Working closely with Corridor cities to develop station area master plans for:

- **Gardendale Station** – Downey with South Gate
- **Firestone/Atlantic Station** – South Gate with Cudahy
- **Florence Station** – Cudahy with Huntington Park
- **Pacific Station** – Huntington Park

Planning effort included:

- Individual city work sessions
- Multi-city work sessions
Study Purpose and Results

• Develop future station area visions, design concepts and plans

• Coordinate plans with Corridor TOD Guidebook efforts

• Document resulting design concepts and plans in a “briefing book” presenting future corridor-wide and city-specific station area opportunities and concepts
Integrated transit, urban design and economic development approach can provide multiple benefits –

• Focus station area plan and land uses to support city visions and goals
• Create recognizable Corridor identity

Establish Corridor framework for future land use and development in order to –

• Attract private investment
• Position cities to secure regional, state, and federal funding
• Serve as a guide for other Corridor cities
• Reinforce Metro TOD and rail system policies
Proposed “Soccer Village” concept includes –

- Soccer fields, stadiums and facilities at Florence and Gardendale Stations
- Hotel and retail facilities at Firestone/Atlantic Station
- Entertainment and eating facilities at Pacific Station

“Soccer Village” concept can contribute to –

- Creation of unique Corridor identity
- Support city economic development goals
- Support increased ridership
Study Process

Understand each city’s and station area’s challenges and opportunities through –

• City vision and goals
• Land use and development plans
• Regional and local access
• Pedestrian and bicycle facilities and plans
Guiding Principles

Principles used to guide station area design and plan development –

• **Connections** – connect existing and future residential neighborhoods, employment centers and destinations to the station; extends public realm improvements beyond the station area

• **Place-making** – create a special destination/place unique to each city

• **Transit as an economic development tool** – concentrate jobs and homes in the station areas to reap the transit-related benefits
Today, commercial manufacturing and industrial jobs, plus neighborhoods

In the future –

- Downey – Rancho Los Amigos Campus Plan may add 4,000 to 6,000 County jobs
- South Gate plans –
  - Hollydale Industrial District – future light industrial/flex employment center
  - Garfield Corridor – revitalized “main street” with retail and residential development
Gardendale Station Area Concept
At-grade Rail Crossing
Townhomes (transit oriented development)

Transit plaza and stadium forecourt

Parking structure

5,000 seat soccer stadium

Soccer fields

Hotel

Medical facility and community center

Entertainment, food, and retail

Parking structure
The Triangle

Today, primarily industrial, retail and commercial uses facing Firestone/Atlantic with residential neighborhoods behind

Recently opened Azalea Shopping Center with retail and entertainment uses with employment opportunities

Future station area land uses:
- Residential, office, hotel and commercial uses
- Community center and daycare facilities
- Iconic plaza
- Station parking
Firestone/Atlantic Station
Above-grade Rail Crossing
Firestone/Atlantic Station
Above-grade Rail Crossing
Community Gateway

Today, single and multi-family housing with commercial/retail uses along Florence and Salt Lake Park

Proposed future station area land uses:

• Mixed-use residential development in station area
• Two-three story mixed-use retail/housing development along Florence Boulevard
• Improved use of and access to Salt Lake Park with new “Soccer Village” facilities
Florence Station Area Concept
At-grade Rail Crossing
Florence Station Area Concept
Pacific Boulevard – the heart of Huntington Park serves as a major commercial destination for the region

- Historic commercial thoroughfare/destination lined with commercial, retail and entertainment uses – one of the busiest, highest grossing commercial districts in Los Angeles County
- North of Randolph – primarily commercial and industrial land uses
- Surrounded by high-density residential neighborhoods – some with the highest residential densities in the county and the U.S.
Pacific Boulevard Station Area Concept
At-grade Rail Crossing Option A
Pacific Boulevard Station Area Concept
Above-grade Rail Crossing Option B
Pacific Boulevard Station Area Concept
Above-grade Rail Crossing Option C
Next Steps

With Board direction –

• City Council presentations of station concepts
• Preparation of final station area plans and concepts reflecting City Council comments received
• Preparation of a Corridor and station area briefing book documenting
  • Corridor and station area study efforts and strategies
  • Station-specific goals, plans and design concepts
Eco-Rapid Transit/Orangeline Development Authority
Board of Directors Meeting
Transportation Land Use Study
Transit Ridership

FLORENCE STATION: TRANSIT RIDERSHIP

- **Proposed WSAB Transit Corridor**
- **Proposed Station Location**
- **City of Cudahy**
- **City of Huntington Park**
- **City of Bell**
- **Walnut Park (Unincorporated)**
- **City Boundaries**

**Transit Facilities**
- **Metro Local Circulator Line**
- **Metro Local Bus Line**
- **Cudahy Area Rapid Transit**
- **Huntington Park COMBI**
- **Circulator Bus Line Stop**
- **Local Bus Line Stop**
- **Multiple Bus Line Stop**

**Weekday Bus Boardings and Alightings**

- **1 - 49**
- **50 - 100**
- **101 - 199**
- **200 and above**

Source: LACMTA; City of Huntington Park
*Note: Ridership Data for June 2013*