WEST SANTA ANA BRANCH TRANSIT CORRIDOR
STATION AREA CONCEPTS

FOR THE CITIES OF:
- HUNTINGTON PARK
- CUDAHY
- SOUTH GATE
- DOWNNEY

FINAL MARCH 2018
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Planning Study of Station Area Development for the ECO-RAPID Project

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EXECUTIVE SUMMARY

In the first half of the twentieth century, the Pacific Electric (PE) Railway operated Red Car service along many rail lines throughout Southern California, including one running from downtown Los Angeles to downtown Santa Ana. Today, the southern portion of the former rail line is used by the Metro Blue Line, and the northern portion is known as the West Santa Ana Branch (WSAB) in Los Angeles County and the Pacific Electric Right-of-Way (PEROW) in Orange County. Red Car rail service shaped this Corridor’s communities in many ways from the early 1900s through 1961 when it ceased operations. The PE rail system connected the region’s growing communities and created memories of fast, friendly transit service, first homes, walkable downtowns, and reliable transportation to work and shopping.

After sitting vacant for more than 50 years, plans are underway to build a new Corridor rail system. Reuse of this once active transit corridor, along with implementing station area visions and plans, provides the opportunity to recreate the once-vibrant “transit main street” that connected Corridor communities with each other and the rest of the Southern California region – and beyond. Future rail service will connect Corridor cities and will extend the statewide California High-Speed Rail system. Red Car stations have been found in downtown Santa Ana and the Million Dollar Theater area, and efforts are being made to preserve and celebrate the area’s rich history.

Future rail station areas are being envisioned and plans are being made to attract new residents and draw businesses to create walkable communities, mixed-use neighborhoods, and transit-oriented development. The role of this study is to guide the planning for future development at these new rail stations, with a focus on developing vibrant, transit-friendly station area designs that will attract private investment.

The study builds on those previous planning efforts to provide more detailed station area land use concept plans and design plans for four of the Corridor’s station areas. These plans will guide the development of these new rail station areas and will provide a framework for the development of future mixed-use neighborhoods and transit-oriented development.

Figure E.1 - Red Car service operating in Corridor in 1950s
Figure E.2 - View of WSAB Corridor today in city of Paramount
Figure E.3 - Future Bellflower station area with light rail operation
Figure E.4 - WSAB Transit Corridor
“Visioning and planning for future WSAB Corridor station areas will focus private development and local public investment to serve each Corridor city.”
1.1 ECO-RAPID TRANSIT PLANNING EFFORTS

This study effort presents station area design concepts for the Corridor stations reflecting city-specific visions and values and understanding of the existing conditions and future plans for each station area. The resulting concepts provide a local-use and urban design framework for discussion and decision-making in the context of economic development and revitalization efforts.

PREVIOUS PLANNING EFFORTS

Revise of the WSAB Corridor station areas has been studied through several planning efforts. The Peripheral Expressway Overpass/WSAB Corridor Alternatives Analysis (AA) study completed in 2013 was led by the Southern California Association of Governments (SCAG) with Metro’s participation. The AA study demonstrated the growing mobility need for reuse of the Corridor Right-of-way (ROW) for transit operations. It is a station area study of Metro, as required by the California Ralph M. Metz Transit Corridor Technical Reference Guide and utilizing the compatibility of rail service to serve approximately 70,000 daily riders. Today, Metro is redefining its service closer to reality through completion of Caltrans’s and Federal environmental study efforts and related alignment engineering refinement work.

In parallel efforts to the Corridor rail system planning efforts, urbanized local use study efforts have addressed how to best use the planned transit system investment to serve as a community-driven catalyst for creation of economically viable and environmentally sustainable cities. Corridor station area land-use planning efforts have been funded or completed by Caltrans and Eco-Rapid Transit.

ERT PLANNING EFFORTS

Eco-Rapid Transit (ERT) is a joint powers authority whose mission is to ensure the development of the new Metro /WSAB Corridor plan and the use of the new investment to create revitalization opportunities and health care options for Corridor residents. Reviving the planning efforts are documented in the ERT Transit-Oriented Development (TOD) Guidebook completed in 2014. The TOD Guidebook provides member cities and stakeholders with innovative planning and economic development strategies to coordinate the transit and station area plan with the city plans and future development. The ERT TOD Guidebook is designed to position the Corridor for economic investment and revitalization and to outline how future development can connect Corridor right-of-way and public infrastructure to the city through a series of hands-on working sessions. These efforts identified local goals and knowledge for each proposed station area through the eyes of city planners, public works directors, and other city staff.

The following station area questions focused identifies station area-specific opportunities:

- Identify opportunities to create sustainable community identity.
- Analyze the potential for creating future stations to support existing urban areas, community plans, and future development opportunities.
- Build upon and support existing city zoning; general and specific plans, and overlay plans.
- Create accessible, multi-modal station areas connecting into adjacent neighborhood.
- Identify opportunities to promote connectivity along the Corridor ROW to other transportation.

The resulting Corridor area concept plans highlighted areas of opportunity for transit-oriented, mixed-use development and how transit facilities could support creation of a transit-oriented development. The design concepts also envisioned the implementation of a transit-oriented development system for Corridor residents, businesses, and community.
STATION AREA CONCEPTS

Station areas concept plans and sketches were prepared based on future station area visions developed in close collaboration with each city, and based on a detailed understanding of each city’s and station areas’ challenges and opportunities. This effort included identifying current plans and policies and future opportunities for the immediate station area and its broader region.

Using the information gathered from these efforts, relationships between land uses, transportation, local government, staff, and sites to envision future station area design concepts and plans were developed. These relationships are illustrated in the following report sections.

1. Place-making – Create a special destination/place that is unique to each city.
2. Connections – Connect existing and future transportation, employment centers, and pedestrian routes and destinations to the station by extending public realm improvements beyond each station area.
3. Community benefits – Generate pedestrian and transit-friendly streets and areas that support improved quality of life for the residents.
4. Regional benefits – Extend station area benefits and influence development in adjacent neighborhoods.

DESIGN PRINCIPLES

The following station area design principles evolved from the individual and group city discussions and were used to guide station area master plan development, and are recommended to guide future station area design, land use, economic development, and access decisions:

1. Place-making – Create a special destination/place unique to each city.
2. Connections – Connect existing and future transportation, employment centers, and pedestrian routes and destinations to the station by extending public realm improvements beyond each station area.
3. Community benefits – Generate pedestrian and transit-friendly streets and areas that support improved quality of life for the residents.
4. Regional benefits – Extend station area benefits and influence development in adjacent neighborhoods.

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“The PE rail system connected the region’s growing communities and created memories of fast, friendly transit service, first homes, walkable downtowns, and reliable transportation to work and shopping.”
2.1 CORRIDOR BACKGROUND

The West Santa Ana Branch Transit Corridor is about transportation investment. Transportation has shaped this corridor since the early 1900s when the Pacific Electric (PE) Railway system contributed to the development of the Corridor’s communities in the 20th century. After sitting vacant for more than fifty years, the region is looking ahead to the future reuse of the PE Railway right-of-way allowing the same communities to strengthen and revitalize themselves for the 21st century. reuse of this once vibrant transit corridor, along with individual city visions and plans, provides opportunity to create a “transit main street” that connects these communities to each other and to the rest of the Southern California region.

In the past, the PE Railway system helped create the Southern California dream of fast transit connecting unique communities together, and created memories of friendly train service, first homes, weekend journeys, and reliable transportation to get to and from work. The PE system connected communities together and let riders “see” what each community offered. Fares paid the

 Measure R Funding set the stage, the Corridor Alternatives Analysis (AA) study clarified the need, and the transit system investment was approved in 2016 with voter approval of Measure M. Looking ahead, the Corridor cities have spent countless efforts on envisioning and planning for the future. The result is the most extensive set of transit-oriented land use and development plans in place in Southern California and perhaps the nation. This Station Area Design Concepts Study will take the cities one step further towards being ready for the future transit system and attracting related development and revitalization opportunities, while further reinforcing the importance of a transit system investment in this Corridor.

Figure 2.1 - Red Car operating in Corridor

Figure 2.2 - Red Car service in downtown Los Angeles

Figure 2.3 - Future Metro light rail service

Figure 2.4 - Pacific Electric Right-of-Way/West Santa Ana Branch Corridor
1. PLACE-MAKING
Make the station the center of a new destination that is special and unique to each community. Achieve true integration between infrastructure, adjacent development, and public space.

2. CONNECTIONS
Connect existing and future residential neighborhoods, employment centers, and destinations to the station so, by extending public realm improvements beyond the station area.

3. TRANSIT AS AN ECONOMIC DEVELOPMENT TOOL.
Concentrate jobs and homes in the station area to reap the many benefits that transit brings to communities. Transit access adds value to adjacent parcels. Developments capture this value, and, in turn, support transit networks by sustaining ridership.
"The WSAB Corridor is an untapped economic powerhouse with more residents and jobs than the city of San Diego – California’s third largest city."

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STATION AREA DESIGN CONCEPTS

3.1 RAIL ALTERNATIVES

3.2 PACIFIC/RANDOLPH (HUNTINGTON PARK)

3.2.1 OVERVIEW ANALYSIS
3.2.2 DESIGN PRINCIPLES
3.2.3 STATION AREA DESIGN CONCEPTS

3.3 FLORENCE (CUDAHY)

3.3.1 OVERVIEW ANALYSIS
3.3.2 DESIGN PRINCIPLES
3.3.3 STATION AREA DESIGN CONCEPTS

3.4 FIRESTONE/ATLANTIC (SOUTH GATE)

3.4.1 OVERVIEW ANALYSIS
3.4.2 DESIGN PRINCIPLES
3.4.3 STATION AREA DESIGN CONCEPTS

3.5 GARDENDALE (DOWNEY)

3.5.1 OVERVIEW ANALYSIS
3.5.2 DESIGN PRINCIPLES
3.5.3 STATION AREA DESIGN CONCEPTS
3.1 RAIL EXPLORATIONS

The future West Santa Ana Branch rail system will be located within existing right of ways, and the decision on each station’s vertical placement – whether at-grade or elevated – will be based on a balance between safety, community desires and rail system operating and cost issues.

Under Metro’s rail grade-separation policy, aerial stations may be recommended based on factors, such as:

• High level of car, truck, and bus street activity;
• Existing or projected high levels of pedestrian activity;
• Complexity of the infrastructure context, such as crossing or operating adjacent to active freight rail ROW, flood control channel, and other utility.

From a Corridor city perspective, the key station decision-making issues were related to the quality of the resulting community fit and pedestrian experience:

• Gateway experience – Corridor cities viewed their future stations as a gateway to their city, and they desired to create a welcoming station area experience with unique cultural and community characteristics representative of their city.

• Pedestrian experience – Corridor cities sought to have as pedestrian-friendly a station area experience as possible with active streetscapes around the station platforms.

Various rail configurations were studied to determine the appropriate platform vertical configuration at each station to maximize pedestrian connections, station area vibrancy, and fit with existing and future station area development.

1- AT GRADE RAIL
Assumes that trains arrive at an at-grade station platform. Transit riders are welcomed by a transit plaza at ground level. A transit plaza should be welcoming and serve as a usable public space, framed by active ground floor uses.

2- ELEVATED RAIL, TYPICAL
Assumes that trains arrive at an elevated station platform. Space below rail are typically unprogrammed. Transit riders access the station platform via stairs and elevators from the ground level.

3- ELEVATED RAIL, STRADDLING STREET
Assumes that trains arrive at an elevated station platform, while straddling a street below, allowing cars to maneuver freely. Transit riders access the station platform via stairs and elevators from the ground level, or from bridges connecting to buildings immediately adjacent to the station platform.

4- ELEVATED RAIL, RETAIL BELOW
Assumes that trains arrive at an elevated station platform, with opportunities for active ground floor uses tucked underneath the rail line. Transit riders access the station platform via stairs and elevators from a ground level concourse housed underneath the rail line.

5- ELEVATED RAIL, BUILDING INTEGRATED
Assumes that trains arrive at an elevated station platform located on the second story of a building, with active retail uses on the ground level and residential or office uses on the levels above. Transit riders access the station platform via stairs and elevators from the ground level concourse housed underneath the rail line.

Figure 3.1 - At-Grade Rail

West Santa Ana Branch Transit Corridor
STATION AREA DESIGN CONCEPTS

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3.1.1 AT GRADE RAIL

When at-grade rail is the selected station platform, it should have direct and easy access to the surrounding neighborhood at ground level. A transit plaza should be welcoming and serve as a usable public space, framed by active street level uses.

Little Tokyo Gold Line Station, Los Angeles, CA
Del Mar Gold Line Station, Pasadena, CA

When trains arrive at an at-grade station platform, transit riders are welcomed by a transit plaza at ground level. A transit plaza should be welcoming and serve as a usable public space, framed by active street level uses.

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3.1.2 ELEVATED RAIL, TYPICAL

When trains arrive at an elevated station platform, transit riders can access the platform via stairs or elevators. However, it can be difficult to “activate” the ground floor level since transit riders arriving/departing the station are removed from the ground level. Therefore, it is important to program the ground level with active uses. (As cited: [7])

3.1.3 ELEVATED RAIL, STRADDLING STREET

With an elevated station platform, there are opportunities to program the underside of the rail with active uses. In this case, the rail line can straddle the street below, allowing cars to maneuver freely. Transit riders can access the platform via stairs or elevators from the ground level, or from bridges connecting to buildings immediately adjacent to the station platforms.
3.1.4 ELEVATED RAIL, RETAIL BELOW

If space allows, there is an opportunity to turn active uses underneath an elevated station platforms. In this case, retail or other auxiliary uses (e.g., ticketing booths, transit offices) can operate below the station platform and help to keep the ground floor well activated.

ITT Campus in Chicago, IL

Figure 3.4 - Elevated Rail, Retail Below

3.1.5 ELEVATED RAIL, BUILDING INTEGRATED

It is also possible to integrate rail with building into a seamless system. In this case, an elevated station platform can occupy the second level of a commercial building, with active retail on the ground level and office or residential on the levels above the station platform.

Memorial Park Gold Line Station in Pasadena, CA

Original “High Line” freight trains in New York, NY

Disneyworld in Orlando, Florida

Active Ground Floor Retail
Plaza
Commercial or Residential Above

Figure 3.5 - Elevated Rail, Building Integrated

Chapter 3: STATION AREA DESIGN CONCEPTS
The City of Huntington Park, a residential community in southeastern Los Angeles County, is located in the industrial City of Vernon to the north, generally bordered by the Alameda Corridor to the west. It is neighbored by the cities of South Gate, Cudahy, and Los Angeles County’s unincorporated Walnut Park community to the south. Huntington Park is composed of 4 persons or greater 56% of households in 2000 and in 2012. In fact, as well as its household size, at an average of 4.0 dwellings were composed of 5 units or more. Between 2000 and 2012, the city’s home ownership rate stayed relatively consistent at 27% - half of the county’s share in the county, Huntington Park is exploring revitalization and higher density housing. Employment opportunities in the city are comprised of the education (29.3%), retail (15%), manufacturing (14.3%), and service (20.1%) sectors. Between 2000 and 2012, the share of opportunities in education increased 3%, while manufacturing decreased almost 2.5%. The City of Vernon was the second most popular destination for employment destinations – Los Angeles and Vernon. The Pacific Blvd Station is proposed to be located on Pacific Blvd from Randolph St to Alameda St. The city is exploring strategies for revitalizing Pacific Blvd – has identified strategies for revitalizing Pacific Blvd – and is currently in the process of developing a Station Area Design Concept for the Pacific Blvd Station. Between 2000 and 2012, 20% of the city’s population lived under the poverty level. Furthermore, between 2000 and 2007, the share of city residents living in households located at 20% or below the poverty level declined from 26% to 22% in this same period. Public transit mode share including biking and walking, carpooling decreased significantly from 22% to 14%, while single-occupied vehicles within this category increased from 53% to 64% during the same time period, while transit in the heart of the city and adjacent to its most attractive destination has increased from 9% to 18%. Public transit mode share including biking and walking, carpooling decreased significantly from 22% to 14%, while single-occupied vehicles within this category increased from 53% to 64% during the same time period, while most employees traveled to work by automobile in 2012, while 79% of the city’s workforce traveled to Los Angeles County for work, which remained consistent at 79% in 2000. Specialty employment employment destinations – Los Angeles and Vernon. However, a more recent Huntington Park General Plan (HPDSP) – approved in 2008 – has identified strategies for revitalizing Pacific Blvd corridor from Florence Ave to Randolph St. The city is working to introduce new retail tenants that may capture a broader consumer target and drive more regional patronage to the corridor.
Huntington Park is a community of residential and commercial uses that transitions from industrial and manufacturing uses at the north/northeast of the city. Land uses throughout the City of Huntington Park are generally low density residential at its eastern and southeastern extremes, medium-high density residential and commercial uses with the proposed Huntington Park Downtown Specific Plan (HPDSP) along its center spine clearly marked by Pacific Blvd. Industrial uses also mark its western border surrounding the Alameda Corridor.

While a significant portion of the city's land uses are designated low to medium density housing, Huntington Park is one of the densest in the county, and even the country, at just over 19,000 residents per square mile. The city's unique commercial destination, as well as its residential and commercial density and transit-reliant population would clearly support a high capacity transit system. The following policies are principles from Huntington Park's General Plan that support transit and transit-related improvements in the city:

• Encourage community-oriented retail, while continuing to revitalize Pacific Blvd as a regional retail destination (Land Use Element Policy 1.2).

• Coordinate connections to transit, like to the Metro Blue Line, which runs along the western edge of Huntington Park from Long Beach to Los Angeles (Circulation Element Policy 4.2).

• Pursue alternative uses of the Union Pacific Railroad ROW on Randolph St, like a green space, parking, and bike paths, if the right-of-way is abandoned for railroad (Circulation Element Policy 5.7).

The Station Area north of Randolph St is characterized by larger general commercial retail with single surface parking lots as well as low-medium density residential uses. South of Randolph St, parcels along Pacific Blvd are part of a Huntington Park Downtown Specific Plan (HPDSP) allowing a mix of commercial and residential uses. Most notably, Pacific Blvd, south of Randolph St, is lined with an uninterrupted face of storefronts and historic buildings occupied by a variety of retail tenants. City-owned parking lots are located alongside the backside of these retail uses. A few blocks east and west from Pacific Blvd, land uses transition to primarily medium-high density residential.

The City of Huntington Park adopted the HPDSP in 2008 to identify strategies for revitalizing downtown Huntington Park with a central focus on Pacific Blvd. The plan identifies land uses to support economic and dense urban development near and along Pacific Blvd and streetscape improvements desired to encourage public spaces that will enhance the corridor’s pedestrian friendly nature.

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AUTOMOBILE ACCESS

The City of Huntington Park is primarily accessible by large throughways without direct access from any major freeway. The arterials 105 (I-105) and 110 (I-110) are approximately 3 miles west of the city, while Interstate 10 (I-10) is 12 miles north of the city, connecting 105 and 110, and Interstate 5 (I-5) is 12 miles east of the city, connecting 105 and 110. Major arterials are Slauson Ave, Randolph Ave, Belgrave Ave, Gage Ave, and Florence Ave, serving as major east-west arterials. Pacific Blvd, also a major arterial, carried approximately 37,000 vehicles per day. Within the station area, major truck routes include Slauson Ave, Randolph Ave, Gage Ave, Florence Ave, Santa Fe Ave, and the northern stretch of Pacific Blvd north of Slauson Ave.

TRANSIT ACCESS

The City of Huntington Park is also well served by bus transit. Including Metro and its own city-operated shuttle, The City of Huntington Park is well served by transit. In Los Angeles County, Pacific Blvd Station is projected to be the 6th busiest bus stop in Southern California with almost 3,000 passenger boardings per day. Almost 15,000 transit passengers board these bus lines every day along Pacific Blvd. Traveling along the corridor, the most transit-active intersections include Pacific Blvd and Slauson Ave with over 3,000 passengers per day, Belgrave Ave with over 1,000 passengers, and Gage Ave with almost 3,000 boardings per day. Pacific Blvd’s regional commercial and cultural draw, it serves an overwhelming quantity of transit riders only through bus service. A transit station at this location on the northern stretch of this already active transit corridor would provide an additional transportation mode to the commuters and visitors. As parking capacity continues to be a threat in the City, this proposed transit station would serve as an alternate transportation option and open access to the employers and large social heart of the city for transit users. From the West Santa Ana Branch, 254 Regional Alternatives Analysis Study, the Pacific Blvd Station is projected to be the 4th busiest in Los Angeles County with almost 3,000 passenger boardings per day. Approximately 15% of passengers were projected to board by bus from here, indicating strong pedestrian activity, with 15% accessing the system by walking and 85% by bus transfer.

STATION AREA DESIGN CONCEPTS

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BICYCLE AND PEDESTRIAN ACCESS

The City of Huntington Park has prepared its Bicycle Master Plan and Complete Streets Policies that were nationally recognized in 2012. The Bicycle Master Plan promotes the development of a bicycle network throughout the city that encourages cycling, connects to major destinations, and improves safety for cyclists and pedestrians. The City has designated non-motorized pathways and bicycle lanes as part of extensive cycling infrastructure, recognizing the significant use of public streets by cyclists. In fact, the city has hosted the Huntington Park Gran Prix for two years since 2013, inviting thousands of cyclists to race their bicycles along Pacific Blvd.

In 2012, the City of Huntington Park ranked 3rd nationally for its Complete Streets Policy. With funding from Caltrans and the Local Government Council, the City of Huntington Park will prepare a Complete Streets Plan to improve safety conditions for all users.

Within the Station Area, the Bicycle Master Plan proposes designating Belgrave Ave, Clarendon Ave, Gage Ave, Zoe Ave, and Saturn Ave as east-west Class III Bike Routes. Malabar St., Miles Ave, and Pacific Blvd north of Randolph are also proposed as Class III Bike Routes. Pacific Blvd between Randolph St and Florence Ave is proposed as a Class II Bike Lane with a road diet, while Randolph St is proposed as a Class I Bike Path along the entire stretch of the city.

3.2.2 DESIGN PRINCIPLES

1. CLUSTER JOBS AND HOMES. Develop TOD opportunities by clustering jobs and homes directly adjacent to the station.
2. EXPAND THE PUBLIC REALM. Use the intersection of Pacific and Randolph as a transit plaza that serves as the arrival space for transit users and the front door to regional retail on Pacific Blvd.
3. EXTEND RETAIL ACTIVITY. Extend retail activity and the street character of historic Pacific Blvd to new developments north of Randolph.
4. EXPLORE SHARED PARKING OPPORTUNITIES. Locate parcels which can accommodate shared parking structures or lots between transit, retail, and housing.
5. IMPROVE PEDESTRIAN LINKAGES. Improve pedestrian linkages for public uses in improvements around the station area to adjacent neighborhoods.

Figure 3.17 - Pacific/Randolph Area Sketch Diagram

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3.2.3 STATION AREA DESIGN CONCEPTS

PACIFIC/RANDOLPH, ALTERNATIVE A: AT-GRADE RAIL

The first alternative assumes that the trains depart and arrive at-grade from a center-median platform along Pacific Blvd, north of Randolph St. Passengers are welcomed by generously sized transit plazas on the northeast corner of Pacific and Randolph, framed by active ground floor retail and multi-family residential above. In this case, as a way to further extend and expand the public realm and accentuate the significance of the station, each of the four corners at this intersection can employ similar public plazas facing Pacific and Randolph. During right-turn stops, the intersection becomes a “scramble” crosswalk, whereby pedestrian flow is prioritized over that of traffic. During this instance, vehicular traffic is stopped in all directions, while pedestrians are allowed to cross the street, even diagonally. Doing so, increases pedestrian safety and elevates the prominence of the intersection as the departure and arrival space for regional retail along Pacific Blvd.

New multi-family residential with active ground floor retail, below.

New pedestrian “scramble” crosswalk and 4-corner transit plaza arrival space for regional retail along Pacific Blvd.

Improvements to the public realm (i.e sidewalks, landscaping, lighting, etc) should extend beyond the station area.

Figure 3.18 - Conceptual sketch plan of the 1/4-mile radius station area at Pacific/Randolph

Figure 3.19 - Conceptual rendering looking northeast at Pacific and Randolph

New multi-family residential with active ground floor retail, below.

New pedestrian “scramble” crosswalk and 4-corner transit plaza arrival space for regional retail along Pacific Blvd.

The at-grade center-median platform on Pacific Blvd is provided within a “scramble” crosswalk and 4 corner transit plaza arrival space for regional retail along Pacific Blvd.

Existing Conditions

Randolph St.

Existing Walgreens

New multi-family residential with active ground floor retail, below.

New public parking structure

99 Cents

West Santa Ana Branch Transit Corridor

STATION AREA DESIGN CONCEPTS

Chapter 3: STATION AREA DESIGN CONCEPTS
The second alternative assumes that the train departs and arrives along an elevated building-integrated station platform on the second level of a new commercial building at the northeast corner of Pacific and Randolph. Like in Alternative A, there is a scramble crosswalk and an expanded transit plaza extending across the 4 corners of the intersection at Pacific and Randolph. In this case, buildings are oriented to face the intersection at a diagonal, further accentuating the significance of the pedestrian zone.

Improvements to the public realm (i.e. sidewalks, landscaping, lighting, etc.) should extend beyond the station area.

New multi-family residential with active, ground floor retail below.

New public parking structure.

New multi-family residential with active, ground floor retail below.

New office building with active, ground floor retail below.

Figure 3.20 - Conceptual sketch plan of the 1/4-mile radius station area at Pacific/Randolph

Figure 3.21 - Conceptual rendering looking northeast at Pacific and Randolph
The third alternative assumes that the train departs and arrives along an elevated, building-integrated station platform on the second level of a commercial building on the northeast corner of Pacific and Randolph. Passengers are still welcomed by a generously sized transit plaza on the northeast corner of Pacific and Randolph. Frameless, active ground floor retail uses both office above. However, in this case, the transit plaza is limited to the northeast corner of the intersection. The intersection remains as is (a normal crosswalk) where pedestrians and vehicles traveling in the same direction cross at the same time.
3.3 FLORENCE (CUDAHY)

The City of Cudahy is a predominantly residential city located in southeast Los Angeles County just west of the I-710 and Los Angeles River. Bordered by the cities of Bell, Bell Gardens, Huntington Park, and South Gate, Cudahy is located in the "Gateway Cities" subregion. As a future transit oriented development opportunity, this station area was identified in the West Santa Ana Branch (WSAB) Transit Corridor Alternatives Analysis Study when the City of Huntington Park first requested the station be located east of Slauson Ave as the preferred corridor option shown in the Alternatives Analysis for a "high transit demand at this station. Given then the proposed station had been relocated to Florence Ave at the request of the Huntington Park City Council. This is in enough distance of the freeway to influence trans ridership perspective and the station is also in relatively close proximity to the center of Cudahy's commercial district.

In 2012, the City of Los Angeles was by far the top employment destination, attracting more than 20% of Cudahy's work in 2010, the City of Los Angeles was by far the top employment destination, attracting more than 20% of Cudahy's work in 2010, the City of Los Angeles was by far the top employment destination, attracting more than 20% of Cudahy's work in 2010, the City of Los Angeles was by far the top employment destination, attracting more than 20% of Cudahy's work in 2010, the City of Los Angeles was by far the top employment destination, attracting more than 20% of Cudahy's work in 2010, the City of Los Angeles was by far the top employment destination, attracting more than 20% of Cudahy's work in 2010, the City of Los Angeles was by far the top employment destination, attracting more than 20% of Cudahy's work in 2010, the City of Los Angeles was by far the top employment destination, attracting more than 20% of Cudahy's work in 2010, the City of Los Angeles was by far the top employment destination, attracting more than 20% of Cudahy's work in 2010, the City of Los Angeles was by far the top employment destination, attracting more than 20% of Cudahy's work.

The West Santa Ana Branch (WSAB) Transit Corridor is planned to serve an area west of the city traveling along the Parks-owned, UP operated instance of the Southern California Rapid Transit District (SCRTD). This is a significant percentage of auto work travel for Cudahy residents, representing more than 60%, were Education, Manufacturing, and Retail Employment in Education, which includes health care, increased by 3% between 2000 and 2012, while the number of households increased slightly with the 10 and 12% reported in 2000 and 2010 respectively. The share of commuters traveling by transit and other alternative methods (including biking and walking) was characterized at 15% between 2008 and 2012.

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state drop off or the frequent service on Florence Ave, which is one of the busiest transit corridors in the region.

LAND USE

The Florence & Salt Lake station area is almost entirely residential, except for small portions of commercial uses. The station is located on the west side of the study area and 6th Ave on the western edge. The current conceptual land uses are primarily single-family and multi-family residential and retail businesses along some main streets. The southwest corner of Florence Ave and Salt Lake Ave serves as the border, located where the land uses of commercial development along Florence Ave are primarily single-family residential or small businesses. Salt Lake Park is located northwest of the station area and provides residents with much-needed open space and recreational amenities.

Currently, the general plans of Cudahy, Bell, and Huntington Park do not identify future development in the southwest corner of the study area serving heavy vehicular traffic. The area is classified as a secondary arterial north of Florence Ave.

AUTOMOBILE ACCESS

Florence Ave is a major west-east corridor in the station area serving heavy vehicular traffic, and is hyper congested. Identified as a priority arterial by the cities of Cudahy, Bell, and Huntington Park, Florence Ave has limited transit service provided by two Metro Shuttle Lines (611 and 612), a Metro Local Line (260), and Metro Rapid Line (762) along Atlantic Ave.

Due to its compact size, the City of Cudahy has relatively limited transit service provided by two Metro Local Lines (611 and 612), two Metro Shuttle Lines (611 and 612), and Metro Rapid Line (762) along Atlantic Ave.

Chapter 3: STATION AREA DESIGN CONCEPTS
Local Line T61 and Metro Rapid Line T22 connect residents south to North Long Beach and southeast to Los Angeles and Inglewood, respectively. In addition, the city operates its own additional circulator — the Cudahy Area Rapid Transit (CART).

The proposed station area is currently served by a variety of bus and shuttle options, including three Metro Bus lines, one Metro Shuttle, Cudahy’s CART service, and the Huntington Park-operated COMBI shuttle. Transit ridership along Florence Avenue especially is significantly and consistently high. Given the high existing bus and shuttle ridership and the transit-dependent population living in the station area, the Florence Avenue corridor is anticipated to be higher than the originally identified for the Gage Avenue Station in the WSAB/PEROW Alternatives Analysis Study.

### BICYCLE AND PEDESTRIAN ACCESS

The cities of Cudahy, Huntington Park, and Bell do not have bicycle facilities currently in place. The Gateway Cities Council of Governments is currently working on an “Active Transportation Element” under its Strategic Transportation Plan being prepared for the subregion, with the aim of identifying projects that can increase active transportation and promote safety for pedestrians and cyclists. Several corridors in the station area have been identified as potential bicycle projects, including the WSAB Transit Corridor, Gage Avenue, and Santa Fe Avenue.

### 3.3.2 DESIGN PRINCIPLES

1. **USE THE WATER TOWER AS A CENTRAL PLACEMAKING FEATURE.**
   - Maintain the existing water tower infrastructure and use a central placemaking feature unique to the station area.

2. **CLUSTER JOBS AND HOMES.**
   - Develop TOD opportunity parcels by clustering jobs and homes directly adjacent to the station.

3. **CONNECT TO SALT LAKE PARK.**
   - Improve pedestrian linkages to the Salt Lake Park, a regional recreational destination, across the street.

4. **IMPROVE PEDESTRIAN LINKAGES.**
   - Improve pedestrian linkages (via public realm improvements) to the station area and adjacent neighborhoods.

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**Figure 3.29 Florence Station Area Existing Transit Access and Ridership Patterns**

**Figure 3.30 Florence Station Area Sketch Diagram**
3.3.3 STATION AREA DESIGN CONCEPTS

FLORENCE AT-GRADE RAIL

The Florence Ave and Salt Lake Ave station takes on a more residential and community-focused character than its neighbor stations along the transit corridor. Due to adjacent residential uses and its proximity to Salt Lake Park, the station area can embrace new, medium-density multi-family residential development immediately adjacent to the station. At the ground floor level, active uses like retail help to enliven street life and regenerate existing commercial uses along Florence Ave. The existing iconic Huntington Park water tower can be reused as a central place-making feature unique to the station area — doubling as a new bus/car drop-off zone for transit riders arriving and departing from the station.

Figure 3.31 - Conceptual sketch plan of the 1/4-mile radius station area at Florence Station Area

Figure 3.32 - Conceptual rendering looking east at Florence Ave and Salt Lake Ave Existing Conditions

Maintain the existing iconic Huntington Park water tower as a central place-making feature. Configure a new bus/car drop-off zone around the water tower.

Activate Florence Ave with new development.

New multi-family residential with active ground floor retail (typical).

Explore opportunities to allow the station canopy to extend above Florence Ave, making it visible to drivers and pedestrians from afar.

New shared parking garage.

We can only imagine the potential for what this area could become with focused development and thoughtful design.
Public realm improvements (i.e. sidewalks, landscaping, lighting, etc.) should extend well beyond the station area. New developments should embrace clustering jobs and homes within the station area, focusing on placing active ground floor uses along the street edge, with residential or offices above. In this case, Florence Ave will benefit from an improved street life.

The Florence & Salt Lake Ave station benefits from its close proximity to Salt Lake Park across the street at Florence Ave and California Ave. Public realm improvements should establish clear, safe, and visible connections (via sidewalks, crosswalks, signage) for pedestrians and cyclists to/from the station and local destinations.
3.4 FIRESTONE/ATLANTIC (SOUTH GATE)

The City of South Gate is located in southern Los Angeles County on the edge of the city of Los Angeles. The city is bordered by a few miles of the I-105 freeway and Firestone Blvd through the middle of the city, and provides major highway access to and through the city. A bustling manufacturing base with a variety of major automotive companies such as Firestone Tire Co. and General Motors, it has faced the same challenges that many other neighboring cities have encountered with the loss of manufacturing jobs.

In 2012, South Gate’s population was 112,320 residents, reflecting in approximately a 2% decline as it lost 2,250 residents from 2000. The total number of householders rose slightly from the city’s 1,997 households to 2,055 residents from 2000. The total number of households has increased slightly from 2000 to 2012, but remained 24% lower than the county average. South Gate’s median household income (75%) reflects an approximately 2% decline, or the loss of 4,400 households also declined while the city’s household income increased by 2.8% between 2000 and 2012, with manufacturing employment declining 37%, and declining from the second highest job category for residents to the third highest job category. In 2012, the city’s highest employment category remained steady between 2000 and 2012, as 56% of residents are employed in education, manufacturing, and retail employment.

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Of the top places where residents commuted to work in 2012, the city of Los Angeles was by far the top employment destination – attracting more than 50% of all jobs. The next top employment opportunity was located across from the proposed station location, the Azalea Regional Shopping Center. The proposed station is located within the Ports-owned, UP RR-operated San Pedro Subdivision right-of-way (ROW) just east of Atlantic Ave in the central northern portion of the City of South Gate. The proposed location is only a block from one of South Gate’s busiest intersections – Firestone Blvd and Atlantic Ave. The City of South Gate has identified various opportunities for development in the area including a central station plan – the city’s proposed station, and a regional and central center currently under construction.

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3.4.1 OVERVIEW ANALYSIS

The proposed station is located within the Ports-owned, UP RR-operated San Pedro Subdivision right-of-way (ROW) just east of Atlantic Ave in the central northern portion of the City of South Gate. The proposed station is only a block from one of South Gate’s busiest intersections – Firestone Blvd and Atlantic Ave. The City of South Gate has identified various opportunities for development in the area including a central station plan – the city’s proposed station, and a regional and central center currently under construction.

Firestone Blvd and Atlantic Ave are major travel corridors on the east side of the busiest highways in the City. A variety of small-scale retail, automotive dealerships, manufacturing, and warehouses were located along both corridors. Across the center from the proposed station, Willowbrook Regional Shopping Center is located on Atlantic Ave, a multi-level regional retail center currently under construction. The proposed station is located within the Ports-owned, UP RR-operated San Pedro Subdivision right-of-way (ROW) just east of Atlantic Ave in the central northern portion of the City of South Gate. The proposed location is only a block from one of South Gate’s busiest intersections – Firestone Blvd and Atlantic Ave. The City of South Gate has identified various opportunities for development in the area including a central station plan – the city’s proposed station, and a regional and central center currently under construction.

3.4.2 LOCATION ANALYSIS

The proposed station is located within the Ports-owned, UP RR-operated San Pedro Subdivision right-of-way (ROW) just east of Atlantic Ave in the central northern portion of the City of South Gate. The proposed station is only a block from one of South Gate’s busiest intersections – Firestone Blvd and Atlantic Ave. The City of South Gate has identified various opportunities for development in the area including a central station plan – the city’s proposed station, and a regional and central center currently under construction.

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The city’s general plan, Firestone Ave and Atlantic Ave are currently zoned for industrial use or related commercial uses. The Azalea Regional Shopping Center has a potential for future development in the area, and has contributed to the city’s diverse land uses. Surrounding the proposed station site is an area dominated by industrial land uses. Retail and commercial uses extend along Firestone Blvd and Atlantic Ave, with single-family residential uses located southwest of the intersection of Firestone Blvd and Atlantic Ave. Industrial uses occupy a majority of the existing land uses surrounding the proposed station site. The following policies from the General Plan reflect the city’s vision for development of the proposed station area:

- Coordinate the provision of non-motorized transportation systems and facilities with adjacent jurisdiction and to maximize connectivity (Mobility Element 2.1-Policy 8).
- Encourage and support all potential rail transit service (Mobility Element 2.2-Policy 7).
- Encourage Metro to enhance regional transit service commercial uses. The Azalea Regional Shopping Center, and the city’s residential development. The plan’s boundaries include specific plans in and adjacent to the station area. All plans propose a transition to a wider variety of land uses—ranging from flex industrial, office, commercial, residential, mixed-use and other high density residential uses.

Specifically, the “Gateway District Plan” addresses the station area, and identifies development to serve as a “gateway” into the city along the I-710 Freeway and Firestone Blvd. The plan envision a major transit station to be a mixed-use district that includes retail, mixed-use village office and research and development, and higher density residential development. The plan boundaries include the Azalea Regional Shopping Center and the city’s proposed Firestone and Atlantic Station Area Plan.

The Firestone and Atlantic Station Area Plan addresses the portion of the station area located in the northeastern corner of the Firestone Blvd and Atlantic Ave intersection, and extends north to the District of Gardening and south to the proposed WSAB Transit Corridor.
West Santa Ana Branch Transit Corridor

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Firestone Blvd experiences an average daily traffic of 11,000 vehicles west of Atlantic Ave and 58,200 east of Atlantic Ave. Atlantic Ave carries 45,000 vehicles north of Firestone Blvd and 103,000 at the same intersection. Several corridors in the study area, including Firestone Blvd, Atlantic Blvd, and Raya Ave, also serve as major truck routes.

AUTOMOBILE ACCESS

The city of South Gate's main regional access corridor is the I-710 on the eastern portion of the city. Major corridors providing intercity travel and direct connections to neighboring cities include Imperial Highway, Long Beach Blvd, Gardena Ave, Paramount Blvd, and, in the study area, Firestone Blvd. These corridors serve as the city's main arterials exceeding four lanes in many segments and at times reaching eight lanes. Currently, Firestone Blvd experiences an average daily traffic of 22,000 vehicles.

TRANSPORT ACCESS

The city of South Gate is currently served by a combination of Metro local and Rapid services, as well as by two city-operated GATE circulators. The City also provides affordable access via its GATE Express lines covering both the western portion of South Gate as well as to include Atlanta Ave, Firestone Blvd, and Raya Ave, extending a new perpendicular street to Atlantic Ave. The station and its surrounding plaza would link the station with the Azalea Regional Shopping Center and the new transit development. Additionally, phase 1 includes multi-family housing and a site core center just northeast of the ROW and west of the proposed Wilcox Ave extension. The first phase proposes a mixed-use, transit-oriented development that would include office buildings just north of the proposed station, single family town-homes, and a proposed station, single family town-homes, and a

Additionally, phase 2 features multi-family housing and a day care center just northeast of the ROW and west of the proposed Wilcox Ave extension. The third phase proposes an extension of Wilcox Ave south to Firestone Blvd and extending a new perpendicular street to Atlantic Ave. The station and its surrounding plaza would be the center with the stations Regional Shopping Center and the new transit development. Additionally, phase 1 includes multi-family housing and a site core center just northeast of the ROW and west of the proposed Wilcox Ave extension. The first phase proposes mixed-use, transit-oriented development that would include office buildings just north of the proposed station, single family town-homes, and a

The proposed station is located near the city's busiest intersection – Firestone Blvd and Atlantic Ave. The station area is served by two Metro local bus lines, Line 115 along Firestone Blvd and Line 260 along Atlantic Ave. The two lines carry 17,070 and 13,150 daily passengers, respectively. Additionally, Metro Rapid Line 762 carries 660 daily passengers along Atlantic Ave and Metro Local Line 27 serves 1,184 daily passengers just north of the future station and operates throughout the City. Currently, South Gate's GATE Express Eastside Route also serves the station area using Firestone Blvd. The three Metro lines operating along Firestone Blvd and Atlantic Ave generate a combined ridership of

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1,830 daily passengers at bus stops in this intersection; the majority produced by line 115. With implementation of WSAB Transit Corridor rail service, the future Firestone and Atlantic Station would attract a high level of ridership, including new riders who currently do not use transit. The initial ridership analysis prepared as part of the Pacific Electric Right of Way/Mont Santa Ana Branch Corridor Alternative Analysis Study showed the Atlantic and Firestone stations as being the 3rd busiest stations in Los Angeles County. Only Union Station and the Metro Green Line transfer station were estimated to have higher ridership in 2035 after several years in operation.

BICYCLE AND PEDESTRIAN ACCESS

The City of South Gate has limited existing bicycle infrastructure, but has ambitious plans to extend the existing network throughout the city. Currently, the Los Angeles River Class I Bike Path crosses the city on the east side traveling as far south as Long Beach. In efforts to increase safety, support bicycling and promote healthy lifestyles, the city has prepared a Draft Bicycle Transportation Plan identifying goals, and implementation strategies to expand its existing bicycle infrastructure. Class I Bike Paths are proposed along the San Pedro Subdivision (the future WSAB transit corridor) and Patata St, with Class II Bike Lanes along Firestone Blvd, and Class III Bike Routes along Atlantic Ave and Hildreth Ave.
3.4.3 STATION AREA DESIGN CONCEPTS

FIRESTONE/ATLANTIC, ALTERNATIVE A: ELEVATED RAIL WITH RETAIL BELOW

To mitigate against potential unsafe traffic impacts around Firestone Ave, an elevated station platform is arguably the best solution for the Firestone and Atlantic stations. From an urban design perspective, an elevated station platform may make it more difficult to “activate” the ground floor level, since transit riders arriving/departing from the stations are removed from this level. Instead of letting the ground floor level give way to an unusable, empty space, it is important to program this level with active uses (i.e., retail) and make it an integral part of a larger public space to be used by other visitors.

In this alternative, retail and other auxiliary uses (including retail, transit office, etc.) are tucked below the elevated station platform (see Chapter 3.1.4), and help to frame a large central transit plaza that welcomes pedestrians, bicyclists, and motorists (via a drop-off zone). The plaza can play host to farmers markets, etc. Commercial uses (office and retail) line the edges of Firestone and Atlantic, which are heavily trafficked, and at the same time compliments the Azalea Shopping Center across the street. Multi-family residential uses are located interior to the parcel and are organized around a central open space/paseo, which also serves as a direct access connection to Safety in the Neighborhood.

Central “paseo” and central park connects pedestrians throughout new development.
Prominent transit plaza.
Retail tucked underneath rail line.
“Park & Ride” parking structure.
Active ground floor retail with office above fronting Firestone.
Auto and bus drop-off zone.
Provide a pedestrian and bike connection to Cudahy residents.
Like Alternative A, this alternative also places commercial uses along Firestone and Atlantic, while residential uses are located interior to the parcel, all organized around a central green/open space area. In this case, the elevated station platform straddles a street below (see Chapter 3.1.3), allowing cars to maneuver underneath the rail line. Transit riders can access the elevated platform from side stairs or elevators from the ground level.

In this alternative, retail and other ancillary uses (i.e. cafes, transit offices, ticketing booths, etc.) can be tucked underneath the elevated rail line above. This helps to activate the ground floor even though the rail is elevated above.

Figure 3.46 - Conceptual sketch plan of the 1/4-mile radius station area at Firestone/Atlantic

Figure 3.47 - Conceptual sketch vignette looking southeast along Firestone/Atlantic Station

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STATION AREA DESIGN CONCEPTS

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Like Alternative A, this alternative also plans commercial uses along Firestone and Atlantic, while residential uses are located interior to the parcels, all organized around a central green/open space zone.

In this case, the elevated station platform is integrated into the second story of a building (see Chapter 3.1.5) into one seamless system. While ground floor spaces are occupied by retail and other commercial uses, the second story becomes the station platform. Floors above the station platform can be occupied by offices or residences.
California region. Historically Downey has served as a major employment destination in the region. Previously a major manufacturer for aerospace manufacturing, Downey housed the former ‘Major Industrial Plant’ which manufactured components for various aerospace programs. With the introduction in aerospace manufacturing throughout Southern California, Downey has developed and implemented significant projects to expand and regenerate its local economy and increase employment opportunities throughout the city.

In 2012, Downey’s population was 112,000 – an approximate increase of 5,000 residents from 107,000 in 2000. While the city’s population increased, the total number of households in Downey, and their average size, remained relatively constant between 2000 and 2012, with approximately 33,990 households and an average household size of 3.3 residents, slightly larger than the county average. The rate of home ownership decreased by approximately 2% to 50% and is comparable to the county ownership rate of 50%. Downey’s housing stock is primarily single-family (61%) with a significant amount of multi-family housing with five units or more (33%).

In 2012, the total jobs in the city numbered 39,150 – a decrease of 6% from 2007, but an increase over 2010 job numbers. Currently, the top three employers for Downey residents are education, professional, and retail. Education employment, which includes health care, increased from 23% in 2007 to 26% in 2012, as did employment in the leisure category (from 9.1% to 9.8%). The remaining three employers remained consistent (retail) or declined (professional and finance). In 2010, the city of Los Angeles was by far the top employment destination for Downey residents – attracting more than 20% of the city’s residents. Downey was the 2nd highest job destination for Long Beach residents, attracting more than 30% of the city’s residents. The primary work in blue-collar jobs by industry is achievable by single occupant automobile, which increased from 77% in 2000 to 82% in 2012, with a corresponding decrease in trips from 17% to 13%.

The Gardendale Station proposed for the West Santa Ana Branch (WSAB) Transit Corridor project is located within the City of Downey’s General Plan (UPRR-operated San Pedro Subdivision right-of-way) which runs through the southwestern corner of Downey. The future station provides an opportunity to provide convenient access to the future Los Angeles County employment center to accommodate approximately 4,000 new jobs.

The City of Downey’s 2011 General Plan is a comprehensive report that identifies a number of future development projects and plans that will be underway throughout the city. While many of the projects are not directly located in the proposed station area of the city, they represent the city’s ambitious economic development plans.

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Representative development projects include Downey’s purchase of the former 66-acre NASA Industrial Plant and its development into Downey Landing, Downey Labs, a new Kaiser Downey Medical facility, the Columbia Memorial Space Science Learning Center, and Discovery Sports Park. Other projects currently under construction in the city’s downtown area include Downey Gateway, a major retail center and a 50-unit affordable housing complex.
LAND USE

Today, the station area is predominately characterized by commercial manufacturing uses to the north and northeast, industrial land uses to the north and south along the railroad corridor SWAB, and single-family residential neighborhoods to the south. The future Gardendale St station area is located in the cities of Downey and South Gate. Both cities, along with Los Angeles County, have identified development and revitalization plans to support creation of higher-density, mixed-use land uses.

The City of Downey has identified the following relevant goals and policies in its General Plan:

- Promote mixed-use developments with housing on the same site or in proximity to commercial services to reduce the need for trips by vehicles (Land Use Policy 9.1.2 – Program 9.1.2.2).

- Capitalize on the regional draw by coordinating with Caltrans, MTA, SCAG, Gateway Cities COG and other agencies (Circulation Element Policy 2.4.1 – Program 2.4.1.1).

- Promote multi-modal improvements strategies to support the development of station area networks by coordinating with Caltrans, MTA, SCAG, Gateway Cities COG and other agencies (Economic Development Policy 9.1.2 – Program 9.1.2.2).

- Promote multi-modal improvements strategies to support the development of station area networks by coordinating with Caltrans, MTA, SCAG, Gateway Cities COG and other agencies (Economic Development Policy 9.1.2 – Program 9.1.2.2).

- The South Campus includes Rancho Los Amigos National Rehabilitation Center, a major Los Angeles County administrative facilities.

- The future station is bounded by 212.5 acres owned by Los Angeles County for the Rancho Los Amigos National Rehabilitation Center. The property creating distinct North and South campuses. A master plan of the property proposes improvements to accommodate development of new South Campus to accommodate County administrative facilities.

- A major portion of the proposed Gardendale St station is located within the City of South Gate, which has proposed land use policies in its latest general plan specific to the station area. South Gate has identified three community district plans within the area that aim at supporting employment generation, commercial development, and increasing housing density. Directly south of the proposed station, the city has identified and uses adjacent to the SWAB as the “Hollydale Industrial District” to promote light industrial/flex uses, allowing it to be a mix of industrial, office, and retail within the same building.

- South along Gardendale Ave, located the “Starfield Corridor.” South Gate has proposed policies to support the development of a “streetcar” corridor with a variety of retail and housing options. The “Starfield Industrial District” northeast of the station area, encompassing the intersections of Imperial Highway and Gardendale Ave, proposes a mixed-use district with housing, commercial and industrial land uses.

Figure 3.53 Gardendale Station Area Existing Land Uses

<table>
<thead>
<tr>
<th>Land Use</th>
<th>General Plan 2005 Source: SCAG 2008 Land Use, City of Downey General Plan 2006</th>
<th>City Boundaries</th>
<th>City of South Gate</th>
<th>City of Paramount</th>
<th>City of Downey</th>
<th>Imperial Highway</th>
<th>U.S. 101</th>
<th>Rives Ave</th>
<th>Gardendale St</th>
<th>Garfield Ave</th>
<th>Old River School Rd</th>
<th>Century Blvd</th>
<th>Paramount Blvd</th>
<th>Main St</th>
<th>Imperial Hwy</th>
<th>Los Angeles River</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property</td>
<td>Rancho Los Amigos Campus, County of Los Angeles</td>
<td>County of Los Angeles</td>
<td>City of South Gate</td>
<td>City of Paramount</td>
<td>City of Downey</td>
<td>Imperial Highway</td>
<td>U.S. 101</td>
<td>Rives Ave</td>
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<td>Imperial Hwy</td>
<td>Los Angeles River</td>
</tr>
</tbody>
</table>

Figure 3.54 Gardendale Station Area - Existing Land Use Plans

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Chapter 3: STATION AREA DESIGN CONCEPTS 69
The Rancho Los Amigos Campus Plan was developed for 123.5 acres, or approximately 60% of the county-owned property, based on two “project drivers”:

- The need to establish new county administrative office to replace aging and costly leased and owned facilities currently located throughout the county.
- The need to establish a new county administrative office to support rapid aging and relocated and ascending staff with new office space for approximately 1,000 employees. The County’s office space includes the Los Angeles County Data Center, Sheriff’s Fire Services and Public Defense. The future building program includes the following new and existing improved use areas: Discourse Center, Restricted, Medical, Community Facilities, Commercial, and County Office Uses, Park/Play, and other uses.

The South Campus is envisioned as a low-scale, flexible mixed-use building. County administrative campus. New office space will be organized around courtyards and courtyards will be used for retail and commercial establishments for the residents and commuters of the adjacent communities.

Projected parking requirements for these planned uses total 9,415 spaces. It should be noted that the identified parking requirements do not reflect provision of future transit options including bus, light rail, and a city-


east of the future Gardendale St station, and is planned to be a major employment center for County administrative employees. The South Campus is located to the east of the new County administrative offices. The remaining 40% of the office space will be used for County administrative employees.

The Rancho Los Amigos campus. The south portion of the plan is located to the south of the future Gardendale St station, and is located in the Central Business District of the city.

The South Campus is envisioned as a low-scale, flexible mixed-use building. County administrative campus. New office space will be organized around courtyards and courtyards will be used for retail and commercial establishments for the residents and commuters of the adjacent communities.

Projected parking requirements for these planned uses total 9,415 spaces. It should be noted that the identified parking requirements do not reflect provision of future transit options including bus, light rail, and a city-
operated circulator – Downey Link. Metro local bus service operates along many of the major north-south and east-west corridors throughout the city. Downey Link service operates out of the city’s transit center near Downey Ave and Firestone Blvd and serves the area with one line operating through each city quadrant – the Northwest, Northeast, Southwest, and Southeast areas. Along the southern portion of the city, the Metro Green Line (SW) departs from the Lakewood Station to the Metro Bus system. A new Metro Green Line station is proposed south of the Gardendale St Station to provide West Santa Ana Branch Transit Corridor passengers with a transfer to the Metro Green Line.

While the city is well-served by transit, the future station area has minimal transit service with a single Metro bus line operating to the west on Garfield Ave reflecting the current lack of high-density station area development – industrial to the north and west, single-family housing to the south, and the largely vacant Rancho Los Amigos South Campus to the east. The closest bus stop to the proposed station location is located approximately a 1/4 mile to the west at the intersection of Garfield Ave and Gardendale St. Metro Line 258 serves Garfield Ave and carries approximately 2,000 daily passengers. North of the station area, Metro Lines 117 and 120 operating on Imperial Highway serve 9,800 and 4,500 daily passengers, respectively. Downey Link’s Southwest line operates along Imperial Highway and north onto Rives Ave connecting passengers with the Rancho Los Amigos North Campus.

The intersection at Garfield Ave and Imperial Highway, just north of the station area, has the highest bus ridership. Served by Metro Lines 117, 258, and 120, the intersection has a combined ridership of approximately 380 riders per day. The PA study bus stops at Gardendale and Downey on the westbound route serve 230 passengers daily.

The proposed Gardendale St Station would increase transit service in the area and provide a new, faster transportation option for residents and future County employees. The initial rail corridor operating analysis, performed as part of the Pacific Electric Right of Way! West Santa Ana Branch Corridor Alternatives Analysis Study, identified the future Gardendale St Station as attracting and serving approximately 1,300 daily passengers with a majority of riders (69%) using the system for work trip purposes. The initial ridership analysis was based on the station area’s existing land uses and did not consider future development plans.

With future implementation of the Rancho Los Amigos South Campus Plan and the City of South Gate – surrounding land use proposals along Garfield Ave, Imperial Highway, and on the Hollydale community, this station has the potential to attract significantly more riders. Future analysis work will update the ridership analysis before the station opens and changes to the station area and city circulator services to serve the new station and station area development.
BICYCLE AND PEDESTRIAN ACCESS:
The City of Downey has made significant steps towards becoming a "healthy city." From encouraging residents to exercise with the Mayor during his "Walking Wednesdays" to joining Metro and Bike San Gabriel Valley in conducting Bicycle Safety Education courses, the city is moving forward with its resolution to "Create a Healthier Downey."

Currently, Downey has limited existing bicycle amenities and most are oriented to recreational use and are not located along public transit corridors. Bike Paths are located along the Los Angeles River and the San Gabriel River. In efforts to promote a healthier community and reduce traffic congestion, the city has pursued grants from Caltrans to develop a citywide bicycle plan. The City of South Gate has developed an extensive bicycle master plan in partnership with the Los Angeles County Bicycle Coalition and has proposed several bicycle facilities near the Gardendale St station area. The South Gate plan proposes Class I Bike Paths along the rail corridor ROW and along the perimeter of Hollydale Park, Class II Bike Lanes along Garfield Ave and Gardendale St, and Class III Bike Routes along Garfield Ave, Monroe Ave, and Gardendale St east of Garfield Ave.

3.5.2 DESIGN PRINCIPLES

1. CLUSTER JOBS. Develop TOD opportunity parcels by clustering high-density jobs directly adjacent to the station.
2. CLUSTER RESIDENTIAL. Develop TOD opportunity parcels by clustering medium-density residential adjacent to the station.
3. CONNECT TO NORTH CAMPUS. Improve pedestrian linkages to the Rancho Los Amigos North Campus.
4. EXTEND FAROS ST. Improve pedestrian linkages by extending Faros St to Garfield Ave.
5. IMPROVE PEDESTRIAN LINKAGES. Improve pedestrian linkages to adjacent neighborhoods.

Figure 3.61 Gardendale Station Area Sketch Diagram
3.5.3 STATION AREA DESIGN CONCEPTS

AT GRADE RAIL

The Gardendale station area in the City of Downey can be developed in two phases:

Phase 1: Develop the East Side of the Tracks
- Allow the transit station to become central to a larger new development with a prominent arrival/departure plaza that is visible and accessible from Gardendale St.
- Reconfigure the proposed South Campus parking garage layout to accommodate the new station, an auxiliary lot and a Park & Ride garage that can be shared by the Campus and the station.
- Provide pedestrian linkages to the Rancho Los Amigos South Campus.
- Provide St.-fronting ancillary uses (i.e. retail, child-care, office) that will activate Gardendale St. and provide transit users with amenities before/after boarding the train.

Phase 2: Develop the West Side of the Tracks
- Extend Flores St. to intersect with Garfield Ave. This provides an additional means of access to the Campus.
- Cluster homes near the station, i.e. TOD residential village.
- Provide pedestrian linkages near Gardendale St. on the west side of the tracks.

Figure 3.62 - Conceptual sketch plan of the 1/4-mile radius station area at Gardendale Station

Figure 3.63 - Conceptual rendering looking northwest at Gardendale Station

Create a prominent arrival/departure transit plaza that serves as the “front door” to the station area and the Rancho Los Amigos South Campus.

Reconfigure the proposed South Campus parking garage layout to accommodate the station, a new auto-drop off zone, and a parking garage that can be shared between the station and the Campus.

TOD residential village

Cluster homes near the station, i.e. TOD residential village.

Create a prominent arrival/departure transit plaza that serves as the “front door” to the station area and the Rancho Los Amigos South Campus.
Providing land for a future rail station and related station area development will:

- Demonstrate the County’s commitment to the successful development of the Rancho Los Amigos South Campus.
- Make the South Campus an easily accessible local and regional destination.
- Support the feasibility and desirability of developing the South Campus by providing easier “front door” access.
- Provide space for entitlement to service future South Campus employees and station area residents.
- Make the South Campus an attractive option for future County employees and development.

In the future, the station and amenities will:

- Support the South Campus as a mixed-used regional employment center.
- Provide an alternative to car-only access to the South Campus for approximately 4,000 anticipated future employees.
- Reduce parking requirements for future South Campus development.

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“Station area planning will ensure the rail system investment serves as a community-driven catalyst for creation of economically strong residential neighborhoods and business districts.”
The WSAB Corridor stretches from Union Station, downtown Los Angeles southeast to the city of Artesia. This corridor developed Corridor. Storey economic challenges, while simultaneously offering economic opportunities. Favored for its urban and regional economic power is demonstrated by the success of California’s third largest city. The current Corridor is home to approximately one-third of Los Angeles County’s population. While the manufacturing heart of Southern California, the Corridor lost more than 400,000 jobs between 1990 and 2010. An ongoing loss of businesses and jobs has had a significant impact on the Corridor’s communities, resulting in high unemployment and a high number of low-income households. In contrast, with the Measure M funding for a rail system connecting the Corridor cities with each other and with the future Atlantic/Firestone Station in South Gate. This corridor-wide multi-billion dollar investment could provide a platform for Corridor cities to leverage their future transit potential in a multi-townhouse, condo, or other.

While station area planning is traditionally done by each city through development of individual station area plans, the WSAB Corridor offers the unique opportunity for a new vision – creation of a Transit-Oriented Development Corridor with all of the cities working together to create and market a unique Corridor, while coordinating with city-specific land use policies. A WSAB Corridor Strategic Implementation Strategy should be developed identifying land use and economic strategies to attract private investment. The implementation strategy would incorporate land use and policy recommendations, corridor-wide organizational options, public outreach needs, and a range of funding required, possible funding and revenue sources, and the first phase of recommended economic strategies to attract private investment. The implementation strategy will be updated over time as market and economic conditions and lessons learned as projects are implemented based on changing Corridor revenue sources, and the first phase of recommended economic strategies to attract private investment. The implementation strategy will be updated over time as market and economic conditions and lessons learned as projects are implemented based on changing Corridor

**SHORT-TERM OPPORTUNITIES**

The WSAB Corridor is a unique corridor with unique challenges and opportunities. As an example, an international soccer organization is looking for land to build facilities to encourage development of future soccer players and fans. The WSAB Corridor offers a unique opportunity to create the facilities needed to development incentives, Corridor cities can encourage development of soccer facilities at the four future station areas studied in this effort. The proposed “Soccer Village” corridor concept could include: soccer fields, stadiums, and facilities located in the Florenc...
LONG-TERM STRATEGIES

The biggest challenge that every development plan faces is in moving from planning to construction in the developing and following a feasible implementation strategy prepared based on the understanding that the plan will be implemented by multiple stakeholders over an extended timeframe. A viable implementation strategy should be prepared by the stakeholders over the process.

1. Land Use Plans and Policies – Develop and adopt long-range development plans and policies to provide a strong, predictable framework for future transit and land use development. The success of these efforts should be measured by the planning efforts made in the West Santa Ana Branch Corridor to identify major development areas. Other incentives that would attract developers include environmental clearance of the station area plans and a city commitment to a 30 day review and approval of development plans designed to meet adopted plans and policies.

2. Implementation Authority – Organizational agreements can ensure the successful funding and development of the rail system, station area development plans, and public infrastructure improvements over an anticipated 25 years plus timeframe in other transit and land use projects. Organizations that are project specific organizing entities have provided fair, efficient, and cost-effective decision-making in coordinating public and private sector efforts. Achieving political and financial stability to ensure the depth of project funding and financing resources required to finance development projects is critical. Local entities and the city would become an organization capable of attracting and guiding Corridor TOD development and public infrastructure improvements.

3. Committed Funding Stream – A long-term revenue stream will be required to fund large scale public infrastructure projects that may be beyond the funding capacity of a single city. Currently, needed revenue resources are proposed to be provided through formation of Enhanced Infrastructure Financing Districts (EIFDs). EIFD formation could offer the ability to generate a long-term funding stream for public infrastructure to provide transit- and pedestrian-friendly station area public realm improvements. Fourteen Corridor cities, with varied city size and funding capabilities, will be challenged to secure individual EIFD agreements with Los Angeles County. With a JPA and Supervisorial support, a Corridor-wide EIFD could be accomplished.

4. Strategy to Secure Funding from Other Sources – Other funding could come from public sources which are highly competitive and subject to changing political and market conditions. Rather than individual cities pursuing state funding requests, the Corridor cities or JPA could use their integrated political strength to deliver funding for Corridor-wide needs. On the private sector side, developers should be involved throughout the planning process to incorporate their input and encourage private sector interest in future station area projects.

The West Santa Ana Branch Transit Corridor Station Area Design Concepts: Long-term strategies

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Chapter 4: NEXT STEPS/IMPLEMENTATION