

# STATION AREA REPORT

West Santa Ana Branch Transit Corridor  
Transit Oriented Development  
Strategic Implementation Plan

May 28, 2019

## APPENDIX A-1



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# TABLE OF CONTENTS

## 1. INTRODUCTION

1.1 Station Area Plans	02
1.2 The Process	04
1.3 Design Principles	06
1.4 Active Transportation	08

## 2. STATION AREA PLANS

2.1 Pioneer	14
2.2 Gridley/183rd	28
2.3 Bellflower	42
2.4 Paramount/Rosecrans	56
2.5 I-105/Green Line	70
2.6 Gardendale	84
2.7 Firestone	98
2.8 Florence/Salt Lake	112
2.9 Pacific/Randolph	126
2.10 Slauson	140
2.11 Vernon	152
2.12 Washington	164
2.13 Arts District South	176
2.14 South Park/Financial District	190
2.15 Little Tokyo	204

## 3. REFERENCES

217



# 1 INTRODUCTION

## 1.1 STATION AREA PLANS

The West Santa Ana Branch Transit Corridor Transit Oriented Development Strategic Implementation Plan (TOD SIP) provides a land-use, access and economic development strategy for the 15 station areas within the 14 communities along the West Santa Ana Branch (WSAB) Transit Corridor in Southeast Los Angeles. The TOD SIP is based on a shared vision for the WSAB Corridor, and includes implementation strategies and serves as a planning toolkit for the community areas located within one-half mile of each station.

The Station Area Report (SAR) compiles concepts for 15 station areas that illustrate the vision for each, as articulated by jurisdiction stakeholders that participated in outreach events for over a year (See Section 1.2, Page 4). These 15 station areas were included on those alignments that were approved for further environmental evaluation by the Metro Board in May 2018 (Page 3).

### Alignment Modifications

The TOD SIP has been prepared over a 20 month period and concurrent with the preparation of an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) process to prepare the corridor for light rail use. During this period, the project description has evolved and the configuration being considered for this TOD SIP was subject to two refinements to the Project Definition.

This included adoption of new Northern Alignment Concepts that were approved by the Metro Board in May 2018. This action resulted in the addition of two new proposed stations to the TOD SIP scope in downtown LA, the elimination of a station in the City of Vernon and refinements to station locations for three stations along the WSAB corridor.

In December 2018, the Project Definition was further revised to exclude three stations and relocate station locations or refine the alignment in select sections of the corridor. As the content of the various reports included in the Appendix was prepared at different stages of the effort, each reflects the project scope at that time. Accordingly, the Existing Conditions Report (ECR) and the Station Area Report (SAR) each include 15 station areas with some refinements. The TOD SIP includes the 12 stations that are currently included in the Project Definition for the Environmental Study.

### Station Area Plans

The conceptual Station Area Plans include the following components:

- The stated **Vision** for the station area as vetted by each jurisdiction
- Brief **overview** of the station area conditions
- The **location** of the station area in relationship to the WSAB transit corridor
- The existing **neighborhood fabric** of the 1/2-mile radius (ten-minute walk) study area which informed the station area plan.
- The 1/4-mile radius existing **station area** for the heart of each area.
- The long-term **potential opportunity sites** within the station area.
- Illustrative **station area concept plan** based on the distinctive vision.
- Selected **precedent images** that depict similar potential development that has been implemented in other areas.
- Summary of **recommendations** to facilitate and incentivize development in the station area.
- Potential improvements to facilitate access and **Walkability** to the station area.
- Potential improvements to facilitate access and **Micro Mobility** to the station area.

The 14 communities along the WSAB Transit Corridor are each preparing for the proposed transit investment in accordance with their unique priorities and available resources. The bibliography at the end of the report includes planning documents in various stages that were used as a basis for understanding the vision for specific station areas.

Based on development potential, the station areas are organized in Five Development Typologies described in Section 4.2 of the TOD SIP. These are:

1. Main Street Adjacent / Infill
2. Large Scale Redevelopment
3. Hybrid Industrial Infill
4. Residential Arterial Infill
5. High Density Walkable Mixed Use



West Santa Ana Transit Corridor Alignment, May 2018

## 1.2 THE PROCESS

In order to develop the Station Area Plans, the team embraced an iterative process in which we worked closely with multiple stakeholders at key milestones. This included multiple meetings with the staff members of the various metropolitan agencies along the WSAB Transit Corridor, community stakeholders, Eco-Rapid staff, and the Environmental Study team. As we compiled and analyzed information, it was presented to stakeholders for feedback. Through this outreach process, the station area concepts were refined and the area of consensus enlarged and implementable station area plans evolved accordingly. The Station Area Plans were developed in a process that included three distinct phases

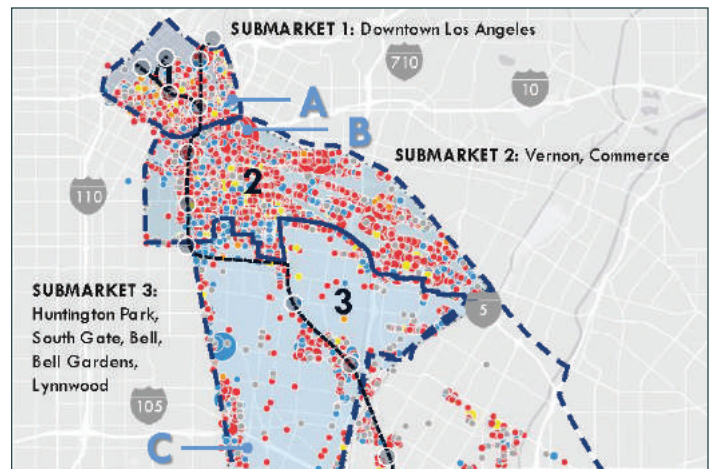
### 1. EXISTING CONDITIONS ANALYSIS

The team conducted a comprehensive analysis of existing conditions - physical, economic and regulatory

- **Initial Meeting with Jurisdiction Staff:**  
The team met with members of each jurisdiction in one on one meetings to understand key issues, outline the preliminary vision and establish key expectations for the station area.
- **Review of Documentation:**  
The existing conditions analysis included an comprehensive overview of the of the current regulatory environment and the existing conditions of the station area upto a half-mile radius centered on the proposed station.
- **Site Reconnaissance**  
Team members conducted a reconnaissance of the transit corridor and station areas that comprised a windshield survey, and walking tour to understand all aspects that are crucial to the physical, economic, transit and transportation and related issues.
- **Economics Analysis**  
The economics analysis comprised a demographics and employment analysis as well as a real estate scan. These provide an overview of the transit corridor as well as a station area comparative.
- **Technical Advisory Committee Meetings**  
Members of Technical Advisory Committees (TAC) comprised of public agency staff met in groups with the project team to review and provide feedback on existing conditions to ensure consistency.



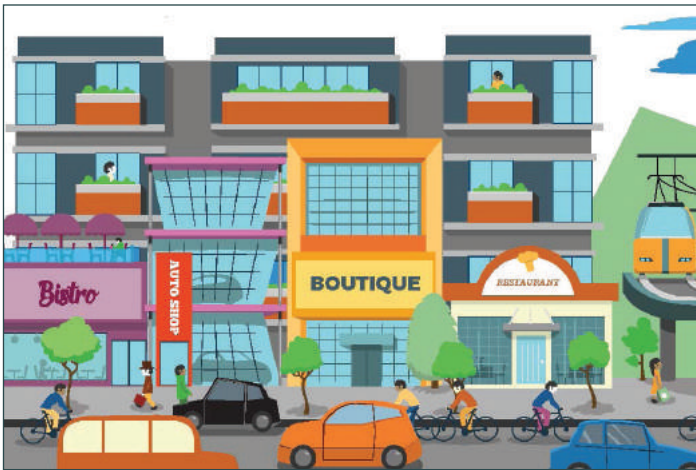
Existing Conditions , I-105/Green Line Station



Demographics Analysis/Real Estate Scan



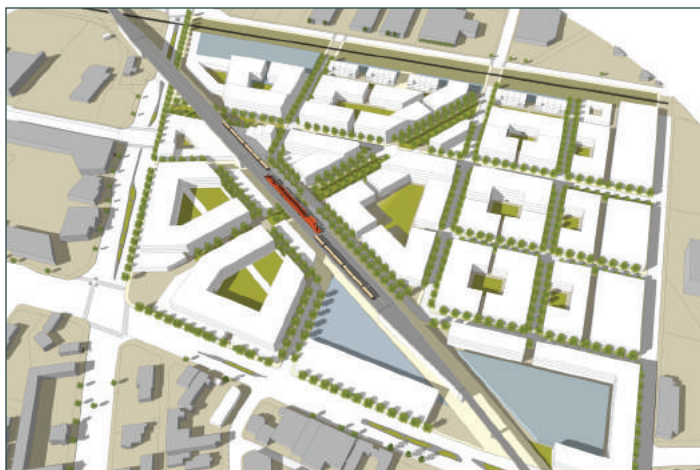
Technical Advisory Committee meeting



Gateway District Specific Plan, City of South Gate



Developer Forum



Conceptual illustrative station area plan

## 2. DEVELOP A VISION

- Station Area Vision**  
 Based on input from key stakeholders, a draft vision statement was developed for each station area that represented each community's goals and objectives.
- Shared Vision**  
 The distinctive station area visions provided a basis for crafting a unifying corridor vision that was based on shared values along the transit corridor jurisdictions. These were vetted and refined based on feedback.
- Design Principles**  
 A set of key Design Principles (see Section 1.3) were derived based on the vision statement and consistent with best practices for the design of Transit Supportive Places ([metro.net/projects/tod-toolkit](http://metro.net/projects/tod-toolkit)).

## 3. PREPARE DESIGN CONCEPTS

- Key Assumptions**  
 Recognizing the long time frame for the development of the station areas, the team adopted key assumptions including public private partnerships, projected market conditions and station area investment and improvements.
- Design Charrettes**  
 Design charrettes were conducted with the TAC to review initial concepts and assumptions. Participants provide feedback at meetings as well as in subsequent follow ups.
- Developer Forum**  
 To evaluate the potential for implementing development concepts, the team conducted multi-session forums with both local and national developers from the market and non-profit development community.
- Station Area Plans**  
 The station area plans that are documented in this report reflect the feedback from the TAC, community stakeholders, community jurisdictions and the developer forum. They are intended to illustrate design concepts for each station area based on the vision for each of the communities.

## 1.3 DESIGN PRINCIPLES



### ***WALKABLE***

Establish a high quality pedestrian network that is safe, complete and accessible to all.



### ***BIKABLE***

Implement a street and path network that is safe and complete for cycling.



### ***SAFE***

Encourage active neighborhoods that have eyes on the street and safe routes to schools.



### ***CONNECTED***

Establish a network of open spaces that is connected to transit and to the neighborhood.



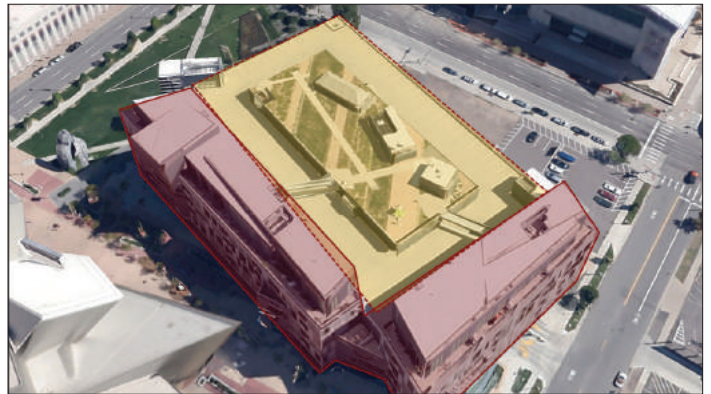
## *MIXED*

Prioritize a diverse mix of live and work uses and active public spaces within walking distance.



## *COMPACT*

Promote an intensification of residential and commercial development around high capacity rapid transit sustainable.



## *SUSTAINABLE*

Plan and develop communities that are economically and ecologically sustainable.



## *MOBILE*

Integrate high quality transit that is accessible on foot or by bicycle and alternative transportation modes.



## 1.4 ACTIVE TRANSPORTATION

This Station Area Report applies the active transportation strategies and tools presented in the TOD Strategic Implementation Plan to the WSAB station areas. The Station Area Active Transportation sections that follow include potential improvements for:

- People walking within a 15-minute or one-half-mile walk of each station
- People using bicycles, scooters and other micro-mobility vehicles to access the station and TOC within a 15-minute or two- to three-mile ride of the station.

The terms “pedestrian” and “walking” include people walking, jogging or running at any speed and using or carrying mobility aids, such as wheelchairs, white canes, baby strollers and shopping carts.

The term “micro mobility” refers to personal vehicles that can carry one or two passengers, such as bicycles, electric bicycles and all sorts of scooters that can use bicycle facilities.

### WALKABILITY IN STATION AREAS

**Design parameters for four sidewalk types** found in WSAB station areas are summarized in Figure 1.2 on page 10. These design parameters are based on experience in existing and planned transit-oriented communities. The four types are sidewalks on:

- A. Commercial or mixed-use arterial streets expected to accommodate high pedestrian volumes and/or other active transportation modes where there are no on-street facilities
- B. Commercial or mixed-use arterial streets with typical pedestrian volumes
- C. Low-density residential (typically single-family) arterial streets
- D. Collector and local streets.

For each sidewalk type, typical design parameters listed in Figure 1.2 address:

- Sidewalk and sidewalk zones
- Driveways/curb cuts
- Street trees
- Street lighting
- Furnishings
- Controlled street crossings.

For each WSAB station there are two pages (text and a map) that summarize existing conditions and potential improvements to enhance pedestrian access to each station.

**Existing conditions** include:

- An existing one-half mile (15-minute) walk zone for each station, based on all potential routes along existing sidewalks and other pathways. The existing walk zones vary based on local conditions, including street layout and barriers such as rail lines and transmission lines. In particular, some existing station walk zone are reduced in geographic area due to limited access to residential neighborhoods.
- Primary and secondary walk paths along existing streets and pathways to each future station within its half-mile walk zone and the width of their sidewalks by segment. Generally:
  - Primary walk paths are on streets that connect to the station and are typically arterial streets;
  - Secondary walk paths are on collector or local streets that connect neighborhoods in the walk zone to the primary paths and have controlled (typically signalized) intersections with arterial streets to allow for safe crossing.
- Controlled crossings of intersections, typically full traffic signals when one street is an arterial or four-way stops when both streets are local or collector streets.
- Sidewalk widths on primary walk paths.

**Potential improvements** include:

- Future sidewalk types for primary walk paths with corresponding pedestrian improvements defined in Figure 1.2 on page 10, which could be implemented over time as parcels near the stations are re-developed and/or through a streetscape improvements initiated by the local jurisdiction or a non-profit, such as a business improvement district.
- Station-area specific improvements to expand or enhance pedestrian access to the stations and to other destinations within a one-half mile walk of each station, including new primary and secondary walk paths.
- The expanded one-half mile walk zone where proposed improvements would increase access.

## MICRO-MOBILITY NETWORK

For each WSAB station there are two pages (text and a map) that depict a network consisting of existing and potential facilities described in the toolkit that would allow the majority of people living and working within two to three miles of each station to access it on bicycles, scooters and other micro-mobility vehicles.

For each station, the map shows:

- Existing facilities
- Funded facilities
- Facilities shown on local plans
- Other potential facilities that would complete the network.

Future facilities that would provide access to the WSAB stations are labeled, using:

- A letter corresponding to the name of the nearest station
- A Roman numeral corresponding to the facility type
- A number corresponding to the specific street segment listed in the adjacent table for each facility type serving that station.

For example, PI-I is the first Class I off-street path listed in the table for the Pioneer station.

Because stations are spaced closer than two- to three-miles apart, micro-mobility facilities have been assigned to the closest station and the map for each station includes facilities for adjacent station or stations.

The table for each station lists proposed and potential facilities shown on the map by class, length and jurisdiction. Existing facilities are not listed in the table.

**TABLE 1 Typical Design Parameters for Primary and Secondary Walk Paths**

	SIDEWALK TYPE			
	A.	B.	C.	D.
Walk Path Type	Primary	Primary	Primary	Primary or Secondary
Typical Street Type	Arterial	Arterial	Arterial	Collector or Local
<b>ADJACENT BUILDINGS - implementation tool: development standards</b>				
Typical Building Uses	Commercial or Mixed	Commercial or Mixed	Varies	Varies
Predominant Street Level Uses	Commercial	Commercial	Varies	Varies
<b>Ground Floor Street Wall Design</b>				
Setback	0-5'	0-5'	Varies	Varies
Building Entrance Orientation	Sidewalk	Sidewalk	Varies	Varies
Transparency (Windows/Doors)	75%	75%	Varies	Varies
<b>SIDEWALKS</b>				
<b>Minimum Width - implementation tool: development standards (setback and/or sidewalk easement)</b>				
Total	20'	15'	12'	10'
Tree/Parkway Zone*	8'	7'	6'	5'
Walk Zone	8'	8'	6'	5'
Building Frontage Zone	4'		NA	NA
<b>Curb Cuts/Driveways - implementation tool: development standards</b>				
Preferred Location	Alley or side street	Alley or side street	Varies	Varies
Quantity and Width	As few and as narrow as feasible to reduce pedestrian conflicts and vehicle speed.			
Sloped portion	Within parkway zone to the extent feasible, so walkway zone is flat.			
<b>Street Trees - implementation tool: development standards or capital improvements</b>				
Spacing	Spaced to provide a continuous shade canopy.			
Land-Use Related Characteristics	Adjacent to commercial development, minimum 30' height a single central leader (trunk) so they can be pruned up above ground-floor business signs. If existing sidewalks are too narrow (<10'), plant street trees in front setbacks.			
Parkway or Tree Well?	Parkways with a 4' wide path every 2 parking spaces are preferable, with tree wells, which should be 12' long, at bus stops and other high pedestrian volume locations.			
<b>Street Lights - implementation tool: capital improvements or development standards for large projects</b>				
Intersection	✓	✓	✓	✓
Roadway (±30' poles)	✓	✓	✓	✓
Pedestrian (±12-15' poles)	✓	✓		
<b>Furnishings</b>				
Seating (1 seat = 18 linear inches)	3 seats/100'	3 seats /100'	Typically not required	Typically not required
Trash receptacles	1/100'	1/100'	Typically not required	Typically not required
Mico-mobility vehicle parking	✓	✓		
Wayfinding/Placemaking Elements	Provide as needed to direct pedestrians to station.			
<b>CONTROLLED STREET CROSSING</b>				
Spacing (ideal/maximum)	300'/600'	300'/600'	300'/600'	
Corner radius	15-20'	15-20'	10-15'	10'

\* Dimension includes curb. Provide a 1.5' wide walkable edge adjacent to curbside parking or loading on sidewalk types A. and B.  
Note: does not include station design and assumes bicycle/scooter/etc. parking for station is provided at station.





## 2 STATION AREA PLANS

# 2.1 PIONEER

## EXISTING STATION AREA



### VISION

Mixed-use higher density main street that is a diverse cultural destination surrounded by attractive residential neighborhoods

#### Typology: **Main Street Adjacent/Infill**

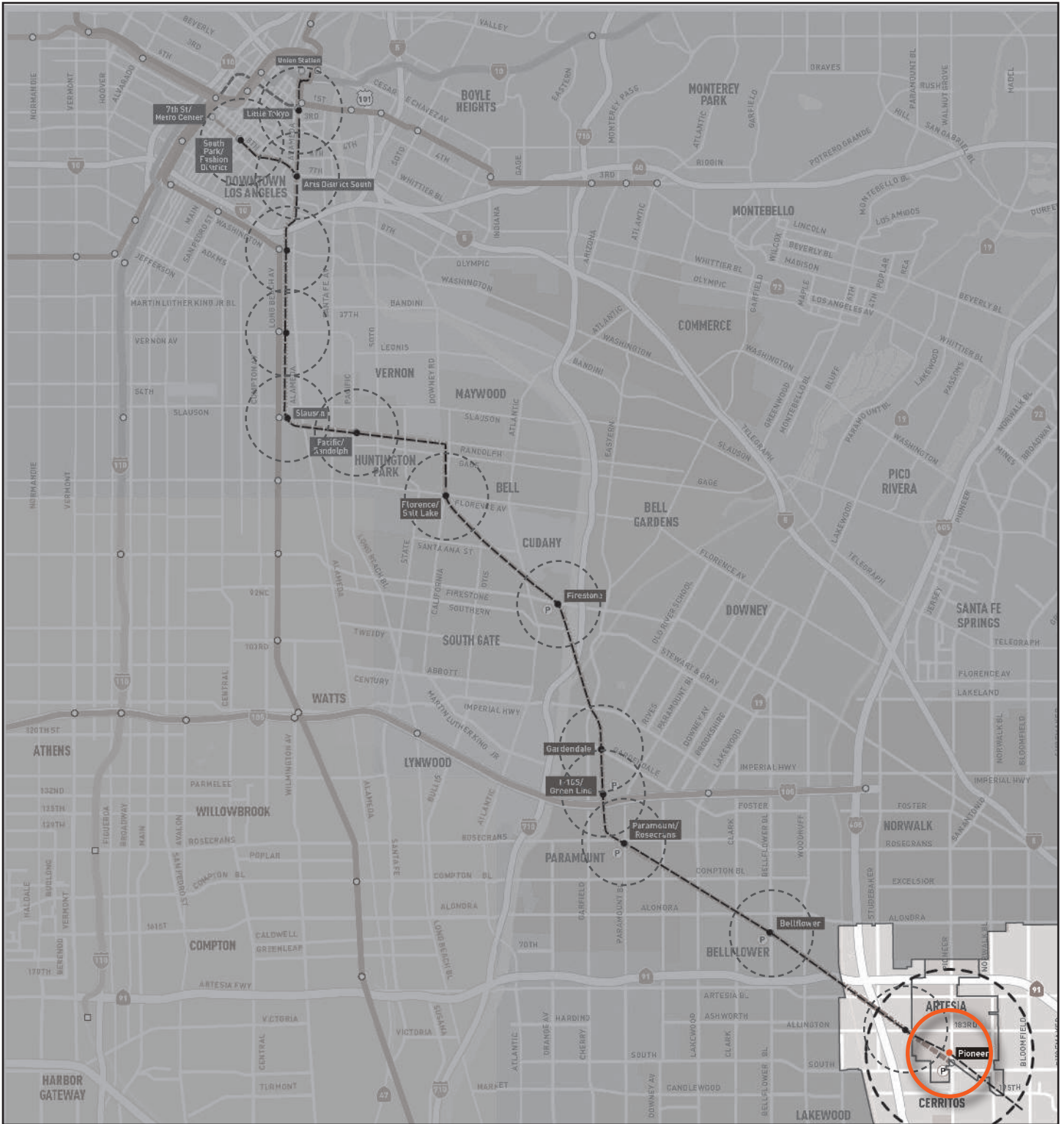
The Pioneer Station will be the southern terminus of the WSAB light rail line. It is anchored by Artesia’s Little India and a regionally recognized hub of South Asian restaurants and retail establishments on Pioneer Boulevard which is the city’s “Main Street” and commercial hub.

The station area includes both successful commercial as well as stable residential development and has the opportunity to become a more vibrant main street destination with additional retail space as well as neighborhood-serving office, residential, and supporting amenities. Pioneer can build on its unique cultural retail destination brand, and implementation of the WSAB transit line will make it accessible to a wider audience. This will provide market support for both existing businesses and new infill development in the station area.

Artesia has taken the initiative to plan for the future and is already taking measures to transform the station area into a destination that ensures better access for pedestrians and cyclists – a walkable, pedestrian friendly neighborhood. The City intends to prepare an overlay zone for the station area that builds on the Artesia International Downtown Specific Plan (AIDSP) which has recently been initiated.

The city’s primary goal is to intensify the station area and the Pioneer Blvd Corridor. The vision is for development that is 4-7 stories high with retail at the ground level, commercial office at the second level and residential uses on the upper floors. The City has already made investments to improve the pedestrian experience on Pioneer Boulevard, and there is opportunity to further strengthen the area as a destination.

# CORRIDOR MAP



## 2.1 PIONEER

### NEIGHBORHOOD FABRIC



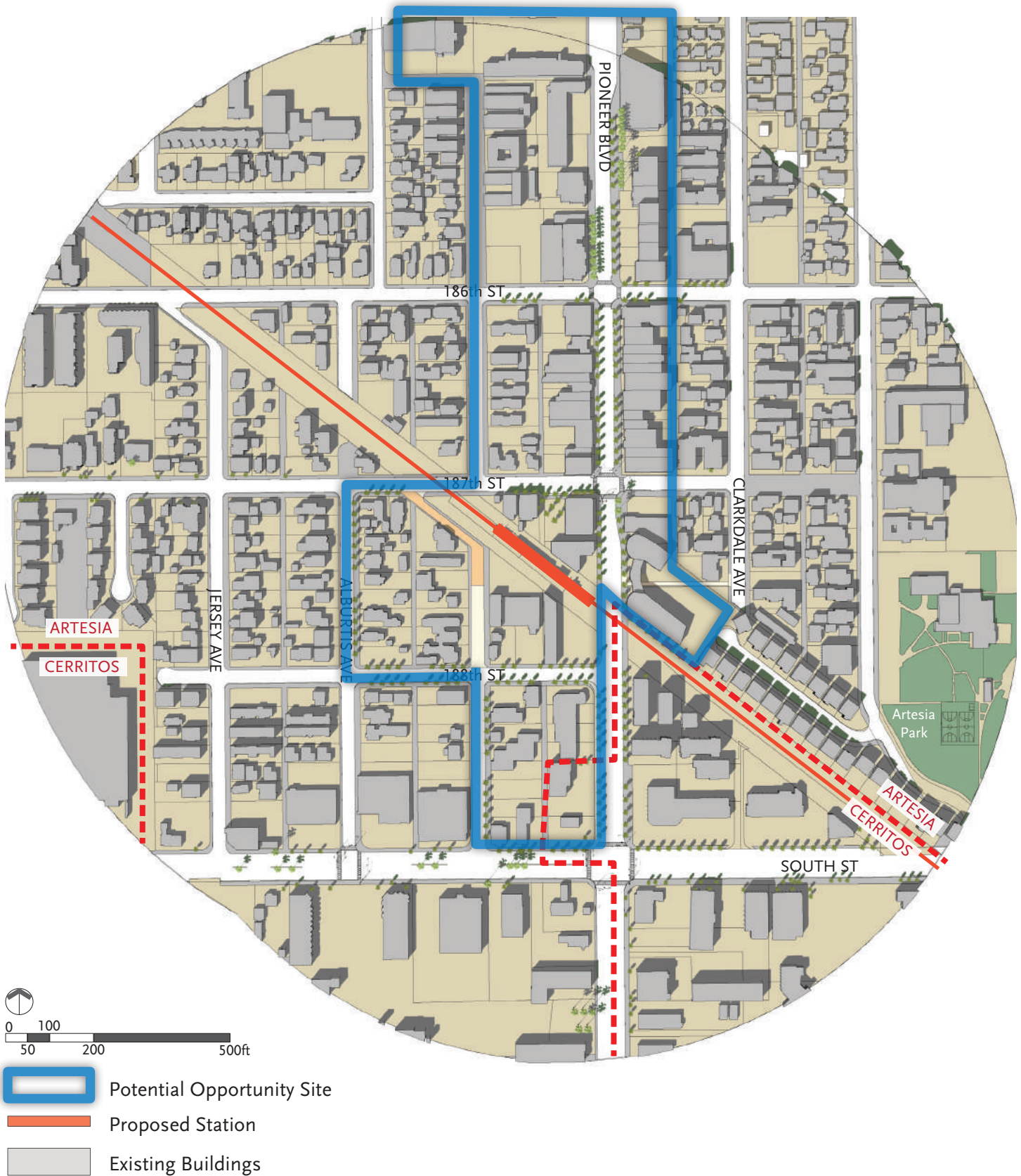
Downtown Specific Plan



- Proposed Station
- Existing Buildings

## 2.1 PIONEER

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Existing Pioneer Blvd “ Main Street “
- ② Retail Plaza
- ③ Transit Plaza
- ④ Shared Parking Structure
- ⑤ Mixed-Use Development
- ⑥ Boulevard Mixed-Use
- ⑦ Existing Single Family Neighborhood
- ⑧ Existing Artesia Park

## 2.1 PIONEER

### STATION AREA CONCEPT



Mixed use development with residential above commercial



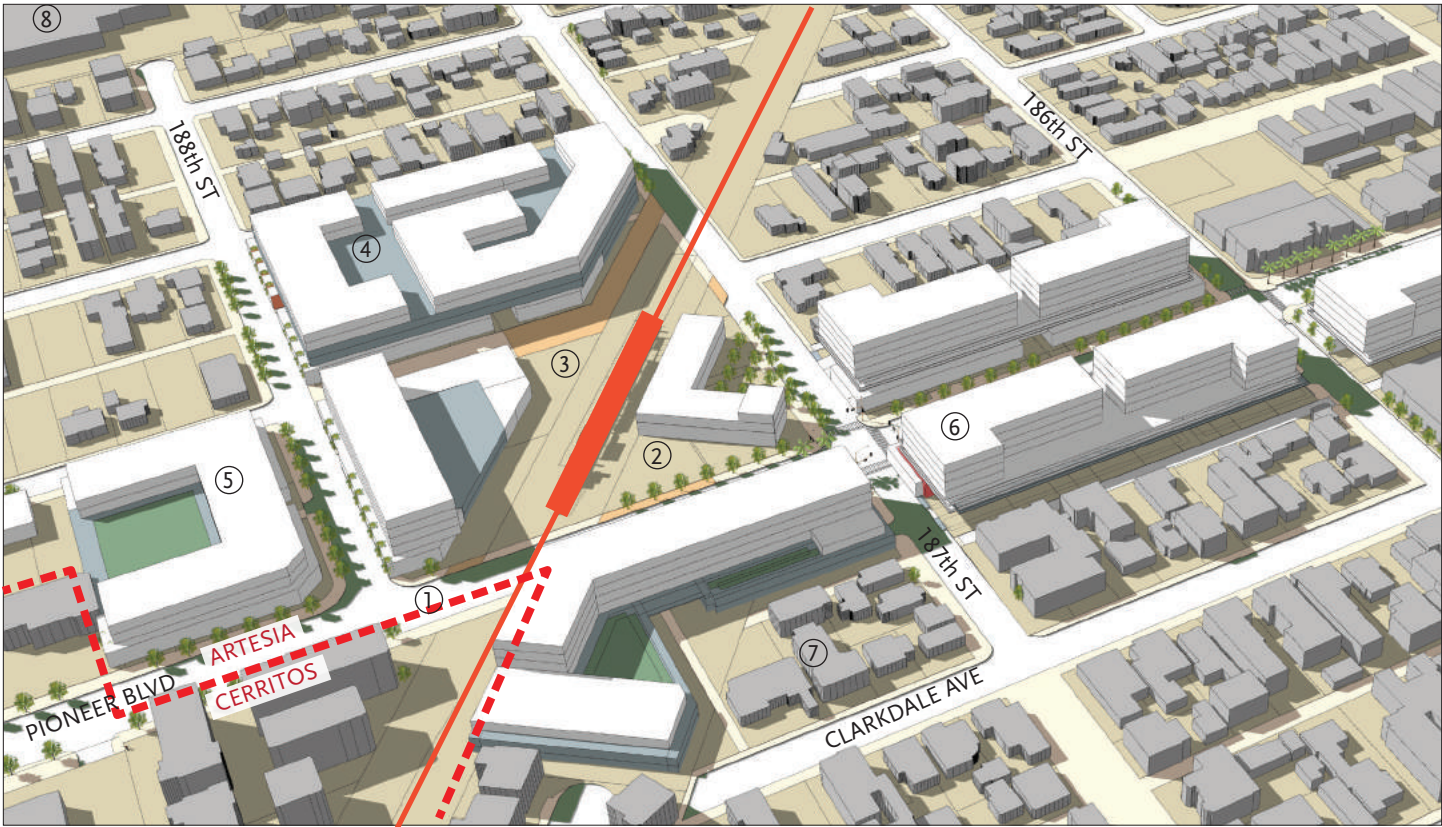
Commercial uses that will bring visitors, such as restaurants and shops.



Office uses that are centers of employment with a significant daytime population.



Parks and recreational uses that are integrated with private development.



Axonometric view of station area development



- ① Existing Pioneer Blvd “ Main Street “
- ② Retail Plaza
- ③ Transit Plaza
- ④ Shared parking structure
- ⑤ Mixed Use Development
- ⑥ Boulevard Mixed-Use
- ⑦ Existing Single Family Neighborhood

## 2.1 PIONEER

### RECOMMENDATIONS

- The creation of an Overlay Zone that builds on the Artesia International Downtown Specific Plan (AIDSP) will enable streamlined regulatory and environmental clearance for higher density and transit supportive uses. This will leverage the transit investment and has the potential for increased patronage from transit riders and visitors from other parts of the region.
- The City should establish clear goals for its plan to build a 1,200-space parking structure in the station area as a joint venture effort. Since the provision of significant parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking, district parking or parking based on demand, to help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest and accelerating the redevelopment of underutilized parcels. A comprehensive parking management strategy can address both commuters as well as visitors to the main street commercial area
- Pioneer Blvd Corridor consists of family-owned/ smaller scale businesses, stores and restaurants on Pioneer Blvd. It will be important that this distinguishing characteristic is not overshadowed by new development, so the preservation of the cultural heritage of legacy businesses within the station area should be a priority. In order to maintain an authentic identity, it will be important to integrate strategies to sustain these businesses and integrate them into new development.
- The City can leverage its prominence as an unique, ethnic culinary destination and build on the restaurants that are a major regional draw. It can increase development and sales tax generation by building on its core strength as a cultural corridor by complementing this with professional services.
- The station area does not have large vacant plots of land for large scale development. Multiple parcels will need to be consolidated for more ambitious development that can support the heights and densities that are being envisioned by the city. This is particularly important for the shallow parcels along Pioneer Boulevard
- The City intends to incorporate Artesia Park into the station area planning so there is an improved connection to the park which can serve as a “community center” near the future Pioneer Station. Establishing an interconnected network of open spaces that includes the park and integrates it with walkable side-walks, retail and transit plazas and pocket parks will enhance the distinctive identity of the station area.
- To maintain and elevate the main street experience, it is critical to explore the formation of Property Based Improvement Districts (PBID), which can actively market and contribute and maintain the operational capacity of the Pioneer Boulevard retail corridor in a way that will attract investment and visitation over an extended period and help it grow as the Artesia International Downtown.



Santana Row mixed-use development in San Jose was identified as a precedent for development in the station-area.

## 2.1 PIONEER

### ACTIVE TRANSPORTATION: WALKABILITY

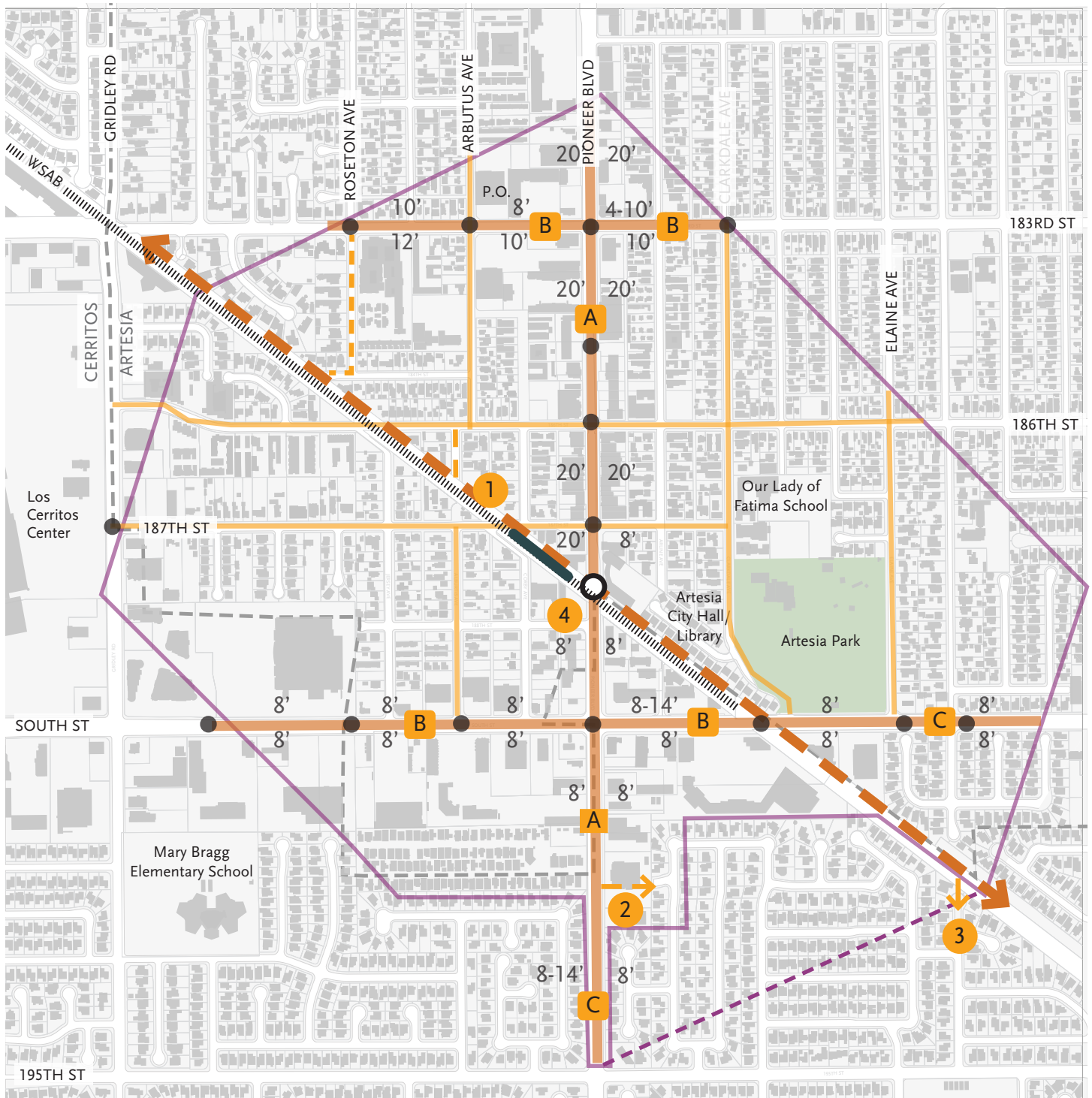
Pioneer Boulevard, South Street, and 183rd Street are the existing primary walk paths to the Pioneer Station. An additional primary walk path will be provided in the future when the active transportation path along the WSAB ROW shown on local plans is constructed.

Pioneer Boulevard north of 187th Street has a high quality pedestrian environment that includes 20-foot wide sidewalks, pedestrian lighting, street trees, and active ground floor uses, corresponding to type A sidewalks. The segment south of 187th Street has, for the most part, eight-foot wide sidewalks, which could be widened and improved in conjunction with future development to be consistent with those to the north and facilitate access to the station. Similarly, the sidewalks on South Street and 183rd Street adjacent to commercial uses would benefit from widening to 15 feet, corresponding to type B sidewalks, to accommodate street trees, a wider walk zone and other pedestrian improvements. Sidewalks adjacent to low-density residential uses may be narrower, corresponding to type C.

Design parameters for primary walk path sidewalk types A, B, and C are listed in Table 1 on page 10.

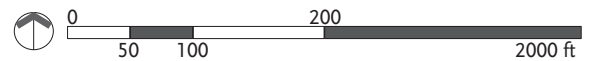
Other suggested improvements to facilitate and encourage walking to the station and within the Pioneer station area include the following.

- 1 An active transportation path on the WSAB ROW adjacent to the light rail line, consistent with both Artesia's and Cerritos' plans and currently under construction between 187th Street and Gridley Road in Artesia, would improve access to the station and in the station area. North of South Street primary access to the multi-use path will be at its intersections with Pioneer Boulevard, 187th Street, 186th Street and Gridley Road. The path segment currently under construction is on the north side of the track, which will allow for additional access from Arbutus Avenue and 185th Street.
- 2 A pedestrian path from Pioneer Boulevard to De-gas Lane in conjunction with future development or through agreement with current property owner would extend access to the residential neighborhood southeast of the station.
- 3 A pedestrian/bicycle connection from the new WSAB ROW multi-use path to Almadin Avenue would provide access to the residential neighborhood southeast of the station.
- 4 A controlled pedestrian crossing at the intersection of the WSAB ROW and Pioneer Boulevard could be considered to accommodate all modes of active transportation on the new multi-use path.



**Potential Improvements**

- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Sidewalk type by street (see Table 1 on page 10)
- Station area specific improvements



**Existing Conditions**

- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- Typical sidewalk width by block face

## 2.1 PIONEER

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the Pioneer Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

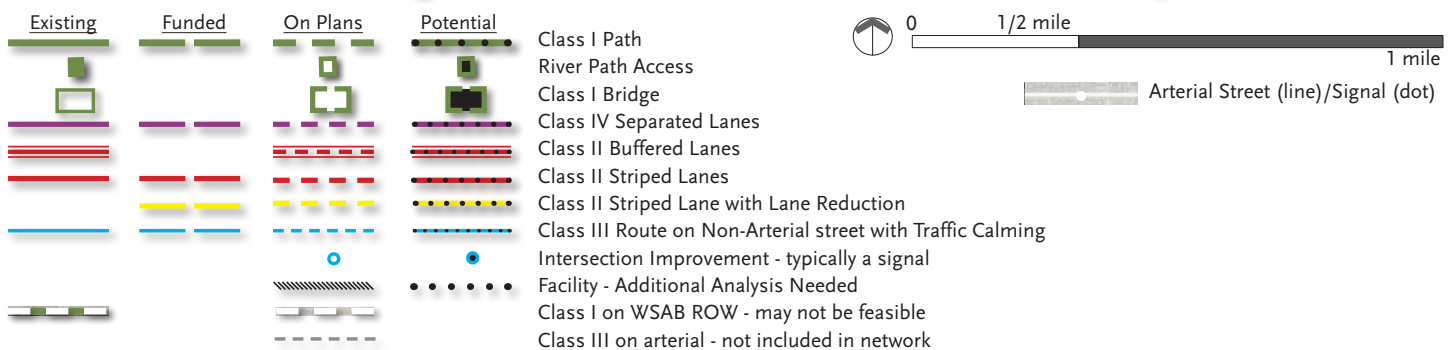
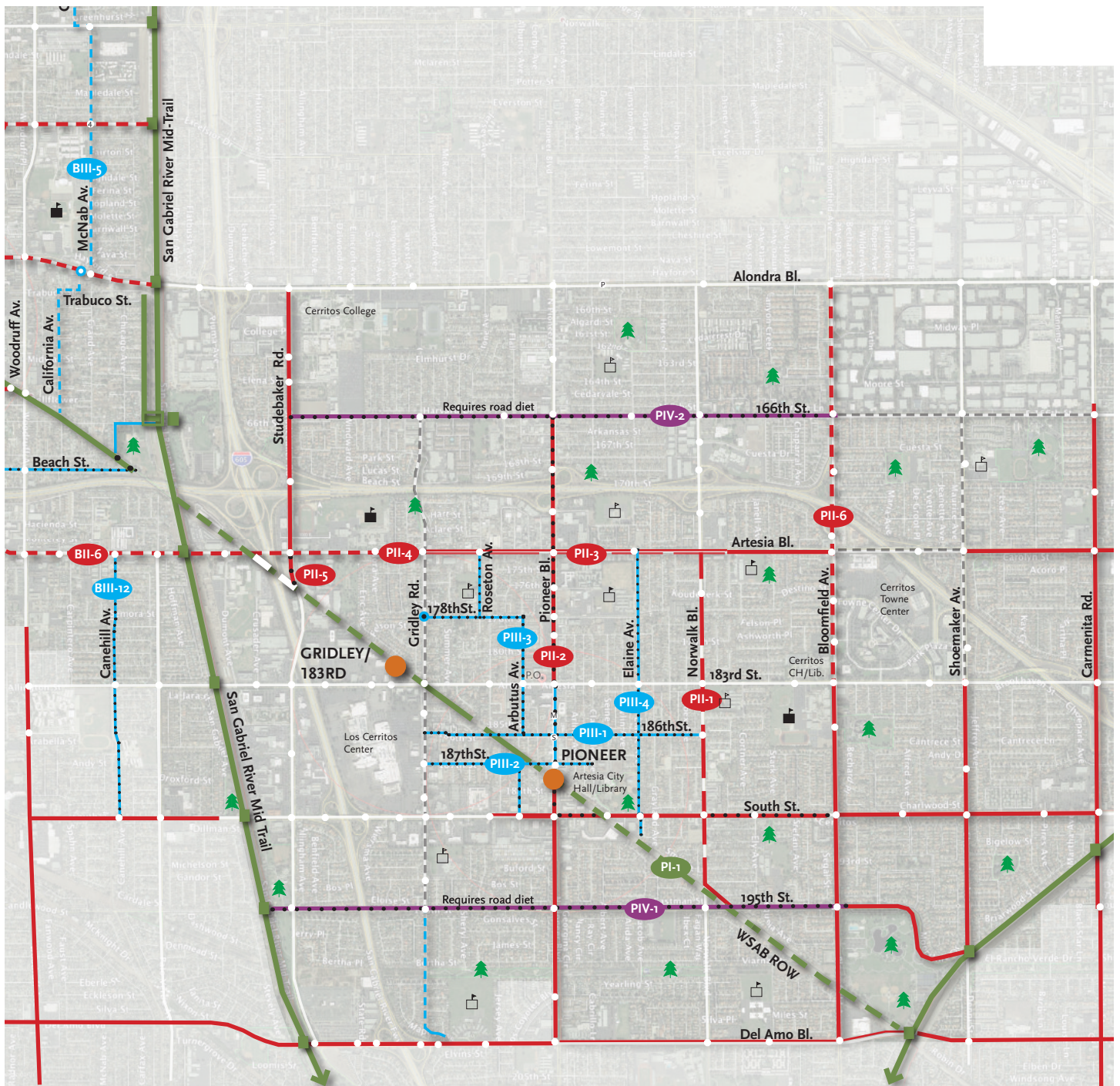
Class II striped lanes are red

Class III micro-mobility boulevards on local and collector streets are blue.

**TABLE 2 Potential Facilities Serving the Pioneer and Gridley/183rd Stations** (mapped on adjacent page)

Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East Limit	North/West Limit	Length		Jurisdiction	Notes:	
						I, II,	III			
PI-1	WSAB	I	✓	Coyote Creek	San Gabriel R.	3.50		Cerritos, Artesia	183rd-187th in Artesia is under construction. There may not be room for access under 605 with LRT.	
PIV-1	195th St	IV		Bloomfield	San Gabriel R.	1.80		Cerritos	Requires lane reduction; 2020 ADT projected to be <15,000, so potentially feasible.	
PIV-2	166th St	IV		Bloomfield	Studebaker	2.00		Cerritos	Requires lane reduction; 2020 ADT projected to be <15,000, so potentially feasible.	
P11-1	Norwalk Bl	II	✓	South	Artesia	1.00		Artesia	Funded by ATP grant; under construction as of 10/2018.	
P11-2	Pioneer Bl	II		166th	183rd	1.00		Artesia	Controls/redesign required at 91 ramps.	
P11-3	Artesia Bl south side	II		Bloomfield	Clarkedale	0.43		Artesia	Funded by same ATP grant as Norwalk.	
P11-4	Artesia Bl	II	✓	Gridley Rd	Palo Verde	1.00		Cerritos	With P11-5, P11-4 is essential to providing access to the San Gabriel River Path if a bicycle path along the WSAB ROW under 605 is not feasible.	
P11-5	Studebaker Rd	II		Artesia	WSAB	0.13		Cerritos	Stripe existing 23' curb lane; also provides access to areas north of the 91.	
P11-6	Bloomfield Av	II	✓	183rd	Artesia	0.50		Cerritos		
P111-1	186th St.	III		Norwalk	Gridley		1.06	Artesia	Bike boulevard network can provide access for people in the immediate vicinity of the station and shorten routes from surrounding Class II facilities.	
P111-2	187th St.	III		Clarkdale	Gridley		0.64	Artesia		
P111-3	Arbutus-178th-Roseton	III		186th	Artesia		0.84	Artesia		
P111-4	Elaine Av.	III		WSAB	Artesia		0.78	Artesia		
Station Area Totals							11.26	2.22		



## 2.2 GRIDLEY/183RD

### EXISTING STATION AREA

Note: This station is no longer being considered in the current alignment approved in December 2018



### VISION

**Mega Regional Commercial Hub that is a vibrant, multi-modal, pedestrian-friendly commercial district with low to medium density residential in a mixed-use setting.**

### Typology: **Large Scale Redevelopment**

The proposed Gridley/183rd Station was originally planned to be located in the City of Cerritos at the border of Artesia and Cerritos with 183rd Street as the major arterial connecting the cities. It is a major regional destination shopping center, with a mall and other big-box retail developments and neighborhood-serving commercial retail centers. Surrounding the retail are residential neighborhoods containing predominantly single-family homes.

The station area has the potential to become a popular mixed-use destination with the integration of other land uses, like office and residential. The acres of surface parking that surround the Los Cerritos Center, as well as other shopping centers in the proposed station area, offer ample space for additional retail entertainment and mixed-use development.

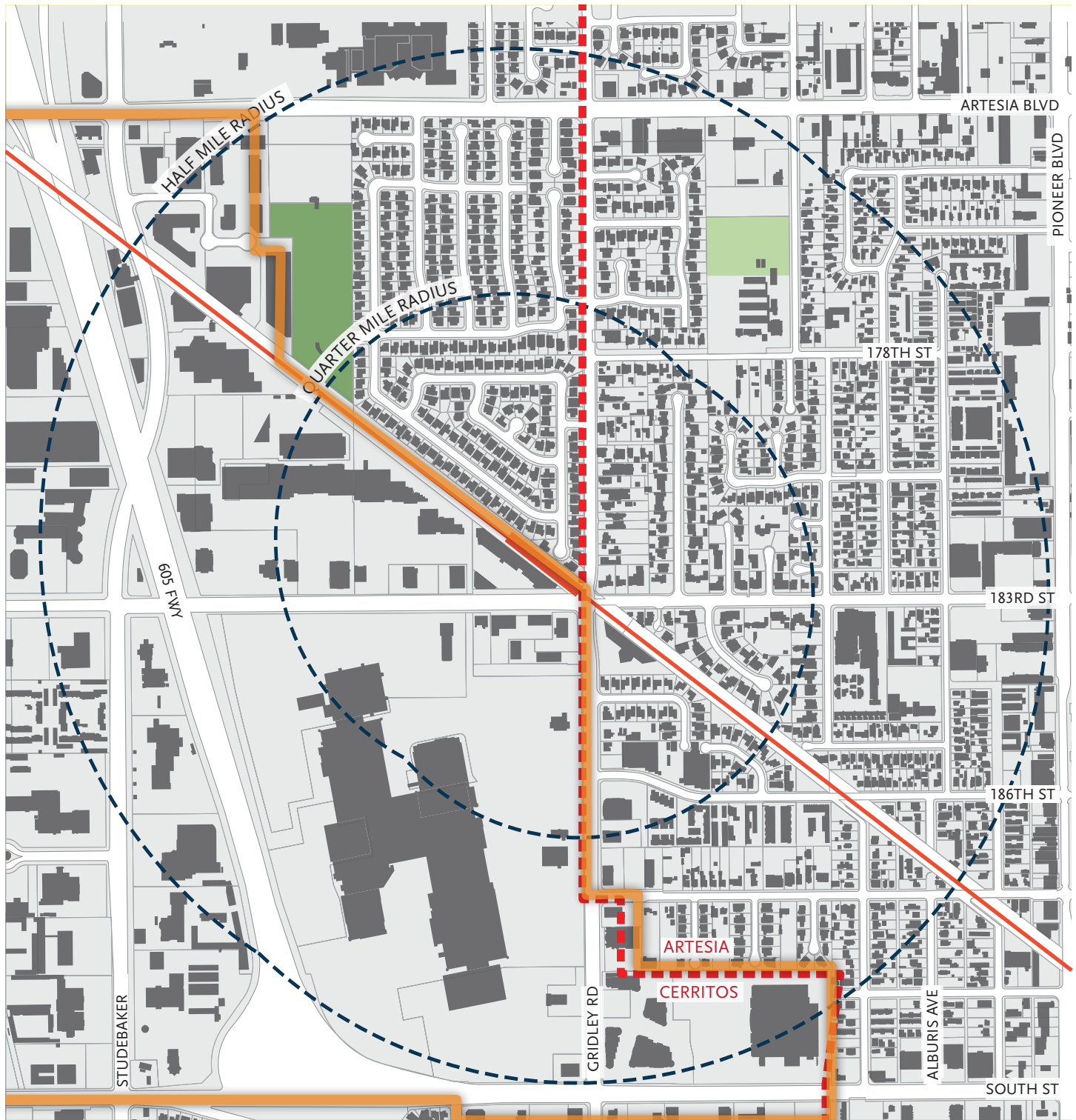
A SCAG TOD Demonstration Project was prepared in 2012 for the City of Cerritos to study the potential for a transit station to be located in Cerritos. The station area was envisioned as a “Mega Regional Commercial Hub for supporting the improved performance of existing regional centers and attracting new development.” Anchored by retail, the goal of the conceptual plan was to transform the area into a “vibrant, multi-modal and pedestrian-friendly commercial area with multi-family residential in a mixed-use setting.”

- To develop 183rd Street which is already a regionally important corridor, as a Main Street for Cerritos.
- Create a compact mixed-use environment
- Create an active pedestrian environment
- Disperse parking structures and implement a “wrap-type product” to conceal the parking.

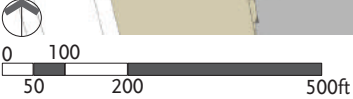


## 2.2 GRIDLEY/183RD

### NEIGHBORHOOD FABRIC



 TOD Demonstration Project Area



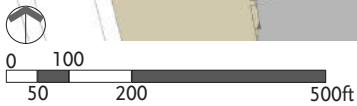
- Proposed Station
- Existing Buildings

## 2.2 GRIDLEY/183RD

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Existing Cerritos Mall
- ② Existing Surface Parking Lot
- ③ Transit Plaza
- ④ Active Public Plaza
- ⑤ Residential Mixed-Use
- ⑥ Commercial Office Uses
- ⑦ Hotel
- ⑧ Shared Parking
- ⑨ Infill Development
- ⑩ Proposed "Main Street"

## 2.2 GRIDLEY/183RD

### STATION AREA CONCEPT



Hospitality uses with retail at the ground level.



Moderate density residential mixed uses along Gridley Road and 183rd Street.

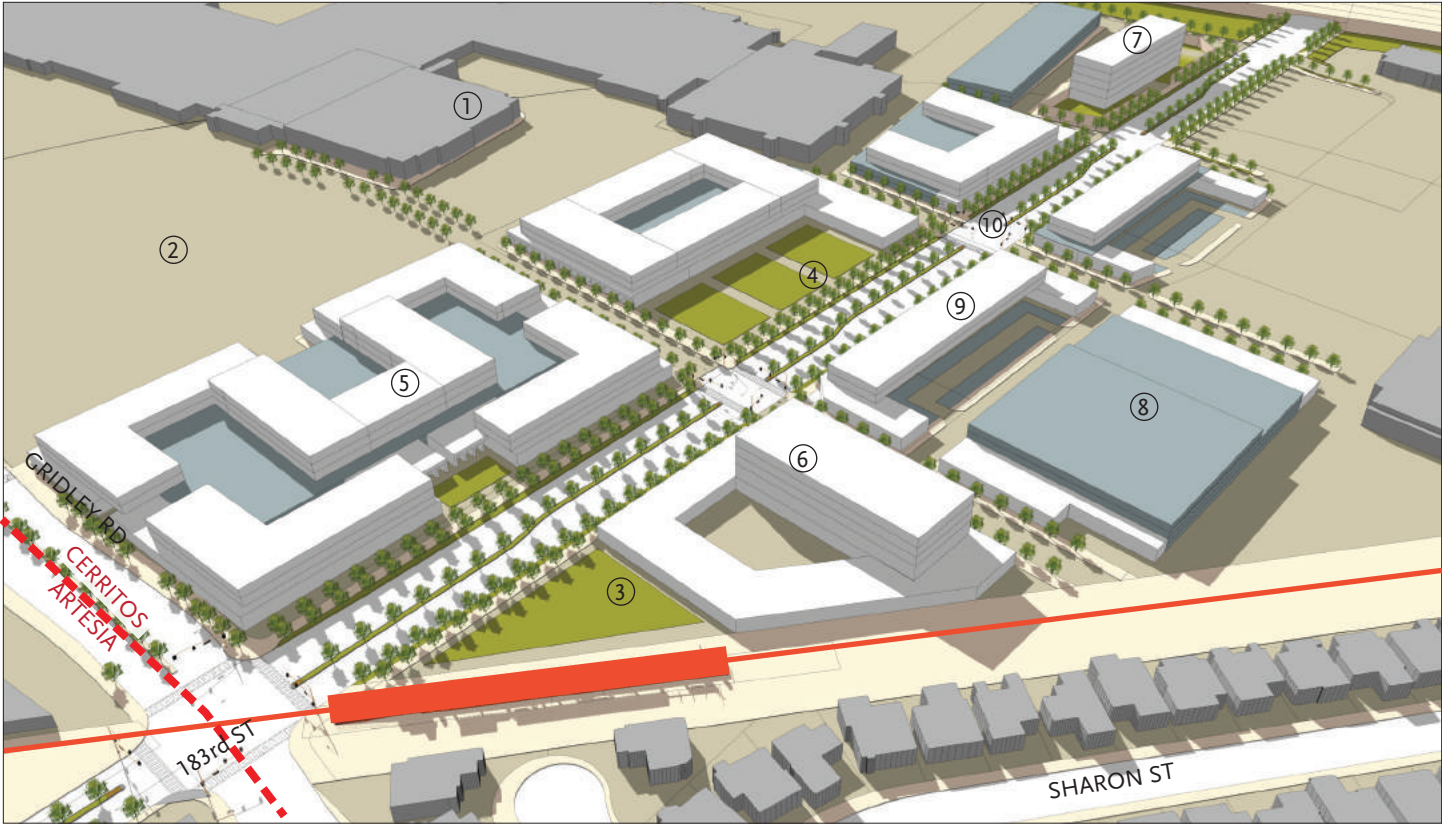


Active spaces that are integrated with development and the 183rd Street corridor.



Commercial offices that gave active ground floor uses.

STATION AREA CONCEPT



Axonometric view of the site development



- ① Existing Cerritos Mall
- ② Existing Surface Parking Lot
- ③ Transit Plaza
- ④ Active Public Plaza
- ⑤ Residential Mixed-Use
- ⑥ Commercial Office Uses
- ⑦ Hotel
- ⑧ Shared Parking
- ⑨ Infill Development
- ⑩ Proposed "Main Street"

## 2.2 GRIDLEY/183RD

### RECOMMENDATIONS

- The successful revitalization of the 183rd Street Plaza and the potential to create a pedestrian friendly walkable “main-street” corridor along 183rd street is consistent with promoting pedestrian connectivity to the station.
- The development of a hotel which is supported by the City for a location at the north-west corner of the Los Cerritos Center. This provides an opportunity to enhance the pedestrian environment, support restaurant and local businesses, while providing additional facilities for group events.
- This station area’s long-term potential to become a truly mixed-use, transit-supportive district, working with the owners of Los Cerritos Center and other property owners to convert surface parking lots into a vibrant mixed-use development.
- Redevelopment and intensification of these parcels needs to be a priority to transform the area into a vibrant mixed use district that supports the next generation of the Cerritos Mall to achieve the vision of establishing the station area as a pedestrian-oriented community.
- The owners of these properties should be engaged and included in the economic development and physical planning for the station area. Achieving early buy-in from property owners could ultimately accelerate the evolution of this station area into a higher density neighborhood. Since the provision of adequate parking is a key issue, the city could explore innovative parking management strategies, such as a shared parking district or parking based on demand to create more walkable vibrant communities and help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest.
- The station area has the potential for commercial office which is recommended as part of the transit oriented development adjacent to the station. Recent nearby development like Cerritos Towne Center, which contains high-performing office space as a part of a larger retail and entertainment development, suggests likely market support for additional, high-quality office space. The surrounding office sub-market achieves higher average rents well above other sub-markets excluding Downtown LA.



Retail and commercial uses at the street edge with active ground floor and pedestrian paseos to large format retail

## 2.2 GRIDLEY/183RD

### ACTIVE TRANSPORTATION: WALKABILITY

Gridley Road and 183rd Street are the existing primary walk paths to the Gridley/183rd Station. An additional primary walk path will be provided in the future when the active transportation path along the WSAB ROW shown on local plans is constructed.

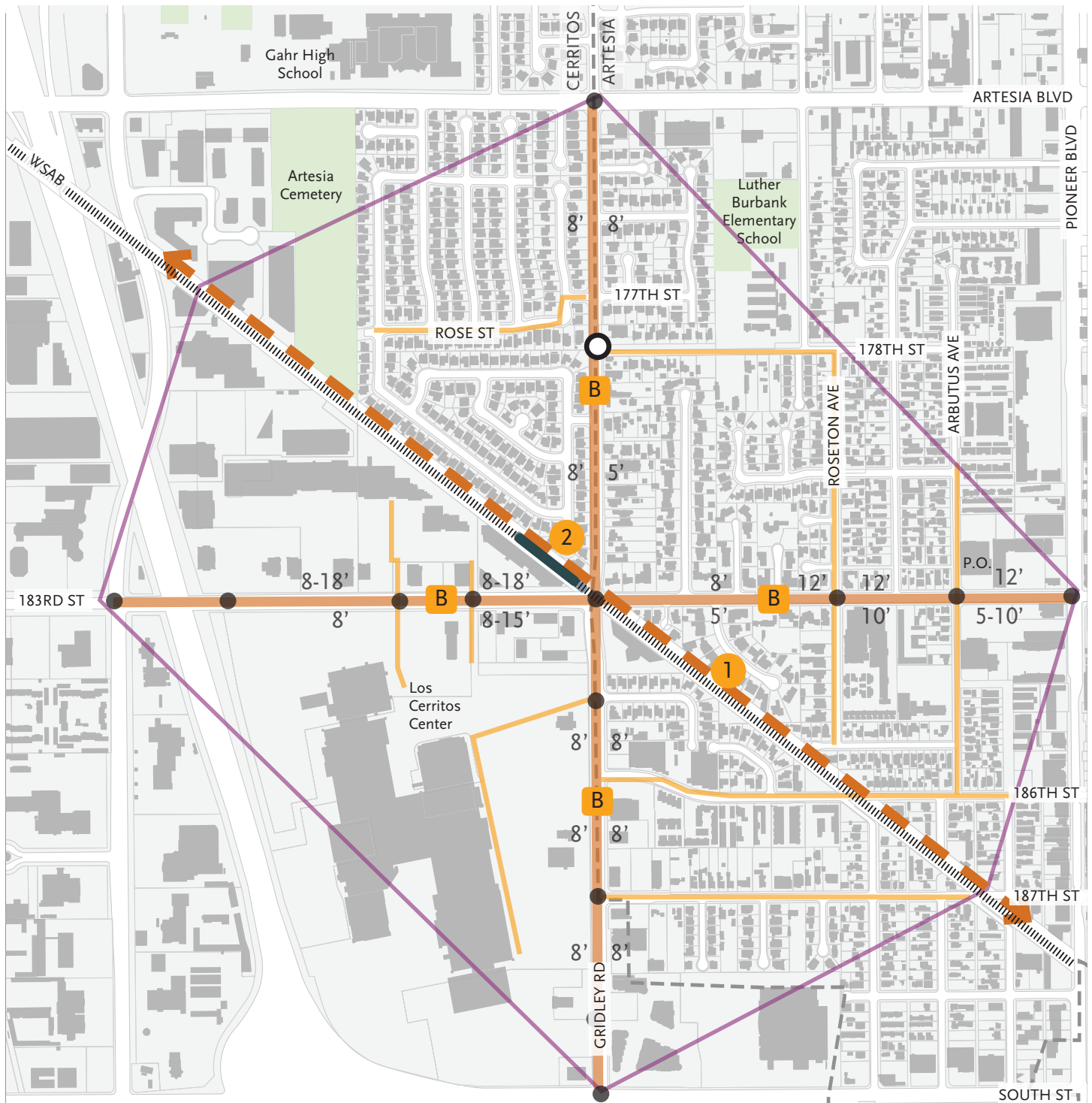
Gridley Road has narrow sidewalks with few shade trees. Sidewalks on 183rd Street vary from eight to 18 feet wide.

Walkability would be enhanced by widening sidewalks and adding parkways with shade trees and other improvements, comparable to type B sidewalks, along both primary walk paths.







Design parameters for primary walk path sidewalk type B are listed in Table 1 on Page 10.

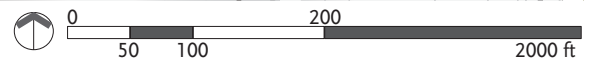
Other suggested improvements to facilitate and encourage walking to the station and within the Gridley/183rd station area include the following.

- 1 An active transportation path on the WSAB ROW adjacent to the light rail line, consistent with both Artesia's and Cerritos' plans and currently under construction between 187th Street and Gridley Road in Artesia, would improve access to the station and in the station area. Southeast of the station primary access to the multi-use path will be at its intersections with 187th Street, 186th Street and Gridley Road. The path segment currently under construction is on the north side of the track, which will allow for additional access from Arbutus Avenue and 185th Street.
- 2 Consider providing access to the WSAB active transportation path from the residential neighborhood north of the station.








**Potential Improvements**

-  Expanded boundary of 1/2-mile walk zone
-  Primary walk path
-  Secondary walk path
-  Controlled pedestrian crossing
-  Sidewalk type by street (see Table 1 on page 10)
-  Station area specific improvements



**Existing Conditions**

-  Boundary of 1/2-mile walk zone
-  Primary walk path
-  Secondary walk path
-  Controlled crossing of arterial street
-  Typical sidewalk width by block face

## 2.2 GRIDLEY/183RD

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the Gridley/183rd Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

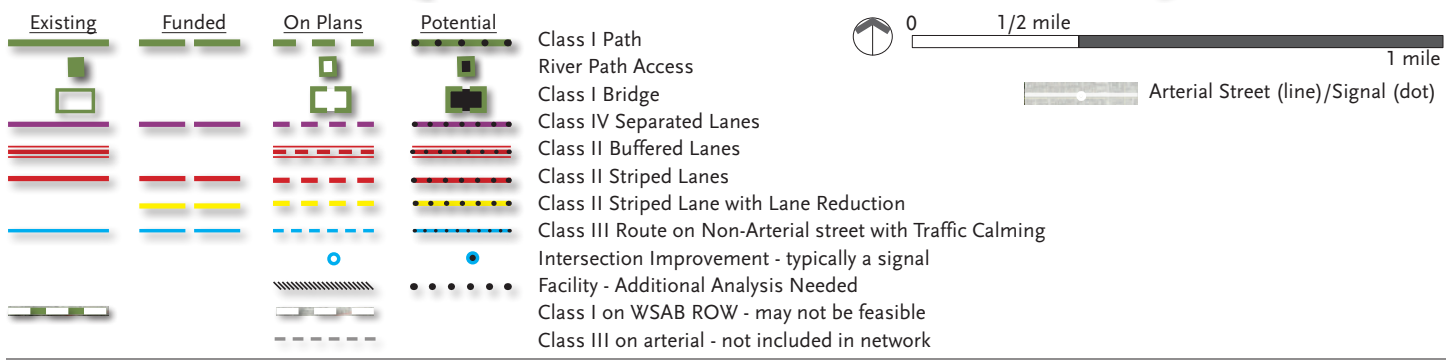
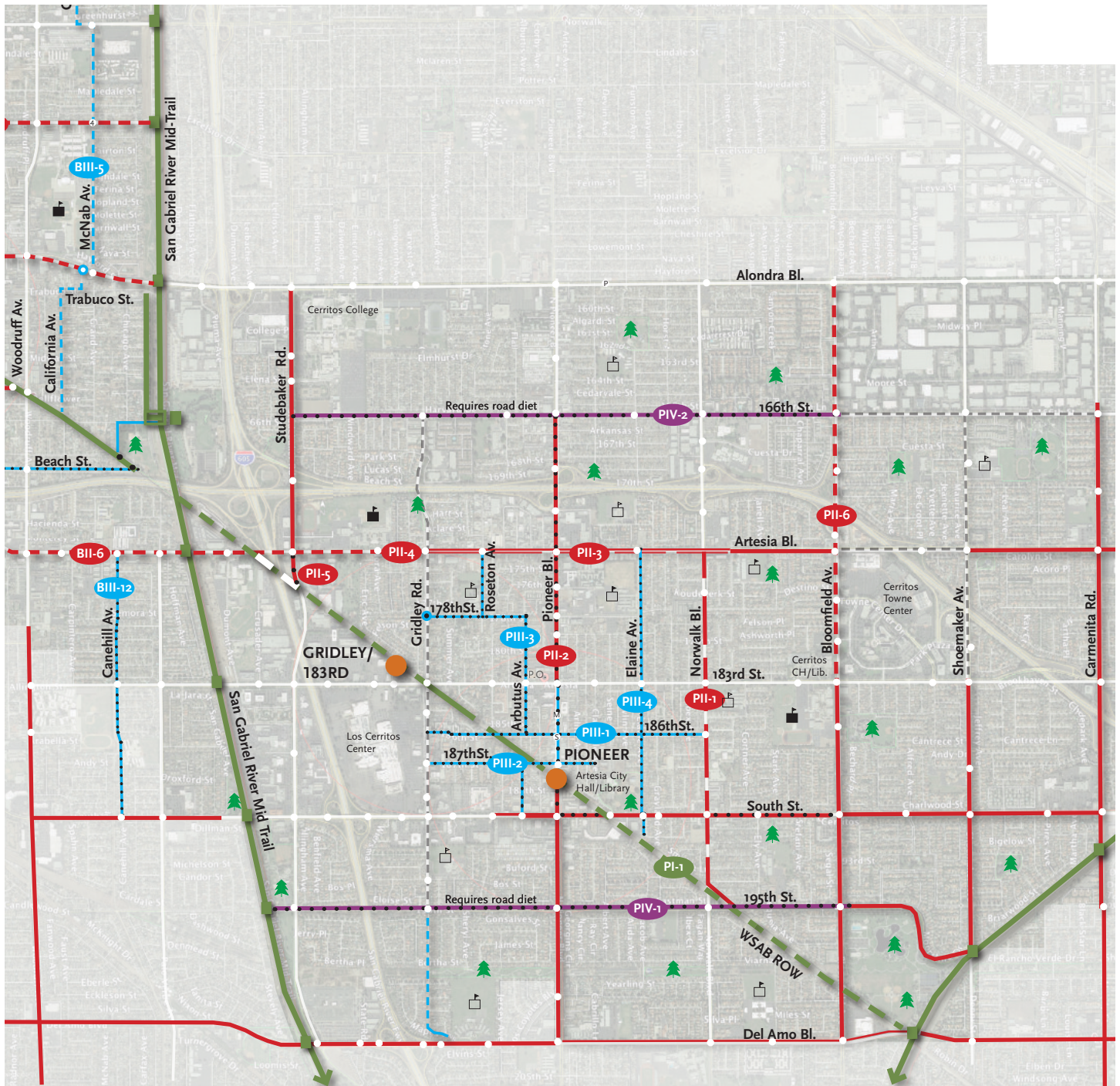
Class II striped lanes are red

Class III micro-mobility boulevards on local and collector streets are blue.

**TABLE 3 Potential Facilities Serving the Gridley/183rd Station** (mapped on adjacent page)

Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East Limit	North/West Limit	Length		Jurisdiction	Notes:
						I, II,	III		
PI-1	WSAB	I	✓	Coyote Creek	San Gabriel R.	3.50		Cerritos, Artesia	183rd-187th in Artesia is under construction. There may not be room for access under 605 with LRT.
PIV-1	195th St	IV		Bloomfield	San Gabriel R.	1.80		Cerritos	Requires lane reduction; 2020 ADT projected to be <15,000, so potentially feasible.
PIV-2	166th St	IV		Bloomfield	Studebaker	2.00		Cerritos	Requires lane reduction; 2020 ADT projected to be <15,000, so potentially feasible.
P1I-1	Norwalk Bl	II	✓	South	Artesia	1.00		Artesia	Funded by ATP grant; under construction as of 10/2018.
P1I-2	Pioneer Bl	II		166th	183rd	1.00		Artesia	Controls/redesign required at 91 ramps.
P1I-3	Artesia Bl south side	II		Bloomfield	Clarkdale	0.43		Artesia	Funded by same ATP grant as Norwalk.
P1I-4	Artesia Bl	II	✓	Gridley Rd	Palo Verde	1.00		Cerritos	With P1I-5, P1I-4 is essential to providing access to the San Gabriel River Path if a bicycle path along the WSAB ROW under 605 is not feasible.
P1I-5	Studebaker Rd	II		Artesia	WSAB	0.13		Cerritos	Stripe existing 23' curb lane; also provides access to areas north of the 91.
P1I-6	Bloomfield Av	II	✓	183rd	Artesia	0.50		Cerritos	
P1II-1	186th St.	III		Norwalk	Gridley		1.06	Artesia	Bike boulevard network can provide access for people in the immediate vicinity of the station and shorten routes from surrounding Class II facilities.
P1II-2	187th St.	III		Clarkdale	Gridley		0.64	Artesia	
P1II-3	Arbutus-178th-Roseton	III		186th	Artesia		0.84	Artesia	
P1II-4	Elaine Av.	III		WSAB	Artesia		0.78	Artesia	
Station Area Totals						11.26	2.22		



## 2.3 BELLFLOWER

### EXISTING STATION AREA



### VISION

Revitalized Main Street that is anchored by a cultural center (The Mayne Events Center and LA County Fire Museum) that celebrates a contemporary life-style and offers multiple mobility options

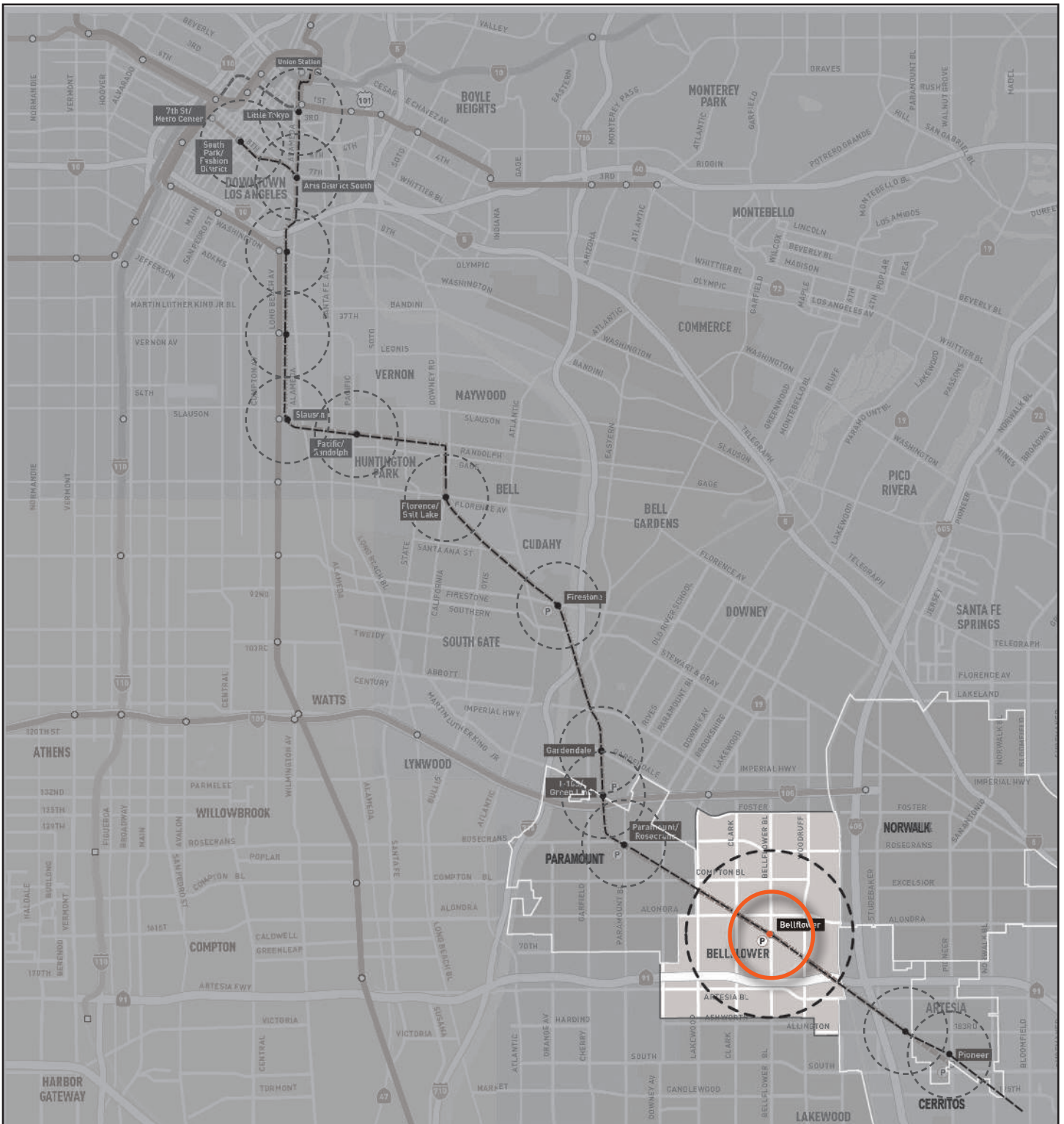
### Typology: **Main Street Adjacent/Infill**

The Bellflower Station will be situated north of Pacific Avenue and west of Bellflower Boulevard which has been a major retail corridor for the city and nearby communities since the decades following World War II. Recent public and private investments on Bellflower Boulevard such as The Mayne Events Center and LA County Fire-Museum have helped to rejuvenate the Main Street corridor. There is significant opportunity for the Bellflower Station area to intensify existing land uses on Bellflower Boulevard as well as some potential for new mixed-use development.

Within the station area, SteelCraft Development will develop a shipping container food court park and brewery. The City also has plans to construct a city-owned parking structure adjacent to the station.

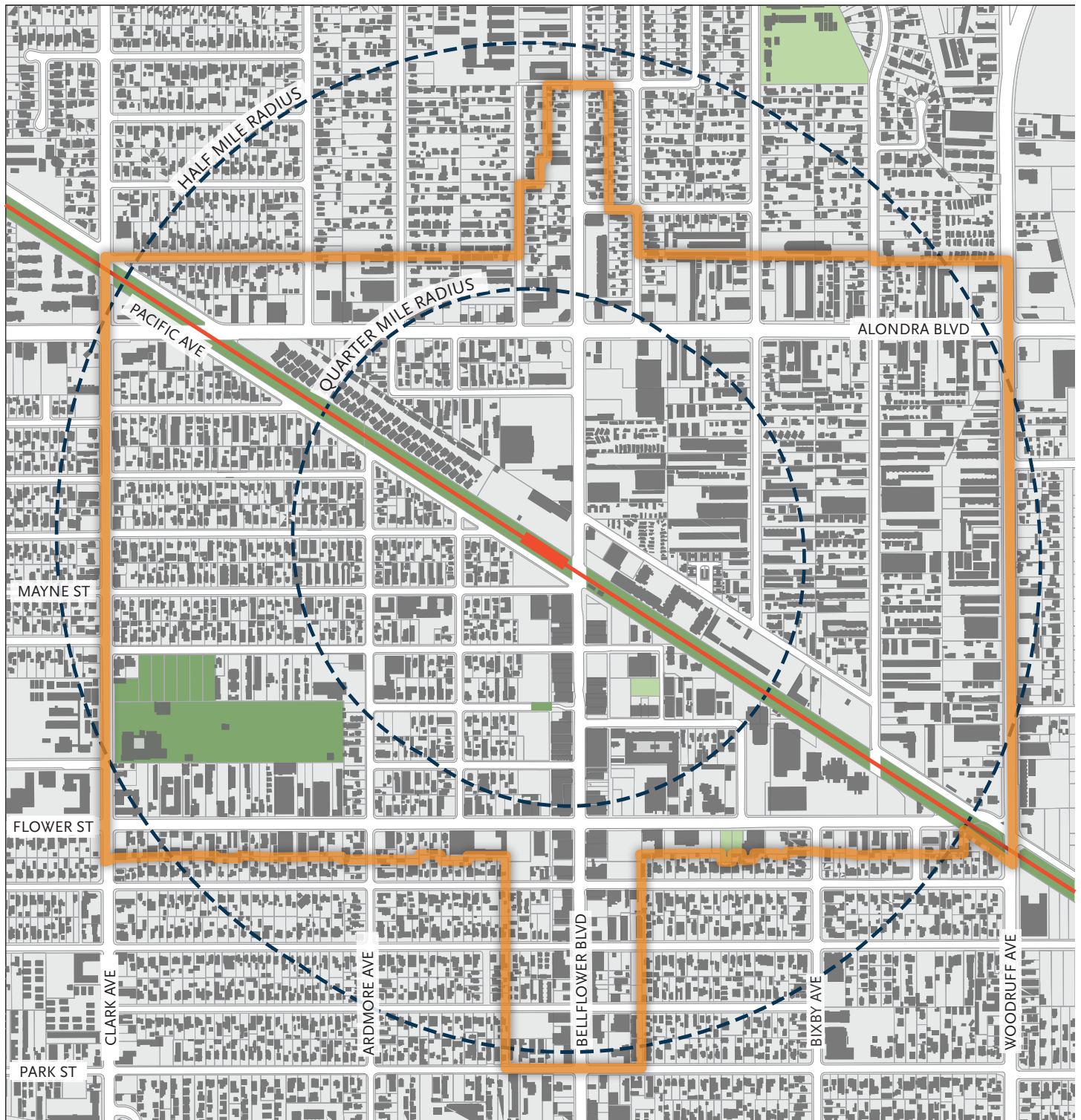
The City of Bellflower is currently engaged in the preparation of the Downtown Station Area Specific Plan (DSASP) which anticipates significant development incentivized by the transit investment. The City plans to attract investment in the northern section of the Downtown to draw in more visitors to the Main Street.

The plan includes a Town Center (TC) District north of Flora Vista Street. This designation permits residential Commercial, Office and some Public uses, on the second level and will require an overlay zone to determine standards for mixed-use. Similarly, zoning amendments may be required for future transit supportive mixed-uses south of Flora Vista if not included in the DSASP.

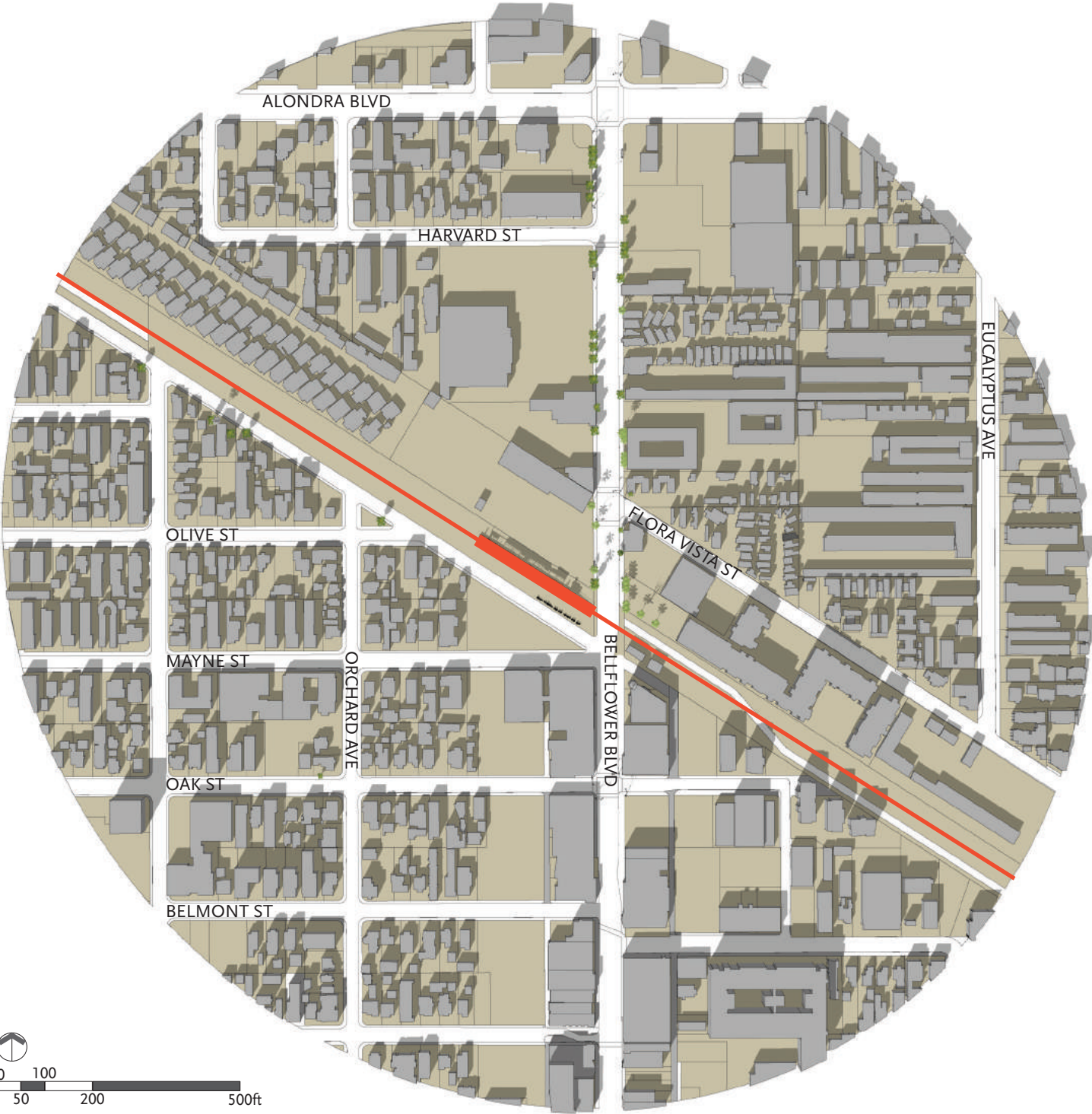



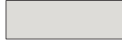
## 2.3 BELLFLOWER

### NEIGHBORHOOD FABRIC



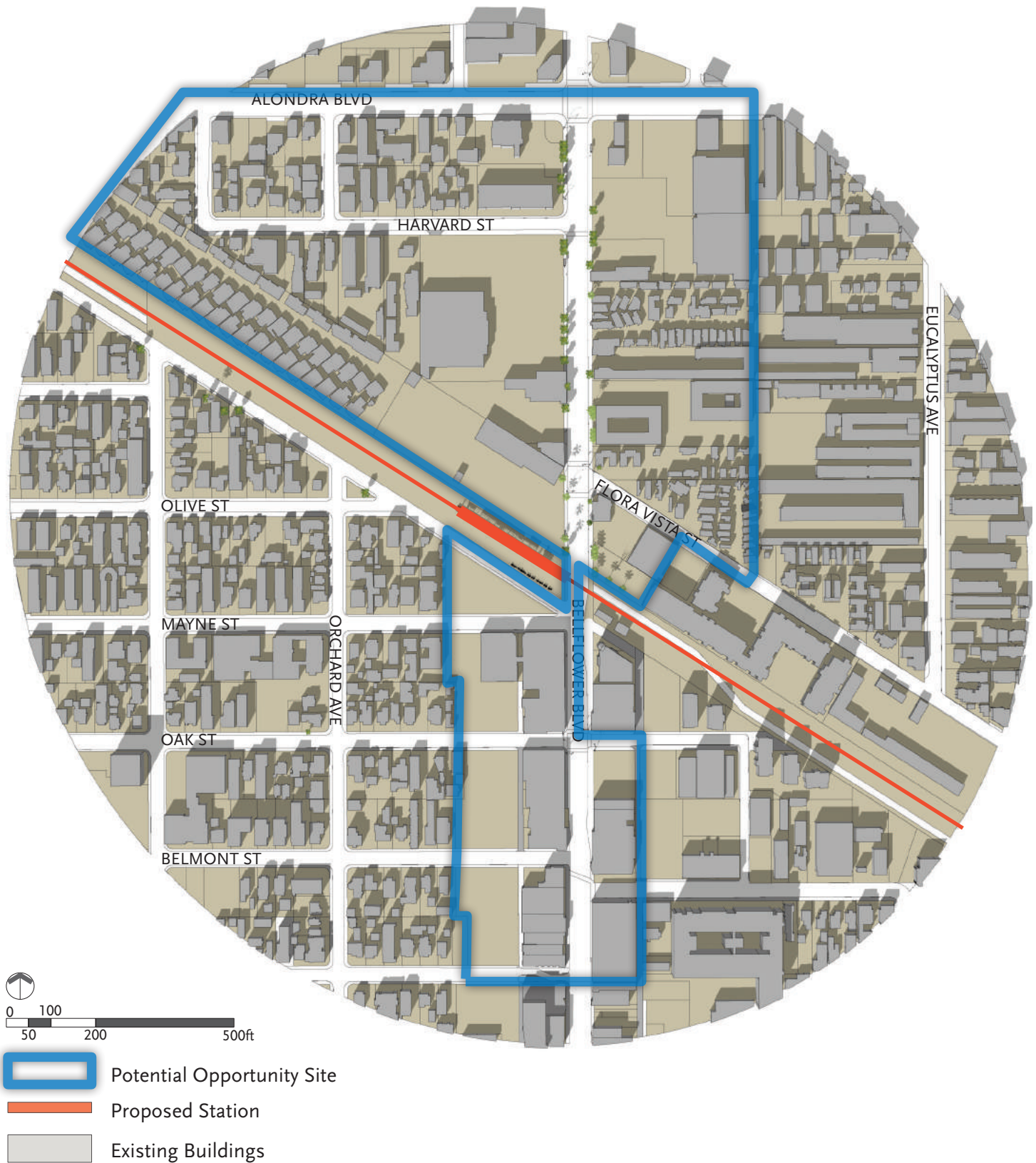
 Downtown Bellflower Station Area Specific Plan



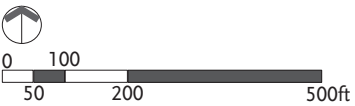
-  Proposed Station
-  Existing Buildings

## 2.3 BELLFLOWER

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Pacific Electric Train Depot
- ⑥ Mixed-Use Development
- ② Proposed City Parking
- ⑦ Existing Large-Format Retail
- ③ Transit Plaza
- ⑧ Mayne Events Center/LA County
- ④ Transit Oriented Mixed-Use
- ⑨ Single Family Neighborhood
- ⑤ Development Opportunity Site
- ⑩ Existing Multi-Family Development

## 2.3 BELLFLOWER

### STATION AREA CONCEPT



Walkable main street with active ground level uses.



Mixed-use with housing above retail

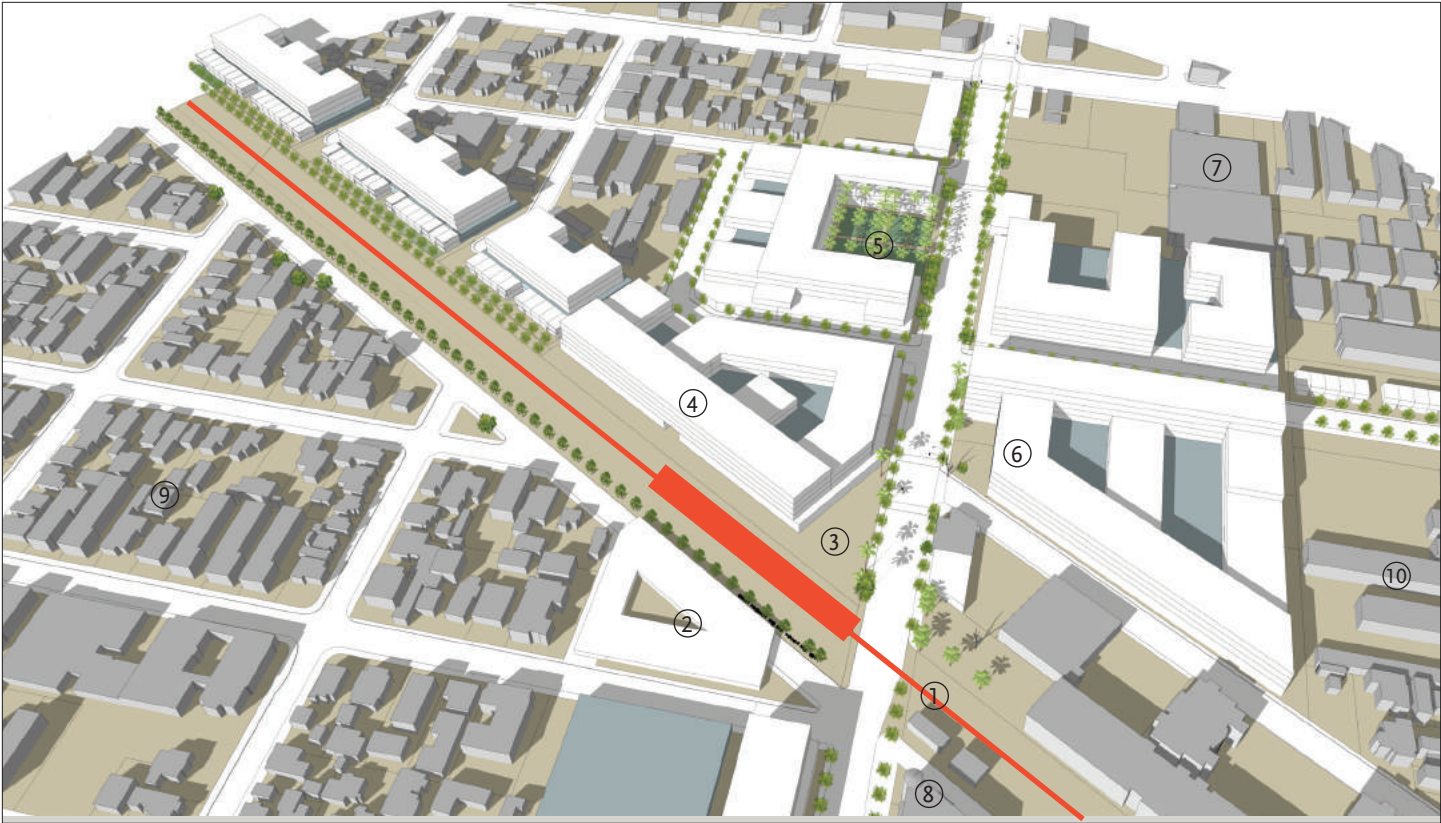


Active public plazas that celebrate an urban lifestyle.



Cultural and Civic institutions that bring visitors to the community.

STATION AREA CONCEPT



Axonometric view of the site development



- ① Historic Pacific Electric Train Depot
- ② Proposed City Parking
- ③ Transit Plaza
- ④ Transit Oriented Mixed-Use
- ⑤ Active Retail Plaza
- ⑥ Mixed-Use Development
- ⑦ Existing Large-Format Retail
- ⑧ Mayne Events Center/LA County
- ⑨ Single Family Neighborhood
- ⑩ Existing Multi-Family Development

## 2.3 BELLFLOWER

### RECOMMENDATIONS

- As the station sits along a historic Main Street corridor with ongoing development activity, it is critical that the city take proactive measures to protect legacy retail tenants. They are likely at risk of being displaced as larger, better-funded retail tenants compete for space. Successful Main Streets combine new development combined with existing buildings that have legacy businesses to help build upon that authentic cultural character to set it apart. Therefore as part of the station area strategy, there needs to be a plan to help grow the existing businesses.
- These retail and office spaces along Bellflower Boulevard will have increased foot traffic and greater visibility given the transit investment. As the retail parcels closest to the proposed station would benefit from this the most, the City should incentivize property owners to redevelop their surface parking lots into other uses such as higher density mixed-use residential.
- Since the provision of adequate parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking district or parking based on demand, to help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest and accelerating the redevelopment of underutilized parcels.
- In order to redevelop Main Street infill parcels, it is important to establish comprehensive strategies. Particularly for those sites that are currently vacant or owned by absentee landlords. Reusing vacant or underutilized parcels will support economic development objectives by creating viable spaces for new or relocating businesses or sites for housing development. As noted in the Existing Conditions Report, the residential market surrounding this station area is strong, with higher than average sale prices for the Corridor (outside of Downtown LA), higher than average residential rents, and low vacancies and development strategies should leverage these conditions.
- To maintain and elevate the main street experience, it is critical to explore the formation of a Property Based Improvement District (PBID), which can actively market and contribute and maintain the operational capacity of the Bellflower Boulevard retail corridor. It will be important to work with the businesses and property owners to grow the corridor businesses and attract visitors and investment in a way that will attract investment and visitation over an extended period and help it grow as the city's Downtown.



Development that has a legible urban street wall with ground level active frontage can support a walkable main street.

## 2.3 BELLFLOWER

### ACTIVE TRANSPORTATION: WALKABILITY

Bellflower Boulevard, the existing active transportation path along the WSAB ROW, Alondra Boulevard and Flower Street are the primary walk paths to the Bellflower Station.

South of the WSAB ROW Bellflower Boulevard is lined with storefronts occupied by shops and restaurants; the sidewalks have been improved with curb extensions, street trees and pedestrian street lights to enhance the pedestrian environment. There is a scramble crosswalk at Belmont Avenue.

North of the WSAB ROW Bellflower Boulevard's sidewalks have fewer amenities, although there are some shade trees. The sidewalks could be widened and improved in conjunction with future development to be consistent with those to the north and facilitate access to the station and comparable to type B sidewalks.

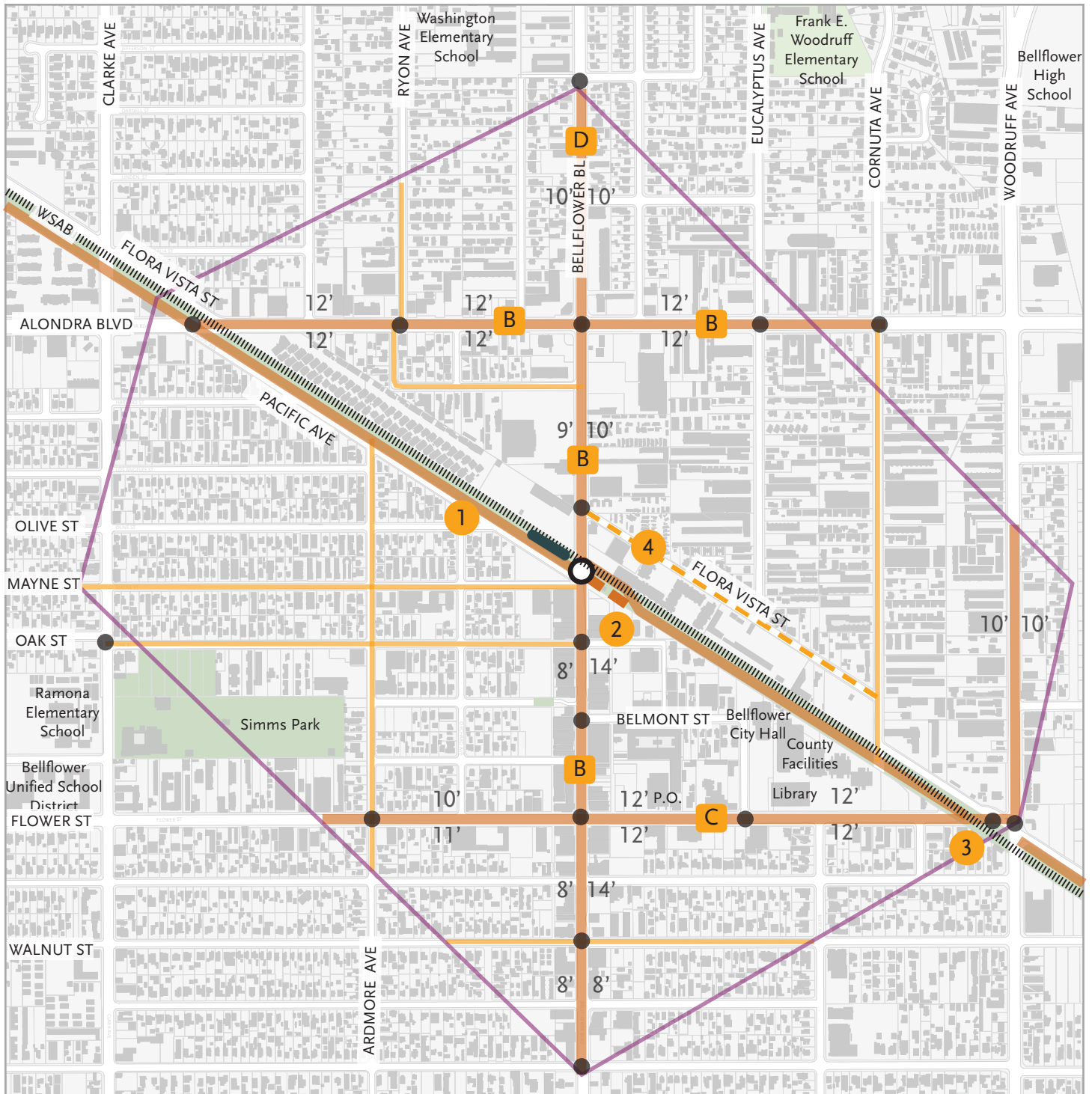
Similarly, the sidewalks on Flower Street and Alondra Boulevard would benefit from widening in conjunction with future development to accommodate street trees, a wider walk zone and other pedestrian improvements, comparable to type B or C sidewalks.

There is an existing active transportation path along the entire length of the WSAB ROW in Bellflower, which extends the half-mile walk zone to the northeast and southwest. The path will be modified in several locations to accommodate the rail line.


Design parameters for primary walk path sidewalk types B, C and D are listed in Table 1 on Page 10.

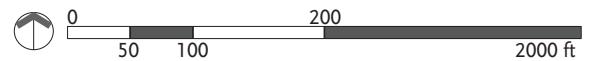
Other suggested improvements to facilitate and encourage walking to the station and within the Bellflower station area include the following.

- 1 The existing active transportation path along the WSAB ROW extends access to the station beyond that provided by the street grid. Per current plans, the path will be located on the south side of the new tracks.
- 2 Just east of Bellflower Boulevard, the existing Bellflower active transportation path will need to be reconfigured in conjunction with rail line construction to maintain a continuous path adjacent to the historic Pacific Electric Railway station and parking lot to the east.
- 3 Similarly, just east of Woodruff Avenue, the existing Bellflower active transportation path will need to be reconfigured in conjunction with rail line construction to maintain a continuous path.
- 4 Flora Vista Street between Bellflower Boulevard and Cornuta Avenue will provide pedestrian access to the station from Eucalyptus and Cornuta Avenues in the northeast quadrant of the half-mile walk zone. Currently there is a continuous sidewalk four to five feet wide on the south side of the street only. There may be opportunities to improve conditions for pedestrians.




**Potential Improvements**

- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
-  Controlled pedestrian crossing
- A Sidewalk type by street (see Table 1 on page 10)
- 1 Station area specific improvements



**Existing Conditions**

- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
-  Controlled crossing of arterial street
- 00' Typical sidewalk width by block face

## 2.3 BELLFLOWER

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the Bellflower Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

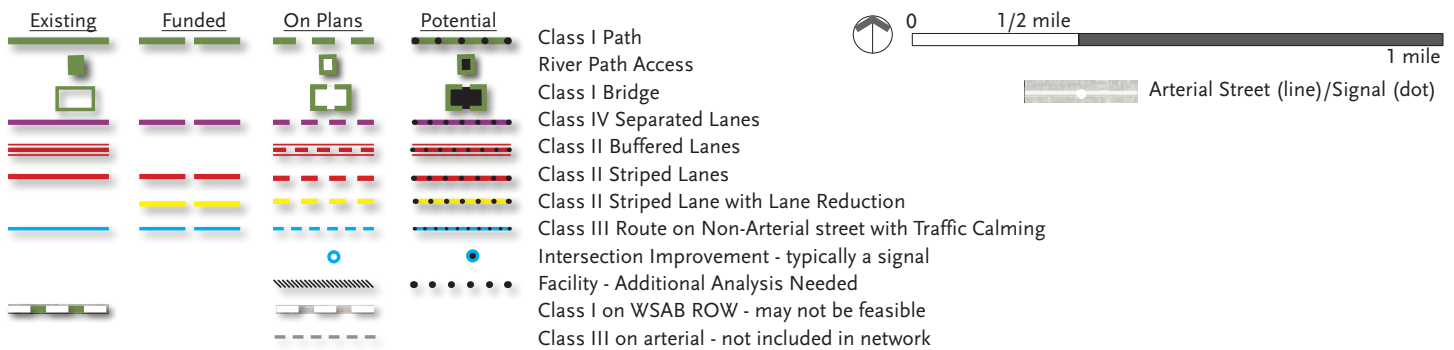
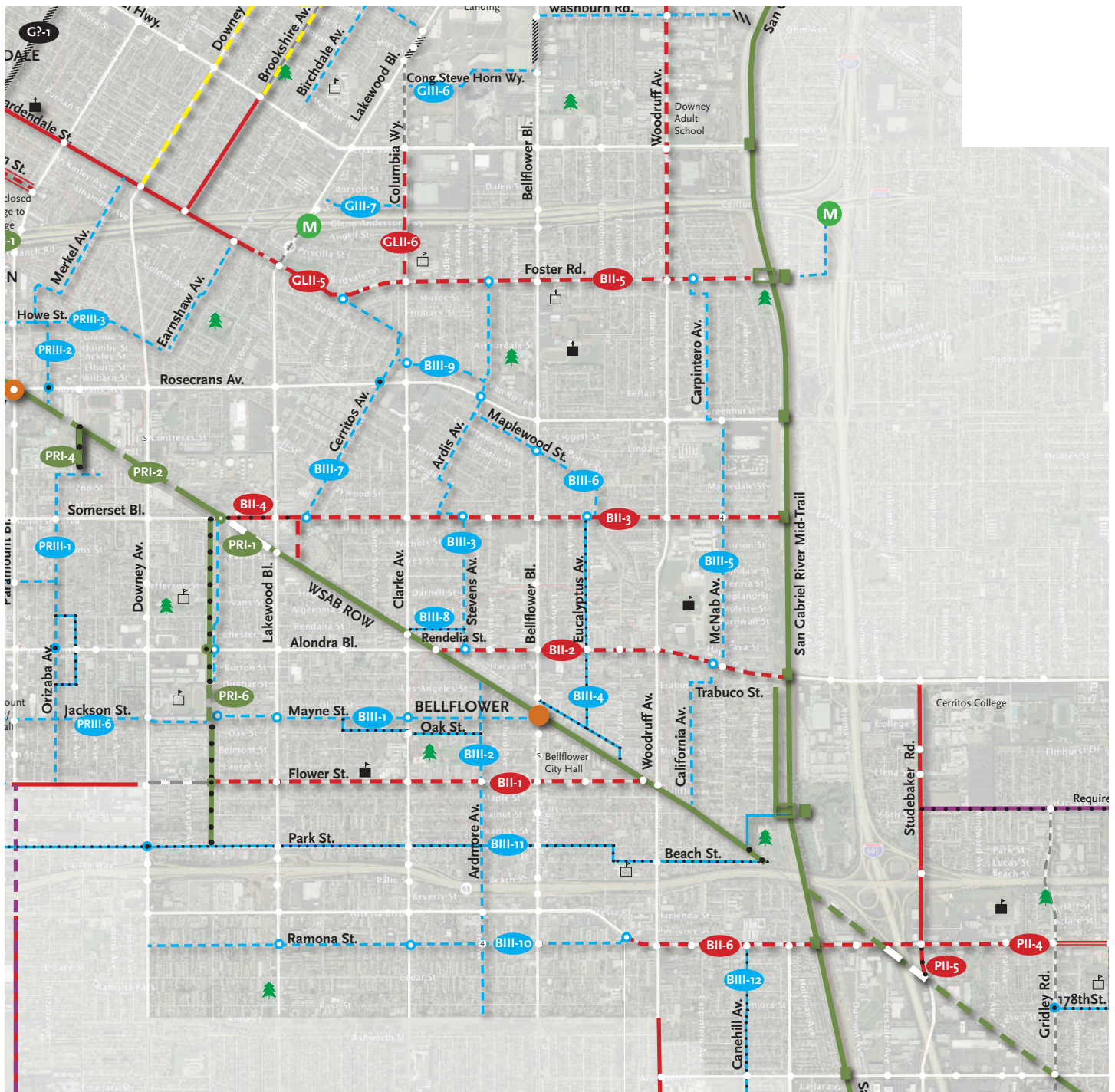
Class II striped lanes are red or yellow

Class III micro-mobility boulevards on local and collector streets are blue.

**TABLE 4 Potential Facilities Serving the Bellflower Station** (mapped on adjacent page)

Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East Limit	North/West Limit	Length		Jurisdiction	Notes:
						I, II,	III		
BII-1	Flower St.	II	✓	WSAB	Hayter	1.63		Bellflower	
BII-2	Alondra Bl	II	✓	San Gabriel R.	WSAB	1.35		Bellflower	
BII-3	Somerset Bl	II	✓	San Gabriel R.	Stevens	1.24		Bellflower	
BII-4	Somerset Bl	II		Stevens	Hayter	0.27		Bellflower	Needed to connect to WSAB path.
BII-5	Foster Rd.	II	✓	San Gabriel R.	Gardendale	1.60		Bellflower	
BII-5	Artesia Bl	II	✓	Palo Verde	Woodruff	0.50		Bellflower	
BIII-1	Mayne St.	III	✓	Bellflower	Hayter PLC		1.24	Bellflower	Alternative to signal at Clarke is to jog route to Oak.
BIII-2	Ardmore Av.	III	✓	South City Limit	WSAB		1.28	Bellflower	
BIII-3	Ardis-Mandale-Betty Jean-Somerset frontage rd.-Stevens	III	✓	Somerset	Foster		1.57	Bellflower	
BIII-4	Eucalyptus-Flora Vista-Cornuta	III		WSAB	Somerset		1.20	Bellflower	
BIII-5	Faust-Muroc-Carpintero-MacNab-Carpintero-Trabuco-California	III	✓	WSAB	Foster		2.25	Bellflower	
BIII-6	Maplewood-Fleming	III	✓	Somerset	Ardis		0.67	Bellflower	
BIII-7	Cerritos Av.	III	✓	Somerset	Cerritos		0.71	Bellflower	
BIII-8	Rendalia St.	III		Stevens	WSAB		0.20	Bellflower	
BIII-9	Gardendale-Cerritos-Van Ruiten	III	✓	Foster	Ardis		0.74	Bellflower	
BIII-10	Ramona St.	III	✓	Artesia	Downey		1.83	Bellflower	
BIII-11	Park-Beach	III		WSAB	Downey		2.40	Bellflower	
BIII-12	Canehill Av.	III		Allington	Artesia		1.00	Bellflower	
Station Area Totals						6.59	15.10		



## 2.4 PARAMOUNT/ROSECRANS

### EXISTING STATION AREA



### VISION

Mixed-use community at moderate densities that is desirable for families with a revitalized commercial corridor and safe routes to schools in the heart of Paramount.

### Typology: **Large Scale Redevelopment**

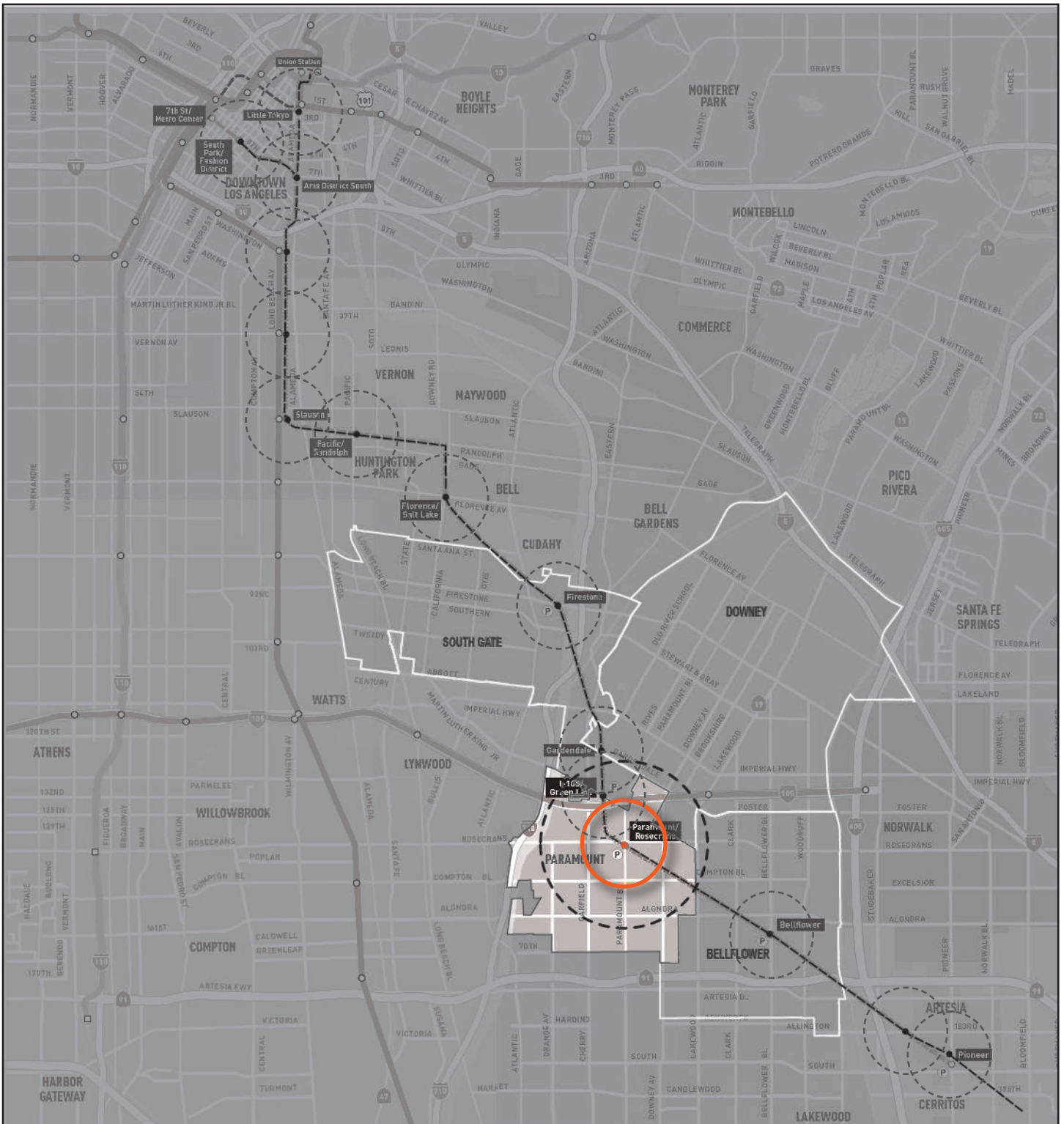
The Paramount/Rosecrans station will be located near the intersection of Paramount Boulevard and Rosecrans Avenue in the City of Paramount. This is in close proximity to the Paramount Drive-In Theater and Swap Meet and the Bianchi Theater multiplex.

There is opportunity for the station area to develop more retail and residential uses to complement or replace existing retail with higher quality product based on market demand.

There is potential for limited amounts of neighborhood-serving office, such as medical offices and other local professional services, but significant new office development is far less likely, given that there are other established clusters of office in adjacent communities.

The City of Paramount has prepared a Vision Plan for the station area as well as the nearby 105/Green Line Station. The plan envisions a walkable, well connected community with a mix of uses that will support activity throughout the day. The plan is intended to serve as a model for building on existing assets.

The City of Paramount is actively considering mixed-use development and envisions new opportunities for people to shop and dine. There is a potential opportunity to capture transit riders who are traveling through the city. The City is also transitioning industrial sites to “green” technology industry sites and plans to prohibit certain heavy industrial uses and is looking for more clean industries to evolve in response to demands of residents.



## 2.4 PARAMOUNT/ROSECRANS



### NEIGHBORHOOD FABRIC



 Paramount / South Gate Station Area Plan

STATION AREA



-  Proposed Station
-  Existing Buildings

## 2.4 PARAMOUNT/ROSECRANS

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Existing Paramount Park
- ② Existing Paramount Middle School
- ③ Existing Bianchi Theatre Multiplex
- ④ Community Park
- ⑤ Transit Plaza
- ⑥ Entertainment Plaza
- ⑦ Mixed-Use Development
- ⑧ Medium Density Residential
- ⑨ Townhouses
- ⑩ Community Park

## 2.4 PARAMOUNT/ROSECRANS

### STATION AREA CONCEPT



Residential mixed-use at moderate densities.



Walkable development with active frontages that are safe and family friendly.



Vibrant public places that provide recreational uses for family and children.



Revitalized commercial corridor adjacent to the mixed-use district.



Axonometric view of the site development



- ① Existing Paramount Park
- ② Existing Paramount Middle School
- ③ Existing Bianchi Theatre Multiplex
- ④ Community Park
- ⑤ Transit Plaza
- ⑥ Entertainment Plaza
- ⑦ Mixed-Use Development
- ⑧ Medium Density Residential
- ⑨ Townhouses
- ⑩ Community Park

## 2.4 PARAMOUNT/ROSECRANS

### RECOMMENDATIONS

- This station area provides a significant opportunity for major redevelopment. The parcels currently occupied by the Drive-In Theater and Swap Meet present significant redevelopment opportunities that can build on the strength of the existing uses and incorporate the movie theater given the amount of available land at the sites. This will provide an opportunity to integrate housing for a mix of incomes, a greater intensity and a chance to establish a master planned mixed-use community with residential and retail uses.
- Public improvements for pedestrian safety are a priority in the station area as there are many pedestrians (over 1,000 students) at the intersection at Rosecrans and Paramount and there is significant traffic eastbound on Rosecrans. The goal will be to improve the pedestrian safety around the station area in a manner that supports both the station area and the surrounding district.
- Since the provision of adequate parking is a key issue, the city should explore innovative parking management strategies, such as shared or district parking, to help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest.
- The City should consider how the station can be integrated into future master plans so that it plays a significant role in connecting active open spaces and well placed retail, thereby integrating the station area with new mixed-use development and existing retail, parks, residential neighborhoods and schools.
- In collaboration with Metro, the station area should integrate a mobility hub to serve the Paramount/Rosecrans Station, future redevelopment and the exiting community.
- The redevelopment of mixed-use communities should integrate an interconnected network of open spaces, plazas and streetscape that provide opportunities for various activities for families and different demographics.



An interconnected network of active, safe open spaces for families.

## 2.4 PARAMOUNT/ROSECRANS

### ACTIVE TRANSPORTATION: WALKABILITY

Paramount Boulevard and Rosecrans Avenue are the two existing primary walk paths to the Paramount/Rosecrans Station. A third primary walk path will be provided when the City's proposed active transportation path along the WSAB ROW is completed.

There are 14 to 15-foot wide sidewalks on Paramount Boulevard in the half-mile walk zone, except adjacent to Paramount Park on the east side of Paramount Boulevard just south of its intersection with Rosecrans Avenue and between Rosecrans Avenue and Rose Street on both sides of the roadway, where there are eight-foot wide sidewalks. The 14 to 15-foot wide sidewalks have relatively consistently spaced Ficus trees in parkways or tree wells, although there are opportunities for infill to achieve a continuous shade canopy.

On Rosecrans Boulevard east of Paramount Boulevard sidewalks are, for the most part, 10 feet wide, typically without shade trees. West of Paramount Boulevard the sidewalks area typically eight-feet wide, with some street trees in narrow tree wells and some trees in adjacent setbacks.

Station area access would be improved over time by widening the sidewalks on both Rosecrans Avenue and Paramount Boulevard to 14 to 15 feet, consistent with the with on most of Paramount Boulevard, and the addition of consistently spaced shade trees to provide a more continuous shade canopy, as well as other pedestrian improvements, comparable to type B sidewalks.







Design parameters for primary walk path sidewalk types B, C and D are listed in Table 1 on Page 10.

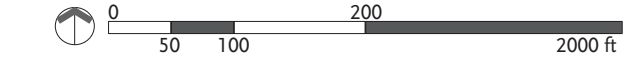
Other suggested improvements to facilitate and encourage walking to the station and within the Paramount/Rosecrans station area include the following.

- 1 A continuous active transportation path along the WSAB ROW that extends from the existing path in the City of Bellflower to Los Angeles River is a priority the City of Paramount. The first segment between Lakewood Boulevard and Somerset Boulevard is existing and the second segment between Somerset Boulevard and Paramount Boulevard is funded. The path should be designed in coordination with the WSAB rail line.
- 2 A north-south active transportation path through Paramount Park between 3rd Street and the future WSAB ROW active transportation path would provide more direct access to the southeast quadrant of the half-mile walk zone.
- 3 Future development in the southwest quadrant of the half-mile walk zone presents a unique opportunity to provide seamless active transportation access to the Paramount/Rosecrans station and to other destination in the Paramount/Rosecrans TOC.
- 4 To improve connectivity, new controlled crossing could be considered at Rose Street and Orizaba Avenue to allow for pedestrian crossings 600 feet from the intersection of Paramount Boulevard and Rosecrans Avenue to the north and east, consistent with the existing controlled crossing to the south and west.








**Potential Improvements**

-  Expanded boundary of 1/2-mile walk zone
-  Primary walk path
-  Secondary walk path
-  Controlled pedestrian crossing
-  Sidewalk type by street (see Table 1 on page 10)
-  Station area specific improvements



**Existing Conditions**

-  Boundary of 1/2-mile walk zone
-  Primary walk path
-  Secondary walk path
-  Controlled crossing of arterial street
-  Typical sidewalk width by block face

## 2.4 PARAMOUNT/ROSECRANS

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the Paramount/Rosecrans Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

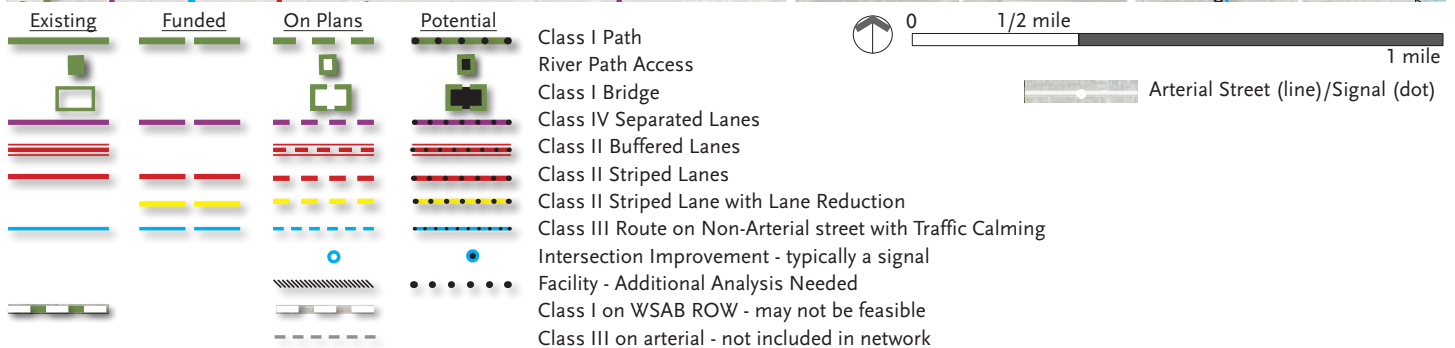
Class II striped lanes are red or yellow

Class III micro-mobility boulevards on local and collector streets are blue.

**TABLE 5 Potential Facilities Serving the Paramount Station** (mapped on adjacent page)

Assumes all existing facilities will remain.

ID	Location	Class	On	South/East	North/West	Length		Jurisdiction	Notes:
			Plans	Limit	Limit	I, II,	III		
PRI-1	WSAB Phase 1	I	✓	Lakewood	Somerset			Paramount	Existing (.24 mi).
PRI-2	WSAB Phase 2	I	✓	Somerset	Paramount	0.94		Paramount	Funded by ATP grant.
PRI-3	WSAB Phase 3	I	✓	Paramount	LA River	1.14		Paramount	
PRI-4	Path through Paramount Park	I		3rd	WSAB	0.12		Paramount	Needed to access areas south of station.
PRI-5	Powerline Corridor (PLC) adi. to Texaco	I	✓	72nd	WSAB	1.65		Paramount	
PRI-6	PLC adj. to Hayter	I	✓	Mayne	Dunbar	0.14		Paramount	
		I		Park	Mayne	0.50			
		I		Dunbar	Somerset	0.62			
PRIII-1	Orizaba St.	III	✓	70th	3rd		1.28	Paramount	Needs signal at Alondra or jog onto Georgia.
PRIII-2	Orizaba-Howe-Ruther- Century-Merkel	III	✓	WSAB	Gardendale		1.12	Paramount	
PRIII-3	Arthur-Howe Century- Earnshaw-Barlin	III	✓	Gardendale	Denver (I-105)		1.62	Paramount Downey	On Paramount's plan only; Earnshaw and Barlin are in Downey.
PRIII-4	McClure Av.	III		WSAB	Howe		0.18	Paramount	
PRIII-5	Jefferson	III	✓	Orizaba	Texaco		0.83	Paramount	
PRIII-6	Jackson	III	✓	Hayter PLC	Vermont		0.89	Paramount	
PRIII-7	Minnesota	III		Jefferson	72nd		0.50	Paramount	Needed to access areas southwest of station.
PRIII-8	Jackson	III	✓	Illinois	Orange		0.70	Paramount	
PRIII-9	Vermont	III	✓	Jackson	Jefferson		0.52	Paramount	
PRIII-10	72nd	III	✓	Minnesota	LA River		1.20	Paramount	
PRIII-11	Orange	III		Somerset	WSAB		0.95	Paramount	
Station Area Totals							5.11	9.79	



## 2.5 I-105/GREEN LINE

### EXISTING STATION AREA



### VISION

Walkable mixed development employment center integrated with light industry that is a transit hub connected through the Green Line to LAX and beach cities

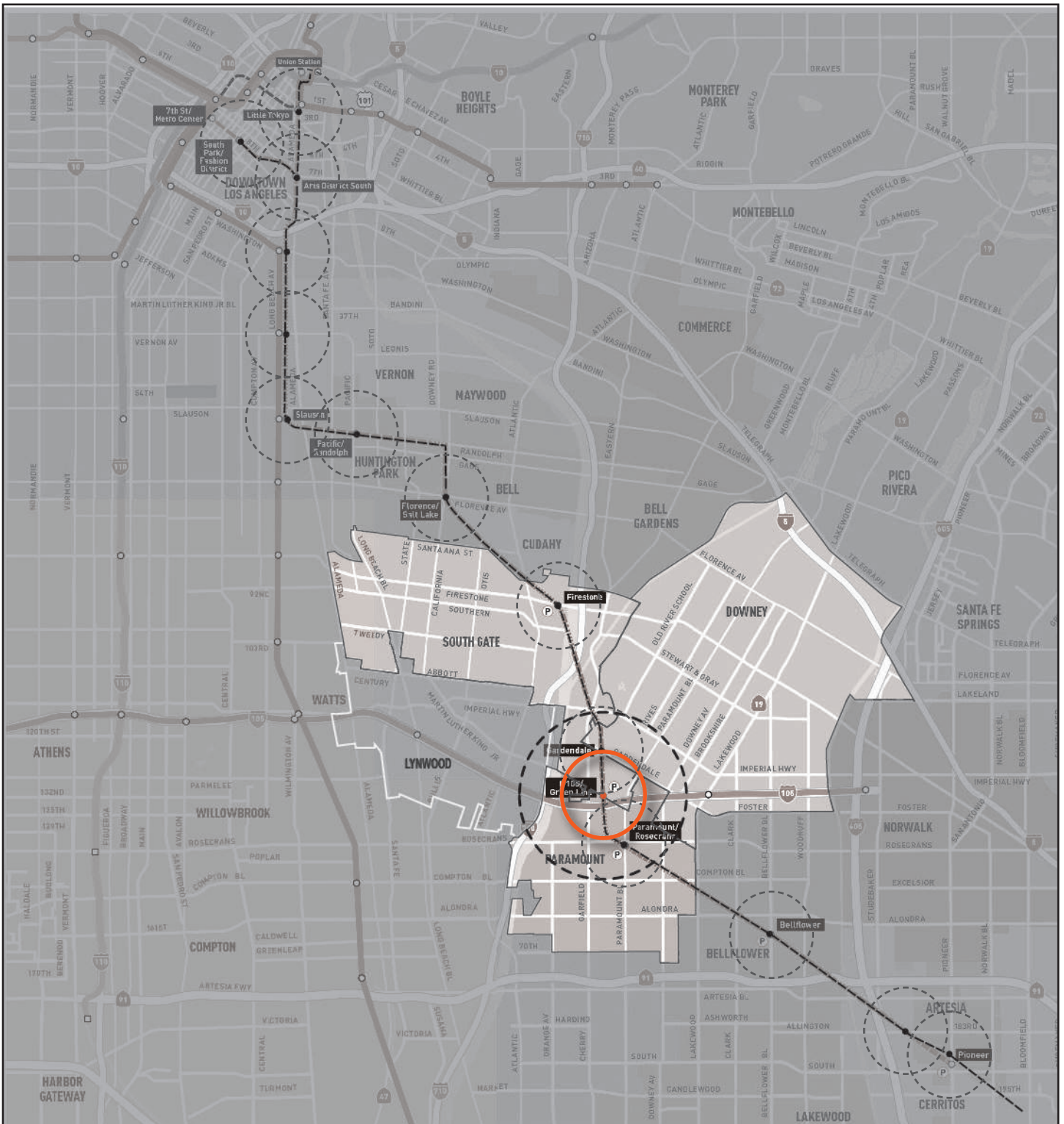
### Typology: **Industrial Hybrid Infill**

The I-105/Green Line station area is located in an industrial area within a predominantly residential area north of the I-105 freeway. This station is expected to serve as the interchange between the WSAB line and the Green Line, which provides access to LAX.

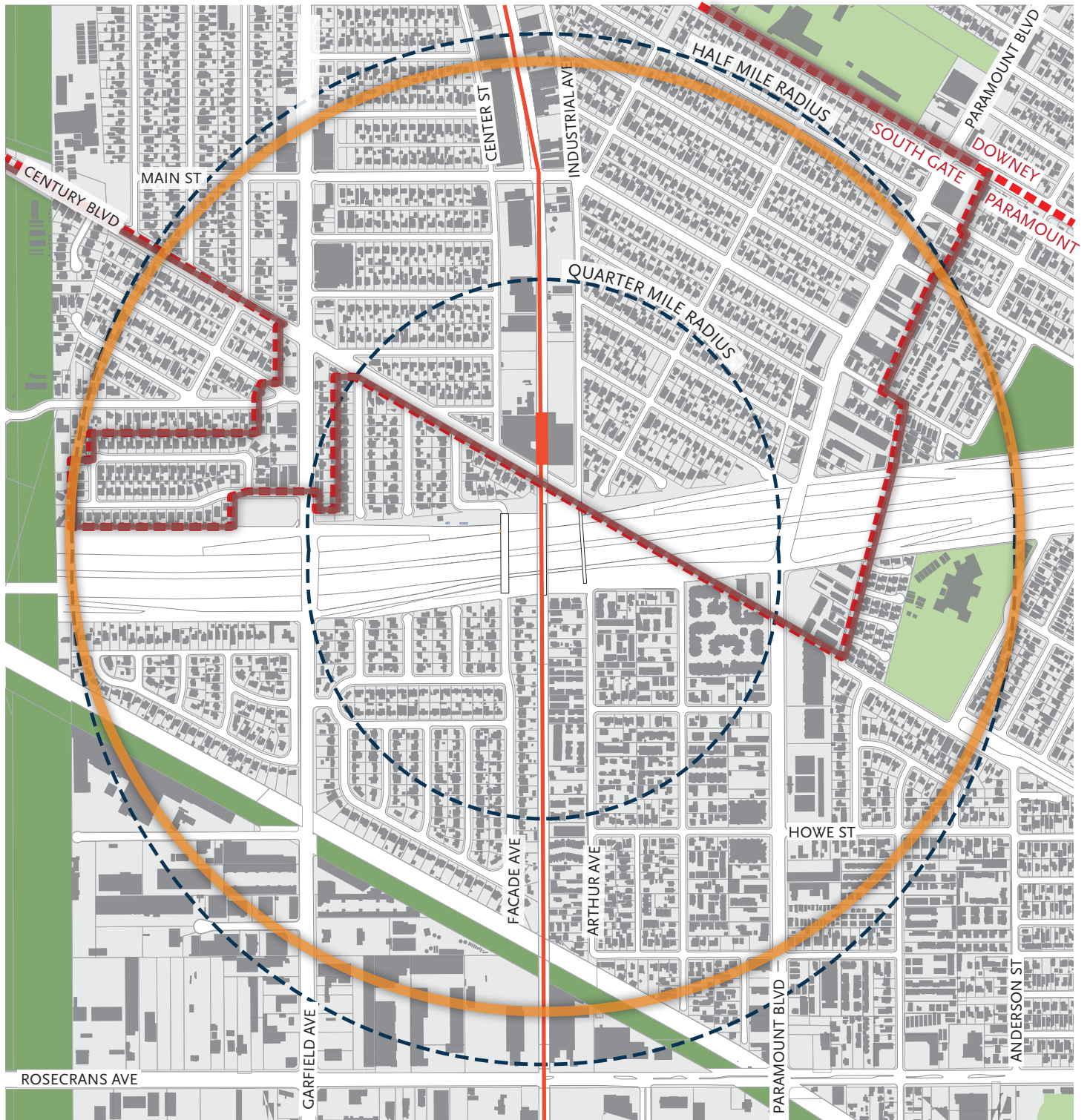
There is an opportunity to attract non-traditional industrial uses that support higher employment densities. The existing industrial cluster could become a prime candidate for industrial uses that require access to a large pool of workers or potential tenants, which could potentially support higher rents than more traditional industrial uses.



The station is located in the South Hollydale Village Specific Plan for the City of South Gate which was completed prior to the relocation of the station within the plan area. Consideration of a TOD Overlay zone that includes additional mixed-use may be beneficial for incentivizing development that can probable support higher intensities than is currently designated for the site.

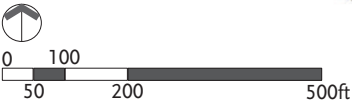
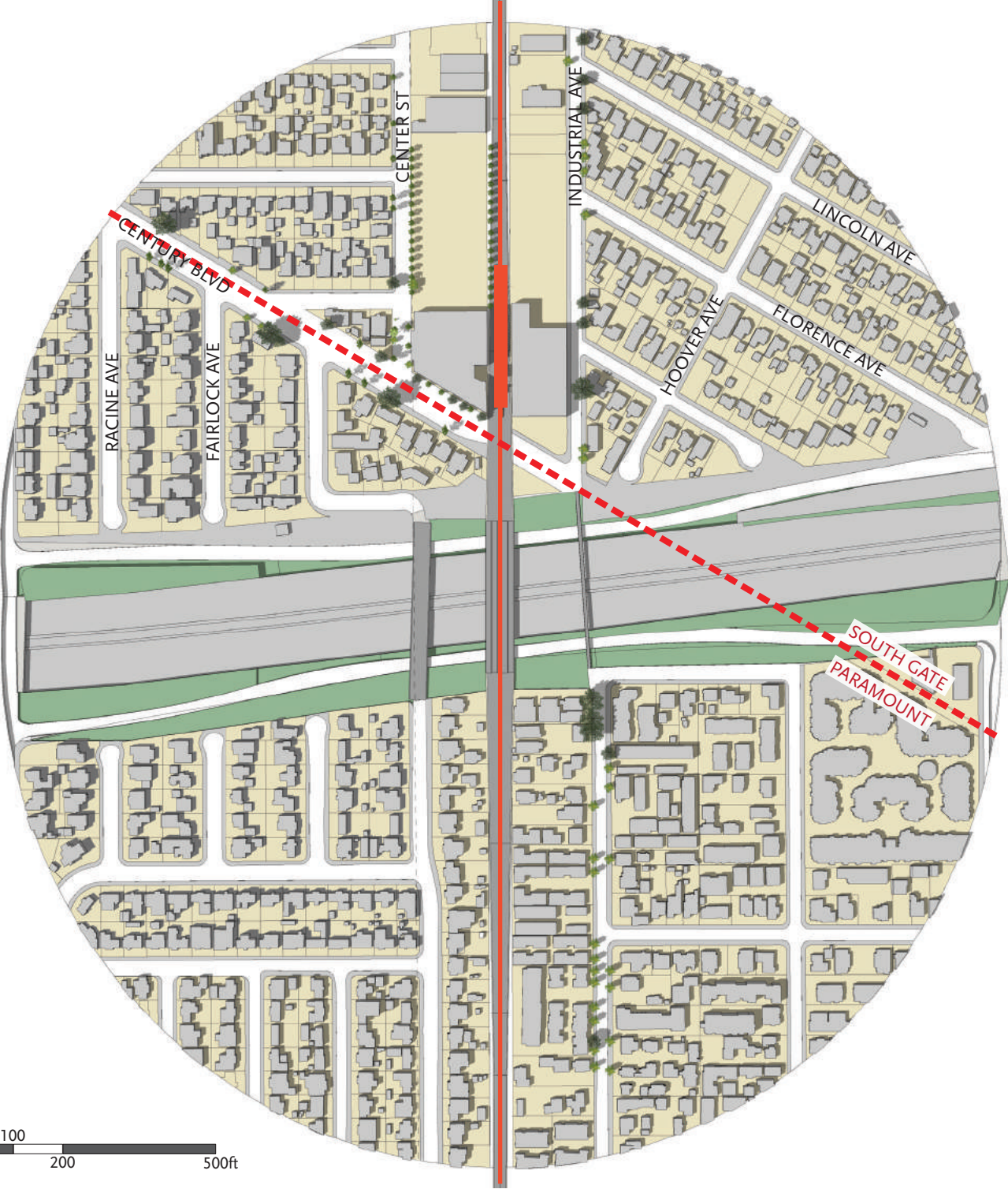
The Vision Plan for Paramount / South Gate Station Area evaluates potential commercial mixed-use redevelopment opportunities in parcels adjacent to the station with linkage strategies for better connection to the adjacent neighborhoods.



NEIGHBORHOOD FABRIC

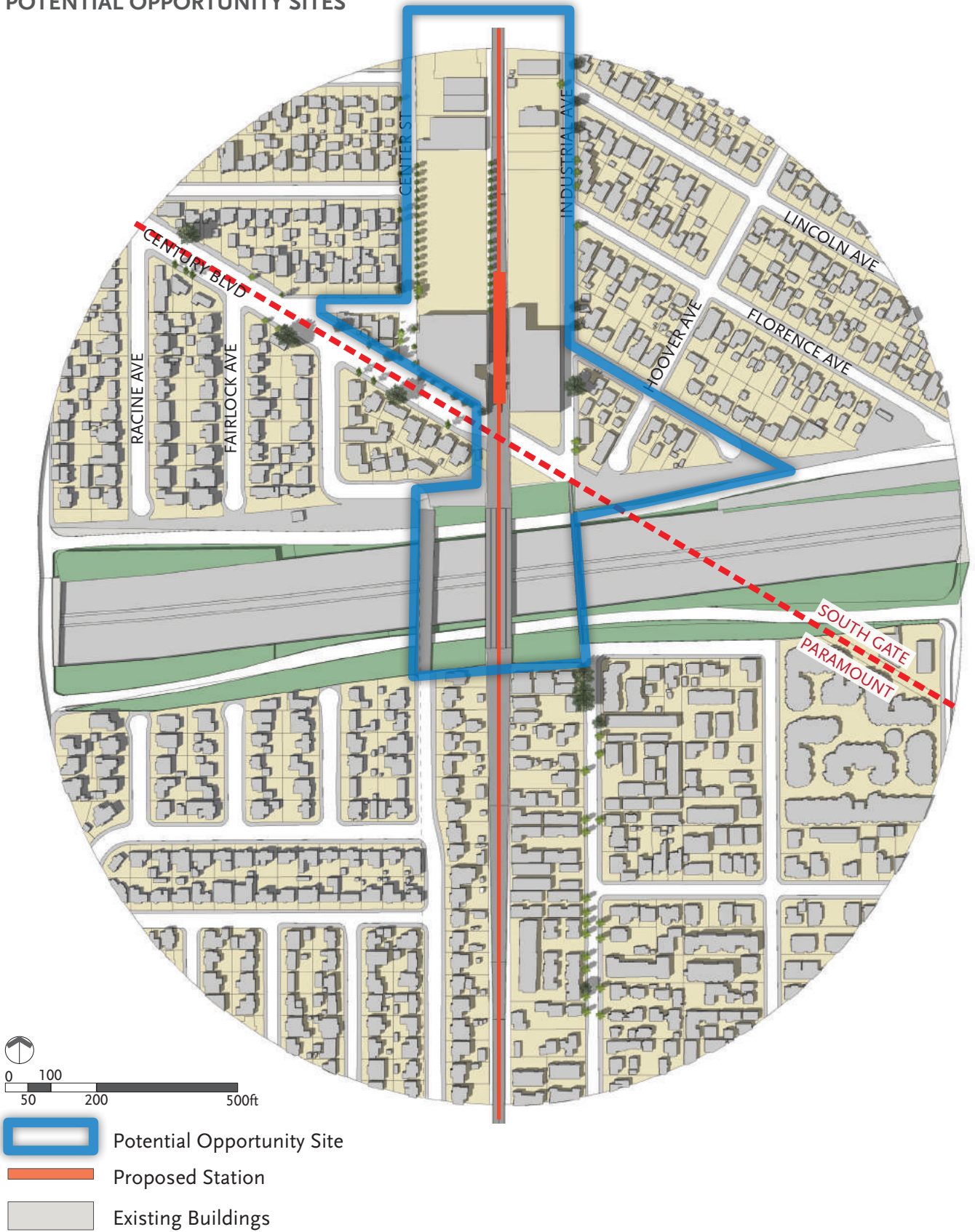


-  Paramount / South Gate Station Area Plan
-  Hollydale Village Specific Plan Area

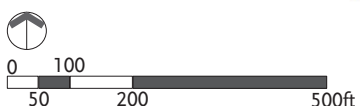
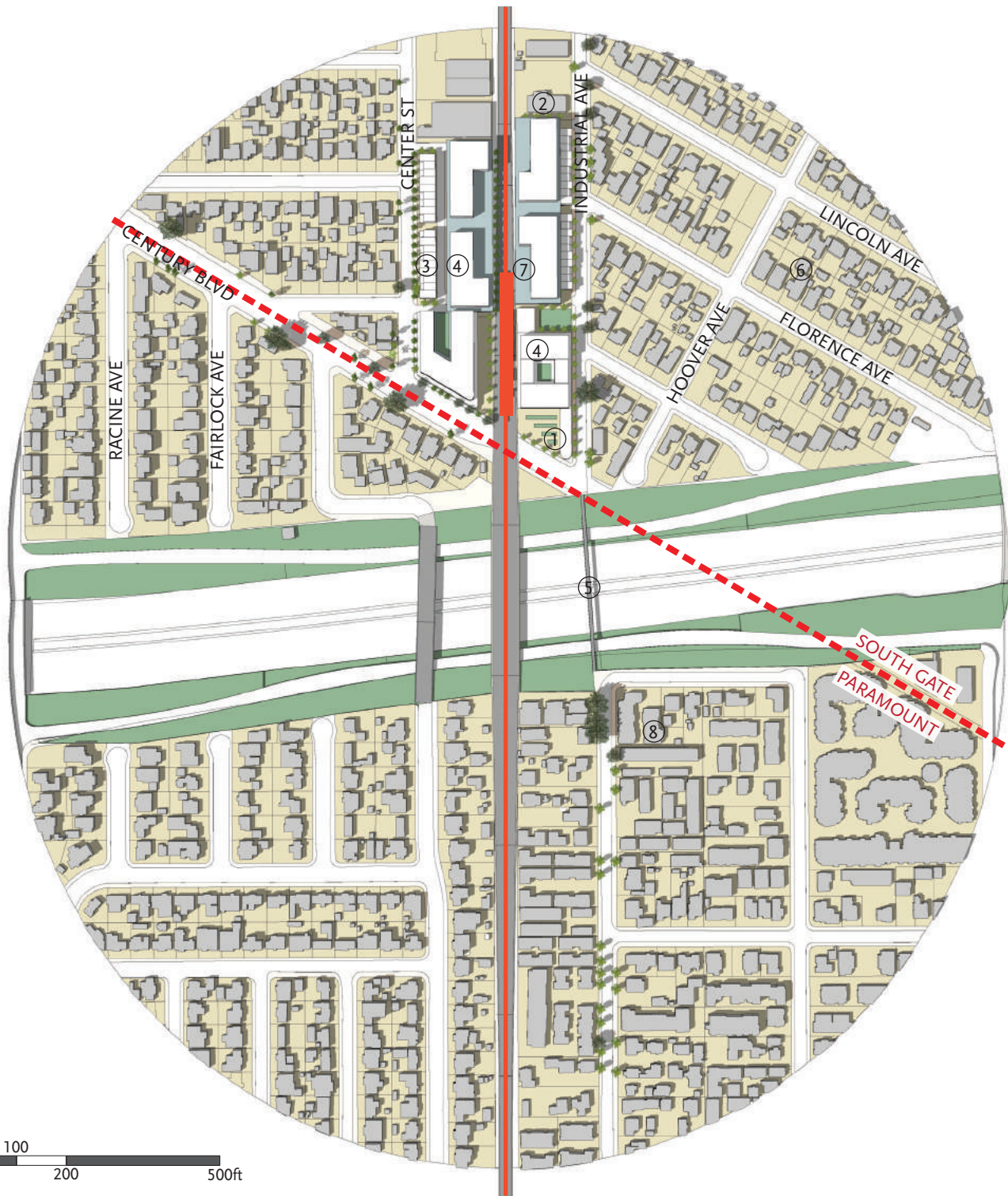


- Proposed Station
- Existing Buildings

POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Transit Plaza
- ⑤ Enhanced Pedestrian/Bicycle Path
- ② Existing Hollydale Community Center
- ⑥ Existing Single Family Neighborhood
- ③ Hybrid Residential Development
- ⑦ Parking Structure
- ④ Hybrid Mixed-Use
- ⑧ Existing Multi Family Development

## 2.5 I-105/GREEN LINE

### STATION AREA CONCEPT



Interconnected parks and open spaces that provide recreational opportunities for residents and employees.



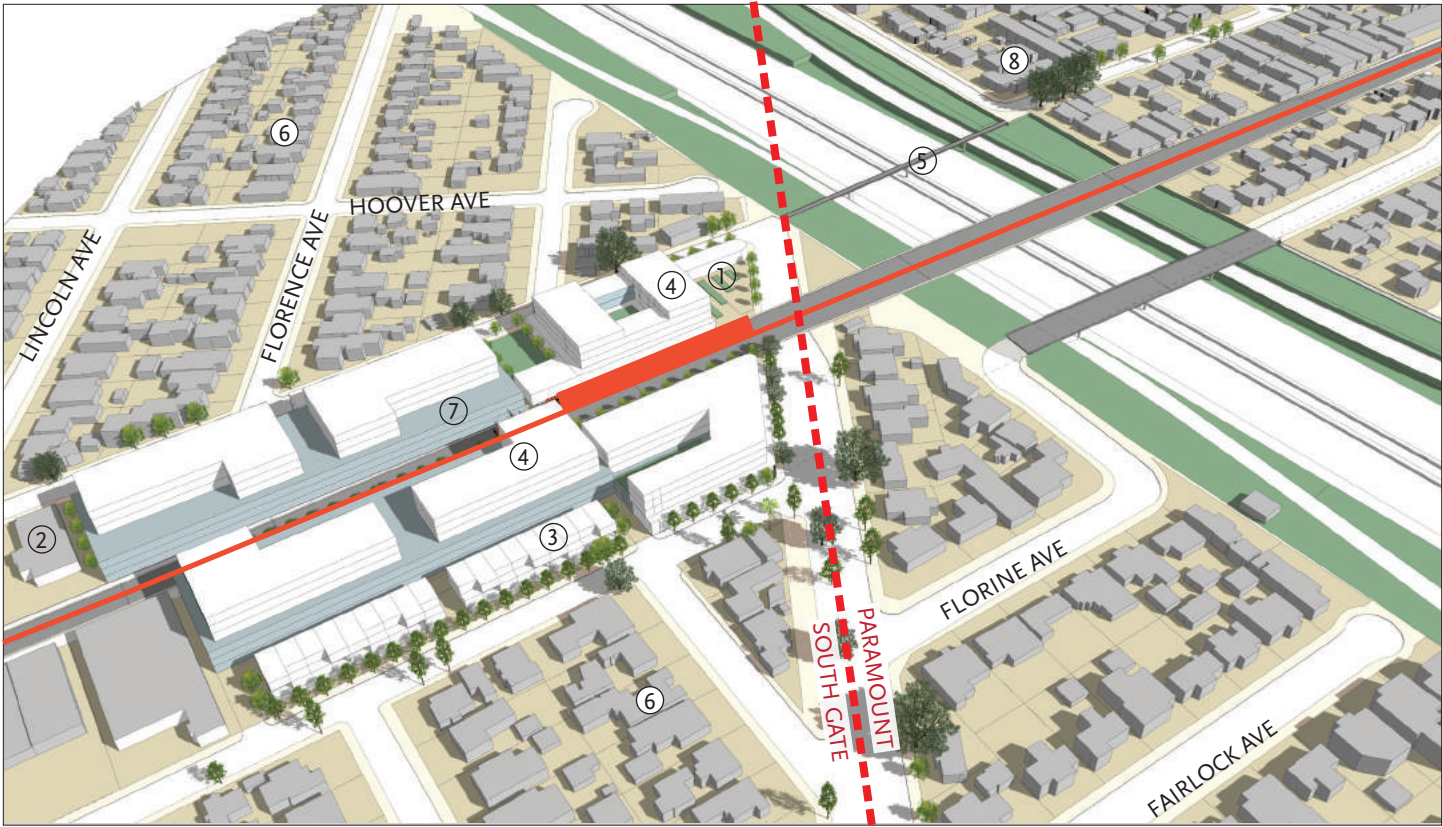
Employment opportunities that integrate the existing industrial fabric of the station area.



Mixed-use development that provides a diversity of residential options.



Promotion of arts that are integrated into the community and with new development.



Axonometric view of the site development



- ① Transit Plaza
- ② Existing Hollydale Community Center
- ③ Hybrid Residential Development
- ④ Hybrid Mixed-Use
- ⑤ Enhanced Pedestrian/Bicycle Path
- ⑥ Existing Single Family Neighborhood
- ⑦ Parking Structure
- ⑧ Existing Multi Family Development

## 2.5 I-105/GREEN LINE

### RECOMMENDATIONS

- The creation of a TOD Overlay Zone that permits higher density mixed-use should be a priority for the City of South Gate. This will incentivize development of residential mixed-use at densities supportive of transit.
- As both the Cities of South Gate and Paramount are currently intending to transition industrial sites to “green” technology or light industries that have a lower impact to residential communities, they should adopt programs that incentivize these transitions and actively consider procedures for environmental remediation where necessary.
- Public realm improvements that enhance the experience of those arriving to the station on foot or on bike will be critical in supporting greater ridership as well as the associated benefits of greater foot traffic to the area. The I-105/Green Line station is perhaps the most undervalued station in terms of long-term development opportunities due to its accessibility challenges.
- Active Transportation connections to the Garfield retail corridor as well as to nearby parks are also critical to the increase of ridership and development feasibility. Public improvements on Century Boulevard should be prioritized to improve access for future transit riders.
- The WSAB alignment is planned to connect with the Green Line in Paramount, creating additional use of the station, which could result in more vehicle traffic and parking needs. The cities should actively consider parking demand strategies that address the needs of transit users while preserving the scale, character and relative privacy of the existing single-family neighborhood.
- Mixed-use multi-family residential uses are feasible as residential rents are well-above the sub-market. The transit connectivity to employment centers such as downtown Los Angeles also make this a viable option for commuters.
- As potential redevelopment sites are located adjacent to existing single family neighborhoods, it is critical that development standards prioritize sensitivity to the scale and appropriate transitions to the single family neighborhood,
- Proactive measures to support equitable growth will be particularly important in order to mitigate potential future displacement of both residents and businesses. (Refer to the TOD SIP Section 5.2.4 for Enabling Equity Toolkit)



Mixed-Use development adjacent to a transit station

## 2.5 I-105/GREEN LINE

### ACTIVE TRANSPORTATION: WALKABILITY

Primary walk paths to the I-105/Green Line station are, for the most part, on collector or local streets, including Center Street, Industrial Avenue, and Facade Avenue. Garfield Avenue, an arterial street, is also an existing primary path. Future primary paths on Arthur Avenue and Howe Street would be added if the existing pedestrian bridge, which is currently closed, is reopened as a multi-use path.

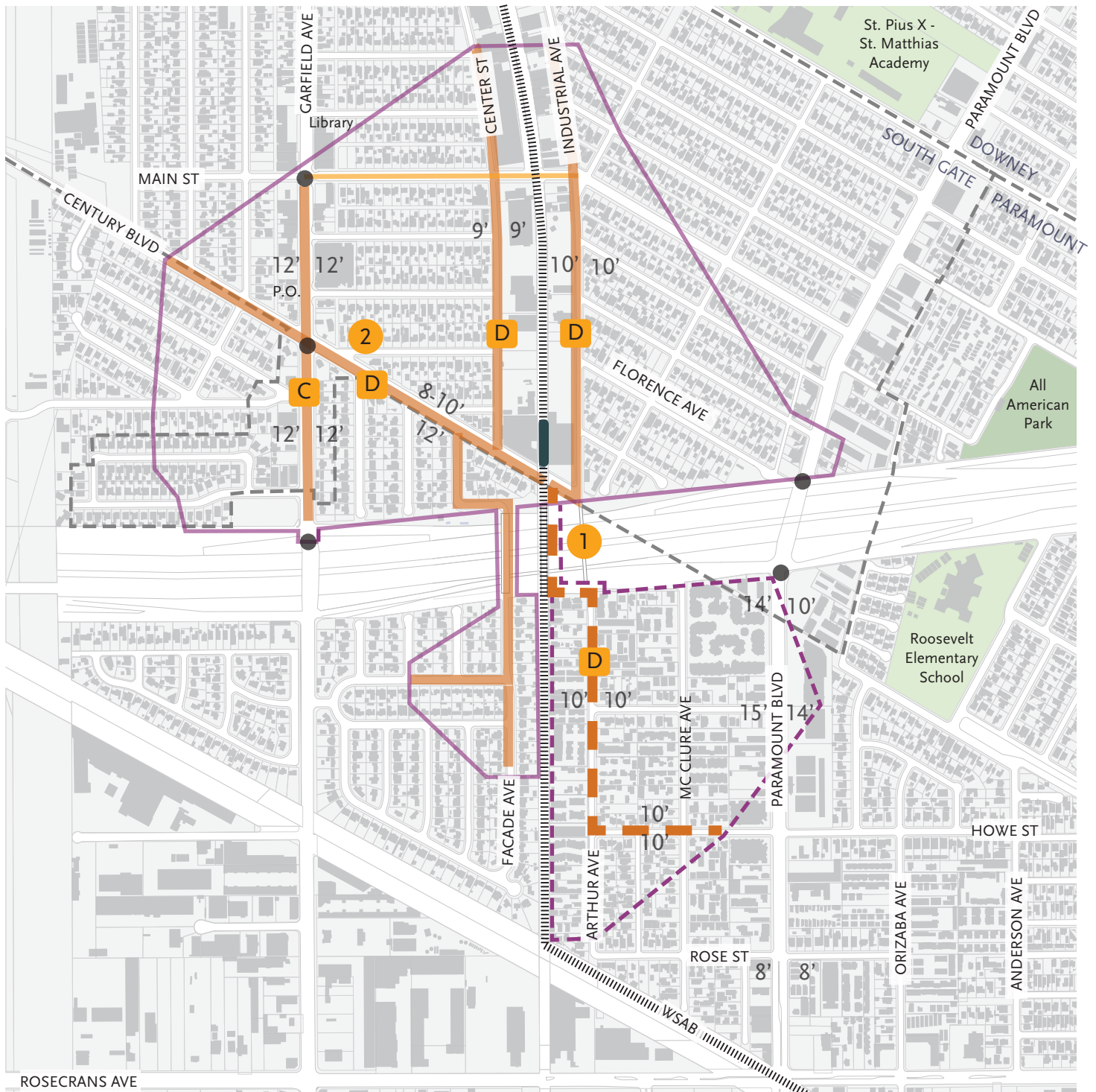
Sidewalk widths are generally adequate for primary walk paths on local and collector streets, as well as on Garfield Avenue. The sidewalks on Facade Avenue over the I-105 are narrow but unobstructed.

There are street trees on some streets, but they do not provide a continuous canopy. Additional street trees to provide a more continuous shade canopy and other improvements associated with type C and D sidewalks would enhance walkability.

Design parameters for primary walk path sidewalk types C and D are listed in Table 1 on Page 10.

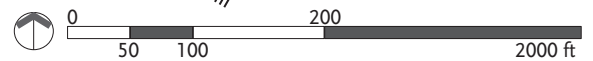
Other suggested improvements to facilitate and encourage walking to the station and within the I-105/Green Line station area include the following.

- 1 An active transportation path across the I-105 Freeway east of the tracks would be required to provide access to the area southeast of the station. (Note that most of that area is within a 1/2-mile walk of the Paramount/Rosecrans Station.)
- 2 Since several of the primary walk paths are on collector and local streets, wayfinding may be particularly important in this TOC.



**Potential Improvements**

- - - Expanded boundary of 1/2-mile walk zone
- — — Primary walk path
- - - Secondary walk path
- O Controlled pedestrian crossing
- A Sidewalk type by street (see Table 1 on page 10)
- 1 Station area specific improvements



**Existing Conditions**

- — — Boundary of 1/2-mile walk zone
- — — Primary walk path
- - - Secondary walk path
- Controlled crossing of arterial street
- 00' Typical sidewalk width by block face

## 2.5 I-105/GREEN LINE

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the I-105/Green Line Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

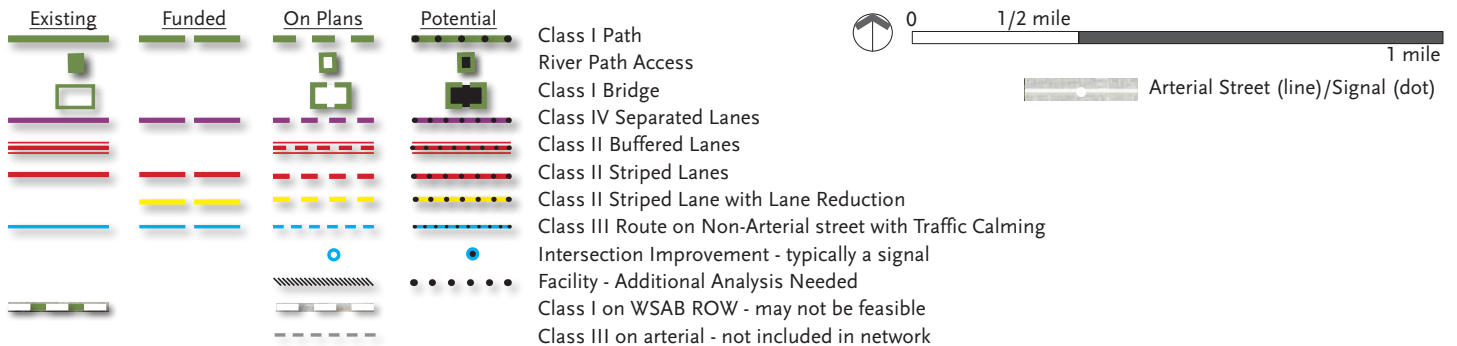
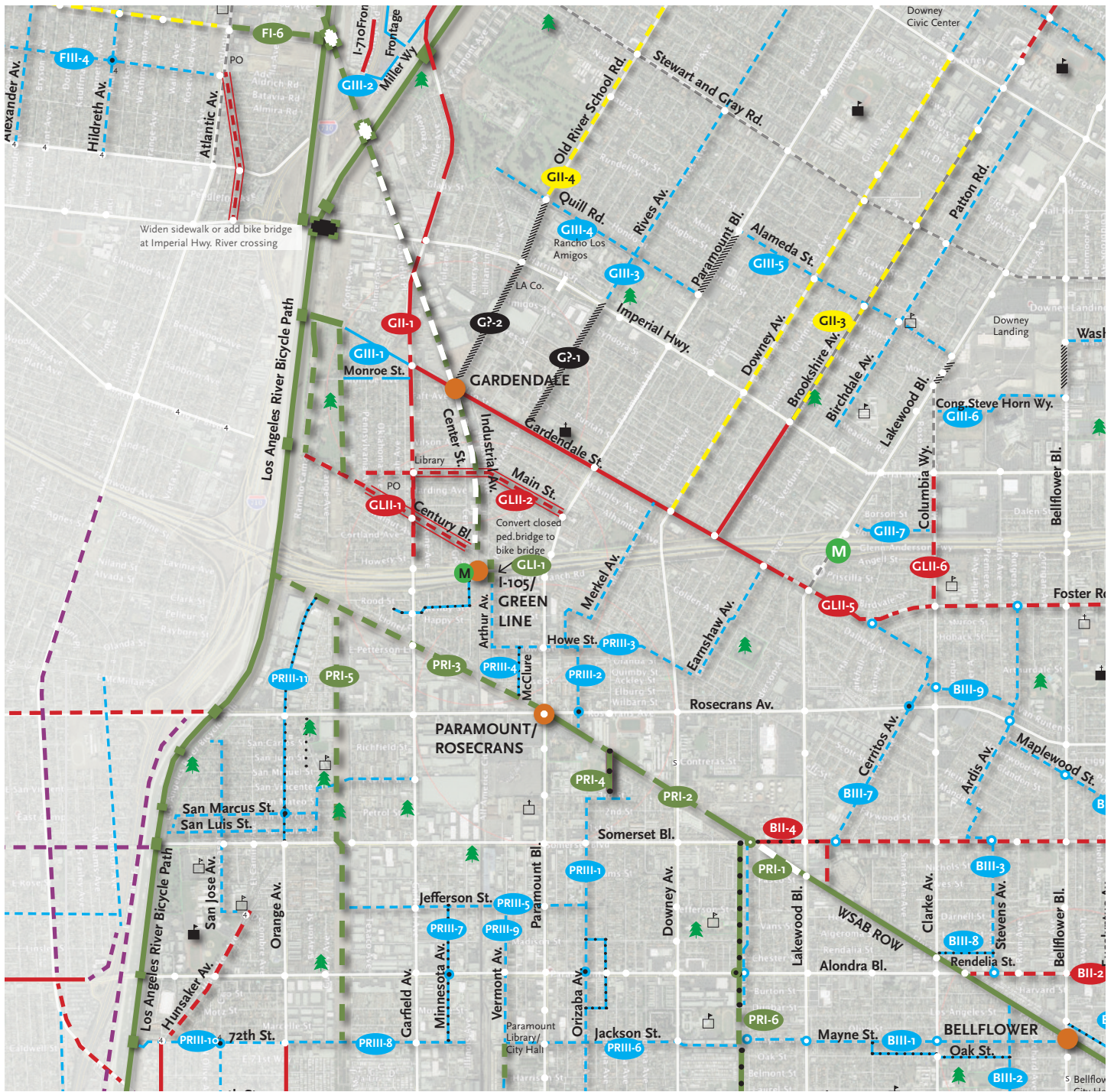
Class II striped lanes are red or yellow

Class III micro-mobility boulevards on local and collector streets are blue.

**TABLE 6: Potential Facilities Serving the I-105/Green Line Station** (mapped on adjacent page)

Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East Limit	North/West Limit	Length		Jurisdiction	Notes:
						I, II,	III		
GLI-1	Bridge over I-105	I	✓					Paramount	Convert existing closed pedestrian bridge.
GLII-1	Century	II	✓	Center	LA River	0.70		South Gate	
GLII-2	Main	II	✓	Paramount	Pennsylvania	0.80		South Gate	
GLIII-1	Mendy-Façade-Grove-Florine	III		Garfield	Century		0.50	Paramount	
	Arthur-Howe-Century-Barlin			See Paramount/Rosecrans					
	Orizaba-Howe-Ruther-Century-Merkel			See Paramount/Rosecrans					
Station Area Totals						1.50	0.50		



## 2.6 GARDENDALE

### EXISTING STATION AREA

Note: Concepts presented are not endorsed by LA County and have not been approved by the LA County Board of Supervisors or County Departments



### VISION

Moderate to low density mixed use community providing live/work/play environments incorporating open space, public and private sector workplaces & access to the Rancho Los Amigos National Rehabilitation Center.

### Typology: **Large Scale Mixed-Use Redevelopment**

Gardendale Station is located in Downey, west of Garfield Avenue and north of Gardendale Street placed between industrial uses to the north and a suburban residential neighborhood to the south. There is a corridor of industrial properties immediately adjacent to the WSAB alignment south of Gardendale and the currently underutilized Rancho Los Amigos South campus.

LA County is studying the addition of significant office space (600,000 SF) for new County employees (Probation and Internal Services Departments) on their property. The County has entered into an agreement with the City of Downey to develop a Sports Complex on County property, east of the proposed station. This is to be developed further with office and concession buildings to be operated and maintained by the City of Downey. Retail and residential uses are additional amenities that can support the development of a dynamic employment-focused destination.

The southern-half of the station area as well as an area north-west of the proposed station is governed by the City of South Gate's Hollydale Specific Plan. The City of Downey is currently in the process of preparing the Rancho Los Amigos South Campus Specific Plan (RLASCSP). The land use approach identifies distinct separate planning areas based on the character and proposed future uses of the defined area. The intent of the TOD Corridor sub-district is to create transit-supportive uses around the future WSAB Transit Station.

The future development of this district focuses on facilitating access to the station, whether through adjacent higher density residential or connective complete street improvements in and around the RLASCSP. Targeted neighborhood serving commercial uses can support residents and grow the district into a desirable place for professionals who will have the ability to access a large portion of the region for job opportunities.



## 2.6 GARDENDALE

### NEIGHBORHOOD FABRIC



 Hollydale Village Specific Plan Area



- Proposed Station
- Existing Buildings

## 2.6 GARDENDALE

### POTENTIAL OPPORTUNITY SITES



Note: Concepts presented are not endorsed by LA County and have not been approved by the LA County Board of Supervisors or County Departments

# STATION AREA CONCEPT PLAN



- ① Potential Hybrid Mixed-Use Development
- ② Potential Campus Facilities
- ③ Potential Mixed-Use
- ④ Potential Shared Parking Structure
- ⑤ Existing LA County Public Works Yard / Animal Care Center
- ⑥ Potential Hybrid Residential Development
- ⑦ Proposed Affordable Housing
- ⑧ Existing Rancho Los Amigos South Campus
- ⑨ Academic Facilities
- ⑩ Proposed Sports Facilities

## 2.6 GARDENDALE

### STATION AREA CONCEPT



Institutional anchors that integrate historical buildings and open spaces.



Residential uses at moderate densities that serve transit riders and employees.

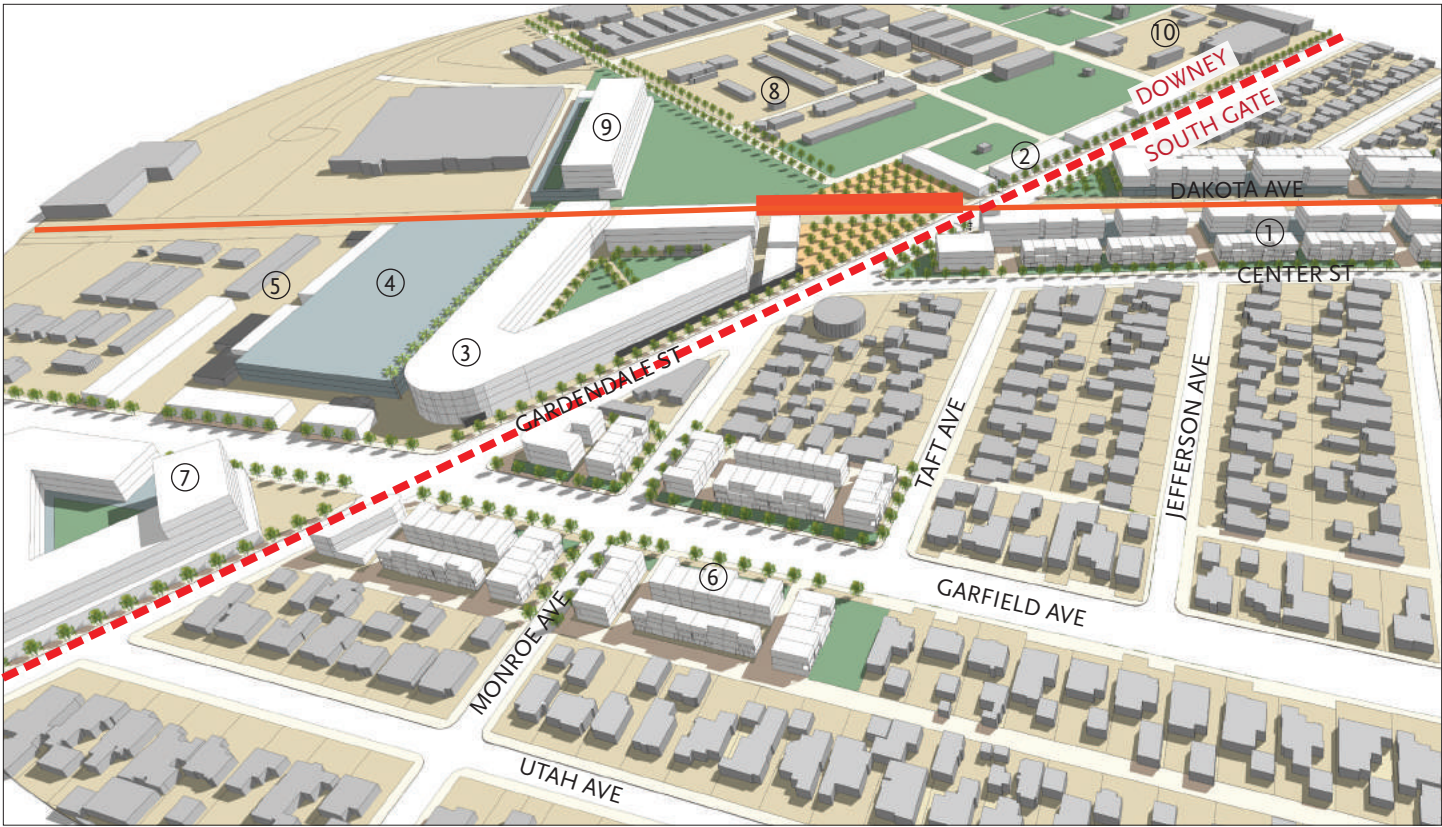


An interconnected network of open spaces for recreational and other uses.



Multi-modal transit hub that integrates parking while providing active uses at the ground level.

STATION AREA CONCEPT



Axonometric view of the site development



- ① Potential Hybrid Mixed-Use Development
- ② Potential Campus Facilities
- ③ Potential Mixed-Use
- ④ Potential Shared Parking Structure
- ⑤ Existing LA County Public Works Yard / Animal Care Center
- ⑥ Potential Hybrid Residential Development
- ⑦ Proposed Affordable Housing
- ⑧ Existing Rancho Los Amigos South Campus
- ⑨ Academic Facilities
- ⑩ Proposed Sports Facilities

Note: Concepts presented are not endorsed by LA County and have not been approved by the LA County Board of Supervisors or County Departments

## 2.6 GARDENDALE

### RECOMMENDATIONS

- There are a number of one and two-story buildings and structures on the identified area; a number of which are currently being used by County departments to provide necessary County services. Additionally, some of these buildings are contributors to the RLASC Historic District and are eligible for listing in the National Registry of Historic Places, and as such, they are listed in the California Registry of Historic Places. Any future redevelopment will need to address these structures and wait for County services and departments to be relocated.
- The presence of the large LA County-owned facility presents a major opportunity to enhance the positive impact of the WSAB transit line at this station. With the County uses as an anchor, there is an opportunity to create a major mixed-use employment center within the station area.
- The County may consider developing additional general or medical office/lab space on county property. Development of private uses will require a public-private partnership
- Special consideration should also be given to how County-owned facilities can be leveraged to support local community and economic development objectives, which will require proactive coordination between the Cities of Downey and South Gate and the County.
- The City of South Gate should consider proactive measures to support equitable growth in the station area as densification of development may cause future displacement of residents in the single-family neighborhoods and in the nearby legacy businesses.
- With County of Los Angeles as land-owner and the City of South Gate adjacent to the Gardendale station area, ongoing TOD planning efforts must engage several stakeholders. Providing certainty in the entitlements process will incentivize development of residential mixed-use at transit supportive densities.
- Whether developed privately or for public interest, there is a major opportunity to add employment uses, green space, and to partner with institutions to support workforce development.
- The City of Downey anticipates the need for significant parking options for potential commuters to and from the station area. Since the provision of adequate parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking district or parking based on demand, to help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest.



Large scale redevelopment that integrates open space with active ground level uses in a campus-like environment.

## 2.6 GARDENDALE

### ACTIVE TRANSPORTATION: WALKABILITY

Existing primary walk paths to the Gardendale station are, for the most part, on collector or local streets including Gardendale Street, Center Street and Industrial Avenue. Garfield Avenue, an arterial street, is also an existing primary path. Future primary paths will be added in conjunction with development of the Rancho Los Amigos South Campus.

Sidewalk widths are generally adequate for primary walk paths on existing local and collector streets. However, sidewalks on Garfield Avenue between Gardendale Street and McKinley Avenue would benefit from a little widening to be consistent with segments to the north and south with type C sidewalk improvements.

There are street trees on some streets, but they do not provide a continuous canopy. Additional street trees to provide a more continuous shade canopy would enhance walkability.

Design parameters for primary walk path sidewalk types C and D are listed in Table 1 on page 10.

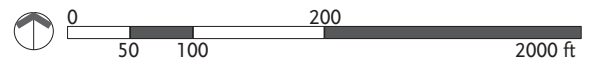
Other suggested improvements to facilitate and encourage walking to the station and within the Gardendale station area include the following.

- 1 The provision of active transportation access north-east of the station in conjunction with future development of the Rancho Los Amigos South Campus is critical to connecting Downey to the station.
- 2 An additional controlled crossing on Gardendale Street between Garfield Avenue and Paramount Boulevard in the vicinity of the station may be appropriate to accommodate pedestrian and micro-mobility access from the neighborhoods south of the station.



**Potential Improvements**

- - - Expanded boundary of 1/2-mile walk zone
- — — Primary walk path
- - - Secondary walk path
- Controlled pedestrian crossing
- A Sidewalk type by street (see Table 1 on page 10)
- 1 Station area specific improvements



**Existing Conditions**

- Boundary of 1/2-mile walk zone
- Primary walk path
- - - Secondary walk path
- Controlled crossing of arterial street
- 00' Typical sidewalk width by block face

## 2.6 GARDENDALE

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the Gardendale Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

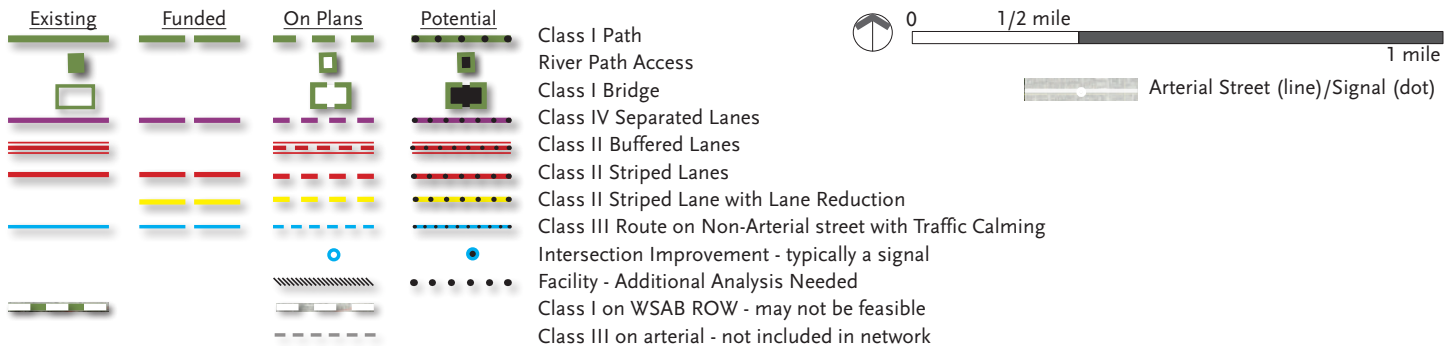
Facilities are categorized and designated as follows:

- Class I off-street paths are green
- Class IV protected/separated lanes are purple
- Class II striped lanes are red or yellow
- Class III micro-mobility boulevards on local and collector streets are blue.

**TABLE 7 Potential Facilities Serving the Gardendale Station** (mapped on adjacent page)

Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East Limit	North/West Limit	Length		Jurisdiction	Notes:
						I, II,	III		
G?-1	Rives Av. extension	tbd	✓	Imperial	Gardendale	0.55		Downey	
G?-2	Old River Rd. and extension	tbd	✓	Gardendale	Quill	0.78		Downey	
GII-1	Garfield Av.	II	✓	Harding	700' s/o Firestone	2.25		South Gate	Funded by ATP Grant.
GII-2	Southern Av./I-710 Frontage Rd.	II	✓	Garfield	Miller Way	0.65		South Gate	Funded by ATP Grant.
GII-3	Brookshire Av. (or Downey Av.)	II	✓	Imperial	Iowa	1.30		Downey	
		II	✓	Gardendale	Firestone			Downey)	
GII-4	Old River School Rd.	II	✓	Quill	Arnett	1.10		Downey	
GII-5	Gardendale St.	II	✓	Foster	Lakewood	0.28		Downey	Shown on both plans; shown as road diet on Downey's plan.
	Bellflower								
	Foster Rd.			See Bellflower					
GII-6	Columbia Way	II	✓	Foster	Imperial	0.52			
GII-7	Southern Av.	II	✓	LA River	Rayo	0.30		South Gate	
GIII-1	Gardendale-Monroe	III	✓	Garfield	Hollydale Park	0.66		South Gate	Funded by ATP Grant.
GIII-2	Frontage Rd. East-Miller Way	III	✓	I-710 Frontage	Southern	0.70		South Gate	Funded by ATP Grant.
GIII-3	Rives Av.	III	✓	imperial	Florence	2.38		Downey	
GIII-4	Quill Rd.	III	✓	Paramount	Reyerson	0.92		Downey	
GIII-5	Alameda St.	III	✓	Lakewood	Paramount	0.96		Downey	
GIII-6	Congressman Steve Horn Way	III	✓	Bellflower	Columbia	0.56		Downey	
GIII-7	Adoree St.	III	✓	Columbia	Imperial	0.32		Downey	
Station Area Totals						7.73	6.50		



## 2.7 FIRESTONE

### EXISTING STATION AREA



### VISION

Pedestrian-friendly, mixed-use, gateway district linked to employment, recreational and shopping destinations accessible through all modes of transit.

### Typology: **Large Scale Mixed-Use Redevelopment**

The Firestone Station is to be located near the intersection of Firestone Boulevard and Atlantic Avenue in the City of South Gate. There is an opportunity for the station area to become a higher intensity mixed-use commercial destination. The critical mass of activity driven by the Azalea Shopping Center to the west suggests that capture of additional retail uses is possible.

Redevelopment of industrial sites closer to the station could also be pursued if a developer can cover land acquisition and environmental mitigation costs with market-rate mixed-use if supported by market demand in the future while ensuring equitable development.

In anticipation of the proposed transit investment, the City of South Gate has designated the immediate station area as a Transit Village and developed the Gateway District Specific Plan which outlines improvements and strategies to support the transition of this area into a transit-oriented district. Although there is a predominance of Heavy Manufacturing to the east of the station area, the City is anticipating changes as manufacturing is being replaced by warehouses and there is potential for further transit oriented uses as the transit infrastructure is implemented.

The City of Cudahy has a designated Entertainment Subdistrict north of the Patata / Firestone intersection and has prioritized the development of a casino based major entertainment center north-west of the Azalea shopping center. The City has a casino license and has been in discussions with potential investors for a casino-hotel that can be financed through public-private-partnerships.

# CORRIDOR MAP



## 2.7 FIRESTONE

### NEIGHBORHOOD FABRIC



 Gateway District Specific Plan

STATION AREA



- Proposed Station
- Existing Buildings

## 2.7 FIRESTONE

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Transit Plaza
- ⑥ Retail Plaza
- ② Community Avenue
- ⑦ High-Density Development
- ③ Couplet Parkway
- ⑧ Shared Parking
- ④ Existing Azalea Shopping Center
- ⑨ Commercial Mixed-Use
- ⑤ Railroad Right of Way
- ⑩ Proposed Entertainment Sub-District

## 2.7 FIRESTONE

### STATION AREA CONCEPT



Urban density mixed-use with housing above retail.



Active pedestrian paseos that connect public plazas.

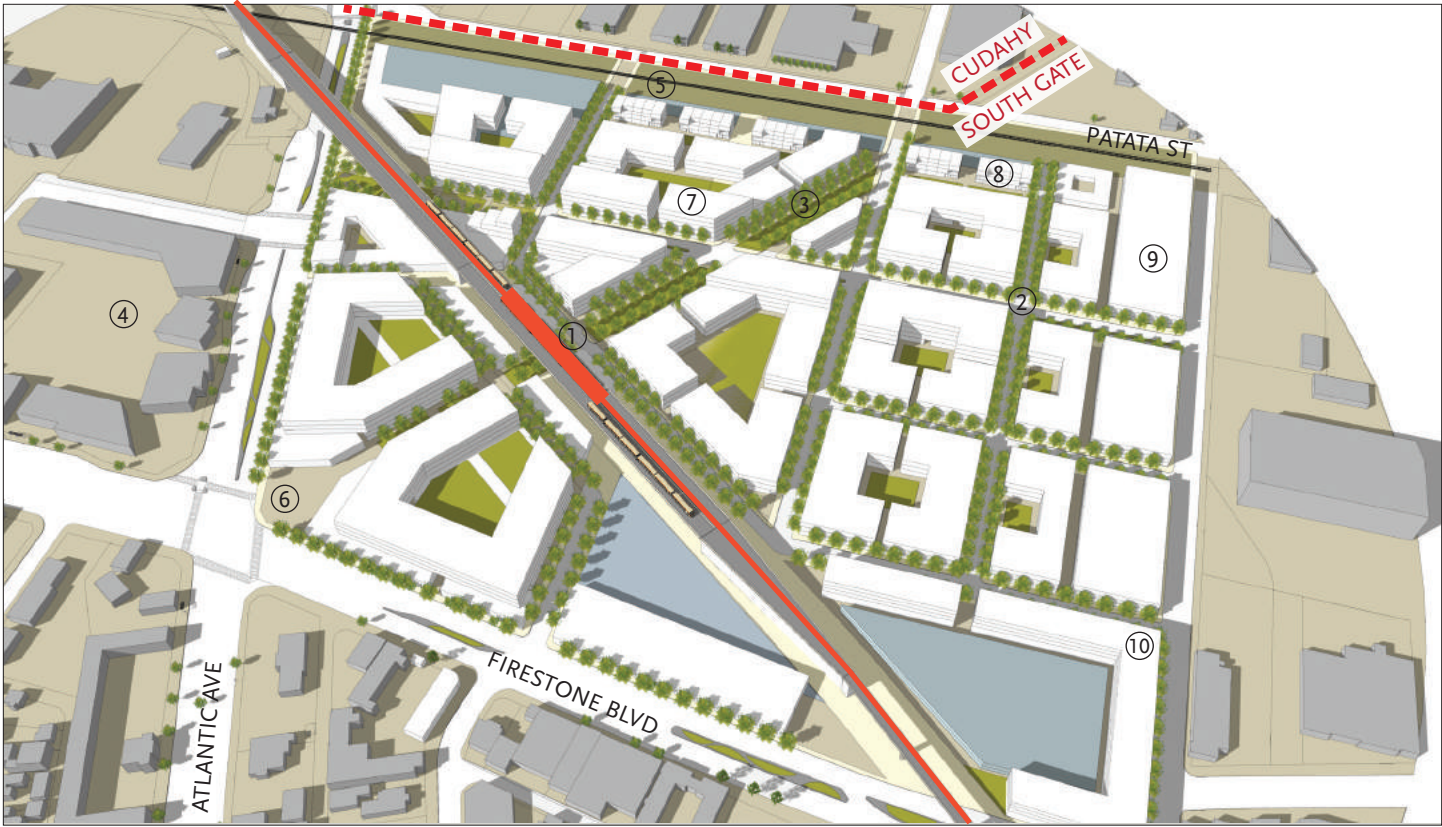


Commercial uses with attractive frontage along busy streets.



Vibrant public plazas that are defined by adjacent development.

STATION AREA CONCEPT



Axonometric view of the site development



- ① Transit Plaza
- ② Community Avenue
- ③ Couplet Parkway
- ④ Existing Azalea Shopping Center
- ⑤ Railroad Right of Way
- ⑥ Retail Plaza
- ⑦ High-Density Development
- ⑧ Shared Parking
- ⑨ Commercial Mixed-Use
- ⑩ Proposed Entertainment Sub District

## 2.7 FIRESTONE

### RECOMMENDATIONS

- The Firestone station is located north-east of the very busy intersection of Atlantic Avenue and Firestone Boulevard adjacent to Neville Avenue. Special attention should be paid to ensuring non-motorized connectivity across this intersection to encourage ridership and enhance connectivity between the station and the residential neighborhoods to the west of Atlantic Avenue.
- Pedestrian connectivity to the City of Cudahy's entertainment district located to the north-west of the station will require safe and sensitively designed crosswalks at the Atlantic/Patata intersection and must consider both the vehicular as well as potential heavy rail traffic at the intersection.
- The Station Area includes large industrial parcels with potential contamination issues. As this may pose a challenge to future development, a preliminary toxic assessment should be undertaken. These costs should be included in any financial feasibility analyses related to the provision of community benefits and affordable housing.
- Future development should include light industrial, office, and flex uses to provide a range of employment options. In addition, residential and other uses that complement the adjacent Azalea commercial center should also be considered. Options for shared or reduced parking should be a priority for any development.
- Since the provision of adequate parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking district or parking based on demand, to help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest.
- Proactive measures to support equitable growth will be particularly important in order to mitigate potential future displacement of both residents and businesses.
- The City of South Gate is optimistic about development near the station area because of early interest from developers to purchase and assemble parcels near the station area. The parcel aggregation strategy is expected to incentivize developers with entitlements when they provide public space and open space.



Gateway station area with dense development and active transit plaza

## 2.7 FIRESTONE

### ACTIVE TRANSPORTATION: WALKABILITY

Firestone Boulevard and Atlantic Avenue are the existing primary walk paths to the Firestone Station. The City of South Gate is exploring the potential to add an active transportation path on the west side of the WSAB/Union Pacific ROW, which would provide a walk path to the station.

Sidewalk widths on Firestone Boulevard west of the WSAB ROW vary from 12 to 15 feet. Given the lack of on-street bicycle facilities in the vicinity of the station, wider sidewalks on at least one side (the north side) of Firestone Boulevard, consistent with sidewalk type A, would facilitate walking and cycling to the station. Sidewalk widths on Firestone Boulevard east of the WSAB ROW are much narrower and would similarly benefit from widening to the extent feasible given physical constraints.

Sidewalks on Atlantic Avenue south of Patata Street are 12 to 13 feet wide. Similar to Firestone Boulevard, wider sidewalks on at least one side of Atlantic Avenue if feasible would facilitate walking and cycling to the station. However, given lot depths, improvements consistent with sidewalk type B may be more realistic. Sidewalk widths on Atlantic Avenue north of Patata Street are much narrower and would similarly benefit from widening in conjunction with future development.

While there are street trees on Firestone Boulevard, additional shade trees on Atlantic Avenue and on secondary walk paths would facilitate walking.

Design parameters for primary walk path sidewalk types A and B are listed in in Table 1 on Page 10.

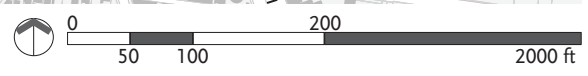
Other suggested improvements to facilitate and encourage walking to the station and within the Firestone station area include the following.

- 1 Improvements shown in the City of South Gate's Gateway Specific Plan are critical to providing clear, direct pedestrian access from the Firestone Station to Atlantic Avenue and Firestone Boulevard. Improvements include access to the intersection of Atlantic Avenue and Patata Street and to the intersection of Firestone Boulevard and Firestone Place, as well as to the intersection of Atlantic Avenue and Firestone Boulevard.
- 2 Similarly, improvements shown in the Gateway Specific Plan to connect the station north to Wilcox Avenue will provide access to businesses and residences in that area. Access to Wilcox Avenue will require a crossing of the Southern Pacific tracks at Wilcox Avenue.
- 3 An active transportation path proposed by the City of South Gate along the WSAB ROW and Salt Lake Avenue would extend access to the northwest.
- 4 An active transportation path proposed by the City of South Gate along the WSAB ROW south of Firestone Boulevard would connect to Southern Avenue and the L.A. River.
- 5 An active transportation path proposed by the City of South Gate along the Southern Pacific ROW east of Patata Street would extend to the L. A. River.
- 6 An active transportation path proposed by the City of South Gate along the Southern Pacific ROW west of The WSAB ROW would extend to Ardmore and Independence Avenues.



**Potential Improvements**

- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- - - Secondary walk path
- O Controlled pedestrian crossing
- A Sidewalk type by street (see Table 1 on page 10)
- 1 Station area specific improvements



**Existing Conditions**

- Boundary of 1/2-mile walk zone
- Primary walk path
- - - Secondary walk path
- 00' Controlled crossing of arterial street
- Typical sidewalk width by block face

## 2.7 FIRESTONE

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the Firestone Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

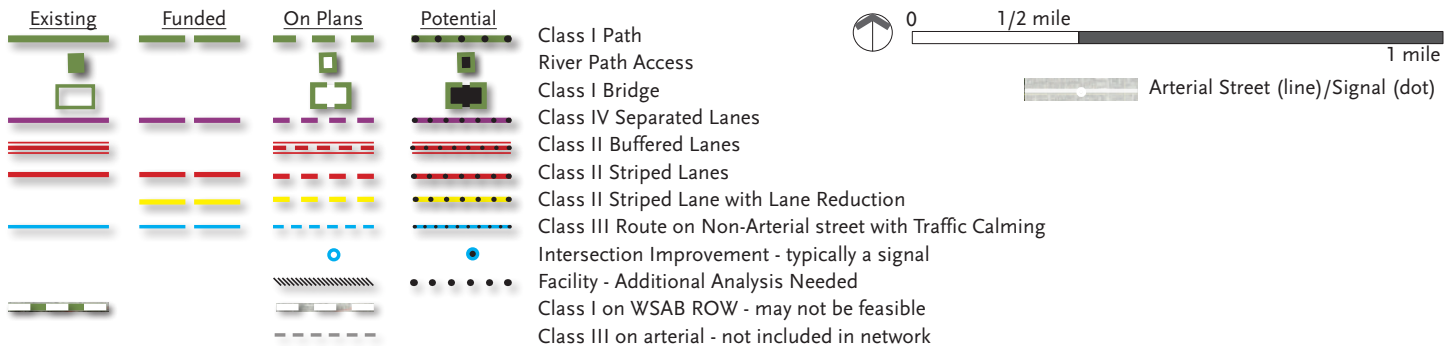
Class II striped lanes are red or yellow

Class III micro-mobility boulevards on local and collector streets are blue.

**TABLE 8 Potential Facilities Serving the Firestone Station** (mapped on adjacent page)

Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East Limit	North/West Limit	Length		Jurisdiction	Notes:
						I, II,	III		
FI-1	WSAB ROW west side (UP ROW)	I	✓	Rio Hondo	Firestone	1.17		South Gate	Requires agreement with Union Pacific.
FI-2	Southern Pacific ROW	I	✓	Atlantic	Otis	0.70		South Gate	
FI-3	Salt Lake Avenue east side	I	✓	Patata	Florence	1.53		Cudahy, Huntington Park	
FI-4	Patata Av.	I	✓	Atlantic	LA River	0.62		South Gate	
FI-5	Southern Av.	I	✓	Burke	Santa Fe	2.25		South Gate	Existing except block west of Otis; needs upgrades.
FI-6	Tweedy Bl.	I	✓	LA River	Atlantic	0.35		South Gate	
FIV-1	Independence/Ardmore Av.	IV	✓	Otis	Long Beach	1.50			
FIV-2	Firestone Bl.	IV		Atlantic	Hidreth	0.19		South Gate	2-way cycle track on north side (sidewalk or street); with FIII-2, it is an alternate to FI-1 or FI-2 and FII-1.
FII-1	Otis St.	II	✓	Abbott	Santa Ana	1.83		South Gate	Requires road diet.
FII-2	Tweedy Bl.	II	✓	Atlantic	Alameda	3.70		South Gate	Requires road diet.
FIII-1	Hildreth Av.	III	✓	Abbott	Southern		1.02	South Gate	
FIII-2	Hildreth Av.	III		Southern	Firestone		0.22	South Gate	See FIV-2 note.
FIII-3	Missouri Av.	III	✓	Hildreth	Truba		2.13	South Gate	
FIII-4	Michigan-Elizabeth-Sequoia	III	✓	Atlantic	State		1.92	South Gate	
FIII-5	Liberty Bl.	III	✓	Otis	Long Beach		1.65	South Gate	
Station Area Totals						13.84	6.94		



## 2.8 FLORENCE/SALT LAKE

### EXISTING STATION AREA



#### VISION

Residential neighborhood that promotes a walkable revitalized commercial corridor embracing Salt Lake Park and connecting the community to other employment centers.

#### Typology: Residential Arterial Infill

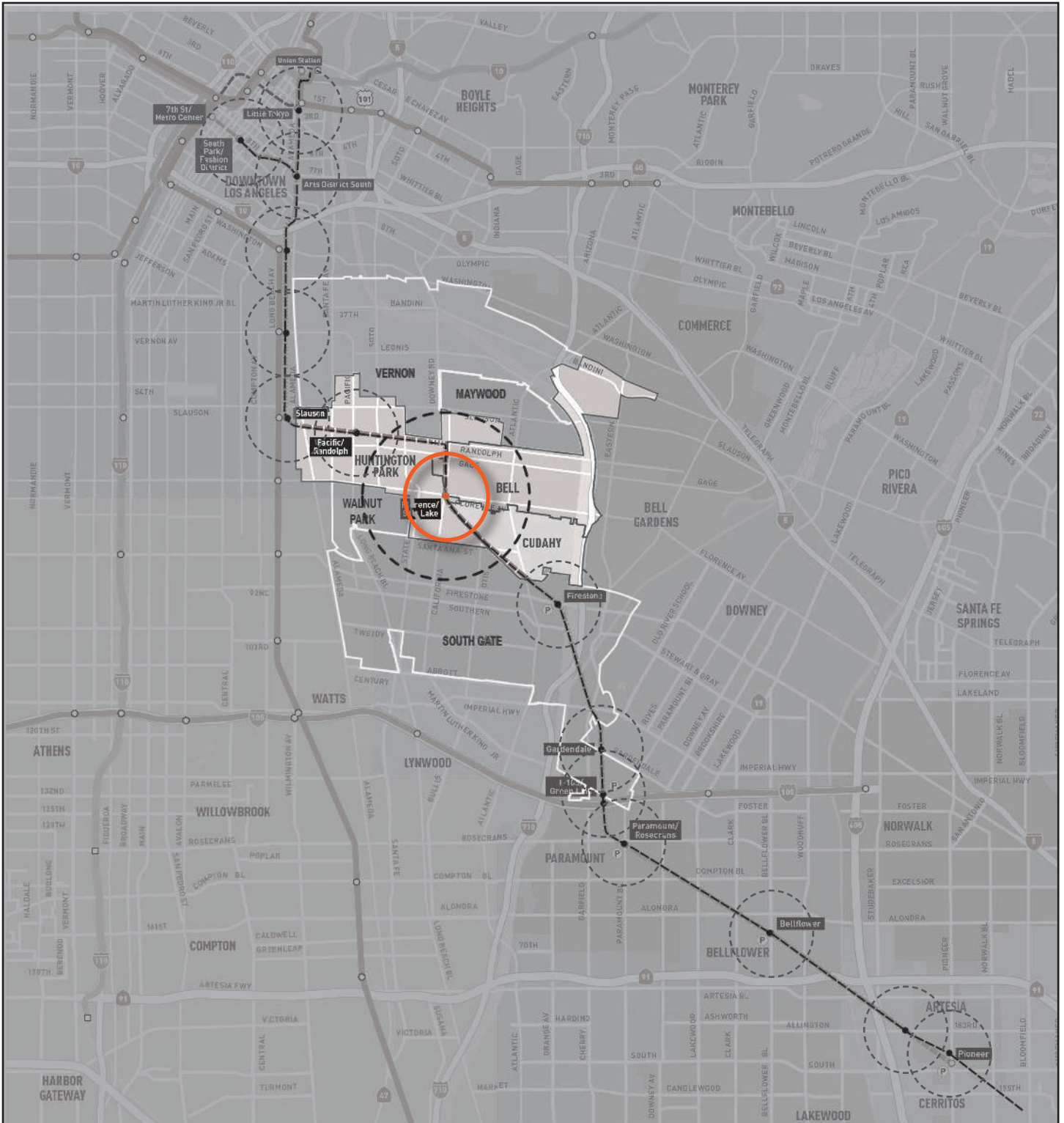
The Florence/Salt Lake Station sits along the Florence Avenue arterial and within a predominantly residential neighborhood, comprised primarily of single-family residences. It is adjacent to Salt Lake Park with recreational facilities situated in the City of Huntington Park. There are limited amounts of retail and/or industrial uses on Florence Avenue.

It will be important to enhance connectivity within the station area neighborhoods to support both ridership as well as the improvement in quality of life that the transit line can bring. Simultaneously it will also be important that measures are in place to protect residents who are at risk of displacement and that potential economic opportunities that are opened by the transit line can be fully accessible to all.

The creation of TOD Mixed-use Overlay Zones that permits higher density mixed-use for the cities of Bell, Cudahy and Huntington Park are critical to build on the market for potential development and will specifically incentivize development of residential mixed-use at transit supportive densities.

There is an opportunity for the Florence/Salt Lake Station to further enhance its surrounding neighborhood by transitioning existing automotive and other uses to neighborhood-serving uses. The mixed-use overlay zone that is currently being considered by the City of Huntington Park has the potential to incentivize the assembly of underutilized land for multi-family, mixed-use development.

# CORRIDOR MAP

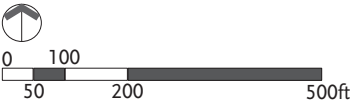


## 2.8 FLORENCE/SALT LAKE

### NEIGHBORHOOD FABRIC



STATION AREA



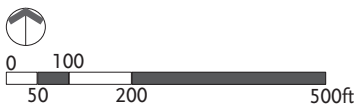
- Proposed Station
- Existing Buildings

## 2.8 FLORENCE/SALT LAKE

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Existing Salt Lake Park
- ② Existing Mutual Water Company Tower
- ③ Transit Plaza
- ④ Transit Oriented Mixed-Use
- ⑤ Townhouses
- ⑥ Potential Development Site
- ⑦ Utility Transmission Easement
- ⑧ Boulevard Mixed-Use
- ⑨ Multi-modal Hub
- ⑩ Existing retail uses

## 2.8 FLORENCE/SALT LAKE

### STATION AREA CONCEPT



Pedestrian friendly commercial corridor with active frontages adjacent to sidewalks.



Moderate density residential mixed-use adjacent to existing neighborhoods.



Commercial uses catering to nearby regional park patrons.



Mobility hubs that accommodate bicycle and other transit modes.

STATION AREA CONCEPT



Axonometric view of the site development



- ① Existing Salt Lake Park
- ② Existing Mutual Water Company Tower
- ③ Transit Plaza
- ④ Transit Oriented Mixed-Use
- ⑤ Townhouses
- ⑥ Potential Development Site
- ⑦ Utility Transmission Easement
- ⑧ Boulevard Mixed-Use
- ⑨ Multi-modal Hub
- ⑩ Existing retail uses

## 2.8 FLORENCE/SALT LAKE

### RECOMMENDATIONS

- Recognizing the regional importance of Salt Lake Park, the station area can leverage its adjacency to the park and other important public recreational facilities in the City of Huntington Park. These recreational facility will be attractive to transit users and the station area has the potential to evolve as a unique recreation related destination. The potential mix of commercial uses should build on uses supporting sports related retail or health food/drink stores. Streetscape improvements, and wayfinding located along Florence Avenue should facilitate access to the park.
- Redevelopment and encouragement of new neighborhood-serving retail uses could enhance the economic development potential of the WSAB transit line, as it would benefit from the increased foot traffic generated by the rail line coupled with foot traffic generated by the park. The surrounding sub-market shows potential unmet demand for general merchandise stores. Parcels on the south side of Florence Avenue, in particular, are candidates for redevelopment into uses that could complement the recreational facilities and bring more foot traffic.
- Multi-family mixed-use residential development will benefit the community and will be facilitated by the improved access provided by the WSAB transit corridor. The proximity of this station to Downtown Los Angeles and the potential of a three-stop commute on the light rail line make this a strong candidate for future residential development.
- Proactive measures to support equitable growth will be particularly important in order to mitigate potential future displacement of both residents and businesses in the station area.
- In order to redevelop infill parcels, it is important to establish comprehensive strategies particularly for those sites that are currently vacant or owned by absentee landlords. Reusing vacant or underutilized parcels will support economic development objectives by creating viable spaces for new or relocating businesses or sites for housing development.
- It is anticipated that residents of neighboring communities surrounding the Florence/Salt Lake station will patronize the station and that commuters will need a Transportation-Hub that includes Bicycle and other mobility and ride-sharing services with a pedestrian friendly environment that enables connectivity from adjacent neighborhoods.
- Since parking for commuters and visitors is a concern, parking options will need to be integrated in the station area. The three cities should work together and explore innovative parking management strategies, such as a shared parking district or parking based on demand, to help accelerate redevelopment.



Moderate density residential mixed-use that can benefit from the proximity to parks and other amenities.

## 2.8 FLORENCE/SALT LAKE

### ACTIVE TRANSPORTATION: WALKABILITY

Florence Avenue and California Avenue are the existing primary walk paths to the Florence Station.

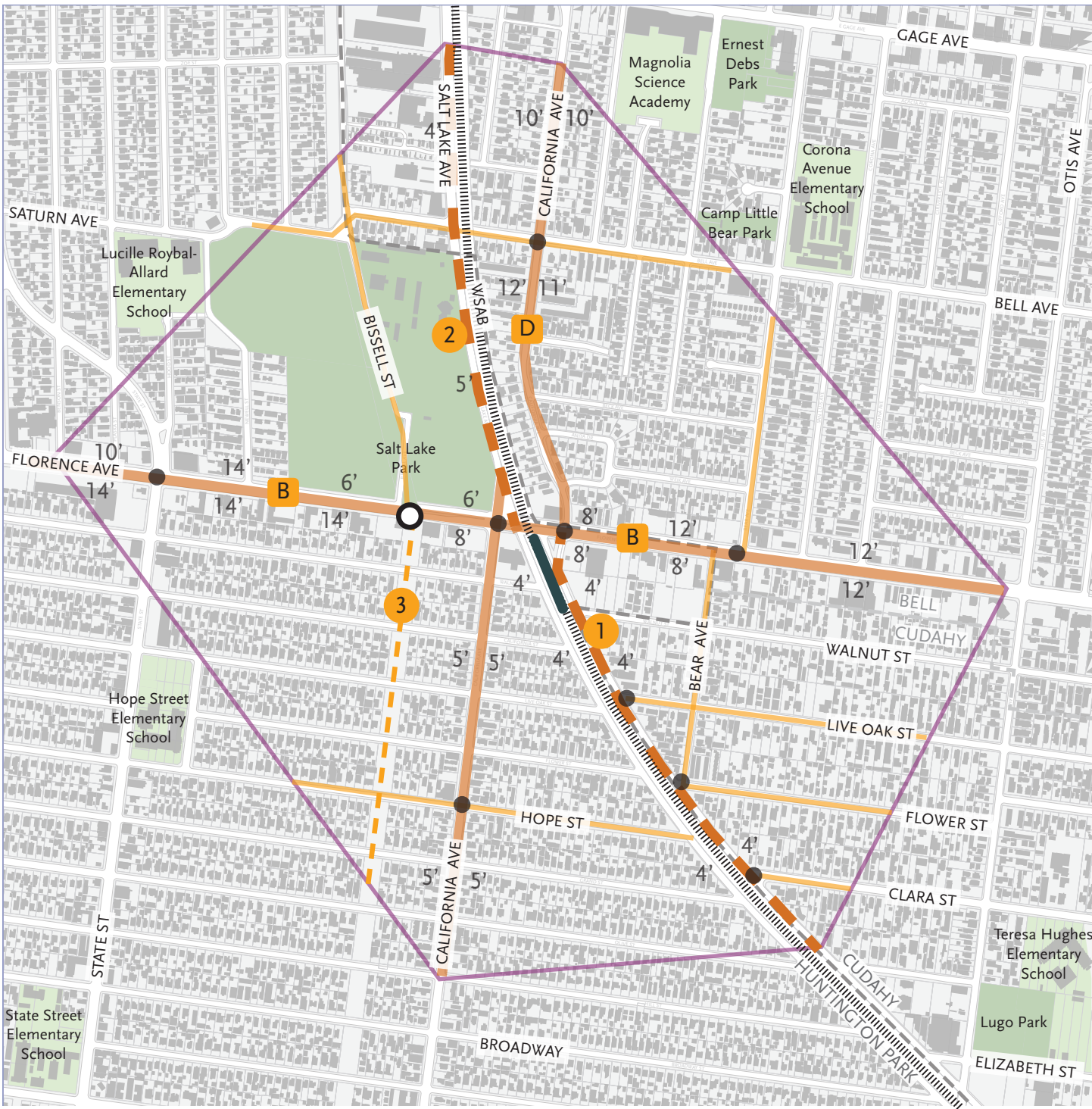
Sidewalk widths on Florence Avenue range from six feet adjacent to Salt Lake Park with no shade to eight feet between Salt Lake Avenue and Bear Avenue with a few shade trees to more comfortable widths of 12 to 14 feet east and west, still with few shade trees. The sidewalks are narrowest near the station where pedestrian activity will be concentrated. To the extent feasible given physical constraints, widening to at least 12 and ideally 15 feet, consistent with sidewalk type B, either into the street or by setting future development back, would improve pedestrian access to the station. The addition of street trees would provide some shade. Adjacent to the park, shade trees could be planted in the existing planting strip between the sidewalk and parking lot.

Sidewalk widths on California Avenue north of the station are 10 to 12 feet with a fairly continuous canopy of shade trees in parkways, making it a comfortable walking street. In contrast, California Street south of the station has narrow sidewalks and no shade. Sidewalk widening would be difficult. However, shade trees could be planted in front yards where they exist to shade the sidewalks.







Other design parameters for primary walk path sidewalk types B and D are listed in Table 1 on Page 10.

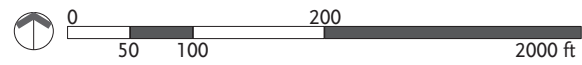
Other suggested improvements to facilitate and encourage walking to the station and within the Florence station area include the following.

- 1 South of the station, an active transportation path along the east side of the WSAB, using right-of-way from both the WSAB ROW and Salt Lake Avenue, would significantly improve access to the station from the southeast. A preliminary analysis, based on the current engineering alignment, indicates that a path could be accommodated between Patata Avenue and Live Oak Street. It is not clear whether a path can be accommodated between Live Oak Street and the station platform. It would be most efficient to coordinate the design and construction of this path with that of the WSAB project.
- 2 North of the station, an active transportation path along the west side of the WSAB, using right-of-way from both the WSAB ROW and Salt Lake Avenue, would supplement access to the northwest. Like the path described in 1. above, it would be most efficient to coordinate the design and construction of this path with that of the WSAB project.
- 3 The transmission ROW that runs north-south just west of California Avenue could provide an alternate means of access from the southwest, although it would require people to cross local streets midblock rather than at a stop sign as is the case on California Avenue.







**Potential Improvements**

-  Expanded boundary of 1/2-mile walk zone
-  Primary walk path
-  Secondary walk path
-  Controlled pedestrian crossing
-  Sidewalk type by street (see Table 1 on page 10)
-  Station area specific improvements



**Existing Conditions**

-  Boundary of 1/2-mile walk zone
-  Primary walk path
-  Secondary walk path
-  Controlled crossing of arterial street
-  Typical sidewalk width by block face

## 2.8 FLORENCE/SALT LAKE

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the Florence/Salt Lake Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

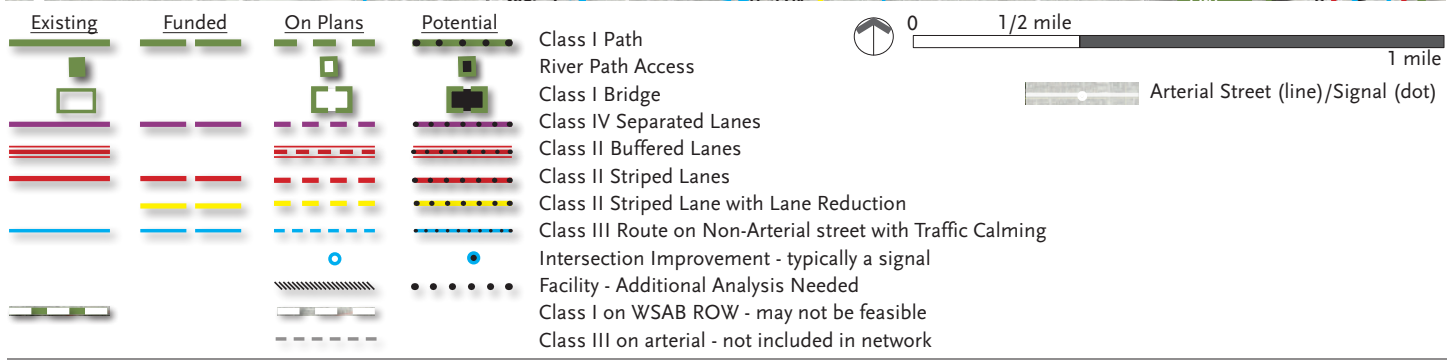
Class II striped lanes are red or yellow

Class III micro-mobility boulevards on local and collector streets are blue.

**TABLE 9 Potential Facilities Serving the Florence/Salt Lake Station** (mapped on adjacent page)

Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East Limit	North/West Limit	Length		Jurisdiction	Notes:
						I, II,	III		
FS?-1	Randolph St. (Rail to River B)	tbd	✓	LA River	Long Beach			Metro	4.3 miles long.
FS?-2	Salt Lake Avenue west side	tbd		Santa Ana	Florence		0.90	Huntington Park	Likely Class III blvd.
FSI-1	Salt Lake Avenue	I	✓	Florence	Gage	0.55		Bell	Shared use or side by side ped.-bike on east side adj. to rail.
FSI-2	Powerline corridor w/o California Salt Lake Avenue east side	I		Santa Ana	Florence	0.62		Huntington Park	
			See Firestone						
FSII-1	Live Oak/Clara St.	II	✓	River	Salt Lake	1.70		Cudahy	Couplet; primary east-west path for Cudahy.
FSII-2	Santa Ana St.	II	✓	Atlantic	Salt Lake	0.37		Cudahy	
FSII-3	Wilcox Av.	II	✓	Florence	Gage	0.54		Bell	
FSIII-1	Wilcox Av.	III	✓	Patata	Florence		1.00	Cudahy	Higher traffic volume than desirable; requires calming.
FSIII-2	Bell Av.	III	✓	Atlantic	Salt Lake		0.94	Bell	Primary east-west path for Bell west of Atlantic.
FSIII-3	Brompton-Bell etc.	III	✓	Wilcox	Atlantic		0.70	Bell	Primary east-west path for Bell east of Atlantic.
FSIII-4	Elizabeth St.	III	✓	River	Otis		1.20	Cudahy	
FSIII-5	Bear Av.	III	✓	Florence	Gage		0.54	Bell	
FSIII-6	Bear Av.	III		Gage	Randolph		0.22	Bell	
FSIII-7	Gifford Av.	III	✓	Bell	Randolph		0.50	Bell	
FSIII-8	Flora Av.	III	✓	Florence	Randolph		0.22	Bell	
FSIII-9	Orchard Av.	III	✓	Gage	Randolph		0.22	Bell	
FSIII-10	Orchard Av.	III		Bell	Gage		0.25	Bell	
FSIII-11	Vinevale-Heliotrope	III	✓	Florence	Randolph		0.80	Bell	
FSIII-12	Fillmore Av.	III	✓	River	Prospect		0.78	Bell	
FSIII-13	River Rd.	III	✓	Fostoria	Clara		0.50	Cudahy	
FSIII-13	Bissell St.	III		Florence	Randolph		0.56	Huntington Park	
Station Area Totals							3.78	9.33	



## 2.9 PACIFIC/RANDOLPH

### EXISTING STATION AREA



### VISION

Main Street and Regional Recreational Center that builds on the unique cultural heritage and patronage of public parks and leverages the potential as a multi-modal transit hub.

### Typology: Main Street Adjacent / Infill

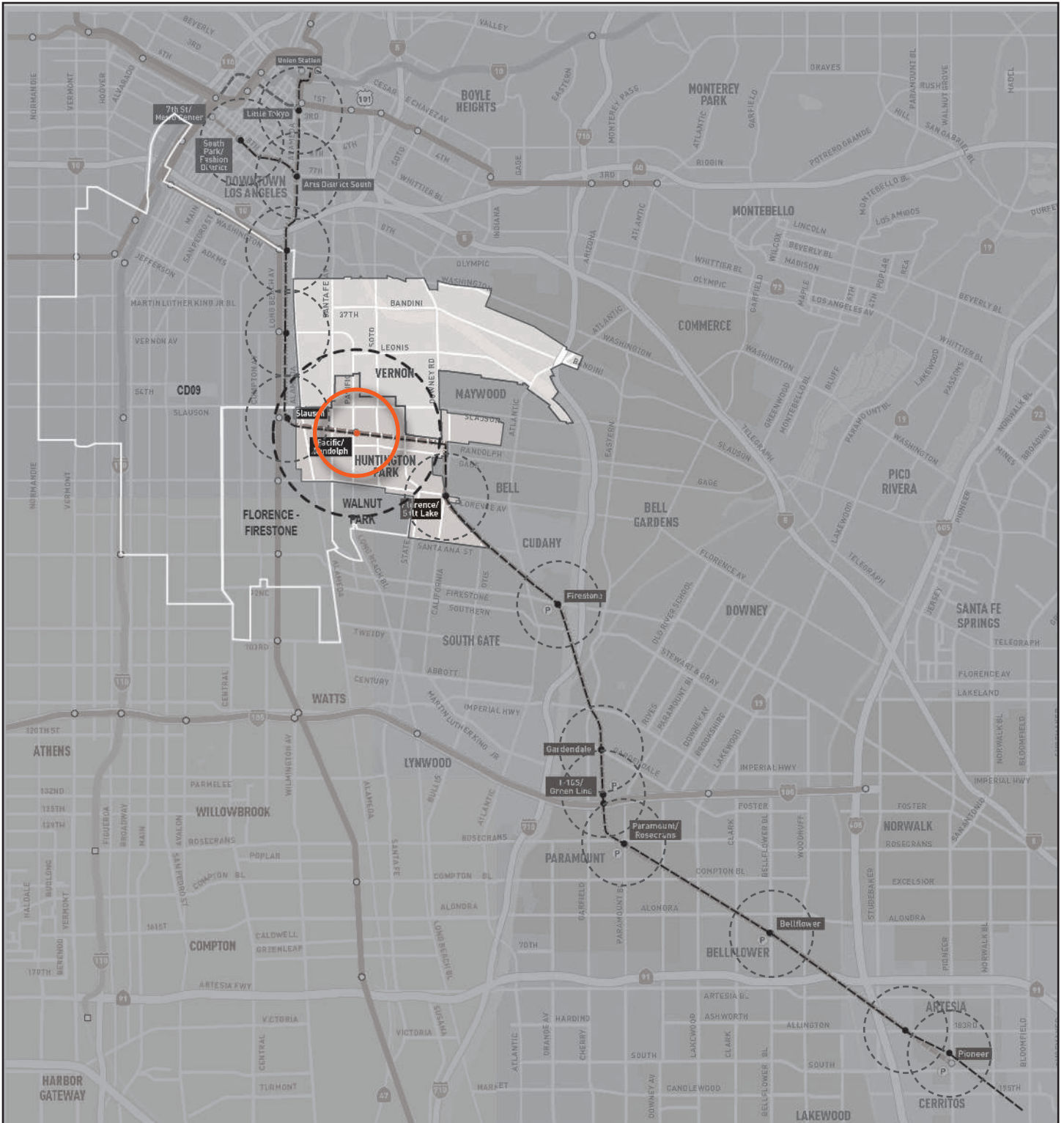
The Pacific/Randolph Station is to be located near the intersection of two major arterials: Pacific Boulevard and Randolph Street in Huntington Park.

The historic “main street” retail corridor that also is the city’s downtown is along Pacific Avenue, south of Randolph Street. There are significant opportunities for infill development and adaptive reuse in addition to carefully designed new development in this segment.

Large format, suburban, neighborhood-serving retail properties adjacent to the proposed station are located north of Randolph Street. They have the potential for redevelopment at various densities, together with the implementation of permeable and walkable blocks.

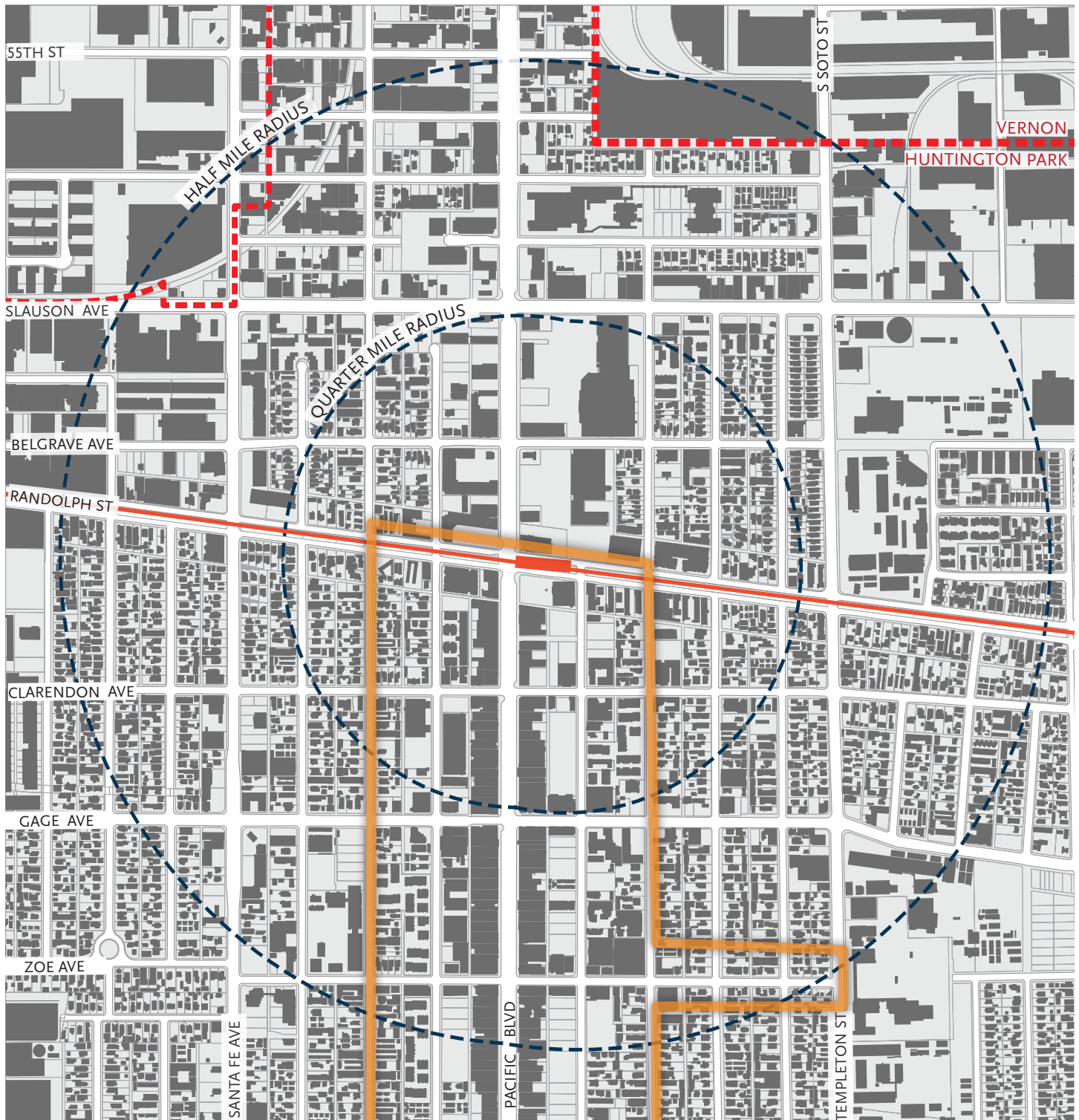
Redevelopment of existing retail sites into denser residential over retail mixed-use can help support retail and foster a 24/7 active environment. The City of Huntington Park recognizes the importance of retail corridor on Pacific Blvd as a major attraction. The City of Huntington Park’s Gateway District and Festival District plans permit the station area concepts south of Randolph Street.

The City’s expectations for a TOD Overlay zone will allow greater densities and mix of uses north of Randolph Street. This will enable the full development of a vibrant transit supportive community within a five-minute walk of the proposed station.

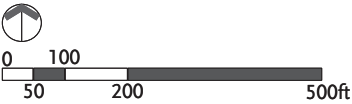
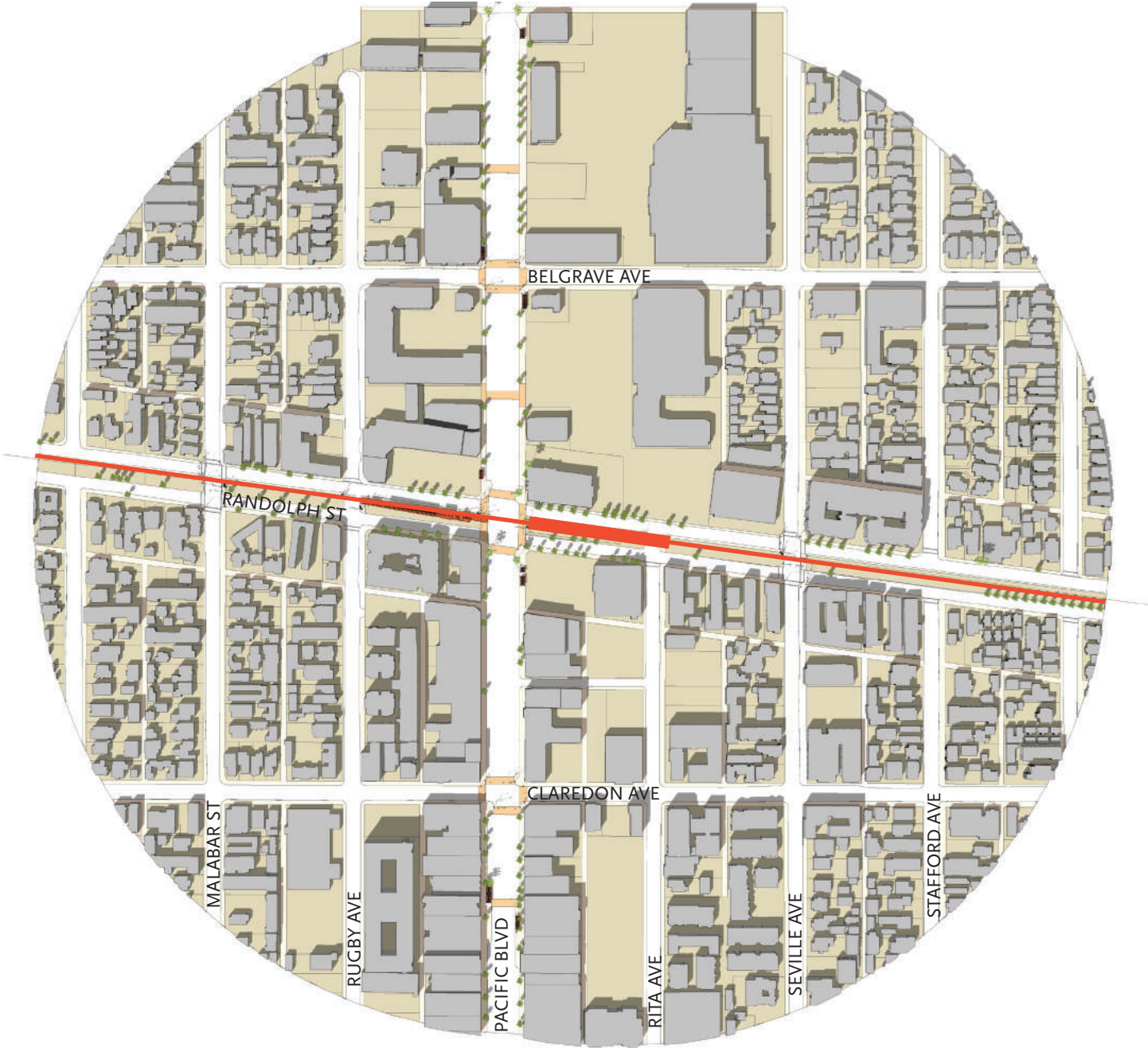


## 2.9 PACIFIC/RANDOLPH

### NEIGHBORHOOD FABRIC



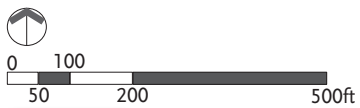
 Downtown Huntington Park Specific Plan






- Proposed Station
- Existing Buildings

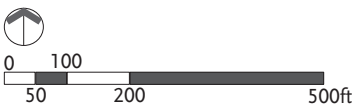
## 2.9 PACIFIC/RANDOLPH

### POTENTIAL OPPORTUNITY SITES



-  Potential Opportunity Site
-  Proposed Station
-  Existing Buildings

# STATION AREA CONCEPT PLAN



- ① Transit Plaza
- ② Mixed-Use TOD
- ③ Urban Density Mixed-Use
- ④ Multi-Family Residential
- ⑤ Townhouses
- ⑥ Pedestrian Paseos
- ⑦ Higher Density Mixed-Use
- ⑧ Existing Grocery Store
- ⑨ Existing Retail Uses
- ⑩ Proposed Retail Liner

## 2.9 PACIFIC/RANDOLPH

### STATION AREA CONCEPT



Urban density residential mixed-use with active ground floor uses that support a vibrant environment.



Active plazas and open spaces adjacent to the transit station and within new development that provide multiple opportunities for cultural and retail activities



Neighborhood-serving professional offices and services.



Adaptive reuse of existing buildings with active frontages that support the heritage and density of Huntington Park in general and the Pacific Avenue corridor in particular.

STATION AREA CONCEPT



Axonometric view of the site development



- ① Transit Plaza
- ② Mixed-Use TOD
- ③ Urban Density Mixed-Use
- ④ Multi-Family Residential
- ⑤ Townhouses
- ⑥ Pedestrian Paseos
- ⑦ Higher Density Mixed-Use
- ⑧ Existing Grocery Store
- ⑨ Existing Retail Uses
- ⑩ Proposed Retail Liner

## 2.9 PACIFIC/RANDOLPH

### RECOMMENDATIONS

- The creation of a TOD Overlay Zone and related General Plan amendments should be a priority that will enable the redevelopment of opportunity sites north of Randolph Street. This will incentivize development of residential mixed-use at transit supportive densities.
- There are several surface parking lots in the station area that could be viable candidates for higher density mixed-use development in the future. These are located adjacent to and behind retail lining Pacific Blvd. south of Randolph Street and adjacent to Pacific Blvd. north of Randolph Street. Redevelopment of these parcels should be a priority if the City wishes to achieve its vision of establishing the station area as a pedestrian-oriented gateway for the city. The City should consider pro-actively engaging with the owners of these properties, so that they can be included in the economic development and physical planning for the station area. Achieving early buy-in from property owners could ultimately accelerate the evolution of this station area into a higher density neighborhood.
- Proactive measures to support equitable growth will be particularly important in order to mitigate potential future displacement of both residents and businesses. The proposed Pacific/Randolph Station is one stop away from Downtown LA, which means it will likely be on the path of spillover development from Downtown LA, particularly as demand for residential uses continue to grow in order to support job growth and as land values in the Arts District and Fashion Districts rise.
- In order to redevelop infill parcels adjacent to Pacific Blvd., it is important to establish comprehensive strategies, particularly for those sites that are currently vacant or owned by absentee landlords. Reusing vacant or underutilized parcels will support economic development objectives by creating viable spaces for new or relocating businesses or sites for housing development.
- Since the provision of adequate parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking district or parking based on demand, to help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest and accelerating the redevelopment of underutilized parcels.
- To maintain and elevate the main street experience, it is critical to explore the formation of a Property Based Improvement District (PBID), which can actively market and contribute and maintain the operational capacity of Pacific Blvd. retail corridor in a way that will attract investment and visitation over an extended period and help it grow as the Downtown Gateway to the City of Huntington Park.



Walkable main street with strong urban street wall, ground level activity and design reflecting unique character.

Urban density housing with paseos and active ground level frontage

## 2.9 PACIFIC/RANDOLPH

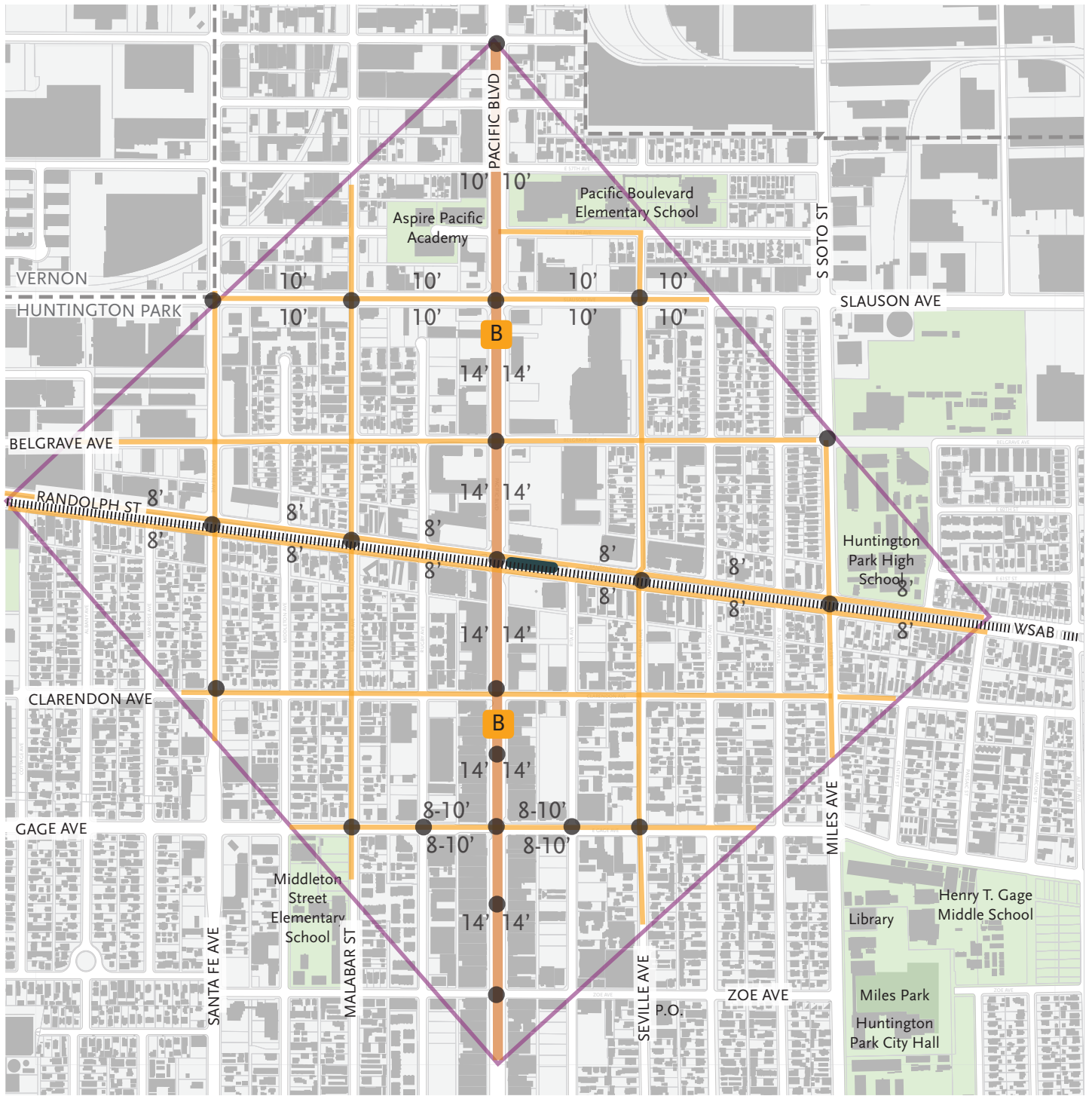
### ACTIVE TRANSPORTATION: WALKABILITY

Pacific Boulevard is the primary walk path to the Pacific/Randolph Station. It is a walkable street with relatively wide sidewalks, shade trees and active ground floor retail, that is connected to surrounding neighborhoods by a relative fine-grain grid of local and collector streets. People will likely walk on an east-west street to Pacific Boulevard and from there to the station, except where it is more direct to walk to and along Randolph Street. Additional shade trees on secondary walk paths would, of course, make the walk more comfortable.







Slauson Avenue and Gage Avenue are east-west arterial streets that would benefit from sidewalk widening.

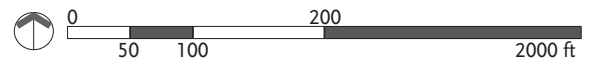
Design parameters for primary walk path sidewalk type B, which corresponds to Pacific Boulevard, are listed in Table 1 on Page 10.

Because the local/collector street grid is regular and fine-grained with frequent crossings of the WSAB ROW, there are no significant gaps in the existing one-half mile walk zone.








**Potential Improvements**

-  Expanded boundary of 1/2-mile walk zone
-  Primary walk path
-  Secondary walk path
-  Controlled pedestrian crossing
-  Sidewalk type by street (see Table 1 on page 10)
-  Station area specific improvements



**Existing Conditions**

-  Boundary of 1/2-mile walk zone
-  Primary walk path
-  Secondary walk path
-  Controlled crossing of arterial street
-  Typical sidewalk width by block face

## 2.9 PACIFIC/RANDOLPH

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the Pacific/Randolph Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

Class II striped lanes are red or yellow

Class III micro-mobility boulevards on local and collector streets are blue.

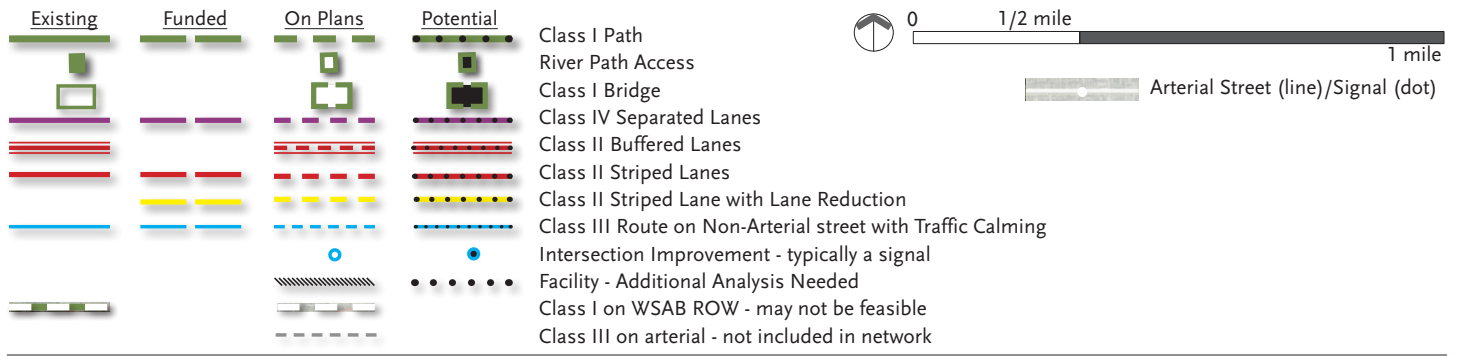
**TABLE 10 Potential Facilities Serving the Pacific/Randolph Station** (mapped on adjacent page)

Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East Limit	North/West Limit	Length I, II, III	Jurisdiction	Notes:
HPI-1	Randolph St. Slauson Av. (Rail to River A)	I	✓	See Florence/Salt Lake Long Beach	Broadway		Metro	2 miles long.
HP11-1	Seville Av.	II	✓	Broadway	Florence	0.50	LA County	
HP1V-1	Pacific Bl.	IV	✓	Fruitland	Santa Fe	0.75	Vernon	Funded.
HP1V-2	Vernon Av.	IV	✓	Santa Fe	Long Beach	0.75	Vernon	
HP1V-3	Leonis/District	IV	✓	Atlantic	Pacific	2.55	Vernon	
HP1V-4	Central Av.	IV	✓	Firestone	Vernon	3.00	Los Angeles	
HP11-2	Long Beach Av.	II	✓	Slauson	Vernon	1.00	Los Angeles	
HP11-3	Compton Av	II	✓	Firestone	Slauson	2.00	Los Angeles	
HP11-4	Broadway-Nadeau	II	✓	State	Central	2.65	LA County	
HP11-5	Avalon St.	II	✓	Florence	Vernon	2.00	Los Angeles	
HP11-6	Seville Av.	II		Liberty	Broadway	0.30	South Gate	
HP111-1	Clarendon Av.	III	✓	Arbutus	Cottage	1.10	Huntington Park	If Class II facility on Pacific is unlikely, a more robust bike boulevard network is needed as an alternative.
HP111-2	Malabar St.	III	✓	Florence	58th	1.08	Huntington Park	
HP111-3	Malabar St.	III		58th	Fruitland	0.42	Huntington Park	
HP111-4	Seville Av.	III		Florence	Randolph	0.75	Huntington Park	
HP111-5	Arbutus Av.	III		Florence	Randolph	0.77	Huntington Park	
HP111-6	Zoe Av.	III	✓	State	Alameda	1.35	Huntington Park	
HP111-7	Saturn Av.	III	✓	Bissell	Alameda	1.65	Huntington Park	
HP111-8	Belgrave St.	III	✓	State	Santa Fe	1.40	Huntington Park	
HP111-9	Albany-Cottage	III	✓	Florence	Randolph	0.87	Huntington Park	
HP111-10	Fruitland Av.	III		UP ROW	Santa Fe	1.46	Vernon	
Station Area Totals						15.50	10.85	



Los Angeles River Bike Path Gap Closure Project  
 Atlantic Av. - Elysian Valley (8 miles)  
 \$365 million Measure M funding  
 Construction start possible 2023



## 2.10 SLAUSON

### EXISTING STATION AREA



### VISION

Transitional mixed-use hybrid community built around the Augustus Hawkins Park and existing industrial fabric and is connected to the LA River and Downtown LA.

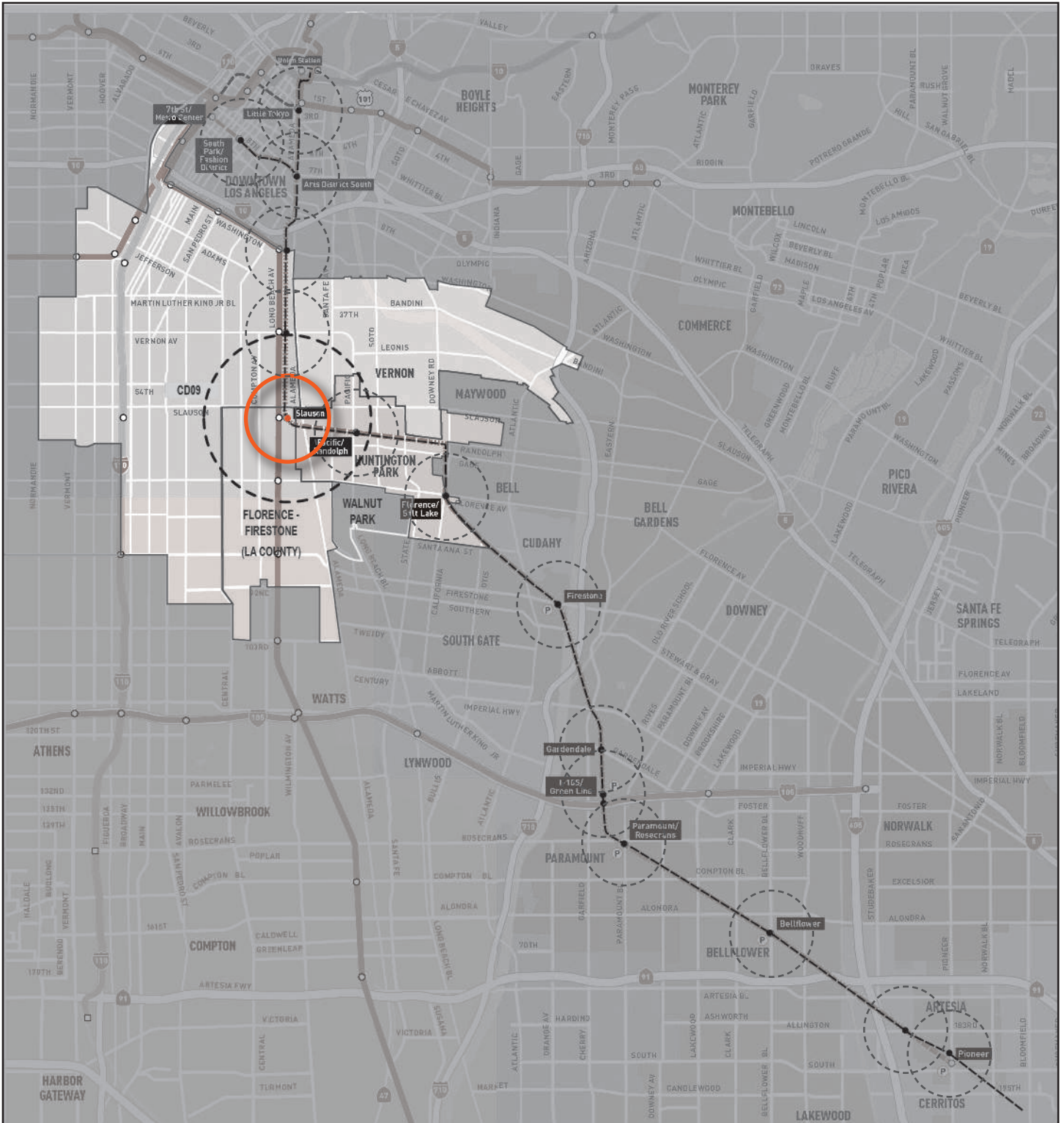
### Typology: **Industrial Hybrid Infill**

The Slauson station area is located in an area with both industrial and residential uses, bisected by Long Beach Avenue in the City of Los Angeles, a roadway that flanks a four-track rail right of way, part of which is used by the Metro Blue Line. Areas east of the ROW are predominantly industrial, whereas areas west are predominantly residential. There are also limited number of retail establishments scattered throughout. The station area includes the Augustus F. Hawkins Park.

The Active Transportation Rail to River Corridor Project will convert an existing, underutilized railroad right-of-way (ROW) into a multi-purpose transportation corridor from the City of Inglewood in the west to the Los Angeles River in the east. It runs along Slauson Boulevard in this station area.

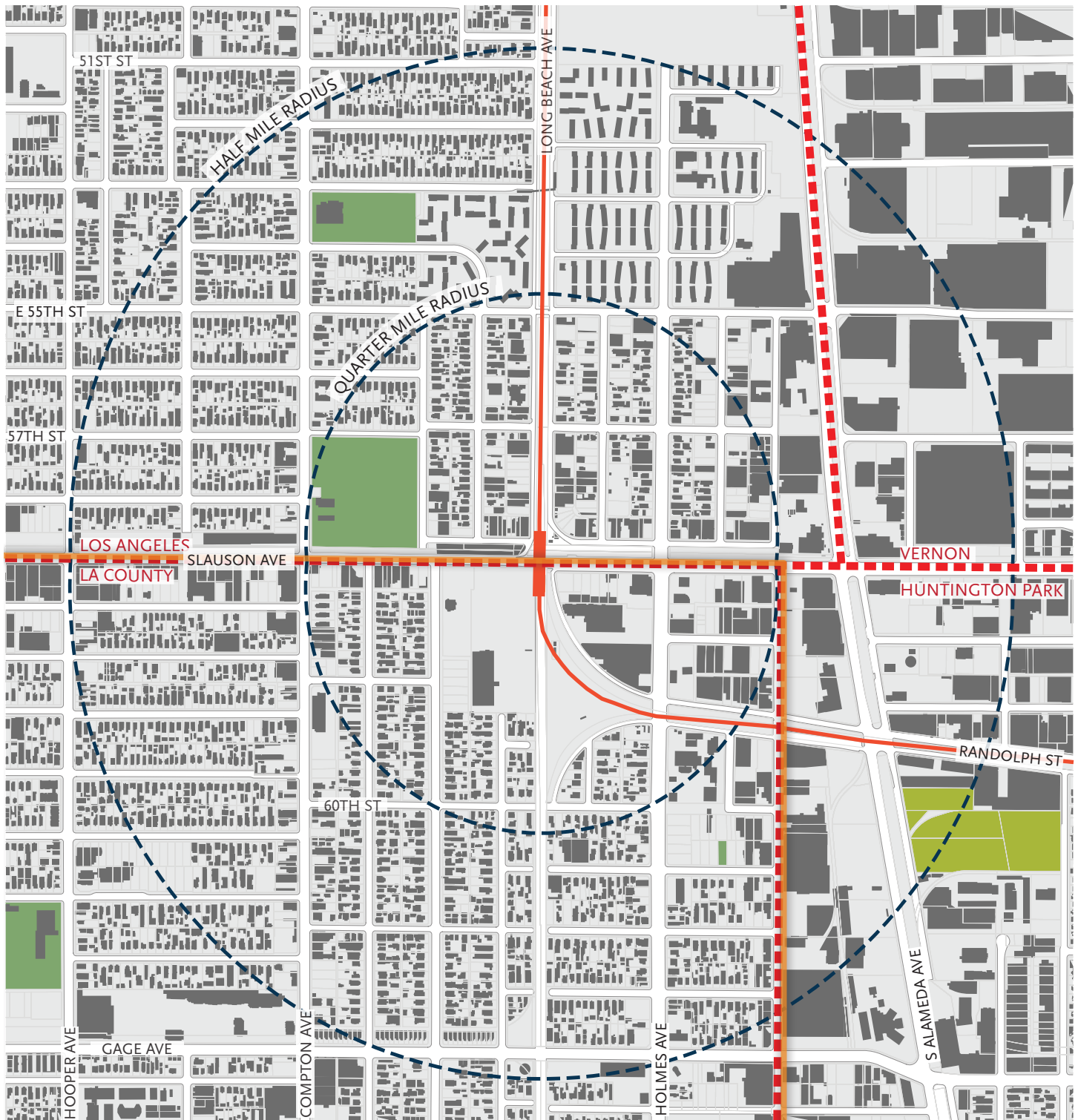
The County of Los Angeles Florence-Firestone Community Plan (2017) is currently in the process of being amended, and should consider residential or commercial mixed-use development for sites that are currently vacant or underutilized. The City of Los Angeles Southeast LA Community Plan may also consider amendments to accommodate potential mixed-use whether commercial or residential.

There are several manufacturing sites that are likely in transition or currently being used for recycling or light fabrication. With remediation, there may be potential for reuse of the sites. Additionally, with greater access to existing residential neighborhoods and nearby parks there may be potential for increased densities especially along the arterials.



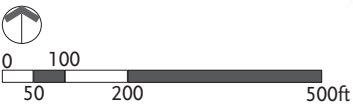
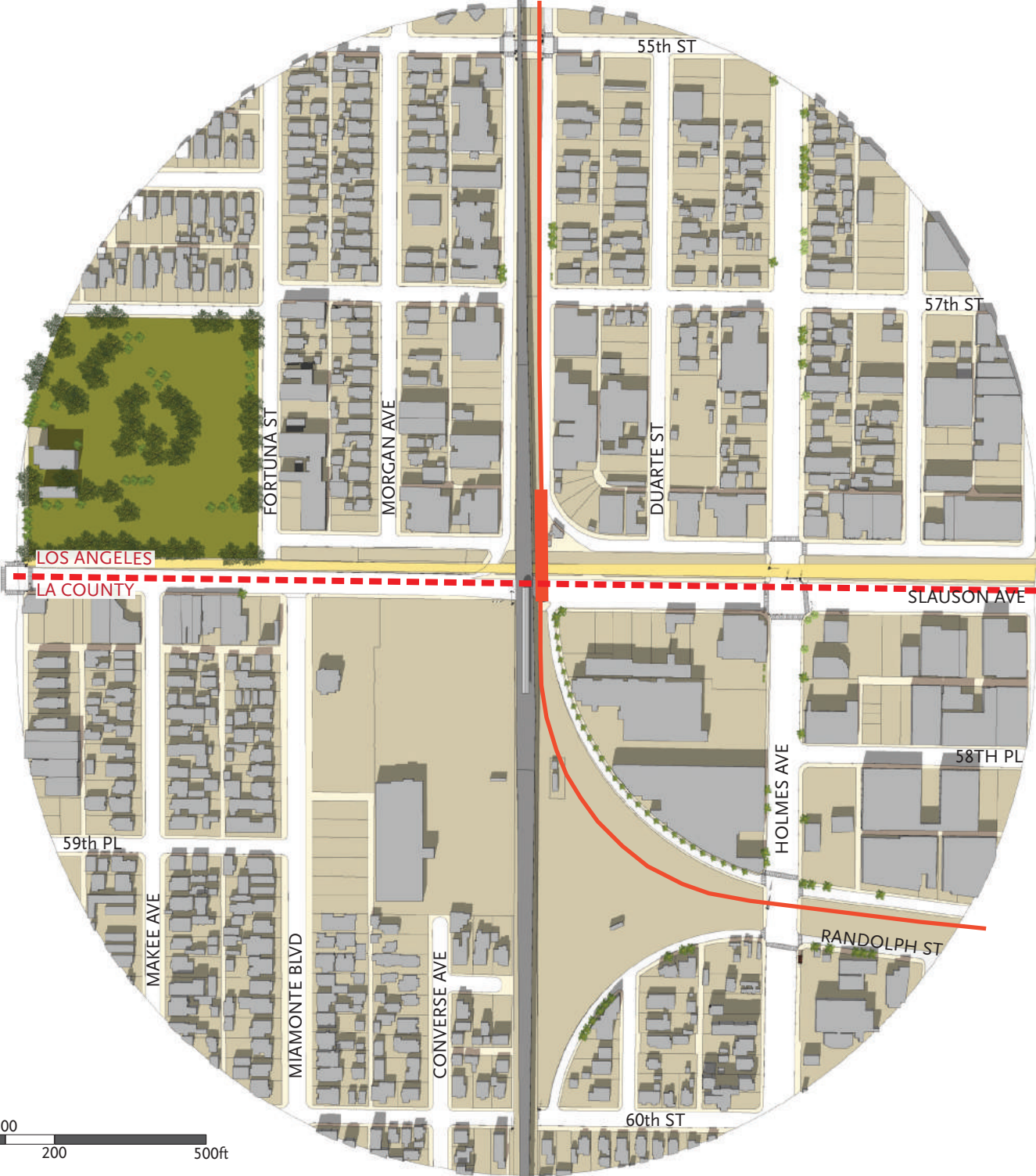
## 2.10 SLAUSON

### NEIGHBORHOOD FABRIC



 Florence-Firestone Community Plan

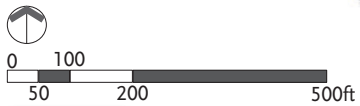
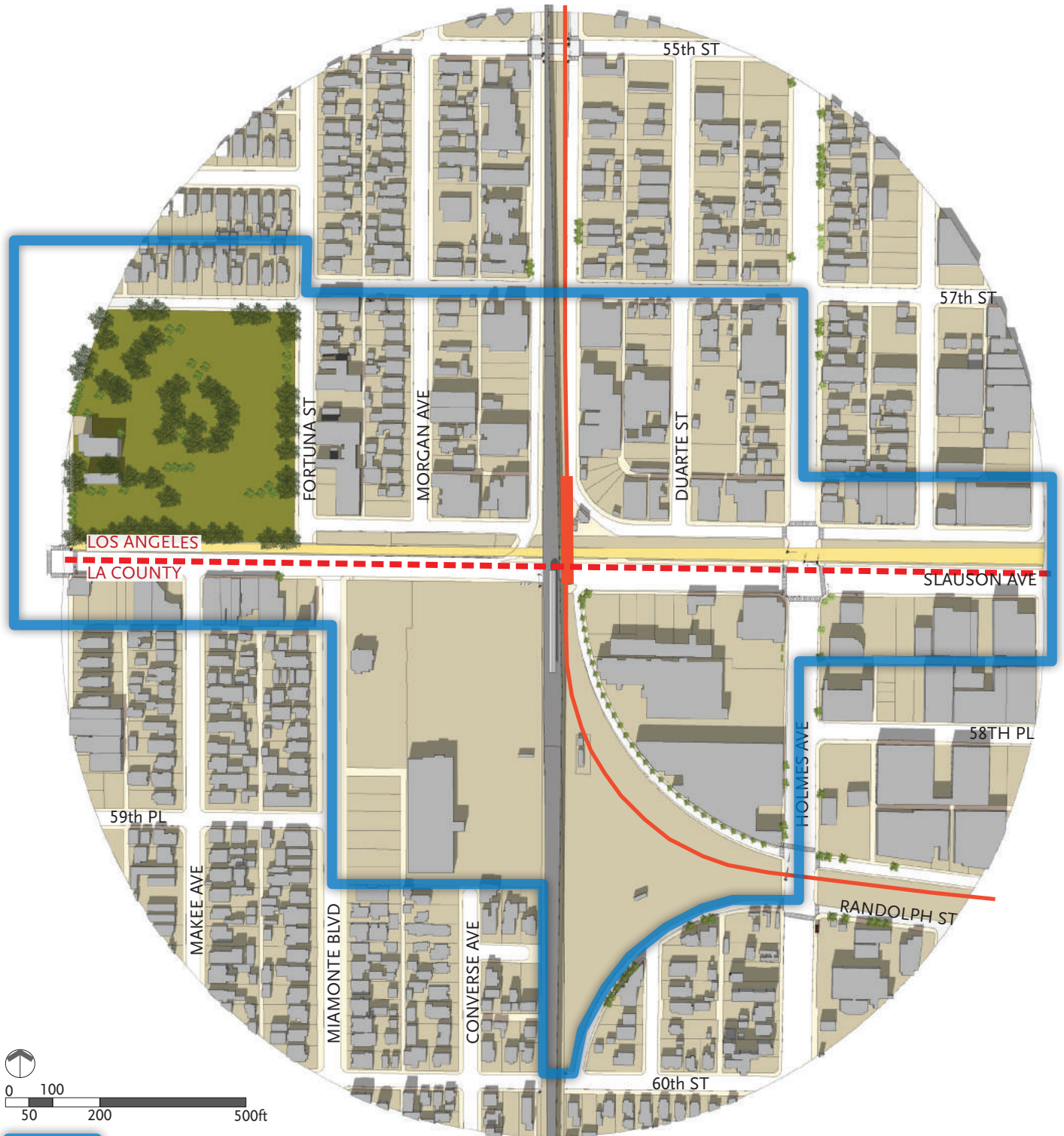
STATION AREA






- Proposed Station
- Existing Buildings

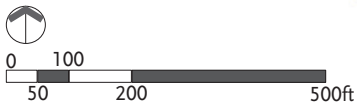
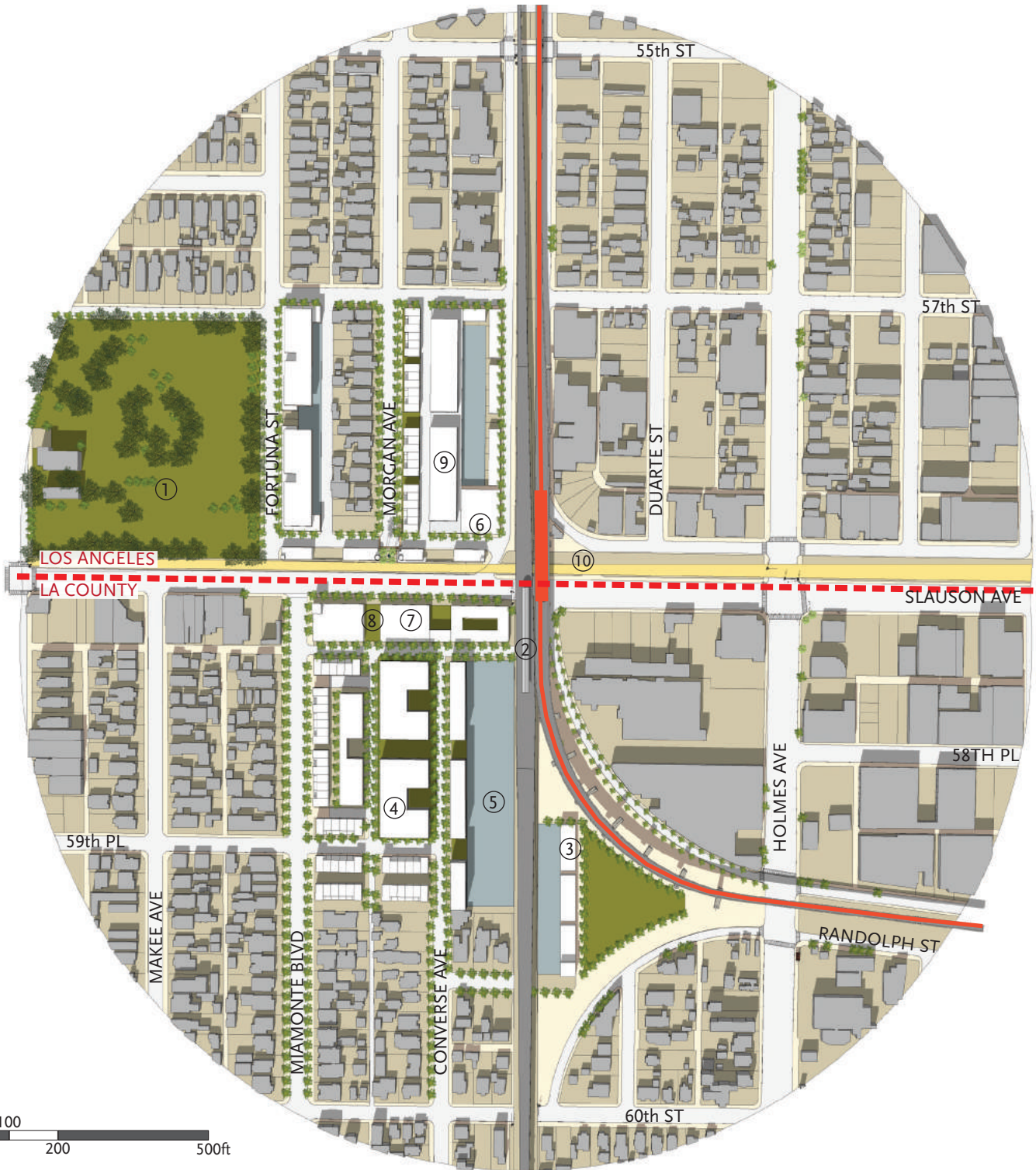
## 2.10 SLAUSON

### POTENTIAL OPPORTUNITY SITES



-  Potential Opportunity Site
-  Proposed Station
-  Existing Buildings

# STATION AREA CONCEPT PLAN



- ① Augustus F Hawkins Nature Park
- ⑥ Office/Industrial Use
- ② Slauson Blue Line Station
- ⑦ Neighborhood Retail
- ③ Community Center
- ⑧ Retail Plaza
- ④ Multi-Family Residential
- ⑨ Residential Mixed-Use
- ⑤ Shared Parking Structure
- ⑩ Rail to River Active Transportation Corridor

## 2.10 SLAUSON

### STATION AREA CONCEPT



Urban density affordable housing options within close proximity of DTLA.



Hybrid industrial office and related use of former industrial buildings.

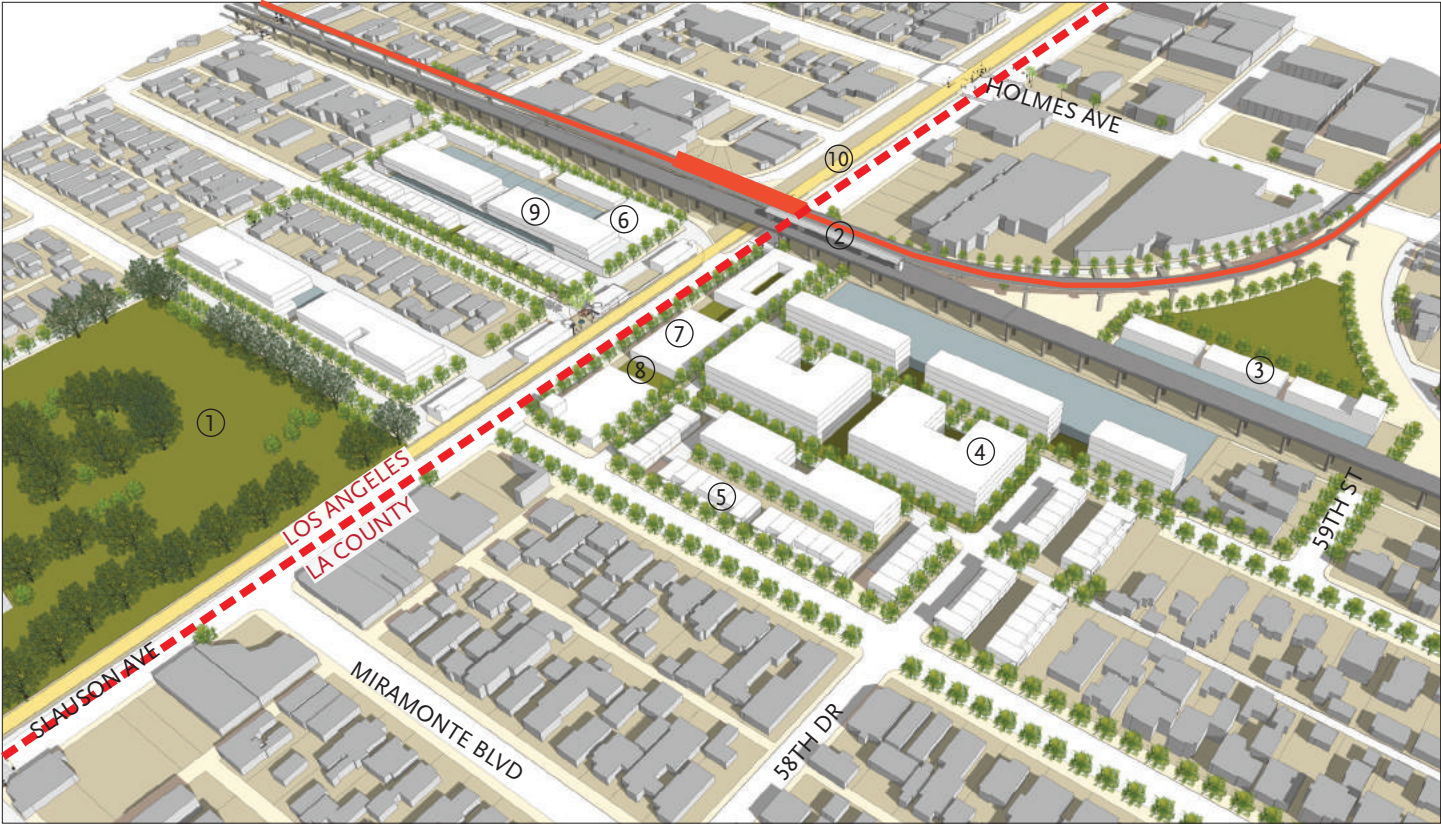


Walkable commercial uses that connect the station to Compton corridor.



Active plazas and open spaces that repurpose former underutilized industrial spaces.

STATION AREA CONCEPT



Axonometric view of the site development



- ① Augustus F Hawkins Nature Park
- ② Slauson Blue Line Station
- ③ Community Center
- ④ Multi-Family Residential
- ⑤ Shared Parking Structure
- ⑥ Office/Industrial Use
- ⑦ Neighborhood Retail
- ⑧ Retail Plaza
- ⑨ Residential Mixed-Use
- ⑩ Rail to River Active Transportation Corridor

### RECOMMENDATIONS

- The creation of a TOD Overlay Zone for both the City and County should be a priority that will enable the redevelopment of underutilized or vacant land. This will incentivize development of residential mixed-use at transit supportive densities.
- There is opportunity for the station area to become a more pedestrian-friendly neighborhood with a diverse mix of uses. As such, it will be important for the County and the City to explore policies to help mitigate negative consequences of increased development pressure including displacement of existing residents and businesses.
- While the redevelopment of functional industrial parcels is not recommended, the jurisdictions should consider policies to encourage uses that support higher employment densities as well as higher wages, which may include green technology, bio-tech, advanced manufacturing, and other high-tech uses.
- Underutilized industrial parcels could be redeveloped as mixed-use projects that also accommodate production, distribution, bio-tech, green technology, advanced manufacturing, or other high-tech uses and repair uses. This would preserve some industrial uses while adding space for growth industries.
- The demand for industrial uses is expected to remain strong based on regional demand for urban industrial. There may be more opportunity to redevelop older industrial properties found west of Alameda Street, along Slauson Avenue and throughout the residential neighborhoods.
- The Station Area includes large industrial parcels with potential contamination issues. As this may pose a challenge to future development, a preliminary toxic assessment should be undertaken. These costs should be included in any financial feasibility analyses related to the provision of community benefits and affordable housing.
- Redevelopment of underutilized lots in the station area should be a priority if the City and County wish to achieve its vision of establishing the station area as a pedestrian-oriented district that is well-connected to existing neighborhood and parks. The City/County may consider pro-actively engaging with the owners of these properties, so that they can be included in the economic development and physical planning for the station area.
- This station's proximity to Downtown LA makes it attractive for those seeking more affordable residential options within close proximity to Downtown. As development pressure intensifies in Downtown LA and the areas immediately surrounding it, the station area will likely see an increase in development interest for non-industrial uses.
- Since the provision of adequate parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking district or parking based on demand, to help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest and accelerating the redevelopment of underutilized parcels.



Adopting an industrial aesthetic for mixed-use development within a hybrid industrial / residential district.

## 2.10 SLAUSON

### KEY PROJECT IDEAS

#### 1. Pedestrian Crossings

Improve pedestrian crossings at major intersections, including at rail crossing, with sufficient countdown timers, improved crosswalk facilities, and ADA-compliant curb ramps.

#### 2. Add New Station Access

Formalize the informal pedestrian path leading to station along tracks, with paving, signage, pedestrian-scale lighting, and landscaping.

#### 3. Wayfinding & Transit Signage

Install wayfinding signage and transit information along the Pathway Network for bicyclists, pedestrians, and transit users.

#### 4. Pedestrian-Scale Lighting


































Install pedestrian-scale lighting along Pathway Network, especially at street crossings.

#### 5. Enhanced Bicycle Facilities

Install enhanced bicycle facilities that connect the station to neighborhood destinations such as nearby schools and Augustus Hawkins Park, as well as connecting to other bicycle facilities in the area.

*The Slauson Station is one of the three proposed WSAB stations that were to run parallel to current Blue-Line stations. The others are the Washington and Vernon Station. In order to reflect the extensive outreach and documentation undertaken, this document includes the Pathway Network and related Key Project Ideas that are documented in the Blue Line First/Last Mile Plan. A Community-Based Process and Plan, March 2018, Metro. The recommendations for pedestrian and bicycle facilities improvements in these station areas are those identified in the Plan.*

### Pathway Networks & Project Types

 Park & Ride Lot	 New or Improved Bike Lanes	 New Connections & Crossings	 Pathway Arterial	 Existing Bikeways Class I
 Bicycle Parking & Repair Stations	 Bus Stop Improvements	 New or Improved Sidewalks	 Pathway Collector	 Existing Bikeways Class II
 Bike Share Station	 New or Improved Crosswalks	 Street Furniture	 Pathway Cut-Through	 Existing Bikeways Class III
 Carshare Location	 Landscaping & Shade	 Traffic Calming to Slow Speeds	<i>Pathway Network subject to change.</i>	 Existing Bikeways Class IV
 Curb Improvements	 Lighting for People Walking & Biking	 Visual Enhancements (Including Public Art)	 Metro Blue Line Station	 Proposed Bikeway: previous planning effort Class I
 Signs with Directions to Destinations	 Overpass & Underpass Improvements	 Drop-off or Pick-up Location	 Metro Rail Line	 Proposed Bikeway: previous planning effort Class II
			 City Boundary	 Proposed Bikeway: previous planning effort Class III
			 K-12 School	 Proposed Bikeway: previous planning effort Class IV

*Pathway arterials may extend beyond the half-mile radius, up to three miles from the station*



Source: Blue Line First/Last Mile: A Community-Based Process and Plan, March 2018, Metro

# 2.11 VERNON

## EXISTING STATION AREA

Note: This station is no longer being considered in the current alignment approved in December 2018



### VISION

Walkable affordable mixed-use district with community facilities that serves both the residents and nearby workforce population and embraces the unique retail fabric of the district.

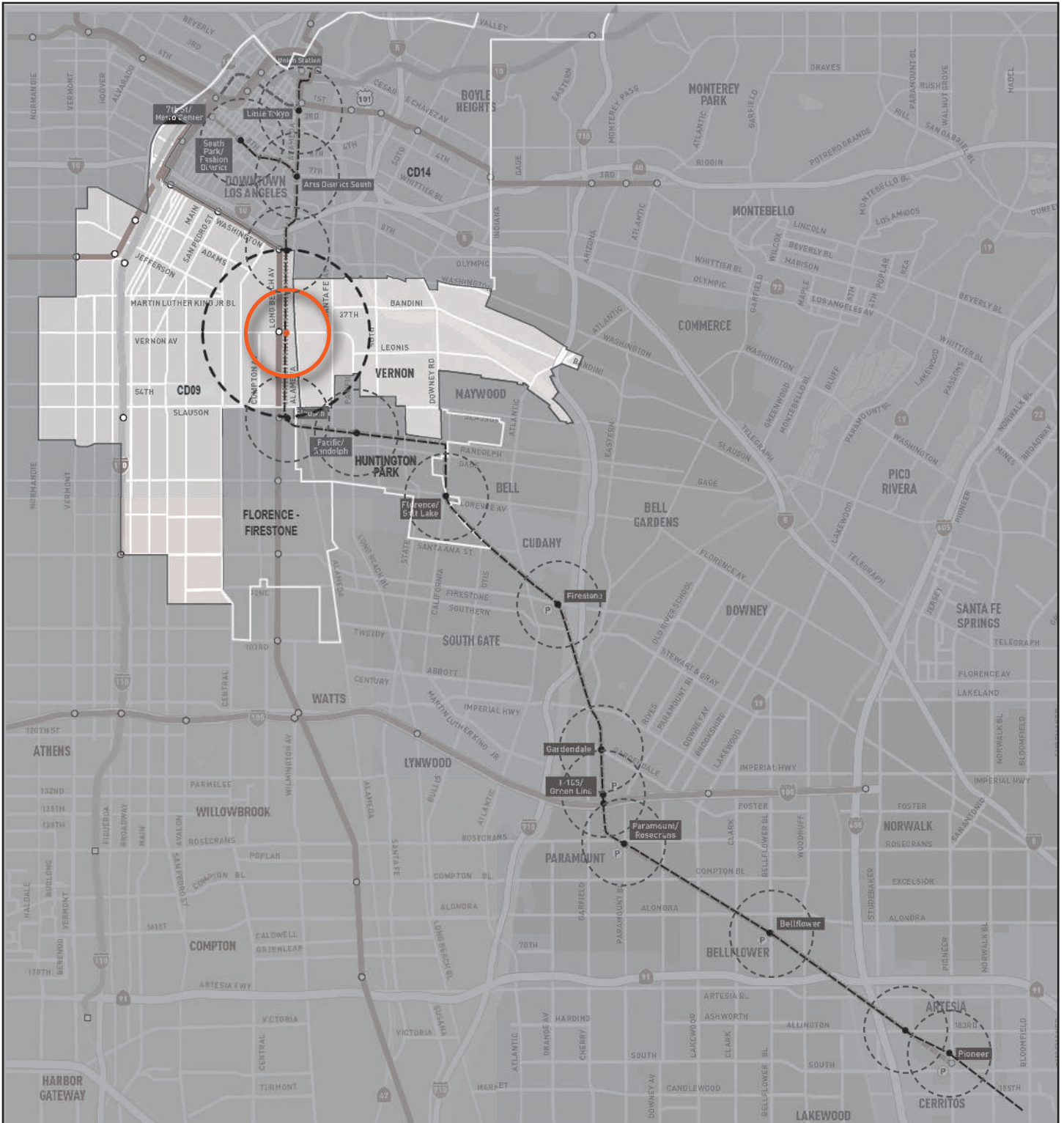
### Typology: Industrial Hybrid Infill

The Vernon Station was originally planned to be located at the intersection of Long Beach and Vernon Avenues in the City of Los Angeles and adjacent to the existing Metro Blue Line Station. The parcels immediately surrounding the station consist of primarily multi-family residential and retail strip centers. Areas farther east are predominantly industrial whereas those further west are single family residential.

Notable economic assets include the El Faro Plaza and the Alameda Swap Meet that are both local retail hubs for the community. Also located nearby is the Fred Roberts Recreation Center.

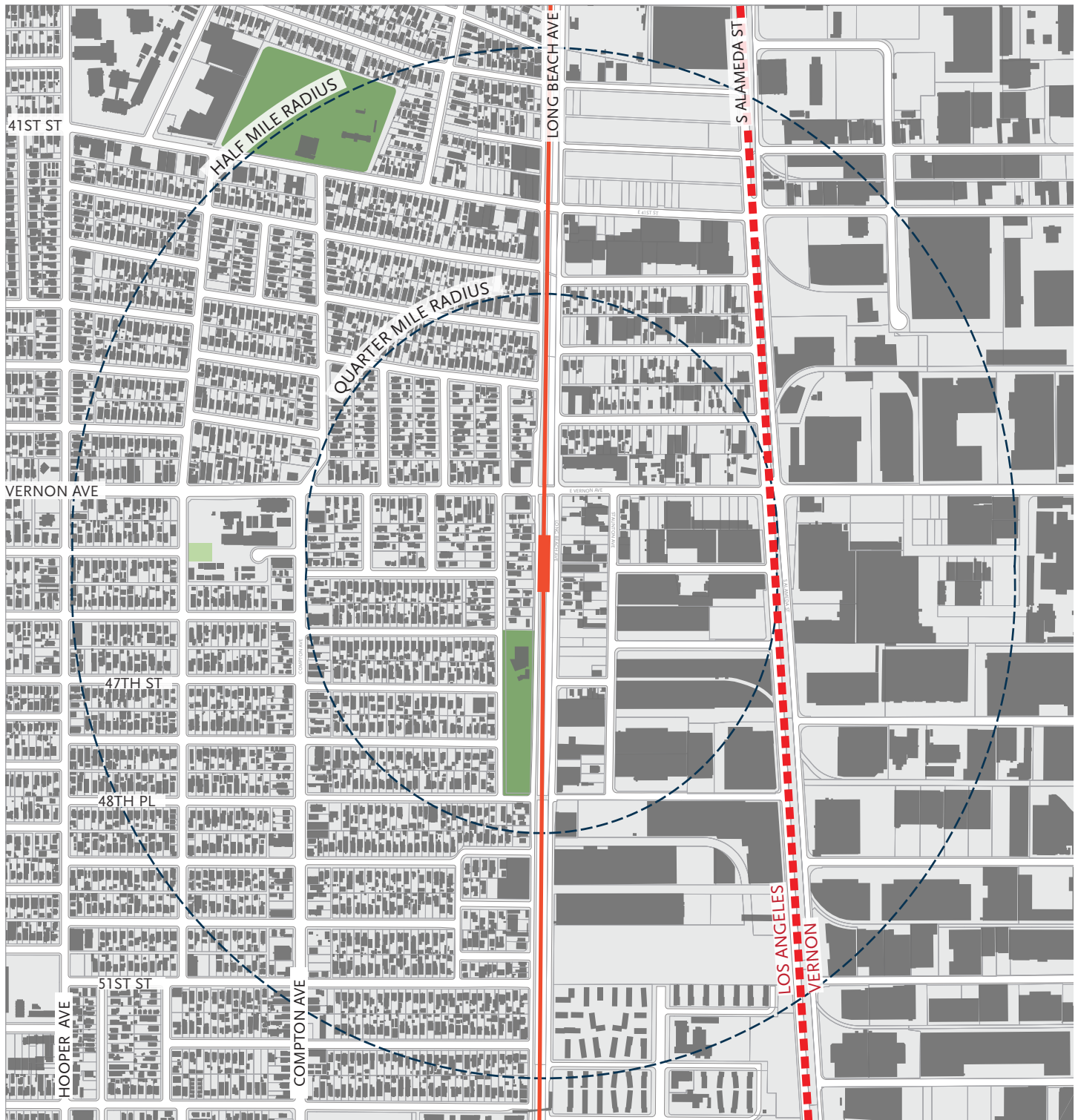
The City of Los Angeles Southeast LA Community Plan included considerations for accommodating transit in the near term. As the station area develops, there may potential to consider amendments to accommodate additional parcels for mixed-use, whether commercial, industrial or residential.

Future development opportunities can build on the unique retail along Vernon Avenue that caters to the local communities. There is the potential for higher density development that can leverage connectivity improvements.

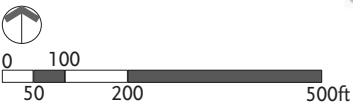
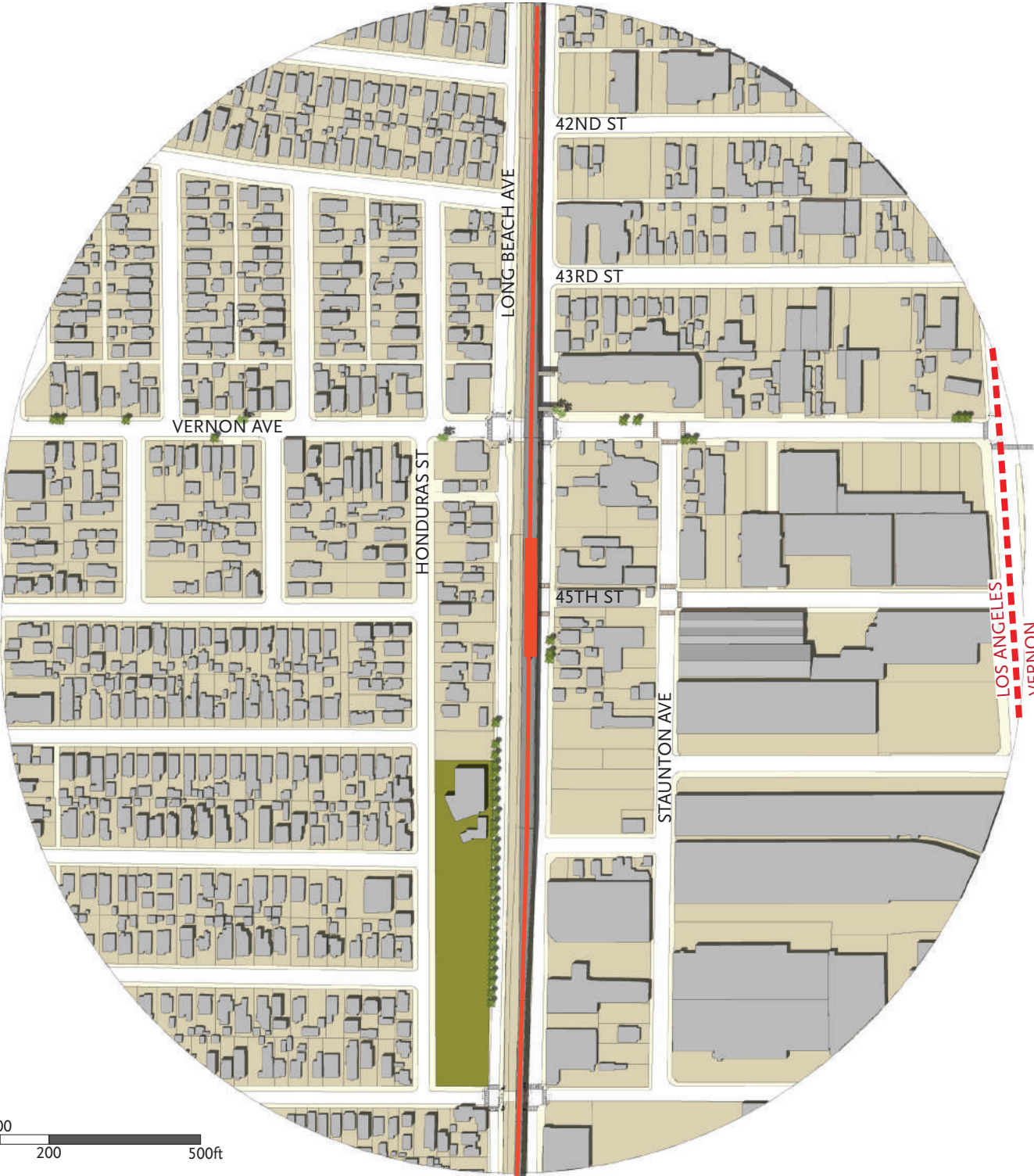


## 2.11 VERNON

### NEIGHBORHOOD FABRIC



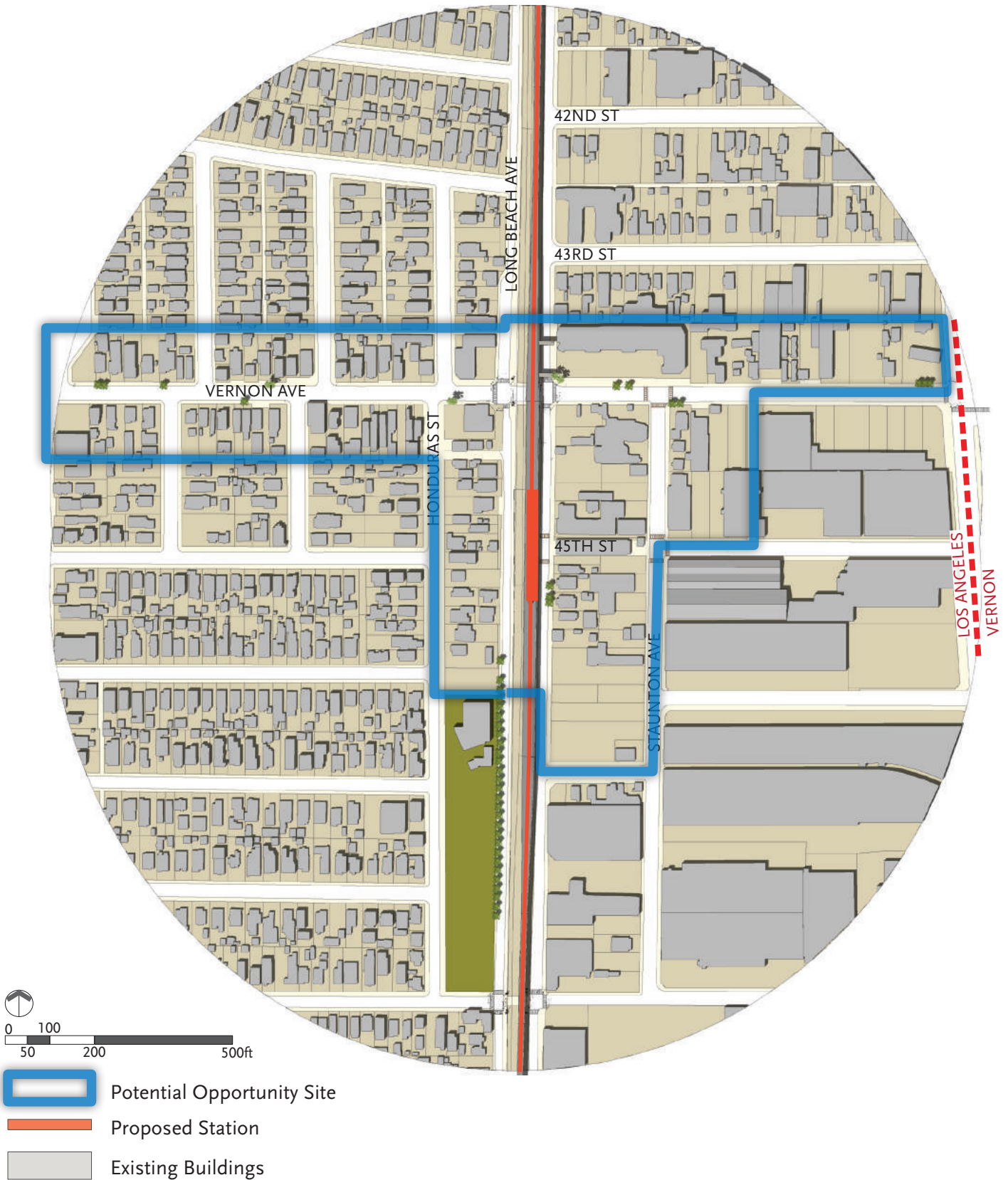
STATION AREA



- Proposed Station
- Existing Buildings

## 2.11 VERNON

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Existing El Faro Plaza
- ④ Commercial Mixed-Use
- ② Existing Alameda Swap Meet
- ⑤ Retail Liner
- ③ Mixed-Use TOD
- ⑥ Residential Infill

## 2.11 VERNON

### STATION AREA CONCEPT



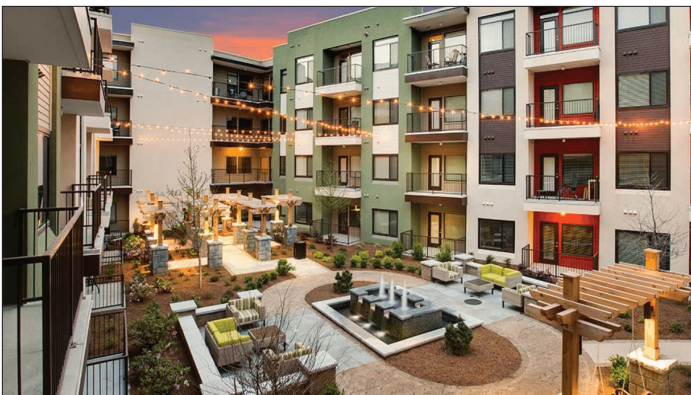
Diversity of affordable housing options within close proximity of DTLA.



Community Facilities that provide recreational opportunities and services to the community

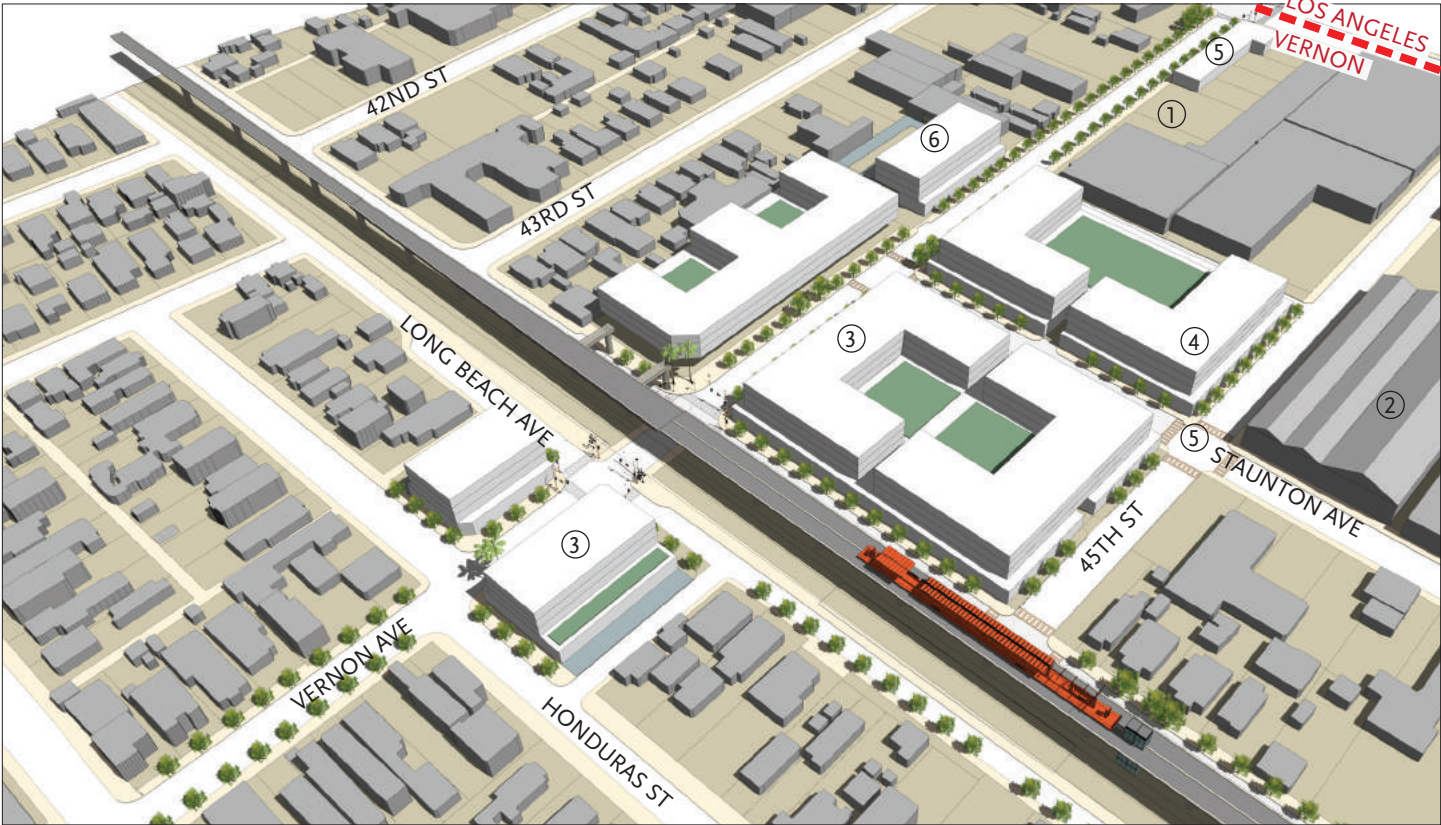


Vibrant retail and marketplace that activate streetlife in the district



Active plazas and open spaces that repurpose former underutilized industrial spaces.

STATION AREA CONCEPT



Axonometric view of the site development



- ① Existing El Faro Plaza
- ② Existing Alameda Swap Meet
- ③ Mixed-Use TOD
- ④ Commercial Mixed-Use
- ⑤ Retail Liner
- ⑥ Residential Infill

## 2.11 VERNON

### RECOMMENDATIONS

- The creation of a TOD Overlay Zone for the City should be a priority that will enable the redevelopment of underutilized or vacant land. This will incentivize development of residential mixed-use at transit supportive densities.
- Over the long-term, this station presents substantial market potential that could be harnessed to create not just a greater mix of uses, economic opportunities and value, but also to deliver a wider range of community benefits, including community facilities, affordable housing, and workforce services.
- Mixed use redevelopment should be concentrated in areas immediately surrounding the station, particularly on underutilized lots, such as the one on the southeast corner of Vernon Avenue and Long Beach Avenue.
- The high average household size in this station area also suggests existing overcrowding, so the provision and protection of affordable housing should also be a high priority here.
- The City should consider legacy retail protections for hubs of cultural retail that are valuable to the local community, such as El Faro Plaza, which draws a primarily Hispanic consumer base from not just the surrounding area but the wider region as well.
- In an effort to preserve existing industrial uses, the emphasis on the eastern portion of this station area should be placed on facilitating better multi-modal connectivity between the station and major employers.
- Most stations within a few rail stops to Downtown LA are expected to experience increased development pressure as increasing land prices will push developers to look for land in areas outside of Downtown LA. Policies can be implemented to leverage the expected increase in potential real estate value that will follow to support long-standing City goals of advancing equitable economic development opportunities. Proactive measures to support equitable growth will be particularly important in order to mitigate potential future displacement of both residents and businesses.
- There are several surface parking lots adjacent to Vernon Avenue and Long Beach Avenue east and south of their intersection in the station area that could be viable candidates for higher density mixed-use development if assembled with underutilized land. Incentivizing retail liners in the short term, and mixed-use development in the long-term should be a priority if the Cities wish to achieve their vision of establishing the station area as a pedestrian-oriented district that is well connected to adjacent residential neighborhoods.
- The City should consider pro-actively engaging with the owners of these properties, so that they can be included in the economic development and physical planning for the station area. Achieving early buy-in from property owners could ultimately accelerate the evolution of this station area into a higher density neighborhood.
- Since the provision of adequate parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking district or parking based on demand, to help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest and accelerating the redevelopment of underutilized parcels.



Vernon Avenue can evolve as a vibrant street connected to Vernon with public improvements and ground level uses

## 2.11 VERNON

### KEY PROJECT IDEAS

#### 1. Sidewalks & Curb Ramps

Widen sidewalks and install quality curb ramps on all corners, especially along Pathway Network arterials and connectors.

#### 2. Pedestrian Crossings

Improve pedestrian crossing at major intersections, including at train crossings, with sufficient countdown time, high visibility crosswalks, and curb ramps.

#### 3. Enhanced Bicycle Facilities

Install enhanced bicycle facilities on Pathway Network arterials and collectors.

#### 4. Pedestrian-Scale Lighting





























Install pedestrian-scale lighting at the station area, and on Pathway Network arterials and collectors that lead to the station.

#### 5. Traffic Calming

Implement traffic calming measures along arterials around the station area, such as bulb outs and refuge islands at major pedestrian crossings and road diets along arterials with high speed vehicle traffic.

*The Vernon Station is one of the three proposed WSAB stations that were to run parallel to current Blue-Line stations. The others are the Slauson and Washington Station. In order to reflect the extensive outreach and documentation undertaken, this document includes the Pathway Network and related Key Project Ideas that are documented in the Blue Line First/Last Mile Plan. A Community-Based Process and Plan, March 2018, Metro. The recommendations for pedestrian and bicycle facilities improvements in these station areas are those identified in the Plan.*

### Pathway Networks & Project Types

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 Bike Share Station	 New or Improved Crosswalks	 Street Furniture	 Pathway Cut-Through	 Existing Bikeways Class III
 Carshare Location	 Landscaping & Shade	 Traffic Calming to Slow Speeds	<i>Pathway Network subject to change.</i>	 Existing Bikeways Class IV
 Curb Improvements	 Lighting for People Walking & Biking	 Visual Enhancements (Including Public Art)	 Metro Blue Line Station	 Proposed Bikeway: previous planning effort Class I
 Signs with Directions to Destinations	 Overpass & Underpass Improvements	 Drop-off or Pick-up Location	 Metro Rail Line	 Proposed Bikeway: previous planning effort Class II
			 City Boundary	 Proposed Bikeway: previous planning effort Class III
			 K-12 School	 Proposed Bikeway: previous planning effort Class IV

*Pathway arterials may extend beyond the half-mile radius, up to three miles from the station*

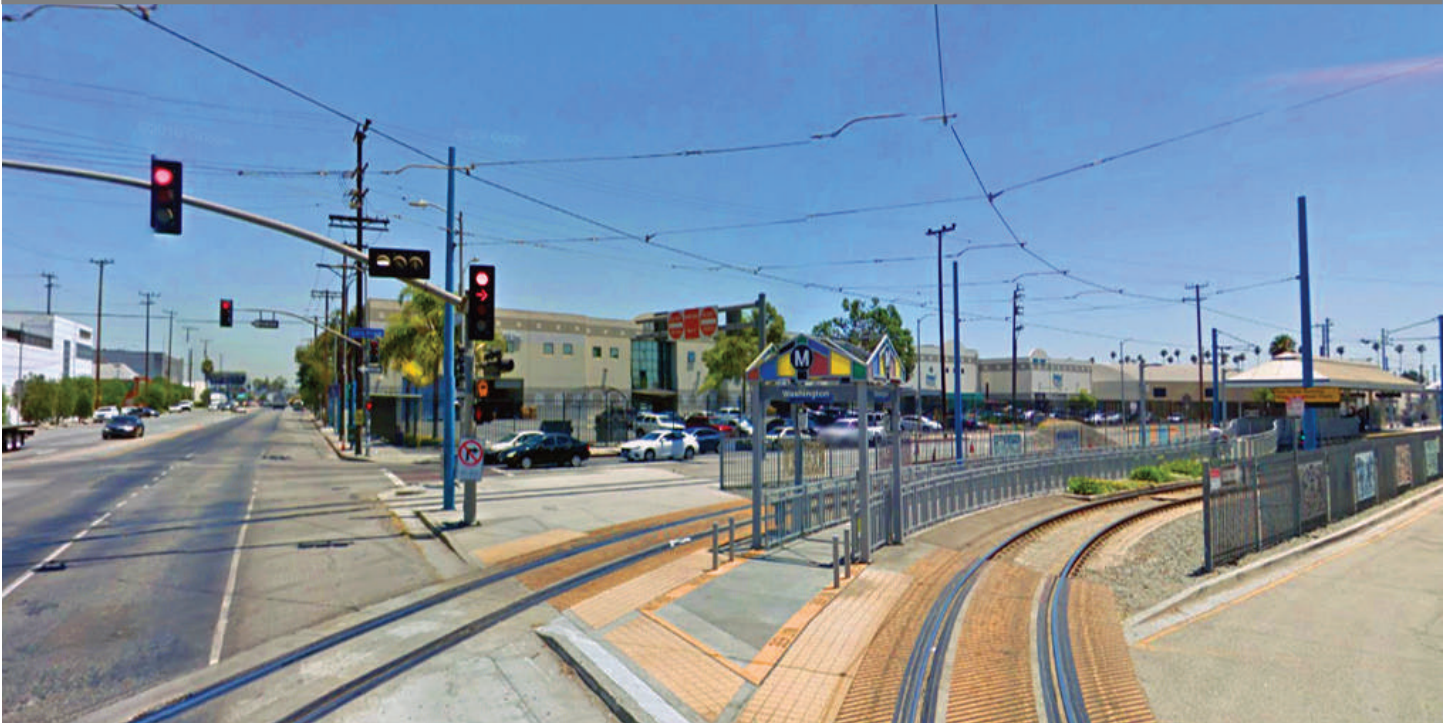


Source: Blue Line First/Last Mile: A Community-Based Process and Plan, March 2018, Metro

## 2.12 WASHINGTON

### EXISTING STATION AREA

Note: This station is no longer being considered in the current alignment approved in December 2018



### VISION

Walkable hybrid industrial employment district that serves adjacent residential neighborhood with street level retail options

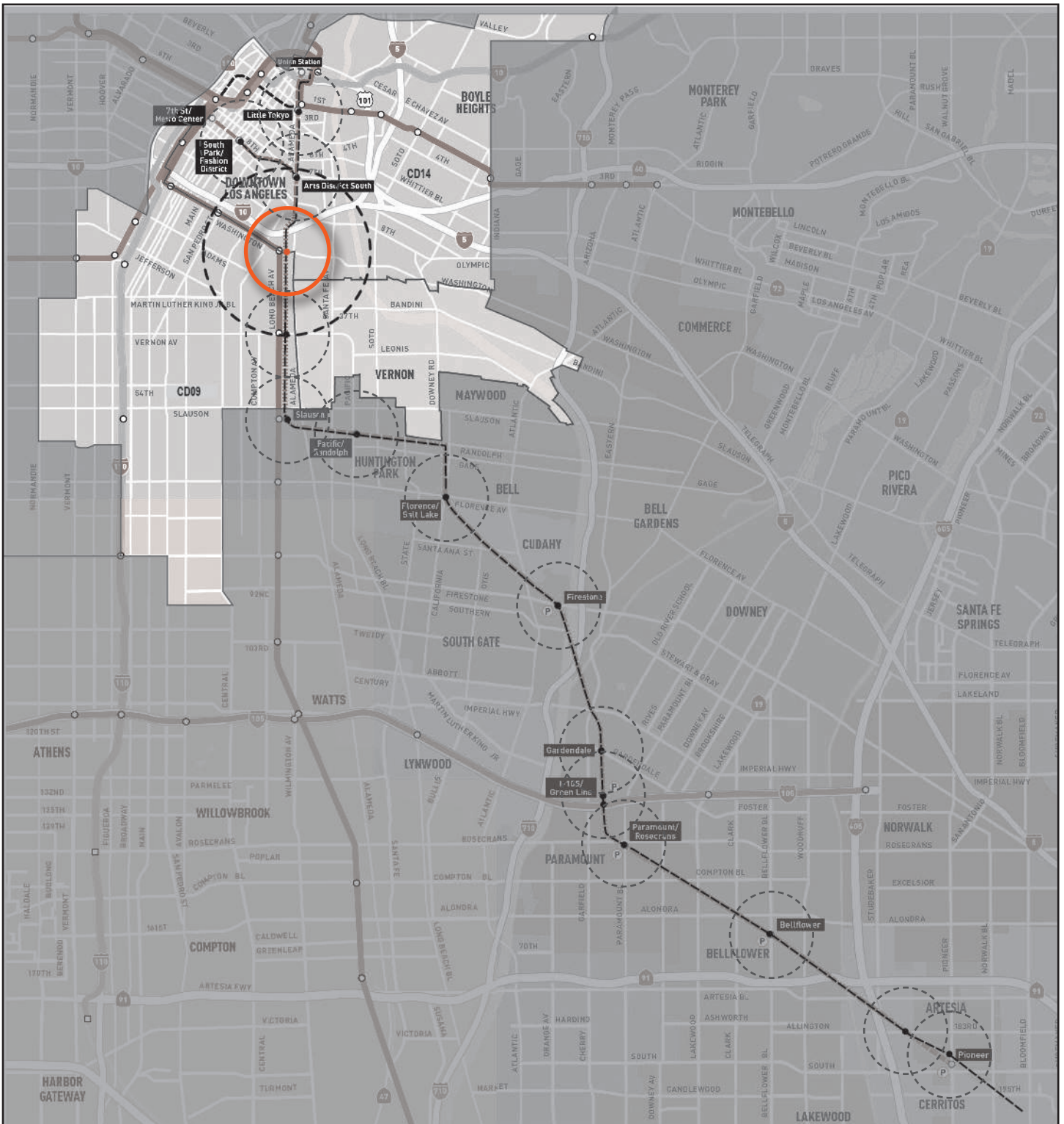
#### Typology: **Industrial Hybrid Infill**

The Washington Station was originally planned to be co-located with the Metro Blue Line Station. The station area is immediately surrounded by an active industrial area, that appears to be well performing. Several adjacent industrial parcels appear to have large parking lots with relatively low usage that are likely to be potential development opportunity sites.

The western portion of the station area is more residential in nature. Over the long-term, this area's proximity to Downtown LA makes it well-positioned to attract a diversity of uses and more density, but the scale and character of development should be carefully considered in relation to job preservation, infill opportunities, and other City and community goals. It should also be noted that much of the residential is good quality single-family home stock and new residential development may be limited to infill.

The City of Los Angeles Southeast LA Community Plan reinforces industrial uses as a current priority. As the station area develops, there may potential to consider amendments to accommodate additional parcels for mixed-use whether commercial, industrial or residential.

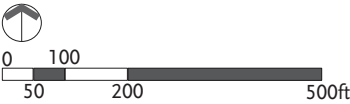
Well connected to Downtown LA, the industrial portion of the station could be maintained as an industrial employment center. Near-term market opportunity for office development is also likely to be limited, but in the long-term, office may become an opportunity if demand rises.



## 2.12 WASHINGTON

### NEIGHBORHOOD FABRIC





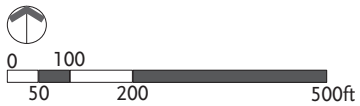
- Proposed Station
- Existing Buildings

## 2.12 WASHINGTON

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Transit Plaza
- ② Retail Infill
- ③ Commercial Mixed-Use
- ④ Shared Parking Structure
- ⑤ Commercial Development
- ⑥ Shared Open Space
- ⑦ Adaptive Reuse

## 2.12 WASHINGTON

### STATION AREA CONCEPT



Neighborhood serving retail for adjacent residents and employees.



Engaging work-place options within an existing industrial area.

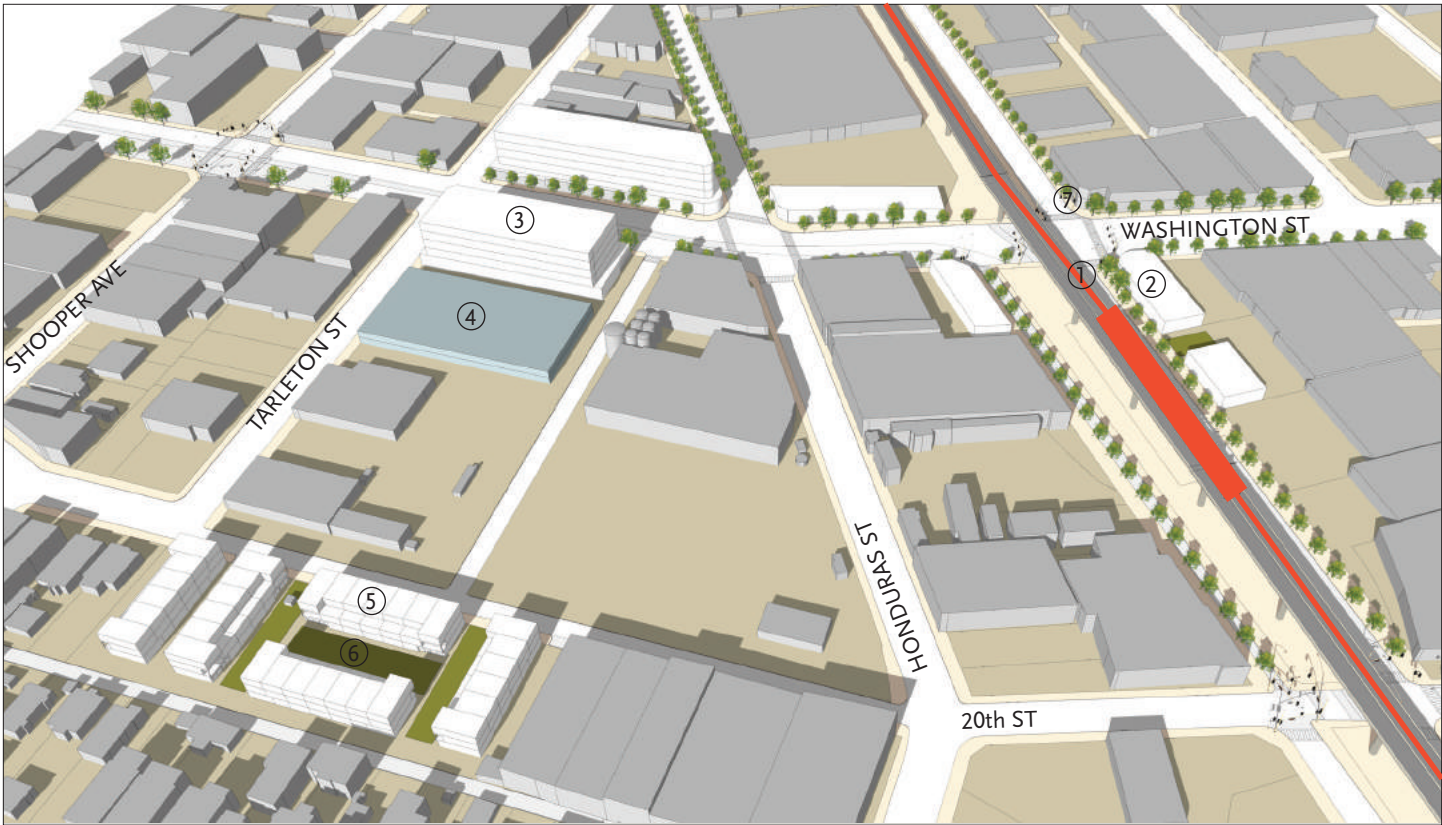


Live-work units along major streets adjacent to residential neighborhoods.



Pocket parks and recreation spaces that activate unused areas and vacant lots.

STATION AREA CONCEPT



Axonometric view of the site development



- ① Transit Plaza
- ② Retail Infill
- ③ Commercial Mixed-Use
- ④ Shared Parking Structure
- ⑤ Commercial Development
- ⑥ Shared Open Space
- ⑦ Adaptive Reuse

## 2.12 WASHINGTON

### RECOMMENDATIONS

- This station area's proximity to the core of Downtown Los Angeles puts it in the likely path of growth of Downtown Los Angeles, particularly as the Arts District and surrounding areas are established with a mix of uses over the long term.
- The City should explore ways in which a greater diversity of uses can be accommodated while preserving valuable and increasingly scarce industrial space. Creative, market-aligned land use policies like the Hybrid-Industrial Live/Work ordinance offer examples of policy tools that could be considered to meet this objective.
- This Washington station area currently has one of the highest average household sizes in the WSAB Corridor, which may indicate the presence of overcrowding. Approximately 70% of households are renter-occupied. As such, it will be particularly critical that affordable housing opportunities are preserved in order to mitigate potential displacement resulting from redevelopment or heightened rental rates.
- Adaptive reuse of unique industrial buildings for light industrial or commercial office uses should be considered. Existing buildings can be repurposed to serve the new, creative economy and to help meet goals to reduce carbon emissions. Maintaining and reusing existing building stock in cities often leads to positive change, including more people, more entrepreneurial activity, and diversity
- There are a few surface parking lots adjacent to Long Beach Avenue and Washington blvd in the immediate station area that could be viable candidates for higher density development in the future and potential retail liners in the near term. Redevelopment of these lots should be a priority if the City wishes to develop a walkable station area that is well connected to the community.
- The City should consider pro-actively engaging with the owners of these properties, so that they can be included in the economic development and physical planning for the station area. Achieving early buy-in from property owners could ultimately accelerate the evolution of this station area into a higher density neighborhood.



Adaptive reuse of unique industrial buildings for light industrial or commercial office uses should be considered.

## 2.12 WASHINGTON

### KEY PROJECT IDEAS

#### 1. Pedestrian Crossings

Improve pedestrian crossings at major intersections and train crossings, with sufficient countdown time, improved crosswalks, and curb ramps.

#### 2. Freeway Underpass Enhancements & Lighting

Improve and maintain freeway undercrossings along the I-10 to keep them clean, well-lit, and accessible to all users. Photo example of integrated artwork and lighting by Sheila Klein, commissioned by the City of Santa Monica.

#### 3. Wayfinding & Transit Signage

Install wayfinding signage and transit information along Pathway Network for bicyclists, pedestrians, and transit users.

#### 4. Accessible Curb Ramps


































Add quality curb ramps on all sidewalk corners, especially along Pathway Network

#### 5. Bicycle Amenities

Add bicycle parking and other bicycle services at and around the station area.

*The Washington Station is one of the three proposed WSAB stations that were to run parallel to current Blue-Line stations. The others are the Slauson and Vernon Station. In order to reflect the extensive outreach and documentation undertaken, this document includes the Pathway Network and related Key Project Ideas that are documented in the Blue Line First/Last Mile Plan. A Community-Based Process and Plan, March 2018, Metro. The recommendations for pedestrian and bicycle facilities improvements in these station areas are those identified in the Plan.*

### Pathway Networks & Project Types

 Park & Ride Lot	 New or Improved Bike Lanes	 New Connections & Crossings	 Pathway Arterial	<b>Existing Bikeways</b>  Class I  Class II  Class III  Class IV
 Bicycle Parking & Repair Stations	 Bus Stop Improvements	 New or Improved Sidewalks	 Pathway Collector	
 Bike Share Station	 New or Improved Crosswalks	 Street Furniture	 Pathway Cut-Through	
 Carshare Location	 Landscaping & Shade	 Traffic Calming to Slow Speeds	<i>Pathway Network subject to change.</i>	
 Curb Improvements	 Lighting for People Walking & Biking	 Visual Enhancements (Including Public Art)	 Metro Blue Line Station	<b>Proposed Bikeway: previous planning effort</b>  Class I  Class II  Class III  Class IV
 Signs with Directions to Destinations	 Overpass & Underpass Improvements	 Drop-off or Pick-up Location	 Metro Rail Line	
			 City Boundary	
			 K-12 School	

*Pathway arterials may extend beyond the half-mile radius, up to three miles from the station*



Source: Blue Line First/Last Mile: A Community-Based Process and Plan, March 2018, Metro

# 2.13 ARTS DISTRICT SOUTH

## EXISTING STATION AREA



### VISION

Distinctive hybrid use district recognizing an industrial legacy and preserving productive activity with incremental repurposing and new development that collectively promotes an inviting environment for pedestrians and cyclists

Typology: **High Density Walkable Mixed-Use**

The Arts District South Station sits at the southern edge of the development boom occurring within the Arts District in Downtown Los Angeles. While the Station Area is still largely industrial and sits within the Industrial BID, a number of major nearby projects will be delivering substantial amounts of office, retail, and residential space to the area in the next five to ten years.

Adjacent uses such as the LA Produce Market, the Greyhound Station as well as the Institute of Contemporary Arts and Metro’s Division One are opportunities to attract visitors or opportunities that have the potential for adaptive reuse or redevelopment that can support the development of a vibrant transit oriented community.

“DTLA 2040” is the update to two community plans, Central City and Central City North, which comprise Downtown Los Angeles. The Downtown Community Plans will describe a collective vision for Downtown’s future and include policies, plans and programs that frame the City’s long-term priorities.

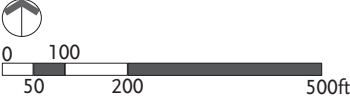
The predominant zoning in the station area east of Alameda and north of Bay Street is Hybrid Industrial at various densities. West of Alameda is primarily designated Markets at various scales. Production is preserved south of Olympic Boulevard. Hybrid ordinances establish a mix of uses in response to the changing nature of work and the impetus to live and work in close proximity. The Zoning codes require no minimum parking requirement, and encourage alternative modes to parking in the Arts District.



## 2.13 ARTS DISTRICT SOUTH

### NEIGHBORHOOD FABRIC





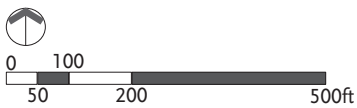
- Proposed Station
- Existing Buildings

## 2.13 ARTS DISTRICT SOUTH

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Adaptive Reuse ROW DTLA
- ② Proposed 6am Development
- ③ Proposed Residential Mixed-Use
- ④ Commercial Mixed-Use
- ⑤ Shared Open Space
- ⑥ Shared Parking
- ⑦ Residential Mixed-Use
- ⑧ Relocated Greyhound Station
- ⑨ Residential Mixed-Use
- ⑩ Division One and Redevelopment

## 2.13 ARTS DISTRICT SOUTH

### STATION AREA CONCEPT



Pedestrian paths integrated in large scale development that embraces the existing industrial aesthetic and scale



Establish an integrated network of active open spaces, and plazas that are easily accessible and complement dense development in the station area

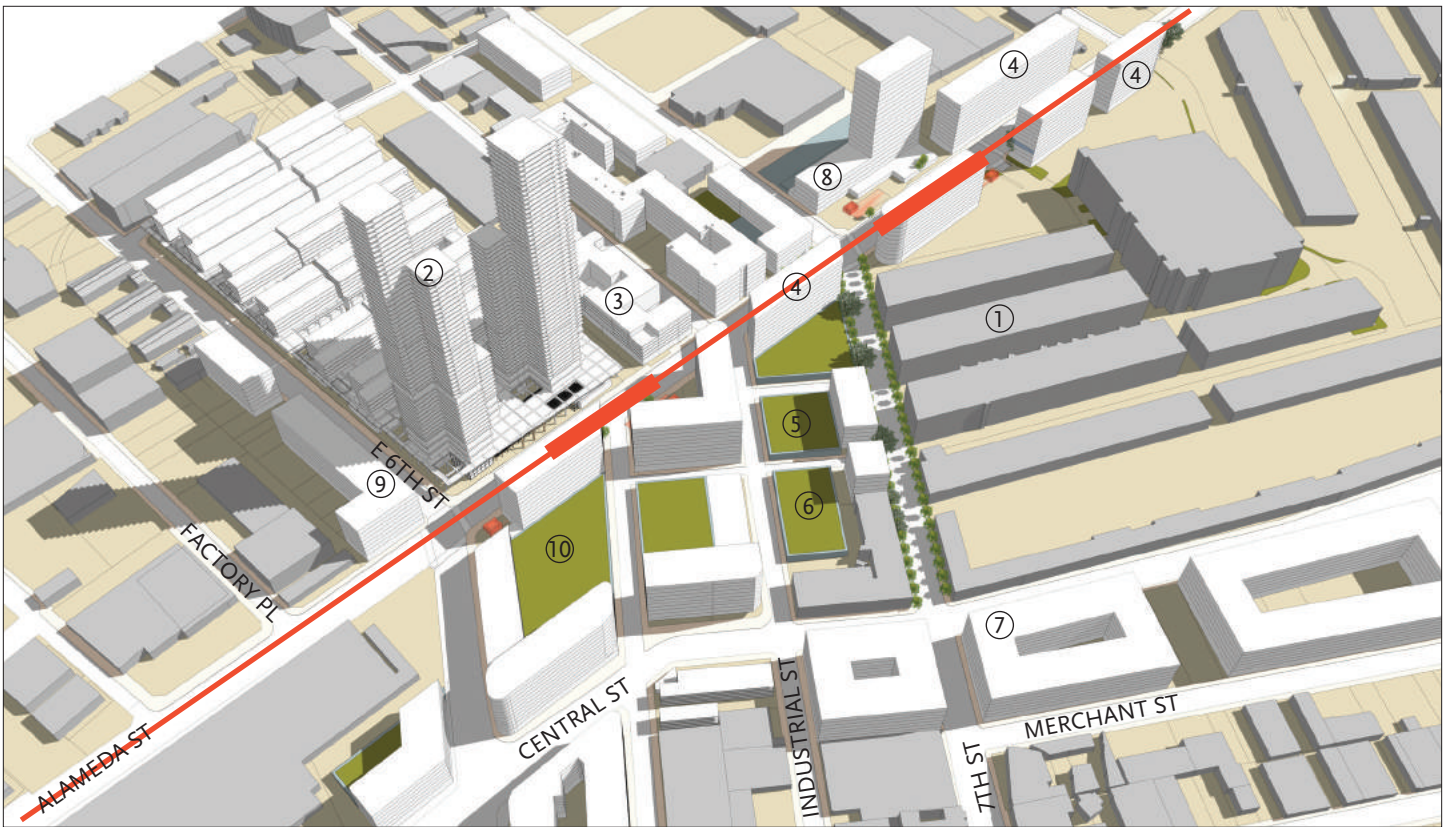


Provide opportunities for shared open space at podium and other levels that are above grade to maximize the opportunity for activities



Increase permeability through large development blocks by establishing a pedestrian and micro-mobility network at various scales that are fully integrated with development

## STATION AREA CONCEPT



Axonometric view of the site development



- ① Adaptive Reuse ROW DTLA
- ② Proposed 6am Development
- ③ Proposed Residential Mixed-Use
- ④ Commercial Mixed-Use
- ⑤ Shared Open Space
- ⑥ Shared Parking
- ⑦ Residential Mixed-Use
- ⑧ Relocated Greyhound Station
- ⑨ Residential Mixed-Use
- ⑩ Division One and Redevelopment

## 2.13 ARTS DISTRICT SOUTH

### RECOMMENDATIONS

- The transformation of Arts District South Station Area into a high-intensity mixed-use neighborhood is already well underway, so new policies should be focused on encouraging public realm investments, first/last mile connectivity, and affordable housing.
- Projects already under construction are expected to bring thousands of new residents and workers to the area over the next five years, but the massive scale of nearby developments may have the unintended consequence of creating large, disconnected campuses of predominantly private space.
- The public realm is currently inhospitable to non-motorized transportation. Special emphasis should be placed on improving multi-modal connectivity, such as sub-dividing large parcels with public rights to way or setting maximum block sizes for new development. To support the goal of creating a transit-oriented district that is accessible to all, a clear public realm vision and strategy will be required.
- The vast majority of residential development in this area will be high-priced “luxury” product. The continued strong performance of residential in this neighborhood presents an opportunity for the City to incentivize the production of more affordable housing for lower-income residents. Proactive measures to support equitable growth will be particularly important in order to mitigate potential future displacement of both residents and businesses.
- Development-friendly policies, such as the Adaptive Re-Use Ordinance, which has eased land use restrictions on industrial-zoned land in Downtown should continue to be prioritized as they have enabled projects in the Arts District.
- The City and Metro should collaborate with each other and work with developers and property owners in the station area to incorporate stations into their development plans to facilitate access for transit users.



High density residential mixed-use that has active ground level uses creating a vibrant public realm

## 2.13 ARTS DISTRICT SOUTH

### ACTIVE TRANSPORTATION: WALKABILITY

Existing primary walk paths to the 7th Alameda Station include:

- Alameda Street
- 7th Street
- 6th Street
- Central Avenue
- 8th Street

Existing sidewalk widths on these streets range from 10 to 12 feet, except in a few locations where they are seven to eight feet. All are designated to have 15-foot wide sidewalks, which correspond to Type B sidewalks, in the future as parcels are redeveloped.

As an historically industrial area, the 7th/Alameda station area has few shade trees. While local and collector streets may not be wide enough to accommodate street trees, the primary walk paths are or will be when sidewalks are widened.

The new Sixth Street Viaduct, scheduled to be completed in 2020, will provide safer access for pedestrians and micro-mobility vehicles crossing the Los Angeles River. The Sixth Street Viaduct project also includes a new 12-acre park beneath and accessible from the bridge.

Design parameters for primary walk path sidewalk type B are listed in Table 1 on Page 10. These are consistent with the design parameters in the City of Los Angeles Mobility Element Complete Streets Design Guide.

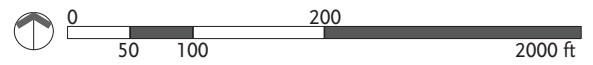
Other suggested improvements to facilitate and encourage walking to the station and within the 7th/Alameda station area include the following.

- 1 As the industrial area east of Central Avenue is redeveloped, large blocks should be designed to be permeable for pedestrians and other active transportation modes.



**Potential Improvements**

- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- - - Secondary walk path
- Controlled pedestrian crossing
- A Sidewalk type by street (see Table 1 on page 10)
- 1 Station area specific improvements



**Existing Conditions**

- Boundary of 1/2-mile walk zone
- Primary walk path
- - - Secondary walk path
- Controlled crossing of arterial street
- 00' Typical sidewalk width by block face

## 2.13 ARTS DISTRICT SOUTH

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the Arts District South Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

Class II striped lanes are red

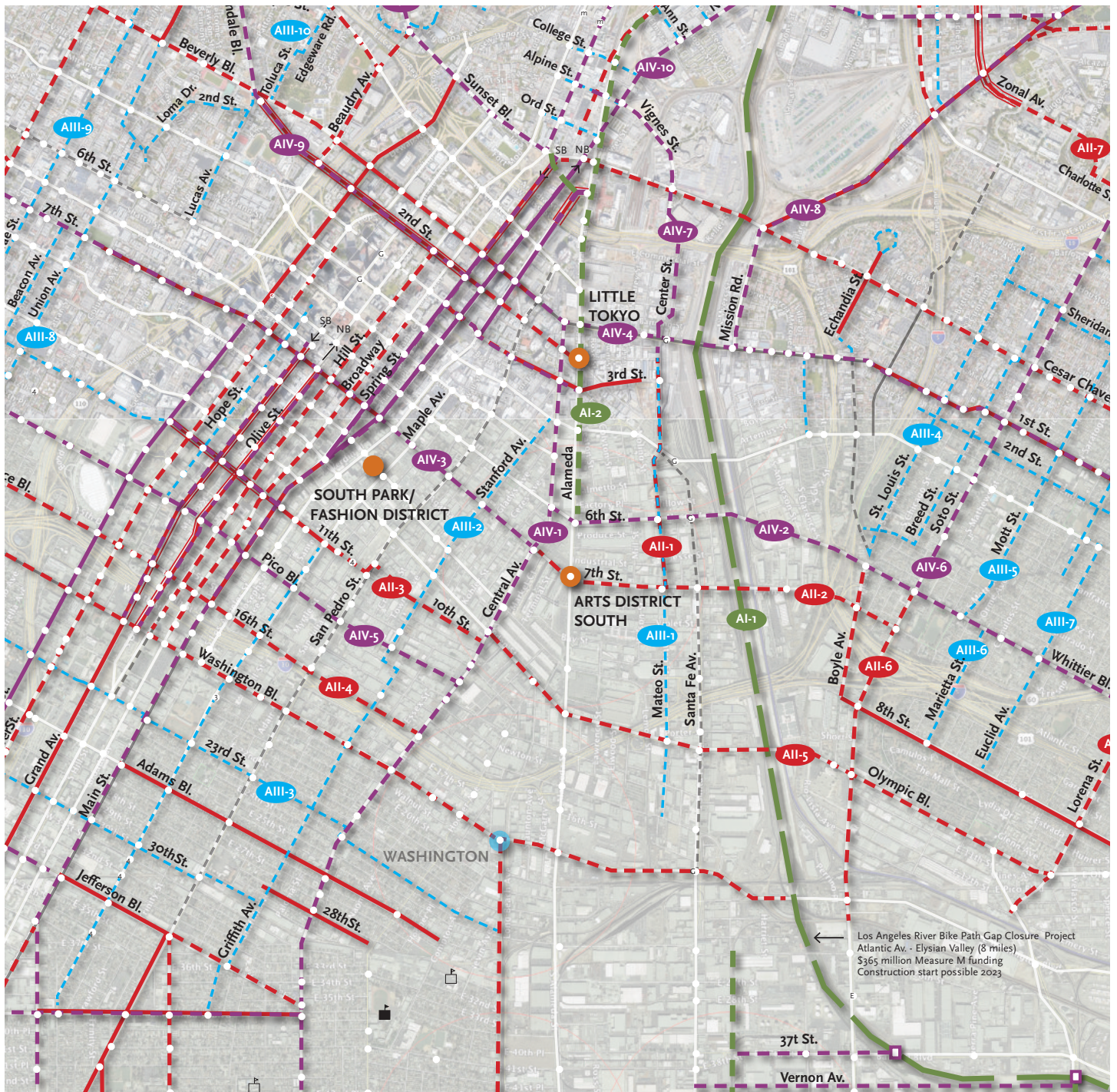
Class III micro-mobility boulevards on local and collector streets are blue.

**TABLE 11 Potential Facilities Serving the Arts District South District Station** (mapped on adjacent page)

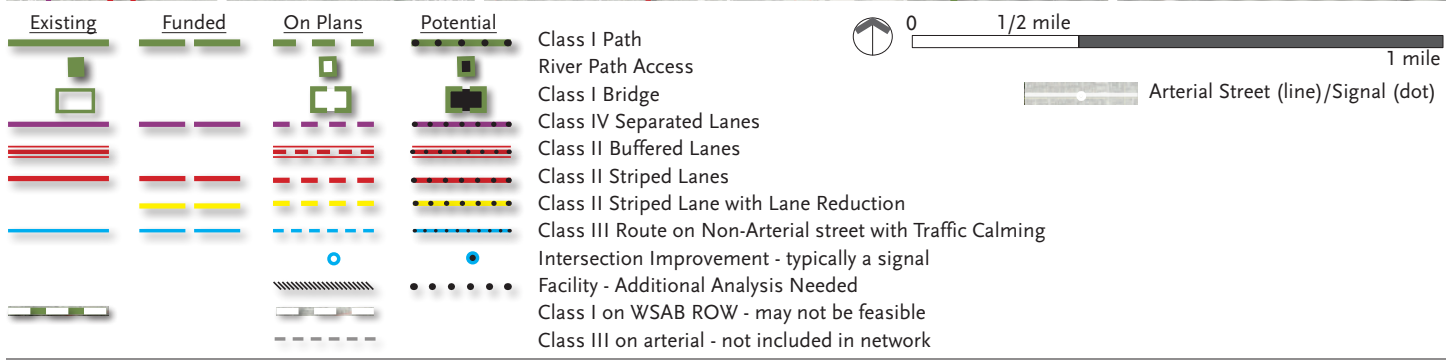
Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East	North/West	Length		Jurisdiction	Notes:
				Limit	Limit	I, II,	III		
AI-1	LA River	I	✓	Atlantic	Riverside			Metro	8 miles total.
AI-2	Alameda St.	I	✓	6th	Ann	1.76		Los Angeles	
AIV-1	Central Av.	IV	✓	Vernon	1st	3.40		Los Angeles	
AIV-2	6th St.-Whittier Bl.	IV	✓	Indiana	Alameda	2.90		Los Angeles	
AIV-3	7th St.	IV	✓	Central	Hoover	3.00		Los Angeles	
AIV-4	1st St.	IV	✓	Indiana	Los Angeles	3.12		Los Angeles	
AIV-5	Pico Bl.	IV	✓	Central	Hoover	2.55		Los Angeles	
AIV-6	Soto St.	IV	✓	Whittier	Valley	2.35		Los Angeles	
AIV-7	Santa Fe Av.-Center St.-Vignes St.	IV	✓	2nd	N. Main	1.10		Los Angeles	
AIV-8	Mission Rd.	IV	✓	1st	Valley	1.70		Los Angeles	
AIV-9	2nd St.-Glendale Bl.	IV	✓	Spring	Sunset	2.20		Los Angeles	
AIV-10	N. Main St.	IV	✓	Cesar E. Chavez	Mission	2.35		Los Angeles	
AIV-11	Cesar E. Chavez Av.-Sunset Bl.	IV	✓	Spring	Glendale	1.95		Los Angeles	
AIV-12	N. Broadway	IV	✓	Cesar E. Chavez	Av. 18	1.50		Los Angeles	
AII-1	Mateo St.-Santa Fe Av.	II	✓	7th	2nd	0.90		Los Angeles	Also shown as Class III.
AII-2	7th St.	II	✓	Soto	Central	1.50		Los Angeles	
AII-3	11th St.-10th St.	II	✓	Central	Maple	0.75		Los Angeles	
AII-4	Venice Bl./16th St.	II	✓	Central	Hoover	2.36		Los Angeles	
AII-5	Olympic Bl.	II	✓	Lorena	Central	2.40		Los Angeles	
AII-6	Soto St.	II	✓	Olympic	Whittier	0.75		Los Angeles	
AII-7	Zonal Av.-Charlotte St.	II	✓	Soto	Biggy	0.50		Los Angeles	
AII-8	Lorena St.	II	✓	Olympic	3rd	1.04		Los Angeles	
AIII-1	Mateo St.	III	✓	Olympic	7th		0.58	Los Angeles	
AIII-2	Stanford Av.-14th St.-Griffith Av.	III	✓	Jefferson	4th		2.50	Los Angeles	
AIII-3	23rd St.	III	✓	Long Beach	Hoover		2.75	Los Angeles	
AIII-4	St. Louis or Breed St.	III	✓	Boyle	Judson		1.28	Los Angeles	
AIII-5	Mott St.	III	✓	Whittier	Wabash		1.46	Los Angeles	
AIII-6	Marietta St.	III	✓	8th	Whittier		0.50	Los Angeles	
AIII-7	Euclid Av.-Evergreen Av.	III	✓	8th	Marengo		2.40	Los Angeles	
AIII-8	Union Av.	III	✓	Hoover	Beverly		2.40	Los Angeles	
AIII-9	Bonnie Brae St.	III	✓	11th	Sunset		2.25	Los Angeles	
AIII-10	Lucas Av.-Toluca St.-Edgware Rd.	III	✓	6th	Temple		1.07	Los Angeles	
Station Area Totals						40.08	17.19	* See note below	

\* Averages 13.3 miles Class I,IV, II and 6 miles Class III per station area for the 3 DTLA stations evaluated.



Los Angeles River Bike Path Gap Closure Project  
 Atlantic Av. - Elysian Valley (8 miles)  
 \$365 million Measure M funding  
 Construction start possible 2023



# 2.14 SOUTH PARK/FASHION DISTRICT

## EXISTING STATION AREA



### VISION

Walkable downtown core that builds on the existing urban fabric and leverages historic development patterns enabling a distinctive pedestrian-oriented mixed-use environment supporting activity around the clock.

### Typology: **High Density Walkable Mixed-Use**

The proposed South Park/Fashion District station is located near the intersection of Maple Avenue and 8th Street in Downtown LA, which lies at the western edge of the Fashion District and just beyond the eastern edge of South Park. The station area is within the Traditional Core .

The building character of this station area is roughly divided by Santee Street - the eastern (Fashion District) portion is largely occupied by low-rise commercial properties that house retailers, wholesalers, designers, and other fashion-related businesses. The western (Historic core and South Park) portion contains primarily mid- to high-rise commercial and residential buildings, including more recent additions like the Broadway Palace Apartments.

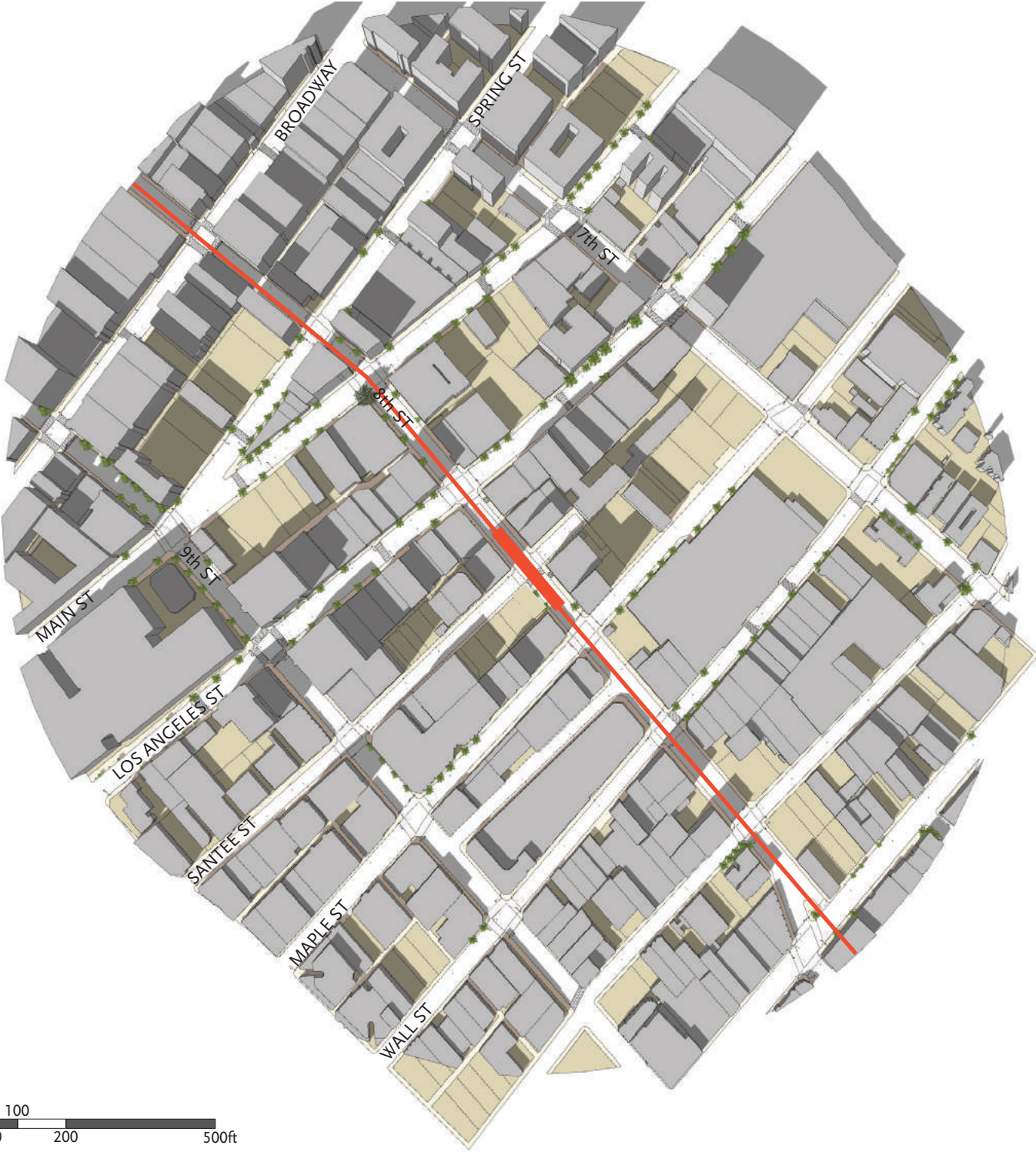
The Downtown Community Plan (DTLA 2040) seeks to anticipate growth through 2040 that creates a liveable and sustainable Downtown core. Within the station area, the proposed zoning prioritizes a pedestrian network through the large blocks that result in a walkable high-density station-area. The development vision is supported by the proposed zoning identified in DTLA 2040 which envisions a mixed use community with multi-family residential, and entertainment emphasis. The Traditional Core designation supports historic development patterns and the protection, restoration, and adaptive reuse of existing buildings. Pedestrian-oriented environment is activated by alleys and inviting shop-fronts with residences and offices above entertainment venues, neighborhood-serving stores, and restaurants, supporting activity around the clock.



## 2.14 SOUTH PARK / FASHION DISTRICT

### NEIGHBORHOOD FABRIC

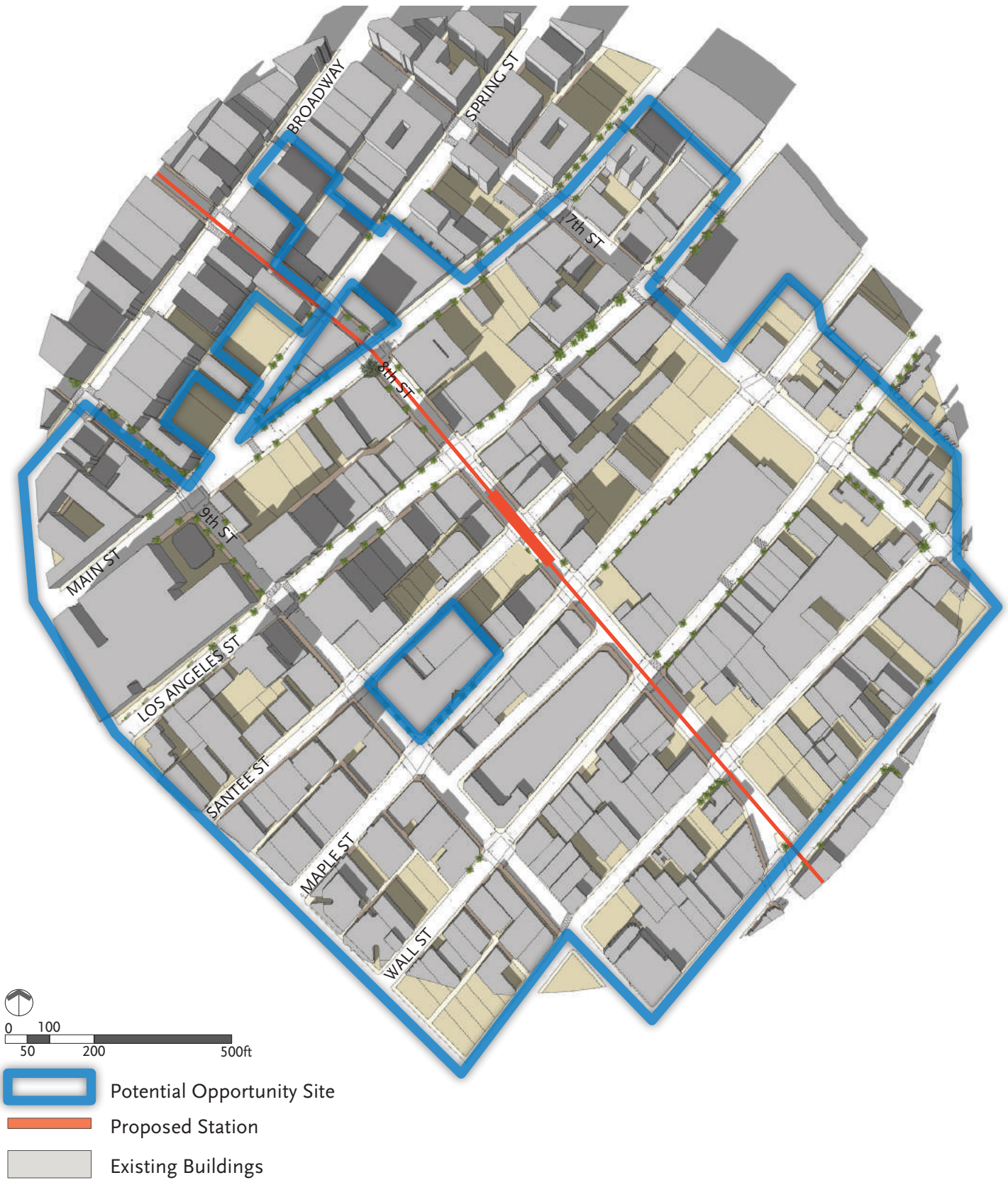




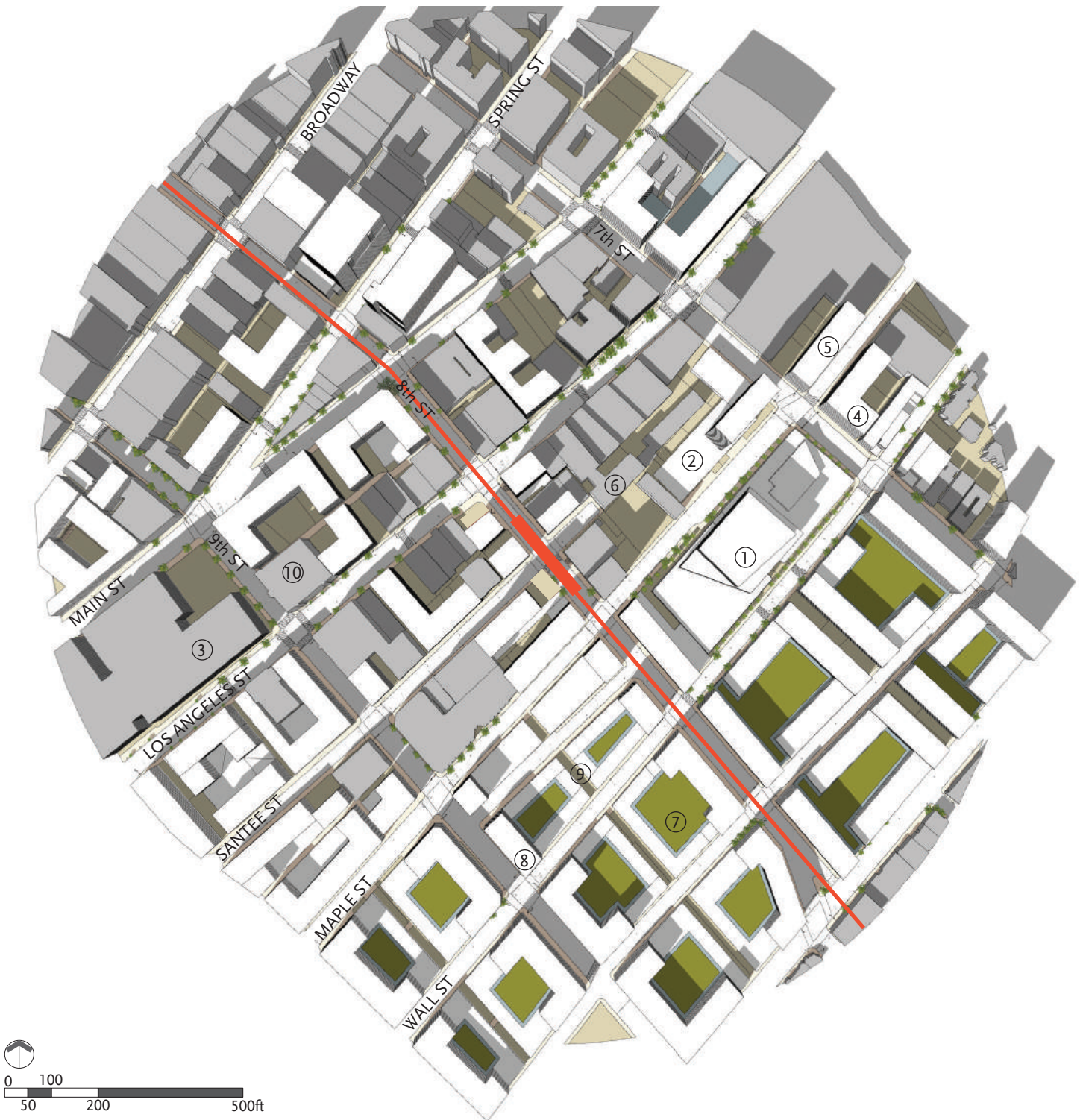
- Proposed Station
- Existing Buildings

## 2.14 SOUTH PARK / FASHION DISTRICT

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN

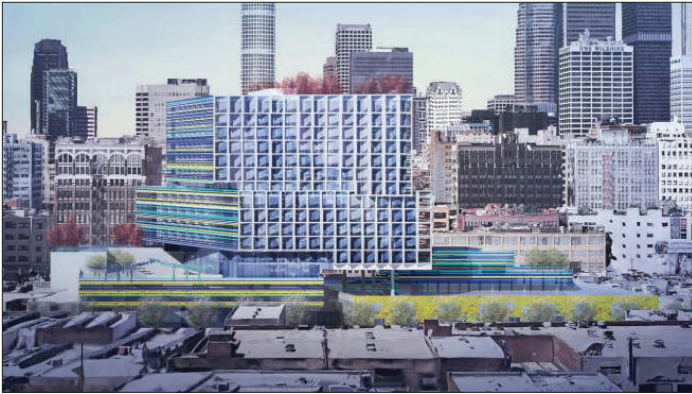


- ① Southern California Flower Market
- ② Fashion District Residences
- ③ Adaptive Reuse
- ④ Flor Loft
- ⑤ 649 Lofts

- ⑥ Garment Lofts
- ⑦ Shared Open Space
- ⑧ Commercial Mixed-Use
- ⑨ Pedestrian Paseos
- ⑩ New Mart Building

## 2.14 SOUTH PARK / FASHION DISTRICT

### STATION AREA CONCEPT



Dense development that is articulated to contribute to the city's skyline while establishing a human scale at the ground level.



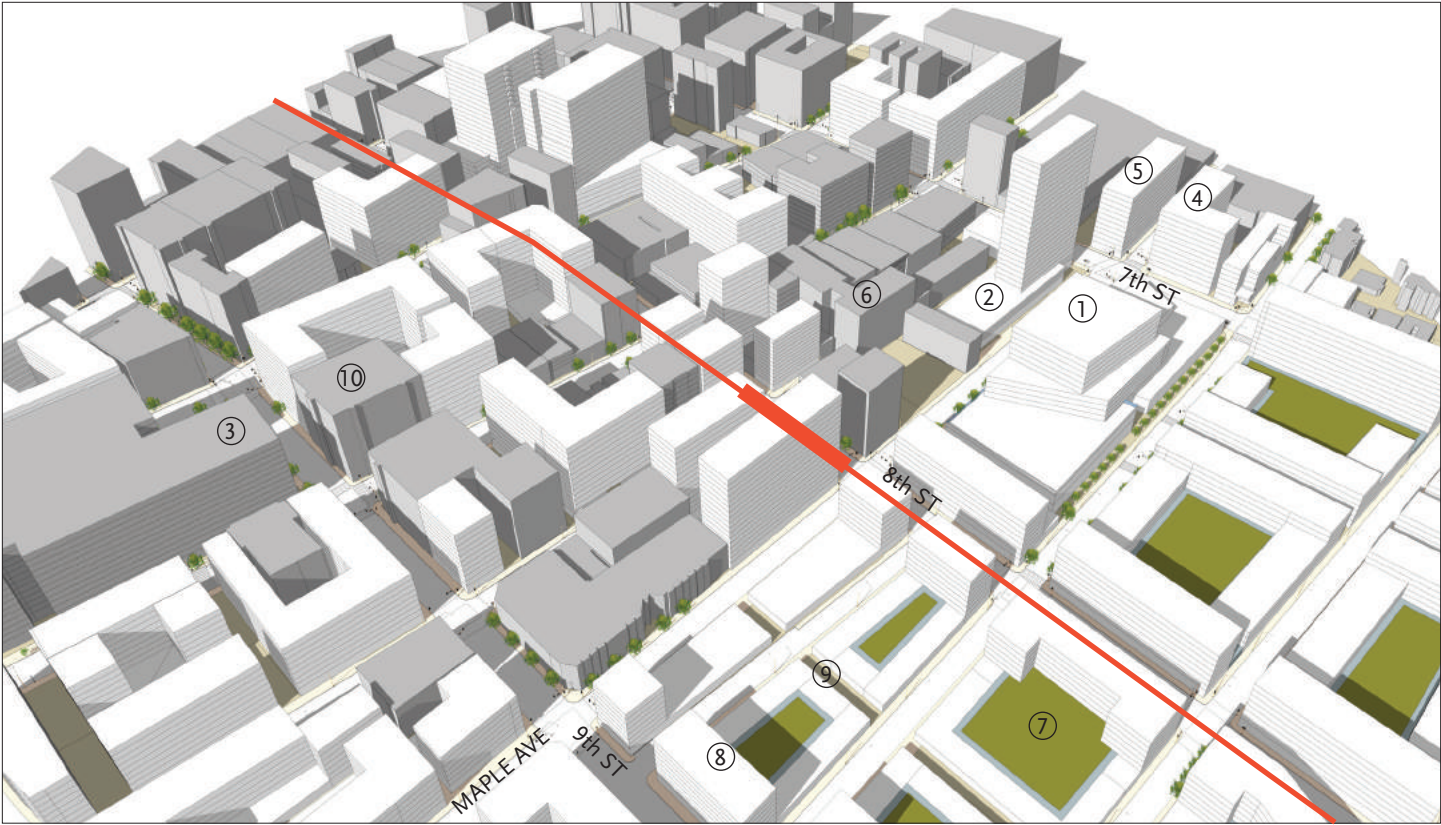
Active ground level uses and eyes on the street that support a safe pedestrian friendly environment that is active 24 hours a day.



High density development that is articulated to create plazas and establish a human scale at the ground level



Increase permeability in large blocks with dense development by integrating an accessible network of paseos and walkways that are carefully planned and integrated to connect with the public realm



Axonometric view of the site development



- ① Southern California Flower Market
- ② Fashion District Residences
- ③ Adaptive Reuse
- ④ Flor Loft
- ⑤ 649 Lofts
- ⑥ Garment Lofts
- ⑦ Shared Open Space
- ⑧ Commercial Mixed-Use
- ⑨ Pedestrian Paseos
- ⑩ New Mart Building

## 2.14 SOUTH PARK / FASHION DISTRICT

### RECOMMENDATIONS

- Early efforts should be focused on understanding the needs of the local business community, particularly within the Fashion District, and implementing policies that will support their continued success in light of an already transforming neighborhood. As more buildings and land are converted into residential-driven mixed use, it will be critical that existing businesses are protected from displacement.
- Special consideration should be given to how future commercial development can balance the needs of existing residents and business owners with market demand. Projects such as City Market South demonstrate the latent demand for architecturally unique commercial spaces. The retail and restaurant tenants occupying these spaces, however, generally do not cater to the needs of the existing community.
- The focus on adaptive reuse of existing building should continue to be prioritized such as the Garment Lofts adjacent to the proposed station as well as the Maxfield Building and the California Market Center. Given the general socioeconomic characteristics existing residents, anti-displacement measures should be strongly considered.
- Since the provision of adequate parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking district or parking based on demand, to help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest and accelerating the redevelopment of underutilized parcels.
- There are several surface parking lots in the station area that could be viable candidates for higher density mixed-use development in the future. Redevelopment of these parcels should be a priority if the City wishes to achieve its vision of a walkable neighborhood with active ground level uses. The City should consider pro-actively engaging with the owners of these properties, so that they can be included in the economic development and physical planning for the station area. Achieving early buy-in from property owners could ultimately accelerate the evolution of this station area into a higher density neighborhood.
- Proactive measures to support equitable growth will be particularly important in order to mitigate potential future displacement of both residents and businesses.



High density residential and commercial mix-use with active ground level uses that support a walkable community.

## 2.14 SOUTH PARK / FASHION DISTRICT

### ACTIVE TRANSPORTATION: WALKABILITY

Existing primary walk paths to the South Park/Fashion District Station include:

<u>North-South</u>	<u>East-West</u>
Grand Avenue	5th Street
Olive Street	6th Street
Hill Street	7th Street
Broadway	8th Street
Spring Street	9th Street
Main Street	Olympic Boulevard
Los Angeles Street	
San Pedro Street	

Existing sidewalk widths on these streets range from 10 to 20 feet. The majority are designated to have 15-foot wide sidewalks, which correspond to Type B sidewalks, in the future as parcels are redeveloped. The exceptions are Grand Avenue with average 24-foot wide sidewalks and Olympic Boulevard west of Maple Street with 23-foot wide sidewalks, corresponding to Type A sidewalks, and Olympic Boulevard between Maple Street and San Julian Street with 12-foot wide sidewalks, corresponding to Type C sidewalks.

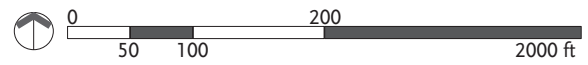
Typical design parameters for primary walk path sidewalk types A, B and C are listed in Table 1 on Page 10. These are consistent with the design parameters in the City of Los Angeles Mobility Element Complete Streets Design Guide.

Because the street grid is regular and fine-grained, there are no significant gaps in the existing one-half mile walk zone.



**Potential Improvements**

- - - Expanded boundary of 1/2-mile walk zone
- — — Primary walk path
- - - Secondary walk path
- Controlled pedestrian crossing
- A Sidewalk type by street (see Table 1 on page 10)
- 1 Station area specific improvements



**Existing Conditions**

- — — Boundary of 1/2-mile walk zone
- — — Primary walk path
- - - Secondary walk path
- Controlled crossing of arterial street
- 00' Typical sidewalk width by block face

## 2.14 SOUTH PARK / FASHION DISTRICT

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the South Park/ Fashion District Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

Class II striped lanes are red

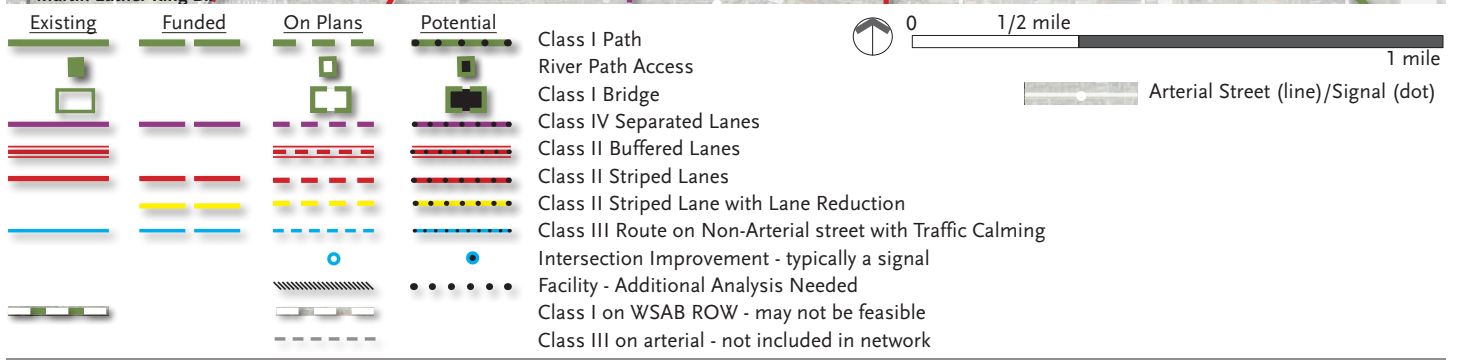
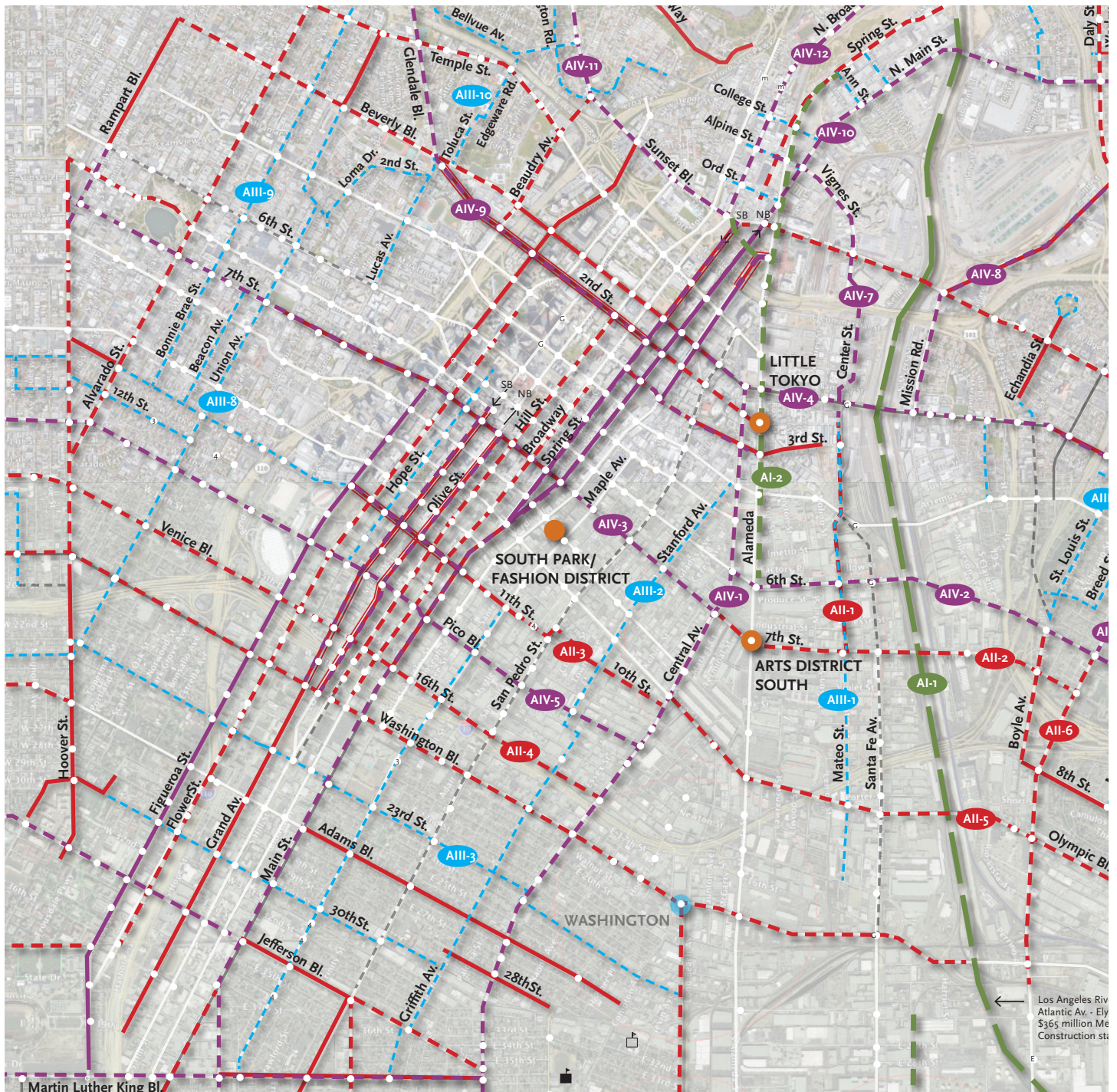
Class III micro-mobility boulevards on local and collector streets are blue.

**TABLE 12 Potential Facilities Serving the South Park/Fashion District Station** (mapped on adjacent page)

Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East Limit	North/West Limit	Length		Jurisdiction	Notes:
						I, II,	III		
AI-1	LA River	I	✓	Atlantic	Riverside			Metro	8 miles total.
AI-2	Alameda St.	I	✓	6th	Ann	1.76		Los Angeles	
AIV-1	Central Av.	IV	✓	Vernon	1st	3.40		Los Angeles	
AIV-2	6th St.-Whittier Bl.	IV	✓	Indiana	Alameda	2.90		Los Angeles	
AIV-3	7th St.	IV	✓	Central	Hoover	3.00		Los Angeles	
AIV-4	1st St.	IV	✓	Indiana	Los Angeles	3.12		Los Angeles	
AIV-5	Pico Bl.	IV	✓	Central	Hoover	2.55		Los Angeles	
AIV-6	Soto St.	IV	✓	Whittier	Valley	2.35		Los Angeles	
AIV-7	Santa Fe Av.-Center St.-Vignes St.	IV	✓	2nd	N. Main	1.10		Los Angeles	
AIV-8	Mission Rd.	IV	✓	1st	Valley	1.70		Los Angeles	
AIV-9	2nd St.-Glendale Bl.	IV	✓	Spring	Sunset	2.20		Los Angeles	
AIV-10	N. Main St.	IV	✓	Cesar E. Chavez	Mission	2.35		Los Angeles	
AIV-11	Cesar E. Chavez Av.-Sunset Bl.	IV	✓	Spring	Glendale	1.95		Los Angeles	
AIV-12	N. Broadway	IV	✓	Cesar E. Chavez	Av. 18	1.50		Los Angeles	
AII-1	Mateo St-Santa Fe Av.	II	✓	7th	2nd	0.90		Los Angeles	Also shown as Class III.
AII-2	7th St.	II	✓	Soto	Central	1.50		Los Angeles	
AII-3	11th St.-10th St.	II	✓	Central	Maple	0.75		Los Angeles	
AII-4	Venice Bl./16th St.	II	✓	Central	Hoover	2.36		Los Angeles	
AII-5	Olympic Bl.	II	✓	Lorena	Central	2.40		Los Angeles	
AII-6	Soto St.	II	✓	Olympic	Whittier	0.75		Los Angeles	
AII-7	Zonal Av.-Charlotte St.	II	✓	Soto	Biggy	0.50		Los Angeles	
AII-8	Lorena St.	II	✓	Olympic	3rd	1.04		Los Angeles	
AIII-1	Mateo St.	III	✓	Olympic	7th		0.58	Los Angeles	
AIII-2	Stanford Av-14th St.-Griffith Av.	III	✓	Jefferson	4th		2.50	Los Angeles	
AIII-3	23rd St.	III	✓	Long Beach	Hoover		2.75	Los Angeles	
AIII-4	St. Louis or Breed St.	III	✓	Boyle	Judson		1.28	Los Angeles	
AIII-5	Mott St.	III	✓	Whittier	Wabash		1.46	Los Angeles	
AIII-6	Marietta St.	III	✓	8th	Whittier		0.50	Los Angeles	
AIII-7	Euclid Av.-Evergreen Av.	III	✓	8th	Marengo		2.40	Los Angeles	
AIII-8	Union Av.	III	✓	Hoover	Beverly		2.40	Los Angeles	
AIII-9	Bonnie Brae St.	III	✓	11th	Sunset		2.25	Los Angeles	
AIII-10	Lucas Av.-Toluca St.-Edgware Rd.	III	✓	6th	Temple		1.07	Los Angeles	
Station Area Totals						40.08	17.19	* See note below	

\* Averages 13.3 miles Class I,IV, II and 6 miles Class III per station area for the 3 DTLA stations evaluated.



## 2.15 LITTLE TOKYO (OPTIONAL)

### EXISTING STATION AREA



### VISION

Sustainable transit-oriented community that furthers and enhances Little Tokyo's cultural and historic assets and ensures a healthy, equitable, and culturally rich community for generations to come.

### Typology: **High Density Walkable Mixed-Use**

The proposed optional Little Tokyo Station will be adjacent to the existing Metro Gold Line Little Tokyo Station and the under construction Regional Connector station. It will be located at the eastern edge of the Little Tokyo neighborhood in Downtown Los Angeles.

The neighborhood, which has existed for over a century, has maintained its role as a hub of Japanese dining, retail, and culture, serving as a well-known cultural retail and dining destination that draws from a wide regional audience. Enhanced accessibility is likely to further strengthen this area as a live/work/play destination.

The Downtown Community Plan (DTLA 2040) seeks to anticipate growth through 2040 that creates a liveable and sustainable Downtown core. Within the station area, the proposed zoning prioritizes a walkable scale adjacent to the Japanese Village Plaza along San Pedro Street.

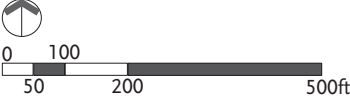
A community-driven vision plan for the neighborhood entitled Sustainable Little Tokyo was prepared for a stakeholder group in 2014 to guide development in the station area. The document provides specific guidance for future development with a focus on the area north of First Street adjacent to the Gold Line Station as well as the area adjacent to the Geffen Contemporary at MOCA. This vision is crucial to the development of the station area around the proposed WSAB station.



## 2.15 LITTLE TOKYO

### NEIGHBORHOOD FABRIC

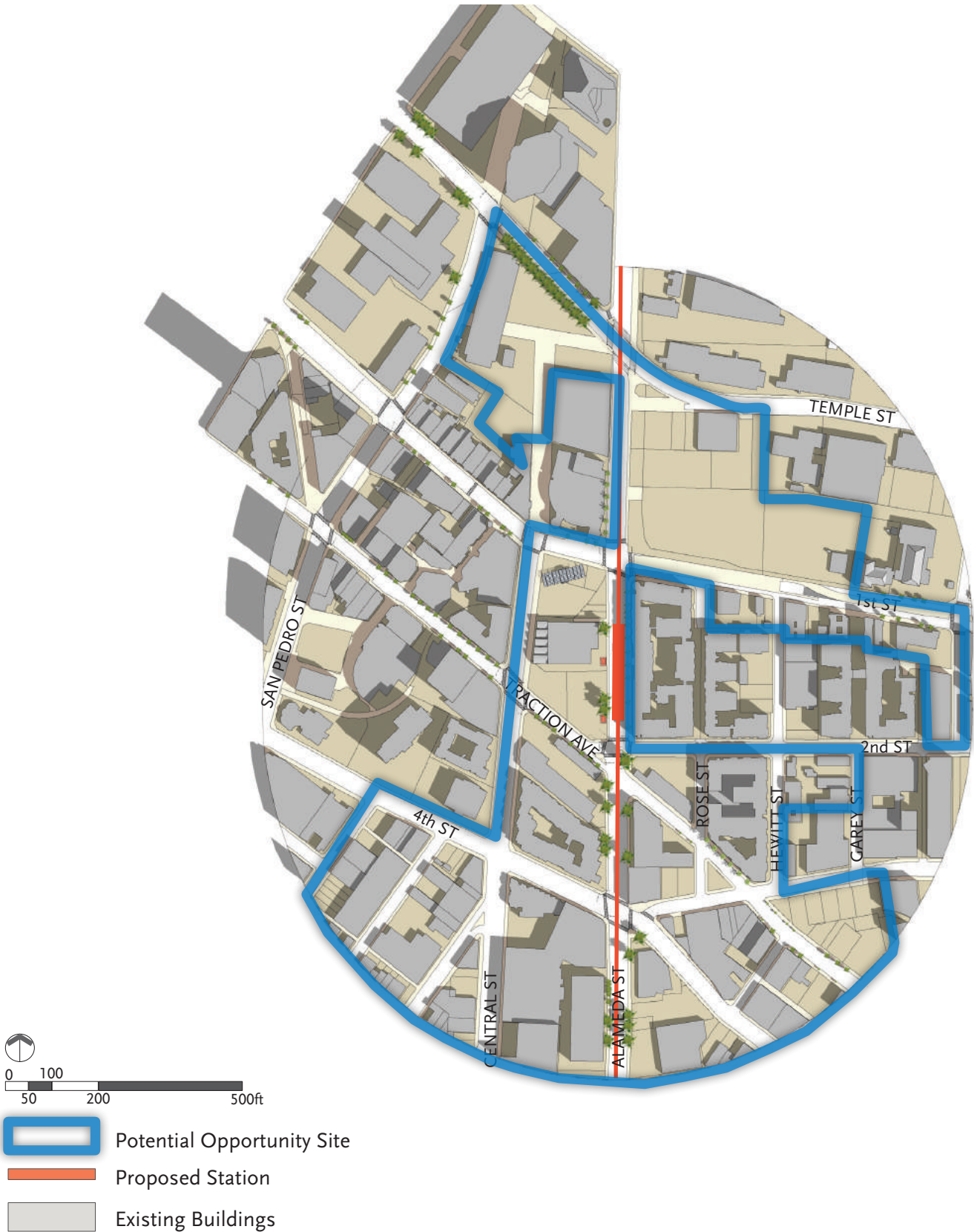




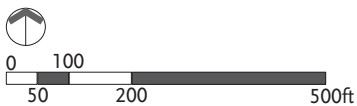
- Proposed Station
- Existing Buildings

## 2.15 LITTLE TOKYO

### POTENTIAL OPPORTUNITY SITES



# STATION AREA CONCEPT PLAN



- ① Regional Connector Station
- ② Residential Mixed-Use
- ③ Pedestrian Paseos
- ④ Commercial Mixed-Use
- ⑤ Residential Mixed-Use
- ⑥ Proposed Mixed-Use
- ⑦ Los Angeles Fire Department
- ⑧ Nishi Hongwanji Buddhist Temple
- ⑨ Japanese American National Museum
- ⑩ Geffen Contemporary at MOCA

## 2.15 LITTLE TOKYO

### STATION AREA CONCEPT



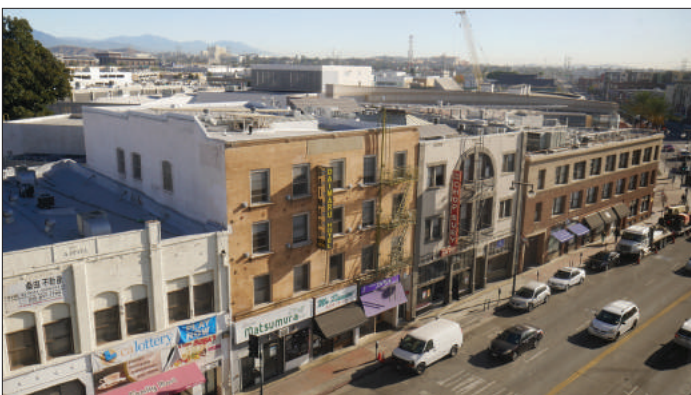
Support development that is consistent with the community's long term vision for a sustainable Little Tokyo and integrates community input



Strengthen the existing network of pedestrian open space, walkways and paseos that establish a village scale in existing section of the Little Tokyo Community



Encourage mixed-use development that has a variety of scales and types that creates a diversity of experiences and ranges of affordability



Encourage adaptive reuse of existing buildings that maintain the scale and character of the historic fabric of the station area.



Axonometric view of the site development



- ① Regional Connector Station
- ② Residential Mixed-Use
- ③ Pedestrian Paseos
- ④ Commercial Mixed-Use
- ⑤ Residential Mixed-Use
- ⑥ Proposed Mixed-Use
- ⑦ Los Angeles Fire Department
- ⑧ Nishi Hongwanji Buddhist Temple
- ⑨ Japanese American National Museum
- ⑩ Geffen Contemporary at MOCA

## 2.15 LITTLE TOKYO

### RECOMMENDATIONS

- Key to the success of the proposed development vision for a sustainable community undertaken by the community is the under-grounding of the Gold Line alignment heading east along First Street. This will permit pedestrian connectivity from development proposed in “A Sustainable Little Tokyo” to the WSAB station.
- Emphasis should be placed on sustaining existing businesses and residents that make Little Tokyo unique so that they are not displaced. In meeting economic and community development objectives of the local community, it will be necessary to support and maintain some level of residential and commercial affordability.
- Prioritizing access and connectivity to the WSAB transit line station as well as the Regional Connector and the Gold Line will enhance regional accessibility to the Little Tokyo cultural retail hub,. This is expected to be a benefit to area retailers, restaurants, and other visitor-serving uses. The proximity to the Japanese American National Museum, the Japanese Village Plaza as well as the Geffen Contemporary at MOCA should be leveraged.
- Given that the western portion of the station area in the Little Tokyo neighborhood, is now largely built out, the greatest redevelopment or development opportunities exist on the eastern portion of the half-mile station area. The eastern portion of the Little Tokyo Station Area primarily falls within the Arts District neighborhood. The area has experienced rapid residential development in recent years, most of which occupies formerly underutilized industrial-zoned land. This trend is expected to continue, and as a result, some additional new retail could likely be supported.
- There are several underutilized or surface parking lots in the station area such as north-east of the Alameda/1st Street intersection or along Traction Avenue that could be viable candidates for higher density mixed-use development in the future. Redevelopment of these parcels should be a priority as the community wishes to achieve its vision of establishing the station area as a pedestrian-oriented sustainable gateway for Little Tokyo. The City should consider pro-actively engaging with the owners of these properties, so that they can be included in the economic development and physical planning for the station area. Achieving early buy-in from property owners could ultimately accelerate the continued evolution of this station area into a higher density walkable neighborhood.
- Since the provision of adequate parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking district or parking based on demand, to help accelerate redevelopment. Parking is generally expensive to build, and any reduction in requirements would enhance development feasibility, potentially generating more development interest and accelerating the redevelopment of underutilized parcels.



High density residential mixed use with active ground floor uses that activate the public realm

## 2.15 LITTLE TOKYO

### ACTIVE TRANSPORTATION: WALKABILITY

Existing primary walk paths to the South Park/Fashion District Station include:

#### North-South

Main Street  
Los Angeles Street  
San Pedro/  
Judge John Aiso Street  
Central Avenue  
Alameda Street

#### East-West

Temple Street  
1st Street  
2nd Street  
3rd Street/4th Place

Existing sidewalk widths on these streets typically range from 10 to 12 feet, with a few block faces wider and a few narrower. The majority are designated to have 15-foot wide sidewalks, which correspond to Type B sidewalks, in the future as parcels are redeveloped. The exceptions are Temple Street west of Alameda and 1st Street west of San Pedro/Judge John Aiso Street with 24-foot wide sidewalks, corresponding to Type A sidewalks.

Typical design parameters for primary walk path sidewalk types A and B are listed in Table 1 on Page 10. These are consistent with the design parameters in the City of Los Angeles Mobility Element Complete Streets Design Guide.

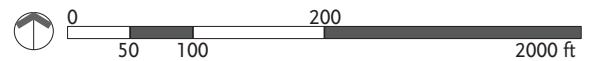
Other suggested improvements to facilitate and encourage walking to the station and within the Little Tokyo station area include the following.

- 1 Development on large blocks in the station should be designed to be permeable for pedestrians and other active transportation modes and to have a fine grained texture, similar to Little Tokyo.



**Potential Improvements**

- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- A Sidewalk type by street (see Table 1 on page 10)
- 1 Station area specific improvements



**Existing Conditions**

- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- 00' Typical sidewalk width by block face

## 2.15 LITTLE TOKYO

### ACTIVE TRANSPORTATION: MICRO-MOBILITY NETWORK

Facilities that would provide access to the Little Tokyo Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

Facilities are categorized and designated as follows:

Class I off-street paths are green

Class IV protected/separated lanes are purple

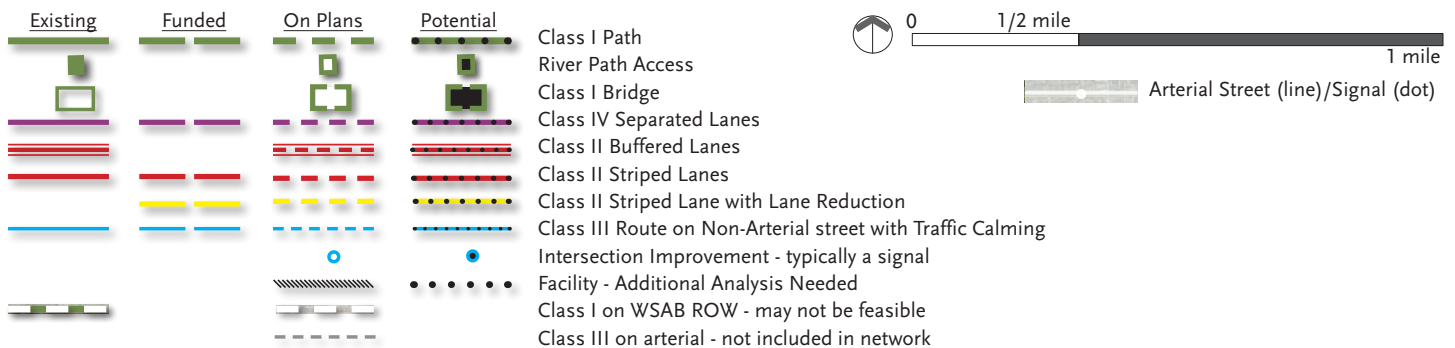
Class II striped lanes are red

Class III micro-mobility boulevards on local and collector streets are blue.

TABLE 13 Potential Facilities Serving the Little Tokyo Station (mapped on adjacent page)  
Assumes all existing facilities will remain.

ID	Location	Class	On Plans	South/East Limit	North/West Limit	Length		Jurisdiction	Notes:
						I, II,	III		
AI-1	LA River	I	✓	Atlantic	Riverside			Metro	8 miles total.
AI-2	Alameda St.	I	✓	6th	Ann	1.76		Los Angeles	
AIV-1	Central Av.	IV	✓	Vernon	1st	3.40		Los Angeles	
AIV-2	6th St.-Whittier Bl.	IV	✓	Indiana	Alameda	2.90		Los Angeles	
AIV-3	7th St.	IV	✓	Central	Hoover	3.00		Los Angeles	
AIV-4	1st St.	IV	✓	Indiana	Los Angeles	3.12		Los Angeles	
AIV-5	Pico Bl.	IV	✓	Central	Hoover	2.55		Los Angeles	
AIV-6	Soto St.	IV	✓	Whittier	Valley	2.35		Los Angeles	
AIV-7	Santa Fe Av.-Center St.-Vignes St.	IV	✓	2nd	N. Main	1.10		Los Angeles	
AIV-8	Mission Rd.	IV	✓	1st	Valley	1.70		Los Angeles	
AIV-9	2nd St.-Glendale Bl.	IV	✓	Spring	Sunset	2.20		Los Angeles	
AIV-10	N. Main St.	IV	✓	Cesar E. Chavez	Mission	2.35		Los Angeles	
AIV-11	Cesar E. Chavez Av.-Sunset Bl.	IV	✓	Spring	Glendale	1.95		Los Angeles	
AIV-12	N. Broadway	IV	✓	Cesar E. Chavez	Av. 18	1.50		Los Angeles	
AII-1	Mateo St.-Santa Fe Av.	II	✓	7th	2nd	0.90		Los Angeles	Also shown as Class III.
AII-2	7th St.	II	✓	Soto	Central	1.50		Los Angeles	
AII-3	11th St.-10th St.	II	✓	Central	Maple	0.75		Los Angeles	
AII-4	Venice Bl./16th St.	II	✓	Central	Hoover	2.36		Los Angeles	
AII-5	Olympic Bl.	II	✓	Lorena	Central	2.40		Los Angeles	
AII-6	Soto St.	II	✓	Olympic	Whittier	0.75		Los Angeles	
AII-7	Zonal Av.-Charlotte St.	II	✓	Soto	Biggy	0.50		Los Angeles	
AII-8	Lorena St.	II	✓	Olympic	3rd	1.04		Los Angeles	
AIII-1	Mateo St.	III	✓	Olympic	7th		0.58	Los Angeles	
AIII-2	Stanford Av.-14th St.-Griffith Av.	III	✓	Jefferson	4th		2.50	Los Angeles	
AIII-3	23rd St.	III	✓	Long Beach	Hoover		2.75	Los Angeles	
AIII-4	St. Louis or Breed St.	III	✓	Boyle	Judson		1.28	Los Angeles	
AIII-5	Mott St.	III	✓	Whittier	Wabash		1.46	Los Angeles	
AIII-6	Marietta St.	III	✓	8th	Whittier		0.50	Los Angeles	
AIII-7	Euclid Av.-Evergreen Av.	III	✓	8th	Marengo		2.40	Los Angeles	
AIII-8	Union Av.	III	✓	Hoover	Beverly		2.40	Los Angeles	
AIII-9	Bonnie Brae St.	III	✓	11th	Sunset		2.25	Los Angeles	
AIII-10	Lucas Av.-Toluca St.-Edgware Rd.	III	✓	6th	Temple		1.07	Los Angeles	
Station Area Totals						40.08	17.19	* See note below	

\* Averages 13.3 miles Class I,IV, II and 6 miles Class III per station area for the 3 DTLA stations evaluated.





## 3 REFERENCES

## PLANNING DOCUMENTS

### **Pioneer**

Artesia International Downtown Specific Plan, City of Artesia, Work in Progress

### **Gridley/183rd**

City of Cerritos: TOD Demonstration Project, SCAG, December 2012

### **Bellflower**

Downtown Bellflower Station Area Specific Plan, City of Bellflower, September 2016  
Bellflower Conceptual Station Design, December 2017

### **Paramount/Rosecrans**

Paramount South Gate Station Area Plan, SCAG, September 2018

### **I-105/Green Line**

Paramount South Gate Station Area Plan, SCAG, September 2018  
Hollydale Village Specific Plan, City of South Gate, June 2017

### **Gardendale**

Rancho Los Amigos South Campus Specific Plan, City of Downey, Draft July 2018  
Specific Plan SP 85-1, Rancho Los Amigos, City of Downey, September 1985  
Hollydale Village Specific Plan, City of South Gate, June 2017  
Gardendale Station, City of Downey/ SCAG, undated

### **Firestone**

Gateway District Specific Plan Public Draft, City of South Gate, June 2017  
Firestone and Atlantic Station Area Plan, City of South Gate, March 2013  
Gateway District Framework Options – May 2016

### **Florence/Salt Lake**

Florence Avenue Station, City of Cudahy/ Eco-Rapid  
City of Bell 2030 General Plan, May 2017  
Cudahy 2040, Draft General Plan, August 2017  
City of Huntington Park, 2030 General Plan

### **Pacific/Randolph**

City of Huntington Park, 2030 General Plan  
Downtown Huntington Park Specific Plan, City of Huntington Park, January 2006  
Pacific Boulevard Streetscape Plan, City of Huntington Park, August 2014

### **Slauson**

Rail to River Intermediate Active Transportation Corridor Feasibility Study, Metro, October 2014  
Florence-Firestone Community Plan, LA County Department of Regional Planning, November 2017  
Slauson Blue Line Station, Transit Oriented Development, Technical Assistance Panel Program, ULI, September 2010  
City of Los Angeles Southeast LA Community Plan  
Blue-Line First/Last Mile Plan, Metro, March 2018

### **Washington**

City of Los Angeles Southeast LA Community Plan  
Blue-Line First/Last Mile Plan, Metro, March 2018

### **Vernon**

City of Los Angeles Southeast LA Community Plan  
Blue-Line First/Last Mile Plan, Metro, March 2018

### **Arts District South**

Downtown Community Plan (DTLA 2040), City of Los Angeles , Draft August 2018  
Aecom - Central City East Planning Study - Nov. 2015

### **South Park/Fashion District**

Downtown Community Plan (DTLA 2040), City of Los Angeles , Draft August 2018  
Broadway Streetscape Masterplan, CRA/LA, February 2013

### **Little Tokyo**

Downtown Community Plan (DTLA 2040), City of Los Angeles , Draft August 2018  
A Sustainable Little Tokyo, Little Tokyo Community Council, January 2014  
Little Tokyo / Arts District, Station Joint Development Opportunity Overview, July 2018  
Transforming Los Angeles Union Station, Metro  
Connect US Action Plan, Metro

## ACTIVE TRANSPORTATION

The active transportation facilities shown as “On Plans” are based on the following active transportation plans and projects funded by State of California Active Transportation or other grants or currently under study.

### Plans:

Cerritos Citywide Bikeway Master Plan (2010)  
Artesia General Plan Update, Circulation and Mobility Sub-Element, Bikeways (2010)  
Bellflower-Paramount Bicycle & Trail Master Plan (2016)  
City of Downey Bicycle Master Plan (2016)  
City of South Gate Bicycle Transportation Plan (2012)  
Cudahy Safe Routes to School Plan (2015)  
City of Bell Bicycle Master Plan (2016)  
City of Huntington Park Bicycle Transportation Master Plan (2014)  
City of Vernon Bicycle Master Plan (2017)  
County of Los Angeles Bicycle Master Plan (2012)  
Mobility Plan 2035, City of Los Angeles (2016)

### Funded Projects:

Norwalk Artesia Boulevard Safe Streets Projects, City of Artesia  
Historic District Recreational Trails Plans, City of Artesia  
West Santa Ana Branch Bikeway Phase 2, City of Paramount  
Garfield Avenue Complete Streets Corridor, City of South Gate  
Atlantic Avenue Bicycle and Pedestrian enhancement Project, City of Cudahy  
Uncontrolled Crosswalk Safe Routes To School, city of Huntington Park  
Active Transportation Rail to River Segment A, Metro  
Pacific Blvd./Vernon Ave. Complete Streets Ped and Bike Project, City of Vernon

### Under Study:

Active Transportation Rail to River Segment B, Metro  
Los Angeles River Path Project, Metro