



County of Los Angeles **WILLOWBROOK** TOD SPECIFIC PLAN

August 2018
Revised May 2023

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County of Los Angeles

WILLOWBROOK

TRANSIT-ORIENTED DISTRICT

SPECIFIC PLAN

August 2018
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1.1 Specific Plan Location

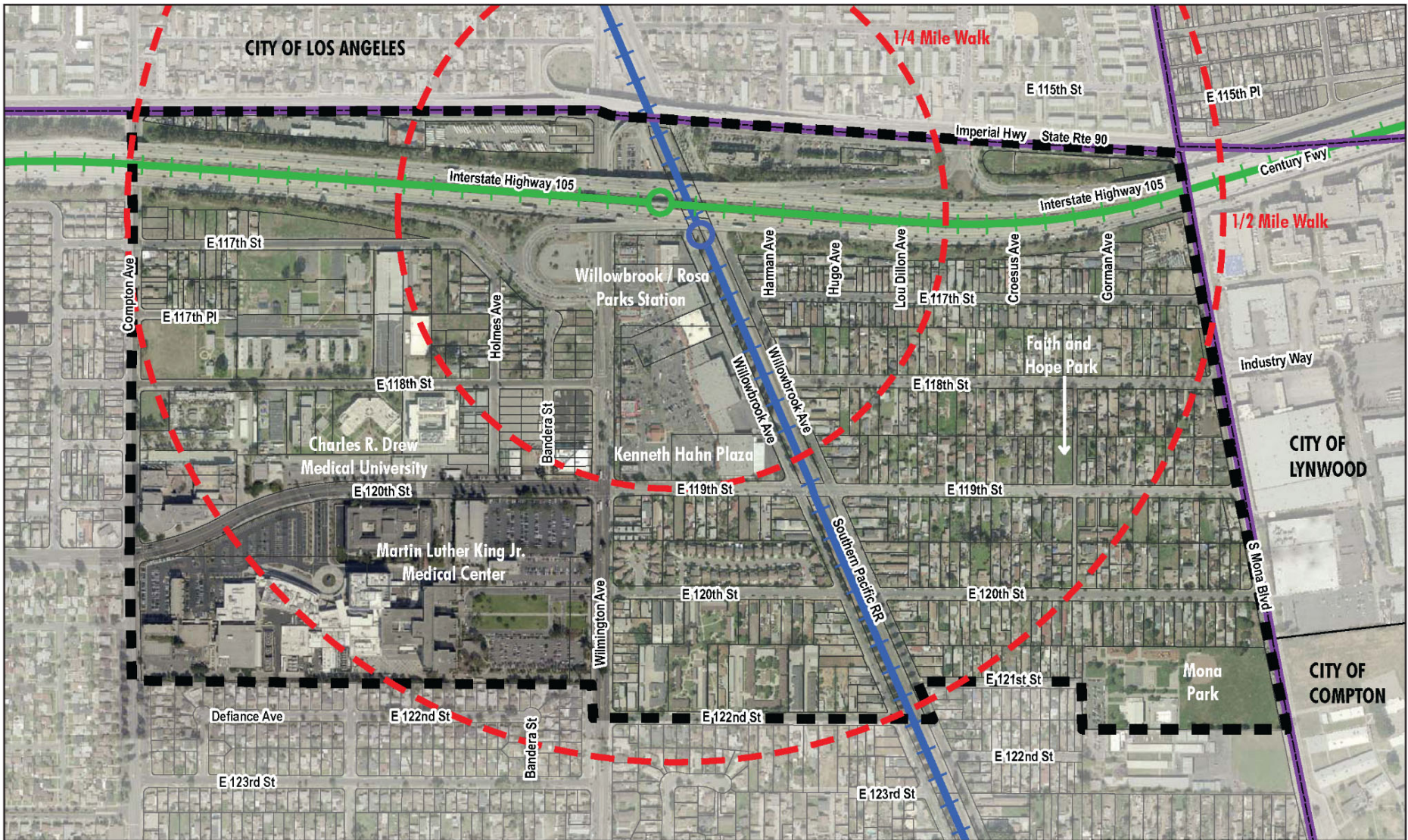
The Willowbrook Transit-Oriented District (TOD) Specific Plan (Willowbrook TOD Specific Plan or Specific Plan) area (Plan Area) is located in the unincorporated community of Willowbrook within the County of Los Angeles (County). It is located along the I-105 freeway and at the junction of the Metro A (formerly Blue) and C (formerly Green) Lines. The plan area is approximately ten miles south of downtown Los Angeles and is bordered by the incorporated cities of Los Angeles to the north, and Lynwood and Compton to the east.

The Willowbrook TOD Specific Plan is focused around the Willowbrook/Rosa Parks Station, a transfer station for the Metro A Line and C Line (see Figure 1-1). The Plan Area is approximately 312 acres. Some of the key facilities located within the Plan Area are Martin Luther King, Jr. (MLK) Medical Center, Charles R. Drew University of Medicine and Science (CDU), Kenneth Hahn Plaza, Willowbrook Library, and MLK Center for Public Health.

What is a Specific Plan?¹

A specific plan is a tool to systematically implement the General Plan within an identified project area. Specific plans are used to ensure that multiple property owners and developers adhere to a common plan or coordinate multiple phases of a long-term development. Specific plans must further the goals and policies of the General Plan. Specific plans must be consistent with the General Plan. No local public works project may be approved; no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan. The authority for preparation and adoption of specific plans is set forth in the California Government Code section 65450 et seq.

¹ Chapter 6: Land Use Element, Los Angeles County General Plan.



-  County of Los Angeles
-  Willowbrook TOD Specific Plan Area
-  Metro C Line
-  Metro A Line
-  1/4 Mile and 1/2 Mile radius around Willowbrook/Rosa Parks Station

**Figure 1-1
Specific Plan Area**

WILLOWBROOK TOD SPECIFIC PLAN



1.2 Background

The Los Angeles County General Plan 2035 (General Plan) identifies TODs as priority policy areas throughout the County. To create vibrant and healthy TODs, the County envisions developing specific plans for all of the TODs that are located in the unincorporated areas.

The Willowbrook TOD Specific Plan establishes a clear vision for the Willowbrook community, allows development that will lead to community benefits, and facilitates economic development. The Specific Plan is accompanied by a Program Environmental Impact Report (PEIR), which was prepared for the Specific Plan. The PEIR provides environmental clearance for specified levels of development intensity to potentially streamline future CEQA review.

1.3 Purpose

The purpose of the Willowbrook TOD Specific Plan is to revitalize the community within the project area and to improve access to all modes of transportation including transit, walking, and bicycling. Consistent with the goals and policies outlined in the General Plan, the Willowbrook TOD Specific Plan will:

- encourage transit-oriented development,
- promote active transportation,
- allow development that reduces vehicles miles traveled,
- allow development that creates community benefits, and
- streamline the environmental review process for future projects.

The 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 Specific Plan are to identify land use options that include mixed uses, increased housing opportunities, and neighborhood-serving retail uses. In addition, the Specific Plan is intended to foster a healthy community by improving pedestrian linkages between the Willowbrook/Rosa Parks Station, Kenneth Hahn Plaza, MLK Medical Center, CDU, future mixed-use areas, and existing residential neighborhoods.

1.4 Relevant Studies and Plans

The following recent and ongoing planning projects have provided direction and established a foundation for the Willowbrook TOD Specific Plan:

- Willowbrook Area Access Improvements, County of Los Angeles Department of Public Works (2015-2017)
- Willowbrook Community Parks and Recreation Plan (2016)
- Los Angeles County General Plan 2035 (2015)
- Rosa Parks Station Improvements Planning, Metro (2014-2015)
- Los Angeles County Transit-Oriented Districts Access Study, Southern California Association of Governments (SCAG) and County of Los Angeles (2013)
- Implementation Plan for the MLK Medical Campus and the Willowbrook Wellness Community, Initiative for Inner City Competitiveness, Next Street and Genesis LA (2013)

- Martin Luther King Medical Center Campus Master Plan & the Willowbrook MLK Wellness Community Vision (2012)
- County of Los Angeles Bicycle Master Plan (2012)
- Rosa Parks Metro Station Master Plan & Transit-Oriented District (2010)
- Martin Luther King, Jr. Medical Center and Surrounding Project Area, Urban Land Institute (ULI) Technical Assistance Panel (2009)
- Imperial-Wilmington Rosa Parks Metro Blue Line Rail Station Non-Motorized Access Plan, City and County of Los Angeles, Metro, (2009)

1.5 Community Engagement

Prior to and throughout the planning process for the Willowbrook TOD Specific Plan, staff from the County's Department of Regional Planning (DRP) conducted community outreach, engaging and receiving input from community groups and stakeholders including the following (in alphabetical order):

- Best Start Watts-Willowbrook
- Caltrans
- CDU
- City of Los Angeles
- City of Lynwood
- Commercial and residential developers of both market rate and affordable housing
- Concerned Citizens of Willowbrook, Dr. Delores Glass
- Gabrieleno Band of Mission Indians - Kizh Nation
- Housing Authority of the City of Los Angeles (HACLA)
- Kimco Realty Corporation
- Metro
- MLK Community Hospital
- Watts Century/Latino
- Watts Labor Community Action Committee

In addition, DRP staff met regularly with a County Project Task Force, comprised of representatives from various County departments, and received input and feedback about the goals and direction of the Specific Plan.

DRP staff met with representatives of the Gabrieleno Band of Mission Indians - Kizh Nation, to determine whether known tribal cultural resources are present in the Plan Area. While specific resources have not yet been discovered, the Plan Area is proximate to a known early trade route that connected to the coast at San Pedro. Additionally, its characteristics of being relatively near historical water sources and hunting grounds would have made the Plan Area favorable to supporting habitation. As is common in Southern California, it is possible that artifacts with tribal significance could be discovered in the Plan Area in activities that involve ground disturbance. Therefore, these activities should be undertaken with care to protect potential resources.

First Nations

The project site is located within the territory of the native population known today as the Gabrieleno. Prior to European contact, the Gabrieleno occupied a diverse area that included the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin and foothills; and offshore islands of Santa Catalina, San Nicolas, and San Clemente. In ancient times the village areas adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric periods where resources were shared by adjoining villages. The village lifestyle was focused around commerce with local and long distance trade a prominent function of the community. Resources were attained through a hunter-gatherer lifestyle while living in permanent communities located near the presence of water, a stable food supply, and some measure of protection from flooding. Houses were made of tule mats on a framework of willow poles. Basketry and steatite vessels were used rather than ceramics; ceramics became common only toward the end of the Mission Period in the nineteenth century. Villages in and around the project area exhibited similar organization and resource procurement strategies and were based on clan or lineage groups with their home base sites marked by midden deposits often with bedrock mortars and fire hearth locations. Average community populations generally ranged from 50-100 inhabitants, although larger settlements existed. Trade routes provided for daily travel, recreation, and commerce activities to occur over thousands of years. During seasonal rounds to exploit natural resources, small groups would move along trading routes within their traditional territory in search of specific plants, minerals, and animals. Their gathering strategies often left behind signs of special use sites at the locations of the resources. As well, ceremonial areas would contain buried caches of relics that were used for ceremony and would be buried and dug up every time a ceremony was conducted. These buried caches were stored in the earth much like a storage cabinet would be used in a home for protection from damage and the elements. However, there were also buried caches of relics that were never meant to be dug up and were placed in a specific orientation in the earth.

1.6 Specific Plan Goals and Policies

The goals and policies set the framework for the Willowbrook TOD Specific Plan. They serve as guidelines for decision-making and provide direction for future activities. The goals and policies were derived from input received from the community and stakeholders during the community engagement process, County Project Task Force, and DRP staff during the planning process. The seven major goals identified for the Plan Area are as follows:

1. Preserve and enhance the character of the Willowbrook community.
2. Improve the Willowbrook/Rosa Parks Station and its environs.
3. Encourage transit-oriented development.
4. Provide affordable housing opportunities.
5. Promote active transportation and reduce vehicle miles traveled.
6. Improve quality of life for existing residents with improvements to the public realm.
7. Improve economic vitality and employment opportunities.

Goal 1: Preserve and enhance the character of the Willowbrook community.

Policy 1.1: Where appropriate, preserve the character of the residential neighborhoods.

Policy 1.2: Provide a mix of land uses in the Mixed-Use Zones to accommodate employment, retail, and residential uses, as well as local-serving amenities.

Policy 1.3: Preserve existing neighborhood-serving retail at Kenneth Hahn Plaza.

Policy 1.4: Improve compliance with County zoning and building codes on private property by expanding code enforcement by various County Departments.

Policy 1.5: Facilitate the expansion of the MLK Medical Center and CDU campus that is compatible and sensitive to the surrounding neighborhoods.

Policy 1.6: Coordinate with CDU to integrate the planned growth of the University's campus with the surrounding community, including creating pedestrian linkages and open space connections with other area institutions and the Willowbrook/Rosa Parks Station.

Policy 1.7: Implement the concepts and ideas contained in the *MLK Medical Center Campus Master Plan & the Willowbrook MLK Wellness Community Vision* by encouraging well-designed and continuous pedestrian paths and connections between the Willowbrook/Rosa Parks Station and the employment, campus, retailing, and residential areas.

Goal 2: Improve the Willowbrook/Rosa Parks Station and its environs.

Policy 2.1: Coordinate with Metro to enhance pedestrian and bicycle connections from the Willowbrook/Rosa Parks Station to the surrounding community.

Policy 2.2: Coordinate with Metro to enhance safety and circulation between the various transit modes at the Willowbrook/Rosa Parks Station to encourage transit use.

Policy 2.3: Work with Metro and Kenneth Hahn Plaza to create better connections and access to the surrounding employment, campus, retail, and residential areas.

Goal 3: Encourage transit-oriented development.

Policy 3.1: Provide a variety of housing choices within walking distance of the Willowbrook/Rosa Parks Station.

Policy 3.2: Implement mixed-use zoning in targeted areas to promote employment-generating uses proximate to housing and the Willowbrook/Rosa Parks Station.

Policy 3.3: Incentivize lot consolidation where appropriate to facilitate the development of cohesive projects in Mixed-Use Zones.

Goal 4: Provide affordable housing opportunities.

Policy 4.1: Preserve existing stock of affordable housing.

Policy 4.2: Promote housing affordability through diversification of housing choices (ownership, rental, single-family, multi-family) for varied income groups.

Goal 5: Promote active transportation and reduce vehicle miles traveled.

Policy 5.1: Provide a multi-modal transportation system of complete streets.

Policy 5.2: Enhance access to transit and the Willowbrook/Rosa Parks Station.

Policy 5.3: Provide a connected pedestrian and bicycle network that links Willowbrook/Rosa Parks Station, Kenneth Hahn Plaza, new mixed-use areas, CDU, MLK Medical Center and residential neighborhoods.

Policy 5.4: Facilitate mixed-use development that maximizes pedestrian connectivity and minimizes the need for vehicle travel.

Goal 6: Improve quality of life for existing residents with improvements to the public realm.

Policy 6.1: Enhance the public realm with street trees, street furniture, bicycle facilities, sidewalks and pedestrian paths.

Policy 6.2: Provide a consistent canopy of shade trees throughout the Specific Plan area to enhance pedestrian comfort.

Policy 6.3: Provide pedestrian-scaled lighting to improve safety and enhance pedestrian environment.

Policy 6.4: Encourage outdoor dining and seating areas and other pedestrian-friendly uses in mixed use areas.

Policy 6.5: Explore joint use agreements with schools to better utilize existing and future open space resources.

Policy 6.6: Require new development to provide public open space as a community benefit, as appropriate. Consider providing incentives to developers for such provisions.

Policy 6.7: Build pocket parks and community gardens on available County-owned vacant lots.

Goal 7: Improve economic vitality and employment opportunities.

Policy 7.1: Create economic opportunities for the Willowbrook community by fostering a complementary variety of employment, retail, residential, and institutional uses.

Policy 7.2: Build on the Willowbrook community’s economic base as a “healthcare cluster” by working with appropriate partners to provide workforce development opportunities for local residents.

Policy 7.3: Facilitate public-private partnerships to share responsibility for implementing this Specific Plan and achieving its goals.

Policy 7.4: Encourage a mix of national brand and local merchant businesses.

Policy 7.5: Efficiently manage the supply and demand of parking to accommodate customer, commuter, and resident parking and encourage the use of shared parking where possible.

Land Use and Urban Design Framework

2.1 Introduction

The goal of the Land Use and Urban Design Framework is to develop the Plan Area as a system of cohesive and integrated uses, spaces, structures, and environments. A clear framework provides visitors and residents with an understanding of how to easily and safely find their way around and to efficiently identify uses and activities. Arrangement of land uses into identifiable subareas, improved streetscapes, connected open spaces, and enhanced landmarks will help make the Plan Area accessible and distinctive.

This Chapter describes the approach to land use and urban design that will promote and allow transformation of the Plan Area into a vibrant transit-oriented district, while strengthening its connections to the adjacent residential neighborhoods and the rest of the Willowbrook community. This chapter also presents the short-term and long-term land use strategies for the various institutions and facilities in the Plan Area, which will be important in achieving the community goals.

2.2 Land Use and Urban Design Framework

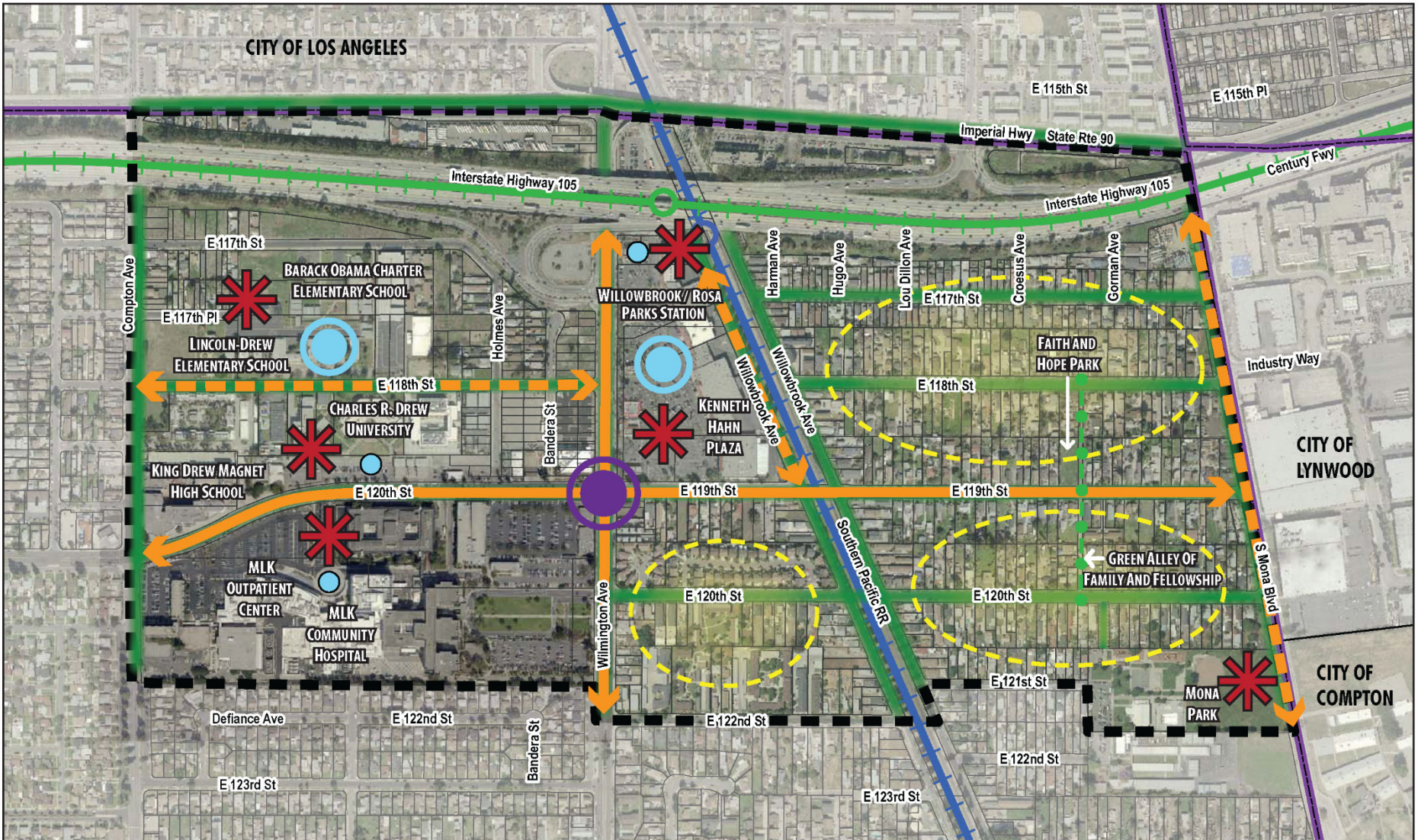
Elements of the Land Use and Urban Design Framework, as illustrated in Figure 2-1, include:

Specific Plan Subareas

The major activity centers in the Plan Area include the Willowbrook/Rosa Parks Station, Kenneth Hahn Plaza, MLK Medical Center campus, CDU campus, and Mona Park. Section 2.3 describes the distinct subareas into which the Plan Area can be divided. The existing uses in, and strategies for, planned and future uses in these subareas are also discussed in this chapter.

Mobility Improvements

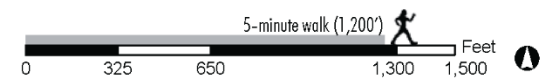
Improvements to the vehicular, pedestrian, bicycle, and transit network that enhance connectivity and ease of movements for active transportation modes are further described in Chapter 4. Road diets for major pedestrian connections are further described in Chapter 4.



- | | | |
|------------------------------------|--------------------------------------|-----------------------------------------------|
| County of Los Angeles | Major Activity Centers | Entry Plazas |
| Willowbrook TOD Specific Plan Area | Streetscape Improvements | Future Open Space/Plaza |
| Metro C Line | Primary Pedestrian Connections | Major Intersection |
| Metro A Line | Secondary Pedestrian Connections | Protect and Enhance Residential Neighborhoods |
| | Green Alley of Family and Fellowship | |

**Figure 2-1
Urban Design Framework**

WILLOWBROOK TOD SPECIFIC PLAN



Pedestrian and Bicycle Connections

The Urban Design Framework establishes enhanced pedestrian and bicycle connections along the street network between the Willowbrook/Rosa Parks Station and the activity centers. Additional bicycle facilities, such as a Class I bicycle path or bikeway on Mona Boulevard, to complete the bicycle network within the Plan Area are also described in Chapter 4. Enhancements to the pedestrian experience such as pedestrian-oriented intersection improvements and wider sidewalks, where feasible, are also included.

Major Intersection – Wilmington Avenue and East 120th/East 119th Street

The two major streets within the Plan Area are Wilmington Avenue in the north-south direction and East 120th/East 119th Street in the east-west direction. These two streets connect the major activity centers to each other, as well as connect across the rail tracks with the residential neighborhoods to the east. They also intersect to form the pedestrian core or “heart” of the Plan Area. Design concepts for special paving treatments at this intersection are described in Chapter 5.

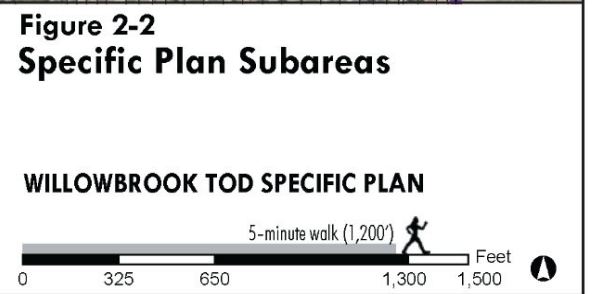
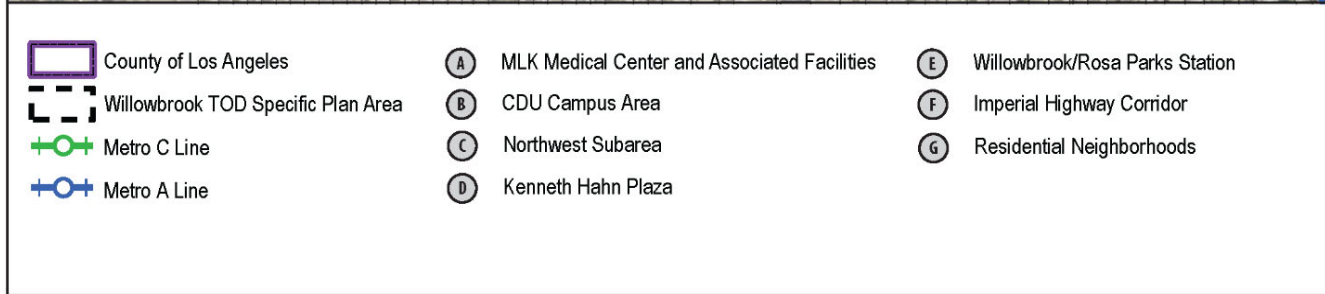
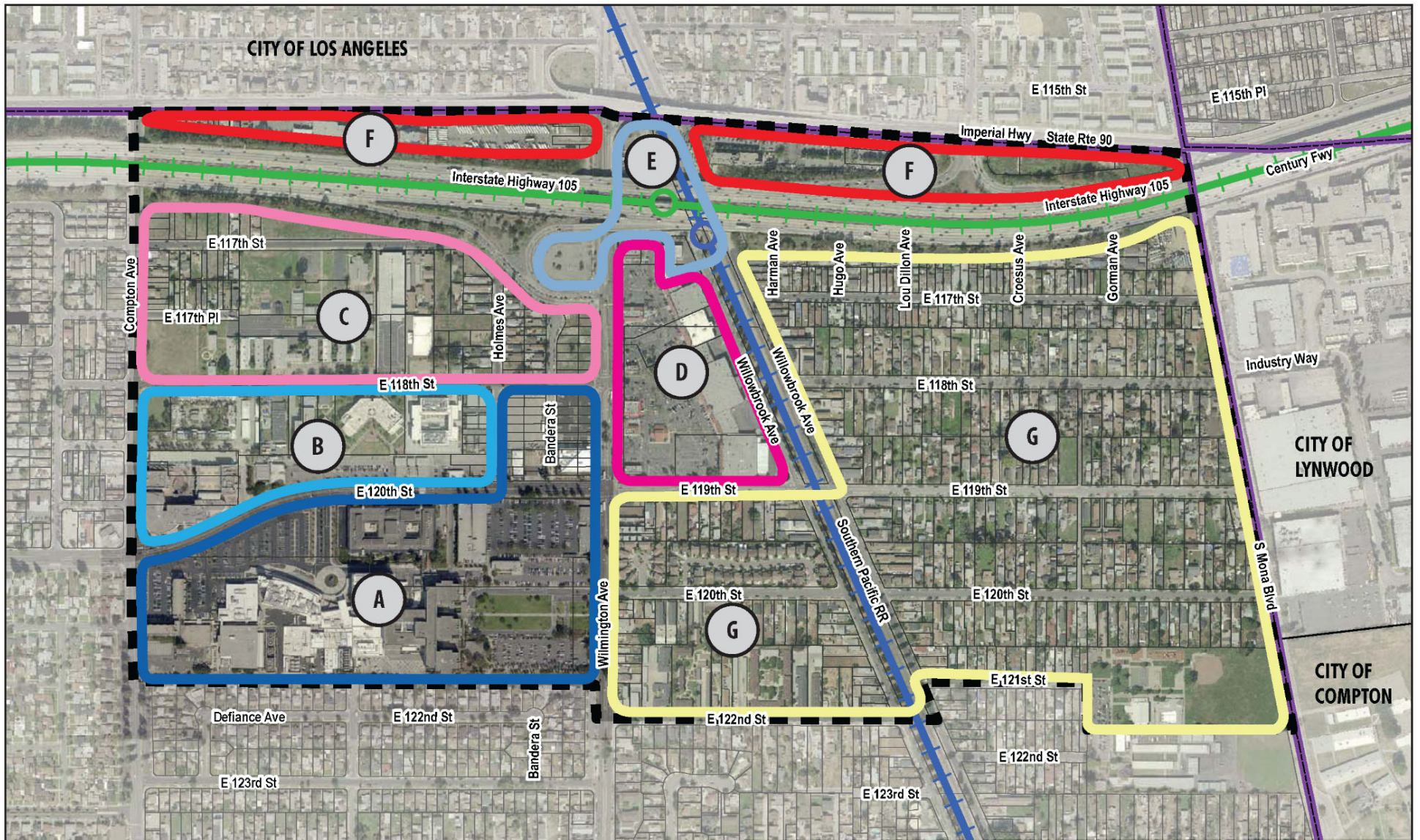
Streetscape and Open Spaces

Another important element of the Urban Design Framework is improved streetscapes and connected open spaces. These streetscape improvements are intended to enhance and unify the visual and spatial experience of the driver, pedestrian, and the bicyclist, and help provide key linkages between the activity centers and the residential neighborhoods in the Plan Area. Recommended streetscape improvements consist of an interrelated palette of street trees, street furniture, street lighting, wayfinding signage and landscaping. These elements are described in Chapter 5.

Existing and planned open space resources in the Plan Area include Mona Park located along Mona Boulevard in the southeast corner of the Specific Plan area. Faith and Hope Park is located mid-block along East 119th Street and will be linked to Mona Park by the Green Alley of Family and Fellowship. Other important open space resources are the MLK Fitness Garden located primarily along 120th Street at the MLK Center for Public Health and the proposed Fellowship Garden of Love at Holmes Community Garden that will be located at the corner of East 118th Street and Holmes Avenue. The Specific Plan encourages the creation of additional public open space as a part of new or expanded mixed-use developments in the Plan Area.

Residential Neighborhoods

The preservation and enhancement of the existing residential neighborhoods is an important element of the Urban Design Framework. Key strategies include maintaining the density and character of the neighborhoods (Chapters 2 and 3) such that local equestrians will continue to feel comfortable riding their horses on residential streets and ensure that residents can continue to keep chickens and use outdoor clotheslines. Further strategies include improving safety and comfort for navigating the street network (Chapter 4) and improving connections to the activity centers in the Plan Area (Chapter 5).



2.3 Specific Plan Subareas

The Plan Area supports a range of land uses, including residential, retail, office, and other commercial, as well as educational and institutional facilities and services. It can be divided into the following seven subareas as shown in Figure 2-2:

- MLK Medical Center and Associated Facilities
- CDU Campus Area
- Northwest Subarea
- Kenneth Hahn Plaza
- Willowbrook/Rosa Parks Station
- Imperial Highway Corridor
- Residential Neighborhoods

The uses in these subareas are complementary and supportive of each other. These subareas connect through the street network and a system of pedestrian walkways and open space areas. This section describes the existing conditions and the strategies for planned and future development within each subarea.

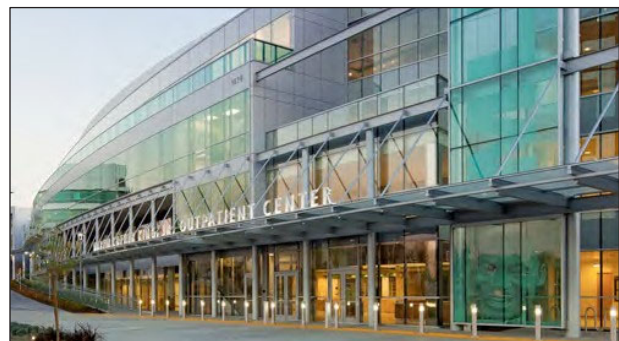
A. MLK Medical Center and Associated Facilities

Existing Conditions

The MLK Community Hospital reopened in 2015 after being closed in 2007. It is located on approximately 38 acres of land, and the campus is bounded by Wilmington Avenue to the east, East 120th Street to the north, Compton Avenue to the west, and the Specific Plan boundary to the south. The hospital is expected to serve 1.2 million residents in South Los Angeles, including Compton, Inglewood, Watts, Willowbrook, and Lynwood. It is also expected to create more than 1,800 jobs in the area with approximately 900 directly at the hospital.¹



Martin Luther King, Jr. Community Hospital



MLK Outpatient Center

Several other facilities serving the health care needs of the community are located adjacent to the hospital, including the MLK Center for Public Health, which focuses on preventative care, and the MLK Mental Health Center and MLK Outpatient Center, all operated by the County. The MLK Outpatient Center operates more than 70 primary care and specialty care clinics to serve the health care needs of

¹ www.mlkcommunityhospital.org

residents in the surrounding communities. The MLK Center for Public Health includes the MLK Fitness Garden located primarily along the 120th Street frontage that incorporates a walking path and par course fitness equipment for employees and the public.



MLK Center for Public Health



MLK Fitness Garden

The County seeks to establish MLK Medical Center Campus as a center of excellence for health care delivery, urban health promotion and prevention, health workforce development, academic research and teaching, and economic development.² In 2009, the County commissioned the preparation of an EIR that analyzed the potential for significant environmental impacts in association with the proposed MLK Medical Center Campus Redevelopment Project (MLK EIR). The MLK EIR analyzes two tiers: Tier I,³ project-level development, and Tier II,⁴ program-level development. In addition, in 2009, the County Board of Supervisors found that the repurposing of the existing facilities for hospital use was categorically exempt from CEQA.

Following the certification of the MLK EIR, the County approved the *MLK Medical Center Campus Master Plan & The Willowbrook MLK Wellness Community Vision* document in 2012 as a guiding framework for future development. It calls for a coordinated system of pedestrian and bicycle circulation within the campus and the surrounding area.

Tier I development, as described in the MLK EIR, has been completed. As part of Tier II, a 50,000 square-foot medical office building and a 1,400-car parking garage are also in the planning and design stages. Other projects in the pipeline include expansion/construction of two clinics focused on providing services for children. The Los Angeles County Department of Children and Family Services (DCFS)

² *Martin Luther King, Jr. Medical Center Campus Redevelopment Draft EIR, August 2010.*

³ *Tier I analyzed the vacation of the emergency room, storage buildings, cooling towers, and existing Los Angeles County Martin Luther King, Jr. Multi-Service Ambulatory Care Center (MACC), and the development of two new environmentally sustainable buildings: the 132,000 square-foot new MACC and the 24,700 square-foot Ancillary Building. Tier I development consisted of approximately 170,332 square feet of new development. In addition, tenant improvements in existing buildings, site improvements, and potential relocation of the MRI Building was analyzed in Tier I.*

⁴ *Tier II analyzed a campus-wide Master Plan. It is anticipated that the development described in the Master Plan would prepare the proposed project site for future mixed-use campus-related development that would provide the health services necessary to respond to and address the needs of the community. Tier II would have the potential to build out approximately 1,814,696 square feet of development on the proposed project site with mixed uses including medical office, commercial, retail, office space, recreation, and other development in support of the campus. The net new development of the proposed project would be approximately 1,476,010 square feet. Tier II also analyzed the construction of up to 100 residential units, to be developed at a multi-family density consistent with surrounding residential area multi-family development densities. In addition, the Tier II components would entail the reuse or replacement of the existing MACC building, emergency room, storage building, and cooling towers.*

operates the HUB Clinic, which provides mental health services to children and families who receive services through DCFS. Along with the Children’s Behavioral Clinic, the two clinics will be sited directly to the north of the MLK Center for Public Health building, replacing the surface parking lot. Parking will be relocated in the block to the west.

Specific Plan Strategy

The Willowbrook TOD Specific Plan envisions that the MLK Medical Center campus will continue to grow and thrive as a regional destination for medical, health and associated services. The development on the campus will be broadly guided by the *MLK Medical Center Master Plan and the Willowbrook MLK Wellness Community Vision*. Required parking for the medical uses will be provided on campus. The Specific Plan also builds upon the recommendations for enhanced pedestrian connections between the MLK Medical Center campus and the other activity areas in the Plan Area.



MLK Medical Center Campus Master Plan & The Willowbrook MLK Wellness Community Vision (Source: Gensler).

B. CDU Campus Subarea

Existing Conditions

Immediately north of the MLK Medical Center campus are CDU, a private university, and King Drew Magnet High School, part of the Los Angeles Unified School District (LAUSD). These institutions are bounded by Holmes Avenue to the east, Compton Avenue to the west, East 120th Street to the south and East 118th Street to the north.

CDU has been in the Willowbrook community since the 1960s and is recognized by the Department of Education under Title III, Part B as a Historically Black Graduate Institution. CDU provides training in

medicine, medical technology, public health, and nursing under the auspices of three schools: the College of Medicine, the College of Science and Health, and the Mervyn M. Dymally School of Nursing.

Hospital-related occupations have been the focus of King Drew Magnet High School’s curriculum since its establishment in the early 1980s. The Medicine and Science Careers Program, the centerpiece of the school’s offerings, provides an opportunity for students to access experience-based learning in environments including hospitals, clinics, research laboratories, and university facilities. The school is located on the northeast corner of Compton Avenue and East 120th Street.

Other uses located within this area include a multi-family project on CDU-owned land on East 118th Street, several surface parking lots that serve CDU, and other County facilities in the area that are located along East 120th Street.



Charles R. Drew University of Medicine and Science and LAUSD King Drew Magnet High School are anchors in the CDU Campus Subarea.

Specific Plan Strategy

The Willowbrook TOD Specific Plan strategy includes supporting CDU’s long range planning efforts. CDU is preparing a master plan that contemplates an increase in its student population from 625 students to 1450 students over a twenty to twenty-five year period. Today, CDU is primarily a commuter campus. The master plan includes new residential facilities (119 units) within the campus. The proposed housing types include dormitories for undergraduate students, shared housing for graduate students, and housing for visiting faculty. The master plan also provides conference facilities, incubator space, research labs, and additional student classrooms and facilities. The growth of the CDU campus will bring the campus community (faculty, students, workers, etc.) buying power to the Willowbrook community.

With MLK Community Hospital, MLK Center for Public Health, and other health-related facilities in the area, CDU and King Drew Magnet High School play an important role in fostering Willowbrook as a “health focused cluster” in South Los Angeles. The Willowbrook TOD Specific Plan reinforces the importance of these two facilities and builds upon the recommendations of CDU’s master plan.

CDU’s master plan aims to unify the campus into a cohesive setting with the creation of quad spaces and new buildings. The planned buildings are four to six stories in height. CDU's master plan expands the parking structure and parking lot located on East 118th Street to provide all required parking for the campus.

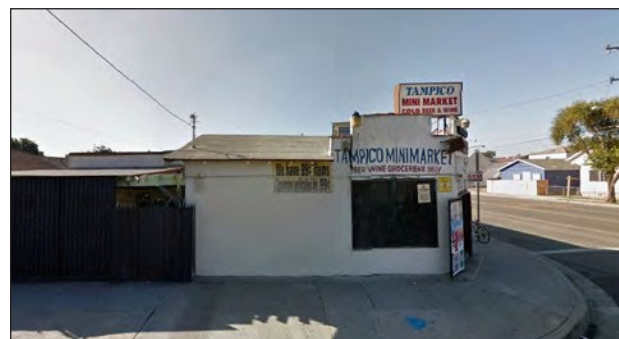
The Willowbrook TOD Specific Plan requires new campus buildings to be set back from the adjoining streets. To be responsive to the scale of the residential uses across Compton Avenue, new buildings along Compton Avenue are limited to four stories in height and are to be set further away from the Compton Avenue property line. Architects and designers for CDU must consider architectural cohesiveness in terms of materials and style and outdoor spaces as new buildings are designed and built.

CDU's master plan also includes a pedestrian, bicycle and shuttle circulation network system that connects with the activity centers in the Specific Plan area. Campus pedestrian and bicycle paths are connected with the public street network and activity centers in the vicinity, including the hospital to the south, and Willowbrook/Rosa Parks Station and Kenneth Hahn Plaza to the east. The CDU shuttle also connects to these activity centers and there is an opportunity to consolidate the various shuttles in the area to improve shuttle routes and service frequency.

C. Northwest Subarea

Existing Conditions

The northwest subarea is an aggregation of a variety of uses – educational, retail, residential and institutional. Several vacant lots, owned by the Los Angeles County Development Authority (LACDA), are located along East 117th Street. A large vacant site on the northeast corner of East 118th Street and Compton Avenue is owned by the Compton Unified School District (Compton Unified). Educational uses include Lincoln-Drew Elementary School (a part of Compton Unified), and Barack Obama Charter Elementary School. Both are located north of East 118th Street. Parking facilities for CDU are located adjacent to the schools. Other uses in this subarea



Two elementary schools, CDU parking and a corner market are found in the Northwest Subarea.

include a water well and reservoir operated by the Liberty Water Company. The residential uses are a mix of single-family homes, duplexes and multi-family structures. The block between Wilmington Avenue and Bandera Street, north of East 118th Street, is the site for The Gateway at Willowbrook, an affordable senior housing project that is currently under construction. The relocated Willowbrook Public Library will be located on the ground floor of this development.

Specific Plan Strategy

The northwest subarea is adjacent to the MLK Medical Center and CDU to the south and Willowbrook/Rosa Parks Station and Kenneth Hahn Plaza to the east. The Specific Plan envisions that over time, this subarea will capitalize on this proximity and become a mixed-use district with employment generating uses and residential infill.

The Work Force Collaborative, among other groups and studies, has suggested that the Willowbrook community become a “health cluster” with MLK Medical Center campus and CDU as the anchors, leading to numerous opportunities for health-related occupations at the two facilities. There is also opportunity for growth in related fields such as medical back office, laboratory facilities, hospital equipment facilities, and medical or university support businesses that would provide job opportunities for local residents. Residential infill housing would increase housing supply for current and future workers, students, and residents in the area. The Specific Plan will facilitate this transition to more intensive uses while the existing single-family residences in the subarea may continue as legally non-conforming.

Lincoln-Drew Elementary School and Barack Obama Charter Elementary School

The two school sites could be consolidated and reconfigured for more efficient use of the land. The California Department of Education Guide to School Site Analysis states that infill school sites can be much smaller than previously recommended. With the available LACDA-owned and Compton Unified-owned properties in the subarea and the partial vacation of East 117th Street, a 15-acre development parcel could be assembled with minimal acquisitions (See Figure 2-3). Five-to six-acres could be reserved for new school construction with the remainder available for development. The proceeds could be used to fund the reconstruction of the elementary and charter schools and any large scale development should provide a public open space for the community.

Commercial users would likely include corporations looking to associate with the new MLK Medical Center campus and/or CDU, and the parcel could be an ideal “back office” administrative location. The parcel is large enough to accommodate a business park, which could attract a variety of healthcare related office uses, or function as a regional administrative facility for a healthcare provider. A portion of this parcel could also be allocated to a healthcare/wellness incubator campus.

The development parcel would also be attractive to several types of residential uses. The location near CDU makes it an attractive location for university housing and its proximity to the Willowbrook/Rosa Parks Station makes it a prime location for work force housing and transit-oriented development.

This subarea will benefit from parking reductions in the Specific Plan and there is an opportunity to explore creating a parking management district. The LACDA-owned properties between East 117th Street and the 105 Freeway can be the location for parking, while at the same time serving the additional purpose of providing a buffer between the freeway and new development.

Examples of employment generating uses and multi-family residential developments from other communities are depicted on the following page.

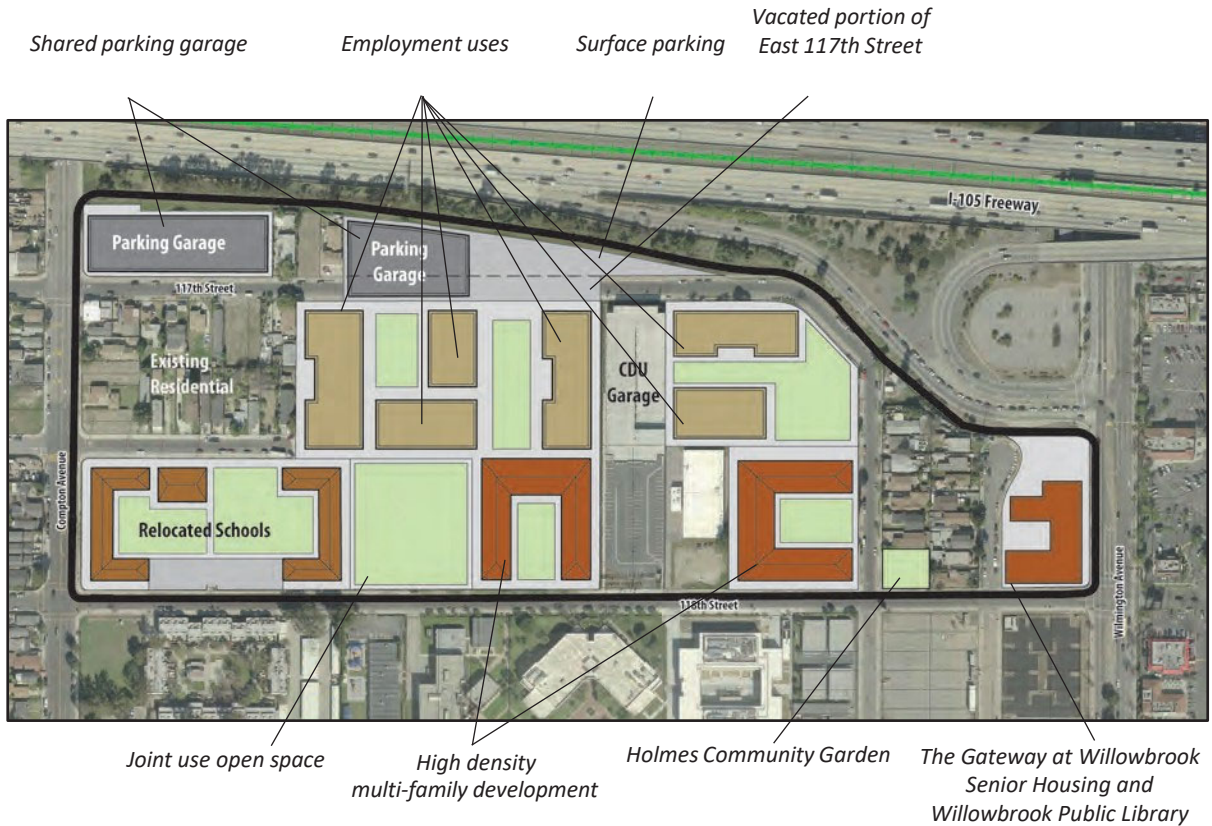


Figure 2-3: Illustrative Site Plan for the Northwest Subarea

This site plan shows one way the Northwest subarea could be developed under the development regulations and standards of the Specific Plan. Through lot consolidation and development of a unified project at higher densities, this subarea offers the potential for an employment-generating district with new residential opportunities. This plan is illustrative only; it is not intended to prescribe this particular site layout or use.



The Northwest subarea is envisioned to accommodate employment-generating uses in office and/or business park settings. Multi-family developments are anticipated to provide workforce, student, and transit-dependent user housing options.

D. Kenneth Hahn Plaza

Existing Conditions

Kenneth Hahn Plaza is a privately-owned shopping center on County-owned land. It is located immediately south of the Willowbrook/Rosa Parks Station, and is bounded by Wilmington Avenue to the west, East 119th Street to the south and Willowbrook Avenue to the east. The major anchor tenant is a Food 4 Less grocery store. Other tenants include Rite-Aid, General Discount, and DaVita Dialysis Center. Food establishments in the center include McDonald's, Taco Bell, Pizza Hut, and Denny's, which is the only sit-down restaurant in the area. The Plaza is also the site of the Los Angeles County Willowbrook Public Library (soon to be relocated) and a Los Angeles County Sheriff substation.

The shopping center has a suburban layout with buildings sited at the rear and parking in front. Most of the fast-food restaurants are located in smaller structures adjacent to Wilmington Avenue. The shopping center presents an uninviting and blank facade towards East 119th Street, which has mostly single-family uses along the south side. The loading areas are located along Willowbrook Avenue. An internal service road between the buildings and rear property line provides access for trucks and other service vehicles. The entire site is surrounded by a six-foot tall wrought iron security fence blocking a pedestrian connection between the Willowbrook/Rosa Parks Station and the shopping center.



Kenneth Hahn Plaza currently has neighborhood serving retail as anchors. It is also isolated from its surroundings by fencing.

The Kenneth Hahn Plaza site is owned by the LACDA. Metro is acquiring approximately 1.5 acres of land on the northern end of the site for the expansion of the Willowbrook/Rosa Parks Station. The rest of the site is being purchased by the shopping center operator, Kimco Realty Corporation.

Specific Plan Strategy

The Kenneth Hahn Plaza site is the primary retail location within the Plan Area. While the site is a prime opportunity for redevelopment, there is also strong need and community desire to retain a grocery store and other neighborhood serving retail in this location.

Long-Term

Over the long-term, the Specific Plan envisions the Kenneth Hahn Plaza will transform to a mixed-use TOD project that takes advantage of the proximity of the Willowbrook/Rosa Parks Station. The MLK Medical Center Campus Master Plan, Urban Land Institute (ULI) Technical Advisory Panel study, and Rosa Park Station Study, all have also envisioned a mixed-use TOD project on the site. The Specific Plan envisions the site providing an integrated, complementary residential and commercial development emphasizing neighborhood serving retail, restaurant and service uses. Development can be integrated horizontally or vertically with residential or office uses above retail uses.



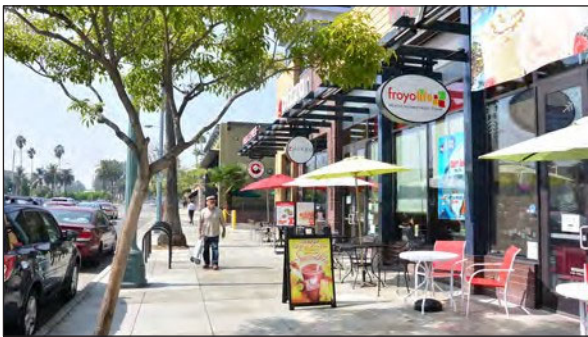
Over the long-term, new mixed-use buildings with neighborhood serving retail on the ground floor could transform Kenneth Hahn Plaza to a vibrant transit-oriented development.

Densities allowed per this Specific Plan are appropriate for both vertical and horizontal mixed-use projects with buildings up to four stories tall. Residential uses must be designed to minimize the noise and vibration impacts of the rail traffic along Willowbrook Avenue. Parking may either be in consolidated lots, under podiums or in structures.

East 119th Street is the primary connection with the residential neighborhoods across the rail tracks within the Plan Area. As such, it is an extremely important connection that needs to be improved in terms of appearance, safety, visibility, and amenities. Infill uses along East 119th Street on the north side could either be storefronts with retail or service uses (child care, senior care, attorney offices etc.) or residential town-home/walk-ups. The massing and scale of these buildings should be lower than the rest of the site as a transition to the single-family residential uses on the south side of East 119th Street. As development occurs along the north side of East 119th Street, a required greater setback will enlarge the public realm along this important pedestrian travel corridor.



Retail or service uses will activate the north side of East 119th Street, the primary east-west connection in the Specific Plan area.



New retail infill along Wilmington Avenue should activate the Wilmington frontage.

As a part of the Kenneth Hahn Plaza redevelopment, a large outdoor plaza or gathering space should be created similar to other successful shopping centers in the region. Such a space should have amenities such as street furniture, landscaped open space, public art, a water feature, and concessions. The site also has the potential for retail infill along Wilmington Avenue that will help create a more pedestrian friendly environment along that street.



The redevelopment of Kenneth Hahn Plaza should include a large outdoor plaza or gathering space.

Short-Term

In the short-term, it is likely that the Kenneth Hahn Plaza will continue as a shopping center that provides neighborhood-serving retail and service uses. A better mix of retail tenants is needed to serve the shopping needs of Willowbrook area residents and employees and visitors to the newly opened MLK Community Hospital and other existing facilities in the Plan Area. Active tenant recruitment will be necessary to improve the tenant mix at the Kenneth Hahn Plaza.

Physical upgrades and improvements that can improve the environment in the Kenneth Hahn Plaza include enhanced landscaping in the parking lot and along the periphery of the shopping center. Landscaping can also help create clearly identifiable paths of travel for pedestrians to navigate around the shopping center and minimize conflicts between the drive-thru lane entrances and pedestrian travel. The main entry drive on Wilmington Avenue should be improved with sidewalks on both sides of the driveway, better landscaping, and marked crosswalks for pedestrian safety.

Removal of the perimeter fence should be considered to better integrate the Kenneth Hall Plaza with surrounding uses. At a minimum, pedestrian access to the Willowbrook/Rosa Parks Station should be restored by removing the fence between the two facilities. Other improvements include better lighting in the parking lot and improved pedestrian linkages with the surrounding activity centers.

E. Willowbrook/Rosa Parks Station

Existing Conditions

The Plan Area has many options for public transportation, including bus service and the Willowbrook/Rosa Parks Station, which is a major transfer point between the Metro A and C light rail lines. The C Line platform is located in the median of the elevated I-105 (Glenn Anderson) Freeway above the A Line platform which is at street level. In addition to the two rail lines, the station is served by six Metro bus lines, and several municipal bus lines and community shuttles. A Metro public parking lot is located north of the I-105 freeway at Wilmington Avenue. Another Metro park-and-ride lot is located across Wilmington Avenue, within the off-ramp loop.

The physical environment at the Willowbrook/Rosa Parks Station needs major improvements. It is poorly lit, difficult to access and navigate, and poorly connected to its surrounding environment. It is blocked off from Kenneth Hahn Plaza by a fence and access to the residential neighborhoods to the east of the tracks is limited. This station also has one of the highest crime rates in the Metro system.



The Willowbrook/Rosa Parks Station environment is inhospitable and unattractive.

Metro is working on the Willowbrook/Rosa Parks Station Improvement Project that is intended to solve many identified issues. The design, still preliminary at the time of writing this Specific Plan, proposes acquiring 1.5 acres from Kenneth Hahn Plaza, relocating the A Line platform to the south; restructuring the entry area and creating better connections for automobiles, buses, bicyclists, and pedestrians. The following improvements are included:

- Extend the A Line platform to reduce crowding;
- Create a new south at-grade pedestrian crossing to the A Line platform;
- Upgrade the elevators, escalators, and stairs;
- Improve the East Bus Depot to create a safer and more comfortable area for patrons;
- Reconfigure the West Bus Depot to relocate the bays from underneath the freeway;
- Reconfigure both Park & Ride lots for optimal circulation and pedestrian safety;
- Improve pedestrian circulation through the Station by creating a new Transit Hall;
- Add a new Sheriff's facility;

- Add a new Mobility Hub, including a Bike Hub;
- Add a new Metro Customer Service Center;
- Add new canopies on the extended A Line platform and at the open-air bus bays; and
- Improve lighting, landscaping, and signage throughout the site.



These images illustrate the reconceived entry plaza for the Willowbrook/Rosa Parks Station and its relationship with the rest of Kenneth Hahn Plaza. (Source: Metro)

Specific Plan Strategy

The Specific Plan supports the improvements planned at the Willowbrook/Rosa Parks Station. Several of the improvements are critical to improving pedestrian access and connectivity in the Plan Area. The at-grade rail right-of-way is a barrier between the residential neighborhoods to the east and institutional uses to the west. Improvements to the at-grade crossing at the north end of the A Line platform will better connect the residential neighborhoods to the east of the tracks and complement the planned crossing at the south end of the platform. Improvements to the intersection of Wilmington Avenue and the I-105 Freeway off-ramps are needed to improve access across Wilmington Avenue to the Metro Park & Ride lot in the on-ramp loop and are described in greater detail in Chapter 4. Lastly, a key improvement will enhance bicycle access to the Station. A Class I bicycle path or cycle track planned along Willowbrook Avenue West between Imperial Highway and East 119th Street will complete a missing connection in the bicycle network. This stretch of Willowbrook Avenue West will also become a dedicated busway.

F. Imperial Highway Corridor

Existing Conditions

Imperial Highway is one of the busiest east-west streets in Los Angeles County. It is generally three lanes in each direction in the Plan Area and is on a viaduct with frontage access roads crossing above Wilmington Avenue. It is wholly uninviting to pedestrians. Uses along Imperial Highway are generally a mix of auto repair, retail, residential, Metro facilities, and underutilized and vacant lots. A school bus parking lot and a Metro maintenance yard are located to the west of Wilmington Avenue. A barber shop and towing yard are located further west near Compton Avenue. A couple of new homes have been built recently in this section as well. Other Metro facilities, including a parking lot, are located to the east of Wilmington Avenue. A vacant site owned by the Housing Authority for the City of Los Angeles (HACLA) is also located along this segment of Imperial Highway. On the north side of Imperial Highway, in the City of Los Angeles, is the Imperial Courts public housing. There is interest in creating a pedestrian crossing to the HACLA site.

Specific Plan Strategy

The parcels along Imperial Highway are sandwiched between the street and the I-105 Freeway. This corridor is suited to less intensive commercial and service uses. Some of the existing uses, such as Metro maintenance yards and parking facilities, fall within this category. Other similar uses, such as self-service public storage facilities may be appropriate. HACLA has tentative plans to build a WorkSource center and some of the area will serve as temporary staging space during Metro's station improvements. Another use under consideration is a communications equipment building for high-speed Internet service for the City of Los Angeles.

If the WorkSource Center or another use that will attract pedestrian traffic is proposed, pedestrian crossings on Imperial Highway, including new crosswalks where feasible, should be considered. Currently, there are no crossings between Mona Boulevard and Willowbrook Avenue. While new residential uses along this corridor are prohibited, the existing residential uses in the subarea may continue as non-conforming uses



Low-intensity commercial and service uses are appropriate for the Imperial Highway corridor.

G. Residential Neighborhoods

Existing Conditions

Residential uses within the Plan Area are a mix of single-family homes; two-family units; and apartments, condominiums, and townhouses. The residential area south of Kenneth Hahn Plaza, east of Wilmington Avenue and west of Willowbrook Avenue is primarily multi-family, with a mix of mostly two-story apartments and detached townhomes. The area bounded by Mona Boulevard, I-105 Freeway, Willowbrook Avenue, and East 121st Street has mostly one-story, single-family homes except along Willowbrook Avenue East fronting the Metro A Line tracks which is primarily multi-family. The homes are often fenced and have landscaped front yards. Parking vehicles in the front yard setback and on sidewalks as well as general property upkeep are identified challenges. Residential parcel configurations vary dramatically across the Plan Area. In a majority of the residential blocks, parcels are 90 feet wide and more than 200 feet deep. However, some of the parcels are as narrow as 30 feet wide and approximately 100 feet deep. Many of the larger parcels have two or more units, some built without approval or permits.



Single-family homes are the predominant use east of the rail tracks within the Willowbrook TOD Specific Plan area.

Some of the other challenges include illegal conversions/construction, lack of street amenities, and outdated provisions in the Willowbrook Community Standards District.

Specific Plan Strategy

The Willowbrook TOD Specific Plan preserves and enhances existing residential uses in this area. In keeping with the community’s desires, the Specific Plan does not increase base residential densities. The Specific Plan lays out the street improvements for the residential neighborhoods including a street tree program, pedestrian-scaled street lighting, and other street amenities. The Specific Plan also improves pedestrian and bicycle connectivity for the residents to the major activity centers in the Plan Area.

3.1 Specific Plan Zones

The Willowbrook TOD Specific Plan establishes zoning for parcels within the Specific Plan boundary as identified in Figure 3-1. The zones for the Plan Area are as follows:

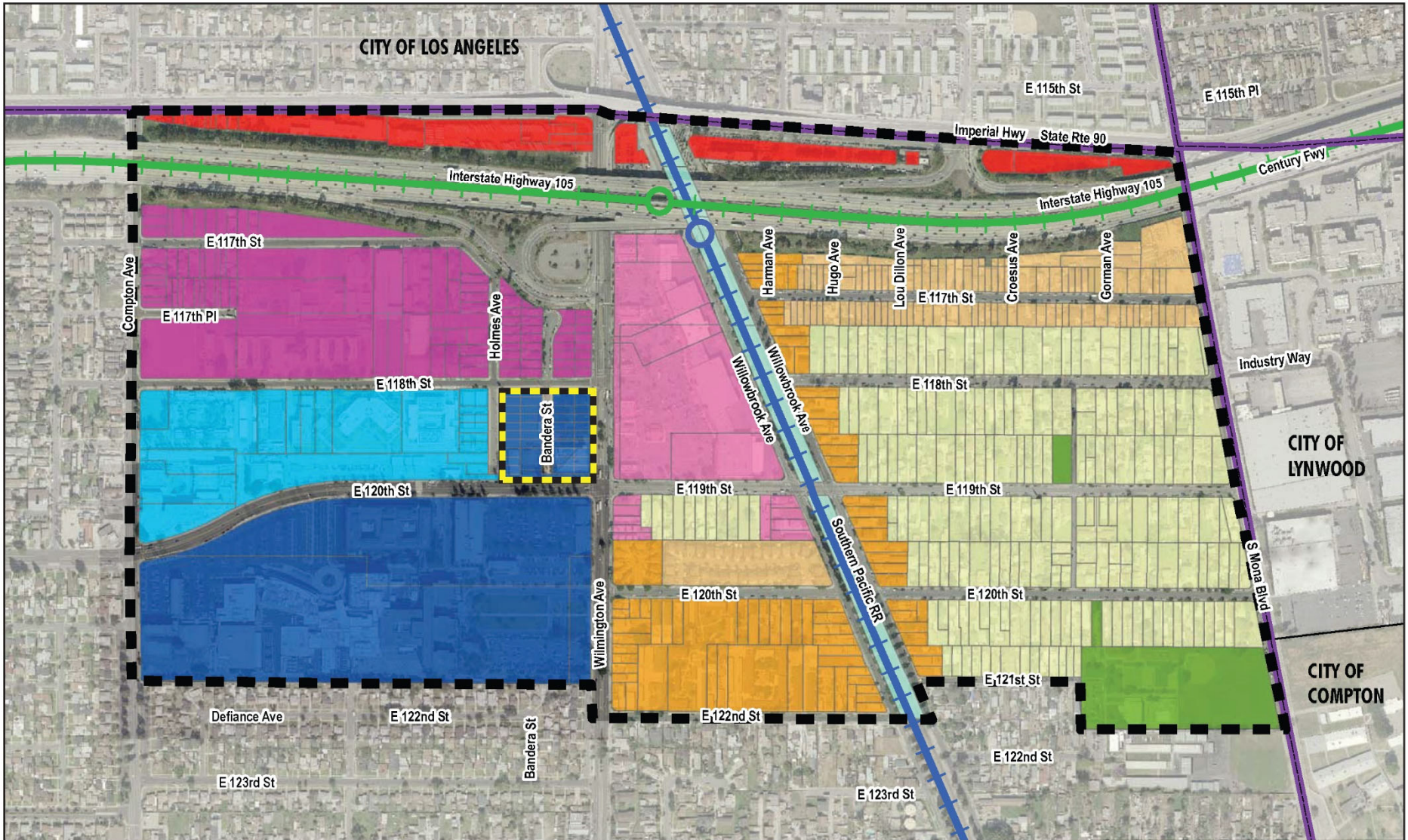
- Mixed-Use 1 (MU-1)
- Mixed-Use 2 (MU-2)
- MLK Medical and Overlay
- Drew Educational
- Imperial Commercial
- Willowbrook Residential 1
- Willowbrook Residential 2
- Willowbrook Residential 3
- Open Space (O-S)

Please refer to Title 22, Planning and Zoning, Chapter 22.412 for land use regulations and development standards for each Specific Plan zone. Parking requirements for uses in the Specific Plan are also in Chapter 22.412. Additional design guidelines are contained in Sections 3.2 - 3.6 of this Chapter. Note: Figure 3-1, Specific Plan Zones, is included herein for illustrative purposes only.

A. Mixed Use Zones

The Mixed Use Zones are established to promote walking, bicycling, recreation, transit use, and community reinvestment and are intended to facilitate integrated commercial and residential development through optimal site planning and efficient use of land.

1. Mixed Use 1 (MU-1) Zone. The Mixed Use 1 (MU-1) zone is intended to encourage 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.



- | | | |
|------------------------------------|------------------------------------------|----------------------------------------|
| County of Los Angeles | Mixed Use 1 (MU-1) (FAR 1.5, 30 du/acre) | Imperial Commercial (FAR 1.0) |
| Willowbrook TOD Specific Plan Area | Mixed Use 2 (MU-2) (FAR 3.0, 60 du/acre) | Willowbrook Residential 1 (9 du/acre) |
| Metro C Line | MLK Medical (FAR 1.65) | Willowbrook Residential 2 (18 du/acre) |
| Metro A Line | MLK Medical Overlay (FAR 2.5, 60 du/ac) | Willowbrook Residential 3 (30 du/acre) |
| Rail Right-of-Way | Drew Educational (FAR 1.5) | Open Space (O-S) |

**Figure 3-1
Specific Plan Zones**

WILLOWBROOK TOD SPECIFIC PLAN

5-minute walk (1,200')

0 325 650 1,300 1,500 Feet

2. Mixed Use 2 (MU-2) Zone. The Mixed Use 2 (MU-2) zone is intended to provide commercial and residential development, with an emphasis on employment-generating uses and residential infill development. The area is appropriate for office, business park, or mixed use developments, with open space components and pedestrian connections to the Willowbrook/Rosa Parks Station, and the educational and medical campuses to the south.

B. MLK Medical Zone and MLK Medical Overlay

The MLK Medical Zone and MLK Medical Overlay are established to meet the existing and future needs of the MLK Medical Center campus, while ensuring compatibility with adjacent land uses. The intent is to maintain and promote medical, clinic, medical office, and associated supportive uses such as incidental retail, supportive residential and parking, and expand pedestrian linkages and connectivity between the MLK Medical Center, CDU, Willowbrook/Rosa Parks Station, and the Willowbrook community.

The MLK Medical Overlay, as identified in Figure 3-1, applies to the two blocks bounded by Wilmington Avenue, East 120th Street, Holmes Street and East 118th Street. The properties within this Overlay are suitable for more intensive uses because of their proximity to Willowbrook/Rosa Parks Station. Besides continuing to allow existing medical and public service uses, additional medical and new residential development are permitted on properties within this Overlay.

C. Drew Educational Zone

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. This; zone also seeks expanded pedestrian linkages and connectivity between the CDU campus, MLK Medical Center, Willowbrook/Rosa Parks Station, Kenneth Hahn Plaza, and the Willowbrook community.

D. Imperial Commercial Zone

The Imperial Commercial Zone is established to meet the commerce and service needs of the resident and business communities, while ensuring compatibility with adjacent land uses. The intent is to maintain and promote commercial uses between Imperial Highway and the I-105 Freeway. The Imperial Commercial Zone provides for the development of a broad range of retail and service uses, as well as freeway-oriented, regional-serving retail, office complexes, and light manufacturing businesses.

E. Willowbrook Residential 1 Zone

The Willowbrook Residential 1 Zone is established to preserve and enhance desirable characteristics of single-family residential areas.

F. Willowbrook Residential 2 Zone

The purpose of the Willowbrook Residential 2 Zone is to preserve and enhance single-family neighborhood characteristics while also providing opportunities for two-family residences. The intent is to promote desirable characteristics of low to medium density neighborhoods.

G. Willowbrook Residential 3 Zone

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.

H. Open Space (O-S) Zone

The provisions of Chapter 22.16 apply to all development in the Open Space (O-S) Zone.

3.2 Design Guidelines for Mixed-Use, Commercial and Institutional Uses

The purpose of this section is to facilitate high quality development for mixed-use, institutional and commercial uses within the Plan Area. These design guidelines address site planning and building design and are in addition to the land use regulations and development standards contained in Chapter 22.412.

1. Building siting and orientation.

- a) New structures should be clustered to create plazas and open space areas and avoid creating “barracks-like” rows. Where clustering is impractical, a visual link between separate structures should be established such as arcade system, trellis or other open structure.

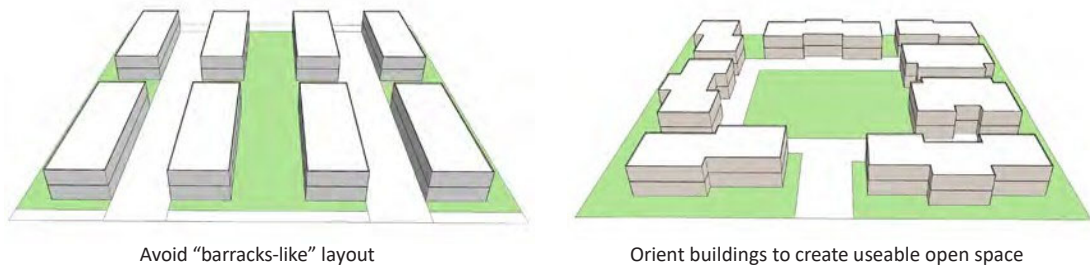
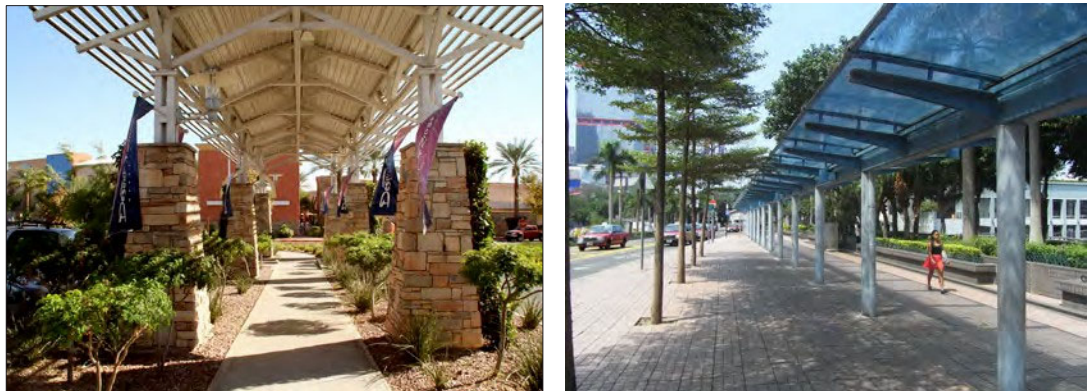


Figure 3-2: Site Layout to Create Usable Space

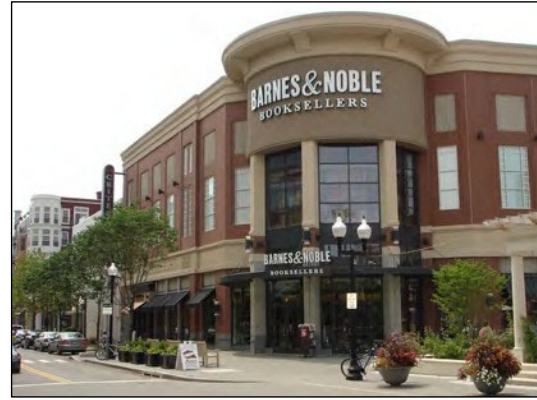
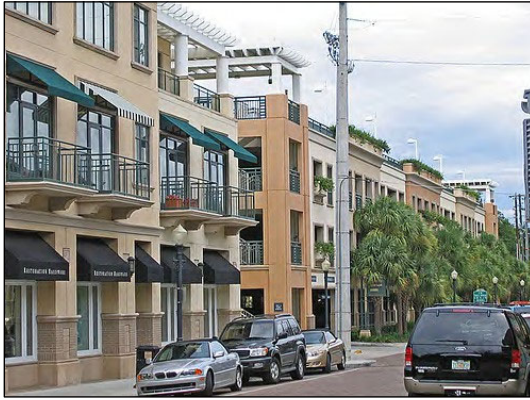


Arcades and trellises provide shade, connections, and define usable space.

- b) Commercial development in mixed-use projects should be oriented to the street, with parking generally located in the rear, side or underground. The perimeter of parking areas and driveways adjacent to streets and sidewalks should be screened with an attractive low wall, berm, fence or landscaping.
- c) Existing residential uses should be buffered from commercial development to mitigate negative impacts such as noise, vibration, shading, light, and glare. Intensified landscaping, increased yard depths and building orientation can improve separation.
- d) Entry and edge design features such as landscaping, architectural signage like monument signs, and/or enhanced paving should be incorporated.

2. Building modulation and detailing.

- a) Building design should avoid large monotonous facades, long straight-line building fronts, plain box shapes, and barren exterior treatments. All building elevations visible from a public right-of-way, including freeways, should be highly articulated and consistently incorporate the chosen design theme.



Varied building forms, volumetric and planar changes, and variations in roof forms and height, contribute to a well-articulated building massing.

- b) Commercial facades of mixed-use projects should be modulated at least every 50 feet by changes in building mass or facade treatment, such as projected entrance windows, roof form or other architectural features.
- c) Building facades should be designed to give individual identity to each vertical module of residential units, using techniques such as providing a deep notch between the modules; varying architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type); providing porches and balconies; varying color or materials of each individual module within a harmonious palette of colors and materials, etc.
- d) Building form and articulation should accentuate public entrances, de-emphasize service areas, and define and shelter pedestrian walkways and exterior spaces.
- e) Awnings, canopies, and arcades should be used as appropriate to provide visual interest and shade.

Buildings should be treated as a whole and finished appropriately on all sides to provide continuity. The backs of buildings should use similar materials; however, less expensive and more utilitarian substituted materials are acceptable, provided they are compatible with the overall design.

- f) Materials should not change at corners. The same material should continue around corners for a minimum distance of four feet and, if feasible, continue to the next change in the wall plane.

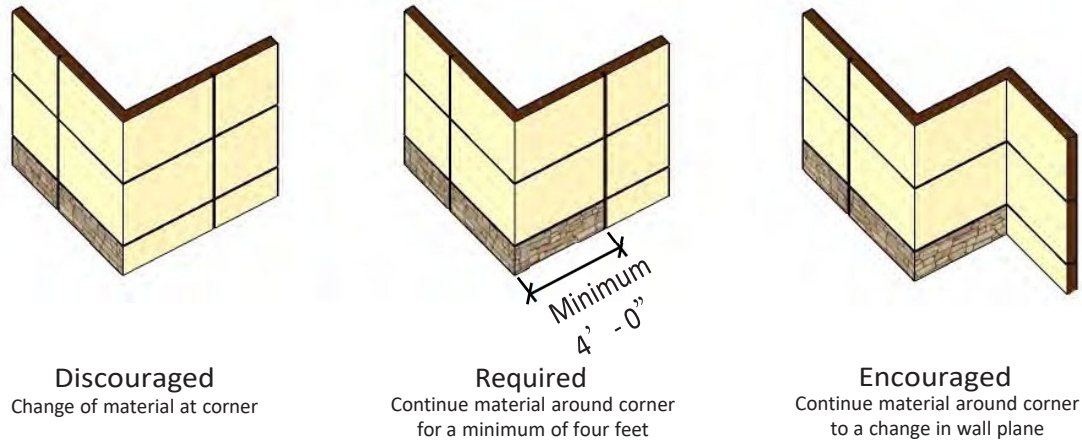


Figure 3-3: Treatments for Material Changes at Corners

3. Building entrances.

- In mixed-use projects, residential and commercial components should have separate entrances.
- The main entrance or entrances should be emphasized and oriented to the street, major plazas, or open space. Main entries to buildings should be clearly demarcated using special materials, color, detailing, or equivalent architectural treatment and accessible from the street and/or pedestrian walkways.
- Secondary entries may be from parking areas.

4. Transparency.

- Placement and orientation of doorways and windows should create a strong, direct relationship with the street. Street-facing façades of all buildings shall incorporate windows and openings providing interior light, create visual interest, and provide “eyes on the street.”
- Windows and openings should provide clear and transparent views into ground floor retail uses which should display merchandise to reinforce a pedestrian scale. Dark tinted, reflective, or opaque glazing should not be applied to any required wall openings of street level retail façades.
- Security doors or gates should not be directly visible when not in use. They should be recessed in the interior walls or ceiling or otherwise built-in to the interior of the space.

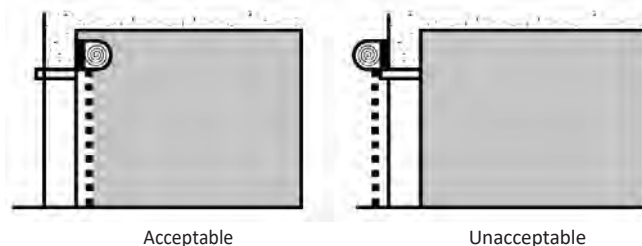


Figure 3-4: Roll-Up Doors

5. Privacy for residential units.

- a) Buildings should be oriented to promote privacy to the greatest extent possible. In mixed use projects, residential windows should face away from loading areas and docks. To the extent residential windows face the windows of an adjacent unit; the windows should be offset to maximize privacy.
- b) Windows, balconies or similar openings should be oriented so as not to have a direct line-of-sight into adjacent units within the development. In addition, units above the first story should be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units.

6.

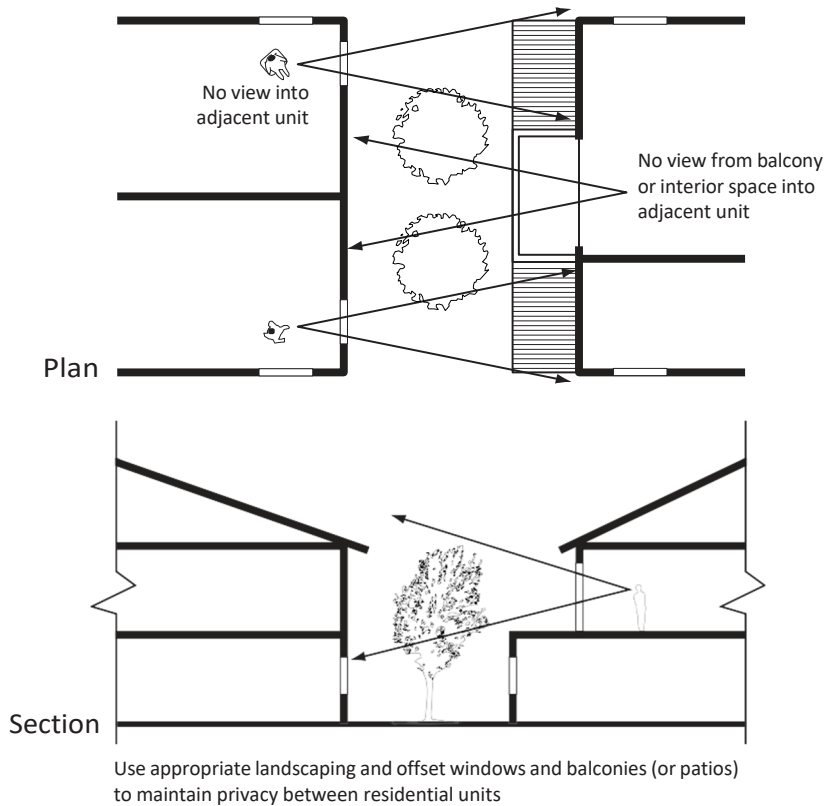


Figure 3-5: Privacy for Residential Units

7. Vehicle circulation and access.

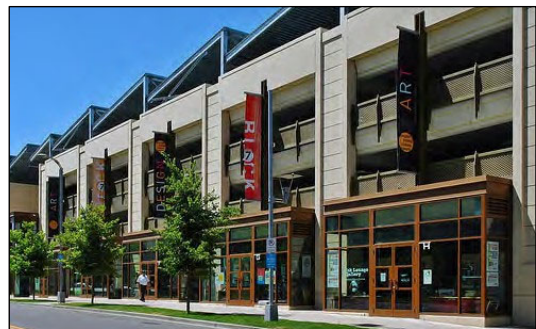
- a) Site access and internal circulation in all developments should be safe, efficient, and convenient. Vehicular traffic should be adequately separated from pedestrian circulation. Vehicular entrances should be clearly identified to minimize pedestrian/vehicle conflict.
- b) The number of site access points or driveway aprons should be minimized for efficiency and to reduce traffic hazards. They should be located as far as possible from street intersections and be coordinated with existing or planned median openings and driveways on the opposite side of the roadway. Common driveways that promote access to more than one site are encouraged.

7. Parking lots.

- a) Parking lots should be designed with a clear hierarchy of circulation: major access drives with no direct access to parking spaces; major circulation drives with little or no parking; and parking aisles for direct access to parking spaces. Loading and service areas should be provided with separate access and circulation whenever possible.
- b) Parking for multi-family developments should be provided on-site in surface or underground structures, parking lots, carports, or attached garages. The visual impact of parking lots should be mitigated with landscaping, walls, or building screening.

8. Parking structures.

- a) The massing, height, and architectural design of a parking structure should be consistent and compatible with the rest of the development.
- a) Vehicular access to parking structures should not obstruct the free flow of traffic on public streets and entrances and exits should be located to reduce traffic conflicts.
- b) Pedestrian access to a parking structure should avoid pedestrian/vehicle conflicts.



Parking structures should be designed to integrate with the area they serve. Well-designed structures, ground-level storefronts, and enhanced landscape treatments can minimize the visual impact of parking structures.

8. Pedestrian circulation.

- a) All developments should promote pedestrian walkability and connectivity both onsite and offsite. Pedestrian walkways should be safe, visually attractive, and adequately separated from vehicular traffic.
- b) Pedestrian walkways should link residential with commercial or institutional uses in a mixed-use or institutional development as well as with common open space, plazas and courtyards, and public sidewalks.
- c) Where possible, multi-family developments should incorporate pedestrian connections to adjoining residential and commercial projects.
- d) Pedestrian walkways that cross parking areas or driveways should have decorative paving or some other method to delineate pedestrian space.
- e) Pedestrian walkways to building entrances should be paved with high quality paving materials like stone pavers, concrete pavers, or brick and well-defined by landscaping.

9. Residential open space.

- a) Common open space areas should be conveniently located, separated from the non-residential component in mixed-use developments and exclusively available for residents.
- b) Common open space areas should contain amenities appropriate to the project's size for example, pools, spas, recreation buildings are encouraged for larger projects while barbeque areas and gazebos may be more appropriate for smaller projects. Children's play areas should be visible from residential units and not visible from the public right-of-way.



Play areas can be incorporated into the common areas.



Pools, spas, and other recreational amenities are encouraged for larger projects.



- c) Rooftop open space accessible to all residents may count toward required common open space or it may count toward required private open space if it is directly accessible from the unit(s).

10. Fences, walls, gates, and hedges.

Walls and fences and other boundary elements should be designed as integral parts of projects for screening and security. Decorative fencing adjacent to public rights of way, such as wrought iron, are encouraged.

11. Exterior lighting.

- a) Exterior lighting should provide security and safety and visibility of areas such as building entrances, parking, loading and service areas, walkways, driveways, and open space areas.
- b) The design of light fixtures and their structural support should be architecturally compatible.
- c) Exterior lighting should not impact neighboring properties. All lighting should be shielded to confine light spread on-site.
- d) Exterior lighting in mixed-use projects should not adversely impact the residential portion of the development.

12. Outdoor Storage, Loading and Service areas.

- a) Areas for service entrances, loading docks and bays, or trash and recycling collection facilities should be clearly defined. They should not be visible from public rights-of-way and should be screened from view.
- b) Loading and service areas should not interfere with vehicular or pedestrian circulation and parking.
- c) Loading areas should be away from main entrances and the street and preferably located toward the rear of the property to minimize odors and noise affecting residential units or adjacent residential uses.
- d) All outdoor storage, loading, and service areas should be located to minimize odors and noise affecting residential units or adjacent residential uses.
- e) Outdoor storage, loading and service areas should not be visible from public rights-of-way and should be screened from public view.

3.3 Design Guidelines for Multi-Family Residential Uses

The purpose of this section is to facilitate high quality multi-family residential development within the Plan Area. These design guidelines address site planning and building design and are in addition to the above land use regulations and development standards for multi-family uses.

1. Scale and mass.

- a) Multi-family residential projects should avoid having a massive "big box" appearance. Multi-family units in large projects should be clustered or broken up into groups of structures. Units facing the street should have windows to break up massing and to contribute to "eyes on the street" for neighborhood security.

2. Building orientation and entrances.

- a) Multi-family developments should have a strong street presence with public entrances and unit entrances oriented towards the street.
- b) Multi-family developments should have transitional spaces in the form of stoops, overhangs and porches between public areas and entrances to the units.

3. Building articulation and detailing.

- a) Multi-family building design should avoid large monotonous façades, long straight line building fronts, plain box shapes, and barren exterior treatment. All building elevations visible from a public right-of-way should be articulated and incorporate the chosen design theme in a consistent manner.
- b) Multi-family building facades should be designed so as to give individual identity to each vertical module of residential units, using techniques such as providing a deep notch between the modules; varying architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type); providing porches and balconies; and varying color or materials of each individual module within a harmonious palette of colors and materials.



Articulate buildings with architectural detailing, staggered building planes, material and color changes, and varied roof lines.

4. Privacy for residences.

- a) Multi-family buildings should be oriented to promote privacy to the greatest extent possible. Openings above the first story such as windows and balconies should be oriented to not have a direct line-of-sight into adjacent units within the development.
- b) Multi-family units above the first story should not look directly onto private patios or backyards of adjoining residential property or units. Landscaping should be used to aid in privacy screening in ground floor units.

5. Vehicle circulation and access.

- a) Site access and internal circulation in multi-family developments should be safe, efficient, and convenient. Vehicular traffic should be adequately separated from pedestrian circulation. Vehicular entrances should be clearly identified to minimize conflict.
- b) The number of site access points or driveway aprons should be minimized to eliminate traffic hazards. They should be located as far as possible from street intersections and be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.

6. Parking.

Parking for multi-family developments should be provided on-site in on-grade or underground structures, parking courts, carports, or attached garages. Adverse visual impacts should be minimized through proper siting and design.

7. Pedestrian circulation.

- a) Pedestrian circulation should be adequately separated from vehicular traffic. Pedestrian entrances and walkways should be clearly identified and easily accessible to minimize conflict.
- b) Pedestrian walkways should link dwelling units with common open space and recreation areas, parking areas, and the street at the project entries. Where possible, multi-family developments should connect to adjoining residential and commercial projects.
- c) Pedestrian walkways should be safe, visually attractive, and well defined by landscaping and lights.

8. Exterior lighting.

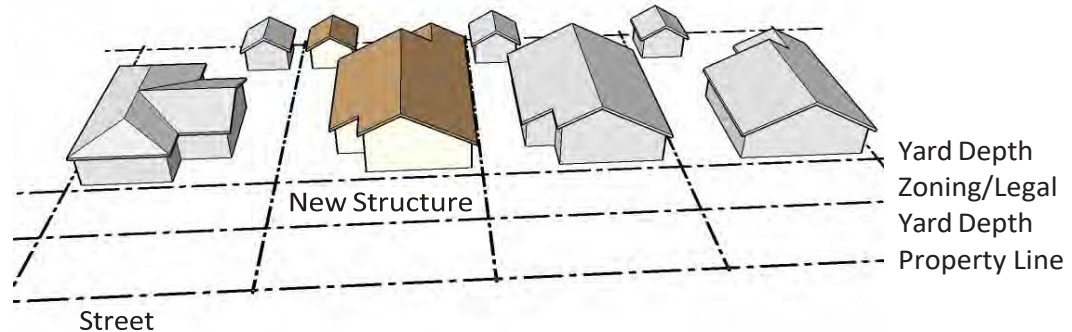
- a) Every multi-family project should have adequate lighting for security and visibility, particularly along walkways and driveways, at entrances to parking areas, and within open space areas.
- b) Site lighting should not impact neighboring properties and all lighting fixtures should be shielded to confine light spread on-site.
- c) The design of all exterior light fixtures should be compatible with the building's architecture.

3.4 Design Guidelines for Single-Family Residential Uses

The purpose of this section is to facilitate high quality single-family residential development within the Willowbrook Residential 1 and Willowbrook Residential 2 Zones. These design guidelines address site planning and building design and are in addition to the land use regulations and development standards in Chapter 22.412.

1. Yard areas.

A new dwelling's front and side yard depths should approximate that of adjacent residences.



New structure respects the yard depths established along a street

Figure 3-6: Yard Depths

2. Scale and mass.

The scale and mass of a new dwelling should be similar to that of neighboring houses

3. Additions and accessory buildings.

Additions and accessory structures should maintain and complement the look and appearance of the existing primary structure and maintain the same floor-to-floor height of the original structure.

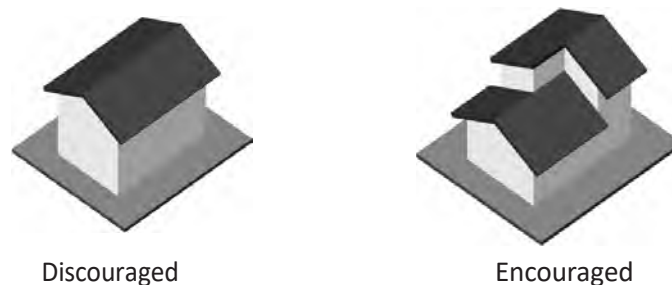
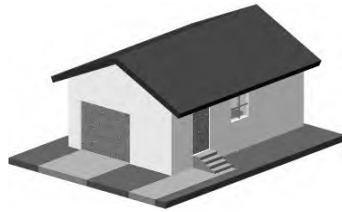


Figure 3-7: Massing

4. Orientation.

Dwellings should be oriented to the street with a clearly identifiable front door and windows to put “eyes on the street.”



Discouraged



Encouraged

Orient the front of the house and entry to face the street

Figure 3-8: Orientation

5. Privacy for residences.

New houses and/or accessory buildings should maintain privacy by staggering the placement of new windows to the opposing neighbor’s windows and avoid locating balconies that directly overlook a neighboring patio or yard.

6. Exterior lighting.

Exterior lighting includes all lighting fixtures on front façades, all security lighting, and all landscape lighting. Adequate exterior lighting should be provided on the front of the house to contribute toward neighborhood safety and security at night. Recessed porches should be lit. Exterior lighting should be shielded and positioned to confine light spread on-site and not into neighboring properties.

3.5 Sustainable Design Guidelines

Building green means reducing the use of resources, minimizing harmful impacts to the environment, and creating healthier environments for people. Green buildings can incorporate both passive, low-tech design, such as daylighting; and active, high-tech strategies and systems, such as photovoltaic panels. To be most effective, green building strategies should be incorporated into all phases of a project.

1. Site Design and Passive Solar Design

- Buildings should be oriented and designed to maximize the use of sunlight and shade for energy savings without compromising the solar access of neighbors.
- Buildings should be clustered for shade, and incorporate features like protected courtyards and recessed windows and doors.
- East and west walls of buildings should be shaded with evergreen trees to reduce summer heat gain. South walls should be shaded with deciduous trees to increase winter heat gain.

2. Water Efficiency

- Walkways and plazas should be designed to collect stormwater so it can be retained on-site.
- Plant materials should be drought tolerant and low-maintenance.



Landscape materials should be drought-tolerant and low-maintenance. Pervious, non-vegetative ground cover interspersed with native plantings can provide a sustainable, attractive landscaped area.

3. Building Design

- Green roofs should be considered to reduce solar gain and retain stormwater on-site.
- Solar panels on roofs should be considered to generate power on-site and provide energy savings.
- Arcades, covered walkways, and trellises should be incorporated to provide pedestrian shade and reduce building energy use.



Green roofs serve several purposes for a building, such as absorbing rainwater, providing insulation, and helping to lower urban air temperatures and mitigate the heat island effect. Parking structures and other buildings offer potential for solar roofs, which capture sunlight and transform it into energy.

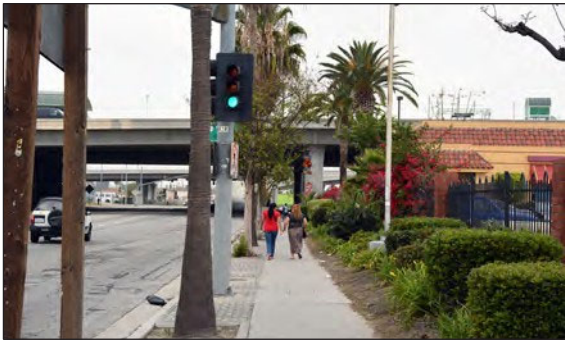
3.6 Street and Sidewalk Guidelines

The Plan Area has a mix of commercial, institutional, and residential uses. While both paved sidewalks and sidewalks with parkways can be found within the area, this Specific Plan differentiates the sidewalk treatment between residential and non-residential frontages as follows:

- All existing parkways fronting residential uses should be retained.
- All other street segments (with institutional, commercial or mixed-use zone frontages) should have paved sidewalks instead of parkways.



Existing parkways along residential frontages include turf and drought tolerant landscaping.



Existing sidewalks along non-residential parkways have a mix of paving materials.

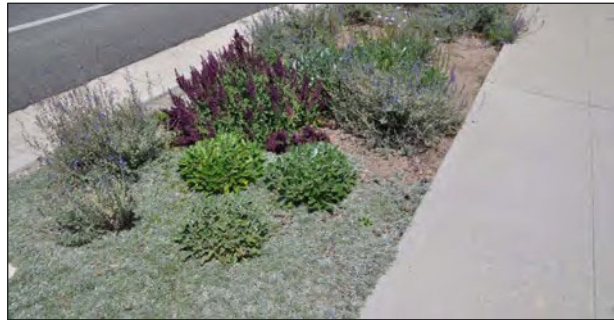
Each property owner is responsible for the maintenance of the parkway that fronts their lot. Low-maintenance drought-tolerant landscaping is encouraged in residential parkways.



Sidewalks along non-residential frontages should have attractive paving materials and patterns. Tree wells can also become a part of a Low Impact Development strategy.

As new development occurs in the Mixed-Use Zones, the adjoining property owner/developer should apply the following guidelines for upgrading the public right of way. Property owners in other areas are also encouraged to follow these standards and guidelines.

- New sidewalks should be graded to allow stormwater run-off into adjacent unpaved areas, such as planter strips and parkways.
- Sidewalks should be designed so that street furniture, signage, lighting, landscaping, etc. do not interfere with a continuous pedestrian path.
- Decorative non-vegetative groundcover, such as river cobble, pebbles, and crushed stone, that allow proper drainage are encouraged. Any material, such as crushed tires, that may leach harmful chemicals into the soil should be avoided.



Drought-tolerant landscaping in the parkways is an attractive replacement for turf.

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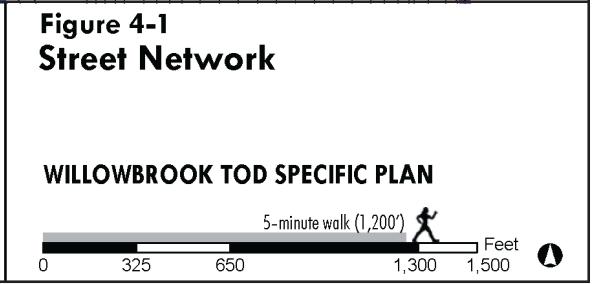
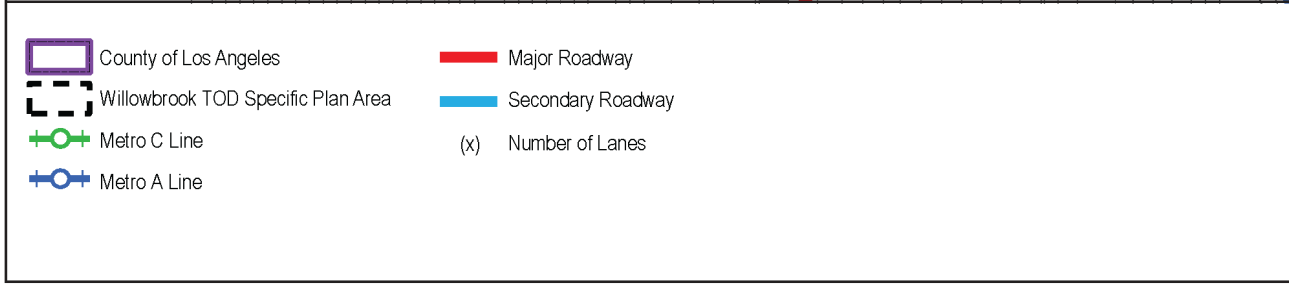
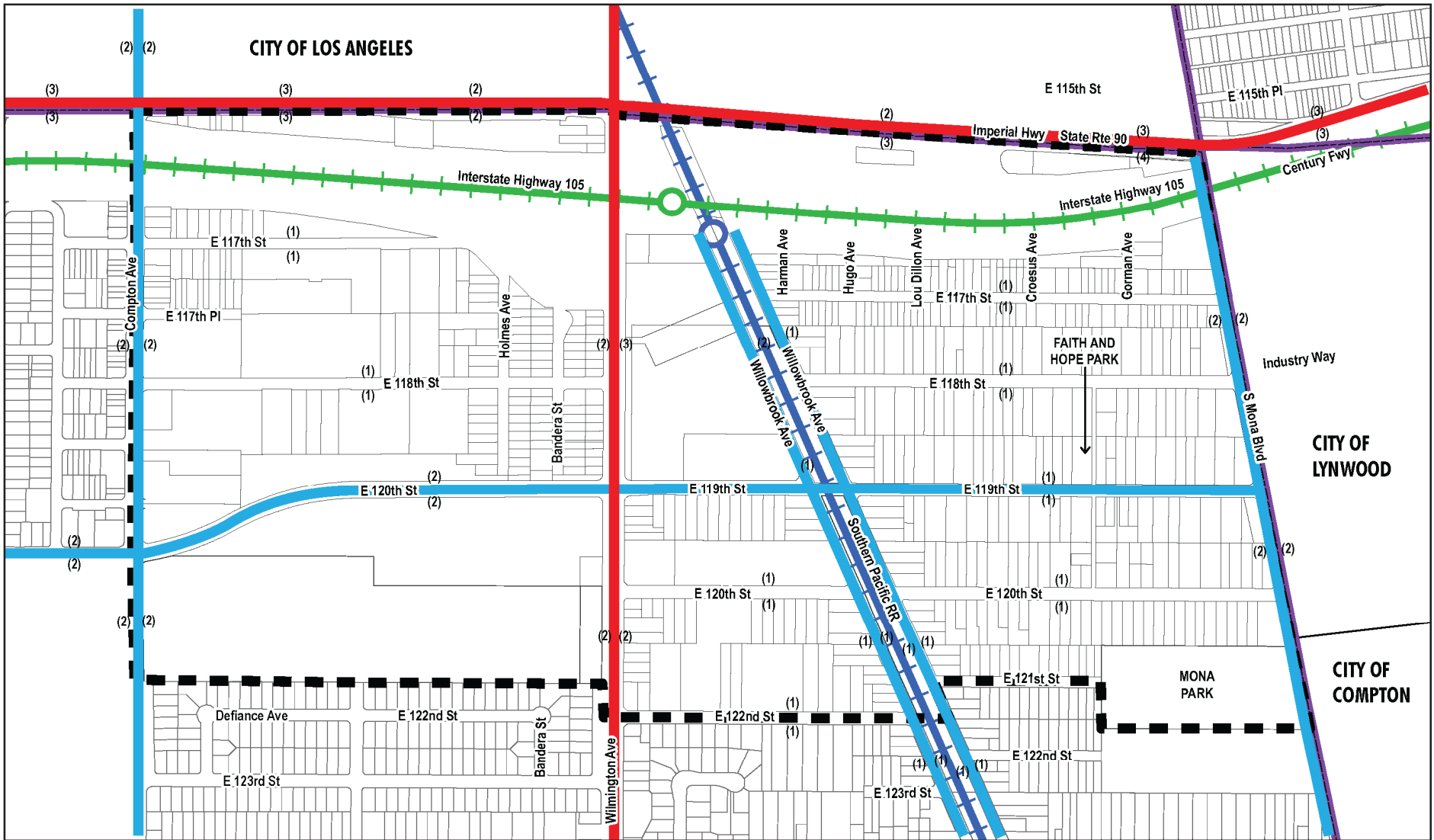
4.1 Introduction

This Chapter describes the Mobility Strategy for the Willowbrook TOD Specific Plan. It includes recommendations for the roadway network as well for improving bicycle, pedestrian, and transit circulation. The overall goal is to enhance connectivity and encourage active transportation.

4.2 Background

The Plan Area is centered on the Willowbrook/Rosa Parks Station, a transfer station for both the Metro A Line and the Metro C Line. The existing circulation system in the area is automobile-oriented and dominated. Even with numerous shuttles and bus routes serving the Plan Area and connecting to the Metro Station, the Metro station is generally inhospitable and difficult to access for pedestrians.

Community members expressed safety concerns over high speed traffic on key roadways and the poor pedestrian environment at most intersections and on many of the sidewalks. There are few locations to safely cross streets and many intersections are without crosswalks. The east side of Wilmington Avenue near the Willowbrook/Rosa Parks Station is particularly inhospitable. Some areas have unpaved pathways along streets and most areas have inadequate lighting. Furthermore, the lack of bicycle infrastructure including bike lanes and bike parking make riding bicycles inconvenient and less safe.



4.3 Roadway Network

The roadway system, shown on Figure 4-1, is the basis for all modes of transportation. While historically oriented to automobiles, “Complete Streets” also accommodate the safe and efficient circulation of transit, bicycles, and pedestrians. The main streets in the Plan Area are Wilmington Avenue and Imperial Highway. Secondary streets are Compton Avenue, Willowbrook Avenue and Mona Boulevard in the north-south direction, and 120th Street/119th Street in the east-west direction. The existing street system will be largely maintained with some new safety, access, circulation, and walkability improvements shown in Figure 4-2 and described in more detail in Sections 4.4 and 4.5.

Road Diet and Bicycle Lanes on 120th Street

The section of 120th Street between Compton Avenue and Wilmington Avenue will be reduced from four traffic lanes to three lanes and on-street parking removed to accommodate a bicycle lane in each direction as part of the Willowbrook Area Access Improvement Project.

Willowbrook Avenue West

The southbound section of Willowbrook Avenue between the Willowbrook/Rosa Parks Station and 119th Street will be reduced from two lanes to a bicycle path installed on the west side of the street and a one lane dedicated busway.

Road Diet and Bicycle/Pedestrian Trail on Mona Boulevard

Mona Boulevard from the I-105 Freeway to 124th Street will be reduced from four lanes to three to accommodate a paved, Class I pedestrian/bicycle trail on the west side of the street. On-street parking will remain. Most properties on the west side of Mona Boulevard take their access from the east-west streets. There are twelve existing driveways and curb cuts that the trail will have to safely accommodate. Figure 4-3 illustrates a typical cross section of reconfigured Mona Boulevard.

Rename 120th Street between Compton and Wilmington Avenues


Currently, the segment of 120th Street between Compton and Wilmington Avenues confusingly aligns with 119th Street east of Wilmington Avenue. This segment fronting the MLK Medical Center should be renamed via a community contest similar to the one that named “Healthy Way” on the MLK Medical Center campus.




-  County of Los Angeles
-  Willowbrook TOD Specific Plan Area
-  Metro C Line
-  Metro A Line
-  Reduce Lanes

**Figure 4-2
Street System Changes -
Road Diets**

WILLOWBROOK TOD SPECIFIC PLAN

5-minute walk (1,200') 

0 325 650 1,300 1,500 Feet 

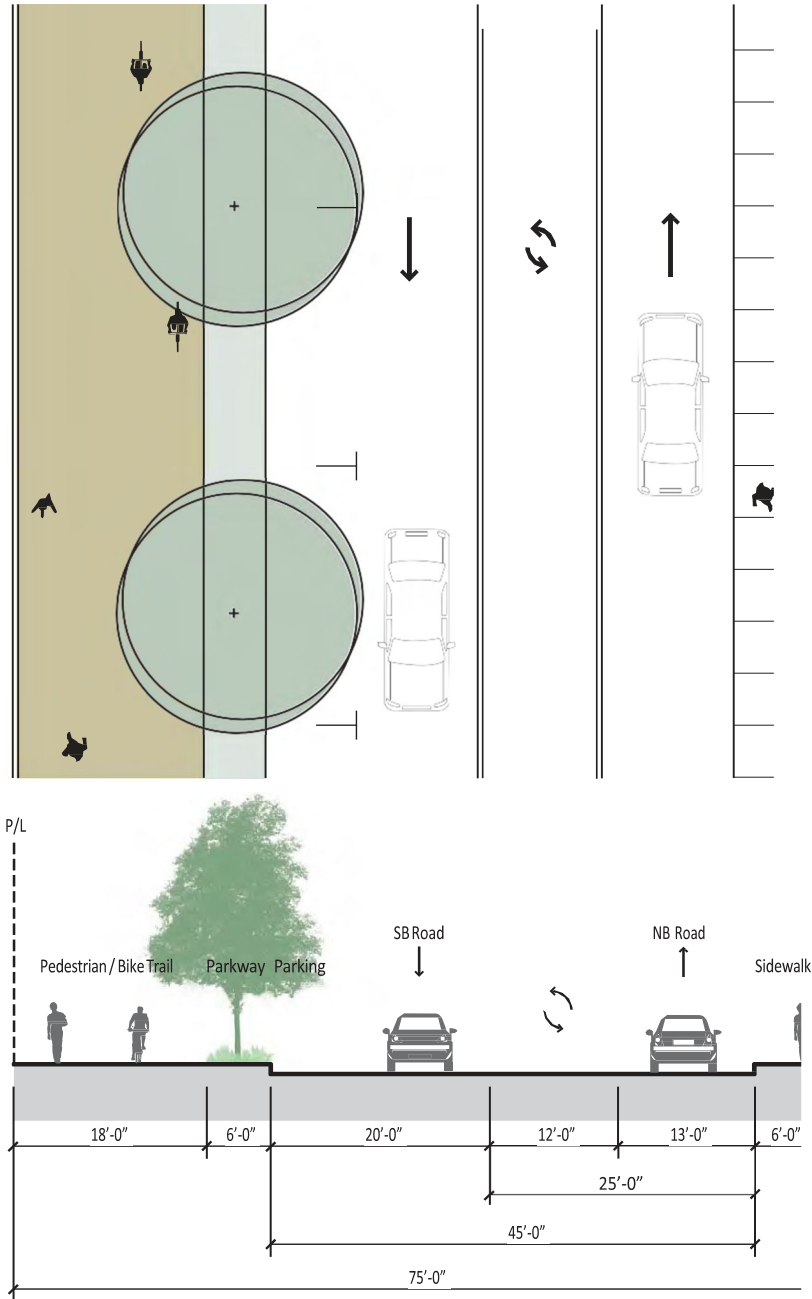
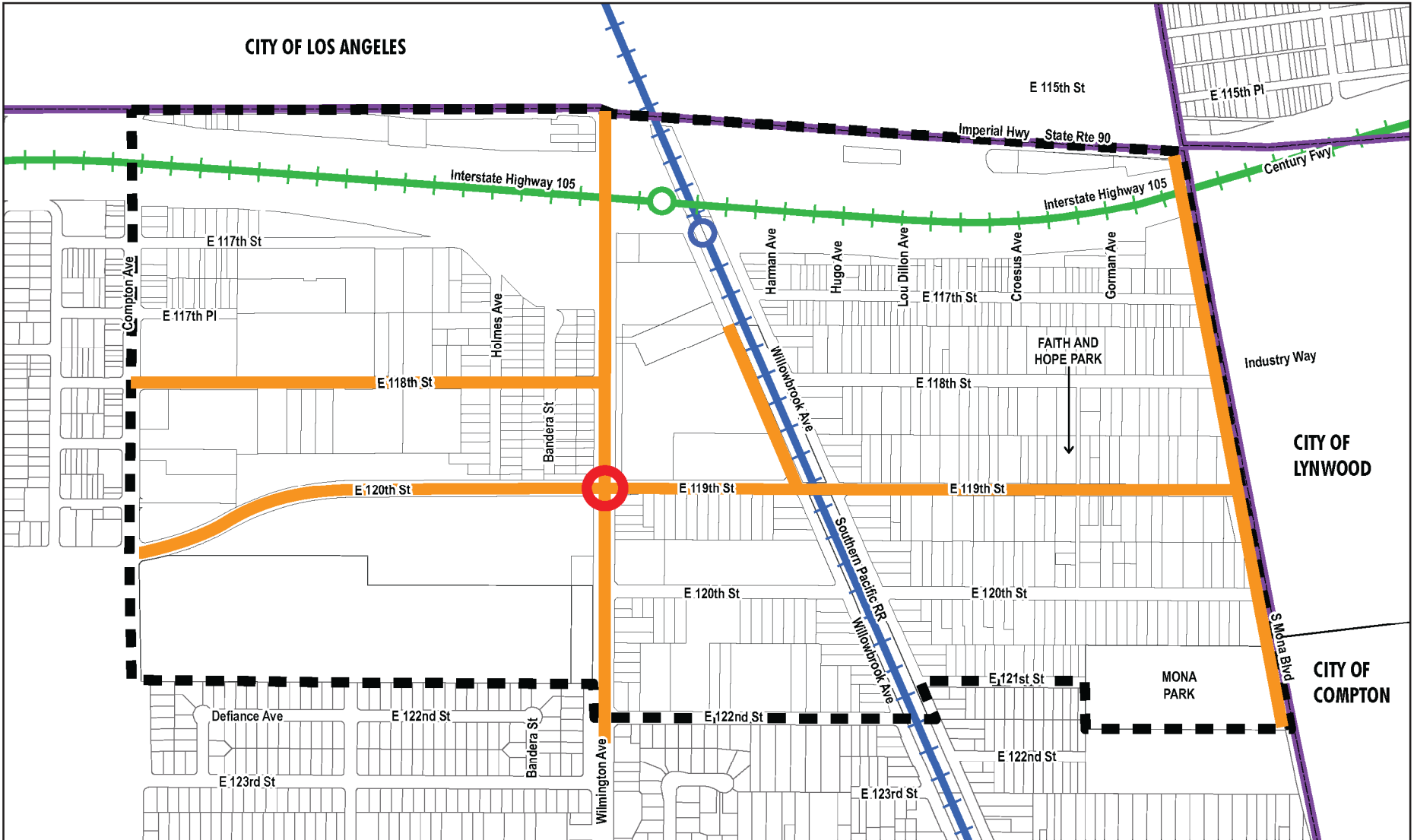


Figure 4-3: Proposed Mona Boulevard Section



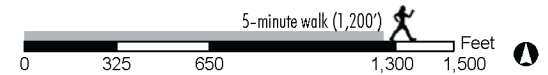
Examples of a Class I bicycle path and pedestrian trail



-  County of Los Angeles
-  Willowbrook TOD Specific Plan Area
-  Metro C Line
-  Metro A Line
-  Key Pedestrian Routes
-  Pedestrian Hub

**Figure 4-4
Key Pedestrian Routes**

WILLOWBROOK TOD SPECIFIC PLAN



4.4 Pedestrian Circulation

The key pedestrian routes in the Plan Area are Wilmington Avenue in the north-south direction and 120th/119th Street in the east-west direction shown in Figure 4-4. These corridors connect activity centers of the Willowbrook/Rosa Parks Station, the Kenneth Hahn Plaza, and the MLK Medical Center. Their intersection is the functional pedestrian hub of the Plan Area. Section 5.2C in Chapter 5 discusses and illustrates concepts for special treatment for this intersection.

There are four additional key routes. East-west 118th Street between Compton Avenue and Wilmington Avenue connects the CDU campus to activity centers. Willowbrook Avenue West between 119th Street and the Willowbrook/Rosa Parks Station connects residential areas to the Metro station. East-west 119th Street between Willowbrook Avenue and Mona Boulevard connects residential areas to activity centers. And finally, Mona Boulevard connects to Mona Park, MLK Elementary School, and Dr. Ralph Bunche Middle School on the east side of the plan area.

Pedestrian Sidewalk Improvements

Sidewalks currently exist on most streets although some are narrow or substandard. Sidewalks will be improved as new development occurs. Specific recommendations include:

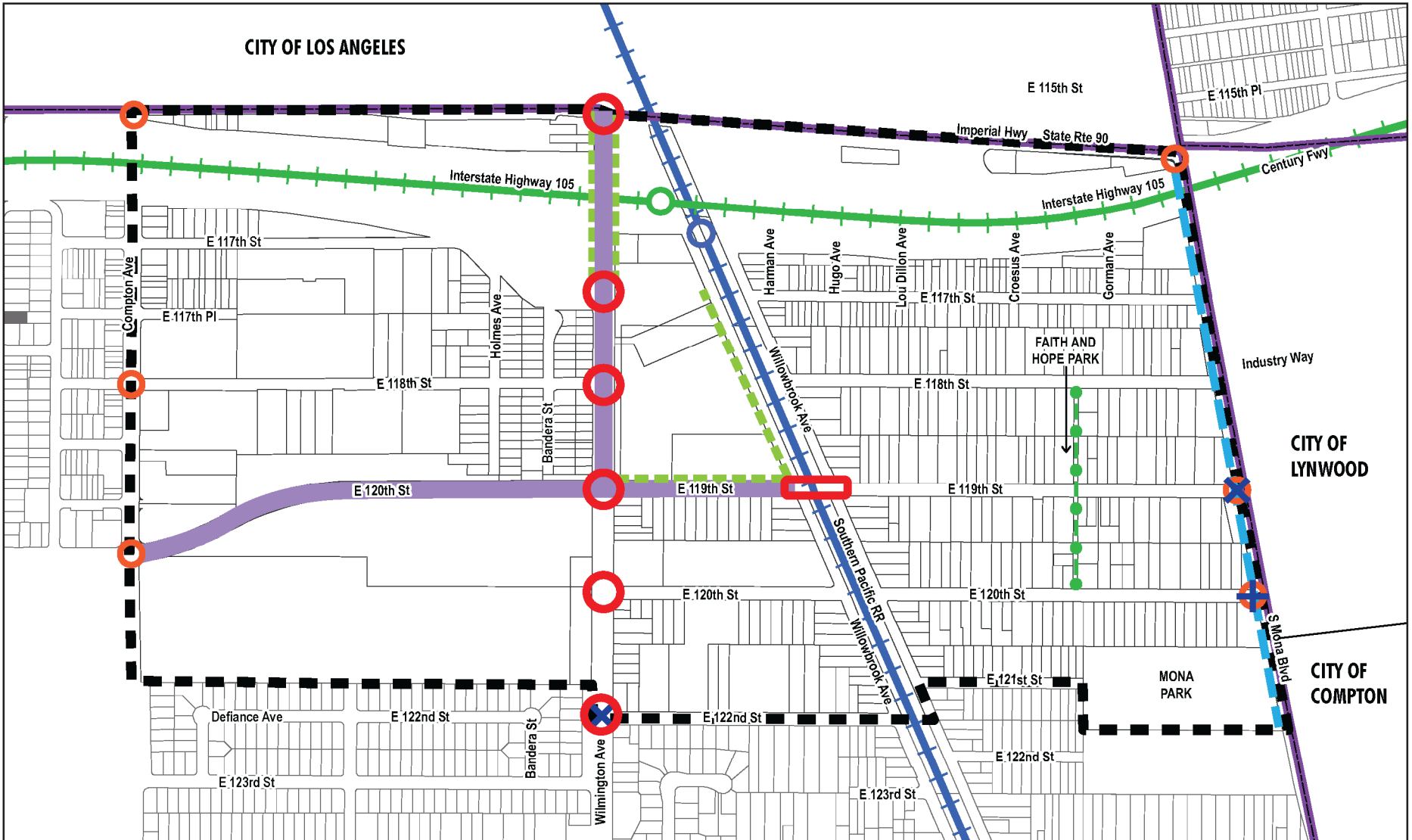
- Adding a sidewalk to the currently unpaved west side of Willowbrook Avenue West between the Willowbrook/Rosa Parks Station and 119th Street.
- Improving the sidewalks on Wilmington Avenue between the I-105 Freeway Off-Ramps and Imperial Highway through widening and streetscape improvements including pedestrian-scaled street lighting.
- Widening sidewalks where feasible as new development occurs for example, along the north side of 119th Street between Wilmington and Willowbrook Avenues.












Pedestrian Oriented Intersection Improvements

A number of pedestrian-oriented and traffic calming intersection improvements will be implemented throughout the Plan Area based on a menu that includes the following:

- Adding high visibility crosswalks at both existing and new intersections recommended in this Specific Plan.¹
- Adding passive pedestrian detection and pedestrian push buttons for crosswalks at traffic signals at intersections.
- Adding pedestrian audio and countdown signals to crosswalks at intersections.
- Adding advance stop lines to signalized intersection approaches.
- Adding sidewalk bulb-outs and extensions on intersection corners where feasible.

¹ Design of any high visibility crosswalks should be reviewed on a case-by-case basis, and consider ADA access, maintenance cost, and feasibility. Pavers or textured surfaces should not be considered in the pedestrian walking path of the crosswalks.



- | | |
|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
|  County of Los Angeles |  Pedestrian Improvements - Key Location |
|  Willowbrook TOD Specific Plan Area |  Pedestrian Improvements - Key Location |
|  Metro C Line |  Add Pedestrian Trail |
|  Metro A Line |  Pedestrian Improvements - Secondary Location |
|  New Traffic Signal |  County Willowbrook Area Access Improvements |
|  New Pedestrian Signal |  Green Alley of Family and Fellowship |

**Figure 4-5
Pedestrian Improvements**

WILLOWBROOK TOD SPECIFIC PLAN



Bulb outs and curb extensions provide additional sidewalk space and reduce the width of the roadway pedestrians have to cross while making pedestrian crossings more visible. Recommended locations are shown in Figure 4-5 and a typical diagram is illustrated in Figure 4-6.

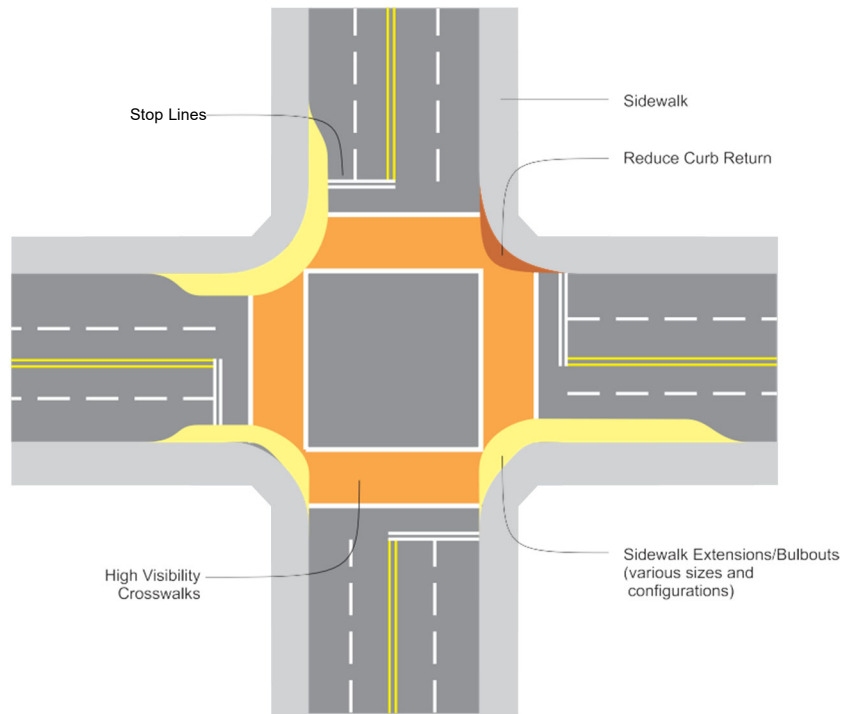
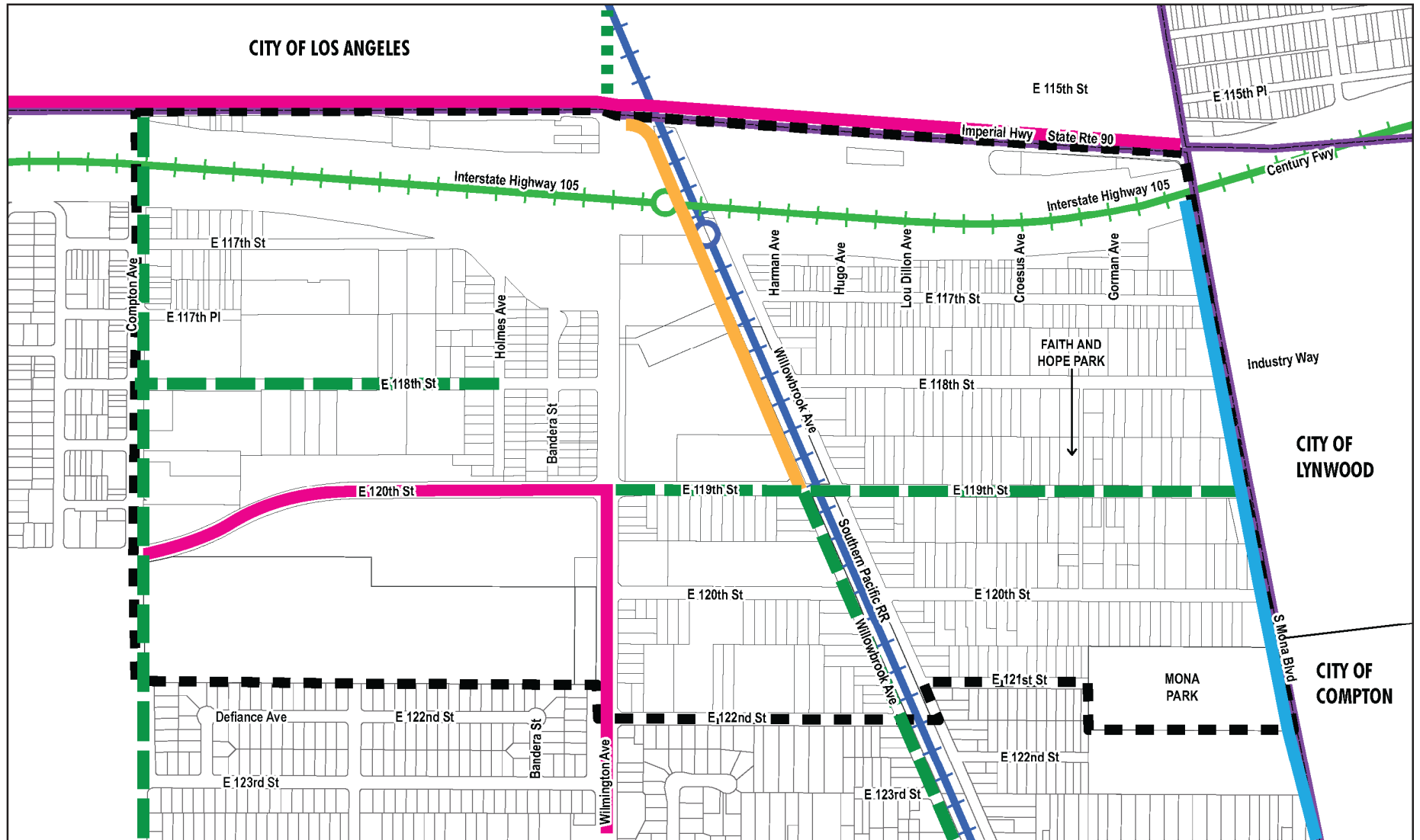


Figure 4-6: Pedestrian-oriented intersection improvements

The type of improvements will follow the concepts identified in the “Los Angeles County Transit-Oriented Districts Access Study, SCAG and County of Los Angeles.” The specific improvements to be implemented at each location will be determined following detailed design studies to determine applicability and feasibility and the ultimate configuration.

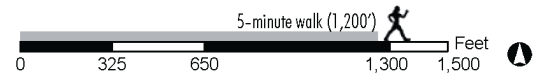
The improvements at Wilmington Avenue and I-105 eastbound ramp will add a crosswalk across Wilmington Avenue for access to the Willowbrook/Rosa Parks Station. Other improvements being considered by DPW include:




- New traffic signals at Wilmington Avenue and 122nd Street and at Mona Boulevard and 119th Street.
- A signalized pedestrian crosswalk on Mona Boulevard and 120th Street for pedestrians crossing to Dr. Ralph Bunche Middle School.



**Figure 4-7
Bicycle Network**

WILLOWBROOK TOD SPECIFIC PLAN



-  County of Los Angeles
-  Willowbrook TOD Specific Plan Area
-  Metro C Line
-  Metro A Line
-  Class I Bike Path
-  Class II Bike Lane
-  Class III Bike Route
-  Class IV Bikeway or Class I Bike Path
-  Bike Friendly Street

4.5 Bicycle Circulation

The Specific Plan Bicycle Network, shown in Figure 4-7, includes a combination of Class I, Class II, and Class III bicycle facilities that connect activity centers and neighborhoods to the Willowbrook/Rosa Parks Station, connect to adjacent communities, and provide a dedicated network for bicyclists to use safely and efficiently. The Bicycle Circulation System builds on the County's Bicycle Master Plan.

Bicycle Facilities

- A Class I Bicycle Path consists of an exclusive bicycle facility separated from roadways and traffic. A cycle track provides a right-of-way designated exclusively for bicycle travel within or adjacent to a roadway and protected from vehicular traffic. Some types of separation include grade separation, flexible posts, inflexible physical barriers, or on-street parking.
- A Class II Bicycle Lane consists of a designated striped lane along the curb lane of a street. It provides for one-way travel and is generally delineated with special striping and signage.
- A Class III Bicycle Route is for shared use with automobile traffic. Signs are posted, which indicate the road also serves as a bicycle route, but no special bicycle lane is striped. Symbols known as "sharrows" may also be painted on the roadway surface to indicate that bicycles also use the street.

Recommendations include:

- Class I Bicycle Paths or potentially a cycle track, on Willowbrook Avenue West between 119th Street and Imperial Highway and on Mona Boulevard (west side) between Imperial Highway and 124th Street.
- Class II Bicycle Lanes on 120th Street between Compton Avenue and Wilmington Avenue, on Wilmington Avenue between 124th Street and 120th Street, and on Imperial Highway between Compton Avenue and Mona Boulevard.
- Class III Bicycle Routes on Compton Avenue, Willowbrook Avenue West south of 119th Street, and 119th Street between Wilmington Avenue and Mona Boulevard

Bicycle Amenities

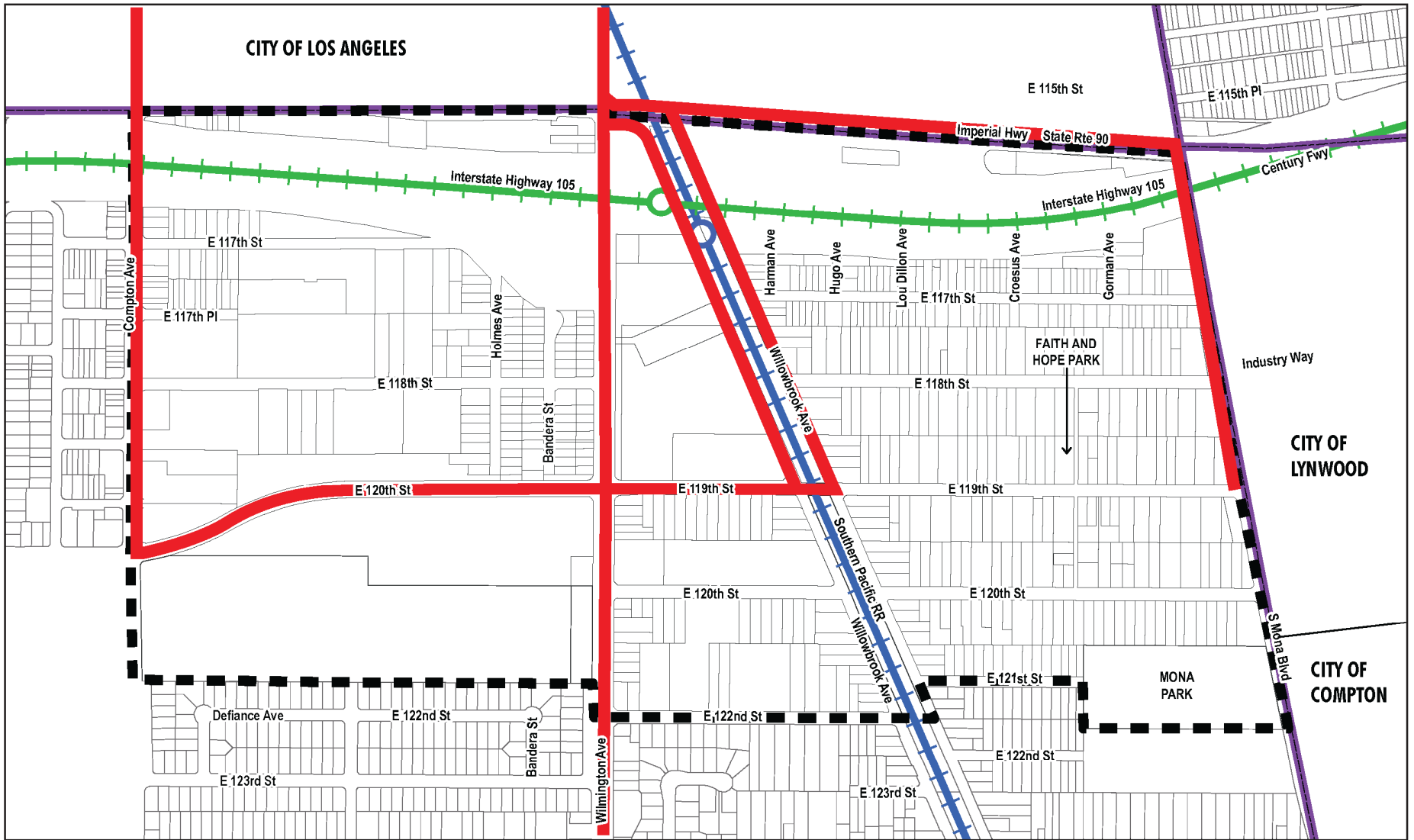
Bicycle parking can include bicycle racks and lockers, bicycle corrals (larger areas dedicated to bicycle parking), and bicycle stations. Bicycle stations can include repair facilities and a small bicycle shop as well as secure bicycle parking. Bike share programs provide bicycles that can be rented for a period of time and picked up and dropped off at any bicycle share stop in an area.

Bicycle Parking and Stations

Bicycle parking should be provided according to Title 22 for all new developments. Additional bicycle parking should be provided at Kenneth Hahn Plaza and the Willowbrook/Rosa Parks Station. Metro is planning to provide a bicycle station at the Metro station called a Metro Bike Hub. Bicycle stations and additional bike parking may also be appropriate on the MLK Medical Center Campus, the CDU Campus, and in the Northwest Subarea and should be provided by those facilities and uses.

Bike Share Program

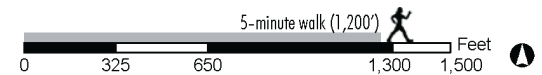
A bike share program should be implemented in the Plan Area to encourage bicycling and improve the first/last mile connections to the Willowbrook/Rosa Parks Station. A program could be coordinated with neighboring jurisdictions.



-  County of Los Angeles
-  Willowbrook TOD Specific Plan Area
-  Metro C Line
-  Metro A Line
-  Transit Streets (Multiple Routes)

**Figure 4-8
Key Transit Streets**

WILLOWBROOK TOD SPECIFIC PLAN



4.6 Transit Circulation

Station Access

Metro is currently working on improvement plans for the Willowbrook/Rosa Parks Station. These are expected to include enhancements to the station facilities and platforms, a shuttle stop and bicycle station, and access improvements including a pedestrian railroad track crossing to neighborhoods to the east.

Transit Service

Key transit streets that offer multiple bus routes in the Plan Area are shown in Figure 4-8. Current bus routes are expected to continue to serve the Plan Area focusing on the Willowbrook/Rosa Parks Station. To encourage transit use, bus stops with benches, shade, landscaping and transit service information should be located at quarter mile spacing.

Shuttle Routes

Existing shuttle routes that are operated by the County and CDU should continue to provide critical access for those without a car. Shuttle providers should also extend service to accommodate second-shift hospital workers.

Additional shuttle routes should be added in the Northwest Subarea and connect to the Willowbrook/Rosa Parks Station. New shuttle services could be provided by the private sector as part of a comprehensive Transportation Demand Management Program.

4.7 Transportation Demand Management Program

A Transportation Demand Management (TDM) Program should be included in project development to implement strategies to take advantage of the high level of transit service and to reduce both vehicle trips and demand for vehicle parking. Strategies may include subsidizing transit passes, parking cash out programs, preferential parking for carpools, and facilitating carpools and vanpools. Such programs encourage the use of transit, bicycling, walking, and ride sharing and are generally most suitable for large employers and institutional uses.

TDM strategies could be particularly attractive to employers in new office type land uses in the Northwest Subarea by reducing capital costs associated to building parking. They could also appeal to CDU and the MLK Medical Center. A Transportation Management Organization (TMO) could also be established to facilitate these programs at an area-wide level and support individual participating employers and/or buildings.

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Streetscape Improvements

5.1 Introduction

This chapter describes recommended streetscape improvements to improve the quality of life for residents. Streetscape improvements enhance and unify the visual and spatial experience of bicyclists, pedestrians, and drivers and help provide key linkages between the activity centers and neighborhoods. Some recommendations are conceptual and should be evaluated on a case-by-case basis.

5.2 Streetscape Improvements

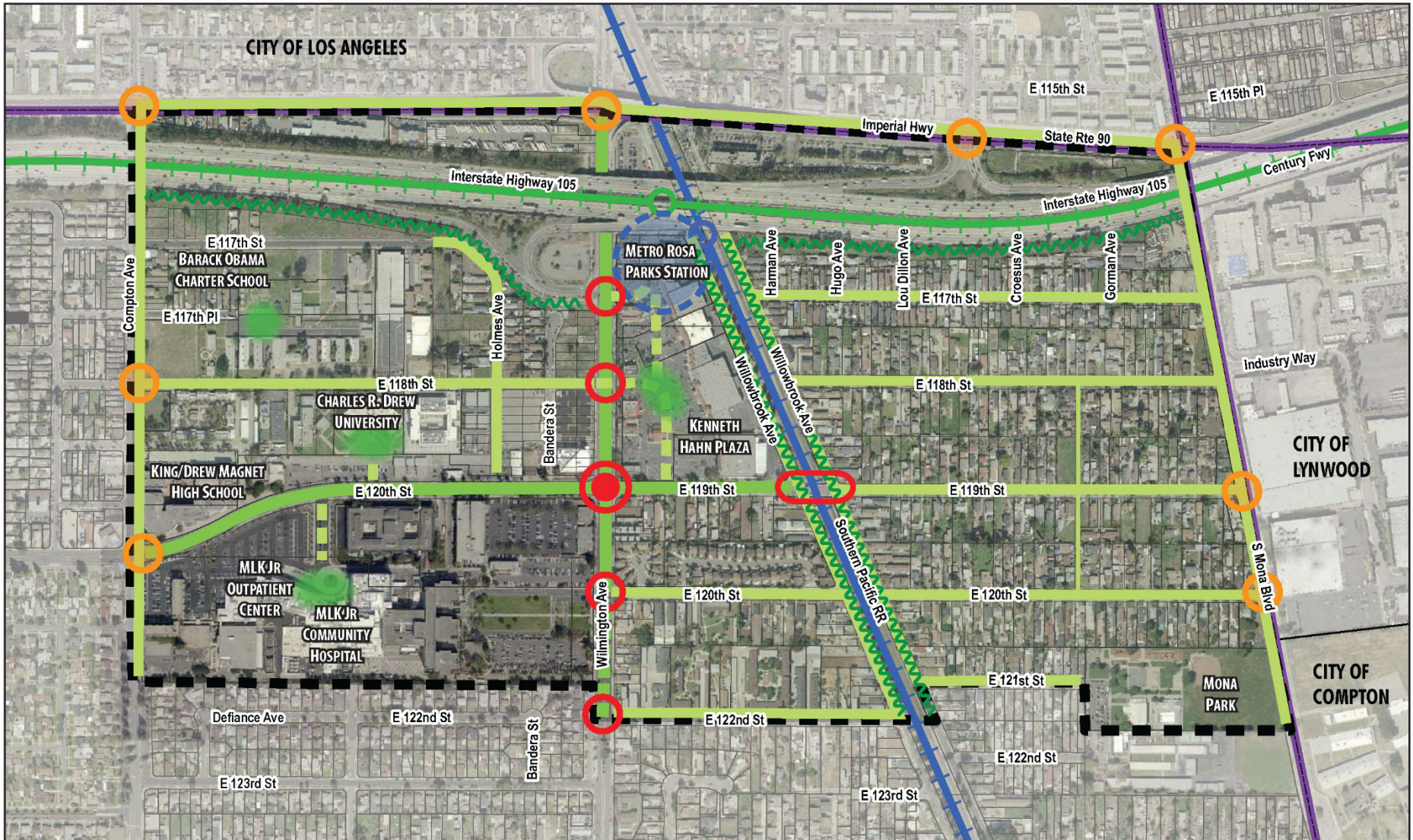
Recommended streetscape improvements consist of an interrelated palette of street trees, street furniture, street lighting, wayfinding signage, public art, and landscaping. (See Figure 5-1).

A. Willowbrook Area Access Improvements Project

DPW has streetscape improvements planned for Wilmington Avenue (Imperial to East 120th Street) and East 120th/East 119th Street (Compton to Willowbrook) as a part of the Willowbrook Area Access Improvements (WAAI) Project. The streetscape design includes new sidewalks, Class II bicycle lanes, solar pedestrian lights, street trees, street furnishings, bus shelters, and Low Impact Development features such as permeable paving and storm capture underground storage facilities. The WAAI Project also includes signage and wayfinding services with the theme of “willow and brook.” The Specific Plan carries the design themes of the WAAI Project to the rest of the Plan Area.

B. Green Alley Project

DPW is installing a green alley between East 118th Street and East 120th Street called “The Green Alley of Family and Fellowship.” The project connects East 118th Street to Faith and Hope Park at East 119th Street, and then continues to East 120th Street near the access way to Mona Park. It retains residents’ vehicular access to their homes while making the alley more pedestrian-friendly through the use of colored concrete pavement; curb and driveway reconstruction at the alley entrances; crosswalk enhancements; pedestrian-scale lighting; monument and wayfinding signs; and decorative planter walls distributed along its length that neighbors can use to grow vegetables, berries, and flowers.



- | | | |
|------------------------------------|-------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| County of Los Angeles | DPW Roadway Improvements Project
- Roadway pavement improvements
- Trees
- Area signage
- Landscaping | Metro Rosa Park Station Improvements |
| Willowbrook TOD Specific Plan Area | Extend DPW Roadway Improvements to Specific Plan boundary | Major Intersection Improvements |
| Metro C Line | Landscape Screening | Minor Intersection Improvements |
| Metro A Line | Park/Open Space/Plaza | Major Pedestrian Hub |
| Pedestrian Connections | | |
| New Street Lighting & Street Trees | | |

**Figure 5-1
Streetscape Improvements**

WILLOWBROOK TOD SPECIFIC PLAN

5-minute walk (1,200')

0 325 650 1,300 1,500 Feet

C. Streetscape Improvements at the Intersection of Wilmington Avenue and East 120th/East 119th Street

The two major pedestrian streets are Wilmington Avenue in the north-south direction and East 120th/East 119th Street in the east-west direction. These two streets connect the major activity areas and across the rail tracks to the residential neighborhoods to the east. The intersection forms the pedestrian core of the Plan Area and should have special treatments that build on the WAAI Project (see Figure 5-2). These include a bulb-out on the southeast corner and special paving designs. A gateway structure across Wilmington Avenue could also be appropriate. Examples of gateway structures from other communities are shown below.

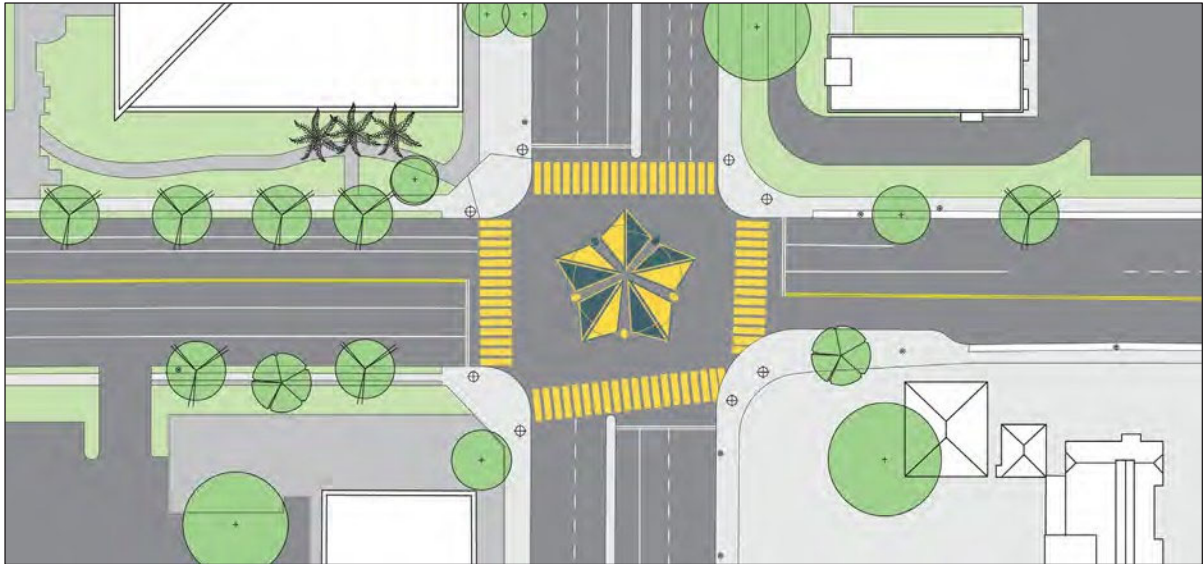


Figure 5-2: Wilmington Avenue and East 120th/East 119th Street intersection



Examples of paving designs that highlight special intersections.



Gateway structures that mark entries can also be used to celebrate the heart of a community.

D. Pedestrian Amenities

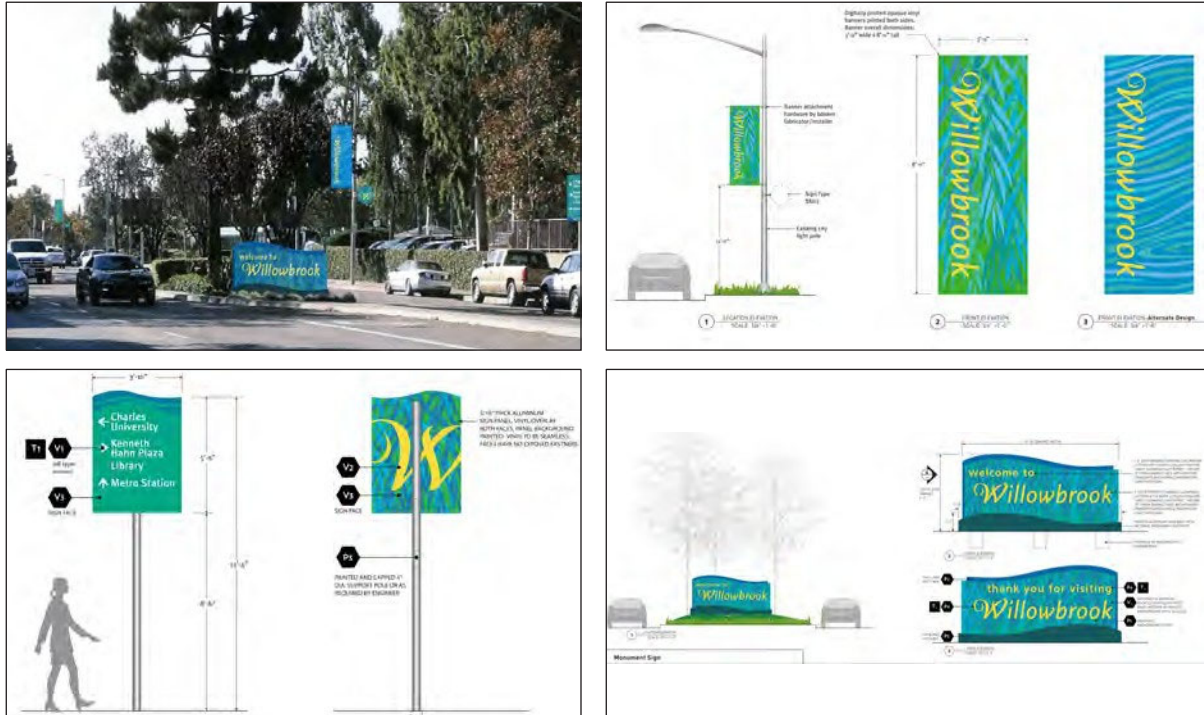
Engaging, pedestrian-oriented streetscapes include street trees (described in Section 5.2E), streetlights, street furniture, wayfinding, and landscaped open space. Public art and water features can also be appropriate. Pedestrian amenities should be focused along major streets and locations that have the most pedestrian activity.

- a. **Street Furniture.** A consistent palette of street furniture will help unify the area and provide essential seating, trash receptacles and bicycle racks. As part of the WAAI Project, fixtures will be installed to match the selected design theme and these should be continued throughout the Plan Area. Compatible street furniture is also encouraged in setback areas, plazas, courtyards and other publicly accessible spaces as appropriate and where access will not be impeded.



The selected street furniture palette in the Willowbrook Area Access Improvements project includes Landscape Forms' Presidio bench and trash receptacle. (Source: County of Los Angeles Department of Public Works)

- 2. Wayfinding.** Wayfinding helps people orient themselves in physical space and navigate from place to place. A system of wayfinding signs, markers, and monument signs with a consistent and coordinated design is part of the WAAI Project. This wayfinding should be expanded to the entire Plan Area and particularly at the Willowbrook/Rosa Parks Station.

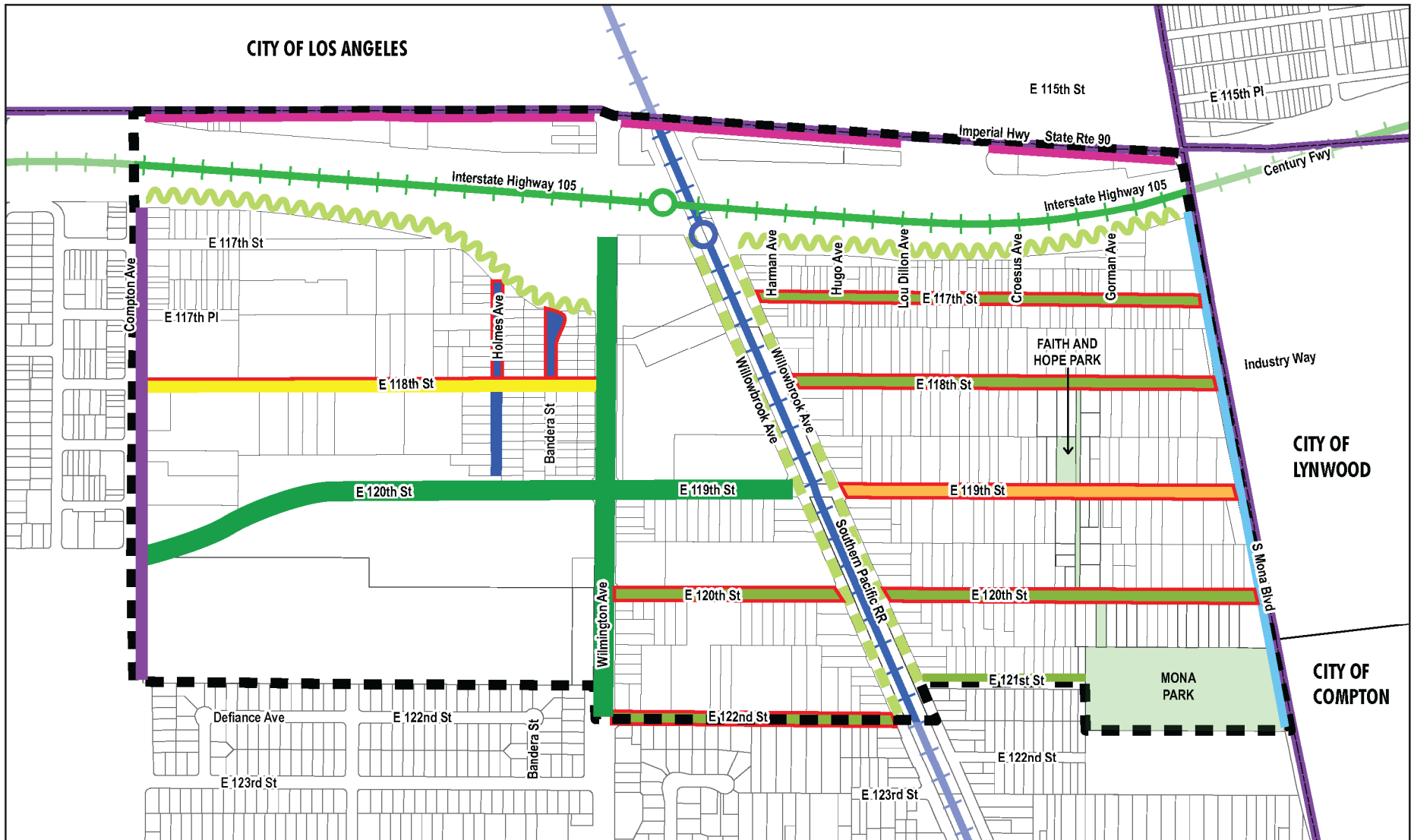


Banners, directional signs and monument signs are a part of the Willowbrook Area Access Improvements Project. (Source: County of Los Angeles Department of Public Works)

- 3. Street Lighting.** Lighting promotes safety and provides spatial definition. The WAAI Project recommends lighting on key streets and that lighting should be extended to all streets in the Plan Area. Light fixtures should adhere to Dark Sky Association guidelines and Southern California Edison (SCE) standards for maintenance.
- 4. Public Art.** Public art should be incorporated at the Willowbrook/Rosa Parks Station and early in project design particularly along major streets and at activity centers.

E. Street Trees

A mix of street tree species can be found in the Plan Area. A complimentary palette of carefully selected street trees will provide shade and a pleasant sidewalk experience, add seasonal color, and expand the urban forest. Table 5-1 and Figure 5-3 illustrate the street tree designations for the streets within the Specific Plan area. Figure 5-4 illustrates the Street Tree Palette from DPW Urban Forestry Unit's Maintenance District Street Tree List and street trees planned in the WAAI Project are incorporated. Tree spacing recommendations for each street and tree type noted in Table 5-1 are based on the canopy size of a mature tree of each species, the land uses along the streets, presence or absence of overhead power lines, and the available planting area. Final placement will be determined by DPW following all street tree and planting guidelines.



- | | | |
|----------------------------------------------------------------|------------------------------------|-------------------------------------------------------------------------------|
| County of Los Angeles | Existing Screening Vegetation | Callery Pear |
| Willowbrook TOD Specific Plan Area | Bronze Loquat or Pink Trumpet Tree | Chinese Pistache |
| Metro C Line | Natchez Crape Myrtle | Pattern of
- Natchez Crape Myrtle
- Brisbane Box
- London Plane Tree |
| Metro A Line | Chinese Flame Tree | Turf Parkways (maintain existing) |
| Fraser's Photinia alternating with existing Canary Island Pine | Brisbane Box | |
| | Holly Oak | |

**Figure 5-3
Street Tree Designations**

WILLOWBROOK TOD SPECIFIC PLAN

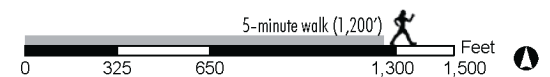


Figure 5-4: Street Tree Palette



Pink Trumpet Tree
Handroanthus impetiginosus
 Deciduous
 Height: 30-50 feet
 Canopy: 30 feet
 Bloom: Spring
 Water: low to moderate
 Powerline Friendly: Yes



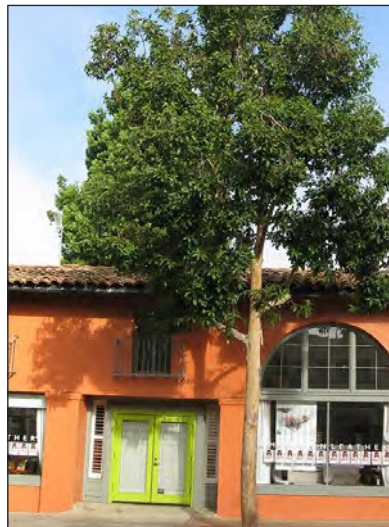
Bronze Loquat
Eriobotrya deflexa
 Evergreen
 Height: 25-30 feet
 Canopy: 20 feet
 Bloom: Winter
 Water: low to moderate
 Powerline Friendly: Yes



Chinese Flame Tree
Koelreuteria bipinnata
 Deciduous
 Height: 25-45 feet
 Canopy: 40 feet
 Bloom: Summer
 Water: moderate
 Powerline Friendly: Yes



'Natchez' Crape Myrtle
Lagerstroemia indica x fauriei
 'Natchez'
 Deciduous
 Height: 15-25 feet
 Canopy: 25 feet
 Bloom: Summer
 Water: low to moderate
 Powerline Friendly: Yes

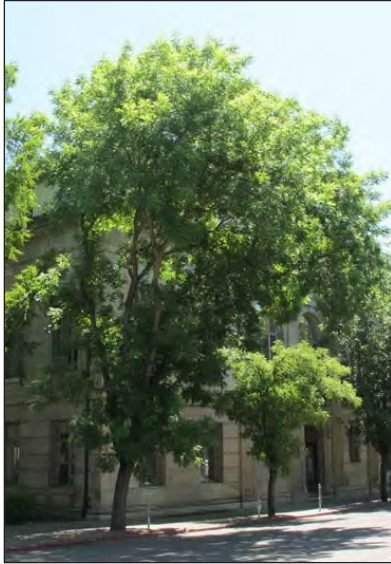


Brisbane Box
Lophostemon confertus
 Evergreen
 Height: 30-60 feet
 Canopy: 40 feet
 Bloom: Summer
 Water: low to moderate
 Powerline Friendly: No



Holly Oak
Quercus ilex
 Evergreen
 Height: 30-65 feet
 Canopy: 50 feet
 Bloom: Spring, Summer
 Water: low to moderate
 Powerline Friendly: No

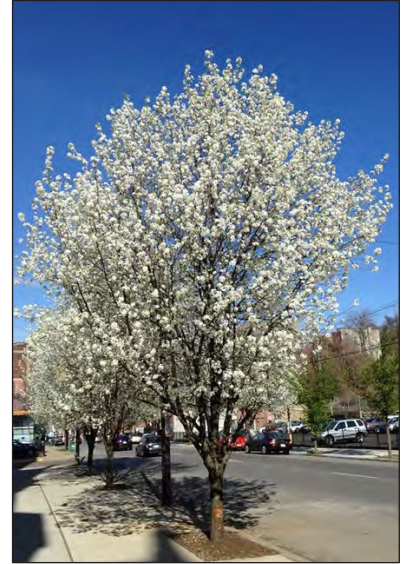
Figure 5-4 (continued)



Chinese Pistache
Pistacia chinensis
 Deciduous
 Height: 60 feet
 Canopy: 50 feet
 Bloom: Winter
 Water: low to moderate
 Powerline Friendly: No



London Plane Tree
Platanus x acerifolia
 'Bloodgood'
 Deciduous
 Height: 40-80 feet
 Canopy: 70 feet
 Bloom: Spring
 Water: moderate
 Powerline Friendly: No



Callery Pear 'Aristocrat'
Pyrus calleryana
 Deciduous
 Height: 35-45 feet
 Canopy: 35 feet
 Bloom: Spring
 Water: moderate
 Powerline Friendly: Yes



Canary Island Pine
Pinus canariensis
 Evergreen
 Height: 65-80 feet
 Canopy: 40 feet
 Bloom: None
 Water: low to moderate
 Powerline Friendly: No



Fraser Photinia
Photinia x fraseri
 Evergreen
 Height: 10-15 feet
 Canopy: 20 feet
 Bloom: Spring
 Water: moderate
 Powerline Friendly: Yes

Table 5-1: Street Tree Designations in the Specific Plan Area

Street Names	Existing	Specific Plan (2015)	Recommended Spacing*	Tree Well Dimensions**
North-South				
Compton Avenue (East side only)	Victorian Box <i>Pittosporum undulatum</i> Lemon Bottlebrush <i>Callistemon citrinus</i>	Brisbane Box <i>Lophostemon confertus</i>	30'-40'	5 sf
Holmes Avenue	Mixed	Chinese Flame Tree <i>Koelreuteria bipinnata</i>	30'-40'	5 sf
Wilmington Avenue	Mixed	Natchez Crape Myrtle <i>Lagerstroemia indica x fauriei 'Natchez'</i> Brisbane Box <i>Lophostemon confertus</i> London Plane Tree (Maintain Existing) <i>Platanus x acerifolia</i>	-- -- --	
Willowbrook Avenue	Canary Island Pine <i>Pinus canariensis</i>	Fraser Photinia <i>Photinia x fraseri</i>	Alternating between existing	
Mona Boulevard (West side only)	None	Holly Oak <i>Quercus ilex</i>	40'-50'	
Bandera Street	None	Chinese Flame Tree <i>Koelreuteria bipinnata</i>	30'-40'	5 sf
East-West				
Imperial Highway (South side only)	Mixed	Chinese Pistache <i>Pistacia chinensis</i>	30'-40'	5 sf
117th Street	Mixed	Pink Trumpet Tree <i>Handroanthus impetiginosus</i> Alternative: Bronze Loquat <i>Eriobotrya deflexa</i>	25'-35'	5 sf
118th Street (West of Wilmington Avenue) (North side only)	Mixed	Callery Pear <i>Pyrus calleryana</i>	30'-40'	5 sf
118th Street (East of Wilmington Avenue)	London Plane Tree <i>Platanus x acerifolia</i>	Pink Trumpet Tree <i>Handroanthus impetiginosus</i> Alternative: Bronze Loquat <i>Eriobotrya deflexa</i>	25'-35'	5 sf
119th Street (East of Willowbrook Avenue)	Mixed	Natchez Crape Myrtle <i>Lagerstroemia indica x fauriei 'Natchez'</i> Brisbane Box <i>Lophostemon confertus</i>	20'-30'	4 sf
120th Street (East of Wilmington Avenue)	Mixed	Pink Trumpet Tree <i>Handroanthus impetiginosus</i> Alternative: Bronze Loquat <i>Eriobotrya deflexa</i>	25'-35'	5 sf
120th Street (West of Wilmington Avenue)	Canary Island Pine <i>Pinus canariensis</i>	Natchez Crape Myrtle <i>Lagerstroemia indica x fauriei 'Natchez'</i> Brisbane Box <i>Lophostemon confertus</i>	-- --	
121st Street (North side only)	None	Pink Trumpet Tree <i>Handroanthus impetiginosus</i> Alternative: Bronze Loquat <i>Eriobotrya deflexa</i>	25'-35'	5 sf
122nd Street (North side only)	Mixed	Pink Trumpet Tree <i>Handroanthus impetiginosus</i> Alternative: Bronze Loquat <i>Eriobotrya deflexa</i>	25'-35'	5 sf/Turf

*Recommended spacing considers the size of mature canopy, available planting areas, and adjacent land uses.

**Optimal sizes provided.

F. Parks and Open Space

Existing open space resources in the Plan Area include Mona Park, Faith and Hope Park, and the MLK Fitness Garden. Mona Park is a 8.4-acre recreational facility that includes a softball and multi-purpose fields, a gymnasium, and a swimming pool. It features year-round recreational programming including youth sports, the summer lunch program, after-school snacks, and after-school day camp programs. Faith and Hope Park opened in 2016 and will be connected north to 118th Street and south to Mona Park via the planned Green Alley of Family and Fellowship. Other important open space resources are the MLK Fitness Garden at the MLK Center for Public Health that incorporates a public walking path with fitness equipment and the planned Fellowship Garden of Love at Holmes Community Garden.



Faith and Hope Park opened in 2016 along East 119th Street.



MLK Fitness Garden is located along 120th Street.



Mona Park connects to East 120th Street along a landscaped paseo (shown on the right).

The recommended strategies for parks and open space build upon the existing and planned park spaces in the Plan Area. These strategies include:

- Exploring joint-use opportunities with the schools.
- Encouraging new development to provide public open space as a community benefit. Potential locations are shown in Figure 5-1.
- Considering building pocket parks and community gardens on County-owned vacant lots.
- Improving bicycle and pedestrian access to existing and future parks and open spaces.

G. Mona Boulevard Bicycle/Pedestrian Path

Mona Boulevard provides north-south pedestrian access on the east side of the Plan Area including access to Mona Park, the MLK Elementary School and the Dr. Ralph Bunche Middle School. Mona Boulevard between the I-105 Freeway to 124th Street is proposed to be converted from a four-lane street to a three-lane street with a pedestrian/bicycle trail along the west side of the street that meets Class I design guidelines. A typical cross section is shown in Figure 4-3 in Chapter 4.



The Mona Boulevard Bicycle/Pedestrian Path (a Class I Bicycle Path) will connect residential neighborhoods with Mona Park, MLK Elementary School and Dr. Bunche Middle School.

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6.1 Introduction

The purpose of this chapter is to provide an overview of existing and planned infrastructure facilities, and to outline recommended infrastructure upgrades for the Plan Area. The recommended upgrades are based on analyses of the capabilities and capacities of existing facilities and projected infrastructure needs based on build-out of the Willowbrook TOD Specific Plan. Figure 6-1 shows how the Plan Area has been divided into “groups” for the purposes of the analyses.

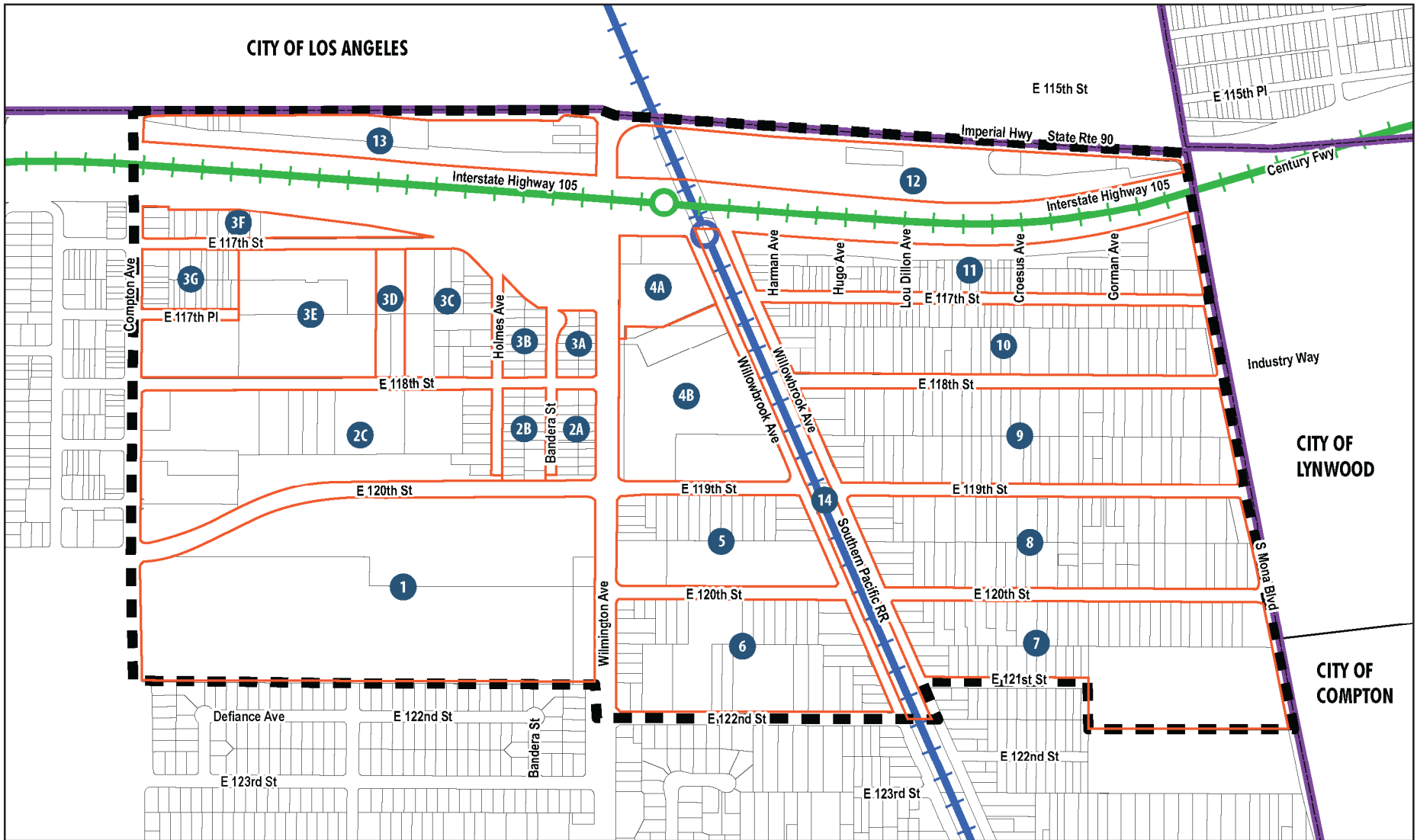
6.2 Water System

Three water purveyors serve the Plan Area: Liberty Utilities (formerly Park Water Company), Golden State Water Company and Los Angeles Department of Water and Power (LADWP). Park Water Company provides water service to the area west of Wilmington Avenue, and Golden State Water Company provides water service to the area east of Wilmington Avenue. There are potable water lines under almost all streets and alleys within the Plan Area. The sizes of the potable water lines vary from 4 to 12 inches. The existing pipes that distribute water services in the Plan Area include steel pipe (ST), asbestos cement pipes (AC), ductile iron pipes (DI), and cast iron pipes (CI). Figure 6-2 shows the layout of the existing water lines. This figure also illustrates the upgrades necessary to meet the projected demand.

As shown in Figure 6-2, except for Group 14 (which remains unchanged), almost all development capacity groups under total build-out of the Specific Plan have some increase in land use density, which in turn results in an increase in water demand. Most of the existing water lines in the Plan Area are 8 inches in diameter and above. The 8 inch pipes generally have the capacity to handle the increase in water demand/load under total build-out of the Plan Area. However, to meet the demand of water consumption, including water services for fire prevention purposes, such as demand of new fire hydrants and fire sprinkler systems in the new developments in the post total “build-out” condition, the following upgrades in water line pipe sizes are recommended:

Group 2A, 2B:

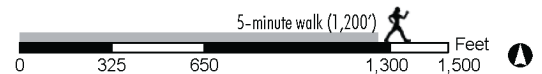
Replace existing water line of 4 inch CI on 118th Street north of this area with 8 inch DI (or PVC C-900).

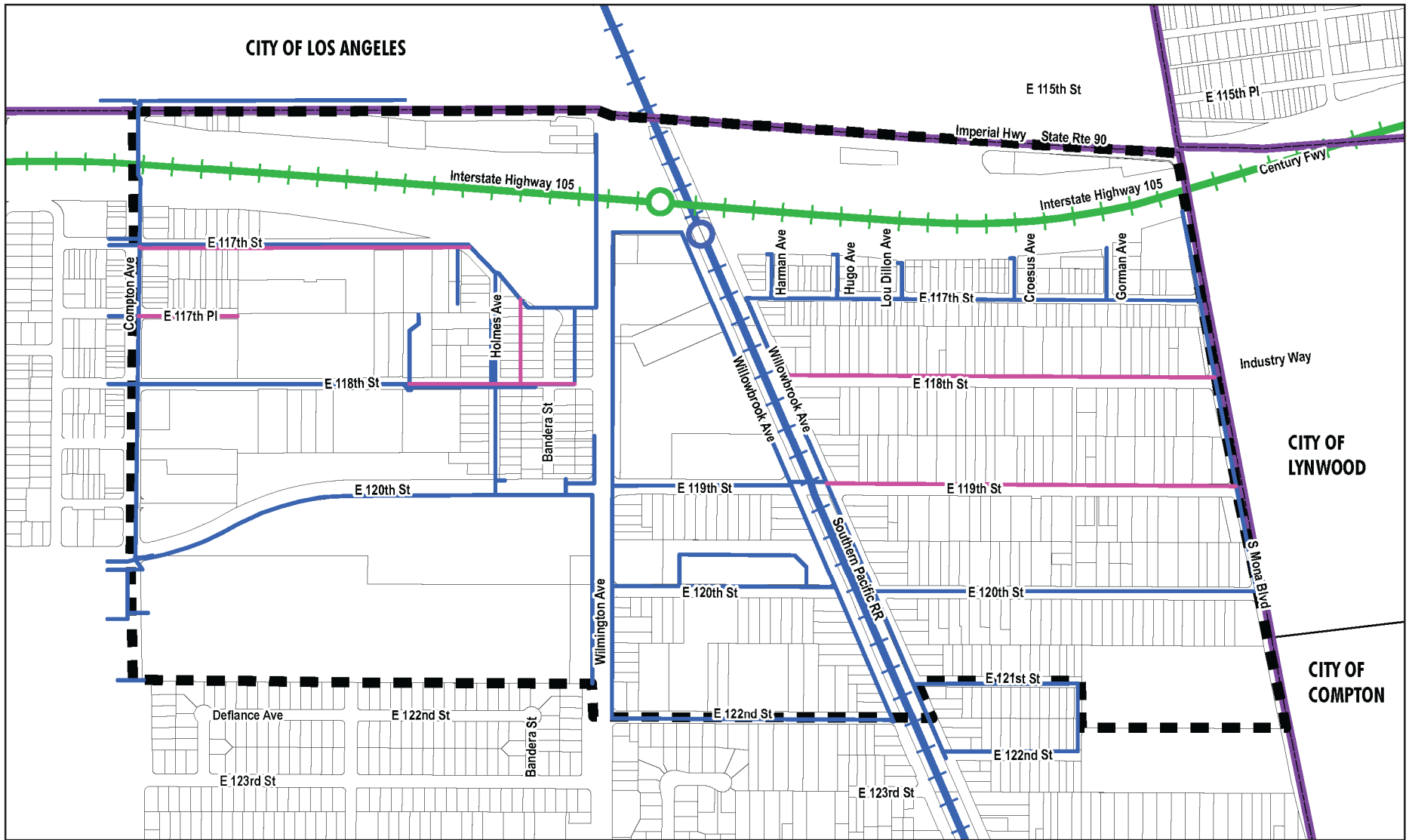


-  County of Los Angeles
-  Willowbrook TOD Specific Plan Area
-  Metro C Line
-  Metro A Line

Figure 6-1
Key Map by Block for Calculating
Infrastructure Demand

WILLOWBROOK TOD SPECIFIC PLAN











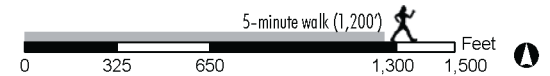
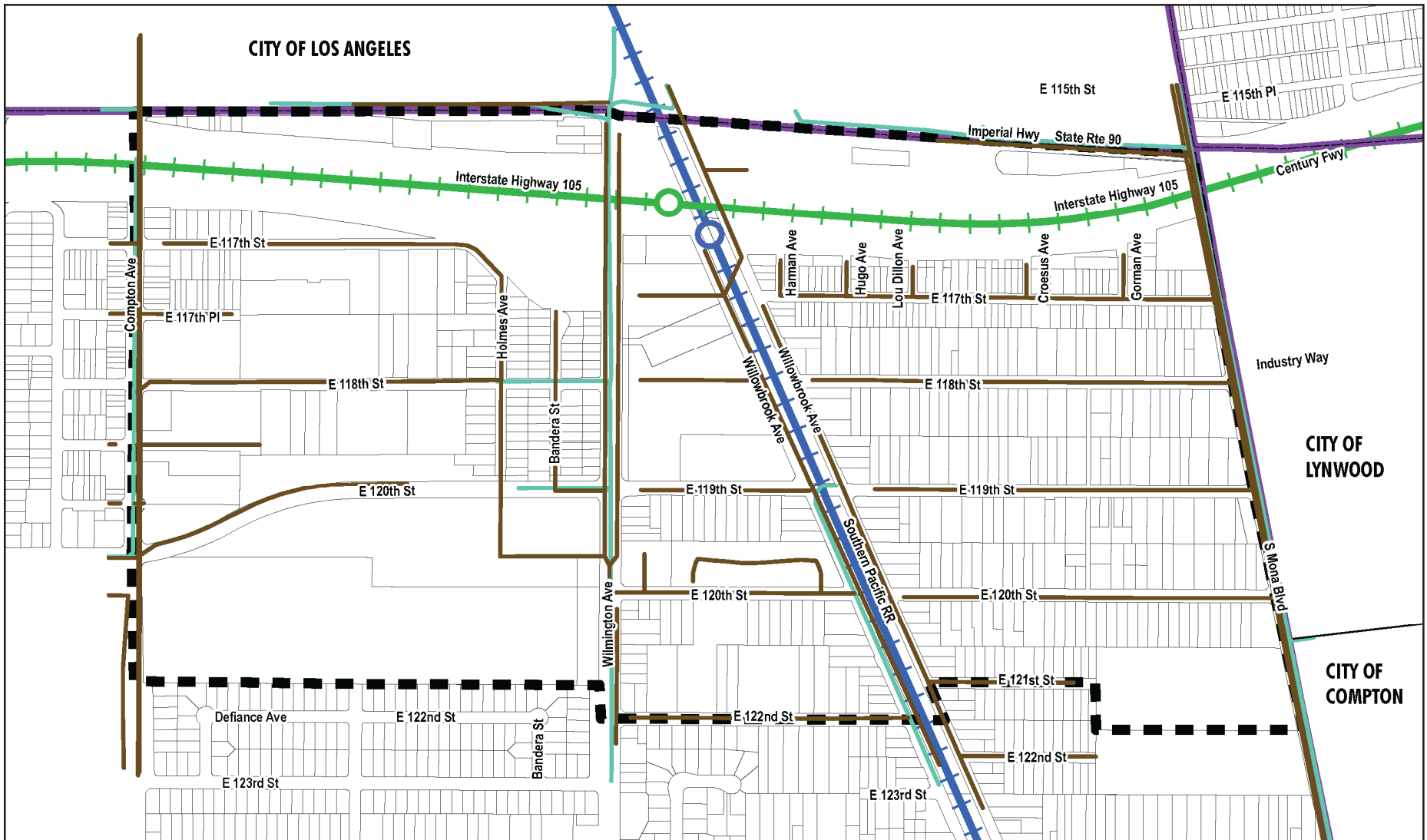
-  County of Los Angeles
-  Willowbrook TOD Specific Plan Area
-  Metro C Line
-  Metro A Line
-  Existing Water System
-  Upgrade 4 or 6" (E) Water to 8" DI Water

Figure 6-2
Existing and Planned
Water System

WILLOWBROOK TOD SPECIFIC PLAN

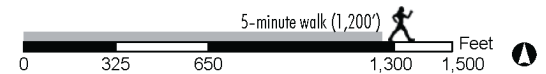




-  County of Los Angeles
-  Willowbrook TOD Specific Plan Area
-  Metro C Line
-  Metro A Line
-  Existing Sewer System
-  Existing Storm Drain System

Figure 6-3
Existing Sewer and
Storm Drain System

WILLOWBROOK TOD SPECIFIC PLAN



Group 3B:

Replace existing water line of 6 inch CI in the alley between Holmes Avenue and Bandera Street with 8 inch DI (or PVC C-900).

Group 3C, 3D, 3E, 3F, 3G:

Upgrade existing water line of 4 inch CI on 117th Street from Compton Avenue to Holmes Avenue and the 4 inch CI in 117th Place with 8 inch DI (or PVC C-900).

Group 8, 9:

Upgrade existing water line of 6 inch CI and 4 inch CI in 119th Street to 8 inch DI (or PVC C-900) from Willowbrook Avenue to Mona Boulevard.

Group 9, 10:

Replace existing water line of 6 inch CI and 4 inch CI in 118th Street with 8 inch CI from Willowbrook Avenue to Mona Boulevard.

All three water purveyors will evaluate future development within their service areas and conduct their own detailed analysis, and will ultimately decide whether the water distribution facilities are required to be upgraded.

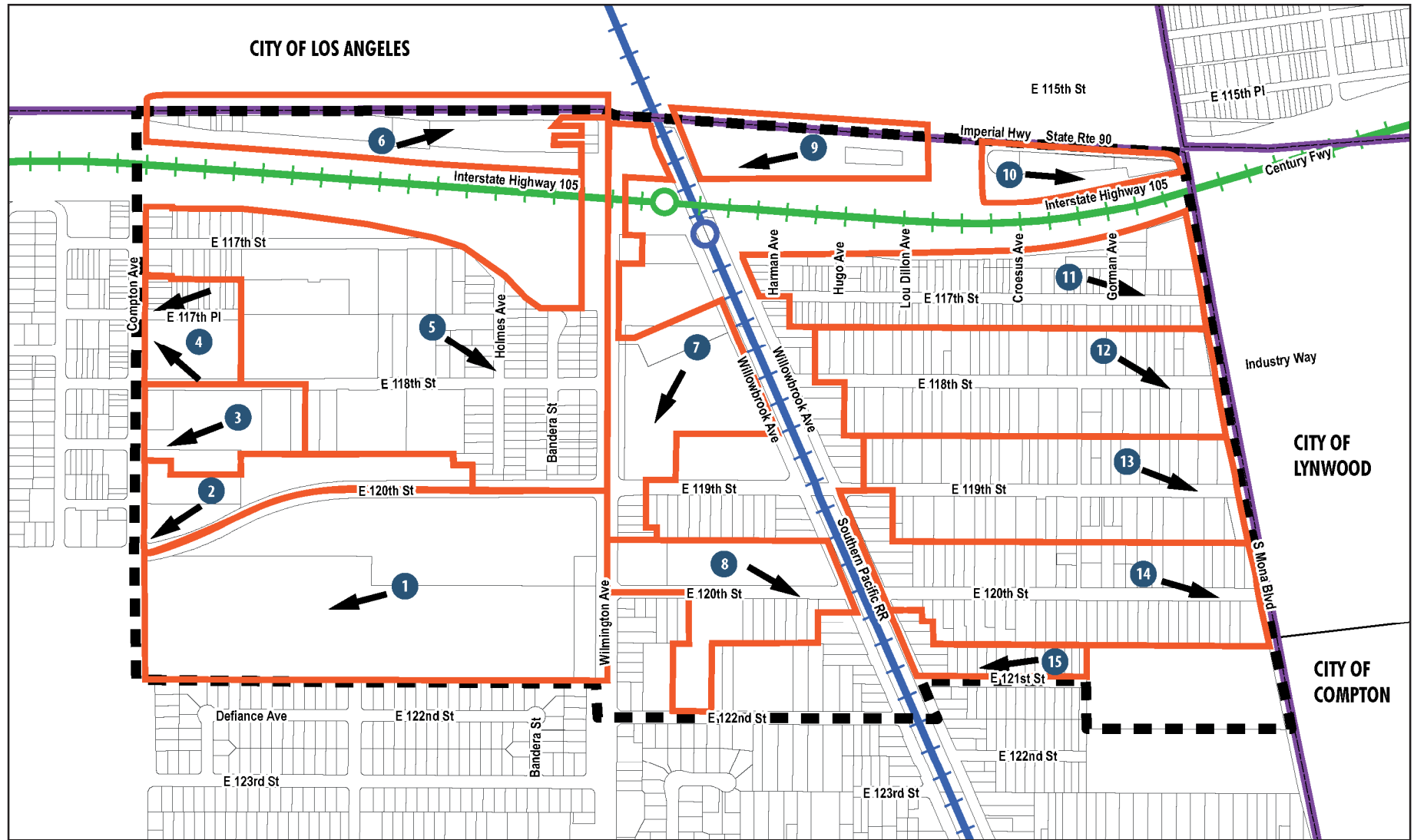
6.3 Sewer System

The sewer lines serving the Plan Area are owned and maintained by DPW and the Sanitation Districts of Los Angeles County (LACSD). The sewer lines within the area are mainly Vitrified Clay Pipes (VCP). The sewer mains are all under the major streets with smaller lateral lines connecting directly to residential buildings or businesses (Figure 6-3).

As mentioned earlier in the water system section, except for Group 14 (which remains unchanged), almost all development capacity groups under total build-out of the Specific Plan have some increase in land use density, which in turn results in an increase in sewage effluent throughout the Plan Area. The cumulative sewage effluent by each Tributary Area (shown in Figure 6-4 and Table 6-1) has been calculated using the Zoning Coefficient for runoff provided for a typical sewer area study by the DPW Land Development Division. All existing sewer mains in the Plan Area are 8" or above in diameter. Using the minimum allowable slope of 0.24 percent, the design capacity for the existing sewer mains are at least 0.27 cfs (some pipes are larger than 8 inch). There are five (5) existing sewer collection points that may not be adequate to meet the future cumulative sewage effluent.

One of the purposes of this study is to identify the deficiencies, if any, of the existing utilities when compared to the future developed condition. This study has identified that the developments in Tributary Areas 5, 7, 8, 11, and 16 have the potential to exceed the existing sewage capacity of their connecting sewer mains. The rest of the groups should remain below the sewage capacity.

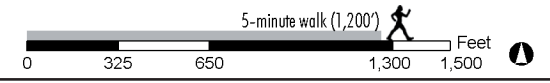
Since the design capacity refers to future full build-out conditions there is no real justification to upgrade any of these sewer mains at this time. Regardless, DPW will require a detailed sewer area study of any new development within Tributary Area 5. The sewer area study will determine whether any upgrade will be required for sewer system network at the time of that specific development. The LACSD will also review all new sewer infrastructure upgrades as DPW will send improvement plans for the district to review.



-  County of Los Angeles
-  Willowbrook TOD Specific Plan Area
-  Metro C Line
-  Metro A Line
-  Tributary Area

Figure 6-4
Tributary Areas for
Calculating Sewer Demand

WILLOWBROOK TOD SPECIFIC PLAN



**Table 6-1:
Sewer Area Study Calculations by Tributary Area**

Street Name	Pipe		Area (Acres)	Calculated Flow (cfs)	Cumulative Calculated Flow* (cfs)	Cumulative Depth (inches)	Comment
	Size (inches)	Slope (%)					
Tributary Area 1 (Compton Ave)	8	0.24					<i>Not Part of Calculations</i>
Medical Buildings & Residential (R-3)			N/A				<i>Private Sewer Line</i>
Tributary Area 2 (Compton Ave)	8	0.24			0.1836	3.2	
Commercial			3.60	0.0540			
High School (1,675 people x 20 gal/day x 2.5)			N/A	0.1296			1,600 students & 75 staff
Tributary Area 3 (Compton Ave)	8	0.24			0.1350	2.8	
Residential (R-3)			4.50	0.1350			
Tributary Area 4 (Compton Ave)	8	0.24			0.1041	2.4	
Lincoln ES 2.5 x ((280 students x 15 gal/day) + (50 staff x 20 gal/day))			N/A	0.0201			280 students & 50 staff
Mixed-Use 2 (60 du/acre)			1.40	0.0840			
Tributary Area 5 (Wilmington Ave)	8	0.24			1.9023	6.4	
Lincoln ES 2.5 x ((280 students x 15 gal/day) + (50 staff x 20 gal/day))			N/A	0.0201			280 students & 50 staff
Charter ES 2.5 x ((336 students x 15 gal/day) + (35 staff x 20 gal/day))			N/A	0.0222			336 students & 35 staff
Mixed-Use 2 (60 du/acre)			31.00	1.8600			
Tributary Area 6 (Imperial Hwy)	8	0.24			0.1061	2.5	
Commercial			7.07	0.1061			
Tributary Area 7 (Wilmington Ave)	8	0.24			0.4437	5.4	
Mixed-Use 1 (30 du/acre)			14.79	0.4437			
Tributary Area 8 (Willowbrook Ave)	15	0.12			2.7945	12.1	
Residential (R-3)			11.69	0.3507			
Residential (R-2)			3.60	0.0720			
Residential (R-1)			2.86	0.0257			
Tributary Area 9 (Willowbrook Ave)	8	0.24			0.0356	1.4	
Commercial			2.37	0.0356			
Tributary Area 10 (Mona Blvd)	8	0.24			0.0323	1.4	
Commercial			2.15	0.0323			
Tributary Area 11 (Mona Blvd)	8	0.24			0.2887	4.2	
Residential (R-3)			0.99	0.0297			
Residential (R-2)			12.95	0.2590			
Tributary Area 12 (Mona Blvd)	8	0.24			0.1654	3.1	
Residential (R-1)			18.38	0.1654			
Tributary Area 13 (Mona Blvd)	8	0.24			0.1516	3.0	
Residential (R-1)			16.84	0.1516			
Tributary Area 14 (Mona Blvd)	8	0.24			0.2006	3.4	
Residential (R-3)			2.17	0.0651			
Residential (R-1)			15.05	0.1355			
Tributary Area 15 (Willowbrook Ave)	8	0.24			0.1310	2.8	Manhole 48
Residential (R-3)			3.70	0.1110			Includes 117th to 119th
Residential (R-1)			2.22	0.0200			
Tributary Area 16	12	0.24			1.0468	7.1	Trunk Line
Residential (R-3)			19.00	0.5700			at Oris and Willowbrook
Residential (R-2)			16.64	0.3328			
Residential (R-1)			16.00	0.1440			

* Based on current land use and coefficients per DPW.

Sewer laterals are sewer pipes which connect with buildings with sewer mains that run in the street. In general, new or upgraded sewer laterals are required for new buildings, with the cost of the installation borne by the developers.

6.4 Storm Drain System

The storm drain system serving the Plan Area is maintained by the Los Angeles County Flood Control District (LACFCD). The storm drain system within the Plan Area consists of mostly underground Reinforced Concrete Pipes (RCP) ranging from 24 to 54 inches (Figure 6-3).

Build-out of the Plan Area will generate little or no increase in runoff to the existing drainage system, since the area is completely developed. Approximately 80-90 percent of the existing Plan Area is impervious. It is predicted that the new development will not directly trigger any need for upgrades to the County's existing storm drain major backbone facilities, mainly due to the Low Impact Development (LID) Ordinance requirements for percolation and on-site detention for new development, which will stabilize and/or even reduce runoff in the Plan Area.

There are no recommendations to upgrade the existing storm drain system within the Plan Area.

LID Practices and Project Requirements

In October 2008, the County adopted the LID Ordinance as part of Los Angeles County Code Title 12, Chapter 84 to require the use of LID principles in all development projects except road and flood infrastructure projects. Unlike traditional stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, or other conveyances to a centralized stormwater facility, LID uses site design and stormwater management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's pre-development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall.

LID practices or stormwater quality control measures can be categorized into the following types:

- *Retention-based stormwater quality control measures*
Examples: bio-retention, infiltration basin, dry well, permeable pavement.
- *Bio-filtration*
Example: bio-filtration area.
- *Vegetation-based stormwater quality control measures*
Example: stormwater planter (or planter box), vegetated swale, green roof.
- *Treatment-based stormwater quality control measures*
Examples: sand filter, constructed wetland, proprietary treatment control measures.

All new development that requires new grading in the Plan Area will require preparation of a hydrology study to demonstrate that building sites are free from flooding hazard. New development will be required to mimic the site's pre-development runoff by choosing the appropriate LID practice most suitable for the site. A proposed project must demonstrate that any proposed improvement, including filling, does not raise the flood level upstream or downstream of the project. As required by the County, developers shall prepare National Pollution Discharge Elimination System (NPDES) reports, such as the Water Quality Management Plan (WQMP) and Stormwater Pollution Prevention Plan (SWPPP), to ensure the quality of water is preserved and adverse environmental impacts are minimized.

6.5 Electrical System

Southern California Edison (SCE), which is a private utility company, provides electrical power service to the Plan Area. SCE sets its own service standards, with oversight from the California Public Utilities Commission (CPUC), and facility improvement strategies. Currently, there is a network of aerial electrical facilities creating a power grid that supplies sufficient electrical service to the Plan Area. There is no major deficiency or functional problem in the power supply facilities within the Plan Area. The specific locations of the existing underground and overhead electrical lines are illustrated in Figure 6-5.

The decision to upgrade the power supply facilities and the number of upgrades to meet the demand of future development will be determined by SCE in coordination with the County after developers have submitted their building plans. Demand for services and the ability to serve new developments are generally determined on a case-by-case basis.

Most of the electrical distribution facilities in the Plan Area are aerial facilities. The Specific Plan recommends that existing aerial electrical facilities be placed underground whenever funding is available. Underground electricity provides higher reliability, is safer in general, and is also less unsightly. One of the potential funding mechanisms is CPUC Rule 20. CPUC Rule 20 is a set of policies and procedures established by the CPUC to regulate the conversion of overhead electric equipment to underground facilities, a process often referred to as “undergrounding.” Rule 20 determines the level of ratepayer funding for different undergrounding arrangements.

CPUC Rule 20

Under Rule 20, undergrounding projects are financed by utility rate money, combined rate funds and local tax proceeds, or private funds, depending on whether Rule 20A, Rule 20B or Rule 20C provisions apply.

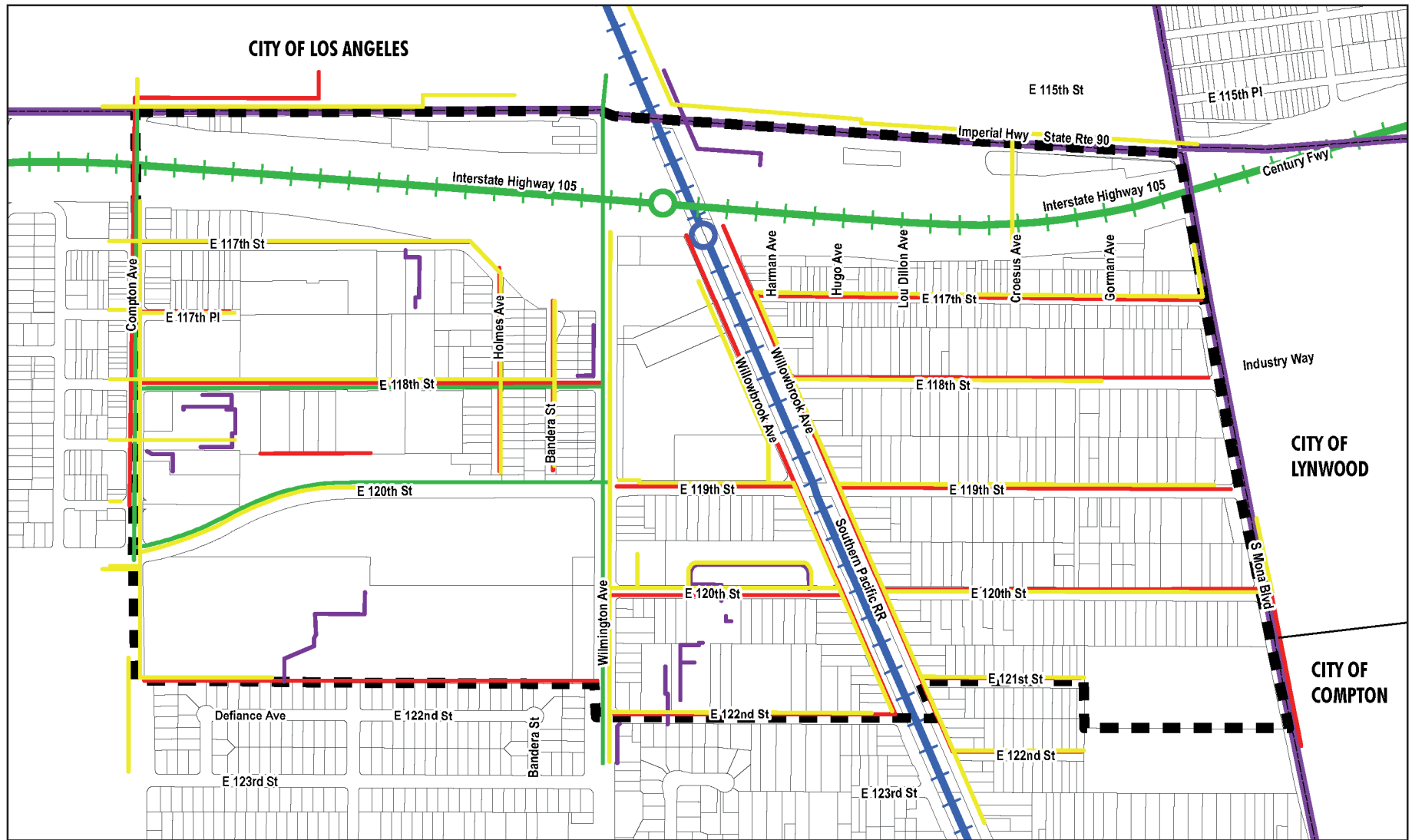
Rule 20A: *Rule 20A projects are paid for by all SCE customers and ratepayers, not just those who live in locations where facilities will be undergrounded. To qualify for full funding through utility rate proceeds, projects must produce a benefit to the general public, not just customers in the affected area, by satisfying one or more of these criteria:*




- *The location has an unusually heavy concentration of overhead facilities.*
- *The location is heavily traveled.*
- *The location qualifies as an arterial or major collector road in a local government’s general plan.*
- *The overhead equipment must be located within or pass through a civic, recreational or scenic area.*

Using CPUC formulas, SCE allocates rate funds to communities for undergrounding based on previous allocations, the ratio of customers served by overhead facilities to all the customers in the community, and the fraction that customers in the community represent of all SCE customers. Local governments use these formulas to project allocations, which allow them to prioritize projects and develop project schedules. Because funds are limited, local governments sometimes must wait and accumulate their allocations before starting an undergrounding project.

Rule 20B: *If an area is not eligible for Rule 20A or if local government cannot or chooses not to rely on the Rule 20A allocation process, Rule 20B allows rate funds to subsidize an undergrounding project. The subsidy includes an amount equal to about 5 to 20 percent of the total cost. The remaining cost is funded by local governments or through neighborhood special assessment districts.*

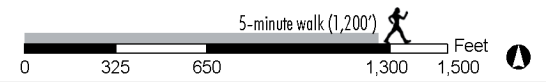
Rule 20C: *Rule 20C enables property owners to pay for undergrounding electric lines and equipment if neither Rule 20A nor 20B applies.*



-  County of Los Angeles
-  Willowbrook TOD Specific Plan Area
-  Metro C Line
-  Metro A Line
-  Electrical, Telecommunications, Cable TV Aerial Facilities
-  Gas
-  Underground Telecommunications Conduit
-  Cable Television

**Figure 6-5
Existing Dry Utilities**

WILLOWBROOK TOD SPECIFIC PLAN



It is also worth noting that, prior to any undergrounding process, SCE will take the lead in contacting the other low voltage utilities that might be sharing the power poles with SCE aerial facilities, such as the telecommunication provider (AT&T) and cable TV provider (Spectrum) to coordinate and execute a joint trench. During this process, SCE will also reach out to DPW, Public Utility Division, for their assistance in contacting and coordinating with the aforementioned utility providers.

It is recommended that prior to approving new development, the County should contact the SCE regional manager in the Willowbrook area and set up an inspection at the new development site to determine whether the existing aerial SCE facilities in the area qualifies for Rule 20A funding.

6.6 Natural Gas System

The Southern California Gas Company/Sempra Utilities (The Gas Company), which is a private utility company, is the gas service provider for the Plan Area. Currently, gas pipelines are in all major streets in the Plan Area, specific locations of gas pipelines are illustrated in Figure 6-5.

The analysis on the capacity and capability to meet future demand will be conducted by The Gas Company in coordination with the County upon submittal of building plans by developers.

6.7 Telecommunications System

The Plan Area is within the service area of AT&T, which is a private utility company. AT&T is the provider of both local and long distance telecommunications in the Plan Area (Figure 6-5). The current local telecommunications network lacks the high speed internet service that will be in demand by future businesses and residents in the area.

AT&T will assess the demand for services and the ability to serve new developments on a case-by-case basis. The capacity and capability analysis for meeting future demands within the Plan Area will be conducted by AT&T after building plans are submitted by developers.

If there is “undergrounding” of existing aerial telecommunication facilities, SCE will reach out to AT&T and coordinate a joint trench. To save on costs, AT&T is likely to participate in the joint trench operation. SCE will dictate the layout of the trench, and the telecommunication lines would follow. According to the representative from AT&T, there are no major facility upgrades planned in the Plan Area in the near future. However, if there are facilities upgrades in the future, in most cases, AT&T will be responsible for the construction cost up front, and will recoup the cost later with the additional revenue from added customers.

6.8 Cable Television System

The cable service provider for this area is Spectrum, which is a private utility company. Most of the existing cable TV systems within the Plan Area are aerial facilities that share power poles with the electrical system, with a few existing underground conduits (Figure 6-5).

New land uses resulting from the Specific Plan will consist of both commercial and residential development; therefore, high speed internet and cable television services will be in demand. Similar

to a telecommunications system, Spectrum will assess the demand for services on a case-by-case basis and ultimately make the decisions concerning upgrades for the existing cable TV systems to meet the demand of the future developments.

If there is undergrounding of existing aerial telecommunication facilities, SCE will reach out to Spectrum and coordinate a joint trench. Similar to a telecommunications provider, Spectrum is likely to participate in the joint trench operation to save on construction costs.

In most cases, if there are facilities upgrades required, Spectrum will be responsible for the construction costs up front, and recouping the cost later on with the additional revenue from the added customers.

7.1 Introduction

The Plan Area is expected to undergo sizable growth in employment to support uses related to the hospital, medical offices, education and research and development, and retail and commercial offices. The purpose of this chapter is to provide the Economic Development Strategy for the Willowbrook TOD Specific Plan. The strategy provides economic analysis, a financing strategy, and policy recommendations to realize the full potential of Metro’s investments in the redesigned Willowbrook/Rosa Parks Station and the County’s investments in the MLK Medical Center Campus. The economic development strategy includes:

- Strategies that leverage public investments within the Specific Plan framework and build upon local assets to revitalize the Willowbrook community;
- Identification of potential community benefits from the implementation of the Specific Plan;
- Projections of employment and wage growth from implementation of the Specific Plan;
- Capital Improvement Program (CIP) that identifies and prioritizes a range of infrastructure and amenity improvements that benefit the community; and
- Financing approaches for the implementation of infrastructure and services.

The SCAG employment and demographic forecasts for the study area and the MLK Medical Campus Master Plan, as well as supporting documents and studies for the MLK Community Hospital and CDU informed the strategies.

7.2 Opportunities for Economic Development

The rehabilitation and expansion of the MLK Medical Campus, the redesign of the Willowbrook/Rosa Parks Station and the potential demand for ancillary medical services that may locate nearby, are the main economic opportunity drivers for the area. It is important to leverage these economic investments to provide employment and housing development opportunities to the Specific Plan area and the greater Willowbrook community.

7.3 Vision for a Community of Health and Wellness

The revitalized MLK Medical Campus is a catalyst for broader economic development and community service benefits to the Willowbrook and neighboring communities. By facilitating bicycle and pedestrian improvements and increasing transit access and housing choices, this Specific Plan helps realize the community's vision for health and wellness. This vision was inspired by a ULI Technical Assistance Panel study in 2009. The ULI panel identified the entire master-planned area as having the potential to become a health-focused, transit-oriented district.

The Plan Area has several interconnected subareas located to the west of the rail tracks and south of the freeway: 1) MLK Medical Center Subarea encompassing the MLK Medical Center campus; 2) CDU Campus Subarea encompassing CDU and King Drew Magnet High School; 3) Northwest Subarea including Lincoln-Drew Elementary School, Barack Obama Charter Elementary School, a proposed community college workforce training center, and an expanded County library; 4) the Kenneth Hahn Plaza Subarea; 5) single and multi-family homes and sites with retail and mixed-use development potential on Wilmington Avenue; and 6) the Willowbrook/Rosa Parks Station Subarea.

7.4 Economic Development Strategy

The Economic Development Strategy recommends implementation strategies. Key components of the strategy are discussed in this section and summarized in Table 7-1. The steps and actions within the recommended implementation strategy are contingent upon funding and allocation of resources. The timeline identified is a relative estimate in comparison to other steps and actions within the strategy. Other key components are public financing and economic incentive methods for implementing the conceptual CIP in the Plan Area, as presented in Chapter 8.

The Economic Development Strategy presents a range of public and private financing techniques and related programs that could be used as part of the implementation strategy for the CIP, including land use incentive strategies, financing program initiatives, and public-private partnerships that build upon the substantial public and private investment into the MLK Community Hospital, CDU and the redesign of the Willowbrook/Rosa Parks Station.

Additionally, the CIP compiles the required public infrastructure and related costs to implement the Specific Plan. The CIP also identifies the projects that are essential to attract private investment within the Plan Area, and presents short-, mid- and long-range priorities over the anticipated build-out of the Plan Area.

Furthermore, the Economic Development Strategy presents five categories of actions to facilitate local economic development objectives. These categories highlight actions available to local County government to promote the vision of the Specific Plan. These actions include: a) institutional arrangements; b) targeted development opportunities; c) land use planning; d) infrastructure and services planning; and e) implementation and financing strategies.

**Table 7-1:
Implementation Strategy**

Implementation Step ²	Key Action ²	Coordinating Agencies	Timeframe ¹
Develop Institutional Arrangements	<ul style="list-style-type: none"> Work with the MLK Health and Wellness Community Development Corporation (MLK-CDC). 	County of Los Angeles Community Based Stakeholders	Short-Term
Foster Public-Private Partnerships	<ul style="list-style-type: none"> Coordinate with MLK Community Hospital and Charles Drew University to integrate local workforce training and capabilities with ultimate job growth, direct spin-off activities in healthcare services and allied office uses. 	County of Los Angeles MLK Community Hospital Charles Drew University MLK-CDC	Ongoing
Improve Kenneth Hahn Plaza	<ul style="list-style-type: none"> Work with Kimco Realty Corporation, the operator of Kenneth Hahn Plaza, to enhance the retail and dining experience and coordinate pedestrian, safety, and landscape improvements at the Plaza. Assist in tenant recruitment. Work with Kimco Realty Corporation to explore mixed-use development. 	County of Los Angeles Kimco MLK-CDC	Ongoing Ongoing Long-term
Continue Partnership with Los Angeles County Workforce Collaborative	<ul style="list-style-type: none"> Continue to collaborate with the Workforce Collaborative's initiative to coordinate workforce training programs for residents with public and private employers. 	County of Los Angeles LAC Workforce Collaborative LACDA	Ongoing
Create Opportunities for Infill Mixed-Use Development	<ul style="list-style-type: none"> Coordinate with existing property owners on economic development opportunities of under-utilized and vacant sites. Coordinate with Compton Unified School District(CUSD) regarding the redevelopment of the school sites. Coordinate with the LACDA regarding the use of the Successor Agency-owned parcels. 	County of Los Angeles LACDA	Mid- to Long- Term
Pursue Local, State and Federal Infrastructure Funding Sources	<ul style="list-style-type: none"> Identify, monitor, and apply for other government funding sources, for infrastructure and transportation improvements (also see Tables 7-2, 8-2 and 8-3). 	County of Los Angeles LACDA Metro	Ongoing
Establish an Enhanced Infrastructure Financing District (EIFD)	<ul style="list-style-type: none"> Conduct feasibility analysis and necessary elections for establishing an EIFD for financing public improvements and amenities. 	County of Los Angeles LACDA	Short- to Mid- Term
Establish a Development Impact Fee (DIF) Program	<ul style="list-style-type: none"> Conduct feasibility analysis for establishing a DIF Program for equitably spreading infrastructure costs equitably over new development. 	County of Los Angeles LACDA DPW/DRP	Short- to Mid- Term
Establish a Parking Management District in the Northwest Subarea	<ul style="list-style-type: none"> Consider a parking management plan in the Northwest Subarea to improve the availability of parking supply and pricing. 	Partnership between County of Los Angeles and Major Property Owners/Developers	Mid- to Long- Term
Establish a Business Improvement District (BID)	<ul style="list-style-type: none"> Marketing/promotional events/security/maintenance above existing public services; small scale capital improvements. Assessments must be benefit based. 	Property Owners/Business Owners	Mid- to Long- Term

1.The timeline identified is a relative estimate in comparison to the other actions included in the strategy.

Short-Term: 0-2 Years; Mid-Term: 2-5 years; and Long-Term: > 5 years;

Ongoing: occurring annually over development period.

Source: Stanley R. Hoffman Associates, Inc.

2. The recommended steps and actions are contingent upon funding and allocation of resources.

A. Institutional Arrangements

Community Development Corporation. Established in 2015, the MLK Health and Wellness Community Development Corporation (MLK-CDC) aims to develop an “urban family-health campus” adjacent to the new MLK Community Hospital, starting with re-purposing the former King-Drew hospital building into the MLK Community Wellness Center that will house a variety of service providers, including mental health, family services, job training and creation, outpatient clinical, bio- science, physical wellness, and neighborhood place-making.

The Specific Plan recommends the expansion of the MLK-CDC to provide a broader coverage of the Plan Area. The expanded MLK-CDC would direct the visioning, formulation and implementation of economic development strategies/plans and offer an effective means to achieve Specific Plan goals. The expanded MLK-CDC would operate under the auspices of the County with stakeholder roles at the county and community levels through adequate representation in executive roles. The MLK-CDC could take on the critical function of directing and coordinating various actors and available resources in pursuing targeted economic development opportunities for real estate development and identifying infrastructure and services in coordination with other partners. The MLK-CDC could also play a central role in workforce development through skills gap assessments and through leveraging existing programs at the national, state and county levels and instituting new ones, as necessary.

Public-Private Partnerships. Public-private partnerships provide effective means in the current constrained economy to leverage limited resources and achieve mutually desired goals. Potential partnerships between local and regional public agencies include those with specialized institutions in education, health care and research and development such as the MLK Community Hospital and CDU. Partnerships with the private and non-profit sectors enable the integration of local workforce capabilities with the ultimate job growth. Expanding these partnerships will help achieve the Specific Plan goals.

Los Angeles County Workforce Collaborative. Initiative for a Competitive Inner City (ICIC) is underway to help coordinate national, state and county wide workforce training programs, and for targeted collaboration with key stakeholders, including the private sector. Continuing to build on the work of the Workforce Collaborative helps the Specific Plan goals of improved employment opportunities for Willowbrook residents.

B. Targeted Development Opportunities

Several specific and targeted development opportunities have been identified for Willowbrook under the Willowbrook TOD Specific Plan, including:

Leveraging Health Care and Education Opportunities. Ongoing collaboration with the MLK Community Hospital should be leveraged for spin-off activities in health-care services and allied office uses. Similarly, ongoing partnership with CDU has the potential to spur research and development activities in healthcare and science programs for employers who want or need to be part of the medical community around MLK Medical Center.

Kenneth Hahn Plaza. The Plaza offers an opportunity for enhancing the retail and dining experience in the community through store location and enhanced design and capital improvements; the shopping center also has the potential for mixed-use, transit-oriented development.

C. Land Use Planning

Land Assembly. Land assembly incentives become important, particularly in a post-redevelopment environment, where encouraging the consolidation of smaller parcels into a larger, developable area results in more efficient development. While land assembly incentives are limited in the Willowbrook area, one incentive is the expedited processing of development that furthers the goals and objectives of the Specific Plan vision.

Use of Successor Agency Parcels. The economic development strategy recommends the catalytic use of parcels inherited by the successor agency to the County redevelopment agency to further incentivize the Specific Plan goals and objectives.

Reconfiguring Publicly Owned Parcels. Land resources already owned by agencies should be assessed for reconfiguration and consolidation for new development opportunities. Local public schools in the Northwest Subarea of the Plan Area have the potential to be reconfigured to make additional land resources available for private sector development under either a lease or sale arrangement.

D. Implementation and Financing Strategy

Various financing and implementation methods are viewed as important in the long-term context of the Specific Plan vision for a health and wellness community that builds on MLK Medical Center and CDU investments and attracts both residential and non-residential development, preferably with a medical employment related focus. These actions, their primary uses, responsible parties for implementation and phasing are summarized in Table 7-2.

Some of the techniques need to start early to build resources for the future, such as an Enhanced Infrastructure Financing District (EIFD), and others may be implemented after some development has occurred, such as a Parking Management District or a Business Improvement District (BID) but are still considered important as part of the overall strategy. Some of the techniques are exclusively for capital financing or operations and maintenance, and some of these techniques can provide both funding approaches. The strategy also includes the early establishment of public-private partnerships that can foster confidence in the attractiveness and vision of the Plan Area.

Core Strategies. The core, early strategies include maximizing infrastructure financing through an EIFD and establishing a development impact fee program for essential infrastructure, such as parking or street improvements, that spreads the costs equitably over new development. Also considered important in the short-term is the expansion of the non-profit MLK-CDC to direct the visioning, formulation and implementation of Specific Plan goals and objectives. Additionally, part of the mid- to long-term strategy would be to create a parking management plan that could address both the long-term supply and operations side of the parking system, including unbundling the cost of parking from the underlying rent or lease payments.

Along with maximizing these funding sources, the CIP for the Specific Plan, as discussed conceptually in this Chapter 7, identifies top community priorities to facilitate timely provision of public infrastructure and services.

Grant Funding Opportunities. Ongoing grant funding opportunities at the local level include Cap-and-Trade under the Low Carbon Transit Operations Program and the Metro and Transportation Development Act (TDA) funding. The Metro and TDA grant opportunities are generally funded through

**Table 7-2:
Summary of Potential Financing Techniques**

Financing Methods	Primary Uses	Coordinating Agencies	Timeframe ¹
Development Impact Fee (DIF)	<ul style="list-style-type: none"> Capital improvements necessitated by new development. AB 1600 requires that a reasonable relationship or “nexus” must exist between the amount of the impact fee and the project on which it is imposed. 	County of Los Angeles	Short- to Mid- Term
Special Benefit Assessment	<ul style="list-style-type: none"> Capital improvements necessitated by new development. Assessments must be benefit based. 	County of Los Angeles	Mid- to Long- Term
Landscape Maintenance District (LMD)	<ul style="list-style-type: none"> Landscaping improvements. Landscaping operations and maintenance. LMD assessments must be benefit based. 	County of Los Angeles	Mid- to Long- Term
Mello-Roos Special Tax	<ul style="list-style-type: none"> Capital improvements. Operations and maintenance. Can finance projects and services with both local and general benefits. 	County of Los Angeles	Mid- to Long- Term
Business Improvement District (BID)	<ul style="list-style-type: none"> Marketing/promotional events/security/maintenance above existing public services; small scale capital improvements. Assessments must be benefit based. 	Property Owners/Business Owners	Mid- to Long- Term
Community Development Block Grant (CDBG)	<ul style="list-style-type: none"> Federal program that provides direct annual grants to cities, counties, and states across the country. Grants are intended to revitalize disadvantaged areas, expand affordable housing and economic opportunities. 	County of Los Angeles Department of Regional Planning (DRP)	Mid- to Long- Term
Enhanced Infrastructure Financing District (EIFD)	<ul style="list-style-type: none"> Use of County's future ad valorem property tax increment for financing public improvements and amenities. Requires a 55 percent vote of the electorate to incur bonded indebtedness; no increase in local property taxes. 	County of Los Angeles	Short- to Mid- Term
Community Revitalization and Investment Authorities (AB 2)	<ul style="list-style-type: none"> Similar to an EIFD, AB2 allows use of the County's property tax increment for capital financing. Subject to a majority protest vote and subject to certain conditions related to serving disadvantaged communities. 	County of Los Angeles	Short- to Mid- Term
Community Development Corporation (CDC)	<ul style="list-style-type: none"> Community development corporations (CDCs) are 501(c)(3) non-profit organizations for local areas. Community-based and provides economic development, education, community and affordable housing services. 	County of Los Angeles/Community-Based Stakeholders	Short- to Mid- Term

Table 7-2 (Continued)

Financing Methods	Primary Uses	Coordinating Agencies	Timeframe ¹
California Infrastructure and Economic Development Bank	<ul style="list-style-type: none"> Infrastructure State Revolving Fund (ISRF) Program provides economic development financing to agencies and non-profit corporations. Bank has broad authority to issue tax-exempt and taxable revenue bonds. 	Governor's Office of Business and Economic Development	Mid- to Long- Term
Parking Management District	<ul style="list-style-type: none"> Local districts that regulate parking supply and rates to meet the parking needs of the area. They can promote transit use, ridesharing, and alternative modes of transportation. 	Partnership between County of Los Angeles and Major Property Owners/Developers	Mid- to Long- Term
Cap-and-Trade (Pursuant to AB 32)	<ul style="list-style-type: none"> AB 32 authorizes the use of market mechanisms through an annual auction of surplus emissions reduction credits to generate funds, a portion of which can be targeted for clean transportation and sustainable community plans. The Low Carbon Transit Operations Program provides funding assistance for transit agencies to reduce GHG gas emissions and serve disadvantaged communities. 	Caltrans in coordination with the California Air Resources Board (CARB)	Ongoing applications for grant funding
Metro and Transportation Development Act (TDA)	<ul style="list-style-type: none"> Two percent of total TDA funds are allocated for bicycle and pedestrian projects. 	Metro	Bi-Annual Metro "Call for Projects" application process
Metro - Various Grant Programs	<ul style="list-style-type: none"> Congestion Mitigation and Air Quality (CMAQ) funds - bicycle, pedestrian and wayfinding projects. Metro Express Lanes Net Toll Revenue Re-Investment Grant Program - transit uses and roadway improvements. Metro Wayfinding Signage Grant Pilot Program. Metro Open Streets Program - regional car-free events. Surface Transportation Program - bicycle and pedestrian improvements and on-system roadway improvements. 	Metro	Ongoing applications for grant funding
California Capital Investment Incentive Program (CIIP)	<ul style="list-style-type: none"> Existing State program that provides property tax abatement for up to 15 consecutive years for large capital investment by qualified manufacturing facilities (must exceed \$150 million). 	County and Governor's Office of Business and Economic Development	
Other Outside Grants and Loans	<ul style="list-style-type: none"> Potential TOD grants from State's Strategic Growth Council (SSGC). SCAG Sustainable Communities Planning grants. Business façade improvement program grants. Affordable housing grants. 	DRP; SSGC; SCAG	Ongoing applications for grant funding

1. The timeline identified is a relative estimate in comparison to other actions included in the strategy.
 Short-Term: 0-2 Years; Mid-Term: 2-5 years; and Long-Term: > 5 years;
 Ongoing: occurring annually over development period.

local sales tax revenue measures on an annual or biannual cycle and have their own competitive application process. Other grant funding opportunities are also available at the federal, State and regional levels.

Additionally, programs such as the State of California's Infrastructure and Economic Development Bank (I-Bank) provides low-cost loans for qualified local programs; and Community Development Block Grant (CDBG) funds – while CDBG funds have been significantly reduced in recent years – still provide an ongoing source of funding to meet local priorities as part of the overall strategy.

Traditional Financing Techniques. Some of the more traditional financing techniques include: special benefit assessments, Mello-Roos special taxes and landscape lighting districts and are seen as mid- to long-term techniques as significant development begins to occur. The special tax and landscape lighting districts can fund both capital and operations and maintenance costs. Benefit assessments are subject to majority protest of the property owners, and special taxes are subject to 2/3 approval of the electorate.

A BID is a public/private partnership created to perform a variety of services to revitalize and improve commercial neighborhoods above existing local governmental services. Currently, there may not be enough business interest to form a BID, but over the mid- to long-term, interest may increase, particularly if businesses see this as a joint effort to efficiently use their collective funding to increase the quality and overall competitiveness of the area.

Emerging Techniques. Community Revitalization and Investment Authorities (CRIAs), which was recently enacted into law, authorizes the revitalization of disadvantaged communities through planning and financing infrastructure improvements and upgrades; economic development activities; and affordable housing via tax increment financing based, in part, on the former community redevelopment law. A CRIA has some similarities to an EIFD, so both would not be implemented. The CRIA does have the power of eminent domain while the EIFD does not; also the CRIA has a number of restrictions that relate to serving disadvantaged communities and providing affordable housing. Finally, the County also has a California Capital Incentive Program (CCIP) that provides property tax abatement for up to 15 years for large capital investments by qualified manufacturing facilities (must exceed \$150 million); however, under an EIFD, this program would probably not be applicable as sufficient property tax increment revenues would likely not be available for both purposes.

7.5 Community Benefits

Community benefits from the implementation of the Economic Development Strategy are summarized below:

Identification and Coordination of Economic Opportunities. One of the pivotal benefits of public-private partnerships is the ongoing leveraging of opportunities that benefit firms/enterprises and the local workforce. A mechanism to implement workforce programs in response to private sector skill demands establishes an approach for realizing the potential for jobs growth and payroll increases within the community.

Capturing Benefits of Large Public Investments. Significant investments within Willowbrook in institutional and public transit development are expected to catalyze future growth in residential and non-residential uses over time. However, capturing and actually realizing these projected benefits depends upon programs in place, including those outlined above, and the establishment of the

EIFD for capital improvements for community recapture of fiscal benefits from increased property valuation. Appropriate land use zoning, such as mixed-use, could further help incentivize the potential around large public investments.

Expanded Business Activities and Local Job Opportunities. A combination of the various initiatives outlined above could result in expanded business activities in spin-off industries associated with health care services and research and development, and an expanded spillover demand for local services, which would also benefit the local community. Land use planning serves a critical role in providing locational opportunities for such activities. The community would benefit from the expansion of better paying jobs in coordination with appropriate skills development initiatives, as discussed previously.

Better Transit Access and Jobs-Housing Balance. Public transit investments additionally provide the benefit of improving two-way access to jobs and housing opportunities. The ability of workers to access job opportunities in other parts of the County has the benefit of increasing community prosperity. On the flip side, local firms' ability to access a qualified workforce from a larger commute shed is an important factor in locational choice in addition to availability of land. Expanded housing opportunities over time could have the stabilizing benefit of improving the match of jobs and housing within the sub-regional economy. Capital improvements connecting and improving local community access to transportation infrastructure is an important community benefit in this regard to realize the above economic outcomes.

Affordable Housing. With the loss of redevelopment agency affordable housing set-aside funds, the decline in available affordable housing funds has been substantial. The County, through its Housing Element, will continue to address existing and new sources of funding for affordable housing programs, such as new market housing tax credit programs and programs that are currently being considered by the California State legislature, but have not yet been adopted.

Enhancing Overall Quality of Life. An overarching community benefit of expanded jobs, access to transit, and improved local services, local public infrastructure, and public amenities will enhance local quality of life.

Increasing Public Safety. The proposed street and access improvements under this Specific Plan would also have the benefit of improving public safety. A neighborhood with expanded business activities, work opportunities, transit access, and housing opportunities would likely reinforce community identity and citizen participation in local events, resulting in greater social and economic cohesion.

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8.1 Introduction

The conceptual CIP is summarized in Table 8-1 and outlines the general categories of improvements, estimated costs, responsible agencies and phasing. The CIP sets forth an ideal scenario and establishes priority projects contingent on the availability of funding. The total estimated costs in this conceptual CIP scenario are about \$73.3 million. The bulk of these costs are for the Willowbrook/Rosa Parks Station relocation and improvements in the Kenneth Hahn Plaza by Metro. The phasing for this work is identified as short-to-mid range, depending upon when the funding resources become available.

The major local infrastructure and accessibility costs are estimated for Streetscape Improvements at about \$16.8 million, followed by about \$3.5 million for Transportation-related Improvements. These improvements will be overseen primarily by DPW and funded by a variety of other sources that are presented in this chapter. The phasing for this work is estimated for short-to-mid to long-range. Again, this work depends on the availability of funding, particularly if the newly adopted EIFD legislation is used; this is because the EIFD's bonding capacity will increase over time as property tax increment increases with new development.

Finally, Public Parking Facility Improvements are identified as possible incentives for cost reductions for private sector development within the northwest quadrant. However, no specific plans or garage cost estimates are available at this time. An option for full construction of a public garage might be cost sharing garage subsidies with the private sector. The phasing of these costs is seen as mid-to-long-range because it is assumed that it will take five years or longer to create public infrastructure and amenities to begin to draw private sector investment.

8.2 Potential CIP Improvements

A detailed listing of potential transportation and related improvements is presented in Table 8-2 along with an identification of responsible lead and partner agencies, potential funding sources and phasing. Table 8-3 presents the potential utility improvements by private or enterprise utility companies also with their responsible lead companies and partner agencies, potential funding sources and phasing.

**Table 8-1:
Summary of Capital Improvement Plan Priorities**

Improvement	Estimated Cost	Coordinating Agencies	Timeframe ¹
Land Assembly ²	N/A	County and School Districts	Short- to Mid-Term
Transit-Related/Transit-Station Improvements	\$ 53,000,000	Metro ³	Short- to Mid-Term
Transportation Improvements	\$ 3,456,500	County of Los Angeles Dept. of Public Works (DPW)	Short- to Mid-Term
Streetscape Improvements	\$ 16,835,315	DPW	Short- to Mid-Term
Public Parking Garage Improvements/Subsidies	N/A	Potential Parking District ⁴	Mid- to Long-Term
TOTAL	\$ 73,291,815		

1. The timeline identified is a relative estimate in comparison to other improvements in the CIP.

Short-Term: 0-2 Years

Mid-Term: 2-5 Years

Long-Term: >5 Years

2. Potential land resources are available from the successor agency to redevelopment and from public school districts possibly reconfiguring their local campuses.

3. About \$10.25 million from the U.S. Department of Transportation (DOT) TIGER competitive grant funds is currently available; TIGER is an acronym for Transportation Investment Generating Economic Recovery.

4. A parking management district will incentivize private development through reduction in parking costs and Management of parking supply.

Source: Stanley R Hoffman Associates, Inc.

**Table 8-2:
Streetscape and Transportation: Improvements, Responsibility, Potential Funding Sources**

Improvements	Coordinating Agencies	Potential Funding Sources	Timeframe ¹
Transit-related Improvements			
Upgraded Metro Rosa Parks Transit Station	Metro	Metro	Short-Term
Vehicular/Pedestrian Improvements			
Road diet on Mona Boulevard	County of Los Angeles Department of Public Works (DPW)	<ul style="list-style-type: none"> • Metro Call for Projects • Cap and Trade • County of Los Angeles Transportation Funds • Federal and State grants and loans • Transportation Development Act Funds 	Mid-Term
Road diet on Willowbrook Avenue West (between the Metro Station and 119th Street)	DPW		Mid-Term
Traffic signal - intersection of Mona Blvd. and 119th Street <i>- Traffic signal analysis and subsequent implementation</i>	DPW		Short-Term
Traffic signal - intersection of Wilmington and 122nd Street <i>- Traffic signal analysis and subsequent implementation</i>	DPW		Mid-Term
Pedestrian signal - intersection of Mona Boulevard and 120th Street <i>- Pedestrian signal analysis and subsequent implementation</i>	DPW		Short-Term
Pedestrian sidewalk paving on the west side of Willowbrook Avenue West between Metro Station & 119th Street	DPW / Metro		Mid-Term
Pedestrian sidewalk improvements on Wilmington Avenue between Imperial Highway and 117th Street (both sides)	DPW		Mid-Term
Pedestrian sidewalk improvements along 119th Street between Wilmington Avenue and Willowbrook West (north side only)	Private development		Mid-Term
Pedestrian Oriented Improvements Package (Standard Improvement package) – 12 locations <i>Standard Improvement package includes:</i> <ul style="list-style-type: none"> - add zebra-style crosswalks to all crossings - add pedestrian countdown signals and audio signals to all crossings - add passive pedestrian detection to all crossings - add advanced stop bars to all approaches - add bulb-outs or reduce curb returns on corners where feasible 	DPW		Mid-Term

Table 8-2 (Continued)

Bicycle Improvements			
Class I bicycle path and pedestrian trail on Mona Boulevard	DPW	<ul style="list-style-type: none"> • Metro • DPW • Cap and Trade • Federal and State Grants 	Mid-Term
Class I bicycle path/Class IV cycle track on Willowbrook Avenue West	Metro/DPW		Short-Term
Class II bicycle lane on Imperial Highway between Compton Avenue and Mona Boulevard	DPW		Mid-Term
Class II bicycle lane on Wilmington Avenue between 120th and 124th Streets	DPW		Mid-Term
Class III bicycle route signage/stripping on Compton Avenue, 119th Street (between Wilmington & Mona), and Willowbrook Avenue West (south of 119th Street)	DPW		Mid-Term
Implement Bicycle Stations	MLK, CDU, Private Development		Short- to Mid- Term
Streetscape Enhancements			
Wilmington/119th/120th Streetscape Project (DPW-funded)	DPW	<ul style="list-style-type: none"> • Metro • DPW • Business Improvement District • Landscape and Lighting District 	Short- to Mid-Term
Street trees on Specific Plan streets not included above	DPW		Long-Term
Pedestrian-scaled lighting on Specific Plan streets not included above	DPW		Long-Term
Street furniture	DPW		Mid-Term
Other Mobility Related Actions			
Community contest to rename 120th Street between Compton and Wilmington Avenues	DPW	<ul style="list-style-type: none"> • Metro • County of Los Angeles • CDC 	Short-Term
Setup Transportation Demand Management Program	DPW		Short-Term
Parking			
Parking Management District	DPW	<ul style="list-style-type: none"> • County of Los Angeles, Enhanced Infrastructure Financing District • Future parking revenues 	Mid-Term
	Property and Business Owners		

1. The timeline identified is a relative estimate in comparison to other identified improvements.

Timeline: Short-Term: 0-2 years; Mid-Term: 2-5 years; Long-Term: >5 years.

Source: Stanley R. Hoffman Associates, Inc., The Arroyo Group, The Mobility Group

**Table 8-3:
Utilities: Improvements, Responsibility, Potential Funding Sources**

Improvements	Oversight Responsibility - Lead and Partner	Potential Funding Sources	Phasing ¹
Evaluation of the need for water distribution lines upgrades in the Specific Plan area	Liberty Utilities, Golden State Water Company, and City of Los Angeles Dept. of Water and Power	Water Companies	Short- to Mid-Term
Detailed sewer study for Group 1	DPW and MLK Community Hospital	DPW through impact fees and connection charges	At time of development in Group 1
Other sewer related review by required by Sanitation Districts of Los Angeles County (LACSD)	Developers and LACSD	Development Impact Fees	Ongoing
Evaluation of demand for electrical services	<i>Primary responsibility:</i> Southern California Edison (SCE)	SCE through its utilities charges, as well as state and federal grants and	Ongoing
Evaluation of demand for telecommunication services	<i>Primary responsibility:</i> AT&T	AT&T funded through monthly phone charges	Ongoing
Evaluation of demand for cable services	<i>Primary responsibility:</i> Spectrum	Spectrum through its utilities charges, as well as state and federal grants and loans	Ongoing
Joint trenching with all utility providers	<i>Primary responsibility:</i> SCE <i>Secondary responsibility:</i> County of Los Angeles oversight and other private dry utilities companies	SCE in coordination with other utility providers	Ongoing

- 1. *Short-term: 0-2 years.*
- Mid-term: 2-5 years.*
- Long-term: >5 years.*

Source: Stanley R. Hoffman Associates, Inc., JMC² Civil Engineering