

PACIFIC ELECTRIC ROW/ WEST SANTA ANA BRANCH CORRIDOR

ALTERNATIVES ANALYSIS REPORT



CONNECTING COMMUNITIES BETWEEN LOS ANGELES AND ORANGE COUNTIES

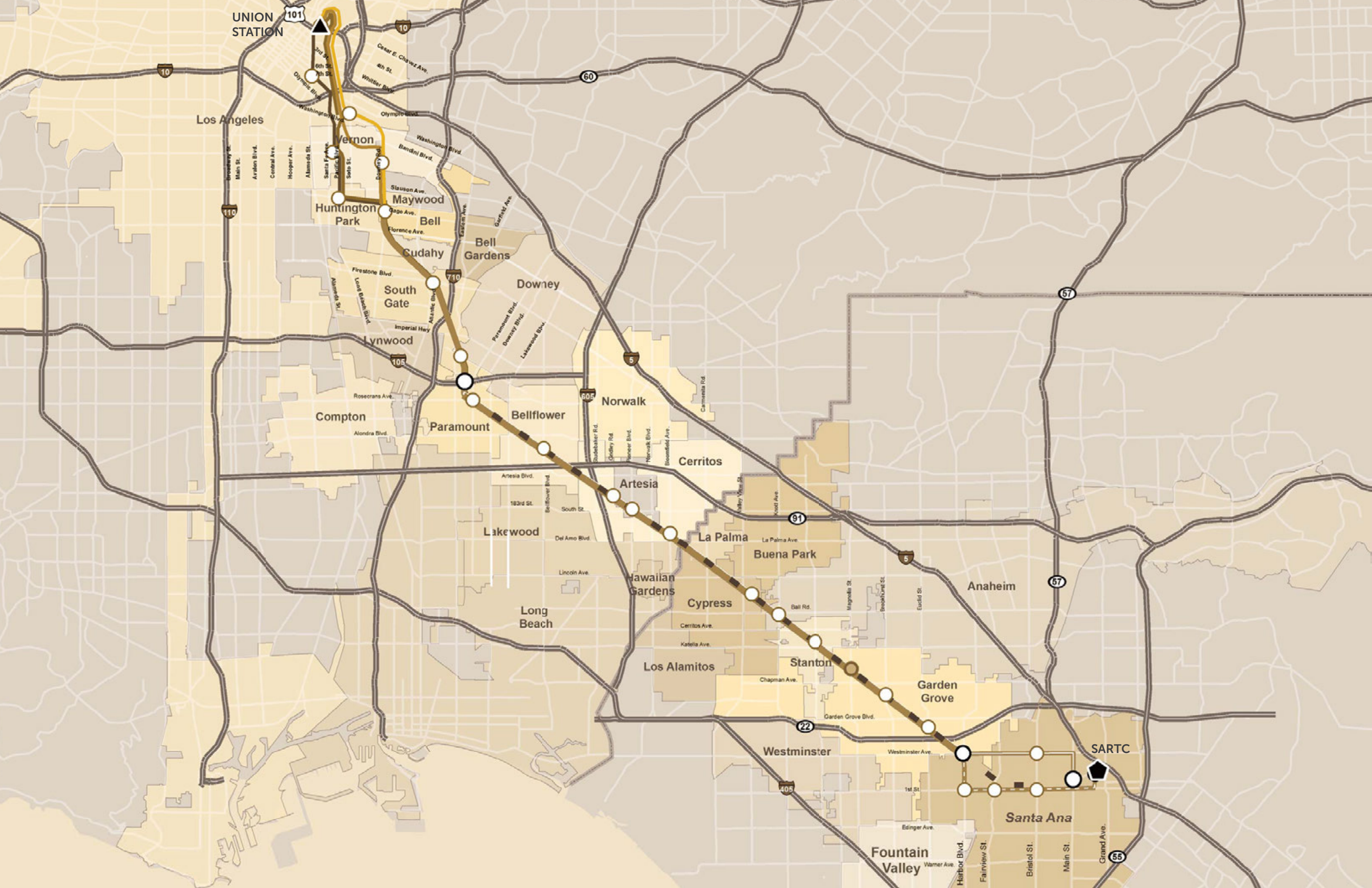
March 16, 2012



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS



WEST SANTA ANA BRANCH



UNION STATION

Los Angeles

Vernon

Huntington Park

Maywood

Sudary

Bell Gardens

Downey

Lynwood

Compton

Paramount

Bellflower

Norwalk

Cerritos

Artesia

Lakewood

La Palma

Buena Park

Hawaiian Gardens

Cypress

Long Beach

Los Alamitos

Stanton

Garden Grove

Westminster

Fountain Valley

Santa Ana

SARTC

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WEST SANTA ANA BRANCH

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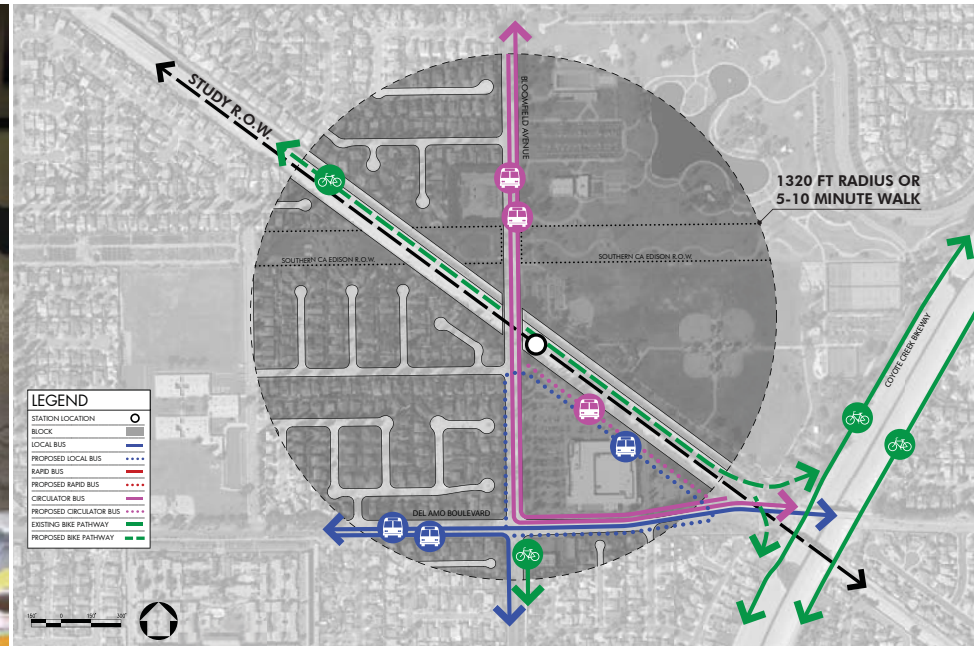
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Stuck in traffic ...
Will miss my daughter's
game again!

Gas costs so much ...

I'm tired of spending all my
time and money driving to
work ...

No time to
exercise today ...

I wish I had another
option for getting to
work every day ...

By 2035, 12.8 million new daily trips will be added to the Corridor's constrained highway system. Of those trips, 20 percent, or 2.6 million daily trips, will both originate in and remain in this 34-mile by eight-mile corridor.



EXECUTIVE SUMMARY

The Pacific Electric Right of Way/West Santa Ana Branch Corridor study area is approximately 34 miles in length and eight miles in width. The core of the PEROW/WSAB Corridor is the former PE Railway ROW, now owned by Metro and OCTA, that extends for 20 miles at a diagonal between the city of Paramount in Los Angeles County and city of Santa Ana in Orange County.

As part of the Alternatives Analysis effort, the Corridor study area was studied in terms of four mode alternatives including Bus Rapid Transit, Street Car, Light Rail Transit and Low Speed Maglev. These four modal alternatives are explored and depicted in the Principles and Process chapter in this report. Concept studies illustrate prototypical sections of the Corridor which articulate how the stations of the various modal alternatives would fit within the right-of-way. The concept sketches also convey the proposed resulting quality of life in the station area with amenities depicting how people and each city could integrate with new transit service.

Potential station locations were studied in depth as part of the Alternatives Analysis and are documented in the Station Areas and Prototype Stations chapter in this report. Station locations were analyzed to identify the potential influence of a transit system on land use patterns as an integral part of the overall urban design approach. The station area analysis methodology started with identifying the identity and character of each proposed station. Integral to this process, the urban design team first engaged members of the stakeholder group whom represented each individual station area through hands-on work sessions, first in the Fall of 2010 and again in the Summer of 2011. Through the use of land use maps, graphic markers, and planning tools, the team engaged city representatives in discussions to document local knowledge of each proposed station site through the eyes of city planners, public works directors, redevelopment directors, and other city staff. This valuable knowledge included information on the vitality of existing land uses, evolving patterns as well as future plans envisioned by each city. As these discussions progressed, land use and urban design context and opportunities began to take shape. Design explorations were not just limited to how a station would fit into a specific location, but also how implementation of a transit system could influence a neighborhood, district, or community. These influences took the form of the identification of civic assets and redevelopment opportunities to strengthen civic identity and provide strategic community linkages. All of these opportunities and influences had benefits that ranged from serving as supporting factors for a better quality of life ("livability factors"), economic benefits, and support for a transit system investment. The end result was the discovery of multiple station areas or places along the Corridor each with its own story to tell. The urban design concept evolved to create a rich and

diverse collection of places along a strategic regional corridor, all linked through transit and recreational opportunities.

To support these efforts, additional studies have been completed to better understand the opportunities of each of the stations. While all 21 proposed station locations were discussed in workshops between city staff and urban design team, and station area opportunities were graphically identified, six prototypical station locations were selected for additional study. The prototypical locations, described below in more detail, are the Pacific Boulevard Station in Huntington Park, the Bellflower Boulevard Station in Bellflower, the Bloomfield Avenue Station in Cerritos, the Cypress College Station in Cypress, the Beach Boulevard Station in Stanton, and the Harbor Boulevard Station with portions in Garden Grove and Santa Ana. These stations each possessed community settings and opportunities that best represented study corridor opportunities as a whole.

PACIFIC/RANDOLPH STATION

This station is located in a dynamic area of the city of Huntington Park, at the northern end of the eclectic, vibrant, and pedestrian friendly Pacific Boulevard corridor, which has commercial, entertainment, and retail uses. Pacific Boulevard has a energetic culturally-influenced physical form that serves as a regional attraction.

BELLFLOWER STATION

This station is located in the heart of the city of Bellflower's main street, which consists of small scale, pedestrian friendly structures aligned with a mix of commercial uses that provides an "old town" feel. The proposed station location is adjacent to the city's civic center and is surrounded by walkable small streets that lead to the city's close knit commercial streets and residential neighborhoods.

BLOOMFIELD STATION

This station is located in the city of Cerritos adjacent to the Cerritos Regional County Park, which includes baseball fields, tennis and basketball courts, a 50 meter swimming pool, a lake with fishing, and regional bike trails. The station is proposed to be located in a portion of the large commercial parcel adjacent to the system right-of-way and will be integrated with a Target store and other retail opportunities. This station would serve as the terminus station in Los Angeles County.

CYPRESS COLLEGE STATION

This station is located adjacent to the Cypress College, along one of the city's main commercial corridors, Lincoln Boulevard which is lined by various mixed use development. This active campus has classes and activities six days a week from approximately 7:00 AM to 11:00 PM. This proposed station, serving as an important Corridor educational and employment destination, would serve the many Orange County students and as the gateway to Orange County for Los Angeles County travelers.

BEACH BOULEVARD STATION

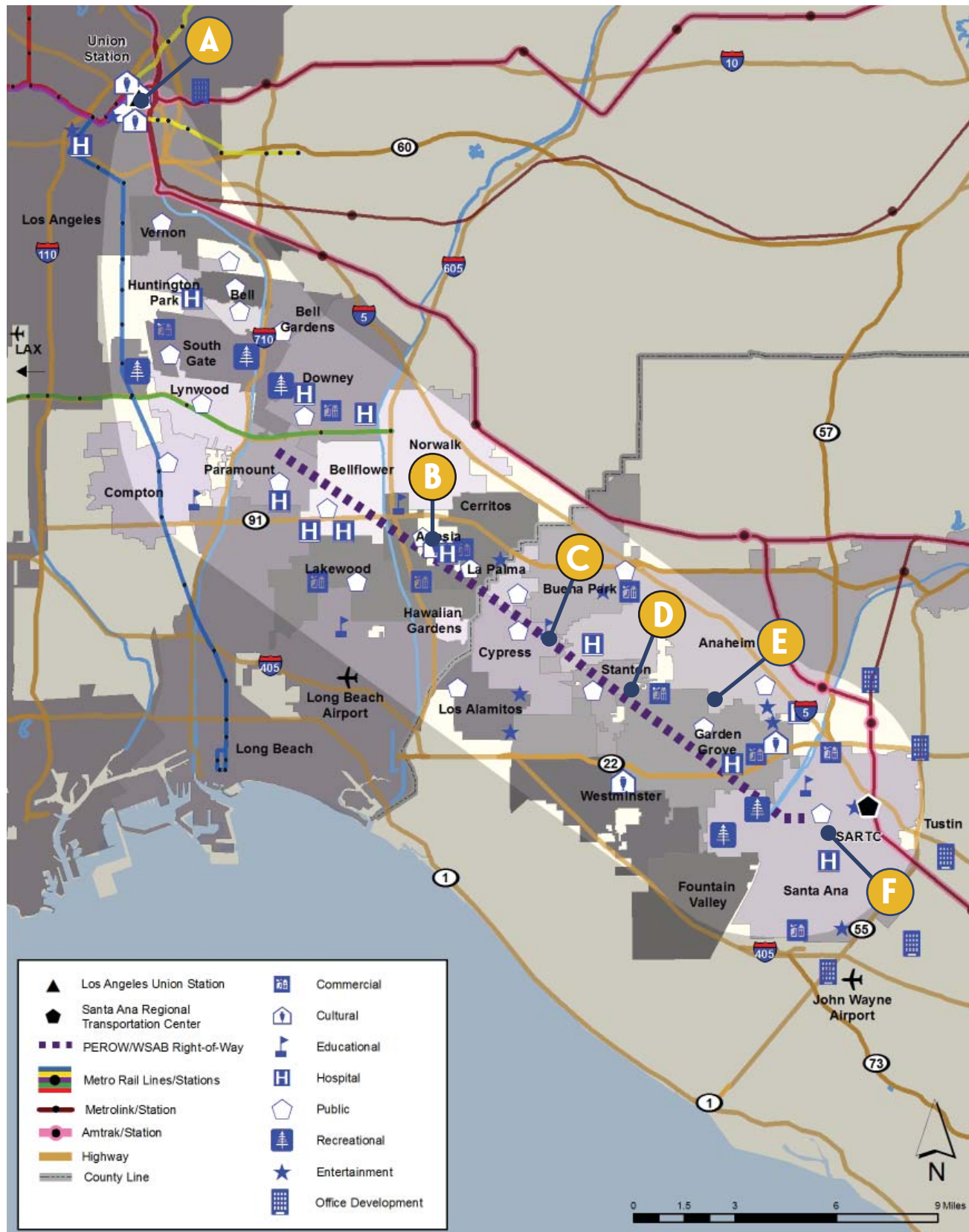
This station is located in the heart of the city of Stanton's proposed Town Center with mixed use development plans. Situated on Beach Boulevard, an Orange County "Fast Street", this station location will become a destination and provide strong potential direct links in three directions to key activity centers: north to Knott's Berry Farm and Buena Park's evolving "Entertainment District"; east along Katella Avenue to Disneyland; and south to the beach and the Huntington Beach Pier.

HARBOR BOULEVARD STATION

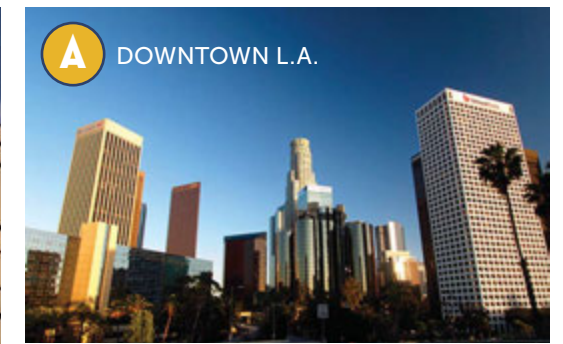
Located at the southern end of Garden Grove's future "International West" master plan, this station serves as a "gateway" between the PEROW/WSAB Corridor transit service and the future Santa Ana Street Car system. The proposed station area master plan is modeled after the International Boulevard in Orlando, Florida connecting Disneyworld to the hotels. International West development will link the station north to Disneyland, the Anaheim Convention Center, and the future Anaheim Regional Transportation Center serving as the Orange County gateway for the California High-Speed Rail System.

These six stations were studied through the use of land use diagrams supported by land use performance area ratios, transit connectivity and pedestrian/bicycle access.

THE CORRIDOR TODAY



B CERRITOS CENTER FOR THE PERFORMING ARTS



A DOWNTOWN L.A.



D STANTON FARMERS' MARKET



E RESIDENTIAL



F MAIN STREET, SANTA ANA



C CYPRESS COLLEGE

- Home to 4.5 million residents and 2.2 million jobs
- Future growth of 550,000 new residents and 86,000 new jobs
- Growth will result in 2.6 million more daily trips in the Corridor
- More than 85% of Corridor travel to work is by car
- Few connections to regional transit system
- Majority of Corridor's freeway and highway system operates at or beyond capacity in peak periods today and in future



Currently home to 4.5 million people, or approximately one-third of Los Angeles County's population and half of Orange County's residents, the Corridor's population is projected to increase with more than 500,000 residents by 2035.



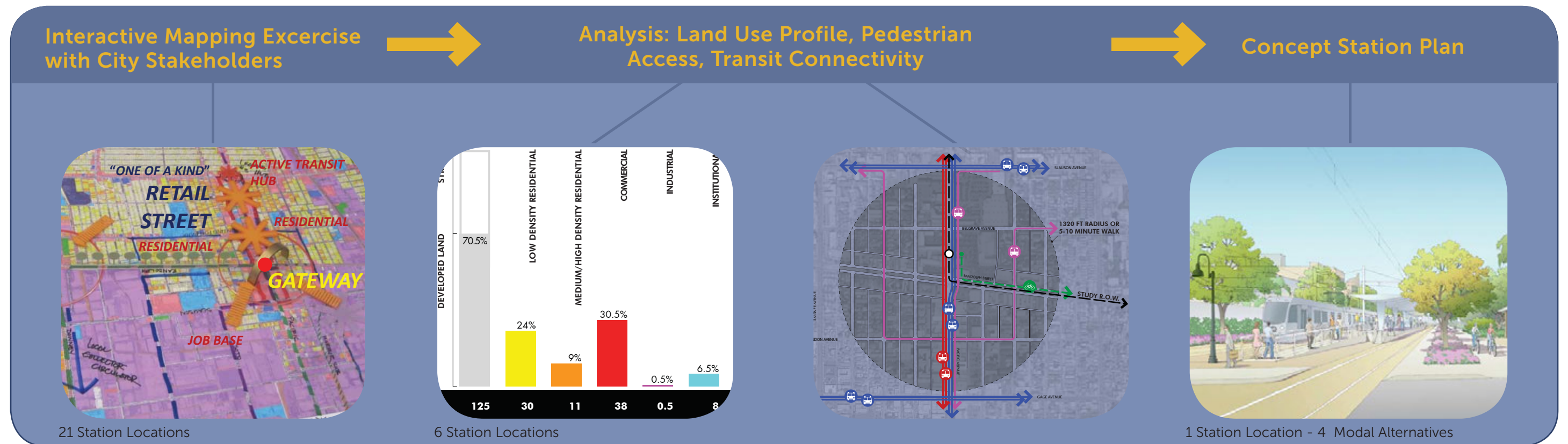
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PRINCIPLES & PROCESS

PRINCIPLES

In guiding the vision discussions with the stakeholder groups, a set of principles was used to guide the conversations. These principles are simple enough to be understood by participants and yet were comprehensive. They created the formative framework to highlight future opportunities around each station. These opportunities are specific to the station location (block, neighborhood or district).

- 1 Opportunities to Create and/or Cultivate Community Identity
- 2 Integrate Station to Support Existing Land Uses and Future Development Opportunities
- 3 Create Accessible Multi-Modal Stations
- 4 Highlight and Promote Connectivity Along the Corridor Right of Way to Other Destinations
- 5 Build Upon and Support Existing City General and Specific Plans, Redevelopment Plans, and Overlay Zones



PROCESS

The urban design visions created for each individual station began with conversations with the Corridor Stakeholder Group. The Stakeholder Group was divided into three sections each representing the northern, central and southern segments of the corridor study area. The reason for this was to have work sessions that included a group of cities who share common grounds and borders to learn and share each other's ideas and concerns along the corridor right of way. This way they could all benefit locally from one another and create added value to the corridor as a whole. Guiding these conversations was a twofold effort. First, was the utilization of the principles to provide an initial framework for the group discussion as part of a "visioning process". Second, through the use of maps, graphic markers and physical planning tools, the design team guided the conversations through a consensus built vision for the future community around each station. The tools and maps allowed for multiple ideas to be explored quickly and collaboratively.

Ultimately the process uncovered unique qualities and site-specific characteristics for each station, while enhancing and reinforcing the study corridor connectivity as well as linkages to the commercial corridors crossing the right of way. The first round of discussions were held in the early fall of 2010 with follow up discussions in the summer of 2011. These discussions were documented with photos and key points in a presentation to confirm message consistency with the stakeholders. Each city's message was then documented in the urban design report.

In addition to documenting the conversations in the report, specific station locations received further study through land use maps, land use performance profiles, pedestrian and bicycle accessibility, and transit connectivity. Further elaborations on station concept plans were created over aerials to visualize the station area possibilities within the context of specific neighborhoods and districts. The plans also highlighted the areas of opportunity for transit oriented, mixed use development or how the proposed transit station played a greater part in the creation of a transit oriented village.



Left to Right: Stakeholder Meeting, Community Meeting

BUS RAPID TRANSIT



DESCRIPTION

Trip Types: Regional and Local

Distance Between Stops: 1.0 miles

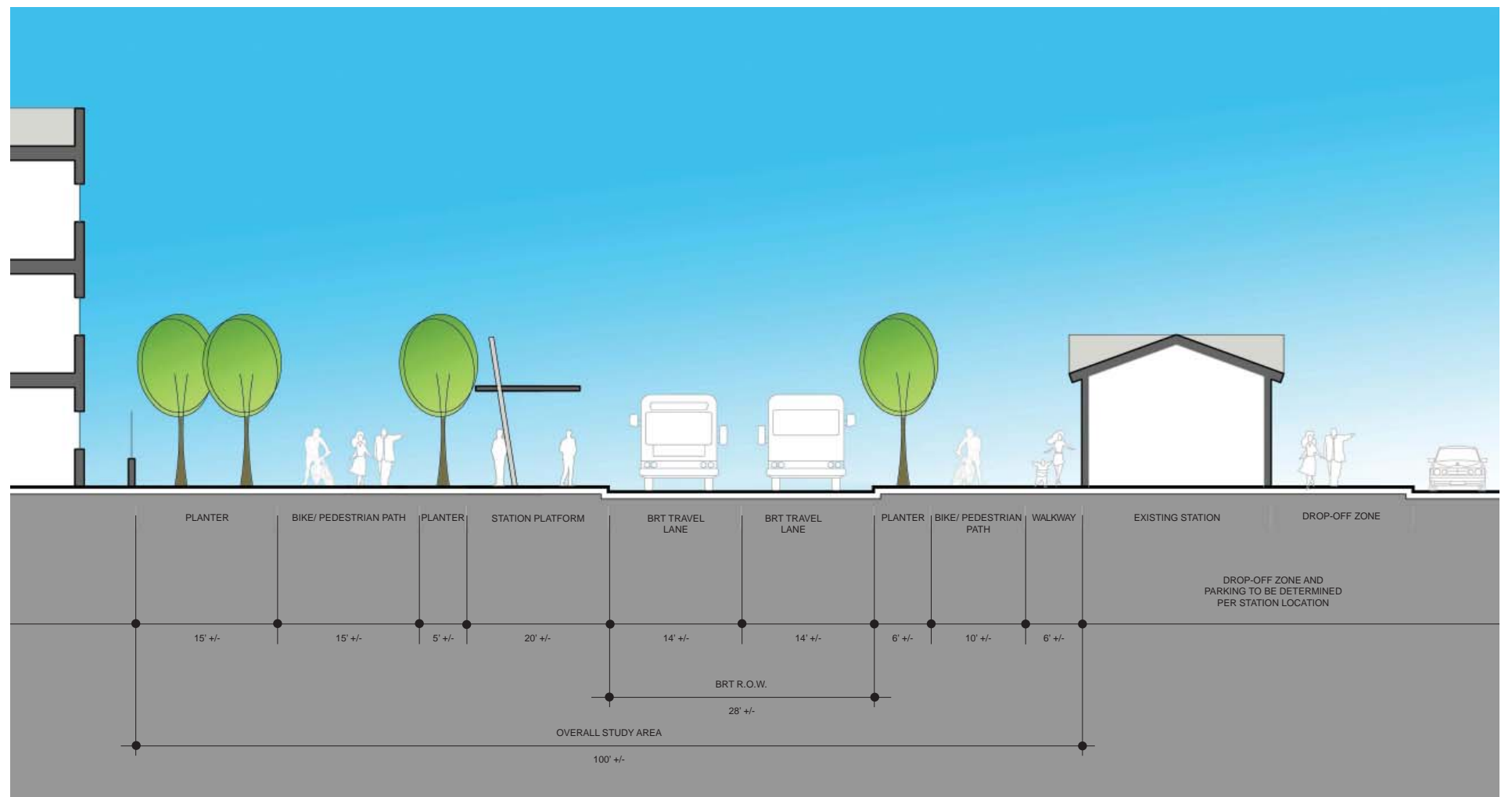
Speeds: 10-14 mph (street-running), 25-35 mph (HOV)

Conceptual Ridership: 19,200-32,400

OPERATING ASSESSMENT

METRO/OCTA fit: Yes

Domestic Revenue Service: Yes



Section

BUS RAPID TRANSIT



Perspective Rendering

STREET CAR TRANSIT



DESCRIPTION

Trip Types: Local

Distance Between Stops: 0.2-0.5 miles

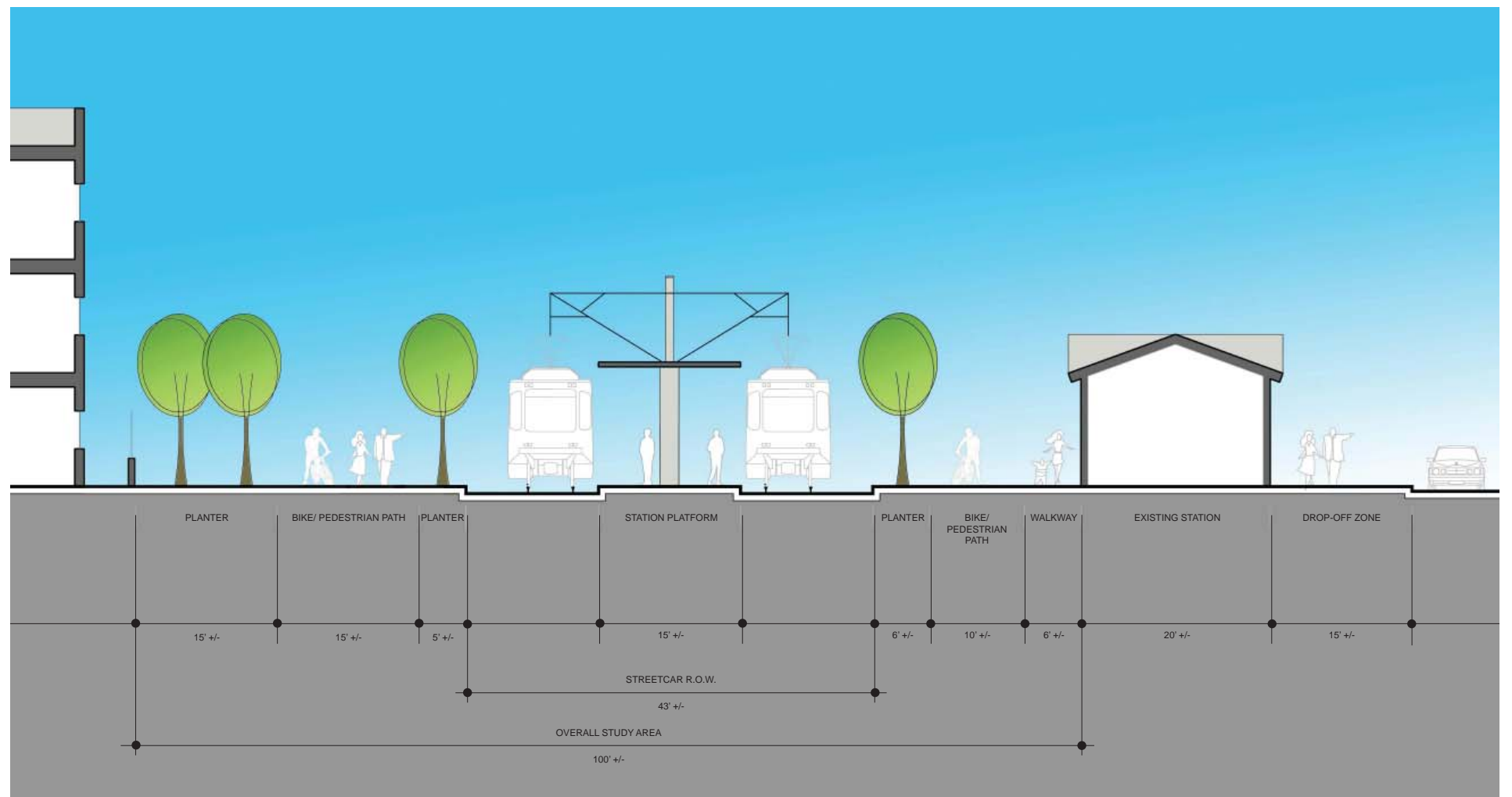
Speeds: 8.5-15 mph (mixed-flow), 25-40 mph (separate right-of-way)

Conceptual Ridership: 26,000-39,000

OPERATING ASSESSMENT

METRO/OCTA fit: May fit future OCTA plans

Domestic Revenue Service: Yes



Section

STREET CAR TRANSIT



Perspective Rendering

LIGHT RAIL TRANSIT



DESCRIPTION

Trip Types: Regional and Local

Distance Between Stops: 1.0-1.5 miles

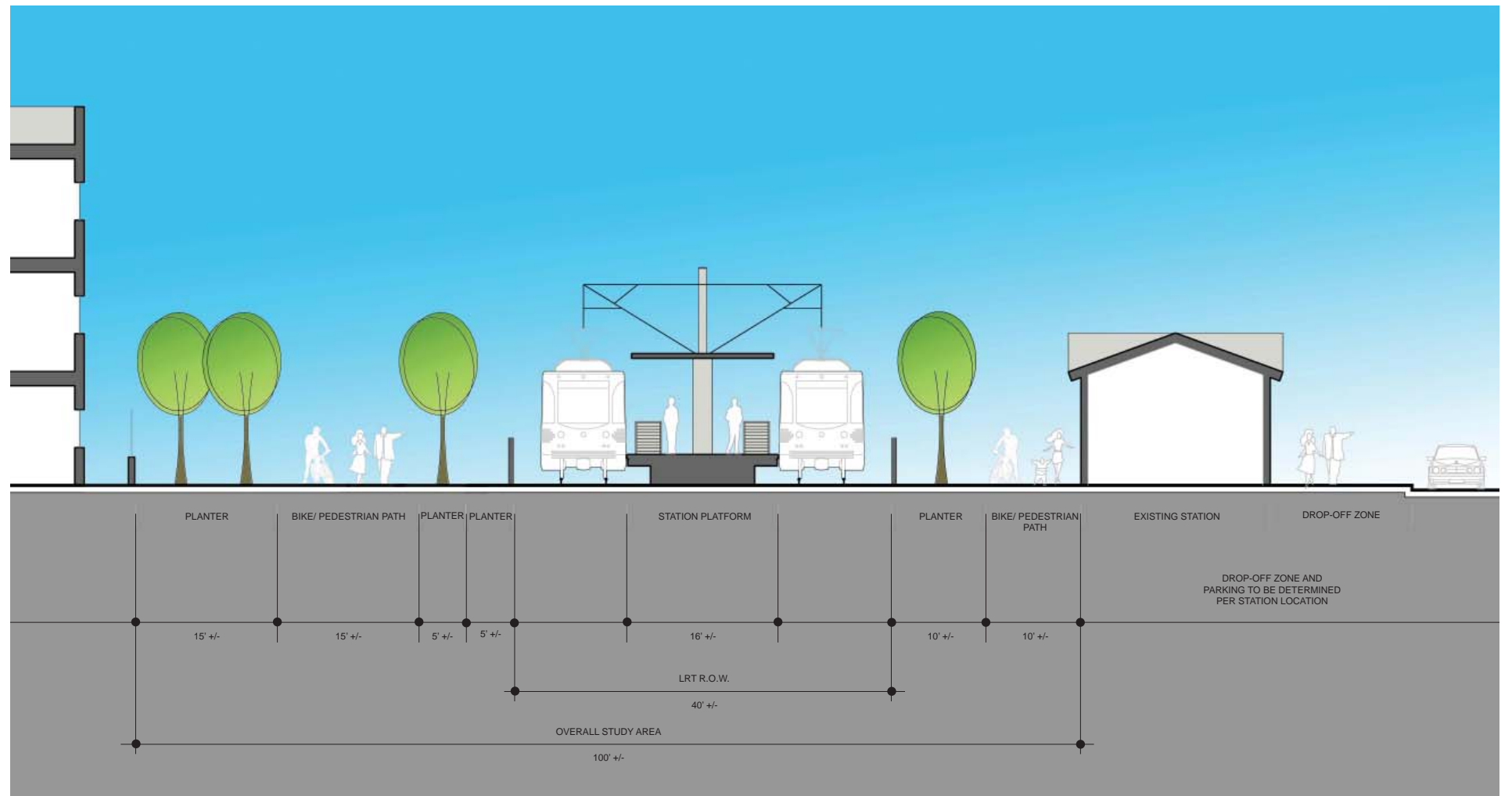
Speeds: 25-35 mph (mixed-flow), 45-55 mph (separate right-of-way)

Conceptual Ridership: 26,000-57,600

OPERATING ASSESSMENT

METRO/OCTA fit: Yes

Domestic Revenue Service: Yes



Section

LIGHT RAIL TRANSIT



Perspective Rendering

LOW SPEED MAGLEV TRANSIT

(Based on LINIMO System in Nagoya, Japan—the only system currently in operation)



DESCRIPTION

Trip Types: Regional and Local

Distance Between Stops: 0.5-1.0 miles

Speeds: 62 mph maximum (separate right-of-way)

Conceptual Ridership: TBD (The Linimo Line carried 16,000 riders daily in 2009 along its 5.6 mile route)

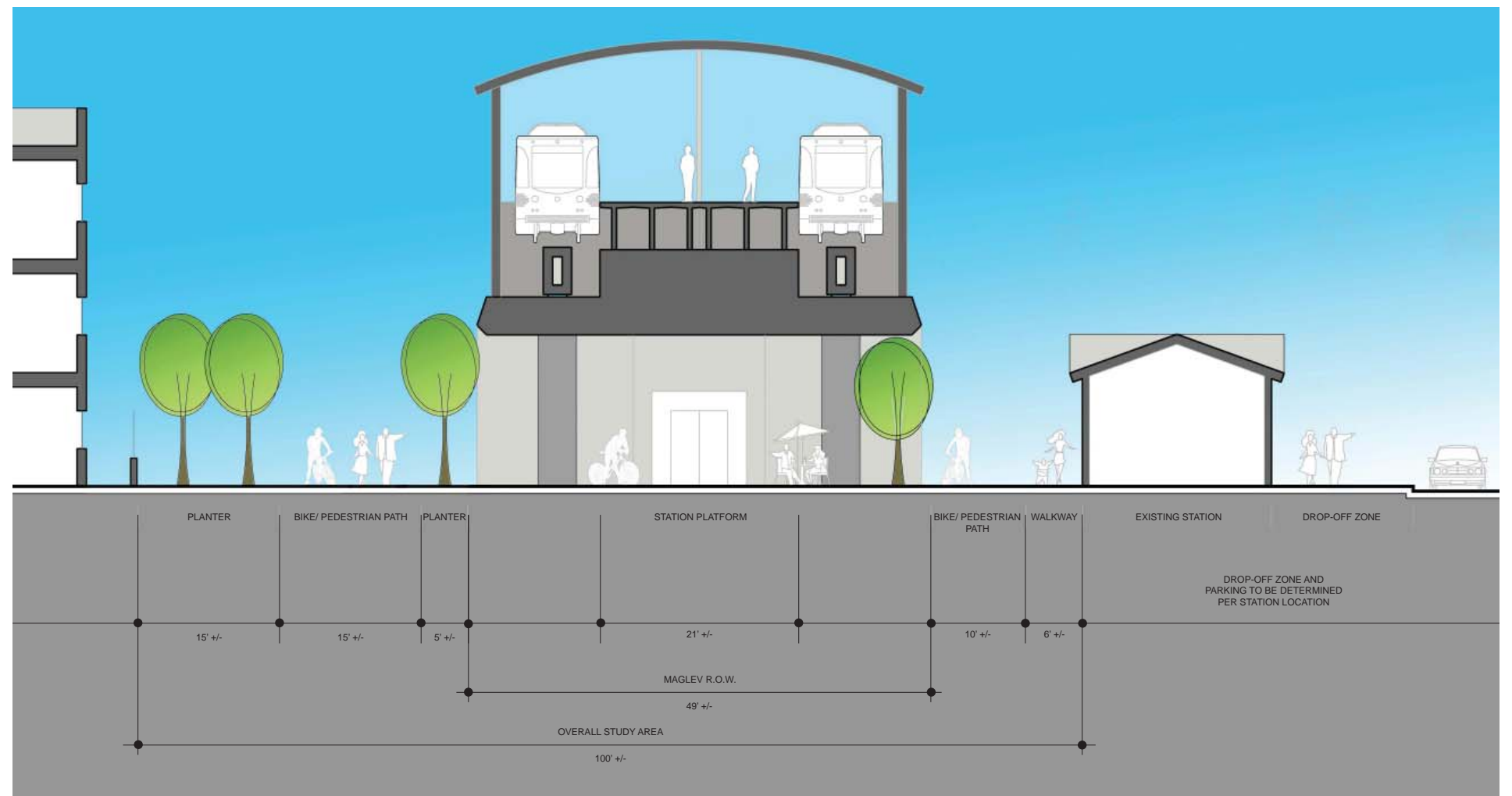
OPERATING ASSESSMENT

METRO/OCTA fit: No

Domestic Revenue Service: Not at this time



Photo used under Creative Commons from Poham.



Section

LOW SPEED MAGLEV TRANSIT



Perspective Rendering



The Corridor Study Area is comprised of the most active hearts of Los Angeles and Orange counties, including Downtown Los Angeles, the Gateway Cities subregion of Los Angeles County, the growing western and central portions of Orange County, and Downtown Santa Ana.



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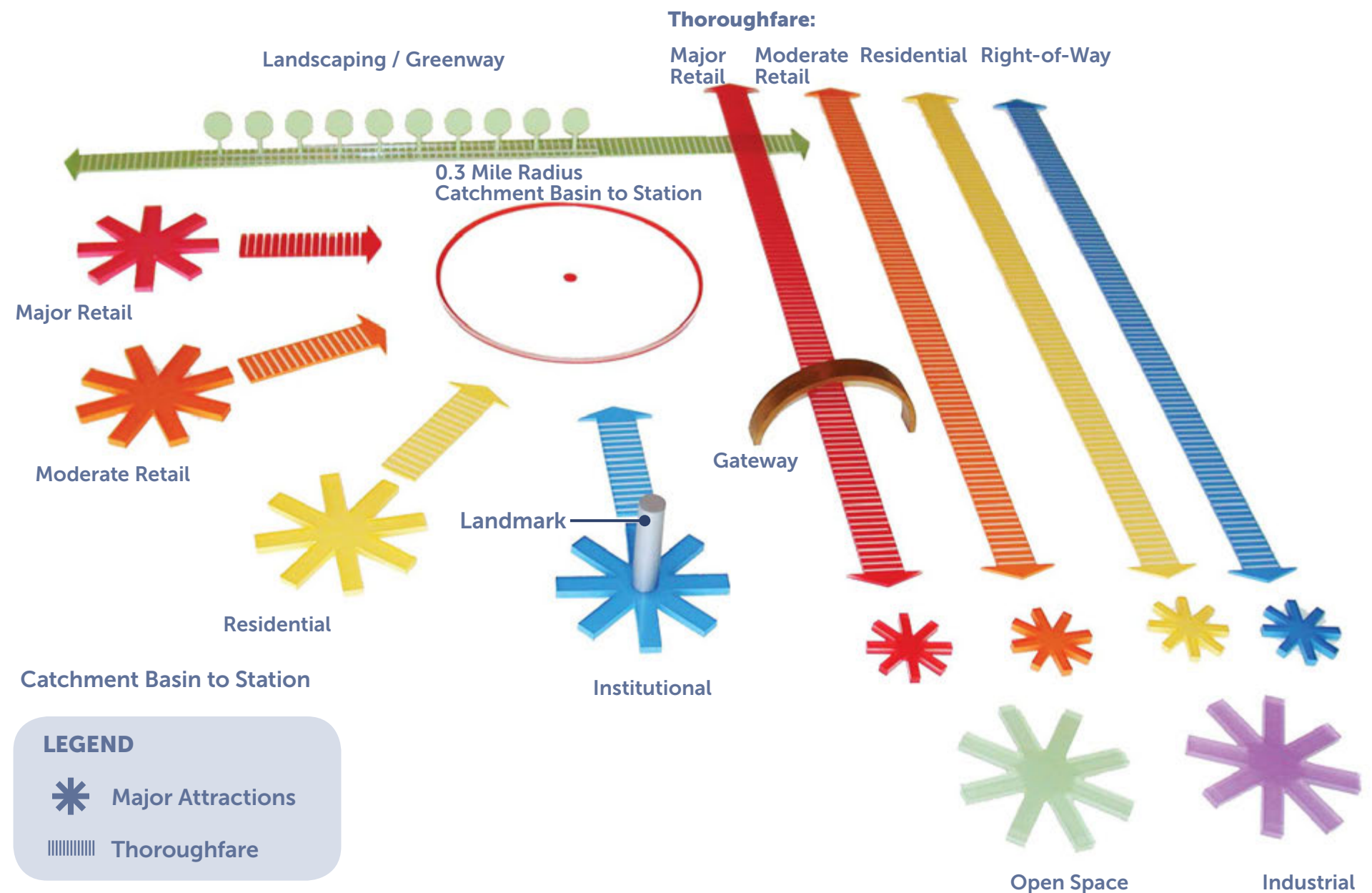
STATION AREAS & PROTOTYPE STATIONS

STATION AREAS & PROTOTYPE STATIONS

STATION AREAS

The following station areas were discussed and explored as part of the Alternatives Analysis process. The six prototypical stations that were analyzed in greater detail are highlighted.

- Soto Street Station Area
- 7th Street/Alameda Street Station Area
- Leonis Blvd/District Blvd Station Area
- Vernon Avenue Station Area
- **Pacific Blvd Station Area**
- Gage Avenue Station Area
- Firestone Blvd Station Area
- Gardendale Street Station Area
- Paramount Blvd/Rosecrans Avenue Station Area
- Lakewood Blvd Station Area
- **Bellflower Blvd Station Area**
- 183rd Street/Gridley Road Station Area
- Pioneer Blvd Station Area
- Bloomfield Avenue Station Area
- Cypress College Station Area
- Knott Avenue Station Area
- Beach Blvd Station Area
- Magnolia Street Station Area
- Brookhurst Street Station Area
- Euclid Street Station Area
- Harbor Blvd Station Area
- City of Santa Ana: Street Car and PEROW/WSAB



MANY USES THAT THE RIGHT-OF-WAY COULD PROVIDE

With an average width of more than 100 feet, the Corridor right-of-way offers much more than the opportunity of simply creating a new transportation system. It offers the possibility of creating a landscaped spine of open spaces, plazas, bike trails and pedestrian paths connecting communities. Station locations, depending on available land areas, offer the possibility of landscaped streetscapes, paseos and mixed-use development.

- More local and regional connections for residents, employees, and visitors
- Sites for city-based plans providing residential, retail or job space to accommodate future growth within station areas without significantly increasing traffic
- Much-needed community park and open space resources
- A linear pedestrian and bicycle system linking Corridor recreational resources
- Related parking and circulation improvements



Clockwise starting with Top Left: Plaza, Landscaped Median, Plaza/Paseo, Mixed-use Retail, Pedestrian/Bikeways along Transit, Landscaped Streetscape.

7TH ST / ALAMEDA STATION AREA

DESCRIPTION

This station is located in an exciting area of downtown Los Angeles which is heavily influenced by the manufacturing history of the surrounding land uses but is evolving into an innovative corridor for new industry and capturing a diverse, and eclectic art community as well.

Predominant land uses surrounding the station area are industrial and manufacturing, with pockets of commercial activities throughout. Much of the residential is occurring in converted industrial

LEGEND

1. Opportunity to connect with the Greyhound Bus Terminal
- Upcoming District serving east downtown with growing residential population adjacent to the arts district, Cleantech Corridor, the Fashion and Flower Districts
 - Multiple major partners involved with developing district including CRA/LA, DWP, UCLA, USC and JPL
 - Pressure on existing industrial lands to transition to other uses
 - Station located within a high density mixed-use, light manufacturing and residential district
 - Strong opportunity for new job creation and economic opportunities



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Central City Community Plan

Part of the City of Los Angeles' Land Use Element and characterizes the station area within the Central City East district where heavy industrial and manufacturing jobs exist, while balancing the various social services and residential uses.

Alameda East Redevelopment Study Area

As identified by the CRA, the area involves an assessment of existing conditions and the potential to redevelop the Alameda East area as a "modern" industrial area.

Artists-in-Residence District

The station area is adjacent to an eclectic community of artists. The largest concentration of artists is located just northeast of the station between First Street and Palmetto. This district is an integral part of the Central City North community.

Clean Tech Corridor

A four mile district encompassing the 7th/Alameda station area, the goals are to support and create clean technology that will create job opportunities, stimulate the continued growth of a large marketplace for clean technology, and create a better quality of life through these new environmental solutions. Immediately outside the half mile station area is the location of the CRA owned site designated as the Clean Tech Campus.

The Los Angeles River Revitalization Master Plan

The 20 -year blueprint for development and management of the LA River aims to celebrate eclectic neighborhoods, protect the health of the river, and leverage economic development through revitalization projects.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Transportation Policy 1.7

Provide improved transportation services to support Citywide economic development activities and related economic revitalization initiatives

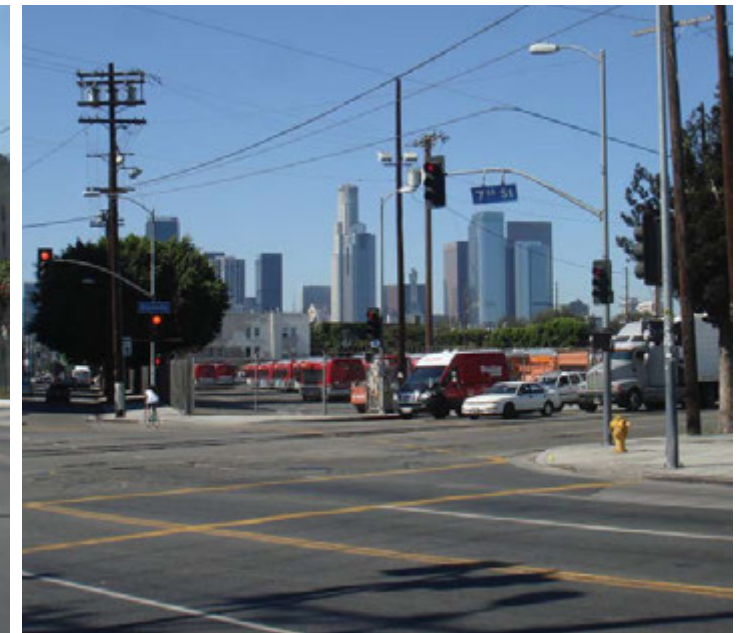
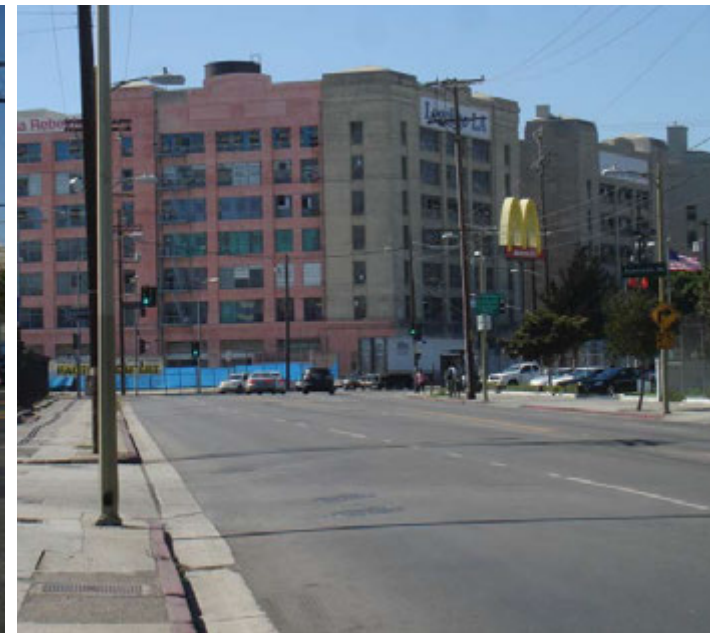
Transportation Policy 5.3

Actively support transportation projects which serve industrially designated districts.

Housing Policy 2.2.3

Provide incentives and flexibility to generate new housing and to preserve existing housing near transit.

Left to Right: Northern Alignment and Southern Alignment Maps



CROSSROADS BETWEEN ART & INDUSTRY

SOTO STREET STATION AREA

DESCRIPTION

This station is located on the outskirts of downtown Los Angeles in the community of Boyle Heights, adjacent to heavily trafficked corridors and industrial uses.

Predominant land uses surrounding the station area are industrial and manufacturing on the west and southwest; however, the station area also contains single and multi-family housing on the northeast.



Land Use Map

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Boyle Heights Community Plan

Part of the City of Los Angeles' Land Use Element the station area is located within Boyle Heights Community Plan. The Plan promotes the vision of the community in preserving and enhancing characteristics of existing neighborhoods, improving economic vitality of commercial corridors, maximizing opportunities of future rail transit systems and planning the remaining commercial and industrial development opportunity sites for needed job-producing uses. Special Study areas located within the station area and identified as proposed concepts under the plan include: Sears: A major opportunity site for buildout or redevelopment opportunities which would significantly impact the surrounding uses and neighborhood; Wyvernwood: A new, community-minded development project to transform the site into modern living, shopping and office destinations for affordable/mixed income residents; Mixed-Use node with incentives for neighborhood serving uses; A proposed river improvement overlay zone.

Eastside Enterprize Zone

The station area is located within the zone which provides a variety of tax credits to eligible businesses as well as financing programs and other incentives to preserve existing businesses and encourage business expansion within the zone.

Los Angeles River Revitalization Master Plan

Identified as the Boyle Heights River Gateway Park, the Plan connects the large Sears site to the River and provide a much-needed multi-purpose park with both active and passive amenities in an underserved area. The project would result in improved River access, would complement and enhance the redevelopment of the Sears site and leverage economic development.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Housing – Policy 1.4.1

Provide incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers.

Transportation – Policy 1.7

Provide improved transportation services to support Citywide economic development activities and related economic revitalization initiatives.

Transportation – Policy 2.8

Continue to integrate transit and environmental planning to enhance environmental preservation.

Left to Right: Northern Alignment and Southern Alignment Maps



LEONIS BLVD/DISTRICT BLVD STATION AREA

DESCRIPTION

This station is located within Vernon's employment dense manufacturing and industrial center.

The predominant land uses around the station area are industrial/manufacturing with some single and multi family residential on the southeast corner. The station area is also adjacent to the Los Angeles river.

LEGEND

1. Dense employment center with very strong connectivity to light manufacturing and industrial uses
 2. Opportunity to enhance connectivity of jobs and future station with a circulator provided by the city
 3. Close proximity to Hobart Yard intermodal jobs facility
 4. Provide a walkable connection to Maywood residential neighborhoods
 5. Opportunity for a recreational connection along the study ROW to the future LA river recreational system
- The Workable District draws from the principles of a walkable/sustainable employment district as it relates to transit and improved access



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA



Industrial Redevelopment Project Area

The station area is located within the city identified redevelopment area which emphasizes the importance of the maintenance of facilities to better aid the surrounding industries and their related workforce. The key policy objective emphasizes the desire to remain focused on the needs to local industry and commerce while providing needed services to local residents.

The Los Angeles River Revitalization Master Plan

The 20 -year blueprint for development and management of the LA River aims to celebrate eclectic neighborhoods, protect the health of the river, and leverage economic development and revitalization projects.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Circulation Policy 1.7

Encourage the continued improvement of services provided by Metro to Vernon and adjacent cities to provide good access from home to job and job to home for persons employed in Vernon.

Circulation Policy 1.8

Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.

Circulation Policy 1.13

Cooperate with the Metropolitan Transportation Authority and other local agencies in their efforts to complete a bicycle path along the levee of the Los Angeles River connecting to adjacent jurisdictions.



INDUSTRY CONNECTION

VERNON AVENUE STATION AREA

DESCRIPTION

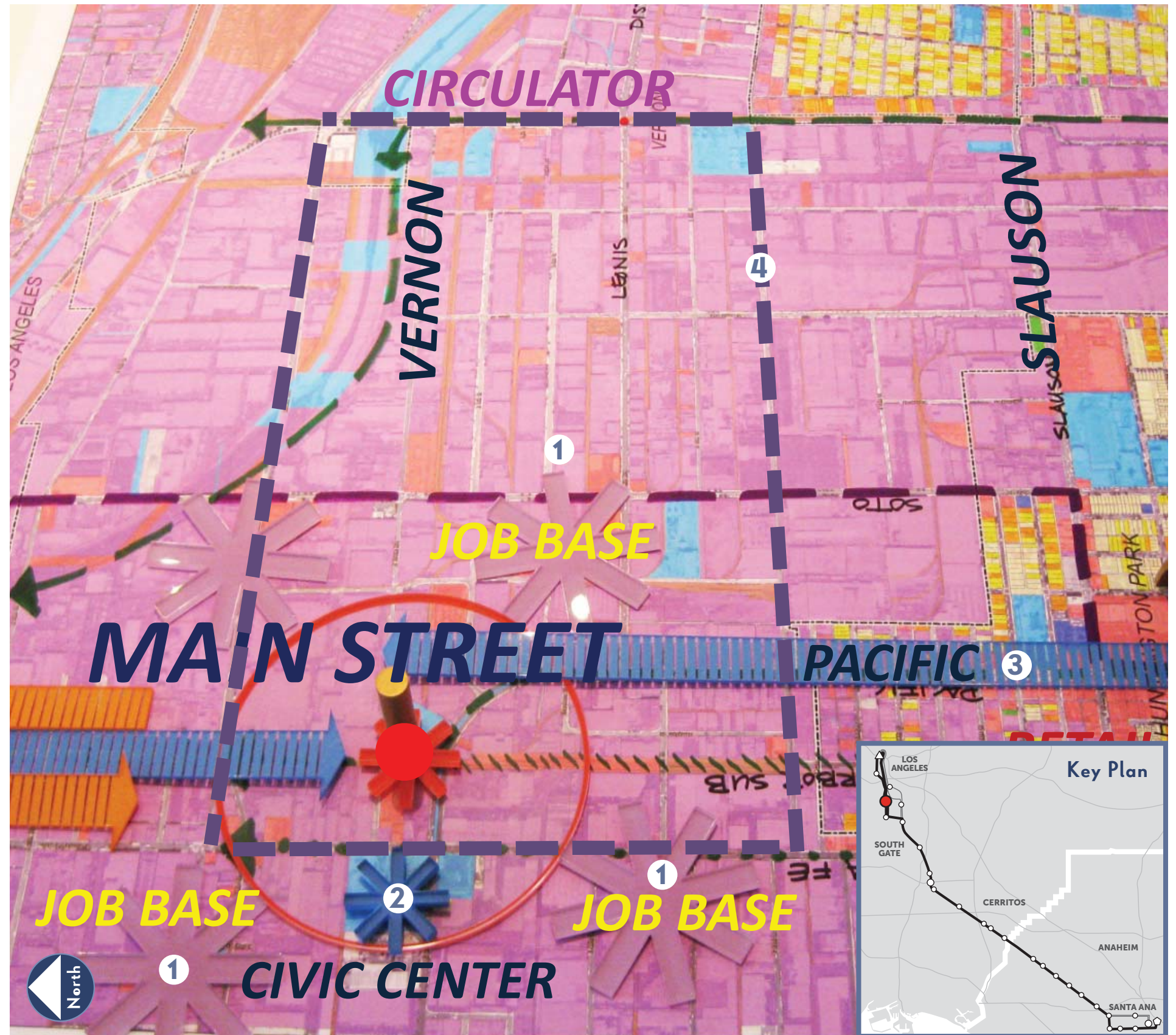
This station is located in the heart of Vernon's industrial and manufacturing district which contributes to industries throughout the Southern California region, such as food and agriculture, apparel, steel, plastics, logistics and home furnishings.

The predominant land uses around the station area are industrial/manufacturing. The station is also adjacent to the city's civic center.

LEGEND

1. Station location within a dense employment center for light manufacturing, industrial uses and intermodal warehousing
2. Close to Vernon Civic Center
3. Wide Pacific Boulevard ROW due to former passenger rail service
4. Potential circulator connecting and servicing Vernon's employment sites and Maywood's residential neighborhoods

- Historic industrial building stock
- Possible opportunity for a Metro maintenance facility
- 1.25 miles from the station at Pacific/Randolph, gateway to a unique retail experience



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA



Industrial Redevelopment Project Area

The station area is located within the city identified redevelopment area which emphasizes the importance of the maintenance of facilities to better aid the surrounding industries and their related workforce. The key policy objective of the city is to remain an exclusively industrial city, serving the needs of industry, including local, national, and international consumers of goods produced by manufacturers.

Commercial Overlay District

The Commercial Overlay District, encompassing 210 acres, is established along Santa Fe Avenue and along portions of Soto Street to accommodate retail, commercial, service, and restaurant uses that support the needs of the daily employee population.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Circulation Policy 1.2

Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system.

Circulation Policy 1.7

Encourage the continued improvement of services provided by Metro to Vernon and adjacent cities to provide good access from home to job and job to home for persons employed in Vernon.

Circulation Policy 1.8

Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in Vernon.



INDUSTRIAL EMPLOYMENT CENTER

PACIFIC BLVD STATION AREA

DESCRIPTION

This station is located in a dynamic area of the City of Huntington Park, at the northern end of the eclectic and vibrant pedestrian friendly Pacific Boulevard which has commercial, entertainment, and retail uses located within a vibrant culturally influenced physical form that remains a regional attraction.

Commercial activities dominate along the major north-south corridor, Pacific Blvd, as well as smaller 'node' centers around the station area. Single and multi family residential to the south are mixed with industrial land uses to the north and northwest with some institutional as well.

This new station is proposed without parking because it is located within an existing dense urban fabric that is well-served and connected to transit.

LEGEND

1. Station location anchors the highly unique and historic Pacific Boulevard retail experience with a signature gateway opportunity
 2. Use COMBI circulator to connect community to future station
 3. Diagonal street parking along Pacific Boulevard for traffic calming, creating a pedestrian friendlier environment
 4. Enhance the landscaped connection along Randolph Street east to the Gage Station
- Huntington Park is rated in top 10 of ridership in the Metro bus system
 - ★ High potential ridership due to a high level of work, retail, cultural, and leisure trips



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Downtown Huntington Park Specific Plan

Downtown Huntington Park is one of the most successful and popular retail shopping areas in Southern California for the Latino population and revitalization is meant to strengthen the ties to the community and provide a place for events and street fairs. The vision for the Plan is to integrate Hispanic cultural needs with historical architecture and traditions through preservation, restoration, and promoting identity along storefronts, and businesses. Four distinct districts makes up the plan and provide the vision for development:

A) Gateway, B) Festival, C) Neighborhood, and D) Zoe

Merced/ Santa Fe Redevelopment Area

Bound by the City limits to the west and north, State St. and Seville Ave. to the east, and Randolph St. and Florence Ave. to the south. The area was established to enhance the economic stability of the City through economic development and affordable housing programs.

Downtown Business Improvement District (BID)

The strategic plan is a companion to the City's redevelopment plans and Downtown Specific Plan to guide efforts for downtown beautification, promotion/ marketing strategies, economics /business forecasts, cleanliness/ security issues, and parking/transportation.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Land Use Element Policy 1.2

Encourage community-oriented retail in Huntington Park while continuing to revitalize Pacific Boulevard as a regional retail destination.

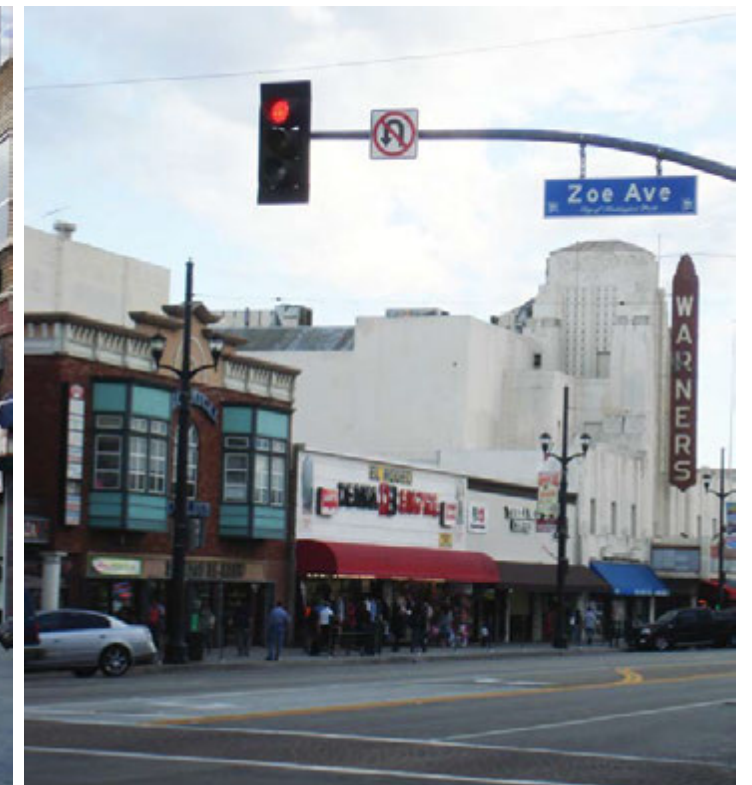
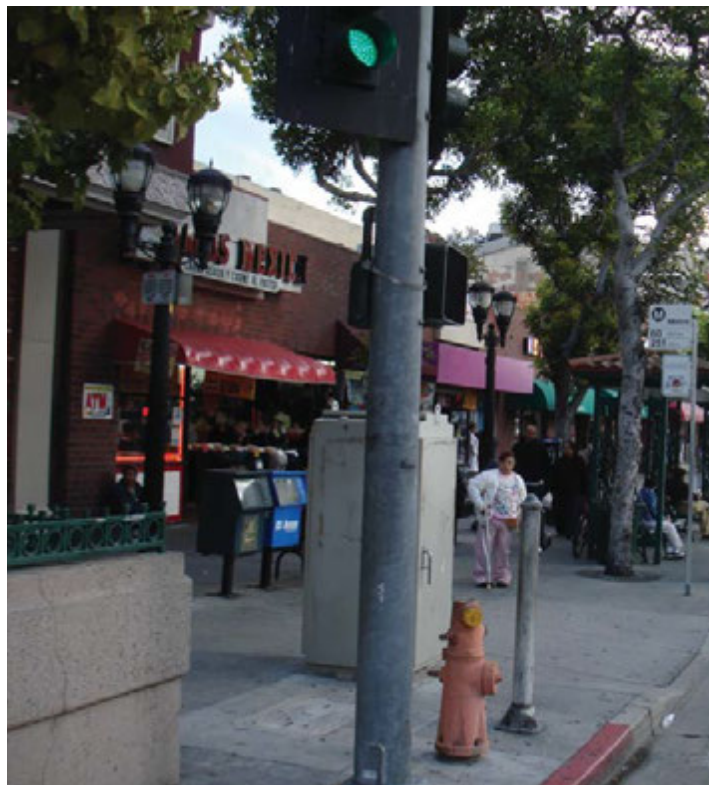
Circulation Element Policy 4.2

Work with the Southern California Rapid Transit District to coordinate connections to the light rail Blue Line running from Long Beach to Los Angeles west of Huntington Park.

Circulation Element Policy 5.7

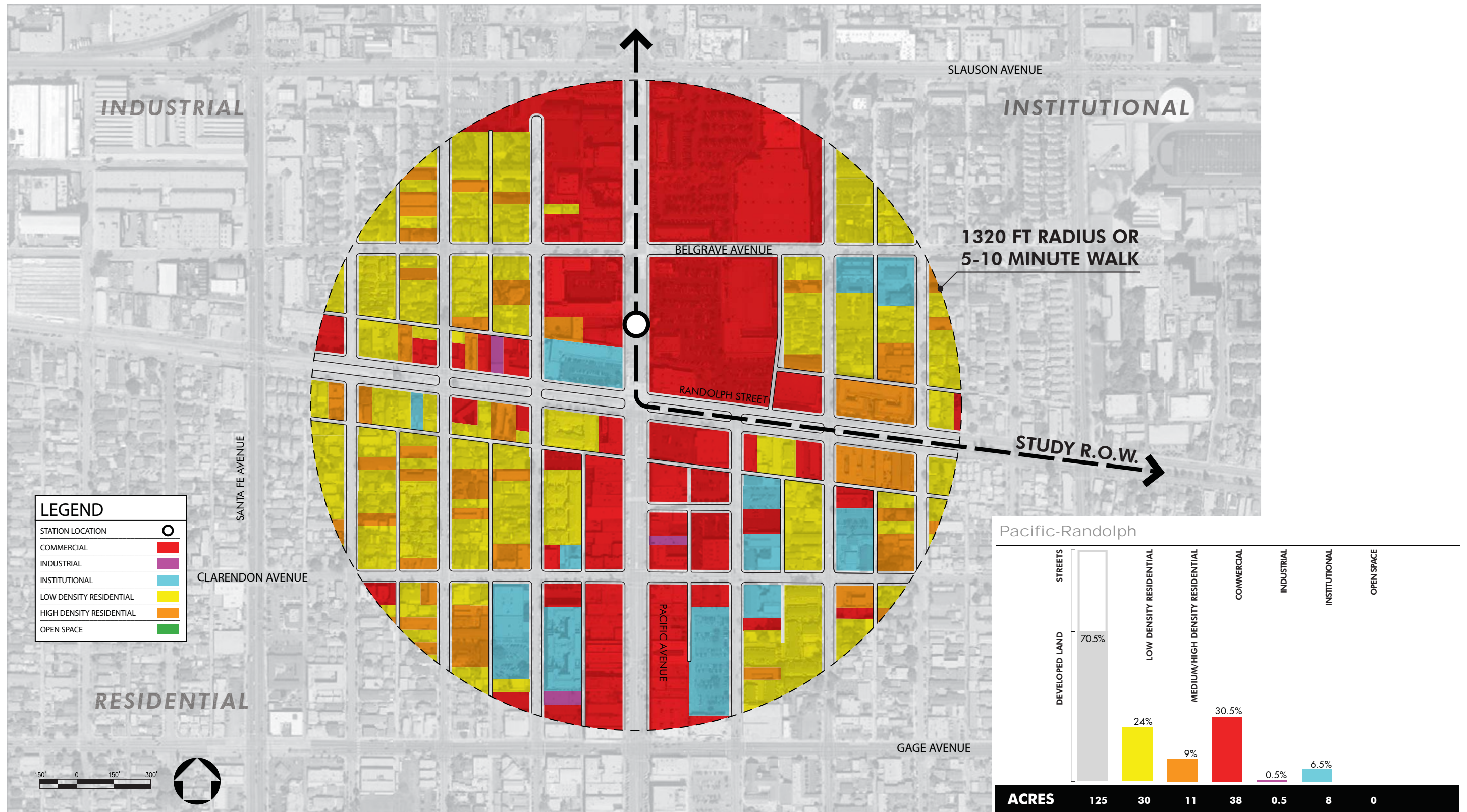
Pursue alternative uses of the Southern Pacific Railroad ROW on Randolph St., such as green space, parking areas, and bike paths, if the right-of-way is abandoned for rail use.

From Left: Pacific Boulevard, Intersection of Pacific and Randolph (facing north), Pacific Boulevard at Zoe Avenue, Pacific Boulevard



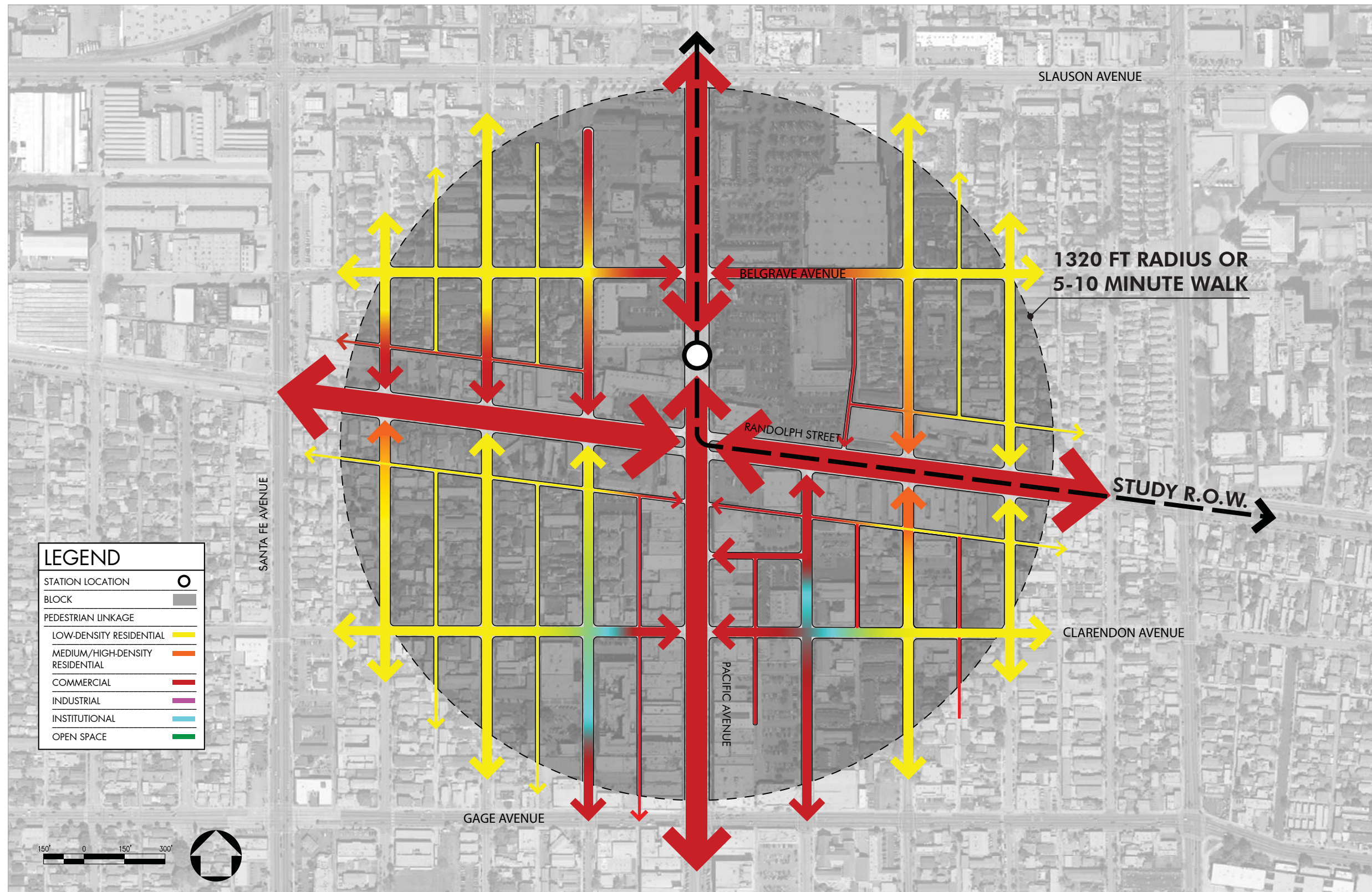
THE HEART OF HUNTINGTON PARK

LAND USE DIAGRAM

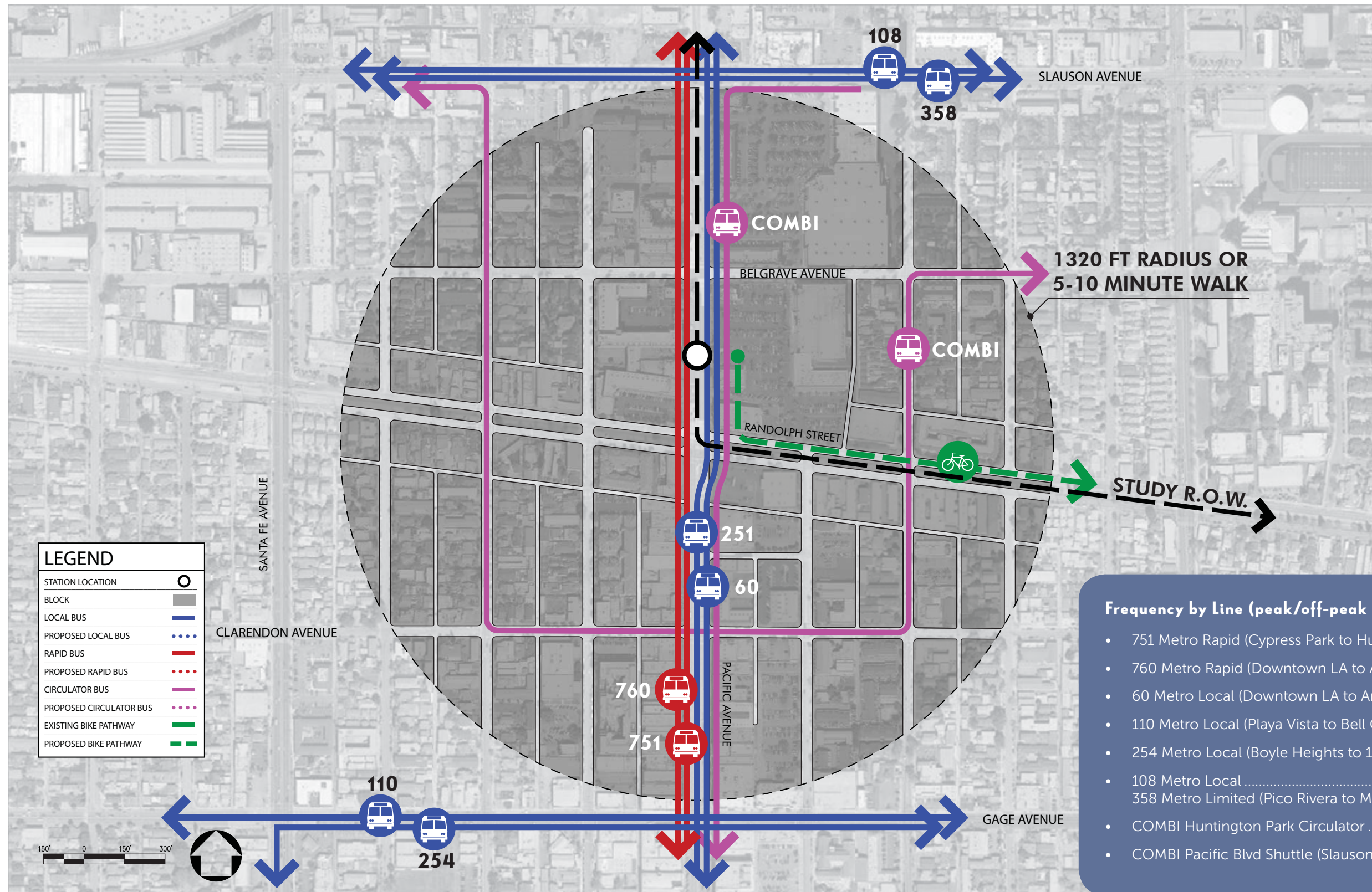


Note: All land uses are a percentage of the total walkable area (1320 Ft Radius).

PEDESTRIAN ACCESS DIAGRAM



TRANSIT CONNECTIVITY DIAGRAM



Frequency by Line (peak/off-peak in minutes)

- 751 Metro Rapid (Cypress Park to Huntinton Park)..... 15/20
- 760 Metro Rapid (Downtown LA to Artesia Station)..... 10/20
- 60 Metro Local (Downtown LA to Artesia Station) 10/15-20
- 110 Metro Local (Playa Vista to Bell Gardens).....10-12/20
- 254 Metro Local (Boyle Heights to 103rd Station)..... 60
- 108 Metro Local 5-10/15
- 358 Metro Limited (Pico Rivera to Marina del Rey)
- COMBI Huntington Park Circulator 30
- COMBI Pacific Blvd Shuttle (Slauson Ave to Florence Ave)10-15

CONCEPT STATION PLAN



GAGE AVENUE STATION AREA

DESCRIPTION

This station is located adjacent to the City of Huntington Park’s major industrial centers in addition to being surrounded by long established communities and large open spaces/parks.

The predominant land uses surrounding the station area are single and multi family residential on the east and west with large industrial/manufacturing parcels and parks along the north-south corridor, Salt Lake Ave. Commercial land uses align the east-west Gage Ave. corridor.

LEGEND

1. Provides corridor connectivity to light manufacturing and industrial job base
 2. Enhance the landscaped connection along Randolph Street west to the Pacific/Randolph Station
- Connects jobs and residential neighborhoods of Bell, Maywood & Huntington Park
 - Use COMBI Circulator to enhance the future system



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Neighborhood Preservation Redevelopment Project Area

Objectives of the plan include providing affordable housing and homeownership opportunities, revitalize rundown neighborhoods, improve street lighting, and improve the overall quality of life for residents.

Economic Development Strategic Plan

Conclusions of the Plan identify industrial development and contemporary retail development as the key economic opportunities in the city. Based on the city's job growth, the market has potential to absorb considerable industrial uses; this includes the areas north of the Gage station.

Existing Park Opportunities and Constraints

The city identified potential redevelopment areas for the largest park in Huntington Park, Salt Lake Park, which is adjacent to the Gage station area. The park is the most developed and offers the most recreational opportunities in the area. Facilities exist for the support of musical and theatrical performance centers and pavilions. The proposed station area is within walking distance and would be an asset to children and seniors who are frequent users of the park services.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Circulation Element Policy 5.1

Maintain existing pedestrian facilities and encourage new development to provide pedestrian walkways to adjacent developments.

Open Space Element Policy 4.8

Increase access to all City open space and recreational areas, including for the disabled and those who depend on public transit.

Open Space Element Policy 1.6

Encourage bike paths and lanes to reduce vehicular travel and air pollution. Bike paths could be developed along portions of the LADWP utility easement and along the Southern Pacific Railroad ROW on Randolph Street, should the ROW be abandoned.



GATEWAY TO HUNTINGTON PARK

FIRESTONE BLVD STATION AREA

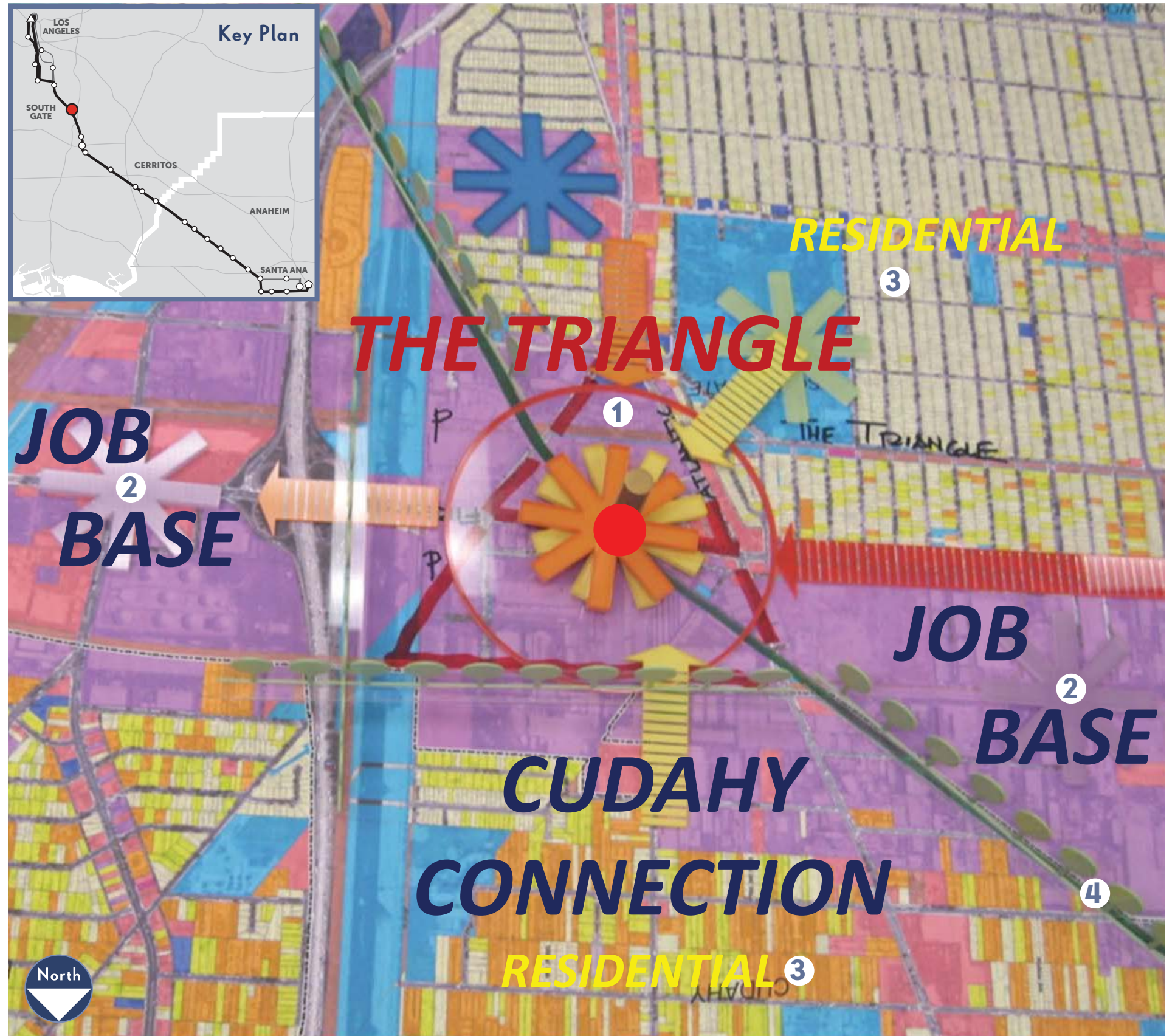
DESCRIPTION

This station is located along one of the City of South Gate's busiest thoroughfares, Firestone Blvd., and within a major industrial district that is adjacent older neighborhoods.

Predominant land uses surrounding the station area consist of industrial on the north and southeast along with a large recreational parcel and single/multifamily residential on the southwest.

LEGEND

1. South Gate is actively pursuing a specific plan for the "Triangle"
 2. Provides corridor connectivity to industrial job base
 3. Provide walkable access to and from the Cudahy and South Gate neighborhoods
 4. Opportunity for recreational connectivity to the LA River along the study ROW and Edison ROW
-
- Plans for a mixed-use "Transit Oriented Village" with retail, light industrial and residential uses
 - Use "the Gate" circulator to enhance future system access



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Rayo Industrial District

As identified in the City of South Gate's General Plan, the station is located within the Rayo Industrial District. The various districts identified throughout the city are areas intended to be higher intensity development. This particular area is seen as a new transit-oriented village near the intersection of Firestone and Atlantic, to create a pedestrian and transit-oriented environment. New transit uses should be explored for the area and a mixed use district with high density housing, retail, and office use.

Gateway District

The Gateway District will be transformed from an industrial area into a retail/entertainment and transit-oriented mixed use District that serves as the visual gateway to South Gate. The District will also support the City's vision of creating a destination retail and entertainment corridor on Firestone between San Miguel and the Rio Hondo Channel. The district has 4 sub-areas: 1) regional retail destination 2) multimodal station 3) higher intensity employment uses and 4) mixed use with ground floor retail uses below office and residential uses.

South Gate Enterprise Zones

The station area is located within an established enterprise zone which offers special state and local incentives to encourage investment and promote the creation of new jobs.

Firestone Blvd Corridor

Firestone Boulevard is the main east to west arterial roadway through South Gate and is considered the City's "window to the world." The corridor is envisioned as having major destination retail centers, streetscape improvements, and gateway treatments.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Mobility Element 2.1– Policy 8

The City should coordinate the provision of the non-motorized networks (bicycle and pedestrian) with adjacent jurisdictions to maximize connectivity.

Mobility Element 2.2 – Policy 2

The City should encourage Metro to enhance regional transit connections in South Gate through additional routes and increased service frequency.

Mobility Element 2.2 – Policy 7

The City should encourage and support all potential rail transit serving the City, including a high speed, grade separated, environmentally friendly transit system along the Union Pacific Railroad right-of-way.



THE TRIANGLE

GARDENDALE STREET STATION AREA

DESCRIPTION

This station is located in a dynamic area of the City of Downey where redevelopment and revitalization plans are creating a visionary mixed-use regional employment and destination center

The predominant land uses surrounding the station area are single institutional to the north and northeast and single family residential south and southwest. Industrial uses dominate the main north-south corridor.

LEGEND

1. Current/future location of LA County Offices and Rancho Los Amigos National Rehab Center
 2. Potential recreational connectivity to Hollydale Park, the LA River and study ROW
 3. Adjacent to successful light industrial uses
 4. Provide connectivity to local residential neighborhoods
- ★ Multiple redevelopment opportunities in the area
 - ★ Downey is pursuing the "Rancho Los Amigos Specific Plan"
 - Provide walkable connectivity to county facilities



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Rancho Los Amigos Specific Plan

The business center, located in the southwest corner of the city, is a public/private joint venture between the County and Fremont Properties on County-owned Rancho Los Amigos Medical Center land. The concept involves phasing out the existing medical center and replacing it with commercial manufacturing, including professional offices, research and development activities, light manufacturing, financial institutions, and restaurants. Retail uses would also be of convenience to employees and visitors of the other uses in the area.

Redevelopment Plan for the Downey Redevelopment Project

The proposed station is located within SITE A, Gardendale/Paramount Area. The Plan includes the City's desire to improve, upgrade, and revitalize all areas of the city which have become blighted because of deterioration, disuse and unproductive conditions. Objectives include providing construction and employment opportunities in the new industrial/commercial establishments as well as encouraging existing, surrounding owners, businesses, and tenants to participate in the redevelopment activities, thus sustaining the existing economic base of the community.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Land Use Policy 1.2.1 – Program 1.2.1.2

Promote mixed-use developments with housing on the same site or in proximity to commercial services to reduce the need for trips by vehicles.

Economic Development Policy 9.1.2 – Program 9.1.2.2

Capitalize on the regional draw generated by Stonewood Mall, Downey Landing site, and other regional-oriented land uses.

Circulation Element Policy 2.4.1 – Program 2.4.1.1

Coordinate with CalTrans, MTA, SCAG, Gateway Cities COG and other agencies to promote multi-modal improvement strategies to improve the regional transportation network.



MAJOR EMPLOYMENT CENTER

PARAMOUNT BLVD / ROSECRANS AVE STATION AREA

DESCRIPTION

This station is located at the northern end of the PE ROW, the nearest connection to the 105 FWY, adjacent to the heart of the City of Paramount's commercial core.

Predominant land uses surrounding the station area consist of commercial and institutional/open space on the southeast and southwest and high single/multifamily on the north. A unique historical and permanent swap meet is located just south of the station area along Paramount Blvd.

LEGEND

1. Station anchors a light manufacturing/industrial job base
2. Adjacent to the "Paramount Swap Meet" open since 1955, every day
3. Provide residential neighborhood connectivity
4. Potential for a circulator system to connect station with the core of Paramount
5. Recreational opportunities with Paramount Park and connectivity to the LA River and Bellflower bike systems along the study ROW

- TOD redevelopment opportunity at the southwest corner of Paramount/Rosecrans



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA



Paramount Area Plans (Redevelopment Areas)

The station area falls between Redevelopment Area 1 and Area 2 which are targeted for special revitalization opportunities; The Clearwater East Area Plan, the Clearwater North, and Howe Orizaba Area Plan. Area 1 promotes offices, commercial and light industrial uses and adjacent to the arterials and ROW. Area 2 Plans are designed to encourage the development of high quality residential that are compatible with existing neighborhoods.

Paramount Area Plans (Redevelopment Areas)

The commercial rehabilitation program is the city's tool to achieve its urban landscape goals. It's aimed at revitalizing commercial and industrial properties, including many within the station area. Utility and railroad corridors were identified as presenting special opportunities for beautification.



GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Transportation Element – Policy 6

The City of Paramount will continue to support the development and expansion of the region's public and mass transit system.

Transportation Element – Policy 11

The City of Paramount will continue to support the local public transit system and ongoing efforts to improve connections with other regional transit facilities and services (MTA bus service, Long Beach Transit, Green Line, etc.)

Land Use Element – Policy 17

The City of Paramount will develop new open space area in utility rights-of-way, along the Los Angeles River, and as part of future park development.



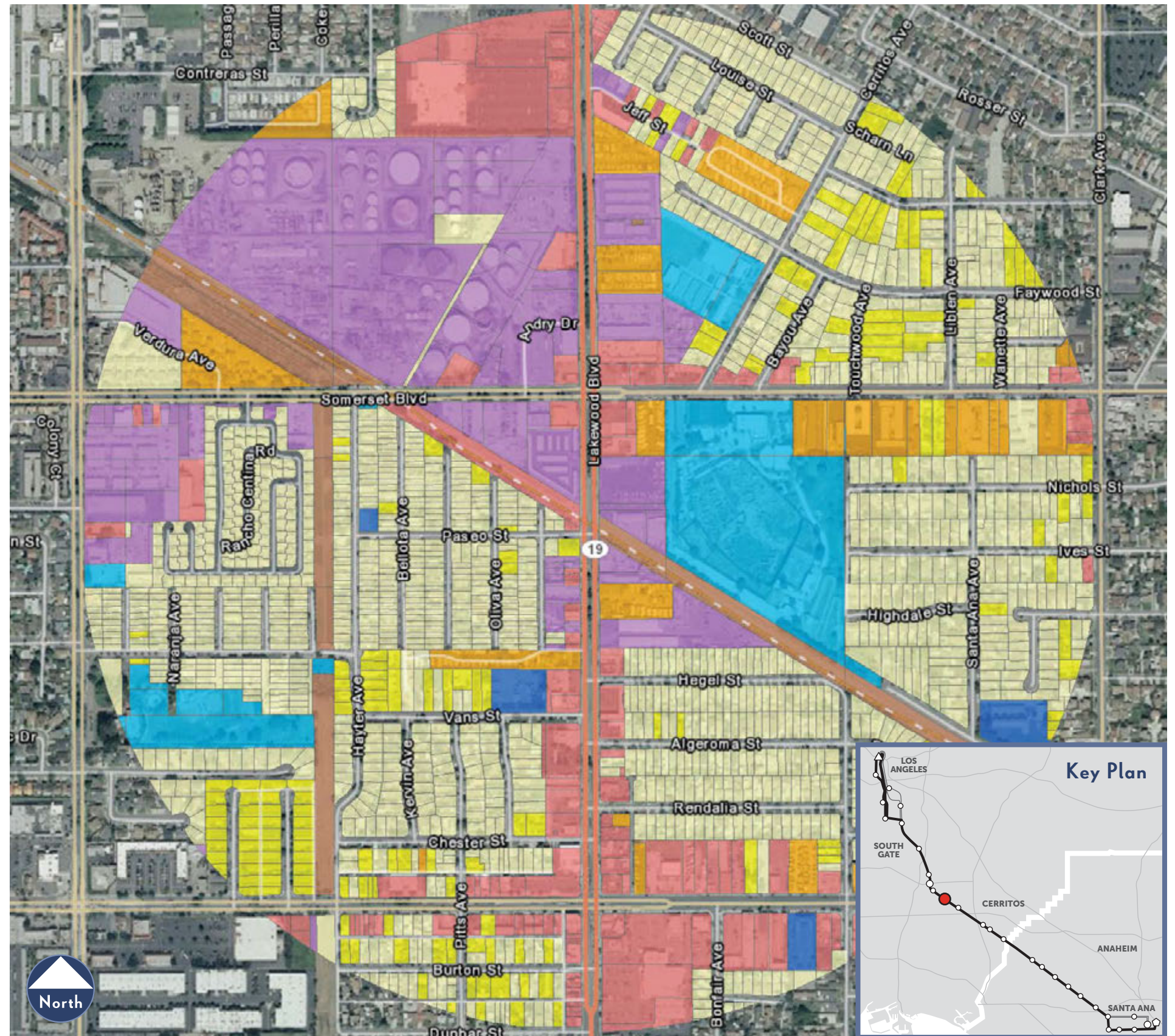
GATEWAY TO PARAMOUNT

LAKEWOOD BLVD STATION AREA

DESCRIPTION

This station is located adjacent to major industrial/manufacturing while still maintaining a neighborhood scale feel.

The land uses around the Lakewood station area are quite a mix of single and multifamily on the southwest and east while immediately adjacent there are industrial uses and commercial along the north-south corridor.



Land Use Map

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Redevelopment Project Area No. 1

The station area is located within the original CRA Project Area 1 and its main objectives include eliminating deterioration, recycling underutilized land uses, and promoting high quality development. The Bellflower bike path intersects the station location and is an excellent example of recreational uses along and underutilized corridor and provides opportunities for creative synergy with future transit systems.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Circulation Element – Policy 4.3

Provide pollution – free and congestion-reducing bicycle, jogging, walking, handicapped-accessible pathways and lanes which link major destination centers within the City as practical.

Circulation Element – Policy 4.1

Promote the use of alternative forms of transportation other than single passenger cars to reduce congestion, traffic, noise and air quality impacts.

Land Use Goal 1 – Policy 1.2

Encourage opportunities to sensitively integrate different, but compatible, land uses.



BELFLOWER BLVD STATION AREA

DESCRIPTION

This station is located in the heart of the City of Bellflower's main street, which consists of small scale, pedestrian friendly structures aligned with a mix of commercial uses that provides an "old town" feel. The location is adjacent to the city's civic center and is surrounded by walkable small streets which lead to the city's close knit residential neighborhoods.

There is an eclectic mix of land uses around the station area. The main north-south corridor and east-west arterials consist of mixed-uses and commercial while single and multifamily residential make up the fabric throughout. Various institutional uses are located within the station area as well, including Bellflower City Hall, a courthouse and various schools.

This station will be integrated in future development plans with parking.

LEGEND

1. Established main street with historical texture along Bellflower Boulevard
2. Enhance bike trail by connecting along the study ROW west to the Paramount/Los Angeles River and east to the San Gabriel River
3. Station location is situated at the heart of the town center with potential for critical mass and synergy between mixed uses (i.e. retail, residential, civic, leisure, etc.)
4. Gateway opportunity from the SR-91
5. Use existing circulator to enhance transit connectivity between the future station and local neighborhoods

★ Potential for a mixed use "transit oriented village"—Bellflower has a SCAG Blue Compass Grant to study town core



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA



Redevelopment Project Area No. 1

The station area is located within the original CRA Project Area 1 and the later expanded project area which added more of the surrounding residential neighborhood. The plan was the original impetus for identifying revitalization and redevelopment opportunities with emphasis on eliminating blight and creating affordable housing.

Bellflower Village Overlay Zone – North

The intent of the overlay zone is to emphasize the importance of Downtown Bellflower in providing a tangible link to the City's rich historical past, a geographic focal point, a recognizable town center and a hope for renewed civic vitality. The zone establishes location, intensity and character of uses for redevelopment, while reinforcing connectivity through transit, pedestrian linkages, or bike paths. Additionally, the existing Bellflower bike path which crosses through the zone provides great linkage opportunities for the local communities and possibly a regional connection.



GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Land Use Element – Town Center - Policy 3

Accommodate uses and provide for physical features which induce and enhance positive social uses and high levels of pedestrian activity in Town Center.

Land Use Element – Commercial – Policy 3

Through zoning overlay districts or specific plans, create unique commercial shopping opportunities.

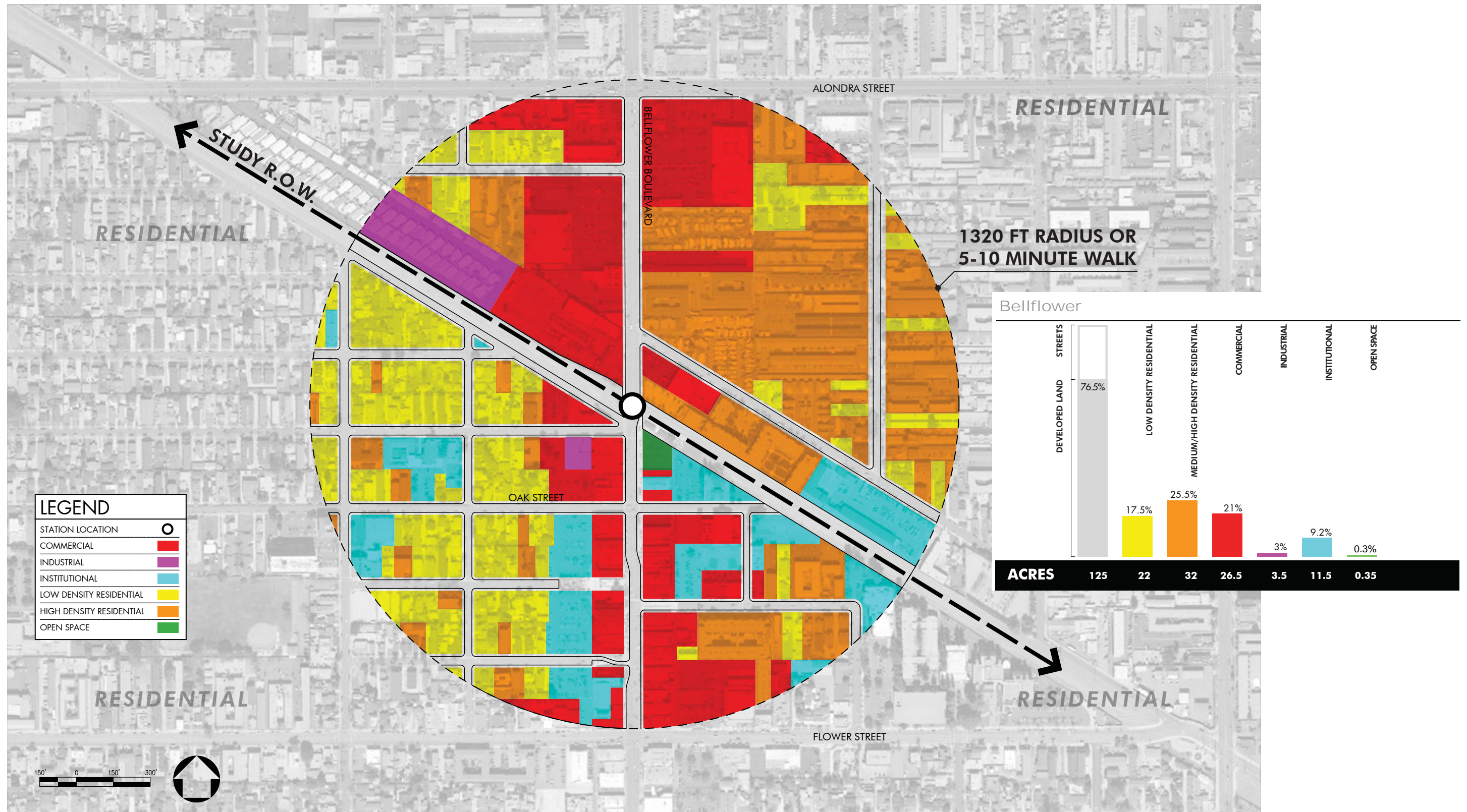
Open Space – Policy 3.6

Work with the MTA and local agencies to complete the "West Santa Ana Branch Bikeway – Greenway" project.



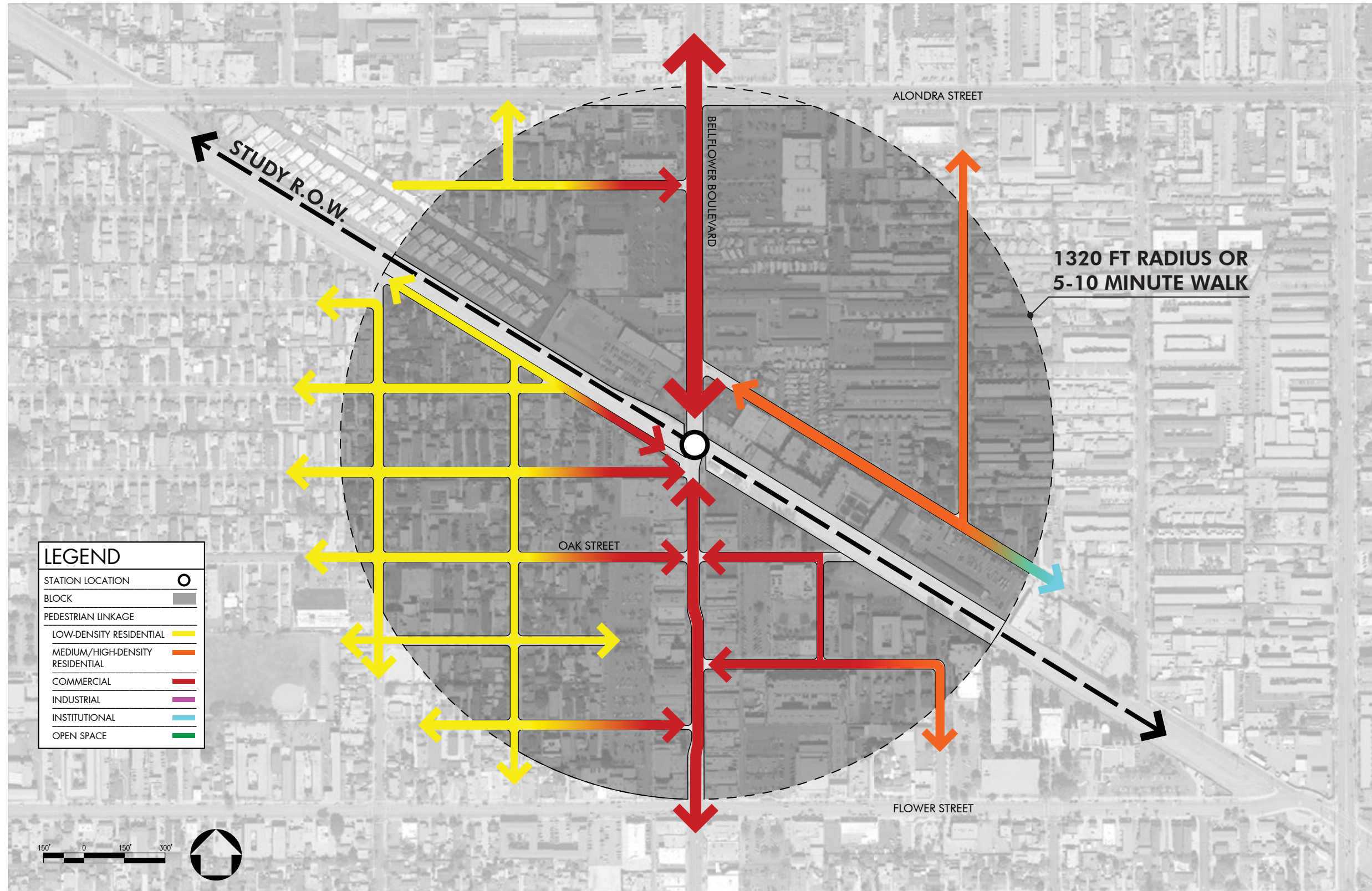
HISTORIC TOWN CENTER

LAND USE DIAGRAM

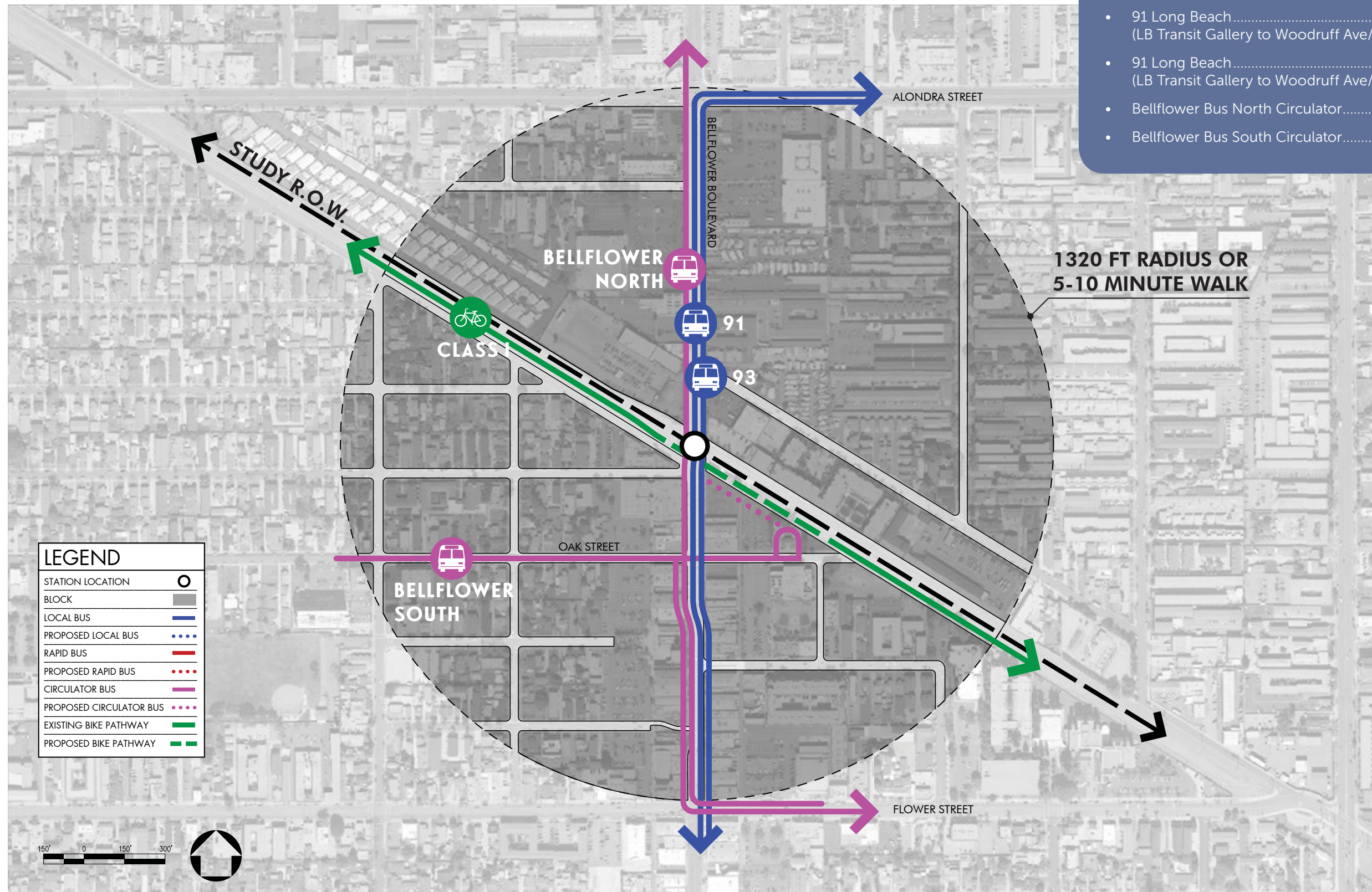


Note: All land uses are a percentage of the total walkable area (1320 Ft Radius).

PEDESTRIAN ACCESS DIAGRAM



TRANSIT CONNECTIVITY DIAGRAM



Frequency by Line (peak/off-peak in minutes)

- 91 Long Beach..... 60
(LB Transit Gallery to Woodruff Ave/Alondra Blvd)
- 91 Long Beach..... 60
(LB Transit Gallery to Woodruff Ave/Alondra Blvd)
- Bellflower Bus North Circulator..... 30
- Bellflower Bus South Circulator..... 30

CONCEPT STATION PLAN



Gateway



Mixed-Use Development



Farmers Market



Farmers Market



Enhanced Streetscape



Improved Parkway

183RD STREET/GRIDLEY ROAD STATION AREA

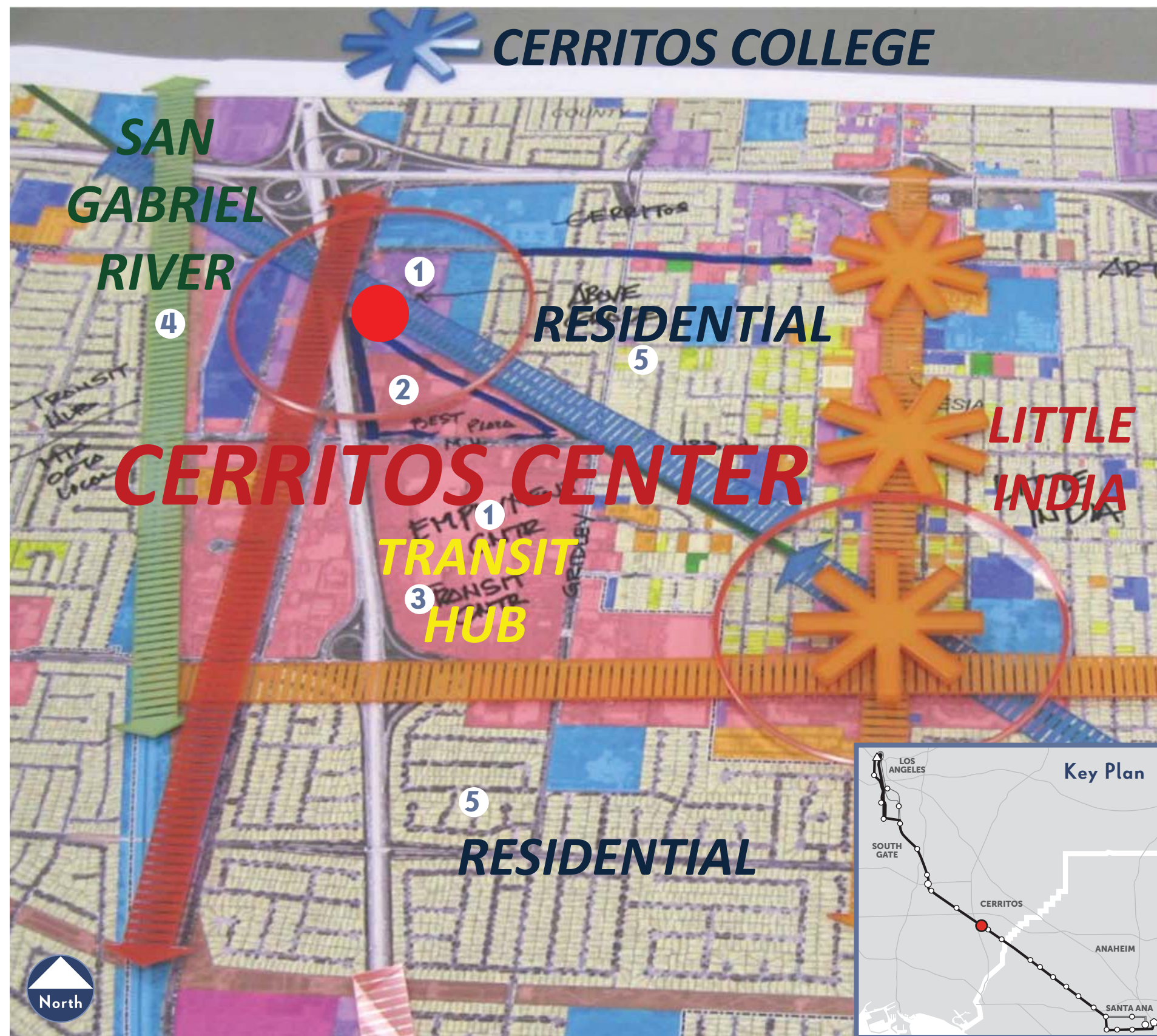
DESCRIPTION

This station is located adjacent to one of the City of Cerritos' major commercial and employment centers, The Auto Square. This center is a regional powerhouse, attracting people from outside the city while providing considerable employment to the community.

The land uses in the station area are split almost evenly with commercial, making up the entire southwest area of the radius, and single and multi family to the east and northeast. Institutional and open spaces are found throughout.

LEGEND

1. Major employment base for retail and light industrial uses
 2. Mixed-use plans in development for 183rd/Griddley Road
 3. Major bus transit hub is served by Metro/OCTA/Norwalk (Cross County Interface Station)
 4. Recreational connectivity opportunity along the study ROW west to the San Gabriel River
 5. Provide walkable connectivity to local neighborhoods
- Use Cerritos on Wheels (COW) to connect local jobs, neighborhoods and Cerritos College with the future system



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA



Los Cerritos Development Plan (Redevelopment Area)

The main objectives of the Plan are to promote viable new community development, both physically and economically. The Plan strives to assist the private sector in providing the type of development that will maximize development and prevent reoccurrence of blighted conditions.

Specific Plan - Area Development Plan Five (ADP-5): Cerritos Auto Square

Located within the Los Cerritos Redevelopment Area, the objectives are to establish a regional automobile shopping complex, establish cooperation and coordination of local participants, establish a long-range and ongoing source of economic strength for the community, protect and enhance all attributes of development so as not to detrimentally affect existing developments, and incorporate innovative and quality site planning and architectural features. The auto square is a regional destination center and fully developed.



LOS CERRITOS CENTER

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Circulation Element Policy 6.6

Encourage the provision of additional regional public transportation services and support facilities, including park-and-ride lots near the freeway interchanges and within village centers.

Circulation Element Policy 6.3

Require new development to incorporate design features which facilitate transit service and encourage transit ridership such as bus stop facilities, and efficient pedestrian paths through projects to transit stops.

Circulation Element Policy 8.6

Participate in local and regional transit system/commuter-rail/transportation demand management planning and implementation activities to improve connections between the systems and ease of use of systems

PIONEER BLVD STATION AREA

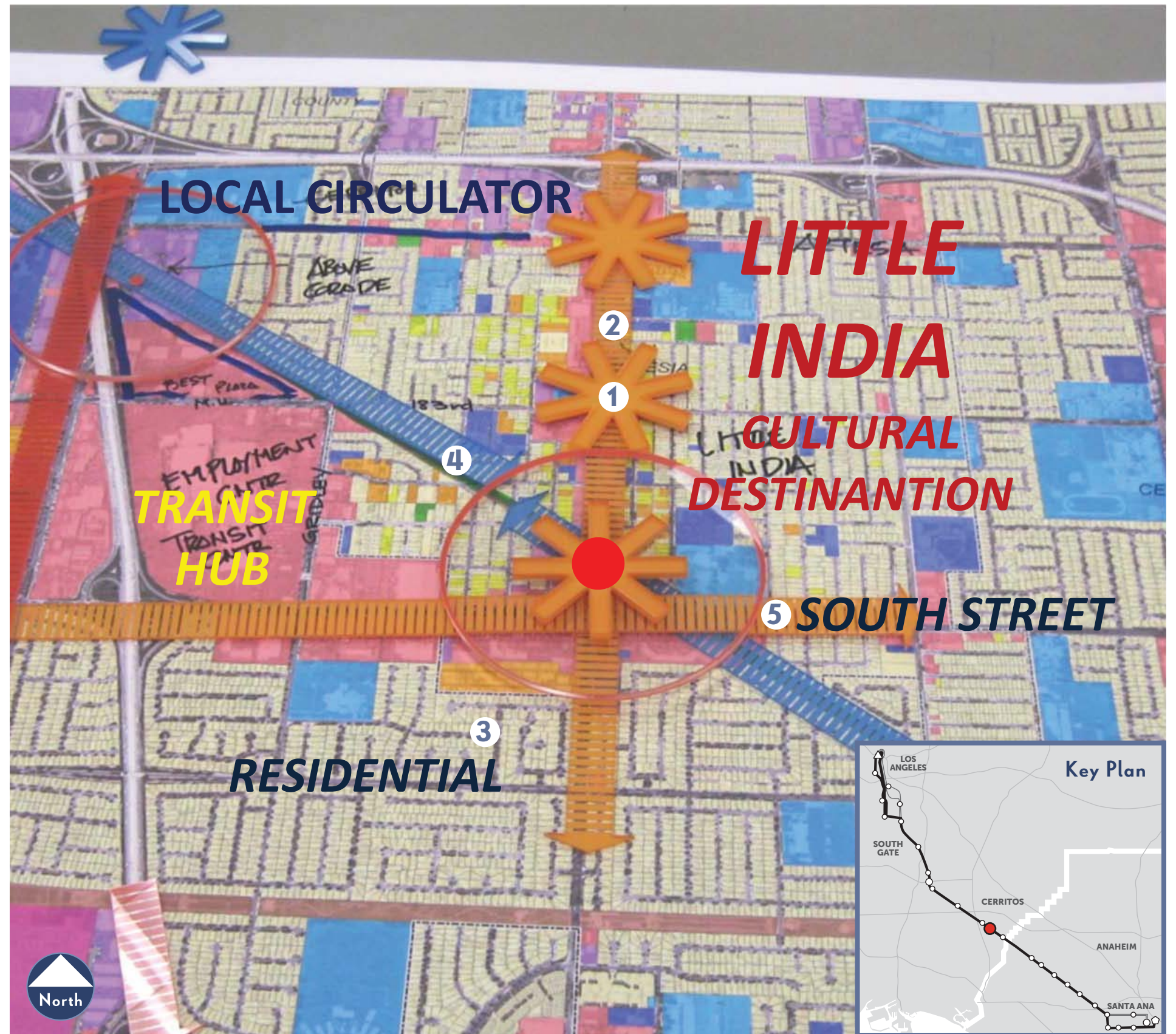
DESCRIPTION

This station is located at the end of the City of Artesia's main commercial corridors with an integrated mixed use of retail plazas, cultural destinations (Little India), restaurants, and adjacent single family residential neighborhoods.

Various types of existing land uses are found around the station area including commercial corridors along Pioneer Blvd and South St., multi and single family housing on the north and south, and a regional park.

LEGEND

1. Unique cultural draw of Little India retail and restaurant experience
 2. Pioneer Boulevard is a pedestrian friendly retail street
 3. Provide residential connectivity to station
 4. Recreational opportunity to connect Artesia park along the study ROW west to the San Gabriel River
 5. Station would enhance South Street bus service
- Existing COW circulator could enhance connectivity between the Little India experience and the Los Cerritos Center/future development



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Pioneer Specific Plan

The plan encourages locally serving commercial retail development that enhances functional integration of adjacent single family neighborhoods with this major mixed-use, pedestrian friendly corridor.

Artesia Blvd (Corridor) Specific Plan

Establishes and strengthens the future commercial development for the corridor.

South Specific Plan

The South Street Gateway commercial area is envisioned as a commercial node that enhances functional connectivity with the City Center Mixed Use Area with the focus of introducing higher intensity and integrated development.

Downtown Specific Plan

The City Center mixed use designation encourages the development and redevelopment of a complementary mix of commercial retail, office and residential uses to expand economic vibrancy and livability in the city's core commercial area.

Auto Center Corridor Specific Plan

The Plan was established to help promote the continued development of auto dealerships along Artesia Blvd. and provide continued preservation, and enhancement of related commercial/retail uses in an attractive setting that is unique and distinctive.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Circulation Policy 4.1

Promote a balance of residential, commercial, institutional and recreational uses with agencies that reduce vehicle miles traveled.

Circulation Policy 5.1

Promote the use of public transit.

Circulation Policy 6.3

Continue to foster partnerships with adjoining cities and regional agencies, as well as utility companies and transportation agencies with right-of-ways within the City, in order to facilitate transit opportunities.



LITTLE INDIA/CULTURAL DESTINATION

BLOOMFIELD AVE STATION AREA

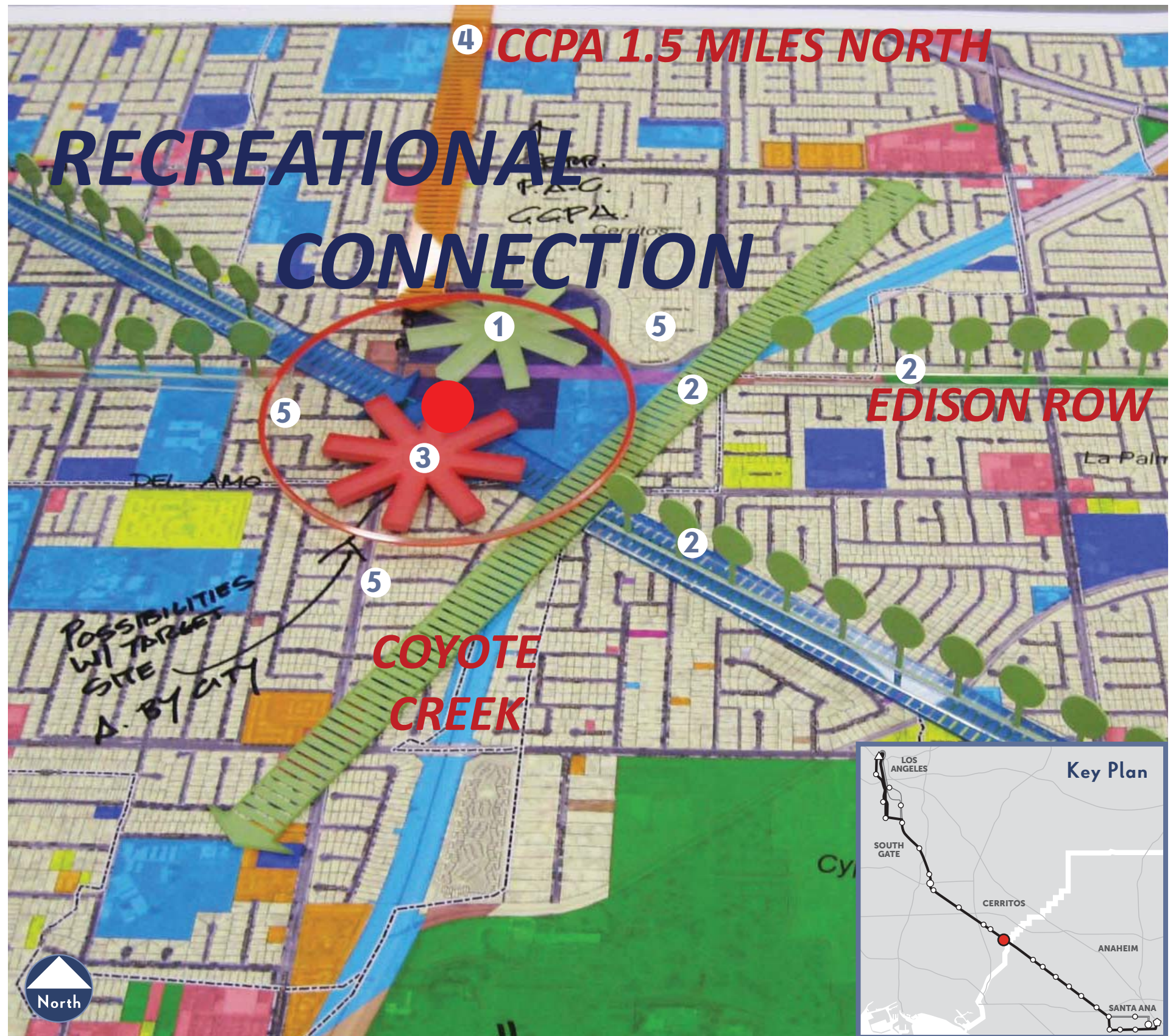
DESCRIPTION

This station is located in the City of Cerritos adjacent to the Cerritos Regional County Park, which includes baseball fields, tennis and basketball courts, 50 meter swimming pool, a lake with fishing and regional bike trails. The station will be located in a large commercial parcel adjacent and integrated with a Target store and other retail opportunities. This station will be integrated in future development plans with parking.

The predominant land uses in the station area are single family residential throughout the north and south and open space/institutional immediately adjacent to the station and to the southwest. There is also a large commercial parcel adjacent to the station area currently occupied by a Target store.

LEGEND

1. Anchored by Cerritos Regional County Park
2. Recreational connectivity opportunities between the park and the Coyote Creek Bike Trail, study ROW, Edison ROW
3. Station development and parking opportunities with Target
4. Closest station to Cerritos Center for the Performing Arts (CCPA), potential circulator opportunities
5. Provide connectivity to surrounding residential neighborhoods



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Los Coyotes Development Plan (Redvelopment Area)

The main objectives of the Plan are to promote new community development that is viable, both physically and economically. The Plan strives to assist the private sector in providing the type of development that will maximize development and prevent reoccurrence of blighted conditions.

Specific Plan - Area Development Plan Four (ADP-4): Shadow Park

Located within the Los Coyotes Redevelopment Area, the residential development is the main category of land use. The intent of the area is to capitalize upon the highly desirable characteristics of the area and its vicinity by integrating common open space with low density single family residential. The objectives are to provide;

- A residential environment that fosters human interaction
- Neighborhood identity
- Pedestrian-oriented uses all while complimenting the beauty of Cerritos Regional Park.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Open Space Policy 1.1

Promote the development of aesthetically pleasing landscaped corridors that promote a sense of the natural environment.

Circulation Element Policy 8.2

Promote an increase in the use of public transit and para-transit services.

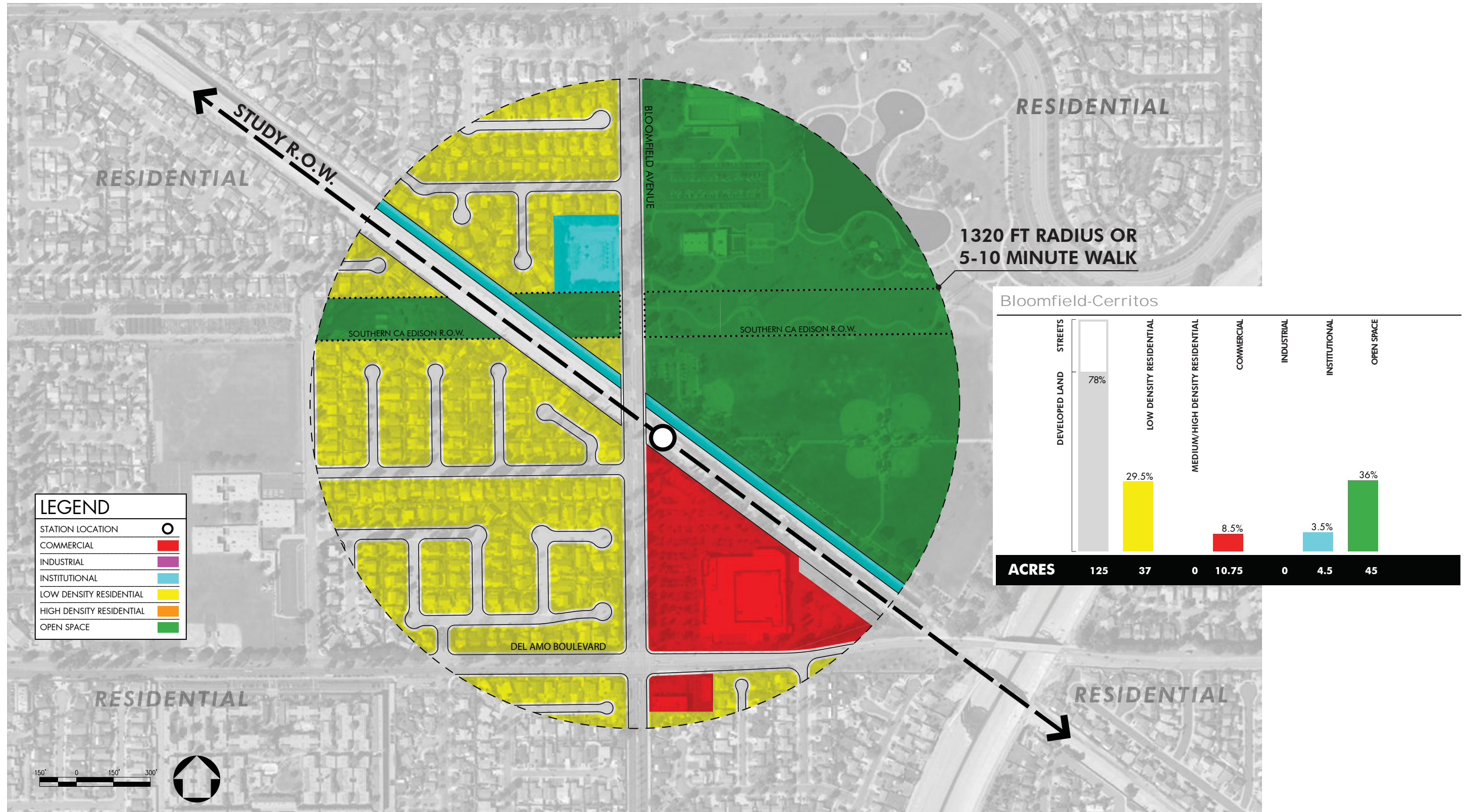
Community Design Element Policy 2.5

Promote pedestrian circulation throughout the community through the provision of sidewalks and other pedestrian paths that connect neighborhoods, parks, schools, shopping, employment centers and other major activity centers.



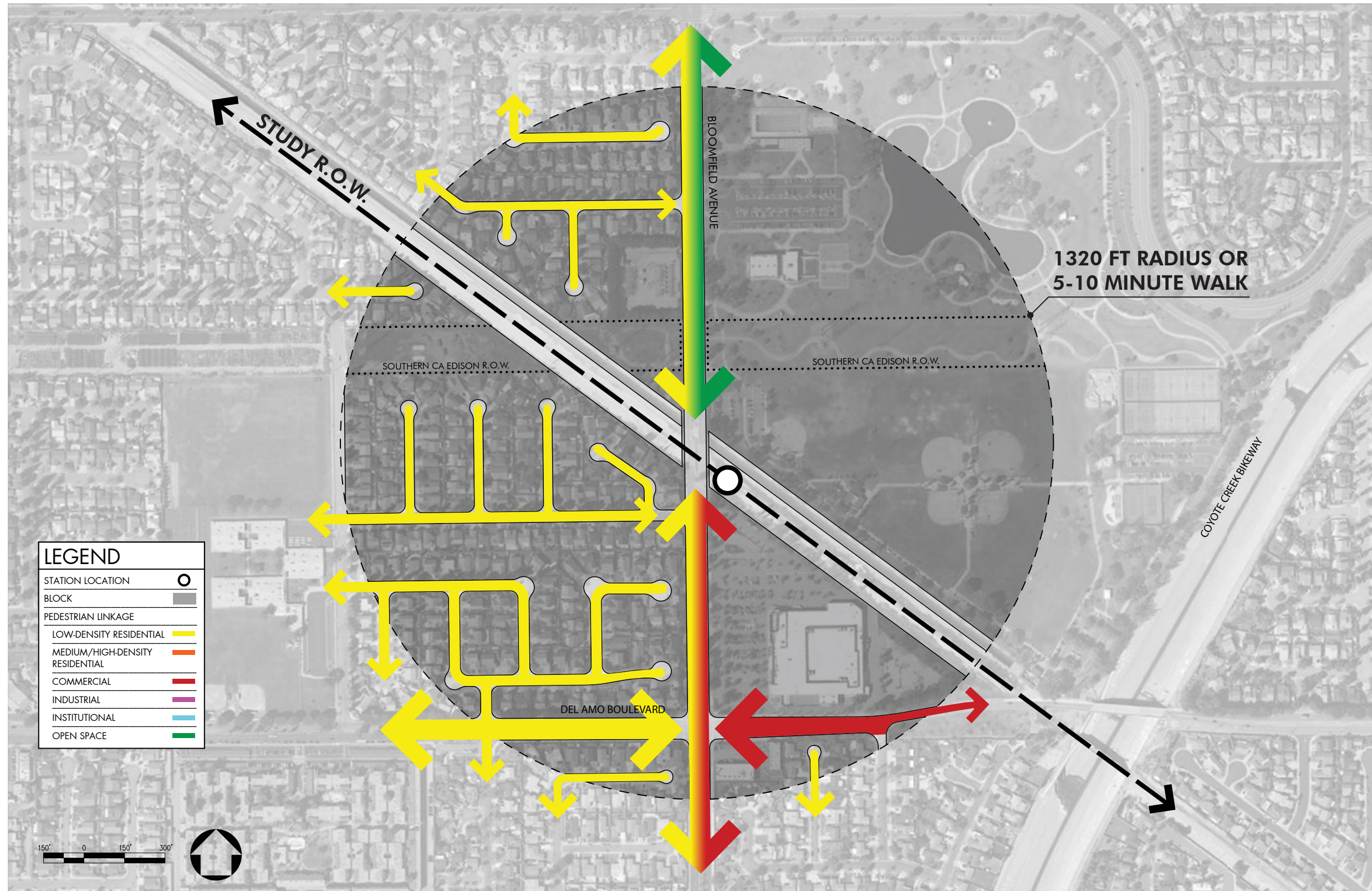
RECREATIONAL CONNECTION

LAND USE DIAGRAM

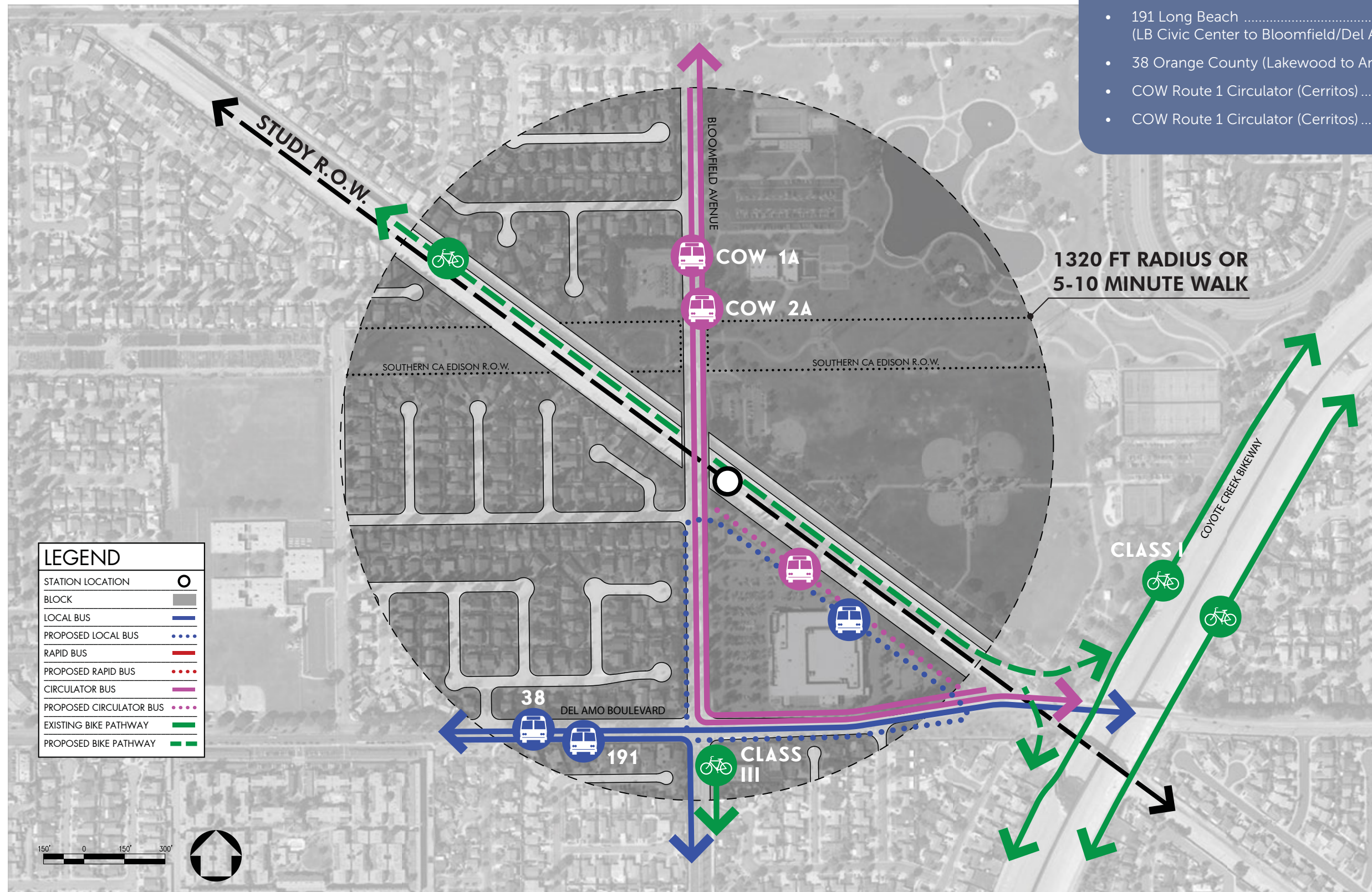


Note: All land uses are a percentage of the total walkable area (1320 Ft Radius).

PEDESTRIAN ACCESS DIAGRAM



TRANSIT CONNECTIVITY DIAGRAM



Frequency by Line (peak/off-peak in minutes)

- 191 Long Beach 30
(LB Civic Center to Bloomfield/Del Amo Blvd)
- 38 Orange County (Lakewood to Anaheim Hills).....45-50
- COW Route 1 Circulator (Cerritos) 30
- COW Route 1 Circulator (Cerritos) 30

CONCEPT STATION PLAN



CYPRESS COLLEGE STATION AREA

DESCRIPTION

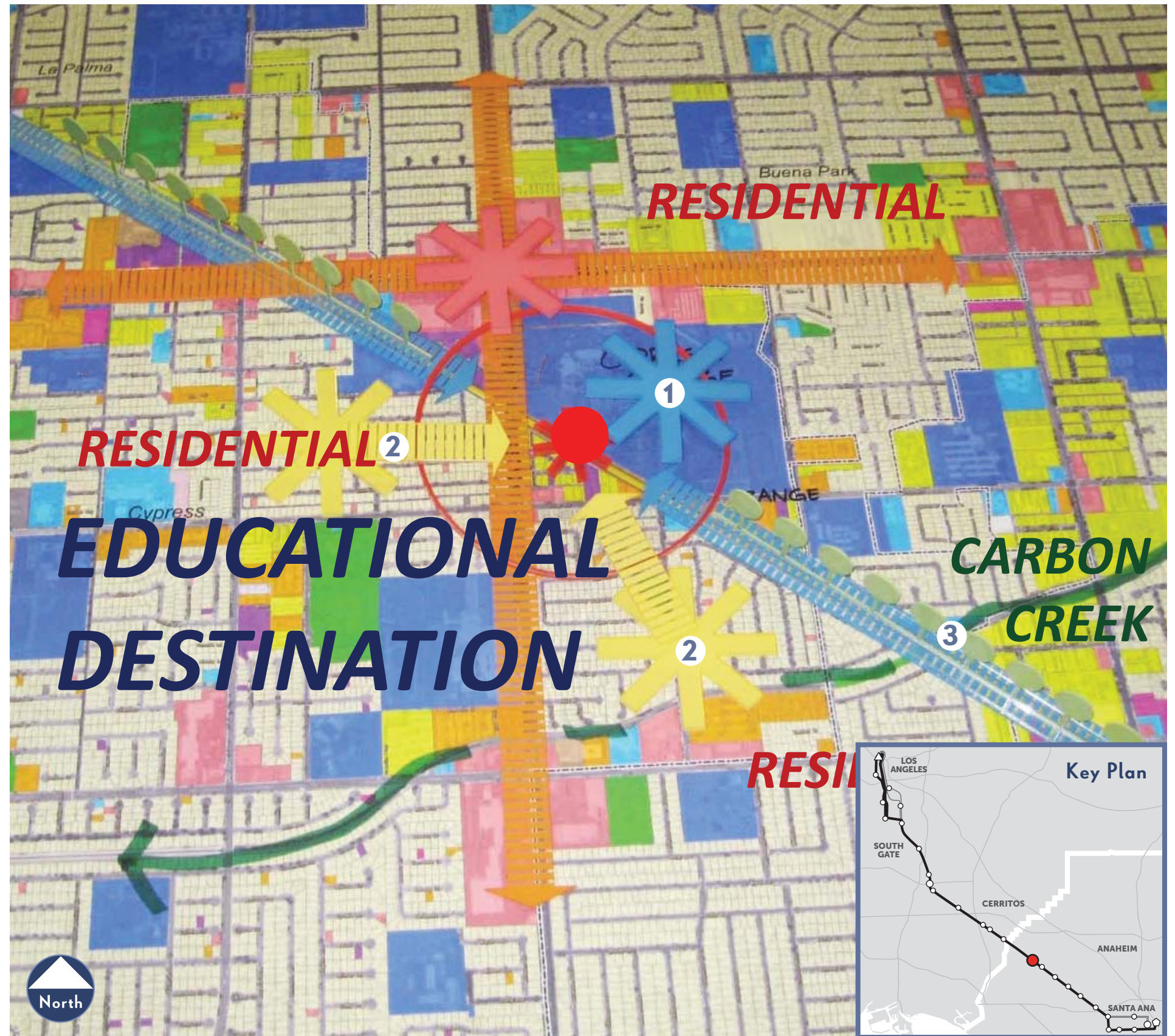
This station is located adjacent to the Cypress College, along one of the cities' main commercial corridors, Lincoln Boulevard lined by various mixed use uses and development. This active campus has classes and activities six days a week from approximately 7:00 AM to 11:00 PM.

Immediately around the station area there is a mix of mixed use commercial with medium to high density residential neighborhoods surrounding.

This station is an educational and employment destination. Development of a new parking structure is an opportunity for shared parking.

LEGEND

1. Cypress Community College provides a unique student/employment destination
 2. Provide connectivity to surrounding residential neighborhoods
 3. Recreational opportunities along the study ROW corridor to connect with Carbon Creek
- Opportunity to provide shared system and college parking
 - 75% of students come from cities within the study corridor
 - Campus offers extended hours of activity (7am – 11 pm), 6 days a week
 - Campus Master plan currently being developed with opportunities to connect with future station



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Lincoln Avenue Specific Plan

The Specific Plan promotes the creation of unique “activity nodes” along the corridor to encourage economic stimulation, including higher density residential and plazas. The plan also stresses the importance of upgrading the visual image and creating an exciting atmosphere to visit.

Lincoln Avenue Redevelopment Area

The station area falls within the Redevelopment Area which highlights Lincoln Avenue as one of the major commercial corridors in the City of Cypress and consists mainly of mixed-use and highway-oriented businesses.

Civic Center Redevelopment Area

Within the half-mile station area, the Redevelopment Area consists of five project areas, focusing on expanding civic and governmental services, developing underutilized parcels, and enhancing a variety of educational and open space resources.

Cypress College Comprehensive Master Plan

The Plan is part of a District-wide approach to the development of an organized plan for the future – including education and facilities plan forecasted for the next 10 years. The Plan recognizes the potential for transit uses along the ROW for both students, faculty, and community residents.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Land Use Policy 4.1

Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.

Land Use Policy 19.1

Encourage the extension of Light Rail through the City to serve Lincoln Avenue and Cypress College.

Circulation Policy 2.1

Encourage development and improvements which incorporate innovative methods of accommodating transportation demands.

Circulation Policy 2.2

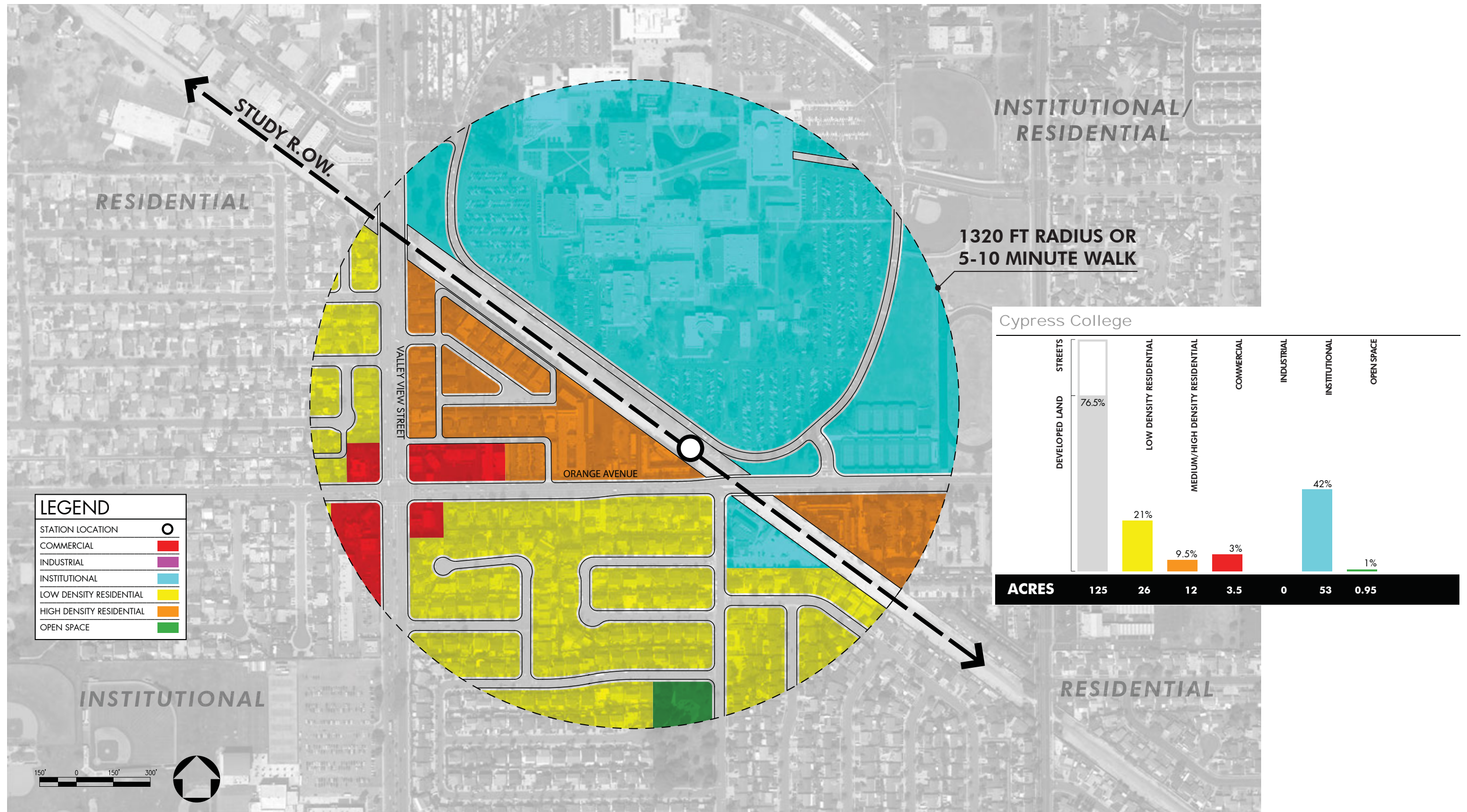
Give high priority to the establishment of a high-quality public transit system that minimizes dependency on the automobile.

Cypress College—Source: CypressCollege.edu



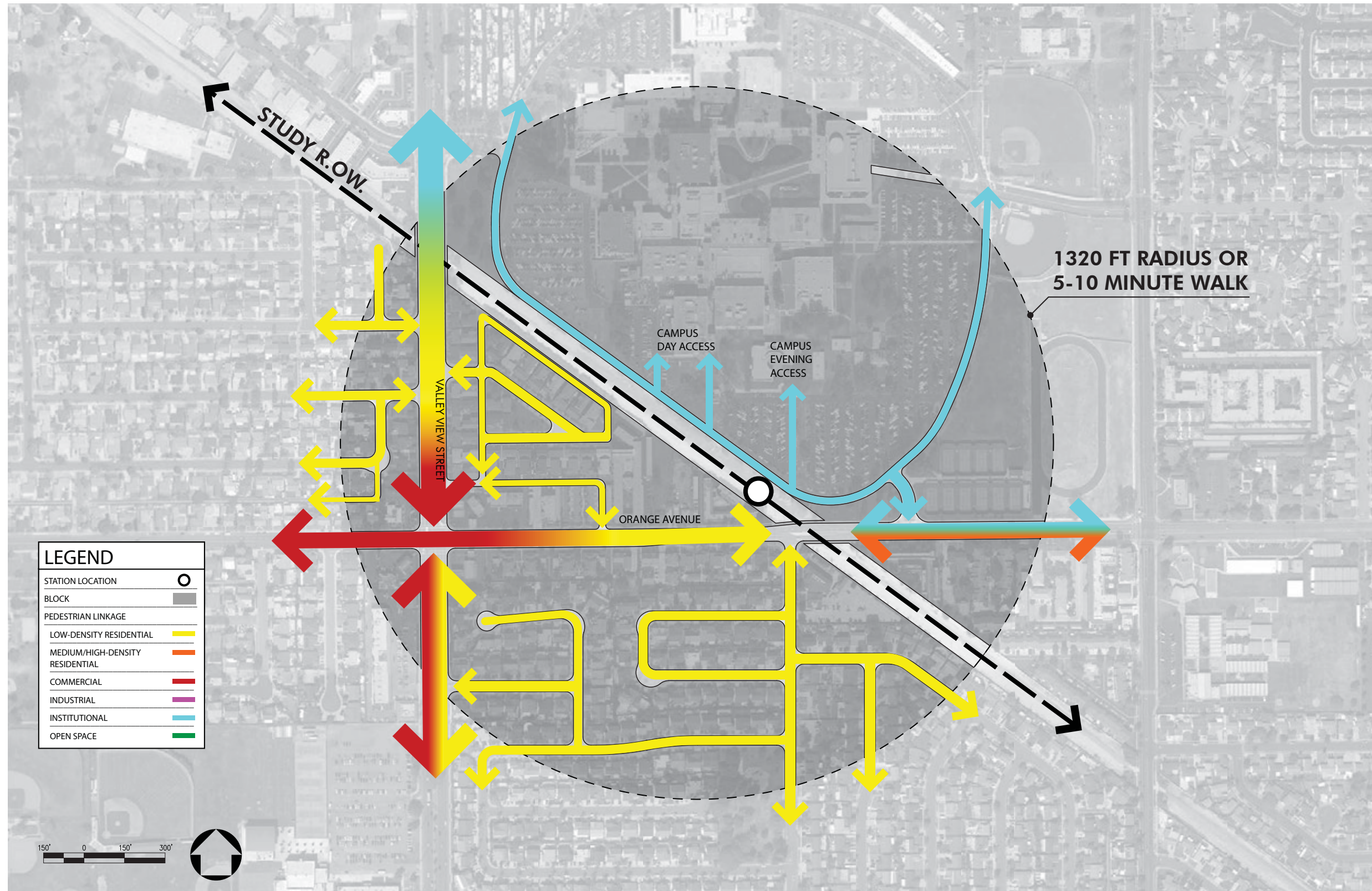
EDUCATIONAL DESTINATION

LAND USE DIAGRAM



Note: All land uses are a percentage of the total walkable area (1320 Ft Radius).

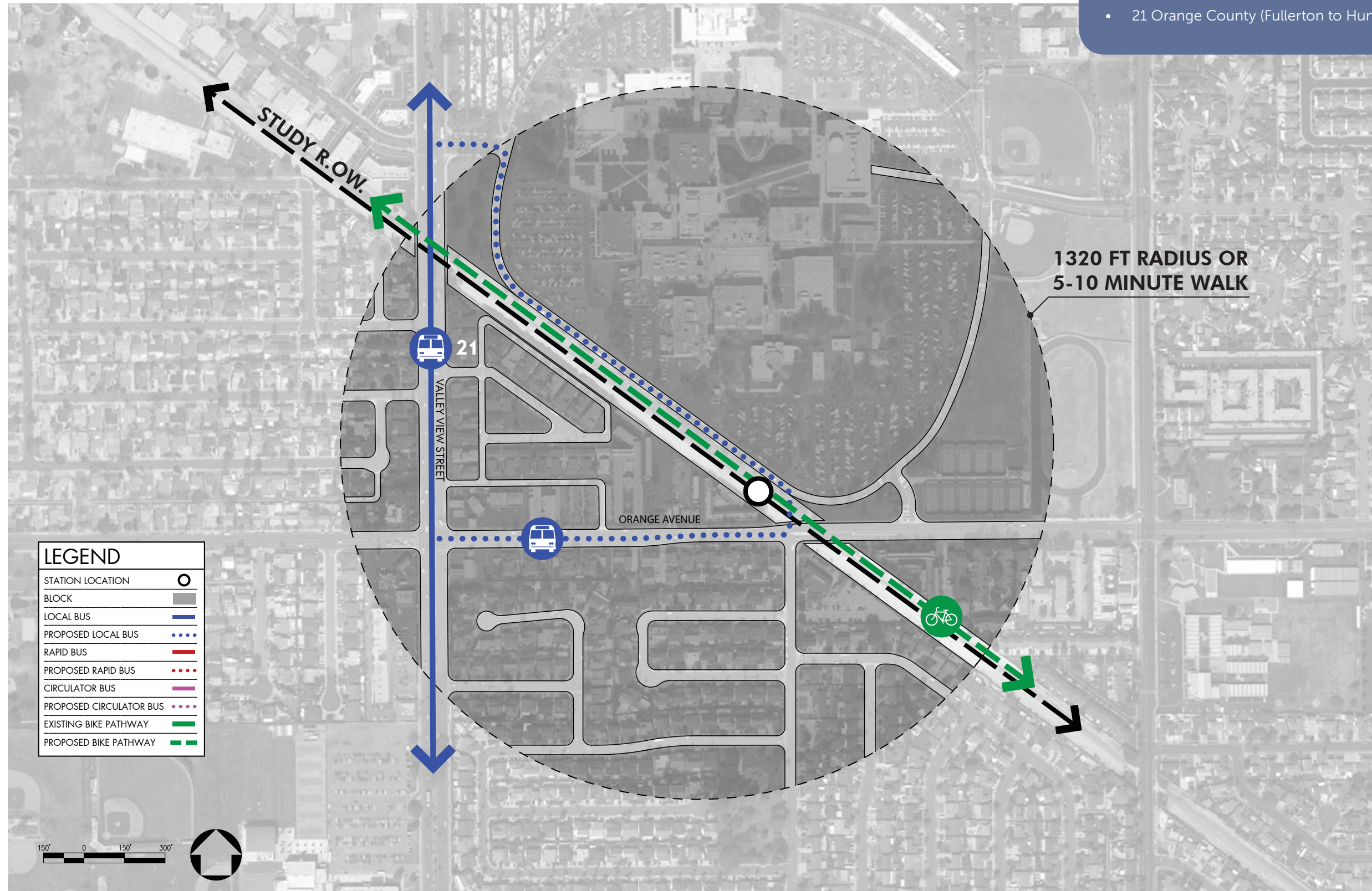
PEDESTRIAN ACCESS DIAGRAM



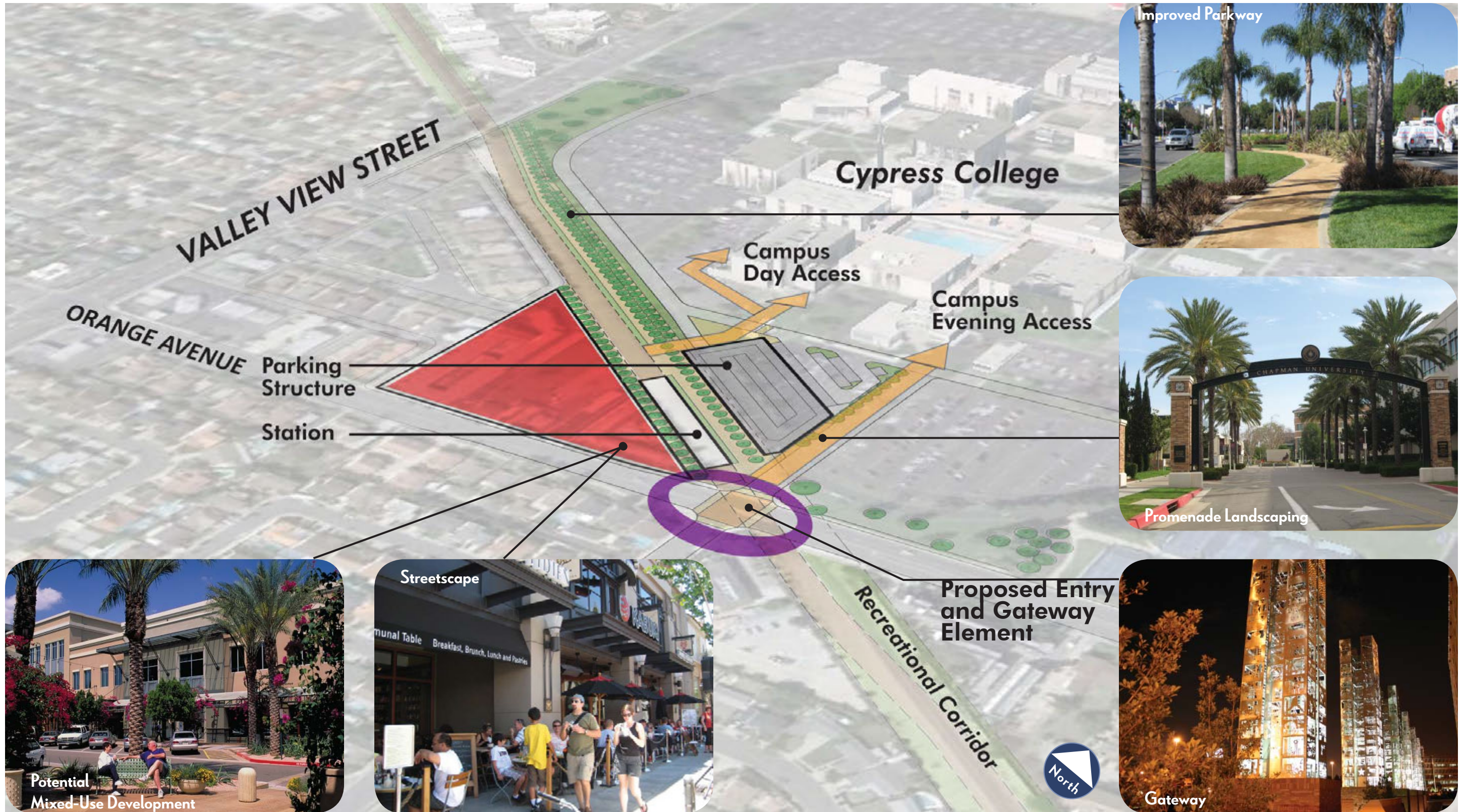
TRANSIT CONNECTIVITY DIAGRAM

Frequency by Line (peak/off-peak in minutes)

- 21 Orange County (Fullerton to Huntington Beach) ..60 (peak only)



CONCEPT STATION PLAN



KNOTT AVENUE STATION AREA

DESCRIPTION

This station area is located at the western edge of one of the City of Anaheim's main transportation corridors. This key arterial provides connections to the city's world class tourist destinations, and commercial centers.

Adjacent land uses within the station study area include a variety of institutional and recreational/open space as well as higher density residential along the north-south corridor and high number of single family residential.

LEGEND

1. Provide pedestrian connections to/from surrounding residential neighborhoods
 2. Possible opportunity for a TOD in northeast corner adjacent to station
 3. Potential recreational connectivity east via pedestrian/bicycle trail to Beach Station and west to Cypress College Station
 4. Gateway to Anaheim from ROW
-
- Approximately 1.25 miles in either direction to employment and recreational destination stations



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

West Anaheim Commercial Corridors Redevelopment Area

The station area is located within one of the City of Anaheim's six redevelopment project areas. The focus is to encourage new residential development along focused commercial corridors concentrating and enhancing commercial uses at strategic intersections, creating recognizable mixed-use areas.

City of Anaheim Bicycle Master Plan

The Plan emphasizes the importance of linkages between bicycling and other modes of transportation, including bus services, commuter rail service, and park-and-ride locations. The Plan identifies Knott Ave at Ball Road as a proposed Class III bikeway as well as the location of bicycle parking amenities.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Circulation Goal 5.1–Policy 3

Support transit supportive land uses in new development.

Circulation Goal 6.1–Policy 1

Support efforts to enhance intercity and commuter rail systems and services.

Circulation Goal 7.1–Policy 7

Maximize the use of easements and public rights-of-way along flood channels, utility corridors, rail lines and streets for bicycle and pedestrian paths.



NEIGHBORHOOD STATION

BEACH BLVD STATION AREA

DESCRIPTION

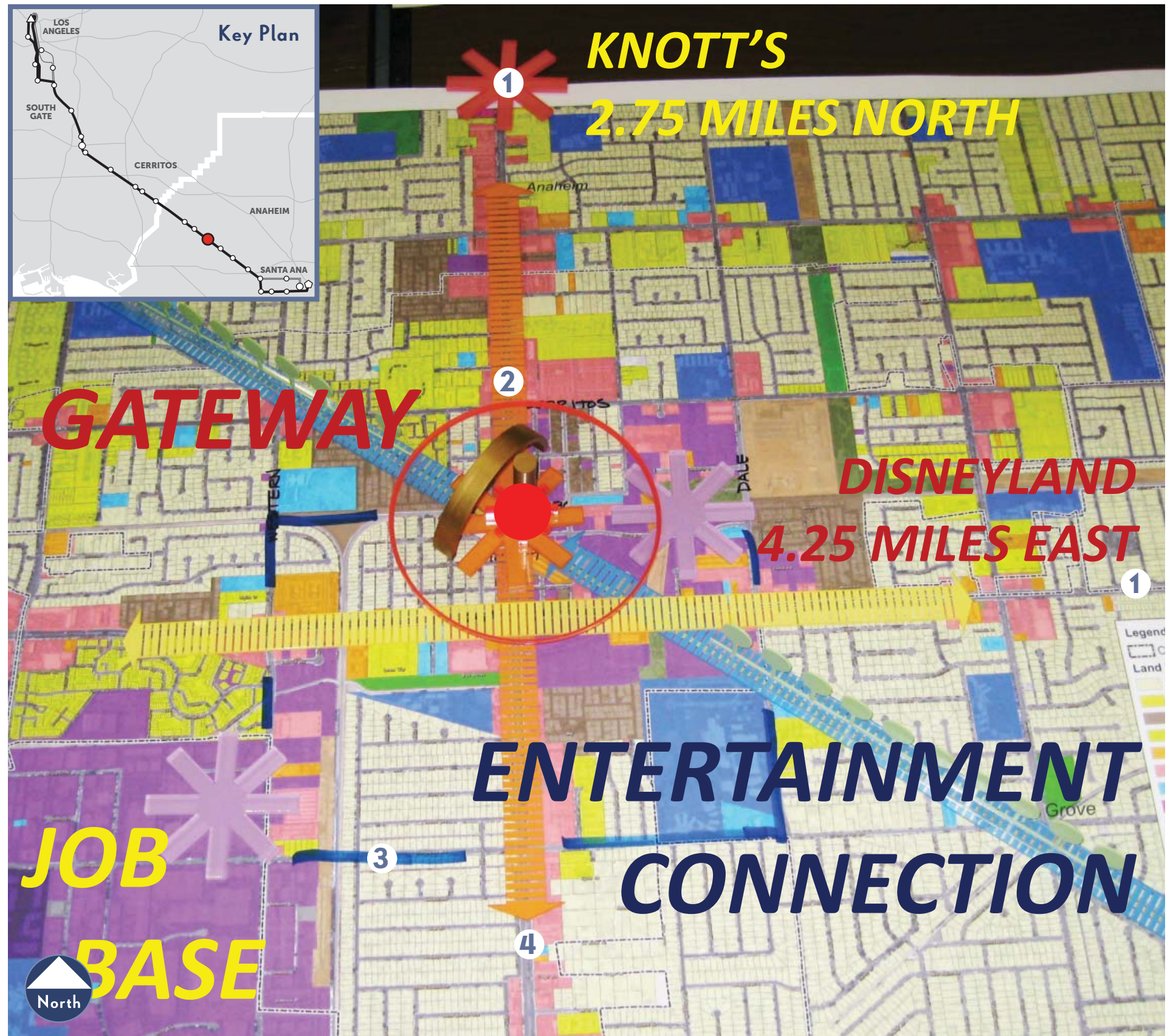
This station is located in the heart of the City of Stanton's proposed Town Center with mixed use development plans. Situated on Beach Boulevard, an Orange County "Fast Street", this station location has strong potential direct links in three directions to key activity centers: north to Knott's Berry Farm and Buena Park's evolving "Entertainment District"; east along Katella Avenue to Disneyland; and south to the beach and the Huntington Beach Pier.

There exists a mix of high-mid density residential to the northeast/west and industrial uses dominate the southeast. Mixed uses exist along the main north-south corridor, Beach Boulevard.

This station will be integrated in future development plans with parking.

LEGEND

1. Gateway to Knott's Berry Farm/, Disneyland, Downtown Buena Park and its Entertainment District. Connectivity could be enhanced with a dedicated circulator
 2. Potential mixed-use development plans envisioned along Beach Boulevard
 3. Connectivity opportunity by enhancing station location and employment base through a circulator loop
 4. Caltrans "Fast Street" to Huntington Beach with bus connectivity
- ★ Excellent opportunity to define a new Town Center (TOD) for Stanton with plenty of vacant land available in station area



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

The Town Center Mixed-Use Redevelopment District

Focused on community-serving uses in a transit supportive environment, with emphasis on a balance of residential, office, and commercial uses. The District is intended to be a pedestrian friendly district with strong linkages between different uses and easy access to future transit.

Stanton Civic Center District

This District emphasizes the evolving, redevelopment of the District's several older commercial centers. Mixed-use designations along Beach Blvd. and Katella Blvd. build upon the city's vision to encourage development and higher densities in key areas. Additionally, Beach Blvd. is a Caltrans-designated "Super Street" and serves as a primary corridor transecting the center of the city and Katella Blvd. is an OCTA "Smart Street".

Stanton Plaza Specific Plan

The site is located in the central portion of the City and is envisioned to serve as a recognizable place with its own unique character that portrays a positive aesthetic image to residents and visitors alike. It is an especially valuable asset to the City's most important corridor. Intended to capture regional traffic along Beach as well as linking with surrounding neighborhoods by creating a special, mixed-use place attractive as a destination as well as a neighborhood serving complex.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Community Dev Action CD-4.1.2 (b)

Utilize areas such as railroad rights-of-way and flood control channels to provide additional multi-use paths for both pedestrians and bicyclists.

Economic Dev Action 5.1.2 (b)

Conduct and implement a plan for expanding transit opportunities and transit supportive development within the city.

Transportation Action ICS-1.2.2 (a)

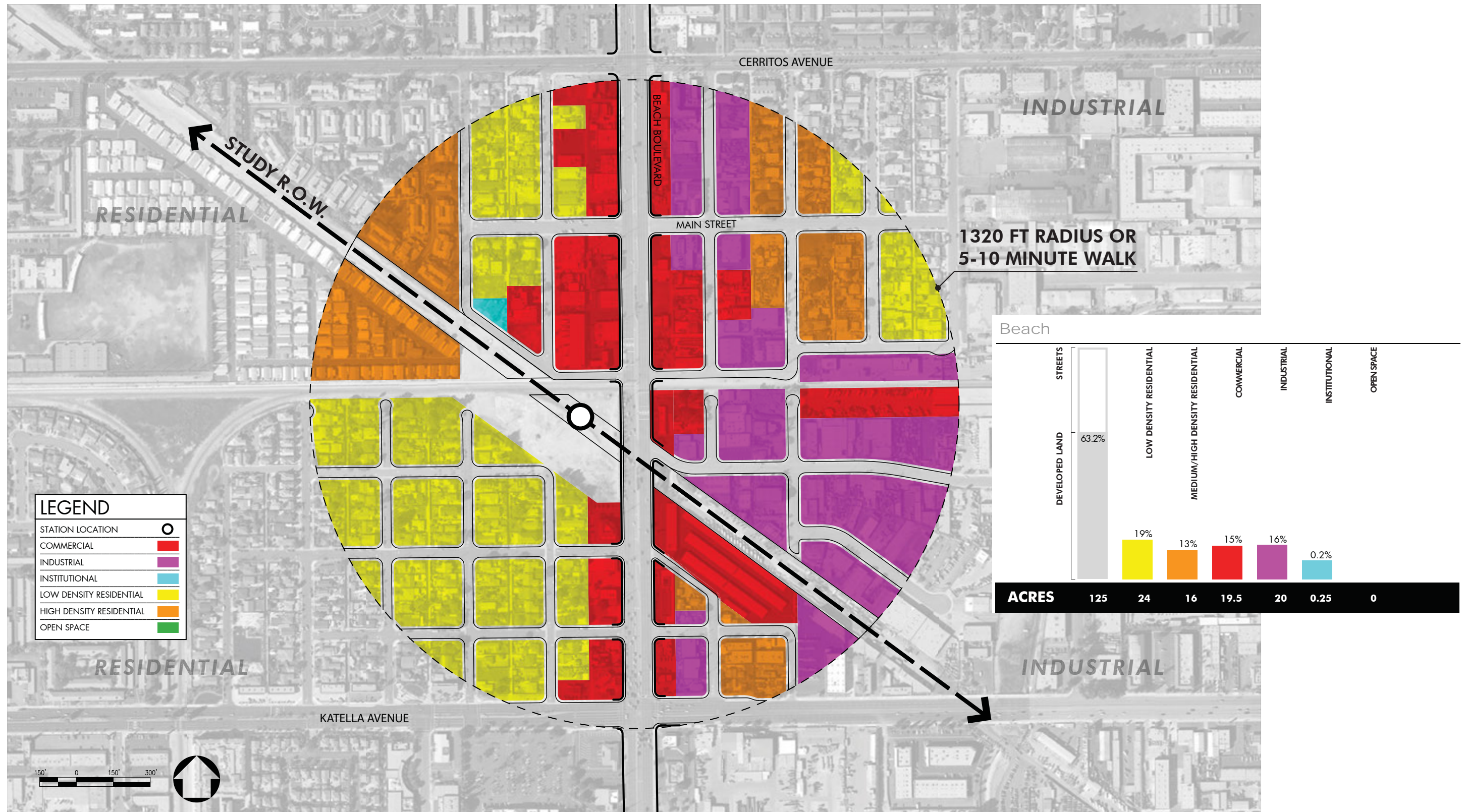
In conjunction with OCTA, conduct preliminary planning for several alternative uses of the Pacific Electric and Union Pacific Corridors that take advantage of future opportunities to place Stanton as a regional mass transit center, and ensure the safety and convenience of Stanton residents.

Stanton Farmers' Market



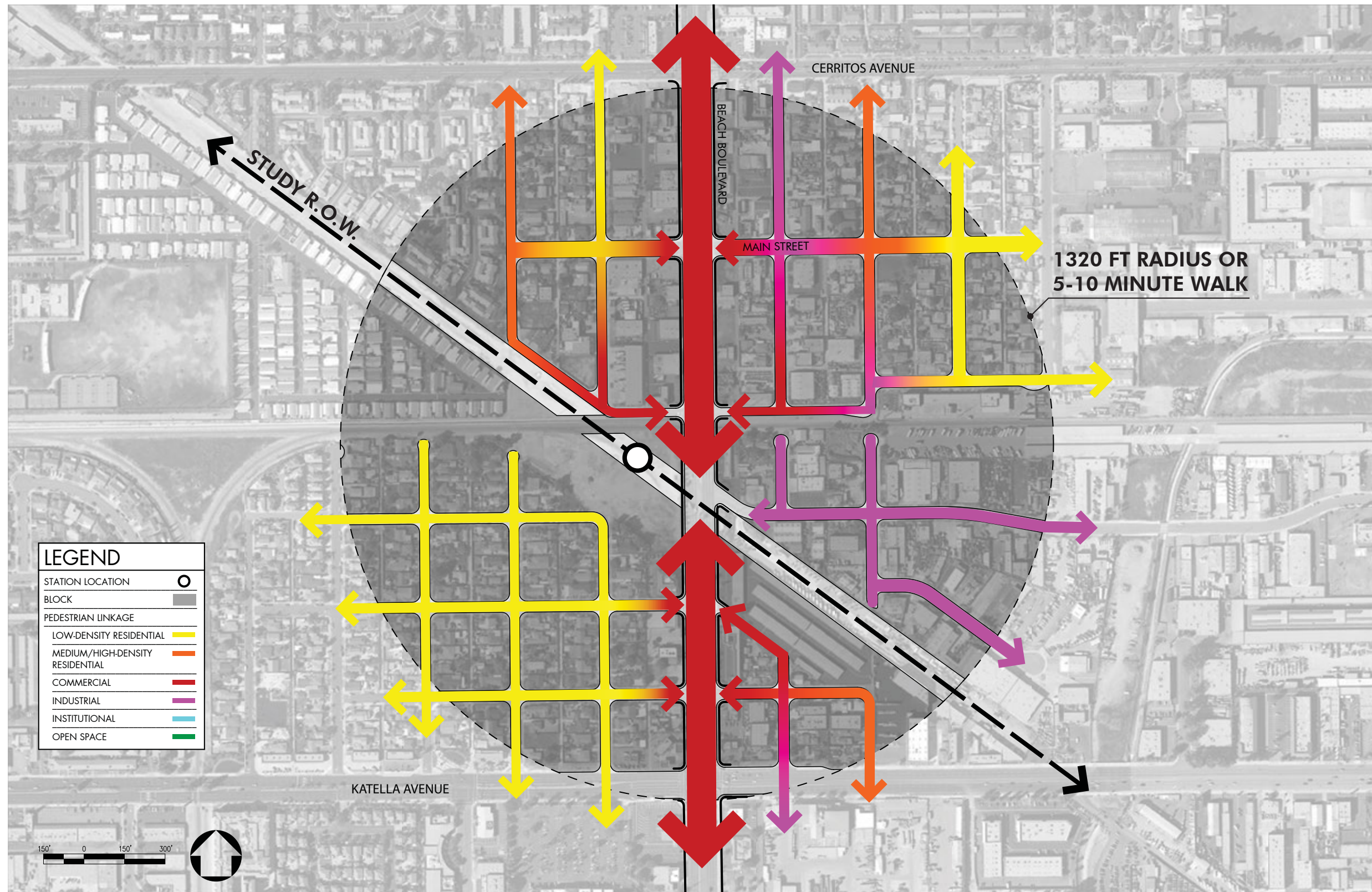
STANTON VILLAGE AND ENTERTAINMENT GATEWAY

LAND USE DIAGRAM



Note: All land uses are a percentage of the total walkable area (1320 Ft Radius).

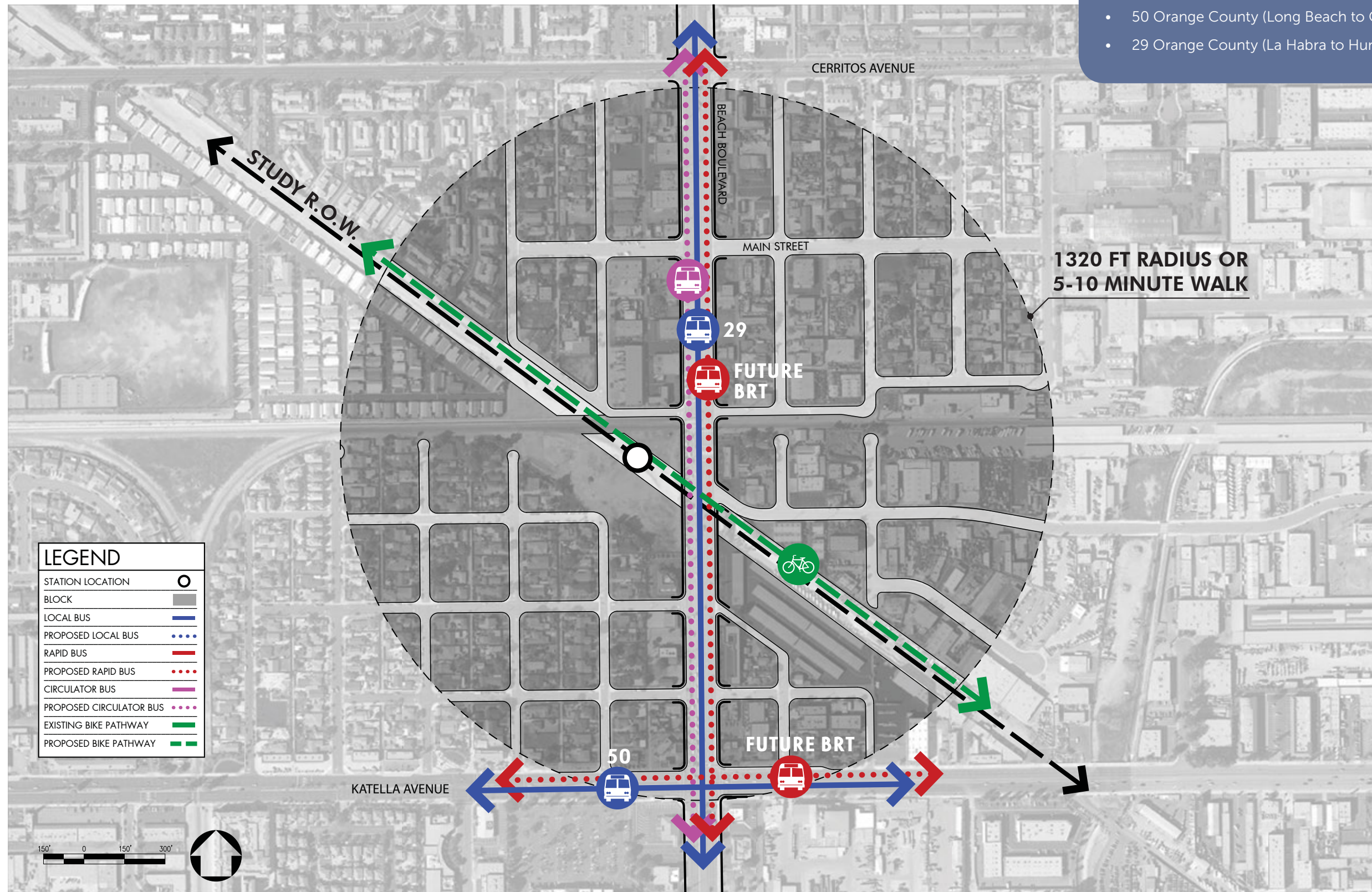
PEDESTRIAN ACCESS DIAGRAM



TRANSIT CONNECTIVITY DIAGRAM

Frequency by Line (peak/off-peak in minutes)

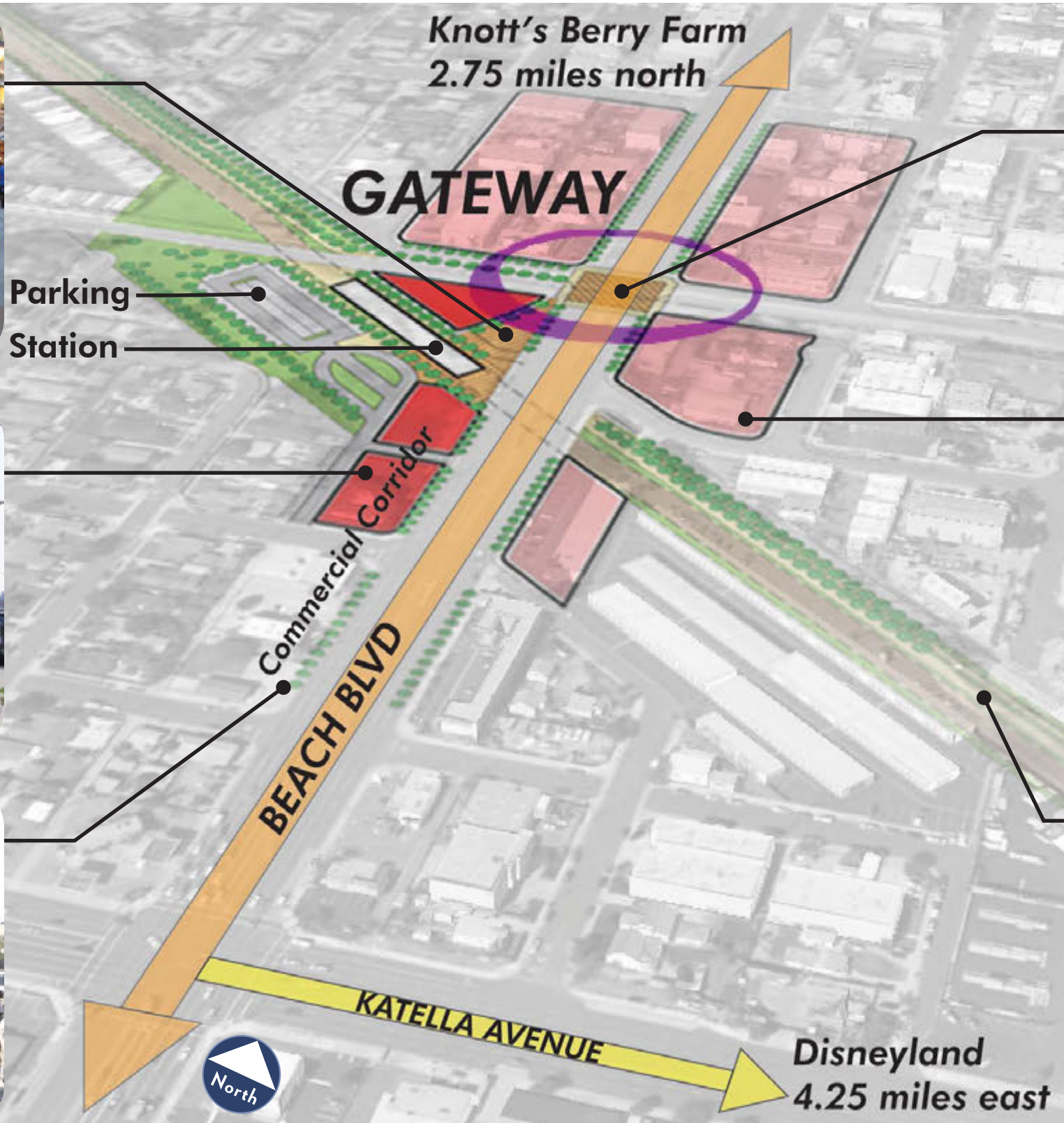
- 50 Orange County (Long Beach to Orange)25-35/40
- 29 Orange County (La Habra to Huntington Beach) 20



CONCEPT STATION PLAN



Parking
Station



MAGNOLIA STREET STATION AREA

DESCRIPTION

This station is located within established residential neighborhoods where smaller scale development and pedestrian amenities enhance the 'hometown feel and character of the community.

The predominant land use in the station area is single family residential with a few open space/parks and schools on the northern and southern edges.

LEGEND

1. Provide pedestrian connections to/from surrounding residential neighborhoods
2. Potential recreational connectivity west via pedestrian/bicycle trail to the Beach Boulevard Station and west to the Brookhurst Street Station
3. 1.25 miles to destination stations in either direction – Beach Boulevard Entertainment Connection and Brookhurst Triangle
4. Station provides access to Magnolia Park



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Garden Grove General Plan 2035

Although currently not designated as a mixed use district, the Magnolia station area is seen as high potential for a small scale, neighborhood station which could incorporate pedestrian and bike amenities along the ROW and connections to the two major stations east and west. The diverse range of neighborhoods includes areas with the City's older homes and beautifully maintained communities. This is where it is key to balance the needs of these residents while revitalizing under used parcels.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Land Use Policy 1.4

Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed use areas.

Land Use Policy 2.1

Protect residential areas from the effects of potentially incompatible uses where new commercial or industrial development is allowed adjacent to residentially zoned districts, maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.

Circulation Policy 5.3

Provide appropriate bicycle access throughout the City of Garden Grove.



NEIGHBORHOOD STATION

BROOKHURST STREET STATION AREA

DESCRIPTION

This station is located adjacent to one of the City of Garden Grove’s main commercial/mixed use centers, including entertainment and shopping that is walkable from the surrounding neighborhoods.

The ROW intersects the station area at a key location along a major thoroughfare, and surrounded by commercial uses along the north-south corridor and surrounded by single family residential.

LEGEND

1. ULI case study plan – the Village At Brookhurst and Chapman
 2. Excellent TOD opportunity surrounded by residential neighborhoods
 3. Potential circulator connection from station location between The Triangle, the cultural district and Civic Center for enhanced connectivity
 4. Recreational opportunity within the study ROW linking the Village and Civic Core
-
- Potential intermodal node between rail, bus and circulator
 - The potential circulator could create a transit village defined by the “Block”, a defined core for Garden Grove



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

Garden Grove General Plan 2035 – Focus Area I

The station location is located within Focus Area I – Brookhurst and Chapman Ave. which currently houses multi-tenant strip mall development. The intent is to change the area to mixed use land use designations, and adding residential uses to help revitalize the areas that surround the two large shopping centers.

Garden Grove General Plan 2035 – Focus Area F

The station location is located within a city identified “Focus Area”. The Focus Area F – Brookhurst Triangle Area is located at a major crossing of two main commercial thoroughfares and is at the entrance to the Korean Business District. It is identified as a prominent location for taller, mixed use development, modern buildings, and vibrant streetscape.

Brookhurst/Chapman Specific Plan – “The Triangle”

The site is seen as a mixed-use, multi-generational, multi-modal development with enhanced pedestrian infrastructure and responds to future utilization of the PE ROW and future stop through fixed guideway applications.

Community Redevelopment Project Areas

One of the six identified mixed-use districts throughout the city where rezoning will occur in order to accommodate the mix of land uses. The Brookhurst station area is located within the Neighborhood Mixed Use District.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Land Use Policy 6.4

Work with property owner(s) of commercial developments that have been, or are currently, in a state of deterioration to revitalize these centers. This includes areas in Focus Areas I, J, K, M, and N.

Land Use Policy 8.2

Prepare a plan for the first phase of use of the OCTA right-of-way that lies between Chapman Avenue to the north and Garden Grove Boulevard to the south.

Circulation Policy 4.1

Strive to achieve a balance of land uses whereby residential, commercial, and public land uses are proportionally balanced.



BROOKHURST TRIANGLE

EUCLID STREET STATION AREA

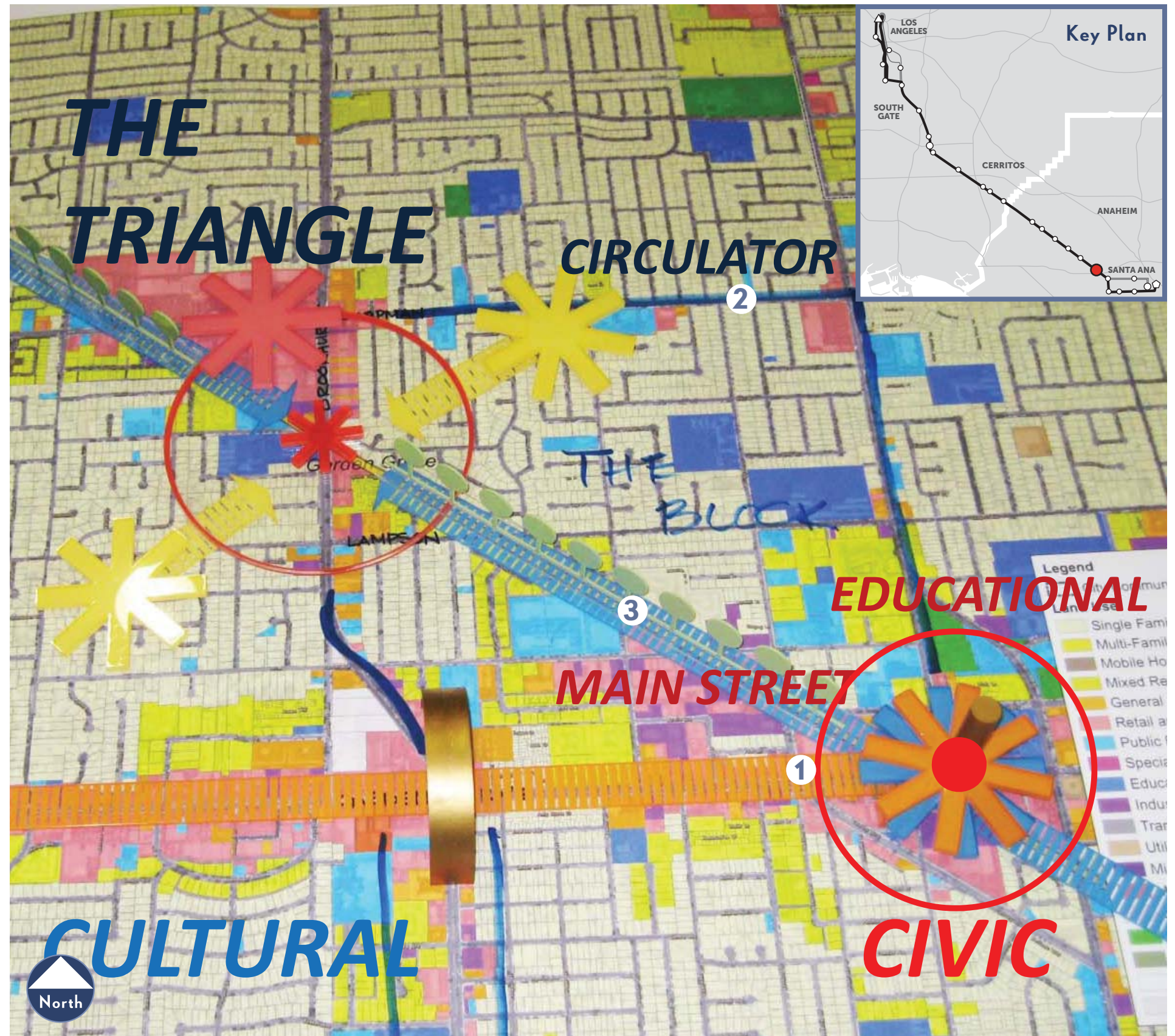
DESCRIPTION

This station is located in the “Heart of Garden Grove” amongst the city’s main civic center, commercial and retail centers, mixed use corridors while maintaining the balance of a pedestrian friendly environment within a busy destination district.

There is an eclectic mix of land uses within the station area including commercial/mixed use adjacent to the station, institutional, open space, and heaving single family residential to the east.

LEGEND

1. Garden Grove’s Civic Core defined by a variety of public, educational, cultural uses including a historic Main Street retail experience
 2. Potential circulator connection from station location between the Civic Center, the cultural district and The Triangle for enhanced connectivity
 3. Recreational connectivity opportunity along the study ROW and potentially to Euclid Park
- ★ Station location is within a redevelopment district with mixed-use development plans in progress
- Potential shared parking structure opportunity to encourage more visitors in downtown Garden Grove



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA



Garden Grove General Plan 2035 – Focus Area E1

The station location is located within a city identified “Focus Area”. The Focus Area E1 – Civic Center (Area 1) includes City Hall, Acacia St., Garden Grove Blvd., Main St., the Community Meeting Center, and Village Green. The goal for the area is a mixed use designation that promotes civic, commercial, open space, and residential uses while maintaining a human scale and providing a balance between vehicular and pedestrian needs.

Community Center Specific Plan (Streetscape Overlay District)

One of the initial efforts is to identify areas/corridors for redevelopment. Twelve districts were established by the Specific Plan. The Plan emphasized the importance of the community centers physical, social, and economic potential as well as promoting a sense of place and a place of special character, historically, culturally, and aesthetically.

Community Redevelopment Project Areas

This area is one of the six identified mixed-use districts throughout the city where rezoning will occur in order to accommodate the mix of land uses. The Euclid St. station area is located within the Civic Center Mixed Use District.



GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Circulation Policy 13.1

Coordinate with the OCTA to facilitate the potential development of an alternative transportation system along the OCTA right-of-way. The City shall support such a use while recognizing that any impacts to the community must be appropriately mitigated.

Land Use Policy 1.2

Encourage modern residences in areas designated as Mixed Use. Mixed use housing should minimize impacts on designated single-family neighborhoods.

Land Use Policy 4.2

Ensure that infill development is well-planned and allows for increased density in Focus Areas along established transportation corridors.

GARDEN GROVE CIVIC CENTER

HARBOR BLVD STATION AREA

DESCRIPTION

Located at the southern end of the PE ROW, this station serves as a “gateway” between the PEROW/WSAB transit line and the future Santa Ana Street Car system.

The station is blocks away from the City of Santa Ana’s vibrant and dynamic urban center and located at the southern end of Garden Grove’s future “International West” master plan. This master plan is modeled after the International Boulevard in Orlando, Florida connecting Disneyworld to the hotels. International West will link the station north to Disneyland, Anaheim Convention Center and the future Anaheim Regional Transportation Center serving as the Orange County gateway for the California High-Speed Rail System.

The main north-south Harbor Blvd. corridor is dominated by mixed commercial uses. Within the station area there also exists large number of industrial/manufacturing uses to the north east, and residential in the form of single family and higher density. This station will be integrated in future development plans with parking.

LEGEND

1. Major new mixed-use plans under development along Harbor Boulevard north of Westminster Avenue
2. Disneyland and Anaheim Convention Center 3 miles to the north of station
3. Excellent TOD opportunities at Harbor and Westminster to create a southern gateway to Disneyland
4. Future connection to Santa Ana-Garden Grove Street Car system
5. Potential recreational connection to the Santa Ana River Trail to the beach
6. Provide pedestrian connections to/from surrounding neighborhoods

- Potential connection to ARTIC



Interactive Mapping Exercise with City Stakeholders

SPECIFIC PLANS WHICH SUPPORT MIXED USE/TOD DEVELOPMENT IN/AROUND THE STATION AREA

North Harbor Specific Plan

The Plan promotes quality commercial development and land use compatibility along Harbor Blvd while respecting and preserving the historical and cultural features of the area. Additionally, it encourages uses that have high-quality design values and emphasizes the balance of shopping and employment opportunities for local residents and the region. The Plan identifies Focus Areas that have potential for development that can alter the economic viability along the corridor – whether culturally significant, automotive oriented, recreation or commercial.

Santa Ana Transit Zones

The station area is adjacent to City identified Transit Zones whose objective is to establish and maintain attractive distinctions between each neighborhood zone, such as Transit Village, Urban Center Zone, Corridor Zones, and Urban Neighborhoods.

Santa Ana Renaissance Specific Plan

The station area is adjacent to the 421-acre plan area which lays out the master plan for the future of Santa Ana's downtown and its development into a regional attraction for employment, tourism and commerce. The Plan area straddles several economically-related boundaries including Central City Redevelopment Area, Inter City Redevelopment Area, Enterprise Zone, Business Improvement District, Empowerment Zone, and International Foreign Trade Zone.

GENERAL PLAN POLICIES CONSISTENT WITH THE PROJECT

Land Use Element – Policy 4.5

Encourage development of employment centers and mixed use projects within targeted areas adjacent to major arterial roadways, transit and freeway corridors.

Circulation Element – Policy 1.9

Program future use of the Pacific Electric Railroad right-of-way as a transportation corridor.

Circulation Element – Policy 3.4

Encourage the development of multi-modal transit opportunities within major development areas.

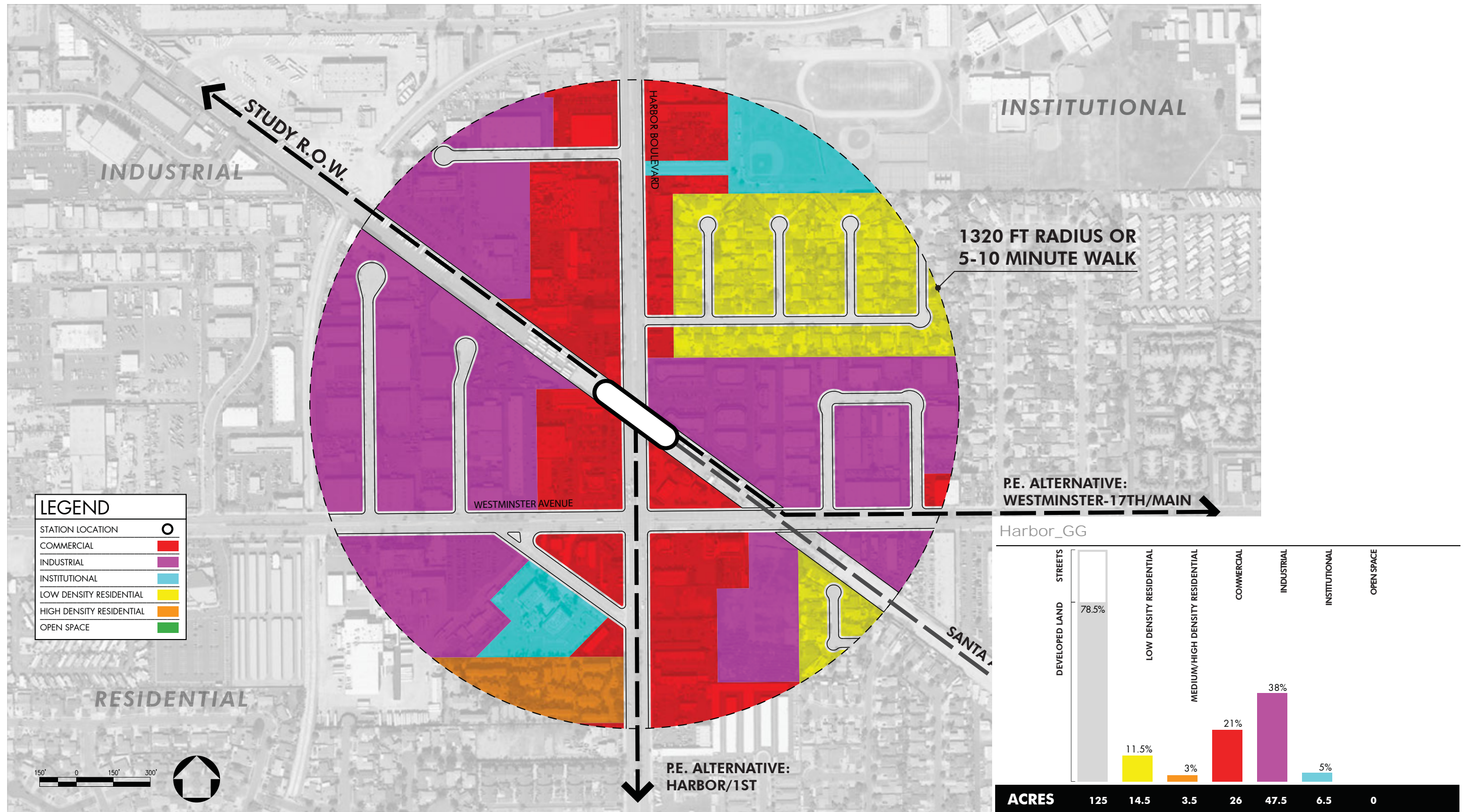
Circulation Element – Policy 3.8

Develop bicycle paths that maximize access to major activity centers, neighboring jurisdictions, and regional bicycle paths.



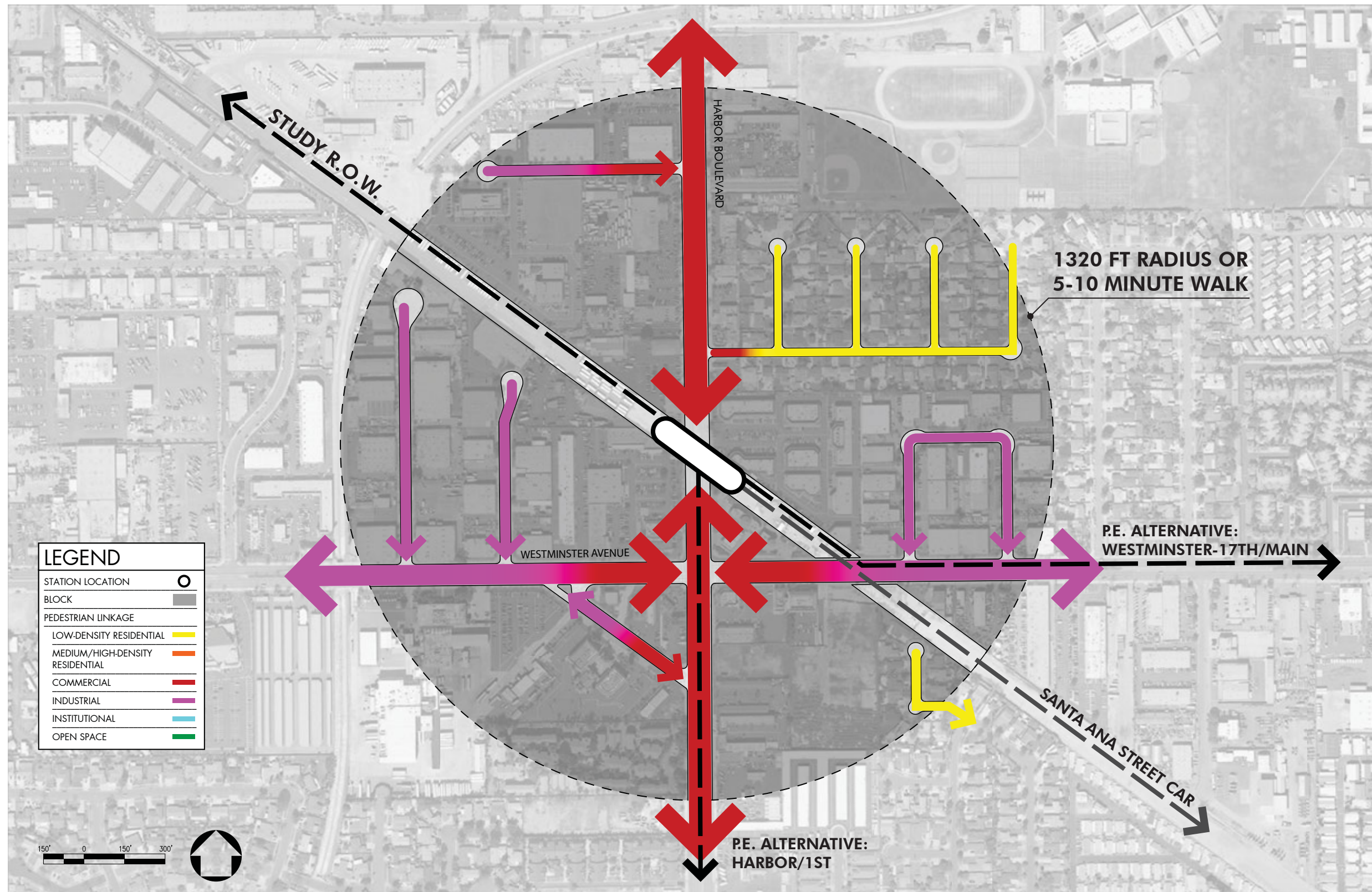
GATEWAY TO DISNEYLAND

LAND USE DIAGRAM



Note: All land uses are a percentage of the total walkable area (1320 Ft Radius).

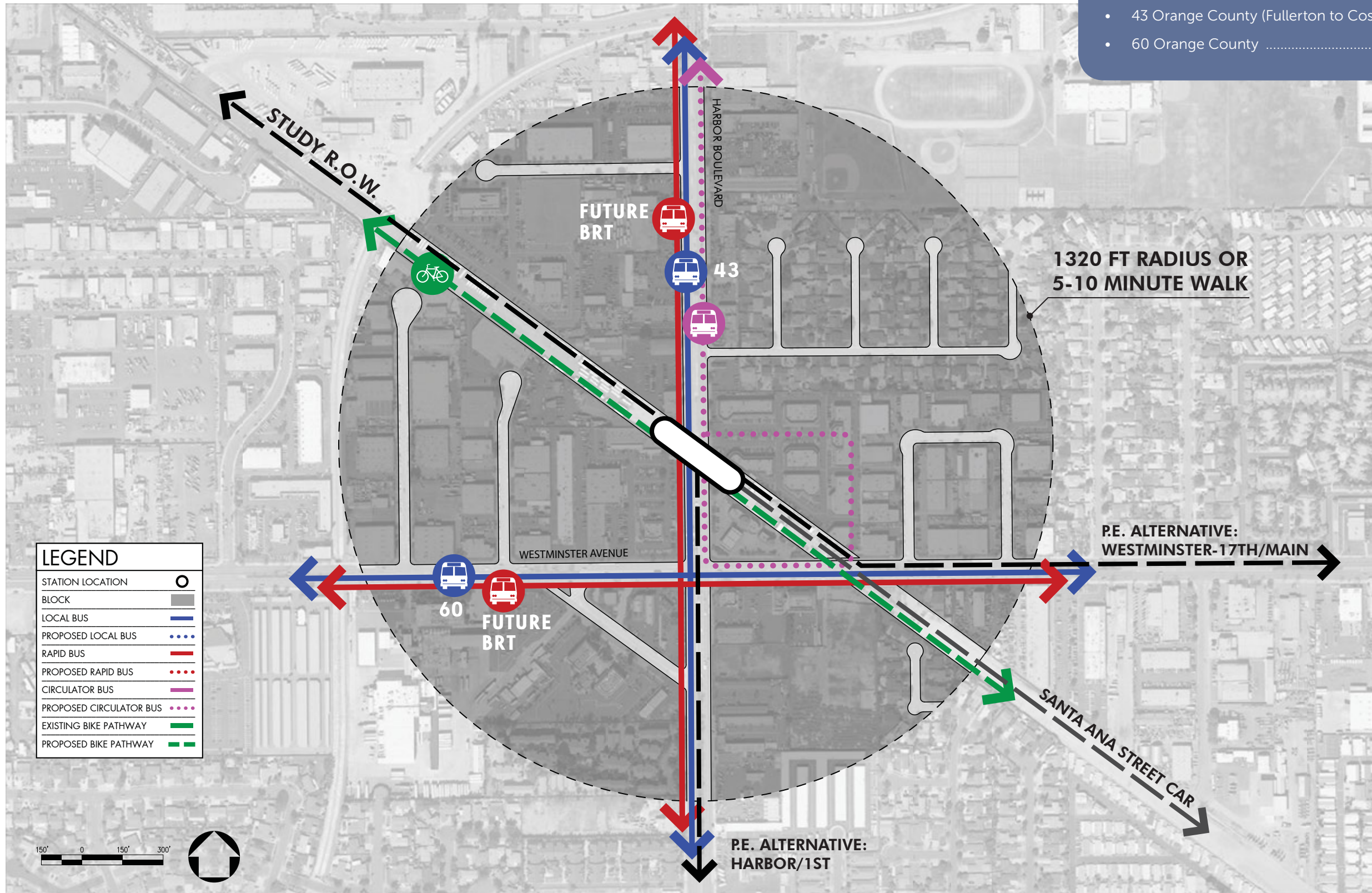
PEDESTRIAN ACCESS DIAGRAM



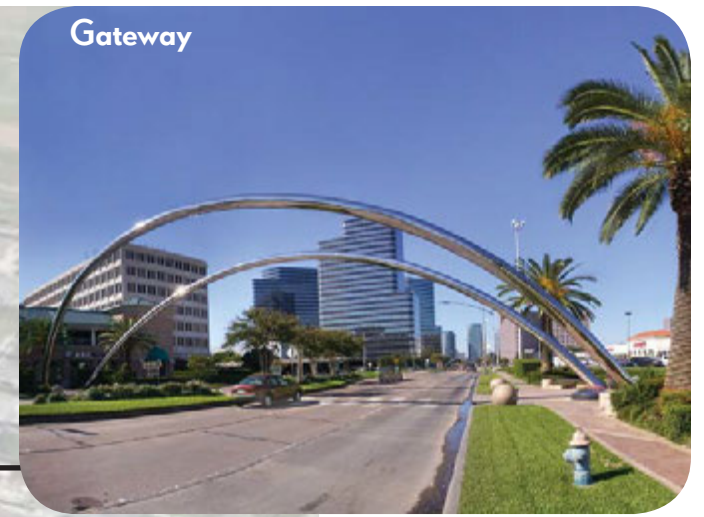
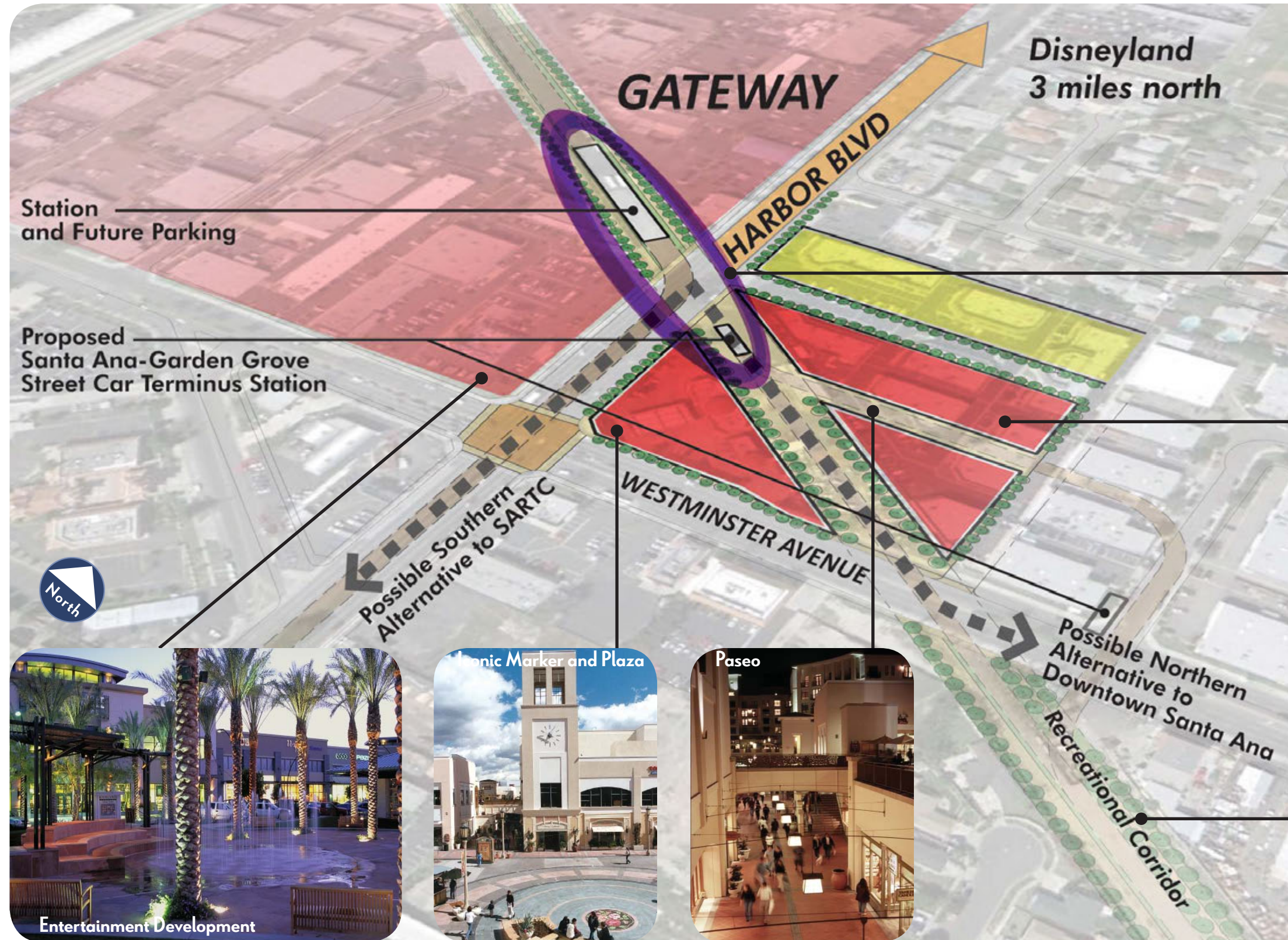
TRANSIT CONNECTIVITY DIAGRAM

Frequency by Line (peak/off-peak in minutes)

- 43 Orange County (Fullerton to Costa Mesa).....15
- 60 Orange County 8-10/12



CONCEPT STATION PLAN



CITY OF SANTA ANA: STREETCAR AND PEROW/WSAB

DESCRIPTION (From Joint Harbor Station)

NORTHERN ALTERNATIVE: WESTMINSTER/17TH TO MAIN STREET TO STREET CAR SYSTEM (TRANSFER TO REACH SARTC)

Station Locations include:

- Westminster/17th
- Main/Civic Center

SOUTHERN ALTERNATIVE: HARBOR TO 1ST STREET TO NEW STREET INTO SARTC

Station Locations include:

- Harbor/1st
- 1st/Fairview
- 1st/Bristol
- SARTC





CONNECTION TO SARTC



WEST SANTA ANA BRANCH