Acknowledgements

Los Angeles County Metropolitan Transportation Authority
Jenna Hornstock
Melani Smith
Matthew Abbott
Julia Brown
Terri Slimmer
Georgia Sheridan

Eco-Rapid Transit
Michael Kodama
Lillian Burkenheim
Norman Emerson

Los Angeles County Supervisors
Office of County Supervisor Janice Hahn
Office of County Supervisor Hilda Solis
Office of County Supervisor Mark Ridley Thomas

Office of the Los Angeles City Council
Councilmember Curren D. Price
Councilmember Jose Huizar

Los Angeles County
Chief Executive Office
Department of Regional Planning

Local Cities (Continued)
City of Bellflower
City of Cerritos
City of Artesia
City of Maywood
City of Commerce
City of Compton
City of Lynwood

Federal Administrations
Federal Transit Administration
Federal Railway Administration

Regional & Local Agencies / Groups
Los Angeles Regional Water Quality Control Board
Southern California Association of Governments
Alameda Corridor Transportation Authority
California High Speed Rail Authority
Gateway Cities Council of Governments
Los Angeles Unified School District
Port of Long Beach
Port of Los Angeles
Arts District BID
Industrial BID
Little Tokyo BID
South Park BID
Greater Huntington Park Area Chamber of Commerce
South Gate Chamber of Commerce
California Contract Cities Association
Florence Firestone Merchants Association
Hub Cities Work-Source Center
Mexican American Opportunity Foundation
Noon Lions Club of Bellflower
Southeast Community Foundation
The Bicycle Hotel & Casino

Project Team
City Design Studio
Arellano Associates
HR&A Advisors
Patricia Smith, ASLA
Here LA

Local Cities
City of Los Angeles
 Department of City Planning
 Department of Transportation
 Department of Public Works
 Bureau of Engineering
City of Vernon
City of Huntington Park
City of Bell
City of Cudahy
City of South Gate
City of Downey
City of Paramount
CONTENTS

PG. A  EXECUTIVE SUMMARY

PG. 1  CHAPTER 1  INTRODUCTION

Get oriented and understand the project.

PG. 9  CHAPTER 2  THEN & NOW

Understand the WSAB Corridor today, its built form and context.

PG. 19  CHAPTER 3  THE VISION & STRATEGIES

Understand the vision and intentions of the Plan. Read about specific strategies and actions that link the corridor and can also serve specific station areas.

PG. 25  CHAPTER 4  STATION TYPES & STATION AREAS

Read about the station types and station areas, as well as priority strategies and actions.

PG. 115  CHAPTER 5  STRATEGIES & ACTIONS TOOLKIT

Delve deeper into the strategies and actions.

APPENDIX

Appendix A-1: Station Area Report
Appendix A-2: Existing Conditions Report
Appendix A-3: Economic Strategies Development Report
Appendix A-4: Socio-economic & Demographic Profile
Appendix A-5: Real Estate Market Scan
Appendix A-6: Outreach Summary Report
Appendix A-7: Sample Resolution
Appendix A-8: Referenced Plans
“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.
This page intentionally left blank.
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.
WSAB Corridor Vision
[Chapter 3]

A Corridor of Linked Destinations
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.
INTRODUCTION

THE PROJECT
This Transit Oriented Development Strategic Implementation Plan (TOD SIP) serves the many communities along the planned West Santa Ana Branch Transit Corridor (WSAB) (see Figure xx, WSAB alignment and communities) and assists the local jurisdictions in planning for the future of their WSAB station areas. The project has been funded by the Federal Transit Administration under the Pilot Program for Transit Oriented Development. The grant was made to the Los Angeles County Metropolitan Transportation Authority (Metro), together with Eco Rapid Transit, and the City of South Gate. Eco Rapid Transit is a joint powers authority (JPA) consisting of 13 member local jurisdictions on the WSAB corridor, created to pursue development of the WSAB transit project.

The TOD SIP addresses the area within a ½ mile radius from the proposed WSAB corridor stations, along the 20-mile route, from downtown Los Angeles to the City of Artesia. This rail corridor will serve customers in these communities with high quality transit that will link them to Metro’s expanding regional transit network. Along with the expansion of mobility options, this transit will bring an evolution in land use and a demand for new development, as the two are inextricably linked.

However, expanded mobility may not automatically result in economic upward mobility, a high quality physical environment, and multimodal mobility, for all of the residents of the corridor.

As is described further in Chapter 2 of the TOD SIP, most of the WSAB 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. Without a holistic, corridor wide vision, communities along the planned
Conducting holistic planning, that extends into the communities must start with working together to understand what communities need, what vulnerabilities they face, and how a transformation transit investment can be effectively leveraged to create economic development and investment opportunities while responding to the historic inequities and pressing current challenges.

This plan provides an overarching vision and strategic guidance for local jurisdictions to draw on as they develop and implement plans, policies, and strategies for economic development and mobility in their station areas. The goal is to ensure that station areas transform equitably and sustainably, and are safe and accessible via multiple modes of mobility. The plan also provides the local jurisdictions with a suite of specific actions, tailored to their station areas, that will realize policy objectives and implement both urban and active transportation design. With the common foundation established in the TOD SIP, each community can more effectively direct public resources toward designing transit supportive places and attracting the types of development and businesses that are aligned with their particular needs and individual competitive advantages.

WHAT IS THE TOD SIP?
The TOD SIP isn’t a plan that individual jurisdictions are likely to present to their elected leaders and adopt as a whole, although elected bodies in corridor jurisdictions should certainly review and endorse the TOD SIP as a source of strategic guidance when developing their own plans, policies and implementation programs. The Plan does not provide specific, adoptable station area land use plans, or policy language. However, it does provide recommendations for strategic action that corridor jurisdictions may take to guide corridor development as a whole, and specific recommendations that may be implemented station area by station area. Draft resolution language that elected bodies may use in recognizing their support for the TOD SIP, as a basis of guidance for action going forward, has been provided in Appendix A-7.

PROCESS
The TOD SIP was developed over 20 months, working collaboratively with staff of the local jurisdictions along the alignment. The staff of the local jurisdictions led the process, described on the following pages, by providing the building blocks of information that have been the basis of the recommendations made in the TOD SIP.

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.
The goal of the FTA TOD Pilot Program is to provide a foundation for cities to leverage future transit investment based on a unified, sustainable and equitable vision through strategies for:

**LAND-USE PLANNING & DEVELOPMENT**
- Identify mixed-use development opportunities
- Encourage zoning and code updates
- Build on Community Assets

**ACCESS TO TRANSIT HUBS / ACTIVE TRANSPORTATION**
- Facilitate walking
- Facilitate micro mobility
- Facilitate transit ridership

**ECONOMIC DEVELOPMENT & INVESTMENT**
- Attract Equitable Investment for TOD
- Upgrade Infrastructure to support development
- Complementary strategies for Cities
The analysis of each station area included a thorough evaluation of existing conditions information, provided by WSAB corridor local jurisdictions, that is documented in the Existing Conditions Report (Appendix - A1). The existing conditions analysis included: Site Reconnaissance; Regulatory Analysis; (land use, zoning, and any specific plans in place, or in development); Demographic Analysis; Real Estate Market Scan; Existing Urban Fabric; Existing Transit Network; Existing Access: Walkability and Bicycle Network; a SWOT analysis (Strengths, Weaknesses, Opportunities and Threats); and Stakeholder Outreach in pop ups at local community events.

Based on an iterative process with staff from each local jurisdiction about important community issues, visions were articulated for the corridor as a whole, and for each station area. These visions are included in Chapters 3 and 4 of the TOD SIP, respectively. In the Station Area Report (Appendix – A2) station area visions are illustrated by comparable projects identified by local jurisdictions as models for future development within their station areas.

Five station area development typologies were distilled in response to the visions that local jurisdictions have for their station areas in the future. Conceptual plans were then developed, depicting the hypothetical application of the vision for each of the station areas. These conceptual plans depict transit supportive design principles and best practices, along with the economic development potential for sites studied and identified in the Economic Development Strategies Report (Appendix – A3), the Socio-Economic and Demographic Profile of the Corridor (Appendix – A4), and the Real Estate Market Scan (Appendix A-5). These preliminary concept plans were presented at design charrettes with City and County staff and revised based on feedback. The complete station area plans are documented in the Station Area Report (Appendix - A-1) and excerpted in the TOD SIP in Chapter 4.
IMPLEMENTATION STRATEGIES & ACTIONS

The TOD SIP recommends six implementation strategies that should be enacted corridor-wide, in a collaboration between a corridorwide entity and the local jurisdictions, or by the local jurisdictions alone. The strategies address: (1) Governance; (2) Equitable Development and Community Preservation; (3) Transit Supportive Planning; (4) Placemaking; (5) Mobility, Access and Connectivity; and (6) Sustainability and Resilience. 28 different categories or types of actions may be taken, at both the corridor-wide or the station area level, in order to implement these strategies. Within the categories there are a myriad of specific detailed actions that may be taken to realize the overarching strategy. The implementation strategies and actions are based on best practices in transit oriented development and transit corridor development, inclusive growth practices, as well as extensive surveys of policies adopted by various jurisdictions both in southern California and in other areas that have developed successful transit oriented communities within corridors. These strategies were shared with, and commented on by, Community Development and Planning Directors and key staff of each of the WSAB corridor jurisdictions.

OUTREACH

Two Technical Advisory Committees (TACs) collaborated with Metro and the consultant team in developing this plan. A Public TAC, comprised of the key stakeholders in local corridor jurisdictions referred to above, provided feedback on the existing conditions through meetings and discussions in the early phases of the project. The Public TAC also participated in design charrettes during the preparation of the conceptual station area plans and their refinement.

Prior to the compilation of the station area strategies, the team also organized two forums with members of local and national development firms and design professionals, in order to receive feedback on their perceptions of the corridor and opportunities for and barriers to development in the WSAB station areas. A private TAC, made up of property owners, developers, financial institutions, chambers of commerce, major employers, community organizations and service providers, provided input at one of the charrettes, during the time period when station area concepts were being developed. A summary of the Outreach conducted to inform the TOD SIP is included as Appendix A-6.

Information generated during the project process was also shared at three Community Events in three different Corridor locations, and many pop-up information tables at community events along the WSAB corridor. Presentations and briefings were also provided to elected officials, legislative staff, and community based organizations.
HOW THIS PLAN IS ORGANIZED

[CHAPTER 1]
Introduction. Chapter 1 provides an introduction to the project and an overview of the Plan.

Get oriented and understand the project.

[CHAPTER 2]
Then & Now. Chapter 2 presents the history and current conditions surrounding the WSAB Corridor.

Understand the WSAB Corridor today, its built form and context.

[CHAPTER 3]
Vision. This Chapter presents a vision of linked destinations along the WSAB Corridor, and introduces strategies and actions for change.

Understand the vision and intentions of the Plan. Read about specific strategies and actions that link the corridor and can also serve specific station areas.

[CHAPTER 4]
Station Types. WSAB stations have been grouped by development typologies or place types. These Types are described along with key characteristics of, and priorities for, each station area.

Read about the station types and station areas, as well as priority strategies and actions.

[CHAPTER 5]
Strategies & Actions Toolkit. Strategies and actions that can guide local jurisdictions in transforming the WSAB station areas are discussed in this Chapter.

Delve deeper into the strategies and actions.
WSAB Corridor
VISION
[Chapter 3]

A Corridor of Linked Destinations

STATION TYPES & STATION AREAS

- Main Street Adjacent
- Large Scale Redevelopment
- Residential Arterial Infill
- Industrial Hybrid Infill
- High-Density Walkable Mixed-Use

STRATEGIES

[Chapters 3 and 5]

ACTIONS

[Chapters 3 and 5]
The WSAB Corridor exemplifies a number of important, defining characteristics, as will be described below and throughout the TOD SIP, including: its 20 miles of length and 12 proposed stations, 12 cities and a county that have local jurisdiction. Further, its land use, employment base, physical character, population demographics, and economic health vary dramatically along its length. The northern stretch of the corridor is different from the central segment, which is different from the south.

Evidence from around the United States tells us that a significant investment in high quality transit service in any corridor will result in changes in land use, land values, rents and potentially the populations that live within its station areas.

Metro recognizes this reality. The passage of Measure M by LA County voters guarantees a once in a lifetime transit investment that will transform Los Angeles County and access to opportunity. Metro has embraced its role in ensuring that the benefits of the transit investment are felt equitably within the County, and that the needs of Metro’s majority low income riders are prioritized. Metro has adopted an Equity Platform and a Transit Oriented Communities (TOC) Policy which commit to implementing and encouraging adoption of best practices in transit supportive planning, supporting affordable housing development and small businesses and both enhancing and preserving the communities of Los Angeles County. Some of Metro’s TOC programs are described in Chapter 5.

With this commitment to encouraging cities to adopt best practices in equitable, transit supportive growth, the TOD SIP provides a unified vision, together with useful guidance, to ensure local jurisdictions on the WSAB Corridor plan for the investment, change, growth, and improvements that are to come in ways that provide for the populations in the corridor to stay in the corridor and thrive.
The name “West Santa Ana Branch” is derived from the name of a rail right-of-way (ROW) formerly used by the Pacific Electric Railway Company’s Santa Ana route in Los Angeles County and Orange County, California. This mass transit system was privately owned and consisted of electrically powered streetcars, or interurban cars. It was the largest electric railway system in the world in the 1920s. The Los Angeles Metropolitan Transportation Authority (Metro) now owns the western, Los Angeles County, portion of the ROW. (See map of the historic system on page 13.)

The WSAB light rail transit corridor project (Corridor) is now being planned and environmentally cleared by Metro, and will spur the evolution of the cities along the ROW by providing high quality transit service that connects them to Downtown Los Angeles and to the greater Los Angeles Region.
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 residential developments and commercial strips. 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.

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 high skill manufacturing jobs began moving out of the Corridor, coinciding with the gradual departure of 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 and further south.
with a population estimated by the Downtown Center Business Improvement District to total over 76,000 at the end of 2018. This has been fueled by progressive land use policies including an Adaptive Reuse Ordinance and a Hybrid Industrial Live/Work Ordinance, both of which have eased land use restrictions, allowing for the introduction of housing to underutilized areas of Downtown. Demand for housing in downtown Los Angeles has only been strengthened by the confluence of Metro Rail lines and the build out of a regional transit network.

CORRIDOR DEMOGRAPHICS AND SOCIOECONOMIC STATUS TODAY
The Weingart Foundation, a private philanthropy that works to advance fairness, inclusion, and opportunity for all Southern Californians, especially those communities hit hardest by persistent poverty, has identified three areas of southern California as of particular interest, given their high need. Among them are the Southeast Los Angeles County Cities, which are the home to the WSAB corridor. Nearly all of the census tracts that overlap the WSAB corridor represent the 25% highest scoring census tracts in CalEnviroScreen 3.0 (shown on pg. 15), designating them disadvantaged communities as defined by the California Environmental Protection Agency for the purpose of SB 535, and denoting that they are disproportionately burdened by, and vulnerable to, multiple sources of pollution.

Health
Further, three quarters of the station areas along the corridor are also in the lowest or second lowest statewide quartile on the California Healthy Places Index, which means that the communities in these areas are less healthy, or score lowest on indicators organized in eight policy action areas of economy, education, healthcare access, housing, neighborhoods, clean environment, transportation and social environment.

As described in the Southeast LA (SELA) Transportation Study of 2017, completed for the SELA Collaborative by the METRANS Transportation Center at the Sol Price School of Planning at USC, the more intensive manufacturing activities associated with the area of the corridor between Vernon and Paramount results in more intensive truck activity. In fact, this area of the County has a higher share of heavy-duty truck trips than its share of employment. As
West Santa Ana Branch CalEnviroScreen Score
reflected in its high score using the CalEnviroscreen methodology, this area also reflects higher exposure to 
PM-2.5, or ultrafine diesel particulate matter, which is associated 
with significant health impacts. 
Specifically, both the asthma rate and the cardiovascular disease rate in this 
area of the county are higher than the 
county as a whole, consistent with 
more exposure to air pollutants.

**Income**

Incomes across the Corridor have 
grown slightly in most areas, and 
fallen slightly in others over the past 
30 years. The average rate of change 
in most corridor 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 do 
 vary greatly across the corridor, from 
$27,650 in downtown Los Angeles, 
to $76,020 in Cerritos and Artesia. 
Further, the Los Angeles Times has 
documented that workers who earn 
less than $25,000 and live within a 
half-mile of a transit station are three 
times more likely to take transit than those who earn more than $75,000 and live close to a station.

**Educational Attainment**

Similarly, educational attainment in 
the Corridor varies geographically, 
with the highest attainment 
in downtown Los Angeles and 
Cerritos and Artesia. Corridor-wide 
educational attainment is lower than 
observed elsewhere in the County: 
15% of adults over 25 years old have 
a Bachelor’s degree.

**Home Ownership**

Overall, the corridor has low 
rates of home ownership. 62% of 
corridor residents rent their place 
of residence, and almost a third of 
those are considered cost burdened 
(spending more than 50% of their 
income on rent.)

**Jobs**

The corridor as a whole boasts over 
520,000 jobs (over 13% of all the 
jobs in the County), but over half 
of those jobs are in downtown Los 
Angeles. Nearly a third of corridor 
jobs are concentrated in the central 
corridor area communities, from the 
County of Los Angeles and Vernon 
through Bellflower.

**Immigration**

Immigration is also a factor in the 
demographics of the WSAB corridor 
today. Almost concurrent with the 
de-industrialization of many areas of 
the WSAB 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. 
Many of these new immigrants, 
attracted by increasingly affordable 
land and home values, landed in 
communities in the central portions of the 
WSAB corridor, which were 
once predominantly White and 
middle-class. The corridor’s Hispanic (Latino) population has grown to 
comprise more than 76% of the 
total, as a whole, with subareas of the 
corridor having up to 94% 
Hispanic populations. For context, 
PolicyLink’s Equity Atlas for Los 
Angeles has documented that nearly 
a quarter of Southern California’s 
Latino population, as a whole, lives 
in poverty. Further, it notes, Latino 
immigrants, in particular suffer from 
low levels of educational attainment 
in Southern California. 

The WSAB corridor is facing some 
challenges today, as outlined 
above. Given the disparities in 
the WSAB corridor, the transit 
investment that is proposed 
provides a welcome opportunity to 
enhance overall quality of life and 
access to opportunity. However 
there is also a great potential that 
vulnerable populations could be 
adversely impacted by a rise in land 
values, home values, and rents that 
often follows major infrastructure 
investments. Improvement and 
change in an area, which can lead 
to gentrification, can also lead to 
displacement of residents and 
businesses. The TOD SIP focuses on 
broadening corridor jurisdictions’ 
comprehension of the implications of 
the transit investment to come, and 
strategies for complementary action 
by local jurisdictions.
Page intentionally left blank.
There is an opportunity ahead, given the new transit investment that will be made in the corridor. As the Center for Transit Oriented Development, (CTOD), defines it, the WSAB Corridor is a Destination Connector, that, “link(s) residential neighborhoods to multiple activity centers, including employment, medical and commercial centers and academic campuses. Because they make these connections, these transit corridors consistently result in ridership that is higher than what was projected, creating a ‘win’ for transit agencies and building regional support for future transit investments. Destination connectors encourage ridership in both directions throughout the day because they serve 9-to-5 employment centers as well as other destinations. Some destination connectors also serve as commuter corridors.”
CTOD* CORRIDOR CLASSIFICATIONS

Based on CTOD’s analysis, Destination Connector Corridors, such as the WSAB, exemplify the following characteristics:

- The demand for new development will likely be highest in station areas identified as “destinations,” especially if they are walkable, higher-intensity activity centers with good connections to surrounding neighborhoods.
- Higher-density development is more likely to occur along destination connector corridors due to increased market demand for locations with access to job and activity centers.
- Destinations outside of downtowns have a stronger potential market for new development if they are centers that people want to visit regularly.
- Auto-oriented job centers or malls along the corridor may require new pedestrian-oriented street and building design before they become truly transit-accessible, even if they are very close to stations.
- Providing easy pedestrian and bicycle access to stations will encourage higher transit ridership, especially at employment centers where people are less inclined to walk long distances.

*CTOD is the only national nonprofit effort dedicated to providing best practices, research and tools to support market-based transit-oriented development. CTOD has identified three different types of transit corridors, in its TOD 203 Transit Corridors and TOD Manual, as shown to the left.

WSAB Corridor

Commuter

Circulator

Destination
A DESTINATION CONNECTOR CORRIDOR
Because WSAB is a Destination Connector Corridor, in order to maximize the opportunity from the transit investment to be made within it, local jurisdictions must move forward on the basis of a shared vision that will guide station areas in the corridor toward manifesting the characteristics identified on the previous page: walkable, higher intensity, connected, pedestrian and bike friendly centers.

VISION
After exploring and documenting existing conditions, as well as the populations in the corridor and their vulnerabilities, and based on feedback from key stakeholders from each jurisdiction about key issues important for their communities, the following vision statement was crafted for the WSAB Corridor:

“The West Santa Ana Branch 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.”

Why is this vision important? Acting on the basis of a shared vision, values and best practices for transit oriented communities can clearly direct the character, structure and uses that are pursued in the WSAB corridor station areas, and result in better outcomes for all, including:

- Healthier people, living working and playing in vibrant communities
- A greener environment, and lower rates of energy and water resource use, underpinned by sustainable infrastructure that meets 21st century needs
- Communities with less reason to drive, more reasons to walk and bike, maximized transit ridership, and a reduction in vehicle miles travelled and greenhouse gas emissions

Armed, then, with an understanding of the history of the WSAB corridor, as well as its current positioning and the challenges its residents face today, the TODSIP recommends a path forward that corridor jurisdictions may take to get to the vision of the future that they seek. More specific vision statements have also been developed for each station area, as part of this planning process, in order to capture the desired future state each corridor jurisdiction has in mind. These statements are included in Chapter 4 of the TODSIP, which is dedicated to the Station Areas.

CORRIDOR STRATEGIES
The WSAB corridor is rich in potential and poised for change as transit investment occurs. However, corridor communities are facing challenges today in environmental sustainability, as well as income and education disparities. The purpose of this plan is to make recommendations that will assist WSAB transit corridor jurisdictions to collaborate, to ensure that the corridor succeeds as an integrated whole – one corridor, and that the whole adds up to distinct communities that are more than the sum of their parts. That is, corridor jurisdictions will reap the greatest rewards if they collaborate on policy, planning and implementation in their station areas, in ways that cities and counties in California have not typically done in the past, so that important issues, like sustainable, equitable growth, are addressed consistently. 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.

The table on the following page summarizes the six recommended Corridor Strategies, as well as coordinated Actions, and primary responsibility for the Actions, that the WSAB local jurisdictions should employ to facilitate their collaboration, equitable success and vitality, and sustainability in the future. These strategies and actions are described in much more detail in Chapter 5, Strategies & Actions Toolkit.
<table>
<thead>
<tr>
<th>Strategies</th>
<th>Actions</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> Governance</td>
<td><strong>1.1</strong> Corridor-Wide Economic Development Corporation or Modified JPA</td>
<td>Corridor Entity</td>
</tr>
<tr>
<td></td>
<td><strong>1.2</strong> Attract Corridor-Wide Investment and Market to Growth Industries</td>
<td>Corridor Entity</td>
</tr>
<tr>
<td></td>
<td><strong>1.3</strong> Corridor-Wide Strategy for TIF/Value Capture</td>
<td>Corridor Entity</td>
</tr>
<tr>
<td></td>
<td><strong>1.4</strong> Coordinate the Pursuit of Funding</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td><strong>2</strong> Equitable Development &amp; Community Preservation</td>
<td><strong>2.1</strong> Engage the Community &amp; Community Based Organizations (CBOs)</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td><strong>2.2</strong> Community Benefits Framework/Equity Screen</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td><strong>2.3</strong> Existing and New Business Support</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td><strong>2.4</strong> Comprehensive Community Financial Empowerment, Wealth Creation &amp; Workforce Development</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td><strong>2.5</strong> Affordable Housing &amp; Anti Displacement Policies</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td><strong>2.6</strong> Land Banking for Affordable Housing</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td><strong>2.7</strong> Protect/Preserve Cultural Resources</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td><strong>3</strong> Transit Supportive Planning</td>
<td><strong>3.1</strong> Calibrate Entitlements and Zoning Corridor-Wide</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td><strong>3.2</strong> Innovative Parking Management Strategies</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td>Strategies</td>
<td>Actions</td>
<td>Responsible Party</td>
</tr>
<tr>
<td>------------</td>
<td>---------</td>
<td>-------------------</td>
</tr>
<tr>
<td>4 Placemaking</td>
<td>4.1 Activate Public Space</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>4.2 Celebrate Community Identity</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>4.3 Temporary Improvements to Facilitate Permanent Change</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>4.4 Comprehensive Design Guidelines</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td>5 Mobility, Access &amp; Connectivity</td>
<td>5.1 Access/Connectivity Policy &amp; Partnerships</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>5.2 Walkable Streets &amp; Permeable Network</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>5.3 Sidewalks</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>5.4 Intersections</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>5.5 Integrated Bicycle Facilities</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>5.6 Safe &amp; Complete Micro Mobility Network</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td>6 Sustainability &amp; Resilience</td>
<td>6.1 Environmental Justice: Mitigate Existing Environmental Impacts in the Corridor</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>6.2 Green Building/Green Communities Standards</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>6.3 Sustainable Infrastructure Development</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>6.4 Access to Parks and Open Space</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td></td>
<td>6.5 Resilience</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
</tbody>
</table>
In addition to taking coordinated action corridor wide, local jurisdictions will act independently to lead transit supportive planning, enact policy and pursue improvements in the station areas within their jurisdictions.

This section of the TOD SIP will inform and guide that action. Based on input and information from WSAB corridor jurisdictions about the station area land use, character and connectivity that exists today, as well as the future they envision, it became clear that the station areas fall into five different development types, or typologies, as shown on the WSAB corridor map on page 32. These typologies are inspired by the Center for Transit Oriented Development’s approach to describing and differentiating station areas by place type, as was the WSAB corridor definition, described in Chapter 3. However, in this TOD SIP, station area typologies are defined by the following characteristics: area of influence from local to regional, land use emphasis (employment centric vs residential centric), mix of uses, street and block characteristics, and density and scale.

The five identified development types, into which the WSAB stations have been sorted, are:

- Main Street Adjacent
- Large Scale Redevelopment
- Residential Arterial Infill
- Industrial Hybrid Infill
- High Density Walkable Mixed-Use
WHY STATION TYPES?
Recognizing and acting based on their station type designations, will assist jurisdictions in tailoring development efforts in their station areas, and ensure that every jurisdiction in every station area is not competing for the same development opportunities. Commercial opportunities in Main Street Adjacent areas will be significantly different than those in Industrial Hybrid Infill areas, for example. As well, residential opportunities that may be attractive in High Density Walkable Mixed-Use station areas will differ significantly from those appropriate in Residential Arterial Infill areas.

WHAT DO WE MEAN BY ‘STATION AREA’?
Station areas are typically defined as the area within a ½ mile radius of the station, as this generally equates to a 10 minute walk of the station, the distance most people would be willing to walk to a transit station. All twelve station areas along the WSAB corridor that are currently included in the Project Definition for the Environmental Study are included in this chapter.

Note that Union Station, which may be a terminus for the WSAB Corridor, is not included in this Plan as it has been the subject of an extensive separate master planning process, given its status as a regional hub for the Metro system. The 7th and Metro station may be an alternative terminus for the WSAB corridor, but it was included in the alignment after the WSAB TOD SIP process was scoped and initiated, so therefore is not included in this Plan. Also see the note below about modifications that occurred to the WSAB transit corridor alignment and stations during the production of the TOD SIP, and how those changes influenced the content of this Plan.

PRIORITY ACTIONS
Priority strategies and actions, that are a subset of the strategies and actions outlined in Chapter 3 and detailed in Chapter 5, are identified for each station type.

ADDITIONAL RESOURCES
The Existing Conditions Report (Appendix A-2) is an additional resource that documents the station areas’ neighborhood fabric, land-use, zoning, real estate market, transit network and potential development opportunity sites. The complete Station Area Report (Appendix xx) provides additional detail about each station area, including description and imagery representing the City’s development vision, as well as specific potential development opportunities and precedents from other places for project types that may be desirable in the station areas.

The Station Area Report (Appendix A-1) provides additional detail about each station area, including description and imagery representing the City’s development vision, as well as specific potential development opportunities and precedents from other places for project types that may be desirable in the station areas.

How to use the station types:

• Read the Design Principles on page 28.
• Find your station area in the chart on page 29 to see what Station Type you should look at.
• Read through your Station Type and the specific Station Area Portraits to see priorities for improvement and design concepts.
A NOTE ABOUT ALIGNMENT MODIFICATIONS

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

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

In December 2018, the Project Definition was further revised to exclude three stations, and slightly reposition some other stations. As the content of the various reports included in the Appendix were prepared at different stages of the effort, they reflect the project scope at that time. Accordingly, the Existing Conditions Report and the Station Area Report each include 15 station areas with some refinements. The TOD SIP includes the 12 stations that are currently included in the Project Definition for the Environmental Study.
Design Principles for the station areas have been vetted by the local jurisdictions along the WSAB alignment and underpin the station area visions and concepts. These principles are informed by the comprehensive tools included in Metro’s Transit Supportive Planning Toolkit (www.metro.net/projects/tod-toolkit), and can be a touchstone to consistently guide station area development, across all of the WSAB corridor stations, over time.

**DESIGN PRINCIPLES**

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

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

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

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

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

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

**SUSTAINABLE**
Plan and develop communities that are socially, economically and ecologically sustainable.

**MOBILE**
Integrate high quality transit that is accessible on foot or by bicycle and alternative transportation modes.
VISION STATEMENT
crafted based on input and vetting from each station area jurisdiction, and represents the future condition envisioned for each area.

STATION DESCRIPTION
describes existing conditions in the station area.

PLANNING PRIORITIES
shows the priorities for planning and implementation in each station area, focused on leveraging private investment, harnessing the new economic development opportunity to protect the affordability of housing and commercial space within the station area, and an overarching goal of promoting denser infill development, and multi modal mobility, that will support a welcoming, vibrant, and active station area.

CONCEPT PLAN
depicts the kind of development that might occur within the ¼ mile area around the station.

ACTIVE TRANSPORTATION
describes the walk, bike and other micro mobility device improvements for each station area, based on a review of local jurisdictions’ active transportation plans, together with an analysis of improvements that are on the ground, funded or gaps in the planning.
## STEET DESIGN PARAMETERS

The A, B, C, and D street design parameters included in this table are applied to streets in each station area, as noted in the Active Transportation: Walkability section of each Station Area Profile.

### Sidewalk Type

<table>
<thead>
<tr>
<th>Walk Path Type</th>
<th>Primary</th>
<th>Primary</th>
<th>Primary</th>
<th>Primary/Secondary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typical Street Type Arterial</td>
<td>Arterial</td>
<td>Arterial</td>
<td>Arterial</td>
<td>Primary/Secondary</td>
</tr>
</tbody>
</table>

### Adjacent Buildings - Implementation Tool: Development Standards

<table>
<thead>
<tr>
<th>Typical Building Uses</th>
<th>Commercial/Mixed</th>
<th>Commercial/Mixed</th>
<th>Varies</th>
<th>Varies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Predominant Street Level Uses</td>
<td>Commercial</td>
<td>Commercial</td>
<td>Varies</td>
<td>Varies</td>
</tr>
</tbody>
</table>

### Ground Floor Street Wall Design

| Setback | 0-5' | 0-5' | Varies | Varies |
| Building Entrance Orientation | Sidewalk | Sidewalk | Varies | Varies |
| Transparency (Windows/Doors) | 75% | 75% | Varies | Varies |

### Sidewalks

**Minimum Width**

<table>
<thead>
<tr>
<th>Total</th>
<th>20'</th>
<th>15'</th>
<th>12'</th>
<th>10'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tree/Parkway Zone*</td>
<td>8'</td>
<td>7'</td>
<td>6'</td>
<td>5'</td>
</tr>
<tr>
<td>Walk Zone</td>
<td>8'</td>
<td>8'</td>
<td>6'</td>
<td>5'</td>
</tr>
<tr>
<td>Building Frontage Zone</td>
<td>4'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Curb Cuts/Driveways**

<table>
<thead>
<tr>
<th>Preferred Location</th>
<th>Alley/side street</th>
<th>Alley/side street</th>
<th>Varies</th>
<th>Varies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quantity &amp; Width</td>
<td>As few and narrow as feasible to reduce ped conflicts and vehicle speed.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sloped Portion</td>
<td>Within parkway zone to the extent feasible, so walkway zone is flat.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Street Trees

<table>
<thead>
<tr>
<th>Spacing</th>
<th>Spaced to provide a continuous shade canopy.</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>Adjacent to commercial development, minimum 30' height with a single trunk so they can be pruned up above ground-floor business signs.</td>
<td></td>
</tr>
<tr>
<td>Parkway or Tree Well</td>
<td>Parkways with a 4' wide path every 2 parking spaces are preferable. 12' tree wells at bus stops and other high pedestrian volume locations.</td>
<td></td>
</tr>
</tbody>
</table>

### Street Lights

<table>
<thead>
<tr>
<th>Intersection</th>
<th>X</th>
<th>X</th>
<th>X</th>
<th>X</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway (+30' poles)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Pedestrian (+12-15' poles)</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Furnishings

<table>
<thead>
<tr>
<th>Seating (1 seat = 18 linear inches)</th>
<th>3 seats/100'</th>
<th>3 seats/100'</th>
<th>Typically not required</th>
<th>Typically not required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trash receptacles</td>
<td>1/100'</td>
<td>1/100'</td>
<td>Typically not required</td>
<td>Typically not required</td>
</tr>
<tr>
<td>Wayfinding/Placemaking Elements</td>
<td>Provide as needed to direct pedestrians to station.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Controlled Street Crossing

<table>
<thead>
<tr>
<th>Spacing (ideal/maximum)</th>
<th>300'/600'</th>
<th>300'/600'</th>
<th>300'/600'</th>
<th>10'</th>
</tr>
</thead>
</table>
The bikeway types described in this table are applied to streets in each station area, as noted in the Active Transportation: Micro Mobility section of each Station Area Profile.

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Characteristic</th>
</tr>
</thead>
</table>
| Class I Off-Street Paths >25 mph and 6,000 ADT | • Provide an active transportation path that accommodates pedestrians and micro-mobility vehicles along the light rail line, either within or adjacent to the right-of-way where feasible.  
• Connect the existing and planned Class I river-adjacent active transportation paths to the light-rail-adjacent path and to stations.  
• Take advantage of existing transmission corridors and rail rights-of-way to provide active transportation paths that connect to the light rail-adjacent path. |
| Class IV Separated Lanes >25 mph and 6,000 ADT | • Establish separated (protected) lanes, which include a physical buffer between the micro-mobility lane and travel lane, as the preferred micro-mobility lane type for arterial streets.  
• Use curbside parking or stormwater parkways as the physical buffer to reduce clutter and provide additional benefits. |
| Class III Micro Mobility Boulevards with Traffic Calming <20 mph and 2,000 ADT/no centerline | • Supplement the arterial street micro-mobility lanes with an equally robust network of Micro-Mobility Boulevards, which also benefits residents of those streets by calming traffic.  
• Use traffic calming techniques, including speed humps, stop signs, neck downs (curb extensions), and mini-roundabouts to slow traffic down on local streets identified as Micro-Mobility Boulevards.  
• Where traffic volumes on streets with one lane each way exceed NACTO guidelines for a Class III Boulevard, reduce speeds to using speed humps, stop signs, and other traffic calming measures and provide separate or shared space on sidewalks for people on micro mobility vehicles. |
| Class II Striped Lanes <25 mph and 6,000 ADT/no centerline | • Include a buffer on the traffic side of striped micro-mobility lanes, if possible, to separate motor vehicles from micro-mobility vehicle users.  
• Use signal timing, narrower lanes and other techniques to reduce traffic speeds and improve safety for people on micro-mobility vehicles, in motor vehicles and walking.  
• Where traffic volumes on streets with one lane each way exceed NACTO guidelines for Class II Lanes, provide separate or shared space on sidewalks for people on micro mobility vehicles, in addition to Class II lanes in the roadway. |
STATION TYPES OVERVIEW MAP

South Park / Fashion District
Little Tokyo (optional)
Arts District South
Slauson
Pacific/Randolph
Florence/Salt Lake
Firestone
Gardendale
I-105/Green Line
Paramount/Rosecrans
Bellflower
Pioneer

1. Main Street Adjacent
2. Large Scale Redevelopment
3. Residential Arterial Infill
4. Industrial Hybrid Infill
5. High-Density Walkable Mixed-Use
## STATION TYPES OVERVIEW CHART

<table>
<thead>
<tr>
<th>MAIN STREET ADJACENT</th>
<th>LAND USE MIX</th>
<th>STREETS &amp; BLOCKS</th>
<th>DENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific / Randolph Bellflower Pioneer</td>
<td>Local</td>
<td>Emphasizes Local Retail, Cultural, &amp; Services with Ancillary Residential</td>
<td>Sidewalk zones (building frontage, walk and parkway) &amp; multimodal access from the larger community</td>
<td>Moderate Low / Mid Rise</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LARGE SCALE REDEVELOPMENT</th>
<th>LAND USE MIX</th>
<th>STREETS &amp; BLOCKS</th>
<th>DENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Firestone Gardendale Paramount / Rosecrans</td>
<td>Regional</td>
<td>Balanced Community with Office, Institutional Services, &amp; Residential Potential</td>
<td>Opportunity to establish finer grain grid of complete (multimodal) streets</td>
<td>Urban Mid / High Rise</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RESIDENTIAL ARTERIAL INFILL</th>
<th>LAND USE MIX</th>
<th>STREETS &amp; BLOCKS</th>
<th>DENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florence / Salt Lake</td>
<td>Local</td>
<td>Emphasizes Local Retail &amp; Services with Ancillary Residential</td>
<td>Sidewalk zones (building frontage, walk and parkway) &amp; multimodal access from the larger community</td>
<td>Moderate Low / Mid Rise</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INDUSTRIAL HYBRID INFILL</th>
<th>LAND USE MIX</th>
<th>STREETS &amp; BLOCKS</th>
<th>DENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slauson I-105 / Green Line</td>
<td>Local</td>
<td>Emphasizes evolving productive uses to green industry, adding live/work &amp; locally serving retail/services</td>
<td>Humanize the streets (trees, seating, lighting, art) &amp; prioritize pedestrians &amp; multimodal mobility over autos &amp; goods movement</td>
<td>Moderate Low / Mid Rise</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HIGH DENSITY WALKABLE MIXED USE</th>
<th>LAND USE MIX</th>
<th>STREETS &amp; BLOCKS</th>
<th>DENSITY &amp; SCALE</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arts District South Little Tokyo South Park / Fashion District</td>
<td>Regional / National</td>
<td>Full service mixed use areas with local, regional &amp; national tenant mix. Potential for residential, commercial, office, institutional, civic/cultural uses</td>
<td>Prioritize the pedestrian &amp; mobility services in the public realm, over the private auto. Transition streetscape from industrial to downtown quality Focus on sidewalk zones &amp; multimodal access</td>
<td>High Mid / High Rise</td>
</tr>
</tbody>
</table>
Main Street Adjacent station areas serve as the center of local commercial districts, and potential areas for community serving mixed use infill development. The arrival of the WSAB transit line will help facilitate the ongoing revitalization of these station areas, and can increase access to and activity in, these Main Streets, which will help support broader retail offerings as well as a mix of other locally serving uses. Main Street districts will transition from current low to moderate development intensity, and transit access could further support higher density housing options at infill locations. Main Street Adjacent station areas can also continue to serve as unique, culturally appropriate engines of economic development for these local communities along the corridor.
MAIN STREET ADJACENT
PRIORITY STRATEGIES & ACTIONS FROM CHAPTER 3

**EQUITABLE DEVELOPMENT & COMMUNITY PRESERVATION**
- Implement Existing/New Business Support Services & Expansion
- Affordable Housing & Anti Displacement
- Land Banking for Affordable Housing
- Protect/Preserve Cultural Resources

**TRANSIT SUPPORTIVE PLANNING**
- Calibrate Entitlements and Zoning Corridor Wide

**PLACEMAKING**
- Celebrate Community Identity
- Adopt Comprehensive Design Guidelines

**MOBILITY**
- Sidewalks
- Complete a Safe Micro Mobility Network

West Santa Ana Branch TOD SIP
VISION

Main Street and pedestrian oriented gateway to Downtown Huntington Park that builds on the unique cultural heritage of the area and leverages the potential as a multi-modal transportation hub.

STATION OVERVIEW

The proposed Pacific/Randolph station is to be located at grade, within the right of way of Randolph Street, east of Pacific Avenue. Pacific Avenue is the historic Main Street of Huntington Park, and the City’s downtown is immediately south of the station. The area south of Randolph Street is governed by the City’s Gateway District and Festival District plans which permit mixed used development. The area north of Randolph is included in the TOD Target Area 4 Overlay Zone in the City’s proposed General Plan update, which is proposed to allow 60 foot maximum height buildings and residential uses. Currently, large format, suburban neighborhood serving retail uses are located east of Pacific and north of Randolph. The station area also includes a mix of residential uses, both single and multi-family. There are opportunities for infill development, adaptive reuse and new development in the area.

PRIORITY

TOD OVERLAY ZONES

Create the TOD Overlay Zone 4 identified in the City’s proposed General Plan update as well as a Station Area Plan to enable the redevelopment of opportunity sites north of Randolph Street. This will incentivize development of residential mixed-use at transit supportive densities as well as an enhanced streetscape.

GENERAL PLAN HOUSING ELEMENT

Adopt and certify the City’s Housing Element with the California Department of Housing and Community Development. File annual progress reports. These actions will ensure that the City has access to state sources of funding for planning and implementation in the station area.

PARKING STRATEGY

Study existing parking conditions and explore innovative parking management strategies, such as a shared parking, district parking or parking based on demand, to help accelerate redevelopment. A comprehensive parking management strategy can address both commuters as well as visitors to the main street commercial area.

EQUITABLE DEVELOPMENT

Mitigate potential future displacement of both residents and businesses and engage current property owners in station area planning. The proposed station is one stop away from Downtown LA, which means it will likely be on the path of spillover development from Downtown LA, particularly as demand for residential uses continue to grow in order to support job growth and as land values in the Arts District and Fashion Districts rise.

PROPERTY BASED IMPROVEMENT DISTRICTS (PBID)

To support the enhancement and maintenance of the station area, explore the formation of a PBID, which can actively market and maintain the operational capacity of Pacific Avenue to attract investment and visitation over an extended period and help it grow as the Downtown Gateway to the City of Huntington Park.
LEGEND

1. Transit Plaza
2. Mixed-Use TOD
3. Urban Density Mixed-Use
4. Multi-Family Residential
5. Townhouses
6. Pedestrian Paseos
7. Higher Density Mixed-Use
8. Existing Grocery Store
9. Existing Retail Uses
10. Proposed Retail Liner
ACTIVE TRANSPORTATION: WALKABILITY
PACIFIC / RANDOLPH
[ HUNTINGTON PARK ]

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

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

Design parameters for primary walk path sidewalk type B, which corresponds to Pacific Boulevard, are listed on page 29.

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

PACIFIC / RANDOLPH

[ HUNTINGTON PARK ]

POTENTIAL IMPROVEMENTS

- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Sidewalk type by street (see matrix on page 29)
- Station area specific improvements

EXISTING CONDITIONS

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

West Santa Ana Branch TOD SIP 39
ACTIVE TRANSPORTATION: MICRO MOBILITY

PACIFIC / RANDOLPH

[ HUNTINGTON PARK ]

OVERVIEW

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

POTENTIAL FACILITIES

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

Station Area Totals 15.50 10.85
ACTIVE TRANSPORTATION: MICRO MOBILITY

PACIFIC / RANDOLPH

[ HUNTINGTON PARK ]

Note: white dots are signalized intersections

EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class I Path</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>River Path Access</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class I Bridge</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class IV Separated Lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class II Buffered Lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class II Striped Lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class II Striped Lane with Lane Reduction</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class III Route on Non-Arterial street with Traffic Calming</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Intersection Improvement - typically a signal</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Facility - Additional Analysis Needed</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class I on WSAB ROW - may not be feasible</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class III on arterial - not included in network</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Arterial Street (line)/Signal (dot)</td>
</tr>
</tbody>
</table>
BELLMFLOWER
[ BELLFLOWER ]

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

STATION OVERVIEW
The Bellflower station is proposed to be located at grade, northeast of Bellflower Blvd and Mayne Street, with an associated park and ride facility. Recent public and private investments on the Boulevard, including streetscape and public realm improvements, as well as The Mayne Events Center and LA County Fire Museum, have contributed to local revitalization. SteelCraft Development is developing a shipping container food court park and brewery, directly south of the station. The City is constructing a parking structure immediately south of the proposed station site, has issued a request for proposals for the redevelopment of a City owned property south of the parking structure site, and is developing a Station Area Specific Plan to regulate land use in the station area.

PRIORITIES

DOWNTOWN STATION AREA SPECIFIC PLAN
Prioritize completing development of the Station Area Specific Plan in order to equitably guide the significant development that may be incentivized by the WSAB corridor transit investment. Engage the community and property owners in the specific plan process. It is strongly recommended that the City consider inclusionary zoning be paired with the plan, as it is considering a significant increase in density in the station area.

BUSINESS PRESERVATION
Bellflower Boulevard is a historic Main Street Corridor on which significant new development activity is already occurring. Protect legacy retail tenants who are at risk of being displaced as larger, better-funded retail tenants compete for space. Integrate strategies to sustain these businesses and integrate them into new development.

EMPLOYMENT GENERATING USES
To help bolster daytime foot traffic in the station area, which will help to support local businesses, adopt strategies to attract a broader range and greater density of employment-generating uses.

JOINT DEVELOPMENT OF MIXED-USE TOD
A future station parking site in this location may provide a future opportunity for collaboration with Metro on joint development. Also, since the provision of significant parking is a key issue, explore innovative parking management strategies, such as shared parking, district parking or parking based on demand, to help accelerate redevelopment.

PROPERTY BASED IMPROVEMENT DISTRICTS (PBID)
To support the enhancement and maintenance of the station area, explore the formation of a PBID, which can actively market and maintain the Bellflower Boulevard corridor.
LEGEND

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

BELLFLOWER

OVERVIEW

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

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

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

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

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

Design parameters for primary walk path sidewalk types B, C and D are listed on page 29.

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

1. The existing active transportation path along the WSAB ROW extends access to the station beyond that provided by the street grid. Per current plans, the path will be located on the south side of the new tracks.

2. Just east of Bellflower Boulevard, the existing Bellflower active transportation path will need to be reconfigured in conjunction with rail line construction to maintain a continuous path adjacent to the historic Pacific Electric Railway station and parking lot to the east.

3. Similarly, just east of Woodruff Avenue, the existing Bellflower active transportation path will need to be reconfigured in conjunction with rail line construction to maintain a continuous path.

4. Flora Vista Street between Bellflower Boulevard and Cornuta Avenue will provide pedestrian access to the station from Eucalyptus and Cornuta Avenues in the northeast quadrant of the half-mile walk zone. Currently there is a continuous sidewalk four to five feet wide on the south side of the street only. There may be opportunities to improve conditions for pedestrians.
ACTIVE TRANSPORTATION: WALKABILITY

BELLFLOWER

POTENTIAL IMPROVEMENTS
- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Sidewalk type by street (see matrix on page 29)
- Station area specific improvements

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

Simms Park Bellflower
City Hall
P.O. Library
Edwards County Facilities
Ramona Elementary School
Bellflower Unified School District

West Santa Ana Branch TOD SIP 45
Facilities that would provide access to the Bellflower Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

**OVERVIEW**

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

**POTENTIAL FACILITIES**

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

Station Area Totals 6.59 15.10
ACTIVE TRANSPORTATION: MICRO MOBILITY

BELLSFLOWER

[ BELLFLOWER ]

Note: white dots are signalized intersections

EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I Path</td>
<td>River Path Access</td>
<td>Class I Bridge</td>
<td>Class IV Separated Lanes</td>
</tr>
<tr>
<td>Class II Buffered Lanes</td>
<td>Class II Striped Lanes</td>
<td>Class II Striped Lane with Lane Reduction</td>
<td>Class III Route on Non-Arterial street with Traffic Calming</td>
</tr>
<tr>
<td>Intersection Improvement - typically a signal</td>
<td>Facility - Additional Analysis Needed</td>
<td>Class I on WSAB ROW - may not be feasible</td>
<td>Class III on arterial - not included in network</td>
</tr>
<tr>
<td>Arterial Street (line)/Signal (dot)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PIONEER
[ ARTESIA / CERRITOS ]

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

PRIORITIES

STATION OVERVIEW
The proposed Pioneer station will be at the terminus of the WSAB transit corridor and located at grade, on the west side of Pioneer Boulevard, in the downtown heart of Artesia. The station will be served by a park and ride lot. Both the cities of Artesia and Cerritos have jurisdiction in the station area. Pioneer Blvd is anchored by Artesia’s Little India and a regionally recognized hub of South Asian restaurants and retail establishments. The station area includes significant residential development as well as Artesia Park, a well-used local public open space. Public investment in the station area includes streetscape improvements on Pioneer Blvd, and the current effort to develop the Artesia International Downtown Specific Plan in order to plan for intensification of development in the station area.

ARTESIA INTERNATIONAL DOWNTOWN SPECIFIC PLAN
Prioritize completing development of a Specific Plan which anticipates significant development incentivized by the WSAB corridor transit investment. Engage the community and property owners in the specific plan process. It is strongly recommended that the City consider inclusionary zoning be paired with the plan, as it is considering a significant increase in density in the station area.

BUSINESS PRESERVATION
Pioneer Blvd consists of family-owned/smaller scale businesses, stores and restaurants. As new investment is attracted, preserve the cultural heritage of legacy businesses within the station area. It will be important that this distinguishing characteristic is not overshadowed by new development as this unique cultural community is part of the draw for both local residents and visitors.

JOINT DEVELOPMENT OF MIXED-USE TOD
A future station parking site in this location may provide an opportunity for collaboration with Metro on joint development. Also, since the provision of significant parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking, district parking or parking based on demand, to help accelerate redevelopment. A comprehensive parking management strategy can address both commuters as well as visitors to the main street commercial area.

PROPERTY BASED IMPROVEMENT DISTRICTS (PBID)
To support the enhancement and maintenance of the station area, explore the formation of PBID, which can actively market and contribute and maintain the operational capacity of the Pioneer Boulevard retail corridor in a way that will attract investment and visitation over an extended period and help it grow as the Artesia International Downtown.
LEGEND

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

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

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

Design parameters for primary walk path sidewalk types A, B, and C are listed on page 29.

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

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

2. A pedestrian path from Pioneer Boulevard to Degas Lane in conjunction with future development or through agreement with current property owner would extend access to the residential neighborhood southeast of the station.

3. A pedestrian/bicycle connection from the new WSAB ROW multi-use path to Almadin Avenue would provide access to the residential neighborhood southeast of the station.

4. A controlled pedestrian crossing at the intersection of the WSAB ROW and Pioneer Boulevard could be considered to accommodated all modes of active transportation on the new multi-use path.
ACTIVE TRANSPORTATION: WALKABILITY

PIioneer

[ Artesia / Cerritos ]

POTENTIAL IMPROVEMENTS

- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Station area specific improvements

EXISTING CONDITIONS

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

PIO\_NER

[ ARTE\_SIA / CERRITOS ]

OVERVIEW

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

POTENTIAL FACILITIES

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

Station Area Totals

11.36  3.32
ACTIVE TRANSPORTATION: MICRO MOBILITY

PIioneer
[ Artesia / Cerritos ]

Note: white dots are signalized intersections

EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I Path</td>
<td>River Path Access</td>
<td>Class I Bridge</td>
<td>Class IV Separated Lanes</td>
</tr>
<tr>
<td>Class II Buffered Lanes</td>
<td>Class II Striped Lanes</td>
<td>Class II Striped Lane with Lane Reduction</td>
<td>Class III Route on Non-Arterial street with Traffic Calming</td>
</tr>
<tr>
<td>Intersection Improvement - typically a signal</td>
<td>Facility - Additional Analysis Needed</td>
<td>Class I on WSAB ROW - may not be feasible</td>
<td>Class III on arterial - not included in network</td>
</tr>
<tr>
<td>Arterial Street (line)/Signal (dot)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**LARGE SCALE REDEVELOPMENT**

**DESCRIPTION**
The Large Scale Redevelopment Type, or place type, envisions concentrations of commercial, employment and civic/cultural uses, potentially with residential uses mixed in, at somewhat lower densities and intensities than in the High Density Walkable Mixed Use areas in Downtown Los Angeles. These station areas are envisioned as regional hubs, attracting commuters, residents and workers, so balancing peak travel demands, and creating sustainable off-peak uses will be critical. Each will be served by significant transit service connecting to the WSAB transit corridor.

The three station areas identified in this type are unique along the WSAB corridor alignment in their capacity for significant large-scale redevelopment. These station areas are the sites of existing and proposed commercial and institutional centers, currently surrounded by retail, institutional and industrial uses. The jurisdictions within these station areas recognize the long-term opportunities represented by the significant land holdings within the station areas that are currently underutilized or becoming incompatible with their surroundings. The historic character of the Gardendale station area, stemming from the Rancho Los Amigos campus buildings, may also provide a unique character reference to draw on in that station area.
<table>
<thead>
<tr>
<th>STRATEGIES</th>
<th>ACTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>GOVERNANCE</td>
<td>• Implement a Corridor-Wide Strategy for TIF/Value Capture</td>
</tr>
<tr>
<td>EQUITABLE DEVELOPMENT &amp; COMMUNITY PRESERVATION</td>
<td>• Engage the Community &amp; CBOs</td>
</tr>
<tr>
<td></td>
<td>• Create a Community Benefits Framework/Equity Screen</td>
</tr>
<tr>
<td></td>
<td>• Support Comprehensive Community Empowerment, Wealth Creation &amp; Workforce Development</td>
</tr>
<tr>
<td></td>
<td>• Affordable Housing &amp; Anti Displacement</td>
</tr>
<tr>
<td>TRANSIT SUPPORTIVE PLANNING</td>
<td>• Calibrate Entitlements and Zoning Corridor-Wide</td>
</tr>
<tr>
<td></td>
<td>• Adopt Innovative Parking Management Strategies</td>
</tr>
<tr>
<td>PLACEMAKING</td>
<td>• Adopt Comprehensive Design Guidelines</td>
</tr>
<tr>
<td></td>
<td>• Build on the historic character of the neighborhood</td>
</tr>
<tr>
<td>MOBILITY</td>
<td>• Walkable Streets &amp; Permeable Network</td>
</tr>
<tr>
<td>SUSTAINABILITY &amp; RESILIENCE</td>
<td>• Mitigate Existing Environmental Impacts in the Corridor</td>
</tr>
<tr>
<td></td>
<td>• Set Green Building/Green Communities Standards</td>
</tr>
<tr>
<td></td>
<td>• Support Sustainable Infrastructure Development</td>
</tr>
<tr>
<td></td>
<td>• Enhance Access to Parks and Open Space</td>
</tr>
</tbody>
</table>

Firestone [South Gate, Cudahy]

Gardendale [Downey, South Gate, Los Angeles County]

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

PRIORITIES

GATEWAY DISTRICT SPECIFIC PLAN
Adopt the Specific Plan and facilitate its implementation by encouraging land assembly in the specific plan area, and supporting remediation for property currently in industrial use. Redevelopment of industrial sites closer to the station is more likely to be pursued if a developer, possibly with public sector support, can cover land acquisition and any environmental mitigation costs with another use, such as market-rate residential or commercial uses, assuming those are supported by market demand in the future.

ENTERTAINMENT CENTER
The market feasibility and possible competitive positioning of a new entertainment use north of the station in Cudahy should be studied. A community benefits strategy to maximize the community improvements that might be implemented in conjunction with a development like this should also be prepared.

JOINT DEVELOPMENT OF MIXED-USE TOD
A future station parking site in this location may provide the opportunity for collaboration with Metro on joint development. Also, since the provision of significant parking is a key issue, the city should explore innovative parking management strategies, such as a shared parking, district parking or parking based on demand, to help accelerate redevelopment.

SUSTAINABLE INFRASTRUCTURE
While the development of sustainable infrastructure and renewable energy sources should be emphasized throughout the corridor, it is particularly important to consider in large scale redevelopment areas. Sustainable infrastructure includes: technologies for local renewable energy generation and storage; “smart city” infrastructure to automate community functions and reduce energy and water consumption; and low impact development that improves community aesthetics and comfort while intelligently managing storm and wastewater.
STATION AREA CONCEPT PLAN

FIRESTONE
[SOUTHGATE, CUDAHY]

LEGEND

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

FIRESTONE
[ SOUTHGATE, CUDAHY ]

OVERVIEW

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

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

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

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

Design parameters for primary walk path sidewalk types A and B are listed on page 29.

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

1. Improvements shown in the City of South Gate’s Gateway Specific Plan are critical to providing clear, direct pedestrian access from the Firestone Station to Atlantic Avenue and Firestone Boulevard. Improvements include access to the intersection of Atlantic Avenue and Patata Street and to the intersection of Firestone Boulevard and Firestone Place, as well as to the intersection of Atlantic Avenue and Firestone Boulevard.

2. Similarly, improvements shown in the Gateway Specific Plan to connect the station north to Wilcox Avenue will provide access to businesses and residences in that area. Access to Wilcox Avenue will require a crossing of the Southern Pacific tracks at Wilcox Avenue.

3. An active transportation path along the WSAB ROW and Salt Lake Avenue would extend access to the northwest.

4. An active transportation path proposed by the City of South Gate along the WSAB ROW south of Firestone Boulevard would connect to Southern Avenue and the L.A. River.

5. An active transportation path proposed by the City of South Gate along the Southern Pacific ROW east of Patata Street would extend to the L.A. River.

6. An active transportation path proposed by the City of South Gate along the Southern Pacific ROW west of The WSAB ROW would extend to Ardmore and Independence Avenues.
POTENTIAL IMPROVEMENTS

- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing

EXISTING CONDITIONS

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

South Gate Park

South Region Elementary School

Cudahy City Hall/Park

SOUTHERN AVE

SOUTHERN AVE

PATATA ST
ACTIVELY TRANSPORTATION: MICRO MOBILITY

FIRESTONE
[ SOUTHGATE, CUDAHY ]

OVERVIEW

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

POTENTIAL FACILITIES

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

Station Area Totals 13.84 6.94
ACTIVE TRANSPORTATION: MICRO MOBILITY

FIRESTONE
[ SOUTHGATE, CUDAHY ]

EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I Path</td>
<td>River Path Access</td>
<td>Class I Bridge</td>
<td>Class IV Separated Lanes</td>
</tr>
<tr>
<td>Class II Buffered Lanes</td>
<td>Class II Striped Lanes</td>
<td>Class II Striped Lane with Lane Reduction</td>
<td>Class III Route on Non-Arterial street with Traffic Calming</td>
</tr>
<tr>
<td>Intersection Improvement - typically a signal</td>
<td>Facility - Additional Analysis Needed</td>
<td>Class I on WSAB ROW - may not be feasible</td>
<td>Class III on arterial - not included in network</td>
</tr>
<tr>
<td>Arterial Street (line)/Signal (dot)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: white dots are signalized intersections
GARDENDALE
[ DOWNEY / SOUTH GATE / LOS ANGELES COUNTY ]

VISION

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

STATION OVERVIEW

The Gardendale station is proposed to be located at-grade, north of Gardendale Street, in Downey, CA. The immediate station area is flanked by property owned by the County of Los Angeles, including the currently underutilized Rancho Los Amigos South Campus, a County public yard and animal shelter, and County facilities and buildings currently in long term leases. Plans have been approved to construct a 5-acre sports center to the east of the station, along Gardendale Street, with athletic fields and an office and concession building operated and maintained by the City of Downey. The City of Downey has adopted a Biomedical Overlay zone for all of its areas that are adjacent to medical facilities, including Rancho Los Amigos National Rehabilitation Center. Additionally, Downey is currently developing the Rancho Los Amigos South Campus Specific Plan, which will guide any future development that may occur on the campus, which comprises most of the Specific Plan area. The County of Los Angeles has initiated an environmental study of potential office spaces and parking immediately to the east of the station. Even with this proposed development, there is almost 75 acres of property in the station area that could redevelop in the future. Permanent supportive housing for veterans is proposed to the west of the station on Garfield Avenue. The southern half of the station area, as well as an area northwest of the proposed station is governed by the City of South Gate and its Hollydale Specific Plan.

PRIORITIES

RANCHO LOS AMIGOS SOUTH CAMPUS SPECIFIC PLAN (RLASCSP)

The City of Downey is currently in the process of preparing the RLASCSP intended to create transit-supportive uses around the future WSAB Transit Station. The property subject to the plan is County owned and includes active County functions, unused areas, some historic facilities, and sites currently planned for County office use. The future development of this district focuses on facilitating access to the station, whether through adjacent higher density residential or connective complete street improvements in and around the RLASCSP. Targeted neighborhood serving commercial uses are to support residents and grow the district into a desirable place for professionals.

MIXED-USE EMPLOYMENT CENTER

With the current and planned County uses as an anchor, there is an opportunity to create a major mixed-use employment center within the station area. The County intends to develop significant office space as administrative headquarters for the LA County Probation Department and Internal Services Department. The County may also consider future general or medical office/lab space development. Development of private uses will require a public-private partnership.

SHARED PARKING STRUCTURE

The City and County anticipate the need for significant parking options for potential commuters to and from the station area as well as for future employment to be provided by the County on its property. Since the provision of significant parking is a key issue, explore innovative parking management strategies, such as shared parking, district parking or parking based on demand, to help accelerate redevelopment.

SUSTAINABLE INFRASTRUCTURE

While the development of sustainable infrastructure and renewable energy sources should be emphasized throughout the corridor, it is particularly important to consider in large scale redevelopment areas. Sustainable infrastructure includes: technologies for local renewable energy generation and storage; “smart city” infrastructure to automate community functions and reduce energy and water consumption; and low impact development that improves community aesthetics and comfort while intelligently managing storm and wastewater.
LEGEND

1. Potential Hybrid Mixed-Use Development
2. Potential Campus Facilities
3. Potential Mixed-Use
4. Potential Shared Parking Structure
5. Existing LA County Public Works Yard/Animal Care Center
6. Potential Residential Multi-Family Development
7. Proposed Affordable Housing
8. Existing Rancho Los Amigos South Campus
9. Potential Academic Facilities
10. Proposed Sports Facilities
Design parameters for primary walk path sidewalk types C and D are listed on page 29.

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

1. The provision of active transportation access northeast of the station in conjunction with future development of the Rancho Los Amigos South Campus is critical to connecting Downey to the station.

2. An additional controlled crossing on Gardendale Street between Garfield Avenue and Paramount Boulevard in the vicinity of the station may be appropriate to accommodate pedestrian and micro-mobility access from the neighborhoods south of the station.
ACTIVE TRANSPORTATION: WALKABILITY

GARDENDALE
[ DOWNEY / SOUTH GATE / LOS ANGELES COUNTY ]

POTENTIAL IMPROVEMENTS
- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Sidewalk type by street (see matrix on page 29)
- Station area specific improvements

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

West Santa Ana Branch TOD SIP 65
ACTIVE TRANSPORTATION: MICRO MOBILITY

GARDENDALE
[DOWNEY / SOUTH GATE / LOS ANGELES COUNTY]

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

POTENTIAL FACILITIES

<table>
<thead>
<tr>
<th>ID</th>
<th>Location</th>
<th>Class</th>
<th>On South/East Limit</th>
<th>South/East Limit</th>
<th>North/West Limit</th>
<th>Length</th>
<th>Jurisdiction</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>GII-1</td>
<td>Garfield Av.</td>
<td>II</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Harding</td>
<td>700' s/o Firestone</td>
<td>2.25</td>
<td>South Gate</td>
<td>Funded by ATP Grant.</td>
</tr>
<tr>
<td>GII-2</td>
<td>Southern Av./I-710 Frontage Rd.</td>
<td>II</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Garfield</td>
<td>Miller Way</td>
<td>0.65</td>
<td>South Gate</td>
<td>Funded by ATP Grant.</td>
</tr>
<tr>
<td>GII-3</td>
<td>Brookshire Av.</td>
<td>II</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Imperial</td>
<td>Iowa</td>
<td>1.30</td>
<td>Downey</td>
<td></td>
</tr>
<tr>
<td>GII-4</td>
<td>Old River School Rd. (or Downey Av.)</td>
<td>II</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Imperial</td>
<td>Firestone</td>
<td></td>
<td>Downey</td>
<td></td>
</tr>
<tr>
<td>GII-5</td>
<td>Gardendale St.</td>
<td>II</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Quill</td>
<td>Arnett</td>
<td>1.10</td>
<td>Downey</td>
<td></td>
</tr>
<tr>
<td>GII-6</td>
<td>Columbia Way</td>
<td>II</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Foster</td>
<td>Imperial</td>
<td>0.52</td>
<td>Downey</td>
<td>Shown on both plans; shown Bellflower as road diet on Downey's plan.</td>
</tr>
<tr>
<td>GII-7</td>
<td>Southern Av.</td>
<td>II</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>LA River</td>
<td>Rayo</td>
<td>0.30</td>
<td>South Gate</td>
<td></td>
</tr>
<tr>
<td>GIII-1</td>
<td>Gardendale-Monroe</td>
<td>III</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Garfield</td>
<td>Hollydale Park</td>
<td>0.66</td>
<td>South Gate</td>
<td>Funded by ATP Grant.</td>
</tr>
<tr>
<td>GIII-2</td>
<td>Frontage Rd. East-Miller Way</td>
<td>III</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>I-710 Frontage</td>
<td>Southern</td>
<td>0.70</td>
<td>South Gate</td>
<td>Funded by ATP Grant.</td>
</tr>
<tr>
<td>GIII-3</td>
<td>Rives Av.</td>
<td>III</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>imperal</td>
<td>Florence</td>
<td>2.38</td>
<td>Downey</td>
<td></td>
</tr>
<tr>
<td>GIII-4</td>
<td>Quill Rd.</td>
<td>III</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Paramount</td>
<td>Reyerson</td>
<td>0.92</td>
<td>Downey</td>
<td></td>
</tr>
<tr>
<td>GIII-5</td>
<td>Alameda St.</td>
<td>III</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Lakewood</td>
<td>Paramount</td>
<td>0.96</td>
<td>Downey</td>
<td></td>
</tr>
<tr>
<td>GIII-6</td>
<td>Congressman Steve Horn Way</td>
<td>III</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Belflower</td>
<td>Columbia</td>
<td>0.56</td>
<td>Downey</td>
<td></td>
</tr>
<tr>
<td>GIII-7</td>
<td>Adoree St.</td>
<td>III</td>
<td><img src="https://example.com/checkmark.png" alt="Checkmark" /></td>
<td>Columbia</td>
<td>Imperial</td>
<td>0.32</td>
<td>Downey</td>
<td></td>
</tr>
</tbody>
</table>

Station Area Totals: 7.73 6.50
ACTIVE TRANSPORTATION: MICRO MOBILITY

GARDENDALE
[ DOWNEY / SOUTH GATE / LOS ANGELES COUNTY ]

Note: white dots are signalized intersections

EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Class I Path" /></td>
<td><img src="image" alt="River Path Access" /></td>
<td><img src="image" alt="Class I Bridge" /></td>
<td><img src="image" alt="Class IV Separated Lanes" /></td>
</tr>
<tr>
<td><img src="image" alt="Class II Buffered Lanes" /></td>
<td><img src="image" alt="Class II Striped Lanes" /></td>
<td><img src="image" alt="Class II Striped Lane with Lane Reduction" /></td>
<td><img src="image" alt="Class III Route on Non-Arterial street with Traffic Calming" /></td>
</tr>
<tr>
<td><img src="image" alt="Intersection Improvement - typically a signal" /></td>
<td><img src="image" alt="Facility - Additional Analysis Needed" /></td>
<td><img src="image" alt="Class I on WSAB ROW - may not be feasible" /></td>
<td><img src="image" alt="Class III on arterial - not included in network" /></td>
</tr>
<tr>
<td><img src="image" alt="Arterial Street (line)/Signal (dot)" /></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PARAMOUNT / ROSECRANS

VISION

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

PRIORITYs

STATION OVERVIEW

The proposed Paramount/Rosecrans station will be located in an elevated segment of the WSAB transit corridor alignment, just west of the intersection of Paramount Blvd and Rosecrans Avenue in the City of Paramount. A park and ride lot will also be provided at the station. The Paramount Drive-In Theatre and Swap Meet and Bianchi Theatre multiplex are located immediately south of the proposed station site. A significant school and open space complex of uses is located immediately east of the station area. Residential neighborhoods lie to the north, southeast, and southwest in and around the station area. The City of Paramount has prepared a Vision for this station area and the nearby I-105/Green Line station, describing walkable, well connected, mixed use communities in the station areas in the future.

SPECIFIC PLAN

Update the Clearwater East Specific Plan to build on the City of Paramount’s Vision Plan for the station area as well as the nearby 105/Green Line Station, in order to build on existing assets and integrate them into a new, planned, integrated station area with longer hours of activity and more community amenities. The site of the existing Bianchi Theatre multiplex can leverage the regional importance of the Paramount Swap Meet to support a more diverse mix of commercial uses, which can be complemented by residential-driven mixed-use development. The parcels currently occupied by the Drive-In Theatre and Swap Meet present significant redevelopment opportunities over the long term, given the amount of available land at the sites. This may provide an opportunity to integrate housing for a mix of incomes, an inclusionary housing program, in a new Master Planned community.

GENERAL PLAN HOUSING ELEMENT

Certify the City’s Housing Element with the California Department of Housing and Community Development. File annual progress reports. These actions will ensure that the City has access to state sources of funding for planning and implementation in the station area.

GREEN INDUSTRIAL OVERLAY ZONE

As part of a specific plan or other regulatory document, the City should prepare an overlay in support of efforts to transition traditional industrial sites to “green” technology industry sites and plans to prohibit certain heavy industrial uses.

BUSINESS PRESERVATION

Integrate new development with strategies to preserve the legacy, family-owned, smaller scale businesses along Paramount Blvd, to protect the unique characteristic of the station area.

JOINT DEVELOPMENT OF MIXED-USE TOD

A future station parking site in this location may provide the opportunity for collaboration with Metro on joint development. Also, since the provision of significant parking may be a key issue in redevelopment here, the city should explore innovative parking management strategies, such as a shared parking, district parking or parking based on demand, to help accelerate redevelopment.

CONNECTIVITY

Enhanced multi modal connectivity, prioritizing those walking and bicycling within this station area’s neighborhoods will be critical in supporting both transit ridership and improved quality of life for local residents. Pedestrian safety is, and will remain, a priority in the station area as there are a high volume of pedestrian crossings at the intersection at Rosecrans and Paramount, together with significant vehicular traffic eastbound on Rosecrans.

SUSTAINABLE INFRASTRUCTURE

While the development of sustainable infrastructure and renewable energy sources should be emphasized throughout the corridor, it is particularly important to consider in large scale redevelopment areas. Sustainable infrastructure includes: technologies for local renewable energy generation and storage; “smart city” infrastructure to automate community functions and reduce energy and water consumption; and low impact development that improves community aesthetics and comfort while intelligently managing storm and wastewater.
LEGEND

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

PARAMOUNT / ROSECRANS

[ PARAMOUNT ]

OVERVIEW

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

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

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

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

Design parameters for primary walk path sidewalk types B, C and D are listed on page 29.

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

1. A continuous active transportation path along the WSAB ROW that extends from the existing path in the City of Bellflower to Los Angeles River is a priority the City of Paramount. The first segment between Lakewood Boulevard and Somerset Boulevard is existing and the second segment between Somerset Boulevard and Paramount Boulevard is funded. The path should be designed in coordination with the WSAB rail line.

2. A north-south active transportation path through Paramount Park between 3rd Street and the future WSAB ROW active transportation path would provide more direct access to the southeast quadrant of the half-mile walk zone.

3. Future development in the southwest quadrant of the half-mile walk zone presents a unique opportunity to provide seamless active transportation access to the Paramount/Rosecrans station and to other destination in the Paramount/Rosecrans TOC.

4. To improve connectivity, new controlled crossing could be considered at Rose Street and Orizaba Avenue to allow for pedestrian crossings 600 feet from the intersection of Paramount Boulevard and Rosecrans Avenue to the north and east, consistent with the existing controlled crossing to the south and west.
ACTIVE TRANSPORTATION: WALKABILITY

PARAMOUNT / ROSECRANS

[ PARAMOUNT ]

POTENTIAL IMPROVEMENTS

- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Sidewalk type by street (see matrix on page 29)
- Station area specific improvements

EXISTING CONDITIONS

- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- Typical sidewalk width by block face
Facilities that would provide access to the Paramount/Rosecrans Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

### POTENTIAL FACILITIES

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

Station Area Totals: 5.11 9.79
ACTIVE TRANSPORTATION: MICRO MOBILITY

PARAMOUNT / ROSECRANS
[ PARAMOUNT ]

Note: white dots are signalized intersections

EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I Path</td>
<td>River Path Access</td>
<td>Class I Bridge</td>
<td></td>
</tr>
<tr>
<td>Class IV Separated Lanes</td>
<td>Class II Buffered Lanes</td>
<td>Class II Striped Lanes</td>
<td></td>
</tr>
<tr>
<td>Class II Striped Lane with Lane Reduction</td>
<td>Class III Route on Non-Arterial street with Traffic Calming</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intersection Improvement - typically a signal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facility - Additional Analysis Needed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class I on WSAB ROW - may not be feasible</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class III on arterial - not included in network</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arterial Street (line)/Signal (dot)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
RESIDENTIAL ARTERIAL INFILL

DESCRIPTION
The Residential Arterial Infill Type envisions an intensification of economic and community activity on the primary arterial in the station area. This evolution can be achieved by infill development adjacent to the WSAB station, at moderate densities, that will add community services, retail, employment, and ancillary residential uses. Physical connectivity improvements on the arterial, as well as in the station area, will enhance existing residents’ multimodal access to the station, community services as well as other resources, including open space and recreation facilities.
## RESIDENTIAL ARTERIAL INFILL
PRIORITY STRATEGIES & ACTIONS FROM CHAPTER 3

<table>
<thead>
<tr>
<th>STRATEGIES</th>
<th>ACTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EQUITABLE DEVELOPMENT &amp; COMMUNITY PRESERVATION</strong></td>
<td>• Engage the Community and CBOs&lt;br&gt;• Implement Existing/New Business Support Services &amp; Expansion&lt;br&gt;• Affordable Housing &amp; Anti Displacement</td>
</tr>
<tr>
<td><strong>TRANSIT SUPPORTIVE PLANNING</strong></td>
<td>• Calibrate Entitlements and Zoning Corridor-Wide</td>
</tr>
<tr>
<td><strong>PLACEMAKING</strong></td>
<td>• Activate Public Space&lt;br&gt;• Use Temporary Improvements to Facilitate Permanent Change</td>
</tr>
<tr>
<td><strong>MOBILITY, ACCESS, &amp; CONNECTIVITY</strong></td>
<td>• Access/Connectivity Policy and Partnerships&lt;br&gt;• Complete a Safe Micro Mobility Network</td>
</tr>
</tbody>
</table>
FLORENCE / SALT LAKE  
[ BELL, CUDAHY, HUNTINGTON PARK ]

VISION

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

STATION OVERVIEW

The Florence/Salt Lake station area is to be located at-grade, on Salt Lake Avenue, just south of Florence Avenue. This station area is unique in that it sits within the jurisdiction of three cities: Bell, Cudahy, and Huntington Park. The area is primarily residential with limited amounts of retail and/or industrial uses on major roadways. Salt Lake Park is located northwest of the Florence/Salt Lake intersection, in Huntington Park, and is a major community open space and recreation facility. While much of the housing stock in the station area consists of single-family homes, it is important to note that the majority of households in the station area are renting their homes.

PRIORITIES

TOD OVERLAY ZONES

The cities of Bell, Cudahy and Huntington Park should seek to implement coordinated zoning tools for the station area that permit mixed-use and residential development at transit supportive densities.

GENERAL PLAN HOUSING ELEMENT

Adopt and certify the City of Huntington Park’s Housing Element with the California Department of Housing and Community Development. File annual progress reports. These actions will ensure that the City has access to state sources of funding for planning and implementation in the station area.

EQUITY

In communities such as these with station area residents that are predominantly economically disadvantaged, anti-displacement and community financial empowerment measures are important, together with incentives for accommodating the full range of housing types and price points within the station area.

CONNECTIVITY

Enhanced multi-modal connectivity, prioritizing those walking and bicycling within this station area’s neighborhoods will be critical in supporting both transit ridership and improved quality of life for local residents.

INFILL AND REDEVELOPMENT OF RESIDENTIAL MIXED-USE

Parcels on the north and south side of Florence Avenue are candidates for redevelopment into uses that could serve the local community, complement the recreational facilities and bring more foot traffic. Park related public facilities will be attractive to transit users and supports the potential to evolve as a destination.

MULTI-MODAL TRANSPORTATION HUB

It is anticipated that residents of neighboring communities will patronize the station and that commuters will need a transportation hub that facilitates bus transfer, as well as accommodates bicycle share and ride hail services with a pedestrian friendly environment that enables connectivity from adjacent neighborhoods.
LEGEND

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

FLORENCE / SALT LAKE [ BELL, CUDAHY, HUNTINGTON PARK ]

OVERVIEW

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

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

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

Other design parameters for primary walk path sidewalk types B and D are listed on page 29.

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

South of the station, an active transportation path along the east side of the WSAB, using right-of-way from both the WSAB ROW and Salt Lake Avenue, would significantly improve access to the station from the southeast. A preliminary analysis, based on the current engineering alignment, indicates that a path could be accommodated between Patata Avenue and Live Oak Street. It is not clear whether a path can be accommodated between Live Oak Street and the station platform. It would be most efficient to coordinate the design and construction of this path with that of the WSAB project.

North of the station, an active transportation path along the west side of the WSAB, using right-of-way from both the WSAB ROW and Salt Lake Avenue, would supplement access to the northwest. Like the path described in 1. above, it would be most efficient to coordinate the design and construction of this path with that of the WSAB project.

The transmission ROW that runs north-south just west of California Avenue could provide an alternate means of access from the southwest, although it would require people to cross local streets midblock rather than at a stop sign as is the case on California Avenue.
ACTIVE TRANSPORTATION: WALKABILITY

FLORENCE / SALT LAKE
[ BELL, CUDAHY, HUNTINGTON PARK ]

POTENTIAL IMPROVEMENTS
- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Sidewalk type by street (see matrix on page 29)
- Station area specific improvements

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

West Santa Ana Branch TOD SIP 79
Facilities that would provide access to the Florence/Salt Lake Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

### OVERVIEW

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

### POTENTIAL FACILITIES

<table>
<thead>
<tr>
<th>ID</th>
<th>Location</th>
<th>Class</th>
<th>On Plans</th>
<th>South/East Limit</th>
<th>North/West Limit</th>
<th>Length</th>
<th>Jurisdiction</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>FS2-1</td>
<td>Randolph St. (Rail to River B)</td>
<td>tbd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Metro</td>
<td>4.3 miles long.</td>
</tr>
<tr>
<td>FS2-2</td>
<td>Salt Lake Avenue west side</td>
<td>tbd</td>
<td></td>
<td></td>
<td></td>
<td>0.90</td>
<td>Huntington Park</td>
<td>Likely Class III blvd.</td>
</tr>
<tr>
<td>FSI-1</td>
<td>Salt Lake Avenue</td>
<td>I</td>
<td>✔</td>
<td>Florence</td>
<td>Gage</td>
<td>0.55</td>
<td>Bell</td>
<td>Shared use or side by side ped., bike on east side adj. to rail</td>
</tr>
<tr>
<td>FSI-2</td>
<td>Powerline corridor w/o California</td>
<td>I</td>
<td>✔</td>
<td>Santa Ana</td>
<td>Florence</td>
<td>0.62</td>
<td>Huntington Park</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Salt Lake Avenue east side</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>See Firestone</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FSII-1</td>
<td>Live Oak/Clara St.</td>
<td>II</td>
<td>✔</td>
<td>River</td>
<td>Salt Lake</td>
<td>1.70</td>
<td>Cudahy</td>
<td>Couplet; primary east-west path for Cudahy.</td>
</tr>
<tr>
<td>FSII-2</td>
<td>Santa Ana St.</td>
<td>II</td>
<td>✔</td>
<td>Atlantic</td>
<td>Salt Lake</td>
<td>0.37</td>
<td>Cudahy</td>
<td></td>
</tr>
<tr>
<td>FSII-3</td>
<td>Wilcox Av.</td>
<td>II</td>
<td>✔</td>
<td>Florence</td>
<td>Gage</td>
<td>0.54</td>
<td>Bell</td>
<td></td>
</tr>
<tr>
<td>FSIII-1</td>
<td>Wilcox Av.</td>
<td>III</td>
<td>✔</td>
<td>Patata</td>
<td>Florence</td>
<td>1.00</td>
<td>Cudahy</td>
<td>Higher traffic volume than desirable; requires calming.</td>
</tr>
<tr>
<td>FSIII-2</td>
<td>Bell Av.</td>
<td>III</td>
<td>✔</td>
<td>Atlantic</td>
<td>Salt Lake</td>
<td>0.94</td>
<td>Bell</td>
<td>Primary east-west path for Bell west of Atlantic.</td>
</tr>
<tr>
<td>FSIII-3</td>
<td>Brompton-Bell etc.</td>
<td>III</td>
<td>✔</td>
<td>Wilcox</td>
<td>Atlantic</td>
<td>0.70</td>
<td>Bell</td>
<td>Primary east-west path for Bell east of Atlantic.</td>
</tr>
<tr>
<td>FSIII-4</td>
<td>Elizabeth St.</td>
<td>III</td>
<td>✔</td>
<td>River</td>
<td>Otis</td>
<td>1.20</td>
<td>Cudahy</td>
<td></td>
</tr>
<tr>
<td>FSIII-5</td>
<td>Bear Av.</td>
<td>III</td>
<td>✔</td>
<td>Florence</td>
<td>Gage</td>
<td>0.54</td>
<td>Bell</td>
<td></td>
</tr>
<tr>
<td>FSIII-6</td>
<td>Bear Av.</td>
<td>III</td>
<td></td>
<td>Gage</td>
<td>Randolph</td>
<td>0.22</td>
<td>Bell</td>
<td></td>
</tr>
<tr>
<td>FSIII-7</td>
<td>Gifford Av.</td>
<td>III</td>
<td>✔</td>
<td>Bell</td>
<td>Randolph</td>
<td>0.50</td>
<td>Bell</td>
<td></td>
</tr>
<tr>
<td>FSIII-8</td>
<td>Flora Av.</td>
<td>III</td>
<td>✔</td>
<td>Florence</td>
<td>Randolph</td>
<td>0.22</td>
<td>Bell</td>
<td></td>
</tr>
<tr>
<td>FSIII-9</td>
<td>Orchard Av.</td>
<td>III</td>
<td>✔</td>
<td>Gage</td>
<td>Randolph</td>
<td>0.22</td>
<td>Bell</td>
<td></td>
</tr>
<tr>
<td>FSIII-10</td>
<td>Orchard Av.</td>
<td>III</td>
<td></td>
<td>Bell</td>
<td>Gage</td>
<td>0.25</td>
<td>Bell</td>
<td></td>
</tr>
<tr>
<td>FSIII-11</td>
<td>Vinevale-Heliotrope</td>
<td>III</td>
<td>✔</td>
<td>Florence</td>
<td>Randolph</td>
<td>0.80</td>
<td>Bell</td>
<td></td>
</tr>
<tr>
<td>FSIII-12</td>
<td>Fillmore Av.</td>
<td>III</td>
<td></td>
<td>River</td>
<td>Prospect</td>
<td>0.78</td>
<td>Bell</td>
<td></td>
</tr>
<tr>
<td>FSIII-13</td>
<td>River Rd.</td>
<td>III</td>
<td>✔</td>
<td>Fostoria</td>
<td>Clara</td>
<td>0.50</td>
<td>Cudahy</td>
<td></td>
</tr>
<tr>
<td>FSIII-13</td>
<td>Bissell St.</td>
<td>III</td>
<td></td>
<td>Florence</td>
<td>Randolph</td>
<td>0.56</td>
<td>Huntington Park</td>
<td></td>
</tr>
</tbody>
</table>

Station Area Totals 3.78 9.33
ACTIVE TRANSPORTATION: MICRO MOBILITY

FLORENCE / SALT LAKE
[ BELL, CUDAHY, HUNTINGTON PARK ]

Note: white dots are signalized intersections

EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
</table>

- **Class I Path**
- **River Path Access**
- **Class I Bridge**
- **Class IV Separated Lanes**
- **Class II Buffered Lanes**
- **Class II Striped Lanes**
- **Class II Striped Lane with Lane Reduction**
- **Class III Route on Non-Arterial street with Traffic Calming**
- **Intersection Improvement - typically a signal**
- **Facility - Additional Analysis Needed**
- **Class I on WSAB ROW - may not be feasible**
- **Class III on arterial - not included in network**
- **Arterial Street (line)/Signal (dot)**

West Santa Ana Branch TOD SIP
INDUSTRIAL HYBRID INFILL

DESCRIPTION
The Industrial Hybrid Infill Type fits station areas that host a concentration of industrial and light industrial uses juxtaposed against residential neighborhoods. While productive land uses will remain in these station areas, there may also be limited mid-rise residential potential, and the potential of integrating live/work land uses here as well, given these station areas’ connectivity to the rest of the region. Community serving retail opportunities can be added to serve the needs of the employment base and the residential population.
## INDUSTRIAL HYBRID INFILL

### PRIORITY STRATEGIES & ACTIONS FROM CHAPTER 3

<table>
<thead>
<tr>
<th>STRATEGIES</th>
<th>ACTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRANSIT SUPPORTIVE PLANNING</strong></td>
<td>• Calibrate Entitlements and Zoning Corridor Wide</td>
</tr>
<tr>
<td><strong>PLACEMAKING</strong></td>
<td>• Adopt Comprehensive Design Guidelines</td>
</tr>
<tr>
<td><strong>MOBILITY, ACCESS, &amp; CONNECTIVITY</strong></td>
<td>• Walkable Streets &amp; Permeable Network</td>
</tr>
<tr>
<td></td>
<td>• Complete a Safe Micro Mobility Network</td>
</tr>
<tr>
<td><strong>SUSTAINABILITY &amp; RESILIENCE</strong></td>
<td>• Mitigate Existing Environmental Impacts in the Corridor</td>
</tr>
<tr>
<td></td>
<td>• Set Green Building/Green Communities Standards</td>
</tr>
<tr>
<td></td>
<td>• Support Sustainable Infrastructure Development</td>
</tr>
<tr>
<td></td>
<td>• Enhance Access to Parks and Open Space</td>
</tr>
</tbody>
</table>

**Slauson**
[Los Angeles, LA County, Vernon, Huntington Park]

**I-105 / Green Line**
[South Gate, Paramount]
Transitional mixed-use hybrid community built around the Augustus Hawkins Park and existing industrial fabric, connected to the LA River and Downtown LA.

The Slauson station is located within an elevated segment of the WSAB alignment that parallels the Metro Blue Line. The station is proposed to straddle Slauson Avenue, be located over Long Beach Avenue adjacent to the Slauson Blue Line station and serve as the transfer point between the WSAB and the Blue Line. The station area is under the jurisdiction of the City of Los Angeles's Southeast Los Angeles Community Plan, the County of Los Angeles's Florence-Firestone Community Plan, as well as the cities of Vernon and Huntington Park. Land uses to the east of Long Beach Avenue are primarily industrial. To the west uses are predominantly residential or neighborhood-serving commercial. This creates abrupt industrial/residential interfaces and concerns about environmental justice issues and quality of life for residents. Augustus F. Hawkins Park is located west of the station, and north of Slauson Avenue. It is inaccessible from the station side of the Park. Land south and west of the station is utilized industrial and public agency yard. The public realm and built context on Slauson Avenue is generally lacking in pedestrian-friendly features; sidewalks are narrow and run along blank walls, fences, and retail storefronts fronted by surface parking. Crosswalks are limited and often require traversing railroad tracks or the wide, high volume street.

In February of 2018, the County Board of Supervisors indicated their intent to approve the Florence-Firestone Community Plan. Once this occurs, the County should prepare a TOD Specific Plan for the station area. While the City of Los Angeles Southeast LA Community Plan was updated in 2017, if there is community support for it, there may be a future opportunity to consider amending the Plan to add a TOD Subarea designation in the station area in order to incentivize redevelopment at transit supportive densities.

Adopt and certify the City of Huntington Park’s Housing Element with the California Department of Housing and Community Development. File annual progress reports. These actions will ensure that the City has access to state sources of funding for planning and implementation in the station area.

The Station Area includes large industrial parcels with potential contamination issues. This may pose a challenge to future development and should be considered in financial feasibility analyses related to the provision of community benefits and affordable housing. 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.

Support the conversion of an existing, underutilized railroad right-of-way (ROW) that runs along Slauson Blvd in this station area, into a multi-purpose regional transportation corridor from the City of Inglewood in the western-end to the Los Angeles River in the eastern-end.

Prioritize redeveloping underutilized lots in the station area, such as the southwest corner of the Slauson/Long Beach intersection in order to create a pedestrian-oriented district that is well-connected to existing neighborhood and parks. The owners of these properties should be engaged in this process, so that they can be included in the economic development and physical planning for the station area.

It is anticipated that residents of neighboring communities will patronize the station and that commuters will need a Transportation Hub that facilitates transfer, as well as accommodates Bicycle share and ride hail services with a pedestrian friendly environment that enables connectivity from adjacent neighborhoods.
STATION AREA CONCEPT PLAN

SLAUSON

[ LOS ANGELES, LA COUNTY, VERNON, HUNTINGTON PARK ]

LEGEND

1. Augustus F Hawkins Nature Park
2. Slauson Blue Line Station
3. Community Center
4. Multi-Family Residential
5. Shared Parking Structure
6. Office/Industrial Use
7. Neighborhood Retail
8. Retail Plaza
9. Residential Mixed-Use
10. Rail to River Active Transportation Corridor
The proposed Slauson WSAB station is to be located adjacent to the existing Slauson Metro Blue Line station. In order to reflect the extensive outreach and documentation undertaken in the completed Blue Line First/Last Mile Plan, pedestrian and micro mobility network project ideas that were included in that plan are included here:

- Pedestrian Crossings: Improve pedestrian crossings at major intersections, including rail crossings, with sufficient countdown timers, improved crosswalk facilities, and ADA-compliant curb ramps.
- Add New Station Access: Formalize the informal pedestrian path leading to station along tracks, with paving, signage, pedestrian-scale lighting and landscaping.
- Wayfinding & Transit Signage: Install wayfinding signage and transit information along the Pathway Network for cyclists, pedestrians and transit users.
- Pedestrian-Scale Lighting: Install pedestrian-scale lighting along Pathway Network, especially at street crossings.
- Enhanced Bicycle Facilities: Install enhanced bicycle facilities that connect the station to neighborhood destinations such as nearby schools and Augustus Hawkins Park, as well as connecting to other bicycle facilities in the area.

The map on the facing page depicts the Pathway Network and key projects identified for the Slauson station area. The legend for the map is included below.
ACTIVE TRANSPORTATION: FIRST / LAST MILE CONCEPTS

SLAUSON

[ LOS ANGELES, LA COUNTY, VERNON, HUNTINGTON PARK ]

Source: Blue Line First/Last Mile: A Community-Based Process and Plan, March 2018, Metro
The I-105/Green Line Station area is a walkable mixed development employment center, integrated with light industry, that is a transit hub connected through the Green Line to LAX and beach cities.

**PRIORITIES**

**TOD OVERLAY ZONE**
Adding a TOD Overlay zone to the South Hollydale Village Specific Plan, which was adopted prior to the location of this WSAB station, could facilitate development of transit supportive uses in what is currently a light industrial corridor adjacent to the WSAB alignment.

**GENERAL PLAN HOUSING ELEMENT**
Certify the City of Paramount’s Housing Element with the California Department of Housing and Community Development. File annual progress reports. These actions will ensure that the City has access to state sources of funding for planning and implementation in the station area.

**PARKING STRATEGY**
Explore innovative parking management strategies, such as a shared parking, district parking or parking based on demand, to help accelerate redevelopment. A comprehensive parking management strategy can meet both commuters and station area visitors’ and residents’ needs, as well as a neighborhood protection plan to deter transit parking in the residential neighborhoods.

**REDEVELOPMENT OF INDUSTRIAL SITES**
Redeveloping under-utilized industrial parcels as mixed-use projects that also accommodate production, distribution, and repair uses would preserve some industrial uses while adding space for growth industries.

**DESIGN GUIDELINES**
As potential redevelopment sites are located immediately adjacent to existing single family neighborhoods, it is critical that design guidelines are adopted in order to prioritize sensitivity to the scale and appropriate transitions between uses.

**JOINT DEVELOPMENT**
A future station parking site in this location may provide the opportunity for collaboration with Metro on joint development.

**MULTI-MODAL TRANSPORTATION HUB AND CONNECTIVITY**
It is anticipated that residents of neighboring communities will patronize the station and that commuters will need a Transportation Hub that facilitates transfer, as well as accommodates Bicycle share and ride hail services with a pedestrian friendly environment that enables connectivity from adjacent neighborhoods. Due to the location of this station adjacent to the I-105 Freeway, public improvements for pedestrian access and safety that enhance the experience of those arriving to the station on foot or on bike, from all directions, should be a priority.
Design parameters for primary walk path sidewalk types C and D are listed on page 29.

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

1. An active transportation path across the I-105 Freeway east of the tracks would be required to provide access to the area southeast of the station. (Note that most of that area is within a 1/2-mile walk of the Paramount/Rosecrans Station.)

2. Since several of the primary walk paths are on collector and local streets, wayfinding may be particularly important in this TOC.

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

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

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

- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Sidewalk type by street (see matrix on page 29)
- Station area specific improvements

EXISTING CONDITIONS

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

ACTIVE TRANSPORTATION: WALKABILITY

I-105 GREENLINE
[ SOUTH GATE, PARAMOUNT ]
**ACTIVE TRANSPORTATION: MICRO MOBILITY**

**I-105 GREENLINE**  
[SOUTH GATE, PARAMOUNT]

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

**POTENTIAL FACILITIES**

<table>
<thead>
<tr>
<th>ID</th>
<th>Location</th>
<th>On Class</th>
<th>South/East Limit</th>
<th>North/West Limit</th>
<th>Length I, II, III</th>
<th>Jurisdiction</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLI-1</td>
<td>Bridge over I-105</td>
<td>I</td>
<td></td>
<td></td>
<td></td>
<td>Paramount</td>
<td>Convert existing closed pedestrian bridge.</td>
</tr>
<tr>
<td>GLII-1</td>
<td>Century</td>
<td>II</td>
<td>Center</td>
<td>LA River</td>
<td>0.70</td>
<td>South Gate</td>
<td></td>
</tr>
<tr>
<td>GLII-2</td>
<td>Main</td>
<td>II</td>
<td>Paramount</td>
<td>Pennsylvania</td>
<td>0.80</td>
<td>South Gate</td>
<td></td>
</tr>
<tr>
<td>GLIII-1</td>
<td>Mendy-Façade-Grove-Florine</td>
<td>III</td>
<td>Carfield</td>
<td>Century</td>
<td>0.50</td>
<td>Paramount</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Arthur-Howe-Century-Barlin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Orizaba-Howe-Rutherford-Merkel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Station Area Totals  

<table>
<thead>
<tr>
<th>Length I</th>
<th>Length II</th>
<th>Length III</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.50</td>
<td>0.50</td>
<td></td>
</tr>
</tbody>
</table>
EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I Path</td>
<td></td>
<td></td>
<td></td>
<td>Class I Path</td>
</tr>
<tr>
<td>River Path Access</td>
<td></td>
<td></td>
<td></td>
<td>River Path Access</td>
</tr>
<tr>
<td>Class I Bridge</td>
<td></td>
<td></td>
<td></td>
<td>Class I Bridge</td>
</tr>
<tr>
<td>Class IV Separated Lanes</td>
<td></td>
<td></td>
<td></td>
<td>Class IV Separated Lanes</td>
</tr>
<tr>
<td>Class II Buffered Lanes</td>
<td></td>
<td></td>
<td></td>
<td>Class II Buffered Lanes</td>
</tr>
<tr>
<td>Class II Striped Lanes</td>
<td></td>
<td></td>
<td></td>
<td>Class II Striped Lanes</td>
</tr>
<tr>
<td>Class II Striped Lane with Lane Reduction</td>
<td></td>
<td></td>
<td></td>
<td>Class II Striped Lane with Lane Reduction</td>
</tr>
<tr>
<td>Class III Route on Non-Arterial street with Traffic Calming</td>
<td></td>
<td></td>
<td></td>
<td>Class III Route on Non-Arterial street with Traffic Calming</td>
</tr>
<tr>
<td>Intersection Improvement - typically a signal</td>
<td></td>
<td></td>
<td></td>
<td>Intersection Improvement - typically a signal</td>
</tr>
<tr>
<td>Facility - Additional Analysis Needed</td>
<td></td>
<td></td>
<td></td>
<td>Facility - Additional Analysis Needed</td>
</tr>
<tr>
<td>Class I on WSAB ROW - may not be feasible</td>
<td></td>
<td></td>
<td></td>
<td>Class I on WSAB ROW - may not be feasible</td>
</tr>
<tr>
<td>Class III on arterial - not included in network</td>
<td></td>
<td></td>
<td></td>
<td>Class III on arterial - not included in network</td>
</tr>
<tr>
<td>Arterial Street (line)/Signal (dot)</td>
<td></td>
<td></td>
<td></td>
<td>Arterial Street (line)/Signal (dot)</td>
</tr>
</tbody>
</table>

Note: white dots are signalized intersections
DESCRIPTION
The station areas identified as High Density Walkable Mixed Use are located within Downtown Los Angeles, a primary regional center that is a hub of economic and cultural activity. These station areas will include a dense mix of housing and employment uses, as well as commercial and entertainment uses to serve the residential population and employment base. Given the position of these station areas, regional commercial destinations are feasible here as well. The areas will now transition in urban design and character to serve a newer population as well as older productive uses. Many public amenities, including open space, pedestrian street treatments and street lighting, are not provided to a standard that is generally accepted. New development here, therefore, will enhance the public realm for all users of these station areas.
## HIGH DENSITY WALKABLE MIXED-USE
### PRIORITY STRATEGIES & ACTIONS FROM CHAPTER 3

<table>
<thead>
<tr>
<th>STRATEGIES</th>
<th>ACTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GOVERNANCE</strong></td>
<td>• Implement a Corridor-Wide Strategy for TIF/Value Capture</td>
</tr>
<tr>
<td><strong>EQUITABLE DEVELOPMENT &amp; COMMUNITY PRESERVATION</strong></td>
<td>• Engage the Community &amp; CBOs • Create a Community Benefits Framework/Equity Screen • Support Comprehensive Community Empowerment, Wealth Creation &amp; Workforce Development • Affordable Housing &amp; Anti Displacement</td>
</tr>
<tr>
<td><strong>TRANSIT SUPPORTIVE PLANNING</strong></td>
<td>• Calibrate Entitlements and Zoning Corridor-Wide</td>
</tr>
<tr>
<td><strong>PLACEMAKING</strong></td>
<td>• Adopt Comprehensive Design Guidelines</td>
</tr>
<tr>
<td><strong>MOBILITY, ACCESS, &amp; CONNECTIVITY</strong></td>
<td>• Walkable Streets &amp; Permeable Network</td>
</tr>
<tr>
<td><strong>SUSTAINABILITY &amp; RESILIENCE</strong></td>
<td>• Set Green Building/Green Communities Standards • Support Sustainable Infrastructure Development • Enhance Access to Parks and Open Space</td>
</tr>
</tbody>
</table>

![Arts District South](Los Angeles)

![Little Tokyo](Los Angeles)

![South Park/Fashion District](Los Angeles)
ARTS DISTRICT SOUTH
[ LOS ANGELES ]

VISION

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

STATION OVERVIEW

The Arts District South station is proposed to be located under Alameda Street, in an underground segment of the WSAB transit corridor alignment, either south of 6th Street or south of 7th Street, depending on which of the final northern alignments for the WSAB transit corridor is selected. The station area sits at the southern edge of the development boom occurring within the Arts District in Downtown Los Angeles, including a mixture of large-scale adaptive reuse projects, such as Row DTLA, and other planned mixed-use infill projects. The station sits within the Industrial District BID, however, and productive industrial uses continue to operate within the station area. The station area will be governed by the City of Los Angeles’ Downtown 2040 plan once that update is adopted. The proposed zoning in the station area is a mix of Hybrid Industrial and Markets zoning.

PRIORITIES

DTLA 2040

Adopt the updated community plan for downtown, DTLA 2040. The predominant zoning proposed 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.

ADAPTIVE REUSE

Development-friendly policies, such as the City of Los Angeles Adaptive Reuse Ordinance, which has eased land use restrictions on industrial-zoned land in Downtown, should continue to be prioritized.

INCLUSIONARY ZONING

The vast majority of residential development in this area will be high-priced “luxury” product. The continued strong performance of residential in this neighborhood presents an opportunity for the City to incentivize the production of more affordable housing for lower-income residents. Proactive measures to support equitable growth will be particularly important in order to mitigate potential future displacement of both residents and businesses and generally to provide a broader mix of housing options for lower income households wishing to live in a transit and job-rich area.

PUBLIC IMPROVEMENTS

Despite significant development potential, this formerly industrial-focused area is still inhospitable to non-motorized transportation. Improvements in multi-modal connectivity, such as sub-dividing large parcels with public easements or new public rights of way or setting maximum block sizes for new development, will improve the walkability of this station area.

INFILL DEVELOPMENT

Significant mixed-use development is being planned on the large blocks in this station area. In order for the area to develop as a lively, walkable place at the street level, careful attention must be paid to the differentiation of scale between and within street facing components of infill projects, as well as ensuring that the ground floors of projects are permeable and publicly accessible.
The new Sixth Street Viaduct, scheduled to be completed in 2020, will provide safer access for pedestrians and micro-mobility vehicles crossing the Los Angeles River. The Sixth Street Viaduct project also includes a new 12-acre park beneath and accessible from the bridge.

Design parameters for primary walk path sidewalk type B are listed on page 29. These are consistent with the design parameters in the City of Los Angeles Mobility Element Complete Streets Design Guide.

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

1. As the industrial area east of Central Avenue is redeveloped, large blocks should be designed to be permeable for pedestrians and other active transportation modes.
**Potential Improvements**
- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Sidewalk type by street (see matrix on page 29)
- Station area specific improvements

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

**Active Transportation: Walkability**

**Arts District South**
[Los Angeles]
ACTIVE TRANSPORTATION: MICRO MOBILITY

ARTS DISTRICT SOUTH
[ LOS ANGELES ]

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

POTENTIAL FACILITIES

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

Station Area Totals: 40.08 17.19

* See note below

* Averages 13.3 miles Class I,IV, II and 6 miles Class III per station area for the 3 DTLA stations evaluated.
ACTIVE TRANSPORTATION: MICRO MOBILITY

ARTS DISTRICT SOUTH
[ LOS ANGELES ]

Note: white dots are signalized intersections

EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I Path</td>
<td>River Path Access</td>
<td>Class I Bridge</td>
<td>Class IV Separated Lanes</td>
</tr>
<tr>
<td>Class II Buffered Lanes</td>
<td>Class II Striped Lanes</td>
<td>Class II Striped Lanes with Lane Reduction</td>
<td>Class III Route on Non-Arterial street with Traffic Calming</td>
</tr>
<tr>
<td>Intersection Improvement - typically a signal</td>
<td>Facility - Additional Analysis Needed</td>
<td>Class I on WSAB ROW - may not be feasible</td>
<td>Class III on arterial - not included in network</td>
</tr>
<tr>
<td>Arterial Street (line)/Signal (dot)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Los Angeles River Bike Path Gap Closure Project
Atlantic Av - Elysian Valley (8 miles)
Los Angeles River Bike Path Gap Closure Project
Atlantic Av - Elysian Valley (8 miles)

Construction start possible 2023

West Santa Ana Branch TOD SIP 101
**LITTLE TOKYO**

**[ LOS ANGELES ]**

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

**STATION OVERVIEW**
The optional Little Tokyo Station is to be located underground at Alameda Street, south of 1st Street. The potential station will be near to the Little Tokyo/Arts District Gold Line station that is being moved, as part of Metro’s Regional Connector project, from at grade at 1st Street and Alameda, to underground to the southeast corner of 1st Street and Central Avenue. The future Regional Connector and WSAB stations are surrounded by areas experiencing substantial growth in Little Tokyo, the Arts District, Civic Center and Union Station Areas. A plethora of existing and planned investments are within a five-minute walk of the future stations, including a future joint development project on the Regional Connector Station site, and other publicly-owned land primed for development, amenities and public realm improvements.

**PRIORITIES**

**DTLA 2040**
The adoption of DTLA 2040 should be prioritized so that the Downtown Community Plan’s collective vision for Downtown’s future can be implemented by right. Within the station area, the proposed zoning prioritizes a walkable scale adjacent to the Japanese Village Plaza along San Pedro Street.

**BUSINESS PRESERVATION**
The preservation of cultural heritage provided by legacy businesses within the station area should be a priority. 1st street in particular consists of family-owned/smaller scale businesses, stores and restaurants. These small businesses are a distinguishing characteristic that should not be overshadowed by new development. In order to maintain an authentic identity, it will be important to develop strategies to sustain these businesses and integrate them into new adjacent development.

**INCLUSIONARY ZONING**
The vast majority of residential development in this area will be high-priced “luxury” product. The continued strong performance of residential in this neighborhood presents an opportunity for the City to incentivize the production of more affordable housing for lower-income residents. Proactive measures to support equitable growth will be particularly important in order to mitigate potential future displacement of both residents and businesses and generally to provide a broader mix of housing options for lower income households wishing to live in a transit and job-rich area.

**MIXED-USE COMMUNITY**
Located at the north-east intersection of 1st/Alameda there is potential for creating a significant higher density mixed-use development on City-owned land, as envisioned by the Little Tokyo Community Council. The project requires the under-grounding of the Gold Line at the intersection. A vision plan for the neighborhood entitled Sustainable Little Tokyo was prepared to guide development in the station area.

**INFILL DEVELOPMENT**
Significant mixed use development is being planned on the large blocks in this station area. In order for the area to continue its experience as a lively, walkable place at the street level, careful attention must be paid to the Community Design Overlay for Little Tokyo, and differentiation of scale between and within street facing components of infill projects, as well as ensuring that the ground floors of projects are permeable and publicly accessible.

Little Tokyo is the center of Southern California Japanese American culture and is one of three remaining historic Japantowns in the United States. Current development patterns in Little Tokyo range from smaller buildings in the community’s historic district on 1st Street, to taller residential towers on 3rd Street. The station area is governed by the City of Los Angeles, and its Downtown 2040 plan, once that is adopted. A Community Design Overlay has also been adopted for Little Tokyo, and a Sustainable Little Tokyo Plan manifests the community’s desire to maintain a sustainable, equitable and walkable neighborhood.
Typical design parameters for primary walk path sidewalk types A and B are listed on page 29. These are consistent with the design parameters in the City of Los Angeles Mobility Element Complete Streets Design Guide.

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

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

LITTLE TOKYO
[ LOS ANGELES ]

POTENTIAL IMPROVEMENTS
- Expanded boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Sidewalk type by street (see matrix on page 29)
- Station area specific improvements

EXISTING CONDITIONS
- Boundary of 1/2-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- Typical sidewalk width by block face
### Facilities that would provide access to the Little Tokyo Station for people on bicycles, scooters and other micro-mobility vehicles are listed below and shown on the adjacent map.

## OVERVIEW

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

## POTENTIAL FACILITIES

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

Station Area Totals: 40.08 17.19

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

* See note below
ACTIVE TRANSPORTATION: MICRO MOBILITY

LITTLE TOKYO
[ LOS ANGELES ]

Note: white dots are signalized intersections

EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="Image" alt="Existing" /></td>
<td><img src="Image" alt="Funded" /></td>
<td><img src="Image" alt="On Plans" /></td>
<td><img src="Image" alt="Potential" /></td>
</tr>
</tbody>
</table>

- Class I Path
- River Path Access
- Class I Bridge
- Class IV Separated Lanes
- Class II Buffered Lanes
- Class II Striped Lanes
- Class II Striped Lane with Lane Reduction
- Class III Route on Non-Arterial street with Traffic Calming
- Intersection Improvement - typically a signal
- Facility - Additional Analysis Needed
- Class I on WSAB ROW - may not be feasible
- Class III on arterial - not included in network

Arterial Street (line)/Signal (dot)
SOUTH PARK / FASHION DISTRICT
[ LOS ANGELES ]

VISION

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

STATION OVERVIEW

The South Park/Fashion District station is to be located underground, near the intersection of Maple Avenue and 8th Street in Downtown Los Angeles. The station area will be governed by the City of Los Angeles’ Downtown 2040 plan, once that is adopted. Proposed zoning envisions a mixed-use community with multifamily residential and entertainment emphasis, as well as significant adaptive reuse. The Fashion District BID, the Historic Core BID, and the Downtown LA Industrial District BID have jurisdiction in various parts of this station area. The built character of this station area transitions roughly at Santee Street, with the eastern (Fashion District) section largely occupied by low-rise commercial properties. The western section (Historic Core and South Park further to the west) is occupied by mid to high rise commercial and residential buildings.

PRIORITYES

DTLA 2040

The adoption of DTLA 2040 should be prioritized so that the Downtown Community Plans that describe a collective vision for Downtown’s future can be implemented by right. Within the station area, the proposed zoning prioritizes a pedestrian network through the large blocks that result in a walkable high-density station-area. The development vision is for a mixed-use community with multi-family residential, and entertainment emphasis that support historic development patterns and the protection, restoration, and adaptive reuse of existing buildings.

ADAPTIVE REUSE

Development-friendly policies, such as the City of Los Angeles Adaptive Reuse Ordinance, which has eased land use restrictions on industrial-zoned land in Downtown, should continue to be prioritized.

INCLUSIONARY ZONING

The vast majority of residential development in this area will be high-priced “luxury” product. The continued strong performance of residential in this neighborhood presents an opportunity for the City to incentivize the production of more affordable housing for lower-income residents. Proactive measures to support equitable growth will be particularly important in order to mitigate potential future displacement of both residents and businesses and generally to provide a broader mix of housing options for lower income households wishing to live in a transit and job-rich area.

INFILL DEVELOPMENT

Significant mixed-use development is being planned on the large blocks in this station area. In order for the area to continue as a lively, walkable place at the street level, careful attention must be paid to the differentiation of scale between and within street facing components of infill projects, as well as ensuring that the ground floors of projects are permeable and publicly accessible.

PARKING STRATEGY

Since the provision of significant parking is a key issue, private development should explore innovative parking management strategies, such as a shared parking, district parking or parking based on demand, to help accelerate redevelopment.
LEGEND

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

SOUTH PARK / FASHION DISTRICT
[ LOS ANGELES ]

OVERVIEW

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

<table>
<thead>
<tr>
<th>North-South</th>
<th>East-West</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grand Ave</td>
<td>5th St</td>
</tr>
<tr>
<td>Olive St</td>
<td>6th St</td>
</tr>
<tr>
<td>Hill St</td>
<td>7th St</td>
</tr>
<tr>
<td>Broadway</td>
<td>8th St</td>
</tr>
<tr>
<td>Spring St</td>
<td>9th St</td>
</tr>
<tr>
<td>Main St</td>
<td>Olympic Blvd</td>
</tr>
<tr>
<td>Los Angeles St</td>
<td></td>
</tr>
<tr>
<td>San Pedro St</td>
<td></td>
</tr>
</tbody>
</table>

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

Typical design parameters for primary walk path sidewalk types A, B and C are listed on page 29. These are consistent with the design parameters in the City of Los Angeles Mobility Element Complete Streets Design Guide.

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

SOUTH PARK / FASHION DISTRICT [ LOS ANGELES ]

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

POTENTIAL FACILITIES

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

Station Area Totals: 40.08 17.19

* See note below
* Averages 13.3 miles Class I, IV, II and 6 miles Class III per station area for the 3 DTLA stations evaluated.
ACTIVE TRANSPORTATION: MICRO MOBILITY

SOUTH PARK / FASHION DISTRICT

[ LOS ANGELES ]

Note: white dots are signalized intersections

EXISTING CONDITIONS & IMPROVEMENTS

<table>
<thead>
<tr>
<th>Existing</th>
<th>Funded</th>
<th>On Plans</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class I Path</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>River Path Access</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class I Bridge</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class IV Separated Lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class II Buffered Lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class II Striped Lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class II Striped Lane with Lane Reduction</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class III Route on Non-Arterial street with Traffic Calming</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Intersection Improvement - typically a signal</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Facility - Additional Analysis Needed</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class I on WSAB ROW - may not be feasible</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Class III on arterial - not included in network</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Arterial Street (line)/Signal (dot)</td>
</tr>
</tbody>
</table>
As introduced in Chapter 3, six corridor strategies have been identified and described in the following pages. Corresponding actions that can be taken to implement the strategies are described as well. These actions may be policies, programs or planning activities. It is important to note that strategies and actions will be undertaken at varying scales - corridor-wide, jurisdiction by jurisdiction, or at the station area level. It is recommended that some strategies and actions, such as the strategies relating to governance, are implemented corridor-wide. A coordinated effort on some issues, at the corridor scale, will communicate a unified vision to the market and investment community, as well as facilitate coordination on local policy and planning. Further, how well each station area collaborates with others along the corridor will determine, for example, whether specific infrastructure or programmatic improvements needed to provide both local access and benefits to the entire corridor are implemented. However, other strategies may be implemented both by a corridor-wide entity, local jurisdictions, and developers, such as sustainable infrastructure development. Other strategies, such as those in the transit supportive planning, placemaking, and mobility sections, may be led by individual jurisdictions and target individual station areas. Each of the strategies, the corresponding categories of actions, and primary responsibility for implementation, are identified on the table on the next page and described further in the rest of this chapter. There are inherent challenges to planning and strategizing at a corridor level because it requires time, resources, and coordination, but as evidenced by other multi-jurisdictional partnerships, a few of which are described in case studies below, the advantages and positive implications of regional coordination may far outweigh the obstacles.
# STRATEGIES & ACTIONS

## Strategies

### 1. Governance

<table>
<thead>
<tr>
<th>Actions</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Corridor-Wide Economic Development Corporation or Modified JPA</td>
<td>Corridor Entity</td>
</tr>
<tr>
<td>1.2 Attract Corridor-Wide Investment and Market to Growth Industries</td>
<td>Corridor Entity</td>
</tr>
<tr>
<td>1.3 Corridor-Wide Strategy for TIF/Value Capture</td>
<td>Corridor Entity</td>
</tr>
<tr>
<td>1.4 Coordinate the Pursuit of Funding</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
</tbody>
</table>

## 2. Equitable Development & Community Preservation

<table>
<thead>
<tr>
<th>Actions</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1 Engage the Community &amp; Community Based Organizations (CBOs)</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td>2.2 Community Benefits Framework/Equity Screen</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td>2.3 Existing and New Business Support</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td>2.4 Comprehensive Community Financial Empowerment, Wealth Creation &amp; Workforce Development</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td>2.5 Affordable Housing &amp; Anti Displacement Policies</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td>2.6 Land Banking for Affordable Housing</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td>2.7 Protect/Preserve Cultural Resources</td>
<td>Local Jurisdictions</td>
</tr>
</tbody>
</table>

## 3. Transit Supportive Planning

<table>
<thead>
<tr>
<th>Actions</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1 Calibrate Entitlements and Zoning Corridor-Wide</td>
<td>Corridor/Local Jurisdictions</td>
</tr>
<tr>
<td>3.2 Innovative Parking Management Strategies</td>
<td>Local Jurisdictions</td>
</tr>
<tr>
<td>Strategies</td>
<td>Actions</td>
</tr>
<tr>
<td>------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>4 Placemaking</td>
<td><strong>4.1</strong> Activate Public Space</td>
</tr>
<tr>
<td></td>
<td><strong>4.2</strong> Celebrate Community Identity</td>
</tr>
<tr>
<td></td>
<td><strong>4.3</strong> Temporary Improvements to Facilitate Permanent Change</td>
</tr>
<tr>
<td></td>
<td><strong>4.4</strong> Comprehensive Design Guidelines</td>
</tr>
<tr>
<td>5 Mobility, Access &amp; Connectivity</td>
<td><strong>5.1</strong> Access/Connectivity Policy &amp; Partnerships</td>
</tr>
<tr>
<td></td>
<td><strong>5.2</strong> Walkable Streets &amp; Permeable Network</td>
</tr>
<tr>
<td></td>
<td><strong>5.3</strong> Sidewalks</td>
</tr>
<tr>
<td></td>
<td><strong>5.4</strong> Intersections</td>
</tr>
<tr>
<td></td>
<td><strong>5.5</strong> Integrated Bicycle Facilities</td>
</tr>
<tr>
<td></td>
<td><strong>5.6</strong> Safe &amp; Complete Micro Mobility Network</td>
</tr>
<tr>
<td>6 Sustainability &amp; Resilience</td>
<td><strong>6.1</strong> Environmental Justice: Mitigate Existing Environmental Impacts in the Corridor</td>
</tr>
<tr>
<td></td>
<td><strong>6.2</strong> Green Building/Green Communities Standards</td>
</tr>
<tr>
<td></td>
<td><strong>6.3</strong> Sustainable Infrastructure Development</td>
</tr>
<tr>
<td></td>
<td><strong>6.4</strong> Access to Parks and Open Space</td>
</tr>
<tr>
<td></td>
<td><strong>6.5</strong> Resilience</td>
</tr>
</tbody>
</table>
Page intentionally left blank.
Guiding equitable, sustainable, vibrant community transformation in the WSAB corridor will be uniquely challenging, given that there are eleven cities and a county that have land use and other regulatory jurisdiction within ½ mile of the proposed stations. Several of the station areas on the proposed WSAB transit corridor alignment will be under the jurisdiction of two or even three local cities/the County of Los Angeles. Traditionally, cities and other local jurisdictions act in their own best interest, do independent planning and environmental review, and compete for their fair share of sales and property taxes, and other sources of revenue and funding.

In this case, lack of a coordinated economic development strategy, and different standards for land use, development, affordable housing, community protection and placemaking, could lead to uneven results, and a worse result overall for the corridor. Conversely, establishing a corridor-wide entity that all corridor communities are committed to and can lead on economic development, marketing, financing strategies, and policy coordination, giving the corridor a competitive advantage as a whole.

The five key governance strategies described on the following pages could serve as the basis of a mission for a corridor-wide governance entity that could be structured in a number of different forms.
A Corridor-wide governing entity is essential to advance the Economic Development and implementation goals of the WSAB Corridor. A governing entity could be a modified Joint Powers Authority (“JPA”), which already exists, or another type of entity like a non-profit (501(c)3) Economic Development Corporation (“EDC”). An EDC’s Board of Directors, committees, and staff can be members of either the public or private sectors, which is a distinct benefit of an EDC because it can bridge the divide between the public and private sectors and provide for decision-making and implementation efficiency. JPAs can be powerful tools for regional planning, strategy development, and advocacy efforts. However, JPAs in California can only be comprised of public agencies and cannot incorporate experts or interested parties from the private sector. A Corridor-wide EDC could work collaboratively with a Corridor-wide JPA but could be an additional resource for the Corridor communities and businesses and would likely be better designed to advance certain economic development strategies.

This entity can be a new EDC or can also be an enhancement of the existing JPA to add additional capacity to implement some of the Corridor-wide strategies. Alternatively, Corridor stakeholders may decide to implement the governing entity in phases, starting as an informal entity formed via a Memorandum of Understanding (“MOU”) among Corridor stakeholders, and evolving into a more formal organization of appropriate scope, capacity and resources based on consensus.

A multi-jurisdictional governing entity can provide strategic guidance, advocacy and support to the jurisdictions, beyond what each City may be able to accomplish individually. A Corridor-wide entity can facilitate multi-jurisdictional improvements, guide the vision for the Corridor, help to balance inequalities between the Corridor communities, and can establish Corridor-wide consensus on critical issues.

**IMPLEMENTATION STEPS**

The following implementation steps assume that the governing entity would be a newly created EDC. However, the form of this entity is less prescriptive as part of these recommendations and should be decided via consensus of the Corridor-wide project stakeholders. Typical steps to implement a new EDC include the following:

- **Establish a Non-Profit EDC**
  A non-profit EDC will need to be set up by local jurisdictions, a JPA, or a group of stakeholders. The EDC could then enter into a contract with a JPA or jurisdictions to provide various services. This would afford start-up capital to the EDC and carve out specific responsibilities for the EDC.

- **Define a Mission Statement**
  A newly formed EDC will need to establish a defined purpose and prepare a Mission Statement. This will also help to set goals and responsibilities of the new organization.
• **Select a Board of Directors and Organization Staff**
As stated earlier, the Board of Directors of the EDC can include members from the private sector. This might include Corridor business leaders, private residents, or community experts in addition to public-sector representatives. The EDC should also hire dedicated staff to manage the EDC and its various projects.

• **Prepare an Ongoing Funding Strategy**
The EDC will need funding to operate and carry out projects. Contracting to provide services is one funding option, but there are various other options available.

• **Determine Responsibilities**
The following section presents preliminary Corridor-wide Economic Development Strategy considerations. A Corridor-wide governing entity would be responsible for implementing these strategies. These initiatives could be undertaken by the entirety of the Corridor-wide entity, or by a smaller task force or committee.

---

**CASE STUDY**

**METROPOLITAN COUNCIL**
The Metropolitan Council was formed in 1967 at the urging of many local government, business and civic leaders to address regional issues that transcended boundaries in the Minnesota Twin Cities region, including: inadequately treated wastewater, a failing privately-owned bus company, development on sensitive natural areas, and fiscal disparities that left some communities unable to provide essential services and intensified competition for development.

The Council was directed to plan for the orderly and economical development of the seven-county metro area and coordinate the delivery of services that couldn’t be provided by any one city or county.

The Metropolitan Council is a Metropolitan Planning Organization (“MPO”) and has a bigger mandate than what would likely be undertaken by the Corridor-wide entity recommended here. However, the Council provides a model for a regional organization that has achieved success in policy coordination and implementation.

**THE GREATER SACRAMENTO ECONOMIC COUNCIL**
The Greater Sacramento Economic Council is a public-private partnership, with the majority of funding coming from the private sector.

Greater Sacramento spearheads community-led direction to retain, attract, grow and scale new businesses, develop advanced industries and create jobs and investment throughout a six-county region. Greater Sacramento represents a collaboration between local and state governments, market leaders, influencers, and stakeholders, with the sole mission of driving economic growth.

Greater Sacramento promotes the Sacramento Region through domestic and international marketing missions, industry conferences, professional networks, and other channels, and works to recruit high-value companies, jobs, and new investment to the area.
IMPLEMENTATION STEPS

- **Identify Target Industries**
  A Corridor-wide governing entity, with the help of the Corridor communities should evaluate the competitive position and market opportunities for the Corridor and the Corridor communities to identify target sectors.

- **Determine a Funding Source and Create an Ongoing Budget Plan**
  A Corridor-wide governing entity should set aside dedicated funds to pay for the initial marketing campaign and ongoing costs to update and maintain the marketing effort.

- **Engage in Investment Attraction Activities**
  The Corridor-wide entity should work with the Corridor communities to determine what investment attraction activities need to occur and what kind of investment is desired. Then, the Corridor-wide entity should prepare materials or a strategy to attract investment to the Corridor.

These could include:

- Identifying and mapping key development sites, with planning/zoning and other development parameters;
- Publishing market profiles for each community and station area;
- Identifying key development incentives and initiatives offered;
- Publishing information on transit construction timelines, station design, ridership and other metrics;
- Conducting regular developer/investor/employer tours and roundtables;
- Presenting WSAB opportunities at industry events and conferences;
- Proactively market existing city and/or county resources to key industries, which will include cost-of-doing business support, financial and technical assistance, networking/educational opportunities;
West Santa Ana Branch TOD SIP

- Partner with local community organizations to create new informational/educational program;
- Establish local steering committees in station areas to develop short- and medium-term neighborhood action plans that identify key economic challenges and opportunities and include marketing/placemaking strategies to better promote the neighborhood and its assets; and
- Engage with station area Business Improvement Districts (“BIDs”) or Property Based Improvement Districts (“PBIDS”) or similar entities to support their efforts to actively market neighborhoods to attract investment and visitation.

CASE STUDY
WEST LINE CORRIDOR COLLABORATIVE; DENVER & LAKEWOOD, COLORADO

The West Line Corridor Collaborative is a non-profit, multi-jurisdictional and multi-agency partnership created in 2011 to “coordinate efforts to attract quality investment and support livable communities” along a newly built light rail corridor. The City of Lakewood has taken additional steps to market TOD opportunities to developers, including a public relations campaign to advertise opportunities and public support for higher-intensity development.

Separately, the Collaborative has begun to pursue collective funding for initiatives, and successfully received a grant from the Denver Regional COG to create an implementation plan for a “20-Minute Neighborhood” around a stop on the border between Denver and Lakewood. The Collaborative is planning further corridor-wide marketing efforts targeted to potential residents, with emphasis on lower income populations.
In the aftermath of the dissolution of Community Redevelopment Agencies (“CRAs”) in California in 2012, the tools available to municipal governments to finance public infrastructure that supports urban revitalization are fairly limited. CRAs used Tax Increment Financing (“TIF”) as a primary source to finance public infrastructure and neighborhood revitalization (including infrastructure). TIF is a public finance mechanism whereby a local government identifies an area from which it diverts tax increment, i.e. increases in tax revenues (typically property taxes) above present levels that are allocated to a local fund or authority to fund physical improvements and programs that provide a public benefit to the area. TIF is typically used in areas where there is a likelihood that new investment will significantly increase property values, usually by catalyzing new development. Multi-jurisdictional use of corridor-wide TIF tools to finance station area infrastructure, as well as other connective infrastructure that spans multiple municipal boundaries would have the greatest impact in terms of funding capacity, consistency of design, infrastructure efficiency, and coordinated project delivery. Using a TIF tool, the jurisdictions can also share the risk and value capture from throughout the corridor.

In the absence of CRAs, there are currently three TIF options to consider for the WSAB Corridor; Infrastructure Financing District (IFD), Community Revitalization and Investment Authority (CRIA), and Enhanced Infrastructure Financing District (EIFD). Existing TIF tools can be used to fund:

- Public infrastructure such as water, roads or public transit infrastructure;
- Community facilities, including civic buildings, childcare facilities and libraries (but not schools);
- Open space and parks;
- Affordable housing;
- Economic development, including commercial or industrial projects that benefit the public; and
- Remediation and environmental cleanup.

It is important to note that the existing tools may change with new State legislation and new tools may at some point become available. Because of this, the Corridor-wide governance entity should monitor and influence the political landscape. As of this Plan’s completion, the existing three TIF tools that can be used in the state of California, are described to the right:

**IMPLEMENTATION STEPS**

- **Evaluate TIF (or equivalent) District Participation**
  The Corridor-wide entity should be entrusted the responsibility to assess the potential for a Corridor-wide TIF district by first gauging interest from the Corridor cities. The cities will have to relinquish a share of property tax earned on incremental growth within the potential Financing District, which could be a concern for certain cities facing budget crises. The Lead Entity should also assess whether other taxing entities, particularly the County of Los Angeles, would be willing to participate in the Financing District as that would exponentially increase the funding capacity of the District.

- **Conduct a Feasibility Study**
  A feasibility study can evaluate the advantages and disadvantages of the various types of TIF districts. In addition, a feasibility study could evaluate district boundary alternatives, funding capacity, formation of single or multiple districts, and the political support to issue debt.
Advocate for Improved TIF or other Value Capture Tools

As shown above, there are three TIF districts that could potentially be formed in the Corridor. The Lead Entity could also lobby the State legislature for more effective tax increment financing or other value capture tools or suggest refinements to the existing tools.

CASE STUDY

FINANCING THE SILVER LINE EXTENSION

The Silver Line Extension is a 23-mile extension of the Washington Metropolitan Area Transit Authority Metrorail system that will connect Downtown Washington D.C. to Dulles Airport. Capital costs for transportation and district-wide planning efforts are being covered through a combination of funding sources that include federal grants/loans, toll road revenues, and value capture mechanisms.

Debt incurred in order to finance capital costs will be repaid through toll road revenues and special assessment on properties within three districts in Northern Virginia, including special tax districts in Fairfax and Loudoun counties. The Silver Line Extension is an example of a successful multi-agency collaboration on a district-based financing mechanism.

<table>
<thead>
<tr>
<th>IFD</th>
<th>CRIA</th>
<th>EIFD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blight Determination</td>
<td>No</td>
<td>80% of the area must meet income and other requirements</td>
</tr>
<tr>
<td>Voter Approval to Form</td>
<td>2/3</td>
<td>No, but subject to majority protest at adoption and every 10 years</td>
</tr>
<tr>
<td>Oversight and Administration</td>
<td>Local Govt</td>
<td>Joint Powers Authority</td>
</tr>
<tr>
<td>Property Tax Increment Sources</td>
<td>Consenting taxing entities</td>
<td>Consenting taxing entities</td>
</tr>
<tr>
<td>Property Tax Increment Contribution</td>
<td>Variable</td>
<td>Variable</td>
</tr>
<tr>
<td>Area/District Voter Approval to Issues</td>
<td>US Parks</td>
<td>Developer/ Building Owner</td>
</tr>
<tr>
<td>Bonds</td>
<td>2/3</td>
<td>No</td>
</tr>
<tr>
<td>Power of Eminent Domain</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Affordable Housing Requirement</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Mechanism Lifespan</td>
<td>30 years from formation</td>
<td>45 years from formation</td>
</tr>
</tbody>
</table>
1.4 Coordinate the Pursuit of Funding

Leveraging the significant public infrastructure investment in the WSAB transit corridor, and realizing the maximum benefit from it, will require investments in community development, housing, infrastructure, and placemaking. Tax-increment financing or a similar districtwide financing mechanism is only one source of funding available on a Corridor-wide basis to fund infrastructure, development, affordable housing, and other transit-related projects. A Corridor-wide entity could pursue funding sources or help position the WSAB communities to be more competitive for funding.

In addition, a Corridor-wide entity could provide resources and information, including grant-writing capabilities, to assist Corridor communities, many of whom do not have the capacity or resources to pursue alternative funding sources competitively.

IMPLEMENTATION STEPS

- **Evaluate Potential Funding Sources**
  A Corridor-wide governing entity should evaluate funding opportunities to determine rules and restrictions, the application process, the order of magnitude of available funding, and competitiveness corridor communities for the funding source. This analysis will also serve to determine whether a Corridor-wide Entity, Metro, or the Corridor communities should serve as the lead applicant.

- **Apply for Funding**
  The lead applicant will need to devote resources to obtaining funds or applying for grants. This could be a substantial commitment if the process is highly competitive. Metro is developing a pilot grant writing assistance program that would fund and provide technical support to WSAB cities (or a Corridor-wide entity) seeking grant funding to implement the recommendations in the TOD SIP. This program could be a strong starting place for securing funding.
<table>
<thead>
<tr>
<th>Federal Funding Sources</th>
<th>Grantor</th>
<th>Applicant</th>
<th>Funding Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Development Block Grant (CDBG)</td>
<td>US-HUD</td>
<td>Cities and Counties</td>
<td>Grant</td>
</tr>
<tr>
<td>Congestions Mitigation and Air Quality Improvement Program (CMAQ)</td>
<td>FHWA</td>
<td>State and Local Govt.</td>
<td>Grant</td>
</tr>
<tr>
<td>HOME Investments Partnerships Program</td>
<td>US-HUD</td>
<td>Participating Jurisdictions</td>
<td>Grant</td>
</tr>
<tr>
<td>Choice Neighborhood</td>
<td>US-HUD</td>
<td>Joint Application with local govt.</td>
<td>Grant</td>
</tr>
<tr>
<td>New Markets Tax Credit</td>
<td>US-Treasury</td>
<td>CDEs</td>
<td>Financing</td>
</tr>
<tr>
<td>Historical Preservation Tools - Historic Rehabilitation Tax Credit</td>
<td>US Parks</td>
<td>Developer/Building Owner</td>
<td>Financing</td>
</tr>
<tr>
<td>EB-5 Immigration Visa Investment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CDBG - Section 108</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loan Guarantee Program</td>
<td>US-HUD</td>
<td>Cities and Counties</td>
<td>Guarantee</td>
</tr>
<tr>
<td>Buses and Bus Facilities Grant Program - 5339</td>
<td>FTA</td>
<td>Transit Agencies (Bus)</td>
<td>Grant</td>
</tr>
<tr>
<td>Pilot Program for TOD Planning funded by CIG program</td>
<td>USDOT</td>
<td>Cities, Local Govt., and Transit Ag.</td>
<td>Grant</td>
</tr>
<tr>
<td>Capital Investment Grant (Small Starts) - 5309</td>
<td>USDOT</td>
<td>Transit Agencies</td>
<td>Grant</td>
</tr>
<tr>
<td>Surface Transportation Block Grant (FAST Act)</td>
<td>FHWA</td>
<td>MPOs</td>
<td>Grant</td>
</tr>
<tr>
<td>Urbanized Area Formula Grants - 5307</td>
<td>FTA</td>
<td>Designated Recipients</td>
<td>Grant</td>
</tr>
<tr>
<td>Transportation Infrastructure Finance and Innovation Act (TIFIA)</td>
<td>USDOT</td>
<td>Several (see details)</td>
<td>Financing/ Guarantee</td>
</tr>
<tr>
<td>MAP-21 Transportation Alternatives Recreational Trails Program</td>
<td>FWHA</td>
<td>States</td>
<td>Grant</td>
</tr>
<tr>
<td>State Funding Sources</td>
<td>Grantor</td>
<td>Applicant</td>
<td>Funding Type</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------</td>
<td>------------------</td>
<td>------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Cal Home Program</td>
<td>CAHCD</td>
<td>Local Agencies, Non-profit developer</td>
<td>Grant</td>
</tr>
<tr>
<td>California Organized Investment Network (COIN)</td>
<td>CA -Insurance</td>
<td>Non-profits, local govt., businesses</td>
<td>Grant</td>
</tr>
<tr>
<td>Affordable Housing and Sustainable Communities(AHSC) Program</td>
<td>CAHCD</td>
<td>Private developers w public ag.</td>
<td>Loan/Grant</td>
</tr>
<tr>
<td>CDBG - Community Development</td>
<td>CAHCD</td>
<td>NE Jurisdictions (see details)</td>
<td>Grant</td>
</tr>
<tr>
<td>HOME Investment Partnerships Program</td>
<td>CAHCD</td>
<td>Cities and counties/Developers.</td>
<td>Grant/Low-int Loan</td>
</tr>
<tr>
<td>Infill Infrastructure Grant Program (IIG) SB3</td>
<td>CAHCD</td>
<td>Developers with Housing</td>
<td>Financing</td>
</tr>
<tr>
<td>Authority</td>
<td>Grant</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOD Implementation Program SB3</td>
<td>CAHCD</td>
<td>Cities, counties and transit agencies</td>
<td>Grants/Loans</td>
</tr>
<tr>
<td>Low Income Housing Tax Credit (LIHTC) Program</td>
<td>CTCAC</td>
<td>Developers</td>
<td>Financing</td>
</tr>
<tr>
<td>National Housing Trust Fund</td>
<td>CAHCD</td>
<td>Several (see details)</td>
<td>Soft Loans</td>
</tr>
<tr>
<td>Active Transportation Program (ATP)</td>
<td>CalTrans</td>
<td>MPOs, urban and rural areas</td>
<td>Grant</td>
</tr>
<tr>
<td>Cap and Trade - Transit and Intercity Rail Capital Program</td>
<td>CalTrans</td>
<td>MPOs, municipalities, counties</td>
<td>Grant</td>
</tr>
<tr>
<td>Cap and Trade - Low Carbon Transit Operations Program (LCTOP)</td>
<td>CalTrans</td>
<td>Transit Agencies</td>
<td>Grant</td>
</tr>
<tr>
<td>California Infrastructure State Revolving Loan Fund (I-Bank)</td>
<td>State of CA</td>
<td>Several (see details)</td>
<td>Financing</td>
</tr>
<tr>
<td>Local Transit Funds (LTF) Transportation Development Act(TDA) SB 325</td>
<td>CalTrans</td>
<td>Cities and counties</td>
<td>Grant</td>
</tr>
<tr>
<td>Sustainable Transportation Planning Grant Program (SB 1)</td>
<td>CalTrans</td>
<td>States</td>
<td>Grant</td>
</tr>
<tr>
<td>SCAG</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning Grants for General Plans, Community Plans, Specific Plans (SB2)</td>
<td>CAHCD</td>
<td>Cities and counties with approved Housing Elements</td>
<td>Grant</td>
</tr>
<tr>
<td>Housing Opportunity Zones (SB540)</td>
<td>CAHCD</td>
<td>Local governments</td>
<td>Grants/Loans</td>
</tr>
<tr>
<td>Housing Sustainability Districts (AB73)</td>
<td>CAHCD</td>
<td>Local governments</td>
<td></td>
</tr>
<tr>
<td>Transformative Climate Communities (Funded by CA Cap and Trade Program)</td>
<td>CA Strategic Growth Council</td>
<td>Local governments</td>
<td>Grants</td>
</tr>
<tr>
<td>Urban Greening Plans and Projects (Funded by CA Cap and Trade Program)</td>
<td>CA Strategic Growth Council</td>
<td>Local governments</td>
<td>Grants</td>
</tr>
<tr>
<td>LA County Funding Sources</td>
<td>Grantor</td>
<td>Applicant</td>
<td>Funding Type</td>
</tr>
<tr>
<td>-------------------------------------------------------------------</td>
<td>---------------</td>
<td>------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Proposition C - Transit Centers, Park-n-Ride</td>
<td>LA Metro</td>
<td>Developers</td>
<td>Grant</td>
</tr>
<tr>
<td>Transportation Development Act (Article 3)</td>
<td>LA Metro</td>
<td>Local transit agencies and cities</td>
<td>Grant</td>
</tr>
<tr>
<td>FTA Section - 5310, 5316, 5317 Programs</td>
<td>LA Metro</td>
<td>Several (see details)</td>
<td>Grant</td>
</tr>
<tr>
<td>Multifamily Bond Financing</td>
<td>LA County</td>
<td>Developers</td>
<td>Financing</td>
</tr>
<tr>
<td>Los Angeles County Housing Innovation Fund</td>
<td>LACDC</td>
<td>Developers</td>
<td>Financing</td>
</tr>
</tbody>
</table>
Across Los Angeles County, and within the WSAB corridor, disparities exist in access to opportunity, including access to jobs, housing, health care, education and a host of cultural and recreational uses that create community stability. Transportation plays a key role in connecting people to these opportunities and the WSAB Corridor can have a tremendous impact on expanding access to opportunity for the communities it will serve.

The WSAB investment can:
- Result in targeted economic development/real estate investments or disinvestments.
- Change the perception of a community as a desirable place to live or work, providing opportunities for local residents and businesses, or threatening them.
- Provide mobility and thus enhance access to jobs, schools, health care and economic mobility.
- Accelerate change to the character and cultural cohesion of a community, in both positive and negative ways.

The WSAB transit investment, if properly coordinated with land use policy, housing strategies, and other public and private investments, can help address many of the corridor resident’s most pressing social, economic, and environmental challenges and at the same time provide an overall enhanced quality of life. Through effective policies, collaboration and partnerships, the WSAB corridor can connect workers and residents to economic opportunity, housing, services, and other critical community services. Efforts to ensure that community engagement is inclusive, systematic, and continuous are also critical for delivering on the potential of this corridor to realize equitable outcome and improve quality of life for the corridor communities.

Realizing the potential benefits of the WSAB transit line will require understanding the pressures that come with large scale investment and putting in place policies and partnerships to steer growth that is inclusive and lifts up the residents and businesses, while enhancing and protecting the cultural and community institutions that serve these communities. It is critical, at the corridor and individual city level, to identify and adopt policies that stabilize and protect existing communities to counter potential displacement, push for increased affordable housing supply, and supporting existing small business – and this must start well in advance of the transit investment.

While there are many tools that help realize equitable communities, stabilize existing community assets and protect against displacement, the tools in this document are focused on process and community engagement, land use and community development.

The programs that Metro itself is sponsoring to address housing and local business support are described in the following pages.
Recognizing the impact that transit investment can have on land value in communities, and therefore housing prices, rents and local businesses, LA Metro has established a series of programs to support the preservation, protection and production of affordable housing and support for small businesses.

**JOINT DEVELOPMENT POLICY**
Establishes a goal that 35% of housing built on Metro property will be affordable to households making 60% of the Area Median Income or less. Currently, 43% of all units built on Metro land are covenanted, affordable units. 38% of the projects in the pipeline are proposed to be affordable to households.

**MATCH PROGRAM (METRO AFFORDABLE TRANSIT CONNECTED HOUSING)**
Leverages $9M in Metro funds with about $50 - $60 million in additional funds from foundations and lenders for the production and preservation of affordable housing in low-income communities near high quality transit nodes. 75% of the loans will support preservation of affordable housing and 25% will be in support of new affordable housing.

**BUSINESS INTERRUPTION FUND**
Grants up to $50,000 to businesses that are impacted by our construction. This has been rolled out on the Purple Line extension, in Little Tokyo due to the Regional Connector construction and on the Crenshaw Line project. Over $5M approved to date in more than 200 grants.

**TOC SMALL BUSINESS LOAN FUND**
Metro has invested $1 million in a loan fund targeted small and local businesses. The focus is to help these businesses locate in vacant commercial spaces near transit.
2.1 Engage the Community and Community Based Organizations (CBOs)

Leading holistic planning efforts that extend into, and engage communities must start by understanding communities’ needs, the vulnerabilities they face, and determining the ways in which community investment can be leveraged to respond to historic inequities and pressing current challenges. Community Needs Assessments must be integrated into station area planning processes that characterize the corridor communities, their vulnerabilities, and their social, physical, economic and environmental health. Community health is influenced by social, physical, and economic environments, collectively referred to as the “social determinants of health.” Addressing the social determinants of health means addressing the key drivers of health outcomes and health inequities.

Also, holistic planning includes meaningfully engaging community members, including low income/disadvantaged community members, and community based organizations (CBOs), so that they have a voice in planning processes. Traditionally, public engagement has ranged widely on the “spectrum of public participation” identified by the International Association for Public Participation, as shown below. Meaningful engagement of station area communities in planning for the future requires collaborating with and empowering communities, and not merely informing them about proposed changes.

**IMPLEMENTATION STEPS**

- **Needs Assessment**
  Include community needs assessments in station area planning that address the social determinants of health that contribute to disadvantaged populations, as well as the disparities in social, economic, environmental and physical outcomes.

- **Responsive Process**
  Pace the planning process in station areas according to community needs, prioritizing the needs of the most disenfranchised.

- **Best Practices for Engagement:**
  Provide flexible, genuine opportunities to engage and meet basic needs of participants by designing different engagement activities to reach different audiences. Hold community planning meetings at night and/or on the weekends at locations in the community to include participants who are unable to participate during work hours. Engage skilled, culturally competent facilitators, translators, interpreters and representatives.

- **Partnerships with CBOs**
  Partner with selected community based organizations that can foster community participation and engagement with those community members that are most impacted by planning and policy decisions.
The new transit line will result in a tremendous amount of value to be created for developers as real estate rents and sales prices appreciate. This new value should be leveraged to obtain concrete and measurable community benefits for local residents. The private sector engagement conducted while developing the TOD SIP, particularly with developers and investors, revealed that while most developers and investors are amenable to contributing to community benefits, in the event there is sufficient value created from development and entitlements, an uneven policy landscape across the many Corridor communities can be a barrier to private investment. Different policies and requirements in each Corridor community may also increase competition between the Corridor communities when trying to attract development, resulting in a loss of leverage with the development community.

A Corridor-wide Community Benefits Evaluation Framework would serve as a useful tool for all Corridor communities to effectively leverage new investment. Such frameworks must be carefully considered such that they are aligned with market realities while providing for adequate development capacity to trigger desired market responses. A transparent system of community benefits evaluation also sends a clear signal to the market and creates a level playing field for the investment community. By doing so, new development occurring within the Corridor can be leveraged to support a menu of amenities that communities desire.

**IMPLEMENTATION STEPS**

- **Financial Feasibility Analysis**
  A Corridor-wide entity should retain a real estate economics consultant to assess the financial feasibility threshold and market appetite to support community benefits.

- **Create a Community Benefits Evaluation Model**
  A Corridor lead entity will create a transparent and user-friendly model for future use when assessing new proposals. The model should be easily adaptable by each City to account for local planning and zoning regulations, variations in building typology and use mix, affordable housing or other requirements already in place, and the potential application of the State mandated Density bonus. The model may need to be updated periodically.

- **Create an Equitable Development Scorecard**
  The financial modeling tool mentioned above can help quantify the excess value generated for developers from new development that can offset community benefits. However, some projects as proposed may already embrace various principles of equitable development such as robust community engagement processes, the inclusion of affordable housing, and a focus on local job and wealth creation. Creating an Equitable Development Scorecard would provide a consistent way to evaluate whether proposed projects support the principles of equitable development. The provision of community benefits could be offset or reduced for the highest scores. Again, a key goal of such a scorecard would be to build consensus on the community priorities across each City and communicate the same to the development community. While development scorecards are an increasingly popular tool, their success is often related to ease of their implementation and ensuring that there is sufficient stakeholder engagement in designing them.

- **Create a Menu of Community Benefits**
  Develop a “community benefits framework” as part of future specific plans and other statutory land use documents,
which should include building flexibilities or density bonuses for developers in exchange for community-serving benefits such as affordable housing, local/union hire, provision of public realm improvements.

- **Determine which community benefits to prioritize**
  This can often be difficult given competing goals, various stakeholders, and market realities. A Corridor-wide governing entity can guide this strategic planning process by coordinating with the Corridor communities and conducting public engagement. The ideal result would be a Corridor-wide Menu of Community Benefits that the Corridor communities can draw from when leveraging investment from private development. This menu could include:
  - Community serving uses and amenities embedded within residential development, such as healthy affordable food options, childcare facilities, and neighborhood serving uses.
  - Cultural and institutional uses that provide services and amenities for community residents within or adjacent to the station area.
  - Specialty uses that provide neighborhood services and have a regional draw, particularly in developments on publicly owned land or through community benefits agreements.

- **Community Outreach**
The Corridor-wide entity should engage in an ongoing outreach process for input from the community about the provision of community benefits. This will ensure the provision of community benefits are aligned with the priorities of the local communities.

---

**Principles of Equitable Development**

**Equitable Community Engagement**
practices involve the local community members most affected in the development project (especially low-wealth people, people of color, neighborhood groups, community organizations, people living with disabilities, and new immigrants).

**Equitable Land Use**
practices require that the overall vision, plan, and implementation includes local communities’ assets, aspirations, potential, and preferences. They aim to keep current residents in the area and develop projects that promote people’s health, well-being, and prosperity.

**Equitable Transportation**
practices integrate transit into walkable, livable, and affordable land use practices to enhance healthy living within low-income communities and communities of color.

**Equitable Housing**
practices give families of all income levels access to housing that costs no more than 30% of their household income.

**Equitable Economic Development**
practices require evidence that policies and programs work to prioritize community-based financial intelligence, sustainable wealth creation, and high-quality job opportunities that prevent unwanted displacement of residents and small businesses from low-income communities and communities of color.

**Equitable Land Use**
practices require that the overall vision, plan, and implementation includes local communities’ assets, aspirations, potential, and preferences. They aim to keep current residents in the area and develop projects that promote people’s health, well-being, and prosperity.

**Equitable Community Engagement**
practices involve the local community members most affected in the development project (especially low-wealth people, people of color, neighborhood groups, community organizations, people living with disabilities, and new immigrants).

**Equitable Housing**
practices give families of all income levels access to housing that costs no more than 30% of their household income.

---

Source: Twin Cities, Minnesota - www.metrotransit.org
2

Two

Equitable Development & Community Preservation

2.3

Existing and New Business Support

New investment and business growth are needed in the WSAB corridor, but these forces come with a corresponding risk for displacement of existing locally owned and operated commercial businesses. Offering various forms of consolidated business support services to new and existing Corridor businesses could help existing businesses grow and thrive with new investment and could attract key industries to the Corridor.

IMPLEMENTATION STEPS

• Develop a Guide for Business Support Services
  A WSAB Corridor Business Guide could be created to provide an overview of business assistance programs available in the region and through the Corridor-wide governing entity. This might include information on funding programs, technical assistance programs, workforce training, tax-related information, and other relevant local policies.

• Offer Ongoing Support Services
  A Corridor-wide entity can offer continued Business Support Services such as technical assistance, tax return preparation, social media and marketing training programs, classes on local, state, and federal loan and grant programs, business counseling, management training, and act as a resource to existing business organizations such as local chambers of commerce and BIDs. Some Corridor communities may also be interested in offering Business Support Services, but for those without the financial or staff resources to do so, a Corridor-wide program will ensure adequate support for growing businesses.

• Target These Resources
  Support existing small businesses, and new business startups, and local entrepreneurs.

• Adopt a Formal Program
  Ensure that some fraction of local jurisdictions' purchases of goods and services come from local businesses.

• Provide Façade Improvement and Other Tenant Improvement Grants and Loans
  Sources of funding could include Community Development Block Grants (“CDBGs”) funds or tax increment from a new district.

• Adopt an Affordable Commercial Space-Bonus Ordinance or Overlay Zone in Land Use Plan Updates
  This could provide floor area ratio bonuses to developers that set aside and/or preserve affordable spaces and small and underrepresented spaces in new development and redevelopment.

• Explore Partnerships with Nonprofits
  Establish station area industry-specific “incubators” to provide affordable space to early stage businesses, facilitate knowledge-sharing and technical support, and offer gathering spaces for local entrepreneurs.

• Enact Protections for Legacy and “Culturally-Significant” Businesses
  Establish an online registry for qualifying businesses and developing financial tools to help qualifying businesses renew leases.

• Prioritize Use of Existing Funding Sources
  CDBG funds, for example, may directly support business technical support programs and financial assistance, such as small business microloans.
CASE STUDIES

SAN FRANCISCO’S NEIGHBORHOOD MARKETPLACE INITIATIVE
The Neighborhood Marketplace Initiative is a public-private partnership between the City of San Francisco, the nonprofit Local Initiatives Support Corporation (LISC), and private corporate and philanthropic donors. The Neighborhood Marketplace Initiative brings together business, resident, and other civic leaders in selected neighborhoods to develop and implement business district improvement plans, commercial corridor plans, and strategies. Across the country similar programs have proven effective at reducing storefront vacancies, bringing in new businesses and jobs, and stimulating community involvement. Under the Neighborhood Marketplace Initiative, the City and LISC jointly plan to invest approximately $500,000 annually to support neighborhoods selected for the program. In addition, LISC is targeting an additional $25 million in flexible loan dollars ($10 million) and other financing ($15 million) for viable and desired development projects in neighborhoods selected to participate in the initiative. Some of the neighborhoods will receive priority for façade improvement grants and help in forming community benefit districts.

DETROIT MOTOR CITY MATCH
Motor City Match pairs small businesses from the city and around the world with Detroit’s best available commercial real estate. The program helps businesses locate and thrive in Detroit by providing competitive grants, loans and counseling to building owners and business owners. Since 2015, Motor City Match has made $6 million in grants, in 12 rounds of funding, and served over 1100 businesses. The Economic Development Corporation of the City of Detroit (EDC) administers Motor City Match on behalf of the City of Detroit. The Detroit Economic Growth Corporation provides the staff. Funding for support services comes from U.S. Department of Housing and Urban Development Community Development Block Grants (CDBG). CDBG funds have been allocated by the City of Detroit to the Economic Development Corporation of the City of Detroit (EDC), which administers the program. A partnership of six lending partners will help facilitate small business and construction loans. Several city departments, small business service providers and community organizations are also part of the unified partnership to advance small business growth and corridor revitalization in Detroit.
2.4 Comprehensive Community Financial Empowerment, Wealth Creation & Workforce Development

Implement policies and programs to support financial empowerment of community members and business, to support local wealth creation for existing community members, and to support the development of a local workforce and local jobs.

**IMPLEMENTATION STEPS**

- **Financial Empowerment Program**
  Engage with potential partners including the Los Angeles County Center for Financial Empowerment and other local nonprofits to develop a localized comprehensive financial empowerment program for economically-distressed residents, which should include free professional financial counseling, skills-building classes, and tax preparation services.

- **Local Hire**
  For LA County or other publicly-owned facilities, establish goals and/or requirements for local hire, for both the construction and permanent jobs created within station areas.

- **Workforce Development**
  Expand workforce development efforts, leveraging existing programs and establishing new partnerships to build a pipeline of skilled workers from currently underrepresented groups. Consider partnerships with existing networks including the Los Angeles Community College District and Los Angeles Economic Development Corporation.

- **Street Vendor Permitting**
  Establish a street vendor permitting system and designated areas to allow or prohibit street vending.

- **Local Wealth Creation**
  Support equity building and local wealth creation through policies and programs that support the production of for-sale affordable units and to expand down-payment assistance to first-time moderate-income buyers. (This is further discussed in the next section on affordable housing production).
The new WSAB transit project will bring new development interest to the Corridor, which will likely result in increasing land prices, property values, and ultimately housing costs. The risk of current Corridor residents being displaced may also increase as existing residents become unable to pay rising rents. Displacement is defined as “when long-time or original neighborhood residents move from a gentrified area because of higher rents, mortgages, and property taxes”. The Centers for Disease Control defines gentrification as “the transformation of neighborhoods from low value to high value. This change has the potential to cause displacement of long-time residents and businesses”.

The Corridor communities could lessen the impacts of gentrification and displacement on corridor communities through the adoption of various affordable housing policies. Each Corridor city can consider adopting specific affordable housing policies unilaterally, however, a strategic Corridor-wide approach will be more effective and reduce real estate market imbalances and competition between the Corridor communities. Given the different real estate markets along the WSAB corridor, the policies could vary from one City to the next.

**IMPLEMENTATION STEPS**

- **Analyze the Impacts, Advantages and Disadvantages of Individual Policies**
  A Corridor-wide governing entity should conduct an analysis to determine the opportunities and impacts of key Corridor-wide housing policies. The Gateway Cities COG may be an important partner in this effort as well.

- **Recommendations and Policy Framework**
  After a thorough analysis, the Corridor-wide entity should make recommendations about the adoption and implementation of housing policies in the Corridor communities.

- **Protect Against Residential Displacement**
  - Consider adopting a mix of policy interventions to protect tenants’ rights, including tenant anti-harassment policies, ‘Just Cause’ eviction policies and limiting low-fault evictions.
  - Partner with local community organizations to develop a program to provide culturally-appropriate education on tenants’ rights in their respective jurisdictions, including existing tenant anti-harassment policies, ‘just cause’ eviction policies, and policies that limit ‘low-fault’ evictions. Encourage proactive coordination between city/municipality departments and tenants’ rights organizations to support the implementation and enforcement of tenant protections.
  - Enact a requirement for one-for-one redevelopment of affordable housing units in the face of new development. Adopt a “No-Net Loss” housing policy whereby a developer must replace demolished housing units with new units so there is no net loss of housing. If the units were deed restricted affordable housing units, they should be replaced with housing units at the same affordability levels;
  - Minimize the harmful displacement impacts of residential demolitions or conversions through proactive regulation, including limitations.
on the total number of conversations that may be approved in any one-year period.

- Impose right-to-return policies for existing residents in good standing in redeveloped affordable housing and establish a commitment not to raise rents above pre-redevelopment levels for existing residents in redeveloped buildings.

- Provide financial assistance to low- and moderate-income homeowners, including down payment assistance and rolling energy efficiency and renewable tech components into low-income mortgages to decrease long-term costs.

- **Increase the production of Affordable Housing**
  - Consider developer incentives for new affordable rental and for-sale units, including additional “density bonuses” for creation of affordable housing units for low- and moderate-income renters and homeowners.
  - Implement a clearly defined and streamlined development approvals and environmental clearance framework that incentivizes inclusion of affordable housing in new, market-rate housing developments to lessen the level of perceived risk to invest in all station areas. (see City of Los Angeles TOC Ordinance for an example).
  - Adopt regulations to allow for the construction of new, or legal permitting of existing, Accessory Dwelling Units (“ADUs”), resident units that are on a lot with an existing single-family home.
  - Work with nonprofits and community organizations to develop a program to help homeowners rent out ADUs to Section 8 tenants.
  - Pursue development opportunities on publicly-owned sites to provide affordable housing and other community-serving uses.
  - Consider adopting a checklist for corridor communities to use when offering public property for sale, using the Statewide Surplus Land act, like the one at this link, that has been used in the cities of Oakland and San Jose, California: https://www.publicadvocates.org/resources/library/surplus-land-act-checklist/
  - Pursue new sources of dedicated funding for affordable housing, including a “linkage fee” on new market-rate residential development, federal funds such as CDBG or HOME, or other local sources that can:
  - Provide new down-payment and other forms of assistance to first-time buyers.
  - Support the acquisition of parcels for development of affordable housing in partnership with nonprofit developers, utilizing public and private land, as available.
  - Leverage traditional affordable housing funds such as tax credits, bonds and various state and County funding programs.
  - Implement policies that disaggregate the cost of parking from the cost of housing and eliminate/reduce residential parking requirements, as appropriate, to allow flexibility and create better affordability at all levels.

- **Support the Preservation of Affordable Housing**
  - Adopt Rent Stabilization Regulations and a Low Income Rental Assistance Program to protect the affordability of existing naturally occurring affordable housing. Rent stabilization regulations typically limit the amount by which landlords may increase rent every year. In California, these regulations are restricted by the Statewide Costa–
Rent stabilization regulations typically limit the amount by which landlords may increase rent every year. In California, these regulations are restricted by the Statewide Costa–Hawkins Rental Housing Act to buildings built before 1995. Stabilization Ordinances can also include other tenant protections such as just-cause eviction clauses to guard against no-cause evictions. Of the Corridor communities, only the City of Los Angeles has a Rent Stabilization Ordinance in place. For more information, please visit this link: https://hcidla.lacity.org/RSO-Overview.

- Pursue policies to preserve existing Single-Room Occupancies (“SROs”) dwellings and to increase supportive services to existing residents.
- Provide technical and financial support to new and existing Community Land Trusts (“CLTs”), which support the acquisition or development of naturally affordable housing units, long-term ownership for lower-income owners, and community-driven development.
- Direct foreclosure registry revenues to fund the rehabilitation of homes, including assisting low-income homeowners to fix code violations.
- Develop a low interest loan program to support maintenance and improvements to rent controlled units.

CASE STUDY

OAKLAND HOUSING FOR HEALTH FUND
The East Bay Asian Local Development Corporation (EBALDC) has partnered with Kaiser Permanente, Enterprise Community Partners, and the City of Oakland on the Housing for Health Fund, a segment of Kaiser Permanente’s $200 million commitment to tackling housing insecurity through their Thriving Communities Fund. Kaiser Permanente has committed to investing $50 million towards housing affordability efforts in the Bay Area, half of which is prioritized for Oakland. Their first investment is approximately $5.4 million towards Kensington Gardens Apartments, a 41-unit housing complex in the San Antonio neighborhood of Oakland and EBALDC’s latest acquisition. The investment is the first local impact investment from the Fund. Through this acquisition and partnership, EBALCD/Kaiser are helping more than 80 individuals stay in their homes in Oakland and apply their Healthy Neighborhoods Approach, providing much needed social services to help the San Antonio community, which is thought to be on the brink of gentrification, stay healthy, vibrant and safe for its residents. The partnership is intended to serve as the pilot for a national model.
Land banking is the practice of aggregating parcels of land for future sale or development. In addition to the cost of construction, one of the biggest challenges for affordable housing production is the availability and cost of land, especially in areas that are at risk of seeing greater value appreciation due the addition of transit infrastructure. In addition, there are limited resources available for land acquisition to affordable housing developers, further exacerbating the problem.

Land banking is allowed for private, non-profit, governmental, or quasi-governmental entities if the designated funding source allows for the purchase and sale of land. Securing station area proximate parcels at present day values before transit-driven real estate speculation drives up the value of these parcels is a good strategy to assure the future availability of developable land for affordable housing. The banked land can then be gifted or sold/leased at a discount to affordable housing developers or non-profit organizations to subsidize the creation of affordable housing. Affordable housing can also be developed in partnership with market rate developers, leveraging assets of the land bank. Another option would be to use land banked land to create a Community Land Trust, as described in the previous section.

**IMPLEMENTATION STEPS**

- **Inventory Existing Affordable Housing**
  Prior to creating a land banking program, existing affordable housing in the Corridor should be inventoried. Understanding the existing inventory will assist in prioritizing new affordable housing in target areas lacking affordable housing options.

- **Identify Opportunity Sites**
  A Corridor-wide entity can assist the Corridor communities in identifying sites for land banking. At some point, the Corridor-wide entity could set up an independent land banking entity, but providing coordination is a good early strategy and may suffice in the long term. A Corridor-wide entity could work with the Corridor communities and the County Assessor’s office to identify publicly owned or distressed privately-owned properties for acquisition. The owner of a privately-owned property could consider donating the site to the land bank, or the land bank could purchase the site.

- **Determine a Development Strategy**
  After approval by affected jurisdictions, sites could be developed by affordable housing developers or non-profit organizations. The leading land bank agency should build relationships with such organizations, assist in drafting and releasing Requests for Proposals (“RFP”), and negotiating disposition and development agreements.
CASE STUDY

GENESEE COUNTY LAND BANK
The Genesee County Land Bank was created in 2004 to respond to a housing foreclosure crisis in Genesee County, Michigan. The County Land Bank revitalizes properties, enhances neighborhoods, and strengthens communities by encouraging reinvestment in residential, commercial, and industrial properties acquired through the tax foreclosure process and by bringing tax reverted properties back into productive use. The Land Bank works with public, private, and non-profit partners and uses proceeds from the tax foreclosure process, proceeds from home sales and rental programs, and grants, loans, and bonds.
2.7 Protect/Preserve Cultural Resources

Implement policies and programs to preserve community and cultural resources, which can include community facilities, historic landmarks, or long-standing businesses that hold cultural and historic value for the community, in new commercial development.

IMPLEMENTATION STEPS

• Identify historical and cultural landmarks in the area and create maps and informational materials about them.
• Market cultural and historical resources through broader area marketing campaigns (see section on marketing the station area).
• Where appropriate, seek protected historic designations for historic and cultural resources.
Transit supportive land uses focus on creating communities with appropriate development intensity, land use mix and parking strategies, which combined can encourage people to drive less and use transit more. These land use tools offer a mix of policies and targeted redevelopment efforts. The policies relate to land use, density and parking. Redevelopment efforts focus on vacant and/or underutilized parcels, both publicly and privately owned, that can generate activity, remove blight, create destinations. When considering these strategies and actions, and which are appropriate for a station area, local jurisdictions and stakeholders should consider the following:

- Enable the maximum potential opportunity for development near the transit station to enable increased ridership access.
- Preserve existing building, sites and resources that have cultural, community or historic significance or respects traditional building patterns.
- Preserve a sense of the community’s character and identity in both development and open space.
- Parking is carefully located, designed, and managed to allow for best use of prime area for place-making.
- Enable the potential for designated parking areas to be reused for other needs as vehicular demand is reduced.
- Minimize the development of new parking spaces by managing parking demand and incorporating efficient use of existing or designed space.
- Promote shared use of parking space to minimize redundancy.
- Enable the use of funding for quality development rather than parking.
3.1 Calibrate Entitlements and Zoning Corridor-Wide

IMPLEMENTATION STEPS

Zoning/Development Intensity
- Adopt formalized land use plans such as Specific Plans or TOD or Station Area Specific Plans with program level environmental impact reports (EIRs), to guide development in station areas, which can streamline the development approval process and reduce perceived risk by developers. Key considerations:
  - Implement zoning regulations that allow the greatest intensity and density of uses and that extend the active use hours.
  - Prepare for flexible zoning to recognize that individual land uses, neighborhoods, and communities are dynamic and constantly evolving as society, technology, and preferences change.
  - Reinforce denser urban forms through a combination of form regulations and frontage typologies.
  - Ensure that a vibrant mixture of land uses, including office, hotel, retail, residential, entertainment, and active and passive open space, reinforce the station area as the primary center of urban activity in the community.
  - Encourage services and amenities to be embedded within new development, such as open space, healthy affordable food options, schools, healthcare, childcare facilities, and neighborhood serving uses.
  - Allow for compact development patterns, creating opportunity for small and mid-size businesses and a full range of residential unit sizes.
  - Devise policies that maintain the character of existing single-family neighborhoods while creating opportunities for higher density affordable housing development.
  - Include Design Guidelines (see Strategy 4, below for specific recommendations) to ensure that new development reinforces public realm, placemaking and access goals.
  - Consider the adoption of overlay zones over previously established zoning districts to implement additional standards and criteria for the station area to facilitate equitable development.

Revitalization/Infill Development
- Proactively market existing resources, opportunity sites, and relevant incentive programs to target growth industries in the Corridor and County.
- Develop a centralized inventory of publicly-owned parcels in station areas (out to at least ½ mile radius).
- Implement policies to accelerate redevelopment of parcels that are currently vacant or owned by absentee landlords.
- Impose a fee on land that remains vacant for two or more years to encourage redevelopment. This could be administered and determined by individual cities or municipalities in coordination with Los Angeles County departments, which could generate and update a list of vacant properties on a Countywide basis.
- Identify priority public or community-serving facilities, such as workforce training facilities, to be developed on vacant and underutilized sites and explore potential funding sources to support implementation.
- In designated Opportunity Zone (“OZ”) areas,* enact strategies to attract and retain new OZ funding and partner with community development financial institutions to consider attracting and/or launching Opportunity Funds (the entity charged with deploying
Opportunity Zone capital). *Note: OZ designations exist only in a few communities near the central and northern part of the Corridor, including parts of South Gate, Huntington Park, and Los Angeles.

- In qualified New Markets Tax Credit ("NMTC") areas,* pursue funding through Community Development entities, which provide equity and loans for place-based and other projects in qualified NMTC tracts. *Note: Almost all Corridor localities have qualified NMTC areas.

Adaptive Reuse
- Expand the areas in communities where Adaptive Reuse Ordinances can be utilized. Create a streamlined process to ensure adaptive reuse of existing structures.
- Expand the range of uses permitted through adaptive reuse to include commercial, residential reuse or other uses that encourage preservation and respond to market changes.
- Introduce and/or expand live-work uses through adaptive reuse and new construction as appropriate, where residents have the ability to be productive and run a business from within their residence.

Entitlements
- Smaller jurisdictions should consider retaining a “development advisory board” to guide development policy.
- Communicate development requirements and expectations including related assessments and fees.
- Facilitate the creation of development liaison positions in corridor jurisdictions that can help navigate the entitlements process.
- To ensure that development is designed and constructed to allow for continuous and safe operation of the transit network, jurisdictions should consult with Metro throughout the approval and permitting process for a proposed development or construction within 100 feet of Metro's right-of-way and obtain Metro's written concurrence that such development or construction is compatible with Metro's transit planning and operations.
3.2 Innovative Parking Management Strategies

IMPLEMENTATION STEPS

Parking Demand Management
- Develop parking management program based upon guiding land use/transportation principles for the corridor and station areas.
- Establish priority parking system based on user type.
- Create a comprehensive on-street and off-street parking management program based on parking inventory and occupancy.
- Develop a system of parking demand, location, demand, price and supply strategies.
- Reinvest parking revenues back into the community and station areas.
- Protect surrounding and adjacent residential neighborhoods.
- Provide funding for transportation demand strategies including transit passes and bicycle subsidies.
- Require sufficient parking/storage to be provided for bicycles and other micro mobility devices.
- Support policies such as unbundling parking that disaggregate the cost of parking from the cost of development.
- Create zoning flexibility to allow by-right conversion of parking in the future.

Parking Design
- Encourage active uses on the ground floor of stand-alone garages and require that upper levels be screened to increase street life and pedestrian activity.
- Encourage underground parking if feasible to increase the amount of above grade building square footage dedicated to active uses and improve the pedestrian environment.
- Encourage flexible parking structure design to facilitate possible future conversion of parking areas to other active uses.

Parking in Land Use/Zoning
- Encourage minimal or no parking, when possible in association with compact development to promote walking, biking, and transit use. Consider reduction of parking requirements in exchange for the provision of community benefits or affordable housing and commercial spaces.
Placemaking is reimagining, reinventing and designing places so that they authentically represent the identity of the community. It is a collaborative process by which we can shape our public realm in order to maximize shared value. Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a community and support its ongoing evolution.

The act of placemaking is particularly important for the success of station areas along a “destination connector” such as the WSAB transit corridor. Higher-density development is more likely to occur along destination connector corridors due to increased market demand for locations with access to job and activity centers. Furthermore, destinations outside of downtowns have a stronger potential market for new development if they are, in their own way, centers that people want to visit regularly. The demand for new development will likely be highest in station areas identified as unique, authentic destinations, especially if they are walkable, higher-intensity activity centers with good connections to surrounding neighborhoods. Destinations provide an identity and image to a community and that helps attract new residents, businesses, investments and people. The Project for Public Spaces has determined that most great places share four key attributes:

- They are accessible and well connected to other places.
- They are comfortable and project a good image.
- They attract people to participate in activities there.
- They are sociable environments where people want to gather and visit, over and over again.

It is important to emphasize that distinctive place making requires a unified focus on place outcomes built on community engagement. Development tools are a complement to community engagement, addressed in Strategy 2 above. The planning and management of shared public spaces as a group activity builds social capital and shared values.

- **4.1 Activate Public Space**
- **4.2 Celebrate Community Identity**
- **4.3 Temporary Improvements to Facilitate Permanent Change**
- **4.4 Comprehensive Design Guidelines**
4.1 Activate Public Space

IMPLEMENTATION STEPS

- Plan for shared open and public spaces that are activated through recreational facilities, cultural and art programs or building functions that are available over an extended period of time for residents, workers and visitors.
- Encourage new development to contribute to the pedestrian and open space network with publicly accessible plazas and paseos. Design these spaces with appropriate shade and landscaping.
- Remove prohibitive regulations to ensure maximum use of small or narrow infill sites for contextual new development or use as creative open space.
- Encourage usable outdoor open space that is accessible to the public as part of new development.
- Establish connections between common or publicly accessible open spaces to create a seamless pedestrian realm that extends and builds upon existing corridors, and provides key linkages between districts in the community, public services and schools.
- Require articulation and detailing that are coordinated and respect the human scale in development, the public realm, pedestrian amenities and streetscape.
- Enhance the public realm, with inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, gathering, and access to public restrooms.
4.2 Celebrate Community Identity

IMPLEMENTATION STEPS

• Provide gateway elements that welcome visitors to the community and reinforce its identity.
• Explore other identity elements that reinforce community identity and add visual interest.
• Incorporate art into the identity elements and throughout the public realm.
• Consider developing an art fee for new development, possibly based on a percent of total development costs.
• Develop a vision for public art in conjunction with key stakeholders in the community.
• Facilitate the integration of public art projects and cultural programming into public spaces and publicly funded development to reinforce the unique character of the community.
• Develop priorities for investing the community's resources in public art including a policy for accepting gifts of art.
• Support the participation of local artists in public art projects.
• Ensure community input in the planning, choice and implementation of public art projects.
• Advocate for and foster the community's understanding of the importance of public art.
• Commission permanent and temporary public art for projects of civic and community importance.
4.3 Temporary Improvements to Facilitate Permanent Change

IMPLEMENTATION STEPS

- Experiment with tactical urbanism, that is, low cost, quick turnaround public realm transformations that demonstrate or pilot permanent changes. These can be done using paint, planters, furniture, flexible bollards, and other low-cost elements. Consider making temporary improvements permanent over time.
- Stage events and activities in public spaces.
4.4 Comprehensive Design Guidelines

IMPLEMENTATION STEPS

*Note: while design guidelines will likely be prepared and adopted by local jurisdictions separately, ensuring that high quality standards are set, across the board within station areas, that will result in a walkable, lively, comfortable and safe public realm, should be a Corridor priority.

- Create design guidelines that are consistent with the vision for the station area and are aligned with related implementation strategies and planning documents.
- Require a consistent design vocabulary that reinforces a distinct sense of character and place reflecting the identity of the station area and community.
- Promote design that integrates amenities for transit riders in the development program to attract and promote activities in the station area.
- Specific sections that should be included in any design guidelines include:
  - **Building Orientation / Active Frontage**
    - Orient buildings and main entrances towards the public realm including sidewalks, public plazas, paseos and so on.
    - Require placement of buildings adjacent to the public realm to create an urban street-wall.
    - Create pedestrian-oriented facades along base of the building and require ground-level façade transparency.
4.4 Comprehensive Design Guidelines (Continued)

- Minimize or prohibit blank walls.
- Require active ground floor uses (kiosks, shops) and street frontages that improve walkability and connectivity, especially between transit stations and nearby destinations.
- Minimize the negative visual impact of utilities and mechanical equipment through screening or the wrapping of parking lots with active uses at the ground level.
- Ensure signage, walls, and openings are consistent with the character of the community and the activity.

**Open Space**
- Encourage the design of attractive and safe usable outdoor open space that is accessible to the public as part of new development.
- Encourage new development to contribute to the pedestrian and open space network with publicly accessible plazas and paseos. Design these spaces with appropriate shade and landscaping.

**Environmental Graphics/Wayfinding**
- Establish a consistent identity for branding and wayfinding within the station areas to reinforce coordinated placemaking efforts and to communicate the vision and values of the community.

- Implement a comprehensive environmental graphics/wayfinding system at various scales (for pedestrians, motorists, micro-mobility vehicle users, transit users) that guides people of all ages and demographics between the station area and key locations in the community.
- Provide clear directions to important civic, cultural, transit and other locations.

**Lighting**
- Ensure that street lights (typically on approximately 30-foot poles) provide required adequate illumination of roadways and sidewalks.
- Consider upgrading street light components (poles, arms and luminaires) with ornamental versions.
that enhance district or neighborhood identity.

- Prioritize supplemental pedestrian-scale lighting (typically on 12 to 15-foot poles) at bus stops to support transit use.
- Consider supplemental pedestrian-scale lighting in active commercial areas to make sidewalks more welcoming and contribute to the identity of a district and larger community in which it is located.

**Furniture**
- Prioritize seating, shelters and litter receptacles at bus stops. Consider furnishings provided by advertising vendors who will provide maintenance.
- Require the provision of litter receptacles, seating and micro-mobility parking as a condition of development approval.
- Seek funding for street furniture in other locations and secure funding to maintain it.

**Sidewalk Dining**
- Allow sidewalk dining anywhere on the sidewalk provided a four- to five-foot wide path of travel is provided.
- Establish simple standards to ensure that outdoor dining is safe and attractive, such as minimal, mostly open railing constructed of durable materials where alcohol is served.
- Do not impose requirements that would discourage sidewalk dining, such as requiring additional on-site parking.

**Sustainable Landscape**
- Require planting and irrigation of street trees spaced to provide a relatively continuous shade canopy as a condition of development approval.
- Seek funding for tree planting on all streets and secure long-term irrigation and maintenance funding. Apply for California Re-Leaf Program funding for this purpose.
- Provide either continuous parkways at least 5 feet wide or large tree wells at least 5 feet wide by 10 or 12 feet long to provide better conditions that will allow trees to reach maturity and provide shade and other benefits for a longer period.
- Use parkways to collect and infiltrate or treat and release stormwater.
Page intentionally left blank.
Access and connectivity to and within a station area can be achieved through active transportation improvements and mobility options, development that prioritizes multimodal connectivity, and attention to detail in placemaking. This strategy and the following actions focus on access and connectivity through: short and direct walking and cycling between destinations; well connected networks; paths and streets around shorter city blocks or through permeable larger ones; and mobility options that create safe routes for rolling and cycling. All of these strategies should be part of coordination with Metro on the design of the Corridor itself.

A tight network of paths and streets that offers multiple routes to many destinations, frequent street corners, narrower rights of way, and slow vehicular speed make walking and cycling trips varied and enjoyable and invigorate street activity and local commerce. Street and network connectivity also play a key role in increasing transit ridership and mode share.

The shorter the city blocks, the better—from a strict walkability perspective. However, a balance must be struck between public right of way efficiency (denser networks mean more land devoted to rights of way) and the capacity to accommodate larger development plots for land uses that require them. Both have ramifications for the economic viability and vitality of development and, eventually, for pedestrian activity.

**Complete the Multi Modal Network**

The most basic feature of urban walkability and micro mobility is the existence of a complete, continuous, and safe network, including safe crossings at desire lines that links origins and destinations to one another and to transit stations. Micro-mobility vehicles are personal vehicles that can carry one or two passengers, such as bicycles, electric bicycles and all sorts of scooters that can use bicycle facilities.

**Activate the Public Realm**

Activity feeds activity. Walking and micro mobility are attractive and secure and can be very effective when sidewalks are populated, animated, and lined with ground-floor activities and services, such as storefront retail and restaurants with outdoor dining. In turn, high foot traffic and micro mobility increase the exposure of local retail outlets and services and improves the vitality of the local economy.

**Create a Comfortable Public Realm & Public Amenities**

Willingness to walk and use micro-mobility vehicles can be significantly improved by the provision of shade and other forms of shelter from harsh climate conditions—such as street trees and awnings—or by street orientation that mitigates sun, wind, dust, and rain exposure. Trees are the simplest, most effective, and most durable way of providing shade in most climates, and they have well-documented environmental and psychological benefits.
5.1 Access/Connectivity Policy & Partnerships

IMPLEMENTATION STEPS

- Implement policies that require private development to contribute to enhancing multi-modal connectivity to WSAB stations and improving the overall quality of the public realm.
- Partner with public agencies and other non-profit organizations to enhance access to public amenities, such as open space, recreational facilities, and others.
- Explore the application of Safe Routes to School (“SRTS”) Grant Program, a State and Federal funding grant program administered by Caltrans, which provides eligible infrastructure projects that enhance student bicycle and pedestrian access to local schools.
- During the Corridor design phase, the Corridor-wide entity should advocate for the Corridor communities, in order to ensure the provision of a well-designed transit project that facilitates multimodal access to and from the station areas, and preserves development opportunity sites.
5.2 Walkable Streets & Permeable Network

IMPLEMENTATION STEPS

- Design a supportive street network (e.g. grid-style network) using the Typical Design Parameters for Primary and Secondary Walk Paths, shown in Chapter 4.
- Foster and reinforce cohesive, pedestrian-friendly, and inviting streetscapes that promote walking, bicycling, and transit use.
- Create strong mid-block pedestrian connections that extend and build upon the existing pedestrian network.
- Create new mid-block crossings that provide access to a safe pedestrian network in locations with large blocks and high foot traffic.
- Prioritize the implementation of safe accessible crosswalks in all directions.
- Prioritize walkways that incorporate adequate shade and shelter amenities for the hottest seasons.
- Increase porosity and connectivity on development sites through a network of pedestrian paths.
- Incentivize the inclusion of paseos and internal courtyards through large sites to improve pedestrian access.
- Reduce driveway density by minimizing the number of driveways breaching the protected status of walkways and other pedestrian paths of travel.
IMPLEMENTATION STEPS

- Establish appropriate minimum sidewalk widths, typically ranging from 10 feet for local and collector streets to 15 to 20 feet for arterial streets, to be implemented in conjunction with new development and through capital improvement programs.
- Provide curb extensions as needed on streets with curbside parking lanes where there are red curbs and a right-turn lane is not required: at crosswalks to reduce crossing distance and increase visibility and at bus stops to provide additional waiting area. Provide them in balance with parking needs at other locations to widen sidewalks or to accommodate stormwater infiltration zones.
- Expand the sidewalk at crosswalks, bus stops and other locations where additional width is needed.
- Define sidewalk zones to provide sufficient spaces for all functions, including a Parkway Zone where street trees and the soil volume needed to support them, as well as street lights and street furniture, are typically located; a Walk Zone with a clear ADA-compliant path of travel; and a Building Frontage Zone where outdoor dining and other uses related to the adjacent building are accommodated.
- Provide the minimum number of driveways having the minimum width required to accommodate access to projects; use alleys where they exist for access to residential projects; and limit the sloped driveway approach to the Parkway Zone to minimize conflicts between vehicles and pedestrians and gaps in the active building frontage.
5 Mobility, Access & Connectivity

5.4 Intersections

IMPLEMENTATION STEPS

- Adopt Continental striping to provide uniform crosswalk striping in the station area.
- At unsignalized intersections along arterial streets add elements to facilitate pedestrian movement across the street, include pedestrian signals or flashers, curb extensions and median refuge islands.
- Aim to provide appropriate elements to allow pedestrians to cross more safely every 300 to 400 feet in urban areas and every 600 to 800 feet in suburban areas.
- Provide as small of a corner radii as possible, typically 15 feet without curb extensions and 20-feet with curb extensions, to reduce high-speed turns and shorten crossing distance for pedestrians.
- Provide an ADA-compliant ramp at every corner and directional ramps where feasible.
- Provide traffic control measures, typically signals, where any micro-mobility route crosses an arterial street or a high-volume local street.
- Provide protected intersections for separated micro-mobility lanes to reduce conflicts between motor vehicles people walking and using micro-mobility vehicles.
- Separate pedestrian and micro-mobility crossing from motor vehicle right turns to eliminate conflicts.
5.5 Integrated Bicycle Facilities

IMPLEMENTATION STEPS

- Promote the development of protected bicycle facilities adjacent to development to improve safety, comfort, and access for cyclists of all abilities.
- Incorporate bicycle storage and related facilities into developments in the station areas.
- Encourage residential and office buildings to provide bicycle related amenities such as repair stations and showers to facilitate cycling for residents, workers, and visitors.

Use guidance in the All Ages & Abilities Bikeways Table, on page 31.
5.6 Safe, Complete, Micro-Mobility Network

IMPLEMENTATION STEPS

- Identify, adopt and implement a continuous network that provides safe access for people of all ages using micro-mobility vehicles who live within a three-mile ride of stations.
- Identify a route that runs along and in parallel to the rail line to reinforce connectivity of communities along the corridor.
- Aim for the safest facilities by roadway context following NACTO’s “Contextual Guidance for High-Comfort Bicycle Facilities”.
Sustainability & Resilience

6.1 Environmental Justice: Mitigate Existing Environmental Impacts in the Corridor

Many corridor communities are environmentally disadvantaged by existing environmental impacts they face from current and historic proximity to industrial land use. To ensure that existing and future residents can maintain their health and wellbeing, the negative environmental impacts of these uses on neighboring residential communities must be mitigated.

6.2 Green Building/Green Communities Standards

6.3 Sustainable Infrastructure Development

6.4 Access to Parks and Open Space

6.5 Resilience

Addressing sustainability holistically in the WSAB corridor will require paying attention to the three fundamental pillars of community – the three legged stool - that hold it up. These are the economic, environmental and social dimensions of community. Land use, access and connectivity, equity, and placemaking strategies and actions, described above, that address all three of these dimensions of community, can result in sustainability and resiliency improvements in corridor communities. The WSAB corridor cities can build sustainability and resilience into land use, community development, active transportation networks and development projects through a variety of policies and programs. The key is to recognize the interdependencies between the various systems and infrastructure that support corridor communities.

Create Sustainable Communities, Buildings, Infrastructure & Open Space

In order to create sustainable and resilient station area communities, jurisdictions must set and implement high standards for the full range of built environment components: green buildings, infrastructure, open space, and landscape.

Build Corridor Communities Resilience

Building resilience in communities means pursuing strategies to prepare for shocks and stresses that result from climate change and natural disasters. By strengthening the underlying fabric of the communities in the corridor and anticipating potential challenges and stresses, the WSAB Transit Corridor communities can create vibrant and resilient places.
6.1

Environmental Justice: Mitigate Existing Environmental Impacts in the Corridor

IMPLEMENTATION STEPS

- In this environmentally impacted corridor with a legacy of industrial activity, an overlay zoning district, similar to the “Clean Up Green Up” district tool that has been used in the City of Los Angeles could supplement conventional zoning districts and establish targeted guidelines for areas where cumulative health impacts are more significant, such as industrial areas or heavily trafficked transportation corridors.

- For brownfield cleanup, consider applying to the Environmental Protection Agency’s Brownfield Grants Program, which provides multiple direct funding sources for brownfields assessment, cleanup, revolving loans, and technical assistance.

- Explore the application of Congestions Mitigation and Air Quality Improvement Program (“CMAQ”) funding, which may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.
6 Sustainability & Resilience

6.2 Green Building/ Green Communities Standards

IMPLEMENTATION STEPS

- Encourage use of efficient building techniques and sustainable materials to guide lasting development that minimizes adverse effects on the environment and maximizes building occupant’s health. This can be achieved by requiring Corridor projects to comply with standards set in green project and community rating systems such as LEED, Living Building/Living Community, Enterprise Green Community, Fitwell, and Well, or the EcoDistricts protocol, among others.

- Require creation of a network of public and private green infrastructure in the Corridor by incentivizing the use of trees, eco roofs, vertical gardens, storm-water facilities, and landscaped amenity areas. Increasing the amount of vegetation naturally lessens the urban heat island effect, in which built areas become much warmer than natural areas. Heat islands can affect communities by increasing summertime peak energy demand, air conditioning costs, air pollution and greenhouse gas emissions, heat-related illness and mortality, and water quality.

- Show leadership within jurisdictions by setting high standards for minimizing resource consumption and waste generation in the Corridor. This could include pursuing new technologies, such as waste to energy technologies that are being deployed in communities to maximize resource recovery and diversion from landfills.

- Adopt Low Impact Development (LID) ordinances in corridor communities. LID includes specific techniques, tools, and materials to control the amount of impervious surface in communities, increase infiltration of water into the ground, improve water quality by reducing runoff from developed sites, and reduce costly infrastructure.
6 Sustainability & Resilience

6.3 Sustainable Infrastructure Development

IMPLEMENTATION STEPS

**Funding**
- Use new developer impact fees to fund infrastructure improvements in station areas.
- Utilize new tax increment financing (“TIF”) tools to fund redevelopment, infrastructure, and other community-improving projects. These include Enhanced Infrastructure Financing Districts (“EIFDs”), which divert local property tax revenues to either pay directly for or issue bonds for the construction of infrastructure and public facility improvements (as more extensively defined above).
- A Community Facilities District (“CFD”) can be established to fund operations and maintenance of public infrastructure in station areas, which are special districts authorized to levy a special tax and issue tax exempt bonds for financing of public facilities and services.
- Pursue “Qualified” tax-exempt Private Activity Bonds (“PABs”), which are issued by the California Municipal Finance Authority on behalf of private entities and are one of the most common financing sources for brownfield remediation costs.
- Apply for the State of California’s Infill Infrastructure Grant Program, which funds infill housing development programs and could be used for Corridor improvements.
- Seek funding from the Affordable Housing and Sustainable Communities (“AHSC”) Programs, which can be used to fund a range of housing-related infrastructure improvements.

**Clean Energy**
- Create a clean energy incentives program for new and existing industrial and commercial businesses and provide technical and financial support for greening to help businesses meet clean energy certification requirements i.e. Property Assessed Clean Energy Programs (PACE).

**Smart Cities**
- Streamline the permitting and installation of solar PV systems.
- Pursue funding and development of technologies for local renewable energy generation and storage that include microgrids in corridor communities.

**Green Infrastructure**
- Pursue partnerships with technology companies in order to develop “smart city” infrastructure to facilitate use of the so called “internet of things” to automate community functions and reduce energy and water consumption.
- Ensure that water and other public realm infrastructure (such as sidewalks, roadways, parking areas and other typically impermeable surfaces) are designed to “blue/green infrastructure” standards to improve community aesthetics and comfort while intelligently managing storm and wastewater.
IMPLEMENTATION STEPS

- Partner with public agencies and other non-profit organizations to enhance access to public amenities, such as open space, recreational facilities, and others.
- Expand opportunities to create new parks and other open spaces through tools such as the transfer of development rights, public outdoor amenity space incentives, non-traditional interventions in the public right-of-way, and as a part of major public projects. Prioritize the development of public open space in underserved communities to improve access to open space.
- Require new developments to contribute towards or build parks and/or open space.
- Seek funding for parks, recreation, open spaces, neighborhood recreation and senior centers, and other cultural amenities through the Safe, Clean Neighborhood Parks and Beaches Measure of 2016 (Measure A).
- Consider pursuing funding through the California Urban Greening Program, which supports projects that reduce GHG emissions by establishing and enhancing parks and open space, greening lands and structures, and establishing green streets and alleyways.
- Promote an enhanced public realm and network of pedestrian paths that connect adjacent resources, such as parks, paseos and other open spaces.
- Actively pursue new and enhanced sources of funding for greening existing spaces in the station areas, including “garden hubs,” parks, and other temporary community places.
- Promote shared on-site amenities, including usable open space that is accessible to the public in new development projects.
- Remove prohibitive regulations to ensure maximum use of small or narrow infill sites for contextual new development or use as creative open space.
Resilience

IMPLEMENTATION STEPS

- Develop Climate Action Plans for reducing greenhouse gas emissions by adopting relevant strategies identified in the Gateway Cities COG Climate Action Planning Framework.
- Implement policies for long-term resilience in infrastructure plans and other local plans.
A-2
EXISTING CONDITIONS REPORT
A-4
SOCIO-ECONOMIC & DEMOGRAPHIC PROFILE
A-5
REAL ESTATE MARKET SCAN
A-6
OUTREACH SUMMARY REPORT
A-7

SAMPLE RESOLUTION
Sample Resolution for The City of <WSAB>

Relating to the West Santa Ana Branch Transit Oriented Development Strategic Implementation Plan (“TOD SIP”)

- Whereas, designated key staff of the <WSAB City> have participated with Metro and its consultants in the preparation of the TOD-SIP over a 20-month period;

- Whereas, the City of <WSAB>’s Vision(s) of the <WSAB > Station Area have shaped the articulation of the station area development concepts and station area plans;

- Whereas, the City of <WSAB> has participated with other WSAB Corridor cities in articulating a shared corridor vision for coordinated development efforts;

- Whereas, the City of <WSAB> has participated with other WSAB Corridor cities and Metro to review and shape the Implementation Strategies for corridor development;

- Whereas, the TOD-SIP reflects the City of <WSAB>’s vision and intent for the <WSAB> Station Area;

- Now, therefore be it Resolved that the <City Council / Planning Commission> of the City of <WSAB> hereby adopts the West Santa Ana Transit Corridor Transit Oriented Development Strategic Implementation Plan as a guide to the facilitation of the City of <WSAB>’s planning efforts for the <WSAB> station area.
Executive Summary

1. Introduction
2. Process
3. Shared Corridor Vision
4. Implementation Strategies
5. Implementation Toolkit

Appendix
Referenced Plans

**BY STATION**

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

**Gridley/183rd**
City of Cerritos: TOD Demonstration Project, SCAG, December 2012

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

**Paramount/Rosecrans**
Paramount South Gate Station Area Plan, SCAG, September 2018
Paramount/South Gate Draft Vision Plan, Eco-Rapid Transit, August 2016

**I-105/Green Line**
Paramount South Gate Station Area Plan, SCAG, September 2018
Hollydale Village Specific Plan, City of South Gate, June 2017
Paramount/South Gate Draft Vision Plan, Eco-Rapid Transit, August, 2016

**Gardendale**
Rancho Los Amigos South Campus Specific Plan, City of Downey, Draft July 2018
Specific Plan SP 85-1, Rancho Los Amigos, City of Downey, September 1985
Hollydale Village Specific Plan, City of South Gate, June 2017
Gardendale Station, City of Downey/ SCAG, undated
Los Angeles County Campus Specific Use Plan, November 2006

**Firestone**
Gateway District Specific Plan Public Draft, City of South Gate, June 2017
Firestone/Atlantic Station Area Plan, SCAG/Eco-Rapid Transit, March 2018
Firestone and Atlantic Station Area Plan, City of South Gate, March 2013
Gateway District Framework Options – May 2016

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

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

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

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

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

**Plans:**
- Cerritos Citywide Bikeway Master Plan (2010)
- City of Downey Bicycle Master Plan (2016)
- City of South Gate Bicycle Transportation Plan (2012)
- Cudahy Safe Routes to School Plan (2015)
- City of Bell Bicycle Master Plan (2016)
- City of Huntington Park Bicycle Transportation Master Plan (2014) City of Vernon Bicycle Master Plan (2017)
- County of Los Angeles Bicycle Master Plan (2012) Mobility Plan 2035, City of Los Angeles (2016)

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

**Plans Under Study**
- Active Transportation Rail to River Segment B, Metro
- Los Angeles River Path Project, Metro
- Bellflower-Paramount Active Transportation Plan

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

**Arts District South**
Downtown Community Plan (DTLA 2040), City of Los Angeles, Draft August 2018
AECOM - Central City East Planning Study - Nov. 2015

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

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

**Corridor-Wide**
Los Angeles County Strategic Plan for Economic Development, LAEDC, 2016-2020
Transit Oriented Development Guidelines, Eco-Rapid Transit, September 2014
Corridor/South Gate Environment Justice Impacts and Opportunities, CALTRANS, October, 2016
Gateway Cities COG Strategic Transporation Plan, 2016 I-710 Livability Initiative, 2018