West Santa Ana Branch
Transit Oriented Development
Strategic Implementation Plan
(TOD SIP)

May 8, 2019
How did we get here today?

• In 2016 Metro led a FTA TOD Pilot Project grant application for this Plan, in partnership with Eco-Rapid Transit and City of South Gate.

• Grant awarded and project started in mid 2017, and TOD SIP has been developed over the last year and a half in collaboration with local jurisdictions.

• GOAL: 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, Access to Transit Hubs/Active Transportation, Economic Development & Investment.
Mix of uses supports riders of all income levels

Transit investment is maximized

Equitable benefits for existing communities

We drive less/use transit more

Transit supportive densities, parking, placemaking, multimodal mobility
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 – 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

* Images Courtesy of CTOD’s TOD 203 Guidebook
Vision

“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.”
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.
Plan Structure

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

ACTIONS
[Chapters 3 and 5]

STRATEGIES
[Chapter 3]
Strategies & Actions

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

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

The Collaborative has received collective funding and successfully petitioned from the Tri-County COG to create a station plan for a neighborhood around the border between Denver and Lakewood. The Collaborative, with corridor-wide efforts targeted to commuters, with emphasis on lower income populations.

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 cover capital costs will be repaid through toll road revenues and special assessment on properties in 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 districtwide financing mechanism.
Equitable Development & Community Preservation

- Process: Engage the Community
- Community Benefits
- Business Support
- Community Financial Empowerment
- Workforce Development
- Affordable Housing & Anti Displacement
- Cultural Resource Preservation
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, EBALDC/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.

Lower Los Angeles River Revitalization Plan

Community Land Trusts

A community land trust is a nonprofit corporation that develops and stewards permanently affordable housing, community gardens, civic buildings, commercial spaces and other community assets on behalf of a community.

According to the National Community Land Trust Network, these programs invest “public funding into a property in order to make home purchase affordable for a family of modest means. The organization supports the residents to attain and sustain homeownership. In return, the homeowner agrees to sell the home at resale-restricted and affordable price to an emerging income homeowner in the future.” There are more than 200 community land trusts across the country.

Any housing the trust acquires, builds or rehabilitates remains permanently affordable for successive generations of owners or renters via the use of a ground lease arrangement with the owner of the improvements on the property. By retaining the right to the land, regardless of the type of legal ownership of the buildings, a community land trust will ensure the selling price is affordable regardless of current market prices.

There are a number of community land trusts in the region which could be used as potential examples. The Beverly Vermont Community Land Trust based in the L.A. Eola Village neighborhood “specializes in helping to create permanently affordable housing for low to moderate income households dedicated to lower impact living patterns.” The trust also manages a learning garden for eight public schools.

Web Resources

For more information see:
National Community Land Trust Network at http://ncltnetwork.org/
California Land Trust Network https://www.calttnetwork.org/

Establishing a land trust requires a large capital investment but this investment can often be satisfied with local, state or federal affordable housing funding or through the donation of land. It can be difficult for families who are willing to make home loans on property leased by a community land trust, but in areas where community land trusts are more common, this has gotten easier. Finding suitable property for the trust to purchase can sometimes be a challenge. Some cities have used eminent domain to acquire properties for land trusts.
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
Strategies & Actions

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**
   - **Belleflower**
   - **Pioneer**
   - **Features**: Emphasizes Local Retail, Cultural, & Services with Ancillary Residential
   - **Influence Area**: Local
   - **Land Use Mix**: Emphasizes Local Retail, Cultural, & Services with Ancillary Residential
   - **Streets & Blocks**: Sidewalk zones, walk and parkways & multimodal access from the larger community
   - **Density & Scale**: Moderate Low / Mid Rise
   - **Open Space**: Transit Plaza, Infill Open Space with new development

2. **Large Scale Redevelopment**
   - **Firestone**
   - **Paramount / Rosecrans**
   - **Cardenale**
   - **Features**: Balanced Community with Office, Institutional Services, & Residential Potential
   - **Influence Area**: Regional
   - **Land Use Mix**: Balances Community with Office, Institutional Services, & Residential Potential
   - **Streets & Blocks**: Opportunity to establish transit corridors (multi-modal) streets
   - **Density & Scale**: Urban, Mid / High Rise
   - **Open Space**: Transit Plaza, Large scale/focal point

3. **Residential Arterial Infill**
   - **Florence / Salt Lake**
   - **Features**: Emphasizes Local Retail & Services with Ancillary Residential
   - **Influence Area**: Local
   - **Land Use Mix**: Emphasizes Local Retail & Services with Ancillary Residential
   - **Streets & Blocks**: Sidewalk zones, walk and parkways & multimodal access from the larger community
   - **Density & Scale**: Moderate Low / Mid Rise
   - **Open Space**: Transit Plaza, Infill Open Space with new development

4. **Industrial Hybrid Infill**
   - **Slason**
   - **I-105 / Green Line**
   - **Features**: Emphasizes evolving productive uses to green industry, adding live/work & locally serving retail/services
   - **Influence Area**: Local
   - **Land Use Mix**: Emphasizes evolving productive uses to green industry, adding live/work & locally serving retail/services
   - **Streets & Blocks**: Environmental improvements to streets (trees, seating, lighting, art) & prioritize pedestrians & multimodal mobility over auto & goods movement
   - **Density & Scale**: Moderate Low / Mid Rise
   - **Open Space**: Transit Plaza, Infill Open Space with new development

5. **High Density Walkable Mixed Use**
   - **Arts District South**
   - **South Park / Fashion District**
   - **Features**: Full service mixed use areas with local, regional & national tenant mix, Potential for residential, commercial, office, institutional, civic/cultural uses
   - **Influence Area**: Regional / National
   - **Land Use Mix**: Full service mixed use areas with local, regional & national tenant mix, Potential for residential, commercial, office, institutional, civic/cultural uses
   - **Streets & Blocks**: Prioritize the pedestrian & mobility services in the public realm, over the private auto. Transition streetscape from industrial to downtown quality.
   - **Density & Scale**: High Mid / High Rise
   - **Open Space**: Transit Plaza, Infill Open Space with new development

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West Santa Ana Branch TOD SIP
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
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
- Calibrate Community Identity
- Adopt Comprehensive Design Guidelines

MOBILITY
- Sidewalks
- Complete a Safe Micro Mobility Network
Station Type 2: Large Scale Redevelopment

DESCRIPTION
The Large Scale Redevelopment Type, or place type, embraces 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 Green Line 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 undervalued or becoming incompatible with their surroundings. The historic character of the Gardenla station area, spanning from the Rancho Los Amigos campus buildings, may also provide a unique character reference to draw on in that station area.
Station Type 3: 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 residential uses. Physical connectivity improvements on the arterial, as well as in the station area, will enhance existing residents' multi-modal 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

STRATEGIES

EQUITABLE DEVELOPMENT & COMMUNITY PRESERVATION
• Engage the Community and CBOs
• Implement Existing/New Business Support Services & Expansion
• Affordable Housing & Anti Displacement

TRANSIT SUPPORTIVE PLANNING
• Calibrate Entitlements and Zoning Corridor-Wide

PLACEMAKING
• Activate Public Space
• Use Temporary Improvements to Facilitate Permanent Change

MOBILITY, ACCESS, & CONNECTIVITY
• Access/Connectivity Policy and Partnerships
• Complete a Safe Micro Mobility Network

Residential Arterial Infill Type - visualization
Station Type 4: 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 use 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>
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<th>ACTIONS</th>
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<td>TRANSIT SUPPORTIVE PLANNING</td>
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<tr>
<td>PLACEMAKING</td>
<td>Adopt Comprehensive Design Guidelines</td>
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<tr>
<td>MOBILITY, ACCESS, &amp; CONNECTIVITY</td>
<td>Walkable Streets &amp; Permeable Network</td>
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<td></td>
<td>Complete a Safe Micro Mobility Network</td>
</tr>
<tr>
<td>SUSTAINABILITY &amp; RESILIENCE</td>
<td>Mitigate Existing Environmental Impacts in the Corridor</td>
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<td></td>
<td>Set Green Building/Green Communities Standards</td>
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<td>Support Sustainable Infrastructure Development</td>
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<td></td>
<td>Enhance Access to Parks and Open Space</td>
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Large Scale Redevelopment Type - visualization
**Station Type 5: High Density Walkable Mixed-Use**

**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>
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<tbody>
<tr>
<td><strong>GOVERNANCE</strong></td>
<td>Implement a Corridor-Wide Strategy for TIF/Value Capture</td>
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<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>
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<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>
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<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>
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</tbody>
</table>

*High Density Walkable Type visualization*
Station Area Portraits

* and find more detail in Station Area Report, Existing Conditions Reports, and Economic Studies
Station Area Portraits

PARAMOUNT / ROSECRANS

VISION

Mixed-use community at moderate densities that is desirable for families, with a regional commercial corridor and public access to schools, in the heart of Paramount.

PRIORITIES

SPECIFIC PLAN

Prepare a specific plan that can build on the City of Paramount Vision Plan for the station area as well as the nearby Lightrail 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 BiLevel Theater multiple can leverage the regional importance of the Paramount Station. This could be a multi-use activates multiple. The parcel currently occupied by the BiLevel Theater and Swap Meet presents good developmental opportunities over the long term, given the area of available land at the site. This may provide an opportunity to integrate housing for a range of incomes, an inclusionary housing program, in a new Mixed-Use Planned community.

GENERAL PLAN HOUSING ELEMENT

As part of a specific plan or other regulatory document, the City should prepare a housing element that is tailored to the characteristics of this area. This could be a Multi-Use Planned community.

GREEN INDUSTRIAL OVERLAY ZONE

Incorporate new development with strategies to preserve the legacy, family-owned, smaller scale businesses along Paramount Blvd., to preserve the unique characteristics of this station area.

BUSINESS PRESERVATION

A future station-park 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 for development here, the City should evaluate innovative parking management strategies, such as a shared parking, district parking, or parking based on demand, to help facilitate development.

CONNECTIVITY

Enhanced multi-modal connectivity, prioritizing walking and bikeability within this station area's neighborhoods will be critical in supporting both transit and neighborhood quality of life for local residents. Pedestrian safety is, and will remain, a priority in the station area since there is a high volume of pedestrian crossings and connections to other important destinations. Eastbound on Rosecrans.

SUSTAINABLE INFRASTRUCTURE

While the development of sustainable infrastructure and renewable energy sources should be established throughout the corridors, it is particularly important to consider in large-scale development areas. Sustainability infrastructure includes technologies that provide local renewable energy generation and storage. "Smart city" infrastructure to enhance community functions and reduce energy and water consumption, and the regard development that improves community aesthetics and comfort while efficiently managing storm and wastewater.
ACTIVE TRANSPORTATION: WALKABILITY

PARAMOUNT / ROSECRAINS

[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 WSAR 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 consistent spacing. Some trees in parkways or tree wells, although there are opportunities for rail 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 are typically eight feet wide, with some street trees in narrow tree wells and some trees in adjacent sidewalks.

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 width 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 WSAR ROW that extends from the existing path in the City of Bellflower to Los Angeles River is a priority for the City of Paramount. The first segment between Laiwood 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 WSAR rail line.

2. A north-south active transportation path through Paramount Park between 3rd Street and the future WSAR 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 destinations in the Paramount/Rosecrans TOD.

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

POTENTIAL IMPROVEMENTS

- Expanded boundary of 3/4-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled pedestrian crossing
- Sidewalk type by street (see metric on page 29)
- Station area specific improvements

EXISTING CONDITIONS

- Boundary of 3/4-mile walk zone
- Primary walk path
- Secondary walk path
- Controlled crossing of arterial street
- Typical sidewalk width by block face
ACTIVE TRANSPORTATION: MICRO MOBILITY

PARAMOUNT / ROSECRAINS

[ PARAMOUNT ]

OVERVIEW
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</th>
<th>South/East Limit</th>
<th>North/West Limit</th>
<th>Length</th>
<th>Notes</th>
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<td>PRB1</td>
<td>SDS Phase 1</td>
<td>I</td>
<td>Laburn</td>
<td>South</td>
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<tr>
<td>PRB2</td>
<td>SDS Phase 2</td>
<td>I</td>
<td>Schmitt</td>
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<td>PRB3</td>
<td>SDS Phase 3</td>
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<tr>
<td>PRB4</td>
<td>Path through Ramona Park</td>
<td>I</td>
<td>3rd</td>
<td>WSAI</td>
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<td>Paramount: Needed for all Biketrips south of WSAI to access station.</td>
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<td>PRB5</td>
<td>Peverill Complex (PEC) at 106th</td>
<td>I</td>
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<tr>
<td>PRB17</td>
<td>Orizaba-Hawker Center-Mission</td>
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<tr>
<td>PRB18</td>
<td>Arthur-Horne-Garnettown-Berm</td>
<td>II</td>
<td>Gardena</td>
<td>Denver (810)</td>
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<td>On Paramount's plan only. Do you have a note about the relation of Gardena and Berlin?</td>
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<tr>
<td>PRB19</td>
<td>McCauley</td>
<td>III</td>
<td>SCAG</td>
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<td>PRB21</td>
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Note: white dots are signalized intersections.

EXISTING CONDITIONS & IMPROVEMENTS

[ Map of Paramount/Rosecrans with potential facilities marked.]
In summary, how to use this plan?
Next Steps

Corridor FLM Projects

Grant Pursuits

Value Capture Study

Jurisdictions Review & Integrate TOD SIP
Acknowledgements

Los Angeles County Metropolitan Transportation Authority
Jenna Hornstock
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Eco-Rapid Transit
Michael Kodama
Lillian Burkenheim

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

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

Los Angeles County
Chief Executive Office
Department of Regional Planning

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
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
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Questions?