

# Florence-Firestone Community Plan



## Land Use and Sustainability Indicators Report

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**URS**

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## 1.0 INTRODUCTION

In 2004, the County of Los Angeles established the Florence-Firestone Community Enhancement Team and Leaders' Coalition to increase public participation and facilitate coordination within the community. In 2009, with the support of SCAG's Compass Blueprint grant, the Los Angeles County Department of Regional Planning launched the Florence-Firestone Visioning Project to identify long-range goals for the community that resulted in a vision plan with a list of strategies to help make the community's vision for Florence-Firestone a reality. As a result of the Visioning Project, relationships between the LA County Departments of Regional Planning, Public Health, Parks and Recreation, Public Works, and other regional agencies have been strengthened. The Florence-Firestone Community Plan (Community Plan) will build on this progress and momentum by crafting the goals and strategies developed by the Visioning Project into recommend goals, policies, implementation actions, and land use and zoning plans to guide future development for Florence-Firestone.

The Land Use and Sustainability Indicators Report will recommend strategies for sustainable development within the community through the use of sustainability indicators that form land use scenarios that will improve mobility, access, and safety within the community while maximizing the community's assets, particularly its tremendous potential for transit-oriented development along the Blue Line rail corridor. Sustainable land use policies implemented in Florence-Firestone will ensure the social and economic well-being of this community through encouragement of development that matches the needs of the current population and generations to come.



## 2.0 BACKGROUND

Florence-Firestone is located approximately 6 miles south of downtown Los Angeles. It is surrounded by the City of Los Angeles to the north, south, and west, and the cities of Huntington Park, South Gate and Lynwood to the east (Figure 2-1). This unincorporated community within the County of Los Angeles is 3.6 square miles in area and is accessible by the I-110 Harbor Freeway on the west, the I-105 Freeway on the south and the I-10 Santa Monica Freeway on the north.

### 2.1 BRIEF DESCRIPTION OF BACKGROUND INFORMATION

At the onset of this project, the Los Angeles County Department of Regional Planning provided background data and reports previously prepared for the study area. This background information was reviewed and relevant findings provided the framework on which to build the overall land use and sustainability analysis and recommendations for the Community Plan.

#### 2.1.1 FLORENCE-FIRESTONE VISION PLAN - 2009

The Florence Firestone Vision Plan summarizes the results of extensive community outreach and collaboration between residents, businesses, and non-profit organizations. The Vision Plan outreach effort resulted in community-identified issues, goals, and strategies to develop a long-term vision for the community, including the provision of services, affordable housing, job creation, safety, expanded open space and recreation, and overall improvement in community identity and appearance. This information provides crucial information for the Florence Firestone Community Plan as it identifies key concerns and opportunities within the community from which to build recommendations for future land use and sustainability planning.

#### 2.1.2 LOS ANGELES COUNTY GENERAL PLAN - 1993

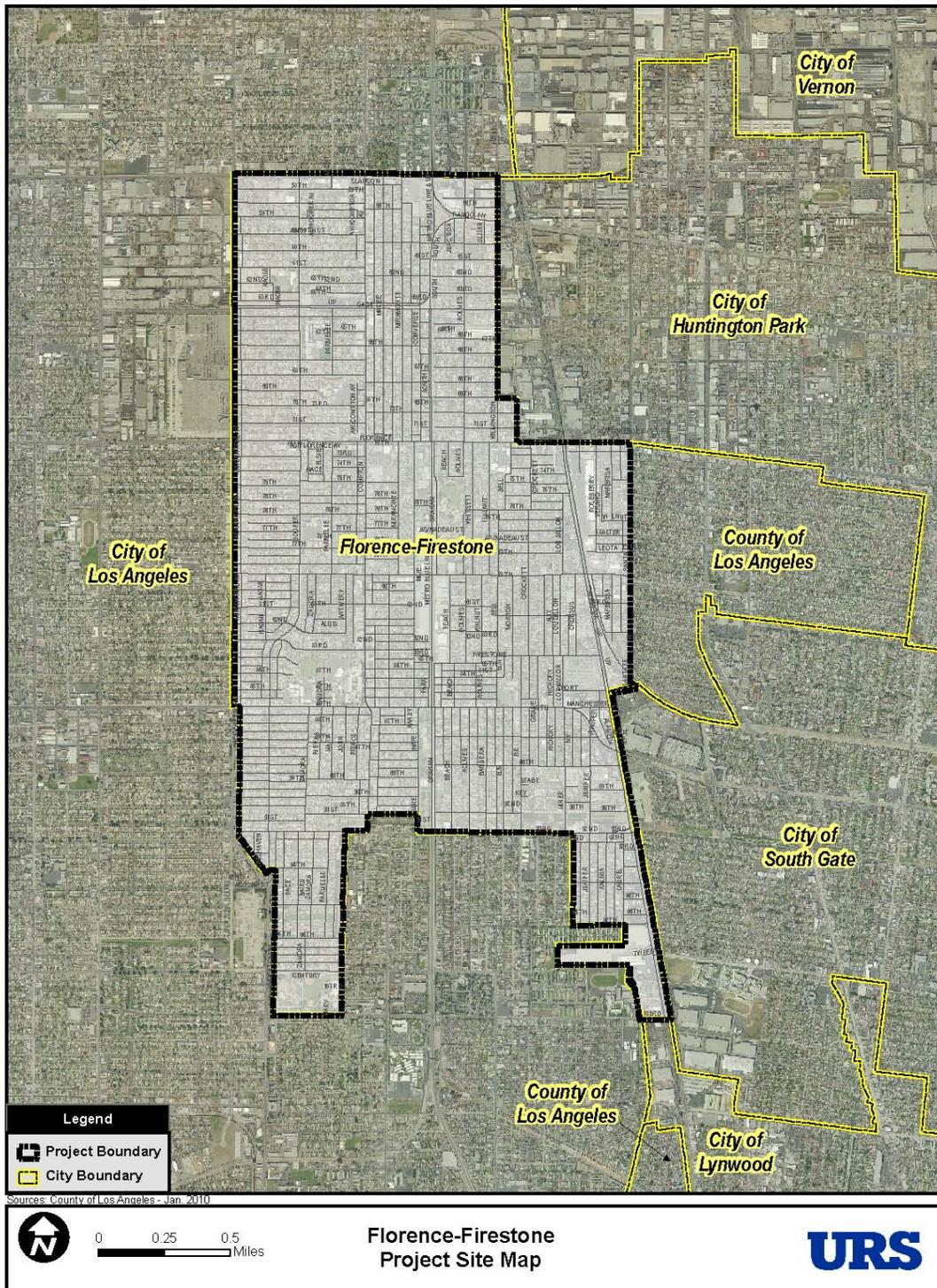
A Countywide General Plan for Los Angeles County's unincorporated areas was adopted in 1980 and last updated in 1993. The General Plan was being comprehensively updated during the creation of the Florence-Firestone Vision Plan. As is shown in the General Plan Land Use Policy Map, a majority of the Florence-Firestone community is designated for residential uses. All interior streets are designated for either low or medium density residential purposes. Neighborhood Commercial areas are concentrated around the major intersections and strips along Florence Avenue, Compton Avenue, Firestone Boulevard, Nadeau Street, Holmes Avenue, and South Santa Fe Avenue. There is also a Major Commercial area on the Alameda Corridor just south of Florence Avenue. Industrially designated areas are located along Slauson Avenue and immediately south of Slauson on Clovis Avenue, Compton Avenue, and Wilmington Avenue.

Industrial uses are also found on Graham Avenue, which runs adjacent to the Blue Line, and on a strip along and surrounding the Alameda Corridor.

### 2.1.3 ZONING ORDINANCE- 2009

The County's zoning ordinance implements the policies and guidelines of the General Plan and establishes development regulations. Residential districts are the dominant districts in Florence-Firestone, making up 64.2 percent of the total land area. Approximately 18 percent of the total area is zoned for Industrial use and 12.8 percent is zoned for Commercial use. Residential zones are surrounded by strips of commercial and industrial zones along prominent thoroughfares and along the Alameda Corridor. Florence-Firestone also has two special zone designations: Transit Oriented Districts and a Community Standards District. The Transit Oriented Districts were established as supplemental districts in order to promote transit-oriented and pedestrian-oriented development, to increase transit use, to manage congestion and to improve air quality. The Transit Oriented Districts in Florence-Firestone are located around the Blue Line stations—Slauson Station, Florence Station and Firestone Station—and include the areas within approximately one-quarter to one-half mile around the station. Parcels in the Transit Oriented Districts are allowed to develop at higher densities and with reduced parking requirements. The entirety of Florence-Firestone is also subject to a Community Standards District. In general, the purpose of the Community Standards District is to allow special development standards to address problems unique to a specific geographic area. The purpose of the Community Standards District in Florence-Firestone is to improve the appearance of the community and to promote the maintenance of structures and surrounding properties, with an emphasis on addressing incompatible land use.

FIGURE 2-1  
FLORENCE-FIRESTONE PROJECT SITE MAP



#### **2.1.4 ALAMEDA CORRIDOR STUDY - - JANUARY 1993**

The Alameda Corridor Study was conducted to: identify the land uses in the 92<sup>nd</sup> Street to 103<sup>rd</sup> Street area; to determine if the land uses present are permitted and maintained according to the development standards; and to discover other issues that exists in this area. The Alameda Corridor Study addresses, zoning, and zoning violations of the properties in the 92<sup>nd</sup> Street to 103<sup>rd</sup> Street area. This study identifies issues and land use and zoning inconsistencies in this area and determines whether or how these land uses may prevent the implementation of new land use strategies.

#### **2.1.5 ZONING CONCERNS FOR CSD - 2001**

The Land Use and Sustainability report analyzes current zoning and land use designations for compatibility and recommends zone changes, limits on the intensity of uses within industrial, residential, and open space zones, and proposes buffers and development standards to improve the interface between abutting residential uses within industrial zones. This report provides the framework for the recommendation of zone changes that will improve safety, accessibility, and mobility within the community.

#### **2.1.6 COMMUNITY - GENERAL PLAN -1971**

The Florence-Firestone Community General Plan presents goals and objectives that provide a framework for decisions on zoning matters, housing problems, and public facilities, and provides the historical background of the Florence-Firestone Community and the land use/zoning and transportation goals.

#### **2.1.7 ZONING AND LAND USE BACKGROUND REPORT - NOVEMBER 2001**

The Florence-Firestone Zoning and Land use Study Background Report provides demographic and land use analysis for the community, specifically including a zoning and land use study that identifies land use and zoning conflicts within the community. This report was used by the Department of Regional Planning to recommend land use policies that address these concerns. The report provides physical survey information and summarizes current land use within the community, as well as identifies serious conflicts between incompatible land use and zoning patterns. The report also provides an analysis of incompatible uses and conflicts with current zoning within the community that will be taken into consideration when proposing land use scenarios and zone changes.

### **2.1.8 FLORENCE MILE PARKING STUDY – JUNE 2008**

Located in the southeastern portion of the Florence-Firestone Community, the Florence Mile is an important industrial and commercial location for neighborhood residents. Mostly comprised of small older buildings, many of these local businesses do not have parking that is adequate to serving the needs of patrons. Divided into six different zones, this parking study compared the number of existing parking spaces to the amount required by the County of Los Angeles Parking Code based on factors such as building square footage and business type. It was determined that every zone has an insufficient amount of parking. The survey determined that approximately 50 percent of drivers in this area parked their cars on the street. The information provided in this parking study will be useful when developing potential land use scenarios.

### **2.1.9 STUDY OF INFILL DEVELOPMENT POTENTIAL, PHASE 1 AND 2 STUDIES – JULY 2006**

The Phase 1 study identified opportunities for infill housing development within unincorporated Los Angeles County and provided financial feasibility analysis. The study concluded that most infill housing prototypes would not be financially feasible within these areas, but with various policy options such as density bonuses and parking reductions, the projects could be more feasible. The study examined residential densities within the Florence Firestone CSD and Blue Line TOD and identified infill opportunity sites that are primarily located within commercially zoned areas located within three ½-mile areas located around the community's three Metro Blue Line stations. The Phase 2 study also provides an economic and infill analysis, identifying that the Florence Firestone Community consists of approximately 40 percent of eastern unincorporated Los Angeles County in fill opportunities and contains approximately 240 acres of underutilized land.



## 3.0 EXISTING CONDITIONS

### 3.1 LAND USE

An analysis of existing land use conditions within Florence-Firestone has provided the basis from which to identify strengths, opportunities, and threats to future sustainable development that could prevent or help the community's vision from being achieved. Constraints to achieving this vision will be further identified in Section 4.0, Constraints and Issues.

Currently, existing land use patterns within the Florence-Firestone community do not maximize the community's potential for increased mobility given its access to multi-modal transit options. There are numerous incompatible land uses that have created issues related to safety, code violations, and the overall appearance of neighborhoods. There are limited opportunities for recreation and open space, and the many of the commercial and industrial land uses within the community do not serve the needs of the existing population in terms of neighborhood amenities and places of employment.

The majority of existing land use consists of high-density single-family residential areas and mixed-density residential, followed by commercial and manufacturing uses. (See Figure 3-1 Existing Land Use Map.) The land use characteristics are described in more details in the following sub-sections. Please refer to the TOD Report for a summary of existing land use within the adopted Transit Oriented Districts in Florence-Firestone.

#### 3.1.1 DESCRIPTION OF DEVELOPMENT PATTERN

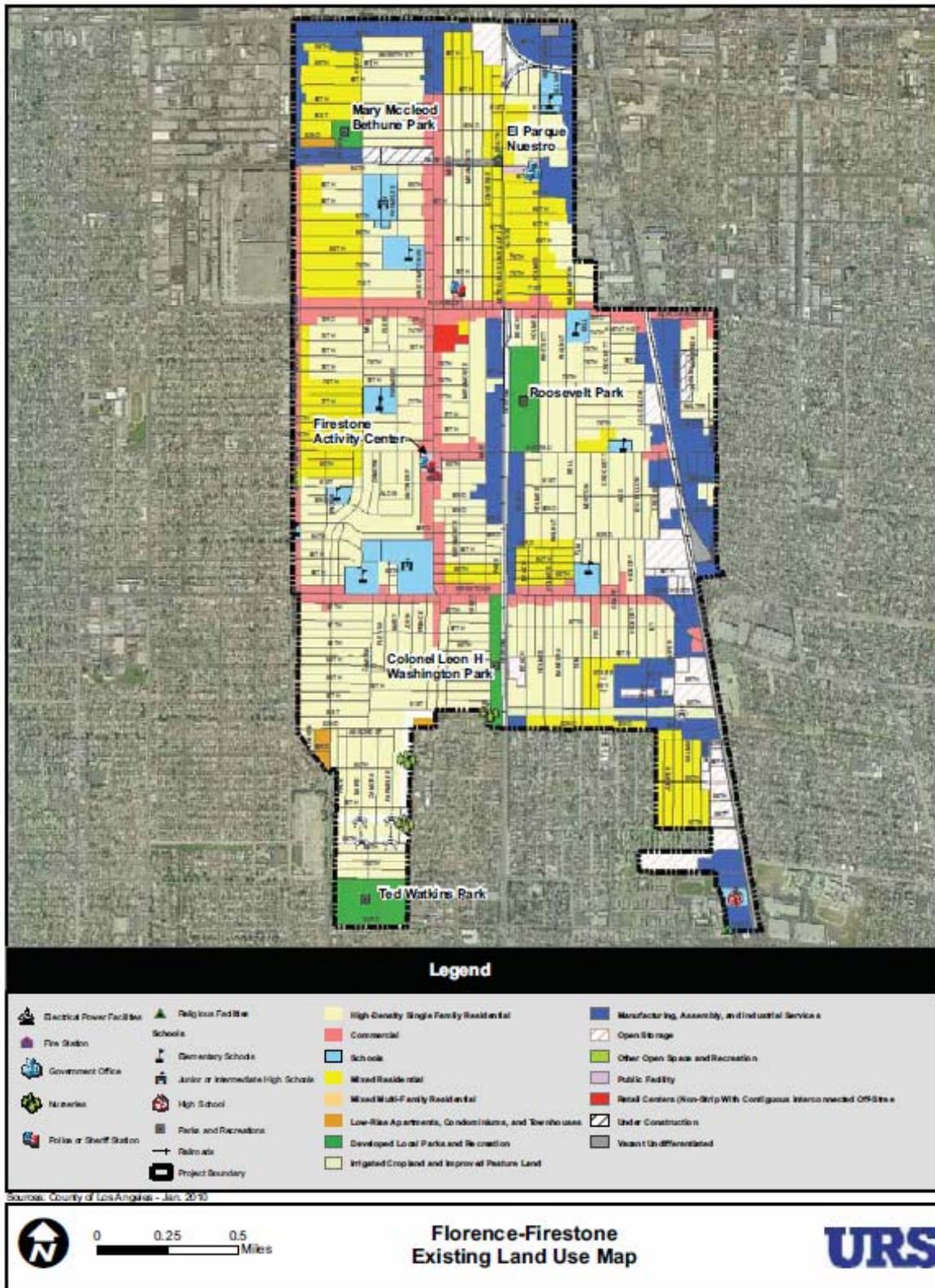
##### RESIDENTIAL NEIGHBORHOODS



Source: LA County Department of  
Regional Planning

The majority of residential units are densely concentrated single-family homes. However, the character of the area is reflective of a mix of residential densities. Higher density buildings are most often located at or close to street intersections. Many of the higher density units are aged and in need of repair or rehabilitation. Residential properties are small and there is evidence of overcrowding due in part to conversion of garages into living quarters, other makeshift housing and the high number of persons per household. Generally, the higher density properties lack landscaping and are in greater need of aesthetic maintenance and structural repair.

FIGURE 3-1  
FLORENCE-FIRESTONE EXISTING LAND USE MAP



## COMMERCIAL DISTRICTS



Source: LA County Department of  
Regional Planning

The commercial areas are a mix of restaurants, automobile-oriented shops, and other retail and office uses. The commercial areas are economically viable, but the physical condition and appearance of these areas reflect the need for repair and reinvestment. Commercial businesses are located along major streets and are well patronized. Some vacant buildings and sites offer the potential for further commercial growth and development

## INDUSTRIAL AREAS



Source: URS Site Visit Photos

The industrial area are primarily clustered along the boundaries of the community on the major thoroughfares of Slauson Avenue, Central Avenue, Wilmington Avenue, and the Alameda Street Corridor. Uses range from outside storage to manufacturing and warehouses to auto-related uses with structures and sites being in generally fair condition. The industrial areas are not maintained and do not comply with current development standards. These areas are in need of reinvestment and provide opportunity sites and structures that would allow for new development.



Source: URS Site Visit Photos

## PUBLIC USES

Public schools located in the Florence-Firestone community include Graham Elementary School, McKinley Elementary School, Miramonte Elementary School, Parmelee Elementary School, Russell Elementary School, Drew Middle School, Edison Middle School, Florence Avenue Elementary School, and Lillian Elementary School. There are also several new LAUSD schools currently being planned in the Florence-Firestone community.

Florence-Firestone currently has two libraries: Florence Library and the Graham Library. All library cardholders have access to free wireless internet and can access the County's 84 library collections from home computers. Live homework help is also available online to students in grades 4-12 in both English and Spanish. Both libraries have a homework help center, pre-school and family story times, and summer reading programs.

Other public community facilities include the Firestone Activity Center which offers programs sponsored by the Sheriff's Department. These programs are the Sheriff's Explorers for youth between 14 and 21 and the Sheriff's Leadership Academy for junior high and high school youth.

## OPEN SPACE



Source: URS Site Visit Photos

Open space in the Florence-Firestone community occurs as parks. There are five parks in the community: Ted Watkins Memorial Park; Franklin D. Roosevelt Park; Bethune Park; Colonel Leon H. Washington Park; and El Parque Nuestro. These parks make up 70.7 acres of park space in the community, which is approximately one acre per 1,000 residents and is far below the commonly accepted standard of 3 acres of parks per 1,000 residents.

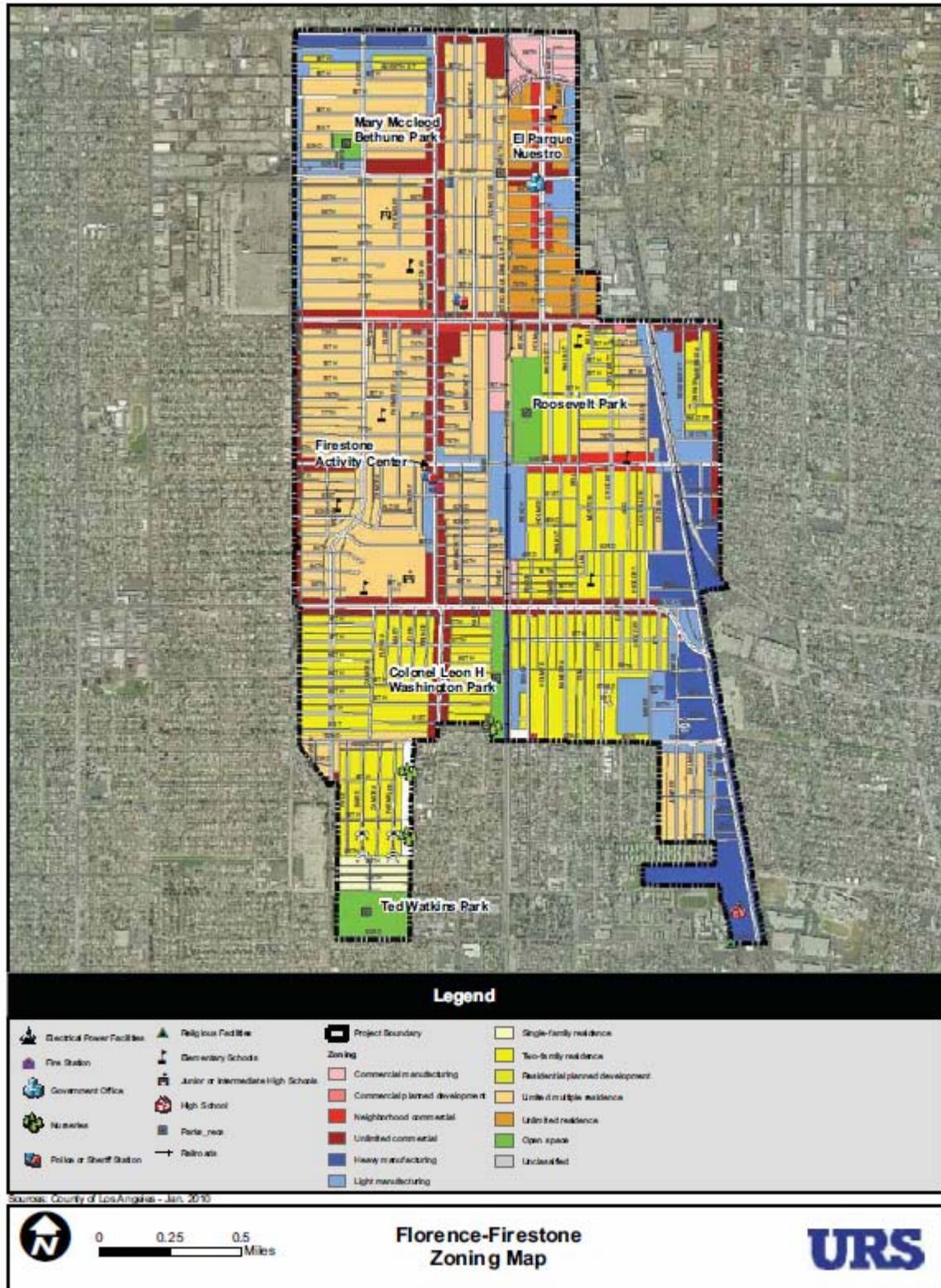
## 3.2 ZONING

Generally, the existing zoning map reflects more industrial and commercial areas than the General Plan land use policy map (see Figure 3-2 Zoning Map). Still, residential zoning dominates in the Florence-Firestone community and consists of neighborhoods primarily zoned for single- and two-family residences. Industrial areas within Florence-Firestone are zoned primarily for heavy manufacturing. Florence-Firestone contains three Metro Blue Line Stations

that have been designated as Transit-Oriented Districts. These areas have been established to allow for special zoning standards that promote transit-oriented and pedestrian-oriented development within walking distance of Blue Line stations. For specific zoning information for the adopted Transit-Oriented District zoning overlays around TOD areas, please refer to the TOD Report.

Current land uses and zoning inconsistencies within the community contribute to issues identified by Florence-Firestone residents during community outreach efforts such as safety, sense of place, and opportunities for recreation, diverse housing, and a need for neighborhood amenities. Changes in zoning and land use can encourage patterns of development for the community that better serve its current population and ensure the long-term sustainability of Florence-Firestone for future generations. These issues will be further analyzed in section 4.0, Constraints and Issues.

FIGURE 3-2  
FLORENCE-FIRESTONE ZONING MAP



## 4.0 CONSTRAINTS AND ISSUES

### 4.1 ISSUES PREVENTING COMMUNITY VISION

There are several issues related to land use, transportation, and economic development that have been identified within the Florence-Firestone community that prevent the area from realizing its potential. In June 2009, the Florence-Firestone Vision Plan was prepared for the Los Angeles County Department of Regional Planning.<sup>1</sup> The plan was prepared through a series of community workshops during which residents of Florence-Firestone identified the top issues and goals for the community. The key issues that were identified in the Vision Plan include the following:

- Overcrowding due to lack of parking and insufficient housing stock
- Incompatible land uses
- Florence Mile needs significant improvement – underutilized and vacant parcels, dilapidated buildings, not pedestrian friendly
- Inconsistent residential character in neighborhoods due to multi-family uses in single family neighborhoods
- Blue Line stations are dangerous and unattractive
- Bus stops lack basic amenities such as benches, shelters, trash cans, and transit information
- Sidewalks and crosswalks are either not visible or are unsafe
- Lack of bicycle facilities and few designated bike lanes despite high bicycle ridership
- Alleyways are dangerous and unattractive
- Lack of parking
- Lack of jobs
- Lack of diversity of jobs
- Limited options for supermarkets, shopping, and restaurants for residents
- Limited opportunities for job training and vocational education
- Lack of parks and open spaces
- Lack of identity
- No identifiable center for the community to shop and gather
- Lack of entertainment and arts and cultural uses
- High crime rates
- Littered streets
- Graffiti
- Code violations

### 4.2 REALIZATION OF COMMUNITY VISION

The Florence-Firestone Vision Plan has identified a long-term vision for Florence-Firestone consisting of improved socio-economic and physical conditions in the community.<sup>2</sup> The

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<sup>1</sup> Florence-Firestone Vision Plan, Los Angeles County Department of Regional Planning. June 2009.

<sup>2</sup> Florence-Firestone Vision Plan, Los Angeles County Department of Regional Planning. June 2009.

community's vision for Florence-Firestone includes a community that provides more basic needs to residents such as high-quality housing, access to more parks and open spaces, and opportunities for economic advancement. Safety is also a primary concern for Florence-Firestone residents, and envisioning a safer, more walkable community would include improving public safety through overall streetscape improvements, improving public transit areas so they are more safe and efficient, improving residential neighborhoods, and encouraging opportunities for higher-quality development. Florence-Firestone residents have expressed a concern for improving the overall appearance of the community, which would require strengthening existing neighborhoods through changes in land use and zoning, revitalizing Florence Mile as the main street in the community, transforming the major corridors within Florence-Firestone, and expanding parks and open spaces.

The Land Use and Sustainability Indicators Report evaluates the issues identified in the Vision Plan in the context of recommending land use changes in support of transforming Florence-Firestone to meet the community's vision.

## 5.0 SUSTAINABILITY INDICATORS/LAND USE EVALUATION CRITERIA

Sustainability can be defined as the long-term social, economic, and environmental health of a community.<sup>3</sup> Sustainable development has been defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.<sup>4</sup> During the community participation process for the Florence-Firestone Vision Plan, the residents of Florence-Firestone identified several factors that provide the basis for developing a long-term vision of sustainability for the community.

A sustainable future for Florence-Firestone can be defined by factors including the creation of a unique identity for the community, increased opportunities for employment, vocational training, and educational advancement, business attraction and retention, strengthened neighborhoods, transformed corridors, a safe and more efficient transportation system, the creation of a central area for residents to meet and gather, and expanded parks and open space.

The general principles and goals for sustainable land use in Florence are to improve the residential neighborhoods, expand open space and parks within the community, transforming the major corridors through the inclusion of new land uses that better serve the needs of the community, improve public safety, and developing a safer and more efficient transportation system.

In order to develop sustainability indicators to evaluate the existing conditions and the three proposed land use scenarios in this report, standards were established using the criteria for sustainable neighborhoods set forth in the LEED for Neighborhood Development Rating System.<sup>5</sup> Using existing data and GIS analysis, rankings have been assigned to evaluate existing conditions and how the three land use scenarios meet the sustainability criteria (see Appendix A, Sustainability Indicators/Land Use Analysis Matrix). The criteria used for evaluation are explained in further detail below.

The Project Team reviewed the LEED for Neighborhood Development Rating System and chose several sustainability criteria that were applicable to the Florence-Firestone community and that aligned with the community's sustainability vision. This section will identify the sustainability criterion and goals that were set to measure sustainable land use within the community. Once these criterion have been identified, existing conditions are analyzed in relation to these criterion in Section 6.1, Existing Conditions Analysis. Finally, Section 6.2, Scenarios, will identify proposed

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<sup>3</sup> Neighborhood Sustainability Indicators Guidebook, February 1997, Urban Ecology Coalition.

<sup>4</sup> Ibid.

<sup>5</sup> LEED for Neighborhood Development Rating System, June 2007, U.S. Green Building Council. Website avail

scenarios for each sustainability criterion that will achieve the thresholds used. These scenarios will recommend low, medium, and high levels of implementation that will come increasingly close to meeting or exceeding the sustainability thresholds that have been identified.

To help focus evaluation of the existing conditions and the three land use scenarios, these criteria were classified into the following main categories:

- Mobility and Access
- Reducing Automobile Dependence
- Housing Diversity and Affordability
- Safety

## 5.1 MOBILITY AND ACCESS

Enhancing mobility and access plays an important role when planning for a sustainable community. Feedback from the Vision Plan outreach efforts indicates there is a high demand for more parks, open space, and places to gather in the community. Providing the community with a variety of open spaces accessible to places of employment and residence encourage walking, physical activity, and time spent outdoors. Increased access to civic and public spaces and recreational facilities provide the community with more places to gather, creating a stronger sense of place and belonging. The sustainability criteria and thresholds below have been used to identify how mobility and access can be achieved within Florence-Firestone.

### 5.1.1 ACCESS TO CIVIC AND PUBLIC SPACES

- A park, green plaza, or square located within a ¼-mile walking distance of 90 percent of the dwelling units and business entrances in Florence-Firestone

### 5.1.2 ACCESS TO RECREATION FACILITIES

- An active or open space facility (such as playfields, soccer, baseball, basketball and other sports fields), an indoor recreation facility, and walking loops, community trails, or bike paths located within ¼ mile walking distance of 90 percent of dwelling units within the community.

### 5.1.3 ACCESS TO RECREATION FACILITIES FROM SCHOOLS

- Schools in the Florence-Firestone community that are located within a ¼-mile walking distance from an active or open space facility (such as playfields, soccer, baseball,

basketball and other sports fields), an indoor recreation facility, and walking loops, community trails, or bike paths

#### 5.1.4 ACCESS TO RECREATIONAL FACILITIES OR OPEN SPACE LOCATED WITHIN SCHOOLS

- Public schools located within Florence Firestone that could offer opportunities for recreation and/or open space within a ¼-mile walking distance for community use through joint-use agreements with the LA County Department of Parks and Recreation contain recreational facilities, playfields, and open space that may be utilized by the public through a public-use agreement with Los Angeles County Department of Parks and Recreation

#### 5.1.5 TREE-LINED AND SHADED STREETS

- Trees (of at least 10 feet in diameter) provide shade over at least 40 percent of the length of sidewalks on major and secondary streets within the study area

### 5.2 REDUCING AUTOMOBILE DEPENDENCE

Planning for development within close proximity to multi-modal transportation options can reduce automobile use and as a result, reduce pollution, relieve traffic congestion, and increase the overall quality of life for residents in the community by creating more convenient access to places of employment and other points of interest. Public transportation service in Florence-Firestone currently ranks among the best in Los Angeles County. However, the transit stops need to be made more safe and accessible. Additionally, the community contains few bicycle facilities despite the fact that many residents travel within the area by bicycle. In addition to the sustainability criteria below, please refer to the TOD Report for further analysis on sustainability criteria that contributes to reduced automobile dependence.

#### 5.2.1 TRANSIT SERVICE

- 40 percent of dwelling units and non-residential building entrances are within a ¼-mile walk distance of bus or streetcar stops
- 40 percent of dwelling units and non-residential building entrances are within a ½-mile walk distance of bus rapid transit stops or light or heavy rail stations

### 5.2.2 BICYCLE NETWORK

- 50 percent of dwelling units are located within a ¼ mile of an existing or proposed bicycle network

### 5.2.3 JOBS-HOUSING PROXIMITY

The Florence-Firestone community currently has the potential for achieving a high jobs-housing proximity given that the existing land use spatially meets the requirements typical of jobs-to-housing ratio comparisons such as proximity to transit and residential uses from commercial and industrial areas. Please refer to the Market Feasibility Report for further analysis on the potential for job creation within the industrial and commercially zoned areas of Florence-Firestone. The thresholds used to estimate the potential to for achieving a high jobs housing proximity within the community are as follows:

- The center of the community is located within a ½-mile walking distance of a number of jobs equal to or greater than 50 percent of the dwelling units in the community
- The center of the community is located within a ½-mile walking distance of an existing rail transit stop and within a ½-mile walking distance of existing dwelling units equal to or greater than 50 percent of the number of jobs in the community

## 5.3 HOUSING DIVERSITY AND AFFORDABILITY

A sustainable vision for a community includes the provision of housing that enables members of the community from a wide range of economic levels and age groups to live within Florence-Firestone. This includes providing a diversity of for-sale and rental housing that is both affordable and meets the specific housing needs of the community.

### 5.3.1 DIVERSITY OF HOUSING TYPES

When communities are able to provide a variety of housing types suitable for different ages and incomes, they are more resistant to cycles of abandonment and decline as well as unhealthy concentrations of poverty than neighborhoods that include a variety of housing for residents.<sup>6</sup> The diversity of housing types within Florence-Firestone will be determined by calculating the Simpson Diversity Index Score.<sup>7</sup>

This criterion can be achieved by:

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<sup>6</sup> US Green Building Council, LEED for Neighborhood Development Rating System, 2005

<sup>7</sup> TND Design Rating Standards, Version 2.1, Laurence Aurbach, June 2005

- Providing a variety of housing sizes and types such that the total variety of planned and existing housing within the project area achieves a Simpson Diversity Index score of greater than 0.5. The Simpson Diversity Index calculates the probability that any two randomly selected dwelling units in a study area will be of a different type

### 5.3.2 AFFORDABLE FOR-SALE HOUSING

- At least 10 percent of total for-sale housing within Florence-Firestone is priced for households that earn up to 80 percent of the area median income, or
- At least 20% of total for sale housing within the community must be priced for households earning up to 120% of the area median income

## 5.4 SAFETY

Establishing goals for sustainability within a community such as enhanced walkability and access to public spaces are contingent upon members of the community feeling safe in their surroundings. Input received from the Vision Plan outreach efforts indicate that one of the highest priorities among community members in Florence-Firestone is an improvement in public safety, particularly to reduce crime, address gang activity, and minimize drug dealing. Neighborhoods represent the single largest land use within Florence-Firestone, and existing conditions indicate that these areas can be greatly improved to provide safer and more attractive places for residents to live. These goals can be achieved through the implementation of policies that will create safer streets and neighborhoods for the community, as discussed below.

### 5.4.1 SAFE STREETS AND NEIGHBORHOOD

- Improved sidewalks
- Improved intersection crossings located around station areas
- Improved street lighting throughout the community directed towards sidewalks and streets
- Reduced code violations and instances of illegal dumping
- Alleyway improvement strategies



## 6.0 POTENTIAL LAND USE SCENARIOS

### 6.1 EXISTING CONDITIONS ANALYSIS

Section 5.0 identified the sustainability criterion that were used to measure sustainable land use within Florence-Firestone. These criteria have been used to evaluate the existing conditions within the community to determine how well they match these sustainability standards. Existing conditions for the aforementioned sustainability criteria and thresholds were evaluated using existing data, field inventory, and GIS analysis. Environmental barriers such as Department of Water and Power utility corridors, the Metro Blue Line corridor, and street barriers for major streets that may be difficult or dangerous to cross were considered in this analysis in order to define true accessibility to parks, recreational facilities, and civic and public spaces within the community. This analysis takes analyzes accessibility to parks and recreational facilities located within the Los Angeles County Florence Firestone Community Plan Area boundary and does not analyze accessibility to surrounding park facilities managed by either the City of Los Angeles or Los Angeles County Department of Parks and Recreation. For both the existing conditions analysis and land use scenarios, accessibility has also been defined as within ¼ mile walking distance unless otherwise specified. These conditions provide a baseline sustainability threshold from which to build potential land use scenarios for the Florence-Firestone community.

#### 6.1.1 MOBILITY AND ACCESS

##### ACCESS TO CIVIC AND PUBLIC SPACES (*FIGURE 6-1*)

Existing conditions reflect that a very small percentage of the community has access to a civic or public plaza within a ¼-mile walking distance. Currently, approximately 18 percent of residential acreage and 5 percent of commercial acreage is located within a ¼-mile walking distance of a park, green plaza, or square. Physical barriers were taken into consideration such as utility corridors, the Metro Blue Line corridor, and major streets that may be difficult or dangerous to cross due to high volumes of traffic. This indicates that there is a need for more public plazas, parks, and squares throughout the community so that more neighborhoods and commercial areas have access to places to gather.

##### ACCESS TO RECREATIONAL FACILITIES (*FIGURE 6-2*)

Currently the only parks and designated recreational areas for the community are the same as those used to analyze Access to Civic and Public Spaces. Similarly, a very small percentage of the community has access to a park or recreational area within a ¼-mile walking distance. Existing conditions reflect 18 percent of residential acreage and 5 percent of commercial acreage is located

within a ½-mile walking distance of recreational facilities. This indicates that there is a great need for more recreational, open space, walkways, and trails throughout the community that are accessible to both residential and commercial areas.

### ACCESS TO RECREATIONAL FACILITIES FROM SCHOOLS

Florence-Firestone lacks a sufficient amount of recreational facilities for its youth. One out of the ten schools located within the Florence Firestone community, Florence Avenue Elementary, is located within a ¼-mile walking distance of a recreational facility. This demonstrates the need for more recreational facilities to be made available in the community that would create opportunities for more after-school activity programs.

### ACCESS TO RECREATIONAL FACILITIES OR OPEN SPACE WITHIN SCHOOLS (FIGURE 6-3)

Given that most of Florence-Firestone is primarily built-out, the opportunity to develop new spaces for recreation are limited. Joint-use agreements between the County Department of Parks and Recreation and public schools within the community may provide more access to recreation space for the community by utilizing recreational facilities located on school property. Currently, approximately 20 percent of residential acreage and 15 percent of commercial acreage is located within ¼ mile of a recreational facility or green space located on public school property.

### TREE-LINED AND SHADED STREETS (FIGURE 6-4)

Existing conditions analysis for street trees in Florence-Firestone was conducted by using GIS to map the locations of street trees that provide at least 10 feet in diameter of spread or higher along major arterials (Figure 6-4). This inventory was gathered from the LA County Department of Public Works street tree inventory database. Table 6-1 below displays what percentages of the linear length of streets within Florence-Firestone are covered by street trees. These percentages demonstrate which major and secondary streets within the community could benefit from the addition of street trees.

TABLE 6-1  
STREET TREE COVERAGE IN FLORENCE-FIRESTONE

STREET NAME	STREET LENGTH (LF)	APPROX. STREET TREE COVER (LF)	APPROX. PERCENT STREET TREE COVERAGE COMPARED TO THE TOTAL STREET LENGTH (%)
Compton Ave	12850	8950	70%
Firestone Blvd	8150	4100	50%
Florence Ave	6550	3200	49%

Nadeau St	7900	2900	37%
Santa Fe Ave	4700	1300	28%
Slauson Ave	5250	1200	23%
Graham Ave	6040	20	0.3%
Miramonte Bl	10620	4820	45.4%
Holmes Ave	11190	7880	70.4%
Crockett Bl	4270	190	4.4%
Hooper Ave	14189	6089	42.9%

Note: LF = Linear Feet of Street Length

\* These inventory does not include trees that fall within LA County Department of Parks and Recreation right of way as this data is not available

FIGURE 6-1  
FLORENCE-FIRESTONE ACCESS TO CIVIC AND PUBLIC SPACES

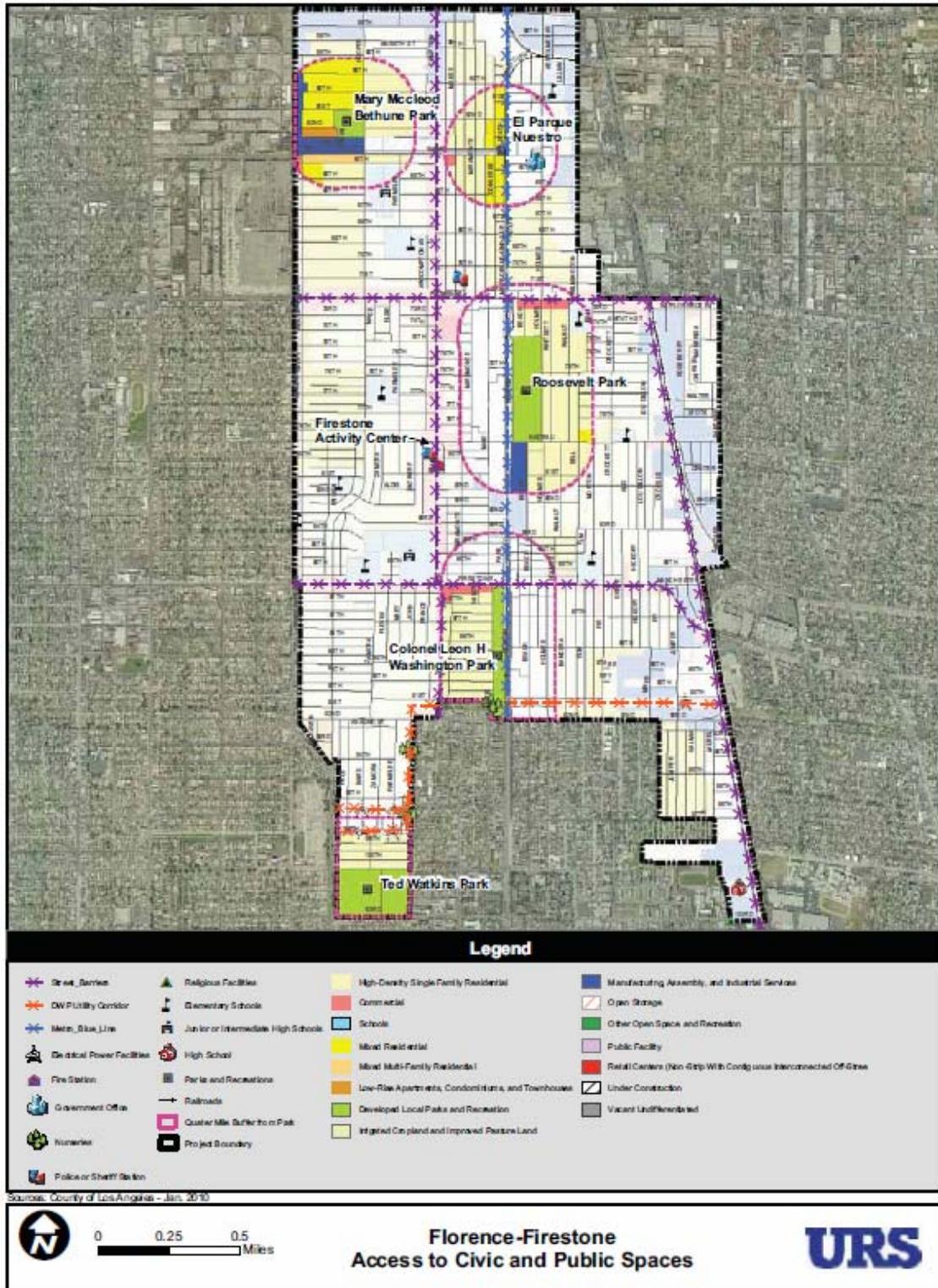


FIGURE 6-2  
FLORENCE-FIRESTONE ACCESS TO RECREATIONAL FACILITIES

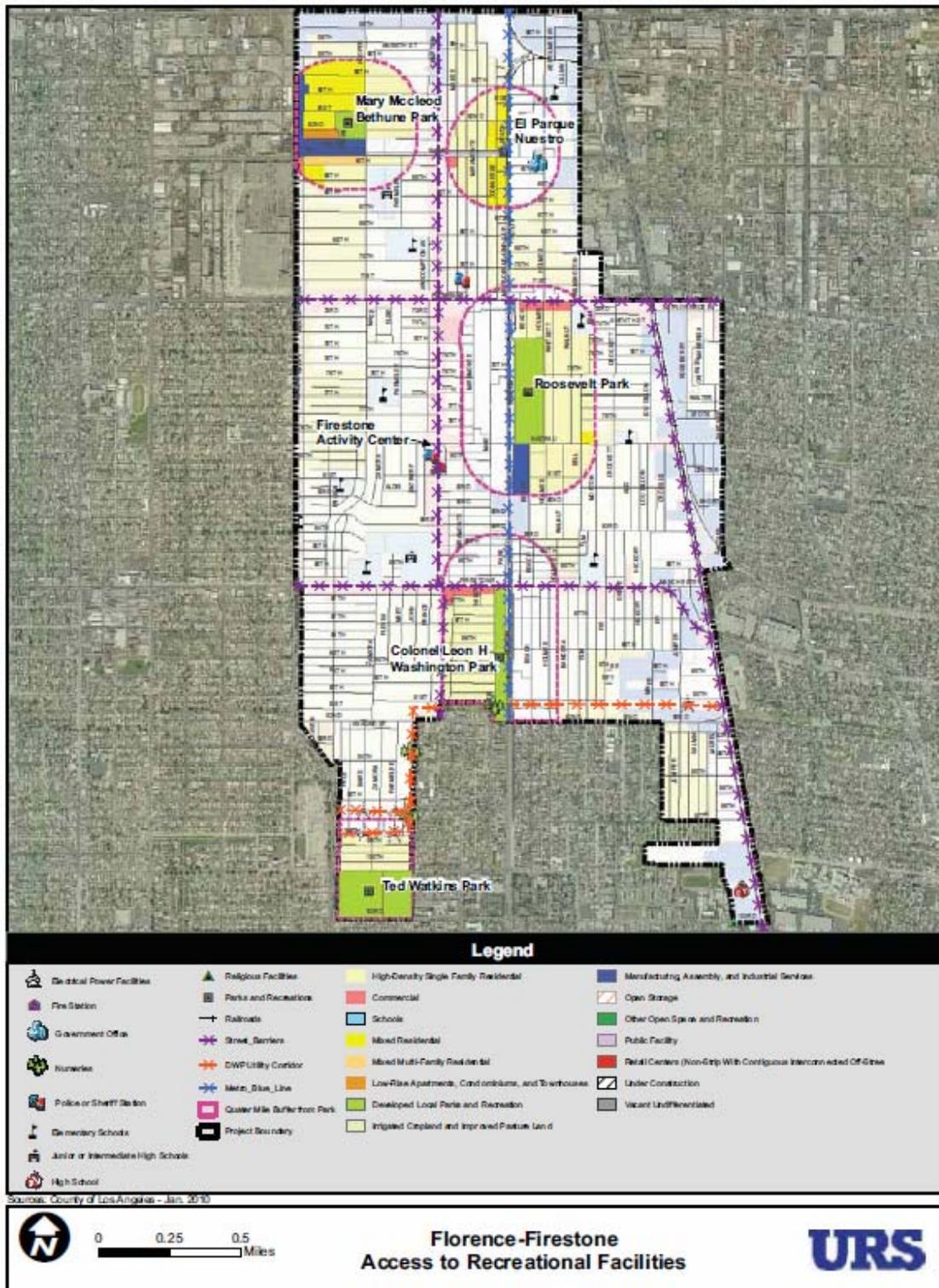


FIGURE 6-3  
FLORENCE-FIRESTONE ACCESS TO RECREATIONAL  
FACILITIES FROM SCHOOLS

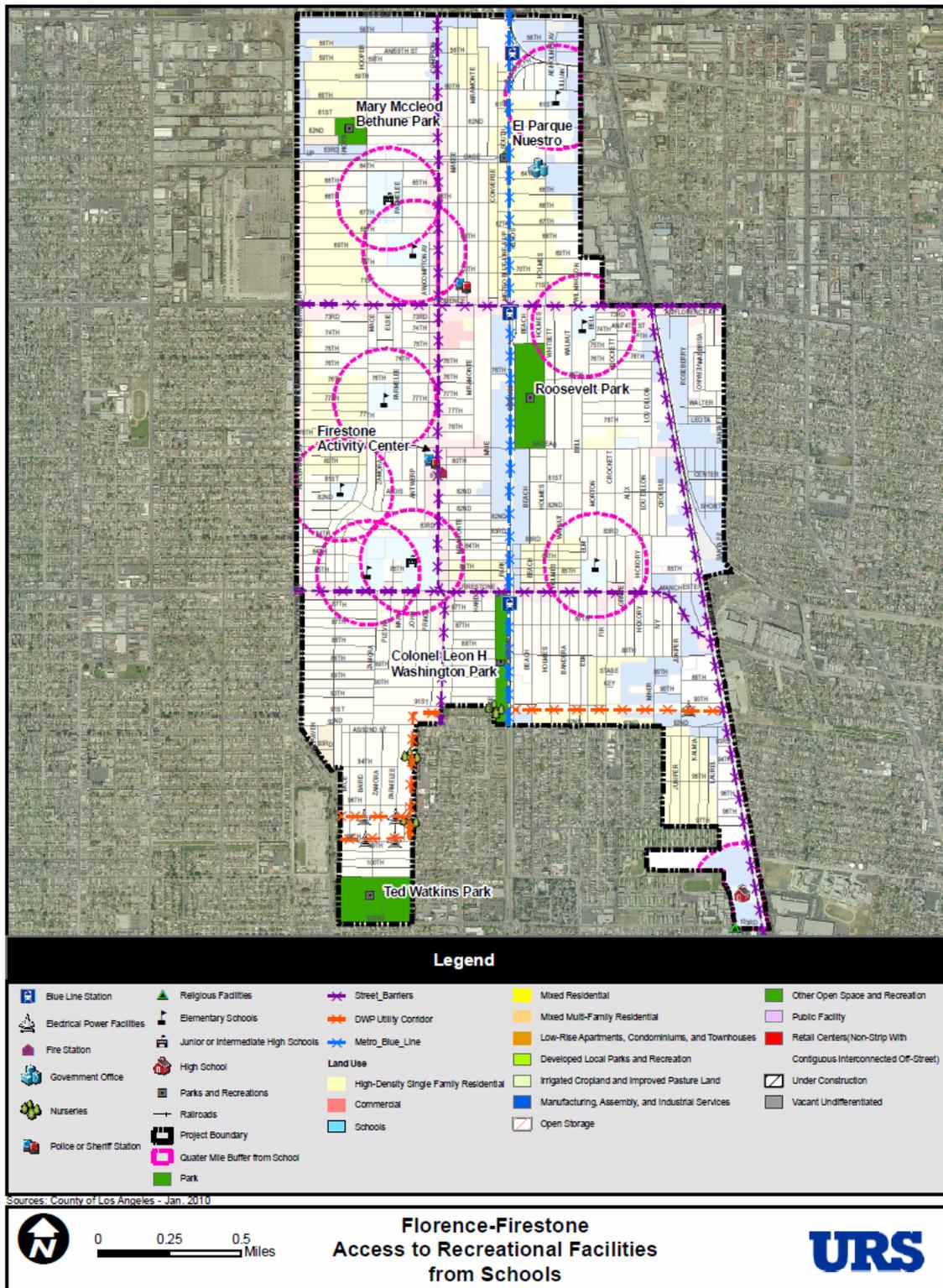


FIGURE 6-4  
FLORENCE-FIRESTONE ACCESS TO RECREATIONAL FACILITIES WITHIN SCHOOLS

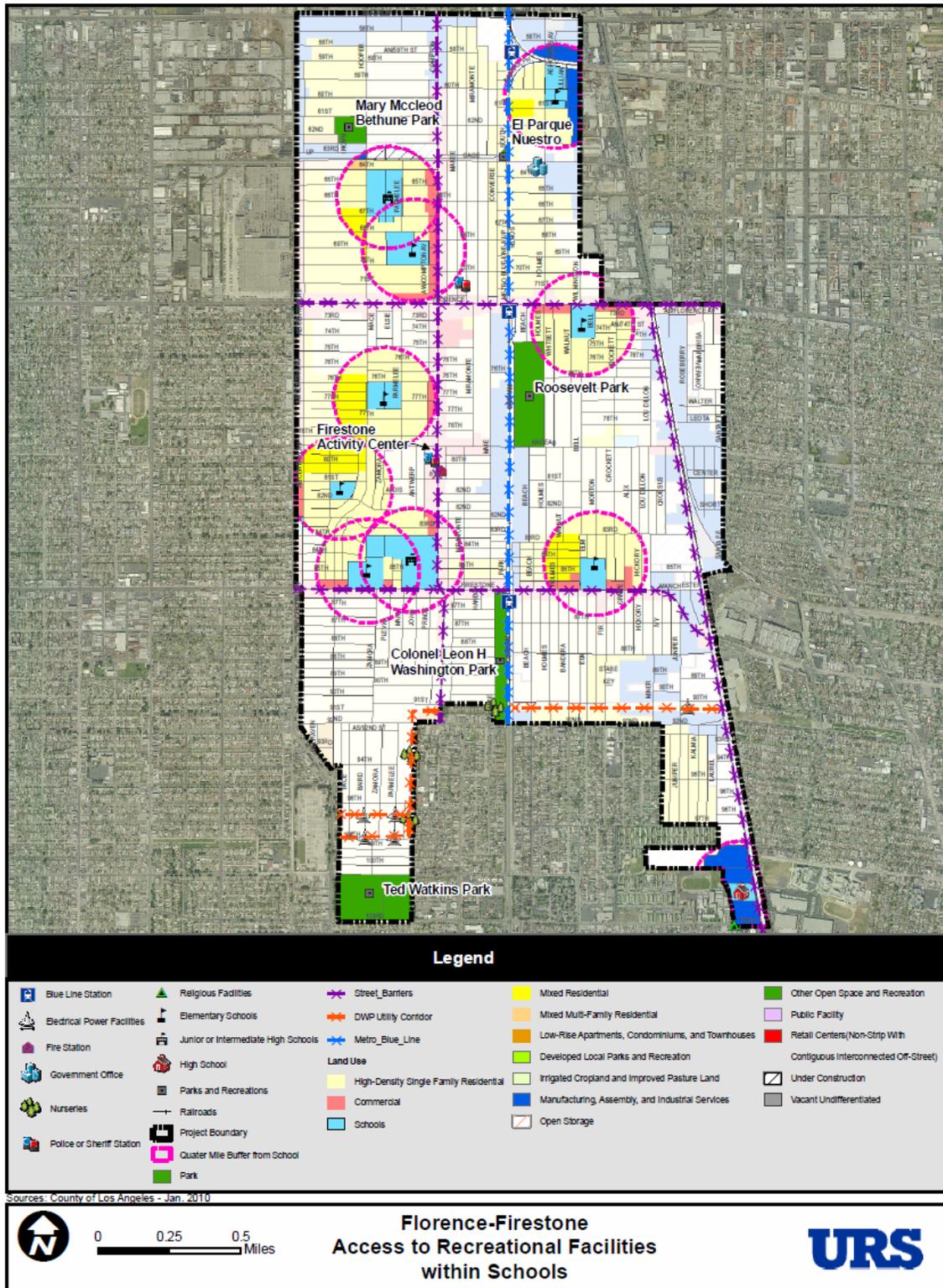
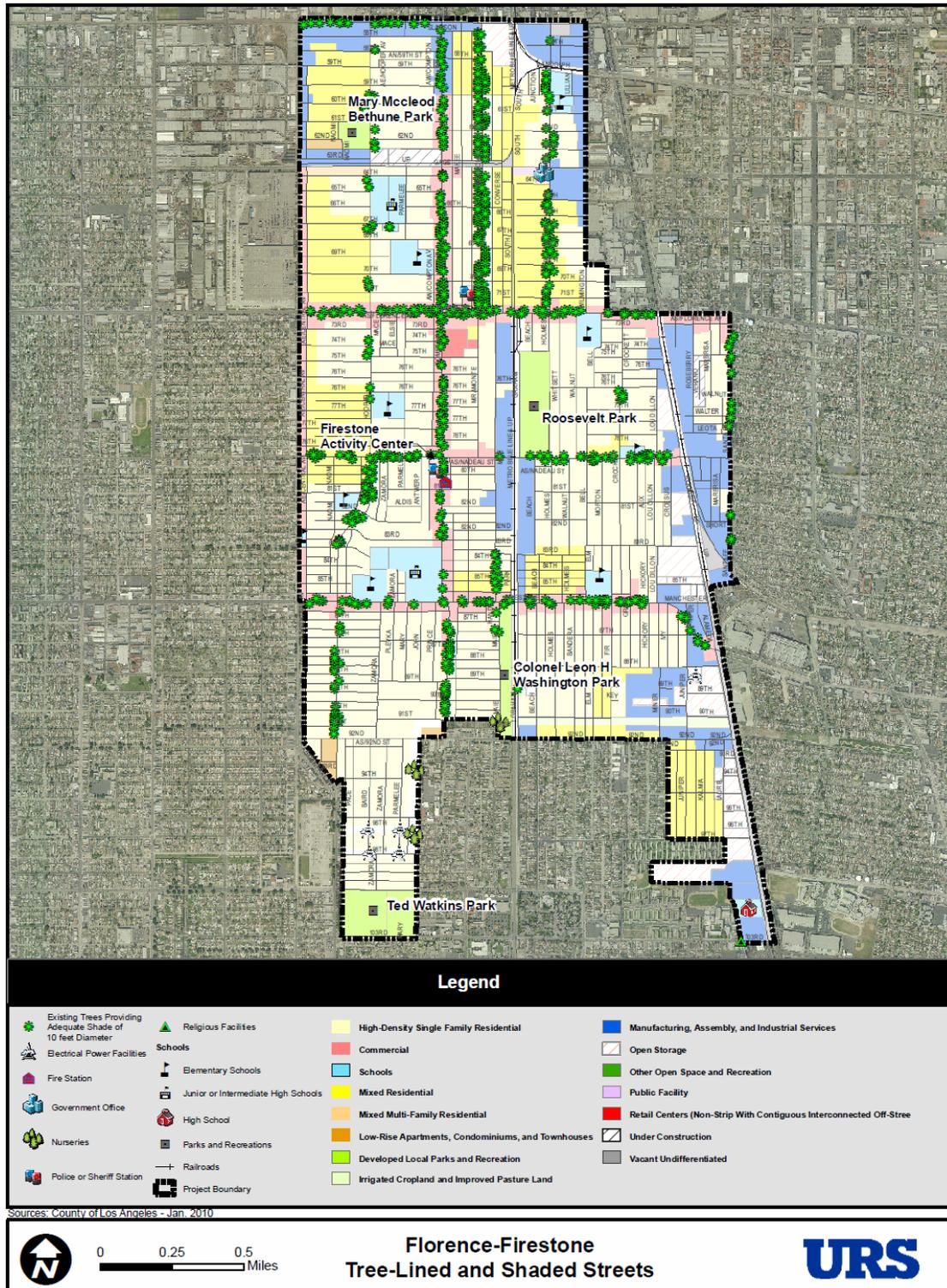


FIGURE 6-5  
FLORENCE-FIRESTONE TREE-LINED AND SHADED STREETS



## 6.1.2 REDUCING AUTOMOBILE DEPENDENCE

### TRANSIT SERVICE

Currently, approximately 30 percent of residential acreage, 43 percent of commercial acreage, and 24 percent of industrial acreage is located within a ½-mile walking distance of a Blue Line light rail station. (*Figure 6-5*)

Existing conditions also indicate that 73 percent of residential acreage, 99 percent of commercial acreage, and 87 percent of industrial acreage is located within a ¼-mile walking distance from a bus stop. (*Figure 6-6*)

These percentages indicate that the current population within Florence-Firestone is well served by both light-rail and bus public transit service.

### BICYCLE NETWORK

In order to calculate how much residential area within Florence-Firestone could access a bicycle network within a ¼-mile walking distance of neighborhoods. GIS analysis was conducted by drawing a ¼-mile buffer around the existing bicycle network that runs along Holmes Street between Gage and Florence Avenue (*Figure 6-7*).

Currently, 8.6 percent of all residential areas within Florence-Firestone can access a bicycle network within a ¼-mile walking distance. This indicates that the community has a great need for improved access to more bicycle networks that will connect neighborhood residents to community amenities.

### JOB-HOUSING PROXIMITY

Currently, 99 percent of residential acreage is located within a ½-mile of commercial or industrially zoned land in Florence-Firestone. Approximately 30 percent of residential acreage, 43 percent of commercial acreage, and 24 percent of industrial acreage is located within a ½-mile walking distance of a Blue Line station. Existing conditions indicate that 73 percent of residential acreage, 99 percent of commercial acreage, and 87 percent of industrial acreage is located within a ¼-mile walking distance of an MTA bus stop. From a spatial standpoint, Florence-Firestone contains the correct mix of both residential and industrial and commercial uses to provide a number of jobs that are located within close proximity to the majority of housing in the community. For a more detailed analysis of the types of jobs that could be provided by these commercial and industrial uses, please refer to the Market Feasibility Report.

FIGURE 6-6  
FLORENCE-FIRESTONE ACCESS TO TRANSIT SERVICE - BLUE LINE

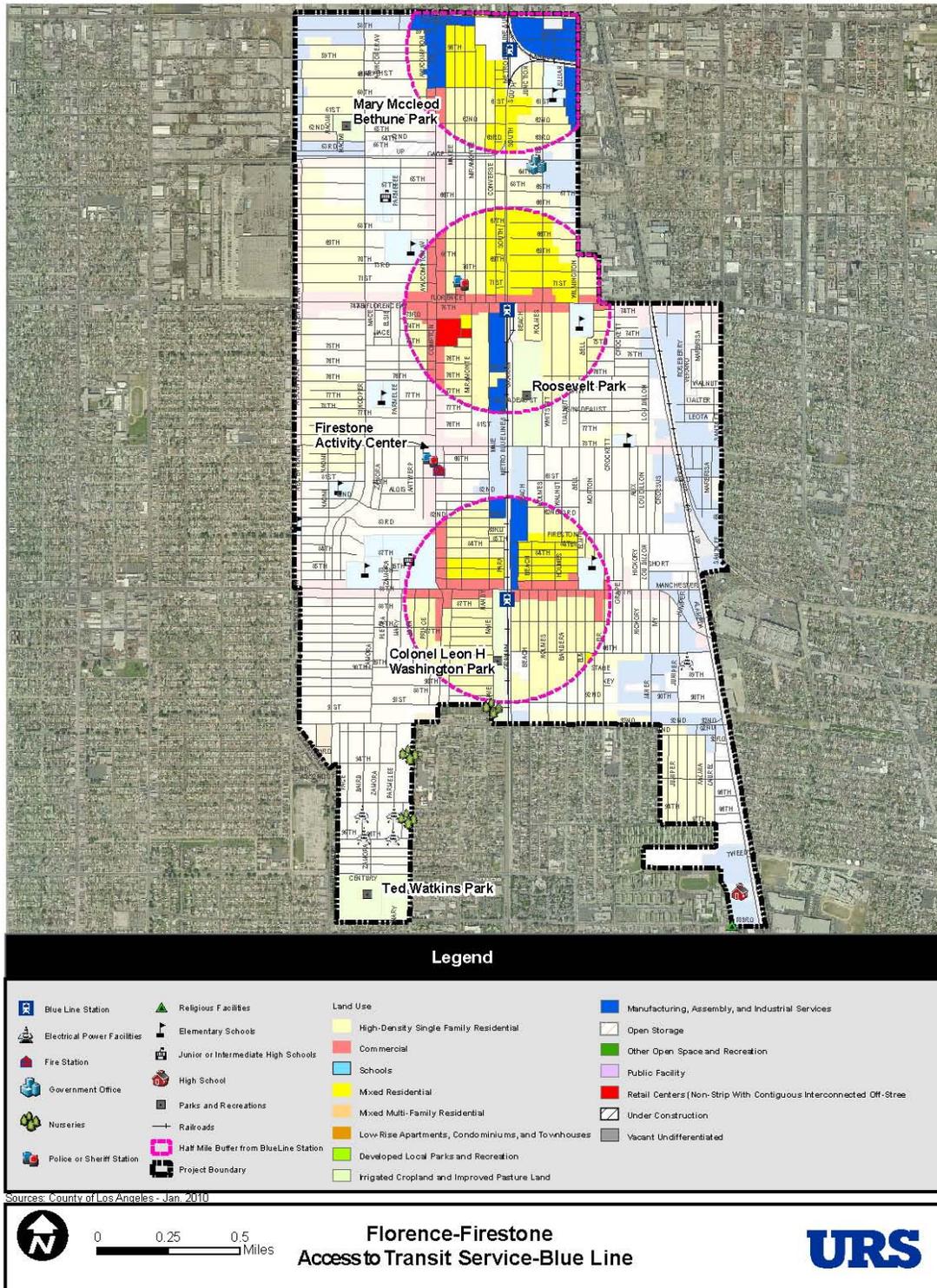


FIGURE 6-7  
FLORENCE-FIRESTONE ACCESS TO TRANSIT SERVICE – MTA BUS

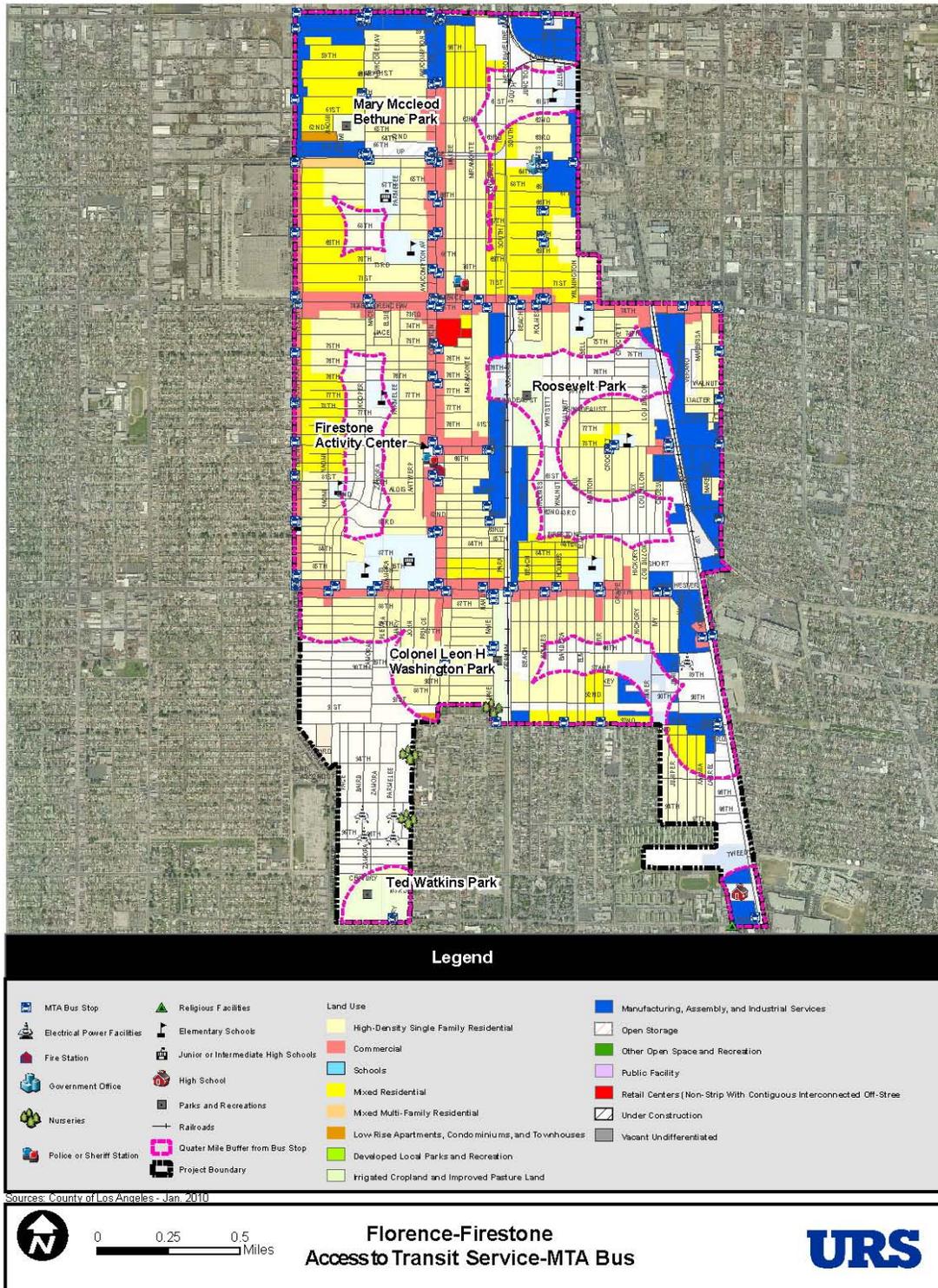
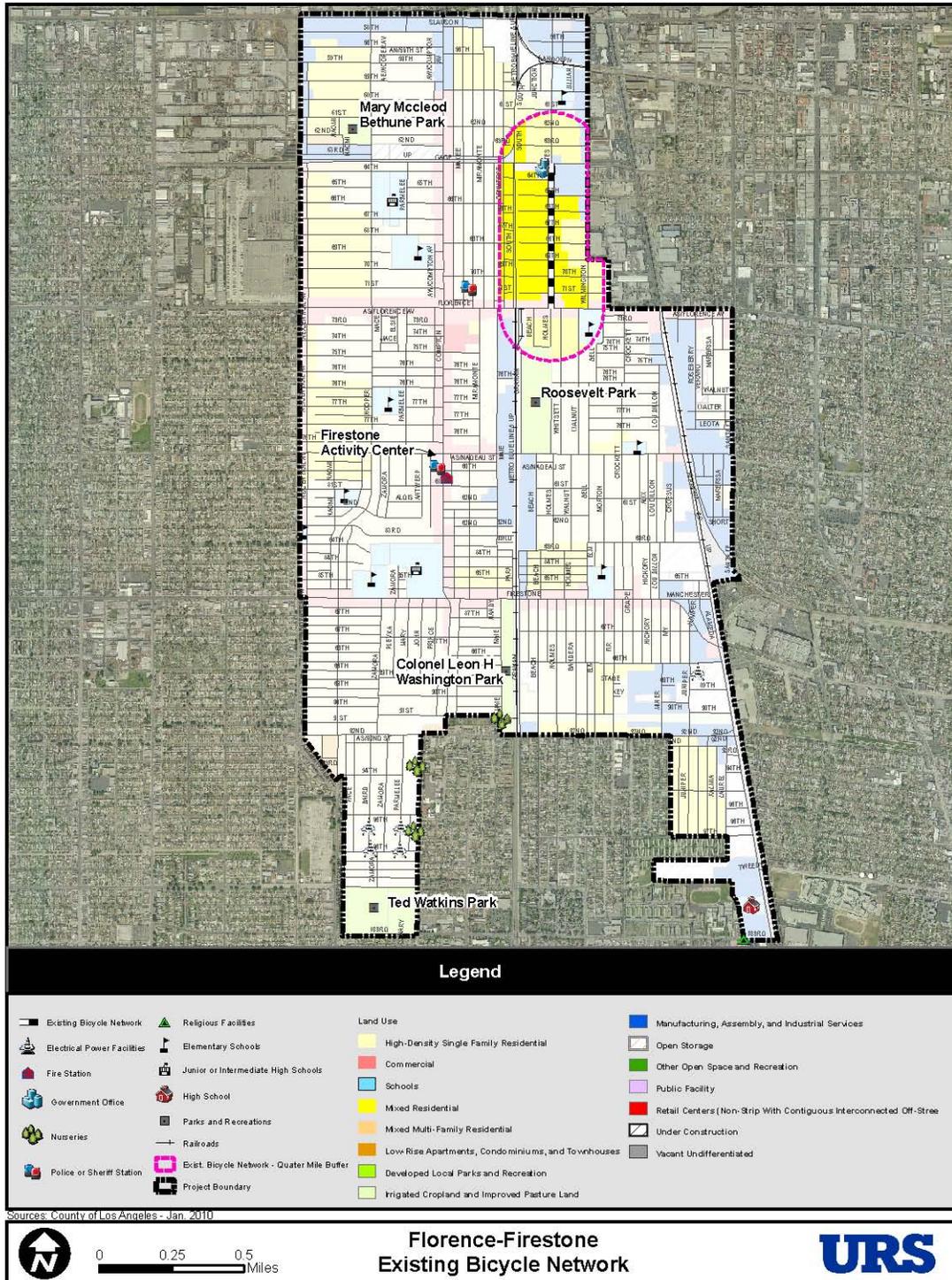


FIGURE 6-8  
FLORENCE-FIRESTONE EXISTING BICYCLE NETWORK



### 6.1.3 HOUSING DIVERSITY AND AFFORDABILITY

#### DIVERSITY OF HOUSING TYPES

The diversity of housing types within Florence-Firestone was calculated using the Simpson Diversity Index formula. A score of at least 0.5 on the Simpson Diversity index indicates that a sufficient variety of housing types exist within the community. This index measures the probability that one type of housing will differ from the next within a given a community, indicating the diversity of housing types available. Information on housing types was estimated using total capacity for development measured in units per acre within each residential zone in Florence-Firestone. When developed to maximum capacity, each residential zone within Florence-Firestone would allow for different housing types, ranging from condominiums, townhomes, duplexes, live-work residences, and multi-family residences.

The formula used to calculate the diversity index is as follows:

$$Score = 1 - \sum(n / N)^2$$

Where  $n$  = the total maximum number of residential units that could potentially be built within *each* residential zone within Florence-Firestone. This is measured by maximum development potential (in units) as shown in Table 6-2.

$N$  = the total number of residential units that could potentially be built within *all* residential zones within Florence-Firestone. This is measured by totaling the maximum development potential of each residential zone type, with  $N = 28,860$  residential units.

Housing types were determined by taking the minimum lot size required for residential zones as well as maximum density capacity. Table 6-2 summarizes the residential zones, density capacities, and maximum development potential within Florence-Firestone.

The Simpson Diversity Index calculation of 0.53 for Florence-Firestone indicates that if the maximum development capacity were reached for each of the designated residential zones found within the community, the potential to provide a diversity of housing types for a mix of incomes and ages exists.

TABLE 6-2  
DIVERSITY OF HOUSING TYPES IN FLORENCE-FIRESTONE

RESIDENTIAL ZONES	MAXIMUM DENSITY UNITS/ACRE	PERCENT AREA WITHIN ALL PROJECT AREA RESIDENTIAL ZONED AREAS	ACRES OF HOUSING TYPE WITHIN STUDY AREA	N MAXIMUM DEVELOPMENT POTENTIAL (UNITS)	(N/N) <sup>2</sup>
R1 Single-family residence	8	1%	15	120	1.728 * 10 <sup>-05</sup>
R2 Two-family residence	17	38%	416	7,072	0.2450
R3 Limited multiple residence	30	55%	607	18,210	0.3981
R4 Unlimited residence	50	6%	64	3,200	0.0122
RPD Residential planned development	43	0	6	258	7.991 * 10 <sup>-05</sup>
<b>TOTAL</b>		<b>100%</b>	<b>1,108</b>	<b>N = 28,860 units</b>	<b>Σ(n/N)<sup>2</sup> = 0.4705</b>

Based on the maximum development potential calculated in Table 6-2 above, the Simpson Diversity Index was calculated as follows:

$$\Sigma(n/N)^2 = 0.4705$$

$$1-\Sigma(n/N)^2 = 1-0.4705$$

$$1-\Sigma(n/N) = 0.5295 \sim \mathbf{0.53}$$

### AFFORDABLE FOR-SALE HOUSING

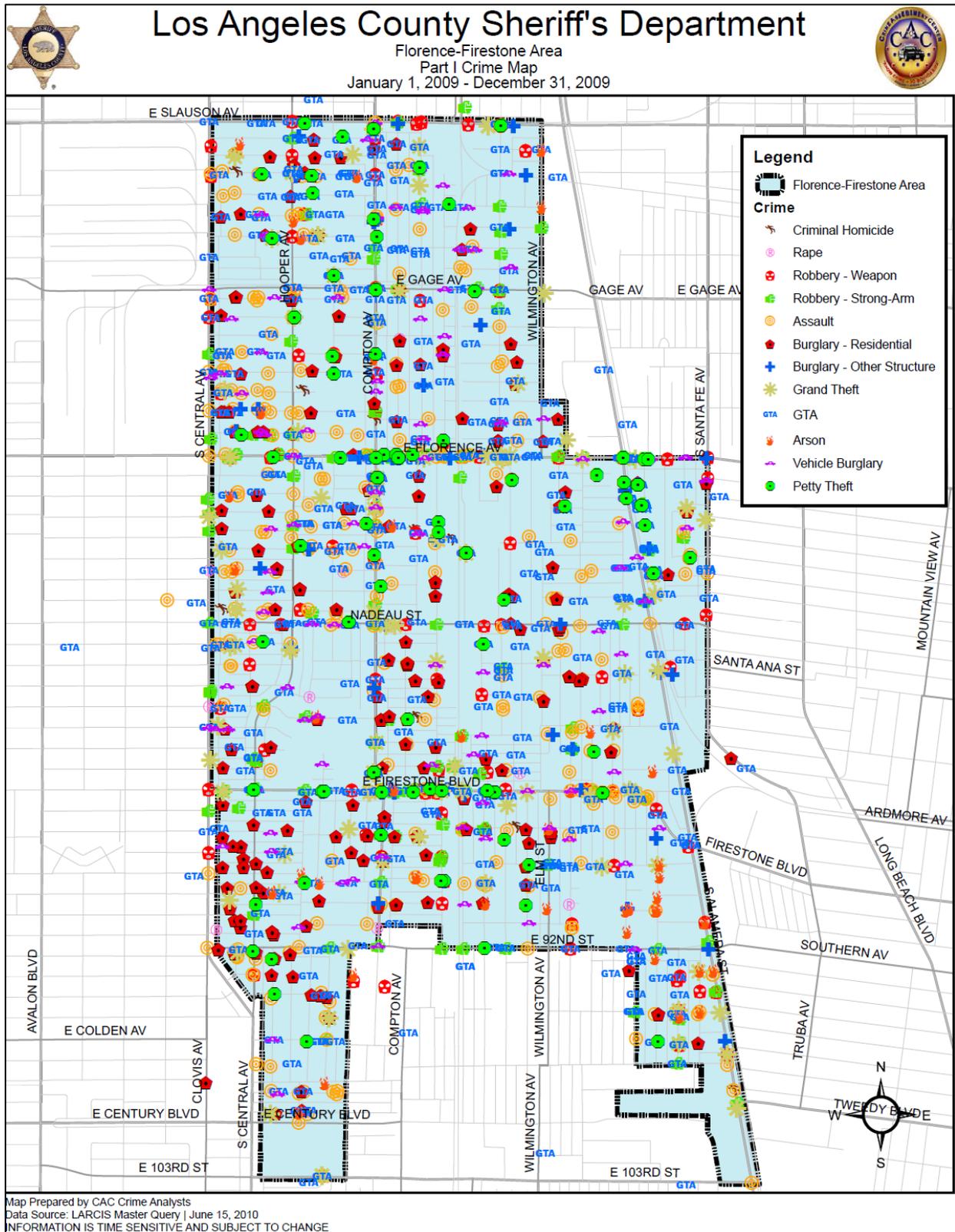
In order to achieve this sustainability criterion, at least 10 percent of total for sale housing within the community must be priced for households earning up to 80 percent of the area median income. According to Claritas 2009 data, the estimated median value of an owner-occupied home within Florence-Firestone was approximately \$333,748, lower than the County average home median value of \$470,287.

#### 6.1.4 SAFETY

##### SAFE STREETS AND NEIGHBORHOOD

Figure 6-8 below illustrates where instances of crimes such as criminal homicide, rape, robbery, arson, burglary, and other criminal activity have occurred during the year 2009. It is evident from this map that the community has a very high crime rate and that crime is spread out throughout the community. Criminal activity within Florence-Firestone may be reduced through the implementation of strategies to create safer streets and neighborhoods such as improved sidewalks, improved intersection crossings located around station locations, improved street lighting, alleyway improvement, and reduced code violations and instances of illegal dumping.

FIGURE 6-9  
CRIME MAP



**TABLE 6-3  
FLORENCE-FIRESTONE COMMUNITY PLAN SUSTAINABILITY CRITERIA  
AND EXISTING CONDITIONS**

EVALUATION CRITERIA	THRESHOLDS	EXISTING CONDITIONS
<b>MOBILITY AND ACCESS</b>		
Access to Civic and Public Spaces	Park, green plaza, or square located within a ¼-mile walking distance of 90% of the dwelling units and business entrances in Florence-Firestone	<ul style="list-style-type: none"> <li>■ 18% residential</li> <li>■ 5% commercial</li> </ul>
Access to Recreational Facilities	An active or open space facility (such as playfields, soccer, baseball, basketball and other sports fields), an indoor recreation facility, and walking loops, community trails, or bike paths located within a ¼-mile walking distance of 90% of dwelling units within the community	<ul style="list-style-type: none"> <li>■ 18% residential</li> <li>■ 5% commercial</li> </ul>
Access to Recreational Facilities from Schools	Schools in the Florence-Firestone community that are located within a ¼-mile walking distance from an active or open space facility (such as playfields, soccer, baseball, basketball and other sports fields), an indoor recreation facility, and walking loops, community trails, or bike paths	10% of schools – 1 school, Florence Avenue Elementary School
Access to Recreational Facilities or Open Space within Public Schools	Public schools located within Florence Firestone that could offer opportunities for recreation and/or open space within a ¼-mile walking distance for community use through joint-use agreements with the Los Angeles County Department of Parks and Recreation	<ul style="list-style-type: none"> <li>■ 20% residential</li> <li>■ 15% commercial</li> </ul>
Tree-Lined and Shaded Streets	Trees (of at least 10 feet in diameter) provide shade over at least 40% of the length of sidewalks on major and secondary streets within the study area	Refer to Table 6-1
<b>REDUCING AUTOMOBILE DEPENDENCE</b>		
Transit Service	<ul style="list-style-type: none"> <li>■ 40% of dwelling units and non-residential building entrances are within a ¼ mile-walking distance of bus or streetcar stops</li> <li>■ 40% of dwelling units and non-residential building entrances are within a ½-mile walking distance of bus rapid transit stops, light or heavy rail stations</li> </ul>	Located within a ½-mile walking distance of a Blue Line light rail station: <ul style="list-style-type: none"> <li>■ 30% residential</li> <li>■ 43% commercial</li> <li>■ 24% industrial</li> </ul> Located within a ¼-mile walking distance from a bus stop: <ul style="list-style-type: none"> <li>■ 73% residential</li> <li>■ 99% commercial</li> <li>■ 87% industrial</li> </ul>

EVALUATION CRITERIA	THRESHOLDS	EXISTING CONDITIONS
Bicycle Network	50% of dwelling units are located within a ¼-mile of an existing or proposed bicycle network	<ul style="list-style-type: none"> <li>■ 8.6% of residential areas</li> </ul>
Jobs-Housing Proximity	<ul style="list-style-type: none"> <li>■ The center of the community is located within a ½-mile walking distance of a number of jobs equal to or greater than 50% of the dwelling units in the community</li> <li>■ The center of the community is located within a ½-mile walking distance of an existing rail transit stop and within a ½-mile walking distance of existing dwelling units equal to or greater than 50% of the number of jobs in the community</li> </ul>	<ul style="list-style-type: none"> <li>■ 99% residential acreage is located within ½ mile of commercial or industrially zoned land</li> </ul> <p>Located within ½ mile walking distance of a Blue Line station:</p> <ul style="list-style-type: none"> <li>■ 30% residential</li> <li>■ 43% of commercial</li> <li>■ 24% industrial</li> </ul> <p>Located within a ¼-mile walking distance of an MTA bus stop.:</p> <ul style="list-style-type: none"> <li>■ 73% residential</li> <li>■ 99% of commercial</li> <li>■ 87% industrial</li> </ul>
<b>HOUSING DIVERSITY AND AFFORDABILITY</b>		
Diversity of Housing Types	Providing a variety of housing sizes and types such that the total variety of planned and existing housing within the project area achieves a Simpson Diversity Index score of greater than 0.5. The Simpson Diversity Index calculates the probability that any two randomly selected dwelling units in a study area will be of a different type	Simpson Diversity Index = 0.53, <i>Please refer to Table 6-2.</i>
Affordable For-Sale Housing	At least 10% of total for-sale housing within Florence-Firestone is priced for households that earn up to 80% of the area median income, or:  At least 20% of total for sale housing within the community must be priced for households earning up to 120% of the area median income	According to Claritas 2009 data, the estimated median value of an owner-occupied home within Florence-Firestone was approximately \$333,748, lower than the County average home median value of \$470,287.
<b>SAFETY</b>		
Safe Streets and Neighborhood	<ul style="list-style-type: none"> <li>■ Improved sidewalks</li> <li>■ Improved intersection crossings located around station areas</li> <li>■ Improved street lighting throughout the community directed towards sidewalks and streets</li> <li>■ Reduced code violations and instances of illegal dumping</li> <li>■ Alleyway improvement strategies</li> </ul>	The community has a very high crime rate and the crime is spread out throughout the community (see Figure 6-8). <i>These criterion will consist of qualitative policy recommendations made upon completion of recommended scenarios for the TOD, Land Use, and Market Feasibility Reports</i>

## 6.2 SCENARIOS

One of the key components of the SCAG's 2 percent Strategy is focused on sustainability. The scenarios described in this section strive to increase mobility, sustainability, and prosperity within Florence-Firestone community. Using the sustainability criterion for LEED for Neighborhood Development (LEED ND) Rating System<sup>8</sup>, described in Section 5.0 of this report, existing data and GIS analysis were used to evaluate existing conditions, included in Section 6.0, Existing Conditions Analysis. Based on the existing conditions under each criterion, three scenarios are set with an increasing level of sustainability: low, medium, and high (see Appendix A, Sustainability Indicators/Land Use Analysis Matrix). These different levels demonstrate how different, phased levels of implementation can meet or exceed the sustainability thresholds set forth for the evaluation criteria. The scenarios set under each criterion are explained in further detail below.

**TABLE 6-4**  
**FLORENCE-FIRESTONE COMMUNITY PLAN SUSTAINABILITY**  
**CRITERIA AND PROPOSED SCENARIOS**

EVALUATION CRITERIA		THRESHOLDS	PROPOSED SCENARIOS
<b>MOBILITY AND ACCESS</b>			
Access to Civic and Public Spaces	Park, green plaza, or square located within a 1/4-mile walking distance of 90% of the dwelling units and business entrances in Florence-Firestone		<ul style="list-style-type: none"> <li>■ Scenario 1 – Low – 50%</li> <li>■ Scenario 2 – Medium – 70%</li> <li>■ Scenario 3 – High – 90%</li> </ul>
Access to Recreational Facilities	An active or open-space facility (such as playfield, soccer, baseball, basketball, and other sports fields), an indoor recreation facility, and walking loops, community trails, or bike paths located within a 1/4-mile walking distance of 90% of dwelling units within the community		<ul style="list-style-type: none"> <li>■ Scenario 1 – Low – 50%</li> <li>■ Scenario 2 – Medium – 70%</li> <li>■ Scenario 3 – High – 90%</li> </ul>
Access to Recreational Facilities from Schools	Schools in the Florence-Firestone community that are located within a 1/4-mile walking distance from an active or open-space facility (such as playfield, soccer, baseball, basketball, and other sports fields), an indoor recreation facility, and walking loops, community trails, or bike paths		<ul style="list-style-type: none"> <li>■ Scenario 1 – Low – 20% – 2 schools</li> <li>■ Scenario 2 – Medium – 30% – 3 schools</li> <li>■ Scenario 3 – High – 50% – 5 schools</li> </ul>

<sup>8</sup> LEED for Neighborhood Development Rating System, June 2007, U.S. Green Building Council. Website avail

EVALUATION CRITERIA	THRESHOLDS	PROPOSED SCENARIOS
Access to Recreational Facilities or Open Space within Public Schools	Public schools located within Florence Firestone that could offer opportunities for recreation and/or open space within a ¼-mile walking distance for community use through joint-use agreements with the LA County Department of Parks and Recreation	<ul style="list-style-type: none"> <li>■ Scenario 1 – Low – 30%</li> <li>■ Scenario 2 – Medium – 40%</li> <li>■ Scenario 3 – High – 50%</li> </ul>
Tree-Lined and Shaded Streets	Trees (of at least 10 feet in diameter) provide shade over at least 40% of the length of sidewalks on major and secondary streets within the study area	<ul style="list-style-type: none"> <li>■ Scenario 1: Low – 40% tree shade along Nadeau Street and Graham Avenue</li> <li>■ Scenario 2: Medium – 40% tree shade along Nadeau Street, Graham Avenue, and Crocket Boulevard</li> <li>■ Scenario 3: High – 40% tree shade along Nadeau Street, Santa Fe Avenue, Slauson Avenue, Graham Avenue, and Crocket Boulevard</li> </ul>
<b>REDUCING AUTOMOBILE DEPENDENCE</b>		
Transit Service	<ul style="list-style-type: none"> <li>■ 40% of dwelling units and non-residential building entrances are within a ¼-mile walking distance of bus or streetcar stops</li> <li>■ 40% of dwelling units and non-residential building entrances are within a ½-mile walking distance of bus rapid transit stops, light or heavy rail stations</li> </ul>	<ul style="list-style-type: none"> <li>■ Evaluation criterion exceeded under existing conditions. Therefore, no scenarios are developed. Extension of the Metro Rapid Bus Transit System would further enhance existing conditions.</li> </ul>
Bicycle Network	50% of dwelling units are located within a ¼ mile of an existing or proposed bicycle network	<ul style="list-style-type: none"> <li>■ Scenario 1 – Low – 50%</li> <li>■ Scenario 2 – Medium – 70%</li> <li>■ Scenario 3 – High – 90%</li> </ul>
Jobs-Housing Proximity	<ul style="list-style-type: none"> <li>■ The center of the community is located within a ½-mile walking distance of a number of jobs equal to or greater than 50% of the dwelling units in the community</li> <li>■ The center of the community is located within a ½-mile walking distance of an existing rail transit stop and within a ½-mile walking distance of existing dwelling units equal to or greater than 50% of the number of jobs in the community</li> </ul>	<ul style="list-style-type: none"> <li>■ Evaluation criterion exceeded under existing conditions. Please refer to the Market Feasibility report for qualitative recommendations on how to further enhance jobs-housing balance.</li> </ul>

EVALUATION CRITERIA	THRESHOLDS	PROPOSED SCENARIOS
<b>HOUSING DIVERSITY AND AFFORDABILITY</b>		
Diversity of Housing Types	Providing a variety of housing sizes and types such that the total variety of planned and existing housing within the project area achieves a Simpson Diversity Index score of greater than 0.5. The Simpson Diversity Index calculates the probability that any two randomly selected dwelling units in a study area will be of a different type	<ul style="list-style-type: none"> <li>■ Evaluation criterion exceeded under existing conditions; therefore, no scenarios are developed.</li> </ul>
Affordable For-Sale Housing	<p>At least 10% of total for-sale housing within Florence-Firestone is priced for households that earn up to 80% of the area median income, or</p> <p>At least 20% of total for-sale housing within the community must be priced for households earning up to 120% of the area median income</p>	<ul style="list-style-type: none"> <li>■ Option 1: At least 10% of total for-sale housing is priced for households up to 80% of area median income; OR Option 2: at least 20% of total for-sale housing within the community must be priced for households earning up to 120% of the area median income</li> </ul>
<b>SAFETY</b>		
Safe Streets and Neighborhood	<ul style="list-style-type: none"> <li>■ Improved sidewalks</li> <li>■ Improved intersection crossings located around station areas</li> <li>■ Improved street lighting directed towards sidewalks and streets throughout the community</li> <li>■ Reduced code violations and instances of illegal dumping</li> <li>■ Alleyway improvement strategies</li> </ul>	<p>Scenario 1 – Low</p> <ul style="list-style-type: none"> <li>■ Improved intersection crossings located around stations</li> <li>■ Reduced code violations and instances of illegal dumping</li> </ul> <p>Scenario 2 – Medium</p> <ul style="list-style-type: none"> <li>■ Improved intersection crossings located around stations</li> <li>■ Reduced code violations and instances of illegal dumping</li> <li>■ Improved street lighting directed towards sidewalks and streets throughout the community</li> </ul> <p>Scenario 3 – High</p> <ul style="list-style-type: none"> <li>■ Improved intersection crossings located around stations</li> <li>■ Reduced code violations and instances of illegal dumping</li> <li>■ Improved street lighting directed towards sidewalks and streets throughout the community</li> <li>■ Alleyway improvement strategies</li> </ul>

## 6.2.1 MOBILITY AND ACCESS

### ACCESS TO CIVIC AND PUBLIC SPACES

Scenario 1: Low – Under this scenario, approximately 50 percent of residential acreage and 50 percent of commercial acreage is located within a ¼-mile walking distance of a park, green plaza, or square.

In order to achieve this scenario, approximately 5 new civic and public space facilities would need to be established within the community to increase accessibility from residential areas and 11 new facilities would need to be added in order to increase accessibility from commercial areas. Accessibility for all Mobility and Access criterion has been defined as access within ¼ mile walking distance.

Scenario 2: Medium – Under this scenario, approximately 70 percent of residential acreage and 70 percent of commercial acreage is located within a ¼-mile walking distance of a park, green plaza, or square.

In order to achieve this scenario, approximately 7 new civic and public spaces would need to be established within the community within the community to increase accessibility from residential areas, and 16 new facilities would need to be added in order to increase accessibility from commercial areas.

Scenario 3: High – Under this scenario, approximately 90 percent of residential acreage and 90 percent of commercial acreage is located within a ¼-mile walking distance of a park, green plaza, or square.

In order to achieve this scenario, approximately 10 new civic and public spaces would need to be established within the community within the community to increase accessibility from residential areas, and 21 new facilities would need to be added in order to increase accessibility from commercial areas.

These facilities could be in the form of small pocket parks, plazas, or joint-use agreements with schools to provide additional opportunities for civic and public spaces as well as expanded recreational spaces for the community.

## ACCESS TO RECREATIONAL FACILITIES

Scenario 1: Low – Under this scenario, 50 percent of residential acreage and 50 percent of commercial acreage is located within a ¼-mile walking distance of recreational facilities.

In order to achieve this scenario, approximately 5 new recreational facilities would need to be established within the community to increase accessibility from residential areas, and 11 new facilities would need to be added in order to increase accessibility from commercial areas.

Scenario 2: Medium – Under this scenario, 70 percent of residential acreage and 70 percent of commercial acreage is located within a ¼-mile walking distance of recreational facilities.

In order to achieve this scenario, approximately 7 new recreational facilities would need to be established within the community within the community to increase accessibility from residential areas, and 16 new facilities would need to be added in order to increase accessibility from commercial areas.

Scenario 3: High – Under this scenario, 90 percent of residential acreage and 90 percent of commercial acreage is located within a ¼-mile walking distance of recreational facilities.

In order to achieve this scenario, approximately 10 new recreational facilities would need to be established within the community within the community to increase accessibility from residential areas, and 21 new facilities would need to be added in order to increase accessibility from commercial areas.

These facilities could be in the form of small pocket parks, plazas, or joint-use agreements with schools to provide additional opportunities for civic and public spaces as well as expanded recreational spaces for the community.

## ACCESS TO RECREATIONAL FACILITIES FROM SCHOOLS

Scenario 1: Low – Under this scenario, 2 out of the 10 schools located within the Florence Firestone community is located within a ¼-mile walking distance of a recreational facility.

Scenario 2: Medium – Under this scenario, 3 out of the 10 schools located within the Florence Firestone community is located within a ¼-mile walking distance of a recreational facility.

Scenario 3: High – Under this scenario, 5 out of the 10 schools located within the Florence Firestone community is located within a ¼-mile walking distance of a recreational facility.

## ACCESS TO RECREATIONAL FACILITIES OR OPEN SPACE WITHIN SCHOOLS

Scenario 1: Low – Under this scenario, approximately 30 percent of residential acreage and 30 percent of commercial acreage is located within a ¼ mile of a recreational facility or green space located on public school property.

In order to achieve this scenario, approximately 1 new recreational facility or green space located on public school property would need to be established through a joint-use agreement within the community to increase accessibility from residential areas, and 4 new facilities would need to be added in order to increase accessibility from commercial areas.

Scenario 2: Medium – Under this scenario, approximately 40 percent of residential acreage and 40 percent of commercial acreage is located within a ¼ mile of a recreational facility or green space located on public school property.

In order to achieve this scenario, approximately 3 new recreational facilities or green spaces located on public school property would need to be established through a joint-use agreement within the community to increase accessibility from residential areas, and 6 new facilities would need to be added in order to increase accessibility from commercial areas.

Scenario 3: High – Under this scenario, approximately 50 percent of residential acreage, and 50 percent of commercial acreage is located within a ¼ mile of a recreational facility or green space located on public school property.

In order to achieve this scenario, approximately 4 new recreational facilities or green spaces located on public school property would need to be established through a joint-use agreement within the community to increase accessibility from residential areas, and 9 new facilities would need to be added in order to increase accessibility from commercial areas.

### TREE-LINED AND SHADED STREETS

This Scenario is based on streets where tree coverage and shade is proposed to be enhanced. The sustainability criterion established for tree-lined and shaded streets includes trees or other structures that provide shade over at least 40 percent of the length of streets within the study area. Trees that provide adequate shade and coverage of at least 10 feet or greater in diameter on major arterials in Florence-Firestone are considered for this analysis.

The analysis of existing conditions shows the percentages of the linear length of streets within Florence-Firestone that are covered by street trees. These percentages also demonstrate which major and secondary streets within the community could benefit from the addition of street trees. They include Nadeau Street, Santa Fe Avenue, Slauson Avenue, Graham Avenue, and Crocket Boulevard.

**TABLE 6-5  
STREET TREE COVERAGE IN FLORENCE-FIRESTONE**

<b>STREET NAME</b>	<b>STREET LENGTH (LF)</b>	<b>APPROX. STREET TREE COVER (LF)</b>	<b>APPROX. PERCENT STREET TREE COVERAGE COMPARED TO THE TOTAL STREET LENGTH (%)</b>	<b>CRITERIA MET?</b>
Compton Avenue	12850	8950	70%	Yes
Firestone Boulevard	8150	4100	50%	Yes
Florence Avenue	6550	3200	49%	Yes
Nadeau Street	7900	2900	37%	No
Santa Fe Avenue	4700	1300	28%	No
Slauson Avenue	5250	1200	23%	No
Graham Avenue	6040	20	0.3%	No
Miramonte Boulevard	10620	4820	45.4%	Yes
Holmes Avenue	11190	7880	70.4%	Yes
Crockett Boulevard	4270	190	4.4%	No
Hooper Avenue	14189	6089	42.9%	Yes

Note: LF = Linear Feet of Street Length

\* This inventory does not include trees that fall within LA County Department of Parks and Recreation right of way, as this data is not available

Based on this analysis, three scenarios are set to increase tree shade:

Scenario 1: Low – 40 percent tree shade along Nadeau Street and Graham Avenue.

Scenario 2: Medium – 40 percent tree shade along Nadeau Street, Graham Avenue, and Crocket Boulevard.

Scenario 3: High – 40 percent tree shade along Nadeau Street, Santa Fe Avenue, Slauson Avenue, Graham Avenue, and Crockett Boulevard.

## 6.2.2 REDUCING AUTOMOBILE DEPENDENCE

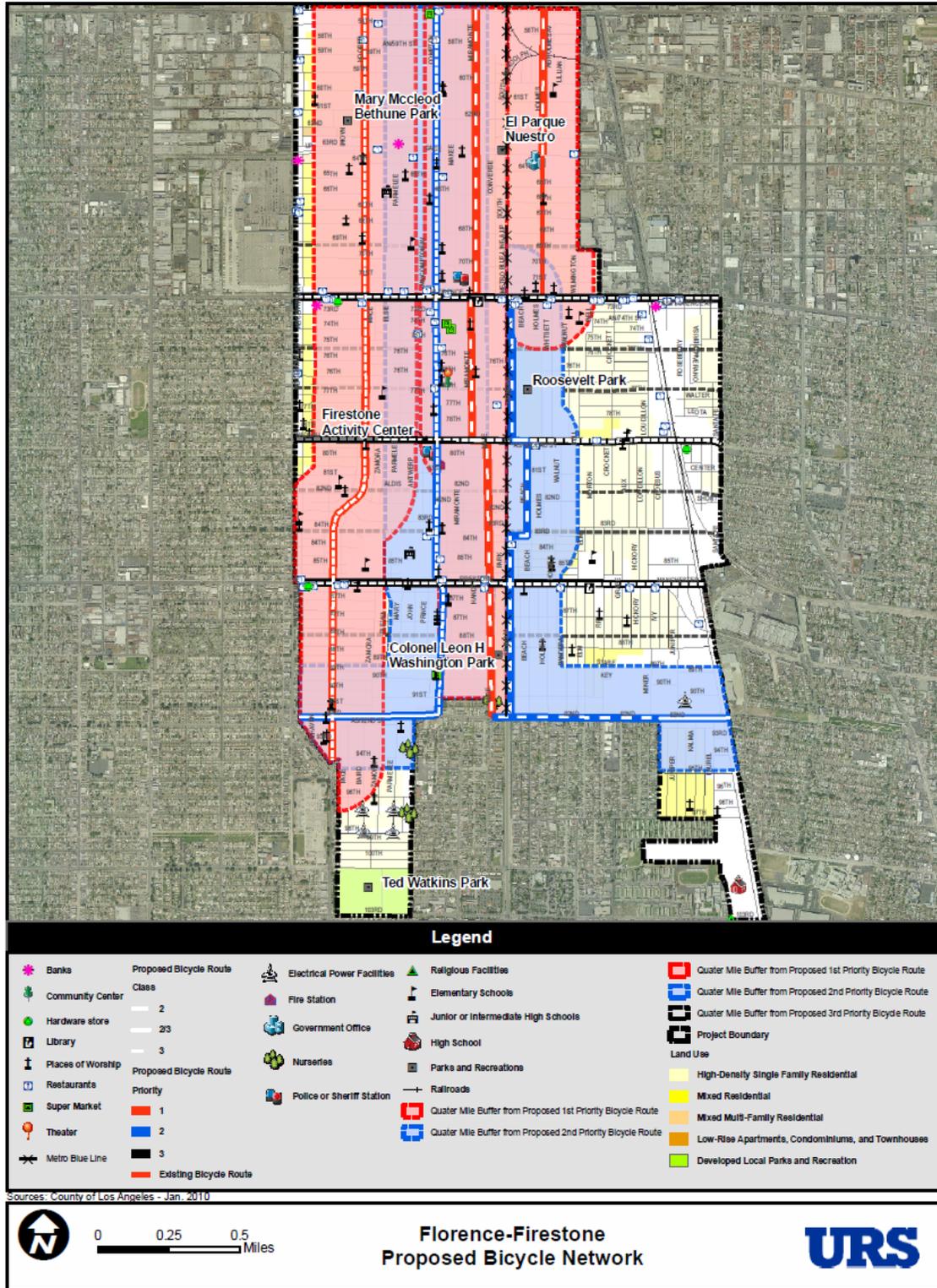
### TRANSIT SERVICE

The evaluation criterion is exceeded under existing conditions. Therefore, no scenarios are developed. Extension of the Metro Rapid Bus Transit System in or around the community would further enhance the existing conditions for this criterion.

### BICYCLE NETWORK

This scenario is based on proposed bicycle routes planned for the Los Angeles County Bike Plan prepared by the Department of Public Works. The sustainability criterion established for a bicycle network is that 50 percent of all residential areas within Florence-Firestone have access to an existing or proposed bicycle network within a ¼-mile walking distance. These bike routes have been mapped in Figure 6-8. Bike routes have been divided by priority ranking from 1 through 3, and a ¼-mile walking distance buffers have been drawn around these routes to determine what percentage of residential areas will be able to access a proposed bicycle network within ¼-mile walking distance. This analysis also takes into account the Metro Blue Line corridor as barrier that could impede access to an existing or proposed bicycle network Table 6-5 above summarizes these results.

FIGURE 6-10  
PROPOSED BICYCLE NETWORK



**TABLE 6-6  
PROPOSED BICYCLE NETWORK COVERAGE WITHIN FLORENCE FIRESTONE**

<b>PROPOSED BIKE ROUTE PRIORITY</b>	<b>RESIDENTIAL AREA WITHIN QUARTER MILE BUFFER (AC)</b>	<b>ACCESS TO THE BIKE ROUTE WITHIN QUARTER MILE FROM RESIDENTIAL AREA (%)</b>
1	849.4	59.8
2	627.7	44.2
3	591.7	41.7
Combine Proposed Bike Route Priorities 1 & 2 (Excluded Overlapped Area)	1085	76.4
Combine Proposed Bike Route Priorities 1, 2 & 3 (Excluded Overlapped Area)	1258.3	88.6
Total Residential Area within Project Boundary	1420.4	100.0

Bicycle routes have been categorized by priority of areas within the community that would benefit the most by having access to a bicycle network.

Scenario 1: Low - Proposed Bike Route Priority 1 would provide approximately 60 percent of residential areas with access to a bicycle network within a ¼-mile walking distance. This would achieve the baseline sustainability criterion threshold of at least 50 percent of residential areas having access to a proposed or existing bicycle network within a ¼-mile walking distance.

Scenario 2: Medium - Combining Proposed Bike Route Priorities 1 and 2 would provide even more residential areas with access to a bicycle network. If these three priority routes were combined to expand to a larger network, approximately 76 percent of residential areas within Florence-Firestone would be able to access a bicycle network within a ¼-walking distance.

Scenario 3: High - Combining Proposed Bike Routes 1, 2, and 3 would provide the most residential areas with access to a bicycle network within a ¼-mile walking distance. If these three routes were combined to expand to a larger bicycle network, approximately 88 percent of residential areas within Florence-Firestone would have access to a bicycle network within a ¼-mile walking distance.

## **JOB-HOUSING PROXIMITY**

The evaluation criterion is exceeded under existing conditions. The main issue for community residents appears to be availability of jobs that match their skill sets. To further enhance the job-housing balance in Florence-Firestone, this report relies on the qualitative recommendation in the Market Feasibility Report. For a more detailed analysis of the types of jobs that could be provided by commercial and industrial uses, please refer to the Market Feasibility Report.

### **6.2.3 HOUSING DIVERSITY AND AFFORDABILITY**

#### **DIVERSITY OF HOUSING TYPES**

The diversity of housing types within Florence-Firestone was calculated using the Simpson Diversity Index formula. A score of at least 0.5 on the Simpson Diversity index indicates that a sufficient variety of housing types exist within the community.

The Simpson Diversity Index for Florence-Firestone based on existing zoning is 0.53, which indicates that if the maximum development capacity were reached for each of the designated residential zones found within the community, the LEED-ND Criterion for diversity of housing types would be achieved. This indicates that there is potential to provide a diversity of housing types for a mix of incomes and ages within Florence-Firestone.

#### **AFFORDABLE FOR-SALE HOUSING**

In order to achieve this sustainability criterion, at least 10 percent of total for-sale housing within the community must be priced for households earning up to 80 percent of the area median income, or at least 20 percent of total for-sale housing within the community must be priced for households earning up to 120 percent of the area median income. The estimated median household income for Florence-Firestone in 2009 was \$33,274.

Table 6-7 shows that the LEED ND criterion for affordable for-sale housing is not achieved under Option 1, but is achieved under Option 2.

**TABLE 6-7  
HOUSING AFFORDABILITY WITHIN FLORENCE FIRESTONE**

	<b>OPTION 1</b>	<b>OPTION 2</b>
Florence-Firestone Median Income (2009 estimates)	\$ 33, 274	
80% or 120% of the Median Income	80% - \$26,619	120% - \$39,929
Income available for housing (30%) per month	\$665	\$998
Housing Affordability	\$111,083	\$166,458
Total number of for-sale housing available (data from MLS Listings, June 2010)	266	
Total number of for-sale housing available at or below affordability limit (data from MLS Listings, June 2010)	20	94
Percentage of Housing within Affordability Limit	8%	35%
LEED-ND Criteria	10%	20%
LEED-ND Criteria Achieved	<b>No</b>	<b>Yes</b>

## 6.2.4 SAFETY

### SAFE STREETS AND NEIGHBORHOOD

Scenario 1: Low – Under this scenario the following improvements are proposed:

- a) Improved intersection crossings located around stations
- b) Reduced code violations and instances of illegal dumping

Scenario 2: Medium – Under this scenario the following improvements are proposed:

- a) Improved intersection crossings located around stations; b) Improved street lighting throughout the community directed towards sidewalks and streets; c) Reduced code violations and instances of illegal dumping

Scenario 3: High – Under this scenario the following improvements are proposed:

- a) Improved sidewalks;
- b) Improved intersection crossings located around stations;
- c) Improved street lighting throughout the community directed towards sidewalks and streets;
- d) Reduced code violations and instances of illegal dumping; and
- e) Alleyway improvement strategies

The following strategies and recommendations are proposed to achieve the scenarios below:

a) Improved sidewalks

Sidewalks within Florence-Firestone can be made safe by implementing changes that could include widening sidewalks where there is heavier pedestrian traffic, improved street lighting, installing planters as a buffer between the sidewalk and street, and repairing sections of sidewalks that are uneven or damaged from overgrown tree roots.

b) Improved intersection crossings located around stations

*Please refer to the TOD Evaluation Report for recommendations on improved intersection crossings located around stations.*

c) Improved street lighting directed towards sidewalks and streets throughout the community

Installing consistent, well-placed street lighting throughout the community will further enhance streets and sidewalks within Florence-Firestone. Street lighting within the community can greatly enhance safety by directing light towards station areas, neighborhoods, and commercial areas to create more visibility for pedestrians.

d) Reduced code violations and instances of illegal dumping

Code violations and instances of illegal dumping can be reduced through the implementation of increased zoning, health code, fire code, and building code enforcement. Improved street lighting will also improve areas prone to illegal dumping. Additionally, implementation of development standards such as standardized landscape requirements, buffer areas, walls and fencing, and increased setbacks can improve safety where industrial uses abut residential uses.<sup>9</sup>

e) Alleyway improvement strategies

Alleyways throughout Florence-Firestone can be improved to enhance safety through the implementation of measures that will reduce vehicle speed and promote

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<sup>9</sup> Analysis of Zoning Concerns for the Community Standards District, 2001. Background information provided by LA County Department of Regional Planning.

a network for bicyclists and pedestrians to use to navigate through the community. These measures could include strategies such as clearing alleyways of debris left from instances of illegal dumping, street plantings within alleyways, art enrichment through the use of murals, and the installation of street lighting directed towards alleys.<sup>10</sup>

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<sup>10</sup> San Francisco Redevelopment Agency, South Of Market Alley way Improvement Project, San Francisco Department of Public Works. Website available at: [http://www.sfredevelopment.org/ftp/uploadedfiles/Projects/SOM\\_Alleyway\\_Improvements.ppt](http://www.sfredevelopment.org/ftp/uploadedfiles/Projects/SOM_Alleyway_Improvements.ppt).

## 7.0 SUMMARY OF FINDINGS/CONCLUSIONS

Located in the heart of the Los Angeles County, the Florence-Firestone Community faces numerous challenges. At the same time, because of its location, the community has tremendous potential to develop into a leading example of a livable urban community. Florence-Firestone faces many choices today; most critical being the direction in which the community chooses to grow and invest its resources.

In order to develop sustainability indicators to evaluate the existing conditions and the proposed land use scenarios in this report, standards were established using the criteria for sustainable neighborhoods set forth in the LEED for Neighborhood Development Rating System. Using existing data and GIS analysis, first, existing conditions are analyzed. Based on the status of the existing conditions for each criterion, land use scenarios in the increasing order of sustainability are set.

The following are the conclusions of the Land Use and Sustainability analysis:

- Limited access to open space, recreational areas, and community plazas. The creation of more pocket parks, community trails, and plazas will improve existing conditions. Additionally, if joint use agreements can be secured between County Parks and Recreation and public schools within Florence Firestone, more recreational space can be provided for residents by utilizing school property for public recreational use.
- Lacking in bicycle routes that provide access to community. Implementation of even the lowest level scenario would ensure 60% of residential neighborhoods have access to a bike route and the highest scenario would provide access to a bike route for 88% of residential areas
- More secondary streets are in need of street trees to enhance appearance of neighborhoods and create an inviting environment for walking by providing shade. More street tree plantings along Nadeau St, Santa Fe Avenue, Slauson Avenue, Graham Avenue, and Crockett Boulevard will address areas that are currently lacking in tree cover.
- Florence Firestone has the potential to provide a diverse array of housing options for different ages and income levels if development capacity is reached for its residential zones.

- From a spatial perspective, the community has the potential to provide a jobs to housing balance given the amount of commercial and industrial areas suited for the creation of new jobs and industries as well as their proximity to public transit and residential areas.
- The community's safety can be improved by implementing strategies that will improve sidewalks, street lighting, reduce code violations and illegal dumping, alleyways, and station areas.