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Los Angeles County Metro Area Plan

# **Appendix C: Community Profiles and Existing Conditions**

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# Metro Area Plan

Community Profiles and Existing  
Conditions



# Existing Conditions (Summary)

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The Metro Planning Area (Metro Area) is one of the 11 Planning Areas of Los Angeles County (County). The County 2035 General Plan (General Plan) provides goals and policies to achieve countywide planning objectives for unincorporated areas and establishes the Planning Areas Framework as the foundation of future community-based plans. The purpose of the Planning Areas Framework is to provide a mechanism to develop area plans that are tailored toward the unique geographic, demographic, and social diversity of each Planning Area. Additionally, the Planning Areas Framework serves as an implementation tool of the General Plan, which entails the preparation or update of an Area Plan for each of the 11 Planning Areas. All Area Plans are components of and must be consistent with the General Plan goals and policies.

The Metro Area is home to over 300,000 residents, and is comprised of seven unincorporated communities, which are:

- East Los Angeles;
- East Rancho Dominguez;
- Florence-Firestone;
- Walnut Park;
- West Athens-Westmont;
- West Ranch Dominguez-Victoria; and,
- Willowbrook.

These seven communities, which have played a seminal role in crafting the cultural landscape of the broader Los Angeles metropolitan area, are the focus of the Metro Area Plan (or Area Plan).

The Existing Conditions and Community Profile study is designed to act as a reference, providing a general overview of the land use and planning efforts which have shaped the nature and type of development within the Metro Area, as well as to identify some of the broader cultural movements which have contributed to shaping the demographic and cultural makeup of the Metro Area. While not a comprehensive guide, this section attempts to consolidate and review the plans, policies, and ordinances applicable to the Metro Area, as well as to provide a brief introduction and overview of each of the seven communities of the Metro Area. This section will be structured as follows:

## **Introduction and Regulatory Setting**

This section provides an introduction to the Los Angeles County Metro Area, including a demographic overview and a brief introduction into the history of land use and planning practices within the County.



It will also include a brief discussion of several higher-level planning programs which help guide local area, community/neighborhood, zoning and/or specific plans, including:

- Los Angeles County 2035 General Plan (2015)
  - 6<sup>th</sup> Cycle Housing Element Update (2021)
- Los Angeles County Code
  - Chapter 22.120, Density Bonus
  - Green Zones Program (2021)
- Los Angeles Countywide Parks and Recreation Needs Assessment (PNA) (2016)
- Southern California Association of Governments (SCAG) Connect SoCal -- 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020)
- South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) (2017)
- The California Air Resources Board (CARB) Climate Change Scoping Plan (2017)

### **Metro Area Community Profiles.**

While the Metro Area communities have socioeconomic commonalities, each also has a distinctive identity, which requires a more nuanced and community-specific approach to planning. The **Metro Area Community Profiles** section of this chapter examines the extent land use and planning paradigms within each community to recognize and address community-specific planning needs and opportunities for growth, including the opportunity to address inequitable or outdated planning programs and practices. This section will review the following community, neighborhood and/or and specific plans for each Metro Area community:

- East Los Angeles
  - East Los Angeles Community Plan (1988)
  - East Los Angeles 3rd Street Specific Plan (2014)
  - East Los Angeles Community Standards District (1988/2019)
- East Rancho Dominguez
  - East Rancho Dominguez Community Standards District (1985)
- Florence-Firestone
  - Florence-Firestone Community Plan (2019)
  - Florence- Firestone Transit Oriented District Specific Plan (2022)
  - Florence- Firestone Community Standards District (2004/2019)
- Walnut Park
  - Walnut Park Neighborhood Plan (1987)
  - Walnut Park Community Standards District (1987)
- West Athens-Westmont
  - West Athens-Westmont Community Plan (1990)
  - Connect Southwest L.A: A TOD Specific Plan for West Athens-Westmont (2019)
  - West Athens-Westmont Community Standards District (1990)



- West Ranch Dominguez-Victoria
  - West Rancho Dominguez-Victoria Community Standards District (2000/2013)
- Willowbrook
  - Willowbrook Transit Oriented District Specific Plan (2018)
  - Willowbrook Community Standards District (2018)

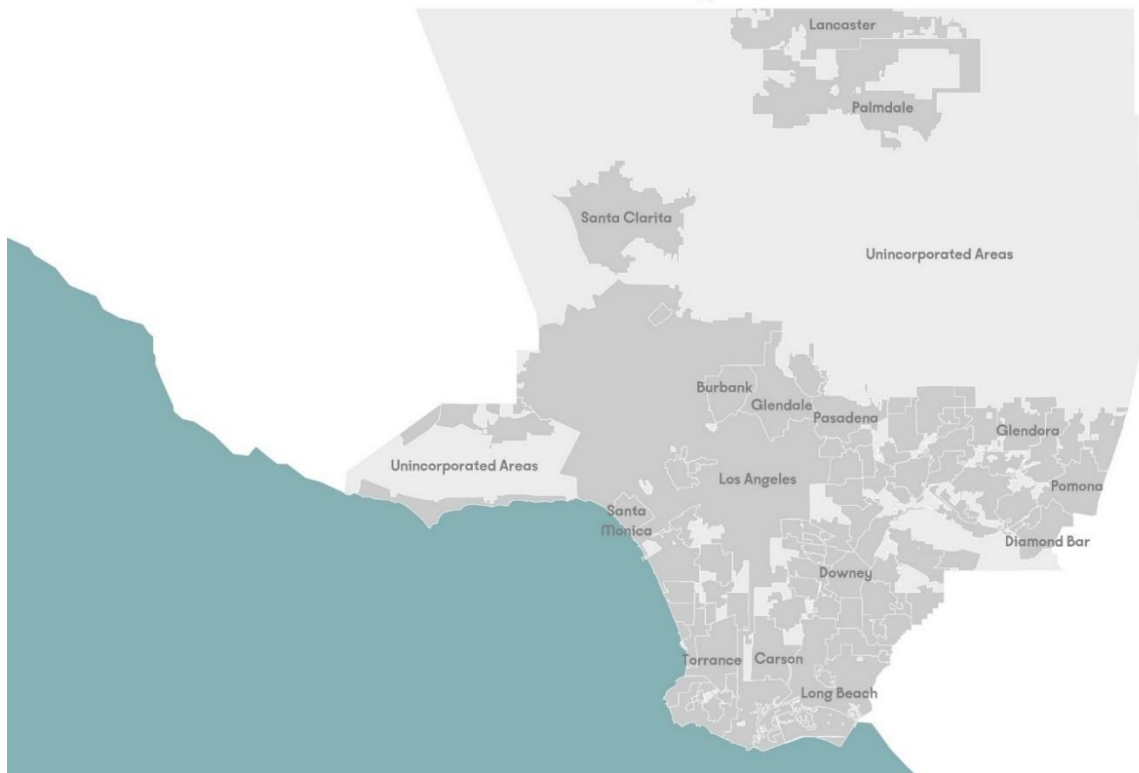


# I. Existing Conditions

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## 1. Introduction—Los Angeles County Metro Area

Los Angeles County (County) is currently the nation's most populous, with over 10 million residents. It covers an area that extends from the Antelope and Santa Clarita Valleys south to the Palos Verdes Peninsula, and from Malibu's beaches east to the San Gabriel Valley. The County includes 88 incorporated cities, the most populous of which include the Cities of Los Angeles, Long Beach, Santa Clarita, Glendale, and Lancaster. Each city is individually responsible for planning and regulating development within their jurisdictions. However, the majority of the County land area -- the "unincorporated area" -- does not lie within the jurisdictional boundaries of the cities. More than 65% of the County, or approximately 2,653 square miles, is unincorporated.<sup>1</sup> The County, via the Department of Regional Planning (DRP), is responsible for planning and regulating development in these areas, which support a population of over one million residents.



Sources: County of Los Angeles Department of Regional Planning (2021)

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



To effectively plan and coordinate development in unincorporated areas across such a large geographic range, the County adopted a planning framework in 2015. This framework, created by 2015 County General Plan Update, identifies 11 Planning Areas, which constitute the Planning Areas Framework, including the Metro Area.<sup>2</sup> The Metro Area is located in the geographic center of the County, and is home to and heavily defined by its proximity to Downtown Los Angeles, which includes major corporations and professional firms, tourist and convention hotels, restaurants, retail, and the largest concentration of government offices outside of Washington D.C.<sup>3</sup>



Sources: County of Los Angeles Department of Regional Planning (2021)

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

3 County of Los Angeles (2015), p. 44.





The presence of industrial districts in the Metro Area provides a strong foundation for job recovery and job growth, as well as opportunities for transit-oriented development. Currently, the Metro Area supports over 55,000 jobs. It is also fortunate to be rich in bus services and rail transit, which support a heavily transit-dependent population. However, the Metro Area also faces a number of challenges for mobility, including traffic congestion and the need for improved pedestrian safety and more bicycle facilities.

According to both community input through various planning efforts and the 2016 Los Angeles Countywide Parks and Recreation Needs Assessment (PNA), the lack of parks is a significant issue facing unincorporated communities within the Metro Area. Many of these communities call below the County average of 3.3 acres of Parkland per 1,000, and far below the General Plan goal of 4 acres per 1,000 residents. The PNA data for each unincorporated community is discussed in further detail in **Section 3, Metro Area Community Profiles**.

In terms of land use in the Metro Area, several residential communities abut industrial uses, which create land use compatibility conflicts as well as public health hazards. Although infill opportunities exist on some industrial properties in the Metro Area, many sites have a combination of environmental issues that affect their redevelopment potential, including air quality and pollution. Some especially significant pollution concerns across the Metro Area neighborhoods include high levels of particulate matter (PM) 2.5 pollution, toxic releases, and lead in homes.<sup>4</sup> The California Environmental Protection Agency's (CalEPA) Office of Environmental Health Hazard Assessment (OEHHA) developed CalEnviroScreen, a mapping tool that can identify disadvantaged communities by presenting data on areas most impacted by economic, health, and environmental burdens<sup>5</sup> Areas are considered disadvantaged if they score in the top 25% statewide. According to CalEPA maps, the majority of the neighborhoods in the Metro Area are identified as disadvantaged (see **Section 1.1 Metro Area Demographic Overview**). Public investment and redevelopment activities will be a key element in the economic turnaround of the Metro Area.

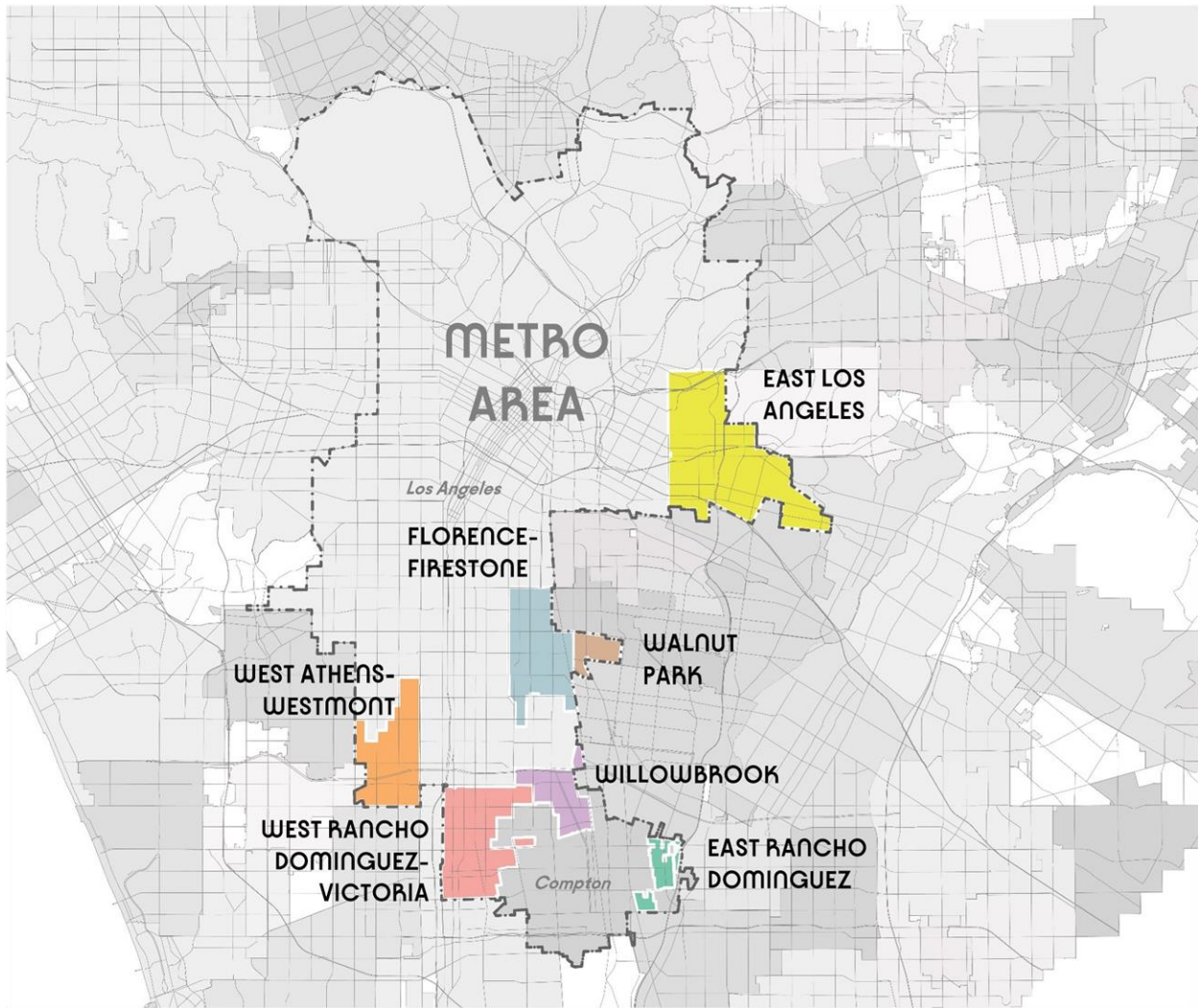
## 1.1 Metro Area Demographic Overview

There are seven unincorporated communities that comprise the Metro Area: West-Athens-Westmont; West Ranch Dominguez-Victoria; East Rancho Dominguez; Willowbrook; Walnut Park; Florence-Firestone; and East Los Angeles. These seven communities, which have played a seminal role in crafting the cultural landscape of the great Los Angeles metropolitan areas, are the focus of the Area Plan.

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<sup>4</sup> OEHHA. 2021. CalEnviroScreen 4.0. Accessed March 20, 2022. <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

<sup>5</sup> As defined by the California Environmental Protection Agency (CalEPA), disadvantaged communities are areas in California that experience a heightened combination of economic, health, and environmental burdens. These burdens include but are not limited to poverty, unemployment, pollution, hazardous waste, and rates of asthma and heart disease.



Sources: County of Los Angeles Department of Regional Planning

The seven unincorporated communities of the Metro Area support over 310,000 residents.<sup>6</sup> Over decades of demographic and economic shifts, these communities have become bastions of Black and Hispanic and Latino/a<sup>7</sup> culture in Southern California. Approximately 84% of residents in these communities self-identify as being of Hispanic and Latino/a origin; compared to approximately 49% countywide.<sup>8</sup> The broader community's evolution over the past 100 years is a window into the political, planning and demographic forces that have shaped the region. As some of the first established neighborhoods in the County, they are home to longstanding networks of social infrastructure and community assets that have sustained cultural identity despite of decades of inequity (see **Section 1.2, Embedded Inequity & the Discriminatory Origins of Land Use in Los Angeles County**, below). The

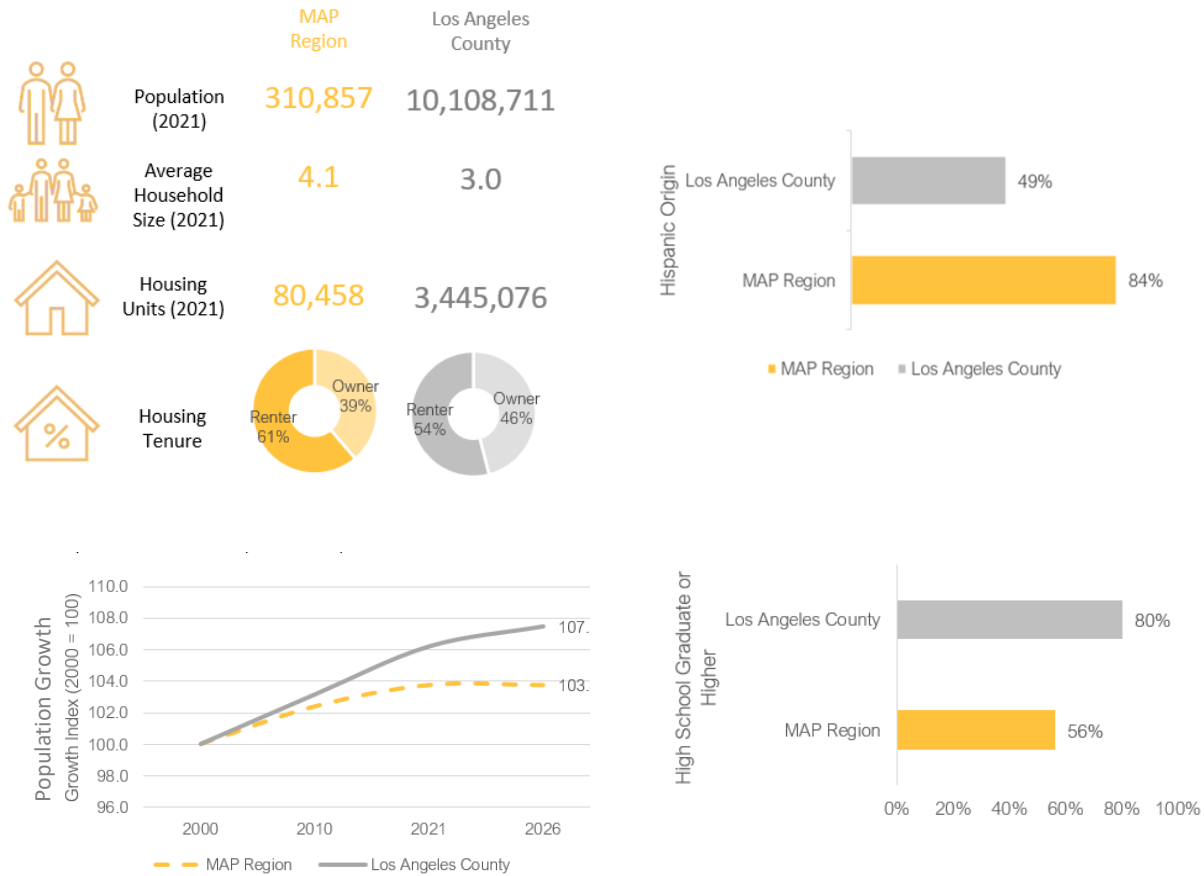
6 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022.

7 The County recognizes that language used to discuss pan-ethnic identity and gender is constantly evolving and would welcome any respectful input from community members. Please email us directly at [MetroAreaPlan@planning.lacounty.gov](mailto:MetroAreaPlan@planning.lacounty.gov) to contribute any questions, comments, or concerns.

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



median annual household income in the Metro Area is approximately \$49,000, which is \$25,000 less than the countywide median.<sup>9</sup> The below graphics provide further information related to population, housing, demographics, and education within the Metro Area compared to the County as a whole.<sup>10</sup>



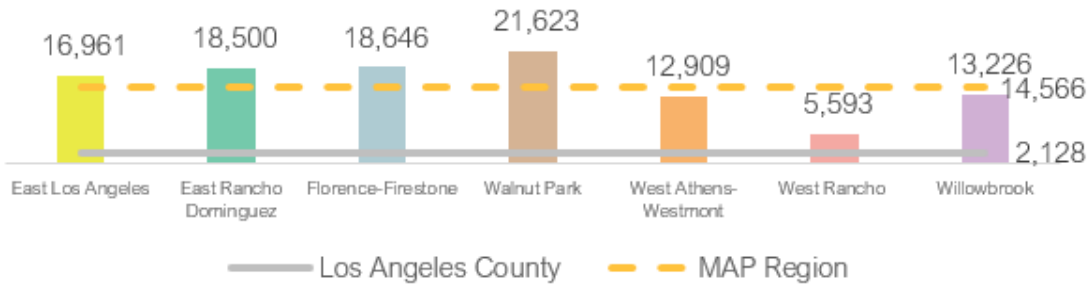
Sources: Pro Forma Advisors (2021)

As discussed in further detail below, the communities in the Metro Area are urbanized and are generally characterized by challenging physical and economic conditions. Issues of overcrowding and a lack of affordable and accessible housing are of particular concern. As a rule, the average population density of the Metro Area is over 680% that of County.<sup>11</sup> This incongruity is most striking in the community of Walnut Park, which has a population density of over 21,000 residents per square mile, which is over 1000% of the Countywide average.

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

10 The provided charts and figures identify the Metro Area as the “Metro Area Plan Region”.

11 Average population density in the County of Los Angeles is approximately 2,128 residents per square mile (Pro Forma Advisors 2021).



Sources: Pro Forma Advisors (2021).

In an effort to identify racially/ethnically concentrated areas of poverty (R/ECAPs), the U.S. Department of Housing and Urban Development (HUD), has identified census tracts with a majority non-White population (e.g., greater than 50 percent) with a poverty rate that exceeds 40% or is three times the average census tract poverty rate.<sup>12</sup> Five of these R/ECAPs have been identified in unincorporated Los Angeles County, including the Metro Area communities of Willowbrook, West Athens-Westmont, and Florence-Firestone. Together with the State of California, the County has also identified “Opportunity Zones” within Metro Area communities.<sup>13</sup> An Opportunity Zone is defined as an “economically-distressed community” where new investments, under certain conditions, may be eligible for preferential tax treatment.<sup>14</sup> The Opportunity Zones are intended as an economic development tool designed to spur economic development and job creation in historically underinvested areas, including zones within East Los Angeles, East Ranch Dominguez, Florence-Firestone, and Willowbrook.<sup>15</sup> All seven Metro Area communities are also designated by the Southern California Association of Government (SCAG) as being “Communities of Concern.” Communities of Concern rank in SCAG’s top 33% for communities with the highest percentages of households in poverty and with minority populations. In addition, due to the historic consolidation of industrial land uses in these communities, all seven also experience a higher pollution burden, which, due to their higher-than-average rates of poverty, places a disproportionate economic as well as public health burden on these populations.

While Metro Area communities have socioeconomic commonalities, as well as many shared lived experiences and common histories, each also has a distinctive identity, which requires a more nuanced and community-specific approach to planning. As such, in addition to a holistic approach that attempts to recognize regional commonalities and trends, each Metro Area community has been profiled and analyzed independently in an effort to recognize and address community-specific planning needs and

12 County of Los Angeles. 2021. Affirmatively Furthering Fair Housing, included as Appendix E of the County of Los Angeles Housing Element (2021-2029). Accessed November 20, 2021. [https://planning.lacounty.gov/assets/upl/project/housing\\_perliminary-draft-housing-element-update-appendices.pdf](https://planning.lacounty.gov/assets/upl/project/housing_perliminary-draft-housing-element-update-appendices.pdf).

13 State of California. 2021. State Integrated OZ Map. Accessed November 28, 2021. <https://opzones.ca.gov/find-opportunity-zones/>.

14 County of Los Angeles Economic Development Policy Committee. 2021. Los Angeles County Opportunity Zones. Opportunity Zones. Accessed November 28, 2021. <https://economicdevelopment.lacounty.gov/opportunity-zones/>.

15 County of Los Angeles. 2021. Opportunity Zones - Unincorporated L.A. County (Map). Accessed November 23, 2021. <https://lacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=697ecd5258324b7cac33fda3bbcac70>.



opportunities for growth, including the opportunity to address—and attempt to amend—inequitable planning practices of past eras.

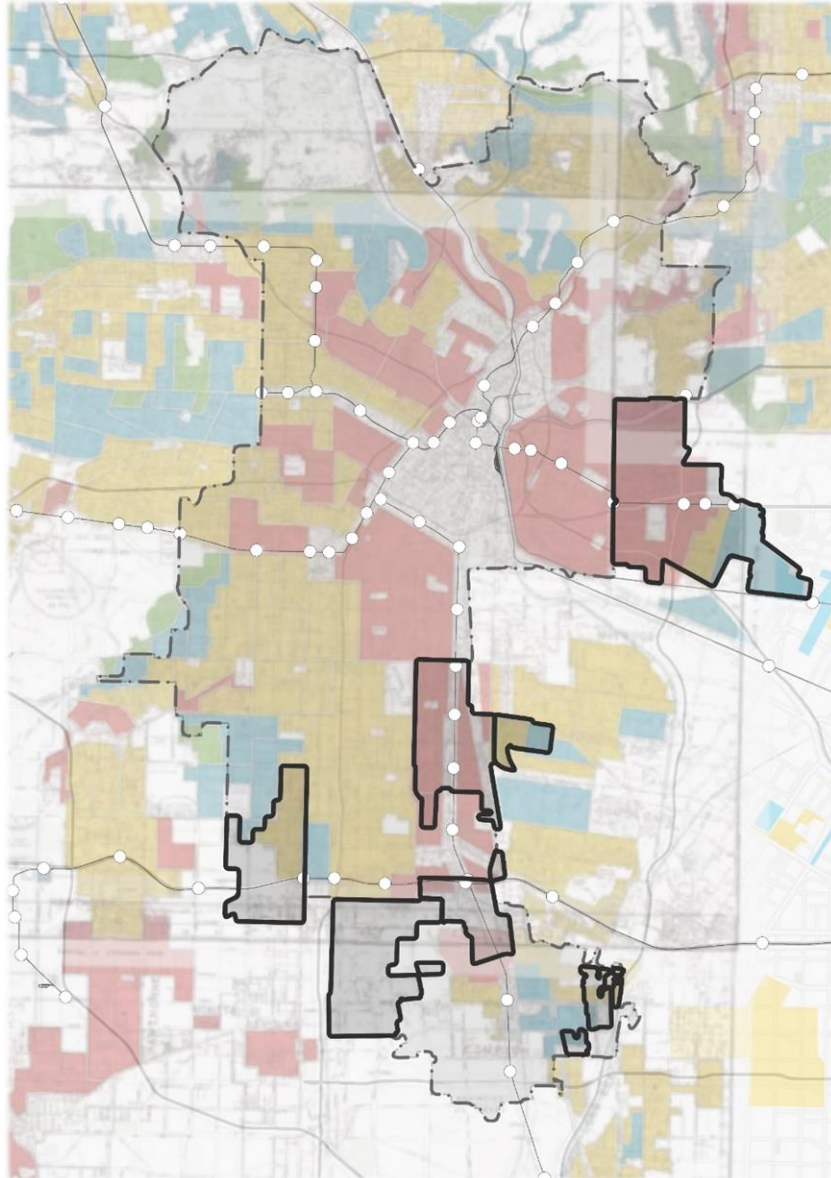
## 1.2 Embedded Inequity & the Discriminatory Origins of Land Use in Los Angeles County

It is no accident that the communities of the Metro Area have been segregated by income, class, race, and ethnicity. The planning policies we pursue today have an unintended yet nonetheless distinctive echo of those of the era of “redlining” and explicitly segregationist zoning policies of the early 20<sup>th</sup> century. In her essay “The Legacy of Redlining in Los Angeles: Disinvestment, Injustice, and Inefficiency”, Caltech researcher and South Los Angeles community advocate Jamie Tijerina defines redlining as “a systematic denial of economic investment, largely based on race, that was codified into federal policy in the 1930s”.<sup>16</sup> Large portions of the Metro Area were designated as yellow (“Definitely Declining”) and red (“Hazardous”) by the Home Owners Loan Corporation in the 1930s. Those designations made it difficult, if not impossible, for residents to seek home loans and build pathways to trans-generational wealth. Such ill-intentioned yet (then) legally permissible land use and planning practices explicitly discriminated against racial and ethnic minorities and set the stage for many of the socioeconomic difficulties facing the County today, including inaccessible and/or unaffordable housing, community displacement and systematic disinvestment.<sup>17</sup>

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16 Tijerina, J. 2019. The Legacy of Redlining in Los Angeles: Disinvestment, Injustice, and Inefficiency Finding a Path Forward in 2019 and Beyond, p. 1. March 16, 2019. [https://clkrep.lacity.org/onlinedocs/2019/19-0600\\_misc\\_5-6-19.pdf](https://clkrep.lacity.org/onlinedocs/2019/19-0600_misc_5-6-19.pdf).

17 Tijerina (2019), p. 1.



Sources: HOLC redline maps, ca. 1936. Policymaps.com

The detrimental impacts of redlining in Los Angeles County are still strongly felt today. Of particular relevance to the Metro Area is that historically redlined communities were often wedged against industrial areas, bisected by heavy-handed freeway insertions, and other environmentally compromised settings, exposing residents to disproportionate health risks.<sup>18</sup> This reality is supported by the findings of SCAG, HUD, the California Department of Housing and Community Development (HCD), and others, demonstrating that almost all Metro Area residents suffer from a disproportionately high pollution burden, and generally experience poorer life outcomes -- particularly for children -- than those living in other local, predominantly White County areas that were not historically subject to discriminatory

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18 Reft, R. 2017. Segregation in the City of Angeles: A 1939 Map of Housing Inequality in L.A. November 14, 2017. <https://www.kcet.org/shows/lost-la/segregation-in-the-city-of-Angeles-a-1939-map-of-housing-inequality-in-l-a>.



land use practices. However, it is a primary goal of the County to move forward with an affirmatively anti-racist and anti-segregationist approach to planning and equity. This approach will be rooted in the recognition that Black and Brown communities -- under the weight of systematic marginalization, including redlining, discriminatory lending practices, underinvestment of public infrastructure, lack of mobility options, and environmental racism -- have experienced a disproportionate level of harm and are in immediate need of both near- and long-term planning solutions that act to alleviate or eliminate the historic and contemporaneous forms of harm that have been identified, as well as to preclude these harms from burdening future generations. It is in this collective spirit of recognition, awareness, and growth that reformist land use policies will be formulated within the Metro Area communities.

## 2. Metro Area Regulatory Setting

The seven communities that now comprise the County’s Metro Area are subject to a patchwork of existing regional and local regulatory planning documents, often with overlapping policies and regulations. Some plans, like the community plan for East Los Angeles and the neighborhood plan for Walnut Park date to the 1980s, while others, like the transit-oriented district specific plans for Willowbrook and West Athens-Westmont were adopted recently. Land use and/or zoning plans applicable to the broader Metro Area, as well as an overview of the regional regulatory structure and environment in general, are described in further detail, below.

### 2.1 General Structure of Regulatory Planning

As a rule, the regulatory planning structure for any community begins with a “high-level” approach. This may include federal, state, and/or regional regulations and plans, which tend to have more generalized and far-reaching implications for an encompassed geographical setting. For example, while the California Environmental Quality Act (CEQA) is relevant and applicable to all jurisdictions within the State of California, SCAG’s Connect SoCal—2020-2045 Regional Transportation Plan (RTS)/Sustainable Communities Strategy (SCS) plan is only applicable to certain member jurisdictions in the Southern California region. In the case of the Area Plan, the most relevant “higher-level” planning document is the Los Angeles County General Plan 2035 (General Plan) which is the foundational document for all community-based plans that serve the seven unincorporated areas. Planning documents, and their accompanying ordinances, policies, and standards, are generally structured somewhat like a nesting doll, with federal, state or regional plans encompassing and guiding a collection of related but community-specific local plans, which may or may not have overlapping goals, polices, and provisions. The relationship of the General Plan to local planning efforts in the Metro Area generally flows as follows:

*General Plan → Planning Areas Framework Plan → Community Plan → Zoning Plan → Specific Plan*





## 2.2 Regulatory Setting in the Metro Area

The following plans and associated goals, policies and regulatory requirements are applicable to all communities within the Metro Area.

### Los Angeles County General Plan 2035

The General Plan provides goals and policies to achieve countywide planning objectives for the unincorporated areas and serves as the foundation for all community-based plans, such as the Planning Areas Framework Program plans, community plans, and coastal land use plans. In accordance with the Planning Areas Framework Program, the 11 Planning Area plans (“Area Plans”) will focus on land use and policy issues that are specific to each Planning Area. Community plans cover smaller geographic areas within the Planning Area, and address neighborhood and/or community-level policy issues. The unique characteristics and needs of each of the Planning Areas will guide the development of each Area Plan. The Area Plan will operate as the framework plan for the MetroArea.

In addition to spurring the development of new plans, Area Plans such as the Area Plan provide opportunities to update existing community-based plans, as well as to improve upon existing implementation tools of the General Plan, such as specific plans<sup>19</sup> and community standards districts<sup>20</sup> (CSDs). As previously mentioned, this Area Plan and other Area Plans will be tailored toward the unique geographic, demographic, and social diversity of the given Planning Area; however, at a minimum, Area Plans are developed using the following guidelines:

- Involve major stakeholders, including but not limited to residents, businesses, property owners, County departments, regional agencies, and adjacent cities.
- Explore the role of arts and culture and consider beautification efforts.
- Analyze the transportation network and assess the transportation and community improvement needs. Utilize the street design considerations outlined in the Mobility Element of the General Plan as a tool for street improvements that meet the needs of all potential users, promote active transportation, and address the unique characteristics of the Planning Area.
- Review and consider the identified “opportunity areas, as applicable.
- Develop a land use policy map that considers the local context, existing neighborhood character, and the General Plan Hazard, Environmental and Resource Constraints Map.
- Consider the concurrent development of areawide zoning tools.

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19 Specific Plans are used as a General Plan implementation tools for “large-scale” planning (i.e., for multiple parcels or neighborhood blocks), areas with environmental or fiscal constraints, or for other specific kinds of opportunity areas.

20 Community Standard Districts (CSDs) act as supplemental districts which may define and provide regulations in any one of the following three categories: Area-Specific, Community-Wide, and/or Zone Specific Development Standards.





- Update specific plans and zoning ordinances, as needed, to ensure consistency and plan implementation.

At a minimum, each Area Plan must also incorporate the following components: (1) a comprehensive policy document with area-specific elements, as needed, that incorporates community-based plans as chapters; (2) a land use policy map that utilizes the General Plan Land Use Legend; (3) a zoning map that is consistent with the area plan; (4) a capital improvement plan developed in partnership with the County of Los Angeles Department of Public Works; and (5) an environmental review document that uses the General Plan Programmatic Environmental Impact Report (EIR) as a starting point to assess the environmental impacts of the Area Plan.

All Area Plans will also include “opportunity areas”, which have been identified in the General Plan, and are areas which should be considered for further study when preparing community-based plans. The different kinds of opportunity areas relevant to the unincorporated Metro Area are described in **Table 2.1, Opportunity Area Types**, below. These areas in relation to the seven Metro Area communities will also be identified and discussed in **Section 3, Metro Area Community Profiles**

**Table 2.1. Opportunity Area Types**

Opportunity Area	Description
<p><b>Transit Centers</b></p>	<p>Areas that are supported by major public transit infrastructure. Transit centers are identified based on opportunities for a mix of higher intensity development, including multifamily housing, employment, and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.</p>
<p><b>Neighborhood Centers</b></p>	<p>Areas with opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office and other uses. Neighborhood centers are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as street trees, lighting, and bicycle lanes.</p>
<p><b>Corridors</b></p>	<p>Areas along boulevards or major streets that provide connections between neighborhoods, employment, and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.</p>
<p><b>Industrial Flex Districts</b></p>	<p>Areas with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. These areas would provide opportunities for non-industrial uses and mixed uses, where appropriate, as well as light industrial or office/professional uses that are compatible with residential uses.</p>



Table 2.1. Opportunity Area Types

Opportunity Area	Description
<b>Industrial Opportunity Areas</b>	Economically viable industrial and employment-rich lands located in an unincorporated community that has an adopted community-based plan or is in the process of creating one. Future considerations should be given to these areas to be mapped as Employment Protection Districts, where industrial zoning and industrial land use designations should remain, and where policies to protect industrial land from other uses (e.g., residential, and commercial) should be enforced.

Source: County of Los Angeles. 2015. Los Angeles County General Plan, p. 30. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

In accordance with the Planning Areas Framework Program, the creation of new community plans will be reserved for those communities in the unincorporated areas that are identified through the Area Plan process as having planning needs that go beyond the scope of the area plan. Community plans, as well as coastal land use plans, will be incorporated as chapters of Area Plans.

➤ **6<sup>th</sup> Cycle Housing Element Update (HEU)**

The County’s Housing Element is one of the seven required elements of the General Plan. Per Section 65583(c)(7) of the California Government Code (CGC), Housing Element policies are shaped by, and must be consistent with, other General Plan elements and associated policies. The primary focus of the Housing Element is to ensure decent, safe, sanitary, and affordable housing for current and future residents of the unincorporated areas, including those with special needs. As such, the County is required to ensure the availability of residential sites, at adequate densities and appropriate development standards, in the unincorporated areas to accommodate its fair share of the regional housing need, also known as the Regional Housing Needs Assessment (RHNA) allocation. Under the current RHNA allocation, the unincorporated County is required to provide the zoned capacity to accommodate the development of at least 90,052 housing units affordable to households at specific income levels using various land use planning strategies.<sup>21</sup>

In order to satisfy its RHNA allocation, the County recently adopted an update to the Housing Element for the “6<sup>th</sup> Cycle” 2021-2029 planning period (6<sup>th</sup> Cycle HEU), consisting of: an adequate sites inventory; rezoning program; analysis of constraints and barriers; goals, policies, and implementation programs; amendments to Title 22 – Planning and Zoning, of the Los Angeles County Code; and amendments to the General Plan Land Use Element.

While the County’s unincorporated areas have the existing capacity to accommodate up to 34,278 of the RHNA allocated units, there is a remaining capacity shortfall that must be accounted for if the County is to fulfill its RHNA obligations as required by state law. Approximately 20,750 lower-income,

21 County of Los Angeles. 2021. County of Los Angeles Housing Element (2021-2029), p. 187 (Summary of RHNA Strategies). Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/project/housing\\_redlined-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_redlined-20211130.pdf).



9,019 moderate income, and 26,005 above moderate income units will be accommodated for via rezoning efforts (i.e., 6<sup>th</sup> Cycle HEU Program 17, Adequate Sites for RHNA).<sup>22</sup> The rezoning effort(s) would primarily consist of implementing land use and zone changes to convert existing commercial and/or low density residential designations to mixed use an/or high density residential designations.<sup>23</sup> The Area Plan will incorporate the proposed changes in the HEU rezoning program for Metro Area sites listed in the HEU’s Appendix B, Potential Sites. The Appendix B sites are sites which have been identified by the County as having the potential to accommodate the RHNA allocation, pending a zone change. The County will also accommodate RHNA allocated units through implementation of the Florence-Firestone Transit-Oriented District Specific Plan.<sup>24</sup> The County is required to complete all rezoning efforts to meet its remaining RHNA shortfall by 2024, or approximately three years from the official date of HEU adoption (November 30, 2021).

In total, the Metro Area will support and/or accommodate capacity for 27,458 RHNA allocated units,<sup>25</sup> approximately 5.8% of which (1,597 units) will be within the R/ECAP communities of Willowbrook, West Athens-Westmont, and Florence-Firestone.<sup>26</sup> (see **Section 2, Metro Area Community Profiles**, for further details on community specific rezoning efforts proposed or implemented as a result of the HEU). The remaining RHNA allocated units will be located across various sites within the communities of West Rancho Dominguez, East Rancho Dominguez-Victoria, Walnut Park, and East Los Angeles.

Other notable changes in land use and /or zoning policy enacted as a result of the HEU and applicable to the Area Plan planning area include an amendment to Title 22 – Planning and Zoning of the Los Angeles County Code (“Zoning Code”) to require residential use to occupy at least 50% of the floor area in a mixed-use project (e.g., in areas with mixed use zoning designations)<sup>27</sup> as well as amendments to the General Plan Land Use Legend related to increases in minimum allowable densities for certain residential use designations.

### Housing Element Programs and Objectives

To implement the County’s housing goals, the 6th Cycle HEU includes a list of housing programs. The programs are designed to maintain and increase the supply of housing, especially affordable housing, preserve existing units, and provide equal access to housing opportunities. Most of the programs are previously adopted, ongoing, regulatory, and funding-based. In addition to Program 17, Adequate Site

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22 County of Los Angeles. (2021), p. 39 (Program 17: Adequate Sites for RHNA).

23 County of Los Angeles. (2021), p. 187. (Summary of RHNA Strategies).

24 County of Los Angeles. (2021), p. 39 (Program 17: Adequate Sites for RHNA)

25 The 27,458 RHNA units the County has allocated to the Metro Area includes existing sites as well as sites to be accommodated through rezoning.

26 County of Los Angeles (2021), p. 39. (Program 17: Adequate Sites for RHNA)

27 County of Los Angeles. (2021), p. 225 (Sites Designated for Commercial or Mixed Uses)



for RHNA, discussed above, some key 6<sup>th</sup> Cycle HEU programs impacting the Metro Area are described in further detail, below.

*Program 3: Climate Action Plan 2020 (CCAP)*

The County developed the Community Climate Action Plan (CCAP) as a resource for unincorporated areas to reduce and avoid greenhouse gas (GHG) emissions associated with community activities.<sup>28</sup> As a component of the General Plan Air Quality Element, the CCAP actions are closely tied to many of the goals, policies, and programs of the General Plan, as well as to several other existing programs in the County. Public agencies and private developers can also use the CCAP to comply with project-level review requirements pursuant to CEQA. CEQA guidelines specify that CEQA project evaluation of GHG emissions can “tier” off a programmatic analysis of GHG emissions provided that the programmatic analysis (or climate action plan) is able to meet CEQA Guidelines Section 15183.5, which includes a quantitative analysis of GHG emission, both existing and projected over a specified time period.<sup>29</sup> Adopted in 2015 as an implementation program of the General Plan, the current CCAP expired in 2020.

Program 3 of the 6<sup>th</sup> Cycle HEU updates the CCAP, which ties together climate change initiatives and provide a blueprint for deep carbon emission reductions. Nearly 62% of the greenhouse gas emissions within unincorporated Los Angeles County comes from the transportation sector, with the vast majority of transportation emissions coming from passenger vehicles. Another 29% of greenhouse gas emissions is tied to energy use in buildings and facilities, including power plants, business, and homes. Reducing greenhouse gas emissions within unincorporated Los Angeles County will further pro-housing strategies, such as encouraging housing near transit through transit-oriented development programs. The CCAP will include a streamlined procedure for environmental clearance for individual housing projects, thereby reducing the time and expense needed for individual environmental clearances. Program 3 will essentially allow qualifying housing projects to rely on the CCAP for their greenhouse gas emissions analysis under the California Environmental Quality Act (CEQA).

Another major component of the CCAP is furthering equity by identifying actions to reduce air pollution and improve community health, particularly focusing on areas disproportionately burdened by environmental pollution. Examples of CCAP actions to be implemented by 2025 include: building shade structures at major transit stops, prioritizing communities with high heat

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28 County of Los Angeles. 2015. Final Unincorporated Los Angeles County Community Climate Action Plan (CCAP) 2020, p. 1-1. Accessed November 25, 2021. [https://planning.lacounty.gov/assets/upl/project/ccap\\_final-august2015.pdf](https://planning.lacounty.gov/assets/upl/project/ccap_final-august2015.pdf).

29 The CCAP meets CEQA Guidelines Section 15183.5 by: 1) quantifying all primary sectors of GHG emissions within the unincorporated areas for 2010 and 2020; 2) including a reduction target of at least 11% below 2010 levels, which is consistent with the recommendations in the AB 32 Scoping Plan for municipalities to support the overall AB 32 reduction targets; 3) analyzing community emissions for the unincorporated areas as a whole and including predicted growth expected by 2020; 4) including specific measures to achieve the overall reduction target; 5) including periodic monitoring of plan progress; and 6) submitting the CCAP to be adopted in a public process following compliance with CEQA (County of Los Angeles 2015, p. 1-2).



vulnerability; and creating and implementing an Urban Forest Management Plan that prioritizes tree- and park-poor communities. The standards set forth in the Area Plan are designed to be in accordance with the goals and policies of the CCAP.

*Program 8: Metro Area Plan*

The Area PlanMAP is considered a critical component of the 6<sup>th</sup> Cycle HEU, in that it incorporates the proposed changes in the 6<sup>th</sup> Cycle HEU’s rezoning program on sites listed in Appendix B and identifies other General Plan and zone changes that can increase housing opportunities, jobs-housing balance and transit-oriented development within the seven Metro Area communities.

In addition to helping to implement policies set forth in Program 17, the Area Plan will include a Mobility Element, which will coordinate land use and transportation, promote active transportation, and include strategies to reduce vehicle miles traveled and improve air quality in some of the County’s most disinvested in and marginalized communities. Furthermore, the Area Plan will bring a cohesive and updated growth vision for the Metro Area, which advances the County’s priorities to address racial inequity and better serve communities of color.<sup>30</sup>

Since the Area Plan anticipates enhancing housing opportunities for a diversity of income levels in areas that have been historically underserved or segregated, strategies to address displacement and gentrification will be prioritized. A gentrification and displacement study included as part of the Area Plan evaluates the applicability of a range of mitigation tools including community land trusts, long-term affordability restrictions, jobs/housing linkage fees, and nonprofit and public ownership of land. The study also addresses adjacency between industrial and residential uses. The study informs community benefits policies in the plan. Potential benefits include affordable housing, community facilities, public open space, complete street interventions, urban greening, and contributions to a Community Benefits fund.<sup>31</sup>

The Area Plan will also include community-specific economic development strategies to encourage development through incentives or land use policy changes (e.g., value capture) as well as redevelopment or tenanting strategies. The focus of these recommendations is to increase employment through new commercial opportunities and capture spending currently being lost in the Metro Area. If incentives are adopted, this program will include a proactive outreach effort to property owners and business community stakeholders via fact sheets, letters, and social media to publicize the incentives.<sup>32</sup>

Implementation of the Area Plan will be prioritized using tools including the County’s anti-displacement mapping tool (Program 43 of the 6<sup>th</sup> Cycle HEU), the County’s Equity Indicators Tool

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30 County of Los Angeles (2021), p. 27 (Program 8: Metro Area Plan).

31 County of Los Angeles (2021), p. 27 (Program 8: Metro Area Plan).

32 County of Los Angeles (2021), p. 27 (Program 8: Metro Area Plan).



and/or Environmental Justice Screening Method Tool, which are mapping applications developed for the County that highlight locations where equity challenges, such as cumulative health risk from pollution sources, are concentrated, as well as socioeconomic and demographic indicators.<sup>33</sup>

*Program 9: Inclusionary Housing Feasibility and Implementation*

Inclusionary housing is a policy that requires market-rate residential developments to include affordable housing. It is one tool in the County's toolbox to address the County's shortage of affordable housing. The County adopted an Inclusionary Housing Ordinance (the Ordinance), which became effective in December 2020. The Ordinance established submarket areas within unincorporated Los Angeles County to implement inclusionary requirements based on market feasibility and historic building trends by housing type (rental versus ownership). Because market feasibility and building trends vary across the submarkets, the inclusionary requirements likewise vary between submarkets based on housing type. Under the Ordinance, a housing development is required to provide affordable units if it has at least five units and is one of the following:

- A rental housing development in one of these submarket areas: Coastal South Los Angeles; San Gabriel Valley; or Santa Clarita Valley; or,
- A for-sale housing development in one of these submarket areas: Antelope Valley (excluding condos), Coastal South Los Angeles, East Los Angeles/Gateway; San Gabriel Valley; Santa Clarita Valley; or South Los Angeles (excluding condos).<sup>34,35</sup>

Within the Metro Area, the Ordinance only applies to the community of East Los Angeles. The Ordinance would help further Policy 3.1 of the 6th Cycle HEU to promote mixed-income neighborhoods and a diversity of housing types throughout unincorporated Los Angeles County to increase housing choices for all economic segments of the population. By October 2029, it is anticipated that implementation of the Ordinance will accommodate capacity for at least 500 additional units of affordable housing for lower income households within unincorporated Los Angeles County.<sup>36</sup>

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33 County of Los Angeles (2021), p. 27 (Program 8: Metro Area Plan).

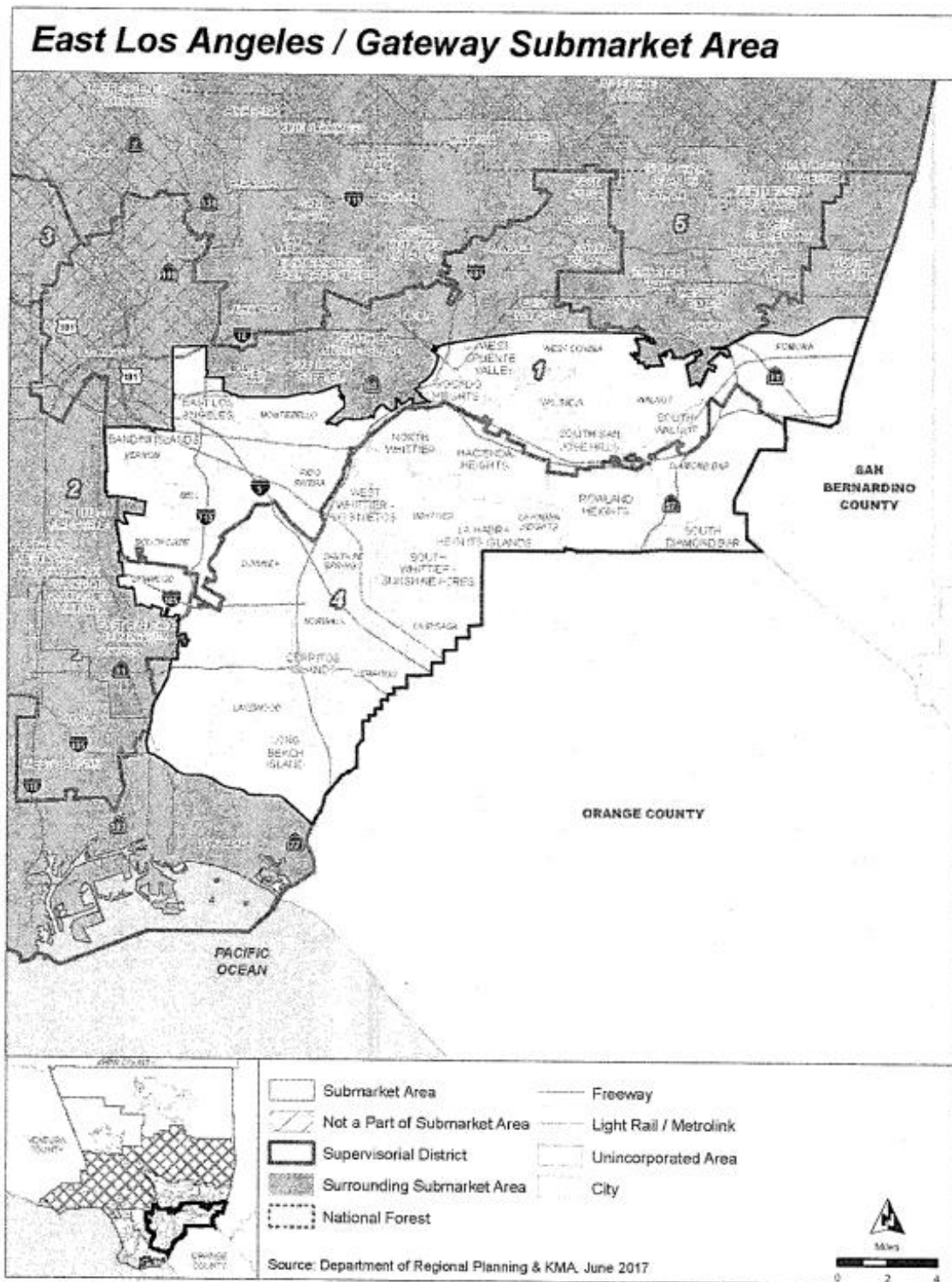
34 Los Angeles County Department of Regional Planning (DRP). 2020. Inclusionary Housing Ordinance Fact Sheet. Accessed December 10, 2021. [https://planning.lacounty.gov/assets/upl/project/inclusionary\\_housing-ordinance-fact-sheet.pdf](https://planning.lacounty.gov/assets/upl/project/inclusionary_housing-ordinance-fact-sheet.pdf).

35 The Inclusionary Housing Ordinance does not apply to projects located within an area subject to an affordable housing requirement pursuant to a development agreement, specific plan, or local policy.

36 County of Los Angeles. 2021. County of Los Angeles Housing Element (2021-2029), p. 29 (Program 9: Inclusionary Housing Feasibility and Implementation). Accessed December 9, 2021. [https://planning.lacounty.gov/assets/upl/project/housing\\_redlined-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_redlined-20211130.pdf).



**FIGURE 22.14.010-C: EAST LOS ANGELES/GATEWAY SUBMARKET AREA**



*Source: County of Los Angeles. 2020. Ordinance No. 2020-0064 (Inclusionary Housing Ordinance). December 10, 2020. Accessed December 11, 2021. [https://planning.lacounty.gov/assets/upl/project/iho\\_certified.pdf](https://planning.lacounty.gov/assets/upl/project/iho_certified.pdf)*



Program 9 of the 6<sup>th</sup> Cycle HEU will monitor building activity and comprehensively update the County's Inclusionary Housing Ordinance feasibility study and submarket area boundaries no less than every five years to support additional affordable housing, while ensuring that the inclusionary housing requirements are financially sustainable and legally defensible. The initial update will be followed by a comprehensive update to the feasibility study for all submarket areas, which, according to the Board's directives, will be initiated within two years of ordinance adoption. This program will also explore how the Ordinance can be used to increase deeper levels of affordability, increase rental housing, and multifamily housing in High or Highest Resource areas as determined by the California Tax Credit Allocation Committee. Finally, this program will be coordinated with Program 17: Adequate Sites for RHNA, which will rezone sites to require 20% of the units in a housing development to be affordable to lower income households pursuant to California Government Code (CGC) Section 65583.2(c) and (h).<sup>37</sup>

*Program 10: Comprehensive Residential Design and Development Standards*

This program amends the Zoning Code to add objective development and design standards, particularly for multifamily and mixed-use projects. Objective development standards that are uniformly verifiable to a defined benchmark reduces subjective judgment during the review of housing applications. Importantly, this program will be coordinated with 6<sup>th</sup> Cycle HEU Program 29, which will review and update definitions for various housing types, including single room occupancy units (SROs). The County will seek to further fair housing goals through this program by exploring objective design standards that mitigate exposure to pollution and provide green space/parklets in underserved communities.<sup>38</sup>

*Program 22: Housing for Acutely Low-Income Households Program*

This program will advocate for and identify available funding for a pilot project for acutely low income (ALI) households, defined as earning no more than 15% of area median income. The County will adopt amendments to the Zoning Code to include, and incentivize, and preserve ALI housing, and will coordinate with the Los Angeles County Development Authority (LACDA) to implement ALI as part of the 6<sup>th</sup> Cycle HEU's Program 34.<sup>39</sup>

*Program 24: Reasonable Accommodations Ordinance Update and Removal of Zoning Barriers to Fair Housing*

This program will evaluate existing reasonable accommodations requirements and processes and review best practices and case law to amend the Zoning Code. The program would lead to the

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37 County of Los Angeles (2021), p. 29 (Program 9: Inclusionary Housing Feasibility and Implementation).

38 County of Los Angeles (2021), p. 31 (Program 10: Comprehensive Residential Design and Development Standards).

39 County of Los Angeles (2021), p. 47 (Program 22: Housing for Acutely Low Income Households Program).





removal of zoning barriers to fair housing, such as the existing Conditional Use Permit requirement for licensed housing with seven or more individuals.<sup>40</sup>

*Program 45: Rent Stabilization and Mobilehome Rent Stabilization Ordinances*

The Department of Consumer and Business Affairs (DCBA) enforces the County’s Rent Stabilization and Mobilehome Rent Stabilization ordinances, which became effective in 2020. In addition to limiting annual rent increases for covered units, these ordinances provide protections to tenants, landlords, mobilehome park owners, and mobilehome owners throughout unincorporated Los Angeles County. For example, the Rent Stabilization Ordinance requires relocation assistance when landlords in conventional rental housing are performing certain types of repairs or are evicting tenants for certain just cause reasons. The Rental Housing Oversight Commission was established to hear appeals to determinations made by DCBA regarding potential violations of the ordinances.

Throughout the course of the HEU’s eight year planning cycle, these ordinances will be strengthened along with the County’s capacity to address gaps in tenant protections for non-rent-stabilized units, enforcement of anti-harassment provisions, relocation assistance, and other emerging issues, including opportunities to further support R/ECAP communities and other communities at risk of displacement.

**Los Angeles County Code (LACC)**

Working in tandem with the General Plan to implement the goals and policies outlined therein is the Los Angeles County Code (LACC). The LACC codifies the County’s “Zoning Code” (Title 22 -- Planning & Zoning). The Zoning Code, together with the Subdivision Code (Title 21) and zoning map, are implementation tools of the General Plan that provide details on specific allowable uses, design and development standards, and procedures. Zoning and subdivision regulations govern the division, design and use of individual parcels of land, including minimum lot size, lot configuration, access, height restrictions, and yard setbacks standards for structures.

The LACC Zoning Code also establishes and defines the Community Standard Districts (CSDs), referenced in the General Plan. CSD’s apply three different types of development standards to a given community, which are: (1) community wide, (2) zone specific, or (3) area-specific development standards. Community wide development standards apply to all proposed development and new land uses on any lot within the area covered by the CSD. Zone-specific standards refer to standards that apply only to proposed development or a new land use on a lot covered by a specific zone within the community, and which build upon Countywide zoning standards set forth in the Zoning Code.<sup>41</sup> Area

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40 County of Los Angeles (2021), p. 49 (Program 24: Reasonable Accommodations Ordinance Update and Removal of Zoning Barriers to Fair Housing).

41 If a zone-specific development standard appears to conflict with a community-wide development standard, the zone-specific standard shall supersede the community-wide standard.



specific standards apply only to lots within one or more specific geographic areas of a CSD.<sup>42</sup> In addition to implementing area-specific, community-wide, and/or zone specific development standards, as applicable, CSD regulations could include regulatory requirements related to density bonuses, inclusionary housing policy, Accessory Dwelling Units (ADUS), and /or Junior Accessory Development Units (JADUs), among others. Over 25 CSD’s have been established as a result of Division 10 of the Zoning Code, including one for each of the seven unincorporated communities of the Metro Area (See **Section 3, Metro Area Community Profiles**, for further details).

### Chapter 22.120, Density Bonus

To mitigate the impacts of government policies, rules, and regulations on the development and improvement of affordable housing, the County offers a number of regulatory incentives, including density bonuses. The County’s Density Bonus Ordinance (Ordinance No. 2019-0053) detailed in Chapter 22.120 of the LACC Zoning Code offers deeper affordability, a simplified process for incentives and waivers, and bonuses that are above and beyond the requirements of the State of California Density Bonus Law. The Density Bonus Ordinance offers density bonuses and waivers or modifications to development standards for senior citizen housing developments and housing developments (minimum size five units) that set aside a portion of the units for lower and moderate income households. In addition, the Density Bonus Ordinance offers incentives for housing developments that set aside a portion of the units for lower and moderate income households. **Table 2.2** shows the Density Bonus Ordinance’s density bonus sliding scale for various types of housing projects.

**Table 2.2, Density Bonus Ordinance (Density Bonus Sliding Scale)**

Income Group	Minimum Set-Aside of Affordable Units	Base Bonus	Maximum Bonus for 100% Affordable Projects <sup>2</sup>
Extremely Low Income	5%	25%	120%
Very Low Income	5%	20%	100%
Lower Income	10%	20%	80%
Moderate Income ( <i>common interest developments only</i> )	10%	5%	60%
Section Citizen housing Development <sup>1</sup>	100%	20%	-
Land Donation ( <i>very low income projects only</i> )	10%	15%	-

1 Affordability is not a requirement for senior housing developments to qualify for a density bonus and waivers or modifications to development standards per the Zoning Code.

2 The County’s sliding scale also reflects Assembly Bill (AB) 1763 (Chiu), which provides an enhanced density bonus by-right for eligible affordable housing developments.

**Source:** County of Los Angeles. 2021. County of Los Angeles Housing Element (2021-2029), pp. 167-169. Accessed December 9, 2021. [https://planning.lacounty.gov/assets/upl/project/housing\\_redlined-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_redlined-20211130.pdf).

42 Where an area-specific development standard differs from either a community-wide or zone-specific development standard, the area-specific standard shall supersede all others.



### ➤ *A Note on County "Zoned Districts" (ZDs)*

Zoned Districts (ZDs) are derived from Section 22.16.230 of the County's Zoning Code. These ZDs were established many years ago when zoning was first created for the County, providing a way to break the County up into smaller, distinct areas for easier record keeping and organization. ZDs are still used to identify and keep track of early ordinances and for running queries against permits and ordinances.<sup>43</sup> However, beyond those largely administrative purposes, ZDs have very little impact on how the County, or any other local jurisdiction, approach contemporary planning efforts within the Metro Area. The ZDs have been largely incorporated into the distinct communities identified within each of the 11 unincorporated Planning Areas established by the County's 2015 General Plan Update. The ZDs do not define contemporary zoning districts, land-use designations, or Metro Area community boundaries. While some ZDs may align with the contemporary boundaries of Metro Area communities, other may not. As such, while the ZDs may be alluded to under **Section 3, Metro Area Community Profiles**, this is primarily for informational purposes, as well as to ensure continuity between past and present planning documents. The ZDs should not be confused with applicable "zones" "zones designated," "zoning map designations" or other terminology commonly used throughout the LACC and/or within the Area Plan to refer to contemporary zoning designations or planning efforts.

### **Green Zones Program**

The Green Zones Program (GZP) promotes environmental justice by providing zoning requirements for industrial uses, vehicle-related uses, and recycling and solid waste uses that may disproportionately affect communities surrounding these land uses<sup>44</sup>. Prior to implementation of the GZP, the County's Zoning Code was the primary means of regulating industrial use, which was based solely on zoning and land use category, without any considerations for proximity to incompatible land uses, such as multi-family residential developments and other "new sensitive uses".<sup>45,46</sup> New sensitive uses that are located adjacent to or adjoining an existing, legally established industrial, recycling or solid waste, or vehicle-related use are now required to comply with development standards including landscaping, buffering, and open space.<sup>47</sup> The GZP seeks to enhance protection of sensitive uses, where such uses

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43 County of Los Angeles. 2019. Zoned Districts. January 2019. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/data/map\\_t03-zoned-districts.pdf](https://planning.lacounty.gov/assets/upl/data/map_t03-zoned-districts.pdf).

44 County of Los Angeles. 2020. Los Angeles County Green Zones Program Draft Environmental Impact Report, p. I-1/11. Accessed November 29, 2021. [https://planning.lacounty.gov/assets/upl/project/greenzones\\_draft-PEIR.pdf](https://planning.lacounty.gov/assets/upl/project/greenzones_draft-PEIR.pdf).

45 County of Los Angeles (2020), p. I-1/11.

46 New sensitive uses are defined by the GZP to include a range of land uses where individuals are most likely to reside or spend time, including housing units, schools and school yards, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, shelters, and daycares, or preschools as accessory to a place of worship (County of Los Angeles 2020, p. I-2/11).

47 County of Los Angeles (2020), p. I-2/11.



are adjacent to certain industrial and manufacturing uses, pursuant to historic development patterns and the land use designations in the County General Plan or Zoning Code.<sup>48</sup>

Utilizing the Environmental Justice Screening Method (EJSM),<sup>49</sup> the GZP addresses incompatible land uses in proximity to sensitive uses and the lack of previously existing mechanisms to require appropriate mitigation measures within the unincorporated County.<sup>50</sup> As an initial framework, the GZP identifies eleven “Green Zones Districts” (GZDs), which are communities located within the unincorporated County where the existing land use pattern(s) have the potential to adversely affect sensitive uses.<sup>51</sup> The GZP established new development standards and/or more stringent entitlement processes within the GZDs for specific industrial, recycling, or vehicle-related uses for properties located within a 500-foot radius of a sensitive use.<sup>52</sup>

In addition to the revisions to the Zoning Code, the GZP included a General Plan Amendment to ensure consistency with the revisions to the Zoning Code. The amendment consisted of text changes to policies in Chapter 3 (Guiding Principles), Chapter 6 (Land Use Element), Chapter 13 (Public Services and Facilities Element), Chapter 14 (Economic Development Element) and Appendix C (Land Use Element Resources).<sup>53</sup> The edits and additions to policies in these chapters support the incorporation of the GZP framework into the General Plan as well as the implementation of the goals of Senate Bill (SB) 1000<sup>54</sup> and existing environmental justice language in the General Plan.

While certain provisions in the GZP are applicable Countywide, such as the increased regulation of specific recycling and solid waste uses,<sup>55</sup> the GZP has particular relevance and applicability for the Metro Area. All seven Metro Area communities are identified as GZDs, with approximately 8% of all Metro Area parcels subject to GZD overlay standards (e.g., commercially and industrially zoned parcels within 500 feet of new sensitive uses)<sup>56</sup> The number of GZD communities and subject parcels within the Metro Area speaks to the historic consolidation of industrial land uses in these communities and the resulting

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48 County of Los Angeles (2020), p. I-1/11.

49 The Environmental Justice Screening Method (EJSM) illustrates cumulative risks associated with environmental justice within the County by identifying areas that are disproportionately burdened by and vulnerable to multiple types of pollution and health risks.

50 County of Los Angeles (2020), p. III-2/20.

51 County of Los Angeles (2020), p. I-1/11.

52 The Green Zone District (GZD) development standards and/or entitlement processes are applicable to properties that are located within a 500-foot radius of a sensitive use of another unincorporated area property or a residential use on a property within incorporated city boundaries. (County of Los Angeles 2020, p. III-5/20).

53 County of Los Angeles (2020), p. I-3/11.

54 Senate Bill (SB) 100, Environmental Justice in Local Land Use Planning, requires local governments to identify environmental justice communities, referred to as “disadvantaged communities”, in their jurisdictions and address environmental justice in their general plans (State of California Department of Justice, Office of the Attorney General. 2021. SB 1000—Environmental Justice in Local Land Use Planning. Accessed November 28, 2021. <https://oag.ca.gov/environment/sb1000>).

55 County of Los Angeles (2020), p. I-3/11.

56 County of Los Angeles (2020), p. III-1/20.



disproportionate burden of exposure to pollution. The Area Plan is designed and intended to work in tandem with the GZP to facilitate programs and support the overall environmental justice goals of the County as they apply the seven Metro Area communities.

### **Los Angeles Countywide Parks and Recreation Needs Assessment (PNA)**

The Los Angeles Countywide Parks and Recreation Needs Assessment (PNA) is a comprehensive study of the diverse parks and recreation facilities throughout the County's cities and unincorporated communities. The PNA gathered data to determine the scope, scale, and location of park need in Los Angeles County. Since its completion in 2016, the PNA has been a critical tool contributing to the planning and decision-making regarding funding for parks and recreation throughout the County's unincorporated areas<sup>57</sup>.

### **SCAG's Connect SoCal -- 2020-2045 Regional Transportation Plan (RTS)/Sustainable Communities Strategy (SCS)**

SCAG is the designated Metropolitan Planning Organization for six Southern California counties, including the County of Los Angeles, and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Regional Transportation Plan (RTS)/Sustainable Communities Strategy (SCS) includes goals to increase mobility and enhance sustainability for the region's residents and visitors. The RTP/SCS encompasses three principles to improve the region's future: mobility, economy, and sustainability. The RTP/SCS provides a regional investment framework to address the region's transportation and related challenges, while enhancing the existing transportation system and integrating land use into transportation planning. The RTP/SCS recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce vehicle miles traveled (VMT), congestion, and GHG emissions. The RTP/SCS's approach to sustainably manage growth and transportation demand would reduce the distance and barriers between new housing, jobs, and services and would reduce vehicle travel and GHG emissions.

The Final 2020–2045 RTP/SCS (also referred to as Connect SoCal) ("2020 RTP/SCS") presents the land use and transportation vision for the SCAG region through fiscal year 2045. The following are the explicit goals set forth by the 2020 RTP/SCS: (1) encourage regional economic prosperity and global competitiveness; (2) improve mobility, accessibility, reliability, and travel safety for people and goods; (3) enhance the preservation, security, and resilience of the regional transportation system; (4) increase person and goods movement and travel choices within the transportation system; (5) reduce greenhouse gas emissions and improve air quality; (6) support healthy and equitable communities; (7) adapt to a changing climate and support an integrated regional development pattern and transportation network; (8) leverage new transportation technologies and data-driven solutions that result in more efficient travel; (9) encourage development of diverse housing types in areas that are

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<sup>57</sup> County of Los Angeles. 2022. Parks Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/>.



supported by multiple transportation options; and, (10) promote conservation of natural and agricultural lands and restoration of habitats.<sup>58</sup>

As it applies to the County's Housing Element and 6<sup>th</sup> Cycle RHNA allocation, the state Legislature intended that housing planning be coordinated and integrated with the RTS/SCS. To achieve this goal, the RHNA allocation plan for the County for approximately 90,052 housing units is consistent with the development pattern included in the 2020 RTP/SCS (Govt. Code § 65584.04(m)).<sup>59</sup> Programs and standards set forth within the Area Plan are designed to accommodate potential growth projections outlined in the 2020 RTP/SCS and to demonstrate compatibility with the 2020 RTP/SCS's regional goals and intents.

### **South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP)**

The Metro Area is located within the South Coast Air Basin (SCAB). The SCAB is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.<sup>60</sup> The Southern California Air Quality Management District's (SCAQMD) are responsible for the preparation of Air Quality Management Plans (AQMPs) which include control measures and strategies to be implemented to attain state and federal ambient air quality standards in the SCAB. The most-recently adopted Air Quality Management Plan (AQMP) is the 2016 AQMP, which was adopted by the SCAQMD governing board on March 3, 2017.<sup>61</sup> The 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air. The 2016 AQMP addresses criteria air pollutant emissions from ocean-going vessels, which are considered federal sources, and includes emissions associated with marine vessels and engines in the baseline year and future forecasts. The 2016 AQMP's overall control strategy is an integral approach relying on fair-share emission reductions from federal, state, and local levels. The 2016 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources.<sup>62</sup> These control strategies are to be implemented in partnership with California Air Resources Board (CARB) and the California Environmental Protection Agency (CalEPA).

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58 Southern California Association of Governments (SCAG). 2020. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal), adopted on September 3, 2020. Accessed on November 28, 2021. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176).

59 SCAG (2020), p. xii.

60 SCAQMD (South Coast Air Quality Management District). 2017. 2016 Final Air Quality Management Plan. Accessed February 1, 2022. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>.

61 SCAQMD (2017)

62 SCAQMD (2017)



The previous AQMP was the 2012 AQMP, which was adopted in February 2013.<sup>63</sup> The 2012 AQMP proposed policies and measures to achieve national and California standards for improved air quality in the SCAB and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction. The 2012 AQMP is designed to meet applicable federal and state requirements for O<sub>3</sub> and particulate matter. The 2012 AQMP documents that attainment of the federal 24 hour PM<sub>2.5</sub> standard is impracticable by 2015 and the SCAB should be classified as a serious nonattainment area along with the appropriate federal requirements. The 2012 AQMP includes the planning requirements to meet the 1-hour O<sub>3</sub> standard. The 2012 AQMP demonstrates attainment of the federal 24 hour PM<sub>2.5</sub> standard by 2014 in the SCAB through adoption of all feasible measures. Finally, the 2012 AQMP updates the CalEPA-approved 8 hour O<sub>3</sub> control plan with new measures designed to reduce reliance on the Clean Air Act Section 182(e)(5) long-term measures for NO<sub>x</sub> and VOC reductions. The 2012 AQMP reduction and control measures, which are outlined to mitigate emissions, are based on existing and projected land use and development. The CalEPA, with a final ruling on April 14, 2016, approved the Clean Air Act planning requirements for the 24-hour PM<sub>2.5</sub> standard portion and on September 3, 2014, approved the 1-hour O<sub>3</sub> Clean Air Act planning requirements.

### California Air Resources Board (CARB) Climate Change Scoping Plan

The California Air Resources Board (CARB) is charged with protecting the public from the harmful effects of mobile source air pollution and developing programs and actions to fight climate change.<sup>64</sup> CARB is required to prepare a “scoping plan” for achieving the maximum technologically feasible and cost-effective GHG emission reductions (Health and Safety Code Section 38561[a]), and to update the Scoping Plan at least once every 5 years. In December 2017, CARB adopted California’s 2017 Climate Change Scoping Plan (2017 Scoping Plan).<sup>65</sup> The 2017 Scoping Plan builds on the successful framework established in the initial Scoping Plan<sup>66</sup> and First Update<sup>67</sup> while identifying new, technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 greenhouse gas (GHG) target as established by Senate Bill (SB) 32 and define the state’s climate change priorities to 2030 and beyond. The strategies’ known commitments include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the Low Carbon Fuel Standard

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63 SCAQMD. 2013. Final 2012 Air Quality Management Plan. Accessed February 1, 2022.

[http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-\(february-2013\)/main-document-final-2012.pdf](http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/main-document-final-2012.pdf).

64 CARB. 2022. About. Accessed February 1, 2022. <https://ww2.arb.ca.gov/about>. <https://lacounty.gov/government/about-la-county/unincorporated-areas/>.

65 CARB. 2017. California’s 2017 Climate Change Scoping Plan. November 2017. Accessed February 1, 2022. [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf).

66 CARB (California Air Resources Board). 2008. Climate Change Scoping Plan: A Framework for Change. December 2008. Accessed February 1, 2022. [https://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](https://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf).

67 CARB. 2014. First Update to the Climate Change Scoping Plan Building on the Framework Pursuant to AB 32 – The California Global Warming Solutions Act of 2006. May 2014. Accessed February 1, 2022. [http://www.arb.ca.gov/cc/scopingplan/2013\\_update/first\\_update\\_climate\\_change\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf).



(LCFS), measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant (SLCP) Plan, and increased stringency of SB 375 targets.

For local governments, the 2017 Scoping Plan replaced the initial Scoping Plan’s 15% reduction goal with a recommendation to aim for a community-wide goal of no more than 6 MT CO<sub>2</sub>e per capita by 2030, and no more than 2 metric tons (MT) of CO<sub>2</sub> equivalent (CO<sub>2</sub>e) per capita by 2050, which are consistent with the state’s long-term goals. The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the applicable Executive Orders (EOs) and establishes an overall framework for the measures that will be adopted to reduce California’s GHG emissions. A project or plan is considered consistent with the statutes and EOs if it meets the general policies in reducing GHG emissions to facilitate the achievement of the state’s goals and does not impede attainment of those goals. A given project or plan need not be in perfect conformity with each planning policy or goal to be consistent. A project or plan would be consistent if it would further the objectives and not obstruct their attainment.

### Other Community and Specific Plans

In addition to the CSDs, several of the Metro Area communities have applicable community and/or “specific plans” which regulate land use and development at the local level. While community plans are generally applicable throughout the entire community, a “specific plan” is a tool to systematically implement the General Plan within an identified project area. Specific plans are used to ensure that multiple property owners and developers adhere to a common plan or coordinate multiple phases of a long-term development. Specific plans must also be consistent with the General Plan and act to further General Plan goals and policies.<sup>68</sup> Some plans, like the transit-oriented district specific plans for Florence-Firestone, Willowbrook and West Athens-Westmont, were adopted recently and are incorporated into the planning structure of the Area Plan . Others, such as the community plan for East Los Angeles and the neighborhood plan for Walnut Park, would be effectively replaced by the adoption of the Area Plan, but would still offer supportive insight into the extent planning framework of the Metro Area.

The following **Table 2.3** provides a list of the local CSDs, area, and specific plans which, in addition to Countywide zoning, land-use, and development standards, currently regulate and guide land use and development in the seven Metro Area communities at the local and hyper-local levels. These plans, and their role(s) in the broader planning effort as it relates to the Area Plan, will be discussed in further detail in **Section 3, Metro Area Community Profiles**.

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68 County of Los Angeles. 2018. Willowbrook TOD Specific Plan (as amended), p. 1. Accessed December 2, 2021. [https://www.municode.com/webcontent/16274/Revised\\_Willowbrook\\_TOD.pdf](https://www.municode.com/webcontent/16274/Revised_Willowbrook_TOD.pdf).





Table 2.3. Existing Metro Area Regulatory Setting

Community	Existing Community Plan?	Existing Specific Plans?	Existing Community Standards District (CSD)?
East Los Angeles	East Los Angeles Community Plan (1988)	East Los Angeles 3rd Street Specific Plan (2014)	Title 22.316 (1988)
East Rancho Dominguez	N/A	N/A	Title 22.320 (1985)
Florence-Firestone	Florence-Firestone Community Plan (2019)	Florence-Firestone Transit Oriented District Specific Plan (2022)	Title 22.324 (2004/2019)
Walnut Park	Walnut Park Neighborhood Plan (1987)	N/A	Title 22.346 (1987)
West Athens-Westmont	West Athens-Westmont Community Plan (1990)	Connect Southwest LA Specific Plan (2019)	Title 22.348 (1990)
West Rancho Dominguez-Victoria	N/A	N/A	Title 22.350 (2000/2013)
Willowbrook	N/A	Willowbrook TOD Specific Plan (2018)	Title 22.352 (2018)

### 3. Metro Area Community Profiles

#### 3.1. East Los Angeles

##### 3.1.1 Community Overview

###### Demographics and Culture

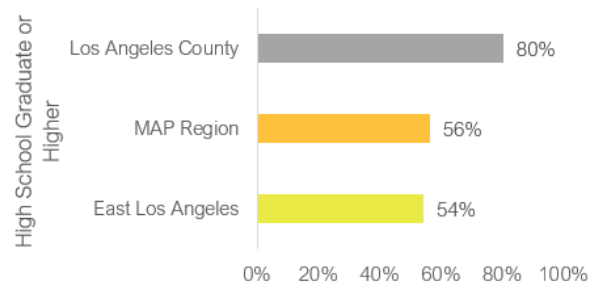
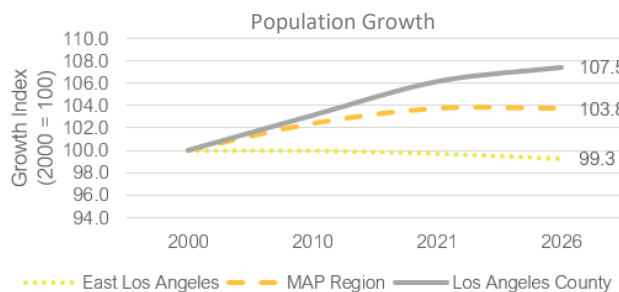
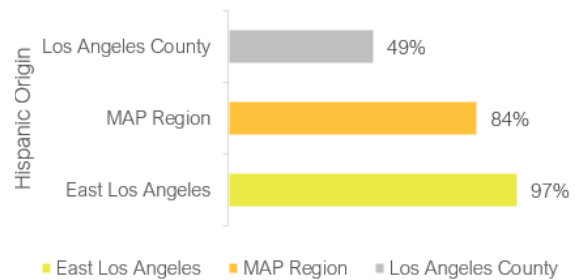
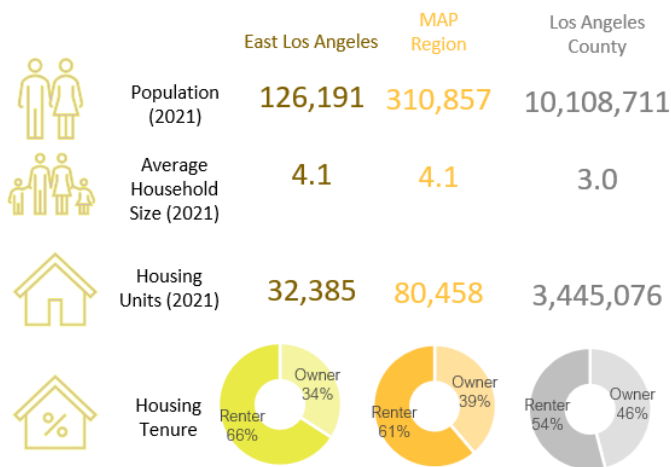
Located east of the City of Los Angeles’ Boyle heights neighborhood, and adjacent to the cities of Monterey Park, Montebello, and Commerce, East Los Angeles (“East L.A.”) is an older, urban community that is rich in both history and culture. Considered the epicenter of Southern California’s Hispanic and Latino/a community, East L.A. is also a repository of immigrant stories, including Hispanic, Latino/a, Chicano/a, Chinese, Serbian, and other ethnicities that considered it home in generations past.<sup>69</sup> With an estimated population of over of approximately 120,000 residents -- approximately 97% of whom self-identify as being of Hispanic and Latino/a origin -- East L.A. is the most populous of the seven Metro Area communities and acts as a significant local economic and employment hub, supporting over 23,000 jobs.<sup>70</sup> Served by the Metro L Line (formerly Gold Line) of the County’s Metro Light Rail Network, the community’s transit center “opportunity area” extends approximately one half mile north

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

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



and south along 3rd Street and includes four transit stations along the L Line. In addition, multiple highways are located within the East L.A. community, including I-10, I-710, I-5, and SR-60. While these highways provide access, they also represent an environmental hazard and act as physical barriers between neighborhoods and community members.<sup>71</sup> This concept of “division” is of particular import to Chicano scholars such as Rodolfo Acuña, who argue that physical distance and/or barriers between community members, as a result of neighborhood dissection by freeways or otherwise, historically impeded the growth of a united Hispanic and Latino/a community within the Los Angeles area up until the last 50 years.<sup>72</sup>



Sources: Pro Forma Advisors (2021).

As previously discussed, the legacy of redlining and freeway development in East Los Angeles has had detrimental and long lasting impacts, including community bifurcation, pollution, institutional segregation, and historical disinvestment. Despite all this, East Los Angeles rose to become a storied fountainhead of Hispanic and Latino/a cultural identity. As the birthplace of the Hispanic and Latino/a arts and political movements of the 1960s, East Los Angeles has successfully kept this spirit alive through

71 Artsy, A. 2015. Boyle Heights, the land of freeways. October 6, 2015. Accessed November 28, 2021. <https://www.kcrw.com/culture/shows/design-and-architecture/boyle-heights-the-land-of-freeways>.

72 Acuña, R. 2020. Anything But Mexican, Chicanos in Contemporary Los Angeles. Updated Second Edition. Brooklyn, NY: Verso, 2018, pp. 31 and 32.



political and social activism and commentary, and the cultivation of a thriving local arts and culinary scene. Whittier Boulevard -- commemorated in the namesake 1965 hit single by Thee Midneters, one of the first Chicano rock bands<sup>73</sup> -- is the community's iconic main drag and celebrated cruising corridor for lowriders. Whittier Boulevard is also home to the Latino Walk of Fame, with sundial plaques dedicated to the likes of activist Cesar E. Chavez and actor Edward James Olmos set into the street's sidewalks.<sup>74</sup> Due to a lack of investment, particularly after the onset of the Great Recession, many of these commemorative plaques, which were once gilded in gold, have been left worn and largely forgotten since the last sundial was placed in 2008 (for Latin musician and "El Príncipe de Canción" José José).<sup>75</sup>

As noted by local East L.A. community cultural worker Tomas Benitez, it is important to understand that, while most of the East L.A. community collectively identifies as Hispanic and Latino/a<sup>76</sup> there exists a "tremendous amount of diversity" within the context of the Hispanic and Latino/a cultural experience, "ranging from new immigration from Mexico, migration from other states, and the long-term presence of multi-generational residents".<sup>77</sup> As the Hispanic and Latino/a population continues to grow within the Metro Area and throughout the Southern California region as a whole in the coming years and decades, the standing of East L.A. as a representative cultural fountainhead, as well as the geographic epicenter for the Chicano/a community, will continue to remain at the ideological forefront of the County's planning efforts for East L.A. as well as for other communities with close cultural ties to area.

### Parks and Public Amenities

Due to its large population, East L.A. was divided into two study areas for the 2016 Parks Needs Assessment: East Los Angeles–Northwest and East Los Angeles–Southeast. These two areas only have 1 and 0.1 acres of parkland per 1,000 residents, respectively, which are significantly below the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents. Approximately 45% of East L.A.'s Northwest residents and 34% of East L.A.'s Southeast residents live within walking distance (i.e., within one half-mile) of a park while the

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73 The Guardian. 2020. Cruising down the boulevard: the magnificent lowriders of L.A.—in pictures. March 10, 2021. Accessed. November 29, 2021. <https://www.theguardian.com/artanddesign/gallery/2021/mar/10/the-lowrider-community-of-los-angeles-in-pictures>.

74 Los Angeles Times. 2021. The sad fate of East L.A.'s forgotten Walk of Fame. March 26, 2021. Accessed November 28, 2021. <https://www.latimes.com/california/story/2021-03-26/latino-walk-of-fame-east-L.A.>

75 Los Angeles Times (2021).

76 The original source for this discussion uses the term "Hispanic" as opposed to Latino/a. In both political and popular nomenclature, the term "Hispanic" has been used to refer to members of a broad, pan-ethnic community who speak Spanish or are descended from Spanish-speaking countries (including Spain). As an umbrella demographic category, Hispanic has become increasingly controversial. Officially coined by the U.S. Census Bureau in the 1970s, the use of the term Hispanic is often perceived as emphasizing the Spanish colonial rule of Latin America and excluding indigenous peoples, Afro Latinos, and others. It is also important to note that many individuals who may be labeled as Hispanic or Latino/a would prefer to be identified by their country of origin or nationality.

d Benitez, T. 2004. West L.A.: Past and Present. Accessed November 28, 2021. <https://www.pbs.org/americanfamily/eastla.html>.



countywide average is 49%.<sup>78</sup> There are also four Los Angeles County Library (LACL) branches in East Los Angeles, including the City Terrace Library (4025 City Terrace Drive); Anthony Quinn Library (3965 East Cesar Chavez Avenue); East Los Angeles Library (4837 East 3rd Street); and El Camino Real Library (4264 East Whittier Boulevard).<sup>79</sup>

### 3.1.2 Existing Plans, Land Use, and Zoning Requirements

#### East Los Angeles Community Plan (1988)

Community or Neighborhood Plans within the County cover smaller, more discrete geographic areas and provide-neighborhood-level planning within unincorporated communities. The East Los Angeles Community Plan (Community Plan), adopted in 1988, establishes a framework of goals, policies and programs designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in East L.A.<sup>80</sup> This includes establishing policies related to housing, land use, transportation, noise, safety, human services, education, health, public safety, welfare, elderly services, community participation, and economic development.<sup>81</sup> The Community Plan’s “Implementation Program” consists of zoning, a CSD, and other actions aimed at “upgrading the community”. The Community Plan also added the designation of “Institutional Zone” to the existing zoning ordinance.

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78 County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.

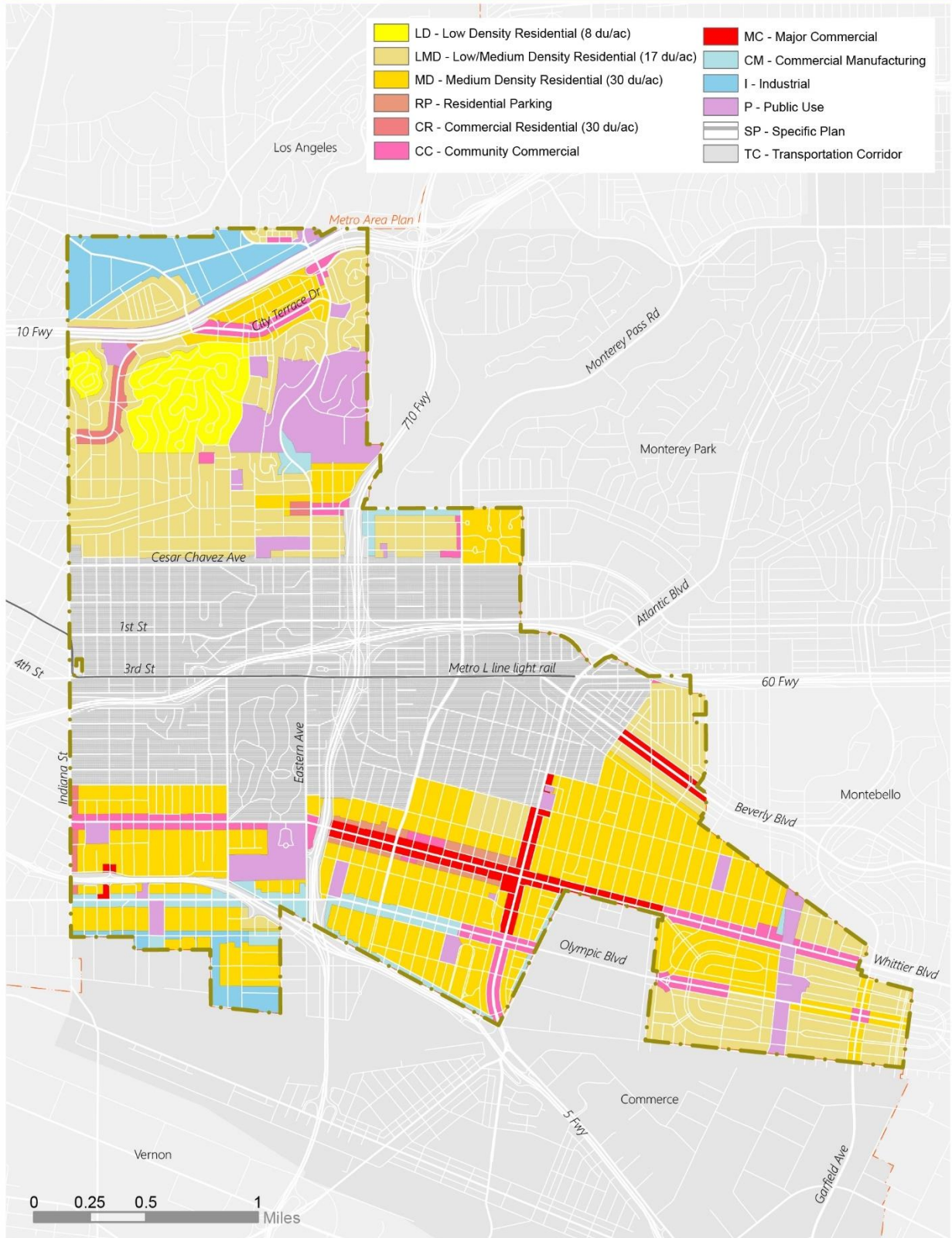
79 County of Los Angeles 2022. Los Angeles County Public Library Location and Hours. Accessed March 20, 2022. <https://www.lapl.org/branches>.

80 County of Los Angeles. 1988. East Los Angeles Community Plan, p. 1. Adopted June 23, 1988. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/data/pd\\_east-la.pdf](https://planning.lacounty.gov/assets/upl/data/pd_east-la.pdf).

81 County of Los Angeles (1988), pp. 1-5.



# EAST LOS ANGELES COMMUNITY PLAN - LAND USE





Land use policies set forth by the Community Plan include encouraging industrial development in the Union Pacific Avenue area and in the area north of the San Bernardino (I-10) freeway, as well as encouraging infill development in residential neighborhoods “compatible with existing density”. Housing policies included in the Community Plan tend to favor and promote the development and/or preservation of single-family, low density residential neighborhoods over other uses and densities.<sup>82</sup> However, certain policies also provide opportunities for housing diversity, including allowances for the construction of two single-family homes on one lot and the establishment of a density bonus program for privately and/or publicly sponsored development projects incorporating low-, moderate-income and/or senior housing, which permits up to 50 housing units per acre. Circulation and transportation policies within the Community Plan encourage parking in commercial areas along Whittier and Olympic Boulevards as well as the development of shared common parking areas for existing commercial uses. **Table 3.1** identifies and defines the land use categories designated in the Community Plan, as well as within the 2014 East Los Angeles Community Plan land use map,<sup>83</sup> as adopted and amended by the Board of Supervisors.

**Table 3.1. Community Plan Land Use Designations**

Land Use Category	Description
Low-Density Residential (LD)	Areas suited for single-family housing on moderately sized lots in flat terrain and larger lots in hilly areas. The maximum density is eight housing units per net acre, or roughly one home for each 5,000 square feet of lot area.
Low-Medium-Density Residential (LMD)	Areas suited for predominantly single-family housing, duplex and townhouse development on moderately sized lots with some low-rise garden apartments on consolidated lots. The maximum density is 17 housing units per net acre. This equates to about two homes or a duplex on each 5,000 square feet of lot area.
Medium-Density Residential (MD)	Areas suited for apartments and other multi-family housing, generally not exceeding three stories in height. The maximum density is 30 housing units per net acre.
Community Commercial (CC)	Areas with mostly small businesses in centers or along strips. These businesses are basically oriented to serving the needs of surrounding neighborhoods and have little regional attraction. Isolated establishments are generally not shown.
Major Commercial (MC)	Areas containing mixtures of small and large businesses in major areas. These areas are oriented toward the greater East Los Angeles area.
Commercial/Residential (CR)	Areas containing mixtures of commercial and residential uses. The commercial uses permitted within this category are primarily neighborhood commercial (C-2), while residential densities are limited to 30 housing units per acre (medium density).

82 The first stated goal of the East Los Angeles Community Plan is to “Retain the single-family residential life style of the community” (County of Los Angeles. 1988. East Los Angeles Community Plan, p. 1. Adopted June 23, 1988. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/data/pd\\_east-la.pdf](https://planning.lacounty.gov/assets/upl/data/pd_east-la.pdf)).

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



Table 3.1. Community Plan Land Use Designations

Land Use Category	Description
Commercial/Manufacturing (CM)	Areas containing businesses mixed with small warehousing, light manufacturing, assembly plants, wholesaling, and other uses that do not generate large amounts of traffic, noises, congestion or odors.
Industrial (I)	Areas suitable for large-scale industrial uses such as heavy manufacturing, large warehouses, and research and development.
Residential Parking (P)	The Parking Zone, Zone ( )-P, creates supplemental off-street parking facilities in areas where additional parking is needed. Development standards are imposed to provide for vehicle parking areas with a functional design that will be harmoniously integrated with adjacent land uses. Zone ( )-P may be combined with any basic zone. When Zone ( )-P is combined with a basic zone, the letters "P" shall be added to the basic zone; for example, Zone R-1-P.
Public Uses (P)	<i>Schools</i> - Elementary, Secondary and special education facilities.
	<i>Parks/Open Space</i> - Public parks and utility rights-of-way kept in open use.
	<i>Public Buildings</i> - Administrative headquarters and other governmental facilities, including neighborhood centers.
	<i>Hospitals</i> - Publicly- and privately-owned.

**Source:** County of Los Angeles. 1988. East Los Angeles Community Plan. Adopted June 23, 1988. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/data/pd\\_east-la.pdf](https://planning.lacounty.gov/assets/upl/data/pd_east-la.pdf).; County of Los Angeles. 2019. Los Angeles County Code, Title 22 – Planning and Zoning, Chapter 22.54 – Parking Zone. Accessed November 30, 2021. [https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV4COZOSUDI\\_CH22.54PAZO](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV4COZOSUDI_CH22.54PAZO).

As provided in the Planning Areas Framework Program of the 2015 General Plan Update, the Area Plan is intended to build upon the existing Community Plan as well as to address inconsistencies and overlaps between the Community Plan and other local plans. The Area Plan would ultimately replace the Community Plan as the definitive local level planning document for the East L.A. community, allowing for a more streamlined planning approach and helping to ensure consistency between existing and proposed ordinances, standards, and policies across multiple levels of governance (e.g., state, county, local).

### East Los Angeles 3rd Street Specific Plan (2014)

Specific Plans are used as a General Plan implementation tool for “larger-scale” planning areas (i.e., across multiple parcels or neighborhood blocks), areas with environmental or fiscal constraints, or other specific types of opportunity areas. Specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. East L.A. has one specific plan known as the East Los Angeles 3rd Street Specific Plan (3<sup>rd</sup> Street Specific Plan) approved in 2014 and amended in 2020, which sets forth a comprehensive set of strategies and design guidelines consistent with the goals, objectives, and policies of the General Plan and East L.A. Community Plan. The goals and policies of the 3<sup>rd</sup> Street Specific Plan include enhancing and preserving the distinctive



community character of the planning area, improving economic vitality and creating jobs, “activating” the public realm, and improving mobility and transportation choices.<sup>84</sup>

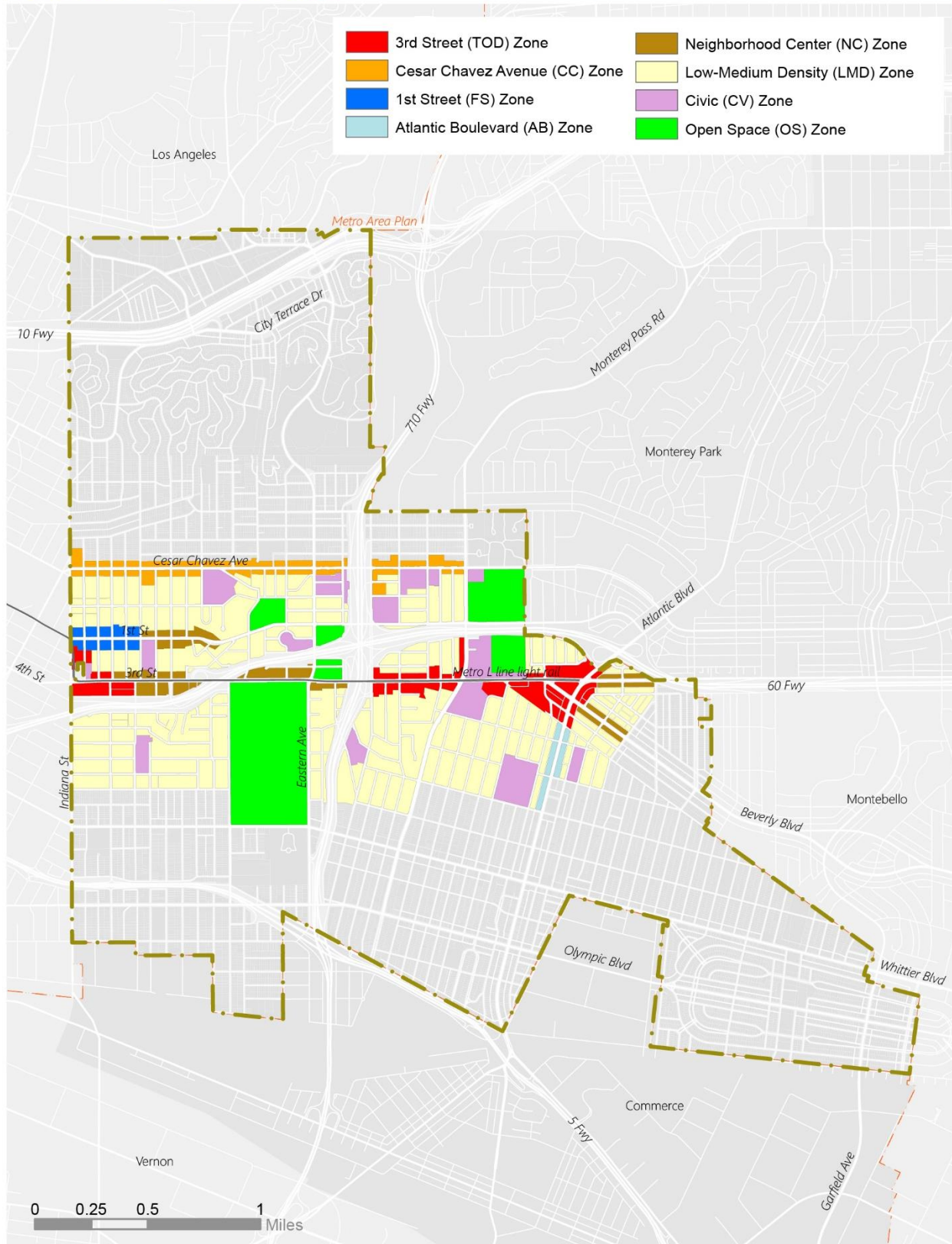
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84 County of Los Angeles (2014), p. 1: 2.





# EAST LOS ANGELES 3rd STREET SPECIFIC PLAN





The 3<sup>rd</sup> Street Specific Plan boundary extends approximately one-half mile to the north and south of 3<sup>rd</sup> Street, which supports the four Metro L Line (previously Gold Line) stations of Indiana, Maravilla, Civic Center, and Atlantic. Over a proposed 20-year planning horizon, the 3<sup>rd</sup> Street station areas will be transformed into “transit centers” with vibrant mixed-use buildings containing retail shops, restaurants, and/or offices that both support the community and serve as a destination for visitors and commuters. A variety of housing types will be encouraged near stations to accommodate residents of different ages, incomes, and household sizes, while plazas, outdoor dining, and public art will help to create attractive, distinctive, and vibrant places. In addition to the four transit center or “TOD” areas, the 3<sup>rd</sup> Street Specific Plan proposes and defines the following area types: Neighborhood Center, Caesar E. Chavez, 1<sup>st</sup> Street, Atlantic, and Low Medium Residential.<sup>85</sup>

The 3<sup>rd</sup> Street Specific Plan builds on the East L.A. Community Plan and East Los Angeles Community Standards District (described below) and proposes innovative standards and strategies to address their limitations. For example, the 3<sup>rd</sup> Street Specific Plan utilizes a new “form-based” development code to guide new development.<sup>86</sup> As a result, all property within the 3<sup>rd</sup> Street Specific Plan area is currently designated as one of eight Transect Zones which are defined as areas governed by the regulations set forth in the form-based code. The East Los Angeles Third Street Form-based Code Amendment (effective March 19, 2020) provided minor technical changes to existing standards while also correcting typographical errors, clarifying language, reorganizing the land use type chart, updating reference photos, and updating references to the Zoning Code.<sup>87</sup>

### **East Los Angeles Community Standards District (1988)**

The East Los Angeles Community Standards District (East L.A. CSD) is established to provide a means of implementing special development standards for the unincorporated community of East L.A. The East L.A. CSD acts as a tool to implement and refine the goals and policies of the adopted East L.A. Community Plan to protect the health, safety and general welfare of the community. The East L.A. CSD provides three types of development standards: community wide, zone specific, and area specific. Notable examples of each type of development standard, as well as a description of the East L.A. CSD subareas, are provided below in **Table 3.2**.

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85 County of Los Angeles (2014), p. INT: 9 and 10.

86 Form-based codes are an innovative alternative to conventional zoning that focus on the form of buildings rather than the separation of land uses. Form-based codes include specifications of what uses are permitted in a building or zone, but the attention is on the physical character of development, particularly how it relates to the public realm that everyone shares. (County of Los Angeles. 2021. East LA 3rd Street Specific Plan, Form-Based Code. Accessed November 18, 2021. <https://planning.lacounty.gov/ela#:~:text=Form-Based%20Code%20The%20Plan%20utilizes%20a%20form-based%20development,buildings%20rather%20than%20the%20separation%20of%20land%20uses.>)

87 County of Los Angeles. 2020. East Los Angeles Third Street Form-based Code Amendment. Adopted February 18, 2020. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/project/ela\\_3rdSt\\_BoardAdopted.pdf](https://planning.lacounty.gov/assets/upl/project/ela_3rdSt_BoardAdopted.pdf).



Table 3.2. Notable East L.A. CSD Development Standards

Development Standard Type	Title		Description
Section 22.316.060, Community Wide Development Standards	Height Limit		Establishes a maximum building height of 40 feet for any structure within the boundaries of the CSD (with limited exceptions for industrial and/or communications facilities).
	Building Improvement Standards		Establishes a building improvement division designed to encourage property improvements -- such as seismic retrofits and/or renovations to exterior facade – to existing non-conforming buildings.
	Outdoor Lighting		Establishes additional outdoor glare and lighting requirements, requiring that: (a) glare and reflections be confined to the boundaries a site, and (b) that light sources must be shielded and directed away from any adjoining properties and public rights-of-way.
	Other Community Wide Development Standards		Other community wide development standards for the East L.A. CSD include: Establishing the allowable fence heights for various types of residential fencing; signage regulations in non-residential areas; parking requirements for commercial/restaurant uses; the appropriate locations for commercial loading spaces; standards related to appropriate locations for vehicular access points on public and/or private property; prohibited outdoor structures for commercial buildings; establishing the allowable locations for clotheslines in residential areas; and requirements related the nature and location of service entrances, utility boxes, waste disposal areas, and similar uses .
Section 22.316.070, Zone Specific Development Standards <sup>88</sup>	Residential Zones	R-1 (Single Family Residence)	<p>Sets forth additional standards for residential Zone R-1 related to height, landscaping, and design requirements. Notable standards include the following:</p> <ul style="list-style-type: none"> <li>• The maximum height permitted in Zone R-1 shall be 25 feet.</li> <li>• The required front yard shall contain a minimum of 50%landscaping</li> <li>• At least 50%of a structure's walls fronting any street shall incorporate at least two of the following surface materials: Brick; Natural stone; Terra-cotta; Stucco or other similar troweled finishes.</li> <li>• Structures shall incorporate at least three of the following elements along the side of any wall fronting a street: Arcading; Arches; Awnings; Balconies; Bay windows; Colonnades; Courtyards; Decorative exterior stairs; Decorative iron fences; Plazas; or Porches, covered and open on at least three sides.</li> <li>• For residential structures, the main pedestrian entrance of at least one housing unit shall face the street.</li> </ul>
		R-2 (Two Family Residence)	Sets forth additional standards for residential Zone R-2. The CSD establishes a maximum building height for Zone R-2 of 35 feet, and

<sup>88</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.2. Notable East L.A. CSD Development Standards

Development Standard Type	Title		Description
			states that the landscaping and design requirements prescribed for Zone R-1 (above) also apply to Zone R-2.
		R-3 (Limited Density Multiple Residence)	Sets forth additional standards for residential Zone R-3. The CSD establishes a maximum building height for Zone R-3 of 35 feet, and states that the landscaping and design requirements prescribed for Zone R-1 (above) also apply to Zone R-3. The CSD also permits and establishes density bonus programs for infill development and lot consolidation. A density bonus of 15% may be allowed for development on appropriate infill lots, (subject to a Conditional Use Permit)/ Combined lots totaling 20,000 square feet or more qualify for a 10% density bonus, while combined lots totaling 40,000 square feet or more qualify for a 15% density bonus.
		R-4 (Medium Density Multiple Residence)	Establishes that the landscaping and design requirements prescribed for Zone R-1 (above) also apply to Zone R-.
Commercial Zones		C-1 (Restricted Commercial) and C-2 (Neighborhood Commercial)	Sets forth additional standards for Zone C-1 related to height, required CUPs, parking, landscaping and buffering, and a significant number of design related requirements. Notable standards include the following: <ul style="list-style-type: none"> <li>• Establishes a maximum building height for Zone C-1 of 35 feet.</li> <li>• For multiple tenant commercial parcels, customer and tenant parking shall be supplied at a ratio of one space per 200 square feet of gross floor area, and each leasable spaces shall consist of at least 500 feet of gross floor area.</li> <li>• Commercial zones must establish a landscaped buffer zone of a least five feet if adjacent to a Residential Zone with a 15-gallon tree provided for every 50 square feet of landscaped area, to be equally spaced along the buffer strip.</li> <li>• Sets forth the required frontage types and design requirements for all C-1 Building frontages (e.g., canopies, awnings, overhanging roofs, ornamental light fixtures, columns).</li> <li>• Building walls shall be constructed of durable materials such as brick, natural stone, terra-cotta, decorative concrete, metal, glass, or other similar materials.</li> <li>• Reflective glazing shall not be used on windows.</li> <li>• At least 65% of the total width of the building's ground floor parallel to and facing the commercial street shall be devoted to entrances, shop windows, or other displays which are of interest to pedestrians.</li> <li>• Incorporating lighting into an awning or canopy shall be allowed, except that an internally illuminated awning that glows is prohibited.</li> </ul>
		C-3 (General Commercial)	Establishes that the maximum height permitted in Zone C-3 is 40 feet. Other than height standards, all Zone C-1 prescribed standards (above) also apply to Zone C-3



Table 3.2. Notable East L.A. CSD Development Standards

Development Standard Type	Title		Description
		C-M (Commercial Manufacturing)	Establishes that the maximum height permitted in Zone C-M is 40 feet. Other than height standards, all Zone C-1 prescribed standards (above) also apply to Zone C-M.
	Manufacturing Zones	M-1 (Light Manufacturing)	Establishes that the maximum height permitted in Zone M-1 is 40 feet and maintains that the same landscaping and design standards (Subsections E.4-E.9) applicable to Zone C-1 are also applicable to Zone M-1. Other notable CSD standards for M-1 include the following: <ul style="list-style-type: none"> <li>• All lots shall contain a net area of at least 7,500 square feet.</li> <li>• Setbacks of at least 10 feet shall apply where the industrial lot is immediately adjacent to a residential use.</li> <li>• When adjacent to a Residential Zone, a solid masonry wall not less than five feet nor more than six feet in height shall be erected at the adjoining property line, except that the wall shall be reduced to 42 inches in height in the front yard setback.</li> </ul>
		M-1.5 (Restricted Heavy Manufacturing)	Establishes that the maximum height permitted in Zone M-1.5 is 35 feet. Other than height standards, all Zone M-1 prescribed standards (above) also apply to Zone M-1.5.
		M-2 (Heavy Manufacturing)	Establishes that the maximum height permitted in Zone M-2 is 35 feet. Other than height standards, all Zone M-1 prescribed standards (above) also apply to Zone M-2.
	Other Zones	P (Parking Zone)	Each parking facility in the Parking Zone shall be adjacent to a minimum of one side of another parking facility or commercial use, while parking for residential development in this Zone shall not be rented, leased, or used by any adjacent or surrounding commercial development.
Section 22.316.080, Area Specific Development Standards	Whittier Boulevard Area		The Whittier Boulevard Area specific development standards are established to provide a means of implementing the East L.A. Community Plan. The Community Plan's land use map and policies encourage a specific plan for the Whittier Boulevard Area in order to address land use, parking, design, and development issues. The development standards primarily aim to strengthening the physical and economic character of Whittier Boulevard as a community business district. Furthermore, the provisions move to enhance the pedestrian environment and visual appearance of existing and proposed structures and signage, encourage new businesses which are complimentary to the character of Whittier Boulevard, and provide buffering and protection of the adjacent residential neighborhood. The Specific development and additional zoning standards applicable to the Whittier Boulevard Area are listed in Section 22.316(A) of the Zoning Code



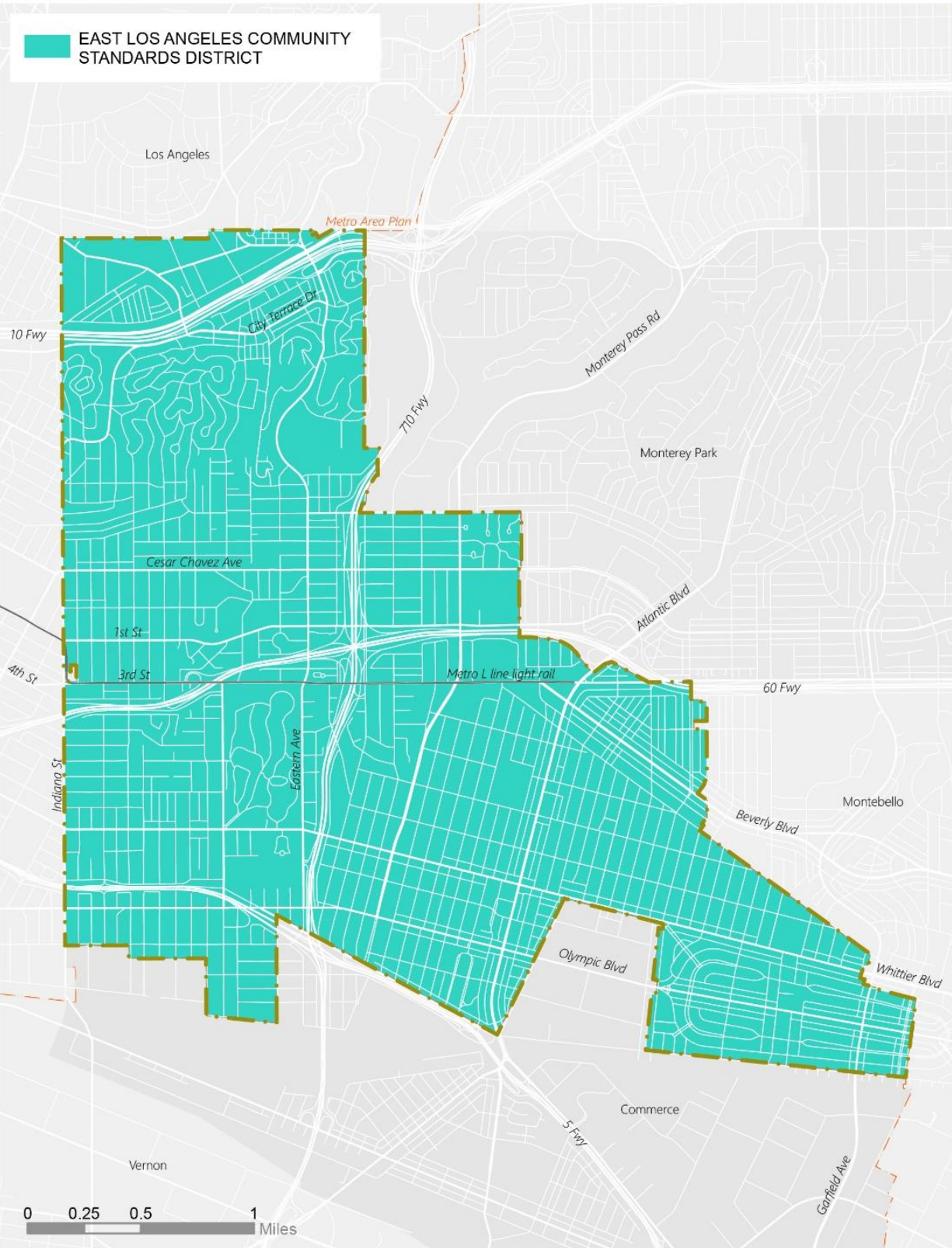
Table 3.2. Notable East L.A. CSD Development Standards

Development Standard Type	Title	Description
	Commercial/Residential Mixed Use Area.	When residential uses are developed in conjunction with commercial uses on the same lot, they shall be subject to the following requirements: (1) With the exception of the first floor, commercial and residential uses shall not be located on the same floor; and (2) the hours of operation for commercial uses shall be limited to the hours of 7:00 a.m. to 10:00 p.m.
	Union Pacific Area	The Union Pacific Area specific development standards are established to address land use and development issues in the Union Pacific portion of the unincorporated area of East L.A. The development standards are primarily geared towards improving the appearance of the community and preserving the area's housing. The development standards are intended to protect the welfare of the community, strengthening the physical and economic character of the Union Pacific area as a viable community, and providing buffering and protection for the residential neighborhoods from adjacent industrial uses. The Specific development and additional zoning standards applicable to the Union Pacific Area are listed in Section 22.316(C) of the Zoning Code.

Source: County of Los Angeles. 2019. Los Angeles County Code, Title 22 – Planning and Zoning, Chapter 22.316 – East Los Angeles Community Standards District. Accessed November 28, 2021.  
[https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV10COSTDI\\_CH22.316EALOANCOSTDI\\_22.316.080ARSPDEST](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.316EALOANCOSTDI_22.316.080ARSPDEST).

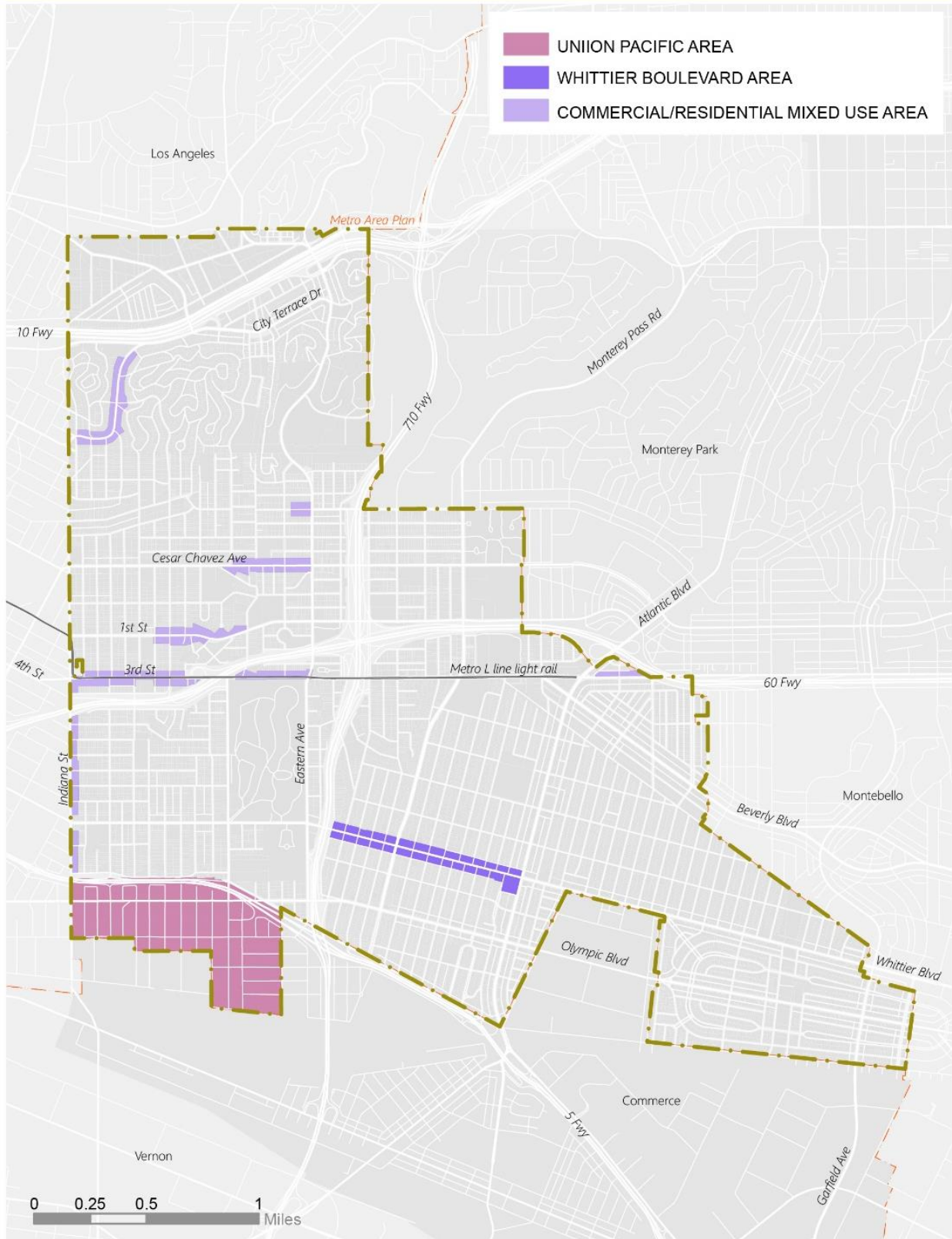


# EAST LOS ANGELES COMMUNITY STANDARDS DISTRICT





# EAST LOS ANGELES COMMUNITY STANDARDS DISTRICT - SUBAREAS







## 6<sup>th</sup> Cycle Housing Element Update

Housing needs within the East L.A. community will be largely be addressed via the continued implementation of the 6th Cycle Housing Element Update (HEU), which establishes that over 27,000 RHNA allocated units will ultimately be accommodated for and developed within the Metro Area over the HEU's eight-year planning cycle. As provided in Appendices A & B of the 6th Cycle HEU, existing and potential sites have been identified within East L.A. to accommodate a range of lower to moderate income housing units. The existing parcel locations to accommodate the RHNA are primarily located along Whittier Boulevard, which other larger parcels located near 1st Street & Ditman Avenue (which has capacity for 50 lower-income unit), Gratian Street & Ferris Avenue (capacity for 37 lower income units), and at 922 Fetterly Avenue (capacity for 50 lower income unit capacity), among others. Under current conditions, East L.A. could accommodate over 400 lower income RHNA allocated units.<sup>89</sup>

In addition to the existing sites, potential sites identified in Appendix B of the 6th Cycle HEU would require some element of rezoning prior to implementation, a portion of which would be facilitated via zoning and land-use policies proposed as part of the Area Plan planning effort. Sites identified as having the potential to accommodate the County's RHNA allocation for lower income units (pending a rezone) include primarily C-3 zoned properties located along the north side of Whittier Boulevard. Other potential sites include C-3 zoned properties along Atlantic Boulevard between Whittier Boulevard and Eagle Street, as well as a handful of sites along Beverly Boulevard between Margaret Avenue and Sadler Avenue. To accommodate additional housing, these sites would first need to undergo a zone change from the existing commercial designation (e.g., C-1, C-2, C-3) to a mixed-use designation (e.g., MXD).<sup>90</sup> Rezoning efforts within East L.A. to accommodate the RHNA allocation -- including the precise nature and locations of the proposed rezoning effort(s) -- will continue to be determined and refined in the near- and mid-term. All zone changes proposed to accommodate the RHNA allocation will be implemented within an approximate three-year planning horizon, as required by State law.

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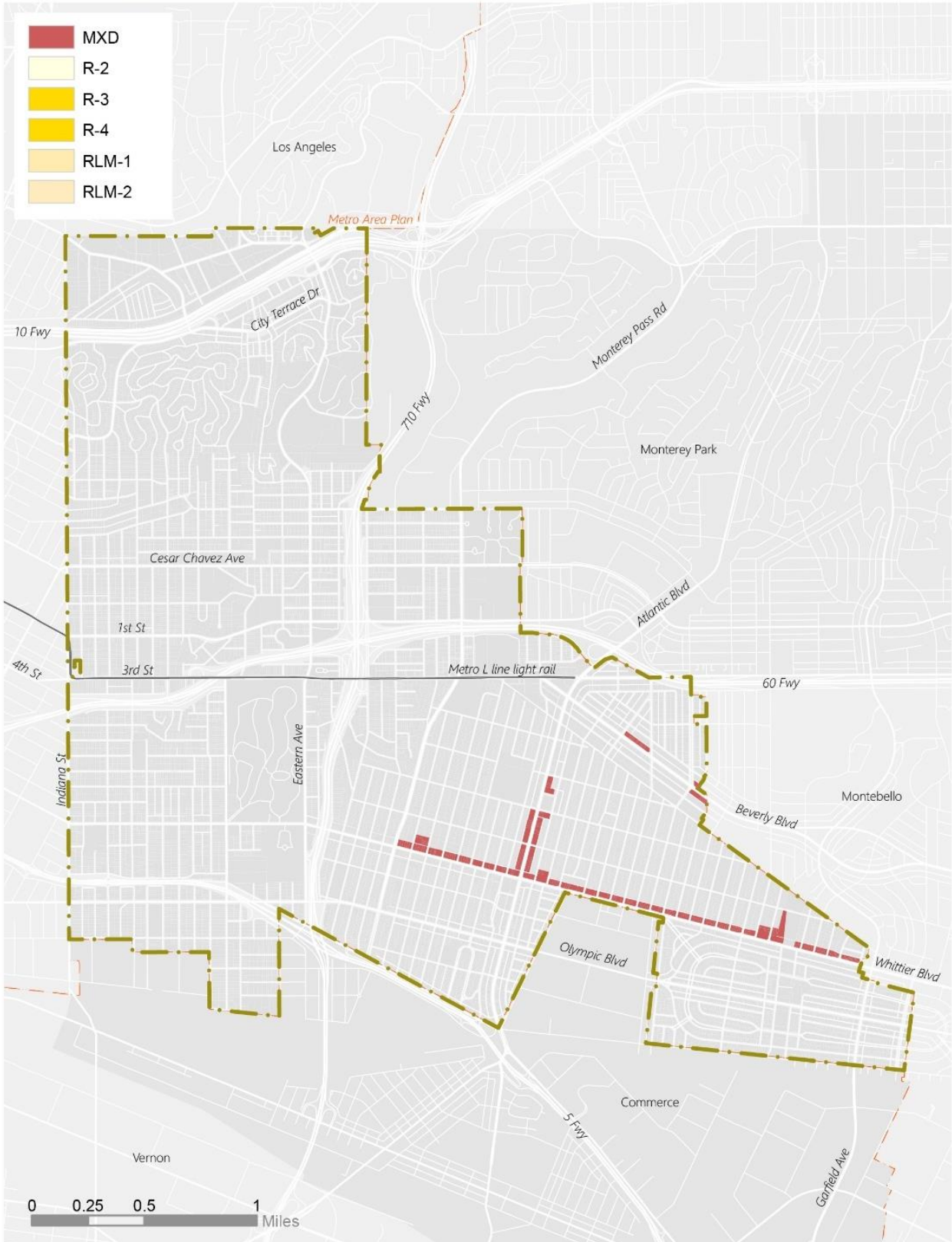
89 County of Los Angeles. 2021. Table A: Sites Inventory, provided as Appendix A of the Los Angeles County Housing Element (2021-2029). Accessed November 30, 2021. <https://planning.lacounty.gov/housing/rpc>.

90 County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



# EAST LOS ANGELES

## 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES





## Consistency Across Other Relevant Plans, Ordinances and Policies

In addition to the existing CSD development standards discussed above, East L.A. is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning designations within East L.A. include Specific Plan (SP) (referring to the 3<sup>rd</sup> Street Specific Plan area), Limited Density Multiple Residential (R-3), various types of commercial (e.g., Neighborhood Business [C-2], General Commercial [C-3], Commercial Manufacturing [C-M]), Institutional (IT), manufacturing (e.g., Light Manufacturing [M-1], Heavy Manufacturing [M-2]), and some limited open space (e.g., Open Space [O-S], Open Space – Parks [O-S-P], Open Space – Deed Restricted [O-S-DR]). The County also maintains a record of zone changes and plan amendments currently being proposed within the East L.A. community.<sup>91</sup> In addition, there are existing ZDs within the contemporary East L.A. community boundaries, including City Terrace, East Los Angeles, East Side Unit No.1, East Side Unit No. 2, and East Side Unit No. 4.<sup>92</sup> These ZD's are currently represented by the larger community of East L.A. and will not be utilized to facilitate future planning efforts within East L.A, or elsewhere within the Metro Area.<sup>93</sup>

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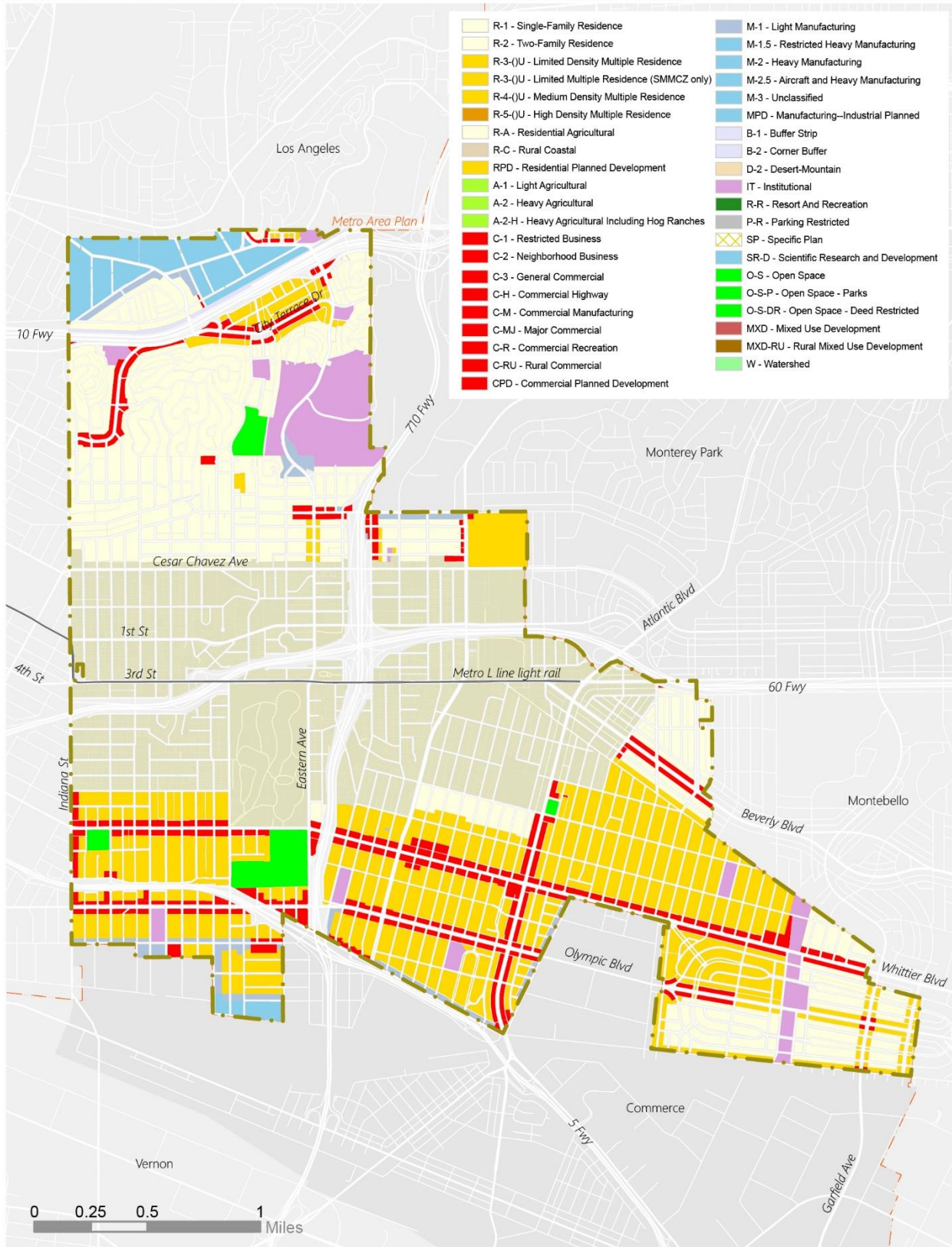
91 County of Los Angeles. 2021. Proposed Zone Changes and Plan Amendments -- East Los Angeles. Accessed November 28, 2021. <https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=3c3b104fbcda4fd7a8672da32525be79>.

92 County of Los Angeles. 2019. Zoned Districts. January 2019. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/data/map\\_t03-zoned-districts.pdf](https://planning.lacounty.gov/assets/upl/data/map_t03-zoned-districts.pdf)

93 County of Los Angeles (2019)



# EAST LOS ANGELES EXISTING ZONING





As provided in the General Plan, East L.A. is “ripe” for “complete street”<sup>94</sup> improvements, as well as pedestrian-scale and mixed-use development that incorporate local commercial-serving uses and multifamily housing. Mobility and transit-oriented development focused plans such as the 3<sup>rd</sup> Street Specific Plan (discussed infra), as well as the ongoing East Los Angeles Community Pedestrian Plan -- which will help the County address corridors in East L.A. that have high concentrations of collisions -- are examples of street improvement and pedestrian scale projects and programs aimed at improving public safety and facilitating sustainable mobility and transportation choices within East L.A. The 3<sup>rd</sup> Street Specific Plan also includes zoning designations which would allow for mixed use buildings that provide a range of housing opportunities and amenities, promote local serving shops and restaurants, and maximize active, ground floor commercial frontage.<sup>95</sup> As discussed above, housing within East L.A. and throughout the broader the Metro Area will also be addressed via the continued implementation of policies set forth in the 6<sup>th</sup> Cycle HEU.

As defined in **Section 2.2, Regulatory Setting in the Metro Area**, the General Plan identifies various “opportunity areas” within the Metro Area communities which should be considered for further study when preparing community-based plans. Within East L.A., the General Plan identifies two Industrial Opportunity Areas (north of SR-10 and south of the I-5), two Industrial Flex Districts (adjacent to and south of Union Pacific Avenue.) and a centrally located Transit Center (extending approximately .5-mile north and south of East 3<sup>rd</sup> Street). The Transit Center opportunity area is addressed via implementation of the 3<sup>rd</sup> Street Specific Plan, discussed above. Industrial Flex Districts are areas identified in the General Plan as having the potential to transition from industrial to non-industrial uses through future planning efforts, while Industrial Opportunity Areas are economically viable industrial and employment-rich lands, which should be mapped and preserved, and where policies to protect industrial land from other uses (i.e., residential, commercial) should be enforced.<sup>96</sup> Both the Industrial Flex Districts and Industrial Opportunity Areas identified in the General Plan will be addressed via specific Area Plan policies, including a targeted land use and rezoning effort proposed as part of the Area Plan planning effort. This includes identifying appropriate areas for non-industrial uses within the Flex Districts, as well as establishing “Employment Protection Zones” within the Industrial Opportunity Areas. These policy updates would act to preserve industrial uses within the East L.A. community that contribute to the area’s economic viability, while also addressing the need to provide a buffer between industrial and sensitive uses and mitigate for public health issues related to poor air quality which exist as a result of the historic consolidation of industrial uses within East L.A. and throughout the broader Metro Area.

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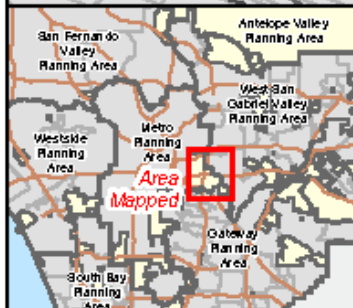
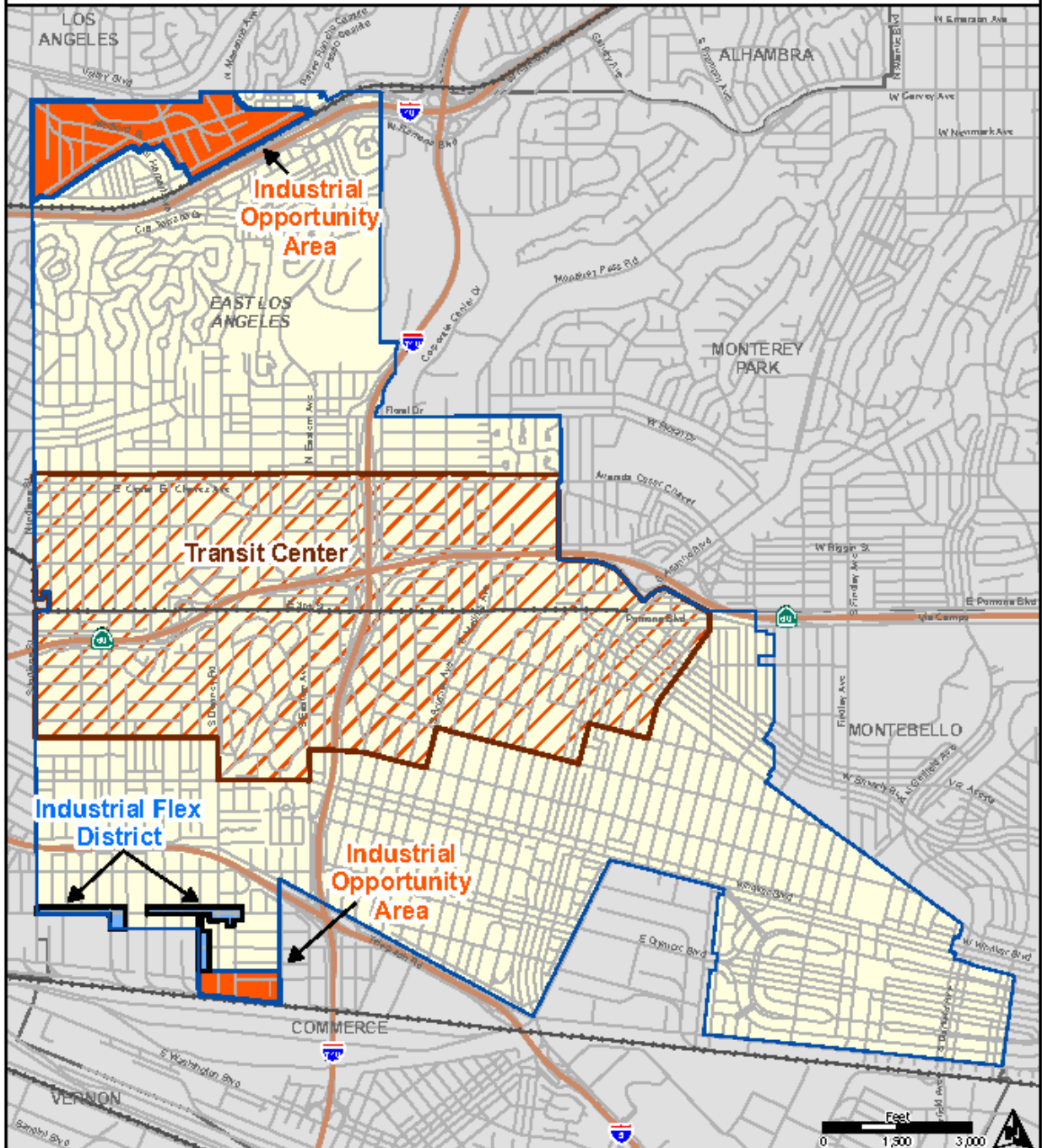
94 Complete streets refer to the idea that streets should be usable and comfortable for people traveling by all modes, not only vehicles.

95 County of Los Angeles (2014), INT: 10.

96 County of Los Angeles. 2015. Los Angeles County General Plan, p. 30. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).



**Opportunity Areas - East Los Angeles** **Figure 5.25**



- |                             |                             |
|-----------------------------|-----------------------------|
| Unincorporated Areas        | Corridor                    |
| Cities                      | Industrial Flex District    |
| East Los Angeles Study Area | Industrial Opportunity Area |
|                             | Neighborhood Center         |
|                             | Rural Town Center           |
|                             | Transit Center              |

Source: Department of Regional Planning, May 2014

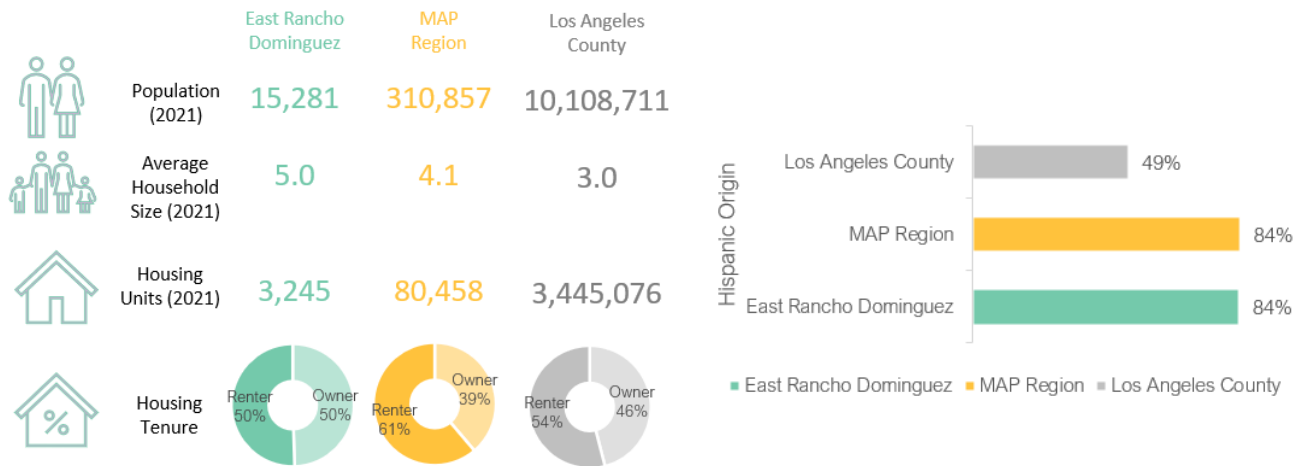


## 3.2. East Rancho Dominguez

### 3.2.1 Community Overview

#### Demographics and Culture

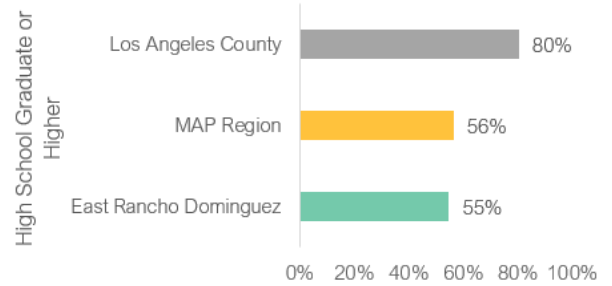
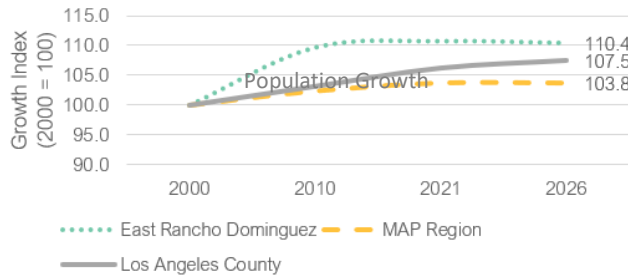
Located in the southeast corner of the Metro Area, the community of East Rancho Dominguez lies west of the I-710 freeway and adjacent to the cities of Compton and Paramount. Atlantic Avenue and East Compton Boulevard are the major commercial corridors and provide a significant amount of local-serving uses in the community. East Rancho Dominguez is home to approximately 15,000 residents, however, the community only generates approximately 700 jobs, most of which are currently being filled by non-residents.<sup>97</sup> Approximately 84% of East Rancho Dominguez community members self-identify as being of Hispanic and Latino/a origin,<sup>98</sup> however, as discussed previously, there is significant diversity within the context of the Hispanic and Latino/a cultural experience, which is an important factor to consider when addressing community needs from both a local and regional planning perspective.<sup>99</sup> According to the General Plan, the community has opportunities for future planning efforts to improve its economic health, particularly within the Corridor and Neighborhood Center opportunity areas located along East Compton Boulevard and South Atlantic Avenue.



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

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

99 Benitez, T. 2004. West L.A.: Past and Present. Accessed November 28, 2021. <https://www.pbs.org/americanfamily/eastla.html>.



Sources: Pro Forma Advisors (2021).

## Parks and Public Amenities

The community is served by its namesake East Rancho Dominguez Park, which is an important asset to the families of the community. It is also where renowned tennis pros Venus and Serena Williams began their tennis careers as children in the park’s tennis courts. Despite this, East Rancho Dominguez has just 0.6 acres of parkland per 1,000 residents, which is much lower than the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>100</sup> The 5.46-acre East Rancho Dominguez Park is the only park located within this community. This park is fairly centrally located, resulting in about 76% of East Rancho Dominguez residents living within walking distance of a park. The community is served by LACL system’s East Ranch Dominguez branch, located at 4420 East Rose Street.<sup>101</sup>

### 3.2.2 Existing Plans, Land Use, and Zoning Requirements

#### East Rancho Dominguez Community Standards District (1985)

The East Rancho Dominguez Community Standards District (“East Rancho CSD”) was initially established to provide a means of assisting in the implementation of the Redevelopment Plan for the East Compton Community Redevelopment Project for the “zoned district” of East Compton, adopted in 1984. Although the East Compton zoned district is no longer utilized by the County as a planning area framework, the zoning designations for the East Rancho community have remained largely unchanged since the establishment of the CSD in the 1980s. As such, the zoning currently applicable to East Rancho Dominguez appears somewhat incongruous with the built environment. For example, while a dominant zoning type throughout the community is agricultural, these districts are populated with low to medium density residential developments, while the highly urbanized nature of the surrounding community does not recommend itself to agricultural uses.

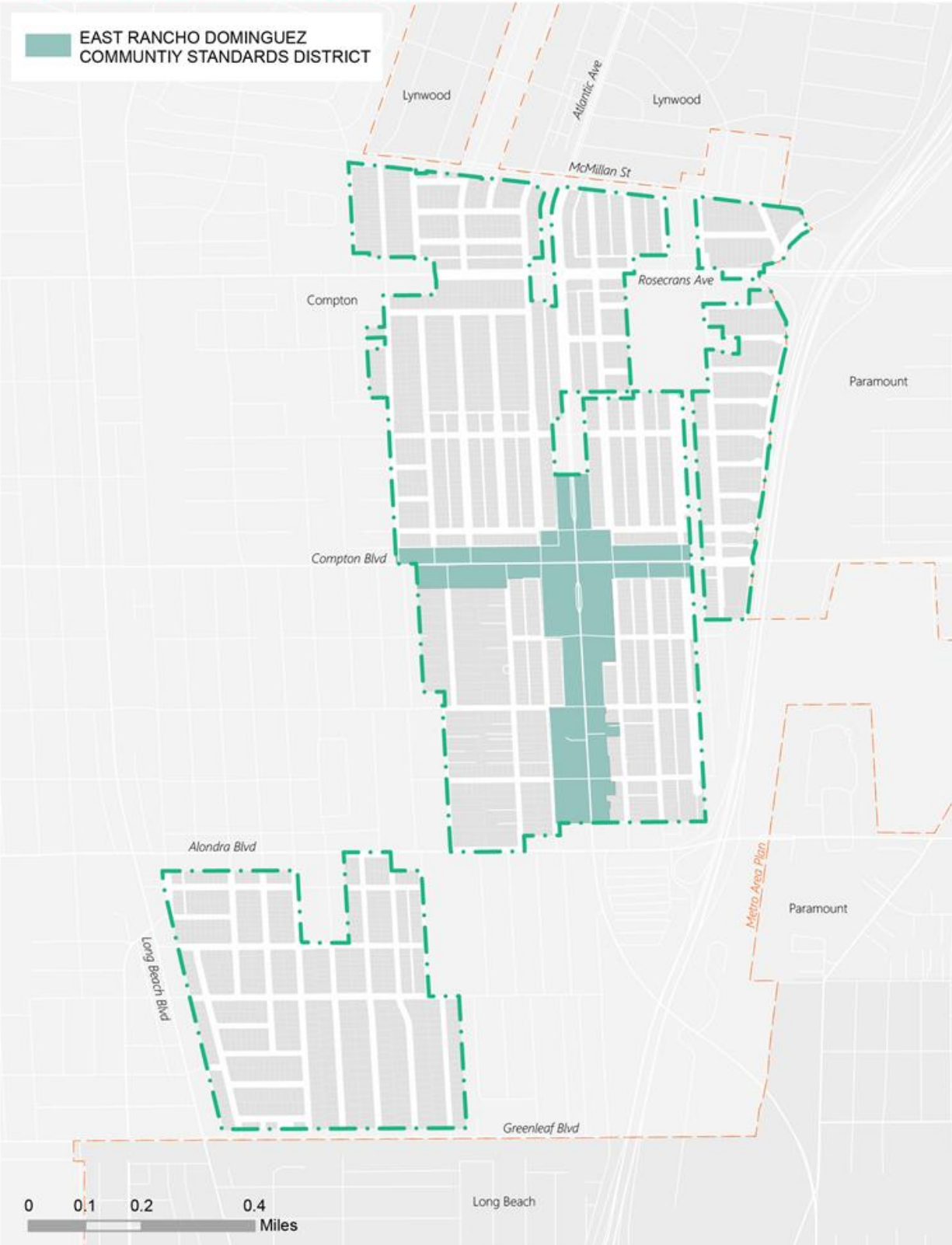
100 County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.

101 County of Los Angeles 2022. Los Angeles County Public Library Location and Hours. Accessed March 20, 2022. <https://www.lapl.org/branches>.





# EAST RANCHO DOMINGUEZ COMMUNITY STANDARDS DISTRICT





The requirements of the East Rancho CSD are set forth via community wide, zone specific, and area specific development standards. The East Rancho CSD also includes modifications to existing development standards, provided in Section 22.320.090, Modification of Development Standards, of the Zoning Code. Notable examples of each type of development standard, as well as a description of the East Rancho CSD subareas, are provided below in **Table 3.3**.

**Table 3.3. Notable East Rancho Dominguez CSD Development Standards**

Development Standard Type	Title		Description
Section 22.320.060, Community Wide Development Standards	Setbacks		Establishes setbacks in the form of front yards, which must be constructed along all property lines abutting streets containing right-of-way widths of at least 80 feet. In addition, parcels abutting two streets containing right-of-way widths of at least 80 feet each must have front yards along both streets. Finally, all front yards are required to be at least 10 feet in depth. The setbacks standards are assumed to apply to all use types within the CSD.
	Design Standards		Provides that all new improvements or improvements to existing structures made in one year which exceed 25% of the current market value of the structures involved are subject to design review by the County. This section also requires that structures be designed so as to be in harmony with nearby properties, with special attention being given to the protection of properties planned for residential uses. Other design standards include requirements related to building materials, colors, and mechanical and security equipment.
	Height		Establishes that the total floor area in all the buildings on any one lot shall not exceed 13 times the buildable area of such lot (not including cellar floor space, parking floor space, space within a roof structure, or space housing building operating equipment or machinery).
	Other Community Wide Development Standards		Other community wide development standards for the East Rancho CSD include: Requiring compliance with Chapter 22.112 (Parking) of the Zoning Code, establishing standards for a variety of sign types (e.g., wall signs, window signs, awning signs), and establishing that all signs in a state of disrepair be removed.
Section 22.320.070, Zone Specific Development Standards <sup>102</sup>	Commercial and Manufacturing Zones	C-3 (General Commercial) and M-1 (Light Manufacturing)	Establishes that an approved Conditional Use Permit (CUP) is required to establish, operate, and maintain any use first permitted in Zones C-M or M-1. In addition to the findings for Conditional Use Permits required by Section 22.158.050 (Findings and Decision) of the Zoning Code, the applicant must substantiate that the proposed use must be consistent with the East Compton Community Redevelopment Project.
Section 22.36.080, Area Specific	Area 1		Area 1 is bounded on the north by Myrrh Street, on the east by Atlantic Avenue, on the south by the city of Compton near Alondra Boulevard, and on the west by Washington Avenue. Development

<sup>102</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.3. Notable East Rancho Dominguez CSD Development Standards

Development Standard Type	Title	Description
Development Standards		standards for this area are as follows: (1) No vehicular or pedestrian access to Washington Avenue is permitted; (2) In addition to other yards which may be required, a 10-foot front yard shall be provided along Washington Avenue; (3) The required yards along Washington Avenue must be landscaped and neatly maintained, while landscape and irrigation plans must be submitted to the County for review and approval; and,(4) buildings located within 50 feet of Washington Avenue shall be designed to be compatible with the residential uses on the west side of Washington. Architectural renderings shall be submitted to and approved by the Department.
	Area 2	Area 2 consists of three parcels bounded by Lime Avenue on the east, Atlantic Avenue of the west. Development standards for Area 2 include the following: (1) No vehicular or pedestrian access to Lime Avenue is permitted; (2) In addition to other yards which may be required, a 20-foot front yard shall be provided along Washington Avenue; (3) the required yards along Lime Avenue will be landscaped and neatly maintained, while landscape and irrigation plans must be submitted to the County for review and approval; and, (4) buildings located within 100 feet of Lime Avenue must be designed to be compatible with the residential uses on Lime and are subject to architectural review by the County.

Source: County of Los Angeles. 2019. Los Angeles County Code, Tittle 22 – Planning and Zoning, Chapter 22.316 – East Los Angeles Community Standards District. Accessed November 28, 2021.



# EAST RANCHO DOMINGUEZ COMMUNITY STANDARDS DISTRICT - SUBAREAS

-  EAST RANCHO DOMINGUEZ CSD AREA 1
-  EAST RANCHO DOMINGUEZ CSD AREA 2





## 6<sup>th</sup> Cycle Housing Element Update (HEU)

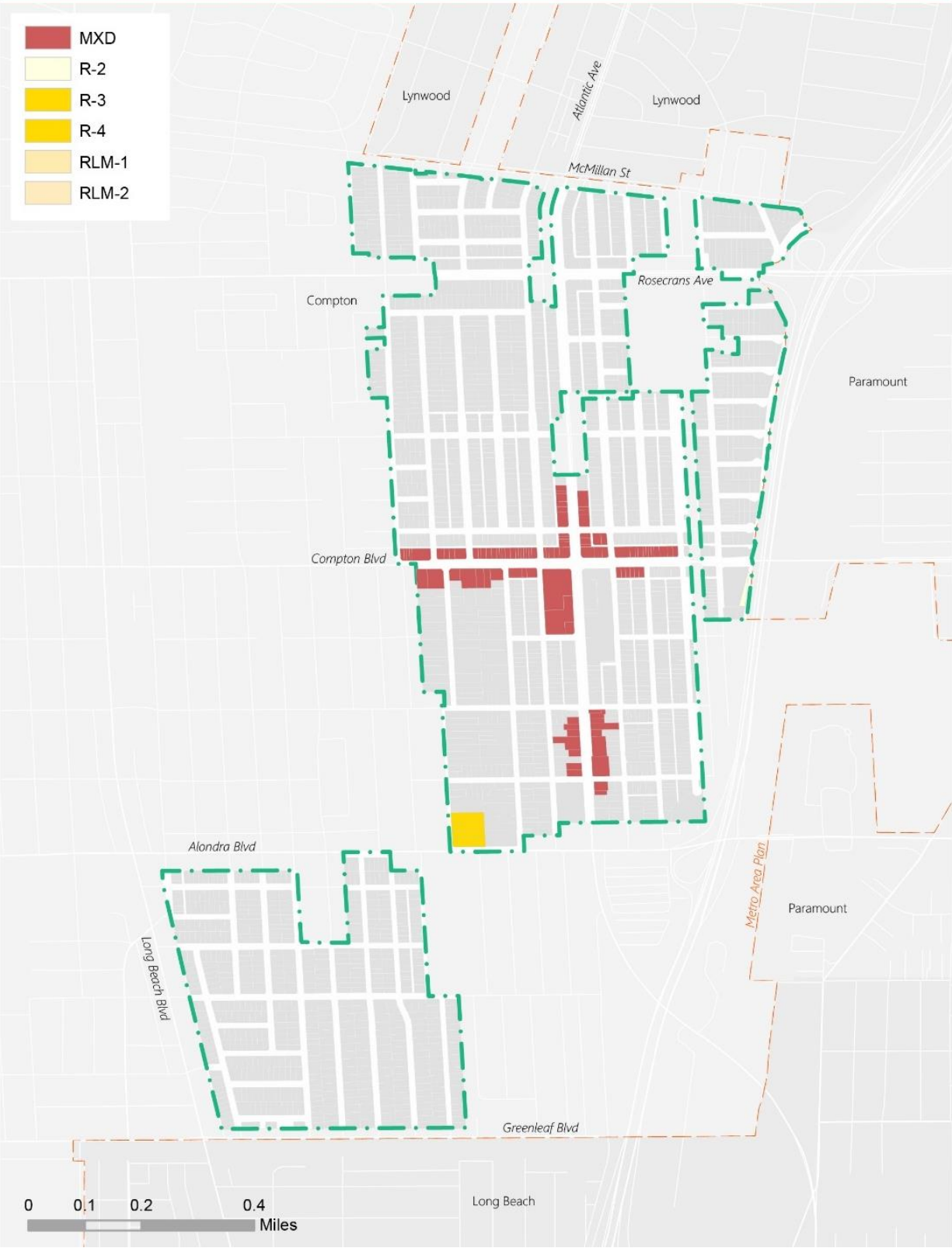
Although no sites within the East Rancho Dominguez community area are currently suited to accommodate additional RHNA allocated housing, the community will likely be impacted by a rezoning program proposed as a result of implementation of the 6<sup>th</sup> Cycle Housing Element Update (HEU). The 6<sup>th</sup> Cycle HEU proposes to accommodate approximately 27,000 RHNA allocated units within the broader Metro Area over the HEU's eight year planning cycle through a targeted rezoning effort. Potential sites identified in Appendix B of the 6<sup>th</sup> Cycle HEU include multiple parcels along Compton Boulevard and Atlantic Avenue, which could potentially be rezoned from C-3 (General Commercial) to MXD (Mixed Use Development Zone) -- as well as limited number of R-1 (Single Family Residence) and/or R-2 (Two Family Residence) sites along Alondra Boulevard with the potential to be upzoned to R-3 (Limited Density Multiple Residence) -- in order to facilitate lower income, multifamily housing allocated as a result of the RHNA.<sup>103</sup>

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<sup>103</sup> County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



# EAST RANCHO DOMINGUEZ 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES





The MXD designation allows for a mixture of residential, commercial, and limited light industrial uses and buildings in close proximity to bus and rail transit stations. The MXD also encourages compact or higher density development to promote walking, bicycling, recreation, transit use, and community reinvestment, to reduce energy consumption, and to offer opportunities for employment and consumer activities near residences.<sup>104</sup> While mixed-uses (e.g. developments with both commercial residential components) are permitted under the existing C-3 zoning designation, fully residential projects (e.g. multifamily housing projects without any commercial components) are not permitted.<sup>105</sup> The precise nature and location of the rezoning effort(s) within East Rancho Dominguez will be determined in the near- and mid-term, as all zone changes proposed to accommodate the RHNA allocation must be implemented within an approximate three year planning horizon, as required by State law.

### **Consistency Across Other Relevant Plans, Ordinances and Policies**

As briefly alluded to above, in addition to the CSD standards, East Rancho Dominguez is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning designations within East Rancho Dominguez include: Light Agricultural (A-1); Single Family Residence (R-1); General Commercial (C-3); several instances of Limited Density Multiple Residential (R-3) and a designation of Open Space [O-S] for East Rancho Dominguez Park on the southeast corner of Compton Boulevard and Atlantic Avenue. The General Plan land use map for East Rancho Dominguez does not include any agricultural or “Rural Land (RL)” designations. Instead, areas zoned A-1 or R-1 – which, per the Zoning Code, permit single-family residential structures, but do not permit multi-family apartments -- are designated as single family residential (Residential 9 [H9]) with a maximum density of nine housing units per net acre. In addition to local-serving commercial uses, including retail, restaurants, and personal and professional service, the commercial land use designation within East Ranch Dominguez (General Commercial [CG]) also permits single-family and multi-family residences, as well as residential/commercial mixed use with a maximum density of 50 housing units pre net acre.<sup>106</sup>

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104 County of Los Angeles. 2021. Title 22- Planning and Zoning, Section 22.26.030 – Mixed Use Development Zone. Accessed November 30, 2021.

[https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV3ZO\\_CH22.26SPPUZO](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV3ZO_CH22.26SPPUZO).

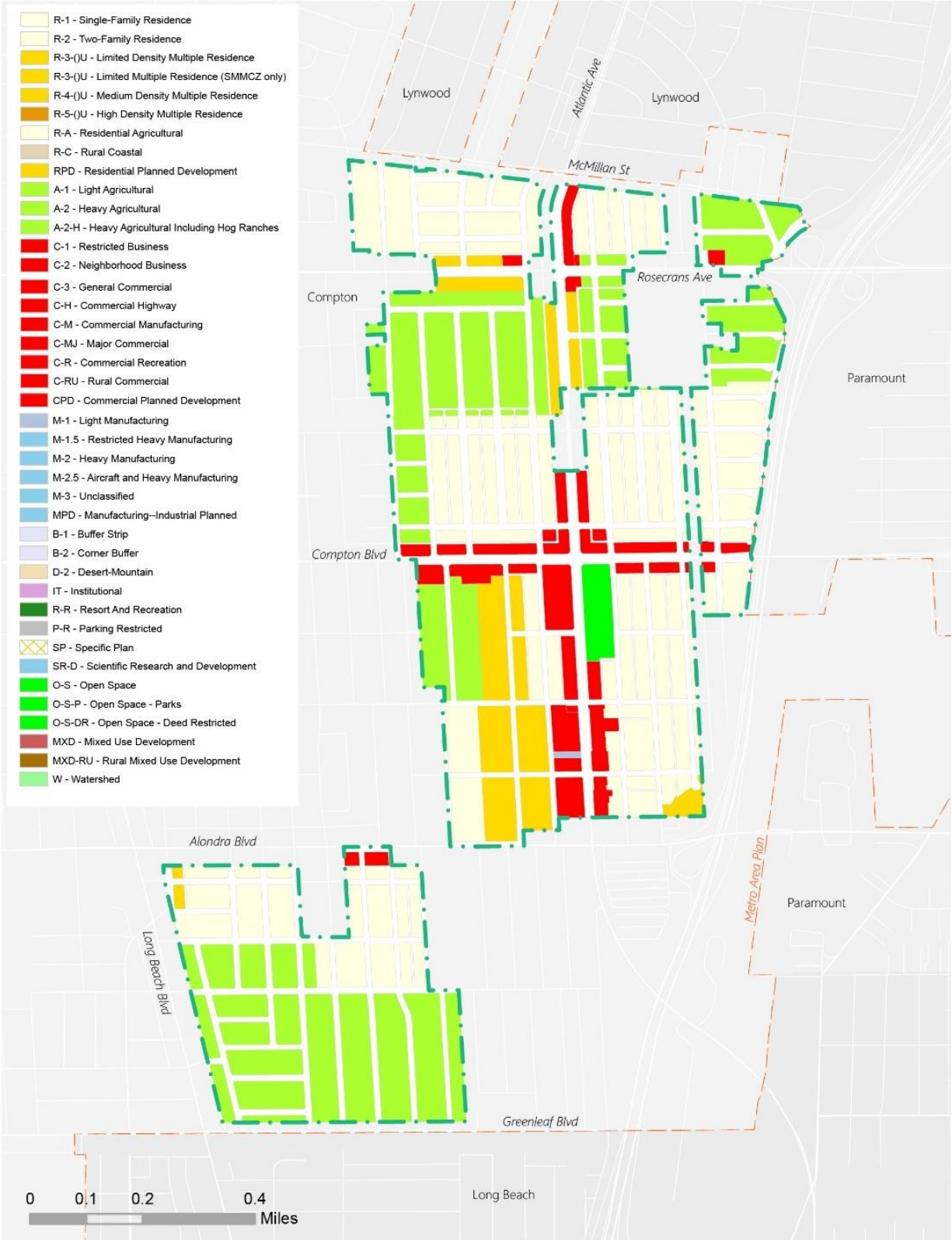
105 County of Los Angeles. 2015. Los Angeles County General Plan, p. 80. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

106 County of Los Angeles (2015), p. 80.



# EAST RANCHO DOMINGUEZ EXISTING ZONING

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3-(J)U - Limited Density Multiple Residence
- R-3-(J)U - Limited Multiple Residence (SMM CZ only)
- R-4-(J)U - Medium Density Multiple Residence
- R-5-(J)U - High Density Multiple Residence
- R-A - Residential Agricultural
- R-C - Rural Coastal
- RPD - Residential Planned Development
- A-1 - Light Agricultural
- A-2 - Heavy Agricultural
- A-2-H - Heavy Agricultural Including Hog Ranches
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- C-H - Commercial Highway
- C-M - Commercial Manufacturing
- C-MJ - Major Commercial
- C-R - Commercial Recreation
- C-RU - Rural Commercial
- CPD - Commercial Planned Development
- M-1 - Light Manufacturing
- M-1.5 - Restricted Heavy Manufacturing
- M-2 - Heavy Manufacturing
- M-2.5 - Aircraft and Heavy Manufacturing
- M-3 - Unclassified
- MPD - Manufacturing--Industrial Planned
- B-1 - Buffer Strip
- B-2 - Corner Buffer
- D-2 - Desert-Mountain
- IT - Institutional
- R-R - Resort And Recreation
- P-R - Parking Restricted
- SP - Specific Plan
- SR-D - Scientific Research and Development
- O-S - Open Space
- O-S-P - Open Space - Parks
- O-S-DR - Open Space - Deed Restricted
- MXD - Mixed Use Development
- MXD-RU - Rural Mixed Use Development
- W - Watershed

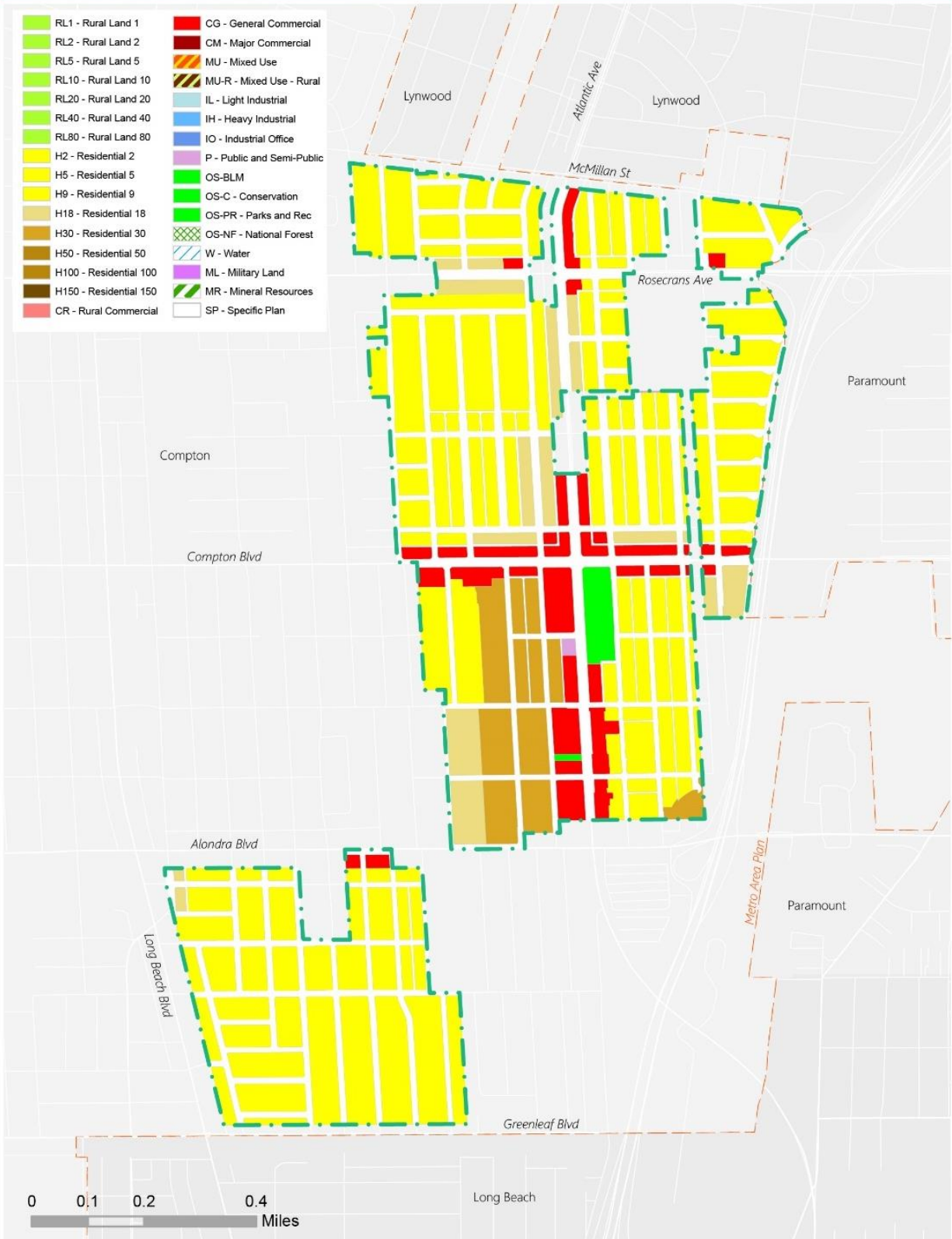






# EAST RANCHO DOMINGUEZ GENERAL PLAN 2035 LAND USE

- RL1 - Rural Land 1
- RL2 - Rural Land 2
- RL5 - Rural Land 5
- RL10 - Rural Land 10
- RL20 - Rural Land 20
- RL40 - Rural Land 40
- RL80 - Rural Land 80
- H2 - Residential 2
- H5 - Residential 5
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- H100 - Residential 100
- H150 - Residential 150
- CR - Rural Commercial
- CG - General Commercial
- CM - Major Commercial
- MU - Mixed Use
- MU-R - Mixed Use - Rural
- IL - Light Industrial
- IH - Heavy Industrial
- IO - Industrial Office
- P - Public and Semi-Public
- OS-BLM
- OS-C - Conservation
- OS-PR - Parks and Rec
- OS-NF - National Forest
- W - Water
- ML - Military Land
- MR - Mineral Resources
- SP - Specific Plan





In addition, the existing East Compton Zoned District (ZD) is located within the contemporary East Rancho Dominguez community boundaries.<sup>107</sup>, however, the ZD zoning framework is no longer actively utilized by the County and will not be used to facilitate future planning efforts within East Ranch Dominguez or elsewhere within the Metro Area.<sup>108</sup>

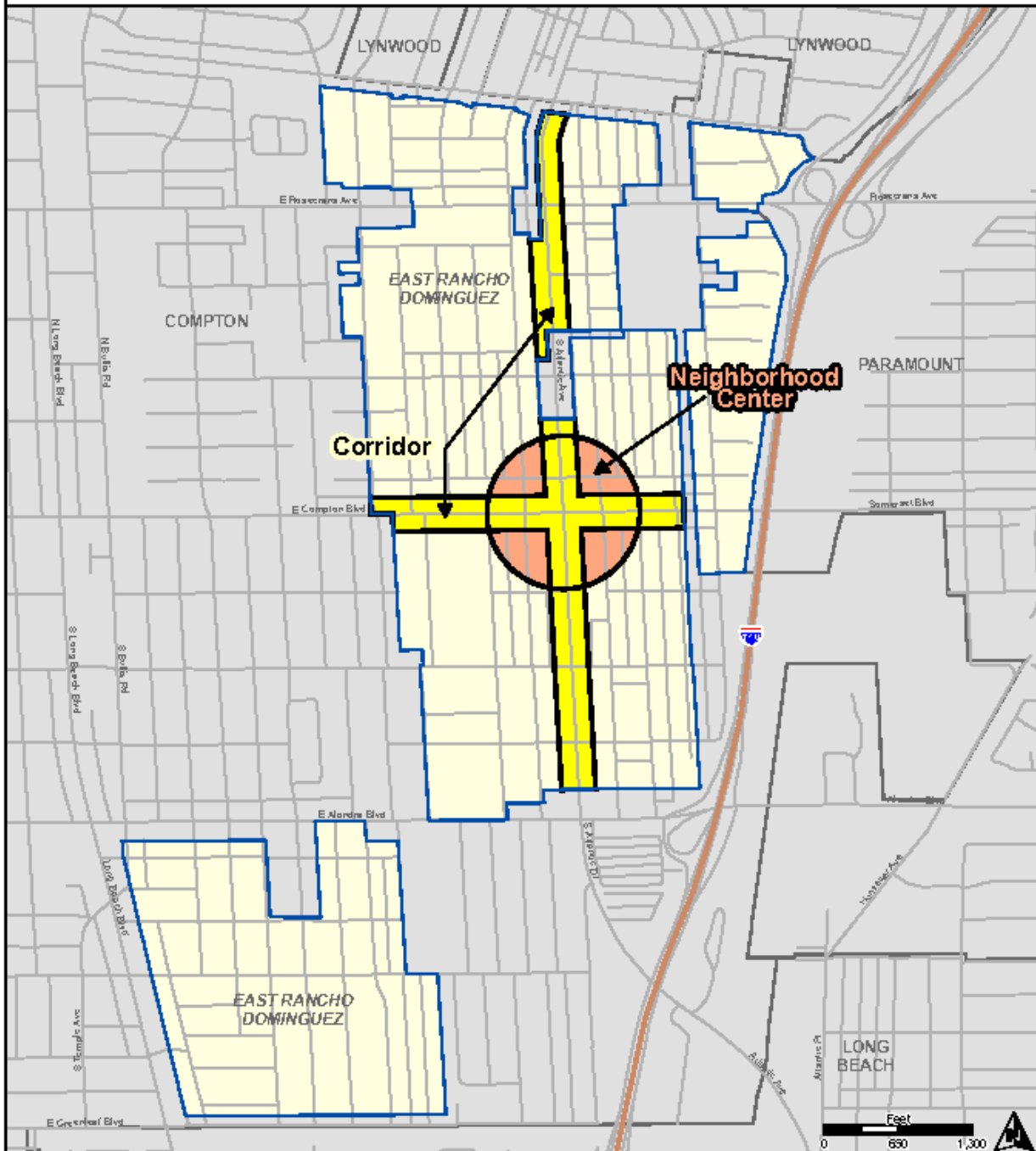
The General Plan also identifies various “opportunity areas” within the Metro Area communities which should be considered for further study when preparing community-based plans. Within East Ranch Dominguez, the General Plan identifies two corridor opportunity areas along Compton Boulevard and Atlantic Avenue, as well as a neighborhood center at the corridor intersections. Corridors are identified in the General Plan as areas along boulevards or major streets that provide connections between neighborhoods, employment, and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. Neighborhood centers are similarly identified based on opportunities for a mix of uses. The suitable uses identified within the opportunity areas are valuable planning tools utilized by the County in the formulation of policies. Opportunity areas will guide future planning and rezoning efforts within the East Rancho Dominguez community as well as elsewhere within the Metro Area.

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107 County of Los Angeles. 2019. Zoned Districts. January 2019. Accessed November 28, 2021.  
[https://planning.lacounty.gov/assets/upl/data/map\\_t03-zoned-districts.pdf](https://planning.lacounty.gov/assets/upl/data/map_t03-zoned-districts.pdf)

108 County of Los Angeles (2019)

# Opportunity Areas - E. Rancho Dominguez Figure 5.26



- |                                  |                             |
|----------------------------------|-----------------------------|
| Unincorporated Areas             | Corridor                    |
| Cities                           | Industrial Flex District    |
| East Rancho Dominguez Study Area | Industrial Opportunity Area |
|                                  | Neighborhood Center         |
|                                  | Rural Town Center           |
|                                  | Transit Center              |

Source: Department of Regional Planning, May 2014



## 3.3. Florence-Firestone

### 3.3.1 Community Overview

#### Demographics and Culture

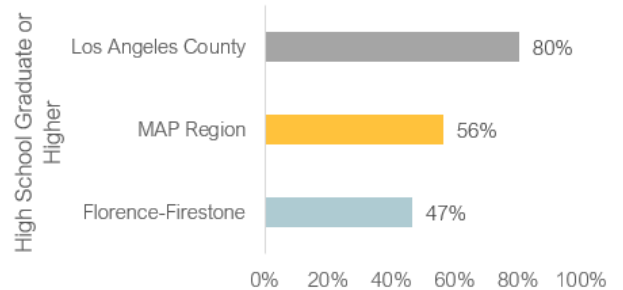
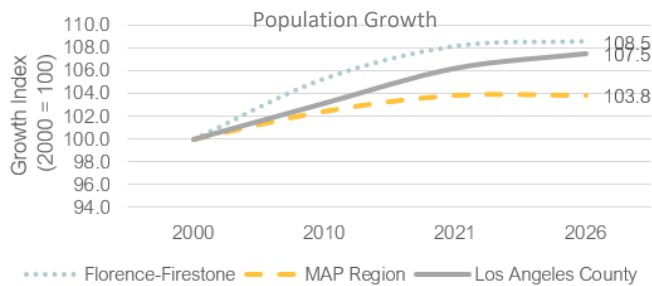
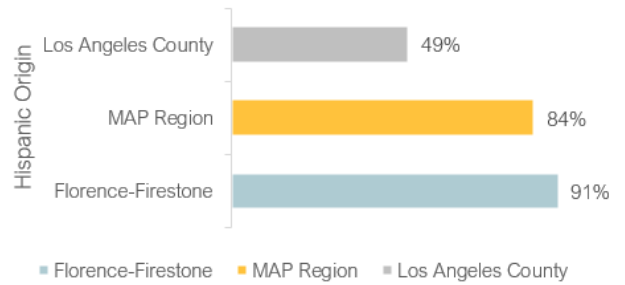
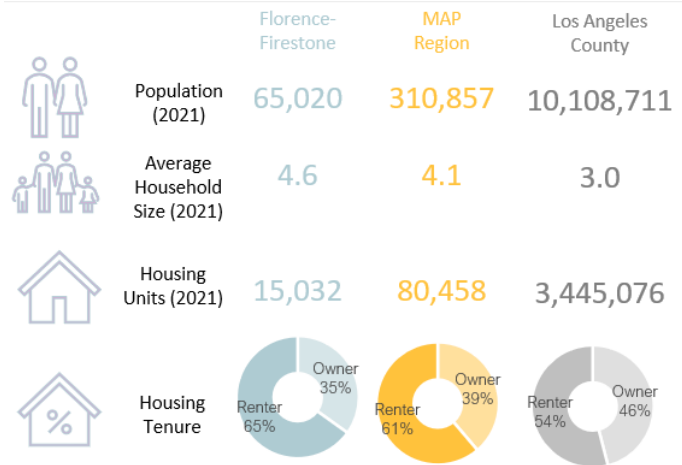
The community of Florence-Firestone transformed from ranches and farmland in the mid-1800s to a bustling industrial corridor in the early 20<sup>th</sup> century due to its convenient location along the rail line. Early industries included the since-closed factories of successful tire companies such as Goodyear and Firestone. Florence-Firestone is also a resilient community with a rich local history, traces of which are still evident and reflected in the street names, family histories, and existing built environment. Florence-Firestone has active and energetic residents, many of whom have lived in the community for decades, and who care deeply about working with the County to address community concerns. The longtime residents and the shared sense of local history help anchor the community, which has continuously managed to adapt to changing conditions while still retaining deep socio-cultural roots.

Florence-Firestone is currently home to approximately 65,000 residents, 91% of whom self-identify as begin of Hispanic and Latino/a origin. This majority Hispanic and Latino/a community has a strong history of activism, exemplified by initiatives like Everyday Heroes, which preserve the history of Florence-Firestone and create opportunities for its residents.<sup>109</sup> Central Avenue is also a storied hub of Black culture and jazz located along the community's western border. The northern portion of the community is comprised of industrial and auto-related uses, and the southern portion of the corridor is predominantly commercial and residential. Currently, the community has a young, employable population in proximity to local and regional employment centers,<sup>110</sup> however, while the community supports over 7,400 jobs.

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

110 Los Angeles County Department of Regional Planning. 2019. Florence-Firestone Community Plan. September 2019. Accessed November 30, 2021. [https://planning.lacounty.gov/assets/upl/project/ffcp\\_final\\_20190903.pdf](https://planning.lacounty.gov/assets/upl/project/ffcp_final_20190903.pdf).



Sources: Pro Forma Advisors (2021).

Vacant and underutilized land, coupled with the City of Los Angeles’ efforts in the corridor, and the location of the stations for the Metro A Line (formerly Blue Line), make the Florence-Firestone planning area prime for transit-oriented development and economic revitalization. As such, the community is presently the subject of an ongoing transit ordinated district (TOD) specific plan for the Metro A Line stations of Slauson, Florence and Firestone. The plan will implement the TOD Program originally proposed in the 2015 General Plan Update with the goal of providing more opportunities for affordable housing, encouraging transit oriented development, and streamlining the environmental review process for projects beneficial to the health and wellbeing of the community.<sup>111</sup>

### Parks and Public Amenities

Florence-Firestone has approximately 1.2 acres of parkland per 1,000 residents, which is much lower than the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>112</sup> In total, there are 68.78 acres of parkland located

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

112 County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.



throughout the community. Compared to the countywide average, parks are slightly more accessible in Florence-Firestone, with approximately 59% of residents living within one half mile of a park. The community is also served by two LACL branches: the Florence Express Library (7600 Graham Avenue) and the Graham Library (1900 East Firestone Boulevard).<sup>113</sup>

### 3.3.2 Existing Plans, Land Use, and Zoning Requirements

#### Florence-Firestone Community Plan (2019)

The Florence-Firestone Community Plan (FFCP) is a land use development guide intended to direct development and land use decisions to achieve the community's vision of creating a resilient and healthy community with a vibrant local economy, high quality and affordable housing, ample greenery, safe and efficient transportation system, and high quality education. The plan provides guidance on community specific concerns to planners, property owners, business owners, decision-makers, public agencies, and other stakeholders. The FFCP builds on past planning efforts, drawing information from a variety of studies and reports on the community. The 2009 Florence-Firestone Vision Plan provided a comprehensive, long-term vision for the community through the collaborative effort of residents, businesses, stakeholders, County departments, and local organizations. Following the 2009 Vision Plan, studies focused on market feasibility, land use and transportation. These reports and studies, and their recommendations informed the FFCP. The existing General Plan land use designations identified in the FFCP are listed in **Table 3.4** below.

**Table 3.4. Existing General Plan Land Use Designations**

Land Use Policy Category	Permitted Density or FAR	Acres	Percent of Total Acreage
Residential 9 (H9)	0-9 dwelling units/net acre	46.47	2.77%
Residential 18 (H18)	0-18 dwelling units/net acre	785.46	46.79%
Residential 30 (H30)	0-30 dwelling units/net acre	164.08	9.77%
General Commercial (CG)	<i>Residential: 0-50 du/net ac</i> <i>Non-Residential: Max. FAR 1.0</i> <i>Mixed Use: 0-50 du/net ac and Max. FAR 1.0</i>	178.42	10.63%
Heavy Industrial (IH)	<i>Non-Residential: Max. FAR 1.0</i>	111.06	6.62%
Light Industrial (IL)	<i>Non-Residential: Max. FAR 1.0</i>	108.37	6.46%
Mixed Use (MU)	<i>Residential: 0-150 du/net ac</i> <i>Non-Residential: Max. FAR 3.0</i> <i>Mixed Use: 0-150 du/net ac and Max. FAR 3.0</i>	26.08	1.55%
Parks and Recreation (OS-PR)	N/A	68.78	4.10%

113 County of Los Angeles 2022. Los Angeles County Public Library Location and Hours. Accessed March 20, 2022. <https://www.lapl.org/branches>.

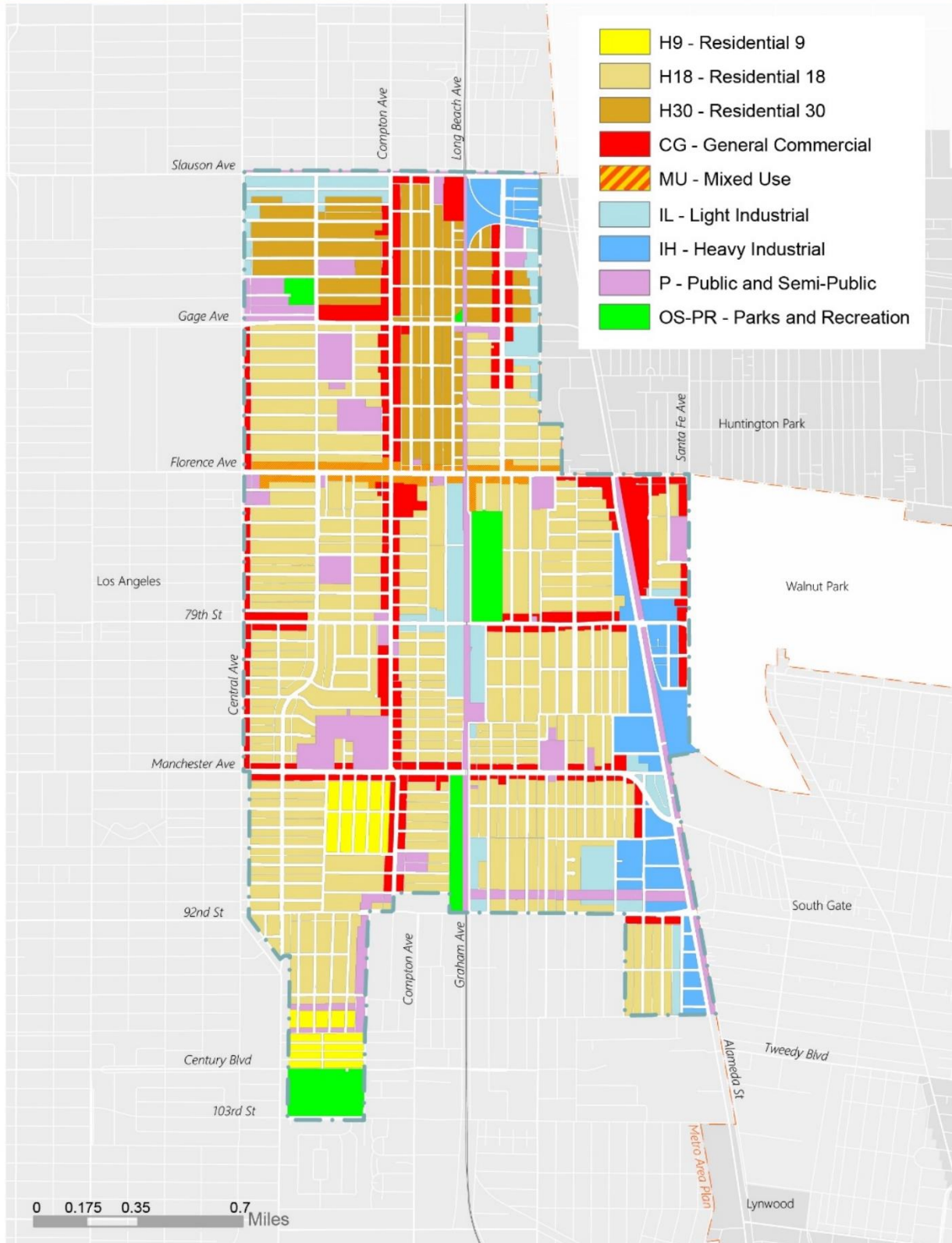


Public and Semi-Public (P)	<i>Residential: Density Varies*</i> <i>Non-Residential: Max. FAR</i> 3.0	190.00	11.32%
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Source: Los Angeles Department of Regional Planning, 2019. Florence-Firestone Community Plan. September 2019.  
[https://planning.lacounty.gov/assets/upl/project/ffcp\\_final\\_20190903.pdf](https://planning.lacounty.gov/assets/upl/project/ffcp_final_20190903.pdf)



# FLORENCE-FIRESTONE COMMUNITY PLAN LAND USE







The key policies of the FFCP revolve around a variety of interrelated goals, including: increasing housing opportunities; creating vibrant commercial districts; resolving land use incompatibility, addressing issues related to environmental justice; developing a comprehensive transit system; balancing jobs, housing and mixed land uses; revitalizing commercial and industrial businesses; improving access to parks and recreational opportunities; enhancing community safety; and building and/or strengthening partnerships across the public, private, and nonprofit sectors. The FFCP implementation section presents a list of possible actions which could help to realize the goals and policies of the plan. However, the actions, programs and procedures provided are optional and are contingent on funding and allocation of resources.

While the FFCP does not include any binding policy provisions, it provides a critical roadmap map for future planning efforts in the area, particularly as it relates to the determination of appropriate land-use and zoning designations. By elevating voices within the community, setting clear goals, and mapping specific opportunity areas in which to concentrate redevelopment and/or revitalization efforts, the FFCP will guide the regulatory standards and strategies implemented by the Area Plan and will inform other County planning efforts proposed in the future.

#### **Florence-Firestone Transit Oriented District Specific Plan (proposed - 2022)**

The ongoing Florence-Firestone Transit Oriented District Specific Plan (FFTOD Specific Plan) establishes transit-oriented development, policy direction, design standards, and implementation programs for the community of Florence-Firestone. The FFTOD Specific Plan addresses land use, zoning, and mobility improvements that support housing density and employment in proximity to the three Metro A Line stations in the community: the Slauson, Florence, and Firestone Stations. As with the Area Plan, the FFTOD Specific Plan builds from the 2019 FFCP by creating actions to achieve some of the FFCP policies and implement the broader transit oriented development and sustainability goals of County. The FFTOD Specific Plan Area boundary is consistent with the FFCP boundary, which covers the entire extent of the community.

In addition to focusing on mobility and transportation, the FFTOD Specific Plan provides the opportunity to create new affordable housing units to accommodate the needs of the residents as well as the requirements of the 6<sup>th</sup> Cycle HEU 's RHNA allocation. The FFTOD Specific Plan helps implement the HEU by rezoning parcels identified as "potential sites" in the HEU's Appendix B. The FFTOD Specific Plan also implements transit oriented development by: establishing zones that identify permitted land uses and objective development standards such as the appropriate density, intensity, building height, and setbacks by zone; providing additional design standards such as pedestrian design, building design, open space, landscaping, and parking for all zones; modifying county-wide base zones applicable in Florence-Firestone; identifying multi-modal improvements to support walking, bicycling, and transit use



in balance with private vehicles; and addressing infrastructure requirements associated with future development.<sup>114</sup>

The FFTOD Specific Plan included General Plan Land Use amendments to approximately 953 acres of land in the FFTOD Specific Plan Area to provide consistency with General Plan policy direction. The FFTOD Specific Plan would facilitate the buildout of approximately 12,110 housing units -- many of which would be located within one half mile of the Slauson, Florence, or Firestone Metro Stations -- as well as over 94,000 square feet of commercial and/or non-residential spaces.<sup>115</sup> The FFTOD Specific Plan also rezoned parcels in the FFTOD Specific Plan Area to encourage transit-oriented development. As a part of this rezoning effort, nine new zones were created within Florence-Firestone, which were: Industrial Flex (IF), Mixed-Use 1 (MU-1), Mixed-Use 2 (MU-2), Mixed-Use 3 (MU-3), Mixed-Use Transit (MU-T), Residential Low-Medium 1 (RLM-1), Residential Low-Medium 2 (RLM-2), Residential Medium (RM), and Residential Slauson Station (RSS).<sup>116</sup> Details regarding the recently implemented zones are described below in **Table 3.5**:

**Table 3.5. Yet to be Adopted FFTOD Specific Plan Zoning**

Zoning	Description
<b>Industrial Mix (IX) Zone</b>	The IX Zone is intended to maintain light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for mixed residential and employment areas. The Zone allows for transitions between employment and residential uses to encourage less noxious uses, such as commercial to abut homes, supporting the goals of the Los Angeles GZP. This Zone allows uses focused on light industrial, neighborhood-serving commercial and office and does not allow residential uses. The IX Zone implements the General Plan Land Use Designation IL Light Industrial.
<b>Mixed-Use Transit (MU-T)</b>	The MU-T Zone is intended to create a high-intensity mixed use transit district with a variety of housing, jobs, and neighborhood services in existing commercial and industrial areas surrounding the Slauson Station. This Zone will allow uses that encourage a more pedestrian-oriented setting with active uses to encourage walking, bicycling, and multi-modal transportation. The MU-T Zone implements the General Plan Land Use Designation MU Mixed Use.
<b>Mixed-Use 3 (MU-3)</b>	The MU-3 Zone is intended to support employment and higher-density residential uses by encouraging greater job opportunities and homes for communities near transit, focused in existing industrial areas with large sites surrounding the Florence Station. The purpose of this Zone is to create an employment-focused, high intensity, mixed use transit district that allows for transitions between industrial areas and homes with less environmentally intensive uses, such as offices. The MU-3 Zone implements the General Plan Land Use Designation MU Mixed Use.
<b>Mixed-Use 2 (MU-2)</b>	The MU-2 Zone is intended to support “main street” retail, employment, and homes for the communities near transit along existing commercial corridors surrounding the Slauson and Florence stations. This Zone allows uses focused on local neighborhood services, such as local-serving retail, personal services (including salons and accountants), food or groceries, and homes. The MU-2 Zone implements the General Plan Land Use Designation MU Mixed Use.

114 County of Los Angeles. 2021. Florence-Firestone Transit Oriented District Specific Plan DRAFT Environmental Impact Report. Accessed November 30, 2021. [https://planning.lacounty.gov/assets/upl/project/fftod\\_deir.pdf](https://planning.lacounty.gov/assets/upl/project/fftod_deir.pdf).

115 County of Los Angeles (2021), p. 2-7.

116 The zone names/titles set forth in the FFTOD Specific Plan are subject to change to align with County naming conventions as the FFTOD Specific Plan continues to be implemented (County of Los Angeles [2021], p. 1-2).



<b>Mixed-Use 1 (MU-1)</b>	The MU-1 Zone is intended to support mixed use corridors near transit to provide a range of local neighborhood services and homes near transit. The MU-1 Zone implements the General Plan Land Use Designation CM Commercial Major.
<b>Residential Low-Medium 1 (RLM-1)</b>	The RLM-1 Zone is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as duplexes, triplexes, and detached townhomes. The RLM-1 Zone implements the General Plan Land Use Designation H18 Residential
<b>Residential Low-Medium 2 (RLM-2)</b>	The RLM-2 Zone is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as attached townhomes, apartments, triplexes, and fourplexes. The RLM-2 Zone implements the General Plan Land Use Designation H30 Residential.
<b>Residential Medium (RM)</b>	The RM Zone is intended to apply to existing residential neighborhoods where the purpose is to encourage medium-density residential housing near transit. The Zone allows multi-family residential homes such as apartments and townhomes. The RM Zone implements the General Plan Land Use Designation H50 Residential
<b>Residential Slauson Station (RSS)</b>	The RSS Zone is intended to encourage the establishment of high-density residential housing near transit in existing neighborhoods. The RSS Zone seeks to provide a wider range of housing types and densities, supporting transit oriented development. The RSS Zone implements the General Plan Land Use Designation H100 Residential

**Source:** County of Los Angeles. 2021. Florence-Firestone Transit Oriented District Specific Plan DRAFT Environmental Impact Report, pp. 3.1-4 - 3.1-5 Accessed November 30, 2021.  
[https://planning.lacounty.gov/assets/upl/project/fftod\\_deir.pdf](https://planning.lacounty.gov/assets/upl/project/fftod_deir.pdf).

Other components of the FFTOD Specific Plan include: proposing the installation of transit amenities at; implementing the Los Angeles County TOD Toolkit (2019); proposing enhancements to pedestrian infrastructure; adding Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street; implementing policies to facilitate the creation of “complete streets”;<sup>117</sup> access improvements to the Metro A Line Stations and Roosevelt Park; and targeted utility infrastructure improvements.<sup>118</sup> The policies and standards set forth in the Area Plan would work to support and build from the improvements proposed in the FFTOD Specific Plan, particularly as they relate to community mobility and accommodation of the 6<sup>th</sup> Cycle HEU’s RHNA allocation.

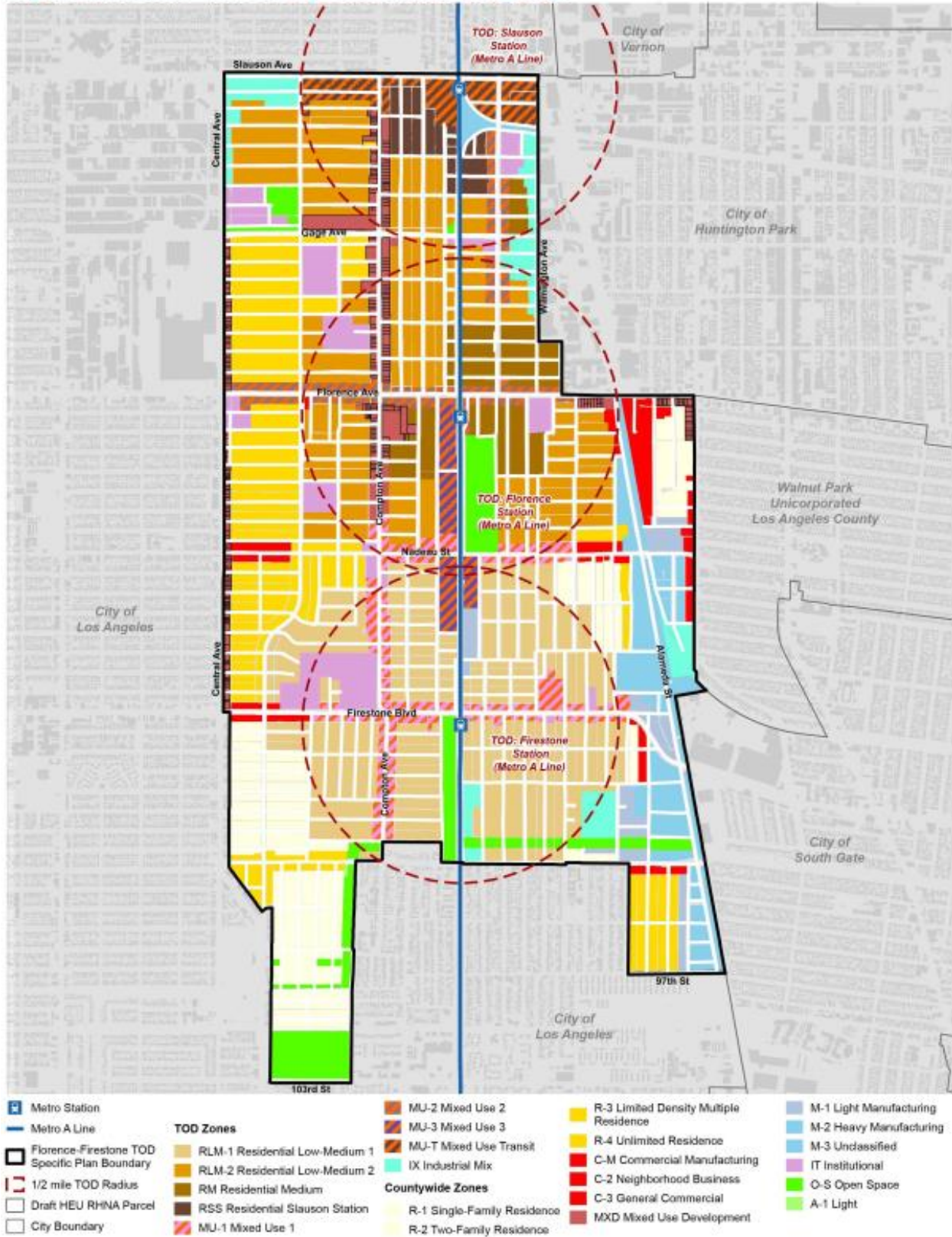
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117 “Complete Streets” refers to the idea that streets should be usable and comfortable for people traveling by all modes, not only vehicles.

118 County of Los Angeles (2021), pp. 2-15 – 2-25.



Figure 22.418.010-1: FFTOD Specific Plan Zoning Map





## Florence-Firestone Community Standards District (2004/2019)

The Florence-Firestone Community Standards District (Florence-Firestone CSD) is established to improve the appearance of the community, to promote the maintenance and reuse of structures and properties, and to implement the goals and policies of the Florence-Firestone Community Plan. The Florence-Firestone CSD also establishes standards to improve the compatibility between residential and neighboring industrial uses, encourage pedestrian activity, and encourage business growth near transit.

The requirements of the Florence-Firestone CSD are set forth via community wide, zone specific, and area specific development standards. The Florence-Firestone CSD also includes modifications to existing development standards. Notable examples of each type of development standard, as well as a description of the Florence-Firestone CSD subareas, are provided below in **Table 3.6**.

**Table 3.6. Notable Florence-Firestone CSD Development Standards**

Development Standard Type	Title		Description
Section 22.324.060, Community Wide Development Standards	Graffiti		Provides that all structures, walls, and fences that are publicly visible shall remain free of graffiti, and that any property owner, lessee, or other person responsible for the maintenance of a property shall remove graffiti within 72 hours of receiving written notice from a Zoning Enforcement Officer
	Maintenance.		Establishes that properties, including adjoining sidewalks and rear alleys, shall remain free of trash and other debris. Storage of household appliances, such as refrigerators, stoves, freezers, and similar products, is prohibited in all yard areas.
	Material Colors.		Black or other similar dark color shall not be used as the primary or base color for any wall or structure.
	Measuring Height of Fences and Walls.		Notwithstanding Section 22.110.070.A (Measuring Height of Fences and Walls), the height of a fence or wall shall be measured inclusive of any architectural feature, fixture, or support element attached to or part of said fence or wall.
Section 22.324.070, Zone Specific Development Standards <sup>119</sup>	Residential Zones	All Residential Zones	For lots less than 40 feet in width, front yards shall have a minimum of 25%landscaping. For all other lots, front yards shall have a minimum of 50%landscaping.
			The provisions of Florence-Firestone-CSD shall supersede the provisions of Section 22.110.070 (Fences and Walls) of the Zoning Code as it relates to fences, walls and landscaping in front, rear or side yards within residential zones. CSD provisions include height restrictions, setbacks, permit requirements, and requirements related appropriate building materials.

<sup>119</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.6. Notable Florence–Firestone CSD Development Standards

Development Standard Type	Title		Description
		R-4 (Medium Density Multiple Residence)	Established a height restriction of 35 feet above grade in R-4 zones, excluding chimneys, rooftop antennas, rooftop mechanical equipment, and structure-mounted renewable energy systems.
	Commercial Zones	All Commercial Zones	<p>Sets forth additional standards for all commercial zones related to design requirements-- such as lighting, facades, and security infrastructure -- required signage, pedestrian safety, and parking. Notable provisions include the following:</p> <ul style="list-style-type: none"> <li>• Variation of form and massing shall be used in building designs to provide visual interest. Long, unbroken facades are prohibited.</li> <li>• Fully shielded fixtures must be used for exterior and directional lighting so as to prevent light trespass to adjacent Residential Zones or sensitive uses.</li> <li>• Lighting shall be designed to minimize or prevent shadows or glare, such that visibility is not impaired.</li> <li>• A pedestrian-accessible entrance(s) shall be required facing and directly accessible to pedestrians from at least one public sidewalk abutting the property.</li> <li>• Not more than 20% of the building facade at ground level shall consist of mirrored or densely tinted glass.</li> <li>• Except fully subterranean structures or roof parking, screened from view from the street, and parking structures as a primary use, all parking shall be provided in the rear of the commercial structure, and screened from view from the street and any adjacent residentially-zoned property.</li> <li>• With an approved site plan, new commercial development may have a parking reduction of 30 percent, if the proposed development complies with certain requirements set forth in the CSD, including submission of a lighting plan, landscape plan, and maintenance plan.</li> </ul>
		Zone C-2 (Neighborhood Commercial)	In addition to requirements set forth for all commercial zones (above), Zone C-2 is subject to additional requirements related to yard spaces, parking, building height, entrances, and residential uses. This includes restricting the maximum above grade building height to 45 feet, distinguishing between commercial and residential parking, creating separate entrance hallways for commercial and residential uses, and restricting residential development on the ground floor of multistory mixed use developments.
		Zone C-3 (General Commercial)	In addition to requirements set forth for zones C-2 and all commercial zones (above), residential and mixed-residential/commercial structures within Zone C-3 cannot exceed 50 feet above grade. All other structures have a maximum height of 45 feet above grade.



Table 3.6. Notable Florence–Firestone CSD Development Standards

Development Standard Type	Title		Description
		Zone C-M (Commercial Manufacturing)	Establishes additional requirements for development within Zone C-M related to buffers, setbacks, lot coverage, building height, loading spaces, and use subject to permits. Notable provisions include restricting structure height to a maximum of 45 feet above grade (when located within 250 feet of a residential zone), and creating setbacks and landscaped buffer zones in areas adjacent to Residential Zones or other sensitive uses,
	Industrial Zones	Zone M-1 (Light Industrial) and M-1.5 (Restricted Heavy Manufacturing)	In addition to the requirements set forth for Zone C-M (Above) the CSD issues additional standards for development within Zone M-1 and M-1.5. This includes provisions related to fences and walls, outdoor businesses, minimum lot size, permitted uses, and prohibited uses. Notable examples include: Requiring a minimum lot size of 8,000 feet; permitting breweries, and prohibiting uses such as boat building, bus storage, car barns, casein products, cesspool pumping, dextrin manufacture, explosive storage, fox farms, fuels yards, moving van storage or operating yards, wood yards, refrigerator plants, and/or slaughterhouses, among others.
		Zone M-2 (Heavy Manufacturing).	In addition to the provisions set forth for Zones M-1, M-1.5, and C-M, the minimum lot size within Zone M-2 shall be 15,000 square feet. Waste disposal facilities and yards for automobile dismantling, junk and salvage, and scrap metal processing are not permitted on properties that adjoin a Residential Zone or sensitive use.
	Special Purpose Zones.	MXD Zone (Mixed Used Development Zone)	The CSD provides that MXD zone shall also be subject to commercial zoning requirements related to exterior lighting, security infrastructure, required and business signage, offsite/shared parking, and reduction of parking.
Section 22.324.080, Area Specific Development Standards	Florence Mile		In general, this area extends from Central Avenue to Alameda Street, and is established to facilitate the development of Florence Avenue as a pedestrian and commercial corridor, to improve the appearance of existing and proposed structures and signs, and to encourage new business growth. Florence Mile is subject to zone and area specific development standards related to pedestrian character, signs, and uses requiring a Conditional Use Permit within Zones C-2 & C-3.
	Roseberry Park		This area is established to improve the compatibility between industrial and commercial uses and to improve its appearance with specific development standards. In general, the boundaries of this area are Florence Avenue to the north, Santa Fe Avenue to the east, Nadeau Street to the south and Alameda Street to the west. Roseberry Park is subject to zone specific development standards, including restricting height of structure within Zone C-3 to 35 feet, and providing additional requirements in Zone M-1 related to entranceways, lot coverage, height, lighting, and sound equipment.
	Firestone Corridor.		This area extends along Firestone Boulevard from Central Avenue to Ivy Street. The specific boundaries of this area and is established to facilitate the development of Firestone Boulevard as a pedestrian and



Table 3.6. Notable Florence–Firestone CSD Development Standards

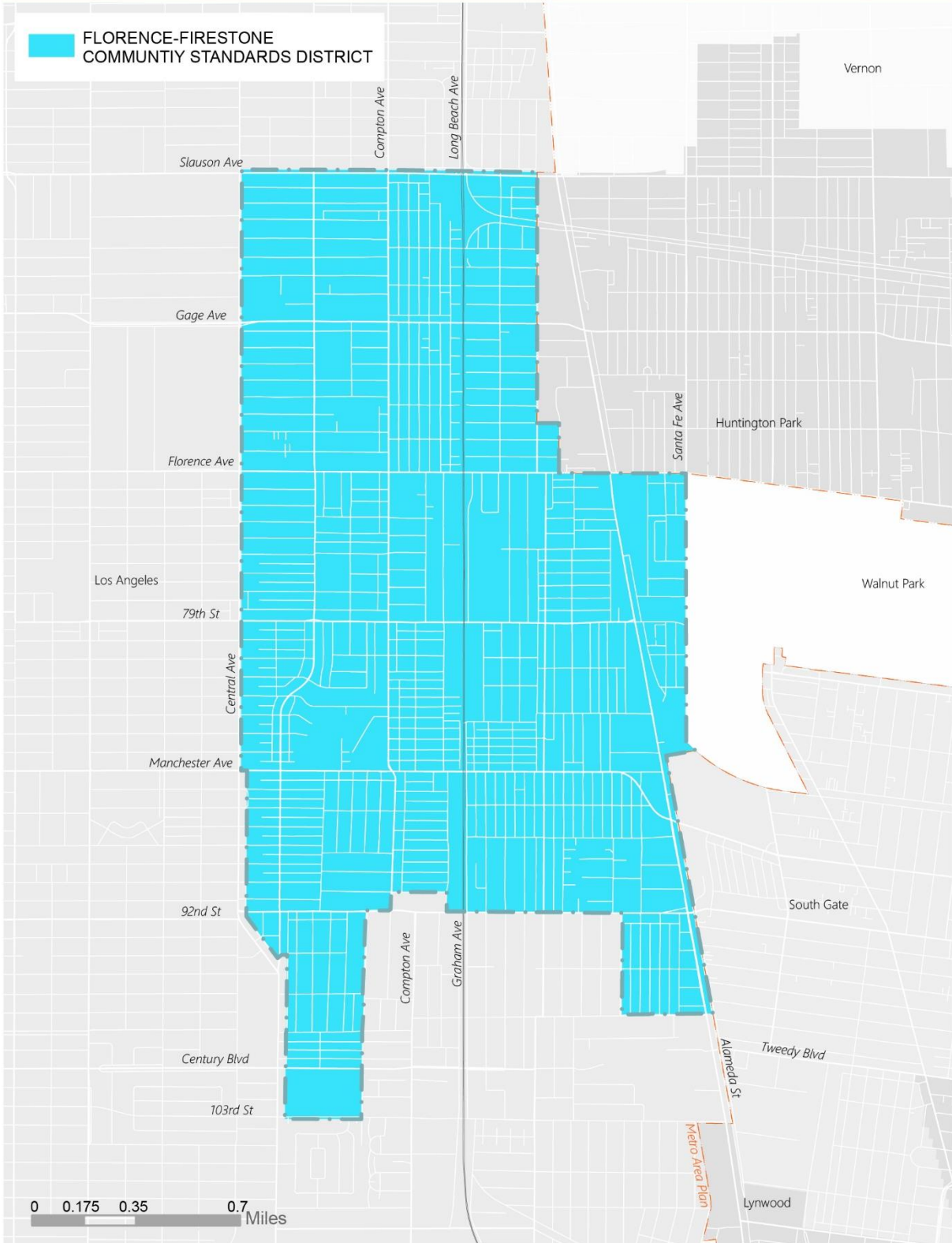
Development Standard Type	Title	Description
		commercial corridor. The area specific standard set forth in the CSD requires that all structures on lots fronting Firestone Boulevard shall have at least one pedestrian accessible entrance fronting on and directly accessible to pedestrians from Firestone Boulevard.
	Nadeau Community Center Area.	This area generally extends along both sides of Compton Avenue from East 92nd Street to Slauson Avenue, except where bisected by Florence Avenue and the Florence Mile Area, and Firestone Boulevard and the Firestone Corridor Area and is established to facilitate the development of Nadeau Street as a pedestrian corridor and encourage connectivity between the County service building, commercial structures, and park space on Nadeau Street. All structures within this area on lots fronting Compton Avenue must have at least one pedestrian accessible entrance fronting on and directly accessible to pedestrians from Compton Avenue.
	Compton Corridor.	This area generally extends along both sides of Compton Avenue from East 92nd Street to Slauson Avenue, except where bisected by Florence Avenue and the Florence Mile Area, and Firestone Boulevard and the Firestone Corridor Area. This area is established to facilitate the development of Compton Avenue as a pedestrian and commercial corridor. As set forth in the CSD, all structures on lots in this area fronting Compton Avenue shall have at least one pedestrian accessible entrance fronting on and directly accessible to pedestrians from Compton Avenue.
	Central Avenue Corridor	This area generally extends on both sides of Central Avenue from Firestone Boulevard to Slauson Avenue, except where bisected by Florence Avenue and the Florence Mile Area, Firestone Boulevard, and the Firestone Corridor Area, and Nadeau Street and the Nadeau Street Area. The area is established to facilitate the development of Central Avenue as a pedestrian and commercial corridor. All structures on lots fronting Central Avenue in this area shall have at least one pedestrian accessible entrance fronting on and directly accessible to pedestrians from Central Avenue.

**Source:** County of Los Angeles. 2019. Los Angeles County Code, Tittle 22 – Planning and Zoning, Chapter 22.316 – Florence–Firestones Community Standards District. Accessed November 28, 2021.  
[https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodetd=TIT22PLZO\\_DIV10COSTDI\\_CH22.324FLRECOSTDI](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodetd=TIT22PLZO_DIV10COSTDI_CH22.324FLRECOSTDI).



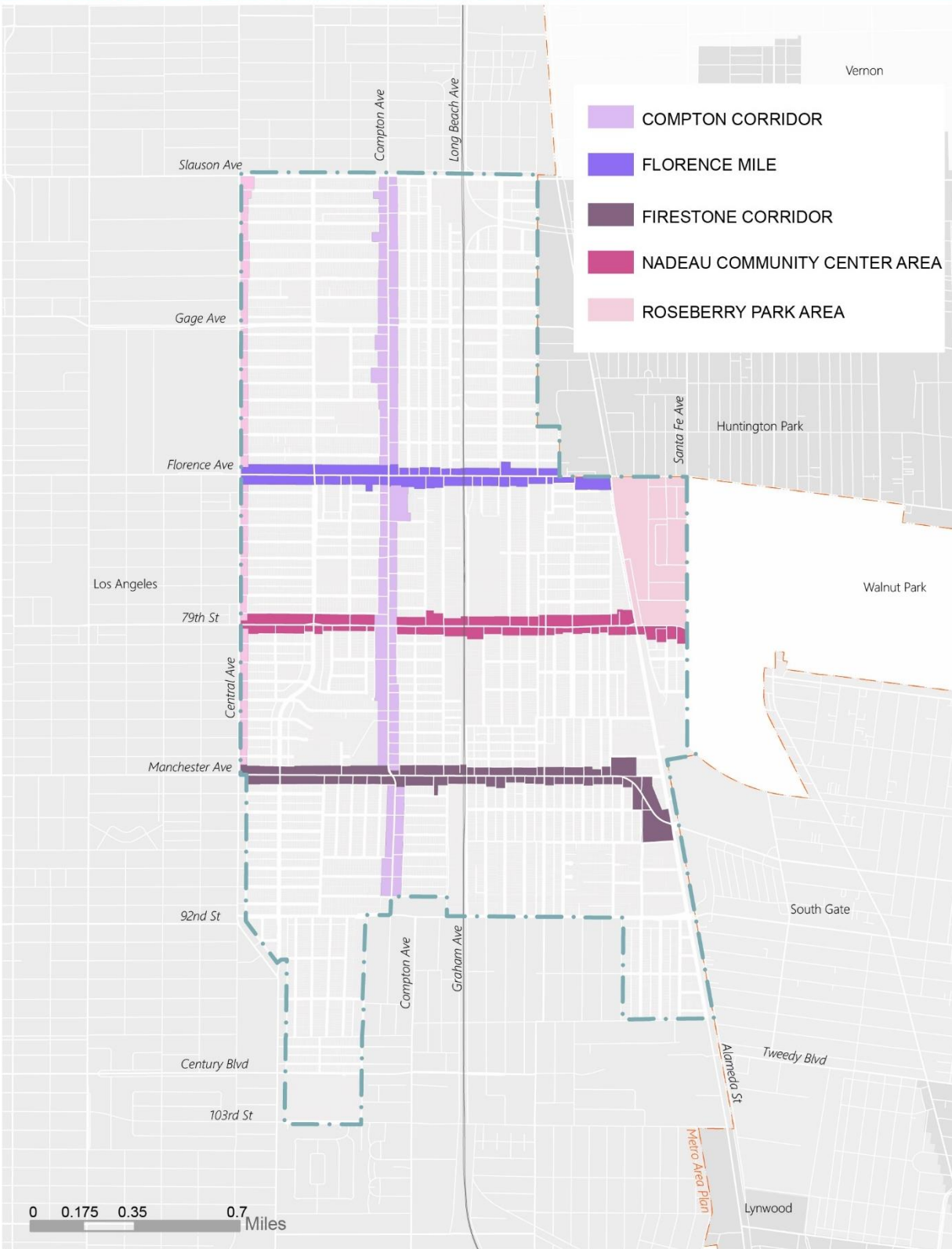


# FLORENCE-FIRESTONE COMMUNITY STANDARDS DISTRICT





# FLORENCE-FIRESTONE COMMUNITY STANDARDS DISTRICT - SUBAREAS





## 6th Cycle Housing Element Update (2021)

According to the 6<sup>th</sup> Cycle Housing Element Update (HEU), lower and moderate income RHNA allocated units will be accommodated on existing sites within Florence-Firestone. These sites were identified under the extent land-use and zoning conditions in place at the time the HEU was approved in late 2021, and prior to implementation of the in-progress FFTOD Specific Plan. These units will be accommodated in part by mixed use parcels along Florence Avenue, as well as other residential parcels (i.e., R-1, R-2, and R-3) located in the southern half of the community area.<sup>120</sup> In addition, Florence-Firestone is currently the focus of a targeted rezoning effort proposed as a result of implementation of the 6<sup>th</sup> Cycle HEU. Parcels identified as “potential sites” in the HEU’s Appendix B -- which identified sites as having the potential to accommodate 6<sup>th</sup> Cycle RHNA allocated housing units pending a zoning change -- are included in the FFTOD Specific Plan’s proposed rezoning program, which would rezone parcels currently designated under countywide base zones to the FFTOD Specific Plan zones previously identified in **Table 3.5**, above.

The FFTOD Specific Plan will facilitate the buildout of approximately 12,110 housing units, many of which would be located within one half mile of the Slauson, Florence, or Firestone Metro Stations. A portion of the facilitated housing units will contribute to meeting the County’s RHNA allocation, while others will be built specifically to serve the needs of Florence-Firestone and the surrounding communities.<sup>121</sup> The facilitation of housing will be accomplished by means of an update to the County’s Zoning Code, which will incorporate the FFTOD Specific Plan’s new zoning designations of Mixed-Use 1 (MU-1), Mixed-Use 2 (MU-2), Mixed-Use 3 (MU-3), Mixed-Use Transit (MU-T), Residential Low-Medium 1 (RLM-1), Residential Low-Medium 2 (RLM-2), Residential Medium (RM), and Residential Slauson Station (RSS).<sup>122</sup> Any additional rezoning effort(s) within Florence-Firestone to accommodate the RHNA allocation will be determined in the near- and mid-term, as all zone changes proposed as a result of 6<sup>th</sup> Cycle HEU implementation must be applied within an approximate three year planning horizon, as required by state law.

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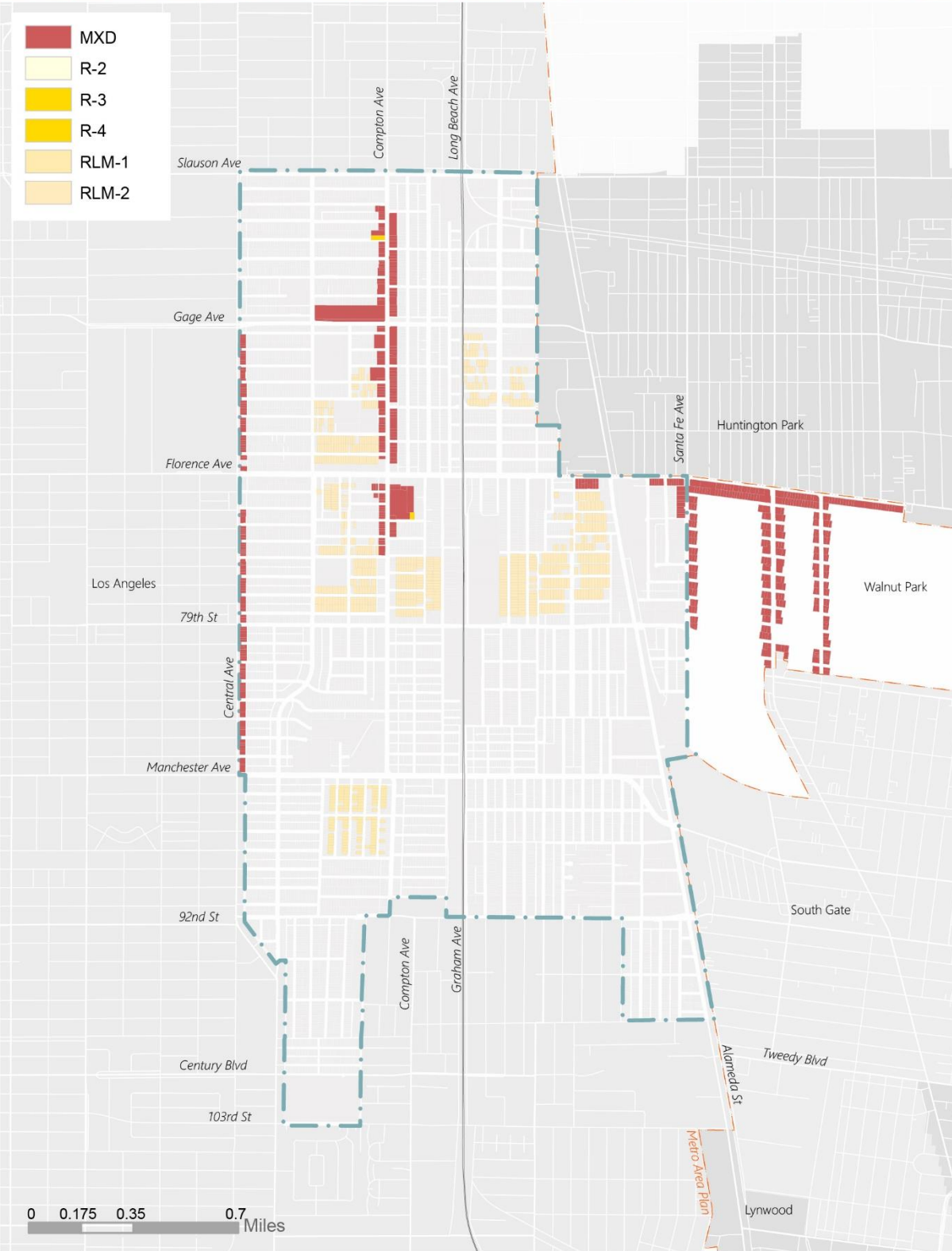
120 County of Los Angeles. 2021. Table A, Sites Inventory, as provided in Appendix A of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.

121 County of Los Angeles. 2021. Florence-Firestone Transit Oriented District Specific Plan DRAFT Environmental Impact Report, pp. 2-7 – 2-8. Accessed November 30, 2021. [https://planning.lacounty.gov/assets/upl/project/fftod\\_deir.pdf](https://planning.lacounty.gov/assets/upl/project/fftod_deir.pdf).

122 County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



# FLORENCE-FIRESTONE 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES



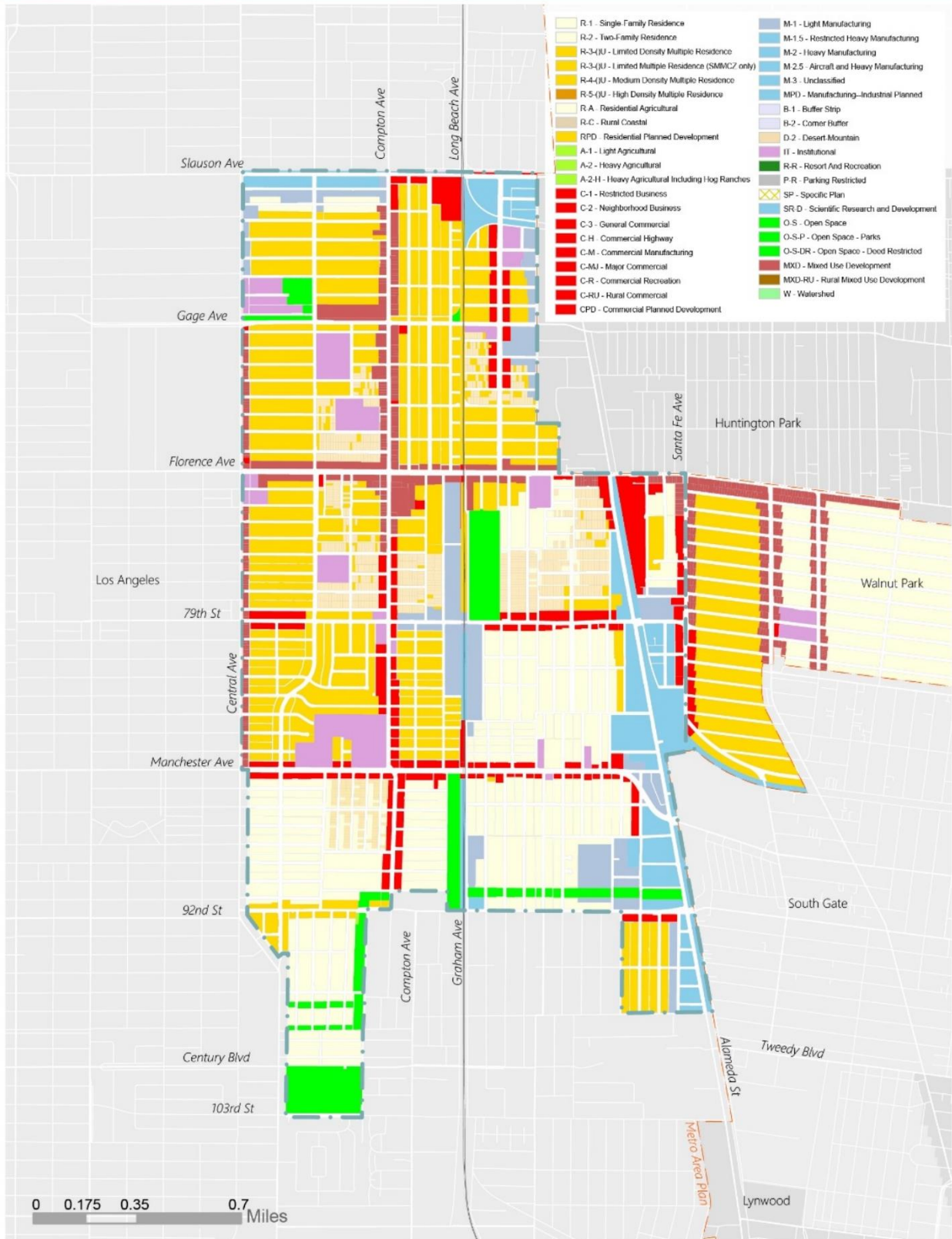


### Consistency Across Other Relevant Plans, Policies, and Ordinances

In addition to the CSD standards, Florence-Firestone is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. The dominant zoning designations within Florence-Firestone include residential -- primarily R-2 (Two-Family Residential), R-3 (Limited Density Residential) and R-4 (Unlimited Density Residential)—as well as M-1 (Light Industrial), M-2 (Heavy Industrial) and C-3 (General Commercial). There is also a strip of MXD (Mixed Use Development) concentrated along both side of Florence Avenue east of Wilson Avenue, as well as several pockets of O-S (O-S) -- including Colonial Leon H. Washington Park, Ted Watkins Memorial Park, Franklin D. Roosevelt Park, and Mary M. Bethune Park-- and IT (Institutional) zones to designate several schools. It is important to note that nearly all of the M-1 and M-2 zones within Florence-Firestone are adjacent to sensitives uses such as such as residential or institutional (i.e. schools).



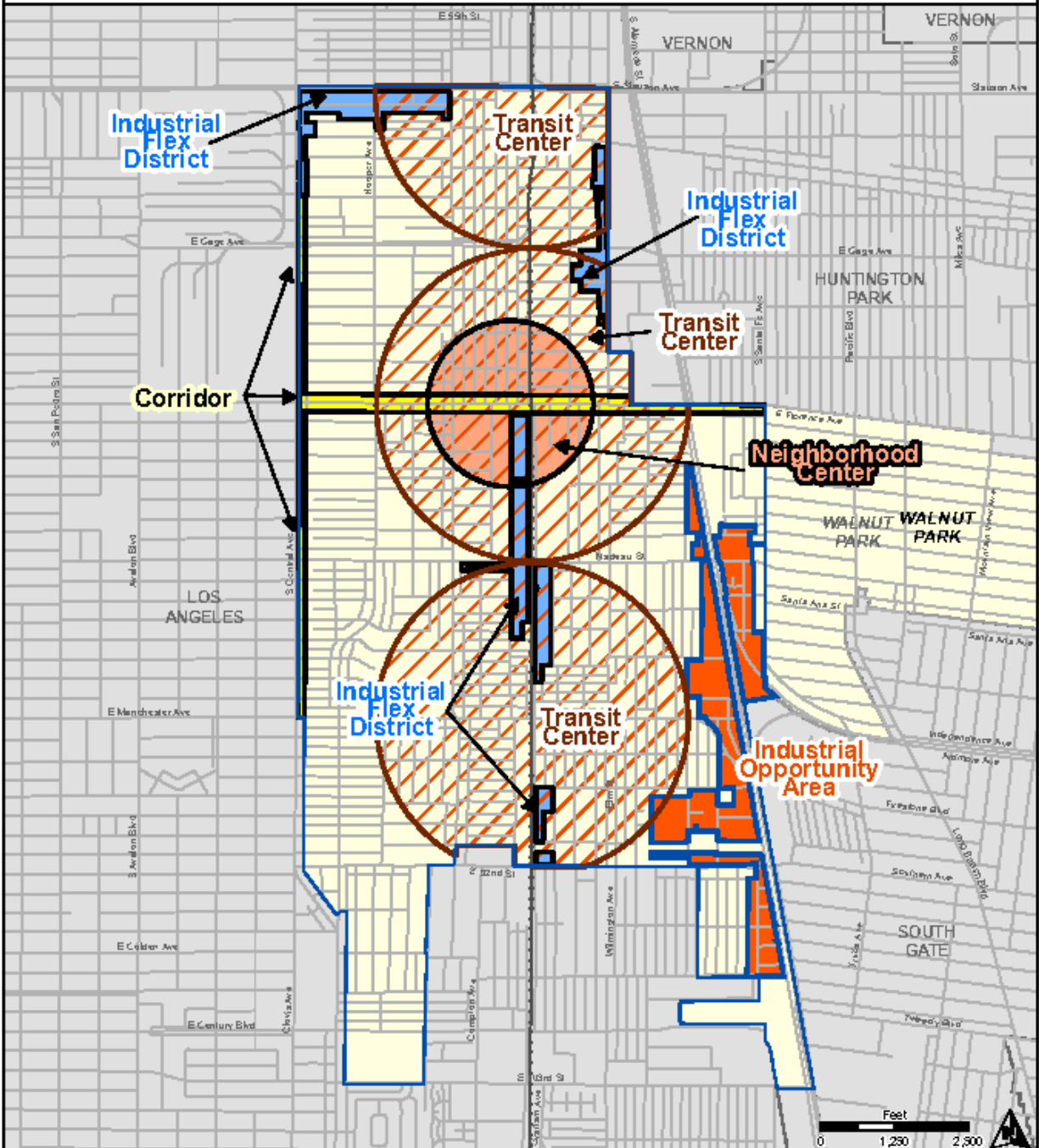
# FLORENCE-FIRESTONE EXISTING ZONING





The General Plan identifies several types of “opportunity areas” within Florence-Firestone: Industrial flex districts, transit centers surrounding the community’s three Metro A Line stations, a neighborhood center, corridors along Central Avenue and Florence Avenue, and industrial opportunity areas located in the southeast corner of the community. As previously discussed, Florence-Firestone is rich in transit, supporting three Metro stations along Graham Avenue. Transit center opportunity areas are identified based on opportunities for a mix of higher intensity development, including multifamily housing, employment, and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation. Similar opportunities exist along the two community corridors. Neighborhood centers are areas with opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office, and other uses.

# Opportunity Areas - Florence - Firestone Figure 5.27



- Unincorporated Areas
- Cities
- Florence - Firestone Study Area
- Corridor
- Industrial Flex District
- Industrial Opportunity Area
- Neighborhood Center
- Rural Town Center
- Transit Center

Source: Department of Regional Planning, May 2014





Improvements within many of these opportunity areas has been addressed in a significant way via implementation of the FFTOD Specific plan, which included General Plan amendments and a detailed rezoning program. The FFTOD Specific Plan also established an Industrial Mix (IX) zone, which largely corresponds to the industrial flex opportunity area identified within the General Plan. Opportunities for improvements within the community's Industrial Opportunity Areas include mapping economically viable industrial and employment-rich parcels as "Employment Protection Districts", where industrial zoning and industrial land use designations will remain, and where policies to protect industrial land from other uses (e.g., residential, commercial) will be enforced. There are also existing "zoned districts" (ZDs) within the contemporary Florence-Firestone community boundaries, including Gage-Holmes, Compton-Florence, Roosevelt Park, Firestone Park, Central Gardens, and Stark Palms. These ZD's are currently represented by the larger community of Florence-Firestone and will not be utilized to facilitate future planning efforts.<sup>123</sup>

## 3.4. Walnut Park

### 3.4.1 Community Overview

#### Demographics and Culture

Walnut Park, a small, residential neighborhood adjacent to the community of Florence-Firestone and the City of Huntington Park, has one of the highest residential densities in the entire nation with over 21,000 residents per square mile -- over 1000% the County average. The community supports over 16,000 residents -- 98% of whom identify as being of Hispanic and Latino/a origin -- and generates a small number of in-place jobs (approximately 1,000). Walnut Park has one of the highest rates of overcrowding in the nation; its rate is more than double that of County, with renters experiencing more overcrowding than homeowners.<sup>124</sup>

The community is traversed by Pacific Boulevard ("La Pacifica"), one of the region's most iconic retail corridors. Pacific Boulevard, together with Florence Avenue, supply much of the retail, restaurants, and services to the residents who live nearby. These corridors are considered opportunity areas because of their proximity to the Florence Station for the Metro A Line and the opportunity for increased design, pedestrian, and bicyclist improvements, such as street trees, lighting, and bicycle lanes. Walnut Park has

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123 County of Los Angeles (2019)

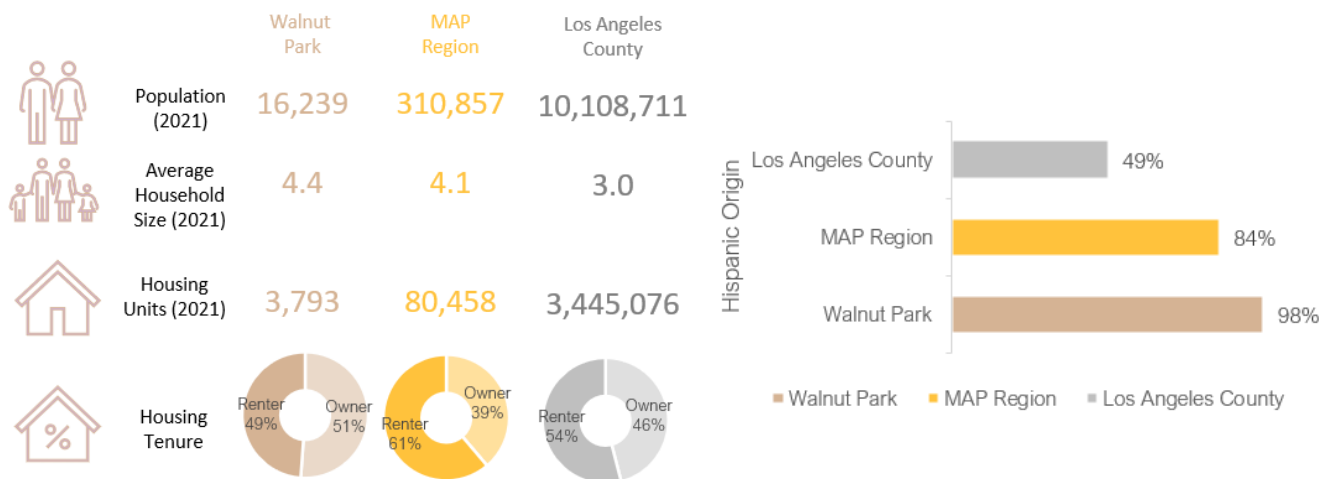
124 County of Los Angeles. 2018. Walnut Park Community Pedestrian Plan, Provided as Chapter 8 of the Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities. Accessed December 1, 2021. [http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch8\\_Step%20by%20Step\\_Public%20Review%20Draft\\_March2019.pdf](http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch8_Step%20by%20Step_Public%20Review%20Draft_March2019.pdf).



undertaken steps to increase amenities and street safety via a parks and recreation plan<sup>125</sup> (discussed in further detail, below) that addresses the dire need for more park space, as well as a pedestrian plan.<sup>126</sup>

### Parks and Public Amenities

Walnut Park has only 0.1 acres of parkland per 1,000 residents, which is much lower than the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>127</sup> Approximately 40% of Walnut Park residents live within walking distance (i.e., within one half mile) of a park compared to the countywide average is 49% (DPR 2016). The only park in the community is Walnut Nature Park, which is a joint-use facility located on the campus of Walnut Park Elementary School. This park offers very limited public access because it is only open during certain non-school hours in the evenings and weekends. However, a new park is being developed near the Pacific Boulevard/Grand Avenue intersection.<sup>128</sup> To be completed in 2023, the proposed 0.5-acre Walnut Park Pocket Park will offer a variety of amenities to address community needs and help to improve park access in Walnut Park.<sup>129</sup> Walnut Park has no public libraries.



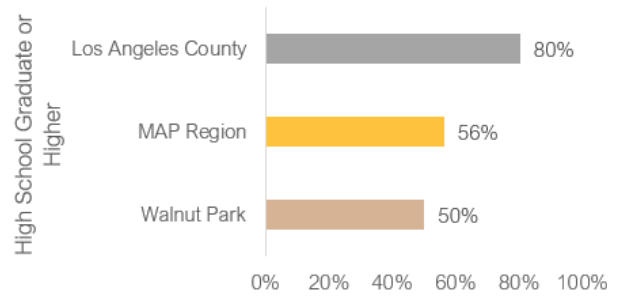
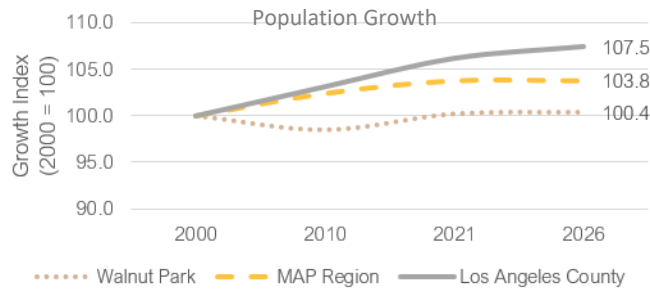
125 Los Angeles County Department of Parks and Recreations. 2016. Walnut Park Community Parks and Recreation Plan. Accessed December 1, 2021. [http://file.lacounty.gov/SDSInter/dpr/240517\\_WalnutParkCommunityPlanReduced.pdf](http://file.lacounty.gov/SDSInter/dpr/240517_WalnutParkCommunityPlanReduced.pdf).

126 The Walnut Park Community Pedestrian Plan is a component of the larger Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities.

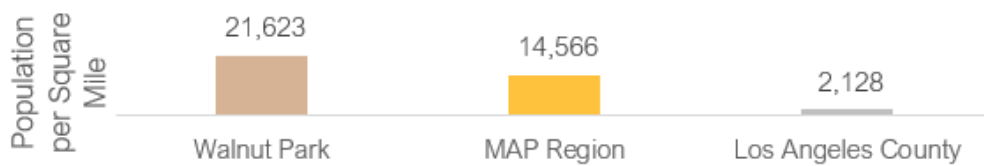
127 County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.

128 California State Parks. 2022. Walnut Park Pocket Park. <https://www.parksforcalifornia.org/project/1507/>.

129 County of Los Angeles. 2021. Unpublished intrapersonal communication between the County’s Department of Parks and Recreation administrator Clement Lau and members of the Department or Regional Planning.



Sources: Pro Forma Advisors (2021).



Sources: Pro Forma Advisors (2021).

### 3.4.2 Existing Plans, Land Use, and Zoning Requirements

#### Walnut Park Neighborhood Plan (1987)

The Walnut Park Neighborhood Plan (Neighborhood Plan) dates back to the late 1980s with the intent to provide a coordinated effort for action programs aimed at preserving single-family neighborhoods within the Zoned District (ZD) of Walnut Park, while also strengthening the “character, performance, and appearance” of the commercial areas.<sup>130</sup> The Neighborhood Plan consists of three parts: The Neighborhood Plan, setting the policy direction; an Implementation Program that suggests programs for action; and a Community Standards District, which is the regulatory framework to help carry out the plan and its programs. The Walnut Park Neighborhood Plan and Implementation Program were an effort to build off of the extent General Plan by reflecting local characteristics, concerns and preferences and setting forth standards and criteria tailored to conditions within the community. Although ZDs are no longer utilized as a planning framework tool by the County, the standards and policies set forth in Neighborhood Plan effort, including land use and zoning established via implementation of the Walnut Park Community Standards District (Walnut Park CSD), have remained largely unchanged and continue to determine the nature and type(s) of land use and development taking place within the community today. The land use designations codified by the Walnut Park Neighborhood Plan are included in **Table 3.7**, below.

<sup>130</sup> County of Los Angeles. 1987. Walnut Park Neighborhood Plan. Accessed November 28, 2021. [https://planning.lacounty.gov/view/walnut\\_park\\_neighborhood\\_plan](https://planning.lacounty.gov/view/walnut_park_neighborhood_plan).



Table 3.7 Walnut Creek Neighborhood Plan Land Use Designations









Land Use	Code	Permitted Density	Purpose
Neighborhood Preservation I	NP I	1 to 6 du/acre	To preserve the basic single-family character of the community by maintaining very low to low densities and allowing only single family detached housing units.
Neighborhood Preservation II	NP II	6 to 12 du/acre	To preserve the basic single-family character of the community by maintaining low to moderate densities and allowing only single family detached or two family housing types.
Neighborhood Revitalization	NR	12-30 du/acre	To permit single family detached, two family and multifamily residences at moderate densities. Permit developments at densities of up to 30 housing units per acre on parcels of at least 40,000 square feet (subject to additional standards outlined in the Community Standards District). Parcels less than 40,000 square feet are restricted to NP II densities (i.e., 6 to 12 housing units per acre).
Residential/Parking	R/P	N/A	To permit alternative single family detached housing
General Commercial	GC	N/A	To permit service and sales.
Office Commercial	OC	N/A	To permit the development of commercial office spaces.
Mixed Commercial	MC	N/A	To permit mixed use development (i.e., residential, and commercial) where designated subject to conditions of the Community Standards District.
Public Use/Institutional	PU/I	N/A	To permit public buildings and institutions, such as the Walnut Park Elementary School.

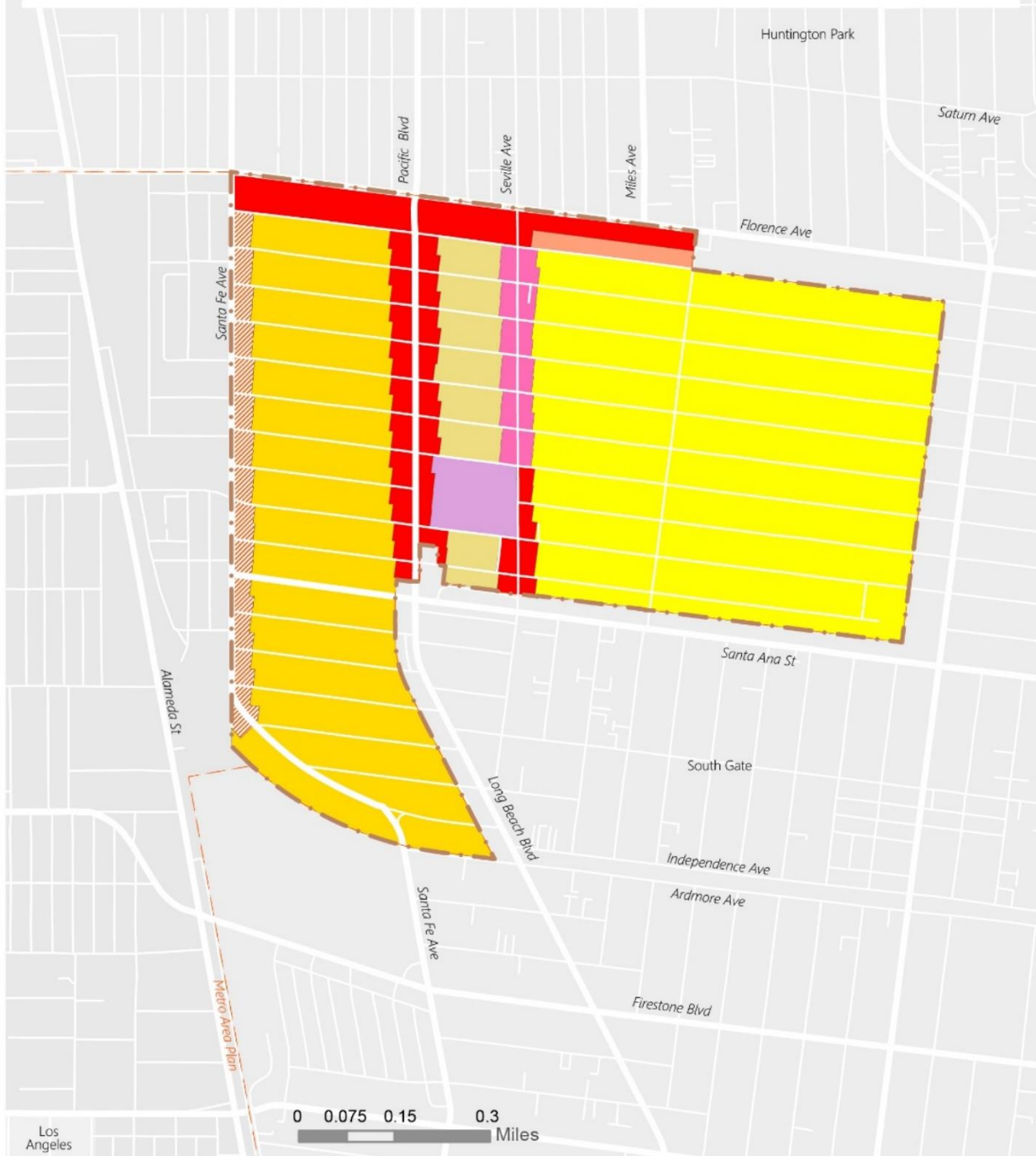
<sup>1</sup> du/acre (dwelling unit per acre)

Source: County of Los Angeles. 1987. Walnut Park Neighborhood Plan. Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/data/pd\\_walnut-park.pdf](https://planning.lacounty.gov/assets/upl/data/pd_walnut-park.pdf).



# WALNUT PARK NEIGHBORHOOD PLAN LAND USE

- |  |   |
|--|---|
|  NP I - Neighborhood Preservation I (1 to 6 du/ac)    |  GC - General Commercial           |
|  NP II - Neighborhood Preservation II (6 to 12 du/ac) |  OC - Office Commercial            |
|  NR - Neighborhood Revitalization (12 to 30 du/ac)    |  MC - Mixed Commercial             |
|  R/P - Residential / Parking                          |  PU/I - Public Use / Institutional |





## Walnut Park Community Standards District (1987)

The Walnut Park Community Standards District (Walnut Park CSD) was established to provide a means of assisting in the implementation of the Walnut Park Neighborhood Plan, which established the policies for residential, commercial, and public improvements of the area. The requirements of the Walnut Park CSD are set forth via community wide, zone specific, and area specific development standards. The Walnut Park CSD also includes modifications to existing development standards, provided in Section 22.346.090. Notable examples of each type of development standard are provided below in **Table 3.8**.

**Table 3.8. Notable Walnut Park CSD Development Standards**

Development Standard Type	Title		Description
Section 22.346.060, Community Wide Development Standards	Setbacks		Establishes that the requirements outlined under Country zoning district R-1 related to yard and setback requirements shall also be applicable to all residential uses within the CSD. In addition, commercial front yards and open space areas must be landscaped, neatly maintained, and have an operational irrigation system.
	Signs		Provides that all signs are subject to County requirements set forth in Chapter 22.114 (Signs) of the Zoning Code. In addition, the CSD prohibits roof signs, flashing, animated, or audible signs, freestanding signs, signs which rotate, move or simulate motion; signs which extend or project from the building face more than 12 inches in any direction; signs with exposed bracing, guy wires, conduits or similar devices; outdoor advertising (including billboards); painted signs on the building surface; streamers and/or banner signs of cloth or fabric; and, portable signs in all areas.
	Height		Establishes maximum building heights for structures in R-1, R-2, R-3, ()-P, and C-1 of 25 feet, and a maximum building height of 45 feet in C-3 and C-3-CRS (Mixed Commercial).
	Other Community Wide Development Standards		Other community wide development standards for the Walnut Park CSD include: Established appropriate Floor area Ratio (FAR) and design standards for commercial structures and uses, including determining materials, color palettes, and allowable mechanical equipment.
Section 22.346.070, Zone Specific Development Standards <sup>131</sup>	Residential Zones	Zone R-3 NR (Neighborhood Revitalization).	Establishes that standards of development shall be maintained regarding setbacks, yards, parking, height, coverage, etc., for lots less than 40,000 square feet. Lots in excess of 40,000 square feet with multi-family densities (up to 30 housing units per acre) are subject to specific design standards related to building and site design and appropriate walls, fences and mechanical equipment.
	Other Zones	Zone ()-P Overlay (Parking)	Uses permitted in underlying Residential Zone, or supplemental parking lots to serve adjacent commercial uses.

<sup>131</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.8. Notable Walnut Park CSD Development Standards

Development Standard Type	Title		Description
	Commercial Zones	C-1 (Restricted Commercial)	Provides that non-residential uses permitted in Zone C-1, except for professional office uses, shall be subject to a Conditional Use Permit application.
		C-3 (General Commercial)	Uses permitted within C-3 in the CSD are restricted to three stories (sic) (45-foot height limit), and a FAR of 3.0.
Section 22.36.080, Area Specific Development Standards	Commercial Areas – Specific Standards		Seville Avenue, north of Olive Avenue to Walnut Street (Zone C-1, Restricted Professional Offices).
			Pacific Boulevard (Zone C-3—General Commercial).
			Santa Fe Avenue (Zone C-3-CRS—Mixed Commercial).
			The north side of Walnut Avenue between Santa Fe Avenue and Seville Avenue shall permit Zone C-3 (General Commercial) uses.
			The north side of Walnut Avenue between Seville Avenue and Mountain View Avenue shall permit parking in conjunction with commercial uses in adjacent Zone C-3 (General Commercial).
			Seville Avenue, south of Olive Avenue to the boundary with the city of South Gate (Zone C-3, General Commercial). Improvement work greater than 50% of market value, excluding Building Code improvements, shall require additional off-street parking.
<p><b>Source:</b> County of Los Angeles. 2019. Los Angeles County Code, Title 22 – Planning and Zoning, Chapter 22.316 – Walnut Park Community Standards District. Accessed November 28, 2021.  <a href="https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.346WAPACOSTDI">https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.346WAPACOSTDI</a></p>			



# WALNUT PARK COMMUNITY STANDARDS DISTRICT

WALNUT PARK COMMUNITY STANDARDS DISTRICT







## 6th Cycle Housing Element Update (HEU) (2021)

Although no sites within the Walnut Park community area are currently suited to accommodate additional RHNA allocated housing units, the community will likely be impacted by a rezoning program proposed as a result of implementation of the 6th Cycle Housing Element Update (HEU). The 6<sup>th</sup> Cycle HEU proposes to accommodate approximately 27,000 RHNA allocated units within the broader Metro Area over the 6<sup>th</sup> Cycle HEU's eight year planning period. Potential commercial sites in Walnut Park identified in Appendix B of the 6<sup>th</sup> Cycle HEU include Commercial—Residential Zone (C-3-CRS) parcels located along and slightly east of Santa Fe Avenue, C-3 parcels along Walnut Street, Florence Avenue, and Pacific Boulevards, as well multiple C-1 parcels along Seville Avenue. According to the Zoning Code, for mixed use developments within most commercial zones (including Zones C-H, C-1, C-2, C-3, and C-M), at least two-thirds of the square footage of the mixed use development must be designated for residential use. In addition, for every dwelling unit in a mixed use development, a minimum of 100 square feet for private and commercial recreational space must also be provided and maintained. The, C-3-CRS, is established to create areas in the C-3 zone where single-family residences are also permitted, subject to approval of a Minor Conditional Use Permit.

These sites identified in Appendix B that fall within the community of Walnut Park would accommodate additional housing through a targeted rezoning program which would change the existing commercial zoning designations to Mixed Use Development Zone (MXD).<sup>132</sup> The MXD allows for a mixture of residential, commercial, and limited light industrial uses and buildings near bus and/or rail transit stations. The MXD also encourages compact or higher density development to promote walking, bicycling, recreation, transit use, and community reinvestment, to reduce energy consumption, and to offer opportunities for employment and consumer activities near residences. Unlike the existing commercial designations, the MXD designation would allow for multifamily residential developments without any commercial components. The precise nature and locations of the proposed rezoning effort(s) within Walnut Park will be determined in the near- and mid-term, as all zone changes proposed to accommodate the RHNA allocation must be implemented within an approximate three year planning horizon, as required by state law.

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<sup>132</sup> County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



# WALNUT PARK 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES



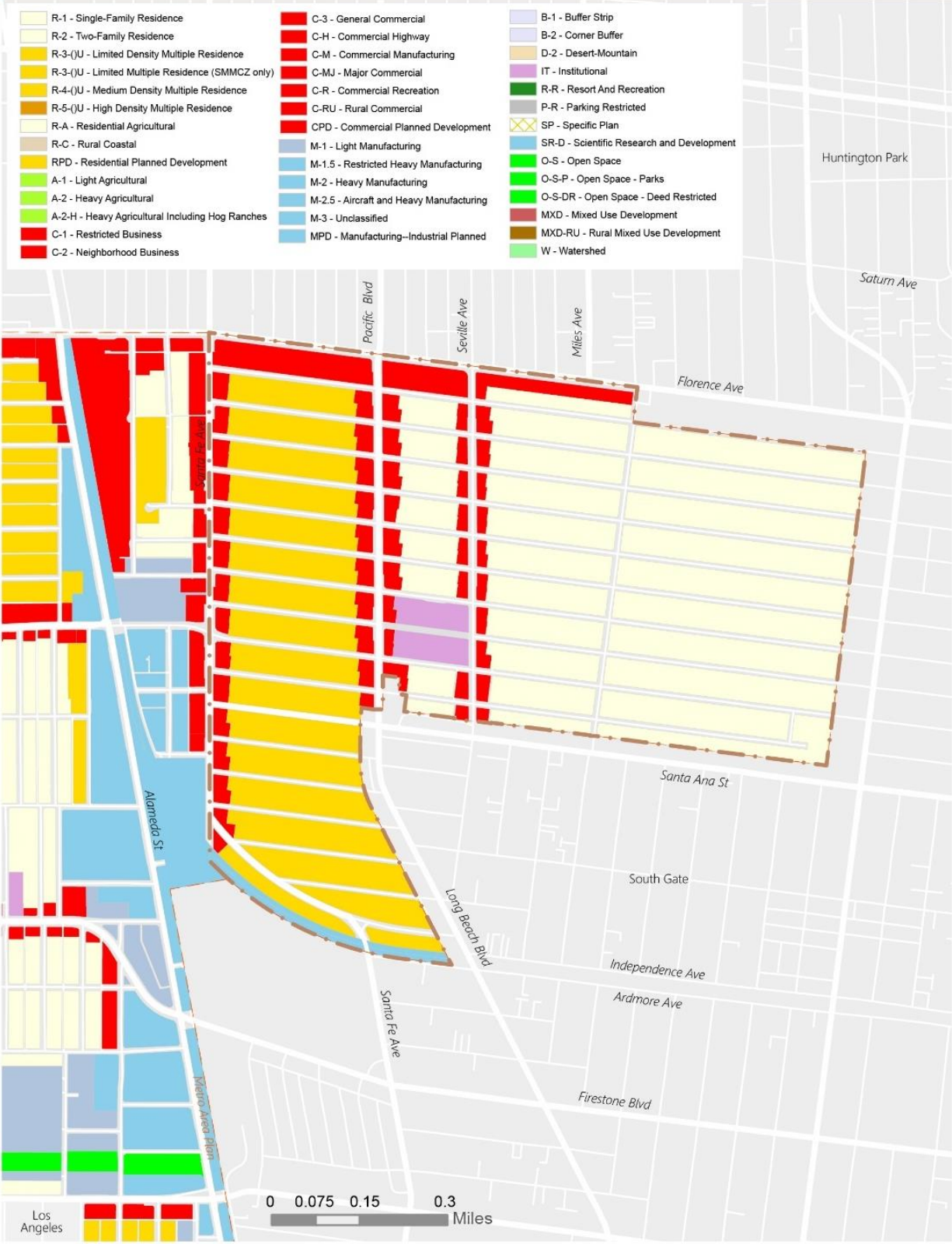


## Consistency Across Other Relevant Plans, Policies, and Ordinances

In addition to the CSD standards, Walnut Park is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. The dominant zoning designations within Walnut Park are residential, including R-1 zoning east of Sevilla Avenue, R-2 between Seville Avenue and Pacific Boulevards, and R-3-NR (Limited Density Multiple Residence-Neighborhood Revitalization) West of Pacific Boulevard. There are also two Institutional (IT) parcels designating for Walnut Elementary School and the adjacent Walnut Nature Park, as well as concentrations of commercial uses (C-1 and C-3) along Pacific Boulevard, Florence Avenue, and Santa Fe Avenue.



# WALNUT PARK EXISTING ZONING

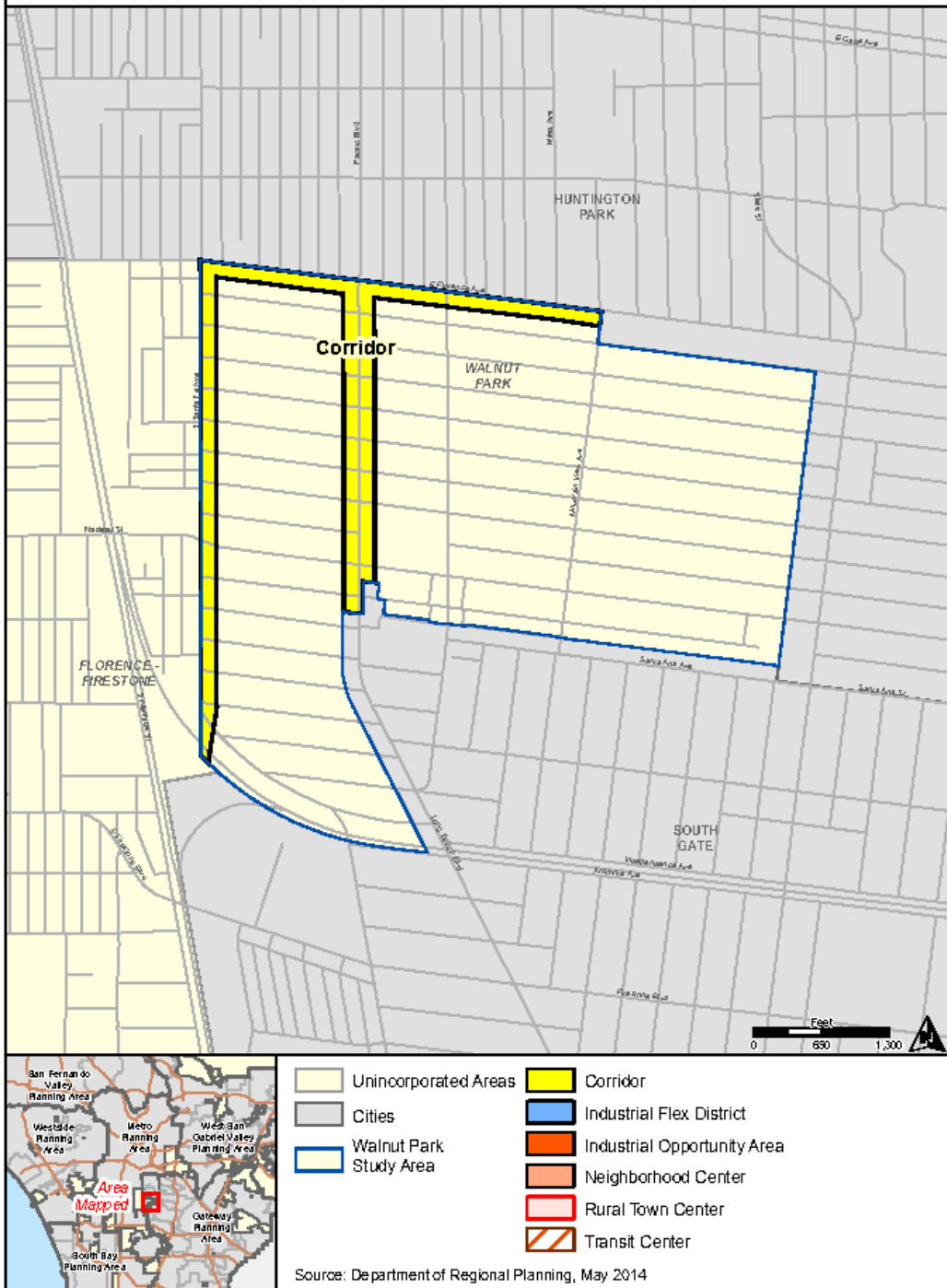




The General Plan identifies various “opportunity areas” within the Metro Area communities which should be considered for further study when preparing community-based plans. Within Walnut Park, the General Plan identifies three corridor opportunity areas along Pacific Boulevard, Santa Fe Avenue, and Florence Avenue. Corridors are identified in the General Plan as areas along boulevards or major streets that provide connections between neighborhoods, employment, and community centers. These areas within Walnut Park were identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. While the Walnut Park Community Plan currently accommodates some limited mixed uses along Santa Fe Avenue (i.e., Mixed Commercial [MC]), there are additional opportunities for moderate density mixed use developments along the corridor areas of Florence Avenue and Pacific Boulevard.

# Opportunity Areas - Walnut Park

Figure 5.28





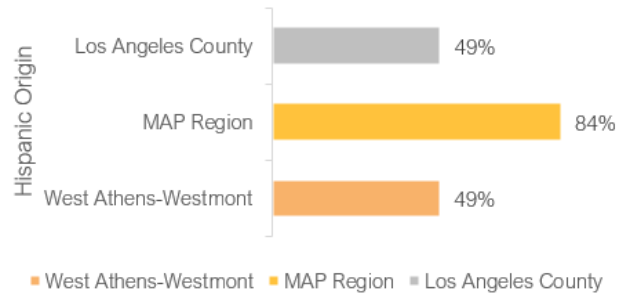
The suitable uses identified within the opportunity areas are a valuable planning tool. Recently, the County focused on the corridor areas in Walnut Park to identify potentially suitable sites to accommodate the 6<sup>th</sup> Cycle RHNA allocation (pending a rezoning effort). Recognized opportunity areas are also essential to the planning process and will guide future planning and/or rezoning efforts within the Walnut Park community as well as elsewhere in the Metro Area.

### 3.5. West Athens-Westmont

#### 3.5.1 Community Overview

##### Demographics and Culture

West Athens-Westmont is a densely populated community with a population of slightly over 41,000 residents, however, the community only supports an estimated 3,800 jobs, most of which are filled by non-residents.<sup>133</sup> Located in the southwestern portion of the Metro Area described in the General Plan as the geographic center of the County, the West Athens-Westmont area is bordered by the City of Los Angeles to the north and east, the cities of Inglewood and Hawthorne to the west, and the City of Gardena to the south. West Athens-Westmont has played a significant role in the County’s Civil Rights Movement. Known as one of the first public courses to desegregate, Chester Washington Golf Course kickstarted the desegregation of golf courses throughout the County, which set in motion a County-wide overhaul of segregationist policies. The West-Athens Westmont community is served by the Metro C Line (formerly Green Line) Vermont/Athens Stations, located at the intersection of Vermont Avenue and I-105, which runs east/west through West Athens-Westmont.<sup>134</sup> The width of Vermont Avenue, in particular, provides major opportunities for pedestrian and bicyclist

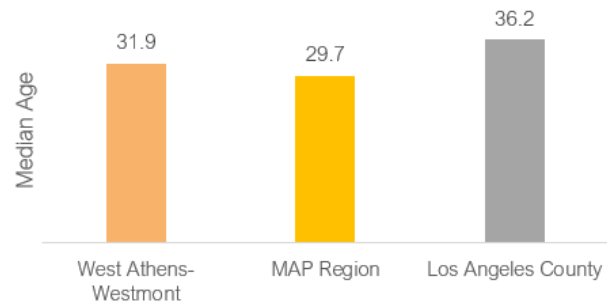
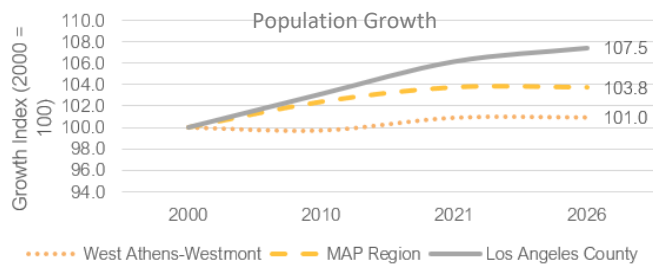
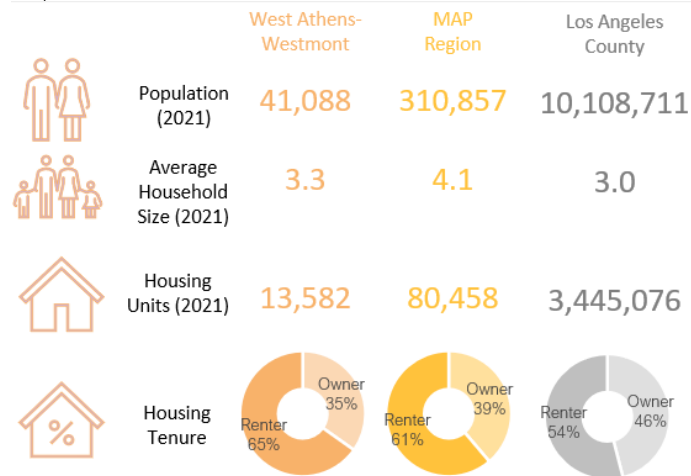


133 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022

134 County of Los Angeles. 2018. Westmont/West Athens Community Pedestrian Plan, included as Chapter 9 in Step by Step LA County: Pedestrian Plans for Unincorporated Communities, p. 199. Accessed December 1, 2021. [http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch9\\_Step%20by%20Step\\_Public%20Review%20Draft\\_March2019.pdf](http://www.publichealth.lacounty.gov/place/stepbystep/docs/Ch9_Step%20by%20Step_Public%20Review%20Draft_March2019.pdf).



improvements.<sup>135</sup>



Sources: Pro Forma Advisors (2021).

## Parks and Public Amenities

West Athens-Westmont has just 0.2 acres of parkland per 1,000 residents, which is significantly below the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>136</sup> The 2016 PNA reported that just 26% of West Athens-Westmont residents lived within walking distance of a park comparing to the countywide average of 49%. With the opening of Woodcrest Play Park in Westmont in November 2019, the number and percentage of residents within walking distance of a park have increased, but additional parkland will be needed to substantially improve park availability and access in West Athens-Westmont.<sup>137</sup>

<sup>135</sup> County of Los Angeles. 2105. Los Angeles County General Plan, p. 46. Adopted October 16, 201. Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

<sup>136</sup> County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.

<sup>137</sup> County of Los Angeles. 2021. Unpublished intrapersonal communication between County Department of Parks and Recreation administrator Clement Lau and members of the Department or Regional Planning.





West Athens Westmont also one LAPL branch -- the Woodcrest Library -- located at 1340 West 106th Street. Los Angeles Southwest College is also located in the community which had an annual 2020/2021 enrollment of over 10,000 students.<sup>138</sup>

### 3.5.2 Existing Plans, Land Use, and Zoning Requirements

#### West Athens-Westmont Community Plan (1990)

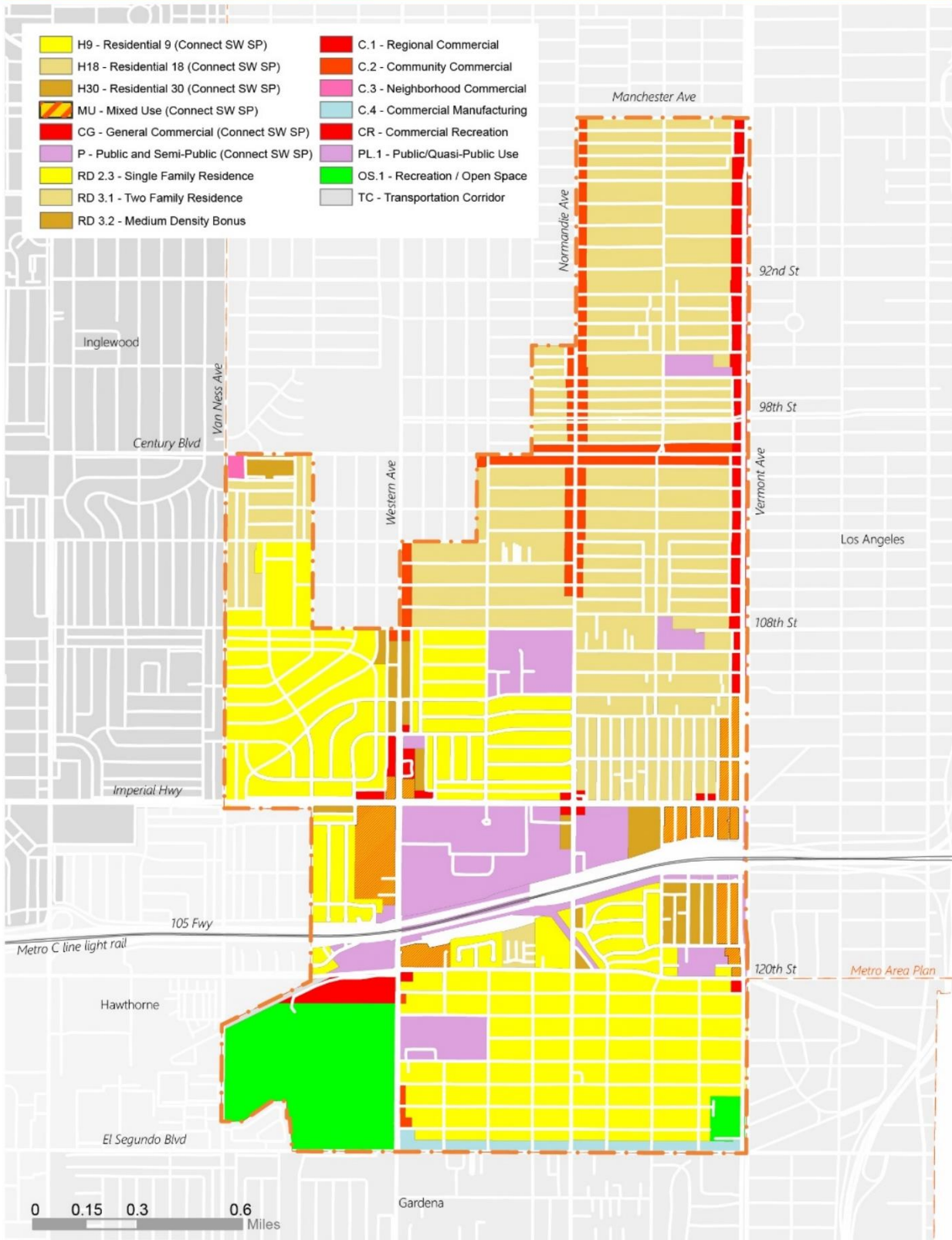
The West Athens-Westmont Community Plan (“WAWCP”) established an early framework of goals, policies, and programs on which to make decisions as to the allocation of resources and the pattern, density, and character of development in the West Athens-Westmont community. The WAWCP details preferred land use and the kinds of public facilities including highways, schools and parks that are needed to accommodate the people who live and work there. The WAWCP is structured to provide an integrated policy strategy in which a comprehensive range of community concerns and issues are addressed. As a component of the overall General Plan, the WAWCP serves to provide governmental decision makers with a local perspective, and with guidelines appropriate to local issues, such as further defining land use and circulation policies. While the WAWCP was amended in 2003, many of the policies initially proposed in the 1990 version of the document have been left largely unchanged.

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<sup>138</sup> LACCD (Los Angeles Community College District Office of Institutional Effectiveness). 2021. Annual Student Headcount by College. Accessed February 4, 2022. <https://laccd.edu/Departments/EPIE/Research/Documents/Enrollment-Trends/Enrollment%20Trends%20PDF%20files/Annual%20Headcount.pdf>.



# WEST ATHENS - WESTMONT COMMUNITY PLAN LAND USE





One of the primary land use goals of the initial WAWCP was to reduce the allowable densities of multifamily residential areas and to “preserve and improve the residential character” of the community. While this may have been a suitable goal as the time of implementation in the early 1990s, framework policies such as the General Plan and the Area Plan are now focusing on integration of residential, commercial, and other neighborhood serving uses. As set forth in the 6<sup>th</sup> Cycle HEU, there is also a need to increase densities within existing residential use areas to accommodate the growing need to lower and moderate income housing. While the Area Plan will be building upon certain policies and goals set forth in the WAWCP, including encouraging development of mixed-use facilities around the existing Metro light rail stations, the Area Plan also reassesses the needs of the community in a modern context, and sets forth to implement contemporary policies proposed in the 2035 General Plan, particularly as it concerns the community’s identified opportunity areas. While partially repealed in 2019 after implementation of the Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, the Area Plan would fully repeal and replace the WAWCP. Together with the TOD Specific Plan, the MAP would act as the primary local level planning guide for West Athens-Westmont.

### West Athens-Westmont Community Standards District (1990)

The West Athens-Westmont Community Standards District ("WAW CSD") was established to provide a means of implementing special development standards for the unincorporated community of West Athens-Westmont. This WAW CSD was initially designed to ensure that the goals and objectives of the adopted WAWCP were accomplished in a manner which protects the health, safety and general welfare of the community. The requirements of the WAW CSD are set forth via community wide, zone specific, and area specific development standards. Notable examples of each type of development standard are provided below in **Table 3.10**.

**Table 3.10. Notable WAW CSD Development Standards**

Development Standard Type	Title		Description
Section 22.348.060, Community Wide Development Standards	Height Limit		Establishes that the maximum height of any structure within the WAW CSD is 40 feet, however, devices or apparatus essential to industrial processes or communications related to public health and safety may be 50 feet in height may be modified subject to a Variance (Chapter 22.194).
Section 22.348.070, Zone Specific Development Standards <sup>139</sup>	Residential Zones	R-1 (Single Family Residence)	Establishes that the maximum height permitted in Zone R-1 shall be 35 feet and two stories. In addition, the CSD provides that properties must be “neatly” maintained and free of debris, overgrown weeds, junk, and garbage, with a minimum of 50%of the front yard landscaped and maintained with grass, shrubs and/or trees.

<sup>139</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



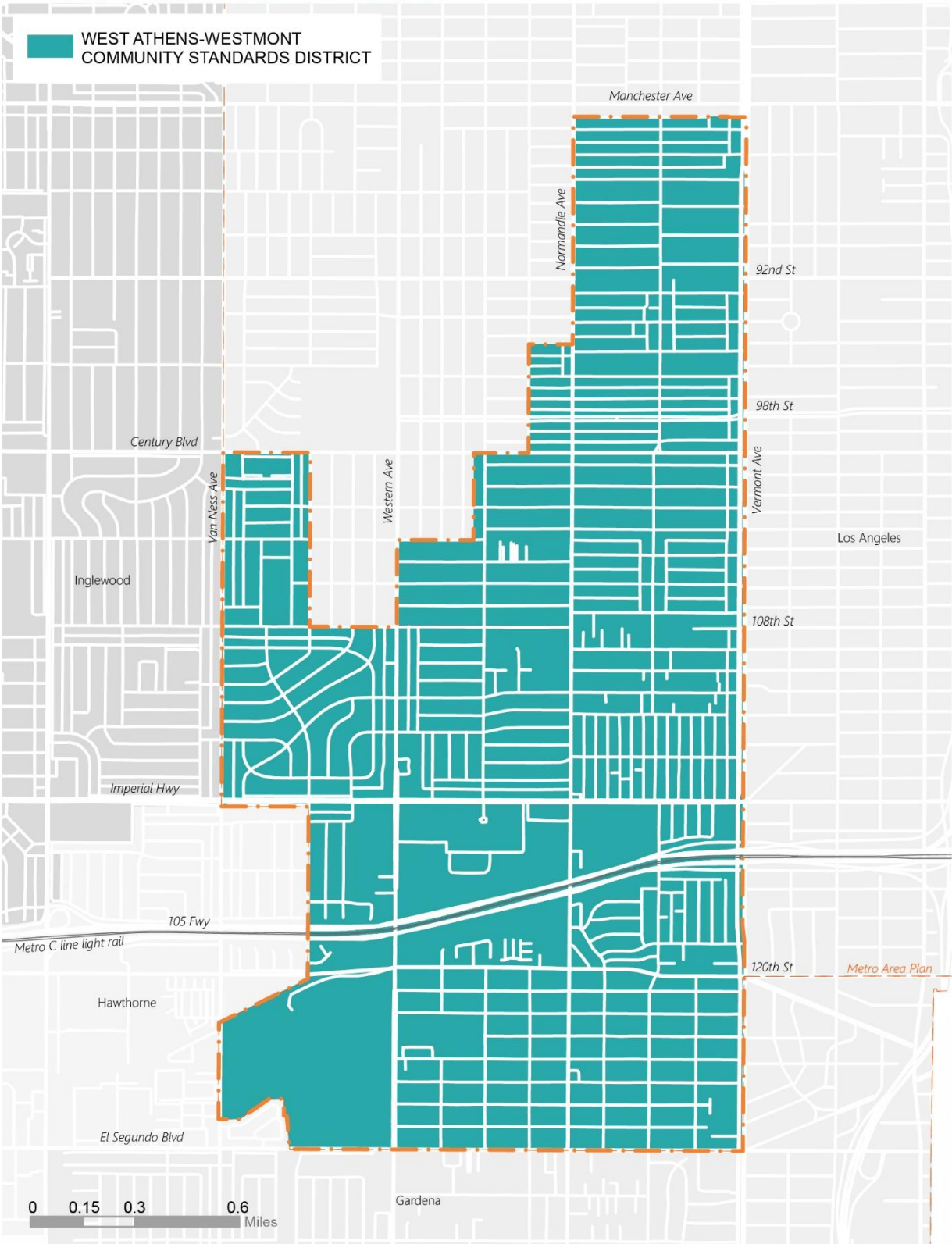
Table 3.10. Notable WAW CSD Development Standards

Development Standard Type	Title		Description
		R-2 (Two Family Residence)	In addition to the landscaping and maintenance requirements outlined for Zone R-1 (above), the maximum height permitted in Zone R-2 is 35 feet.
		R-3 (Limited Density Multiple Residence)	In addition to the landscaping and maintenance requirements outlined for Zone R-1 (above), the maximum height permitted in Zone R-3 is 35 feet.
Section 22.348.080, Area Specific Development Standards	Commercial/Residential Mixed Use Area.		Establishes that developments on Century Boulevard, between Vermont Avenue to the east and approximately 130 feet west of Denker Avenue to the west, shall be subject to additional development standards of the CSD, including: restricting building height to 35 feet, requiring setbacks for structures along 99 <sup>th</sup> and 10 <sup>st</sup> streets of 10 feet (landscaped with grass, shrubs, or trees), requiring a setback on Century Boulevard of 10 feet (no additional landscaping requirement), and requiring access to properties via 99 <sup>th</sup> or 101 <sup>st</sup> Streets. In addition, for commercial projects within this area, the CSD sets a maximum building height of 35 feet, requires setbacks for structures along 99 <sup>th</sup> and 10 <sup>st</sup> streets of 10 feet (landscaped with grass, shrubs, or trees), and requires access be accommodated via Century Boulevard only.

**Source:** County of Los Angeles. 2019. Los Angeles County Code, Tittle 22 – Planning and Zoning, Chapter 22.316 – West Athens Westmont Community Standards District. Accessed November 28, 2021.  
[https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodemd=TIT22PLZO\\_DIV10COSTDI\\_CH22.348WEATSTCOSTDI\\_22.348.090MODEST](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodemd=TIT22PLZO_DIV10COSTDI_CH22.348WEATSTCOSTDI_22.348.090MODEST).



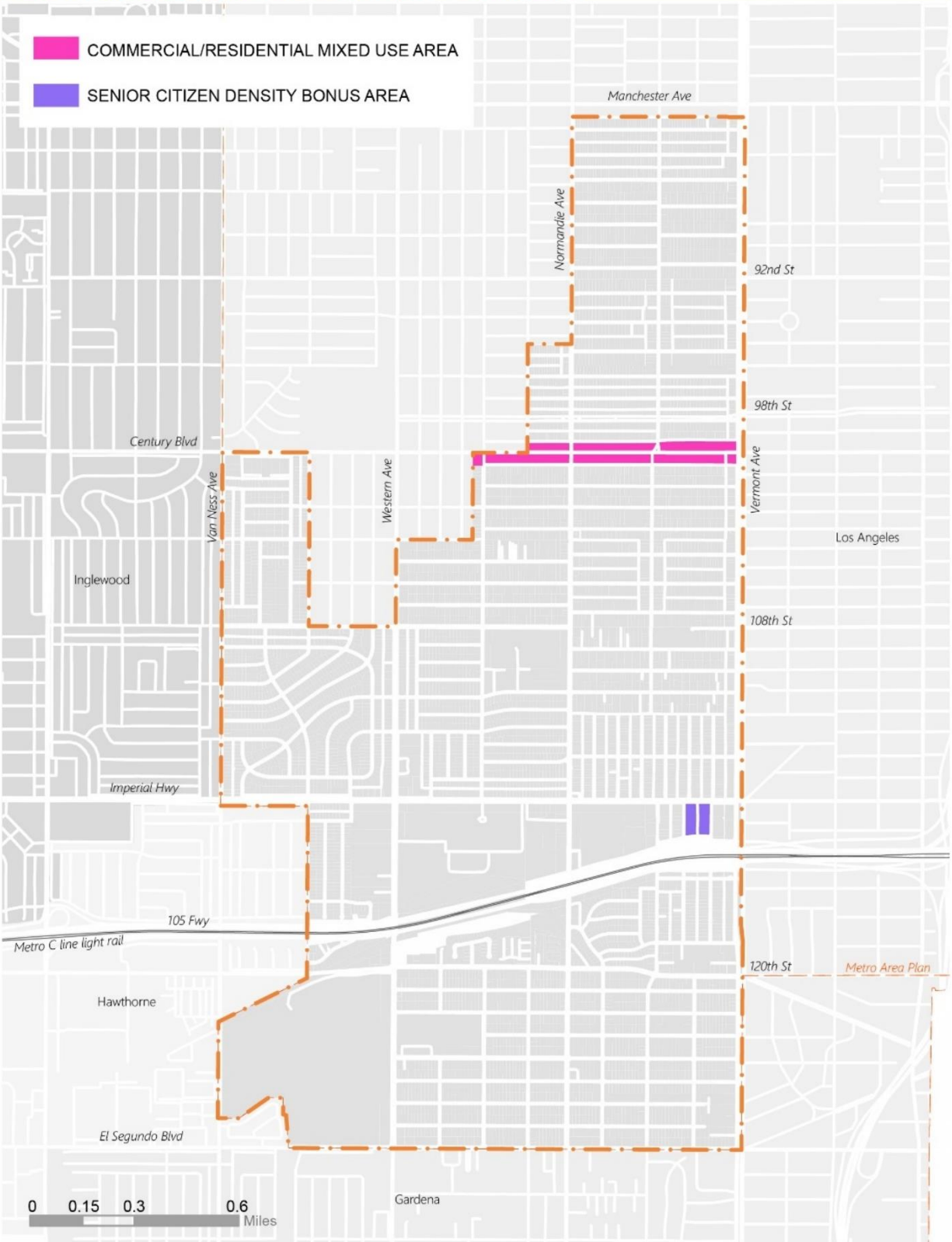
# WEST ATHENS - WESTMONT COMMUNITY STANDARDS DISTRICT





# WEST ATHENS - WESTMONT COMMUNITY STANDARDS DISTRICT - SUBAREAS

- COMMERCIAL/RESIDENTIAL MIXED USE AREA
- SENIOR CITIZEN DENSITY BONUS AREA





## Connect Southwest L.A: A TOD Specific Plan for West Athens-Westmont (2019)

Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont (WAW Specific Plan) is one of eleven TOD specific plan areas identified in the General Plan in order to address each community's needs and priorities in regard to land use, mobility, housing, infrastructure, open spaces, and market conditions.<sup>140</sup> The Los Angeles County Department of Regional Planning (DRP) identified the following goals to guide each TOD specific plan: (1) Increase walking, bicycling, and transit ridership and reduce vehicle miles travelled (VMTs); facilitate compact, mixed use development; (3) increase economic activity; (4) facilitate the public investment of infrastructure improvements; and, (5) streamline the environmental review process for future infill development projects.<sup>141</sup>

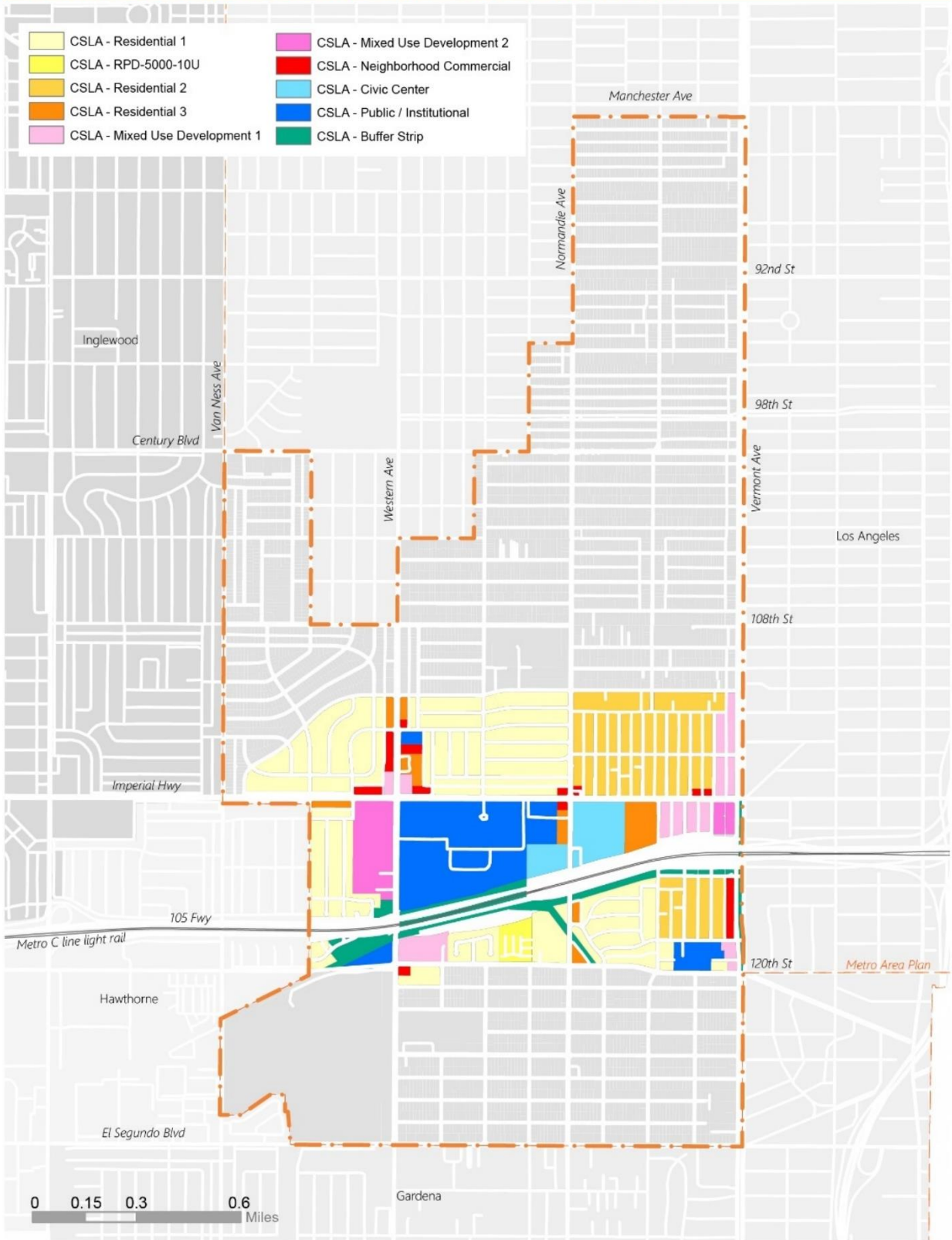
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140 County of Los Angeles. 2019. Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont, p. 1-1. Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/data/connect\\_sw\\_specific\\_plan\\_adopted.pdf](https://planning.lacounty.gov/assets/upl/data/connect_sw_specific_plan_adopted.pdf).

141 County of Los Angeles (2019), p. 1-1.



# WEST ATHENS - WESTMONT CONNECT SOUTHWEST LA: TOD SPECIFIC PLAN LAND USE







In order to accommodate the goals of the DRP, the WAW Specific Plan proposed a General Plan amendment and rezoning program for the Specific Plan Area (i.e., the community of West Athens Westmont). The General Plan amendment included updating existing land use designations in the Specific Plan area to Residential 9 (H9), Residential 18 (H18), Residential 30 (H30), General Commercial (CG), Mixed Use (MU), and Public and Semi-Public (P), while the zoning ordinance rezoned existing zoning districts in the Specific Plan area to Single-Family Residence (R-1), Residential Planned Development (RPD), Two-Family Residence (R-2), Limited Multiple Residence (R-3), Mixed Use 1 (MXD-1), Mixed Use 2 (MXD-2), Neighborhood Commercial (C-2), Civic Center (CC), Public-Institutional (IT), and Buffer Strip (B-1). The zoning designations are described in further detail below in **Table 3.9**.

**Table 3.9. WAW Specific Plan Zoning Districts**

Zone	Description
Residential Planned Development (RPD)	The RPD zone is seven acres and is established to promote residential amenities beyond those expected under conventional single-family development, to achieve greater flexibility in design, to encourage well-planned neighborhoods through creative and imaginative planning as a unit, and to provide for appropriate use of land that is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development. The minimum required lot size is 5,000 square feet for a single-family house and 5 acres for a development project. The density would be determined by zoning requirements for the district and the CUP approved by the Regional Planning Commission.
Two-Family Residence (R-2)	The R-2 zone covers 80 acres and provides opportunities for developments with multiple units, up to 18 housing units per acre. The development standards for this designation promote a variety of attached housing types, including duplexes, courtyard housing, and townhouses.
Limited Multiple Residence (R-3)	The R-3 zone encompasses 18 acres and accommodates developments of higher-density multiple units, either apartments or condominiums, up to 30 housing units per acre. The intent is to promote desirable higher density residential close to transit and other services. The development standards for this designation promote a variety of product types. This designation is also intended to encourage the development of affordable and workforce housing to serve the needs of the West Athens-Westmont community, especially Los Angeles Southwest College (LASC).
Mixed Use 1 (MXD-1)	The MXD-1 zone consists of 27 acres and promotes development of a mix of commercial, office, and residential, with an emphasis on neighborhood-serving uses. The MXD-1 zone provides for a range of small- to medium-scale retail or mixed-use developments and multifamily residential uses up to 30 housing units per acre. Developments would have private/public open space components and strong bicycle and pedestrian connections to the Vermont/Athens Station, LASC campus, and the rest of the community.
Mixed Use 2 (MXD-2)	The MXD-2 zone covers 23 acres and is intended to be developed over time as a transit-supportive environment to provide a higher-intensity mix of retail, office, restaurant uses, and residential development in a compact, walkable setting. This designation encourages a range of multifamily housing products in a mixed-use configuration and up to 60 housing units per acre. Similar to the MXD-1 zone, the development standards and design requirements for the MXD-2 zone will address private/public open



	space components and bicycle and pedestrian connections to the Vermont/Athens Station and LASC campus.
<b>Neighborhood Commercial (C-2)</b>	The C-1 zone encompasses 11 acres and is established to serve the local retail and service needs of the residents, employees, and students in West Athens-Westmont. This zone is for small-scale retail service developments and restaurants that serve the daily needs of adjacent neighborhoods.
<b>Civic Center (CC)</b>	The CC zone is 22 acres and is intended to allow opportunities for appropriate non-civic uses—including commercial, multifamily residential uses, and public open space—in civic use areas along Imperial Highway. The CC zone allows multifamily residential uses as an incentive for the development of affordable housing. Over time, the CC zone will integrate the existing civic uses and the multifamily residential areas to the east into a walkable district that is connected to the nearby Vermont/Athens Station and provides housing options in proximity to both employment uses and transit.
<b>Public-Institutional (IT)</b>	The IT zone covers 83 acres and provides for established public uses, including schools, parks, and other public uses. This designation is intended to promote the use of publicly owned land for the purposes of community open space, recreation, sense of identity, and safe connections to destinations.

**Source:** County of Los Angeles. 2018. Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont Draft Environmental Impact Report. Pp. 1-8 – 1-9. Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/project/southwest\\_deir.pdf](https://planning.lacounty.gov/assets/upl/project/southwest_deir.pdf).

As a result of the targeted rezoning effort, it was estimated at the time of approval that the WAW Specific Plan will ultimately facilitate the development of up to 4,518 residential units and approximately 3.5 million square feet of nonresidential land uses within the community. The areas which were anticipated to experience the largest change in terms of development potential are the mixed use zones near the transit station and near the Imperial Highway/Western Avenue intersection.<sup>142</sup>

Other key elements of the WAW are related to mobility and included establishing a “sidewalk hierarchy” to establish a physical framework for sidewalk design in order to improve pedestrian circulation, the addition of approximately 11 miles of bikeways to the existing network, and proposing a sidewalk widening project along the Vermont/Athens C Line Station corridor along Vermont Avenue which would reduce the width of the travel lanes, add buffered bike lanes, and introduce additional wayfinding to the station to improve visibility and encourage walking, biking, and transit use

### 6th Cycle Housing Element Update (HEU) (2021)

According to the 6th Cycle HEU, RHNA allocated units will be accommodated on existing sites within West Athens Westmont under current conditions. These units will be accommodated via the redevelopment of a C-2 parcel near the intersection of Western Avenue and West 12<sup>th</sup> Street, a larger SP parcel (APN 6077-011-042) rezoned as part of the WAW Specific Plan effort, and several other

<sup>142</sup> County of Los Angeles. 2018. Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont Draft Environmental Impact Report. Pp. 1-10. Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/project/southwest\\_deir.pdf](https://planning.lacounty.gov/assets/upl/project/southwest_deir.pdf).



smaller R-1, R-2, and R-3 parcels located in the southern residential areas of the community.<sup>143</sup> In addition, West Athens-Westmont will also likely be impacted by an additional rezoning program proposed as a result of implementation of the 6th Cycle HEU. Commercial (C-1) parcels located along Vermont Avenues (generally north of 110th Street), as well as several additional C-2 parcels along Normandie Avenue, were identified as sites having the potential to accommodate the shortfall of RHNA allocated lower income housing units.<sup>144</sup> By rezoning these parcels from commercial use to mixed-use (MXD), the community would have the capacity to accommodate additional lower income housing. Any additional rezoning effort(s) within West Athens-Westmont will be determined in the near- and mid-term, as all zone changes proposed to accommodate the RHNA allocation must be implemented within an approximate three-year planning horizon, as required by State law.

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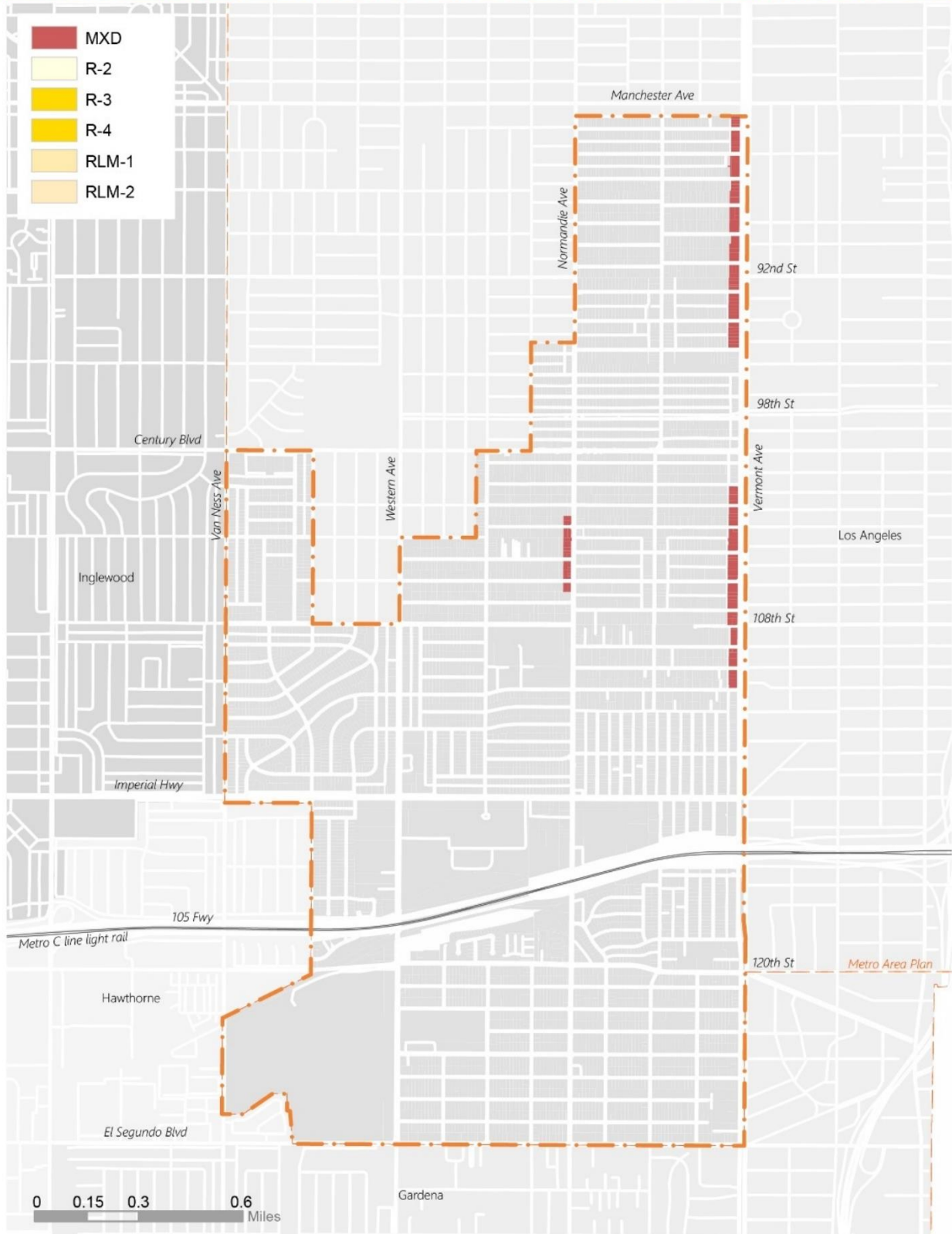
143 County of Los Angeles. 2021. Table A, Sites Inventory, as provided in Appendix A of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.

144 County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



# WEST ATHENS - WESTMONT

## 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES





## Consistency Across Other Plans, Policies and Ordinances

In addition to the CSD standards, West Athens-Westmont is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning designations within West Athens-Westmont include: a designation of Specific Plan (SP) for the WAW Specific Plan area (discussed above); Single Family (R-1) and Two Family Residence (R-2); Neighborhood Commercial (C-2) and General Commercial (C-3); limited instances of Limited Density Multiple Residential (R-3) and other commercial uses (Commercial Manufacturing [CM] and Commercial Recreation [C-R]) and designations of Light Agricultural (A-1) for the Chester L. Washington Golf Course, and Open Space (O-S) for Helen Keller Park near the northwest corner of El Segundo Boulevard and Vermont Parkway. In addition, the existing West Athens-Westmont Zoned District (ZD) is located within the contemporary West Athens-Westmont community boundaries.<sup>145</sup>, however, the ZD zoning framework is no longer actively utilized by the County and will not be used to facilitate future planning efforts within East Rancho Dominguez or elsewhere within the Metro Area.<sup>146</sup>

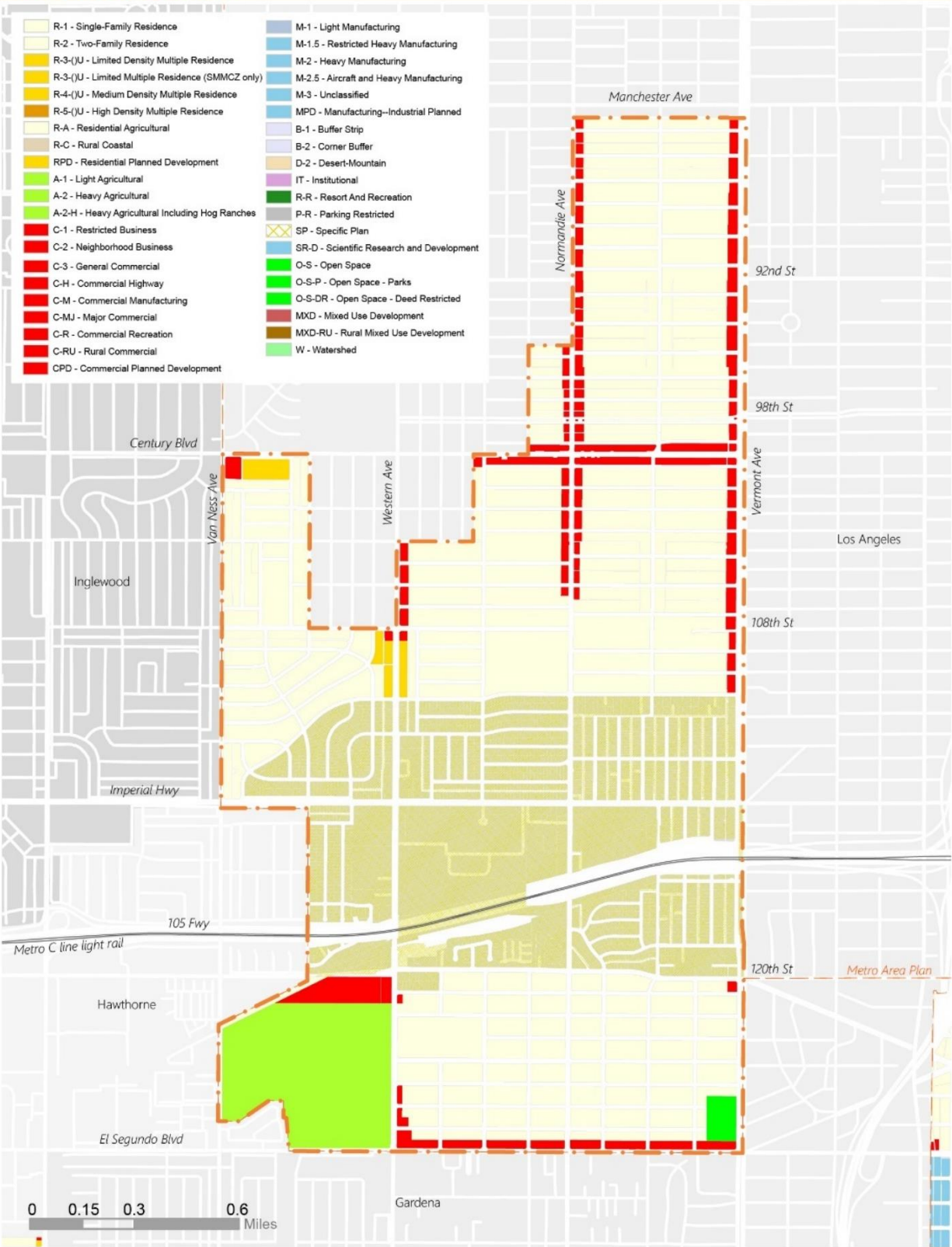
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145 County of Los Angeles. 2019. Zoned Districts. January 2019. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/data/map\\_t03-zoned-districts.pdf](https://planning.lacounty.gov/assets/upl/data/map_t03-zoned-districts.pdf)

146 County of Los Angeles (2019)



# WEST ATHENS - WESTMONT EXISTING ZONING





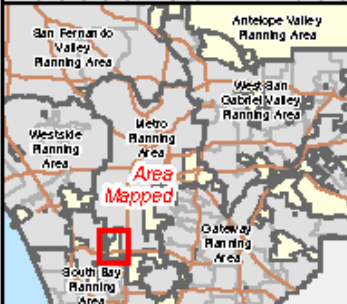
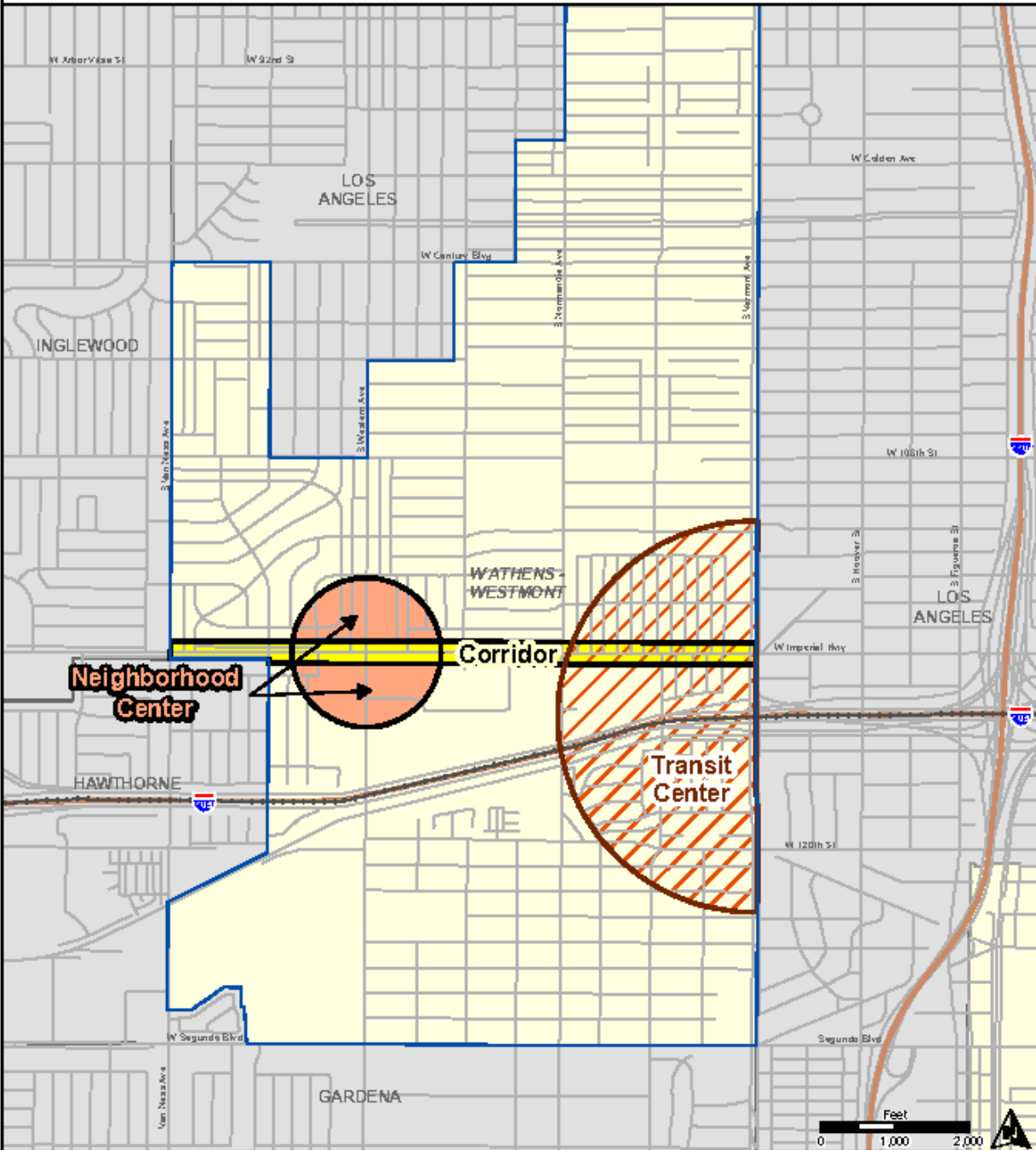
Within West Athens-Westmont, the General Plan identifies a corridor opportunity area along Imperial Highway, as well as a neighborhood center and transit center surrounding the Vermont Metro Station. The transit center presents an opportunity to capitalize on infrastructure investments in a community with high ridership. Vermont Avenue has the potential for increased economic vitality through the creation of employment-rich activities along the commercial corridors that are adjacent to the Metro station. In addition, the residential areas within the transit center would benefit from increased pedestrian amenities and design improvements. The width of Vermont Avenue provides major opportunities for pedestrian and bicyclist improvements. Imperial Highway also connects the transit center opportunity area to the areas around the intersection of Western Avenue and Imperial Highway, which provide additional opportunities for design improvements.<sup>147</sup>

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<sup>147</sup> County of Los Angeles. 2105. Los Angeles County General Plan, p. 46. Adopted October 16, 201. Accessed December 1, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

**Opportunity Areas - W. Athens - Westmont**

**Figure 5.29**



- |                                   |                             |
|-----------------------------------|-----------------------------|
| Unincorporated Areas              | Corridor                    |
| Cities                            | Industrial Flex District    |
| West Athens - Westmont Study Area | Industrial Opportunity Area |
|                                   | Neighborhood Center         |
|                                   | Rural Town Center           |
|                                   | Transit Center              |

Source: Department of Regional Planning, May 2014





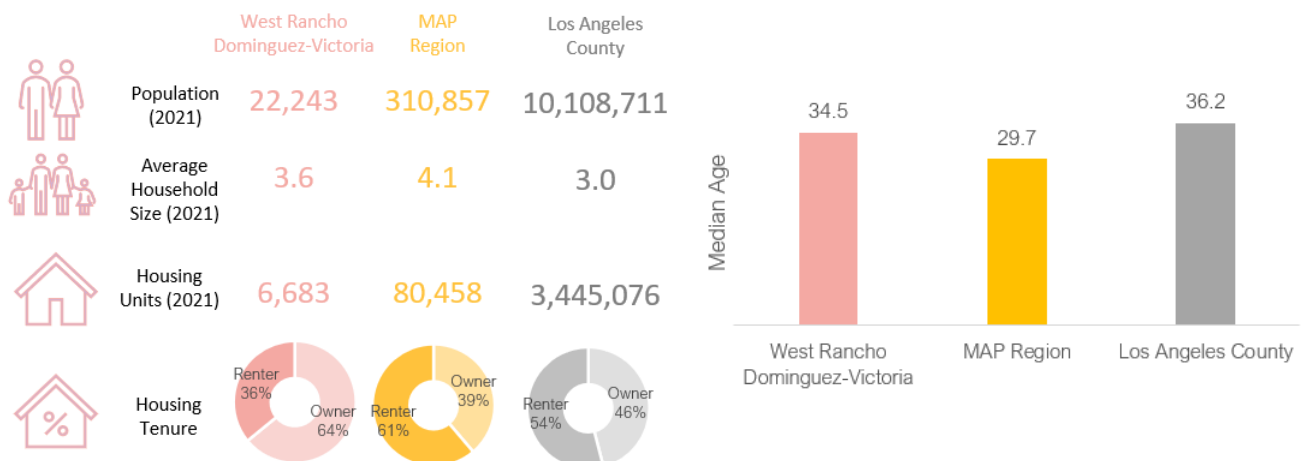
The Imperial Highway corridor and neighborhood center in West Athens Westmont was identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. The suitable uses identified within the opportunity areas are valuable planning tools utilized in the design and implementation of Area Plan policies. Opportunity areas will continue to guide future County planning and/or rezoning efforts within the West Athens-Westmont community as well as elsewhere in the Metro Area.

### 3.6. West Rancho Dominguez-Victoria

#### 3.6.1 Community Overview

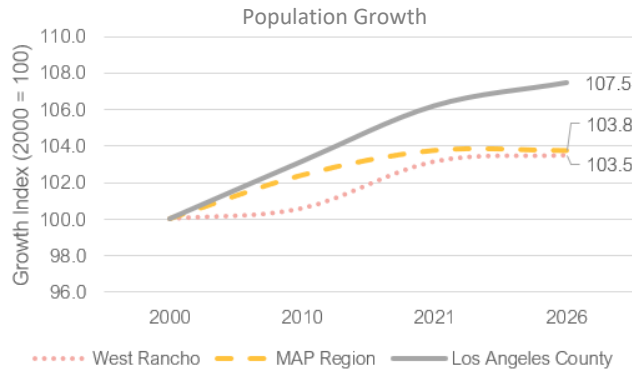
##### Demographics and Culture

West Rancho Dominguez -Victoria is a community of about 22,000 residents located in the southeast of the Metro Area, adjacent to Compton and Gardena.<sup>148</sup> Providing over 15,000 local jobs,<sup>149</sup> it serves as an industrial hub for the South Bay area of Los Angeles. The community also has many multifamily sites, as well as vacant and underutilized commercial sites along El Segundo Boulevard, providing significant opportunity for additional investment and neighborhood improvement projects.

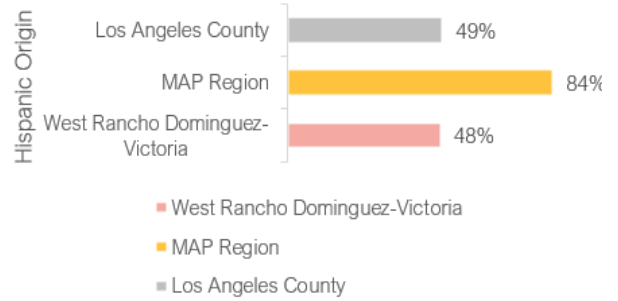


148 Pro Forma Advisors. 2021. Metro Area Plan Demographics / Economic Data. Accessed March 20, 2022

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



Sources: Pro Forma Advisors (2021).



### Parks and Public Amenities

West Rancho Dominguez-Victoria supports several essential cultural and recreational public amenities, such as the Earvin Magic Johnson Park and the A.C. Bilbrew Library (150 East El Segundo Boulevard). Serving over a quarter of a million children within a one-half mile radius, Magic Johnson Park has recently been improved to, among other things, address water quality, biodiversity, and provide a safe and sustainable recreational amenity for the surrounding community.

Overall, West Rancho Dominguez-Victoria has only 1.5 acres of parkland per 1,000 residents, which is significantly below the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.<sup>150</sup> About 54% of West Rancho Dominguez residents live within walking distance of a park, which is above the countywide average of 49%.<sup>151</sup>

### 3.6.2 Existing Plans, Land Use, and Zoning Requirements

#### West Rancho Dominguez-Victoria Community Standards District (2000/2013)

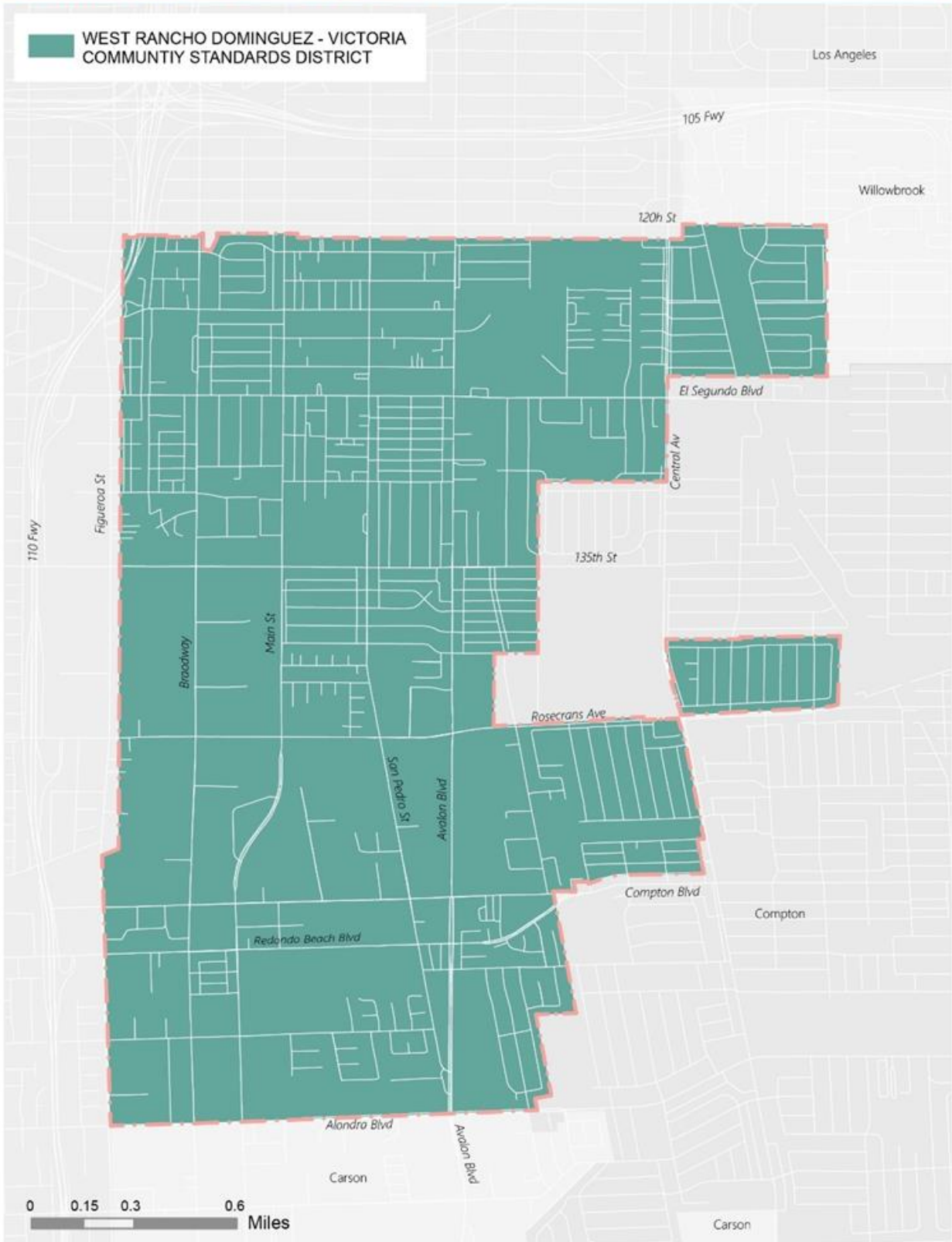
The West Rancho Dominguez-Victoria Community Standards District ("WRDV CSD") was initially established to implement the goals and policies of the County's General Plan, particularly in regard to land use policy, as well as to mitigate potential incompatibilities associated with the close proximity of industrial and residential zoning and land use within the community. The WRDV CSD also sets out to enhance the appearance of the community by setting forth development and building standards.

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

151 County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.



# WEST RANCHO DOMINGUEZ - VICTORIA COMMUNITY STANDARDS DISTRICT





The requirements of the WRDV CSD are set forth via community wide and zone specific development standards. The WRDV CSD also includes modifications to existing development standards, provided in Section 22.350.090, Modification of Development Standards, of the Zoning Code. Notable examples of each type of development standard are provided below in **Table 3.11**.

**Table 3.11. Notable WRDV CSD Development Standards**

Development Standard Type	Title		Description
Section 22.350.060, Community Wide Development Standards	Graffiti		Provides that all structures, walls, and fences that are publicly visible shall remain free of graffiti, and that any property owner, lessee, or other person responsible for the maintenance of a property shall remove graffiti within 72 hours of receiving written notice from a Zoning Enforcement Officer
	Oil Well Properties		To improve the visual appearance of the community, the CSD establishes that properties containing oil wells where active extraction is taking place shall be fenced and landscaped
	Commercial Horse Stables.		Permits commercial horse stables and other commercial uses that use horse stables in Zones M-1.5 and higher, however, stables must be developed and used in a safe and orderly manner and are compatible with existing land use patterns. The facilities must be “neatly” maintained and free of junk and salvage, and all structures, including but not limited to the horse stalls, horse recreation areas, and fences or walls, shall be maintained in good condition at all times.
Section 22.350.070, Zone Specific Development Standards <sup>152</sup>	Residential Zones	R-1 (Single Family Residence) and R-2 (Two Family Residence)	Establishes that all front yards within R-1 zones must contain a minimum of 50%landscaping.
	Commercial Zones	C-2 (Neighborhood Commercial)	Establishes parking requirements for sites and parcels within the C-2 zone. Markets of less than 5,000 square feet, banks, bookstores, delicatessens, drug stores, and office supply stores are required to provide a minimum of one parking space for every 400 square feet of gross floor area. Restaurants of less than 1,000 square feet of gross floor area shall provide a minimum of five parking spaces, while restaurants of at least 1,000 square feet of gross floor area shall be granted a maximum 25%reduction of the otherwise required parking.
		C-3 (General Commercial)	In addition to the parking requirements set froth for zone C-2 (above) the maximum building height for the C-3 zone shall be 45 feet above grade, excluding chimneys and rooftop antennae’s.
		C-M (commercial manufacturing)	Sets forth a variety of standards for the C_M zone, including: Height restrictions (building or structure located more than 250 feet from a Residential Zone shall not exceed a height of 90 feet above grade, excluding chimneys and rooftop antenna); building and structure

<sup>152</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.11. Notable WRDV CSD Development Standards

Development Standard Type	Title		Description
			setbacks (10 feet from the property line); landscape buffers and fencing requirements for parcels adjacent to Residential Zones; noise mitigation requirements; maximum lot coverage (70 percent) and establishing appropriate locations for outside storage and/or accessory uses.
	Industrial Zones	M-1 (light Manufacturing) and M-1.5 (Restricted Heavy Manufacturing)	In addition to all of the requirements set forth for zone C-M above), for all sites within the M-1 and M-1.5 zones, all activities conducted outside an enclosed structure and located within 500 feet of a Residential Zone, except for parking, vending machines, shopping carts, and accessory uses, requires a Conditional Use Permit (CUP). Zone specific standards for M-1 and M-1.5 in the WRDV CSD also include a list of additional uses requiring a CUP when located adjacent to a Residential Zone, including bus storage, fuel yards, and explosive storage, among others.
		B-1 (Buffer Strip) and B-2 (Corner Buffer Strip)	Establishes that premises within the B-1 and B-2 zones not be used for accessory buildings and structures. IN addition, B-1 and B-2 premises shall not be used for outside storage or for the parking of vehicles for over 72 continuous hours.
Section 22.350.090, Modification of Development Standards.	Parking		Provides that that certain deviations from the parking requirements for commercial horse stables would require a CUP.

**Source:** County of Los Angeles. 2019. Los Angeles County Code, Title 22 – Planning and Zoning, Chapter 22.316 – West Rancho Dominguez Victoria Community Standards District. Accessed November 28, 2021. [https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV10COSTDI\\_CH22.350WERADOCTCOSTDI](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.350WERADOCTCOSTDI)

### 6th Cycle Housing Element Update (HEU) (2021)

According to the 6th Cycle HEU, there are a small amount of RHNA allocated units which will be accommodated on existing sites within West Rancho Dominguez under current conditions. These units will be accommodated via the redevelopment of a C-2 parcel located at 12600 Main Street capable of supporting 14 lower income units, as well as through several R-1 and R-2 zoned properties—each supporting one to two moderate income units -- located within the corridor and neighborhood center opportunity areas near the intersection of El Segundo and Avalon Boulevards.<sup>153</sup> In addition, West Rancho Dominguez-Victoria will be impacted by an additional rezoning program proposed as a result of implementation of the 6th Cycle HEU. Commercial parcels (predominantly C-1 and C-2) located along Avalon Boulevards (north of 135<sup>th</sup> Street) and El Segundo Boulevard were identified as sites having

<sup>153</sup> County of Los Angeles. 2021. Table A, Sites Inventory, as provided in Appendix A of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



the potential to accommodate the shortfall of RHNA allocated lower income housing units within the unincorporated County.<sup>154</sup>

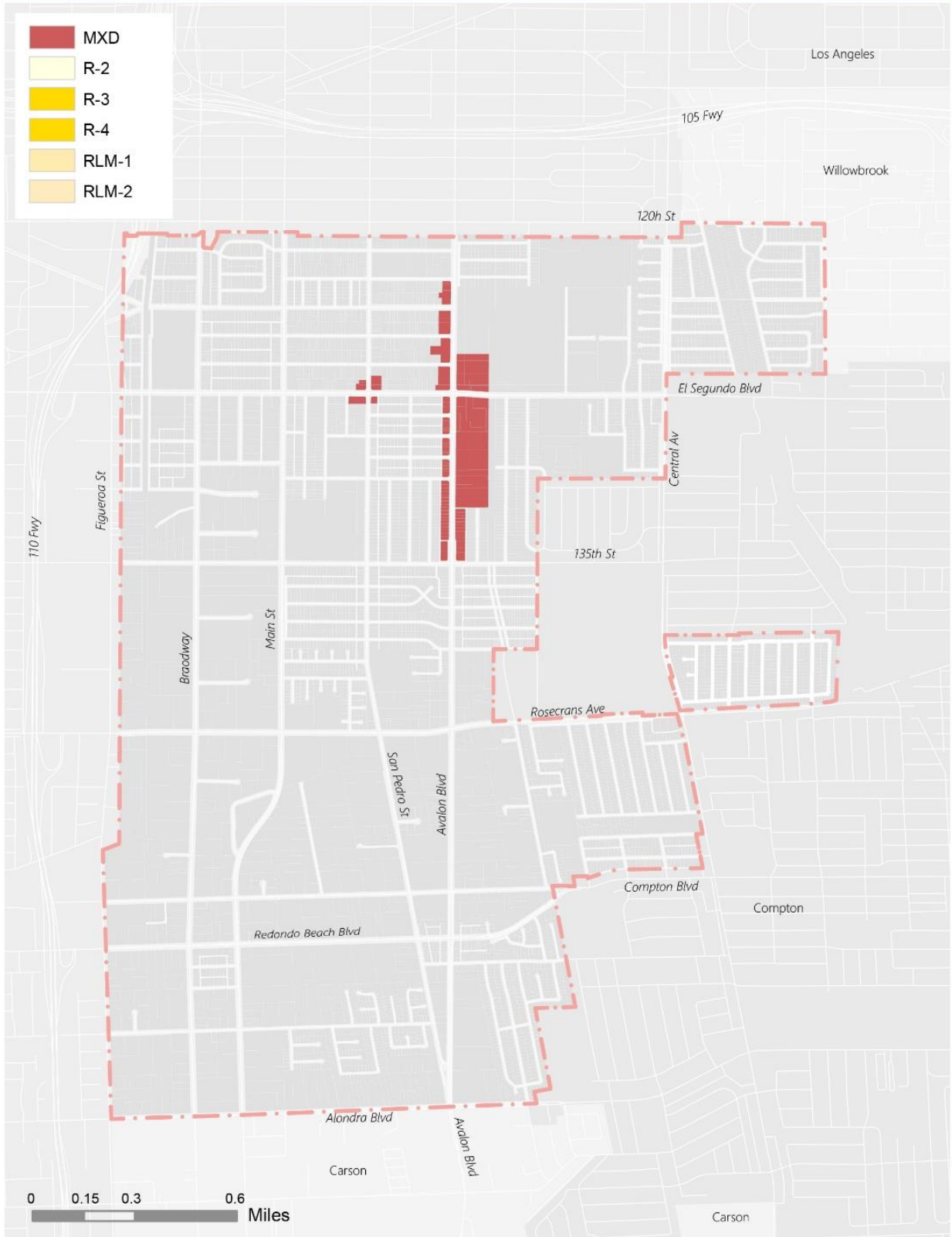
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<sup>154</sup> County of Los Angeles. 2021. Table B, Sites for Rezoning, as provided in Appendix B of the County of Los Angeles Housing Element (2021-2029). Accessed December 1, 2021. <https://planning.lacounty.gov/housing/rpc>.



# WEST RANCHO DOMINGUEZ - VICTORIA

## 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES





By rezoning these parcels from commercial use to mixed-use (MXD), the community would have the capacity to accommodate additional lower income housing. Any additional rezoning effort(s) within West Ranch Dominguez-Victoria will be determined in the near- and mid-term, as all zone changes proposed to accommodate the RHNA allocation must be implemented within an approximate three year planning horizon, as required by State law.

### **Consistency Across Other Relevant Plans, Policies, and Ordinances**

In addition to the CSD standards, West Rancho Dominguez-Victoria is subject to the County wide base zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning designations within West Rancho Dominguez-Victoria include residential (R-1, R-2, and limited instance of R-3) as well the combined manufacture (M-1, M-1.5, and M-2) "Industrial Preservation (IP)" zone. the addition of IP to the manufacturing zones is intended to preserve existing industrially-zoned properties specifically for current and future industrial uses, labor intensive activities, wholesale sales of goods manufactured on-site, major centers of employment, and limited employee serving commercial uses.<sup>155</sup> The combining zone serves to expressly prohibit uses that do not align with the purpose of the zone, including general commercial and/or recreational uses.<sup>156</sup> Other zoning types within the community include commercial (i.e., C-1 and C-2) and Open Space (OS) designations for Athens Pars, Earvin "Magic" Johnson Recreation Area, Enterprise Park, and Ray Campanella Park. In addition, the existing Zoned Districts (ZDs) of Athens, Victoria, and portions of Willowbrook-Enterprise are located within the contemporary West Rancho-Dominguez-Victoria. community boundaries, however, the ZD zoning framework is no longer actively utilized by the County and will not be used to facilitate future planning efforts within West Ranch Dominguez-Victoria or elsewhere within the Metro Area.

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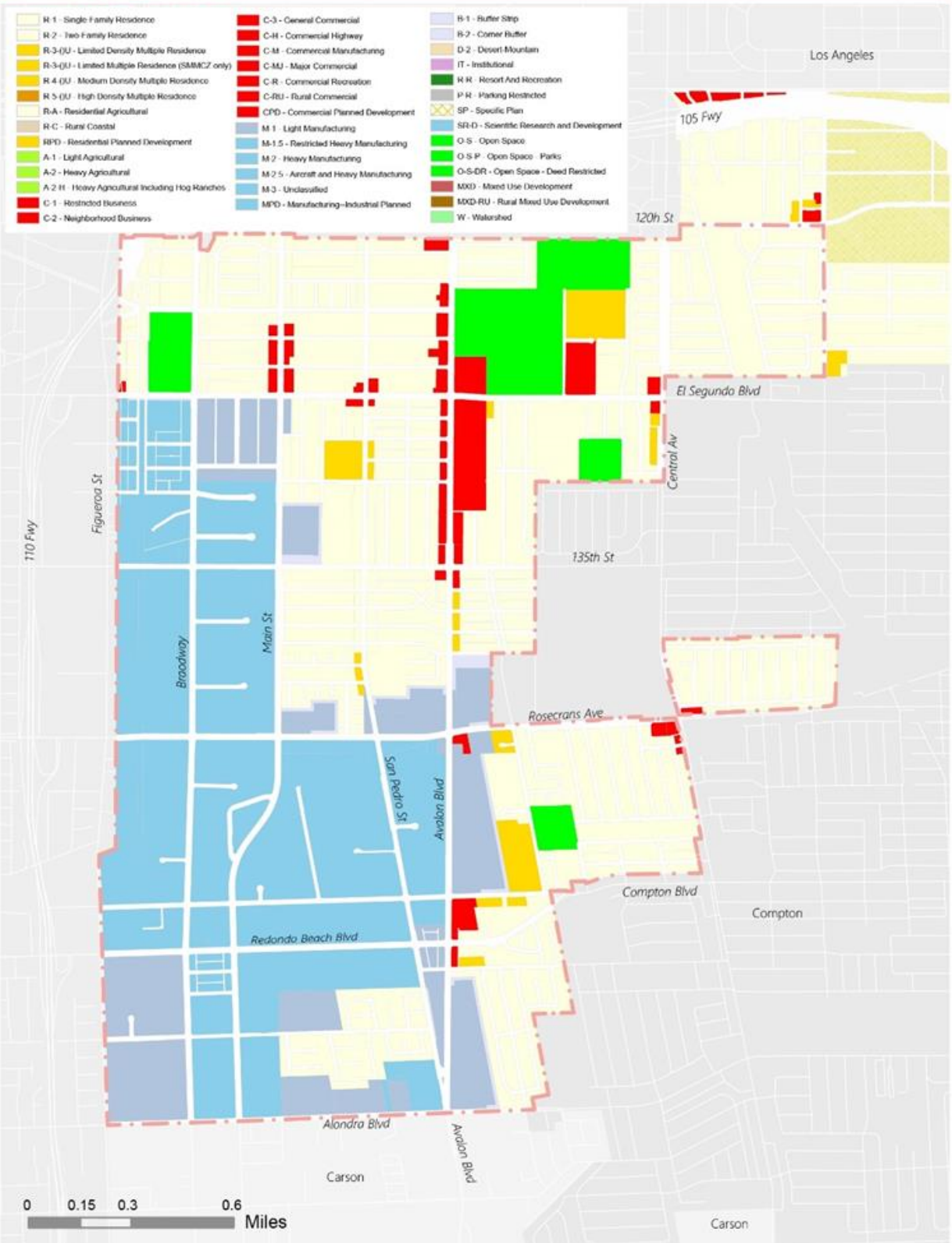
155 County of Los Angeles. 2015. Ordinance No. 2015-0042, Section 25, pp. 220-225. Accessed December 3, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_full-ordinance.pdf](https://planning.lacounty.gov/assets/upl/project/gp_full-ordinance.pdf).

156 County of Los Angeles (2015), p. 220.





# WEST RANCHO DOMINGUEZ - VICTORIA EXISTING ZONING





The General Plan land use map for West Ranch Dominguez-Victoria generally corresponds to the base zoning, except for the land use designation for Public and Semi-Public (P), which is not consistently distinguishable on the zoning map. Notable land use designations for the community are included in Table 3.12, below.

Table 3.12 Notable West Rancho Dominguez-Victoria General Plan Land Use Designations

Land Use	Code	Permitted Density and/or FAR	Purpose
Residential 9	H9	0 to 9 du/acre <sup>1</sup>	Supports single family residences at densities up to nine housing units per acre.
Light Industrial	IL	<i>Non-Residential Maximum FAR 1.0</i>	Permits light industrial uses, including light manufacturing, assembly, warehousing
Heavy Industrial	IH		Permits heavy industrial uses, including heavy manufacturing, refineries, and other labor and capital intensive industrial activities.
General Commercial	GC	<i>Residential: 0-50 du/acre Non-Residential: Maximum FAR 1.0 Mixed Use: 0-50 du/acre and FAR 1.0</i>	Permits local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses.

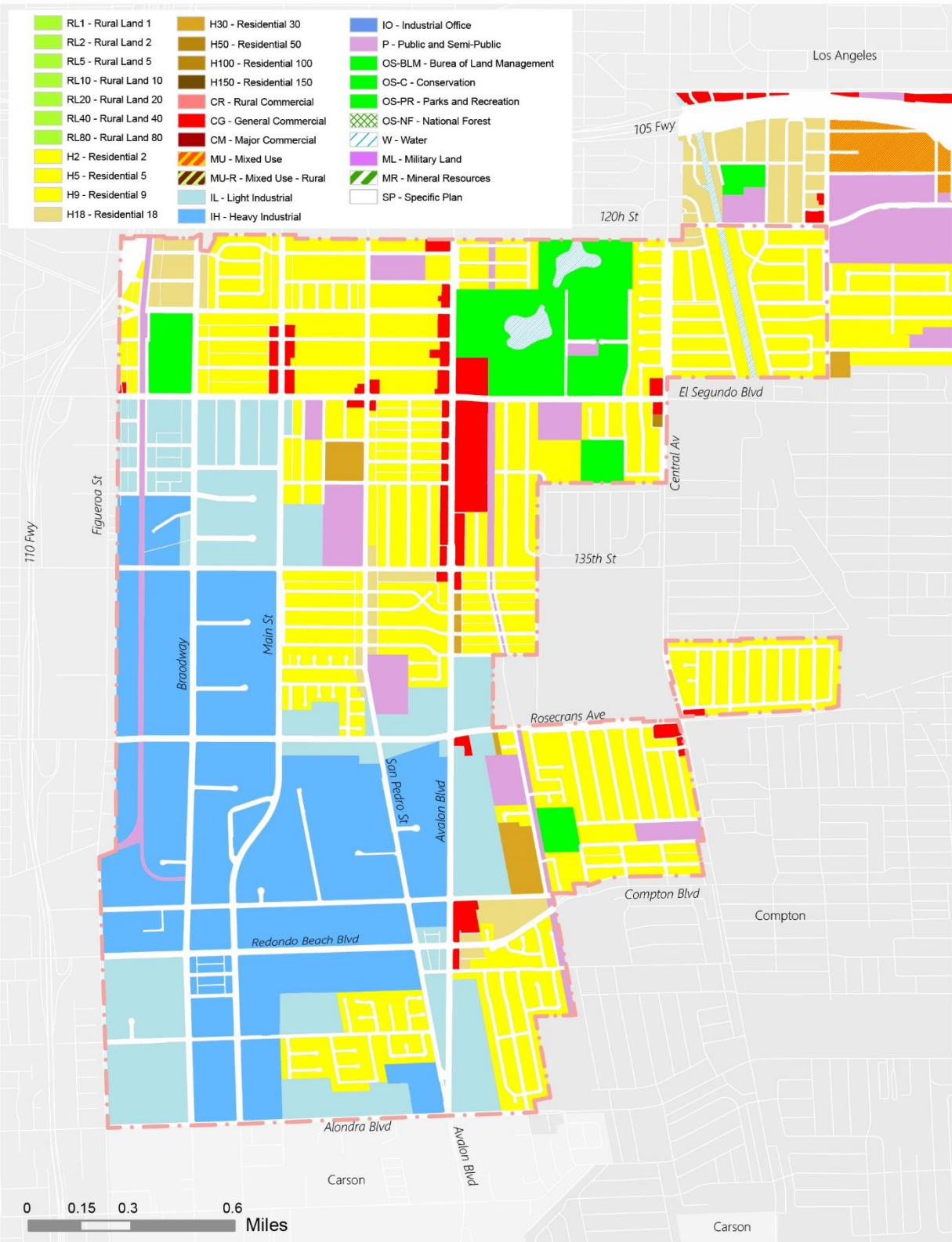
<sup>1</sup> du/acre (dwelling unit per net acre)

<sup>2</sup> FAR = Floor Area Ratio

Source: County of Los Angeles. 2015. Los Angeles County General Plan, pp. 79, 80, 82. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).



# WEST RANCHO DOMINGUEZ - VICTORIA GENERAL PLAN 2035 LAND USE



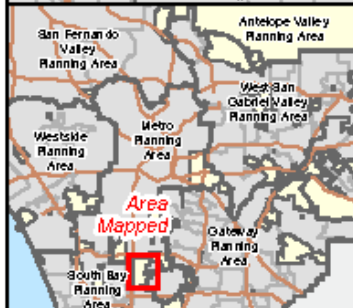
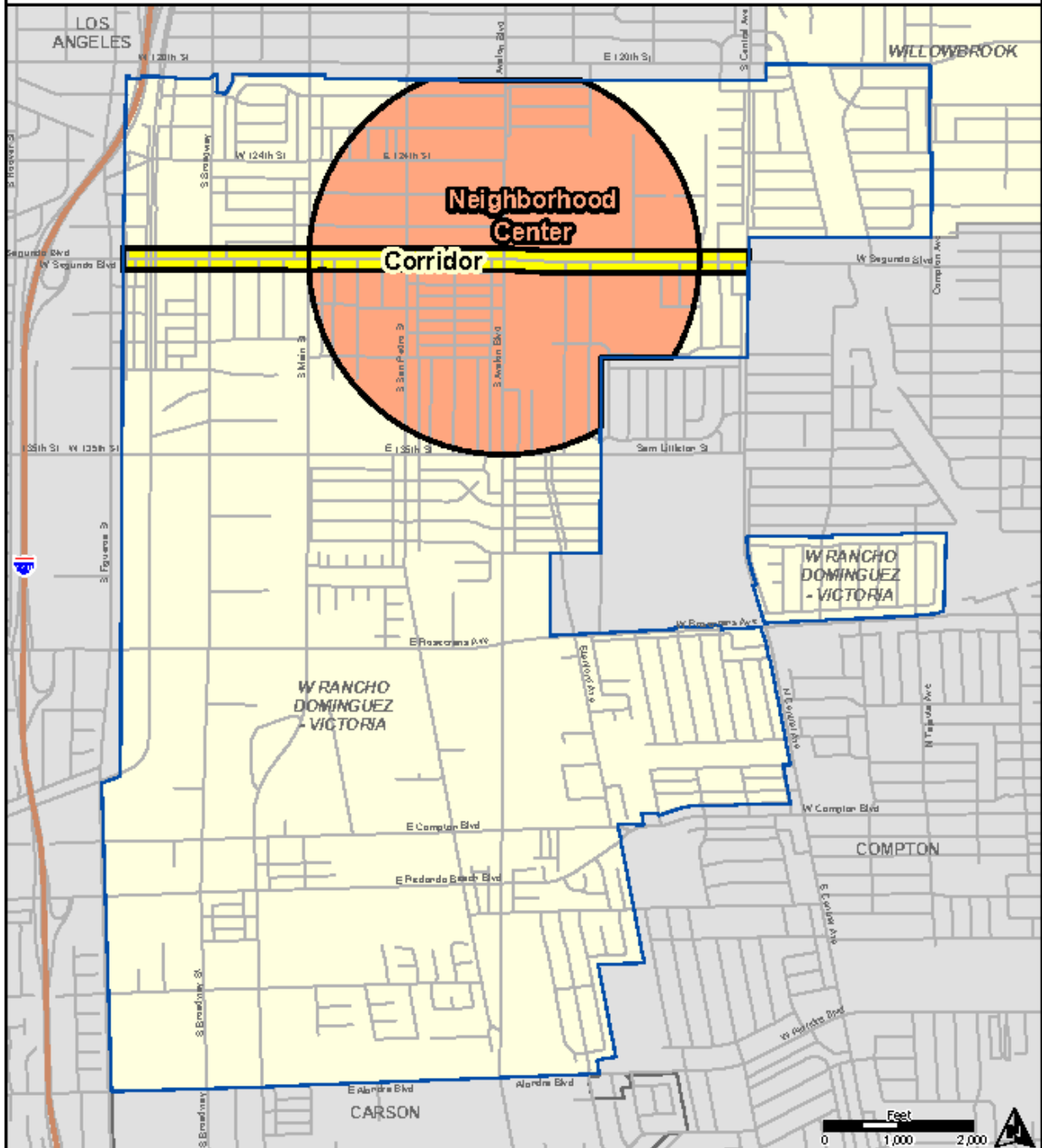


The General Plan identifies various “opportunity areas” within the Metro Area communities which should be considered for further study when preparing community-based plans. Within West Rancho Dominguez-Victoria, the General Plan identifies a corridor opportunity area along El Segundo Boulevard, as well as a neighborhood center opportunity area surround the intersection of El Segundo Boulevard and Avalon Boulevard. The corridor was identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. The neighborhood area presents opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office and other uses. These opportunity centers operate as valuable planning tools. Recently, the County focused on the corridor and neighborhood center opportunity areas in West Ranch Dominguez-Victoria to identify potentially suitable sites to accommodate the 6<sup>th</sup> Cycle RHNA allocation (pending a rezoning effort). Recognized opportunity areas are also essential to the Area Plan planning process and will help guide future planning and/or rezoning efforts within the community.



# Opportunity Areas - West Rancho Dominguez - Victoria

Figure 5.30



- |   |                             |
|---|-----------------------------|
| Unincorporated Areas                        | Corridor                    |
| Cities                                      | Industrial Flex District    |
| West Rancho Dominguez - Victoria Study Area | Industrial Opportunity Area |
|   | Neighborhood Center         |
|   | Rural Town Center           |
|   | Transit Center              |

Source: Department of Regional Planning, May 2014

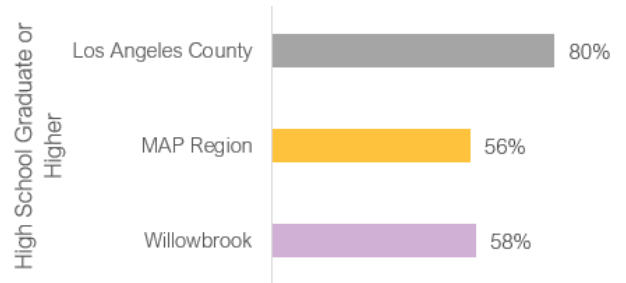
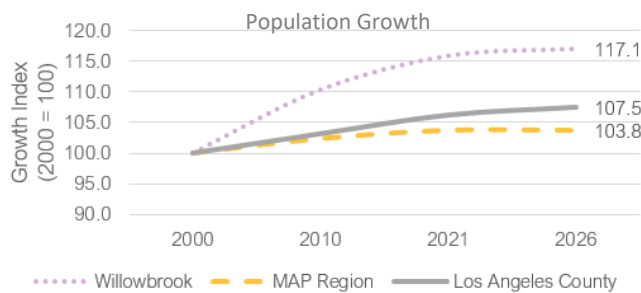
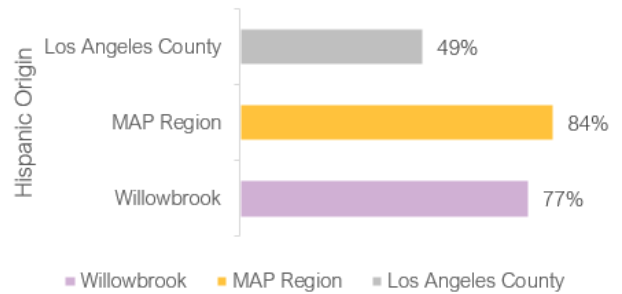
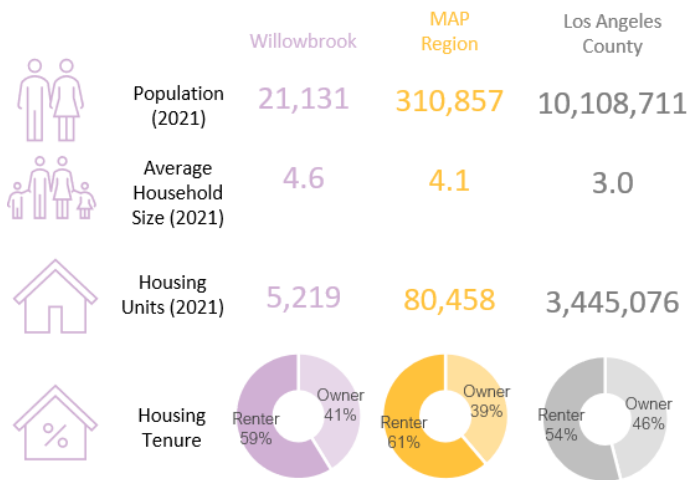


### 3.7. Willowbrook

#### 3.7.1 Community Overview

##### Demographics and Culture

Located in between the cities of Los Angeles. and Compton, the unincorporated community of Willowbrook has a population of over 21,000 residents and supplies approximately 3,300 regional jobs.<sup>157</sup> Willowbrook is a predominantly residential community which grew up around a stop along the newly opened Pacific Red Car line just prior to the turn of the 20th Century.<sup>158</sup> The community still retains many visible remnants of its rural history, with horse trails and backyard farms remaining integral to its identity. The community is served by both the Metro light rail A and C lines via the Willowbrook–Rosa Parks Station



Sources: Pro Forma Advisors (2021).

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

158 County of Los Angeles. 2021. County of Los Angeles Housing Element (2021-2029), Appendix E: Affirmatively Furthering Fair Housing, p. 49 (Willowbrook). Accessed December 1, 2021.

[https://planning.lacounty.gov/assets/upl/project/housing\\_appendix-c-to-g-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_appendix-c-to-g-20211130.pdf)



Following the ban on segregation and redlining in the late 1940's, black and brown Angelinos began moving into Willowbrook for the opportunity to keep livestock and grow large farms and gardens.<sup>159</sup> According to long-time residents, over the decades, cycles of promises made and not kept have resulted in displacement and caused a deep distrust in government and other outside forces.<sup>160</sup> In recent years, Willowbrook has seen significant public investment, which has resulted in massive public transportation infrastructure improvement, including a new hospital and revitalized public health campus, a new public library and the County's first "green alley".<sup>161</sup> In addition, hundreds of housing units are being constructed and will be made available to existing residents in need of affordable housing.<sup>162</sup>

Sustained and continuing investments will be needed to fully regain the trust of local residents. Significant opportunities for investment exist in the area surrounding the Martin Luther King, Jr. Multi-Service Ambulatory Care Center.<sup>163</sup> The rehabilitation and reuse of the site could be a catalyst for further redevelopment.<sup>164</sup> Neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Willowbrook/Rosa Parks Metro Station will be important factors in future planning activities in the area.<sup>165</sup>

### **Parks and Public Amenities**

The first library in the County was established in Willowbrook in the early 20th Century -- the genesis of today's Los Angeles County Public Library system.<sup>166</sup> The current Willowbrook Library is located at 11838 Wilmington Avenue. Willowbrook is home to several other significant regional assets, including the Martin Luther King, Jr. Hospital and the Willowbrook/Rosa Parks Metro station -- which is a major transit hub at the junction of the A and C lines -- as well as the Charles R. Drew University of Medicine and Science, which oversees residency training programs, allied health programs, a medical education program, and various centers for health disparities research. Although technically located within the

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159 County of Los Angeles. 2021. County of Los Angeles Housing Element (2021-2029), Appendix E: Affirmatively Furthering Fair Housing, p. 49 (Willowbrook). Accessed December 1, 2021.  
[https://planning.lacounty.gov/assets/upl/project/housing\\_appendix-c-to-g-20211130.pdf](https://planning.lacounty.gov/assets/upl/project/housing_appendix-c-to-g-20211130.pdf)

160 County of Los Angeles (2021), p. 49 (Willowbrook).

161 County of Los Angeles (2021), p. 49 (Willowbrook).

162 County of Los Angeles (2021), p. 49 (Willowbrook).

163 County of Los Angeles. 2015. Los Angeles County General Plan, p.47. Accessed December 1, 2021.  
[https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

164 County of Los Angeles (2015), p. 47.

165 County of Los Angeles (2015), p. 47.

166 LACL (Los Angeles County Library). 2022. Willowbrook Local History. Accessed February 7, 2022.  
<https://lacountylibrary.org/willowbrook-local-history/>.



community boundary for West Rancho Dominguez-Victoria,<sup>167</sup> the renovated Earvin "Magic" Johnson Park is also considered part of the Willowbrook community.<sup>168</sup>

Willowbrook has 3.6 acres of parkland per 1,000 residents, which is slightly above the countywide average of 3.3 acres of parkland per 1,000 residents, but below the General Plan goal of 4 acres of local parkland per 1,000 residents (DRP 2016). About 66% of Willowbrook residents live within walking distance of a park, which is above the countywide average of 49% (DRP 2016). While these statistics may suggest that Willowbrook has sufficient parkland and good park access, it is still lacking a variety of park amenities desired by community members (Lau 2021). The ongoing implementation of the Earvin "Magic" Johnson Park Master Plan is helping to address many of the needs by providing amenities such as a community event center, a dog park, walking paths, outdoor exercise equipment, and children's playgrounds (Lau 2021).

### 3.7.2 Existing Plans, Land Use, and Zoning Requirements

#### Willowbrook Transit Oriented District Specific Plan (2018)

Willowbrook Transit Oriented District Specific Plan ("WTOD Specific Plan") covers an approximately 312 acre area focused around the Willowbrook/Rosa Parks Station, which is a transfer station on the Metro A Line and C Line ("Plan Area"). Consistent with the goals and policies outlined in the General Plan, the WTOD Specific Plan will: (1) Encourage transit oriented development; (2) promote active transportation; (3) allow development that reduces vehicles miles traveled; (4) allow development that creates community benefits; and, (5) streamline the environmental review process for future projects.<sup>169</sup> The WTOD Specific Plan is anticipated to facilitate development, especially residential and employment-generating uses, proximate to the Willowbrook/Rosa Parks Station. The primary objectives of the WTOD Specific Plan are to identify land use options that include mixed uses, increased housing opportunities, and neighborhood-serving retail uses.<sup>170</sup>

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167 County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Accessed March 20, 2022. <https://lacountyparkneeds.org/final-report/>.

168 County of Los Angeles. 2021. Unpublished intrapersonal communication between County Department of Parks and Recreation administrator Clement Lau and members of the Department or Regional Planning.

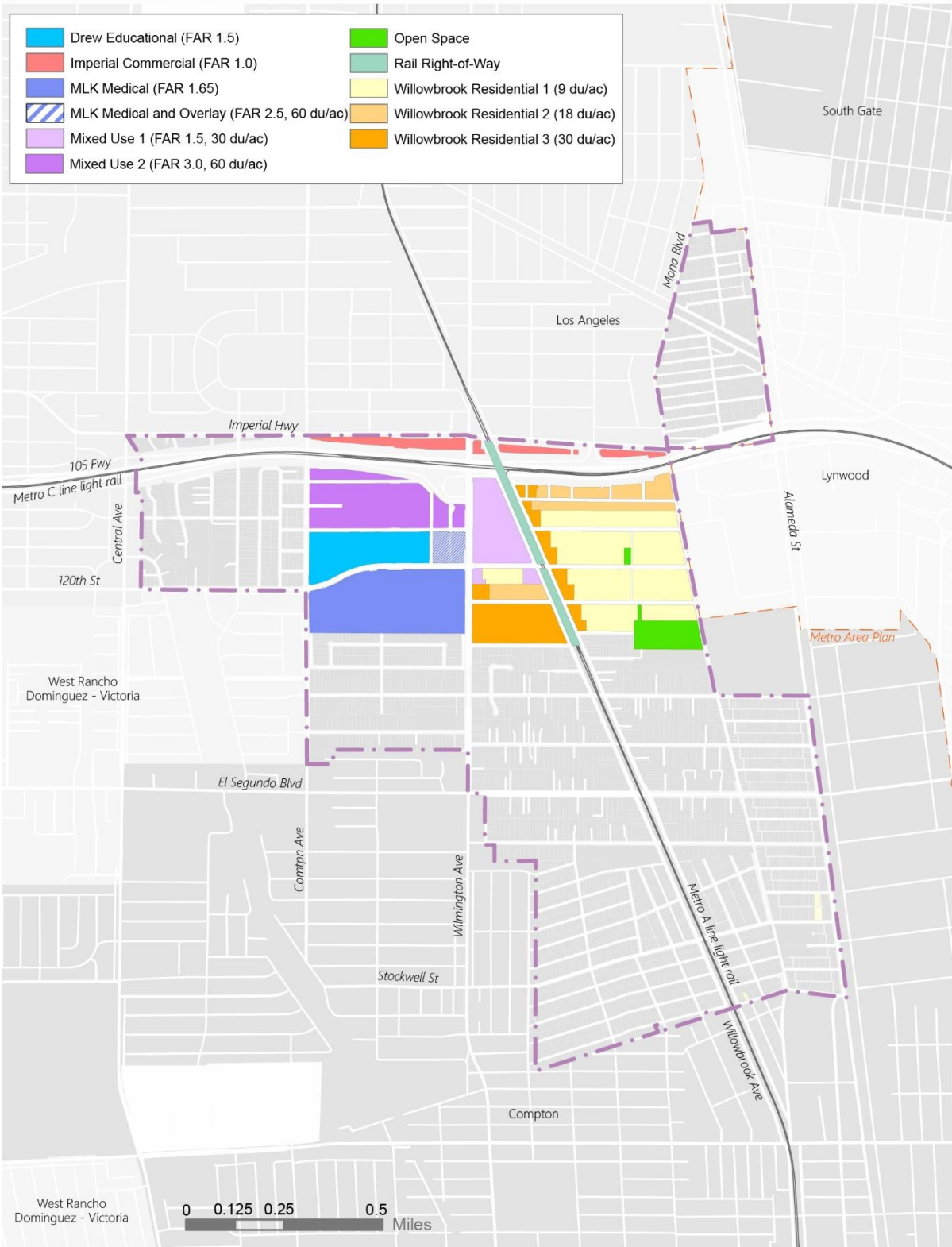
169 County of Los Angeles. 2018. Willowbrook TOD Specific Plan (as amended), p. 3. Accessed December 2, 2021. [https://www.municode.com/webcontent/16274/Revised\\_Willowbrook\\_TOD.pdf](https://www.municode.com/webcontent/16274/Revised_Willowbrook_TOD.pdf).

170 County of Los Angeles (2018), p. 3.





# WILLOWBROOK WILLOWBROOK TOD SPECIFIC PLAN - LAND USE





The Plan Area can be divided into seven subareas: (1) MLK Medical Center and Associated Facilities; (2) CDU Campus Area; (3) Northwest Subarea; (4) Kenneth Hahn Plaza; (5) Willowbrook/Rosa Parks Station; (6) Imperial Highway Corridor; and (7) Residential Neighborhoods.<sup>171</sup> Together, these subareas support a range of land uses, including residential, retail, office, and other commercial, as well as educational and institutional facilities and services. The WTOD Specific Plan establishes zoning within the Plan Area, which is partially guided by the boundaries of the subareas. A brief description of each zone is provided in **Table 3.13**, below.

**Table 3.13, WTOD Specific Plan Area Zoning Designations**

Zone	Description
<b>Mixed Use 1 (MU-1)</b>	The Mixed Use 1 (MU-1) zone is intended to provide commercial and residential development, with an emphasis on neighborhood serving retail, restaurant, and service uses. The area is appropriate for a large retail or mixed use center, with a neighborhood plaza or community gathering space as a focal point and strong pedestrian connections to the Willowbrook/Rosa Parks Station, as well as the educational and medical campuses to the west.
<b>Mixed Use 2 (MU-2)</b>	The Mixed Use 2 (MU-2) zone is intended to provide commercial and residential development, with an emphasis on employment-generating uses and residential infill development. The area is appropriate for office, business park, or mixed use developments, with open space components and pedestrian connections to the Willowbrook/Rosa Parks Station, and the educational and medical campuses to the south
<b>MLK Medical and Overlay</b>	The MLK Medical Overlay applies to the two blocks bounded by Wilmington Avenue, East 120th Street, Holmes Street and East 118th Street. The intent is to maintain and promote medical, clinic, medical office, and associated supportive uses such as incidental retail, supportive residential and parking, and expand pedestrian linkages and connectivity between the MLK Medical Center, CDU, Willowbrook/Rosa Parks Station, and the Willowbrook community. The properties within this Overlay are suitable for more intensive uses because of their proximity to Willowbrook/Rosa Parks Station. Besides continuing to allow existing medical and public service uses, additional medical and new residential development are permitted on properties within this Overlay
<b>Drew Educational</b>	The Drew Educational zone is established to meet the existing and future needs of CDU and King Drew Magnet High School, while ensuring compatibility with adjacent land uses. The intent is to create a medical university campus for CDU by maintaining and promoting educational and associated support uses, while maintaining sensitivity to surrounding development; as well as expand pedestrian linkages and connectivity between the CDU campus, MLK Medical Center, Willowbrook/Rosa Parks Station, Kenneth Hahn Plaza, and the Willowbrook community.
<b>Imperial Commercial</b>	The Imperial Commercial zone is established to meet the commerce and service needs of the resident and business communities, while ensuring compatibility with adjacent land uses. The intent is to maintain and promote commercial uses between Imperial Highway and the I-105. The Imperial Commercial zone provides for the development of a broad range of retail and service uses, as well as freeway-oriented, regional-serving retail, office complexes, and light manufacturing businesses.
<b>Willowbrook Residential 1</b>	The Willowbrook Residential 1 zone is established to preserve and enhance desirable characteristics of single-family residential areas. This designation is subject to the regulations for the County's R-1 zones, with additional land use regulations and development/design standards set forth in the WTOD Specific Plan.

<sup>171</sup> County of Los Angeles (2018) p. 13.



<b>Willowbrook Residential 2</b>	The purpose of the Willowbrook Residential 2 zone is to preserve and enhance single-family neighborhood characteristics, while also providing an environment suitable for two-family residences. The intent is to promote desirable characteristics of low to medium density neighborhoods. This designation is subject to the regulations for the County's R-2 zones, with additional development/design standards set forth in the WTOD Specific Plan.
<b>Willowbrook Residential 3</b>	The Willowbrook Residential 3 zone is established to provide opportunities for developments containing multiple units, such as apartments or condominiums. The intent is to promote desirable characteristics of medium density neighborhoods and provide a variety of housing options to serve the needs of the Willowbrook community. This designation is subject to the regulations for the County's R-3 zones, with additional development/design standards set forth in the WTOD Specific Plan.
<b>Open Space (O-S)</b>	The Open Space (O-S) designation of the WTOD Specific Plan is the same as the County's O-S designation set forth in Chapter 22.16 of the Zoning Code.

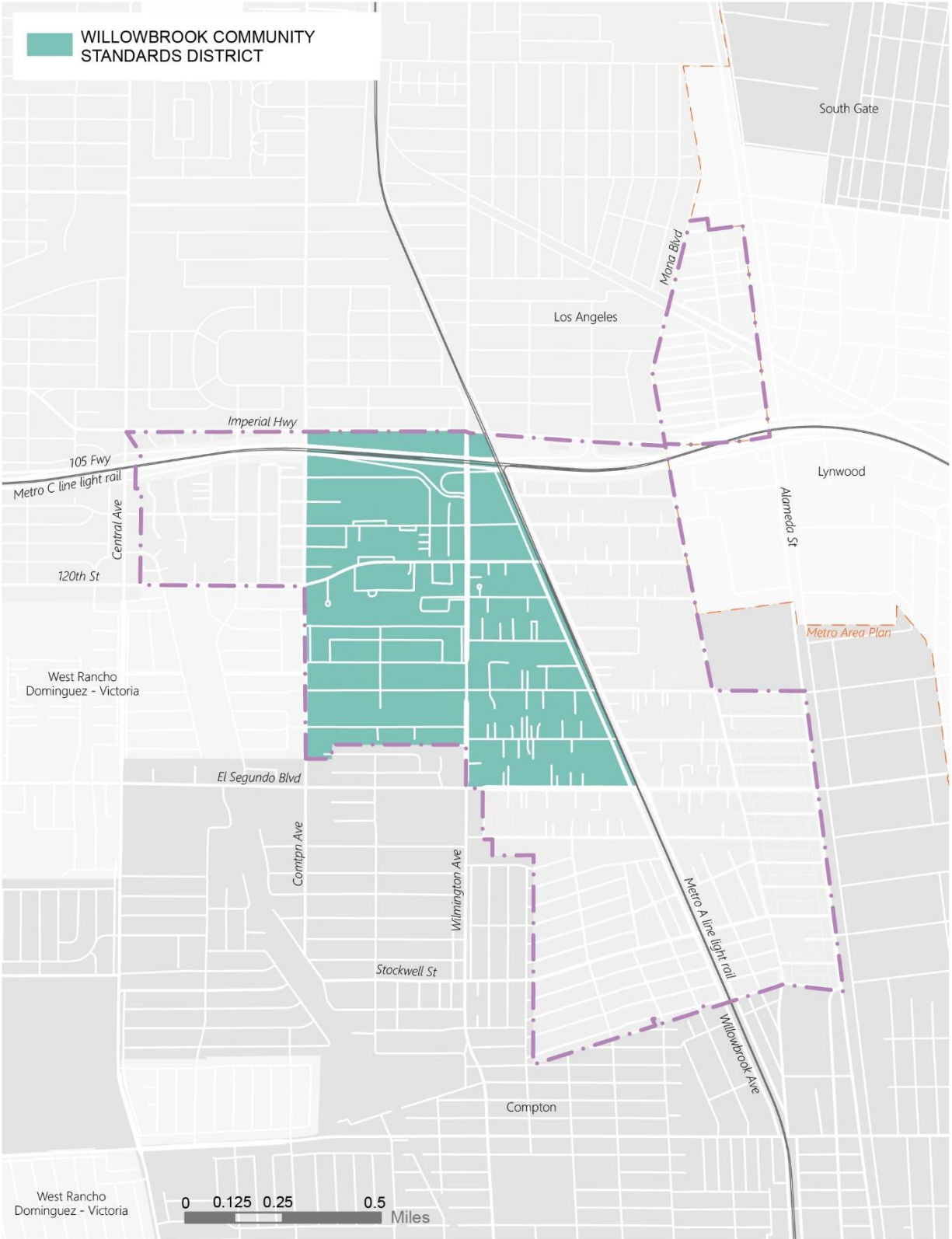
**Source:** County of Los Angeles. 2018. Willowbrook TOD Specific Plan (as amended), pp. 35-54. Accessed December 2, 2021. [https://www.municode.com/webcontent/16274/Revised\\_Willowbrook\\_TOD.pdf](https://www.municode.com/webcontent/16274/Revised_Willowbrook_TOD.pdf).

### Willowbrook Community Standards District

The Willowbrook Community Standards District ("Willowbrook CSD") were initially established to provide a means of assisting in the implementation of the previously adopted Willowbrook Community Redevelopment Project, which delineated the permitted land uses in the area and enumerated the community's goals and objectives related to land use physical development. The Willowbrook CSD has since been amended to remain consistent with the WTOD Specific Plan, approved in 2018, however, the WTOD Specific Plan is not applicable to entirely of the Willowbrook CSD area.



# WILLOWBROOK COMMUNITY STANDARDS DISTRICT





The requirements of the Willowbrook CSD are set forth via community wide and zone specific development standards. The Willowbrook CSD also includes modifications to existing development standards, provided in Section 22.352.090, Modification of Development Standards, of the Zoning Code. Notable examples of each type of development standard are provided below in **Table 3.14**.

**Table 3.14. Notable Willowbrook CSD Development Standards**

Development Standard Type	Title		Description
Section 22.352.060, Community Wide Development Standards	Parking		Establishes that parking shall be provided in accordance with Chapter 22.112 (Parking) of the Zoning Code.
	Antennas		Permits satellite receiving antennae subject to the Ministerial Site Plan Review (Chapter 22.186) application, to ensure conformity with the additional development standards set forth within the CSD, which include requirements related to antenna location, size, and appearance/building material (e.g., no antennae of a bright, shiny or glare reflective finish).
	Signs		Establishes that all signs must conform to Chapter 22.114 (Signs) of the Zoning Code, including the enforcement provisions. The CSD also sets forth additional standards related to sign appearance, location, and size (e.g., no freestanding signs larger than 20 feet in height).
	Clotheslines		Establishes that clotheslines or clotheslines structures are permitted, provided they are in the rear of a structure, and not visible from adjoining streets when viewed at ground level
	Security		Sets forth that barbed and/or concertina wire fences are prohibited, however, chain-link, which is free of sharp edges, tubular steel or wrought iron fences are permitted.
Section 22.352.070, Zone Specific Development Standards <sup>172</sup>	Residential Zones	R-1 (Single Family Residence) and	<p>Establishes that the maximum height permitted within R-1 zones is 35 feet and/or two stories. In addition, all provisions of Chapter 99 (Building and Property Rehabilitation) of Title 26 (Building Code) of the Zoning Code are to be enforced. Additional standards include the following:</p> <ul style="list-style-type: none"> <li>• Except for the required paved driveway and a walkway having a width not to exceed four feet, all areas within the front yard shall be landscaped and maintained with grass, shrubs or trees.</li> <li>• The minimum floor area of a new single-family residence must be 1,200 square feet.</li> <li>• Except as specified otherwise in the County's Zoning Code, temporary mobile homes and trailers are prohibited.</li> <li>• Wrought iron style fences which do not obscure views are permitted up to a maximum height of six feet within front yards and corner side yards. Those portions of fences more than three and one-half feet high must be substantially open, except for pillars used in conjunction with wrought</li> </ul>

<sup>172</sup> The zone specific development standards set forth in the CSDs are in addition to the county wide Zoning Code requirements applicable to the given zoning designation(s).



Table 3.14. Notable Willowbrook CSD Development Standards

Development Standard Type	Title		Description
			iron fences and shall not cause a significant visual obstruction.
		R-2 (Two Family Residence)	All provisions set forth for zone R-1 (above), shall apply to R-2 zones within the CSD, except for the provision related to minimum floor area of a new single-family residence.
		R-3 (Limited Density Multiple Residence)	All provisions set forth for zone R-1 (above), shall apply to R-3 zones within the CSD, except for the provision related to minimum floor area of a new single-family residence. In addition, the following standards apply to properties with an R-3 designation: <ul style="list-style-type: none"> <li>• The maximum lot coverage by structures of any type in Zone R-3 shall be 50 percent.</li> <li>• A minimum of 20%of the lot shall be landscaped or hardscaped, with open, usable outdoor space.</li> </ul>
	Commercial Zones	Modified C-1 (Restricted Commercial), Modified C-2 (Neighborhood Commercial) and Modified C-3 (General Commercial)	Establishes a maximum height for the C-1, C-2, and C-3 zones of 35 feet and/or two stories. Additional modification standards include the following: <ul style="list-style-type: none"> <li>• The maximum lot coverage by structures of any type in zones C-1, C-2, and C-3 shall be 50 percent.</li> <li>• New structures or additions to existing structures exceeding 500 square feet in gross floor area shall provide a landscape and irrigation plan as part of the review process. Said plan shall depict a minimum of 10%of the lot area with landscaping such as a lawn, shrubbery, flowers or trees and suitable hardscape materials which shall be continuously maintained in good condition.</li> </ul>
Section 22.352.090, Modification of Development Standards.	Modifications Authorized		Under exceptional circumstance, minor variations may be permitted to the standards set forth by the CSD (Chapter 22.352 of the Zoning Code), subject to a CSD Modification application.

**Source:** County of Los Angeles. 2019. Los Angeles County Code, Tittle 22 – Planning and Zoning, Chapter 22.316 – Willowbrook Community Standards District. Accessed November 28, 2021. [https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT22PLZO\\_DIV10COSTDI\\_CH22.352\\_WICOSTDI](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV10COSTDI_CH22.352_WICOSTDI).

### 6<sup>th</sup> Cycle Housing Element Update

The 6<sup>th</sup> Cycle Housing Element Update (HEU) establishes that over 27,000 RHNA allocated units will ultimately be accommodated for and developed within the Metro Area over the HEU’s eight year planning cycle. As provided in Appendix A of the 6<sup>th</sup> Cycle HEU, existing sites have been identified within Willowbrook to accommodate a range of lower to moderate income housing units. Most of the housing units will be located near on WTOD Specific Plan MU-2 designated parcels located to the southeast of the intersection of Compton Avenue and 117<sup>th</sup> Street. Specifically, Assessor’s Parcel Number (APN) 6149-014-904 in this area has the existing capacity to accommodate upwards of 250 lower income units, and 70 above moderate-income units. Other existing sites include two SP-RES 1 parcels

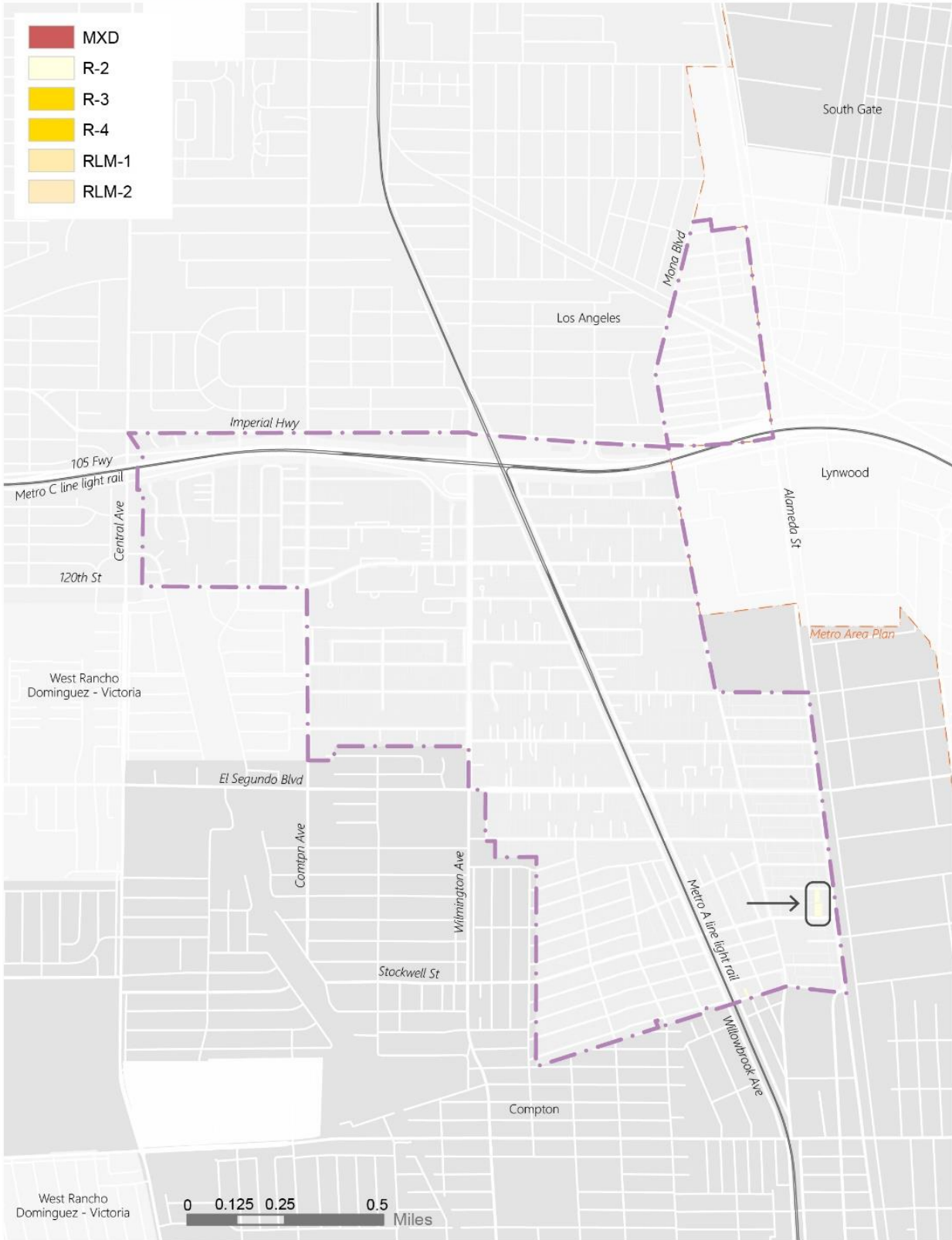


(APNs 6150-022-004 and 6150-020-011), and multiple R-1, R-2, and R-3 zoned parcels within the southern residential neighborhoods, which could each accommodate one to two moderate-income housing units. The 6<sup>th</sup> Cycle RHNA does not identify any specific sites within the Willowbrook community as having the potential to accommodate the RHNA allocation through a future rezoning program.



# WILLOWBROOK

## 6th CYCLE HOUSING ELEMENT UPDATE - RECOMMENDED ZONING CHANGES







## Consistency Across Other Relevant Plans, Policies, and Ordinances

In addition to the CSD standards, Willowbrook is subject to the County wide zoning provisions outlined in Division 3 of the Zoning Code. Dominant zoning designations within Willowbrook include: Specific Plan (SP), which correlates to the WTOD Specific Plan zoning districts discussed above; Single Family Residence (R-1); Two-Family Residential (R-2); Limited Density Multiple Residential (R-3); Light Manufacturing; and several instances of commercial (C-1, C-2, and C-3) and Heavy Manufacturing (M-2). In addition, the existing Willowbrook-Enterprise Zoned District (ZD) is located within the contemporary Willowbrook community boundaries,<sup>173</sup> however, as discussed previously, the ZD framework will not be utilized to facilitate future planning efforts within Willowbrook.<sup>174</sup>

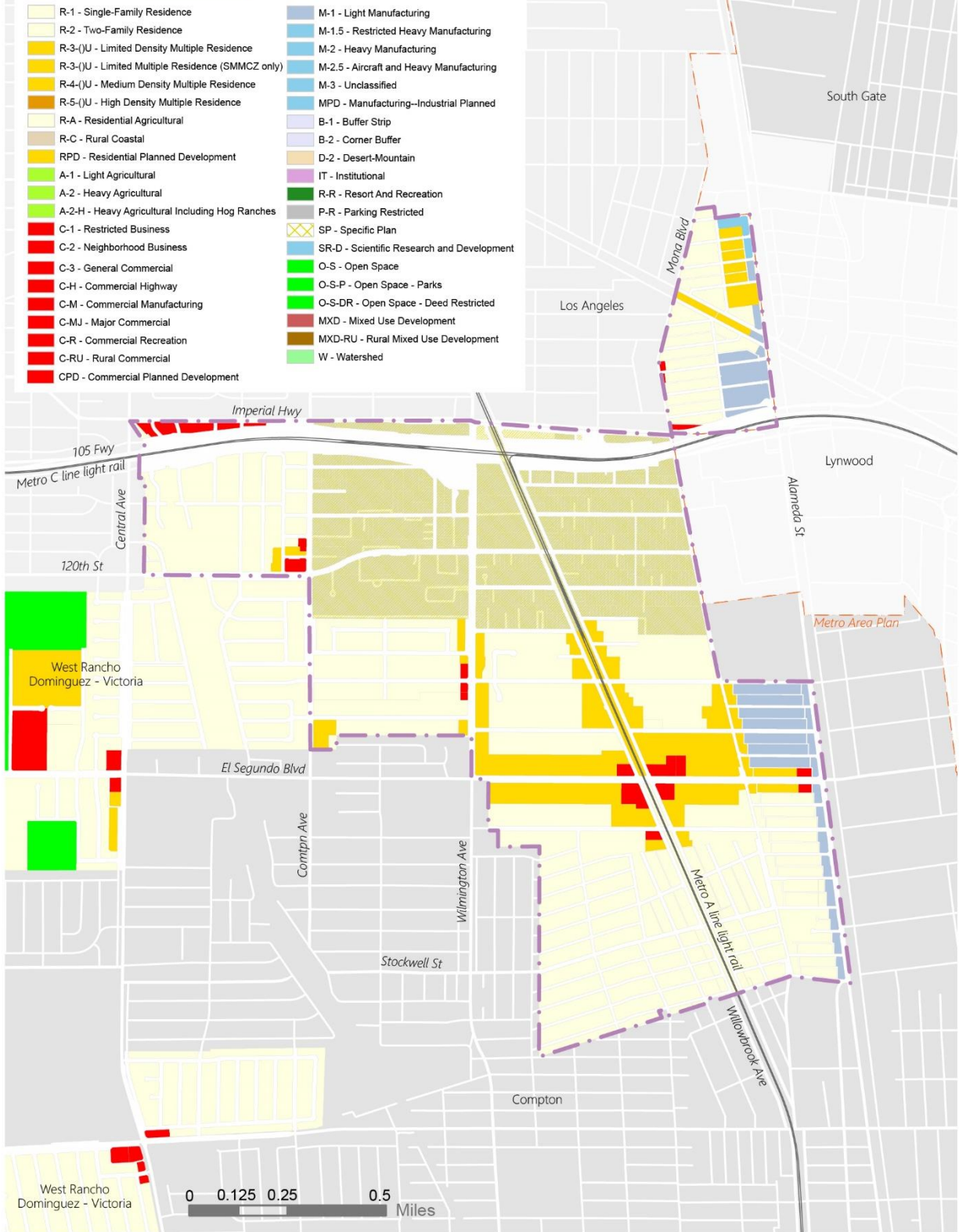
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173 County of Los Angeles. 2019. Zoned Districts. January 2019. Accessed November 28, 2021. [https://planning.lacounty.gov/assets/upl/data/map\\_t03-zoned-districts.pdf](https://planning.lacounty.gov/assets/upl/data/map_t03-zoned-districts.pdf)

174 County of Los Angeles (2019)



# WILLOWBROOK EXISTING ZONING





The General Plan land use map for Willowbrook identifies several additional use designations in addition to the base zoning which include a Semi-Public (P) designation for the Martin Luther King, Jr. Multi-Service Ambulatory Care Center, as well as a cluster of Mixed Use (MU) designations near the Willowbrook/Rosa Parks Metro station. These land use areas are not consistently distinguishable on the existing zoning map. Notable land use designations are included in **Table 3.15**, below.

**Table 3.15 Notable Willowbrook General Plan Land Use Designations**

Land Use	Code	Permitted Density and/or FAR	Purpose
Residential 9	H9	0 to 9 du/acre <sup>1</sup>	Supports single family residences at densities up to nine housing units per acre.
Residential 18	H18	0 to 18 du/acre <sup>1</sup>	Supports single family and two family residences at densities up to 18 housing units per acre.
Residential 30	H30	0 to 30 du/acre	Supports single family residences, two family residences, and multifamily residences and at densities up to 30 housing units per acre.
General Commercial	GC	<i>Residential: 0-50 du/acre</i> <i>Non-Residential: Maximum FAR 1.0</i> <i>Mixed Use: 0-50 du/acre and FAR 1.0</i>	Permits local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses.
Mixed Use MU	MU	<i>Residential: 0-150 du/acre</i> <i>Non-Residential: Maximum FAR 3.0</i> <i>Mixed Use: 0-150 du/acre and FAR 3.0</i>	Permits pedestrian-friendly and community-serving commercial uses that encourage walking, bicycling, and transit use; residential and commercial mixed uses; and multifamily residences.
Light Industrial	IL	<i>Non-Residential Maximum FAR 1.0</i>	Permits light industrial uses, including light manufacturing, assembly, warehousing.

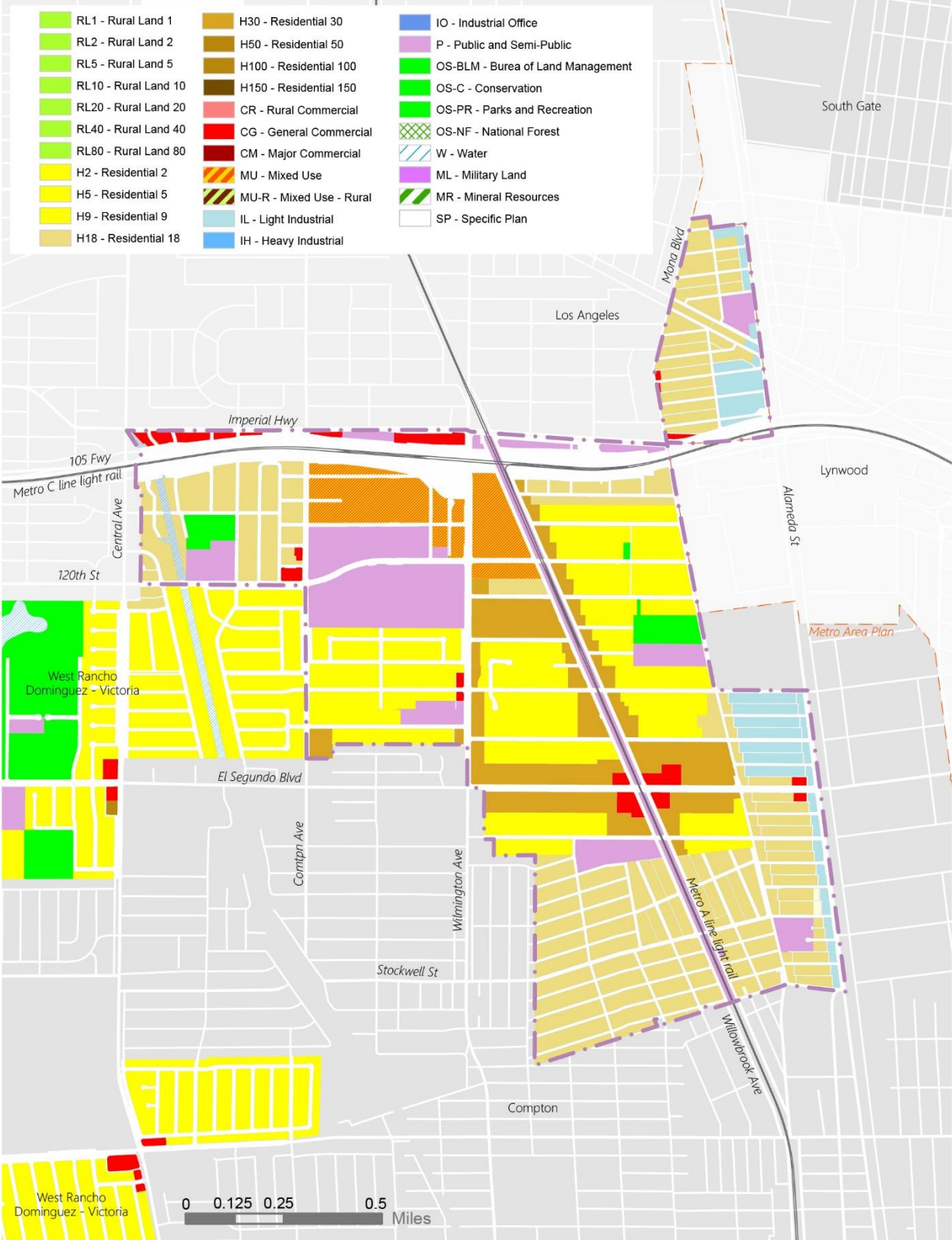
<sup>2</sup> du/acre (dwelling unit per net acre)

<sup>2</sup> FAR = Floor Area Ratio

**Source:** County of Los Angeles. 2015. Los Angeles County General Plan, pp. 79, 80, 82. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).



# WILLOWBROOK GENERAL PLAN 2035 LAND USE





The General Plan also identifies multiple “opportunity areas” within Willowbrook which should be considered for further study when preparing community-based plans. This includes a corridor opportunity area along Wilmington Avenue, north of 120<sup>th</sup> Street, as well as a neighborhood center and a transit center surrounding Willowbrook/Rosa Parks Metro station, which is a major transit hub at the junction of the A and C lines. Transit centers are areas that are supported by major public transit infrastructure and are identified based on opportunities for a mix of higher intensity development. Neighborhood centers and corridors similarly recommend themselves to a higher intensity of mixed use development including: Housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design and improvements that promote living streets and active transportation.<sup>175</sup> According to the General Plan, significant opportunities exist for specific area surrounding the Martin Luther King, Jr. Multi-Service Ambulatory Care Center, which lies within the transit center and northern extent of the corridor opportunity area.<sup>176</sup> The rehabilitation and reuse of the site could be a catalyst for further redevelopment. Neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Metro Station are important factors in future planning activities in the area,<sup>177</sup> including the programs and policies set forth within the Area Plan.

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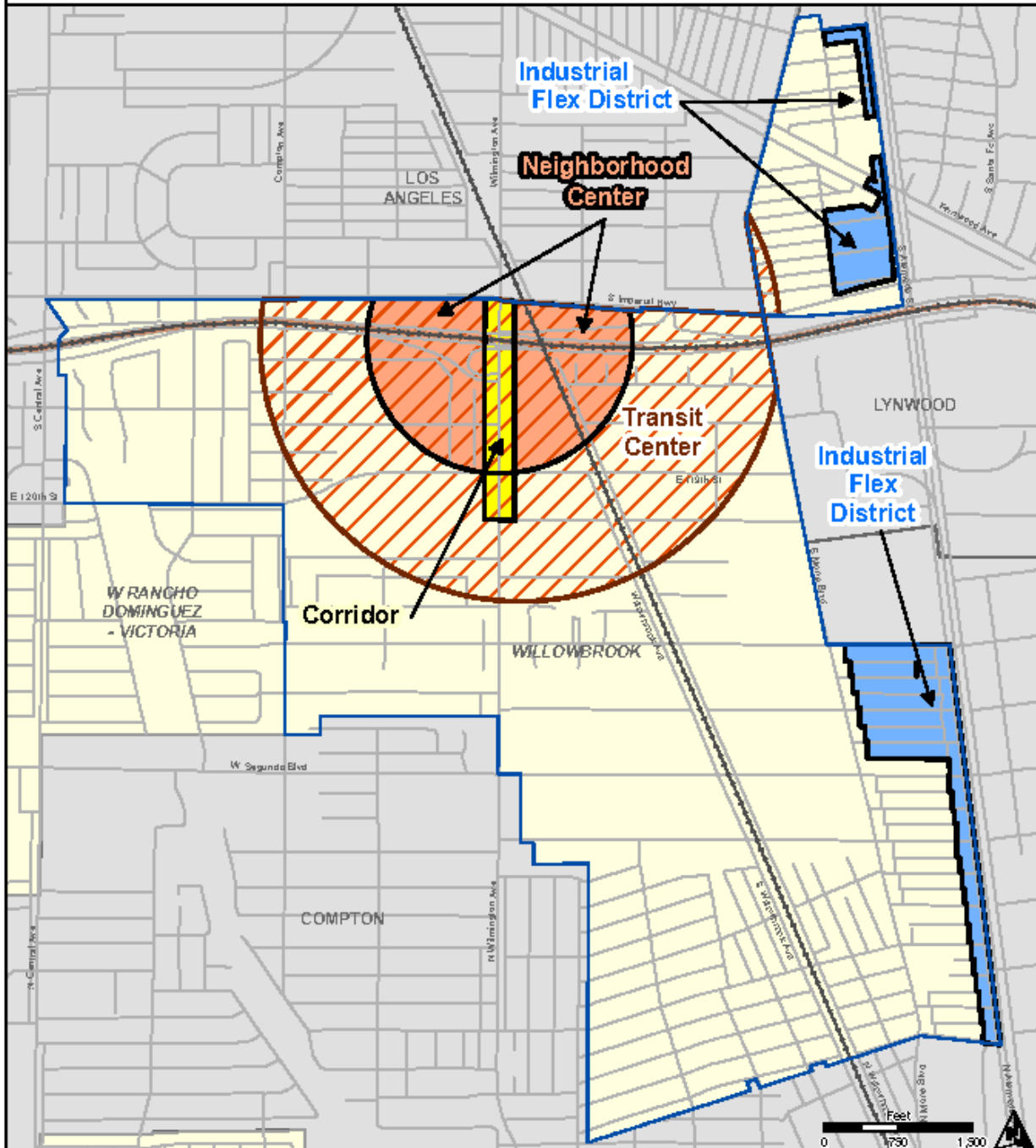
175 County of Los Angeles. 2015. Los Angeles County General Plan, p. 30. Accessed November 23, 2021. [https://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf).

176 County of Los Angeles (2015), p. 47. Accessed November 23, 2021.

177 County of Los Angeles (2015), p. 47. Accessed November 23, 2021.

# Opportunity Areas - Willowbrook

Figure 5.31



- Unincorporated Areas
- Cities
- Willowbrook Study Area
- Corridor
- Industrial Flex District
- Industrial Opportunity Area
- Neighborhood Center
- Rural Town Center
- Transit Center

Source: Department of Regional Planning, May 2014