Florence-Firestone Community Atlas

(Existing Conditions Study)

Revised DRAFT

Florence-Firestone TOD Specific Plan
County of Los Angeles

Department of Regional Planning

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1 Introduction / Introducción

1.1 Florence-Firestone Transit Oriented Development Specific Plan Project Intent

The intent of the Florence-Firestone Transit Oriented Development Specific Plan (FFTOD Specific Plan) project is to create a land use and zoning policy tool focused on the Florence-Firestone community (community) that would provide more opportunities for affordable housing, encourage transit-oriented development (TOD), promote active transportation, improve access to transit, reduce vehicle miles traveled by cars, and streamline the environmental review of future development projects. The FFTOD Specific Plan will implement the Los Angeles County Transit Oriented District Program of the Los Angeles County 2035 General Plan by addressing 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 (Blue) Stations.

1.2 Intención del Proyecto del Plan Específico del Florence Firestone Desarrollo Orientado al Transito

La intención del Desarrollo Orientado al Transito del Florence Firestone Plan Específico (Plan Específico FFTOD)es para crear una herramienta de póliza de uso de terreno y zonificación enfocada en la comunidad de Florence-Firestone que podría generar más oportunidades de viviendas económicas, apoyar el desarrollo orientado al tránsito, promover transportación activa, mejorar acceso a tránsito, reducir las millas recorridas de vehiculos y facilitar el proceso de revisión ambiental de futuros proyectos. El Plan Específico FFTOD implementa el Programa de Desarrollo Orientado al Transito del Plan General 2035 del Condado de Los Ángeles a través del uso de terreno, reglamentos de zona, mejoramientos de movilidad que apoyan la densidad de viviendas y empleo con cercanía a las tres estaciones de Metro en la comunidad: Slauson, Florence, y Firestone Línea 'A' (Azul) del Metro.

1.3 Intent of this Study

The Community Atlas analyzes the project Study Area (see Figure 1) existing conditions and reviews applicable policy documents and zoning regulations related to the topics of land use, urban design, and civic arts to identify opportunities to support TOD and safe multi-modal transit access to and from the Slauson, Florence, and Firestone Metro A Line (Blue) Stations. This Community Atlas study will serve as the foundational report to inform development of the FFTOD Specific Plan.

As a number of planning and policy documents have been produced for this Study Area, this study draws on these existing documents to produce a graphic report with findings and recommendations for implementation focused on:

(1) Streamlining opportunities to utilize existing zoning tools in the Florence-Firestone community;

(2) Understanding the existing barriers to TOD

(3) Identifying potential opportunities to increase housing and employment opportunities near existing transit stations to support General Plan and Community Plan policies of the General Plan, and

(4) Identifying regulatory gaps that need to be specifically addressed for the Study Area.

To that end, where foundational materials are available in the 2019 Florence-Firestone Community Plan (FFCP), direct reference is made for additional detail and information. The Community Atlas is intended to function as a "living" document to provide a foundation for technical studies and community outreach to then be updated with additional information based on findings from studies and contribution from community members.

This Community Atlas will be supported by other studies to provide a complete picture of the existing community and transit access conditions. Studies will include:

- **Mobility and Equity Study.** Provides a review of equity frameworks to define, approach, and measure equity outcomes in the Study Area; and provides an assessment of the existing built transportation conditions that will support decision making related to mobility improvements for an equity-based FFTOD Specific Plan.
- **Market and Real Estate Study.** Documents and assesses market opportunities for higher-density housing and increased employment opportunities in the Study Area as a basis for land use recommendations within the FFTOD Specific Plan.
- **Blue Line First/Last Mile (FLM) Plan Memorandum.** Documents and analyzes FLM connections and access to the Slauson, Florence, and Firestone Metro A (Blue) Line Stations as well as community-generated ideas to increase station area access, connectivity, safety, and comfort.
- **Infrastructure Study.** Analyzes existing utilities and infrastructure installed within the Study Area, including a hydrology study and a sewer area analysis of "as-built" and in-progress conditions to serve as a basis from which to determine the opportunities and constraints for future growth in the Study Area.
- **Vehicle Miles Traveled (VMT) Memorandum.** Documents and analyzes existing VMT in the Study Area, as well as VMT associated with future land use scenarios. In addition, the VMT Memorandum provides an analysis of efficiency metrics in compliance with Los Angeles County's Transportation Impact Analysis Guidelines.[1]

This Community Atlas is organized into the following sections:

Section 2 – Land Use and Zoning Analysis provides an overview of existing policies and regulations established by the Los Angeles County General Plan (General Plan), FFCP, and the Florence-Firestone Community Standards District (CSD). Specifically, this section includes maps, tables, and discussion on existing land use patterns, existing General Plan land use policy, existing and adopted density and floor area ratio, FFCP goals and policies that support TOD, existing zoning, and applicability of other County TOD plans and policies. A series of visual character assessments of buildings in the Study Area are also included.

Section 3 – Urban Design and Civic Arts Analysis provides an overview of key existing conditions that shape the urban and building form within the Study Area, including block patterns, parking, property ownership, building age, and streetscape and public realm. Additionally, this section includes an overview of building "figure ground" illustrating existing building patterns and photo examples describing building context and character. Civic arts are also addressed in this section for the purpose of supporting community identity, including the

[1] LA County Department of Public Works. Published July 23, 2020. Transportation Impact Study Guidelines. Retrieved from https://dpw.lacounty.gov/traffic/Transportation-Impact-Analysis-Guidelines-July-2020.pdf.

results of a virtual historic survey aimed at identifying potential buildings and districts of historical significance. To supplement the virtual survey, visual character assessments are provided to identify potential spaces and objects of cultural significance and public and community art to be furthered developed through technical studies and community contribution.

Section 4 – Key Physical Constraints to Transit Access provides an overview of key physical conditions and constraints to accessing transit, including identifying specific barriers and conditions for further evaluation to support future active transportation solutions and increased transit ridership.

Findings and recommendations are highlighted in boxes throughout the report that identify initial observations and provide recommendations for further analysis or discussion throughout the FFTOD Specific Plan development process.

1.4 Intención de este Estudio

El Atlas Comunitario analiza las condiciones existentes del área del plan y revisa pólizas, planes maestros, y reglamentos de la zona aplicables para los temas relacionados con el uso de terreno, diseño urbano, y artes cívicas para identificar oportunidades que apoyen el desarrollo orientado al tránsito y acceso seguro al transporte multimodal de ida y venida a las estaciones de Metro Slauson, Florence y Firestone de la Línea A (Azul).

Con los múltiples documentos de planificación y pólizas que han sido producidas, incluyendo el Plan del Área, este reporte reúne los documentos existentes para producir un reporte grafico en visualización con los resultados y recomendaciones de implementación enfocado en lo siguiente:

1) Simplificar y facilitar oportunidades para utilizar herramientas que existen en la comunidad Florence-Firestone

2) Entender las barreras existentes del desarrollo orientado al tránsito (DOT) para incrementar oportunidades de viviendas y empleo cerca de las estaciones de tránsito para apoyar pólizas ambientales y de viviendas del Plan General.

3) Identificar deficiencias en los reglamentos que necesiten especifica atención relevante al Plan del Área

Con ese fin, donde los materiales fundamentales sean disponibles en el Plan Comunitario de Florence-Firestone 2019 (PCFF), se hace una referencia de esa información adicional y esos detalles directamente. Se espera que el Atlas de la Comunidad funcionará como un documento vivo para establecer el fundamento de los estudios técnicos y luego será actualizado con las contribuciones de los miembros de la comunidad.

Este reporte va a ser respaldado por otros estudios para dar una imagen completa de la comunidad existente y condiciones actuales del acceso al tránsito. Los estudios incluirán los siguientes:

- **Estudio de Movilidad y Equidad**. Proveer un repaso de equidad para definir y medir la equidad de en el área del estudio; y proveer una evaluación de las condiciones existentes de la infraestructura de transporte que apoyaran las decisiones relacionadas con mejoramientos de movilidad para un plan de equidad para el Plan Específico FFTOD.
- **Estudio de bienes y raíces.** Asesora y documentar las oportunidades de mercado para densidad alta de viviendas e incrementar las oportunidades de empleo en el Área del Estudio como la base de recomendaciones de uso de terreno dentro del FFTOD Plan Específico.

- **Memorándum de La Primera y Ultima Milla de la Línea Azul (FLM) Plan.** Analizar y documentar las conexiones y el acceso de la primera y última milla en las estaciones de transito de la Línea de Metro A (Azul) Slauson, Florence y Firestone, e incluye las ideas generadas por la comunidad de como incrementar el acceso, la conectividad, seguridad y comodidad de las estaciones.
- **Estudio de Infraestructura.** Analiza utilidades e infraestructura existentes en el Área del Estudio, incluyendo un estudio hidrólogo y un análisis del alcantarillado y las condiciones para establecer la base de la cual se determinará las oportunidades y limitaciones del crecimiento futuro del Área del Estudio.
- **Memorándum de Millas Recorridas de Vehículo.** Analizar y documentar las millas recorridas de vehículo existentes en el Área del Estudio, también las millas recorridas de vehículo con las simulaciones del uso de terreno futuro. Adicionalmente, el Memorándum de Millas Recorridas de Vehículo proveerá un análisis de la eficiencia métrica para cumplir con los Pautas de Transporte de Análisis de Impacto del Condado de Los Ángeles.

El reporte está organizado con las siguientes secciones:

Sección 2 - Análisis de Uso de Terreno y Zonas incluye un resumen de las pólizas existentes y los reglamentos establecidos por el Plan General del Condado de Los Ángeles (Plan General), PCFF, y el Distrito de Estándares de la Comunidad (DEC). Específicamente, esta sección incluye mapas, tablas, y relatos sobre el patrón de los usos de terreno, las pólizas del use de terreno en el Plan General, densidad actual y proporción de área de piso, las metas y pólizas del PCFF, los reglamentos existentes de la zona, y los planes y pólizas del Condado para el desarrollo orientado al tránsito. Una serie de asesorías de carácter visual de los edificios serán incluidos en el Plan del Área.

Sección 3 - Diseño Urbano y Análisis de Artes Cívicas incluye información clave de las condiciones existentes de la configuración urbana y de los edificios en el área de estudio, incluyendo los temas como el patrón de las colonias, el estacionamiento, los propietarios, la edad de los edificios, el diseño de las calles y el ambiente público. Adicionalmente, esta sección incluye un resumen con diagramas ilustrando el molde de los edificios que existen y fotografías que describen el contexto y carácter de los edificios. Artes cívicas también están incluidas en esta sección con el objetivo de apoyar la identidad de la comunidad, incluyendo los resultados de una encuesta histórica virtual que espera identificar el potencial de los edificios y distritos históricos significativos. Para complementar la encuesta virtual, asesorías de carácter visual están incluidas para identificar el potencial de los espacios y objectos con significativo cultural, publico, y arte comunitaria que se seguirán desarrollando a través de los estudios técnicos y contribuciones comunitarias.

Sección 4 - Limitaciones Físicas del Acceso a Transito incluye una asesoría de las instalaciones de tránsito y limitaciones físicas de acceso al tránsito, incluyendo la identificación de barreras y condiciones que se evaluaran para crear soluciones a futuro de la transportación activa e incrementar el uso de tránsito. Adicionalmente, esta sección incluye una asesoría de las tres estaciones de tránsito en el área del plan.

Las soluciones y recomendaciones están marcadas por cuadros de texto resaltados a través del reporte que identifican observaciones iniciales y ofrecen recomendaciones para seguir analizando y dialogando del proceso del desarrollo del Plan Específico al Desarrollo Orientado al Transito de Florence-Firestone.

1.5 Methodology

To identify and document existing conditions related to land use, zoning, urban form, and civic arts in the Study Area, various County of Los Angeles geographic information systems (GIS) data were analyzed to produce map outputs, supplemented by qualitative observations based on AECOM site visits, meetings, and desktop Google Map and Google Earth street review.

1.6 Study Area Overview

The Los Angeles County TOD Program identifies TODs as the area within a ½-mile radius of a major transit station. The FFTOD Specific Plan Study Area focuses on the three TOD areas around the Slauson, Florence, and Firestone Metro A Line (Blue) Station Areas within the unincorporated community of Florence-Firestone bordering the Cities of Los Angeles, Vernon, and Huntington Park, as shown in **Figure 1**. The Study Area boundary includes those areas of the community within or just outside the ½-mile radii of the Metro stations. Focused development and investment in these TOD areas can help to support:

- A more vibrant and comfortable public realm for users of all abilities, including wide sidewalks, consistent street trees, parkways for landscaping, and sidewalk seating for restaurant and cafes;
- Compact and pedestrian-oriented development that features active commercial corridors with high-density housing in a mixed-use format, with engaging land uses and ground floor design that support pedestrian access, activity, and comfort;
- Next-generation industrial employment uses, such as those with less impact on the environment and those aligned with changing industrial jobs;
- Opportunities for locating more people and jobs near transit to leverage the important transportation investments in the area.

Each station area is summarized at a high level below.

1.6.1 TOD Station Snapshots

1.6.1.1 Slauson Metro A Line (Blue) TOD Station Area

Slauson Metro A Line (Blue) TOD Station Area, the northernmost TOD Station Area of the Study Area, borders all three adjacent jurisdictions, and forms the largest portion of land in the Study Area. Major streets include Slauson Avenue, Gage Avenue, Compton Avenue, Miramonte Boulevard, and Holmes Avenue. The Slauson Metro A Line (Blue) Station is configured as an aerial station, with pedestrian access available from the east side via Slauson Avenue. Overall access to this station is highly constrained based on location, configuration, presence of the rail line immediately north of Slauson Avenue, and limited residential or commercial uses in the ½-mile TOD area. Major places of interest within the ½-mile TOD area include a range of schools, community facilities, and parks, as well as variety of transit resources, including Metro's "Rail to Rail" and "Rail to River" Projects, the Alameda Corridor, and the Future West Santa Ana Branch Transit Station as shown in **Figure 2**.

1.6.1.2 Florence Metro A Line (Blue) TOD Station Area

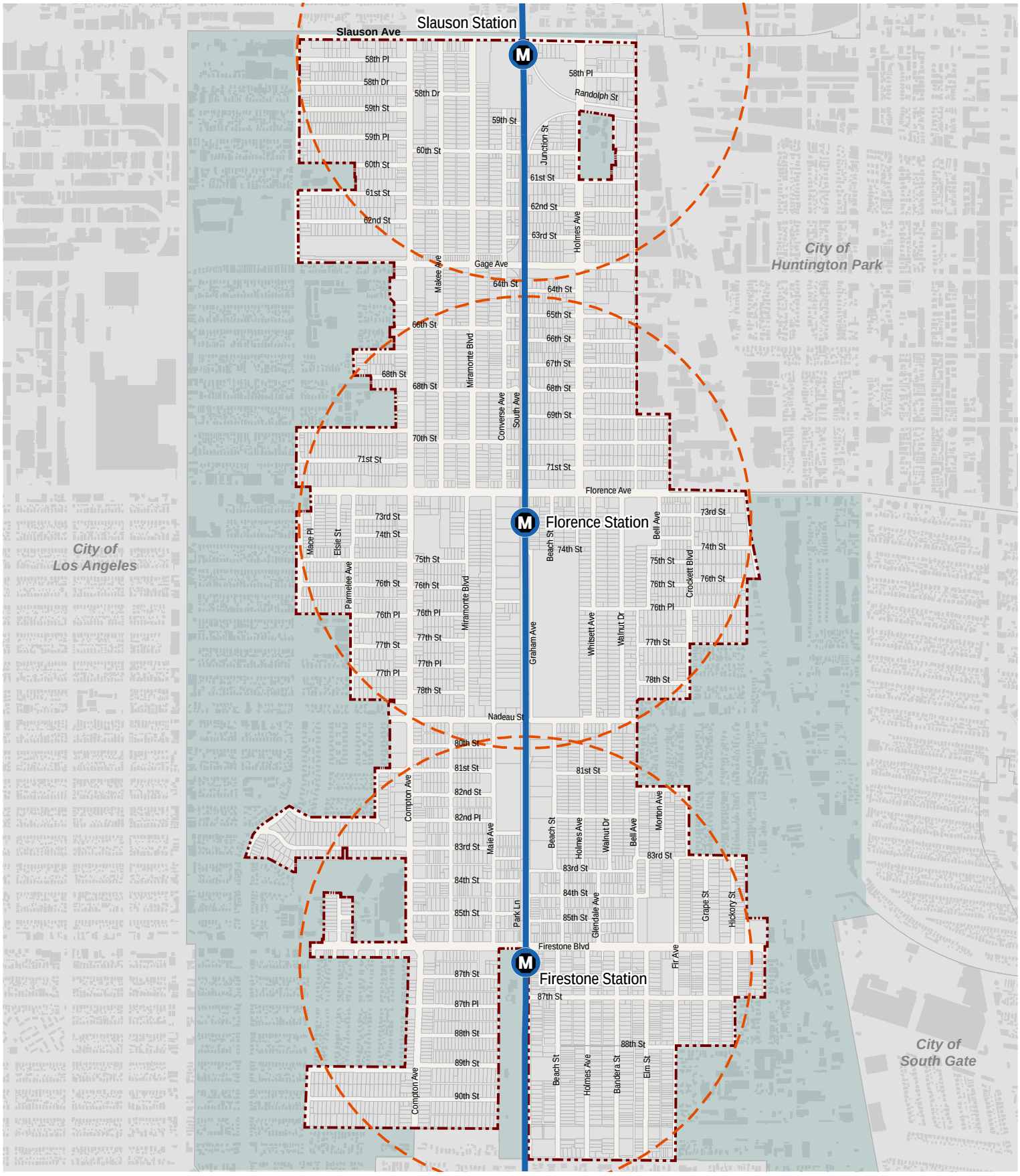
Florence Metro A Line (Blue) TOD Station Area, the central TOD Station Area of the Study Area, borders City of Los Angeles and Huntington Park jurisdictions. Major streets include Florence Avenue, Nadeau Street, Compton Avenue, and Miramonte Boulevard. Florence Metro A Line

(Blue) Station is configured as an at-grade station with pedestrian access from the east side of the Metro rail line via Florence Avenue, and a Metro Park & Ride surface parking lot for transit riders. Major places of interest within the Florence Metro A Line (Blue) TOD Station Area include several schools and one community facility and park, as shown in **Figure 3**.

1.6.1.3 Firestone Metro A Line (Blue) TOD Station Area

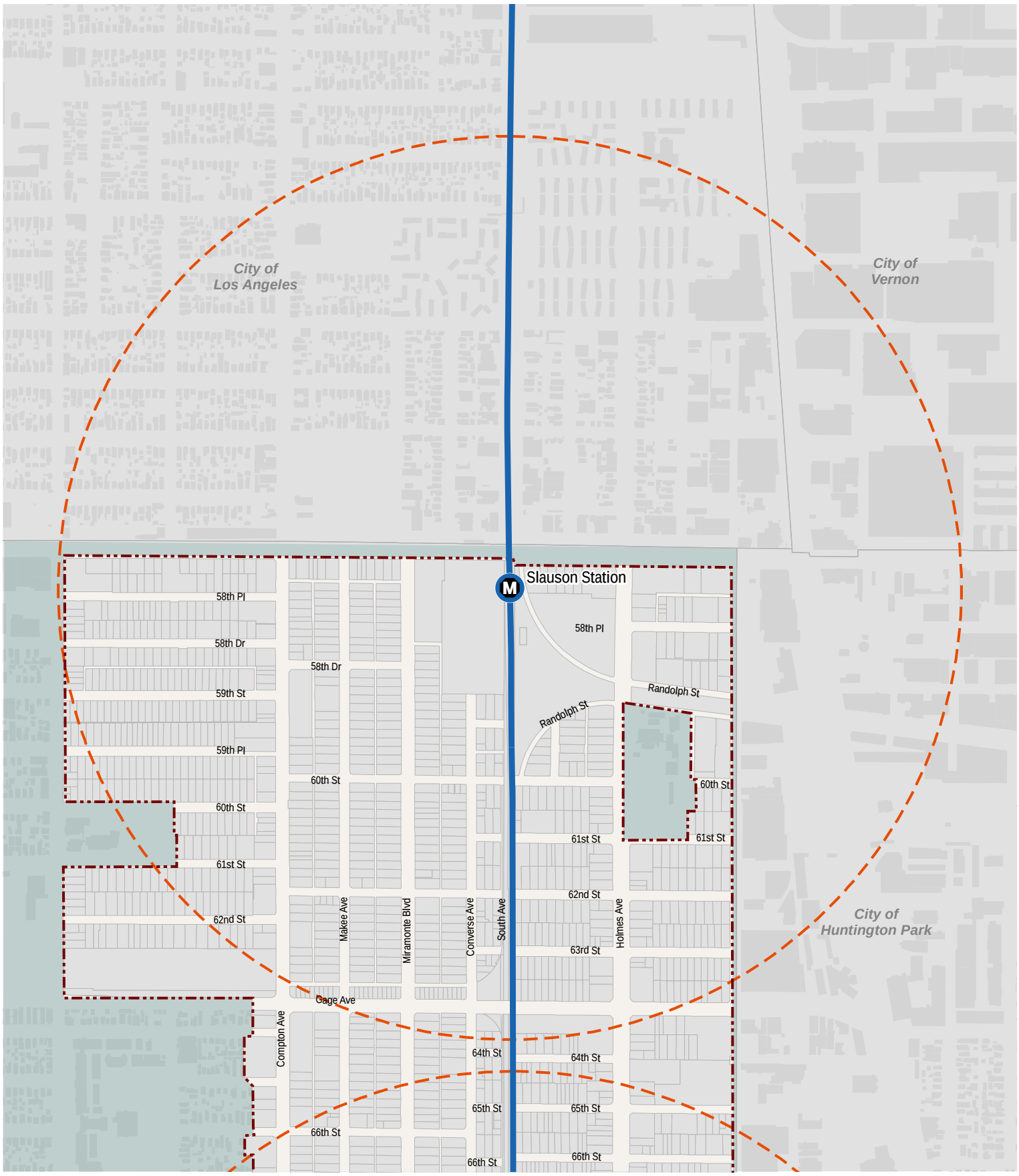
Firestone Metro A Line (Blue) TOD Station Area, the southernmost TOD Station Area of the Study Area, borders the City of Los Angeles. Major streets include Firestone Boulevard and Compton Avenue. Firestone Metro A Line (Blue) Station is configured as an aerial station with pedestrian access from the east side of the Metro rail line via Graham Avenue; access is not available from Colonel Leo H. Washington Park, immediately west of the station. Major places of interest within the Firestone Metro A Line (Blue) TOD Station Area include a large number of schools and one park, as shown in **Figure 4**.

Figure 1: Florence-Firestone TOD Study Area



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 2: Slauson Metro A Line (Blue) Station Area

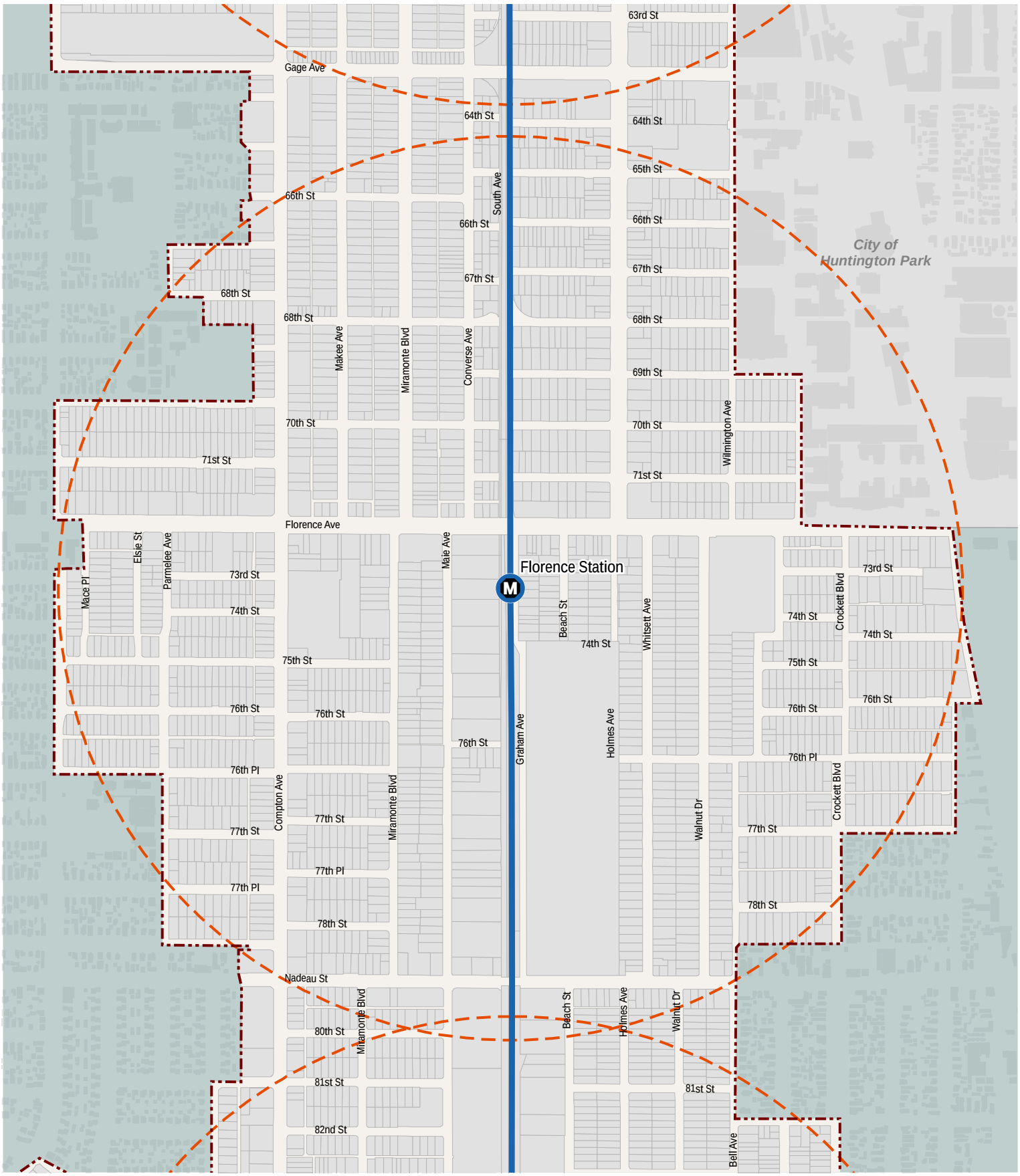


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

0 375 750 Feet

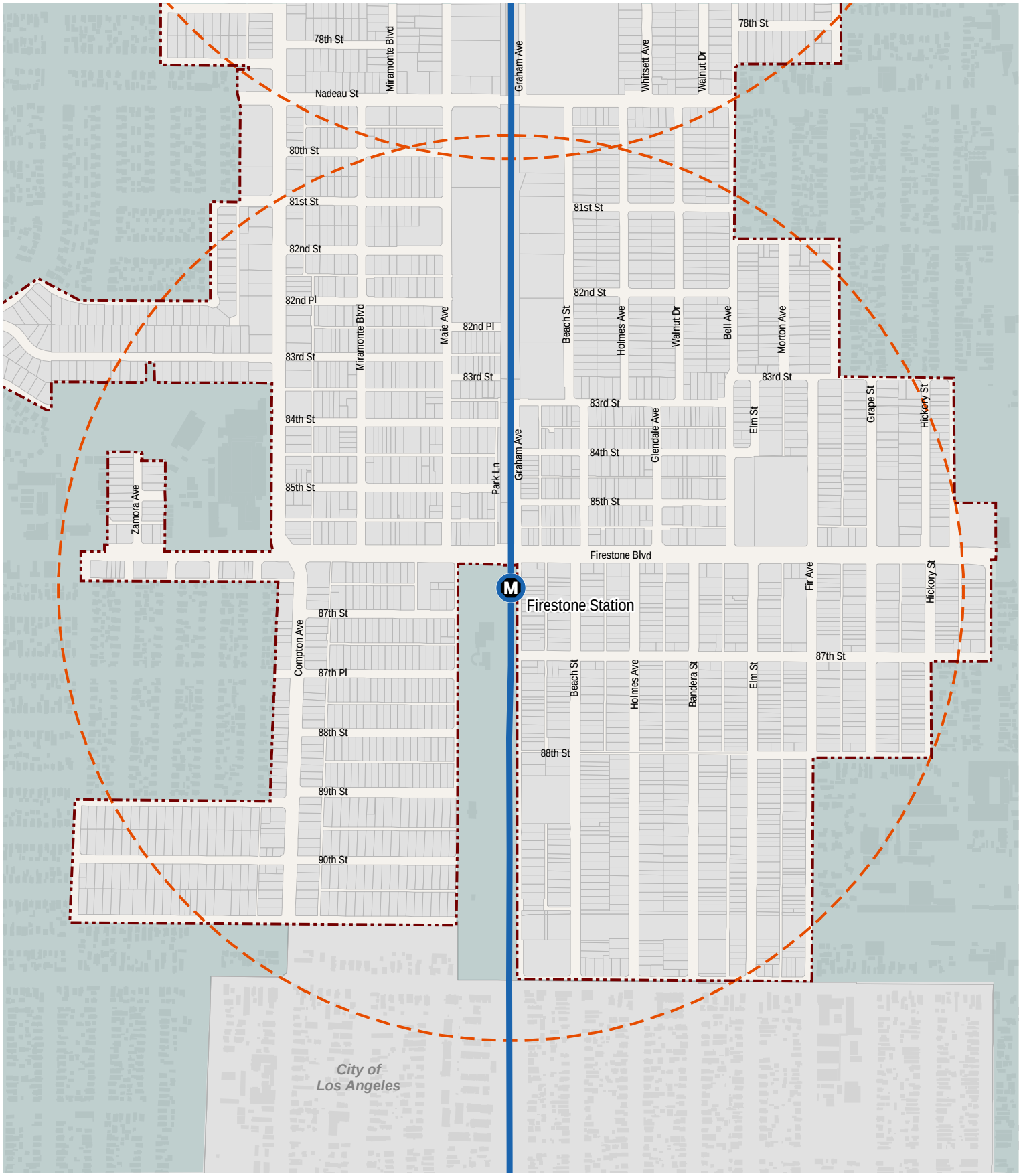
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 3: Florence Metro A Line (Blue) Station Area



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 4: Firestone Metro A Line (Blue) Station Area



Study Area

Florence-Firestone

1/2 mile TOD Radius

Metro Station

Metro A Line (Blue)

Assessor Parcel

Feet

0 375 750

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

2 Land Use and Zoning Analysis

2.1 Existing Land Use Patterns

Existing land use, mapped using the Los Angeles County Assessor Use Code, visualizes the distribution and patterns of uses across the Study Area.

An allowance for a large range of commercial, industrial, and residential uses along the same corridor over a long period of time has resulted in diverse uses through the Study Area, shown in **Figure 5.** The dominant existing use in the Study Area is single-family detached residential (yellow), in neighborhoods between the corridors with some townhomes, duplexes, and higher-intensity complexes scattered throughout. The Study Area corridors (Compton Avenue, Florence Avenue, Nadeau Street, and Firestone Boulevard) are characterized by low-scale commercial and industrial uses on small lots (red, pink, and blue). Although the Compton Avenue corridor has been designated as commercial, a variety of single-family detached homes remain fronting the corridor, increasing in frequency south of Florence Avenue.

The Slauson Avenue corridor within the Study Area is characterized by a variety of commercial properties (shades of pink) including general commercial, automobile-related, and retail and restaurants, as well as industrial (grey). North and northeast of the Slauson Metro A Line (Blue) Station in the Cities of Los Angeles and Vernon, the corridor is characterized by light- to medium-intensity industrial with some commercial retail properties. North of Slauson Avenue and west of Compton Avenue in the City of Los Angeles, the land use character and intensity change dramatically to light industrial fronting Slauson Avenue with low-density residential uses to the immediate rear of properties.

The Florence Avenue corridor is characterized by a variety of commercial uses (pink, red) in a range of small to medium parcel sizes. This corridor was redesignated as mixed-use through the 2019 FFCP, providing an opportunity for these generally low-intensity uses to be redeveloped as mixed-use, inclusive of residential uses.

More information on the existing uses in the community is available in the “Existing Uses” section of the FFCP[2].

[2] The Florence-Firestone Community Plan can be accessed on the County of Los Angeles Department of Regional Planning website at the following link: http://planning.lacounty.gov/ffcp

FINDINGS + RECOMMENDATIONS

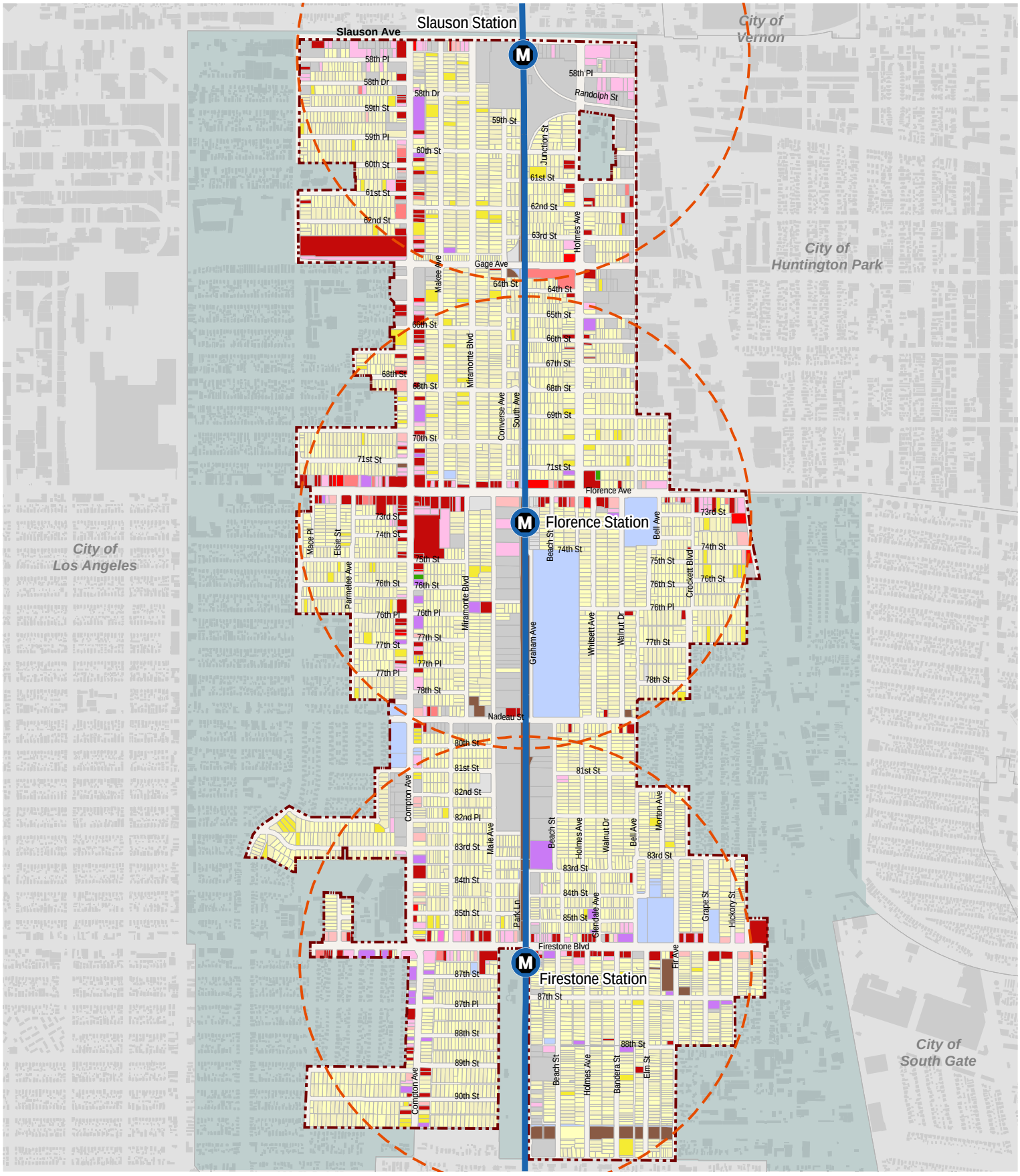
Findings

- Residential is the most dominant existing use in the Study Area.
- Along the Study Area corridors, the existing uses are predominantly low-scale, mostly one-story, light industrial buildings with interspersed residential homes.
- Many sites immediately adjacent the Slauson Metro and Florence Blue Line Stations are industrial, or utility uses, creating challenges to walkability for pedestrians accessing and residents, jobs, and the stations.

Recommendations

- Examine vacant or underutilized commercial and industrial properties to identify infill redevelopment opportunities.
- Combine mobility improvements with focused updates to land use categories to enable more people to access the stations, and live and work in proximity to the Metro stations.
- Develop a land use approach that harmonizes the varied existing uses into a complete community that supports living, working, learning, and playing in the Florence-Firestone community.

Figure 5: Existing Land Use Patterns



Study Area
Florence-Firestone
1/2 mile TOD Radius
Assessor Parcel
Metro Station
Metro A Line (Blue)

Existing Land Use

- Commercial - Auto
- Commercial - General
- Commercial - Hotel
- Commercial - Office
- Commercial - Restaurants
- Commercial - Retail
- Residential 1 Unit
- Residential 2-4 Units
- Residential 5+ Units
- Government
- Industrial
- Institutional
- Recreational
- Utilities

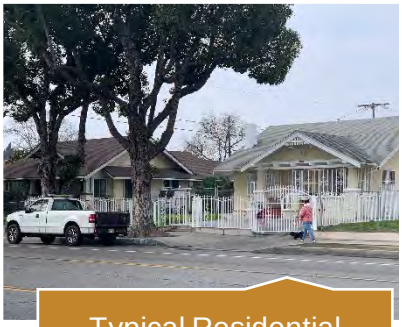
0 750 1,500 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

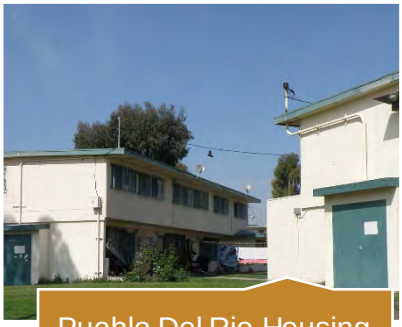
Key adjacencies and community features within ½-mile radii of the three stations (mapped in **Figures 2** through **Figure 4**) include a variety of parks, community facilities, and schools, some of which are shown below.

Figure 6: Existing Land Use Examples

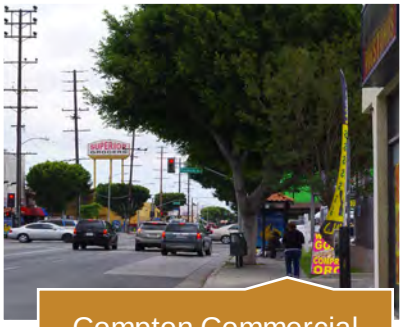
Slauson Metro A Line Station



Typical Residential neighborhood

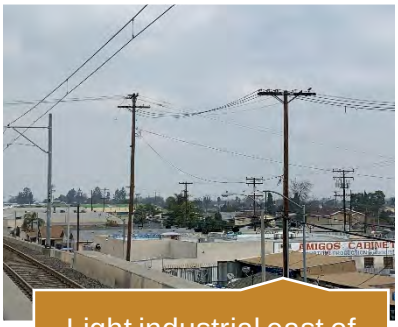


Pueblo Del Rio Housing (City of LA)

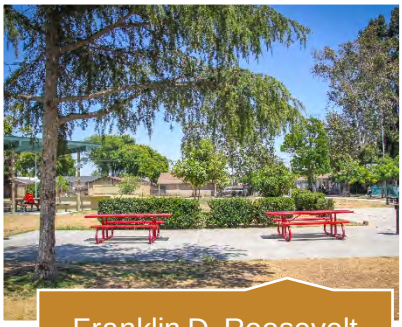


Compton Commercial Businesses

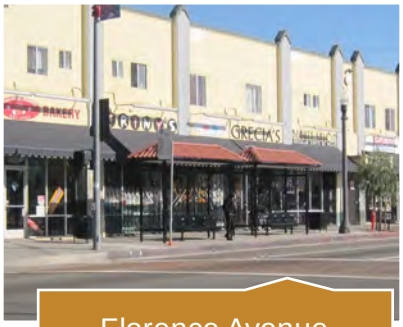
Florence Metro A Line Station



Light industrial east of Washington Avenue

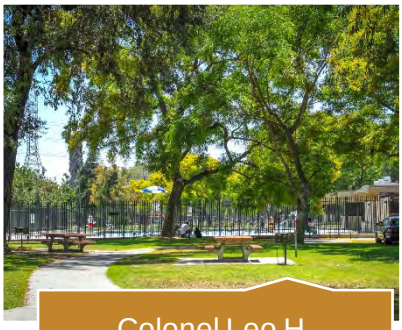


Franklin D. Roosevelt Park

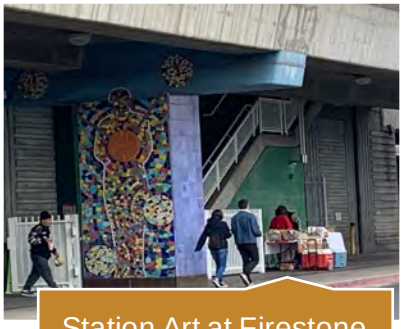


Florence Avenue Commercial Businesses

Firestone Metro A Line Station



Colonel Leo H. Washington Park



Station Art at Firestone Station

Firestone Avenue Commercial Businesses

2.2 Existing General Plan Land Use Policy

The FFCP, completed in the fall of 2019, identifies residential (59.3%) and industrial (13.1%) uses as the two largest occupiers on land in the community of Florence-Firestone. Within the Study Area, residential land uses are dominant with smaller areas of industrial, commercial, and mixed-use.

The FFCP identified two key land use updates that may be impactful to the community and TOD in the area, including (1) upzoning of the Florence Avenue corridor from commercial (C-2 and C-3) to mixed-use (MXD), and (2) allowance for mixed-use development (introduction of residential) in the General Commercial (CG) land use policy areas primarily along the Compton Avenue, Nadeau Street, and Firestone Avenue corridors. **Table 1** summarizes General Plan land use policy designations from the FFCP that are applicable to the Study Area. It is anticipated that these designations may be updated per the pending Housing Element update; the expected revisions are shown in parentheses in Table 1. **Figure 7** shows the General Plan Land Use Policy map from the FFCP. Residential uses (homes) are regulated by density, which is identified as allowed number of homes (or units) per acre. Commercial and industrial uses are regulated by floor area ratio (FAR), which sets the maximum allowed square footage as a ratio of the lot area. Given the recent adoption of the FFCP and constraining development standards of the adopted zoning, little to no development utilizing the updated General Plan Land Use Policy designations has occurred. The rate of new development will be further assessed in the Market and Real Estate Study for this Project.

Significantly, the FFCP designated densities of up to 18 homes per acre (du/net ac.) and up to 30 homes per acre in areas that are currently primarily single-family detached homes within residential neighborhoods of the Study Area. These designations establish a significant opportunity for increased density in the Study Area's residential neighborhoods, many of which are within walking distance of the three Metro stations, that can be achieved through a variety of development configurations.

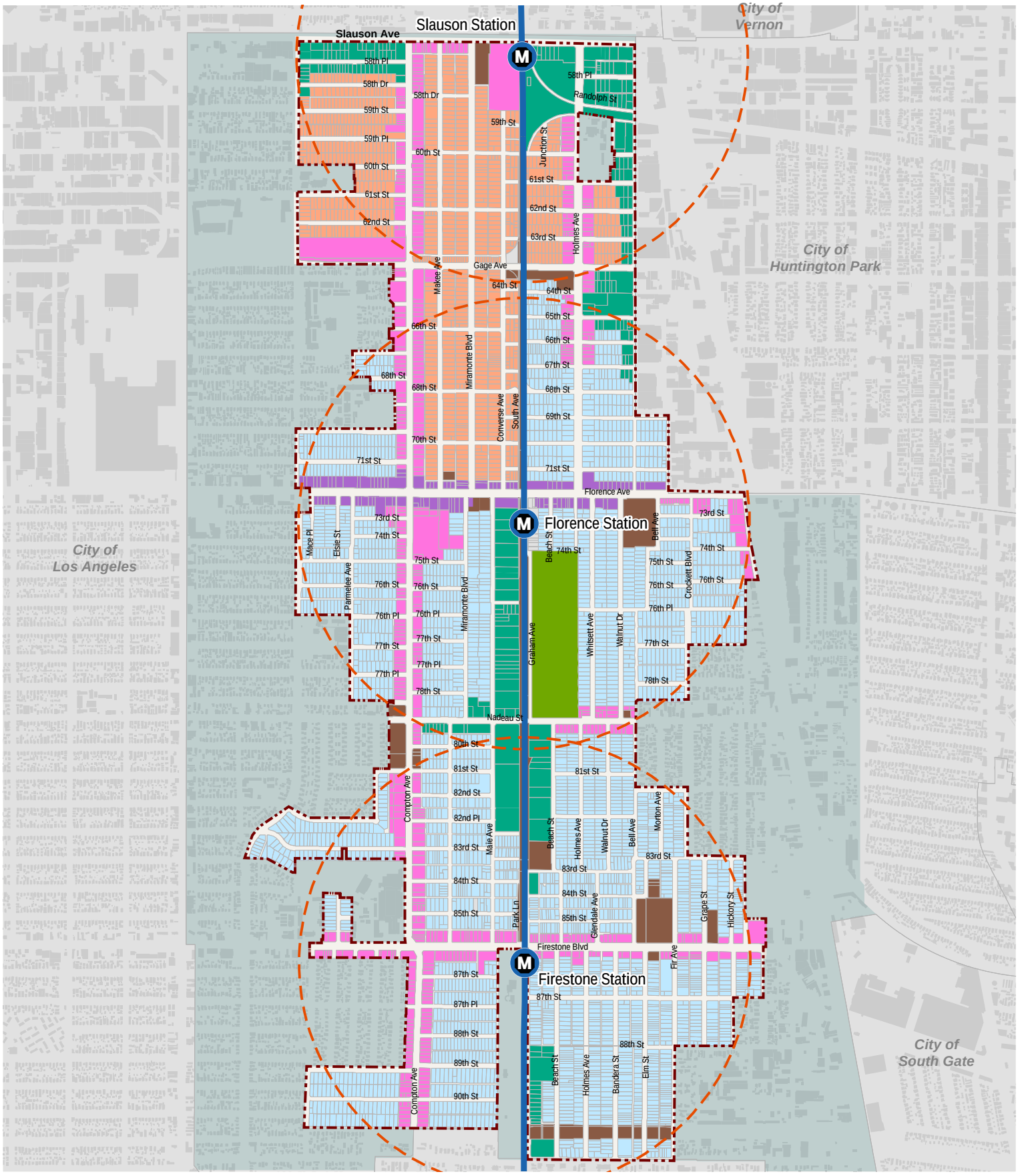
Table 1: General Plan Land Use Policy Summary

Land Use	Percent of Total Acreage	Permitted Intensity (du/net ac. or FAR)	Description
H-18 Residential	46.79%	0-18 homes per acre	Located to the rear of commercial corridors in proximity to all three Metro stations, these neighborhoods are generally built to a low density with single-family or duplex homes, but homes may be overcrowded or occupied by multiple households.
H-30 Residential	9.77%	0-30 homes per acre (20-30[1] homes per acre)	Located in proximity to the Slauson and Florence Stations, these neighborhoods share alleys with or are immediately adjacent to the commercial corridors.
CG General Commercial	10.63%	Horizontal or vertical mixed-use: 0-50 du/net ac. (20-50[1] homes per acre) and 1.0 FAR max; allowed as stand-alone with the same intensity	Allowed as stand-alone residential, commercial, or horizontal or vertical mixed-use. Located along Compton Avenue, Nadeau Street, and Firestone Avenue, the addition of residential to CG enables a broad variety of new housing in proximity to services, even though these corridors are generally farther from the Metro stations than other designations in the Study Area.
MU Mixed Use	1.55%	Horizontal or vertical mixed-use: 0-150 du/net ac. (50-150[1] homes per acre.) and 3.0 FAR max; allowed as stand-alone with the same intensity	Allowed as stand-alone residential, or mixed-use with residential and commercial uses. Located along Florence Avenue only, this limited location should have focused in-fill development attention to increase housing opportunities at higher densities near the Florence Station.
IL Light Industrial	6.46%	FAR 1.0 max	Located primarily along Slauson Avenue and east of the Metro line, these varied-size properties provide a variety of services and jobs in the community.
IH Heavy Industrial	6.62%	FAR 1.0 max	Legacy industrial properties located throughout the community; opportunity to identify key locations for infill or transition to cleaner industrial uses.
P Public and Semi-Public	11.32%	FAR 3.0 max; density varies	Key public facilities and services along the commercial corridors; allowed to provide residential units with discretionary permits.

1. Based on pending Housing Element update; density ranges subject to change based on adopted Housing Element.

Source: Florence-Firestone Community Plan, 2019; potential Housing Element updated information provided by DRP

Figure 7: Florence-Firestone Community Plan - General Plan Land Use Policy Map



Study Area
Florence-Firestone
1/2 mile TOD Radius
Assessor Parcel
Metro Station
Metro A Line (Blue)

County General Plan Code

CG
H18
H30
IL
MU
OS-PR
P

0 750 1,500 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

2.2.1 Analysis of Available County Plan / Policy Applicability

The 2035 LA County General Plan identifies a broader palette of Land Use Designations than was applied to the community by the FFCP. **Table 2** identifies other Land Use Designations available that could be conducive to the TOD goals of this Project. It is anticipated that these designations may be updated per the pending Housing Element update; the expected revisions are shown in parentheses in Table 2.

These are provided for discussion purposes and do not identify an intent to change any specific or general location within the community. Actual intent for development type, scale, and intensity will be identified through public outreach and additional land use investigation of this Project.

Table 2: Other Available Land Use Designations

Land Use	Permitted Intensity (du/net ac. or FAR)	Description/Consideration
H-50 Residential	0-50 homes per acre (20-50[1] homes per acre)	Consider applicability in the H-30 areas in closer proximity to Metro A Line (Blue) Stations. The Housing Element update is considering adding a minimum density threshold for new development, which may support greater housing development in the community.
H-100 Residential	50-100 homes per acre	Higher-scale and intensity than the existing community; however, highly conducive to increasing housing stock in a TOD setting. Evaluate what the top density limit is for this community.
H-150 Residential	100-150 homes per acre	Likely too high a density for the scale of this community; however, key locations could be identified for catalytic investment at this scale.
CM Major Commercial	30-150 homes per acre; 3.0 FAR	Evaluate for defunct industrial properties near Metro A Line (Blue) Stations; development per this designation would be highly catalytic and increase housing, services, and employment.
IF Industrial Flex (zone)	FAR 3.0 max; density varies	Transition from traditional small-scale light industrial uses to a broader range of uses to serve the community.

1. Based on pending Housing Element update; density ranges subject to change based on adopted Housing Element.

Source: 2035 LA County General Plan; potential Housing Element updated information provided by DRP

In addition to the land use policy designations, the FFCP identified key policies that should be evaluated when considering incentivizing TOD near the three Metro stations. **Table 3** summarizes and discusses policies from the FFCP for ease of review; see the FFCP for full goals and policies. These policies are provided as a guide to the community and project team to highlight key focus areas to be addressed in the FFTOD Specific Plan.

Table 3: FFCP Policy Summary & Discussion

FFCP Policy(ies)	Discussion / Comment
R-1.1 – Support legalization of Accessory Dwelling Units (ADUs)	Factor in existing and potential ADUs as additional housing stock when reviewing neighborhoods for more intense residential types. As densities increase due to redevelopment, adjacency and location of ADUs will be more important.
R-1.2 Increase Affordable Housing Supply, R-1.3 Housing for Large Households, R-1.5 Residential Overcrowding,	Provide a range of housing types and densities that allow for variety in price point and affordability. Consider multi-generational housing opportunities and requirements for increasing number of units in all situations (prevent replacement of older housing stock with fewer units). Incorporate services and appropriate parking for larger households in zoning or code updates.

and R-1.7 No Net Loss of Affordable Units	
R-2.1 Housing in Commercial Areas	Evaluate if additional density is achievable or desirable along commercial corridors; provide examples of how properties can be redeveloped to incorporate mixed-use that increases housing and commercial opportunities. Evaluate appropriate parking standards for mixed-use in proximity to transit stations.
R-2.3 Appropriate High-Density Housing and R-3.1 Increase For-Sale Housing	Provide for a range of housing types and populations served; evaluate zoning standards to enable multiple housing types/densities rather than strictly boxing in development opportunities.
R-4.4 Multi-Family Housing Design and R-4.7 Neighborhood Character	Identify the appropriate scale (building height, stepbacks) for high-density housing that supports the community character and can accommodate multiple housing or ownership types; provide design standards that support long-term quality housing with access to light, air, outdoor spaces, and amenities.
C-1.1 Florence Mile Identity and C-1.2 Development Near Florence Station	Review CSD requirements to ensure they support public art, access to outdoor spaces, and a walkable configuration that contributes to the community character. Create mixed-use standards that are highly supportive of mixed-use development given the parcel size constraints; review parking standards to promote efficient utilization of space for mixed-use development near Metro stations. Update CSD standards as appropriate to support TOD goals.
C-1.3 Community Marketplace	Evaluate commercial and light industrial standards to identify opportunities to encourage local, small-scale businesses and adaptive reuse to provide affordable business ownership options.
C-3.1 Reduce Barriers to Changes of Use and C-3.2 Shared Parking	Support a dynamic community through flexible size, use, and parking standards. Explore elimination of parking requirements for outdoor seating, change of use under a certain square footage threshold, or historic resources. Identify opportunities for shared parking.
C-3.3 Mixed-Use Development	Review policies and CSD related to CG land use policy areas to determine if CG is appropriate to achieving this policy statement. Identify if more specifically mixed-use areas would be appropriate along Central, Compton, Nadeau, Gage, and Firestone.
C-4.7 Building Scale	Require height transitions and bulk management through stepbacks along commercial and mixed-use corridors. Identify what the “baseline” for the transition is based on the predominantly one-story character in place today. Identify what the appropriate character scale for the community is to define how TOD in-fill development can be promoted.
I-1.1 Industrial Use Revitalization, I-1.3 Industrial Area Amenities, and I-3.1 Transition to Non-Polluting Industries	Identify key areas where revitalization is a priority and introduce standards that increase amenities and walkability in these areas. Discuss how revitalization should be balanced with TOD and transition of uses. Address with the Florence-Firestone community if “neo-industrial” is desired here. Couple market research with standards to support balanced investment and transition.
I-1.4 Parcel Assembly	Encourage assembly of small industrially zoned parcels to support establishment, revitalization, and improved operations of industrial uses. Discuss how can parcel assembly to promote development be balanced with the competing priorities of local business and limiting displacement.
I-2.2 Buildings Along Rail Right-of-Way and I-4.1 Improvement to Reduce Industrial Impacts	Review CSD requirements to incorporate beautification, reinvestment priorities, and impact management of these policies.

FINDINGS + RECOMMENDATIONS

Findings

- Existing policies focus on transit connections, community-scaled development, a range of housing options, and increased design treatments to maintain and enhance community character.
- A range of existing policies and General Plan policy designations could be applied to increase TOD-appropriate density/development.
- Existing development in the H-18, H-30, and mixed-use areas of the community is far below the allowed intensity/density of the FFCP.
- Densities in excess of 18 and 30 homes per acre are necessary to support new TOD.

Recommendations

- Explore the appropriate highest density and appropriate supporting infrastructure such as open space and alternative transportation options.
- Establish development zoning standards around TOD prototypes that are appropriate for this community scale, character, and mix of uses to provide appropriate protections and transitions.
- Explore creative parking strategies that balance transit-focused typologies with existing residential parking challenges.

2.3 Existing Zoning

The existing zoning that supports the FFCP allows for a range of uses. **Table 4** provides a summary of the zones applicable within the Study Area; **Figure 8** is the zoning map from the FFCP. Title 22 of the Los Angeles County Code of Ordinances regulates zoning; density is not identified as a regulation in code, and for this reason allowed density is not identified in **Table 4**. Park and community spaces (shown in green) in **Figure 8** have been included for context; however, these properties are not subject to the Study Area.

The Florence-Firestone community also has an applicable CSD that was amended with the FFCP. The CSD, codified as Chapter 22.324 of the Los Angeles County Code of Ordinances, provides for development and improvement standards specific to the community that modify the standards of the base zone standards and development regulations. This means a C-3 property in the community will be regulated differently than a C-3 property in another unincorporated community. The CSD focuses on scale, transitions, fencing, maintenance/improvements, parking, signage, lighting, and public amenity requirements applicable to the range of uses in the community.

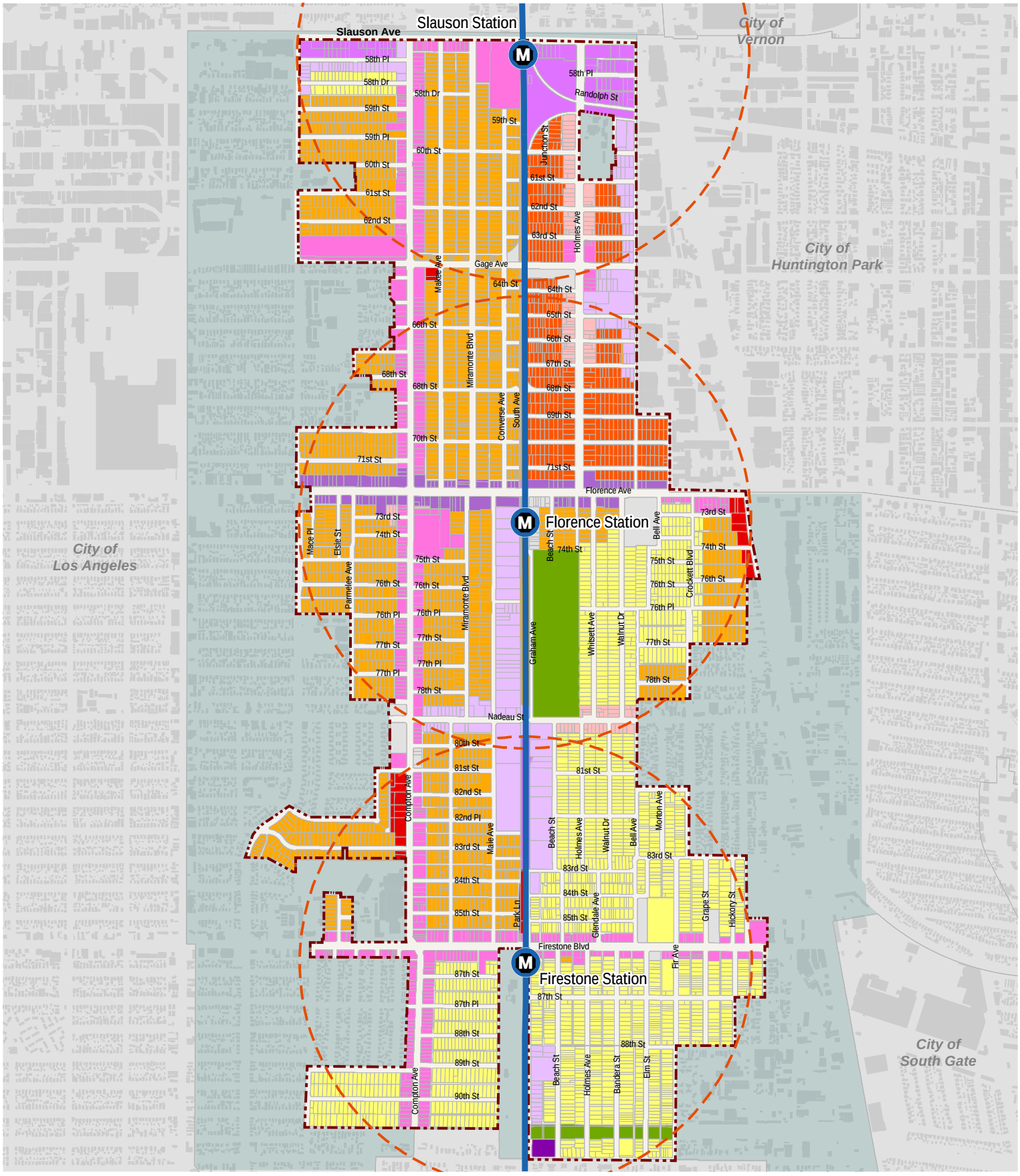
The Los Angeles County Regional Planning Commission approved the “By-Right Housing Ordinance” in June 2020 that increases the allowed densities for all residential zones R-2 and above and enables joint live-in work units and mixed-use development along commercial corridors. The Los Angeles County Board of Supervisors will have the opportunity to adopt the ordinance at a public hearing on September 29, 2020. Further evaluation of the By-Right Housing Ordinance is needed to fully understand the impact to allowed density in the Study Area before recommendations on potential future zoning can be made.

Table 4: Existing Zoning Summary

Zone Name	Percent of Total Acreage	Description
R-2 Two Family Residence	21.95%	Density not defined in the code; generally suburban setbacks (20' front, 5' side, 15' rear) aligned with single-family style development. Primarily located south of Florence Avenue and east of the Metro A Line (Blue) with limited portions west of the Metro A Line (Blue) south of Firestone Boulevard. Maximum height of 35' allowed.
R-3 Limited Density Multi Family	32.21%	Density not defined in the code; moderate residential setbacks (15' front, 5' side, 15' rear); review for allowance of a range of housing types. The dominant residential zone in the Study Area. Maximum height of 35' allowed.
R-4 Medium Density Multi Family	3.73%	Density not defined in the code; moderate residential setbacks (15' front, 5' side, 15' rear – requires additional interior side setback for buildings over 2 stories); review for allowance of a range of higher-density housing types. Focused east of the Metro A Line (Blue) and north of Florence Avenue; good walkable proximity to the Slauson Metro A Line (Blue) Station. Maximum height is identified as: Except as specified otherwise, every building and structure shall not exceed a height of 13 times the buildable area; simplify this for ease of administration.
C-2 Neighborhood Business	1.99%	Allows a range of commercial uses, with residential/mixed-use permitted by ministerial site plan review. Maximum height 45'. Density not defined in the code.
C-3 General Commercial	9.80%	Allows for a wide range of commercial uses with residential allowed subject to discretionary permit; maximum height of 45' for commercial development, 50' allowed for mixed-use. Density not defined in the code.
C-M Commercial Manufacturing	0.96%	Quasi-commercial and industrial zone with truck access requirements and special use limitations per the CSD. Outdoor activities prohibited. Setback buffers required from residential properties. Maximum lot coverage: 70%; maximum height is 13x the buildable area except when within 250' of residential height is limited to 45' by the CSD.
M-1 Light Manufacturing	6.68%	Suitable for lighter manufacturing activities with limitations on equipment tonnage; allows for breweries and special uses per the CSD. Maximum FAR of 1.0.
M-2 Heavy Manufacturing	7.99%	Suitable for higher-intensity industrial activities with a minimum lot size of 15,000 square feet. Maximum FAR of 1.0.
IT Institutional	5.13%	Fore preservation, maintenance, and enhancement of public and quasi-public uses and resources of the County. Development standards and FAR not defined in code.

Source: LA County Florence-Firestone Community Plan; Los Angeles County Code of Ordinances Title 22 and Chapter 22.234

Figure 8: Existing Zoning



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

In addition to the existing zones, the Willowbrook TOD Specific Plan and the West Carson TOD Specific Plan have both established new zones to support the County's TOD goals. Table 5 and Table 6 provide a list of pertinent zones available in the above-mentioned documents that may be reviewed for potential applicability in the Study Area.

Table 5: Willowbrook TOD Specific Plan Zones

Willowbrook Zone	Summarized Standards
MU-1 Mixed Use	Density: 30 du/ac.; 0-1.5 FAR; 4 stories 50 ft. building height
Emphasis on neighborhood serving retail, restaurant, and service uses. Appropriate for large retail/mixed-use center, with a community gathering space as focal point.	
Potential applicability to the FFTOD Specific Plan: Review for applicability along Nadeau Street and Gage Avenue. The lower density and community-scaled standards support many of the Community Plan goals and policies for these corridors that are a little further from the Metro A Line (Blue) stations. However, the market typically has a challenging time supporting mixed-use at this density (as demonstrated by limited built examples of mixed-use at this density, and market studies showing return on investment is too low in most markets to support this type of development) which may reduce the overall investment in these areas. Calibrate mixed-use to market-viable density that can be achieve in the marketplace.	
MU-2 Mixed Use	Density: 60 du/ac.; 0-3.0 FAR; 4 stories 50ft. building height
Emphasis on employment-generating uses and residential infill development. Appropriate for office, business park, or mixed-use developments with open space components.	
Potential applicability to the FFTOD Specific Plan: Review for applicability in existing light industrial areas that may be prime for mixed-use redevelopment. Only apply to areas with appropriate parcel size and within a ¼ mile of a Metro A Line (Blue) Station.	
Imperial Commercial	Density: 0; FAR:1.0; 2 stories 35 ft. building height
Meet the commerce and service needs of the resident and business communities. Accommodate development of a broad range of retail and service uses, as well as freeway-oriented, regional-serving retail, office complexes, and light manufacturing businesses.	
Potential applicability to the FFTOD Specific Plan: Likely not applicable to FFCP due to currently enables residential densities along commercial corridors.	
Willowbrook Residential 2	Density: 18 du/ac.; 2 stories 35 ft. building height
Preserve and enhance single-family neighborhood characteristics, while also providing an environment suitable for two-family residences. Promote desirable characteristics of low- to medium-density neighborhoods.	
Potential applicability to the FFTOD Specific Plan: Evaluate for a range of housing types to increase opportunities in the H-18 areas.	
Willowbrook Residential 3	Density: 30 du/ac.; 3 stories 35 ft. building height
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.	
Potential applicability to the FFTOD Specific Plan: Evaluate for applicability and whether enough flexibility for a range of housing types is provided. May be applicable to H-30 areas; however, review these areas for potential density increases and heights up to 4 stories.	

Source: County of Los Angeles Willowbrook TOD Specific Plan

Table 6: West Carson TOD Specific Plan Zones

West Carson Zone	Summarized Standards
MU-1 Mixed Use	Density: 18-30 du/ac.; 0.5-1.0 FAR; 4 stories 40 ft. building height
Mixed use emphasis on neighborhood and medical campus serving retail, restaurant and service uses; horizontal or vertical mixed-use	
Potential applicability to the FFTOD Specific Plan: Evaluate for commercial corridors abutting H-18 or lower residential densities to facilitate contextual transitions. Calibrate uses to serve the FF community content.	
MU-2 Mixed Use	Density: 31-70 du/ac.; 3.0 FAR; 5 stories 60 ft. building height
Transit-supportive higher-intensity mixed-use with retail, office, restaurant and residential in a walkable compact setting; horizontal or vertical mixed-use	
Potential applicability to the FFTOD Specific Plan: Evaluate for ¼ mile radius commercial corridors or adjacency to legacy industrial properties as transition from highest intensity to employment areas.	
IF Industrial Flex	Density: 30-70 du/ac.; 0.25-2.5 FAR; 4 stories 50 ft. building height
Transition from traditional small-scale light industrial uses to a broader range of uses to serve the community: service commercial, professional/medical office, multi-family	
Potential applicability to the FFTOD Specific Plan: Evaluate for IL areas with transitions to residential areas; evaluate for setbacks and building heights consistent with adjacent high-density residential or mixed-use.	
Neighborhood Commercial	Density: 0-.35 FAR; 45 ft. building height
Retail and service needs to serve the community: grocery shopping center, services, restaurants	
Potential applicability to the FFTOD Specific Plan: Likely not applicable to the Study Area as part of the goal of the Specific Plan is to increase mixed-use development. The existing commercial corridors already allow for residential use in a mixed-use format, which would be diluted by the use of this zone. This FAR is more typical of auto-oriented, single-use commercial development and therefore not supportive of the TOD goals of the project.	
Unlimited Commercial	Density: 0-30 du/ac.; 0-0.5 FAR; 3 stories 40 ft. building height
A range of retail, personal, and professional services, as well as multi-family residential in a well-designed, walkable environment.	
Potential applicability to the FFTOD Specific Plan: Evaluate for applicability along Gage Avenue and Nadeau Street to increase mixed-use development opportunities in a community-appropriate scale and intensity. This is a transitional mixed-use designation that would be suitable for adjacencies to lower-density residential neighborhoods outside the Study Area.	

Source: County of Los Angeles West Carson TOD Specific Plan

FINDINGS + RECOMMENDATIONS

Findings

- Mixed-use is allowed along all existing commercial corridors; however, heights are limited.
- Existing residential zones applicable in the community (with the exception of the MXD zone) do not have zoning regulations (density, setbacks, etc.) that are conducive to enable the densities identified by the FFCP.
- Permitted FAR does not change with the introduction of mixed-use development; discuss the purpose and intent of mixed-use in the C-2 and C-3 areas.

Recommendations

- Evaluate lot coverage and height limitations of the CSD to determine if greater flexibility is needed to incentivize redevelopment to the intensities identified by the FFCP.
- Evaluate industrial land use policy and zoning intent; can these areas be adapted to support TOD and employment with newer industrial or adaptive maker uses that are appropriate for residential adjacencies or mixed-use development.
- Review residential zone standards to introduce and enable a wider range of housing types and densities.
- Simplify regulations for ease of understanding by public users.
- Further identify the implications of the "By-Right Housing Ordinance" adopted by the Board.

2.4 Density and Floor Area Ratio (FAR)

Density and FAR are regulations that influence the scale of a development. Density regulates residential properties by limiting the number of dwelling units per acre permitted to be constructed on a property. FAR regulates non-residential properties (commercial, industrial, mixed-use, public facilities, etc.) by limiting the amount of square footage permitted to be constructed on a property relative to the size of that property.

The majority of residential properties in the Study Area are built at a density of less than 10 homes per net acre (du/ac. net), while some properties are developed with densities between 10 and 50 homes per net acre. Although adopted land use policy sets the permitted densities at up to 18 or 30 homes per net acre in much of the Study Area, properties within these areas are constrained by small parcel sizes and existing zoning standards that typically enable actual development up to approximately 10 du/ac. **Figures 9** and **11** identify the allowed and existing, as-built densities in the Study Area.

Buildings on existing commercial and industrial parcels are generally built with a 0.21 to 1.0 FAR, which means they have been developed to between 20–100% of the square footage permitted for that parcel. Properties with land use policy categories CG (commercial general), IL (light industrial), and IH (heavy industrial) have a maximum allowed FAR of 1.0. Therefore, for properties that are already built at near or above a 1.0 FAR, there is little financial incentive to

redevelop unless the FAR is increased. **Figures 10** and **12** identify the allowed and existing, as-built FARs in the Study Area.

TOD can represent a range of development formats with varied intensity; however, generally TOD that includes residential components is built at densities higher than 30 du/ac. Commercial portions of TOD can range in intensity from small-scale single shops in a residential building, to multi-story commercial or office development with high FAR.

FINDINGS + RECOMMENDATIONS

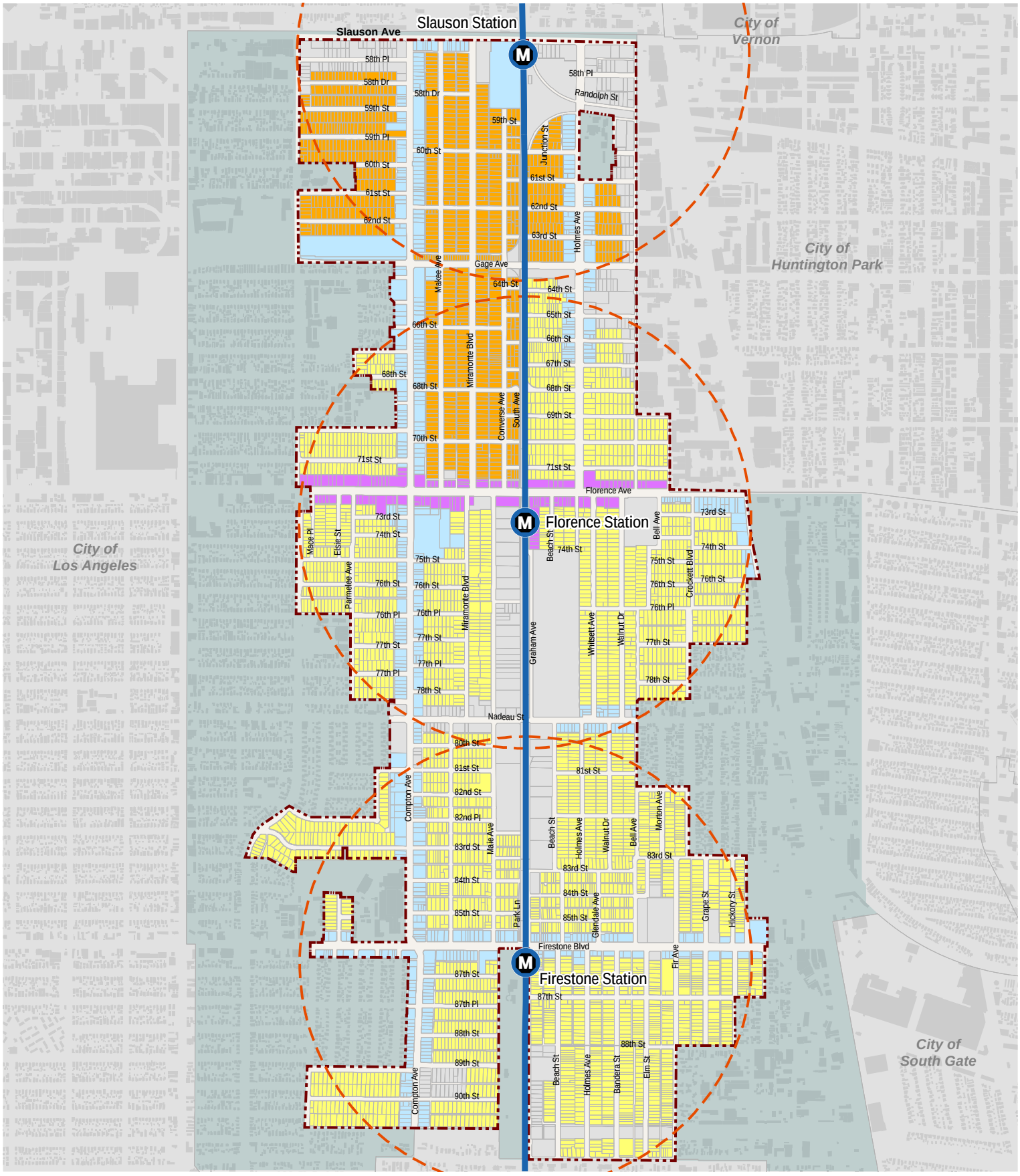
Findings

- Existing development is generally below the currently allowed density and FAR set by the FFCP with some larger properties developed at the 0.51-2.0 FAR level.
- Single-story development is the dominant form along the commercial (Compton Avenue and Firestone Avenue) and mixed-use corridor (Florence Avenue).
- Industrial property utilization (measured by built FAR relative to permitted FAR) in proximity to the transit stations is generally low.
- Available capacity (the difference between the built and permitted FAR) provides opportunity for redevelopment.

Recommendations

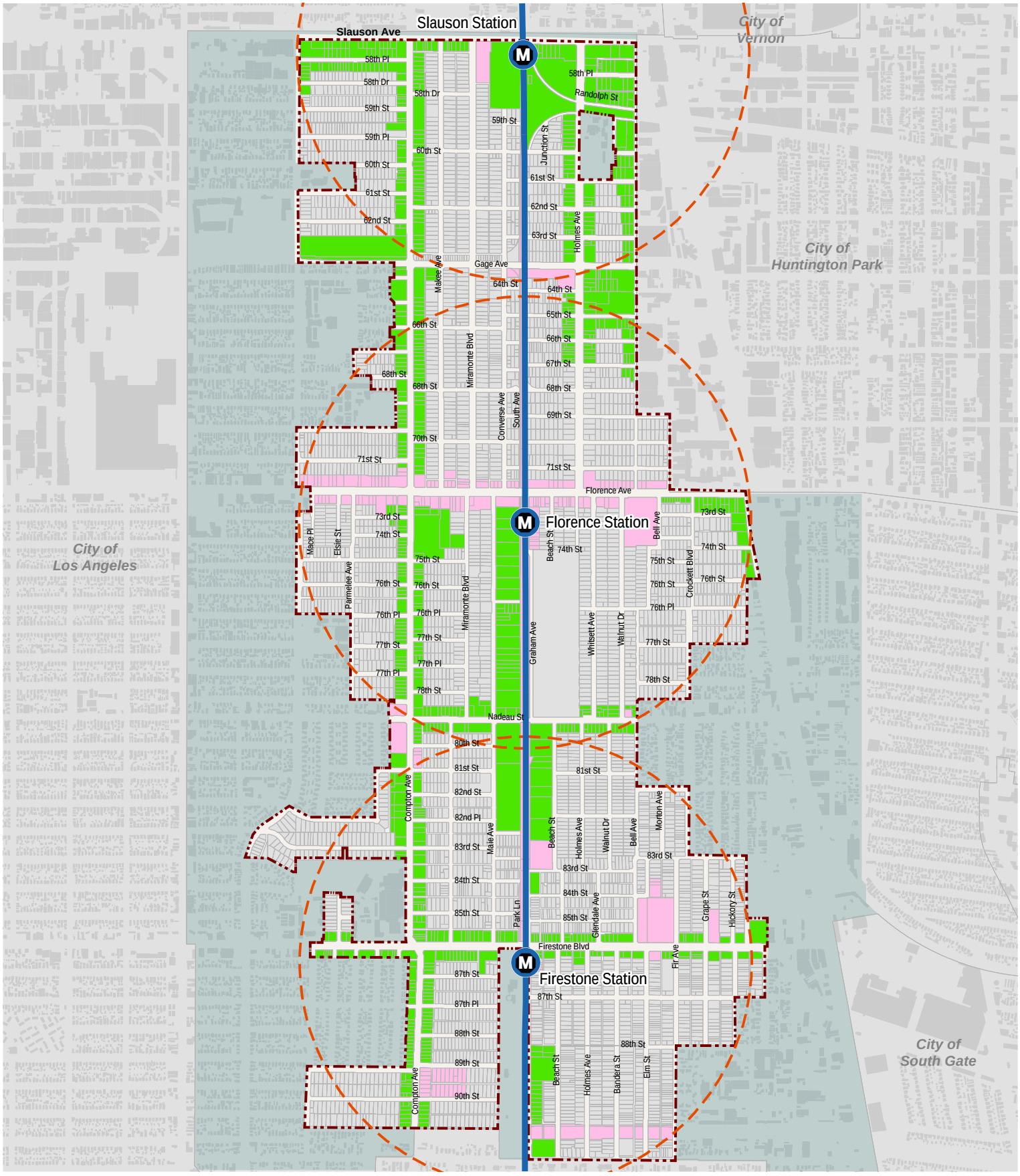
- Identify industrial property owners that are interested in upzoning to mixed-use or more intensive industrial activity to support TOD or employment near transit.
- Explore regulatory incentives to promote infill development in commercial, mixed-use, and residential settings.

Figure 9: Adopted Density (Du/ac) in Study Area



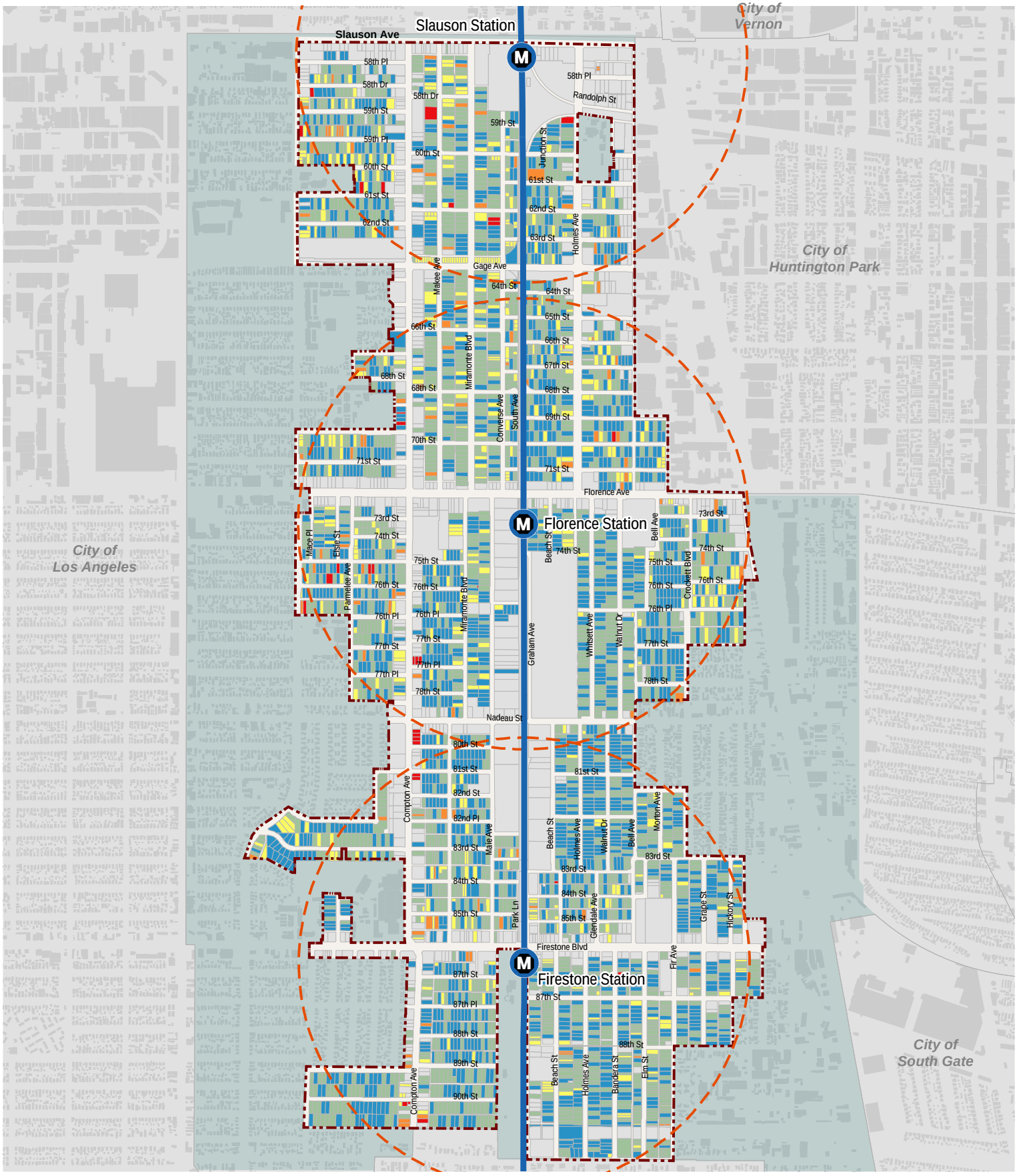
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 10: Adopted Floor Area Ratio (FAR) in Study Area



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 11: Existing Built Density (Du/ac) in Study Area



Study Area
Florence-Firestone
1/2 mile TOD Radius
Assessor Parcel
Metro Station
Metro A Line (Blue)

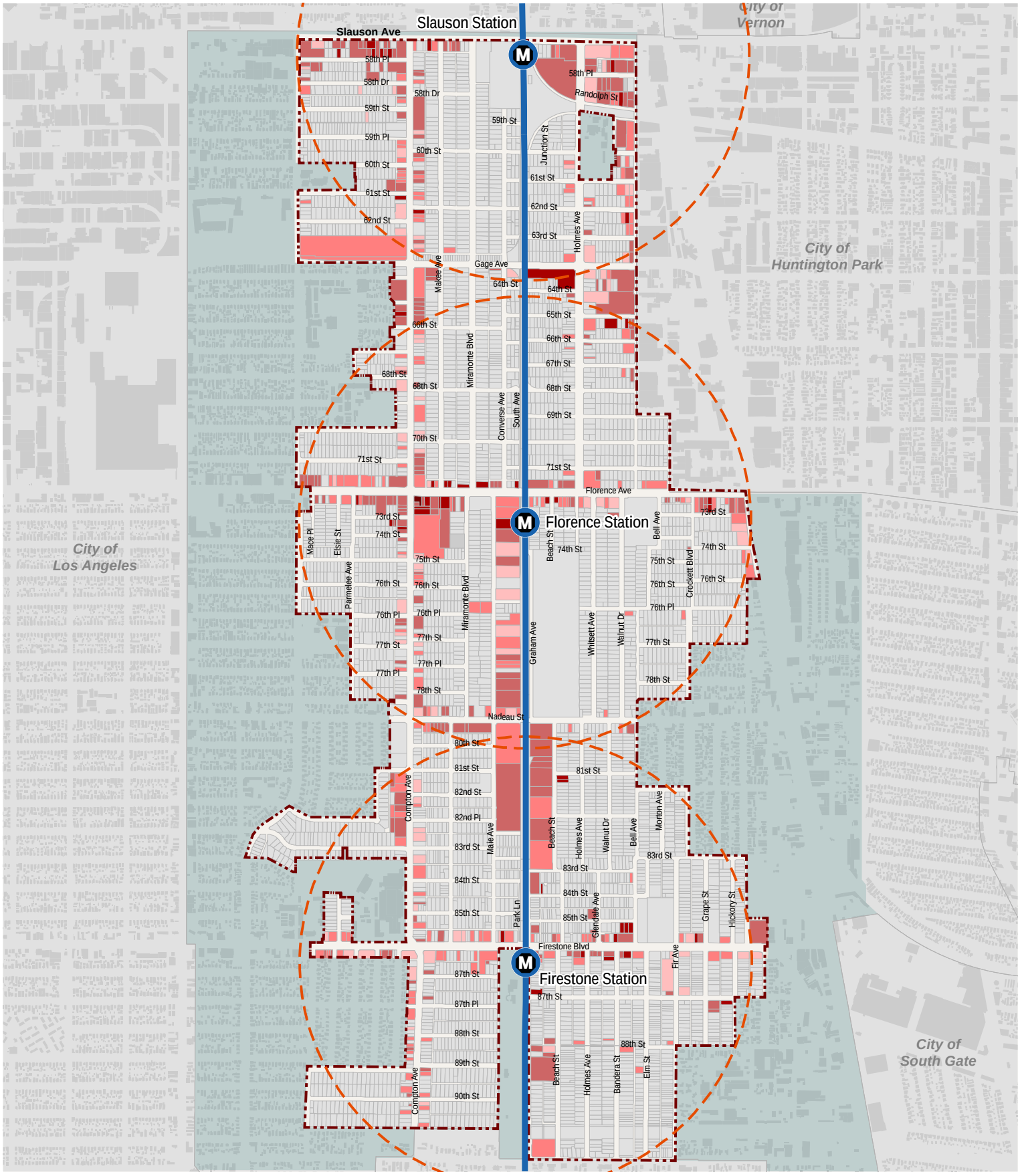
Existing Built Density (Dwelling Units/Acre)

- Less than 10
- 10 - 20
- 20 - 30
- 30 - 50
- Greater than 50

Feet
0 750 1,500

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 12: Existing Built Floor Area Ratio (FAR) in Study Area



Study Area
Florence-Firestone
1/2 mile TOD Radius
Assessor Parcel
Metro Station
Metro A Line (Blue)

Existing Built FAR

0	0.51 - 1.0
0.01 - 0.20	1.01 - 2.0
0.21 - 0.50	Greater than 2.0

0 750 1,500 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3 Urban Design and Civic Arts Analysis

3.1 Urban Design

The following sections examine and assess how the existing built environment contributes to walkability, transit access, and community character. From an urban design perspective, places with strong identity define a community's character, helping to create strong social, cultural and economic conditions. Community character can be seen in building form, scale, land use, and design – all elements which reflect the community itself. This section analyzes these elements, specifically public art and cultural spaces, architecture, building size and location, public realm (sidewalks, street trees, crossings) and open space in the Plan Area. Community character can be promoted or eroded by regulatory choices, and therefore are important to assess as part of fundamental existing conditions for the project.

The findings and recommendations from this section will help to identify key physical conditions, constraints, and barriers to potential TOD in the community.

3.1.1 Block Pattern and Alleys

The size of urban blocks and the presence of alleys help to determine the ease in which a pedestrian, or person walking, can access their destination. Smaller block sizes can enhance "walkability" by reducing the distances between destinations. Generally, a walkable block length is between 200 and 400 feet and should not exceed 600 feet according to ITE (Institute of Traffic Engineers) practice.

The presence of alleys can also contribute to a more pedestrian-friendly environment by:

- Enabling a secondary access for pedestrian and vehicles;
- Reducing the need for driveways to be accessed from primary streets (like Compton Avenue);
- Allowing for parking to be located along the alley (behind buildings) that front along the primary corridor, contributing to a more walkable area when buildings are near the street;
- Supporting parcel consolidation when a shared alley is available;
- Allowing for functional elements (like trash and utilities) to be located along the alley, away from the sidewalk; and
- Creating additional locations for green spaces, such as linear parks, or more active uses, such as pedestrian pathways for recreation or socializing, as outlined in the FFCP. As a "very high" park need community as identified in the Los Angeles County Park Needs Assessment, alleys are a potential creative solution to address multiple issues in the Florence-Firestone community.

While alleys can help to improve walkability, they can also present a public safety concern if they are not well utilized and maintained and instead become places for illegal dumping, graffiti, and crime, as mentioned in the FFCP.

Figures 13 through **15** identify the general dimension of blocks and the location of alleys.

Compton Avenue blocks are generally small and walkable in this area, ranging from approximately 300 to 440 feet measured north-south. The pattern is varied with generally longer blocks on the east side of the street (approximately 600 feet measured north-south) with a frequency of east-west streets intersecting Compton Avenue from the west, which creates

shorter blocks on the west side. Florence Avenue, Firestone Avenue, and Nadeau Street have a similar pedestrian block size ranging from 300 to 600 feet measured east-west; the mix of commercial with residential immediately behind creates a variety of block sizes.

Although intersections occur at a walkable interval, the spacing between crosswalks and signalized crosswalks at intersections can span between 600 and 1,250 feet, which makes pedestrian crossing of Compton Avenue difficult and significantly reduces the walkability of the area. These infrequent crossings constrain the pedestrian's ability to move east-west in the community, which is essential for transit access.

An additional barrier to walking is the Metro rail line that bisects the community north to south.

Interior residential blocks east of Compton Avenue are generally about 700 feet north-south and about 310 feet east-west. Blocks west of Compton Avenue are much larger with an approximate 1,250 feet east-west dimension, which reduces walkability access getting to Compton Avenue or farther east to the Metro stations.

Slauson Avenue, due to the presence of industrial and utility properties, has a much larger-scale block pattern of approximately 500 to 1,200 feet measured east-west. The exception to this is the commercial/residential blocks between Compton Avenue and Mira Monte Boulevard; these blocks are about 300 feet measured east-west. This key location may be a prime opportunity to facilitate pedestrian and bicycle travel between the Slauson Metro Blue Line Station and the commercial and residential TOD opportunities to the southwest.

Generally, the block size in the community is considered walkable; however, due to the limited pedestrian signal and crossing frequency, automobile-oriented streets, and the Metro rail line that bisects the community north to south, the Study Area lacks a cohesive walking network to support higher transit ridership. At Slauson Station in particular, pedestrians must use an at-grade rail crossing to access the station, increasing safety concerns, especially for parents with young children and older adults or persons with disabilities.

FINDINGS + RECOMMENDATIONS

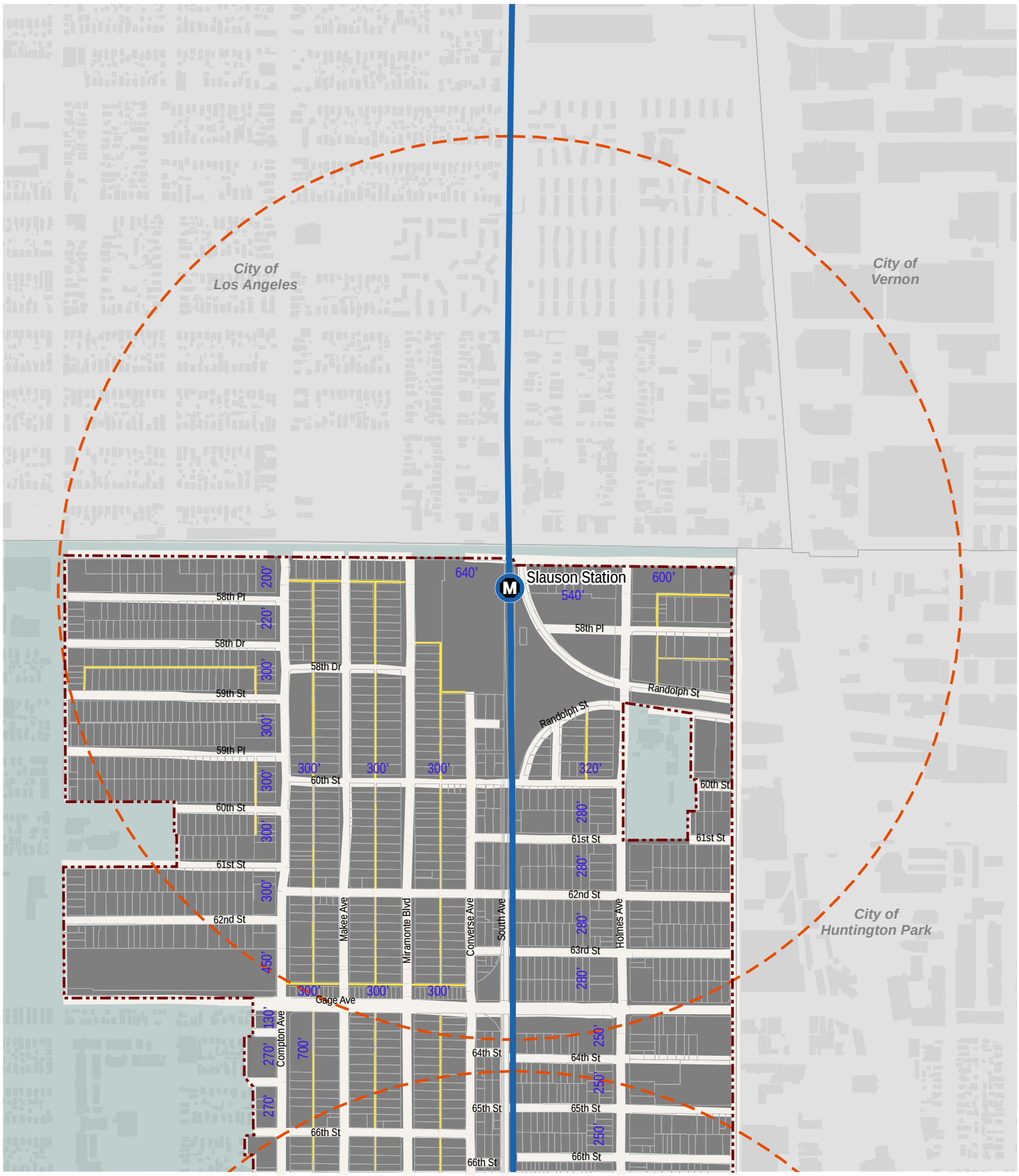
Findings

- Commercial boulevard blocks are highly walkable dimensions at between 300 feet and 440 feet.
- East-west blocks west of Compton Avenue are substantially longer, creating challenges to walk to Compton Avenue or further east to the Metro stations.
- Despite general walkable block size in the community, safety is a concern for the Study Area due to limited pedestrian signal and crossing frequency, automobile-oriented streets, and the Metro rail line that bisects the community north to south.
- Presence of alleys in a variety of locations supports walkable TOD configurations; however, as noted in the FCCP, some alleys have a negative perception due to illegal dumping, graffiti, and crime.

Recommendations

- Support preservation or creation of new alleys and paseos to increase access points and enable a variety of building and housing configurations.
- Where parcel consolidation is undertaken in larger east-west blocks, require north-south street or paseo connections to reduce block length.
- Increase pedestrian east-west signal and crosswalk frequencies to manage block length and increase access to transit.
- Identify opportunities for conversion of select alleys to green spaces or multi-use path networks for walking and biking given the large presence of alleys and the “very high” park need identified in this community. Candidate alley conversions can be based on locations where there is opportunity to connect to/from the Metro stations as well as locations where there is a clustering of residents to encourage utilization.
- To help increase alley safety, investigate opportunities for increasing pedestrian lighting through new development adjacent to existing alleys.

Figure 13: Block Patterns and Alleys – Slauson Metro A Line (Blue) Station

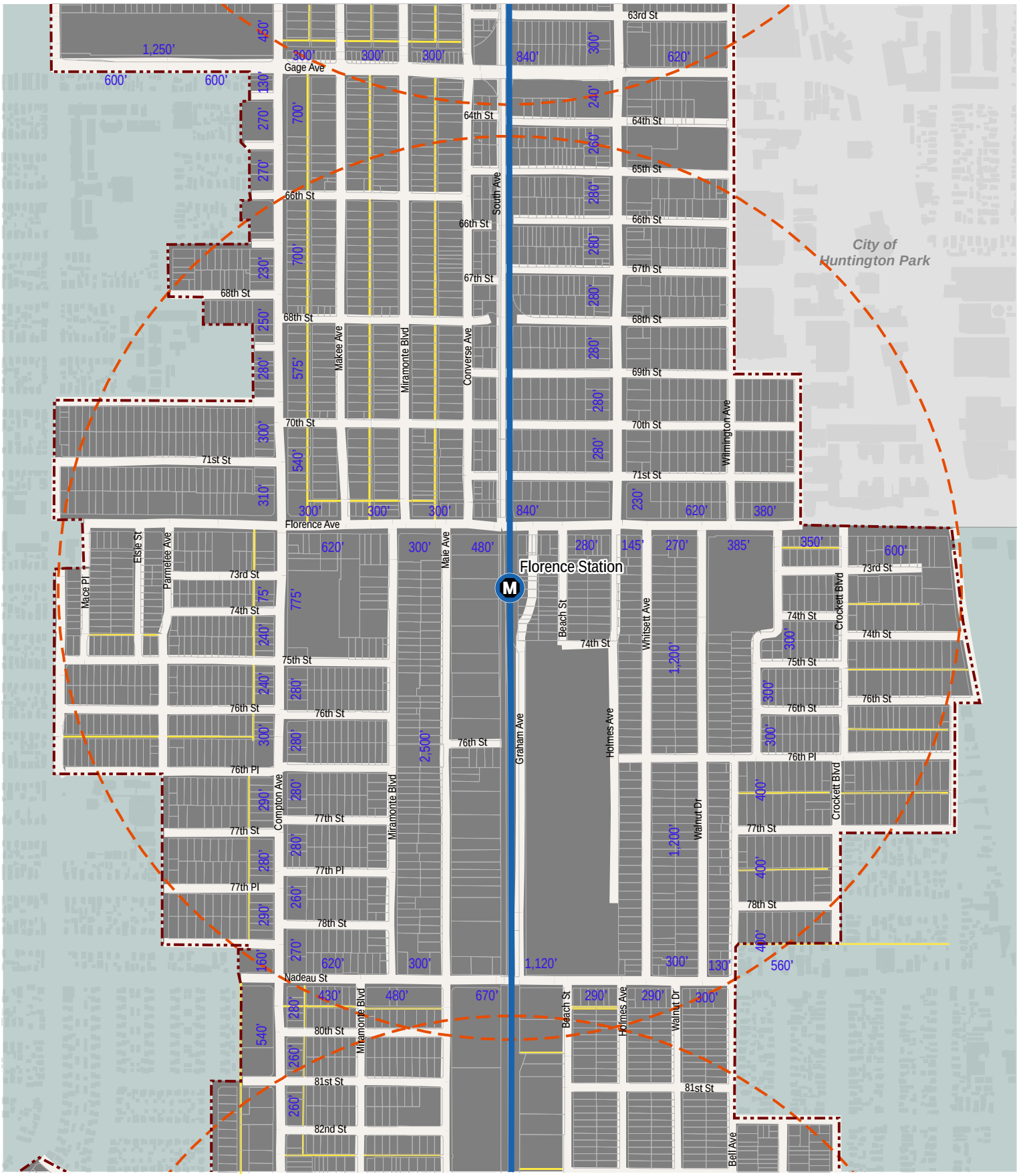


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Block
#' Block Size
Alley

0 375 750 Feet

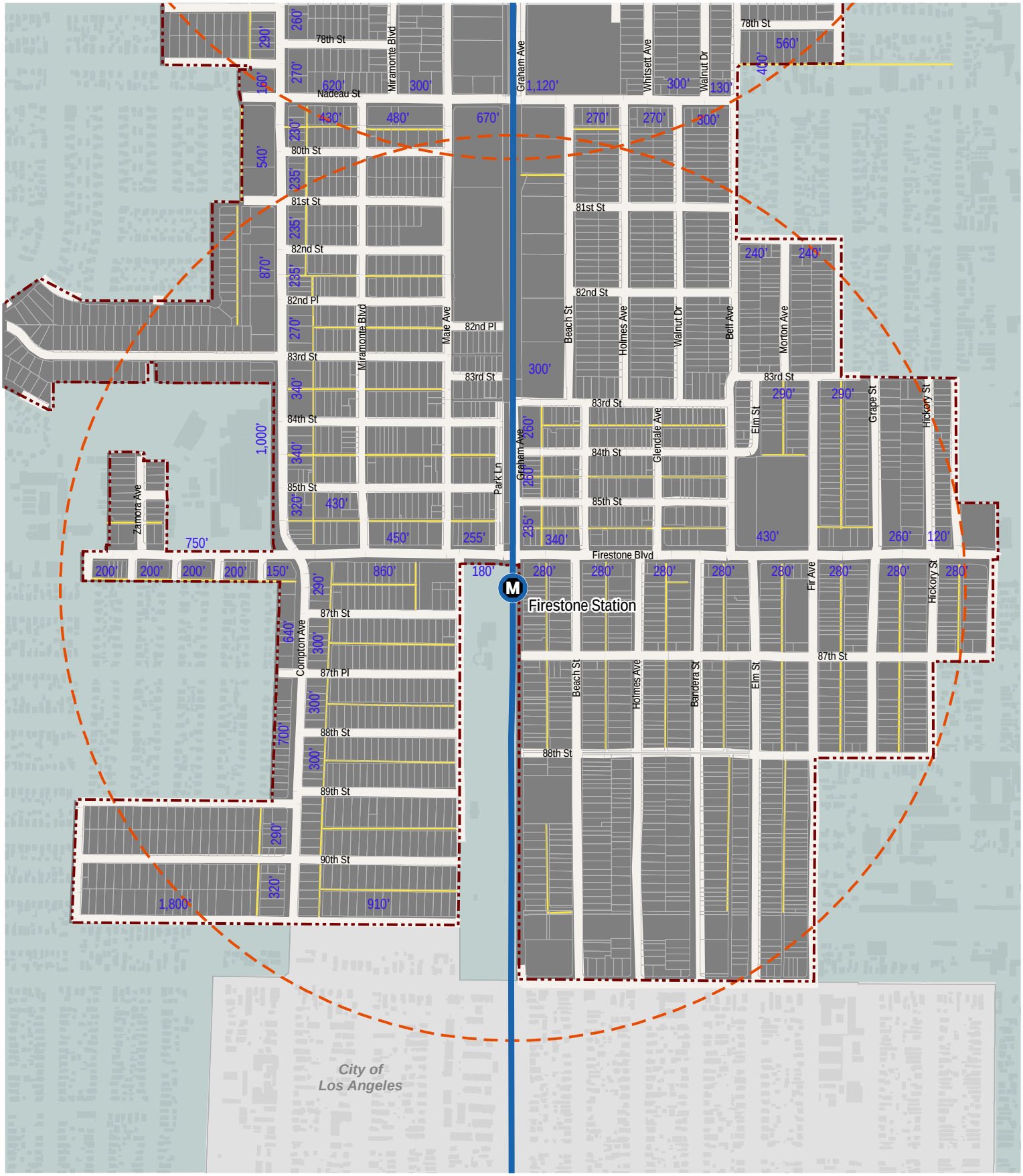
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 13: Block Patterns and Alleys – Florence Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 15: Block Patterns and Alleys – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Block
#' Block Size
Alley

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.2 Lot Depths and Parcel Size

Lot depth and parcel size are indicators of the amount of space available for development. New development and TOD generally utilize larger parcels or consolidated parcels to achieve the intensity and market viability needed.

Parcels in the Study Area are generally small in size with a large number of parcels that are narrow in width. Generally, the depth of lots around 140 feet is considered a very buildable depth for small-scale commercial and a range of residential densities. Especially where alleys are located, parcel depths in excess of 110 feet are appropriate for medium- to larger-scale infill development. Lot depth decreases south of Firestone Boulevard, making redevelopment along Compton Avenue more challenging in that area. Lot widths throughout the study area are generally narrow:

- Residential parcels are typically approximately 45 to 50 feet in width.
- Commercial parcels are typically approximately 50 to 100 feet, with some parcels as narrow as 22 feet and some parcels with relatively large widths of 150 feet or more.
- Industrial parcels are approximately 50 feet in width; however, there is a variety of configurations with greater widths that do not present a “typical” condition.

Narrow lot widths pose configuration challenges for new development, which indicates parcel consolidation will likely be required where more intense development is desired.

Catalytic opportunities for TOD would be most likely on the largest parcels or where parcel consolidation can occur (shared property ownerships or acquired parcels) to support larger developments.

Figure 16 through **Figure 18** identify the general lot depths in the Study Area.

FINDINGS + RECOMMENDATIONS

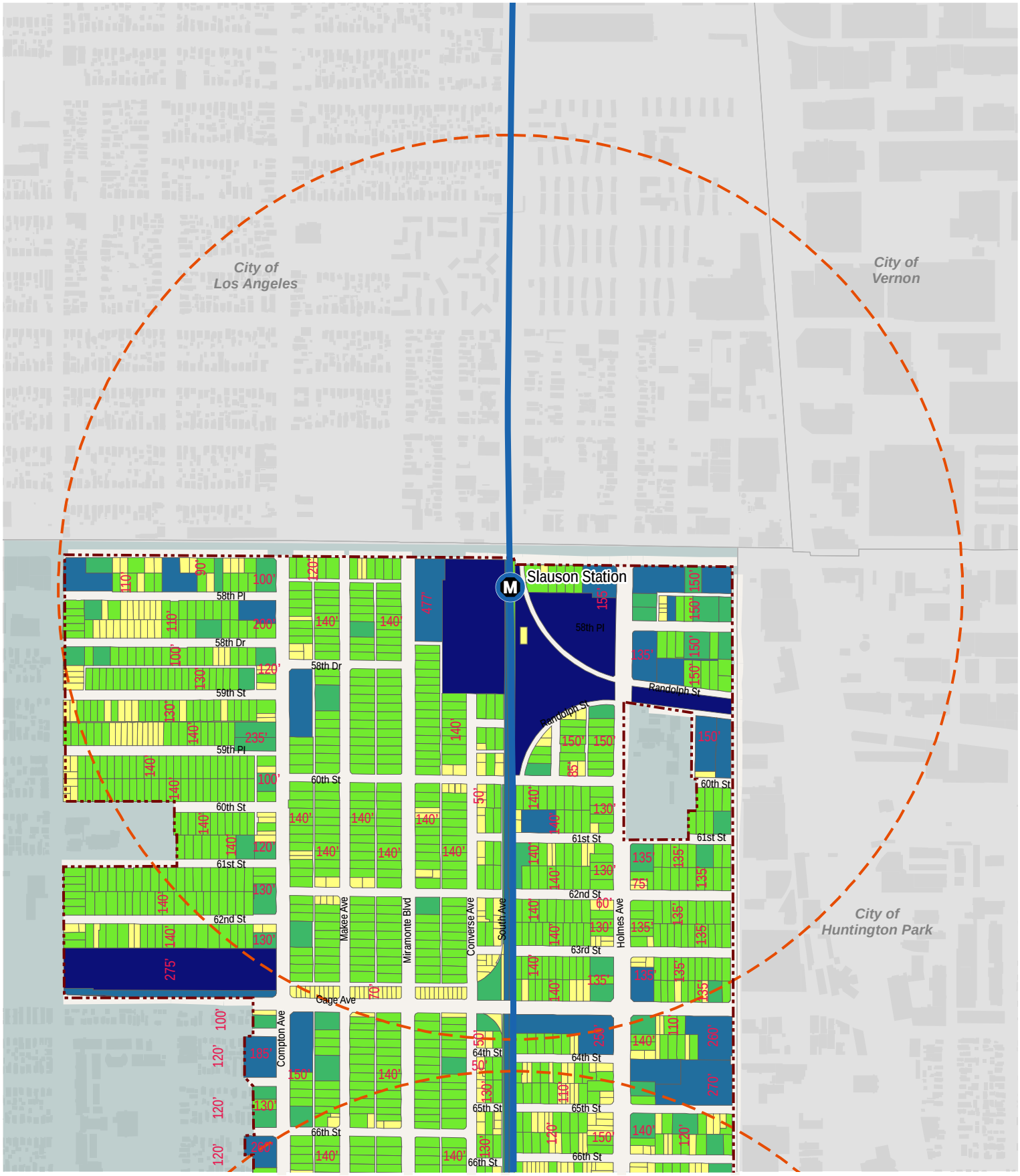
Findings

- Lot depths and parcel sizes vary throughout the Study Area.
- Commercial corridor depths and industrial depths are appropriately sized.
- Residential depths of about 140 feet are common and suitable for development at higher densities.
- Smaller lot sizes are challenging for TOD and may hinder investment in the area.
- Key locations near the Slauson Metro Blue Line Station are larger parcels with appropriate size to support TOD.

Recommendations

- Seek lots of 140 feet in depth or greater with rear alleys as prime candidates for intensification.
- Establish standards that incentivize parcel consolidation at key locations to support TOD intensification.
- Incentivize parcel consolidation where more intense development investment is desired to overcome narrow lot width conditions.
- Where parcel consolidation happens in larger east-west blocks, require north-south street or paseo connections to reduce block length.

Figure 16: Lot Depth and Parcel Size – Slauson Metro A Line (Blue) Station



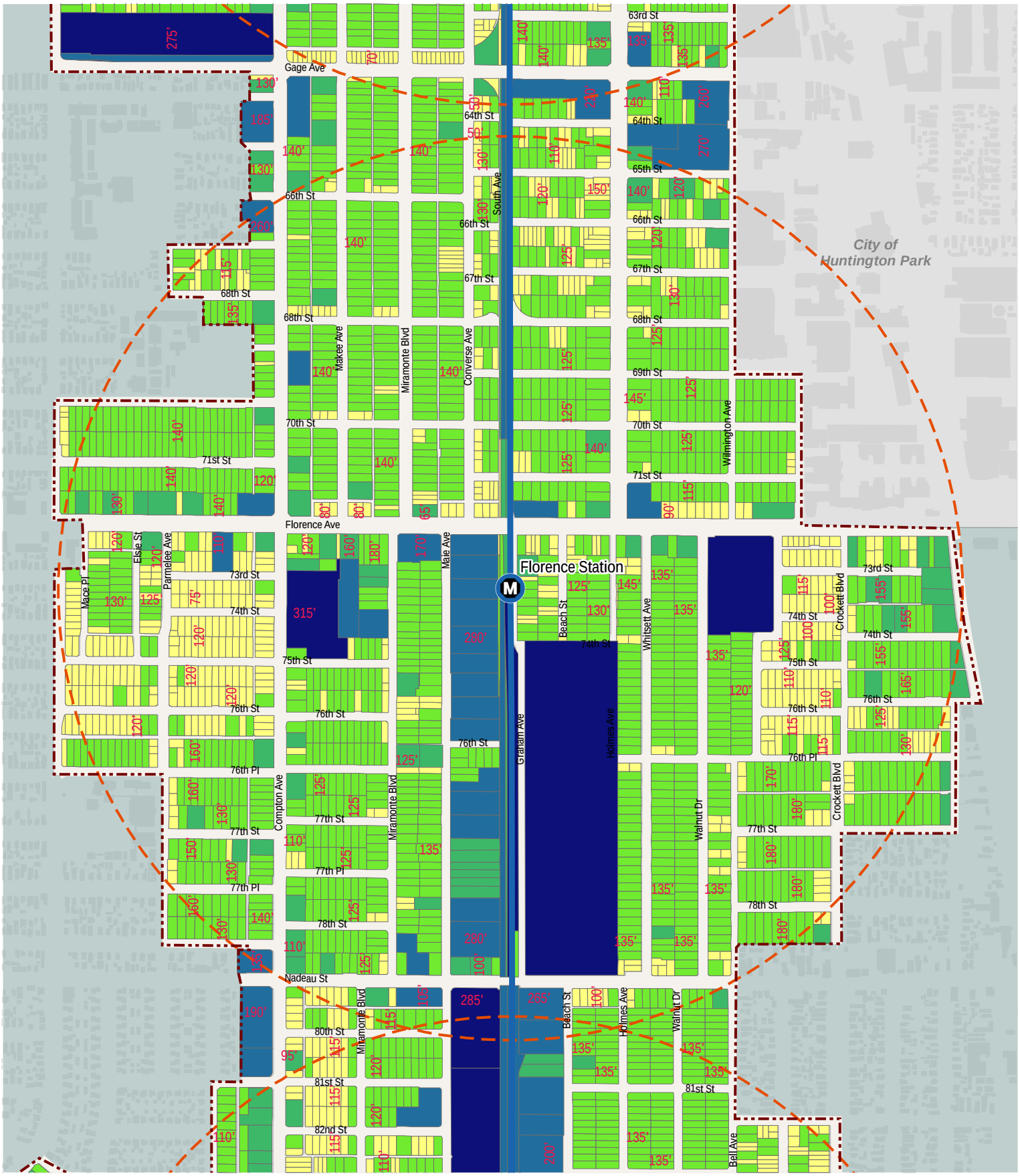
Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
#' Lot Depth

Parcel Area (Square Feet)
Less than 5,000 sq. ft.
5,000 sq. ft. - 10,000 sq. ft.
10,001 sq. ft. - 25,000 sq. ft.
25,001 sq. ft. - 100,000 sq. ft.
Greater than 100,000 sq. ft.

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 17: Lot Depth and Parcel Size – Florence Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)

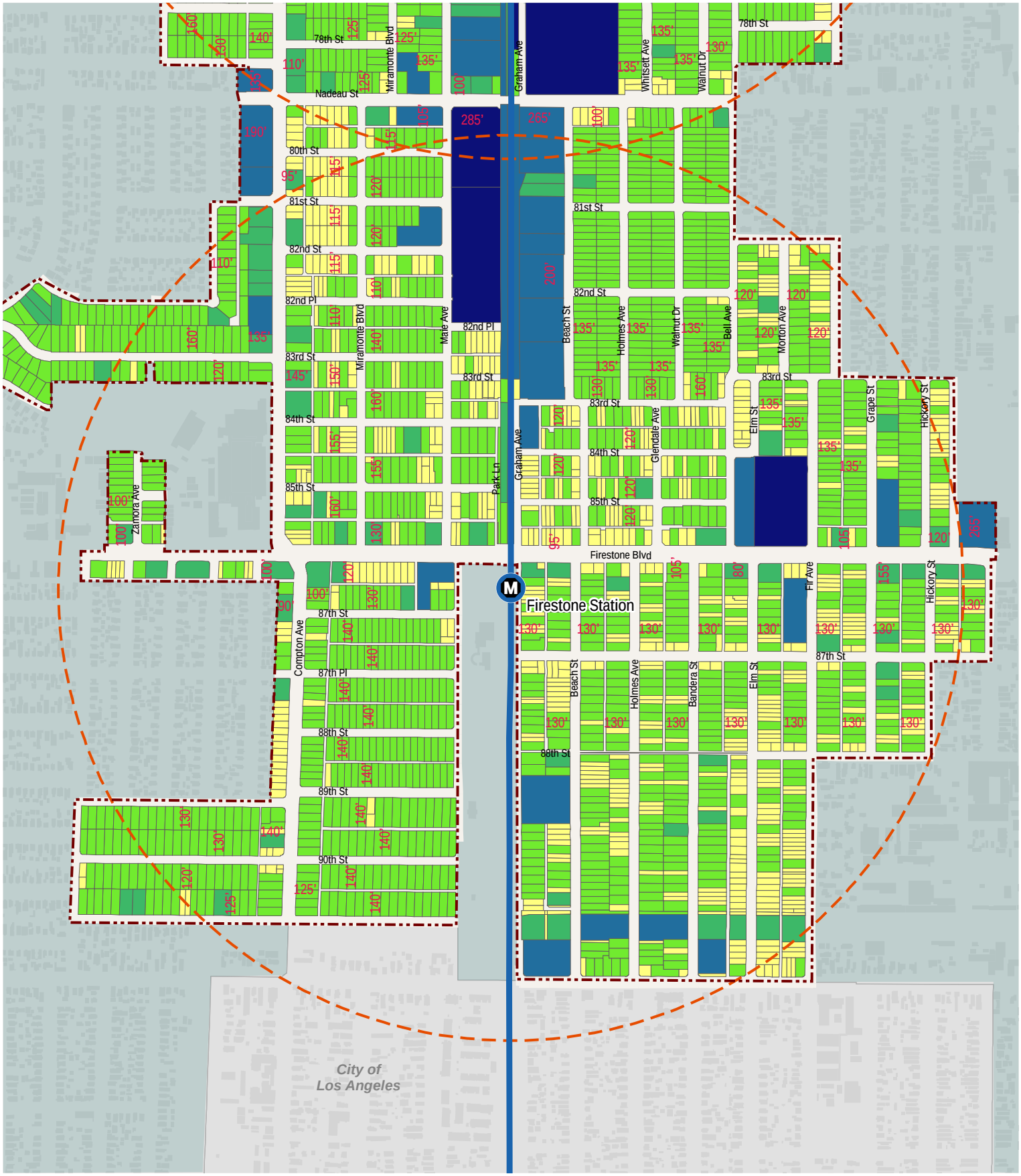
Assessor Parcel
#' Lot Depth

Parcel Area (Square Feet)
Less than 5,000 sq. ft.
5,000 sq. ft. - 10,000 sq. ft.
10,001 sq. ft. - 25,000 sq. ft.
25,001 sq. ft. - 100,000 sq. ft.
Greater than 100,000 sq. ft.

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 18: Lot Depth and Parcel Size – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)

Assessor Parcel
#' Lot Depth

Parcel Area (Square Feet)

Less than 5,000 sq. ft.
5,000 sq. ft. - 10,000 sq. ft.
10,001 sq. ft. - 25,000 sq. ft.
25,001 sq. ft. - 100,000 sq. ft.
Greater than 100,000 sq. ft.

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.3 Property Ownership

Property ownership patterns are shown in **Figure 19** through **Figure 21**. Most blocks in the Study Area are owned by multiple landowners with few areas of consecutive ownership.

Figure 22 through **Figure 24** identify landholdings owned by public entities in the Study Area, which include a variety of owners, including a variety of County of Los Angeles departments such as Los Angeles Department of Water and Water (LADWP), Los Angeles Metropolitan Transit Authority, and others. A large number of publicly owned parcels are clustered around the Metro right-of-way; however, several Los Angeles County-owned, State of California, and LADWP parcels are scattered throughout the three TOD station areas with either single or multiple, contiguous parcels.

Figure 25 through **Figure 27** identify the large land hold groupings ranked by entity. Within the Metro Slauson Blue Line TOD Station, the largest landholder owns 13 contiguous parcels at the southeast intersection of Gage Avenue and Holmes Avenue, north of 68th Street and west of the Study Area boundary. Within the Metro Florence Blue Line TOD Station, the largest landholder owns 12 parcels, which are focused along Compton Avenue, between 76th Street and 78th Street, and a combination of single parcels or multiple, continuous parcels. Within the Metro Firestone Blue Line TOD Station, the largest landholder owns nine contiguous parcels along the southern side of Nadeau Street between Compton Avenue and Maie Avenue.

FINDINGS + RECOMMENDATIONS

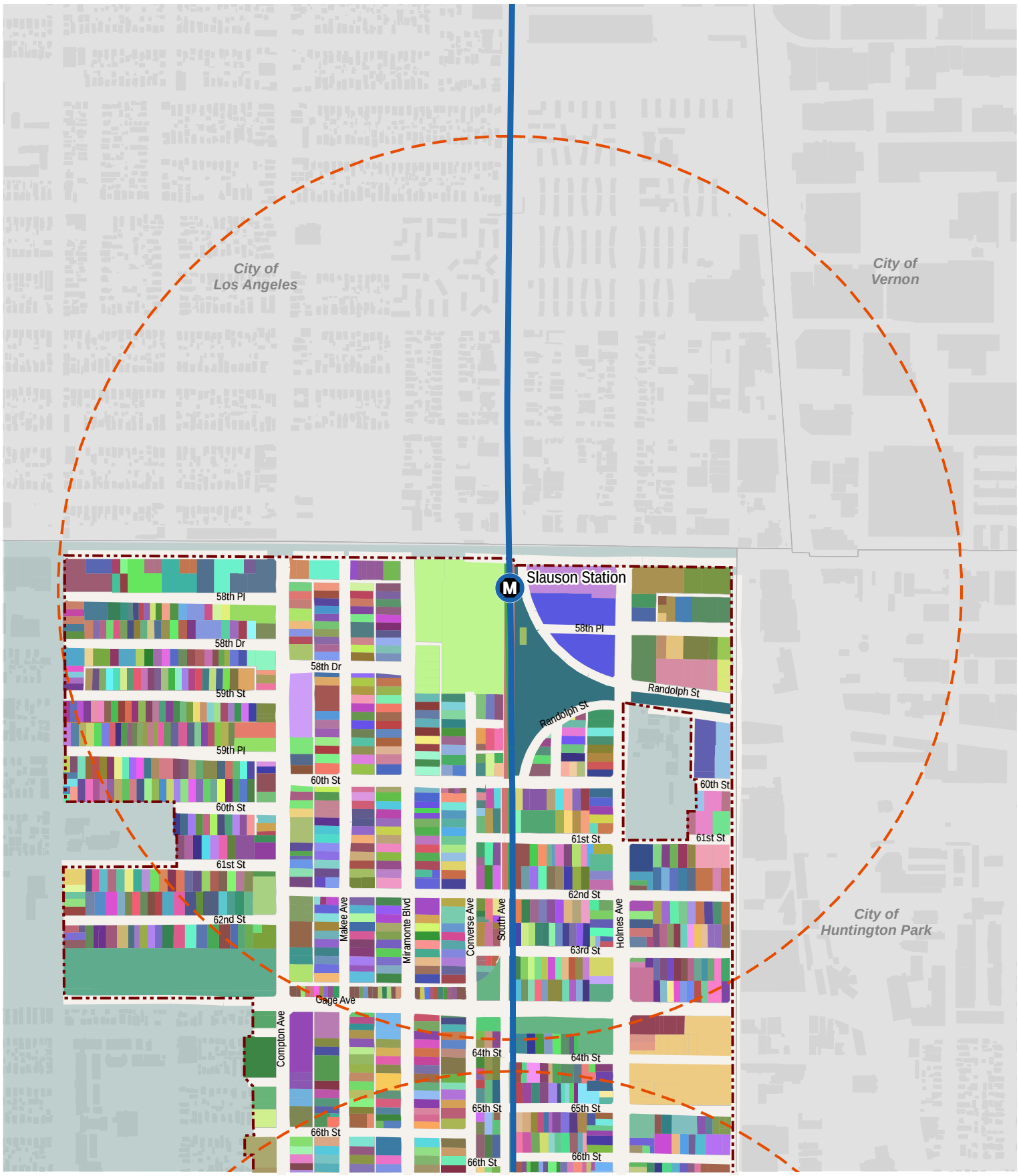
Findings

- Most blocks in the Study Area are owned by multiple landowners with few areas of consecutive ownership.

Recommendations

- Consider the need to address phasing and coordination with multiple entities when establishing standards for public realm improvements.
- Consider strategic partnerships with entities owning large landholdings, such as the top 10 largest owners illustrated in Figures 25 through 27, particularly those owning multiple contiguous parcels, which form significant redevelopment opportunities.

Figure 19: Property Ownership – Slauson Metro A Line (Blue) Station

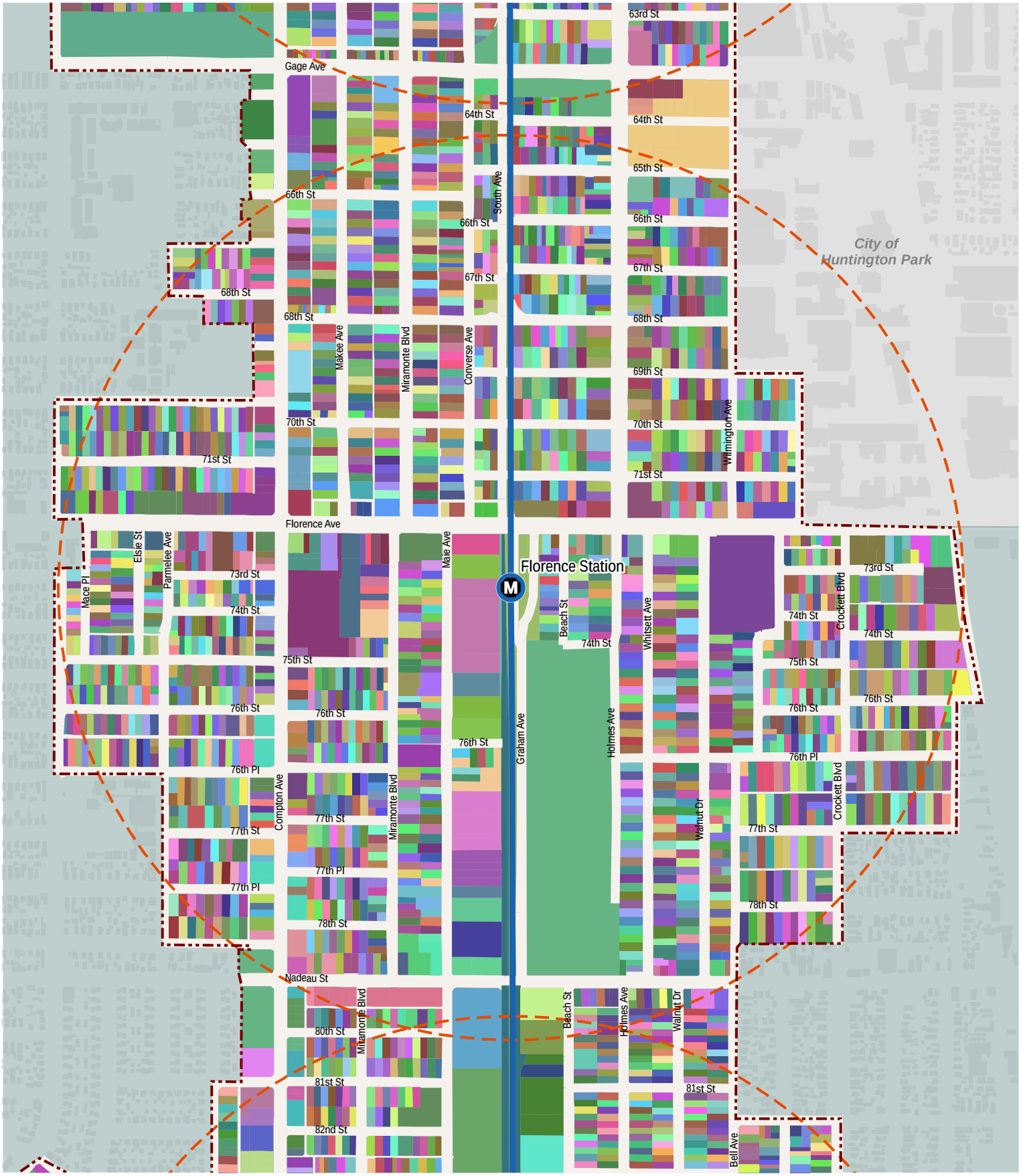


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 20: Property Ownership – Florence Metro A Line (Blue) Station



Study Area

Florence-Firestone

1/2 mile TOD Radius

Metro Station

Metro A Line (Blue)

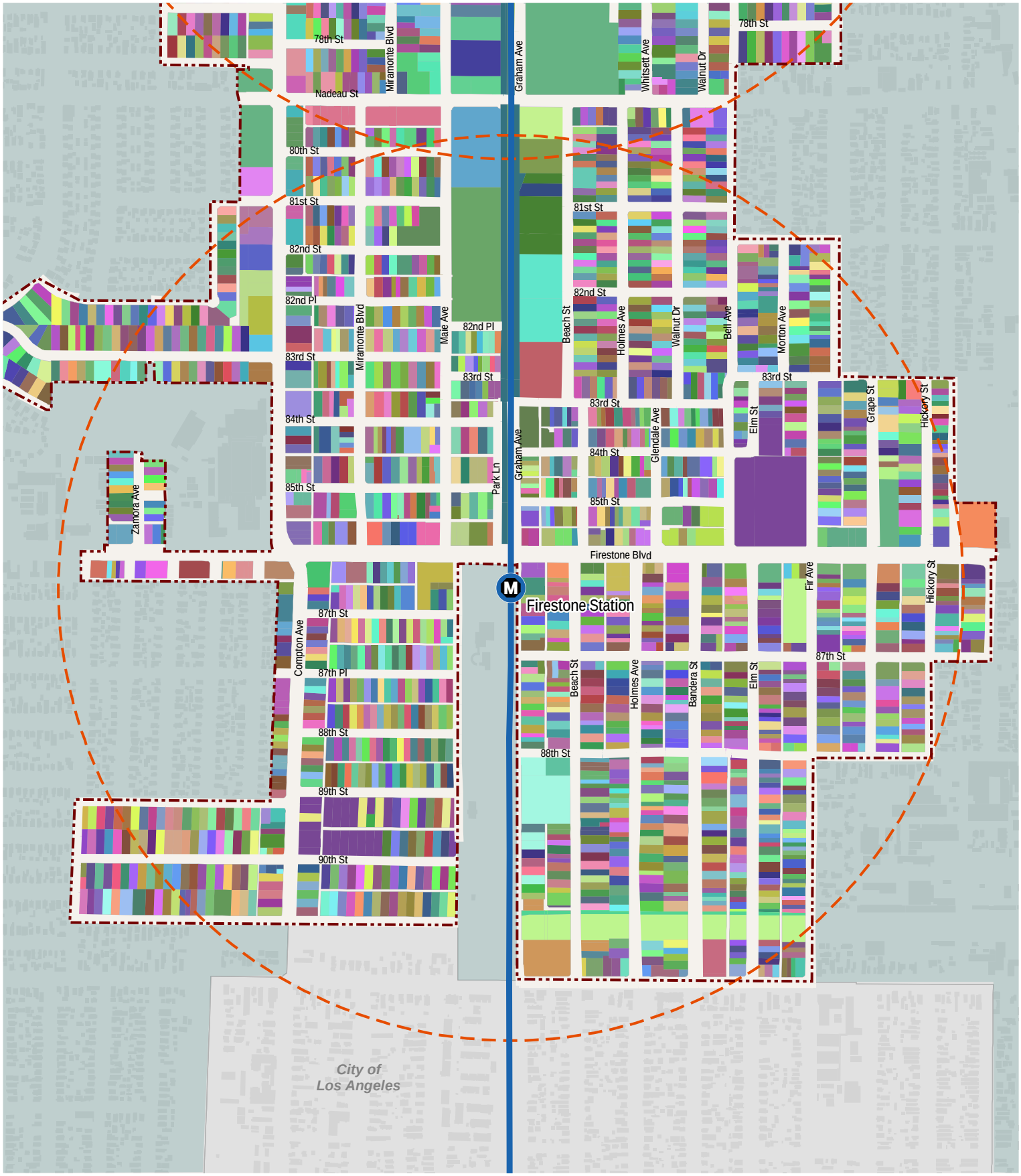
Assessor Parcel

Feet

0 375 750

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 21: Property Ownership - Firectone Metro A Line (Blue) Station

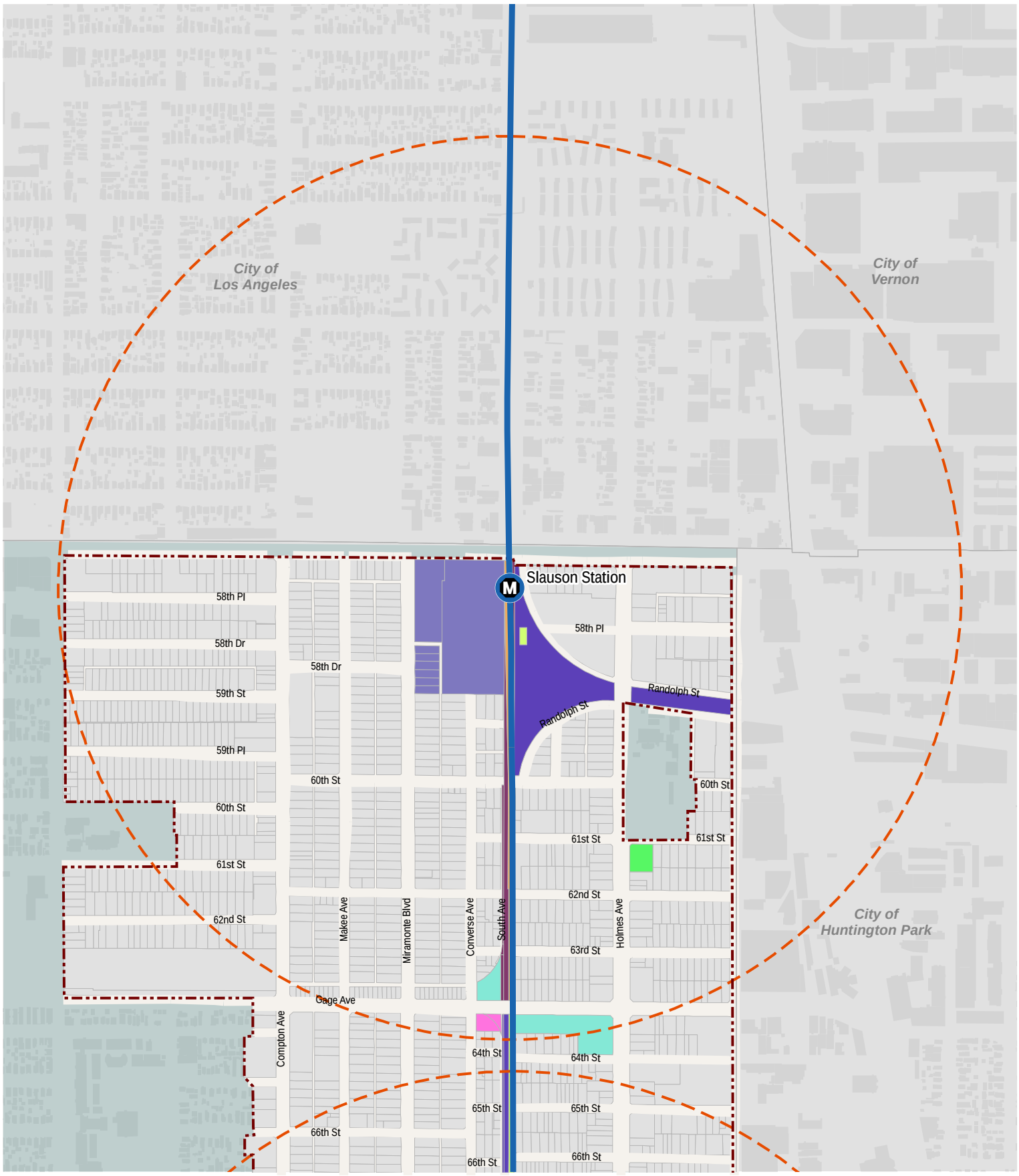


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 22: Public Landowners – Slauson Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)

Assessor Parcel

Public Ownership

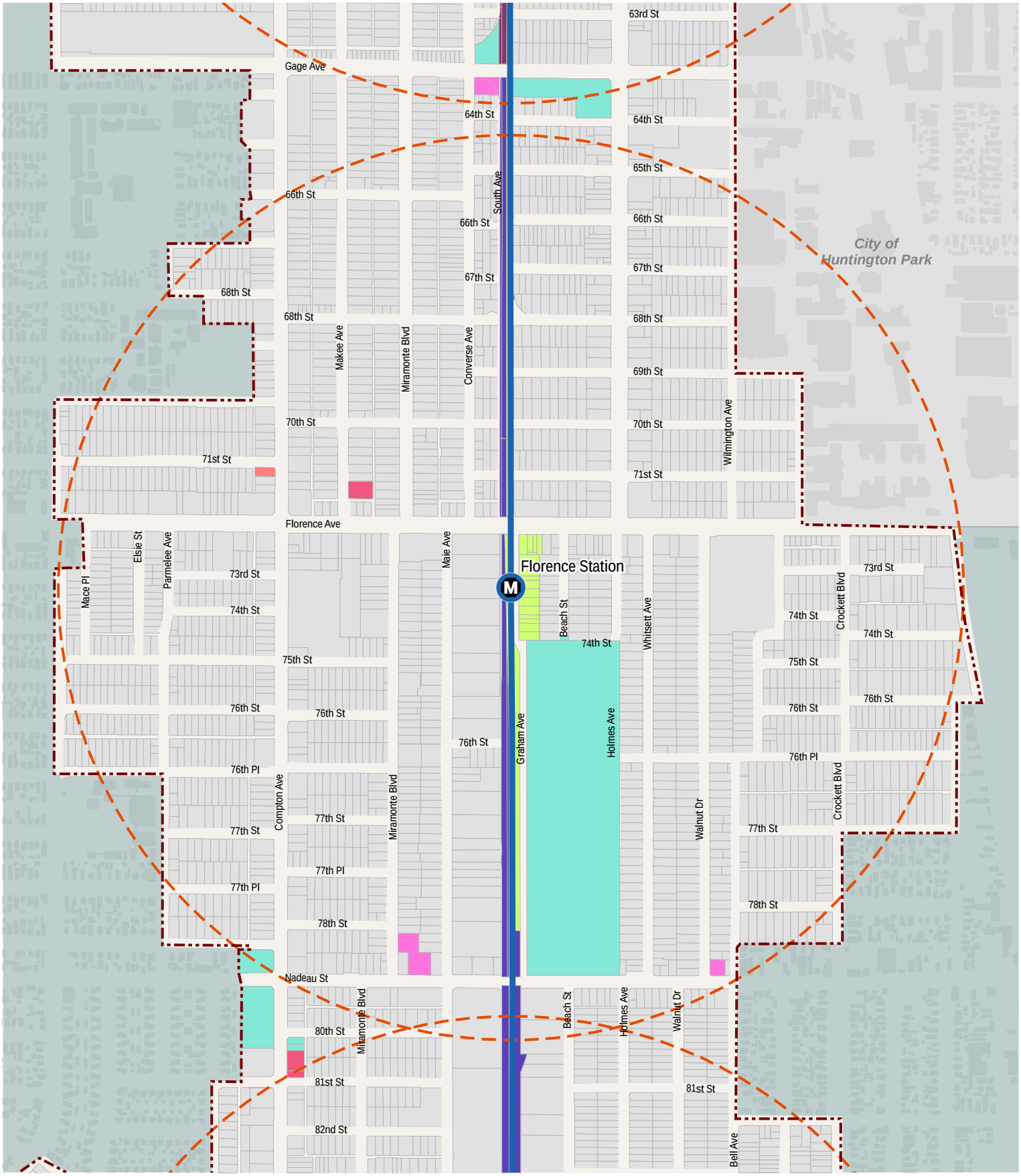
LADWP
LA County Community Dev
LA County Metropolitan

LA County
LACMTA
SoCal Water Co
Sou Pac Trans Co
Union Pacific RR

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 23: Public Landowners – Florence Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

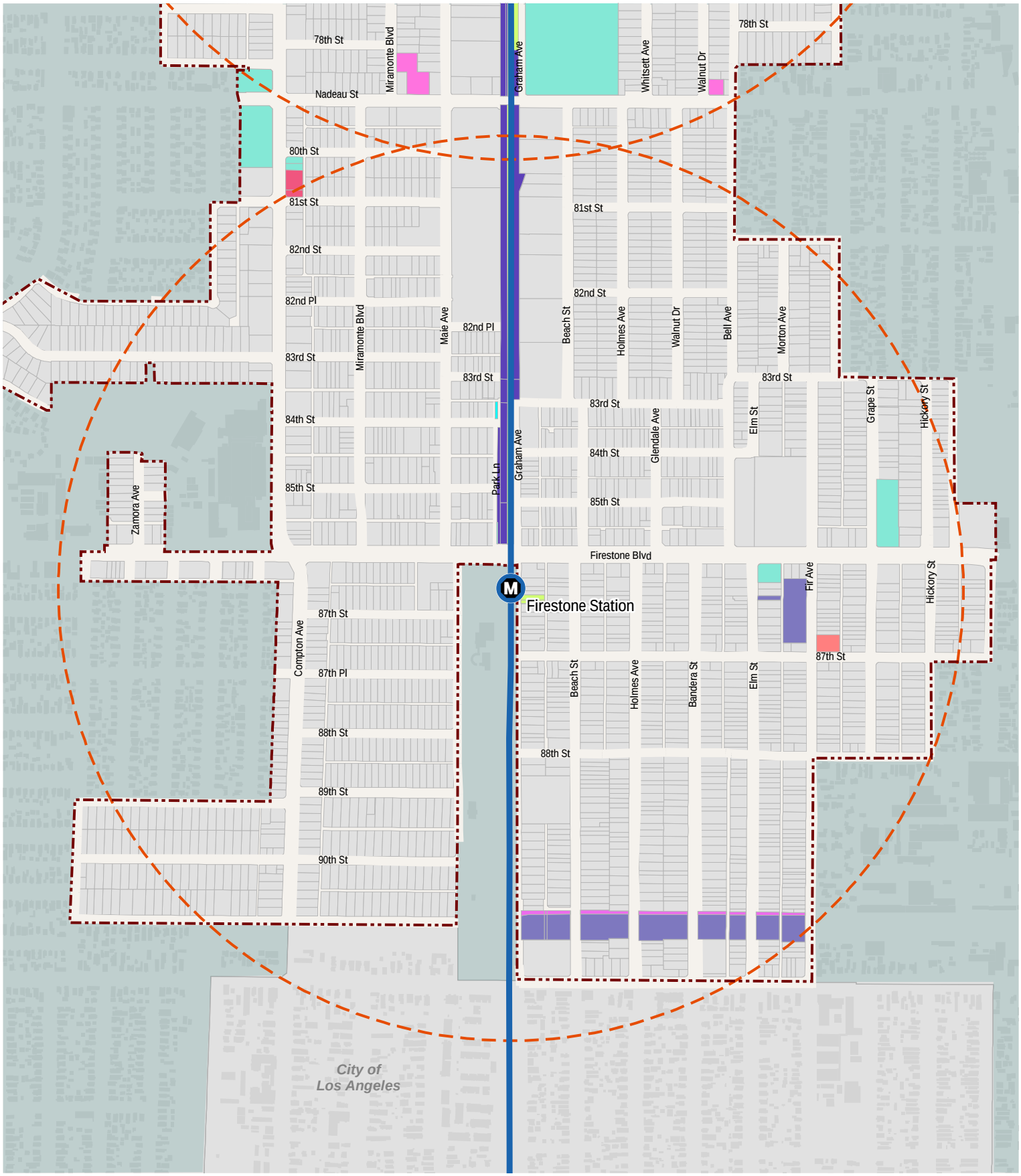
Public Ownership

LA County Consolidated Fire
SoCal Edison Co
LA County Metropolitan
LA County
LACMTA
SoCal Water Co
Sou Pac Trans Co
Union Pacific RR

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 24: Public Landowners – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)

Assessor Parcel

Public Ownership

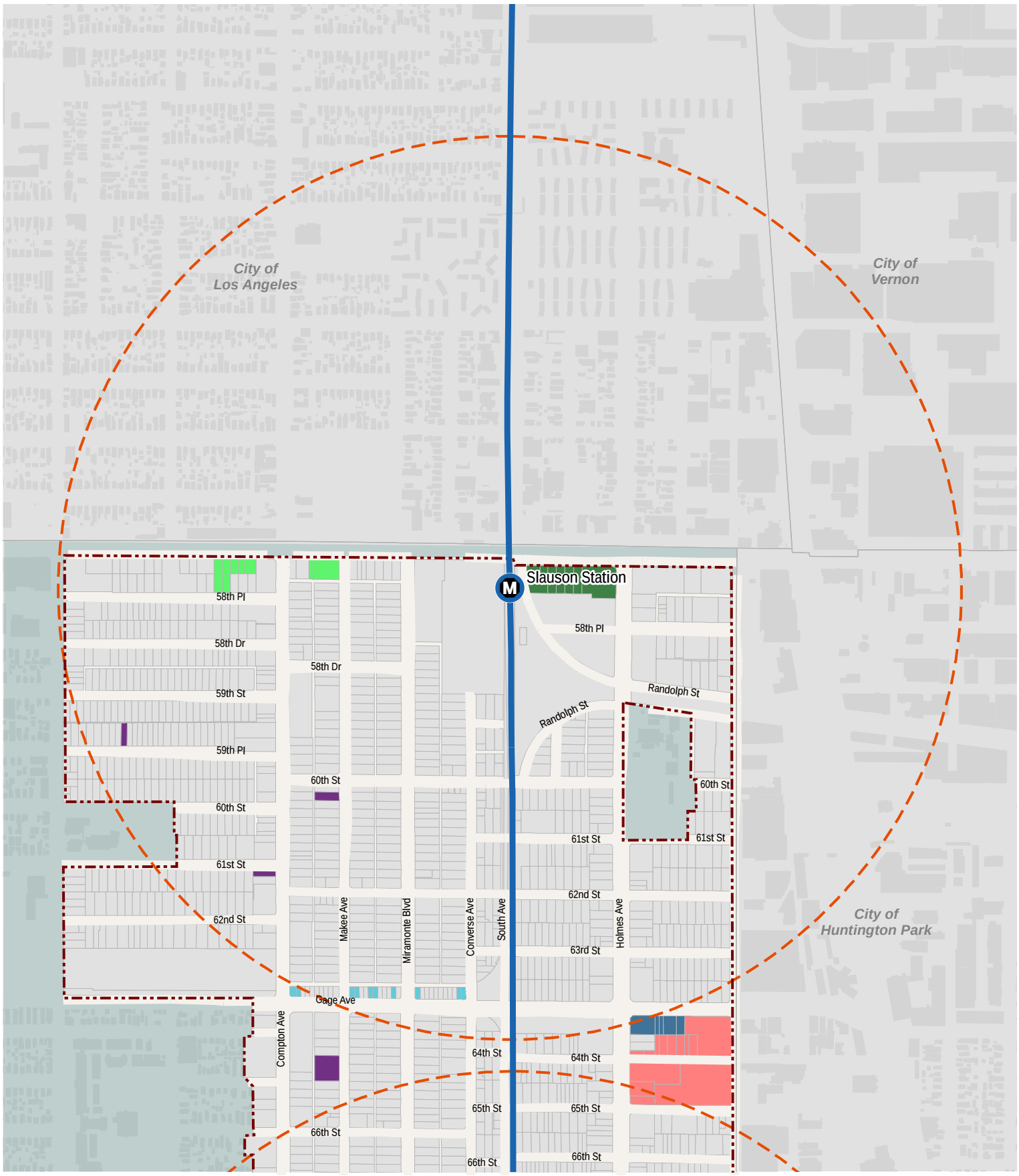
LADWP
LA County
State of California

LACMTA
Metropolitan Water District
SoCal Edison Co
SoCal Water Co
Sou Pac Trans Co
LA County Consolidated Fire

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 25: Largest Landholdings – Slauson Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

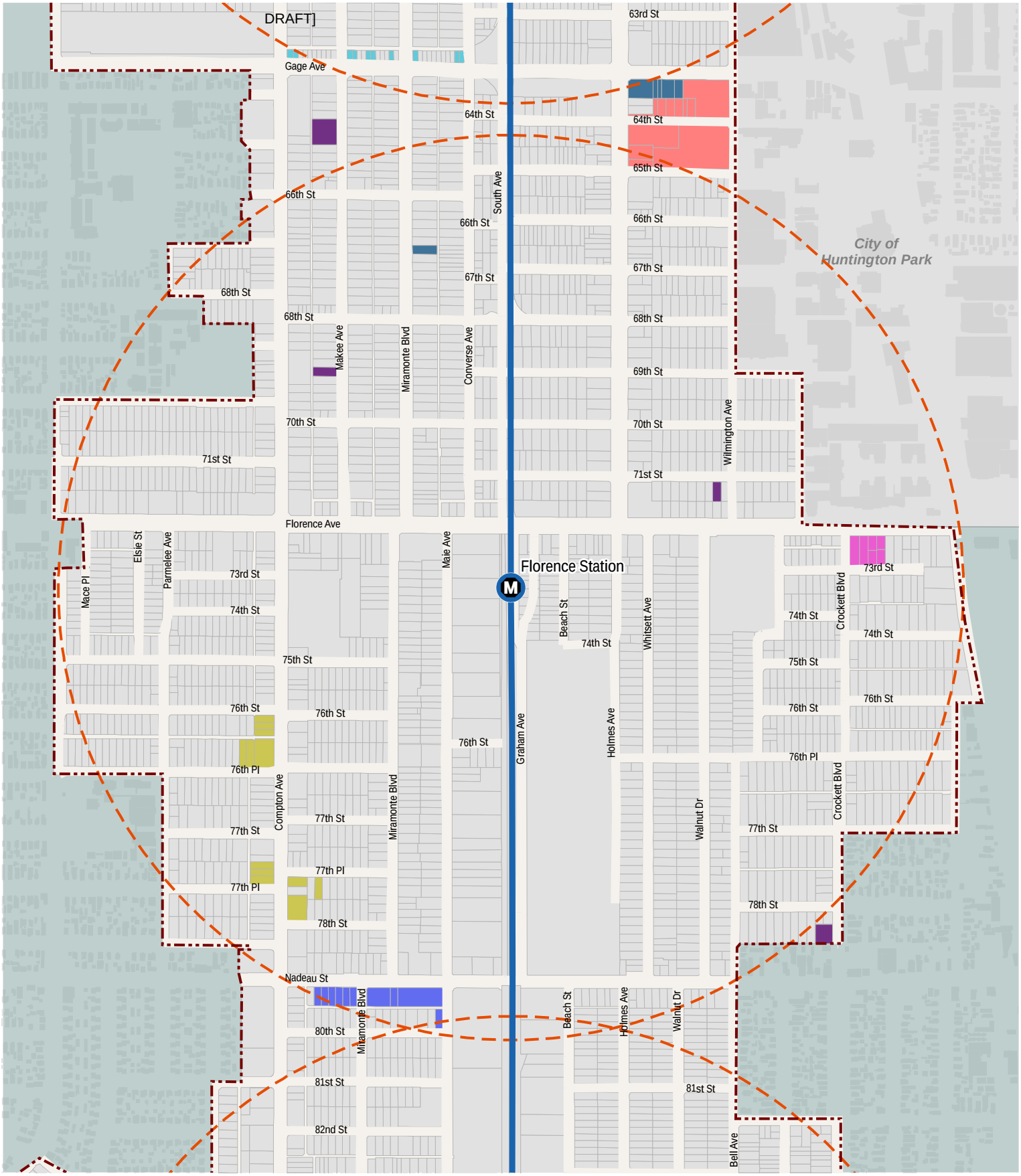
Owner Rank (No. Parcels)

#1 Largest Owner (13)
#3 Largest Owner (10)
#4 Largest Owner (10)
#6 Largest Owner (8)
#9 Largest Owner (6)
#10 Largest Owner (6)

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 26: Largest Landholdings – Florence Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)

Assessor Parcel

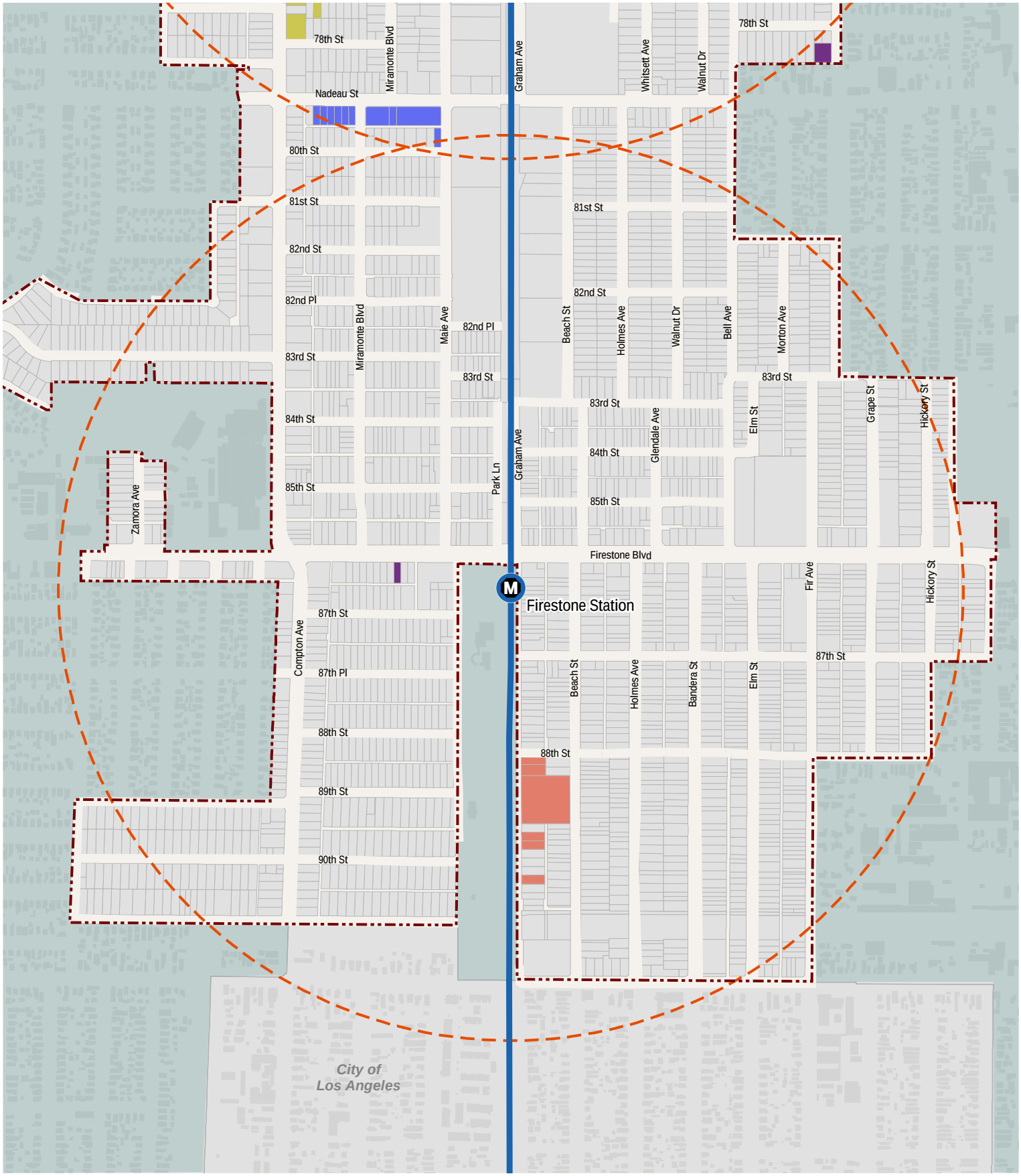
Owner Rank (No. Parcels)

#1 Largest Owner (13)
#2 Largest Owner (12)
#3 Largest Owner (10)
#5 Largest Owner (9)
#8 Largest Owner (6)
#9 Largest Owner (6)
#10 Largest Owner (6)

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 27: Largest Landholdings – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

Owner Rank (No. Parcels)
#2 Largest Owner (12)
#5 Largest Owner (9)
#7 Largest Owner (6)
#10 Largest Owner (6)

0 375 750 Feet

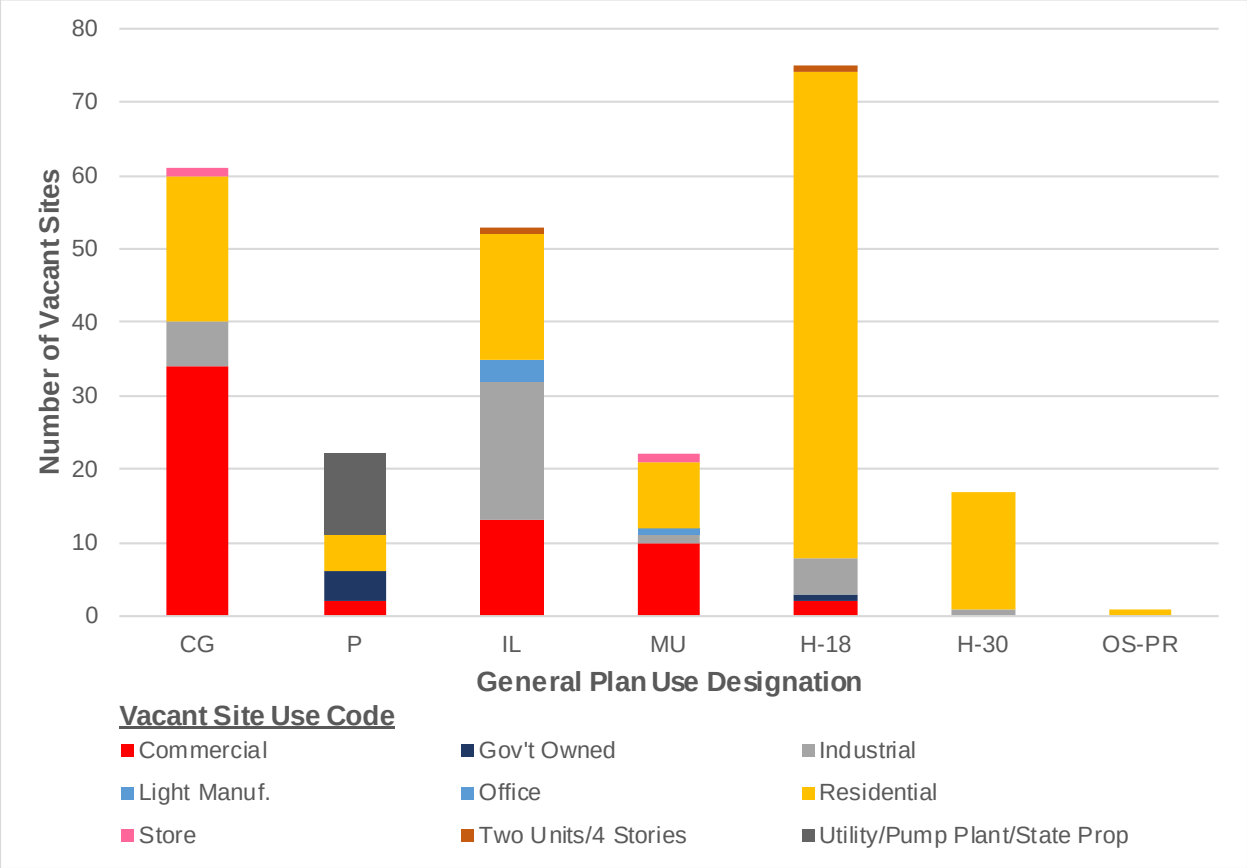
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.4 Parking and Vacant Sites

Figure 29 through **Figure 31** identify parking lots and vacant sites. Overall, the Study Area has a very limited supply of parking lots and vacant sites. Generally vacant sites and parking lots represent opportunities to increase intensity by repurposing sites without disrupting existing development. Utilization of vacant sites can be straightforward and subject to property owner action. Therefore, a limited presence of these sites in the Study Area indicates constrained redevelopment opportunity.

While vacant lots are somewhat limited (251 total), a breakdown of vacant sites by Los Angeles County Assessor Use Code (existing land use) and General Plan land use designation, is included in Table 7 for reference. As show in Table 7, the most common vacant site existing land use is residential (yellow), followed by commercial (red). The General Plan land use designation H-18 has the highest number of vacant sites (75), the vast majority of which are existing residential uses (66).

Figure 28: Vacant Sites Use Code by General Plan Land Use Designation



Utilization of parking lots needs to be evaluated to identify impacts on surrounding businesses. Development of parking lot sites should also consider their impact on the immediately adjacent neighborhoods. In previous public outreach forums, the Florence-Firestone community has expressed that parking in residential neighborhoods is congested, which will need to be considered when developing parking sites, as well as when considering changes to parking ratios or increasing density in residential areas. A balanced approach to increase transit access to reduce reliance on/need for cars and “right sizing” parking standards is recommended.

See the Mobility and Equity Study for additional information related to parking.

FINDINGS + RECOMMENDATIONS

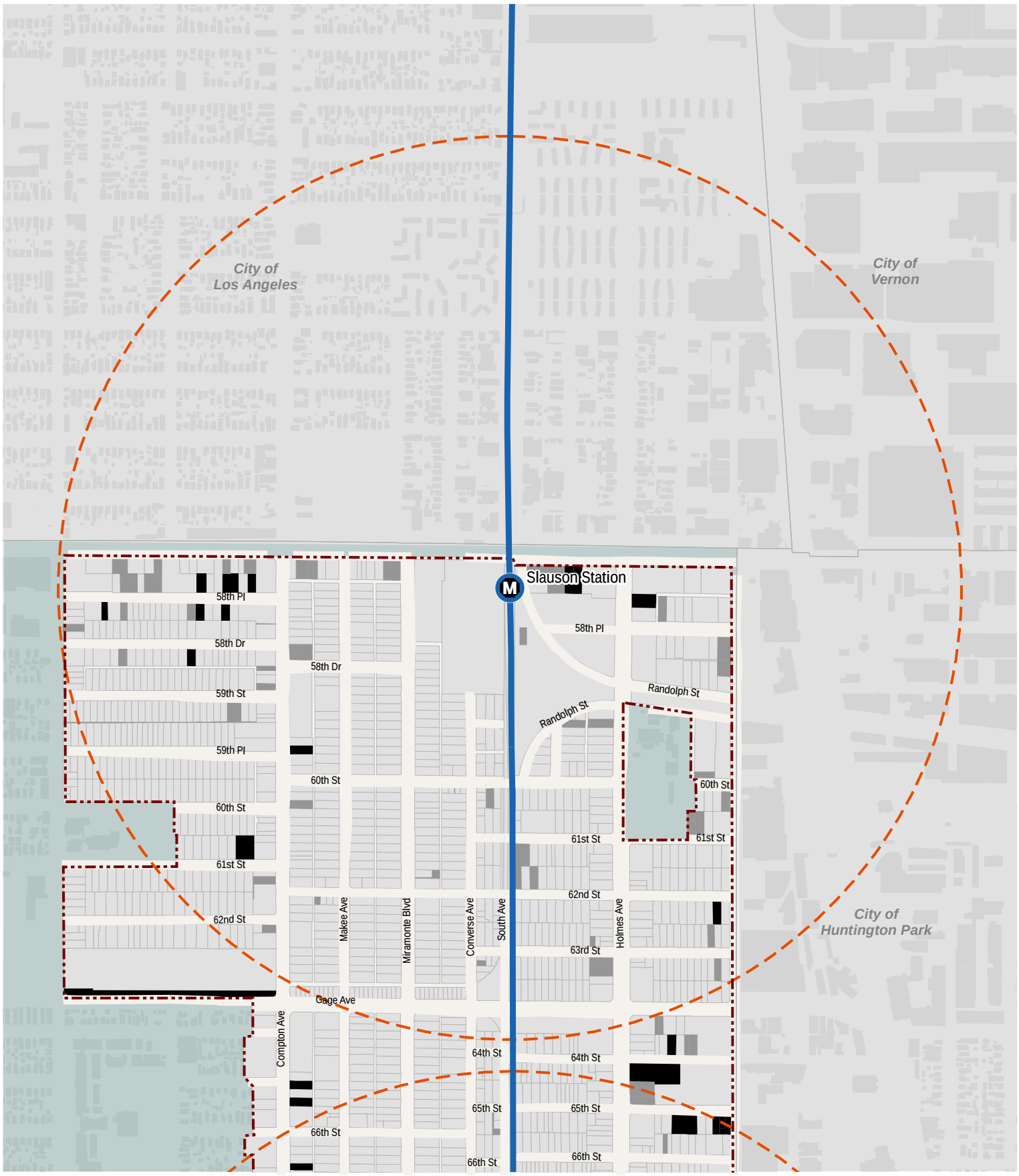
Findings

- Vacant and parking lot sizes are generally limited in the Study Area.
- The most common vacant site existing land use is residential, followed by commercial.
- The General Plan land use designation H-18 has the highest number of vacant sites (75), the vast majority of which are designated for residential use (66).
- Residential neighborhoods have congested parking conditions according to residents.

Recommendations

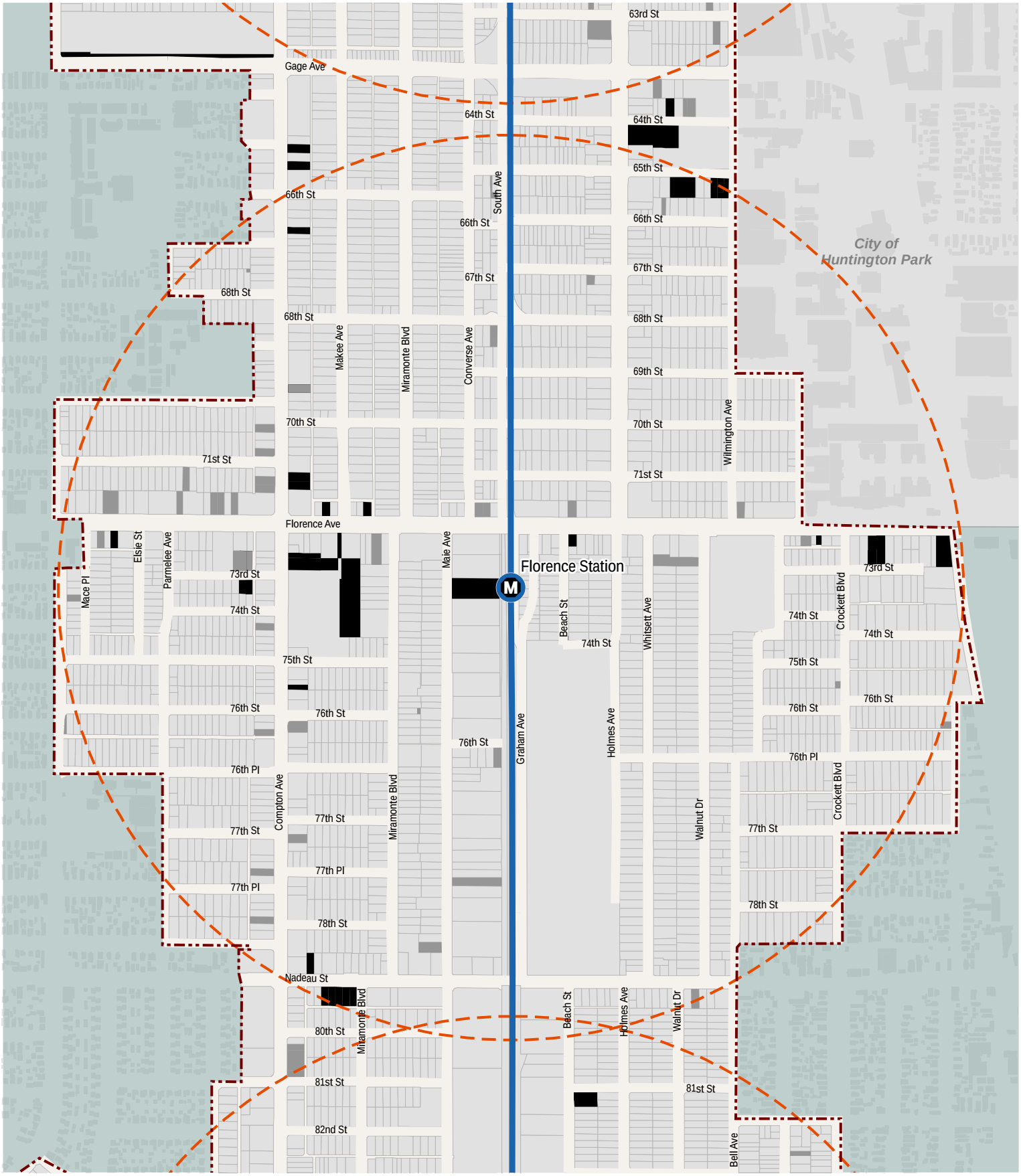
- Parking should be managed as a resource in the Study Area consider adding shared parking resources, smart technologies, and dynamic tools to better manage resource availability, where parking is scarce
- Consider the creation of a parking district strategy to reduce vehicle trips, particularly in new mixed-use development areas.
- Assess parking requirements for permitted uses to determine if right sizing is required, particularly in areas where higher intensity mixed-use is proposed and a 'park-once' strategy is feasible.
- Locate surface parking at the side or rear of buildings and require vehicle access to lots or structures to minimize the impact of parking structures along the street edge.

Figure 29: Parking and Vacant Sites – Slauson Metro A Line (Blue) Station



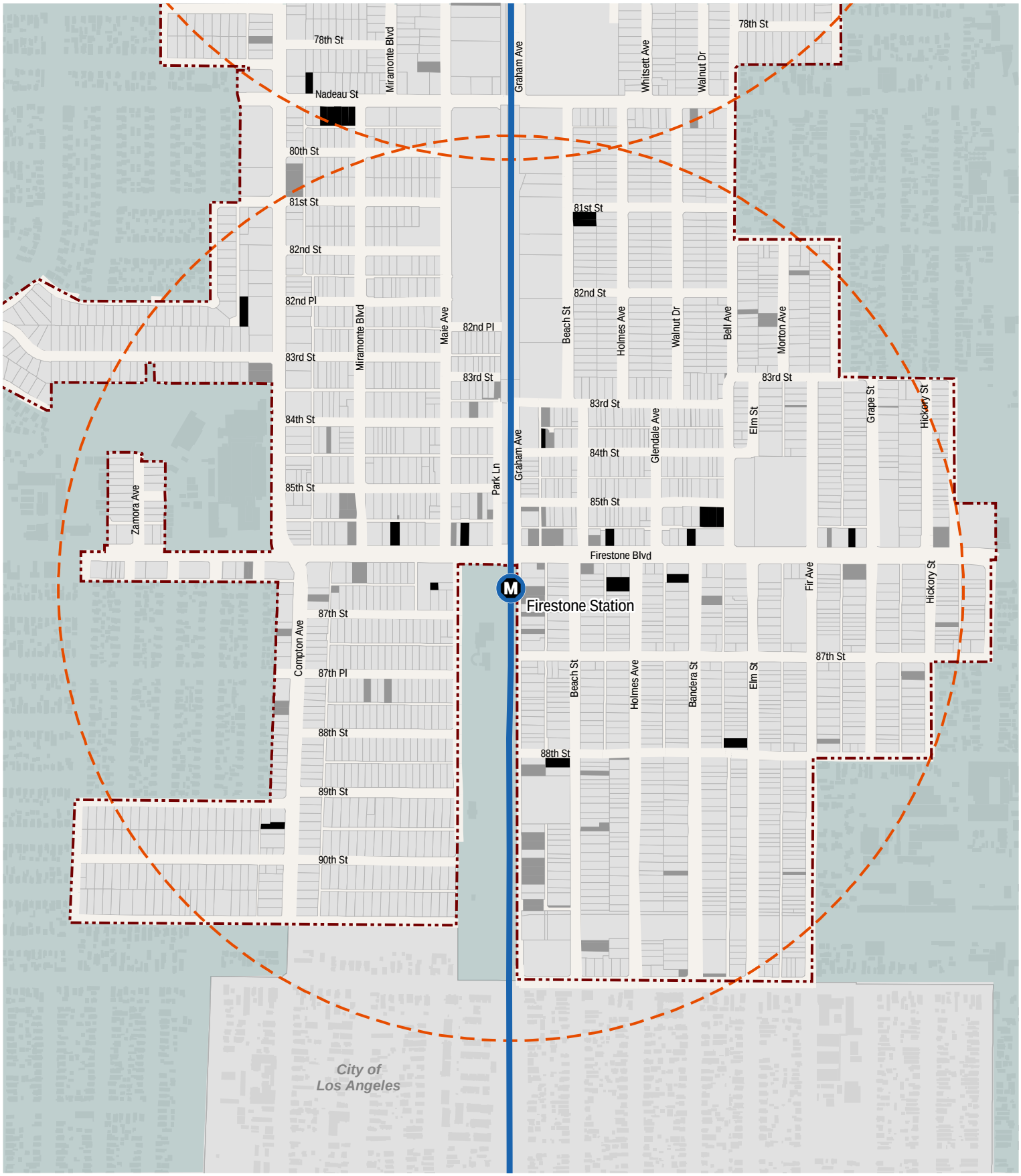
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 30: Parking and Vacant Sites – Florence Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 31: Parking and Vacant Sites – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Surface Parking
Vacant Lot

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.5 Sidewalks and Streetscape

An enhanced streetscape and public realm network are critical to enhancing connectivity, comfort, and experience for pedestrians. This subsection focuses on existing sidewalk widths and streetscape conditions as an initial assessment of public realm elements for further analysis.

Sidewalks play an important role in the built environment, serving as spaces for pedestrian travel, entryways to buildings, sidewalk dining, and street trees and landscaping, as well as a range of amenities, such as benches, bus shelters, bicycle racks, and trash receptacles. Sufficient sidewalk widths ensure that the sidewalk environment can support all these functional activities. Street trees, as one of the many sidewalk elements, are most successful when planted with enough allocated space to grow, ensuring a healthy tree canopy to provide shade for pedestrians. As shown in **Figure 35**, existing sidewalk widths range but are generally 14 feet along Florence Avenue, 10 feet along Firestone Avenue, and 10 feet along Compton Avenue north of Nadeau Street, narrowing to 8 feet between Nadeau Street and the Study Area boundary, and 12 feet along Miramonte Boulevard. On smaller industrial and some residential neighborhood streets, existing sidewalk widths are generally between 6 and 10 feet. The National Association of Transportation Officials (NACTO) and industry best practices recommend that a sidewalk in a residential area have a clear path of 5 to 6 feet so two people using wheelchairs can comfortably pass each other while retail or mixed-use areas with more pedestrian activity have a clear path of 7 to 14 feet.[3] While sidewalk widths of 10 feet may be sufficient to support the recommended clear path of 5 to 6 feet and pedestrian comfort in low-density residential neighborhoods, sidewalks of less than 12 feet in commercial, mixed-use, or higher-density residential neighborhoods are generally too narrow to support the recommended clear path of 7 to 14 feet in addition to street trees, parkways, and amenities needed to support walkability near transit. A sidewalk width of 15 feet or more is recommended in retail or mixed-use areas where there are higher numbers of pedestrians and more sidewalk activity, like outdoor dining, sidewalk displays, and streetscape furniture, and a clear path of 7 to 14 feet is critical.

While a detailed inventory of trees and street furniture was not assessed, general observations through site visits and Google Streetview show that tree canopy and sidewalk amenities are inconsistent with opportunities for improvement. At the time of the writing of this Community Atlas, no formally adopted streetscape plans governing the public realm are in place within the Study Area. As shown in **Figures 32 through 34**, the streetscape and public realm visual character, features, and conditions vary across the Study Area. For example, along residential neighborhood streets, such as Miramonte Boulevard 12-foot sidewalks with landscaped parkways can be found. Along Florence Avenue, streetscape improvements include a center landscaped median; 14-foot sidewalks; and sidewalk amenities, such as benches, pedestrian lighting, trash receptacles, and street trees. Curb extensions are also located on Florence Avenue; one example at Hooper Avenue.. Along commercial streets throughout the Study Area, except for Florence Avenue, sidewalk widths are generally narrow and space constrained, with some large ficus trees and other street tree species.

3.1.5.1 Tree Canopy

Urban trees play an important role in keeping communities livable, sustainable, and resilient. Trees improve air quality, increase urban biodiversity, and help reduce carbon emissions[4] as

[3] National Association of Transportation Officials (NACTO) Global Designing Cities Initiative, Sidewalks Design Guidance. Accessed here: https://globaldesigningcities.org/publication/global-street-design-guide/designing-streets-people/designing-for-pedestrians/sidewalks/design-guidance/

[4] Food and Agriculture Organization of the United Nations (2016) Building greener cities: nine benefits of urban trees. Accessed from: http://www.fao.org/zhc/detail-events/en/c/454543/

well bring health, social, economic, and aesthetic benefits to communities. As temperatures continue to rise, trees can enhance the comfort of people walking by providing shade canopy to help reduce the urban heat island effect and decrease sidewalk temperatures. The Study Area is considered a "heat-vulnerable" area within Los Angeles County according to a recent Tree People report,[5] which shows that the burden of heat vulnerability is focused in lower-income, more densely populated communities.

Street trees are mentioned throughout the FFCP for the purposes of encouraging beautification, identity, and energy efficient building, as well as increasing shade and creating an inviting walking environment. A street tree plan is listed as one component of a larger streetscape program action item to create a uniform shade canopy. The FFCP specifically identified the following locations as in need of street trees, landscaping, sidewalk improvements, and lighting:

- Nadeau Street,
- Slauson Avenue,
- Graham Avenue,
- Firestone Boulevard,
- industrial zones in general

In addition, bus stop beautification is included in the FFCP, with street trees being one element among others.

To better understand the existing tree canopy in the Study Area, a County of Los Angeles tree canopy raster dataset6 based on LIDAR data was used to map tree canopy, shown in **Figures 36** through **39**. In line with the recommendations in the FFCP, tree canopy is limited on the major roads in the Study Area, including:

- Slauson Avenue,
- Florence Avenue,
- Firestone Boulevard,
- Nadeau Street, and
- Compton Boulevard.

Notably, Whitsett Avenue and Walnut Drive between Florence Avenue and Nadeau Street, a residential area, have comparably more consistent tree canopy coverage. Industrial areas, such as those bordering the Metro right-of-way and to the east of the Metro Slauson Station, are lacking tree canopy.

[5] Tree People and Los Angeles Urban Cooling Collaborative (2020) Rx for Hot Cities: Climate Resilience through Urban Greening and Cooling in Los Angeles. Access from: https://www.treepeople.org/sites/default/files/pdf/publications/Rx%20for%20Hot%20Cities_Project%20Report.pdf

[6] For details on the multi-step process to develop the tree canopy data, see Los Angeles County GIS Data Portal, https://egis3.lacounty.gov/dataportal/2010/12/23/tree-canopy-raster-2006-data/

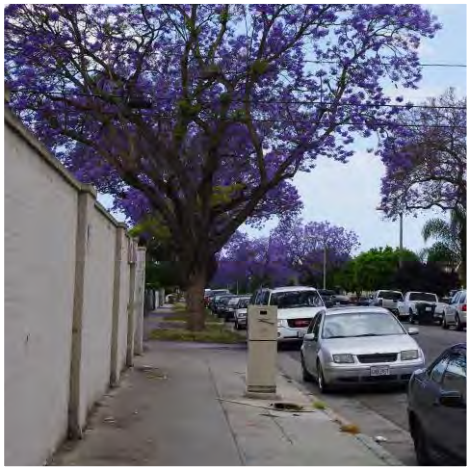
Figure 32: Visual Street Character and Public Realm Conditions - Residential

Residential street with approx. 4 ft. sidewalk and landscaped parkway | Source: A Paseo Through Time in Florence-Firestone

Residential street with approx. 5 ft sidewalk, landscaped parkway and street trees

Residential street with approx. 6 ft sidewalk and landscaped parkway

Residential street with approx. 12 ft sidewalk with no parkway



Residential street with approx. 4 ft sidewalk and landscaped parkway

Figure 33: Visual Street Character and Public Realm Conditions - Commercial

Compton Boulevard and Florence Avenue commercial street with approx. 10 ft. sidewalk

Compton Boulevard commercial street with approx. 14 ft. sidewalk

Commercial street with 8 ft. sidewalk and no parkway

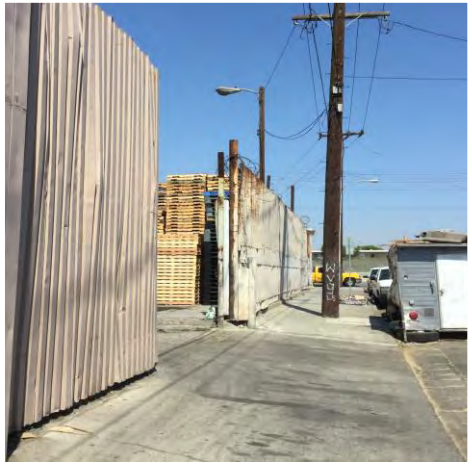
Florence Avenue commercial street with approx. 14 ft. sidewalk, street trees and seating

Florence Avenue commercial street with 14 ft. sidewalk adjacent to the transit station

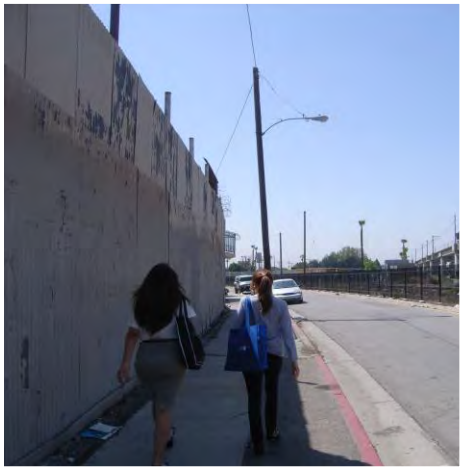
Figure 34: Visual Street Character and Public Realm Conditions - Industrial

Industrial street with approx. 5 ft. sidewalk and utilities that conflict with clear walking path

Industrial street with approx. 8 ft. sidewalk and utilities that conflict with clear walking path



Industrial street adjacent to the Slauson Station with approx. 8 ft sidewalk



Industrial street with approx. 8 ft. sidewalk sidewalk and utilities that conflict with clear walking path

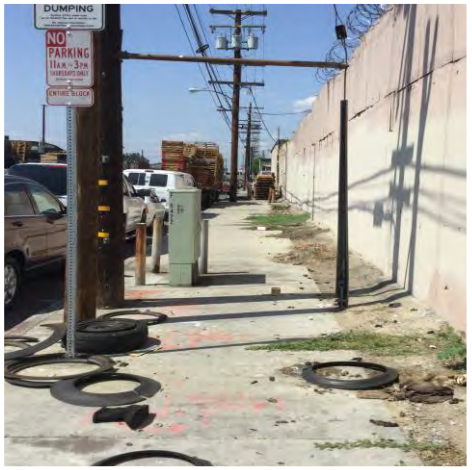
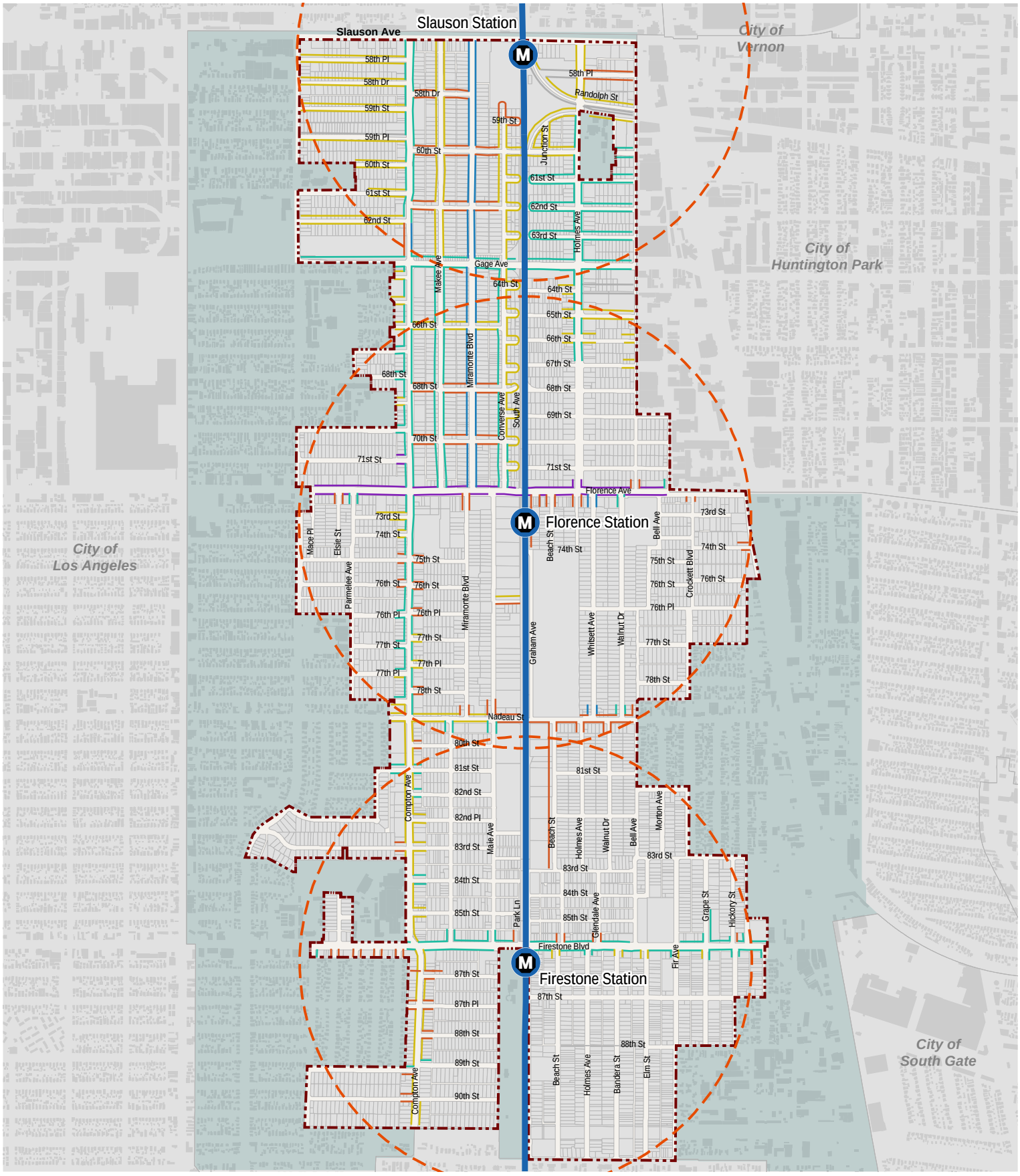


Figure 35: Existing Sidewalk Widths



Study Area
Florence-Firestone
1/2 mile TOD Radius
Assessor Parcel
Metro Station
Metro A Line (Blue)

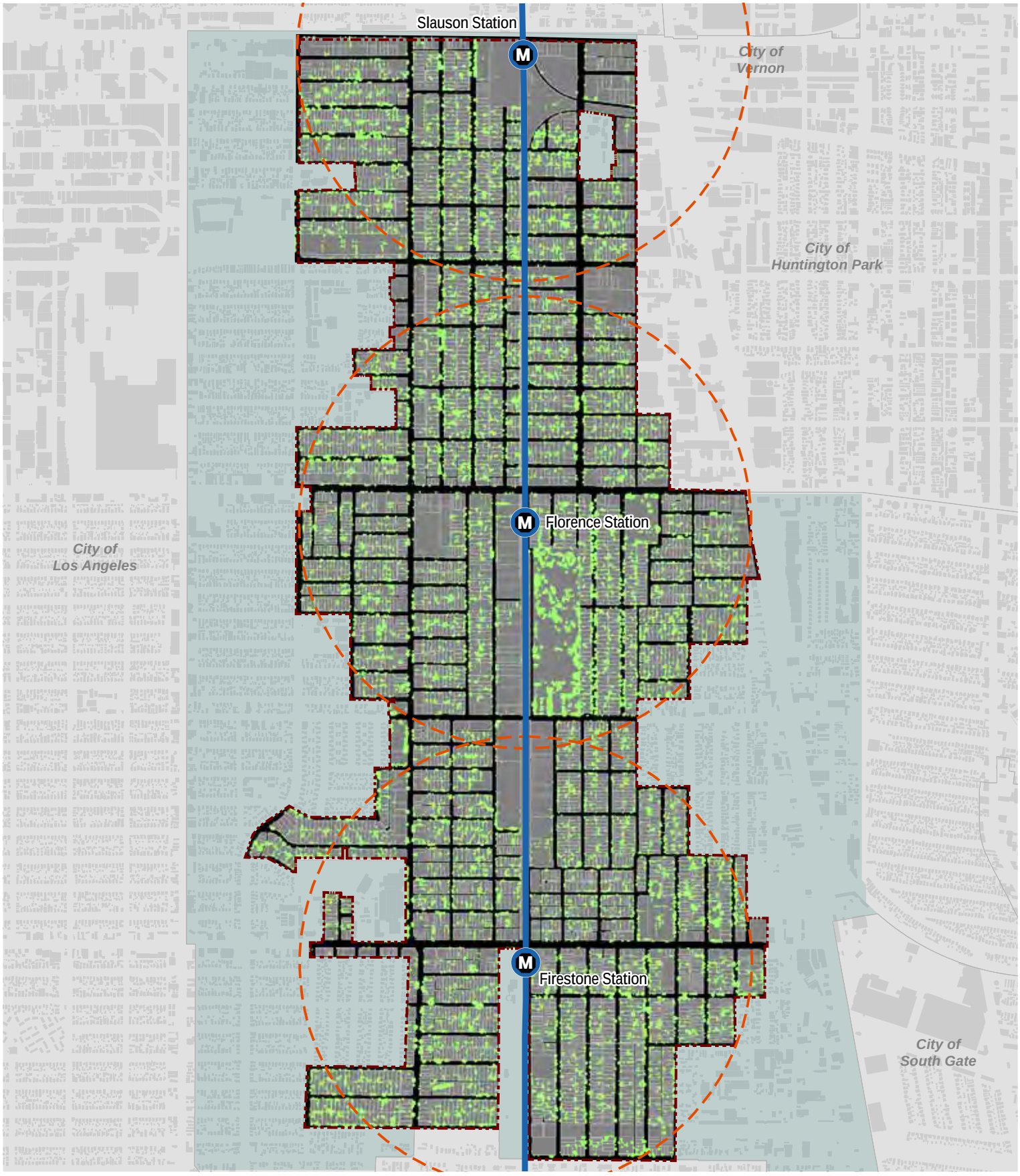
Existing Sidewalk Widths

No sidewalk
6 ft
8 ft
10 ft
12 ft
14 ft

Feet
0 750 1,500

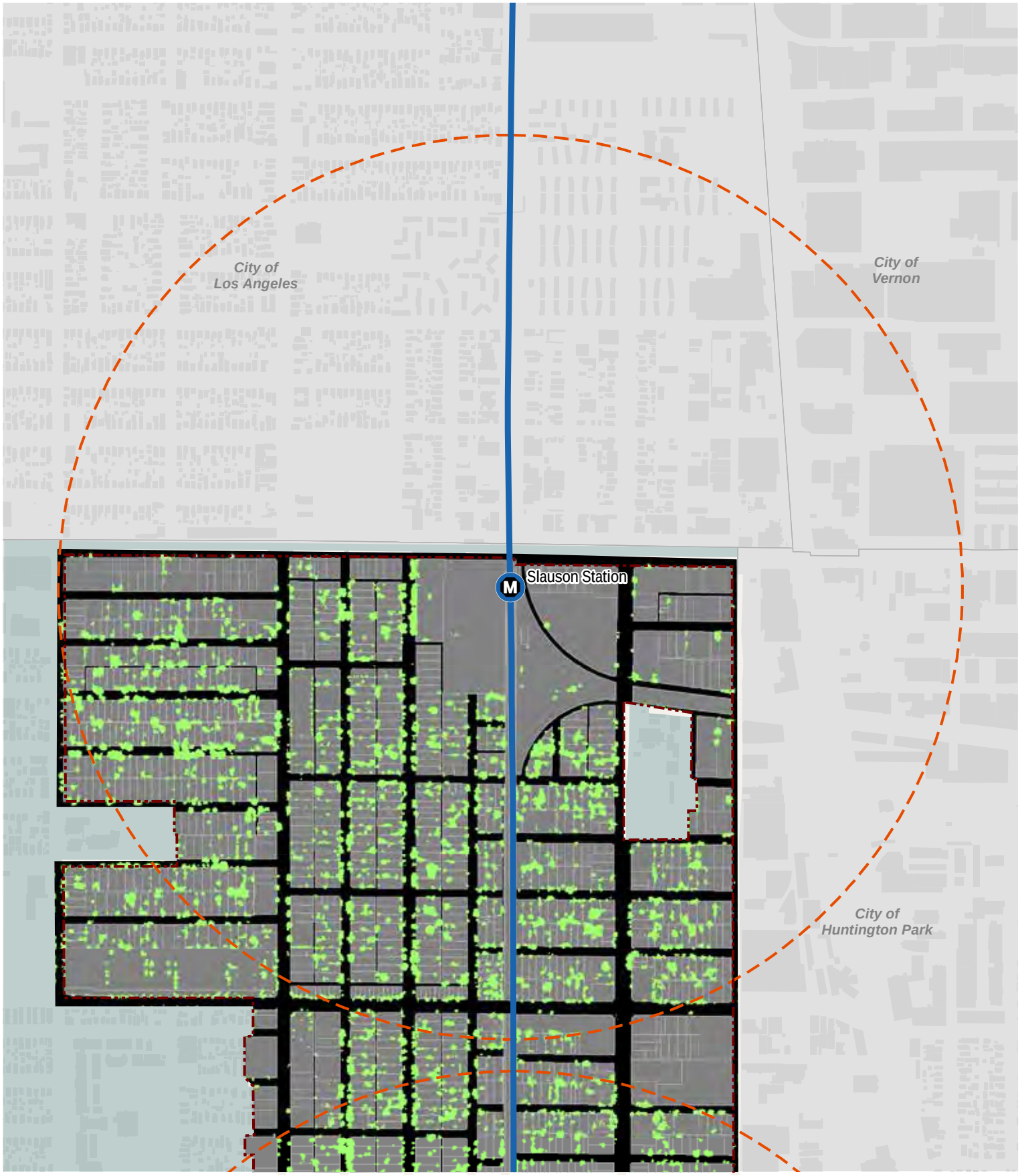
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 36: Tree Canopy



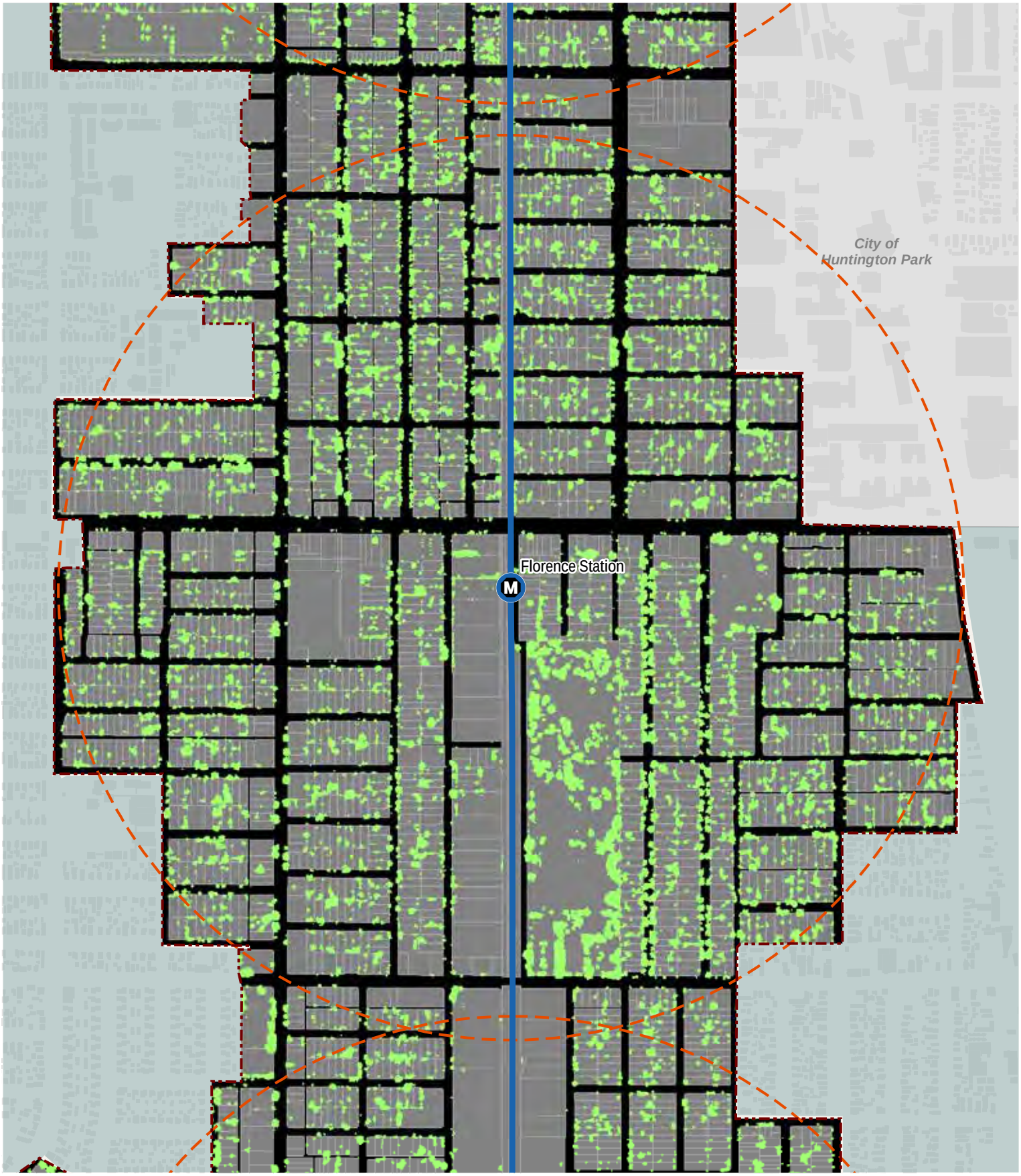
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 37: Tree Canopy – Slauson Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 38: Tree Canopy – Florence Metro A Line (Blue) Station

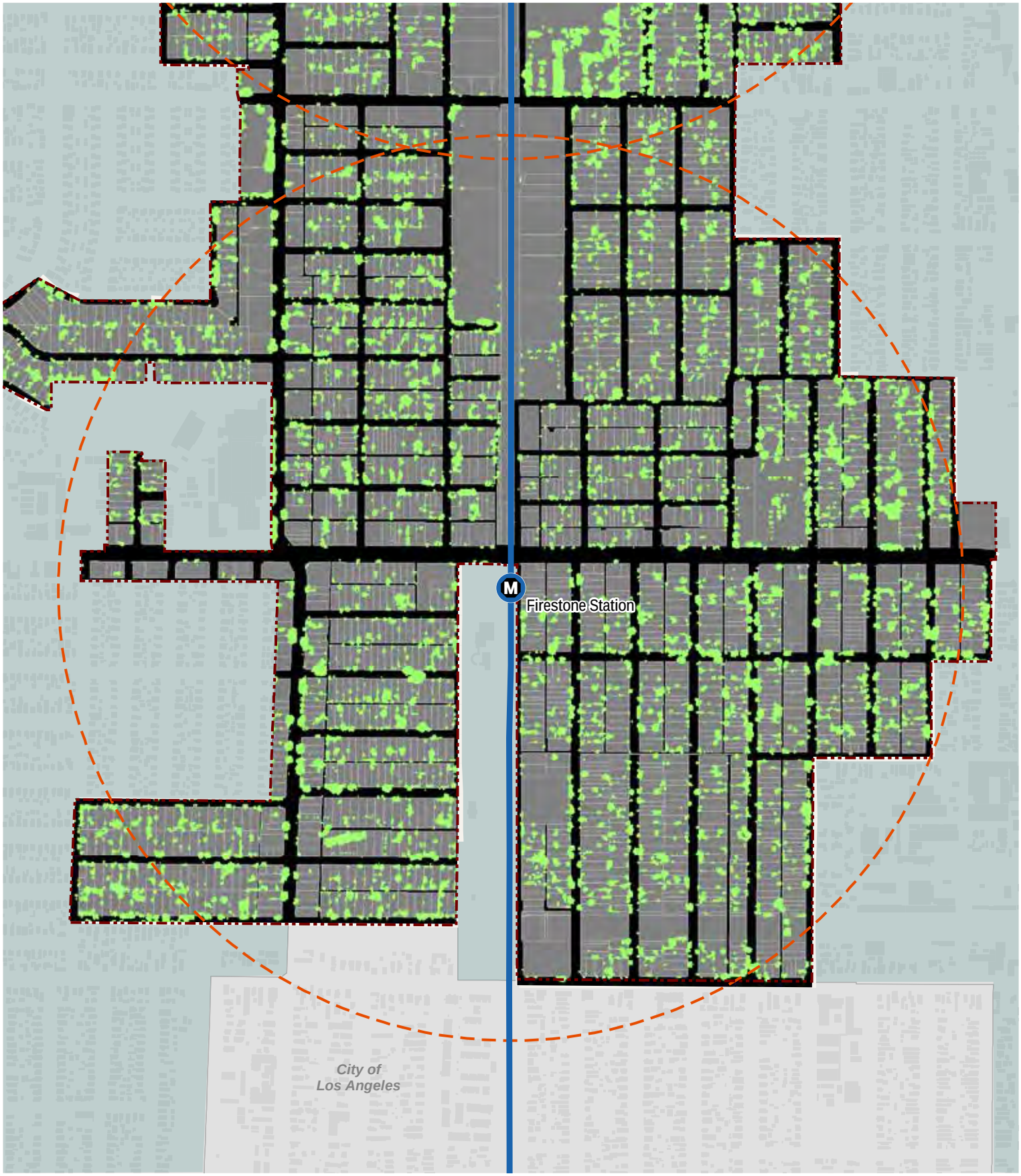


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Tree Canopy

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 39: Tree Canopy – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Tree Canopy

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.6 Building Figure Ground

Figure ground maps (**Figure 40** through **Figure 42**) illustrate urban form by showing the size and placement of buildings within a parcel and the patterns of the building fabric as they relate to the public realm, to each other, and in some cases neighboring context.

Along the commercial corridor of Compton Avenue is a fairly unified street wall pattern. This means the majority of buildings have a uniform condition with the front wall located at the back of the right-of-way, with little or no setbacks. However, there are interruptions in the street wall for parking, fenced outdoor storage or industrial activities, and pockets of residential homes with greater setbacks. This creates an inconsistent pattern, which is generally discouraged along commercial corridors. However, along Compton Avenue, the pattern has resulted a character of variation that seems unique, and contributes, to the community character of Florence-Firestone.

Florence Avenue is dominated by large footprint buildings built to the sidewalk, with little or no setbacks. This creates a more walkable condition between Compton Avenue and the Florence Metro Blue Line Station. The pattern and size of the buildings become more varied west of Compton Avenue and to east of the station with smaller buildings in a variety of setback conditions.

Gage Avenue is a unique condition, with a mix of auto-oriented commercial (northwest corner of Compton Avenue and Gage Avenue). This pattern transitions into row homes facing the street (but separated by a block wall from the street) east of Compton Avenue, and then transitions again east of Converse Avenue to street-oriented commercial uses. This varied figure ground pattern makes it challenging to establish a defined “character” that could be used to unify Gage Avenue

Industrial areas near Slauson Avenue and east of the Slauson Metro A Line (Blue) Station identify large existing buildings with a predominantly street-front orientation and open lot area in the rear. There is also a relatively high number of parcels in the areas with no buildings which indicates open storage or parking uses indicates open storage or parking uses.

FINDINGS + RECOMMENDATIONS

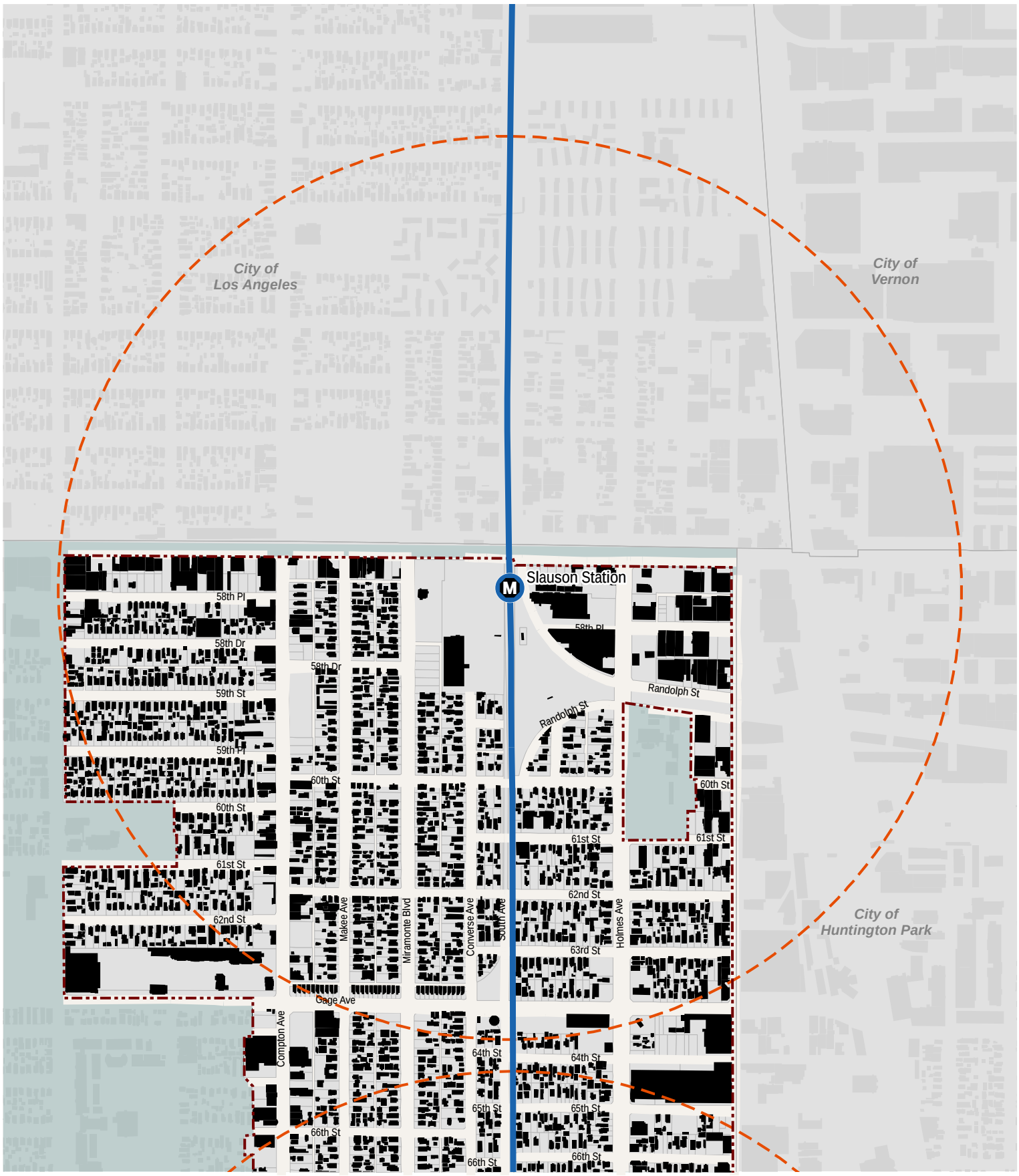
Findings

- Building patterns and building locations along the commercial corridors are varied; the variety of uses present and lack of building standards require specific building placement.
- Development patterns in the residential areas are highly consistent with similar building types, block lengths, and parcel depths.
- Sites without buildings indicate either public sites (schools, etc.) or underutilization that could be opportunities for catalytic infill.

Recommendations

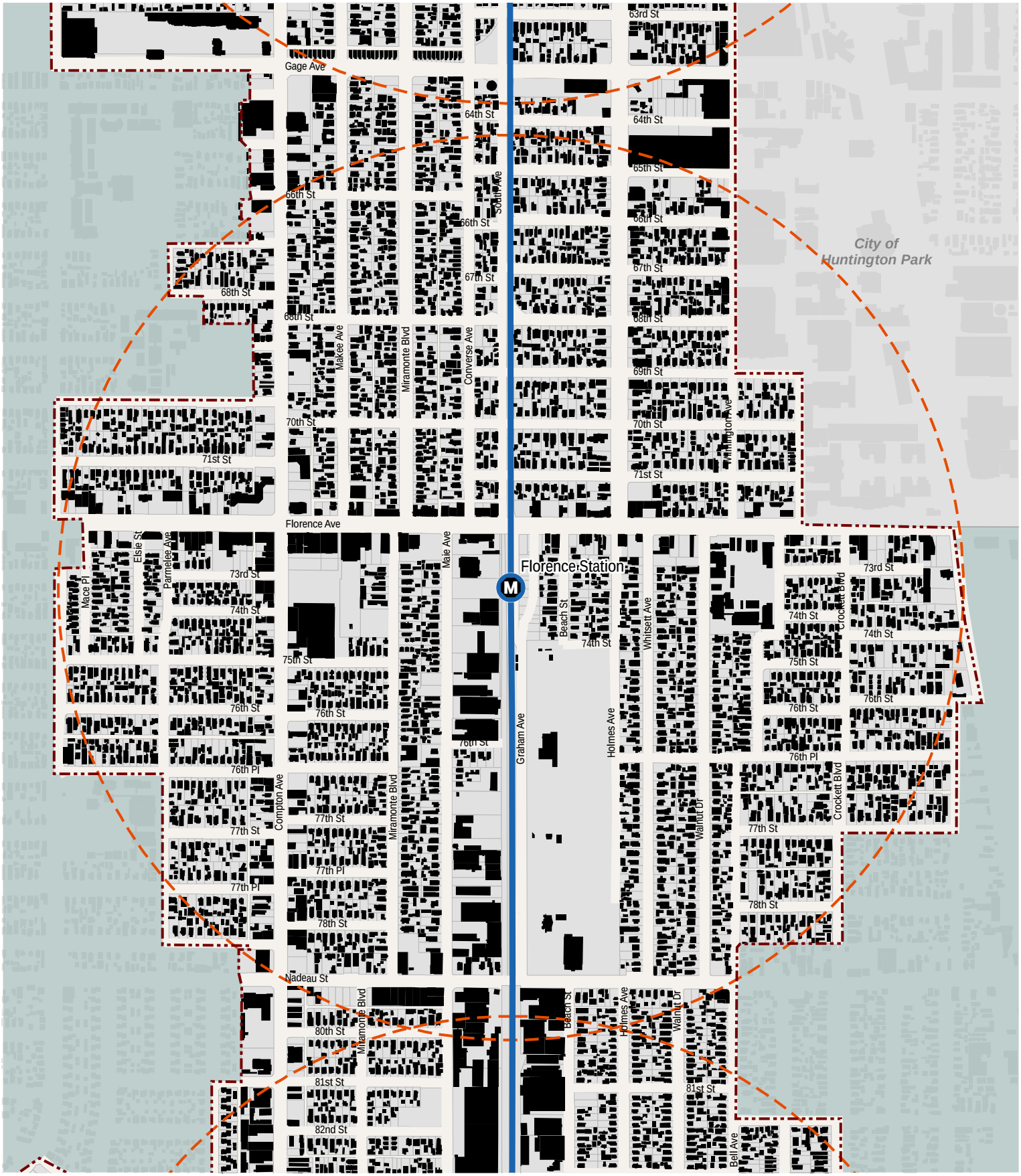
- Discuss the ‘character’ of key streets such as Compton Avenue and Florence Avenue to determine if ridged street-front setback is appropriate or if the variation along the corridor supports an identity that makes the Florence-Firestone community unique.
- Evaluate the utilization of industrial sites to identify key locations for adaptive reuse or transition to less-intensive uses.

Figure 40: Building Figure Ground – Slauson Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 41: Building Figure Ground – Florence Metro A Line (Blue) Station

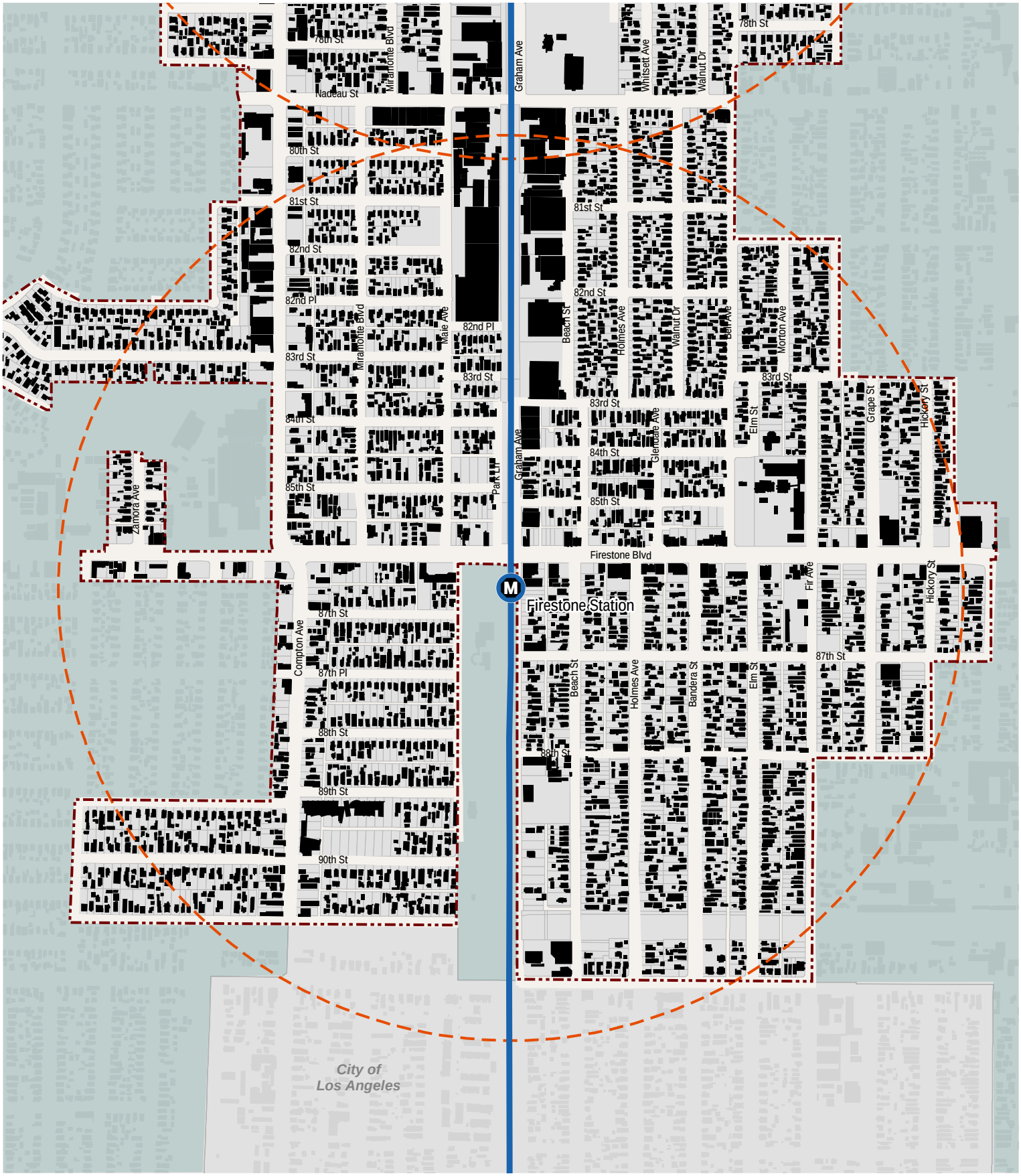


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Building Footprint

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 42: Building Figure Ground – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Building Footprint

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.7 Building Type and Age

Building types and ages vary throughout the Study Area. As shown in **Figure 43,** as well as **Figure 44** through **Figure 46**, buildings built prior to 1941 are common throughout the Study Area (approximately 68%), followed by buildings built between 1942 and 1969 (approximately 20%). Predominately older buildings in the Study Area signify both opportunities for redevelopment of older, underutilized buildings or protection through historic designation. More recent buildings built between 2001 and today are very few, with a notable cluster along Gage Avenue to the east and west of Compton Avenue consisting of a commercial strip mall with a variety of offices, retail, and restaurants, and a grouping of townhomes with outdoor patios and individual entrances via Gage Avenue, shown in **Figure 47**.

Figure 43: Building Age of Properties in the Study Area

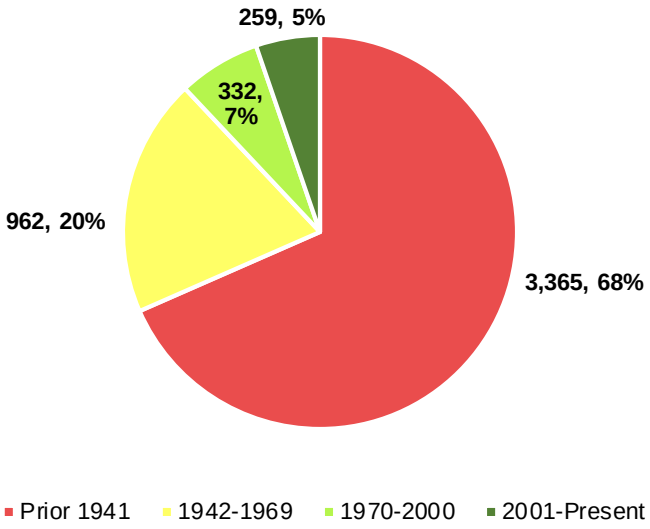


Figure 47 provides a visual assessment of predominant or interesting building types in the community as a rubric for assessing scale and type of recommended development. See Section 3.2.2 Historic Resources for a more detailed summary of architectural styles and historic designation potential in the Study Area.

FINDINGS + RECOMMENDATIONS

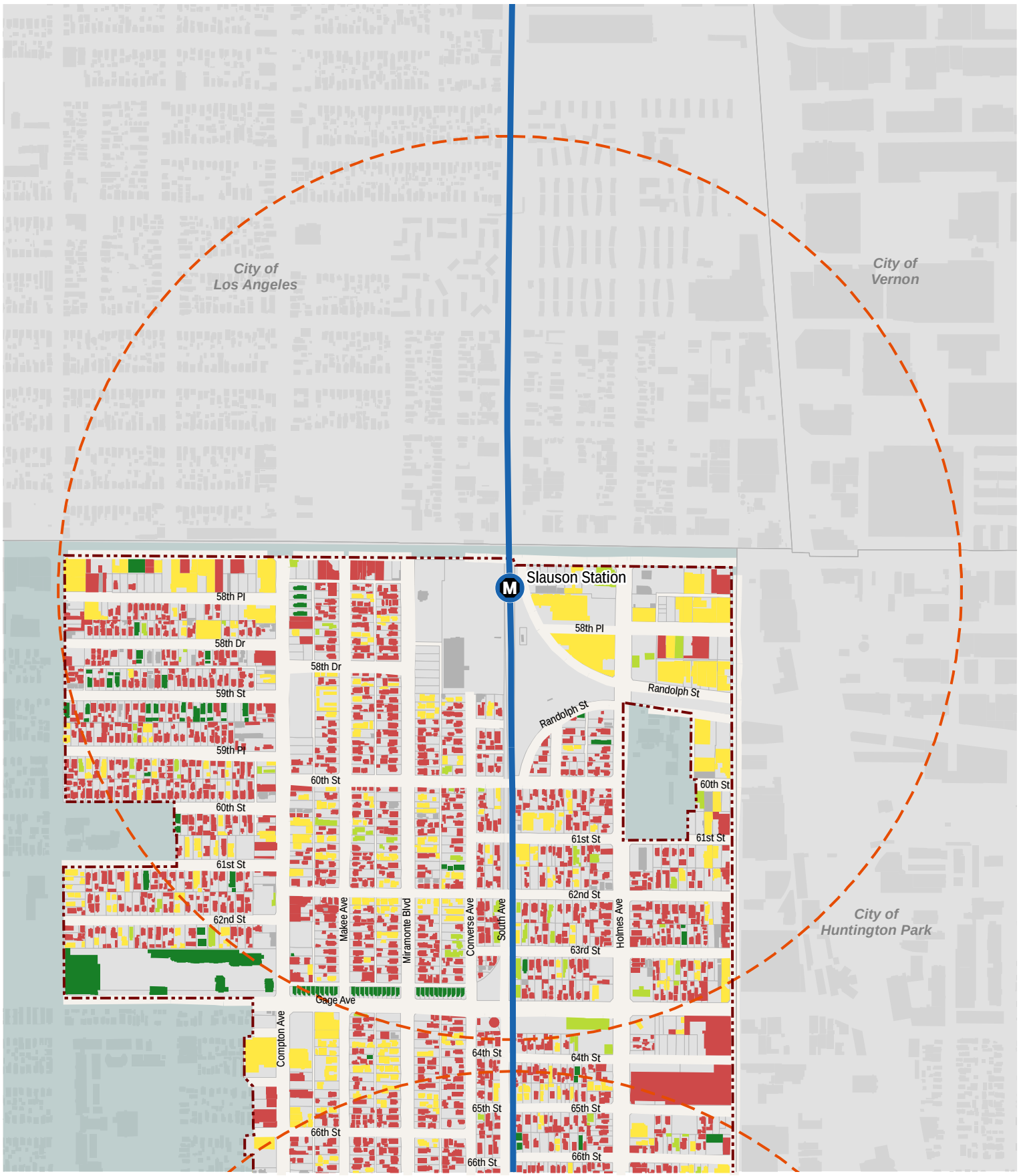
Findings

- The majority of buildings within the Study Area were built prior to 1941 followed by between 1942 and 1969.
- Building types vary throughout the Study Area, ranging from single-story industrial buildings with blank frontages, to two-story commercial buildings within a walkable corridor environment, to two-story newly constructed townhomes.

Recommendations

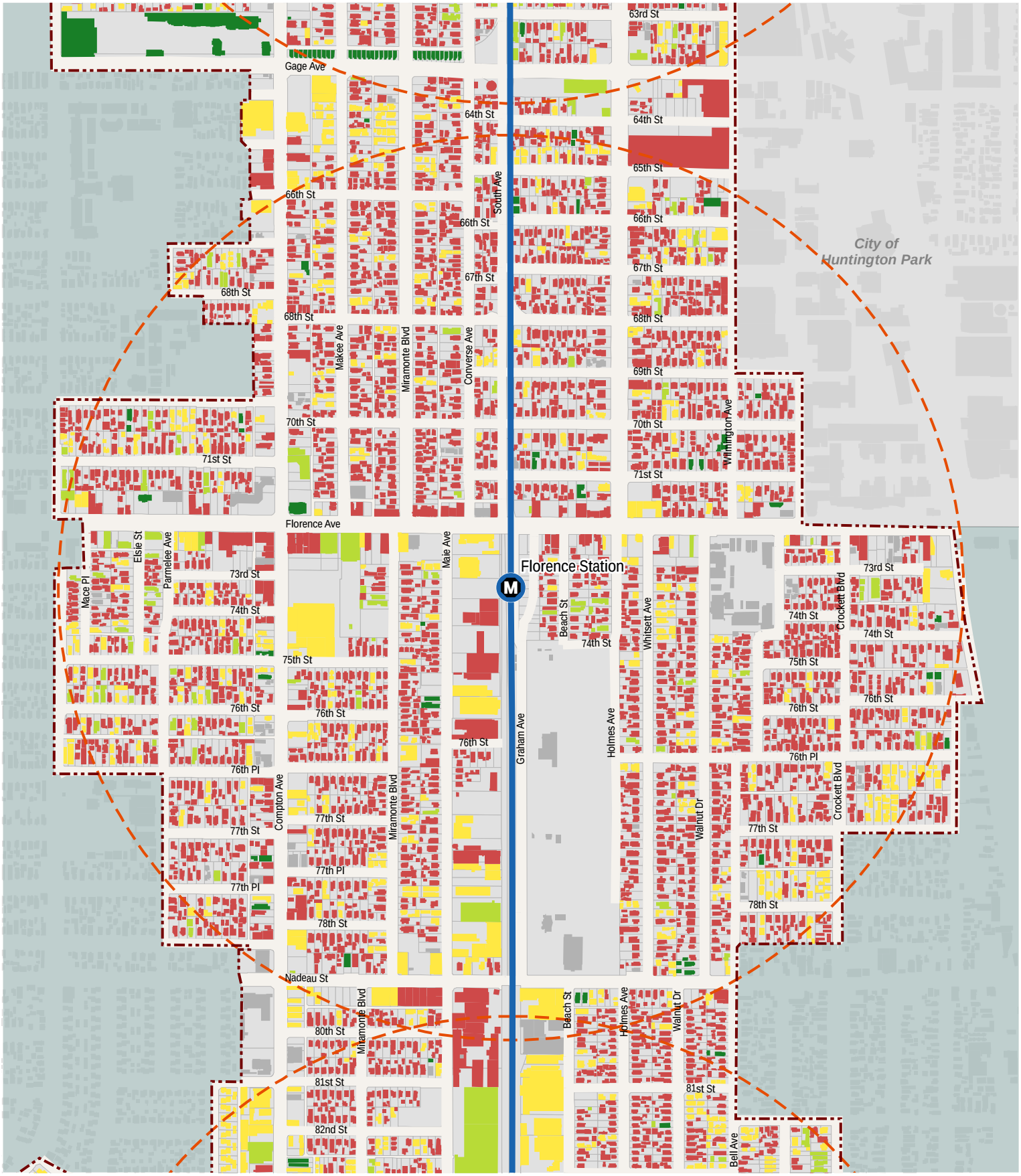
- Predominately older buildings in the Study Area signify both opportunities for redevelopment of older underutilized buildings or protection through historic designation, which is the focus of Section 3.2.2 Historic Resources.
- Explore opportunities to develop specific programs or strategies to help property owners retrofit and/or redevelop older properties within the Study Area.

Figure 44: Building Age – Slauson Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 45: Building Age – Florence Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

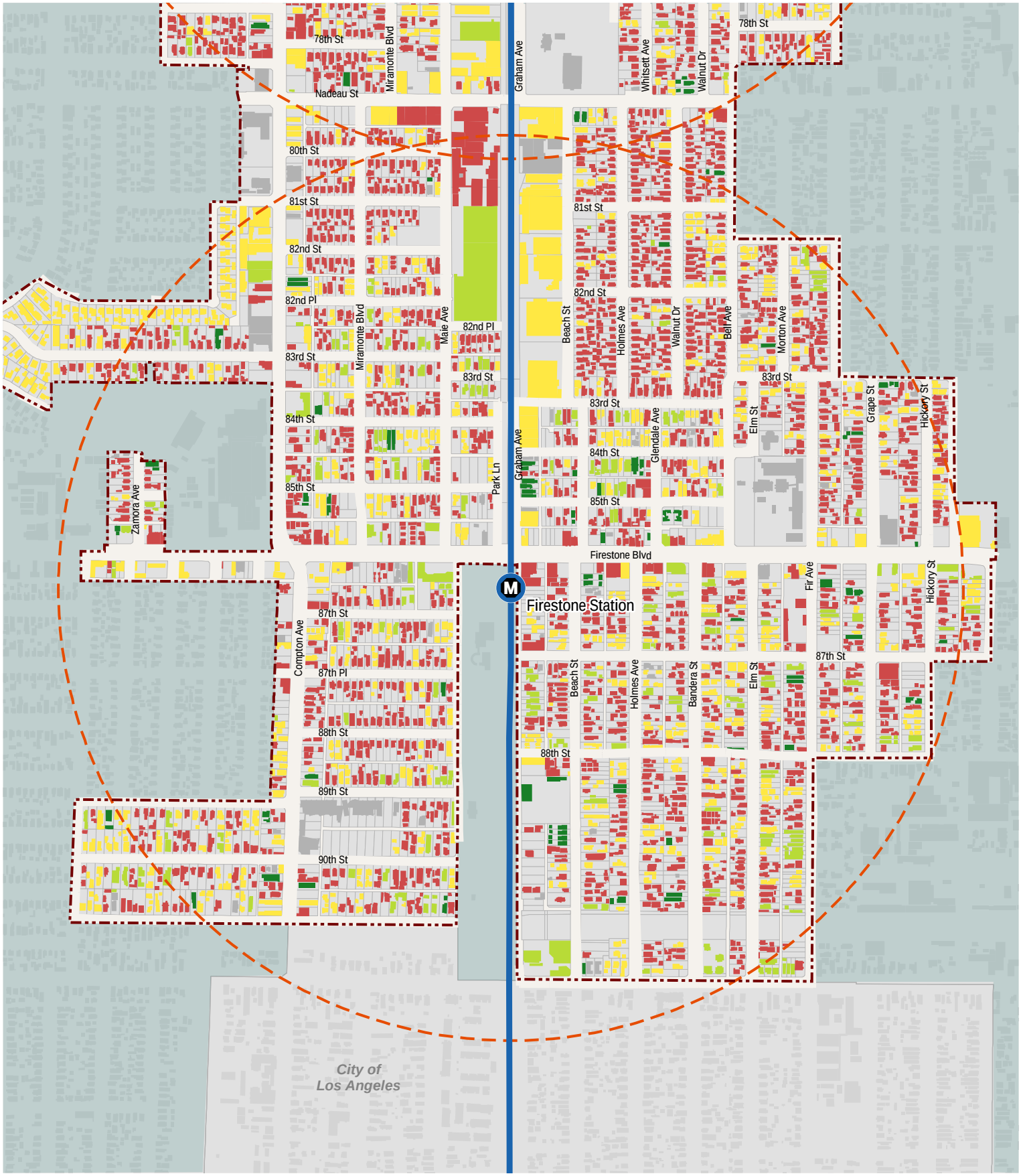
Year Built

No Data
Prior to 1941
1942 - 1969
1970 - 2000
2001 - Present

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 46: Building Age – Firestone Metro A Line (Blue) Station



Study Area

Florence-Firestone

1/2 mile TOD Radius

Metro Station

Metro A Line (Blue)

Assessor Parcel

Year Built

No Data

Prior to 1941

1942 - 1969

1970 - 2000

2001 - Present

Feet

0 375 750

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 47: Building Context: Building Types and Character

One Story Industrial

One Story Strip Mall

Florence Avenue Walkable Commercial Corridor

Florence Avenue walkable commercial corridor

1503 E. Gage Avenue, cluster of two story townhomes with indivdual patios and entrances via Gage Avenue at Compton Avenue, as well as landscaped setbacks, built between 2001 and present | Source: Realtor.com

3.2 Civic Arts

This section provides an overview of civic and cultural resources in the Study Area, focusing on places and objects of civic, cultural, and potentially historical significance to be further discussed and explored with the Florence-Firestone community. A virtual survey of historic resources is included in this section to identify potential buildings and districts with historic significance; the extent of this study will be expanded to include all residential properties within the Study Area. Together, civic, cultural, and historical resources help form community identity and a sense of place, which is included in the FFCP as a policy directive for further development.

3.2.1 Civic and Cultural Resources

Civic and cultural resources are located throughout the Study Area, constituting community-based facilities, public parks, community public art, and civic art. The Former Sheriff's Building, now the Youth Activities League, is specifically mentioned in the FFCP as an important civic and cultural resource and is therefore shown as a community-identified resource in **Figure 48** through **Figure 50**, along with a variety of other elements. These foundational maps are intended to be reviewed by the Florence-Firestone community and expanded upon in consultation with the outreach program to ensure resources of value to community members are identified. As mentioned in the FFCP, the Gabrielino-Tongva Tribe is part of Florence-Firestone early history and considered an additional important cultural resource.

Parks and Green Space

Green spaces and parks are limited in the Study Area. Roosevelt Park along Graham Avenue, between Holmes Avenue and Nadeau Street, is the only large-scale community park space. While Roosevelt Park is a large 24.35-acre regional park with a variety of amenities, the Study Area lacks more frequent, local spaces, such as pocket parks, for community enjoyment and recreation. As previously mentioned in Section 3.1.1 Block Patterns and Alleys, the Study Area is identified as a "very high" park need community by the Los Angeles County Park Needs Assessment.

The Park Needs Assessment identifies vacant sites, public lands, and alleys as part of a new type of solution to provide parks in high need areas. An example of a transformational park in the Florence-Firestone community is the grant awarded 92nd Street Linear Park Development project, which will be a 5.5-acre park in the Study Area within a site that is a portion of the underdeveloped corridor owned by the LADWP.[7] While vacant sites are not common within the Study Area, there are a large number of alleys that could provide a creative solution to address multiple issues in the Florence-Firestone community. However, as mentioned in Section 3.1.1, some alleys in the Study Area, according to the FFCP, cause public safety concern because of illegal dumping, graffiti, and crime. Therefore, strategic locations for alley conversion to "green alleys" for additional green space and locations for community gathering and recreation should be identified where opportunity exists to connect to/from the Metro stations as well as locations where there is a clustering of residents to encourage utilization. Safety enhancements, such as pedestrian lighting through new development adjacent to existing alleys, can help to increase pedestrian comfort and safety.

[7] Los Angeles County Department of Parks and Recreation, Press Release: 21 Million in Grants Awarded for New Parks in Communities with High Park Need. Accessed from: https://parks.lacounty.gov/newsrelease-prop68grants2019/

FINDINGS + RECOMMENDATIONS

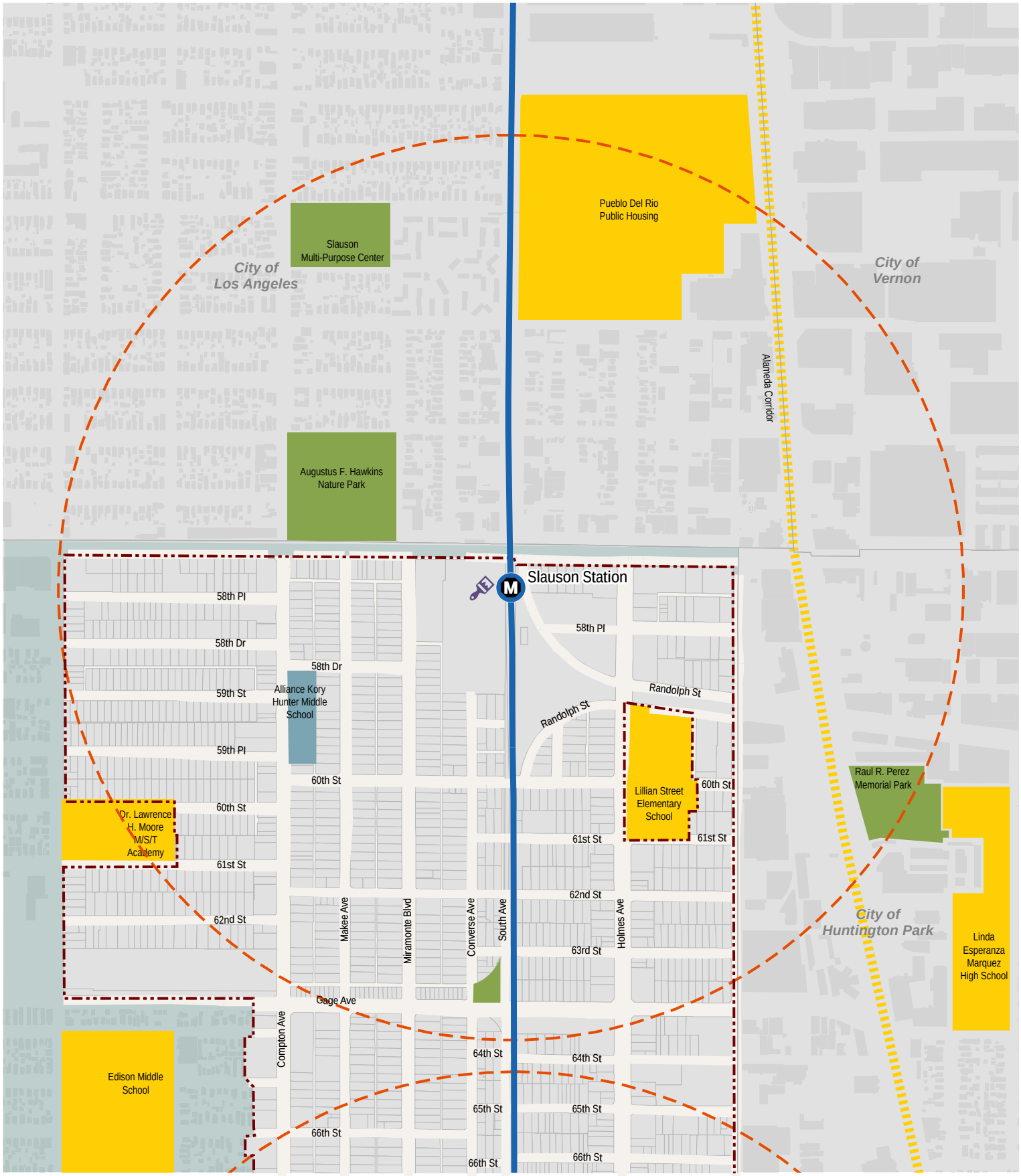
Findings

- Green spaces and parks are primarily located just outside of the Study Area, except for Roosevelt Park.
- The community has been identified by the Parks Needs Assessment as requiring more parks and green space; the standards of the CSD for the community emphasize incorporation of more parks and green spaces.
- An example of a transformational park project in the Study Area is the grant awarded 92nd Street Linear Park Development project, a 5.5-acre park in the Study Area within a site that is a portion of the underdeveloped corridor owned by LADWP.

Recommendations

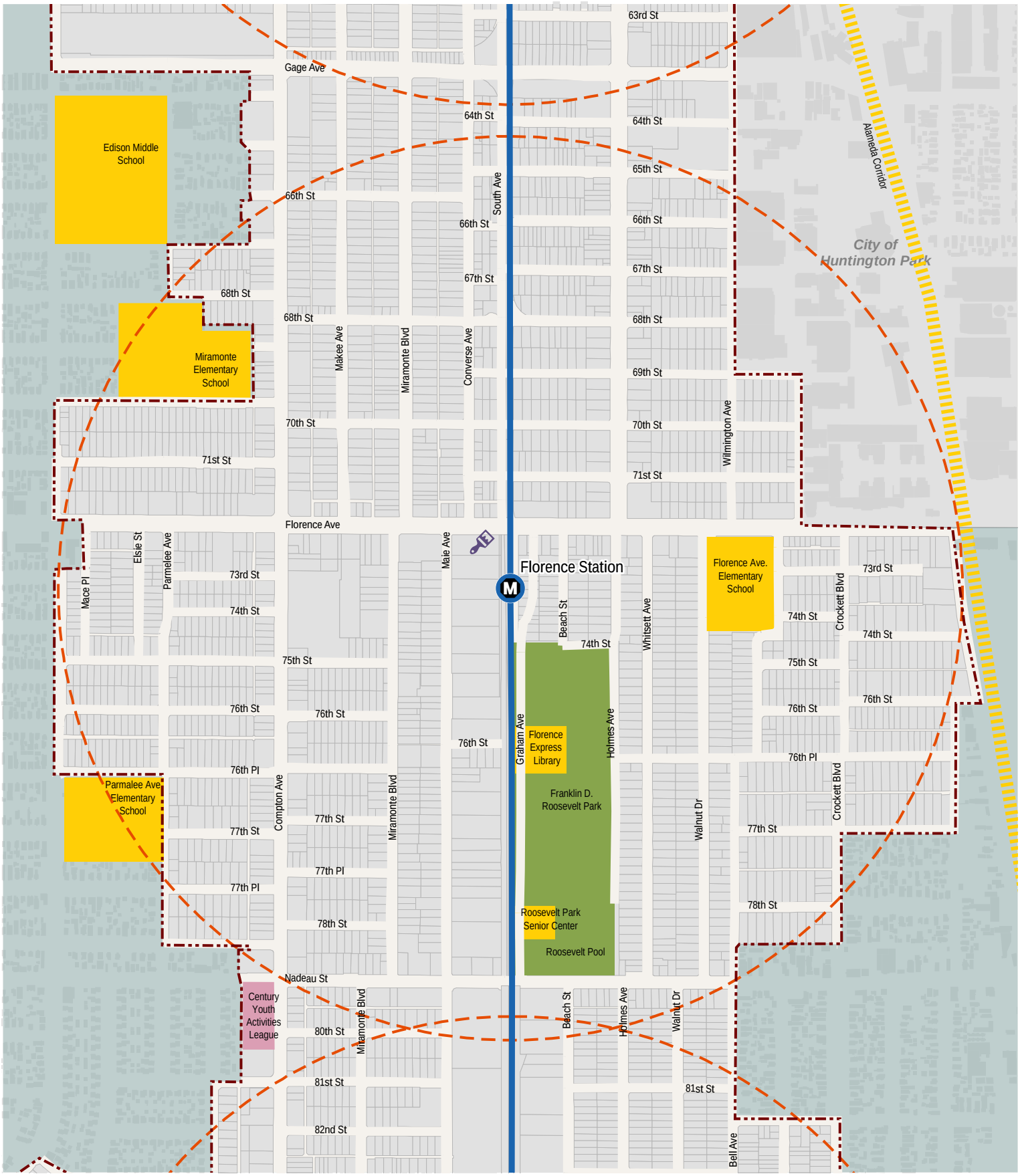
- Provide opportunities for community members' input to shape the conclusions of this section to voice feedback on what is of value to the Florence-Firestone community.
- Identify opportunities for a civic art program to promote an overall sense of place and community identity.
- Explore creation and incentivization of "Green Alleys" and other supplemental green space options for incorporation in new development.
- Identify opportunities for conversion of select existing alleys to green spaces or multi-use path networks for walking and biking given the large presence of alleys and the "very high" park need identified in this community. Candidate alley conversions can be identified where opportunity exists to connect to/from the Metro stations as well as locations where there is a clustering of residents to encourage utilization.
- To help increase alley safety, investigate opportunities for increasing pedestrian lighting through new development adjacent to existing alleys.

Figure 48: Civic and Cultural Resources – Slauson Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 49: Civic and Cultural Resources – Florence Metro A Line (Blue) Station

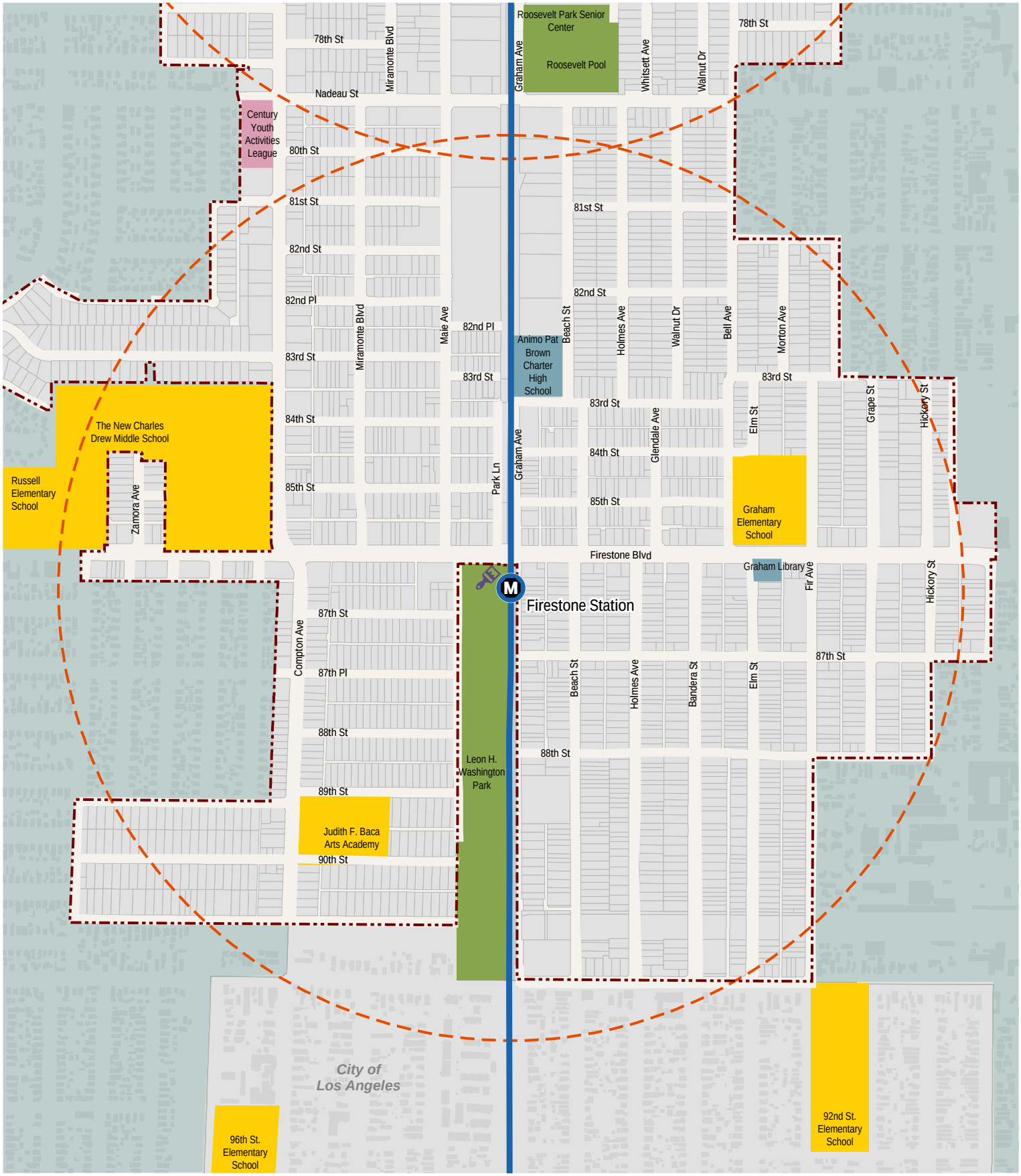


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Cultural or Civic Resource
Park or Recreation Space
Community-Identified Resource
Existing Civic Art

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 50: Civic and Cultural Resources – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Cultural or Civic Resource
Park or Recreation Space
Community-Identified Resource
Existing Civic Art

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 48: Civic and Cultural Resources Context: Community Facilities

Youth Activities League (Former Sherrif's Department) | | Source: A Paseo Through Time in Florence-Firestone

Tessie Cleveland Community Services Corporation

Los Angeles County Florence-Firestone Community Service Center, 2nd Supervisorial District

County of Los Angeles Roosevelt Park

Roosevelt Park Senior Center

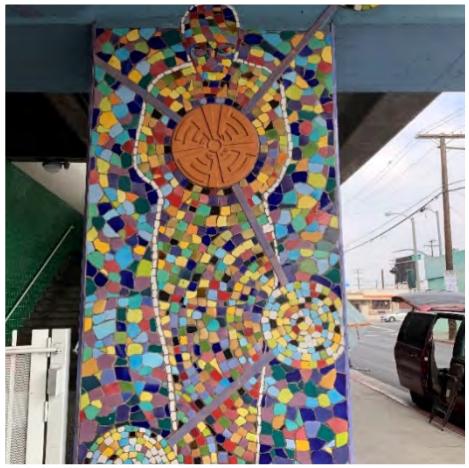
Figure 49: Civic and Cultural Resources Context: Public Community and Civic Art

Florence-Firstone Community Identity Marker along Florence Avenue

Public art at the Firestone Metro A (Blue) Line Station, pilars welcome riders

Decorative signae at the Florence Metro A (Blue) Line Station

Mural pilars at Firestone Metro A (Blue) Line Station



Community mural | Source: A Paseo Through Time in Florence-Firestone

Figure 49: Civic and Cultural Resources Context: Public Community and Civic Art , Continued

Community Mural "Short Stories" at Florence-Firestone Service Center

Community Mural "El Movimiento (The Movement)" by Oscar Magallanes at 1610 Florence Avenue | Source: Mural Conservancy of Los Angeles

Historic Sign at Car Wash at 1653 Florence Avenue | Source: Jonathan Pacheco-Bell

Florence Library community mural | Source: A Paseo Through Time in Florence-Firestone

Figure 49: Civic and Cultural Resources Context: Public Community and Civic Art , Continued

Community mural | Source: A Paseo Through Time in Florence-Firestone

Community mural | Source: A Paseo Through Time in Florence-Firestone

Community art at the Slauson Metro A (Blue) Line Station

Community Mural at Super Minimart 1557 Florence Avenue

Community Mural

3.2.2 Historic Resources

Consistent with the FFCP Chapter 2 Community History, historic resources in the community have not been identified. The County of Los Angeles GIS database has identified many historic resources in the County, none of which are located in the Florence-Firestone community.

To understand potential opportunities for historic resources in the Study Area, a desktop reconnaissance of the Study Area was undertaken via Google Earth in addition to historic properties research within the Study Area. The following includes a discussion of previously recorded built environment resources within the Study Area, desktop survey results, and property types.

3.2.2.1 Previously Recorded Cultural Resources within Study Area

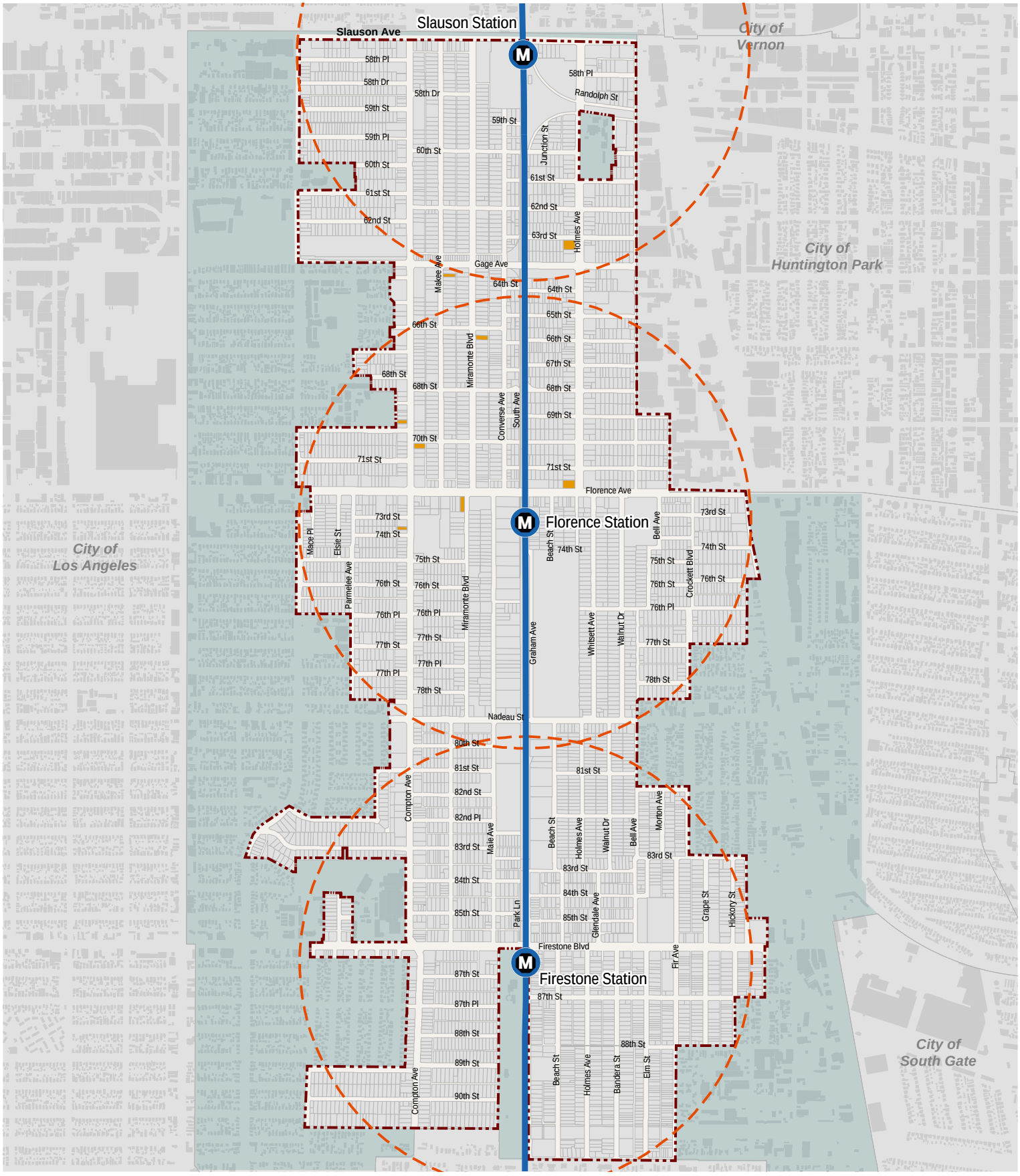
The California Office of Historic Preservation (OHP) inventory, the Built Environment Resources Directory (BERD) provides information regarding non-archaeological resources. This inventory is organized by street, and a total of 27 previously recorded built environment resources were identified within the Study Area. These resources were assigned status codes 6U, 6Y, and 7R (6U=Determined ineligible for the National Register of Historic Places pursuant to Section 106 without review by OHP) (6Y= Determined ineligible for the National Register by consensus through Section 106 process – Not evaluated for the California Register of Historical Resources or local listing) (7R= Identified in Reconnaissance Level Survey or in an Area of Potential Effects: Not evaluated).

3.2.2.2 Survey Results

The desktop survey of the Study Area identified 98 *individual* properties of interest. These properties are over 45 years old; exhibit a moderate to high degree of historic integrity of design, materials, and workmanship; and/or possess historic significance related to the development of the community. Of these 98 properties, nine are identified in Jeannene Przyblyski's book *A Paseo Through Time in Florence-Firestone.* The other properties identified within *A Paseo Through Time in Florence-Firestone* are either outside of the Study Area or are no longer extant. **Table 7** lists the identified properties.

In addition, the residential properties along Miramonte Boulevard from Gage Avenue to Florence Avenue represent a potential historic district with 92 historic-age properties. This corridor possesses single-family and multiple-family residential properties, largely constructed between 1900 and 1930 (with very little modern infill development) and defined by mature palm trees lining either side of the street. Many of these properties would not be eligible individually; however, as a unit they appear to be the most intact representation of Folk Victorian, Craftsman, and Minimal-Traditional-style residences in the study area. The Miramonte Boulevard concentration of residential properties appears eligible for historic district designation as an example of a streetcar suburb retaining its character-defining features such as consistent setbacks, narrow lots, street landscaping, and streets laid out on a grid.

Figure 53: Built Environment Resources Directory (BERD) Results in Study Area



Study Area

Florence-Firestone

1/2 mile TOD Radius

Assessor Parcel

Metro Station

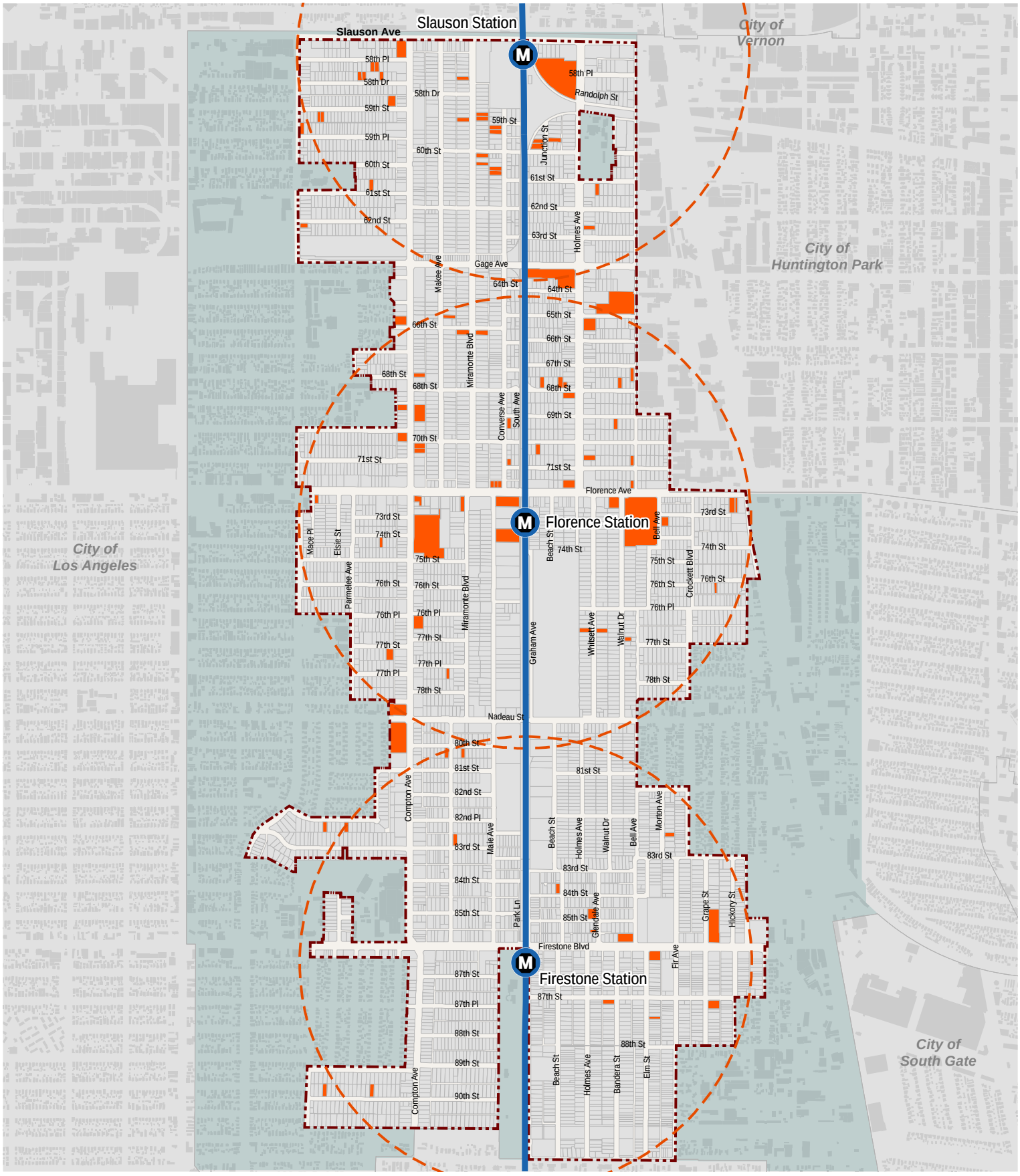
Metro A Line (Blue)

Built Environment Resources Directory

0 750 1,500 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 54: Individual Properties of Interest in Study Area



Study Area

Florence-Firestone

1/2 mile TOD Radius

Assessor Parcel

Metro Station

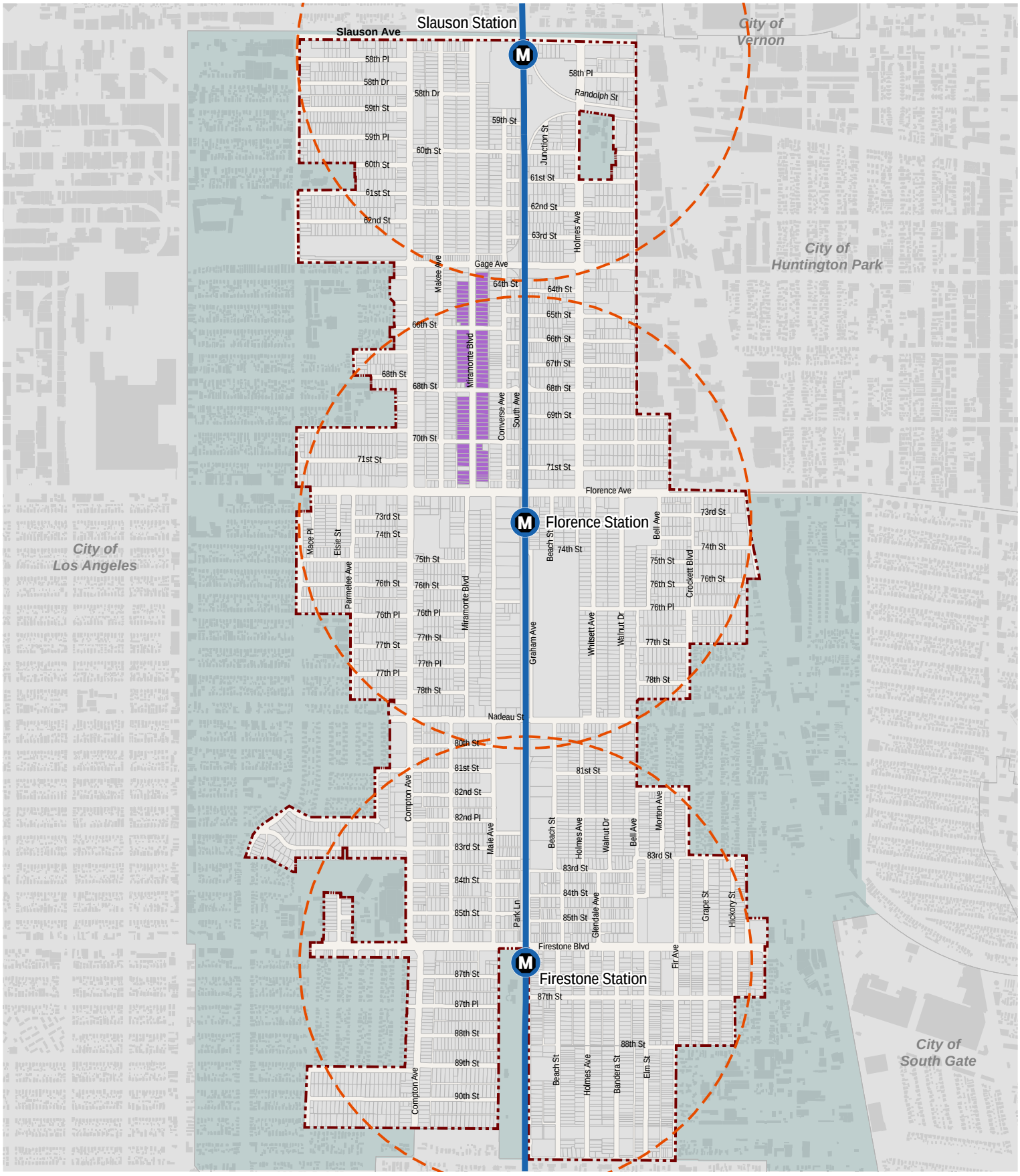
Metro A Line (Blue)

Potential Historic Resources

0 750 1,500 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 55: Potential Historic District along Miramonte Boulevard



Study Area

Florence-Firestone

1/2 mile TOD Radius

Assessor Parcel

Metro Station

Metro A Line (Blue)

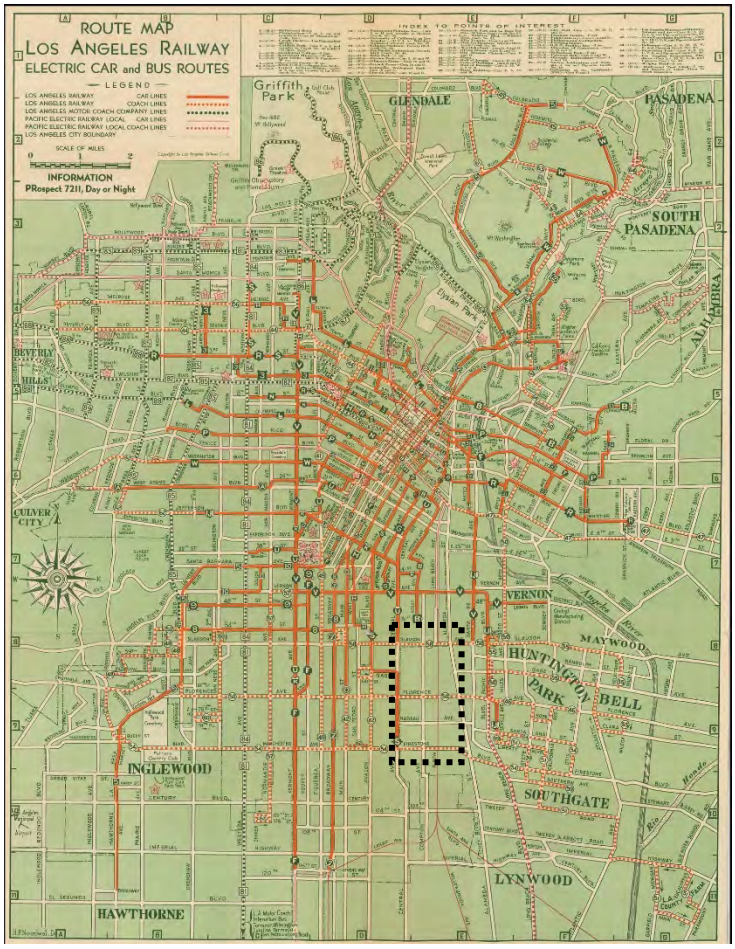
Miramonte Blvd Historic District Properties

0 750 1,500 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.2.2.3 Summary of Property Types within the Study Area

The Study Area largely comprises single-family residential neighborhoods. The neighborhoods in Florence and Graham/ Firestone Park feature concentrations of early 20th century single-family residences interspersed with commercial and industrial corridors. These neighborhoods developed primarily due to their proximity to historic streetcar routes (see image at right with Study Area boundary approximation for reference). Though located near streetcar lines, these neighborhoods often feature accommodation for automobiles, such as detached garages and paved driveways.



Los Angeles Railway Map, 1938 *Source: Raremaps.com*

Many of the residential buildings in the study area have been altered over time, such as replacement windows and doors, stucco finish over original wall cladding materials, and the removal of features such as window surrounds and trim.

Multi-family residences in the survey area are intermittently located in predominantly single-family residential neighborhoods. Multi-family development in the study area typically consists of duplexes, fourplexes, and small apartment buildings. Scattered throughout the study area are bungalow courts from the early 20th century, designed in a variety of popular architectural styles including Craftsman and Mission Revival.

Commercial property types are found on the major thoroughfares running north-south along Compton Avenue and east-west along Slauson Avenue, Florence Avenue, Nadeau Street, and Firestone Boulevard. The commercial buildings included one- and two-story Commercial Block buildings and Mid-20th Century Storefronts. The historic-period industrial development in the study area is largely concentrated along Maie Avenue and Wilmington Avenue and includes factories, warehouses, and storage sites. Longstanding industrial sites can be seen in historic imagery from the Los Angeles County Public Library and are included for historic context of the Study Area.

Alameda Street, Gage Avenue, and Compton Avenue, looking northwest, 1955

Aerial view of Emsco Manufacturing Co., located at 6811 S. Alameda Street, just north of Florence Avenue. View is looking northwest; Alameda Street runs along right corner, Florence Avenue is on extreme left corner, Gage Avenue runs diagonally through middle (upper left to lower right), and Compton Avenue diagonally from middle left to upper right. Photograph dated November 22, 1955.
Source: https://tessa.lapl.org/cdm/singleitem/collection/photos/id/4540/rec/17

Alameda Street and Florence Avenue, looking west, 1955

Aerial view of Emsco Manufacturing Co., located at 6811 S. Alameda Street, just north of Florence Avenue. View is looking west; Alameda Street runs along bottom of image, Florence Avenue is visible across upper left corner, and Gage Avenue is on the right. Photograph dated November 22, 1955.
Source: https://tessa.lapl.org/cdm/singleitem/collection/photos/id/4533/rec/38

Soule Steel Co., Los Angeles, looking west, 1958
Aerial view of Soule Steel Co. (large, white multi-roof), located at 6200 Wilmington Avenue; view is looking west. Gage Avenue, 63rd St., 62 St., and 61st St. are vertically from left to right; Alameda St. paralleled by the SPT CO RR are at bottom; Wilmington Ave. is horizontally at middle (behind the building); Holmes Ave. and South Ave. are horizontally farther up. Photograph dated January 2, 1958.
Source: https://tessa.lapl.org/cdm/singleitem/collection/photos/id/6256/rec/7

The Study Area also has a number of institutional property types. These properties include churches, schools, and government buildings such as the Century Sheriff's Youth Activity League, the Los Angeles County Probation Building, and the Los Angeles County Department of Public Social Services.

FINDINGS + RECOMMENDATIONS

Findings

- There are 98 individual properties of interest identified in the Study Area that are over 45 years old, exhibit a moderate to high degree of historic integrity of design, materials, and workmanship; and/or possess historic significance related to the development of the community.
- Building types vary throughout the Study Area, ranging from single-story industrial buildings with blank frontages, to two-story commercial buildings within a walkable corridor environment, to two-story newly constructed townhomes.

Recommendations

- Further explore historic designation of identified properties of interest and a district along Miramonte Boulevard from Gage Avenue to Florence Avenue with 92 historic-age properties.
- Consider an educational component of community outreach that includes information regarding Los Angeles County's Historic Preservation Program and its procedures on how to nominate a property for historic designation, and preserve and maintain landmarks and historic districts.
- Collaborate with the County of Los Angeles Historic Preservation Program office to designate landmarks in the Study Area.

Table 7: Historic-Period Properties of Potential Interest in the Study Area

Address	Use Type	Year Built
5829 COMPTON AVE	Commercial	1946
1426 E 58TH PL	Residential	1926
1422 E 58TH PL	Residential	1912
1405 E 58TH DR	Residential	1948
1411 E 58TH DR	Residential	1907
1433 E 58TH DR	Residential	1913
1445 E 59TH ST	Residential	1904
1330 E 59TH ST	Residential	1907
1326 E 59TH ST	Residential	1922
1301 E 59TH PL	Residential	1949
1419 E 61ST ST	Residential	1910
6200 HOOPER AVE	Residential	1908
5869 MIRAMONTE BLVD	Residential	1923
5911 MIRAMONTE BLVD	Residential	1920
5908 MIRAMONTE BLVD	Residential	1963
5912 MIRAMONTE BLVD	Residential	1964
5903 CONVERSE AVE	Residential	1923
5907 CONVERSE AVE	Residential	1922
6000 MIRAMONTE BLVD	Residential	1915
6014 MIRAMONTE BLVD	Residential	1910
6019 CONVERSE AVE	Residential	1921
6025 CONVERSE AVE	Residential	1912
1700 E 58TH PL	Industrial	1955
5930 JUNCTION ST	Residential	1921
5933 JUNCTION ST	Residential	1931
5931 JUNCTION ST	Residential	1913
1822 E 61ST ST	Residential	1907
6220 HOLMES AVE	Residential	1912
1740 E GAGE AVE	Commercial	1970
1853 E 65TH ST	Industrial	1932
6500 HOLMES AVE	Institutional	1962
1854 E 67TH ST	Industrial	1936
1863 E FLORENCE AVE	Residential	1921
1747 E FLORENCE AVE	Commercial	1933
6525 COMPTON AVE	Industrial	1938
6901 COMPTON AVE	Residential	1914
6516 MAKEE AVE	Residential	1915
6602 MIRAMONTE BLVD	Residential	1946
6601 MIRAMONTE BLVD	Residential	1940
6726 COMPTON AVE	Residential	1922

6900 COMPTON AVE	Institutional	1951
6904 CONVERSE AVE	Residential	1928
1655 E 71ST ST	Residential	1912
1635 E FLORENCE AVE	Commercial	1912
1633 E FLORENCE AVE	Commercial	1928
1621 E FLORENCE AVE	Commercial	1923
7000 COMPTON AVE	Residential	1913
7008 COMPTON AVE	Commercial	1921
7807 COMPTON AVE	Government	-
7660 COMPTON AVE	Institutional	1950
1500 E FLORENCE AVE	Commercial	1928
1560 E FLORENCE AVE	Commercial	1941
7220 MAIE AVE	Commercial	1964
7322 MAIE AVE	Industrial	1933
1318 E FLORENCE AVE	Commercial	1933
2048 E FLORENCE AVE	Commercial	1932
7201 S ALAMEDA ST	Commercial	1948
8526 GRAPE ST	Government	-
1839 FIRESTONE BLVD	Institutional	1964
1721 E 68TH ST	Residential	1923
1739 E 68TH ST	Residential	1928
1745 E 68TH ST	Residential	1913
6805 HOLMES AVE	Residential	1924
1845 E 68TH ST	Residential	1924
1842 E 69TH ST	Residential	1913
1716 E 70TH ST	Residential	1910
1863 E 71ST ST	Residential	1929
7016 HOLMES AVE	Residential	1922
1432 E 74TH ST	Residential	1952
1442 E 77TH ST	Residential	1896
1542 E 77TH PL	Residential	1925
7675 WHITSETT AVE	Residential	1922
7672 WHITSETT AVE	Residential	1922
7211 BELL AVE	Government	-
7684 WALNUT DR	Residential	1924
1930 E 73RD ST	Residential	0
2026 E 76TH ST	Residential	1910
1540 E 80TH ST	Residential	1960
8272 MIRAMONTE BLVD	Residential	1910
1610 E 80TH ST	Residential	1925
8218 MORTON AVE	Residential	1920
1737 E 84TH ST	Residential	1905
1785 E 85TH ST	Institutional	1933

8511 HOLMES AVE	Institutional	1928
2008 E 87TH ST	Institutional	1929
8701 BANDERA ST	Residential	1910
8716 ELM ST	Residential	1913
1319 E 90TH ST	Residential	1965
1423 E 90TH ST	Residential	1955
8629 BANDERA ST	Residential	1921
1900 FIRESTONE BLVD	Commercial	-
1428 E 82ND ST	Residential	1947
1402 E 82ND ST	Residential	1947
1830 E FLORENCE AVE	Commercial	1981
7807 COMPTON AVE	Government	-
7001 COMPTON AVE	Commercial	1946
7316 COMPTON AVE	Commercial	1961

Figure 56: Historic Context: Property Types

Commercial Context - Florence Avenue

Commercial Context - Florence Avenue

Commercial Context - Florence Avenue

Residential Context

Residential Context

Gentry Theater | Source: A Paseo Through Time in FLorence Firestone

4 Key Physical Constraints to Transit Access

This section highlights key physical conditions and constraints previously discussed in this Community Atlas for the purposes of summarizing high-level access and barriers to/from the three Metro A Line (Blue) stations in the Study Area. The constraints discussed here also apply as constraints to movement throughout the Florence-Firestone community.

The FFCP identified transit opportunities and challenges around the Metro Slauson, Florence, and Firestone Blue Line Stations in the Florence-Firestone community. Per the FFCP, 13.86% of workers take public transit and an additional 12.6% take the bus, which both exceed Countywide rates; however, walking and bicycling ridership are lower than the Countywide rates. As noted in the FFCP, the community is well served by transit, including Metro Blue Line Slauson, Florence, and Firestone Stations, and a variety of Metro Local and Rapid bus routes and local shuttles.

The conditions and constraints identified in this Community Atlas will be further evaluated in the Mobility and Equity Study as well as the Blue Line First/Last Mile Assessment in the Study Area to support future active transportation solutions and increased transit ridership. **Figure 57 through Figure 59** highlight key physical constraints that impact not only access to/from the three Metro Blue Line stations but also travel within the Study Area.

Key conditions and constraints highlighted in the following figures include:

- **Metro and freight rail lines:** Rail lines within the Study Area physically bisect the community, blocking east-west connections. **Block length:** Commercial boulevard blocks are highly walkable dimensions at between 300 feet and 440 feet, as summarized in Section 3.1.1; however, some blocks, such as east-west blocks west of Compton Avenue, are substantially longer in length creating challenges to walk to Compton Avenue or farther east to the Metro stations. While block size in the community is considered walkable, limited pedestrian signal and crossing frequency, automobile-oriented streets, and the Metro rail line that bisects the community north to south all impede a cohesive walking network needed to support higher transit ridership.
- **Alleys:** While alleys provide a variety of access and urban design benefits, if the conditions and overall maintenance of alleys are poor, alleys can be a safety concern, as noted in the FFCP. As discussed in the FFCP, some alleys in the community are places for illegal dumping, graffiti, and crime. Alleys are located throughout the Study Area, but a concentration is located with ¼ mile of the Firestone Station, requiring further examination.
- **Surface parking and vacant sites**: Surface parking lots along primary street frontages and vacant sites interrupt the urban fabric and can contribute to safety concerns with lack of activity, especially if maintenance is poor. Slauson and Firestone Stations have the highest number of surface parking and vacant sites directly adjacent to the transit stations.
- **Narrow sidewalks**: The National Association of Transportation Officials (NACTO) and industry best practices recommend that a sidewalk in a residential area have a clear path of 5 to 6 feet so two people using wheelchairs can comfortably pass each other while retail or mixed-use areas with more pedestrian activity have a clear path of 7 to 14 feet.[8] Sidewalks of less than 12 feet in commercial, mixed-use, or higher-density residential neighborhoods are generally too narrow to support the recommended clear path of 7 to 14 feet in addition to street trees, parkways, and amenities needed to support walkability near transit. All sidewalks except for Florence Avenue, are less than 12 feet in depth.

[8] National Association of Transportation Officials (NACTO) Global Designing Cities Initiative, Sidewalks Design Guidance. Accessed here: https://globaldesigningcities.org/publication/global-street-design-guide/designing-streets-people/designing-for-pedestrians/sidewalks/design-guidance/

- **Tree canopy**: Tree canopy is limited on the major roads in the Study Area, including Slauson Avenue, Florence Avenue, Firestone Boulevard, Nadeau Street, and Compton Boulevard. Notably, Whitsett Avenue and Walnut Drive between Florence Avenue and Nadeau Street, a residential area, have comparably more consistent tree canopy coverage. Industrial areas, such as those bordering the Metro right-of-way and to the east of the Metro Slauson Station, are lacking tree canopy.

FINDINGS + RECOMMENDATIONS

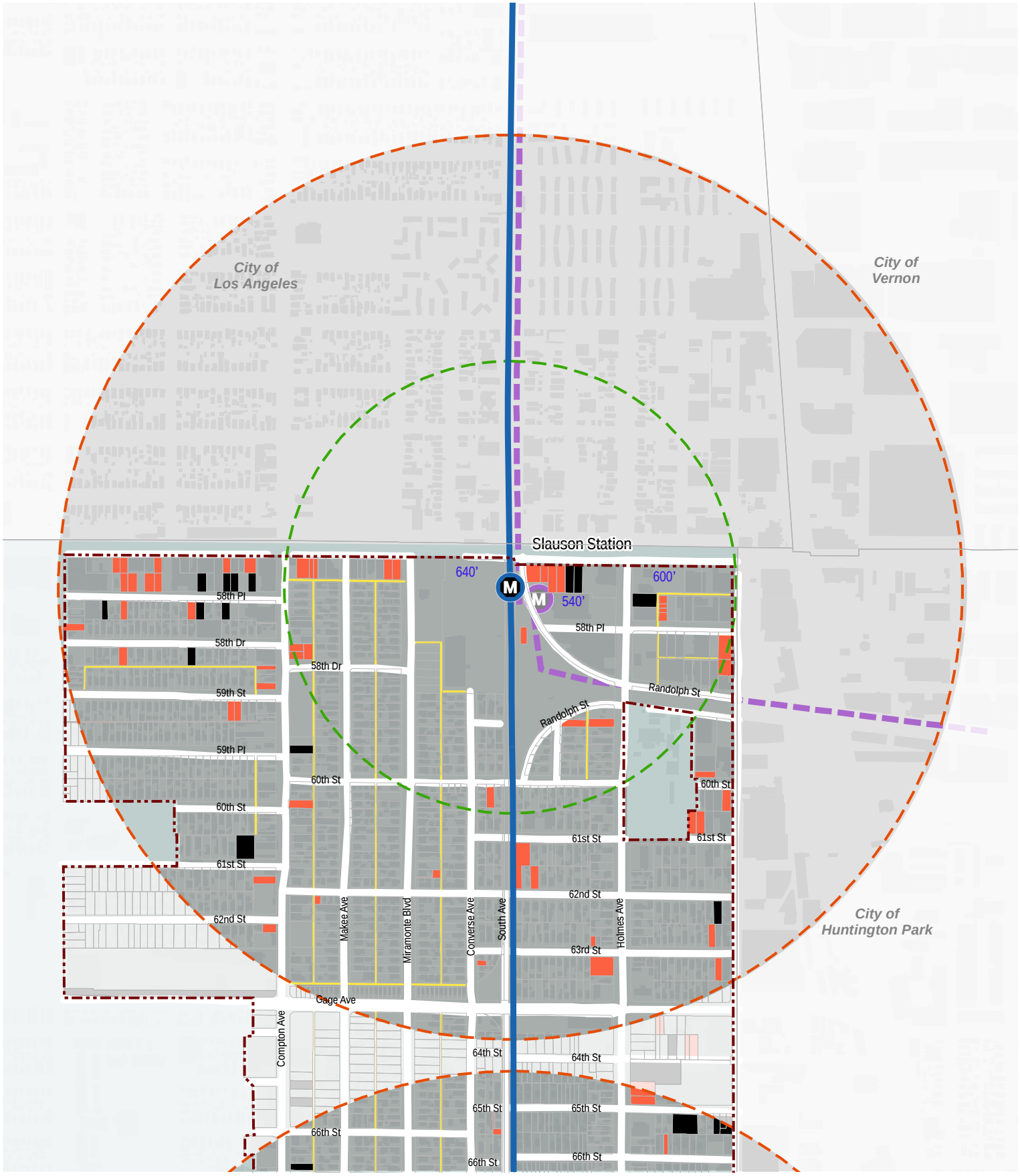
Findings

- A variety of physical conditions and constraints within ¼ and ½ mile of the three TOD station areas require further multi-modal evaluation and analysis to be addressed through active transportation, land use, and urban design improvements.

Recommendations

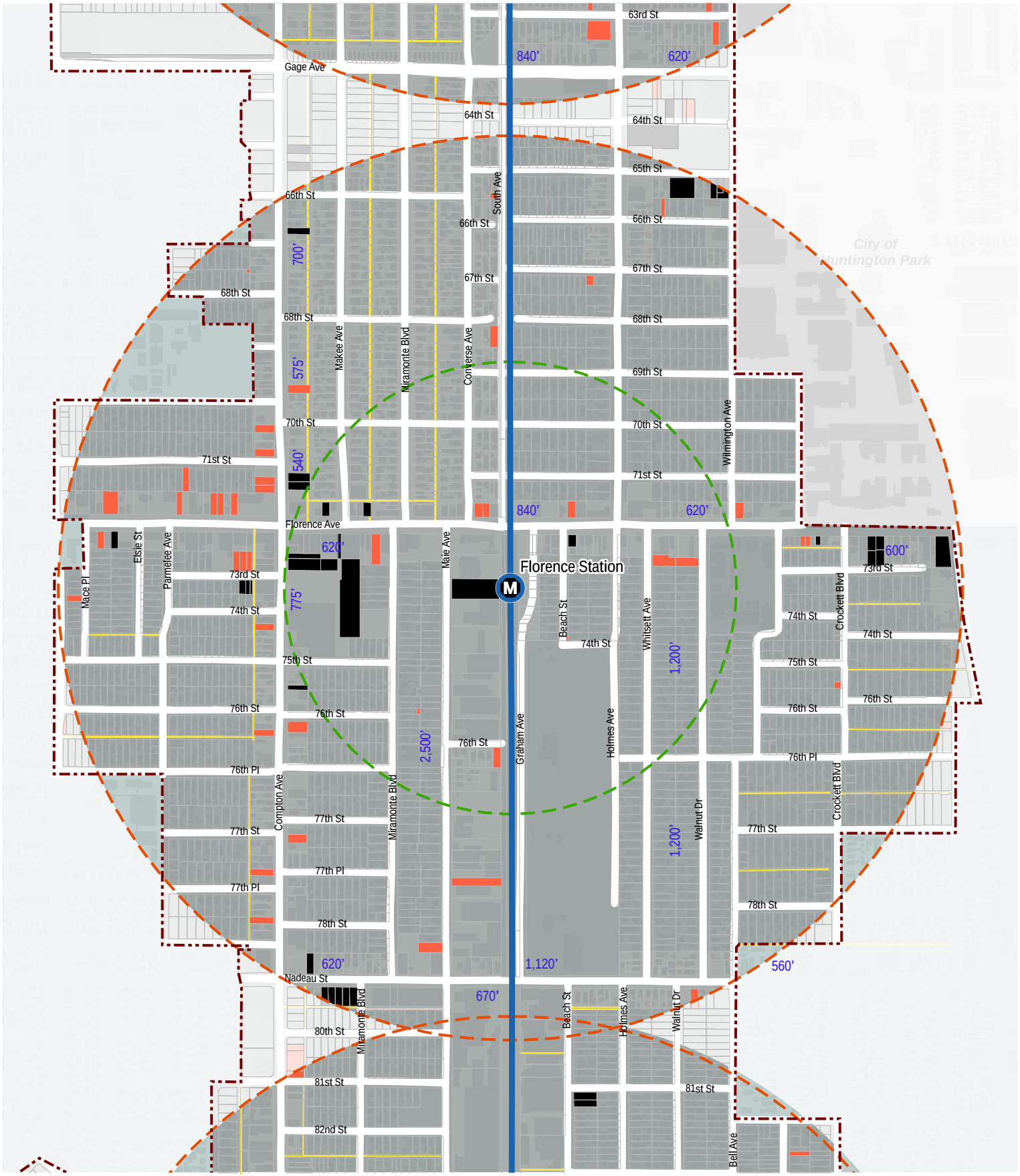
- Consider including paseos as a development standard in locations where longer block sizes constrain access to transit stations.
- Consider a variety of active land uses and design treatments adjacent to the transit stations to improve urban design and support transit users.
- Further analyze alley connections and conditions to recommend locations for conversion to multi-use walking connections or green alleys.
- Increase sidewalk widths next to transit stations through establishing minimum sidewalk width development standards.

Figure 57: Transit Access Constraints– Slauson Metro A Line (Blue) Station



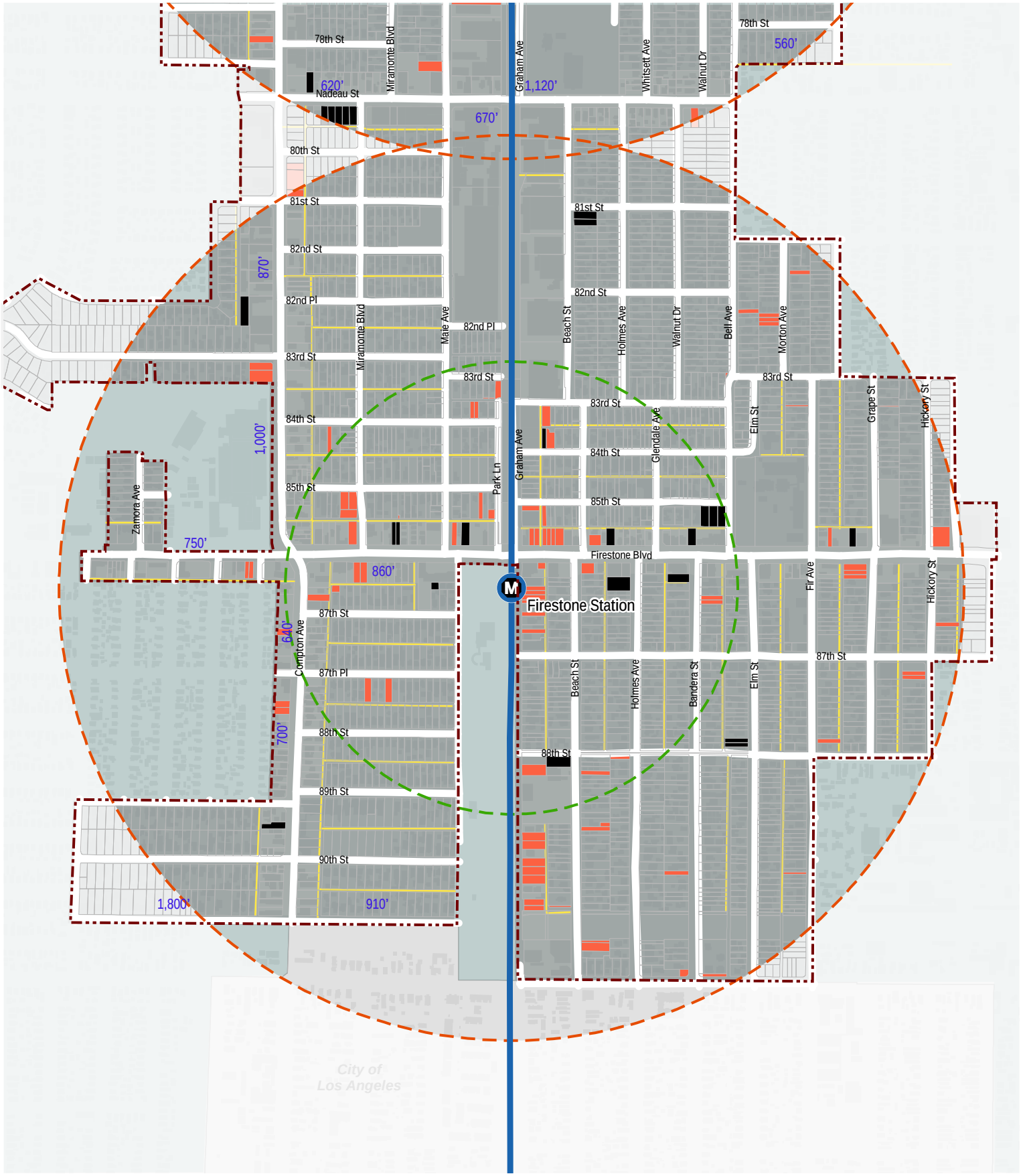
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 58: Transit Access Constraints – Florence Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 59: Transit Access Constraints – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
1/4 mile TOD Radius
Metro Station
Metro A Line (Blue)
Surface Parking
Vacant Lot
#' Block Length 500'+
Alley

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

5 Available Capacity Sites

Available capacity (non-residential intensity or residential units) can be used as an indicator of potential growth areas.

A non-residential intensity capacity analysis was conducted to identify commercial (CG), mixed-use (MU), and industrial (IH/IL) properties that have a gap between the built square footage and the allowed square footage consistent with the maximum-intensity standards from the FFCP.

Figure 60 identifies the gap between the existing built FAR of the properties and the allowed FAR per the FFCP. The higher the number, the greater the gap between built and allowed. The light and dark blue properties represent the greatest opportunity for a property owner to redevelop a property in a manner that increases intensity consistent with the FFCP and provide economic value for the redevelopment effort.

Identification of available capacity sites does not indicate a policy change or an action on the part of the County. Rather, this map should be used as a guide to assess which properties have the greatest potential to serve as catalytic TOD site. This assessment should be used in partnership with the suite of property ownership maps in Section 3.1.3. Together, these maps can be utilized to discuss catalytic investment opportunities in the community.

A residential unit gap analysis was conducted to identify the number of units that could be built under existing FFCP land use policies. **Table 8** assess the unbuilt residential units in the H-18 and H-30 areas. Existing built units are compared to the maximum number of units allowed by the FFCP policy designation to identify the unbuilt unit gap. The H-18 areas are currently built at an average density of 12 du/ac. although the allowed density is 18 du/ac; the H-30 areas are currently built at an average density of 15 du/ac. although the allowed density is 30 du/ac. This results in 4,669 potential units that could be built in the area under the existing standards. Unlike the non-residential capacity assessment, the identified residential unit gap does not necessarily indicate locations where new development is likely. It merely represents where more units are allowed than are currently built. The FFTOD Specific Plan will look at factors that constrain higher-density development in the area (such as existing lot size and development standards).

Table 8: Residential Capacity Gap Analysis

GP Policy	Zone	Existing			Maximum Allowed		
		Area (Net)	Built Units	Effective Built Net Density (DU/AC)	Units per GP Policy	Density (DU/AC)	Gap (Allowed Unbuilt)
H-18		427.63	5,125	12	7,697	18	2,572
	C-3	0.81	16	20	15	18	-
	M-1	1.34	12	9	24	18	12
	O-S	0.03	-	-	1	18	1
	R-2	223.84	2,495	11	4,029	18	1,534
	R-3	157.39	2,060	13	2,833	18	773
	R-4	44.21	542	12	796	18	254
H-30		136.9	2,010	15	4,106	30	2,096
	R-2	4.9	69	14	148	30	79
	R-3	113.6	1,688	15	3,407	30	1,719
	R-4	18.4	253	14	551	30	298
Totals		564.5	7,135	13	11,804	21	4,669

FINDINGS + RECOMMENDATIONS

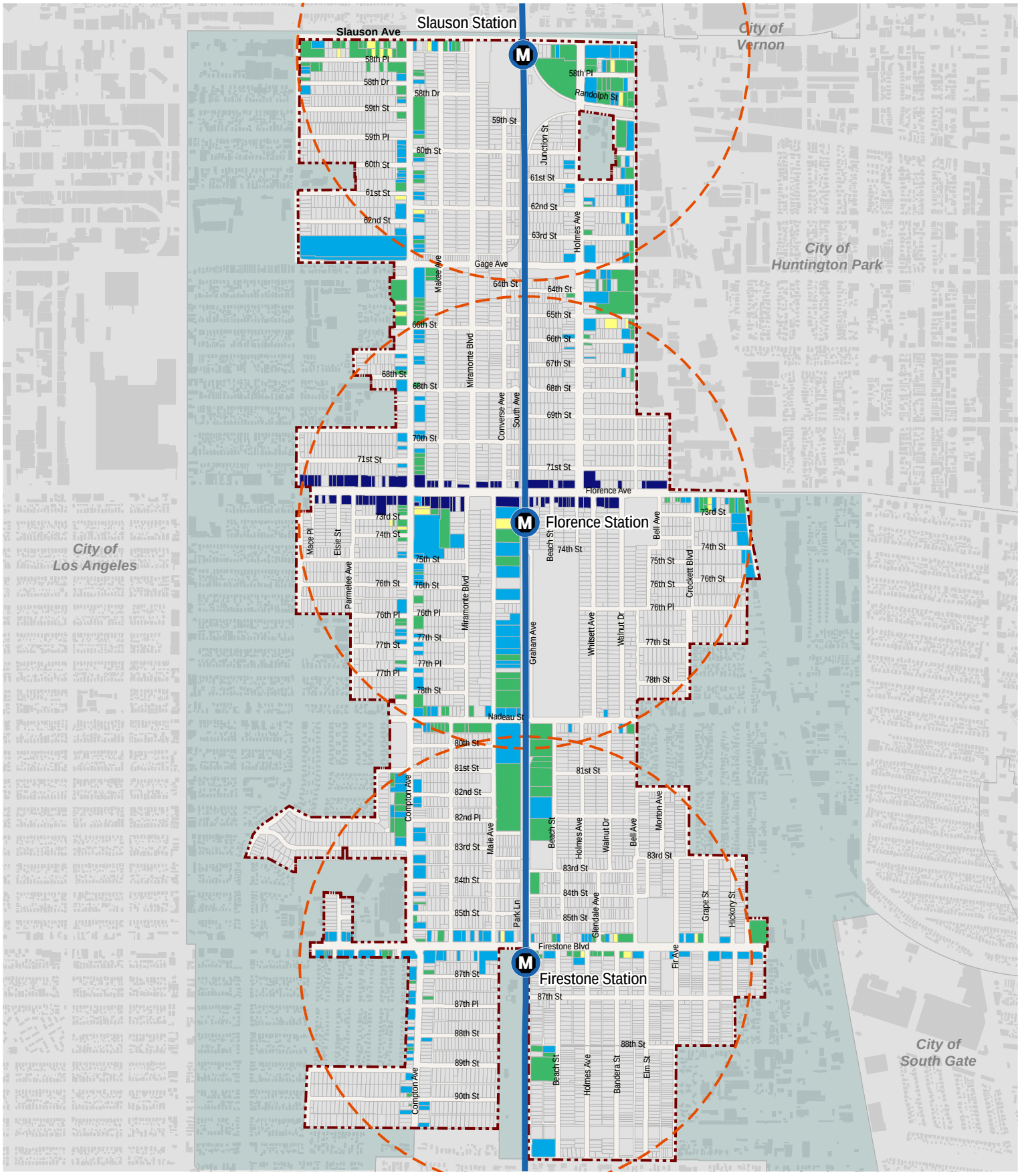
Findings

- The greatest number of available non-residential capacity sites exist along Florence Avenue where mixed-use is allowed.
- Moderate non-residential capacity opportunities exist in large parcels immediately adjacent to the Metro Blue Line.
- Some of the available non-residential capacity sites are publicly owned property, which would require coordination to identify if opportunities for redevelopment exist at these sites.
- Firestone Boulevard and Compton Avenue south of Firestone Boulevard have a high number of moderate available non-residential capacity sites identified; however, these sites are smaller than the rest of the Study Areaand would require parcel consolidation for meaningful redevelopment.
- H-18 and H-30 areas currently include only 60% of the residential units allowed by the FFCP. An additional 4,669 units could be allowed without changing the land use policies.

Recommendations

- Align vacant and high available capacity sites to identify infill redevelopment opportunities.
- Assess the high available capacity sites in the Market and Real Estate study to determine feasibility for TOD development at key locations.
- Identify large high capacity sites within ¼ mile of the stations that can support mixed-use development as catalyst sites.
- Review and update zoning standards in R-2, R-3, and R-4 zones to reduce barriers to building at higher allowed densities.

Figure 60: Capacity Site Assessment Map (Commercial FAR)



Study Area
Florence-Firestone
1/2 mile TOD Radius
Assessor Parcel
Metro Station
Metro A Line (Blue)

FAR Capacity (Difference between Adopted and Existing Built FAR)

- Less than 0
- 0.01 - 0.50
- 0.51 - 1.0
- Greater than 1.0

Feet
0 750 1,500

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

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