Metro Applies for FTA Grant w/ Eco Rapid and City of South Gate 2016

Existing Conditions 2017/2018

Vision 2018

Station Area Concepts & Access 2018

Implement. Strategies & Actions 2018/19

TOD SIP, Station Area Report & Appendices 2019
Why a TOD SIP Now?

• 20 mile corridor, 12 stations, 13 cities and a county that need to collaborate
• Station areas with multiple jurisdictions
• There’s time to prepare for the land use evolution to come
• Unprecedented opportunity – to provide a foundation for cities to leverage future transit investment, one corridor and distinct communities, physical and economic mobility, a sustainable future
• With the legacy of vulnerable, high need communities...need to plan for people to stay in the corridor
Mix of uses supports riders of all income levels

Transit supportive densities, parking, placemaking, multimodal mobility

We drive less/use transit more

Equitable benefits for existing communities

Transit investment is maximized
“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.”
Strategies & Actions

- Governance
- Equitable Development & Community Preservation
- Transit Supportive Planning
- Placemaking
- Mobility, Access & Connectivity
- Sustainability & Resilience
Strategies & Actions

Governance

- Corridor Wide Entity
- EDA or Modified JPA
- Investment Attraction & Marketing
- TIF/Value Capture
- Funding

CASE STUDY
WEST LINE CORRIDOR COLLABORATIVE; DENVER & LAKewood, COLORADO
Strategies & Actions

Equitable Development & Community Preservation

- Process: Engage the Community
- Community Benefits
- Business Support
- Community Financial Empowerment
- Workforce Development
- Affordable Housing & Anti Displacement
- Cultural Resource Preservation
Strategies & Actions

Transit Supportive Planning

- Calibrate Entitlements & Zoning Corridor Wide
- Innovative Parking Management Strategies
Strategies & Actions

- Activate Public Space
- Celebrate Community Identity
- Tactical Urbanism
- Design Guidelines
Mobility, Access & Connectivity

- Policy & Partnerships
- Walkable Streets
- Sidewalks
- Intersections
- Bicycle Facilities
- Micro Mobility Network
Strategies & Actions

Sustainability & Resilience

- Environmental Justice
- Green Buildings/Green Communities
- Sustainable Infrastructure
- Access to Parks & Open Space
- Resilience
Station Types Overview

1. Main Street Adjacent
   - Pacific/Randolph
   - Bellflower
   - Pioneer
   - Emphasizes local retail, cultural, & services with ancillary residential
   - Sidewalk zones (building frontage, walk and pathway) & multimodal access from the larger community
   - Moderate Low / Mid Rise
   - Transit Plaza Infill Open Space with new development Parking / Pop-Up Spaces

2. Large Scale Redevelopment
   - Firestone
   - Paramount / Rosecrans
   - Gardendale
   - Balanced community with office, institutional services, & residential potential
   - Opportunity to establish fine grain grid of complete (multimodal) streets
   - Urban Mid / High Rise
   - Transit Plaza Infill Large Scale / Focal Points / Central Open Space

3. Residential Arterial Infill
   - Florence / Salt Lake
   - Emphasizes local retail & services with ancillary residential
   - Sidewalk zones (building frontage, walk and pathway) & multimodal access from the larger community
   - Moderate Low / Mid Rise
   - Transit Plaza Infill Open Space with new development Parking / Pop-Up Spaces

4. Industrial Hybrid Infill
   - Slauson
   - I-105 / Green Line
   - Emphasizes evolving productive uses to green industry, adding livework & locally serving retail / services
   - Humane the streets (trees, seating, lighting, art) & prioritize pedestrians & multimodal mobility over autos & goods movement
   - Moderate Low / Mid Rise
   - Transit Plaza Infill Open Space with new development

5. High Density Walkable Mixed Use
   - Arts District South
   - Little Tokyo
   - South Park / Fashion District
   - Regional / National
   - Full-service mixed-use areas with local, regional & national tenant mix. Potential for residential, commercial, office, institutional, civic / cultural uses
   - Prioritize the pedestrian & mobility services in the public realm, over the private auto. Transition streetscape from industrial to downtown quality. Focus on sidewalk zones & multimodal access
   - High Mid / High Rise
   - Transit Plaza Infill Open Space with new development Parking / Pop-Up Spaces

West Santa Ana Branch TOD SIP
**DESIGN PRINCIPLES**

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.

**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.
Station Type 1: Main Street Adjacent

DESCRIPTION
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 Type - Visualization

MAIN STREET ADJACENT
PRIORITY STRATEGIES & ACTIONS FROM CHAPTER 3

<table>
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<tr>
<th>STRATEGIES</th>
<th>ACTIONS</th>
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| 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 | • Calibrate Community Identity  
• Adopt Comprehensive Design Guidelines |
| MOBILITY | • Sidewalks  
• Complete a Safe Micro Mobility Network |
Station Area Portraits

* and find more detail in Station Area Report, Existing Conditions Reports, and Economic Studies
PARAMOUNT / ROSECRANS
[ PARAMOUNT ]

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

PRIORITIES

STATION OVERVIEW
The proposed Paramount/Rosecrans station will be located in an elevated segment of the Westside 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 Theater and Swap Meet and Branch Theater multiple 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, southwest, and southeast in and around the station area. The City of Paramount has prepared a Vision for this station area and the nearby Green Line station, describing walkable, well-connected, mixed-use communities in the station areas in the future.

SPECIFIC PLAN
Prepare a specific plan that can build on the City of Paramount's Vision Plan for the station area as well as the nearby 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 Branch Theater multiple 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 property currently occupied by the Drive-In Theater and Swap Meet present significant redevelopment opportunities over the long term, given the amount of available land at the site. This may provide an opportunity to integrate housing for a new community with an existing main road program, along a new development plan.

GENERAL PLAN HOUSING ELEMENT
Adopt and update 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 inventory in support of efforts to transition traditional industrial areas 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, small-scale businesses along Paramount Blvd, to maintain the unique character 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 reduce redevelopment costs and time.

CONNECTIVITY
Enhanced multi-modal connectivity, prioritizing these walking and bicycling while this station area's neighborhood will be critical in both pedestrian and improved quality of life for local residents. Pedestrian safety, 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 vehicle traffic, focused 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 development areas. Sustainable infrastructure includes technologies for local renewable energy generation and storage, "smart city" infrastructure for data collection and network monitoring, and intelligent transportation system planning. Our vision includes opportunities for handcrafted development that inspires community aesthetics and comfort while intelligently managing storms and wastewater.

STATION AREA CONCEPT PLAN
PARAMOUNT / ROSECRANS
[ PARAMOUNT ]

LEGEND
- Existing Paramount Park
- Existing Paramount, Middle School
- Existing Branch Theater Multiplex
- Community Park
- Transit Plaza

Wes Santa Ana Branch TOD SIP
In summary, how to use this plan?
Next Steps

- Corridor FLM Projects
- Grant Pursuits
- Value Capture Study
- Jurisdictions Review & Integrate TOD SIP

Download the plan here: [https://www.metro.net/projects/west-santa-ana/](https://www.metro.net/projects/west-santa-ana/)
Acknowledgements

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• Los Angeles Office of City Council, Huizar and Price
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• LA Metro Board Officers and Staff