



Compton Station Specific Plan

Stakeholders Meeting #2

July 22, 2020



Overview

- 1) Project Update
- 2) Transit-Supportive Place Characteristics
- 3) Proposed Zoning and Development Standards
- 4) Key Proposed Frontage and Street Standards
- 5) Discussion

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Project Update



Schedule

	FALL 2019	WINTER - SPRING 2020	SUMMER 2020	FALL 2020	FALL 2021
TECHNICAL WORK	Existing Conditions Report	Alternatives	Preliminary Zoning & Dev Standards	Plan Content & Implementation	Final Plan & EIR
STAKEHOLDERS COMMITTEE	Stakeholder Interviews	Stakeholders Meeting 1	Stakeholders Meeting 2	Stakeholders Meeting 3	Potential Future Meetings
PUBLIC	Listening Outreach	Virtual Workshop 1		Virtual Workshop 2	
CITY OFFICIALS		Planning Commission			Planning Commission Hearing
		City Council (7/28)			City Council Hearing

Compton Values & Priorities

Compton Values:

- 1) Compton Proud
- 2) Brother's Keeper
- 3) Hub of Culture
- 4) Building the Future

Community Priorities:

- 1) Maintenance and Security
- 2) Housing
- 3) Retail Amenities and Entertainment
- 4) Community Gardens and Urban Greening
- 5) Pedestrian and Bicycle Mobility
- 6) Arts and Culture
- 7) Quality Job Creation

Public & Planning Commission comments

- 40 responses from public
- Commercial alternative
- Concern about gentrification
- Interest in creating more park space
- Unsure about Compton Bl narrowing



Districts - Downtown

Civic Center

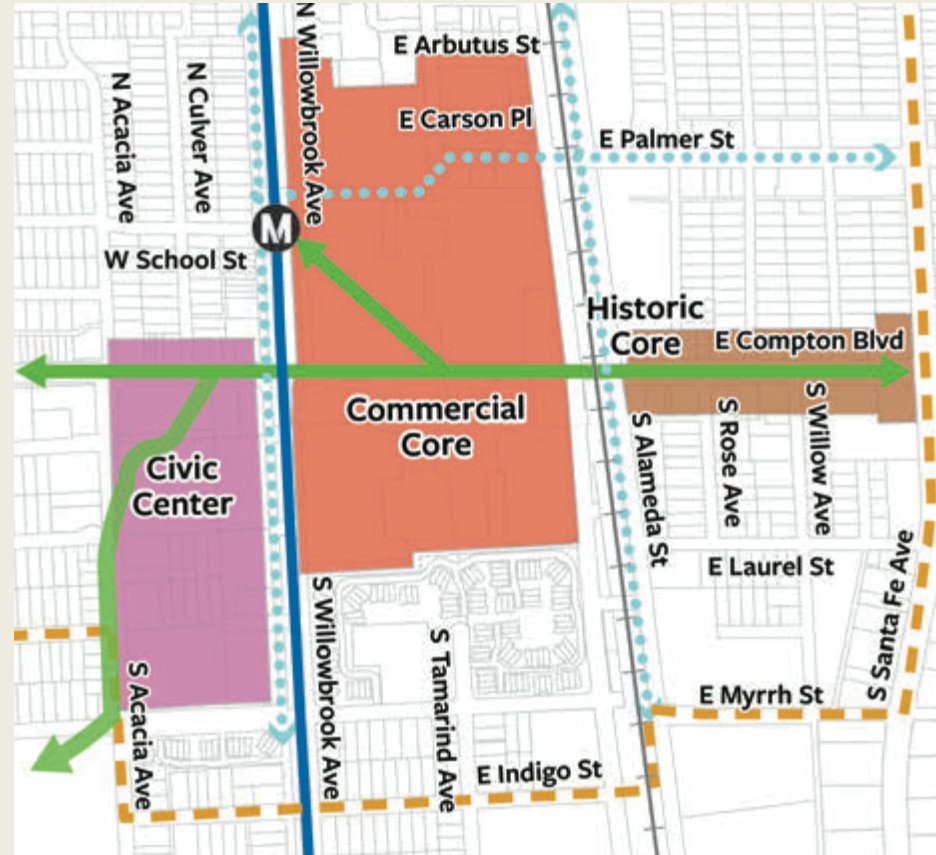
Historic, civic, activated, community focus, symbolic center

Commercial Core

Most vibrant, commercial, local & regional destination, dense

Historic Core/Compton Boulevard East

Locally-focused, creative, nightlife, neighborhood businesses



Reflections on Racial & Economic Equity

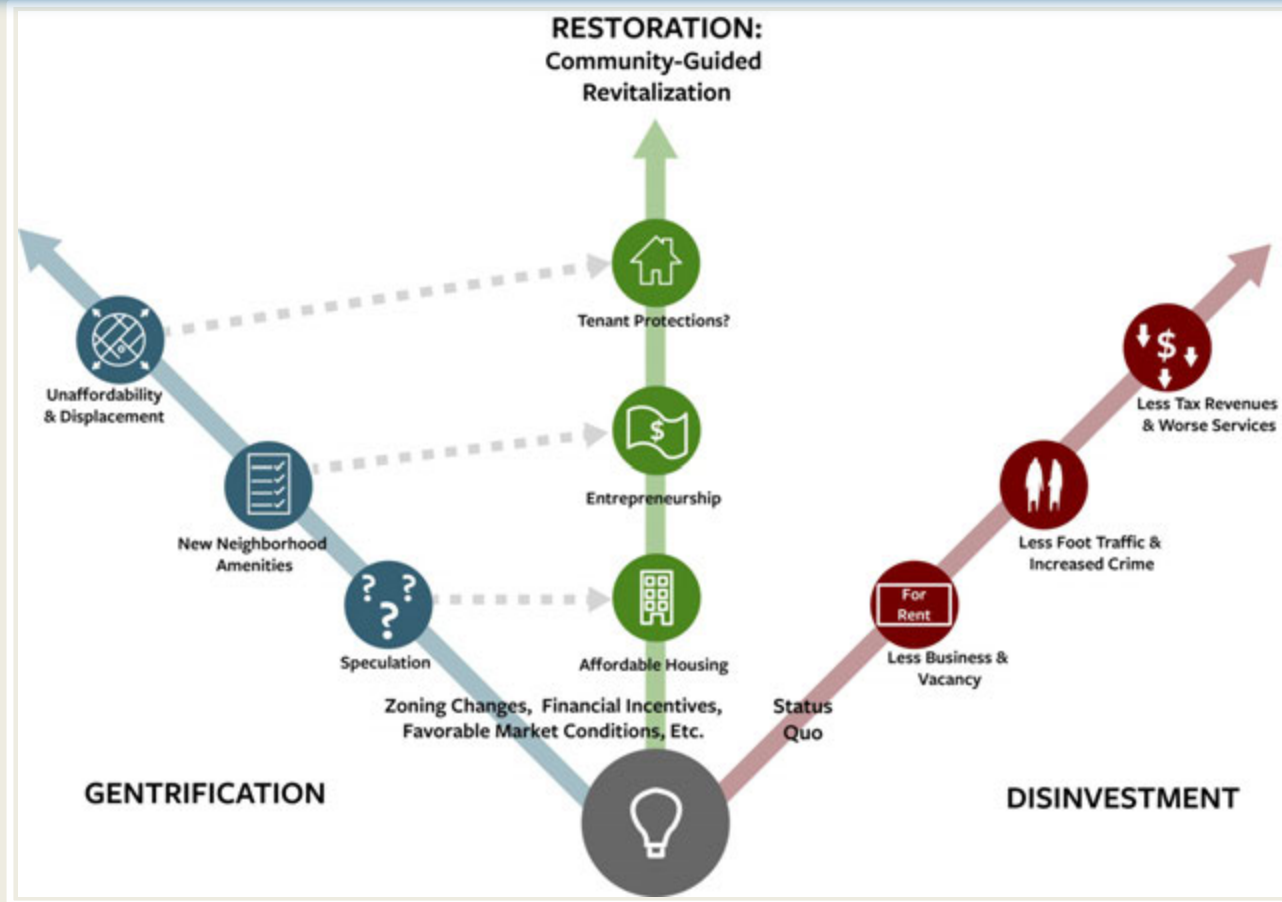
#BlackAndBrown: Be a place of unity, permanence and ownership for People of Color.

Entrepreneurship: Help our budding entrepreneurs in food, arts, music, etc. grow their own businesses.

Homeownership: Create opportunities for middle-income members of the community to own their own homes. Due to the land constraints near the station, this is more likely to be condos.

Affordable Housing: Limiting the amount of money people spend on housing helps people get out of debt and build wealth.

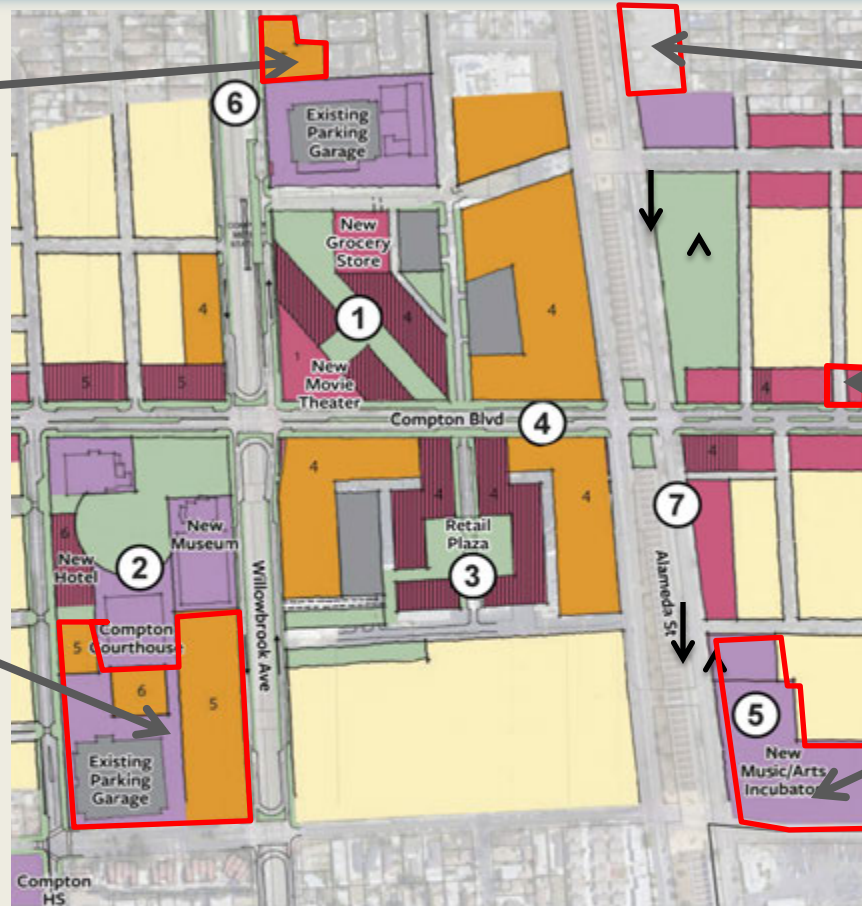
Reflections on Racial & Economic Equity



Publicly-Owned Land Potentials

Lot North of Station:
- Affordable housing

Civic Center back:
- Affordable housing



City Public Works:
- Affordable housing

501/601 E Compton:
- Mixed-income housing
- Innovation hub

City Yard:
- Food incubator/
garden

Potential Catalyst Project

Innovation Hub

Office and other kinds of production spaces, serve local freelancers/entrepreneurs and larger office tenants

Residential

Up to 280 housing units, with some affordable

Retail

Supportive retail/restaurant on ground floor

Streetscape Improvements

Contributing to the ultimate vision of Compton Boulevard

Building up to six stories



2 Transit Supportive Place Characteristics



Key Metro Goals

- 1) Increase transit ridership
- 2) Focus growth around transit
- 3) Reduce the environmental impact of vehicle emissions and parking



Transit-Supportive Place Characteristics



Compact Design



Parking Management



Pedestrian & Bicycle Circulation



Complete Neighborhoods



Site Layout,
Parking Layout &
Building Design



Affordable Housing



Transportation
Demand Management



Commercial Stabilization,
Business Retention
& Expansion



Transit Prioritization,
Accessibility
& Area Design

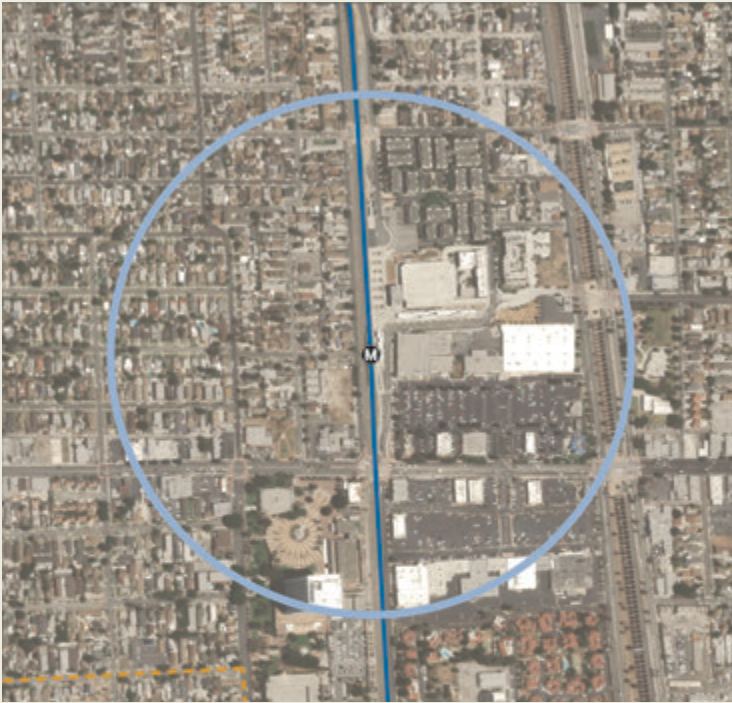


Street & Network
Connectivity

Compact Design



Compact Design



Compton Station – ¼ mile radius



Memorial Park Station (Pasadena) – ¼ mile radius

Parking Management



Parking Management



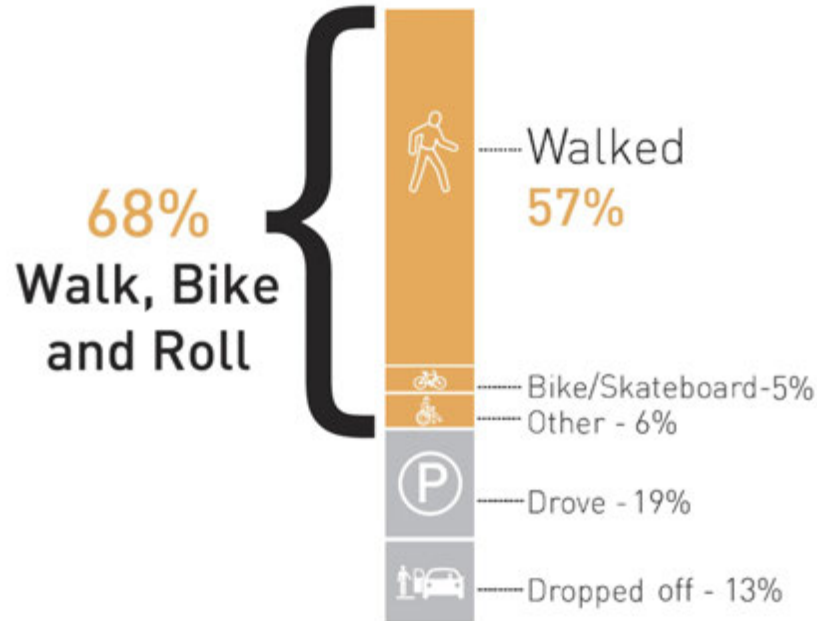
- Paid parking
- Shared parking
- Park once: park and walk

Pedestrian and Bicycle Circulation



Pedestrian & Bicycle
Circulation

FIRST MILE TRAVEL MODES LA County Metro Rail



DATA FROM SPRING 2018 METRO ON-BOARD SURVEY

Economic Feasibility

Possible Enhancements to Developer Pro Forma

Increased Revenues	Decreased Costs
Greater density or height	Decrease parking requirements (\$30k - \$50k per space)
	Allow flexible methods of accommodating parking (tandem, lifts, off-site)
	Reduce minimum unit size
	Reduce open space requirement for residential

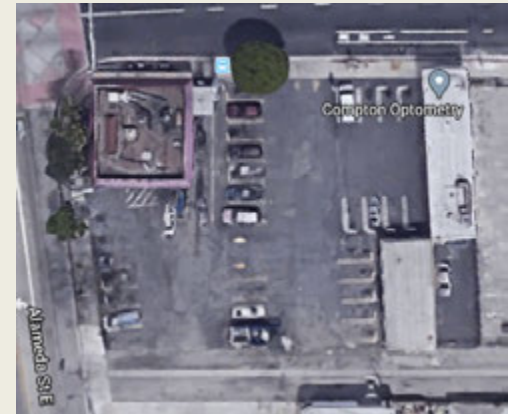
Current Zoning Barriers

Maximum density of residential - 29 du/ac

Parking requirements:

- 1.5 residential spaces + 0.25 guest spaces per residential unit
- 4 spaces per 1,000 sf of office or retail
- 10 spaces per 1,000 sf of restaurant

No requirements for pedestrian- or transit-oriented design



3 Preliminary Zoning and Development Standards



Zoning Districts

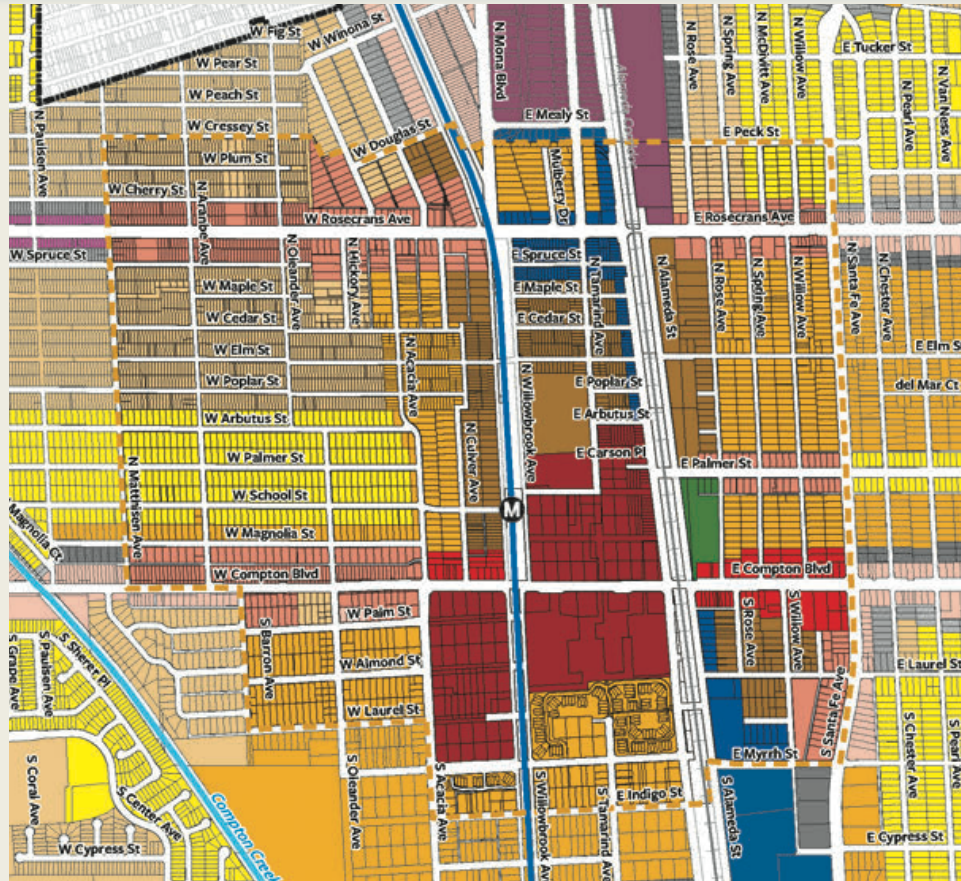


Figure 2-2 Potential Zoning



Downtown Core (DC)

Large downtown redevelopment sites incorporating mixed uses, site-specific development and open space patterns

Min. Height: 3 floors

Res. Parking: 1/unit

Max. Height: 10 floors

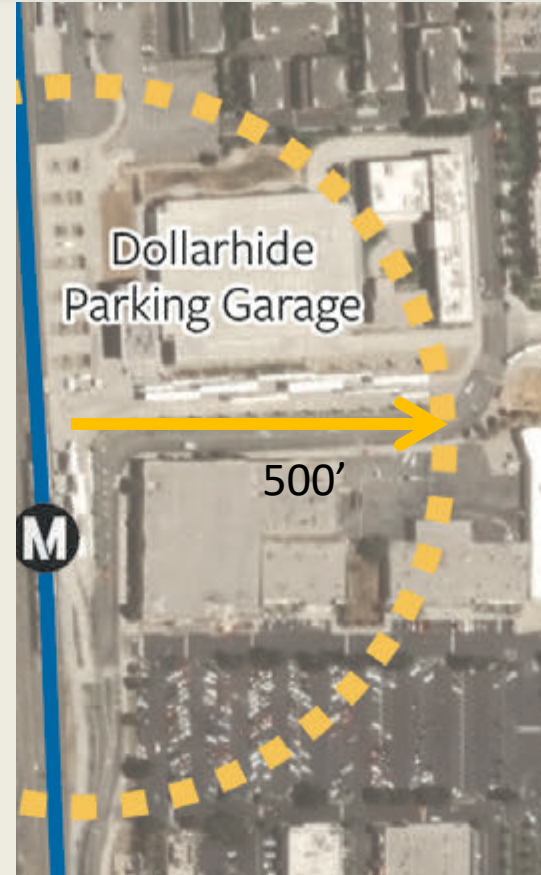
Comm. Parking: 2/1,000 sf



Commercial	Residential	Light Industrial
P	P, no detached residential	NP

Zero-Parking Zone

- No parking required within 500' walking distance of platform



Downtown Transition (DT)

Downtown, Compton Blvd. fronting corridor sites near residential neighborhoods

Min. Height: 3 floors

Res. Parking: 1/unit

Max. Height: 7 floors

Comm. Parking: 3/1,000 sf, except mixed-use



Commercial	Residential	Light Industrial
P	P, no detached residential	NP

Neighborhood Corridor (NC)

Flexibly zoned, pedestrian friendly corridors for residential or commercial use

Max. Height: 5 floors

Res. Parking: 1/unit

Setback: 0 – 10'

Comm. Parking: 3/1,000 sf, except mixed use



	Commercial	Residential	Light Industrial
P		P	NP

Residential Urban (RU)

Urban, multifamily residential where there are both single- and multi-family residential uses today

Max. Height: 3 floors or 5 facing Alameda/Willowbrook

Res. Parking: 1/unit

Setback: 10' – 20'



Commercial	Residential	Light Industrial
P under 2,500 sf	P	NP

Manufacturing Flexible (MF)

Warehouse & industrial space that can be flexibly used, including for arts and mixed use residential with larger sites.

Max. Height: 2 floors

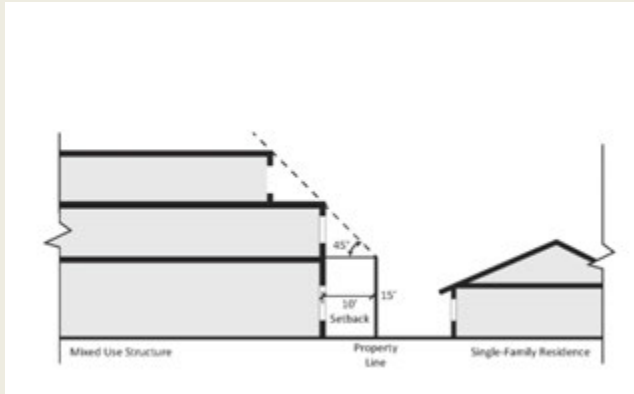
Max. Height for Residential: 4 floors

Min. Lot Size for Residential: 20,000 sf



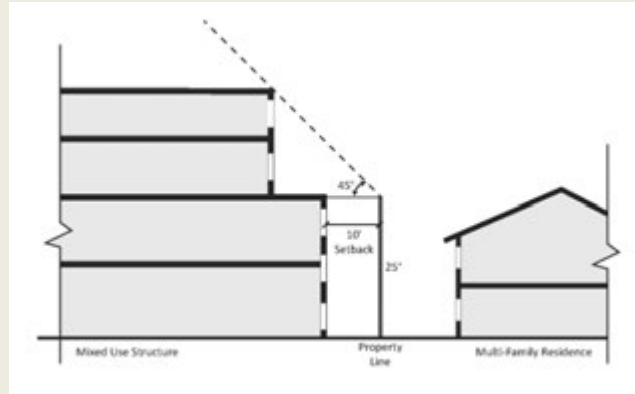
Commercial	Residential	Light Industrial
A	P for sites > 20,000 sf	P

Transitions



Adjacent to single-family:

- 45-degree plane beginning 15' high at property line



Adjacent to multi-family

- 45 degree-plane beginning 25' high at property line



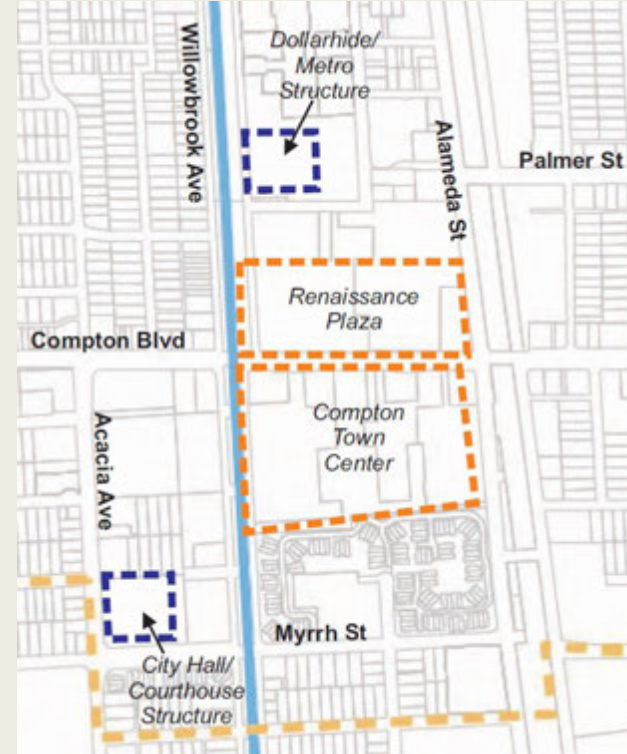
Adjacent to industrial

- Solid masonry walls and tree planting

Current Parking Utilization

Major Parking Facilities:

- Dollarhide/Metro Parking Structure
 - 466 parking spaces, peak weekday utilization of 20% (leaving 371 spaces available)
- Civic Center Parking Structure
 - 1,034 parking spaces, peak weekday utilization of 72% (leaving 294 spaces available)
- Renaissance Plaza Parking Lot
 - 701 parking spaces, peak weekend utilization of 56% (leaving 308 spaces available)
- Compton Town Center Parking Lot
 - 739 parking spaces, peak weekend utilization of 43% (leaving 424 spaces available)



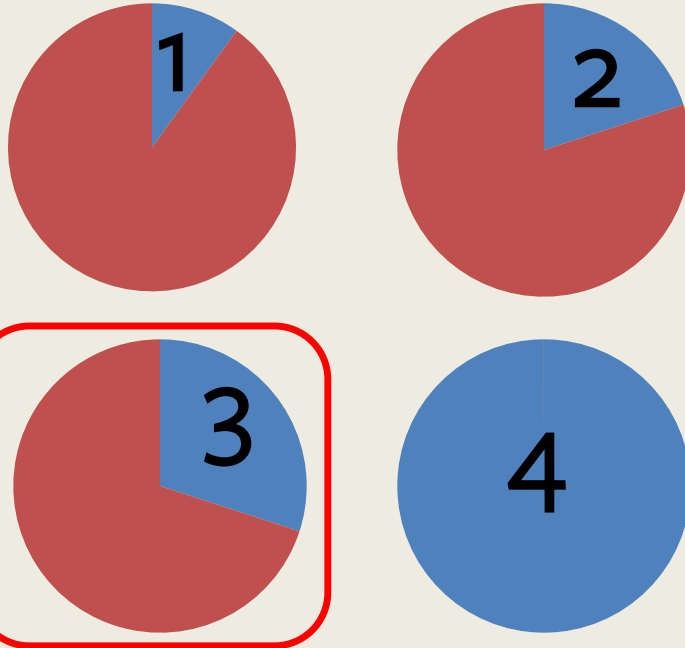
Parking District Approach

Administered by the City, to include:

- Unbundled Parking
- Reduced residential & affordable housing requirements
- Reduced commercial requirements
- TDM programs to reduce requirements
- Allowing leased parking in district lots to fulfill requirements
- Off-site parking/shared use

Public Benefit Incentives

Affordable Housing:



Example proportion of affordable housing (low-income) with # of concessions

Concession Menu:

- +1 story height (max. 2)
- Higher transitions
- Reduce residential open space
- Eliminate loading area
- Reduce restaurant parking
- Count on-street parking

Public Benefit Incentives

Other Public Benefits:

- Public open space
- Affordable arts or community space
- Preserve existing businesses
- LEED Gold certification
- Offsite streetscape amenities
- Public parking
- Green roof

Concession Menu:

- +1 story height (max. 2)
- Higher transitions
- Reduce residential open space
- Eliminate loading area
- Reduce restaurant parking
- Count on-street parking

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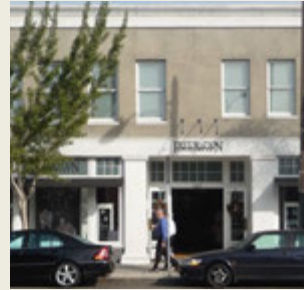
Key Frontage and Street Standards



Compton Bl. Frontage (Downtown)

Most pedestrian-friendly environment,
“place to be”, center of the community

- Ground floor must be commercial (retail or office)
- Zero setback
- Walk of Fame (or equivalent)
- 18’ sidewalk (would need to narrow roadway)
- Street furniture, lighting, art, signage



Shopfront



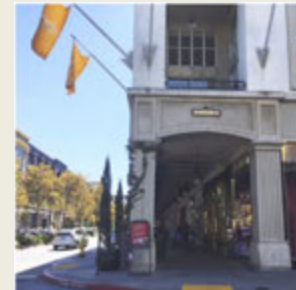
Forecourt



Lobby



Gallery



Arcade

Compton Bl. Narrowing: Vision



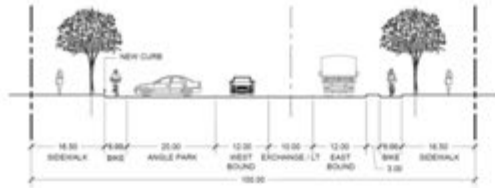
Compton Bl. Narrowing: Pros & Cons

- Village-like feel: Downtown Compton that serves as a destination as opposed to a pass-through area.
- Potential for Class IV protected bicycle lanes (ie, between sidewalk curb and vehicle parking spaces)
- Widened sidewalks
- Shorter and safer crossings for pedestrians
- Reduced vehicle speeds, thus enhancing safety for all users.

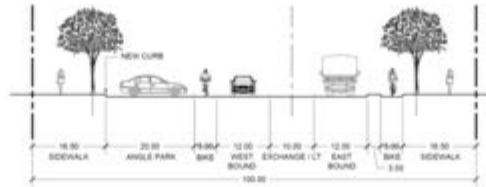
- Vehicle delays at the larger arterial intersections would increase

e.g. Compton/Alameda (AM rush hour): +15 seconds
(PM rush hour): +35 seconds

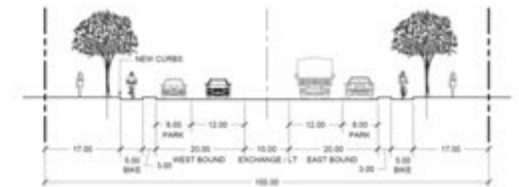
Compton Bl. Narrowing: Cross-Sections



COMPTON BLVD - ALAMEDA TO SANTA FE (PROPOSED - LANE DIET)
1" = 10'



COMPTON BLVD - ALAMEDA TO SANTA FE (PROPOSED - LANE DIET)
1" = 10'



COMPTON BLVD - ALAMEDA TO SANTA FE (PROPOSED)
1" = 10'

- Head-in diagonal parking, north side
- Class IV (protected) bike lanes

- Reverse diagonal parking, north side
- Class II bike lanes

- Parallel parking, both sides
- Class IV (protected) bike lanes

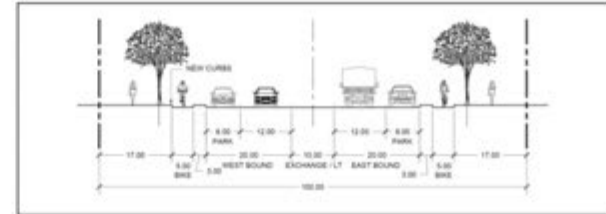
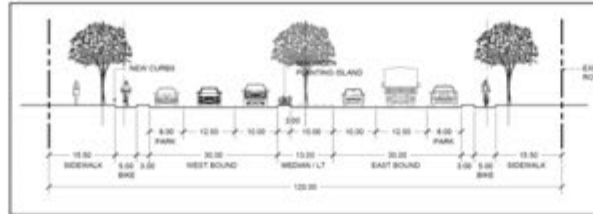
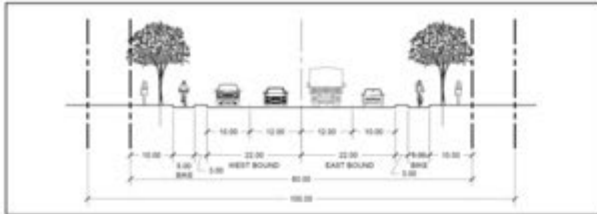
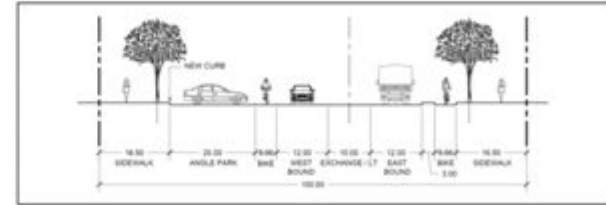
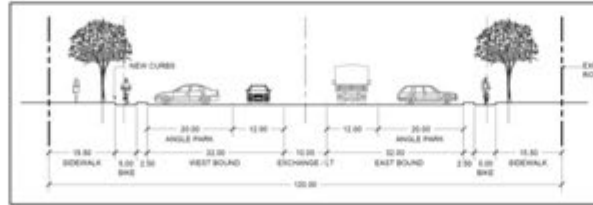
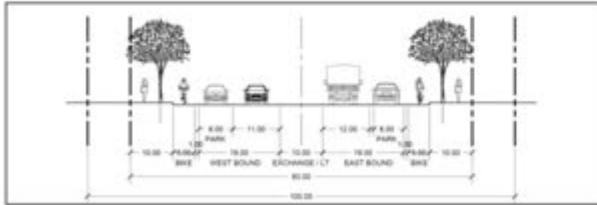
Compton Bl. Narrowing: Phasing



Wilmington to Acacia (80')

Acacia to Alameda (120')

Alameda to Santa Fe (100')



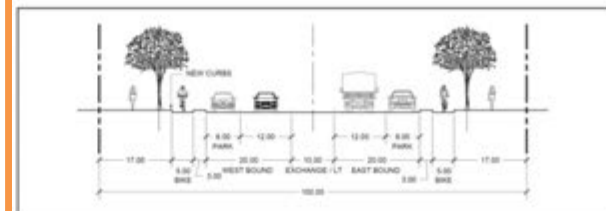
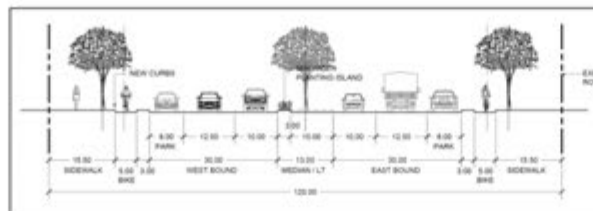
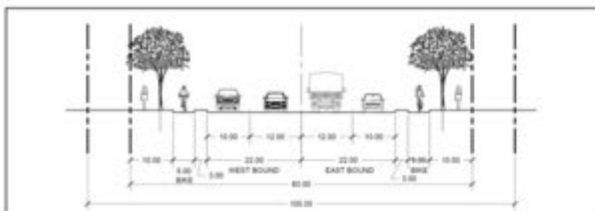
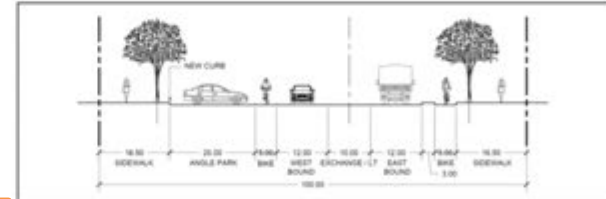
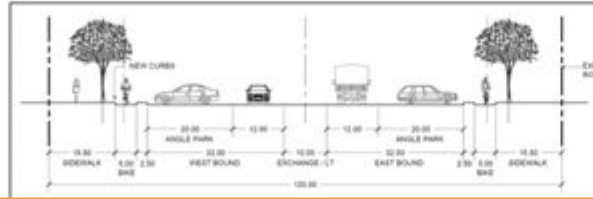
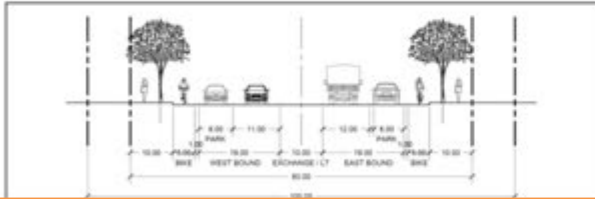
Compton Bl. Narrowing: Phasing



Wilmington to Acacia (80')

Acacia to Alameda (120')

Alameda to Santa Fe (100')



Willowbrook & Other Arterial Streets

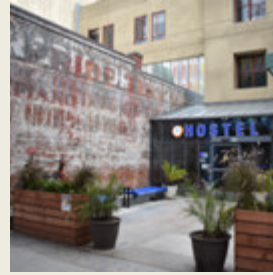
Add sidewalk width where possible by dedicating private property

- 12' - 18' sidewalk, 0' - 10' setback (mixed-use areas)

- 8' - 12' parkway/sidewalk, 10' - 20' setback (residential areas)



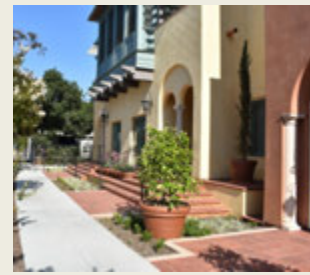
Shopfront



Forecourt



Lobby



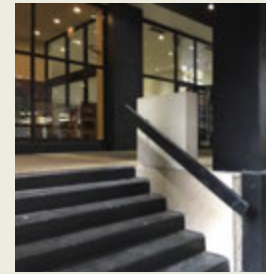
Stoop



Gallery



Arcade

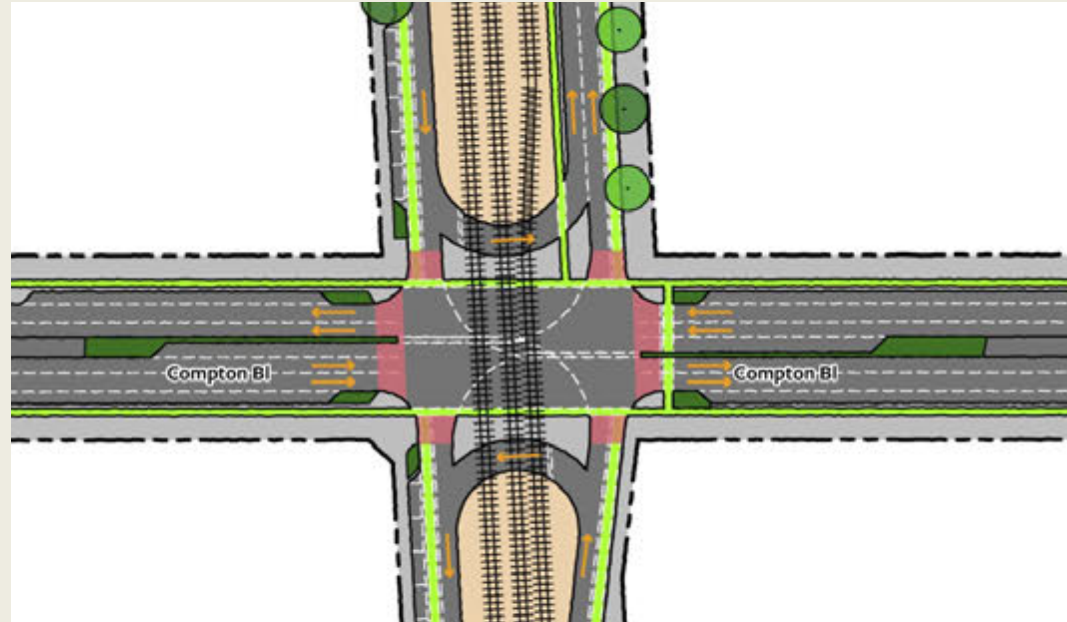
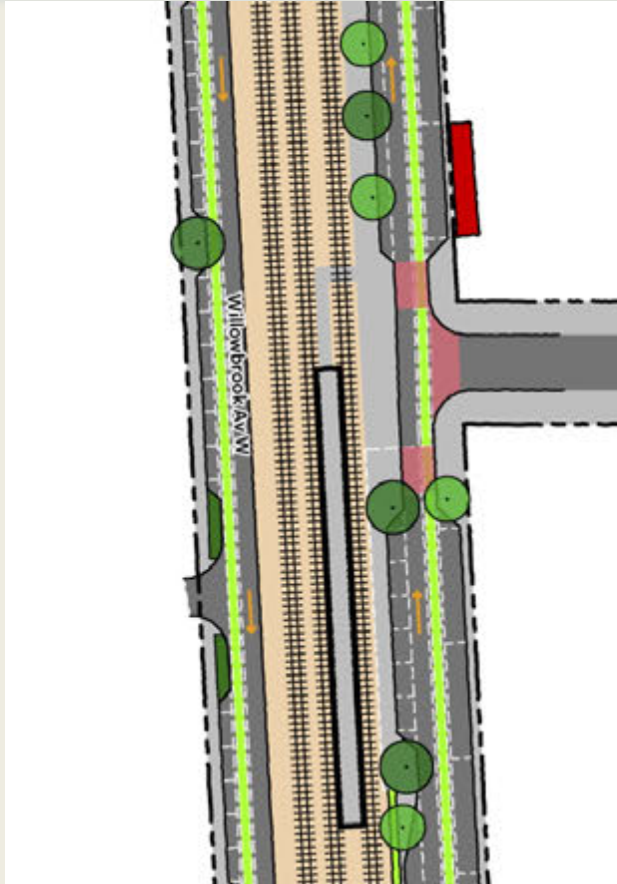


Terrace



Parking

Willowbrook: Alt A (Traditional Couplet)



Willowbrook: Alt A (Traditional Couplet)

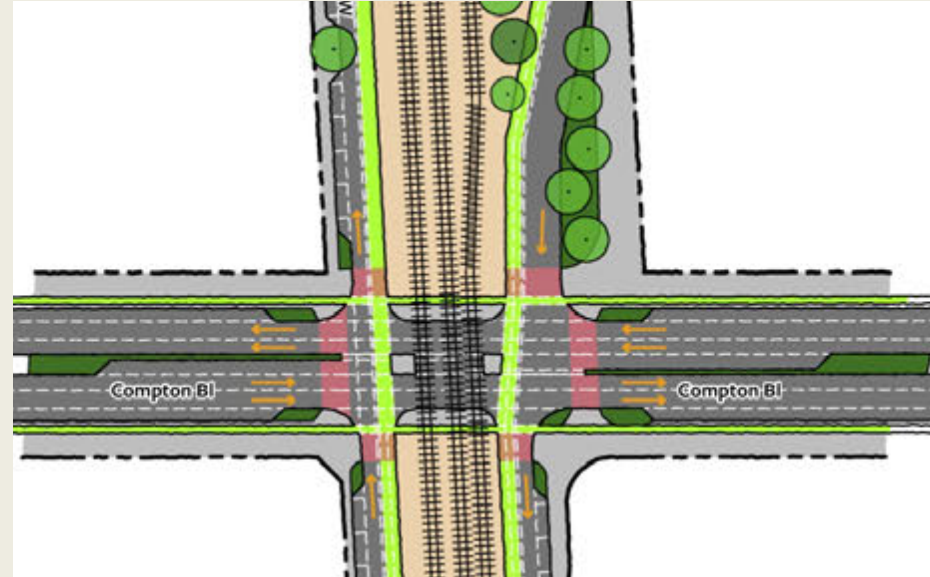
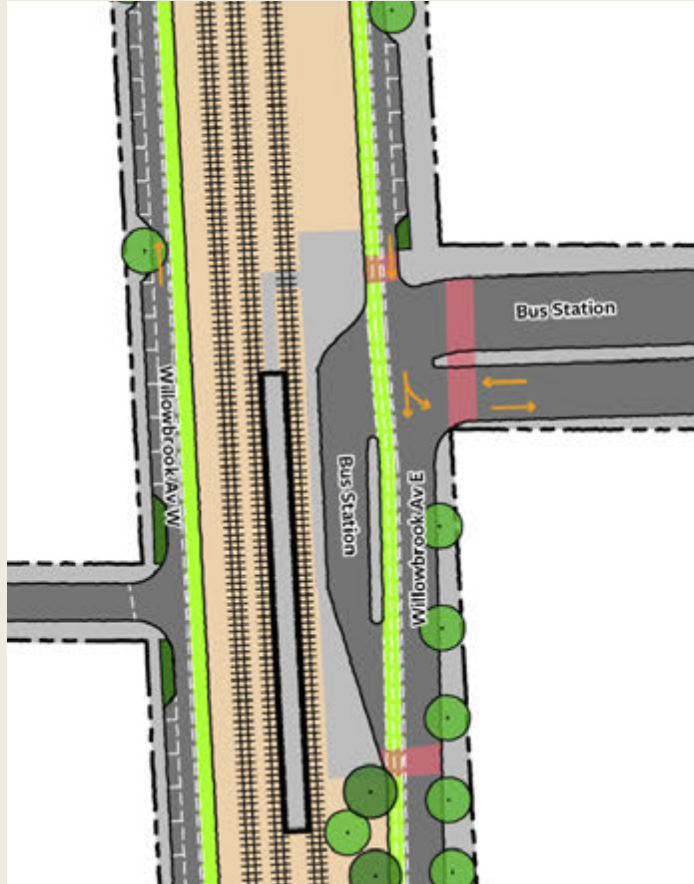
Pros:

- More intuitive for casual drivers and thus safer for all users
- Adds bike lanes on both sides
- Allows drivers coming from the west along Compton Blvd to access the station

Cons:

- Need to remove and reorient the existing bus station
- Need to remove islands and build new gates on all legs of Compton/Willowbrook intersection
- Lengthens Sheriff's Department path leaving station to north
- "Texas" U-turn movements require additional signal operations to avoid getting stuck on the tracks

Willowbrook: Alt B (Reverse Couplet)



Willowbrook: Alt B (Reverse Couplet)

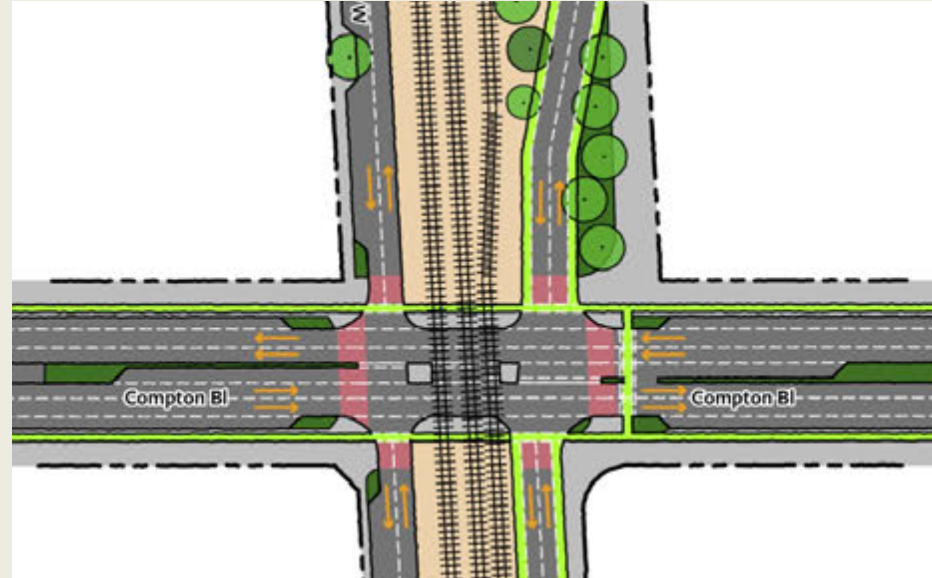
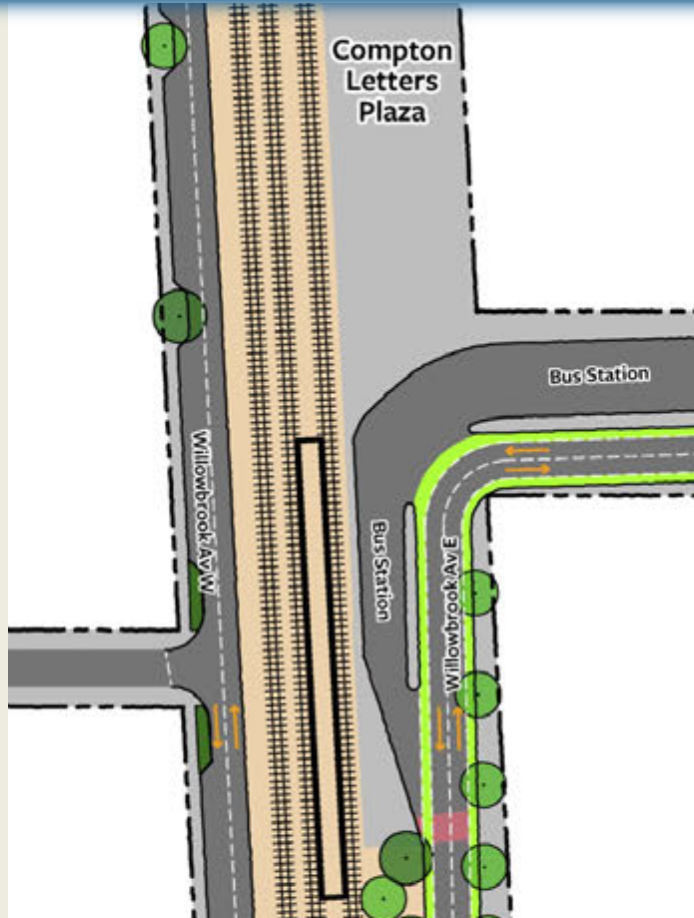
Pros:

- Adds bike lanes on both sides
- Allows for direct downtown access from Rosecrans
- Requires only minor modifications to existing bus station

Cons:

- Less intuitive, therefore less safety benefit
- No new station access for drivers coming from the west

Willowbrook: Alt C (Existing Pattern)



Willowbrook: Alt C (Existing Pattern)

Pros:

- Allows easier vehicular access for residents of Willowbrook West
- Intersection has decent traffic flow currently because most left turns are prohibited
- Keeps COMPTON letters plaza

Cons:

- Current configuration is confusing and dangerous for new visitors
- No bike lanes on Willowbrook West (east side only)

5

Discussion



Discussion Questions

- Do the zoning and development standards seem acceptable for Downtown Compton?
- Do you think that the zoning and development standards will get people out of their cars to walk, bike or use transit?
- What is your opinion of the proposed narrowing of Compton Boulevard? Is the environment it will create worth delays to motorists?
- Do you have any further comments on the alternatives for Willowbrook Avenue?



Compton Station Specific Plan

Stakeholders Meeting #2

July 22, 2020

