

# METRO AREA PLAN

RELEASED FOR PUBLIC REVIEW: JUNE 12, 2023





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# EXECUTIVE SUMMARY

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

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

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

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

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

The Area Plan is organized into the following five chapters.

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

## Chapter 1 Introduction

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

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

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

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

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

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

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

## Chapter 3 Area-wide Goals and Policies

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

## Chapter 4 Community-Specific Goals and Policies

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

## Chapter 5 Implementation

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

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# RESUMEN EJECUTIVO

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

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

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

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

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

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

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

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

## Capítulo 1 Introducción

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

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

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

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

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

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

## Capítulo 3 Objetivos y políticas para toda el Área

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

## Capítulo 4 Objetivos y políticas específicas de la comunidad

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

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

## Capítulo 5 Programa de implementación

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

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

# 1

## INTRODUCTION



# CHAPTER 1 INTRODUCTION

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

### 1.1.1/ Overview

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

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

The Metro Area unincorporated communities combined total approximately 21.34 square

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

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

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

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

## 1.1.2/ Organization of the Area Plan

The Area Plan is organized into the following five chapters.

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

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

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

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

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

## 1.1.3/ How to Use the Area Plan

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

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

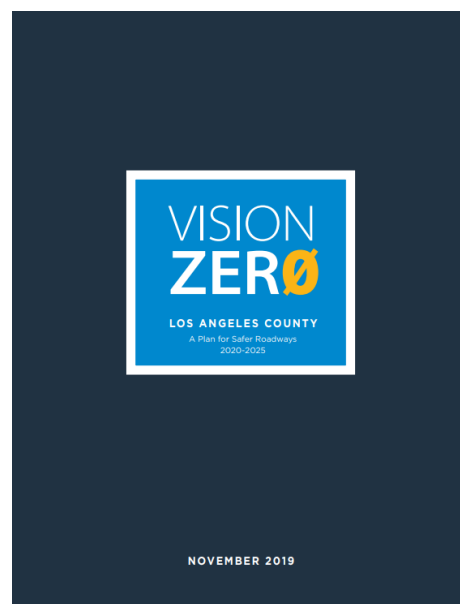
The Area Plan consists of written land use policies, maps and figures (note: maps and figures are located at the end of each respective chapter), which should be used together when making decisions on the built environment. State law identifies several methods available to local governments for implementation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

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

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



**OurCounty Los Angeles Countywide Sustainability Plan**



**Vizion Zero: Los Angeles County**

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

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

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

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

## 1.2/ Shaping the Area Plan

### 1.2.1/ Purpose

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

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

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

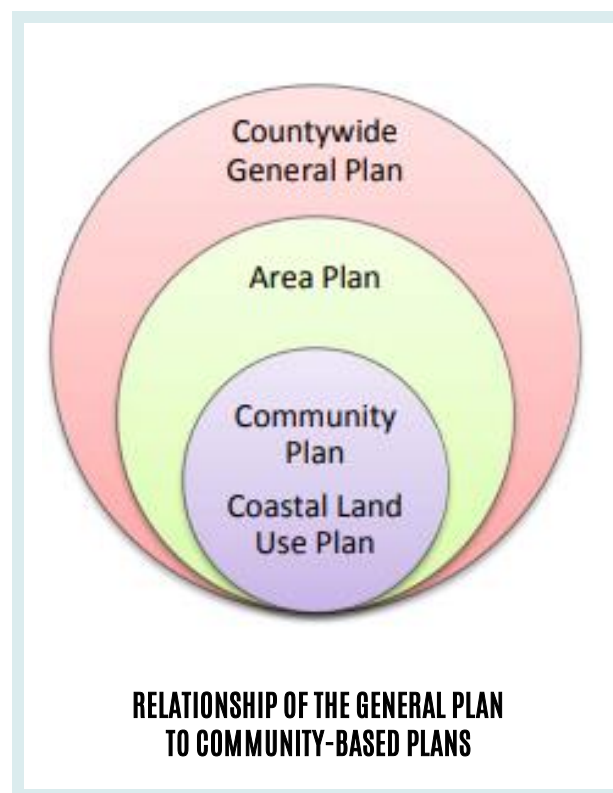
The Metro Area's seven communities are currently subject to overlapping plans, policies, and regulations, many of which are outdated and no longer applicable. As such, the Area Plan updates previous community goals and policies for the Metro Area and consolidates existing zoning regulations to simplify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

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

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

## 1.2.3/ Other Community and Specific Plans

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



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

4 Los Angeles County 2015.

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

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

## 1.2.4/ Countywide General Plan Guiding Principles

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

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

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

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

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

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

## 1.2.5/ Community Engagement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 1.2.7/ Five Big Ideas

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

### 1. ATTRACT CLEANER INDUSTRIAL NEIGHBORS.

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

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

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

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



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

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

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

## 3. WELL-REGULATED MOBILE FOOD FACILITIES

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



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

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

#### 4. INTRODUCE FREEWAY CAP PARKS

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



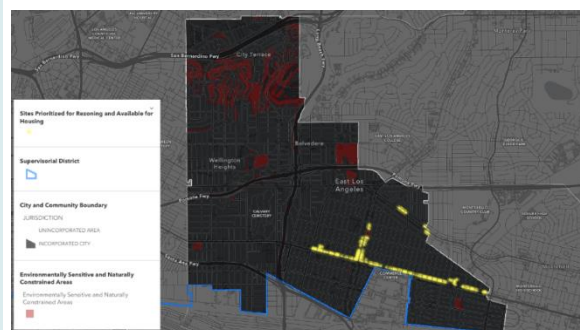
**Rendering for a proposed freeway cap in Glendale, CA.**  
Image credit: City of Glendale

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

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

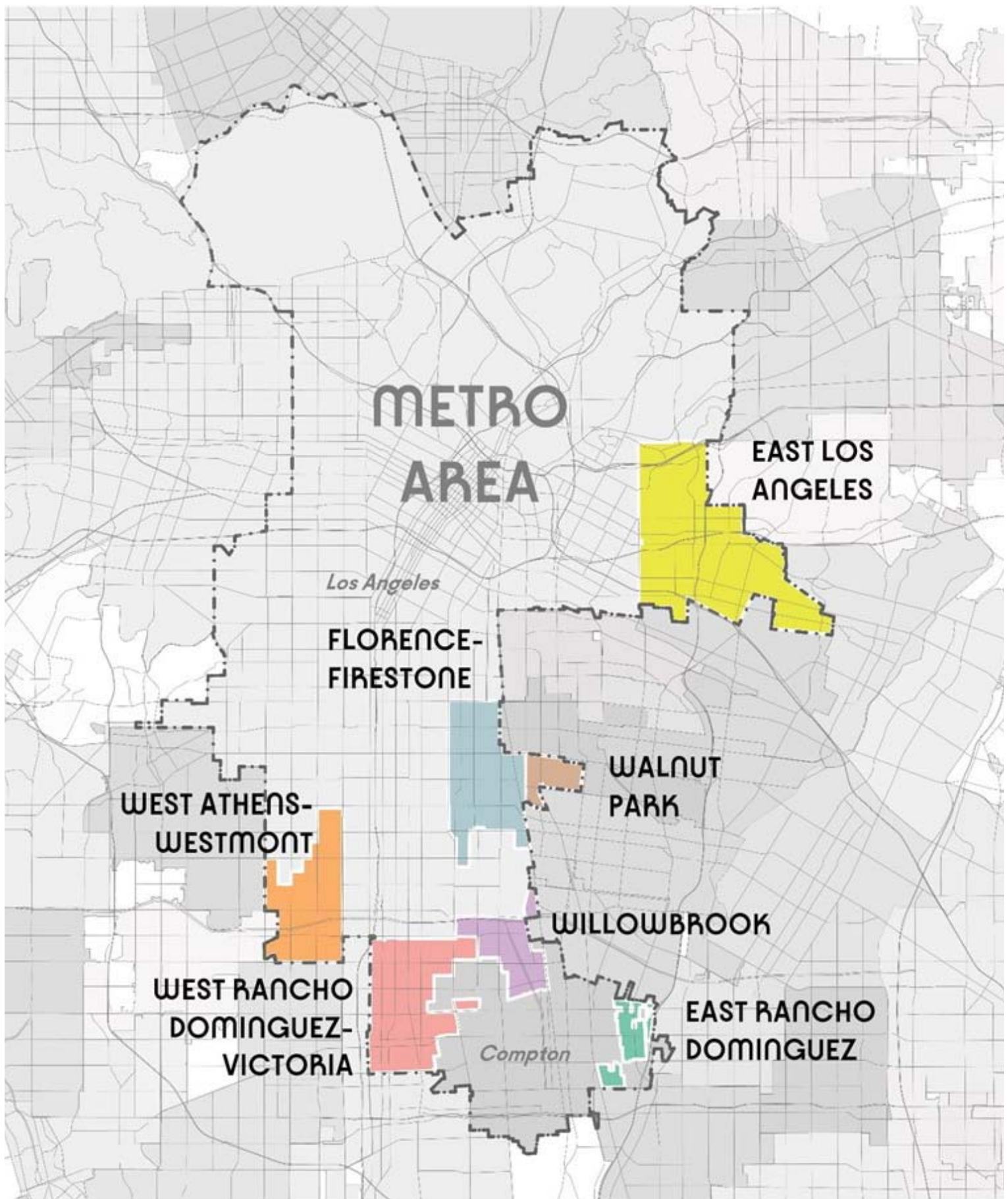
#### 5. PRIORITIZE HOUSING STABILITY

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



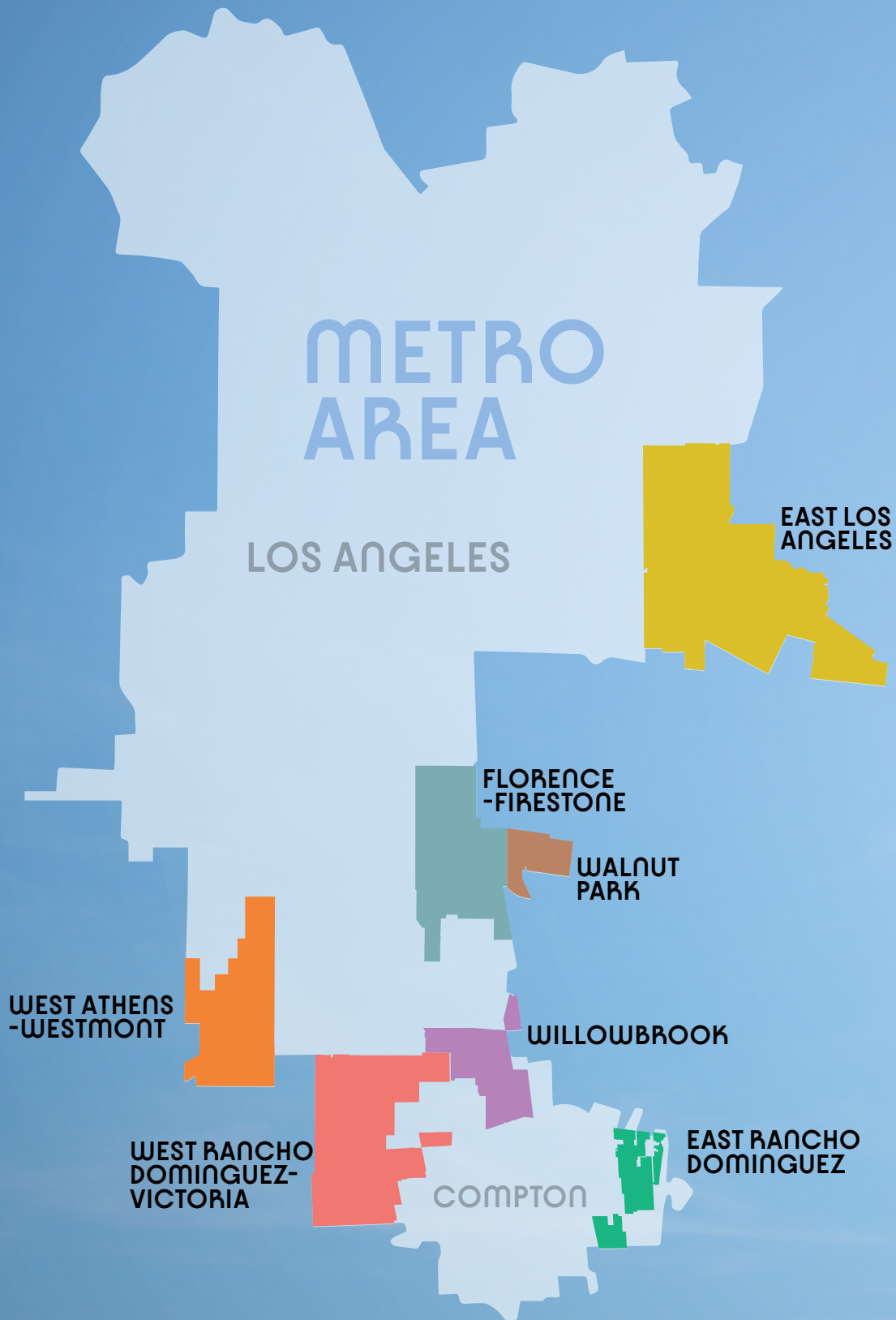
**Sites prioritized for rezoning and available in East Los Angeles, per the Department of Regional Planning's Rezoning program story map.**

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## INTRODUCTION



# METRO PLAN



# 2 / Historic Roots to Realtime

## A BRIEF HISTORY OF THE METRO PLANNING AREA

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

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

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

## FAST FACTS



Population:

**310,857**



Median Income:

**\$48,900**



# METRO PLA



Jobs

**55,829**

community-based jobs

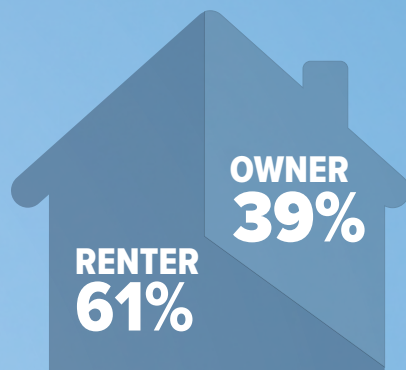


## LOCATION:

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



## HOUSING TENURE:



U.S. Census Bureau 2021.

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

# 4.1

## Persons per household

# nnnnG AREA

## METRO AREA OVERVIEW:

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

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

## INTRODUCTION



# EAST LOS



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

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

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

# ANGELES

# HISTORY



## 1866:

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

## 1823–1838:

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

## 1887–1930:

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

## 1920s:

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

## 1848:

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

## 1880s:

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

## 1905:

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





## 1900–1950:

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

## 1950s:

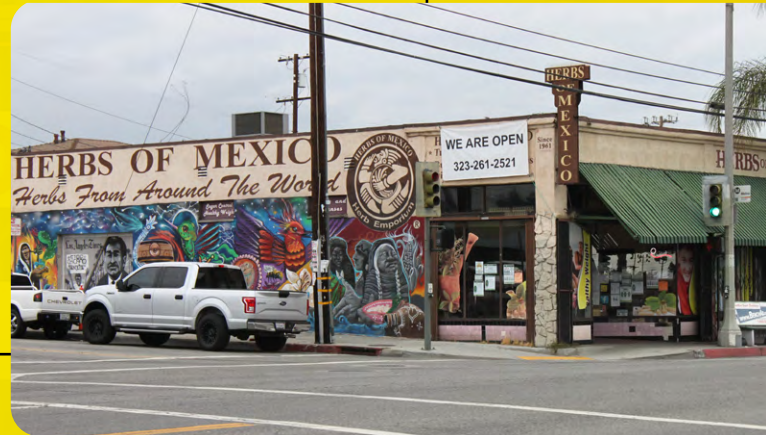
The internment camps and removal of Japanese residents following World War II coupled with migration of Jewish community members to the west side of Los Angeles resulted in a demographics shift to the Mexican-American majority remaining in place today. The community had already begun to develop as an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

## 1960s–1970s:

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

## 1953:

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



## Mid-1960s:

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



## FAST FACTS



Population:

**126,191**



Median Income:

**\$49,200**



Housing:

**4.1**

Persons per  
household

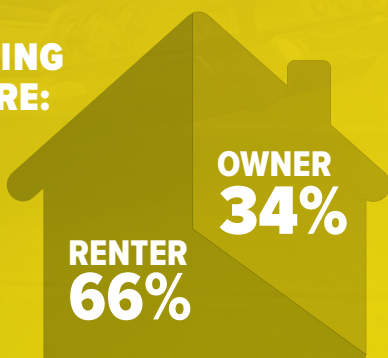
**49%**

Paying More than  
30% Household  
Income to Rent

### HOUSING STOCK:

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

### HOUSING TENURE:



*U.S. Census Bureau 2021.*

**32,400** Existing Housing Units



# EAST L

## WHAT'S IN A NAME?

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



Jobs

**23,352**

community-based jobs



Ethnicity:

**97%**

of Hispanic and  
Latino origin

Language:

**73%**

report that they speak  
Spanish at home

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

# LOS ANGELES

**64%**

RESIDENTIAL



**28%**

INDUSTRIAL



**8%**

COMMERCIAL



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

**M** Metro (bus and rail)

**18,599**  
DAILY BOARDINGS

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

## INTRODUCTION

# EAST RANCHO DOMINGUEZ PARK AND COMMUNITY CENTER

County of Los Angeles  
Department of Parks and Recreation

# EAST RANCHO



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

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

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

# DOMINGUEZ

## HISTORY

### 1892:

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

### 1860s:

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

### 1933:

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

### 1948–1962:

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

### 1888:

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

### 1930:

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





## 1965–1970:

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

## 1992–2000:

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



## 1990:

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



## FAST FACTS



Population:

**15,281**



Median Income:

**\$53,800**



Housing:

**5.0**

Persons per household

**53%**

Paying More than  
30% Household  
Income to Rent

### HOUSING STOCK:

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

# EAST RANCHO

## WHAT'S IN A NAME?

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





**90%**  
RESIDENTIAL



**3%**  
INDUSTRIAL



**7%**  
COMMERCIAL



### LAND USE:

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

### HOUSING TENURE:



*U.S. Census Bureau 2021.*

**3,250** Existing Housing Units

# DOMINGUEZ



Ethnicity:

**84%**

of Hispanic and  
Latino origin

Language:

**77%**

report that they speak  
Spanish at home

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

**M** Metro (bus)

**528**

DAILY BOARDINGS

**C** Jobs

**717**

community-based jobs

## INTRODUCTION



# FLORENCE -



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

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

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

# FIRESTONE

## HISTORY

### 1850s–1870:

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

### 1873:

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

### Early 1900s:

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

### 1927:

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

### 1939:

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

### 1870:

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

### 1920s:

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

### 1938:

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





## 1950s:

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

## 1970s–1980s:

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

## 1940s:

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

## 1960s:

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

## 1948:

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



## 1992:

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

## 1990:

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

## FAST FACTS



Population:

**65,020**



Median Income:

**\$44,600**



Housing:

**4.6**

Persons per  
household

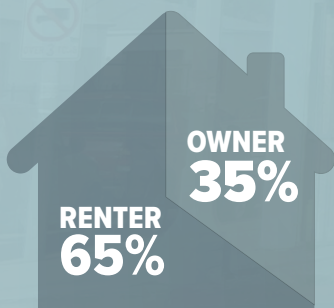
**55%**

Paying More than  
30% Household  
Income to Rent

### HOUSING STOCK:

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

### HOUSING TENURE:

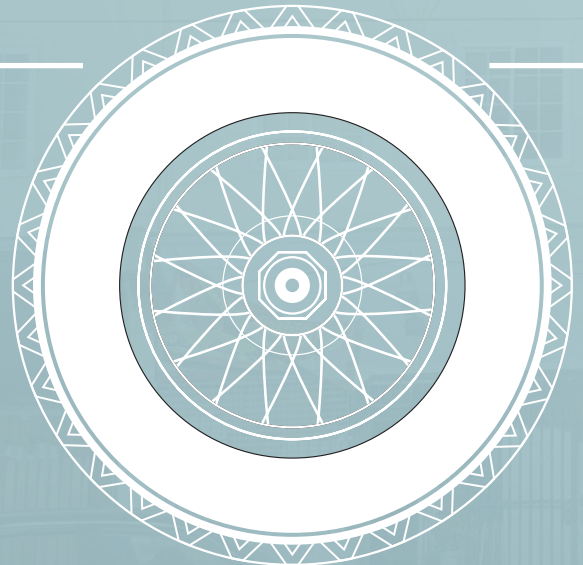


*U.S. Census Bureau 2021.*

**15,000** Existing Housing Units



# FLOREN



## WHAT'S IN A NAME?

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



Ethnicity:

**91%**

of Hispanic and  
Latino origin

Language:

**87%**

report that they speak  
Spanish at home

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

# CE - FIRESTONE

## Culture:

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

**M** Metro (bus and rail)

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

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

**C** Jobs

**7,457**  
community-based jobs

## INTRODUCTION



# WALN



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

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

# UT PARK

## HISTORY

### 1926:

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

### 1895–1910:

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



### 1940s:

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

### 1910s–1930s:

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

### Mid-1920s:

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

### 1939:

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





## 1966:

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

## 1959:

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

## 1964:

A second failed attempt to drive annexation into Huntington Park.



## 1979:

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

## 2000:

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



## FAST FACTS



Population:

**16,239**



Median Income:

**\$55,000**



Housing:

**4.4**

Persons per  
household

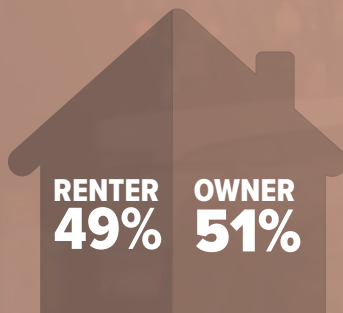
**48%**

Paying More than  
30% Household  
Income to Rent

### HOUSING STOCK:

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

### HOUSING TENURE:



U.S. Census Bureau 2021.

**3,800** Existing Housing Units



# WAL

**89%**

RESIDENTIAL



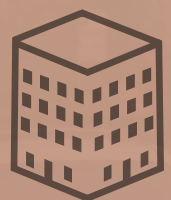
**3%**

INDUSTRIAL



**8%**

COMMERCIAL



### LAND USE:

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



Ethnicity:

**98%**

of Hispanic and  
Latino origin

Language:

**93%**

report that they speak  
Spanish at home

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

# WALNUT PARK

Culture:

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

**M** Metro (bus)

**2,314**

**DAILY BOARDINGS**

**C** Jobs

**1,010**

community-based jobs

## INTRODUCTION



# WEST ATHENS



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

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

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

# -WESTmont

## HISTORY

### 1837:

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



### 1896:

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

### 1926:

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

### 1930s–1940s:

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

### 1858–1896:

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

### Mid-1920s:

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

### 1939:

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





## 1942:

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

## 1955:

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

## 1954:

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



## 1967:

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

## 1970–1980:

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

## 1990:

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



## FAST FACTS



Population:

**41,088**



Median Income:

**\$41,800**



Housing:

**3.3**

Persons per  
household

**61%**

Paying More than 30%  
Household Income to Rent

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

# WEST ATHENS

## WHAT'S IN A NAME?

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

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

## CHESTER L. WASHINGTON GOLF COURSE

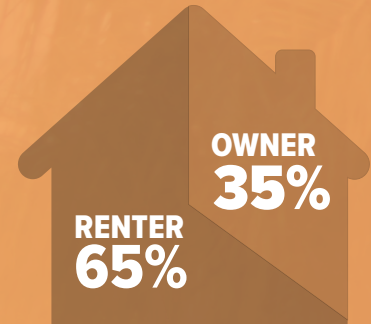


**LAND USE:**

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

**72%**  
RESIDENTIAL

**22%**  
INDUSTRIAL

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

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

**13,580** Existing Housing Units

# -WESTMONT


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

 of Hispanic and  
Latino origin

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

50% English, 50% Spanish

**M** Metro (bus and rail)

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

**J** Jobs

**3,843**

community-based jobs

## INTRODUCTION



# WEST RANCHO DO



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

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

# HISTORY

## 1784:

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

## 1860s:

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

## 1920s:

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

## 1950s:

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

## 1960:

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

## 1858:

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

## 1880s:

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

## 1930:

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





## 1965:

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

## 1960s–1970s:

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

## Late 1990s:

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

## Late 1960s:

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

## 1982:

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

## 1990:

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

## 1975:

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

## 2000:

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



## FAST FACTS



Population:

**22,243**



Median Income:

**\$60,300**



Housing:

### LAND USE:

The community is primarily made up of residential

(44%) and commercial

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

**44%**  
RESIDENTIAL



**52%**  
INDUSTRIAL



**4%**  
COMMERCIAL



# WEST RANCHO DO





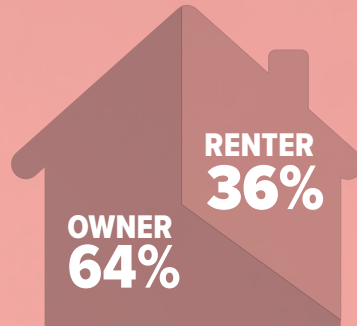
# 3.6

Persons per  
household

# 46%

Paying More than  
30% Household  
Income to Rent

## HOUSING TENURE:



*U.S. Census Bureau 2021.*

**6,700** Existing Housing Units

Ethnicity:

# 48%

of Hispanic and  
Latino origin

Language:

# 50/50

50% English, 50% Spanish

# minguez-victoria

## WHAT'S IN A NAME?

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

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

**M** Metro (bus)

# 1,794

DAILY BOARDINGS



Jobs

# 15,829

community-based jobs



## INTRODUCTION



# WILLOW



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

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

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

# BROOK

## HISTORY

### 1885:

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

### 1840s–1974:

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

### Early 1900s:

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

### 1929:

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

### Mid-1870s:

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

### 1891:

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

### 1894:

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

### 1912:

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





## 1939:

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

## 1982:

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

## 1930s:

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

## 1945–1960:

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



## 1940s:

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

## 1965:

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

## 2015–2021:

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



## FAST FACTS



Population:

**22,193**



Median Income:

**\$50,000**



Housing:

**4.6**

Persons per  
household

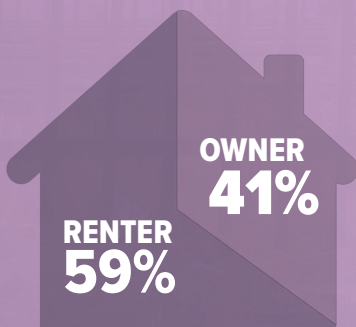
**56%**

Paying More than  
30% Household  
Income to Rent

### HOUSING STOCK:

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

### HOUSING TENURE:



*U.S. Census Bureau 2021.*

**5,220** Existing Housing Units



# WILL

## WHAT'S IN A NAME?

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





**78%**  
RESIDENTIAL



**18%**  
INDUSTRIAL



**4%**  
COMMERCIAL



#### LAND USE:

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

Ethnicity:

**77%**

of Hispanic and Latino origin

Language:

**73%**

report that they speak Spanish at home

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

# WILLOWBROOK

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



Jobs

**3,295**

community-based jobs

**M** Metro (bus and rail)

**13,495**  
DAILY BOARDINGS

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

An aerial photograph of a city, likely Los Angeles, is the background. Overlaid on the map are several irregular, semi-transparent colored shapes in shades of yellow, orange, red, purple, and green, primarily concentrated in the central and western parts of the image. A large, white, outlined number '3' is positioned on the right side of the page.

# 3

## **AREAWIDE GOALS AND POLICIES**



# CHAPTER 3 AREAWIDE GOALS AND POLICIES

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

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

## 3.1/ Land Use

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

### 3.1.1/ Land Use

#### VISION

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

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

#### BACKGROUND

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

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

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



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

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

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

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

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

The Metro Area Plan relies on the 2035 General Plan Land Use Legend (See General Plan Land Use Element Table 6.2, Land Use Designations<sup>4</sup>) to organize all land use designations within the communities of East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook; refer to Appendix D, Land Use Policy Maps for the mapped land use designations of each Metro Area community. In addition, to address the incompatible nature of the existing industrial uses adjacent to residential neighborhoods, an Industrial Land Use Strategy program will include several components such as, but not limited to, two new industrial base zones, the Life Science Park (LSP) zone, and the Artisan Production and Manufacturing (M-0.5) zone; see Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps. These two new zones will help encourage more modern, cleaner industrial uses, encourage economic development and opportunities, and provide flexibility in integrating these uses when adjacent to residential neighborhoods in the Metro area.

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

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

## REVERSING IMPACTS OF PAST LAND USE PRACTICES

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

## PLANNING ENGAGEMENT

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

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

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



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

## Goals and Policies

### Complete Neighborhoods

#### GOAL LU 1

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

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

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

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

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

#### GOAL LU 2

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

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

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

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

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

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

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

### GOAL LU 3

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

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

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

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

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

### GOAL LU 4

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

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

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

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

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

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

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

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

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

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

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

**GOAL LU 6**

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

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

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

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

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

## GOAL LU 7

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

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

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

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

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

## GOAL LU 8

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

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

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

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

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

## GOAL LU 9

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

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

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

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

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

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

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

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

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

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

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

## 3.1.2/ Transit-Oriented Districts

### VISION

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

### BACKGROUND

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

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

## OPPORTUNITIES AND CHALLENGES

### Transit Friendly Development

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

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

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

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

**Public Realm and Connectivity**

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

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

## GOALS AND POLICIES

### GOAL TOD 1

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

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

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

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

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

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

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

### GOAL TOD 2

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

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

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

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

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

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

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

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

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

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

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

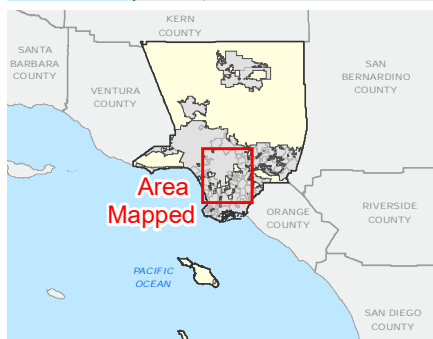
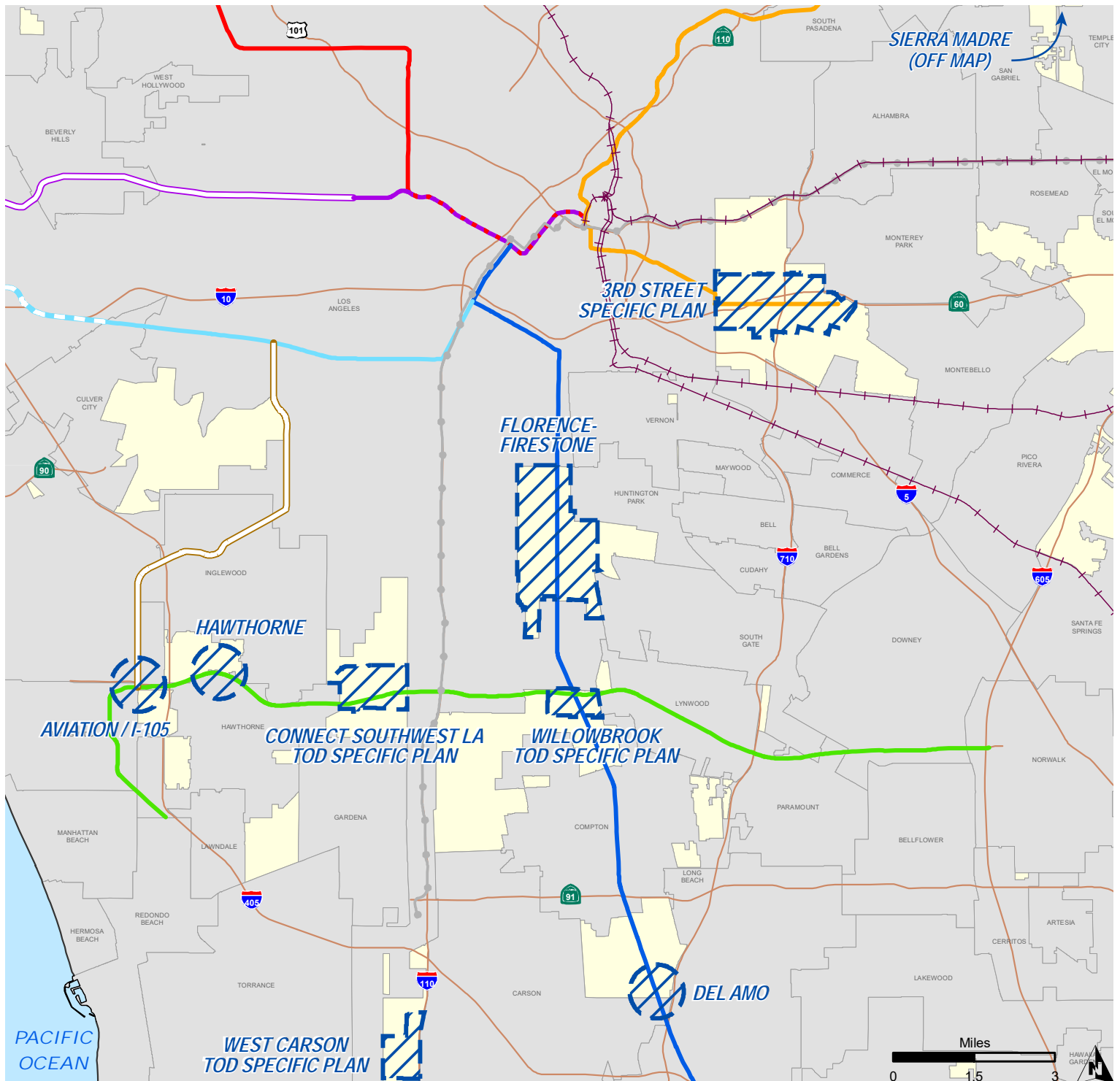
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<sup>7</sup> County of Los Angeles. “Transit Oriented District Toolkit”. <https://pw.lacounty.gov/pdd/proj/tod-toolkit/>

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# TRANSIT ORIENTED DISTRICTS POLICY MAP

FIGURE 3.1-1



- |                           |                              |                        |
|---------------------------|------------------------------|------------------------|
| Transit Oriented District | Purple Line                  | Orange Line Transitway |
| Blue Line                 | Purple Line (Planned)        | Silver Line Transitway |
| Gold Line                 | Red / Purple Line            | Unincorporated Areas   |
| Gold Line (Construction)  | Exposition                   | Cities                 |
| Gold Line (Planned)       | Crenshaw / LAX (Planned)     |                        |
| Green Line                | Exposition (In Construction) |                        |
| Red Line                  | Metrolink                    |                        |

Sources: Department of Regional Planning 2014, Dudek 2022

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## 3.2/ Health, Wellness, and Environmental Justice

### Vision

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

### Background

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

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

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

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

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

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

permitting requirements and development standards are placed on existing businesses.

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

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
























































































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

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

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

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

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

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

**LEGEND**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Opportunities and Challenges**

### **Environmental Quality**

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

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

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

### **Accessibility**

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

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

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

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

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

### **Community Voice**

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

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

## Goals and Policies

### Environmental Quality

#### GOAL HW/EJ 1

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

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

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

### Accessibility

#### GOAL HW/EJ 2

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

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

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

#### GOAL HW/EJ 3

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

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

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

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

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

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

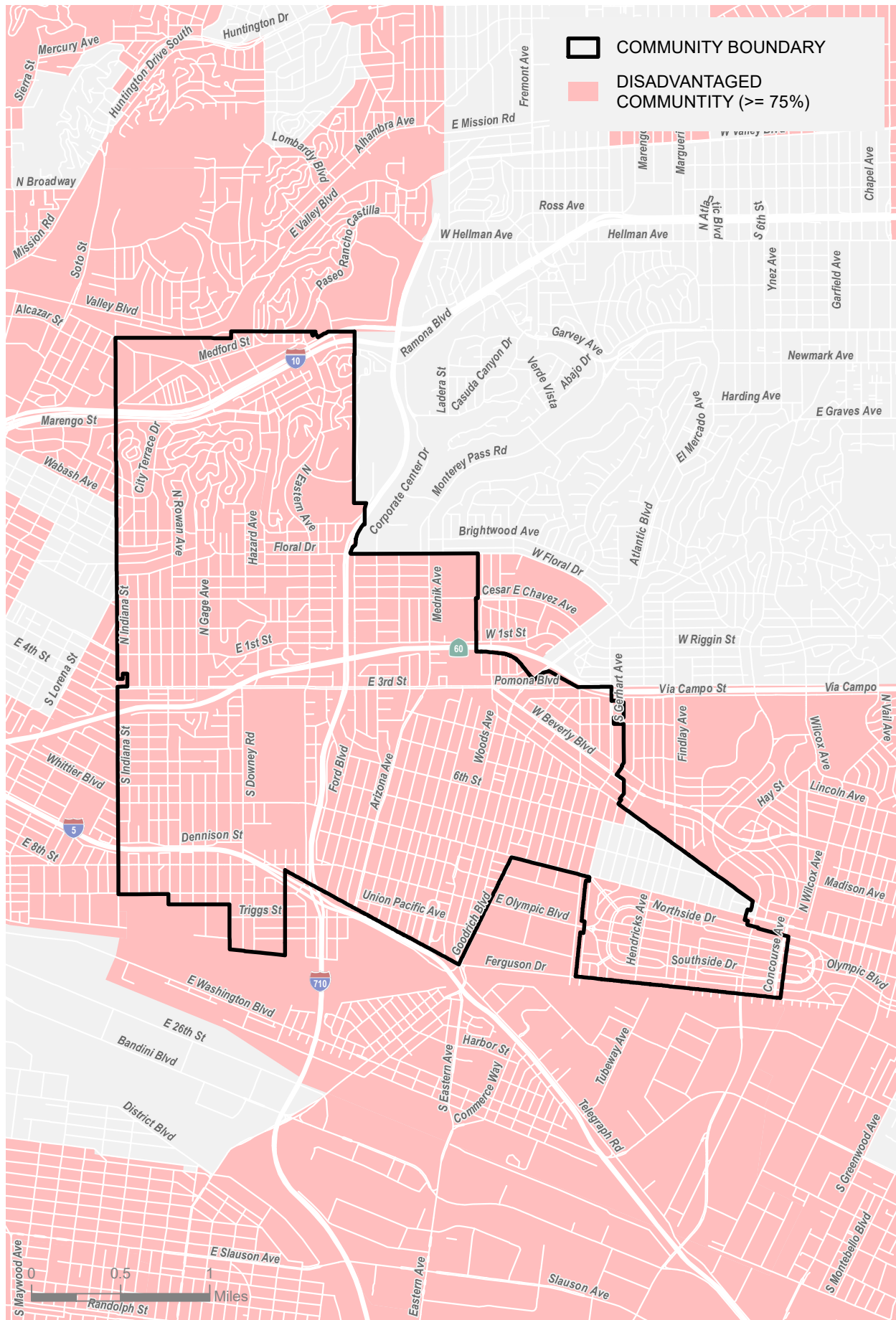
### Community Voice

#### GOAL HW/EJ 4

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

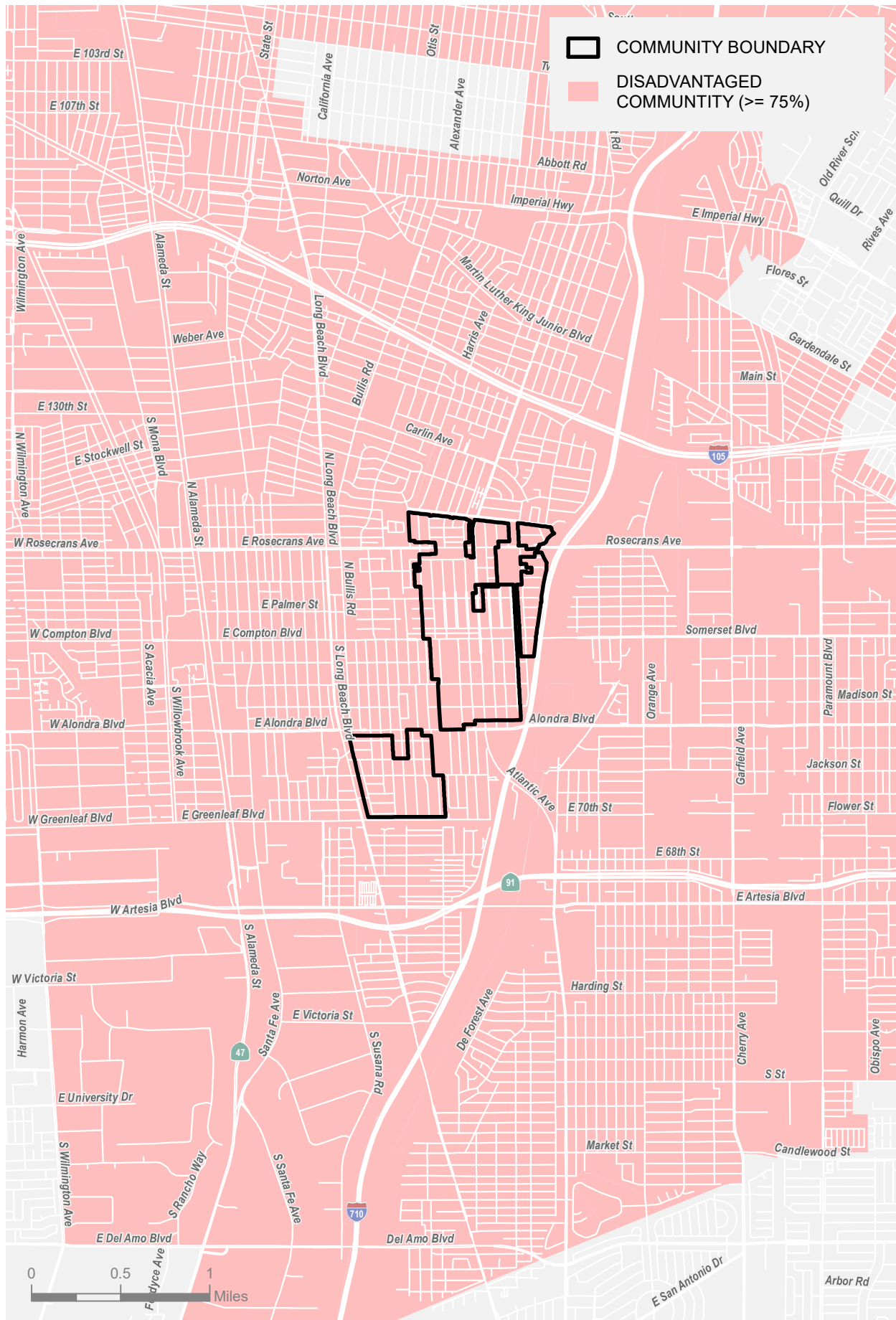
**Policy HW/EJ 4.1:** Access to Public Information. Encourage community participation in local matters, such as land use decision making, by ensuring outreach is inclusive. Provide multilingual outreach that occurs both in person and virtually and involves community groups and local programming as much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

## CES 4.O - DISADVANTAGED COMMUNITIES



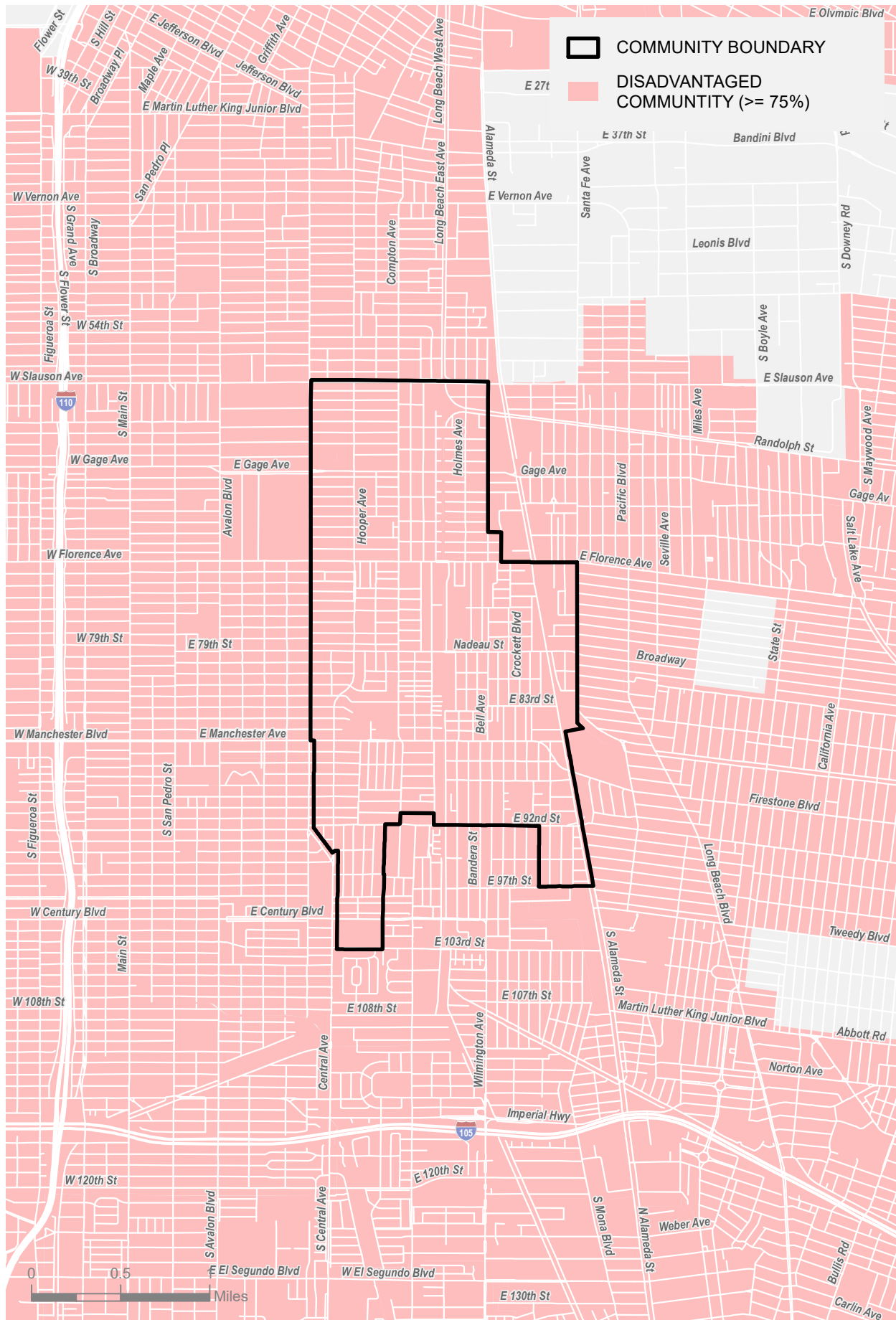
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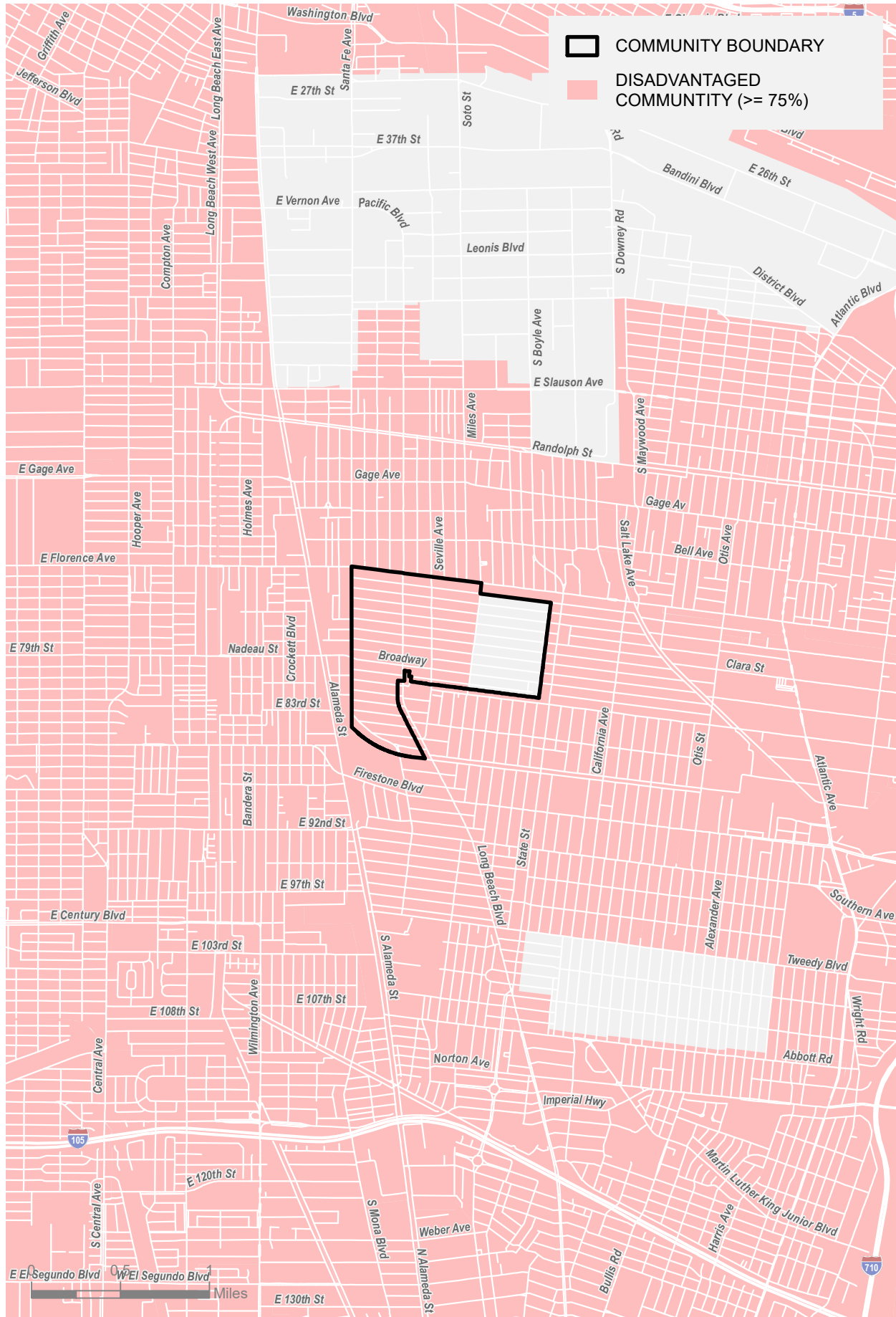


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### 3.2-3



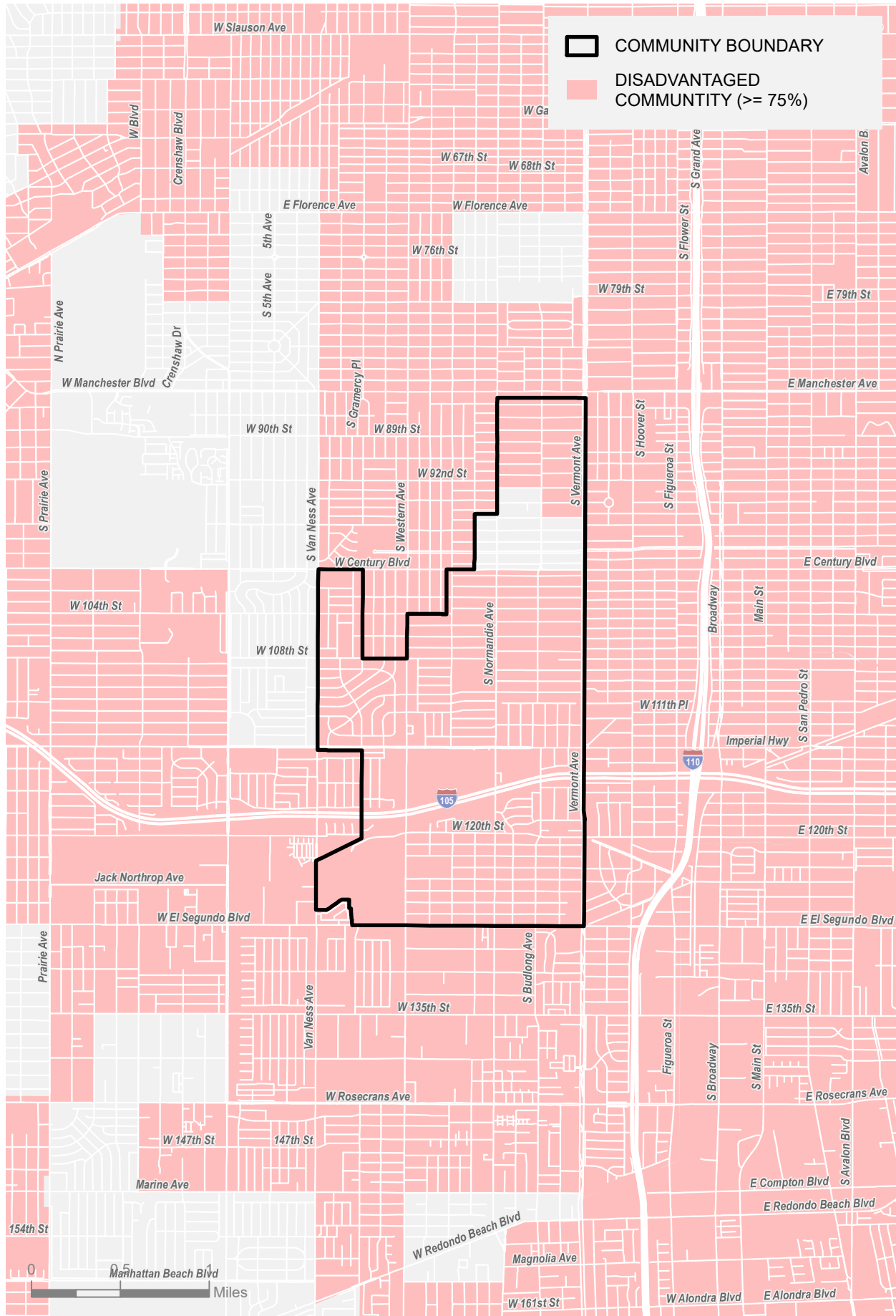
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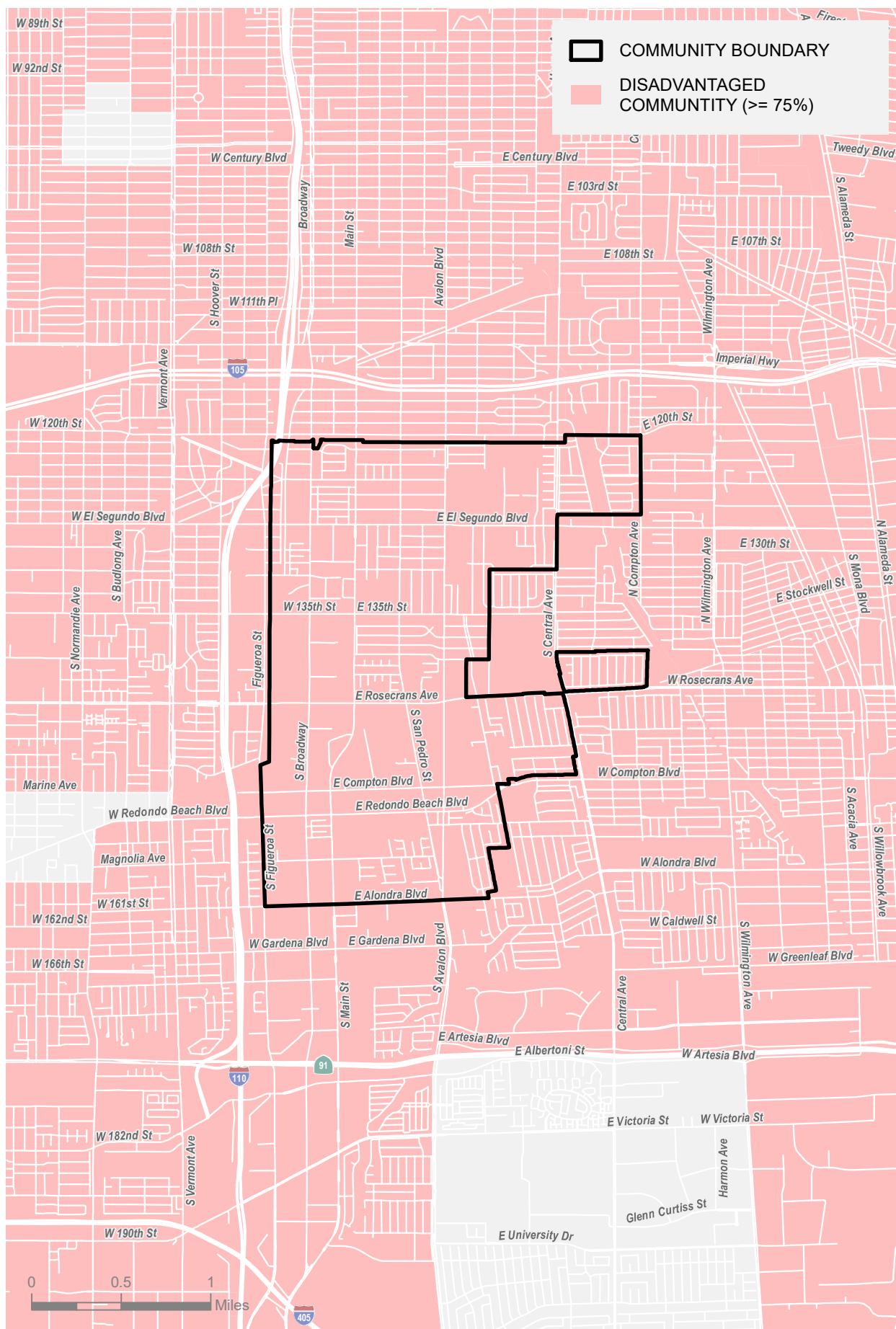
# WEST ATHENS-WESTMONT CES 4.0 - DISADVANTAGED COMMUNITIES

3.2-5



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### 3.2-6

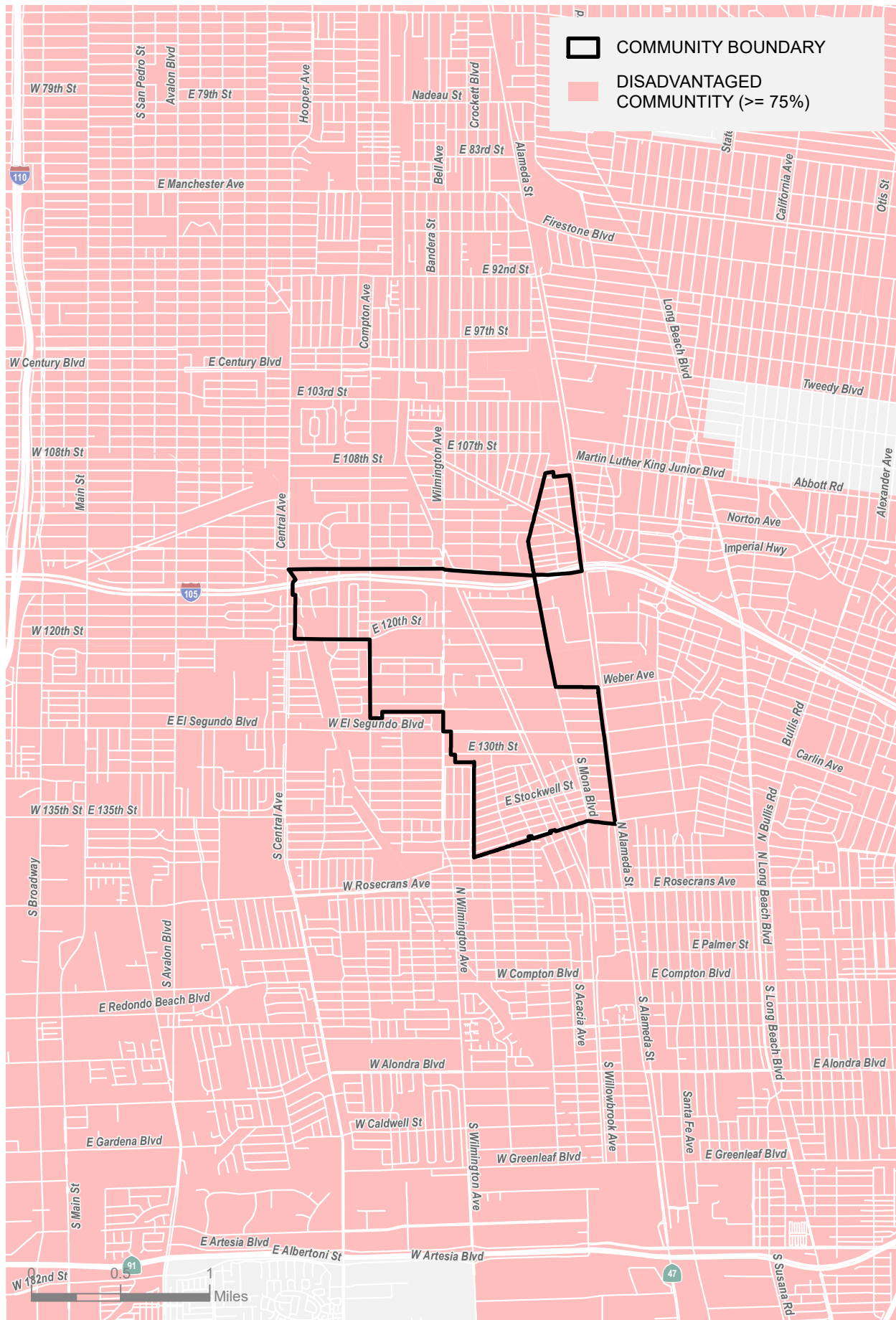


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# WILLOWBROOK

## CES 4.0 - DISADVANTAGED COMMUNITIES

3.2-7



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## 3.3/ Mobility

### Vision

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

### Background

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

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



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

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

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

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



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

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

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

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

## Transit

### RAIL CONNECTIVITY

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

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

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

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

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

## BUS SERVICES

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

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

## CHALLENGES AND OPPORTUNITIES

### Existing Rail Service

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

### Transit Amenities

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

### Safety Concerns

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

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

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

## Active Transportation

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

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

### WALKING

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

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

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

### BIKING

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

### BIKEWAY FACILITY TYPES

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

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

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

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

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

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

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

## CHALLENGES AND OPPORTUNITIES

### Topography and Location

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

### Active Transportation Infrastructure

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

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

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

## Complete Streets

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

## CHALLENGES AND OPPORTUNITIES

### Rights-of-Way

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



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

### PARKING

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

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

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

## Goals and Policies

### Transit

#### GOAL M 1

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

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

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

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

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

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

### Active Transportation

#### GOAL M 2

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

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

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

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

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

### Complete Streets

#### GOAL M 3

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

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

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

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

### Parking

#### GOAL M 4

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

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

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

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

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

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

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

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

## 3.4/ Economic Development

### Vision

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

### Background

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

### **ECONOMIC DEVELOPMENT**

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

the City of Los Angeles (to use its services without paying the higher city taxes). Particularly, areas such as Florence-Firestone, Walnut Park, and Willowbrook were heavily influenced by these factories.

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

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

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

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



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

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

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

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

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

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

1 5 to 10 years.

2 Over 10 years.

3 Los Angeles County Assessor 2021.

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

5 U.S. Census Bureau 2021.

6 ESRI Business Analyst 2021.

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

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

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

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

## Opportunities and Challenges

### Economic Revitalization and Displacement

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

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



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

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

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

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

8 U.S. Census (OnTheMap) 2018.

9 Pro Forma Advisors, METRO 2020.

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

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

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

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

### **Labor Force Development**

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

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

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

## Strategic Growth and Development

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

negative impacts while also meeting future growth demands.

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

## Goals and Policies

### GOAL ED 1

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

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

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

### GOAL ED 2

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

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

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

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

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

### GOAL ED 3

***A resilient and adaptable workforce***

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

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

GOAL ED 4

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

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

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

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## 3.5/ Safety and Climate Resiliency

### Vision

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

### Background

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

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



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

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

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

## Opportunities and Challenges

### Community Safety

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

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

### **Community Design for Safety**

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

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

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

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

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

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

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

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

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

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

### Climate Resiliency

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

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

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

**URBAN HEAT ISLAND**

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

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

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

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

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

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

## Goals and Policies

### GOAL S/CR 1

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

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

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

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

### GOAL S/CR 2

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

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

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

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

### GOAL S/CR 3

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

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

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

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

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

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

GOAL S/CR 4

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

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

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

## 3.6/ Historic Preservation

### Vision

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

### Background (Historical Development)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

public art pieces, including murals throughout the Metro Area.

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

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

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

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

## Opportunities and Challenges

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

## Opportunities

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

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

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

## Challenges

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

## Goals and Policies

### GOAL HP 1

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

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

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

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

### GOAL HP 2

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

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

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

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An aerial photograph of a city, likely Los Angeles, is shown in a dark teal color. Overlaid on the map are several irregular, semi-transparent colored shapes in shades of yellow, orange, purple, red, and green, which appear to represent different city districts or planning areas. A large, white, outlined number '4' is positioned on the right side of the map.

# 4

## COMMUNITY-SPECIFIC GOALS AND POLICIES



# CHAPTER 4 COMMUNITY-SPECIFIC GOALS AND POLICIES

## Overview

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

### 4.1/ East Los Angeles

#### BACKGROUND

##### Location

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

##### Population Growth

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

##### Economy and Land Use Considerations

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

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

### Community-Based Jobs

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

### Commercial Development

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



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

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

## Transit

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

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

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



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

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

## Active Transportation

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

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

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

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

### **Complete Streets**

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

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

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

### **Parking**

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

### **Transit Oriented Districts**

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

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

### **Parks and Cultural Amenities**

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

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

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

## East Los Angeles Goals and Policies

### GOAL 1

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

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

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

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

### GOAL 2

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

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

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

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

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

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

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

### GOAL 3

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

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

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

### GOAL 4

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

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

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

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

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

### GOAL 5

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

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

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

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

## 4.2/ East Rancho Dominguez

### BACKGROUND

#### Location

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

#### Population Growth

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

#### Economy and Land Use Considerations

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

#### Commercial Development

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



**East Rancho Dominguez Library.**

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

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

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

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

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



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

### Transit

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

### Active Transportation

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

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

### Complete Streets

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

### Parking

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

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

### Parks and Cultural Amenities

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

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

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<sup>7</sup> County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreational Needs Assessment. Accessed March 23, 2022. <https://lacountyparkneeds.org/pna-home/>

## East Rancho Dominguez Goals and Policies

### GOAL 6

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

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

### GOAL 7

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

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

### GOAL 8

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

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

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

### GOAL 9

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

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

### GOAL 10

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

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

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

## 4.3/ Florence-Firestone

### BACKGROUND

#### Location

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

#### Population Growth

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

#### Economy and Land Use Considerations

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

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



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

#### Commercial Revitalization

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

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

### **Industrialization**

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

### **Transit**

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

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

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

### **Active Transportation**

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

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

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

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

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

### **Complete Streets**

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

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

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

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

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

### **Parking**

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

### **Transit Oriented Districts**

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

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

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

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

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

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

### **Parks and Cultural Amenities**

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

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10 County of Los Angeles. 2016.

## Florence-Firestone Goals and Policies

### GOAL 11

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

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

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

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

### GOAL 12

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

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

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

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

### GOAL 13

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

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

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

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

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

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

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

## GOAL 14

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

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

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

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

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

**Policy 14.5:** Metro A Line Access. Coordinate with Metro to provide direct, clear, and safe pedestrian access to bus transfers at the Metro A Line stations.

**Policy 14.6:** Maintain neighborhood stability further from Metro Stations. Focus new development around the three Metro A Line stations by maintaining existing residential zoning outside the TOD areas.

**GOAL 15*****Diverse industries that provide quality work for the local community.***

**Policy 15.1:** Encourage Commercial Growth. Promote existing and future commercial activity by encouraging specialty business districts, branding efforts of existing businesses, and other marketing efforts to highlight commercial strengths in the community, particularly in Opportunity Areas and commercial corridors, such as Slauson Avenue, Florence Avenue, Firestone Boulevard and Compton Avenue.

**Policy 15.2:** Transit Centers. Promote the areas identified as Transit Centers as land suitable for regional employment and commercial retail uses and complementary uses such as multifamily housing.

**Policy 15.3:** Industrial Area Amenities. Facilitate the establishment of retail services, small-scale retail kiosks, restaurants, pocket parks, and other needed amenities and services to enhance the availability of services and amenities for the workforce within industrial areas.

**Policy 15.4:** Community Marketplace. Support creating a community marketplace that offers independent local craftsmen and specialty food makers a venue to sell their goods and provides a gathering place for community members.

**Policy 15.5:** Farmer's Market. Establish a recurring farmer's market within the streets of the Florence-Firestone community or another more appropriate location.

**Policy 15.6:** Incentivize the establishment of uses that satisfy the daily needs and desires of the surrounding neighborhoods including small and large-scale grocery stores, sit-down restaurants, diverse retail, entertainment venues, services, and cultural spaces.

**GOAL 16*****Capitalize on regional location and transportation network to improve access to businesses.***

**Policy 16.1:** Incentivize Commercial Development. Promote business retention, relocation, and entrepreneurialism in Florence-Firestone to fulfill commercial needs in the community and offer incentives to businesses and property owners to develop properties.

**Policy 16.2:** Land Use Assembly. Support land use assembly by allowing low impact industries by right and/or by streamlining the permitting process to provide development certainty.

**Policy 16.3:** Pedestrian and Bicycle Facilities. Improve the surrounding pedestrian and bicycle infrastructure near transit hubs to increase retail activity and act as a catalyst for economic growth and development.

**GOAL 17**

***Community identity is strong and proud, expressed in community spaces, locally held social and cultural activities, and an attractive public realm.***

**Policy 17.1:** Florence Mile. Support programs directed at promoting Florence-Avenue as the “main street” of Florence-Firestone by creating a sense of place and destination through branding the corridor with public art, signage, and creative placemaking projects, and public programming.

**Policy 17.2:** Vacant Lot Activation. Support programs to activate vacant and underutilized properties through temporary or permanent strategies in coordination with community-based organizations.

## 4.4/ Walnut Park

### BACKGROUND

#### Location

Walnut Park is a small, residential neighborhood adjacent to the community of Florence-Firestone and the City of Huntington Park. The community is bounded by Florence Avenue to the north, State Street to the east, Santa Ana Street to the south, and Santa Fe Avenue to the west.

#### Population Growth

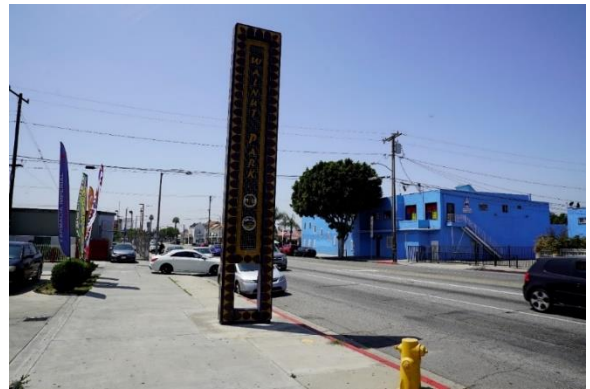
Since as early as 2000, Walnut Park's overall population growth has been slower than the Metro Area and County. Overall growth is low because the area is largely built out and there are limited current opportunities for housing development. The average household size is high, at 4.4.<sup>11</sup> This household size is significantly higher than the County average (3.0).

#### Economy and Land Use Considerations

Walnut Park has added over 260 community-based jobs since 2002, representing 2% of all new jobs in the Metro Area. The key challenges and opportunities in the community are related to community-based job growth.

#### Community-Based Jobs

Walnut Park has approximately 1,000 primary jobs based off the most recent available Quarterly Census of Employment and Wages community-based employment data.<sup>12</sup> A number of industries are clustered in the area,



**Walnut Park community sign at Pacific Boulevard and Broadway Avenue.**

including transportation and warehousing, finance and insurance, health care and social assistance, and accommodations and food services, which will help facilitate future job growth in the community. Expansion of the accommodation and food services industry and the general retail base will also incentivize job growth in the community. Although the community faces retail leakage, Walnut Park also supplies retail, restaurants, and services to the residents who live in the cities of Huntington Park and South Gate. Therefore, by preserving and expanding its retail base, the community can increase its market capture from households within the community and surrounding cities.

<sup>11</sup> US Census. QuickFacts. Accessed Feb 17, 2022.

<sup>12</sup> U.S. Bureau of Labor Statistics. 2018. Quarterly Census of Employment and Wages.

### Transit

Regional access to Walnut Park is provided via I-10 and I-110. The community is served by several bus routes, including routes 60, 102, and 251, and is a relatively short distance from LAX. While there are no stations located within Walnut Park, several stops along the Metro A line are located approximately 0.75-miles west of the community boundary in the Metro Area community of Florence-Firestone. While most of Walnut Park's internal circulation is well covered by bus transit, the southwest residential neighborhood is less connected to the local and regional system than the rest of the community. Metro Line 60 serves the eastern border of this community, but this line does not provide a direct connection to the Metro A Line. Transit routes in Walnut Park are primarily along major roadways, with some local circulation of shuttles. In general, the existing and planned transportation infrastructure is interconnected within the Walnut Park community, yet mobility for Walnut Park is primarily constrained by access in and out of the community. As Walnut Park is the densest community within the Metro Area, there are opportunities to increase transit use with strategic improvements, including the West Santa Ana Branch Transit Corridor project. This project would connect Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Firestone, and Downtown Los Angeles. The County's TOD Toolkit will provide a framework for a consistent approach to planned public infrastructure and transportation-related

improvements to support land-use decisions in areas located within a ½ mile radius of the stations.

### Active Transportation

While there is only one Class II bike lane running along Broadway Avenue, there are a number of bikeways proposed through the County's Bicycle Master Plan. Proposed bikeways are most prevalent on major and secondary highways as opposed to secondary or neighborhood streets, except for Seville Avenue. Some proposed bikeways may not have sufficient right of way to be implemented and would require further community outreach. An update of the Bicycle Master Plan is underway. The General Plan has identified Florence Avenue and Pacific Boulevard as active local commercial corridors and Opportunity Areas for increased pedestrian and bicycle improvements, such as street trees, lighting, and bicycle lanes.

The Walnut Park Community Pedestrian Plan, completed in 2019, proposed actions and programs to enhance the pedestrian experience in Walnut Park. Pedestrian improvements outlined in the plan include relocating utilities to lessen ADA sidewalk conflicts, prioritizing enforcement of illegal dumping complaints that impede pedestrian travel, installing and upgrading pedestrian-scale lighting, maintaining building frontages, and employing strategic traffic-calming measures. Providing a consistent tree canopy along major corridors may improve the pedestrian experience within the community. In addition to the Pedestrian Plan, the Walnut Park North-South Corridor Study looks at the feasibility

of intersection enhancements and road reconfigurations suggested in the Pedestrian Plan to create a more vibrant, safe, and pedestrian-friendly environment.

### Complete Streets

The roadway network in Walnut Park is primarily a grid with local streets connecting with major and secondary roadways. There are two at-grade rail crossings within Walnut Park, located at the southern border of the community, which limit pedestrian access outside of the community. Pacific Boulevard and Seville Avenue have opportunities to be considered for complete street improvements.

### Parking

Designated commercial and industrial parking lots within the community are primarily located along the western periphery of the community. As is the case with the other Metro Area communities, parking conflicts exist in areas where residential uses are adjacent to commercial land uses, causing an overflow of parking in the neighborhoods. There are no designated Park-and-Ride lots in Walnut Park; however, the Metro A Line Florence Station, which is less than a mile

from the community's western border, provides paid parking for transit riders.

### Parks and Cultural Amenities

Walnut Park has only 0.1 acres of parkland per 1,000 residents, which is much lower than the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. Approximately 40% of Walnut Park residents live within walking distance (i.e., within one-half-mile) of a park compared to the Countywide average of 49%.<sup>13</sup> The only park in the community is Walnut Nature Park, which is a joint-use facility located on the campus of Walnut Park Elementary School.<sup>14</sup> This park offers very limited public access because it is only open during certain non-school hours in the evenings and weekends. To be completed in 2023, the proposed 0.5-acre Walnut Park Pocket Park at Pacific Boulevard/Grand Avenue will offer a variety of amenities to address community needs and help to improve park access in Walnut Park.<sup>15</sup> Walnut Park has no public libraries.

<sup>13</sup> County of Los Angeles. 2016.

<sup>14</sup> Lau, C. 2021. Park status in the Metro Area. Los Angeles County Department of Parks and Recreation comments added to the Metro Area Plan "Community Profiles and Existing Conditions" section. December 21, 2019.

<sup>15</sup> Lau 2021.

## Walnut Park Goals and Policies

### GOAL 18

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

**Policy 18.1:** West Santa Ana Branch Transit Corridor Improvements. Support corridor improvements that provide increased Metro A Line access to the community and to Downtown Los Angeles, Gateway Cities, and South Los Angeles, including the proposed station at Florence Avenue and Salt Lake Avenue.

### GOAL 19

***Improve pedestrian and bicycle infrastructure along commercial corridors.***

**Policy 19.1:** Opportunity Areas. Prioritize pedestrian and bicycle infrastructure improvements in Opportunity Areas close to the Florence Station of the Metro A Line, Pacific Boulevard, Florence Avenue, and Seville Avenue that are aligned with the Community Pedestrian Plan and the County's Bicycle Master Plan.

**Policy 19.2:** Active Transportation Funding. Pursue funding for the design and construction of a project that incorporates the community preferred improvements from the State's Active Transportation Program and other similar grant opportunities.

### GOAL 20

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

**Policy 20.1:** Complete Street Prioritization. Prioritize complete street enhancements along Pacific Boulevard, Seville Avenue, and Florence Avenue.

**Policy 20.2:** Safe Routes to Parks. Prioritize bicycle and pedestrian routes that provide safe access to parks.

**Policy 20.3:** Connections to Transit. Prioritize connections in the southwest residential neighborhood to enhance connection to local and regional bus system.

### GOAL 21

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

**Policy 21.1:** Encourage Commercial Growth. Promote existing and future commercial activity by encouraging specialty business districts, branding efforts of existing businesses, and other marketing efforts to highlight commercial strengths in the community, particularly in Corridor Opportunity Areas, Pacific Boulevard and Florence Avenue.

**Policy 21.2:** Existing Commercial Businesses. Preserve existing markets and small businesses in Opportunity Areas that provide specialty goods and services and or desirable commercial uses.

**GOAL 22**

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

**Policy 22.1:** Financial Incentives. Develop a range of financial incentives and programs that encourage existing core industries to expand the employment base in the community.

## 4.5/ West Athens-Westmont

### BACKGROUND

#### Location

Described in the General Plan as the geographic center of the County, West Athens-Westmont is bordered by the City of Los Angeles to the north and east, the cities of Inglewood and Hawthorne to the west, and the city of Gardena to the south. On a local level, the community is bounded by Manchester Avenue to the north, Van Ness Avenue to the west, El Segundo Boulevard to the south, and Vermont Avenue to the east.

#### Population Growth

Since as early as 2000, West Athens-Westmont's overall population growth has been slower than the Metro Area and County. The growth is relatively flat due to the fact that the area is largely built out and there are limited current opportunities for greenfield housing development. The average household size is high, at 3.3.<sup>16</sup> This household size is slightly higher than the County average (3.0).

#### Economy and Land Use Considerations

West Athens-Westmont has added nearly 2,200 community-based jobs since 2002, representing 15% of all new jobs in the Metro Area. The key challenges and opportunities in the community are related to job stability and employment growth.

From 2002 to 2018, West Athens-Westmont's community-based job trends have shown higher growth and decline in comparison to the Metro



**Los Angeles Southwest College  
in West Athens-Westmont.**

Area and County, but this volatility can be explained by the relatively low total number of community-based jobs, which were approximately 3,800 in 2018. Core industries in the community and commercial retail development will facilitate job growth and economic stability in the community. The educational services and health care industries that are clustered in the area, such as Southwest College, will also help facilitate future job growth in the community. West Athens-Westmont is one of two Area Plan communities that indicate a future land use demand for new office spaces to support job growth in the educational services and health care industries.

As detailed in Chapter 3, the community currently experiences retail leakage due to the newer, large-format retailers located in other areas of the County. For the community to be economically viable over the long term, it should

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

strive to continue expanding its retail base by creating a more diverse local serving retail environment to increase the market capture from its households within the community. As identified by the General Plan, there is potential for increased economic vitality through the creation of employment-rich activities along the commercial corridors that are adjacent to the Metro station in the Transit Center, Corridor, and Neighborhood Center Opportunity Areas around the Green Line light rail Vermont Station. Commercial corridors in West-Athens Westmont include Western Avenue, Vermont Avenue and Normandie Avenue.

### Transit

The West-Athens Westmont community is served by the Metro C Line (formerly Green Line) Vermont/Athens Stations, located at the intersection of Vermont Avenue and I-105, which runs east–west through West Athens–Westmont.<sup>17</sup> The Metro C Line runs in the median of I-105 for most of its route, extending from the City of Norwalk to the City of Redondo Beach. The Vermont/Athens Green Line Station platform is in the median of I-105 below Vermont Avenue and has been identified through the General Plan as an opportunity to capitalize on infrastructure investments in a community with high ridership. Bus lines servicing the community include routes 117, 120, 204, 206, and 207, among others. Coverage by

Metro and municipal bus lines is largely divided by I105, with Metro serving the area north of the freeway and Gardena Transit and Torrance Transit serving south of the freeway.

While transit coverage within West Athens–Westmont is dense and includes light rail, the variety and number of services accentuate the division in mobility posed by I-105, which divides the community in the south. While connecting from either direction to the Metro C Line poses limited issues for transit riders, for transit riders traveling from one side of I-105 to other, this adds an extra impediment to travel by forcing a transfer to another transit provider, unless traveling to and from a location served by The Link–Athens Shuttle. Southwest Community College, adjacent and to the north of I-105, is just over half of a mile from the Vermont/Athens Station. As a hub for students, a group with relatively low automobile use, safe and convenient transit and pedestrian connections are critical.

The regional transportation provider, Metro, is currently studying future rapid transit projects that could better connect the north and south of the community via transit. The future Vermont Transit Corridor is planned to terminate at 120th Street, which would extend the through connection less than half of a mile. As a current and future crossroads for transfers, not only between lines but between transit agencies,

<sup>17</sup> County of Los Angeles. 2018. Westmont/West Athens Community Pedestrian Plan, included as Chapter 9 in Step by Step LA County: Pedestrian Plans for Unincorporated Communities, p. 199. Accessed December 1, 2021. [http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch9\\_Step%20by%20Step\\_Public%20Review%20Draft\\_March2019.pdf](http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch9_Step%20by%20Step_Public%20Review%20Draft_March2019.pdf).

opportunities exist for coordination among different services and providers of transit within the West Athens-Westmont community.

### Active Transportation

Bikeway connections are provided primarily along major and secondary roadways, including a Class III bike route along South Denker Avenue, several Class II bike lanes, and two bike boulevards, one running east/west along West 110th Street and the other running north/south along Budlong Avenue.<sup>18</sup>

There are a number of bikeways proposed on local streets; however, some of these may not have sufficient right of way to implement and would require further community outreach. An update of the Bicycle Master Plan is underway.

The West Athens-Westmont Community Pedestrian Plan was completed in 2019 and provides an overview of pedestrian access issues, concerns, and opportunities specific to the community. The plan also identified recommendations to improve pedestrian infrastructure and access to resources. In particular, the plan identified speeding issues on Vermont Avenue, 120th Street, El Segundo Boulevard, Imperial Highway, and Western Avenue; pedestrian-scale lighting for certain corridors; and crosswalk enhancements at various intersections. The width of Vermont Avenue, in particular, provides major opportunities for pedestrian and bicyclist improvements such as

protected bike lanes, median refuges, wider sidewalks, and narrower travel lanes.

### Complete Streets

The roadway network in West Athens-Westmont is primarily a grid with local streets connecting with major and secondary roadways. Residential areas in the west side of the community are laid out in a diagonal grid whereas the roadway network in the remainder of the community is primarily standard grid. I-105 bisects the southern portion of the community. As noted, the width of Vermont Avenue, in particular, provides opportunities for pedestrian and bicyclist improvements. Imperial Highway also connects the Transit Center Opportunity Area (as defined in the General Plan) to the areas around the intersection of Western Avenue and Imperial Highway, which provide additional opportunities for design improvements.

The walkability within a quarter-mile radius of the Vermont/Athens transit station is constrained by I-105 and the ramps/elevated portion of Imperial Highway. Additionally, there are at-grade crossings of freight rail adjacent to I-105 that pose an additional impediment to pedestrian access, particularly for pedestrians trying to access the Metro C Line or neighborhoods north of the freeway.

### Parking

Commercial parking is most heavily concentrated on Imperial Highway and Vermont Avenue. There

18 County of Los Angeles. 2021a. County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/project/housing\\_redlined-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_redlined-20211130.pdf).

Caltrans (California Department of Transportation). 2017. A Guide to Bikeway Classifications. July 2017. Accessed February 4, 2022. [http://vbikecoalition.org/wp-content/uploads/2017/12/caltrans-d4-bike-plan\\_bikeway-classification-brochure\\_072517.pdf](http://vbikecoalition.org/wp-content/uploads/2017/12/caltrans-d4-bike-plan_bikeway-classification-brochure_072517.pdf).

is a Park-and-Ride lot at the southeast corner of Imperial Highway and Vermont Avenue, which also serves as parking for the Metro C Line Vermont/Athens Station.

### Transit Oriented Districts

The Metro C Line Vermont/Athens station is 1 of 11 TOD areas identified in the General Plan.

Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, a Specific Plan for this station area, was completed in 2020. The Specific Plan identifies Los Angeles Southwest College as a major asset to connect to the transit station, with the potential to create a "college town" atmosphere. Auto-oriented uses, properties, and structures that suffer from a lack of maintenance and upkeep, and the Green Line Station location in the middle of the freeway present major challenges. The resulting physical deterioration from this lack of maintenance discourages new development and investment. While served by transit, narrow sidewalks, highway on-ramps, and the area topography make walking or biking to the station difficult. There are also risks of break-ins and theft for transit riders attempting to use the adjacent unmonitored park-n-ride lot. The station's relative isolation from activity occurring on the street above it eliminates visibility and general surveillance, creating significant personal safety concerns. The Specific Plan emphasizes building on the distinct community identity to preserve, enhance, and transform the station area. This Area Plan will defer to the Specific Plan for recommendations and implementation

actions and ensure consistency between the two documents. Additionally, the County's TOD Toolkit will provide a framework for a consistent approach to planned public infrastructure and transportation-related improvements to support land-use decisions in areas located within a ½ mile radius of the stations.



**Chester Washington Golf Course in West Athens-Westmont.**

### Parks and Cultural Amenities

West Athens-Westmont has just 0.2 acres of parkland per 1,000 residents, which is significantly below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. The 2016 Parks Needs Assessment reported that just 26% of West Athens-Westmont residents lived within walking distance of a park compared to the Countywide average of 49%.<sup>19</sup> With the opening of Woodcrest Play Park in Westmont in November 2019, the number and

19 County of Los Angeles. 2016.

percentage of residents within walking distance of a park has increased, but additional parkland will be needed to substantially improve park availability and access in West Athens-Westmont.<sup>20</sup> The Chester Washington Golf Course, located in West Athens-Westmont, was designated in 2020 as a County landmark as the first major golf course to be racially integrated in Los Angeles County. Events at the site led to the integration of all County-owned golf courses and

the addition of a nondiscrimination clause to County facility contracts with concessionaires.

West Athens-Westmont also has one LAPL branch—the Woodcrest Library—located at 1340 West 106th Street. Los Angeles Southwest College, which had an annual 2020/2021 enrollment of over 10,000 students,<sup>21</sup> is also located in the community.

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20 Lau 2021

21 LACCD (Los Angeles Community College District Office of Institutional Effectiveness). 2021. Annual Student Headcount by College. Accessed February 4, 2022. <https://laccd.edu/Departments/EPIE/Research/Documents/Enrollment-Trends/Enrollment%20Trends%20PDF%20files/Annual%20Headcount.pdf>.

## West Athens-Westmont Goals and Policies

### GOAL 23

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

**Policy 23.1:** Vermont Transit Corridor. Support opportunities to extend and coordinate service amongst transit lines and transit agencies/providers, like Metro's feasibility study to extend the transit corridor into the South Bay.

### GOAL 24

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

**Policy 24.1:** Pedestrian and Bicyclist Safety. Prioritize pedestrian and bicycle improvements along Vermont Avenue, Normandie Avenue, Imperial Highway, and within the TOD Specific Plan Area.

**Policy 24.2:** Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Plan, with particular focus in the northern half of the community and on major thoroughfares where crashes involving pedestrians and cyclists are most heavily concentrated.

### GOAL 25

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

**Policy 25.1:** TOD Specific Plan. Prioritize complete street improvements within the TOD Specific Plan Area.

**Policy 25.2:** Vermont/Athens Station. Prioritize pedestrian improvements near the Vermont/Athens Station.

### GOAL 26

***Transit Oriented Districts are vibrant, job-rich areas providing quality work opportunities to community members.***

**Policy 26.1:** Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (2020). Support recommendations to implement a safer, pedestrian-friendly, vibrant, and community-inspired and -oriented transit station at the Vermont/Athens Metro C Line (Green) station.

## GOAL 27

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

**Policy 27.1:** Infill Development. Incentivize infill development in urban and suburban areas that revitalizes underutilized commercial land, particularly around the Transit and Neighborhood Center Opportunity Areas.

**Policy 27.2:** Neighborhood Serving Uses. Encourage neighborhood serving uses along Opportunity Areas that are compatible with surrounding residential uses.

**Policy 27.3:** Opportunity Areas. Promote commercial corridors as key locations suitable for neighborhood serving uses including retail, trade, and education and health industries to support job growth in existing key industries. Commercial corridors include Western Avenue, Vermont Avenue, and Normandie Avenue.

## GOAL 28

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

**Policy 28.1:** Financial Incentives. Develop a range of financial incentives and programs that encourage existing core industries to expand the employment base in the community.

**Policy 28.2:** Industry Clusters. Encourage proposed developments near core industry clusters to incorporate flexible spaces that support alternative working options, telecommuting, coworking, or live work units.

## 4.6/ West Rancho Dominguez-Victoria

### BACKGROUND

#### Location

West Rancho Dominguez-Victoria is in the southeast portion of the Metro Area. It is adjacent to the cities of Compton, Carson, and Gardena. Generally, it is bound by East 120th Street to the north, South Figueroa Street to the west, and West Alondra Boulevard to the south.

#### Population Growth

Since as early as 2000, West Rancho Dominguez-Victoria's overall population growth has been slightly slower than the Metro Area and slower than the County. The average household size is high, at 3.6.<sup>22</sup> This household size is significantly higher than the County average (3.0).

#### Economy and Land Use Considerations

West Rancho Dominguez-Victoria community-based employment has been flat since 2002. Although the community has seen a decrease in industrial serving jobs much like other Area Plan communities, the Manufacturing industry and similar jobs still play a significant role in providing jobs in the community. The key challenges and opportunities in the community are related to industrial uses and revitalizing the commercial corridors, such as Rosecrans Avenue and Avalon Boulevard.

#### Industrial Prominence

West Rancho Dominguez-Victoria land use patterns are dominated by industrial

development, which unlike other Area Plan communities, represents 60% of the built space and 40% of the land area. As it relates to the larger Metro Area, West Rancho Dominguez-Victoria represents 70.7% of all industrial development. While community-based employment has been flat since 2002, with a growth rate slower than the broader Metro Area and County, the area has the second highest employment base in the Metro Area, with approximately 15,800 primary jobs according to the latest employment data.<sup>23</sup> The significant base of industrial jobs appears to provide more middle-income wages than jobs in other Area Plan communities. West Rancho Dominguez-Victoria is the only community within the Metro Area that includes an Employment Protection District, which is identified by the General Plan as economically viable industrial and employment-rich lands, with policies to prevent the conversion of industrial land to non-industrial uses. As such, economic growth in the community is focused on preserving industrial land and uses.

#### Commercial Corridor

The General Plan also identifies Neighborhood Center and Corridor Opportunity Areas at the intersection of El Segundo Boulevard and Avalon Boulevard in West Rancho Dominguez-Victoria. The area has the potential to become an active

<sup>22</sup> US Census. QuickFacts. Accessed Feb 17, 2022.

<sup>23</sup> U.S. Bureau of Labor Statistics 2018.

local neighborhood center supported by surrounding multifamily sites, as well as potential for commercial development on vacant and underutilized commercial sites along El Segundo Boulevard. The surrounding community is rich with public amenities, such as the Earvin Magic Johnson Park (located in Willowbrook) and the A.C. Bilbrew Library. Since commercial land uses are limited in the community, revitalization efforts in these Opportunity Areas identified in the General Plan should carefully consider community serving retail shopping center development to meet community needs.

### Transit

Transit routes in West Rancho Dominguez-Victoria are primarily along major roadways in the north and east of the community and are absent in the heavily industrial southwest part of the community. Local and community shuttle buses operate within the community. Though West Rancho Dominguez-Victoria does not include a Metro rail station, access to Metro rail is available by bus. The Avalon Station along the C Line (previously Green Line) is located approximately 0.3 miles north of the community's northern border. The community is also served by several bus lines, including routes 45, 51, and 125. While not in the Metro Area, the Harbor Freeway Station, which is a transfer station between the Metro C (Green) and J (Silver) Lines, as well as express buses, is about one-half mile from the northwest corner of the community; the Metro J (Silver) Line Rosecrans Station is less than one quarter mile from the western border of the community; and the Metro C (Green) Line Avalon

Station is a quarter mile north of the community. Just over 1.5 miles to the east, two Metro Bus lines serving West Rancho Dominguez-Victoria connect the community to the Metro A Line Compton Station.

### Active Transportation

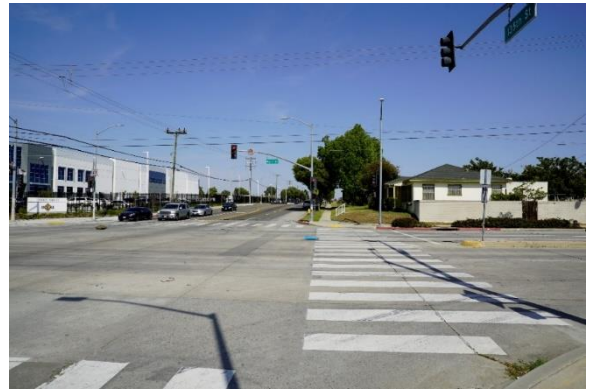
The bikeway network includes Class II bike paths (e.g., South Avalon Boulevard, South Broadway Street, West Rosecrans Avenue) and a limited number of Class III bike routes accessible to the portion of the community east of Elva Avenue. The community largely lacks bikeway connections, with only limited connections provided in the northeastern portion. A number of bikeways are proposed for the community through the County's Bicycle Master Plan; however, some of these may not have sufficient right of way to implement and would require further community outreach. An update of the Bicycle Master Plan is underway. At-grade crossings are dispersed along the western border of the community, presenting a potential impediment for any pedestrian traveling westward out of the community. The Community Pedestrian Plan is currently under development and will help the County address corridors in West Rancho Dominguez-Victoria that have high concentrations of collisions along corridors.

### Complete Streets

The roadway network in West Rancho Dominguez-Victoria is primarily a grid with local residential streets connecting with major and secondary roadways. Industrial areas in the western and southern portions of the community have large block sizes compared to the rest of the community. Avalon Boulevard, Broadway, and Redondo Beach Boulevard present opportunities for complete street improvements, like narrowing travel lanes, adding protected bikeways, improving wayfinding signage, and enhancing transit stops, to enhance access to transit.

### Parking

Parcels specifically used for commercial and industrial parking are dispersed throughout the community, most prevalently in the west and south. This does not account for street parking or parking located on the same parcel as other uses. There are no designated Park-and-Ride lots in West Rancho Dominguez-Victoria; however, the Rosecrans Park-and-Ride east of I-110 is less than one quarter mile from the western border of the community and the Harbor Freeway C (Green) Line Station Park-and-Ride lot is just over half a mile from the northwest border of the community. Policies and implementation steps, such as parking programs and enforcement, are



**Main Street and 135th Street in West Rancho Dominguez-Victoria.**

needed to counteract parking impacts between residential and commercial and industrial uses.

### Parks and Cultural Amenities

The surrounding community supports several essential cultural and recreational public amenities, such as the Roy Campanella Park and the A.C. Bilbrew Library.

West Rancho Dominguez-Victoria has only 1.5 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>24</sup> Despite the lack of park space, 54% of West Rancho Dominguez-Victoria residents live within walking distance of a park, which is above the Countywide average of 49%.<sup>25</sup>

<sup>24</sup> DPR (Los Angeles County Department of Parks and Recreation). 2016. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment. May 9, 2016. Accessed February 4, 2022. <https://lacountyparkneeds.org/wp-content/uploads/2016/06/FinalReport.pdf>.

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

<sup>25</sup> County of Los Angeles. 2016.

## West Rancho Dominguez-Victoria Goals and Policies

### GOAL 29

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

**Policy 29.1:** Connections to Transit. Prioritize pedestrian and bicycle improvements along El Segundo Boulevard and Broadway, and along corridors providing connection to transit.

**Policy 29.2:** Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Plan.

### GOAL 30

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

**Policy 30.1:** Opportunity Areas. Promote Opportunity Areas and commercial corridors, such as Rosecrans Avenue and Avalon Blvd, as key locations suitable for restaurants, grocery stores, and other neighborhood serving uses to activate the planning area.

**Policy 30.2:** Existing Commercial Businesses. Preserve existing markets and small businesses in Opportunity Areas that provide specialty goods and services and or desirable commercial uses.

### GOAL 31

***Support introduction of cleaner and quieter industrial uses.***

**Policy 31.1:** Facilitate transition. Encourage neighborhood-friendly clean, green, light industrial uses to minimize the impact on historically industry-adjacent residents.

**Policy 31.2:** Clean Tech Industries. Attract clean tech industries such as research and development in areas along the Avalon Blvd. and San Pedro St. corridors.

## 4.7/ Willowbrook

### BACKGROUND

#### Location

Located in between the cities of Los Angeles, South Gate, and Compton, the unincorporated community of Willowbrook is approximately 1.68 square miles, and is bounded by Imperial Highway to the north and Alameda Street to the east.<sup>26</sup>

#### Population Growth

Since as early as 2000, Willowbrook's overall population growth has grown faster than the Metro Area and County. However, in absolute terms the growth is low due to the fact that area is largely built out and there are limited current opportunities for housing development. The average household size is high, at 4.6.<sup>27</sup> This household size is significantly higher than the County average (3.0).

#### Economy and Land Use Considerations

Willowbrook has experienced employment growth at a rate faster than the Metro Area region and County, adding 1,100 community-based jobs since 2002. There is a strong base of employment clustered in the area in the educational services and health care industries, which will help facilitate future job growth in the community. The key challenges and opportunities in the community are related to community-based job growth in core industries,



**Commercial uses at the intersection of Wilmington Avenue and East 120th Street in Willowbrook.**

such as retail trade, education services, and healthcare and social assistance.

#### Community-Based Jobs

Community-based jobs in Willowbrook tend to have lower wages and require lower educational attainment compared with the County.

Approximately 30% of community-based jobs pay \$1,250 per month or less. The lack of higher paying jobs in Willowbrook is a negative indicator. Based on the OnTheMap employment data, approximately 7% (compared to 12% in the Metro Area region) of the area's community-based employment is from residents that both live and work in the

community.<sup>28</sup> Therefore, an opportunity exists to incentivize job growth in existing core industries and increase the number of higher paying jobs

<sup>26</sup> Pro Forma Advisors 2021

<sup>27</sup> US Census. QuickFacts. Accessed Feb 17, 2022.

<sup>28</sup> U.S. Census Bureau. 2018. OnTheMap.

available in the community to positively impact economic growth.

The General Plan identifies significant opportunities in the area surrounding Martin Luther King, Jr. Multi-Service Ambulatory Care Center (MLK-MACC). As MLK-MACC falls within the Neighborhood Center, Corridor, and Transit Center Opportunity Areas of Willowbrook, the rehabilitation and reuse of the site could be a catalyst for further redevelopment within the community. Redevelopment would create an opportunity for employment generating uses such as expanding jobs in the educational services and health care industries, and for commercial revitalization to expand its retail base by creating a more diverse local serving retail environment to increase the market capture from households within the community, as the community currently experiences retail leakage.

Lastly, the Industrial Flex District Opportunity Areas identified in Willowbrook provide an opportunity to increase the employment base and number of higher paying jobs by transitioning to non-industrial uses and mixed uses, where appropriate, and also light industrial or office/professional uses that are also compatible with residential uses.

### Mobility

Regional access to Willowbrook is provided via I-105, I-710, and I-110. Major north/south thoroughfares include Willowbrook Avenue,



**Willowbrook-Rosa Parks transit station.**

Wilmington Avenue, and Compton Avenue. Major east/west thoroughfares include 120th Street and El Segundo Boulevard. Willowbrook is also within a relatively short distance of LAX. The community is served by both the Metro light rail A and C lines via the Willowbrook–Rosa Parks Station. In 2019, the Willowbrook-Rosa Parks Station had an average of approximately 11,800 daily boardings, which makes it the most utilized station in the unincorporated communities of the Metro Area.<sup>29</sup> There are also several bus lines running through the community, including routes 55, 120, 202, 205 and 612, as well as one Class IV cycle track—adjacent to Willowbrook Avenue between East 119th Street and Imperial Highway—and several Class II and Class III bikeways.<sup>30</sup>

### Transit

Willowbrook is well served by regional rail and bus service, in addition to the different local,

<sup>29</sup> Pro Forma Advisors 2021

<sup>30</sup> Caltrans 2017

community, and shuttle services provided by various service providers. Relative to Willowbrook's population, the community maintains a high usage of the transportation system. Adding to the high ridership in Willowbrook, the community is the only Area Plan community with a transfer station between two Metro Rail lines—the Metro A Line and the Metro C Line.

### **Active Transportation**

The community offers several east–west connections on major, secondary, and local roadways. There are a number of north–south connections proposed through the County's Bicycle Master Plan; however, some of the proposed bikeways may not have sufficient right of way to be implemented, and would require further community outreach. An update of the Bicycle Master Plan is underway. At-grade crossings are dispersed along the eastern border of the community and on the Metro A Line and the adjacent freight track. The Community Pedestrian Plan is currently under development and will help the County address corridors in Willowbrook that have high concentrations of pedestrian-auto collisions along corridors. The Area Plan will consider and complement the Pedestrian Plan as the plan is developed.

### **Complete Streets**

The roadway network in Willowbrook is primarily a grid with local streets that often terminate rather than connect to major or secondary highways. Willowbrook Avenue and the Metro A Line cut diagonally through Willowbrook and

I-105 bisects the northern portion of the community. The at-grade rail running through the center of the community and along the eastern border, as well as skewed and dead ending streets, constrain mobility across all modes of transportation, but particularly bicycle and pedestrian travel. Pedestrian/bicycle pathways, narrowed travel lanes, protected bikeways, and increased wayfinding are examples of complete streets improvements that would help prioritize safety within the community.

### **Parking**

Parcels specifically used for commercial parking are primarily located in the northwest and southeast corners of the community. This does not account for street parking or parking located on the same parcel as other uses. There is a Park-and-Ride lot at the southeast corner of Imperial Highway and Willowbrook Avenue, which also serves the Metro Willowbrook/Rosa Parks Station. With the newly renovated Willowbrook/Rosa Parks station, additional secure bicycle and auto parking opportunities exist for the community.

### **Transit Oriented Districts**

As one of the largest rail-to-rail connections in the Los Angeles County, the Willowbrook/Rosa Parks Station serves both the Metro A Line and Metro C Line. Newly renovated as of August 2021, the multimodal transit station provides a safer, more welcoming, accessible, and more efficient station with access to convenient commuter amenities. This station serves as a community asset to Willowbrook. The station is 1 of 11 TOD Specific

Plan Areas identified in the General Plan. As such, the Willowbrook TOD Specific Plan was adopted in 2018 and outlines opportunities for revitalization of the community within the project area and encourages improvement of access to all modes of transportation, including transit, walking, and bicycling. The Specific Plan anticipates facilitating development, especially residential and employment-generating uses, proximate to the Willowbrook/Rosa Parks Station. The primary objectives of the Specific Plan are to identify land use options that include mixed uses and increase housing opportunities and neighborhood-serving retail uses. In addition, the Specific Plan is intended to foster a healthy community by improving pedestrian linkages between the Willowbrook/Rosa Parks Station, Kenneth Hahn Plaza, MLK Medical Center, the Charles R. Drew University of Medicine and Science, future mixed-use areas, and existing residential neighborhoods, as well as improving the public realm. The County's TOD Toolkit will provide a framework for a consistent approach to planned public infrastructure and transportation-related improvements, like the Phase 2 project, to support land-use decisions in areas located within a ½ mile radius of the stations.

### Parks and Cultural Amenities

The first library in the County was established in Willowbrook in the early 20th century—the genesis of today's Los Angeles County Public Library system. Willowbrook is home to several

other regional assets, including the Martin Luther King, Jr. Hospital and the Willowbrook/Rosa Parks Metro station—which is a major transit hub at the junction of the A and C lines—as well as the Charles R. Drew University of Medicine and Science, which oversees residency training programs, allied health programs, a medical education program, and various centers for health disparities research.



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

Willowbrook has 3.6 acres of parkland per 1,000 residents, which is slightly above the Countywide average of 3.3 acres of parkland per 1,000 residents, but below the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>31</sup> About 66% of Willowbrook residents live within walking distance of a park, which is above the

31 Willowbrook, as defined in the County Parks Needs Assessment, includes parts of both Willowbrook and West Rancho Dominguez-Victoria as defined by the Project's unincorporated community boundaries.

Countywide average of 49%.<sup>32</sup> While these statistics may suggest that Willowbrook has sufficient parkland and good park access, it is still lacking a variety of park amenities desired by community members. Serving over a quarter of a million people within a one-half mile radius, Earvin “Magic” Johnson Park has recently been improved to, among other things, address water quality and biodiversity and provide a safe and

sustainable recreational amenity for the surrounding community.<sup>33</sup> The ongoing implementation of the Earvin “Magic” Johnson Park Master Plan is helping to address many of the needs by providing amenities such a community event center, a dog park, walking paths, outdoor exercise equipment, and children’s playgrounds.<sup>34</sup>

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32 County of Los Angeles, 2016.

33 County of Los Angeles, 2016.

34 Lau 2021

## Willowbrook Goals and Policies

### GOAL 32

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

**Policy 32.1:** Vision Zero Action Plan. Prioritize safety improvements that are consistent with the County of Los Angeles Vision Zero Action Plan, with particular focus on the top 20 Collision Concentration Corridors and at-grade rail crossings.

### GOAL 33

***Create complete streets that improve access to the Transit Oriented Development Specific Plan Area.***

**Policy 33.1:** Access Through the Community. Prioritize complete street improvements that enhance access through the community and between residential and commercial areas.

**Policy 33.2:** Dead-End Streets. Reconfigure dead-end streets to allow for pedestrian and bicycle cut-throughs.

### GOAL 34

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

**Policy 34.1:** Willowbrook TOD Specific Plan. Support recommendations to facilitate mixed use development and increase housing opportunities and neighborhood-serving retail uses, all while improving pedestrian linkages to major community assets like the Kenneth Hahn Plaza, MLK Medical Center, and the Charles R. Drew University of Medicine and Science.

### GOAL 35

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

**Policy 35.1:** Commercial Corridors Near Light Rail Transit. Encourage investment in infrastructure and amenities along light rail transit and commercial corridors, such as Wilmington Avenue that contribute to stable long-term economic development and promote equitable outcomes for current residents and local business owners.

**Policy 35.2:** Healthcare Services and Office Uses. Encourage neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Willowbrook/Rosa Parks Metro A/C Line Station and Opportunity Areas identified as Transit Center, Corridor and Neighborhood Center Opportunities.

**GOAL 36**

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

**Policy 36.1:** Transit Centers. Promote the area in the Transit Center as suitable for educational services and health care industries and neighborhood serving retail.

**Policy 36.2:** Industrial Flex District. Promote the area in the Industrial Flex District as suitable for cleaner industrial uses that are compatible with surrounding residential uses.

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An aerial photograph of a city street grid is visible through a semi-transparent teal overlay. Several irregular, pixelated shapes are overlaid on the map in various colors: a large yellow shape in the upper-middle, a brown shape on the left, a red shape below the brown one, a purple shape to the right of the red one, a green shape below the purple one, and a light blue shape above the green one. 

# 5

**IMPLEMENTATION**



# CHAPTER 5 IMPLEMENTATION

## Introduction

This chapter includes a list of key programs and tasks that will implement the policies presented in Chapters 3 and 4 of the Area Plan. This chapter includes Table 5-1 New Metro Area Plan Implementation Programs, which outlines new programs created through the development of the Area Plan. Table 5-2 Existing Metro Area Plan Implementation Programs consists of a list of existing programs the County will continue to undertake that supports Area Plan policies. The Area Plan programs outlined below are organized by Area Plan chapter and are designed to address the overall policy objectives identified in the Area Plan. Each program identifies lead and partner agencies; however, they are not exclusive, and new partners can be added, as needed. The programs also include a timeframe and are categorized based on level of priority.

## Funding

The Area Plan programs guide the development of work programs for the County departments. The Area Plan programs also inform the budget process and will be used to set funding priorities. The schedules and tasks listed in the implementation program are based on adequate funding being secured through a joint effort undertaken by all departments and agencies. If funding is not secured, the implementation steps and/or timeframes may need to be modified. To supplement department budgets, County staff will also work to secure grants, as needed, for program implementation.

Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
1	<p><b>Freeway Cap Parks</b></p> <p>Develop and implement a Freeway Capping Feasibility Framework (FCFF) for MAP communities that have been subject to long-term, negative impacts of freeway construction and operations.</p> <p>The elements of the FCFF should include:</p> <ul style="list-style-type: none"> <li>▪ <b>Freeway Cap Champions:</b> Establish a coalition/steering committee of community and agency partners who will advocate, network, and provide input during and before the feasibility analysis phase of the program. The early participation of Caltrans and LA County Metro will be important, as will the input of community leaders. Formulate a comprehensive community engagement plan for a multi-year effort to implement freeway cap parks within the Metro Area Plan.</li> <li>▪ <b>Optimal Location Analysis:</b> Conduct site location analyses that prioritize equity, park needs, and access criteria for identifying appropriate locations of freeway cap parks and community-serving open space amenities. Given the layout of the freeway network within the Metro Planning Area, the analysis will focus primarily on three Metro Area communities. East Los Angeles, West Athens-Westmont, and Willowbrook.</li> <li>▪ <b>Physical Feasibility Analysis:</b> Conduct technical studies to test and evaluate the construction feasibility of freeway cap parks identified by the optimal locations analysis. Studies will evaluate impact on transportation networks (reconfiguration of freeway access ramps, changes to existing multimodal surface networks, ped and bike gap closures, etc.), impact to freeway operations during construction, and physical feasibility of constructing a cap at the chosen location.</li> </ul>	Chapter 3.1 Land Use – Goal LU 9	<p><i>Co-leads:</i> <i>Department of Regional Planning (DRP), Department of Parks and Recreation (DPR), and Public Works (PW)</i></p> <p><b>Partners:</b> Metro and Caltrans</p>	Next 5 Years

Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<ul style="list-style-type: none"> <li>▪ <b>Implementation &amp; Funding Plan:</b> Conduct economic feasibility studies to estimate cost of construction and potential economic returns to the County and community (public health, open space, new developments, etc.). Study the range of appropriate implementation and funding mechanisms by reviewing built or under construction cap parks. Partner with County and State agencies to jointly pursue implementation grants to invest in cap park infrastructure.</li> </ul>			
2	<p><b>Focused Intensive Historic Resources Surveys</b></p> <p>Streamline the nomination process by preparing historic context statements and intensive-level historic resource surveys for the following:</p> <ul style="list-style-type: none"> <li>▪ Historic Signs (East Los Angeles)</li> <li>▪ Murals (East Los Angeles)</li> <li>▪ Programmatic Architecture (Area-wide)</li> <li>▪ Storefront churches (Area-wide).</li> </ul>	Chapter 3.6 Historic Preservation – Goal HP 2	<i>Lead: DRP</i>	5-7 Years
3	<p><b>Metro Area Plan Historic Surveys</b></p> <p>Prepare historic context statements and reconnaissance-level surveys and for Metro Area Plan communities, starting with East Los Angeles followed by the remaining communities of East Rancho Dominguez, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. Model survey and research efforts after the Florence-Firestone Historic Resources Survey.</p>	Chapter 3.6 Historic Preservation – Goal HP 2	<i>Lead: DRP</i>	3-6 Years
4	<p><b>Interpretation Plan for Commercial Corridors</b></p> <p>Identify the character-defining features and stories (accounts of past events) relative to the following commercial corridors. Develop interpretation plans for each that highlight their history and unique physical features:</p> <ul style="list-style-type: none"> <li>▪ City Terrace (East Los Angeles)</li> <li>▪ Whittier Boulevard (East Los Angeles)</li> <li>▪ Florence Avenue (Florence-Firestone)</li> <li>▪ Seville Avenue (Walnut Park)</li> </ul>	Chapter 3.6 Historic Preservation – Goal HP 2	<i>Lead: DRP</i>	

5	<p><b>Commercial Corridors Legacy Business Retention Program</b></p> <p>Develop a Legacy Business Retention Program (LBRP) for legacy businesses over 50 years old along selected pilot commercial corridors in order to prevent displacement.</p> <p>The elements of the LBRP program may include these components:</p> <ul style="list-style-type: none"> <li>▪ <b>Protect legacy businesses by limiting size of operations:</b> Introduce new opportunities for small business while including regulations to support retention of legacy businesses. Consider regulations such as limiting the maximum size of a business establishment to 5,000 sf to promote and retain locally owned small businesses over large corporations.</li> <li>▪ <b>Create legacy business registry and markers:</b> Create a registry of businesses over 50 years old. Sources may be the Historic Resource Mapper and community engagement efforts to identify eligible businesses. These eligible businesses would receive a legacy business plaque or marker as part of an overall branding effort. These businesses would be recognized as community-serving cultural assets.</li> <li>▪ <b>Establish legacy preservation incentive funds and grants:</b> Create a program to offer funds and grants for: 1) property owners who extend 10-year leases to legacy tenants; 2) rent stabilization grants directly to legacy tenant businesses; 3) marketing/promotion products include logo, brand book, social media toolkit, marketing toolkit, plaques, decals and stickers, etc.; 4) grants to moderate and purchase/install aging appliances and equipment.</li> <li>▪ <b>Create legacy business technical assistance program:</b> Create training programs for: 1) entrepreneurs, women-owned businesses; 2) technical/design services from an architect for signage, storefront, and interior layouts; 3) accessibility audits and technical assistance to become ADA compliant; and 4) pro bono legal assistance.</li> <li>▪ <b>Provide vandalism and frontage improvement funds:</b> Grant funding for improving frontage and repair vandalism/graffiti.</li> <li>▪ <b>Create legacy business toolkit for transitioning to employee ownership:</b> Provide assistance and</li> </ul>	<p>Chapter 4 Goals 2, 5, 12, 17, 18, 22, 33, 39, 44</p>	<p><i>Lead: DRP</i></p> <p><b>Partners:</b> Los Angeles Community Development Authority (LACDA) and Department of Economic Opportunity (DEO)</p>	3-5 Years
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Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p>resources for succession strategy of transitioning to employee ownership.</p> <ul style="list-style-type: none"> <li>▪ <b>Provide regulatory support and streamlining:</b> Create streamlined permitting processes for legacy businesses that are in the registry; impose right of return on new developments that previously housed a legacy business.</li> </ul>			
6	<p><b>Community Benefits Program</b></p> <p>Develop and implement a Community Benefits Program for projects within the Metro Area Plan, based on and expanding upon Los Angeles County Development Authority's (LACDA) existing Community Benefits Policy.</p> <p>LACDA's adopted Community Benefits Policy addresses a range of benefits including: Community Engagement, Worker Targeting, Small and Disabled Veteran Businesses, Affordable Housing, Workforce Training, and Economic Analysis.</p> <p>The Implementation of a Metro Area-specific Community Benefits Program should adopt a tiered approach – utilizing a density-bonus mechanism – that supplements LACDA's benefits framework to incentivize the provision of MAP's community-desired benefits. Also, as part of the development of the Metro Area-specific Community Benefits Program, DRP will coordinate with the Department of Economic Opportunity (DEO) to ensure that the Metro Area-specific Community Benefits Program works in conjunction with the Federal Opportunity Zone and Economic Development Projects Policy, which was adopted by the Board on August 30, 2022 and includes guidelines on inclusionary housing and community benefits for economic development projects in Federally designated Opportunity Zones to derive community benefits and prevent displacement. To avoid potential conflicts between different incentive-benefit systems within the County, different programs should be either integrated or cross-referenced to ensure that they do not compete. The Metro Area-</p>		<p><i>Lead: DRP</i></p> <p><b>Partners:</b> LACDA, PW, and DEO</p>	3-5 Years

	<p>specific Community Benefits Program can, for instance, take a tiered approach:</p> <ul style="list-style-type: none"> <li>▪ <b>Tier 1: On-site community serving amenities</b> such as public open space, public libraries, public schools or public charter schools, childcare facilities, senior centers, non-profit clinics, social service centers, arts, culture, and creative facilities, mobility hubs, and affordable housing.</li> <li>▪ <b>Tier 2: Off-site improvements</b> such as active/transit transportation projects (bike lanes, school/park access improvements, sidewalk widening, bus shelters, street trees, etc.) and transfer of development rights for historic properties.</li> <li>▪ <b>Tier 3: Payments to a Community Benefit Fund.</b> Each of the Metro Area's seven communities would operate and manage a Community Benefits Fund. The respective Funds would recommend appropriations based on the advice of an oversight committee. This would comprise of members from District offices, Planning Department, LACDA, and other appropriate ex officio participation. In addition, community members would be nominated to the committee to ensure investments align with community needs. Recipients that qualify to receive funds could include: <ul style="list-style-type: none"> <li>– Programs to support affordable housing such as funding for Community Land Trusts or funds to extend expiring affordable housing covenants</li> <li>– Mobility and street improvements</li> <li>– Parks and open space</li> <li>– Programs for small legacy and community-serving businesses</li> <li>– Arts and cultural organizations and services</li> <li>– Design and procurement of sidewalk vending carts</li> <li>– Design and construction assistance for food truck parks on private or public parcels</li> <li>– Shared commissary spaces for street food vendors</li> <li>– Resiliency centers for healing, counselling and therapy centers</li> </ul> </li> </ul>			
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Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	– Facilities and services for people who are experiencing homelessness.			
7	<p><b>Accessory Commercial Unit Program</b></p> <p>This program should consist of two components:</p> <ul style="list-style-type: none"> <li>▪ Technical assistance: Develop a one-stop multilingual toolkit to guide local businessowners in obtaining necessary permits and/or licenses for an Accessory Commercial Unit within the Area Plan unincorporated communities. The development of this toolkit should include the identification of opportunities to streamline processes and increase coordination across County Departments. For example, establishing an “ACU Concierge” team consisting of representatives from each of the relevant County Departments to work collaboratively in supporting the establishment of ACUs, helping overcome language barriers and technical divide challenges, and decreasing the wait time for obtaining any required entitlements, permits, and/or licenses.</li> <li>▪ Financing programs and incentives: Study the feasibility of establishing and/or expanding financial incentives and financing mechanisms to support the establishment of an ACU as an opportunity for small businesses and local entrepreneurship.</li> </ul>	Chapter 3.1 Land Use – Goal LU 4	<p><i>Lead: DRP, DEO</i></p> <p><b>Partners:</b> PW, Fire Department, Department of Public Health (DPH), Treasurer and Tax Collector (TTC), Department of Consumer and Business Affairs (DCBA)</p>	1-2 Years
8	<p><b>Mobile Food Vending Zoning Ordinance and Implementation</b></p> <p>This program should consist of three components:</p> <ul style="list-style-type: none"> <li>▪ Zoning Ordinance: Study the feasibility of amending the County Zoning Code (Title 22) to allow mobile food vending (food trucks) on private properties in certain zones. The ordinance should consider the following: 1) development, design, and performance standards, such as parking requirements, landscaping, seating, and hours of operations; and 2) review and permitting procedures,</li> </ul>	Chapter 3.1 Land Use – Goal LU 4	<p><i>Lead: DRP, DPH, DEO</i></p> <p><b>Partners:</b> PW, TTC, DCBA</p>	1-3 Years

Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p>including the establishment of new permit types and/or fees, if deemed appropriate.</p> <ul style="list-style-type: none"> <li>▪ Technical assistance: Develop a one-stop multilingual toolkit to guide local businessowners in obtaining necessary permits and/or licenses for Mobile Food Vending within the Area Plan unincorporated communities. The development of this toolkit should include the identification of opportunities to streamline processes and increase coordination across County Departments. For example, establishing a “Mobile Food Vending Concierge” team consisting of representatives from each of the relevant County Departments to work collaboratively in supporting the establishment of such uses, helping overcome language barriers and technical divide challenges, and decreasing the wait time for obtaining any required entitlements, permits, and/or licenses.</li> <li>▪ Financing programs and incentives: Study the feasibility of establishing and/or expanding financial incentives and financing mechanisms to support the establishment of Mobile Food Vending as an opportunity for small businesses and local entrepreneurship.</li> </ul>			
9	<p><b>Transit Oriented District (TOD) Eastside Extension Specific Plan</b></p> <p>Upon approval by Metro, County Departments will work to develop a new TOD Specific Plan to include any future planned transit stations as part of the Metro L Line Eastside Extension Phase 2 project. The Specific Plan will address land use, zoning, and mobility improvements that support housing density and employment in proximity to Metro stations within planning bounds. The Specific Plan would include any future stations within East Los Angeles and the existing East Los Angeles 3<sup>rd</sup> Street Specific Plan. The future TOD Specific Plan would be subject to future CEQA analysis.</p>	Chapter 4 – East Los Angeles Goal 1	<p><i>Lead: DRP, DPW</i></p> <p><b>Partners:</b> Metro</p>	2-3 Years

Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
10	<p><b>Industrial Land Use Strategy Program</b></p> <p>Develop an industrial land use strategy for the Metro Area Plan communities of East Los Angeles, Florence-Firestone, West Rancho Dominguez-Victoria and Willowbrook.</p> <p>The program will include, at the minimum, these components:</p> <ul style="list-style-type: none"> <li>▪ Adopt two new industrial base zones (M-0.5, Artisan Production and Custom Manufacturing and LSP, Life Science Park) as defined below: <ul style="list-style-type: none"> <li>– <b>Artisan Production and Custom Manufacturing Zone.</b> The Artisan Production and Custom Manufacturing Zone (Zone M-0.5) allows for neighborhood-scale urban manufacturing uses such as production, design, distribution, and repair of products, including but not limited to furniture, art, software, technology, and other custom-made products. The zone also allows for neighborhood-serving commercial, services, and innovation uses compatible with surrounding or abutting residential zones. The M-0.5 zone allows for the creation of transitions between employment and residential uses to encourage unobtrusive and less noxious uses adjacent to residential zones and sensitive uses. The M-0.5 zone encourages land use compatibility and a healthy environment where a variety of business and residents can co-exist.</li> <li>– <b>Life Science Park Zone.</b> The Life Science Park Zone (Zone LSP) is intended to provide quality employment and support emerging technology, entrepreneurship, and innovation. The zone allows for life science, research, and development uses, particularly those that support bioscience and biomedical product development and manufacturing or potentially revenue-</li> </ul> </li> </ul>	Chapter 3.1 Land Use – Goal LU5	<i>Co-Leads: DRP and DEO</i>	5 Years

Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p>generating business. Uses permitted may include administrative and professional offices that support light industrial uses and research and development sites nearby. This zone also allows for basic services such as grocery stores and childcare that would serve the local employees and neighbors.</p> <ul style="list-style-type: none"> <li>■ Map the two new industrial base zones (M-0.5 and LSP) in appropriate locations where industrial zoning currently exists. See Appendix G, Industrial Land Use Strategy Program Conceptual Zones and Figure Maps for candidate parcels.</li> <li>■ Conduct additional research and outreach to property owners of candidate parcels for rezoning. This will include gathering relevant land use and economic data, meetings with local stakeholders, and additional analysis, if necessary, relative to the new industrial zones. Note: If the proposed M-0.5 or LSP zoning regulations or location of candidate parcels changes, additional CEQA analysis may be necessary.</li> <li>■ Update the Land Use Policy map with appropriate industrial land use designations, as necessary, to ensure consistency with the proposed zone changes. This includes evaluating the appropriateness of adding the Employment Protection District (EPD) Overlay on the candidate parcels should they be rezoned to LSP or M-0.5. The EPD, shown as an overlay on the General Plan Land Use Policy map, identifies economically viable industrial and employment-rich lands with policies to protect these areas from conversion to non-industrial use. Development-driven General Plan Amendments to convert lands within the EPD Overlay to non-industrial land use designations are subject to additional findings specified in the General Plan Land Use Element Policy LU 1.6.</li> </ul>			

Table 5-1 New Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<ul style="list-style-type: none"> <li>▪ Review the proposed draft changes with relevant stakeholders, including industrial property owners, local businesses, developers, brokers, and other interested parties.</li> <li>▪ In partnership with the Department of Economic Opportunity, the rezoning shall be completed concurrent to efforts to develop/establish other non-land use and zoning tools (e.g., financial and/or technical assistance on business improvements, relocation, or start-up for “green and clean” businesses, etc.).</li> <li>▪ Complete any necessary General Plan amendment and zone change process, including CEQA review, as applicable.</li> </ul>			

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
LU	<b>East Los Angeles Monuments Concepts Program</b> Adds community monuments to East Los Angeles	Chapter 3.1 Land Use – Goal LU 5	Lead: PW	Ongoing
HW/EJ	<b>Environmental Health’s Local Enforcement Agency (LEA) Program</b> The LEA issues permits and inspects active and closed landfills, solid waste transfer stations, material recovery facilities, composting facilities and operations, and construction & demolition waste processing facilities and operations to ensure facilities comply with State laws and County Ordinances.	Chapter 3.1 Land Use – Goal LU 11; Chapter 3.2 Health, Wellness, and Environmental Justice – Goal HW/EJ 1	Lead: DPH	Ongoing
HW/EJ	<b>Environmental Health’s Inspection Program</b> The Department of Public Health’s Environmental Health Division permits and inspects restaurants, food markets, apartment buildings with 5 or more units and associated swimming pools, laundromats, street fairs, theaters, massage establishments, and tobacco retailers to ensure that facilities comply with State laws and County Ordinances.	Chapter 3.2 Health, Wellness, and Environmental Justice – Goals HW/EJ 2 and 4	Lead: DPH	Ongoing
HW/EJ	<b>New Park Development in Metro Planning Area</b> 92nd Street Linear Park project: 5.5-acre park in Florence-Firestone anticipated to be completed in 2023. Walnut Park Pocket Park project: 0.5-acre park in Walnut Park anticipated to be completed in 2023. 95 <sup>th</sup> & Normandie Pocket Park project: 0.16-acre pocket park in West Athens-Westmont anticipated to be completed in 2023. Salazar Park Parkwide Modernization project in East Los Angeles: New improvements/amenities anticipated to be completed in 2025.	Chapter 3.2 Health, Wellness, and Environmental Justice – Goal HW/EJ 3	Lead: Department of Parks and Recreation	1-2 Years

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
M	<p><b>Traffic Signal Synchronization (TSSP), Traffic Corridor Improvement, Traffic Signal Control Intersection Upgrade; and Intelligent Transportation Systems (ITS) Projects</b></p> <p>Traffic signal improvements at various streets/intersections in East Los Angeles, which would include any/or a combination of the following improvements: install fiber optics and upgrade traffic signal infrastructure, software, and communications equipment to enhance remote traffic signal monitoring and management of traffic signals and bus signal priority, and facilitate connection to the LA County Advanced Transportation Management System; upgrade countdown pedestrian heads and pedestrian push buttons; install bicycle detection, modify signing and striping of crosswalks and curb ramp; improve timing along the corridor to improve traffic operations and mobility; upgrade 2070 controllers with next generation firmware; install wireless communications equipment; and implement other related traffic signal infrastructure, software, and CCTV cameras to enhance remote traffic signal monitoring and management of traffic signals.</p> <p><b>Mobility Improvement Projects</b> at various streets in East Los Angeles, which would include any or a combination of the following: pedestrian access enhancements; transit amenities; active transportation programs to increase pedestrian access to transit services, minimize pedestrian and vehicle conflicts, and increase overall transportation mobility through the enhancement of transit services; intersection improvements; lane reconfigurations; and</p>	Chapter 3.3 Mobility – Goal M 1	Lead: PW	1-2 Years

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p>signal timing changes to increase pedestrian accessibility and reduce the potential for vehicle and pedestrian conflicts. Implementation of the LA County + USC Medical Center Mobility Improvements project in East Los Angeles would include: design and construct multimodal corridor improvements along Valley Boulevard which may include a Bus Rapid Transit (BRT) route and active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. This would include various improvements to the Los Angeles County + USC Medical Center including enhancements to the Silver Line Bus Stop as well as improvements along Valley Blvd, San Pablo St, Marengo St and other streets in the vicinity. Coordination with Metro and Los Angeles City will be needed to design and construct the project. This project would also include coordinating with UPRR and other stakeholders to process the acquisition of necessary right-of-way to accommodate sidewalks and transit stop amenities; and grade crossing improvements at Boca Avenue, Vineburn Avenue and San Pablo Street.</p> <p><b>Neighborhood Mobility Improvements</b> in the unincorporated communities of Florence-Firestone and Willowbrook, which include: install bikeways, bulb-outs, continental crosswalks, street trees, wayfinding signage, bus shelters and benches, and parkway improvements in Roosevelt Park and Mona Park.</p> <p><b>East Los Angeles Mobility Hub Project</b> introduces mobility hub elements at designated locations in unincorporated East Los Angeles such as bikeshare, rideshare, transit and active</p>			

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	transportation user amenities (such as shelters, seating, information displays, wayfinding signage, etc.) and mobility and access improvements for users of transit (buses), autos and non-motorized vehicles (bikes, scooters) to improve access to key destinations.			
	<p><b>East Los Angeles Vision Zero Enhancements</b>, includes access improvements and pedestrian access enhancements on designated corridors and/or intersections which could include 1st Street, Arizona Avenue, Atlantic Boulevard, Cesar Chavez Avenue, City Terrace Drive, Eastern Avenue, Ford Boulevard, Indiana Avenue, Olympic Boulevard, Whiteside Street and Whittier Boulevard. These improvements may include, but are not limited to, traffic signal upgrades; protected left turn signal phasing; high-visibility crosswalks; pedestrian signal interval timing enhancements and pedestrian activated warning beacons to reduce pedestrian and vehicle conflicts and increase accessibility to transit.</p> <p><b>West Athens-Westmont Street Improvement Projects</b> at designated locations in West Athens-Westmont, which include any combination of the following improvements: road reconstruction, intersection improvements, landscaping, streetscape, curb extensions pedestrian signals, continental crosswalks, median refuge islands, and street trees.</p> <p><b>Slauson Blue Line Intersection Improvements</b> to install curb extensions, curb ramps, countdown signal heads, enhanced crosswalks, and advanced stop bars at five intersections in Florence-Firestone.</p>	Chapter 3.3 Mobility – Goal M 2	Lead: PW	Over next 5 years

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p><b>The Slauson, Florence Firestone Wayfinding Project</b> would involve design and install wayfinding signage designated locations in Florence Firestone. With respect to the Slauson Station First Last Mile Implementation project, that would involve a study of Metro's First Last Mile plan improvements around Slauson Station for feasibility and install feasible improvements.</p>			
M	<p><b>Community Pedestrian Plans Implementation</b> for the unincorporated communities of East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, and West Rancho Dominguez. The plans will identify barriers to pedestrian access where they live and work as well as propose specific pedestrian safety projects and education/encouragement programs for implementation.</p> <p><b>Safe Routes to Schools Infrastructure Enhancements</b> in the unincorporated community of East Los Angeles will implement mobility, enhanced pedestrian accessibility and signal interval timing at intersections on designated corridors in proximity to schools and neighborhoods to reduce pedestrian and vehicle conflicts and improve access for transit and active transportation users.</p> <p><b>3rd and Dangler Affordable Housing Sustainable Communities Project</b> for East Los Angeles in which Public Works will implement bus shelter upgrades, street trees, bicycle facilities and pedestrian improvements. Parks and Recreation will install a new walking path in Belvedere Park. LADOT and Metro will upgrade electric buses that travel through East Los Angeles.</p>	Chapter 3.3 Mobility – Goal M 3	Co-Leads: DPH and PW	Over next 5 years

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<b>Bike Aid Stations Program</b> would add self-service bicycle repair stations at various locations in LA County and flood control channels in the community of East Rancho Dominguez.			
	<b>East LA Civic Center Active Transportation Improvements Project</b> includes active transportation improvements within 1/2 mile around the East LA Civic Center for Phase I and Active transportation improvements from 1/2 mile to 1 mile radius around the East LA Civic Center for Phase II.	Chapter 3.3 Mobility – Goals M 2. Chapter 4 Community-Specific Goals and Policies– Goal 2	Lead: PW	Over next 5 years
	<b>Green Streets and Alley Master Plans</b> Implementation of the master plans will improve water quality, increase water supply, and green space in unincorporated area communities.	Chapter 3.5 Safety and Climate Resiliency – Goal S/CR 3	Lead: PW	Over next 10-15 years
S/CR	<b>East LA Civic Center Microgrid Program</b> involves the development of an energy resilient microgrid including solar and battery storage to support the East LA Civic Center campus.	Chapter 3.5 Safety and Climate Resiliency – Goal S/CR 3	Lead: ISD	1-2 Years
S/CR	<b>Westmont-Vermont Avenue Green Alley Improvement Project</b> to divert urban and stormwater runoff into low impact development best management practices such as bioswales and dry wells underneath the street.	Chapter 3.5 Safety and Climate Resiliency – Goal S/CR 3	Lead: PW	Over next 5 years
PS/F-1	<b>Planning Area Capital Improvement Plans [from Countywide General Plan]</b> DRP and DPW to jointly secure sources of funding and set priorities for preparing studies to assess infrastructure needs for the 11 Planning Areas [in the County]. Once funding has been secured and priorities have been set, prepare a Capital Improvement Plan for each of the 11 Planning Areas (see also Planning Areas Framework Program). Each Capital	Chapter 3.1, Land Use	Co-Leads: PW and DRP	1-2 Years

Table 5-2 Existing Metro Area Plan Implementation Programs

PROGRAM NO.	PROGRAM DESCRIPTION	AREA PLAN GOALS AND POLICIES	LEAD AND PARTNER AGENCIES	TIMEFRAME
	<p>Improvement Plan shall include the following as needed: Sewer Capacity Study; Transportation System Capacity Study; Waste Management Study; Stormwater System Study; Public Water System Study; list of necessary infrastructure improvements; Implementation Program; and Financing Plan.</p> <p>As applicable, studies related to water, sewer, traffic and stormwater management should specifically address the needs of the unincorporated legacy communities identified in the Land Use Element.</p>			





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