



POLICIES FOR A THRIVING COMPTON

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EXECUTIVE SUMMARY



The City of Compton has the potential to catalyze the development of three specific areas: the Atkinson Brickyard, Compton Metro Station and the Artesia Metro Station. This report summarizes the methodology and results of a detailed financial analysis that was conducted as part of Compton's Compass 2% Demonstration Project. The financial analysis focuses on examining existing land use regulations in Compton in order to support future development consistent with local and regional goals.

In order to realize Compton's development potential, this memo includes policy recommendations for the City to consider as part of its General Plan update. The policy recommendations are geared toward providing the City with a set of regulatory tools that encourage the market create new housing development and encourage employment expansion without financial subsidies.

The first step of the financial feasibility analysis included creating three prototypical types of buildings. These three building prototypes could then be financially modeled to test the effectiveness of Compton's existing land use regulations. The prototypes modeled include a small mixed-use building, a large mixed-use building and a townhome. These prototypes are common in successful transit-oriented and downtown infill projects across the nation.

Modeling these prototypes helps provide insight into the regulatory and financial issues that may challenge development as well as strengths in the current regulations. The prototypical building types were analyzed to determine if strategic adjustments to open space requirements, height restrictions, and parking standards might be necessary for a developer to create a financial feasible development in Compton.

The analysis revealed that there are specific regulatory changes that could contribute to a more positive development environment in Compton. The following policy recommendations would have the most impact on improving the financial feasibility of desired development:

Land Use Policy Recommendations

- Create a mixed use overlay zone for targeted areas.
- Allow mixed use options in manufacturing zones
- Increase allowable heights
- Increase allowable buildable area

Housing Density Policy Recommendations

- Increase allowable residential density in R-M, R-H and C-L zones.

Parking Policy

- Reduce Parking requirements for residential, retail and office uses.
- Utilize on street parking
- Implement shared parking strategies

In addition to regulatory changes, a series of Urban Design Recommendations were also created from this analysis. These design recommendations are intended to assist the City in developing standards for new development in the city that help to foster pedestrian-friendly, transit-oriented development near these three key development sites. This report concludes with an examination of the opportunities and constraints of each site.

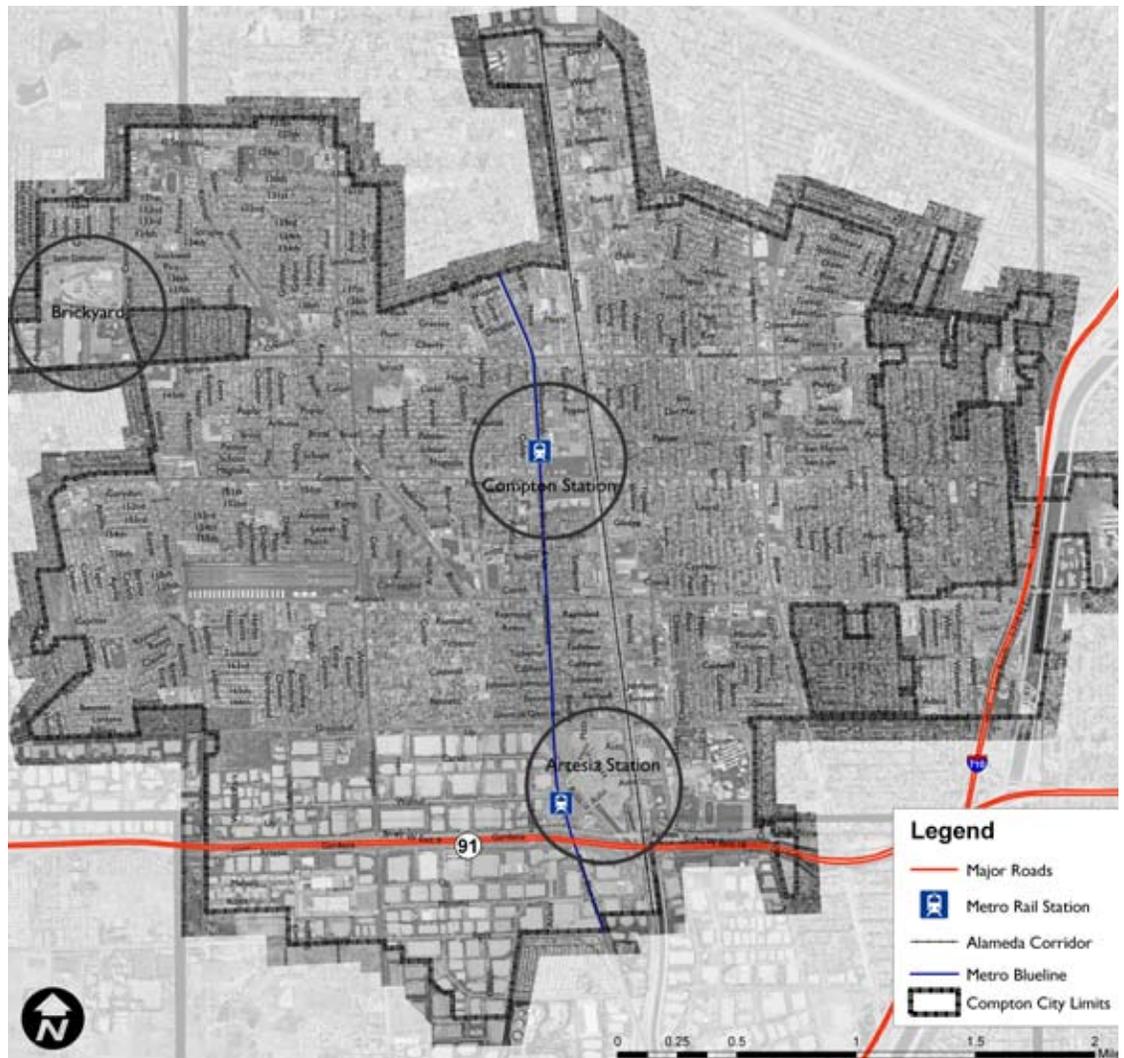
INTRODUCTION

The City of Compton is currently in the process of updating its General Plan. As part of that effort, the City applied for and was accepted as a Compass 2% Demonstration Project with the Southern California Association of Governments (SCAG). The City of Compton has an opportunity to realize important goals for the region, including increased connectivity; economic development through the creation of new jobs; creating compact mixed-use, walkable, and transit-oriented developments with higher residential densities and new commercial activity. The purpose of this project is to assist the City with its General Plan update by providing policy recommendations that enable the city to encourage successful urban infill development.

Throughout 2006, the City worked with public officials, area stakeholders and residents to create a Vision to guide Compton's future. This report complements that effort by providing policy strategies that will help make Compton's Vision a reality.

Infill development refers to the redevelopment of existing buildings and properties, replacing less intensive uses with more intensive ones.

This policy analysis focuses on three key strategic locations within the city – the Atkinson Brickyard, Compton Station and Artesia Station. The Atkinson Brickyard site is made up of approximately 80 acres along the one of the City of Compton's northwest borders. The Compton Station and Artesia Station areas both are key transit station nodes which fall into the Compass 2% areas. These locations are the foundation for the region's Blueprint Vision directing significant new growth into areas with excellent transit accessibility.



PROTOTYPE FEASIBILITY ANALYSIS

This study includes a financial analysis of the regulatory environment for three specific sites within the City of Compton. The City's current zoning was examined for these areas from the perspective of whether desirable development under existing zoning is financially feasible. This approach will help the City create zoning codes that not only encourage, but make the type of development envisioned by the City and residents the most logical for developers to build.

Prototypes

The first step in the analysis was to create a set of prototypical developments that could be financially modeled to test the land use regulations. These prototypes reflect building types that are common in many successful transit-oriented and downtown infill projects. These building types vary in size, but generally all include a mix of retail, residential and office uses. These building types enable developed communities to accommodate new growth and to balance jobs and housing. Since certain building types provide the intensity and level of services necessary to sustain a denser population, these building types can be used to assess the "development climate" of the area. Modeling these building types helps the City to better understand the regulatory and financial challenges and opportunities that may exist. Specifically, these prototypical building types have been analyzed to examine how strategic adjustments to open space requirements, height restrictions, and parking standards impact the ability of a developer to achieve financial feasibility.

Input from City staff and Los Angeles area developers, and the results of community meetings and workshops, helped the team to create a set of three prototypical buildings reflective of desired development types in Compton.

Townhomes

A townhome is an attached residential building which provides the benefits of an urban lifestyle, combined with many of the advantages of a single-family home. Townhomes typically have separate exterior entrances on the ground floor and are usually two to three stories in height.



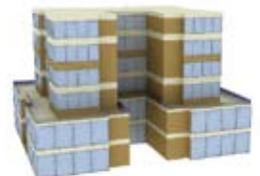
Small Mixed Use

Mixed use buildings provide many advantages for urban business and living. In general a small mixed use building will be comprised of retail on the ground floor with office or residential on the second and third floors. Parking in these mixed use buildings is generally sub-grade or structured, or some combination of both. Small mixed use buildings can be designed to fit within urban residential neighborhoods.



Large Mixed Use

Large mixed use buildings will be comprised of retail on the ground floor with office and/or residential on the upper levels. Parking in these mixed use buildings is generally sub grade or structured, or some combination of both. Large mixed use buildings are able to accommodate a greater variety of uses and can be sited on thoroughfares and arterials.



DEVELOPMENT FEASIBILITY ANALYSIS

After the prototypes for Compton were created, a “tipping point” analysis was conducted to test the development feasibility of the following zones. Townhomes were tested in the Residential High (R-H) Zone, and the small and large mixed-use prototypes were tested in the Commercial Limited (C-L) Zone. This is shown below in Table 1. Table 2 summarizes the key development regulations in the two tested zones.

The townhome prototype was modeled in the high density residential zones because these are the types of areas in which this prototype will likely get first built. The mixed-use prototypes were tested in the C-L zone for two main reasons. First, in each of the three study areas this zoning was common. Second, other than a Planned Unit Development (PUD), this zone provided the most flexibility in terms of mix of uses and density allowances. The Heavy Manufacturing or Light Manufacturing Zone designations were not examined because under current regulations they will not allow the development of the prototypes. However, this analysis found that in certain areas, such as the Brickyard, that making adjustments to achieve an optimal zoning code or at least rezoning to C-L will be necessary to achieve any development. As a step toward that effort, the City of Compton Redevelopment Agency intends to commission a study to examine the rezoning of several industrial areas throughout the city.

The next step in the “tipping point” analysis focused on the interaction between the regulatory constraints within the various zone designations and the real estate market. Prototypes were examined to determine if the rents or sale prices from a new project would outweigh the associated costs and risks and produce a return that is suitable for development to occur. The model considers a range of factors, including parking, height and use requirements, costs associated with construction, and various fees.

Using a sensitivity analysis where zoning code inputs are isolated and tested to determine their single impact, several “tipping points” were identified to show where optimizations could be made in order to best achieve the City’s vision without requiring subsidies. The “tipping points” are used to guide the policy changes that might be necessary to achieve a regulatory environment that will enable developers to build the products desired by the City.

Fregonese Calthorpe Associates’ (FCA) established “tipping point” model achieves its functionality with an easy-to-use interface that is connected to detailed rental and for-sale developer pro formas, similar to those used by many developers. The model allows a number of sensitivity tests based on a large range of inputs. Additionally, the pro forma component gives FCA the ability to test the impact of both regulatory changes and market variables.

Table 1

Prototype	Tested Zone(s)
Townhomes	Residential High (R-H)
Small Mixed-Use	Commercial Limited (C-L)
Large Mixed-Use	Commercial Limited (C-L)

Table 2

Zone	Open Space/Maximum Lot Coverage	Maximum Height	Allowed Uses
R-H	100sf/unit of usable open space plus front yard	35 ft.	Single family; multi-family of 4 units or less; others with conditional use
C-L	40% maximum lot coverage	75 ft.	Range of commercial establishments under 50,000sf; others with conditional use

TOWNHOME PROTOTYPE

The tipping point model was used to evaluate each of the prototypical development types based on both the existing land use regulations (“Baseline” model) and optimal (“Optimal” model) adjustments required to achieve a 10% development profit, as recommended by City staff based on interviews with local developers. Following is a description of the analysis and optimal adjustments that make each of the prototype developments financially feasible.

Townhomes

Townhomes were modeled in the High-Density Residential Zone. The average land per unit within the Baseline prototype is above the minimum parcel size of 1,500 ft² per unit in this zone. The Baseline prototype also includes a front yard, as required, along with 100 ft²/unit of usable open space in the side and back yards. Additionally, in the Baseline prototype, the units are all within the minimum and maximum parameters for gross floor area (450 to 2000 ft² per unit). The Baseline is modeled at 3 stories and is within the zone’s height limits.

The Baseline model assumes:

- 50% open space
- 1,500 ft² average unit size
- 1.5 parking spaces per unit (at least 1 in a garage) plus 1 guest space (surface parking) per 4 units

The Baseline case assumes market sales prices comparable with similar area developments.

In adjusting some of the specific assumptions of a prototypical townhome development (consistent with meeting both meeting the City’s goals and financial feasibility for a developer) success primarily hinged on the ability to reduce open space and create a higher density of residential units per acre. This is possible while keeping height (3 stories) and average unit size (1,500 ft²) consistent. A decrease in required parking, through increased tandem parking and utilization of



on-street parking, along with a reduction in open space, allows the sites to be optimally developed. A key benefit of increased density is that it leads to reduced land costs on a per unit basis (creating more units in which the developer can spread the cost of land) in the Optimal model. Smaller townhome lots can help developers create a profitable project with more affordable sales prices.

The Optimal model used the following assumptions:

- 25% open space
- 1,500 ft² average unit size
- 1.25 parking spaces per unit (at least 1 in a garage) plus 1 guest space (surface parking) per 4 units



Above: Examples of townhome developments

SMALL MIXED USE PROTOTYPE

Small Mixed Use

The Small Mixed Use prototype was modeled in the Limited Commercial Zone. The Baseline development, modeled at 3 stories, and constrained by the 1,500 ft² minimum parcel size per unit (less than 29 dwelling units/acre), assumed the following:

- 25% open space
- 1.75 parking spaces/residential unit;
- 4 parking spaces per 1,000 ft² for retail and office uses
- Parking is primarily located on the surface

The Baseline case assumes market rents and sales prices comparable with the existing area development. The Optimal case assumes slightly higher market rents or sales prices which would be reflective of a stronger development model and higher-density area with increased demand for residential and commercial space.

The Optimal model, also 3 stories tall, used the following assumptions:

- 15% open space
- 1.25 parking spaces/residential unit
- 3 parking spaces per 1,000 ft² of retail and office uses
- Parking is primarily located in a structure and shared parking strategies are utilized

Creating an Optimal Model does not require any additional height, but rather just an increase in density. These adjusted parking standards are consistent with similar successful mixed use districts around the country. As a result of the reduced open space and parking, resulting in higher densities than currently allowed, the development feasibility analysis shows a doubling of dwelling units and jobs per acre – and, importantly, results in a development that would be sufficiently profitable for a developer. The assumptions in the Optimal Model would work well as part of land use regulations for areas along many arterials, areas accessible to transit and at key intersections in Compton.



Above: Examples of small mixed use projects

LARGE MIXED USE PROTOTYPE

Large Mixed Use

The 6-story Large Mixed Use prototype was also projected in the Limited Commercial Zone. In these areas, well-suited to higher densities, the Baseline relied on the following assumptions:

- 20% open space
- 1.75 parking spaces/residential unit
- 4 spaces per 1,000 ft² for retail and office uses
- Parking is primarily located on the surface, resulting in a small building footprint and site dominated by parking

It should be noted, however, that the Baseline prototype is limited by the 1,500 ft² minimum parcel size per unit (less than 29 dwelling units/acre), not by height. The Optimal prototype models a higher density that better utilizes sites in the Limited Commercial Zone.

In the Optimal model, the following assumptions were applied:

- 15% open space
- 1.25 parking spaces/residential unit
- 3 spaces per 1,000 ft² for retail uses
- Parking is primarily structured, and utilizes shared parking strategies

Additionally, in the Optimal model, open space was reduced from 20% to 15%. With these assumptions, including allowances for increased density, the Large Mixed Use Optimal prototype results in more than three times the residential units and about one and a half times the number of jobs – with a reasonable increase in parking spaces. This means by simply reducing the parking requirements, the developer could include more residential units without impacting the footprint of the building. The assumptions and adjustments used to create the Optimal Model would work well incorporated into regulations along denser mixed use corridors, near transit hubs, and at high-traffic intersections.



Above: Examples of large mixed use projects

GENERAL POLICY RECOMMENDATIONS

This section proposes recommendations for several policy changes that would allow developers to feasibly build desirable urban infill projects that meet the City’s goals for the three sites, and in other areas throughout Compton. These recommendations are designed to encourage a variety of development types that will meet the needs of present and future residents, retailers, and companies located in Compton. The following policies are intended to transform existing commercial corridors into mixed-use boulevards which bring services, housing options, and transit-supportive businesses to under-developed areas.

Land Use Policy

Create a Mixed Use Overlay Zone for Targeted Areas

A series of targeted land use policy strategies “paint the picture” of what a mixed-use overlay zone might look like. These are focused on improving the financial feasibility of prototypical infill developments – such as townhomes, small mixed-use, and large mixed-use projects – without requiring a public subsidy. A specific mixed-use overlay zone can incorporate many of the other land use policy recommendations in this section.

Allow Mixed-Use Options in Manufacturing Zones

Compton has significant amounts of under-utilized land zoned for industrial uses near the Brickyard and the Compton and Artesia station areas. While it is important that the City retain a base of industrial land, it should also consider allowing housing or mixed-use development on some industrial-zoned land in the immediate vicinity of the targeted districts. In order to maintain employment in these areas, some of the mixed-use development could be in the form of live-work units that allow residents to operate a business on the ground floor of their units.

Increase Allowable Height

The density allowances mentioned above often require an additional floor which produce the few extra critical units that act to tip a project into the black. Therefore, the typical 35 foot height limits of most infill parcels need to be relaxed to enable 45 foot heights.

Currently, the City’s zoning for medium and high density residential in its R-M and R-H zones only allows 35 feet of height. Applying these height limits to the Brickyard, for example, may challenge redevelopment; increases in allowable height would increase development feasibility. In C-L zones, the existing 75 foot height limit should be adequate for most mixed-use building types. However, in order to reduce the perceived bulk of buildings in these zones, requiring some step-backs on the upper-levels may be useful.



Mixed-use buildings are most successful when they are able to maximize street-frontage

LAND USE RECOMMENDATIONS

Increase Allowable Buildable Area

It is undeniable that open space is an important part of any livable area. However, in order to create a lively, active Compton, the current regulations make this goal difficult to achieve. In the residential zones, the requirements for front, back and side yards may make some townhome and higher density housing configurations difficult. In commercial zones, the maximum building coverage makes creating a contiguous mixed-use streetscape a challenge.

It is important that the City adjust existing zoning to ensure that front setbacks are not excessive, and correspond to anticipated ground-floor activity or privacy needs. Table 3, below, shows potential minimum and maximum front setbacks based on district type. The City could also opt to create a range of Floor Area Ratios (FAR) instead of regulating setbacks. FAR reflects a more performance-based regulatory mechanism, that allows flexibility while effectively controlling impact.

In the C-L zone, the maximum building coverage of 40% hinders the development of dense mixed-use options;

this means that the majority of sites must be covered by landscaping and/or surface parking. The result of this low building coverage requirement is that pedestrian-oriented streetscapes are practically unachievable and creating dense projects with active ground floor uses is difficult. Recommendations to address this issue are included in the Urban Design Recommendations on page 12 of this report.

Based on a Return on Investment (ROI) analysis, it was determined that in order to create feasible mixed-use projects, lot coverages of up to 85% may be required. This lot coverage takes into account both the building and parking structure. Structured or underground parking helps a developer better maximize a site than if surface parking, alone, is used.

Additionally, there are ways for the City to design and regulate open space which make both financial and urban design sense. One way is allowing developers to pay in lieu of open space fees, from which the City can focus on shared walkways and public spaces, as opposed to primarily private open space. These areas would be within close distance of the developments which pay for them, giving residents and users a direct benefit.

Table 3: Front Setbacks and FAR Ranges for Buildings

Type of Area	Typical Zone	Min. Setback	Max. Setback	Min. FAR	Max. FAR
Central business districts; high-density transit-oriented districts; sites at key intersections and along major arterials	C-L, TOD, special overlay zones	0 feet	5 feet	0.8	3
Office and residential frontage in transit-oriented areas; sites along arterials	R-M, R-H	5 feet	10 feet	0.75	2.75
Residential districts within walking distance of transit	R-M	5 feet	15 feet	0.4	1

HOUSING DENSITY POLICIES

Housing Density Policy

Increase Allowable Residential Density in R-M, R-H and C-L Zones

Throughout the greater Los Angeles area, significant density increases may be required on most parcels with medium density commercial zoning. In Compton, along major arterials, the resulting density may be about 25 units/acre while densities in close proximity to transit stations or in the central business district may be upwards of 80 units/acre. Within targeted urban redevelopment areas, it is important that parcel size, open space, and height requirements are consistent with policies encouraging higher densities.

The tables at right show how the minimum land area per unit in the zoning code translates into dwelling units per acre. Additionally, it shows how potentially ideal densities for specific types of areas would translate into minimum land area per unit.

Tables 4 and 5: Land Area Per Unit Under Existing Zoning and Based on Potential Density Goals

Existing Compton Zoning

Zone	Minimum Land Area/Unit	DU/Acre
C-L	1,500 sf	29
R-M	2,500 sf	17
R-H	1,500 sf	29

Potential Zoning Changes

Type of Area	Minimum Land Area/Unit	DU/Acre
Residential districts within walking distance of transit	1,245 sf	35
Transit-oriented areas; sites along arterials	871 sf	50
Central business districts; high-density transit-oriented districts; sites at key intersections and along major arterials	580 sf	75



In residential areas, higher density detached housing allows residents to live within walking distance of transit and services, with many of the benefits of a single-family home



Townhomes and live-work units near the street in pedestrian-friendly areas help create lively sidewalks and a strong sense of community

Parking Policy

Reduce Parking Requirements

Even more than density, pro forma evidence suggests that parking requirements are often the biggest obstacle to developing feasible infill projects. Excessive parking in mixed-use projects is expensive (often averaging \$35,000/space underground and \$25,000/space in parking structures), uses valuable land area, and challenges the goals of encouraging transit use.

Reducing parking requirements removes a very definite and tangible fixed cost for developers. While completely eliminating parking is not desirable, reducing parking requirements to levels that are comparable to other transit-oriented districts would be beneficial. For example, reductions to 1.25 parking spaces per unit (for units with two or fewer bedrooms) plus 1 guest space per four units, and 1 space per 500 ft² commercial.

In townhome developments where parking reductions are not feasible, tandem garage spaces could be located on the ground floor of the units. In order to provide these deeper garages, it may be necessary to allow an additional level of height to accommodate living space.

Utilize On-Street Parking

Simply reducing required parking, however, will not be sufficient. Developers, new residents, and current neighbors all must be convinced that there is enough parking in the vicinity to meet everyone's needs.

In Compton, insufficient on-street parking in medium- and high-density residential zones and in some commercial areas is a major issue for residents. Ensuring that parking alternatives within commercial zones is adequate may reduce demand for on-street parking. One strategy could include creating parking districts in high traffic areas. Using this type of parking district system, residents would be able to obtain a parking permit which is not time-limited, while commercial users without a parking permit would have time limits. These strategies would be conducive to "unbundling" parking. Unbundling parking refers to separating the

cost of parking from the cost of a residential unit. This means that a buyer could choose to buy one or more spaces, or none at all, depending on his/her driving preferences. However, unbundling parking only works if adequate parking alternatives are available in surrounding areas. Unbundled parking is not currently available in Compton.

Create Shared Parking

The City should facilitate the creation of shared parking facilities available to non-residential users and possibly to residential users. In terms of capacity, efficiency of land use, and urban design, above-ground structured parking is preferable to surface parking lots. Although this would entail higher construction and operating costs, the City could use a number of strategies, including in-lieu fees, parking fees from users, assessment districts, or (in the case of the CRA area) tax-increment revenues to construct and maintain the garage.

In-lieu fees offer developers an option to pay a fee instead of providing all required parking spaces; cities are then able to use the fee revenue to provide public parking spaces that are shared by a variety of land uses. In-lieu fees for mixed-use projects are intended to be set at a rate that does not recover the full cost for structured parking downtown but allows a "fair share" contribution in the development of such parking facilities. The remainder of a city's cost in creating shared parking can be funded through a combination of special assessments and/or user fees.

URBAN DESIGN RECOMMENDATIONS

Urban Design Recommendations

Creating a safe, walkable environment will be paramount to achieving the City's goals in the three key areas and throughout the city. To achieve this, the City should consider implementing new design standards for new development. In addition the City should also consider incorporating Context Sensitive Design for future transportation improvements within the three site areas as well as throughout Compton.

The following is a summary of urban design recommendations that can help to guide new development in the three key areas identified, and likely other areas throughout the city:

Building Design

Use consistent standards for building design that foster safe pedestrian mobility including:

- Minimize or eliminate front setbacks except where needed to enable a wider sidewalk.
- Establish design standards that place loading zones, large equipment and parking lots away from the street view or below buildings.
- Add pedestrian access to existing buildings that may already be set back from the street.
- Establish design standards for façade transparency such as requiring buildings facing the street to have windows and entrances.
- Use screening and landscaping to mitigate the visual impact of surface parking lots, mechanical equipment, industrial facilities and refuse.

Streetscape Design and Transportation Improvements

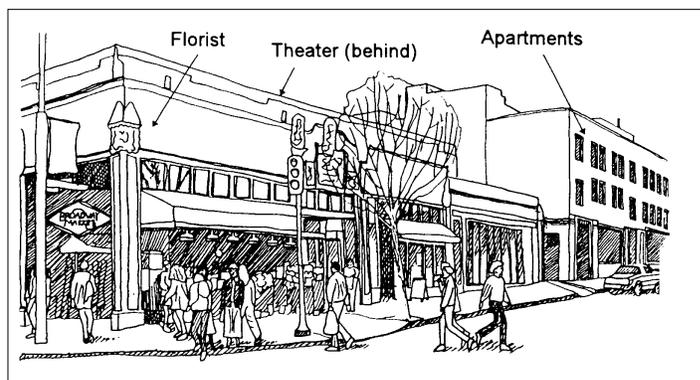
- Employ methods of context sensitive design for transportation infrastructure in the three key sites and other areas throughout the city where transportation improvements are needed or planned.
- Require ground floor retail for structured parking garages.
- Identify, map and prioritize locations where new street connections or pedestrian pathways will provide direct access between concentrations of homes and businesses and the station area.

What is context sensitive design?

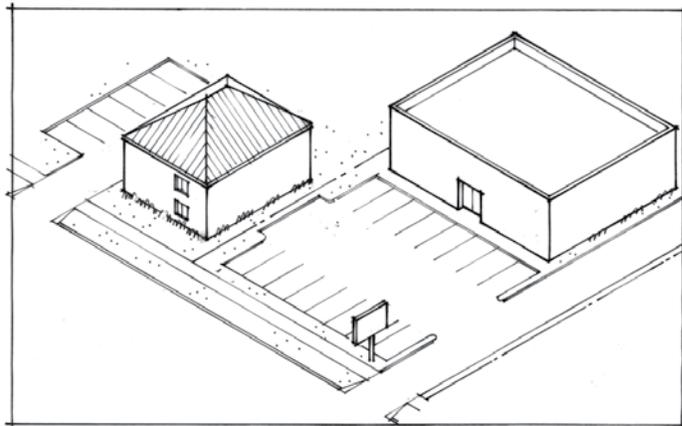
Creating livable neighborhoods implies paying attention to the streetscape realm, making areas pedestrian friendly, and at scale with foot passengers. The streetscape of an area should match the character and personality of the community through the application of various topical treatments such as lighting, public art, parks, safe walkways, street trees, or sitting areas.

Context Sensitive Design is a term used to define this type of urban design process aimed to enrich social, natural, cultural, and economic environment.

- Undertake a program of streetscape improvements along the major streets that includes sidewalk improvements, street trees, ornamental light fixtures and street furnishings.
- Use traffic calming features to reduce automobile speeds and make a more walkable area.



Front-facing architecture contributes to neighborhood activity, informal surveillance, and visual interest



Streets lined with blank walls and parking lots can feel unsafe and uninviting to pedestrians

KEY OPPORTUNITY SITES/BRICKYARD

Introduction

The “Brickyard” is an approximately 50-acre site currently zoned for Heavy Manufacturing (MH). The site has convenient transportation connections and is located 1.5 miles from the 110 and 105 freeways and less than two miles from the Metro Blue Line. The Brickyard is comprised of about 30 parcels with approximately 20 different owners which are currently going through varying degrees of ownership transformation. The “Atkinson Brick Company” owns a 50-acre (8 parcels) majority of the site on its northern half. Surrounding uses include single-family residential to the east of the site and commercial and industrial uses to the west.

Opportunities

The Brickyard is located in an area with many development opportunities. The Compton real estate market is relatively dynamic and is starting to see “pockets” of revitalization.

This is likely to encourage a slowly growing wave of economic renewal that is likely to build upon itself and attract developers to the area as they see the investment potential. Additionally, Compton’s demographics are changing and attracting more middle-income families and homebuyers. Compton is within close proximity to the downtown Los Angeles job base, helping to drive the demographic shift.

For example, several projects in various stages of development are underway near the Brickyard:

- The Community Redevelopment Agency (CRA) recently purchased the School District Site, located on the western side of the Brickyard, and a private developer has plans to convert 16 acres, inclusive of this site, to residential mixed-use.
- The Olson Company, a prominent Los Angeles infill developer, is constructing a 136 townhouse project within two miles of the Brickyard.
- A new shopping center, across the street to the south, is expected to have a grand opening with retailers such as Fresh & Easy (a Tesco supermarket), Starbucks, T-Mobile, and Panda Express.

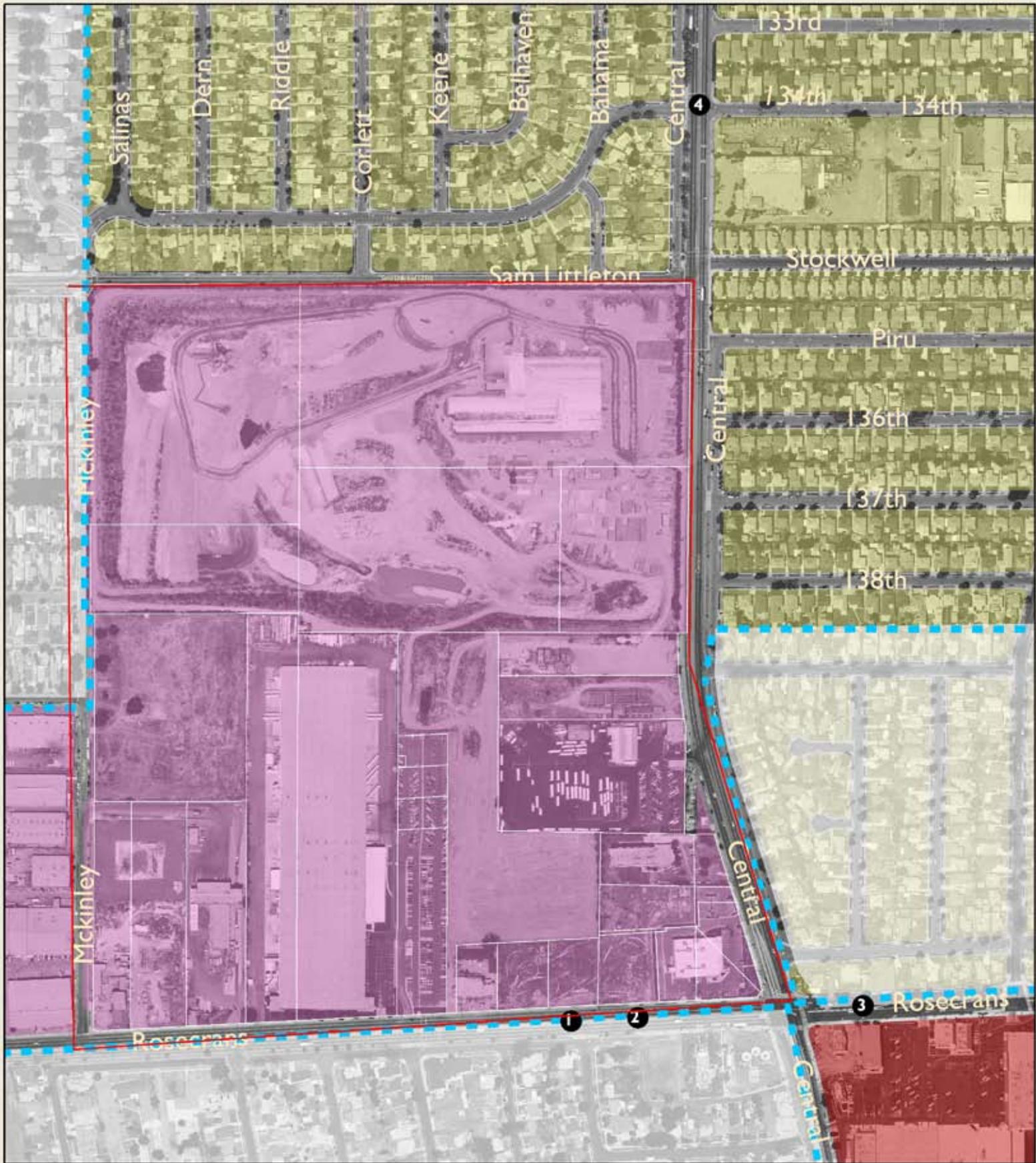
An estimate for the 50-acre Atkinson Brick Company site indicates that a plausible development scenario on the Brickyard could yield as many as 665 residential units (single family homes, townhomes, and condos/apartments) with over 755,000 square feet of gross retail, office and light industrial space. Developed with a master plan, the Brickyard could become a vibrant, mixed-use district, consistent with its past uses and heritage.

Challenges

Though the Brickyard site has many opportunities, there are also significant challenges which must first be addressed. First, the site is large (about 50 acres) and such size might require a committed developer with access to significant capital over a long period of time – a situation not ideal for most developers. Thus, it seems unlikely that the Brickyard will be developed in a sequence of phases by a single developer. More likely, smaller developers will build individual projects of varying sizes on pieces of the 50-acre site.

The site also encompasses many parcels under different owners. This creates the difficulty of lot assembly for development. Additionally, the site has been zoned and used for heavy manufacturing. Development of the area is likely to incur cleanup costs. For example, the Olson Company’s parcel (near the Compton Station area) is requiring extensive on-going site clean-up. These costs are being borne by Olson and, to some degree, the CRA.

In terms of infrastructure, City Public Works indicates that significant improvements (sewer and water lines) are needed along the western section (Rosecrans Avenue) in order to accommodate the number of residential units that higher density redevelopment is likely to bring. The BFI waste management facility exists on the southwestern portion of the site. Given that this is probably not a compatible land use with residential mixed-use development, this facility would need to be relocated in order to facilitate redevelopment of the Brickyard.



Atkinson Brickyard
Compton, CA

Legend

Land Use

- General Commercial
- Industrial
- Low Density Residential (<8 du/acre)
- Transportation
- ◆◆◆ Compton City Limit
- Brickyard Site Boundary

- Approximate Location of Current or Recently Completed Development Projects

Projects

1. New 25,000 sq/ft Commercial Center
2. New 22,400 sq/ft Retail/Restaurants
3. Completed New Wells Fargo Bank
4. 11 New Single Family Homes



BRICKYARD

The photos below are looking south at the corner of North Central Avenue and West 135th Street. The image at top shows what the site looks like today. The image at the bottom is a rendering of what the site could look like if policy and urban design strategies are applied.



COMPTON STATION

Introduction

The Metro Blue Line has two stops within Compton City boundaries. The Compton Station stop is located on Willowbrook Street on the north side of Compton Boulevard. The stop is located in the heart of the city near major shopping facilities, the Martin Luther King Transit Station and the Compton Civic Center.

Several community workshops were held in Compton to better understand what residents and area stakeholders envisioned for their city. One workshop focused only on this station area. The response from this workshop included concepts of revitalizing the civic center and creating a mixed use center with local retail and office uses along with residential development. With appropriate zoning, the city can provide incentives for developers to build infill projects centered on the transit station area.

Opportunities

In addition to the general, optimistic development climate in Compton described previously, there are several projects being developed less than a mile from Compton Station:

- The Metropolitan Transportation Authority's (MTA) Long Term Transportation Plan includes expanding the Martin Luther King Transit Center, which is located across Willowbrook Avenue from the Compton Station. The City of Compton has received a grant for approximately \$3.2 million from MTA to upgrade this facility. The upgrade will include improved facilities, improved transit services and storage facilities, and a Regional Traffic and Management Operations System.
- A new 136 unit condominium project on North Tamarind Avenue is being developed by the Olson group
- Just north of the station are two new duplexes on Rosecrans Avenue
- A new office building is being built on South Santa Fe Avenue

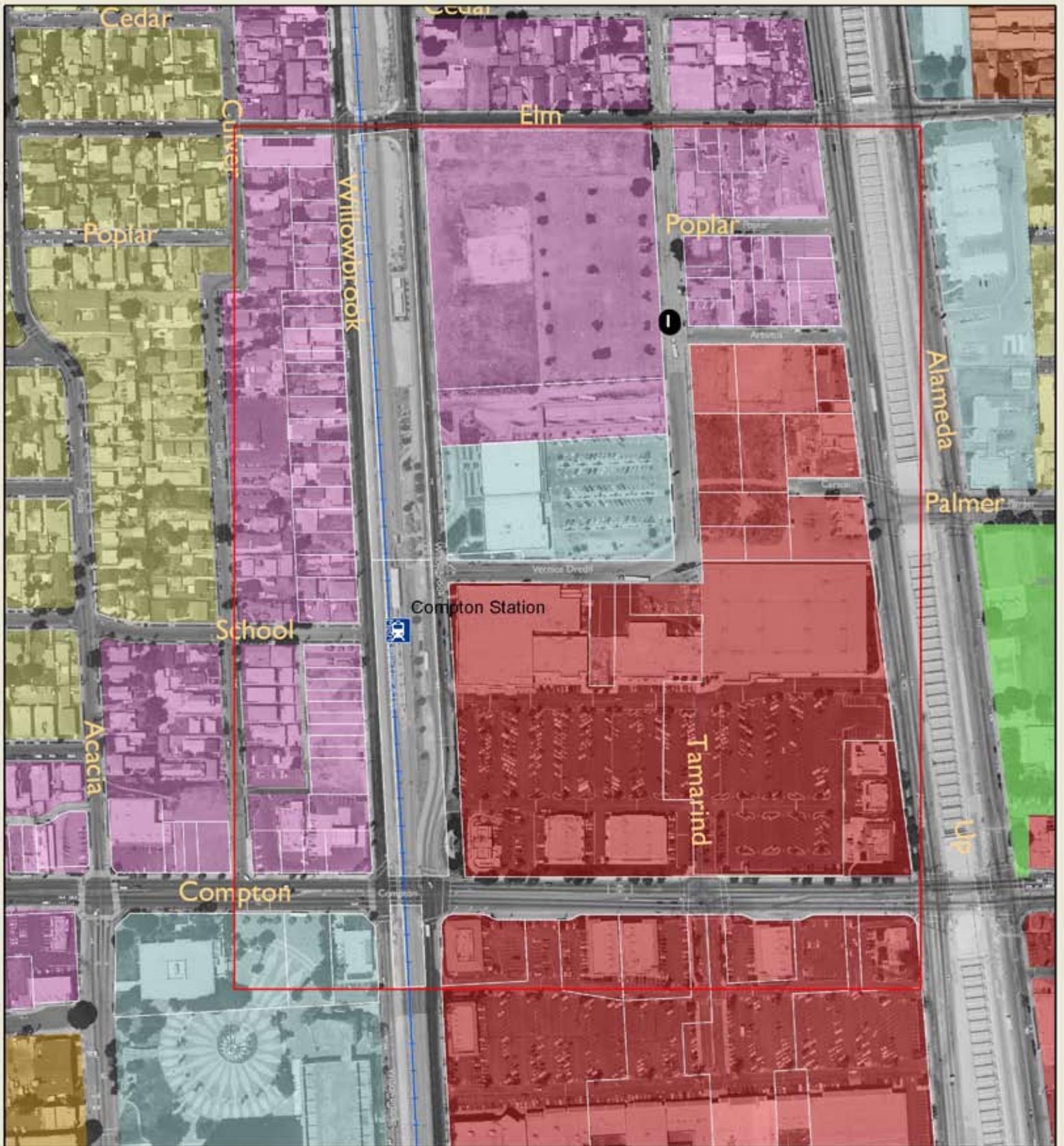
The diversity of these projects suggests that this area is ripe with opportunities for redevelopment. The Compton Station area benefits from strong access from arterials including Compton Boulevard and Rosecrans Avenue. There are several opportunity areas in close proximity to the station. On the west side of Willowbrook Avenue there are several vacant lots which could be redevelopment sites. There is also significant low-density retail development along Compton Boulevard which could be redeveloped at a higher density.

An advantage of this station area is its convenience to commercial services and parks. There is a warehouse grocery and a Ralph's grocery store within a quarter mile of the station. Other retailers near the station include a bank, fast food restaurants, and a drug store – all services that are needed in a walkable area. To the east of the station there is a park at East Palmer Street and North Alameda Street.

Challenges

Although there are several developments at some stage of the planning/development process within a mile of the station area, the projects are generally spread out and may not have the effect of catalyzing other development. Currently, the predominant development types that surround the station area are low-density with large surface parking lots.

A major zoning type near the station area is Light Manufacturing (ML), which does not facilitate a pedestrian-friendly mix of uses. Additionally, in terms of zoning, within close proximity to the Compton Station is an area of land zoned Parking/High Density Residential. The challenge with these zoning types is that while they may allow the highest residential-only densities currently within the City of Compton's code, they do not easily allow mixed-use development.



**Compton Blueline Transit Station
Compton, CA**

- Land Use**
- General Commercial
 - High Density Residential (17.1-34 du/acre)
 - Industrial
 - Low Density Residential (<8 du/acre)
 - Medium Density Residential (8.1-17 du/acre)
 - Mixed Use
 - Open Space/Parks
 - Public/Quasi Public
 - Transportation
- + Metro Blueline
- + Metro Rail Stations
- + Compton City Limit
- Compton Station Site Boundary
- Approximate Location of Current or Recently Completed Development Projects

Projects:

1. 136 Condo units in a mixed use community.
The community will include 4000 sq/ft of commercial space.



COMPTON STATION

The images below are looking northeast at West Compton Boulevard and Douglas Dollarhide Drive. The above image shows the area as it is today, the image below shows a rendering of what the area could look like. Compton Station has great potential to become a pedestrian friendly transit oriented development.



ARTESIA STATION

Introduction

The Artesia station area is located along Artesia Boulevard just north of the 91 freeway and bordered by the Metro Blue Line to the West and Alameda Street to the East. The station area is immediately adjacent to the Crystal Park Casino Hotel and the old auto mall site. The station area also encompasses a large portion of Compton Creek. The majority of the site is zoned either Limited Commercial or Heavy Manufacturing.

The Artesia station area is just to the west of Compton Community College, which is located on E. Artesia Boulevard. Over 6,000 students attend this college.

Opportunities

The Artesia Station area has the potential to develop into a vibrant Transit Oriented Development with connections to Compton Community College and the rest of the city. Encouraging investment in this station area could provide immediate local benefits through the infusion of new activity and housing as well as creating more jobs and housing located near transit. The City is already moving in this direction and with some coordination between projects can achieve this goal. The following projects, in various stages of development are currently underway:

- The City has already approved the development of 51 acres of the former auto mall area to include a mix of retail, commercial and residential uses. The project, called the Gateway Towne Center, will include over 500,000 square feet of retail space.
- The City recently leased 43 acres of land, 26 of which will be devoted to open space and parks, or as a buffer zone between industrial and residential districts. The old Edison Right-of-Way is included in this lease agreement and runs on the south side of Greenleaf Boulevard within Compton city limits. This area borders the northern end of the Artesia station area site. This has the potential to provide pedestrian and bicycle connections from the Artesia Station area to other parts of Compton while also providing important public open space.
- South of the 91 freeway there are new industrial and storage uses planned – depending on access from the station, employment in this area could be within walking distance of the station.

The Artesia station area also sits along Compton Creek, an important but neglected public resource. During the 2006 workshop held for this area, residents expressed a desire to see this portion of the creek restored and connected to a network of trails and pedestrian/cyclist pathways. With the City's recent lease of the Edison Right-of-Way, the momentum from the General Plan update, the Gateway Towne Center, and its proximity to Compton Community College, the Artesia Station area represents one of the most significant development opportunities in the City.

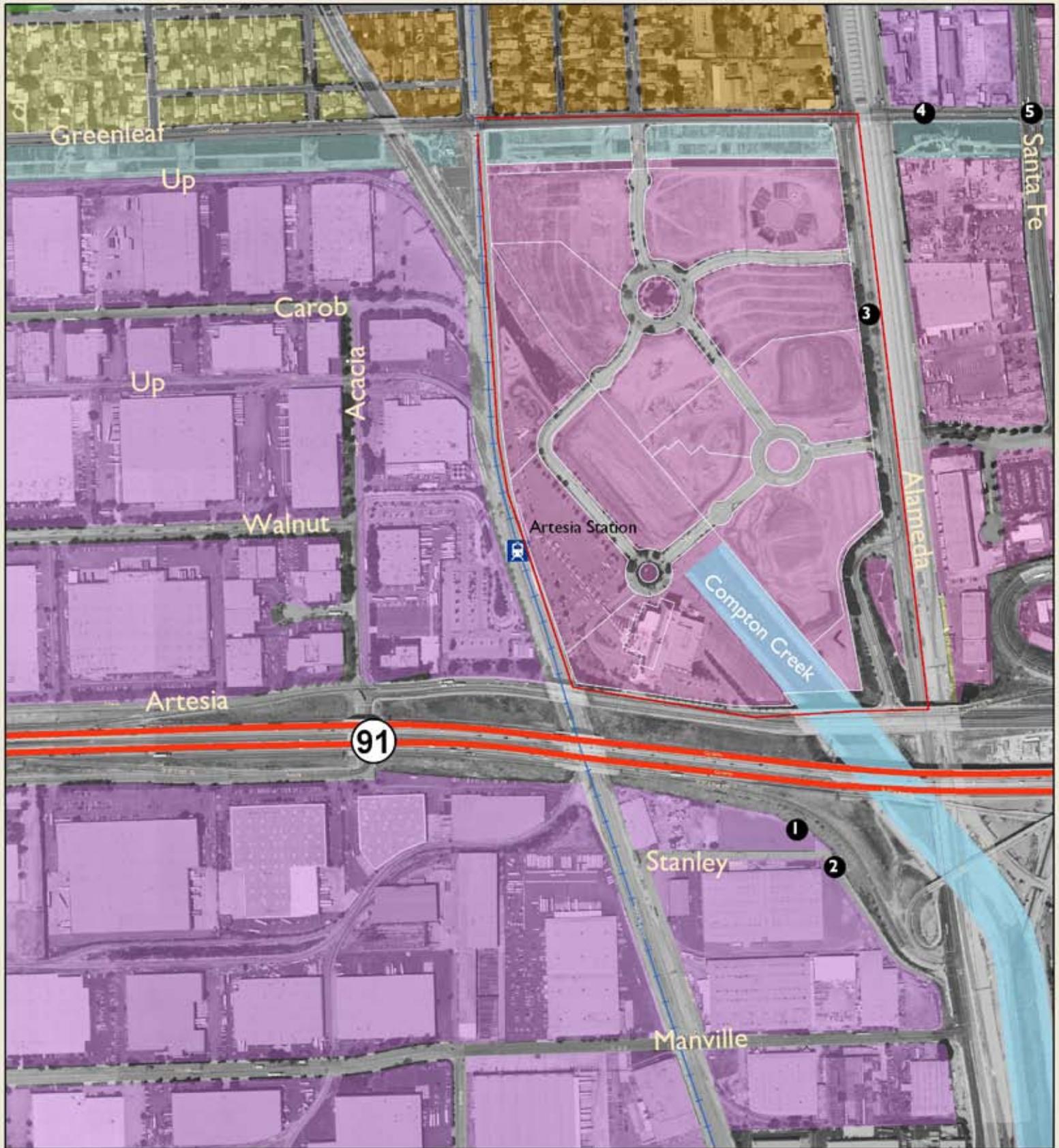
Challenges

The Artesia station is uniquely positioned for full scale redevelopment into a vibrant mixed use community with greenway connections to the rest of the City and Compton Community College. A potential redefinition of manufacturing zones as well as the new acquisition of park space adjacent to the site and the potential for restoring Compton Creek provides significant incentive for redevelopment.

Another issue is the connection between this station area and Compton Community College – currently the station area is very difficult to access from the campus. This connection is important because students are a key target group for transit ridership. Additionally, this may help Compton Community College serve students from more distant parts of the Los Angeles area.

While the Artesia Station is close to several freeways, this proximity can also create a challenge. For example, the 91 freeway essentially creates a barrier at the southern end of the station area. Any plan for the area around Artesia Station should ensure that this area at the southern end of the City is connected to the rest of Compton through multiple transportation modes.

Artesia Station has a potential amenity in nearby Compton Creek. Unfortunately, environmental remediation of Compton Creek will likely be expensive and will require public funding. Future plans for the Artesia station area should consider the clean-up of and impacts on Compton Creek.



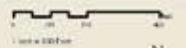
Artesia Blueline Transit Station Compton, CA

Land Use



Projects:

1. New 100,000 sq/ft public storage facility
2. New 140,000 sq/ft industrial building
3. "Gateway Towne Center" a 51 acre mixed use project on the old Auto mall. 500,000 sq/ft retail and up to 220 housing units
4. New T Mobile Wireless Facility
5. New Nextel Wireless Facility



ARTESIA STATION

The image at top shows what the Artesia Station area looking northeast on South Auto Drive near the rail line and East Artesia Boulevard. The image below illustrates what the area could look like with mixed use development.

