Chapter 5: Mobility, Parking and Street Standards

5.1 Mobility Goals and Strategy

The Compton Station Specific Plan will create an environment that facilitates and prioritizes use of public transit, walking, and biking as means to get into and around the center of Compton. These modes of transportation are space efficient and enable more people to be brought into the downtown area to engage with businesses, culture, and the urban environment in general. Less land is dedicated to roadway space and parking lots, and instead it is repurposed for productive uses.

This chapter lays out physical modifications to streets, a parking strategy and mobility-focused regulations on private development which implement the following Specific Plan key actions described in Chapter 1:

Goal #2: A safe and well-maintained Downtown where people enjoy public space.
Action 2.6: Design streets that are intended for pedestrian activity and low speeds.
Action 2.7: Address the safety of streets and intersections, including the streets located along the Metro A Line and Alameda rail corridors.

Goal #4: A station area which promotes public health and sustainability, and provides calm and attractive networks for walking and biking.
Action 4.1: Improve first/last mile access to the Metro A Line (Blue) Compton Station with additional infrastructure and programs that support walking, biking, and rolling.
Action 4.2: Create a diversity of streets supportive of different modes of transportation, and develop facilities for those modes of transportation along the appropriate streets.
Action 4.3: Reconfigure Willowbrook Avenue to reduce safety concerns, improve wayfinding and add low-stress bicycle facilities.
Action 4.4: Develop a greenway on Alameda Street East for recreational/exercise and transportation uses.
Action 4.5: Reduce minimum parking requirements to encourage residents to travel less by car.
Action 4.6: Use existing and new parking structures to create a shared parking district where residents, employees and visitors can park once and circulate around Downtown on foot.

5.2 Street Network

Figure 5-1 shows the street network for the Specific Plan area, with particular attention to the corridors which this plan proposes modifying. Each of these corridors is described in detail in the sections that follow: Compton Walk/Compton Boulevard Narrowing (Section 5.3), Willowbrook Avenue Couplet (Section 5.4), Alameda East Greenway (Section 5.5), Acacia Avenue Restriping (Section 5.6), and Commercial Core New Streets Network (Section 5.7).

Each of these corridors is proposed to be modified to create a more walkable, bikeable, and transit-oriented station area; however, these corridor modifications also occur within a framework of key access roadways which are the focus for travel into and through the Specific Plan area. As streets designated by the City of Compton General Plan as Major Highways, Rosecrans Avenue, Alameda Street, and Santa Fe Avenue are in particular critical to accommodating vehicular traffic in the Specific Plan area.

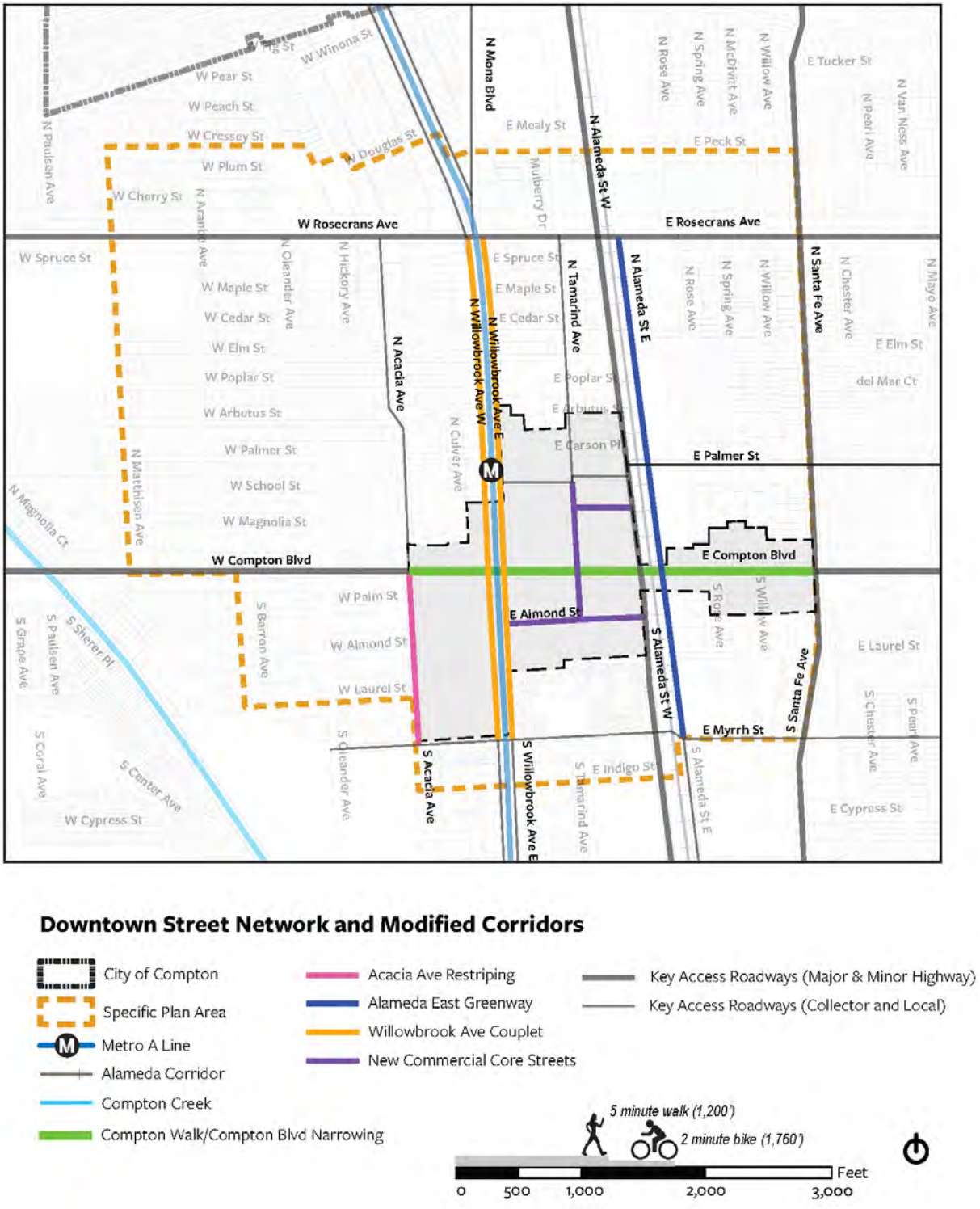


Figure 5-1. Downtown Street Network and Modified Corridors.

5.3 Compton Boulevard

Compton Boulevard between Acacia Avenue (west) and Santa Fe Avenue (east) will be restored as the centerpiece of Downtown Compton and will feature a new Compton Walk experience, further described in Section 2.7 and Sections 4.14 and 4.15. As a true downtown destination, Compton Boulevard will be a place for visitors to slow down, park, walk, and explore. Corridor improvements will deprioritize regional pass-through vehicular traffic and give an increased priority to localized pedestrian walkability and active transportation.

Sidewalks will be widened on both sides of the streets in exchange for a narrowing of the Compton Boulevard roadbed. Class IV protected bike lanes will be provided to encourage cyclists, skateboarders, and other rolling mode users to access Downtown Compton. On-street parking will remain and be interspersed with intermittent loading zones for enhanced curb-side management.

Compton Boulevard's current vehicular flow is near the recommended capacity for a proposed reduced-width street. Although some redistribution of traffic is anticipated, Figure 5-3 demonstrates that parallel streets have sufficient capacity to accommodate the extra vehicular flow.

The redesign of Compton Boulevard may be triggered by new redevelopment projects along the corridor or by City action. As described in Section 2.7, the Compton Walk's base streetscape improvements (described further below) should be constructed by developers together with the project. Customizable historic, art and placemaking elements may be proposed and constructed at the time of project construction by the developer or tenant business, or they may be proposed by the City of Compton as part of a larger district-wide design effort.

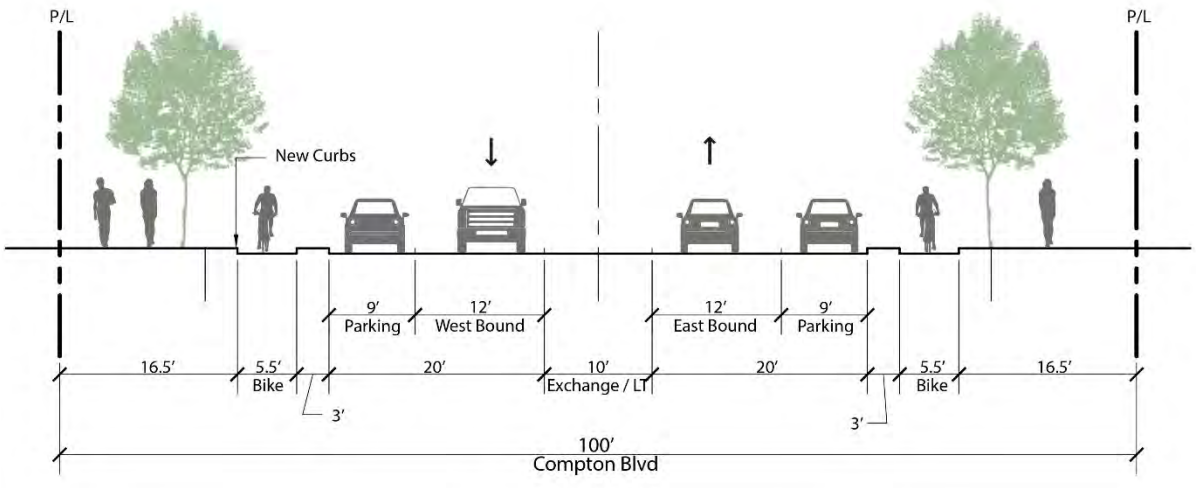


Figure 5-2. Compton Boulevard Typical Cross-Section - Acacia Avenue to Santa Fe Avenue.

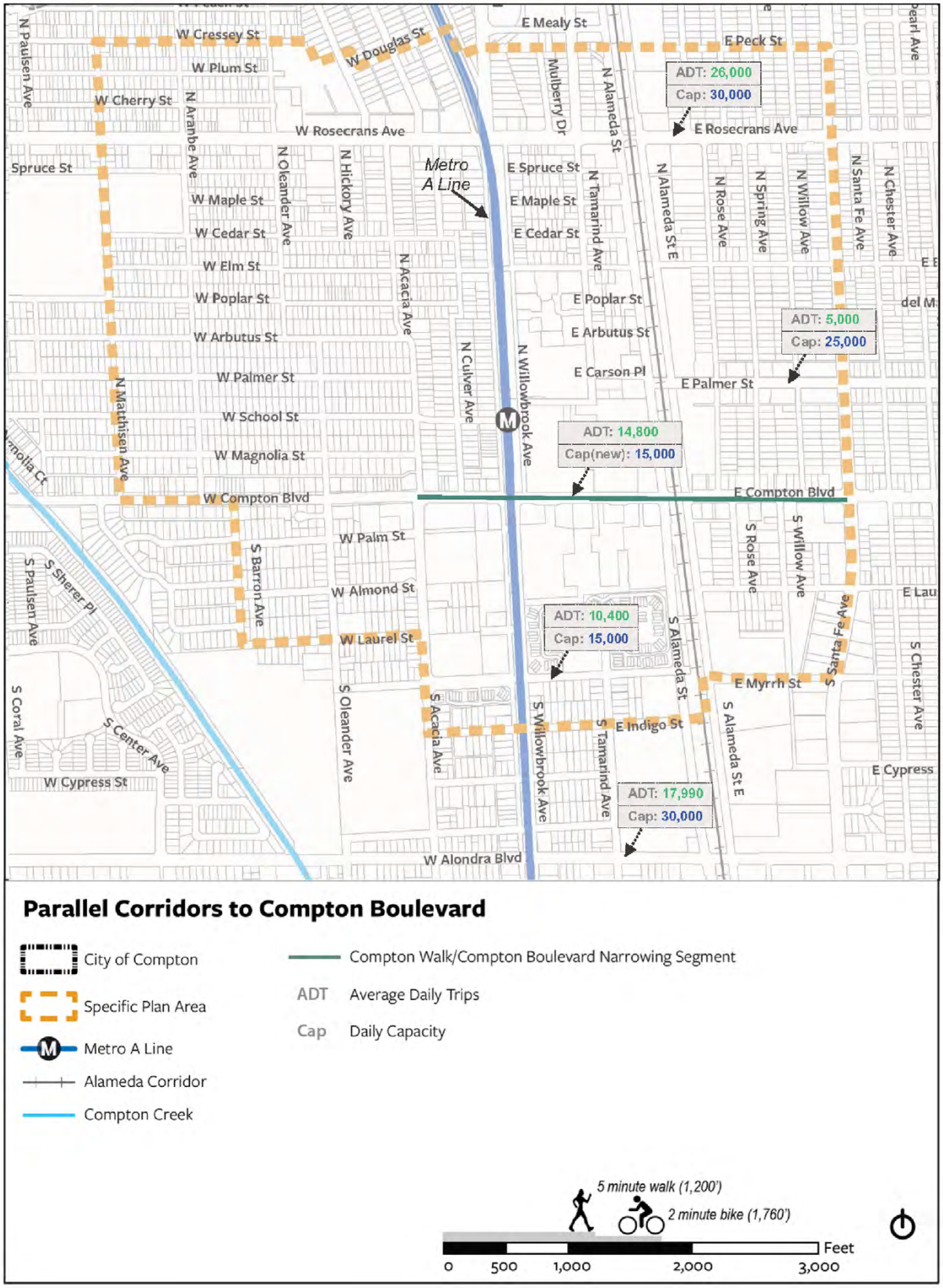


Figure 5-3. Parallel Corridors to Compton Boulevard.

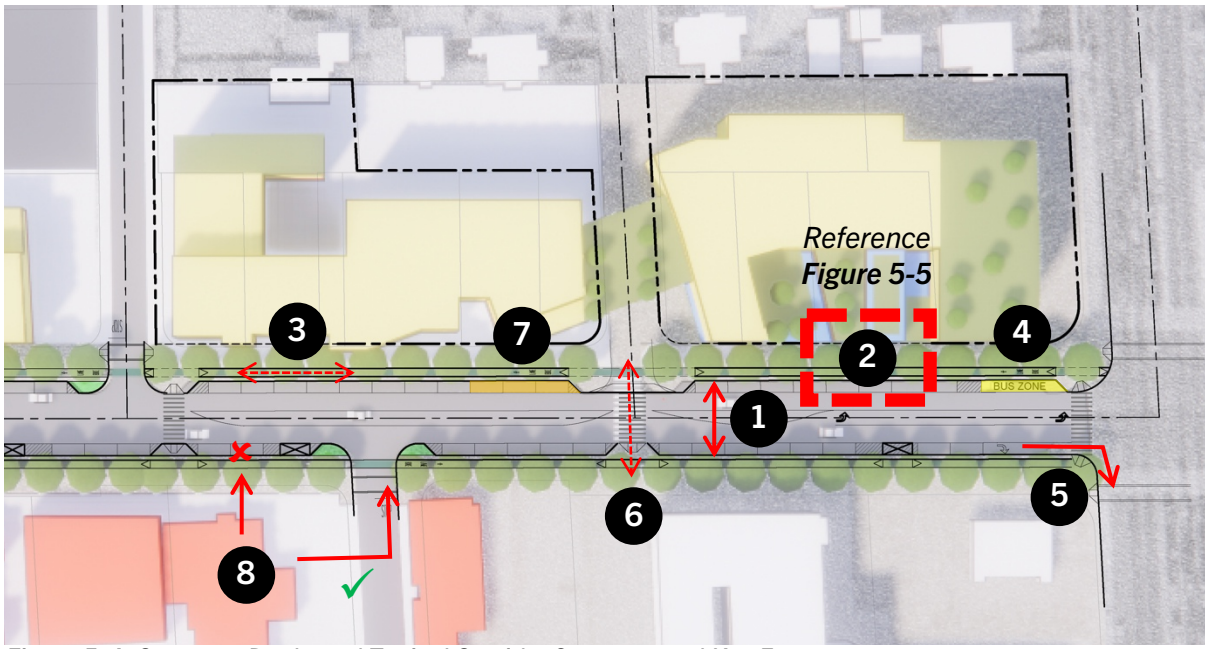


Figure 5-4. Compton Boulevard Typical Corridor Segment and Key Features.

Key Corridor Features:

1. **Reduced roadway paving.** Compton Boulevard roadbed will be shortened from its current 83' width and five (5) vehicular travel lanes to 50' wide and three (3) travel lanes. This roadway reduction will provide space for other mobility uses.
2. **Widened pedestrian sidewalks and The Compton Walk**. The existing 8.5'-wide sidewalks along Compton Blvd will be widened to 16.5'-wide and offer substantially more streetscape space for strolling and other planned programming and activities as a foundation for the Compton Walk experience. Reference Figure 5-5 below for more detailed information on streetscape standards for the Compton Walk.
3. **Separated Class IV bikeways**. Cyclists will be able to ride on a separated Class IV cycle track protected from traffic by parked vehicles and a raised buffer feature. The cycle track could be at roadway level, semi-raised, or at sidewalk level. If the cycle track is not raised to sidewalk level, ramps on the buffer and mid-block crossings of the cycle track should be incorporated to allow handicap access from the sidewalk to parked vehicles.

Class IV separated bikeway (left) and semi-raised bikeway (right). Source (right): NACTO.

4. **Upgraded bus stops with shelters**. Consolidation of stops will be undertaken in coordination with transit providers. Bus stop upgrades shall be provided by adjacent development in keeping with Section 5.15.8.
5. **Dedicated right turn lanes**. Will be added where needed to maintain acceptable operations and Level-of-Service at intersections.
6. **New high-visibility crossings**. To be located at major places, mid-block, and at intersecting streets or walkways as determined by the Public Works Department. No gap larger than six hundred feet should be left between unmarked crosswalks.
7. **Vehicular loading zones**. To be placed intermittently along corridor. A minimum of one loading zone per block should be provided.
8. **Access management.** Curb cuts facing Compton Boulevard to be minimized or eliminated through negotiation with property owners and through redevelopment. Excessive vehicular curb cuts interrupt other multi-modal transit along the corridor and create dangerous conflict points with turning vehicular traffic.

Figure 5-5 illustrates the prescribed Compton Boulevard streetscape zones and associated standards below for how the streetscapes areas are to be used.

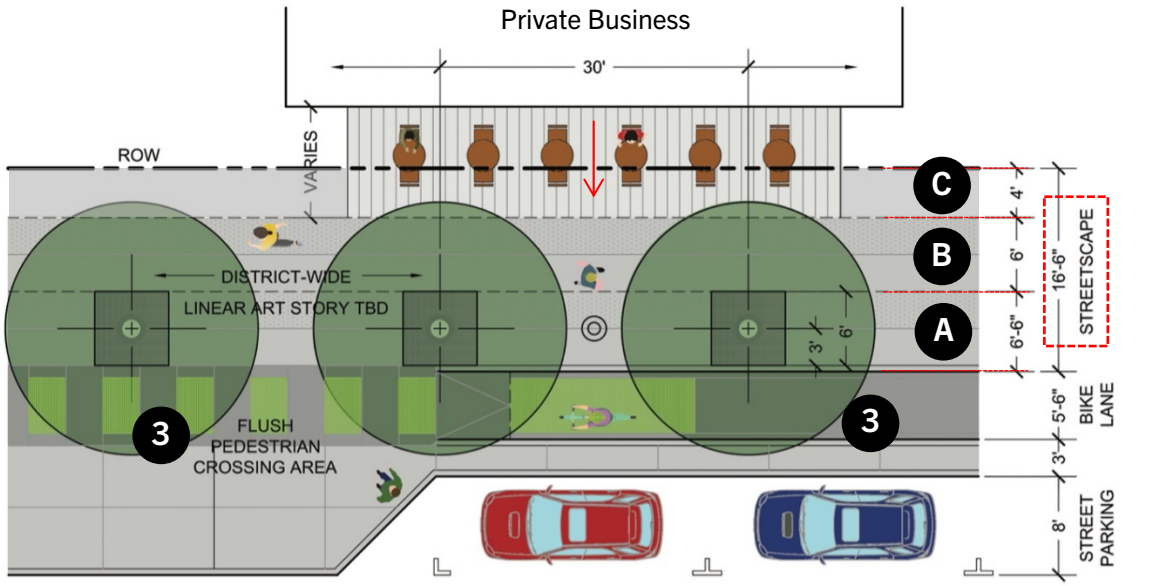


Figure 5-5. Compton Boulevard Streetscape Zones.

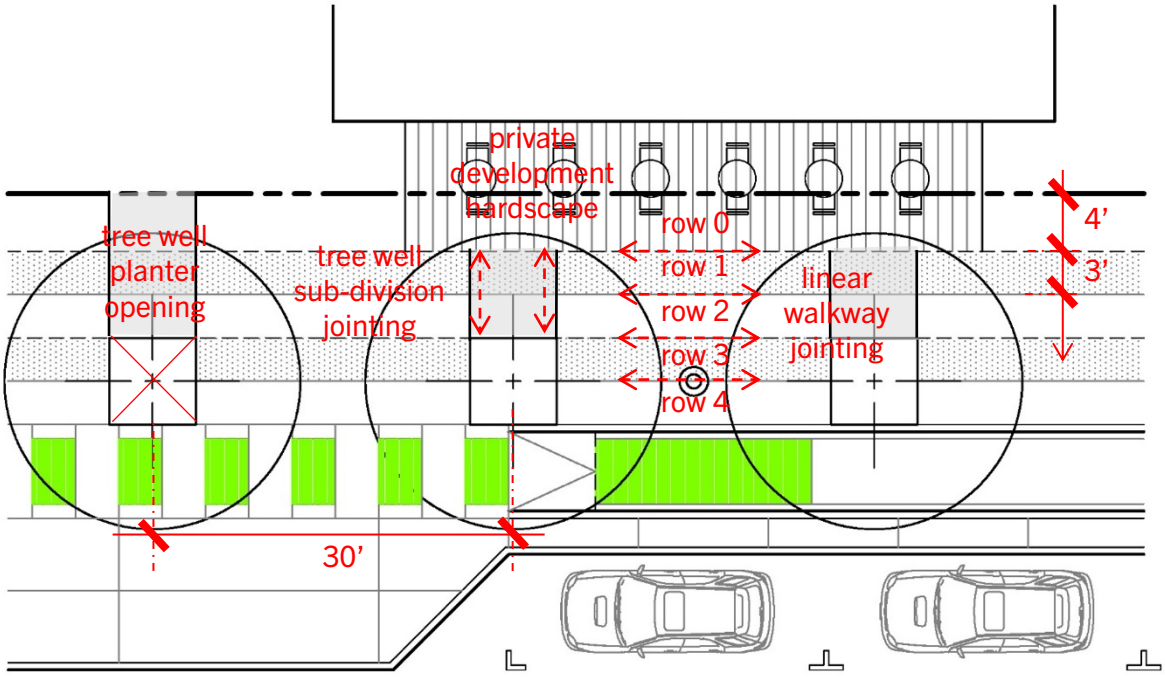


Figure 5-6. Typical 'Score Sheet' Streetscape.

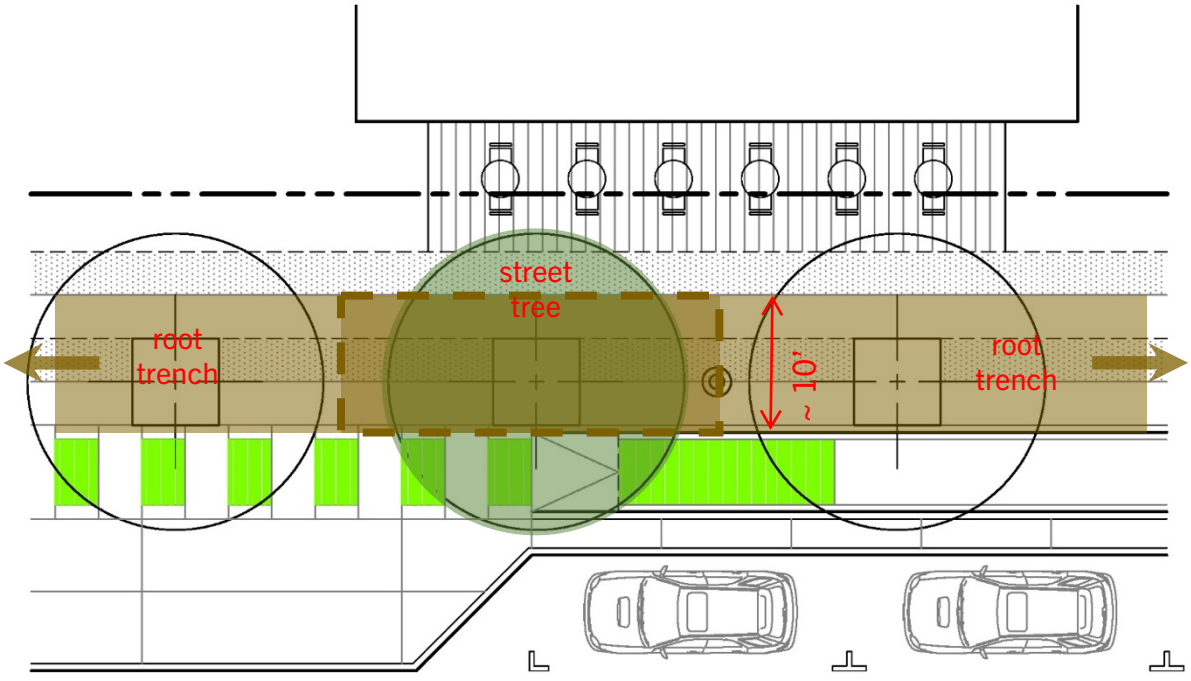


Figure 5-7. Compton Walk Landscape Infrastructure Systems.

Streetscape Zone A

Streetscape zone A denotes the Sidewalk Amenity Zone and will be the place to locate the majority of fixed streetscape elements, street trees, and other roadway infrastructure. This zone shall be a minimum of 6 feet 6 inches wide running along the roadway curb and adjacent to the bike lane. Reference **Figure 5-5**.

Zone A Standards and Required Features:

1. Hardscape Paving (reference **Figure 5-6**).
    a. Typical 'Score Sheet' paving
        i. Linear Walkway Jointing
        ii. Tree Well Sub-Division Jointing
    b. Tree well planters. 6' x 6' square openings in pavement at each required street tree location.
2. Street Trees (reference **Figure 5-7**).
    a. London Planetree (*Platanus acerifolia* 'Columbia') Trees shall be planted longitudinally every 30 feet along adjacent property frontage, or starting 30 feet from adjacent property street trees, or as determined per City approval. See supplemental description below regarding the selection of this tree species.
    b. A subterranean root trench shall be installed laterally along the streetscape which is at least 10 feet wide (it may go under other streetscape zones as well) and provides a minimum of 1,000 cubic feet of planting soil volume for each street tree.
3. Street Furniture
    a. Tree grates. To be provided at each tree well and street tree location. Tree grate selection encouraged to align with district-wide placemaking and branding guidelines.
    b. Trash cans should be provided at intersections and every 200 feet.
    c. Benches or other outdoor seating elements should be provided every 200 feet.
    d. Bike racks should be provided every 200 feet.
    e. Pedestrian light poles should be provided every 100 feet.
    f. Specific street furniture should be selected by the City during a full design process for the Compton Walk. Selection of furniture aligned to the branding objectives of the larger district is encouraged.
4. Utility Infrastructure Elements
    a. Including but not limited to: roadway lighting poles, fire hydrants, utility vaults, etc.
5. Placemaking, Art, and District Branding (*Optional*)
    a. TBD – Placemaking, art and branding features are optional and may be proposed by a developer or fronting business. They may also be proposed by the City as part of a district-wide Compton Walk design or arts project. These features will be subject to the guidelines described in Section 4.14 and procedures noted for Public Art in Section 3.10. Their approval will be considered as part of the project

design review permit.

Streetscape Zone B

Streetscape zone B denotes the Sidewalk Pedestrian Zone and will the area for primary walking and passage activity along the streetscape. This zone shall be 6-foot-wide and shall remain clear of all obstructions to pedestrian access and movement. Reference **Figure 5-5**.

Zone B Standards and Required Features:

1. Hardscape Paving (reference **Figure 5-6**).
    a. Typical 'Score Sheet' paving.
    b. Shall be a fully unobstructed paved area.
2. Placemaking, Art, and District Branding (*Optional*)
    a. TBD - Placemaking, art and branding features are optional and may be proposed by a developer or fronting business. They may also be proposed by the City as part of a full focused Compton Walk design or arts project. These features will be subject to the guidelines described in Section 4.14 and procedures noted for Public Art in Section 3.10. Their approval will be considered as part of the project design review permit.
    b. In-grade or surface treatment elements only; no vertical elements this zone.

Streetscape Zone C

Streetscape zone C denotes the Business Spill-out and Transition Zone which may contain temporary elements and non-obstructive permanent elements which serve the neighboring developments. This streetscape zone is intended to allow customization of the streetscapes to help feature local businesses and provide clear access and gateway. Guidelines for such customization and placemaking are provided in Section 4.14 and 4.15. Permanent furniture and any type of fencing is not allowed in this zone, although it may be located on private property immediately adjacent. This zone shall be 4-foot-wide running along the adjacent private property right-of-way line. Reference **Figure 5-5**.

Zone C Standards and Required Features:

1. Hardscape Paving (reference **Figure 5-6**).
    a. Typical 'Score Sheet' paving.
    b. Private development carry-over and transition paving TBD. Per City review and approval.
2. Street Furniture
    a. Moveable furniture, including loose tables and chairs from adjacent restaurants and outdoor dining areas; no fixed furniture elements.
    b. Moveable business advertising and menu signage subject to Figure 3-27 and

Section 4.7.4.A.

c. Moveable planters subject to Figure 3-24 and City approval of private business standards.

d. Public art per City review and approval.

3. Placemaking, Art, and District Branding (*Optional*)

   a. TBD - Placemaking, art and branding features are optional and may be proposed by a developer or fronting business. They may also be proposed by the City as part of a full focused Compton Walk design or arts project. These features will be subject to the guidelines described in Section 4.14 and procedures noted for Public Art in Section 3.10. Their approval will be considered as part of the project design review permit.

   b. Interface to Major and Minor 'Places', per design review approval.

5.4 Willowbrook Avenue

Willowbrook Avenue is a key street connecting the Specific Plan area to the Metro station. The street is separated by the Metro A Line (Blue) tracks and freight rail tracks into two separate roadways, Willowbrook Avenue West and East. Each roadway is currently configured a two-way street with parking on one side and no bicycle facilities. Willowbrook Avenue West is particularly narrow and does not meet current standard guidance for travel or parking lane width.

The two-way configuration of each side of Willowbrook Avenue is the cause of significant confusion when drivers and pedestrians encounter it, particularly at its intersection with Compton Boulevard. Some common safety issues are illustrated in Figure 5-8 below. Additionally, turns are prohibited in multiple directions, forcing drivers to go around large blocks to reach their destinations.

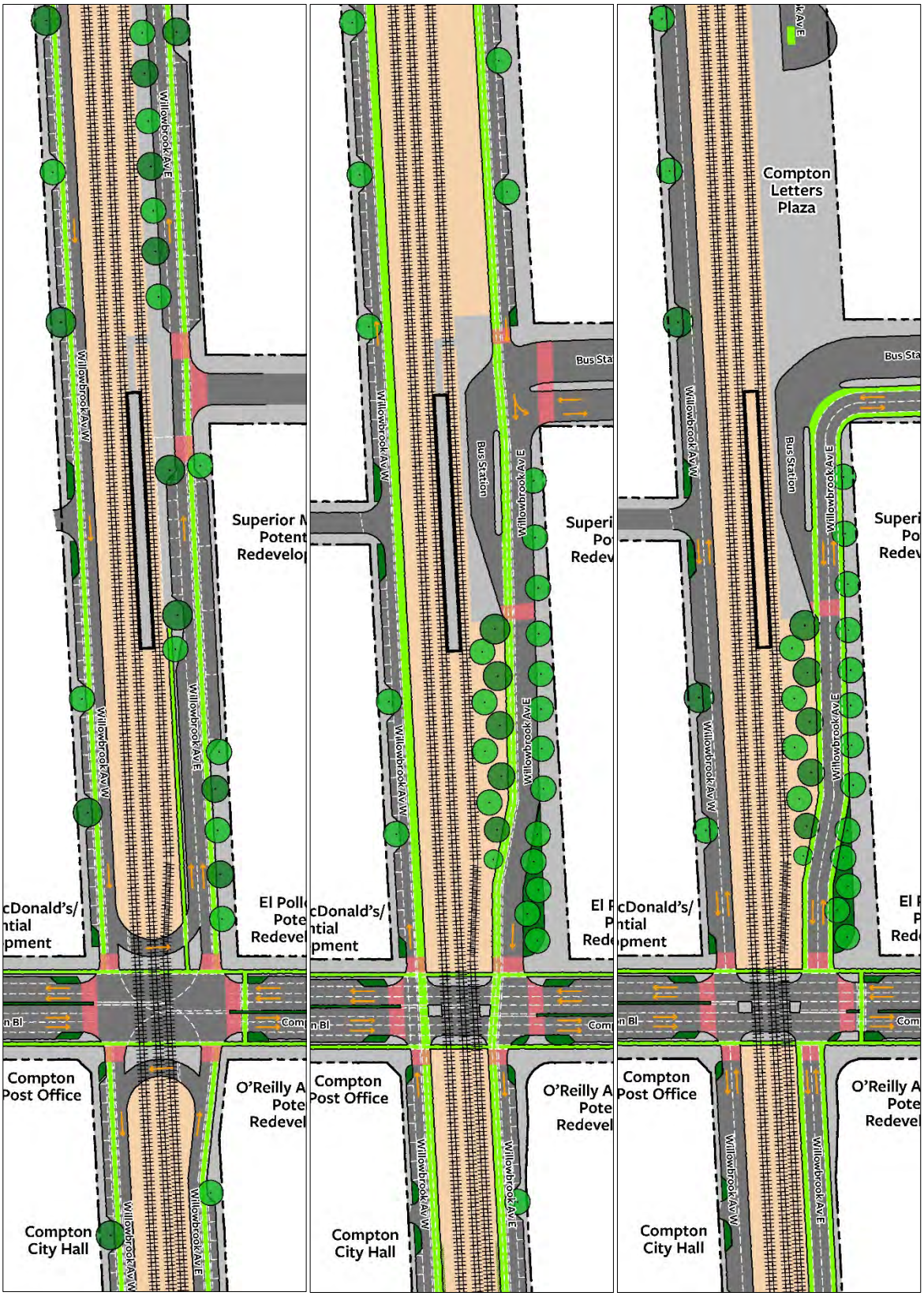
The planning team developed three conceptual alternatives to solve these issues and sought feedback on them through the virtual workshop, social media, and stakeholder meetings. Alternative A, the Traditional Couplet, converted the street into a one-way pair with southbound traffic on Willowbrook West and northbound traffic on Willowbrook East, and bike lanes on each side. Because traffic flowed in each direction to the right of the tracks, this alternative was the most intuitive. However, it would require the removal and reorientation of the existing MLK, Jr. bus station, the reconstruction of the railroad gate system on all legs of the Compton/Willowbrook intersection, and lengthening of Sheriff's Department paths to Compton Boulevard.

Alternative B, Reverse Couplet, also created a one-way pair, but with northbound traffic on Willowbrook W and southbound traffic on Willowbrook E. While less intuitive than A, this alternative eliminated points of conflict between pedestrians and vehicles at intersections, improving safety. Like Alternative A, it provided space for bike lanes on both sides, and it required less infrastructure investment, as the existing bus station and Metro gate system could be preserved. There may also be new back access for Sheriff's Department vehicles off of S. Acacia.

Alternative C, the Existing Pattern, retained the existing configuration and its advantages and disadvantages. Bike lanes could be added to Willowbrook East, but not to Willowbrook West.

After dialogue with the community and Metro, the City Council in October 2020 agreed with the planning team's recommendation to choose Alternative B as the preferred alternative. All three alternatives are included on the following page, however, as a resource for more detailed design. A fuller description of the preferred alternative is provided after.

Figure 5-8. Common Safety Issues at Willowbrook Avenue intersections.



Alternative A-Traditional Couplet *Alternative B-Reverse Couplet* *Alternative C-Existing Pattern*

Figure 5-9. Willowbrook Avenue Design Alternatives.

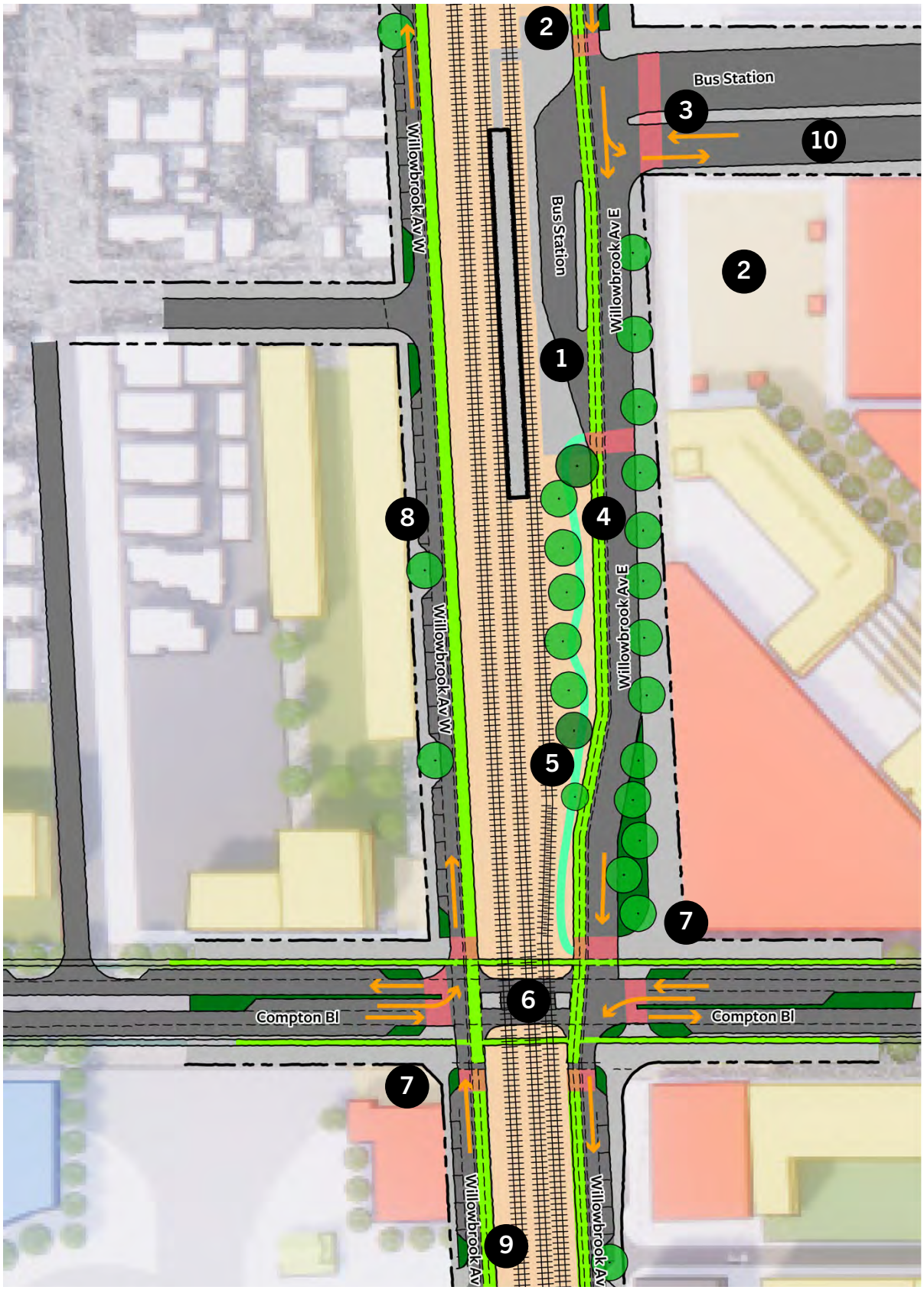


Figure 5-10. Willowbrook Avenue Preferred Alternative (B-Reverse Couplet) Plan and Key Features.

Figures 5-11 through 5-14 below illustrate the typical existing street conditions on Willowbrook Avenue. These cross-sections may vary slightly in different areas based on existing right of way widths and curb to curb widths.

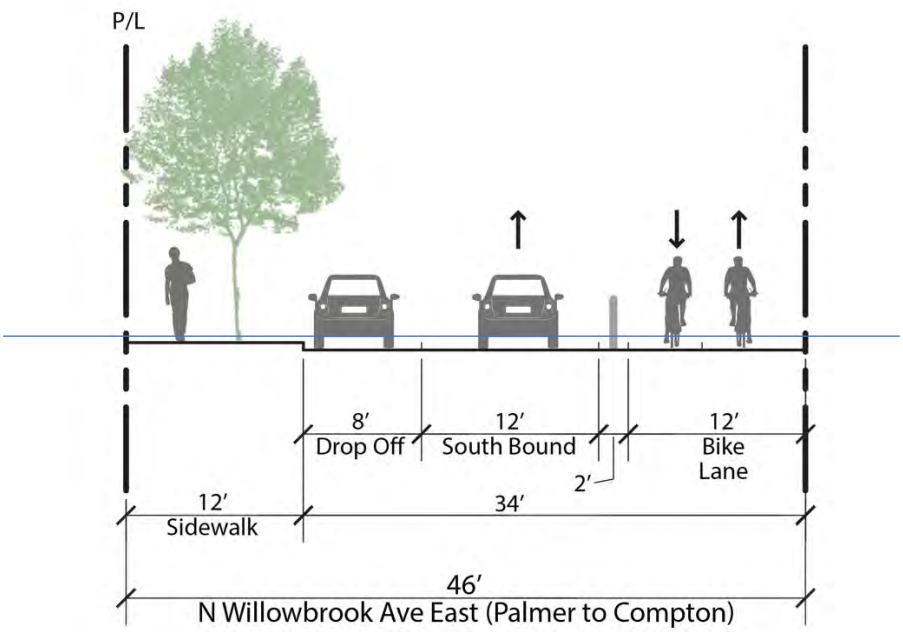


Figure 5-11. North Willowbrook Avenue East (Palmer to Compton) Typical Cross-Section.

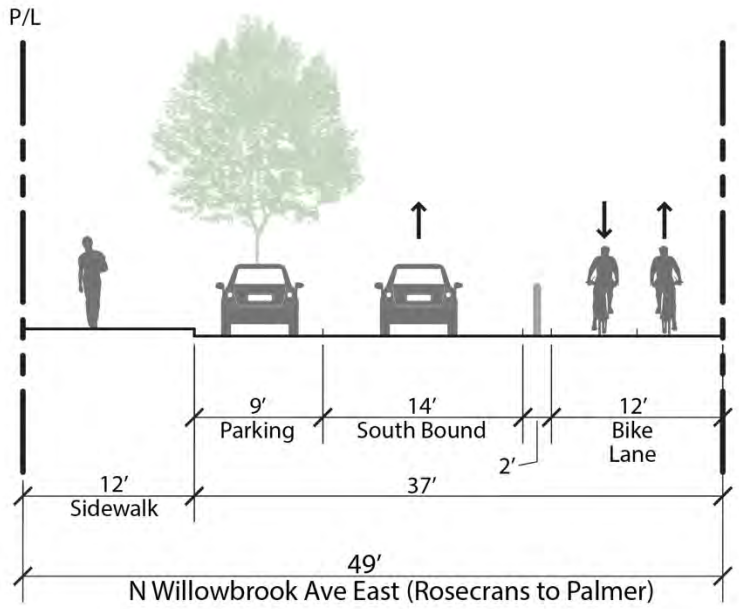


Figure 5-12. North Willowbrook Avenue East (Rosecrans to Palmer) Typical Cross-Section.

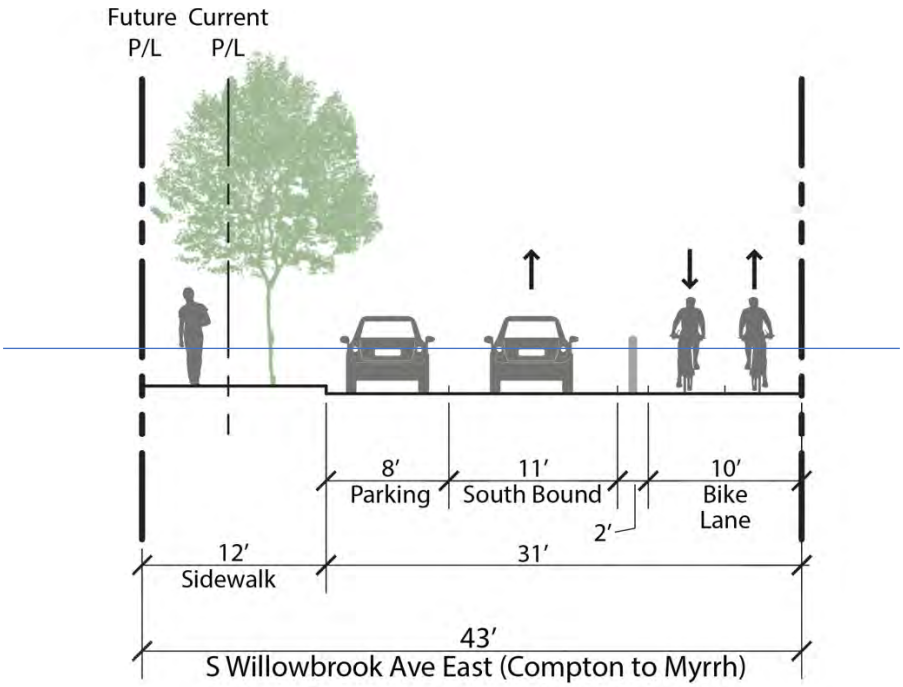


Figure 5-13. South Willowbrook Avenue East (Compton to Myrrh) Typical Cross-Section.

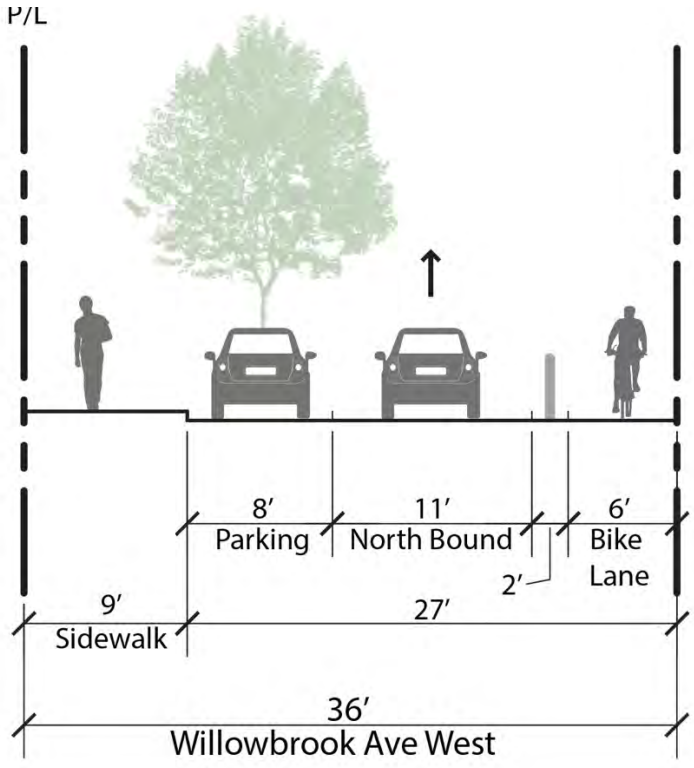
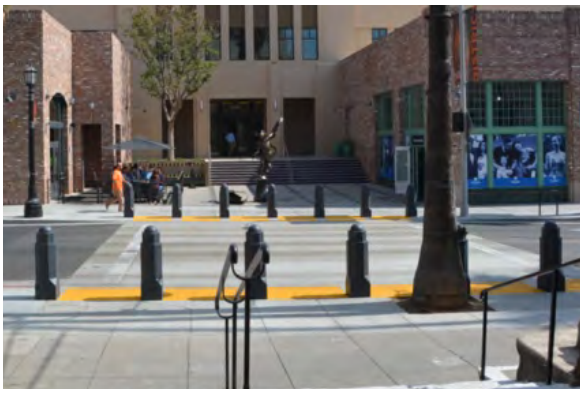


Figure 5-14. Willowbrook Avenue West Typical Cross-Section.

Key Features:

1. Maintain southbound traffic on Willowbrook Avenue East in order to preserve the direction of travel of existing MLK bus station.
2. Replacement of Compton Letters Plaza with a new Metro Plaza on southeast corner of Willowbrook Avenue and Palmer Street. Continuous Willowbrook Avenue will provide direct connection from Rosecrans Avenue to Commercial Core.
3. Raised pedestrian crossings connecting the Metro station to the Metro Plaza.



4. Two-way separated bikeway along the west side of Willowbrook Avenue East providing direct access to the station and to Compton Boulevard. The northbound bikeway could also be accommodated on east side of the street as contraflow bikeway.

Two-way separated bikeway (left) and contraflow bikeway (right, far side). Contraflow bikeway image sourced from the National Association of City Transportation Officials.

5. Increased shade along pedestrian pathway that connects directly to the station.
6. Concurrent left turns from Compton Boulevard onto Willowbrook Avenue.
7. Squared-off corners and bulb-outs to shorten crossing distances, provide double ramps for wheelchair/stroller users, and visually inform drivers that they cannot turn against traffic.
8. Add trees in parking stalls at a regular rhythm to provide shade for pedestrians.
9. Extend bikeways up and down both sides of Willowbrook Avenue. To the extent possible, bidirectional bikeways are preferred in order to serve travel needs of users located along long blocks who do not have easy access to the opposite side of the street. Install regular or, where needed, collapsible bollards to ensure adequate fire truck access while providing safety to riders along the street.

10. Eliminate excess space from Palmer Street to create a shorter crossing and more plaza/buildable area on the south side of the street.

The couplet concept is envisioned between Rosecrans Avenue and Myrrh Street. At either end, the street will transition back to its existing configuration as shown in Figure 5-15.

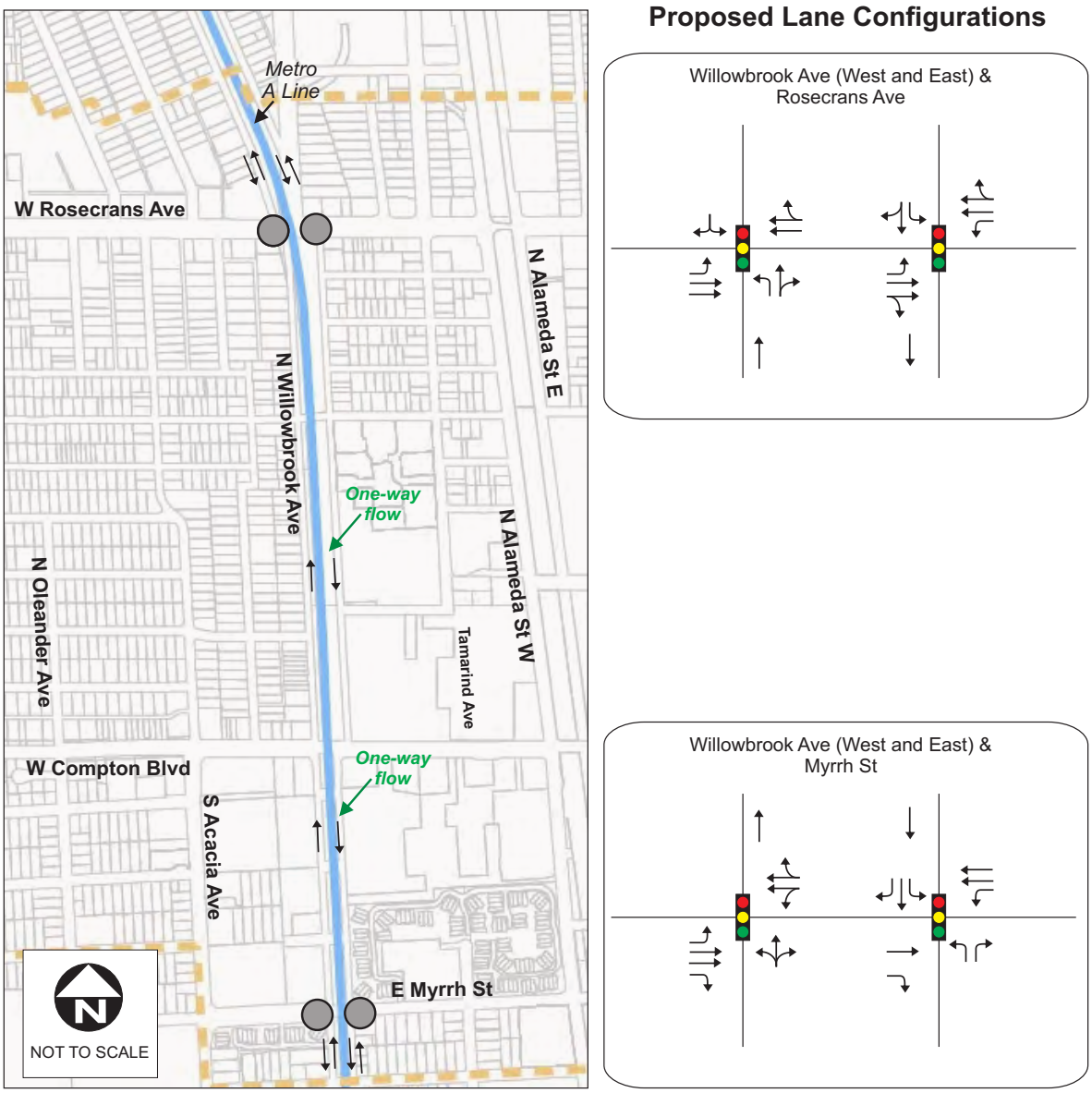


Figure 5-15. Willowbrook Avenue Couplet Extents and End Transitions.

5.5 Alameda East

Alameda Street East between Rosecrans Avenue and Compton Boulevard is currently a lightly-traveled street with traffic volumes less than 30% of capacity. As illustrated in Figure 5-16, the roadway is wide, with 16' travel lanes. Only a few properties draw their access from the street, and these properties mostly have frontages on side streets as well.

The community vision for Alameda East, represented in Figure 5-17, is to close the roadway and convert it to a greenway serving as a recreational and health amenity for the central Compton population. This greenway is envisioned to incorporate a softscape, decomposed granite path, for jogging, as well as a hardscape path for bicycling and other rolling modes. Stormwater treatment and/or infiltration elements could be added, and planting would help provide a buffer to the at-grade and below-grade rail lines just to the west. On its eastern side, up to 10' of the right-of-way could be granted as an easement for greenery, porches, and other frontage treatments for adjoining residential development. This would help development be able to fit in these narrow publicly-owned sites, and help provide eyes on the greenway to ensure safety.

Should access considerations preclude the street from being closed entirely the project may move forward with the reduced greenway alternative, as shown in Figure 5-18. The reduced greenway alternative is the preferred design concept with the portion of the street between Compton Boulevard and Myrrh Avenue.

Figure 5-19 and the text on the following page describe the physical and temporal plan for implementation of the greenway per the preferred plan.

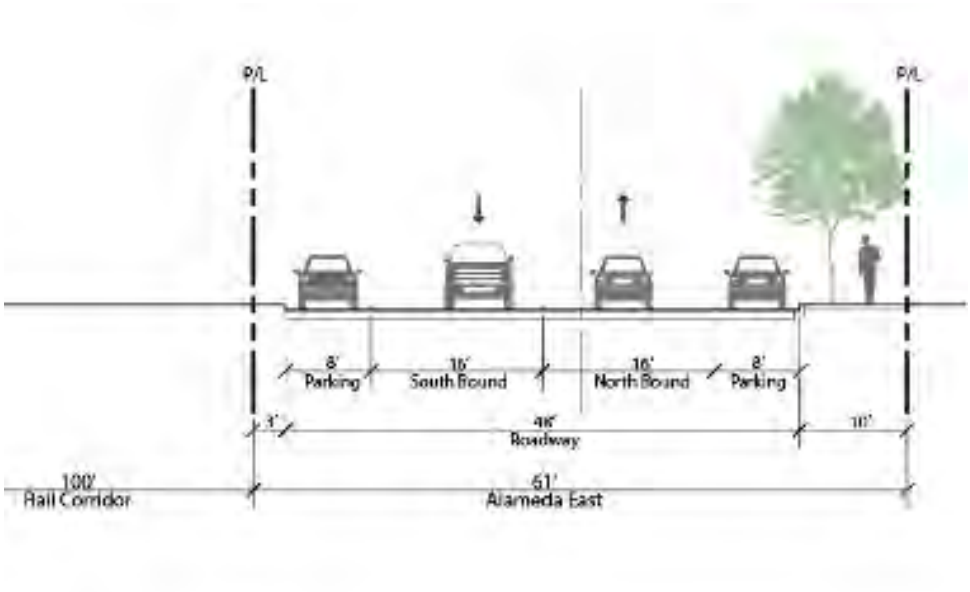


Figure 5-16. Alameda Street East – Existing Cross-Section.

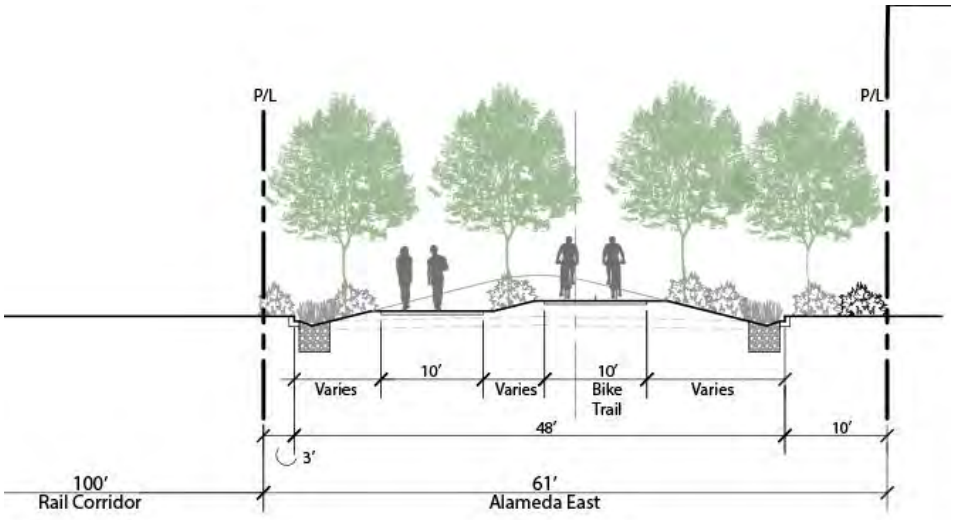


Figure 5-17. Alameda East Greenway Typical Cross-Section (Preferred Alternative).

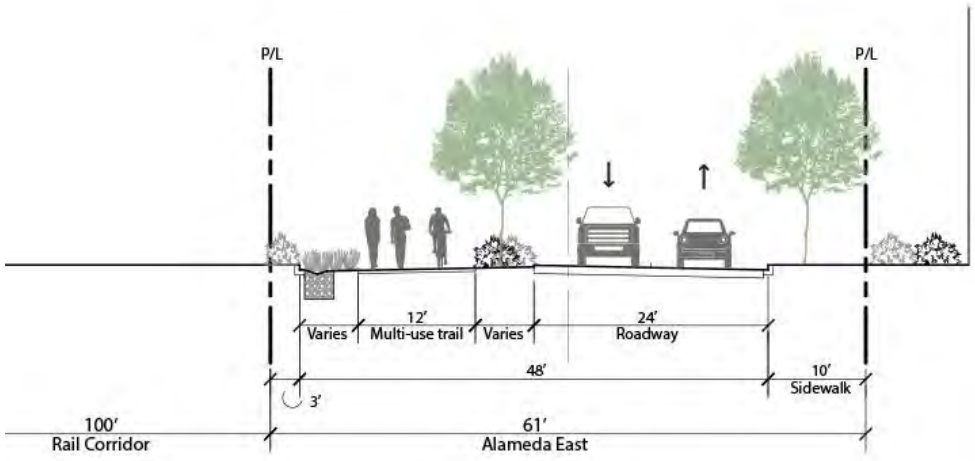


Figure 5-18. Alameda East Greenway Typical Cross-Section (Reduced Greenway Alternative).

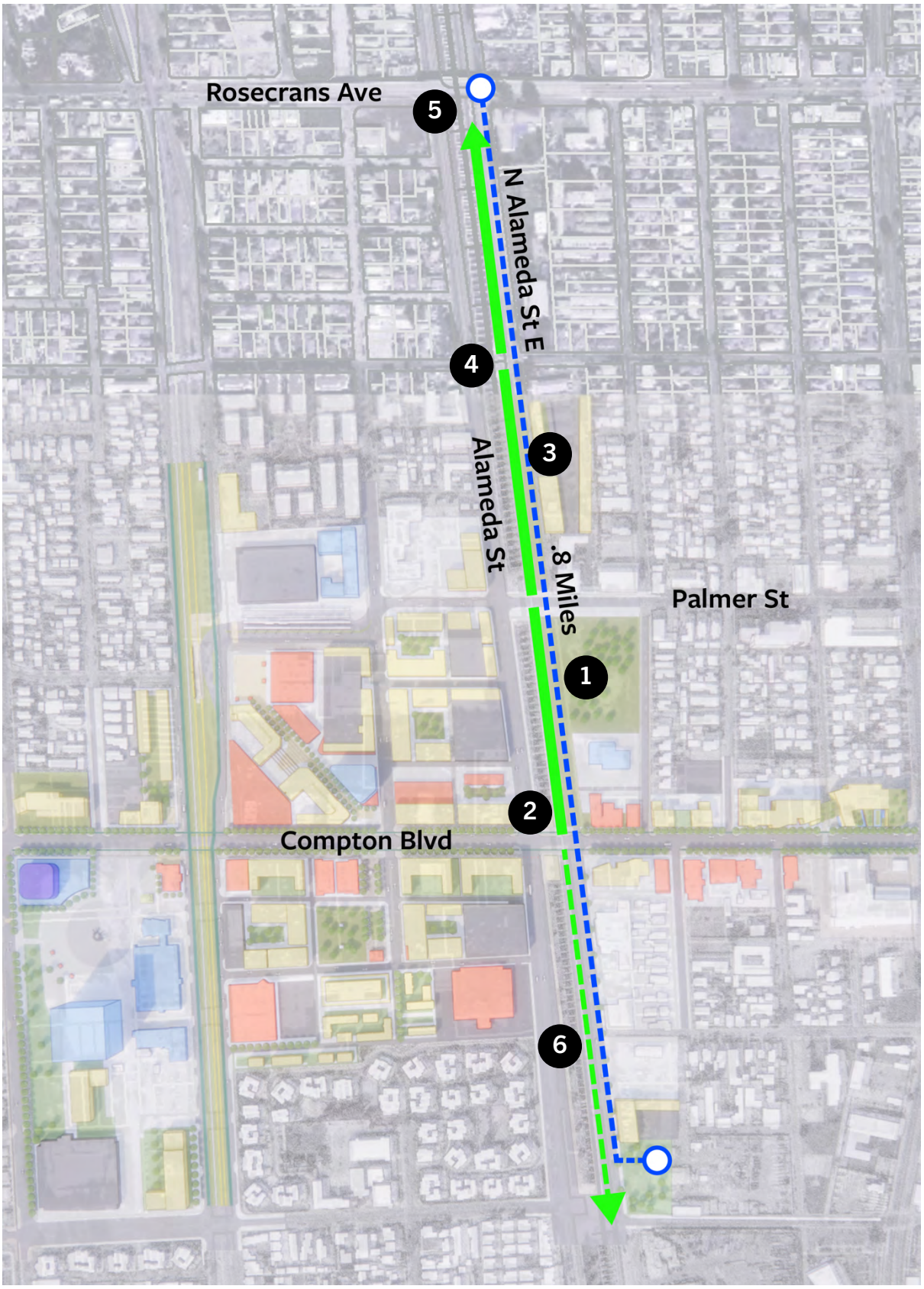


Figure 5-19. Alameda East Greenway Plan and Key Features.

1. Initiate greenway with street closure adjacent to Wilson Park.

Trail and Greenbelt.

2. Work with adjacent business owners to determine appropriate treatment at greenway exit to Compton Boulevard. Consider dining areas and one-way (entry only) travel lane.
3. Expand into adjacent blocks as development permits vehicular access points to be moved to east-west streets.
4. Establish safe street crossings.
5. Open alternate access to Rosecrans Avenue by extending the frontage roads across the Alameda Corridor.

New vehicular circulation patterns enabled by extension of Rosecrans Avenue frontage roads. Bold arrows indicate key movements currently accommodated through Alameda East.

6. Build tree wells and plant trees in parking lane, or consider alternate methods to continue greenway to new garden or recreational space at City Yard.

5.6 Acacia Avenue

Acacia Avenue is a local/collector street which connects Compton High School and the Civic Center with residential neighborhoods. The street is one lane in each direction except in the block between Compton Boulevard and Myrrh Street, where it is two lanes in each direction. Although access to the Civic Center parking garage is from this segment of the street, traffic volume is still well under capacity. Under the Specific Plan, the street will be restriped, reducing vehicular lanes to one in each direction with a center turn lane in order to add safer pedestrian crossings and a Class II bicycle lane in each direction.

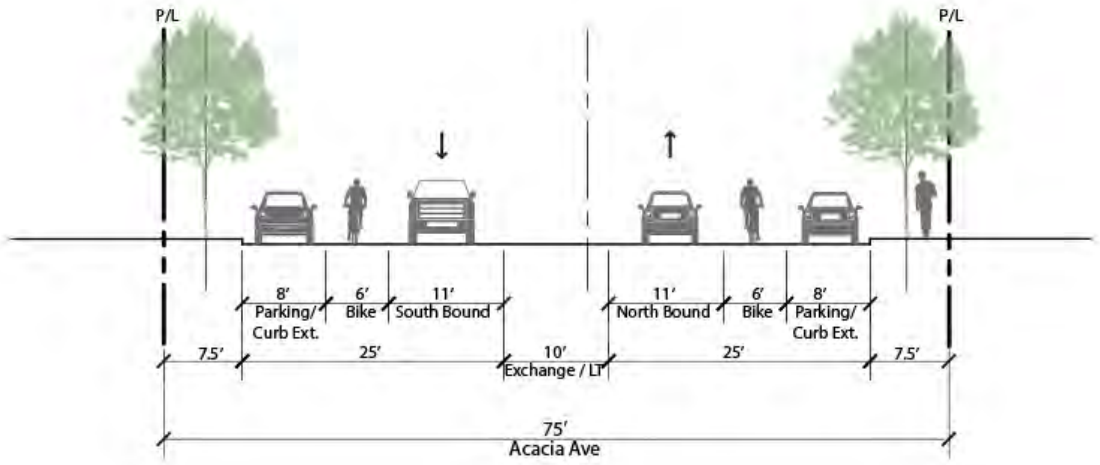


Figure 5-20. Acacia Avenue Typical Cross-Section, Compton Boulevard to Myrrh Avenue.

5.7 Commercial Core New Streets Network

The Commercial Core area currently consists of two superblocks, each containing a 16-17 acre shopping center. As development proceeds in this area, a new network of streets and pedestrian ways will be built to create a walkable pattern in this area. New development shall be conditioned to establish mobility connections and open spaces within the footprint of the proposed development that meet the criteria listed below. If the footprint of the proposed development is less than the full extent of one of the two shopping centers, the applicant shall present a phasing plan demonstrating how the initial phase of the project fits within a larger plan to fulfill these regulations.

Regulations:

1. Tamarind Avenue shall be extended south from its current terminus at Palmer Street to Almond Street.
2. A new east-west street (here denominated Almond Street) shall be established from Willowbrook Avenue to Alameda Street at least 300 feet south of Compton Boulevard.
3. No other public access roadway or curb cut shall be accessed from Compton Boulevard.
4. Within areas B, C, and D as shown on Figure 5-21, a mid-block passthrough shall be provided at least once every 250 feet from Compton Boulevard to the first public access walkway or roadway parallel to the street.
5. No distance between consecutive mid-block passthroughs, shared alleys, or streets shall be longer than 400 feet in areas B, C, or D.
6. A continuous pedestrian connection shall be established between the diagonal and Alameda Street.
7. A public plaza shall be stablished at the southeast corner of Palmer Street and Willowbrook Avenue, and another public plaza shall be established at the northwest corner of Compton Boulevard and Tamarind Avenue. These public plazas shall be connected with a pedestrian mall.
8. A Central Park shall be established within areas C, D, or E. The Central Park shall be connected to Compton Boulevard with an appropriate walkway.
9. At least one public or private parking facility shall be provided within each area. Each parking facility shall be located in areas which maximize trips on Alameda Street, Palmer Street, and Almond Street, and minimize trips on Compton Boulevard and Willowbrook Avenue.
10. All public parking facilities shall be accessed from an existing or new street.

Figure 5-21. Illustration of Commercial Core Street and Open Space Network Standards.

5.8 New Streets.

New streets shall be created within the Commercial Core area. New streets may be dedicated to the City of Compton or maintained as private streets at the discretion of the Community Development Department Director. In the event that streets remain under private ownership, they must be left open to the public at all times. All new streets within the Commercial Core area should comply with the cross-sectional dimensions listed in Figures 5-22 or 5-23. The use of permeable pavers is encouraged in parking areas.

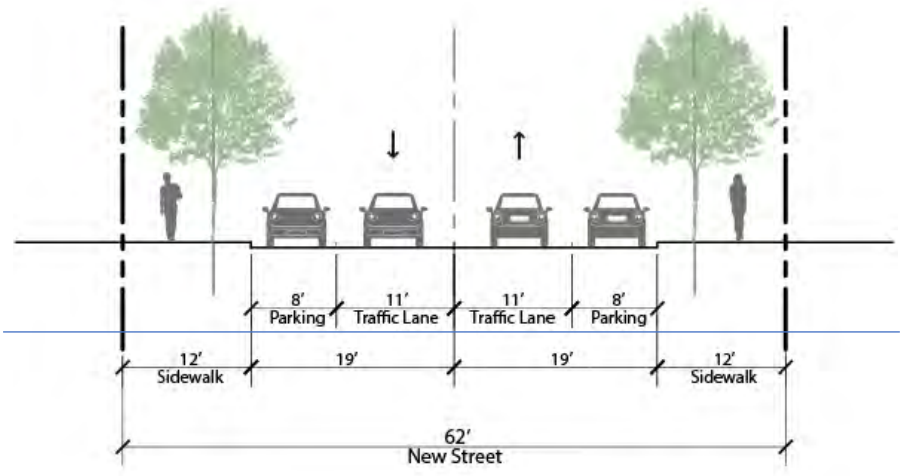


Figure 5-22. Commercial Core New Streets without Center Turn Lane Typical Cross-Section.

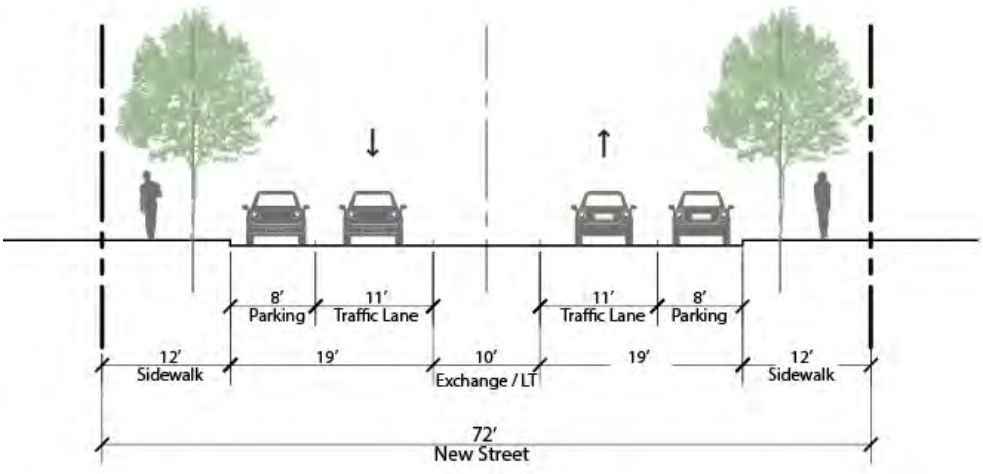


Figure 5-23. Commercial Core New Street with Center Turn Lane Typical Cross-Section.

5.9 Pedestrian Mall.

Pedestrian malls are pedestrian walkways designed for high levels of activity. In the vast majority of cases, retail uses will flank the pedestrian mall on both sides. The envisioned diagonal pedestrian mall through the Commercial Core shall be designed as part of the Compton Walk and implement the Compton Walk's design principles, adapting them appropriately for the pedestrian mall condition. The pedestrian malls shall feature outdoor lighting or uplighting to create a festive atmosphere.

Figure 5-24. Pedestrian Mall Typical Cross-Section. Source (right): TimeOut Los Angeles

5.10 Mid-Block Passthrough.

Mid-block passthroughs are pedestrian walkways which connect streets to alleys or other streets through the middle of a block. They often provide important connections from parking structures to primary streets such as Compton Boulevard. The mid-block passthroughs will be well lit for safety.

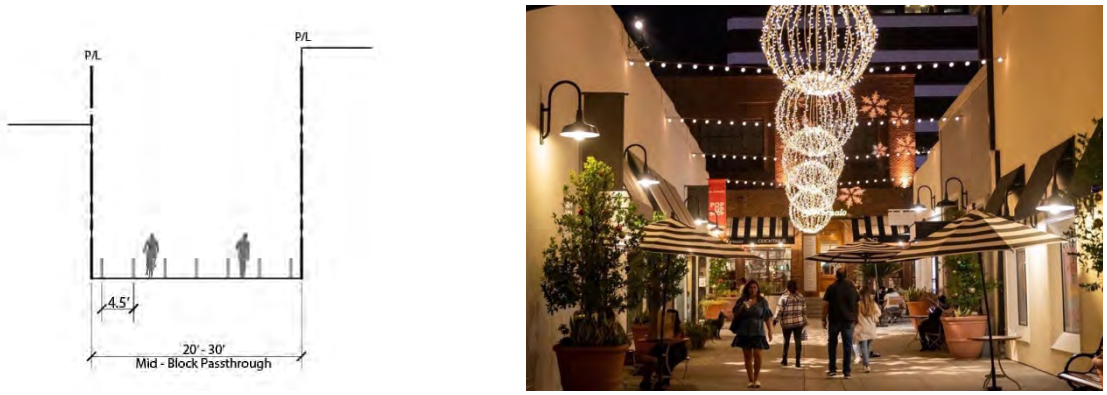


Figure 5-25. Mid-Block Passthrough Typical Cross-Section. Source (right): One Colorado Pasadena Social Media.

5.11 Shared Alley.

Shared alleys are narrow, low-speed mobility corridors which provide access for deliveries, residential vehicles accessing parking structures, and pedestrians. Because typically pedestrians and vehicles share the same space, all elements of alley design should emphasize its low-speed nature. Among these elements shall be the usage of permeable pavers for the roadbed.

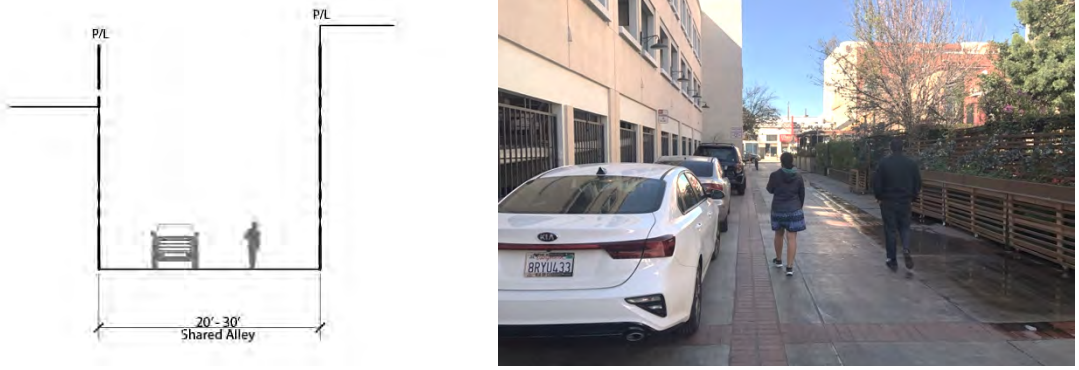
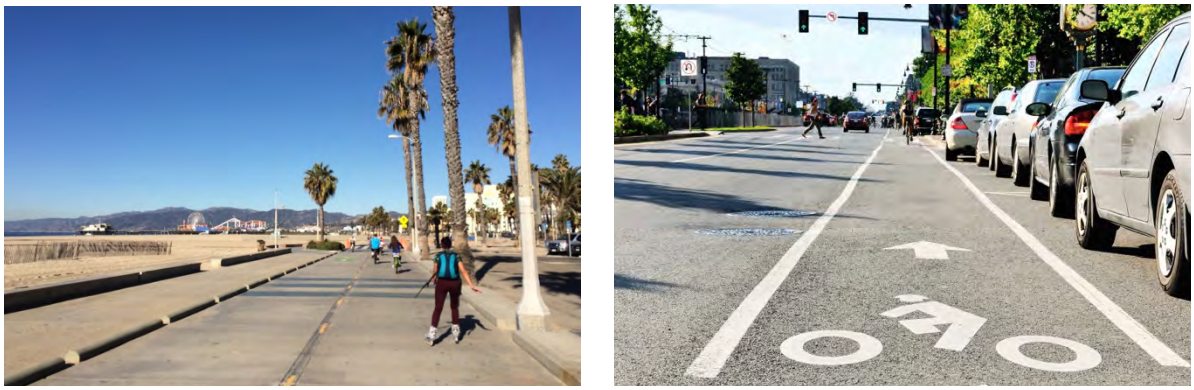


Figure 5-26. Shared Alley Typical Cross-Section.

5.12 Bicycle Network

The Compton Station Specific Plan bike network is comprised of both on-street and off-street facilities used to meet the demands of bicycle travel. A comprehensive network can improve bicycle safety and convenience, especially when coupled with education and enforcement programs. The following describes the standard hierarchy of bikeway designations within the Specific Plan area:

- Class I. Typically called a "bike path," a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway.
- Class II. Often referred to as a "bike lane," a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway.
- Class III. Generally referred to as a "bike route," a Class III bikeway provides for shared use with pedestrian or motor vehicle traffic and is identified only by signs and/or pavement markings (i.e., sharrows).
- Class IV. Known as "cycle tracks" or "separated bikeways," these facilities provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway that is protected from vehicular traffic through a physical barrier, such as landscaping or bollards.



Class I (left) and Class II (right) bicycle facilities.

Class III (left) and Class IV (right) bicycle facilities.

Current bicycle facilities within the Specific Plan area include Class II bike lanes on Compton Boulevard east of Alameda Street in both directions as well as on Santa Fe Avenue. On Santa Fe Avenue, there are clearly marked Class II bike lanes in both directions south of Laurel Street, while north of Laurel Street there is a clearly marked Class II bike lane in the southbound direction and an implied bike lane inside of a wide curbside parking lane in the northbound direction. Clearly marked Class II bike lanes resume in both directions on Santa Fe Avenue north of Rosecrans Avenue. In addition, a shared use Class I path for bicycles and pedestrians follows along Compton Creek to the southwest (just outside the Specific Plan area).

The Specific Plan would the enhance the existing network and develop new, feasible facilities to provide a bikeway system that serves to link people with schools, parks, employment and shopping areas, and transit. The key features of the bicycle network plan include the following:

- Adding a Class IV separated bikeway along Compton Boulevard through the area, where the bike lane would run adjacent to the curb, protected from vehicle traffic by on-street parking and a raised buffer. The bikeway configuration would be achieved by reducing the number of vehicle travel lanes to one lane in each direction. Vehicle capacity is available on parallel routes such as Alondra Boulevard, Myrrh Street, Palmer Street, and Rosecrans Avenue, to accommodate potential diversion of vehicle traffic.
- Adding Class IV separated bikeways along Willowbrook Avenue East and West between Rosecrans Avenue and Myrrh Street, as part of the reverse couplet configuration where Willowbrook West would run northbound and Willowbrook East would run southbound. The one-way bikeway on Willowbrook West would be separated from vehicle travel by a buffer consisting of collapsible bollards. Along Willowbrook East, a two-way bikeway could be established, at a minimum in the portion between the Metro station and Compton Boulevard.
- Adding a Class II bike lane along Acacia Avenue between Compton Boulevard and Myrrh Street. This would be achieved by reducing the number of vehicle travel lanes to one lane in each direction.
- Adding a Class I bike path along Alameda Street East between Rosecrans Avenue and Compton Boulevard. The bike path and pedestrian walkway would replace the two-lane roadway and vehicle parking within this segment.
- Finally, adding Class III bike routes, generally consistent with the Compton Bike Master Plan, are planned for Palmer Street, Acacia Avenue north of Compton Boulevard, School Street, the Tamarind Avenue extension, Rosecrans Avenue north of Willowbrook Avenue, and Alameda Street East between Compton Boulevard and Myrrh Street.

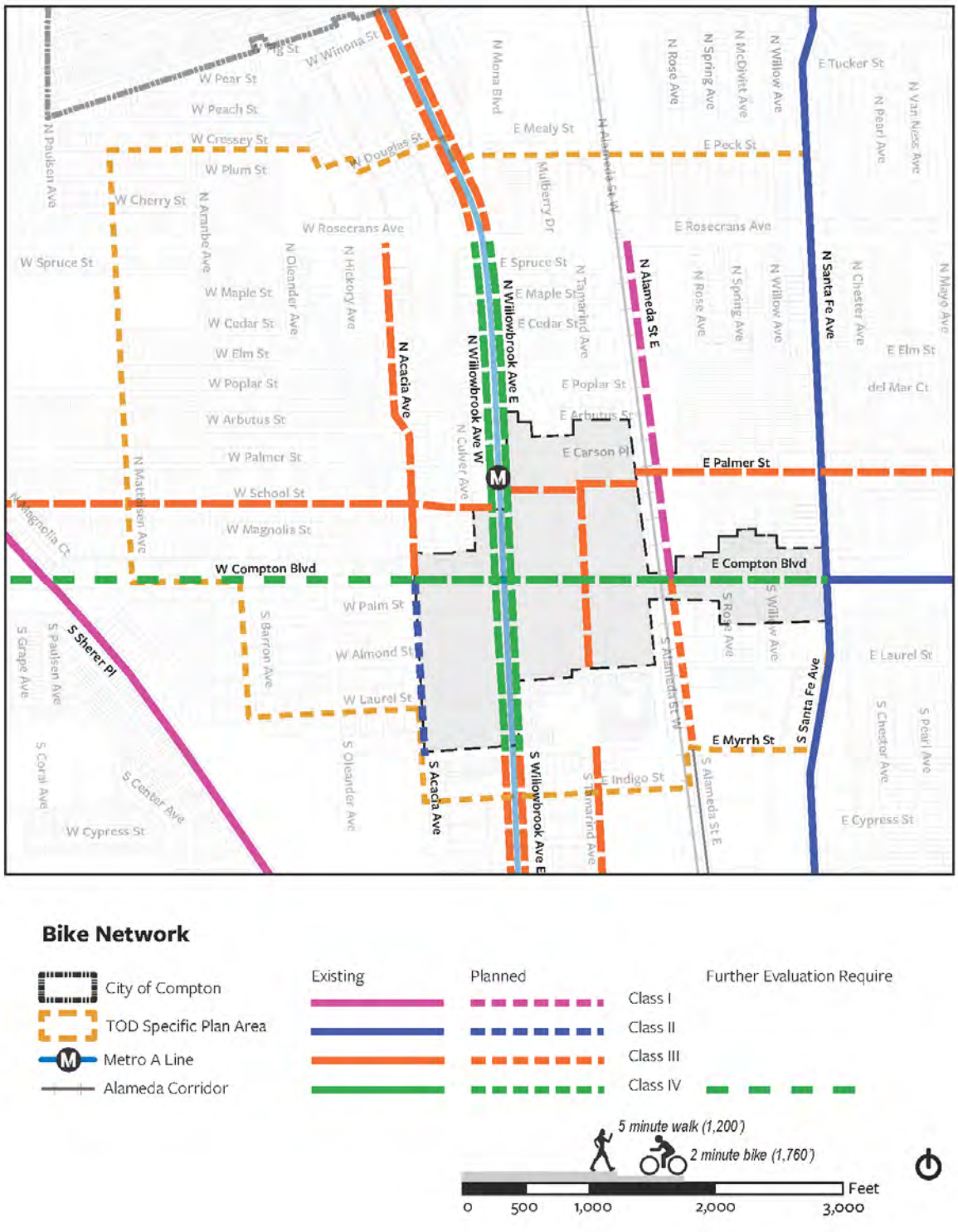


Figure 5-27. Bicycle Network.

5.13 Vehicular Access and Gateways

Figure 5-28 shows the primary vehicular access roadways into Downtown Compton and the recommended location for gateways, remote wayfinding signage, and public-serving parking structures.

Figure 5-28. Downtown Access and Gateways.

5.14 Parking Context and Parking District Strategy

The Compton Station Specific Plan shall establish a parking district within the Downtown Area to encourage the efficient use of both existing and future parking facilities, and encourage a "park once" environment where visitors, employees, and residents are able to park their cars, then walk to multiple destinations. Parking would be provided through a combination of structured facilities and surface level parking lots.

The existing parking structures in the area include the Compton City Hall/Civic Center Parking Structure (1,034-space capacity) and the Dollarhide Recreation Center Structure (466-space capacity). The Civic Center structure is located at the northeast corner of the Acacia Avenue/Myrrh Street intersection, and currently serves the employees and visitors to City Hall and the Courthouse. The Dollarhide structure is located adjacent to the Metro A Line Compton Station and currently serves visitors to the Douglas F. Dollarhide Community Center and Metro A Line patrons. Both of these existing facilities shall be utilized to facilitate parking demand as a result of the Specific Plan buildout.

The Civic Center structure is primarily utilized on weekdays only, during daytime hours. Thus, opportunities exist for shared parking usage in the evenings and on weekends. New parking demand from residential and hotel uses planned for the Civic Center site shall utilize the available parking, generally on the upper floors of the structure.

The Dollarhide structure is currently only approximately 20% occupied during peak weekday hours. As a result, this facility can be utilized for visitor parking for the adjacent Renaissance area development. The courthouse parking structure is operated by Los Angeles County, thus leasing agreements would be required in order to allocate spaces for particular uses.

New public parking structures would be provided in multiple locations within the Downtown area. The new structures would be located to allow for visitors to park once and be able to access multiple destinations by walking. In addition, the new structures would be set back from Compton Boulevard such that no new driveways/curb cuts along Compton Boulevard would be needed and the facilities would not be visible from the street level. Rather, vehicle access would be generally provided off of north-south streets such as Alameda Street West and new Tamarind Avenue extension. The public parking structures may also provide shared residential and employee parking for adjacent new residential and office sites, generally on the upper levels of the structures.

In addition to the public structures, new public surface or structure parking lots will be provided within the Town Center area to accommodate demand. The City can also explore acquiring existing parking lots or vacant lots for public surface parking lots to serve other areas of the downtown as needed.

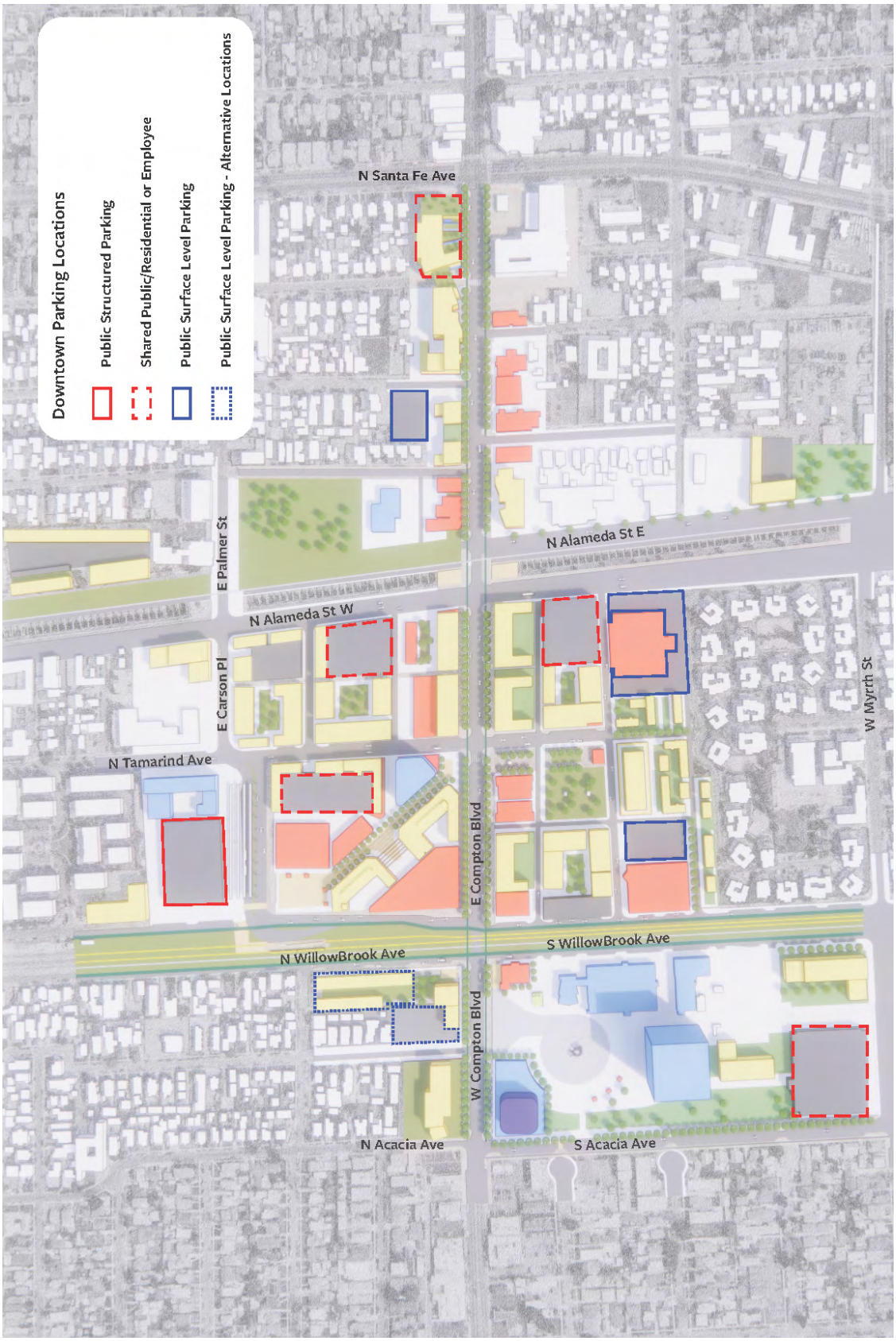


Figure 5-29. Downtown Parking Locations.

5.15 Parking and Transportation Demand Management (TDM) Regulations

1. Parking District
   A. Purpose. A parking district shall be created within Downtown Compton to encourage the efficient use of existing and new parking resources, and encourage a "park once" atmosphere where visitors and employees in the area park their cars, then walk to multiple destinations.
   B. As many spaces as are designated for use of retail, food service or other similar public-serving establishments shall not be restricted from serving patrons of commercial businesses in the area proximate to the subject development. Time limits and parking fees may be applied.
2. Parking Unbundling
   A. The cost of parking spaces in the Downtown area shall be unbundled from the cost to rent residential or commercial space in the building. For example, residents must be given the option to rent no spaces, one space, or if there is sufficient supply, two parking spaces at differing prices.
3. Special Vehicle Parking Requirements
   All developments shall provide:
   A. Vehicle charging station for a minimum of one percent of the total number of vehicle parking spaces provided;
   B. Designated stalls for scooters, mopeds, and motorcycles at a ratio of one space for every 25 units and/or 25,000 square feet. These spaces shall have a minimum dimension of 5' x 8', and they shall count toward satisfying the minimum parking requirement.
   C. Directional signage at all parking area entrances indicating the location of vehicle charging stations, shared vehicle parking spaces, and the stalls for scooters, mopeds, and motorcycles
4. Parking Lifts and Tandem Parking
   A. Use of any type of parking lifts that allow for motorists to retrieve a vehicle without having to have another person move their vehicle first is permitted.
   B. Tandem parking is only permitted between residential spaces belonging to the same unit. Both tandem spaces shall be 22 feet long.
5. Off-Site Parking
   A. The number of parking spaces required is given in Figures 3-5, 3-8, 3-11, 3-14 and 3-17.
   B. Parking required to serve a nonresidential use may be on the same or a different site under the same or different ownership as the use served, provided the parking shall be within 300 feet of the use served, on the same block or crossing only an alley or local street. Said distance shall be measured along public walkways from the nearest lot line of the lot on which the uses are located to the nearest lot line of the lot on which the required parking is located.
   C. Required nonresidential parking may be located off-site from the use which it serves, subject to the approval of the Community Development Department Director of a lease agreement and recorded covenant and recorded covenant providing that the off-site parking shall be available when the use commences and continuing so long as the use is in effect.
   D. A Building Permit for the use shall not be issued until the covenant has been recorded with the County Recorder and a copy filed with the Community Development Department. The covenant cannot be terminated, amended, or removed without the written approval of the Community Development Department.

6. Parking Structure Design
    A. Ground floor parking structure façades facing public streets shall be limited to entrance and exit locations and comply with the standards of the Parking Frontage (Figure 3-23).
    B. Standalone Structures. Standalone parking structures shall meet the following standards which are intended to facilitate potential adaptive reuse of the structure for other purposes if the parking need decreases in the future.
        I. Ground floor height shall be a minimum of 15 feet measured from floor to ceiling.
        II. Upper floor heights shall be a minimum of 10 feet measured from floor to the lowest structural member of the ceiling.
        III. Light wells shall be provided between parking bays and shall have a minimum width of 25 feet.
        IV. All floors of the parking structure shall be designed as flat, level surfaces.
        V. The structural calculations for the floors within the parking structure shall be designed to take into account the need for additional load-carrying capacity for future habitable uses.
        VI. Levels of parking above the ground floor shall be architecturally enhanced to minimize the visual impact of above ground parking structures from street views along collector and arterial streets.
    C. Alternative Compliance. Alternative compliance to (B) may be achieved through the construction of a below grade parking structure or a lower-floor podium of a multistory building.
7. Bicycle Parking
    A. Bicycle parking rates shall comply with Figure 5-30.

Minimum Bicycle Parking Requirements	
Use	**Number of Spaces**
Multi-Family[1]	0.5 space per unit
Restaurants, Bars and Clubs	1 per every 300 sf
Retail sales and services uses; offices [1]; and entertainment uses, excluding theaters	1 per every 1,000 sf; 3 min.
Theaters	1 space per 250 sf
End Note: [1] Multi-family developments and office developments are required to have both short-term guest parking racks and long-term resident/employer parking enclosures.	

Figure 5-30. Minimum Bicycle Parking Requirements.

    B. Bicycle Parking Design. Bicycle parking spaces shall comply with the standards in this Subsection.
        I. Bicycle parking shall consist of either a rack or lockable enclosure with individually secured spaces;
        II. Lockers and racks shall be securely anchored to a structure or the pavement;
        III. Racks shall be designed and installed to support the bicycle upright by its frame in 2 places in a manner that will not cause damage to the wheels and to allow the frame and one or both wheels to be secure;

IV. When located within a parking area, curbs, fences, landscaped areas, or similar barriers shall be installed and maintained for the mutual protection of bicycles, vehicles, and pedestrians, unless the Community Development Department Director or designee determines it to be unnecessary; and

V. Customer and guest bicycle parking shall be placed in a convenient, highly-visible, active, and well-lit location not more than 100 feet walking distance on the ground floor from the main entrance but may not interfere with pedestrian movements.

VI. Resident and employee bicycle parking shall be placed in a sheltered and secured area with individually secured spaces.

8. Transportation Demand Management.
   This section overrides the code text in CMC 12-7-2:
   A. Any development of over 50,000 total square feet shall provide, in the lobby or other location visible to the greatest number of project employees or residents up to date and printed information about public transportation, carsharing and bicycling options in the area, such as maps, advertisements for useful digital applications, etc. Printed information regarding on-site facilities such as bicycle parking and showers, if applicable, shall also be provided. In addition, such developments must upgrade bus stops adjacent to the property or within 100 feet of any property line to be compliant with Metro's Transfers Design Guide or other standards of the stop's transit operator. Bus stops shall at a minimum include a shade structure and bench. The Director of Public Works shall have the ability to waive this requirement if it is infeasible.
   B. Any development of over 100,000 total square feet shall comply with the requirements of (A) and (B) and maintain carshare vehicles on-site. At least one carshare vehicle must be made available for each 100 residential units or 100 anticipated project employees. Shared company vehicles may substitute for carshare vehicles in proportion to the number of employees that they are available to.
9. Shared Parking and Parking Reductions. When the Director of Community Development determines that the peak parking demand for a project may be met by a number of parking spaces less than required by CMC 30-21, he or she may grant a reduction of the total number of parking spaces by up to 50 percent, provided that one or both of the following conditions are met:
   A. Two (2) or more uses share a parking facility and satisfy the requirements below:
      I. The applicant shall provide a parking study from a professional engineer (PE) or traffic engineer (TE) based on a survey of at least three similar projects.
      II. Each applicant that desires to participate in a shared parking program shall show evidence that there is no substantial conflict or overlap in the principal operating hours of the buildings or uses for which the shared parking facilities are proposed.
      III. Parking facilities may be located on a different lot from the lot on which the use to be served is located provided the parking is on the same block or crossing only an alley or local street and the lot used for the required parking is not greater than three hundred (300) feet. Said distance shall be measured along public walkways from the nearest lot line of the lot on which the uses are located to the nearest lot line of the lot on which the required parking is located. Property owners involved in the joint use of off-street parking facilities shall submit an agreement and covenant for such joint use by a proper legal covenant approved by the Director as to form and content. Such covenant shall be submitted with the entitlement application. Such instrument, when approved as conforming to the provisions of this Section, shall be recorded in the office of the County Recorder within thirty (30) days of City approval, and copies of said recorded documents filed with the

Community Development Department.

B. Applicants may provide Additional Transportation Demand and Trip Reduction Measures in excess of those required in (8) above, contingent upon the following requirements:
    I. The applicant shall produce a parking study from a professional engineer (PE) or traffic engineer (TE) demonstrating that the Additional Transportation Demand and Trip Reduction Measures will be effective in reducing on-site parking demand.
    II. Examples of additional Transportation Demand and Trip Reduction Measures include but are not limited to providing free transit passes and free carshare memberships to project employees or residents; establishing a "Guaranteed Ride Home" program and promoting work from home.