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Florence-Firestone TOD Specific Plan

County of Los Angeles Department of Regional Planning



Final
January 2022

Slauson Station TOC Specific Plan, aka Florence-Firestone TOD Specific Plan

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Chapter

1



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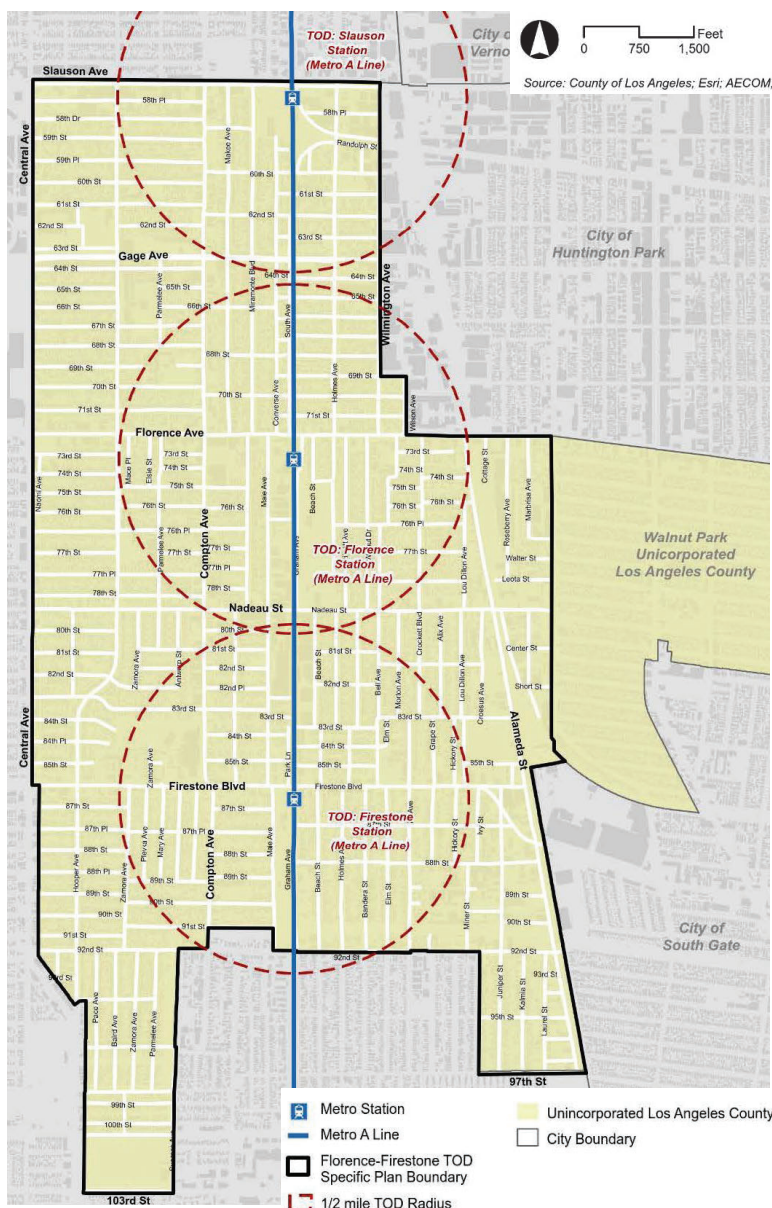
Introduction

1 Introduction

1.1 OVERVIEW

The Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) establishes transit-oriented development policy direction, design standards, and implementation programs for the community of Florence-Firestone. The intent of this Specific Plan is to increase living and working opportunities near the three Metro transit stations within the community and provide safer ways of moving around the community by walking, bicycling, rolling, and/or using transit.

Figure 1-1: FFTOD Specific Plan Area & TODs



The FFTOD Specific Plan implements the General Plan TOD Program, which established TODs in the unincorporated County as a 1/2 mile radius around Metro rail stations. These TOD areas indicate where the County wants to encourage new housing, employment, community services, and active transportation opportunities. See Figure 1-1 for the Specific Plan Area and established TODs.

The Specific Plan mirrors and builds upon the policies of the General Plan and the Florence-Firestone Community Plan (FFCP). The Specific Plan seeks to stimulate economic development, support greater access to transit and services through walking and rolling trips, and increase housing and employment opportunities in a contextually sensitive manner within walking distance to transit stations. The Specific Plan also takes advantage of the upcoming West Santa Ana Branch light rail extension under development by Metro. This Specific Plan project has the potential to improve transit connection between Florence-Firestone and the rest of southeast Los Angeles County and increase economic opportunities.

Projects that are consistent with the Specific Plan policies and development standards will in turn be consistent with the General Plan and FFCP policies.

The Specific Plan also implements the 2019 Florence-Firestone Community Plan (FFCP) by creating actions to achieve the FFCP policies and implement the broader TOD goals of the County.

Throughout this document, sidebars are provided with text that describes how the Specific Plan will implement the policies of the FFCP, is related to community feedback, or supports other County planning efforts.

Specific Plan Organization

The Specific Plan includes the following chapters:

- **Chapter 1 – Introduction.** Defines the Specific Plan context, relationship to other relevant plans and programs, and a summary of the public outreach that informed the planning process.
- **Chapter 2 – Purpose & Guiding Principles.** Describes the purpose and concepts of the Specific Plan, including guiding principles that build from the community vision statement of the 2019 FFCP.
- **Chapter 3 – Land Use & Urban Design Framework.** Introduces the framework, concept, and objectives used to inform the zones and development standards for each station TOD area and Florence-Firestone as a whole.
- **Chapter 4 – Title 22 Chapter 22.418 Florence-Firestone Zones & Development Standards.** While broad land use categories are assigned in the General Plan and FFCP, the Specific Plan establishes new zones to implement the TOD concepts, establishes a detailed list of allowed land uses and permit requirements for each zoning district and objective development standards such as density, intensity, building height, and setbacks. Standards include pedestrian design, building design, open space and landscaping, and parking.
- **Chapter 5 – Mobility.** Provides a discussion of the community mobility network and identifies multi-modal improvements to support walking, biking, rolling, and transit use.
- **Chapter 6 – Infrastructure.** Addresses the infrastructure requirements associated with future development in the Specific Plan Area.
- **Chapter 7 – Implementation.** Provides financing strategies, and actions to implement the vision and guiding principles of the Specific Plan.

1.2 HOW TO USE THE SPECIFIC PLAN

Under State law, cities and counties may adopt specific plans to implement the general plan. The specific plan, therefore, serves as a bridge between the general plan and individual development projects, guiding the way future projects in a community will contribute to the overall community.

Specific plans are similar to development-oriented zoning ordinances. However, unlike the County Code, the FFTOD Specific Plan is targeted to the unincorporated area community of Florence-Firestone to allow for greater flexibility and focus in addressing local community interests.

This Specific Plan is intended to be used by the Florence-Firestone community residents, business and property owners, developers, designers, County staff, and decision-makers in the review of proposed development projects in Florence-Firestone as well as initiation of other projects that will truly help Florence-Firestone become a transit-oriented community. The standards established by this Specific Plan are designed to increase the clarity of applicable regulations, support the goals and policies of the General Plan and FFCP, and support transit-oriented development investments within the community.

Figure 1-2: What is a Specific Plan?

In the State of California, a Specific Plan is one of many tools for implementing the goals and policies of a General Plan. Specific plans implement a city or county's General Plan through the development of policies, programs, and regulations for a localized area. Specific plans are put in place to regulate areas with distinct character or objectives that cannot be regulated through general ordinance or city-wide zoning. A Specific Plan establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area within the city. The illustration below includes the type of elements addressed by this Specific Plan.

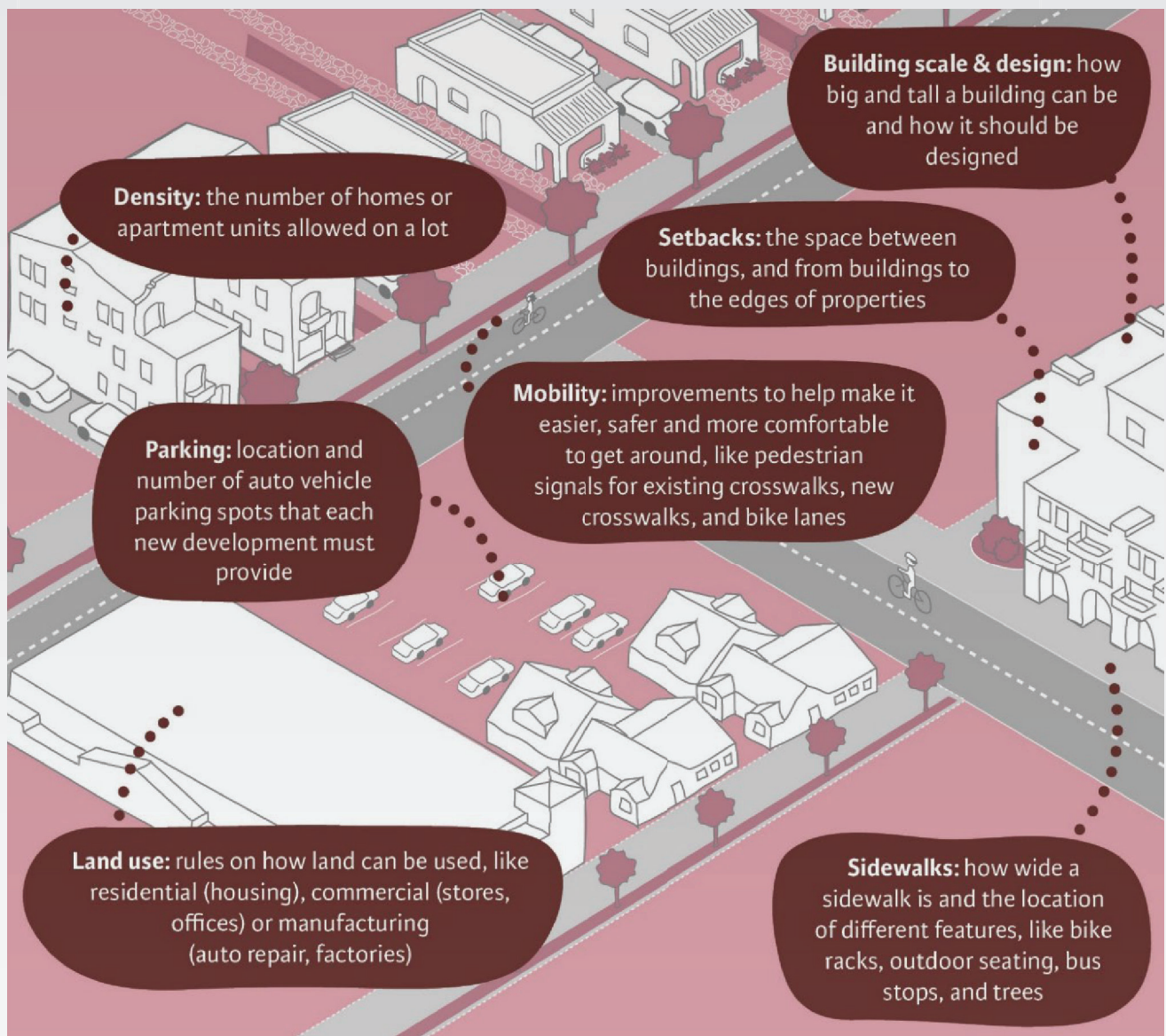
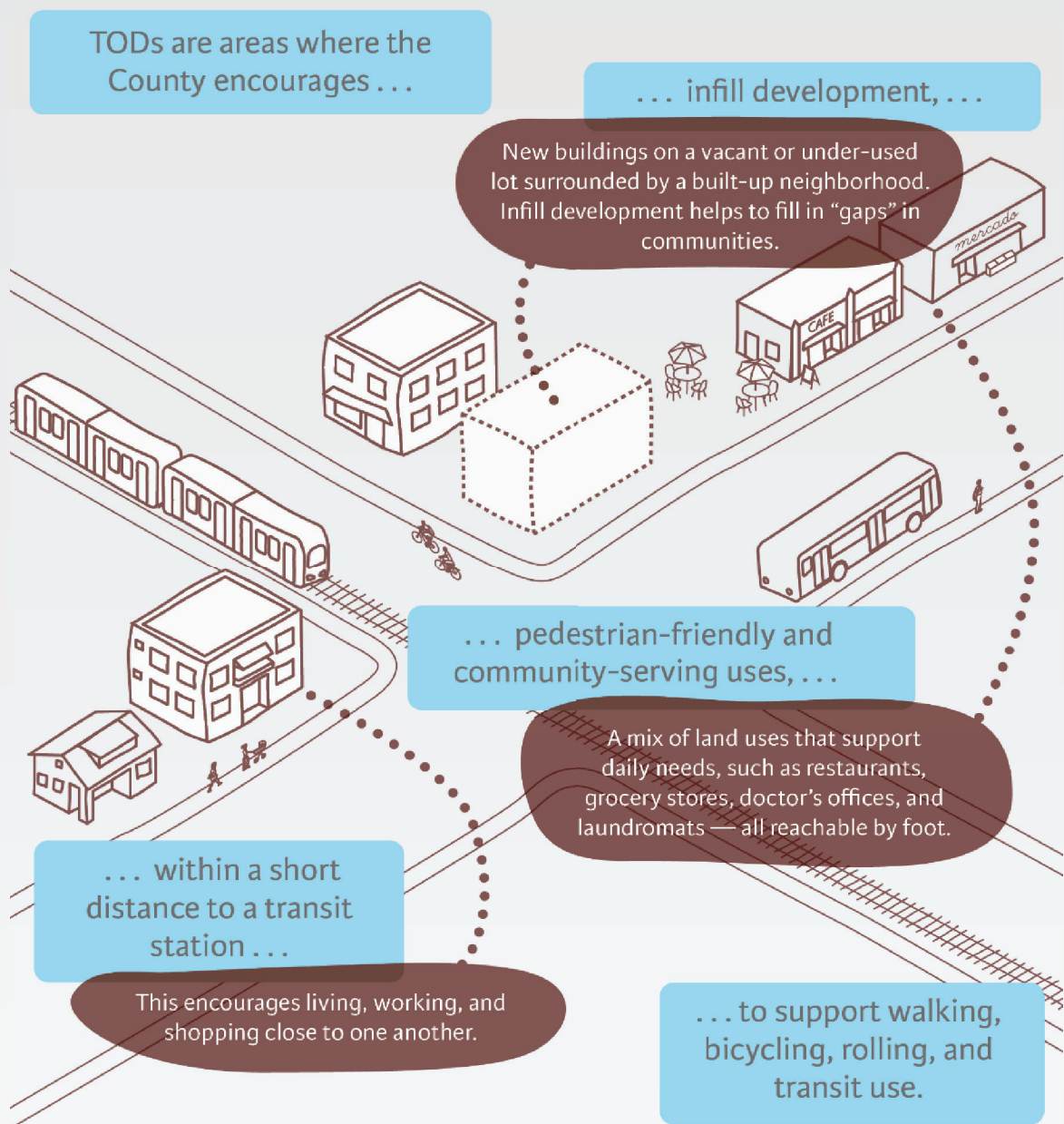


Figure 1-3: What is a Transit Oriented District (TOD)?

A TOD is a ½-mile radius around transit, such as a bus stop or train station, with planning and street improvements, intended to make it easier to live, work, shop, and play in the neighborhood. Three TODs in the Florence-Firestone community were identified by the General Plan: The Slauson Station TOD, the Florence Station TOD, and the Firestone Station TOD.

These areas were established to promote transit- and pedestrian-friendly development and community-serving uses near transit stations, increase transit use, manage congestion, and improve air quality.



1.2.1 Relationship to Other Planning Documents

This Specific Plan was developed in compliance with requirements of California Government Code Sections 65450-65457 and outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investments in the Florence-Firestone Community. Per State law, specific plans must be internally consistent with the general plan. The Specific Plan is consistent with, and provides a framework for, implementing the goals, land uses, and policies of the General Plan, broader TOD goals of the County, and the FFCP.

Florence-Firestone contains three of the eleven areas in the County where Specific Plans have already been adopted or are being considered to implement the County’s TOD program, which is included as part of the General Plan 2035.

Foundational & Related Documents

- » [County of Los Angeles General Plan](#)
- » [County of Los Angeles Transit Oriented District \(“TOD”\) Program](#)
- » [County of Los Angeles TOD Toolkit](#)
- » [County of Los Angeles Vision Zero Plan](#)
- » [County of Los Angeles 2012 Bicycle Master Plan](#)
- » [Step-By-Step Community Pedestrian Plans](#)
- » [Florence-Firestone Community Plan \(FFCP\)](#)
- » [Florence-Firestone Community Standards District \(CSD\)](#)
- » [2016 SCAG RTP/SCS](#)
- » [California Transportation Plan 2040](#)
- » [Our County Sustainability Plan](#)

LA Metro Documents:

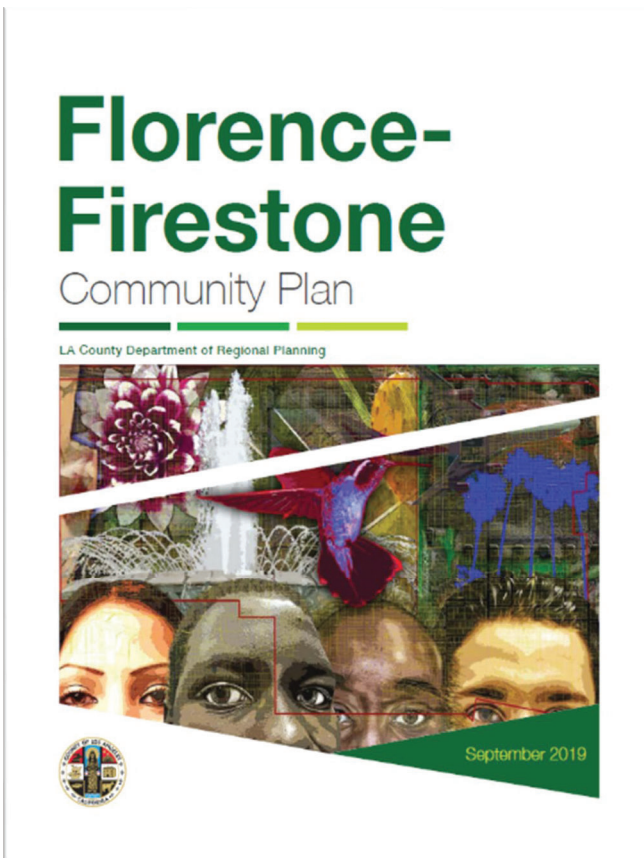
- » [West Santa Ana Branch \(WSAB\) TOD Strategic Implementation Plan](#)
- » [Slauson Blue Line Station Transit Oriented Development Technical Assistance Panel Program \(ULI\)](#)
- » [Transit Oriented Communities \(TOC\) Toolkit](#)
- » [First/Last Mile Strategic Plan & Toolkit](#)
- » [Rail-to-Rail and Rail-to-River Projects](#)
- » [Green Places Toolkit](#)



Implementation of local and regional vision requires collaboration across jurisdictions and documents. The foundational and related documents outlined in the sidebar also establish goals, policies, and plans applicable to transit-oriented development in the Specific Plan Area.

1.2.2 Supplementing the Florence-Firestone Community Plan

The FFCP was adopted in September 2019 through a County-led effort supported by community outreach. The FFCP includes goals and policies related to TODs. The FFTOD Specific Plan is designed to implement the TOD themes of the FFCP by providing new design standards and implementation actions to support TOD development.



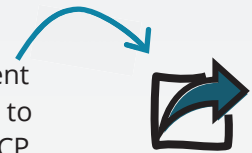
Link to the Florence-Firestone Community Plan

This Specific Plan implements the FFCP Goal TD-1: Residents can live, work, learn, and recreate in a transit-oriented community.

The land use, zoning, design, and mobility standards of this Specific Plan also implement a variety of FFCP policies including, but not limited to:

- ✓ **Policy TD-1.1: Housing and Mixed-Use Development**
- ✓ **Policy TD-1.2: Urban Design**
- ✓ **Policy TD-1.3: Public Facilities and Transit**
- ✓ **Policy TD-1.4: Incentives Specific Uses**
- ✓ **Policy TD-1.5: Active Ground Floor**
- ✓ **Policy TD-1.6: Infrastructure Improvements**

Throughout the document you will see this symbol to help identify how the FFCP is being implemented by this Specific Plan.



1.3 SETTING & BACKGROUND

1.3.1 Location

Florence-Firestone is an unincorporated community approximately six miles south of Downtown Los Angeles and has an area of 3.48 square miles. The community is surrounded to the north, south, and west by the City of Los Angeles, and to the east by the City of Huntington Park, City of South Gate, and the unincorporated community of Walnut Park. The community is located between Downtown Los Angeles and Downtown Long Beach in proximity to major employment centers, including Downtown Los Angeles, the Ports of Long Beach and Los Angeles, and the industrial sector in southeast Los Angeles County. See Figure 1-4: Regional Location for the regional location of the Specific Plan Area.

1.3.2 Specific Plan Area

The Specific Plan Area covers the entirety of the Florence-Firestone community. Generally, the Specific Plan Area is bounded to the north by Slauson Avenue; to the west by S Central Avenue from Slauson Avenue to E 103rd Street; to the east by Wilmington Avenue, Santa Fe Avenue, and S Alameda Street; and to the south by E 103rd Street and E 92nd Street. See Figure 1-5: Specific Plan Area.

There are three Metro A Line (Blue) Stations in Florence-Firestone: the Slauson, Florence, and Firestone Stations. The ½ mile radius around each of these stations is considered the TOD for that station. The Slauson and Firestone Stations are aerial stations with elevated platforms, accessible by stairs or elevator from the street.



Slauson Station aerial platform (top left), Firestone Station entry (top right), Florence Station at-grade platform (bottom)

The Specific Plan Area has a rich history. The broader region, including the Florence-Firestone community, was originally a roaming area for the Gabrielino/Tongva indigenous tribe. The area then went through an agricultural period, eventually transitioning into a manufacturing hub along the Southern Pacific Railroad line. The ethnic and cultural identity of the community has also evolved through various periods, with a notable history of disenfranchisement of the local residents. For more information on the community history of Florence-Firestone, see Chapter 2 of the FFCP.

Figure 1-4: Regional Location

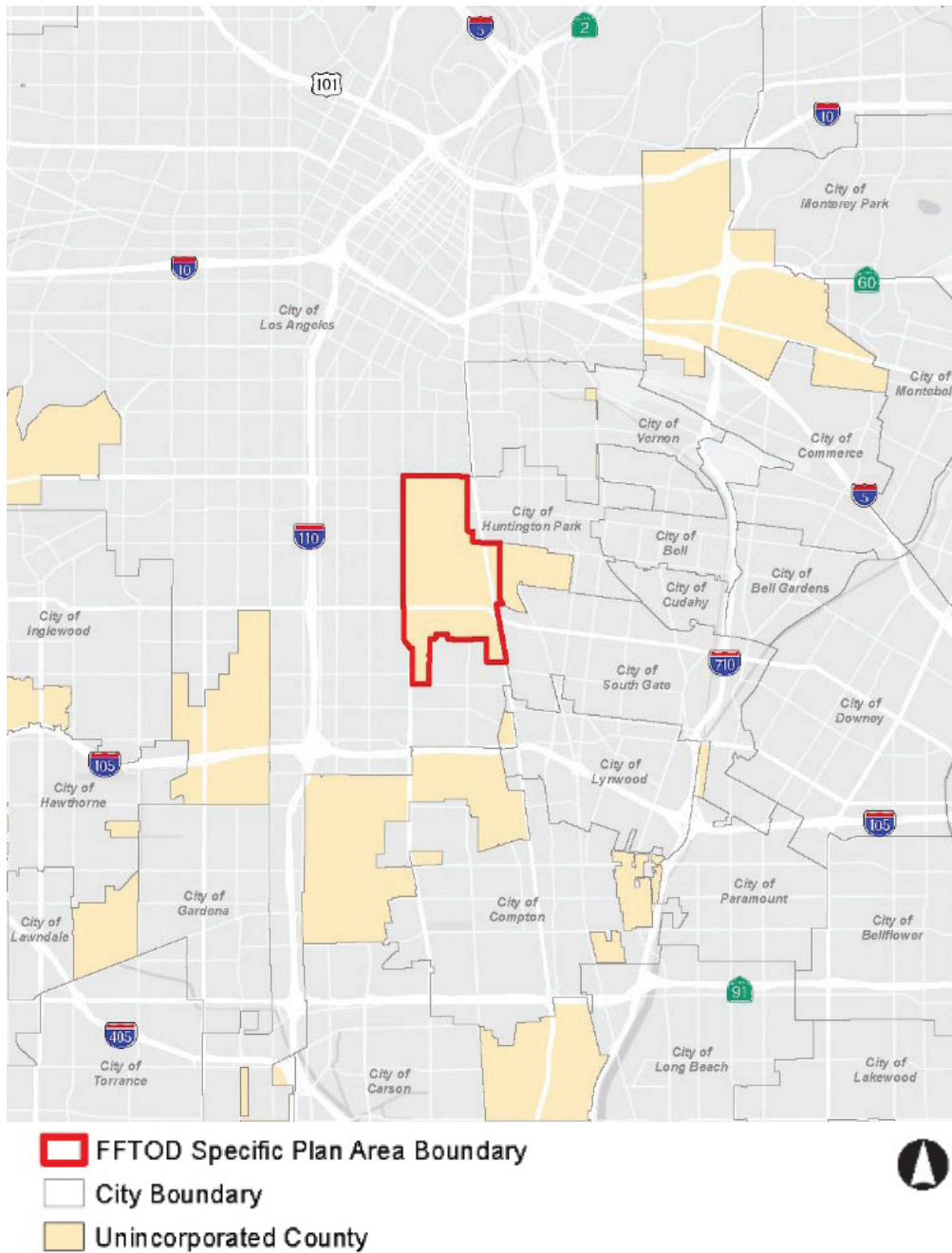
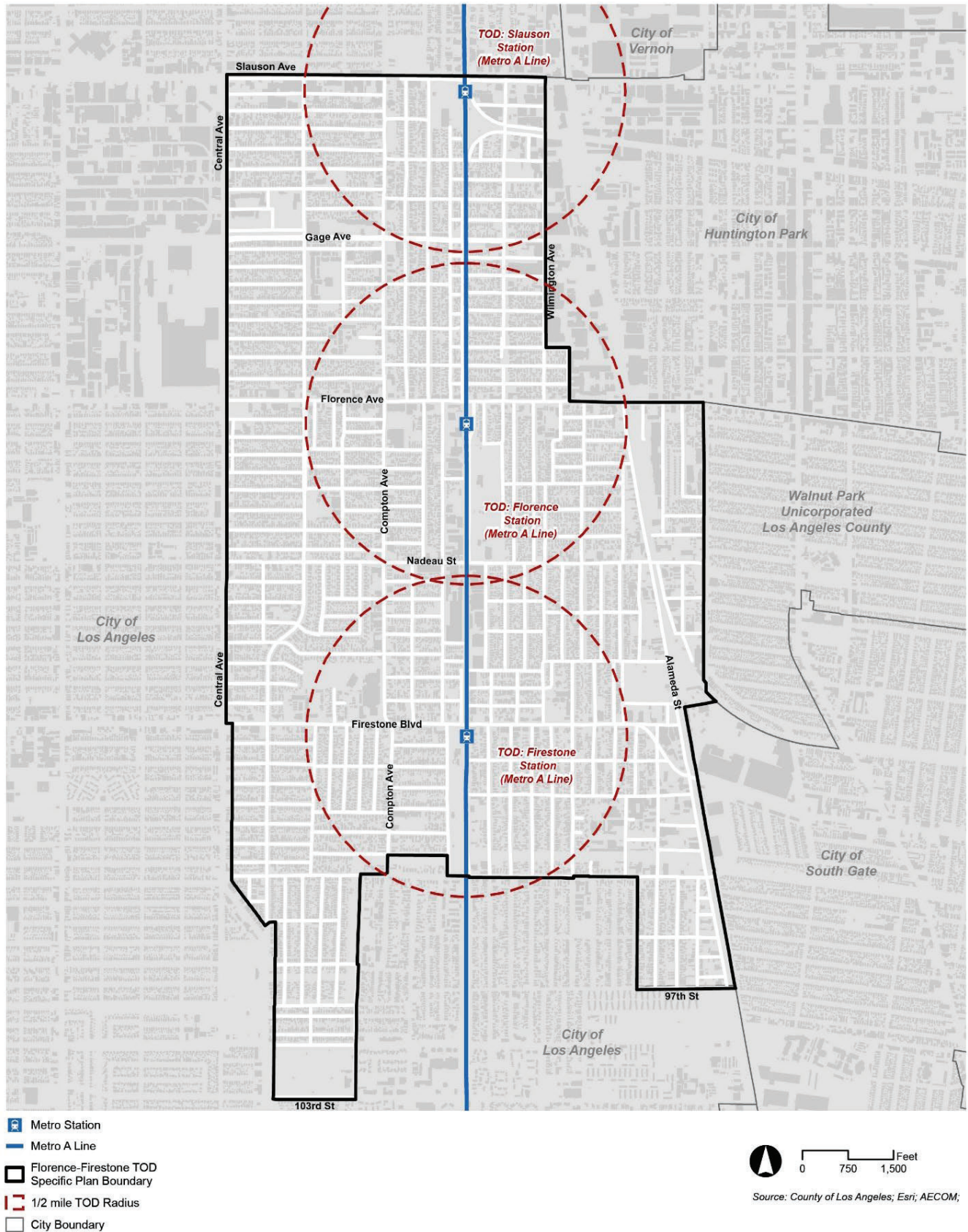


Figure 1-5: Specific Plan Area

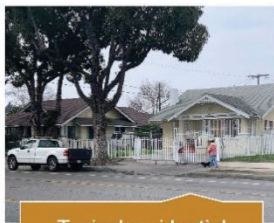


1.3.3 Existing Conditions

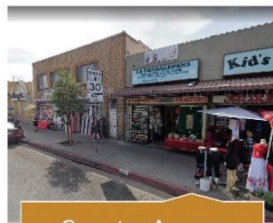
During the preparation of this Specific Plan, a “Community Atlas” and “Equity and Mobility Study” were created to document existing conditions specific to the TOD areas in Florence-Firestone. These reports can be found at: <https://planning.lacounty.gov/fftod/Documents>.

The Community Atlas notes that the existing uses in the TOD areas are not conducive to promoting transit-oriented development and provides a number of specific recommendations that form the foundation of the design standards and implementing actions for the Specific Plan. See the Community Atlas Summary to the right for an overview of the study’s findings and recommendations, and the examples of existing land uses within the TODs below.

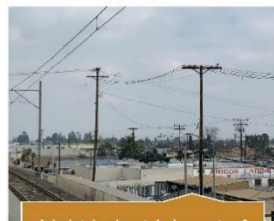
Community Atlas Snapshot: Station Area Typical Existing Uses



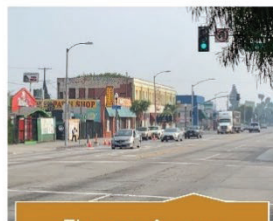
Typical residential neighborhood



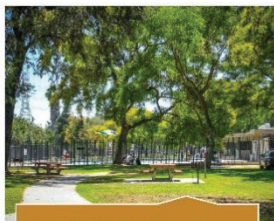
Compton Avenue commercial businesses



Light industrial east of Washington Avenue



Florence Avenue commercial businesses



Colonel Leo H. Washington Park



Firestone Avenue commercial businesses

Community Atlas Summary

Land Use & Urban Design Findings

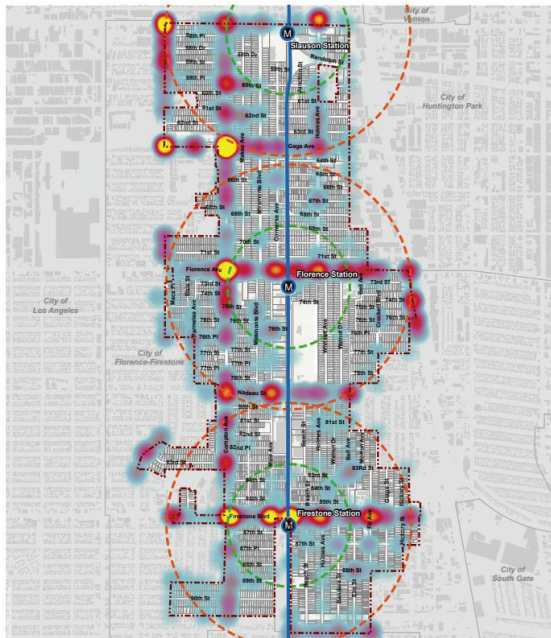
- Existing uses along major corridors are predominantly low-scale, one-story, light industrial buildings with interspersed residential homes.
- Industrial or utility uses create challenges for pedestrians accessing jobs and the Metro stations.
- Densities in excess of 18 and 30 homes per acre are necessary to support new transit oriented development.
- Existing residential zoning does not enable the densities identified by the Florence-Firestone Community Plan (FFCP).
- Residential properties are small with evidence of overcrowding due in part to conversion of garages into living quarters and high number of persons per household.

Land Use & Urban Design Recommendations

- Combine mobility improvements with focused updates to land use categories to enable more people to access Metro stations, and to live and work in proximity to the stations.
- Supplement existing uses to foster a complete community that supports living, working, learning, and playing in the Florence-Firestone community.
- Establish development zoning standards around TOD types that provide appropriate protections and transitions for this community.
- Explore creative parking strategies that balance transit-focused typologies with existing residential parking challenges.
- Evaluate industrial land use policy and zoning intent and potential for adaptation to support TOD development
- Review residential zone standards to introduce and enable a wider range of housing types and densities.

The Mobility & Equity Study combined conventional assessment of transportation conditions with an evaluation of equity conditions related to demographics, land use characteristics, and socioeconomic conditions¹, because the level of investment in transportation infrastructure and services is often a direct reflection of a community's socio-economic and demographic status. The study established equity goals and identified existing county-wide policies to support these goals, identified best practices for advancing equity in TOD planning, assessed displacement risk within the FFTOD Specific Plan Area, assessed conditions and trends for all travel modes, and provided a series of recommendations based on these findings, summarized to the right.

Mobility & Equity Study Snapshot: Total Collisions - 2014-2018



In addition to conditions assessed in the Community Atlas and Equity and Mobility Study, the FFCP describes the physical, social, and economic conditions for Florence-Firestone; see Chapter 3 of the FFCP for more information.

Equity & Mobility Study Summary

Demographic, socioeconomic, and TOD-specific equity metrics provided baseline insight into levels of displacement risk and patterns of neighborhood change. Transportation system metrics provided insight into infrastructure conditions and travel behavior, access to transit and jobs, and equity considerations for transportation-related land use and development standards such as balancing parking requirements with multi-modal transportation investments. Both elements of this study helped to frame and refine the community outreach approach and Specific Plan standards.

Equity Recommendations

- Ensure that current tenant, homeowner, and workforce protections are being used to their full potential and pursue additional policies to expand access to critical resources and infrastructure.
- Establish and reinforce long-term planning partnerships with community organizations.
- Align TOD land uses and densities with tailored needs for residents and businesses who may be most vulnerable to displacement.
- Due to the area's high overall housing cost burden, identify robust affordability policies and funding mechanisms that allow new development to successfully serve existing residents and businesses.

Mobility Recommendations

- Identify and prioritize improvements to well-documented infrastructure issues and dangerous conditions for people who travel on foot and by bike.
- Seek community input on preferences for travel modes in order to prioritize projects, policies, and programs that will enhance transportation and mobility within the FFTOD Specific Plan Area.
- Determine appropriate levels of parking that are necessary to support the existing community, new development, and compliment future investments in multi-modal transportation improvements.

¹ See Equity and Mobility Study Summary for full list of data analyzed: <https://planning.lacounty.gov/assets/upl/project/fftod-mobility-equity-study-oct2020.pdf>

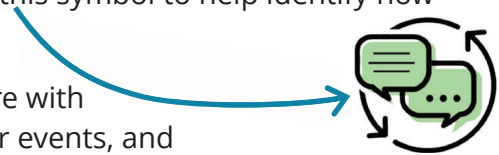
1.4 COMMUNITY ENGAGEMENT

Public outreach for the Specific Plan was facilitated through engagement with local community groups, residents, property and business owners, Metro, and the cities surrounding Florence-Firestone.

Development of the Specific Plan and associated community engagement occurred during the COVID-19 pandemic. This created conditions that prevented the County from conducting in-person meetings. As a result, various digital tools were used in combination with the distribution of printed materials to reach as many community members as possible in a range of formats.

Feedback collected from participants helped shape the guiding principles and standards of the Specific Plan. Throughout the document, you will see this symbol to help identify how feedback was incorporated.

Each stage of community engagement is summarized here with information on the engagement process, activities, and/or events, and key themes identified in the feedback received.



Stakeholder Evaluation September 2020

As an initial exercise to guide the community engagement process, the County performed a stakeholder evaluation to identify various perspectives within the community.

The evaluation identified 32 Stakeholder Organizations – ranging from community-based organizations to business associations, service providers, elected bodies, and government agencies. These organizations were invited to provide feedback and assist with notifying and encouraging participation from community members throughout the planning process.



Online Town Hall October 2020

The County held an Online Town Hall meeting in October 2020 to share information and answer questions about four planning efforts that would affect the community, including the FFTOD Specific Plan. The FFTOD presentation provided a project overview and timeline, information on community engagement and feedback opportunities.



During the town hall, participants were asked to respond to a series of poll questions about their relationship to Florence-Firestone (50% work in the area; 46% live in the area), their #1 housing issue or problem (59% have a high rent/mortgage payment), and their preferred mode of transportation (86% prefer to drive).

The presentations and polls were followed by a question and answer session, in which participants asked a variety of questions regarding the planning and outreach process. Recurring themes in the Q&A session included concerns around housing affordability, and questions around how the County plans to conduct sufficient community outreach and incorporate input into the plan.

Focus Groups and Conversations with Community Partners October 2020



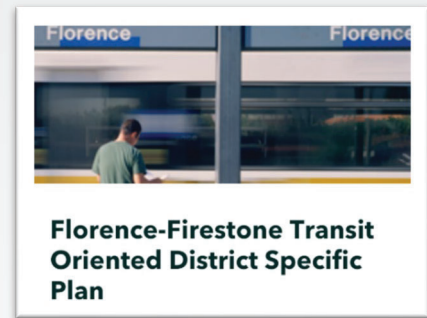
To gather detailed input from a variety of community perspectives, the County held multiple focus group sessions and conversations with community leaders and representatives identified in the Stakeholder Evaluation. Focus group sessions consisted of a short project overview presentation, a guided community mapping exercise, and conversations about the project’s goals of increasing active transportation and transit use, increasing residential density near transit, encouraging affordable housing, increasing economic activity, and facilitating investment in infrastructure improvements.

The focus group sessions provided valuable insights to help inform planning considerations relating to housing, mobility, neighborhood preservation & local support, and a variety of other community values and concerns.

Online StoryMap Ongoing



Available from September 2021 through the life of the project, the online “StoryMap” website provides an easily-accessible overview of the proposed FFTOD Specific Plan, including introductory information on the Specific Plan, the County’s Transit-Oriented District Program, and the plan’s Equity Goals, Land Use Objectives, Proposed Land Use, and Proposed Zoning. Features of the StoryMap include an interactive map to compare existing and proposed zoning designations. You can access the StoryMap here: [English FFTOD story map](#) / [Spanish FFTOD story map](#)



Online Community Mapping Activity December 2020

Community members were invited to participate in an online mapping activity to help gather experience-based insights, priorities, and ideas for the FFTOD Specific Plan Area. Online maps were provided for areas surrounding each of the three Metro stations, and participants added a total of 230 location-based observations, concerns, and ideas. Each comment used a ‘topic marker’ (as shown on the map to the right) relating to: Important Buildings; Important Places; ADA/Access; Art/Mural Ideas; Walking Ideas; Cycling Ideas; Transit Ideas; Driving Ideas; Parking Ideas; Public Space Ideas; and Other Ideas.





Educational Packet & Worksheet February-April 2021

In response to feedback and concerns around preferred engagement methods and barriers to computer/internet access, the County distributed a printed and easy-to-understand Transit-Oriented Planning Guide with a companion Community Feedback Worksheet in February of 2021.

Community members returned 152 completed worksheets and provided feedback on the types of housing and mobility strategies desired by community members for Florence-Firestone.

Specific Plan standards, including setbacks and allowed heights, were adjusted in response to community input from the worksheets.

[View full summary of input received via Community Feedback Worksheets](#)

Transit-Oriented Planning Guide and Community Feedback Worksheets

With the help of community members and partners

1,082 Distributed | 1,154 Emails Sent | 152 Worksheets Submitted

Community Orientation Webinar

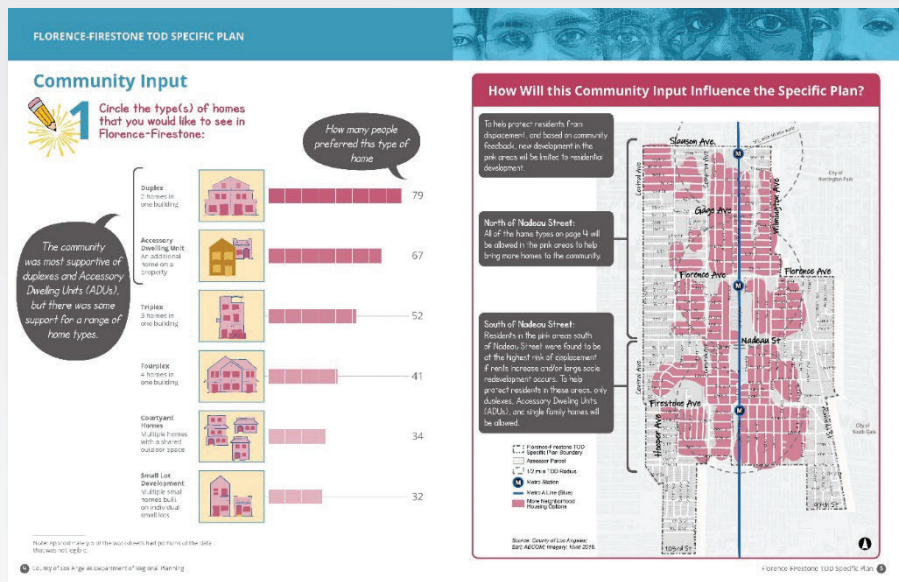
- Specific Plan Status Update
- Draft Land Use Concepts Overview
- Transit-Oriented Planning Guide and Community Feedback Worksheets Introduction

27 Attendees

Youth Outreach
Charles Drew Middle School
8th Grade Briefings & Online Survey

- Specific Plan Status Update
- Draft Land Use Concepts Overview
- Transit-Oriented Planning Guide and Community Feedback Worksheets Introduction

90 Students | 31 Surveys Completed



Public Review Draft Workshop October 2021

The Draft FFTOD Specific Plan and Program EIR were made available for formal public review period from September 21, 2021 to November 5, 2021. Both draft documents were issued with a notice of availability consistent with CEQA noticing requirements. During the public review period a public workshop was held in October of 2021 as an online interactive meeting, providing an overview of key proposed zoning standards. Participants were engaged to ask questions about the plan and provide comments on their view of the draft Specific Plan. The County also held "Office Hours" for the public to engage in individual review and questions.

Slauson Station TOC Specific Plan, aka Florence-Firestone TOD Specific Plan
County of Los Angeles Department of Regional Planning

Public Review DRAFT
September 2021

Specific Plan, aka Specific Plan
Environmental Impact Report

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Chapter 2



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Purpose & Guiding Principles

2 Purpose & Guiding Principles

2.1 INTRODUCTION

This Chapter describes the FFTOD Specific Plan approach to land use, urban design building standards, and mobility improvements to enable a transit-oriented community while serving existing residents, workers, and small-business owners. Guiding principles to support this approach and reinforce the FFCP vision are also included in this Chapter.

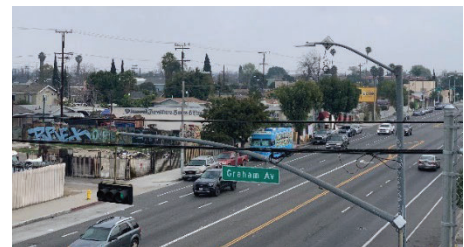
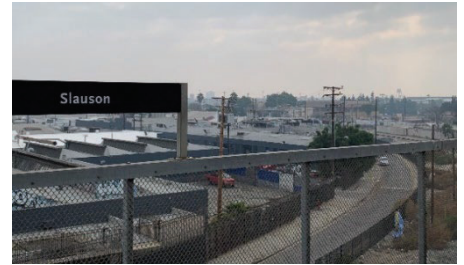
2.2 PURPOSE OF THE SPECIFIC PLAN

The Specific Plan creates a land use and zoning policy tool for the unincorporated Florence-Firestone community that aims to:

- ✓ Enable more opportunities for affordable housing;
- ✓ Encourage transit-oriented development and promote active transportation;
- ✓ Improve access to the three Metro A (Blue) Line Stations: Slauson, Florence, and Firestone;
- ✓ Reduce vehicles miles traveled by cars; and
- ✓ Streamline the environmental review of future development projects.

The Specific Plan development standards are designed to balance TOD development with community benefits that support local residents, workers, and small business owners. To achieve this balance, each of the three TOD station areas within the Specific Plan Area has been assigned a unique land use and design approach, which is introduced in Chapter 3.

Florence-Firestone will become an important transportation hub due to various actions occurring in the area. Through this Specific Plan, the land use and mobility concepts focus on improving the connection between the community and the three Metro transit stations, with an emphasis on increasing safety for those traveling to the stations using modes of transportation outside of the single occupancy vehicle. Aside from serving the A-line ridership, the Slauson Station is also the future home of a new West Santa Ana Branch (WSAB) light rail stop. The WSAB transit corridor is planned to connect southeast Los Angeles County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, and Florence-Firestone. Metro is also planning the Rail to Rail/River Active Transportation Corridor project (Rail to River project) that will extend along Slauson Avenue within the TOD area, but outside the Specific Plan boundary. The Rail to River project, which spans approximately 10 miles, will convert an existing, underutilized railroad right-of-way into a multi-purpose pedestrian and bicycle transportation corridor. Segment A of the project connects the future Metro Crenshaw/LAX Line Fairview Heights Station to the Metro J Line



The Specific Plan focuses on updates to land use, urban design, and mobility within the Slauson, Florence, and Firestone TOD station areas

(Silver) I-110 freeway Slauson Station and Metro A Line (Blue)/future WSAB Slauson Station. Segment B of the project connects the Metro A Line (Blue) east to the Los Angeles River.

2.3 GUIDING PRINCIPLES

“Florence-Firestone is a resilient and healthy community with a strong identity, vibrant local economy, high quality, and affordable housing, ample greenery, safe and efficient transportation system, high-quality education, quality jobs, and inviting commercial corridors where people gather and socialize.”

- Florence-Firestone Community Plan Vision

The Specific Plan builds from the community-generated vision statement of the FFCP, provides a framework for projects proposed under the Specific Plan, and supports the overall transit-oriented goals of the TOD areas shown in Figure 1-1: FFTOD Specific Plan Area & TODs. The guiding principles reinforce the policies of the FFCP to guide TOD development.

These guiding principles were informed by community feedback from public outreach conducted during the Specific Plan process.

Guiding Principle 1: Promote pedestrian-friendly, active transit-oriented districts and corridors that support land uses that provide a variety of local services, employment, and housing.

This Specific Plan establishes zoning designations for Florence-Firestone to support TOD development strategies for the community. Four mixed-use zones are located near the transit stations and along major corridors like Compton Avenue, Holmes Avenue, and Nadeau Street. These zones establish setbacks that, through private development over time, can increase the width of the sidewalks while providing a range of formats for new employment and services. Mobility improvements, such as street crossings and bulb-outs, are also identified to make walking, biking, and rolling in the community easier.



Implementing the FFCP

The FFTOD Specific Plan guiding principles build off the transit-oriented development theme in the FFCP, which calls for the development of a Specific Plan for the community.

Transit Oriented Development (TOD) Theme

Transit-oriented development is a cross-cutting theme in the FFCP:

For areas around Metro Blue Line Stations, encourage the development of high-density affordable housing, promote the establishment of job-generating uses, support the development of community-serving retail uses, and adopt a TOD Specific Plan for Florence, Firestone, and Slauson Blue Line Stations.

This Specific Plan implements the TOD theme through Implementation Action 44: Transit-Oriented District Specific Plans, and Policies TD 1.1-1.6 and TD 2.1-2.5.

Guiding Principle 2: Increase housing supply near transit that includes a variety of options for residents and families at different income levels.

This Specific Plan creates four new residential zones that permit a variety of configurations, unit sizes, densities, and affordability. New housing options and more affordable units are expected to be built in the community in conjunction with the Density Bonus Ordinance and other County affordable housing programs.

Guiding Principle 3: Support a green community through enhanced streetscapes, a variety of publicly accessible open spaces, landscaping, and sustainability.

This Specific Plan will require new development along major corridors to increase the width of the sidewalks through setbacks, install street trees, provide publicly accessible open space, and contribute to more greenery in the community.

Guiding Principle 4: Encourage placemaking that embraces the vibrant culture of the community.

This Specific Plan incentivizes community-supportive uses, promotes public art and murals, and requires large developments to construct publicly accessible open spaces or other community amenities. Preservation of historically and/or culturally important properties in Florence-Firestone, including the potential identification of a historic district, is also encouraged.

Guiding Principle 5: Support local jobs and opportunities through a variety of employment-generating uses.

The Specific Plan introduces the Industrial Mix zone and four mixed use zones. These zones will allow for a broad range of production, services, and retail uses, expanding the types of businesses permitted, which can bolster the range of jobs in the community and allow for flexibility as markets shift. Locations within the community have been strategically identified, for example, along the Alameda Corridor, which will be preserved as light or general industrial properties. Other locations are transitioned to more appropriate employment uses that are compatible with adjacent residential uses.

**COMMUNITY
FEEDBACK:
Guiding
Principles**



Community participation in FFTOD Specific Plan outreach activities helped shape the Guiding Principles. All feedback collected from the public and stakeholders across all outreach events were considered to form statements that set a clear course for TOD improvements in the community.

Guiding Principle 6: *Improve safety, connectivity, access, and ease of use for all modes of transportation.*

This Specific Plan identifies key street and sidewalk improvements to be implemented by the County. All public right-of-way improvements identified by this Specific Plan are intended to balance connectivity, access, and ease of use for people walking, biking, rolling, using transit, and driving in the community. Mobility strategies are focused on increasing access and connectivity to transit stations through new infrastructure and facilities that increase safety and support increased transit ridership over time.

Guiding Principle 7: *Promote equitable outcomes and inclusive economic development through tailored and carefully regulated approaches to growth.*

This Specific Plan balances potential change and growth with support for existing residents, businesses, and services, based on combination of displacement risk data and qualitative community insights. New zones in the Firestone TOD area address higher displacement risk by maintaining a similar density to the existing neighborhood, supporting owners and renters in place by allowing the incremental addition of units, and lowering the likelihood of developer-based consolidation. In areas with lower displacement risk like the Slauson TOD area, new zones introduce uses that allow more neighborhood services, jobs, and housing, with development standards that enable a broad range of housing types and densities.

Guiding Principle 8: *Collaborate with other local and regional entities to implement plan objectives efficiently and comprehensively.*

Ongoing collaboration with local organizations, other County departments and agencies, and regional entities is needed for the Specific Plan to promote long-term community stability, economic success for local residents and businesses, mobility enhancements, climate resilience, and achievement of environmental justice goals. Collaboration is also critical for planning processes, programs, and policies to be streamlined and effective within existing countywide and regional systems. Suggestions for collaborative action are identified in Chapter 7: Implementation.

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Chapter 3

Art Credit: "Short Stories" Mural by Willie Middlebrook

Land Use & Urban Design Framework

3 Land Use & Urban Design Framework

3.1 INTRODUCTION

This chapter describes the approach to land use and urban design that will allow transformation of the Specific Plan Area into a vibrant, transit-oriented community, while strengthening access to transit and neighborhood-services for existing residents. Planning for Transit Oriented Districts is traditionally focused on zoning that concentrates the highest allowed density within a quarter mile or half mile radius surrounding transit stations. This approach, often referred to as “upzoning”, seeks to benefit both the transit system and the transit-adjacent community by:


- Increasing the amount of housing within walking or biking distance of transit,
- Increasing workplaces, services, and other regional destinations that are accessible by transit,
- Enabling daily-needs to be met through walking or biking trips, and
- Reducing automobile emissions by providing transit, walking, and rolling options.


However, research and input from the Florence-Firestone community have shown that not every transit station area is an ideal candidate for significant upzoning, as a sudden influx of development and investment in lower-income communities can be destabilizing for existing residents, small businesses, and service providers. The approach for this Specific Plan carefully balances increasing opportunities for more housing, workplaces, and services with the need to provide stability and address existing challenges for renters, homeowners, and businesses in the area. Within the FFTOD Specific Plan Area, each of the three TOD areas has a distinct identity and potential for changes in land use and density; these conditions and objectives are discussed in detail in Section 3.2. The Specific Plan concepts and standards were directly informed by analysis from the Equity & Mobility Study, and all stages of community input. For example, decisions around allocation of housing density were informed by census tract-level displacement risk metrics and community concerns around affordability, many of which cited examples of recent developments that invite higher-income residents into the neighborhood while remaining inaccessible to existing community members in need of affordable housing. The Specific Plan also recognizes a strong community-wide desire to preserve local landmarks, businesses, and local support systems that contribute to Florence-Firestone’s sense of place, history, and identity.


A major component of TOD planning is mobility – both ensuring that transit is safe and easy to access for all users and reducing the need for local automobile trips in the station area. While the community broadly supported safety and connectivity improvements for pedestrians and bicyclists throughout the plan area, other traditional TOD planning strategies such as reduced in parking requirements were met with equity concerns in the context of Florence-Firestone’s large average household size and high number of residents who work in areas not served by transit, or need to drive between multiple jobs (often in addition to transporting children or other dependents). Both the Equity & Mobility Study and community feedback highlighted basic infrastructure and safety improvements as a priority for the Specific Plan Area.

3.2 CONCEPT FRAMEWORK & OBJECTIVES

As shown in **Figure 3-1: Specific Plan Concept**, the Specific Plan is generally focused on the three TOD areas surrounding the Metro Slauson Station, Florence Station, and Firestone Stations. Each TOD area supports a distinct range of land uses, building forms, and overall levels of change and development potential. The Specific Plan Concept map illustrates the three broad categories of land use and change envisioned for the Specific Plan Area: “Low Change Areas”, “More Housing Options”, and “TOD Mixed Use Areas”. In addition to the broader land use and change categories, the Specific Plan Concept identifies priority areas for various types of mobility improvements including Active Transit Corridors, Pedestrian Priority Streets, Bicycle Priority Streets, and specific locations for formalized pathways, pedestrian bridges, and improved transit access.

 **“Maintain”** areas are portions of the community outside of the TOD areas that will maintain existing countywide uses and standards.

 **“More Housing Options”** applies to the majority of the TOD areas, and some areas outside the ½ mile station area radii. These areas are generally comprised of established single- and multi-family residential neighborhoods directly surrounding major streets in the Specific Plan Area. While these areas are not designated for major changes in use or urban form, the Specific Plan standards will support a greater variety of housing types and sizes to expand affordable and transit-accessible housing options and increase economic activity for local businesses. Different housing types and densities are allowed in each of the TOD areas.

 **“TOD Mixed Use / Job Areas”** generally applies to major streets and activity areas that demonstrate potential for growth, jobs, and/or community-serving land use changes. For example, most parcels along major corridors that are currently zoned for industrial or light manufacturing uses will be re-zoned to support housing, retail storefronts, neighborhood services, offices or a mix of uses. While these areas are grouped into a single category in the Concept Map, land uses and development standards in the Specific Plan are tailored to the specific street or intersection based on existing conditions, community feedback, and displacement risk analysis.

3.2.1 Community-Wide Concept

The concepts for each the three Station TOD areas were developed with intention and sensitivity to place-based goals, challenges, and needs, rather than through a “one size fits all” TOD approach. However, the Specific Plan is also intended to enhance cohesion and connectivity between these distinct areas, and to reinforce Florence-Firestone’s strong community-wide identity.

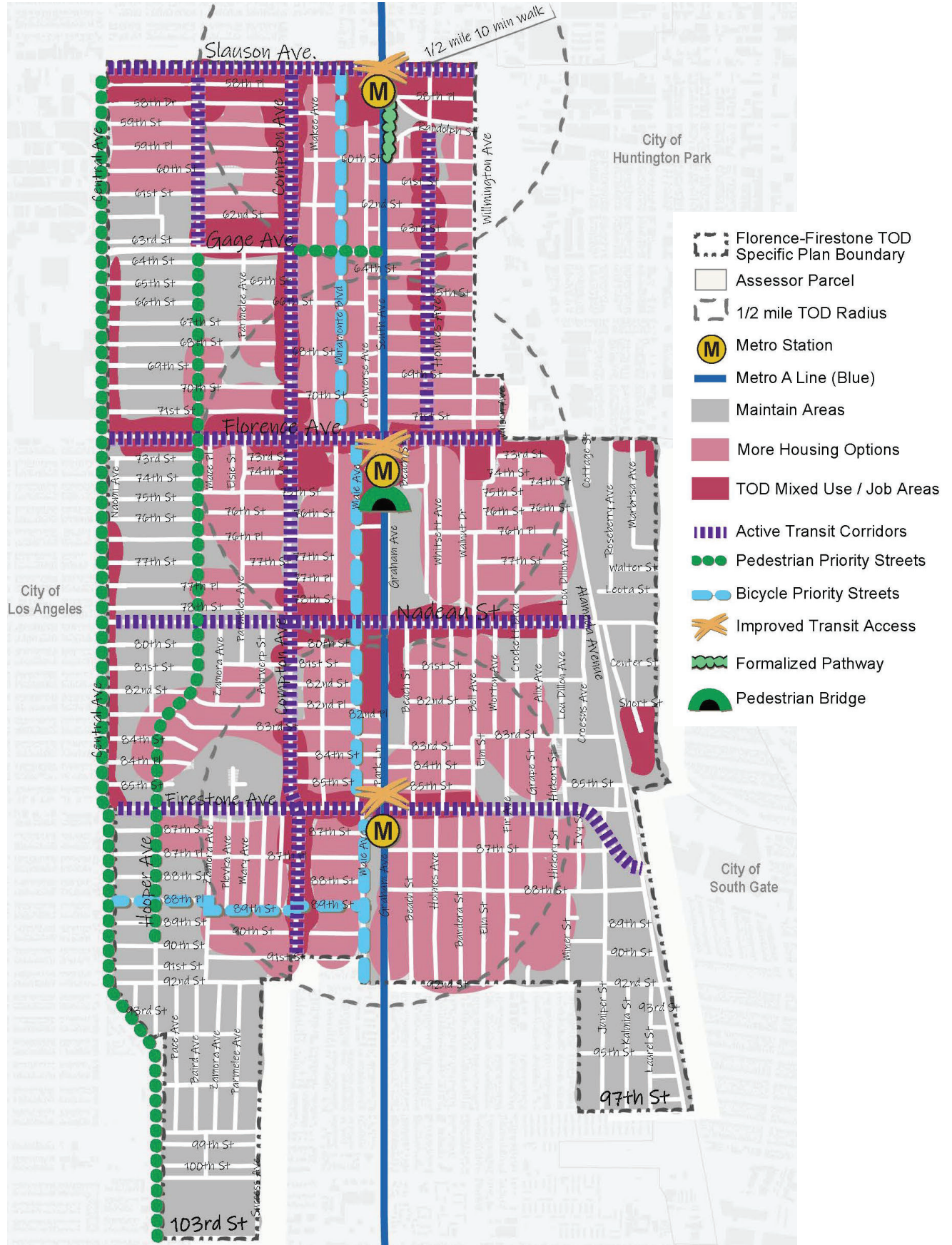
Figure 3-1: Specific Plan Concept Map reflects the following overarching objectives of the plan, which build upon the County’s TOD Program goals, the FFCP vision, and the guiding principles introduced in Section 2.3 of this plan.

- Focus mixed use zoning (a mix of services and homes) around Metro rail stations to activate those areas.
- Support the Metro Rail-to-River corridor and future West Santa Ana Branch light rail extension through Slauson Station improvements.
- Enhance and expand the public realm through setbacks that expand the sidewalk, pedestrian crossing upgrades, and bicycle facility upgrades.
- Blend new development with existing neighborhoods through massing and setback requirements.
- Combine improvements in sidewalks, bicycle facilities, and setback conditions to create Active Transit Corridors that make accessing stations easier makes it possible to access stations through multiple modes of transportation.



Specific Plan standards are designed to support a range of business and mixed use types.

Figure 3-1: Specific Plan Concept Map

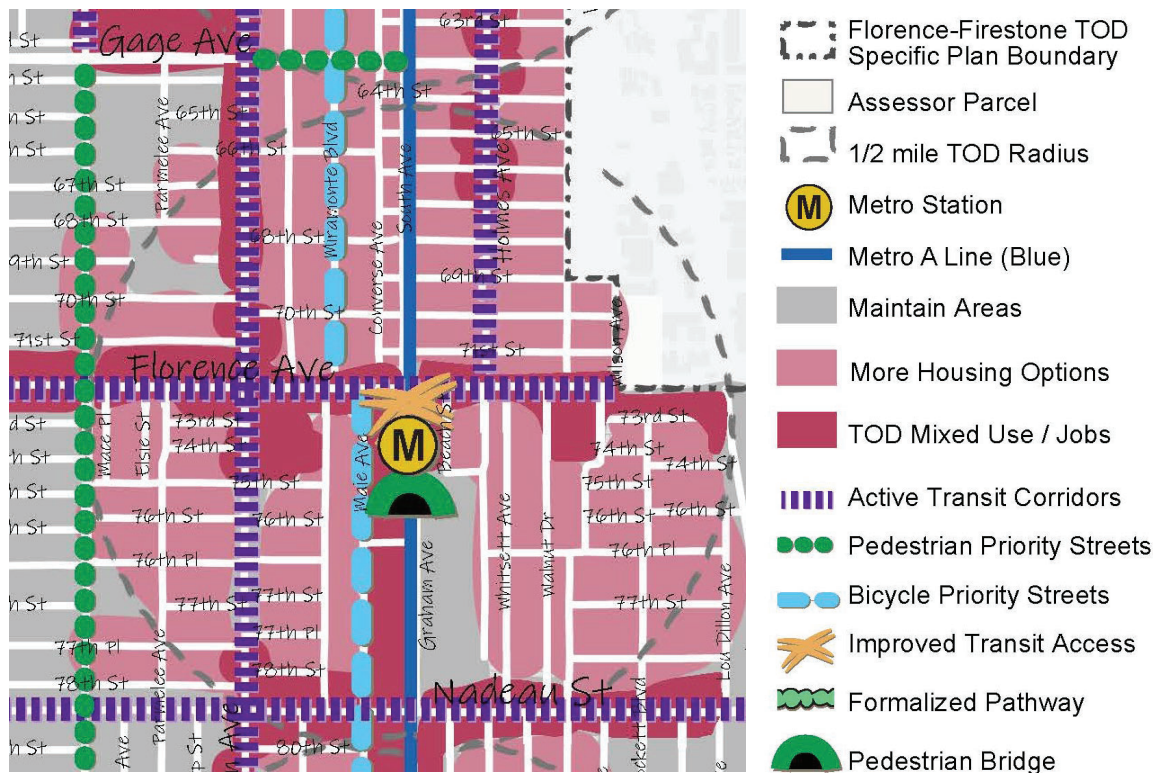


3.2.3 Florence Station TOD Area Concept

The Florence Station TOD area concept focuses on supporting and increasing neighborhood services, employment, and more homes near the Florence Station. The concept envisions a variety of uses and housing options similar to those around Slauson Station, however the allowed heights and the number of homes per acre are lower to harmonize the scale of infill development with existing neighborhoods surrounding Florence Station.

As a centrally located corridor with “main street”-style buildings and a vibrant variety of small businesses, cultural landmarks and public art, Florence Avenue serves as the heart of the Florence-Firestone community. The concept intends to reinforce and enhance the “Florence Mile” as an active mixed-use corridor and central destination with a wealth of small retail and dining businesses, neighborhood services, and housing options. The plan will allow a wide range of housing types including duplexes, ADUs, triplexes, fourplexes, courtyard homes, multi-family, and small lot developments in the “More Housing Options” areas. Medium-density mixed-use development opportunities – including the prioritized childcare and grocery stores uses - will be introduced near the transit station along Florence Avenue, Compton Avenue, Nadeau Street, and the Metro A Line (Blue) south of Florence Avenue in the “TOD Mixed Use / Jobs” areas. Consistent with policies to develop a community “civic center” area from the Florence-Firestone Community Plan adopted in 2019, and the rezoning proposed along Compton and Nadeau, a new County library will be added to County facilities on the corner of Compton and Nadeau.

Figure 3-3: To enhance multi-modal access within the Slauson Station TOD area, the concept envisions improved station access with a new pedestrian bridge and upgraded street crossing next to Slauson Station, and bicycle-supportive infrastructure along Maie Avenue. Florence Station TOD Area Concept



3.2.4 Firestone Station TOD Area Concept

The Firestone Station TOD area concept focuses on creating stability and flexibility for existing residents and business owners and increasing neighborhood services and housing options along major corridors. In response to community concerns around displacement and loss of critical neighborhood resources, the concept reinforces the amount of homes already allowed in the area while creating flexibility for owners to improve their residential properties. This intentional calibration of density and mixed use intensity is expected to result in a lower level of overall change in the Firestone Station TOD area.

In the Equity & Mobility Study’s socioeconomic analysis, residents in the Firestone Station TOD area were found to be at the highest risk of displacement if rents increase and/or large-scale redevelopment occurs. To help preserve the stability of these residential neighborhoods while still adding much-needed housing options, the concept encourages conversion of existing homes to duplexes, and the addition of ADUs on existing single-family lots within the “More Housing Options” areas. In the “TOD Mixed Use / Jobs” areas along the Firestone and Compton corridors, neighborhood-scaled mixed use will be allowed to support additional housing near transit, services, and public amenities at Washington Park. These areas are also envisioned to include the community-prioritized grocery store and childcare uses.

To enhance multi-modal access within the Firestone Station TOD area, the concept envisions improved pedestrian conditions surrounding Firestone Station, and bicycle-supportive infrastructure along Maie Avenue and 89th Street.

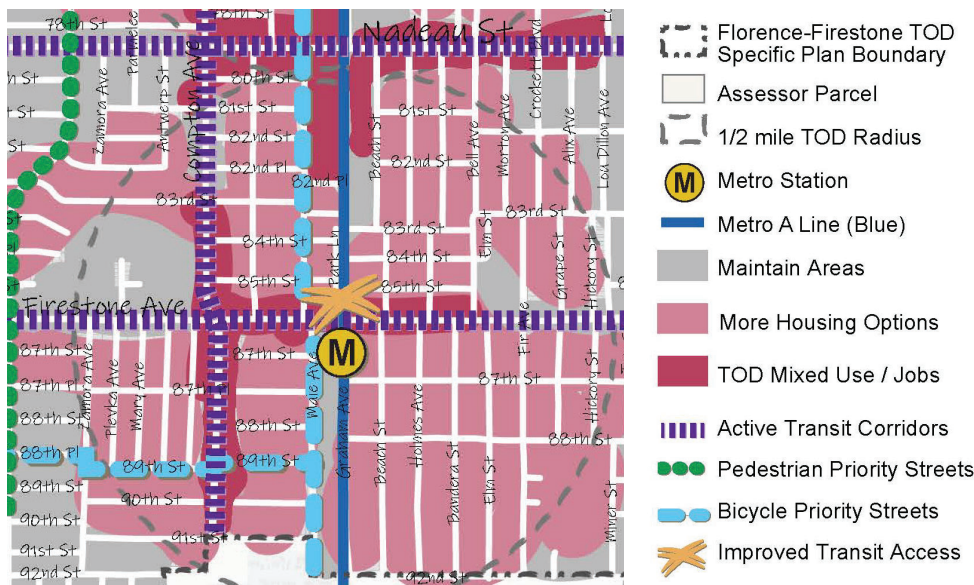
COMMUNITY FEEDBACK: Housing Types



Community feedback indicated a preference for duplexes (two homes in one building) and adding Accessory Dwelling Units (ADUs) to existing lots. In addition, the Equity & Mobility Study conducted for the project identified that residents in neighborhood south of Nadeau were at the highest risk of displacement if rents increase and/or large scale redevelopment occurs.

As a result of these findings and feedback, the ‘More Housing Option’ a new zone was developed for the areas in the Firestone Station TOD to enable existing owners to add or legalize ADUs, make expanding existing homes easier, and disincentivize lot consolidation or larger-scale developments.

Figure 3-4: Firestone Station TOD Area Concept



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Chapter 4



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Title 22 Chapter 22.418 Florence-Firestone Zones & Development Standards

Florence-Firestone Zones & Development Standards (Title 22 Chapter 22.418)

Provisions of this Specific Plan relating to Florence-Firestone Zones and Development Standards can be found in Section 22.418 (Florence-Firestone TOD Specific Plan Zones and Development Standards) of Title 22 of the County Code.

Chapter 5



Artist Credit: "Short Stories" Mural by Willie Middlebrook

Mobility

5 Mobility

5.1 INTRODUCTION & PURPOSE

To support the TOD-focused strategy of this Specific Plan, this chapter describes strategies to create a multi-modal environment and respond to the need for safer and more user-friendly transportation systems. The mobility infrastructure recommendations identified support transit, pedestrian, and bicycle mobility, and include programmatic improvements to support complete streets and improve parking conditions.

Currently, the vehicle miles traveled (VMT) per service population (a combination of residential and employees) in the Specific Plan Area is 30.2; this VMT value indicates that the Specific Plan service population drives relatively fewer miles than those in the surrounding areas in Los Angeles County. Under the future build-out scenario described in this Specific Plan, VMT per service population is estimated to be 20.3 by the horizon year of 2035. This anticipated reduction in VMT would result from improved provision of services in the community and improved access to transit that reduces the need for people to drive. Additional housing and the associated increased population balances against local job opportunities and services that may be within or near the Specific Plan Area. Under the future Specific Plan scenario, supported by the mobility improvements described in this Chapter, more trips will be able to be made on foot, on bike, or by transit, more comfortably and safely.

5.2 SUMMARY OF EXISTING CONDITIONS

The existing conditions in the Specific Plan Area are documented in the Mobility & Equity Study, published as part of this Specific Plan effort in October 2020. For more information on existing roadway network designations, vehicle capacity and volumes, transit routes and headways, bicycle facilities, and collision patterns by mode the report can be found at: <https://planning.lacounty.gov/fftod>.

Key findings and recommendations from the Mobility & Equity Study are summarized here.

5.2.1 Key Findings

- Four major arterials are responsible for the movement of most vehicles, trucks, transit vehicles, and people on foot: Slauson Avenue, Florence Avenue, Firestone Boulevard, and Compton Avenue.
- These four arterials exhibit “hotspot” collision patterns, particularly on Compton Avenue, which also exhibits the greatest difference between posted speeds and observed speeds, indicating an opportunity for traffic calming along this corridor.
- The Specific Plan Area is characterized by high speeds, lack of sufficient pedestrian and bicycle infrastructure, and degraded pavement quality along some streets.
- Pedestrian connections across major arterials, and across the Metro A (Blue) Line itself, are limited, and may create unsafe conditions for people traveling on foot as these conditions encourage riskier choices like crossing at locations without marked crosswalks or signals.

- Transit service is present throughout the Specific Plan Area, but headways are long, particularly in off-peak periods. Improvements recommended in Metro’s NextGen Study do not demonstrate a major improvement in headways for most bus lines that serve the Specific Plan Area.
- Compared to the rest of Los Angeles County, socio-economic conditions in the Specific Plan Area seem to be influencing vehicle ownership and use, with higher rates of households that lack access to a vehicle and lower rates of auto mode-share for certain types of trips.
- This data analysis corroborates many of the issues and observations documented in the Metro Blue Line First/Last Mile Plan.

5.2.2 Key Recommendations

- Prioritize mobility improvements, specifically those related to pedestrian, transit, and bicycle mobility, that have already been well-documented in prior studies but have not yet been implemented.
- Identify opportunities to align with and support implementation of other County initiatives such as Vision Zero Los Angeles County and Safe Routes to School.
- Determine appropriate levels of parking that are necessary to support the existing community, new development, and compliment future multi-modal transportation investments.

5.3 SUMMARY OF MAJOR PROJECTS

The County agencies that are responsible for implementing transportation projects in the Specific Plan Area have many major projects underway. These projects are shown in Figure 5-1 (Major Mobility Infrastructure Projects) and include the following:

- Metro’s Rail to Rail/River (Segment A) project along Slauson Avenue from the future Metro Crenshaw/LAX Line to the Metro A (Blue) Line Slauson Station, which includes a multi-modal path along the north side of Slauson Avenue and a new crossing at Slauson Station (underneath the rail tracks) (Note: Segment B, which connects the Slauson Station to the LA River, is currently undergoing a Supplemental Alternatives Analysis)
- Metro’s West Santa Ana Branch Transit corridor, which will improve regional transit network connectivity at Slauson Station, to points southeast of Florence-Firestone
- Crosswalk upgrades at locations on Slauson Avenue, Compton Avenue, and Firestone Boulevard
- Traffic signal upgrades at locations on Gage Avenue, Florence Avenue, Nadeau Street, Firestone Boulevard, Compton Avenue, Hooper Avenue, and Alameda Street
- Pedestrian improvements along Firestone Boulevard between Central Avenue and Alameda Street
- Bikeway improvements on 88th Place / 89th Street between Central Avenue and Maie Avenue

- Street resurfacing projects (including pavement preservation and roadway reconstruction projects) on local streets in the northeast part of the Specific Plan Area, along Nadeau Street, and on several local streets south of Firestone Boulevard
- New signage and wayfinding throughout the Specific Plan Area

In addition, Metro Active Transportation (MAT) Program grants were awarded to two projects in the Specific Plan Area during the first (2021) cycle, with additional detail to come as planning and design begin:

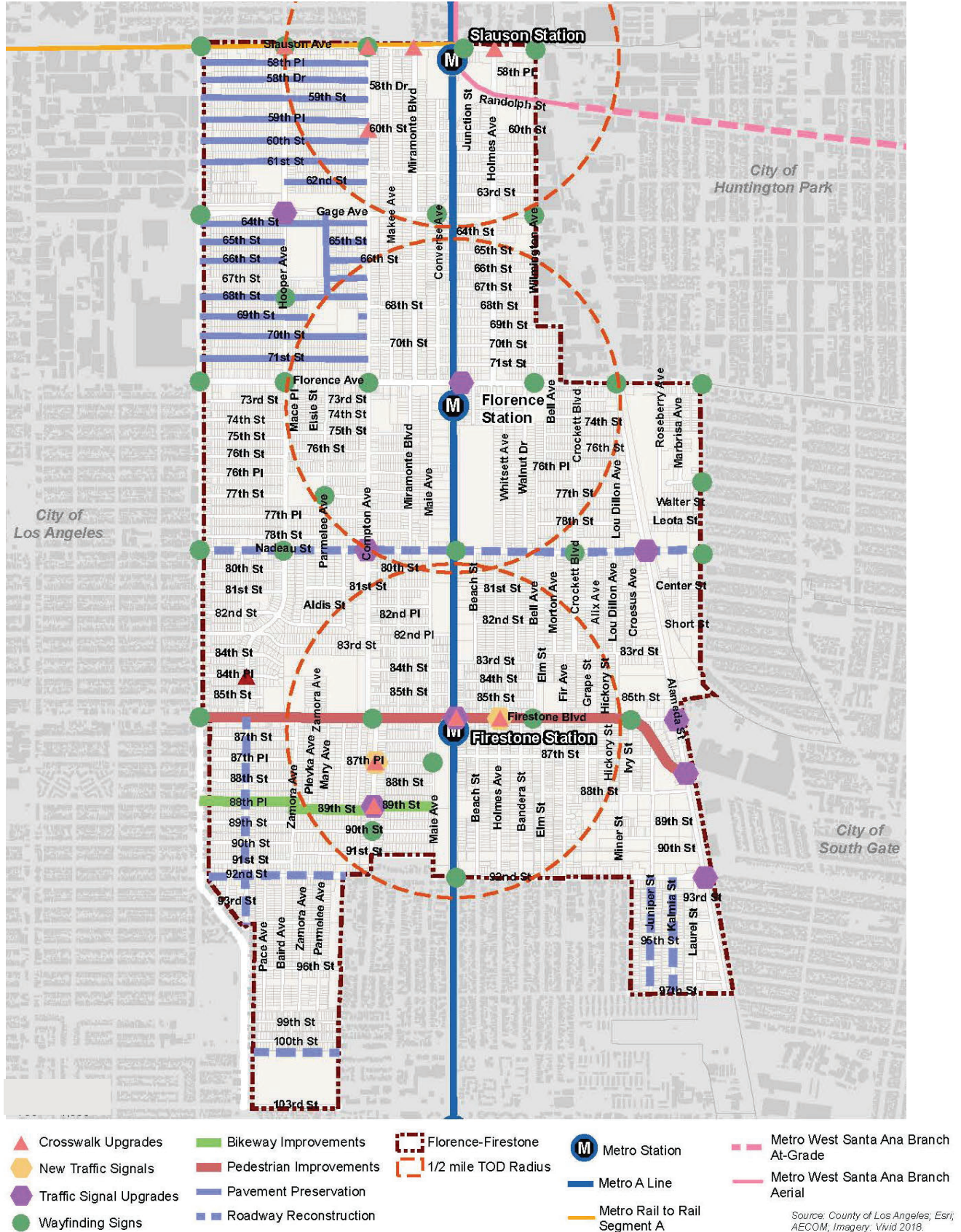
- First/last mile project at Slauson Station
- Randolph Street Active Transportation Corridor

The projects demonstrate ongoing investment in this area, through efforts such as the County Vision Zero program, Metro's First/Last Mile program, and the County Pavement Management System. While some of these infrastructure projects are funded and scheduled to be completed in the next few years, others require additional funding for full implementation and would benefit from ongoing prioritization as the Specific Plan is implemented.

In addition to the mobility infrastructure projects described, three additional planning and land use efforts are underway in the Specific Plan Area:

- The Department of Public Health also has pedestrian planning efforts underway for the Florence-Firestone community, scheduled to begin in 2021
- An Affordable Housing & Sustainable Communities (AHSC) grant application has been submitted for a project along 83rd Street
- LA City Planning Department is developing a Transit Neighborhood Plan (TNP) along Slauson Corridor to complement the Rail to Rail/River investments

Figure 5-1: Major Mobility Infrastructure Projects



5.4 MODE-SPECIFIC IMPROVEMENTS

The improvements recommended in this section are the result of ongoing community engagement and professional planning/design work that has been underway in the Specific Plan Area over many years. This section brings the recommendations together from formal planning processes (e.g., the Metro Blue Line First/Last Mile Plan, the FFCP, and the community engagement conducted as part of this Specific Plan) and builds upon them in order to support the land use changes outlines in the prior chapters.

5.4.1 Transit

The Specific Plan Area is served by an extensive network of public transportation, including 12 local bus routes operated by Metro and the Metro A (Blue) Line. The three rail transit stations on the Metro A (Blue) Line (Slauson Station, Florence Station, and Firestone Station) serve the Specific Plan Area locally and provide regional access to Downtown Los Angeles, Los Angeles International Airport (LAX), Southeast Los Angeles, Willowbrook/Watts area, Marina del Rey, Playa del Ray, and Playa Vista.

The Link Florence-Firestone/Walnut Park Shuttle (Link) is operated by Public Works and provides transit service to connect communities to key destinations in the Florence-Firestone and Walnut Park communities. The Link serves the Metro A Line (Florence and Firestone Stations) and key destinations including Washington, Bethune and Roosevelt Parks, Florence and Graham Libraries, and other destinations. Service for the Link is provided every 60 minutes every day, except for holidays.

The existing Slauson Station is located at the intersection of Slauson Avenue and Randolph Street. The station is adjacent to the Vermont-Slauson neighborhood in South Los Angeles and is surrounded by industrial and residential land uses, including schools, a park, a playground, and a community center. The area around the Slauson Station lacks sufficient and quality signage and wayfinding, and many sidewalks have both elements obstructing the path of travel and insufficient curb ramps. The entrance on Randolph Street is narrow and acts as a barrier near the station. The station lacks a crosswalk to the bus stop on the other side of Slauson Street, though a new crossing is planned as part of the Metro Rail to Rail project.



Example of a curb ramp and truncated dome

The existing Florence Station is located on the segment of Florence Avenue between Maie Avenue and Graham Avenue. The area within a ½-mile radius from the Florence Station is residential with multiple elementary schools and Roosevelt Park. The area immediately adjacent to the station has wayfinding signage, but the area within a ½ mile, beyond the station footprint, has little directional signage for pedestrians, bicyclists, or transit users. The station can only be accessed from the north along Florence Avenue; there is no south exit/entrance to the station. Many sidewalks are in poor to fair condition and most have curb ramps.

The existing Firestone Station is located at the intersection of Firestone Boulevard and Graham Avenue. The land uses around the station include a mix of industrial and residential areas with high voltage towers, walls, and fences. In addition, most sidewalks are narrow and damaged, and lack sufficient opportunities for crossing. The area lacks crosswalks and lighting, especially under the train overpass where the bus stop is located.

A. Transit Service Improvements

As more people become residents of this community, in coordination with Metro as part of its NextGen Bus Plan² update, this area should be evaluated for increased bus service in the Specific Plan Area. The Link should also be evaluated for expanded service hours into the evenings; improved frequency; and increased destinations, including the Slauson Station area. Expanding the route to serve the Slauson Station and increasing the frequency from approximately 60-minute headways to 10-minute headways would improve local connectivity to destinations within the Florence-Firestone community. It would also improve actual and perceived safety and comfort for riders, particularly female riders, and attract new riders.

B. Transit Amenity Improvements (Bus Stops and Transit Stations)

Transit stop amenities improve the transit experience. Amenities can include shelters, benches, lighting, transit information, trash bins, bicycle racks, and public art. Well-designed transit stops can improve rider comfort and convenience and attract new riders. Bus shelters also play an important role in transit operations. They provide riders with shelter from varying weather conditions and provide a place to rest and wait. Bus shelters should provide additional amenities, such as benches, bus stop ID, route information, and lighting. Installation of transit amenities, and bus shelters should be installed throughout the Specific Plan Area in coordination with Metro. Where necessary, expansion of the bus stop footprint should be considered through repurposing curb lane space (discussed further in the Flex Zone section of this Chapter).



Transit Stop Amenity Best Practices Example

The underpass beneath the Firestone Station should be prioritized for near-term bus stop improvements. This underpass supports bus stops in the eastbound and westbound directions and serves as a major transfer point. However, the bus stop amenities at this location are minimal due to space constraints. Community input has requested improvements and beautification of this space in the form of better lighting, murals, landscaping, and features to improve perceptions of safety (such as emergency phones). Additional discussion

² Metro's NextGen Bus Plan was adopted in 2020 and includes a reimagined bus system that focuses on providing fast, frequent, reliable and accessible service. The NextGen Bus Plan includes service changes, route changes, and stop location changes. More information can be found on Metro's website, at www.metro.net/project/nextgen.

of major improvements at this location is provided in the Major Project Recommendations section of this Chapter.

5.4.2 Pedestrian

Overall, the Specific Plan Area lacks a cohesive walking network. The Metro A Line creates a barrier to walkability by splitting the community across a mostly impermeable north/south barrier. Additional freight rail lines, such as the line that travels southeast away from the Slauson Station, create additional challenges to walkability. As described in the Community Atlas, sidewalk widths in the Specific Plan Area range from 6 to 14 feet wide. Some residential and commercial streets have parkways, trees, and space for street furniture, while others are narrow and constrained by walls, without any buffer between pedestrians and vehicle traffic. Also described in the Community Atlas, some of the block sizes in the community are considered walkable, while others are over 600 feet in length and lack sufficient crossing opportunities.

The spacing between crosswalks and signalized crosswalks at intersections varies between 600 and 1,250 feet, which makes pedestrian crossings difficult. Long distances between pedestrian crossings may encourage people to cross at locations that lack supportive infrastructure like painted crosswalks or traffic signals, since reaching such a facility may require longer out-of-direction travel. These conditions reduce both the walkability of the area and safety for pedestrians. See Figure 5-2 (Recommended Pedestrian Improvements Map) for a summary of recommended pedestrian improvements.

A. Sidewalk and Lighting Improvements

While sidewalks currently exist on most streets in the Specific Plan Area, some are narrow and substandard in quality. Sidewalks should be improved as new development occurs and should follow the Complete Street Design outlined in the TOD Toolkit. Curb zones should include street trees and supplement traditional street lighting with pedestrian lighting to create an attractive sidewalk environment for pedestrians along commercial corridors. To better implement the TOD Toolkit, the following streets should have pedestrian lighting installed:

- Slauson Avenue
- Gage Avenue
- Florence Avenue
- Nadeau Street
- Firestone Boulevard
- Central Avenue
- Compton Avenue
- Holmes Avenue

To implement the TOD Toolkit, development standards for Specific Plan zones require that private development:

1. Meet street setbacks ranges, contributing to the Frontage Zone and increasing the public realm width
2. Install street trees and pedestrian lighting in Curb Zone for all streets listed.

To guide the implementation of pedestrian street lighting along these corridors and provide clarity for developers, the County should develop guidelines that provide standards for lighting levels, spacing, and light fixture design. The guidelines can provide enhanced standards for streets within a 1/2 mile of each Metro A Line Station to increase pedestrian safety and comfort for transit riders.

B. Intersection Improvements

Intersection improvements should be implemented through the Specific Plan Area to enhance the pedestrian environment, improve station access, and calm traffic. These include four major types of improvements:

- Adding/restriping high visibility crosswalks at existing marked crossings (noted in Table 5-1 as “Upgrade Facilities”)
- Adding curb ramps, curb extensions (where feasible), and truncated domes at existing marked crossings (noted in Table 5-1 as “Upgrade Facilities”)
- Adding Pedestrian Activated Flashing Beacons or Rectangular Rapid Flashing Beacons (RRFBs) at existing marked mid-block crossings (noted in Table 5-1 as “Upgrade Facilities”)
- Adding high visibility crosswalks and, where appropriate, Pedestrian-Activated Flashing Beacons or RRFBs at unmarked crossings at intersections and at new mid-block crossing locations (noted in Table 5-1 as “Add New Facilities”)

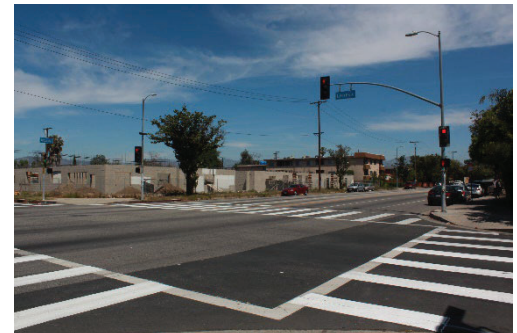
The locations of these improvements are shown in Figure 5-2 (Recommended Pedestrian Improvements Map) and in Table 5-1 (Recommended Pedestrian Improvements). The specific improvements necessary and appropriate for each location should be determined at the time of design, as conditions may change and design standards for elements, such as crosswalks, curb ramps, curb extensions and mid-block crossing treatments may evolve. Priority locations based on existing conditions and surrounding land uses are highlighted in yellow in the Recommended Pedestrian Improvements Map.



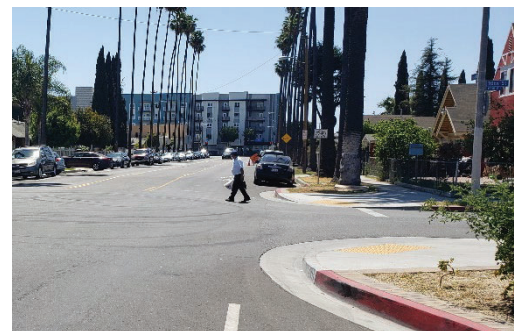
Example of a pedestrian activated beacon



Example of an RRFB



Example of a high visibility marked crosswalk



Example of a curb extension with truncated domes

Figure 5-2: Recommended Pedestrian Improvements Map



- * New Pedestrian Facilities
- ↑ Upgraded Pedestrian Facilities
- New and Upgraded Pedestrian Facilities
- Priority Location
- Florence-Firestone
- 1/2 mile TOC Radius
- M Metro Station
- Metro A Line



Source: County of Los Angeles; Esri, AECOM, Imagery: Vivid 2018.

Table 5-1: Pedestrian Improvement Recommendations

Location	Crossing Improvement
Gage Avenue & Central Avenue	Upgrade Facilities
Gage Avenue & Compton Avenue	Upgrade Facilities
Gage Avenue & Makee Avenue	Add New Facilities
Gage Avenue & Miramonte Boulevard	Upgrade Facilities
Gage Avenue & Converse Avenue	Upgrade Facilities, Add New Facilities
Gage Avenue & Holmes Avenue	Upgrade Facilities
Gage Avenue & Wilmington Avenue	Upgrade Facilities
Florence Avenue & Central Avenue	Upgrade Facilities
Florence Avenue & Hooper Avenue	Upgrade Facilities
Florence Avenue & Compton Avenue	Upgrade Facilities
Florence Avenue & Makee Avenue	Upgrade Facilities, Add New Facilities
Florence Avenue & Miramonte Boulevard	Upgrade Facilities
Florence Avenue & Maie Avenue	Add New Facilities
Florence Avenue & Converse Avenue	Upgrade Facilities
Florence Avenue & Whitsett Avenue	Upgrade Facilities, Add New Facilities
Florence Avenue & Walnut Drive	Add New Facilities
Florence Avenue & Crockett Boulevard	Upgrade Facilities, Add New Facilities
Florence Avenue & Alameda Street	Upgrade Facilities, Add New Facilities
Florence Avenue & Santa Fe Avenue	Upgrade Facilities
Nadeau Street & Central Avenue	Upgrade Facilities
Nadeau Street & Hooper Avenue	Upgrade Facilities
Nadeau Street & Maie Avenue	Upgrade Facilities
Nadeau Street & Beach Street	Upgrade Facilities
Nadeau Street & Holmes Avenue	Upgrade Facilities, Add New Facilities
Nadeau Street & Bell Avenue	Upgrade Facilities
Nadeau Street & Crockett Boulevard	Upgrade Facilities
Nadeau Street & Lou Dillon Avenue	Upgrade Facilities, Add New Facilities
Nadeau Street & Alameda Street	Upgrade Facilities, Add New Facilities
Nadeau Street & Santa Fe/Broadway	Upgrade Facilities, Add New Facilities
Firestone Boulevard at Central Avenue	Upgrade Facilities
Firestone Boulevard at Hooper Avenue	Upgrade Facilities
Firestone Boulevard at Zamora Avenue	Upgrade Facilities, Add New Facilities
Firestone Boulevard at Compton Avenue	Upgrade Facilities
Firestone Boulevard at Maie Avenue	Upgrade Facilities
Firestone Boulevard at Bell Avenue	Upgrade Facilities, Add New Facilities
Firestone Boulevard at Fir Avenue	Upgrade Facilities
Firestone Boulevard at Grape Street	Add New Facilities

Location	Crossing Improvement
Firestone Boulevard at Ivy Street	Upgrade Facilities, Add New Facilities
Firestone Boulevard at Juniper Street	Upgrade Facilities, Add New Facilities
Firestone Boulevard at Alameda Street	Upgrade Facilities
92nd Avenue at Central Avenue	Upgrade Facilities
92nd Avenue at Baird Avenue	Upgrade Facilities, Add New Facilities
92nd Avenue at Parmalee Avenue	Add New Facilities
92nd Avenue at Compton Avenue	Upgrade Facilities
92nd Avenue at Maie Avenue (E Leg)	Add New Facilities
92nd Avenue at Bandera Street	Upgrade Facilities, Add New Facilities
92nd Avenue at Fir/Anzac Avenue	Upgrade Facilities
92nd Avenue at Hickory Street	Add New Facilities
92nd Avenue at Juniper Street	Add New Facilities
92nd Avenue at Alameda Street	Upgrade Facilities, Add New Facilities
92nd Avenue at Beach Street	Add New Facilities
Central Avenue at Slauson Avenue	Upgrade Facilities
Central Avenue at 60th Street	Upgrade Facilities
Central Avenue at 61st Street	Upgrade Facilities
Central Avenue at 68th Street	Upgrade Facilities
Central Avenue at 69th Street	Add New Facilities
Central Avenue at 71st Street	Add New Facilities
Central Avenue at 74th Street	Upgrade Facilities, Add New Facilities
Central Avenue at 75th Street	Upgrade Facilities
Central Avenue at 76th Place	Upgrade Facilities
Central Avenue at 78th Street (N Leg)	Upgrade Facilities
Central Avenue at 81st Street	Add New Facilities
Central Avenue at 83rd Street	Upgrade Facilities
Central Avenue at 84th Place	Add New Facilities
Central Avenue at 88th Place	Upgrade Facilities
Central Avenue at 93rd Street	Upgrade Facilities
Central Avenue at 95th Street/Hooper Avenue	Upgrade Facilities
Central Avenue at 96th Street/Colden Avenue	Add New Facilities
Central Avenue at Century Boulevard	Upgrade Facilities
Central Avenue at 101st Street	Add New Facilities
Central Avenue at 102nd Street	Add New Facilities
Central Avenue at 103rd Street	Upgrade Facilities
Hooper Avenue at 58th Dr	Add New Facilities
Hooper Avenue at 59th Place	Upgrade Facilities
Hooper Avenue at 60th Street	Upgrade Facilities

Location	Crossing Improvement
Hooper Avenue at 61st Street	Upgrade Facilities
Hooper Avenue at 62nd Street	Add New Facilities
Hooper Avenue at 64th Street	Upgrade Facilities
Hooper Avenue at 65th Street	Upgrade Facilities
Hooper Avenue at 67th Street	Upgrade Facilities
Hooper Avenue at 68th Street	Upgrade Facilities
Hooper Avenue at 70th Street	Upgrade Facilities
Hooper Avenue at 74th Street	Upgrade Facilities, Add New Facilities
Hooper Avenue at 76th Street (N Leg)	Upgrade Facilities
Hooper Avenue at 76th Place	Upgrade Facilities
Hooper Avenue at 77th Place	Add New Facilities
Hooper Avenue at 81st Street	Add New Facilities
Hooper Avenue at 83rd Street	Upgrade Facilities
Hooper Avenue at 87th Place	Add New Facilities
Hooper Avenue at 88th Place	Upgrade Facilities
Hooper Avenue at 90th Street	Add New Facilities
Compton Avenue at 58th Dr (S Leg)	Add New Facilities
Compton Avenue at 61st Street	Upgrade Facilities
Compton Avenue at 66th Street	Upgrade Facilities
Compton Avenue at 68th Street	Upgrade Facilities
Compton Avenue at 70th Street	Upgrade Facilities
Compton Avenue at 74th Street	Upgrade Facilities
Compton Avenue at between 75th Street and 76th Street	Add New Midblock Crossing
Compton Avenue at 76th Place	Upgrade Facilities
Compton Avenue at 77th Place (N leg)	Add New Facilities
Compton Avenue at 81st Street	Add New Facilities
Compton Avenue at 83rd Street	Upgrade Facilities
Compton Avenue at between 84th Street and 85th Street	Add New Midblock Crossing
Miramonte Blvd at 68th Street	Upgrade Facilities
Miramonte Blvd at 76th Place	Upgrade Facilities
Holmes Avenue at Randolph Street	Upgrade Facilities
Holmes Avenue at 60th Street	Upgrade Facilities
Holmes Avenue at 61st Street	Add New Facilities
Holmes Avenue at 63rd Street	Upgrade Facilities
Holmes Avenue at 65th Street	Add New Facilities
Holmes Avenue at 67th Street	Upgrade Facilities
Holmes Avenue at 69th Street	Add New Facilities
Holmes Avenue at Florence Avenue	Upgrade Facilities

Location	Crossing Improvement
Crockett Boulevard at 74th Street	Upgrade Facilities
Crockett Boulevard at 77th Street	Add New Facilities
Crockett Boulevard at 78th Street	Add New Facilities
Crockett Boulevard at Nadeau Street	Upgrade Facilities
Crockett Boulevard at 81st Street	Add New Facilities
Alameda Street at 74th Street	Upgrade Facilities
Alameda Street at Manchester Avenue	Upgrade Facilities
Santa Fe Avenue at Florence Avenue	Upgrade Facilities
Santa Fe Avenue at California Street	Add New Facilities
Santa Fe Avenue at Hope Street/Walnut Terrace	Upgrade Facilities

5.4.3 Bicycle

Bikeways are generally divided into four types described in Figure 5-3 (Bicycle Facility Types).

Figure 5-3: Bicycle Facility Types

Class I (Bike Path)



Provides a completely separated right-of-way (off-street) designated for the exclusive use of bicycles and pedestrians with crossflow traffic minimized.

Class III (Bike Route)



Provides for shared use with pedestrians or motor vehicles and is (on-street) designated by signs or permanent markings.

Class II (Bike Lane)



Provides a restricted right-of-way (on-street) designated for the exclusive or semi-exclusive use of bicycles. Pedestrian and motorist through travel is prohibited, although crossflows are permitted. Parking can be allowed to the right of bike lane if sufficient ROW width exists.

Class IV (Cycle Track)



Provides physical separation from motor traffic using a vertical feature, designated for the exclusive use of bicycles. The separation may include grade separation, flexible posts, inflexible barriers, or on-street parking.

The bicycle infrastructure that currently exists in the Specific Plan Area is limited to Class III bicycle routes and bicycle boulevards, and Class II bicycle lanes. There are Class III facilities on the following corridors:

- 92nd Street from Central Avenue to Alameda Avenue
- Hooper Avenue from Firestone Boulevard to Central Avenue
- Crockett Boulevard from 76th Place to Nadeau Street
- Maie Avenue from Slauson Avenue to 92nd Street (the Maie Avenue facility is designated as a bicycle boulevard)

There are Class II bicycle lanes on the following corridors:

- Hooper Avenue from Slauson Avenue to Firestone Boulevard
- Holmes Avenue from Slauson Avenue to Florence Boulevard
- Crockett Boulevard from Nadeau Street to 83rd Street

While existing facilities are limited, many additional facilities are proposed in the Specific Plan Area. More detail regarding these existing and planned facilities can be found in the Mobility & Equity Study.

A. Bicycle Facility Improvements

In addition to what is already planned in the Bicycle Master Plan this Specific Plan proposes adding Class IV protected bicycle facilities on Compton Avenue, Florence Avenue, and Nadeau Street. See Figure 5-4 (Recommended Bicycle Improvements) and Table Table 5-2 (Location and Type of Recommended Bicycle Improvements). In addition to bicycle facilities, bicycle parking should be provided at key public locations to serve existing uses. Bicycle parking can include bicycle racks, lockers, and corrals.



Example of a Metro Bikeshare Station

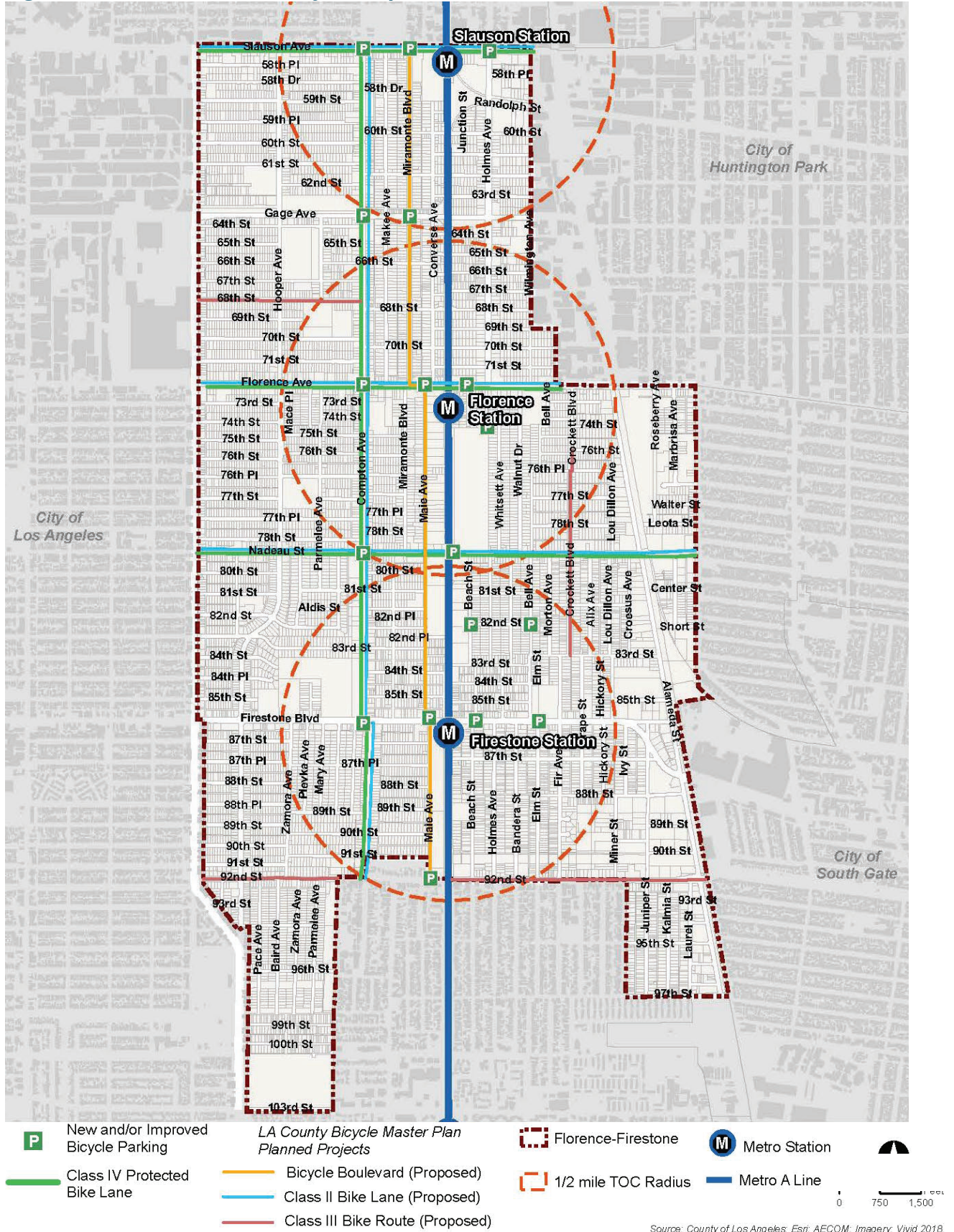
B. Bikeshare

Bikeshare can play a major role in the success of transit-oriented development across urban communities as it increases travel possibilities, encourages public transit connections, and provides opportunities for recreation. Metro is anticipating additional efforts to install bicycle/mobility hubs around each of the station areas. The County should coordinate with the Metro Mobility Hubs team to site bikeshare stations at Metro stations and along commercial corridors throughout the Florence-Firestone community. Where possible, electric bicycles (e-bikes) should be incorporated into the bikeshare system, which will make the system more accessible to people of varying levels of confidence and fitness.

Table 5-2: Location and Type of Recommended Bicycle Improvements

Location	Improvement
Compton Avenue	Class IV Protected Bike Lane
Florence Avenue	Class IV Protected Bike Lane
Nadeau Street	Class IV Protected Bike Lane
Slauson Avenue	Class II Bike Lane (Bicycle Master Plan)
Compton Avenue	Class II Bike Lane (Bicycle Master Plan)
Florence Avenue	Class II Bike Lane (Bicycle Master Plan)
Nadeau Street	Class II Bike Lane (Bicycle Master Plan)
68th Street (Central Avenue to Compton Avenue)	Class III Bike Lane (Bicycle Master Plan)
Crockett Boulevard (76th Place to 83rd Place)	Class III Bike Lane (Bicycle Master Plan)
92nd Street	Class III Bike Lane (Bicycle Master Plan)
Miramonte Boulevard (Slauson Avenue to Florence Avenue)	Bicycle Boulevard (Bicycle Master Plan)
Maie Avenue (Florence Avenue to 92nd Street)	Bicycle Boulevard (Bicycle Master Plan)
82nd Street & Beach Street	Bicycle Parking
82nd Street & Bell Avenue	Bicycle Parking
Slauson Avenue & Compton Avenue	Bicycle Parking
Slauson Avenue & Miramonte Boulevard	Bicycle Parking
Slauson Avenue & Holmes Avenue	Bicycle Parking
Gage Avenue & Compton Avenue	Bicycle Parking
Gage Avenue & Miramonte Boulevard	Bicycle Parking
Florence Avenue & Compton Avenue	Bicycle Parking
Florence Avenue & Maie Avenue	Bicycle Parking
Florence Avenue & Beach Street	Bicycle Parking
Beach Street & Holmes Avenue	Bicycle Parking
Nadeau Street & Compton Avenue	Bicycle Parking
Nadeau Street & Graham Avenue	Bicycle Parking
Firestone Boulevard & Compton Avenue	Bicycle Parking
Firestone Boulevard & Maie Avenue	Bicycle Parking
Firestone Boulevard & Beach Street	Bicycle Parking
Firestone Boulevard & Elm Street	Bicycle Parking
92nd Street & Maie Avenue	Bicycle Parking

Figure 5-4: Recommended Bicycle Improvements



5.5 COMPLETE STREET STRATEGIES

“Complete Streets” refers to the idea that streets should be usable and comfortable for people traveling by all modes, not only vehicles. Although the roadway system provides the backbone circulation system for all modes of transportation, it has historically been oriented to serving the automobile as the prioritized mode. Complete streets build upon the existing roadway system to provide a network that better supports safe and efficient circulation of transit, bicycles, and pedestrians, as well as automobiles. The existing street system will be maintained in its current configuration, with some changes designed to improve walkability, transit use, and bicycle use, as described in this Chapter, and in prior chapters of this Specific Plan. The number of traffic lanes and roadway lane configurations will generally remain the same. The following complementary complete streets strategy recommendations that apply to all modes include:

- Signage and wayfinding to provide improved information on distances and directions to people using any mode of travel
- Traffic calming to reduce dangerous speeds and improve safety for all roadway users
- Transportation Demand Management (TDM) program to manage demand for travel rather than increasing supply or capacity of transportation systems

5.5.1 Signage and Wayfinding

Through the Public Works project, installation of new signage and wayfinding is anticipated in the Specific Plan Area in the near future (locations shown in Figure 5-1). To support future travel needs and a higher number of people walking, biking, and riding public transit in the community, this strategy should be revisited periodically to assess whether existing signage is sufficient to meet the needs of all users, including pedestrians (who may prefer time estimates to destinations instead of distance estimates), bicyclists (who may prefer signs with directions to continue on designated bike facilities), and public transit riders (who may also seek information about transit transfer opportunities).

5.5.2 Traffic Calming

Traffic calming measures, such as curb extensions, speed bumps, raised crosswalks, and neighborhood traffic circles help slow the speed of traffic, improve the pedestrian environment, and minimize safety concerns associated with cut-through traffic. Figure 5-5 (Recommended Traffic Calming Improvements) shows several specific locations that are well-suited for traffic calming measures feasibility studies based on their existing width; local roadway designation; and, in some cases, direct requests from residents in the Florence-Firestone community. These locations include:

- 65th Street between Parmelee Avenue & Compton Avenue
- 68th Street between Parmelee Avenue & Compton Avenue
- 75th Street between Compton Avenue and Miramonte Boulevard
- 76th Street
- 77th Street between Compton Avenue and Miramonte Boulevard

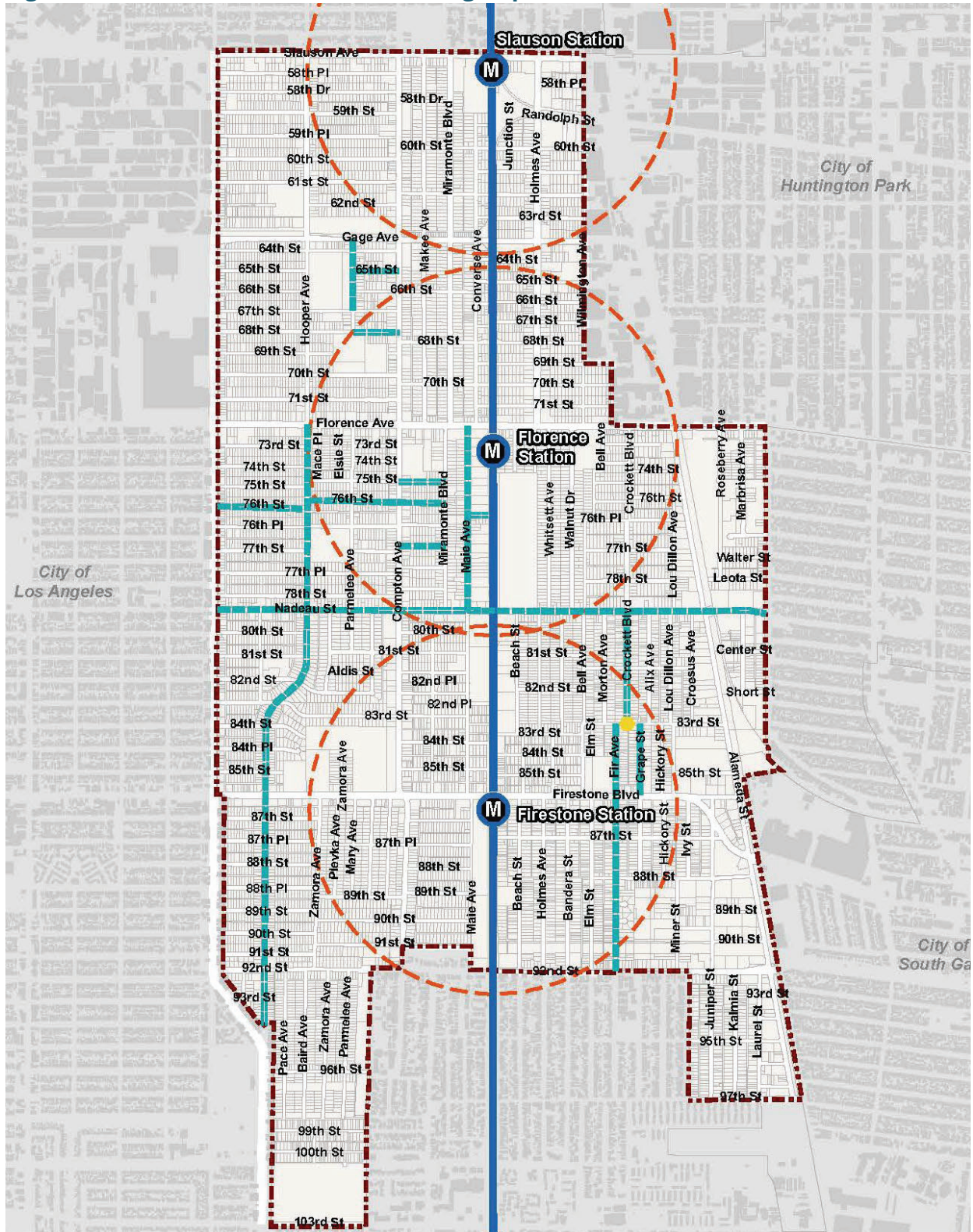
- 83rd Street & Crockett Boulevard
- Crockett Boulevard south of Nadeau Street
- Fir Avenue south of 83rd Street
- Grape Street between 83rd Street and Firestone Boulevard
- Maie Avenue north of Nadeau Street
- Nadeau Street
- Parmelee Avenue between Gage Avenue and 67th Street
- Hooper Avenue south of Florence Avenue

Further analysis and a feasibility study will be needed to determine the traffic calming approach most appropriate at each of these locations, and should consider feasibility, current design standards, and any additional information (speed surveys, updated collision history) that may become available.

In addition to these specific locations, the County can consider the following strategies to increase the number of local streets and neighborhoods that benefit from traffic calming:

1. Standardize the implementation of elements such as curb extensions whenever curb repair work, crosswalk improvements, or signal upgrades are completed, as context permits
2. Simplify and promote the process for a neighborhood to request speed bumps
3. Expand the application of “pilot” improvements using materials that are lower-cost, easier to install and remove, and can be deployed more rapidly when requested by residents.

Figure 5-5: Recommended Traffic Calming Improvements



- Traffic Calming Location: Intersection
- Traffic Calming Location: Street
- Florence-Firestone
- 1/2 mile TOD Radius
- M Metro Station
- Metro A Line



Source: County of Los Angeles; Esri; AECOM; Imagery: Vivid 2018.

5.5.3 Transportation Demand Management Program

Transportation Demand Management (TDM) describes the programmatic incentives that are used to manage demand for travel (in contrast to strategies that increase supply or capacity of transportation systems). A Florence-Firestone TDM program could be implemented through a community-scale Transportation Management Organization (TMO) that provides resources, information, and incentives to employers, employees, and residents in the community. The TMO may be housed within a County department or may be a separate entity – both examples exist within other LA County jurisdictions. The TDM program could encourage employers to provide transit passes, active transportation incentives, and remote work options for their employees, and could serve as a “one-stop-shop” for information about traveling in Florence-Firestone, for residents, visitors, and employees. The TMO could also serve as a resource to implement parking management strategies.

While not a requirement to launch a TDM program, the elements below could strengthen the program’s effectiveness and incentivize the use of existing transit resources and active transportation investments:

- Identification of a dedicated revenue stream to fund incentives and staff the TMO, whether internal to a County department or as a separate entity
- Mandatory participation for large employers to ensure the largest commercial developments are communicating with their employees about travel options (as noted in a previous chapter, employers that employ over 250 people at a worksite may have an Employee Commute Reduction Program (ECRP) as a way to meet their emissions reductions targets specified by AQMD Rule 2202)
- A reporting requirement to track impact over time, including participation, travel trends, and dollars spent on incentives that return to residents within the community

5.6 ADDITIONAL MAJOR PROJECT RECOMMENDATIONS

In addition to the described network improvements, three major improvements have been identified to improve access to the Metro A Line Stations in the Specific Plan Area and to Roosevelt Park, with a focus on pedestrian accessibility. These projects have been identified in prior planning efforts such as the Metro Blue Line First/Last Mile Plan and the FFCP. These efforts would require coordination across multiple agencies and/or land acquisition and may be most feasible to complete with redevelopment of adjacent parcels near the project locations. These project locations are shown in Figure 5-6 (Additional Major Project Recommendations)

5.6.1 Southern Slauson Station Access Point

Formalizing the informal pedestrian pathway leading from 60th Street to Slauson Avenue will connect the neighborhoods south of the Slauson Station to the station entrance. This pathway is already used as an informal access point to the station and provides a more direct path of travel to the station entrance. Formalizing the path will require acquisition of the rail right-of-way underneath the Metro A (Blue) Line, coordination with Metro, and coordination with the Public Works.

5.6.2 Pedestrian Bridge at 76th Street

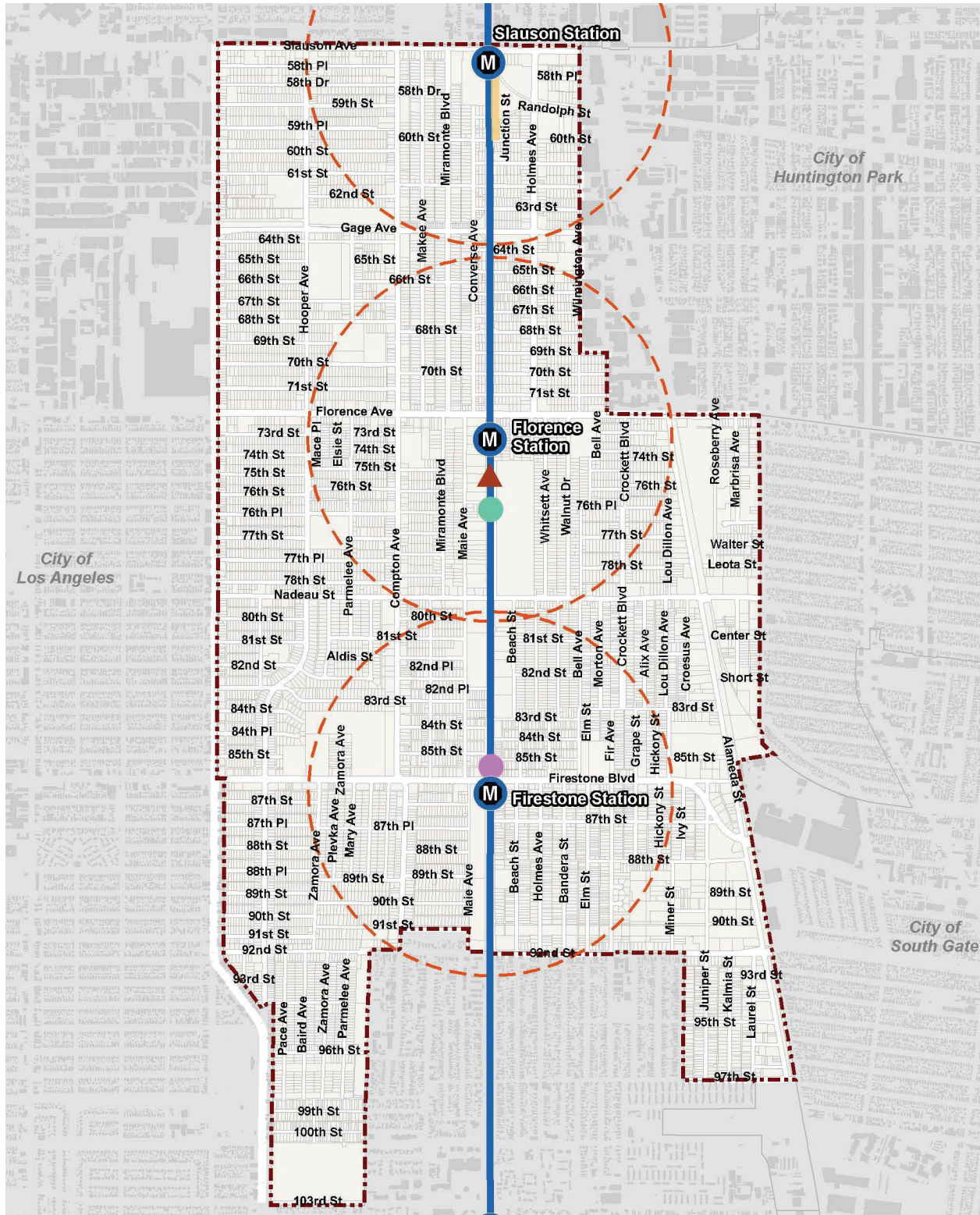
Replacement and reconstruction of the pedestrian bridge connecting the west side of the community at East 76th Street to Roosevelt Park at Graham Avenue would improve neighborhood pedestrian connectivity, access to community assets, and access to transit. In addition, by incorporating public art, the reconstruction of this bridge would create a pleasing visual marker for the community, reinforcing locally valued viewsheds at the top of the bridge.









5.6.3 Florence Station and Firestone Station Access


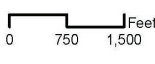
Increasing the ease of reaching a transit station is an important improvement that should be made for each of the stations in the Specific Plan Area. The A (Blue) Line Stations in the Specific Plan Area each only have one access point. The Slauson Station will see expanded access as the West Santa Ana Branch line is implemented, but the Florence and Firestone Stations would also benefit from improved access. At the Florence Station, the community suggested creation of a second at-grade access point at the south end of the station to minimize out-of-direction travel to access the platform. At the Firestone Station, additional amenities under the elevated rail line would improve the pedestrian and transit rider experience. These amenities could include:

- Better lighting under the rail overcrossing, near the station entrance, and along the blocks adjacent to the station
- Beautification through murals, art, and landscaping
- Additional Metro communication and emergency call boxes
- Additional street furniture
- Additional wayfinding, signage, and branding extending under the overcrossing to the west side of the rail tracks

Figure 5-6: Additional Major Project Recommendations



 Formalized Pedestrian Pathway	 Florence-Firestone	 Metro Station
 Pedestrian Undercrossing Improvements	 1/2 mile TOD Radius	 Metro A Line
 Pedestrian Bridge		
 Second Access Point		

Source: County of Los Angeles; Esri; AECOM; Imagery: Vivid 2018.

5.7 PARKING

The overall goal for parking in the Florence-Firestone community is to provide sufficient parking to ensure the economic viability and success of the community, to provide parking in convenient locations to users, and to efficiently manage existing parking in a manner that supports a safe, walkable and pedestrian-friendly environment in the Specific Plan Area. The provision and management of parking within a TOD is closely tied to the success of transit and to creating a welcoming pedestrian and bicycle environment. Strategies for providing parking must complement the land use strategies and the availability of transit.

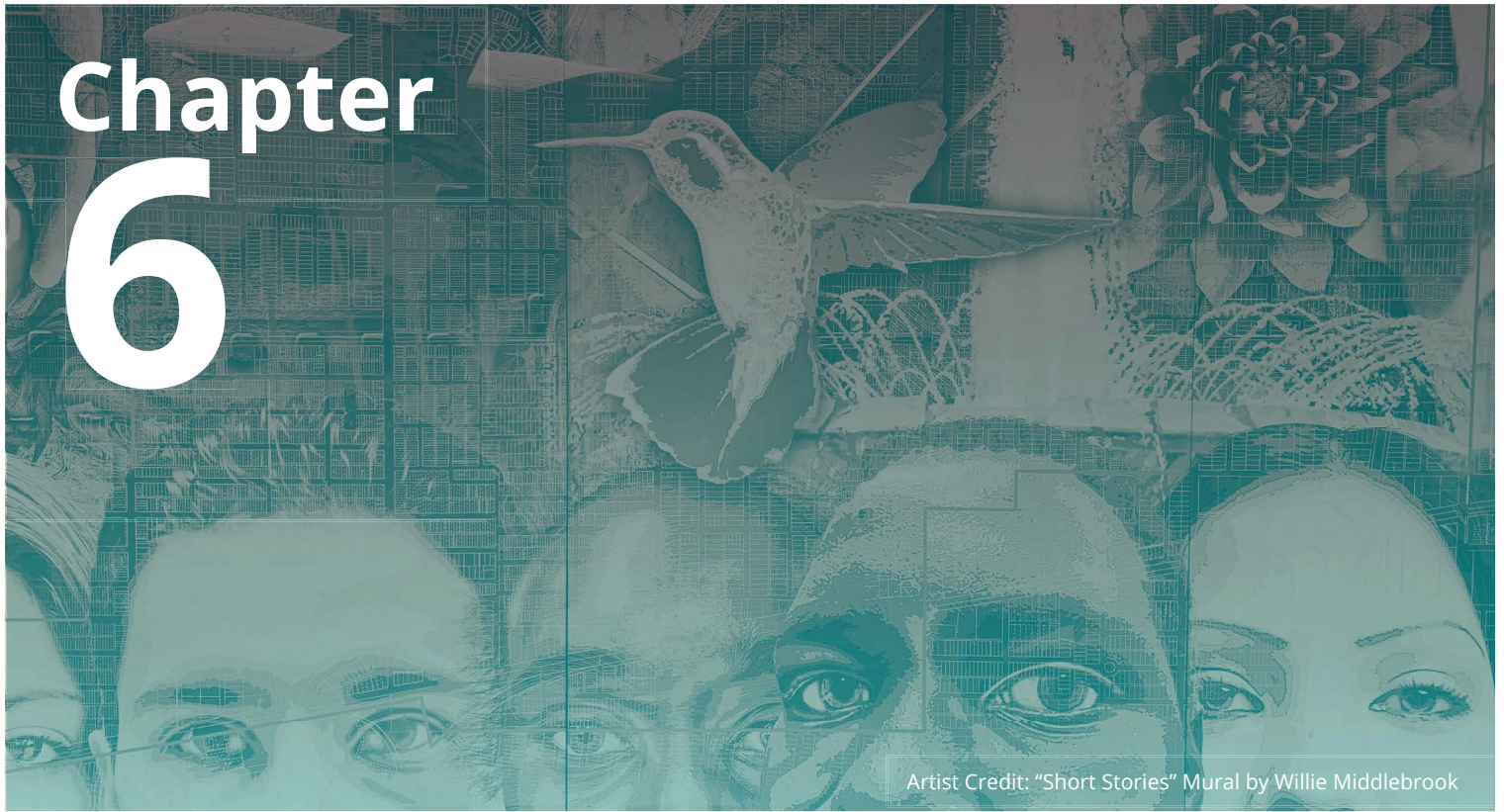
Typically, these strategies reduce requirements for parking near transit stations and charge for parking that is provided. However, the following factors are particular to the Florence-Firestone community:

- Older housing stock that may have fewer parking spaces per unit;
- A higher number of people per dwelling unit than the average for Los Angeles County; and
- Heightened concerns about the rising cost of living that may induce displacement in the community.

Based on these contextual factors and community input around perceived residential parking shortages, this Specific Plan reinforces the comprehensive parking study recommended by the FFCP as a near-term implementation action, with the following goals for the study:

- Document existing parking conditions;
- Identify opportunities for improving management of the public and private parking supply in order to alleviate existing parking deficiencies and improve access to parking resources;
- Explore creative strategies and techniques to manage the existing parking supply as growth occurs in the area; and
- Identify options for reducing parking requirements for new development in and near the Metro A (Blue) Line Stations.

Chapter 6



Artist Credit: "Short Stories" Mural by Willie Middlebrook

Infrastructure

6 Infrastructure

6.1 OVERVIEW

This Chapter describes the utility infrastructure needed for implementation of the Specific Plan. It provides an overview of existing conditions for water, sewer, stormwater, electric, natural gas, and telecommunication services and provides recommendations for targeted improvements necessary to serve future conditions under the Specific Plan buildout.

As an already developed area, Florence-Firestone has the utility and public facilities coverage needed to serve the existing population and future development under the Specific Plan. However, increased development may require that certain utilities be expanded or upgraded at time of development for key locations to accommodate growth.

6.2 WATER SERVICE

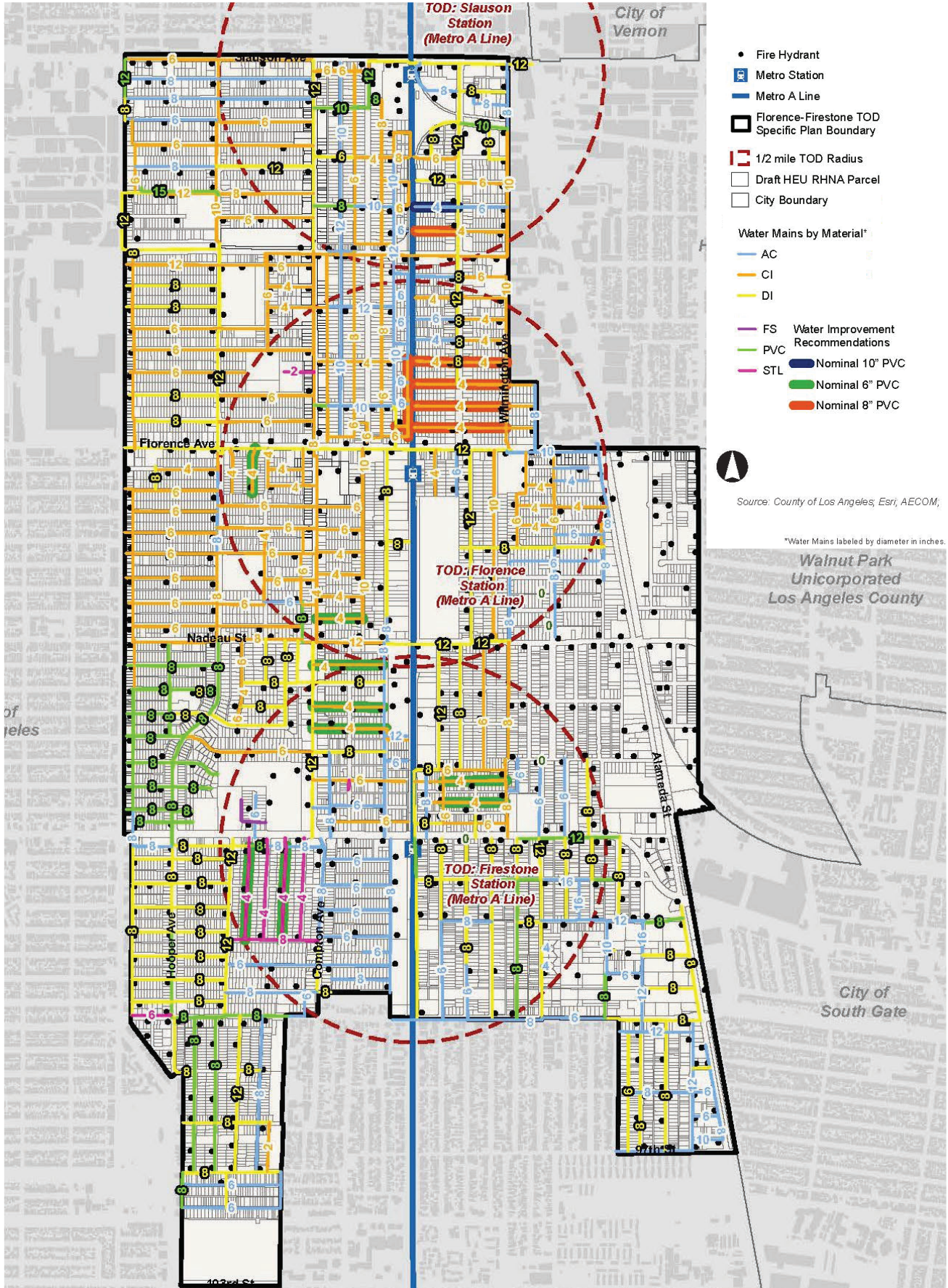
A. Existing Conditions

The Specific Plan Area and Florence-Graham Water System customers are serviced with potable water by the Golden State Water Company. This water is a blend of groundwater pumped from the Central Groundwater Basin and water from the Colorado River Aqueduct and the State Water Project, which is imported and distributed by the Metropolitan Water District of Southern California (MWD). According to the Florence-Graham Water System Consumer Confidence Report on Water Quality for 2019, the “Central Groundwater Basin is bounded on the north by the La Brea Uplift; on the east by the Elysian, Repetto, Merced and Puente hills; on the southeast by the Orange County Groundwater Basin; and on the west by the Newport-Inglewood Fault Zone.”

The installed water system is constructed of mostly cast iron, ductile iron, and asbestos concrete with sizes ranging from 2 inch to 16 inch pipes. Pipes are located in the public right-of-way under existing streets and alleyways. Figure 6-1 (Existing and Planned Water System) shows the layout of the existing water lines, along with recommended upgrades that are necessary to meet the projected demand within the Specific Plan.

Currently, there are no existing recycled water pipelines installed in the Specific Plan Area. If installed in the future recycled water systems would be owned and maintained by Central Basin Municipal Water District. The closest recycled water pipelines to the Specific Plan Area are approximately 1.16 miles east from Alameda Street on Slauson Avenue and 2.31 miles east of Alameda Street on Firestone Boulevard.

Figure 6-1: Existing and Planned Water Systems



B. Future Conditions

The buildout of the Specific Plan includes a projection of housing and employment in mixed use developments. This would result in an increase in water demand and water flow in the community. However, this anticipated increase could be partially offset by decreased demand due to the conversion of existing industrial uses to mixed use developments. With some exceptions, existing water lines have the capacity to handle the increased demand.

The following needs have been identified if increased density is developed at the following locations:

- All lines servicing fire hydrants: must be at least nominal 6 inch to supply minimum fire flow requirements, per Title 22 Section 20.16.060
- High density residential buildout (RSS zone) of five stories north of 62nd Street and 63rd Street west of Holmes Avenue: may require upgrade of the existing 4 inch cast iron (CI). Recommended replacing 4 inch main with 10 inch polyvinyl chloride (PVC) main along 62nd and 8 inch PVC main along 63rd.
- Medium density residential buildout (RM zone) east of Converse, south of 68th Street, west of Wilmington Avenue and north of Florence Avenue: may require upgrade of 4 inch CI along 69th Street, 70th Street, and 71st Street. Recommend replacing all 4 inch mains in this area with 8 inch PVC mains.

Developers of mixed use parcels, and medium density or higher density residential parcels that include several buildings serviced by one meter location will need to provide a water supply analysis to confirm the efficacy of the infrastructure to meet the increased demand, in accordance with Golden State Water Company requirements, County Title 22 regulations, and the California Subdivision Map Act.

The Golden State Water Company Florence-Graham District Urban Water Management Plan was last updated in 2015 and should be consulted for all water system upgrade considerations.

6.3 SEWER SERVICE

A. Existing Conditions

The existing sewer system (mains and laterals) is within the Consolidated Sewer Maintenance District (CSMD), which is owned and maintained by the Public Works Sewer Maintenance Division (SMD). All mains and laterals empty into SMD-owned trunks. The County's trunk sewer lines are owned and maintained by the Sanitation District.

The following is a characterization of the existing gravity-fed sewer mains within the Specific Plan Area. See Figure 6-2 (Existing Sewer System and Potential Upgrade Areas) for detailed locations.

- Streets and alleys, with some exceptions, are primarily 8 inch vitrified clay pipe (VCP) and lined cement pipe (LCP).
- North of Florence Avenue, some pipes are 10 inch, 12 inch, and 15 inch CVP, collecting from large systems of 8 inch CVP to carry to larger diameter trunks.

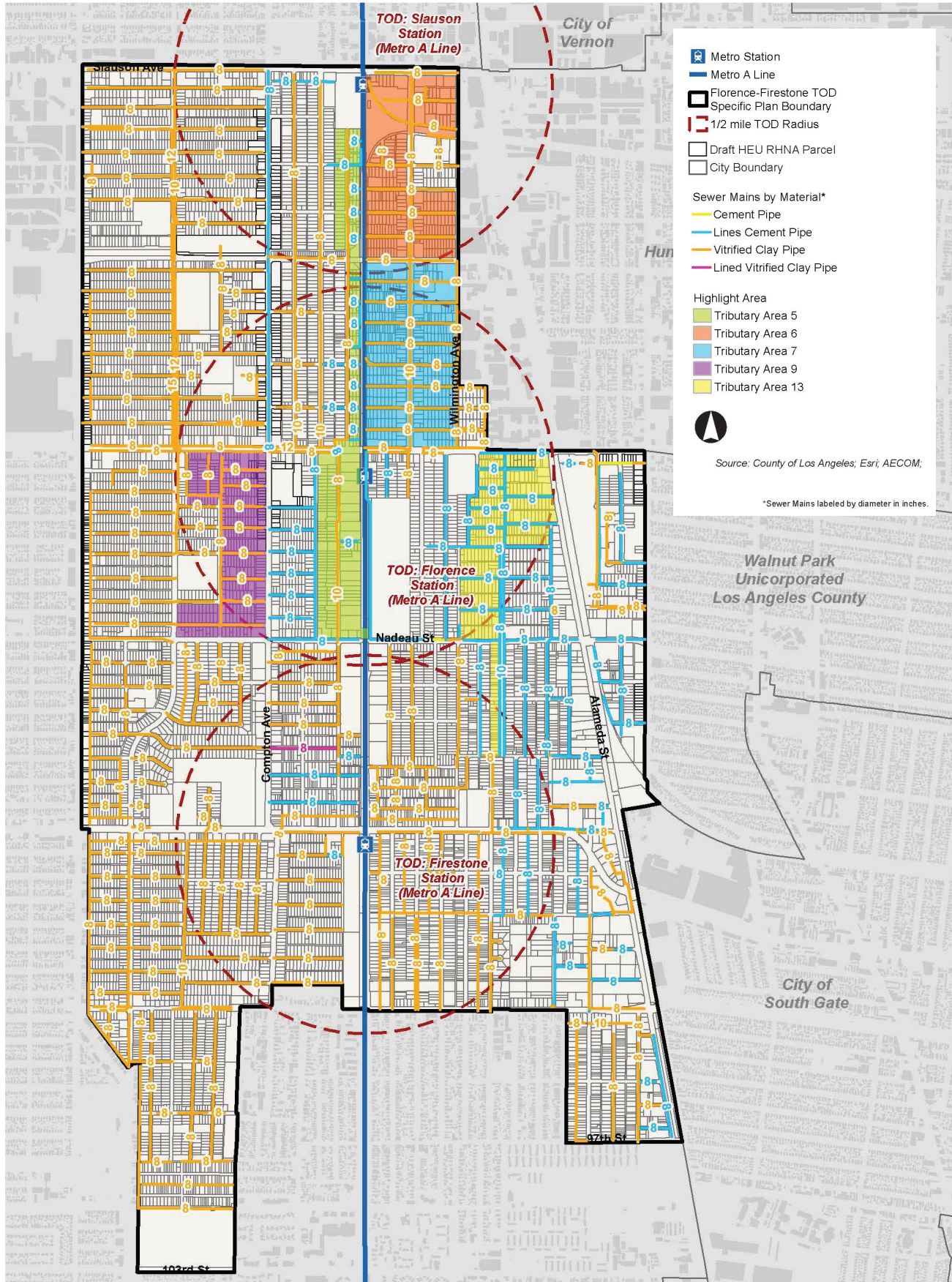
- The Hooper Avenue trunk starting at E Florence Avenue, runs south on Hooper Avenue to 92nd Street, Baird Avenue from 92nd Street and Zamora Avenue from 98th Street. This trunk continues under Ted Watkins Memorial Park and south of the Specific Plan Area.
- The Compton Avenue trunk, starts at E Florence Avenue, and follows Compton Avenue south of the Specific Plan Area.
- Two trunk lines starting at E Florence Avenue and Whitsett Avenue, flow south, crossing through the southeast portion of the Specific Plan Area and continues south.

B. Future Conditions

A preliminary analysis was performed using available information that shows that the existing trunk sewers generally have sufficient capacity to support the buildout of the Specific Plan. The following locations are exceptions that may require upgrading based on the level of density/intensity realized in the vicinity:

- Tributary Area 5: A 10 inch main emptying into a trunk line at the Maie Avenue/Nadeau Street intersection may warrant further study. The main collects from 50 acres of light residential and light manufacturing uses on the east side of Converse Avenue and Maie Avenue, from north of E 60th Street to Nadeau Avenue. Depending on the density/intensity of uses between 60th Street and Nadeau Avenue, east of Converse Avenue and Maie Avenue, the main may need to be upgraded to 15 inch.
- Tributary Area 6: An 8 inch main running toward City of Huntington to the east at Slauson Avenue may warrant further study. The main collects from 49 acres that are zoned Unlimited Residence and Heavy Manufacturing, along Holmes Avenue, from Gage Street to Slauson Avenue, east to west from South Pacific railroad lines to Wilmington Avenue comprises the northeast corner of the Specific Plan Area and a majority of the Slauson TOD Area. This portion of the Specific Plan is planned for high intensity mixed use and medium density residential development, replacing existing industrial and primarily single-family uses, respectively. The 8 inch main may be insufficient for existing conditions due to the significant presence of heavy manufacturing in the area; upgrade to 10 inch is recommended. Depending on density/intensity of future development, the main may need to be upgraded to 15 inch.
- Tributary Area 7: A 10 inch main flowing south under Holmes Avenue from Gage Avenue to a Trunk line at Florence Avenue may warrant further study. The main runs between South Pacific railroad to the east and Wilmington Avenue to the west. The 10 inch main services 59 acres of mostly Unlimited Residence with some Light Manufacturing, Neighborhood Business, and Mixed-Use Development; this area is planned for low-medium (RLM-2) to medium density (RM) residential. Depending on density/intensity realized in the geography, the main may need to be upgraded to 15 inch.

Figure 6-2: Existing Sewer System and Potential Upgrade Areas



- Tributary Area 9: An 8 inch main under Parmelee Avenue that flows to the west under E 78th Street and empties into a trunk under Hooper Avenue may warrant further study. The main services about 34 acres south of Florence Avenue, east of Parmelee Avenue and North of E 78th Street; this area is composed of Limited Density Multiple Residence, General Commerce, and Mixed-Use Development zones. Depending on density/intensity of the uses, the main may need to be upgraded to 10 inch.

Parcel developers need to consult with Public Works and the CSMD regarding future sewer facilities or upgrade considerations; the CSMD will evaluate all development that will occur and will conduct its own analysis of changes to the service trunk and necessary sewer infrastructure upgrades.

New sewer laterals will be required for new buildings. The cost of extending the sewer mains and laterals to serve the new buildings will be borne by the developers. Sewer mains run in the street and sewer laterals are the sewer pipes that connect to the building.

6.4 STORMWATER SERVICE

A. Existing Storm Drainage Conditions

The stormwater in the Florence-Firestone urban area is managed by open channel flow in curbs and gutters as the primary conveyance. The storm drainage system is a combination of public and privately maintained channels, including the majority of segments that are maintained by Public Works within the Los Angeles County Flood Control District (LACFCD), a segment running along Nadeau Street east from Graham Avenue that is maintained by the Road Maintenance Division (RMD), and several drains in the area being maintained by private entities.

The entire system is gravity fed, reinforced concrete pipe (RCP) from 18 inch to 90 inch, mostly 24 inch to 48 inch in diameter. See Figure 6-3 (Stormwater System). Each branch empties into higher flow reinforced concrete boxes (RCBs) ranging 51 inch to 84 inch in height and 54 inch to 105 inch in width running under Hooper Avenue on the west side of the Specific Plan Area, and under Crockett Boulevard and Hickory Street on the east side, comprising the Hooper Avenue Drain and Glen Avenue Drain systems, respectively. Both drains empty into Compton Creek Upper before it empties into the Los Angeles River.

Stormwater flow is typically north to south in the Specific Plan Area. West of Graham Avenue, the flow is from east to west along Florence Avenue, Nadeau Street, and Firestone Boulevard. East of Graham Avenue, the flow is west to east along the same roads.

B. Green Infrastructure / LID Requirement

Green infrastructure and low-impact development (LID) are practices that contribute to stormwater quality control. These practices lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving water, and other water bodies, and minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed stormwater features.

Public Works maintains two documents to guide and require these practices: the Low Impact Development (LID) Manual and the Green Infrastructure Guidelines; see these documents for specific details.

The LID Manual requires compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County. The Regional Water Quality Control Board (RWQCB) adopted the MS4 permit (order no. R4-2012-0175) in December 2012, establishing LID requirements for all new development projects in nine different categories. The majority of anticipated new development under the Specific Plan would qualify under these categories and be required to install LID features consistent with the LID Manual.

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

1. Retention-based stormwater quality control measures (bioretention, infiltration basin, dry well, permeable pavement, etc.)
2. Biofiltration
3. Vegetation-based stormwater quality control measures (stormwater planter or planter box, vegetated swale, green roof, etc.)

The Green Infrastructure Guidelines provide guidance for new construction and reconstruction of road and flood projects. The goal of the Guidelines is to incorporate sustainable practices into the design, construction, and operation of Public Works' infrastructure. The Guidelines provide LID design options to consider during the planning or designing of road and flood projects intended to manage stormwater runoff.

All new development, administrative and discretionary, under the Specific Plan shall:

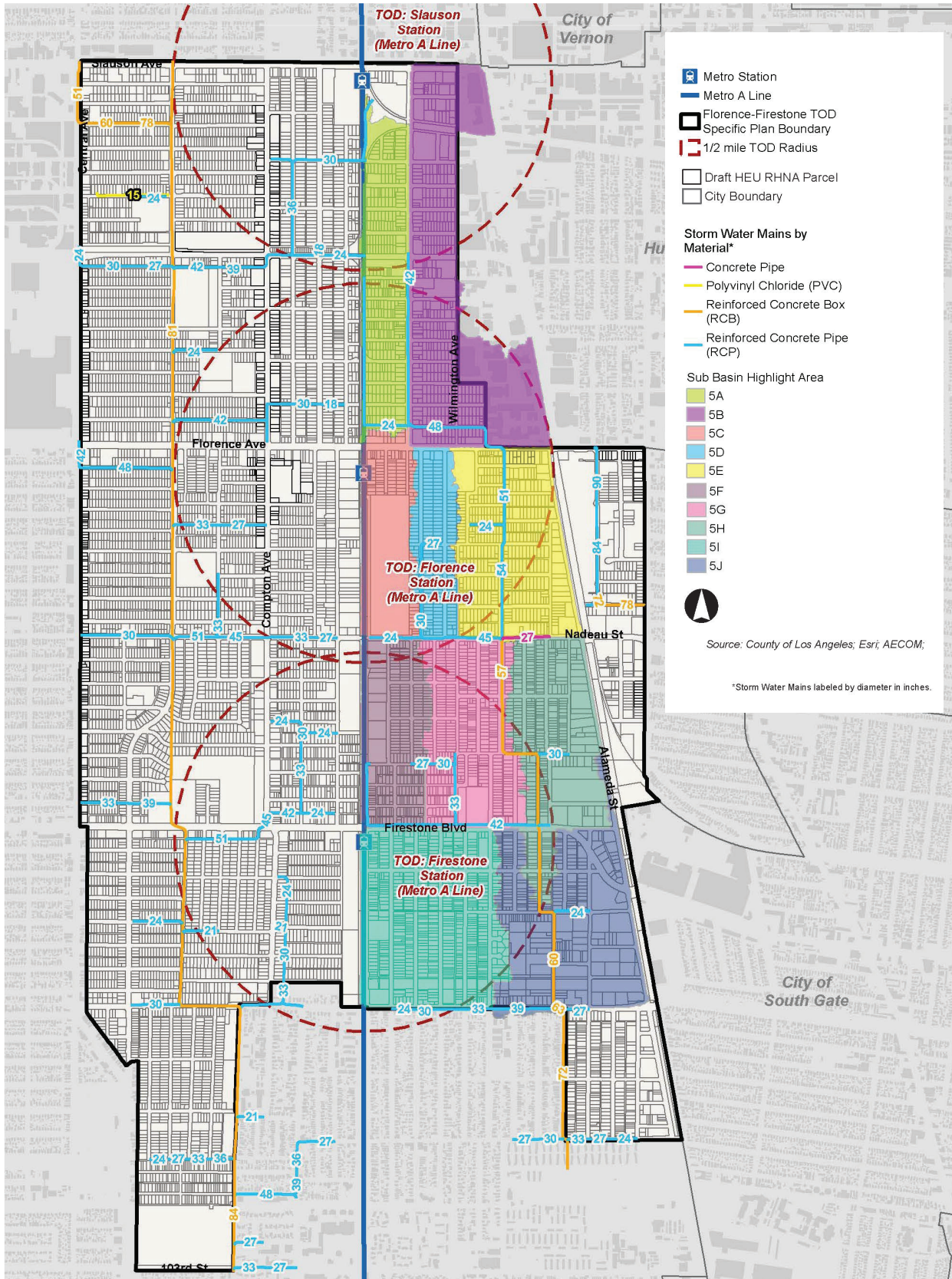
- A. Demonstrate that site improvements do not introduce new flooding concerns upstream or downstream from the project;
- B. Submit LID and/or Storm Water Pollution Prevention Plans, as required by the NPDES thresholds, to preservation of water quality and mitigation of environmental impacts; and
- C. Incorporate best management practices, as appropriate to the project and parcel, consistent with the LID Manual and Green Infrastructure Guidelines.

C. Future Stormwater Management Conditions

Buildout of the Specific Plan will generate little increase in runoff to the existing drainage system because the area is completely developed and projects will be required to incorporate LID practices per RWQCB requirements and Public Works' Green Infrastructure Guidelines. However, based on existing infrastructure within the two drain systems, existing and project infrastructure capacities differ.

The Hooper Avenue Drain, comprised of the underground drainage system west of the Southern Pacific railroad line, has adequate capacity to carry the peak flow of the 25-year storm inclusive of Specific Plan buildout. Upgrades are not required to meet buildout conditions.

Figure 6-3: Stormwater System



The Glen Avenue Drain originates at 63rd Street and Gage Avenue. The Drain leaves the Specific Plan Area heading south under Croesus Avenue and carries the runoff from the entire eastern half of the Specific Plan Area. Preliminary study results show this 72x72 RCB has insufficient capacity to carry the peak flow runoff generated by the 25-year storm.

Each highlighted area in Figure 6-3 (Stormwater System) represents basins served by the Glen Avenue Drain that may experience underground drainage system overflows due to deficient underground flow capacity, with associated stress placed on curb and gutter drainage to carry the excess. Developments generated by this Specific Plan should not add to these conditions. However, it is recommended that the areas served by the Glen Avenue Drain improve area runoff peak flow characteristics through generalized implementation of retention-based stormwater quality control measures within the public right-of-way and in any new developments. If possible, upsizing of segments of the underground system to handle 50 percent greater flow is also recommended.

6.5 SOLID WASTE MANAGEMENT

The Specific Plan Area utilizes the residential/commercial franchise system for solid waste collection services. The County administers trash, recycling, green waste collection, and other waste management services within the Florence / Firestone / Willowbrook Garbage Disposal District. Services are currently provided to residents and businesses through a contract with Consolidate Disposal Services, a private waste hauler.

Waste management is an increasingly challenging issue for urbanized areas as available space for landfills becomes more limited and increasing populations generate more waste. In 2014, the Board of Supervisors adopted a Roadmap to a Sustainable Waste Management Future. This roadmap outlines the process by which the County can implement strategies to reduce solid waste generation in unincorporated areas and through County operations. The Florence-Firestone community is part of this program, which includes goals of reducing solid waste destined for landfills by 80 percent by 2030 and 95 percent by 2040.

6.6 ELECTRICAL SERVICE

Electricity in the community is provided by Southern California Edison (SCE), a private franchise utility company and subsidiary of Sempra Energy.

All standards, development requirements, and improvement strategies are set directly by SCE, with oversight by the California Public Utilities Commission (CPUC). Electricity is transmitted by a network of mostly aboveground power lines, with a few underground distribution facilities to supply sufficient power to all locations, including streetlights and traffic signals. The major east-west arteries like Slauson Avenue, Firestone Boulevard, and Florence Avenue are mostly free of overhead lines; lines serving these areas run through nearby alleyways. However, areas free of full overhead power lines have individual lines connecting to and powering streetlights and are crossed by overhead lines on crossing roads and alleys.

The existing system supplies a sufficient level of electrical service to the Specific Plan Area and has adequate capacity to support the buildout of the Specific Plan.

New development or redevelopments will be responsible for upgrades and undergrounding as determined by SCE, in coordination with Public Works after building plan submittal. Underground electricity is more reliable, safer, and more aesthetically pleasing. Ultimately, SCE and CPUC will determine the overhead sections that will be relocated underground; electric supply and demand are generally determined on a case-by-case basis.

Developers shall be responsible for the costs of required undergrounding and may also be required to bear the costs for extending streetlights or modifying traffic signals. Public Works will determine streetlight and traffic signal modifications for new and redevelopments, in accordance with County Title 22 requirements.

CPUC Rule 20A provides funding for undergrounding of utilities (including communications) through “work credits” given by the utility company to the cities or unincorporated areas in counties on a yearly basis. These work credits can be used in areas determined to be in the “public interest.” See Figure 6-4 (Proposed Rule 20A Utility Undergrounding Districts). The following are “Public Interest” criteria:

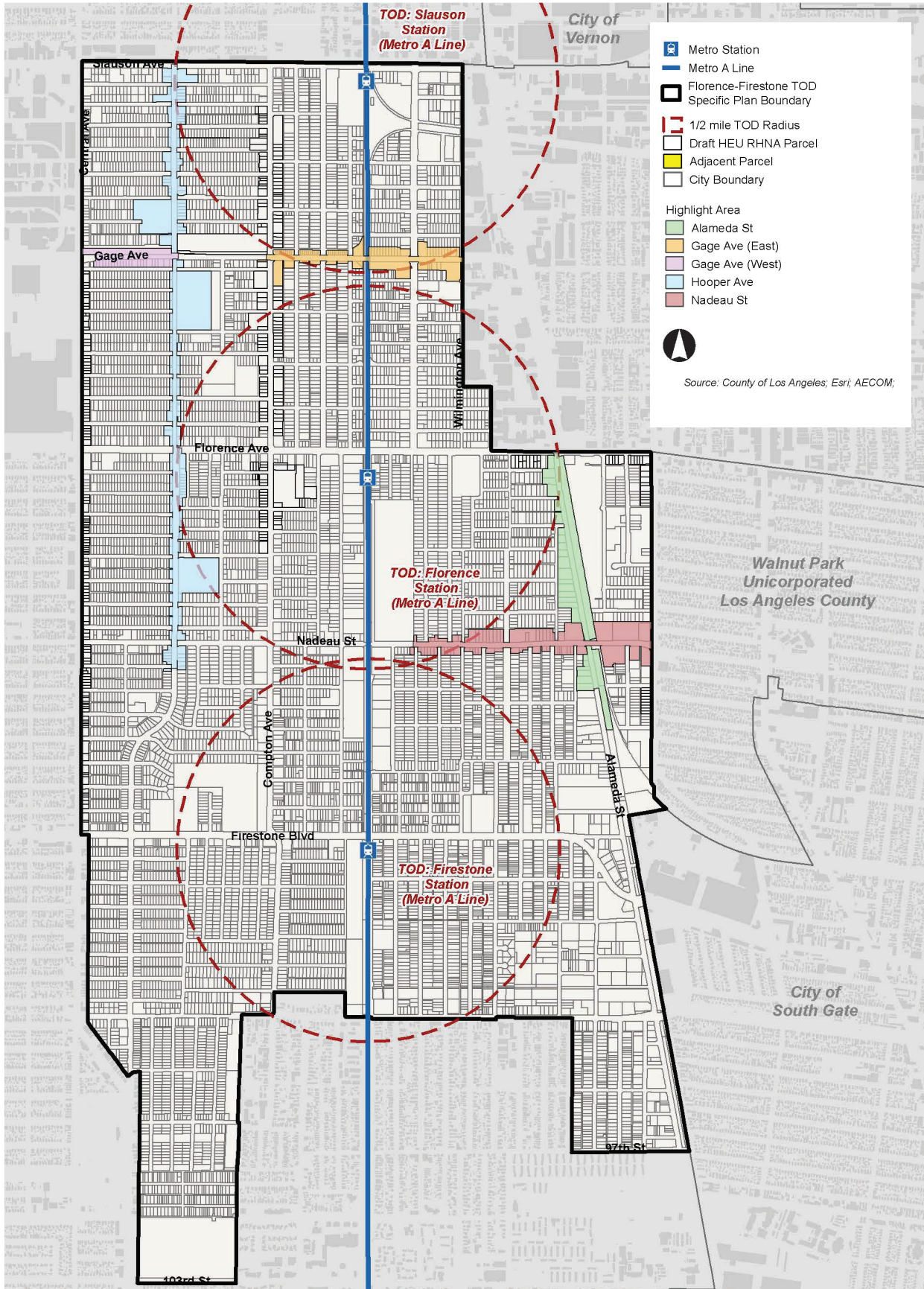
- Eliminate an unusually heavy concentration of overhead lines;
- Involve a street or road with a high volume of public traffic;
- Benefit a civic or public recreation area or area of unusual scenic interest; and
- Be listed as an arterial street or major collector as defined by the Governor’s Office of Planning and Research (OPR) Guidelines.

Community and local governments determine these criteria through public hearings and consultation with the local utility. Full funding of an overhead distribution line to underground requires successful “public interest” determination, collection of enough Rule 20A work credits by the utility (including a possible five year “borrow forward” if required), and the creation of a utility underground district.

The following areas should be considered for a Rule 20A undergrounding process:

- Gage Avenue: Strip mall development between Hooper Avenue and Compton Avenue resulted in the removal of power lines from that section. Removing remaining overhead lines from this arterial would be a public benefit.
- Alameda Street: Entire length of major collector north of 92nd Street has overhead lines; Alameda Street serves as a gateway to the area from the east. Removal of overhead lines would be a public benefit.
- Hooper Avenue: Important thoroughfare from Slauson Avenue to Nadeau Street. Removal of overhead lines would greatly beautify and secure the western side of the Specific Plan Area.
- Nadeau Street: There are overhead lines on this important central collector starting east of Holmes Avenue/Franklin D. Roosevelt Park. Removal of these lines would greatly improve the eastern half of the Specific Plan Area.

Figure 6-4: Proposed Rule 20A Utility Undergrounding Districts



6.7 NATURAL GAS SERVICE

Southern California Gas Company (SCG) is a private franchise utility company regulated by the CPUC that provides natural gas to the Specific Plan Area. SCG owns and operates all transmission mains, distribution pipelines, and service laterals in the community.

See Figure 6-5 (Natural Gas System) for an overview of existing facilities.

The analysis and decision on capacity to meet future demand under buildout of the Specific Plan will be conducted by SCG in coordination with the County at the time building plans are submitted and development occurs. The development shall be responsible for the cost of required upgrades and new or relocated services for new development or redevelopments.

6.8 TELECOMMUNICATION & CABLE SERVICE

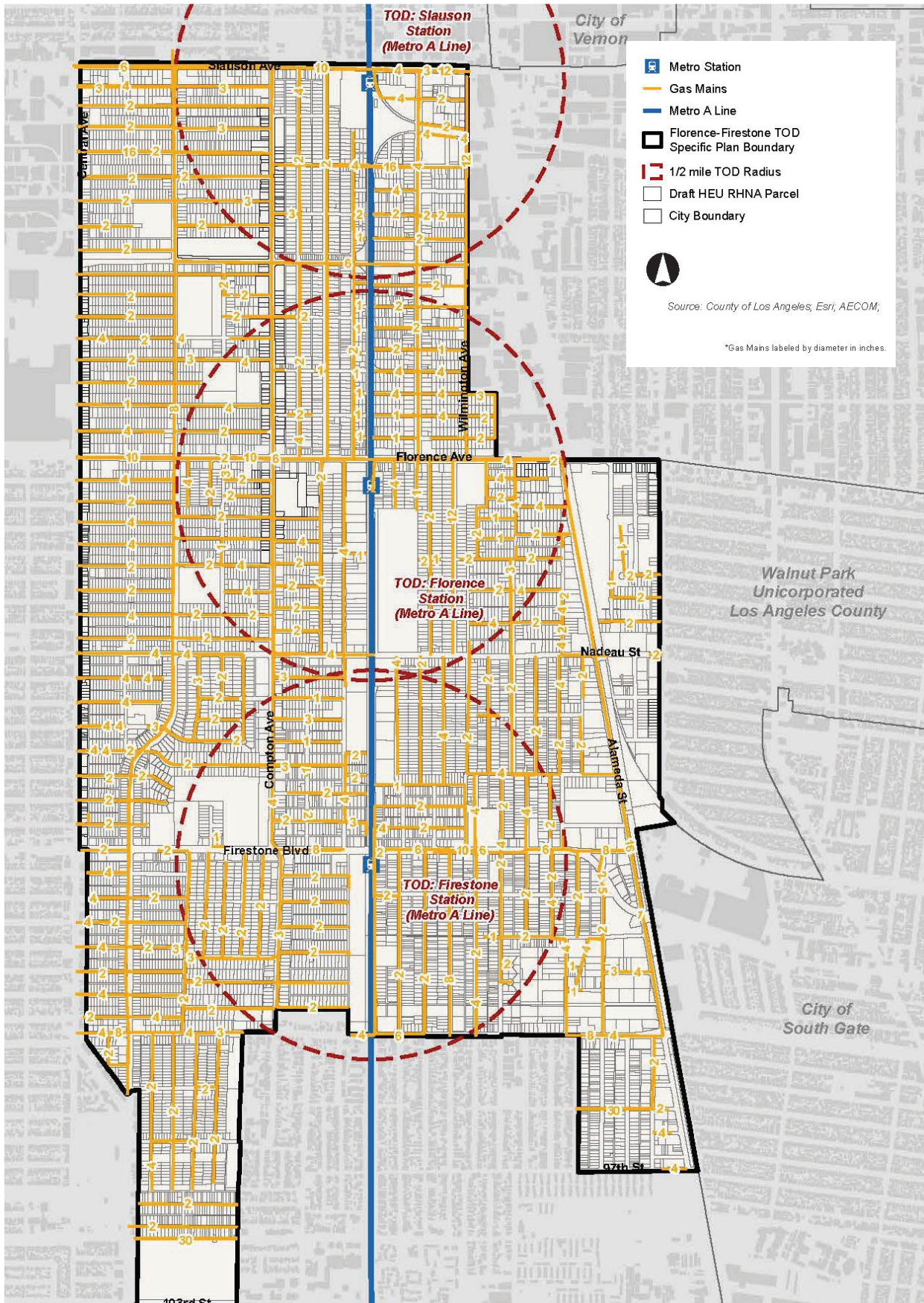
AT&T, a private franchise utility company, provides local and long-distance telecommunication services and ADSL (or Asymmetric Digital Subscriber Line) internet services in the Specific Plan Area. Services are provided primarily on aboveground lines shared with the electric provider. There are no fiber optic installations in the Specific Plan Area.

AT&T assesses demand for services and ability to serve new developments on a case-by-case basis after building plans are submitted by developers. AT&T provides any assessed upgrades or new services and recoups the cost later with the additional revenue from new customers.

Spectrum provides cable and internet services, with copper cable connections provided to every parcel, in the Specific Plan Area. Spectrum shares joint trenches with electrical and AT&T if the electrical lines are underground. SCE determines the layout of underground conduit facilities, which AT&T and Spectrum utilize.

Various wireless carriers provide services within the Specific Plan Area. Wireless communications facilities, either freestanding or attached to a building or structure, currently require approval of a Conditional Use Permit in compliance with Title 22. Conditional Use Permits for wireless communications facilities shall expire 10 years from the date of approval, unless amended or extended by the planning commission or hearing officer. The County is working on an update to the wireless ordinance that may alter the standards or approval requirements for wireless communication facilities

Figure 6-5: Natural Gas System



Chapter 7

Artist Credit: "Short Stories" Mural by Willie Middlebrook

Implementation

7 Implementation

7.1 FUNDING AND FINANCING STRATEGIES

This section provides an overview of a variety of potential funding sources and financing measures that may help the County implement certain improvements and upgrades to support the FFCP vision and policies and the Specific Plan objectives.

While some implementation actions can occur incrementally, other actions occur with specific development projects, and others will require funding from a variety of sources.

Potential funding sources are grouped into the following categories:

1. Land-secured financing
2. Development and private sources
3. County Programs, Funds, and Measures
4. Regional, state, and federal programs

Each potential funding source that may apply to the Specific Plan Area is identified with a brief description and associated with types of projects that the source can fund in Table 7-1 (Specific Plan Implementation Financing Strategies). See Appendix A for a more in-depth description of each funding and financing tool and its relation to improvements and projects as part of the Specific Plan. Improvement and project types included in Table 7-1 are those that help to achieve the FFCP vision, policies, and objectives, summarized below:

- Streetscape/public realm/infrastructure refers to improvements to multi-modal infrastructure encompassing walking, cycling, public transit, and automobiles to make it safer and more comfortable to access destinations and connect to other transportation infrastructure.
- Public art refers to investments in art across media created for the general public, and which enhances cultural resources and community identity.
- Affordable housing refers to investments in new housing options which expand the supply of rental and for-sale units that are privately owned and subsidized by the government to offer reduced prices for low-income households.
- Equity-based programs refer to investments that center equitable outcomes, including those specifically targeted towards low- and moderate-income neighborhoods and disadvantaged communities most impacted by pollution, aging infrastructure, and a lack of affordable housing.

Table 7-1 provides a toolkit of diverse sources relevant to the Specific Plan and is intended to provide a starting point for developing a funding strategy for community investment.

Funding programs are subject to change; the programs listed in this section are relevant as of the time of Specific Plan adoption. As noted in Appendix A, grant applications for projects in the Specific Plan may be more successful if “bundled” with similar projects in other parts of Los Angeles County.

As funding opportunities are realized and new funding becomes available, the County can continue to identify, monitor, and apply for other governmental funding sources that meet the County's and respective agencies' objectives over time.

7.1.1 Land-Secured Financing

Land-secured financing tools in California include the formation of benefit assessment districts, business-based or property-based business improvement districts, community facilities districts (CFDs), and others described herein.

- A. Community Benefit Assessment Districts. A Benefit Assessment District is a financing mechanism, funded through charges on properties in the district, used by jurisdictions to help pay for specific services in a defined district area.
- B. Community Facilities Districts (Mello-Roos). Mello-Roos financing is a discretionary financing mechanism that applies to real property owners within a Mello-Roos District, which is also known as a Community Facilities District (CFD).
- C. Community Revitalization and Investment Authorities (CRIA). A CRIA is a financing tool, authorized through AB 2 (2015) that can be used to fund projects for affordable housing and economic revitalization in disadvantaged communities.

The entirety of the FFTOD Specific Plan Area is designated as a Disadvantaged Community (DAC) per SB 535 (De León) and thus meets the criteria for the creation of a CRIA.

- D. Enhanced Infrastructure Financing District (EIFD). EIFD is a financing tool that, like CRIA, is based on establishing a district area and collecting a portion of property tax increment to fund qualifying projects, either directly or through bond issues serviced by the tax increment.
- E. Neighborhood Infill Finance and Transit Improvements Acts (NIFTI and NIFTI-2). The NIFTI Act (2017) is an enhancement of EIFD law that allows an EIFD that is coterminous with the city or county establishing the entity to employ sales and use taxes to fund projects in infill site areas. In addition, 20 percent of all funds generated through NIFTI must be set aside for affordable housing.
- F. Business-Based Improvement District (BBID)/Property-Based Business Improvement District (PBID). A BBID is a public/private partnership formed through assessments on businesses within the district, and a property-based business improvement district (PBID) is formed through assessments of property owners alone.

Table 7-1: Specific Plan Implementation Financing Strategies

Funding Source	Streetscape / Public Realm/ Infrastructure	Public Art	Affordable Housing	Equity-Based Programs
Category: Land-Secured Financing				
Community Benefit Assessment Districts / Community Facilities Districts (Mello-Roos)	X			
Community Revitalization and Investment Authorities (CRIA)	X		X	X
Enhanced Infrastructure Financing Districts (EIFDs)	X		X	

Funding Source	Streetscape / Public Realm/ Infrastructure	Public Art	Affordable Housing	Equity-Based Programs
Neighborhood Infill Finance and Transit Improvements Acts (NIFTI, NIFTI-2)	X		X	
Business-Based Improvement Districts (BBIDs) / Property-Based Business Improvement District (PBID)	X	X		X
Category: Development and Private Sources				
Development Impact Fees (DIFs)	X	X	X	X
Development Agreement (DA) and Disposition and DA (DDA)	X	X	X	X
Category: County Programs, Funds, and Measures				
Capital Improvement Program (CIP)	X	X	X	X
Revenue Bonds	X	X	X	X
General Obligation Bonds and Other Public Debt	X	X	X	X
Multi-Family Housing Bonds			X	
Metro and Transportation Development Act Funds (TDA)	X	X	X	
Measure R / M	X	X	X	X
Category: State and Federal Programs				
Affordable Housing and Sustainable Communities (AHSC) Program	X		X	X
Sustainable Communities Competitive Grants	X		X	X
Active Transportation Program (ATP)	X			
Urban Greening Program	X	X	X	
Road Repair and Accountability Act (SB 1) Funding	X			
Highway Safety Improvement Program (HSIP)	X			
Local Partnership Program (LPP)	X	X	X	
Transportation Alternatives Set-Aside (TASA) Program	X	X	X	
Certified Local Government (CLG) Preservation Grants		X	X	X
Environmental Enhancement and Mitigation (EEM) Program	X		X	
California Infrastructure and Economic Development Bank (I-Bank)	X		X	
Community Development Block Grant (CDBG) Program	X		X	X
New Markets Tax Credit (NMTC)*	X	X	X*	
Transformative Climate Communities (TCC)	X	X	X	X
Infill Infrastructure Grant Program	X	X	X	X
Brownfield Grant Funding	X	X	X	X
Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) program	X	X	X	X

*New Markets Tax Credits are applicable to residential projects, but mixed-use developments may be eligible to fund portions of their commercial program with NMTC.

7.1.2 Development and Private Sources

- A. Development Impact Fees (DIFs). DIFs provide a funding mechanism for new public infrastructure and facilities required to serve new development.
- B. Development Agreement (DA) and Disposition and Development Agreement (DDA). A DA is a voluntary but binding contract between a property owner and the jurisdiction in which the property is located that lays out the rules and conditions for development.
- C. Foundation and Corporate Sponsorships. Private funds may also be raised for a specific purpose that implements the vision for the FFTOD Specific Plan Area. For example, a variety of foundations provide funding for art installations, healthy community initiatives, and other innovative programs.

7.1.3 County Programs, Funds, and Measures

- A. Capital Improvement Program (CIP) for the Metro Planning Area. A CIP is a multi-year planning instrument used in most jurisdictions to identify, prioritize, plan, budget, finance, and manage capital improvement projects.
- B. Revenue Bonds. Revenue bonds are a class of municipal bonds whose repayment is guaranteed by future revenues generated by specific activities.
- C. General Obligation (GO) Bonds and Other Public Debt. GO bonds are a class of municipal bonds that are not secured by the collateral of a funded project, and bond payments do not come from income generated by the bond-funded projects.
- D. Multifamily Housing Bonds. Since 1984, the Los Angeles County Development Authority (LACDA) has issued more than \$650 million in mortgage revenue bonds for

CAP-AND-TRADE PROGRAMS

The State administers a growing number of grant and loan programs, collectively known as the California Climate Investments Program (CCIP), that provide funding for projects and programs that reduce greenhouse gases (GHGs) and provide health, mobility, economic, and other co-benefits to communities throughout the state. Most Cap-and-Trade programs target a substantial portion of their funding to Disadvantaged Communities (DACs) classified in accordance with the CalEnviroScreen tool. The entirety of the FFTOD Specific Plan Area is designated as a DAC per CalEnviroScreen, which is defined as the top 25% scoring areas based on ranking each of the State's 8,000 census tracts using national and state data sources on 20 indicators of pollution, environmental quality, and socioeconomic and public health conditions. This designation establishes priority and a competitive advantage for projects that would benefit the local community in seeking Cap-and-Trade funding. Cap and-Trade provides funding in three primary areas:

1. Transportation and Sustainable Communities
2. Clean Energy and Energy Efficiency Funding
3. Natural Resources and Waste Diversion Funding

Under each of these funding areas are numerous programs that have funding available for projects and programs that would be contained within the FFTOD Specific Plan Area or the County as a whole. The Plan Area's status as a Disadvantaged Community may make potential projects more competitive for Cap-and-Trade-funded financial resources.

multifamily housing. The bonds are issued to developers to finance low- and moderate-income housing for families. The LACDA may issue either tax-exempt or taxable bonds. Taxable bonds would generally be issued only in combination with tax-exempt bonds. Taxable bonds do not require an allocation of bond authority from the California Debt Limit Allocation Committee (CDLAC).

- E. Metro and Transportation Development Act (TDA) Funds. TDA Article 3 funds are used by cities within Los Angeles County for the planning and construction of bicycle and pedestrian facilities. By ordinance, LA Metro is responsible for administering the program and establishing its policies.
- F. Measure R and Measure M. Measure R and Measure M were Los Angeles County ballot initiatives passed by voters in 2008 and 2016, respectively, that each levy a half-cent sales tax on taxable retail sales to fund a variety of transportation initiatives.

7.1.4 State and Federal Programs

- A. Affordable Housing and Sustainable Communities (AHSC) Program. The AHSC Program funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas (GHG) emissions and administered through the California Department of Housing and Community Development (HCD).
- B. Sustainable Communities Competitive Grants. The Sustainable Communities Competitive Grants fund transportation planning activities, such as planning for active transportation, safe routes to schools, transit services, vision zero, complete streets, freight corridors, social equity, integrated land use, and transportation planning. Grants are available on an annual basis and through a competitive application process managed by California Department of Transportation (Caltrans). The planning-focused implementation actions outlined in Table 7-2 (Specific Plan Implementation Actions) are prime candidates for the Sustainable Communities Competitive Grants.
- C. Active Transportation Program (ATP). The ATP funds projects that encourage increased use of active modes of transportation to increase non-motorized trips, advance the active transportation efforts of regional agencies to achieve GHG reduction goals, and ensure that disadvantaged communities fully share in the benefits of the program.
- D. Urban Greening Program. The Urban Greening Program funds a variety of improvement projects as a program of California Climate Investments funded by Cap-and-Trade dollars.
- E. Road Repair and Accountability Act (SB1) Funding. The California Transportation Commission (CTC) considers applications for projects seeking SB 1 (2016) funding to improve roadways, transit, and build walking and biking projects.

- F. Highway Safety Improvement Program (HSIP). The HSIP is a core federal-aid program, with funding administered to regions and municipalities by the state, with the aim of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads.
- G. Local Partnership Program (LPP). SB1 (2016) created the LPP and continuously appropriates \$200 million annually to be allocated by the California Transportation Commission (Commission) to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees dedicated solely for transportation improvements. LPP can fund transportation infrastructure improvements such as improvements to transit facilities, bicycle and pedestrian mobility, local roads, and even items that mitigate the environmental impact of new transportation (e.g., air quality or urban water runoff).
- H. Transportation Alternatives Set-Aside (TASA) Program. The Fixing America's Surface Transportation (FAST) Act and the Moving Ahead for Progress in the 21st Century (MAP-21) provide the federal funds for Transportation Alternatives (TAs), which are community-based projects that expand travel choices and enhance the transportation experience. TA projects must be one of 10 eligible activities and must relate to surface transportation.
- I. Certified Local Government (CLG) Preservation Grants. A Certified Local Government (CLG) Program has access to federal funds to be used for historic preservation programs.
- J. Environmental Enhancement and Mitigation (EEM) Program. The EEM Program funds environmental enhancement and mitigation projects directly or indirectly related to transportation projects.
- K. California Infrastructure and Economic Development Bank (I-Bank). The I-Bank finances public infrastructure and private development through issuing tax-exempt and taxable revenue bonds, providing financing to public agencies, providing credit enhancements, acquiring or leasing facilities, and leveraging State and federal funds.
- L. Community Development Block Grant (CDBG) Program. The CDBG Program funds the revitalization of neighborhoods, the expansion of affordable housing and economic opportunities, and/ or improvements of community facilities and services, principally to benefit low- and moderate-income persons or neighborhoods.
- M. New Markets Tax Credit (NMTC). The NMTC, a federal tax initiative, could be used to stimulate investment in new development, such as commercial corridors, within the Specific Plan Area.
- N. Transformative Climate Communities (TCC) Program. The TCC Program is a competitive grant funding community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in the state's disadvantaged communities. The program is intended to empower the communities most impacted by pollution to choose their community vision, strategies, and projects.
- O. Infill Infrastructure Grant Program. Promotes infill housing development by providing financial assistance for capital improvement projects that are an integral part of or

necessary to facilitate the development of a Qualifying Infill Project or a Qualifying Infill Area. Funds may not be used for site acquisition.

- P. Brownfield Grant Funding. Grants targeted toward a specific purpose in returning contaminated brownfields sites to cleaner and more productive uses.
- Q. Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program. Offers low-interest loans of up to \$2.5 million for the cleanup of hazardous materials where redevelopment of abandoned and underutilized urban properties is likely to have a beneficial impact on the property values, economic viability, and quality of life of a community. Eligible sites include brownfield sites and underutilized properties.

7.2 IMPLEMENTATION

The FFTOD Specific Plan will be implemented through a wide range of measures, the active participation of multiple County departments and agencies, ongoing collaboration with state and regional agencies, investment that supports local community growth, private sector investment, and an engaged community. Facilitating economic investment in the Specific Plan Area will require sustained public and private sector participation over the near and long term. The County can help realize the Specific Plan's vision, goals, and policies and further implement the Plan, particularly with outside funding sources where redevelopment is less likely to occur.

This section includes targeted implementation actions, within timelines and responsible parties, intended to help guide and prioritize the implementation of the Specific Plan.

As changes in priorities, economic conditions, and market trends occur over time, the County may need to revisit and reprioritize the implementation actions. Table 7-1 (Specific Plan Implementation Financing Strategies) identifies potential funding sources and which improvement categories they can apply to. Table 7-2 (Specific Plan Implementation Actions) and the following sections outline implementation actions for the FFTOD Specific Plan, including description, timeframe, and responsible parties for each action.

Through the documenting of existing conditions in Florence-Firestone, and collecting community feedback, potential historic resources were identified. Consistent with the

Countywide Collaboration to Implement the FFTOD Specific Plan

Implementing the FFTOD Specific Plan requires collaboration across County departments and coordination with existing Countywide implementation programs, plans, and efforts, some of which are listed as follows:

- Department of Regional Planning (DRP)
- Public Works (PW)
- Department of Public Health (Public Health)
- Department of Parks & Recreation (DPR)
- Department of Arts & Culture (Arts & Culture)
- Los Angeles County Department of Consumer & Business Affairs (DCBA)
- Workforce Development, Aging & Community Services (WDACS)
- Los Angeles County Fire Department (FIRE)
- Los Angeles County Public Library (Library)
- Related Agencies:
 - Los Angeles County Development Authority (LACDA)
 - LA Metro
 - Caltrans
 - Neighboring jurisdictions (City of LA, etc.)
 - Union Pacific Railroad (UPRR)

goals of the FFCP, future efforts to evaluate and establish historic districts or resources may be appropriate. See side panel and Chapter 8 for more information.

7.2.1 Implementation Actions

Implementing the FFTOD Specific Plan requires collaboration across County departments and outside agencies, such as Metro and Caltrans, as well as coordination with existing Countywide implementation programs, plans, and efforts. All implementation programs should include outreach to community-based organizations (CBOs), and stakeholder groups.

The following implementation actions are intended to guide the County in implementing the FFTOD Specific Plan with generalized timeframes as follows:

- Ongoing: Periodic or on a continuing basis
- Near-Term: 0–5 years
- Medium-Term: 5–10
- Long-Term: 10–15 years

Project implementation is based on funding availability.

Potential Historic Resources for Further Assessment:

A Paseo Through Time in Florence-Firestone (Un paseo través del tiempo en Florence-Firestone) (2018), authored by Jeannene Przybylski outlines several community resources of historic or cultural value including:

- Gentry Theater by architect S. Charles Lee; 6525 Compton Ave.
- Storybook house on Firestone Blvd.; 2181 Firestone Blvd.
- Graham Library:
 - 1900 E. Firestone Blvd.
(current location)
 - 1925 E. 87th St.
(former location)
 - 8511 Holmes Ave.
(former location)
- The Century Youth Activities League (formerly the Firestone Park Sheriff's station) by architect James H. Garrott; 7901 Compton Ave.
- Firestone Park Sheriff's station second location; 2201 E. Firestone Blvd. Firestone Park Sheriff's station first location; 1551-1555-1557 E. Florence Ave.
- Tessie Cleveland Community Services Corporation by architect James H. Garrott; 8019 Compton Ave.
- The Youth Activities League; 7116 S. Makee St.
- The Miramonte Blvd. Palm trees along Miramonte Blvd. between E. 66th St. (north) and E. Florence Ave. (south)



Images from *A Paseo Through Time in Florence Firestone* (2018). Gentry Theater

Table 7-2: Specific Plan Implementation Actions

Action & Description	Timeframe	Performance Metric(s)	Responsible Parties
Mobility, Infrastructure, and Sustainability (MS)			
<p>MS-1: Bicycle and Pedestrian Infrastructure Improvements</p> <p>Study implementation pedestrian improvements (new and upgraded crossings) and bicycle improvements (bicycle corridor segments) per the Mobility Element, Bicycle Master Plan, Pedestrian Plan, Metro A Line (Blue) First/Last Mile Plan, and the Slauson Station Area TOD Specific Plan project list outlined in Section XX of Chapter 6: Mobility.</p>	Near-Term	<ul style="list-style-type: none"> Number of bicycle and pedestrian infrastructure improvements installed Number installed by TOD Station Area 	PW Metro
<p>MS-2: Traffic Calming Improvements</p> <p>Study corridor-scale traffic calming improvements such as speed bumps, curb extensions, and traffic circles to discourage speeding and neighborhood cut-through traffic, per the Mobility Element. Consider site-specific improvements could be implemented with redevelopment to minimize disruption.</p>	Near-Term	<ul style="list-style-type: none"> Number of traffic calming improvements installed Number installed on residential streets (identified as a key need) 	PW
<p>MS-3: Bus Stop Improvements</p> <p>Install lighting, street trees, benches, shelters, recycling and trash bins, wayfinding signage, and route information at all bus stops throughout the FFTOD Specific Plan Area.</p>	Near-Term	<ul style="list-style-type: none"> Number of bus stop improvements Number installed by TOD Station Area 	PW Metro
<p>MS-4: Metro A Line Pedestrian Overpass</p> <p>Replace and reconstruct the pedestrian bridge connecting the west side of the community at E 76th Street to Roosevelt Park at Graham Avenue. Incorporate public art to create a pleasing visual marker for the community. Explore additional locations for pedestrian bridge crossings or other connection methods to safely connect community members to parks and community resources across the A Line and railroad rights-of-way.</p>	Long-Term or with the redevelopment of adjacent parcels	<ul style="list-style-type: none"> Replacement and reconstruction of pedestrian bridge at E. 76th Street 	PW Metro Arts and Culture
<p>MS-5: Pedestrian Path to Slauson Station from 60th Street.</p> <p>Formalize the informal pedestrian pathway leading from 60th Street to Slauson Avenue, connecting neighborhoods to the south of Slauson Station to the station entrance. This pathway is already used as an access point to the station and provides a more direct path of travel to the station entrance. Formalizing the path will require:</p> <ol style="list-style-type: none"> Acquisition of the rail right-of-way underneath the A (Blue) Line Coordination with Metro Coordination with PW <p>This would be most likely to occur with nearby redevelopment or with the implantation of the West Santa Ana Branch (WSAB) Line, which does not currently address this path.</p>	Long-Term or with redevelopment of adjacent parcels	<ul style="list-style-type: none"> Formalization of pedestrian path 	PW Metro DRP Caltrans
<p>MS-6: Additional station access points at Firestone and Florence Stations</p>	Mid-Term	<ul style="list-style-type: none"> Number of station access points 	Metro PW

Action & Description	Timeframe	Performance Metric(s)	Responsible Parties
<p>The Metro A (Blue) Line Stations in the FFTOD Specific Plan Area each only have one access point. The Slauson Station will see expanded access as the WSAB Line is implemented, but the Florence and Firestone Stations would also benefit from improved access, including:</p> <ul style="list-style-type: none"> • Florence Station: The community suggested the creation of a second at-grade access point at the south end of the platform. • Firestone Station: An additional entrance on the west side of the rail tracks could be implemented to allow better access from the west without needing to cross under the elevated rail line. 		constructed in the Specific Plan	Caltrans
<p>MS-7: Undercrossing improvements at Firestone Station The underpass beneath the Firestone Station supports bus stops in the eastbound and westbound directions and serves as a major transfer point. However, the bus stop amenities at this location are minimal due to space constraints. Community input has requested improvements and beautification of this space in the form of better lighting, murals, landscaping, and features to improve perceptions of safety (such as emergency phones).</p>	Mid-Term	<ul style="list-style-type: none"> • Number of undercrossing improvements installed 	Metro PW Caltrans
<p>MS-8: Implement Metro Rail to Rail improvements along Slauson Avenue Include a new crosswalk at Slauson Station. Consider expanding the scope to include a Mobility Hub.</p>	Mid-Term	<ul style="list-style-type: none"> • Number of Rail to Rail Improvements • Slauson Station crosswalk • Mobility Hub 	PW Metro
<p>MS-9: Green Alleys Implement the PW's Green Alley Master Plan and develop identified green alley sites. Explore implementing additional green alley sites per the Specific Plan. Consider expanding to include other green street treatments (bioswales in curb extensions, stormwater capture, expansion of parks and open space, use of permeable materials where possible).</p>	Mid-Term	<ul style="list-style-type: none"> • Number of alleys converted to green alleys 	PW FIRE DPR DRP
<p>MS-11: Re-envision Union Pacific Site near Slauson Station Explore opportunities to lease or acquire the UPRR site along Randolph Street and Metro right-of-way. Opportunities in the short term include a surface parking lot for Slauson Station. Long-term opportunities include park space for the community.</p>	Medium-Term to Long-Term	<ul style="list-style-type: none"> • Leasing or acquisition of UPRR side • Installation of a surface parking lot • Construction of park space 	DRP DPR UPRR Metro
<p>MS-12: Parkway Maintenance Plan To enable implementation of the County TOD Toolkit, develop a countywide plan for maintaining street trees and pedestrian lighting installed by private development. Consider a pilot program for the FFTOD Specific Plan Area to develop a maintenance plan with additional standards and demonstrate implementation of the plan in the Florence-Firestone community.</p>	Near-Term	<ul style="list-style-type: none"> • Initiation of pilot program for FFTOD Specific Plan Area 	PW

Action & Description	Timeframe	Performance Metric(s)	Responsible Parties
<p>MS-13: Conduct a Comprehensive Parking Study for Florence-Firestone Prepare a comprehensive parking study for the FFTOD Specific Plan including:</p> <ul style="list-style-type: none"> • Document existing parking conditions in this community. • Better manage existing public and private parking supply in the community to alleviate existing parking deficiencies. • Identify strategies and techniques to manage the existing parking supply as growth occurs in the area. • Identify options for reducing parking requirements for new development in the vicinity of LRT stations. 	Near-Term	<ul style="list-style-type: none"> • Initiation of Parking Study 	DRP PW
<p>MS-14: Install LA Metro Bikeshare Stations Site bikeshare stations at Slauson, Florence, and Firestone Stations and along commercial corridors throughout the Florence-Firestone community.</p>	Near-Term	<ul style="list-style-type: none"> • Number of installed bikeshare stations within the FFTOD Specific Plan Area 	Metro PW
<p>MS-15: Implement TNC partnership to support first/last mile travel to LA Metro stations Pilot a partnership with Transportation Network Companies (TNC) providers (Lyft, Uber) to support first/last mile access to the Metro stations from within the Florence-Firestone community.</p>	Mid-Term	<ul style="list-style-type: none"> • Initiation of pilot partnership for FFTOD Specific Plan Area 	Metro PW
<p>MS-16: Expand the Link service hours and routes to improve first/last mile connections to Metro stations and enable short transit trips within Florence-Firestone The Florence-Firestone/Walnut Park route on the Link provides access between Gage Avenue and 92nd Street, connecting neighborhoods within Florence-Firestone and Walnut Park to the Florence and Firestone Metro stations. Expanding the route to serve Slauson Station and increasing the frequency from approximately 60-minute headways to 10-minute headways, pending projected ridership, would drastically improve local connectivity to Slauson Station and to destinations within the Florence-Firestone community.</p>	Mid-Term	<ul style="list-style-type: none"> • Route expansion study • Expansion of service hours and routes within the FFTOD Specific Plan Area 	PW
<p>CP-3: Slauson Station Coordination Maintain coordination efforts related to Rail to River and WSAB improvements.</p>	Ongoing	<ul style="list-style-type: none"> • Rail to River and WSB improvements 	DRP
Cultural Resources and Community Identity (CR)			
<p>CR-1: Miramonte Boulevard Historic District Explore designating Miramonte Boulevard between Gage Avenue and Florence Avenue as a Historic District in coordination with the Historical Landmarks and Records Commission.</p>	Medium-Term	<ul style="list-style-type: none"> • Public outreach to explore Historic District establishment 	DRP
<p>CR-2: Historic Resources Survey Conduct a Historic Resources Survey with community outreach to allow community members opportunities to provide input on local historic and cultural resources valuable to the community. Build off of the list of potential historic</p>	Near-Term	<ul style="list-style-type: none"> • Initiation of Historic Resources Survey 	DRP

Action & Description	Timeframe	Performance Metric(s)	Responsible Parties
resources identified in <i>A Paseo Through Time in Florence-Firestone</i> (2018).			
<p>CR-3: Cultural Equity and Inclusion</p> <p>Promote addition of art in the community and continue public outreach events consistent with the Countywide Cultural Policy, and Cultural Equity and Inclusion Initiative.</p>	Medium-Term	<ul style="list-style-type: none"> • Number of mural permits applied for/approved • Public outreach events 	Arts and Culture DRP
Economic Development and Community Assistance (ED)			
<p>ED-5: Business Improvement District for Firestone Boulevard</p> <p>Study the feasibility to form a Business Improvement District (BID) for Firestone Boulevard to fund business-related improvements, maintenance, and physical amenities.</p>	Medium-Term	<ul style="list-style-type: none"> • Establishment of a BID for Firestone Boulevard 	LACDA
<p>ED-6: Community-Serving Facilities in New Development</p> <p>Identify opportunities to financially support new development of community-serving facilities (such as health clinics and job training centers) through County leasing of space for community-serving facilities.</p>	Near-Term	<ul style="list-style-type: none"> • Number of new leases for community-serving facilities 	LACDA DRP
<p>ED-7: TOD Catalyst Project</p> <p>Fund joint private/public mixed-use catalyst projects to diversify commercial uses in the TOD areas and provide services that cater to residents' and workers' daily needs.</p>	Long-Term	<ul style="list-style-type: none"> • Number of joint private/public mixed-use catalyst projects funded 	LACDA Metro
<p>ED-8: Public Development of Joint Amenities</p> <p>Explore opportunities to encourage development with joint amenities on County-owned land to benefit developers and the community, including short-term safe parking and shared parking for surrounding businesses</p>	Medium-Term	<ul style="list-style-type: none"> • Number of joint amenities developed 	DRP
Coordination and Partnerships (CP)			
<p>CP-2: Metro Coordination</p> <p>Coordinate with Metro on station area improvements to Slauson, Florence, and Firestone to ensure the FFTOD Specific Plan vision and guiding principles are implemented through these station area improvements and in line with community needs.</p>	Medium-Term	<ul style="list-style-type: none"> • Coordinate with LA Metro during the planning phase of station area improvements 	DRP Metro
<p>CP-4: Community Land Trust Study for Florence-Firestone</p> <p>Explore opportunities to collaborate with community land trusts (CLTs) to acquire property and become long-term landowners of land and protectors of affordability as part of economic development and security for the community.</p>	Medium-Term	<ul style="list-style-type: none"> • Initiation of CLT study for FFTOD Specific Plan Area 	LACDA
<p>CP-5: Coordination with LAUSD</p> <p>Explore funding opportunities to coordinate with LAUSD on safety improvements and traffic/parking enforcement in the FFTOD Specific Plan Area in proximity to schools.</p>	Medium-Term	<ul style="list-style-type: none"> • Number of traffic incidents/fatalities 	PW



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