# WEST SANTA ANA BRANCH

# Transit Oriented Development Strategic Implementation Plan

**May 2019**

"The West Santa Ana Branch (WSAB) Transit Corridor connects distinct communities that share a common desire to provide safe, walkable and compact neighborhoods around their stations, each with a mix of uses that both reflects and enhances the unique station area, and results in sustainable, equitable and interdependent economic vitality."

# EXECUTIVE SUMMARY

## LINKING DESTINATIONS: THE WSAB CORRIDOR

An unprecedented opportunity lies before the local jurisdictions, the community stakeholders, and the potential investors and developers in the West Santa Ana Branch Corridor, to collaborate to ensure that the Corridor succeeds as an integrated whole – **one corridor**, and that the whole adds up to **distinct communities and destinations** that are more than the sum of their parts. The Corridor rail transit project is currently being environmentally cleared. The alignment is set, and the possible station locations have been identified. But the system is not yet built, and so there is still time to plan and prepare for the evolution that will inevitably come in the cities and county land along the corridor, and within the station areas. There is an opportunity for the communities along the corridor to reap the greatest rewards if jurisdictions collaborate on policy, planning and implementation in their station areas, in ways that cities and counties in California have not typically done, so that important issues, like sustainable, equitable growth and economic development, are addressed consistently and effectively.

The defining characteristics of the corridor (described in more detail in Chapter 2) include its 20 miles of length and 12 proposed stations, as well as the 13 cities and a county that have local jurisdiction – with some station areas split between two, three or even four local jurisdictions. The Corridor's land use, employment base, physical character, population demographics, and economic health vary dramatically along its length. Many of the WSAB communities are identified as disadvantaged communities (or communities most in need of economic investment, good jobs and clean air) per California Senate Bill 535. These disadvantaged communities are currently characterized by a lack of employment opportunities, low home ownership rates and low-income households.

However, the potential for greater access to opportunity – physical *and* economic mobility – for all in the Corridor, abounds.  The 12 station areas described in this Transit Oriented Development Strategic Implementation Plan (TOD SIP) fall into five different development typologies (described further in Chapter 4), based on the local jurisdictions' vision for the future in those areas.  In some stations the opportunity is to build on a **Main Street**, or center of local commerce and culture.  In others there is infill potential to better serve the needs of populations on **Residential Arterials** or in **Industrial Hybrid Areas**.  In some stations there are strategic opportunity sites for **Large Scale Redevelopment**, and in others **High Density Walkable Mixed Use** development will continue to emerge.

Ultimately in station areas, transit investment is maximized when:
- people drive less and use transit more;
- a mix of uses in the station areas supports transit riders of all income levels with housing, jobs, retail, services and recreation;
- transit supportive densities, parking policies, and urban design support compact, accessible neighborhoods connected by multi modal mobility systems; and

- equitable benefits accrue to existing communities, that may be disadvantaged and underrepresented, and not just to new investors in the station areas.
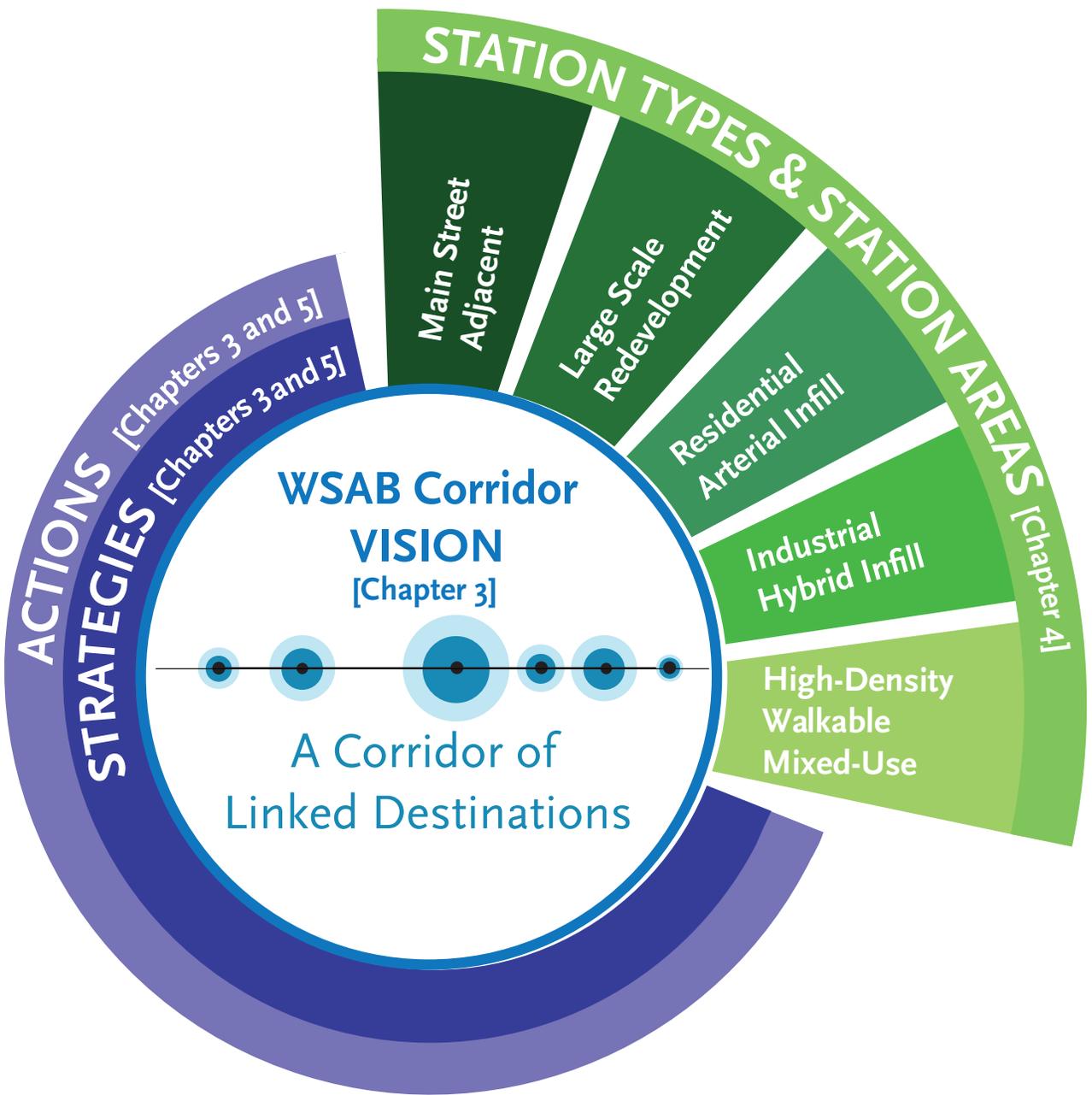
## WHO BENEFITS FROM USING THIS PLAN?

Moving into implementation, local jurisdictions can use this plan and its appendices as a resource to develop new corridor wide governance strategies, and for strategies and actions to adopt into local plans and programs.  The TOD SIP also describes best practices to meaningfully engage community stakeholders as planning goes forward. Further, language that may be used to draft local jurisdictions' resolutions of support for the Plan's concepts is included as an appendix.

Community decision makers and stakeholders can use the TOD SIP to understand the cities and county's visions for changes to come in station areas, and the types of development roles that each station will play in the corridor as a whole.  Stakeholders can continue to advocate for their role in the planning process ahead, and in adoption of the strategies and actions outlined here that are a priority for them. Further, the list of existing city and county plans that were consulted

in the development of this plan is included, and may be a good reference for community members to use to increase their knowledge of planning already in place in their communities.

Potential Corridor investors and developers can use the TOD SIP and its appendices to understand the vision for, and characteristics of the corridor, as well as visions for and details about the station areas, their existing conditions, economic and market conditions, and priorities for multimodal access and mobility.

STATION TYPES & STATION AREAS [Chapter 4]

Main Street Adjacent

Large Scale Redevelopment

Residential Arterial Infill

Industrial Hybrid Infill

High-Density Walkable Mixed-Use

ACTIONS [Chapters 3 and 5]

STRATEGIES [Chapters 3 and 5]

WSAB Corridor
VISION
[Chapter 3]

A Corridor of
Linked Destinations

## VISION, STRATEGIES & ACTIONS

The TOD SIP provides an overarching vision and strategic guidance for local jurisdictions to use as a reference as they develop and implement plans, policies and economic development and mobility strategies in their station areas, in order to ensure that station areas transform equitably and sustainably and are safe and accessible via multiple modes of mobility.

Six strategies and a host of related actions are described in Chapter 3, that jurisdictions can take:
- to establish shared **Governance** approaches within the corridor;
- to ensure **Equitable Development & Community Preservation** go hand in hand in the station areas and populations in the corridor today can stay in the corridor in the future;
- **Transit Supportive Planning** to allow appropriate density and enforce consistent development standards;
- **Placemaking** to ensure the public realm is active and inviting across the corridor;
- **Mobility, Access & Connectivity** for users of all transportation modes; and

- Sustainability & Resilience to ensure that current environmental justice issues in the corridor are addressed and 21st century infrastructure is put in place to serve future needs while minimizing resource use.

These strategies and actions are further detailed in the toolkit included as part of Chapter 5.

With the common foundation established in the TOD SIP, each community can more effectively direct public resources toward attracting the types of development and businesses that are aligned with their particular needs and individual competitive advantages. Adopting coordinated governance strategies and policies, development guidance and access strategies will produce more equitable, sustainable, and impactful benefits for corridor communities, and more transit ridership overall, than would result from local jurisdictions acting alone. Further, taking a unified position to guide and influence regional, state and federal policies, and advocate

for a share of regional resources will result in more resources for all.

## STATION AREAS
In Chapter 4, the 12 station areas along the WSAB corridor have been characterized by type or typology. Key characteristics and visualizations of the five development typologies that the stations have been sorted into are provided. A vision for each station has been articulated, along with a concept plan representing development that could occur in the station areas, assuming the priority actions identified are taken. Priority strategies and actions from Chapter 3 are identified for each typology as well, to guide action and assist local jurisdictions to focus on the most important next steps. Station area visions and concepts were developed, based on input, information and review from city and county staff that was absorbed through the TOD SIP project process described in Chapter 1.

To Union Station

To 7th/Metro

Little Tokyo (optional)

South Park/Fashion Dist

Arts District South

Los Angeles

Vernon

Commerce

Pacific/Randolph

Slauson

Maywood

Cudahy

Los Angeles

Bell

Florence/Salt Lake

Huntington Park

Bell Gardens

Los Angeles County

Cudahy

Firestone

South Gate

Downey

Gardendale

1-105/Green Line

Paramount/Rosecrans

Norwalk

Paramount

Bellflower

Bellflower

Cerritos

Artesia

Cerritos

Cerritos

Pioneer

West Santa Ana Branch TOD SIP