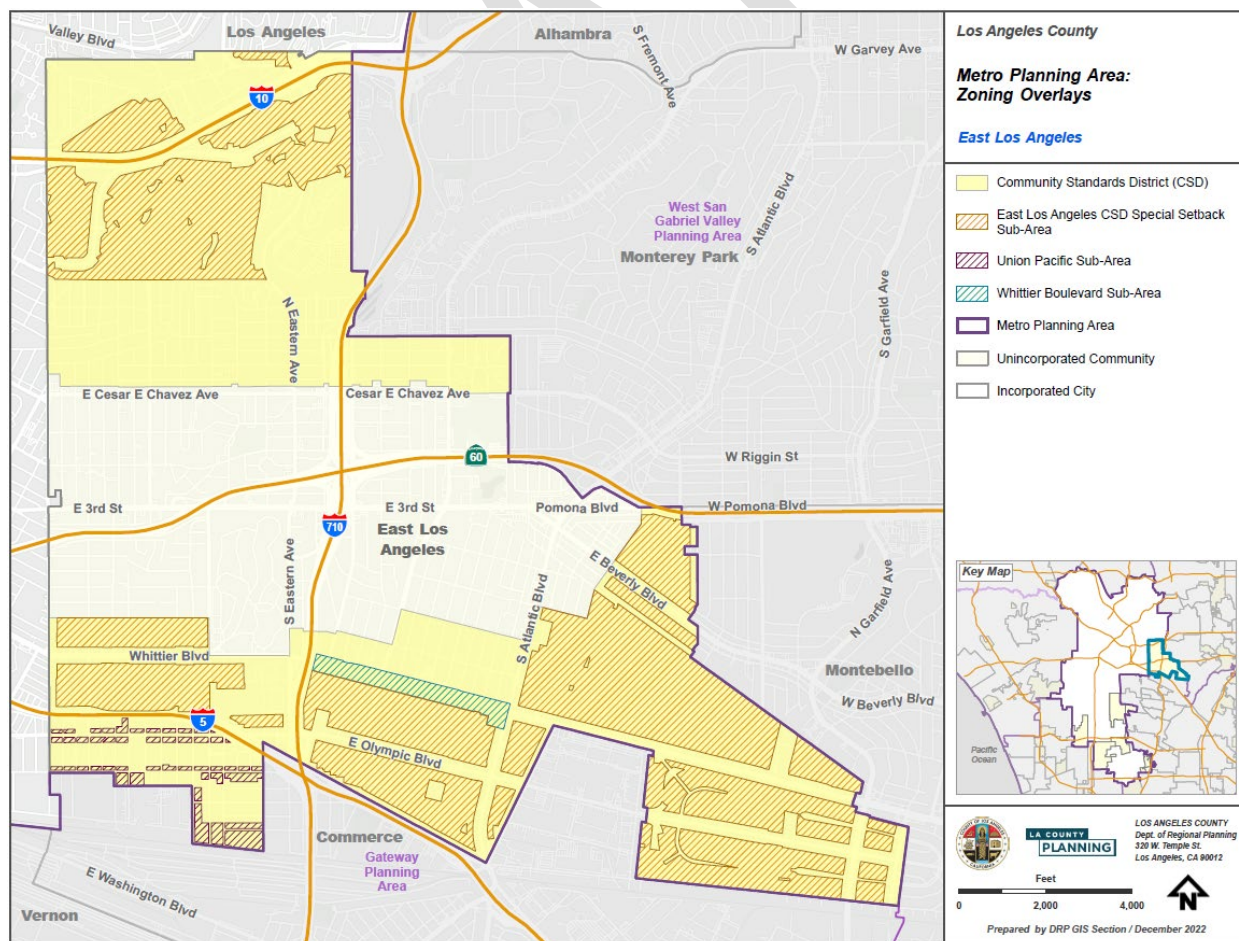
a. Maximum Height. The maximum height of a mixed use development shall be 65 feet.

b. Stepback. The portion of any building in a mixed use development sharing a common side or rear lot line with a residentially zoned lot shall have a stepback from the common side or rear lot line so that the height of the building in the mixed use development is no greater than 45 feet at the edge of the building wall facing that common lot line, and shall be recessed back one foot for every one-foot increase in building height, up to a maximum height of 65 feet.

## 22.364.080 East Los Angeles Community Standards District.

A. CSD Boundaries. The boundaries of this CSD, including those of the CSD Sub-Areas, are shown in Figure 22.364-B: East Los Angeles CSD Boundary, below.

**Figure 22.364-B: East Los Angeles CSD Boundary**



B. CSD Area-Wide Development Standards.

1. Prohibited Outdoor Structures for Commercial Buildings. The following outdoor structures on the site of a commercial building are prohibited when these structures are clearly visible from the street.

a. Donation boxes or bins, such as those for, but not limited to, the collection of clothing or items for donation or recycling.

b. Structures or machines that are internally illuminated or have moving parts, flashing lights, or make noise, such as photo booths, fortune telling machines, penny crunching machines, video games or the like.

c. Inanimate figures such as statues or sculptures of animals or mannequins, cartoon figures or human figures.

2. Nonconforming Residential Dwelling Units.

a. The termination period or periods set forth in Section 22.172.050 (Termination Conditions and Time Limits) that would otherwise apply to residential dwelling units shall not apply to any nonconforming residential dwelling units in the East Los Angeles CSD.

b. Any single-, two-, or multi-family residential building or structure non-conforming due to use which is damaged or destroyed may be restored to the condition in which it was immediately prior to the occurrence of such damage or destruction, provided that the cost of reconstruction does not exceed 100 percent of the total market value of the building or structure as determined by the methods set forth in Section 22.172.020.G.1.a and G.1.b and provided the reconstruction complies with the provisions of Section 22.172.020.G.2.

3. Multiple-Tenant Commercial in Commercial Zones. Six or more tenants may conduct businesses in a building which does not have permanent floor-to-ceiling walls, as defined in Title 26 (Building Code) of the County Code, to separate the business on a commercially-zoned lot, subject to a Conditional Use Permit (Chapter 22.158) and the following development standards:

a. Parking. Except as specified otherwise by State law, parking shall be provided at a ratio of one space per 200 square feet of gross floor area of the building; and

b. Each leasable space in the building shall consist of at least 500 square feet of gross floor area.

C. CSD Zone-Specific Development Standards.

1. Zones R-1 and R-2.

a. Design Requirements.

i. Wall Finish. At least 50 percent of a structure's walls fronting any street shall incorporate at least two of the following surface materials:

- (1) Brick;
- (2) Natural stone;
- (3) Panel Siding
- (4) Terra-cotta; or
- (5) Stucco or other similar troweled finishes.

ii. Architectural Elements. Structures shall incorporate at least three of the following elements along the side of any wall fronting a street:

- (1) Arcading;

- (2) Arches;
- (3) Awnings;
- (4) Balconies;
- (5) Bay windows;
- (6) Colonnades;
- (7) Courtyards;
- (8) Decorative exterior stairs;
- (9) Decorative iron fences;
- (10) Plazas; or
- (11) Porches, covered and open on at least three

sides.

iii. Building Access. For residential structures, the main pedestrian entrance of at least one dwelling unit shall face the street.

2. All Commercial Zones and Zone MXD.

a. Required Building Frontages.

i. The frontage of each building shall consist of at least one of the frontage types listed in this Subsection C.2.a.i.

(1) Terrace. The main facade is at or near the frontage line with an elevated terrace providing public circulation along the facade. This frontage type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access. Table 22.364.080-A, below, shows the allowable configuration of a terrace frontage.

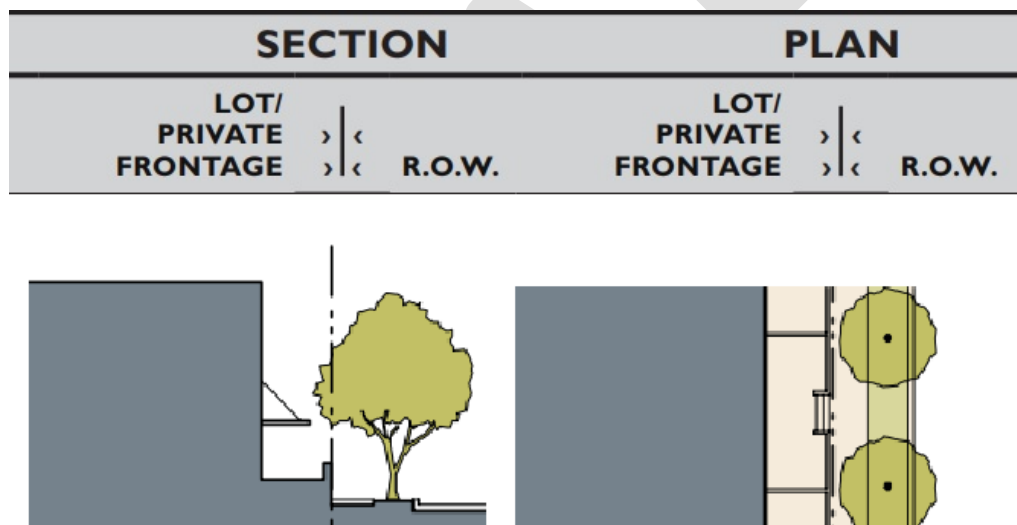


**TABLE 22.364.080-A: TERRACE FRONTAGE<sup>1</sup>**

Depth	Min. 7 feet
Finish Level Above Sidewalk	Min. 3 feet
Perimeter Wall Height <sup>2</sup>	Max. 4 feet
Street Frontage Distance Between Stairs	Min. 50 feet
Length of Terrace	Max. 150 feet

**Notes:**

1. Standards shall be used in conjunction with those of the Shop Front type frontage. In case of conflict between the two, the Terrace Frontage standards shall prevail.
2. Low walls as seating are encouraged.



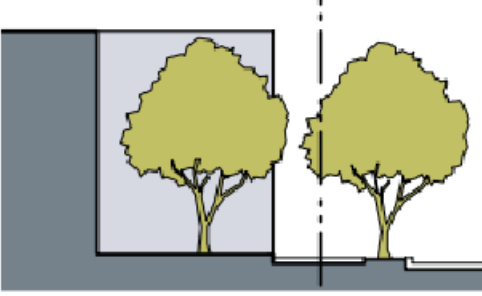
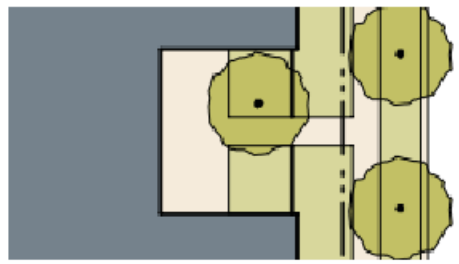
(2) Forecourt. The main facade of the building is at

or near the frontage line and a small percentage of the frontage is set back, creating a small court space. This space can be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within retail

and service areas. Table 22.364.080-B, below, shows the allowable configuration of a forecourt frontage.

TABLE 22.364.080-B: FORECOURT FRONTAGE	
Width, Clear	Min. 10 feet Max. 60 feet
Depth, Clear	Min. 20 feet Max. 60 feet
Depth of Recessed Entries	Max. 10 feet
Ground Floor Transparency	Min. 65%

SECTION	PLAN
<p>LOT/ PRIVATE FRONTAGE &gt;   &lt; R.O.W.</p> 	<p>LOT/ PRIVATE FRONTAGE &gt;   &lt; R.O.W.</p> 

(3) Shopfront. The main facade of the building is at or near the frontage line with an at-grade entrance along the public right-of-way. This type is intended for retail use on the ground floor. This frontage has substantial glazing at the sidewalk level and may include an awning. It may be used in conjunction with other

frontage types. Table 22.364.080-C, below, shows the allowable configuration of a forecourt frontage.

TABLE 22.364.080-C: SHOPFRONT FRONTAGE	
Height	Min. 11 feet
Depth of Recessed Entries	Max. 10 feet
Ground Floor Transparency	Min. 65%

SECTION	PLAN

ii. All design features including, but not limited to, canopies, awnings, overhanging roofs, ornamental light fixtures, columns, or other architectural elements that encroach within the public right-of-way must meet the applicable requirements of Title 16 (Highways) and Title 26 (Building Code) of the County Code. If an encroachment permit is not granted for a specific design feature requested, the requirement to include that design feature as part of the project shall not apply unless the

Director, in his or her sole discretion, requires the applicant to redesign the project so that the design feature can be installed entirely outside of the public right-of-way.

b. Facade Height Articulation Requirements. Each building, or portions of a building, with more than one story, shall have, at a minimum, a distinctive building base, building middle, and building top (eave, cornice, and/or parapet line) that complement and balance one another.

c. Main Building Entrance.

i. General. Main building entrances shall be easily identifiable and distinguishable from first floor storefronts. For purposes of this Subsection C.2.c., a main building entrance is the widest entrance to a building and the one that most pedestrians are expected to use.

(1) In multi-tenant buildings, main entrances open directly into the building's lobby or principal interior ground level circulation space. Where a multi-tenant building does not have a lobby or ground level interior circulation space, there shall be no main entrance for purposes of this Subsection C.2.c.

(2) In single-tenant buildings, main entrances typically open directly into lobby, reception, or sales areas.

ii. Main building entrances shall be at least one of the following:

(1) Marked by a taller mass above the entrance, such as a tower, or within a volume that protrudes from the rest of the building surface;

(2) Located in the center of the facade, as part of a symmetrical overall composition;

(3) Accented by architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures; or

(4) Marked or accented by a change in the roofline or change in the roof type.

iii. Corner buildings shall provide prominent corner main building entrances for shops and other activity-generating uses.

d. Roof Requirements.

i. A horizontal articulation shall be applied at the top of a building by projecting cornices, parapets, lintels, caps, or other architectural expression to cap the buildings, to differentiate the roofline from the building, and to add visual interest to the building.

ii. Flat roofs are acceptable if a cornice and/or parapet wall is provided.

iii. Parapet walls shall have cornice detailing or a distinct shape or profile, such as a gable, arc, or raised center.

iv. Metal seam roofing, if used, shall be anodized, fluorocoated, or painted. Copper and lead roofs shall be natural or oxidized.

e. Wall Surface Material Requirements. Building walls shall be constructed of durable materials such as brick, natural stone, terra-cotta, decorative concrete, metal, glass, or other similar materials.

i. Standards for using decorative concrete block, stucco, or other similar troweled finished in non-residential, mixed-use, and multi-family residential buildings shall be as follows:



(1) Decorative concrete block. Decorative concrete block shall be limited to a maximum of 50 percent of the street facade. When decorative concrete blocks are used for the street facade, the building shall incorporate a combination of textures and/or colors to add visual interest. For example, combining split or rock-facade units with smooth stone can create distinctive patterns. Cinder block (concrete masonry unit) shall be prohibited as an exterior finish.

(2) Stucco or other similar troweled finishes shall:

- (a) Be smooth to prevent the collection of dirt and surface pollutants;
- (b) Be trimmed or combined with wood, masonry, or other durable material and be limited to a maximum of 50 percent of the street facade; and
- (c) Not extend below two feet above grade of the street facade.

(3) Concrete, masonry, natural stone, or other durable material shall be used for wall surfaces within two feet above grade of the street facade.

ii. Changes in materials shall be used to articulate building elements such as base, body, parapets caps, bays, arcades, and structural elements. Not all building elements shall require a change in material. Change in materials shall be integral with building facade and structure.

iii. If clearly visible from streets, side and rear building facades shall have a level of trim and finish compatible with the front facade.

iv. Blank wall areas without windows or doors are only allowed on internal-block, side-property line walls. Any blank exterior wall shall also be treated with a graffiti-resistant coating.

v. Building walls shall have contrasting trim colors. For example, dark colors and saturated hues for accent and ornamental colors may be used with neutral or light walls; white or light window and door trim may be used on a medium or dark building wall; and medium or dark window and door trim may be used on a white or light building wall. Other contrasting wall and trim combinations may also be used.

f. Wall Openings.

i. For Shopfront frontages, upper stories shall have a window to wall area proportion that is less than that of ground floor shop fronts. Glass curtain walls or portions of glass curtain walls are exempt from this standard.

ii. Window Inset. Glass shall be recessed or projected at least three inches from the exterior wall surface to add relief to the wall surface. Glass curtain walls or portions of glass curtain walls are exempt from this standard.

iii. Glazing. Reflective glazing shall not be used on windows.

iv. Clear or lightly tinted glass for windows shall be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, highly reflective glass, or densely tinted glass shall not be used except as an architectural or decorative accent totaling a maximum of 20 percent of the building facade.

v. Percentage of Openings.

(1) Commercial and Mixed-Use Buildings. At least 65 percent of the total width of the building's ground floor parallel to and facing the street shall be devoted to entrances, shop windows, or other displays which are of interest to pedestrians.

(2) Residential Buildings. At least 30 percent of the total width of the building's ground floor parallel to and facing the street shall be devoted to entrances and windows.

g. Awnings and Canopies.

i. Awnings and canopies shall be mounted to highlight architectural features such as molding above the storefront.

ii. Awnings and canopies shall match the shape or width of the window, door, or other opening.

iii. Awnings and canopies may be constructed of metal, wood, or fabric.

iv. Incorporating lighting into an awning or canopy shall be allowed, except that an internally illuminated awning that glows is prohibited.

v. Awnings shall be operable and open ended, and subject to the following:

(1) Depth: Minimum four feet; and

(2) Clearance: Minimum eight feet in height from the base of the awning.

vi. Awnings shall be the same color and style for each opening on a single storefront or business.

vii. Awnings in disrepair shall be repaired or removed within 30 days after receipt of notification by the Director that a state of disrepair exists.

h. Maximum Building Height in Zones C-3, C-M and MXD. A building or structure shall not exceed the following height limit above grade:

- i. Zones C-3 and C-M: 40 feet; and
- ii. Zone MXD: 45 feet.

3. All Industrial Zones.

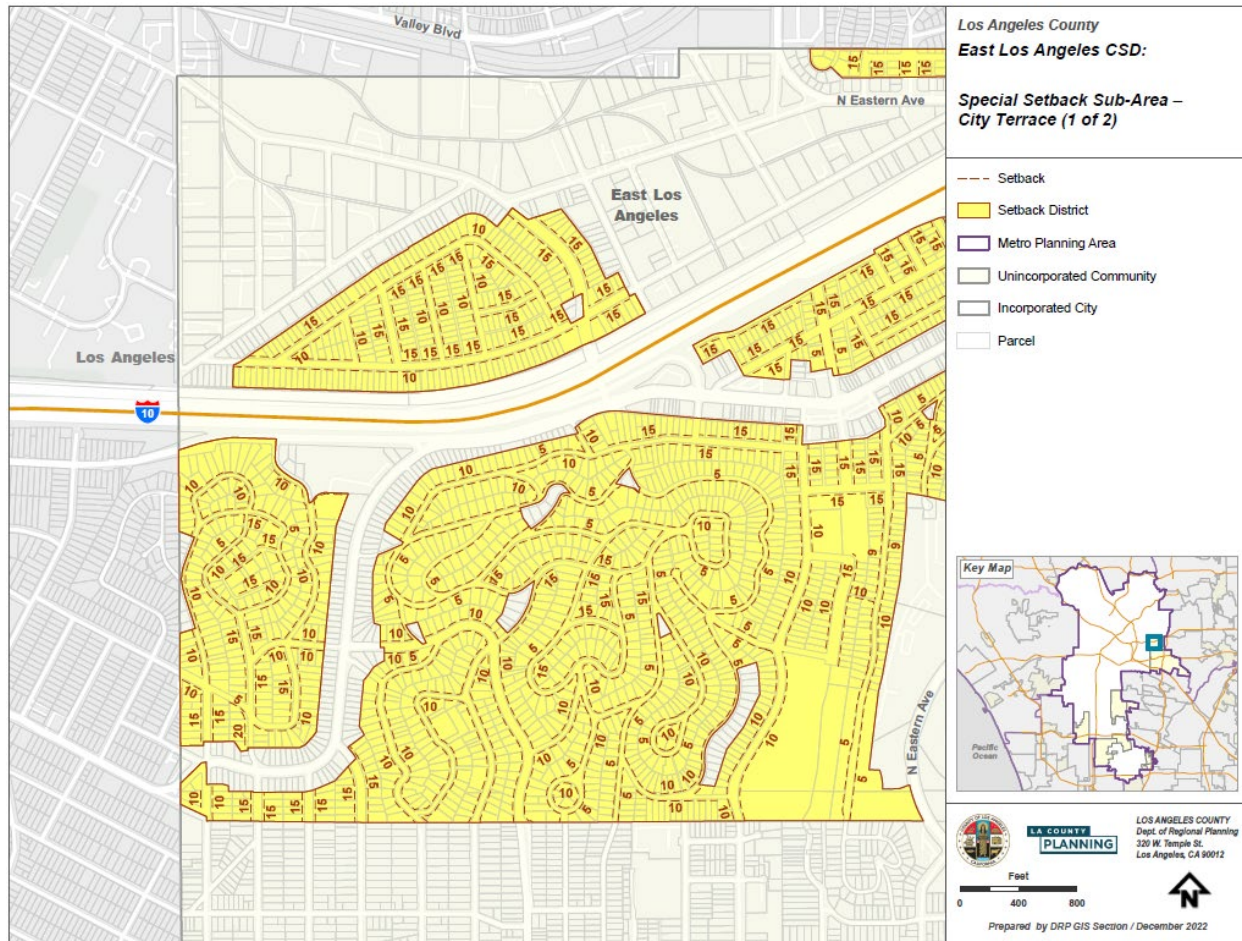
a. All newly created industrially-zoned lots shall contain a net area of at least 7,500 square feet.

b. Subsection C.2, above, shall apply to all new retail/commercial uses on industrially-zoned lots.

D. Sub-Area Development Standards.

1. Special Setback Sub-Area. Lots within the boundaries of a Special Setback Sub-Area shall be subject to the required front yard setback as shown in Figure 22.364-C through 22.364-I, below.

**Figure 22.364-C: CSD Special Setback Sub-Area – City Terrace (1 of 2)**





**Figure 22.364-D: CSD Special Setback Sub-Area – City Terrace (2 of 2)**

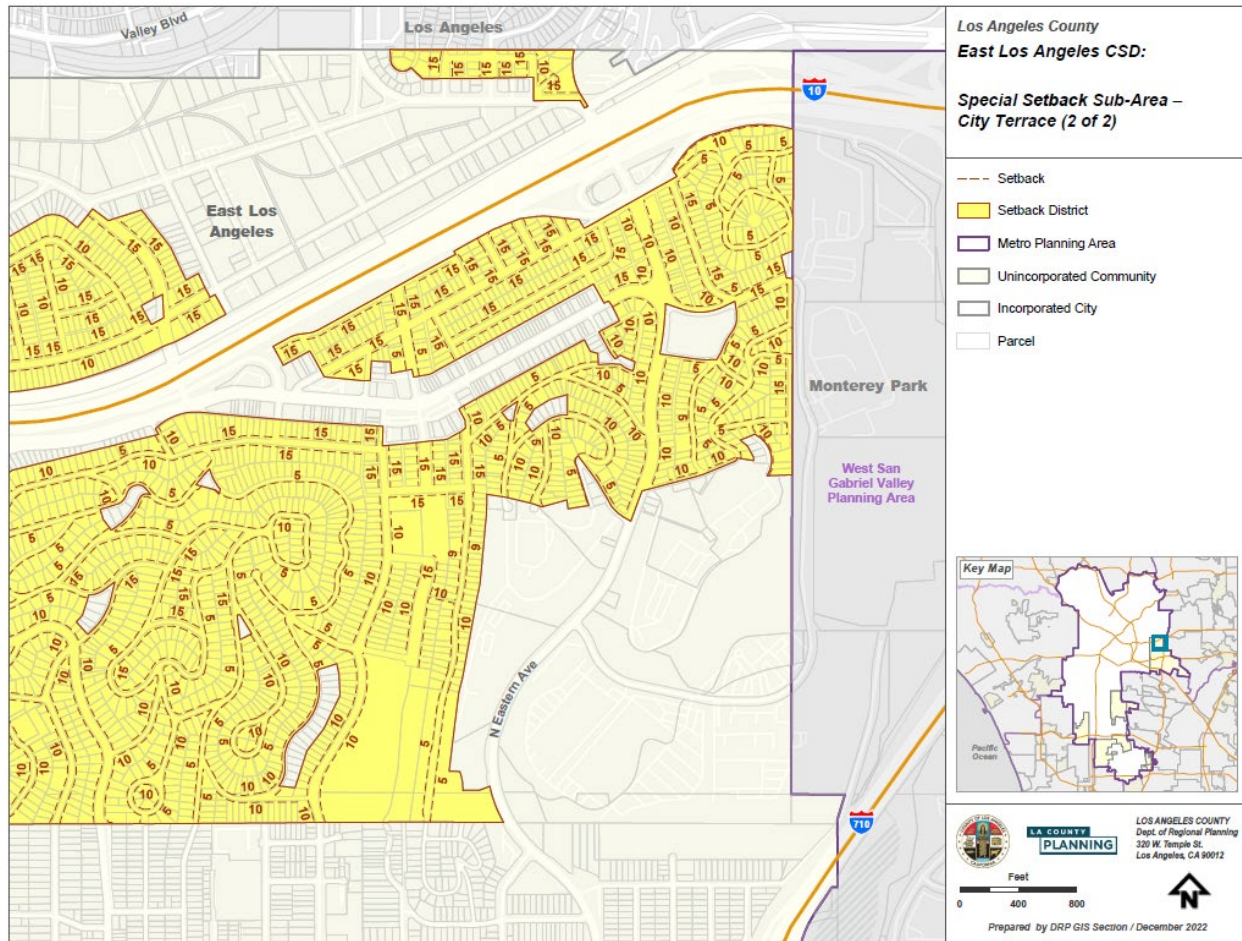


Figure 22.364-E: CSD Special Setback Sub-Area – First Unit Eastside (1 of 3)

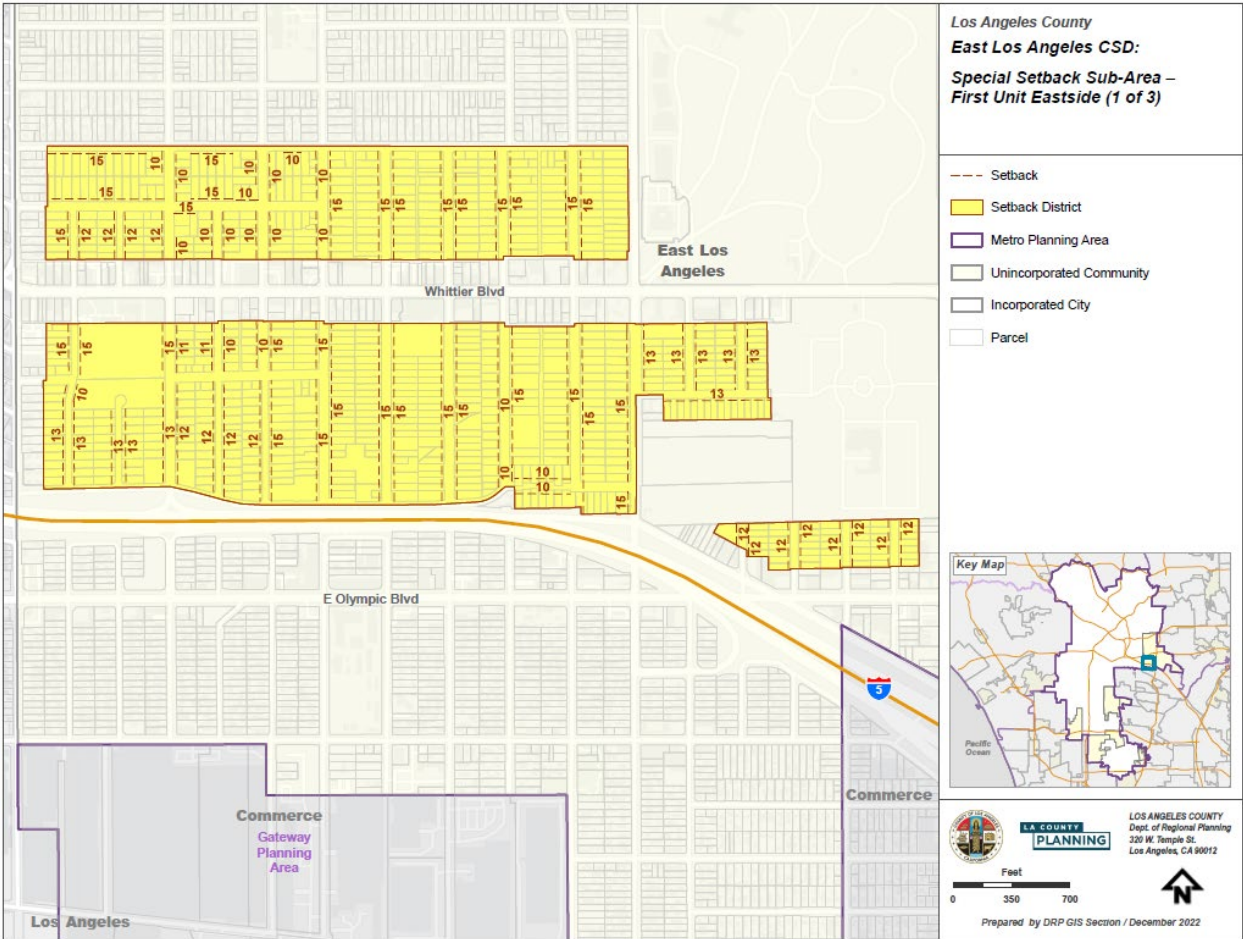


Figure 22.364-F: CSD Special Setback Sub-Area – First Unit Eastside (2 of 3)

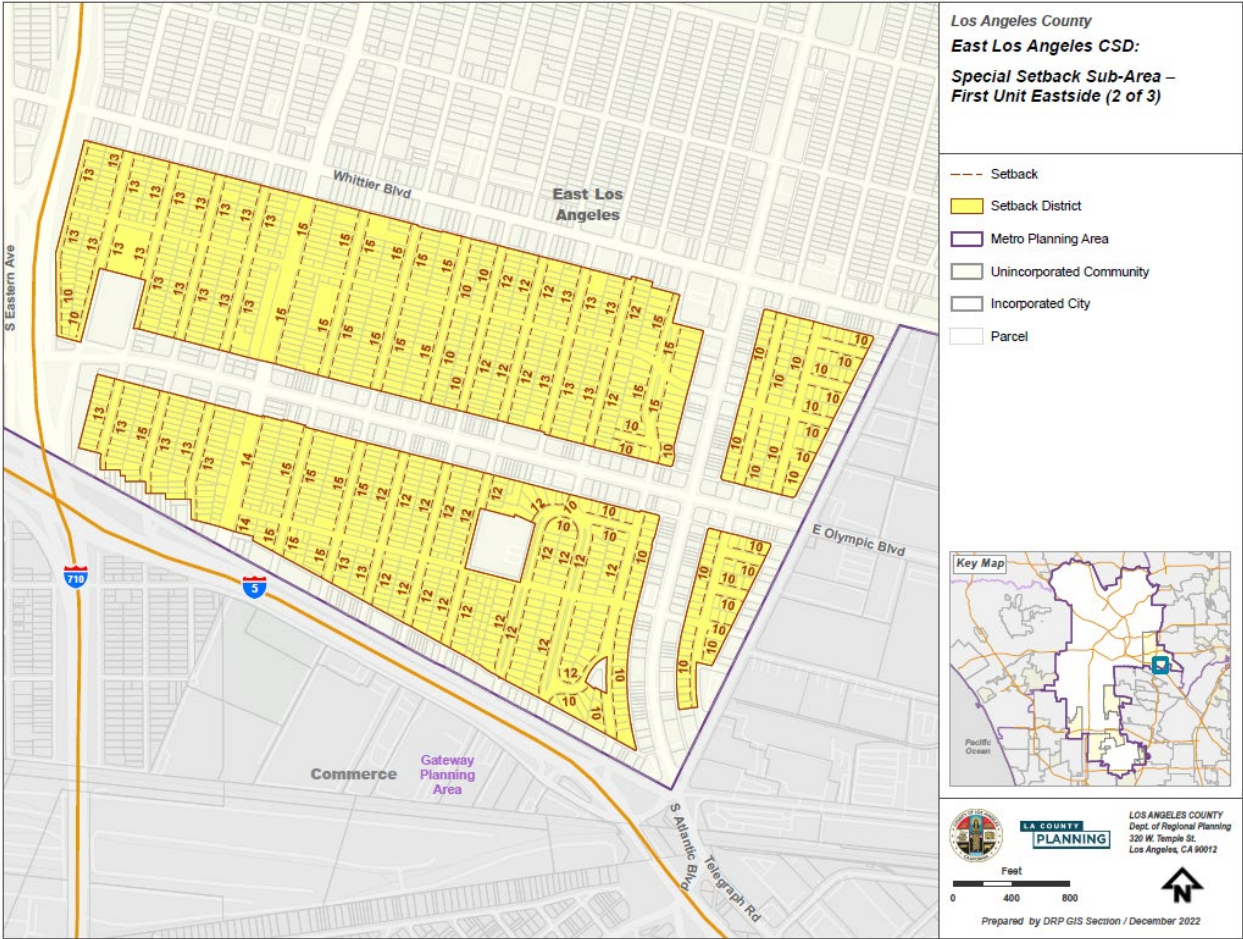
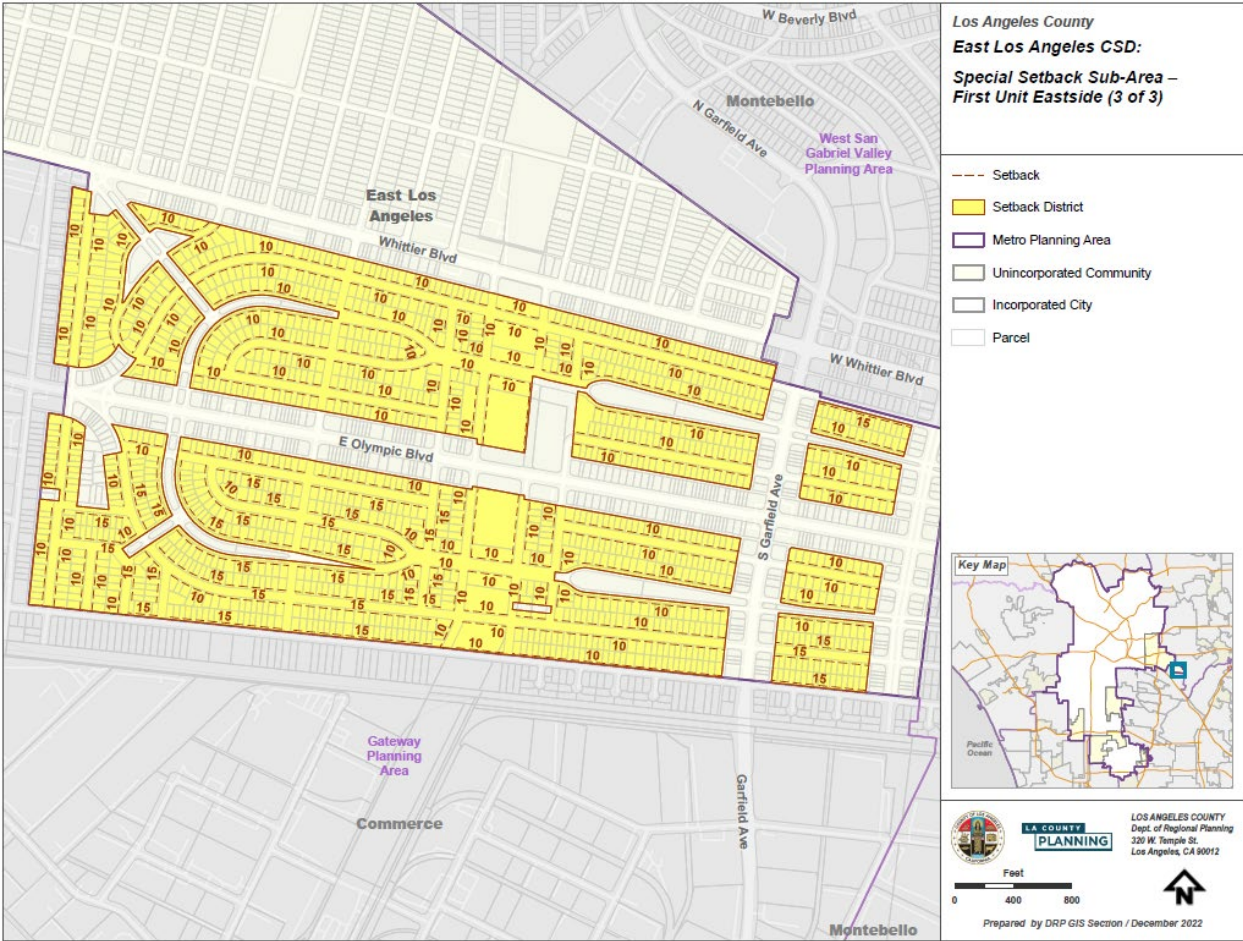




Figure 22.364-G: CSD Special Setback Sub-Area – First Unit Eastside (3 of 3)



**Los Angeles County**  
**East Los Angeles CSD:**  
**Special Setback Sub-Area –**  
**Second Unit Eastside (1 of 2)**

--- Setback  
 ■ Setback District  
 ■ Metro Planning Area  
 ■ Unincorporated Community  
 ■ Incorporated City  
 ■ Parcel

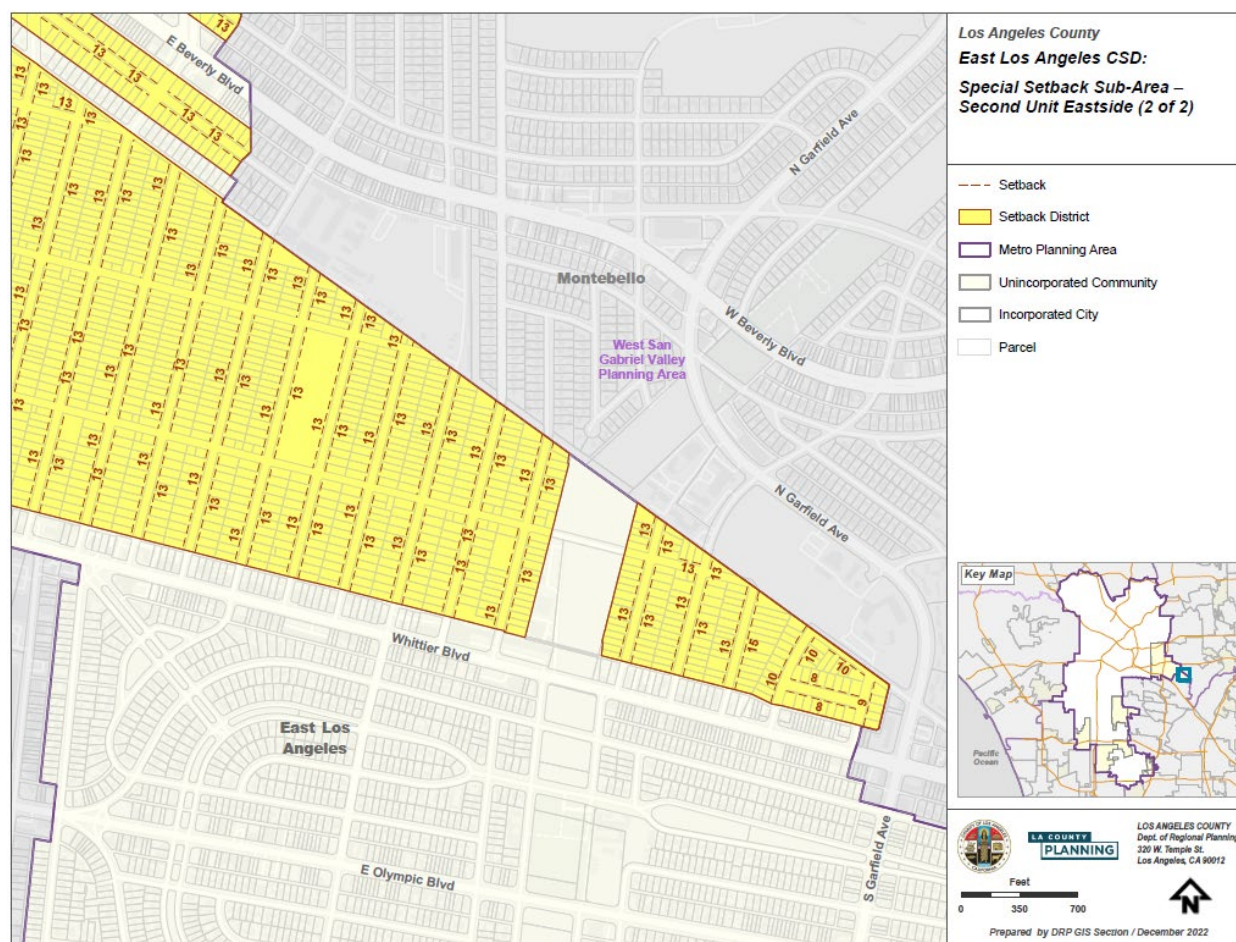
**Key Map**

LOS ANGELES COUNTY  
 Dept. of Regional Planning  
 320 W. Temple St.  
 Los Angeles, CA 90012

Prepared by DRP GIS Section / December 2022



**Figure 22.364-I: CSD Special Setback Sub-Area – Second Unit Eastside (2 of 2)**



2. Whittier Boulevard Sub-Area. Lots within the boundary of the Whittier Boulevard Sub-Area as shown in Figure 22.364-B: East Los Angeles CSD Boundary, above, shall be subject to this Subsection D.2.

a. Uses. Lots in Zone C-3 may be used for any use listed as a permitted use in Section 22.20.030 (Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-MJ, and C-R) for Zone C-3, with the following exceptions:

i. Uses Subject to Permits. Uses listed in Table 22.364.080-D, below, shall require a Conditional Use Permit (Chapter 22.158) application, provided that such uses are established in commercial-only development projects; and

<b>TABLE 22.364.080-D: USES SUBJECT TO CUP IN ZONE C-3 IN WHITTIER BOULEVARD SUB-AREA<sup>1</sup></b>	
<b>Sales</b>	
Auction houses	Ice sales
Feed and grain sales	Pawn shops, provided a 1,000-foot separation exists between such establishments.
<b>Services</b>	
Air pollution sampling stations	Laboratories, research and testing
Churches, temples, and other places used exclusively for religious worship	Mortuaries
Dog training schools	Motion picture studios
Drive-through establishments, drive-through facilities, and drive-through services	Parcel delivery terminals
Electric distribution substations including microwave facilities	Radio and television broadcasting studios
Furniture transfer and storage	Recording studios
Gas metering and control stations, public utility	Tool rentals, including rototillers, power mowers, sanders and saws, cement mixers and other equipment
Note: 1. In commercial-only development projects.	

ii. Prohibited Uses. Uses listed in Table 22.364.080-E, below, shall be prohibited.

<b>TABLE 22.364.080-E: PROHIBITED USES IN ZONE C-3 IN WHITTIER BOULEVARD SUB-AREA</b>	
<b>Sales</b>	
Automobile sales, sale of new and used motor vehicles	Recreational vehicle sales
Boat and other marine sales	Trailer sales, box and utility
Mobilehome sales	
<b>Services</b>	
Automobile battery service	Automobile repair garages
Automobile brake and repair shops	Boat rentals
Automobile muffler shops	Car washes, automatic, coin operated, and hand wash
Automobile radiator shops	Trailer rentals, box and utility
Automobile rental and leasing agencies	Truck rentals

b. Development Standards. Lots in the Whittier Boulevard Sub-Area shall be subject to the following development standards.

i. Parking Areas. All parking areas shall be located to the rear of the buildings and out of view of Whittier Boulevard.

ii. Landscaping. Landscaping shall be provided with the objective of creating an inviting and interesting pedestrian environment along the Whittier

Boulevard area and rear alleys. At least five percent of the net lot area shall be landscaped in accordance with the following:

- (1) Landscaping shall consist of drought tolerant or low water use native or non-invasive plants, grasses, shrubbery, and trees;
- (2) Landscaping shall be maintained in a neat, clean, and healthful condition, including proper watering, pruning, weeding, removal of litter, fertilizing, and replacement of plants as necessary;
- (3) A landscaped planter or planter box with a minimum depth of one foot shall be located along the building frontage; and
- (5) Existing blank walls at the pedestrian level shall either be constructed with a planter at the base or at the top, or be landscaped with climbing vines or other similar plant material that can be trained on the wall and can be easily pruned and maintained.

iii. Trash Enclosure. Trash bins shall be required for commercial operations and shall be enclosed by a six-foot high decorative wall and solid doors. The location of the trash bin and enclosure shall be as distant as possible from adjacent residences and out of view of Whittier Boulevard.

iv. Outside Display on Private Property. Outside display or sale of goods, equipment, merchandise, or exhibits shall be permitted on private property not to exceed 50 percent of the total frontage area, provided such display or sale does not interfere with the movement of pedestrians nor occupy required parking or landscaping. Type of goods on display shall be items sold strictly by the primary business located on

the subject property. The outside display or sale of goods, equipment, merchandise, or exhibits shall be subject to a Ministerial Site Plan Review (Chapter 22.186) application.

v. Pedestrian Character.

(1) To enhance the pedestrian experience and encourage the continuity of retail sales and services, at least 50 percent of the total width of a commercial or vertical mixed-use building's ground floor parallel to and facing the street shall be devoted to entrances, show windows, or other displays which are of interest to pedestrians.

(2) Clear or lightly tinted glass shall be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, highly reflective glass, or densely tinted glass shall not be used except as an architectural or decorative accent totaling a maximum 20 percent of the building facade.

(3) A minimum of 30 percent of the building frontage above the first story shall be differentiated by recessed windows, balconies, offset planes, or other architectural details which provide dimensional relief. Long, unbroken building facades are to be avoided.

(4) Roof Design. New buildings or additions having 100 feet or more of frontage shall incorporate varying roof designs and types.

3. Union Pacific Sub-Area. Lots within the boundary of the Union Pacific Sub-Area as shown in Figure 22.364-B: East Los Angeles CSD Boundary, above, shall be subject to this Subsection D.3.

a. Uses.



i. Zone C-M. In addition to the uses specified in Section 22.20.030 (Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-MJ, and C-R) as subject to a Conditional Use Permit for Zone C-M, uses listed in Table 22.364.080-F, below, shall require a Conditional Use Permit (Chapter 22.158) application in Zone C-M.

<b>TABLE 22.364.080-F: USES SUBJECT TO CUP IN ZONE C-M IN UNION PACIFIC SUB-AREA</b>	
Sales	
Feed and grain sales	Nurseries, including the growing of nursery stock
Services	
Boat rentals	Laundry plants, wholesale
Car washes, automatic, coin-operated, and hand wash	Parcel delivery terminals
Frozen food lockers	Stations, bus, railroad, and taxi
Furniture and household goods, the transfer and storage of	Tool rentals, including rototillers, power mowers, sanders and saws, cement mixers, and other equipment, but excluding heavy machinery or trucks exceeding two tons' capacity, provided all activities are conducted within an enclosed building on Union Pacific Avenue only
Gas metering and control stations, public utility	Truck rentals
Recreation and Amusement	
Amusement rides and devices, including merry-go-rounds, ferris wheels, swings, toboggans, slides, rebound-tumbling, and similar equipment operated at one particular	Carnivals, commercial, including pony rides, operated at one particular location not longer than seven days in any six-month period

<b>TABLE 22.364.080-F: USES SUBJECT TO CUP IN ZONE C-M IN UNION PACIFIC SUB-AREA</b>	
location not longer than seven days in any six-month period	
Athletic fields and stadiums	
Assembly and manufacture from previously prepared materials, excluding the use of drop hammers, automatic screw machines, punch presses exceeding five tons' capacity, and motors exceeding one-horsepower capacity that are used to operate lathes, drill presses, grinders, or metal cutters.	
Aluminum products	Stone products
Metal plating	Yarn products, excluding dyeing of yarn
Shell products	

ii. Zone M-1. Premises in Zone M-1 may be used for any use specified in Section 22.22.030 (Land Use Regulations for Zones M-1, M-1.5, M-2, and M-2.5) for Zone M-1, subject to the same permit types, limitations and conditions set forth therein, with the following exceptions:

- (1) Permitted Use. Premises in Zone M-1 may also be used for childcare centers, subject to a Ministerial Site Plan Review (Chapter 22.186);
- (2) Uses Subject to Permits. In addition to the uses specified in Section 22.22.030 (Land Use Regulations for Zones M-1, M-1.5, M-2, and M-2.5) as subject to approval of a Conditional Use Permit for Zone M-1, uses listed in Table 22.364.080-G, below, shall require a Conditional Use Permit (Chapter 22.158) application in Zone M-1; and

<b>TABLE 22.364.080-G: USES SUBJECT TO CUP IN ZONE M-1 IN UNION PACIFIC SUB-AREA</b>	
Agricultural contractor equipment, sale or rental or both	Motors, the manufacture of electric motors
Animal experimental research institute	Outdoor skating rinks and outdoor dance pavilions, if such rinks and pavilions are, as a condition of use, not within 500 feet of any Residential Zone, Zone A-1, or any zone of similar restriction in any city or adjacent county.
Baseball park	Plaster, the storage of
Billboards, the manufacture of	Riding academies
Bottling plant	Rubber, the processing of raw rubber if the rubber is not melted and, where a banbury mixer is used, the dust resulting therefrom is washed
Carnivals, commercial or otherwise	Rug cleaning plant
Cellophane products, the manufacture of	Shell products; the manufacture of
Circuses and wild animal exhibitions, including the temporary keeping or maintenance of wild animals in conjunction therewith for a period not to exceed 14 days, provided said animals are kept or maintained pursuant to and in compliance with all regulations of the Department of Animal Care and Control	Shooting gallery
Dairy products depots and manufacture of dairy products	Soft drinks, the manufacture and bottling of
Electrical transformer substations	Stables, private, for the raising and training of racehorses
Ferris wheels	Starch, the mixing and bottling of

<b>TABLE 22.364.080-G: USES SUBJECT TO CUP IN ZONE M-1 IN UNION PACIFIC SUB-AREA</b>	
Fruit packing plants	Stove polish, the manufacture of
Heating equipment, the manufacture of	Tire yards and retreading facilities
Ink, the manufacture of	Trucks, the parking, storage, rental, and repair of
Iron, ornamental iron works, but not including a foundry	Ventilating ducts, the manufacture of
Laboratories for testing experimental motion picture film	Wallboard, the manufacture of
Metals:  (1) Manufacture of products of precious metals; (2) Manufacture of metal, steel, and brass stamps, including hand and machine engraving; or (3) Metal working shops	Wineries

(3) Prohibited Uses. Uses listed in Table 22.364.080-H, below, shall be prohibited.

<b>TABLE 22.364.080-H: PROHIBITED USES IN ZONE M-1 IN UNION PACIFIC SUB-AREA</b>	
Boat building	Machinery, the repair of farm machinery
Breweries	Marine oil service stations
Bus storage	Moving van storage and operating yards
Canneries	Presses, hydraulic presses for the molding of plastics

<b>TABLE 22.364.080-H: PROHIBITED USES IN ZONE M-1 IN UNION PACIFIC SUB-AREA</b>	
Car barns for buses and streetcars	Produce yards, terminals, and wholesale outlets
Casein, the manufacture of casein products	Refrigeration plants
Cesspool pumping, cleaning, and draining	Sand, the washing of sand to be used in sandblasting
Dextrine, the manufacture of	Sodium glutamate, the manufacture of
Engines, the manufacture of internal combustion and steam engines	Valves, the storage and repair of oil well valves
Fox farms	Wharves
Fuel yard	Wood yards, the storage of wood or a lumberyard
Incinerators, the manufacture of	Yarn, the dyeing of yarn
Lubricating oil	

b. Development Standards. Premises in Zones C-M, M-1 and M-2 shall be subject to the following development standards:

i. Walls, view-obscuring fences, and buildings shall be set back at least one foot from the property line and the development shall provide at least one square foot of landscaping for each linear foot of frontage on the front lot line or on a side lot line fronting a street in accordance with the following requirements:

(1) Landscaping shall consist of drought tolerant or low water use native or non-invasive plants, grasses, shrubbery, and trees.



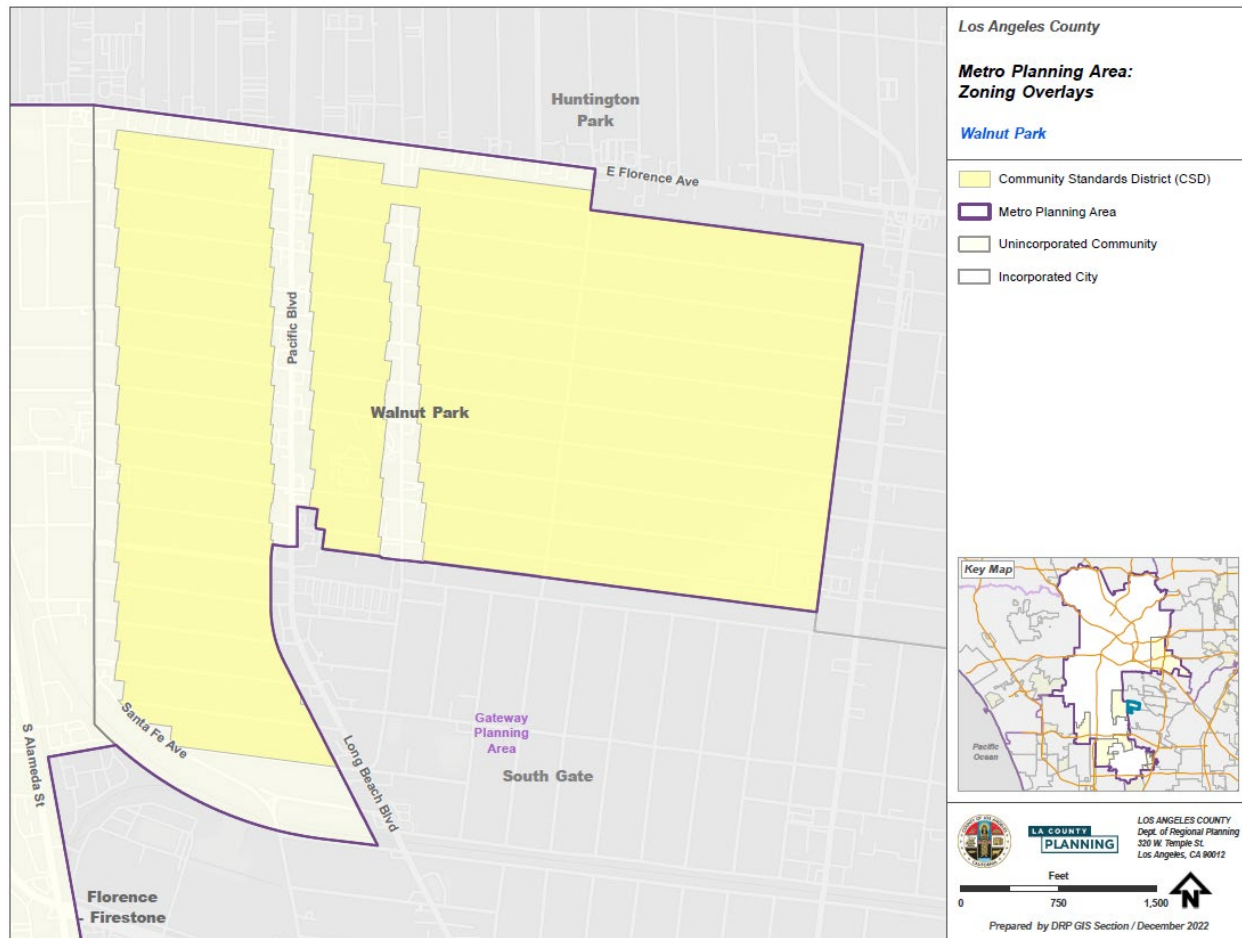
(2) Landscaping shall be maintained in a neat, clean, and healthful condition, including proper watering, pruning, weeding, removal of litter, fertilizing, and replacement of plants as necessary.

ii. Walls, view-obscuring fences, and buildings shall be landscaped with climbing vines or other similar plant material that can be trained on the fence, wall, or building and can be easily pruned and maintained to discourage graffiti and vandalism.

**22.364.090 Walnut Park Community Standards District.**

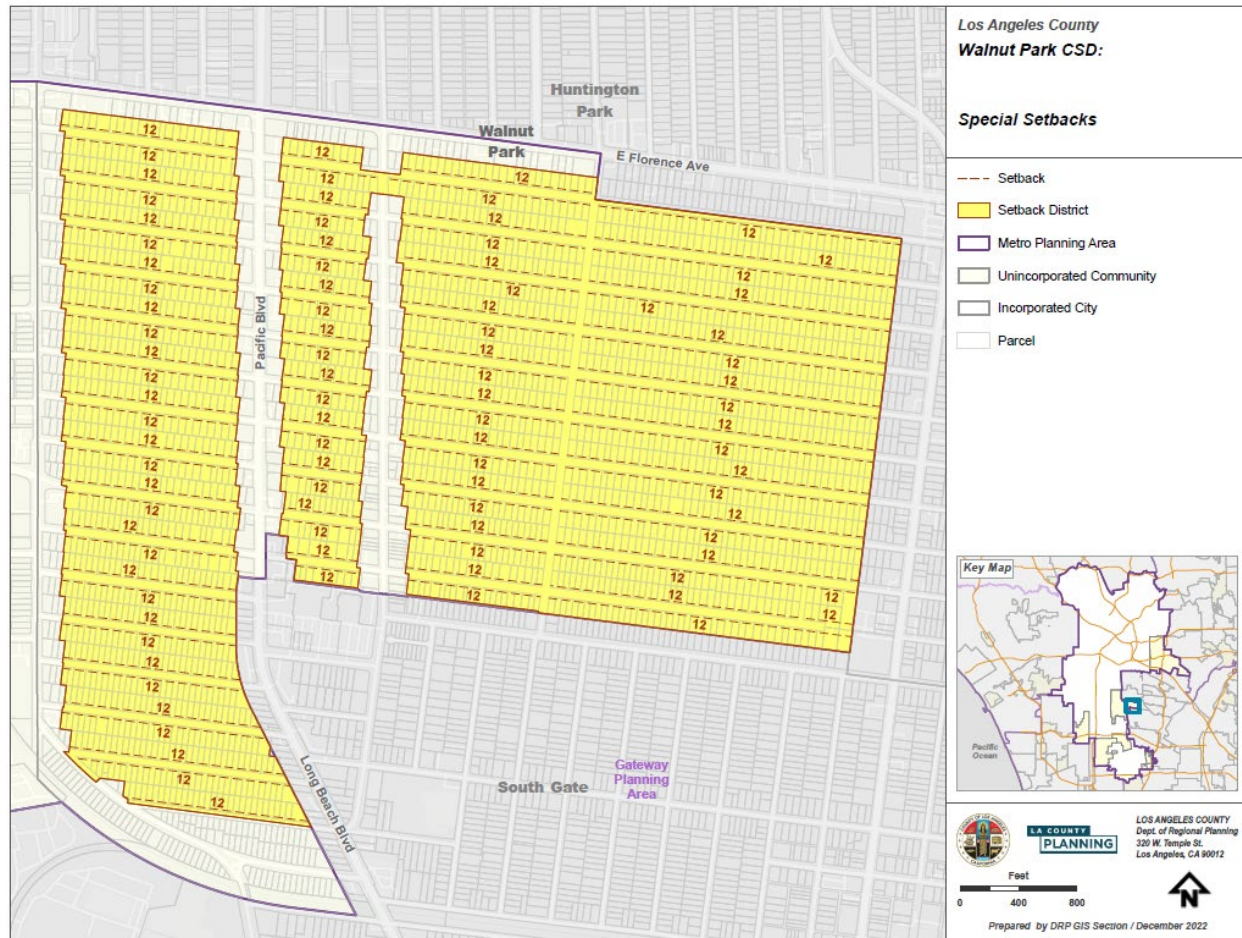
A. CSD Boundaries. The boundaries of this CSD are shown in Figure 22.364-J: Walnut Park CSD Boundary, below.

**Figure 22.364-J: Walnut Park CSD Boundary**



B. CSD Area-Wide Development Standards – Special Setbacks. Lots within the boundaries of this CSD shall be subject to the required front yard setback as shown in Figure 22.364-K, below.

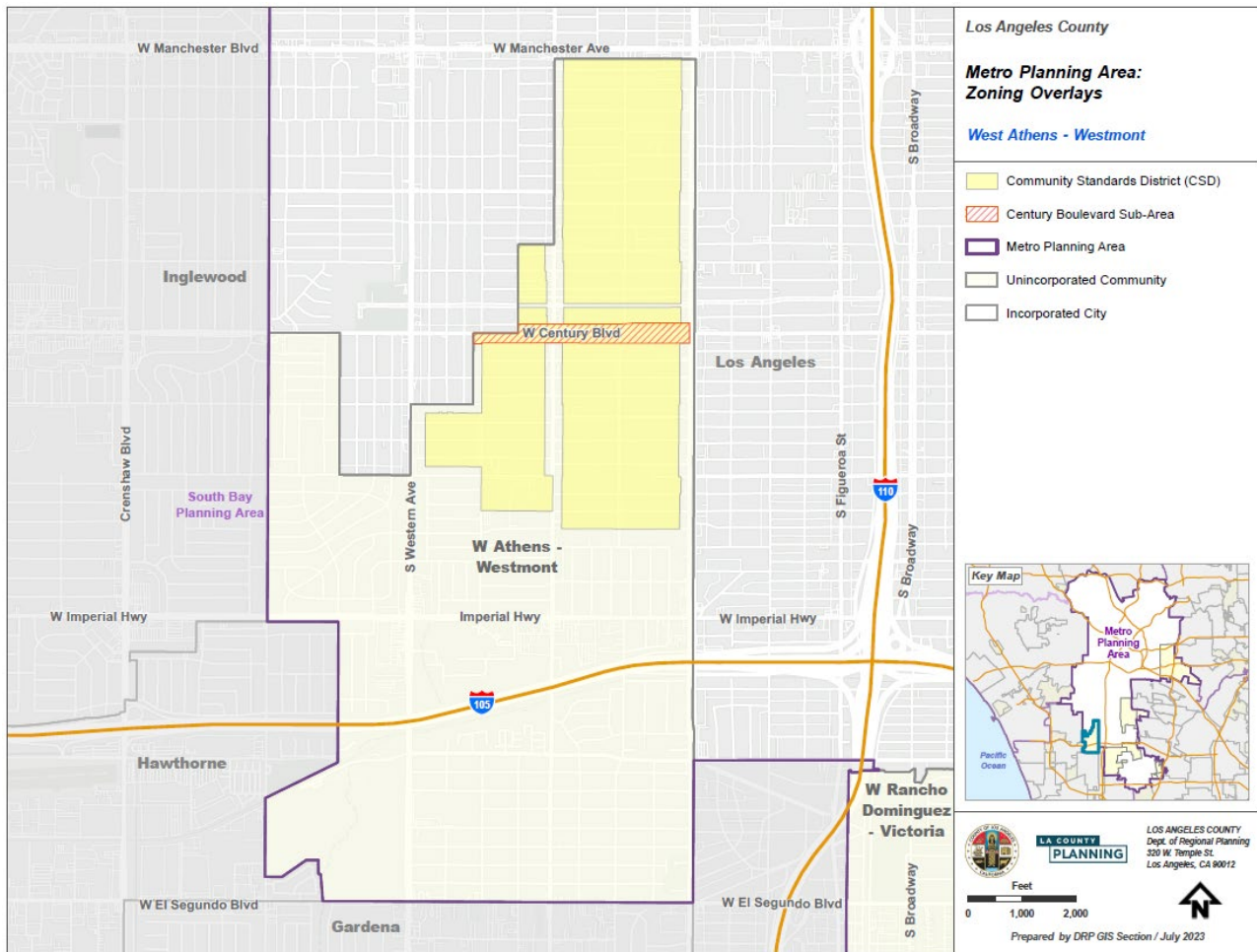
**Figure 22.364-K: Walnut Park CSD Special Setbacks**



**22.364.100 West Athens-Westmont Community Standards District.**

A. CSD Boundaries. The boundaries of this CSD, including those of the CSD Sub-Area, are shown in Figure 22.364-L: West Athens-Westmont CSD Boundary, below.

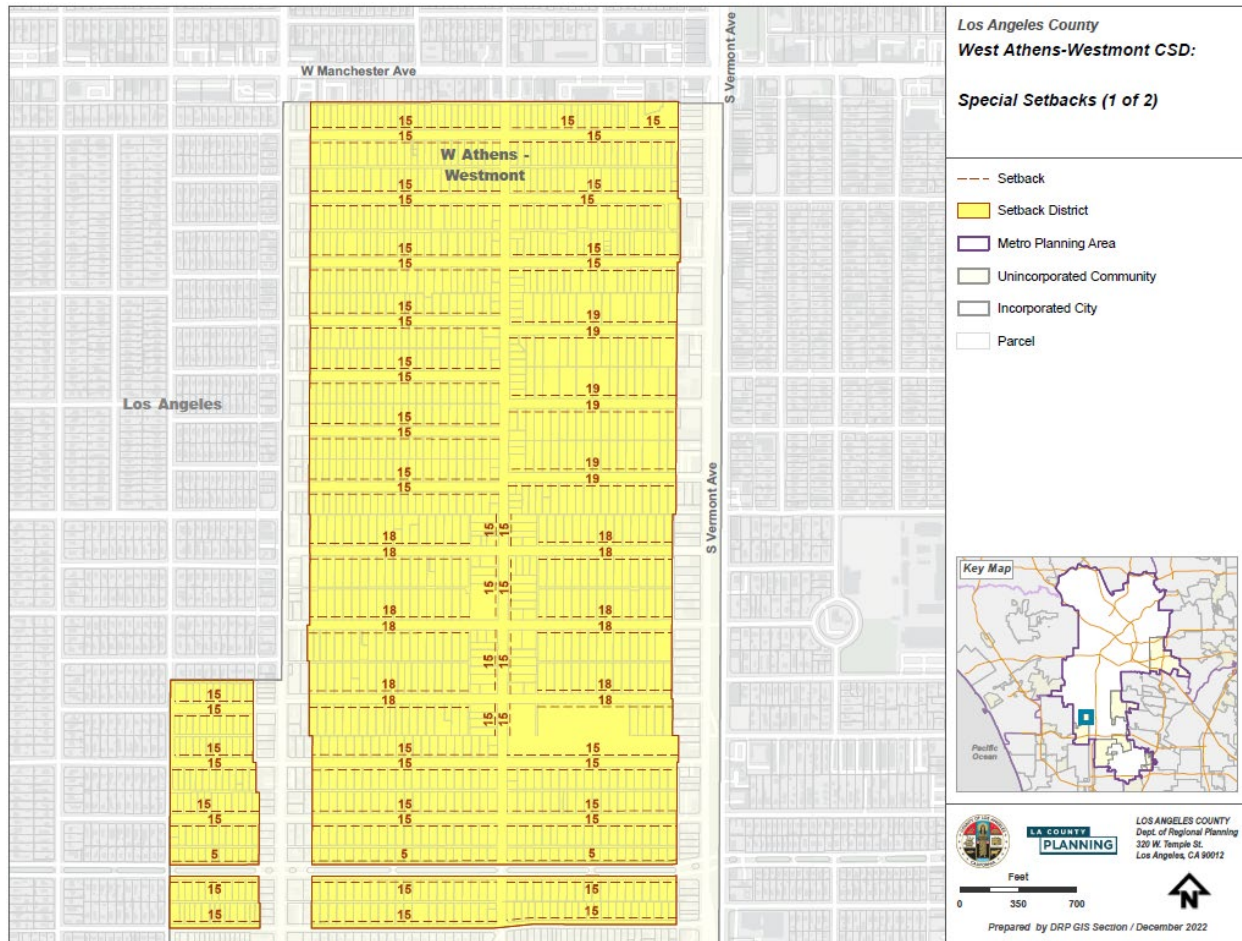
**Figure 22.364-L: West Athens-Westmont CSD Boundary**



B. CSD Area-Wide Development Standards – Special Setbacks. Residentially-zoned lots within the boundaries of this CSD shall be subject to the required setbacks as shown in Figures 22.364-M and 22.364-N, below.

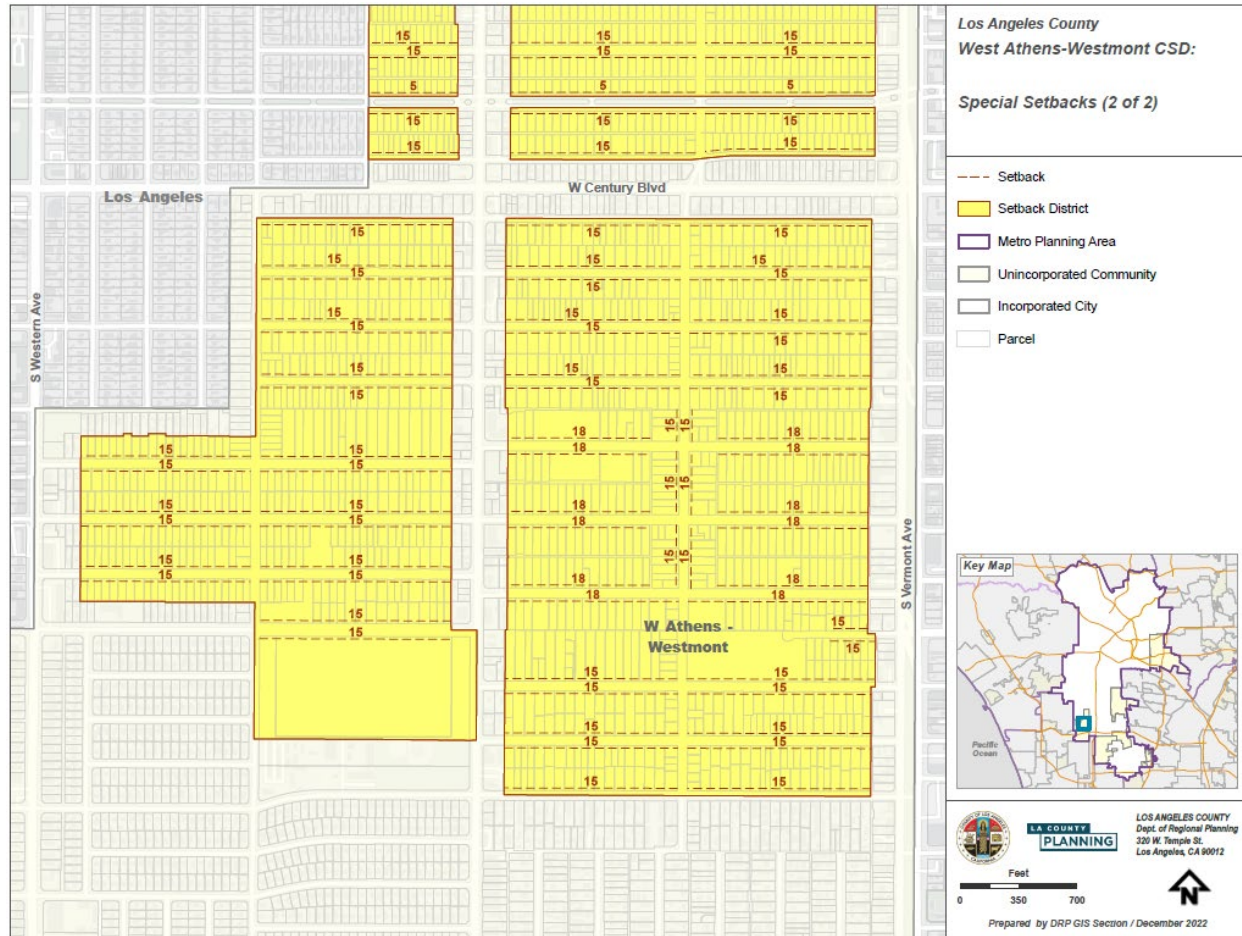


**Figure 22.364-M: West Athens-Westmont CSD Special Setbacks (1 of 2)**





**Figure 22.364-N: West Athens-Westmont CSD Special Setbacks (2 of 2)**



C. Century Boulevard Sub-Area Development Standards. Lots within the boundary of the Century Boulevard Sub-Area as shown in Figure 22.364-L: West Athens-Westmont CSD Boundary, above, shall be subject to this Subsection C.

1. Residential-only developments shall be subject to the following:
  - a. Setback from 99th or 101st Streets: Minimum 10 feet;
  - b. Setback from Century Boulevard: Minimum 10 feet; and
  - c. Vehicular access to property: via 99th or 101st Street.
2. Commercial and mixed-use developments shall be subject to the

following:

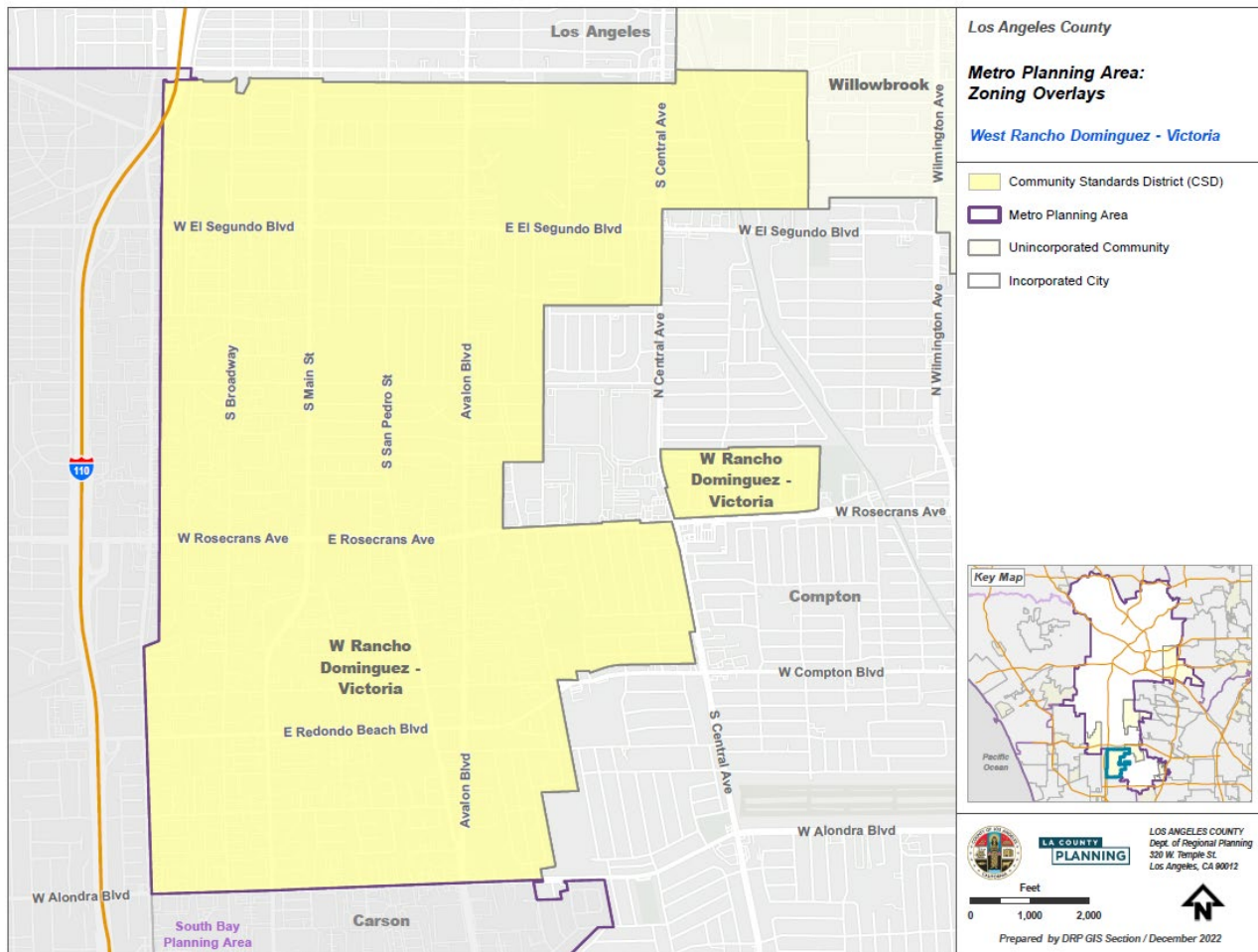
- a. Setback from 99th or 101st Streets: Minimum 10 feet; and
- b. Vehicular access to property: via Century Boulevard.

## 22.364.110 West Rancho Dominguez-Victoria Community Standards

### District

- A. CSD Boundaries. The boundaries of this CSD are shown in Figure 22.364-O: West Rancho Dominguez-Victoria CSD Boundary, below.

**Figure 22.364-O: West Rancho Dominguez-Victoria CSD Boundary**



- B. CSD Area-Wide Development Standards.

1. Oil Wells. Properties containing oil wells where active extraction is taking place shall be fenced and landscaped in accordance with the following requirements:

a. For properties adjoining a residence, a residentially-zoned lot, or a street, a solid masonry wall or solid fence in compliance with Section 22.140.430.C.2 (Fences and Walls) or a fence in compliance with Section 11.48.030 (Fencing Specifications) in Title 11 (Health and Safety) of the County Code shall be erected around each oil well. The wall or fence shall not be less than six feet in height and shall be provided with landscaping in accordance with Section 22.140.430.C.4 (Landscaping Requirements). The required landscaping for any fence erected in compliance with Section 11.48.030 in Title 11 shall be planted so as to completely screen the fence within five years from the date of erection of the fence.

b. All oil well equipment, structures, facilities and sites shall be maintained in good condition and accumulations of trash and debris shall be removed regularly.

2. Commercial Horse Stables.

a. Commercial horse stables and other commercial uses that use horse stables are permitted in Zone M-1.5 and higher, subject to a Ministerial Site Plan Review (Chapter 22.186) and this Subsection B.2. For purposes of this Subsection B.2., “commercial horse stable” means a facility used for the business of stabling horses and for services related to the maintenance and care of the horses stabled at the facility.

i.       Feed Storage Area. The facility shall have a feed storage area sufficient in size to accommodate the feed necessary for all horses kept at the facility and an unblocked, clear path for access to and from such feed storage area.

ii.       Manure Management Area. The facility shall have a manure management area with manure containers stored in a place or direction sufficiently away from the feed storage area and horse stalls to avoid unhealthful conditions for the horses.

iii.       Tack Storage Area. The facility shall have a tack storage area with sufficient space for the storage and maintenance of riding tack for the horses kept at the facility.

iv.       Water Storage Area. Each horse stall in the facility shall have a water storage area with an adequate delivery method of water of sufficient size for the horse kept in that stall.

v.        Wash Rack Area. The facility shall have a wash rack area sufficient in size to accommodate the number of horses kept at the facility.

vi.       Horse Stall Size and Construction. Each horse stall within the facility shall have a minimum length, height, and width of 12 feet and shall be constructed in a workmanlike manner. The horse stalls shall be constructed of fire-resistant material appropriate for equine containment facilities. No more than one horse shall be permitted to be stabled in any horse stall.

vii.       Horse Stall Access Area. Each horse stall within the facility shall have a minimum access area of 12 feet in width for the ingress and egress

and the access area shall be clear and accessible at all times. If the horse stall access area is covered, the cover shall have a minimum height of 12 feet.

viii. Horse Recreation Area.

(1) For any facility that is not adjacent to a publicly-designated riding area or equestrian trail, the facility shall have a horse recreation area that contains the following:

(a) A minimum of one 50-foot diameter round pen for a facility that has a maximum of 25 horse stalls and an additional pen of these dimensions for every additional increment of one to 25 horse stalls at the facility; and

(b) A minimum of one 60-foot by 100-foot riding arena for any facility that has a maximum of 50 horse stalls and an additional riding arena of these dimensions for every additional increment of one to 50 horse stalls at the facility.

(2) The horse recreation areas shall be for use only by the horses stabled at the facility.

(3) Temporary uses within the horse recreation area may be permitted with an approved Special Event Permit (Chapter 22.188).

ix. Fences or Walls. The facility shall have a perimeter fence or wall with a minimum height of six feet and a maximum height of 10 feet. All fences or walls shall be of uniform height, built in a workmanlike manner, and constructed solely of new materials. No chain link fencing shall be permitted for this purpose.

x. Parking. Except as specified otherwise by State law, the facility shall have a minimum of one vehicle parking space, eight and one-half feet in width



by 18 feet in depth, plus one vehicle parking space, nine feet in width by 44 feet in depth, for every increment of one to four horse stalls at the facility.

xi. Maintenance. The facility shall be neatly maintained and free of junk and salvage, and all structures, including but not limited to the horse stalls, horse recreation areas, and fences or walls, shall be maintained in good condition at all times.

C. CSD Zone-Specific Development Standards.

1. All Commercial Zones. Mixed use developments in commercial zones shall be subject to all applicable regulations in Section 22.140.350 (Mixed Use Developments in Commercial Zones), except that the maximum height of a mixed use development shall be 45 feet.

2. Zone C-2. Except as specified otherwise by State law, parking for certain commercial uses in Zone C-2 shall be provided in accordance with Table 22.364.110-A, below:

<b>TABLE 22.364.110-A: REQUIRED PARKING SPACES IN C-2 IN WEST RANCHO DOMINGUEZ-VICTORIA CSD</b>	
Markets, with gross floor area less than 5,000 sq. ft,	1 parking space per 400 ft of gross floor area
Banks	
Bookstores	
Delicatessens	
Drug Store	
Office Supply Store	
Restaurants with less than 1,000 sq. ft of gross floor area	Minimum 5 parking spaces
Restaurants with gross floor area of 1,000 ft or more	25% reduction of the amount required per Section 22.112.070 (Required Parking Spaces)

3. Zone MXD. A building or structure shall not exceed 45 feet above grade.

4. All Industrial Zones.

a. Development Standards.

i. Front Yard Setbacks. Buildings and structures shall be set back a minimum of ten feet from the front property line.

ii. Landscaping.

(1) The required front yard, excluding access, parking, and circulation areas, shall be landscaped subject to the applicable provisions of Chapter 22.126 (Tree Planting Requirements), and shall be maintained with drought tolerant or low water use, native, or non-invasive plants, grasses, shrubbery, or trees and include an on-site irrigation system such as a drip system.

(2) All required landscaping shall comply with Chapter 12.84 (Low-Impact Development) of Title 12 of the County Code. Other hardscaping shall not be counted toward the required landscaping.

iii. Landscaped Buffer and Screening. Where an industrially-zoned lot abuts a residence or residentially-zoned lot, landscaped buffer and screening shall be provided pursuant to Section 22.364.060.E (Landscaped Buffer and Screening), except that the solid masonry wall along the common lot line shall be at least eight feet in height, provided that Section 22.110.180 (Sight Distance) is satisfied.

iv. Loading Docks. All loading docks shall be located as far distant as feasible from adjoining residentially-zoned lots.

v. Building Height.

(1) A building or structure located within 250 feet of a residentially-zoned lot shall not exceed a height of 45 feet above grade.

(2) A building or structure located more than 250 feet from a residentially-zoned lot shall not exceed a height of 90 feet above grade.

vi. Lot Coverage. The maximum lot coverage shall not exceed 70 percent of the lot area.

vii. Enclosure. Except as specified otherwise, all uses, except for parking, vending machines, shopping carts, and accessory uses, shall be conducted entirely within a building.

b. Uses.

i. Uses Subject to Permits.

(1) Unless otherwise prohibited by this Title 22, all activities conducted outside an enclosed structure and located within 500 feet of a residentially-zoned lot, except for parking, vending machines, shopping carts, and accessory uses, shall require a Conditional Use Permit (Chapter 22.158).

(2) For properties abutting a residentially-zoned lot, uses listed in Table 22.364.110-B, below shall require a Conditional Use Permit (Chapter 22.158):

<b>TABLE 22.364.110-B: USES SUBJECT TO CUP IN INDUSTRIAL ZONES IN WEST RANCHO DOMINGUEZ-VICTORIA CSD<sup>1</sup></b>	
Batteries, the manufacture and rebuilding of batteries	Cesspool pumping, cleaning and draining
Cannery, except meat or fish	Generators, the manufacture of electrical generators

**TABLE 22.364.110-B: USES SUBJECT TO CUP IN INDUSTRIAL ZONES IN WEST RANCHO DOMINGUEZ-VICTORIA CSD<sup>1</sup>**

Cellophane, the manufacture of cellophane products	
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Note:

1. On lots abutting a residentially-zoned lot.

ii. Accessory Uses. Accessory uses listed in Table

22.364.110-C, below, shall be permitted on industrially-zoned lots that are not subject to Chapter 22.84 (Green Zone).

**TABLE 22.364.110-C: ACCESSORY USES IN INDUSTRIAL ZONES IN WEST RANCHO DOMINGUEZ-VICTORIA CSD<sup>1</sup>**

Acetylene, the storage of oxygen and acetylene	Concrete batching, provided that the mixer is limited to one cubic yard capacity
Building materials, storage of	Truck Storage

Note:

1. On lots not subject to Chapter 22.84 (Green Zone).

5. Zones M-1 and M-1.5. Newly created lots shall contain a minimum area of 10,000 square feet with a minimum lot width of 75 feet.

6. Zone M-2.

a. Lot Area and Width. Newly created lots shall contain a minimum area of 20,000 square feet with a minimum lot width of 100 feet.

b. Recycling processing facilities, including auto dismantling, and scrap metal yards shall be prohibited within 500 feet of a residentially-zoned lot.

c. Recycling processing facilities, including auto dismantling, and scrap metal yards on lots not subject to Chapter 22.84 (Green Zone) shall be subject to the following:

i. A wall or fence of at least eight feet in height in compliance with Section 22.140.430.C.2 (Fences and Walls) shall be provided along all street frontages;

ii. The wall or fence shall be set back at least three feet from property lines having street frontage; and

iii. The setback area required in this Subsection C.4.c. shall be landscaped with shrubs, and one 15-gallon tree for every 50 square feet of landscaped area shall be planted equally spaced within the setback.

7. Zone B-1. Premises in Zone B-1 shall not be used for outside storage or for the parking of vehicles for over 72 continuous hours.

**SECTION 30.** Section 22.400.030 is hereby amended to read as follows:

**22.400.030 Administration.**

A. General. Specific Plans and associated regulations shall be administered in accordance with Article 8, Chapter 3, Division 1, Title 7, and other applicable provisions of the California Government Code. Such plans and regulations may reference existing provisions and procedures of this Title 22 or they may develop different administrative procedures to use in the implementation of the Specific Plan. ~~Except as otherwise expressly provided in a Specific Plan, property may be used for any purpose and subject to all of the standards and requirements of the basic zone. Where the regulations of a Specific Plan differ from the provisions of the basic zone, with the exception of~~



~~projects subject to Chapter 22.120 (Density Bonus) and Chapter 22.166 (Housing Permits), such regulations shall supersede the provisions of the basic zone as specified in the Specific Plan.~~

B. Relationship to other Title 22 Provisions. Except as otherwise expressly provided in a Specific Plan, property within the boundary of a Specific Plan may be subject to all of the standards and requirements of the basic zone and other provisions of this Title 22.

1. Base Zones. Where the regulations of a Specific Plan differ from the provisions of the basic zone, such regulations shall supersede the provisions of the basic zone as specified in the Specific Plan.

2. Planning Area Standards Districts (PASDs) and Community Standards Districts (CSDs). Except as specified otherwise, regulations in a Specific Plan shall supersede any contrary provisions in Division 10.

3. Supplemental Districts. Except as specified otherwise, regulations in a Specific Plan shall supersede any contrary provisions in a Supplemental District listed in Table 22.06.040-A.

4. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units. Where the regulations in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units) are contrary to the provisions in a Specific Plan regulating the same matter, the provisions in the Specific Plan shall prevail, unless specified otherwise in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units).

5. Affordable Housing and Senior Citizen Housing. Property within the boundary of a Specific Plan may be subject to Chapter 22.119 (Affordable Housing Replacement), Chapter 22.120 (Density Bonus), Chapter 22.121 (Inclusionary Housing),

Chapter 22.128 (Supportive Housing) and Chapter 22.166 (Housing Permits) where applicable.

6. Compact Lot Subdivisions. Any Specific Plan provisions pertaining to a required yard shall apply to the equivalent perimeter yard of a compact lot subdivision pursuant to Section 22.140.585.F.18 (Yard Provisions in Specific Plans and Community Standards Districts).

7. Green Zone. Where the regulations in Chapter 22.84 (Green Zone) are contrary to the provisions in a Specific Plan, the more restrictive provisions shall prevail, except that any required perimeter identification signs or informational signs shall contain information required by both Section 22.84.040.C.1.j (Perimeter Identification Sign) and the Specific Plan.

**SECTION 31.** Section 22.410.040 is hereby amended as to read as follows:

**22.410.040 Applicability.**

...

C. Non-conforming Uses, Buildings, or Structures.

...

2. The application of the nonconforming use and structure provisions as described in Subsection C.1 shall be limited as follows:

a. The termination period or periods set forth in Section 22.172.050 (Termination Conditions and Time Limits) that would otherwise apply to residential dwelling units shall not apply. Any single-, two-, or multi-family residential building or structure non-conforming due to use which is damaged or destroyed may be restored to the condition in which it was immediately prior to the occurrence of such

damage or destruction, provided that the cost of reconstruction does not exceed 100 percent of the total market value of the building or structure as determined by the methods set forth in Section 22.172.020.G.1.a and G.1.b and provided the reconstruction complies with the provisions of Section 22.172.020.G.2.;

b. Section 22.172.020 (Maintenance of Buildings or Structures Nonconforming Due to Use) shall not apply to any alteration to a nonconforming building or structure that is due to seismic retrofitting as required by Chapters 95 and 96 of Title 26 (Building Code) of the Los Angeles County Code; and

c. ~~Buildings originally constructed as a Neighborhood Market in an underlying residential zone that were legally established prior to the effective date of this Form-Based Code may be made a legally conforming use pursuant to a Specific Plan Substantial Conformance Review under Section 22.410.060.D of this Form-Based Code.~~  
Existing Nonconforming Neighborhood-Serving Commercial Uses in Residential Zones.

i. Notwithstanding Section 22.172.060 (Review of Amortization Schedule or Substitution of Use), an existing neighborhood-serving commercial use in a residential zone may request extension of the time within which said use must be discontinued, and continue operation, subject to a Ministerial Site Plan Review (Chapter 22.186), if the use meets all requirements in Section 22.364.070.A.2.b. (Existing Nonconforming Neighborhood-Serving Commercial Uses in Residential Zones).

ii. Termination by Discontinuance. The right to operate the existing nonconforming neighborhood-serving commercial use pursuant to this Subsection C.2.c. shall be terminated subject to the same regulations set forth in Section 22.172.050.A (Termination by Discontinuance).

~~D. Existing CUP Structures and Uses. Existing structures or uses established through a CUP, or otherwise authorized by a nonconforming use permit under a previous regulation in Title 22, shall be deemed a lawful conditional or nonconforming use upon the effective date of this Form-Based Code. Any such conditional or non-conforming use shall be subject to all the conditions of approval in its respective permit.~~

**SECTION 32.** Section 22.410.050 is hereby amended as to read as follows:

**22.410.050 Administration.**

...

B. Prohibited Uses and Facilities. Except as specified otherwise by State law,  
Any uses or facilities not listed or defined in Section 22.410.070 of this Form-Based Code  
as allowed uses or facilities are prohibited.

...

D. Relationship to other provisions of Title 22.

1. The provisions contained in this Form-Based Code shall be considered to be in combination with the other applicable provisions of Title 22.

2. Where provisions of this Form-Based Code conflict with any other provision of Title 22, this Form-Based Code shall govern, with the following exceptions:

a. Accessory Dwelling Units and Junior Accessory Dwelling Units.

Where the regulations in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units) are contrary to the provisions in this Form-Based Code regulating the same matter, the provisions in this Form-Based Code shall prevail, unless specified otherwise in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units).

b. Affordable Housing and Senior Citizen Housing. Chapter 22.119 (Affordable Housing Replacement), Chapter 22.120 (Density Bonus), Chapter 22.121 (Inclusionary Housing), Chapter 22.128 (Supportive Housing) and Chapter 22.166 (Housing Permits) shall supersede any contrary provisions in this Form-Based Code.

3. Where provisions of this Form-Based Code are silent, the other applicable provisions of Title 22 shall govern.

...

**SECTION 33.** Section 22.410.070 is hereby amended to read as follows:

**22.410.070 Definitions of Uses and Terms.**

The following definitions shall apply in this Form-Based Code.

A. Definitions of Uses.

1. Accessory Commercial Unit: See “Accessory Commercial Unit” in Section 22.14.010.

12. Alcoholic Beverage Sales: Alcoholic Beverage Sales means a place of business selling alcoholic beverages for on-site or off-site consumption, and where the sale of food may be incidental to the sale of such beverages. This includes any establishment that has a valid alcoholic beverage license from the State. Alcoholic beverage sales businesses may include, but are not limited to, restaurants, bars, taverns, liquor stores, cocktail lounges, nightclubs, and supper clubs.

23. Artisan/Craft Production: Artisan/Craft Production means an establishment that produces and/or assembles small products by hand, including jewelry, pottery, and other ceramics, as well as small glass and metal art and craft products, where any retail sales, if any, are incidental to the production activity.



34. Auto-Related, Commercial: Auto-Related, Commercial means a place of business serving auto-related needs including, but not limited to, car rental; car wash; gas station; mechanic offering routine minor maintenance, such as fluid replacement, wiper blade replacement, flat tire repair, or similar activities that produce minimal noise, vibration, or fumes and that exclude activities listed under the definition of "auto-related industrial establishment" in this Subsection; consumer retail auto parts; and indoor vehicle sales. Excluded from this definition are auto-related commercial storage facilities and drive-through establishments.

45. Auto-Related, Industrial: Auto-Related, Industrial means a facility conducting activities associated with: the repair or maintenance of motor vehicles, trailers, and similar large mechanical equipment; paint and body work; major overhaul of engine or engine parts; vehicle impound or wrecking yard; outdoor vehicle sales, storage, or repair; and government vehicle maintenance facilities. This definition includes auto-related uses not otherwise allowed within the Auto-Related, Commercial category.

56. Commercial, General: Commercial, General means a use where the place of business provides the sale and display of goods or sale of services directly to the consumer with goods available for immediate purchase and removal by the purchaser. General commercial goods include, but are not limited to, clothing, food, furniture, pharmaceuticals, books, antiques, and art. General commercial service includes, but is not limited to, a barber/beauty shop, bicycle rental, travel agency, retail store, bank, retail dry cleaning with limited equipment, express delivery service, photo studio, repair service establishment, employment office, and a veterinary clinic. Excluded from this definition are

drive-through establishments. Drive-through establishments are excluded from this definition, and are thereby prohibited.

67.     Commercial, Restricted: Commercial, Restricted means a use which, because of its characteristics or location, may be suitable only in specific locations and only if such uses are designed or arranged on the site in a particular manner. For such uses, the Hearing Officer may impose conditions to ensure the purpose and intent of this Form-Based Code are satisfied including conditions related to, but not limited to, location, construction, maintenance, operation, site planning, traffic control, and time limits for the use. Restricted Commercial may include, but not be limited to, a nail salon, dry cleaning plant, mortuary, tattoo and body piercing, massage parlor, bail bond, pawn shop, and a food and beverage processing uses. Tobacco shops, cigar bars, hookah bars, and alternative financial services, such as, but not limited to, cashless transaction check-cashing stores or auto-title loan stores, are excluded from this definition, and are thereby prohibited.

78.     Community Facility: Community Facility means a non-commercial facility established primarily for the benefit and service of the general public of the community in which it is located. Such facilities may include, but are not limited to, community centers, County field offices, police and fire stations, and cultural facilities, such as libraries and museums.

89.     Community Residence: A Community Residence includes, but is not limited to, the following:

- Adult day care facility.
- Adult residential facility.

- Child care center.
- Family child care home, large.
- Family child care home, small.
- Foster family home.
- Group home, children, having seven or more children.
- Group home, children, limited to six or fewer children.
- Shelters, homeless or domestic violence.
- Juvenile hall.
- Small family home, children.

910. Community Support Facility: Community Support Facility means a facility providing basic services for the benefit and service of the population of the community in which it serves. Such facilities may include, but not be limited to, extended care facilities, nursing homes, convalescent homes, continuing care facilities, and assisted living facilities.

4011. Designated Historic Landmark: Designated Historic Landmark is a property that is either of the following:

- a. Listed in the National Register of Historic Places as defined in Section 1.191-2(b) of Title 26 of the Code of Federal Regulations; or
- b. Listed in any State or County official register of historical or architecturally significant sites, places, or landmarks.

12. Drive-through Establishment: See “Drive-through establishments, drive-through facilities, and drive-through services” in Section 22.14.040.

~~44~~13. Entertainment: Entertainment means a place of business serving the amusement and recreational needs of the community. This category may include, but not be limited to, cinemas, movie theaters, billiard parlors, cabarets, teen clubs, dance halls, or game arcades.

~~42~~14. Food Service: Food Service means a place of business dedicated to the preparation and sale of food and beverage for immediate consumption on- or off-site.

~~43~~15. Infrastructure and Utilities: Infrastructure and Utilities means facilities or structures related to the provision of roads, transit facilities, water and sewer lines, electrical, telephone and cable transmission, wireless telecommunication facilities, and all other utilities and communication systems necessary to the functioning of a community.

~~44~~16. Learning Center: Learning Center means a facility offering training, tutoring, or instruction to students in subjects including, but not limited to, languages, music, fine arts, or dance. Instruction may include the provision of electronic testing and distance learning.

~~45~~17. Major Facility: Major Facility means a facility of an institutional nature including, but not limited to, a hospital, public health and social service facility, medical clinic, research facility, judicial building, ambulance service, and pharmaceutical laboratory.

~~46~~18. Manufacturing and Processing Facility: Manufacturing and Processing Facility means a facility primarily engaged in the manufacturing, processing, repair, or assembly of goods.

~~47~~19. Office: Office means a building or portion thereof used for conducting a business, profession, service, or government function. This category may include, but

not be limited to, offices of attorneys, engineers, architects, physicians, dentists, accountants, financial institutions, real estate companies, insurance companies, financial planners, or corporate offices. A facility for manufacturing activities shall be excluded from this definition.

4820. Place of Assembly: Place of Assembly means a facility for public assembly including, but not limited to, arenas, auditoriums, banquet halls, conference facilities, convention centers, exhibition halls, major sports facilities, performing arts centers, and theaters.

4921. Products and Services Facility: Products and Services Facility means a public or private facility providing industrial and other services to individuals or businesses. This category may include, but is not limited to, laundry/dry cleaning plants, and metal, machine, or welding shops. This category may also include special services such as, but not limited to, pharmaceutical laboratories, animal kennels, government maintenance facilities, and solid waste facilities.

2022. Public Parking: Public Parking means a non-accessory parking facility available to the general public for parking motor vehicles, including parking lots or parking structures. This use does not include parking located in the public right-of-way.

2423. Recreational, Commercial: Recreational, Commercial means a place of business providing group leisure activities, often requiring equipment, and open to the public with or without entry or activity fees. This category may include, but not be limited to, game courts, skating rinks, bowling alleys, and commercial golf facilities, gyms, or sports rooms.



2224. Recreational, Non-Commercial: Recreational, Non-Commercial

means a non-commercial facility, primarily an open space, serving the recreational needs of the general public. This category may include, but not be limited to, public golf courses, parks, playfields, and playgrounds.

2325. Religious Facility: Religious Facility means a facility used for regular organized religious worship and related activities.

2426. Research Facility: Research Facility means a facility used primarily for research and development that does not involve the use of human testing, animal husbandry, incinerators, heavy equipment, mass manufacturing, fabrication, processing, or sale of products.

2527. Schools: ~~Schools means any parochial, private, charitable or non-profit school, college, or university, other than trade or business schools, which may include instructional or recreational uses, living quarters, dining rooms, restaurants, heating plants, or other incidental facilities for students, teachers and employees. Examples of schools include: boarding schools, charter schools, pre-schools, elementary schools, middle schools, high schools, colleges, and universities~~ See “School, public or private” in Section 22.14.190.

28. Shared Kitchen Complex: See “Shared Kitchen Complex” in Section 22.14.190.

29. Short-Term Rental: See “Short-Term Rental” in Section 22.14.190.

2630. Special Training/Vocational: Special Training/Vocational means a facility offering instruction or training in trades or occupations such as secretarial, paralegal, business, beauty, barber, bartender, acupuncture, massage, or other similar

vocations. This category excludes training or education for any activity that is not otherwise allowed in the zone.

2731. Storage and Distribution Facility: Storage and Distribution Facility means a facility providing long-term or short-term storage, and the selling or distribution of merchandise. This category includes, but is not limited to, container yards, crating, packing and shipping service, heavy equipment sales, service and storage, logistics, warehousing or distribution establishments, public storage facilities, commercial storage facilities, or outdoor storage of building materials.

B. Definition of Terms.

...

~~13. Drive-through Establishment: Drive-through Establishment means a retail or service business where services may be obtained by motorists without leaving their vehicles. Examples include automated teller machines (ATMs), banks, pharmacies, and food service establishments. New drive-through establishments are prohibited in all transect zones.~~

4413. Duplex/Triplex: See Building Type Standards for Duplex/Triplex (Section 22.410.120).

4514. Façade: Façade means the exterior wall of a building that is set along a frontage line that supports the public realm, and is subject to frontage requirements.

4615. Flex Block: See Building Type Standards for Flex Block (Section 22.410.120).

~~47~~16. Flex Space: Flex Space means a ground-level floor area that is structurally built to accommodate both residential and non-residential uses, such as that in a live-work building.

~~48~~17. Forecourt: See Frontage Type Standards for Forecourt (Section 22.410.130).

~~49~~18. Front Yard/Porch: See Frontage Type Standards for Front Yard/Porch (Section 22.410.130).

~~20~~19. Gallery: See Frontage Type Standards for Gallery (Section 22.410.130).

~~21. Half Story: Half Story means a partial story located above a full story and underneath a sloping roof, where the roof planes intersect two opposite exterior walls at a height of no more than three feet above the half story floor level.~~

~~22~~20. House: See Building Type Standards for House (Section 22.410.120).

~~23~~21. Hybrid Court: See Building Type Standards for Hybrid Court (Section 22.410.120).

~~24~~22. I-710: I-710 refers to Interstate Highway 710, also known as the Long Beach Freeway.

~~25~~23. Lined Block: See Building Type Standards for Lined Block (Section 22.410.120).

~~26~~24. Main Entrance: A main building entrance is the widest entrance to a building and the one that most pedestrians are expected to use. In multi-tenant buildings, main entrances open directly into the building's lobby or principal interior ground level circulation space. When a multi-tenant building does not have a lobby or ground level

interior circulation space, there shall be no main entrance for purposes of this definition. In single-tenant buildings, main entrances typically open directly into lobby, reception, or sales areas.

~~27. — Neighborhood Market: Neighborhood Market means a neighborhood-serving retail store with merchandise, oriented to daily convenience shopping needs, and sell items such as fresh foods and produce. A Neighborhood Market shall not sell used merchandise.~~

~~28~~25. Projecting Sign: See Sign Standards for Projecting Sign (Section 22.410.140).

~~29~~26. Relief: Relief means an architectural element in which forms or figures are distinguished from a surrounding plane surface or wall. Typical relief may include projecting detail or carved or molded ornamentation that projects from a flat surface.

~~30~~27. Rowhouse: See Building Type Standards for Rowhouse (Section 22.410.120).

~~31~~28. Setback, Setback Line: Setback, Setback Line means the area of a lot measured from a lot line to a building façade or elevation that must be maintained clear of permanent structures except for an encroachment allowed by an encroachment permit issued in compliance with Title 16 and Title 26 of the Los Angeles County Code.

~~32~~29. Shared Parking: Shared Parking means parking space that is available to more than one use.

~~33~~30. Shop Front: See Frontage Type Standards for Shop Front (Section 22.410.130).

~~34~~31. Stoop: See Frontage Type Standards for Stoop (Section 22.410.130).

~~35. — Story: Story means a habitable level within a building from finished floor to finished ceiling. Attics and raised basements are not considered part of a story for purposes of determining building height when measured in stories.~~

~~36~~32. Street, Front: Street, Front means a street that is predominately bordered by front lot lines and which the front façade of a structure would normally face.

~~37~~33. Street, Side: Street, Side means a street or right-of-way that is not a front street or an alley.

~~38~~34. Terrace: See Frontage Type Standards for Terrace (Section 22.410.130).

~~39~~35. Transect Zone: Transect Zone means a designated area governed by the regulations set forth in this Form-Based Code.

~~40~~36. Wall Sign: See Sign Standards for Wall Sign (Section 22.410.140).

~~41~~37. Yard Sign: See Sign Standards for Yard Sign (Section 22.410.140).

**SECTION 34.** Section 22.410.110 is hereby amended to read as follows:

**22.410.110 Transect Zone Standards.**

...

C. Permissible Land Uses and Permit Requirements. Permissible uses for each Transect Zone and the type of review required are identified below in Table 2. Land uses are defined in the Transect Zones specified. Section ~~22.46.3004~~ 22.410.110 sets forth the review procedures for obtaining project approval.



**TABLE 2: BUILDING TYPES, LAND USE TYPES, AND PERMITS  
REQUIRED BY TRANSECT ZONE**

	TOD	CC	FS	AB	NC	LMD	CV	OS
...								
<b>LODGING</b>								
...								
Motel	X	X	X	X	X	X	X	X
<u>Short-Term Rental</u> <sup>1</sup>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>X</u>	<u>X</u>
...								
<b>COMMERCIAL</b>								
<u>Accessory Commercial Units</u> <sup>2</sup>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>X</u>	<u>X</u>
...								
Commercial, Restricted	SCR	SCR	SCR	SCR	SCR	X	X	X
<u>Drive-through Establishment</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
...								
Recreational Commercial	SCR	SCR	SCR	SCR	SCR	X	SCR	X
<u>Shared Kitchen Complex</u> <sup>3</sup>	<u>X</u>	<u>CUP</u>	<u>CUP</u>	<u>CUP</u>	<u>CUP</u>	<u>X</u>	<u>X</u>	<u>X</u>
...								
<b>EDUCATION</b>								
Learning Center	P	P	P	P	P	X	X	X
Research Facility	P	P	P	P	P	X	X	X
Schools <sup>4</sup>	<u>PCUP</u>	<u>PCUP</u>	<u>PCUP</u>	<u>PCUP</u>	<u>PCUP</u>	CUP	CUP	X

**TABLE 2: BUILDING TYPES, LAND USE TYPES, AND PERMITS  
REQUIRED BY TRANSECT ZONE**

	TOD	CC	FS	AB	NC	LMD	CV	OS
Special Training/Vocational	P	P	P	P	P	X	X	X
...								

Key to Transect Zone Names:

TOD = 3rd Street

CC = Cesar E. Chavez Avenue

FS = 1st Street

AB = Atlantic Boulevard

NC = Neighborhood Center

LMD = Low-Medium Density Residential

CV = Civic

OS = Open Space

Note:

1. Subject to Section 22.140.700 (Short-Term Rentals).

2. Use 1) is located on a corner lot or reversed corner lot; 2) is attached to or detached from an existing or proposed residential building; 3) does not demolish, vacate or convert any existing, legally-built dwelling units, including accessory dwelling unit and junior accessory dwelling unit; and 4) is subject to Section 22.364.070.A.2.a (Accessory Commercial Units).

3. Subject to Section 22.140.540 (Shared Kitchen Complex).

4. Subject to Section 22.364.060.F.2 (Schools, Grades K-12).

D. Transect Zone Standards. This Subsection D specifies the requirements of each Transect Zone.

1. 3rd Street (TOD). Property in the TOD Zone shall be subject to the following requirements:

**a. Permissible Building Types**

The following building types are permissible and are subject to the applicable requirements for building types.

Building Type	Requirements
Rowhouse	22.410.120.F
Court	22.410.120.G
Hybrid Court	22.410.120.H
Lined Block	22.410.120.I
Flex Block	22.410.120.J

**b. Required Frontage Types**

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below, so long as the building complies with the Americans with Disabilities Act, and are subject to the application requirements for frontage types.

Encroachments in the public right-of-way require an encroachment permit pursuant to Title 16 and Title 26 of the County Code.

Frontage Type	Requirements
Stoop	22.410.130.E
Terrace	22.410.130.F
Forecourt	22.410.130.G
Shop Front	22.410.130.H
Gallery	22.410.130.I
(Allowed only east of I-710)	
Arcade	22.410.130.J
(Allowed only east of I-710)	

**c. Building Form****Height****Main Building**

~~Stories~~ 3 stories max.

~~Overall~~ 40 ft. max.

Accessory Structures See 22.110.030

(Accessory Buildings)

**Ground Floor Height**

Non-residential 14 ft. min.

Residential 11 ft. min.

**Upper Floor(s) Height**

Non-residential 10 ft. min.

Residential 9 ft. min.

**Lot Coverage**

Lot Coverage 90% max.

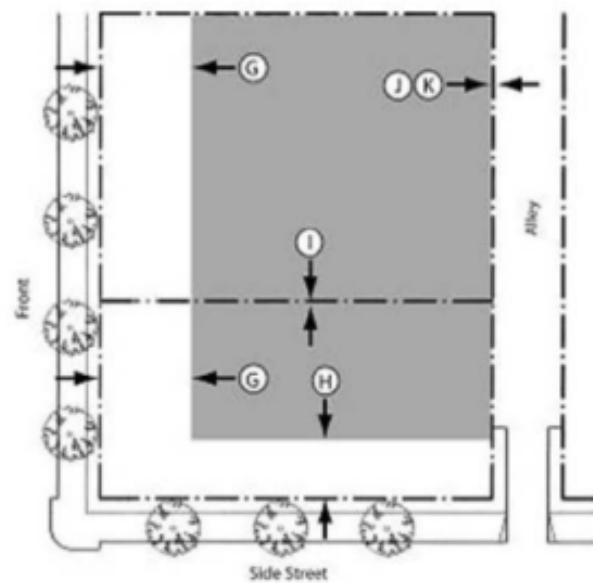
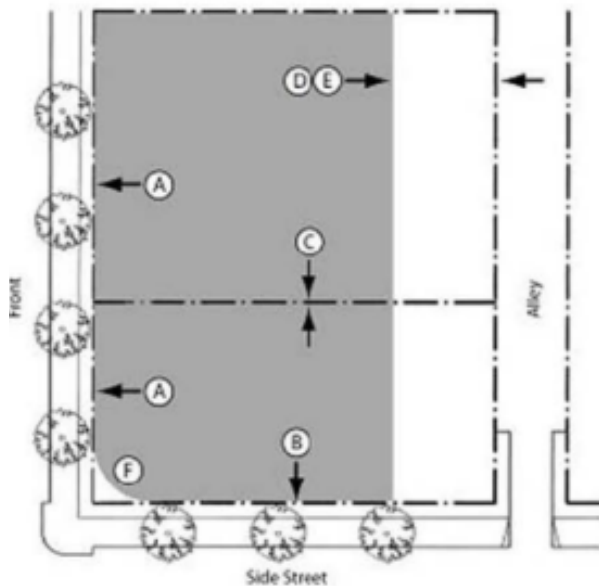
**Miscellaneous**

Any building greater than 150 feet in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street Façades.

Maximum density is 40 dwelling units per acre.

### 3rd Street (TOD) (Continued)



#### d. Building Placement

Setback Line (See Definition)		
Front	0 min., 10 ft. max.	(A)
Side Street	0 min., 10 ft. max.	(B)
Interior Side	0 min.	(C)
Rear		
No Alley	10 ft. min.	(D)
With Alley	3 ft. min.	(E)
Corner Cutoff as required by Sec. 22.116.040 (Intersections and Corner Cutoff Requirements)		
		(F)

#### e. Parking

Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No spaces required	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Use	1 per unit	
For other parking and landscape requirements, see Sections 22.410.090.C		
Location		
Front Setback	20 ft. min.	(G)
Side Street Setback	5 ft. min.	(H)
Interior Side	0 min.	(I)
Rear		
No Alley	5 ft. min.	(J)
With Alley	3 ft. min.	(K)
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 feet from the street.		
Driveways may be shared by adjacent parcels.		

2. Cesar E. Chavez Avenue (CC). Property in the CC Transect Zone shall be subject to the following requirements:

<b>a. Permissible Building Types</b>	
The following building types are permissible and are subject to the applicable requirements for building types.	
Building Type	Requirements
House	22.410.120.D
Duplex/Triplex	22.410.120.E
Rowhouse	22.410.120.F
Court	22.410.120.G
Hybrid Court	22.410.120.H

(Allowed only west of I-710)

Lined Block	22.410.120.I
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(Allowed only west of I-710)

Flex Block	22.410.120.J
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#### **b. Required Frontage Types**

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below, so long as the building complies with the Americans with Disabilities Act, and are subject to the applicable requirements for frontage types

Encroachments in the public right-of-way require an encroachment permit pursuant to Title 16 and Title 26 of the County Code.

Frontage Type	Requirements
Front Yard/Porch	22.410.130.D
Stoop	22.410.130.E
Terrace	22.410.130.F
Forecourt	22.410.130.G
Shop Front	22.410.130.H
Gallery	22.410.130.I

<b>c. Building Form</b>	
Height	
Main Building	
<del>Stories</del>	<del>3 stories max.</del>
<del>Overall</del>	<del>40 ft. max.</del>
Accessory Structures (Accessory Buildings)	See 22.110.030

Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.

Upper Floor(s) Height	
Non-residential	10 ft. min.

Residential	9 ft. min.
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Lot Coverage	
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Lot Coverage	90% max.
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Miscellaneous	
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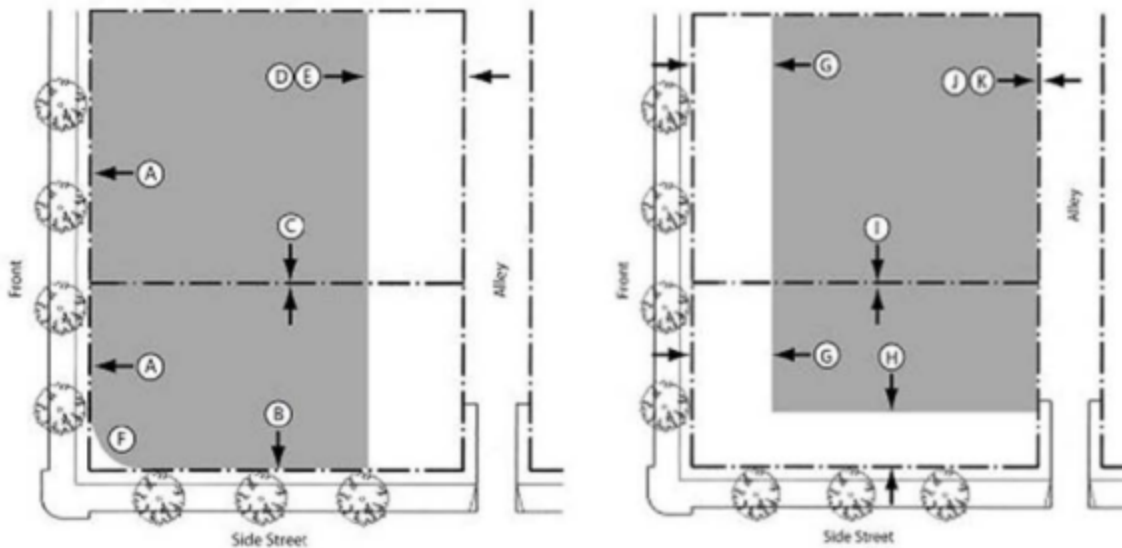
Any building greater than 150 feet in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street façades.

Maximum density is 30 dwelling units per acre.



### Cesar E. Chavez Avenue (CC) (Continued)



#### d. Building Placement

Setback Line (See Definition.)		
Front	0 min., 10 ft. max.	(A)
Side Street	0 min., 10 ft. max.	(B)
Interior Side	0 min.	(C)
Rear		
No Alley	10 ft. min.	<input type="checkbox"/>
With Alley	3 ft. min.	<input type="checkbox"/>
Sec. 22.116.040 (Intersections and Corner Cutoff Requirements) (F)		

#### e. Parking

Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses		
	1 per unit	
For other parking and landscape requirements, see Section 22.410.090.C		
Location		
Front Setback	20 ft. min.	(G)
Side Street Setback	5 ft. min.	(H)
Interior Side	0 min.	(I)
Rear		
No Alley	5 ft. min.	(J)
With Alley	3 ft. min.	(K)
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 feet deep from the street.		
Driveways may be shared by adjacent parcels.		

3. First Street (FS). Property in the FS Transect Zone shall be subject to the following requirements:

**a. Permissible Building Types**

The following building types are permissible and are subject to the applicable requirements for building types.

Building Type	Requirements
Rowhouse	22.410.120.F
Court	22.410.120.G
Lined Block	22.410.120.I
Flex Block	22.410.120.J

**b. Required Frontage Types**

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below, so long as the building complies with the Americans with Disabilities Act, and are subject to the applicable requirements for frontage types

Encroachments in the public right-of-way require an encroachment permit pursuant to Title 16 and Title 26 of the County Code.

Frontage Type	Requirements
Stoop	22.410.130.E
Forecourt	22.410.130.G
Shop Front	22.410.130.H
Gallery	22.410.130.I

**c. Building Form****Height**

Main Building	
Stories	~3 stories max.
Overall	40 ft. max.

Accessory Structures (Accessory Buildings) See 22.110.030

**Ground Floor Height**

Non-residential	14 ft. min.
Residential	11 ft. min.

**Upper Floor(s) Height**

Non-residential	10 ft. min.
Residential	9 ft. min.

**Lot Coverage**

Lot Coverage	90% max.
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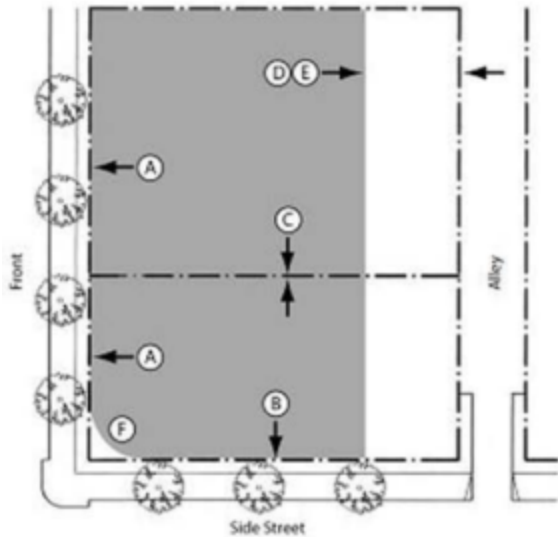
**Miscellaneous**

Any building greater than 150 feet in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street Façades.

Maximum density is 30 dwelling units per acre.

## First Street (FS) (Continued)

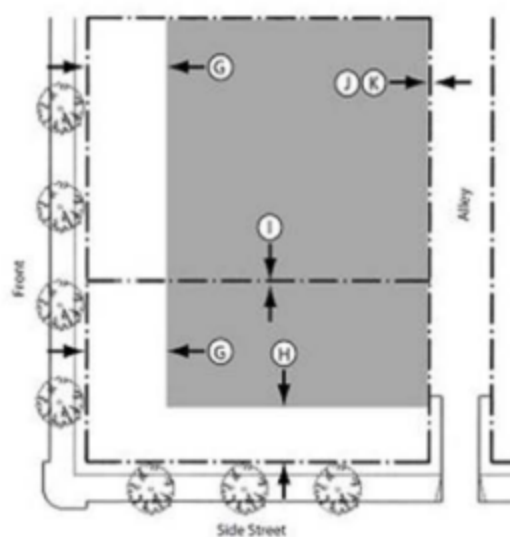


### d. Building Placement

#### Setback Line (See Definition.)

Front	0 min., 10 ft. max.	(A)
Side Street	0 min., 10 ft. max.	(B)
Interior Side	0 min.	(C)
Rear		
No Alley	10 ft. min.	(D)
With Alley	3 ft. min.	(E)

Corner Cutoff as required by Sec. 22.116.040  
(Intersections and Corner Cutoff Requirements)



### e. Parking

#### Required Spaces

##### Non-residential Uses

≤ 10,000 gross sq. ft.	No minimum
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.

##### Residential Uses

1 per unit

For other parking and landscape requirements, see Sections 22.410.090.C

#### Location

Front Setback	20 ft. min.	(G)
Side Street Setback	5 ft. min.	(H)
Interior Side	0 min.	(I)
Rear		
No Alley	5 ft. min.	(J)
With Alley	3 ft. min.	(K)

#### Miscellaneous

All parking structures shall be screened from the street by habitable space of at least 20 feet from the street

Driveways may be shared by adjacent parcels

4. Atlantic Boulevard (AB). Property in the AB Transect Zone shall be subject to the following requirements:

**a. Permissible Building Types**

The following building types are permissible and are subject to the applicable requirements for building types.

Building Type	Requirements
Court	22.410.120.G
Lined Block	22.410.120.I
Flex Block	22.410.120.J

**b. Required Frontage Types**

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below, so long as the building complies with the Americans with Disabilities Act, and are subject to the applicable requirements for frontage types

Encroachments in the public right-of-way require an encroachment permit pursuant to Title 16 and Title 26 of the County Code.

Frontage Type	Requirements
Forecourt	22.410.130.G
Shop Front	22.410.130.H
Gallery	22.410.130.I
Arcade	22.410.130.J

**c. Building Form****Height**

Main Building	
Stories	2-1/2 stories max.
Overall	40 ft. max.

Accessory Structures (Accessory Buildings) See 22.110.030

**Ground Floor Height**

Non-residential	14 ft. min.
Residential	11 ft. min.

**Upper Floor(s) Height**

Non-residential	10 ft. min.
Residential	9 ft. min.

**Lot Coverage**

Lot Coverage	90% max.
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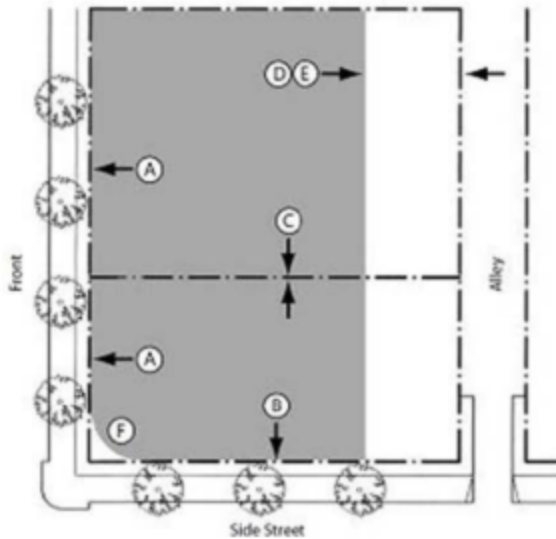
**Miscellaneous**

Any building greater than 150 feet in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street façades.

Maximum density is 30 dwelling units per acre.

## Atlantic Boulevard (AB) (Continued)



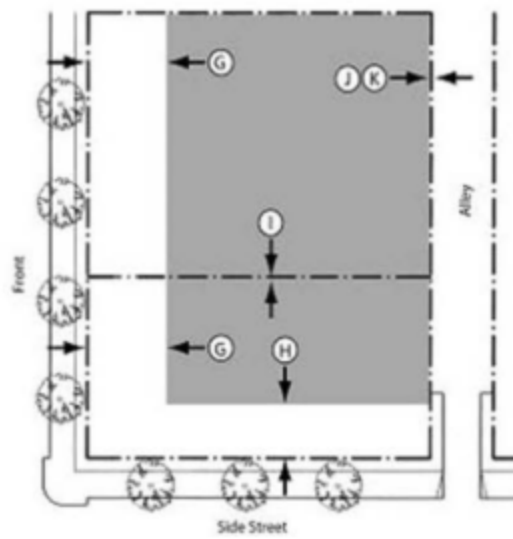
### d. Building Placement

Setback Line

(See Definition.)

Front	0 min., 10 ft. max.	(A)
Side Street	0 min., 10 ft. max.	(B)
Interior Side	0 min.	(C)
Rear		
No Alley	10 ft. min.	(D)
With Alley	3 ft. min.	(E)

Corner Cutoff as required by  
Sec. 22.116.040 (Intersections and Corner Cutoff  
Requirements) (F)



### e. Parking

Required Spaces

Non-residential Uses

≤ 10,000 gross sq. ft.	No minimum
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.

Residential Use 1 per unit

For other parking and landscape requirements,  
see Section 22.410.090.C

Location

Front Setback	20 ft. min.	(G)
Side Street Setback	5 ft. min.	(H)
Interior Side	0 min.	(I)
Rear		
No Alley	5 ft. min.	(J)
With Alley	3 ft. min.	(K)

Miscellaneous

All parking structures shall be screened from the  
street by habitable space of at least 20 feet from  
the street.

Driveways may be shared by adjacent parcels.

5. Neighborhood Center (NC). Property in the NC Transect Zone shall be subject to the following requirements:



**a. Permissible Building Types**

The following building types are permissible and are subject to the applicable requirements for building types.

Building Type	Requirements
House	22.410.120.D
Duplex/Triplex	22.410.120.E
Rowhouse	22.410.120.F
Court	22.410.120.G
Hybrid Court	22.410.120.H
Flex Block	22.410.120.J

**b. Required Frontage Types**

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below, so long as the building complies with the Americans with Disabilities Act, and are subject to the applicable requirements for frontage types.

Encroachments in the public right-of-way require an encroachment permit pursuant to Title 16 and Title 26 of the County Code.

Frontage Type	Requirements
Front Yard/Porch	22.410.130.D
Terrace	22.410.130.E
Stoop	22.410.130.F
Forecourt	22.410.130.G
Shop Front	22.410.130.H

**c. Building Form****Height**

Main Building	
Stories	2-1/2 stories max.
Overall	40 ft. max.

Accessory Structures (Accessory Buildings) See 22.110.030

**Ground Floor Height**

Non-residential	14 ft. min.
Residential	11 ft. min.

**Upper Floor(s) Height**

Non-residential	10 ft. min.
Residential	9 ft. min.

**Lot Coverage**

Lot Coverage	90% max.
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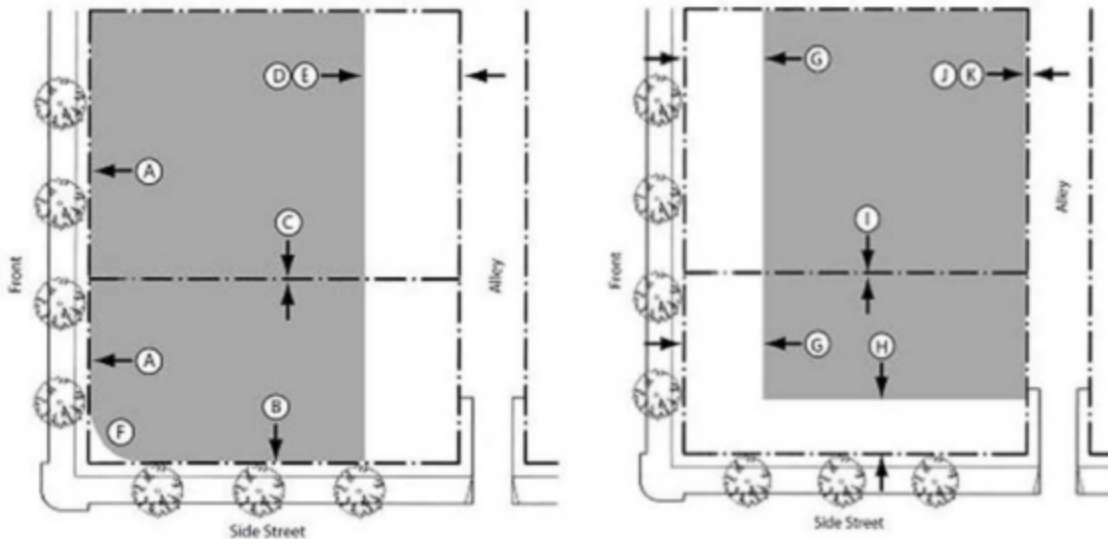
**Miscellaneous**

Any building greater than 150 feet in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street Façades.

Maximum density is 30 dwelling units per acre.

## Neighborhood Center (NC) (Continued)



### d. Building Placement

#### Setback Line (See Definition.)

Front	0 min., 10 ft. max.	(A)
Side Street	0 min., 10 ft. max.	(B)
Interior Side	0 min.	(C)
Rear		
No Alley	10 ft. min.	(D)
With Alley	3 ft. min.	(E)

Corner Cutoff as required by  
Sec. 22.116.040 (Intersections and Corner Cutoff  
Requirements) (F)

### e. Parking

#### Required Spaces

##### Non-residential Uses

≤ 10,000 gross sq. ft.	No minimum
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.

Residential Use 1 per unit

For other parking and landscape requirements,  
see Sections 22.410.090.C

#### Location

Front Setback	20 ft. min.	(G)
Side Street Setback	5 ft. min.	(H)
Interior Side	0 min.	(I)
Rear		
No Alley	5 ft. min.	(J)
With Alley	3 ft. min.	(K)

#### Miscellaneous

All parking structures shall be screened from the  
street by habitable space of at least 20 feet from  
the street.

Driveways may be shared by adjacent parcels.

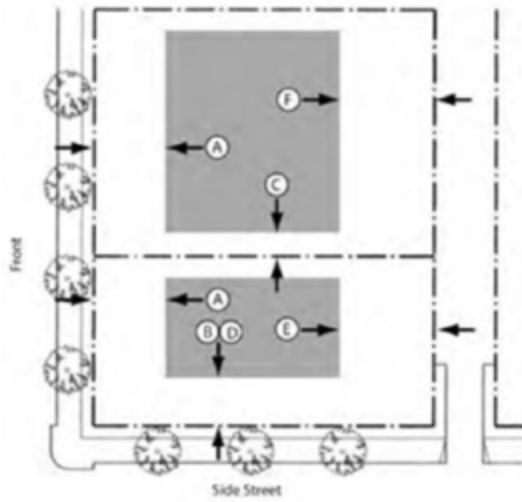
6. Low-Medium Density Residential (LMD). The regulations for the Low-Medium Density Residential (LMD) Transect Zone shall be the same as those for the R-1

Zone, as prescribed in Chapter 22.18 (Residential Zones), except as specifically provided for herein.

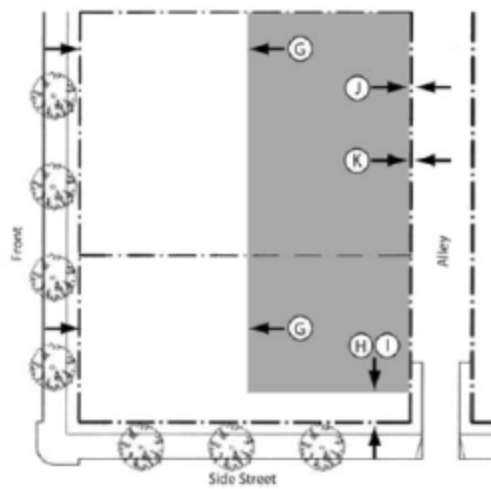
<b>a. Permissible Building Types</b>	
The following building types are permissible and are subject to the applicable requirements for building types.	
Building Type	Requirements
House	22.410.120.D
Duplex/Triplex	22.410.120.E
<b>b. Required Frontage Types</b>	
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below, so long as the building complies with the Americans with Disabilities Act, and are subject to the applicable requirements for frontage types	
Encroachments in the public right-of-way require an encroachment permit pursuant to Title 16 and Title 26 of the County Code.	
Frontage Type	Requirements
Front Yard/Porch	22.410.130.D
Terrace	22.410.130.F

<b>c. Building Form</b>	
<b>Height</b>	
Main Building	
Stories	2-4 1/2 stories max.
Overall	35 ft. max.
Accessory Structures (Accessory Buildings)	See 22.110.030
<b>Lot Coverage</b>	
Lot Coverage	60% max.
<b>Miscellaneous</b>	
Any building greater than 150 feet in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street Façades.	
Maximum density is 17 dwelling units per acre.	

## Low-Medium Density Residential (LMD) (Continued)



d. Building Placement	
Setback Line (See Definition.)	
Front	15 min, 25 ft. max. (A)
Side Street	5 min., 10 ft. max. (B)
Interior Side	5 ft. (C)
Reverse Corner	10 ft. min. (D)
Side	
Rear	
No Alley	10 ft. min. (E)
With Alley	3 ft. min. (F)



e. Parking	
Required Spaces	
Non-residential Uses	
≤ 10,000 gross sq. ft.	No minimum
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.
Residential Uses	
Single-Family residence	2 per unit
Other dwelling units	1 per unit
For other parking and landscape requirements, see Sections 22.410.090.C.	
Location	
Front Setback	15 ft. min. (G)
Corner Side Setback	5 ft. min. (H)
Reverse Corner Side	10 ft. min. (I)
Setback	
Rear	
No Alley	0 ft. min. (J)
With Alley	5 ft. min. (K)
(26 ft. backup space min.)	
Miscellaneous	
Driveways may be shared by adjacent parcels.	

...

**SECTION 35.** Section 22.410.140 is hereby amended to read as follows:

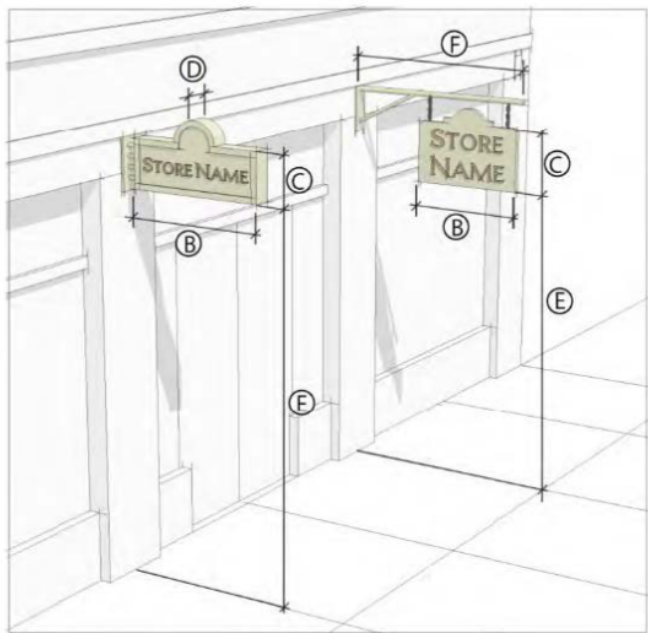
**22.410.140 Signs.**

...

E. Permitted Signs.

...

4. Projecting Sign. This Subsection specifies standards for Projecting Signs.



a. Description	
Projecting sign. The Projecting Sign type is mounted perpendicular to a building's Façade from decorative metal brackets or mounted on the building wall. Projecting Signs are small, pedestrian scaled, and easily read from both sides.	
b. Size	
<del>Sign Area</del>	<del>0 sq. ft. max. per side.</del> (A)
<del>Width</del>	<del>12 sq. ft. max. total</del>
	<del>4 ft. max. (so long as compliant with maximum square footage area)</del> (B)
Height	<u>5 ft. max.</u> <del>3 ft. max. (so long as compliant with maximum square footage area)</del> (C)
<del>Thickness</del>	<del>4 in. max.</del> (D)
c. Location	
Clear Height	8 ft. min. (E)
Projection	5 ft. max. (F)
<del>Signs Per Building</del>	<del>1 per entry door max.</del>
Spacing	15 feet from any other projecting sign on the same lot
Location	Not extend beyond the roof line or cornice of a building or the building wall

...



**SECTION 36.** Chapter 22.412 is hereby amended to read as follows:

**Chapter 22.412 WILLOWBROOK TRANSIT-ORIENTED DISTRICT SPECIFIC  
PLAN**

**22.412.012 ~~Willowbrook TOD Specific Plan.~~**

[https://www.municode.com/webcontent/16274/Revised\\_Willowbrook\\_TOD.pdf](https://www.municode.com/webcontent/16274/Revised_Willowbrook_TOD.pdf)

**22.412.010 Purpose.**

**22.412.020 Applicability.**

**22.412.030 Specific Plan Zones.**

**22.412.040 Mixed Use Zones.**

**22.412.050 MLK Medical Zone and Overlay.**

**22.412.060 Drew Educational Zone.**

**22.412.070 Imperial Commercial Zone.**

**22.412.080 Willowbrook Residential 1 Zone.**

**22.412.090 Willowbrook Residential 2 Zone.**

**22.412.100 Willowbrook Residential 3 Zone.**

**22.412.110 Open Space (O-S) Zone.**

**22.412.120 TOD Parking Reduction Overlay Zone.**

**22.412.010 Purpose.**

This Chapter establishes the zones, use regulations, and development standards for the Willowbrook Transit-Oriented District Specific Plan Area (Plan Area). The zones with accompanying use regulations, and development and design standards, are intended to provide property owners, business owners, developers, and their designers with basic

development and design criteria that are intended to reinforce the desired building and district character.

**22.412.020 Applicability.**

A. General. The provisions of this Chapter 22.412 shall apply to all properties included in the Plan Area. Except as specified otherwise, no construction, modification, addition, placement or installation of any building or structure shall occur, nor shall any new use commence on any lot, on or after October 18, 2018 that is not in conformity with the provisions of the Willowbrook TOD Specific Plan.

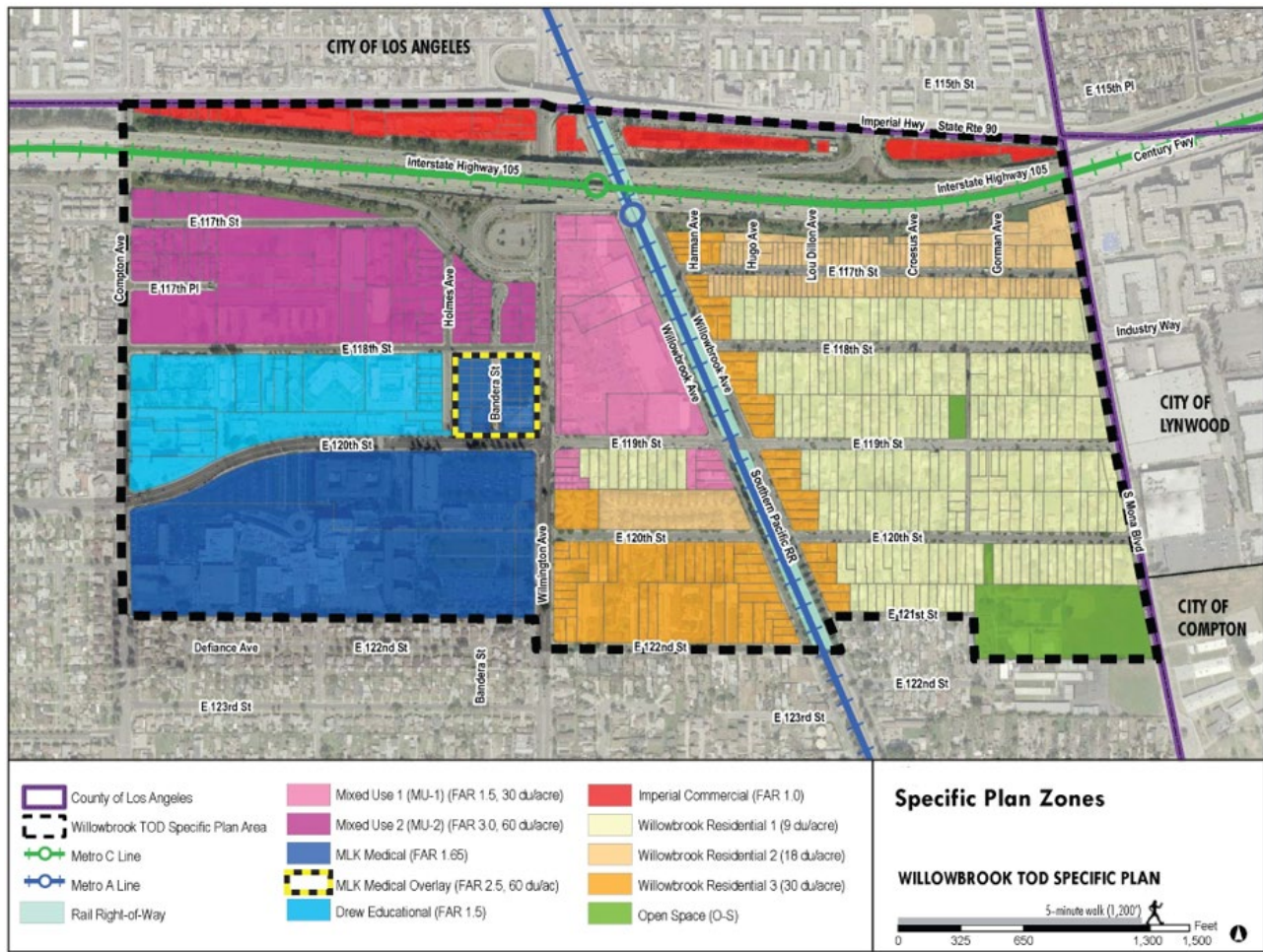
B. Pending Applications and Modifications to Approved Permits. Pending applications filed prior to October 18, 2018 and modifications to approved permits requested after October 18, 2018 shall be subject to Section 22.246.020 (Applicability of Zone Changes and Ordinance Amendments).

C. Relationship to Other Provisions in Title 22. The provisions of this Chapter 22.412 shall be administered in conjunction with other provisions of this Title 22 in accordance with Section 22.400.030 (Administration).

**22.412.030 Specific Plan Zones.**

Figure 22.412.030-A, below, identifies the zones within the Specific Plan Area.

**Figure 22.412.030-A: Willowbrook Transit-Oriented District Specific Plan Zones**



## **22.412.040 Mixed Use Zones.**

### **A. Purpose.**

1. Mixed Use 1 (MU-1) Zone. The Mixed Use 1 (MU-1) zone is intended to provide commercial and residential development, with an emphasis on neighborhood serving retail, restaurant, and service uses. The area is appropriate for a large retail or mixed-use center, with a neighborhood plaza or community gathering space as a focal point and strong pedestrian connections to the Willowbrook/Rosa Parks Station, as well as the educational and medical campuses to the west.

2. Mixed Use 2 (MU - 2) Zone. The Mixed Use 2 (MU - 2) zone is intended to provide commercial and residential development, with an emphasis on employment - generating uses and residential infill development. The area is appropriate for office, business park, or mixed-use developments, with open space components and pedestrian connections to the Willowbrook/Rosa Parks Station, and the educational and medical campuses to the south.

B. Land Use Regulations.

1. Table 22.412.040-A, below, identifies the permit or review required to establish each use.

<b>TABLE 22.412.040-A: PERMIT AND REVIEW REQUIREMENTS</b>		
<b><u>Abbreviation</u></b>	<b><u>Permit or Review Requirement</u></b>	<b><u>Reference</u></b>
--	<u>Not Permitted</u>	
<u>P</u>	<u>Permitted</u>	
<u>SPR</u>	<u>Ministerial Site Plan Review</u>	<u>Chapter 22.186</u>
<u>CUP</u>	<u>Conditional Use Permit</u>	<u>Chapter 22.158</u>
<u>SEP</u>	<u>Special Events Permit</u>	<u>Chapter 22.192</u>

2. Principal Uses. Table 22.412.040-B, below, identifies the principal uses and the permit or review required to establish each use in the Mixed-Use Zones. Additional regulations contained in this Title 22 are also identified. Principal uses may be established on a single site either as an integrated project, or as stand-alone use, subject to the provisions of this Chapter.

<b>TABLE 22.412.040-B: PRINCIPAL USE REGULATIONS FOR MIXED USE ZONES</b>			
<b><u>Use</u></b>	<b><u>MU-1</u></b>	<b><u>MU-2</u></b>	<b><u>Additional Regulations</u></b>
<u>Agricultural and Resource Based Uses</u>			
<u>Community Gardens</u>	<u>SPR</u>	<u>SPR</u>	
<u>Animal Related Uses</u>			

<b>TABLE 22.412.040-B: PRINCIPAL USE REGULATIONS FOR MIXED USE ZONES</b>			
<b><u>Use</u></b>	<b><u>MU-1</u></b>	<b><u>MU-2</u></b>	<b><u>Additional Regulations</u></b>
<u>Veterinaries, small animal</u> A. <u>Clinics</u> B. <u>Hospitals</u>	<u>SPR</u> <u>CUP</u>	-- --	
<u>Cultural, Education, and Institutional Uses</u>			
<u>Churches, temples or other places used exclusively for religious worship, including accessory educational and social activities</u>	<u>SPR</u>	<u>SPR</u>	
<u>Community centers, including accessory facilities</u>	<u>SPR</u>	<u>SPR</u>	
<u>Libraries</u>	<u>SPR</u>	<u>SPR</u>	
<u>Museums</u>	<u>SPR</u>	<u>SPR</u>	
<u>School, including accessory facilities</u> - <u>College, university, professional</u> - <u>Elementary and secondary (public)</u> - <u>Elementary and secondary (private)</u> - <u>Vocational, technical and trade schools</u> - <u>Tutorial, dance, art, martial arts, drama, etc.</u>	<u>CUP</u> <u>CUP</u> -- <u>SPR</u> <u>SPR</u>	<u>CUP</u> <u>CUP</u> <u>CUP</u> <u>CUP</u> <u>SPR</u>	<u>Section 22.364.060.F.2 for elementary and secondary schools</u>
<u>Theaters and other auditoriums</u>	<u>CUP</u>	--	
<u>Industrial Uses</u>			
<u>Laboratories, research and testing</u>	--	<u>CUP</u>	
<u>Lodging Uses</u>			
<u>Hotel</u>	--	<u>CUP</u>	
<u>Recreational Uses</u>			
<u>Billiards or pool halls</u>	<u>CUP</u>	--	
<u>Bowling Alleys</u>	<u>CUP</u>	--	
<u>Gymnasium</u>	<u>SPR</u>	<u>SPR</u>	
<u>Parks, playgrounds and open space (plazas, etc.)</u>	<u>SPR</u>	<u>SPR</u>	
<u>Residential Uses</u>			
<u>Adult residential facility serving six or fewer persons</u>	<u>P</u>	<u>P</u>	<u>Chapter 22.140.520</u>
<u>Foster family homes</u>	<u>P</u>	<u>P</u>	
<u>Group homes for children serving six or fewer persons</u>	<u>P</u>	<u>P</u>	<u>Chapter 22.140.520</u>
<u>Joint live/work units</u>	<u>SPR</u>	<u>SPR</u>	<u>Chapter 22.140.320</u>
<u>Multifamily housing</u> - <u>Apartment Houses</u> - <u>Townhomes</u>	<u>SPR</u> <u>SPR</u>	<u>SPR</u> <u>SPR</u>	<u>Chapter 22.140.600</u>
<u>Retail<sup>1</sup> and Commercial Uses</u>			
<u>Art gallery</u>	<u>SPR</u>	<u>SPR</u>	
<u>Drug store or pharmacy</u>	<u>SPR</u>	<u>SPR</u>	
<u>Farmers' Market</u>	<u>SPR</u>	<u>SPR</u>	
<u>Food and Beverage Sales</u> - <u>Grocery stores and markets</u> - <u>Specialty stores (deli, coffee, bakery, produce)</u>	<u>SPR</u> <u>SPR</u>	<u>SPR</u> <u>SPR</u>	



<b>TABLE 22.412.040-B: PRINCIPAL USE REGULATIONS FOR MIXED USE ZONES</b>			
<b><u>Use</u></b>	<b><u>MU-1</u></b>	<b><u>MU-2</u></b>	<b><u>Additional Regulations</u></b>
<u>Health clubs</u>	<u>SPR</u>	<u>SPR</u>	
<u>Home improvement, retail sales and service (hardware, lumber and building materials)</u>			
- <u>Under 10,000 sf</u>	<u>SPR</u>	--	
- <u>10,000 sf or more</u>	<u>CUP</u>	--	
<u>Office machines and equipment sales</u>	<u>SPR</u>	<u>SPR</u>	
<u>Pet store, including the sale of pets (sales and grooming, no boarding)</u>	<u>SPR</u>	--	
<u>Retail stores</u>			
- <u>Under 10,000 sf</u>	<u>SPR</u>	<u>SPR</u>	
- <u>10,000 sf or more</u>	<u>SPR</u>	--	
<u>Secondhand stores</u>	<u>SPR</u>	--	
<b><u>Service Uses</u></b>			
<u>Banks and financial institutions</u>	<u>SPR</u>	<u>SPR</u>	
<u>Business support services and facilities (including graphic reproduction, computer services, etc)</u>	<u>SPR</u>	<u>SPR</u>	
<u>Catering</u>	<u>SPR</u>	<u>SPR</u>	
<u>Conference facilities</u>	--	<u>CUP</u>	
<u>Day care</u>			
- <u>Adult day care</u>	<u>SPR</u>	<u>SPR</u>	
- <u>Child care center</u>	<u>SPR</u>	<u>SPR</u>	
- <u>Large family childcare home</u>	--	--	
- <u>Small family childcare home</u>	<u>P</u>	<u>P</u>	
<u>Health retreat</u>	--	<u>CUP</u>	
<u>Medical services – clinic, medical/dental offices, medical laboratory, and urgent/express care</u>	<u>SPR</u>	<u>SPR</u>	
<u>Offices, business and professional</u>	<u>SPR</u>	<u>SPR</u>	
<u>Personal services (barber, beauty salon, spa, tailor, dry cleaner, self-service laundry, etc)</u>	<u>SPR</u>	<u>SPR</u>	
<u>Parking lots and parking structures (stand alone)</u>	<u>SPR</u>	<u>SPR</u>	<u>Chapter 22.112</u>
<u>Repair shops, household and fix-it</u>	<u>SPR</u>	--	
<u>Restaurants and other establishments, including food take out and outdoor dining</u>	<u>SPR</u>	<u>SPR</u>	<u>Chapter 22.140.410</u>
<b><u>Transportation, Electrical, Gas, Communication Utilities and Public Service Uses</u></b>			
<u>Comfort stations</u>	<u>SPR</u>	<u>SPR</u>	
<u>Communications equipment buildings</u>	<u>SPR</u>	<u>SPR</u>	
<u>Earth station</u>	<u>CUP</u>	<u>CUP</u>	
<u>Electrical distribution substation, including related microwave facilities</u>	<u>SPR</u>	<u>SPR</u>	<u>Chapter 22.140.200</u>
<u>Fire station</u>	<u>SPR</u>	<u>SPR</u>	
<u>Gas metering and control stations, public utility</u>	<u>SPR</u>	<u>SPR</u>	
<u>Microwave stations</u>	<u>SPR</u>	<u>SPR</u>	
<u>Police station</u>	<u>SPR</u>	<u>SPR</u>	

<b>TABLE 22.412.040-B: PRINCIPAL USE REGULATIONS FOR MIXED USE ZONES</b>			
<u>Use</u>	<u>MU-1</u>	<u>MU-2</u>	<u>Additional Regulations</u>
<u>Post office</u>	<u>SPR</u>	<u>SPR</u>	
<u>Publicly owned uses, other than those already listed, that are necessary to maintain the public health and convenience or general welfare</u>	<u>CUP</u>	<u>CUP</u>	
<u>Public utility service center</u>	<u>SPR</u>	<u>SPR</u>	
<u>Stations or stops; bus, rail or taxi</u>	<u>SPR</u>	<u>SPR</u>	
<u>Telephone repeater station</u>	<u>SPR</u>	<u>SPR</u>	
<u>Any use normal or accessory to the storage or distribution of public water</u>	<u>CUP</u>	<u>CUP</u>	
<u>Wireless telecommunications facilities</u>	<u>CUP</u>	<u>CUP</u>	
<u>Note:</u> 1. Retail uses are required on the ground floor fronting Wilmington Avenue and East 119th Street.			

3. Accessory Uses. Table 22.412.040-C, below, identifies the permit or review required to establish each accessory use in the Mixed-Use Zones.

<b>TABLE 22.412.040-C: ACCESSORY USE REGULATIONS FOR MIXED USE ZONES</b>			
<u>Use</u>	<u>MU-1</u>	<u>MU-2</u>	<u>Additional Regulations</u>
<u>Accessory buildings and structures</u>	<u>SPR</u>	<u>SPR</u>	<u>Chapter 22.110</u>
<u>Alcoholic beverage sales for offsite consumption</u>	<u>CUP</u>	<u>--</u>	<u>Section 22.140.030</u>
<u>Alcoholic beverage sales for onsite consumption</u>	<u>CUP</u>	<u>--</u>	<u>Section 22.140.030</u>
<u>Home-based occupations</u>	<u>P</u>	<u>P</u>	<u>Section 22.140.290</u>
<u>Live entertainment</u>	<u>SPR</u>	<u>SPR</u>	<u>Section 22.140.330</u>
<u>Outdoor storage and display</u>	<u>SPR</u>	<u>SPR</u>	<u>Section 22.140.420</u>
<u>Short-term rental</u>	<u>P</u>	<u>P</u>	<u>Section 22.140.700</u>
<u>Signs</u>	<u>As specified in Chapter 22.114</u>		

4. Temporary Uses. Table 22.412.040 - D, below, identifies the permit or review required to establish each temporary use in the Mixed-Use Zones.

<b>TABLE 22.412.040-D: TEMPORARY USE REGULATIONS FOR MIXED USE ZONES</b>			
<u>Use</u>	<u>MU-1</u>	<u>MU-2</u>	<u>Additional Regulations</u>
<u>Holiday and seasonal sales</u>	<u>SPR</u>	<u>SPR</u>	<u>Section 22.140.280</u>
<u>Special events</u>	<u>SEP</u>	<u>SEP</u>	
<u>Storage of materials and construction equipment used in construction or maintenance of streets and highways, sewers, storm drains, underground</u>	<u>CUP</u>	<u>CUP</u>	

<b>TABLE 22.412.040-D: TEMPORARY USE REGULATIONS FOR MIXED USE ZONES</b>			
<u>Use</u>	<u>MU-1</u>	<u>MU-2</u>	<u>Additional Regulations</u>
<u>conduits, flood control works, pipelines and similar uses for up to one year</u>			

5. Prohibited Uses. Table 22.412.040-E, below, identifies the prohibited uses in the Mixed-Use Zones:

<b>TABLE 22.412.040-E: PROHIBITED USES IN MIXED USE ZONES</b>	
<u>Alternative financial services</u>	<u>Pawn shops</u>
<u>Bars and cocktails lounges</u>	<u>Tobacco and vape shops</u>
<u>Drive - through establishments</u>	<u>Vehicle - related uses, including vehicle sales, rentals, storage, washing and services</u>
<u>Liquor stores</u>	<u>Wholesale</u>

C. Development Standards.

1. General. Table 22.412.040 - F, below, identifies the development standards applicable to all development in the Mixed-Use Zones. Additional regulations contained are also identified.

<b>TABLE 22.412.040-F: DEVELOPMENT STANDARDS FOR MIXED USE ZONES</b>			
<u>Development Standards</u>	<u>MU-1</u>	<u>MU-2</u>	<u>Additional Regulations</u>
<u>Lot Area Minimum</u>	<u>1 acre</u>	<u>1 acre</u>	<u>For new lots only. Lots may be subdivided to less than one acre for buildings that are part of a larger development in which parking and access is shared.</u>
<u>Minimum Street fronting yard depth</u>	<u>10 ft</u>	<u>n/a</u>	<u>Additional setback may be required depending on existing street frontage.</u>
A. <u>East 119<sup>th</sup> Street</u>	<u>20 ft</u>	<u>n/a</u>	
B. <u>Willowbrook Avenue</u>	<u>5ft</u>	<u>4 ft</u>	
C. <u>Wilmington Avenue</u>	<u>n/a</u>	<u>10 ft</u>	
D. <u>East 117<sup>th</sup> Street</u>	<u>n/a</u>	<u>10 ft</u>	
E. <u>East 117<sup>th</sup> Place</u>	<u>n/a</u>	<u>10 ft</u>	
F. <u>East 118<sup>th</sup> Street</u>	<u>n/a</u>	<u>10 ft</u>	
G. <u>Bandera Street</u>	<u>n/a</u>	<u>10 ft</u>	

<b>TABLE 22.412.040-F: DEVELOPMENT STANDARDS FOR MIXED USE ZONES</b>			
<b>Development Standards</b>	<b>MU-1</b>	<b>MU-2</b>	<b>Additional Regulations</b>
H. <u>Holmes Avenue</u> I. <u>Compton Ave</u>	<u>n/a</u>	<u>15 ft</u>	
<u>Minimum Interior Yard (side or rear)</u>	<u>0 ft</u>	<u>0 ft</u>	<u>For existing residences of one to three primary units (excluding accessory dwelling unit and junior accessory dwelling unit):</u> <u>- Side yard: 5 feet or 10% of the lot in no case less than 3 feet.</u> <u>- Rear yard: 15 feet.</u>
<u>Minimum Interior Yard (side or rear) from residential use</u>	<u>n/a</u>	<u>20 ft</u>	<u>Only applicable to Mixed-Use Projects</u>
<u>Building Height Maximum</u>	<u>50 ft</u>	<u>50 ft</u>	<u>Chapter 22.04 and 22.110</u>
<u>Floor Area Ratio Maximum</u>	<u>1.5</u>	<u>3.0</u>	
<u>Residential Density Maximum</u>	<u>30 du/ac</u>	<u>60 du/ac</u>	
<u>Non-Residential Common Open Space Area (courtyard or plaza) Minimum</u>	<u>1000 sf /ac</u>	<u>1000 sf /ac</u>	<u>Minimum size shall be 1000 sf and minimum dimension shall be 25 feet</u>
<u>Residential Common Open Space Area Minimum</u>	<u>50 sf/du</u>	<u>50 sf/du for at least 50% of the units</u>	
<u>Residential Private Open Space Area Minimum</u>	<u>50 sf/du</u>	<u>50 sf/du</u>	<u>Required for residential uses only. Minimum dimension shall be 5 feet</u>
<u>Residential Floor Area Minimum</u> A. <u>Efficiency</u> B. <u>One Bedroom</u> C. <u>Two Bedroom</u> D. <u>Three Bedroom</u> E. <u>Each Additional Bedroom</u> F. <u>Live/work unit</u>	<u>500 sf</u> <u>700 sf</u> <u>900 sf</u> <u>1100 sf</u> <u>200 sf</u> <u>1000 sf</u>	<u>500 sf</u> <u>700 sf</u> <u>900 sf</u> <u>1100 sf</u> <u>200 sf</u> <u>1000 sf</u>	<u>Section 22.140.320 for live/work units</u>

2. Building height adjacent to Residential Zone or Use.

a. New development in the MU-1 Zone fronting East 119th Street

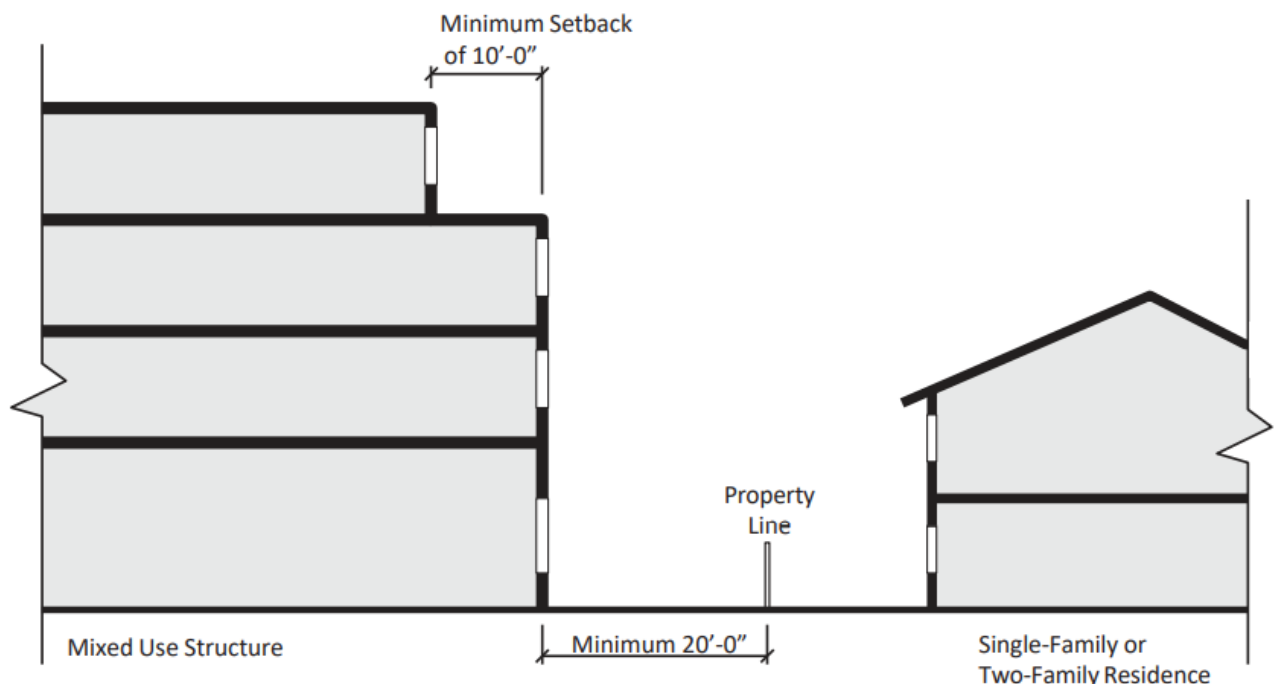
shall not exceed 40 feet for a depth of 50 feet from East 119th Street property line.

b. New development in the MU-2 Zone fronting Compton Avenue

shall step back the fourth story of the building by a minimum of 10 feet.

c. New development sharing an interior property line with an existing single- or two- family residence shall step back the fourth story of the building by a minimum of 10 feet (see Figure 22.412.040-A).

**Figure 22.412.040-A: Building Height Step Back Abutting Residential Zone or Use**



3. Minimum transparency requirements.

a. Windows and openings of nonresidential uses facing streets shall constitute a minimum of 50 percent of street-level building facades.

b. Residential units with individual entries: Windows and openings facing streets shall constitute a minimum of 30 percent of street-level building facades.

c. On upper-floors, windows and openings facing streets shall constitute a minimum of 40 percent of building facades for commercial uses, and 20 percent of building facades for residential uses.



4. Minimum floor-to-ceiling height. Ground floor retail shall be a minimum of 15 feet.

5. Signs. Chapter 22.114 (Signs) for signs in the C-3 Zone shall apply in the Mixed-Use Zones, with the following prohibited:

a. Roof signs shall be prohibited.

b. Signs on perimeter fences shall be prohibited.

6. Standards for outdoor dining. Outdoor dining is encouraged in the Mixed-Use Zones and may be permitted within private property adjacent to the streets or public alley rights-of-way.

a. Patio dining spaces may be open or covered with temporary or permanent structures.

b. The patio dining spaces shall be separated from adjacent right-of-ways by either temporary or permanent railings, fencing, planter boxes, or movable bollards.

c. Amplified sound or music is prohibited.

7. Residential open space.

a. Required side or rear yard areas may be included in the calculated open space area, but a required front yard area shall not be included.

b. Open space areas shall have no parking, driveway or right-of-way encroachments.

c. Private open space shall be contiguous to the residential unit served.

d. All patios that front a public street shall be substantially enclosed with solid walls or fencing for screening and privacy.

e. All balconies shall have solid railings for screening and privacy.

f. Open space areas for use by residents shall not be accessible from the commercial portion of the mixed-use development.

8. Site landscaping. A minimum of 10 percent of the lot shall be landscaped with trees, ground cover, shrubbery and flowers, and shall be continuously maintained in good condition. Parking lot landscaping does not count towards this requirement. Incidental walkways may be developed in the landscaped area.

9. Pedestrian circulation.

a. Pedestrian walkways shall be a minimum of four feet in width.

b. The use of asphalt for paving walkways is prohibited.

10. Vehicular circulation. Vehicular access, drives and circulation routes shall be designed so that all movements involved in parking, turning, or loading shall occur on-site and not within the public right-of-way.

11. Parking lots shall be designed with end-stall turnarounds or a continuous circulation pattern.

a. Parking is not permitted in the required street-fronting yard.

b. Concrete curbs shall be provided as wheel stops where parking adjoins landscaping.

c. Parking areas shall be separated from buildings by a pedestrian walkway or landscape strip.

d. Separate parking facilities shall be provided for residential uses and commercial uses.

12. Fences, walls, gates, and hedges. Sections greater than 50 feet in length fronting a street shall incorporate at least two of the following design features in proportion to the length:

a. A minimum 2-foot change in horizontal plane for at least 10 feet.

b. A minimum 18-inch change in height for at least 10 feet.

c. A minimum 18-inch high raised planter for at least half the length.

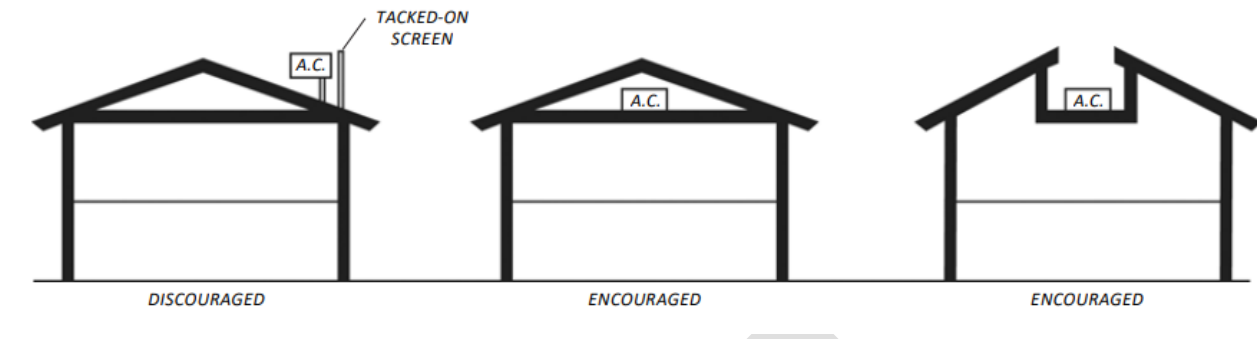
d. Use of pilasters at 25-foot maximum intervals and at changes in planes.

13. Utility and mechanical equipment.

a. All ground, wall, and roof mounted equipment shall be screened from public view.

b. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.” See Figure 22.412.040-B, below, for example.

**Figure 22.412.040-B: Equipment Screening**



14. Refuse and recyclable collection facilities. Separate refuse collection facilities shall be provided and maintained for the residential and commercial uses.

D. Performance Standards.

1. Hours of operation (including loading): 6:00 a.m. to 11:00 p.m., daily unless modified by a conditional use permit.

2. Loading. Loading, unloading and all maintenance activities shall be conducted within the hours of operation noted above, and in such a fashion so as to prevent annoyance to adjacent residents and tenants.

3. Noise. Common walls between residential and non- residential uses shall be constructed to minimize the transmission of noise and vibration.

4. Light and Glare. Trespass of all outdoor lighting shall be prevented and minimized.

5. Prohibited activities:

a. Storage or shipping of flammable liquids or hazardous materials beyond that normally associated with a residential use;

b. Welding;

- c. Machining; and
- d. Open flame work.

6. Security. Residential uses shall have separate and secured entrances and exits that are directly accessible to secured parking areas. Non-residential and residential uses located on the same floor shall not have common entrance hallways or common balconies.

- a. Chain link, barbed, and concertina wire fences are prohibited.
- b. Exterior security bars, grilles, or grates on windows and doors are prohibited.
- c. Exterior roll-up or folding accordion shutters, security gates, or grilles are prohibited.
- d. Roll-up or folding security gates or grilles shall be concealed within the interior architectural elements of the building during business hours. Solid roll-up or folding shutters and gates are prohibited.

**22.412.050 MLK Medical Zone and MLK Medical Overlay.**

A. Purpose. The Martin Luther King, Jr. (MLK) Medical Zone and MLK Medical Overlay are established to meet the existing and future needs of the MLK Medical Center campus, while ensuring compatibility with adjacent land uses. The intent is to maintain and promote medical, clinic, medical office, and associated supportive uses such as incidental retail, supportive residential and parking, and expand pedestrian linkages and connectivity between the MLK Medical Center, Charles R. Drew University of Medicine and Science (CDU), Willowbrook/Rosa Parks Station, and the Willowbrook community. The MLK Medical Overlay applies to the two blocks bounded by Wilmington Avenue, East 120th



Street, Holmes Street and East 118th Street. The properties within this Overlay are suitable for more intensive uses because of their proximity to Willowbrook/Rosa Parks Station. Besides continuing to allow existing medical and public service uses, additional medical and new residential development are permitted on properties within this Overlay.

B. Land Use Regulations. The land use regulations for the Institutional (IT) Zone contained in Chapter 22.26 (Special Purpose Zones) shall apply to all development in the MLK Medical Zone and MLK Medical Overlay with the following modifications:

1. Senior citizen housing developments shall be permitted in the MLK Medical Zone and MLK Medical Overlay;

2. Multi-family residential uses shall be permitted in the MLK Medical Overlay; and

3. Short-term rentals are permitted as accessory use of a residence, subject to Section 22.140.700 (Short-Term Rentals).

C. Development standards. The standards for the IT Zone contained in Chapter 22.26 (Special Purpose Zones) shall apply to all development in the MLK Medical Zone and Overlay with the following modifications:

1. Maximum Height. The maximum building height of multi-family residential buildings in the MLK Medical Overlay shall be 75 feet;

2. Maximum FAR.

a. The maximum FAR in the MLK Medical Zone shall be 1.65; and

b. The maximum FAR in the MLK Medical Overlay shall be 2.5;

and

3. Maximum Density. The maximum residential density in the MLK Medical Overlay shall be 60 dwelling units/acre.

**22.412.060 Drew Educational Zone.**

A. Purpose. The Drew Educational Zone is established to meet the existing and future needs of CDU and King Drew Magnet High School, while ensuring compatibility with adjacent land uses. The intent is to create a medical university campus for CDU by maintaining and promoting educational and associated support uses, while maintaining sensitivity to surrounding development.

B. Land Use Regulations. The land use regulations for the Institutional (IT) Zone contained in Chapter 22.26 (Special Purpose Zones) shall apply to all development in the Drew Educational Zone with the following additions:

1. Student and faculty housing, including dormitories, shall be permitted in the Drew Educational Zone; and

2. Restaurant and supportive retail uses shall be permitted in the Drew Educational Zone as an ancillary use providing necessary support to CDU's primary activities or operations.

C. Development Standards. The standards for the IT Zone contained in Chapter 22.26 (Special Purpose Zones) shall apply to all development in the Drew Educational Zone, with the following modifications:

1. Maximum Height. The maximum building height shall be 75 feet. New development fronting Compton Avenue shall be limited to 50 feet for the first 100 feet from the property line fronting Compton Avenue. Development standards related to height per Chapter 22.110 (General Site Regulations) of Title 22 shall also apply;

2. Maximum FAR. The maximum FAR in the Drew Educational Zone shall be 1.5;

3. Required Yard. The minimum street-fronting yard depths shall be 15 feet from Compton Avenue and 10 feet from East 118th Street, East 120th Street, and Holmes Avenue;

4. Residential Open Space.

a. The minimum open space area requirements for multi-family developments in the Drew Educational Zone shall be as follows:

i. 50 square feet/dwelling unit of common open space area with a minimum dimension of 25 feet; and

ii. 50 square feet/dwelling unit of private open space area with a minimum dimension of five feet;

b. Open space areas shall have no parking, driveway or right-of-way encroachments;

c. Private useable open space shall be contiguous to the residential unit served and screened from public view for privacy. All patios shall be walled for screening and privacy. All balconies that front a public street shall have a solid railing for screening and privacy; and

d. Private open space areas that are intended for use by residents only shall not be accessible from the non-residential portion of the development;

5. Landscaping.

a. A minimum of 20 percent of the lot shall be landscaped with trees, ground cover, shrubbery and flowers, and shall be continuously maintained in good condition;

b. Parking lot landscaping does not count towards this requirement; and

c. Incidental walkways may be developed in the landscaped area;

6. Pedestrian Circulation.

a. Pedestrian walkways shall be a minimum of four feet in width;

and

b. The use of asphalt for paving walkways is prohibited;

7. Vehicular Circulation. Vehicular access, drives, and circulation routes shall be designed so that all movements involved in parking, loading, or turning shall occur onsite and not within the public right-of-way;

8. Parking lots.

a. Parking areas shall be designed with end-stall turnarounds or a continuous circulation pattern;

b. Parking is not permitted in the required street-fronting yard;

c. Continuous concrete curbs shall be provided as wheel stops where parking adjoins landscaping;

d. Parking areas shall be separated from buildings by a pedestrian walkway and/or landscape strip; and

e. Separate parking facilities shall be provided for residential uses and institutional uses;

9. Fences, walls, gates, and hedges. Wall sections greater than 50 feet in length fronting a street shall incorporate at least two of the following design features in proportion to the length:

a. A minimum 2-foot change in horizontal plane for at least 10

feet;

b. A minimum 18-inch change in height for at least 10 feet;

c. A minimum 18-inch high raised planter for at least half the length; and

d. Use of pilasters at 25-foot maximum intervals and at changes in planes; and

10. Utility and mechanical equipment.

a. All ground, wall, and roof-mounted equipment shall be screened from public view; and

b. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.”

#### **22.412.070 Imperial Commercial Zone.**

A. Purpose. The Imperial Commercial Zone is established to meet the commerce and service needs of the resident and business communities, while ensuring compatibility with adjacent land uses. The intent is to maintain and promote commercial uses between Imperial Highway and the I-105 Freeway. The Imperial Commercial Zone provides for the development of a broad range of retail and service uses, as well as freeway-oriented, regional-serving retail, office complexes, and light manufacturing businesses.

B. Land Use Regulations. The land use regulations for the Unlimited Commercial (C-3) Zone contained in Chapter 22.20 (Commercial Zones) shall apply to all development in the Imperial Commercial Zone, with the following additions and exceptions:

1. A self-service storage facility shall be permitted in the Imperial Commercial Zone with a Conditional Use Permit (CUP) application (Chapter 22.158), and subject to the provisions of Section 22.140.560 (Self-Storage Facilities); and

2. The following uses shall be prohibited in the Imperial Commercial Zone:

a. Liquor stores;

b. Tobacco and vape shops; and

c. New residential uses, except as specified otherwise by State law.

C. Development standards. The standards for the C-3 Zone contained in Chapter 22.20 (Commercial Zones) shall apply to all new development in the Imperial Commercial Zone, with the following modifications:

1. Lot Coverage. The maximum lot coverage by structures of any type in the Imperial Commercial Zone shall be 50 percent;

2. Maximum Height. The maximum building height in the Imperial Commercial Zone shall be 35 feet;

3. Maximum FAR. The maximum FAR in the Imperial Commercial Zone shall be 1.0;

4. Landscaping.



a. A minimum of 10 percent of the lot shall be landscaped with trees, ground cover, shrubbery, and flowers, and shall be continuously maintained in good condition;

b. Parking lot landscaping does not count towards this requirement; and

c. Incidental walkways may be developed in the landscaped area. Pedestrian walkways shall be a minimum of four feet in width. The use of asphalt for paving walkways is prohibited;

5. Vehicular access, drives and circulation routes shall be designed so that all movements involved in parking, loading or turning shall occur on-site and not within the public right-of-way;

6. Parking lots.

a. Parking areas shall be designed with end-stall turnarounds or a continuous circulation pattern;

b. Parking is not permitted between the building and street;

c. Continuous concrete curbs shall be provided as wheel stops where parking adjoins landscaping; and

d. Parking areas shall be separated from buildings by a pedestrian walkway and/or landscape strip; and

7. Utility and mechanical equipment.

a. All mechanical ground, wall, and roof-mounted equipment shall be screened from public view; and

b. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.”

**22.412.080 Willowbrook Residential 1 Zone.**

A. Purpose. The Willowbrook Residential 1 Zone is established to preserve and enhance desirable characteristics of single-family residential areas.

B. Land Use Regulations. The land use regulations for the Single-Family Residence (R-1) Zone contained in Chapter 22.18 (Residential Zones) shall apply to all development in the Willowbrook Residential 1 Zone, except that the noncommercial keeping of chickens shall be permitted as an accessory use in the Willowbrook Residential 1 Zone, subject to the following provisions:

1. No more than five chickens per residence are allowed, located within the rear yard and kept outside the dwelling unit;

2. All such chickens shall be kept in an enclosure within the rear yard and located a minimum of 35 feet from any habitable building;

3. Roosters shall not be permitted; and

4. The occasional sale of eggs or chickens incidental to the keeping of chickens as a hobby shall not constitute a commercial use;

C. Development standards. The standards for the R-1 Zone contained in Chapter 22.18 shall apply to all development in the Willowbrook Residential 1 Zone, with the following modifications:

1. Driveways and Walkways. The use of asphalt for paving driveways and walkways is prohibited;

2. Landscaping. With the exception of the required paved driveway and a walkway having a width not to exceed four feet, all areas within the street-fronting yard shall be landscaped with drought tolerant or low water use native or non-invasive plants, grasses, shrubbery, or trees, and regularly maintained;

3. Fences, walls, gates, and hedges.

a. Wrought iron style fences which do not obscure views may be permitted to the maximum height of six feet within front yards and corner side yards, subject to a Yard Modification (Chapter 22.196) application;

b. The portions of fences more than three and one-half feet high shall not cause a significant visual obstruction;

c. Barbed wire and chain link fencing are prohibited; and

d. Hanging, displaying or drying clothes on fencing is not permitted;

4. Clotheslines are permitted at the rear of the structure, and shall not be visible from adjoining the streets; and

5. Utility and mechanical equipment.

a. All utility and mechanical equipment shall be placed in locations that are not exposed to view from the street or shall be screened from view. Satellite dishes shall also be located out of public view; and

b. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.”

**22.412.090 Willowbrook Residential 2 Zone.**

A. Purpose. The purpose of the Willowbrook Residential 2 Zone is to preserve and enhance single-family neighborhood characteristics while also providing opportunities for two-family residences. The intent is to promote desirable characteristics of low to medium density neighborhoods.

B. Land Use Regulations. The land use regulations for the Two-Family Residence (R-2) Zone contained in Chapter 22.18 (Residential Zones) shall apply to all development in the Willowbrook Residential 2 Zone.

C. Development Standards. The standards for the R-2 Zone contained in Chapter 22.18 shall apply to all development in the Willowbrook Residential 2 Zone, with the following modifications:

1. Driveways and walkways. The use of asphalt for paving driveways and walkways is prohibited;

2. Landscaping. With the exception of the required paved driveway, and a walkway having a width not to exceed four feet, all areas within the street-fronting yard shall be landscaped with drought tolerant or low water use native or non-invasive plants, grasses, shrubbery, or trees, and regularly maintained;

3. Fences, walls, gates, and hedges.

a. Wrought iron style fences may be permitted to the maximum height of six feet within front yards and corner side yards, subject to a Yard Modification (Chapter 22.196) application;

b. The portions of fences more than three and one-half feet shall not cause a significant visual obstruction;

c. Barbed wire and chain link fencing are prohibited; and

d. Hanging, displaying or drying clothes on fencing is not permitted;

4. Clotheslines are permitted to the rear of the structure, and not visible from adjoining streets; and

5. Utility and mechanical equipment.

a. All utility and mechanical equipment shall be placed in locations that are not exposed to view from the street or they shall be screened from view. Satellite dishes shall also be located away from public view; and

b. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.”

**22.412.100 Willowbrook Residential 3 Zone.**

A. Purpose. The Willowbrook Residential 3 Zone is established to provide opportunities for developments containing multiple units, such as apartments or condominiums. The intent is to promote desirable characteristics of medium density neighborhoods and provide a variety of housing options to serve the needs of the Willowbrook community.

B. Land Use Regulations. The land use regulations for the Limited Multiple Residence (R-3) Zone contained in Chapter 22.18 (Residential Zones) shall apply to all development in the Willowbrook Residential 3 Zone.

C. Development Standards. The standards for the Limited Multiple Residence (R-3) Zone contained in Chapter 22.18 (Residential Zones) shall apply to all development in the Willowbrook Residential 3 Zone, with the following modifications:

1. Residential Open Space.

a. The minimum open space area requirements for multi-family developments in the Willowbrook Residential 3 Zone shall be as follows:

i. 50 square feet/dwelling unit of common open space area with a minimum dimension of 25 feet; and

ii. 50 square feet/dwelling unit of private open space area with a minimum dimension of five feet;

b. Required side or rear yard areas may be included in the calculated open space area, but a required front yard area shall not be included;

c. Open space areas shall have no parking, driveway or right-of-way encroachments; and

d. Private useable open space shall be contiguous to the residential unit served and screened from public view for privacy. All patios shall be walled for screening and privacy. All balconies shall have solid railing for screening and privacy;

2. Landscaping.

a. A minimum of 20 percent of the lot shall be landscaped or hardscaped with open, useable outdoor space. Required common open space areas may be counted in the calculated landscaped area; and

b. With the exception of the required paved driveway, and walkway(s) having a width not to exceed four feet, all areas within the street-fronting yard shall be landscaped with drought tolerant or low water use native or non-invasive plants, grasses, shrubbery, or trees, and regularly maintained;

3. Pedestrian Circulation.



a. Pedestrian walkways shall be a minimum of four feet in width;

and

b. The use of asphalt for paving walkways is prohibited.

4. Vehicular Circulation.

a. Vehicular access, drives, and circulation routes shall be designed so that all movements involved in loading, parking, or turning shall occur onsite and not within the public right-of-way; and

b. Principal vehicular access into multi-family developments shall be through an entry driveway, rather than a parking aisle. Entry driveways lead to designated parking and shall not be lined with or offer direct access to parking spaces;

5. Parking.

a. Parking for multi-family developments shall be provided on site in on-grade or underground structures, surface parking lots, carports, or attached garages;

b. Parking shall be located proximate to the building and located to the rear of the lot wherever possible. Parking areas shall be designed with end-stall turnarounds or a continuous circulation pattern;

c. Parking shall not occupy more than 30 percent of any linear street frontage;

d. Parking is not permitted in the street-fronting yard;

e. Continuous concrete curbs shall be provided as wheel stops where parking adjoins landscaping;

f. Parking areas shall be separated from buildings by a pedestrian walkway and/or landscape strip; and

g. Carports and parking structures shall be architecturally compatible with the design of the main structures in the project;

6. Fences, walls, gates, and hedges.

a. Wrought iron style fences may be permitted to the maximum height of six feet within front yards and corner side yards, subject to a Yard Modification (Chapter 22.196) application;

b. The portions of fences more than three and one-half feet high shall not cause a significant visual obstruction;

c. Barbed wire and chain link fencing are prohibited;

d. Hanging, displaying, or drying clothes on fencing is not permitted;

e. Wall sections greater than 50 feet in length fronting a street shall incorporate at least two of the following design features in proportion to the length:

i. A minimum 2-foot change in horizontal plane for at least 10 feet;

ii. A minimum 18-inch change in height for at least 10 feet;

iii. A minimum 18-inch high raised planter for at least half the length; and

iv. Use of pilasters at 25-foot maximum intervals and at changes in planes;

7. Utility and mechanical equipment.

a. All ground, wall, and roof-mounted utility and mechanical equipment shall be screened from public view. Satellite dishes shall also be located away from public view; and

b. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on;” and

8. Refuse and recyclable collection facilities. Refuse enclosures shall be located for the convenience of the residents and collection.

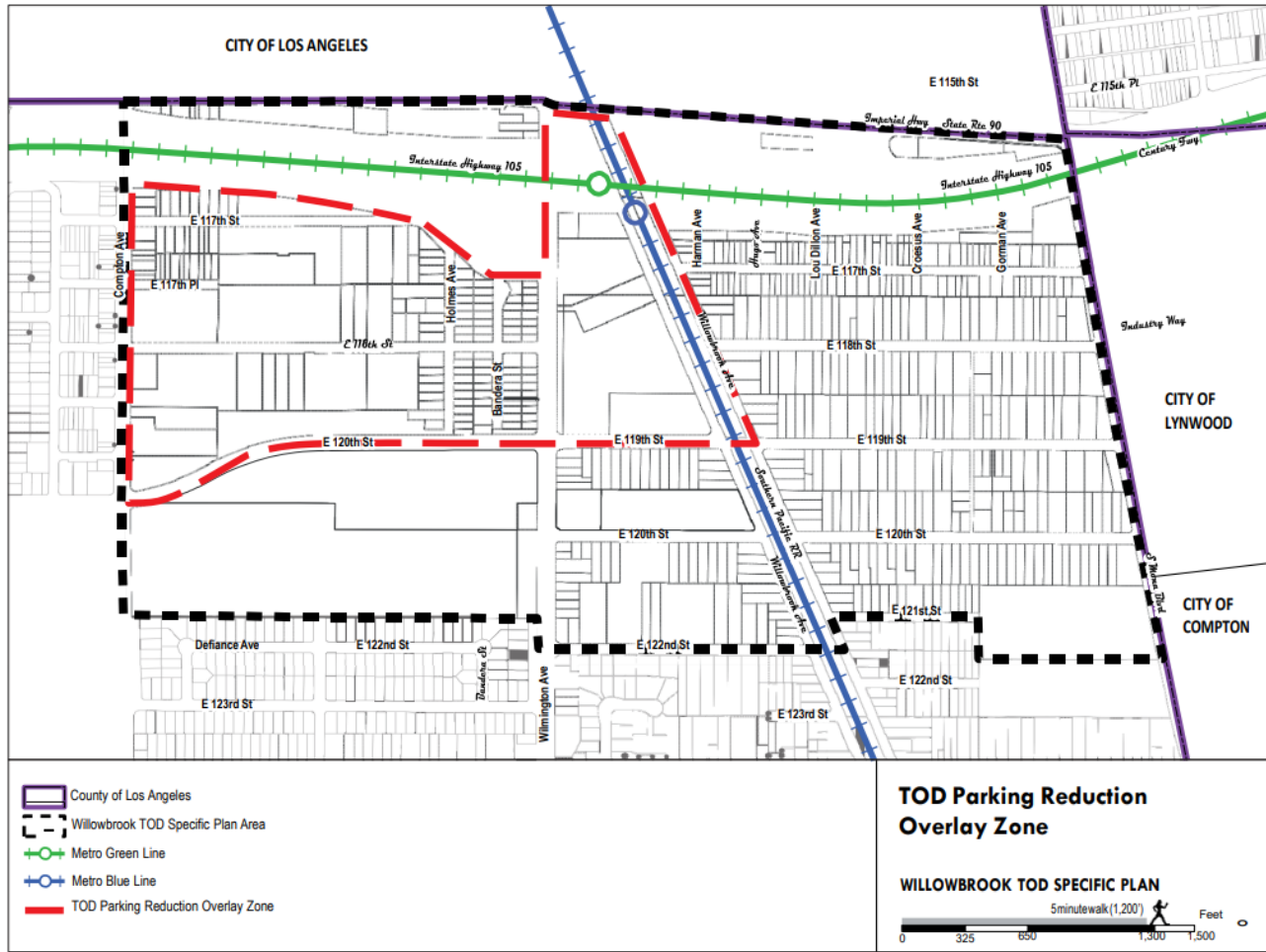
**22.412.110 Open Space (O-S) Zone.**

The provisions of Chapter 22.16 (Agricultural, Open Space, Resort and Recreation, and Watershed Zones) shall apply to all development in the Open Space (O-S) Zone in the Plan Area.

**22.412.120 TOD Parking Reduction Overlay Zone.**

Except as specified otherwise by State law, the standards for parking requirements contained in Chapter 22.112 (Parking) shall apply to all development in the Plan Area, except that lots within the TOD Parking Reduction Overlay Zone, shown in Figure 22.412.120-A, below, shall be subject to this Section.

**Figure 22.412.120-A: TOD Parking Reduction Overlay Zone**



A. Residential uses. Maximum parking standards for residential uses are established in Table 22.412.120-A, below.

<b>TABLE 22.412.120-A: MAXIMUM PARKING FOR RESIDENTIAL USES</b>	
<b><u>Residential Uses</u></b>	<b><u>Maximum Number of Spaces</u></b>
<u>Single family</u>	<u>2.0/du</u>
<u>Bachelor Apartment</u>	<u>0.75/du</u>
<u>Efficiency and 1 Bedroom Apartment</u>	<u>1.125/du</u>
<u>2+ Bedroom Apartment</u>	<u>1.5/du</u>
<u>Guest Parking</u>	<u>0.19/du</u>

B. Non-residential uses.

1. Except as specified otherwise by State law, the minimum parking required for non-residential uses shall be 40 percent of the required parking spaces specified in Section 22.112.070.

2. Off-site parking. Off-site parking facilities may be proposed for non-residential uses subject to Chapter 22.178 (Parking Permits), provided that such facilities are located within 1,500 feet from the site of the development.

**SECTION 37.** Chapter 22.416 is hereby amended to read as follows:

**Chapter 22.416 CONNECT SOUTHWEST LA: A TOD SPECIFIC PLAN FOR WEST ATHENS-WESTMONT LOS ANGELES TRANSIT-ORIENTED DISTRICT SPECIFIC PLAN**

**~~22.416.016 Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont.~~**

~~[https://www.municode.com/webcontent/16274/West\\_Athens-Westmont\\_TOD\\_Specific\\_Plan.pdf](https://www.municode.com/webcontent/16274/West_Athens-Westmont_TOD_Specific_Plan.pdf)~~

**22.416.010 Purpose**

**22.416.020 Applicability**

**22.416.030 Specific Plan Zones**

**22.416.040 CSLA Residential 1 (CSLA R-1) Zone**

**22.416.050 CSLA Residential 2 (CSLA R-2) Zone**

**22.416.060 CSLA Residential 3 (CSLA R-3) Zone**

**22.416.070 CSLA Residential Planned Development - 5000-10U (CSLA RPD-5000-10U) Zone**

<b><u>22.416.080</u></b>	<b><u>CSLA Neighborhood Commercial (CSLA NC) Zone</u></b>
<b><u>22.416.090</u></b>	<b><u>CSLA Civic Center (CSLA CC) Zone</u></b>
<b><u>22.416.100</u></b>	<b><u>CSLA Mixed Use Development 1 (CSLA MXD-1) Zone</u></b>
<b><u>22.416.110</u></b>	<b><u>CSLA Mixed Use Development 2 (CSLA MXD-2) Zone</u></b>
<b><u>22.416.120</u></b>	<b><u>CSLA Public Institutional (CSLA IT) Zone</u></b>
<b><u>22.416.130</u></b>	<b><u>CSLA Buffer (CSLA B-1) Zone</u></b>
<b><u>22.416.140</u></b>	<b><u>General Use Regulations and Standards</u></b>
<b><u>22.416.150</u></b>	<b><u>Minor Modifications</u></b>

**22.416.010 Purpose.**

This Chapter establishes the zones, use regulations, and development standards for lots within the boundary of Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (Specific Plan). The zones with accompanying use regulations and development standards are intended to achieve a specific pattern of development in accordance with the future of the West Athens-Westmont community.

**22.416.020 Applicability.**

A. General. The provisions of this Chapter 22.416 shall apply to all properties within the boundary of the Specific Plan. Except as specified otherwise, no construction, modification, addition, placement or installation of any building or structure shall occur, nor shall any new use commence on any lot, on or after June 11, 2020 that is not in conformity with the provisions of the Specific Plan.

B. Pending Applications and Modifications to Approved Permits. Pending applications filed prior to June 11, 2020 and modifications to approved permits requested



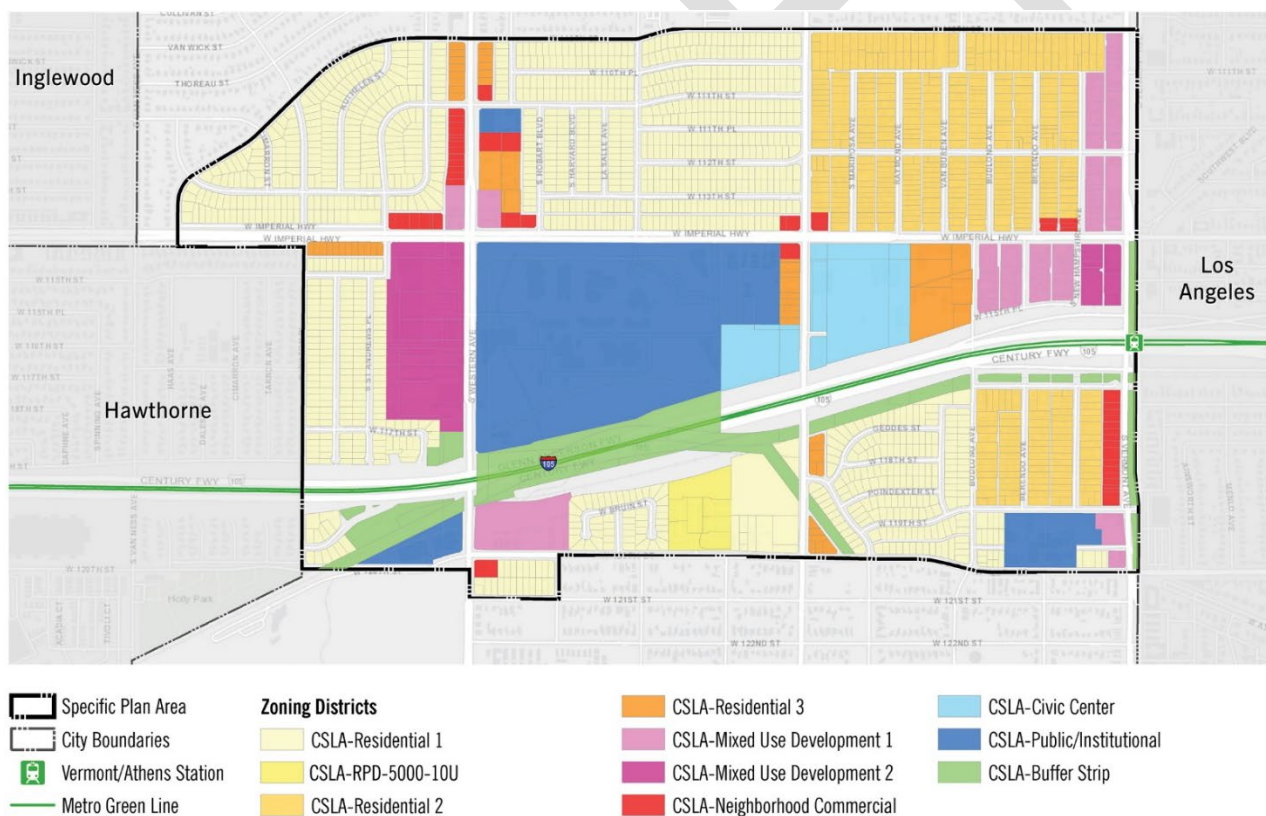
after June 11, 2020 shall be subject to Section 22.246.020 (Applicability of Zone Changes and Ordinance Amendments).

C. Relationship to Other Provisions in Title 22. The provisions of this Chapter 22.412 shall be administered in conjunction with other provisions of this Title 22 in accordance with Section 22.400.030 (Administration).

### **22.416.030 Specific Plan Zones.**

A. Zones Established. Figure 22.416.030-A, below, identifies the zones within the Specific Plan.

**Figure 22.416.030-A: Specific Plan Zones, Connect Southwest LA**



B. Permit and Review Types in Specific Plan Zones. Except as specified otherwise, the establishment of a use in a Specific Plan zone shall be subject to the permit or review type identified in Table 22.416.030-A, below.

<b>TABLE 22.416.030-A: PERMIT AND REVIEW REQUIREMENTS</b>		
<b><u>Regulation</u></b>	<b><u>Permit or Review Type</u></b>	<b><u>Reference</u></b>
<u>Permitted</u>	<u>Ministerial Site Plan Review (SPR)</u>	<u>Chapter 22.186</u>
<u>Conditional</u>	<u>Conditional Use Permit (CUP)</u>	<u>Chapter 22.158</u>

#### **22.416.040 CSLA Residential 1 (CSLA R-1) Zone.**

A. Purpose. The CSLA R-1 Zone is applied to preserve the scale and form of the area's existing single-family residential neighborhoods. The CSLA R-1 Zone provides primarily for single-family detached homes, up to nine dwelling units per acre.

B. Use Regulations for CSLA R-1 Zone. The land use regulations for the Single Family Residence (R-1) Zone contained in Chapter 22.18 (Residential Zones) shall apply to all development in the CSLA R-1 Zone, unless otherwise specified in this Subsection B.

1. Principal Uses. Table 22.416.040-A, below, identifies the principal uses that are generally permitted, conditionally permitted, or prohibited in the CSLA R-1 Zone. All other permitted and conditionally permitted uses shall be subject to the same permit or review application as those in Zone R-1 pursuant to Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

<b>TABLE 22.416.040-A: REGULATIONS ON PRINCIPAL USES FOR CSLA R-1 ZONE</b>	
<b><u>Use</u></b>	<b><u>Regulation</u></b>
<b><u>Residential</u></b>	
<u>Single family dwelling units and duplexes, attached/detached, residential planned unit developments</u>	<u>Permitted</u>

<u>Multifamily dwelling unit (including apartment houses)</u>	<u>Prohibited</u>
<b><u>Public / Institutional</u></b>	
<u>School, subject to Section 22.364.060.F.2.</u>	<u>Conditional</u>
<u>Park, open space, and playground</u>	<u>Permitted</u>
<u>Juvenile Halls</u>	<u>Prohibited</u>

2. Accessory Uses. All accessory uses in the CSLA R-1 Zone shall be subject to the same permit or review application as those in Zone R-1 pursuant to Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

3. Temporary Uses. All temporary uses in the CSLA R-1 Zone shall be subject to the same permit or review application as those in Zone R-1 pursuant to Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

C. Development Standards. Development standards for Zone R-1 contained in Chapter 22.18 (Residential Zones) shall apply to all development in the CSLA R-1 Zone, unless otherwise specified in this Subsection C.

1. Density, Setbacks and Height. Table 22.416.040-B, below, identifies the allowable densities, required setbacks, and allowable building height in the CSLA R-1 Zone.

<b>TABLE 22.416.040-B: DEVELOPMENT STANDARDS FOR CSLA R-1 ZONE</b>		
<b><u>Standard</u></b>	<b><u>Minimum</u></b>	<b><u>Maximum</u></b>
<b><u>Density</u></b>		
<u>Dwelling Units per Acre</u>	<u>1 du/ac</u>	<u>9 du/ac</u>
<b><u>Building Setback</u></b>		
<u>Front Setback</u>	<u>15 ft</u>	<u>None</u>
<u>Side Setback</u>	<u>5 ft<sup>1</sup></u>	<u>None</u>
<u>Rear Setback</u>	<u>10 ft</u>	<u>None</u>
<b><u>Building Height</u></b>		

<u>Building Height</u>	<u>None</u>	<u>35 ft<sup>2</sup></u>
<u>Notes:</u> <u>1. Where a lot is less than 50 feet wide, such lot may have interior side yards equal to 10 percent of the average width, but in no event less than three feet in width.</u> <u>2. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.</u>		

2. Landscaping. With the exception of the required driveway, and a walkway having a width not to exceed four feet, all areas within the street-fronting yard shall be landscaped with drought tolerant or low water use native or non-invasive plants, grasses, shrubbery, or trees, and regularly maintained.

3. Fences, walls, gates, and hedges.

a. Wrought-iron style fences that do not obscure views may be permitted up to five feet high in front yards and corner side yards, subject to a Ministerial Site Plan Review (Chapter 22.186).

b. Fence design may include a combination solid wall and open fencing as long as over 50 percent of the wall is transparent.

c. The use of barbed wire, electrified fence, and chain-link fence in conjunction with any fence, wall, roof, or hedge is prohibited.

4. Lighting. All exterior light fixtures shall be energy efficient; produce warm-white light; avoid light pollution and spill-over; and (with the exception of architectural and landscape lighting) be pedestrian-scaled, shielded, and directed toward the ground.

5. Utility and Mechanical Equipment. Utility and mechanical equipment shall be subject to Section 22.416.140.D (Utilities and Mechanical Equipment).

**22.416.050 CSLA Residential 2 (CSLA R-2) Zone.**

A. Purpose. The CSLA R-2 Zone is applied to provide opportunities for medium density housing containing multiple units up to 18 dwelling units per acre. The development standards for this designation promote a variety of attached housing types, including courtyard housing, row homes, townhomes, and garden apartments, to provide a variety of housing options.

B. Use Regulations for CSLA R-2 Zone. The land use regulations for the Two-Family Residence (R-2) Zone contained in Chapter 22.18 (Residential Zones) shall apply to all development in the CSLA R-2 Zone, unless otherwise specified in this Subsection B.

1. Principal Uses. Table 22.416.050-A, below, identifies the principal uses that are generally permitted, conditionally permitted, or prohibited in the CSLA R-2 Zone. All other permitted and conditionally permitted uses shall be subject to the same permit or review application as those in Zone R-2 pursuant to Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

<b>TABLE 22.416.050-A: REGULATIONS ON PRINCIPAL USES FOR CSLA R-2 ZONE</b>	
<b><u>Use</u></b>	<b><u>Regulation</u></b>
<b><u>Residential</u></b>	
<u>Single family dwelling units, attached/detached; residential planned unit developments</u>	<u>Permitted</u>
<b><u>Public / Institutional</u></b>	
<u>School, subject to Section 22.364.060.F.2.</u>	<u>Conditional</u>
<u>Park, open space, and playground</u>	<u>Permitted</u>
<u>Juvenile Halls</u>	<u>Prohibited</u>

2. Accessory Uses. All accessory uses in the CSLA R-2 Zone shall be subject to the same permit or review application as those in Zone R-2 pursuant to Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

3. Temporary Uses. All temporary uses in the CSLA R-2 Zone shall be subject to the same permit or review application as those in Zone R-2 pursuant to Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

C. Development Standards. Development standards for Zone R-2 contained in Chapter 22.18 (Residential Zones) shall apply to all development in the CSLA R-2 Zone, unless otherwise specified in this Subsection C.

1. Density, Setbacks and Height. Table 22.416.050-B, below, identifies the allowable densities, required setbacks, and allowable building height in the CSLA R-2 Zone.

<b>TABLE 22.416.050-B: DEVELOPMENT STANDARDS FOR CSLA R-2 ZONE</b>		
<b>Standard</b>	<b>Minimum</b>	<b>Maximum</b>
<b>Density</b>		
Dwelling Units per Acre	10 du/ac	18 du/ac
<b>Building Setback</b>		
Front Setback	15 ft	None
Side Setback	5 ft	None
Rear Setback	10 ft	None
<b>Building Height</b>		
Building Height	None	35 ft <sup>1</sup>
Note: 1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.		

2. Landscaping. With the exception of the required driveway, and a walkway having a width not to exceed four feet, all areas within the street-fronting yard shall be landscaped with drought tolerant or low water use native or non-invasive plants, grasses, shrubbery, or trees, and regularly maintained.

3. Fences, walls, gates, and hedges.



a. Wrought-iron-style fences that do not obscure views may be permitted up to five feet high in front yards and corner side yards, subject to a Ministerial Site Plan Review (Chapter 22.186).

b. Fence design may include a combination solid wall and open fencing as long as over 50 percent of the wall is transparent.

c. The use of barbed wire, electrified fence, and chain-link fence in conjunction with any fence, wall, roof, or hedge is prohibited.

4. Lighting. All exterior light fixtures shall be energy efficient; produce warm-white light; avoid light pollution and spill-over; and (with the exception of architectural and landscape lighting) be pedestrian-scaled, shielded, and directed toward the ground.

5. Utility and Mechanical Equipment. Utility and mechanical equipment shall be subject to Section 22.416.140.D (Utilities and Mechanical Equipment).

**22.416.060 CSLA Residential 3 (CSLA R-3) Zone.**

A. Purpose. The CSLA R-3 Zone accommodates developments containing higher density multiple units, either apartments or condominiums, up to 30 dwelling units per acre. The intent is to promote desirable medium to higher density residential close to transit and other services. The development standards for this designation promote a variety of product types given the range of lot sizes and configurations. This designation is also intended to encourage the development of affordable and workforce housing to serve the needs of the West Athens-Westmont community, and especially associated with Los Angeles Southwest College (LASC).

B. Use Regulations for CSLA R-3 Zone. The land use regulations for the Limited Multiple Density Residence (R-3) Zone contained in Chapter 22.18 (Residential Zones) shall apply to all development in the CSLA R-3 Zone, unless otherwise specified in this Subsection B.

1. Principal Uses. Table 22.416.060-A, below, identifies the principal uses that are generally permitted, conditionally permitted, or prohibited in the CSLA R-3 Zone. All other permitted and conditionally permitted uses shall be subject to the same permit or review application as those in Zone R-3 pursuant to Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

<b>TABLE 22.416.060-A: REGULATIONS ON PRINCIPAL USES FOR CSLA R-3 ZONE</b>	
<b>Use</b>	<b>Regulation</b>
<b><u>Residential<sup>1</sup></u></b>	
<u>Single family dwelling units, attached/detached; residential planned unit developments</u>	<u>Permitted</u>
<u>Multi-family dwelling unit (including apartment houses)</u>	<u>Permitted</u>
<b><u>Public / Institutional</u></b>	
<u>School, subject to Section 22.364.060.F.2.</u>	<u>Conditional</u>
<u>Churches, temples, and other places of worship</u>	<u>Conditional</u>
<u>Childcare center</u>	<u>Conditional</u>
<u>Park, open space, and playground</u>	<u>Permitted</u>
<b><u>Commercial</u></b>	
<u>Hospital (including convalescent home, nursing home and maternity home)</u>	<u>Conditional</u>
<u>Golf Courses</u>	<u>Prohibited</u>
<b><u>Note:</u></b> <u>1. Residential units shall not be located within 200-feet of the freeway right-of-way. Other uses such as parking are allowed.</u>	

2. Accessory Uses. All accessory uses in the CSLA R-3 Zone shall be subject to the same permit or review application as those in Zone R-3 pursuant to Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

3. Temporary Uses. All temporary uses in the CSLA R-3 Zone shall be subject to the same permit or review application as those in Zone R-3 pursuant to Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

C. Development Standards. Development standards for Zone R-3 contained in Chapter 22.18 (Residential Zones) shall apply to all development in the CSLA R-3 Zone, unless otherwise specified in this Subsection C.

1. Density, Setbacks and Height. Table 22.416.060-B, below, identifies the allowable densities, required setbacks, and allowable building height in the CSLA R-3 Zone.

<b>TABLE 22.416.060-B: DEVELOPMENT STANDARDS FOR CSLA R-3 ZONE</b>		
<b><u>Standard</u></b>	<b><u>Minimum</u></b>	<b><u>Maximum</u></b>
<b><u>Density</u></b>		
<u>Dwelling Units per Acre</u>	<u>19 du/ac</u>	<u>30 du/ac</u>
<b><u>Building Setback</u></b>		
<u>Front Setback</u>	<u>10 ft</u>	<u>None</u>
<u>Side Setback</u>	<u>5 ft</u>	<u>None</u>
<u>Rear Setback</u>	<u>10 ft</u>	<u>None</u>
<u>Interior Yard Adjacent to Single Family Residential (Side or Rear)</u>	<u>15 ft</u>	<u>None</u>
<b><u>Building Height</u></b>		
<u>Building Height</u>	<u>None</u>	<u>40 ft<sup>1</sup></u>
<b><u>Note:</u></b>		
<u>1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.</u>		

2. Orientation. Developments north of the I-105 Freeway shall be oriented toward Imperial Highway to the extent feasible.

3. Required Open Space. 200 square feet of open space per dwelling unit shall be provided in either common open space, private open space, or a combination of both, subject to the following:

a. Minimum dimension for private open space shall be 7 feet;

b. Minimum dimension for common open space shall be 20 feet;

c. Front yard shall be excluded from the calculation of open space. Side and rear yards may be included;

d. Open space shall have no parking, driveway, or right-of-way encroachments;

e. Common open space shall be developed for either active or passive use and professionally maintained in accordance with approved landscape and irrigation plans;

f. Internal courtyards and common open space enclosed on three sides shall have a minimum dimension of 40 feet;

g. Private open space shall be contiguous to the units served; and

h. Balconies shall have a solid railing and patios shall be walled for security and privacy.

4. Walkways. Pedestrian walkways shall be a minimum of four feet in width.

5. Landscaping. With the exception of the required driveway and pedestrian walkway, all areas within the street-fronting yard shall be landscaped with

drought tolerant or low water use native or non-invasive plants, grasses, shrubbery, or trees, and regularly maintained.

6. Fences, walls, gates, and hedges.

a. Wrought-iron style fences that do not obscure views may be permitted up to five feet high in front yards and corner side yards, subject to a Ministerial Site Plan Review (Chapter 22.186).

b. Fence design may include a combination solid wall and open fencing as long as over 50 percent of the wall is transparent.

c. The use of barbed wire, electrified fence, and chain-link fence in conjunction with any fence, wall, roof, or hedge is prohibited.

7. Lighting. All exterior light fixtures shall be energy efficient; produce warm-white light; avoid light pollution and spill-over; and (with the exception of architectural and landscape lighting) be pedestrian-scaled, shielded, and directed toward the ground.

8. Utility and Mechanical Equipment. Utility and mechanical equipment shall be subject to Section 22.416.140.D (Utilities and Mechanical Equipment).

9. Circulation and Parking.

a. Parking shall not be located in required front yards or corner side yards.

b. Carports and parking structures shall be architecturally integrated in the project design.

c. Parked vehicles shall be screened from view from public rights-of-way by architectural detailing, façade treatment, artwork, landscaping, or similar visual features to enhance the street façade.

**22.416.070                    CSLA Residential Planned Development - 5000-10U (CSLA RPD-5000-10U) Zone.**

This zone was established to accommodate Olive Glen by Williams Homes; a planned unit development on 120th Street. The creation of this zone shall have no effect on the prior project approval beyond including it in the Specific Plan Area.

**22.416.080                    CSLA Neighborhood Commercial (CSLA NC) Zone.**

A. Purpose. The CSLA NC Zone is established to serve the local retail and service needs of the residents, employees, and students in the area. This zone is suited for small scale retail service developments and restaurants that serve the daily needs of adjacent neighborhoods. The intent is to maintain and promote the continuation of the neighborhood-service commercial uses.

B. Use Regulations for CSLA NC Zone. The land use regulations for the Neighborhood Business (C-2) Zone contained in Chapter 22.20 (Commercial Zones) shall apply to all development in the CSLA NC Zone, unless otherwise specified in this Subsection B.

1. Principal Uses. Table 22.416.080-A, below, identifies the principal uses that are generally permitted, conditionally permitted, or prohibited in the CSLA NC Zone. All other permitted and conditionally permitted uses shall be subject to the same permit or review application as those in Zone C-2 pursuant to Section 22.20.030 (Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-MJ, and C-R).



<b>TABLE 22.416.080-A: REGULATIONS ON PRINCIPAL USES FOR CSLA NC ZONE</b>	
<b>Use</b>	<b>Regulation</b>
<b><u>Residential</u></b>	
<u>Mixed use developments (retail/office)</u>	<u>Conditional</u>
<b><u>Public/Institutional</u></b>	
<u>School, subject to Section 22.364.060.F.2.</u>	<u>Conditional</u>
<u>Fire Station</u>	<u>Conditional</u>
<b><u>Service Commercial</u></b>	
<u>Alcoholic beverage sales, for off-site consumption, including liquor store</u>	<u>Prohibited</u>
<u>Alcoholic beverage sales, for on-site consumption – bars and cocktail lounges</u>	<u>Prohibited</u>
<u>Alcoholic beverage sales, for on-site consumption – incidental to restaurants and other eating establishments</u>	<u>Conditional</u>
<u>Alternative financial service</u>	<u>Prohibited</u>
<u>Amusement rides and devices</u>	<u>Prohibited</u>
<u>Automobile battery and repair shops</u>	<u>Prohibited</u>
<u>Automobile service station</u>	<u>Prohibited</u>
<u>Bulk recycling</u>	<u>Prohibited</u>
<u>Car wash</u>	<u>Prohibited</u>
<u>Drive-through establishments and drive-through lanes</u>	<u>Prohibited</u>
<u>Check cashing, auto title loans, short-term lending</u>	<u>Prohibited</u>
<u>Parking lots and parking garages as primary use</u>	<u>Prohibited</u>
<u>Pawn shops</u>	<u>Prohibited</u>
<u>Smoking-oriented, tobacco, pipe and vape shops</u>	<u>Prohibited</u>
<u>Vehicle-related uses including sales, rentals, storage, washing, and services</u>	<u>Prohibited</u>
<u>Wholesale</u>	<u>Prohibited</u>

2. Accessory Uses. All accessory uses in the CSLA NC Zone shall be subject to the same permit or review application as those in Zone C-2 pursuant to Section 22.20.030 (Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-MJ, and C-R).

3. Temporary Uses. All temporary uses in the CSLA NC Zone shall be subject to the same permit or review application as those in Zone C-2 pursuant to Section 22.20.030 (Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-MJ, and C-R).

C. Development Standards. Development standards for Zone C-2 contained in Chapter 22.20 (Commercial Zones) shall apply to all development in the CSLA NC Zone, unless otherwise specified in this Subsection C.

1. Floor Area Ratio (FAR), Setbacks and Height. Table 22.416.080-B, below, identifies the allowable FAR, required setbacks, and allowable building height in the CSLA NC Zone.

<b>TABLE 22.416.080-B: DEVELOPMENT STANDARDS FOR CSLA NC ZONE</b>		
<b>Standard</b>	<b>Minimum</b>	<b>Maximum</b>
<b><u>Floor Area Ratio</u></b>		
<u>All buildings</u>	<u>0</u>	<u>0.35</u>
<b><u>Building Setback</u></b>		
<u>Vermont Avenue</u>	<u>10 ft</u>	<u>None</u>
<u>Imperial Highway</u>	<u>10 ft</u>	<u>None</u>
<u>Western Avenue</u>	<u>10 ft</u>	<u>None</u>
<u>Normandie Avenue</u>	<u>10 ft</u>	<u>None</u>
<u>Interior Yard (Side or Rear)</u>	<u>0 ft</u>	<u>None</u>
<u>Interior Yard Adjacent to Single Family Residential (Side or Rear)</u>	<u>15 ft</u>	<u>None</u>
<b><u>Building Height</u></b>		
<u>Building Height</u>	<u>None</u>	<u>45 ft<sup>1</sup></u>
<b><u>Notes:</u></b> <u>1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.</u>		

2. Landscaping.

a. A minimum of 20 percent of the lot shall be developed and professionally maintained in accordance with approved landscape and irrigation plans.

b. Pedestrian walkways, plazas, and outdoor dining areas may be developed in the landscape area.

c. Landscaping required in parking lots shall not count toward this requirement.

3. Building Design.

a. Street-level non-residential uses shall have a minimum floor-to-ceiling height of 15 feet.

b. At least 50 percent of a nonresidential street-level frontage shall consist of transparent glass windows or doors with minimal obstruction from window signs, interior walls, or window displays that inhibit views to the interior.

c. At least 30 percent of a residential street-level frontage shall consist of windows and openings.

d. On upper floors facing streets, a minimum of 40 percent of building facades for commercial uses, and a minimum of 20 percent for residential uses, shall consist of windows and openings.

e. All glass in non-residential windows and doors shall be transparent and either clear or lightly tinted to maximize visibility of building interiors from pedestrian areas.

f. Mirrored, highly reflective, or densely tinted glass shall be prohibited.

4. Lighting. All exterior light fixtures shall be energy efficient; produce warm-white light; avoid light pollution and spill-over; and (with the exception of architectural and landscape lighting) be pedestrian-scaled, shielded, and directed toward the ground. Blinking, flashing, and oscillating lights of any type visible on the exterior are prohibited.

5. Utility and Mechanical Equipment. Utility and mechanical equipment shall be subject to Section 22.416.140.D (Utilities and Mechanical Equipment).

**22.416.090 CSLA Civic Center (CSLA CC) Zone.**

A. Purpose. The CSLA CC Zone is intended to allow opportunities for non-civic uses, including commercial, interim and supportive housing, multifamily residential uses and public open space, where appropriate, to occur with civic uses located along Imperial Highway. The CSLA CC Zone allows multifamily residential uses as an incentive for the development of affordable housing. Over time, the CSLA CC Zone will integrate the existing civic uses and the multifamily residential areas east toward the station, into a walkable, safe district. Residential uses are intended to provide for housing options and affordability, particularly workforce housing in proximity to both employment uses and transit.

B. Use Regulations for CSLA CC Zone.

1. Principal Uses. Table 22.416.090-A, below, identifies the principal uses that are permitted, conditionally permitted, or prohibited in the CSLA CC Zone.

<b><u>TABLE 22.416.090-A: REGULATIONS ON PRINCIPAL USES FOR CSLA CC ZONE</u></b>	
<b><u>Use</u></b>	<b><u>Regulation</u></b>
<b><u>Residential</u></b>	
<u>Multifamily dwelling unit (including apartment houses)</u>	<u>Permitted</u>
<u>Mixed Use developments, subject to Section 22.140.350.A.4, A.5.a through A.5.g, A.6, and A.7.</u>	<u>Permitted</u>
<u>Emergency Shelters, subject to Section 22.140.180</u>	<u>Permitted</u>
<u>Domestic Violence Shelters, subject to 22.140.180</u>	<u>Permitted</u>
<u>Interim and Supportive Housing</u>	<u>Permitted</u>
<b><u>Public/Institutional</u></b>	
<u>Art and cultural facility</u>	<u>Permitted</u>

**TABLE 22.416.090-A: REGULATIONS ON PRINCIPAL USES FOR CSLA CC ZONE**

<b><u>Use</u></b>	<b><u>Regulation</u></b>
<u>Churches, temples, and other places of worship</u>	<u>Permitted</u>
<u>Fire Station</u>	<u>Conditional</u>
<u>Park, open space, and playground</u>	<u>Permitted</u>
<u>School, private</u>	<u>Prohibited</u>
<u>School, public, subject to Section 22.364.060.F.2</u>	<u>Conditional</u>
<b><u>Service / Retail Commercial</u></b>	
<u>Alcoholic beverage sales, for off-site consumption, including liquor store</u>	<u>Prohibited</u>
<u>Alcoholic beverage sales, for on-site consumption – bars and cocktail lounges</u>	<u>Prohibited</u>
<u>Alcoholic beverage sales, for on-site consumption – incidental to restaurants and other eating establishments</u>	<u>Conditional</u>
<u>Alternative financial service</u>	<u>Prohibited</u>
<u>Amusement rides and devices</u>	<u>Prohibited</u>
<u>Automobile battery and repair shops</u>	<u>Prohibited</u>
<u>Automobile service station</u>	<u>Prohibited</u>
<u>Bakery, coffee house/café, delicatessen/cafeteria</u>	<u>Permitted</u>
<u>Bank and financial institution</u>	<u>Permitted</u>
<u>Childcare facility or nursery school</u>	<u>Conditional</u>
<u>Commercial recreational facility</u>	<u>Permitted</u>
<u>Drive-through establishments and drive-through lanes</u>	<u>Prohibited</u>
<u>Check cashing, auto title loans, short-term lending</u>	<u>Prohibited</u>
<u>Grocery stores/supermarkets</u>	<u>Permitted</u>
<u>Health club/gymnasium</u>	<u>Conditional</u>
<u>Hotel</u>	<u>Conditional</u>
<u>Medical or Dental office</u>	<u>Permitted</u>
<u>Pawn shops</u>	<u>Prohibited</u>
<u>Professional office</u>	<u>Permitted</u>
<u>Restaurant, family, specialty, without drive through lanes</u>	<u>Permitted</u>
<u>Shared kitchen complex, subject to Section 22.140.540</u>	<u>Conditional</u>
<u>Smoking oriented, tobacco, pipe and vape shops</u>	<u>Prohibited</u>
<u>Vehicle-related uses including sales, rentals, storage, washing, and services</u>	<u>Prohibited</u>

<b>TABLE 22.416.090-A: REGULATIONS ON PRINCIPAL USES FOR CSLA CC ZONE</b>	
<b>Use</b>	<b>Regulation</b>
<u>Wholesale</u>	<u>Prohibited</u>

2. Accessory Uses. Accessory uses and structures are permitted in the CSLA CC Zone when associated with, and subordinate to, a permitted or conditionally permitted principal use on the same site, and may include the uses listed in Table 22.416.090-B, below.

<b>TABLE 22.416.090-B: ACCESSORY USES FOR CSLA CC ZONE</b>	
<u>Administrative office</u>	<u>Patio cover/trellis</u>
<u>Assembly/multipurpose room or building</u>	<u>Short-term rental, subject to Section 22.140.700</u>
<u>Caretaker's quarters</u>	<u>Sports courts</u>
<u>Enclosed, screened trash enclosures</u>	<u>Swimming pool/spa</u>
<u>Maintenance/incidental storage structure</u>	

3. Temporary Uses. All temporary uses in the CSLA CC Zone shall be subject to the same permit or review application as those in Zone MXD pursuant to Section 22.26.030.B (Land Use Regulations).

C. Development Standards.

1. Density, FAR, Setbacks and Height. Table 22.416.090-C, below, identifies the allowable densities, FAR, required setbacks, and allowable building height in the CSLA CC Zone.

<b>Table 22.416.090-C: DEVELOPMENT STANDARDS FOR CSLA CC ZONE</b>		
<b>Standard</b>	<b>Minimum</b>	<b>Maximum</b>
<b>Density</b>		
<u>Residential</u>	<u>18 du/ac</u>	<u>30 du/ac</u>
<b>Floor Area Ratio (FAR)</b>		
<u>All buildings</u>	<u>1.0</u>	<u>1.5</u>
<b>Building Setback</b>		
<u>Imperial Highway</u>	<u>5 feet</u>	<u>None</u>
<u>Normandie Avenue</u>	<u>5 feet</u>	<u>None</u>
<u>Internal Roadway</u>	<u>15 feet</u>	<u>None</u>



Table 22.416.090-C: DEVELOPMENT STANDARDS FOR CSLA CC ZONE		
Building Height		
Building height	None	50 feet <sup>1</sup>
Note: <u>1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.</u>		

2. Building Design.

a. Building Orientation and Location. Developments shall not be oriented toward the freeway. Permanent multi-family residential units shall not be located within 200 feet of the freeway right-of-way, although other uses such as parking, a commercial-only development, or the nonresidential component of a mixed-use development are allowed. Projects shall be oriented toward Imperial Highway to the extent feasible.

b. Large facades/walls of structures that provide no pedestrian access or only secondary access (such as for a parking structure or operations plant) that are within 20 feet of a street shall be screened with trees, large shrubbery, and other vegetation installed and professionally maintained in accordance with approved landscape and irrigation plans.

c. Street-level non-residential uses shall have a minimum floor-to-ceiling height of 15 feet.

d. At least 50 percent of a nonresidential street-level frontage shall consist of transparent glass windows or doors with minimal obstruction from window signs, interior walls, or window displays that inhibit views to the interior.

e. At least 30 percent of a residential street-level frontage shall consist of windows and openings.

f. On upper floors facing streets, a minimum of 40 percent of building facades for commercial uses, and a minimum of 20 percent for residential uses, shall consist of windows and openings.

g. All glass in non-residential windows and doors shall be transparent and either clear or lightly tinted to maximize visibility of building interiors from pedestrian areas.

h. Mirrored, highly reflective, or densely tinted glass shall be prohibited.

3. Lighting. All exterior light fixtures shall be energy efficient; produce warm-white light; avoid light pollution and spill-over; and (with the exception of architectural and landscape lighting) be pedestrian-scaled, shielded, and directed toward the ground. Blinking, flashing, and oscillating lights of any type visible on the exterior are prohibited.

4. Landscaping. Landscaping along Imperial Highway shall not create a barrier for pedestrian or bicycle access into outdoor non-private open spaces.

5. Circulation and Parking.

a. Projects shall incorporate pedestrian and bicycle path connections into their project design.

b. Bicycle parking shall be provided as specified in Section 22.416.140.E (Bike Parking and Related Facilities).

c. Parking facilities shall be provided as specified in Section 22.416.140.F (Parking Facilities).

6. Utility and Mechanical Equipment. Utility and mechanical equipment shall be subject to Section 22.416.140.D (Utilities and Mechanical Equipment).

**22.416.100 CSLA Mixed Use Development 1 (CSLA MXD-1) Zone.**

A. Purpose. The CSLA MXD-1 Zone is intended to promote development of a mix of commercial, office, and residential, with an emphasis on neighborhood serving uses. The CSLA MXD-1 Zone provides for a range of smaller to medium scale retail, horizontal and vertical mixed use developments, and multiple family residential uses up to 30 dwelling units per acre. Developments have private/public open space components and strong bicycle and pedestrian connections to the Vermont/Athens Station, LASC campus, and the community.

B. Use Regulations for CSLA MXD-1 Zone.

1. Principal Uses. Table 22.416.100-A, below, identifies the principal uses that are permitted, conditionally permitted, or prohibited in the CSLA MXD-1 Zone.

<b>TABLE 22.416.100-A: REGULATIONS ON PRINCIPAL USES FOR CSLA MXD-1 ZONE</b>	
<b>Use</b>	<b>Regulation</b>
<b><u>Residential</u></b>	
<u>Mixed use developments</u>	<u>Permitted</u>
<u>Multifamily housing (including existing apartment houses nonconforming due to standards)</u>	<u>Permitted</u>
<u>Emergency shelters, subject to Section 22.140.180</u>	<u>Permitted</u>
<u>Domestic violence shelters, subject to Section 22.140.180</u>	<u>Permitted</u>
<u>Interim and supportive housing</u>	<u>Permitted</u>
<u>Townhouses</u>	<u>Prohibited</u>
<u>Two Family Residences</u>	<u>Prohibited</u>
<u>Single Family Residences</u>	<u>Prohibited</u>
<b><u>Public/Institutional</u></b>	
<u>Art and cultural facility</u>	<u>Permitted</u>
<u>Churches, temples, and other places of worship</u>	<u>Permitted</u>
<u>Fire station</u>	<u>Conditional</u>

<b>TABLE 22.416.100-A: REGULATIONS ON PRINCIPAL USES FOR CSLA MXD-1 ZONE</b>	
<b><u>Use</u></b>	<b><u>Regulation</u></b>
<u>Park, open space, and playground</u>	<u>Permitted</u>
<u>School, subject to Section 22.364.060.F.2</u>	<u>Conditional</u>
<b><u>Service / Retail Commercial</u></b>	
<u>Alcoholic beverage sales, for off-site consumption, including liquor store</u>	<u>Prohibited</u>
<u>Alcoholic beverage sales, for on-site consumption – bars and cocktail lounges</u>	<u>Prohibited</u>
<u>Alcoholic beverage sales, for on-site consumption – incidental to restaurants and other eating establishments</u>	<u>Conditional</u>
<u>Alternative financial service</u>	<u>Prohibited</u>
<u>Amusement rides and devices</u>	<u>Prohibited</u>
<u>Automobile battery and repair shops</u>	<u>Prohibited</u>
<u>Automobile service station</u>	<u>Prohibited</u>
<u>Bakery, coffee house/café, delicatessen/cafeteria</u>	<u>Permitted</u>
<u>Bank and financial institution</u>	<u>Permitted</u>
<u>Childcare facility or nursery school</u>	<u>Conditional</u>
<u>Commercial recreational facility</u>	<u>Permitted</u>
<u>Drive-through establishments and drive-through lanes</u>	<u>Prohibited</u>
<u>Check cashing, auto title loans, short-term lending</u>	<u>Prohibited</u>
<u>Grocery stores/supermarkets</u>	<u>Permitted</u>
<u>Health clubs/gymnasium</u>	<u>Permitted</u>
<u>Hotel</u>	<u>Permitted</u>
<u>Medical or dental office</u>	<u>Permitted</u>
<u>Movie theater</u>	<u>Permitted</u>
<u>Parking lots and parking garages as primary use</u>	<u>Prohibited</u>
<u>Pawn shops</u>	<u>Prohibited</u>
<u>Professional office</u>	<u>Permitted</u>
<u>Retail, sale of new goods only</u>	<u>Permitted</u>
<u>Restaurant, family, specialty, without drive-through lanes</u>	<u>Permitted</u>
<u>Theater, including live performance</u>	<u>Permitted</u>
<u>Smoking-oriented, tobacco, pipe and vape shop</u>	<u>Prohibited</u>
<u>Vehicle-related uses including sales, rentals, storage, washing, and services</u>	<u>Prohibited</u>
<u>Wholesale</u>	<u>Prohibited</u>

2. Accessory Uses. Accessory uses and structures are permitted in the

CSLA MXD-1 Zone when associated with, and subordinate to, a permitted or conditionally

permitted principal use on the same site, and may include the uses listed in Table 22.416.100-B, below.

<b>TABLE 22.416.100-B: ACCESSORY USES FOR CSLA MXD-1 ZONE</b>	
<u>Administrative office</u>	<u>Patio cover/trellis</u>
<u>Assembly/multipurpose room or building</u>	<u>Short-term rental, subject to Section 22.140.700</u>
<u>Caretaker's quarters</u>	<u>Sports courts</u>
<u>Enclosed, screened trash enclosures</u>	<u>Swimming pool/spa</u>
<u>Maintenance/incidental storage structure</u>	

3. Temporary Uses. All temporary uses in the CSLA MXD-1 Zone shall be subject to the same permit or review application as those in Zone MXD pursuant to Section 22.26.030.B (Land Use Regulations).

C. Development Standards.

1. Density, FAR, Setbacks and Height. Table 22.416.100-C, below, identifies the allowable densities, FAR, required setbacks, and allowable building height in the CSLA MXD-1 Zone.

<b>Table 22.416.100-C: DEVELOPMENT STANDARDS FOR CSLA MXD-1 ZONE</b>		
<b><u>Standard</u></b>	<b><u>Minimum</u></b>	<b><u>Maximum</u></b>
<b><u>Density</u></b>		
<u>Residential</u>	<u>18 du/ac</u>	<u>30 du/ac</u>
<b><u>Floor Area Ratio (FAR)</u></b>		
<u>All buildings</u>	<u>1.0</u>	<u>1.5</u>
<b><u>Building Setback</u></b>		
<u>Vermont Ave</u>	<u>5 ft</u>	<u>15 ft</u>
<u>Imperial Highway</u>	<u>5 ft</u>	<u>15 ft</u>
<u>Internal Roadway</u>	<u>15 ft</u>	<u>None</u>
<u>Interior Yard (side or rear)</u>	<u>0 ft</u>	<u>None</u>
<u>Interior Yard Adjacent to Residential (side or rear)</u>	<u>15 ft</u>	<u>None</u>
<b><u>Building Height</u></b>		
<u>Building height</u>	<u>None</u>	<u>45ft<sup>1</sup></u>
<b><u>Note:</u></b>		
<u>1: Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.</u>		

2. Buffer and Stepback When Abutting Single-Family Residential Lot.

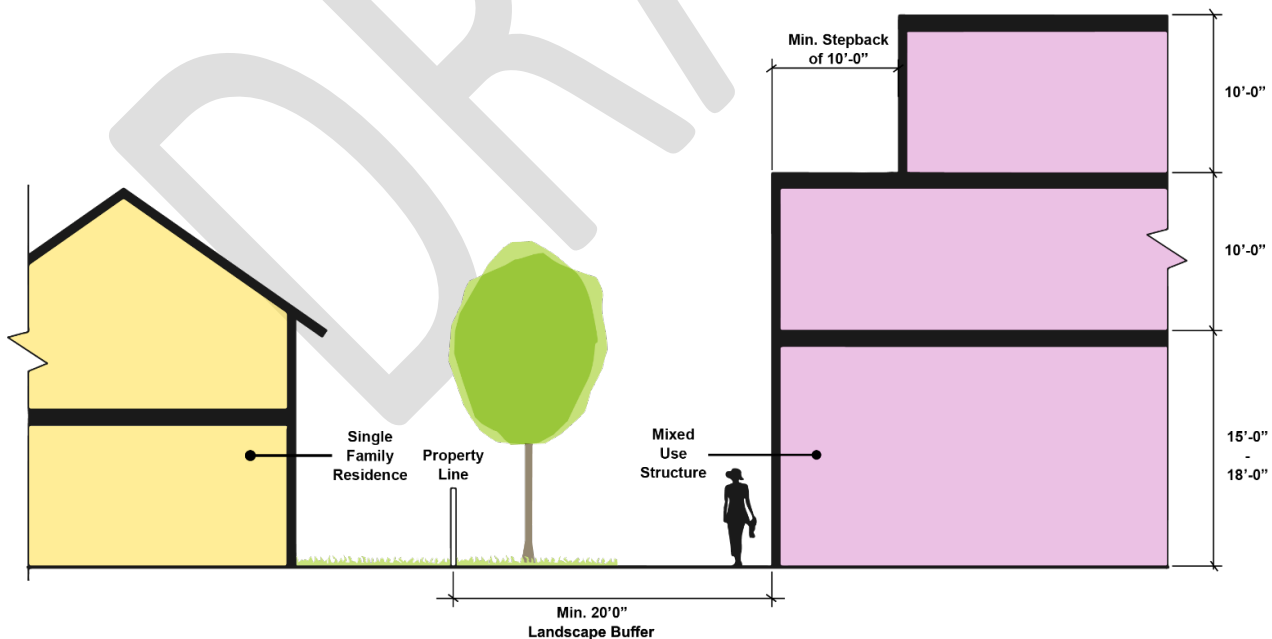
When sharing a property line with a single-family residentially zoned lot, the following requirements, illustrated in Figure 22.416.100-A, shall apply:

a. Windows, balconies, or similar openings shall be oriented so as to minimize any direct line-of-sight into adjacent units or onto private patios or backyards adjoining the property line;

b. The third floor shall be stepped back by a minimum of 10 feet;  
and

c. A minimum 20 feet landscape buffer shall be installed.

**Figure 22.416.100-A: Building Height and Setback Requirement  
for CSLA MXD-1 Zone**



3. Building Design.



a. Building Orientation and Location. Developments shall not be oriented toward the freeway. Residential units shall not be located within 200 feet of the freeway right-of-way, although other uses such as parking, a commercial-only development, or the nonresidential component of a mixed-use development are allowed.

b. Frontages. Building frontages shall include variations in wall planes (projections and recesses), wall height (vertical relief), and roof forms and heights to reduce the perceived scale of the structure.

c. Façades

i. Street wall façades shall be architecturally enhanced by the use of arcades, colonnades, recessed entrances, window details, bays, and variation in building materials, color, and other details.

ii. The façade detailing of mixed-use buildings shall visually differentiate ground floor uses from upper-story uses. The base shall visibly anchor the building to the ground with a treatment of higher quality materials excluding stucco.

iii. Commercial and residential entries shall be clearly identifiable and differentiated from one another.

d. Design Features

i. Buildings having 100 feet or more of street frontage shall be designed to provide roofs of varying heights.

ii. All primary ground floor entries for individual residential units and commercial units that are adjacent to the street front shall be oriented toward the street front rather than the interior or to a parking lot.

iii. Buildings having 100 feet or more of street frontage shall be designed to provide roofs of varying heights.

iv. Street-level non-residential uses shall have a minimum floor-to-ceiling height of 15 feet.

v. At least 50 percent of a nonresidential street-level frontage shall consist of transparent glass windows or doors with minimal obstruction from window signs, interior walls, or window displays that inhibit views to the interior.

vi. At least 30 percent of a residential street-level frontage shall consist of windows and openings.

vii. On upper floors facing streets, a minimum of 40 percent of building facades for commercial uses, and a minimum of 20 percent for residential uses, shall consist of windows and openings.

viii. All glass in non-residential windows and doors shall be transparent and either clear or lightly tinted to maximize visibility of building interiors from pedestrian areas.

ix. Mirrored, highly reflective, or densely tinted glass shall be prohibited.

x. Rough-coat stucco is prohibited.

4. Lighting. All exterior light fixtures shall be energy efficient; produce warm-white light; avoid light pollution and spill-over; and (with the exception of architectural and landscape lighting) be pedestrian-scaled, shielded, and directed toward the ground. Blinking, flashing, and oscillating lights of any type visible on the exterior are prohibited.

5. Utility and Mechanical Equipment. Utility and mechanical equipment shall be subject to Section 22.416.140.D (Utilities and Mechanical Equipment).

6. Required Open Space for Residential Uses: 100 square feet of open space per dwelling unit shall be provided in either common open space, private space, or a combination of both, in a residential development or for the residential component of a mixed-use development, subject to the following:

a. Minimum dimension for private open space shall be 7 feet;

b. Minimum dimension for common open space shall be 20 feet;

c. Front yard shall be excluded from the calculation of open space. Side and rear yards may be included;

d. Open space shall have no parking, driveway, or right-of-way encroachments;

e. Common open space shall be developed for either active or passive use and professionally maintained in accordance with approved landscape and irrigation plans;

f. Common open space shall be located on the same property as the residential use it serves and shall be available exclusively for the use of all residents of the development;

g. Rooftops used for common open space shall be developed and professionally maintained in accordance with approved landscape and irrigation plans.

Mechanical equipment and/or storage areas shall not count toward open space requirements;

h. Private open space shall be contiguous to the unit served;

i. Balconies shall have a solid railing and patios shall be walled for security and privacy; and

j. Internal courtyards and common open space enclosed on three sides shall have a minimum dimension of 40 feet.

7. Required Open Space for Non-Residential Uses: Open spaces shall be provided in a non-residential development or for the non-residential component of a mixed-use development subject to the following:

a. Minimum 500 square feet of open space shall be provided on a project site containing less than 2 acres;

b. Minimum 2,500 square feet of open space shall be provided on a project site containing 2 acres or more;

c. Non-residential open space requirements may be satisfied by outdoor dining areas, pedestrian plazas, pocket parks, promenades or other outdoor amenities accessible to the public; and

d. Open space shall have no parking, driveway, or right-of-way encroachments.

8. Walkways. Pedestrian walkways shall be a minimum of four feet wide.

9. Circulation and Parking.

a. Projects shall incorporate pedestrian and bicycle path connections into their project design.

b. Parking structures shall be underground or architecturally integrated so as to be screened from view.

c. Bicycle parking shall be provided as specified in Section 22.416.140.E (Bike Parking and Related Facilities).

d. Parking facilities shall be provided as specified in Section 22.416.140.F (Parking Facilities).

**22.416.110 CSLA Mixed Use Development 2 (CSLA MXD-2) Zone.**

A. Purpose. The CSLA MXD-2 Zone is intended to be developed over time as a transit-supportive environment, providing a higher-intensity mix of retail, office, restaurant uses and residential development in a compact, walkable setting. This designation encourages multiple family residential, in a vertical mixed-use configuration, up to 60 dwelling units per acre. The development standards and design requirements address vital private/public open space components, and pedestrian facilities. The MXD-2 Zone is intended to promote community redevelopment through higher intensity, transit supporting infill development.

**B. Use Regulations for CSLA MXD-2 Zone.**

1. Principal Uses. Table 22.416.110-A, below, identifies the principal uses that are permitted, conditionally permitted, or prohibited in the CSLA MXD-2 Zone.

<b>TABLE 22.416.110-A: REGULATIONS ON PRINCIPAL USES FOR CSLA MXD-2 ZONE</b>	
<b>Use</b>	<b>Regulation</b>
<b>Residential</b>	
<u>Mixed use developments</u>	<u>Permitted</u>
<u>Multifamily housing (including existing apartment houses nonconforming due to standards)</u>	<u>Permitted</u>
<u>Emergency shelters, subject to Section 22.140.180</u>	<u>Permitted</u>
<u>Domestic violence shelters, subject to Section 22.140.180</u>	<u>Permitted</u>
<u>Interim and supportive housing</u>	<u>Permitted</u>
<u>Townhouses</u>	<u>Prohibited</u>
<u>Two Family Residences</u>	<u>Prohibited</u>

**TABLE 22.416.110-A: REGULATIONS ON PRINCIPAL USES FOR CSLA MXD-2 ZONE**

<b><u>Use</u></b>	<b><u>Regulation</u></b>
<u>Single Family Residences</u>	<u>Prohibited</u>
<b><u>Public/Institutional</u></b>	
<u>Art and cultural facility</u>	<u>Permitted</u>
<u>Churches, temples, and other places of worship</u>	<u>Permitted</u>
<u>Fire station</u>	<u>Conditional</u>
<u>Park, open space, and playground</u>	<u>Permitted</u>
<u>School, subject to Section 22.364.060.F.2</u>	<u>Conditional</u>
<b><u>Service / Retail Commercial</u></b>	
<u>Alcoholic beverage sales, for off-site consumption – establishment with floor area less than 10,000 sf</u>	<u>Prohibited</u>
<u>Alcoholic beverage sales, for off-site consumption – establishment other than a liquor store with floor area 10,000 sf or more</u>	<u>Conditional</u>
<u>Alcoholic beverage sales, for off-site consumption – liquor store</u>	<u>Prohibited</u>
<u>Alcoholic beverage sales, for on-site consumption – bars and cocktail lounges</u>	<u>Prohibited</u>
<u>Alcoholic beverage sales, for on-site consumption – incidental to restaurants and other eating establishments</u>	<u>Conditional</u>
<u>Alternative financial service</u>	<u>Prohibited</u>
<u>Amusement rides and devices</u>	<u>Prohibited</u>
<u>Automobile battery and repair shops</u>	<u>Prohibited</u>
<u>Automobile service station</u>	<u>Prohibited</u>
<u>Bakery, coffee house/café, delicatessen/cafeteria</u>	<u>Permitted</u>
<u>Bank and financial institution</u>	<u>Permitted</u>
<u>Childcare facility or nursery school</u>	<u>Conditional</u>
<u>Commercial recreational facility</u>	<u>Permitted</u>
<u>Drive-through establishments and drive-through lanes</u>	<u>Prohibited</u>
<u>Check cashing, auto title loans, short-term lending</u>	<u>Prohibited</u>
<u>Grocery stores/supermarkets</u>	<u>Permitted</u>
<u>Health clubs/gymnasiums</u>	<u>Permitted</u>
<u>Hotel</u>	<u>Permitted</u>
<u>Medical/Dental office</u>	<u>Permitted</u>
<u>Movie theater</u>	<u>Permitted</u>
<u>Parking lots and parking garages as primary use</u>	<u>Prohibited</u>
<u>Pawn shops</u>	<u>Prohibited</u>



<b>TABLE 22.416.110-A: REGULATIONS ON PRINCIPAL USES FOR CSLA MXD-2 ZONE</b>	
<b>Use</b>	<b>Regulation</b>
<u>Professional office</u>	<u>Permitted</u>
<u>Retail, sale of new goods only</u>	<u>Permitted</u>
<u>Restaurant, family, specialty, without drive-through lanes</u>	<u>Permitted</u>
<u>Smoking-oriented, tobacco, pipe and vape shop</u>	<u>Prohibited</u>
<u>Theater, including live performance</u>	<u>Permitted</u>
<u>Vehicle-related uses including sales, rentals, storage, washing, and services</u>	<u>Prohibited</u>
<u>Wholesale</u>	<u>Prohibited</u>

2. Accessory Uses. Accessory uses and structures are permitted in the CSLA MXD-2 Zone when associated with, and subordinate to, a permitted or conditionally permitted principal use on the same site, and may include the uses listed in Table 22.416.110-B, below.

<b>TABLE 22.416.110-B: ACCESSORY USES FOR CSLA MXD-2 ZONE</b>	
<u>Administrative office</u>	<u>Patio cover/trellis</u>
<u>Assembly/multipurpose room or building</u>	<u>Short-term rental, subject to Section 22.140.700</u>
<u>Caretaker's quarters</u>	<u>Sports courts</u>
<u>Enclosed, screened trash enclosures</u>	<u>Swimming pool/spa</u>
<u>Maintenance/incidental storage structure</u>	

3. Temporary Uses. All temporary uses in the CSLA MXD-2 Zone shall be subject to the same permit or review application as those in Zone MXD pursuant to Section 22.26.030.B (Land Use Regulations).

C. Development Standards.

1. Density, FAR, Setbacks and Height. Table 22.416.110-C, below, identifies the allowable densities, FAR, required setbacks, and allowable building height in the CSLA MXD-2 Zone.

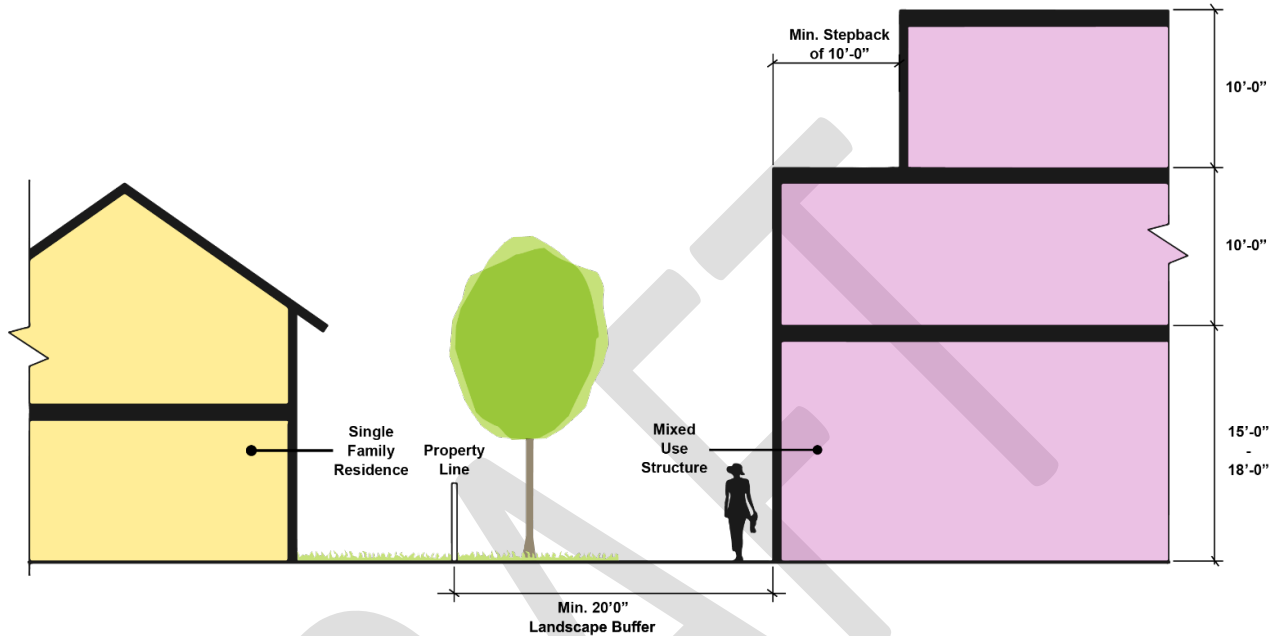
<b>Table 22.416.110-C: DEVELOPMENT STANDARDS FOR CSLA MXD-2 ZONE</b>		
<b>Standard</b>	<b>Minimum</b>	<b>Maximum</b>
<b>Density</b>		
Residential	31 du/ac	60 du/ac
<b>Floor Area Ratio (FAR)</b>		
All buildings	0.5	2.0
<b>Building Setback</b>		
Vermont Ave	10 ft	25 ft
Imperial Highway	10 ft	25 ft
Western Avenue	10 ft	25 ft
Interior Yard Adjacent to Residential (side or rear)	15 ft	None
<b>Building Height</b>		
Building heights	None	65ft <sup>1</sup>
<b>Note:</b> 1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.		

2. Buffer and Stepback When Abutting Single-Family Residential Lot.

When sharing a property line with a single-family residentially zoned lot, the following requirements, illustrated in Figure 22.416.110-A, shall apply:

- a. Windows, balconies, or similar openings shall be oriented so as to minimize any direct line-of-sight into adjacent units or onto private patios or backyards adjoining the property line;
  - b. The third floor shall be stepped back by a minimum of 10 feet;
- and
- c. A minimum 20 feet landscape buffer shall be installed.

**Figure 22.416.110-A: Building Height and Setback Requirement  
for CSLA MXD-2 Zone**



**3. Building Design.**

**a. Frontages.** Building frontages shall include variations in wall planes (projections and recesses), wall height (vertical relief), and roof forms and heights to reduce the perceived scale of the structure.

**b. Frontages.** Building frontages shall include variations in wall planes (projections and recesses), wall height (vertical relief), and roof forms and heights to reduce the perceived scale of the structure.

**c. Façades.**

i. Street wall façades shall be architecturally enhanced by the use of arcades, colonnades, recessed entrances, window details, bays, and variation in building materials, color, and other details.

ii. New development at the intersections of Vermont Avenue and Imperial Highway and Western Avenue and Imperial Highway shall provide an articulated corner entrance, or articulated entrances oriented toward each street, that incorporate a tall first story or prominent roof forms.

iii. The façade detailing of mixed-use buildings shall visually differentiate ground floor uses from upper-story uses. The base shall visibly anchor the building to the ground with a treatment of higher quality materials.

iv. Commercial and residential entries shall be clearly identifiable and differentiated from one another.

d. Design Features

i. All primary ground floor entries for individual residential units and commercial units that are adjacent to the street front shall be oriented toward the street front rather than the interior or to a parking lot.

ii. Buildings having 100 feet or more of street frontage shall be designed to provide façade articulation and roofs of varying heights.

iii. Street-level non-residential uses shall have a minimum floor-to-ceiling height of 15 feet.

iv. At least 50 percent of a nonresidential street-level frontage shall consist of transparent glass windows or doors with minimal obstruction from window signs, interior walls, or window displays that inhibit views to the interior.

v. At least 30 percent of a residential street-level frontage shall consist of windows and openings.

vi. On upper floors facing streets, a minimum of 40 percent of building facades for commercial uses, and a minimum of 20 percent for residential uses, shall consist of windows and openings.

vii. All glass in non-residential windows and doors shall be transparent and either clear or lightly tinted to maximize visibility of building interiors from pedestrian areas.

viii. Mirrored, highly reflective, or densely tinted glass shall be prohibited.

ix. Rough-coat stucco is prohibited.

4. Utility and Mechanical Equipment. Utility and mechanical equipment shall be subject to Section 22.416.140.D (Utilities and Mechanical Equipment).

5. Required Open Space for Residential Uses: 100 square feet of open space per dwelling unit shall be provided in either common open space, private space, or a combination of both, in a residential development or for the residential component of a mixed-use development, subject to the following:

a. Minimum dimension for private open space shall be 7 feet;

b. Minimum dimension for common open space shall be 20 feet;

c. Front yard shall be excluded from the calculation of open space. Side and rear yards may be included;

d. Open space areas shall have no parking, driveway, or right-of-way encroachments.

e. Common open space shall be developed for either active or passive use and professionally maintained in accordance with approved landscape and irrigation plans.

f. Common open space shall be located on the same property as the residential use it serves and shall be available exclusively for the use of all residents of the development;

g. Rooftops used for common open space shall be developed and professionally maintained in accordance with approved landscape and irrigation plans. Mechanical equipment and/or storage areas shall not count toward open space requirements;

h. Private open space shall be contiguous to the unit served;

i. Balconies shall have a solid railing and patios shall be walled for security and privacy; and

j. Internal courtyards and common open space enclosed on three sides shall have a minimum dimension of 40 feet.

6. Required Open Space for Non-Residential Uses: Open spaces shall be provided in a non-residential development or for the non-residential component of a mixed-use development subject to the following:

a. Minimum 500 square feet of open space shall be provided on a project site containing less than 2 acres;

b. Minimum 2,500 square feet of open space shall be provided on a project site containing 2 acres or more;



c. Non-residential open space requirements may be satisfied by outdoor dining areas, pedestrian plazas, pocket parks, promenades or other outdoor amenities accessible to the public; and

d. Open space shall have no parking, driveway, or right-of-way encroachments.

7. Lighting. All exterior light fixtures shall be energy efficient; produce warm-white light; avoid light pollution and spill-over; and (with the exception of architectural and landscape lighting) be pedestrian-scaled, shielded, and directed toward the ground. Blinking, flashing, and oscillating lights of any type visible on the exterior are prohibited.

8. Walkways. Pedestrian walkways shall be a minimum of four feet wide.

9. Circulation and Parking.

a. Projects shall incorporate pedestrian and bicycle path connections into their project design.

b. Parking structures shall be underground or architecturally integrated so as to be screened from view.

c. Bicycle parking shall be provided as specified in Section 22.416.140.E (Bike Parking and Related Facilities).

d. Parking facilities shall be provided as specified in Section 22.416.140.F (Parking Facilities).

#### **22.416.120 CSLA Public Institutional (CSLA IT) Zone.**

A. Purpose. The CSLA IT Zone provides for established public uses including schools, parks, and other public uses. This designation is intended to promote the

integration of publicly-owned land and facilities into the public realm to the extent feasible to extend pedestrian open space and provide safe connections to points of destination. The CSLA IT Zone shall accommodate the development, redevelopment, and expansion of accredited schools and colleges and public facilities contemplated in an adopted or approved campus and/or facilities master plan.

**B. Use Regulations for CSLA IT Zone.**

1. Principal Uses. Table 22.416.120-A, below, identifies the principal uses that are permitted in the CSLA IT Zone.

<b>TABLE 22.416.120-A: REGULATIONS ON PRINCIPAL USES FOR CSLA IT ZONE</b>	
<b><u>Use</u></b>	<b><u>Regulation</u></b>
<b><u>Public / Institutional</u></b>	
<u>Park, open space and playground</u>	<u>Permitted</u>
<u>School, public</u>	<u>Permitted</u>
<u>Government buildings and offices</u>	<u>Permitted</u>

2. Accessory Uses. Accessory uses and structures are permitted in the CSLA IT Zone when associated with, and subordinate to, a permitted principal use on the same site, and may include the uses listed in Table 22.416.120-B, below.

<b>TABLE 22.416.120-B: ACCESSORY USES FOR CSLA IT ZONE</b>	
<u>Restaurants, service retail, and other vendors a campus deems appropriate</u>	<u>Enclosed, screened, trash enclosures</u>
<u>Administrative office</u>	<u>Enclosed, screened incidental outdoor storage</u>
<u>Assembly/multi-purpose room or building</u>	<u>Incidental maintenance/storage structure</u>
<u>Caretaker's quarters</u>	<u>Patio cover/trellis</u>
<u>Dormitories</u>	<u>Sports courts</u>
<u>Student and/or faculty housing including in mixed use configurations</u>	<u>Swimming pool/spa</u>

3. Temporary Uses. All temporary uses in the CSLA IT Zone shall be subject to an adopted or approved campus and/or facilities master plan.

C. Development Standards.

1. FAR, Setbacks and Height. Table 22.416.120-C, below, identifies the allowable FAR, required setbacks, and allowable building height in the CSLA IT Zone.

<b>Table 22.416.120-C: DEVELOPMENT STANDARDS FOR CSLA IT ZONE</b>		
<b><u>Standard</u></b>	<b><u>Minimum</u></b>	<b><u>Maximum</u></b>
<b><u>Floor Area Ratio (FAR)</u></b>		
All buildings	<u>None</u>	3.0
<b><u>Building Setback</u></b>		
Front	<u>None</u>	<u>15 ft</u>
Rear	<u>10 ft</u>	<u>None</u>
Side	<u>10 ft</u>	<u>None</u>
Interior Yard Adjacent to Residential (side or rear)	<u>15 ft</u>	<u>None</u>
<b><u>Building Height</u></b>		
Height	<u>None</u>	<u>80ft<sup>1</sup></u>
<b><u>Note:</u></b>		
<u>1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and rooftop antennas.</u>		

2. Building Design.

a. Building Orientation and Location. Developments shall not be oriented toward the freeway. Permanent multi-family residential units shall not be located within 200 feet of the freeway right-of-way, although other uses such as parking, a commercial-only development, or the nonresidential component of a mixed-use development are allowed. Projects shall be oriented toward Imperial Highway to the extent feasible.

b. Large facades/walls of structures that provide no pedestrian access or only secondary access (such as for a parking structure or operations plant) that

are within 20 feet of a street shall be screened with trees, large shrubbery, and other vegetation installed and professionally maintained in accordance with approved landscape and irrigation plans.

3. Landscaping. Landscaping along Imperial Highway shall not create a barrier for pedestrian or bicycle access.

4. Circulation and Parking.

a. Projects shall incorporate pedestrian and bicycle path connections into their project design.

b. Bicycle parking shall be provided as specified in Section 22.416.140.E (Bike Parking and Related Facilities).

c. Parking facilities shall be provided as specified in Section 22.416.140.F (Parking Facilities).

5. Utility and Mechanical Equipment. Utility and mechanical equipment as specified in Section 22.416.140.D (Utilities and Mechanical Equipment).

**22.416.130 CSLA Buffer (CSLA B-1) Zone.**

A. Purpose. The CSLA B-1 Zone provides a buffer from the 105 freeway by accommodating public infrastructure and open space in the Specific Plan area.

B. Use Regulations for CSLA B-1 Zone. Table 22.416.130-A, below, identifies the uses that are permitted or prohibited in the CSLA B-1 Zone.

<b>TABLE 22.416.130-A: REGULATIONS ON PRINCIPAL USES FOR CSLA B-1 ZONE</b>	
<b>Use</b>	<b>Regulation</b>
<u>Buildings or permanent structures</u>	<u>Prohibited</u>
<u>Passive recreation, bike lanes and walking paths</u>	<u>Permitted</u>
<u>Landscaping</u>	<u>Permitted</u>
<u>Parking Lot</u>	<u>Permitted</u>

C. Development Standards. Development in the CSLA B-1 Zone shall be subject to the same development standards as in Zone B-1 pursuant to Section 22.22.060 (Development Standards for Industrial Zones), where applicable.

**22.416.140 General Use Regulations and Standards.**

A. Applicability. This Section shall apply to new development and the reuse of existing structures and facilities.

B. Alcoholic Beverage Sales. Alcoholic beverage sales, where conditionally permitted, shall be subject to Section 22.140.030 (Alcoholic Beverage Sales).

C. Outside Storage. All uses shall be conducted within a completely enclosed building, except for off-street parking, loading, approved nursery accessory uses, and any outdoor dining specifically permitted in conjunction with eating establishments.

D. Utilities and Mechanical Equipment.

1. All ground mounted utility boxes and satellite dishes shall either be placed in locations that are not exposed to view from the street or screened from view. Utility screening elements shall be an integral part of the building's design.

2. Utilities and mechanical equipment shall be screened by landscaping or site-appropriate materials and shall not be located within any front setback areas, or adjacent to any public right-of-way or private street or pedestrian/bicycle path, or within 50 feet of a corner.

3. Mechanical Equipment. Compressors, air conditioning units, vents, exhausts, or similar mechanical equipment located outside a building shall comply with the following:

a. All such equipment shall be screened from view from any abutting street or adjacent use. Screening shall be an integral part of the overall architectural design of the project. The top of any screening shall be a minimum of six inches above the top of any mechanical equipment.

b. All mechanical equipment shall be maintained in a clean and proper condition to prevent breakdown that might release noxious or toxic materials or create excessive noise, and to avoid accumulation of litter, filth, and materials that would be noxious or unsafe.

c. Equipment, including ground mounted air conditioners, may be located within the side and rear yard setbacks if a 3-foot minimum setback to the property line is maintained.

d. Ground-mounted air conditioners are not permitted in any portion of the front yard setback or between the front of the structure and the public right of way.

4. Roof-Mounted Solar Collector Panels. Roof-mounted solar collector panels shall be mounted flush with the surface where possible. Where panels cannot effectively perform if flush mounted, justification in the form of efficiency calculations may be submitted to the DRP for consideration of alternative mounting configurations.

5. Refuse Collection Facilities. All outdoor refuse collection facilities shall be screened from public rights of way. Collection areas shall be shielded from view in all directions, either within a building or within a solid masonry wall of sufficient height to conceal materials temporarily accumulated for collection. The enclosure shall be designed to complement the main building materials.



E. Bike Parking and Related Facilities.

1. Bike parking and related facilities shall be subject to Section 22.112.100 (Bicycle Parking Spaces and Bicycle Facilities) with the exception of the following specified in Table 22.416.140-A. For a combination of uses on a single lot, the number of required bicycle parking spaces shall be equal to the combined total of the required bicycle parking spaces for each of the individual uses.

<b>TABLE 22.416.140-A: NUMBER OF REQUIRED BICYCLE PARKING SPACES</b>		
<b><u>Use</u></b>	<b><u>Short-term</u></b>	<b><u>Long-term</u></b>
<b><u>Residential</u></b>		
<u>Mixed use developments, Multifamily residential including apartments, attached condominiums, and townhouses (five dwelling units or more)</u>	<u>One space per five dwelling units (two spaces minimum)</u>	<u>One space per 2 dwelling units (one space minimum)</u>

2. Showers and Changing Facilities. All new commercial and mixed-use developments shall provide and continually maintain secured, ground floor restrooms that are accessible to the public and available for changing.

a. Shower shall be provided as follows:

i. A minimum of one shower for developments with a gross non-residential floor area between 10,000 and 24,999 square feet;

ii. A minimum of two showers for developments with a gross non-residential floor area between 25,000 square feet and 124,999 square feet; and

iii. A minimum of four showers for developments with a gross non-residential floor area over 125,000 square feet.

b. Accompanying dressing facilities shall be provided with lockers for clothing and personal effects at a rate of one per every long-term bicycle parking space required.

F. Parking Facilities.

1. The perimeter of parking areas and driveways adjacent to streets and pedestrian pathways shall be screened from street views with a low street wall, berms, fences, or landscaping.

2. The façade of parking structures shall include vertical features to break up those façades and horizontal features to separate each floor.

3. Projecting elements, awnings, lighting, signs, or other features shall be used to highlight pedestrian entrances into parking structures.

4. Shared parking structures for mixed use developments shall provide secure access and parking areas for residential tenants.

5. Parking structures shall have shaded structures, preferably photovoltaic arrays, on the top deck to reduce heat island effects.

6. Off-street Parking Requirements. Except as specified otherwise by State law, the standards for parking requirements contained in Chapter 22.112 (Parking) shall apply to developments within the boundary of the Specific Plan, except that parking provided shall not exceed the maximum as specified in Table 22.416.140-B, below.

<b><u>TABLE 22.416.140-B: MAXIMUM PARKING</u></b>	
<b><u>Standard</u></b>	<b><u>Maximum</u></b>
<u>CSLA R-1 Zone</u>	
<u>Single Family Residence</u>	<u>2.0/du</u>
<u>CSLA R-2 Zone</u>	
<u>Two Family Residence</u>	<u>1.0/du</u>

<b>TABLE 22.416.140-B: MAXIMUM PARKING</b>	
<b><u>Standard</u></b>	<b><u>Maximum</u></b>
<b><u>CSLA R-3 Zone</u></b>	
<u>Bachelor</u>	<u>0.75/du</u>
<u>Efficiency and 1 Bedroom</u>	<u>1.125/du</u>
<u>2+ Bedroom</u>	<u>1.5/du</u>
<u>Guest</u>	<u>0.19/du</u>
<b><u>CSLA-RPD-5000-10U Zone</u></b>	
<u>Single Family Residence</u>	<u>2.0/du</u>
<b><u>CSLA-MXD-1 Zone</u></b>	
<u>Bachelor</u>	<u>0.75/du</u>
<u>Efficiency and 1 Bedroom</u>	<u>1.125/du</u>
<u>2+ Bedroom</u>	<u>1.5/du</u>
<u>Guest</u>	<u>0.19/du</u>
<u>Commercial, Retail, Service, Medical/Dental Office</u>	<u>0.5/250 sq ft</u>
<u>Business Office excluding Medical/Dental Office</u>	<u>0.75/400 sq ft</u>
<u>Restaurant</u>	<u>0.75/person based on OL; minimum 7.5.</u>
<b><u>CSLA-MXD-2 Zone</u></b>	
<u>Bachelor</u>	<u>0.75/du</u>
<u>Efficiency and 1 Bedroom</u>	<u>1.125/du</u>
<u>2+ Bedroom</u>	<u>1.5/du</u>
<u>Guest</u>	<u>0.19/du</u>
<u>Commercial, Retail, Service, Medical/Dental Office</u>	<u>0.5/250 sq ft</u>
<u>Business Office excluding Medical/Dental Office</u>	<u>0.75/400 sq ft</u>
<u>Restaurant</u>	<u>0.75/person based on OL; minimum 7.5.</u>
<b><u>CSLA-NC Zone</u></b>	
<u>Commercial, Retail, Service, Medical/Dental Office</u>	<u>0.75/250 sq ft</u>
<u>Business Office excluding Medical/Dental Office</u>	<u>0.75/400 sq ft</u>
<u>Restaurant</u>	<u>0.75/person based on OL; minimum 7.5.</u>
<b><u>CSLA-CC Zone</u></b>	
<u>Bachelor</u>	<u>0.75/du</u>

<b>TABLE 22.416.140-B: MAXIMUM PARKING</b>	
<b><u>Standard</u></b>	<b><u>Maximum</u></b>
<u>Efficiency and 1 Bedroom</u>	<u>1.125/du</u>
<u>2+ Bedroom</u>	<u>1.5/du</u>
<u>Guest</u>	<u>0.19/du</u>
<u>Commercial, Retail, Service, Medical/Dental Office</u>	<u>0.5/250 sq ft</u>
<u>Business Office excluding Medical/Dental Office</u>	<u>0.75/400 sq ft</u>
<u>Restaurant</u>	<u>0.75/3 persons based on OL; minimum 7.5.</u>
<b><u>CSLA-IT Zone</u></b>	
<u>Bachelor</u>	<u>0.75/du</u>
<u>Efficiency and 1 Bedroom</u>	<u>1.125/du</u>
<u>2+ Bedroom</u>	<u>1.5/du</u>
<u>Guest</u>	<u>0.19/du</u>
<u>Dormitory</u>	<u>0.75/100 sq ft</u>
<u>Commercial, Retail, Service, Medical/Dental Office</u>	<u>0.5/250 sq ft</u>
<u>Business Office excluding Medical/Dental Office</u>	<u>0.75/400 sq ft</u>
<u>Restaurant</u>	<u>0.75/person based on OL; minimum 7.5.</u>
<u>Schools, up to grade 6</u>	<u>0.75/classroom</u>
<u>Schools, grade 7 and up</u>	<u>0.75/classroom plus 0.75/5 persons based on OL of auditorium or largest assembly room.</u>

G. Security.

1. Chain link, barbed, and concertina wire fences are prohibited.
2. Exterior security bars, grilles, or grates on windows and doors are prohibited.
3. Exterior roll-up or folding accordion shutters, security gates, or grilles are prohibited.

4. Roll-up or folding security gates or grilles shall be concealed within the interior architectural elements of the building during business hours. Solid roll-up or folding shutters and gates are prohibited.

**22.416.150 Minor Modifications**

Minor modifications, as defined herein, shall be subject to the Substantial Conformance Review described in this Section.

A. Review Authority. The Hearing Officer shall have the authority to review projects requesting a modification to the development standards identified in Subsection C (Maximum Modifications), below, for substantial compliance with the applicable requirements of the Specific Plan and other provisions of Title 22 of the County Code.

B. Application and Review Procedures.

1. Application Checklist. The application submittal shall contain all of the materials required by the Substantial Conformance Review checklist.

2. Type II Review. The application shall be filed and processed in compliance with Chapter 22.228 (Type II Review—Discretionary) and this Section.

C. Maximum Modifications. Table 22.416.150-A, below, specifies the maximum modifications that may be permitted pursuant to this Section.

<b>TABLE 22.416.150-A: MAXIMUM MODIFICATIONS</b>	
<b><u>Requirements</u></b>	<b><u>Maximum Modifications</u></b>
<u>Setback</u>	<u>10%</u>
<u>Building Height</u>	<u>10%</u>
<u>Building Size / Massing</u>	<u>15%</u>
<u>Open Space Area / Landscaping</u>	<u>15%</u>
<u>Sign Height / Width / Area</u>	<u>10%</u>
<u>Parking Spaces</u>	<u>10%</u>

<b>TABLE 22.416.150-A: MAXIMUM MODIFICATIONS</b>	
<b><u>Requirements</u></b>	<b><u>Maximum Modifications</u></b>
Loading Areas	<u>May be modified or waived</u>

D. Findings and Decision.

1. Common Procedures. Findings and decision shall be made in compliance with Section 22.228.050 (Findings and Decision) and include the findings in Subsection D.2, below.

2. Findings.

a. Approval of the project conforms with the applicable provisions of this Specific Plan and other applicable provisions of Title 22 of the County Code.

b. Approval of the project is in the interest of the public health, safety, and general welfare.

c. Site layout, open space, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, and walls and fences that encourage increased pedestrian activity compatible with neighboring land uses.

d. Architectural character, scale, quality of design, building materials, colors, screening of exterior appurtenances, and signs are compatible with the Specific Plan and neighborhood character.

e. Project landscaping, including its location, type, size, color, texture, and coverage of plant materials at the time of planting are designed and developed to provide visual interest, complement buildings and structures, and provide an



attractive environment through maturity. The project landscaping shall also include measures to provide for irrigation, maintenance, and protection of the landscaped areas.

f. Parking areas are designed and developed to buffer surrounding land uses, complement pedestrian-oriented development, enhance the environmental quality of the site such as to minimize stormwater run-off and the urban heat-island effect, and ensure safety.

g. Exterior lighting and lighting fixtures are designed to complement buildings, are of appropriate scale, avoid creating glare, and provide adequate light over walkways and parking areas to foster pedestrian safety.

E. Conditions of Approval. The Hearing Officer may impose conditions to ensure that the approval will be in accordance with the findings required by Subsection D (Findings and Decisions), above.

F. All Zone Regulations Apply Unless Permit is Granted. Unless specifically modified by a Substantial Conformance Review, all regulations prescribed in the zone in which such Substantial Conformance Review is granted shall apply.

G. Appeals. The decision of the Hearing Officer may be appealed or called up for review pursuant to the procedures and requirements of Chapter 22.240 (Appeals).

H. Revisions to Modification. Revisions to a modification granted through a Substantial Conformance Review may be approved with a Revised Exhibit A (Chapter 22.184) of the original approval. Revisions that would deviate from the intent of the original approval shall require approval of a new Substantial Conformance Review.

**SECTION 38.** Section 22.418.010 is hereby amended to read as follows:

**22.418.010 Purpose.**

The provisions of this Regulating Code include the zone regulations intended to guide development and decision-making to achieve the vision and guiding principles of the Florence-Firestone TOD (FFTOD) Specific Plan. All zones implement the General Plan Land Use designations, ~~consistent with the Florence-Firestone Community Plan (FFCP)~~

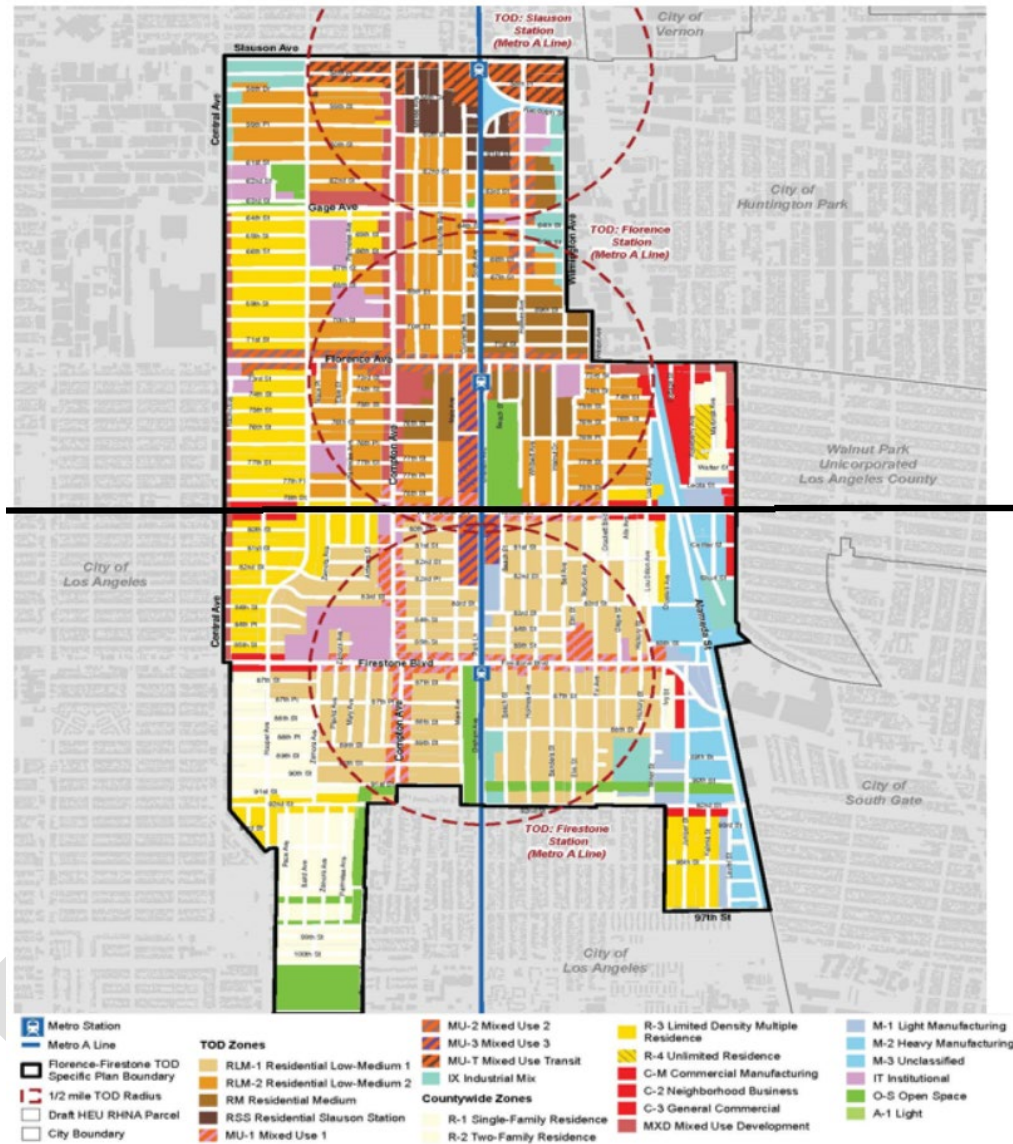
~~While the FFTOD Specific Plan uses the General Plan's land use legend categories,~~ it also establishes new zones as outlined in Table 22.418.010-A (Overview of All Specific Plan Zones) in select areas of the Specific Plan Area identified in Figure 22.418.010-1 (FFTOD Specific Plan Zoning Map). The new zones, referred to as FFTOD Zones, are designed to create a TOD Specific Plan for the Slauson, Florence, and Firestone A Line (Blue) Metro Transit Stations, an implementation action included in the General Plan ~~and FFCP~~. Each TOD Zone within the Specific Plan Area has an accompanying list of allowed land uses, permit requirements, and required objective development standards for new development. The remainder of the zones in the Specific Plan Area are existing Countywide Zones regulated by Title 22.

...

**B. Countywide Zones**

All new development in existing Countywide Zones applied within the Florence-Firestone Community identified in Figure 22.418.010-1 (FFTOD Specific Plan Zoning Map) and Table 22.418.010-A (Overview of All Specific Plan Zones) shall be regulated consistent with the applicable Title 22 Chapter unless modified by Section 22.418.120 (Modifications to Countywide Zones) herein.

**FIGURE 22.418.010-1: FFTOD SPECIFIC PLAN ZONING MAP**



**Figure 22.418.010-1: FFTOD Specific Plan Zoning Map**

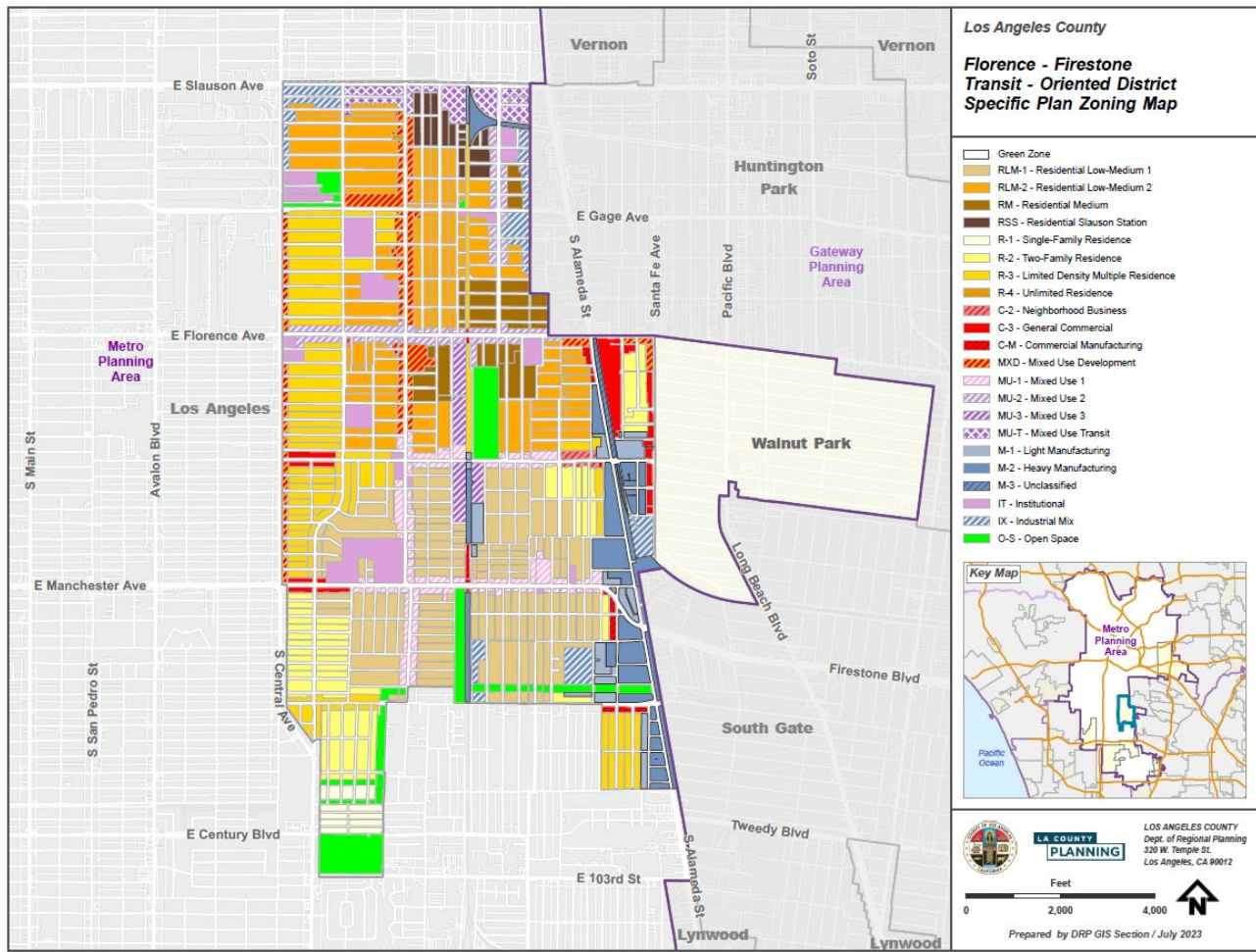


TABLE 22.418.010-A: OVERVIEW OF ALL SPECIFIC PLAN ZONES		
Zone Abbreviation	Zone Name	Title 22 Reference
<b>Florence-Firestone TOD Zones</b>		
<b>MU-1</b>	Mixed-Use 1	-
<b>MU-2</b>	Mixed-Use 2	-
<b>MU-3</b>	Mixed-Use 3	-
<b>MU-T</b>	Mixed-Use Transit	-
<b>RLM-1</b>	Residential Low-Medium 1	-
<b>RLM-2</b>	Residential Low-Medium 2	-
<b>RM</b>	Residential Medium	-
<b>RSS</b>	Residential Slauson Station	-
<b>IX</b>	Industrial Mix	-
<b>Countywide Zones, Subject to Title 22<sup>^</sup></b>		
<b>A-1</b>	Light Agricultural	Chapter 22.16
<b>C-2</b>	Neighborhood Commercial	Chapter 22.20
<b>C-3</b>	General Commercial	Chapter 22.20
<b>C-M</b>	Commercial Manufacturing	Chapter 22.20
<b>IT</b>	Institutional	Chapter 22.26
<b>M-1</b>	Light Manufacturing	Chapter 22.22
<b>M-2</b>	Heavy Manufacturing	Chapter 22.22
<b><u>M-3</u></b>	<u>Unclassified</u>	<u>Chapter 22.22</u>
<b>MXD*</b>	Mixed-Use Development	Section 22.26.030
<b>OS</b>	Open Space	Chapter 22.44
<b>R-1</b>	Single-Family Residence	Chapter 22.18
<b>R-2</b>	Two-Family Residence	Chapter 22.18
<b>R-3</b>	Limited Density Multiple Residence	Chapter 22.18
<b>R-4</b>	Unlimited Density Multiple Residence	Chapter 22.18
<b><u>-GZ</u></b>	<u>Green Zone</u>	<u>Chapter 22.84</u>
<p>*The MXD zone is regulated by Title 22 Section 22.26.030 and modified by the standards of Section 22.418.080 and 22.418.090 herein.</p> <p><sup>^</sup> All countywide zones shall be regulated by the referenced Chapter in Title 22 and modified by the standards of Section 22.418.080 or 22.418.120 herein.</p>		

**SECTION 39.** Section 22.418.020 is hereby amended to read as follows

**22.418.020 Administration, Review, and Approvals.**

A. Applicability

The Specific Plan shall apply to all new development projects for which a complete application has been filed on or after ~~the effective date of the ordinance containing these new or revised regulations~~ March 9, 2023. Complete applications filed before ~~the effective date of this Specific Plan~~ March 9, 2023 shall comply with the regulations and applicable Title 22 provisions in effect at the time that the respective complete applications were filed.

1. Relationship to Other Provisions within Title 22. ~~The provisions contained in the Specific Plan shall be considered in combination with the other applicable provisions of Title 22. Where provisions of this Specific Plan conflict with any other provision of Title 22, the Specific Plan shall govern. Where provisions of the Specific Plan are silent, the other applicable provisions of Title 22 shall govern. The provisions of this Chapter 22.418 shall be administered in conjunction with other provisions of this Title 22 in accordance with Section 22.400.030 (Administration).~~

...

**SECTION 40.** Section 22.418.050 is hereby amended to read as follows:

**22.418.050 TOD Mixed Use Zones.**

...

B. Land Use regulations for TOD MU Zones.

1. Allowed Uses. Table 22.418.050-A (TOD Mixed Use Zones Principal Use Regulations) prescribes the land use regulations for Zones MU-1, MU-2, MU-3, and MU-T. See Table 22.418.040-A (Permit and Review Requirements) for permit or review



required to establish each use listed in Table 22.418.050-A (TOD Mixed Use Zones Principal Use Regulations).

a. Use permissions shall be the same for mixed use or commercial-only development unless otherwise stated in Table 22.418.050-A (TOD Mixed Use Zones Principal Use Regulations).

b. Residential uses, as stand alone or in a mixed use configuration, shall be subject to locational standards/limitations.

2. Accessory uses. Accessory uses shall be regulated by Table 22.26.030-D (Accessory Use Regulations for Zone MXD).

...

<b>TABLE 22.418.050-A: TOD MIXED USE ZONES PRINCIPAL USE REGULATIONS</b>					
Use Category	MU_1	MU_2	MU_3	MU_T	Notes
...					
Schools					
...					
Colleges and universities, accredited, excluding trade or commercial schools	SPR	SPR	SPR	SPR	Non-profit only
Schools, grades K–12, accredited by the State of California, excluding trade or commercial schools	<u>SPR CUP</u>	<u>SPR CUP</u>	<u>SPR CUP</u>	<u>SPR CUP</u>	<u>Subject to Section 22.364.060.F.2</u>
...					

...

**SECTION 41.** Section 22.418.060 is hereby amended to read as follows:

**22.418.060 TOD Residential Zones.**

...

C. Development Standards for TOD R Zones.

...

1. Standards. All structures and uses in the TOD Residential Zones (RSS, RM, RLM-2, RLM-1) shall be subject to the regulations of Table 22.418.060-B (Residential Zone Development Standards), with the exception of single-family residences on compact lots, which shall be subject to Section 22.140.585 (Single-Family Residences on Compact Lots) consistent with R-4 standards.

...

TABLE 22.418.060-B: RESIDENTIAL ZONE DEVELOPMENT STANDARDS					
Standard	RLM-1	RLM-2	RM	RSS	Notes
...					
6. Fence Standards					
Street PL Setback	0' for fences of ≤ 42" height; ≥ 50 percent transparency required; 10' for fences of > 42' <u>42"</u> height				
...					

**SECTION 42.** Section 22.418.070 is hereby amended to read as follows:

**22.418.070 TOD Industrial Mix Zones.**

A. Purpose. The general purpose of the TOD Industrial Mix Zoning District (IX Zone), as established by the FFTOD Specific Plan and shown in Figure 22.418.070-1 (TOD Industrial Mix Zone), is to support a transition to less industrial-intensive, employment-focused uses near transit-oriented development and improve land use compatibility adjacent to residential areas.

1. Industrial Mix Zone. The IX Zone is intended to maintain neighborhood-appropriate light industrial uses and jobs, while introducing new

neighborhood-serving commercial and innovative uses suitable for mixed residential and employment areas. ~~In conjunction with the Green Zones Program, t~~The IX Zone allows for the creation of transitions between employment and residential uses to encourage less noxious uses, such as commercial, adjacent to homes. The IX Zone encourages land use compatibility and a healthy environment where a variety of business and residents can co-exist. This zone implements the Light Industrial General Plan Land Use Designation.

B. Land Use Regulations for TOD IX Zone.

1. Primary and Accessory Uses.

a. Table 22.418.070-A (TOD IX Zone Principal Use Regulations) prescribes the land use regulations for the IX Zones. ~~See Table 22.418.040-A (R Zone Principal Use Regulations) for permit or review required to establish each use listed in Table 22.418.070-A (TOD IX Zone Principal Use Regulations).~~

...

**Table 22.418.070-A: TOD IX Zone Principal Use Regulations**

TABLE 22.418.070-A: TOD IX ZONE PRINCIPAL USE REGULATIONS		
Use Category	IX	Notes
...		
Service Uses		
...		
Reupholsterers, furniture	SPR	
<u>Shared Kitchen Complexes</u>	<u>SPR</u>	<u>Subject to Section 22.140.540</u>
...		

...

**SECTION 43.** Section 22.418.090 is hereby amended to read as follows:

**22.418.090 TOD Zone Additional Development Standards**

...

C. Density General Requirements for Residential Development.

1. Minimum Density.

a. ~~Where a minimum density is established for the applicable zone, new development or unit replacement shall be required to achieve the minimum density.~~

b. ~~All sites developed consistent with MXD zoning shall be developed with housing units comprising a minimum 66 percent of the built floor area ratio (FAR) for that project.~~

2. Maximum Density Requirement. Projects that include residential dwelling units shall not exceed the allowable dwelling units per net acre (du/net ac) as regulated by the applicable zone except where subject to density bonus per Title 22 Chapter 22.120 (Density Bonus).

a. ~~Maximum density is based on net gross site area (GSA); a reduction in buildable area due to dedications/easements shall not reduce allowable maximums.~~

b. ~~Density Calculation.~~ Projects shall refer to Title 22 Chapter 22.04.050 (Rules for Measurement) for density calculation.

1. Density. All proposed densities, not including dwelling units permitted by a density bonus awarded pursuant to Chapter 22.120 (Density Bonus), shall fit within the range of density established for the applicable zone.

2. Minimum Floor Area for Residential Use in Mixed Use Developments.

All mixed-use developments shall be subject to Section 22.26.030.D.1.b.

3. Unit Size & Replacement.

...

c. ~~Affordable Units. Affordable housing projects or projects demolishing existing affordable housing shall be subject to SB 330 (Skinner. Housing Crisis Act of 2019) and Title 22 Chapter 22.120.050.~~

...

**SECTION 44.** Section 22.418.100 is hereby amended to read as follows:

**22.418.100 Circulation and Parking Standards.**

A. Required Parking by Use or Zone. Except as specified otherwise by State law, the ~~The~~ standards for parking requirements contained in Chapter 22.112 (Parking) shall apply to all development in the Specific Plan Area with the following modifications. Reductions are intended to provide parking supply that supports TOD development and allows for greater flexibility in design and multi-modal access.

1. ~~Non-Residential Requirements. All non-residential~~ Non-residential uses not exempt by State law, as permitted by the applicable zone, shall provide parking consistent with Table 22.418.100-A (Parking Standards by Zone); these requirements modify Chapter 22.112 (Parking) as a reduction percentage. ~~Any other zones not mentioned in Table 22.418.100-A (Parking Standards by Zone) shall meet the parking requirements of Chapter 22.112 (Parking).~~

~~2. Outdoor Dining.~~

a. ~~The first 2,500 square feet of outdoor dining space, in the front setback or any other location, shall not be required to provide parking and shall not be counted toward the square footage of the associated restaurant space.~~

b. ~~Outdoor dining in excess of 2,500 square feet shall provide parking at a ratio of one space per five persons based on occupant load.~~

3. ~~Residential Requirements. All residential uses in the RM, RSS, and MU zones shall provide the minimum required parking consistent with Table 22.418.100-B (Minimum Parking by Residential Unit Type); this modifies Chapter 22.112 (Parking) requirements for residential units.~~

...

TABLE 22.418.100-B: MINIMUM PARKING BY RESIDENTIAL UNIT TYPE		
Unit Type *	Number of Spaces	Standard / Exceptions
Bachelor	0.75 space/unit	Unbundling required in TOD MU zones and allowed in Residential Zones
Efficiency / One Bedroom	1 space/unit	
≥ Two Bedrooms	1.25 space/unit	
Guest Parking (all unit types)	1 space/10 units	Only required for projects with 10 or more units in any zone

42. Accessible Vehicle Parking. In all zones, accessible parking for persons with disabilities shall be calculated based on the total number of parking spaces required prior to the modifications authorized in Table 22.418.100-A (Parking Standards by Zone).

53. Bicycle Parking. In all TOD MU and IX zones, bicycle parking spaces and bicycle facilities shall be required. In addition to the standards and requirements of Section 22.112.100 (Bicycle Parking Spaces and Bicycle Facilities), a minimum of eight additional short-term, and two additional long-term, bicycle parking spaces shall be provided on-site for the general public, directly accessible to pedestrians.

6. ~~Change of use with nonconforming parking. A use with nonconforming parking may change to another use without adding parking except:~~



a. ~~If the new use would require more parking than the existing use. Then, to establish the new use, the applicant must add parking equal to the difference between the parking requirement of the existing use and the new use (net change in parking intensity); and~~

b. ~~If the new use is a limousine service or a fleet service/company vehicle operation, the applicant must bring the parking up to current new construction parking standards.~~

74. Employee Commute Reduction Program for large employers. Per South Coast Air Quality Management District (AQMD) Rule 2202 - On-Road Motor Vehicle Mitigation Options, an Employee Commute Reduction Program (ECRP) can be implemented by any large employer, consistent with AQMD definitions. The ECRP focuses on reducing work-related vehicle trips and vehicle miles traveled to a worksite. See South Coast AQMD Rule 2202 for a program overview, including applicability, program implementation, administration, and employee commute reduction strategies.

B. Parking Location Siting Requirements. With the exception of subterranean parking, where parking is provided, all vehicle parking areas shall be:

...

C. Residential Parking Siting Requirements. All residential surface parking or garages, if provided, shall meet the following requirements:

D. Unbundled Parking ~~Required~~.

1. Residential Unbundled Parking. Where parking is voluntarily provided, ~~Unbundled unbundled~~ parking is required for residential units in the TOD Mixed Use Zones. ~~MU Zone mixed use configurations; unbundling~~ Unbundled parking is ministerially

~~allowed also permitted in the~~ RM and RSS zones subject to ~~the following:~~ a Ministerial Site Plan Review (Chapter 22.186).

...

**SECTION 45.** Section 22.418.120 is hereby amended to read as follows:

**22.418.120 Modifications to Countywide Zones**

This Section modifies the land use regulations and development standards of the Title 22 base zone for all structures and uses within the unincorporated Florence-Firestone Community.

...

G. M-1 Zone Modifications. In addition to the development standards of Chapter 22.22 (Industrial Zones), the following standards shall apply to all M-1 zoned properties in Florence-Firestone.

...

2. Use Modifications. All M-1 zoned lots within the Florence Firestone Community shall be regulated by use regulations of Section 22.22.030 (Land Use Regulations for Zones M-1, M-1.5, M-2, and M-2.5) except as modified by Chapter 22.84 (~~Green Zones Ordinance~~) on lots with a Green Zone (-GZ) Combing Zone as a suffix to a zoning symbol.

...

H. M-2 Zone Modifications. The following development standards shall apply to all M-2 zoned properties in Florence-Firestone, in addition to or superseding the standards of Chapter 22.22 (Industrial Zones).

...

6. Use Modifications. All M-2 zoned ~~parcels~~ lots within the Florence-Firestone Community shall be regulated by use regulations of Section ~~22.20.030 (Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-MJ, and C-R)~~ 22.22.030 (Land Use Regulations for Zones M-1, M-1.5, M-2, and M-2.5), ~~except waste disposal facilities and yards for automobile dismantling, junk and salvage, and scrap metal processing shall not be permitted on properties that adjoin a Residential Zone or sensitive use.~~ with the following exceptions:

a. Recycling processing facilities shall not be permitted on properties that adjoin a Residential Zone or sensitive use; and

b. In other cases where applicable, as modified by Chapter 22.84 (Green Zone) on lots with a Green Zone (-GZ) Combining Zone as a suffix to a zoning symbol.