

EXISTING CONDITIONS REPORT

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

October 31, 2018

APPENDIX A-2



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1 INTRODUCTION

1.1 THE PROJECT

This Transit-Oriented Development Strategic Implementation Plan (“Project”) serves the 14 communities along the planned West Santa Ana Branch Transit Corridor (WSAB). The project is funded by the Federal Transit Administration under the Pilot Program for Transit-Oriented Development. Metro’s vision goes beyond individual TOD sites to focus on the creation of “transit-oriented communities” (TOC). TOCs maximize equitable access to a multi-modal transit network through community development and land use.

The plan area for the Project are the ½ mile radii around each of the station areas along the proposed 20-mile WSAB light rail alignment that will run through nine cities (Los Angeles, Vernon, Huntington Park, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia) and unincorporated areas of Los Angeles County, from Union Station in Downtown Los Angeles to Pioneer Boulevard in Artesia (See Figure F1.1). Four cities (Bell, Bell Gardens, Cudahy, and Maywood) not directly adjacent to the alignment are also likely to benefit from the WSAB light rail transit investment. This rail corridor will serve commuters in these communities by providing relief to the constrained transportation systems currently available. The project is also expected to provide a direct connection to a new Metro Green Line station at the 105 freeway.

The Project focuses on the proposed station areas that are currently being evaluated through the WSAB Transit Corridor Environmental Study. These include new Northern Alignment Concepts that are to be recommended as part of an updated Screening Report that will be presented to the Metro Board in May 2018. The exact project description of all projects are to be defined by the environmental process, which includes features such as termini, alignment and stations. As such, the station areas being considered in the Project are subject to refinement pending finalization of the Environmental Study.

The primary goal of the Project is to support the 14 communities along the WSAB corridor shape their land use and economic development policies so that they can be integrated into a holistic plan that maximizes the potential benefit of this major public investment for every community. With this understanding, each community can

more effectively direct public policy and resources toward attracting the types of development and businesses that are aligned with their individual competitive advantages as well as the corridor as a whole. In so doing, communities along the West Santa Ana Branch Corridor can be developed as a synergistic, comprehensive corridor.

The goal is that they may evolve as Transit-Oriented Communities (TOCs) that will allow people to drive less and access transit more. Maximizing equitable access to a multi-modal transit network is a key organizing principle of the land use and planning efforts that comprise this Project. TOCs promote equity and sustainable living in a diversity of community contexts by: (a) offering a mix of uses that support transit ridership of all income levels (e.g. housing, jobs, retail, services and recreation); (b) ensuring appropriate building densities, parking policies, and urban design that support accessible neighborhoods connected by multi-modal transit; and (c) ensure that transit related investments provide equitable benefits that serve local, disadvantaged and underrepresented communities.

Most of the WSAB transit corridor communities are identified as disadvantaged communities (or communities “most in need of economic investment, good jobs and clean air) per Senate Bill 535. They are characterized by a lack of employment opportunities, low home-ownership rates and low-income households. The Plan will be tailored to the unique needs of these communities by providing TOD strategies that can spur investment and improve infrastructure while limiting displacement and identifying strategies to ensure equitable benefits to residents and businesses along the corridor.

Without a holistic, corridor-wide land use and economic development vision, communities along planned or existing transit corridors are likely to find themselves competing for the same opportunities, leading to disjointed and unevenly distributed outcomes. The Project will support and provide a toolkit to prepare this unified strategy, based on a comprehensive outreach effort intended to build consensus for a WSAB Corridor TOD shared vision.



F1.1 West Santa Ana Branch Transit Corridor

1.2 REPORT ORGANIZATION

This Existing Conditions, Land Use and Policy Documents memorandum is organized in five sections including this section:

1. Introduction
2. Corridor Economics
3. Active Transportation
4. Station Area Profiles
5. Addendum

Corridor Economics

The Corridor

This sub-section provides a corridor-wide demographic and context overview by analyzing key indicators for the entire Corridor, focusing particularly on population, employment and business characteristics, age, income, household characteristics and educational attainment. Data was evaluated from proprietary and public sources, including ESRI, SCAG, California Dept. of Finance, and the US Census Longitudinal Household and Employment Data (LEHD). Key demographic characteristics for the half-mile station areas around the 15 stations was also analyzed. A summary of key findings of this analysis is included in this memorandum.

Station Area Submarkets

This sub-section presents a real estate market scan of the Corridor focusing on four to five submarket areas (which varied based on land use) that will encompass the entirety of the 15 station areas. An analysis of larger submarkets that surround station areas is useful to understand the market forces, trends, and conditions that will influence the development potential within the station areas. Further, recent, planned and proposed projects within each sub-market provide a picture of the current competitive landscape with respect to the station areas under consideration. To develop an “on-the-ground” understanding of market conditions, number of interviews with local real estate brokers was also conducted.

The economics component of this study is intended to help jurisdictions and community stakeholders understand what type of economic and real estate development outcomes are most likely to be achieved at each station area, given current and projected demographic, socioeconomic and market indicators.

Active Transportation

This section addresses the goals of the Project to identify routes for walking, cycling, and other active transportation modes that are appropriate for “all ages and abilities” and connect each station to as many areas as possible within its potential walk shed and bike shed. Active transportation improvements made by local jurisdictions that meet these criteria may count toward that jurisdiction’s contribution to the West Santa Ana Branch light rail construction.

The Active Transportation section follows direction provided in the First Last Mile Strategic Plan that a station’s walk shed and bicycle shed are those areas that can be accessed in 15 minutes, that is, a one-half mile walk and a three-mile ride. As also noted in the First Last Mile Strategic Plan, other wheeled modes, including skateboards, razor scooters and inline skates, have a shorter range and, therefore, fall within the bicycle shed.

Station Area Profiles

The Station Area Profiles provide a comprehensive overview of each station area including the geographic context, the economic profile and existing neighborhood fabric and land use. The analysis includes a broad overview of land use regulations and zoning codes, identifies development opportunities in the context of the vision shared by selected stakeholders, and recommends new or revised land use strategies to support TOD around station areas.

Mobility provided by the existing regional and local transit network as well as walkability within the half-mile station-area is examined. The station areas were evaluated with respect to walking, biking and transit connections and preliminary recommendations changes to or new policies and regulations to support active transportation and transit use developed.

Addendum

The addendum includes technical reports that provides comprehensive research and information that have informed the content of this memorandum. **Note: Corridor-Wide Socioeconomic Demographic Profile and the Real Estate Market Scan are now included as Appendix A-4 and Appendix A-5 respectively of the Transit Oriented Development Strategic Implementation Plan. (TOD SIP).**

1.3 THE APPROACH

Public investment in transit infrastructure can play a catalytic role in spurring transformative private investment, allowing cities to more effectively advance economic development goals and improve economic opportunity for residents. To facilitate a holistic TOD implementation strategy for the station areas, a comprehensive overview of existing conditions is presented through a uniform framework for evaluation of corridor-wide and specific strategies. These include physical conditions such as land use and neighborhood fabric, mobility and transit, policy issues such as zoning as well as demographic and market conditions.

According to the Urban Land Institute's America in 2015 report, over half of all people and nearly two-thirds of millennials prefer to live where there is an alternative to the car and believe they need more bike lanes. To evaluate greater access to station areas, the existing conditions analysis provides a thorough overview of alternative transportation options serving the Corridor.

The approach relies on a framework of Station Area Typologies, which are based on the "Station Place Types" proposed in *Creating Successful Transit-Oriented Districts in Los Angeles: A Citywide Toolkit*. This report by the Center for Transit-Oriented Development, released in 2010, categorizes station areas based on two simple metrics: Firstly, the total number of workers and residents found within the half-mile of the station area. Secondly, the ratio of workers to residents within the station area.

These metrics allow us to understand station areas in terms of the predominant land uses (i.e., residential or employment-based) as well as the general intensity of that land use. In this particular framework, the intensity is simply defined as the total number of workers and residents within the half mile station area. We applied this framework to the WSAB station areas to develop a baseline understanding of the station types found on the WSAB Corridor.

2 CORRIDOR ECONOMICS

2.1 THE CORRIDOR

The plan area for the Project along the 20-mile corridor from Union Station in Downtown Los Angeles southeast to Artesia, California includes 14 cities. Nine of these cities include the railroad right of way: Los Angeles, Vernon, Huntington Park, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The four adjacent cities of Bell, Bell Gardens, Cudahy, and Maywood will likely benefit from the transit investment. Thirteen of the 14 cities (excluding the City of Cerritos) in the project area are members of Eco-Rapid Transit (Eco-Rapid), a Joint Powers Authority (JPA), created to pursue development of a transit system.

The Project's goal is to prepare implementation strategies for development within one-half mile radii of the station areas at the 15 proposed WSAB stations. In order to do so, a meaningful Socioeconomic and Demographic analysis extends beyond the communities to adjacent cities that provide a clearer understanding of the TOD's. Similarly, the real estate market scans extend to regional submarkets that impact the station area economic profiles.

With respect to Active Transportation, a station's walk shed and bicycle shed are those from which a station can be accessed within 15 minutes, that is, a one-half mile walk and a three-mile ride. In many cases, a three-mile range may extend beyond city limits and connect to networks that extend beyond the plan area. These walk and bicycle sheds as well as the existing or planned networks are addressed in this section.



F2.1 Historic Pioneer Red Car Station

2.2 HISTORIC CONTEXT

The cities along the West Santa Ana Branch Corridor were largely shaped by many of the same economic forces that have shaped Los Angeles County in the twentieth century. During the decades leading up to World War II, many areas surrounding Downtown Los Angeles – even areas as proximate as what is now known as the Arts District, were still occupied by agricultural uses but were quickly transformed into large swaths of industrial development. Factories, warehouses, slaughterhouses and other industrial land uses dominated the early twentieth century landscape from Downtown Los Angeles down to present-day Vernon, Commerce, Maywood and Cudahy, owing largely to the sprawling network of freight rail lines that spurred out from Downtown. In 1929 the City of Vernon, for example, hosted roughly 300 industrial plants, providing jobs for 20,000 workers, but only contained 140 registered voters. Meanwhile, cities farther along the Corridor remained major suppliers in the states' agricultural industry, including cities like Downey, Paramount, South Gate and Bellflower, which all contained large dairy farms that supplied the region.

Leading into the World War II years, however, escalating land prices led to these same cities being redeveloped to support larger, more modern manufacturing plants, a significant number of which produced high-skill goods like aerospace equipment or automobiles. These factories were further strengthened by the need to support wartime munitions production. South Gate was the location of a General Motors plant that built M-5 Light Tanks. Downey had a large Consolidated-Vultee Aircraft plant at Vultee Airport, now defunct, that produced approximately 15% of all military aircraft built in the US; Downey was also where the design and production of the Apollo command and service modules occurred during NASA's lunar program. Maywood was also home to several automobile assembly plants that were retooled to manufacture war machinery by leaders in the industry, like Lockheed Aircraft Corporation. Paramount is home to the first Zamboni ice resurfacing machine factory, the early models of which were built with surplus wartime automobile parts.¹

Following World War II, an influx of new residents in the southern portion of the Corridor supported the growth of the Corridor's first major suburban commercial strips, like Bellflower Boulevard, which was the City's primary thoroughfare and a thriving retail destination for several

surrounding cities. This was driven by the tumultuous decline in Downtown Los Angeles’ residential population, which resulted from the wide-scale adoption of the private automobile and the maturation of the freeway system continuing through the years of the Cold War. These two factors allowed people – primarily wealthier White residents – to still access well-paying, high-skilled jobs while living farther and farther afield. African Americans and other non-whites, meanwhile, were largely restricted from finding housing that lay east or south of the 110 and 10 freeways, due to the wide-scale adoption of racially restrictive covenants by most of these communities. Farther south along the Corridor, cities like Cerritos became the last stop for the Corridor’s once thriving dairy industry, as land values triggered the conversion of a now waning supply of open agricultural land.

The next wave of transformation occurred in the late twentieth century following the end of the Cold War and the downsizing of the national defense sector. In 1972, the NASA Industrial Plant in Downey played a historic role in the subassembly and component manufacture and testing of the first reusable spacecraft, the Space Shuttle orbiters. Although years of sustained defense and aerospace investments in the region allowed the industry to survive for some years after, eventually manufacturing jobs began moving out of the Corridor, coinciding with the gradual departure of high-skill aerospace manufacturing employers. This and the decline of rail-based freight transportation, in favor of trucking, all but decimated the remaining and, by then, largely obsolete manufacturing plants in Downtown Los Angeles. Even so, cities like Commerce and Vernon remained as strong industrial centers, supported by business-friendly policies and excellent access to freeways and freight lines that connect



F2.2 Red Car Network: West Santa Ana Branch

them to major logistics centers, including the Ports of Los Angeles and Long Beach and Los Angeles International Airport.

As one moved south along the Corridor from Maywood and Bell, major industrial areas remained, but many factories closed with the departure of the aerospace and automobile industries. Almost concurrent with the deindustrialization of these areas of the Corridor was a wave of immigration that resulted in a five-fold increase in residents of Latin American descent between 1980 and 1990 within Greater Los Angeles.² Many of these new immigrants, attracted by increasingly affordable land and home values, landed in communities in the central portions of the Corridor, which were once predominantly White middle-class communities. Both regions continue to maintain a strong Hispanic and Latino identity today.

Today, most cities south of Vernon and Commerce, are now largely built out with suburban homes and shopping centers. Many of the low-slung commercial strips that thrived in the 50s and 60s, struggled to remain financially sustainable, as the development of a number of regional shopping centers and other neighborhood- serving strip centers resulted in an oversupply of (largely low quality) retail space within the Corridor. Downtowns, were in the midst of an urban renaissance, supported by a resurgence of interest in Downtown Los Angeles as a live/work/play destination, and adoption of progressive land use policies like the Adaptive Re-Use Ordinance and the Hybrid Industrial Live/Work Ordinance, both of which have eased land use restrictions, allowing for the introduction of housing to underutilized areas of Downtown Los Angeles.³ Demand for housing in the area has only been strengthened by the confluence of Metro Rail lines and the building out of a wider regional transit network over the previous two decades. The strongest industrial areas, namely Vernon and Commerce, have continued to thrive and evolve with changing industrial user needs. Most recently, this has resulted in a general decline in manufacturing uses and a greater presence of logistics, distribution, and warehousing space, which is largely driven by the growth of e-commerce as well as the growing volumes of cargo that flow through the Ports of Los Angeles and Long Beach.

1 California State Military Museum, “California in World War II: Los Angeles Metropolitan Area during World War II.”
 2 Greater Los Angeles refers to all areas within Los Angeles, Ventura, Orange, Riverside, and San Bernardino Counties.
 3 Roger Waldinger, Ethnic Los Angeles

2.3 SOCIO-ECONOMIC DEMOGRAPHIC PROFILE

In the Corridor-Wide Socioeconomic and Demographic Profile, HR&A analyzed demographic data from 16 jurisdictions, which includes the nine communities that the alignment will run through, as well as a number of surrounding cities and unincorporated areas of Los Angeles County. For the purpose of the demographic and employment analysis, HR&A grouped Corridor cities and areas into four demographic subareas:

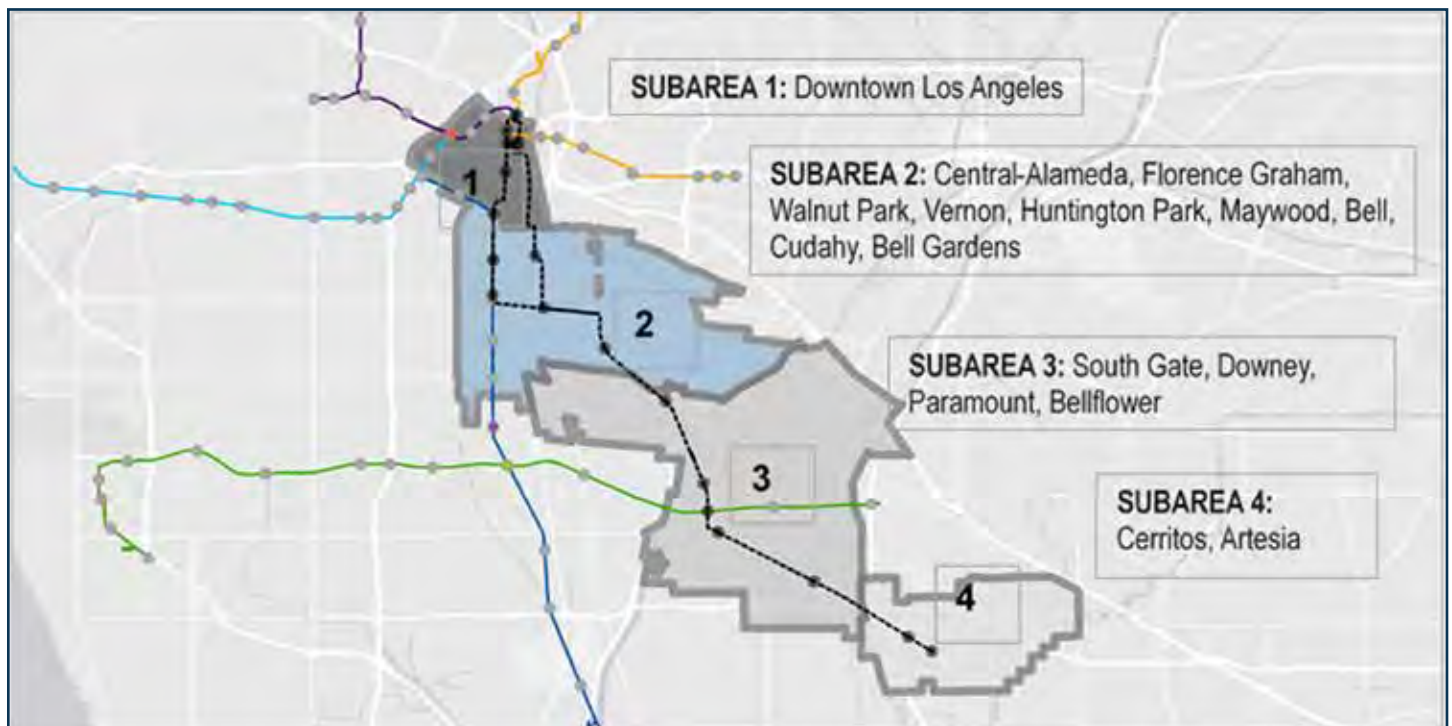
- Subarea 1: Downtown Los Angeles;
- Subarea 2: Central-Alameda, Florence Graham, Walnut Park, Vernon, Huntington Park, Maywood, Bell, Cudahy, Bell Gardens;
- Subarea 3: South Gate, Downey, Paramount, Bellflower;
- Subarea 4: Cerritos, Artesia.

These subareas aggregate cities and other unincorporated Los Angeles County jurisdictions to allow us to understand the relevant local demographic and socioeconomic context for the station areas. Analyzing demographic and socioeconomic characteristics at the subarea level is particularly important for station areas that sit near the boundaries of two or more cities.

2.3.1 Demographic and Socio-Economic Analysis

In the past three decades, the Corridor's racial and ethnic mix has changed dramatically. In 1980, the Corridor's population was almost 70% white and less than 50% Hispanic. Today, the Corridor has a population of around 757,200 And more than 76% is of Hispanic ethnicity.

As noted in the Historic Context Section (Section 2.2), the northern portion of the Corridor remains primarily industrial due to rail and freeway infrastructure and the business climate. However, much of the central Corridor was deindustrializing in the end of the twentieth century, these communities, in close proximity to the industrial uses in the northern corridor, became increasingly affordable. The region attracted a large immigrant population, most notably from Latin America. This phenomenon is most visible when considering the change in foreign-born population. From 1980 to today, the Corridor's population grew modestly - by about 1.4% annually.⁴ However, during that period, the foreign-born population increased from 30% to 41% of the total population. A majority of the foreign-born population comes from Latin American countries (82%), although this varies by Subarea.



F2.3 Map of Corridor by Demographic Subareas

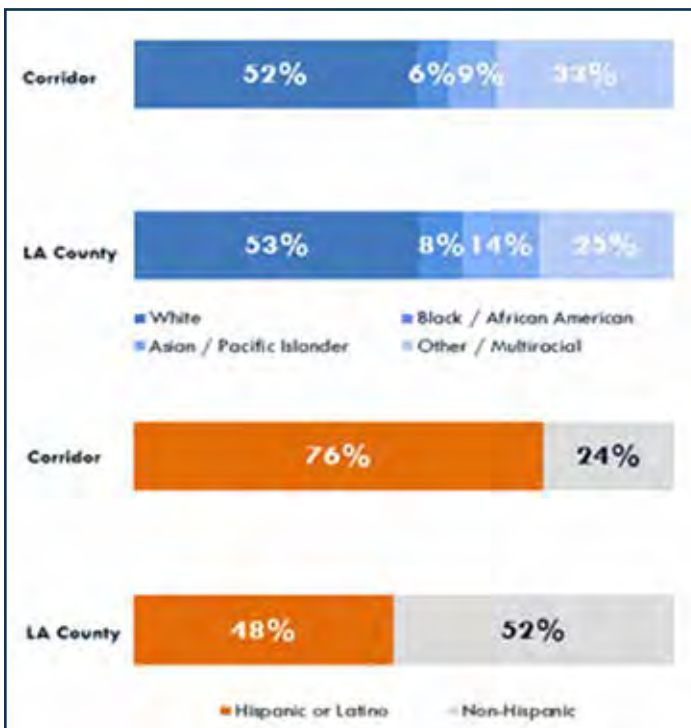
For example, the majority of foreign-born residents in Subarea 4 (79%) come from Asian countries. Subarea 4 is now more than 50% Asian/Pacific Islander, while areas like Subarea 2 have become overwhelmingly Hispanic (at 94% today).

In the past three decades, incomes across the Corridor have grown slightly in most areas and fallen slightly in others. The average rate of change in most cities was 0.1%. The Corridor-wide median income is \$41,534, which is considerably less than LA County's median of \$55,870. However, income levels vary greatly across the Corridor: from \$27,650 in Subarea 1 to \$76,020 in Subarea 4.

Similarly, educational attainment in the Corridor varies by Subarea, with the highest attainment in Subarea 1 (driven by new resident growth in Downtown LA) and Subarea 4. Corridor-wide educational attainment is lower than observed elsewhere in the County: 15% of adults over 25 years old have a Bachelor's degree. Low educational attainment limits job opportunities, and thus can contribute to the Corridor's relatively lower median income. Subarea 4, which has the highest rate of

educational attainment (43% of adults have a Bachelor's degree or higher), also has the highest median income (\$76,020).

Overall, the Corridor has low rates of home ownership. The majority of Corridor residents rent their place of residence (62%) and due to the rising cost of living, almost a third of residents are now severely cost-burdened (spend more than 50% of income on rent). Once again, however, this trend varies among subareas. Subarea 4 has the highest rates of home ownership at 74% and Subarea 1 has the lowest at 14%.



F2.4 Race and Ethnicity, Corridor vs LA County

2.3.2 Employment Analysis

With over 520,000 jobs, the Corridor is an economic engine within Los Angeles County, accounting for 13% of all County jobs. Of these jobs, 57% are located in Subarea 1 (Downtown Los Angeles), although Subareas 2 and 4 have a combined share of 35% of all Corridor jobs.

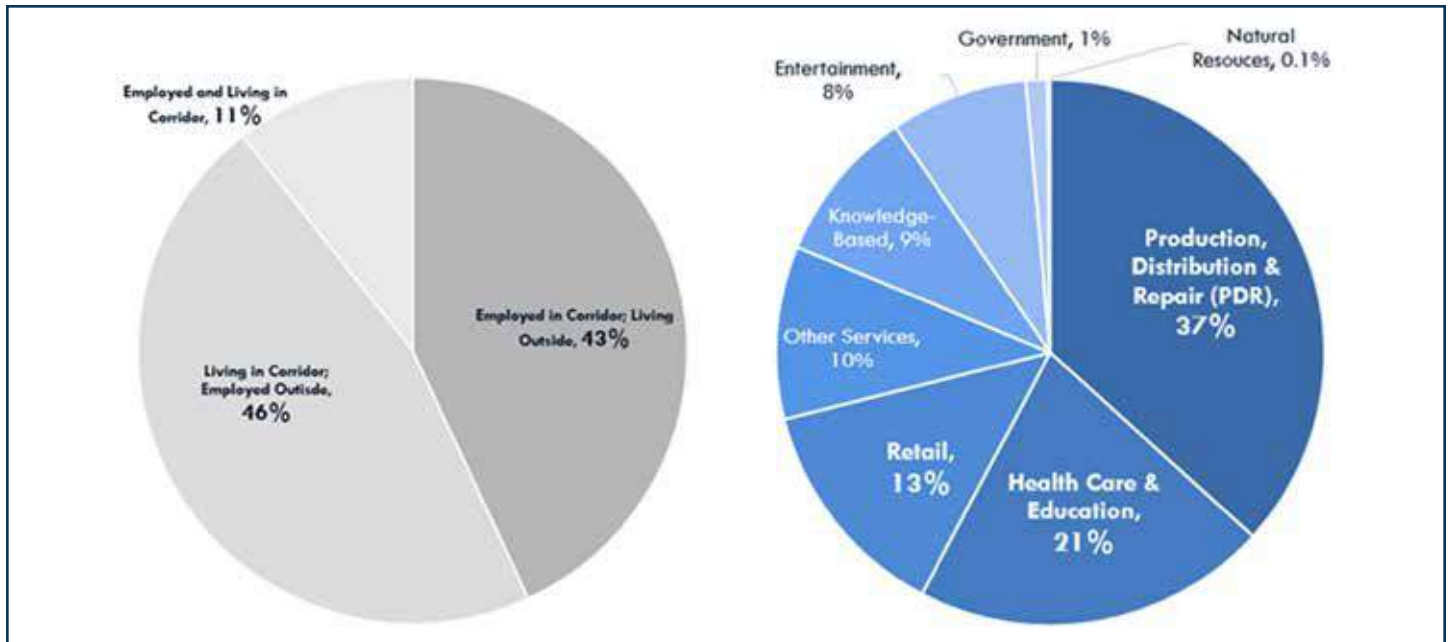
The jobs to household ratio within the Corridor is 2.5, meaning there are more jobs than households. This is high compared with the LA County ratio, which is 1.1. When excluding Subarea 1 (Downtown Los Angeles), however, the Corridor ratio is 1.2, which is far lower, albeit still slightly above the County’s ratio. This underscores the outsized prominence of Subarea 1 as a Southern California regional employment center. In order to provide a more accurate portrayal of the Corridor, much of the analysis throughout this report uses metrics of the Corridor, excluding Subarea 1 (Downtown Los Angeles).

Therefore, much of this analysis focus on data for the Corridor excluding Subarea 1, which allows us to more clearly identify nuances in the data that would otherwise be obscured by Subarea 1.

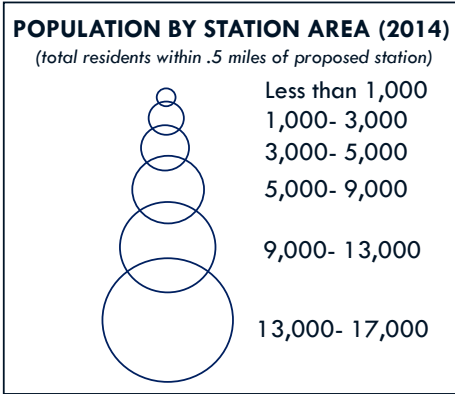
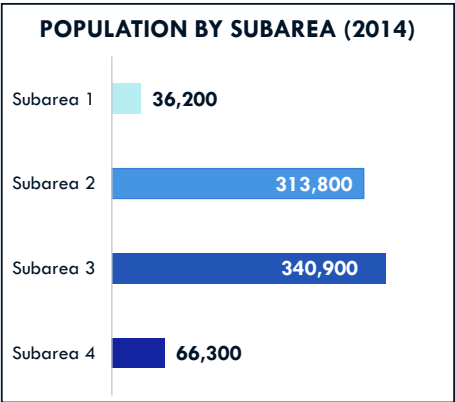
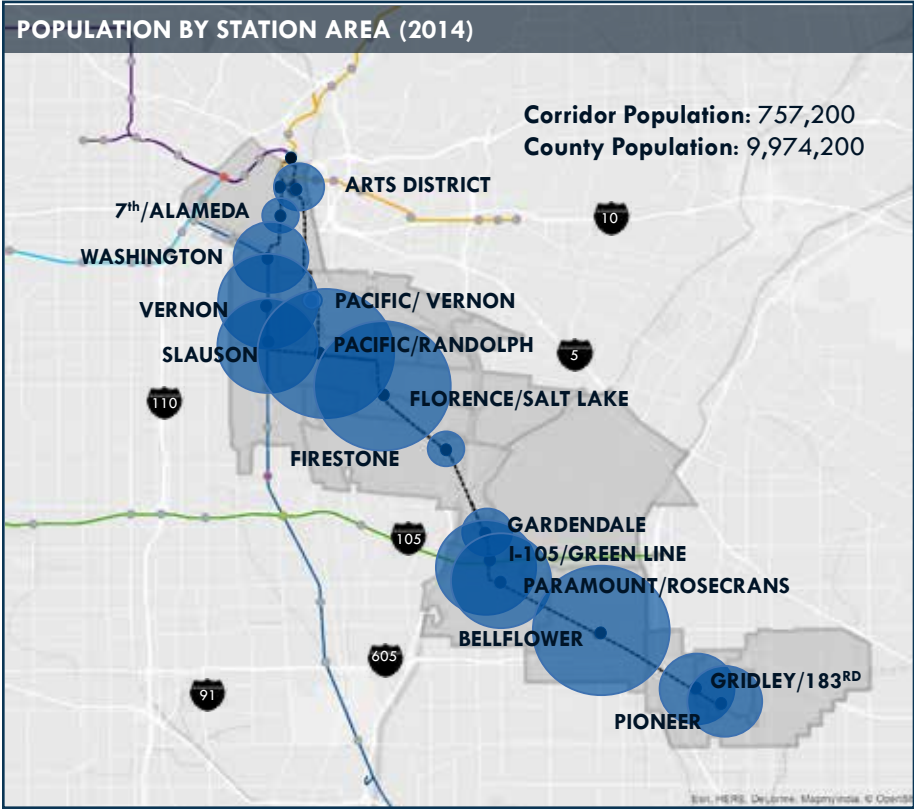
Jobs in the Corridor excluding Downtown Los Angeles have been historically dominated by the Production,

Distribution & Repair (PDR) sector, although there has been a substantial growth in health-related and educational jobs in the past decade. PDR, which today makes up 37% of the Corridor (excluding Downtown Los Angeles) jobs, includes Manufacturing, Wholesale Trade, and Transportation and Warehousing. Despite a small decline in the past decade, Manufacturing alone still makes up 20% of all jobs in the Corridor excluding Downtown Los Angeles. This decline in manufacturing jobs is consistent with what is observed in the region, which has experienced a significant decline in manufacturing jobs, but an overall increase in PDR jobs. Healthcare and Education jobs, as noted, have grown in the past decade and now account for the second highest percentage of total Corridor jobs at 21%.

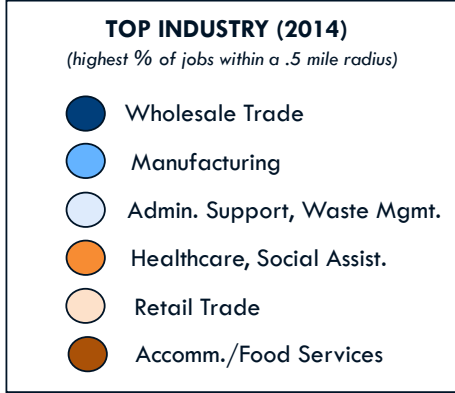
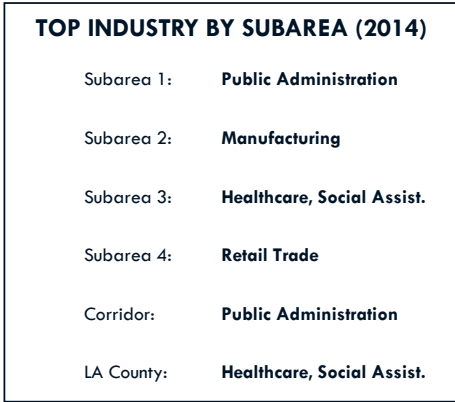
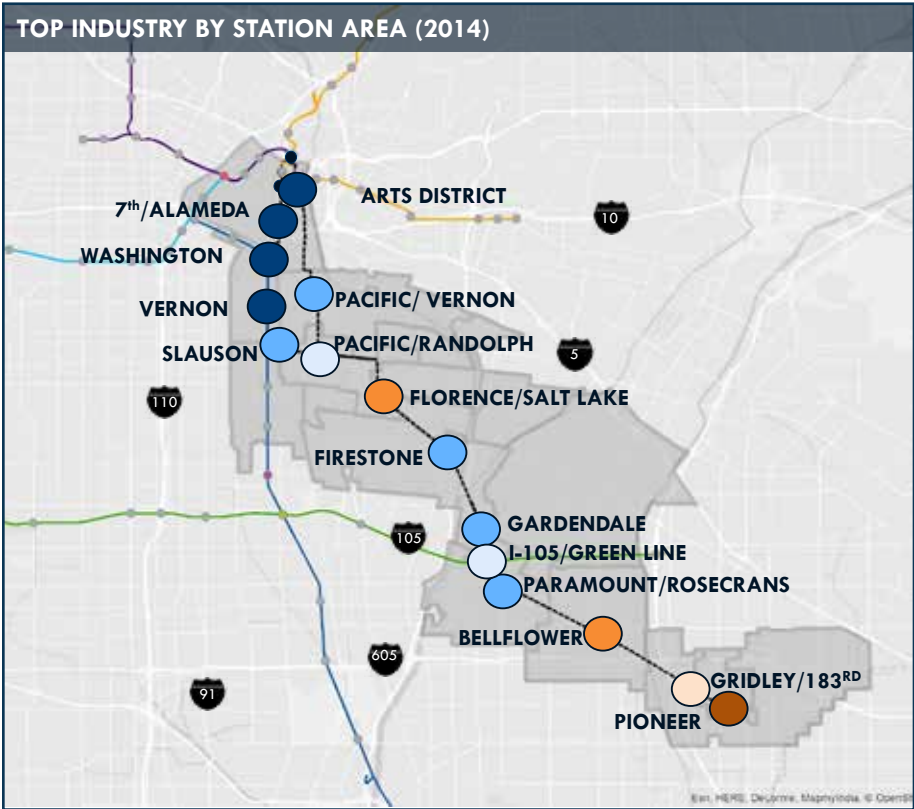
When excluding Downtown Los Angeles, the City of Vernon is the primary center of jobs. This is unsurprising, given that Vernon is the prominent Manufacturing center of the County. The majority of Corridor residents commute outside of the Corridor (excluding Downtown Los Angeles) for work, although 45,000 workers both work and live within the Corridor (excluding Downtown Los Angeles), while another 194,000 residents commute outside, to either Downtown Los Angeles or other parts of Los Angeles County.



F2.5 Corridor w/o DTLA Total Jobs by Sector



F2.6 Corridor station areas by Population



F2.7 Corridor station areas by top Industry

2.3.3 Demographic and Employment Key Findings

Demographic and Socioeconomic Findings

- Over the past three decades, the Corridor has become an increasingly racially and ethnically diverse area: in 1980, the Corridor's population was 69% white and 44% Hispanic. Today, the Corridor is more than 76% Hispanic.
- All of the subareas have become more racially and ethnically diverse area since 1980: Subareas 2 and 3 have become predominantly Hispanic (now 94% and 76% of the population respectively), while Subarea 4 has had the largest growth in its Asian/Pacific Islander population, now 56% of the population.
- The foreign-born population has increased from 30% to 41% of the total population, with most foreign-born persons migrating from Latin American countries.
- Households in the Corridor are, on average, low to moderate income. The median income is \$41,534 (less than the County's median of \$55,870), although this varies greatly.
- Median household income varies greatly across the Corridor: from \$27,650 in Subarea 1 to \$76,020 in Subarea 4.
- Educational attainment in the Corridor is lower than elsewhere in the County: 15% of adults over 25 years old have a Bachelor's degree.
- Educational attainment levels also vary widely; Subarea 2 has the lowest proportion of adults with a Bachelor's degree of higher (5%) and Subarea 4 has the highest proportion at 43%.
- Most Corridor residents rent their place of residence (62%) and of these renters, approximately 30% are severely cost-burdened (spend more than 30% of income on rent).
- Renters are similarly severely cost-burdened throughout all of the Subareas, though Subareas 1 and 2 have the highest proportion of renters.

Employment Findings

- With over 520,000 jobs, the Corridor has 13% of all Los Angeles County jobs, but the vast majority of jobs are concentrated in Subarea 1. This is underscored by the fact that the Corridor's jobs to household ratio drops from 2.5 to 1.2 when excluding Subarea 1.
- Manufacturing is the top employment sector in Subareas 2 and 3. Meanwhile, Retail Trade has the most jobs in Subarea 4 and Downtown Los Angeles is dominated by Public Administration jobs.

2.4 REAL ESTATE MARKET SCAN SYNOPSIS

HR&A conducted a real estate market scan for submarket areas that encompass the 15 station areas of the Metro West Santa Ana Branch alignment. An analysis of larger submarkets that surround station areas is useful for understanding the market forces, trends, and conditions that will influence the development potential within the station areas. There are two sets of submarkets evaluated. Retail, office and residential land uses are analyzed under five submarkets, as shown in Figure F2.9. Industrial was analyzed within four submarkets, shown in Figure F2.8. These real estate submarkets differ from the demographic subareas, because real estate markets often do not coincide with political boundaries. Instead, they are driven by other market factors, such as physical and psychological boundaries that impact the leasing and/or buying decisions of property owners and lessees. The difference in submarkets between industrial and the other land uses is driven by the fact that portions of the Corridor south of Submarket 3 contain a much lower concentration of industrial uses, and thus are more likely to function as one large submarket, rather than as two distinct submarkets, as with the other land uses.

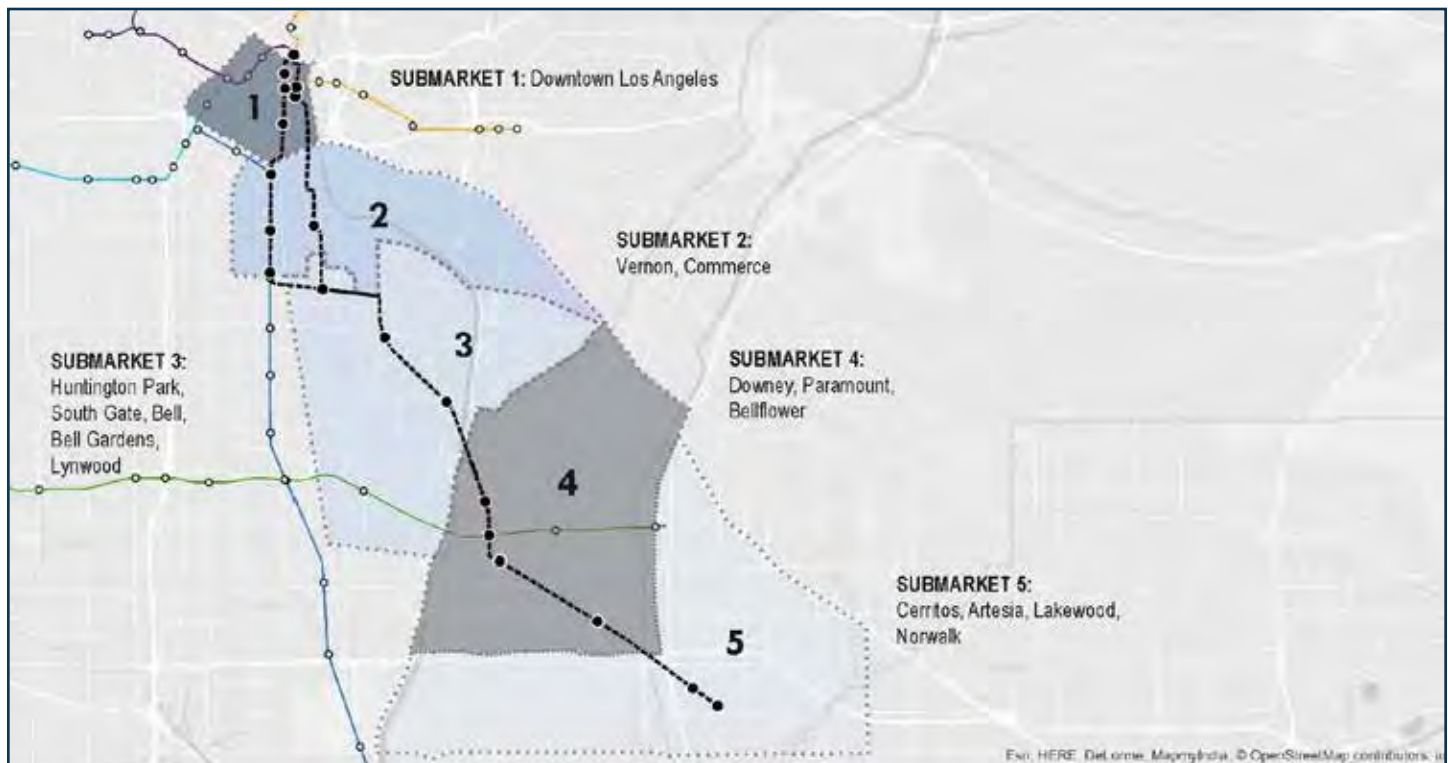
Using proprietary data sources, such as CoStar and REIS as well as interviews with brokers and firms involved in

the real estate community along the Corridor, HR&A evaluated each submarket area's current performance of key land uses including multi-family residential, retail, industrial, and office uses.

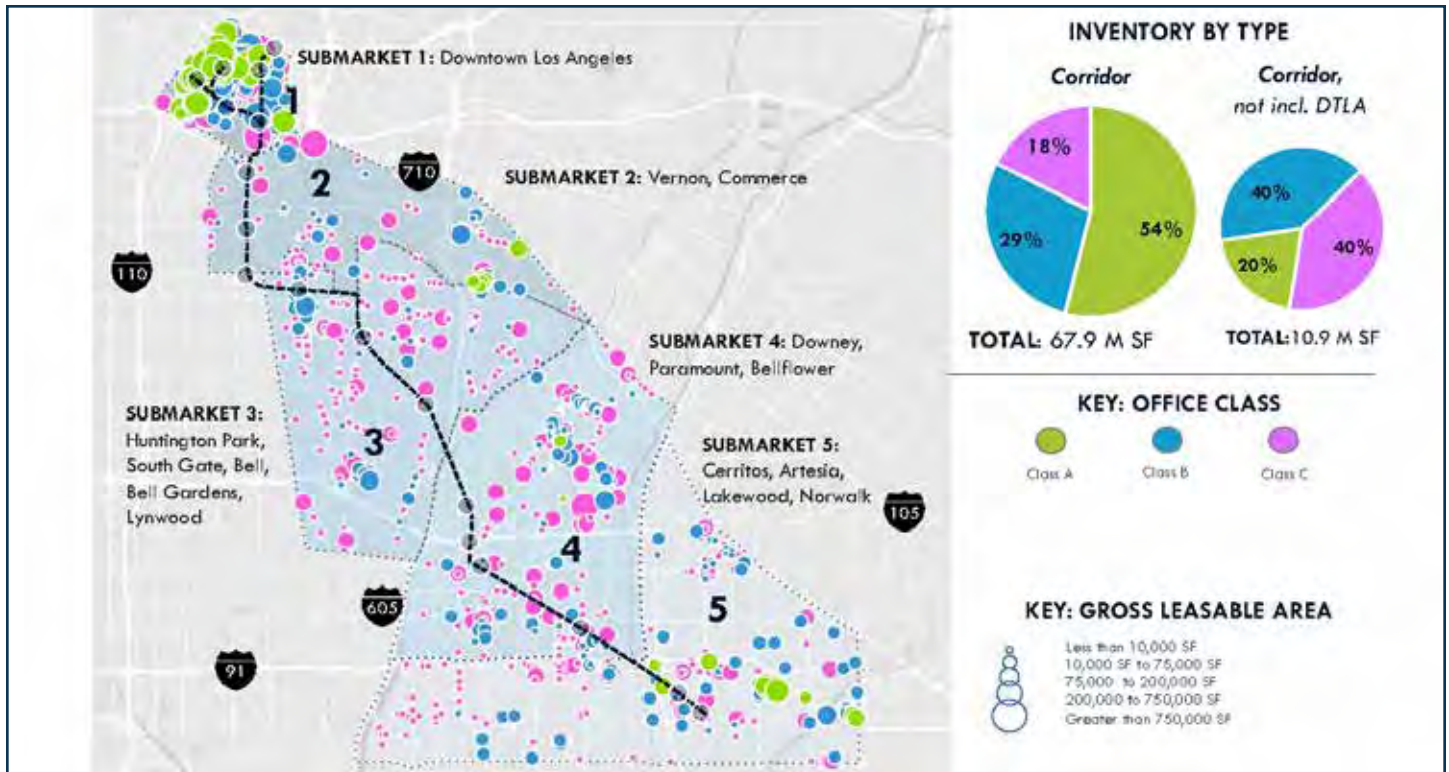
HR&A evaluated the current office, retail and industrial inventory, deliveries, absorption, rents and vacancy through data analysis of proprietary data from Loopnet and CoStar. HR&A supplemented this quantitative information with information gleaned from local commercial real estate brokers and members of the real estate communities.



F2.8 Submarkets for Industrial Land Use



F2.9 Submarkets for Retail, Office and Residential Land Uses



F2.10 Corridor Office Inventory: Map and Class breakdown

HR&A focused its analysis on understanding the key existing clusters, typical physical characteristics and the types of users present throughout the submarkets. HR&A supplemented the retail market trends analysis with a retail gap analysis. A retail gap analysis identifies the current spending potential of residents (given income levels and discretionary spending potential) and the existing sales from retail establishments. A large retail gap indicates that a resident population is underserved by its neighborhood retail, whereas a small or non-existent gap, indicates that though new retail may be possible, it will have to be differentiated from existing stores to attract demand. This analysis informed our recommendations for the potential of retail development or repositioning given existing market dynamics and trends.

2.4.1 Office

Overbuilt in the 1980's, the Los Angeles County office market has been challenged for the last three decades and its performance has not been as strong as other land uses. Regional Class A vacancy rates were well above 14% and Class B & C office vacancies hovered around 8%. The office market tightened prior to the Great Recession with

total vacancy (Class A, B & C) rates falling below 8% for the first time in the last twenty years, but then peaked to almost 13% in 2011. The greater Los Angeles office market has gradually improved since 2011 and Downtown Los Angeles, in particular, has seen a resurgence in the last decade. New construction deliveries are at levels not achieved since before the recession and the 350,000 SF of office space delivered at the Wilshire Grand in 2017 is the largest single delivery of new construction within the Downtown Los Angeles Financial District in decades.

Market Overview

West Santa Ana Branch Light Rail service will provide an additional mode of transit for residents of Southeast LA to access jobs throughout the Corridor. The Corridor is also proximate to a number of established office markets, including Downtown Los Angeles and Mid-Wilshire. Other markets that will be accessible to Corridor residents with the introduction of light rail include existing office markets in Santa Monica and Culver City to the west, Glendale and Burbank to the north (via Metrolink), LAX and South Bay to the west. Corridor residents are also proximate to Orange County office markets, such as Irvine.



F2.11 Distribution of Office Inventory by Submarket

Within the WSAB Corridor, Downtown Los Angeles is a key regional employment center and Cerritos represents a secondary suburban employment center within the Corridor. These two areas in Submarket 1 and Submarket 5 contain most of the Corridor's office space. The balance of the office space present along the corridor is mainly low-rise to mid-rise office providing space for price-conscious professional services and healthcare organizations.

Downtown Los Angeles (Submarket 1) is one of the largest employment centers in Southern California and contains almost 15% of Los Angeles County's office space. As a major regional employment center, Downtown Los Angeles is a significant outlier in terms of office rents relative to the balance of the WSAB Corridor and contains over 90% of the Corridor's office inventory. The suburban office cluster in Cerritos (Submarket 5) represents the second highest office cluster in the Corridor (though on a much smaller scale than Downtown Los Angeles). Submarket 5 competes not only with the local southeast Los Angeles County market but is also competitive with the North Orange County office real estate market and the submarket's Class A office there commands higher rents

and lower vacancy than the Corridor.

The vast majority of the office space outside of Submarket 1 and Submarket 5 is concentrated in low-rise, Class B and Class C buildings, mostly built between 1950 and 1975. Tenants are often local professional services, public administration and medical organizations. These smaller office clusters are located mainly along primary major arterials and near large medical centers, such as St. Francis in Lynwood (Submarket 3). Rents for this Class B and C space are typically 15% cheaper than LA County as a whole. Overall vacancy for this space is 6.5%, lower than LA County, indicating demand for this low-cost space among price-sensitive tenants.

There has been less than 200,000 SF of new office space delivered in the last ten years along the Corridor outside of Downtown Los Angeles notwithstanding the expansion at the Cerritos Towne Center (Submarket 5). Outside of Downtown Los Angeles, this new office space has been primarily delivered as small medical office buildings. However, this minimal medical space tends to be clustered near key medical centers such as the Kaiser Permanente Center in Downey (Submarket 4) and is not proximate

to the proposed WSAB alignment. Nonetheless, there may still be potential for updated local-serving and neighborhood office space, similar to what is currently found at a number of station areas.

Within Submarket 1, office space deliveries have been partially driven by the conversion of industrial space into creative office space in the Industrial and Arts Districts, much of which is located proximate to the proposed WSAB alignment. The most significant and ambitious of these proposed developments is ROW Downtown Los Angeles, which will convert 30 acres of historic warehouses located near the Arts District stations and calls for 1.3 million square feet of new office space. Other adaptive reuse projects in the Arts District, the Industrial District and Little Tokyo show significant potential for new office space and will be very accessible to residents along the corridor.

Recent, Planned and Proposed

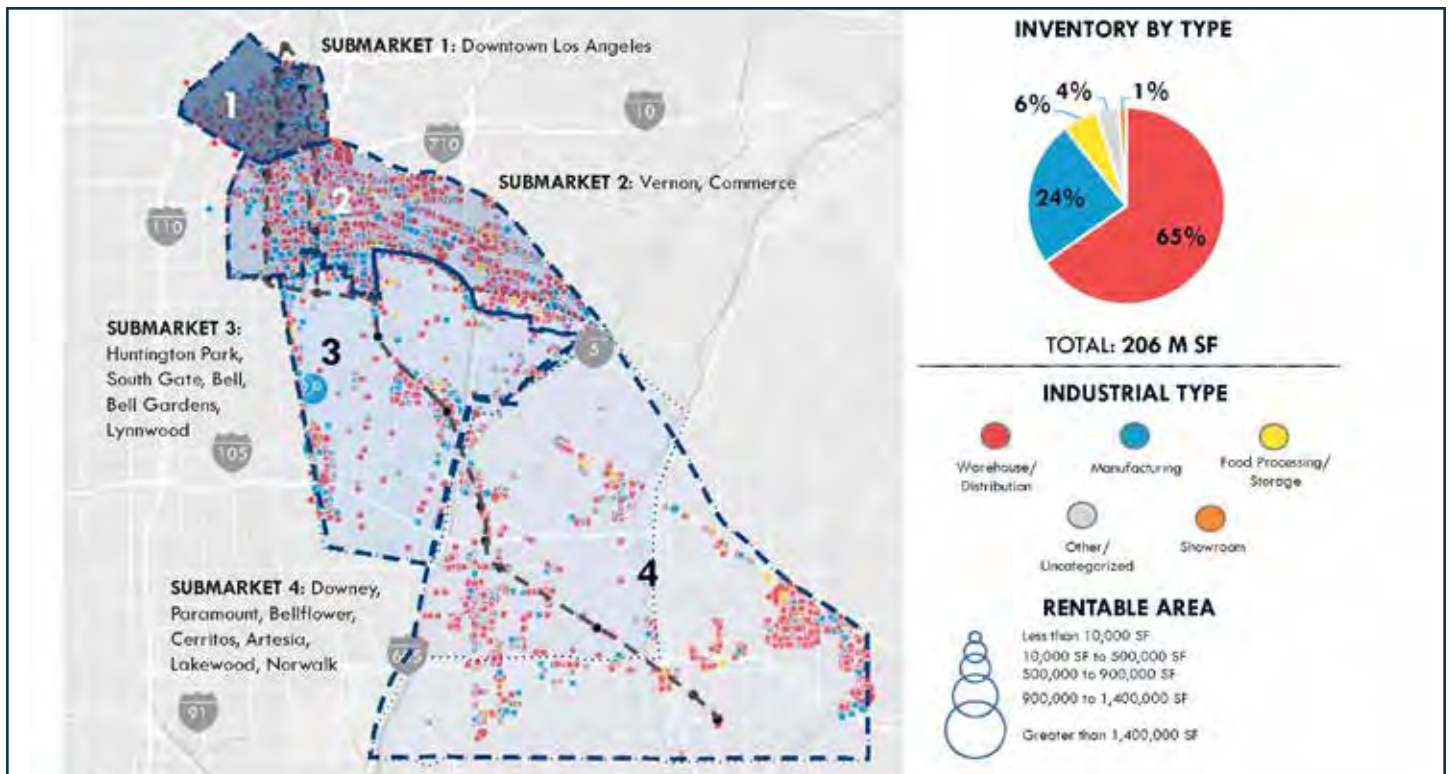
The only major planned or proposed office developments are in Submarket 1, where there has been particular interest in adaptive reuse projects within the Arts District. Office development has been spurred by interest in the Arts District as a live/work/play destination and major new tenants like Warner Music have added considerable cachet to the area as an emerging hub of creative offices.

Key Takeaways

Metro WSAB will provide workers from Southeast LA access to the Downtown Los Angeles office hub. Further, as development accelerates in the eastern section of DTLA, residents along the corridor will have better access to jobs in the Arts District and Little Tokyo, areas that are currently underserved by light rail within Submarket 1.

- Aside from the regional employment center of Downtown Los Angeles, and a smaller cluster of suburban office parks competitive with the North Orange County commercial real estate market in Cerritos, the office space present along the corridor is mainly local-serving space for professional services and healthcare.
- There is significant momentum for large scale redevelopment and adaptive reuse near the Arts District and Little Tokyo stations in Submarket 1.

There may be potential for smaller, neighborhood serving office in station areas along the corridor in Submarkets 2-5, with Submarket 5 holding the greatest potential for high-performing office, particularly near established long-term properties like Cerritos Towne Center.



F2.12 Corridor Industrial Inventory: Map and Type breakdown

2.4.2 Industrial

While the manufacturing industry has generally been on the decline throughout the US over the last several decades, the greater Los Angeles' industrial market has been buoyed by: (1) the growing logistics industry and space needs linked to the Port of Los Angeles and Long Beach; (2) increased demand for last mile logistics for internet based and other direct to consumer services; and (3) supply chain management for regional retailers and distributors. Industrial vacancies have averaged 3% since 2000, with a peak of about 4.3% during the Recession.

With rising demand for high return residential uses, much of the industrial lands in West Los Angeles, Downtown Los Angeles, and throughout the county have been consumed for other uses. The few Los Angeles County exceptions include key industrial clusters centered along key freeway corridors, such as Carson, Vernon, and Commerce, as well as the City of Industry and the San Gabriel Valley. The Inland Empire meanwhile, has become a major Southern California industrial center.

While industrial properties have lower rents and employment density than other uses, this limited supply of

industrial space and growing needs for urban distribution centers has created strong demand for industrial uses. The Los Angeles market is tight and industrial vacancy rates have been extremely low, at approximately 2% since the fourth quarter of 2015.

Market Overview

Much of the WSAB Corridor has been marked by predominance of industrial uses beginning in the early twentieth century and even today, industrial uses are still the primary land use in Submarket 2, which includes Vernon, Commerce, and Central Alameda. In fact, the approximately 206 million square feet of industrial and flex space across the Corridor accounts for over 22% of the overall industrial inventory in Los Angeles County. The greatest density of industrial and flex space exists in Submarket 1 (Downtown Los Angeles) and Submarket 2, while there are other significant industrial clusters both along the WSAB right-of-way and in peripheral areas of Submarkets 3 and 4. Submarket 2 contains 50% of the Corridor's industrial space (50%) comprising primarily warehouse (65%) and manufacturing (25%) space.

HR&A's industrial market analysis focused on four particular sub-types of industrial space: (1) warehouse/distribution, (2) manufacturing, (3) food processing/storage, and (4) showroom.⁵ More than half of the industrial space within the Corridor falls into the warehouse/distribution category. Manufacturing facilities, which were once a dominant presence in the Corridor, now account for roughly one-quarter of overall industrial inventory. The remaining 25% of industrial inventory belongs to the food processing/storage, showroom and other categories.

As mentioned previously, industrial space is in high demand across the County, which has translated to record-low vacancy rates across the Corridor. As a result, average rents have generally increased substantially across the Corridor with the exception of Submarket 2, where average rents have declined slightly in the last two years.

The long-term sustainability of industrial uses in Submarkets 2 – 5 depend on property owners' ability to meet increased demand for distribution and logistics space, as manufacturing uses continue to decline in LA County. Distribution and logistics drive up truck traffic, so cities' ability to address the challenges associated with an increase in such traffic will also be a major success factor.

Average rent growth is the most pronounced in Submarket 1, which is most likely driven by the more diverse, higher-value uses of industrial space seen in Downtown Los Angeles including showrooms and flex space (i.e. warehouse spaces that are converted to house non-traditional industrial uses such as maker spaces, tech incubators or creative offices). Industrial space within the Arts District in particular, is rapidly being converted to non-traditional industrial uses which has been aided by the City of Los Angeles' adoption of the Hybrid Industrial Live-Work Ordinance. This ordinance eases zoning restrictions on the development of non-industrial uses on industrial-zoned land including housing, retail, tech incubator space, and artists' studios.

Deliveries of new industrial space within the Corridor have been minimal with the exception of Submarket 2, which has added approximately 5 million square feet of new inventory since 2007. In the remainder of the Corridor,

another 1.6 million square feet of new industrial space was added during that same time period. All of this space was absorbed quickly especially in Submarket 2, where vacancy was well below four percent throughout the last decade. The vast majority of new industrial deliveries – approximately 4.5 million square feet – fall into the warehouse/distribution category, which is driven by the previous growth in demand for these sub-types. In addition, almost 1 million square feet of new manufacturing space was delivered since 2007 despite a general decline of these type of uses within LA County.

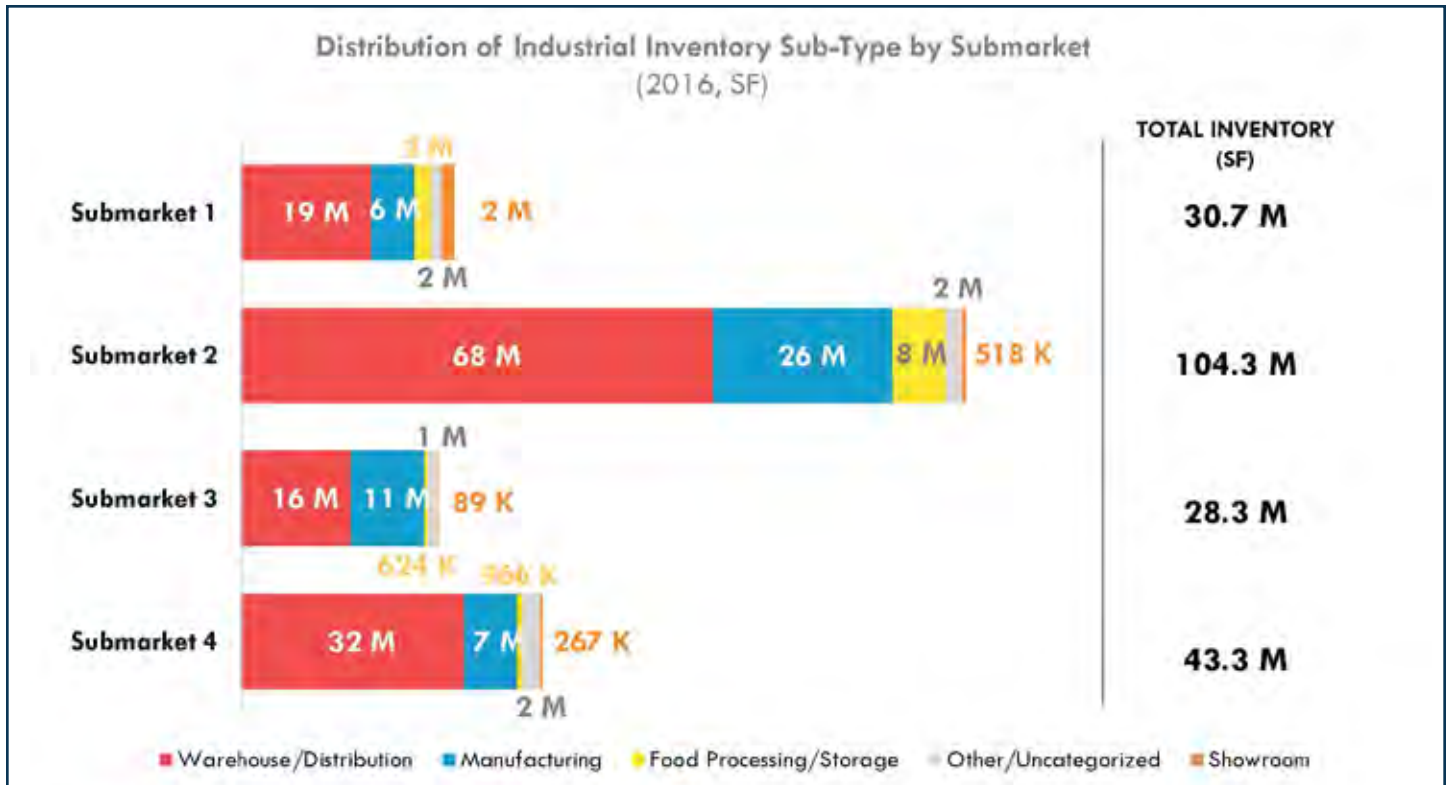
Recent, Planned and Proposed

Recent, planned or proposed industrial developments are primarily located within Submarket 2, which is also the only submarket with a substantial amount of new industrial space delivered in the past 10 years. New space is primarily warehouse or distribution space, which reflects the growing demand for this sub-type of industrial space across the region.

Key Takeaways

- The Corridor contains some of the most highly industrial areas within Los Angeles County. The Corridor's inventory accounts for more than 20% of the overall industrial inventory in the County.
- More than half of industrial or flex space within the Corridor is warehouse and distribution space, which reflects the general uptick in demand for this kind of industrial space within Los Angeles County.
- Industrial space is in high demand across the County, which has translated to record-low vacancy rates across the Corridor.
- The greatest amount of rent growth is seen in Submarket 1, which is likely driven by the diversity of non-traditional industrial uses that are competing for space within Downtown Los Angeles, especially in and around the burgeoning Arts District.

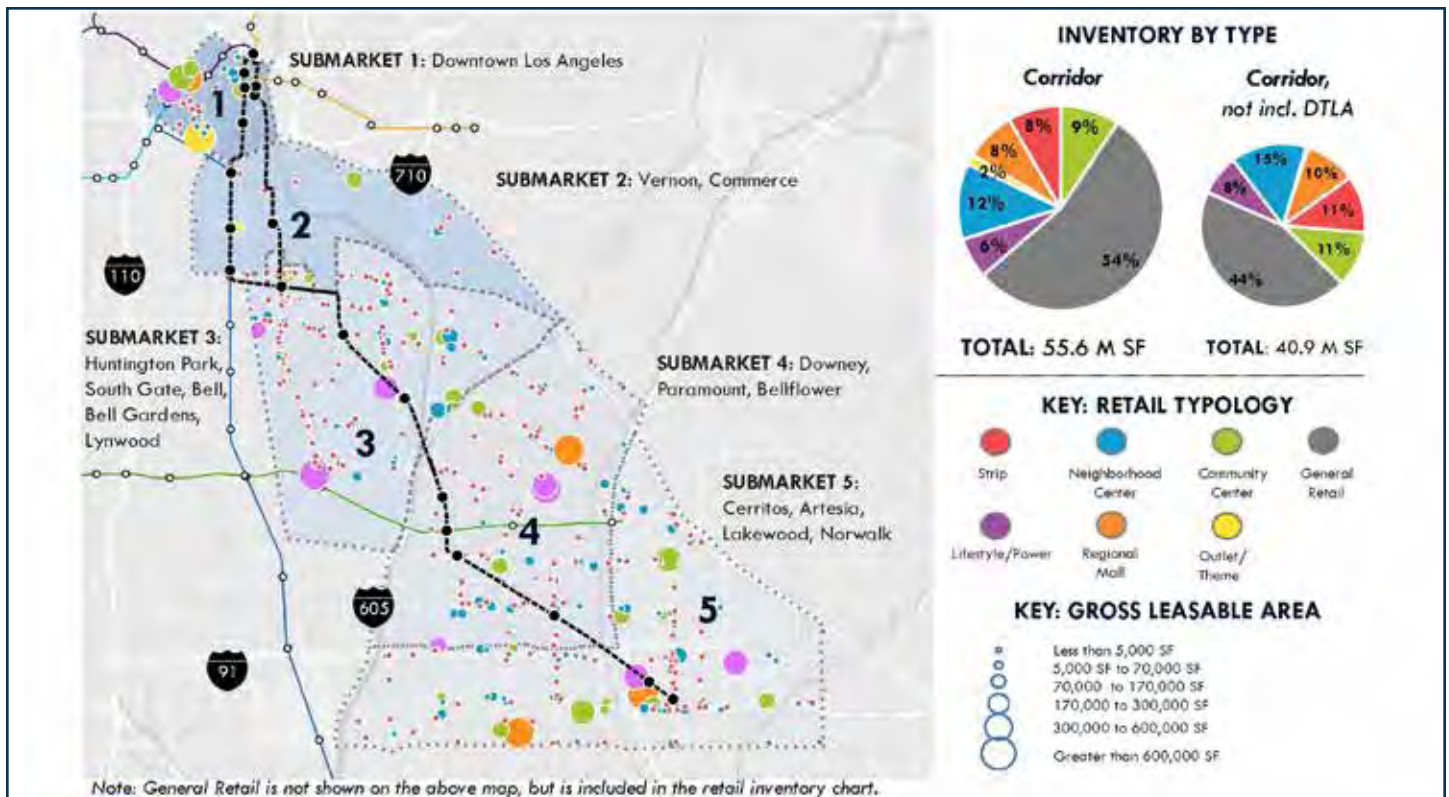
⁵ Other sub-types, such as telecommunications and R&D space, were not in significant supply within the Corridor, and were categorized as "other."



F2.13 Distribution of Industry Inventory Sub-Type by Submarket

	Industrial Inventory (2016, SF)	Average Rent (2016, NNN, Annual)	Vacancy (2016)
SUBMARKET 1 <i>Downtown Los Angeles</i>	30.7 M	\$24.21	3.50%
SUBMARKET 2 <i>Vernon, Commerce</i>	104.3 M	\$7.62	2.00%
SUBMARKET 3 <i>Maywood, Huntington Park, South Gate, Bell, Bell Gardens, Lynwood, Florence-Graham, Walnut Park</i>	28.3 M	\$11.01	1.00%
SUBMARKET 4 <i>Duway, Paramount, Bellflower, Cerritos, Artesia, Lakewood, Norwalk</i>	43.3 M	\$8.64	1.20%
CORRIDOR	208.1 M	\$12.00	2.00%
LA COUNTY	921.79 M	\$10.38	2.10%
INLAND EMPIRE <i>San Bernardino and Riverside Counties</i>	579.01 M	\$6.12	4.40%

F2.14 Industrial Inventory, Rent and Vacancy by Submarket



F2.15 Corridor Retail Inventory: Map and Type breakdown

2.4.3 Retail

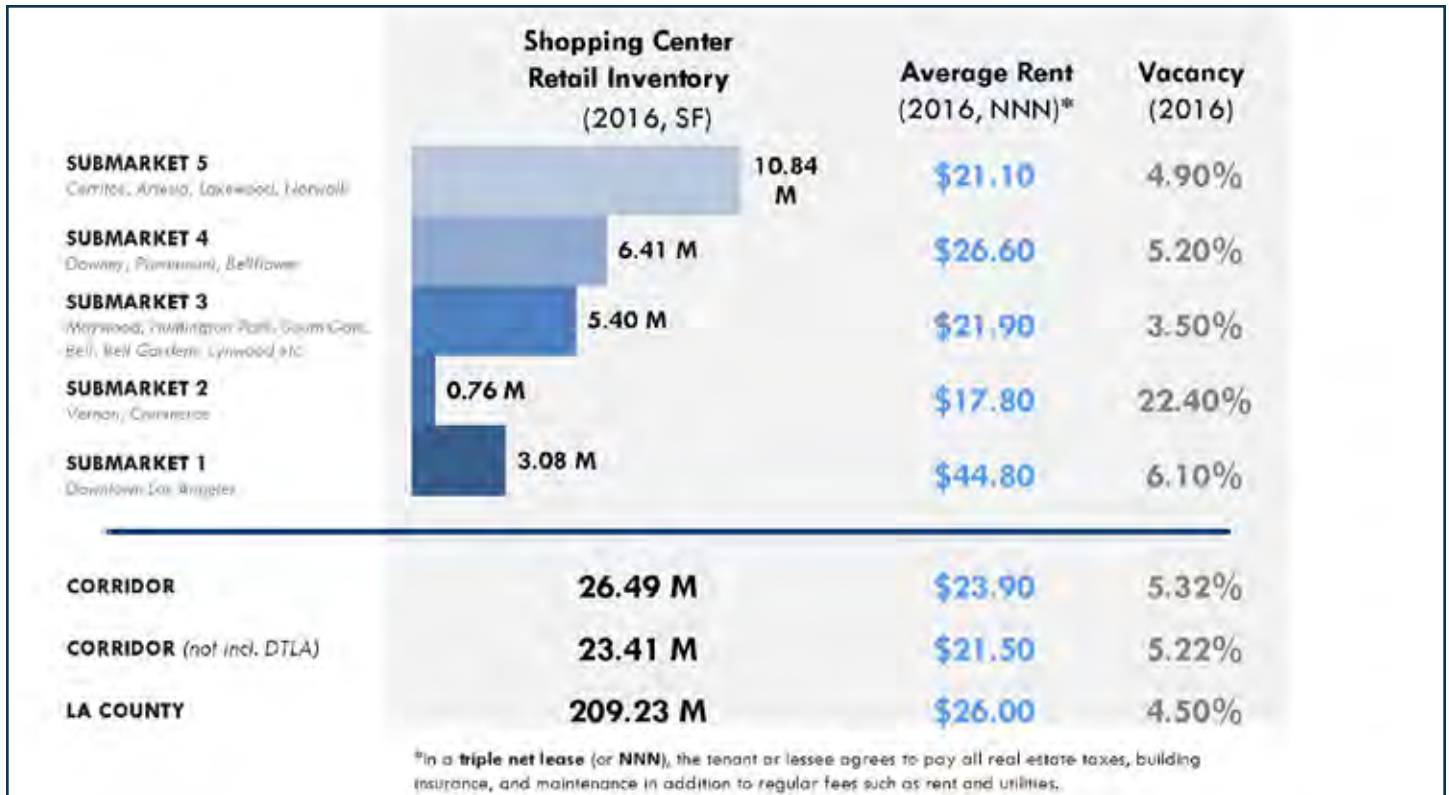
With strong population growth and limited vacant property for new retail development, Los Angeles County retail properties have maintained low vacancy rates on average which were as low as 3% in 2007⁶ pre-recession. However, low vacancies in the County masks the fact that there is general oversupply of low-quality and underperforming retail throughout the region that does not meet the current preferences of today’s consumers.

Nationwide, consumer spending dropped precipitously during the Great Recession and while it has improved since spending patterns have changed, more consumers are purchasing online as opposed to within brick and mortar stores. Even before the Recession, consumer spending habits were shifting with greater demand for experiences (i.e. dining) and home-related goods and much lesser on other items like clothing. These trends have challenged traditional retail shopping centers which were often anchored by mid to large department stores such as Macy’s, the former Mervyn’s stores, Kohl’s, TJ Maxx or Ross. In Los Angeles’ generally tight retail market, total retail vacancies grew to a peak of 4.7% in 2012 but

are down to 3.5% in 2016, still higher than pre-recession lows.

Market Overview

The Corridor contains several high performing and vibrant retail areas and includes notable new or recently renovated shopping centers and long-standing cultural or specialty retail hubs. The Los Cerritos Center, a large regional shopping center and smaller surrounding centers in Cerritos attract shoppers from nearby municipalities (Submarket 5). Neighboring Artesia’s Little India also draws regional visitation for its South Asian retail and restaurants. Downey (Submarket 3) is growing as a prominent retail destination and attracts shoppers interested in its large mall, new power centers and its coveted Porto’s Bakery. Downtown Los Angeles (Submarket 1) contains the Fashion District which draws people from around the Southern California region to its wholesale and discount clothing stores and its attractive restaurants are also turning the area into a food hub. DTLA’s Little Tokyo also acts as a regional draw for the East Asian community.



F2.16 Corridor Shopping Center Retail Inventory, Average Rent and Vacancy



F2.17 Corridor Non-Shopping Center Retail Inventory, Average Rent and Vacancy

In Submarkets 2-3, between Downtown Los Angeles and Downey, the retail inventory is mainly composed of standalone and strip center retail, which is generally underperforming. Rents for shopping center retail in Submarkets 2 through 3 range from \$18 to \$22 PSF annually, which is significantly lower than the LA County average of \$26 PSF. Retail along these areas are concentrated along key arterials such as Pacific Blvd. and Atlantic Ave. There is significant amount of retail located throughout the Corridor but the quality of retail may be lacking.

According to the retail gap analysis, most of the Corridor had higher sales than could be supported by the determined spending potential of residents within the area, reflecting the fact that the Corridor contains regional retail destinations, such as Downtown Los Angeles and Cerritos, which attract shoppers from outside the Corridor. Nonetheless, Submarket 3 including Gateway Cities such as South Gate and Maywood showed a retail gap, indicating leakage of retail spending to other locations.

The delivery of the new Azalea Shopping Center in South Gate (Submarket 3) also suggests that the Gateway Cities may be able to support additional, high quality retail. In 2015, the new Azalea center featuring modern outdoor design and national chains opened, hoping in part to target the area's burgeoning Hispanic middle class. Other successful existing retail developments outside of Downtown Los Angeles are also positioned to target Hispanic shoppers including the Plaza Mexico in Lynwood and El Faro Plaza in Central Alameda.

Over the last ten years new retail deliveries have been mainly concentrated among the key retail destinations, such as Cerritos (Submarket 5), Downey (Submarket 4), and Downtown Los Angeles. The largest share of new retail space has been delivered in Submarket 1, spurred by the resurgence of Downtown Los Angeles as a live/work/play destination. Nearly half of the 4.75 million SF of new retail since 2007 has been built in DTLA; and over 400,000 SF of new retail is proposed as part of new mixed-use development.⁷ Downey has also seen over 1 million SF of new retail development over the last ten years, notably in the new Downey Landing and Downey Promenade shopping centers. Finally, the successful and

existing large retail footprint in Cerritos is being updated and renovated to attract shoppers, as can be seen by the recent \$45 million Los Cerritos Center renovation in 2015.

Recent, Planned and Proposed

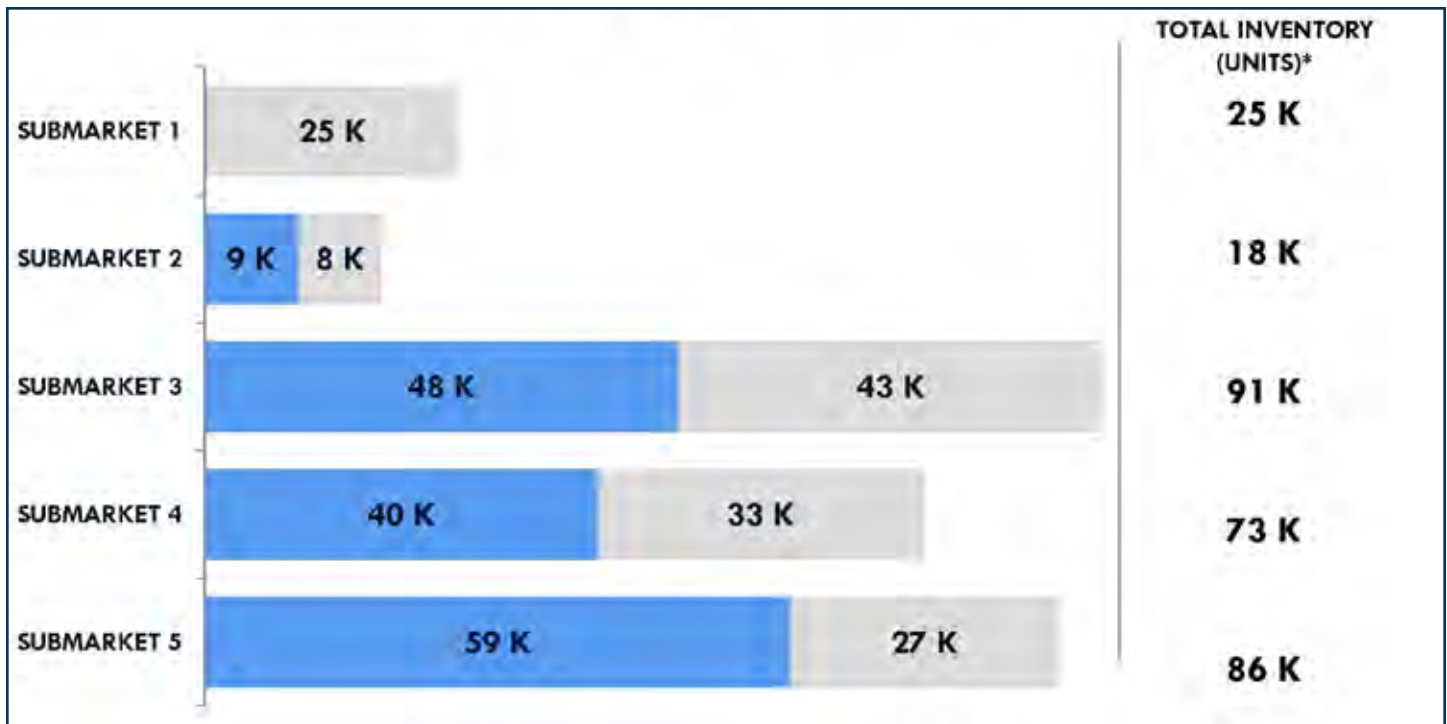
There is little new retail being proposed and built across the Corridor, aside from Downtown Los Angeles.

Key Retail Takeaways

- The **key nodes of high performing retail** include Downtown Los Angeles, Downey, and the Los Cerritos Center area. These areas, in Submarkets 1, 4 and 5 respectively, serve as regional shopping destinations.
- Between Downtown Los Angeles and Downey, there is a **glut of underperforming, low-quality retail**, resulting in area shoppers mostly fulfilling their shopping needs in other locations.
- Despite existing retail dynamics, there is evidence that **these areas are able to support additional higher-quality retailers**, as newer developments in South Gate demonstrate.

6 3Q 2017 Costar Los Angeles Retail Market Report.

7 Downtown Los Angeles on the Rise, Ernst & Young Report, September 2017



F2.18 Distribution of Residential Inventory by Submarket (2015, units)

2.4.4 Residential

With limited vacant land for development within Los Angeles County and high construction costs, the development of new housing units has not kept up with demand for the last two decades, and pricing, both for for-sale homes and rental residential, has risen dramatically across that period. The Los Angeles-Long Beach-Anaheim Metro area has become one of the least affordable places in the nation; according to Harvard’s Joint Center for Housing Studies, only a quarter of households were able to afford a median-priced home and 57% of renters spend approximately a third or more of their paycheck to rent in 2015⁸.

Market Overview

The WSAB Corridor contains approximately 293,000 housing units with the greatest overall number of units found in Submarket 3 which includes Maywood, Huntington Park, South Gate, Bell, Bell Gardens, Lynnwood, Florence-Graham and Walnut Park. The Corridor is fairly evenly split between single-family and multi-family residential units with the exception of Submarket 1, which has only a handful of single family residences.

As one moves south along the Corridor, the proportion of residences that are single-family homes generally tends to grow. Submarket 1 is predominantly multi-family units, reflecting far more urban than the rest of the Corridor, while Submarkets 2 – 4 have a fairly equal distribution of single family homes and multi-family homes. While not quite urban in nature, Submarkets 2 – 4 are Submarket 5 is the only submarket that is primarily single family.

With the exception of Submarket 1, rental residential vacancies are fairly low and average rents are fairly consistent at \$1,300 per month. As is the case with Los Angeles County as a whole, residential vacancies for rental properties are generally low across the Corridor, between 2 to 4 percent. The one exception is Submarket 1, which experienced a much higher vacancy rate in 2016 compared to other submarkets due to a glut of new, high-priced rental product flooding the market. This submarket’s vacancy rate will take some time to decline as these new units are absorbed. The amount of new apartment buildings in Submarket 1 is also responsible for the much higher average rents seen in the submarket. Average residential rents in Submarket 1 are almost \$1,000 more per unit per month in comparison to the other submarkets. When excluding Submarket 1, average rents are fairly consistent

across the Corridor at approximately \$1,300 per unit per month, with the exception of Submarket 3, which has a significantly lower average rent of approximately \$990 per unit per month. The much lower average rents seen in Submarket 3 suggest that some of the rental housing stock may be suffering from disinvestment.

Residential sale prices across the Corridor were negatively impacted by the Great Recession, but Submarkets 1, 4, and 5 have generally recovered, whereas properties in Submarkets 2 and 3 are still selling at prices that are below the pre-recession peaks. Sales volume, however, remained fairly strong through the Recession; total Corridor sales volume has remained between approximately 4,000 and 5,500 units per year for the past 10 years. For-sale residential properties in Submarket 1, which tend to be recently-built luxury condominium units (much of which was inventory that was carried over from the Recession), achieve the highest average sale prices within the Corridor, whereas Submarket 2 has experienced the highest rate of sales price growth between 2012 and 2016. When excluding Submarket 1, average median sale prices tend to rise as one moves south along the Corridor, ranging from approximately \$363,000 in Submarket 2 to \$495,000 in Submarket 5. Sales volume has been unusually low in

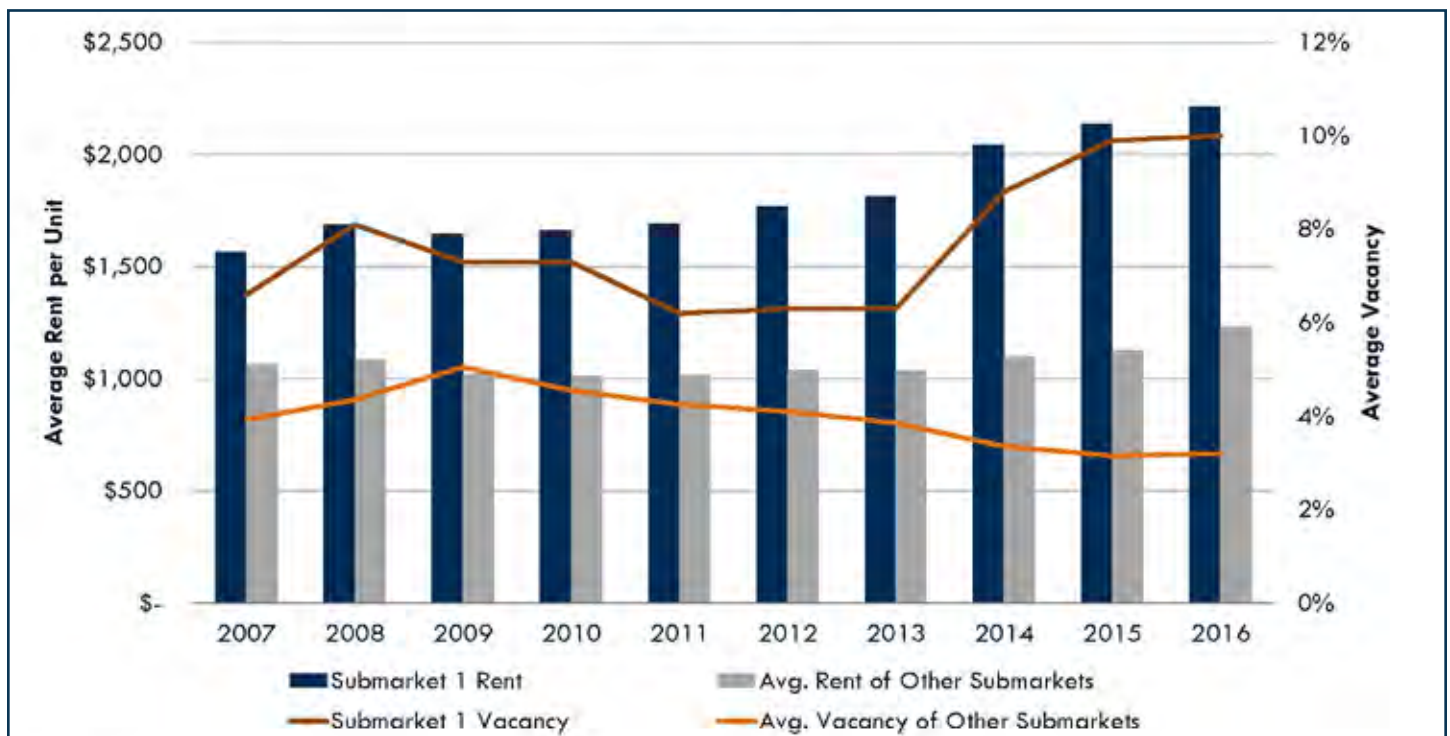
Submarket 3; despite the fact that it contains the greatest number of residential units, there were only 784 sales in 2016. Submarket 5, by contrast, contains about 5,000 fewer overall housing units, but saw more than double the amount of sales.

Recent, Planned and Proposed

There are several new residential developments planned or proposed within the Corridor. Submarket 1 continues to be a major node of residential development, with numerous mid- to high-rise apartments and condominiums in the pipeline. Outside of Submarket 1, future developments are focused primarily within Submarkets 4 and 5. Submarket 5 also has a number of planned residential properties, most of which are also aiming at the top of the market.

Key Takeaways

- As observed in the other land uses, Submarket 1 (Downtown Los Angeles) is a major outlier. Residential sale prices and rents are significantly higher than in other submarkets within the Corridor.
- Most submarkets, except Submarket 1, have seen extremely limited construction of new housing stock (for-rent or for-sale) in the past 20 years.



F2.19 Average Rent and Vacancy - Submarket 1 vs. Average of Other Submarkets (2007-2016)

- As a whole, the Corridor has almost an equal amount of single family and multi-family units. However, the proportion of single family homes to multi-family homes tends to increase as one moves south along the Corridor.
- Residential rental vacancies are very low across the Corridor, with the exception of Submarket 1, which has seen higher than usual vacancies due to a glut of new, high-priced product flooding the market.
- Submarket 3 has the most affordable rents, with the largest share of multi-family units along the corridor (and a significant share of units built between 1940 and 1959).
- Residential sale prices across the Corridor suffered steep declines during the Great Recession, but Submarkets 1, 4, and 5 have generally recovered, whereas properties in Submarkets 2 and 3 are still regularly selling at prices below the pre-recession peaks. The highest value single-family homes are found in Submarket 5.

demand for real estate is driven by the area's primarily working class and middle class Hispanic residents. Retail, office, and residential rents and prices have stagnated since the recession, but new shopping malls targeted at middle class Hispanics like the Azalea Shopping Center demonstrate the potential for new private investment targeted at these demographics.

- Submarket 2, Vernon and Commerce, presents a concentration of large, and highly sought-after industrial space in LA County. Although there may be pressures to convert some of these spaces to higher performing uses, the cities hope to maintain these spaces as industrial job centers. The area has the opportunity to leverage transit access to increase job access, and there may be potential for higher density industrial uses. Any new development, however, is likely to be for warehousing and distribution uses, which generate less employment than manufacturing (which is declining in Los Angeles County).
- Submarket 1 is experiencing an urban renaissance, driven by the revival of Downtown Los Angeles. There is significant growth in DTLA's multi-family residential, retail, and office sectors. WSAB's new station areas – located in Little Tokyo and the Arts District – coincide with the high growth areas of Downtown Los Angeles and will benefit significantly from new investment. These areas also contain existing industrial space, which are projected to continue to be converted into multi-family residential, retail, and to some extent, office space.
- Submarket 1 will continue to remain the major employment hub within the Corridor and is most likely to support major office development. There will likely be opportunities, however, in Submarkets 4 and 5 for additional office development, particular as the station area become more accessible as a result of the WSAB light rail line.

Key Real Estate Market Findings

HR&A's overall findings regarding the Corridor's real estate market dynamics are as follows:

- Submarket 5, Cerritos and Artesia, is home to stable and in-demand residential neighborhoods. The future station areas proximity to the cities' shopping hubs such as the Los Cerritos Center area and Little India bode well for real estate demand for retail and mixed-use residential development. The sub-regional office center is located two miles from the stations, however.
- Submarket 4 is experiencing increased investment, led by the economic growth and real estate demand in the City of Downey. Downey is becoming a regional retail destination and an in-demand residential hotspot, while Paramount and Bellflower are aiming to capture some of this positive momentum. Nonetheless, the stations along WSAB are not proximate from the primary in-demand retail and residential areas (which are mainly located in and around Downtown Downey and its shopping centers).
- In Southeast LA and the Gateway cities (Submarket 3, as well as the neighborhoods in Central Alameda),

⁸ The State of the Nation's Housing 2017. Harvard's Joint Center for Housing Studies.

3 STATION AREA PROFILES

3.0 INTRODUCTION

Overview and Process

The Station Area Profiles in this section seek to provide a comprehensive overview of each of the station areas along the WSAB corridor up to a half-mile radius (10-minute walk) around each station. The profiles address the following:

- Vicinity: Geographic Context
- Economic Profile
- Existing Land Use
- Neighborhood Fabric
- Walkability
- Transit Network
- Proposed Zoning
- SWOT Analysis
- Development Vision
- Potential Opportunities

The profiles were compiled through a comprehensive process using a variety of sources. They included:

- Documentation available online
- Documentation provided by jurisdictions comprising the station areas
- One-on-One Meetings with each jurisdiction
- Public stakeholder outreach through Technical Advisory Committee meetings
- Proprietary sources
- Field Reconnaissance

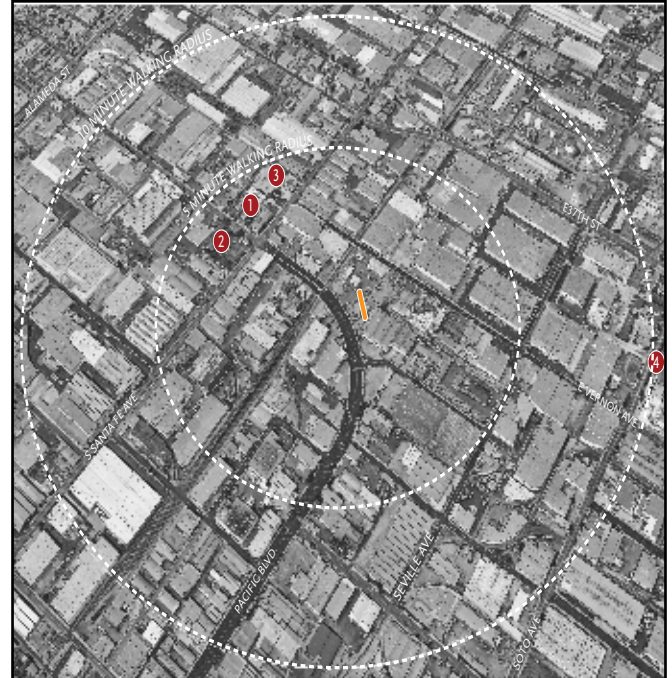
The following provides a brief description of subsections.

Vicinity: Geographic Context

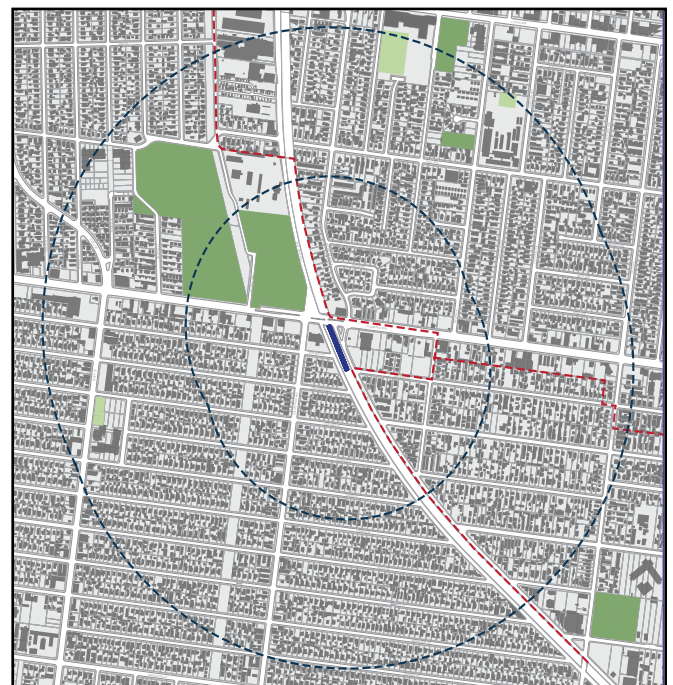
The aerial vicinity maps provide the geographic context for each station area. Key development, educational institutions, civic facilities, parks and open spaces are identified to provide context for the station area.

Economic Profile

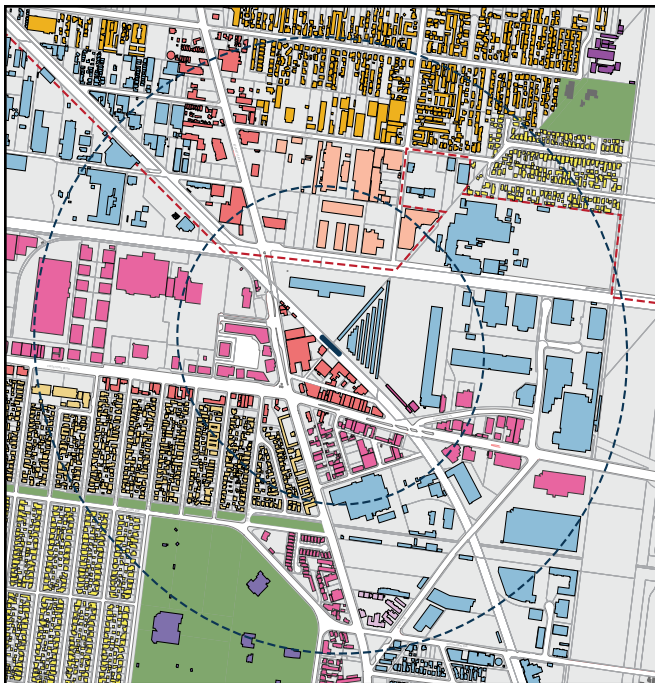
The profile provides a brief overview of the Socioeconomic highlights and a summary of the current Real Estate Market. The typology is informed by both physical, land use and economic considerations. The profile builds on extensive economic analysis provided in the Addendum.



Vicinity



Neighborhood Fabric



Land Use

Existing Land Use

The diagrams reflect existing land use as provided in planning documents and verified through field reconnaissance. This will be used to gauge both intended and built land use and to inform viability.

Neighborhood Fabric

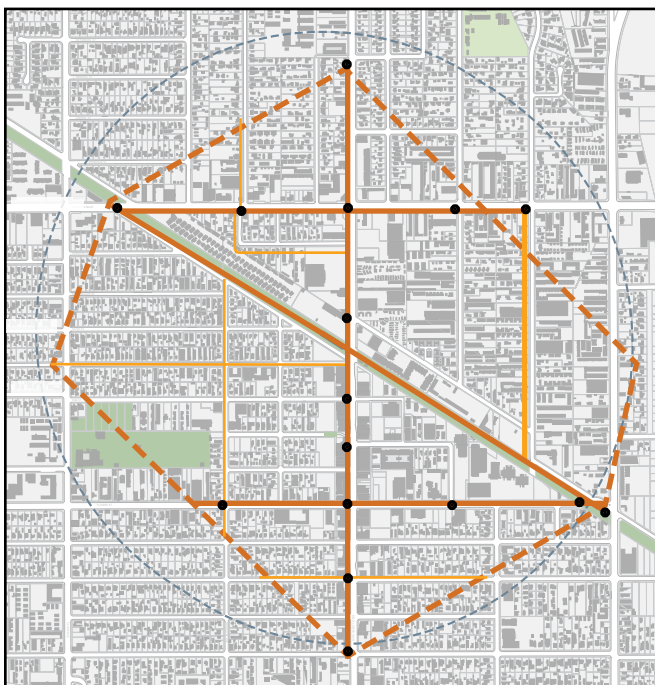
This section examines the street grid, block sizes and geometry. In addition, it also illustrates the proportion of built form to unbuilt, vacant or under utilized land. Usable open spaces open to the public or are potential destinations for transit users are also identified.

Zoning

Proposed zoning as identified in the General Plans, Specific Plans or draft station area planning documents are compiled in this section. As certain station areas have multiple jurisdictions, we have identified the source used for designations.

Walkability

Following the guidance provided in the First Last Mile Strategic Plan, a one-half mile walk shed is identified for each station, based on all potential routes. The walk sheds vary based on local conditions, including street layout and barriers such as rail lines and transmission lines. In particular, some station walk sheds are reduced in geographic area due to limited access to residential neighborhoods.



Walkability

The Walk Shed maps show the existing one-half mile walk shed around each station including both existing primary and secondary walking paths. Generally, the primary paths are along arterial streets and the secondary paths are along collector or local streets that connect neighborhoods or businesses to arterial streets.

Transit Network

The transit network is evaluated in the context of connectivity to the station location, and access to the regional network. Metro transit lines, local commuter services and shuttle routes are identified in addition to specific transit stops.

SWOT Analysis

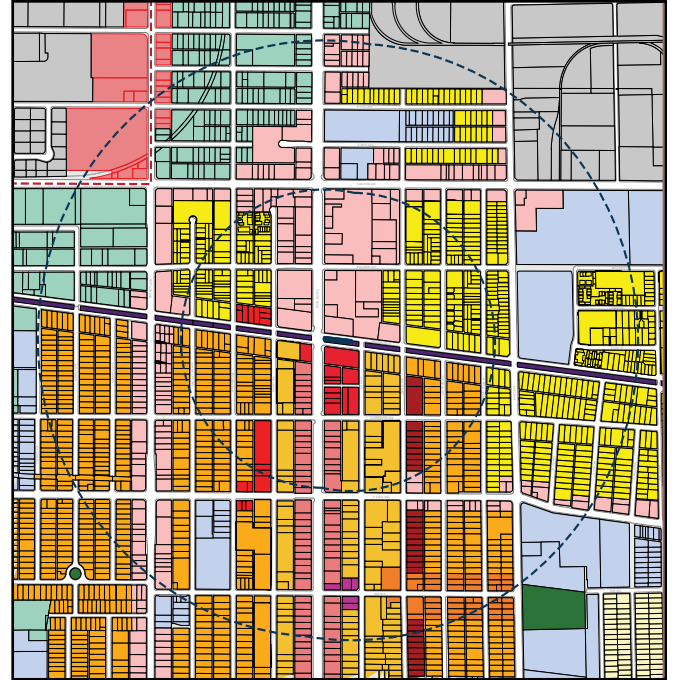
This section seeks to summarize the internal Strength and Weaknesses and the external Opportunities and Threats of the station area, based on analysis and discussion.

Potential Opportunities

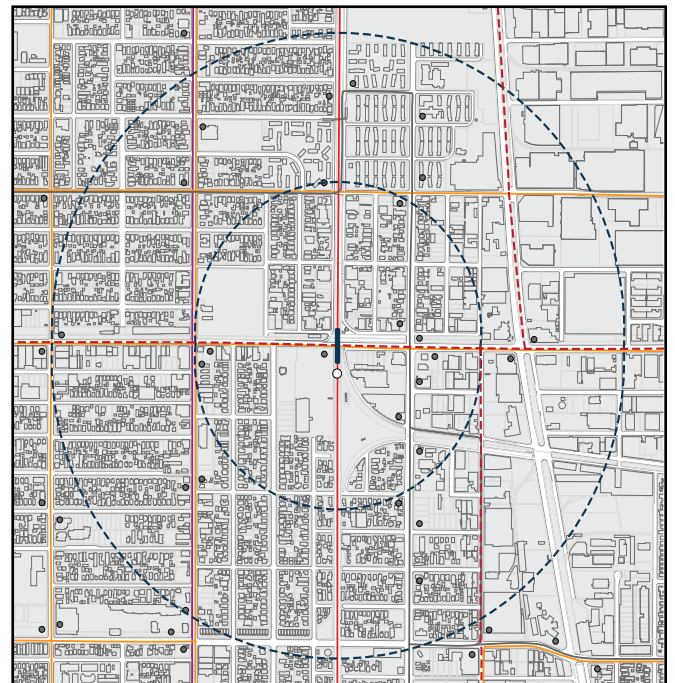
This section suggests potential development opportunities from a land use perspective based on stakeholder feedback, analysis of proposed zoning and experience with current TOC trends. These opportunities and suggested phasing have not been evaluated through an economics analysis.

Development Vision

Key stakeholders from each jurisdiction have shared their current vision for development in the station areas. These have many overlapping design intentions but vary significantly in overall vision, and are summarized in the matrix on page 45. This section reflects development potential and precedents as identified by stakeholders.



Zoning



Transit Network

Station Area Typologies

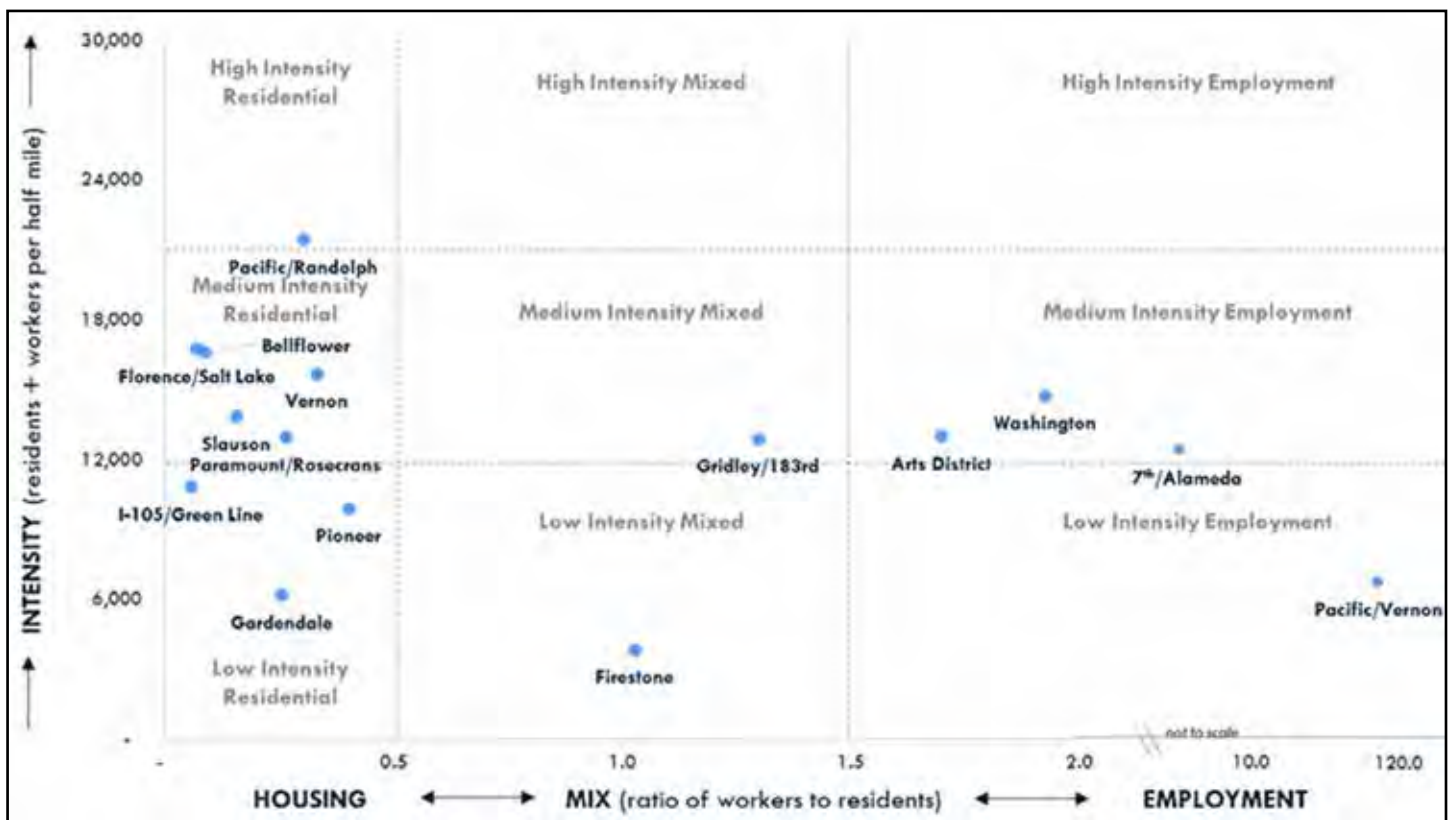
In order to prepare a comprehensive implementation strategy, the Plan examines both the current station area typology as well as how TOD is being envisioned by the community’s stakeholders. Whereas the latter is still being refined, the current typology has been mapped based on resident-worker ratios.

The majority of stations have a greater proportion of residents to workers, which reflects the fact that the majority of station areas include more residential uses than commercial (See Figure F3.1). The majority of station areas also tend to fall within the medium range of intensity, meaning that most have between 12,000 and 21,000 combined residents and workers within their half-mile boundaries.

Gridley/183rd and Firestone Stations are the only two with a roughly even mix of workers to residents, and the remaining four – Arts District, Washington, 7th/Alameda, and Pacific/Vernon Stations – are categorized as predominantly employment, which reflects their proximity

to Downtown Los Angeles as well as the predominantly industrial cities of Vernon and Commerce.

It is important to note that while these categories provide a baseline understanding of station area types, they serve only as a first step toward categorizing the station areas and do not provide a full picture of station area characteristics. Pioneer Station, for example, falls into the “Low Intensity Residential” category, even though there are significant retail corridors that converge near that station. Its categorization merely reflects the fact that there are more residents than workers within a half mile of the station. Moreover, “intensity” does not provide a full account of development intensity, as it only conveys the overall quantity of residents and workers. The built form of buildings that house those residents and workers could vary significantly in terms of actual development intensity (i.e., floor area ratio).



F3.1 Station Area Typology: Intensity-Land Use Matrix

The refined Station Area Typologies (Fig F3.2) are intended to provide a conceptual framework for understanding where each station currently stands, synthesizing key findings related to its existing physical and economic conditions. These typologies fall on a spectrum of land use that ranges from residential to commercial. Within this spectrum are several refined typologies that are intended to capture the most relevant real estate market, economic, and physical conditions observed at each station area. This is similar to the CTOD (Center For Transit Oriented Development) framework which uses a TOD typology to provide a means of classifying and differentiating transit rich communities by grouping them based on key shared characteristics. The TOD typology can provide a vision to determine the appropriate density and land use mix or to identify and assign station area investment needs, so that there is more systematic funding of transit-supportive projects.

The typologies are intended to support an understanding of the quality and character of space that is observed at the station areas. Beginning on the left side of spectrum, the refined typologies are as follows:

Residential Neighborhood: Predominantly suburban residential, with some neighborhood-serving retail.

Commercial/Residential: Predominantly residential with more major commercial arterials that contain both neighborhood-serving and community or regional retail destinations.

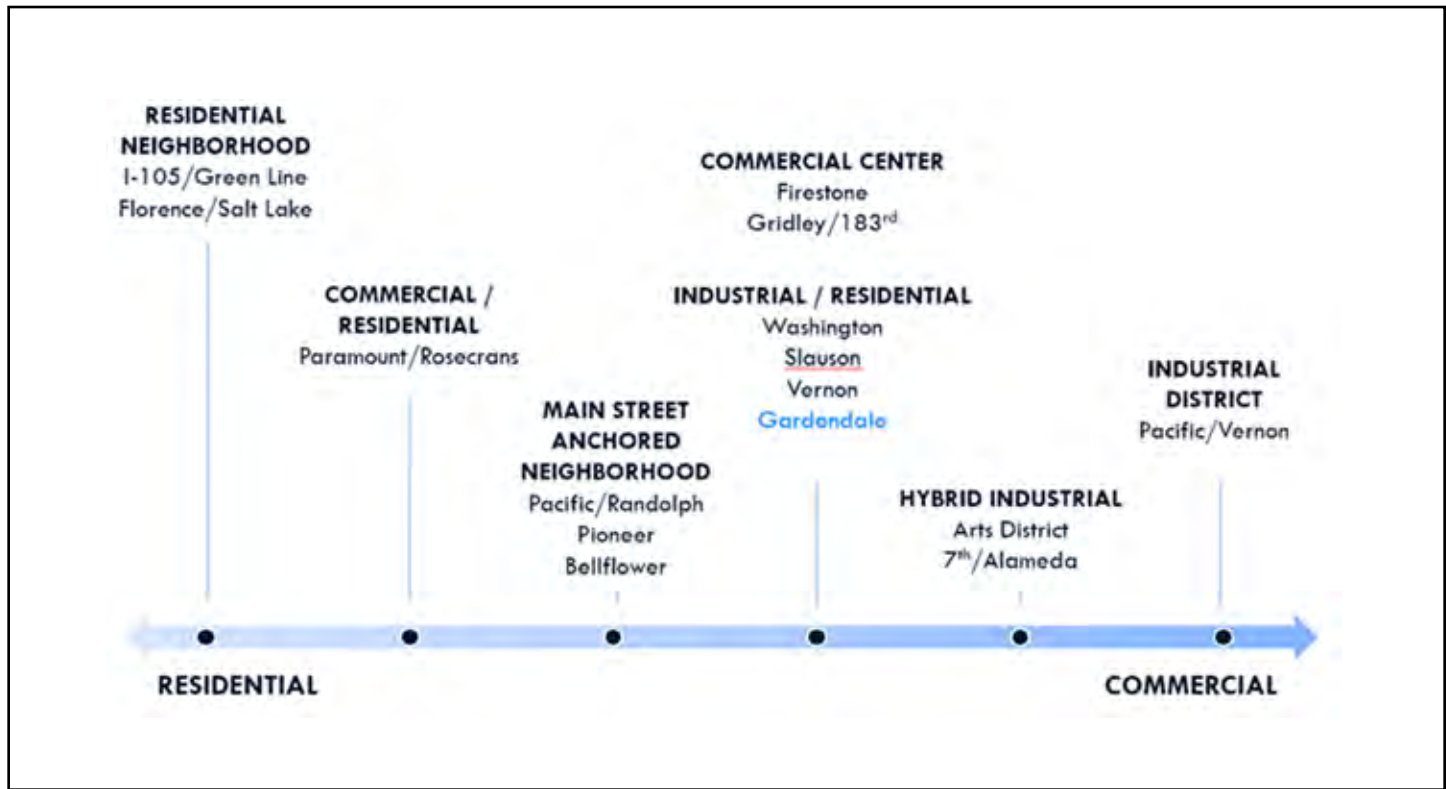
Main Street Neighborhood: Predominantly residential neighborhood anchored by a distinct “Main Street” with primarily neighborhood-serving retail or office.

Commercial Center: Suburban retail / office, generally clustered along major arterials, with some residential.

Industrial/Residential: Fairly even split of industrial and residential uses, and in most cases, only divided by a major thoroughfare.

Hybrid Industrial: Once predominantly industrial areas that are undergoing transformation, with significant adaptive re-use of existing industrial structures as well as some ground-up construction for residential, retail, and office uses.

Industrial District: Predominantly industrial district with minimal presence of other land uses.



F3.2 Station Area Typology: Intensity-Development Matrix

3.1 PIONEER

VICINITY



- ① Artesia Park/Library
- ② Artesia City Hall
- ③ Artesia Main Street
- ④ Bragg Elementary School
- ⑤ Lincoln Station Shopping Center

Typology: Main Street Anchored Development

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.

Station Area: The station is within a 5-minute walk of Artesia Park, Library and City Hall and the Lincoln Station Shopping Center. The commercial area that is Artesia’s “main street” is surrounded by single family neighborhoods in Artesia and some medium density residential neighborhoods in Cerritos to the south. There are both public and private schools in the station area. About a third of this area includes the City of Cerritos to the south with both Pioneer Boulevard and South Street connecting the two cities.

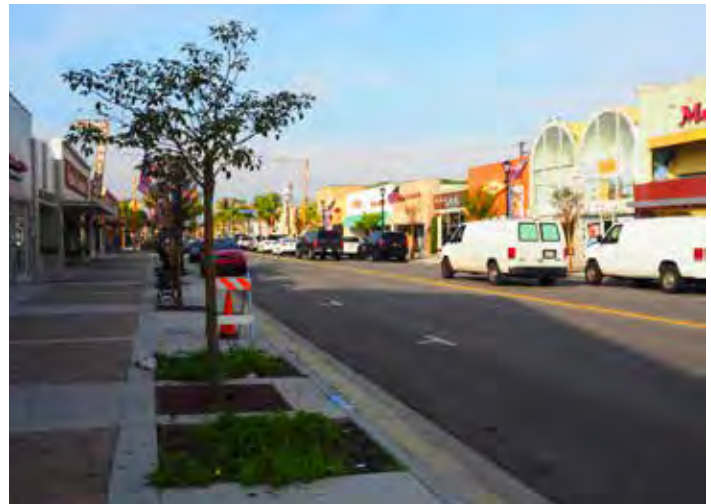
Socio-Economic Highlights: The Pioneer station area has the highest median household income of all the half-mile station areas. Its jobs to household ratio, at 1.3, is fairly average within the overall Corridor, but, of stations south of the Pacific/Randolph Station in the City of Huntington Park, it has one of the highest number of jobs, second only to Gridley/183rd Station in the City of Cerritos.

Real Estate Market: The Station is located within high performing retail, office and residential submarkets, 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 the addition of the light rail line will make it accessible to a wider audience, which should help both existing businesses and provide market support for the development of new infill development.

Current achievable rents are modest; however, the new transit line may buoy achievable rents in the area for new residential product, supporting development viability.

The larger submarket within which the station is located, also has the highest for-sale and rental home prices south of the Downtown LA submarket. Rental residential has very low vacancies.

(For further Information please review Station Area Profiles and Real Estate Market Scan in the Addendum).



Pioneer Boulevard as “Main Street” Artesia



Retail development adjacent to station area

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	7,052	66,297	9,974,203
Pop. Density (Per Sq. Mile)	8,983	6,326	2,458
Total Households (HH)	2,187	19,657	3,242,391
Average HH Size	3.22	3.45	3.00
Job to HH Ratio	1.30	2.01	1.19
Median HH Income	\$75,318	\$76,016	\$55,870
Median Income <\$35K	21%	18%	33%
Median Income >\$125K	26%	30%	18%
Median Age	41.0	41.7	35.3
0 to 17 Years	20%	20%	24%
18 to 64 Years	65%	62%	65%
64 Years and Over	16%	17%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.1 PIONEER











LAND USE

The Pioneer station area is dominated by single-family residential (Low Residential) neighborhoods. Commercial uses are located along the major arterials of Pioneer Boulevard, South Street and Gridley Road. Multi-Family townhome housing is located in the City of Cerritos to the south, adjacent to these commercial uses. Educational Institutions are distributed evenly throughout the area.

NEIGHBORHOOD FABRIC

The station area is generally walkable with block sizes about 330'x490' north of State Street. Larger auto-oriented blocks are adjacent to Gridley and State Street. At this time, there is no direct pedestrian access to Artesia Park from the station.

LEGEND




Low Residential	
Medium Residential	
High Residential	
General Commercial	
Neighborhood Commercial	
Commercial Manufacturing/Industrial	
Light Industrial	
Religious Buildings	
Educational Institutions	
Civic	



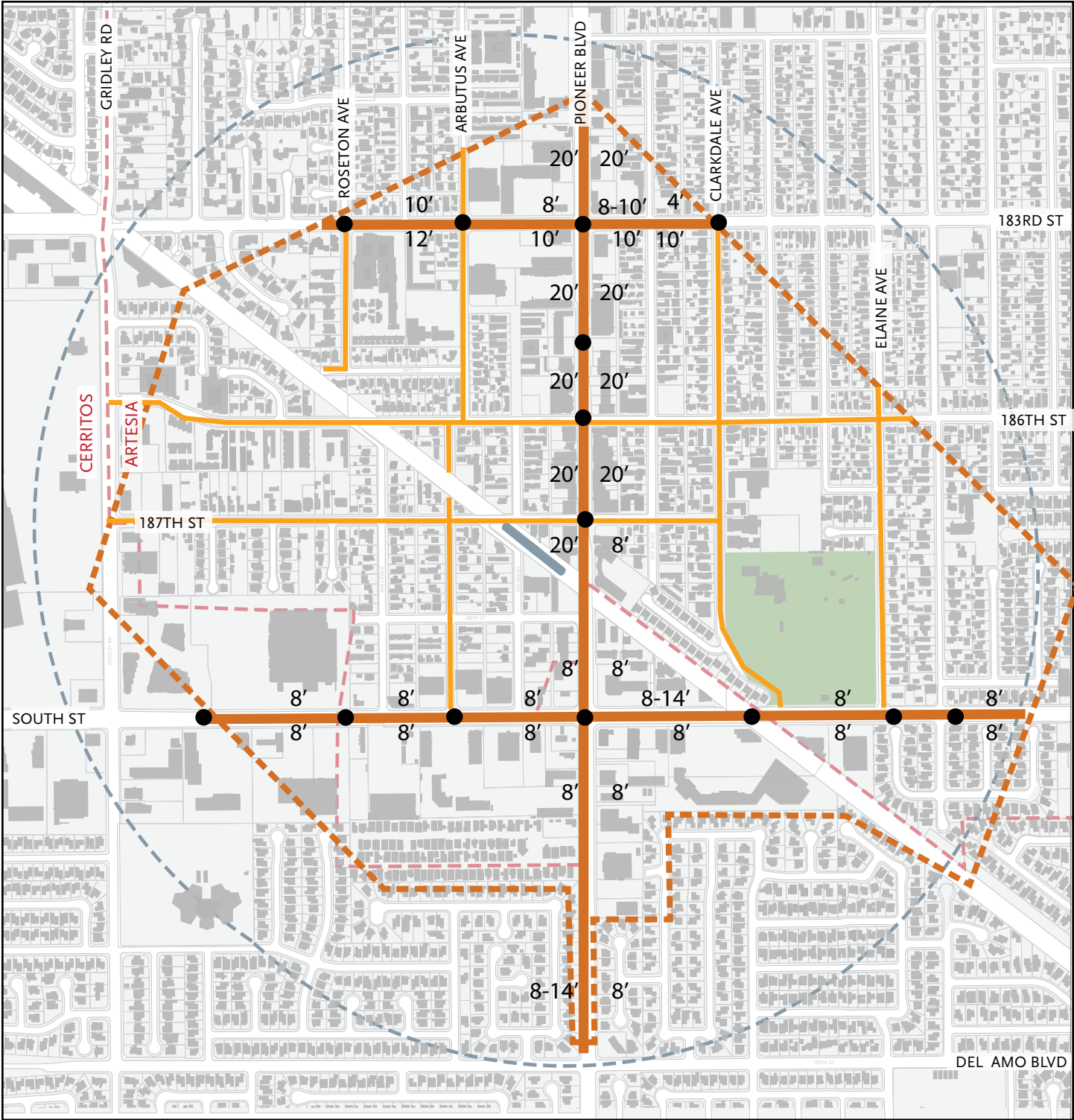
3.1 PIONEER

NEIGHBORHOOD FABRIC

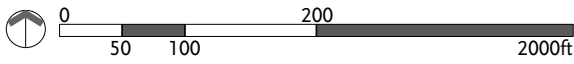


-  Park
-  Private Open Space
-  Institution Open Space





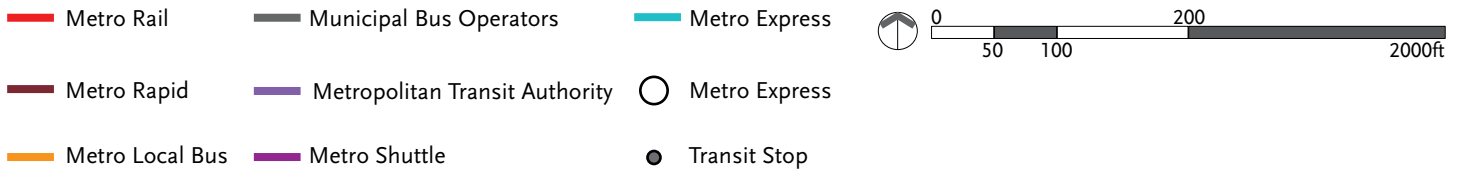
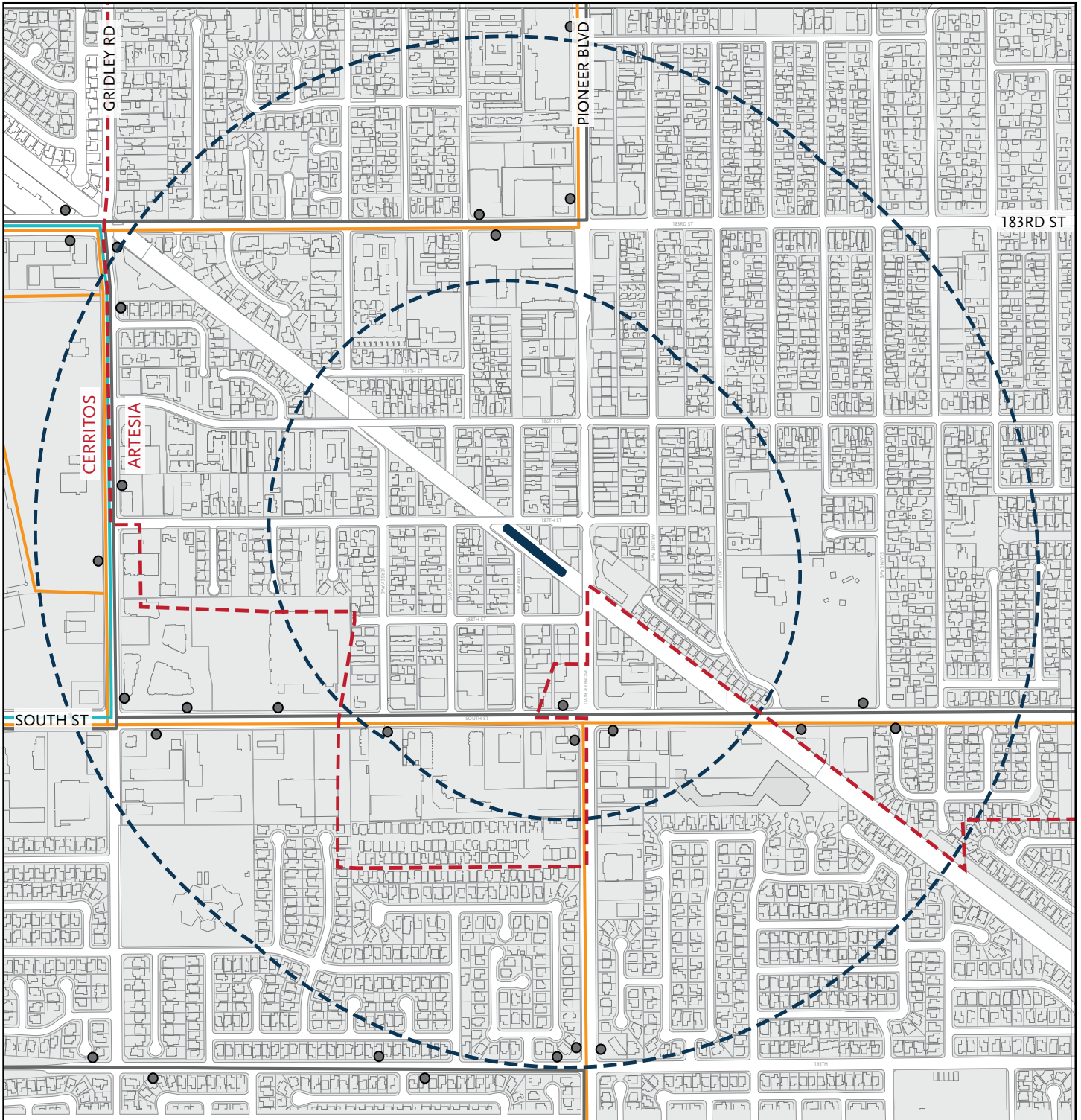
- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.1 PIONEER

TRANSIT NETWORK

At this time there are no transit lines that run along Pioneer Boulevard within the “main street” district. The majority of lines in the station area run along State Street, 183rd Street and Gridley Road, with the nearest transit stops at the intersection of State and Pioneer. A route along Pioneer with a stop closer to the station will increase connectivity to the transit network and improve first-last mile connections.



3.1 PIONEER

The City of Artesia is currently in the process of preparing the Artesia International Downtown Specific Plan (AIDSP) which will establish development criteria with the section of Pioneer Boulevard north of the station. It is anticipated that the plan will generally follow the stated vision of the City.

Currently, the Zoning for the “main street” and adjacent parcels is designated as Commercial General on either side adjacent to the station. The C-G Zone is established to provide for regional retail commercial needs. The C-G Zone provides for intensive commercial activities and specialized service establishments which require central location within a large urban population. There are no development standards that restrict height or density, however, residential uses and mixed-uses are not permitted. It is likely that these will be addressed in the AIDSP.














Further south, the Commercial Planned Development (CPD) Zone is established to allow diversification. The CPD Zone can provide for commercial mixed-use. The development standards need to be examined for phased future development.

The City of Cerritos is not currently entertaining a change in zoning in anticipation of the Artesia Station. Existing Regional Commercial centers in the City of Cerritos have recently been renovated and are thriving with successful businesses. Residential property in Cerritos are considered to be some of the most expensive in the Los Angeles County region.










The parcels on Pioneer Boulevard south of South Street in the City of Cerritos designated as Community Commercial (CC) and Industrial Commercial should be examined for potential reuse opportunities resulting from the Artesia Station.

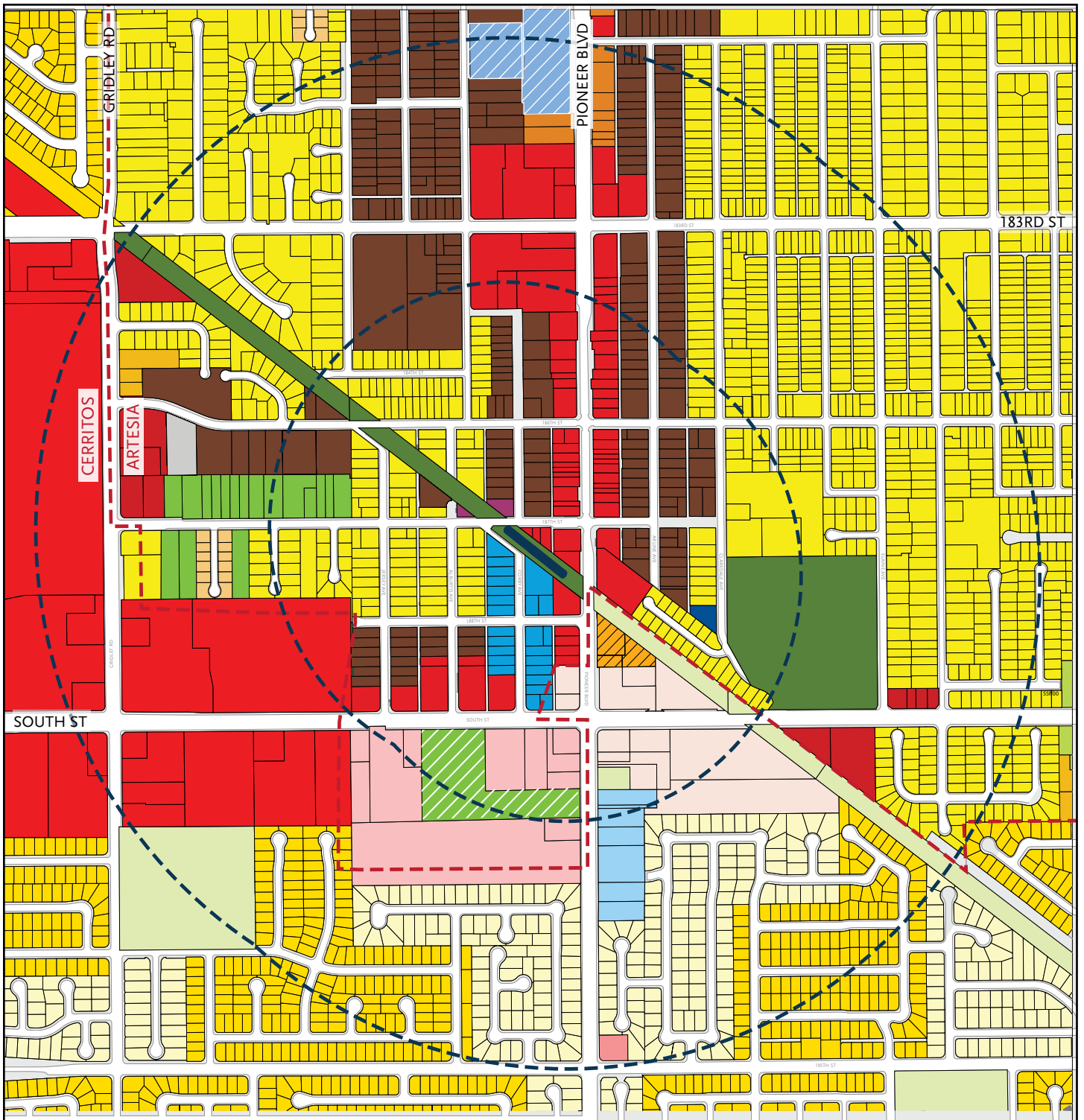
LEGEND

Artesia
City of Artesia: Zoning Map 2013

Single Family Residential (R-1)	
Service and Professional	
Commercial General (C-G)	
Commercial Planned Development	
Condominiums (C-O)	
Historic District	
Light Manufacturing and Industrial (M-1)	
Medium Density Residential	
Multiple Family Residential (M-R)	
Open Space and Recreational (O-S-R)	
Agriculture - Single Family Residential (A-1)	
Pioneer Specific Plan	
South Street Specific Plan	

Cerritos
City of Cerritos: Zoning Map

Single Family Residential - min lot size 5,000 sq.ft (RS-5000)	
Single Family Residential - min lot size 6,500 sq.ft (RS-6500)	
Regional Commercial (R-C)	
Neighborhood Commercial (CN)	
Auto Mall/Restricted Commercial (ADP-5)	
Industrial Commercial (MC)	
Open Space (OS)	
Residential Development (Medium Density)	
Community Commercial (CC)	



3.1 PIONEER

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.1 PIONEER

DEVELOPMENT VISION

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. It will seek additional grant funding for planning and implement the proposed strategies.

The City’s primary goal for the Corridor 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.

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. Additionally, the City is seeking a joint venture to build a 1,200-space parking structure in the station area comprising of 800 spaces for Metro commuters and 400 for visitors to the Pioneer Blvd shopping corridor in the City of Artesia, adjacent to the proposed station area.

Restaurants are a major regional draw. The City expects that the station area will leverage its prominence as unique, ethnic culinary destination and will not compete with regional retail centers. However, it can increase sales tax revenue by building on its core strength as a cultural corridor with professional services.

Santana Row in San Jose was identified as a precedent for development in the station-area. Other precedents include Main Street in the City of Alhambra, Atlantic/ Garvey district in Monterey Park and Victoria Gardens in Rancho Cucamonga.

Pioneer Blvd Corridor consists of family-owned/smaller scale businesses, stores and restaurants on Pioneer Blvd. The City doesn’t have large plots of land for large-scale development and parcels will need to be consolidated for larger scale development especially along the shallow parcels along Pioneer Boulevard.

Current projects include: “Artesia Live”, a 250,000-square-foot development with 111-room Courtyard Marriott

hotel and mixed-use development (retail and condos) on Pioneer Blvd and 176th St with a building height of 100 feet. This project includes a two-level subterranean parking structure and a 7-story residential and commercial building on top.

“Artesia Live 2” is to be a 130-unit mixed-use condominium development that will be located on 186th St and Gridley with a density of about 70 units per acre. An Artesia Live Specific Plan is being prepared.

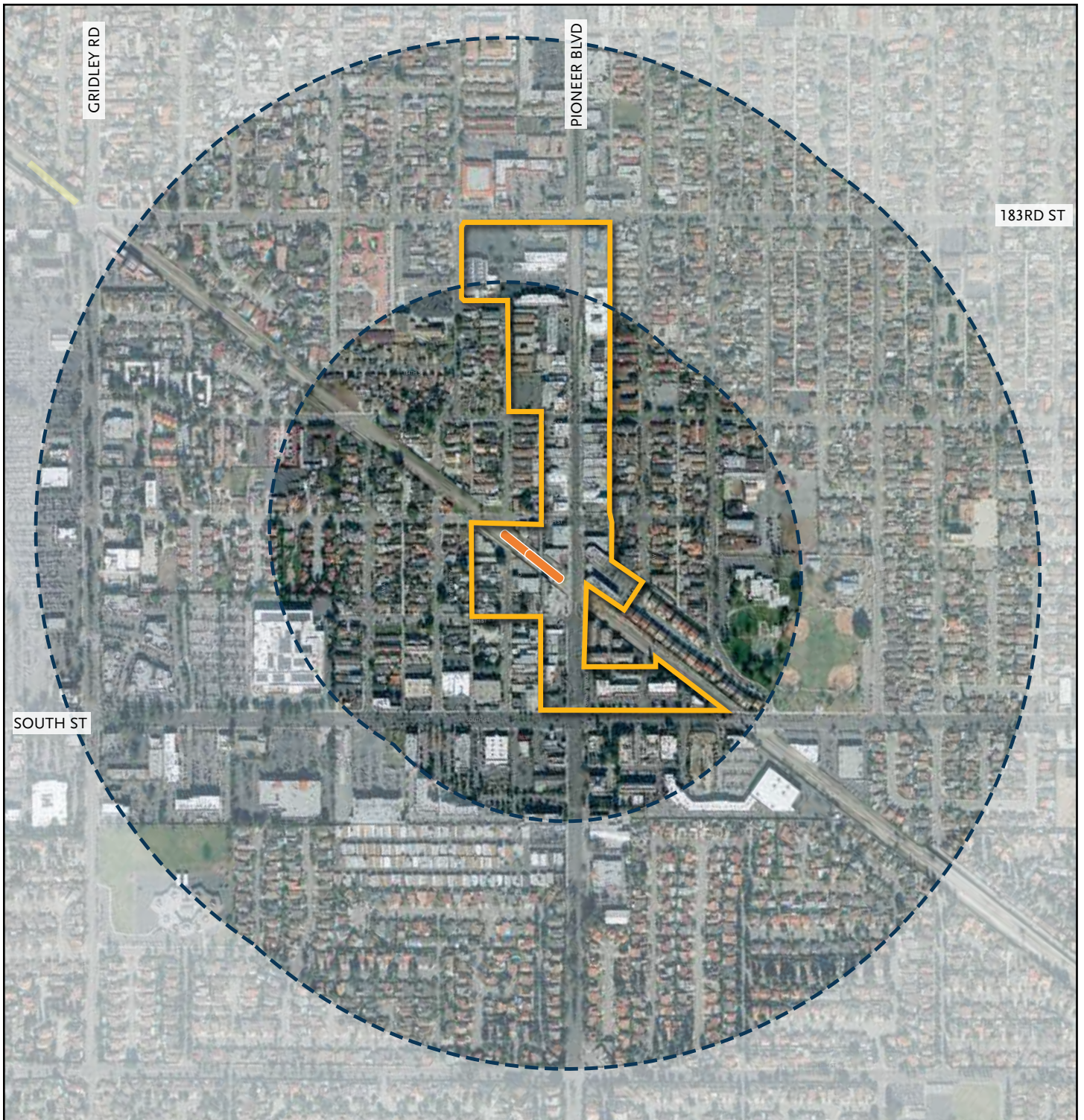


The Proposed Artesia Live Project



Santana Row, San Jose as a precedent for the station area

POTENTIAL OPPORTUNITIES



3.2 GRIDLEY/183RD

VICINITY



- ① Los Cerritos Center
- ② Plaza 183
- ③ Artesia Cemetery District
- ④ Cerritos Promenade
- ⑤ Luther Burbank Elementary School
- ⑥ Cerritos Auto Square
- ⑦ Artesia Historical Museum
- ⑧ Gahr High School

Typology: Commercial Expansion

The Gridley/183rd Station is to be located in the City of Cerritos at the border of Artesia and Cerritos, in an area that 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.

Station Area: The station is within a 5-minute walk of the Los Cerritos Center Mall, and the 183 Plaza and within a 10-minute walk from the Luther Burbank Elementary School and the Cerritos Promenade and the Cerritos Auto Square. A little less than half the station area is in the City of Artesia with 183rd Street as the major arterial connecting the cities.

Socio-Economic Highlights: The station area’s jobs to household ratio (3.99) is nearly double that of the Corridor as a whole, which reflects the fact that this station area contains the highest number of jobs within the southern portion of the Corridor. Nearly 70% of the jobs in the station area are related to the Retail Trade and Accommodations & Food Service industry sectors.

Real Estate Market: The Gridley/183rd station area is an established regional retail destination that 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.

Although the station area is currently not considered a major office center, the surrounding submarket has the greatest share of Class A office space outside of Downtown LA. Recent nearby developments 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 submarket achieves higher average rents well above other submarkets excluding Downtown LA.

New residential development is also a strong opportunity; the surrounding residential submarket has the highest for-sale and rental home prices south of the Downtown LA submarket. Residential has very low vacancies and prevailing rents in the proposed station area are higher than the submarket average, which is important for attracting sufficient residential developer interest.



Los Cerritos Center



Retail development adjacent to proposed station area

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	5,611	66,297	9,974,203
Pop. Density (Per Sq. Mile)	7,148	6,326	2,458
Total Households (HH)	1,823	19,657	3,242,391
Average HH Size	3.08	3.45	3.00
Job to HH Ratio	3.99	2.01	1.19
Median HH Income	\$66,796	\$76,016	\$55,870
Median Income <\$35K	24%	18%	33%
Median Income >\$125K	21%	30%	18%
Median Age	41.1	41.7	35.3
0 to 17 Years	18%	20%	24%
18 to 64 Years	66%	62%	65%
64 Years and Over	16%	17%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.2 GRIDLEY/183RD










LAND USE

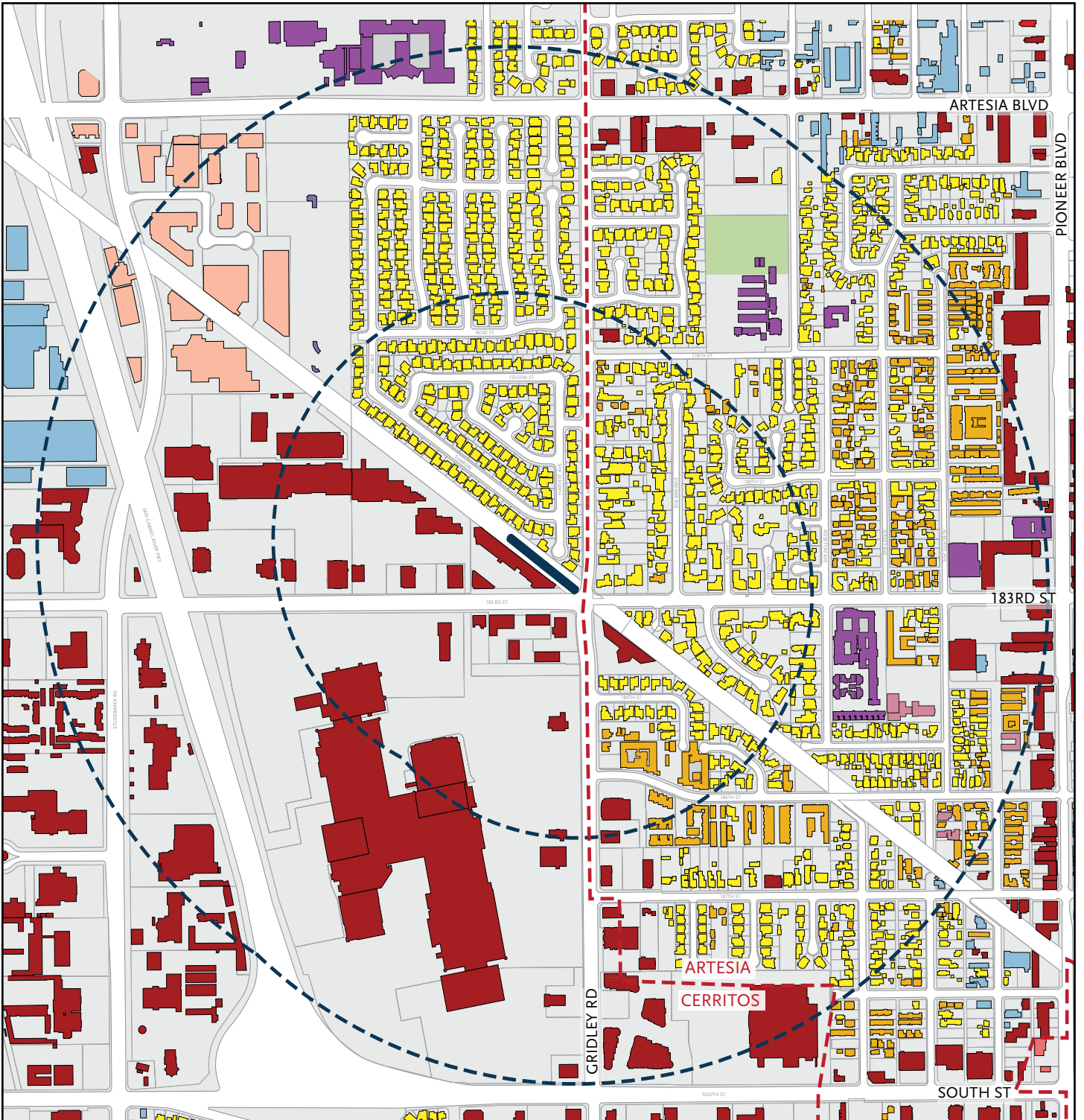
The Gridley/183rd station area is dominated by General Commercial to the south-west and by single-family residential (Low Residential) neighborhoods in the north-west. There are some Commercial uses located west and adjacent to the 605-Freeway. Educational Institutions are distributed evenly throughout the area except in the south-west region.

NEIGHBORHOOD FABRIC

The station area is generally walkable in the eastern section in the City of Artesia with block sizes about 330'x490'. Larger auto-oriented blocks are adjacent to Gridley and 183rd Street. Single-family neighborhoods in Cerritos with suburban cul-de-sacs and street networks provide limited pedestrian access to major streets and adjacent commercial shopping centers and no direct access to the proposed station at this time.

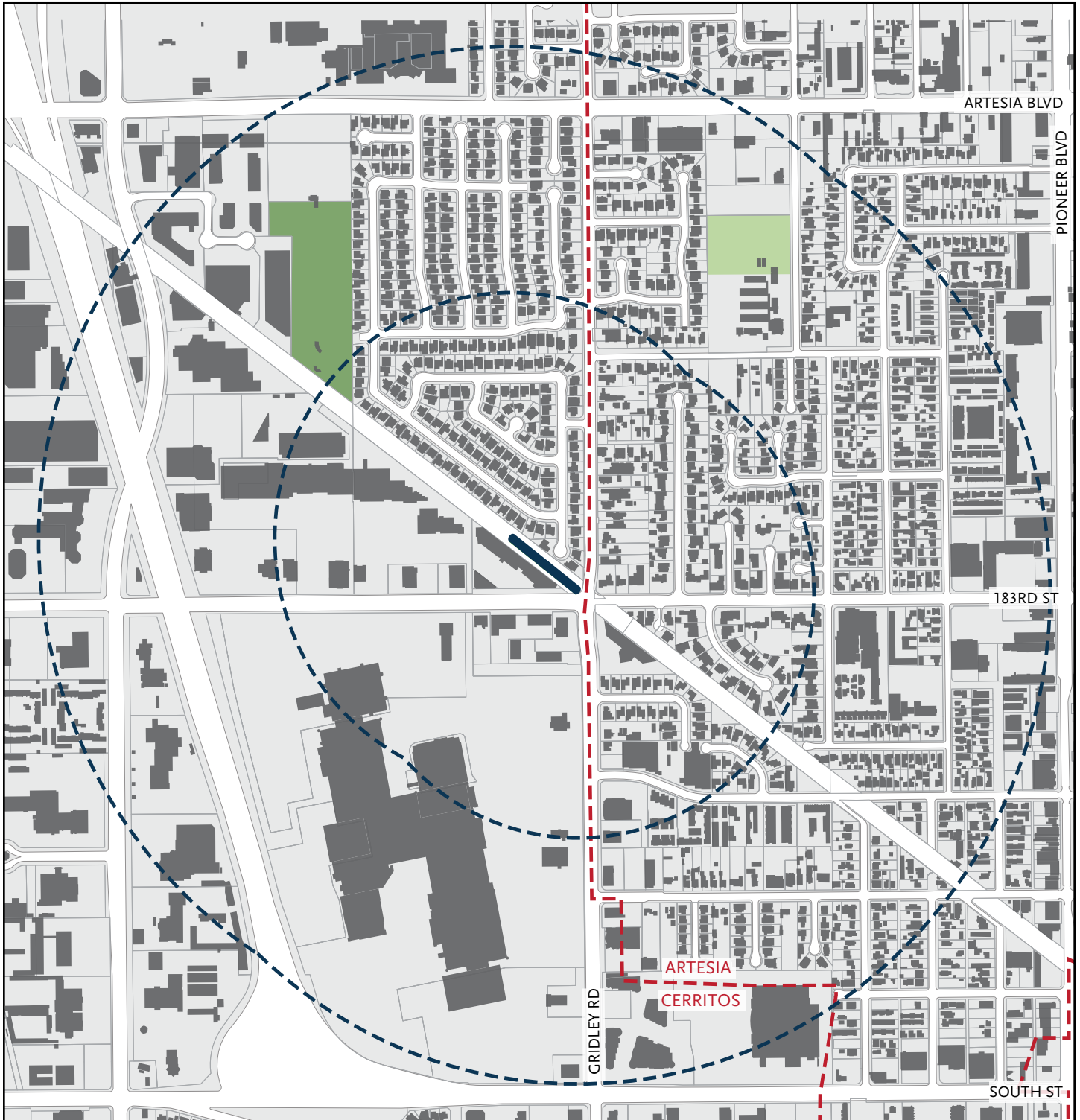
LEGEND

Low Residential	
High Residential	
General Commercial	
Neighborhood Commercial	
Commercial Manufacturing/Industrial	
Light Industrial	
Religious Buildings	
Educational Institutions	
Utility Flood Control	



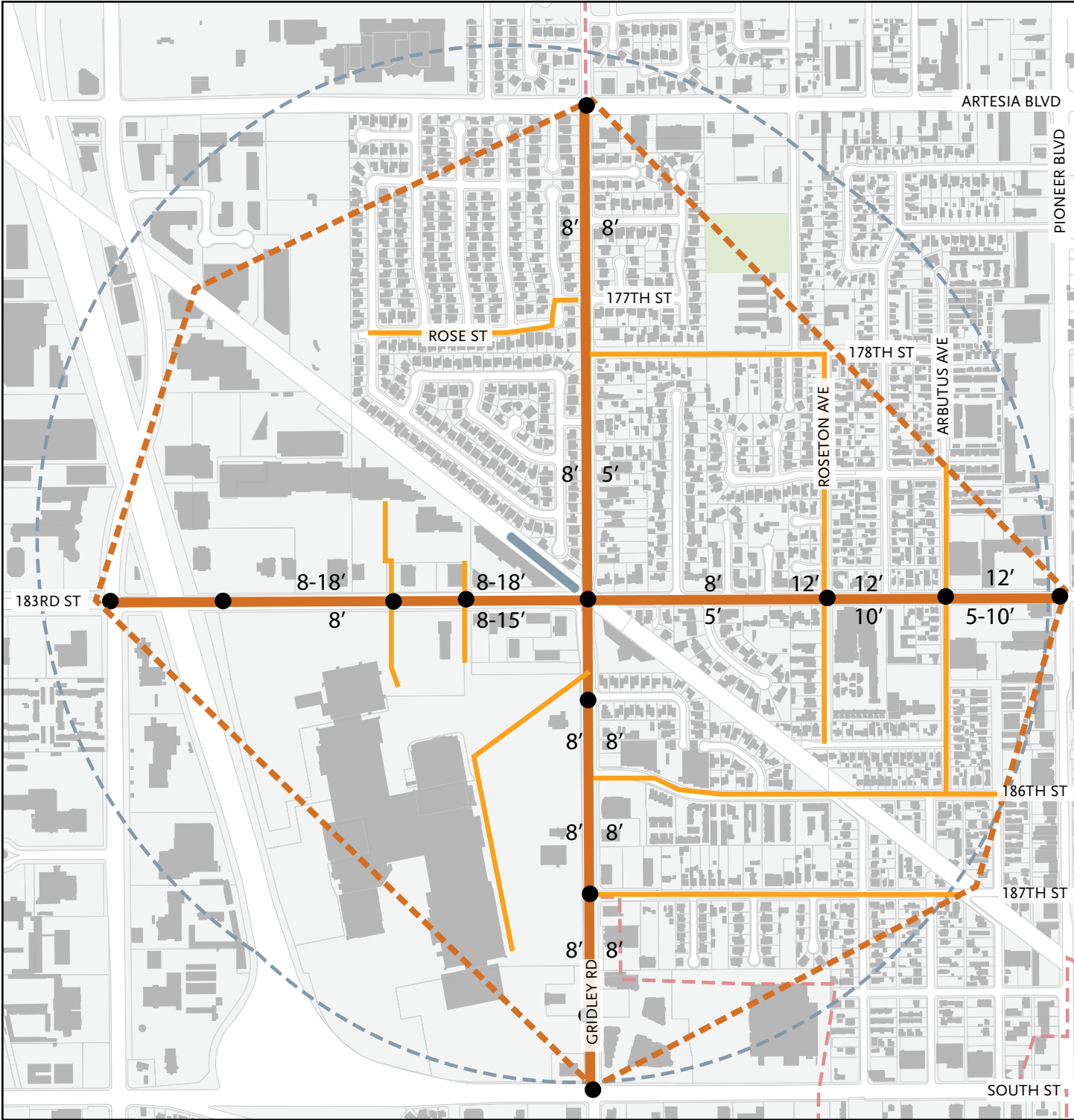
3.2 GRIDLEY/183RD

NEIGHBORHOOD FABRIC

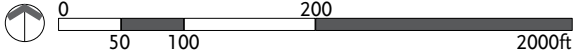


- Park
- Private Open Space
- Institution Open Space





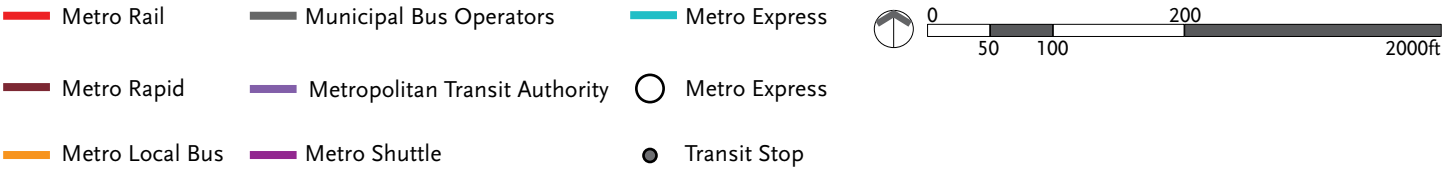
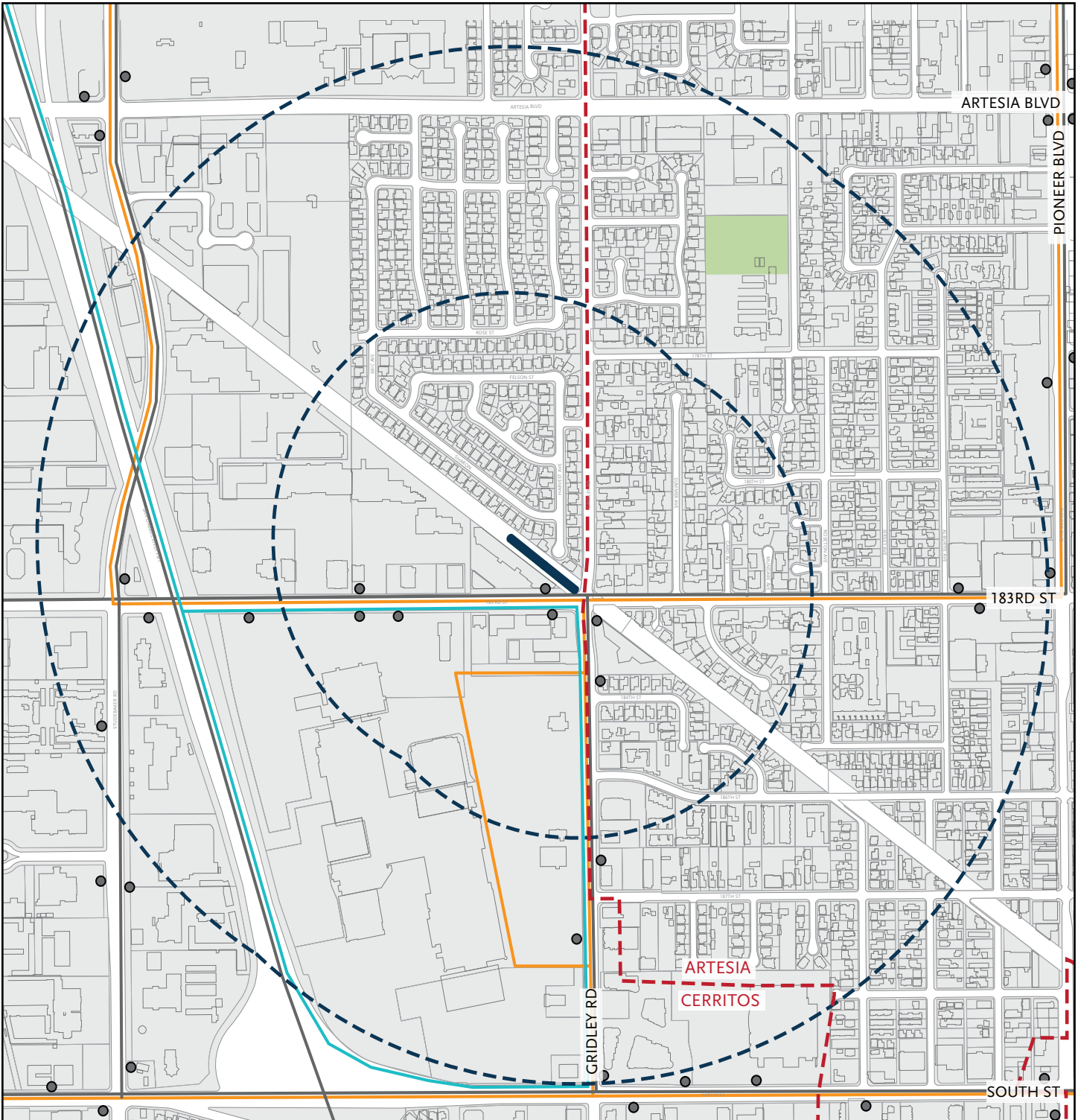
- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.2 GRIDLEY/183RD

TRANSIT NETWORK

The station area is well served by transit lines along 183rd Street. Transit lines along Gridley Road currently do not extend north of 183rd Street. As a result, the residential neighborhoods north of the station area may benefit from a northern transit route increasing connectivity to the existing transit network and improve first-last mile connections.



3.2 GRIDLEY/183RD

















The predominant zoning in the station area is Regional Commercial (City of Cerritos) in addition to various low density Residential designations in both cities. The low density Regional Commercial (CR) zone is intended to provide for the conduct of business serving a regional area including primarily the retail sale of shopping goods and services and a variety of commercial and professional activities.

Residential, commercial office and mixed-uses are currently not permitted around the station area at this time. With the availability of ample parking space, if there is a market demand for these uses generated by transit ridership, there will be a need to make General Plan and zoning amendments to support the implementation of new mixed-use development.

LEGEND

Artesia

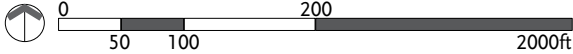
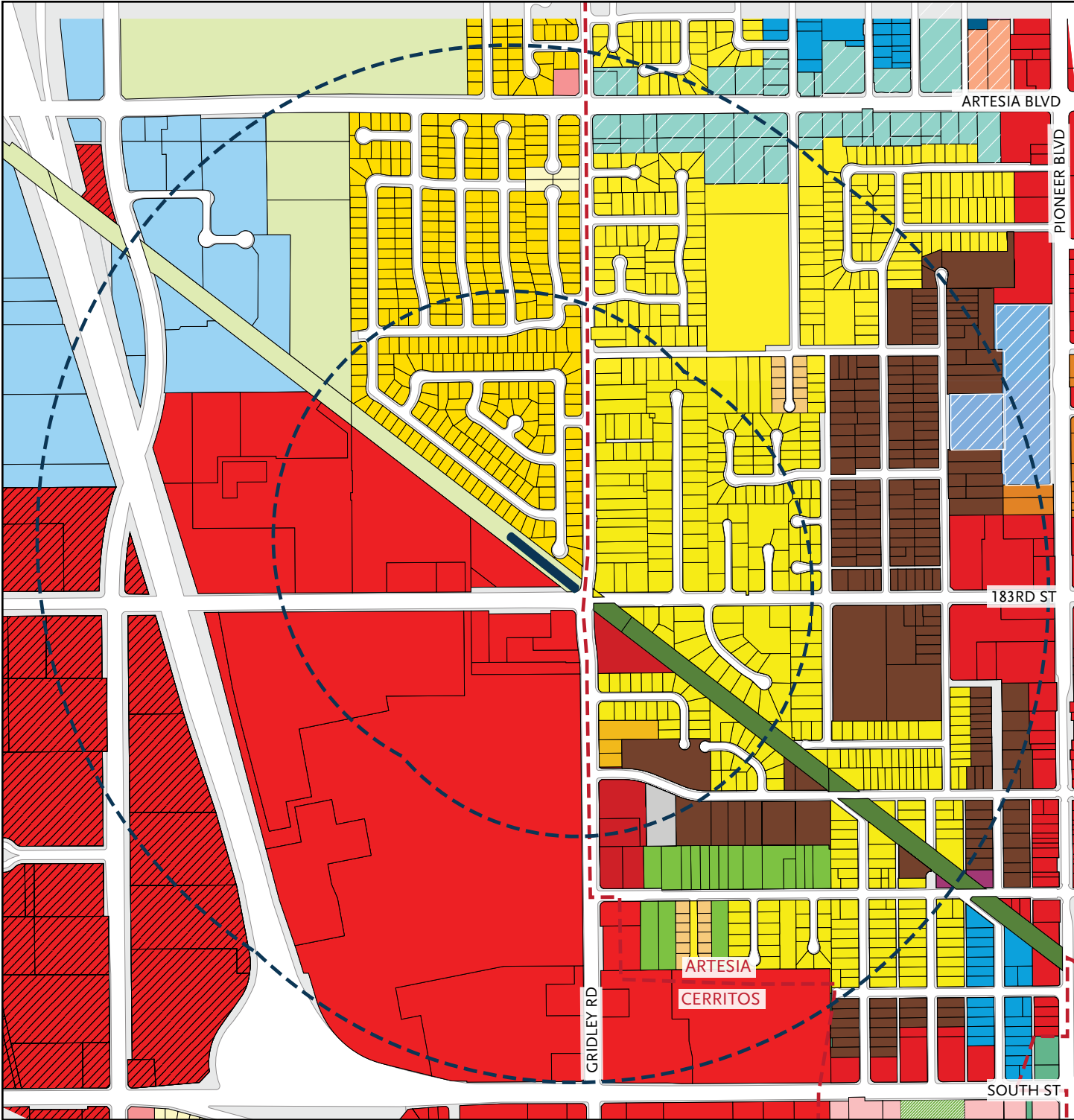
City of Artesia: Zoning Map 2013

Single Family Residential (R-1)	
Service and Professional	
Commercial General (C-G)	
Commercial Planned Development	
Condominiums (C-O)	
Historic District	
Light Manufacturing and Industrial (M-1)	
Medium Density Residential	
Multiple Family Residential (M-R)	
Open Space and Recreational (O-S-R)	
Agriculture - Single Family Residential (A-1)	
Heavy Manufacturing and Industrial	
Pioneer Specific Plan	
South Street Specific Plan	
Artesia Blvd Corridor Specific Plan	
Artesia Blvd Specific Plan	

Cerritos

City of Cerritos: Zoning Map

Single Family Residential - min lot size 5,000 sq.ft (RS-5000)	
Single Family Residential - min lot size 6,500 sq.ft (RS-6500)	
Regional Commercial (R-C)	
Neighborhood Commercial (CN)	
Auto Mall/Restricted Commercial (ADP-5)	
Industrial Commercial (MC)	
Open Space (OS)	



3.2 GRIDLEY/183RD

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.2 GRIDLEY/183RD

DEVELOPMENT VISION

A 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 to ensure the City’s continued economic growth”. Anchored by retail anchors, 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”.

Although the location of the station has changed from the Studebaker / WSAB alignment intersection, many of the original goals can still be implemented with the current proposed station at the northwest corner of 183rd St / Gridley Rd within an existing triangular-shaped commercial location. These include:

- Create a compact mixed-use environment within the project area with a mix of uses and a pedestrian friendly approach to the station by redeveloping and revitalizing large parking lots and older commercial areas as retail, restaurants, office, high quality multi-family housing and workforce homes.
- Place buildings close to the sidewalk with parking in the rear to create an active pedestrian environment. Locate potential parking structures required to support reuse of the subject area in the development as “wrap-type product”, so as to conceal the parking.
- Provide dispersed parking structures to provide the convenience and ease of access that customers demand. Parking structures shall be designated to complement the architecture of adjacent uses.

The City supports the development of a hotel on the north-west corner of the Los Cerritos Center and may consider multi-family residential development at the north-east corner of the Los Cerritos Center. The City is willing to consider new development opportunities at the Los Cerritos Center Mall, including adding a parking structure with a focus on reusing and modernizing the existing old commercial center.

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.

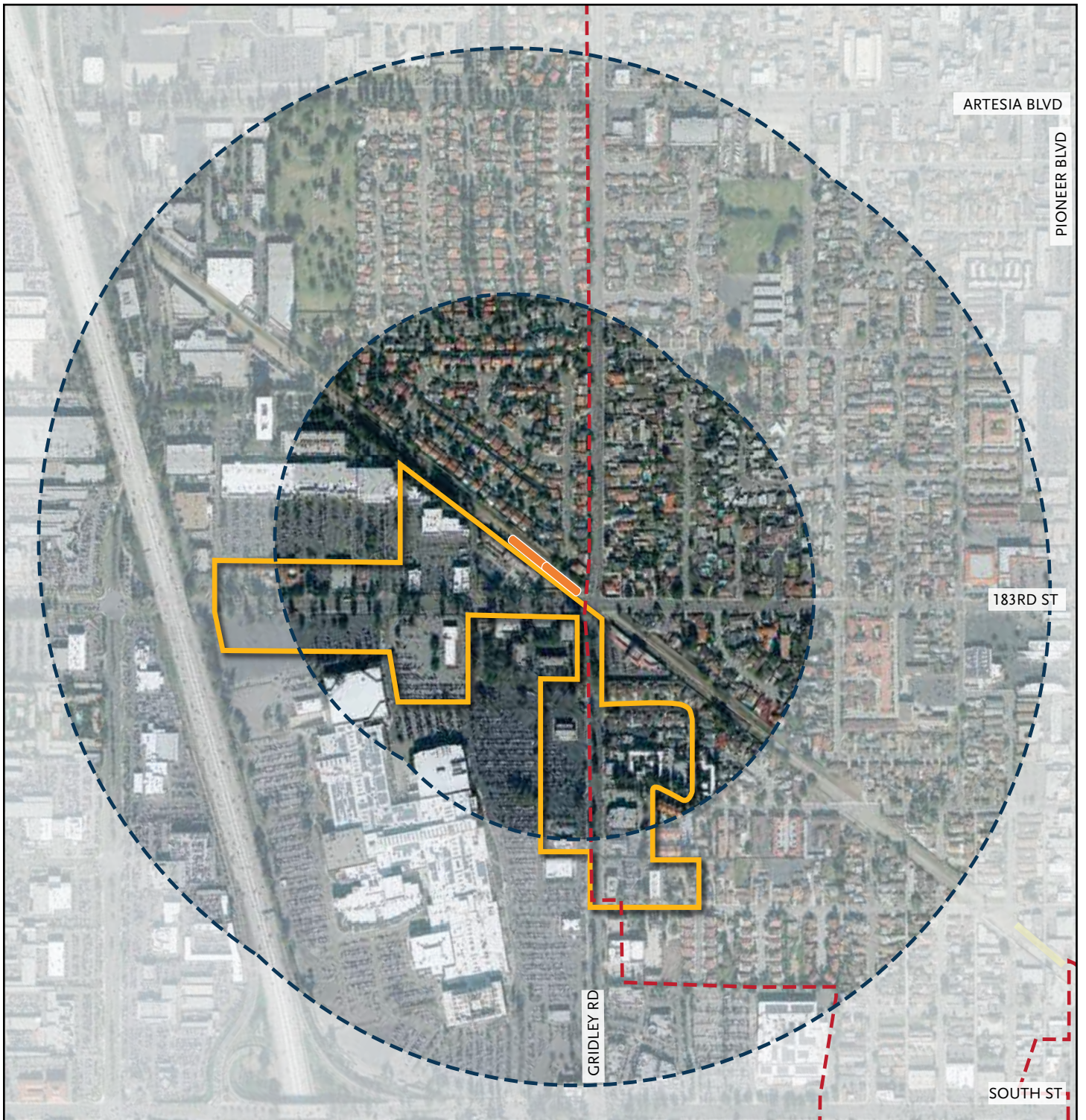


Gridley Road to be redesigned as a “main street”



Pedestrian friendly scale and access to retail mall

POTENTIAL OPPORTUNITIES



3.3 BELLFLOWER

VICINITY



- 1 Mayne Events Center+LA County Fire Museum
- 2 Pacific Electric Train Depot
- 3 Simms Park
- 4 Pirate Park
- 5 United States Postal Service
- 6 City of Bellflower - City Hall
- 7 Bellflower Courthouse
- 8 Clifton M. Brakensiek Library
- 9 Town Center Plaza

Typology: Main Street Anchored Development

The Bellflower Station will be situated on Bellflower Boulevard which was a major retail corridor for the City and nearby communities in the decades following World War II. The rise of large regional shopping centers in the 70s reduced business significantly and left many storefronts empty. Recent public and private investments on Bellflower Boulevard have helped to rejuvenate the corridor and the numerous independently-owned business that still operate there.

Station Area: The station is within a 5-minute walk of City Hall, Town Center Plaza, Simms Park, Pirate Park and the USPS as well as the walkable regional main-street environment of Bellflower Boulevard. The Mayne Events Center and LA County Fire-Museum and the historic Pacific Electric Train Depot are adjacent to the proposed station. In addition, the Bellflower City Hall and the City Library, Courthouse and the Bellflower Bike Trail are within a 10-minute walk. Both single-family neighborhoods and multi-family development surround the station area.

Socio-Economic Highlights: The Bellflower station area has the third highest population of all the Corridor stations. Despite the presence of numerous retail establishments on Bellflower Boulevard, the station area has one of the lowest jobs to household ratios in the Corridor (0.27), which reflects the high population density relative to the amount of commercial space. This was likely exacerbated by the recent decline in jobs in the area which dropped by 22% from 2010 and 2014.

Real Estate Market: The strong residential market surrounding the station area suggests that residential-driven mixed-use has the highest market potential. The residential submarket has the second highest average for-sale prices outside of the Downtown LA submarket. Rental residential also has very low vacancies and achievable rents, which are slightly above average for the surrounding submarket, will likely rise with the addition of light rail service.

The office submarket surrounding Bellflower Station is not particularly strong but some amount of neighborhood-serving professional and medical services may be supported.



Bellflower Boulevard as “Main Street”



The Mayne Events Center and LA County Fire Museum

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	15,275	340,931	9,974,203
Pop. Density (Per Sq. Mile)	19,459	11,023	2,458
Total Households (HH)	4,983	93,760	3,242,391
Average HH Size	3.07	3.70	3.00
Job to HH Ratio	0.27	0.97	1.19
Median HH Income	\$40,952	\$46,572	\$55,870
Median Income <\$35K	43%	33%	33%
Median Income >\$125K	6%	10%	18%
Median Age	30.5	31.5	35.3
0 to 17 Years	31%	28%	24%
18 to 64 Years	61%	63%	65%
64 Years and Over	8%	9%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.3 BELLFLOWER













LAND USE

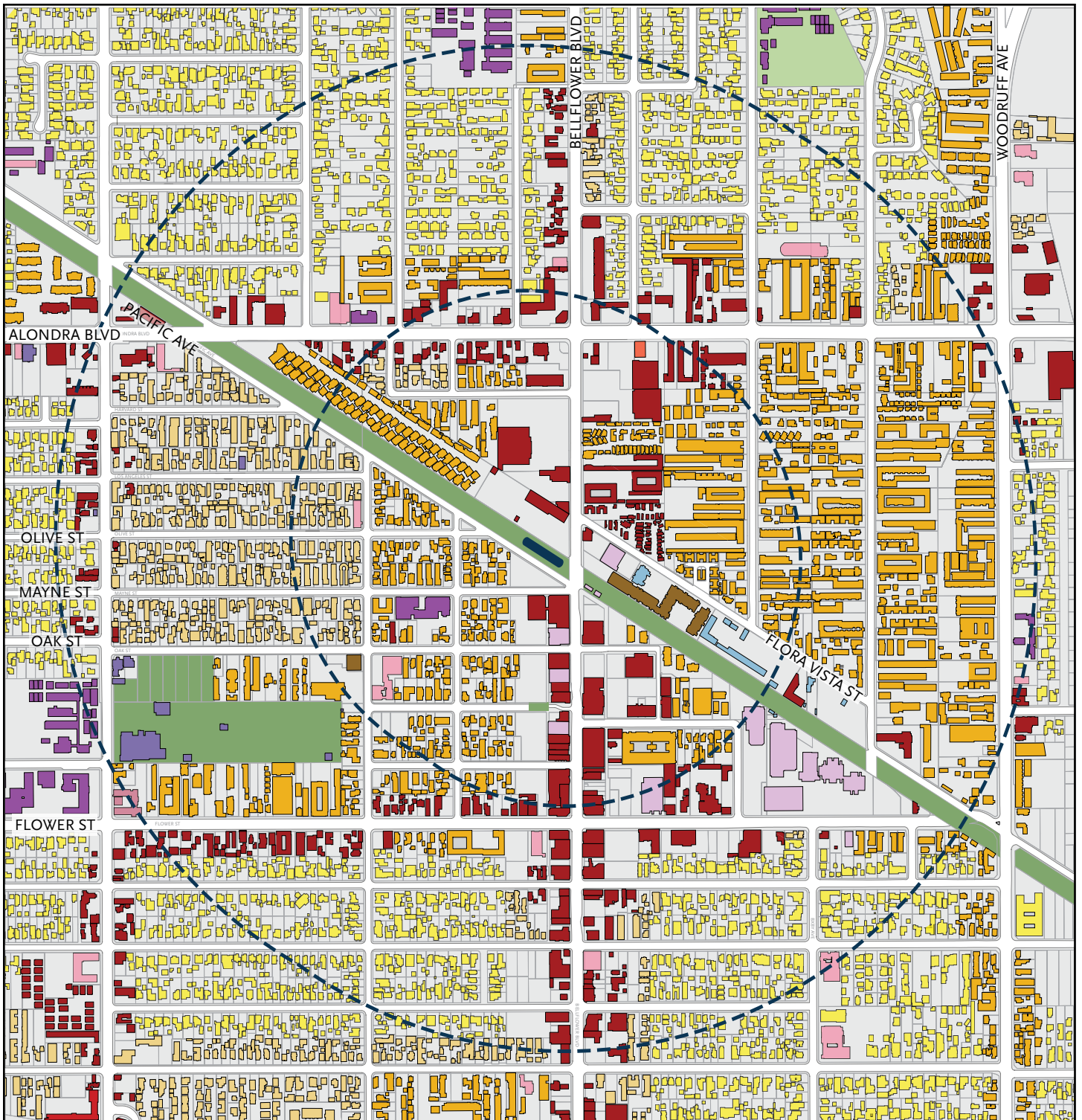
The Bellflower station area is a rich mix of commercial, residential, civic institutional uses. The primary arterials of Bellflower Boulevard, Alondra Boulevard and Flower Street are lined by retail (General Commercial) or multifamily (High Residential) uses. Educational Institutions are distributed evenly throughout the area.

NEIGHBORHOOD FABRIC

The station area is generally walkable with block sizes about 275' wide parallel to Bellflower Boulevard south of the transit alignment. The blocks are relatively larger averaging over 800' feet north of the alignment. There is direct pedestrian access from Bellflower Boulevard and Pacific Avenue as well as the walking trail/bike trail.

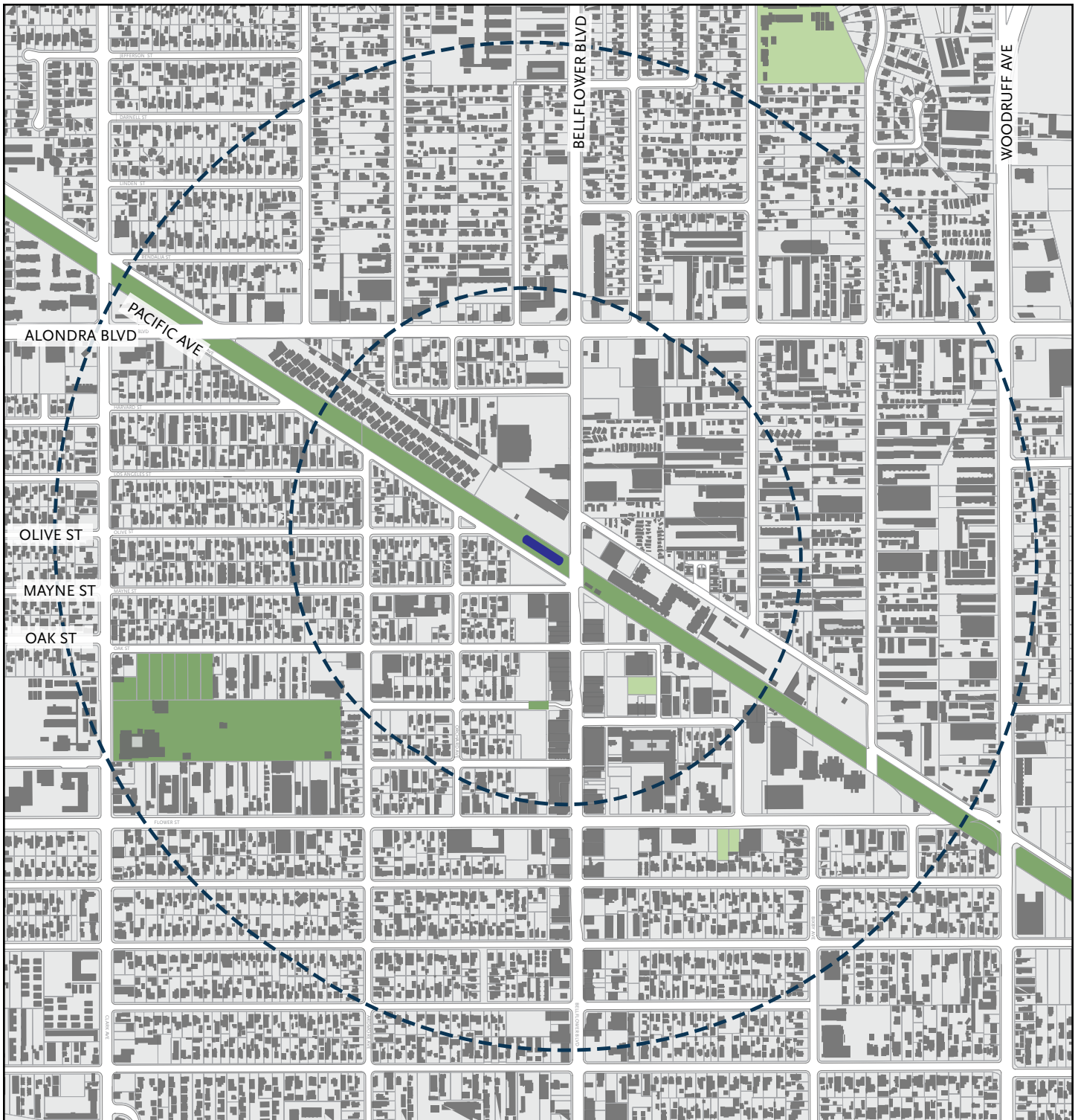
LEGEND




Low Residential	
Medium Residential	
High Residential	
Senior Citizen Housing	
General Commercial	
Hotel	
Office Professional	
Light Industrial	
Religious Buildings	
Educational Institutions	
Recreational	
Civic	



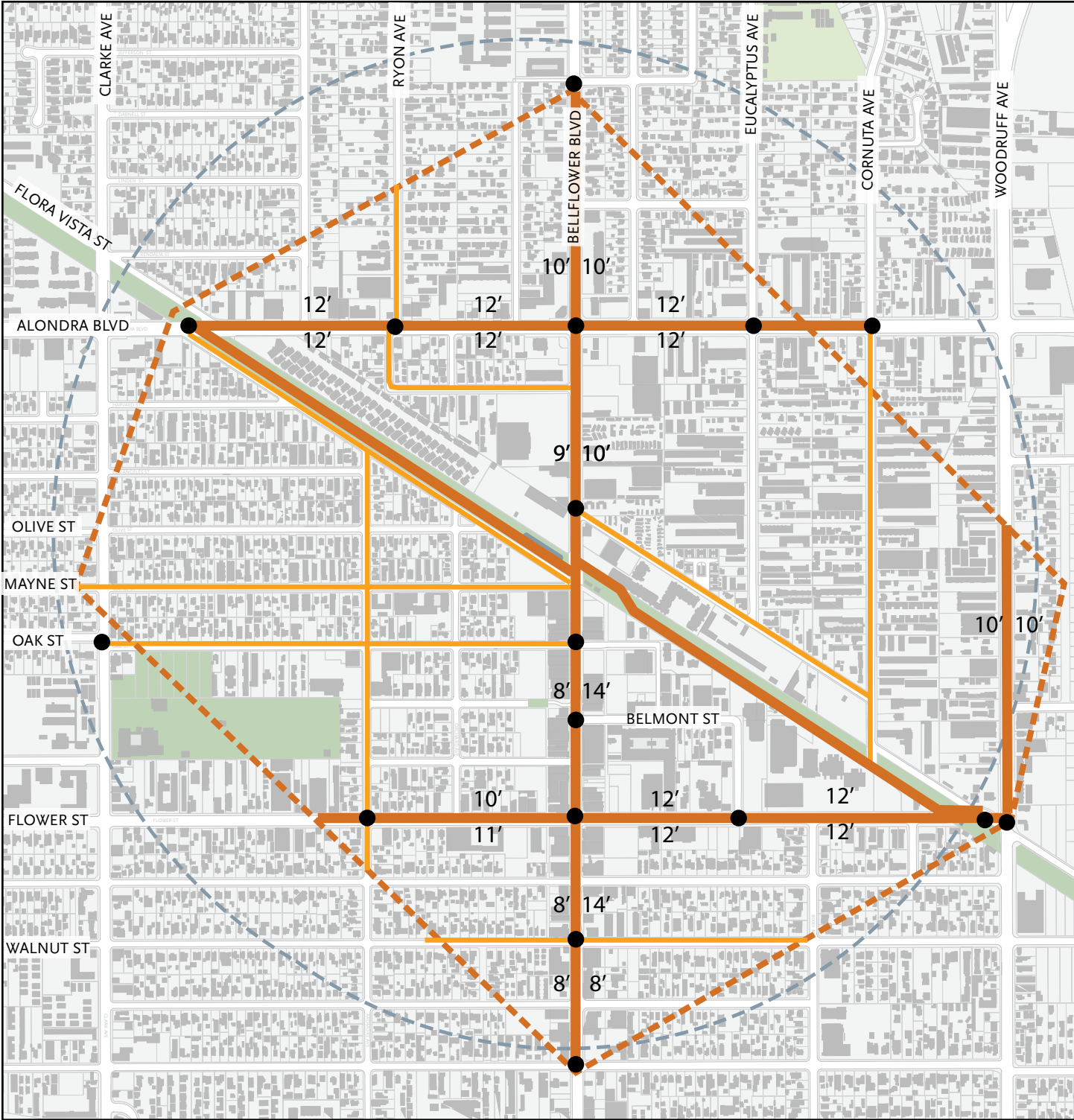
3.3 BELLFLOWER

NEIGHBORHOOD FABRIC

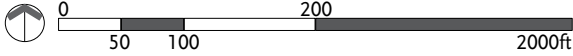


-  Park
-  Private Open Space
-  Institution Open Space





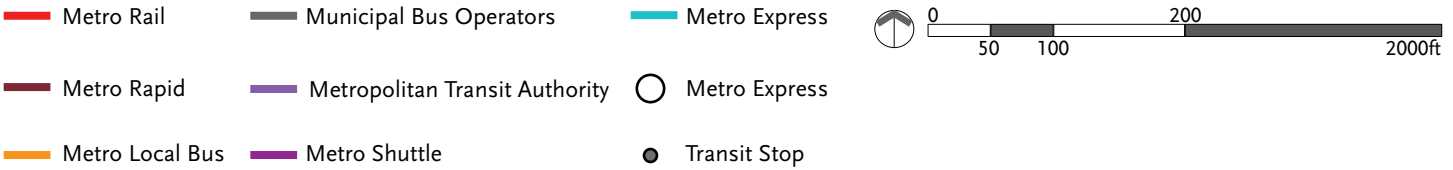
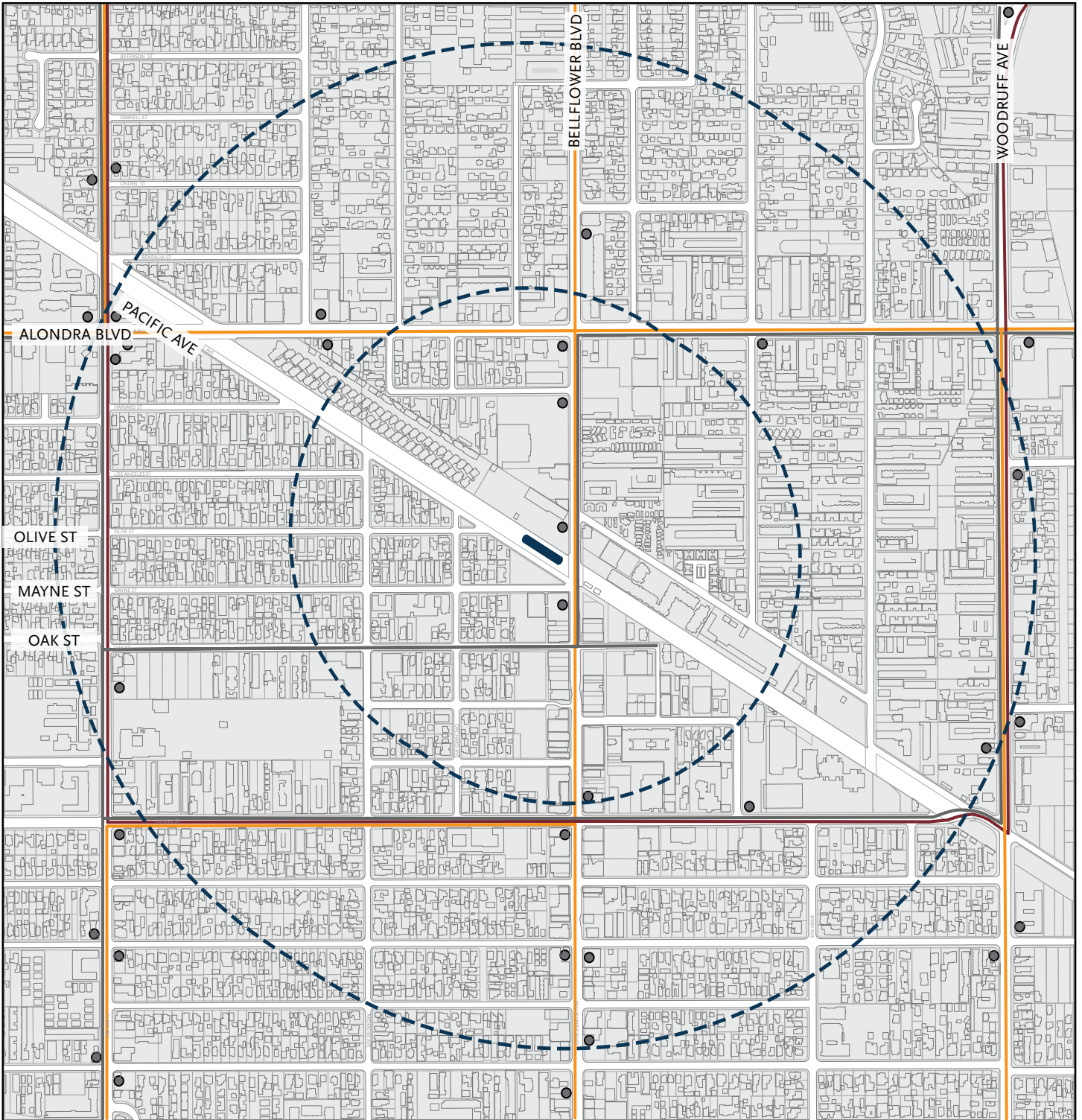
- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.3 BELLFLOWER

TRANSIT NETWORK

The station area is well connected to the transit network by both Metro and Municipal bus lines with stops adjacent to the station.



3.3 BELLFLOWER
















The City of Bellflower is currently engaged in the preparation of the Downtown Station Area Specific Plan which is anticipated to be completed by Fall 2018 and anticipates development incentivized by the transit investment. Currently, the Zoning for the “main street” and adjacent parcels along Bellflower Boulevard is designated as Town Center District south of the station and General Commercial (CG) north of the station.

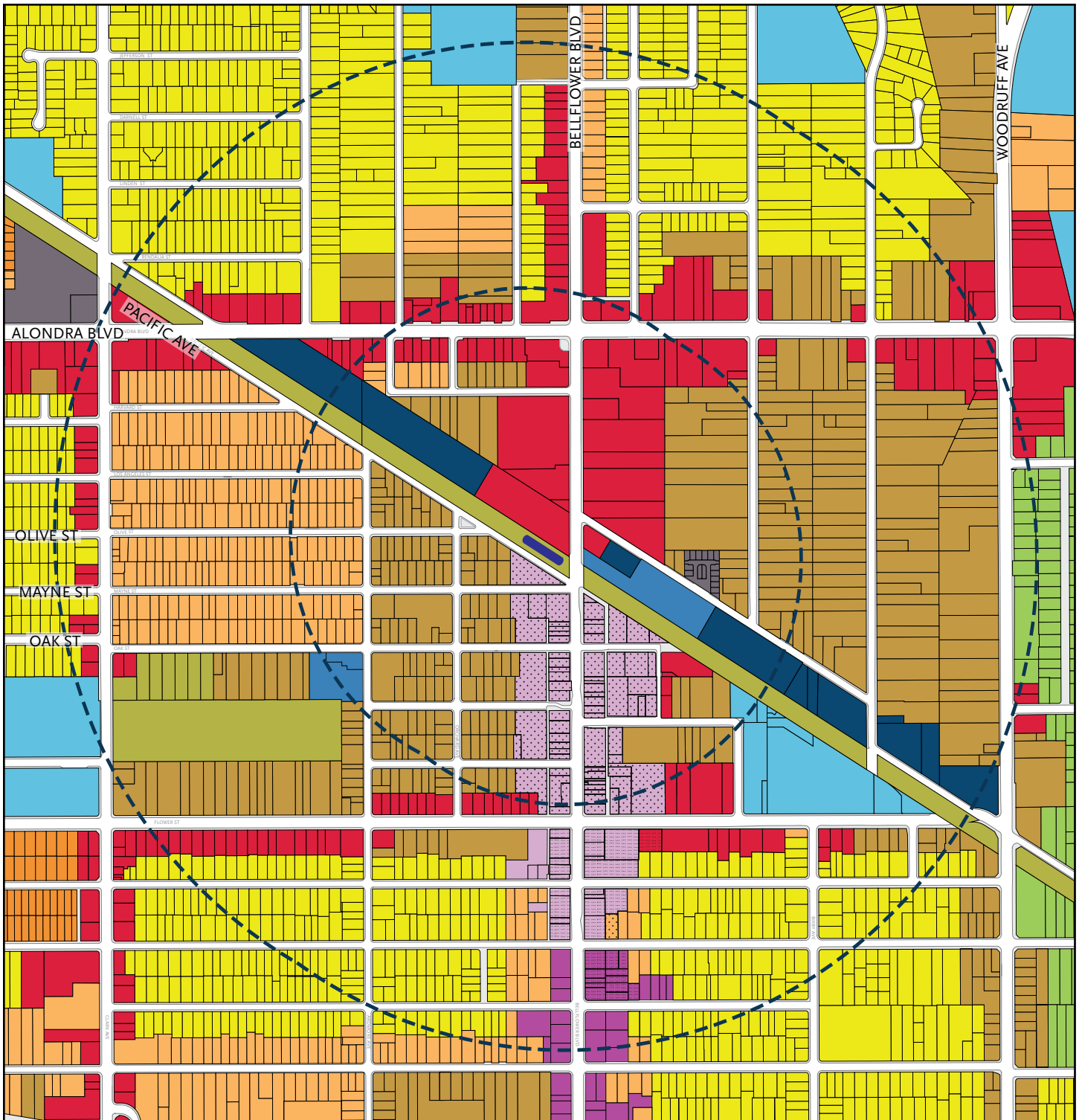
The purpose of the Town Center (TC) District is to provide for the development and redevelopment of the City’s downtown area. Although Residential uses are permitted (on the second level) as well as Commercial, Office and some Public uses, there are currently no development standards for mixed-use which requires an overlay zone.

The intent and purpose of the CG district is to provide adequate areas properly located to serve the needs of the community and the surrounding area. Neither residential or mixed-uses are currently permitted and zoning amendments will be required for future transit supportive uses.

The Senior Citizen Housing along Flora Vista Street, east of Bellflower Boulevard permits densities ranging from twenty-two (22) to seventy (70) units per acre. These high densities are also desired north of Right-of-Way and west of Bellflower Boulevard, but primarily occupied by trailer homes in the M-1 Zone. The TOD Specific Plan designates north of tracks on Bellflower Boulevard at 100 units per acre; and south of tracks at approximately 70 units per acre. The current restrictions of a 40 feet height should be reevaluated.

LEGEND

Bellflower	
City of Bellflower: Zoning Map (December 2017)	
Single Family Residential (S-F)	
R-1 Low Density Residential	
R-2 Medium Density Residential	
R-3 Multiple Residential	
TC (Town Center) Area 1	
TC (Town Center) Area 2	
Open Space (O-S)	
Agricultural Estate (A-E)	
Public Uses (P)	
General Commercial (C-G)	
Light Industrial (M-1)	
Senior Citizen Housing (SCH)	
Specific Plan (SP)	
BVOZ (Bellflower Village Overlay)	
BVOZN (Bellflower Village Overlay North)	



3.3 BELLFLOWER

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.3 BELLFLOWER

DEVELOPMENT VISION

The City of Bellflower is currently engaged in the preparation of the Downtown Station Area Specific Plan which is anticipated to be completed within a half-year and anticipates development incentivized by the transit investment.

Within the station area, the Mayne Events Center and Los Angeles County Fire Museum has been completed and includes a 60-foot high, 24,000-square-foot facility and event center on Bellflower Blvd. This is intended to be major visitor attraction for the City. The City has also put out a Request for Proposal to construct a 300-car city-owned parking structure. The City wants to break ground on the structure by summer 2018 and complete by mid 2019. In addition to this, the City has several public existing parking lots.

SteelCraft Development will develop a shipping container food court park on a 15,000 square-foot city-owned lot, located on Bellflower Boulevard and Oak Street. This will feature approximately 10 unique tenants who serve craft food and drink from repurposed shipping containers including a brewery.

The City expects to prioritize infill development which is likely to include the reuse of the former Greek Market Building. The City plans to invest in the northern section of the City Downtown to draw in more visitors to the downtown area.

There is an opportunity for the Bellflower Station to intensify existing land uses on Bellflower Boulevard as well as some potential for new mixed-use development. Retail and office spaces along Bellflower Boulevard are likely to benefit from the addition of the light rail line, which will help to bring increased foot traffic and greater awareness to the area. The retail parcels closest to the proposed station would benefit from this the most, which could potentially trigger some property owners to redevelop their surface parking lots into other uses.



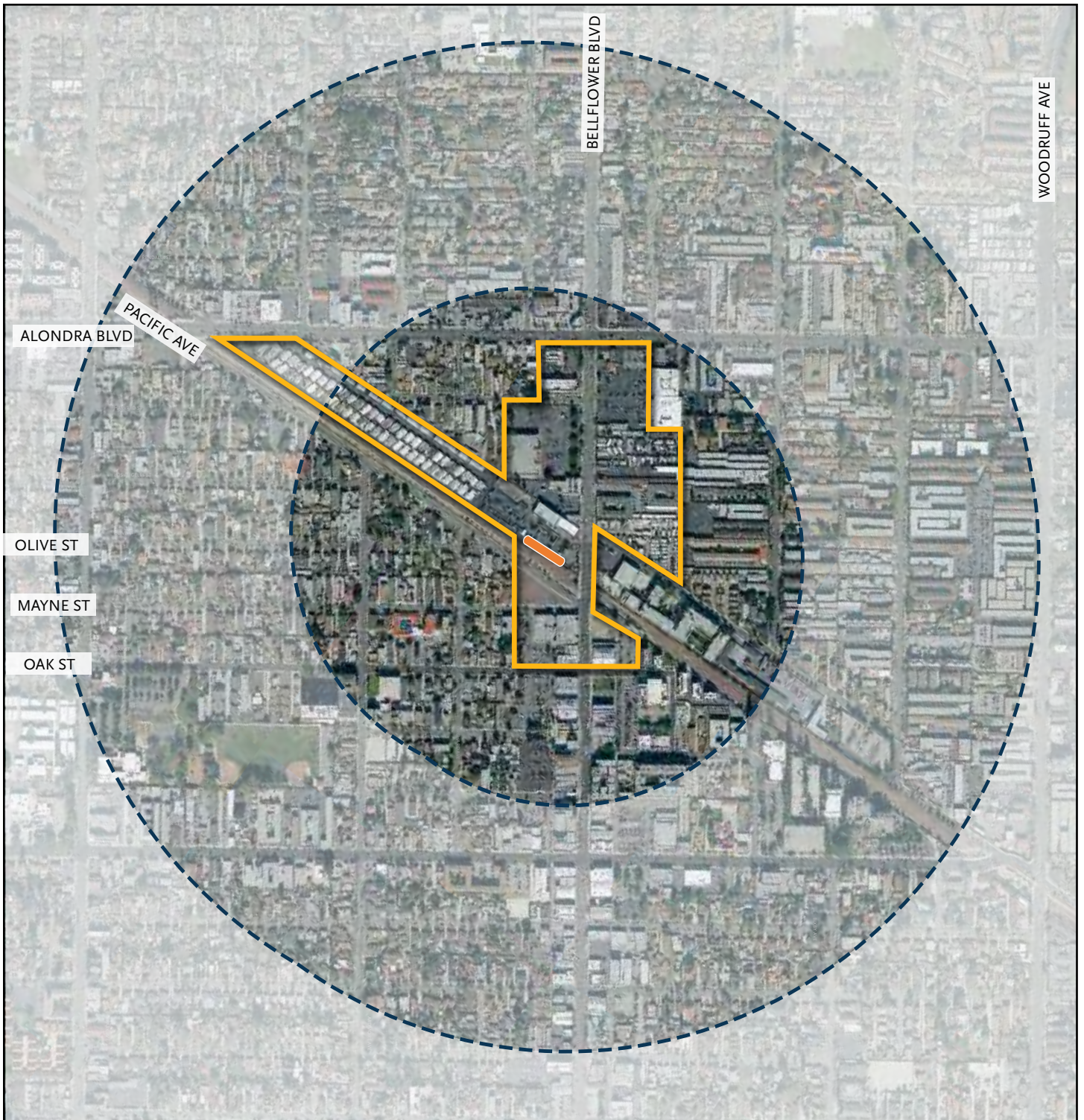
The Proposed Steelcraft Development Project



Recent Mixed-Use Development on Bellflower Blvd



Former Greek Market Building



3.4 PARAMOUNT/ROSECRANS

VICINITY



- 1 Paramount Park
- 2 Paramount High School
- 3 Paramount Park Middle School
- 4 Paramount High School
- 5 Paramount Drive-In Theater
- 6 Paramount Swap-Meet
- 7 Our Lady of the Rosary Pariah
- 8 Paramount High School West Campus
- 9 Theodore Roosevelt School
- 10 Ralph's Distribution Center
- 11 Bianchi Theater Multiplex
- 12 The Enclave Apartment Homes

Typology: Large Scale Mixed-Use Development

The Paramount/Rosecrans station will be located by the intersection of Paramount Boulevard and Rosecrans Avenue in the City of Paramount. The station area is a suburban mix of residential, commercial, educational, and some industrial uses. Retail establishments clustered along the two arterials primarily include single-story strip centers.

Station Area: The station is located within a 5-minute walk of prominent retail destinations including the Paramount Drive-In Theater and Swap Meet and the Bianchi Theater multi-plex. The station area includes popular civic uses such as Paramount Park and the Paramount Community Center which serve the general public and educational institutions such as the Paramount Middle School and High School (West Campus), The main campus of Paramount High School and Theodore Roosevelt School are also within a 10-minute walk.

Socio-Economic Highlights: The station area has a much higher average household size (4.27) than the surrounding subarea and LA County, which suggests a greater number of families living in the station area. The station area has also experienced a 13% decline in number of jobs between 2010 and 2014. Given that the top employment industry sector is manufacturing, this decrease is likely driven by the general decline of manufacturing jobs in LA County.

Real Estate Market: 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 other submarkets, and the very high vacancy of Class A space in the surrounding submarket.

There is opportunity for the Paramount/Rosecrans Station to develop more retail and residential uses to complement or replace existing retail with higher quality product (as appropriate).

Paramount Boulevard includes a number of smaller shopping centers that seem to be doing well, but there are very few centers with a major anchor or national retailers.



Paramount Drive in Center / Swap Meet



Multi-family housing on Paramount Boulevard

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	10,233	340,931	9,974,203
Pop. Density (Per Sq. Mile)	13,036	11,023	2,458
Total Households (HH)	2,396	93,760	3,242,391
Average HH Size	4.27	3.70	3.00
Job to HH Ratio	1.13	0.97	1.19
Median HH Income	\$46,199	\$46,572	\$55,870
Median Income <\$35K	35%	33%	33%
Median Income >=\$125K	3%	10%	18%
Median Age	28.7	31.5	35.3
0 to 17 Years	32%	28%	24%
18 to 64 Years	62%	63%	65%
64 Years and Over	6%	9%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.4 PARAMOUNT/ROSECRANS













LAND USE

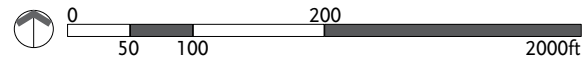
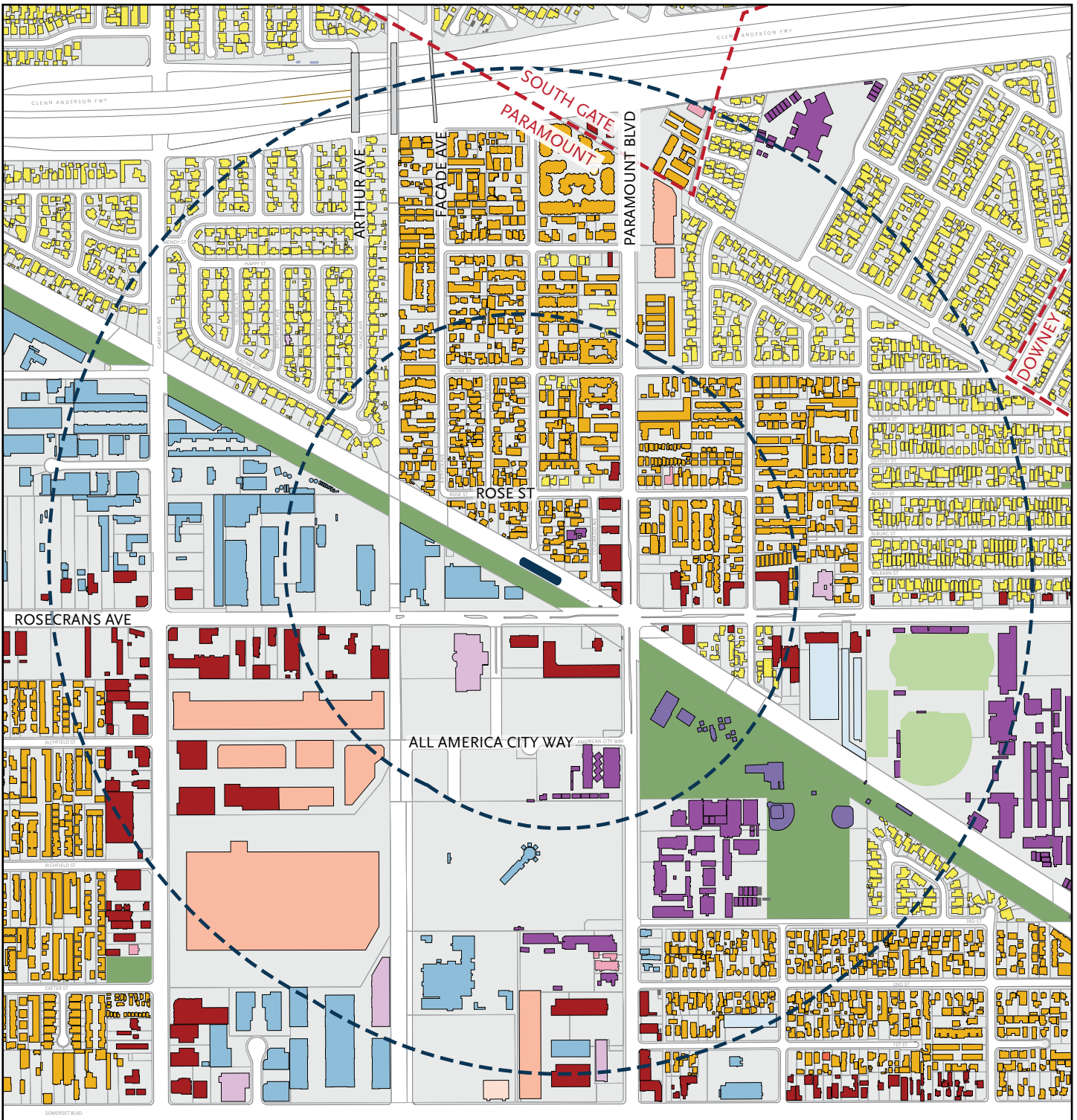
The land use in the Paramount/Rosecrans station area is distributed horizontally with strongly defined boundaries. Multi-family (High Residential) uses are located along Paramount Blvd north of the alignment, with single-family (low Residential) neighborhoods adjacent. Educational, Civic and Recreational uses dominate the south-east quadrant whereas Commercial uses are located south of Rosecrans, and Light Industrial located north of the arterial in the south-west quadrant.

NEIGHBORHOOD FABRIC

The fabric of the station area varies significantly. North of the transit alignment, the blocks are about 650'x650' but significantly larger south of the alignment with blocks extending nearly 2000' with little or no frontage. There is potential for direct pedestrian access to the station only from the Paramount Rosecrans intersection.

LEGEND




Low Residential	
High Residential	
General Commercial	
Office Professional	
Commercial Manufacturing/Industrial	
Retail	
Light Industrial	
Warehouse	
Religious Buildings	
Educational Institutions	
Recreational	
Civic	

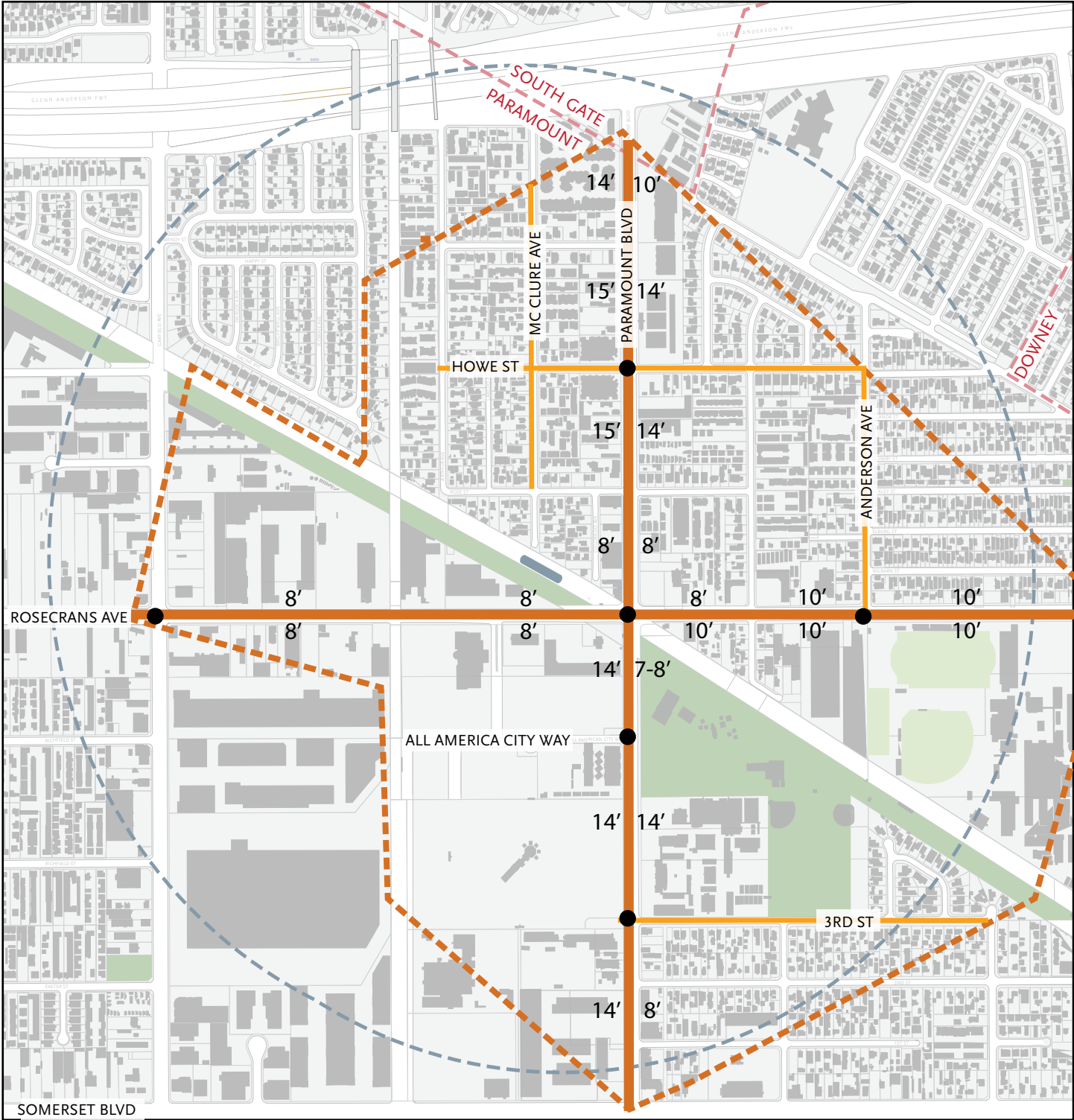


3.4 PARAMOUNT/ROSECRANS

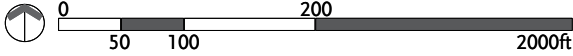
NEIGHBORHOOD FABRIC



-  Park
-  Private Open Space
-  Institution Open Space



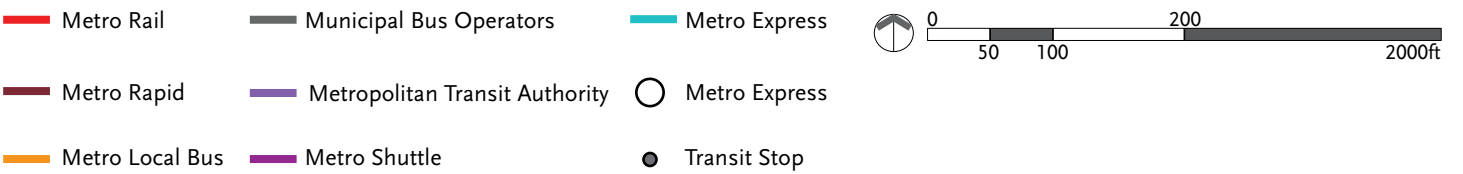
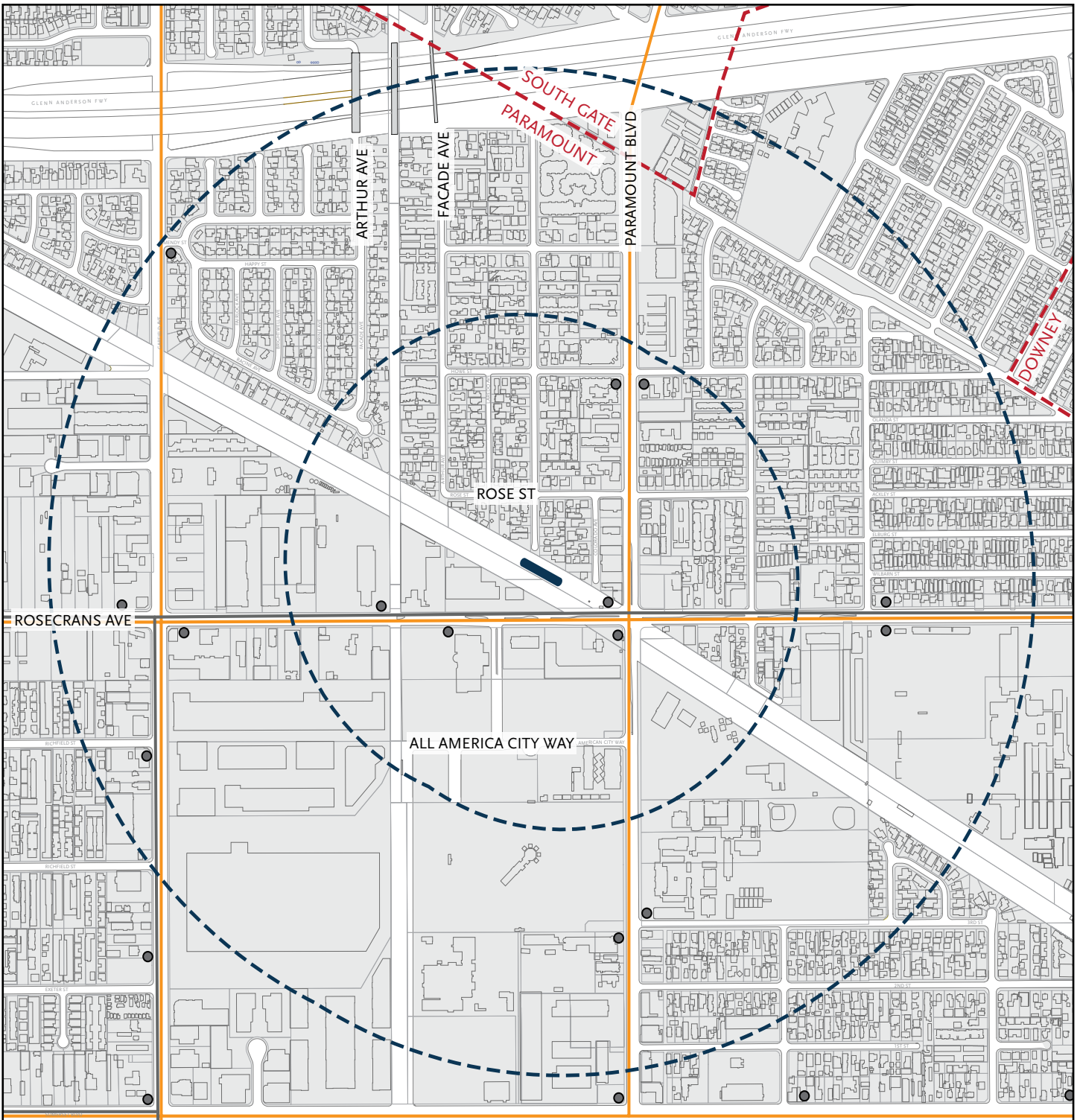
- - - Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.4 PARAMOUNT/ROSECRANS

TRANSIT NETWORK

Both Metro as well as local municipal transit lines serve Rosecrans, and at least three Metro lines serve Paramount Blvd. However, given the large block sizes, there is only limited pedestrian access to transit stops from adjacent neighborhoods.



3.4 PARAMOUNT/ROSECRANS

Zoning within the station area is consistent with existing land use. There are properties within the station area that have the largest potential for transit oriented development that are currently not zoned for residential or mixed uses.

These include PD-PS designation, which is for Planned Development with Performing Standards, along Paramount Boulevard. In addition, parcels designated M-1 Light Manufacturing which are designated for the Drive-In Theater and Swap Meet, have the greatest potential for Transit Oriented Development.


The following specific plans within the station area need to be amended to permit the implementation of the current development vision. They include the following:


- Clearwater East Specific Plan: Per the City of Paramount, this Specific Plan is outdated and needs to be revised to include residential development. This plan area includes the Swap Meet / Drive-In theatre complex and currently allows for commercial, office, and industrial uses, but does not include residential uses. The City is looking to update the specific plan to allow for housing. However, there is a 22 unit per acre voter-approved restriction on density. The City is currently looking at options to allow more than this restriction, with voter approval, at a limited area around the Paramount/Rosecrans station.
- Clearwater North and Howe/Orizaba Specific Plans: These were both made irrelevant in 1998 by a density limiting proposition (Prop FF). They need to be consolidated and revised to include commercial/mixed use.

LEGEND

Southgate

City of Southgate: Zoning Map (March 2015)


Neighborhood Low (NL) 


Light Manufacturing (M2) 


Hollydale Mixed Use 


Paramount

City of Paramount: Zoning Map (May 2014)

C-3 General Commercial 


R-1 Single Family Residential 

M-2 Heavy Manufacturing 

M-1 Light Manufacturing 


R-M Multi Family Residential 

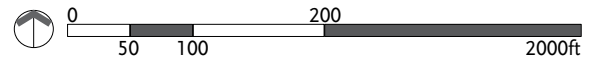
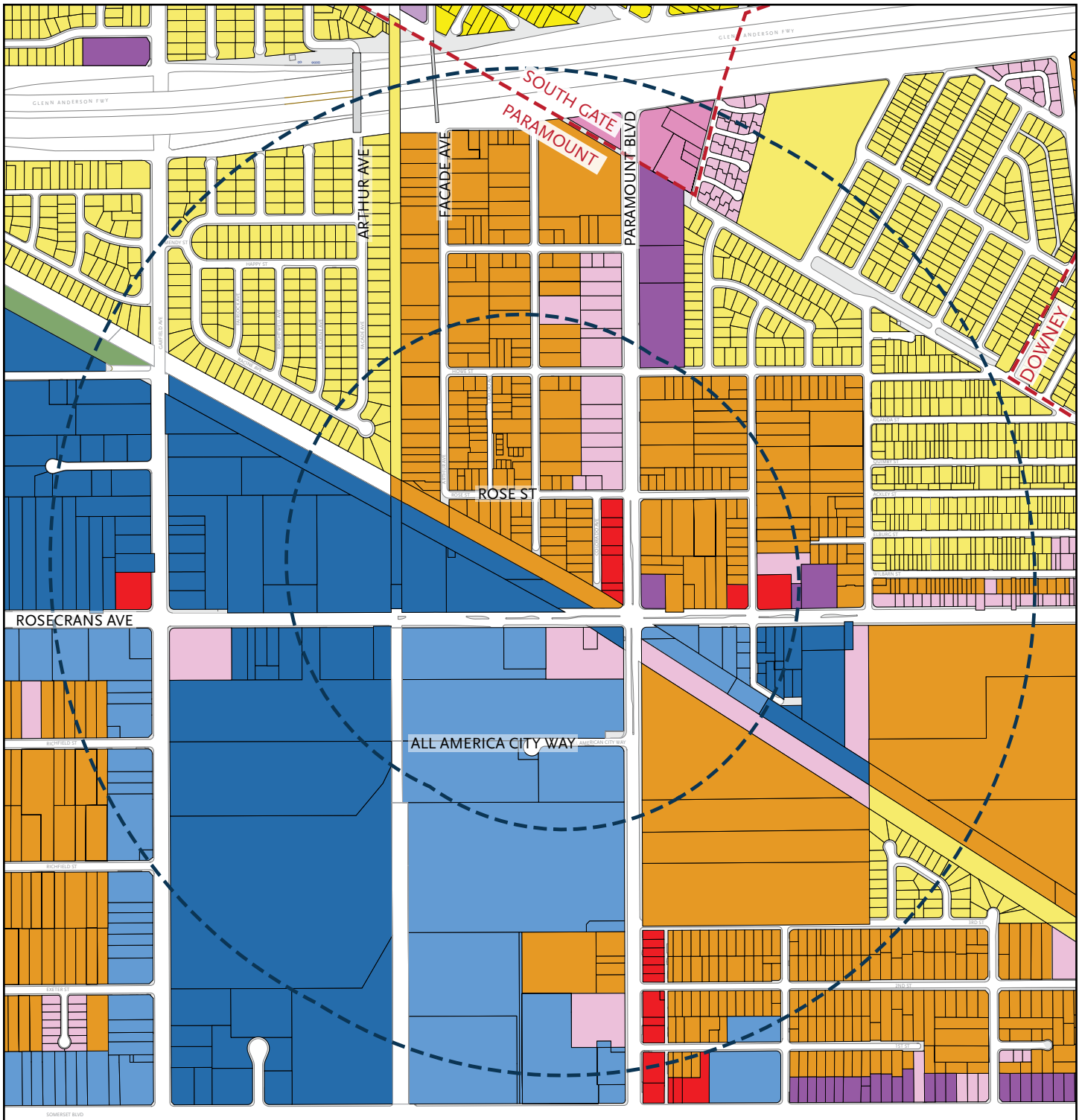
C-M Commercial Manufacturing 

Planned Development Performance Standards (PD-PS) 

Downey

City of Downey: Zoning Map

R-15,000 Residential 



3.4 PARAMOUNT/ROSECRANS

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.4 PARAMOUNT/ROSECRANS

DEVELOPMENT VISION

The City of Paramount is actively considering mixed-use development and envisions new opportunities for people to shop and go to restaurants on the way home. There is a potential opportunity to capture transit riders who are traveling through the city.

The parcels currently occupied by the Drive-In Theater and Swap Meet present significant redevelopment opportunities over the long term, given the amount of available land at the sites. Such a large-scale redevelopment could help the area transition into a mixed-use residential and retail destination. There is potential to develop high quality residential multi-family development integrated with neighborhood and community-serving retail. The City also considers this site for development as retail restaurant, and commercial office uses in conjunction with open space. The City's TOD plans for the station area are currently in the early stages, and the City is seeking grant opportunities to fully plan for TOD.

Increase in the number of restaurants in the City is underway as city's daytime population continues to grow. Alondra Blvd. from Paramount Blvd. to Downey Ave. is part of the city's central business district and revitalizing that is a priority for the City. A redevelopment project on Alondra south and the downtown area is currently underway.

The City is 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.

Public improvements for pedestrian safety is a priority in the station area as over 1,000 students cross the intersection at Rosecrans and Paramount and there is significant traffic that goes eastbound on Rosecrans.

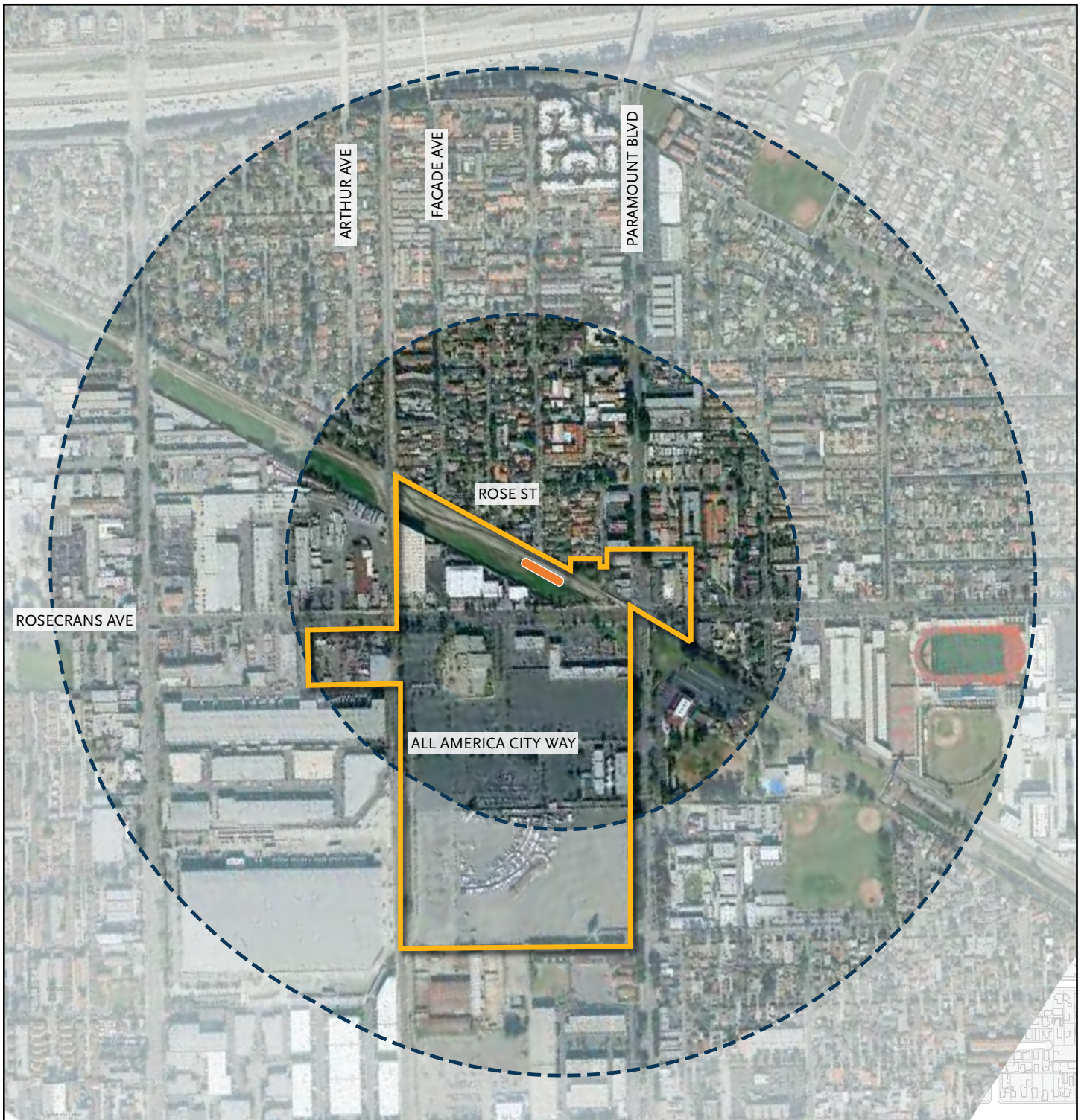
At the Paramount/Rosecrans station, South Pasadena's Mission-Meridian station may be an example to emulate but a dense station area is not being considered.



Paramount High School within



Gold-Line Mission Meridian Station as a precedent



3.5 I-105/GREENLINE

VICINITY



- ① Harbor House
- ② Hollydale Community Center
- ③ Theodore Roosevelt School
- ④ American Indian Bible Church
- ⑤ Community of Faith Bible Church
- ⑥ All American Park
- ⑦ St. Pius X Matthias Academy
- ⑧ The Enclave Homes

Typology: Residential Hybrid Infill

The I-105/Green Line station area is a predominantly residential area that is bisected by the I-105 freeway. There are also industrial uses clustered along the WSAB right-of-way north of the freeway. This station will serve as the interchange between the WSAB line and the Green Line, which provides access to LAX.

Station Area: The station is within a 5-minute walk of the Hollydale Community Center and a few churches within the industrial belt on either side of the transit alignment. The site is very isolated with the only viable access along Century Boulevard from the City of South Gate. The only limited access from the south is through a convoluted route through a single-family neighborhood.

Socio-Economic Highlights: The I-105/Green Line station area has the lowest jobs to household ratio (0.23) of all the half-mile station areas, which reflects the predominantly residential nature of this station area.

Real Estate Market: When compared with the Corridor average, retail rents in the surrounding submarket are healthy. This indicates some potential for new, higher quality retail within the station area. There are currently retail sites occupied by low-intensity retail that is somewhat underutilized, such as those on Paramount Boulevard in the station area north of the I-105 as well as a few retail properties between the I-105 and Howe Street, that could potentially accommodate such redevelopment.

If redevelopment of underutilized retail parcels is desired, mixed-use multi-family residential could be an opportunity. The submarket has the second highest average for-sale prices south of the Downtown LA submarket, and rental properties are experiencing very low vacancies. Nearby developments like The Enclave Apartment Homes demonstrate that residential rents that are well-above the submarket.

There is an opportunity to attract non-traditional industrial uses that support higher employment densities (e.g., maker spaces, light manufacturing, co-working spaces). The industrial cluster north of the freeway, which will be easily accessible from the station, 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.



View south-east along Century Boulevard



Existing rail alignment across the I-105 Freeway

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	10,232	340,931	9,974,203
Pop. Density (Per Sq. Mile)	13,034	11,023	2,458
Total Households (HH)	2,586	93,760	3,242,391
Average HH Size	3.96	3.70	3.00
Job to HH Ratio	0.23	0.97	1.19
Median HH Income	\$47,103	\$46,572	\$55,870
Median Income <\$35K	36%	33%	33%
Median Income >\$125K	5%	10%	18%
Median Age	29.6	31.5	35.3
0 to 17 Years	31%	28%	24%
18 to 64 Years	61%	63%	65%
64 Years and Over	7%	9%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.5 I-105/GREENLINE










LAND USE

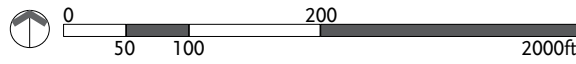
The land use in the station area is primarily residential comprised of Multi-family (High Residential) uses in the south-east quadrant and single-family (Low Residential) neighborhoods elsewhere. The only exceptions are Heavy Industrial, and Warehouse uses heading north along the transit alignment and in the south-west quadrant.

NEIGHBORHOOD FABRIC

The fabric of the station area is suburban in nature with cul-de-sacs and limited access to residential neighborhoods. The juxtaposition of the north-bound transit alignment and the skewed geometry of the street network are impediments to access and coherence.

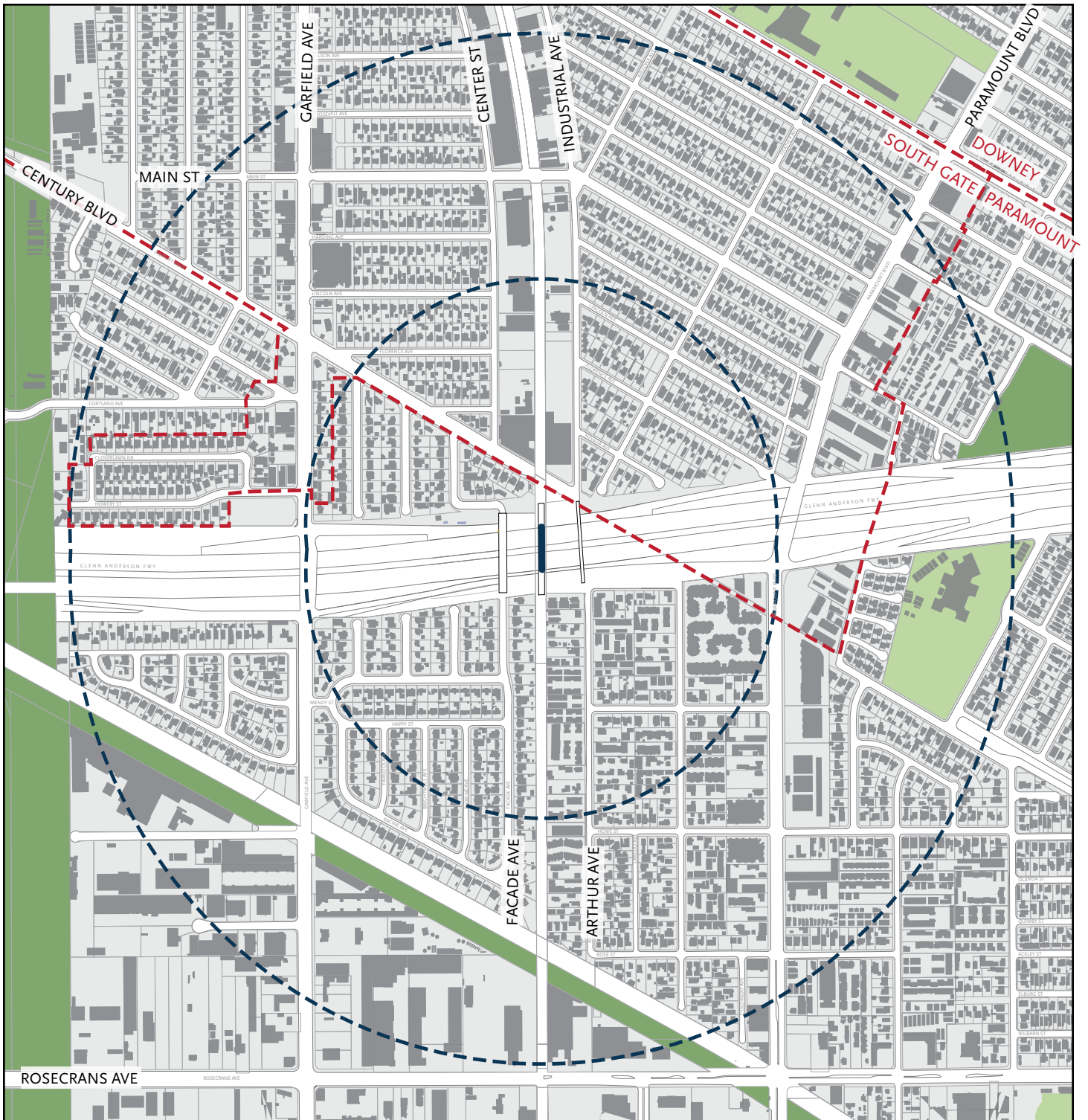
LEGEND




Low Residential	
Medium Residential	
High Residential	
General Commercial	
Heavy Industrial	
Warehouse	
Religious Buildings	
Educational Institutions	
Mixed Use	



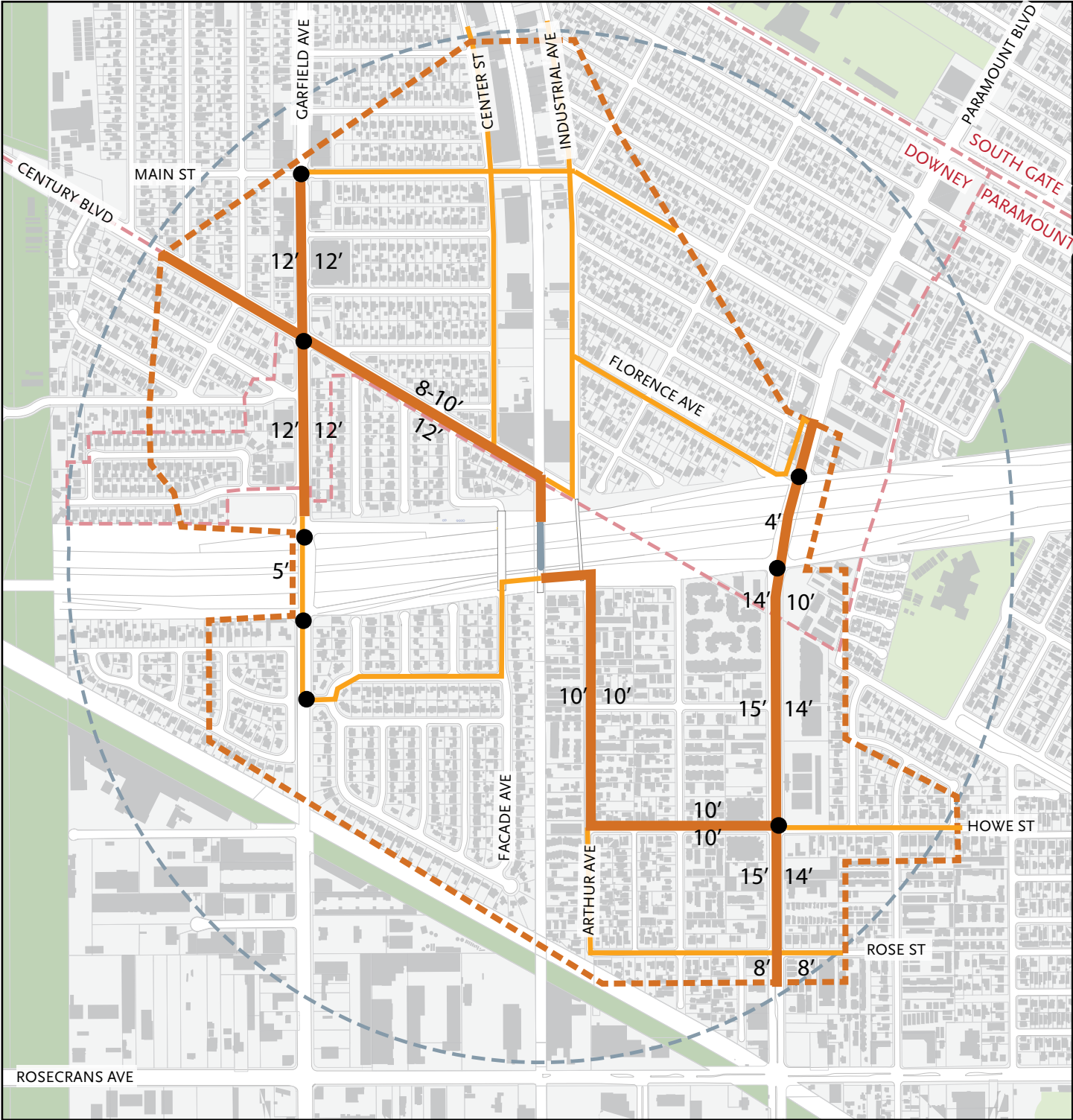
3.5 I-105/GREENLINE

NEIGHBORHOOD FABRIC

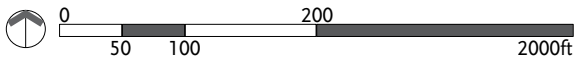


-  Park
-  Private Open Space
-  Institution Open Space





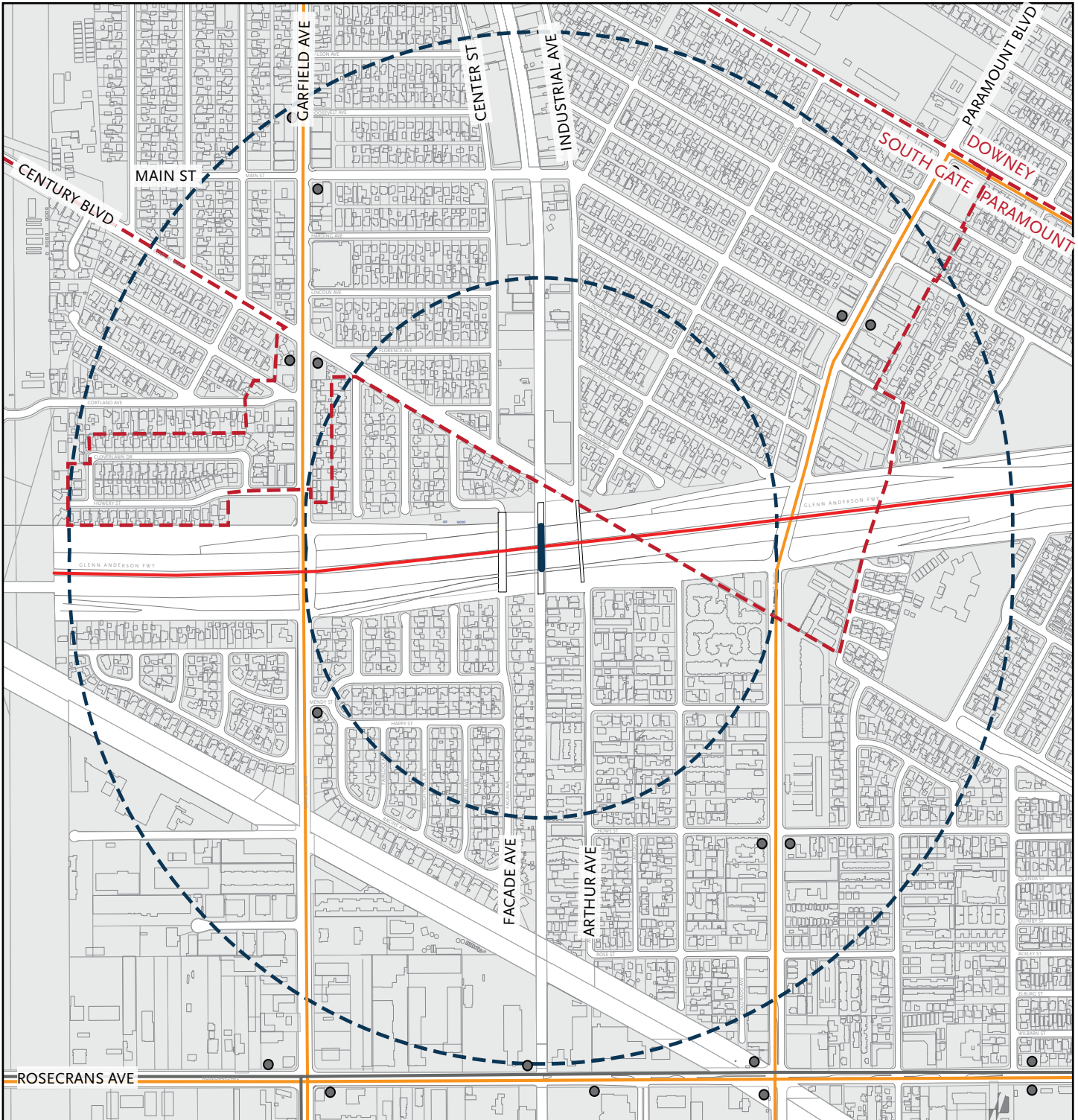
- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.5 I-105/GREENLINE

TRANSIT NETWORK

There is no immediate access to existing transit with the nearest transit stop a 5-minute walk to the Garfield/Century Blvd intersection. The potential connection with the Green Line will demand a more connected transit network for ridership connectivity.









3.5 I-105/GREENLINE








Zoning within the station area is consistent with existing land use. There are properties within the station area that have the largest potential for TOD that are not currently zoned for residential or mixed uses. These include the Light-Manufacturing designation. These parcels would need to be rezoned to add housing in the station area. In the City of Paramount, there is a 22 unit per acre voter-approved restriction on density. The City could ask voters for an exemption in the station area.

LEGEND




Southgate City of Southgate: Zoning Map (March 2015)

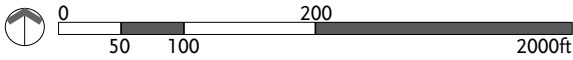
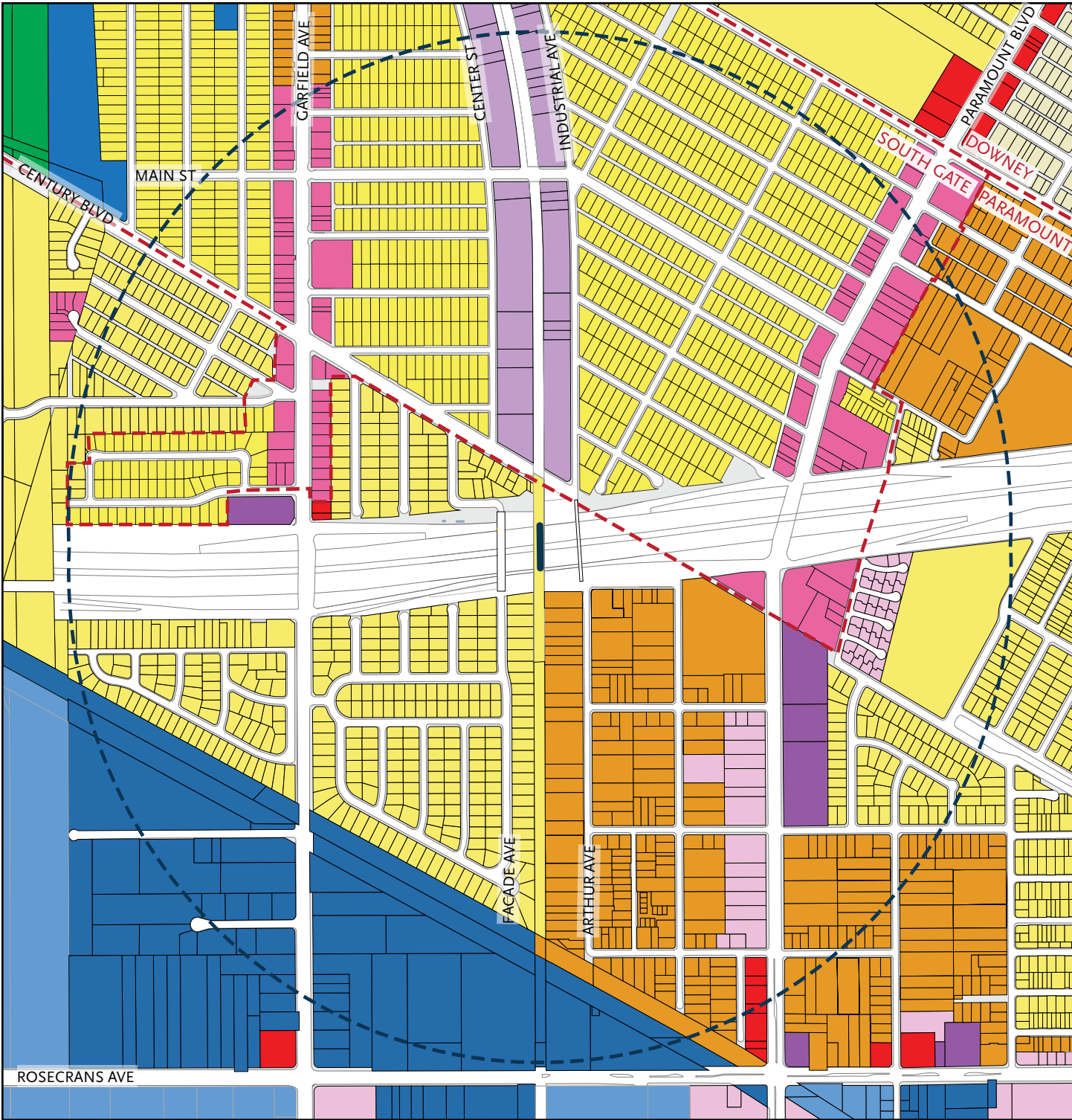
- Open Space (OS) 
- Neighborhood Low (NL) 
- Light Manufacturing (M2) 
- Hollydale Mixed Use 
- Neighborhood Medium (NM) 
- Civic (CV) 

Paramount City of Paramount: Zoning Map (May 2014)

- C-3 General Commercial 
- R-1 Single Family Residential 
- M-2 Heavy Manufacturing 
- M-1 Light Manufacturing 
- R-M Multi Family Residential 
- C-M Commercial Manufacturing 
- Planned Development Performance Standards (PD-PS) 

Downey City of Downey: Zoning Map

- C-2 Commercial 
- R-15,000 Residential 
- R-2 Residential 



3.5 I-105/GREENLINE

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.5 I-105/GREENLINE

DEVELOPMENT VISION

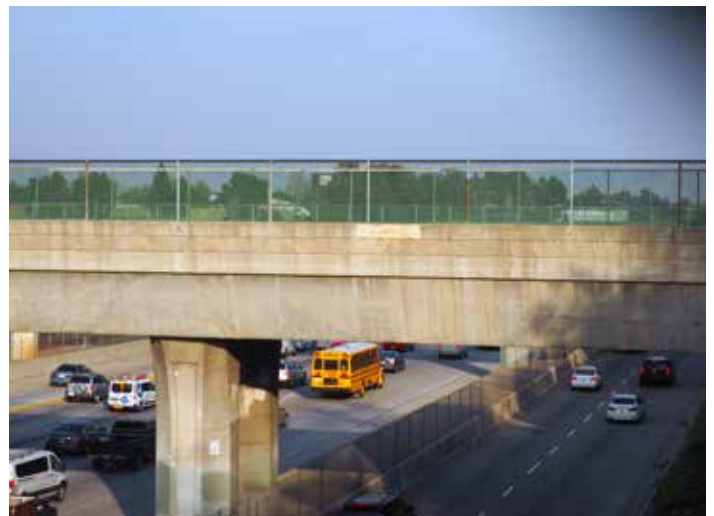
The I-105/Green Line station is perhaps the most undervalued station in terms of long-term development opportunities due to current accessibility challenges. . The WSAB alignment is planned to connect with the Green Line in Paramount, creating additional use of the station, which could result in more vehicle traffic and parking needs. There is limited access to this station through the adjacent single-family neighborhood as there is only one way in and out of the station area from the City of Paramount. There may be more station access potential from the City of South Gate.

Paramount is transitioning industrial sites to “green” technology industry sites and plans to prohibit certain heavy industrial uses. The City is looking for more clean industries to evolve in response to the demands of residents.

The Hollydale Specific Plan was recently developed for the City of South Gate and includes the Greenline station. The plan identifies Garfield as a retail “main-street”. Public improvements on Century Boulevard should be prioritized to improve access for future transit riders.



Single-family residential neighborhood with cul-de-sacs



Existing pedestrian bridge across the I-105 Freeway

POTENTIAL OPPORTUNITIES



3.6 GARDENDALE

VICINITY



- ① Rancho Los Amigos Medical Campus
- ② LA County Public Works
- ③ LA County Animal Shelter
- ④ St. Pius X - St. Matthias Academy
- ⑤ Hollydale Regional Park
- ⑥ Hollydale Elementary School
- ⑦ Downey Courthouse
- ⑧ LA County Public Library
- ⑨ Rancho Los Amigos National Rehabilitation Center

Typology: Institutional Expansion

Gardendale Station is located on Gardendale Street, in Downey, which sits between a predominantly industrial area to the north and a suburban residential neighborhood to the south. South of Gardendale Street, there is a corridor of industrial properties immediately adjacent to the WSAB alignment. There is virtually no retail or office uses within the station area at this time.

Station Area: The station is within a 5-minute walk of the Los Angeles County Public Works facility to the west and the currently underutilized future Rancho Los Amigos south campus site to the east. The current campus of the Rancho Los Amigos National Rehabilitation Center and the LA County Public Library are within a 10-minute walk to the north east.

Socio-Economic Highlights: The Gardendale station area has a higher median household income than its surrounding subarea as a whole, but it is still slightly below that of LA County. Employment growth between 2010 and 2014, was - 34%, which is likely reflective of the general decline of manufacturing jobs in LA County. Even so, manufacturing is still the top employment industry sector, accounting for 35% of all jobs in the station area. The station area also has a much higher than average proportion of owner-occupied households when compared to both the surrounding subarea and LA County, which highlights the high proportion of single-family homes in the residential portions of the station area.

Real Estate Market: 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 could look to provide additional general or medical office/lab space on county facilities; though it may be necessary to incentivize these uses through public-private partnership and other incentives. There are also numerous privately-owned industrial sites north of Gardendale Street that could be redeveloped with higher intensity employment uses. Retail and residential uses should also be considered as additional amenities to support the development of a dynamic employment-focused destination.



Rancho Los Amigos National Rehabilitation Center



Los Angeles County Public Works Facility

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	4,935	340,931	9,974,203
Pop. Density (Per Sq. Mile)	6,287	11,023	2,458
Total Households (HH)	1,250	93,760	3,242,391
Average HH Size	3.95	3.70	3.00
Job to HH Ratio	1.00	0.97	1.19
Median HH Income	\$53,897	\$46,572	\$55,870
Median Income <\$35K	36%	33%	33%
Median Income >\$125K	14%	10%	18%
Median Age	32	31.5	35.3
0 to 17 Years	28%	28%	24%
18 to 64 Years	61%	63%	65%
64 Years and Over	11%	9%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.6 GARDENDALE













LAND USE

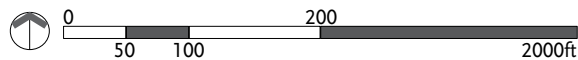
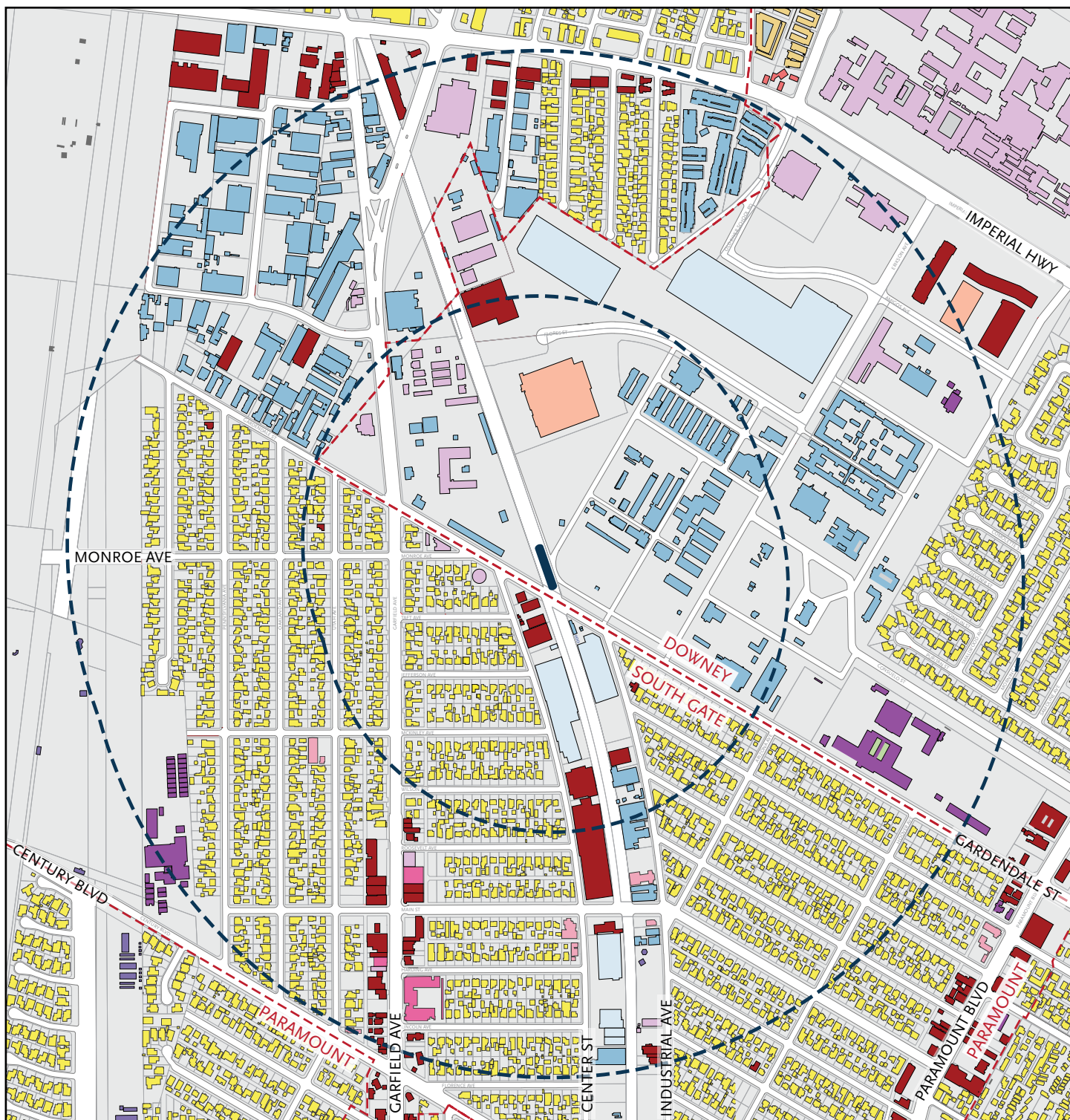
The proposed station is located at the intersection of Gardendale Street and Industrial Avenue. Gardendale Street bisects the station area running north-west. On the northern part of Gardendale Street, there are predominantly heavy industrial buildings and warehouses, along with some civic facilities. To the south of Gardendale Street, it is almost entirely low residential housing. There is a strip of General Commercial, Industrial and warehouse uses located between Center Street and Industrial Avenue south of Gardendale.

NEIGHBORHOOD FABRIC

The fabric of the station area varies significantly on either side of Gardendale Street. North of the street, the blocks are over a 1000'. South of Gardendale Street is mostly uniform with residential blocks that are about 300' wide parallel to the WSAB transit alignment.

LEGEND

Low Residential	
Medium Residential	
General Commercial	
Neighborhood Commercial	
Commercial Manufacturing/Industrial	
Heavy Industrial	
Warehouse	
Religious Buildings	
Educational Institutions	
Recreational	
Mixed Use	
Civic	



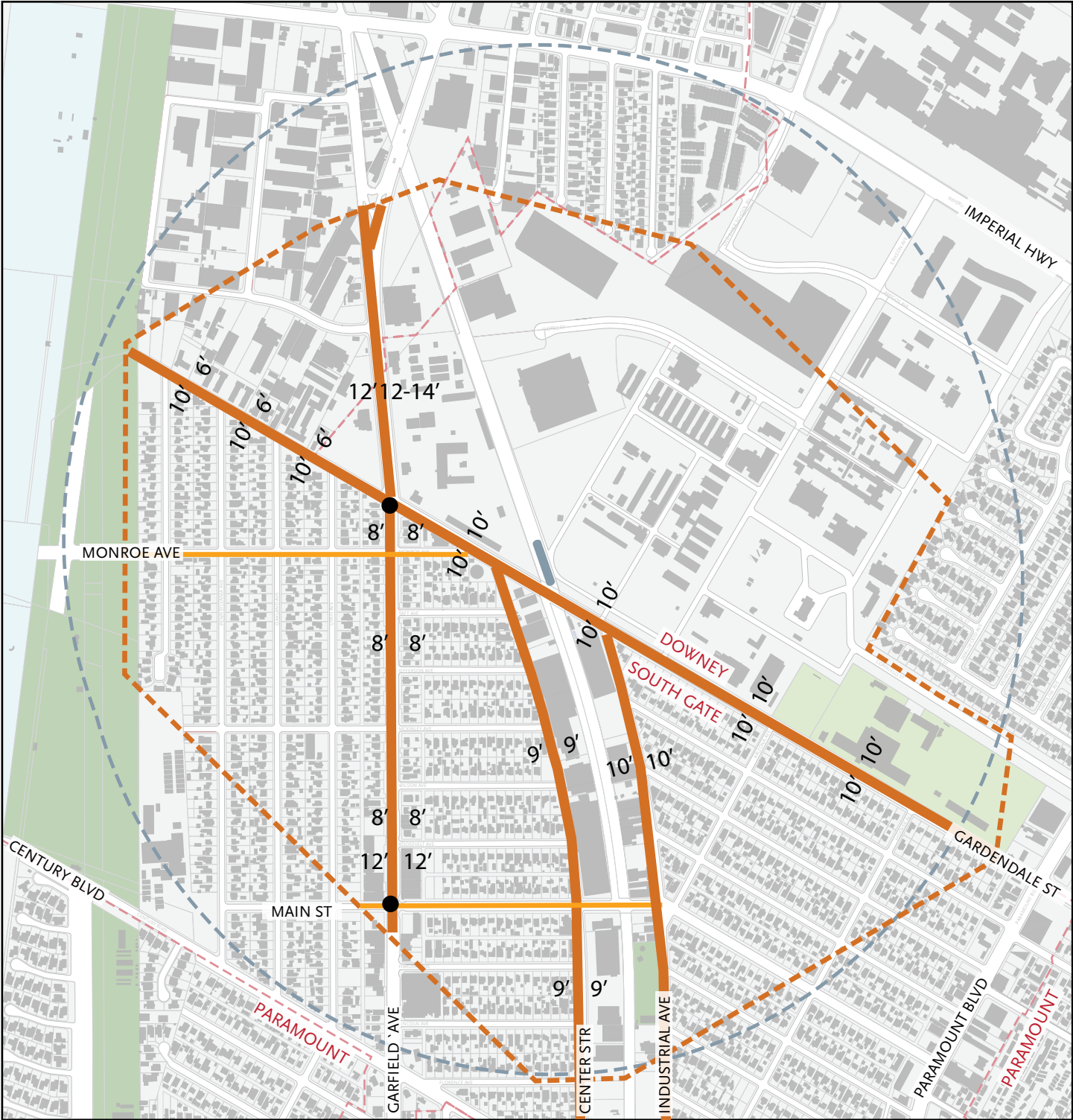
3.6 GARDENDALE

NEIGHBORHOOD FABRIC

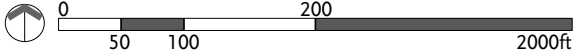


- Park
- Private Open Space
- Institution Open Space





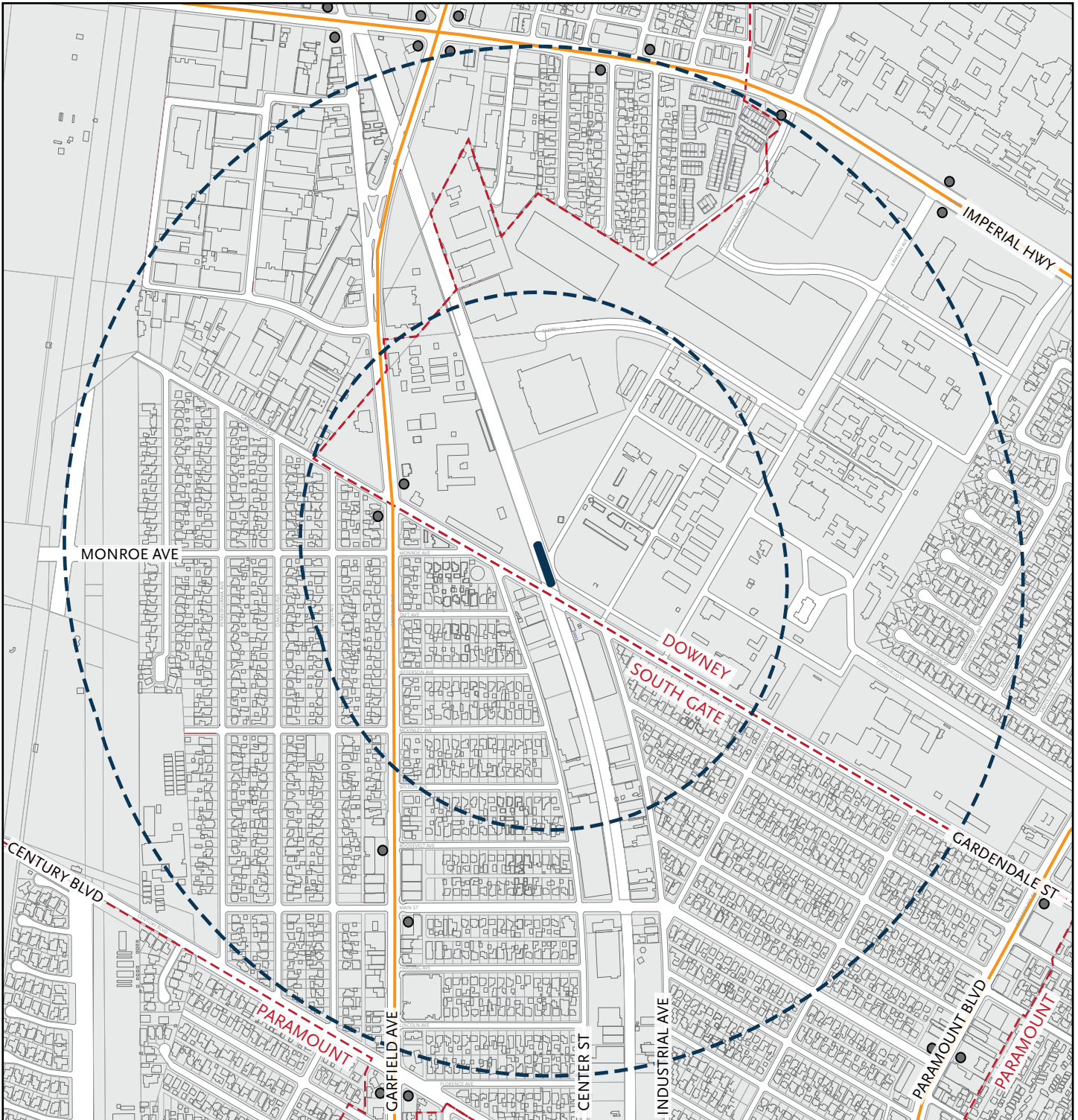
- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.6 GARDENDALE

TRANSIT NETWORK

Metro local buses serve Garfield Avenue and Paramount Boulevard and Imperial Highway but not Gardendale Street. The nearest access to the station are transit stops at the Garfield Avenue intersection. There is potential pedestrian access from the residential areas from the south. A transit line along Garfield would provide greater connectivity to the station.

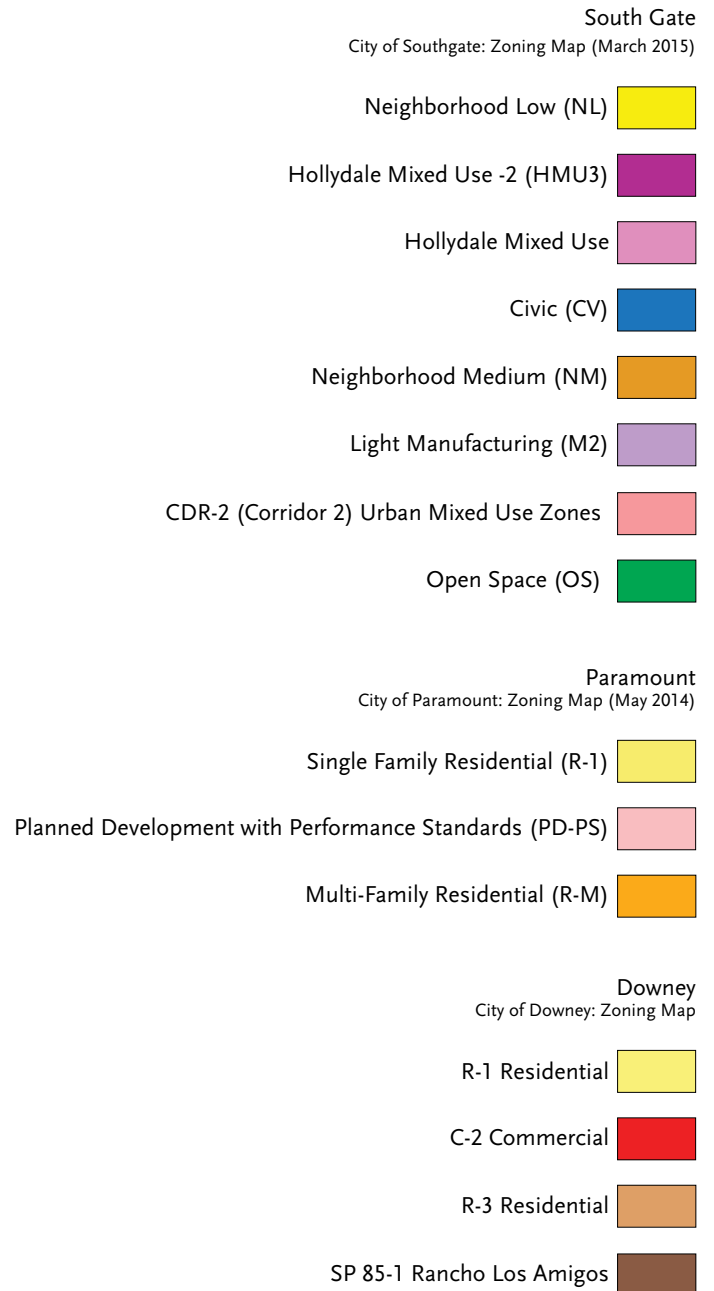


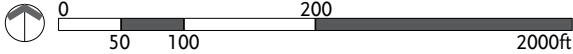
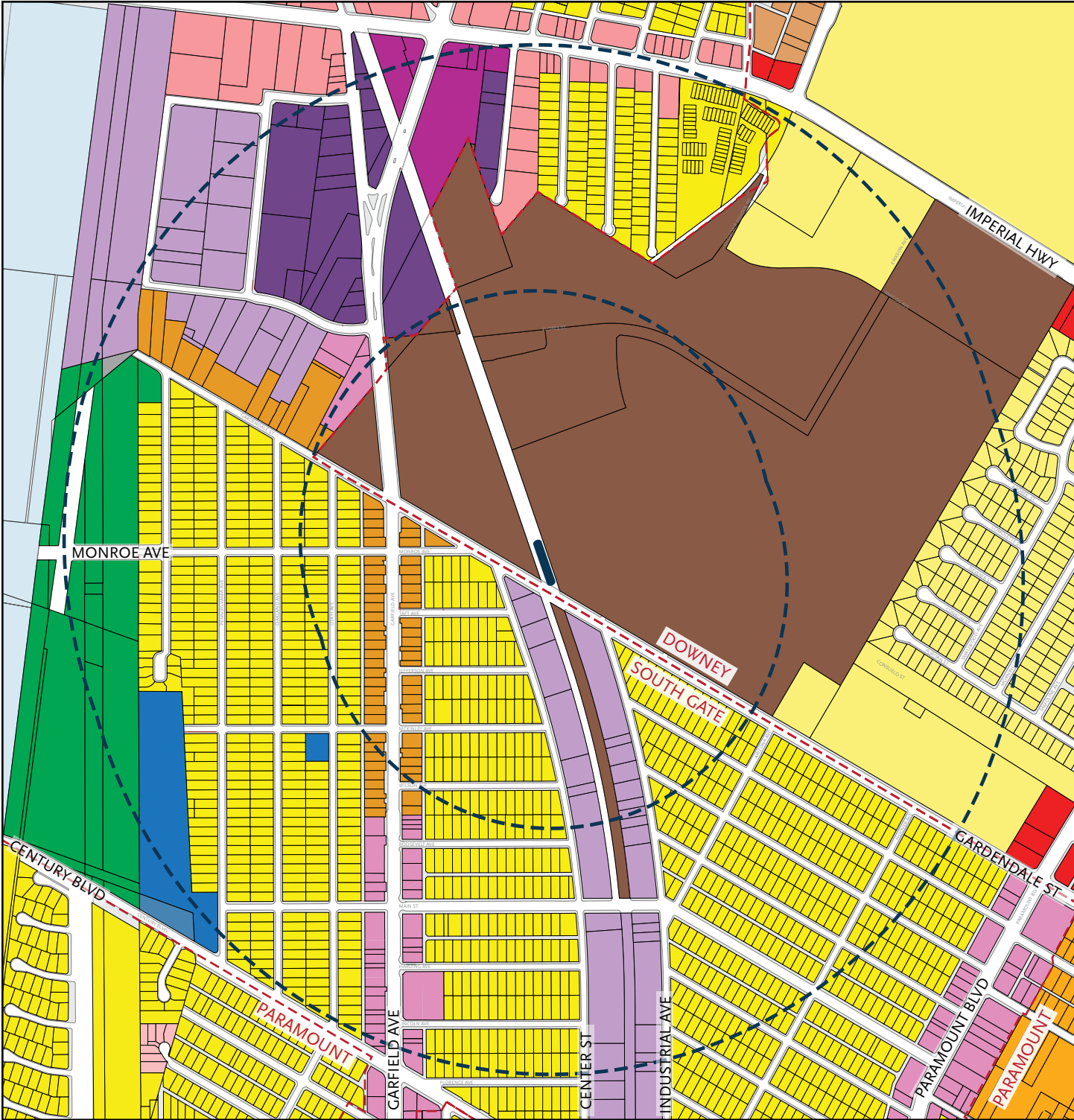
- Metro Rail
 - Metro Rapid
 - Metro Local Bus
 - Municipal Bus Operators
 - Metropolitan Transit Authority
 - Metro Shuttle
 - Metro Express
 - Metro Express
 - Transit Stop
- 0
 50
 100
 200
 2000ft

3.6 GARDENDALE

Zoning within the station area contrasts significantly on either side of Gardendale Street. The north-west quadrant is dominated by the SP 85-1 designation for Ranch Los Amigos. The balance of the station area is dominated by Single-Family Residential designated as such in the City of Paramount, Neighborhood Low in South Gate and R-1 Residential in Downey. The exceptions are the parcels along the WSAB transit alignment designated Light Manufacturing and the Hollydale Mixed-Use or Multi-Family Residential along Garfield Avenue. In the north-west there is a predominance of parcels designated Manufacturing.

LEGEND





3.6 GARDENDALE

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.6 GARDENDALE

DEVELOPMENT VISION

The City of Downey envisions itself as a Bio-Medical Research Hub and intends to leverage the adjacent Rancho Los Amigos facility and the Kaiser Permanente Downey Medical Center. The Current plans for the County-owned properties include the addition of office space with 2,800 new county employees and a sports center. Even with this proposed development there is almost 75 acres of remaining property for proposed for future development.

The County intends to develop 600,000 square feet of office space as administrative headquarters for the LA County Probation Department and Internal Services Department. The County is also developing a 55,000-square foot crime lab and forensics lab. The County and City are also working to develop a 5-acre sports center, which will feature three athletic fields, office building and concession building operated and maintained by the City of Downey.

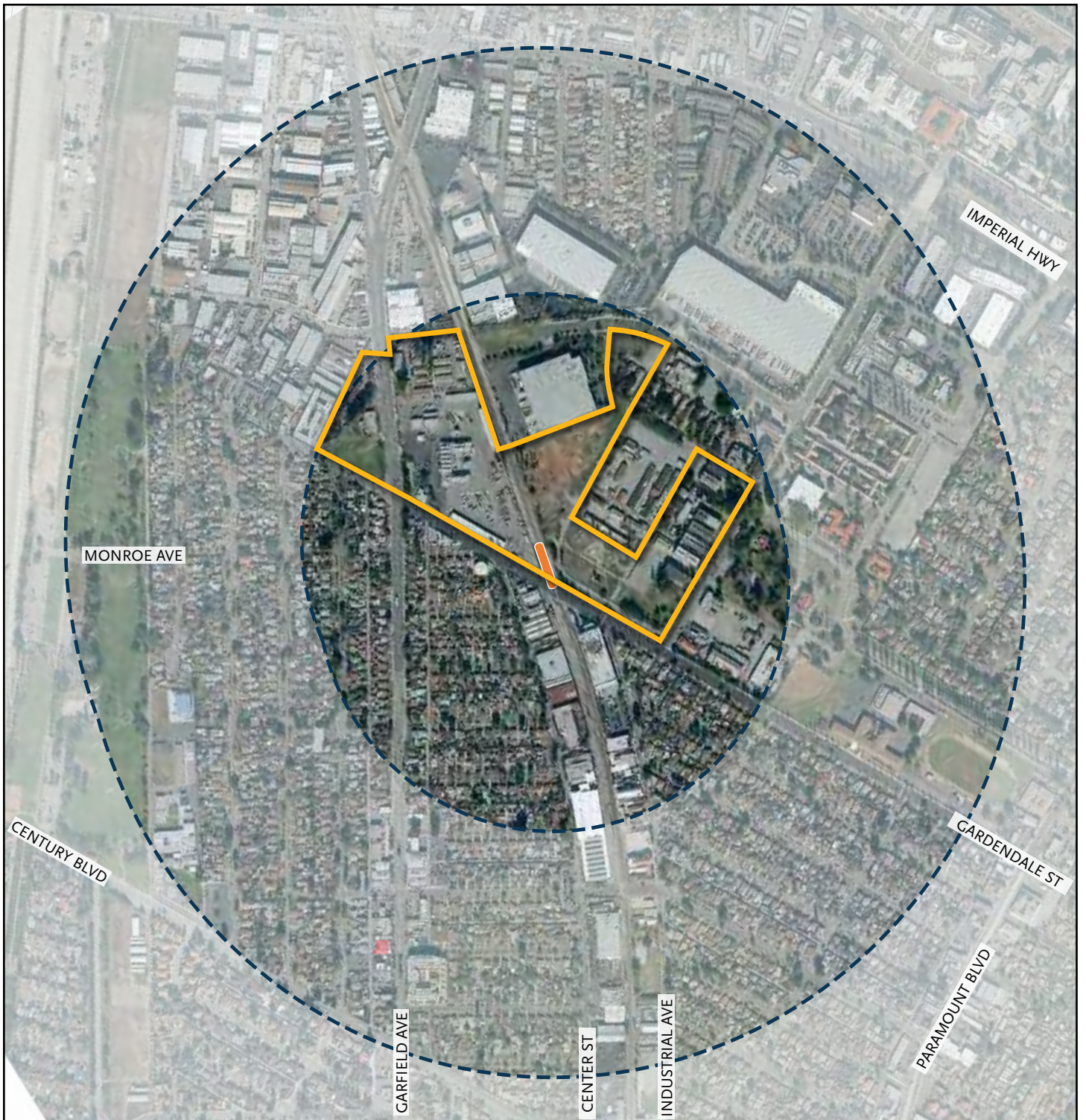
With County of Los Angeles as land-owner and the City of South Gate adjacent to the Gardendale station area, TOD planning must engage several stakeholders. A planning grant effort, led by the City of Downey is currently in process and a consultant team is evaluating TOD options. The City anticipates that Gardendale will be a commuter station and expects significant parking options in the station area. The city does not favor high-density housing in the transit station area.



Kaiser Permanente Downey Medical Center

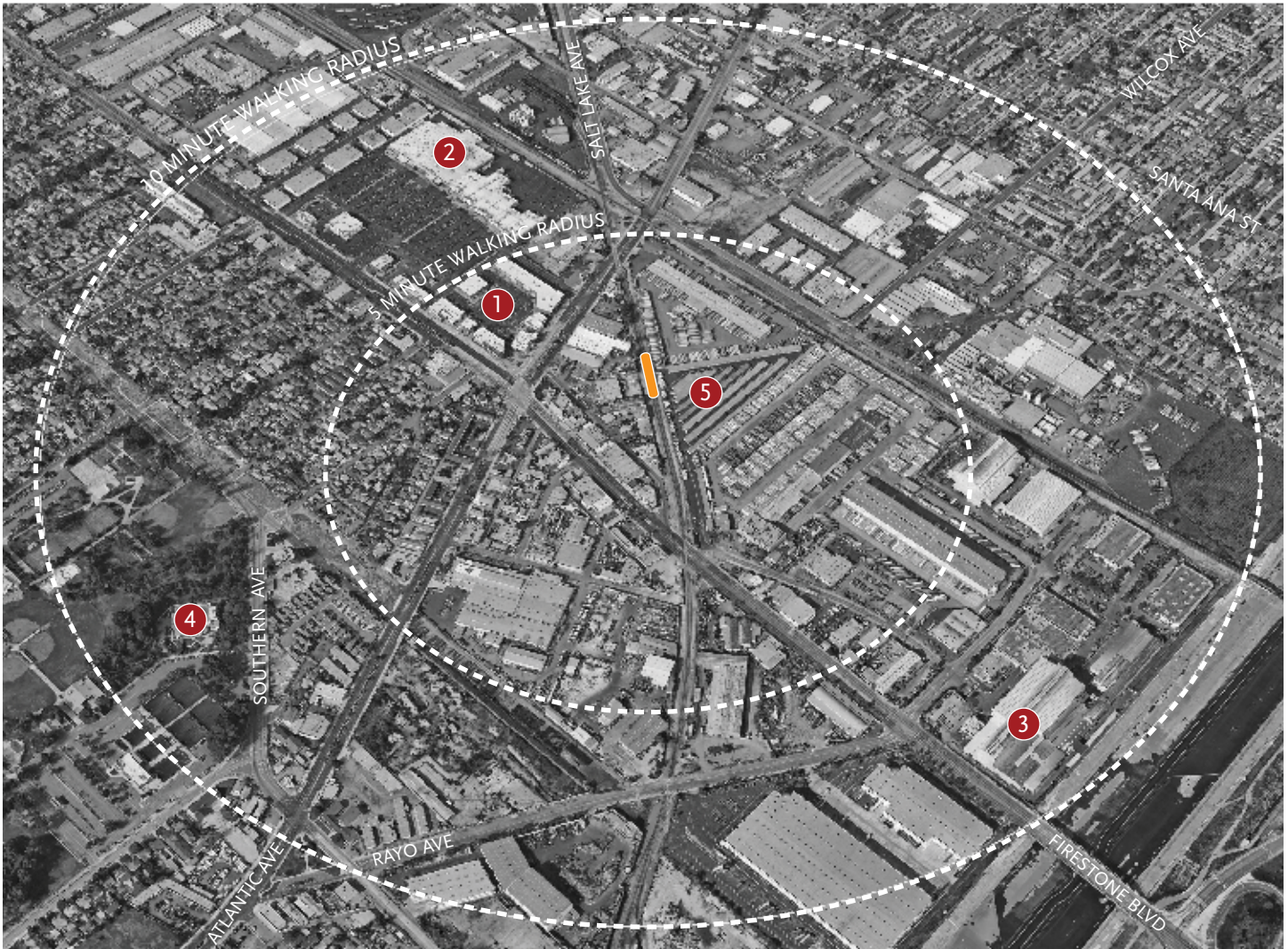


Proposed Rancho Los Amigos National Rehabilitation Center



3.7 FIRESTONE

VICINITY



- ① Azalea Shopping Center
- ② Walmart
- ③ Schultz Steel
- ④ South Gate Parks & Recreation (including the South Gate Girls' Club House)
- ⑤ Public Storage

Typology: Large Scale Mixed-Use Development

Firestone Station, located at the intersection of Firestone Boulevard and Atlantic Avenue in the City of South Gate, is surrounded by predominantly commercial and industrial parcels. In anticipation of the light rail, the City of South Gate is continuing to develop the Gateway District Specific Plan, which will outline improvements and strategies to support the transition of this area into a transit-oriented district.

Station Area: The station is within a 5-minute walk of the Azalea Shopping Center a recently developed regional shopping center and located to the west of Atlantic Avenue. The parcels east of Atlantic Avenue are primarily industrial parcels including the Schultz Steel property located within a 10-minute walk. Also located to the south-west is the South Gate Parks and Recreation center (which includes the South Gate Girls’ Club House) and existing residential neighborhood that has a mix of single-family and multi-family buildings.

Socio-Economic Highlights: Despite the relatively high jobs to household ratio, in absolute terms, the station area has a relatively small number of housing units and jobs. This indicates that a large share of industrial uses are occupied by low employment density uses, such as warehousing. There may be opportunities to attract non-traditional industrial uses that can support higher employment densities.

Real Estate Market: Due to the weak office submarket surrounding the station area, only a limited amount of local-serving office is likely to be supported (e.g., medical offices, tax services, etc.). Redevelopment of industrial sites closer to the station could be pursued if a developer can cover land acquisition and any environmental mitigation costs with another use, such as market-rate residential.

Although industrial performance is currently strong and near-term demand for industrial space is expected to increase, residential is also in strong demand. Also, proximity to Azalea Shopping Center and the WSAB light rail may continue to improve future residential rents/prices.

There is an opportunity for the Firestone Station to become a higher intensity mixed-use commercial destination. The critical mass of activity driven by the Azalea Shopping Center suggests that capture of additional retail uses is possible.



Firestone Boulevard adjacent to station area



Azalea Regional Shopping Center

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	1,891	340,931	9,974,203
Pop. Density (Per Sq. Mile)	2,409	11,023	2,458
Total Households (HH)	474	93,760	3,242,391
Average HH Size	3.99	3.70	3.00
Job to HH Ratio	4.10	0.97	1.19
Median HH Income	\$44,048	\$46,572	\$55,870
Median Income <\$35K	38%	33%	33%
Median Income >\$125K	5%	10%	18%
Median Age	29.9	31.5	35.3
0 to 17 Years	31%	28%	24%
18 to 64 Years	61%	63%	65%
64 Years and Over	8%	9%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.7 FIRESTONE











LAND USE

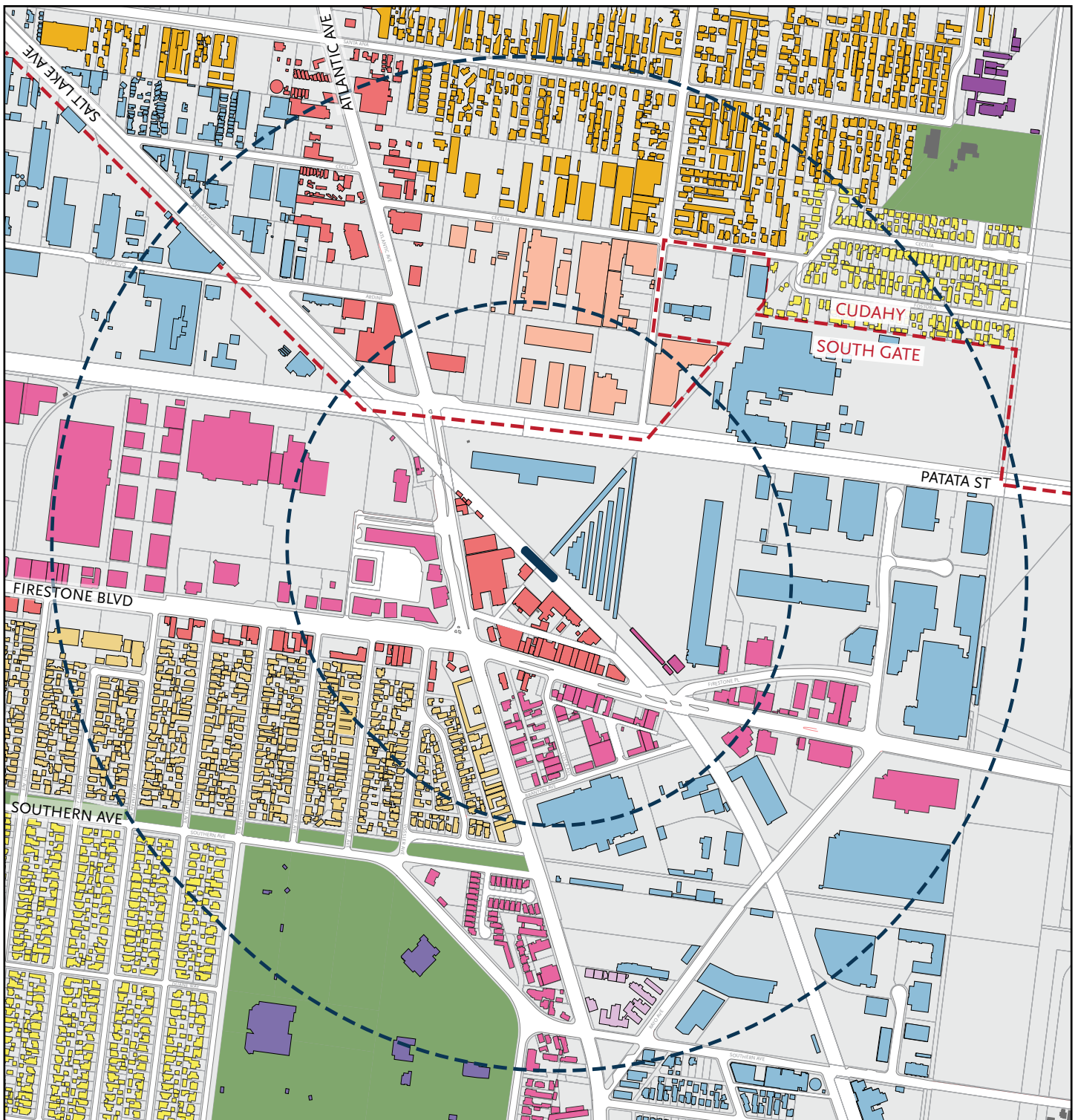
The land use in the immediate vicinity of the station is dominated by light industrial, commercial manufacturing/ industrial, mixed-use and neighborhood commercial. However, north of Patata Street, there are high density residential neighborhoods; and in the south-west quadrant there are medium and low density residential neighborhoods.

NEIGHBORHOOD FABRIC

The fabric immediately around the station is comprised of mostly larger auto oriented blocks. However, residential neighborhoods north of Patata and south of Firestone have walkable block sizes.

LEGEND




Low Residential	
Medium Residential	
High Residential	
Neighborhood Commercial	
Commercial Manufacturing/Industrial	
Light Industrial	
Educational Institutions	
Recreational	
Mixed Use	
Civic	



3.7 FIRESTONE

NEIGHBORHOOD FABRIC

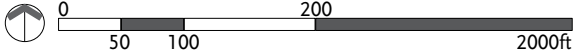


-  Park
-  Private Open Space
-  Institution Open Space





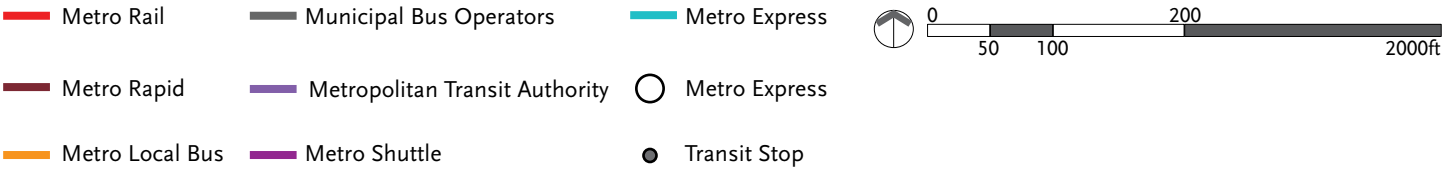
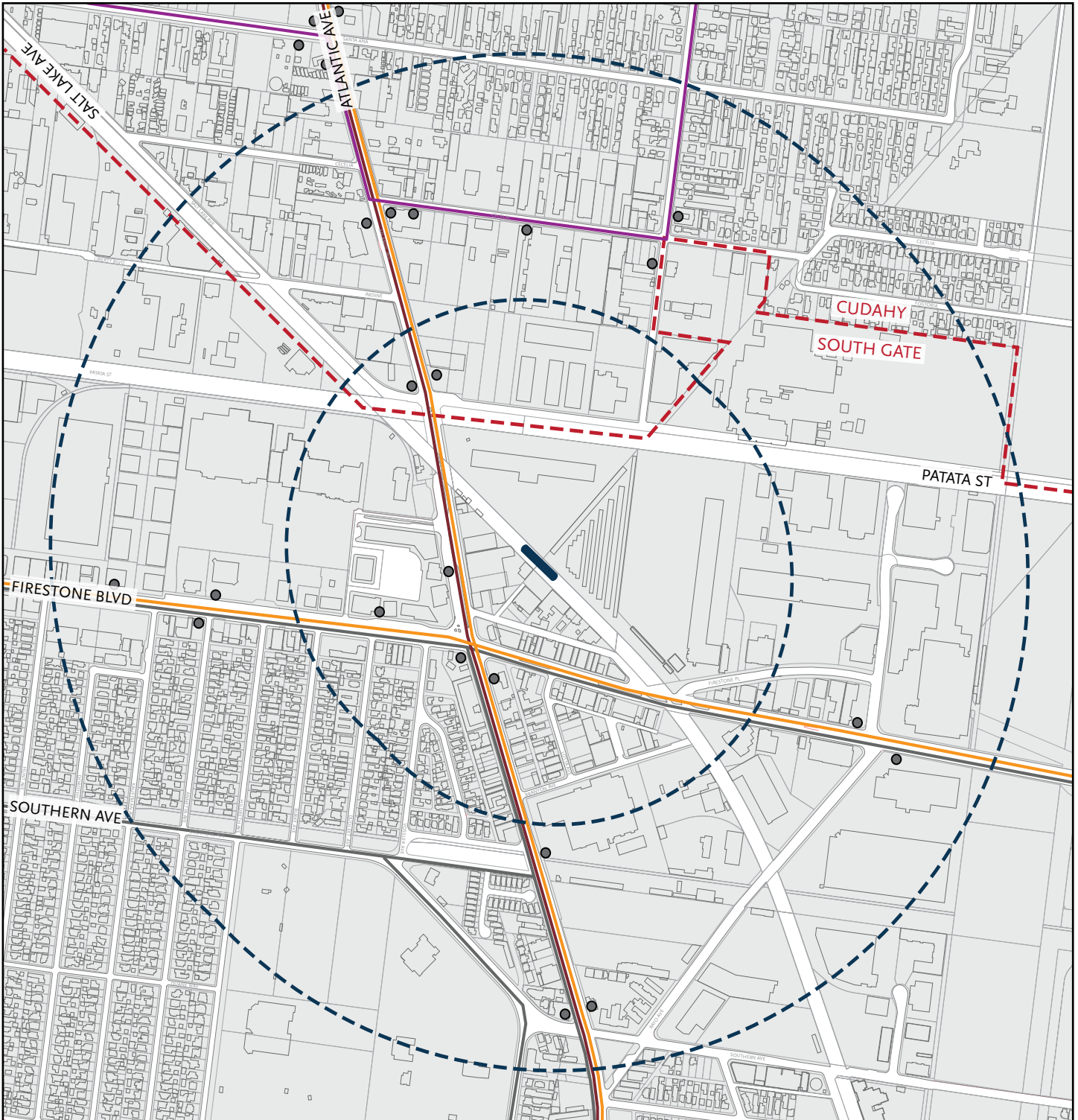
- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.7 FIRESTONE

TRANSIT NETWORK


















Municipal buses and Metro Rapid lines serve Atlantic Avenue and Firestone Boulevard. However, pedestrian access to the station is limited due to the large block sizes in the immediate vicinity of the station. The nearest transit stops are within a 5-minute walk on either corridor. There are no transit lines along Patata Street.

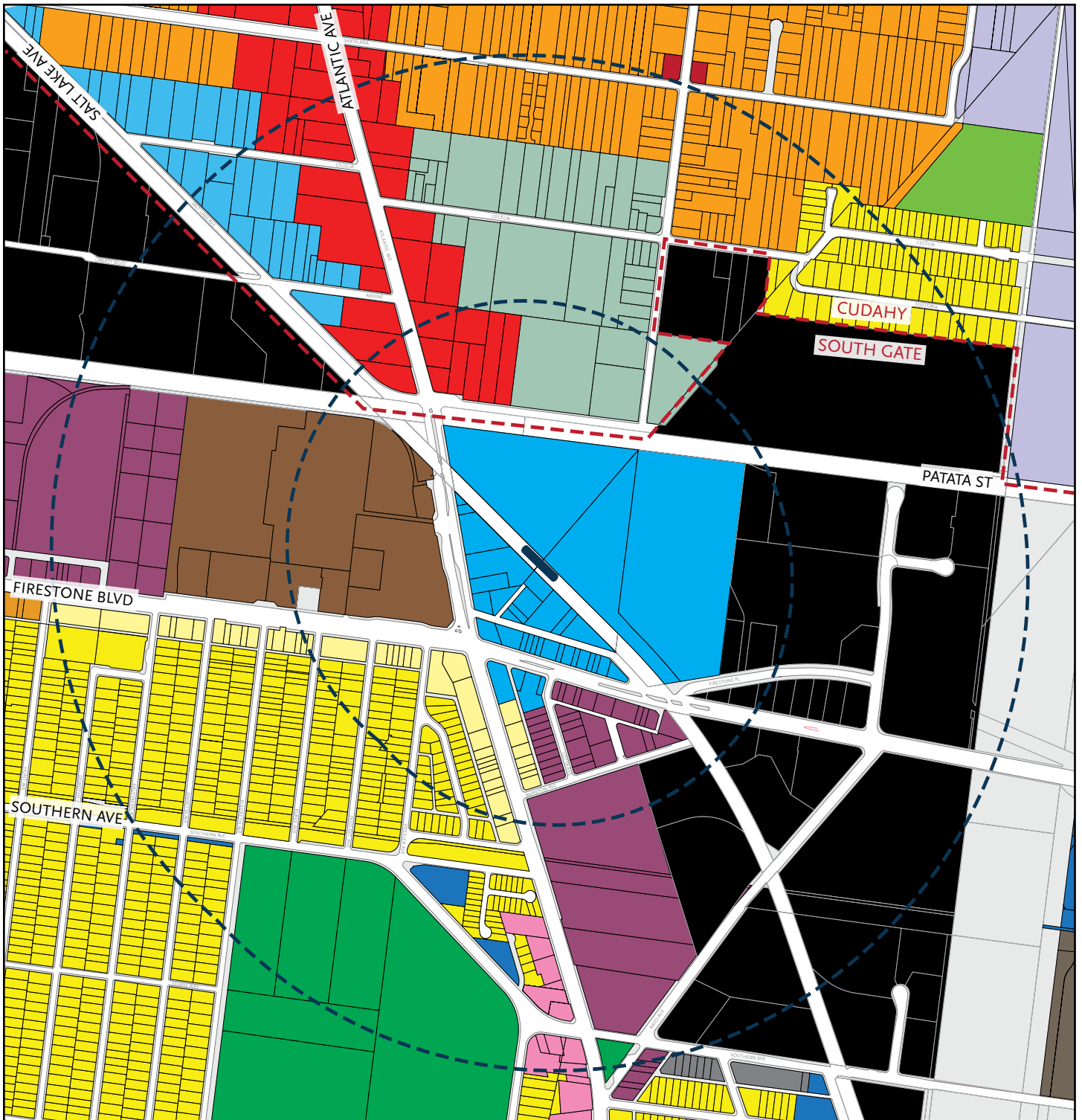


3.7 FIRESTONE

The City of South Gate has designated the immediate station area as Transit Village and the Gateway District Specific Plan is anticipated for approval. To the west of the station area, the parcels designated as M-2 Light Manufacturing are currently being used as neighborhood serving retail. Although there is a predominance of M-3 Heavy Manufacturing to the east of the station area, the City is anticipating changes as manufacturing is being replaced by warehouses and there will be potential for further transit oriented uses as the transit infrastructure is implemented.

LEGEND

Southgate	
City of Southgate: Zoning Map (March 2015)	
Urban Neighborhood (UN)	
Neighborhood Low (NL)	
Neighborhood Medium (NM)	
Hollydale Mixed Use	
Transit Village (TV)	
Civic (CV)	
Light Manufacturing (LM)	
M-3 Heavy Manufacturing	
M-2 Light Manufacturing	
Open Space (OS)	
Cudahy	
City of Cudahy: Zoning Map	
High Density Residential (HDR)	
City Parks	
Neighborhood Commercial (NC)	
Community Commercial (CC)	
Commercial Manufacturing (CM)	
Schools (LAUSD)	
Salt Lake Improvement District (CM)	



3.7 FIRESTONE

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.7 FIRESTONE

DEVELOPMENT VISION

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. At this time, they are owned by over 20 different entities. The replacement of trucking facilities will provide traffic relief.

Getting transit riders to the future station via pedestrian or bicycle transit options will be a challenge with the existing conditions in the corridor (Firestone Blvd). However, the Gateway District Specific Plan includes bike lanes on congested routes although the implementation of those plans could be challenging. The City envisions bikes getting to the LA River from the east and crossing the river adjacent to the train line.

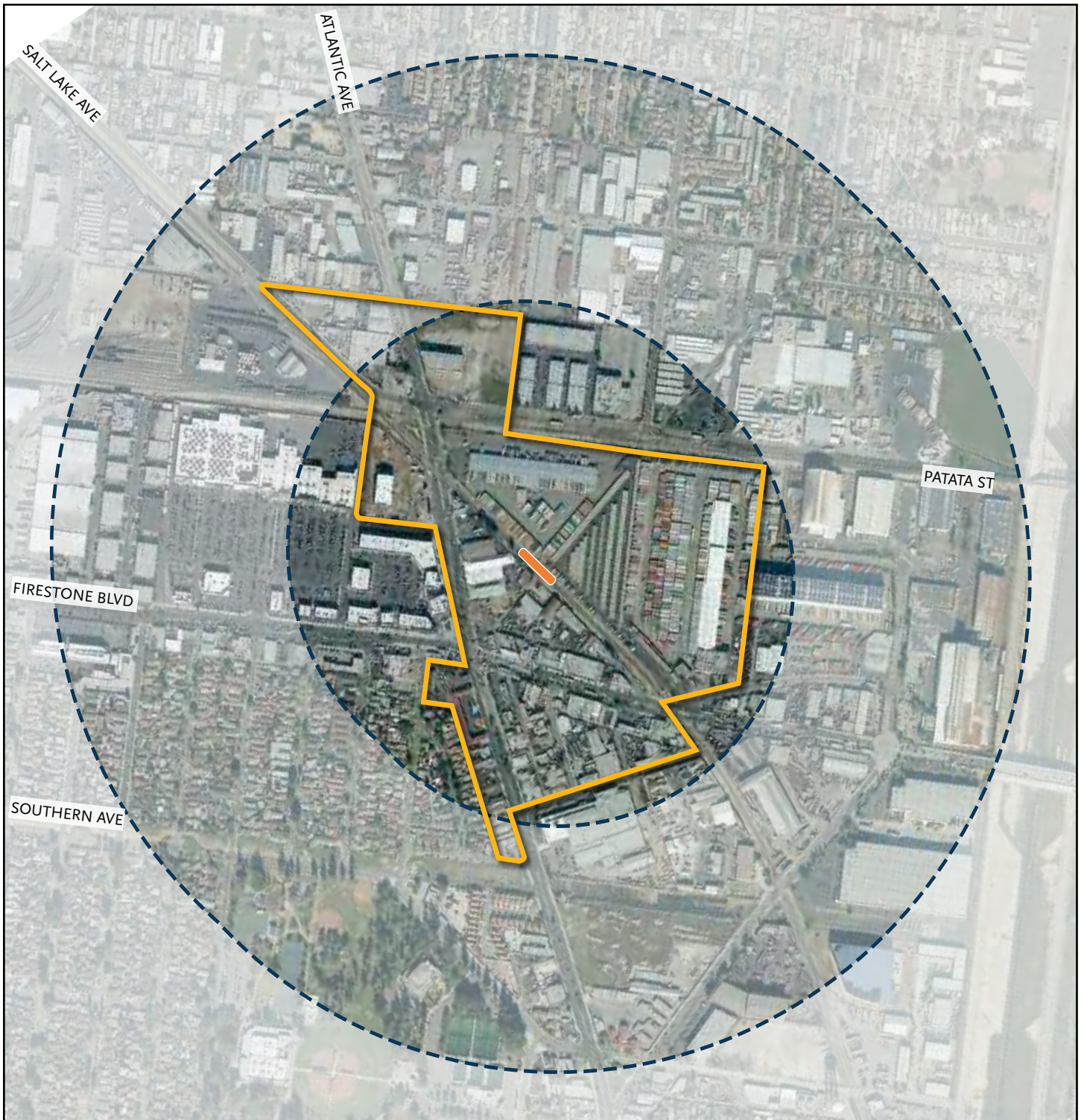
The City of Cudahy prefers a major entertainment center near the Azalea shopping center. The City has a Casino license and has been in discussion with a developer to build a casino with a hotel near the proposed Firestone Station at the North-West corner of Atlantic/Patata across from Azalea. The City is also working to attain public-private partnerships with investors from finance through construction.



Integrating transit with proposed development



Potential high density mixed-use development



3.8 FLORENCE/SALT LAKE

VICINITY



- 1 Orchard Academy Global Studies
- 2 Camp Little Bear Park and Lodge
- 3 Corona Avenue Elementary School
- 4 Salt Lake Park
- 5 Hope Street Elementary School
- 6 Water Company

Typology: Residential Hybrid Infill

Florence/Salt Lake Station sits within a predominantly residential neighborhood, comprised primarily of single-family residences. Also proximate to the station area are several City of Huntington Park recreational facilities and a number of automotive-related businesses on Florence Avenue. On the northern edge of the half-mile station area are some industrial uses.

Station Area: The station is within a 5-minute walk of Salt Lake Park and 10-minute walk from a few Elementary Schools. It is located at an intersection between the Cities of Huntington Park to the west, Bell to the north-east, and Cudahy to the south-east. The area is comprised of single family neighborhoods divided by the retail lined Florence Avenue.

Socio-Economic Highlights: Median household income within the station area is substantially lower than LA County, though not as low as the surrounding subarea. Its jobs to household ratio is one of the lowest in the Corridor, which reflects the residential nature of this station area.

Real Estate Market: The surrounding submarket shows potential unmet demand for general merchandise stores that would indicate support for development of new, neighborhood-serving retail. 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.

The residential submarket has low home prices and apartment rental rates relative to other submarkets which make the development of new market rate residential challenging. However, the proximity of this station to Downtown Los Angeles and the potential of a four-stop commute on the light rail line make this a strong candidate for future residential development. The improved transit access provided by the WSAB, and potential residential premiums, could be leveraged to capture residential housing product that benefits the community.

Any significant office development is less likely, given that there is virtually no office inventory within this station area and with its proximity to Downtown LA office space. The two major nodes of office within the Corridor are Downtown LA and Cerritos. Areas outside of these two nodes are unlikely to attract substantial amounts of new office development, but limited amounts of neighborhood-serving office could potentially be supported.



Salt Lake Park adjacent to station area



Aerial view of Salt Lake Park

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	15,663	313,762	9,974,203
Pop. Density (Per Sq. Mile)	19,953	13,945	2,458
Total Households (HH)	3,907	72,986	3,242,391
Average HH Size	4.01	4.40	3.00
Job to HH Ratio	0.28	1.30	1.19
Median HH Income	\$40,582	\$36,496	\$55,870
Median Income <\$35K	44%	50%	33%
Median Income >\$125K	4%	3%	18%
Median Age	30.1	27.8	35.3
0 to 17 Years	30%	32%	24%
18 to 64 Years	62%	61%	65%
64 Years and Over	7%	6%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.8 FLORENCE/SALT LAKE












LAND USE

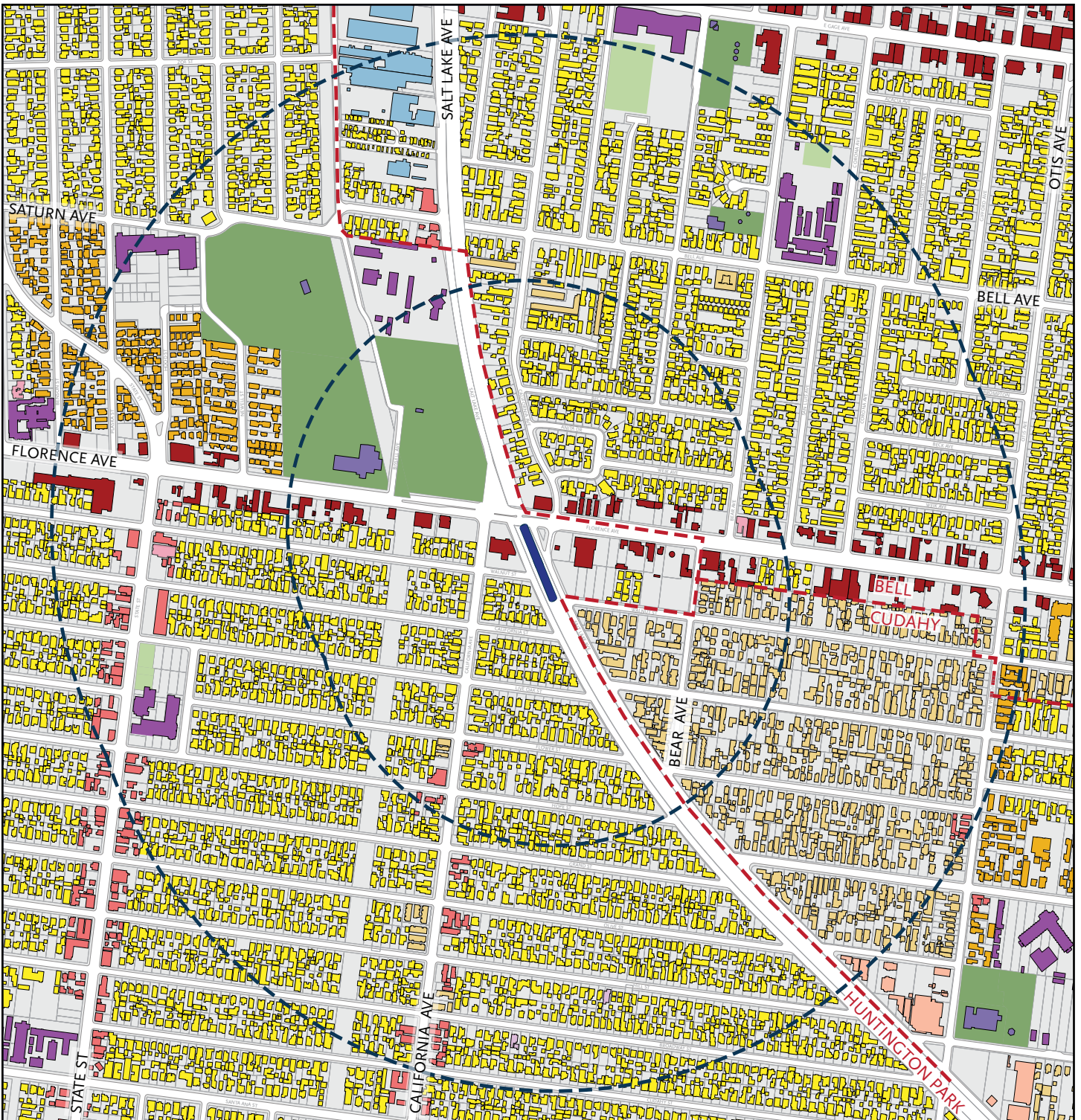
The land use in the immediate vicinity of the station is dominated by single family neighborhoods designated Low Residential. The only exception is General Commercial along Florence Avenue.

NEIGHBORHOOD FABRIC

The neighborhood fabric is reasonably walkable near the station area with single family neighborhoods blocks about 270' parallel to Salt Lake. However, north of Florence, the suburban street network has numerous cul-de-sacs that reduce pedestrian accessibility.

LEGEND




Low Residential	
Medium Residential	
High Residential	
General Commercial	
Neighborhood Commercial	
Commercial Manufacturing/Industrial	
Light Industrial	
Religious Buildings	
Educational Institutions	
Recreational	
Civic	



3.8 FLORENCE/SALT LAKE

NEIGHBORHOOD FABRIC

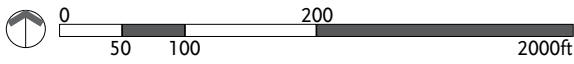


-  Park
-  Private Open Space
-  Institution Open Space





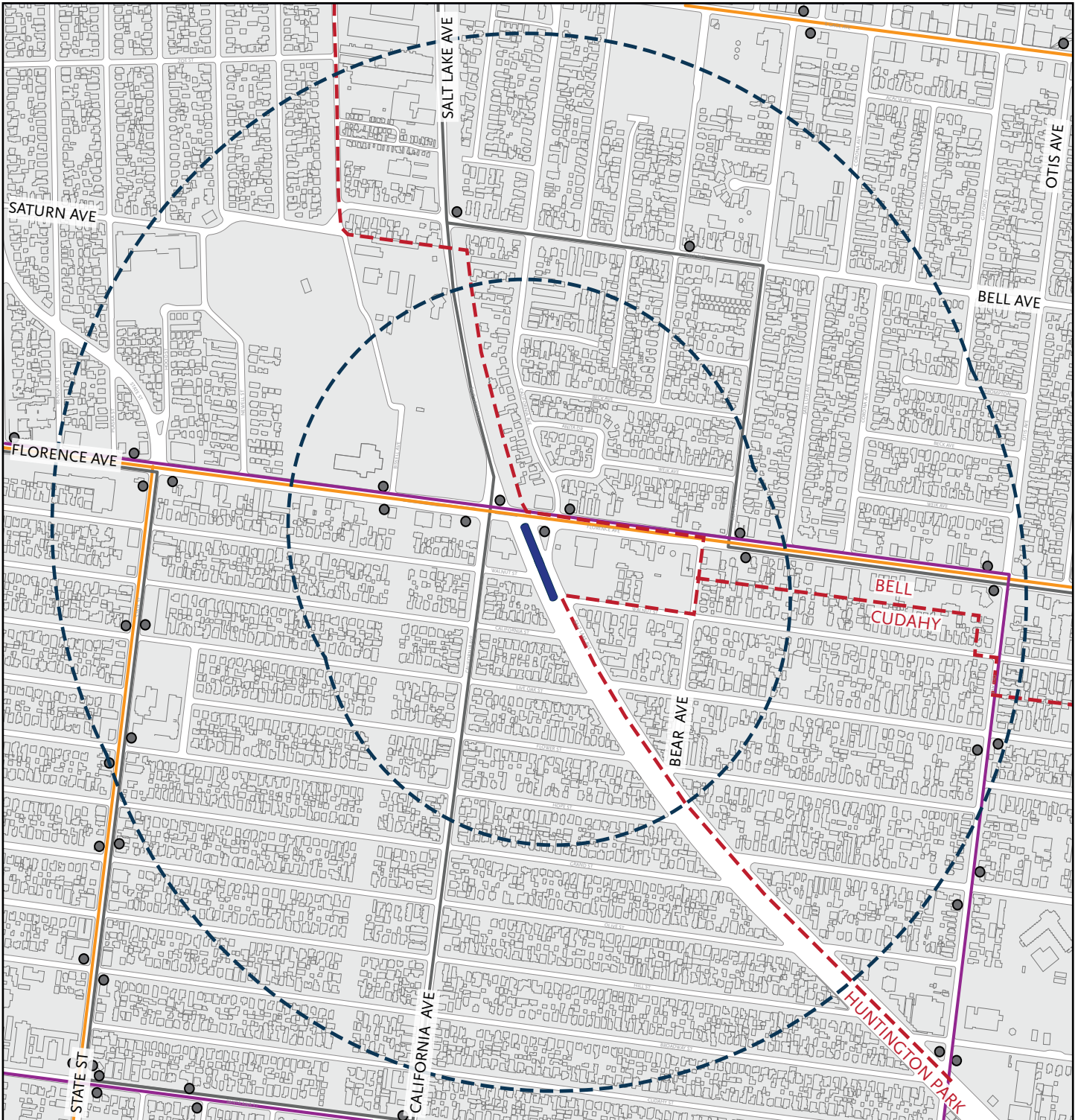
- - - Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.8 FLORENCE/SALT LAKE

TRANSIT NETWORK

Transit lines serve Florence Avenue as well as State Street with several transit stops located within the station area. In addition, there is a local line that runs along Salt Lake. These lines connect the station area to the regional transit network.























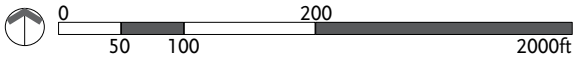
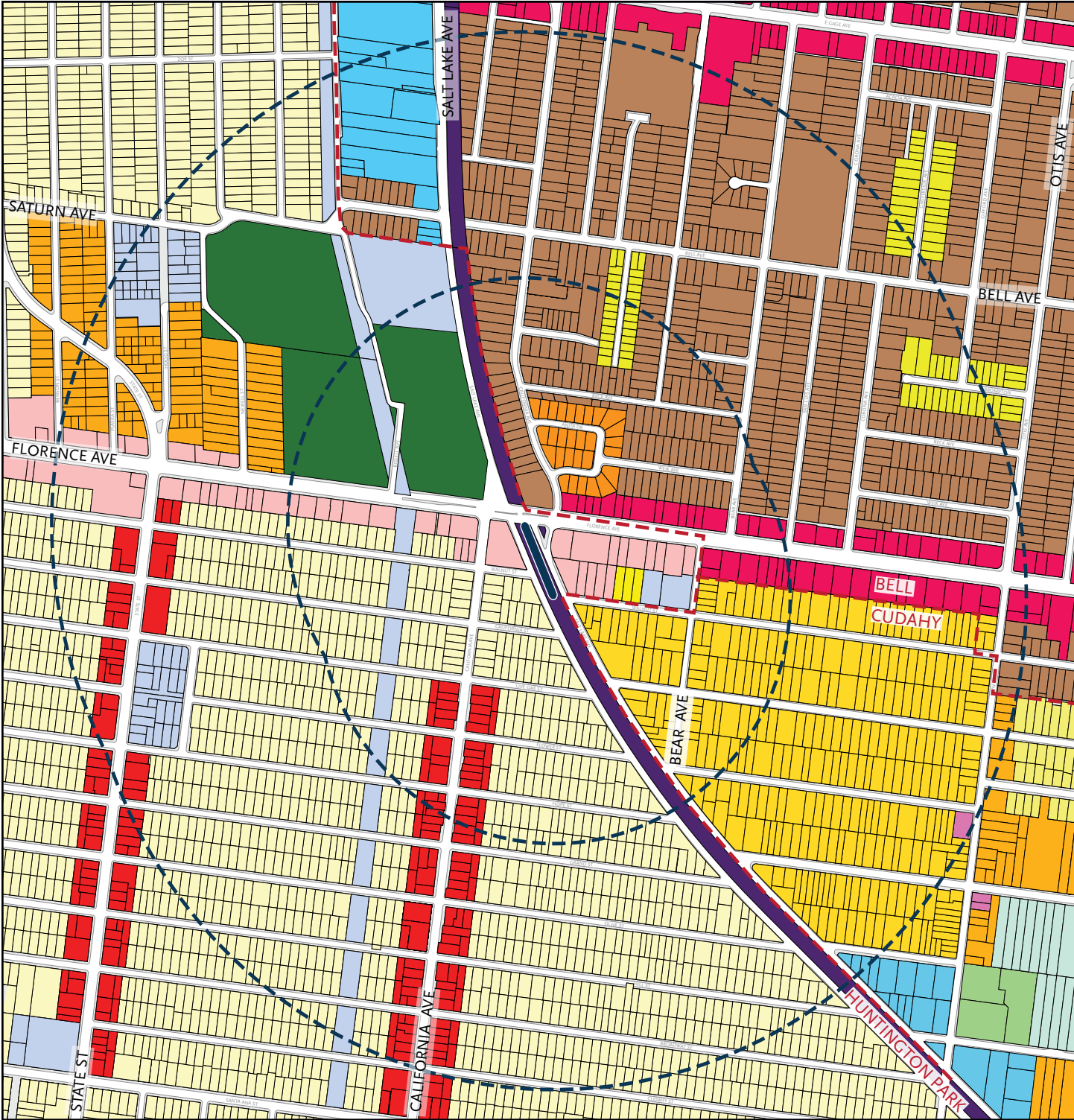
3.8 FLORENCE/SALT LAKE

The predominant zoning in the station area is designated residential with either Low or Medium Density Residential. Florence Avenue, State Street and California Avenue are corridors that are designated Commercial General or Commercial Neighborhood.

For parcels within the station area, residential and office and mixed-uses are currently not permitted at this time. If a market demand for these uses is generated by the WSAB light rail transit ridership, zoning amendments to support the implementation of new development would need to be considered.

LEGEND

Huntington Park	
<small>City of Huntington Park: Zoning Map(March 2015)</small>	
Low Density Residential (8.712 du/ac)	
Medium Density Residential (17.424 du/ac)	
High Density Residential(20 du/ac)	
Commercial General	
Commercial Neighborhood	
Transportation	
Public facilities	
Open Space	
Cudahy	
<small>City of Cudahy: Zoning Map(February 2016)</small>	
Low Density Residential (LDR)	
Medium Density Residential (MDR)	
High Density Residential (HDR)	
Neighborhood Commercial (NC)	
Schools (LAUSD)	
Salt Lake Improvement District (CM)	
City Parks	
Bell	
<small>City of Bell: Official Zoning Map (1987)</small>	
Single Family Residential (R-1)	
Light Multiple Residential (R-2)	
Heavy Multiple Residential (R-3)	
General Commercial and Residential (C3R)	
Manufacturing (M)	



3.8 FLORENCE/SALT LAKE

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.8 FLORENCE/SALT LAKE

DEVELOPMENT VISION

There is an opportunity for the Florence/Salt Lake Station to further enhance its surrounding neighborhood by transitioning existing automotive and other uses to other higher quality, neighborhood-serving uses.

The City of Huntington Park anticipates 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 Uber services with a pedestrian friendly environment that enables connectivity from adjacent neighborhoods. Since parking for commuters is a concern, parking options will need to be integrated in the station area.

The corner lot near the proposed Florence/Salt Lake station is considered challenging for development at this time by the City of Cudahy. Parcels will need to be consolidated for the scale of development envisioned. As the Florence retail corridor is adjacent to residential neighborhoods, there is a potential to develop residential mixed-use. The projects can leverage both the proposed transit investment and the proximity to the Salt Lake Park which offers recreation opportunities.

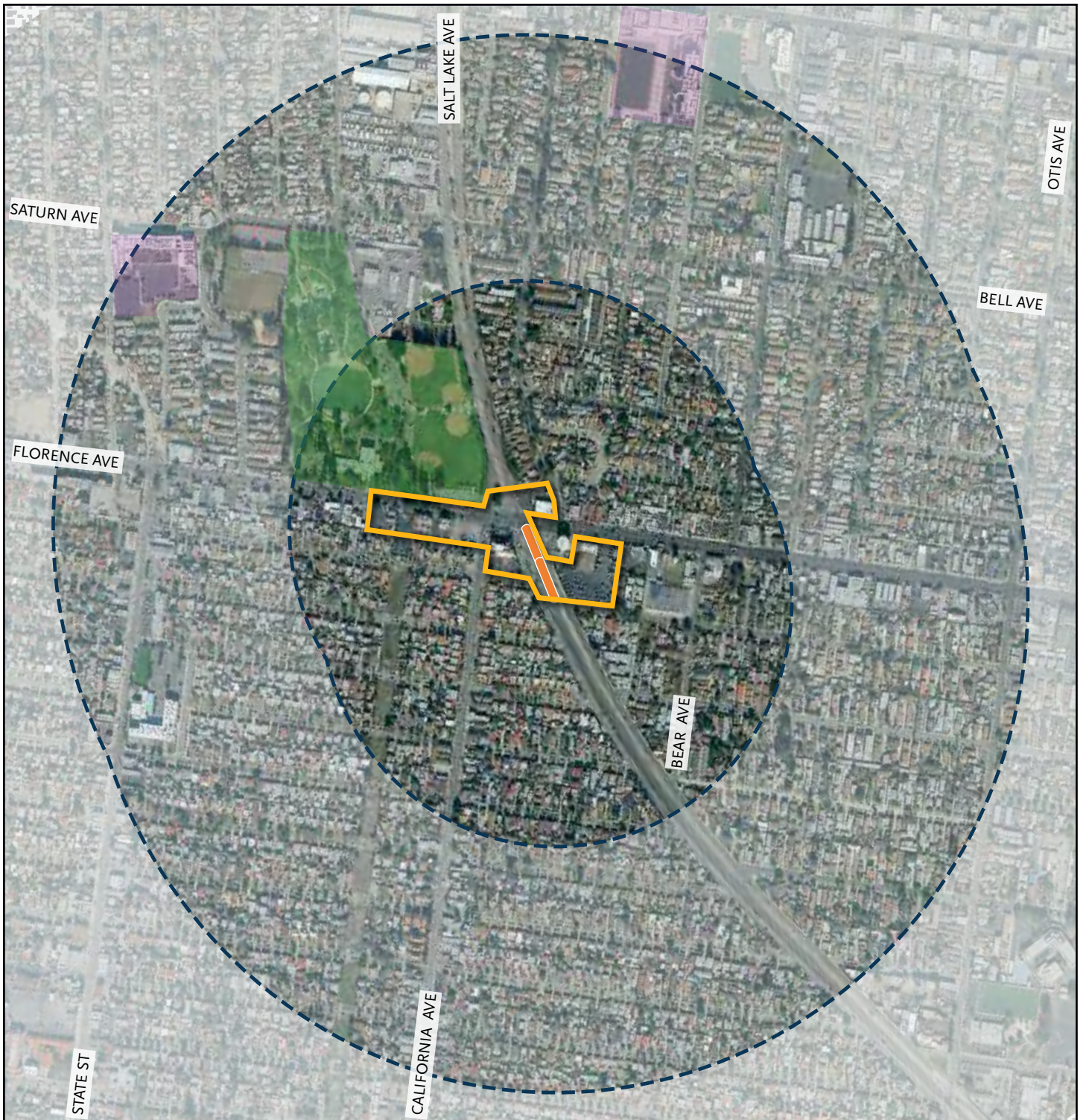


View south-east along Salt Lake Avenue



View east along Florence retail corridor

POTENTIAL OPPORTUNITIES



3.9 PACIFIC/RANDOLPH

VICINITY



- ① Pacific Boulevard Main Street
- ② Huntington Park City Hall
- ③ Huntington Park City Library
- ④ Henry Gage Middle School
- ⑤ Raul R.Prez Memorial Park
- ⑥ Middleton Street Middle School
- ⑦ Huntington Park High School
- ⑧ Curacao Center

Typology: Main Street Anchored Development

Pacific/Randolph Station will be located at the intersection of two major arterials: Pacific Boulevard and Randolph Street. Immediately surrounding the station is a mix of neighborhood-serving retail centers, multi-story storefront retail and mid-rise multi-family residential. The northern edge of the station area contains some industrial uses.

Station Area: The station is within a 5-minute walk of Pacific Avenue “main-street” retail corridor that also acts as the city’s downtown. The Civic Center, the Raul Perez Memorial Park and several schools are located within a 10-minute walk.

Socio-Economic Highlights: Pacific/Randolph station area has a much lower median household income than most of the half-mile station areas. Approximately 54% of total households in the station area earn less than \$35,000 per year.

Real Estate Market: Rents for shopping centers are on track with the Corridor average (when excluding Downtown LA), but standalone and storefront retail rents are low, which reflects the glut of low-quality storefront retail, mostly along the arterials.

Attracting higher quality retail tenants to the station area will likely require capital improvements to retail stock as well as other policy solutions and public investments, including a branding and marketing campaign, a district-wide tenanting strategy, and streetscape improvements. Improvements should first be focused only on the station area in order to maximize impact of investments.

The station area is not situated in a major office submarket, but the surrounding submarket office rents are healthy, indicating potential support for limited amounts of neighborhood-serving offices, such as medical offices and other local professional services.

Redevelopment of existing retail sites into denser residential over retail mixed-use can help support retail and foster a 24/7 active environment. While the introduction of light rail service will certainly help to raise achievable rents, particularly given this station’s proximity to Downtown Los Angeles, a more detailed assessment of development feasibility will be required to determine the type, market position and intensity of supportable development. Affordable housing should also be considered to help catalyze new development while support displacement concerns.



Pacific Boulevard “main-street” in Huntington Park



Historic Warner Theater

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	16,434	313,762	9,974,203
Pop. Density (Per Sq. Mile)	20,935	13,945	2,458
Total Households (HH)	4,202	72,986	3,242,391
Average HH Size	3.91	4.40	3.00
Job to HH Ratio	1.19	1.30	1.19
Median HH Income	\$29,962	\$36,496	\$55,870
Median Income <\$35K	54%	50%	33%
Median Income >\$125K	3%	3%	18%
Median Age	30.0	27.8	35.3
0 to 17 Years	29%	32%	24%
18 to 64 Years	64%	61%	65%
64 Years and Over	7%	6%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.9 PACIFIC/RANDOLPH











LAND USE

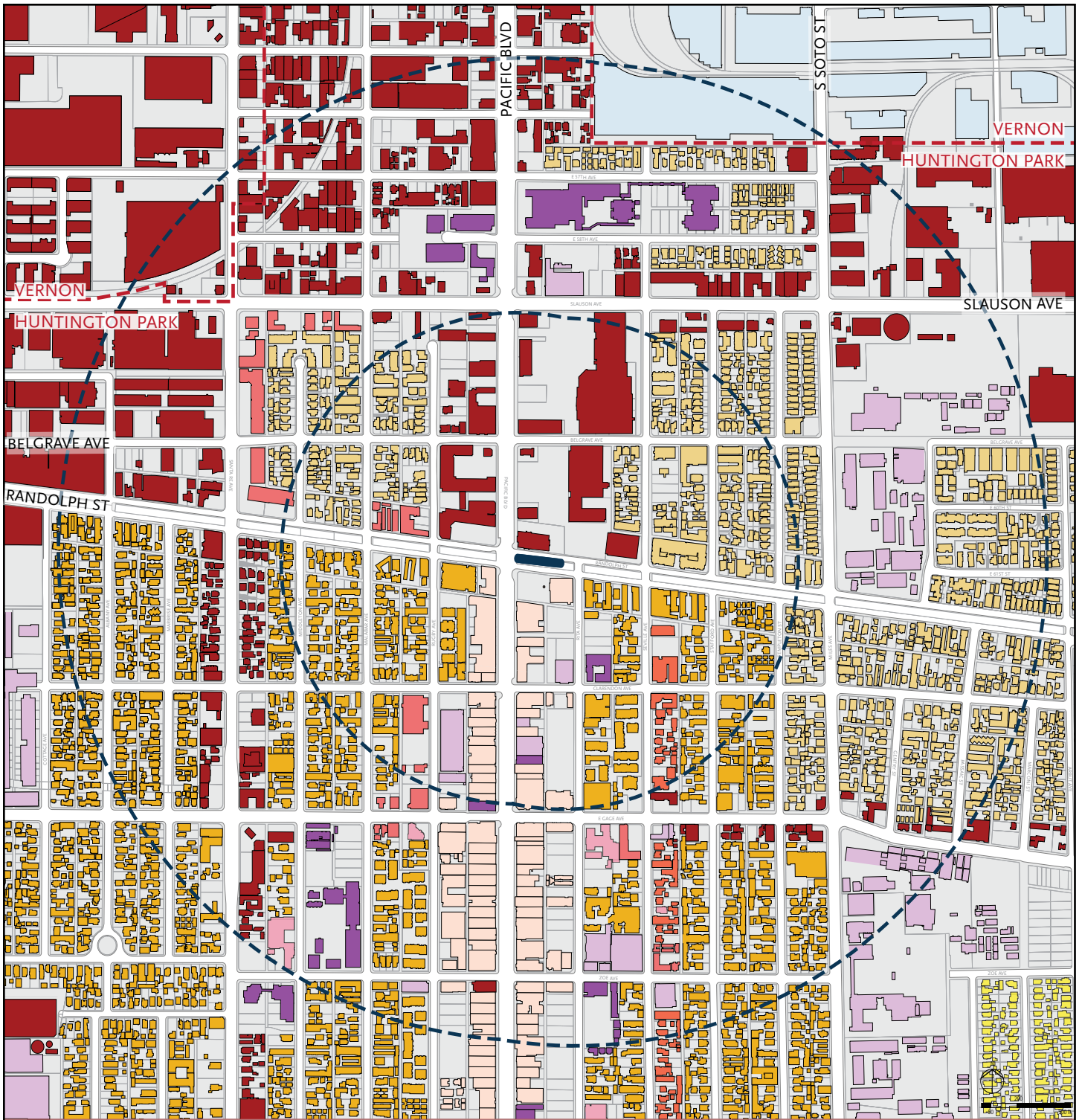
The land use in the immediate vicinity of the station is distinct north and south of Randolph Street. There are multifamily uses (Medium and High Residential), south of Randolph and within a quarter-mile north of Randolph. Other uses north of Randolph are dominated by General Commercial. Pacific Avenue is lined with Commercial retail uses. The City is currently updating its General Plan to accommodate greater densities and mix of uses in the station area.

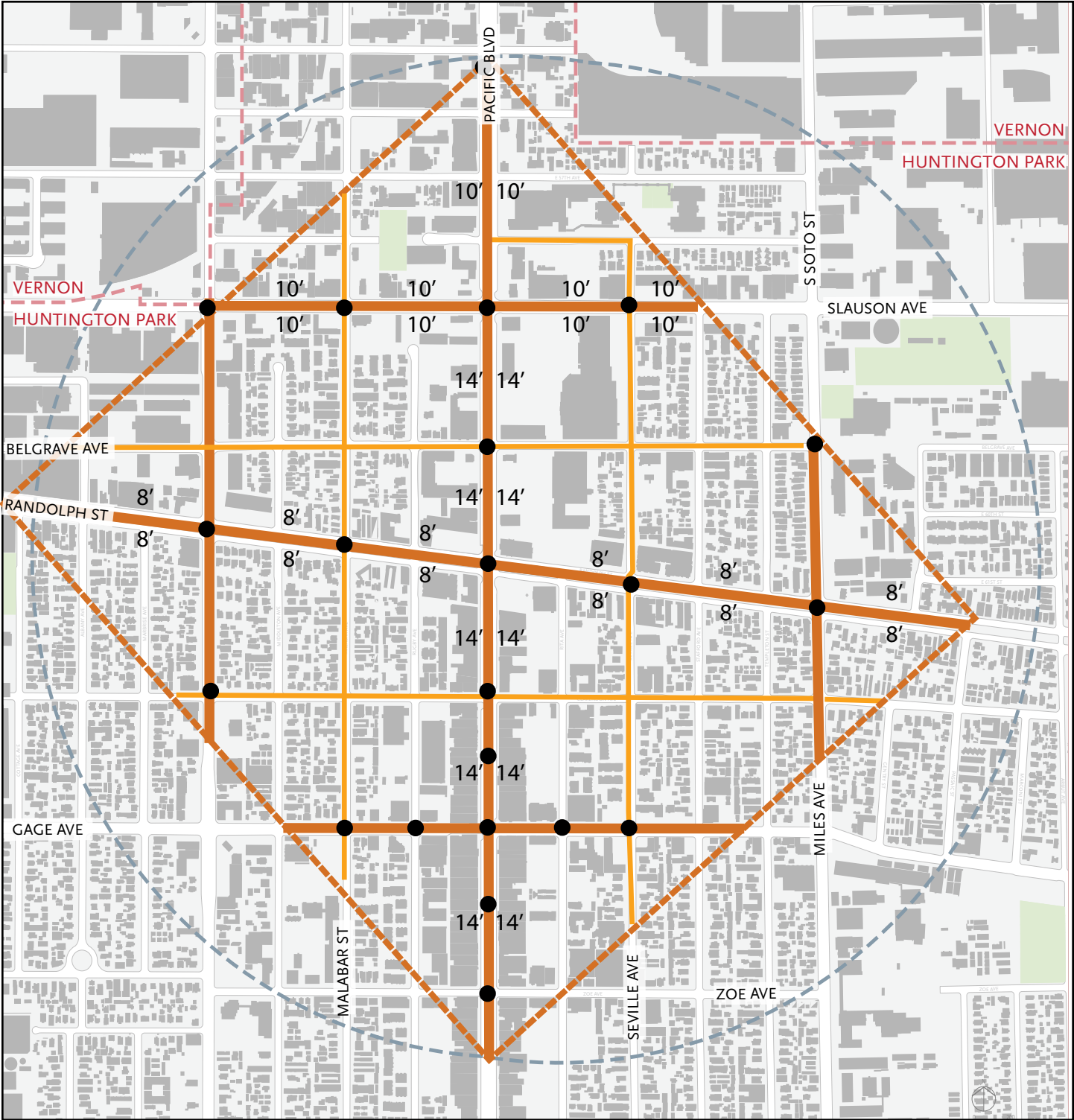
NEIGHBORHOOD FABRIC

Pacific Avenue is a walkable street with significant active frontage along the public right of way. The street network is uniform with block sizes that facilitate pedestrian accessibility.

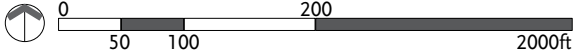
LEGEND

Low Residential	
Medium Residential	
High Residential	
General Commercial	
Neighborhood Commercial	
Commercial Manufacturing/Industrial	
Warehouse	
Religious Buildings	
Educational Institutions	
Civic	





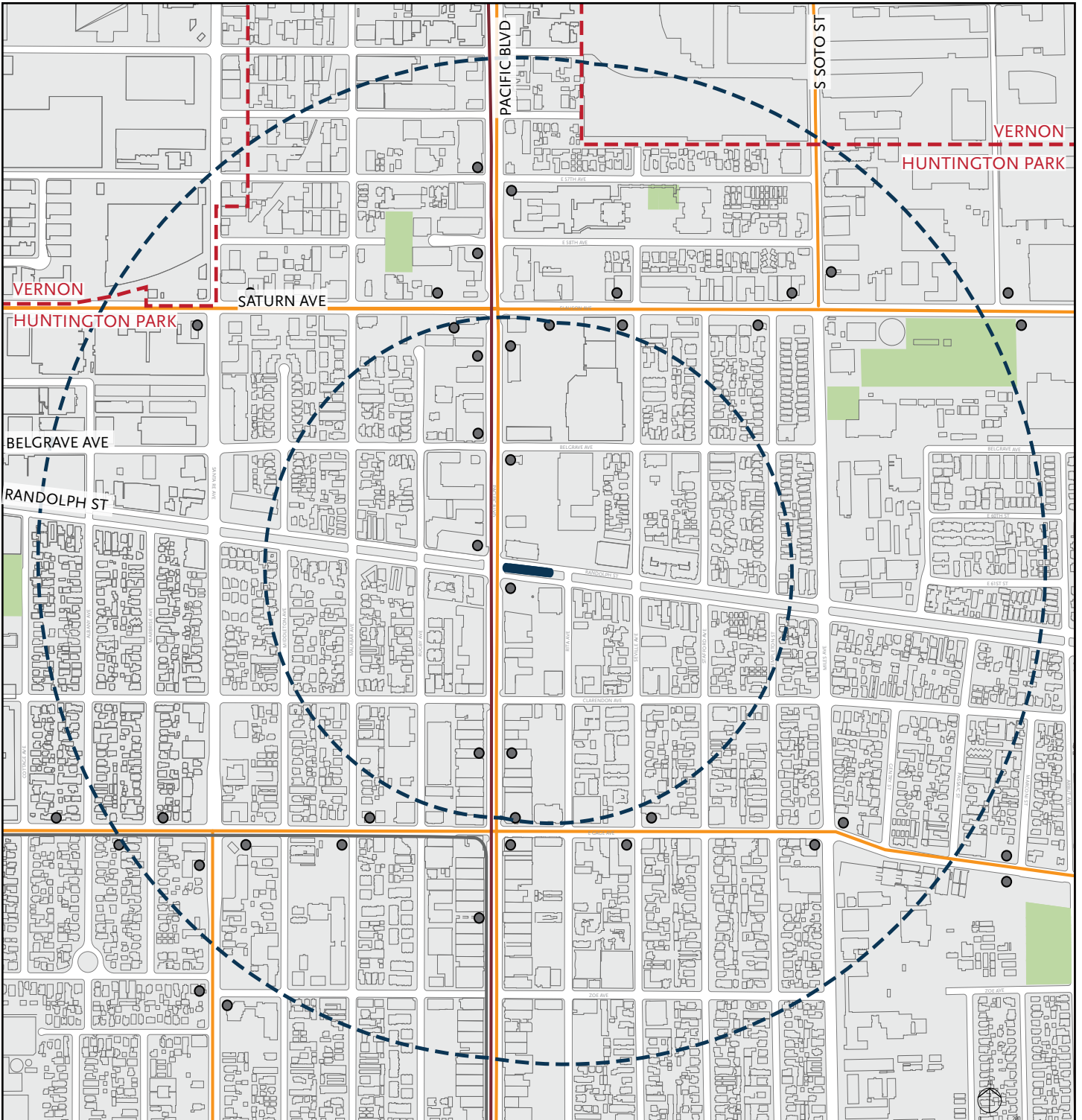
- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.9 PACIFIC/RANDOLPH

TRANSIT NETWORK

Pacific Blvd, Saturn Avenue and Gage are well served by transit lines with several transit stops within the station area making it well connected to the transit network.




3.9 PACIFIC/RANDOLPH


The predominant zoning in the station area is designated Commercial (General, Neighborhood), Festival District or Gateway District with High Density Residential uses adjacent.


The City of Huntington Park is currently updating its General Plan to accommodate greater densities and mix of uses in the station area.


LEGEND


Huntington Park
City of Huntington Park: Zoning Map(March 2015)


RL - Low Density Residential (8.712 du/ac) 


RM - Medium Density Residential (17.424 du/ac) 


RH - High Density Residential(20 du/ac) 


Commercial Professional (CP) 

Commercial General (CG) 

Commercial Neighborhood (CN) 

Transportation (T) 

Public facilities (PF) 


Open Space (OS) 

Manufacturing Plan Development (MPD) 

District A - Gateway 

District B - Festival 


District C - Neighborhood 

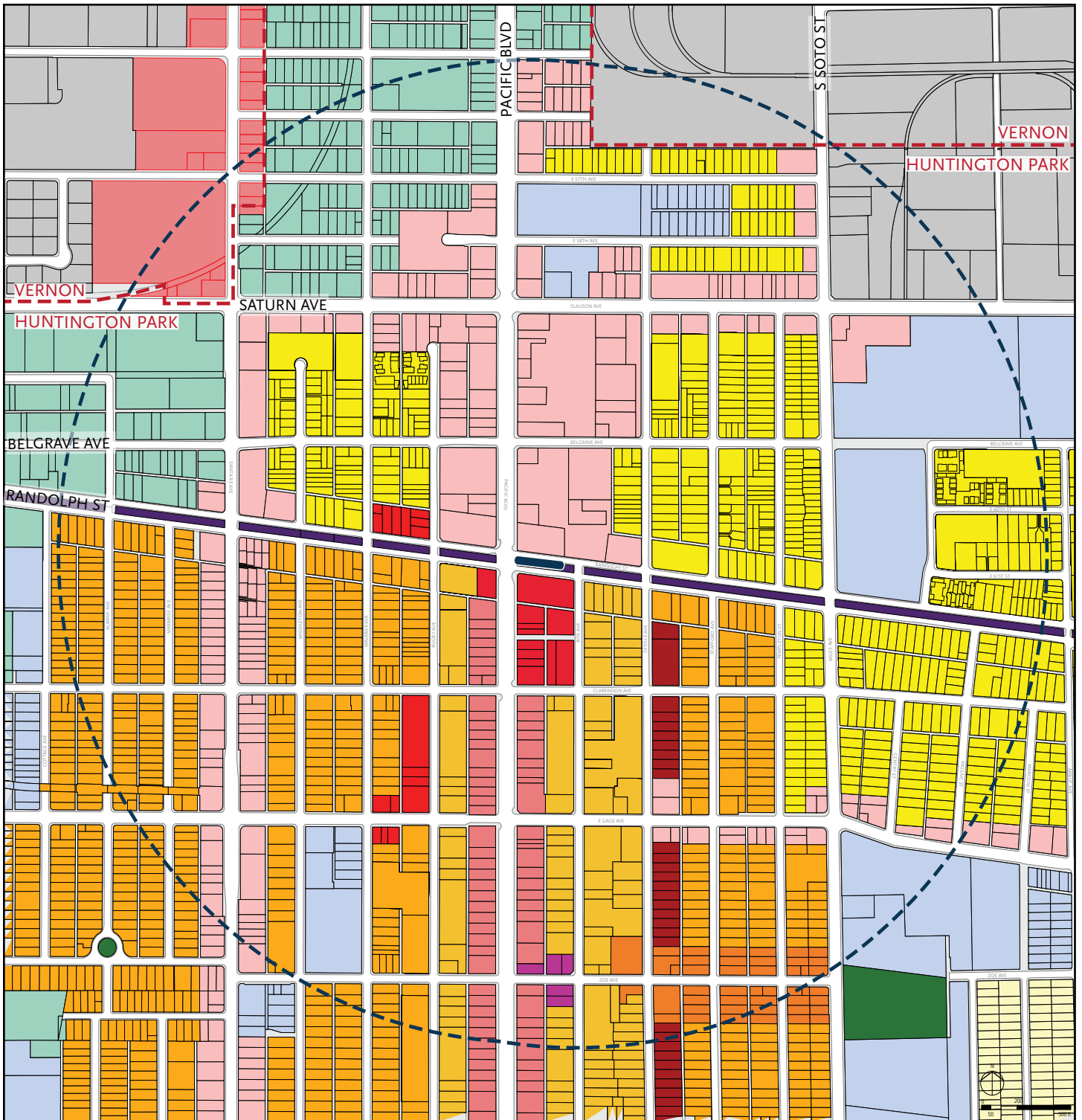
District D - Zoe 

Improved Public Gathering Space 

Vernon
City of Vernon: Zoning Map(April 2015)

Industry 

Commercial 



3.9 PACIFIC/RANDOLPH

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.9 PACIFIC/RANDOLPH

DEVELOPMENT VISION

There is opportunity for the Pacific/Randolph Station to become a pedestrian-oriented gateway for Downtown Huntington Park, but this will require the attraction of higher quality retail and neighborhood-serving office to be concentrated within the station area.

The City believes that the station area is already very dense and will require improvements in infrastructure to match additional density. The City will be preparing a TOD Overlay Zone and is considering mixed-uses that create an environment to eat, play and shop. The City wants to draw more people downtown to visit restaurants and other businesses. Their vision is to enhance the downtown area to draw patrons to businesses and re-educate the community to become more transit reliant. The shopping corridor on Pacific Blvd is a major attraction in the City.

The large format suburban neighborhood serving retail north of Randolph has potential for reuse of existing surface parking lots. In addition, there are a few properties with aging buildings that may be reconfigured or replaced if there is adequate demand for uses triggered by the WSAB light rail station.

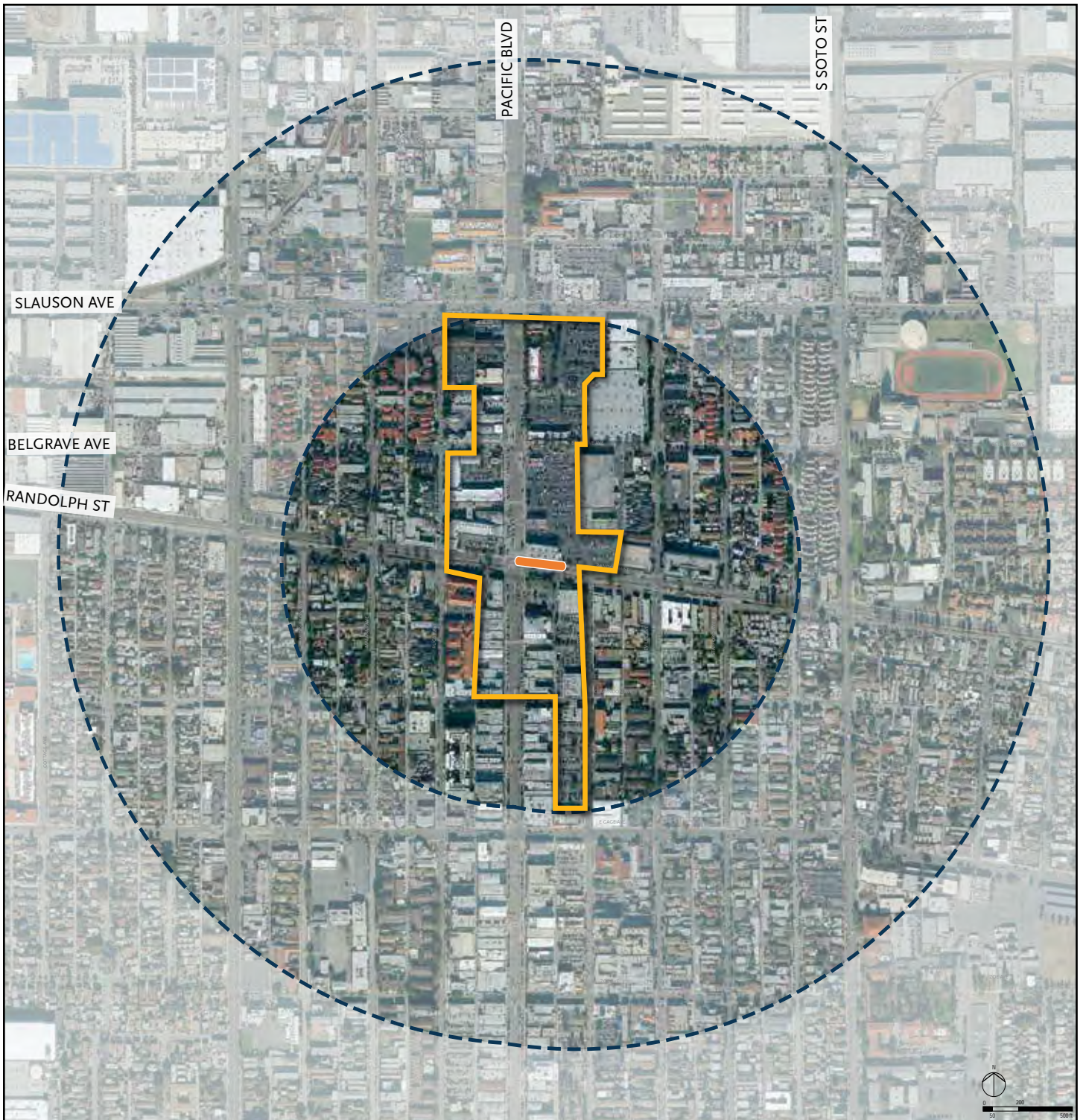


Festive decorations along Pacific Boulevard



Historic St Matthias Church

POTENTIAL OPPORTUNITIES



3.10 SLAUSON

VICINITY



- 1 Augustus F.Hawkins Nature Park
- 2 Lillian Street Elementary School
- 3 Holmes Ave Elementary School
- 4 Slauson Multipurpose Center
- 5 Slauson Recycling
- 6 Iglesia Evangelica Del Dios Vivio
- 7 Alliance Kory Hunter Middle School
- 8 Linda Esperanza Marquez High School

Typology: Industrial Hybrid Infill

The Slauson station area is an industrial and residential area, 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.

Station Area: The station is within a 5-minute walk of the Augustus F. Hawkins Park and at least one elementary school. There are several schools, churches and civic facilities within a 10-minute walk. 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 western-end to the Los Angeles River in the eastern-end. It runs along Slauson Boulevard in this station area.

Socio-Economic Highlights: Average household size is significantly higher than the LA County average, which suggests there may be some overcrowding in this station area. Median household income is also substantially lower than what is found in LA County as a whole. Approximately 55% of all households earn \$35,000 or less per year.

Real Estate Market: The demand for industrial uses is expected to remain strong based on regional demand for urban industrial. There may be more opportunities to redevelop older industrial properties found west of Alameda Street, along Slauson Avenue and throughout the residential neighborhoods. Slauson Station is an existing Metro Blue Line station but the introduction of light rail service in 1990 did not spur any notable transit-oriented development. This is likely due to the older, industrial nature of the immediate station area. Areas east of the alignment, specifically east of Alameda Street are functioning industrial locations and could remain as such. Residential sale prices in the surrounding submarket are low compared with the other submarkets but are growing faster than other submarkets. 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. As such, it will be important for the City to explore policies to help mitigate negative consequences of increased development pressure including displacement of existing residents and businesses.



View of aerial transit station on Slauson Boulevard



Augustus F. Hawkins Park adjacent to station area

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	11,975	313,762	9,974,203
Pop. Density (Per Sq. Mile)	15,255	13,945	2,458
Total Households (HH)	2,964	72,986	3,242,391
Average HH Size	4.04	4.40	3.00
Job to HH Ratio	0.63	1.30	1.19
Median HH Income	\$31,642	\$36,496	\$55,870
Median Income <\$35K	55%	50%	33%
Median Income >\$125K	1%	3%	18%
Median Age	26.6	27.8	35.3
0 to 17 Years	35%	32%	24%
18 to 64 Years	59%	61%	65%
64 Years and Over	6%	6%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.10 SLAUSON

LAND USE

The land use in the immediate vicinity of the station and the north-west quadrant is dominated by light industrial or warehouse uses. Other sections of the station area are occupied by Low or Medium Residential.













NEIGHBORHOOD FABRIC

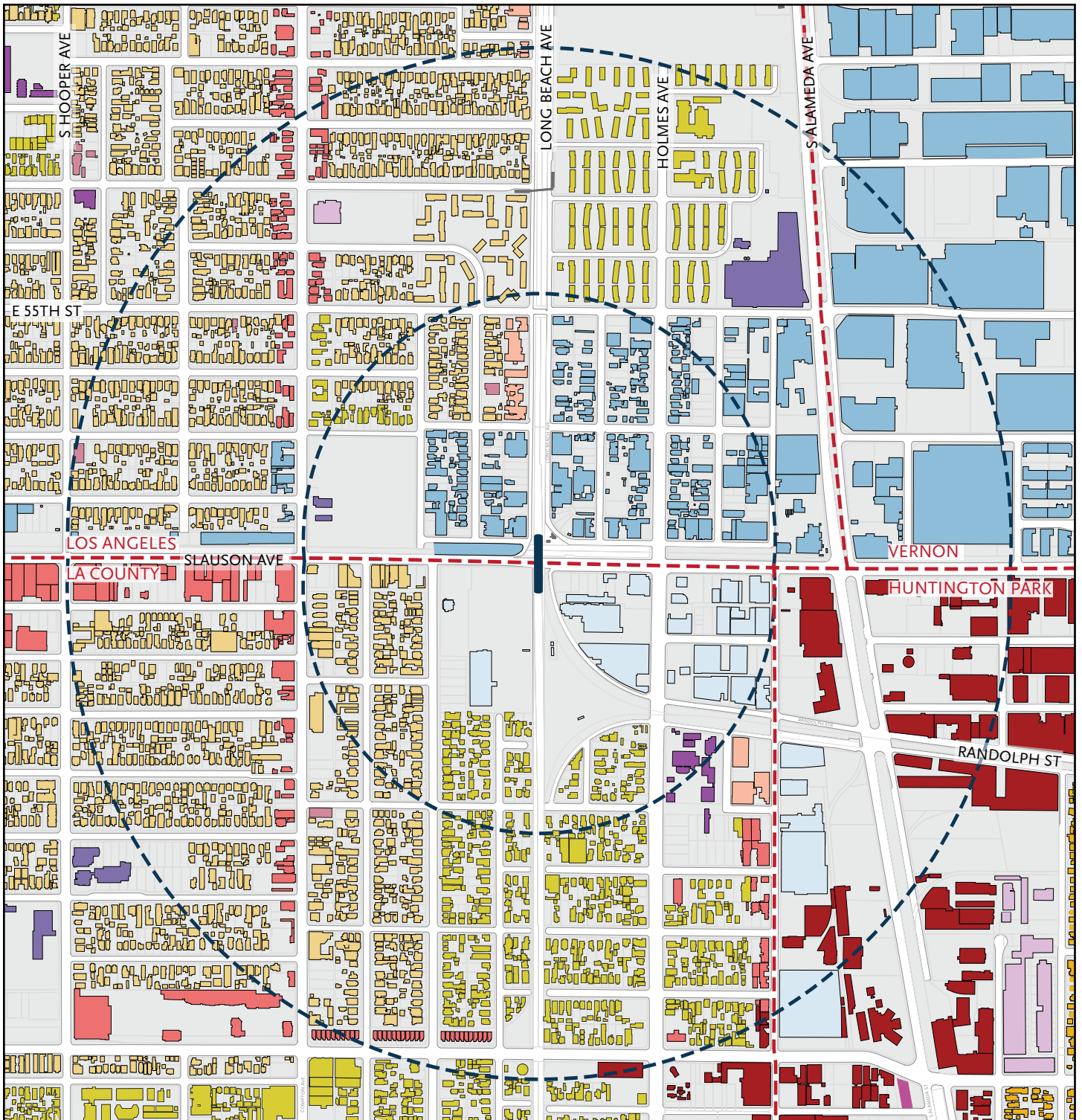
The fabric immediately around the station is comprised of walkable blocks that average about 270'x600'. However, blocks occupied by industrial uses have larger footprints and are not easily accessible.

TRANSIT NETWORK

The station area is well served by transit with existing and new light rail lines, several local as well as Metro Rapid lines and the connectivity provided by the Rail-to-River bikeway.

LEGEND




Low Residential	
Medium Residential	
High Residential	
General Commercial	
Neighborhood Commercial	
Commercial Manufacturing/Industrial	
Light Industrial	
Warehouse	
Religious Buildings	
Educational Institutions	
Recreational	
Civic	



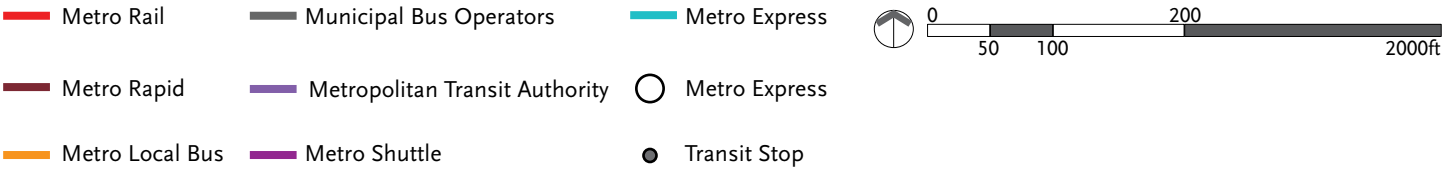
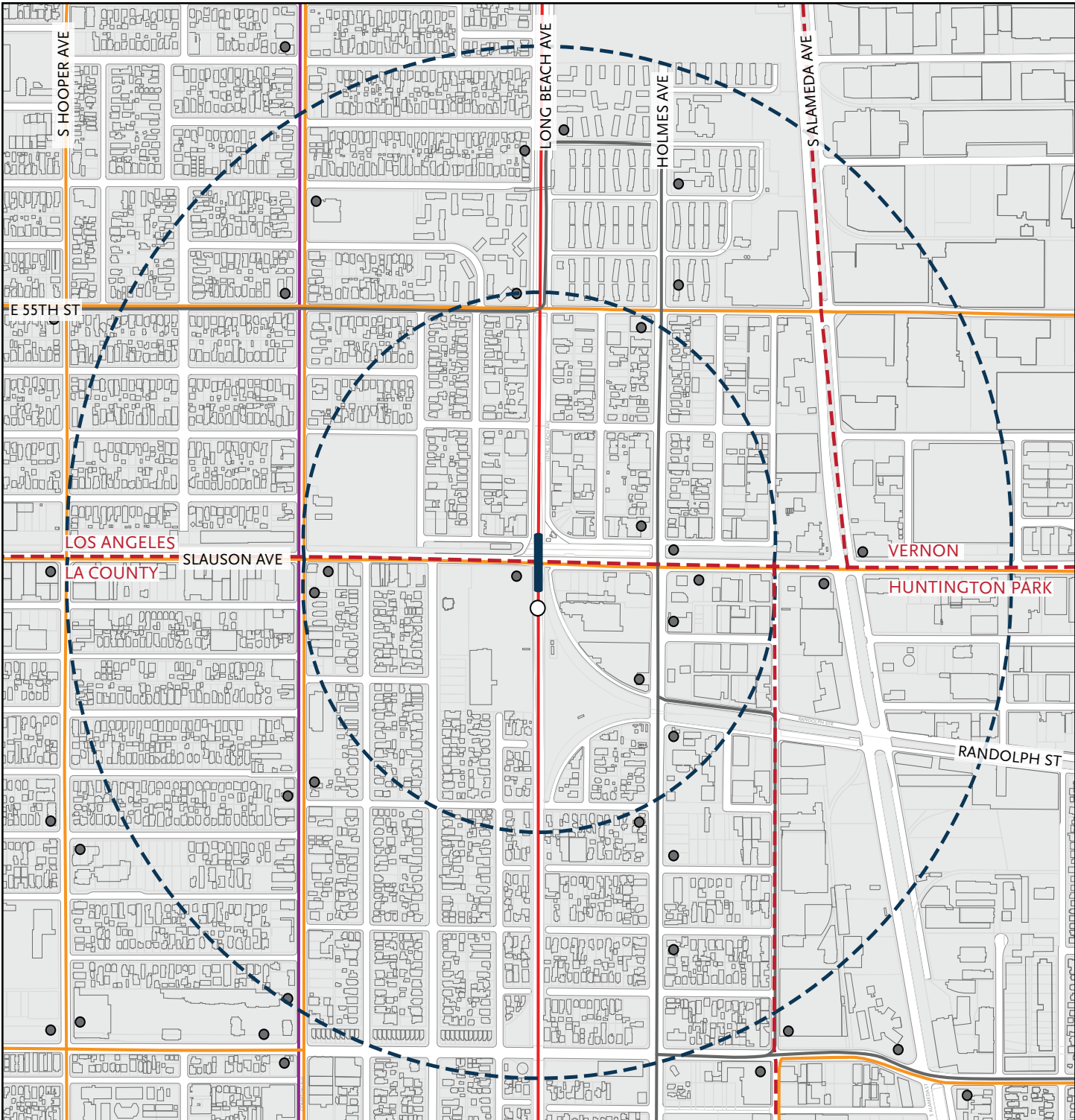
3.10 SLAUSON

NEIGHBORHOOD FABRIC



-  Park
-  Private Open Space
-  Institution Open Space













3.10 SLAUSON



In the north-east quadrant, the predominant zoning in the station area is Industrial or Manufacturing with Commercial designated parcels adjacent to the station. The western half of the station area is dominated by Multi-Family Residential.

LEGEND


LA County Department of Regional Planning:
Florence-Firestone Community Plan (Nov 2017 Draft)

- R-2 Two-Family Residence 
- R-3-()U-Limited Density Multiple Residential 
- R-4-()U-Limited Density Multiple Residential 
- C-3-General Commercial 
- M-1-Light Manufacturing 
- M-2-Light Manufacturing 
- IT-Institutional 
- O-S-Open Space 

City of Los Angeles
<http://zimas.lacity.org/>
LA Department of City Planning: Southeast LA New Community Plan:
(<https://ladcp.maps.arcgis.com>)

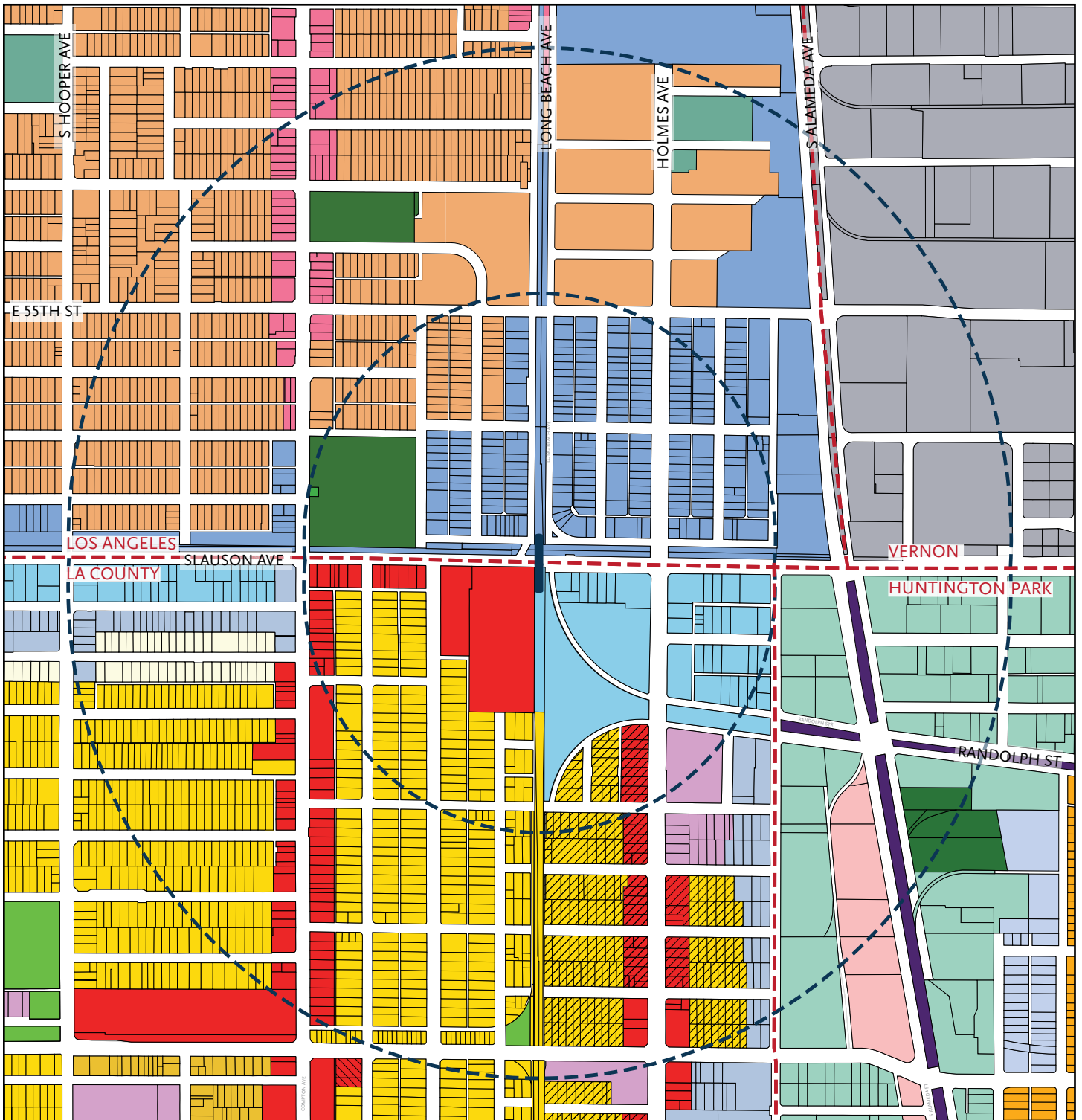
- Residential RD1.5-1, R2-1, RD2-1, R4-1 
- Manufacturing M1-1, MR1-1, CM1-VL, CM1, MR2-2, QCM2, M3-2 
- Commercial C2-1, C2-1VL 
- Open Space OS-1XL 
- Public Facilities PF-1 

Huntington Park
City of Huntington Park: Zoning Map(March 2015)

- RH - High Density Residential(20 du/ac) 
- Commercial General (CG) 
- Transportation (T) 
- Public Facilities (PF) 
- Open Space (OS) 
- Manufacturing Planned Development (MPD) 

Vernon
City of Vernon: Zoning Map(April 2015)

- Industry 



3.10 SLAUSON

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.10 SLAUSON

DEVELOPMENT VISION

The Slauson station area is within a 5-minute walk of a major regional park as well as stable residential neighborhoods. The connectivity provided by the Rail-to-River bikeway, the two light rail lines and several local as well as Metro Rapid lines suggest the potential for development once the infrastructure has been implemented.

There is opportunity for the station area to become a more pedestrian-friendly neighborhood with a diverse mix of uses, but anti-displacement measures should be explored.

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.

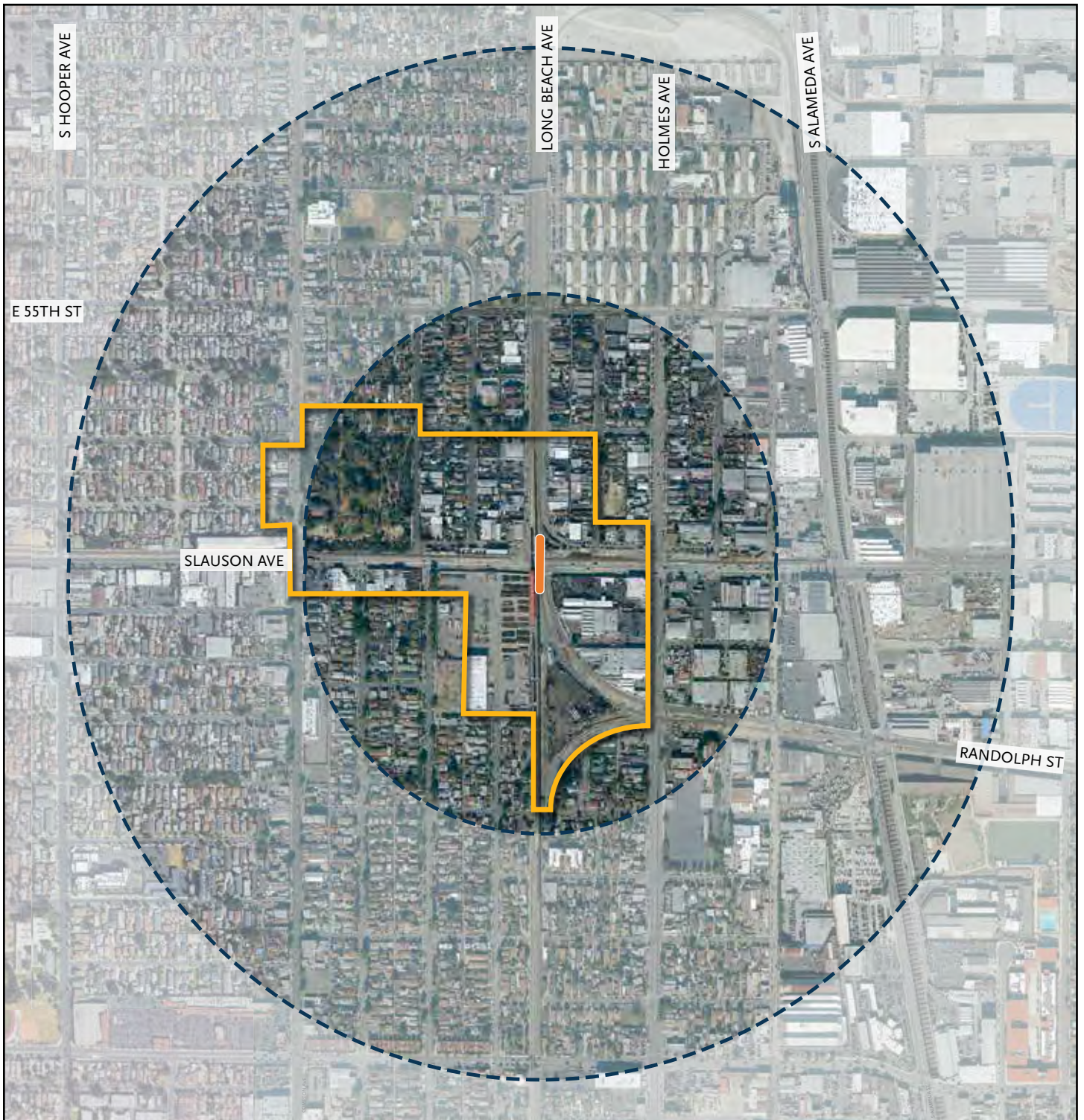


View East along Slauson Avenue



Paul R. Perez Memorial Park

POTENTIAL OPPORTUNITIES



3.11 VERNON

VICINITY



- ① Ascot Avenue Elementary School
- ② Fred Roberts Recreation Center
- ③ Los Angeles Regional Food Bank
- ④ Ross Snyder Recreation Center
- ⑤ Holmes Ave Elementary School
- ⑥ El Faro Plaza
- ⑦ Alameda Swap Meet

Typology: Industrial Hybrid Infill

The Vernon Station located at the intersection of Long Beach and Vernon Avenues in the City of Los Angeles will share the WSAB with the existing Metro Blue Line. The parcels immediately surrounding the station consist of primarily multi-family residential and retail strip centers. Areas farther east are predominantly industrial.

Station Area: The station is within a 5-minute walk of the Fred Roberts Recreation Center as well as notable economic assets including the El Faro Plaza and the Alameda Swap Meet that are both local retail hubs for the Hispanic community. Also located within a 10-minute walk are the Ross Snyder Recreation Center and schools.

Socio-Economic Highlights: Consistent with the surrounding subarea, the Vernon station area has a median household income that is substantially lower than what is found in LA County. More than half of all households earn less than \$35,000 per year. The average household size of 5 is also higher than both the subarea and LA County averages, suggesting that there may be overcrowding problems.

Real Estate Market: Although conventional shopping center retail vacancies are high in the surrounding submarket, the performance of nearby cultural retail hubs indicate support in this station area for above-average rents. El Faro Plaza, which is a small shopping center that draws a regional, primarily Hispanic, consumer base, achieves rents of over \$2.50 per square foot per month, which is substantially higher than the submarket average. Retail vacancy is also extremely low at 2%.

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. 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.



Alameda Swap Meet



El Faro Plaza on Vernon Avenue

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	11,777	313,762	9,974,203
Pop. Density (Per Sq. Mile)	6,411	73,945	2,458
Total Households (HH)	2,342	72,986	3,242,391
Average HH Size	5.03	4.40	3.00
Job to HH Ratio	1.67	1.30	1.19
Median HH Income	\$30,140	\$36,496	\$55,870
Median Income <\$35K	54%	50%	33%
Median Income >\$125K	1%	3%	18%
Median Age	27.1	27.8	35.3
0 to 17 Years	35%	32%	24%
18 to 64 Years	61%	61%	65%
64 Years and Over	5%	6%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.11 VERNON

LAND USE

Long Beach Avenue separates Low Residential uses in the west with Heavy or Light Industrial uses to the east. Educational institutions are distributed evenly to the west.












NEIGHBORHOOD FABRIC

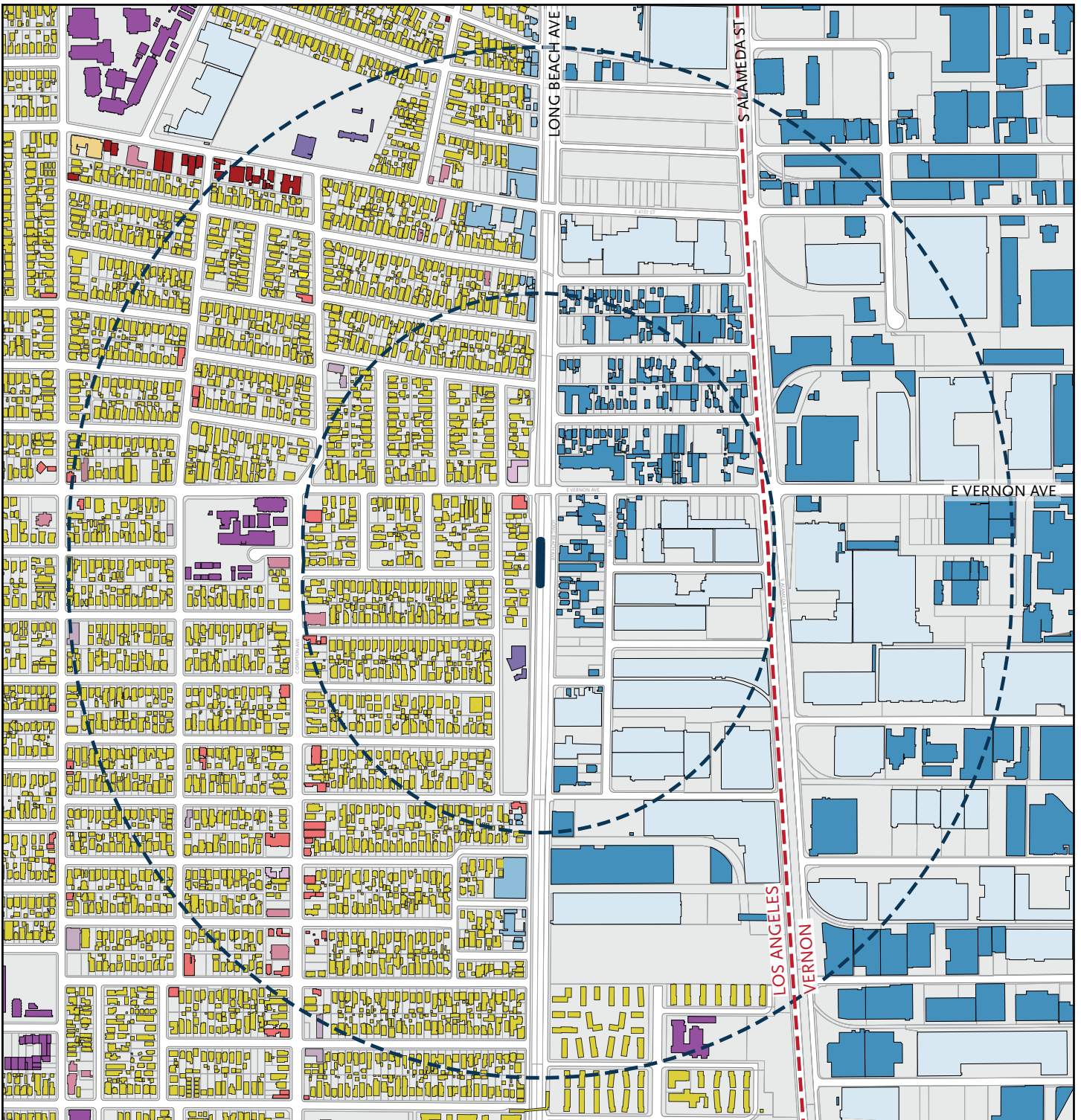
The fabric immediately around the station is comprised of mostly larger auto oriented blocks to the east and more walkable to the west. Due to the lack of active frontage, the neighborhood is not very walkable with the exception of the residential neighborhoods.

TRANSIT NETWORK

The station area is well served by transit both in the north-south as well as the east-west directions with several transit stops. The station itself will be served by both the WSAB and the Blue Line.

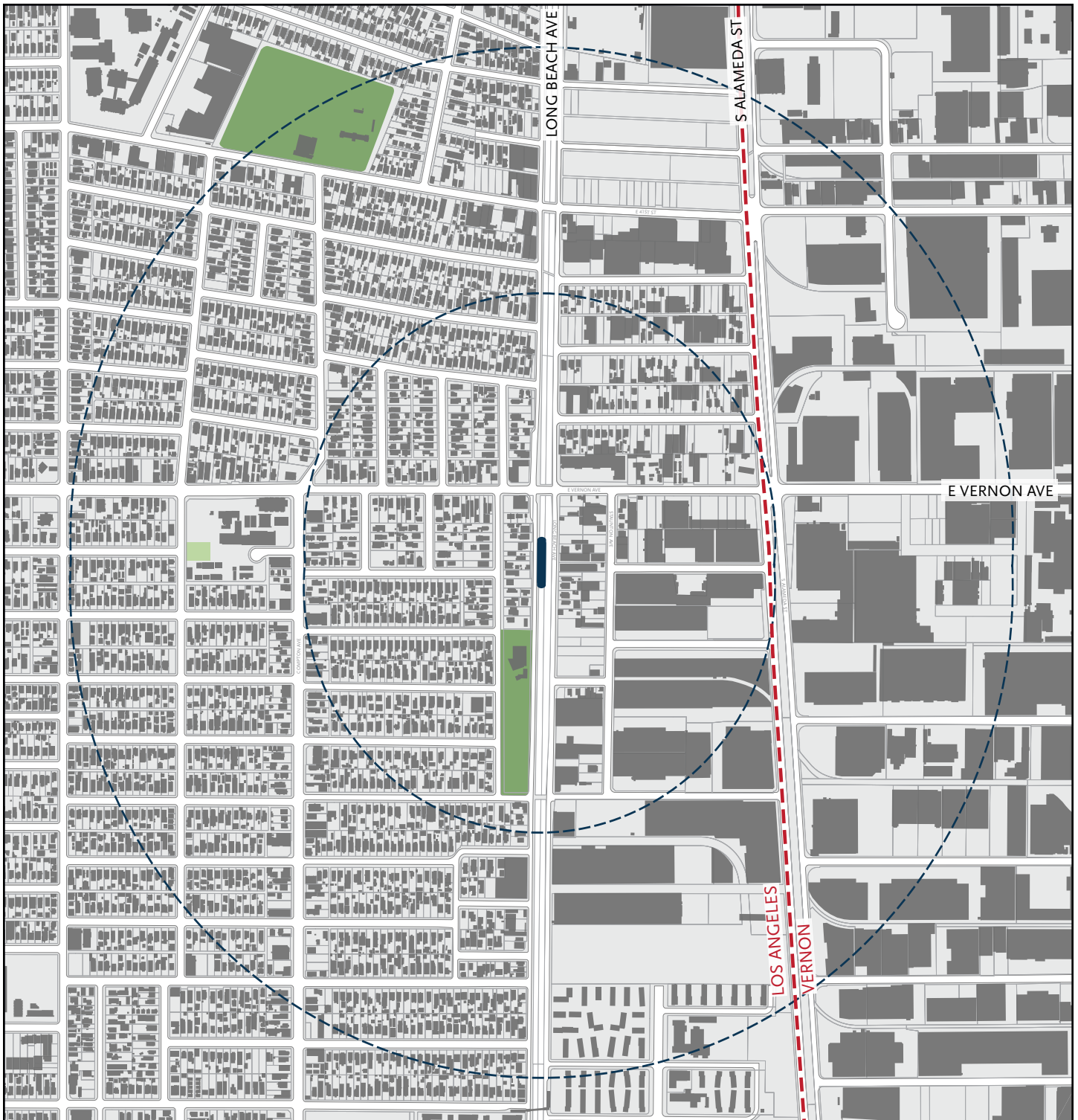
LEGEND




Low Residential	
Medium Residential	
General Commercial	
Neighborhood Commercial	
Heavy Industrial	
Light Industrial	
Warehouse	
Religious Buildings	
Educational Institutions	
Recreational	
Civic	



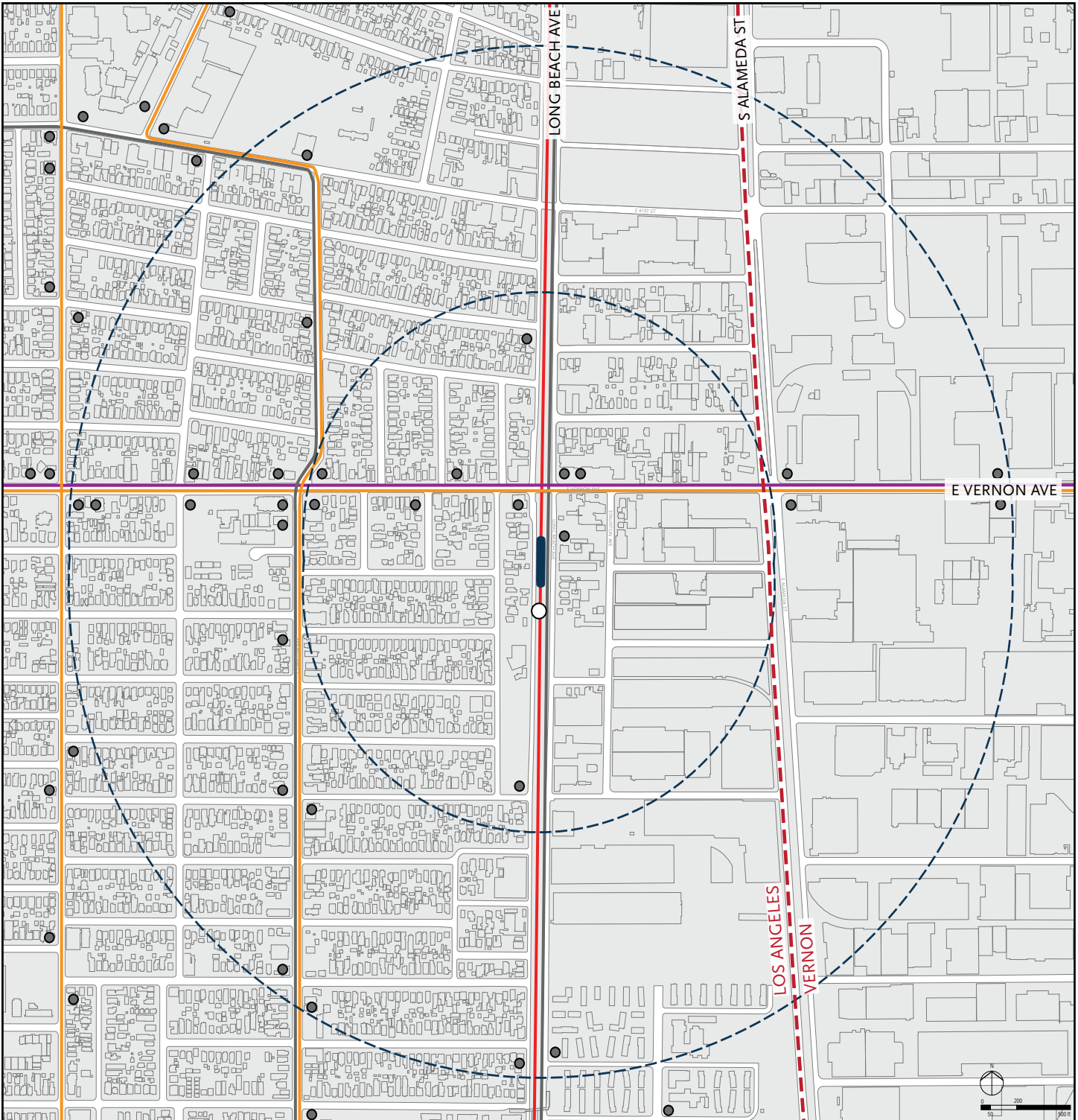
3.11 VERNON

NEIGHBORHOOD FABRIC



-  Park
-  Private Open Space
-  Institution Open Space










3.11 VERNON

Long Beach Avenue bisects the station area. Manufacturing (Los Angeles) and Industrial (Vernon) are located to the east and Multiple-Family Residential to the west.

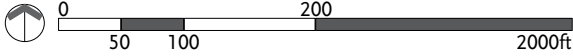
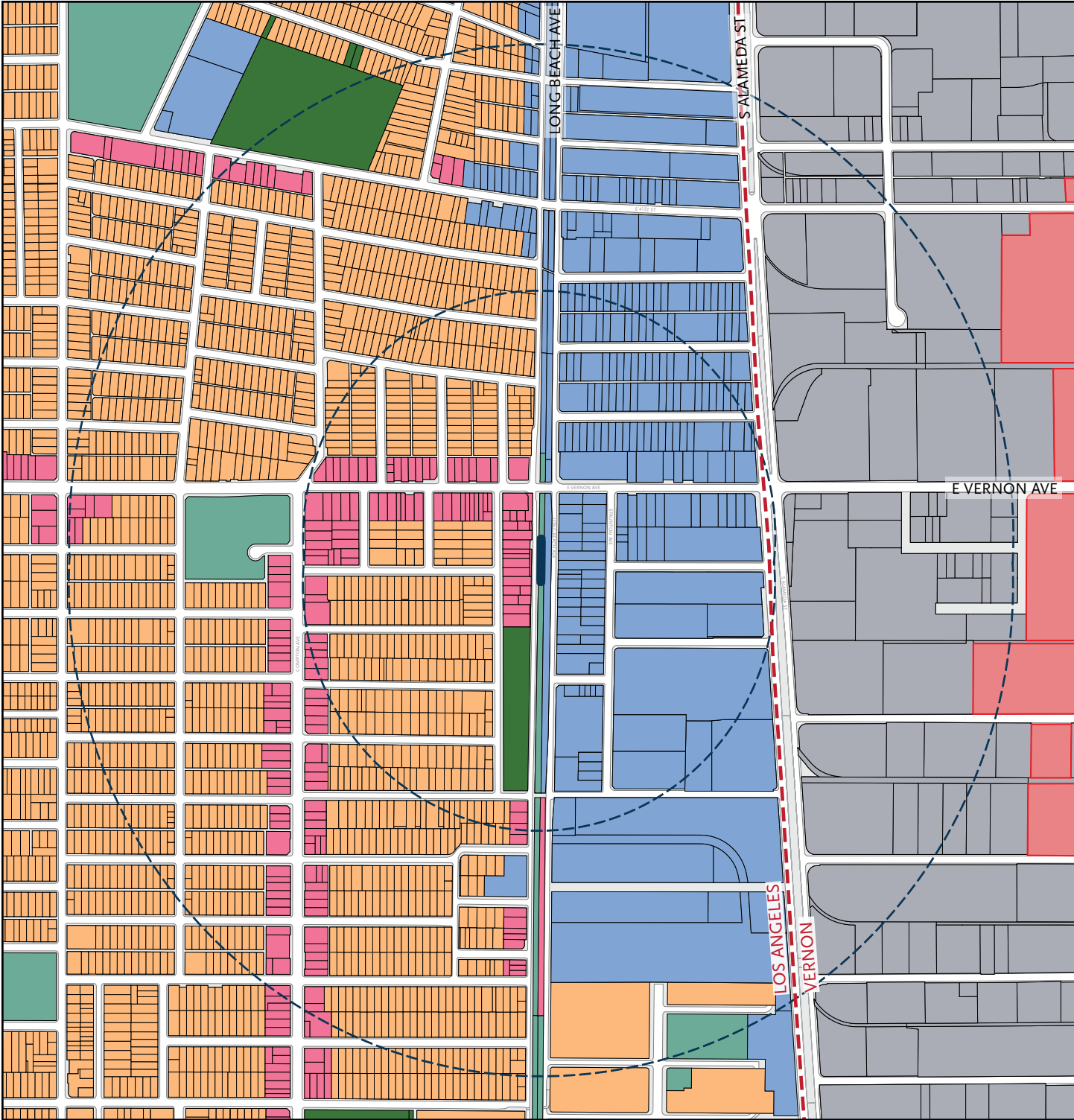
LEGEND

City of Los Angeles
<http://zimas.lacity.org/>
LA Department of City Planning: Southeast LA New Community Plan:
(<https://ladcp.maps.arcgis.com>)

- Open Space OS-1XL 
- Residential R2-1, R4-1, RD2-1,
RD1.5-1, R3-1 
- Commercial C1-1, C2-1, C2-1VL 
- Manufacturing M2-2, M1-1, M3-2,
CM-1, CM-1VL, CM-2, M1-1, M2-2 
- Public Facilities PF1 

Vernon
City of Vernon: Zoning Map(April 2015)

- Commercial - 1 
- Industry 



3.11 VERNON

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.11 VERNON

DEVELOPMENT VISION

The Vernon station area is dominated by single family neighborhoods west of Long Beach and Industrial uses to the east. Future development opportunities can build on the unique retail along Vernon Avenue that caters to the local and Hispanic communities. Also, as noted previously, the proximity to Downtown LA.

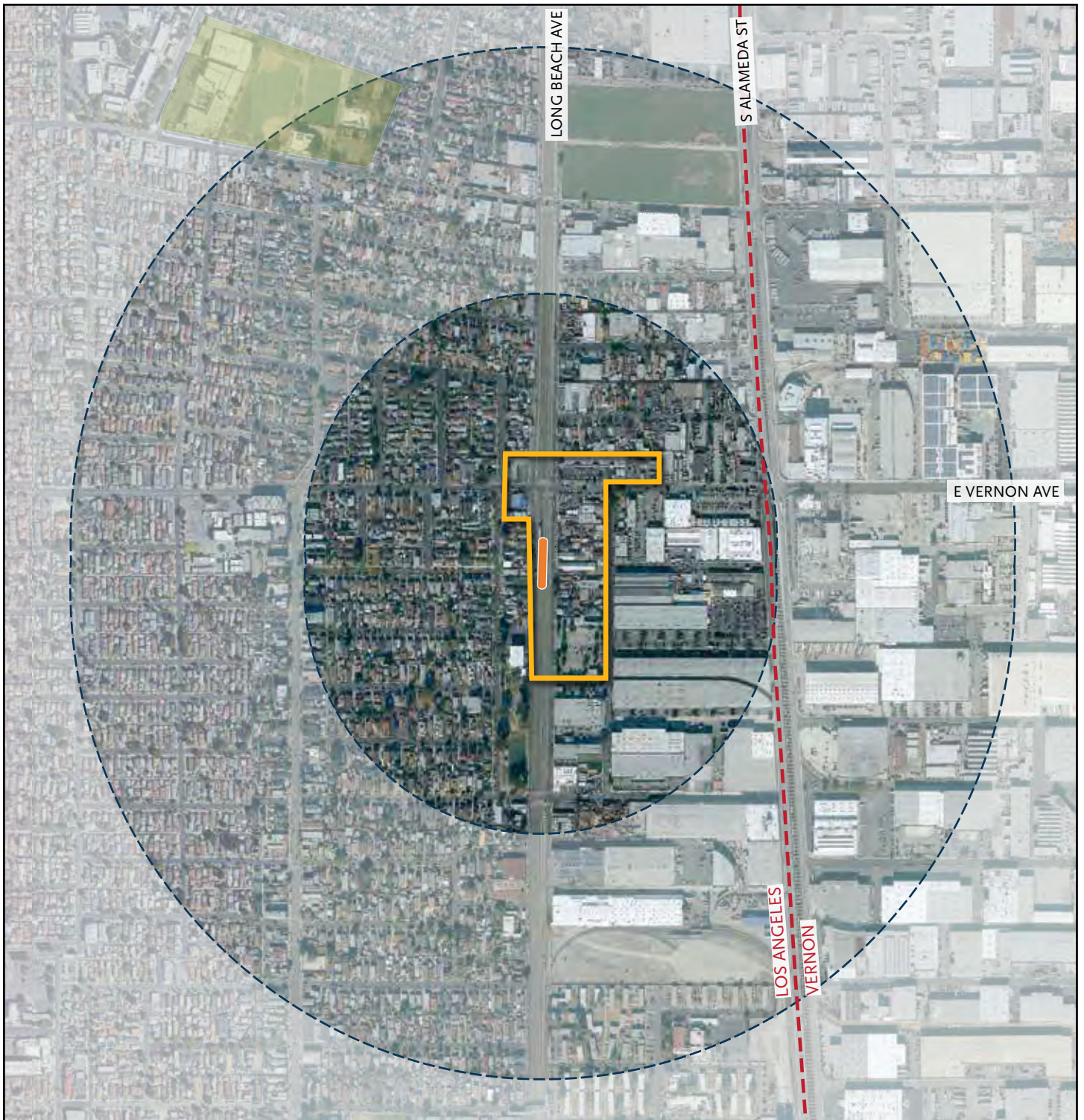


View north along Long Beach Avenue



Fred Roberts Recreation Center

POTENTIAL OPPORTUNITIES



3.12 WASHINGTON

VICINITY



- ① Central Park Recreation Center
- ② Twentieth Street Elementary School
- ③ Dr. Julian Nava Learning Academy
- ④ Synergy Kinetic Academy
- ⑤ City Los Angeles Central
- ⑥ Los Angeles Unified School District

Typology: Industrial Hybrid Infill

The Washington Station will be shared with the Metro Blue Line. The station area is immediately surrounded by an active industrial area, that appears to be well performing.

Station Area: The station is within a 10-minute walk of several schools and the Central Park Recreation Center. Several adjacent industrial parcels appear to have large parking lots with relatively low usage.

Socio-Economic Highlights: The Washington station area with almost 10,000 jobs has a jobs to household ratio of 8.7 and is one of the highest in the Corridor. With its average household size, 4.52, this is also higher than the subarea average, and substantially higher than the LA County average. Again, this may indicate overcrowding problems within station area residences.

Real Estate Market: Well connected to Downtown LA, the industrial portion of the station could be maintained as an industrial employment center. As mentioned previously, industrial space is in very high demand and industrial vacancies in the surrounding submarket are historically low. Also, a large share of jobs in the area are related to wholesale trade, one of the core industries driving demand for industrial space. 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.

The western portion of the station area is more residential in nature. Over the long-term, this areas' 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 opportunities.



Existing Washington Station



View west along Washington Boulevard

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	5,033	313,762	9,974,203
Pop. Density (Per Sq. Mile)	6,411	13,945	2,458
Total Households (HH)	2,342	72,986	3,242,391
Average HH Size	4.52	4.40	3.00
Job to HH Ratio	8.70	1.30	1.19
Median HH Income	\$40,136	\$36,496	\$55,870
Median Income <\$35K	45%	50%	33%
Median Income >\$125K	7%	3%	18%
Median Age	30.8	27.8	35.3
0 to 17 Years	38%	45%	34%
18 to 64 Years	57%	49%	54%
64 Years and Over	4%	6%	12%

Sources: U.S. Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.12 WASHINGTON

LAND USE

The land use in the immediate vicinity of the station is dominated by Light and Heavy Industrial uses in addition to Commercial Manufacturing. In the south-western quadrant, there is a single-family (Low Residential) neighborhood.












NEIGHBORHOOD FABRIC

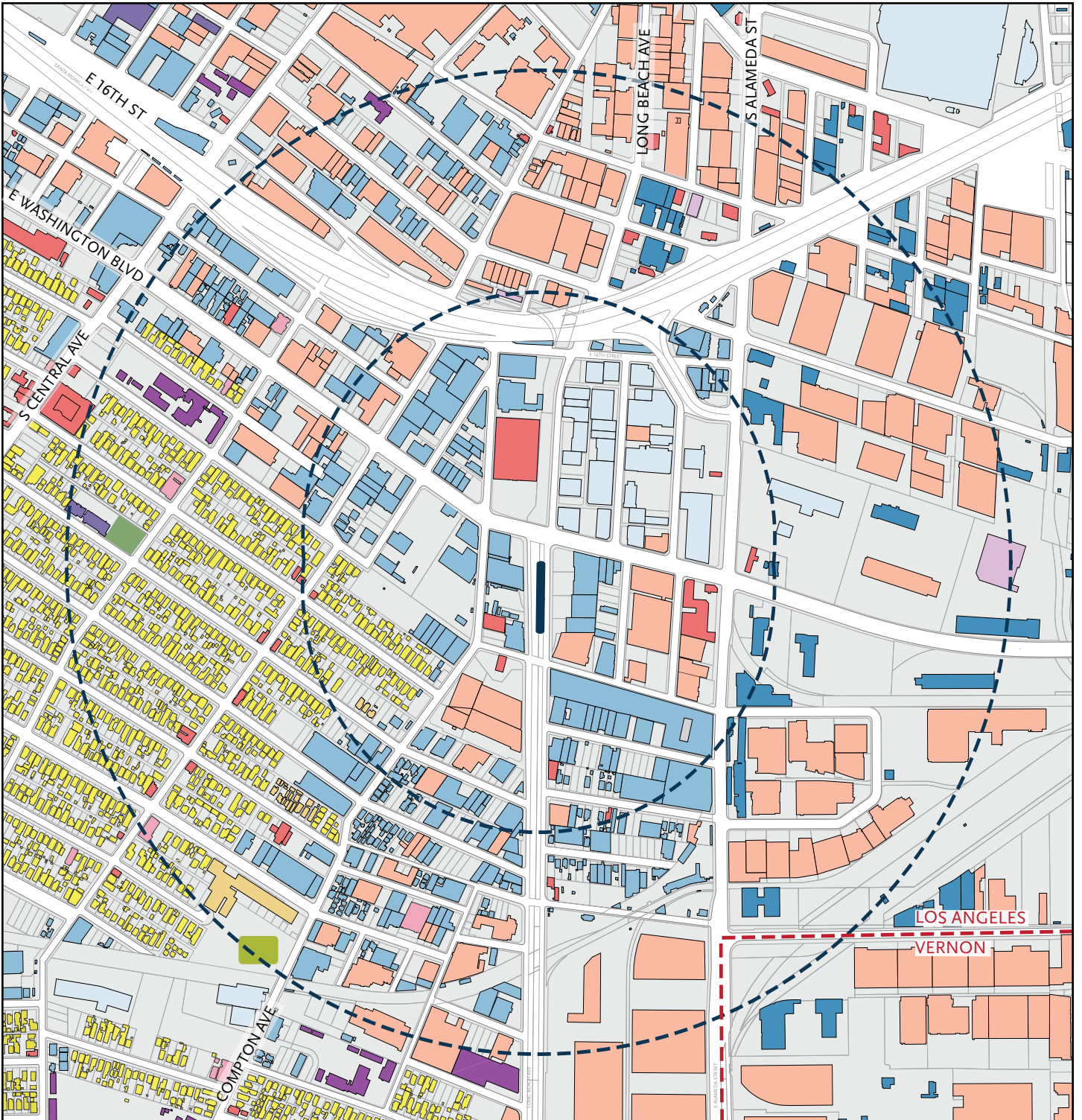
The fabric immediately around the station is comprised of mostly larger blocks with the exception of the single family neighborhoods.

TRANSIT NETWORK

The station area is poorly served with the exception of the existing Blue Line along Long Beach Avenue. The transit network runs along Central Avenue and partially Compton Avenue. There are no transit stops in the immediate plan area.

LEGEND




Low Residential	
Medium Residential	
Neighborhood Commercial	
Commercial Manufacturing/Industrial	
Heavy Industrial	
Light Industrial	
Warehouse	
Religious Buildings	
Educational Institutions	
Recreational	
Civic	



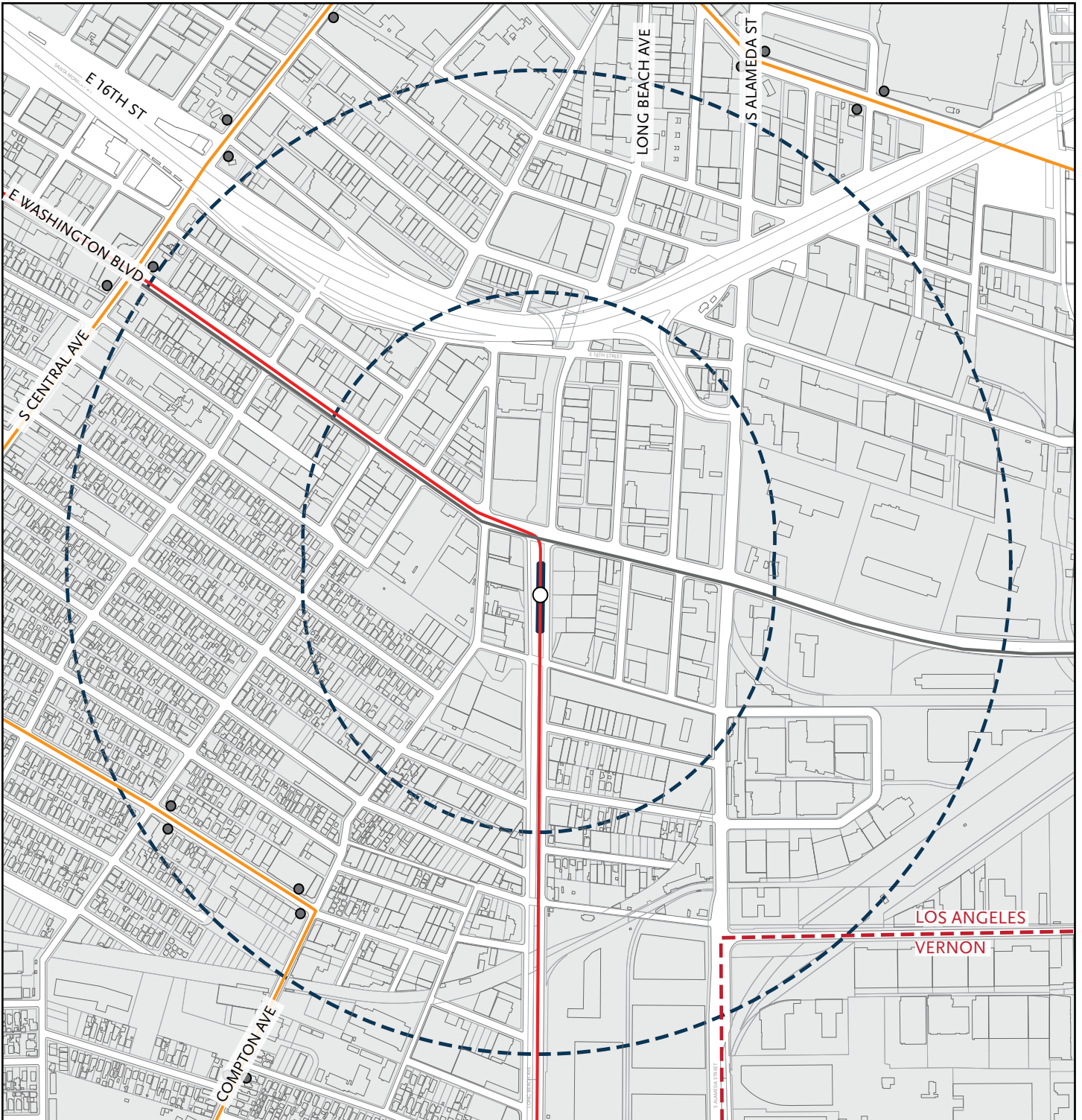
3.12 WASHINGTON

NEIGHBORHOOD FABRIC



-  Park
-  Private Open Space
-  Institution Open Space
















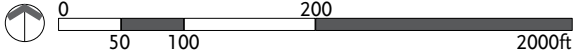
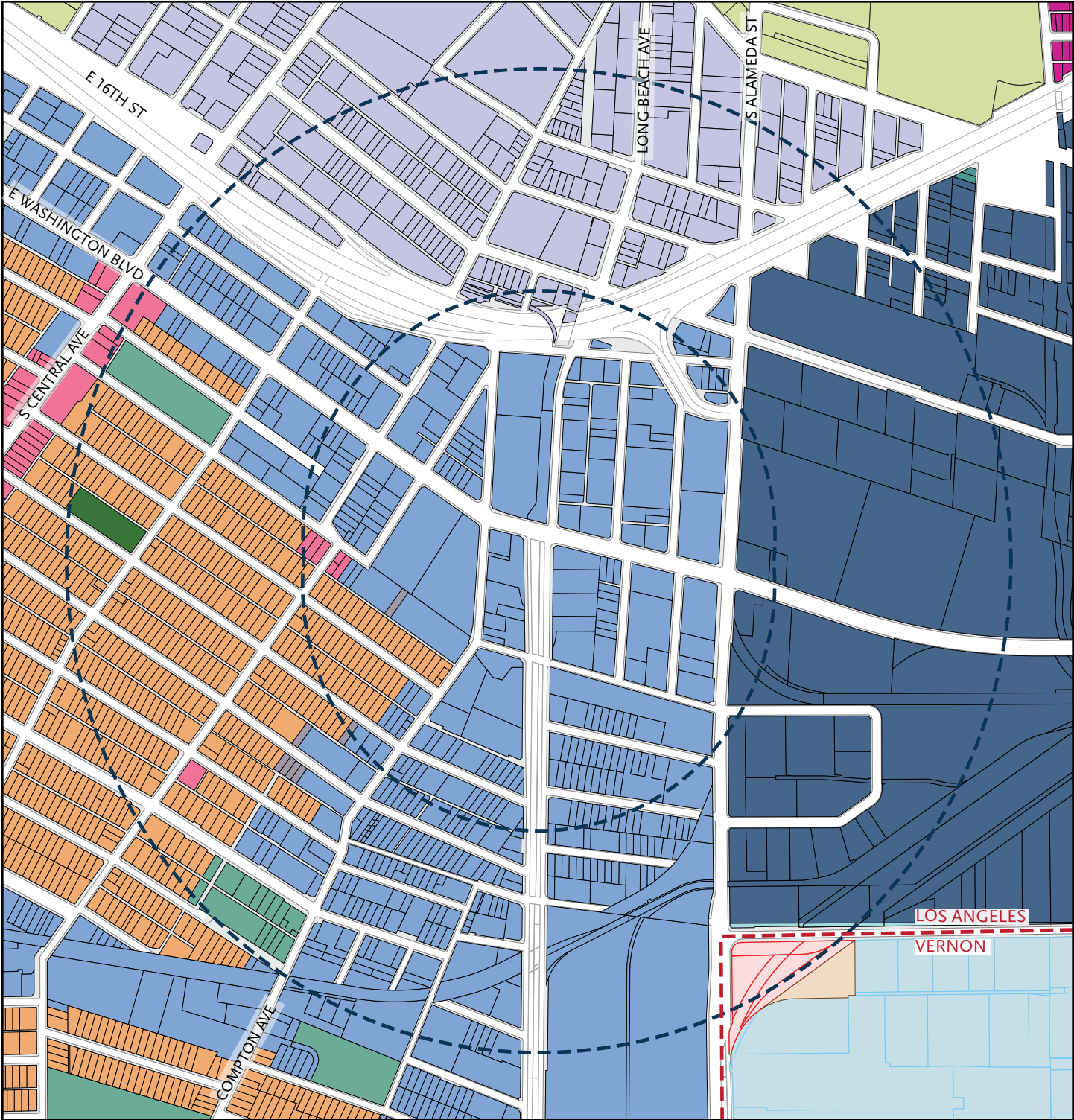


3.12 WASHINGTON

The predominant zoning in the station area is Manufacturing or Production. The south-western quadrant has Multiple-Family Residential.

LEGEND

City of Los Angeles	
Downtown LA 2040: Proposed General plan Designations(web.) http://zimas.lacity.org/	
LA Department of City Planning: Southeast LA New Community Plan: https://ladcp.maps.arcgis.com	
Manufacturing M1, M1-1, M1-2, MR1-1VL, MR2-1, M2-2, MR2-2, M3-1, M3-2	
Residential RD1.5-1, RD2-1, R3-1, R4-1	
Commercial C1-1, C1-1VL, CR1-VL, C2-1, C2-1VL	
Public Facilities PF1	
Open Space OS-1XL	
Parking P1, P-1VL	
	
Hybrid Industrial Moderate Scale Village 1-Hybrid Industrial 3(Plus)	
Production Low Rise Production 1-Heavy Industrial	
Production Low Rise Production 1-Light Industrial	
Vernon	
City of Vernon: Zoning Map(April 2015)	
Commercial-1	
Truck & Freight Terminal	
Emergency Shelter	



3.12 WASHINGTON

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.12 WASHINGTON

DEVELOPMENT VISION

The Washington station serves both the existing Blue Line station as well as the proposed WSAB transit corridor. It is situated in an industrial area that is in the midst of transition and just south of Downtown LA.

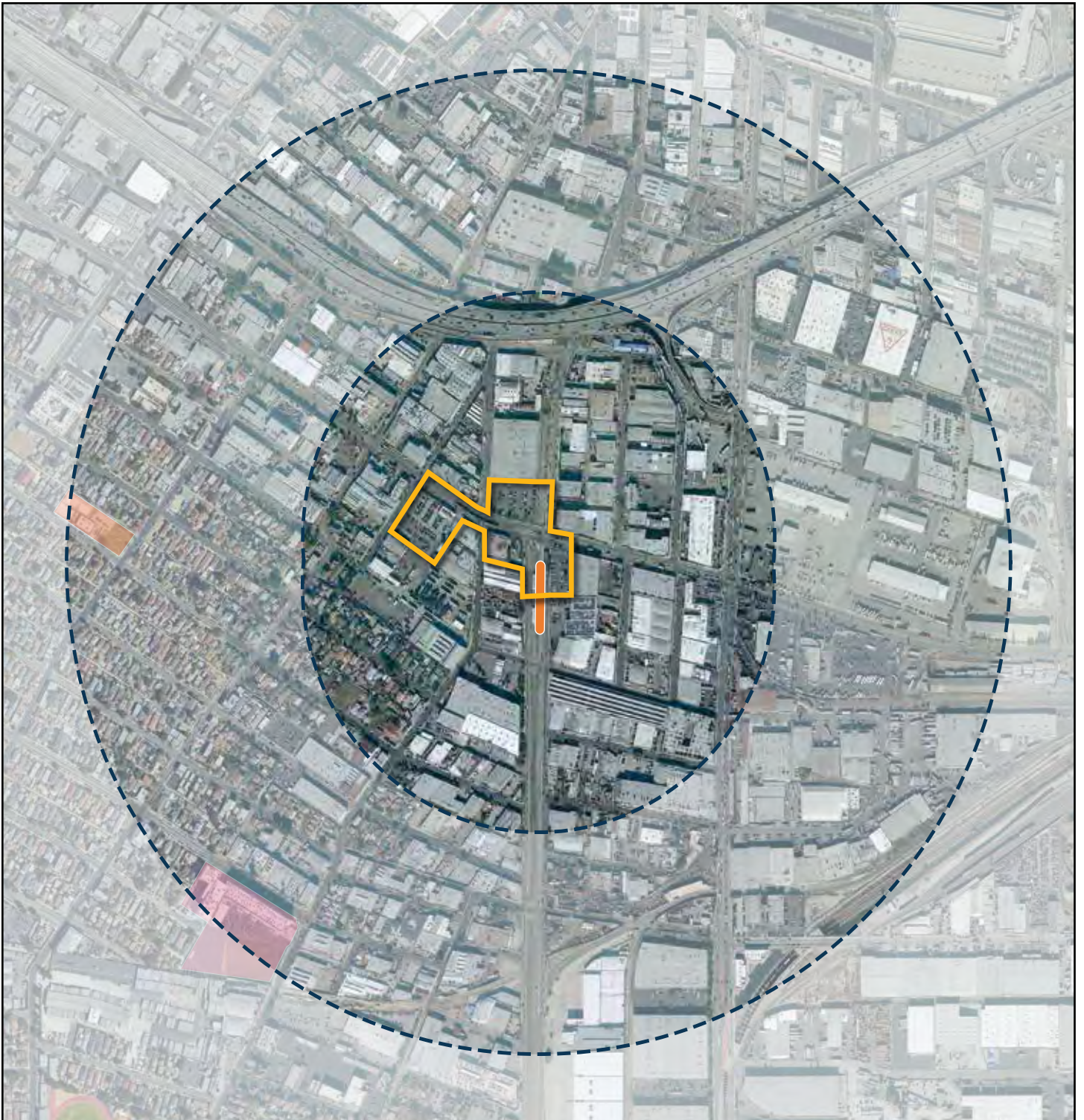
Creative, market aligned land use policies, such as the pending Hybrid-Industrial Live/Work Ordinance will help to encourage new development that better transitions between the industrial and residential uses and a limited amount of neighborhood-serving retail may be supported.



View north towards 10 Freeway underpass



View north along Long Beach Avenue



3.13 ARTS DISTRICT SOUTH

VICINITY



- 1 Metro Division One
- 2 6th Street leading to new 6th Street Bridge
- 3 Triangle Square
- 4 Gladys Park
- 5 Proposed 6AM Development Site
- 6 ROW DTLA
- 7 LA Produce Market
- 8 Institute of Contemporary Arts
- 9 Greyhound
- 10 A+D Architecture and Design Museum

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, 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.

Station Area: The station is within a 5-minute walk of the LA Produce Market, the Greyhound Station as well as the Institute of Contemporary Arts and Metro’s Division One. Skid Row, Glady’s Park and several the wholesale distribution centers are all located within a 10-minute walk.

Socio-Economic Highlights: The Arts District South Station Area currently has an extremely low median household income, but this is expected to change dramatically as new residential developments come online. With more than 10,000 jobs in the half-mile Station Area, it also has a high job to household ratio, which, again, is expected to shift downward as the area transitions into a more mixed-use neighborhood with substantial amounts of residential to be added.

Real Estate Market: 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.

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. Further, 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.



View north along Alameda Street



Historic Buildings in the Arts District

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	1,791	36,244	9,974,203
<i>Pop. Density (Per Sq. Mile)</i>	2,282	6,983	2,458
Total Households (HH)	1,162	21,124	3,242,391
<i>Average HH Size</i>	1.54	1.50	3.00
<i>Job to HH Ratio</i>	9.05	13.89	1.19
Median HH Income	\$15,183	\$27,647	\$55,870
<i>Median Income <\$35K</i>	64%	54%	33%
<i>Median Income >\$125K</i>	7%	12%	18%
Median Age	45.1	39.9	35.3
<i>0 to 17 Years</i>	5%	6%	24%
<i>18 to 64 Years</i>	86%	80%	65%
<i>64 Years and Over</i>	9%	14%	12%

Sources: US Census ACS 5-Year Estimates (2014), HR&A

Demographic Profile

3.13 ARTS DISTRICT SOUTH













LAND USE

The land use in the immediate vicinity of the station is dominated by Heavy and Light Industrial Uses including wholesale distribution. These are complemented with some commercial as well as cultural and institutional uses that are dispersed within the Arts District.

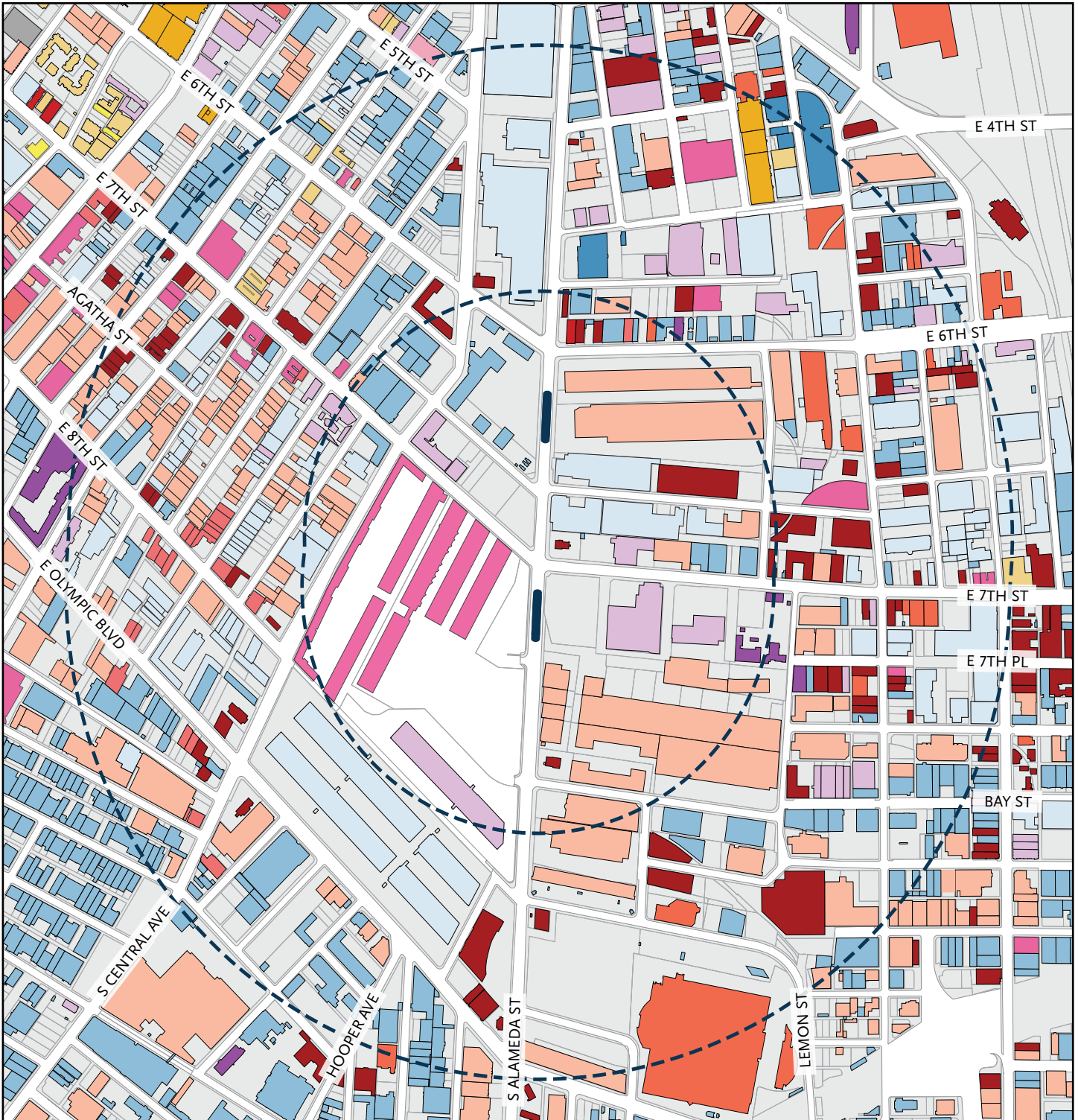
NEIGHBORHOOD FABRIC

The fabric immediately around the station area is comprised of mostly larger industrial blocks with increased but limited permeability in proposed projects. The urban fabric beyond the immediate station area is comprised of smaller walkable blocks.

LEGEND

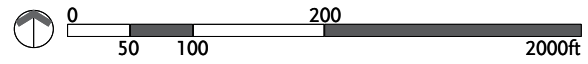
Low Residential	
Medium Residential	
Neighborhood Commercial	
General Commercial	
Commercial Manufacturing/Industrial	
Heavy Industrial	
Light Industrial	
Warehouse	
Religious Buildings	
Educational Institutions	
Recreational	
Civic	

LAND USE





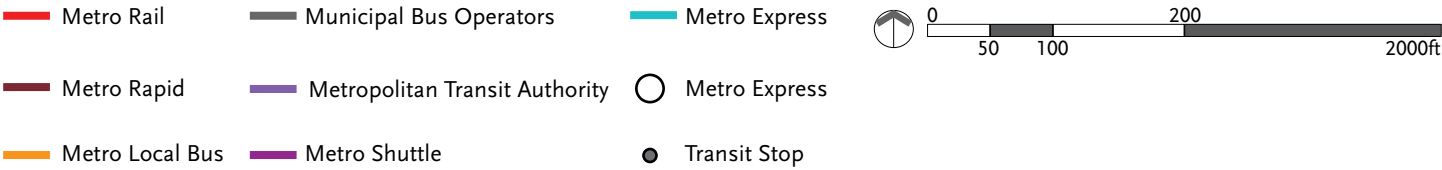
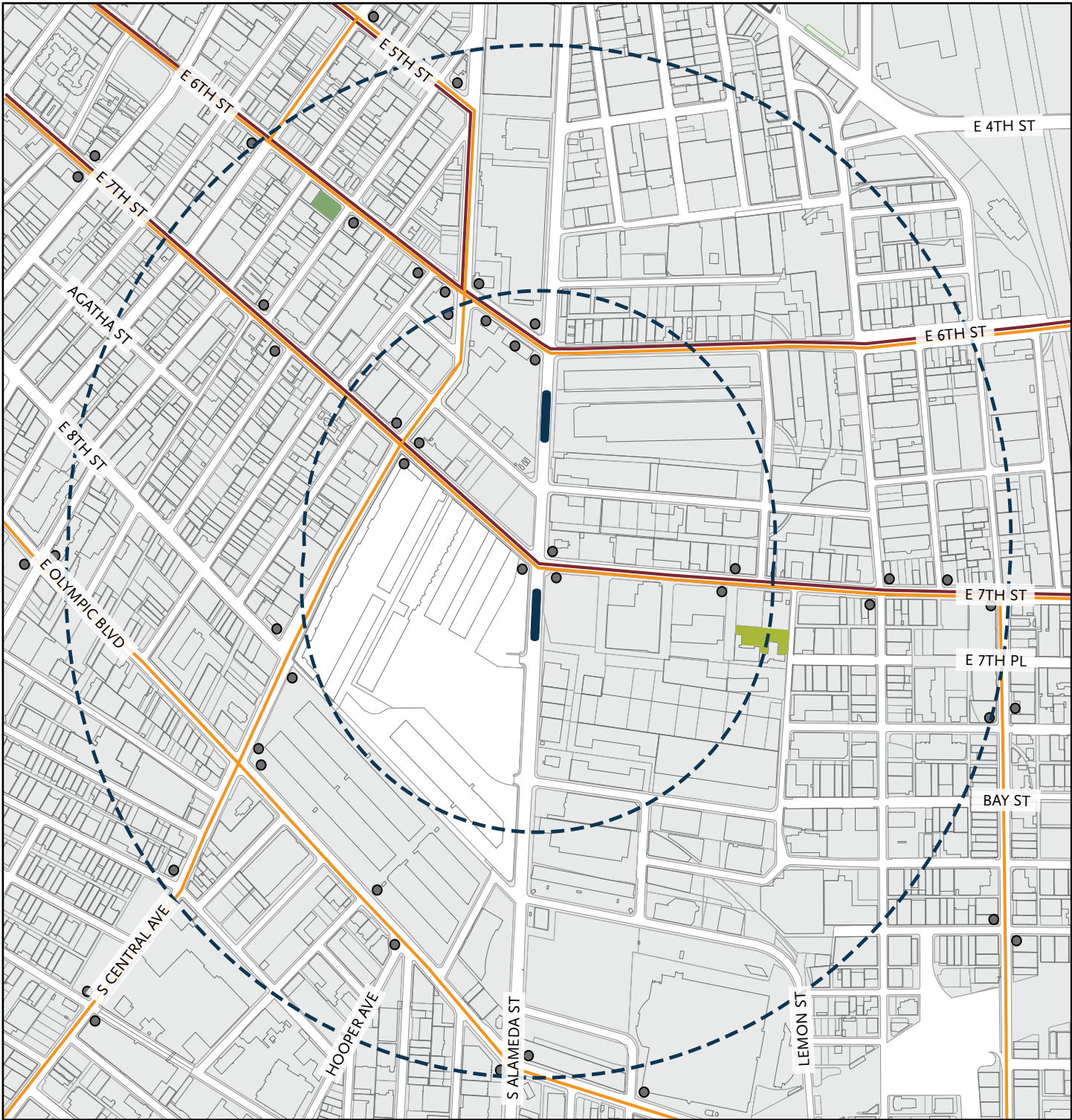
- - - Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.13 ARTS DISTRICT SOUTH

TRANSIT NETWORK

The station area is not transit rich and is served predominantly by east-west running transit lines as well as running north-south along Central Avenue. There are more transit stops west of the Alameda Corridor.






















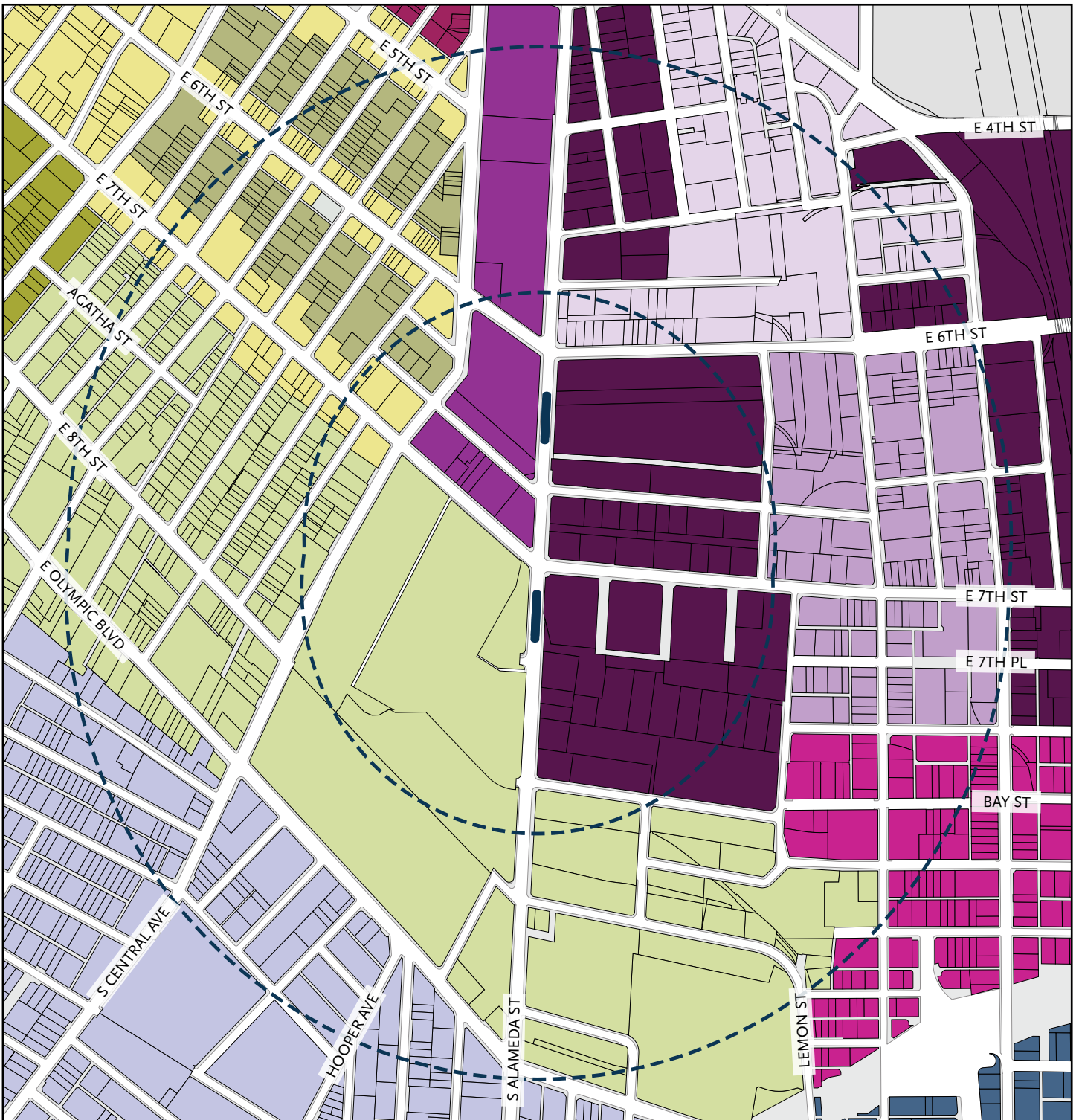
3.13 ARTS DISTRICT SOUTH

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 are likely to require no minimum parking requirement, and to encourage alternative modes to parking in the Arts District.

LEGEND

Downtown Community Plan (DTLA 2040) Concept Zoning

Transit Community	
Mid Scale Village 2-Community Mixed 1	
Markets	
Moderate Scale Village 2-Industrial-Mixed Wholesale	
Markets	
Mid Scale Village 2-Industrial-Mixed 1 (Social Service Emphasis)	
Markets	
Mid Rise District 2-Hybrid Industrial 1 (Light)	
Hybrid Industrial	
Low Scale Village 1-Hybrid Industrial 3 (Plus)	
Hybrid Industrial	
Mid Rise District 1-Hybrid Industrial 3 (Plus)	
Hybrid Industrial	
Mid Rise District-Hybrid Industrial 2	
Hybrid Industrial	
Moderate Scale Village 1-Hybrid Industrial 3 (Plus)	
Hybrid Industrial	
Mid scale Village 3-Hybrid Industrial (Light)	
Hybrid Industrial	
Mid Rise District 1-Hybrid Industrial 2	
Production	
Low Rise Production 1-Heavy Industrial	
Production	
Low Rise Production 1-Light Industrial	



3.13 ARTS DISTRICT SOUTH

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD / Civic Anchor
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.13 ARTS DISTRICT SOUTH

DEVELOPMENT VISION

The Arts District South station area has the potential to strengthen existing land uses and become a higher intensity mixed-use destination. The existing land currently zoned industrial is going through significant transition. The City wants to preserve the character of the area while integrating non-residential uses (industrial, commercial) as an alternative to ground floor retail which has limited market potential.

Adaptive reuse projects such as ROW DTLA, located immediately west of the proposed station, is expected to bring 1.3 million SF of new office space and 200,000 SF of ground floor retail. This, and other projects in the Arts District, have largely been enabled by development-friendly policies, such as the Adaptive Re-Use Ordinance, which has eased land use restrictions on industrial-zoned land in Downtown LA.

Hybrid ordinances are currently being considered that 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 are likely to require no minimum parking requirement, and to encourage alternative modes to parking in the Arts District.

The 6th Street Bridge will connect the two sides of the LA river and provide access to a new park along the river. There are several projects currently in various stages of entitlement. This includes the 6AM development at 6th Street and Alameda which will comprise two 54-story towers, significant ground level commercial, educational institutions and a network of open spaces.

Given, the proximity to the river, the revival of the Arts District, the forthcoming supportive ordinance including reduced parking requirements suggest the potential for both density and mixed use development.



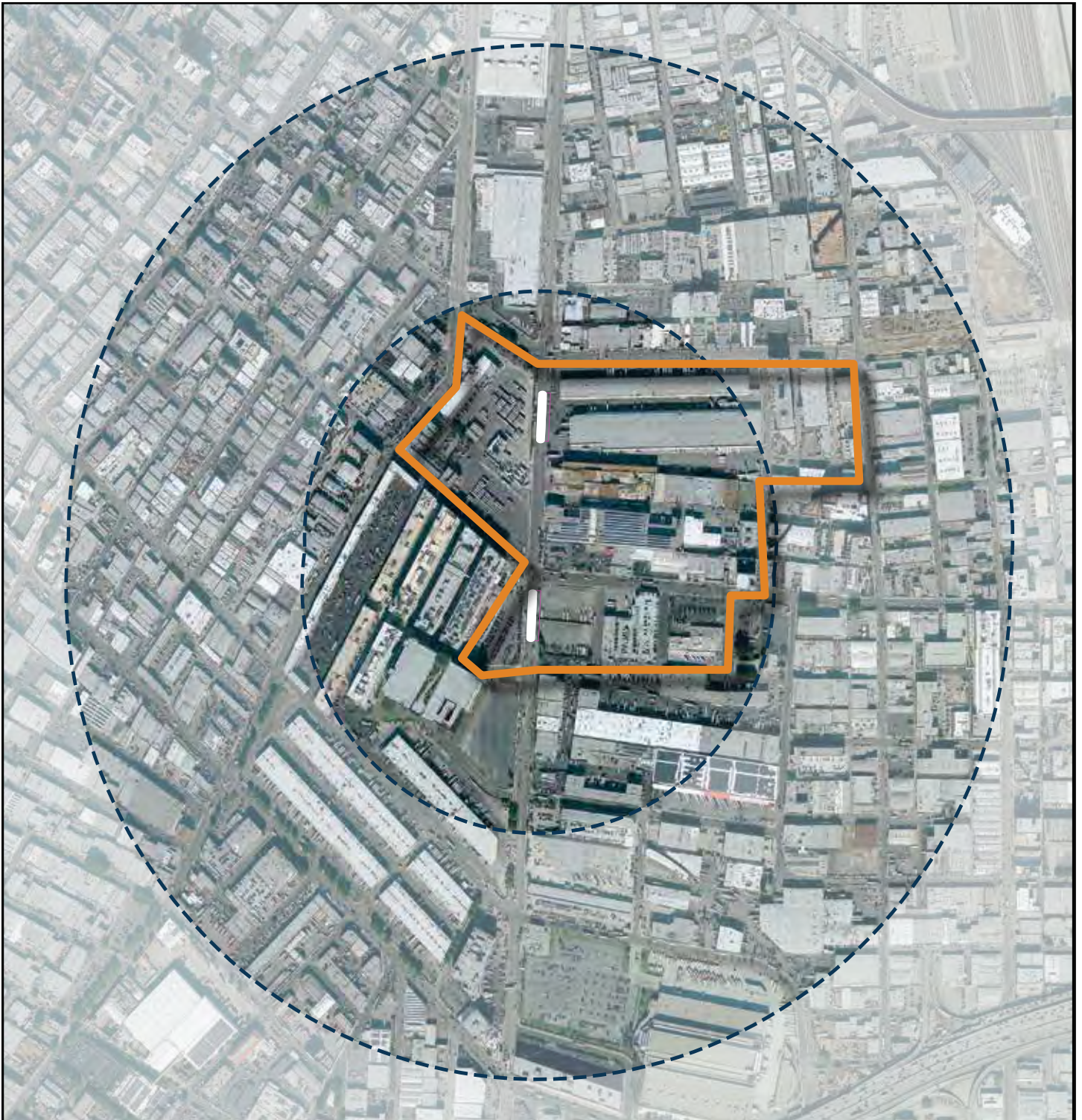
Proposed development of 54-Story 6AM towers



Proposed redevelopment of ROW DTLA



Proposed AVA Development



3.14 SOUTH PARK / FASHION DISTRICT

VICINITY



- ① Los Angeles Flower Market
- ② Santee Alley
- ③ Gladys Park
- ④ Pershing Square
- ⑤ New Mart Building
- ⑥ Orpheum Theater
- ⑦ Ace Hotel
- ⑧ Fashion Institute of Design Management
- ⑨ Grand Central Market
- ⑩ Bradbury Building

Typology: High Density Walkable Mixed-Use

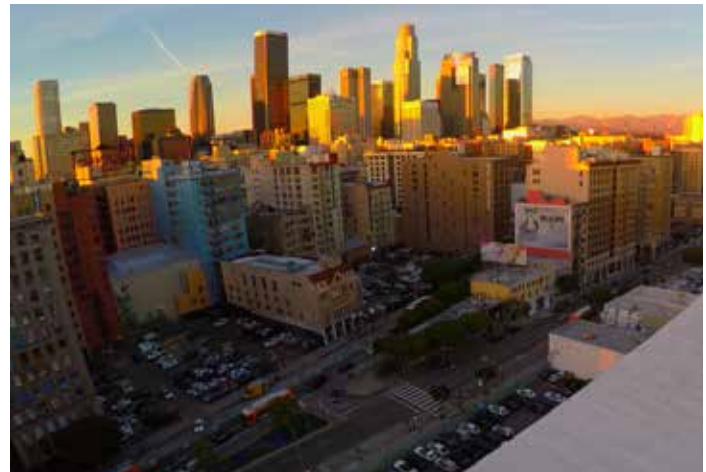
The proposed South Park/Fashion District station is located near the intersection of Maple Avenue and 8th Street in Downtown LA, which lies at the western edge of the Fashion District and just beyond the eastern edge of South Park. Until recently, this area has not been as heavily impacted by the spate of residential development occurring elsewhere in Downtown LA.

Station Area: The station area is within the Traditional Core and a 5-minute walk of the Los Angeles Flower Market and the New Mart Building. The Grand Central Market, the Fashion Institute of Design Management, Pershing Square and Glady’s Park are all within a 10-minute walk of the proposed station.

Socio-Economic Highlights: The median household income in this station area is low compared to both the larger subarea as well as Los Angeles County, but this will most likely change as new market-rate residential developments begin to materialize. The station area also encompasses a large portion of Skid Row, which contains a very high concentration of individuals experiencing homelessness.

Real Estate Market: The building character of this station area is roughly divided by Santee Street, which runs north-south. The eastern (Fashion District) portion is largely occupied by low-rise commercial properties that house retailers, wholesalers, designers, and other fashion-related businesses. Santee Alley, for example, contains over 150 vendors selling accessories, toys, and clothing, and is an established, well-known destination.

The western (South Park) portion contains primarily mid- to high-rise commercial and residential buildings, including more recent additions like the Broadway Palace Apartments. The stretch of South Broadway within the station area, in particular, is quickly transforming into a major retail drag. Apple, for example, recently announced their plans to convert the Tower Theater at 8th and Broadway into a flagship retail outlet.



Fashion District at Spring / Main Street Intersection



Garment Lofts Building

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	14,846	36,244	9,974,203
<i>Pop. Density (Per Sq. Mile)</i>	18,912	6,983	2,458
Total Households (HH)	9,075	21,124	3,242,391
<i>Average HH Size</i>	1.40	1.50	3.00
<i>Job to HH Ratio</i>	3.22	13.89	1.19
Median HH Income	\$23,419	\$27,647	\$55,870
<i>Median Income <\$35K</i>	51%	54%	33%
<i>Median Income >\$125K</i>	10%	12%	18%
Median Age	39.6	39.9	35.3
<i>0 to 17 Years</i>	6%	6%	24%
<i>18 to 64 Years</i>	85%	80%	65%
<i>64 Years and Over</i>	9%	14%	12%

Sources: US Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.14 SOUTH PARK / FASHION DISTRICT
















LAND USE

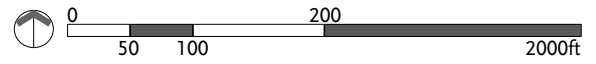
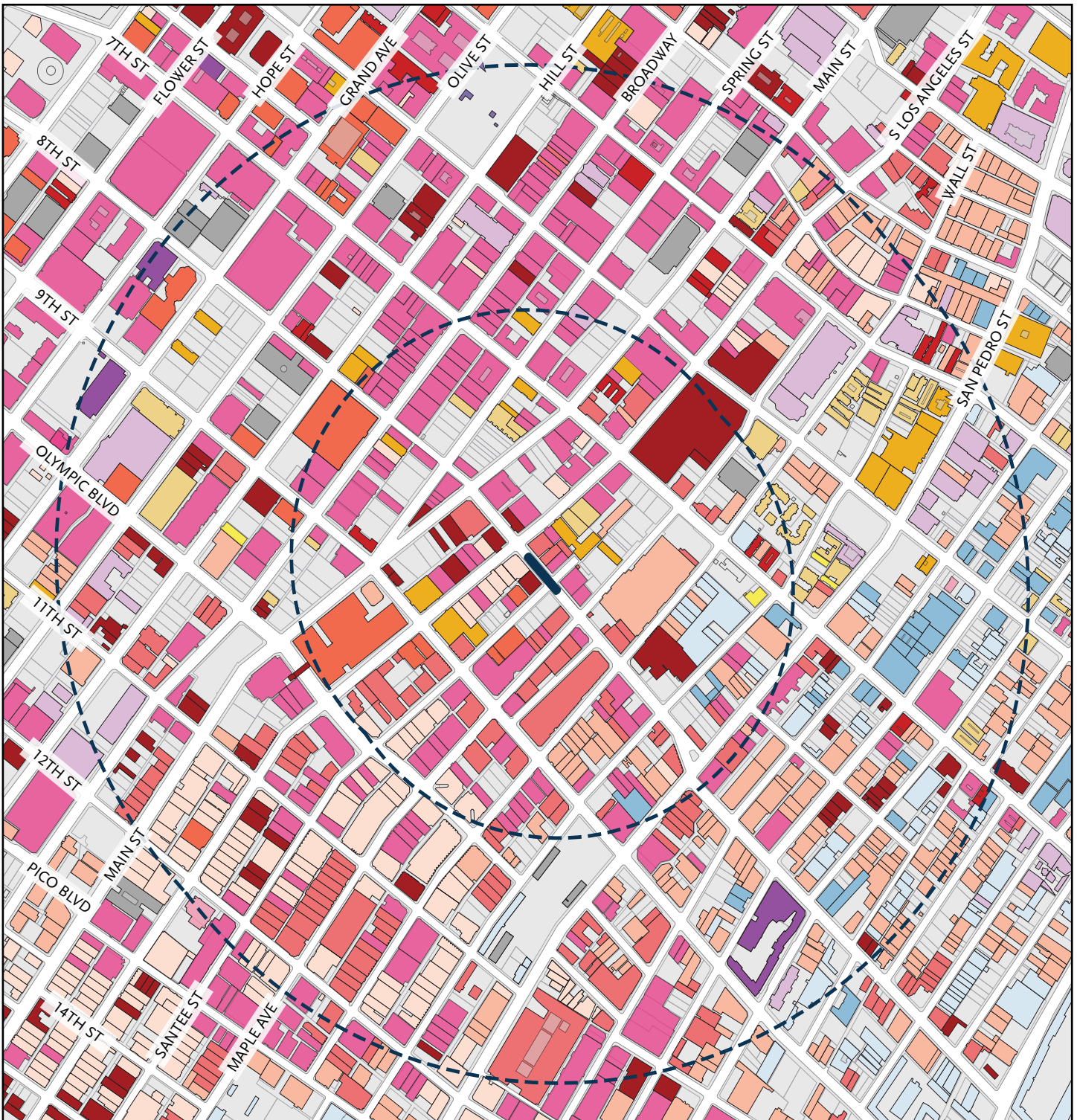
The land use in the station area is characterized predominantly by commercial uses including ground level retail as well as hospitality and office uses. There are several adaptive reuse projects that have converted existing under-utilized commercial offices to residential uses. There are also a few educational institutions and industrial buildings in the periphery of the station areas.

NEIGHBORHOOD FABRIC

The fabric of the station area is pedestrian friendly with smaller block sizes, mid-block permeability and active frontage adjacent to the public realm. The built-form within the dense urban area is characterized by continuous street walls and sidewalks.

LEGEND




Low Residential	
Medium Residential	
High Residential	
Office Professional	
General Commercial	
Hotel	
Neighborhood Commercial	
Commercial Manufacturing/Industrial	
Retail	
Mixed Use	
Civic	
Educational Institutions	
Heavy Industrial	
Warehouse	
Parking	



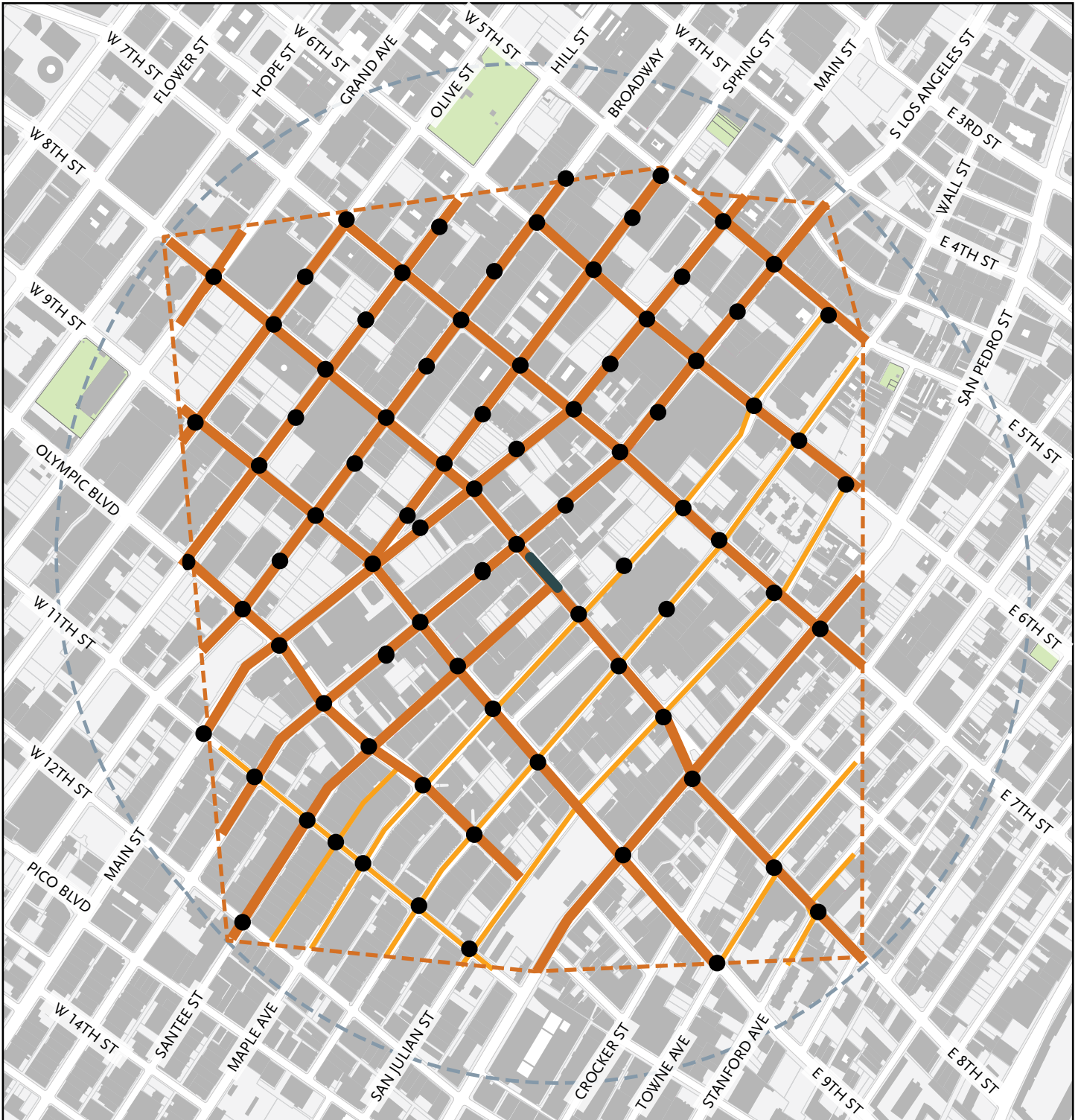
3.14 SOUTH PARK / FASHION DISTRICT

NEIGHBORHOOD FABRIC

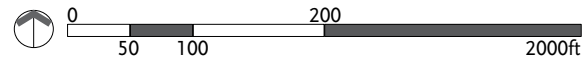


-  Park
-  Private Open Space
-  Institution Open Space



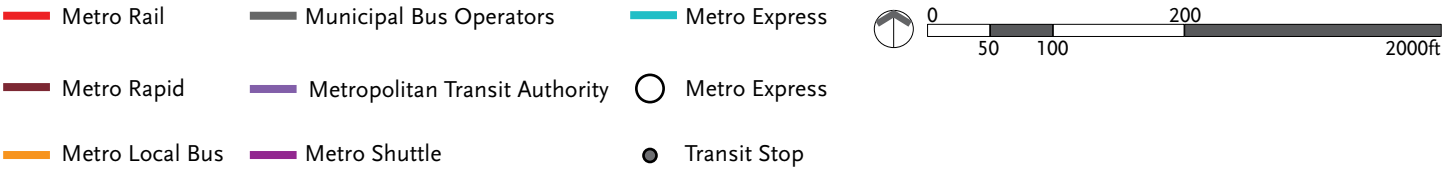


- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street



3.14 SOUTH PARK / FASHION DISTRICT

The existing transit network services a greater section of the station area west of Main Street with transit lines in both north-south as well as east-west directions. These include Metro-Rapid routes as well as heavy rail, 6th, 7th and 9th Streets provide east west connectivity to the eastern section of the station area.



3.14 SOUTH PARK / FASHION DISTRICT

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.

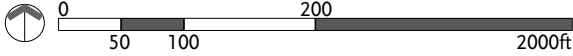
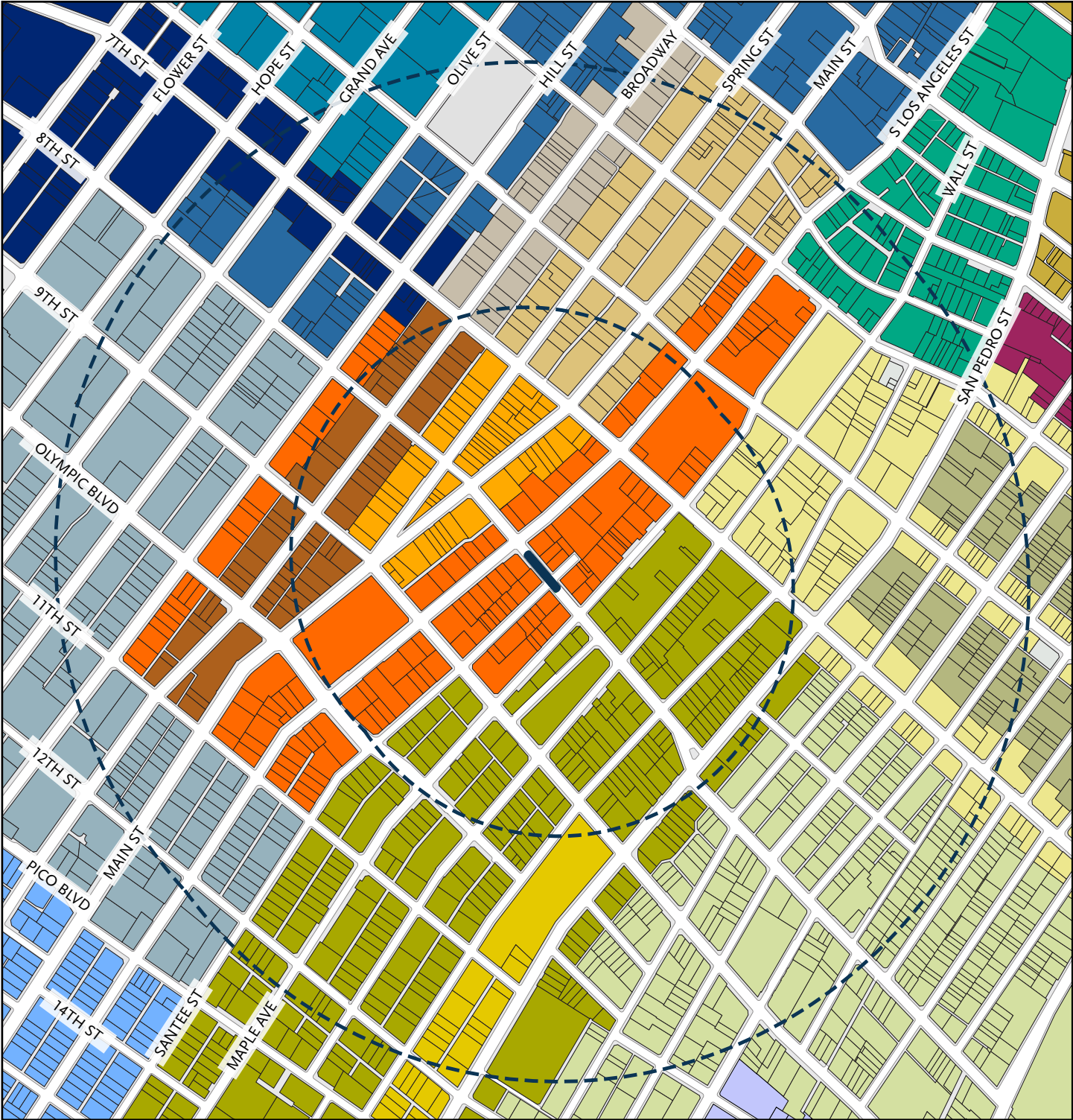
The Transit Community mid-rise zoning on the west side of the Alameda Street corridor acknowledges the existing transit network, and anticipates the proposed transit infrastructure in this station area.

Hybrid Industrial uses at various scales are designated for the areas on either side of Alameda Street south of the Transit Community designation and propose denser development adjacent to the corridor

LEGEND

Downtown Community Plan (DTLA 2040) Concept Zoning

Production	
Low Rise Production 1-Light Industrial	
Transit Core	
High Rise District 2-General Commercial Mixed 1	
Transit Core	
High Rise District 2-Community Mixed 1	
Transit Core	
High Rise District 3-Entertainment Emphasis	
Transit Core	
High Rise District 3-General Commercial Mixed 1	
Transit Core	
High Rise District 3-Office Emphasis	
Village	
Mid Scale Village 4-Neighborhood Mixed Use 2	
Markets	
Mid Rise District 2-Hybrid Industrial 1 (Light)	
Markets	
Mid Scale Village 2-Industrial-Mixed 1 (Social Service Emphasis)	
Markets	
Moderate Scale Village 2-Industrial-Mixed Wholesale	
Transit Community	
Mid Scale Village 2-Community Mixed 1	
Transit Community	
Mid Rise District 2-Community Mixed 1	
Transit Community	
Mid Rise District 3-Mixed Use	
Traditional Core	
Mid-Scale Village 6-Neighborhood Mixed Use 2	
Traditional Core	
Mid Scale Village 6-Entertainment Emphasis	
Hybrid Industrial	
Mid scale Village 3-Hybrid Industrial (Light)	
Traditional Core	
High Rise Village 1-Entertainment Emphasis	
Traditional Core	
High Rise Village 1-Community Mixed 1	
Traditional Core	
Mid Scale Village 7-Neighborhood Mixed 2	



3.14 SOUTH PARK / FASHION DISTRICT

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.14 SOUTH PARK / FASHION DISTRICT

DEVELOPMENT VISION

The station area is on the cusp of transformation characterized by recently completed projects, as well as a number of planned or proposed mixed-use, residential, and retail development. Recent projects such as the mixed-use City Market redevelopment, as well as the recently announced LA Flower Market redevelopment, will bring substantial quantities of new residential and commercial space, and demonstrates mounting development pressure in this area.

This momentum for development is likely to intensify with the implementation of the proposed WSAB station. In addition to proposed new development there are several projects that focus on adaptive reuse of existing buildings 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.

The development vision for this station area is supported by the proposed zoning identified in DTLA 2040.



Southern California Flower Market Development



Fashion District Residences



Proposed City Market Development

3.15 LITTLE TOKYO

VICINITY



- 1 The Geffen Contemporary at MOCA
- 2 Japanese American National Museum
- 3 Japanese American Cultural & Community Center
- 4 Higashi Honganji Buddhist Temple
- 5 Japanese Village Plaza
- 6 Department of Water and Power
- 7 California Department of Transportation
- 8 Los Angeles Police Department Headquarters
- 9 Los Angeles City Hall
- 10 Hall of Justice
- 11 Our Lady Queen of Angels Catholic Church
- 12 Terminal Annex
- 13 A+D Architecture and Design Museum
- 14 Gladys Park
- 15 Nishi Hongwanji Buddhist Temple

Typology: High Density Walkable Mixed-Use

The proposed Little Tokyo Station will be adjacent to the existing Metro Gold Line Little Tokyo Station, which is 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.

Station Area: The station is within a 5-minute walk of the Japanese America Museum, the Japanese Village Plaza as well as the Geffen Contemporary at MOCA. The station area will be served by the Regional Connector, the Gold Line as well as the proposed WSAB transit line. The station area includes several religious buildings including the Nishi Hongwanji and Higashi Hongaji Temples.

Socio-Economic Highlights: The proposed Little Tokyo Station has a jobs to household ratio that is much higher than many of the other station areas and higher than LA County as a whole as well, which highlights the high concentration of office, retail, and other employment-based uses here. LA City Hall, in particular, is a major employer, which is reflected in the fact that Public Administration is, by a wide margin, the top employment industry.

Real Estate Market: Access to the WSAB transit line will enhance regional accessibility to the Little Tokyo cultural retail hub, which is expected to be a benefit to area retailers, restaurants, and other visitor-serving uses. Residential performance in the Downtown area is also strong; the average sale price for existing residential properties in this submarket are the highest in the Corridor. Enhanced accessibility is likely to further strengthen this area as a live/work/play destination.

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.



First Street and Japanese Village Plaza



Japanese American Museum

DEMOGRAPHICS (2014)	STATION AREA	SUBAREA	LA COUNTY
Total Population	7,208	36,244	9,974,203
<i>Pop. Density (Per Sq. Mile)</i>	9,182	6,983	2,458
Total Households (HH)	3,528	21,124	3,242,391
<i>Average HH Size</i>	1.50	1.50	3.00
<i>Job to HH Ratio</i>	14.75	13.89	1.19
Median HH Income	\$36,323	\$27,647	\$55,870
<i>Median Income <\$35K</i>	25%	54%	33%
<i>Median Income >\$125K</i>	75%	12%	18%
Median Age	38.2	39.9	35.3
<i>0 to 17 Years</i>	5%	6%	24%
<i>18 to 64 Years</i>	86%	80%	65%
<i>64 Years and Over</i>	10%	14%	12%

Sources: US Census ACS 5-Year Estimates (2014), ESRI, HR&A

Demographic Profile

3.15 LITTLE TOKYO














LAND USE

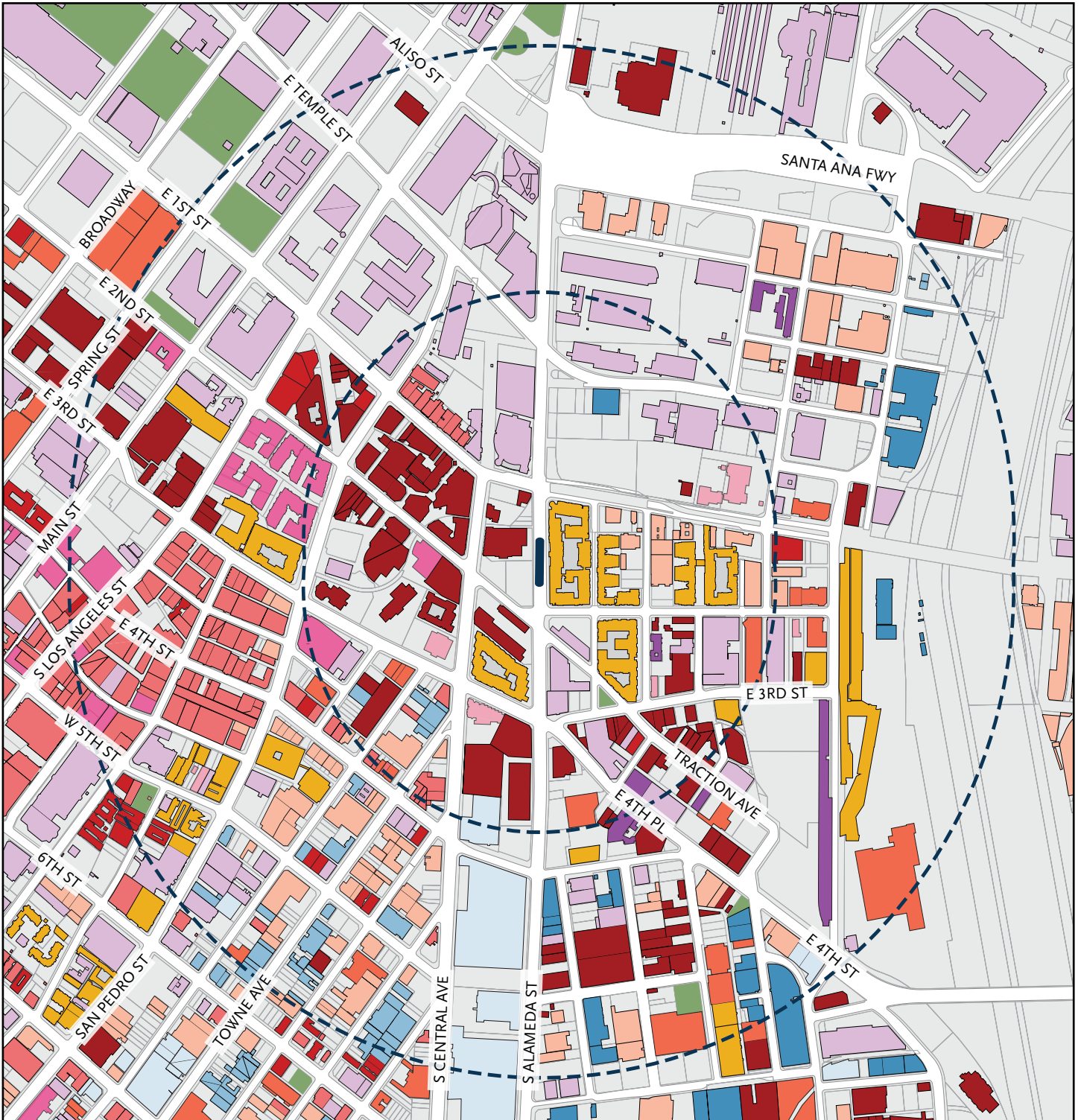
There is a diversity of land uses in the area including urban density mixed-use as well as a variety of retail uses that are unique to the Little Tokyo and the Arts District. First Street east of Alameda and the Japanese Village Plaza have significant number of historic and ethnic stores. There are also many civic uses in the area including City Hall as well as County administrative and court facilities.

NEIGHBORHOOD FABRIC

The fabric of the station area is pedestrian friendly with smaller block sizes, mid-block permeability and active frontage adjacent to the public realm. There are some exceptions east of Alameda with large block sizes on land that was predominantly occupied by industrial uses.

LEGEND




Medium Residential	
General Commercial	
Hotel	
Neighborhood Commercial	
Office Professional	
Commercial Manufacturing/Industrial	
Mixed-Use	
Religious Buildings	
Civic	
Educational Institutions	
Heavy Industrial	
Light Industrial	
Warehouse	



3.15 LITTLE TOKYO

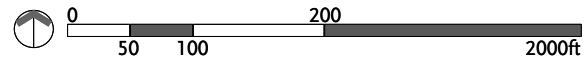
NEIGHBORHOOD FABRIC



-  Park
-  Private Open Space
-  Institution Open Space

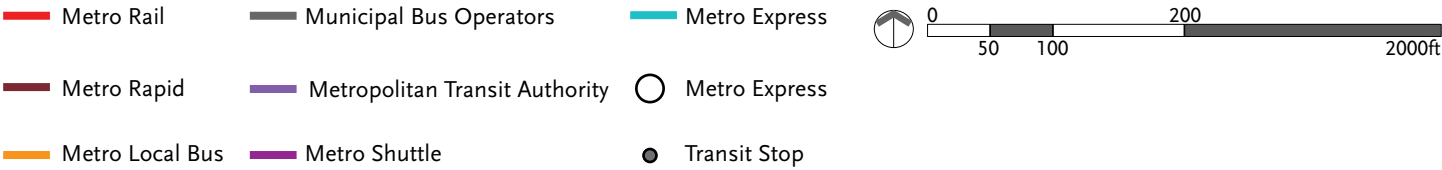
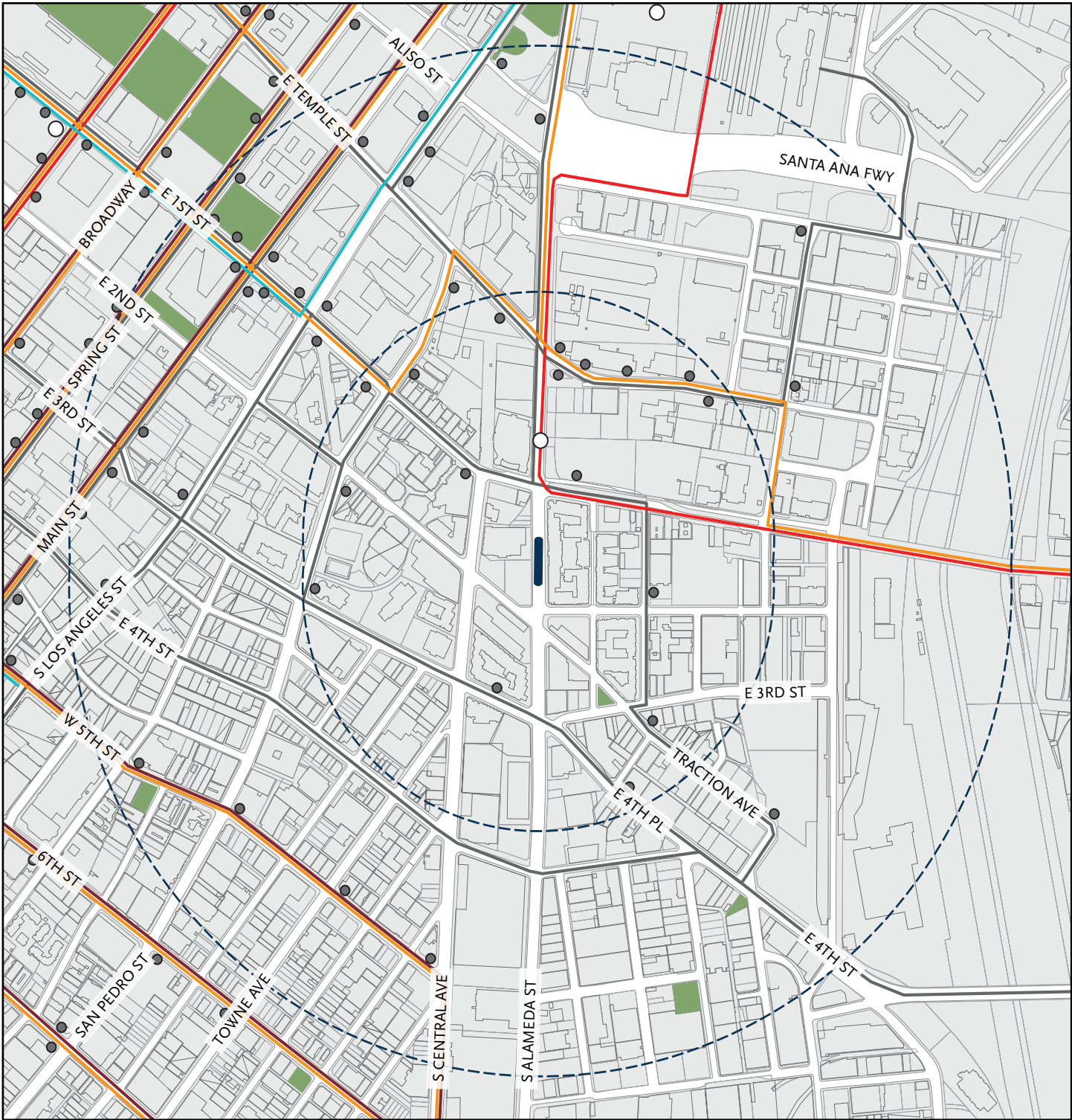


- - - Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- XX' Typical sidewalk width by block face



3.15 LITTLE TOKYO

The existing transit network is not even and balanced in the station area. Areas west of Alameda, north of First Street and south of 4th Street are better served by regular bus lines as well as downtown shuttles and light rail. Union Station is located north of the Santa Ana Freeway and serves as the regional transit hub.



3.15 LITTLE TOKYO















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.

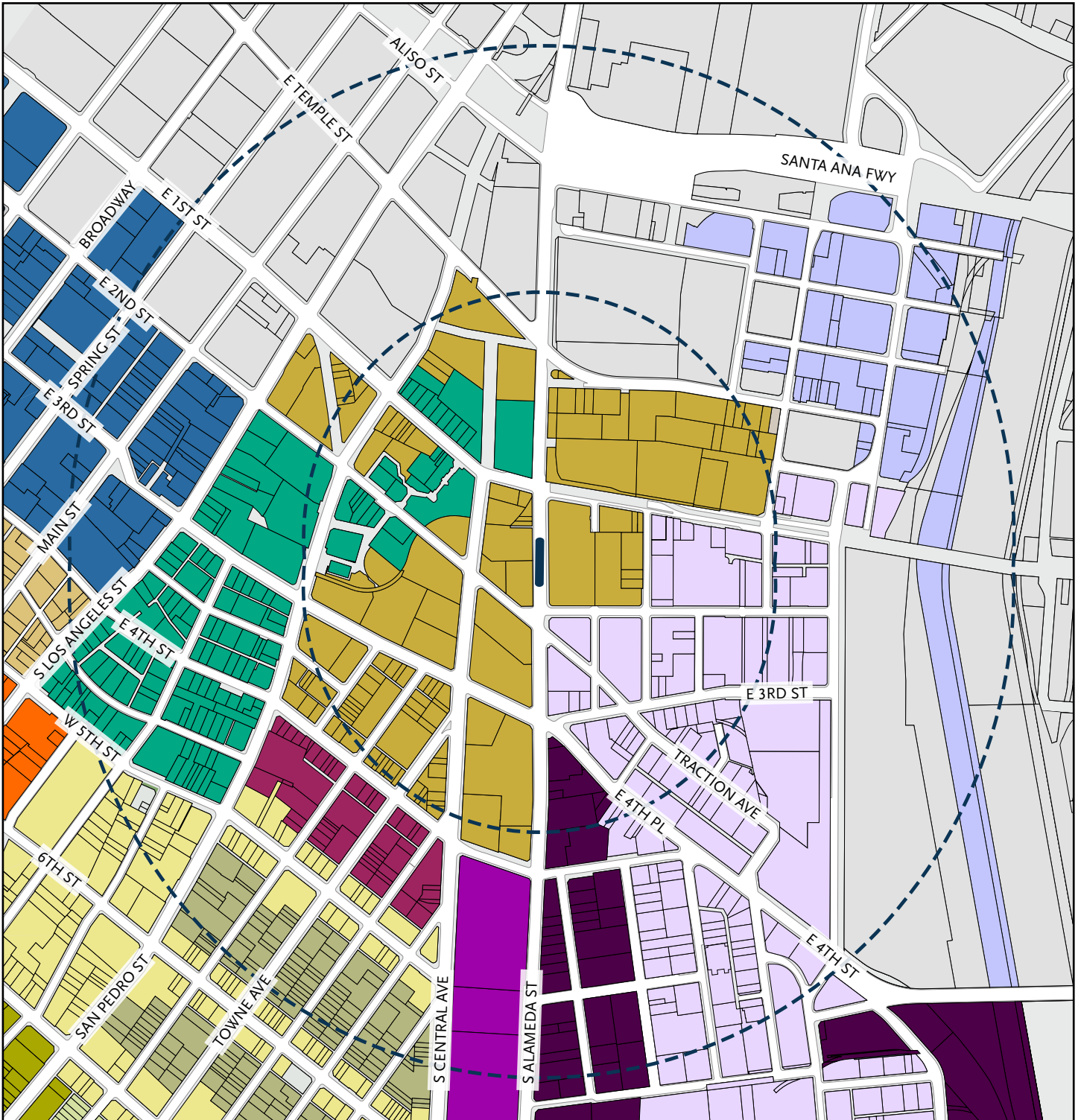
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Hybrid Industrial uses at various scales are designated for the areas on either side of Alameda Street south of the Transit Community designation and propose denser development adjacent to the corridor

LEGEND

Downtown Community Plan (DTLA 2040) Concept Zoning

	Village	
Mid Scale Village 4-Neighborhood Mixed Use 2		
	Markets	
Moderate Scale Village 2-Industrial Mixed Wholesale		
	Markets	
Mid Scale Village 2-Industrial-Mixed 1 (Social Service Emphasis)		
	Markets	
Mid Rise District 2-Hybrid Industrial 1 (Light)		
	Traditional Core	
Mid-Scale Village 6-Neighborhood Mixed Use 2		
	Transit Community	
Mid Rise District 3-Mixed Use		
	Transit Community	
Mid Scale Village 2-Community Mixed 1		
	Traditional Core	
High Rise Village 1-Community Mixed 1		
	Hybrid Industrial	
Mid Scale Village 3-Hybrid Industrial 1 (Light)		
	Hybrid Industrial	
Mid Rise District 1-Hybrid Industrial 2		
	Hybrid Industrial	
Mid Rise District-Hybrid Industrial 2		
	Hybrid Industrial	
Low Scale Village 1-Hybrid Industrial 3(Plus)		
	Jobs Preserve	
Low Rise Production 1-Light Industrial		
	Transit Core	
High Rise District 3-General Commercial Mixed 1		



3.15 LITTLE TOKYO

SWOT ANALYSIS

STRENGTHS

	Partial	Considerable	Significant
Civic Amenities			
Supportive Land Use			
Pedestrian Amenities			
Established Streetscape			
FLM/ATP Connectivity			
Bicycle Lanes Access			
Pedestrian Access			
Identity Anchor			
TOD Readiness			

Limited Financial Resources			
High Vehicular Traffic			
Poor Pedestrian Safety			
Insufficient Infrastructure			
Limited Parking Options			
Poor Connectivity to Station			
Environmental Contamination			
	Partial	Considerable	Significant

WEAKNESSES

OPPORTUNITIES

Significant	Considerable	Partial	
			Creative Funding Sources
			Innovative Mobility Options
			Skilled Workforce
			Institutional Opportunities
			Regional Center
			Connectivity Bikeway
			Multimedia Hub Potential
			Planned TOD
			Potential TOD Sites nearby

			Retail Leakage
			Traffic Volume
			Parking Demand
			Market Forces
			Social Bias against Density
			No Internet in Transit Station
			Lack of Financing Potential
Significant	Considerable	Partial	

THREATS

3.15 LITTLE TOKYO

DEVELOPMENT VISION

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.

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.

Key to the success of the proposed development vision is the under-grounding of the Gold Line alignment heading east along First Street. This will permit pedestrian connectivity from the proposed development to the WSAB station. There are several proposed mixed-use high density development projects in the vicinity.



Little Tokyo Galleria Development



AVA Mixed-Use Development



Sustainable Little Tokyo

POTENTIAL OPPORTUNITIES



4 BICYCLE NETWORK

4.1 BICYCLE NETWORK OVERVIEW

Successful TOD streets provide safe and accessible transportation options, including walking and bicycling, along with buses and automobiles. Streets also provide a connection between travel modes, such as transferring between rail and bus. The TOD Strategic Implementation Plan will identify routes for walking and for cycling and other non-motorized vehicles with the goal of encouraging people to walk and bicycle within a healthy, sustainable TOD by designing improvements that:

1. Are appropriate for “all ages and abilities” (also known as “low stress” or “8-80” access) and
2. Connect each station to local destinations and encourage walking and biking rather than taking a car.

As a first step toward developing a low-stress strategy for bicycle and other non-motorized vehicle access, this memorandum documents in text and on maps:

1. Bicycle facilities that are existing or funded, including those that are currently under construction and
2. Bicycle facilities that are shown on local jurisdictions’ plans, which include both existing and potential facilities. Potential facilities are typically referred to in local plans as “recommended”, “future” or “proposed.”

The maps also show the potential areas within a three-mile bike ride of each station, following guidance provided in Metro’s First Last Mile Strategic Plan. Since the stations are spaced three-quarters to two and one-half miles apart, the three-mile bike ride zones merge into a single corridor. Other non-motorized wheeled modes, including skateboards, razor scooters and in-line skates, have a shorter range and, therefore, fall with the three-mile bicycle access zone.

Existing and funded bicycle facilities and bicycle facilities included on local jurisdictions’ plans are shown on one set of maps consisting of six 11 x 17 sheets, preceded by a key map, which shows the relationship among the individual sheets, and a legend, which applies to all sheets in the set.

Because there is currently a First Last Mile Plan for the Blue Line stations underway, this existing condition memo does not include information about the Slauson, Vernon and Washington stations.

4.2 EXISTING AND FUNDED BICYCLE FACILITIES

The maps in Figures 4.1 through 4.9 show the following existing and funded bicycle facilities:

- Class I Bicycle Paths
- Class II Buffered Bicycle Lanes
- Class II Bicycle Lanes
- Class IV Bicycle Lanes.

Existing Class I Bicycle Paths

Existing bicycle paths along rivers provide north-south access, but are not connected to the surrounding communities, including WSAB stations, by east-west facilities, except in a few locations.

The only existing bicycle connection between a north-south river path and a future WSAB station is the Bellflower bike path along the WSAB ROW in the City of Bellflower, which connects the San Gabriel River Trail and the Bellflower station. This bicycle path extends west to Somerset Boulevard in the City of Paramount.

The existing bicycle path and Class II lanes along Southern Avenue in the City of South Gate connect to the Los Angeles River and Rio Hondo bike path, but not to the Firestone station.

Funded Class I Bicycle Paths

Funded Class I facilities that will improve bicycle access in the corridor and contribute to a future network that will serve the WSAB stations include:

- The City of Artesia Historic District Recreational Trail along the WSAB ROW will provide an east-west route through the city to the Pioneer Avenue station.
- The funded bicycle path along the WSAB ROW between Somerset Boulevard and Rosecrans Boulevard in the City of Paramount will connect the Paramount/Rosecrans Station to the Bellflower Station and the San Gabriel River Trail.
- Phase 1 of the Metro Rail-to-River project will connect the Slauson station west to the Metro Blue Line and future Crenshaw Metro line.
- The 8-mile long Los Angeles River Bike Path Gap Closure Project, which complete the bicycle path between the current northern terminus of the southern

segment at Atlantic Avenue in Vernon north through Downtown Los Angeles to the current southern terminus of the northern segment in Elysian Valley.

Funded Class IV Separated Bicycle Lanes

There are two funded Class IV separated bicycle lanes within the corridor:

- Pacific Avenue between Fruitland Avenue and Santa Fe Avenue in Vernon (0.75 mile)
- Figueroa Street from Martin Luther King Boulevard to 7th Street in Downtown Los Angeles (3.0 miles), which is currently under construction

Existing Class II Bicycle Lanes

There are relatively few existing bicycle lanes, except in eastern Cerritos, the western part of Downtown Los Angeles (DTLA), and Watts, only one of which directly serve the WSAB stations. Existing bicycle lanes that are located within one block of the WSAB stations are located on:

- Pioneer Boulevard from Del Amo Boulevard to South Street (0.9 mile long) serving the Pioneer Station
- Gardendale Avenue from Garfield Avenue to one block west of Lakewood Boulevard (1.7 miles long) serving the Gardendale Station
- 3rd Street in the Arts District from Santa Fe Avenue to Central Avenue (0.3 mile long) serving the Little Tokyo Station
- Spring Street/Main Street (2.2 miles long) serving the South Park/Fashion District Station

Funded Class II Bicycle Lanes

A recently funded Class II bike lanes on Garfield Avenue in the City of South Gate will connect the Gardendale Station to the Rio Hondo Bike Path.

4.3 BICYCLE FACILITIES SHOWN ON LOCAL PLANS

Figures 4.1 through 4.9 also illustrate all facilities shown on local jurisdictions' bicycle master plans. These facilities are typically referred to in local bicycle master plans as "recommended", "future" or "proposed."

These facilities include:

- Class I off-street Bicycle Paths
- Class IV Separated Bicycle Lanes
- Class II Bicycle Lanes
- Class II Buffered Bike Lanes
- Class III Bicycle Routes on non-arterial streets, including Bike Boulevards and Sharrows
- Class III Bicycle Routes on arterial streets
- Street segments for which additional analysis is needed to determine how to provide access.

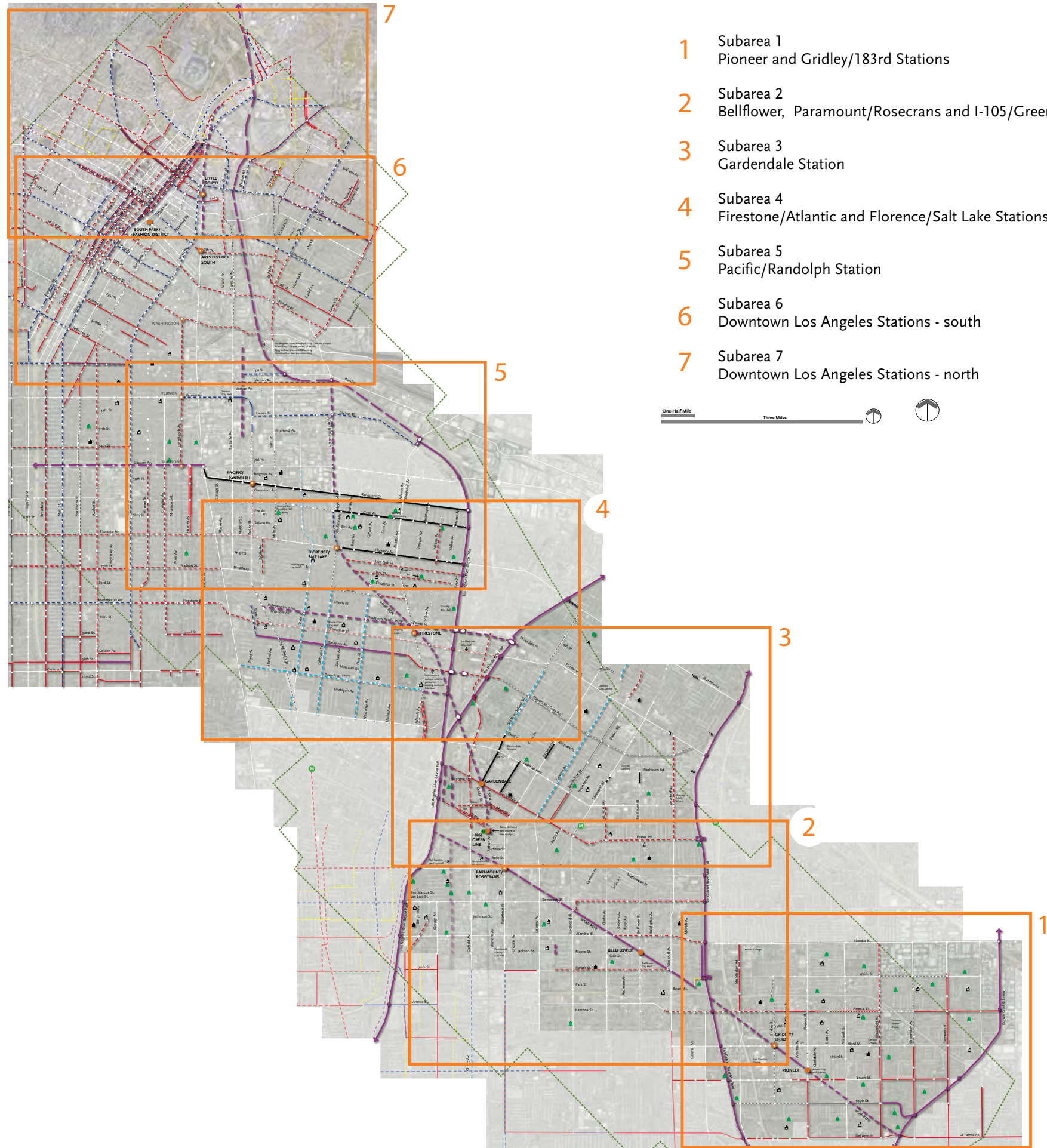
- 18 Gardendale St/Las Flores Bl Bike/Ped Bridge
- 20 I-710 Ramp Improvements
- 21 Imperial Hwy Bikeway
- 22 LA River/Rio Hondo Bike Path Improvement
- 26 Lakewood Blvd Bikeway / Rosemead Blvd
- 30 Los Angeles River Access Points
- 38 Paramount Bl Bikeway
- 40 San Gabriel River Access Points
- 42 Santa Fe Ave/State St Bikeway
- 46 Slauson Ave Bikeway
- 47 South St Bikeway and Gap Closures
- 52 West Santa Ana Branch Bikeway
- 55 Woodruff Ave Bikeway

4.4 GATEWAY CITIES COG STP ACTIVE TRANSPORTATION ELEMENT

In addition to bicycle facilities shown on local jurisdictions' bicycle master plans and other active transportation plans, the Gateway Cities Council of Governments developed a Strategic Transportation Plan (STP) Active Transportation Element in 2015. That document identifies a total of 44 "regionally significant bicycle project ideas," of which 20 are located within three miles of the WSAB and could provide additional access to the stations.

Figure 4.10 is the STP Active Transportation Element's map of "regionally significant bicycle project ideas" in the vicinity of the WSAB. Project ideas that would provide additional bicycle access to the stations (numbers correspond to numbers on the map in Figure 4.9) include:

- 1 Alondra Bl Bikeway
- 2 Bloomfield Ave Bikeway
- 7 Clark Ave Bikeway
- 8 Compton Ave/Somerset Bl/Excelsior Dr Bikeways
- 12 Firestone Bl Bikeway
- 13 Florence Bl Bikeway
- 17 Gardendale Road Diet/Foster Rd Bikeway



- 1 Subarea 1
Pioneer and Gridley/183rd Stations
- 2 Subarea 2
Bellflower, Paramount/Rosecrans and I-105/Green Line Stations
- 3 Subarea 3
Gardendale Station
- 4 Subarea 4
Firestone/Atlantic and Florence/Salt Lake Stations
- 5 Subarea 5
Pacific/Randolph Station
- 6 Subarea 6
Downtown Los Angeles Stations - south
- 7 Subarea 7
Downtown Los Angeles Stations - north

F4.1 Bicycle Facilities - Existing, Funded and Shown on Local Plans:
Key Map

BICYCLE NETWORK: EXISTING AND ON LOCAL PLANS

Existing	Funded	On Plans	
			Class I Bicycle Path
			River Path Access
			Class I Bridge
			Class IV Separated Bicycle Lane
			Class II Buffered Bicycle Lane
			Class II Bicycle Lane, including painted
			Class II Bicycle Lane with lane reduction
			Class III Bicycle Route on non-arterial street with traffic calming, including Bicycle Blvds. and Sharrows
			Class III Bicycle Route on arterial street
			Bicycle Facility - Additional Analysis Needed

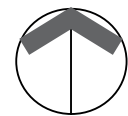
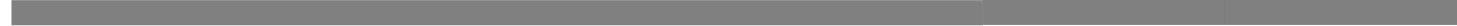
BASE MAP LEGEND

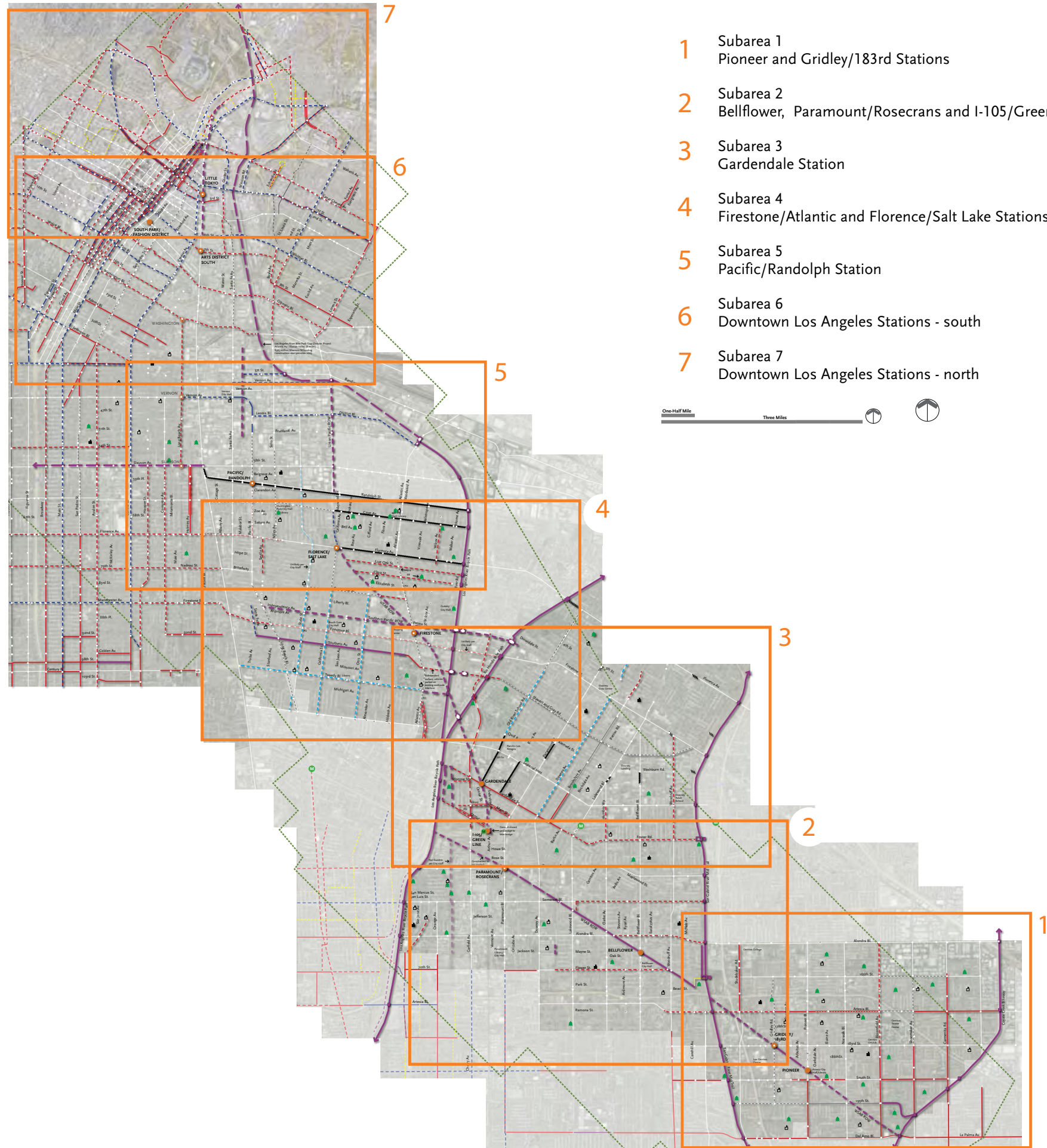
	Jurisdictions participating in West Santa Ana Branch Transit Corridor Transit Oriented Development Strategic Implementation Plan
	Neighboring jurisdictions
	Arterial street
	Controlled crossing of arterial street at an intersection
	Other controlled crossing at an intersection

One-Half Mile



Three Miles





- 1 Subarea 1
Pioneer and Gridley/183rd Stations
- 2 Subarea 2
Bellflower, Paramount/Rosecrans and I-105/Green Line Stations
- 3 Subarea 3
Gardendale Station
- 4 Subarea 4
Firestone/Atlantic and Florence/Salt Lake Stations
- 5 Subarea 5
Pacific/Randolph Station
- 6 Subarea 6
Downtown Los Angeles Stations - south
- 7 Subarea 7
Downtown Los Angeles Stations - north

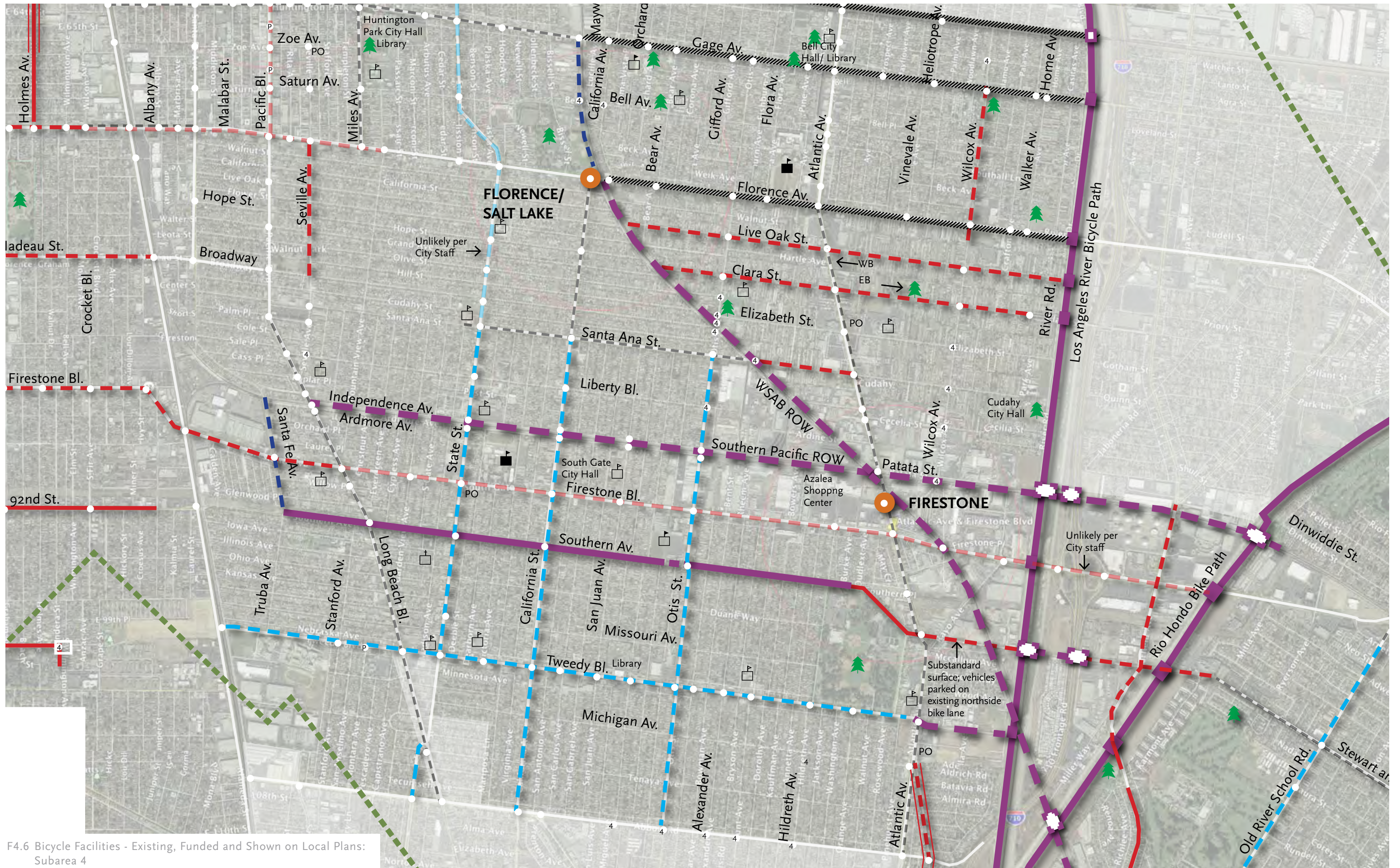
F4.1 Bicycle Facilities - Existing, Funded and Shown on Local Plans:
Key Map



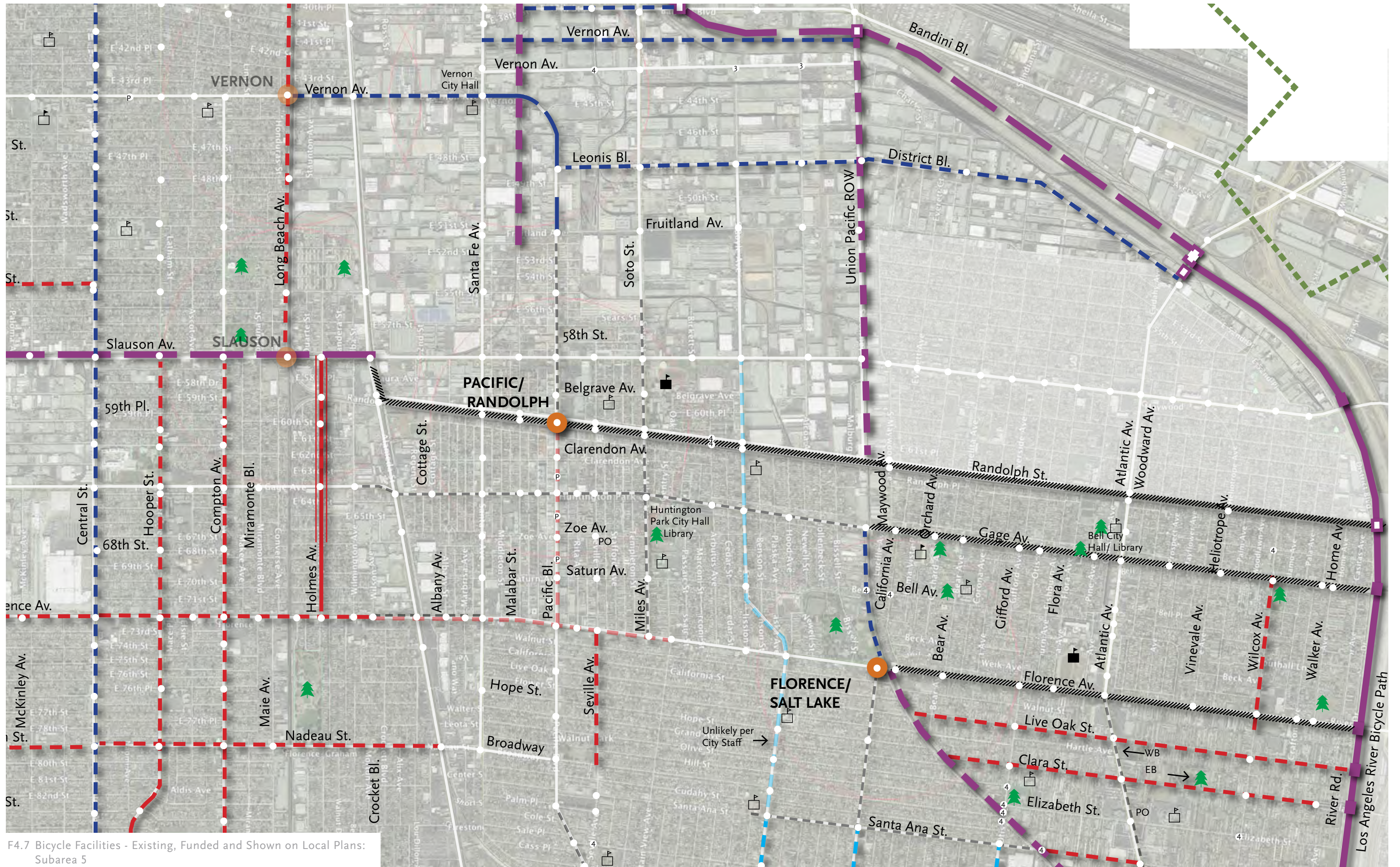
F4.4 Bicycle Facilities - Existing, Funded and Shown on Local Plans: Subarea 2



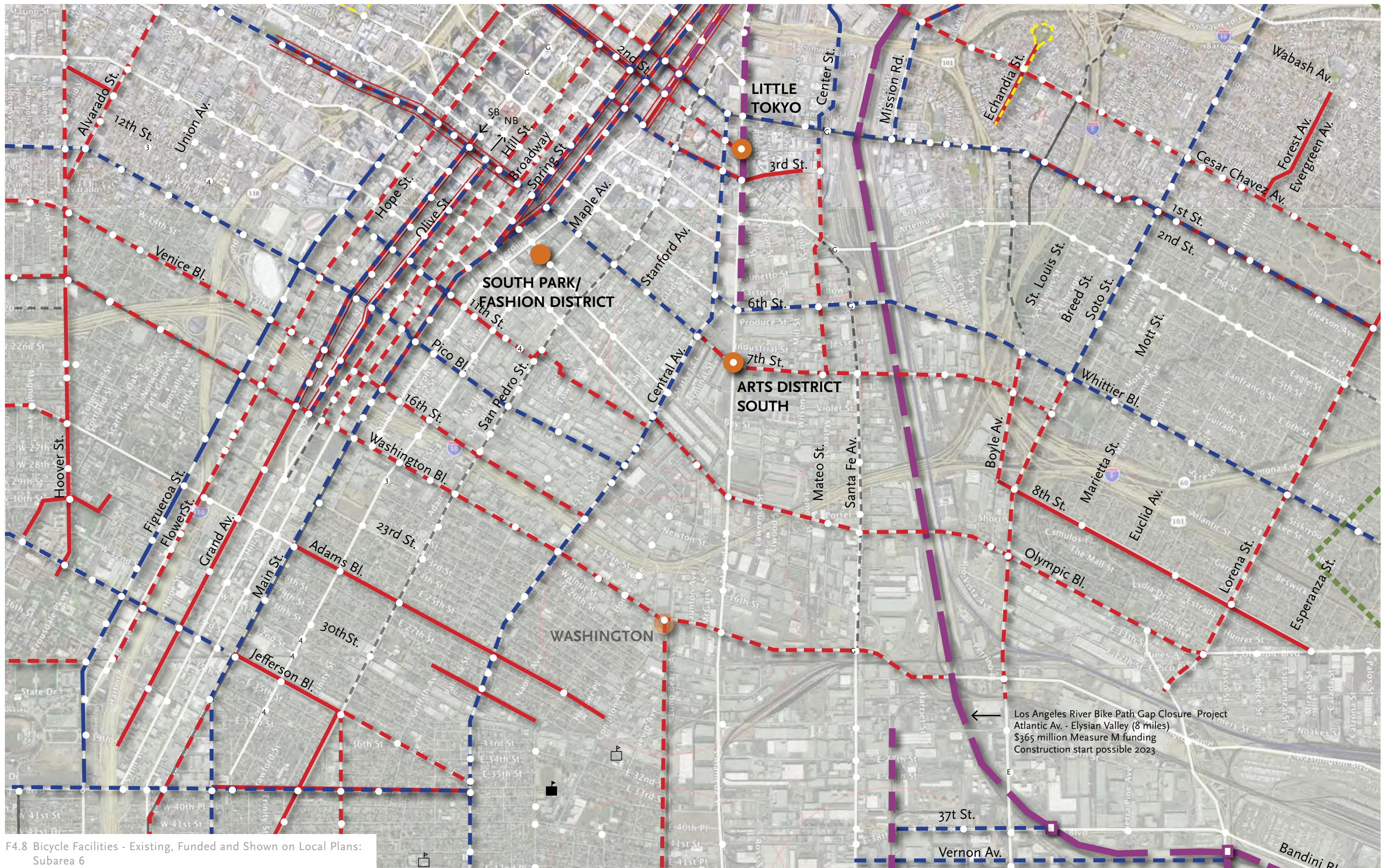
F4.5 Bicycle Facilities - Existing, Funded and Shown on Local Plans: Subarea 3



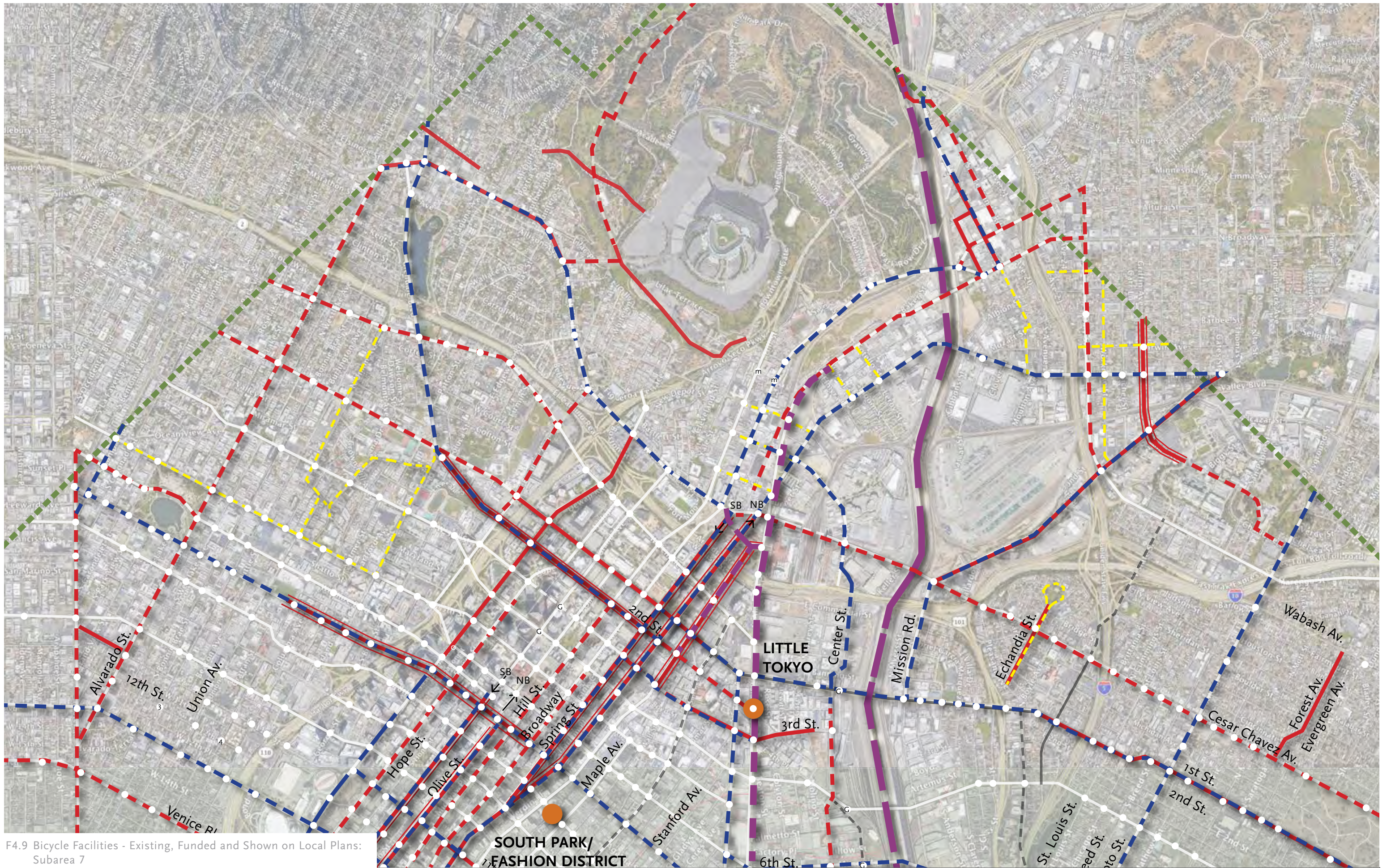
F4.6 Bicycle Facilities - Existing, Funded and Shown on Local Plans: Subarea 4



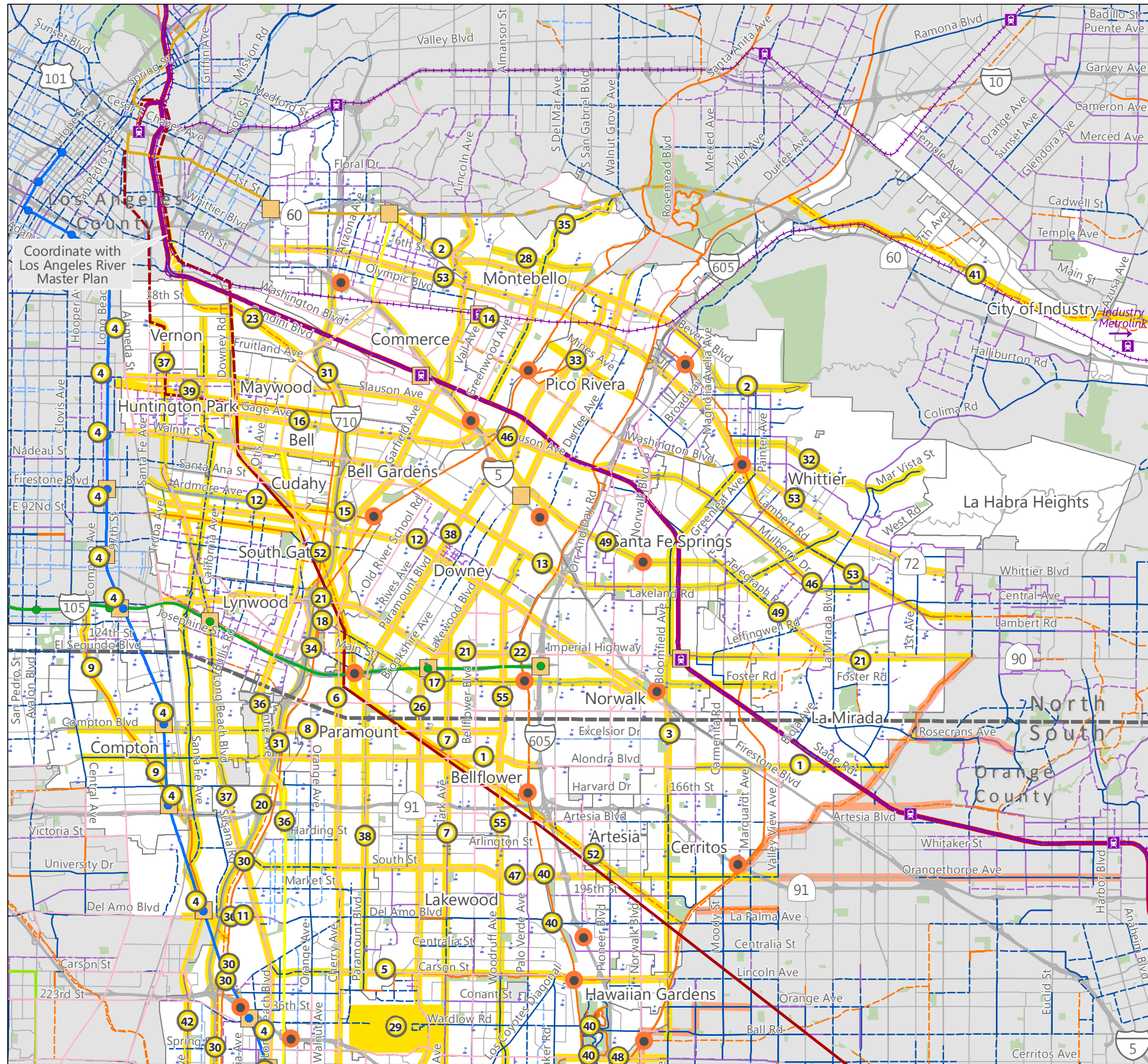
F4.7 Bicycle Facilities - Existing, Funded and Shown on Local Plans: Subarea 5



F4.8 Bicycle Facilities - Existing, Funded and Shown on Local Plans:
 Subarea 6



F4.9 Bicycle Facilities - Existing, Funded and Shown on Local Plans:
Subarea 7



Existing Bicycle Facilities

- Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Bike Friendly Streets
- Under/Overpass

Planned Bicycle Facilities

- Bike Path (Class I)
- Cycle Track
- Bike Lane (Class II)
- Bike Route (Class III)
- Bike Friendly Streets

Facilities

- Metro Blue Line and Station
- Metro Green Line and Station
- Metrolink Track and Station
- Park-and-Ride Location
- Torrance Rapid Bus
- Atlantic BRT
- LACMTA Gold Line
- Gold Line Extension Washington Blvd alternative & SR-60 alternative
- CHSRA/Amtrak Surfliner/Metrolink (shared corridor)
- West Santa Ana Branch/Eco Transit
- West Santa Ana Branch/Eco Transit Alternative Alignments
- Truck Route
- School
- Park
- Orange County Regionally Significant Bikeways

Bicycle Project Ideas

- Alondra BI Bikeway
- Beverly Blvd Bikeway
- Bloomfield Ave Bikeway
- Blue Line Bike Share
- Carson St Bikeway
- Cherry Ave/Garfield Ave Bikeway
- Clark Ave Bikeway
- Compton BI/Somerset BI Bikeway/Excelsior Dr Bikeway
- Compton Creek Expansion
- CSULB Bike Path Connection
- Del Amo BI/Blue Line Access Improvements
- Firestone BI Bikeway
- Florence Ave Bikeway
- Flotilla St Bikeway
- Fostoria St/Shull St Bike/Ped Bridge
- Gage Ave Bikeway
- Gardendale St Road Diet/Foster Rd Bikeway
- Gardendale St/Las Flores BI Bike/Ped Bridge
- I-710 Ramp Improvements
- Imperial Hwy Bikeway
- Imperial Hwy LA River/Rio Hondo Bike Path Improvement
- LA River North Gap Closure
- Lakewood Blvd/Rosemead Blvd Bikeway
- Lincoln Ave Bikeway
- Los Angeles River Access Points
- Maintenance of LA River Open Space
- Mar Vista St Bikeway
- Mines Avenue Bike Bridge/Bikeway
- MLK Jr. BI/Century BI Bike/Ped Bridge
- Montebello Blvd, Montebello Way & Greenwood Ave Bikeway
- Northern Atlantic Ave Connection
- Pacific Blvd/Long Beach Blvd Bikeway
- Paramount BI Bikeway
- Randolph St Bikeway
- San Gabriel River Access Points
- San Gabriel River/San Jose Creek Connection & Valley Blvd Bikeway
- Santa Fe Ave/State St Bikeway
- Slauson Ave Bikeway
- South St Bikeway and Gap Closures
- Spring St LA/OC Regional Connection
- Telegraph Rd Bikeway
- West Santa Ana Branch Bikeway
- Whittier Blvd Bikeway
- Woodruff Ave Bikeway

F4.10 Regionally Significant Bicycle Projects Ideas (North) from Gateway Cities Council of Governments Strategic Transportation Plan Active Transportation

The project ideas presented in the GCCOG ATP are for guidance and local agencies are not committed to the facility type or corridor presented. Ultimately, individual cities have discretion and flexibility to pursue these projects or undertake additional study and analysis that will allow implementation of bicycle facilities that best meet local needs.

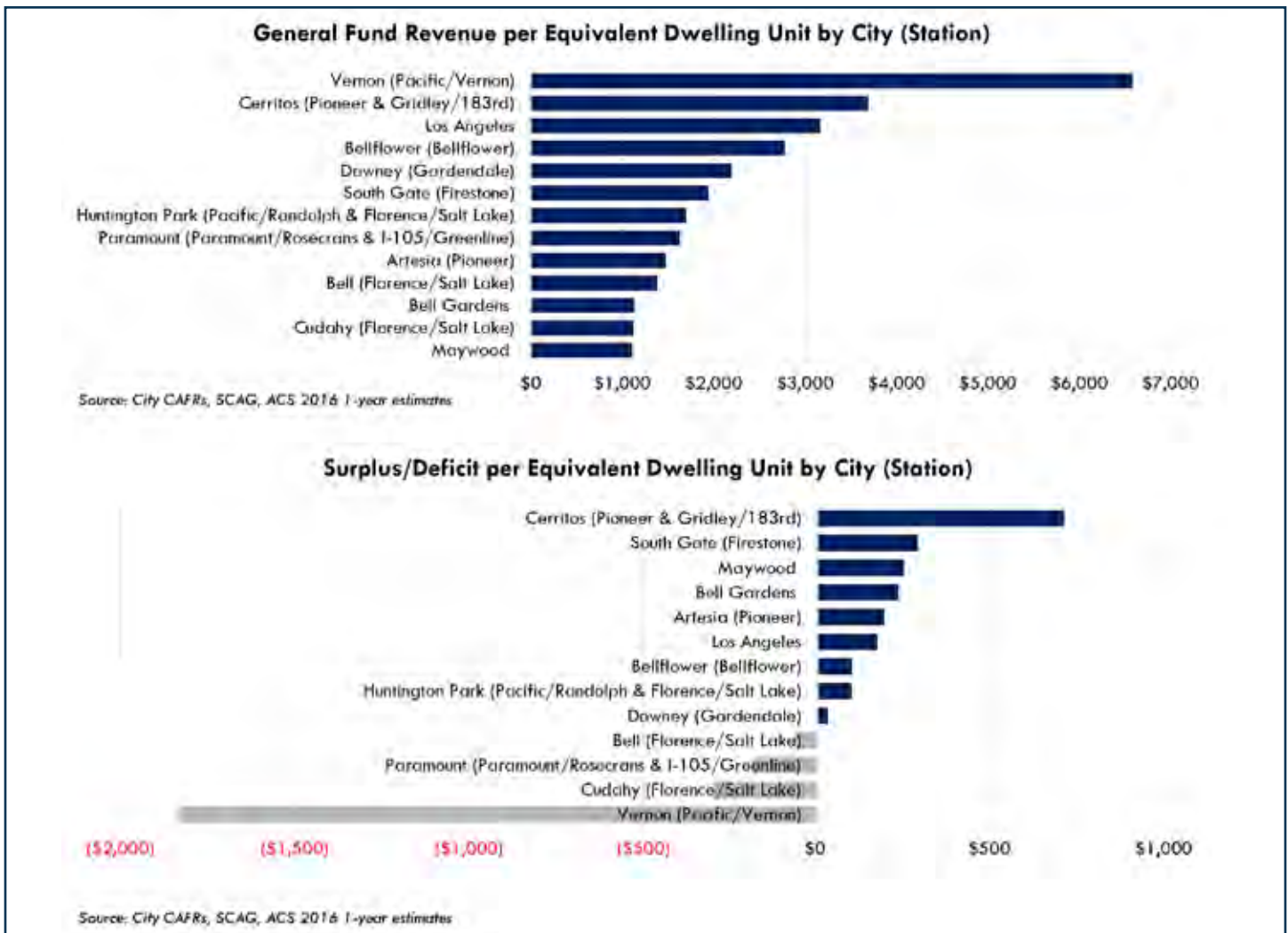
5 ADDENDUM

FISCAL HEALTH

The current financial situation and fiscal health of the jurisdictions along the West Santa Ana Branch Corridor could have a significant impact on TOD implementation and the timing of necessary infrastructure improvements. With limited property tax funding due to State regulations like Prop 13, the abolition of reliable public financing sources like Tax Increment Financing ('TIF') under Redevelopment, and growing pension costs, cities throughout California have been forced to reduce expenditures and divert resources from economic development investments, and look for more creative ways to finance public infrastructure. Some cities have proven to be better equipped to weather these challenges and continue to support growth and investment pressures, including, but not limited to, cities with diversified and consistent revenue streams, reasonably flexible service contracts, fiscally adept leadership, bonding capacity

and credit worthiness, and a willingness to capitalize on opportunities to increase revenue or reduce costs without disrupting city services.

HR&A sought to determine which of the 13 cities along the Corridor are currently in the best relative fiscal position, by conducting a high level review of key fiscal performance metrics of each city. To make a meaningful side-by-side comparison, HR&A focused exclusively on the Cities' General Funds because the General Fund often represents the most flexible funding source available for capital projects and investment strategies. Some cities along the Corridor also have enterprise funds connected to city-owned utilities such as Vernon and South Gate. While these can generate significant revenue, the money is often limited to costs associated with providing the utilities or otherwise restricted.

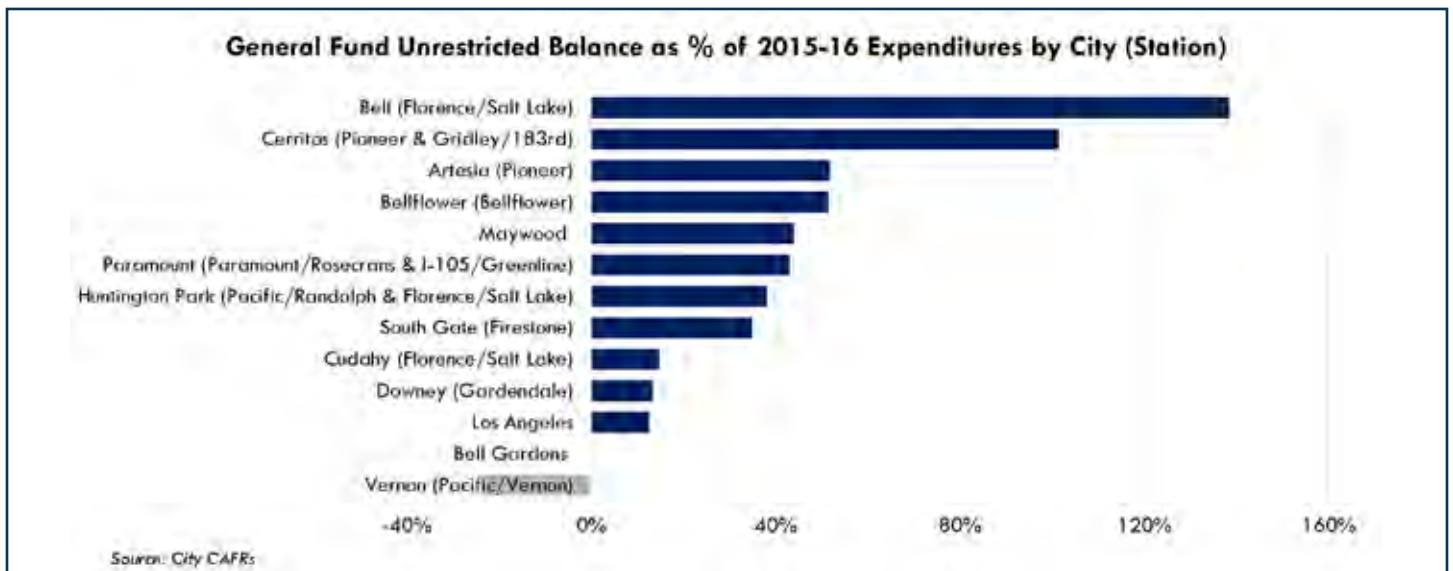


In order to fairly evaluate a diverse group of cities, HR&A chose to look at revenue and expenditures per Equivalent Dwelling Unit (“EDU”), which equates area employees with the number of households (and their dwelling units) in the city to determine an estimate of total dwelling units for both residents and employees. Using EDUs serves to accurately reflect comparable fiscal cost and revenue factors for cities with large resident populations as well as those with large worker populations.

Based on the analysis of General Fund Revenue per EDU, Surplus/Deficit per EDU, and General Fund Unrestricted Balance as % of 2015-16 Expenditures, there are certain areas of the corridor that demonstrate greater fiscal strength than others. In general, the Southern Portion of the Corridor, including Cerritos, Artesia, and Bellflower are fiscally very strong with robust General Fund revenue earnings, operating surpluses, and large unrestricted General Fund balances which provide opportunities for capital projects and future investment. The middle of the Corridor, including the cities of Paramount, South Gate, and Downey, demonstrates less fiscal strength with lower revenue earnings, low surpluses or operating deficits, and moderate unrestricted General Fund balances.

These areas would face bigger challenges in identifying funding sources for capital investment because their General Funds are already strained supporting daily city operations. Finally, some cities along the northern portion of the Corridor, including Vernon, Bell, and Cudahy face significant fiscal challenges. The General Funds of these cities operate in deficits, revenue earnings are low, and the unrestricted fund balance is often not substantial enough to offset continued deficits. The General Fund in these cities is often subsidized with operating transfers in from other funds, indicating an unsustainable balance between revenues and expenditures. As these cities continue to face fiscal challenges, it will be difficult for them to capitalize on TOD opportunities and have capacity to support improvements.

1 To calculate EDU, HR&A pulled the population and number of residential occupied dwelling units by City from the 2016 American Community Survey. The number of current employees in each city was then determined using 2008 and 2020 employment figures from Southern California Association of Governments. That figure was reduced by 65%, assuming the average employee spends 35% of their time in their city of employment. The reduced employment figure was then converted to Employment EDU using the same ratio as population to occupied dwelling units. Finally, the occupied dwelling units and Employment EDU were summed to determine EDU by city.



CORRIDOR-WIDE SOCIOECONOMIC DEMOGRAPHIC PROFILE

TOD SIP Appendix A-4

