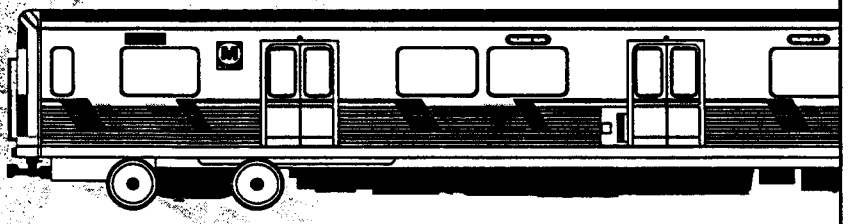
Transit-Based Housing Symposium

Emerging Designs for Transit-Based Communities: Case Studies of Three Metro Stations

April 8, 1993



Metropolitan Transportation Authority

TRANSIT BASED HOUSING SYMPOSIUM

April 8, 1993
Los Angeles Hilton

8:00 - 8:30 **REGISTRATION/COFFEE**

8:30 - 8:50 **WELCOME/INTRODUCTORY REMARKS**
Pacific Room

- Transit Based Housing: Connections Between Jobs/Housing/Transit — *Nick Patsaouras*, *Board of Directors (Alt.), Metropolitan Transportation Authority*

8:50 - 9:30 **EMERGING TRENDS IN TRANSIT BASED HOUSING**
Pacific Room

- Report by the UC Berkeley National Transit Access Center (NTRAC) — *Michael Bernick*, *Will Fleissig*

9:30 - 12:00 **CASE STUDY DESIGNS FOR THREE METRO STATIONS**
Pacific Room

- Background — *Rex Lotery*
- METRO RED LINE: Vermont/Santa Monica — *Barton Myers Associates*, *Koning Eizenberg Architecture*, *Los Angeles Community Design Center*
- METRO BLUE LINE: Willow Street Station — *Metcalfe & Mutlow*, *Johannes Van Tilburg and Partners*, *KDG Architecture & Planning*
- METROLINK: El Monte Station — *Goodell Associates/La Canada Design Group/Ken Beck*, *Frederick Fisher, Architect/Cordoba Corporation*, *Van Meter Williams Pollack/Martinez Associates*
- Wrap-up — *Bill Fulton*, *California Planning & Development Report*

12:00 - 1:30 **LUNCHEON**
Golden West Room

- The Developer's Perspective — *John Stewart*, *Developer: Del Norte Place, El Cerrito del Norte BART Station*

1:45 - 3:30 **PANEL DISCUSSION: MAKING A PLACE TO LIVE, MAKING POLICY, MAKING DEALS**

Sierra Room . Panel One — *(Panelists are listed on following page)*
Los Angeles Rm . Panel Two
Garden West Rm . Panel Three
Rossmore Room . Panel Four

3:45 - 4:15 **WRAP-UP: LESSONS LEARNED** — *Will Fleissig*
Golden West Rm

4:15 - 4:30 **CLOSING REMARKS** — *Richard Alatorre*, *Chair, Board of Directors, Metropolitan Transportation Authority*
Golden West Rm

4:30 - 5:30 **RECEPTION (no host bar)**

YOUR AFTERNOON PANEL ASSIGNMENTS

From 1:45 - 3:30 p.m., there will be four panel discussion groups. Each panel will examine the same three issues:

- *Making A Place To Live.*
- *Making Policy.*
- *Making Projects.*

The symposium is broken up into smaller groups in order to promote interactive discussion. Please determine your Panel Discussion Room assignment by matching the color code on your name tag to the following directory. The rooms are set up with limited seating, thus your attendance at the assigned room is greatly appreciated.

MEETING ROOM	COLOR CODE
Sierra	Red
Los Angeles	Blue
Garden West	Yellow
Rossmore	Green

TRANSIT BASED HOUSING SYMPOSIUM

Panel Discussion Topics Speakers

Topics

- Making a Place to Live
- Making Policy
- Making Projects

Panelists

Bill Christopher	Coordinator, PLAN LA; Member, Board of Zoning Appeals
Jackie Dupont-Walker	Member, Affordable Housing Commission Executive Director, Ward Economic Development Corporation
Dave Ferguson	Thomas Safran Associates
Mark Futterman	Lotery Futterman Partners
Ray Grabinski	City Council member, City of Long Beach
Marvin Greer	The Williams Greer Group
John Hisserich	Northeast LA Community Plan Advisory Committee
Conn Howe	Planning Director, City of Los Angeles
Bill Janss	Janss Development Corportation
John Maguire	Deputy Administrator for Housing Services, CRA/LA
Joyce Perkins	West Adams Community Plan Advisory Committee
Tony Zamora	Member, Affordable Housing Commission Downtown Strategic Plan Advisory Committee (DSPAC)
Tony Salazar	Rebuild Los Angeles
Gary Squier	General Manager, Housing Preservation & Production Department
Mike Stepner	Special Projects Coordinator, City of San Diego
Bill Witte	President, The Related Group of California
Jim Yacenda	V-P Community Investment Officer, FHLB of S.F.

Moderators

Will Fleissig
Emily Gabel
Bill Fulton
Rex Lotery

TRANSIT BASED HOUSING SYMPOSIUM

Objectives

- Broaden awareness and understanding of the opportunities associated with transit based community development.

- Contribute to the definition and implementation of Transit Oriented District (TOD) land use entitlement procedures that are likely to evolve from the City of Los Angeles/MTA draft Land Use and Transportation Policy and the MTA Congestion Mangement Program.

- Gain a greater understanding of transit based housing as a function of transit system design and joint development.

TRANSIT BASED HOUSING SYMPOSIUM

Acknowledgements

For Assistance in Preparation of Background Materials

City of Los Angeles
Emily Gabel, Department of City Planning
Gary Squier, Housing Preservation and Production Department
Anson Snyder, Housing Preservation and Production Department

City of Long Beach
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Amy Bodek, Community Development Department
Bob Ringstrom, Department of Planning and Building

City of El Monte
Mark Persico, City Planner
Harold Johanson, Director of Planning and Community Development
Marguerita Cruz, Redevelopment Project Manager
David Gondek, City Attorney

For Assistance in Providing Mail Lists

Southern California Association of
Non-Profit Housing (SCANPH)
Urban Land Institute (ULI)
American Planning Association (APA)

MTA Joint Development Department

F. Michael Francis	John Given	Gwen Williams	Denise Bickerstaff
James J. Amis	Bill Lewis	Sheryllyn McClintock	Angie Rawie
Rick Del Carlo	Paul Yrisarri	Vivian Alonso	
Carol Fredholm	Nancy Michali		

U.C. Berkeley National Transit Access Center (NTRAC)

Michael Bernick
Will Fleissig
Rex Lotery

LUNCHEON SPEAKER

JOHN K. STEWART

President, John Stewart Company
San Francisco

BRIEF BIOGRAPHY

JOHN K. STEWART

Mr. Stewart is the President of the John Stewart Company of San Francisco, California, a firm which serves a number of functions primarily in the field of low- and moderate-income housing, including project acquisition; rehabilitation; syndication; management; consulting; marketing; and development.

The Company's management portfolio now exceeds 8,000 units entailing over ninety partnerships and projects throughout Northern California. The firm and/or Mr. Stewart serves as a general partner/owner on a substantial number of these developments. The company--now in its twelth year--has entered into numerous joint ownership roles with non-profit entities, infusing investor capital into troubled projects to create sound long-term affordable housing. Recently, the Company has formed partnerships utilizing both the Federal and State Housing Tax Credits, and Historic Investment Tax Credits. Participation by local government and/or Redevelopment Agencies is often integral to the projects' financing.

The Company is currently developing a $19 million residential project adjacent to a BART station, entailing market rate and low income families and seniors.

Mr. Stewart was formerly an officer in a TRW-owned subsidiary corporation which developed public and HUD-assisted and insured housing. He has been a member of the Advisory Committee on Low-and Moderate-Income Housing to the FHA Commissioner in Washington, D.C. and recently received a presidential appointment to the Board of Directors of the National Cooperative Bank. Mr. Stewart is a graduate of Stanford University.

High-Density Housing Near San Francisco

Builder Betting On Proximity to Commuter Line

By JOHN McCLOUD

EL CERRITO, CALIF.

Last Wednesday, the first building opened in a 135-unit apartment complex here that will test market acceptance of a kind of housing rarely built in northern California outside large cities.

The four-story, four building rental complex, Del Norte Place, in this San Francisco suburb has 35 units an acre, making it both denser and higher than standard suburban multifamily developments. Most residential projects in the region have a maximum density of 16 units an acre.

What made the project feasible, said John Stewart of the John Stewart Company of San Francisco, a partner in Del Norte Place Limited partnership, which developed the $18.8 million project, is that it is one block from the El Cerrito Del Norte station of the Bay Area Rapid Transit system.

"We wouldn't have done it without BART," he commented, noting that the partnership promotes the project with billboards and video ads in downtown San Francisco BART stations.

"There are 7,000 entrances and exits a day at the Del Norte station. Our bet is that 40 percent or more of our tenants will leave their cars at home Monday to Friday and go to work by BART."

The BART ride to downtown San Francisco, about 15 miles away, takes 35 to 40 minutes.

Among the unusual aspects of Del Norte Place is that the first floor of each building is given over to nonresidential uses. Three buildings will have stores or restaurants on the ground floor, the fourth a clinic and community center for older adults.

"We're kind of a bellwether," Mr. Stewart said. "We're keeping our fingers crossed there's a market for this."

The fact that he had deposits on 40 units before the project was even available for viewing has left him "guardedly optimistic" that it will succeed. Rents for the one- and two-bedroom apartments, with 175 underground parking spaces, range from $840 to $1,000.

These are at the high end for El Cerrito, said Mr. Stewart, adding that 27 units are set aside for low- and moderate-income households, with rents of $450 to $650.

Although building higher-density housing near mass transit nodes in this increasingly crowded region would seem a sure-fire bet, few developers have been willing to chance it. A study by the Institute for Regional Development at the University of California at Berkeley indicates that just under 2,000 units

The four-story rental complex, Del Norte Place, in El Cerrito, Calif.

a quarter mile of a BART station since 1985. None has been as close as Del Norte Place, and none has included retail space.

"You're definitely not dropping down among spreading chestnut trees and big green lawns," said Mr. Stewart. "This is not Jim and Margaret Anderson country. This is not what people think of when they think of the suburbs."

BART's board of directors has historically not supported housing at its stations, preferring to encourage commercial building in the hope that the stations would become supplementary employment nodes.

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Although some office buildings and hotels have gone up around four BART suburban stations, this was far below expectations. Nothing at all came of the BART agency's widely heralded efforts to jointly develop commercial projects on its own parking lots, the sites that were purportedly the most attractive because of their immediate proximity to the transit system's stations.

"We had nothing," admitted Michael Bernick, the BART director. "We didn't have a single deal."

This spring, 20 years after the system opened, the BART board finally decided to revise its policy and go after housing. The decision appears to be the right one. Nearly 50 developers responded to the agency's recent issuance of a request for qualifications two stations in El Cerrito, including Del Norte. Mr. Bernick said the board is now deciding among six plans that were submitted in reponse to a later request for proposals.

Additional residential projects on privately owned land around stations are also planned. Two higher-density projects with a mix of 142 rental and condominium units are already

being built within a couple of blocks of BART's northern terminus in Richmond, while a 1,100-unit rental complex with a density of 50 units to the acre is set to open soon at BART's southern terminus in Fremont.

A project for 311 units has been approved on private land adjacent to BART in Hayward, and John Bush, director of the Hayward Redevelopment Agency, said his staff is preparing plans for more than 1,000 additional housing units on 7.5 acres surrounding the city's main BART station. Densities on these projects would range from 30 to 65 units an acre.

A similar scenario is being played out around stations on other Bay Area fixed rail systems. In Mountain View, a local developer has proposed a 720-unit, high-density condominium project at a relocated station of CalTrain, a commuter line that runs between San Francisco and San Jose.

And at the main Mountain View CalTrain station, the city is studying a proposal for 700 housing units.

In South San Jose, the Santa Clara County transit district tentatively approved plans for 250 units of rental housing on an 8.9-acre parking lot at the Almaden Park Station of its new light-rail system. And in North San Jose, Renaissance Associates — a joint venture of Forest City Enterprises of Cleveland and General Atlantic Development of New York City — has approvals for a 1,142-unit rental project about 50 yards from a planned station on the extension of that system. That project would have 43 units an acre.

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Accessibility to transit is a key element in all these projects.

"We picked a site that was a little more isolated," said Jon Knorpp, senior development manager for Renaissance Associates. "Knowing we're on the light rail line makes it more viable."

Mr. Bernick said BART has from 2 to 20 acres suitable for development at each of 19 suburban stations, but local zoning laws and community opposition make development unfeasible in some cases. Proposals for higher-density housing in Bay Area suburbs typically generate vehement objections from neighbors. However, most of these projects encountered little flak.

"There was virtually no opposition to that density," said Mr. Bush, in regard to proposals in Hayward. "I think people realize it's environmentally sound, reducing congestion and increasing transit ridership. Freeway congestion is getting really terrible, and this is the kind of solution that doesn't involve disrupting existing single-family home neighborhoods."

For all the developer interest, however, market acceptance of projects very close to stations remains in question. And most developers contacted said that although they would be willing to build rental housing, they were less sanguine about for-sale projects at this point.

"With these types of densities, you have to go to interior loaded units" — those in which apartments are entered off an interior hallway, said Gil Znballos, partner in R. Znballos and Sons, developer of the proposed Hayward project. "Buyers typically want direct outside access to their homes. There's a lot of resistance to buying units reached off inside hallways."

On the other hand, Gerry Raycraft, project director for the El Cerrito Redevelopment Agency, said his staff is examining a proposal for a 92-unit condominium project on the block between BART and Del Norte Place.

In the meantime, Mr. Stewart said it looked like his apartments would be more than 60 percent leased by the time the last of the four buildings gets its certificate of occupancy in August. Leasing on the 20,000 square feet of retail space is also going well, he reported, with leases for seven spaces signed or in negotiation.

"We did not project this rate of absorption," he acknowledged. "The building is a dramatic departure for the area but our biggest marketing tool is out there on the freeway. Every time traffic gets really tied up, we breathe a little easier." ■

Data Update

BUILDING PERMITS ISSUED
(housing units)

	May 92	Apr. 92	May 91
Nation	97,146	105,079	97,820
Northeast	11,518	11,075	11,085
Midwest	26,636	26,267	24,301
South	36,663	41,784	36,659
West	22,329	25,953	25,775

Census Bureau,U.S. Department of Commerce

MORTGAGE INTEREST RATES (Averages)

Northeast	Last Week	Previous Week	Year Ago
Conventional (30-yr)	8.44	8.45	9.64
Adjustable (1st yr)	5.61	5.66	7.16
Midwest			
Conventional (30-yr)	8.50	8.51	9.63
Adjustable (1st yr)	5.78	5.86	7.16
South			
Conventional (30-yr)	8.41	8.45	9.56
Adjustable (1st yr)	5.72	5.81	7.10
West			
Conventional (30-yr)	8.46	8.50	9.74
Adjustable (1st yr)	5.64	5.68	7.34

Northeast: Conn., Maine, Mass., N.H., N.J., N.Y., Pa., R.I., Vt. Midwest: Ill., Ind., Iowa, Kan., Mich., Minn., Mo., Neb., N.D., Ohio, S.D., Wis. South: Ala., Ark., Del., D.C., Fla., Ga., Ky., La., Md., Miss., N.C., Okla., S.C., Tenn., Tex., Va., W. Va. West: Alaska, Ariz., Calif., Colo., Hawaii, Idaho, Mont., Nev., N.M., Ore., Utah, Wash., Wyo.

Indexes for Adjustable-Rate Mortgages*

6-mo. Treasury bill	3.77	3.75	5.76
1-yr. Treas. security	4.14	4.12	6.36
3-yr. Treas. security	5.49	5.55	7.42
5-yr. Treas. security	6.40	6.44	7.96
National Mortgage Contract Rate	8.20	8.26	9.23

*Rates on most adjustable mortgages are set 1 to 3 percentage points above these indexes.

Source: HSH Associates

CASE STUDY DESIGN FIRMS

Vermont/Santa Monica Station (Red Line)

Koning Eizenberg Architects

Los Angeles Community Design Center/Cavaedium

Barton Myers Associates

Willow Street (Blue Line)

Johannes Van Tilburg & Partners

Metcalfe & Mutlow, Architecture, Urban Design and Planning

KDG Architecture and Planning

El Monte (Metrolink)

Frederick Fisher, Architect/Cordoba Corporation

Goodell Associates/La Canada Design Group/Ken Beck

Van Meter Williams Pollack/Martinez Associates

Koning Eizenberg Architecture

"The firm's work has a refreshingly consistent sense of order and discipline," wrote Pilar Viladas in Progressive Architecture (2:86). Koning Eizenberg is often selected to work on projects that require creative thinking about established building types because they are observant, analytical and inventive - able to design for the activities they house and the people they serve.

They have designed restaurants, offices, a bank and major additions to the historic Farmers Market in Los Angeles. Their portfolio of housing features many award-winning projects including the Ocean Park Housing Project (OP12), and the Hollywood Duplex. They are acknowledged innovators in housing; from artists lofts, senior, and "work from home" housing, single-room occupancy hotels, to market price condominiums and single family homes. In addition, they have created significant community spaces, such as The Ken Edwards Center for Community Services for the city of Santa Monica.

Koning Eizenberg Architecture received the Progressive Architecture First Award in 1987. The firm was elected as one of the Domino's 30 leading world architects in 1989. Merit Awards were awarded by the Los Angeles Chapter AIA in 1992 for the Tarzana House and 1991 for the 909 House, and the 1991 Westside Urban Forum Prize was awarded in Urban Design-Land Use Planning for the Farmers Market Historic Preservation.

Remarkably diverse in appeal, Koning Eizenberg's work has been widely published in international professional journals including Architecture, Abitare, ArchiCree, SD, Architectural Review, Architecture, and Global Architecture. It has also been featured in respected general interest publications such as Metropolitan Home, the Los Angeles Times, and the New York Times.

Hank Koning and Julie Eizenberg founded the company in 1981. They were licensed as architects before coming to the United States in 1979, and hold degrees in Architecture from the University of Melbourne, Australia and the University of California, Los Angeles. Hank Koning, A.I.A., F.R.A.I.A. is also licensed as an architect and contractor in the state of California. Julie Eizenberg teaches at UCLA's Graduate School of Architecture and Urban Planning and at Massachusetts Institute of Technology. Both partners have lectured extensively - in New York, Los Angeles, Washington D.C., San Diego, Virginia, Houston, New Orleans, Iowa, Canada and Australia.

The team that contributed to the MTA transit-based housing symposium includes:
Julie Eizenberg
Hank Koning
Marc Schoeplein
Edgardo Lopez
Tim Andreas
Carol Goldstein, Planner

LOS ANGELES COMMUNITY DESIGN CENTER TEAM DESCRIPTION
VERMONT/SANTA MONICA CASE STUDY

LOS ANGELES COMMUNITY DESIGN CENTER

The Los Angeles Community Design Center is a nonprofit architecture, planning and housing development firm that works with community groups to accomplish development projects in low-income neighborhoods. Since 1968 the Community Design Center has provided professional technical assistance to more than six hundred organizations in building child care centers, health clinics, senior centers, shelters for the homeless and permanent affordable housing. Recent LA/CDC projects include the design of the LA Free Clinic, design and construction management services for the rehabilitation of the Las Americas residential hotel in Skid Row, as well as design and construction management of six different affordable housing projects for non-profit clients in Hollywood, Pico Union, and South Central Los Angeles.

LA/CDC also buys, builds, renovates and arranges financing for housing projects of its own. In developing affordable housing LA/CDC combines financing from banks, charitable foundations, corporate investors, and government agencies. To date, LA/CDC has developed more than 1,500 units serving a range of needs, from seniors and very low income individuals to large families and special needs groups.

CAVAEDIUM

Joining LA/CDC on this project were James Bonar, FAIA and Kathleen FitzGerald, AIA, of Cavaedium. Cavaedium is an architecture, urban design and planning firm that has been instrumental in the delivery of over four hundred affordable housing units to low income and special needs populations. By the end of 1993 construction will be completed on an additional two hundred units designed by the firm. Current projects include the rehabilitation of the St. Mark's and Crescent Hotel rehabilitation, the rehabilitation and conversion of the Produce Hotel as SRO housing units, artist lofts and commercial space and the adaptive reuse of the Union Church for the Little Toyko Service Center as a branch library and media resource center.

Los Angeles Community Design Center
Ann Sewill, Executive Director
William Huang, AIA, Architectural Director
315 W. Ninth Street, Los Angeles, CA 90015
(213) 629-2702

Cavaedium
James Bonar, FAIA
1762 Silverwood Terrace
Los Angeles, CA 90026
(213) 913-0408

Firm History

Barton Myers Associates, architects and planners, was founded in Toronto in 1975. Although many of the most notable planning and architectural projects are in Canada, the firm is now based in Los Angeles. Mr. Myers moved from Toronto in order to lead a distinguished team of designers in an urban design competition for Bunker Hill in downtown Los Angeles, and to teach at UCLA School of Architecture and Urban Planning. Since that time, Barton Myers Associates has grown to a firm of twenty-five, and is currently working on a wide assortment of major commissions for both public and institutional clients. These projects include the New Jersey Center for the Performing Arts, the Edmonton Concert Hall, and the recently completed Art Gallery of Ontario Expansion and Cerritos Center for the Performing Arts.

Barton Myers is the sole principal. The firm is consciously structured to accept only four to five projects a year to ensure Barton's participation in each project. Our philosophy of project management stresses a team approach to every project, including involvement of the principal and associates in all phases. This has proven to be an assurance of high standards of productivity, quality and service for our clients.

The firm is committed to working with the existing urban context in all of its projects whether architectural design, urban design or planning. The practice of pursuing design at diverse scales serves to reinforce and strengthen all of the firm's activities. It makes us better urban planners because we understand the process of design intervention to complement the urban fabric. It also makes us better architects because we have explored the planning issues which affect the city as a whole.

Approach

Our approach to planning and design takes place on two basic levels: the first, a set of fundamental philosophical attitudes about issues of what to do; the second, a concern with how to do it — the appropriate process and design decisions.

As a firm, our search for the fundamental principles and issues inherent in each problem is open and innovative in spirit, exploiting the wide-ranging contributions from various members of the firm, consultants and clients. Careful consideration is given to the appropriateness of choices in terms of context, program, design and impact on the environment.

We have had the good fortune to be involved in a widely diversified practice ranging from large scale planning and urban design projects to one-off architectural projects. Our approach in all projects not only stresses the identification of fundamental issues, but also attempts to develop solutions which create a reasonable balance among the concerns which define a project.

Project Experience

The firm has experience with a number of architectural and planning projects which have been of particular significance in preparation of the Vermont/Santa Monica Case Study. These include:

- A Grand Avenue
  Bunker Hill Competition
  Los Angeles, California
- Dundas Sherbourne
  Infill Housing Project
  Toronto, Ontario
- First Street Properties
  Music Center Expansion
  Master Plan and
  CRA Design Guidelines
  Los Angeles, California
- Housing Alternatives Study
  Edmonton, Alberta
- Howard Hughes Center
  Physical Master Plan
  Los Angeles, California
- Lincoln Park
  Development Plan
  Calgary, Alberta
- Main Street Study
  Cambridge, Ontario
- New Housing in Exisiting
  Neighborhoods, C.M.H.C.
  Ottawa, Canada
- Buffalo Transit Corridor
  Master Plan
  Buffalo, New York
- CNR Yards Urban
  Development Plan
  Regina, Saskatchewan
- Urban Transit Development
  Corporation Urban
  Design Study
  Hamilton, Ontario
- Hollywood/Highland Master Plan
  Assessment Study
  Los Angeles, California

Case Study Team

- John Dale
- John Dutton
- Robert Marshall
- Barton Myers
- Bill Nicholas

Johannes Van Tilburg & Partners

Founded in 1971 in Westwood, California, by Johannes Van Tilburg, FAIA, a native of The Netherlands, the expanding enterprise relocated to Santa Monica in 1979. Once again, in 1990 a move to larger quarters was necessitated to accommodate the growing staff. The new headquarters occupies the penthouse of a 4-story building designed by the firm. Located at the corner of Arizona and the Third Street Promenade, the multi-use office building is an important element in the revitalization of the Santa Monica Mall with its lively street-level restaurants.

Widely acknowledged as an organization of depth and competency, the firm, comprised of five partners, five associates, and more than 20 employees, accomplishes a broad range of planning, mixed-use, commercial, single- and multi-family residential, and land planning projects each year under Van Tilburg's direction.

The firm was recently awarded the **UCLA Family Student Housing Project** which was an open "Request for Qualifications" with over 50 local and national firms responding and ultimately a competition among 7 qualified firms. JVT&P were deemed the most qualified for this important project. Another important project which JVT&P won through a competitive selection process was the masterplan assessment study of the Sylmar Station Metrolink; LACTC RFP #LFA-303-93. Also awarded through competition is the Fletcher Parkway Redevelopment Project. The 22 acre site is located at the junction of two major branches of the San Diego Metropolitan Transit District light rail transportation corridor linking Mission Valley to the east county region. The project consists of a light rail station and commuter parking; 500 low, moderate, and student apartments; 162 condominiums; and 189,000 s.f. of recreational, entertainment, and commercial space in the city of La Mesa, CA.

Our planning projects range from small urban infill sties to community planning sites in excess of 100 acres. Currently our office is masterplanning the Ventura/Hayvenhurst Encino Club Mixed-Use project; the masterplanning of a 1.93 FAR project comprised of 198 condominiums, 30 seniors' rental apartments, a 10,000 s.f. branch library, and 135,000 s.f. or supermarket and retail on approximately 6 acres; the **Pasadena Playhouse District Mixed Use Project**, a plan for 194,000 s.f. of commercial office space, 18,000 s.f. of retail space, and 178 condominiums on a 2.75-acre site on Colorado Boulevard; **Main Street Concourse**, a 2.1 million square foot mixed-use development in Santa Ana comprised of a monorail station, high-rise office, hotel and residential components, as well as retail and medium-density, for-sale townhomes; **Civic Center West**, a 350-unit mixed use development of apartments over ground floor retail in the civic center of Pasadena which incorporates a light rail station; and, **Channel Gateway**, 512 view-oriented condominiums in four 16-story towers, a 7-story office building, and 532 4-story apartments in Marina del Rey.

Recently completed work in the Johannes Van Tilburg & Partners' design portfolio includes two groundbreaking mixed-use developments, the **Venice Renaissance**, and **Janss Court**, on Santa Monica's Third Street Promenade.

Described by Mayor Bradley as a "miracle," the **Venice Renaissance** successfully integrates market-rate condominiums and low-cost apartments for seniors above street-level neighborhood services and retail stores. Situated in a community that was thought to be distinctly no-growth, this development now serves as the basis for a proposed ordinance permitting mixed-use development in the City of Los Angeles. Recipient of a 1991 Citation from the American Institute of Architects, this innovative project was selected for inclusion in <u>American Housing: Design for Living</u>, the Institute's first book on housing. In addition, this project, as well as **Janss Court** are subjects of a recent Urban Land Institute Project Reference Files.

Janss Court is another artful addition to the urban landscape. The cornerstone building in the redevelopment of Santa Monica's Third Street Promenade, it has contributed to the transformation of this once blighted area.

MICHAEL S. METCALFE
Urban Design
Development Planning

BACKGROUND:

Mr. Metcalfe is an Urban Designer and Senior Development Project Planner. He provides land use planning, master planning, architectural site planning, design guidelines, and real estate development programming and analysis for a variety of major project types, including:

- *Mixed-Use Development; High Intensity Urban Activity Centers*
- *Transit-Related Joint Development and Urban Transportation Facilities*
- *New Community Land Use, Circulation, and Infrastructure Master Planning*
- *High-Density Multi-Family Residential Community Development*
- *Regional Retail, Specialty/Entertainment, Urban & Community Shopping Centers*
- *Retail Center Revitalization /Redevelopment & Expansion Design Strategies*
- *Office Buildings; Business Centers and Industrial Office Parks*
- *Resort Hotels, Recreation, Leisure, Golf, and Water-oriented Development*
- *Civic Center/Government, Educational, Community and Institutional Facilities*
- *Community Redevelopment Projects, General Plan Elements, Specific Plans*
- *Urban Design Guidelines, Design for Development Preparation/Documentation*

With over twenty years of experience in architecture and planning, Mr. Metcalfe has conducted an Urban Design and Development Planning consulting practice serving private and public sector clients nation-wide since 1986. His professional career includes providing consulting services to Private Developers, Public Agencies, Architects/Engineers, Planners, Construction Management firms, Economic/Market & Financial Feasibility Consulting Firms, and related multi-disciplinary project teams. He previously served twelve and one-half years with Charles Kober Associates/Los Angeles (CKA/LA). As Vice President and Senior Associate with CKA/LA, he helped initiate and guide development of the firm's urban design and planning capabilities from 1973 to 1986. He directed architectural master planning and urban design consulting services on major mixed-use urban development and regional shopping center projects for the member firms of The Kober Group world-wide. Prior to his association with CKA/LA, he served as an Urban Designer and Planner with Planning Research Corporation and Welton Becket & Associates.

Mr. Metcalfe's background includes urban and regional planning, site selection and development analysis for private and public sector clients, highest and best use studies of properties for development, and computer-based environmental inventory & assessment techniques of location planning. His work has ranged from international award-winning urban design projects in Europe to regional development planning in Latin America, the Middle East, the Far East and throughout the United States.

Mr. Metcalfe holds a Masters Degree in Architecture and Urban Design from the Graduate School of Architecture and Urban Planning at UCLA, and a Bachelor of Fine Arts in Design with Honors from The California Institute of The Arts. He has been a Visiting Faculty Member at the School of Architecture and Fine Arts at the University of Southern California, an Invited Critic at the Southern California Institute of Architecture, and the Graduate School of Architecture and Urban Planning at UCLA. He has been a Guest Lecturer at the School of Architecture at California State Polytechnic University, Pomona.

He has served as President of the Board of Directors, Member of the Executive Committee of the Alumni Association, and Member of the Executive Committee of the Dean's Council of the Graduate School of Architecture and Urban Planning at UCLA. He is an Associate Member of the Urban Land Institute and the International Council of Shopping Centers.

JOHN V. MUTLOW A.I.A.

ARCHITECTS
Architecture
Urban Design
Space Planning

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RESUMÉ:

John Vaughan Mutlow has extensive project design and management experience as a principal of his multi-disciplinary architectural firm, as a partner in the Mutlow Dimster Partnership and as a Senior Designer with William L. Pereira Associates. For the past fifteen (15) years he has specialized in the design of affordable housing of all types, including independent and congregate elderly, farm worker, multi-family and service employee housing. Several of the projects received financial assistance from governmental and redevelopment agencies.

Mr. Mutlow is presently completing the designs for elderly and multi-family housing projects, a farm worker village, a retail center, offices, a community multi-purpose center, a child care center and numerous single family residences.

Master plan projects include a plan for 2,700 dwelling unit multi-use expansion to the town of Airdre, Scotland; a twenty acre farm worker village in Ventura; a ten acre multi-residential project in Morro Bay; a 400 unit four block housing project in Burbank; the commercial revitalization of a six block area of downtown Los Angeles; and a structural survey for the community Redevelopment Agency of 948 buildings.

Rehabilitation projects include the renovation of historic mansion houses, the rehabilitation and seismic update of masonry apartment buildings, the conversion of an apartment project to a licensed alcohol recovery bed facility and the renovation and expansion of a multi-purpose center.

Mr. Mutlow has received national recognition through the publication of projects and in being the recipient of Design Awards. In 1989, Mr. Mutlow, received a Design Award from the California Chapter of the American Institute of Architects, as well as the coveted Peoples Choice Awards. In 1988 he received an "In the Public Interest" Design Award from Architectural Record, a new awards program. In 1986, 1982 and 1976 he received design awards from the Los Angeles A.I.A. In 1984 he received an International Design Award for several projects from Architectural Design, England, and in 1982, Time Magazine recognized Cabrillo Village as one of Ten Best Designs of 1982.

His projects have been published in national magazines including Architecture, Progressive Architecture, Architectural Design, Domus, A+U, Architecture and Urbanism, Architecture California, Time Magazine and Home, as well as having projects published in numerous books.

In 1986 Mr. Mutlow, was elected to the Board of Directors of the Los Angeles Chapter of the American Institute of Architects and in 1989, elected Secretary of the Board. He has received from Mayor Tom Bradley and the City of Los Angeles commendations for his dedicated services to the Pico Union Community, for his participation in the 84/84 Olympics and for services to the City of Los Angeles. Mr. Mutlow is currently an Associate Professor and director of the Advanced Program at the University of Southern California, School of Architecture.

Mr. Mutlow has edited a book for the AIA Press and the Images Publishing Group titles "Architecture for Housing, Design for Living" and is the author of an upcoming book for RIZZOLI, titles "The New Architecture of Mexico".

AFFILIATIONS: Licensed Architect, California C8816, Registered Architect, United Kingdom; Member American Institute of Architects; Member, National Council Architects Registration Board; Member, Royal Institute of British Architects.

EDUCATION: Master of Architecture (Urban Design) 1969, University of California, Los Angeles; Graduate Diploma (Planning) 1967, Architectural Association, London; Diploma in Architecture, Hammersmith College, London.

KDG

KDG ARCHITECTURE & PLANNING

KDG Architecture & Planning (KDG) is a Los Angeles firm which can trace its involvement in the development of transit systems in Southern California back more than 20 years. The firm was retained by the Southern California Rapid Transit District in 1972 to develop a scheme for transit along the Wilshire Corridor. Since that time, the firm has designed transit stations and maintenance facilities for the Los Angeles Metro Rail Blue, Red and Green Lines. In addition, the firm has been retained to design multi-unit housing throughout the low-income communities of Los Angeles, Long Beach, Inglewood, and numerous other communities in Northern California since the mid-1960's.

Founded in 1957, it is particularly significant to note that KDG is one of the oldest African-American owned architectural firms in the West and brings broad experience and sensitivity gained over the years in addressing the needs of the residents of low-income communities. Representing KDG Architecture & Planning will be its president and founder, **Robert Kennard, FAIA,** a principal of the firm and Director of Design, **Mahmoud Gharachedaghi, AIA**, and a Senior Designer, **Masoud Sodaify**. In addition, the team is joined by **Lydia Kennard**, president and founder of **KDG Development Consulting**, a 13-year-old firm which assists clients in urban development planning and implementation.

Robert Kennard, FAIA, who founded KDG 36 years ago, has supervised the design of more than 3,000 units of multi-family housing and has been involved in the design of transit stations and facilities including the Wilshire/Normandie Metro Rail Red Line Station and the Metro Rail Blue Line Maintenance Yards & Shops in Long Beach and a similar facility for the Metro Rail Green Line in Hawthorne. He received recognition for his completion of the Housing Element for the City of Long Beach General Plan, and he has assisted numerous community development organizations in the design and construction of low-income and elderly housing.

Mahmoud Gharachedaghi, AIA has significant experience in transit planning studies including the conceptual design of stations along the Mid-City Segment of the Metro Red Line, the Eastern Extension of the Red Line through East Los Angeles, and joint development studies for the Metro Blue Line. Throughout his career he has emphasized design which addresses the functional needs of users while simultaneously creating spaces which are reflective of the diversity of the users' environmental, historical and cultural backgrounds. He has also taught second year design studios at his alma mater, the University of Southern California.

Masoud Sodaify is a versatile designer who has developed conceptual designs for numerous transit stations and commercial projects near transit stations including those along the Los Angeles Metro Rail Red Line, the Orange County Transportation Corridor and for the Sacramento Light Rail Transit system.

KDG DEVELOPMENT CONSULTING

Lydia Kennard is an urban planner and real estate attorney who has been involved in transit planning and development projects for the past 13 years. Her assignments have included joint development studies for the Metro Rail Blue Line, the Metro Rail Red Line Wilshire/Vermont Station and the Santa Ana Corridor. She has directed numerous planning and feasibility studies involving housing including work for the City of Long Beach Redevelopment Agency, the Housing Authority of the City of Los Angeles, and assistance to numerous non-profit housing development corporations such as Concerned Citizens of South Central Los Angeles, A Community of Friends, and Chrysalis. In addition to her professional endeavors, Ms. Kennard currently serves on the City of Los Angeles Planning Commission.

FIRM PROFILES

FREDERICK FISHER, ARCHITECT

FFA was established in 1980 and has developed a broad based practice with an emphasis on housing, mixed-use projects, and art related facilities. FFA, through its design excellence, has achieved an international reputation and has executed projects throughout the United States, in Europe and Japan.

The practice of architecture is complemented by Mr. Fisher's collaborations with artists and educational involvement such as his recent Chairmanship of the Department of Environmental Design at Otis/Parsons School of Art and Design. Current projects include a major museum renovation for the City of New York, a Buddhist monastery in San Diego County, SRO housing with commercial in Santa Monica, and a master plan for Art Center College of Design.

FFA, along with Cordoba Corporation, is currently working with the LACTC on the Compatibility Assessment Study for the North Hollywood Metrorail Station.

CORDOBA CORPORATION

Cordoba Corporation is a diversified consulting firm specializing in land use and transportation planning, urban redevelopment, real estate analysis, market and economic analysis, construction management and management information systems review and implementation. With over 75 full-time professionals, Cordoba serves a broad range of clientele throughout California in the public and private sector.

BURTON & SPITZ, LANDSCAPE ARCHITECTS

Burton & Spitz, established in 1975, is a Santa Monica based corporation offering comprehensive landscape, urban design, and planning services for municipal, commercial, civic and residential clients.

They believe that the role of landscape architecture is to establish unique and compelling places which know together the urban and natural worlds. The design of each place evolves from our cultural and physical environment, and is informed by geography, ecology, and history, as well as by intended program.

Goodell Associates
La Cañada Design Group
with Kenneth Beck

James Goodell heads Goodell Associates, a consulting firm established in 1985 to provide predevelopment and development planning, implementation and management services to public and private clients.

Mr. Goodell is an architect and urban planner by background with over 25 years of experience in real estate and planning. He has directed the preparation of downtown land use and transportation plans, specific plans, and joint development plans for many Southern California communities, including Los Angeles, Long Beach, San Diego, Pasadena, Burbank, Santa Ana, Riverside and many others. He has played a major role in the planning and development of Old Pasadena. He has been a key consultant to the Los Angeles County Asset Development Program.

As a fee developer, he has managed the predevelopment and entitlements for major mixed use projects, including Capital River Park, a transit-based mixed use development in Sacramento that integrates 1.5 million square feet of office, 1,000 units of housing, support commercial and light rail.

Mr. Goodell is active in the Urban Land Institute and serves as Chairman of its Los Angeles District Council. He holds Masters degrees in Architecture and Urban Design from the University of Pennsylvania.

La Cañada Design Group (LCDG) is a medium-sized design firm with a broad understanding of architecture, economics and diverse product types. Well known for its strong consensus-building skills, the firm is exceptional at balancing community goals with market realities and developing realistic urban design solutions.

LCDG and its founder have participated in transportation design for nearly twenty years. While not a specialist, the firm's strong urban design experience and skills at solving complex, unusual problems have served it well. Transportation-related projects include light rail transit stations, bus shelters and kiosks, heavy equipment maintenance facilities and streetscape design.

For the City of Long Beach, LCDG with Goodell Associates, designed the eight light rail stations serving the Blue Line. The design was inspired by both the city's Art Deco heritage and the Pacific Electric Red Car logo. Single-loaded and double-loaded platforms were required. Working with the city's technical advisory committee, the firm also gave urban design advise on overhead structures, lighting, paving and landscaping. Complementing the station, LCDG also design eighteen bus shelters and twenty-three kiosks serving the Blue Line.

LCDG has also designed heavy equipment maintenance facilities. Requirements included service pits, overhead canes, parts and welding areas, testing laboratories, and support offices.

Goodell Associates/La Cañada Design Group were also responsible for developing guidelines for revitalizing the Los Angeles County Music Center and Civic Mall outdoor plazas.

Kenneth Beck is an architect, urban designer and real estate analyst who brings extensive experience in the market and financial analysis of a wide range of projects. As a planner, financial and economic analyst, Mr. Beck has conducted market analyses, feasibility studies and preliminary plans for projects ranging in scale from small downtown parcels to thousand-acre tracts. Mr. Beck has prepared development plans and specific plans for commercial, residential, industrial and institutional facilities, for clients that included local governments, redevelopment agencies, corporations and institutions, and real estate developers.

For both public and private clients, Mr. Beck has served as a consultant to asset management programs, analyzing current and future needs of the client, identifying surplus property and its potential uses, and recommending strategies to best meet the client's operational, economic, and other objectives.

Mr. Beck earned a Master of Architecture from the University of California, Los Angeles, and a Master of Real Estate Development from the University of Southern California.

VAN METER WILLIAMS POLLACK

ARCHITECTURE ■ URBAN DESIGN

FIRM PROFILE

Van Meter Williams Pollack, is an architecture and urban design firm with over 35 years of combined design experience in a wide variety of project types including Architecture, Urban design and Planning focusing on mixed use, pedestrian and transit-oriented developments. These projects range in character and scale from infill buildings to new mixed- use neighborhoods and revitalization of existing districts to community plans and new town proposals. They include the City College of San Francisco Master Plan Design Competition for which we were awarded the first prize, the Morrisania Neighborhood Center Revitalization, Bronx, N.Y. and the Sand Creek Road Specific Area Plan: a 300 acre mixed use master plan in Brentwood California. Other experience includes the development of Transit Oriented Development Guidelines which focus on land use and urban design principles for transit related land planning and development.

The firm's Architectural experience includes urban infill housing such as the "Landmark Site" an 82 unit, 20,000 s.f. of retail shops, mixed use building in Daly City, California, Notre Dame Plaza, a senior and family affordable housing development in the Mission District of San Francisco, an adaptive re-use of a landmark building, the Temescal Neighborhood Center: a mixed use development including Retail, Office, Livework and residential flats townhomes and daycare, high density residential and mid-rise office developments, mixed use commercial / retail centers, administration and classroom buildings, libraries and transit related facilities. Other design experience includes senior housing developments, community, conference and recreation centers, churches, and custom single-family residences.

The firm has also been involved with numerous non-profit, community and business-based development organizations. Van Meter Williams Pollack brings a diverse range of knowledge and expertise to each project, emphasizing coordinated urban design and architecture, focusing on urban infill housing and mixed use developments.

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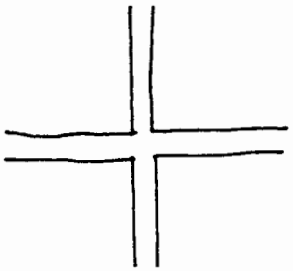
CASE STUDY PROJECT DESIGNS

Vermont/Santa Monica Station (Red Line)

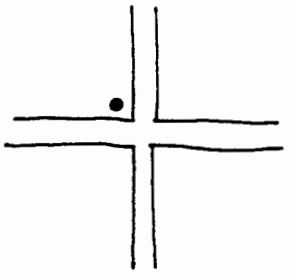
Koning Eizenberg Architects

Los Angeles Community Design Center/Cavaedium

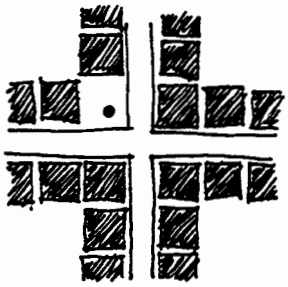
Barton Myers Associates



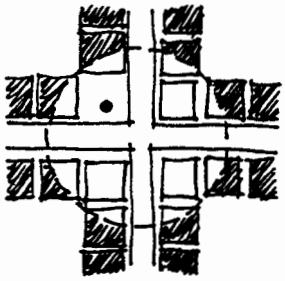
Car Focused
Anywhere, L.A.



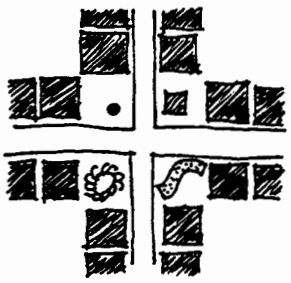
METRO: Context Modifier
Car to Pedestrian



Pedestrian Focus
Pedestrian comprehensible framework at increased density

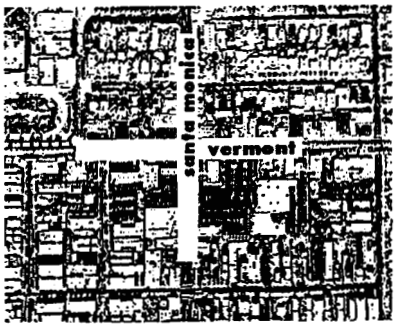


Neighborhood Focus
Establish within regularized fabric



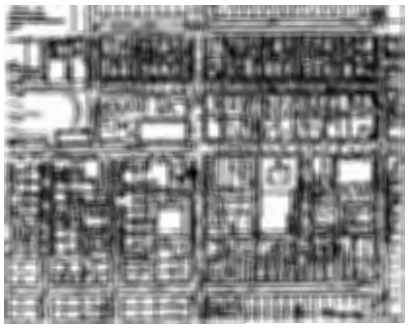
Neighborhood Identity
Special uses, forms + pedestrian spaces

2. Site Strategy/Design



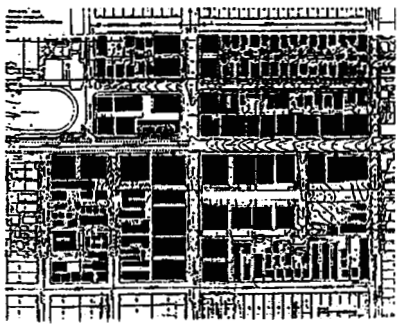
Vermont Ave. & Santa Monica Blvd: Location of Metro RED LINE station scheduled to open in 1998. Neighborhood characterized as lower-income and multi-ethnic. Existing housing stock is presently over-crowded. There is a perceived need for additional retail to serve the neighborhood, including a local grocery store (regional shopping is auto-accessible). Current street-level retail space is highly occupied. At present, local college has little impact on intersection.

The discussion that follows represents ideas about development at the site, not definitive solutions. These ideas are intended to generate discussion that should include community input. We offer the following criticism and evaluation to help the MTA investigate an appropriate development strategy



Existing need for housing is already established.

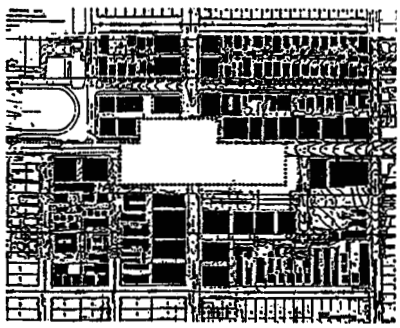
Existing station plaza design is accepted.



The pedestrian frame-work is established with straightforward streets and regularized, comprehensible lot sizes -sites generally comprise two to three standard lots. Sites were sized to be economical for 3-4 stories of housing over 1 or 2 floors of commercial use over 1 or 2 floors of subterranean parking. Development assumes reduced parking due to proximity to the station. Housing contains secured open space and can accommodate a variety of unit types for low/ moderate incomes. Flexible commercial/retail space replaces housing on first floor along Santa Monica and Vermont. Maximizing housing away from noisy arterials is an urban design goal.

We do not recommend widening the arterials as it contradicts the pedestrian intention, but do support bus turnout lanes to facilitate traffic flow. We strongly recommend the use of street trees to reinforce pedestrian street space and soften the views from the residences.

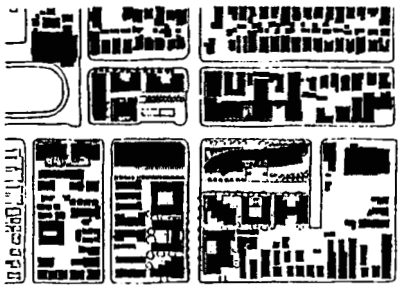
Part of the objective for this standardized development strategy was to minimize time delay risk to developers and to allow economic opportunity for small as well as large developers .



The following profit and non profit uses are suggested to take advantage of the station location and enhance neighborhood amenity:

- ***Active retail***- video store, credit union, drugstore, Hollytron, food etc.
- ***Supermarket/Mercardo*** concept aimed at pedestrian rather than driving customers.
- ***Neighborhood retail*** that provides opportunity for start up entrepreneurs directed at local ethnic markets.
- ***Entertainment***- foreign language movie houses.
- ***Neighborhood services***- medical / dental offices, vocational training schools, childcare, senior services, community meeting rooms, Laundromat, casual outdoor spaces, etc.
- ***Programs to encourage the use of existing open space and classroom/meeting space*** (such as the college and schools) located outside the transit zone for local residents supplement neighborhood amenity.

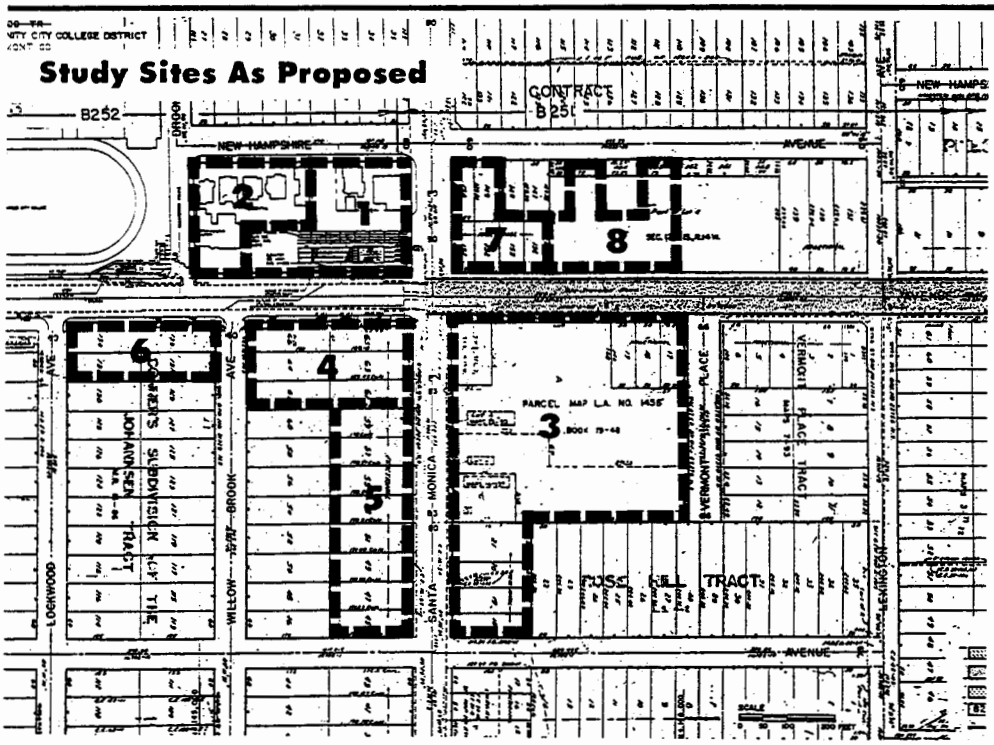
We do not support the college portal location as it disperses pedestrians away from businesses that could benefit from the potential customers.



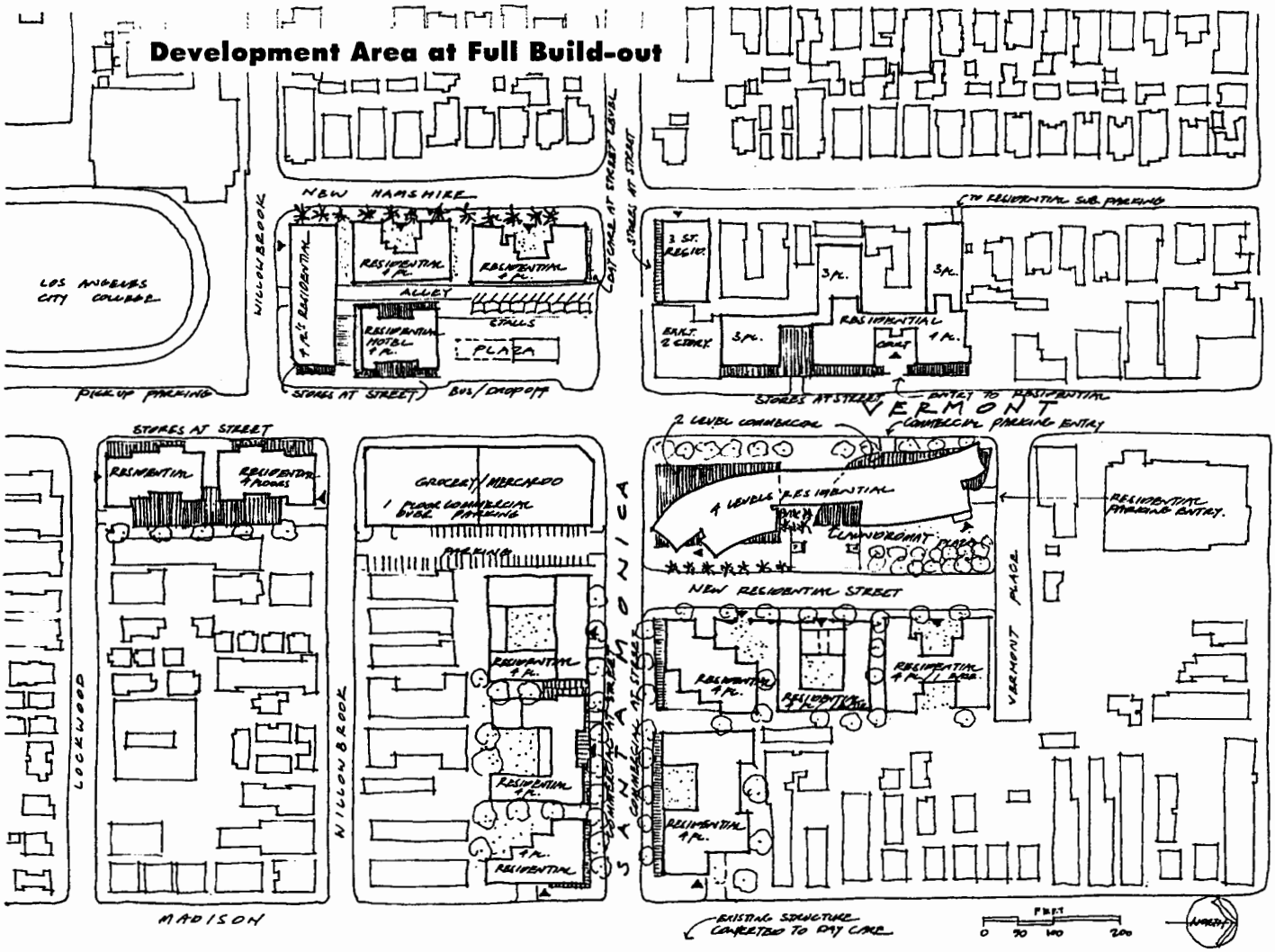
Special forms adjacent to the Metro portal play against the backdrop of dense housing to highlight special uses such as the mercardo and the community service/mixed use development (which includes casual open space away from noisy and busy arterial streets). The strategy of focusing neighborhood identity at the portion of the planned joint development transit zone at the intersection of Vermont and Santa Monica allows general development on the remainder of the site. Generally, development is standardized such that there is minimum risk to the developer. The intent of this strategy is to address community needs up front rather than imbed them in later developer negotiation. Sites that require special uses and/or attention are minimized.

3. Plan

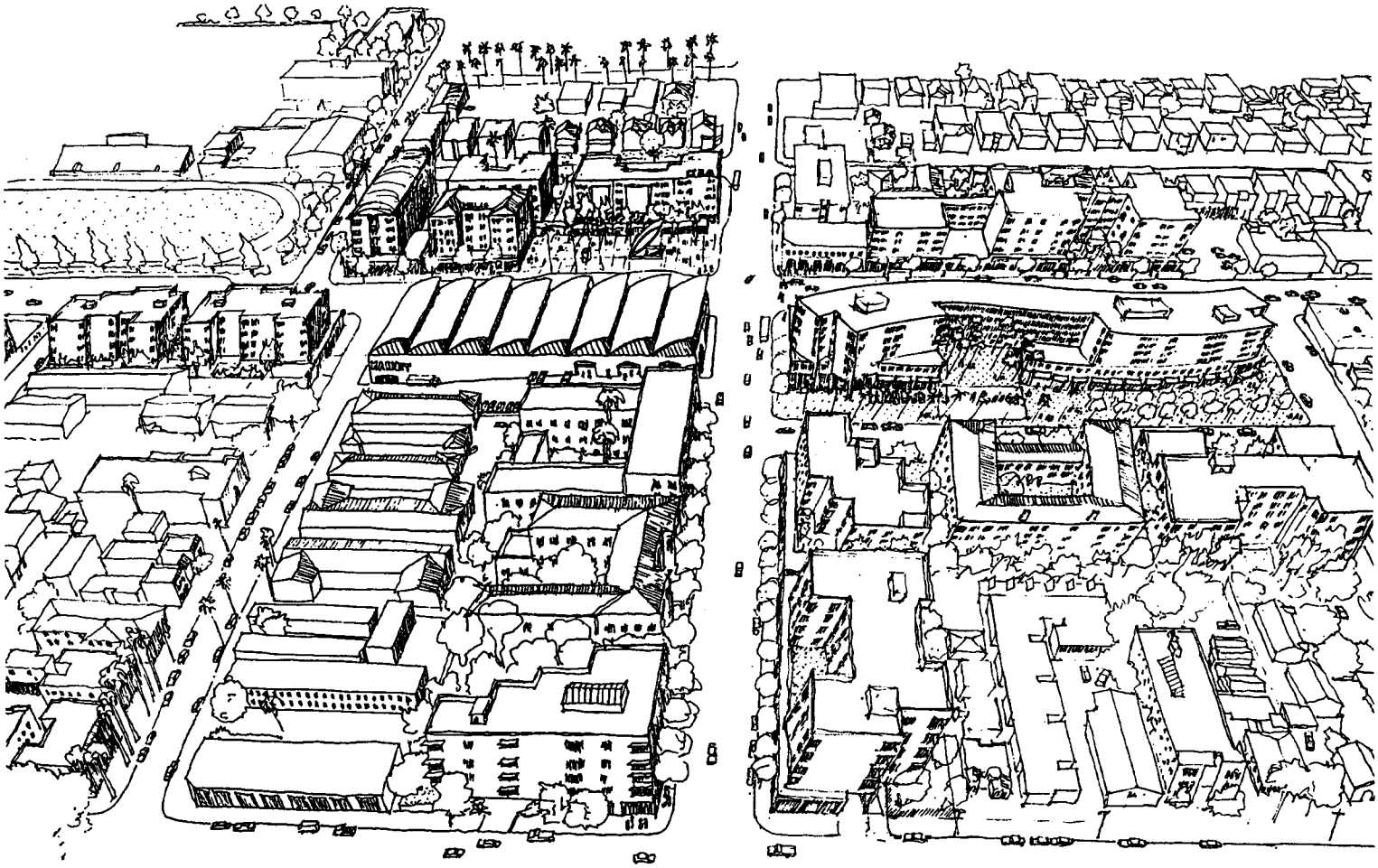
Study Sites As Proposed

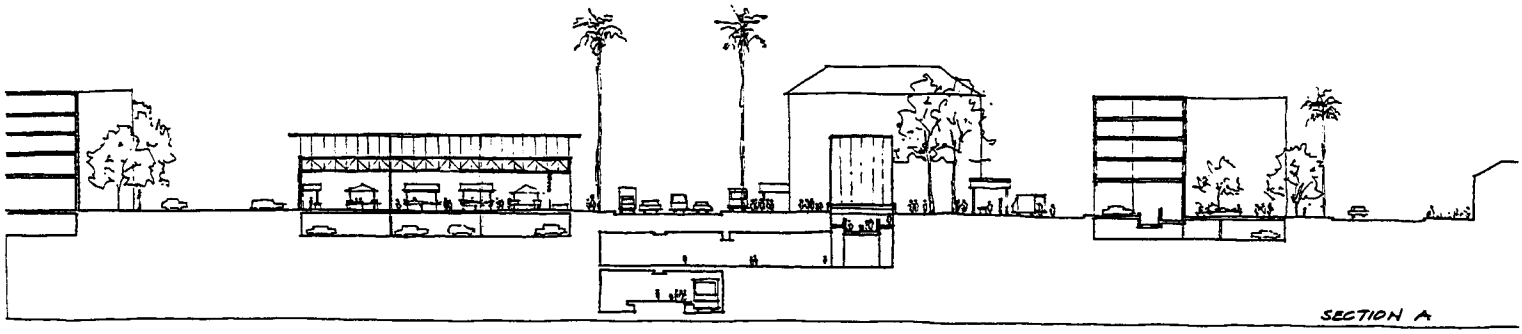


Development Area at Full Build-out



4. Perspective





5. Site Descriptions

SITE 1 Metro Portal: Active commercial around plaza including market stalls, SRO Hotel and residential define& activate the plaza. Development concurrent with Metro.	64 Units 33 Units **97 Total**	*Hotel Apartment -Single Room Occupancy*: 4 floors over 5,400 sq.ft. commercial. No parking for residential. *Apartment:* 4 floors residential over 4,000 sq.ft. commercial; 1 level subterranean parking. **[target 55 to 111] - 67 Parking spaces**
SITE 2 Overlooks College open-space; later-phase residential developments to 5 floors, commercial at grade on Vermont.	41 Units 36 Units **77 Total**	*Apartment:* 4 floors residential over 5,600 sq.ft. commercial; 1 level subterranean parking. *Apartment:* 5 floors residential with at grade parking plus 1 level subterranean parking. **[target 38 to 76] - 111 Parking spaces**
SITE 3 New street inserted to reduce scale of parcel and create residential opportunities. Corner adjacent Metro developed in first phase as large building with strong identity - 2 stories retail/ commercial, residential above over 2 stories subterranian parking. Later phase Santa Monica developments have commercial at grade, residential above. New residential street developments have residential at grade	*Santa Monica Blvd.* 49 Units 40 Units *Residential Street & Vermont* 44 Units 44 Units 92 Units **269 Total**	*Apartment:* 4 floors residential over 12,600 sq.ft. commercial; 1 level subterranean parking. *Apartment:* 4 floors residential over 8,400 sq.ft. commercial; 1 level subterranean parking. *Apartment:* 5 floors residential; 1 level subterranean parking. *Apartment:* 5 floors residential; 1 level subterranean parking. *Apartment:* 4 floors residential over 2 floors commercial (G.F. 40,000 sq.ft., 2nd 43,500 sq.ft.); 2 levels subterranean parking. **[target 223 to 445]- 675 Parking spaces**
SITE 4 Site developed first phase for Mercado (with strong architectural identity and permeable street front).		Commercial only ('Mercado'). 1 story structure with 38,000 sq.ft. retail over 1 subterranean level of parking with additional parking and loading at grade. **169 Parking spaces**
SITE 5 Later developments along Santa Monica to reinforce street front with at-grade commercial and residential above to 5 stories.	48 Units 48 Units 36 Units **132 Total**	*Apartment:* 4 floors residential over 8,400 sq.ft. commercial; 1 level subterranean parking. *Apartment:* 4 floors residential over 8,400 sq.ft. commercial; 1 level subterranean parking. *Apartment:* 4 floors residential over 6,000 sq.ft. commercial; 1 level subterranean parking. **[target 74 to 149] - 195 Parking spaces**
SITE 6 Later development along Vermont to reinforce street front with at-grade commercial and residential above to 5 stories.	64 Units **64 Total**	*Apartment:* 4 floors residential over 15,000 sq.ft. commercial; 1 level subterranean parking. **[target 35 to 70] - 67 Parking spaces**
SITE 7 & 8 Historic Building on Metro corner used for active commercial (clinic re-located to second floor across Vermont). Later developments place commercial along Vermont and Santa Monica with residential above and all residential on New Hampshire.	18 Units 62 Units **80 Total**	*Apartment:* 3 floors residential over 5,000 sq.ft. commercial; 1 level subterranean parking. *Apartment:* 4 floors residential over 34,500 sq.ft. commercial (including historic building); 1 level subterranean parking. **[target 73 to 147] - 151 Parking spaces**
Total Area	**729 Units**	**[target 555 to 1110 Units]** **230,000 sq.ft. Commercial**

TRANSIT BASED HOUSING SYMPOSIUM
CASE STUDY: VERMONT/SANTA MONICA STATION
LOS ANGELES COMMUNITY DESIGN CENTER

Goals

The goal of our team, the Los Angeles Community Design Center and Cavaedium, was to support and enhance the Metro Station and system with opportunities for increased ridership and services and amenities for Metro users, while strengthening the existing neighborhood through development of affordable housing, neighborhood-serving retail and community services. Avoiding displacement and gentrification were important to us in developing this plan.

Context

The plan area consists of 600,000 square feet in eight development parcels on all four corners of Santa Monica Boulevard and Vermont Avenue. The neighborhood immediately around these sites is home to a large number of very low-income people, many of whom are recent immigrants. Almost thirty percent do not have access to a car. Many of the housing units are severely overcrowded, with large families living in studio or one-bedroom apartments. This is a neighborhood of low-density housing with high-density residents. Although the ethnic composition of the residents has changed over the past ten years, the "portal" nature of the community has not.

From conversations with several social service agencies active in the neighborhood, including El Rescate and Hollywood Sunset Community Clinic we learned that the residents expressed need for more affordable housing, access to a large supermarket with lower prices, and interest in moving the swap meets that provide most of the affordable shopping for the residents out of the warehouse buildings into the open air or smaller shops.

Major Ideas

The key points of our plan include:

- Develop a secondary network of public open courts and interior circulation that allows neighborhood residents to access shops and services without using busy major streets; network also provides public spaces for open-air market, blurred pedestrian and vehicular boundaries, and skycourts. This secondary circulation system would be active day and night as the main access to the housing units above, direct access to commercial uses and restaurants.

- Better utilize Los Angeles Community College as a community facility. LACC has underused open athletic facilities and offers extensive community services courses. Proposed to eliminate the second Metro entrance at LACC so students would be drawn down to the corner and be better integrated into the community. We also vacated a portion of Willowbrook Street to provide for open space connection to LACC and Metro Station, and extended the Community Services facilities along Vermont with a building adjacent to the bleacher structure.

- In order to preserve this as a viable low income neighborhood create a service-enriched neighborhood. The plan creates spaces for child care, mobile medical clinics from the nearby hospitals, youth center, employment services, and recreational services.

- The pedestrian uses in the neighborhood should be enhanced. Reducing the width of the sidewalk to ten feet is too harsh for Vermont and Santa Monica. Propose to maintain fifteen foot wide sidewalks.

- Proposed phasing of development would have some of the retail/housing sites be under development ahead of, or concurrently with Metro Station, in order to avoid displacement, provide relocation opportunities for residential and commercial tenants who plan to remain in the neighborhood, and to have expanded retail and service opportunities in place when Metro Station opens.

The Plan

Overall, we propose developing three stories of residential over one story of commercial or social service space. The proposed parking ratios are lower, while density is higher, than the community plan would allow without the transit access.

- Commercial
  The plan includes 300,000 square feet of commercial space, with parking at three spaces per 1000 square feet. Proposed commercial includes Metro riders and campus-oriented uses such as newsstands, fast foods and coffee shops, but mainly focuses on neighborhood-serving retail such as a supermarket, drug store, dry cleaners and shoe repair. The supermarket would be accessible to pedestrians, Metro riders and cars, located in the most dense residential block. We also envisioned a combination of outdoor and indoor spaces along the secondary streets that would house swap meet vendors and provide a more accessible pedestrian environment than the two major streets. In addition, small retail spaces would provide opportunities for recent immigrants such as specialty groceries, and dressmaking or other small businesses. Some of the commercial spaces will be included in housing units adjacent to the major streets as live/work housing opportunities.

Vermont/Santa Monica Station
Los Angeles Community Design Center/Cavaedium

- Housing

  The plan provides for a minimum of 595 units, at 43 dwelling units per acre. This assumes that the units are primarily three or four bedroom units for large families. If more of the units were smaller the density could increase all the way up to 1,240 units at 89 per acre. We strongly emphasized larger units so as to avoid replicating the overcrowding problems of the area. Parking is provided at one space per unit, with some shared parking that could be used by residents or by commercial/service/Metro users.

  The proposed housing units are mainly affordable rental units for large families. Some will be smaller one or two-bedroom units, and some live/work spaces and intergenerational housing would also be an asset to the community. The three stories of housing would be terraced around open courtyards that would provide usable open space for the residents.

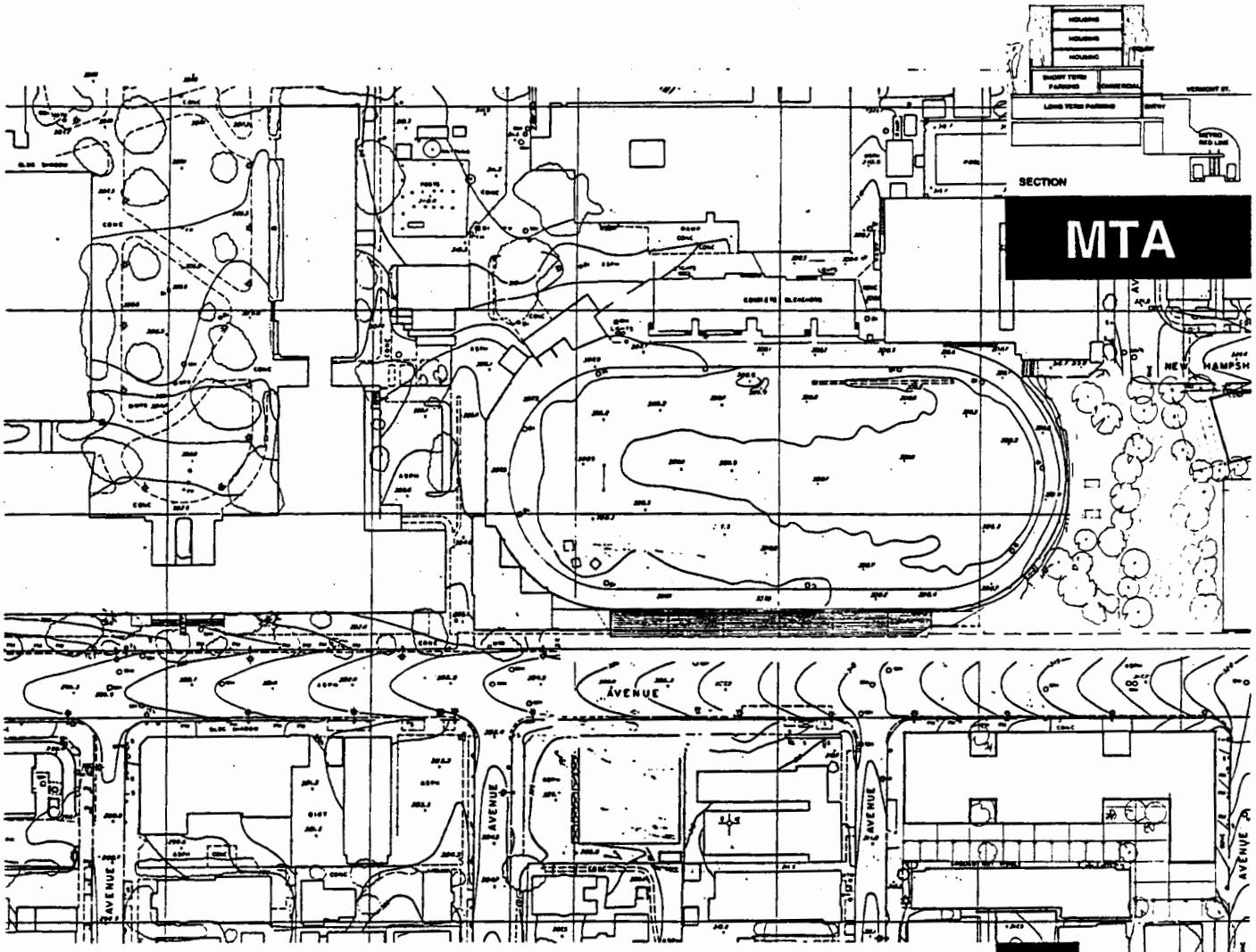
- Social Services

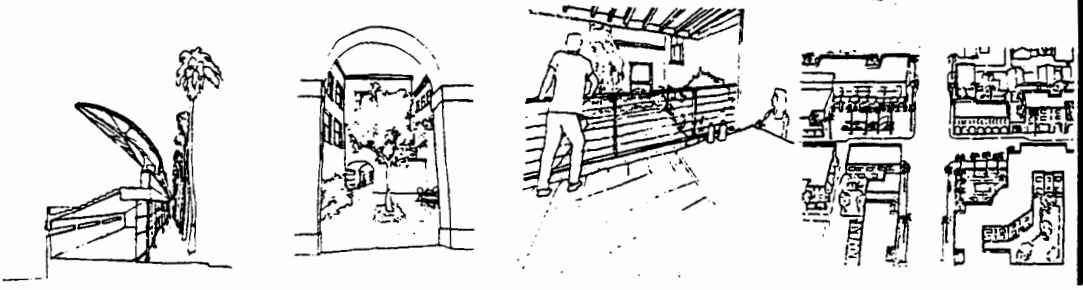
  The services in the plan include a large neighborhood-scale child care center that could provide care to children of low income residents, Metro riders, workers and students. This center could be connected to a number of smaller family-day-care facilities in the residential complexes that could serve infants and younger children. Immediately adjacent to the child care center is a large open space that could used by the center and neighborhood residents.

  Other services include a youth center linked to the recreational facilities at LACC, a community center, space for a mobile health clinic, spaces for educational and job training programs, and recreational services.

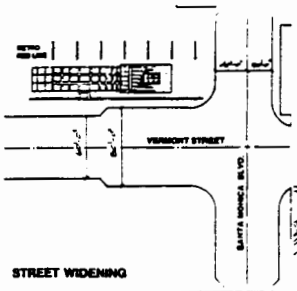
- Open Space

  The public open space is concentrated in landscaped plazas at the four corners of the Vermont and Santa Monica. Open landscaped spaces are also integrated in the secondary street system, providing a large area for the open air market and community events. Private open space is part of each of the residential complexes, occurring at the second level and above for security and to provide distance from the street noise.

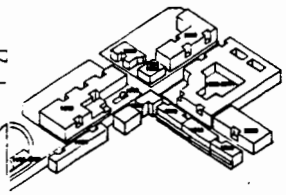




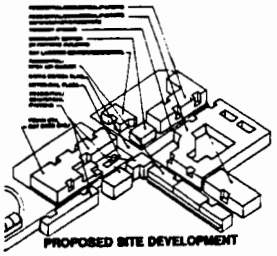
CAVAEDIUM



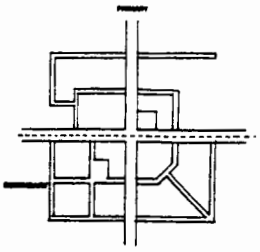
STREET WIDENING



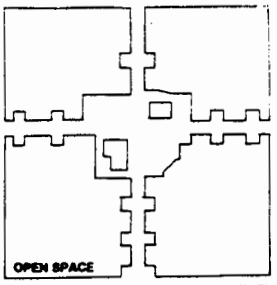
PHASING



PROPOSED SITE DEVELOPMENT



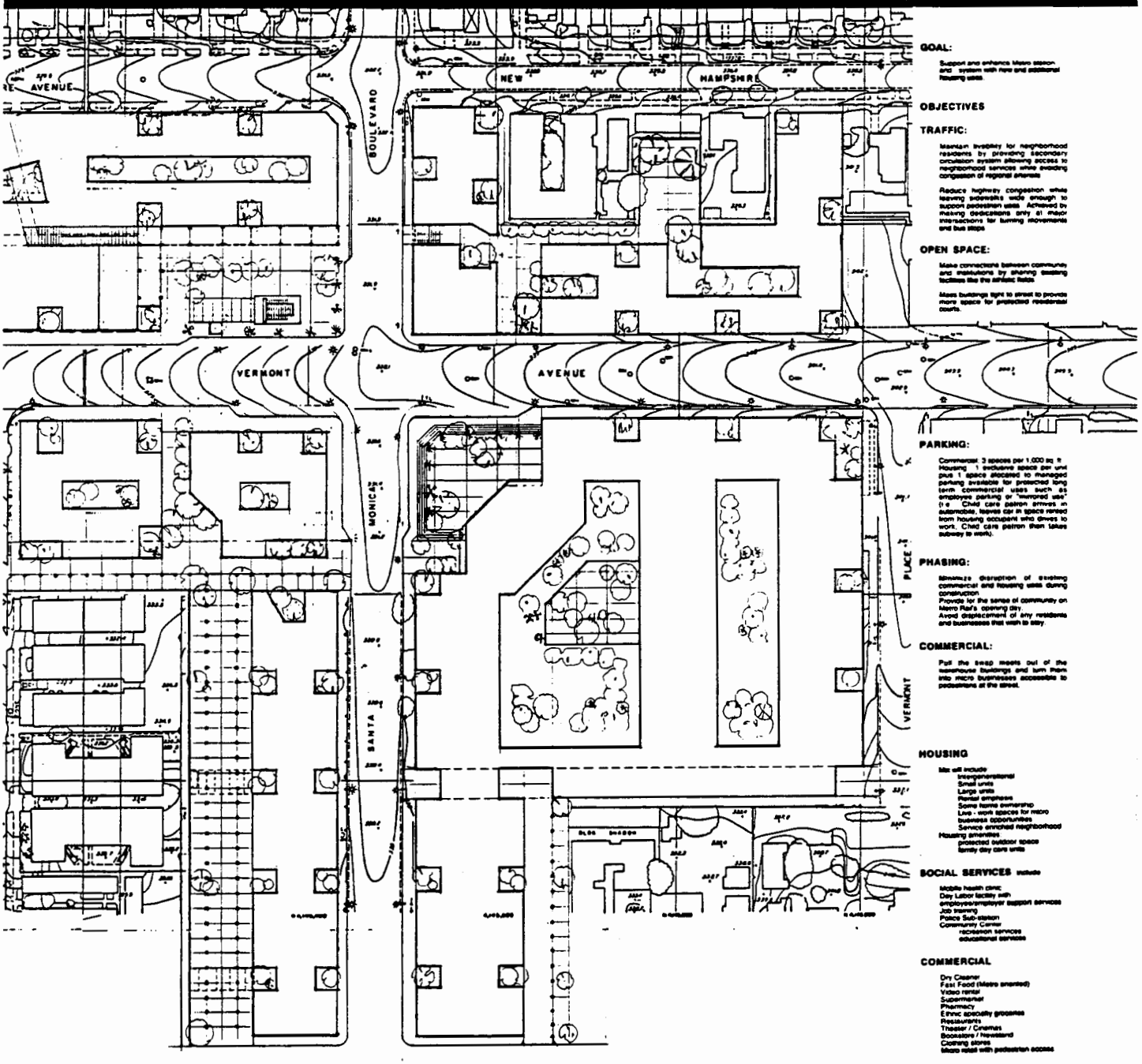
CIRCULATION



OPEN SPACE

- VERMONT AND SANTA MONICA

26 MARCH 1993



GOAL:

Support and enhance Metro station and surround with new and additional housing units

OBJECTIVES

TRAFFIC:

Maintain livability for neighborhood residents by providing secondary circulation system allowing access to neighborhood services while avoiding congestion of regional arterials

Reduce highway congestion while leaving sidewalks wide enough to support pedestrian uses. Achieved by reducing decelerations only at major intersections for turning movements and bus stops

OPEN SPACE:

Make connections between community and institutions by sharing existing facilities like the athletic fields

Mass buildings right to street to provide more space for protected residential courts.

PARKING:

Commercial: 3 spaces per 1,000 sq. ft.
Housing: 1 enclosed space per unit plus 1 space allocated to managed parking available for protected long term commercial uses such as employee parking or "reversed use" (i.e. Child care patron arrives in automobile, leaves car in space rented from housing occupant who drives to work. Child care patron then takes subway to work).

PHASING:

Minimize disruption of existing commercial and housing uses during construction.
Provide for the sense of community on Metro Rail's opening day.
Avoid displacement of any residents and businesses that wish to stay.

COMMERCIAL:

Pull the swap meets out of the warehouse buildings and turn them into micro businesses accessible to pedestrians at the street.

HOUSING

Mix will include
- Intergenerational
- Small units
- Large units
- Rental emphasis
- Some home ownership
- Live - work spaces for micro business opportunities
- Service enriched neighborhood

Housing amenities
- Protected outdoor space
- Family day care units

SOCIAL SERVICES include

- Mobile health clinic
- Day Labor facility with employee/employer support services
- Job training
- Police Sub-station
- Community Center
  - recreation services
  - educational services

COMMERCIAL

- Dry Cleaner
- Fast Food (Metro oriented)
- Video rental
- Supermarket
- Pharmacy
- Ethnic specialty groceries
- Restaurants
- Theater / Cinemas
- Bookstore / Newsstand
- Cleaning stores
- Mass retail with pedestrian access

LOS ANGELES COMMUNITY DESIGN CENTER

Vermont/Santa Monica Metro Red Line Station
Development Case Study

Introduction

Accessible pedestrian traffic is the key to the success of a transit system. Pedestrians must feel safe in the public realm of the station and surrounding streets, and must perceive that the required walking distances are reasonable with relatively few obstacles. The phrase "pedestrian oriented neighborhood" is used liberally in current planning policy documents with little detailed elaboration or definition. Introducing a subway station, providing a plaza or widening a sidewalk may contribute to the pedestrian realm but doesn't necessarily in itself create a pedestrian friendly area.

In looking at the Vermont/Santa Monica Station area, our team has been interested in defining strategies and design principles for development which help to create a true walking area around the station - a place where pedestrian movement in the public realm is the priority. These pedestrian design issues need to be addressed in detail because in Los Angeles, it can't be assumed that anyone is familiar with the qualities of a pedestrian-oriented area.

It is also important to describe a pedestrian-oriented approach to the planning and design of the area, as a strong objection to the recent Los Angeles Department of Transit (LADOT) decision to widen the Vermont Avenue right-of-way and roadway, and narrow the sidewalks. As the route north for the Metro Red Line, Vermont Avenue can become the "main street" for a new series of pedestrian oriented neighborhoods. It is contradictory and wasteful to make such a huge public investment in pedestrian-oriented transit infrastructure on the one hand, while LADOT gets approval to effectively turn the main street into a freeway. Widening Vermont Avenue is like designing the transit system for failure in the area.

Key Issues

The following list of issues outlines the team's priorities and approach to the planning and design of the Santa Monica and Vermont Station area.

1. Pedestrian Priority

Design of the public realm is based on a general policy which makes pedestrian movement a priority in the area. The policy does not necessarily involve actions to slow down or interfere with automobile traffic, however automobile attrition will be a side effect and is perfectly appropriate within the Vermont Avenue context. Some strategies in this regard are:

- introducing a landscaped median on Vermont Avenue
- increasing sidewalk width to 15 to 20 feet on main streets if necessary
- introducing well marked mid-block crosswalks where necessary
- introducing a pedestrians-only signal phase at Santa Monica and Vermont with diagonal crosswalks
- improving sidewalk lighting with warm-colored, lower-height, closely-spaced street lamps
- introducing landscape trees at a 20 to 30 foot spacing
- introducing attractive street furniture - particularly in association with transit use (bus shelters, benches, trash receptacles)
- opening a new street through the retail superblock at the northeast quadrant of the intersection to break up the block for pedestrians and more mixed use development.

In order to maximize pedestrian traffic flow through the station area to the principal portal and to gain the added security of a well-travelled entrance, the secondary portal proposed at the northeast corner of the LACC campus is eliminated. The portal was redundant as it fell within the same intersection quadrant as the principal portal and simply served to reduce potential pedestrian traffic along the west side of Vermont. The advantage of a secondary portal for the station would be to provide direct access from the east side of Vermont, eliminating the need to cross a major street to enter the station.

2. Importance of existing community and community infrastructure

All development proposed for the station area should be based on the needs, the scale, and the positive characteristics of the existing community. This means that in principle, existing housing stock, existing historic buildings and existing retail activities should be maintained and improved through new development. There is plenty of underutilized land in the station area to develop without interfering extensively with successful existing resources.

The proposal addresses these concerns through a number of different design strategies:

- building massing places highest densities on open properties at the principal station portal and along main streets. Building heights and densities step down at increased distance from the intersection to address existing densities and building form configurations on side streets.
- new development is proposed as incremental in the form of infill projects. The proposed scale of development is small (with one or two exceptions involving retail development in the northeast quadrant, and a high-rise housing development at the station portal), allowing for investment by small-scale community developers. The proposal presents a series of infill housing prototypes responding to a variety of development contexts throughout the station area.
- new retail development is oriented to the local community, providing small streetfront shops and an open-air "farmer's market" beside the new supermarket which can provide economic opportunity for local entrepreneurs without a high capital investment.

3. Importance of the public realm

In order to achieve the pedestrian objectives, the public realm must be clearly defined and perceived as safe.

- there is a simple distinction between public and private space in the plan, with a clear orientation of the public face of all development to the street. All building entrances are located on the public street, at grade. The private aspect of residential buildings is oriented away from the street, and is clearly the realm of building residents.
- buildings and the massing of buildings define the public realm on both main streets and secondary streets. Along Vermont Avenue, buildings hold the property line and give a sense of enclosure to the street. Along Santa Monica, buildings have a consistent setback to give a sense of open space to the street sidewalk and to accommodate special street activities such as cafes, and farmer's market activities.

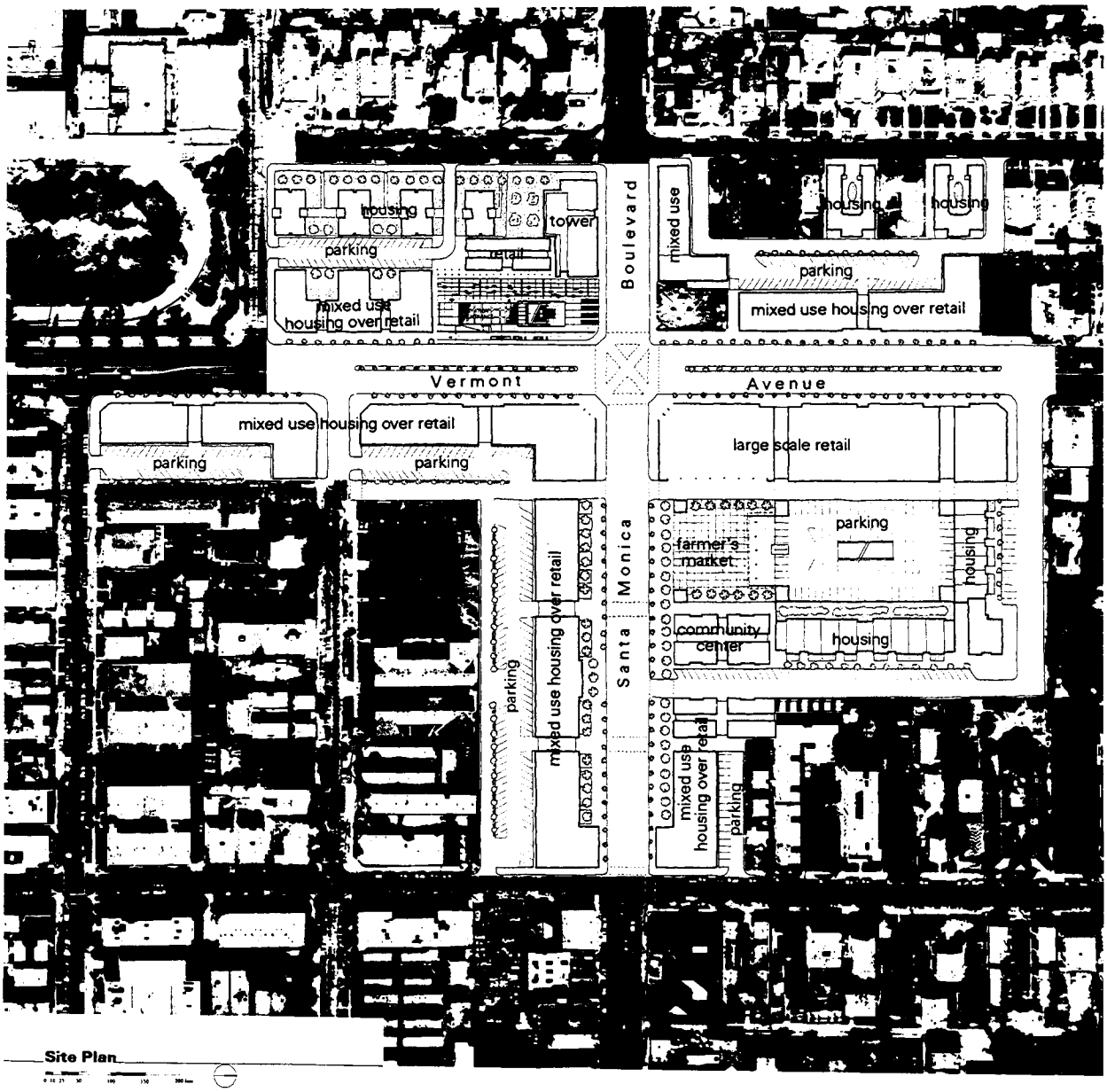
4. A mix of residential and retail land uses

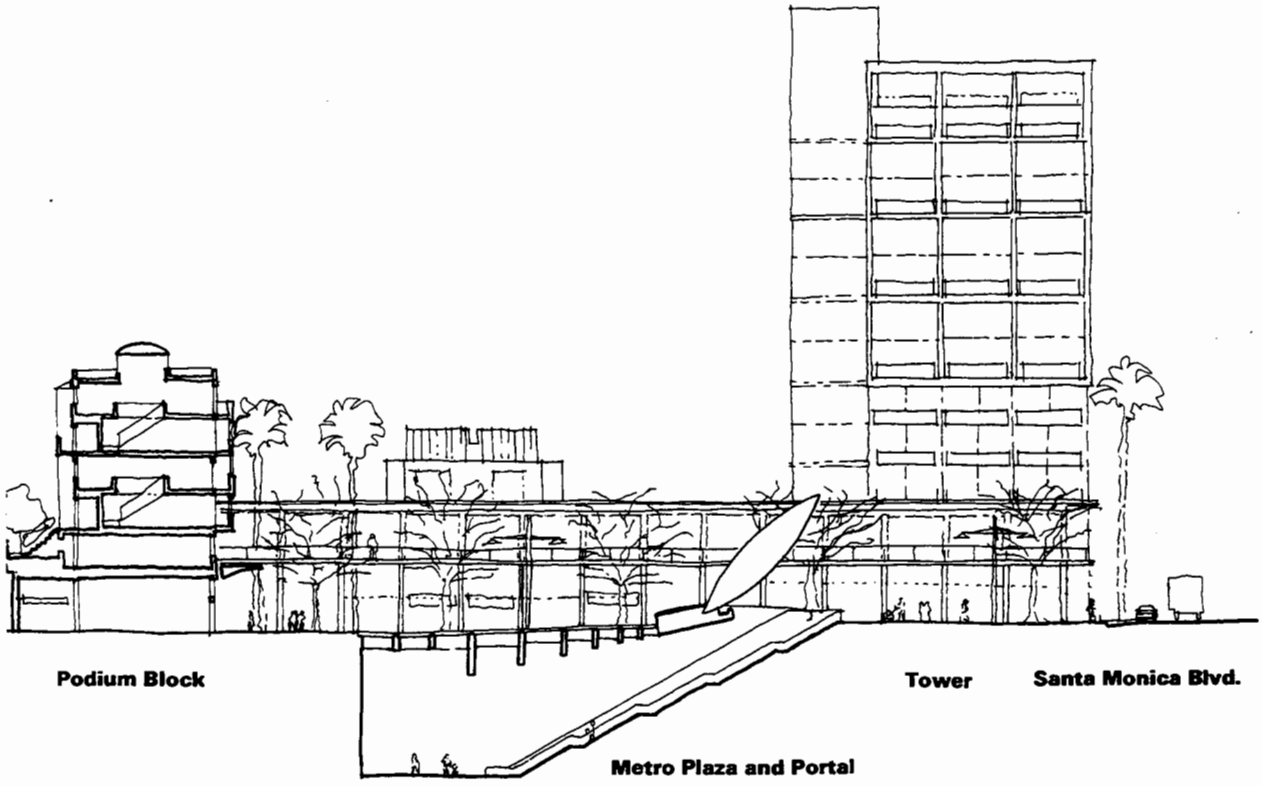
A good mix of residential land uses coordinated with retail and neighborhood service land uses will be essential to the overall success of pedestrian orientation in the station area.

- housing will be the basic generator of pedestrian traffic in the area, and should be encouraged at medium densities which will increase the population in the station area while still allowing for generally low-rise, grade-related building forms.
- retail uses should be located along both Vermont and Santa Monica at grade to create interest along sidewalks for pedestrians, and to animate the sidewalk with another level of activity which will increase the general perception of safety on the street. All retail should be accessed directly from the street. The predominant form of retail should be small-scale and neighborhood-oriented, such as dry cleaners, video rentals, newsstands, coffee shops, and specialty food shops.
- larger-scale retail development in the northeast quadrant is oriented to the street with parking structured in the block interior. A full range of services - supermarket, drugstore, farmer's market, community center, and second floor community service offices are located on the block, providing easy access to a full range of essential services within easy walking distance of the station portal.

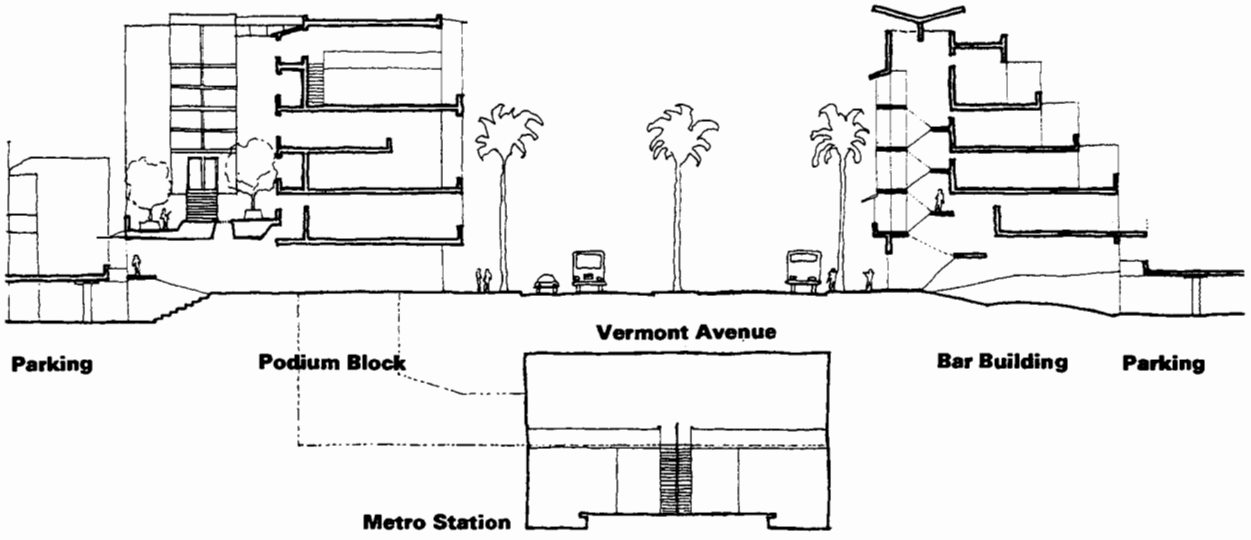
Site Plan

The site plan illustrates the distribution of development around the principal station portal at the intersection of Santa Monica and Vermont. Mixed use building types placing housing over retail define the main street corridors while lower-density housing types are placed on secondary streets. Parking is shared among different uses in adjoining buildings and can be built incrementally along with new development. The general form is a parking structure on two or three levels at the block interior with pedestrian access routes through to the street at grade level. A larger parking structure is centered in the block at the northeast intersection of Santa Monica and Vermont to accommodate the large scale retail needs on the block and to accommodate some of the overflow needs of adjacent blocks. The tower next to the principal station portal has underground parking.





South - North Section through Metro Plaza



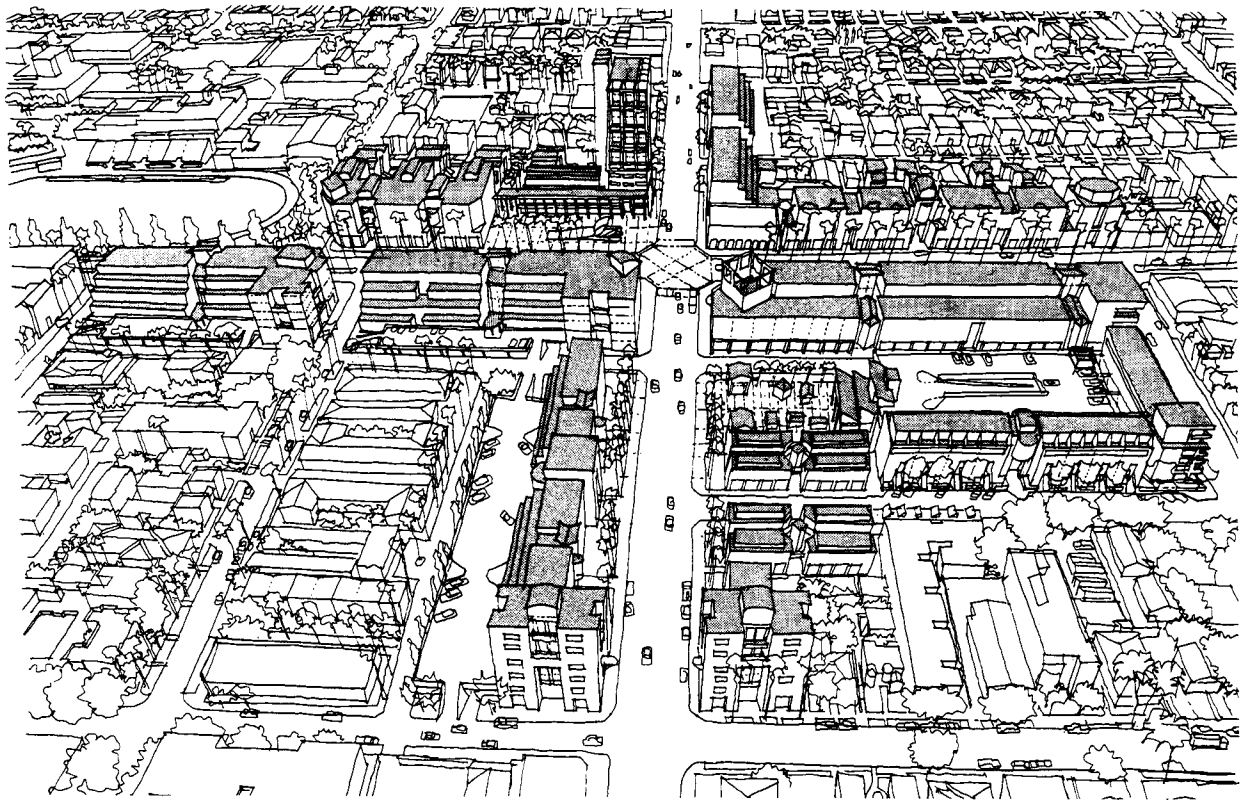
West - East Section through Vermont Avenue

The Sectional Diagrams

The two sectional diagrams illustrate building types and massing close to the principal station portal. The North South Section through the Metro Plaza shows the Metro entrance, the square with retail along the west side, the tower next to the square and the lower-rise housing over retail (podium block) south of the square. The West-East Section through Vermont Avenue shows the framing of the Avenue with 6 storey mixed use buildings with housing over retail at grade. The section shows the proposed landscaped median down Vermont, and illustrates public access through passageways to the parking structures located behind the buildings.

Aerial Perspective

The aerial perspective gives a sense of the building massing - the concentration in density closest to the intersection of Santa Monica Boulevard and Vermont Avenue at the station portal. A single tower building marks the plaza at the station portal and the tallest mixed use buildings front on the major streets. Buildings step down in height and density at increasing distance from the intersection to mix with the low rise neighborhoods surrounding the station area.



Development Statistics Table

The following Table quantifies the new development proposed in the site plan. Site numbers 1 through 8 refer to specific development sites proposed by the MTA in the briefing notes for this case study. In total, approximately 765 dwelling units, 200,000 sq. ft. of retail development and 70,000 sq. ft. of office development are proposed in the plan.

	Total Site Area (s.f.)	GFA - New (s.f.)	FAR	Retail Area (s.f.)	Office Area (s.f.)	Community Center Area (s.f.)	Res. Units	UPA	Parking Spaces
SW Quadrant									
Site 1 and Site 2	102,002	255,500	2.5	24,250	19,250		200	85	240
NE Quadrant									
Site 3	242,516	306,800	1.3	64,700	50,000	28,000	160	29	500
SE Quadrant									
Site 4	60,882	127,500	2.1	25,500			100	72	110
Site 5	81,085	124,000	1.5	31,000			100	48	190
Site 6	38,130	112,500	3.0	21,500			85		100
NW Quadrant									
Site 7 and Site 8	79,881	144,500	1.8	29,000			120	67	160
TOTAL	604,496	1,070,800	1.8	195,950	69,250	28,000	765	55	1,300

CASE STUDY PROJECT DESIGNS

Willow Street (Blue Line)

Johannes Van Tilburg & Partners

Metcalfe & Mutlow, Architecture, Urban Design and Planning

KDG Architecture and Planning

JOHANNES VAN TILBURG & PARTNERS

PROJECT DESCRIPTION AND SUMMARY

April 1, 1993

The design premise of Willow Street Station is phased, transit-based mixed-use development, centered around a much needed neighborhood market and shopping place. Paramount to the task of evolving an urban place conveying not only vitality, but also a sense of security and livability, is the careful integration of a variety of users. Commuters, neighborhood shoppers, employees from adjacent institutional facilities, and residents meet here as a community. This proposal suggests the project becomes the critical hinge between a neighborhood and its transportation system.

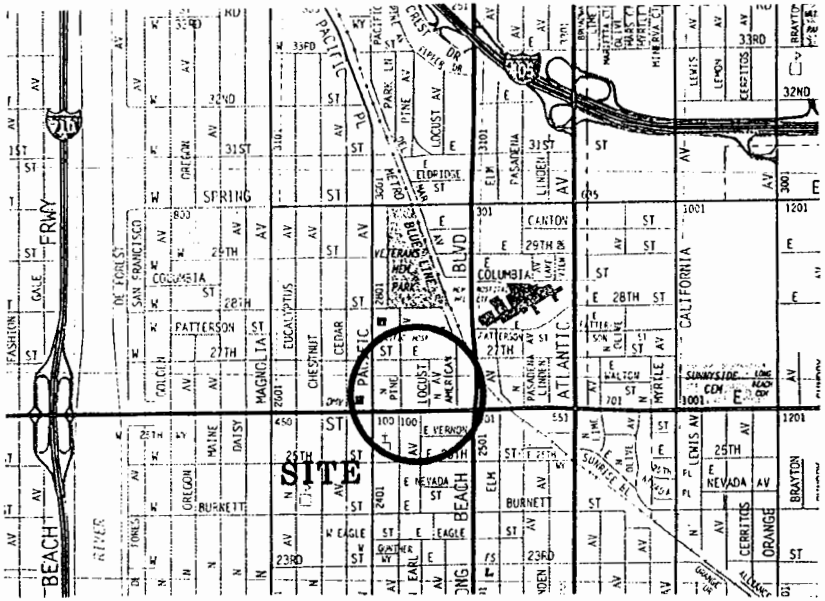
The bridge over Long Beach Boulevard not only links pedestrians from the hospital site with the Transit development, but also serves as a primary marker and gateway to and from North Long Beach. The proposed design was conceived of as a complete block, book-ending a central marketplace, and focusing more intense development and higher living densities on the north-south arteries of Long Beach Boulevard and Pacific Avenue. To ensure interaction between diverse users without exclusion of vehicles, a single, centrally located motor plaza is proposed. The motor plaza terminates axially with a landscaped walk street.

PROJECT SUMMARY

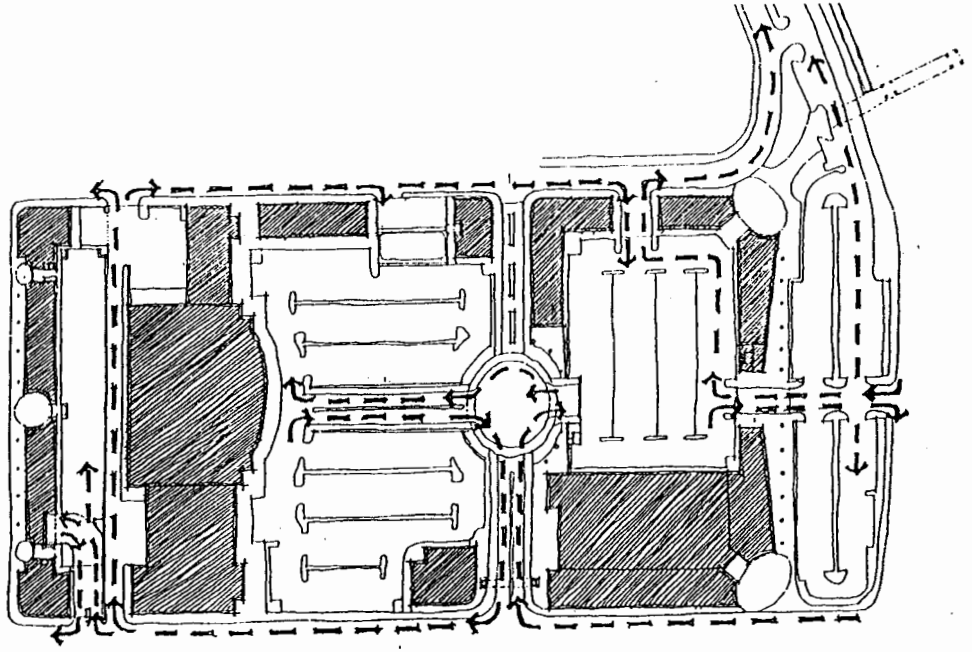
PARCEL	PHASE	RESIDENTIAL	UNITS	RETAIL COMMERCIAL	MARKET	DRUGSTORE	DAYCARE	OFFICES	TOTALS	PARKING
Parcel A	I	-	-	25,900 s.f.	50,000 s.f.	25,000 s.f.	5,000 s.f.	-	105,900 s.f.	388 cars
Parcel B	II	226,800 s.f.	216	76,500 s.f.	-	-	-	-	303,300 s.f.	662 cars
Parcel C	III	64,000 s.f.	88	20,000 s.f.	-	-	-	6,000 s.f.	90,000 s.f.	254 cars
Totals		290,800 s.f.	304	122,400 s.f.	50,000 s.f.	25,000 s.f.	5,000 s.f.	6,000 s.f.	499,200 s.f.	1,304 cars

MTA - WILLOW STREET STATION

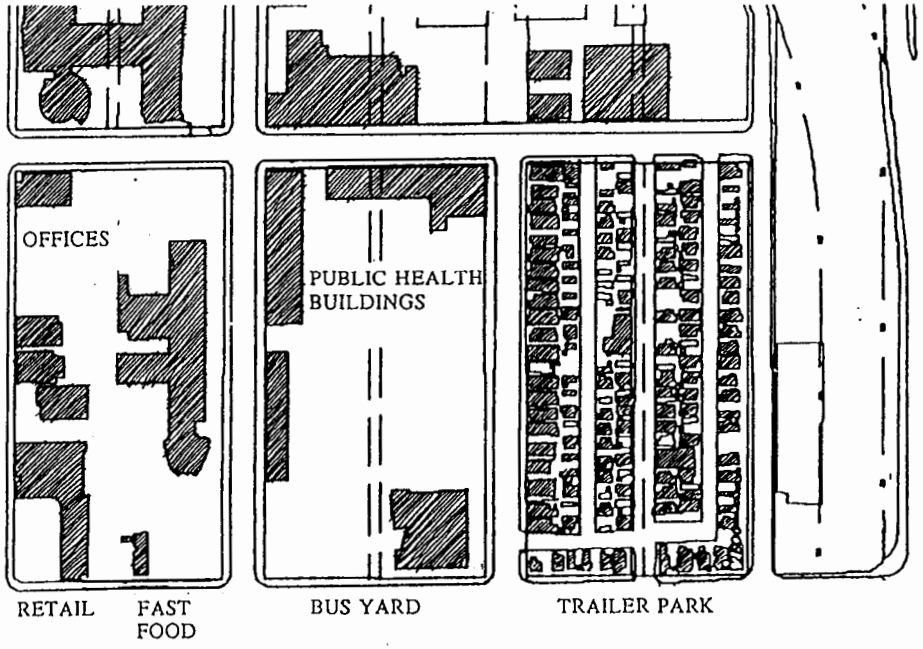
JOHANNES VAN TILBURG & PARTNERS
PENTHOUSE
225 ARIZONA AVE
SANTA MONICA
CALIFORNIA 90401
TEL 310 394-0373
FAX 310 394-2424



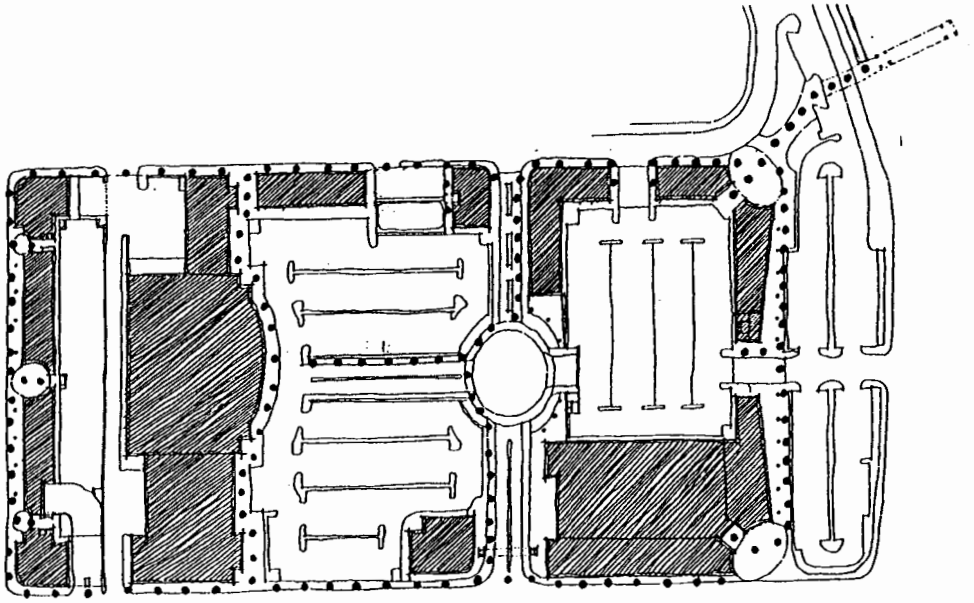
VICINITY MAP



VEHICULAR CIRCULATION

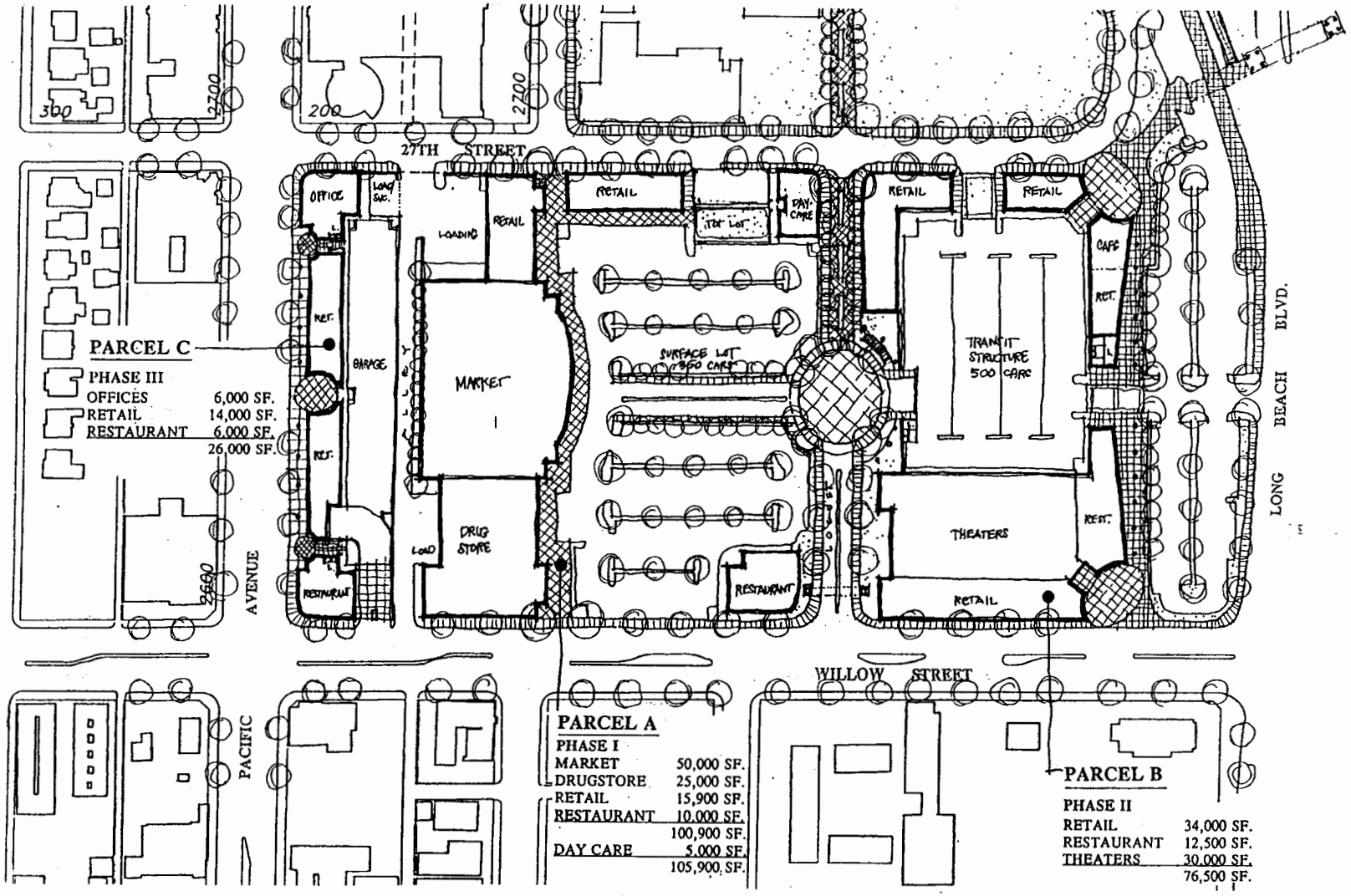


EXISTING LAND USE



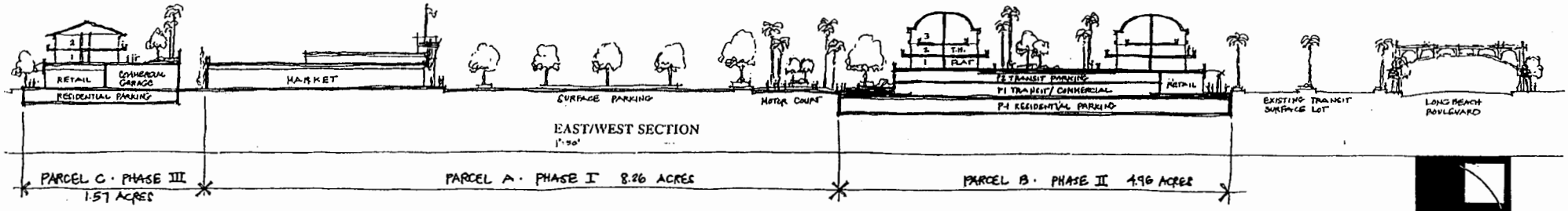
PEDESTRIAN CIRCULATION

JOHANNES VAN TILBURG & PARTNERS



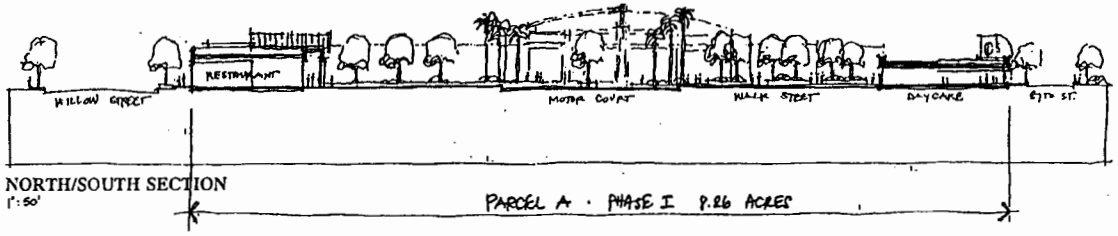
GROUND LEVEL - COMMERCIAL

1":100'



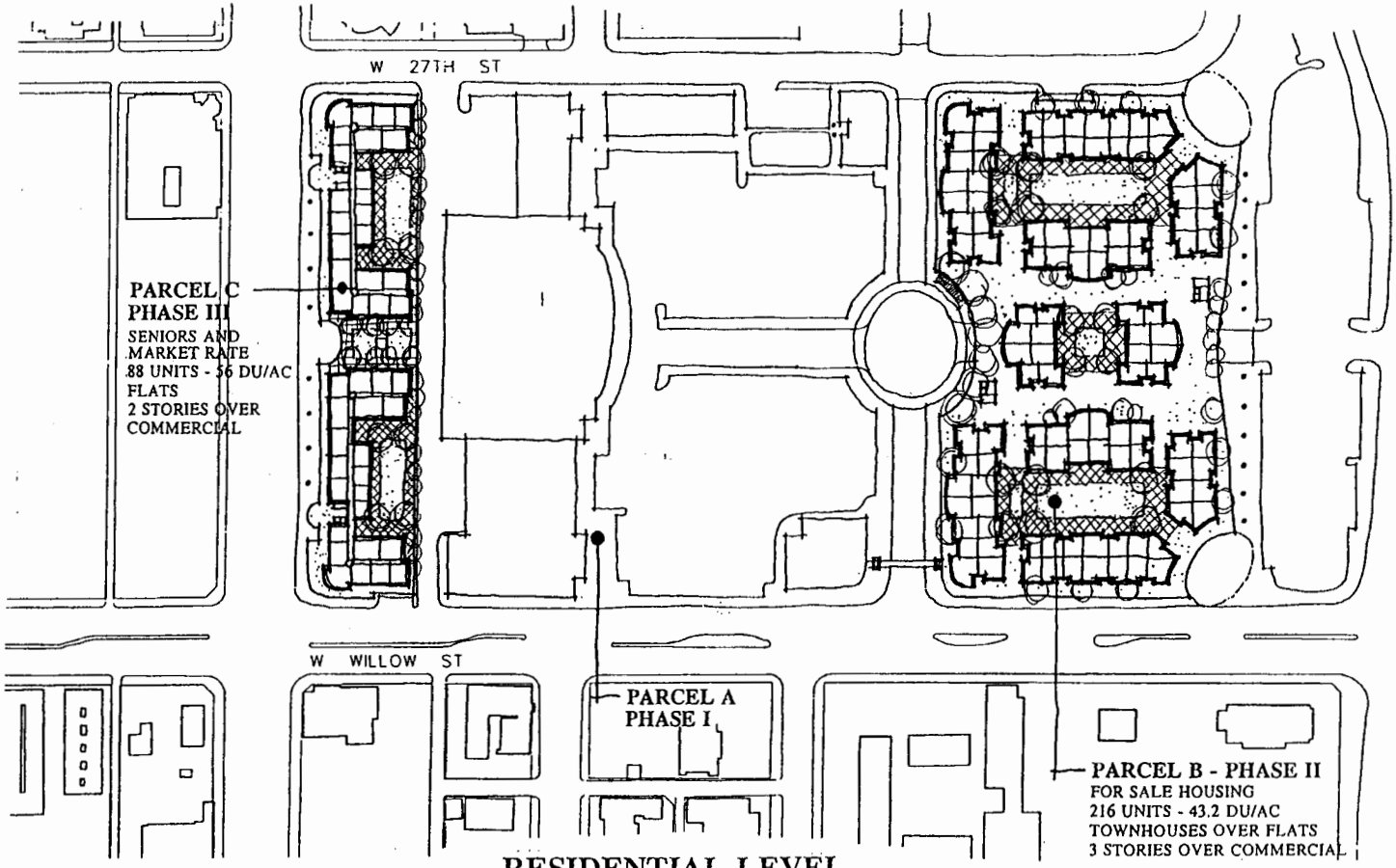
MTA - WILLOW STREET STATION

JOHANNES VAN TILBURG & PARTNERS

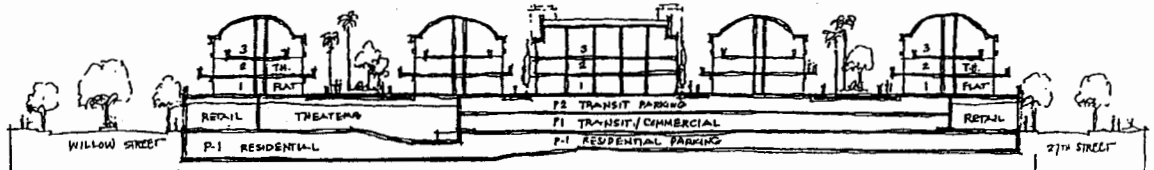


NORTH/SOUTH SECTION
1":50'

PARCEL A · PHASE I 9.86 ACRES



RESIDENTIAL LEVEL
1":100'

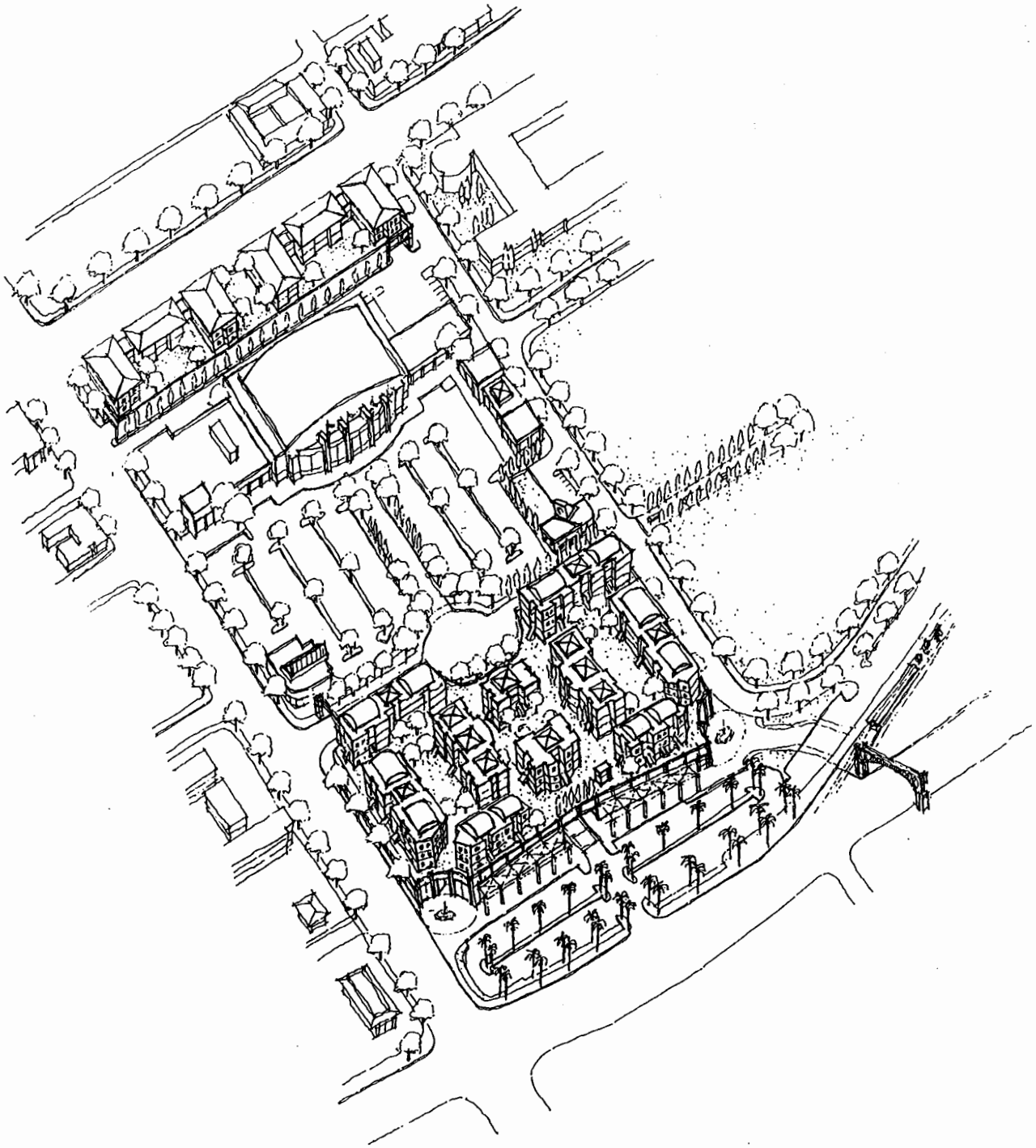


NORTH/SOUTH SECTION

PARCEL B · PHASE II

MTA - WILLOW STREET STATION

JOHANNES VAN TILBURG & PARTNERS



AERIAL VIEW

JOHANNES VAN TILBURG & PARTNERS

WILLOW STATION
MIXED-USE DEVELOPMENT CONCEPT

Transit-Based Housing Case Study Design Symposium

LAMTA • Los Angeles Metropolitan Transportation Authority
NTRAC • National Transit Access Center
LBCRA • Community Redevelopment Agency, City of Long Beach, California

Keyser Marston Associates Inc. *Real Estate Predevelopment & Evaluation Services*

METCALFE & MUTLOW
A*rchitecture,* ***U****rban* ***D****esign and* ***P****lanning*

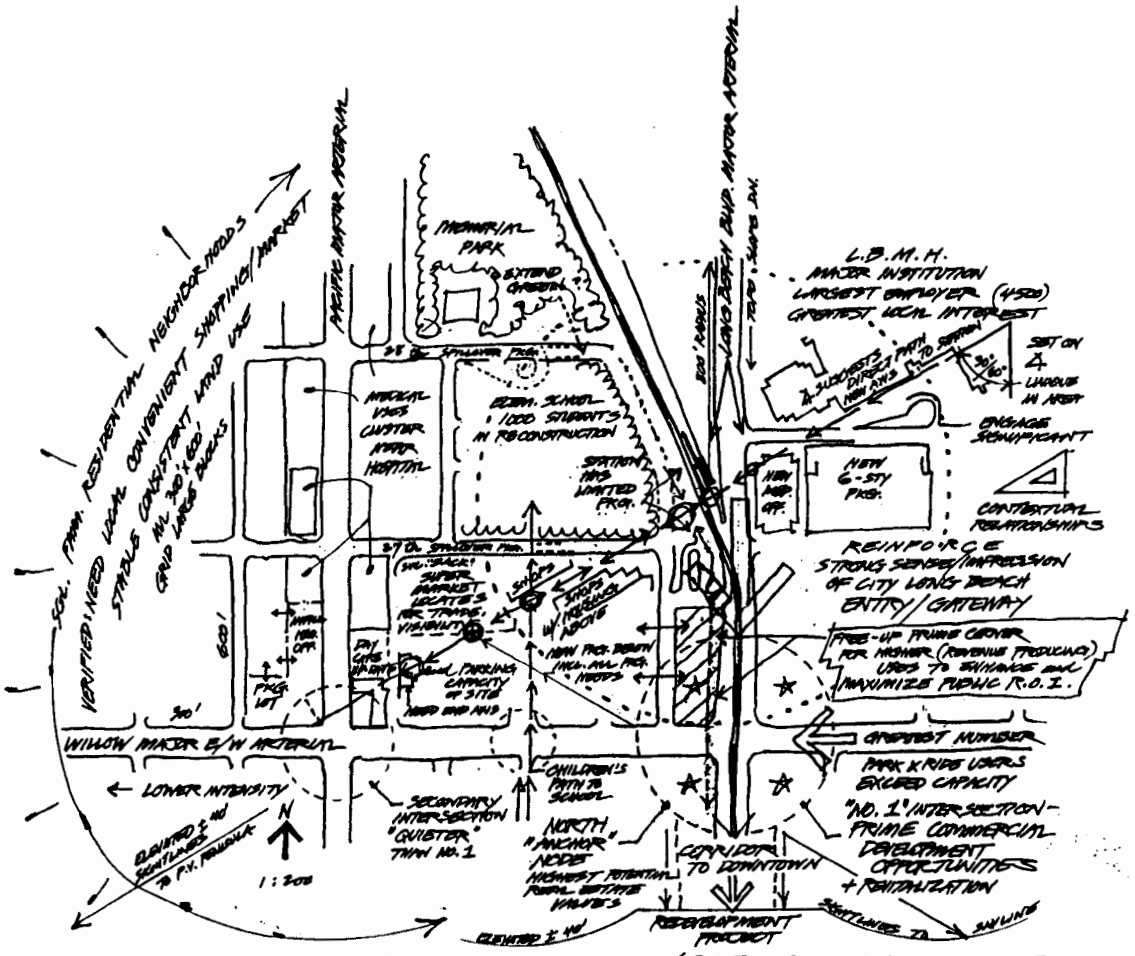
April 8, 1993

PROJECT APPROACH

The Metro Blue Line Transit Station and contiguous subject site at Willow Street and Long Beach Blvd.offers several major opportunities to demonstrate the benefits of urban mixed-use and new transit-related housing development. The urban economic, social, and transportation related demands for such development are well established. As designers, we have synthesized the following strategic planning and design principles and tactics in our approach to shaping the development scheme, land use, activity and circulation patterns, in relation to the given conditions of the site, context, and commercial mixed-use, housing and building programs:

- ***Recognize and engage the existing geometries,*** *intrinsic contextual patterns and physical relationships of the surrounding urban fabric; seek responsive patterns and relationships, incorporate circulation "vectors" with transit ridership circulation paths, the most direct path to and from the Park & Ride stall in particular, organize activity nodes in conjunction with paths, sightline considerations, and other formal or locational influences which may act upon the site and the organization of the building program. In particular, the Willow site, representing the north major "anchor" activity node of the Long Beach Redevelopment corridor, the concept of a broad, palm lined Esplanade running from Willow Station south to Downtown, and the 30/60 triangular "vector" linking LBMH with the subject site are examples.*
- ***Along the same lines, recognize and capitalize on the strong sense of urban gateway/city entry*** *created by the flanking of the tree mass and open space resource of Veterans Memorial Park, the figural building mass of LBMH, and the slight topographic slope down south bound on Long Beach Blvd. with the Downtown skyline visible beyond.*
- ***Organize housing programs into proven viable product types and mix,*** *establish densities of types and mix in relationship to the emergent on-site geometric patterns of land use zones/"districts", and pathways for people, vehicles, and services.Given the opportunity for transit-related housing, give consideration to maximizing densities and access in safe and comfortable proximity to the station, while reinforcing the sense of threshold of neighborhood & "district" as secure and quasi-public, articulated from the overtly public realm by buffering and/or vertical separation, and to a certain extent, concern for defensible space/community & privacy.*
- ***Establish priorities for housing assemblage and orientation,*** *market considerations of product type & mix with a wide range of flexibility of sizes, affordability, and architectural vocabulary, thereby helping to establish distinct places, plazas, niches & paseos, active & contemplative outdoor places in relationship to paths for people, organize activity, building programs, and physical form, entrances, and vertical circulation lobbies & vestibules, create a sense of address with separate vehicular motor court, resident and guest entries and access, all to reinforce the creation of a sense of place with a clear focus of identity and purpose.*
- ***Use retail activity for maximum effect in creating and reinforcing the sense of place,*** *even to the extent of breaking rules and conventions regarding sightline exposures of shop fronts to off-site trade, consider on-site trade accessibility as well as the larger neighborhood convenience trade area, which is presently underserved in the case of the Willow site.*
- ***Emphasize and capitalize on shared parking relationships*** *and programs in response to differing peak use periods daily, given the large and growing numbers of park & ride commuters and the economies of scale to gained with 1000 car plus parking structure construction, operating, and maintenance costs. The Willow Transit station AM peak ridership are presently converging to park & ride from spill-over side residential streets, due to the lack of parking at Wardlow and the Long Beach Blue Line stations closer to Downtown.*

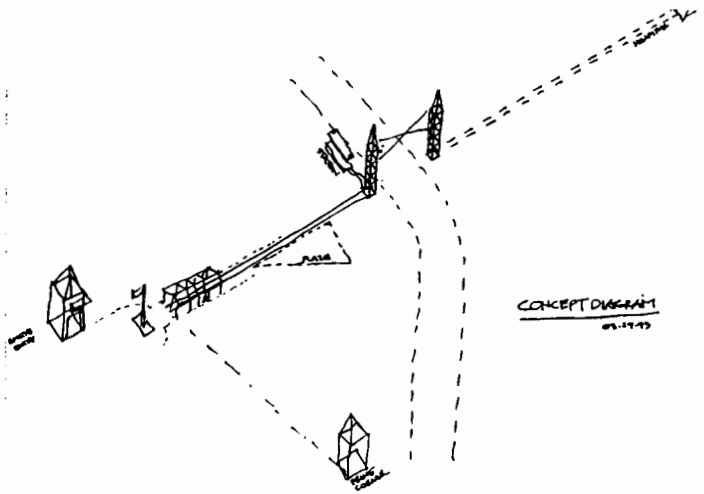
- *Additional issues & opportunities, strategic planning & design principles are addressed in the Concept Diagrams which follow, and there are others which we have not yet addressed. This site and the community call for development qualities of the highest order available today.*



PRELIMINARY STUDY: ISSUES & OPPORTUNITIES / EXISTING CONDITIONS & CONTEXT

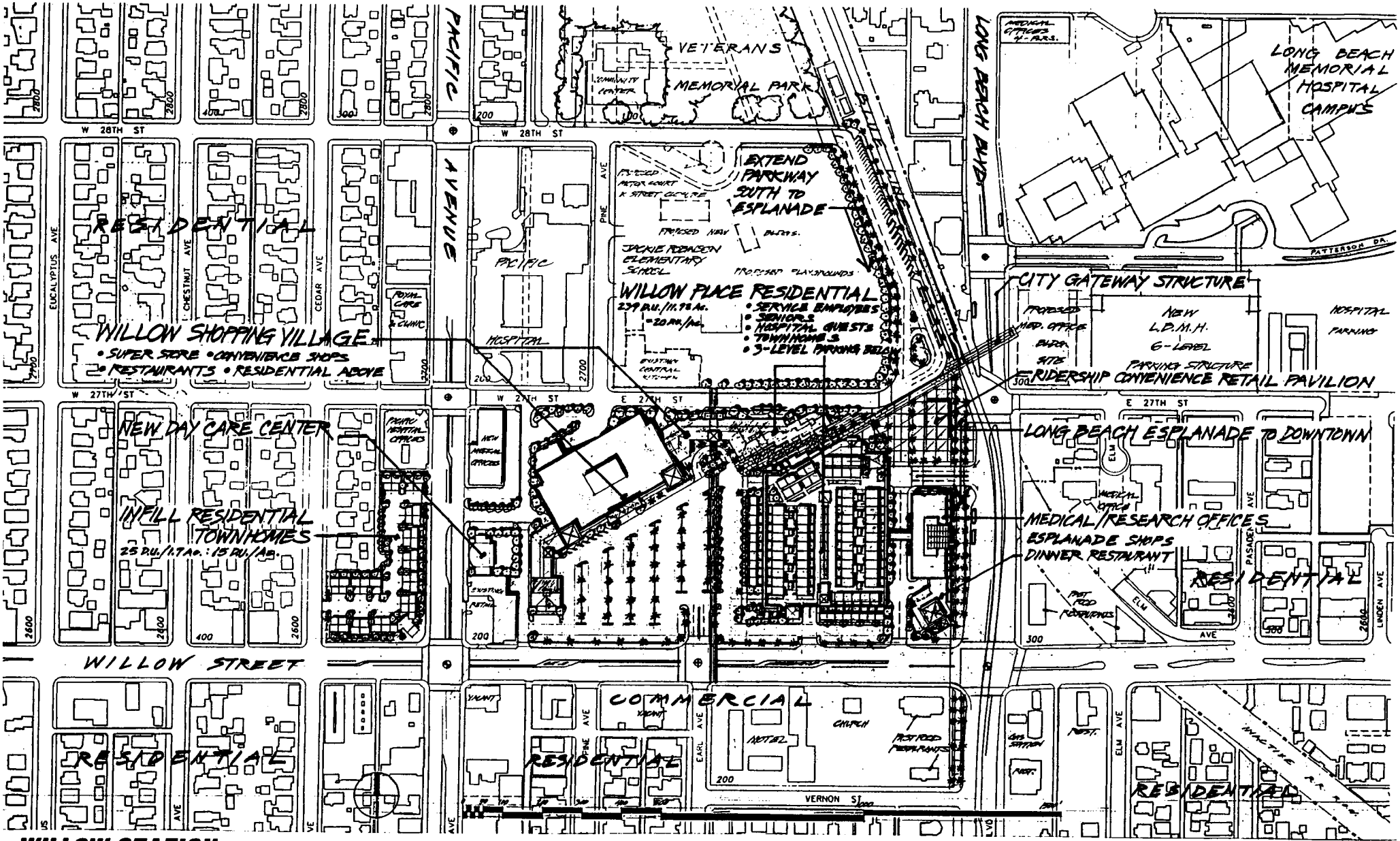
STRATEGIC PLANNING & DESIGN PRINCIPLES:

- LOCATE HIGHER DENSITY HOUSING AS CLOSE TO STATION AS SAFE & PRACTICABLE
- LOCATE COMMERCIAL USES FOR MAXIMUM PEDESTRIAN & VEHICULAR ACCESSIBILITY
- FOCUS DEVELOPMENT ACTIVITY ALONG PATHWAYS AND AT PATH INTERSECTIONS
- GEOMETRICALLY ENGAGE ACTIVE and PASSIVE ASPECTS OF ADJACENT URBAN FABRIC & CONTEXT
- RECOGNIZE REAL ESTATE MARKET VALUES AND CONSIDER HOW TO MAXIMIZE RETURN ON PUBLIC INVESTMENT



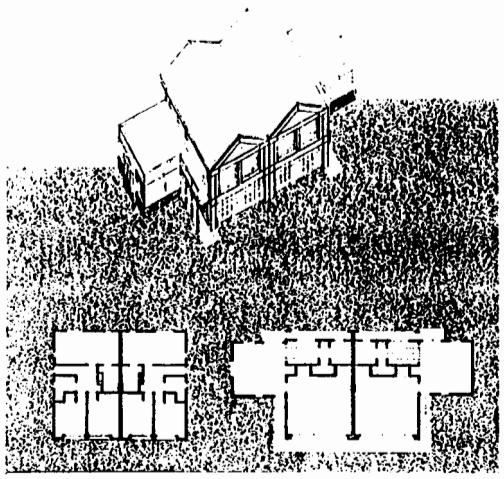
WILLOW STATION
MIXED-USE DEVELOPMENT CONCEPT:

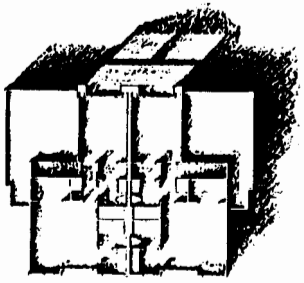
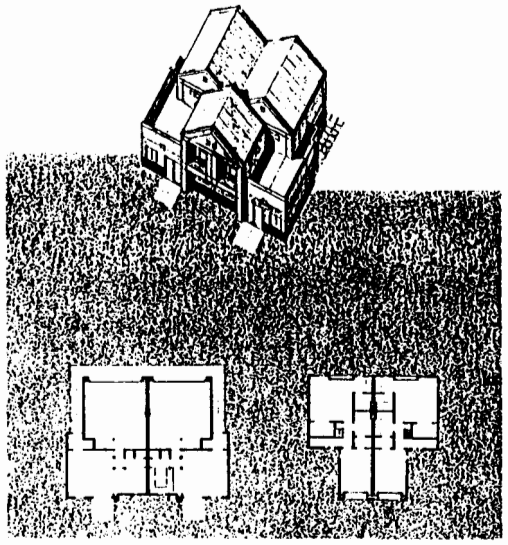
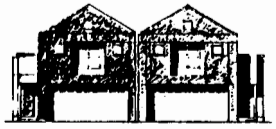
CONCEPT DIAGRAMS

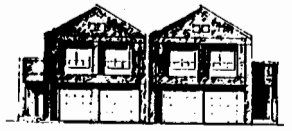
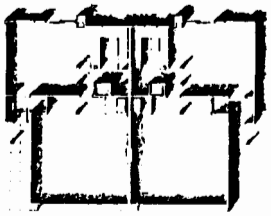
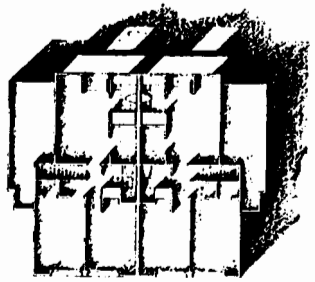
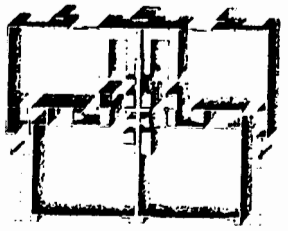


WILLOW STATION
MIXED-USE DEVELOPMENT CONCEPT:

PROPOSED LAND USE



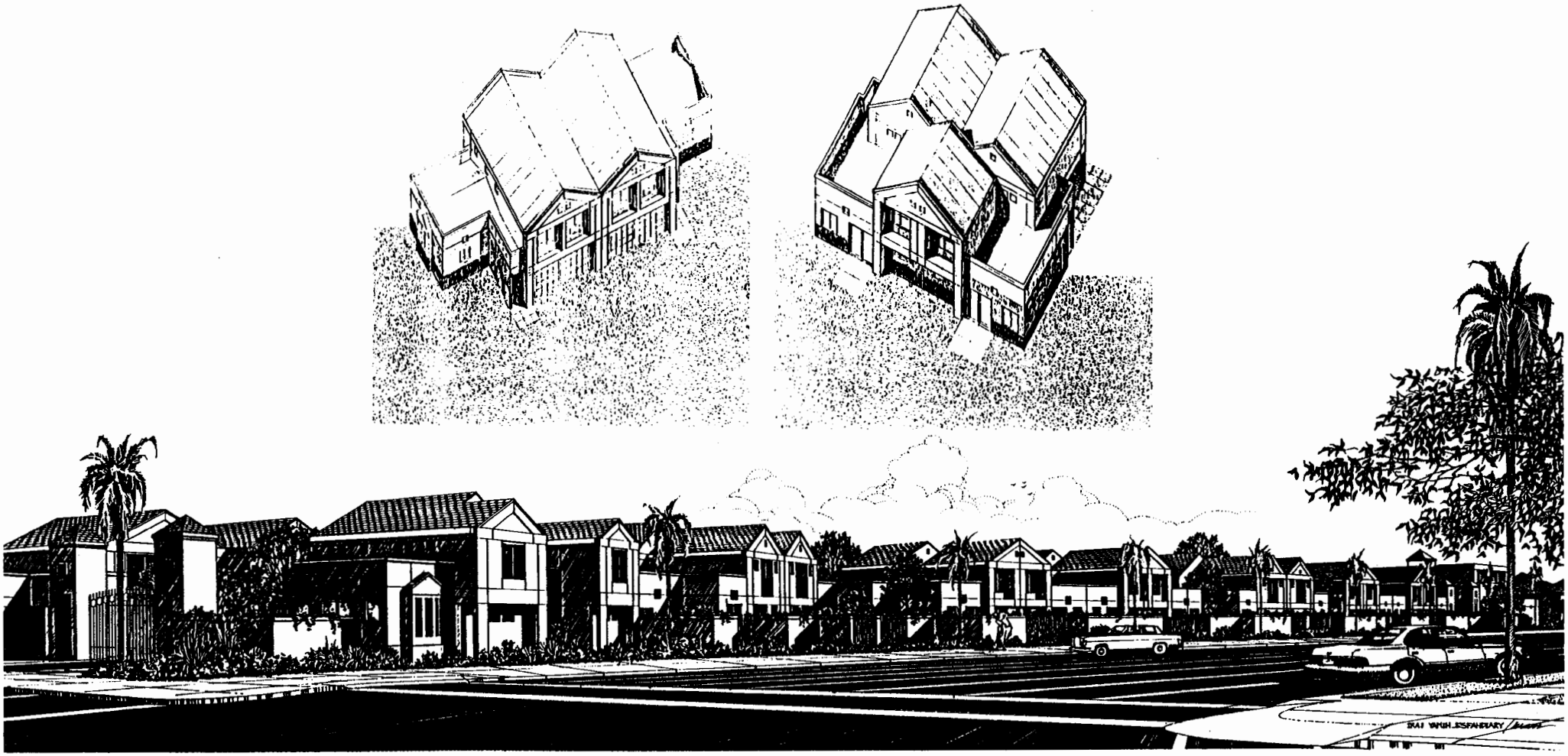





WILLOW STATION
MIXED-USE DEVELOPMENT CONCEPT:

HOUSING PROTOTYPES

Transit-Based Housing Case Study Design Symposium
LAMTA • Los Angeles Metropolitan Transportation Authority / NTRAC • National Transit Access Center
LBCRA • Community Redevelopment Agency, City of Long Beach, California

METCALFE & MUTLOW • *Architecture, Urban Design and Planning*
April 8, 1993



WILLOW STATION
MIXED-USE DEVELOPMENT CONCEPT:

HOUSING PROTOTYPES

TRANSIT-BASED HOUSING SYMPOSIUM

WILLOW STREET STATION SITE

KDG ARCHITECTURE & PLANNING
KDG DEVELOPMENT CONSULTING

A major thrust of our concept is to utilize the station site as a focal point for pedestrian activity. The concept proposes two plazas which provide linkages between the station site and surrounding hospital uses, the school, existing and planned retail uses, and new residential uses. This mixed-use development program was designed to reflect the unique physical, social and cultural characteristics of the adjacent community.

Based on the analysis of the design opportunities and constraints, the following series of overriding principles were developed for the Willow Street Station Site which lay the foundation for the master plan concept.

OVERRIDING PLANNING PRINCIPLES

- Provide housing opportunities which serve to enhance and stabilize the community
- Encourage the development of local-serving retail uses which are currently not available to neighborhood residents and transit users
- Design for a secure environment
- Create linkages between the station site, planned and existing retail uses, and hospital uses
- Build upon the existing park and future school playground to enhance project amenities
- Provide additional park and ride facilities for transit users

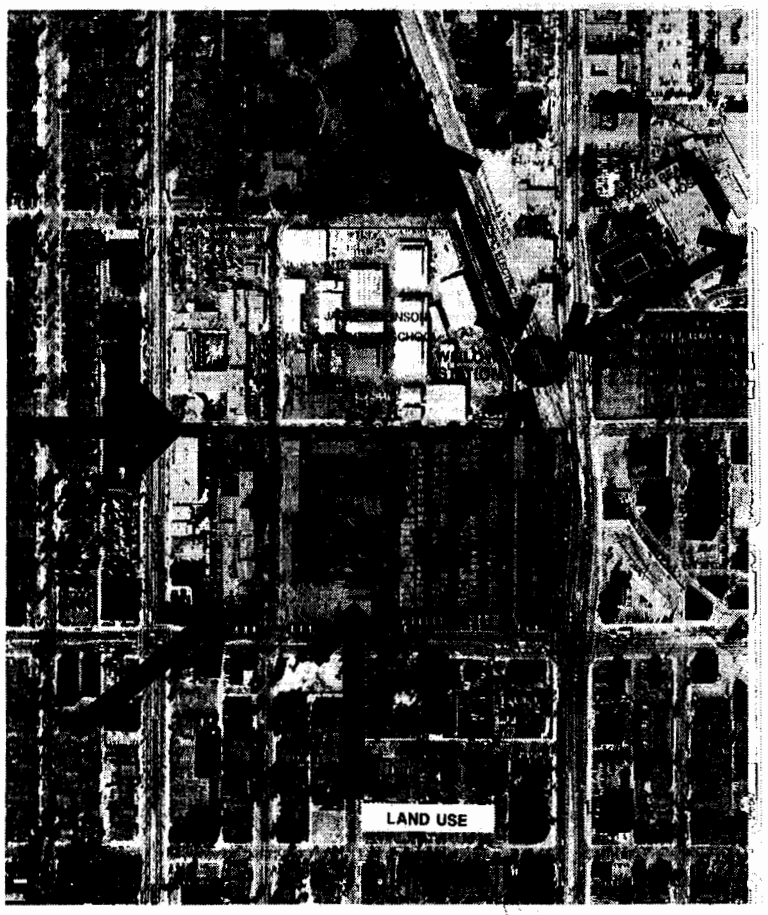
MASTER PLAN CONCEPT

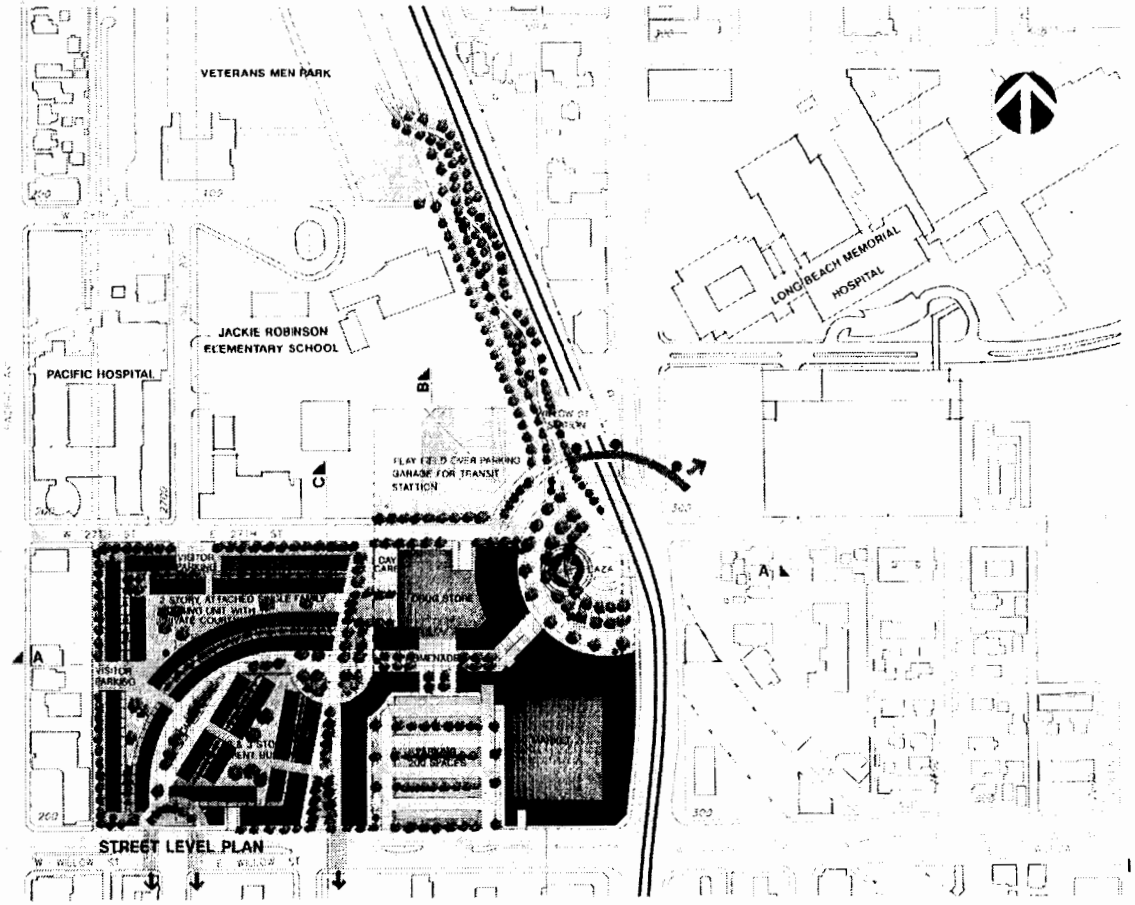
Housing The concept includes two types of family housing, rental and ownership. Two-story apartment units feature a subterranean parking garage. Ownership units feature a two-story townhome configuration, each with private gardens. Unit sizes range from one to three bedrooms. The project will include private recreation space for the residential community and child care facilities.

Retail The retail component of the project includes a full-service grocery store, drug store, and smaller community-serving retail uses. These retail uses are intended to serve the local residents, transit users, and hospital employees.

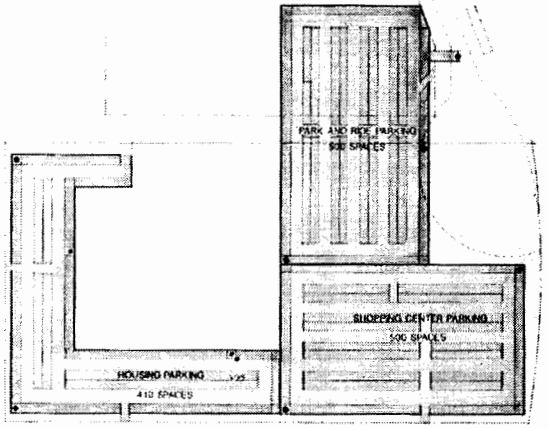
Plazas Public plazas and bridges are created to link the project with the hospital uses to the northeast and the residential community to the south. Pedestrian access between these two plaza areas is facilitated by a north to south promenade which traverses the site.

Parking Separate parking is provided to serve the transit station, residential uses, and retail uses. A 1,400 car subterranean garage is designed for access from Willow Street and 27th Street. Parking for an additional 200 cars will be provided at-grade level.

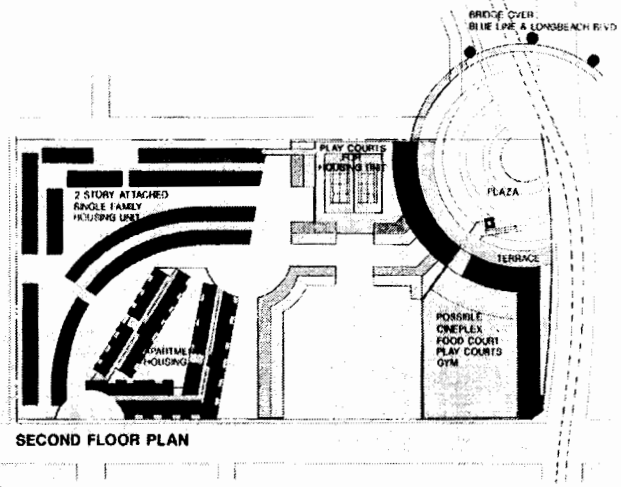




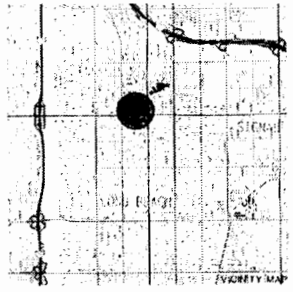
STREET LEVEL PLAN



PARKING LEVEL - 10'±

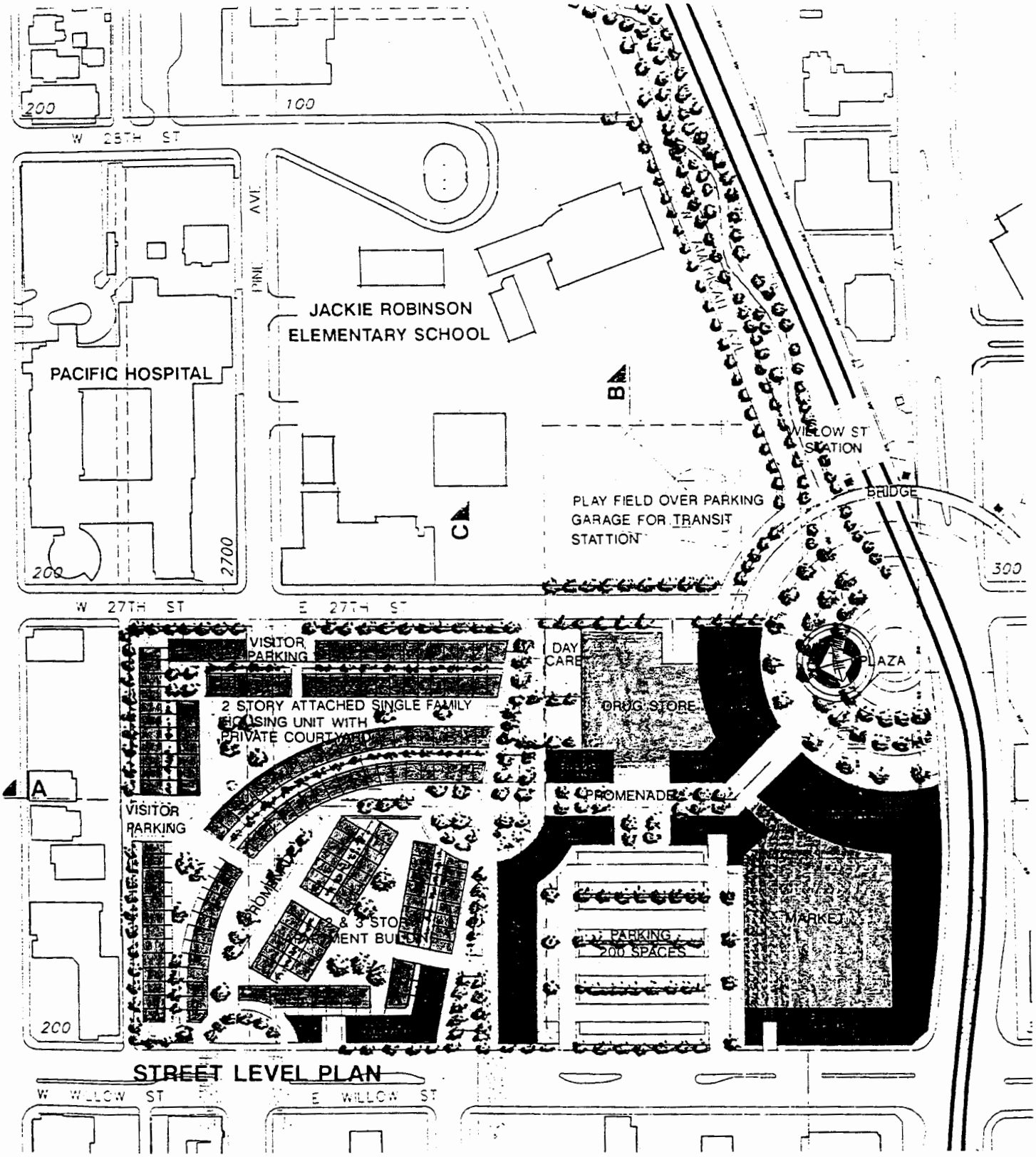


SECOND FLOOR PLAN



KDG
Kennard Design Group
Architecture & Planning

MTA


200
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JACKIE ROBINSON
ELEMENTARY SCHOOL
PACIFIC HOSPITAL
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STATION
BRIDGE
PLAY FIELD OVER PARKING
GARAGE FOR TRANSIT
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PARKING
DAY
CARE
PLAZA
2 STORY ATTACHED SINGLE FAMILY
HOUSING UNIT WITH
PRIVATE COURTYARD
DRUG STORE
A
PROMENADE
VISITOR
PARKING
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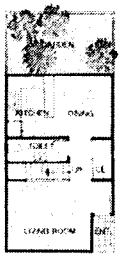
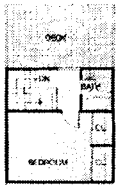
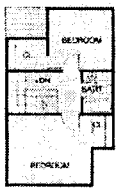


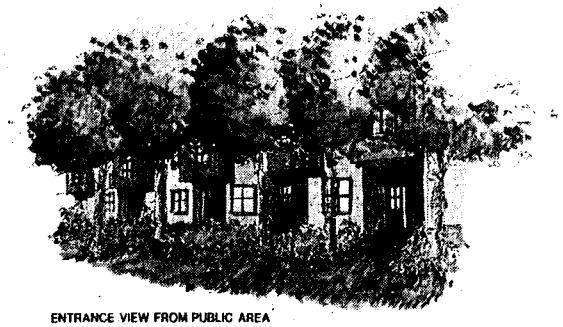
1 & 2 BEDROOM UNIT
FIRST FLOOR PLAN



1 BED ROOM UNIT
SECOND FLOOR PLAN

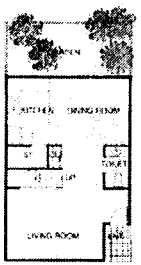


2 BED ROOM UNIT
SECOND FLOOR PLAN

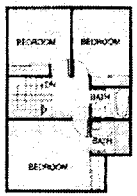


ENTRANCE VIEW FROM PUBLIC AREA

SECOND FLOOR PLAN

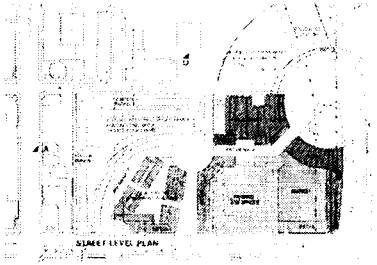


3 BED ROOM UNIT
FIRST FLOOR PLAN



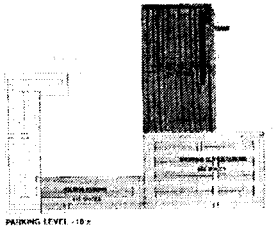
3 BED ROOM UNIT
SECOND FLOOR PLAN

BACK YARD VIEW



STREET LEVEL PLAN

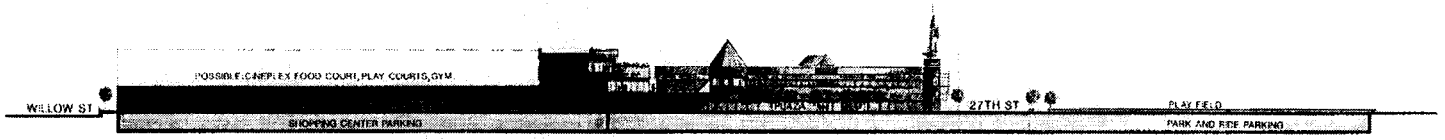
SECTION C



PARKING LEVEL -1

PHASE I
PHASE II
PHASE III

PHASING PLAN



SECTION B

SECTION A

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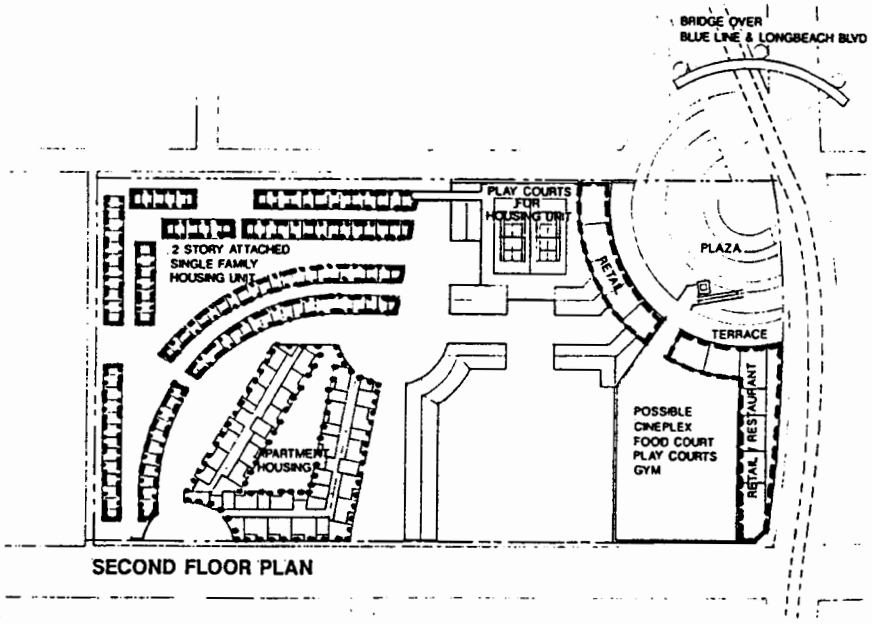
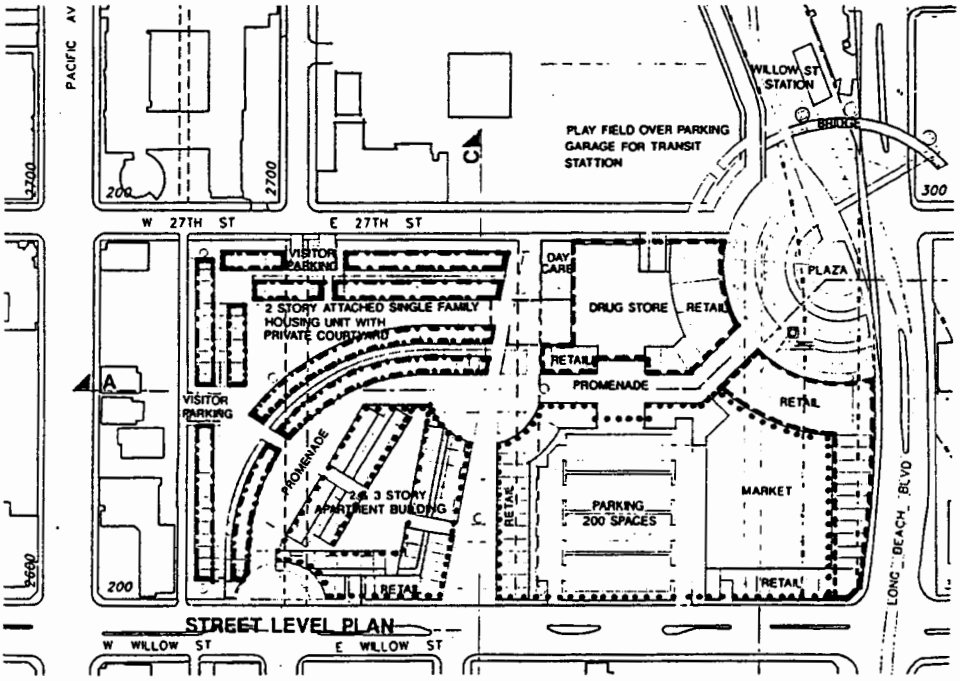
Architecture & Planning

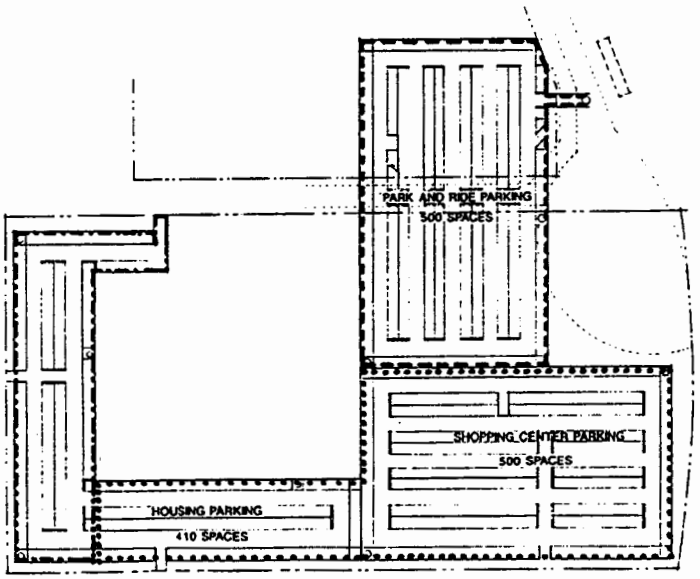
MTA



SECOND FLOOR PLAN



STREET LEVEL PLAN



PARKING LEVEL -10'±

PHASE I
PHASE II
PHASE III

PHASING PLAN

CASE STUDY PROJECT DESIGNS

El Monte (Metrolink)

Frederick Fisher, Architect/Cordoba Corporation

Goodell Associates/La Canada Design Group/Ken Beck

Van Meter Williams Pollack/Martinez Associates

Frederick Fisher, Architect
Cordoba Corporation
Burton & Spitz, Landscape Architects

This proposal is a modest housing and retail strategy with a multi-functional community space linked to, but not depending on, the new Metrolink Station in El Monte. The housing is a logical extension of the existing fabric creating a multi-dimensional, livable community in support of existing downtown retail street (Valley Mall). In response to the lack of public open space and parks in El Monte, we have created an extension of the arroyo from the Rio Hondo through to Valley Mall with such disparate activities as soccer field, allotment gardens, nature walk, community room, farmer's market/swap meet/circus site, adult school, ceremonial garden, and so on. This provides community and city amenities, increases attractiveness and reinforces the central business district.

DEVELOPMENT GOALS

1. Create a spectrum of primarily for-sale housing types at a density appropriate to a suburban center.

   - Extend existing residential fabric by adding a distinct but related neighborhood
   - Create a critical mass of housing to shore up adjacent commercial space along Valley Mall
   - 26.7 d.u./acre (with hotel and S.R.O.)

2. Establish community open space

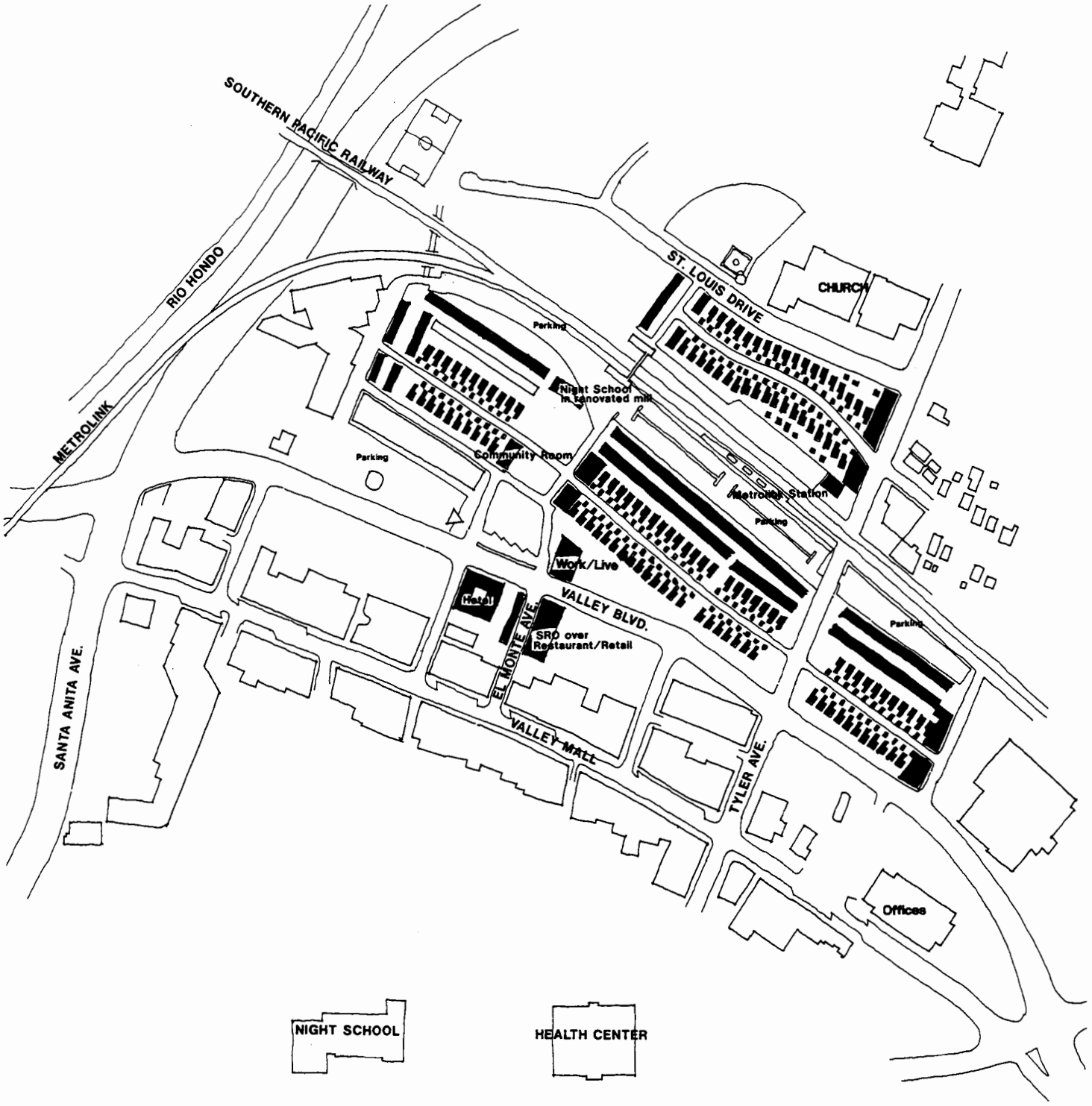
   - Link transit, Valley Mall commercial area, major community green space
   - Rehabilitate landmark mill structure as a public use
   - Provide community and neighborhood uses -- community room, night school annex, day care, recreation, restaurants
   - Provide major community open space with varied functions: recreation, cultural and natural history, transient markets and ceremonies, gardening

3. Promote flexible commercial uses

   - Encourage day/night, weekday/weekend, permanent/transient mix of uses
   - Augment and reinforce Valley Mall with retail spur and public park
   - Support transit passengers and residents by creating a destination

4. Marketability of Housing

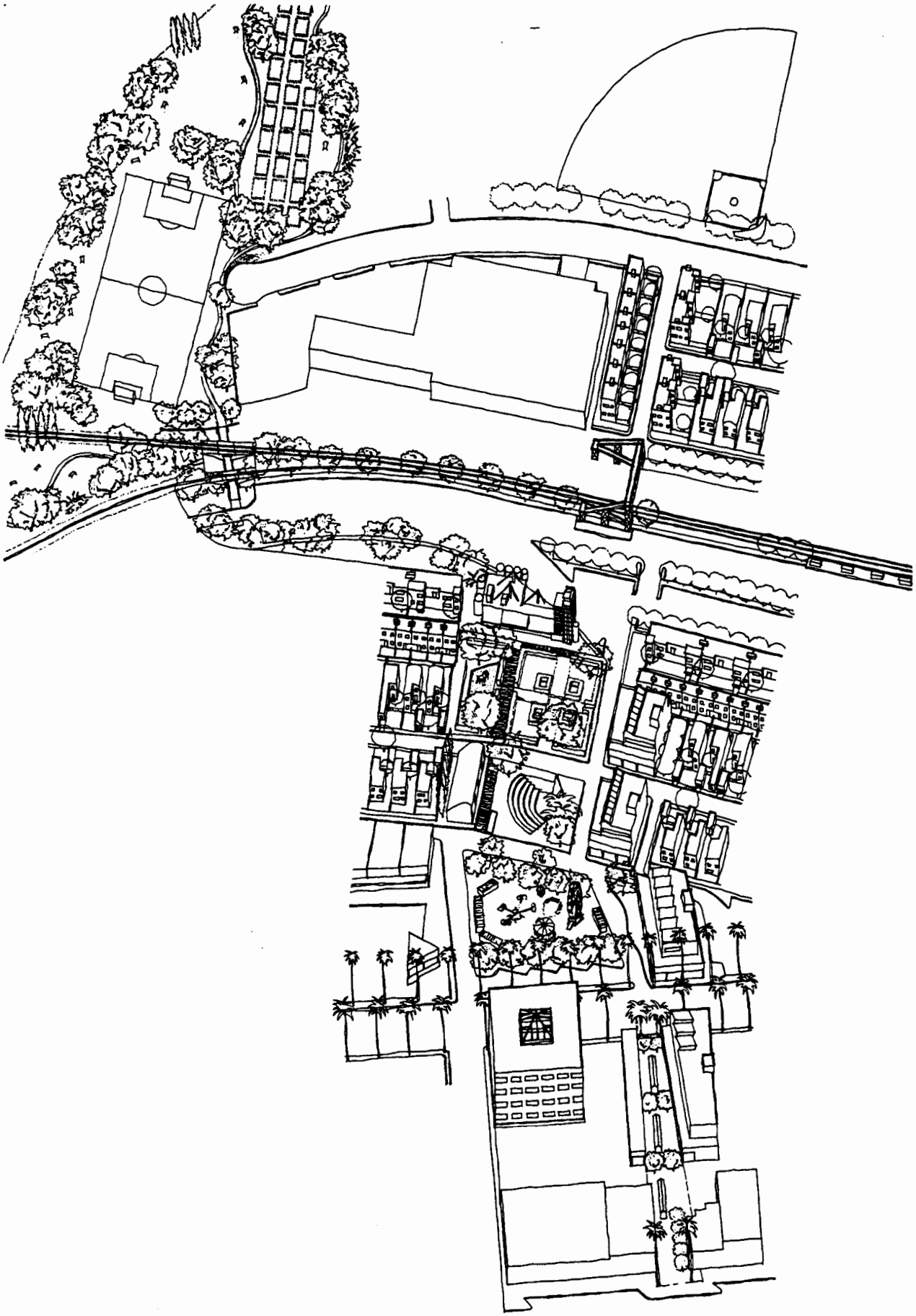
   - Promote economic mobility through investment in single family dwellings
   - Transit, retail, recreation interconnection
   - Encourages individual identity through separate houses and articulated town houses
   - Accommodates traditional and non-traditional families: extended, single-parent, etc.
   - Small development increments for gradual phasing and multiple developers



TRANSIT BASED HOUSING SYMPOSIUM

EL MONTE METROLINK STATION

Frederick Fisher, Architect
Cordoba Corporation
Burton & Spitz, Landscape Architects



TRANSIT BASED HOUSING SYMPOSIUM

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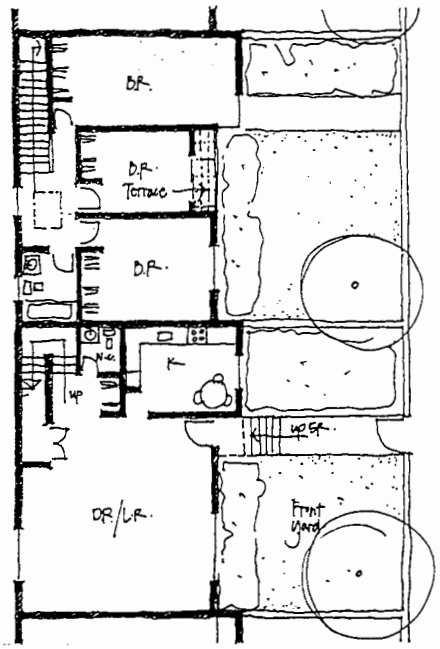
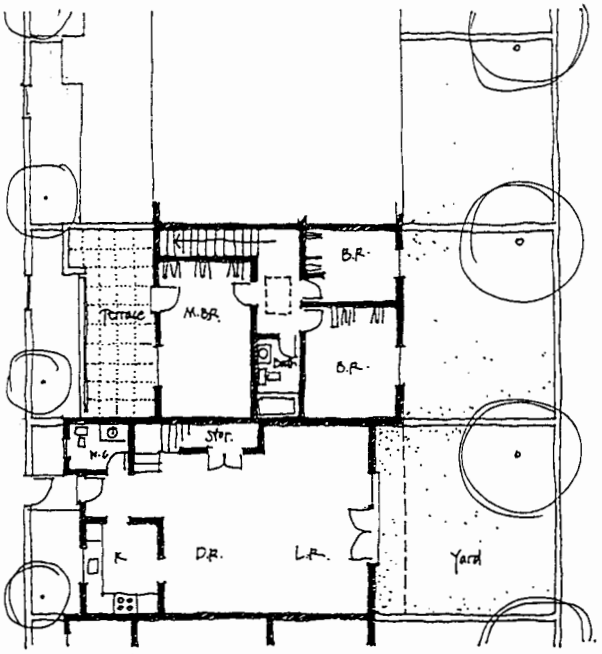
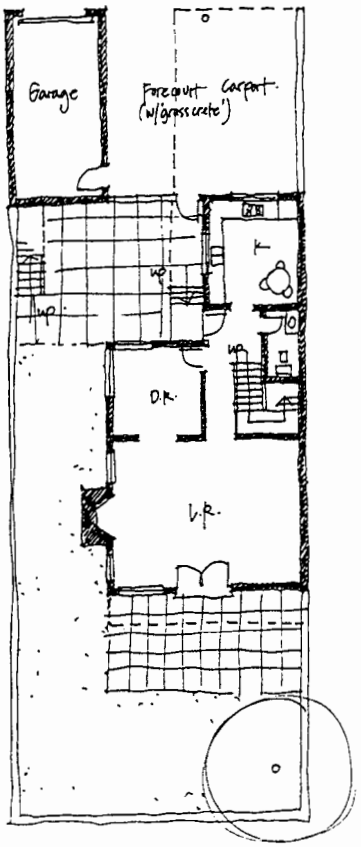
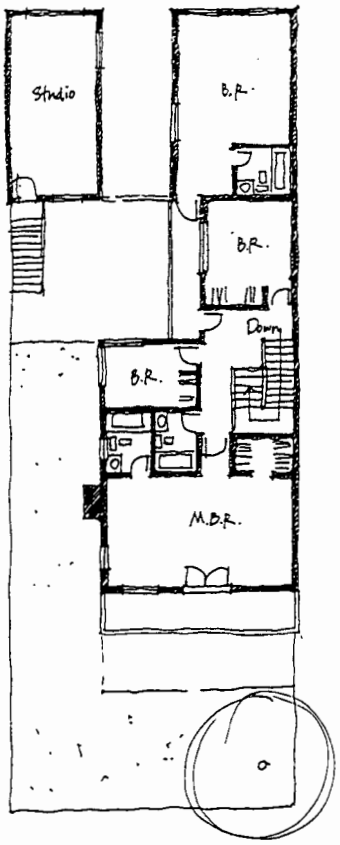


CONDO (type A)

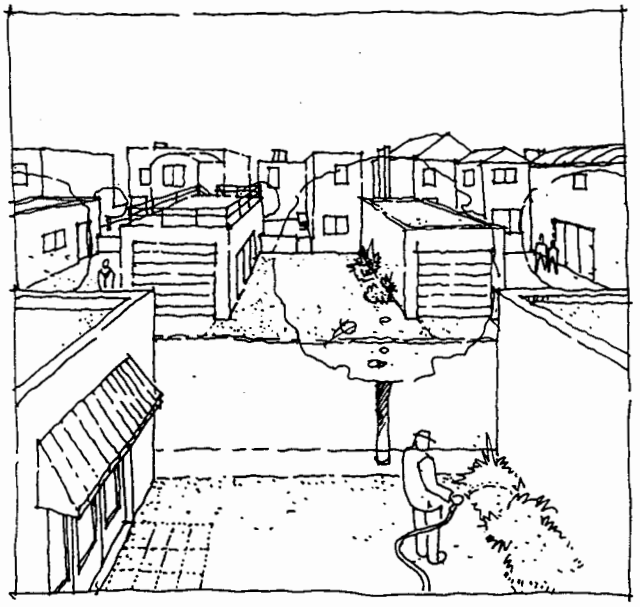


CONDO (type B) over parking

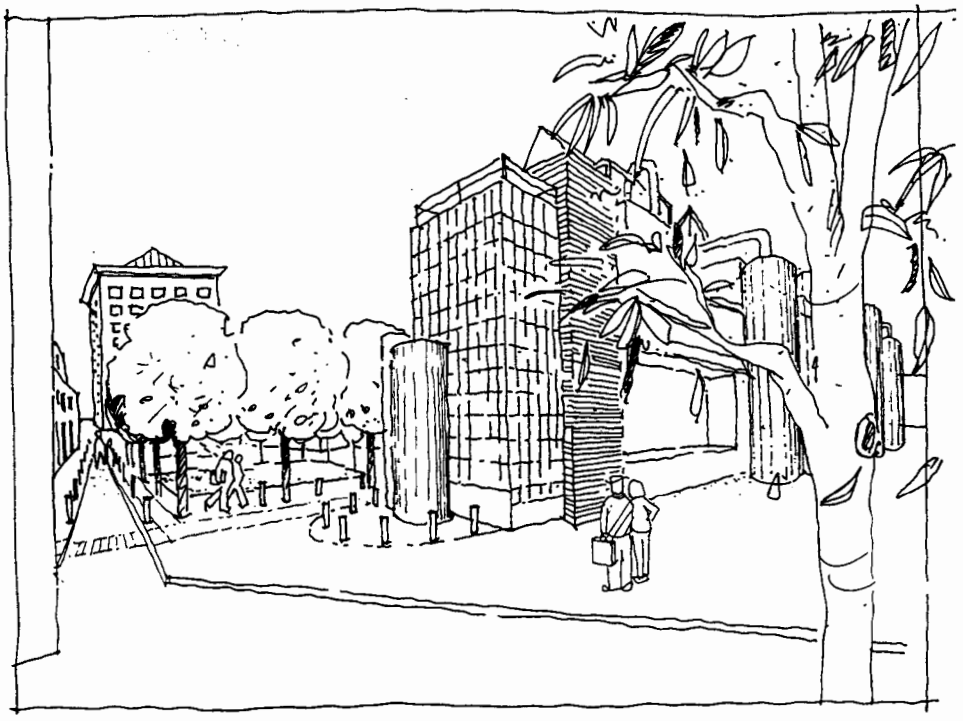




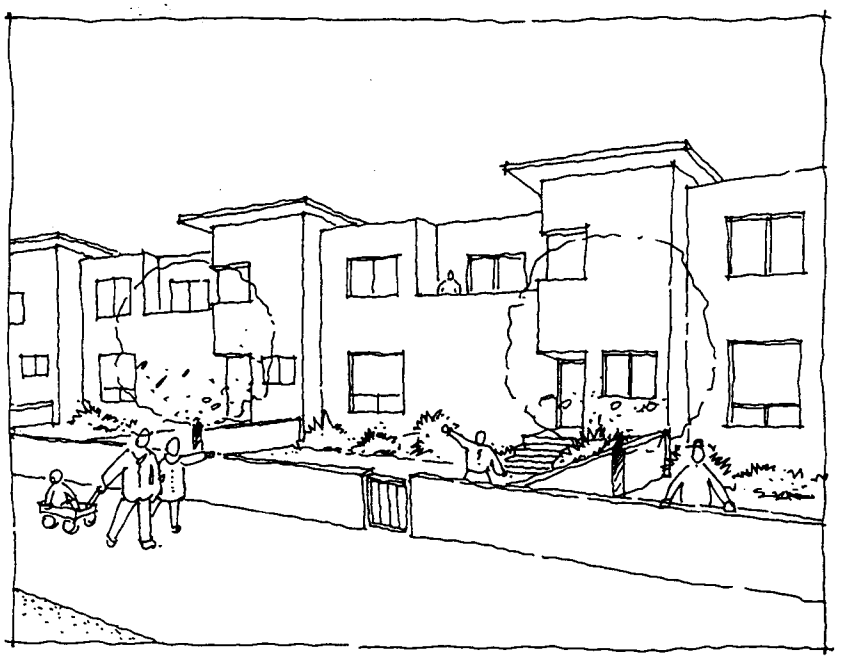
SINGLE FAMILY RESIDENCE



SINGLE FAMILY RESIDENCE



COMMUNITY OPEN SPACE



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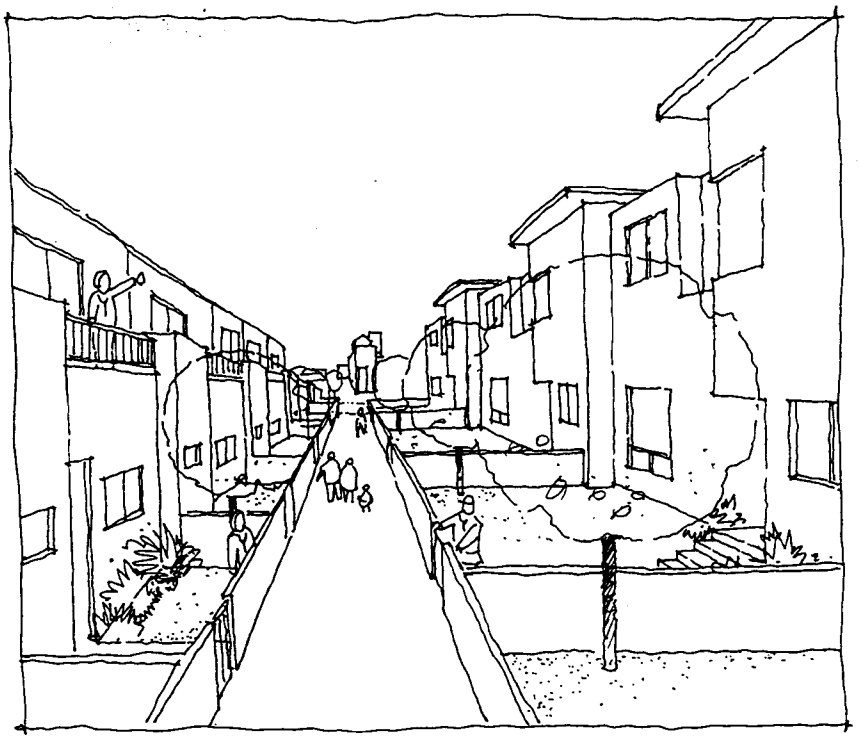


CONDO WALKSTREET

EL MONTE VILLAGE CENTER

Where the train meets the town.

The El Monte Metrolink station and its relationship to Valley Mall – El Monte's commercial core – can serve as a powerful stimulus to the development of an urban neighborhood and the creation of a true urban village that includes transit-based housing in the heart of the Los Angeles region.

The introduction of a significant residential neighborhood of upwards of 1200 persons – mostly wage earners – will stimulate the retail core along Valley Mall and create demand for additional community retail services, dining and entertainment uses that, taken together, will result in an active and vital 18-hour village center.

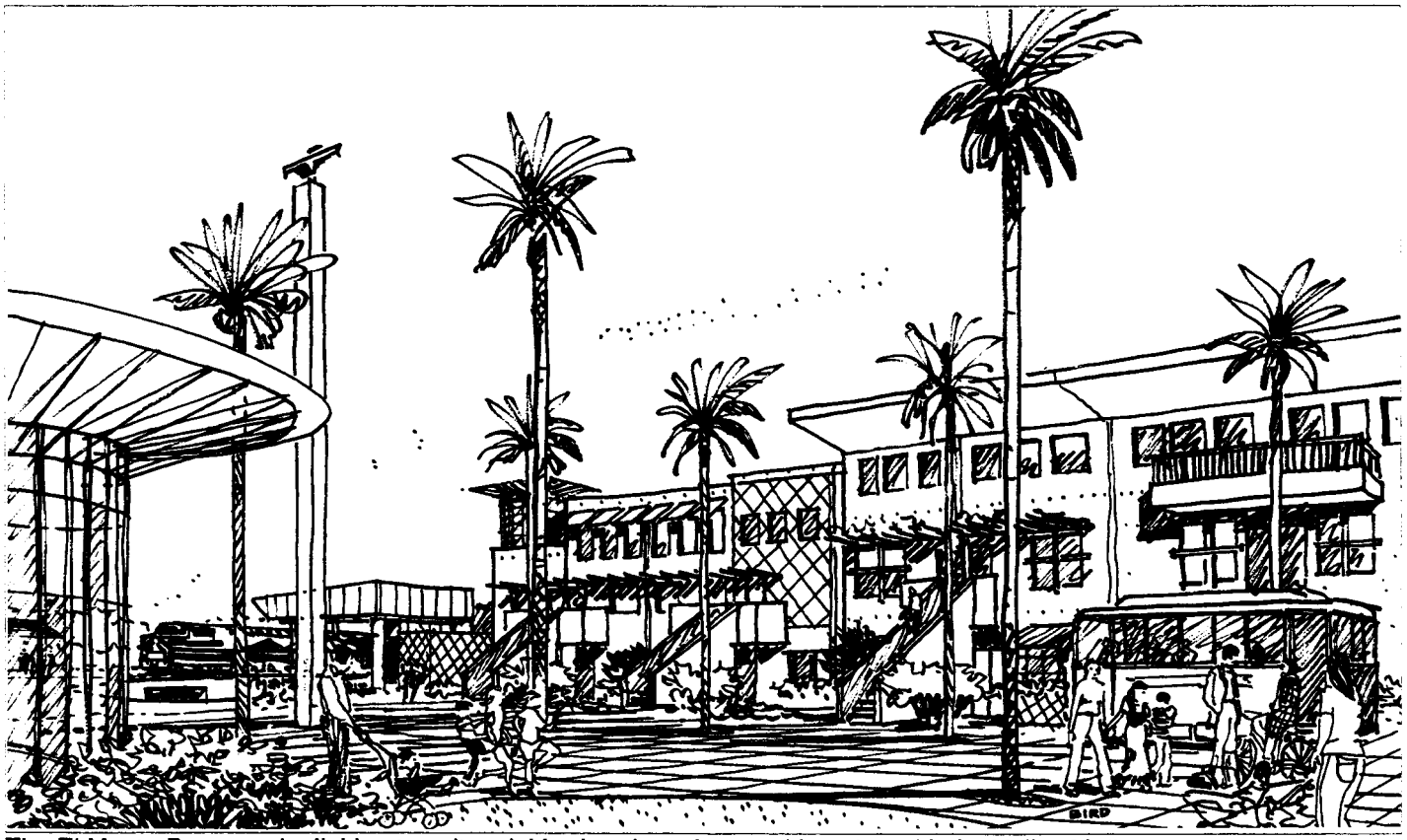
The economic, social and cultural importance of creating housing priced to retain local young adults as they leave their parents' homes to begin work cannot be overemphasized. Therefore the housing must be priced at the most affordable possible level.

This unique neighborhood will be comprised largely of workers, singles, doubles and couples, some with small children or an elderly parent, and mostly young. Many will choose this location because of its pedestrian scale and immediate access to commercial and entertainment uses. They will bring significant market support for goods and services by generating over $5 million in annual taxable sales – much of which can be captured in the immediate vicinity.

Metrolink and the RTD bus terminal also serve as a powerful market attraction, as these residents will have immediate access to the regional transit system, which brings this community to within 20 minutes of downtown Los Angeles.

The El Monte village center is a new urban prototype that could find application at many suburban centers served by the Metrolink, light rail and bus systems.

Planning must be undertaken immediately to ensure that unique housing opportunities, such as the El Monte village center, are preserved and that proper zoning, development guidelines and incentives are structured to stimulate these developments.



The El Monte Promenade, linking transit, neighborhood services and housing with the Valley Mall

MTA SYMPOSIUM
TRANSIT-BASED HOUSING

GOODELL ASSOCIATES
LA CANADA DESIGN GROUP
with KENNETH BECK

GUIDING PRINCIPLES FOR TRANSIT-BASED HOUSING IN A SUBURBAN CENTER

(Numbers key to features on illustrations.)

Critical mass. The residential community must be of sufficient size to sustain neighborhood services, including convenience shopping and support services such as laundry, fitness center, day care center and other day-to-day needs. 1

Focus of activity. Pedestrian and commercial activity should be focused on key pedestrian streets and open spaces to ensure a level of activity that provides security and interest. 2

Linkages and connection. It is essential that key village center functions – retail and services, housing, transit and parking – are connected by high-identity, high-amenity pedestrian open space linkages, such as the proposed El Monte Promenade and Valley Mall. 3

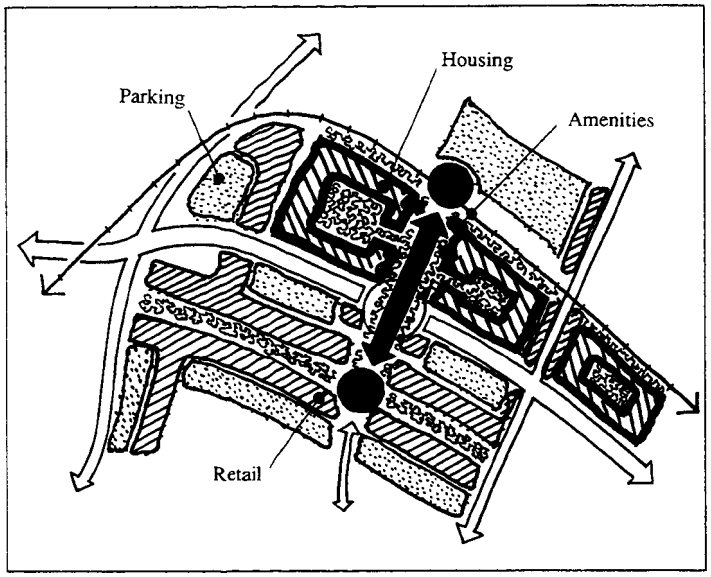
Safety and security. The urban residential environment must provide secure private and semi-public space with "windows on the street" to create a built-in community watch. 4

Development parcel size. Development sites should be of sufficient size to allow for the creation of high-amenity, secure environments to buffer residents from the activity and noise of the commercial core and rail lines.

A framework for development. An early commitment to a Specific Plan that defines land uses, the pattern of streets, a pedestrian and open space system, development parcelization, development regulations and incentives, and project phasing must be made to ensure that the El Monte village center vision can be transformed to reality.

Illustrative Site Plan

SITE-SPECIFIC CONCEPTS



Urban Design Framework

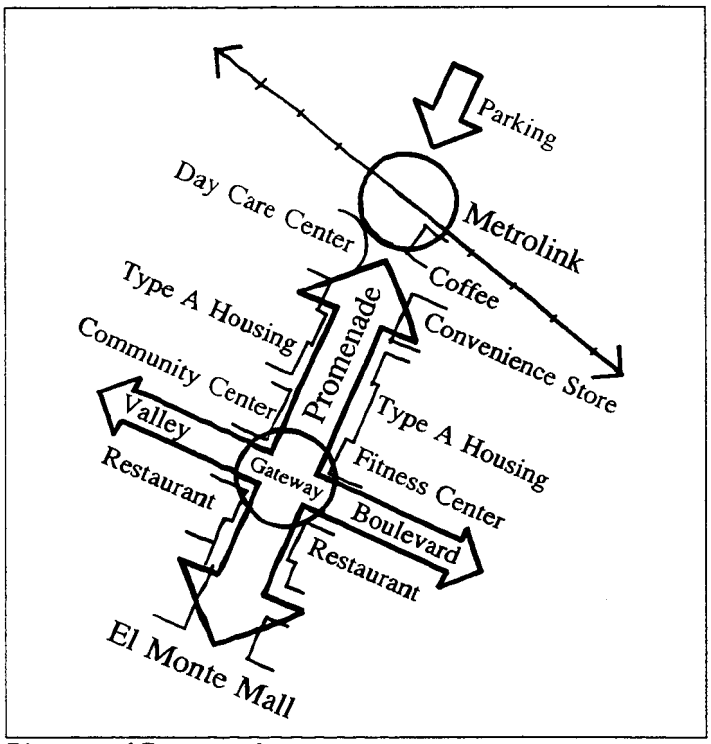


Diagram of Promenade

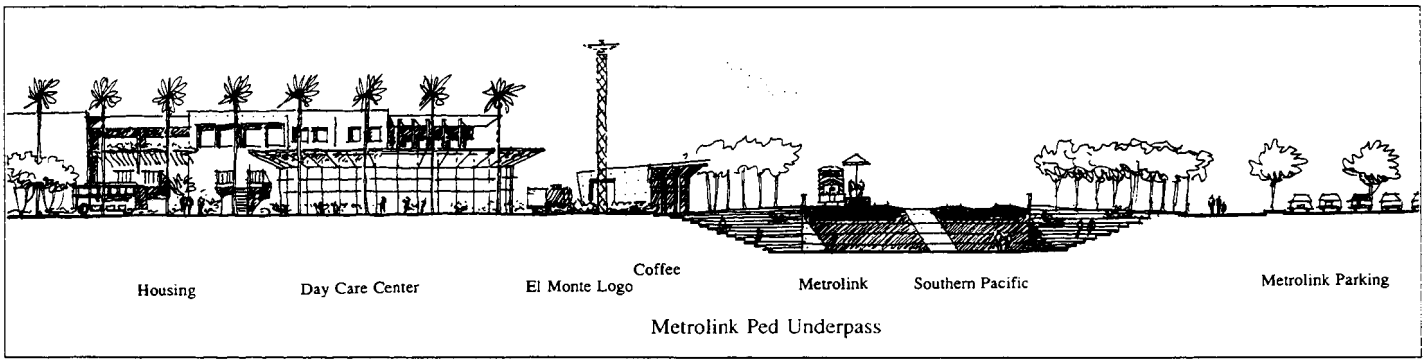
The promenade provides a stage for the public community life of the village's residents with shops and services, and provides a direct link between transit and the village commercial core. It also serves as the trolley route, and access to the transit station's kiss and ride drop-off. 5

Valley Boulevard treatment includes landscaped medians, theme landscaping, powerful graphics and gateway monuments to give the village center a clear and unique identity and mark the entrance to the Valley Mall. This treatment would extend through the entire village center. 6

Transit parking is relocated north of the rail line to create the largest possible housing sites. The parking can be jointly used by the adjoining parish. Access to the station and promenade is by way of a pedestrian underpass. An auto service center fronts on Tyler Avenue. 7

The transit station, located at the terminus of the El Monte Promenade, is adjacent to convenience shopping and services, including day care, that would serve both commuters and residents. The El Monte Trolley terminus is located adjacent to the station. 8

Swing sites have been identified adjacent to the Edwards Theater project and east of Tyler. These sites allow for opportunity-driven uses and provide flexibility for response to changing market conditions. These sites could be developed for either commercial or residential use. 9



Cross-Section through Transit Station, Pedestrian Crossing and El Monte Promenade

TRANSIT-BASED HOUSING PROGRAM

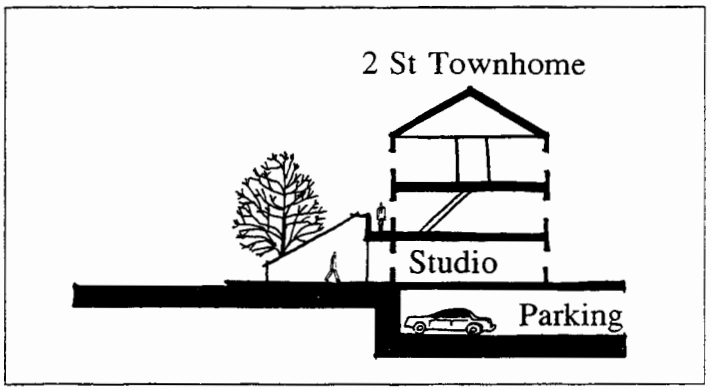
The housing program for the sites would accommodate up to 650 rental units ranging in size from 550 square feet for studio apartments to 1400 square feet for 3 bedroom family units. The allocation of units is 15% studio, 30% 1-bedroom, 40% 2-bedroom, and 15% 3-bedroom. Construction would be 3-story Type V over subterranean parking, at an average density of 35 to 40 units per acre.

Three housing prototypes have been designed to address different edge conditions within the neighborhood.

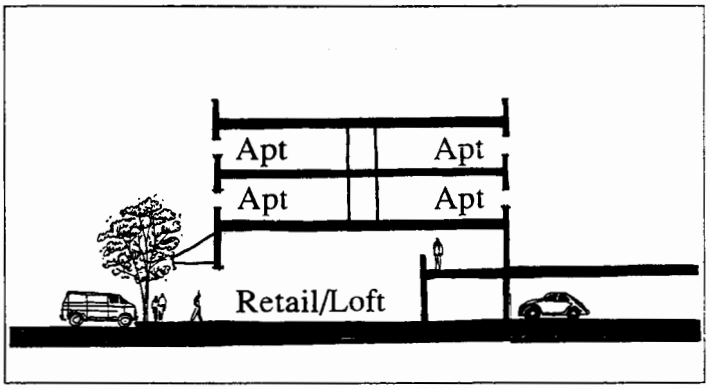
Type A orients directly to the promenade.

Type B incorporates ground-level work space oriented to Tyler.

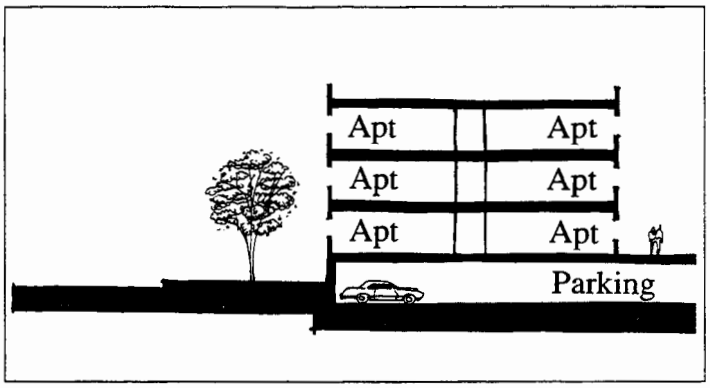
Type C, located along Valley Boulevard and rail edges, orients entries onto the project's semi-public, interior common areas.



Housing Type A

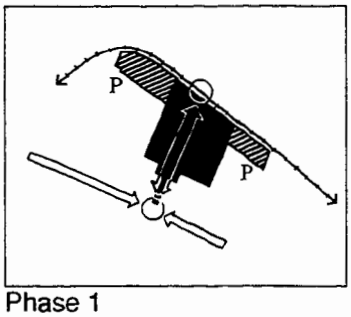


Housing Type B



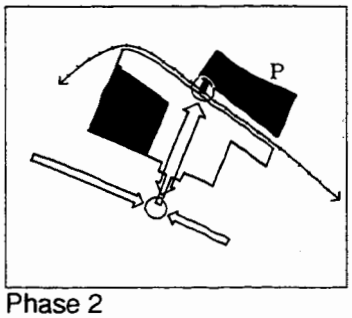
Housing Type C

PHASING



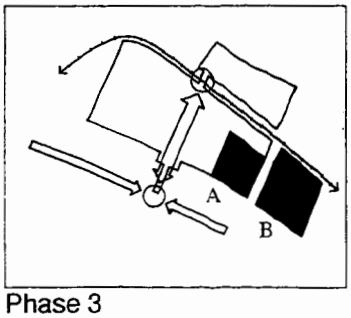
Phase 1

Phase 1 is bounded by Monterey and Enter to complete both sides of the promenade as an initial project. Transit parking remains south of tracks, in transitional lots.
210 units.



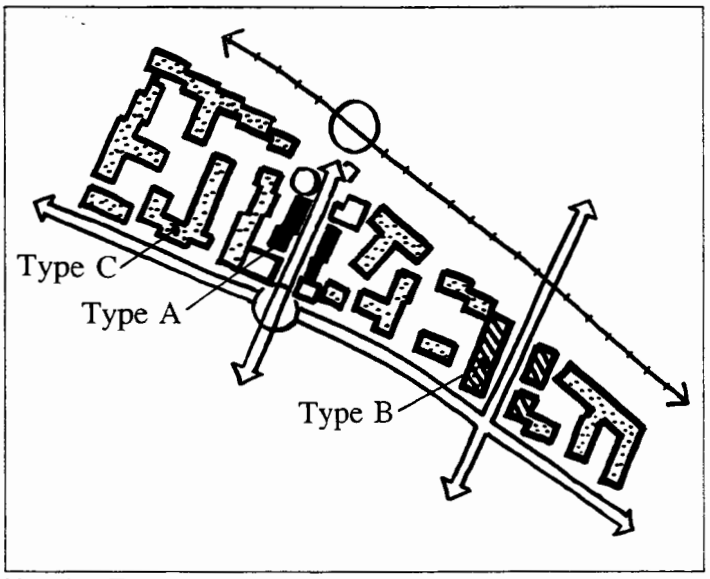
Phase 2

Phase 2 develops the westerly swing site for housing or expanded commercial. Transit parking moves north of the tracks.
225 units.



Phase 3

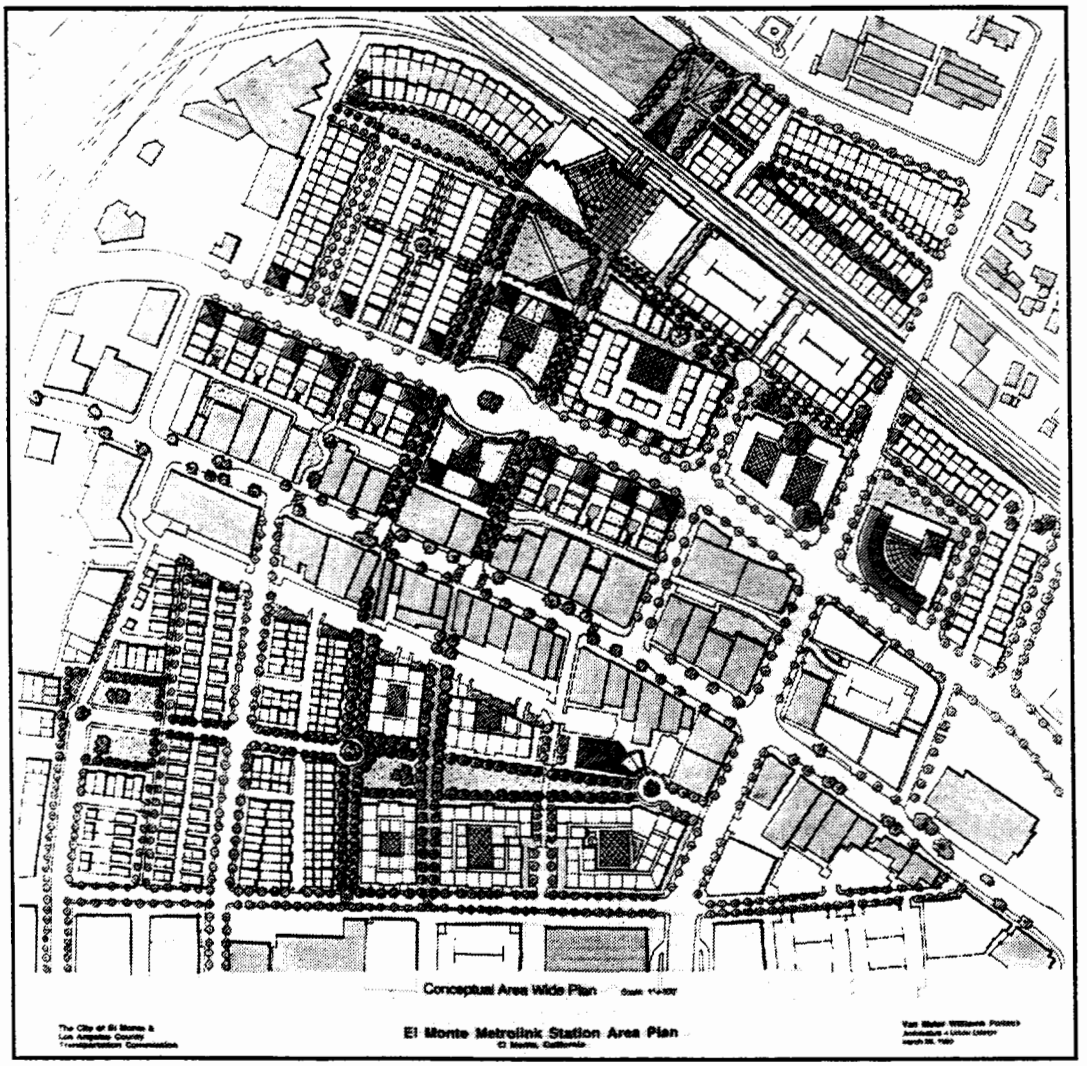
Phase 3 develops both sides of Tyler Street, including the swing site on the western side of Tyler.
210 units.



Housing Type Locations

VAN METER WILLIAM POLLACK

MTA CASE STUDY
EL MONTE METROLINK STATION
A TRANSIT ORIENTED COMMUNITY

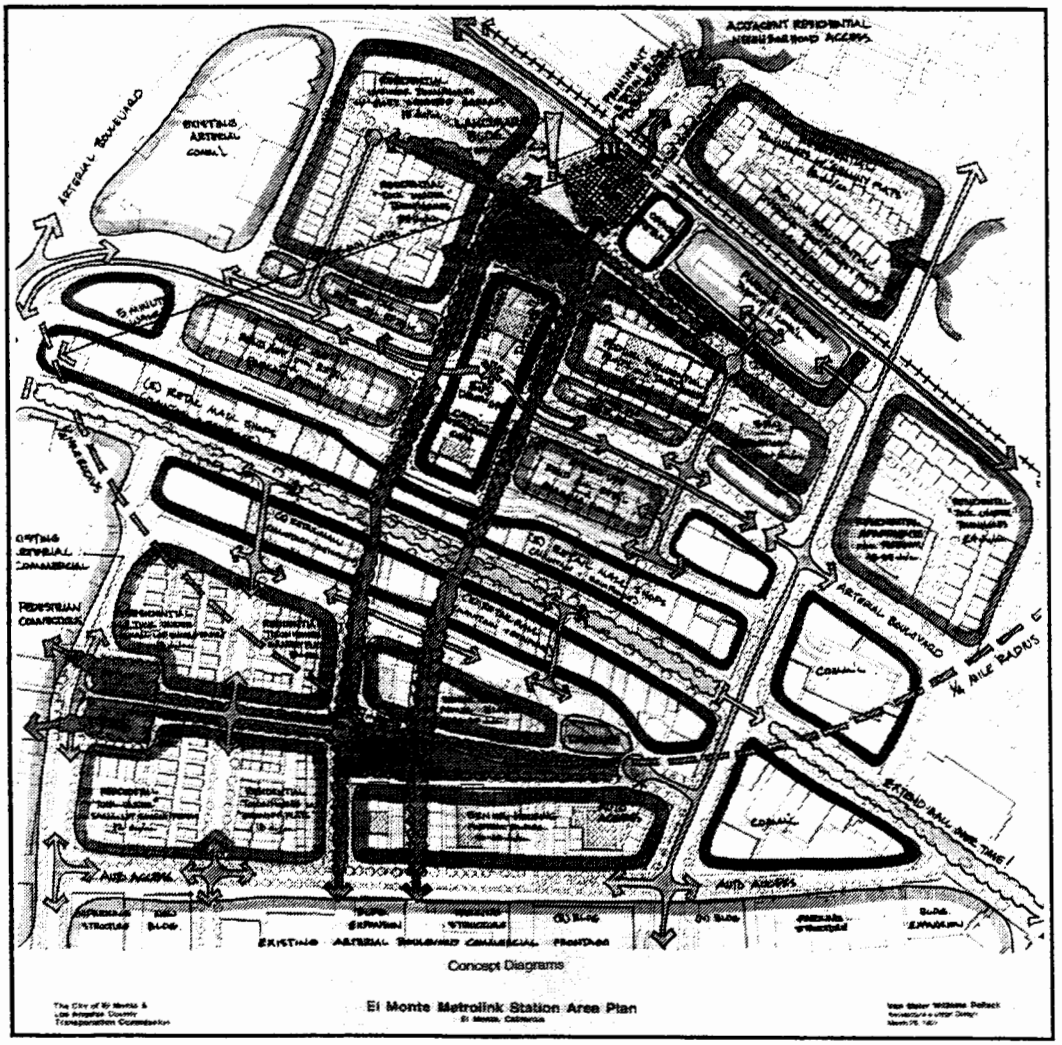


STATION AREA PLAN

The Station Area Plan extends the existing framework of streets and pedestrian paths to connect the Metrolink Station, to the Valley Mall, with a variety of shops, offices and residences. This urban fabric reaches out to embrace the new medium density residential neighborhoods which hold many housing types from senior and SRO housing to townhomes, and small lot single family homes. Valley Boulevard is the focus of mixed use commercial and residential buildings. The neighborhood park, transit plaza and commercial green are linked by the pedestrian promenade to both the valley mall and El Monte Metrolink Station.

VAN M ER
WILLIAMS
POLLACK

MTA CASE STUDY
EL MONTE METROLINK STATION
A TRANSIT ORIENTED COMMUNITY



Concept Diagrams

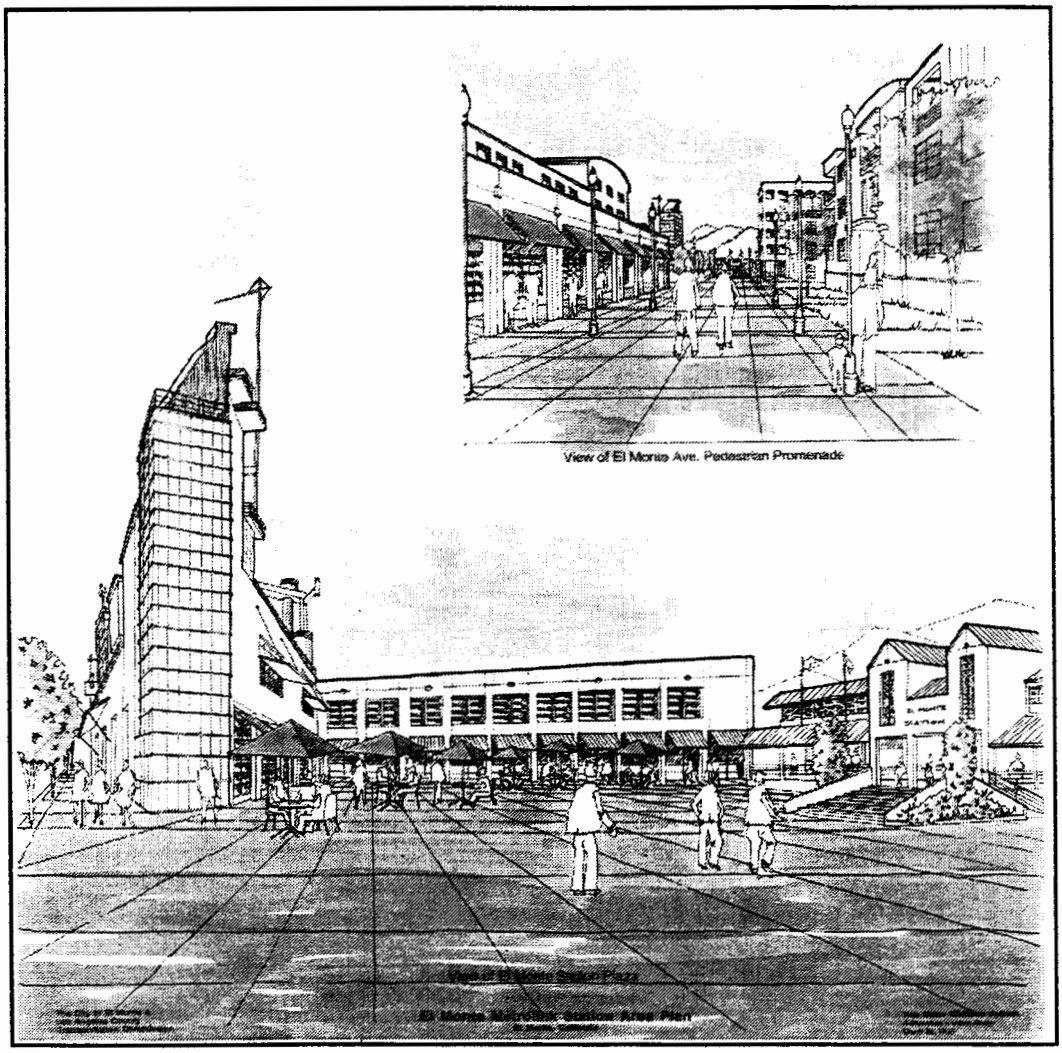
El Monte Metrolink Station Area Plan

PLANNING DIAGRAM

The planning for a pedestrian and transit oriented community must focus on the circulation paths or connections and interfaces or relationships between uses and building types. The El Monte Metrolink Station Area Plan creates a pedestrian spine from the station plaza to the valley mall and neighborhood park beyond. Automobile access to the residential quarters is limited to non-pedestrian paths via alleyways and narrow streets. The relationships between the pedestrian, the mix of uses (shops, offices and residences) and building types (podiums, stoops and entries) and the circulation of auto (transit, commercial and residential circulation and parking) are critical to the success of a pedestrian/transit oriented community.

VAN METER WILLIAMS POLLACK

MTA CASE STUDY
EL MONTE METRO LINK STATION
A TRANSIT ORIENTED COMMUNITY

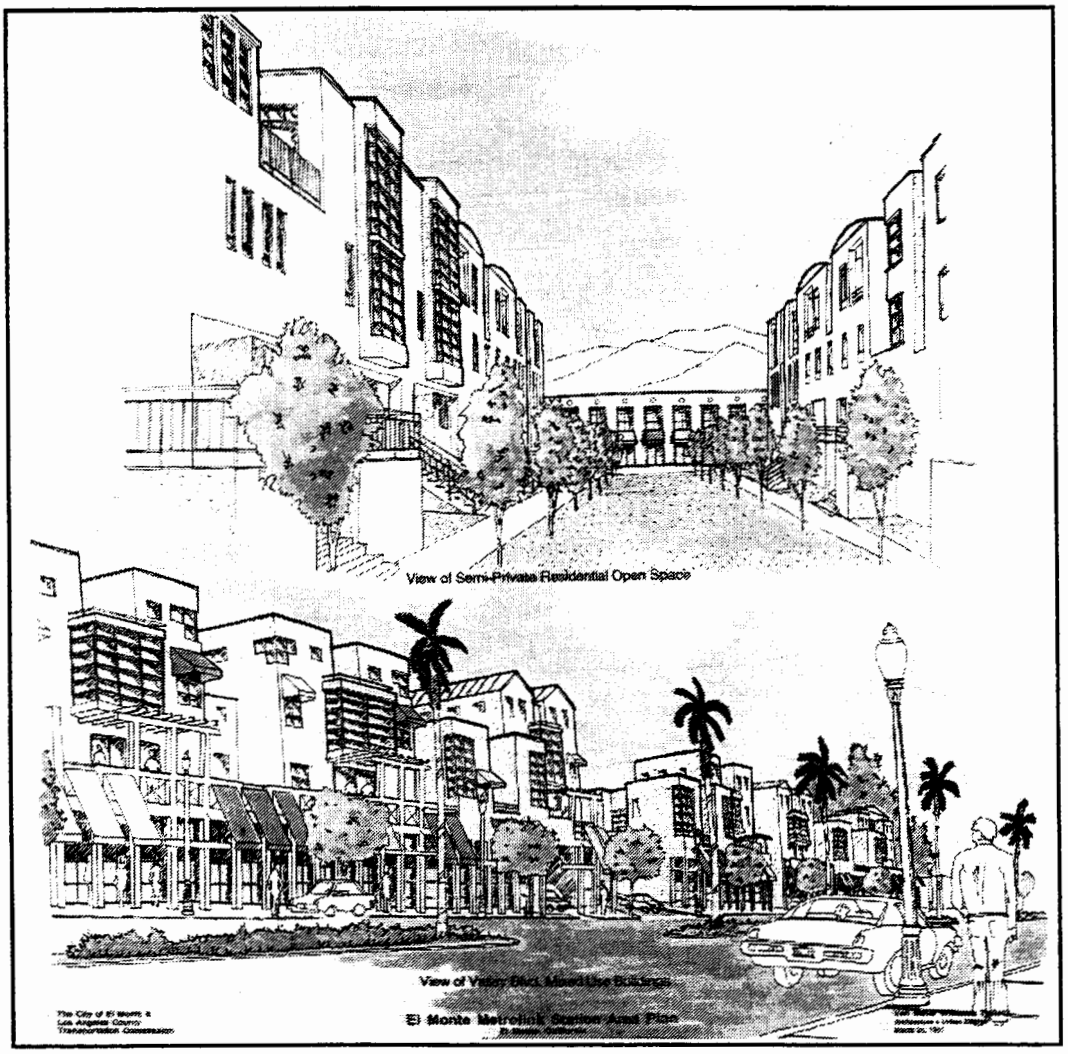


PEDESTRIAN AND TROLLEY PROMENADE and STATION PLAZA

Pedestrian access to the Transit Station must be of a people scale, with arcades, awnings, lighting, stoops and porches and signs which reinforce and celebrate the pedestrian. The walk should be direct and convenient and it should be lined with a variety of activities such as shops and residences for security and convenience. The station design should be a "robust" symbol of transit, and take advantage of the gathering of people, creating a plaza surrounded by a mixture of shops and restaurants which tailor to the transit rider as well as the surrounding neighborhood.

VAN METER WILLIAMS POLLACK

MTA CASE STUDY
EL MONTE METROLINK STATION
A TRANSIT ORIENTED COMMUNITY



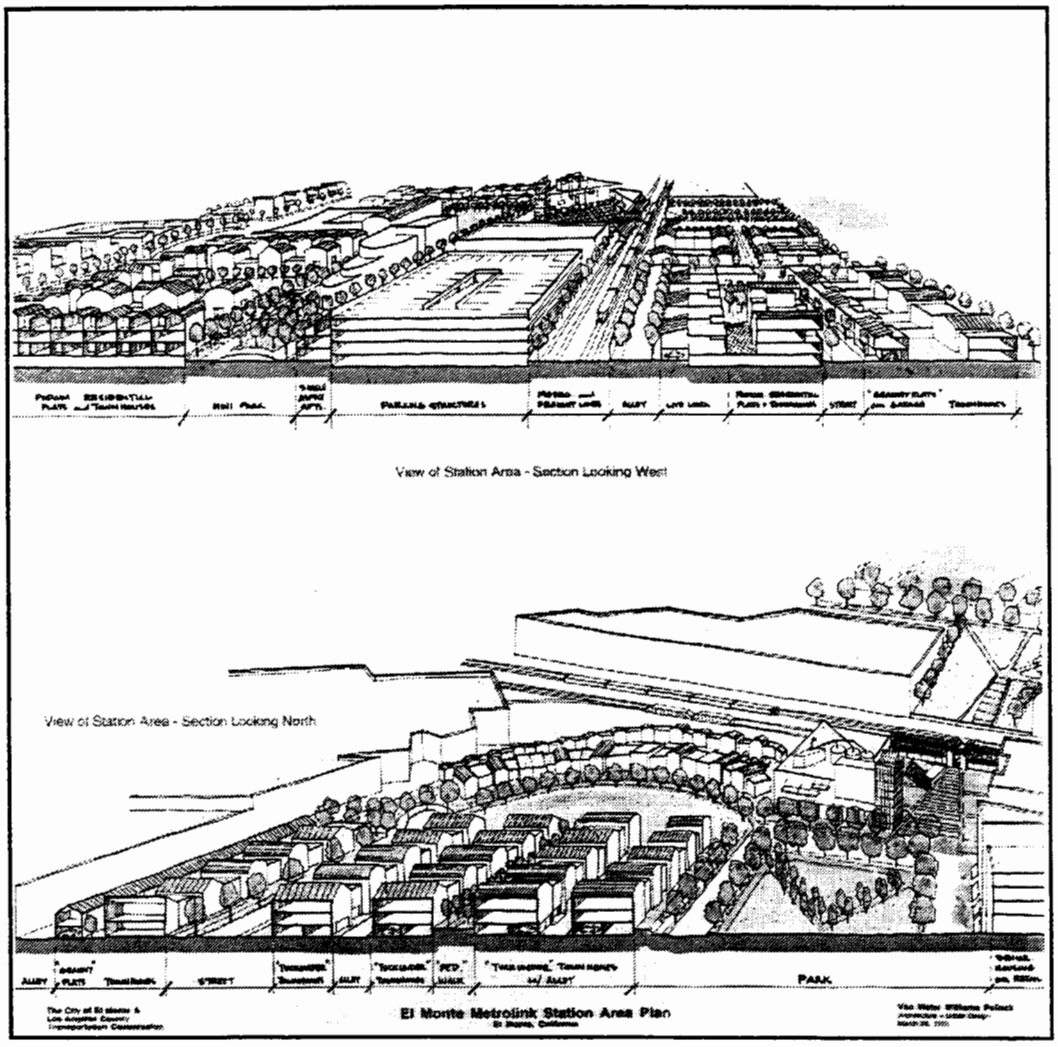
RESIDENTIAL OPEN SPACE and VALLEY BOULEVARD MIXED USE CORRIDOR

Valley Boulevard will transition toward a mixed use corridor with retail street frontage and high density housing above. The RTD buses will drop off Metrolink rail passengers, as well as Valley Mall shoppers. The ground floor retail will reinforce the Valley Mall as a destination shopping location.

The residential neighborhoods will focus on small intimate parks and landscaped walks. The semi-private walk between "tuckunder" townhomes shows the quality of space and residential living possible at a medium density which is able to support transit.

VAN METER WILLIAMS POLLACK

MTA CASE STUDY
EL MONTE METROLINK STATION
A TRANSIT ORIENTED COMMUNITY



DEVELOPMENT ALONG THE TRACKS and RESIDENTIAL NEIGHBORHOOD

Development along the tracks requires unique uses and building types to mitigate noise and vibration and buffer parking structures from the adjacent uses. Livework residents along the tracks and single aspect apartments fronting the parking structure will mitigate the difficult track environment and present a residential face to thesurrounding community. Alleys allow for greater density without sacrificing the streetscape to the garage door, and "granny flats" above the garages and "tuckunder" townhomes provide medium density living with a single family quality to the quarters.

VAN METER WILLIAMS POLLACK

MTA CASE STUDY
EL MONTE METROLINK STATION
A TRANSIT ORIENTED COMMUNITY

PHASE 1

PHASE 2

PHASE 3

PHASE 4

PHASING

Phase 1 introduces medium density residential quarters, ownership and rental which adds commercial vitality and instills neighborhood commitment.

Phase 2 creates the new station plaza and the pedestrian and mixed use spinal connection to the Valley mall, providing a sense of place for transit.

Phase 3 develops a high density mixed use commercial and residential focus along Valley Boulevard including SRO Housing and parking structures for transit and commercial uses.

Phase 4 completes the infill of the surrounding residential quarters and commercial corridor with a mix of rental and for sale housing and parks, shops, offices and parking structures.

TRANSIT BASED HOUSING SYMPOSIUM PAPERS

City of Los Angeles/MTA

***DRAFT** Land Use Transportation Policy*

ADMINISTRATIVE DRAFT

LAND USE/TRANSPORTATION POLICY

FOR THE CITY OF LOS ANGELES & THE LOS ANGELES COUNTY METROPOLITAN TRANSPORATION AUTHORITY

TABLE OF CONTENTS

VISION STATEMENT

By the year 2010, Angelenos are traveling to work, to school, to visit friends and shopping by way of the newly-built mass transit system. Surrounding the transit stops are high-activity, liveable, pedestrian oriented neighborhoods that are linked to other neighborhoods via rail, bus and other modes of transportation. These pedestrian-oriented neighborhoods are identified by compact development that provides for a full range of economic and social services, including housing, ground-floor retail, community and entertainment facilities, grocery stores and cafes. Moreover, these areas contain safe and clean environments with attractive settings for living and working.

By integrating life around transit, the City of Los Angeles has the opportunity to reduce automobile congestion and consequently to better the City's air quality, provide a more efficient land use pattern and create a better quality of life for all Los Angeles residents.

EXECUTIVE SUMMARY

Introduction During the next 30 years, the City of Los Angeles will be the hub of the largest transit public works project in the United States. The development of this system—over 400 miles—will take place during phases of economic upturns and downturns. Nevertheless, a vast regional transportation network, including rail and bus public transit systems, carefully integrated and coordinated, will be created to serve the growing population and economy of the Los Angeles region. This transportation network will extend to outlying areas as far distant as Ventura and San Bernardino Counties.

The City of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (LACMTA) have initiated a cooperative planning effort to develop an integrated policy addressing land use, transportation and air quality issues related to the regional transportation system. An integrated rail and bus transit system creates a unique opportunity for the City to address the challenge of providing for local growth, supporting economic vitality, improving local air quality, relieving traffic congestion and providing a full range of housing opportunities while maintaining and improving the City's quality of life. A land use-transportation policy offers the City and the LACMTA the ability to ensure the success of the regional transportation system by using land use patterns that support transit ridership and revenue capture opportunities. New public and private strategies are essential to maximize the benefits of the extensive public investment in building a regional transportation system.

Adoption of the Land Use-Transportation Policy does not modify or change the City's General Plan or zoning. The Policy should be used by decision-makers for discretionary project review.

Purpose The Land Use-Transportation Policy provides the framework to guide future development around transit station areas. The Policy includes Land Use, Housing, Urban Design, Ridership Strategy, Parking and Traffic Circulation, Equity, Economic Development, and Community Facilities elements. These elements regulate the land use and circulation patterns linked to the transit system.

Objectives Among the objectives of the proposed Land Use-Transportation Policy are to:

- Focus future growth of the City around transit stations.
- Increase land use intensity in transit station areas.
- Create a pedestrian oriented environment in context of an enhanced urban environment.
- Accommodate mixed commercial/residential use development.
- Provide for places of employment.
- Provide a wide variety of housing for a substantial portion of the projected Citywide population.
- Reduce reliance on the automobile.

The public transit system will contribute significantly to the economy of the City, attracting private investment and contributing to neighborhood revitalization. The public transportation system will link the City's designated Center Study Areas, the City's neighborhoods, major places of employment, of public assembly and recreation, schools, universities and institutions.

Organization of the Document The following section contains an outline of the principles that have guided preparation of the document. Proposed policy follows, covering the eight elements of:

- Land Use
- Housing
- Urban Design
- Ridership strategy
- Parking and Traffic Circulation
- Equity
- Economic Development and Community

Participation

- Community Facilities

Next, Transit Station Area Prototypes, outlined as follows, are described with reference to potential future neighborhood characteristics acquired through implementation of this Policy.

MAJOR URBAN CENTER The Major Urban Center is located in the densely developed urban core or Central Business District. Land use is largely commercial.

URBAN COMPLEX The Urban Complex is characterized by linear commercial/office development along corridors with mixed and/or adjacent residential uses.

MAJOR BUS CENTER The Major Bus Center contains a mix of land uses and is identified by the high ridership bus line intersections of the twenty bus routes most patronized.

NEIGHBORHOOD CENTER The Neighborhood Center contains a commercial and residential mix. These areas are characterized by commercial, educational, entertainment or other activities that cater to the surrounding residential community.

REGIONAL/SUBURBAN CENTER The Regional/Suburban Center serves the outlying Los Angeles communities. These areas contain a mix of parking/commuter services, commercial, residential, entertainment and/or other activities, and are planned and connected to the greater region.

INDUSTRIAL COMPLEX The Industrial Complex is characterized by large scale development required by wholesale, manufacturing, warehousing, shipping, and other purposes.

Implementation strategy follows, partly tailored to the Transit Station Area Prototypes, such as by applying proposed Transit Oriented Districts and new zoning designations to transit centers and station areas or preparing urban design guidelines appropriate to the character of individual communities.

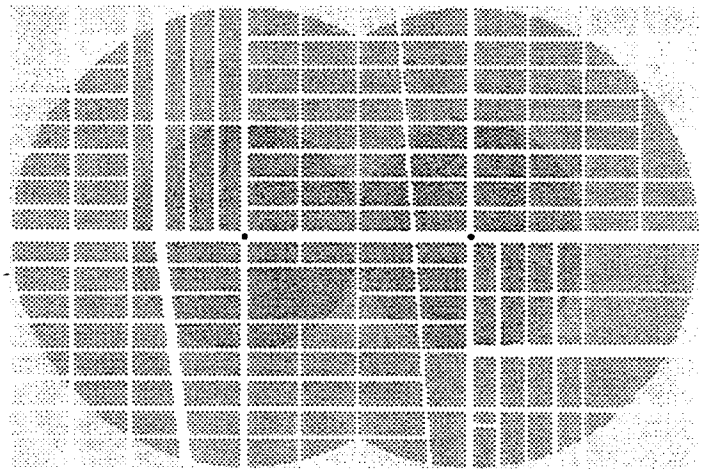
GUIDING PRINCIPLES

The Land Use-Transportation Policy is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that complements and maximizes the utilization of the region's transit system. The Guiding Principles of Land Use-Transportation Policy are to:

- Increase transit ridership and maximize the use and efficiency of Los Angeles' rail and bus transit systems.
- Distribute housing, employment and public transit opportunities equitably for all social and economic groups.
- Establish transit centers and station areas as places where future growth of Los Angeles is focused.
- Develop and apply urban design standards to ensure the development of a high-quality and safe and secure urban environment.
- Provide open space and recreational space around transit station areas.
- Develop compact quality pedestrian oriented mixed-use neighborhoods within walking distance to rail transit stations and other transit centers.
- Reflect the unique cultural and physical identity of each community.
- Promote private sector development in rail and other transit centers to maximize public investment.
- Improve the public health and environment by reducing emission of air pollution from automobiles by creating a more efficient urban form.
- Preserve limited open space.
- Promote easy and efficient access for transit patron mode transfers.

LAND USE-TRANSPORTATION POLICY

The Land Use-Transportation Policy consists of the following eight elements. These eight elements provide the development guidelines for neighborhoods within a 1/2-mile distance of transit stations. These neighborhoods are defined by a Primary Influence Area of 1/4-mile radius from the transit station, and a Secondary Influence Area that serves as an area of transition and extends to a 1/2-mile radius from the transit station.



LAND USE

The intent of the Land Use policy is to concentrate mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around transit stations.

- Designate Transit Oriented Districts (TOD's) at each transit station that include Primary and Secondary Influence Areas as defined in the matrices.
- Adopt minimum and maximum levels of densities/intensities of development in TOD's consistent with neighborhood prototypes.
- Concentrate higher densities and intensities of land use in Primary Influence Areas.
- For the Primary Influence Areas, provide incentives for development as specified in, but not limited to those listed in the matrices.
- For Secondary Influence Areas, adopt zoning to create a transition in scale, height, and density between 1/4-mile and 1/2-mile of transit stations, as specified in the matrices.
- Adopt a Master Environmental Impact Report for each TOD.
- Adopt restrictions on automobile-reliant land uses, such as gas stations and car dealerships, to minimize car trips.
- Facilitate the development of uses directly related to the needs of the surrounding community, such as convenient neighborhood oriented retail and personal services.
- Facilitate the creation of community gardens or landscaping on publicly- and privately-owned vacant land as interim uses until development occurs.

HOUSING

The intent of the Housing policy is to increase the supply of new housing for all income groups that is accessible to transit and to provide a high quality living environment.

- New housing construction shall include affordable units.
- Accommodate substantial future housing production in and around transit station areas.
- Provide a broad range of new housing units affordable to a mix of household incomes in TOD's.
- Preserve housing affordability in Primary and Secondary Influence Areas through rehabilitation housing programs and replacement housing of those existing residential units that are demolished.
- Adopt incentives for multi-family housing preservation and production in Primary Influence Areas as specified in the matrices.

URBAN DESIGN

The intent of the Urban Design policy is to create safe, clean, pedestrian-oriented neighbor-

hoods where transit provides a desirable and positive asset to the community.

• Require transit-friendly buildings that facilitate pedestrian, transit, high occupancy vehicles access to buildings.

• Adopt urban design guidelines shaped by community input and tailored to the Transit Station Area Prototypes.

• Facilitate landscaping along transit routes.

• Require public art designed to be compatible with the character and context of existing communities.

• Design safe, clean, comfortable and active pedestrian-oriented environments in transit station areas; enhance the pedestrian's perception of safety and sense of orientation.

• Adopt walkway widths in TOD's to promote and enhance pedestrian access and circulation.

• Create vibrant pedestrian plazas and squares consistent with Transit Station Area Prototypes by such techniques as closing streets and alleys and building atriums.

• Set aside land in each TOD for public open space.

• Conserve historic character and structures.

RIDERSHIP STRATEGY

The intent of the Ridership Strategy policy is to coordinate other transportation modes with the rail transportation system in order to increase awareness and use of the public transportation system.

• Develop an intermodal mass transportation plan within TOD's. (Include bus and DASH link to rail.)

• Require bicycle access to and storage at transit stations.

• Require and facilitate pedestrian access throughout TOD's.

• Ensure that the transit system, balanced between bus, rail and other modes of travel, is made accessible to all residents of the City.

PARKING AND TRAFFIC CIRCULATION

The intent of the Parking and Traffic Circulation policy is to encourage public transit ridership and pedestrian access and to reduce parking and automobile reliance.

• Adopt a "transit first" policy to assure effective and efficient connections between different transportation systems.

• Develop transit station area Access and Circulation Plans to address and balance neighborhood concerns, deliveries to business, and transit station needs.

• Develop a Regional Parking Management Plan serving the transit system.

• Provide intercept park-and-ride facilities in commuter-oriented station areas. Offer incentives to new development in major urban center TOD's for contributions to fund the construction of these park-and-ride facilities.

• Adopt parking requirements appropriate to TOD's including establishment of minimum/maximum on-site parking ratios for new development within Primary Influence Areas. Reduce minimum/maximum on-site parking requirements for new development as the transit system matures.

• Seek emission credits for mobile sources and exemptions from or modifications of traffic mitigation measures such as the Congestion Management Program for projects that comply with this policy within the Primary Influence Areas.

• Within the Primary Influence Areas, require new development to locate code-specified parking in structures and/or lots which can be converted or redeveloped into other uses as the transit system develops.

• Give parking priority in TOD's to carpools, vanpools and bicycles.

• Maximize shared-use parking in transit station areas.

• Provide short-term spaces to accommodate drop-off, pick-up and taxi services consistent with the Transit Station Area Prototypes.

EQUITY

The intent of the Equity policy is to provide the same range of choices for all residents, particularly for those residents who have few, if any choices.

The Equity policy element establishes a framework to provide for an integrated citywide transportation system designed to accommodate all geographic areas of the City, in terms not only of providing public transportation but in reference to other public economic benefits, such as revitalization of neighborhoods. This policy also promotes efforts to identify and quantify unmet transit demands.

• The City shall support and impact the decision-making process to ensure equal access and mobility to all City residents, to meet underserved and unmet transit needs and, within the existing and proposed system, to give priority for development and revitalization to economically disadvantaged areas.[1]

• An annual assessment of the transit demand and needs shall be performed in order to prioritize, modify and enhance:

a) service levels, and

b) existing and planned transportation improvements.

• The City shall promote an equitable and balanced approach for the economic and mobility benefits of its residents in its advocacy for future funding/programming for transportation improvements and services.

•The City and MTA shall work together to optimize participation by DBE/MBE/WBE's in all residential, commercial, and transit services and construction contracts and developments in transit corridors.

• The funds collected through MTA's transit-related development projects shall, to the extent permitted by law, be distributed systemwide based on the equity principles contained in this Policy.

• The City and MTA shall utilize a Citizen Participation Process which shall ensure community input and equitable decision-making in all phases of system and land use planning, development, engineering and implementation.

• City economic development funds shall be given priority to support this policy while transit funds shall be programmed for transit programs.

• Community-based non-profit organizations shall be given preference as partners.

ECONOMIC DEVELOPMENT

The intent of the Economic Development policy is to support and encourage economic vitality for all economic segments of the population and to maximize economic development opportunities in neighborhoods surrounding TOD's.

• Create employment opportunities in TOD's by adopting a community job hiring/training program for public and private ventures.

• Develop business attraction, retention and expansion strategies for TOD's.

• Through joint development and public-private partnerships, vacant or under-used City-owned property shall be developed to meet community needs such as pocket parks, public art, affordable housing, and community gardens.

• Community revitalization programs such as redevelopment areas and enterprise zones, shall be consistent with and support all elements of this Land Use Policy for Station Areas when the revitalization areas encompass a TOD.

[1]Economically disadvantaged are areas within the City where the following conditions exist: where the total persons in poverty is equal to or well above the City average; where unemployment is at or higher than the citywide average; where the City's ratio of median census tract income is less than 120% of the median county income; where the percentage of households with no vehicle available is above or higher than the City average; where the percentage of workers 16 years and older and students who use public transportation to get to work is above or higher than the City average; and when the percentage of total population defined as in the labor force is significantly below the City average.

COMMUNITY FACILITIES

The intent of the Community Facilities policy is to assure that TOD's accommodate a range of community needs and public amenities.

- Each TOD shall contain community facilities such as libraries, child care centers, elder care facilities, and community meeting rooms, as identified in, but not limited to, those in the matrices.

- Establish development incentives for the creation of community facilities in TOD's.

- Parking structures shall contain residential uses, and/or ground floor retail, and/or other community facilities.

TRANSIT STATION AREA PROTOTYPES

INTRODUCTION

Changes of land use designations and of zoning of neighborhoods in Community Plans must recognize the individual characteristics and future potential of the City's neighborhoods, as well as the wants and concerns of local residents. Consequently, a set of six Transit Station Area Prototypes has been devised to set the framework for the more detailed planning of transit station areas, each keyed conceptually to what might be accomplished when applied to a particular area served by subway, light rail or bus or a combination of all three. The six Prototypes establish a hierarchy of density ranging from a very dense urban area to a less dense, more suburban area.

INCENTIVES

Standard incentives apply to all projects within 1/4 mile of the station area (including the major bus center):

- Finding of conformance with CMP requirements on mixed use, medium density (and above) housing and affordable housing.
- Substantial trip reduction credit for transportation mitigation under CEQA.
- Substantial reduction in parking requirements.
- Mixed use development (commercial-housing) by right.
- Location within the Primary Influence Area by definition reduces Vehicle Miles Travelled, conforming to the Air Quality Management Plan.
- Reduced permit processing fees for all housing development.
- Expedited environmental and permit processing.

Additional Incentives for Community Benefits

Incentives recommend a combination of bonuses and public-private actions to secure funding (for example, from the Intermodal Surface Transportation Efficiency Act or ISTEA).

Community Benefit	Incentive (Ratio of Development Bonus in square feet to Benefit)
• Open space, plazas	2SF:1SF open space, plaza
• Childcare, eldercare	2SF:1SF child/eldercare
• Community meeting room	2SF:1SF community room
• Historic preservation	Joint public-private effort (For example, seek 1:1 funding match for ISTEA)

To achieve pedestrian enhancements:

• Special street lighting	Joint public-private effort
• Special street trees	Joint public-private effort
• Special paving/amenities	Joint public-private effort
• Bicycle storage facilities	Joint public-private effort

For economically disadvantaged areas:

- Redirect City resources: redevelopment, blockgrant, housing funds etc. to support public-private partnerships.
- Utilize various tax abatements, increment financing, tax credits, etc.
- Exemption or deferral from City fees (for example, DWP allows for reduced fees on power bills for commercial users in designated areas of the City).
- "Front of the line" position for any service hook up/connection (e.g. sewer service).

For Higher density projects that exceed maximum thresholds (refer to specific Station Area Prototype):

- A percentage reduction in standard city parking requirements, for example, a 3-10% reduction.
- An FAR bonus of 25% for combining lots.
- A density bonus for all housing types/ranges of 25% for combining lots.
- A combined hearing process to expedite Project review.

TRANSIT STATION AREA PROTOTYPES

Transit Station Area Prototypes are defined in the following section, which describes how a prototype neighborhood might be transformed over the next thirty years in terms of scale of development, types of uses, pedestrian orientation, etc. The accompanying matrices set forth ranges of density/intensity to capture the range of land use characteristics in the City prevalent along transportation corridors.

MAJOR URBAN CENTER

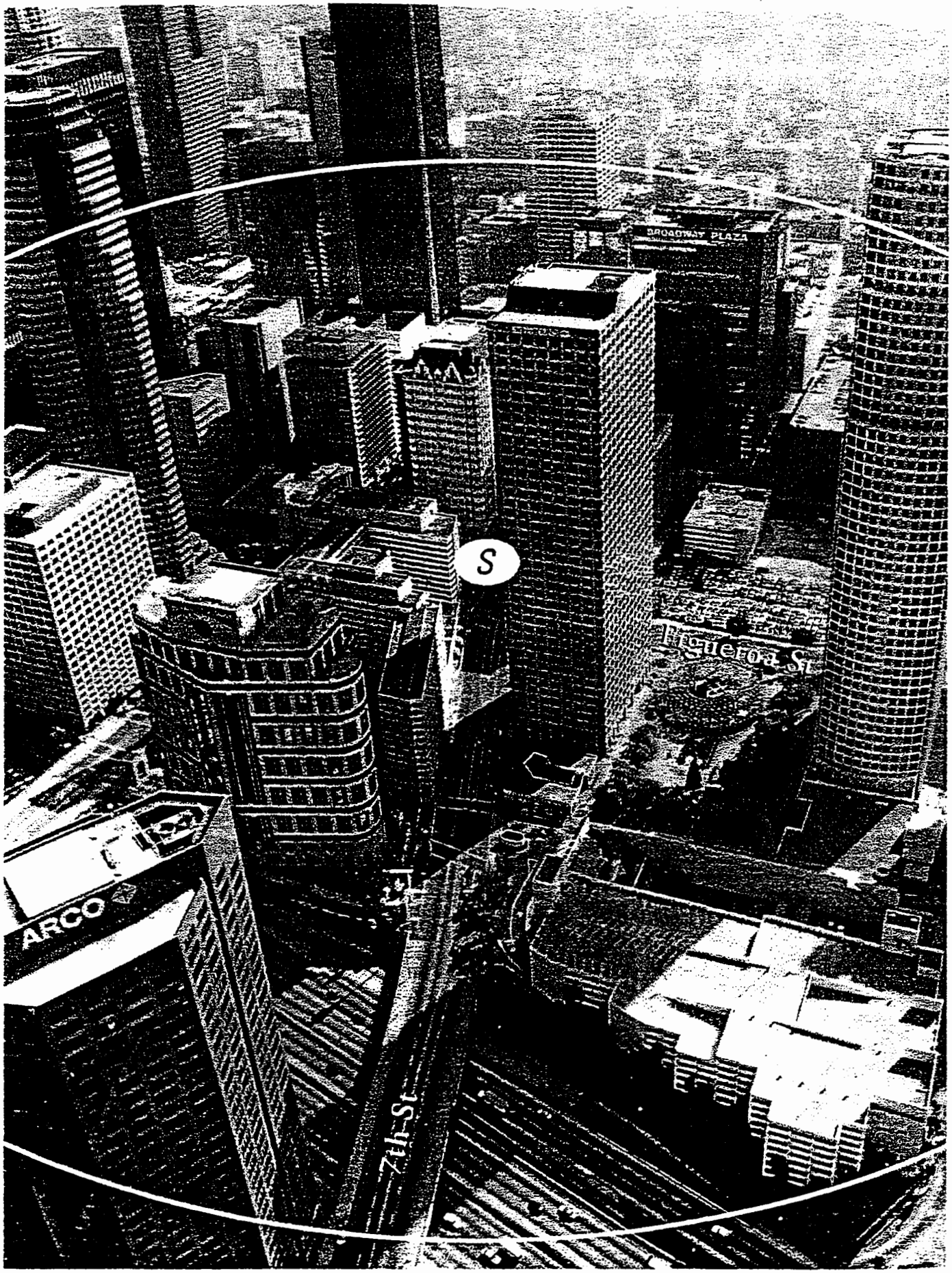
Major Urban Centers are intensely developed urban areas characterized typically by diverse land uses, high-rise buildings, high population density, automobile and pedestrian congestion, insufficiency of parks and open space, diverse social and demographic characteristics, buildings of varying age and physical condition, intensive concentrations of employment, of retail and wholesale trade, business and personal services, institutional uses, entertainment centers, hotels, restaurants and tourist attractions. They are vital, active with potential for 24-hour life. Typical is the Central Business District.

VISION FOR **MAJOR URBAN CENTER**

The Central Business District (CBD) has grown tremendously in thirty years, in geographic extent, intensity of development, housing, employment, range of industries and business and personal services, places of entertainment and culture, diversity and vibrancy. Construction of high-rise office buildings and apartment buildings, including many of mixed commercial/residential use, has proliferated intermittently with cycles of the local and national economies. The predominant physical patterns and forms of the CBD had already been established during earlier decades, with insufficient opportunity remaining, for example, to acquire land for parks, public open space, and increased sidewalk width needed to accommodate greatly increased pedestrian traffic. Automobile traffic remains congested.

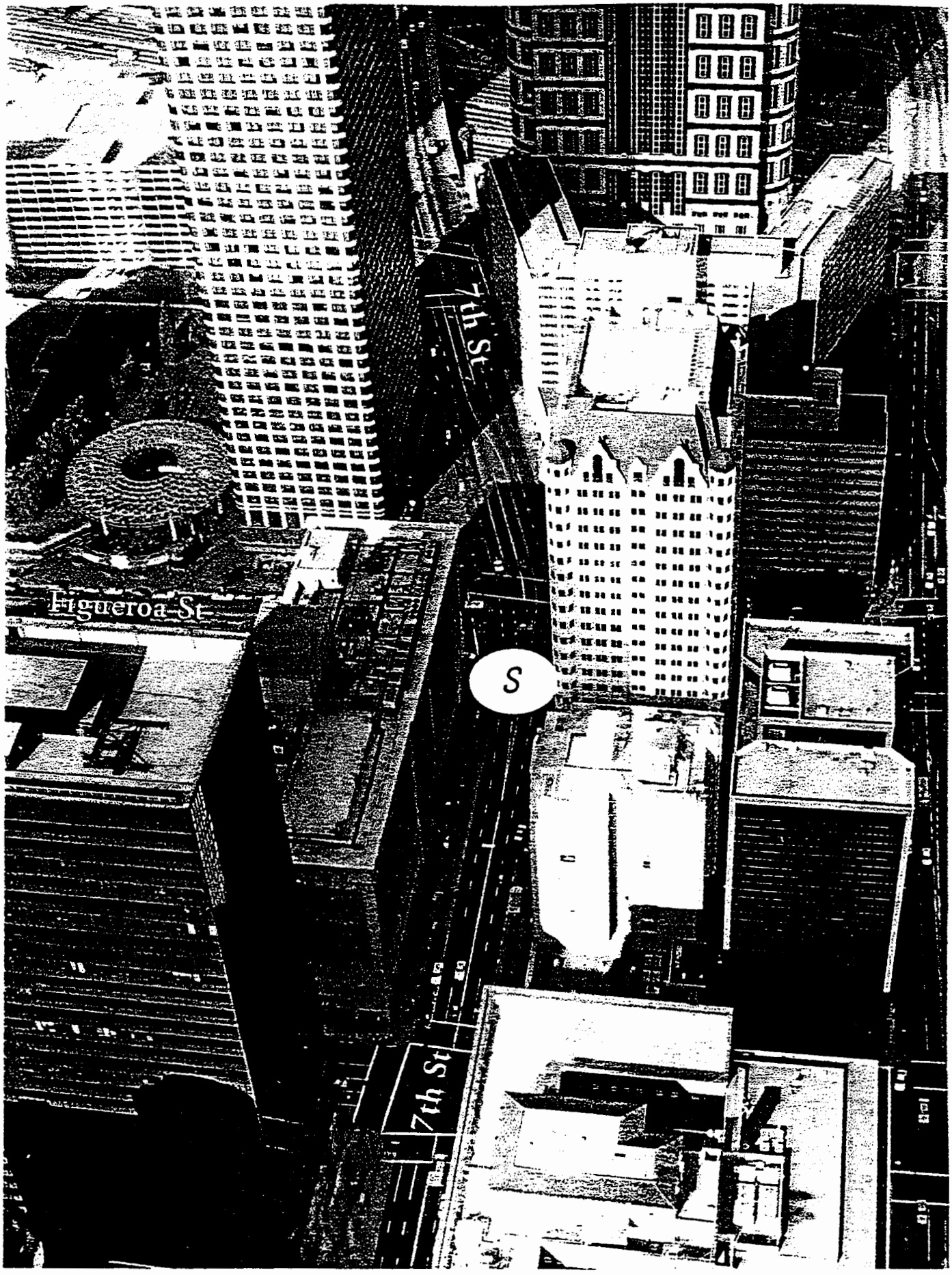
Yet an extensive rail public transit system had been envisioned for the Los Angeles region, with major elements of it already designed or under construction by the 1990's, and key underground segments beneath the CBD and other areas already completed and connected by the Metrolink commuter rail system to outlying regions. The CBD has become vastly more transit dependent with the rapid growth of the core of the City, yet such vibrant growth was possible to the extent experienced only because a well designed regional mass transit system was in place beforehand.

Stations may include: Bunker Hill, Pershing Square, 7th Street, Figueroa Street



MAJOR URBAN CENTER Primary Influence Area

S=Station



MAJOR URBAN CENTER

S=Station

STATION AREA PROTOTYPE
MAJOR URBAN CENTER

1/4 Mile Radius	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Density[1]	80 du/acre		80 du/acre	
Maximum Permitted Density[2]	100 du/acre		100 du/acre	
Discretionary Density[3]	100 du plus		100 du plus	
Minimum Desirable FAR[1]		6:1	6:1	6:1
Maximum Permitted FAR[2]		13:1	13:1	13:1
Discretionary FAR[3]		13 plus	13 plus	13 plus
Minimum Parking[4]	phased	phased	shared	phased
Maximum Parking[4]	phased	phased	shared	phased
Minimum Sidewalk Width	20 feet; 20 feet plus in immediate transit station area			

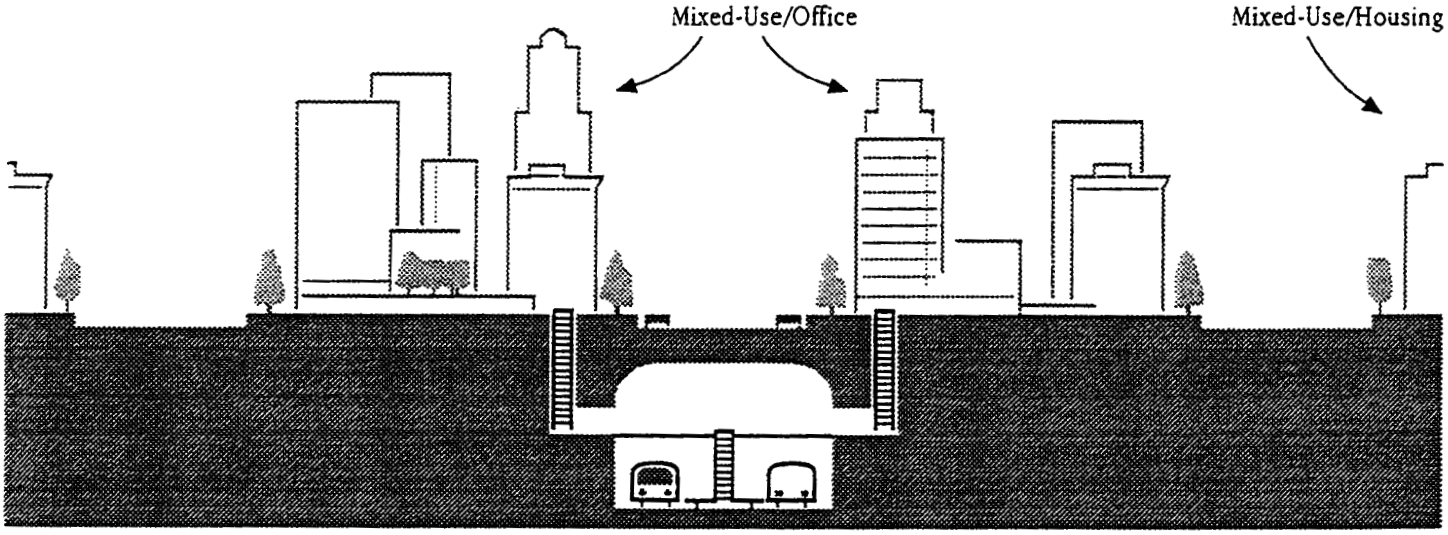
NOTES:

1 To qualify for Additional Incentives, projects must meet this threshold

2 Permitted as of right. (Site Plan Review applies, consistent with Ord. Nos. 165, 951 & 166, 127)

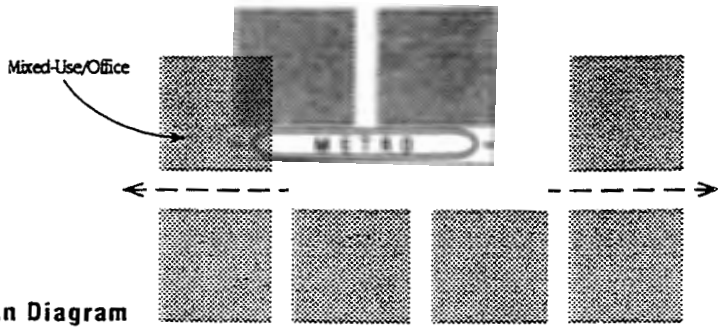
3 Determined by discretionary review, in consideration of local neighborhood circumstances, as well as public benefits provided by developer, such a s dedication of green open space, childcare. Also in consideration of amount of affordable housing provided.

4 Parking subject to a phased reduction from the citywide standards as the transportation system is constructed and opens for operation.



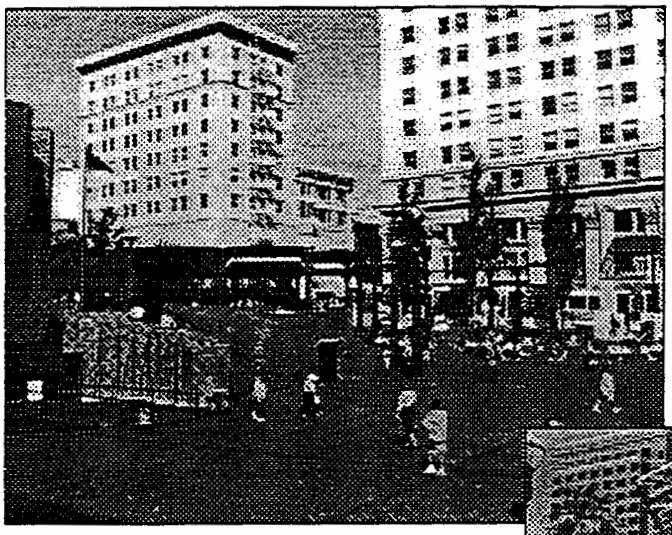
Section Diagram

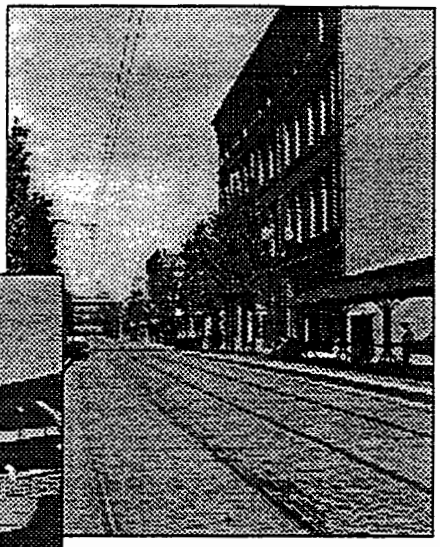
Station Area Prototype matrix applies to the Primary Influence Area (1/4 mile). A Secondary Influence Area is an area of transition (1/2 mile). The 1/4 mile radius may be adjusted according to land uses, topography, etc. Minimum sidewalk width anticipates pedestrian crowding due to bus/rail queuing, and retail activity. For mixed use, see residential for maximum densities.

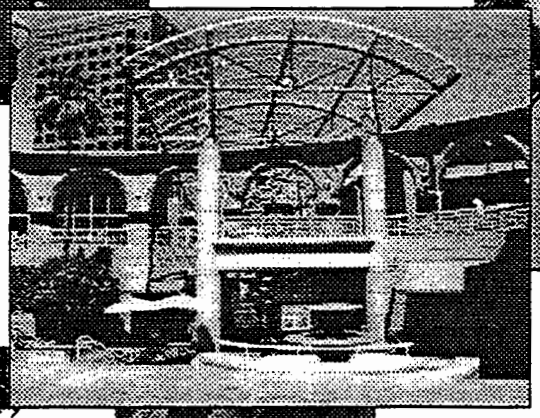


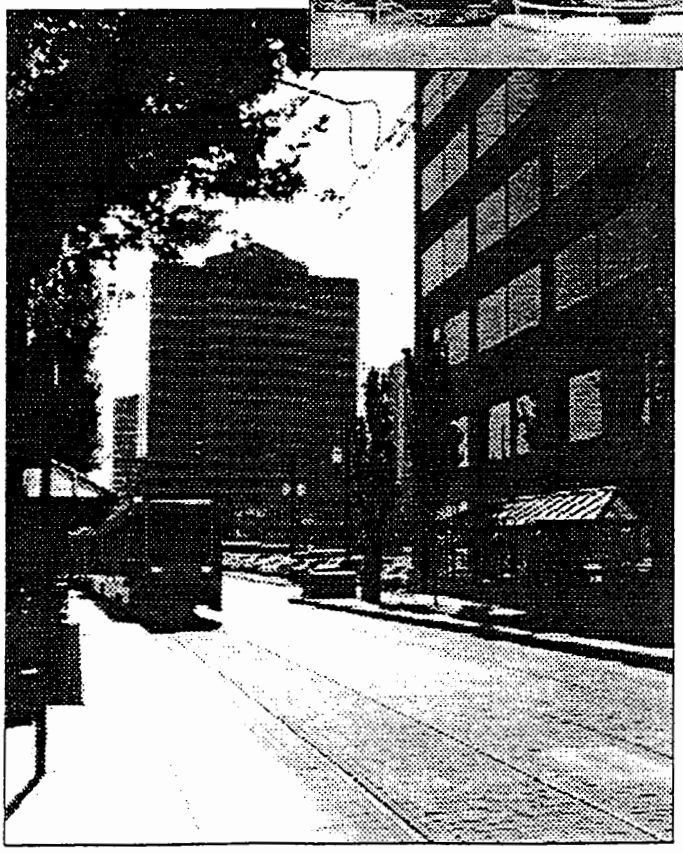
Plan Diagram

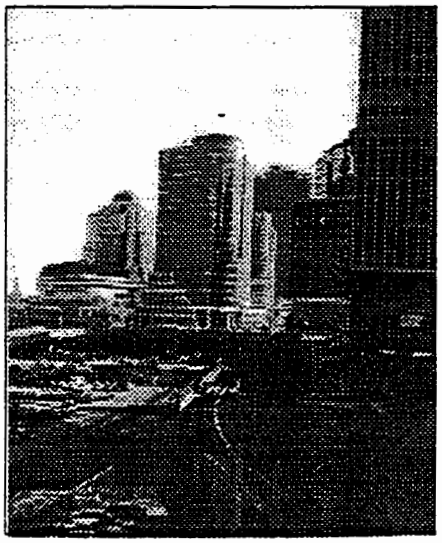
Major Urban Center











ATO-084.2-93

URBAN COMPLEX

Urban Complexes share many of the characteristics of Major Urban Centers, typically in linear configurations extending along Major Highways, with commercial development alternating in intensity and complexity, and connecting to adjacent residential communities of varying character and density. Urban Complexes are derivative historically from the automobile, and in some cases the trolley car, having accompanied the urban sprawl made possible by the advent of these two modes of transportation. Urban Complexes tend to be more "automobile friendly" when compared to the Central Business District in terms of street width and availability and convenience of parking. Automobile traffic, however, is congested and exacerbated by continuing intensive commercial and residential growth. Urban Complexes are becoming more dependent on public transit to work well.

Pedestrian traffic is considerable, but lacks a fully realized "pedestrian friendly" environment. Pedestrian safety and convenience suffer at the expense of excessive reliance on the automobile. Sidewalks have been narrowed in some cases in order to accommodate widening of streets.

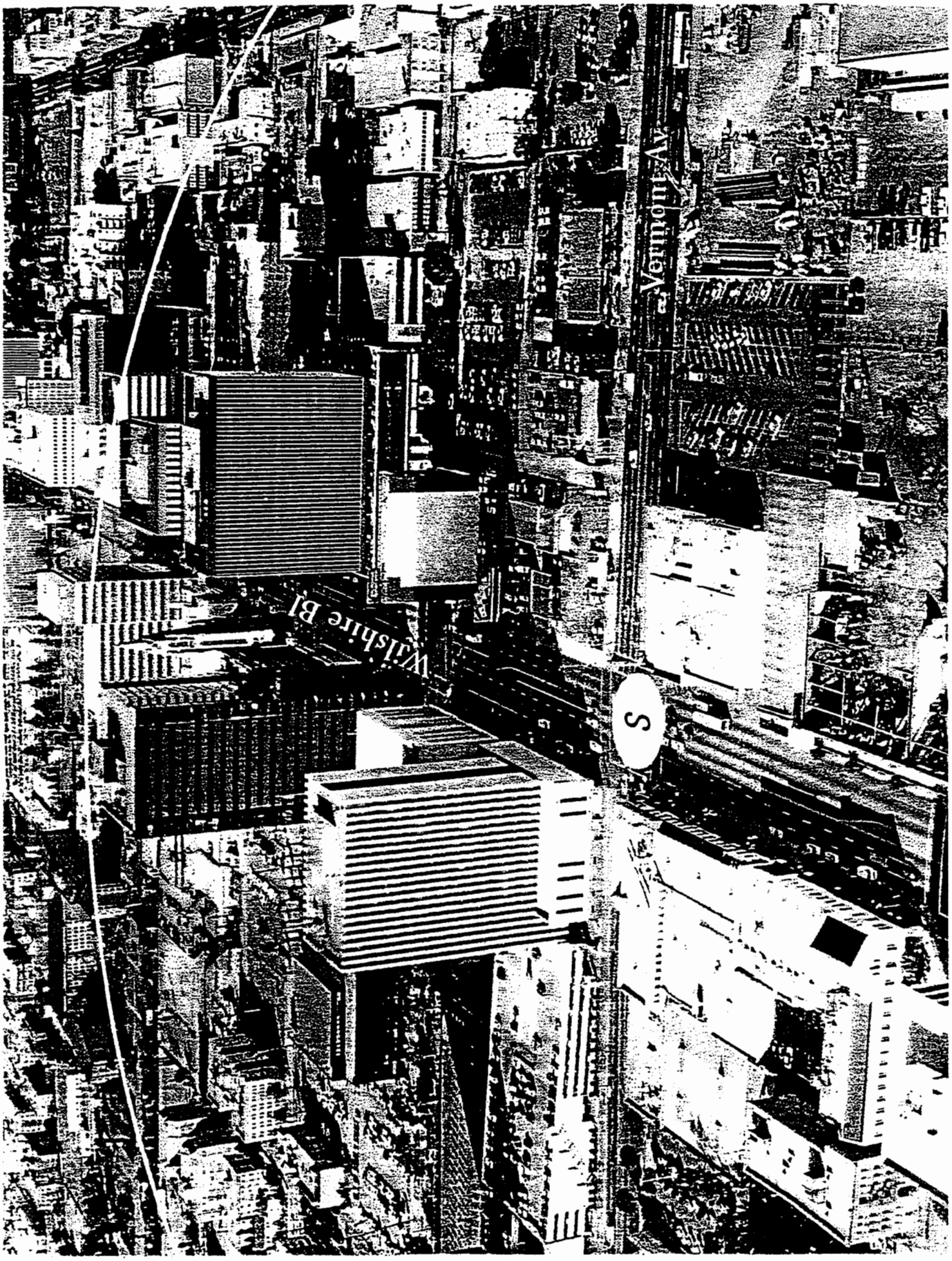
Segments of some transit corridors may rival the Central Business District in height of buildings and intensity of development. Elsewhere, urban character may grade toward smaller scale development, in context of neighborhood rather than regional orientation. Wilshire Boulevard is an example of an Urban Complex.

VISION FOR **URBAN COMPLEX**

Urban Complexes, like the Central Business District, have experienced increased intensity of development and growth of economic opportunity, also spurred by improved public transit, but with concurrent automobile and pedestrian congestion. While some roadways have been widened at the expense of sidewalk width, elsewhere roadway widening has been entirely and permanently curtailed, with the pedestrian environment of many streets subsequently improved by street tree plantings and acquisition of public spaces in return for density bonuses.

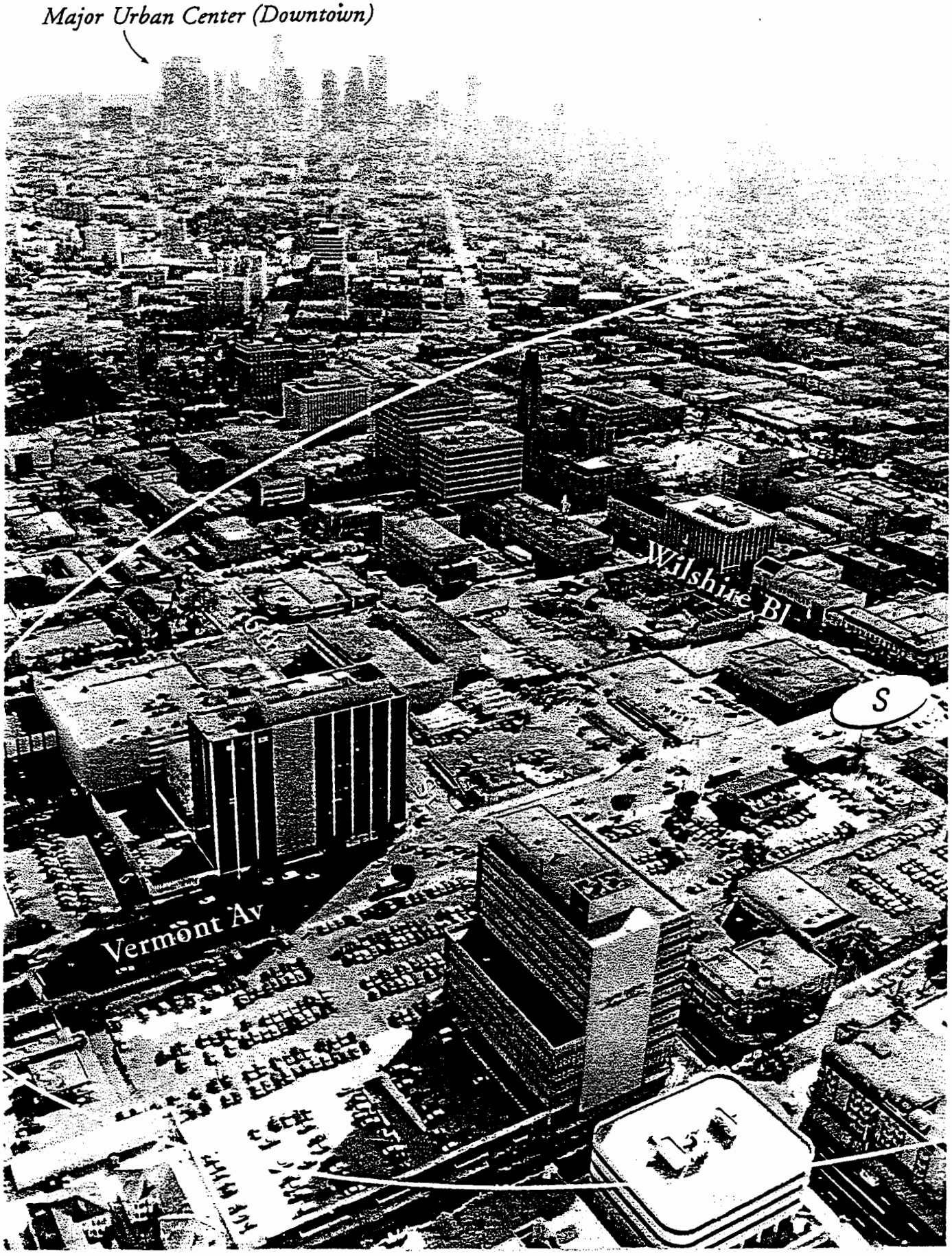
Places where bus lines intersect, or intermodal transfer of rail and bus transit users occurs, have experienced larger and larger throngs of people, not only transit users but passersby, such as office workers using lunch breaks for shopping and restaurants. In such places, emphasis upon pedestrian-friendly design has created a vital and lively outdoor environment. Transit stations, at the surface or underground, are imaginatively designed and enhanced by public art.

Stations may include: Union Station, Wilshire/Western, Chinatown, Hollywood/Highland, MacArthur Park, Hollywood/Universal, Wilshire/Vermont



URBAN COMPLEX Primary Influence Area

S=Station



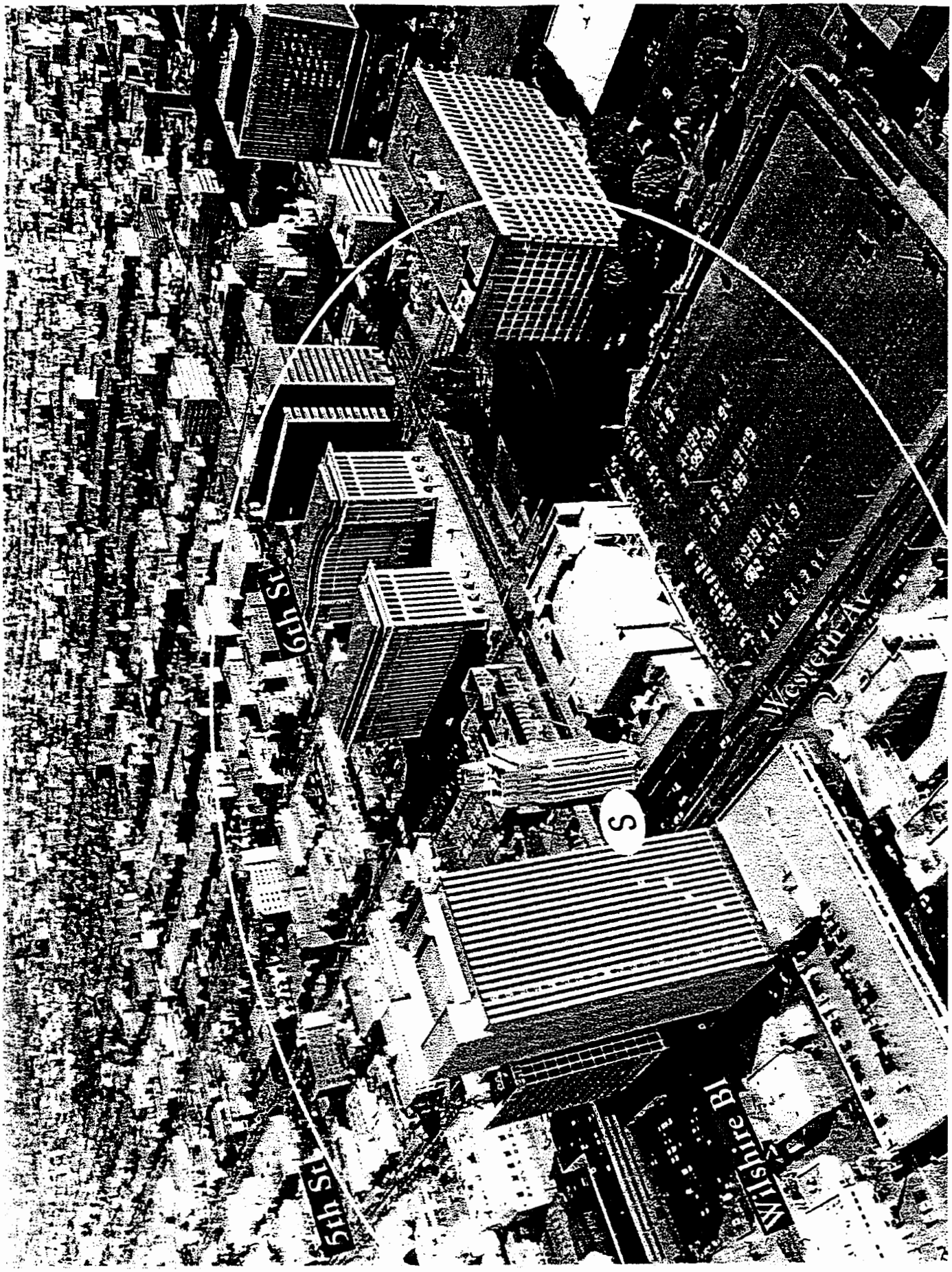
URBAN COMPLEX Primary Influence Area

S=Station

URBAN COMPLEX *Looking west along Wilshire Bl to the Normandy & Western Stations*

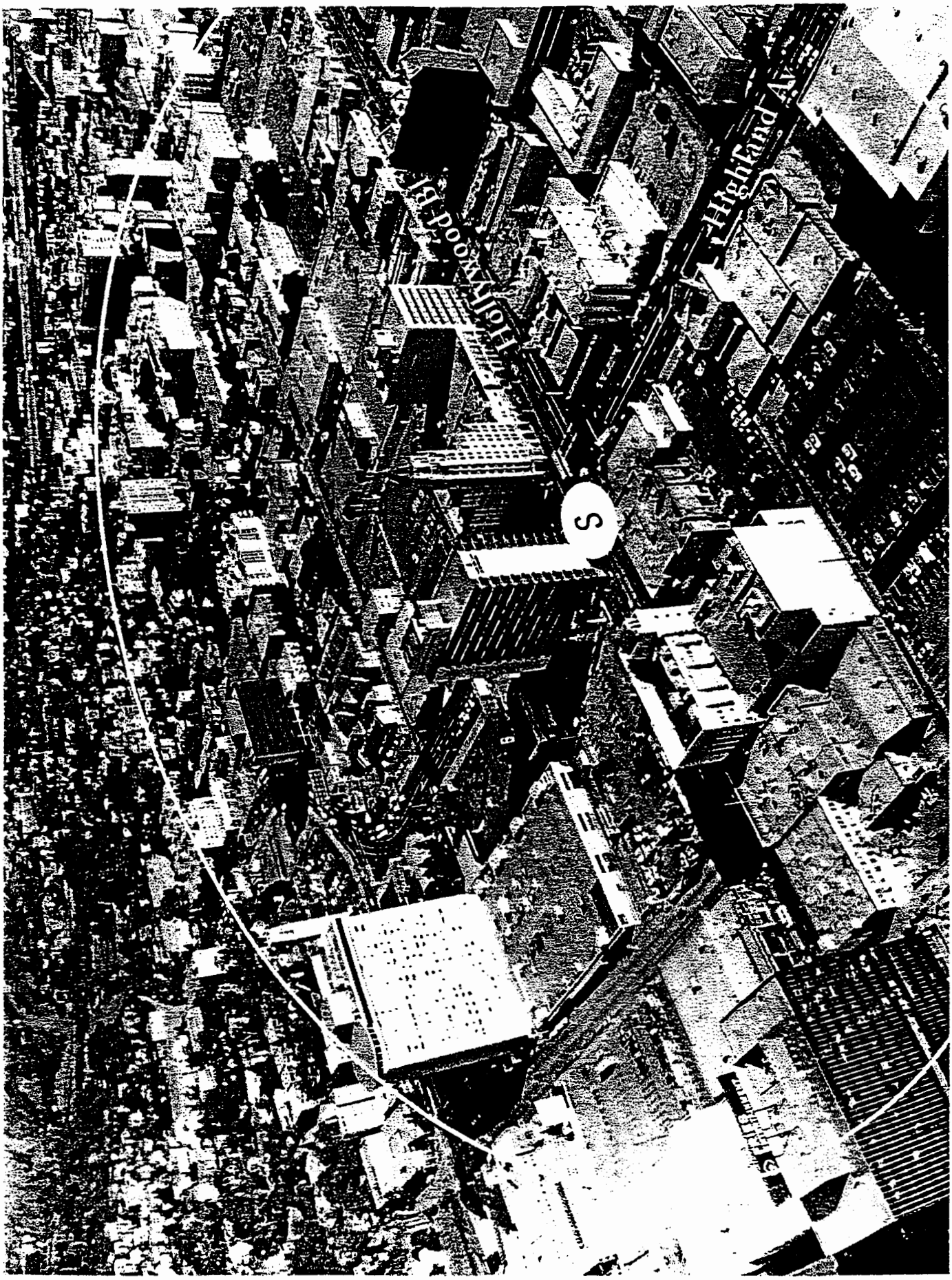
RBAN COMPLEX Primary Influence Area

S=Station



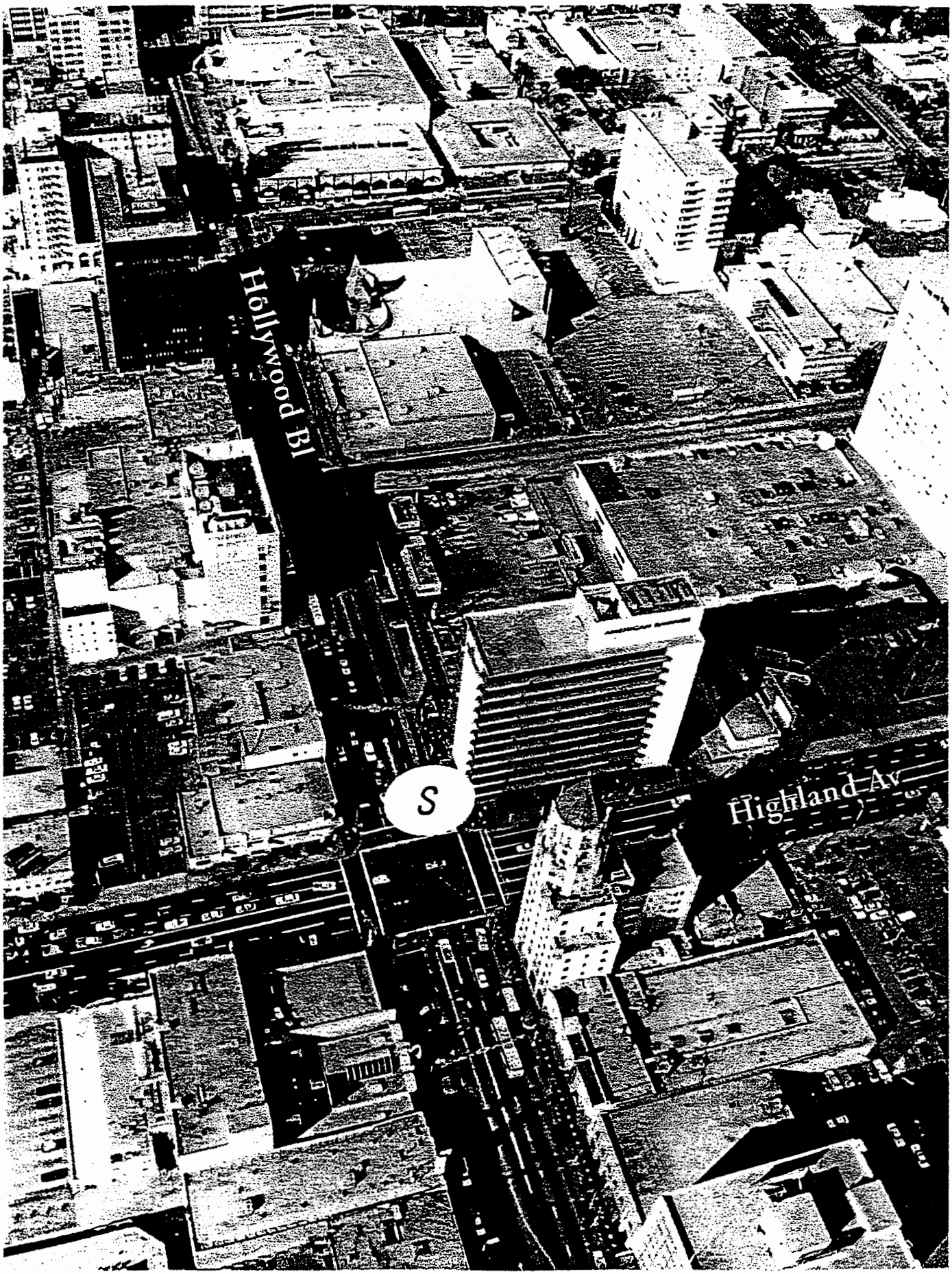
URBAN COMPLEX Primary Influence Area

S=Station



URBAN COMPLEX Primary Influence Area

S=Station



URBAN COMPLEX Primary Influence Area

S=Station

STATION AREA PROTOTYPE
URBAN COMPLEX

1/4 Mile Radius	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Density[1]	40 du/acre		40 du/acre	
Maximum Permitted Density[2]	60 du/acre		60 du/acre	
Discretionary Density[3]	60 du plus		60 du plus	
Minimum Desirable FAR[1]		4.5:1	4.5:1	4.5:1
Maximum Permitted FAR[2]		10:1	10:1	10:1
Discretionary FAR[3]		10 plus	10 plus	10 plus
Minimum Parking[4]	phased	phased	shared	phased
Maximum Parking[4]	phased	phased	shared	phased
Minimum Sidewalk Width	15 feet; 15 feet plus in immediate transit station area			
1/2 Mile Radius				
Residential	1 accessory dwelling unit permitted by right on R1, R2 parcels			
Parking	50% reduction in parking for additional unit			

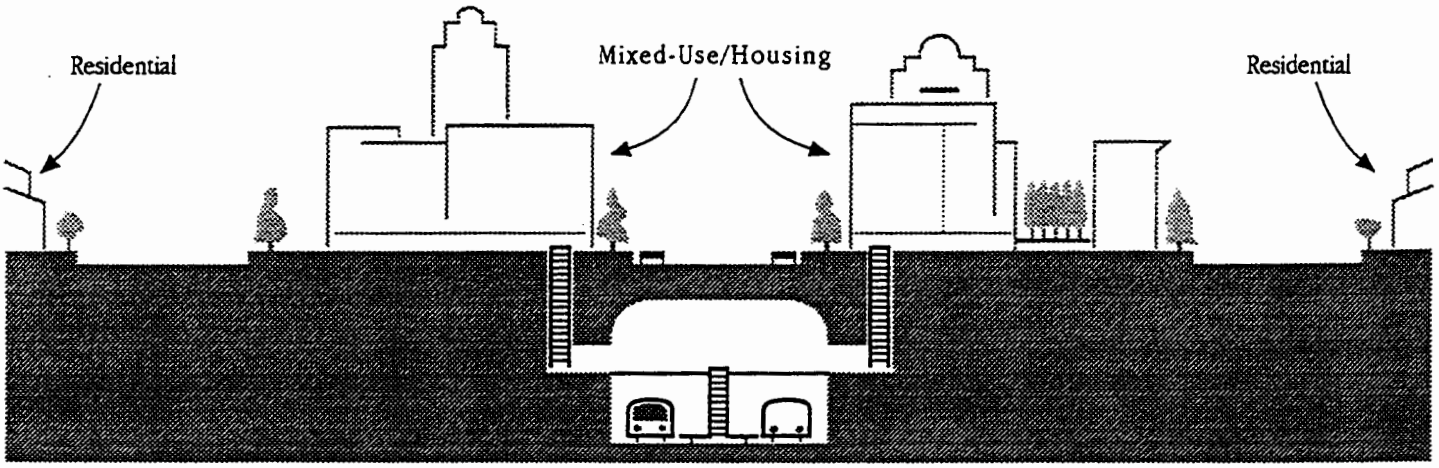
NOTES:

1 To qualify for Additional Incentives, projects must meet this threshold

2 Permitted as of right. (Site Plan Review applies, consistent with Ord. Nos. 165, 591 & 166, 127)

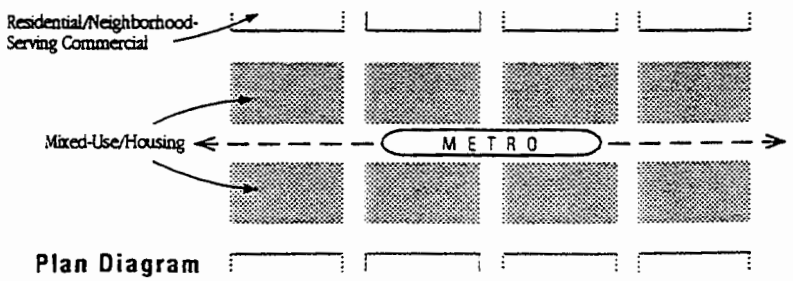
3 Determined by discretionary review, in consideration of local neighborhood circumstances, as well as public benefits provided by developer, such a s dedication of green open space, childcare. Also in consideration of amount of affordable housing provided.

4 Parking subject to a phased reduction from the citywide standards as the transportation system is constructed and opens for operation.



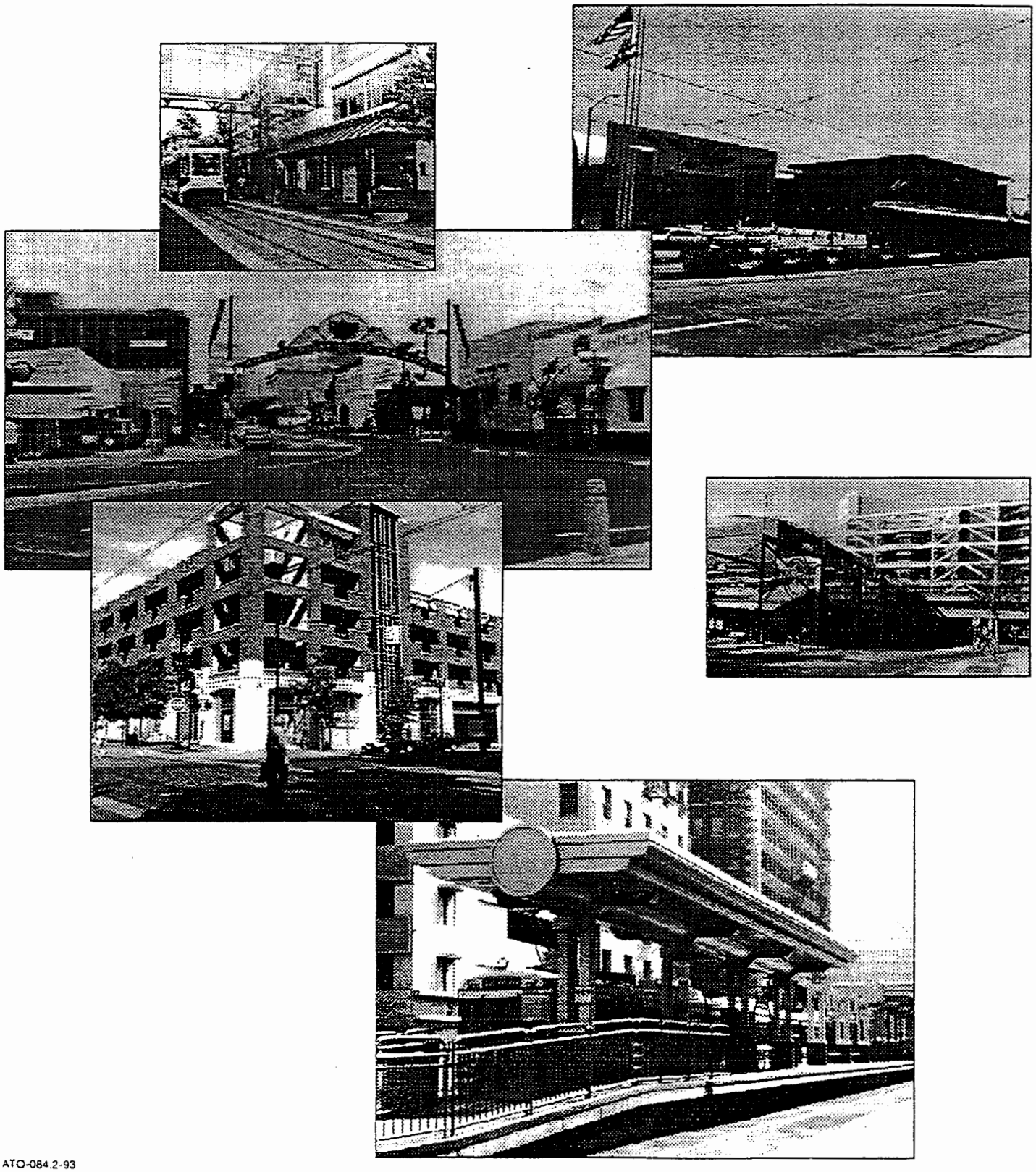
Section Diagram

Station Area Prototype matrix applies to the Primary Influence Area (1/4 mile). A Secondary Influence Area is an area of transition (1/2 mile). The 1/4 mile radius may be adjusted according to land uses, topography, etc. Minimum sidewalk width anticipates pedestrian crowding due to bus/rail queuing, and retail activity. For mixed use, see residential for maximum densities.



Plan Diagram

Urban Complex



ATO-084.2-93

MAJOR BUS CENTER

Major Bus Centers often occur at the intersection of major bus corridors that carry heavy public transit ridership as well as automobile traffic. Heterogeneous commercial development extends for miles along these transit routes, oriented toward the automobile, served by generous parking lots, and with signage designed to attract passing motorists. Retail and services may serve the region as well as the neighborhood. Curb cuts and driveways interfere with pedestrian traffic. Building designs often are drab and monotonous; streetscapes anonymous absent special neighborhood character. Pedestrian amenities, such as street trees, are minimal.

Major employers or major shopping centers may occur, but there is no focus of land uses at the intersections where large volumes of riders board and/or transfer. These transit routes are primarily automobile oriented and automobile dependent with dispersed land uses, thus contributing to congestion, excessive fuel consumption, degradation of air quality, and deterioration of the urban environment.

VISION FOR **MAJOR BUS CENTER**

Major Bus Centers, characterized formerly by miles and miles of often drab and poorly designed automobile-oriented commercial development, have been transformed into true urban form and character. Gas stations have disappeared, as well as automobile repair shops, automobile sales lots and drive-in businesses. Parking lots are absent, partly because of zoning requirements, but also because the great need for parking is gone. Parking is entirely enclosed and sometimes shared between different land uses.

Mixed commercial/residential uses in three-and four-story buildings predominate, often with convenient neighborhood-serving retail and personal services occupying the ground level of apartment buildings, such as barbershops and bakeries.

A pedestrian oriented environment has largely superseded an automobile dominated environment. Sidewalk widths are at least fifteen feet, with more width provided in the immediate transit station area, provided by the builder of the transit station, along with street trees and other amenities. The fifteen-foot sidewalks are a minimum, essential in order to provide space enough for street trees as well as buffering of the store fronts from the noise and fumes of street traffic.

Stations may include: Vermont/Sta. Monica, Vermont/Manchester, Pico/La Brea, Van Nuys/ Sherman Way.

STATION AREA PROTOTYPE
MAJOR BUS CENTER

1/4 Mile Radius	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Density[1]	20 du/acre		20 du/acre	
Maximum Permitted Density[2]	40 du/acre		40 du/acre	
Discretionary Density[3]	40 du plus		40 du plus	
Minimum Desirable FAR[1]		2:1	2:1	2:1
Maximum Permitted FAR[2]		3:1	3:1	3:1
Discretionary FAR[3]		3 plus	3 plus	3 plus
Minimum Parking[4]	1.5/du	phased	shared	phased
Maximum Parking[4]	1.5/du	phased	shared	phased
Minimum Sidewalk Width	15 feet; 15 feet plus in immediate transit station area			
1/2 Mile Radius				
Residential	1 accessory dwelling unit permitted by right on R1, R2 parcels			
Parking	50% reduction in parking for additional unit			

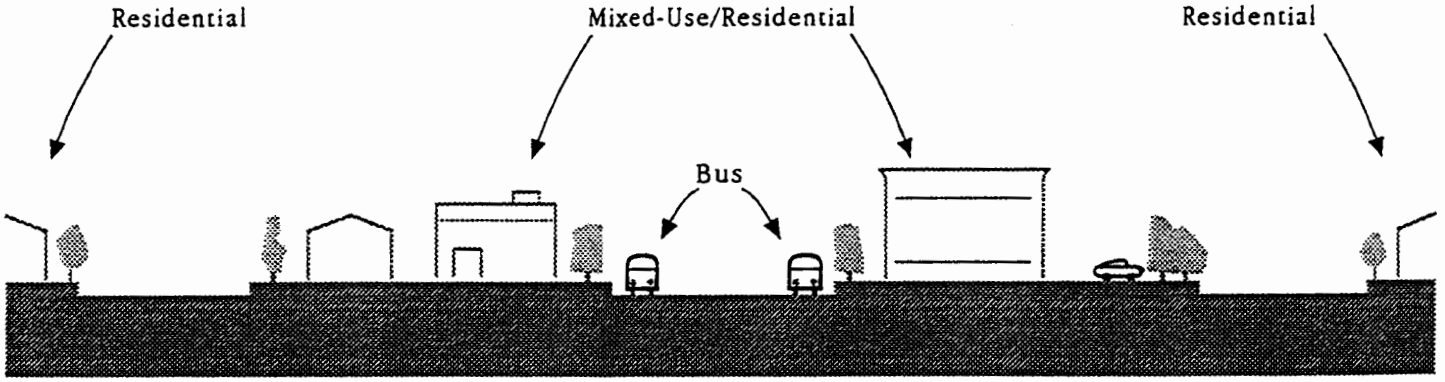
NOTES:

1 To qualify for Additional Incentives, projects must meet this threshold

2 Permitted as of right. (Site Plan Review applies, consistent with Ord. Nos. 165, 951 & 166, 127)

3 Determined by discretionary review, in consideration of local neighborhood circumstances, as well as public benefits provided by developer, such a s dedication of green open space, childcare. Also in consideration of amount of affordable housing provided.

4 Parking subject to a phased reduction from the citywide standards as the transportation system is constructed and opens for operation.



Section Diagram

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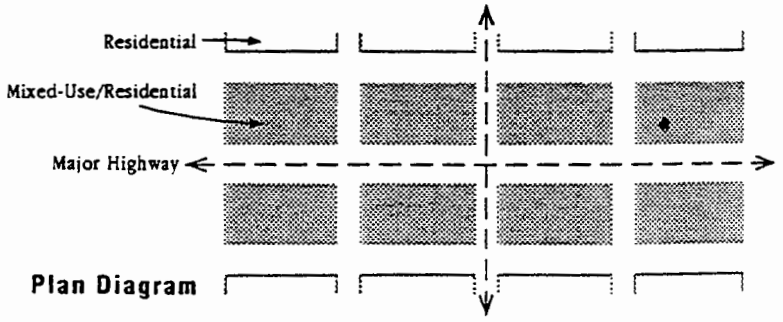
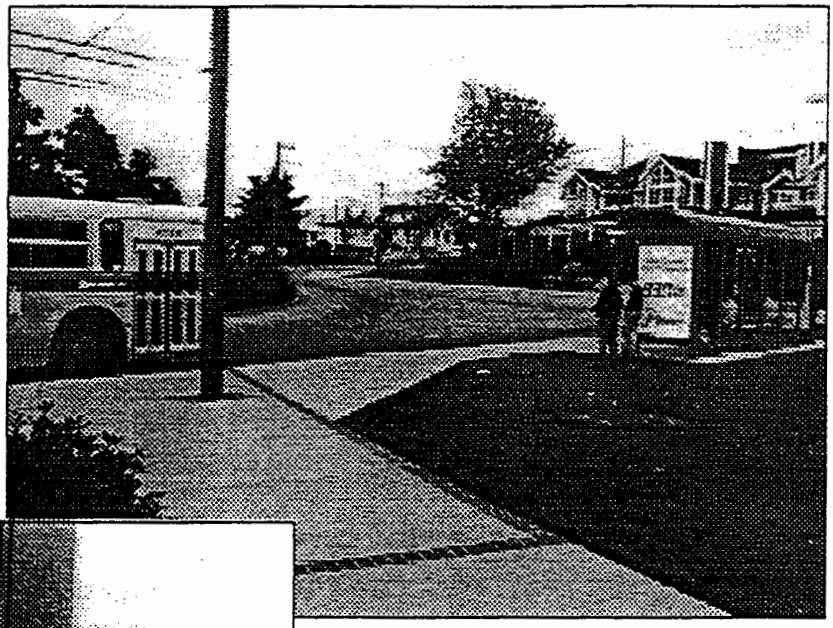
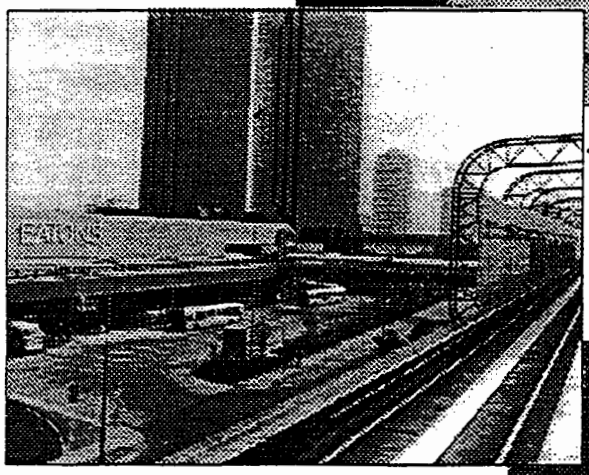
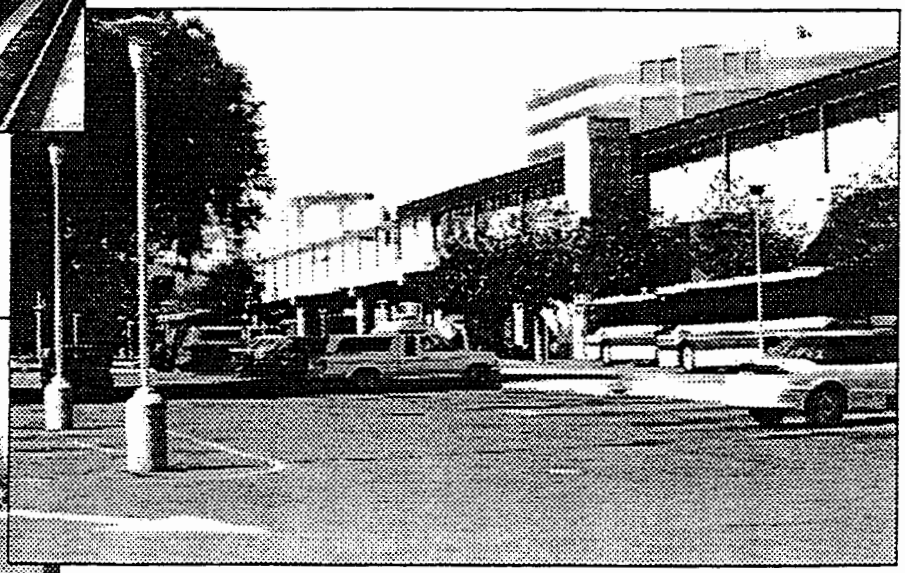


Plan Diagram

Bus Center







ATO-084.2-93

NEIGHBORHOOD CENTER

Neighborhood Centers share many of the characteristics of Major Bus Centers, but generally on a somewhat smaller scale in terms of intensity of development, transit ridership, automobile and pedestrian traffic. Some of the Neighborhood Centers are underserved by public transit, and consequently some of the commercial strips are more automobile dependent. Some residential neighborhoods along transit routes are less densely populated and less densely built than elsewhere in the City, resulting in less pedestrian traffic in adjacent linear retail shopping areas.

Neighborhood Centers are more common in the older and the outlying areas of the City: characterized by groups of older, often historic buildings, clusters of small-scale commercial developments adjacent to multiple family neighborhoods as in Northeast Los Angeles or spaced at intervals between large tracts of single-family homes, such as in many parts of the San Fernando Valley. Neighborhood-serving shopping areas predominate. Opportunities for "walking" trips are substantial. Lot sizes are small, with opportunities for infill projects in older parts of the City.

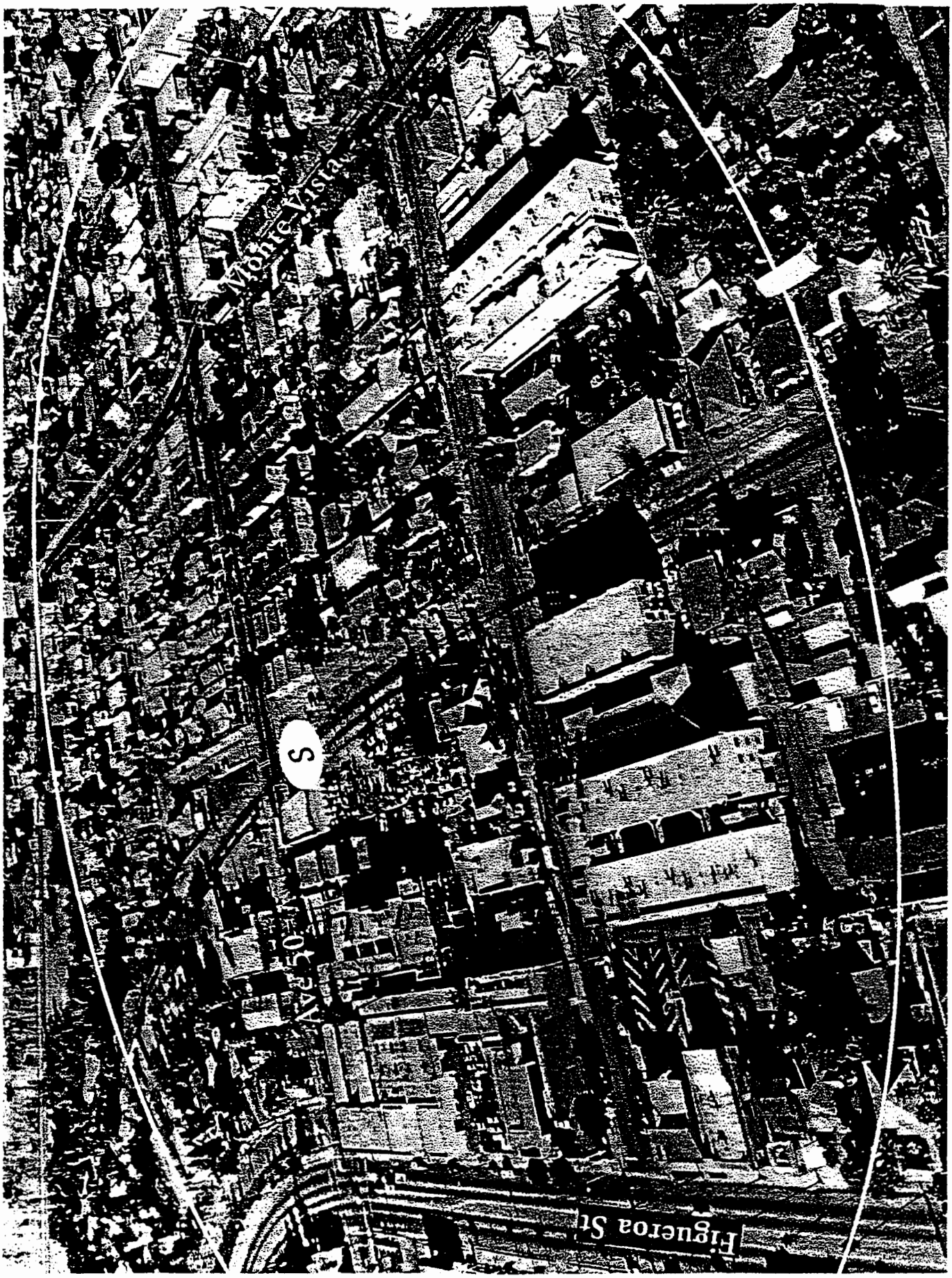
VISION FOR **NEIGHBORHOOD CENTER**

As development has occurred, it has brought many benefits to the surrounding community. The neighborhood has grown and evolved due to an increased focus on daily retail goods and services near the station. Childcare and eldercare facilities are within a convenient quarter mile, eliminating the extra auto trips it took in the past to take care of the essential daily needs of maintaining a family.

Densification has occurred in the immediate vicinity of the station, but care has been taken to blend the new architecture with historic architectural styles. Mixed commercial/residential uses in three- or four-story buildings typically predominate in many transit station areas, with adjoining transitional areas built to smaller scale in accordance with community character. Safe, lively pedestrian-oriented environments exist, amidst street trees, plazas, vest-pocket parks and attractively designed store fronts.

It is possible to take a supporting paratransit, or "DASH" bus to the station from some of the surrounding neighborhoods. In addition, bicycle facilities encourage use of the bicycle as an alternative means of transportation.

Stations may include: Vermont/Beverly, Figueroa St./Avenue 57.

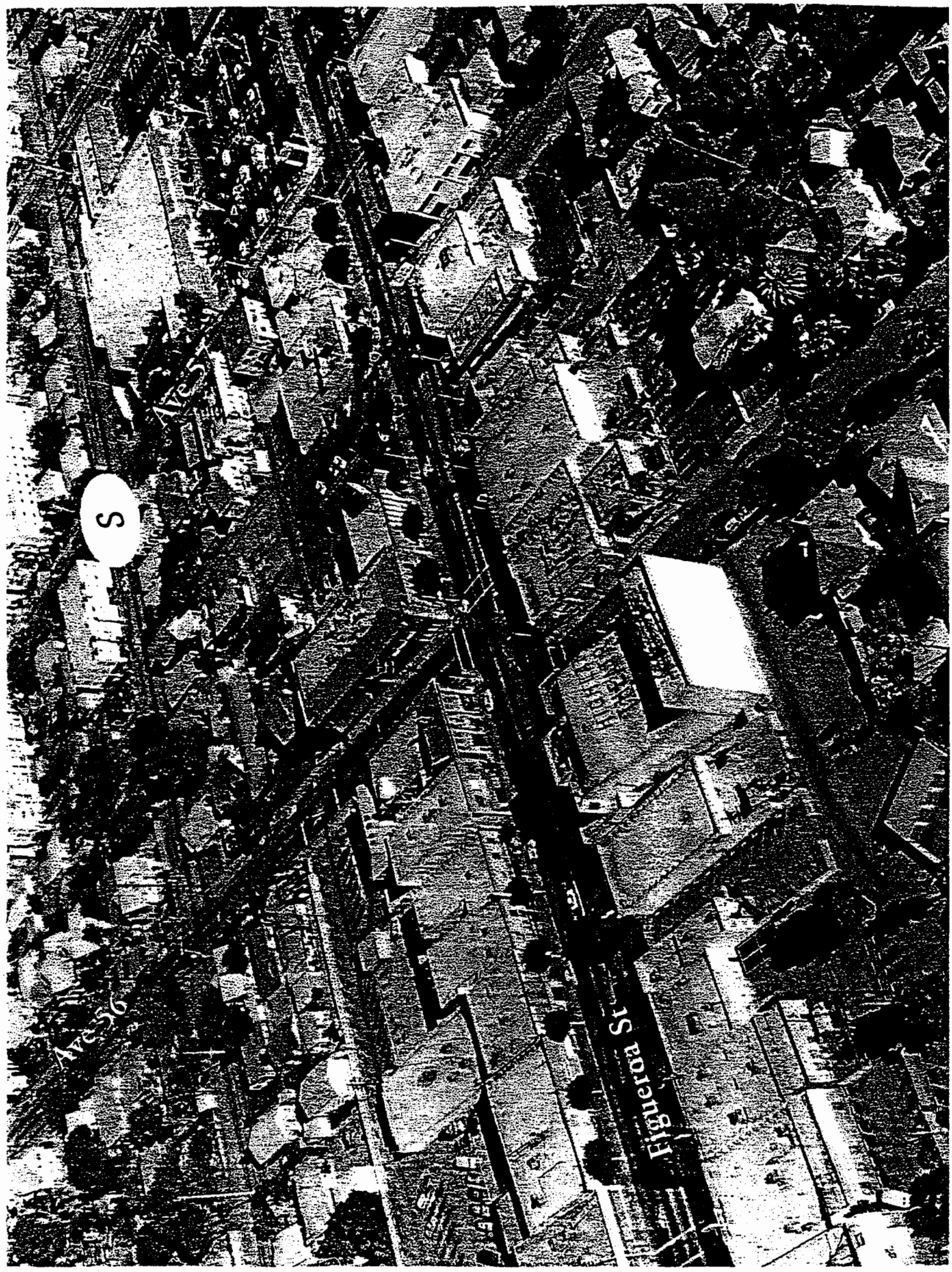


NEIGHBORHOOD CENTER Primary Influence Area

S=Station

NEIGHBORHOOD CENTER Primary Influence Area

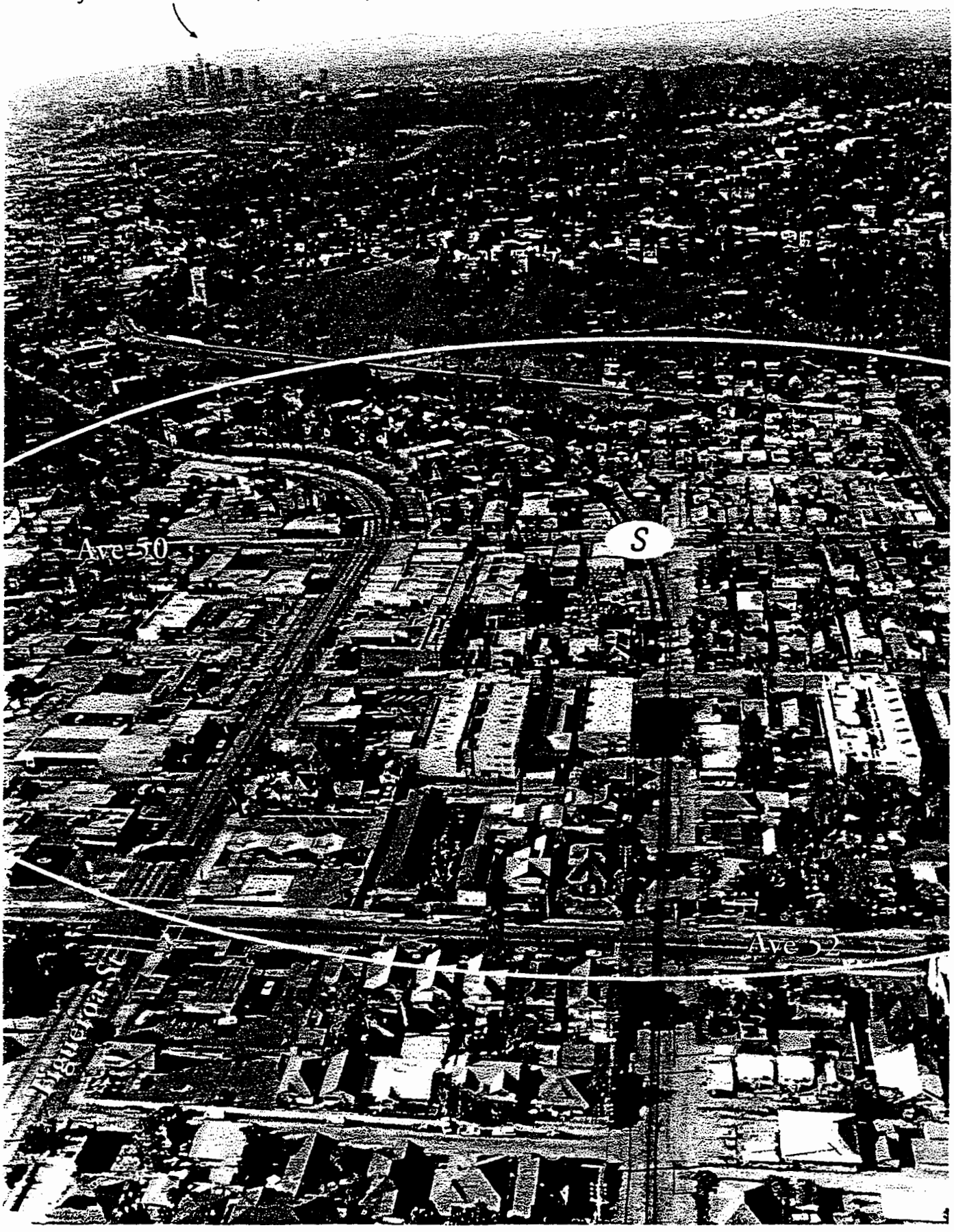
S=Station



NEIGHBORHOOD CENTER

S=Station

Major Urban Center (Downtown)



NEIGHBORHOOD CENTER Primary Influence Area

S=Station

STATION AREA PROTOTYPE
NEIGHBORHOOD CENTER

1/4 Mile Radius	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Density[1]	24 du/acre		24 du/acre	
Maximum Permitted Density[2]	40 du/acre		40 du/acre	
Discretionary Density[3]	40 du plus		40 du plus	
Minimum Desirable FAR[1]		2:1	2:1	2:1
Maximum Permitted FAR[2]		3:1	3:1	3:1
Discretionary FAR[3]		3 plus	3 plus	3 plus
Minimum Parking[4]	1.5/du	phased	shared	phased
Maximum Parking[4]	1.5/du	phased	shared	phased
Minimum Sidewalk Width	15 feet; 15 feet plus in immediate transit station area			
1/2 Mile Radius				
Residential	1 accessory dwelling unit permitted by right on R1, R2 parcels			
Parking	50% reduction in parking for additional unit			

NOTES:

1 To qualify for Additional Incentives, projects must meet this threshold

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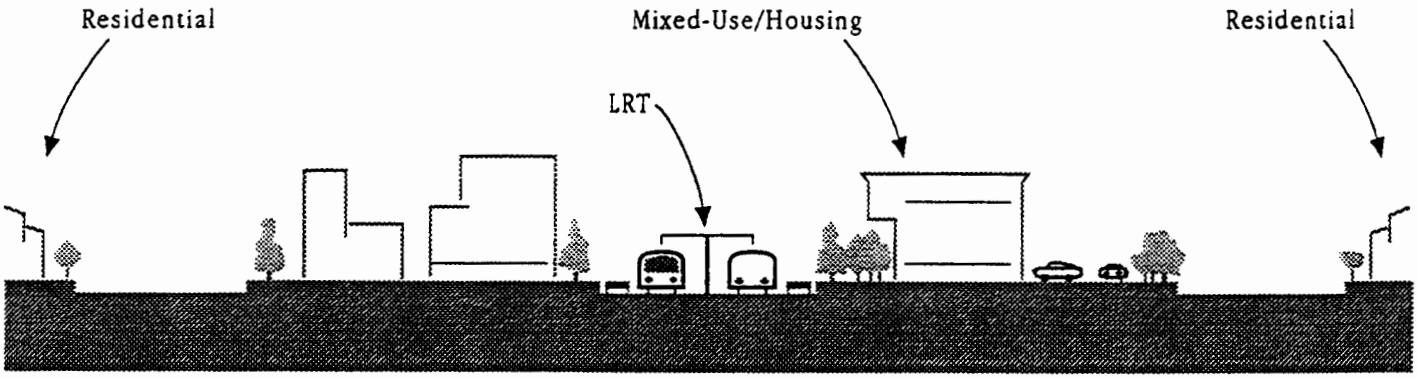
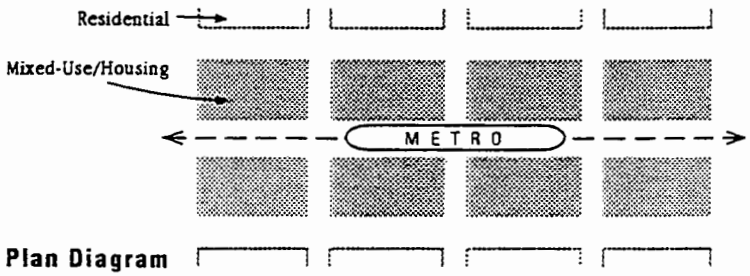


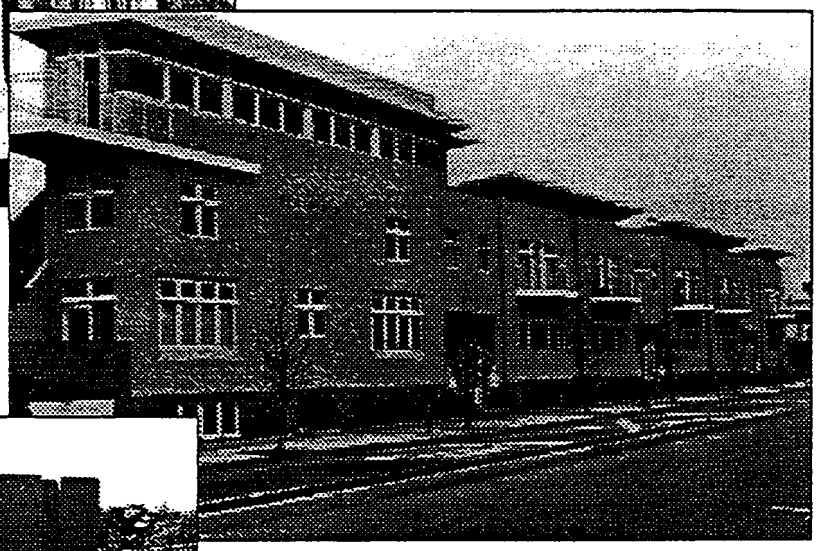
Section Diagram

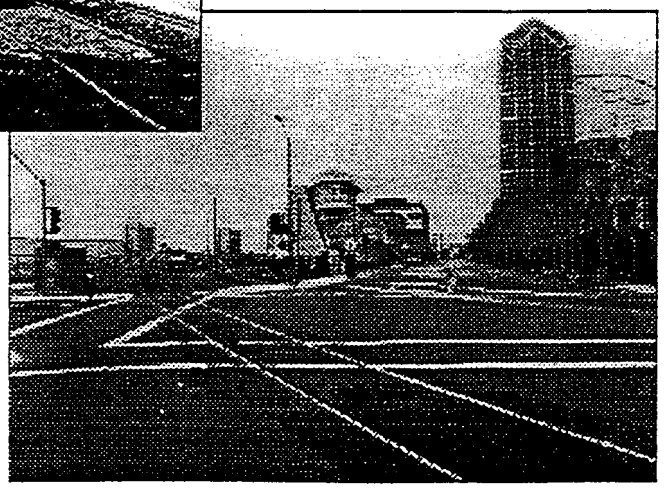
Station Area Prototype matrix applies to the Primary Influence Area (1/4 mile). A Secondary Influence Area is an area of transition (1/2 mile). The 1/4 mile radius may be adjusted according to land uses, topography, etc. Minimum sidewalk width anticipates pedestrian crowding due to bus/rail queuing, and retail activity. For mixed use, see residential for maximum densities.



Plan Diagram

Neighborhood Center





ATO-084.2-93

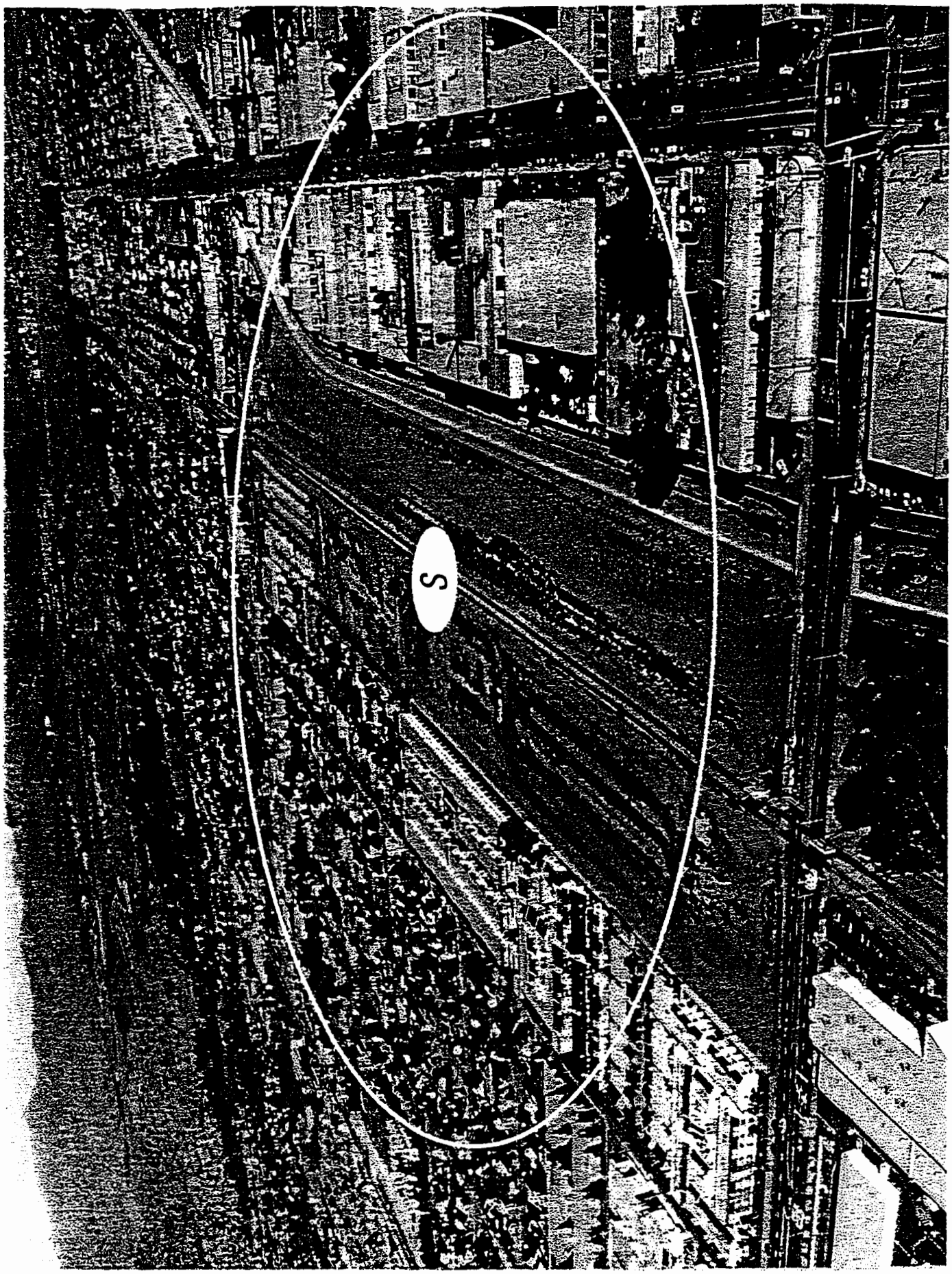
REGIONAL/SUBURBAN CENTER

Regional/Suburban Centers typically are located in outlying areas characterized by large tracts of low-density residential neighborhoods interspersed widely with small-scale commercial development. Major employment centers generally are few and far between, so that local residents depend heavily on automobiles and public transit for commuting, often at considerable distances, to places of employment, entertainment and recreation. Larger lots occur with opportunities for assemblage. Chatsworth, an example of a community that fits this description, is served by Metrolink, a commuter rail system that carries residents to Union Station, and thence by other public transit to places of employment.

VISION FOR **REGIONAL/SUBURBAN CENTER**

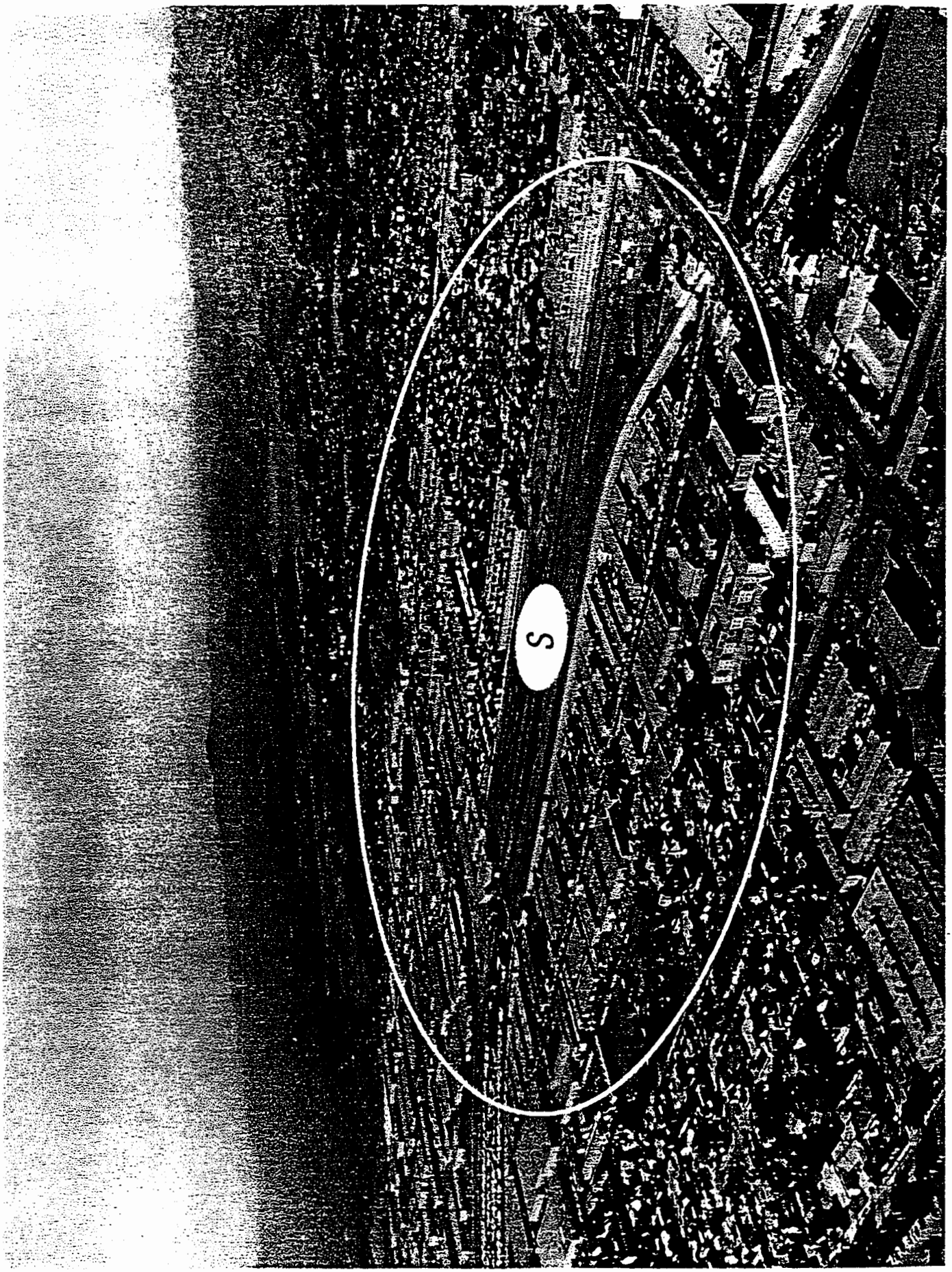
Land uses surrounding Regional/Suburban Centers have retained the character of suburban rather than urban communities. Some densification has occurred in immediate transit station areas, but care has been taken to protect adjoining neighborhoods by providing buffer zones and sensitive transit station design. Development within these areas has been of an appropriate character to the surrounding communities. Community oriented commercial development has been enhanced.

Rail transit stations of the regional intercept type, with plentiful parking for commuters, such as provided by the Metrolink commuter rail system, are characteristic of outlying areas of Los Angeles, as well as of Ventura and San Bernardino Counties and other places served by the regional rail transit system.



REGIONAL SUBURBAN CENTER Primary Influence Area

S=Station



REGIONAL SUBURBAN CENTER Primary Influence Area

S=Station

STATION AREA PROTOTYPE
REGIONAL SUBURBAN CENTER

¼ Mile Radius	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Density[1]	12 du/acre		20 du/acre	
Maximum Permitted Density[2]	40 du/acre		40 du/acre	
Discretionary Density[3]	40 du plus		40 du plus	
Minimum Desirable FAR[1]		2:1	2:1	2:1
Maximum Permitted FAR[2]		4:1	4:1	4:1
Discretionary FAR[3]		4 plus	4 plus	4 plus
Minimum Parking[4]	2.0/du	phased	shared	phased
Maximum Parking[4]	2.0/du	phased	shared	phased
Minimum Sidewalk Width	15 feet; 15 feet plus in immediate transit station area			
½ Mile Radius				
Residential	1 accessory dwelling unit permitted by right on R1, R2 parcels			
Parking	50% reduction in parking for additional unit			

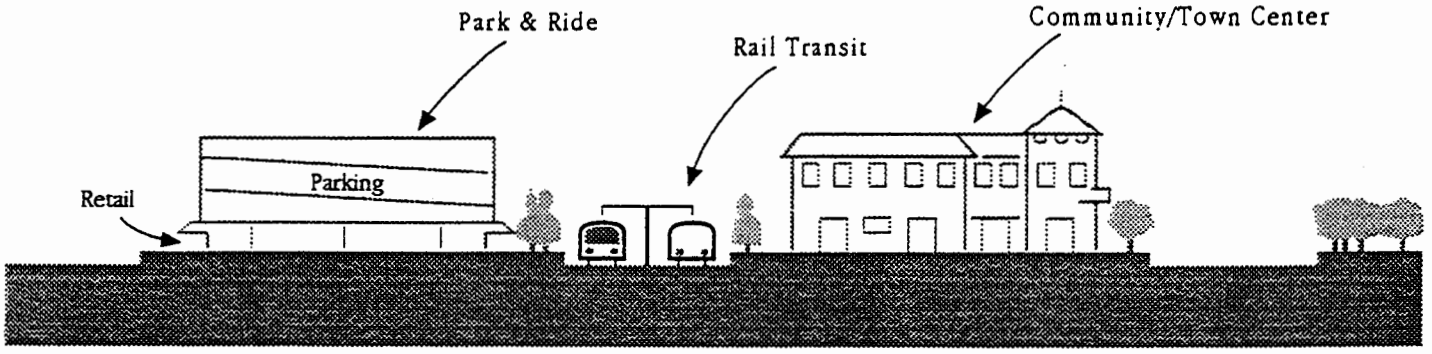
NOTES:

1 To qualify for Additional Incentives, projects must meet this threshold

2 Permitted as of right. (Site Plan Review applies, consistent with Ord. Nos. 165, 951 & 166, 127)

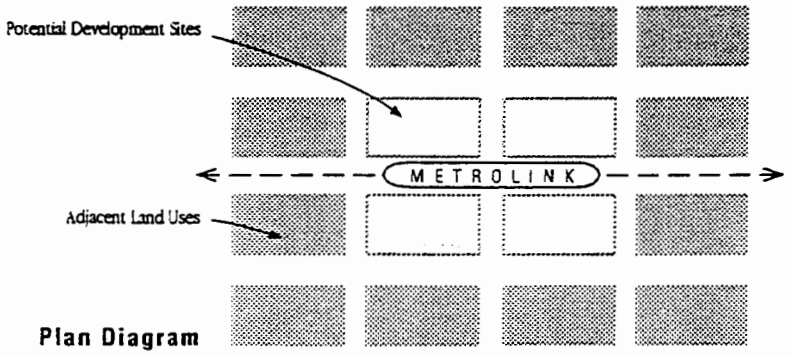
3 Determined by discretionary review, in consideration of local neighborhood circumstances, as well as public benefits provided by developer, such a s dedication of green open space, childcare. Also in consideration of amount of affordable housing provided.

4 Parking subject to a phased reduction from the citywide standards as the transportation system is constructed and opens for operation.



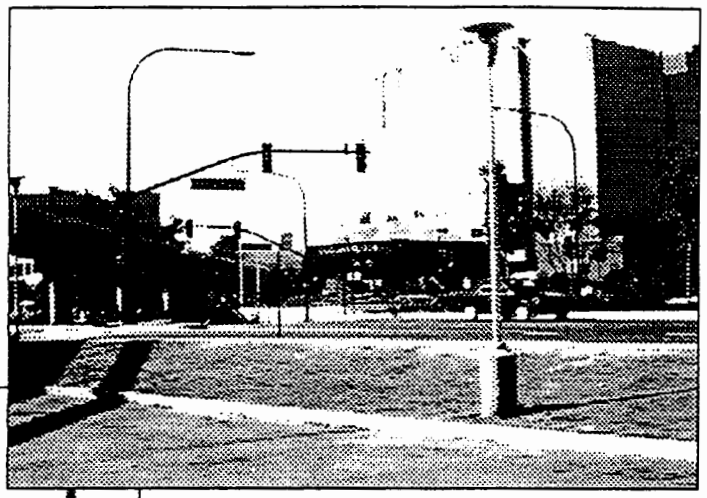
Section Diagram

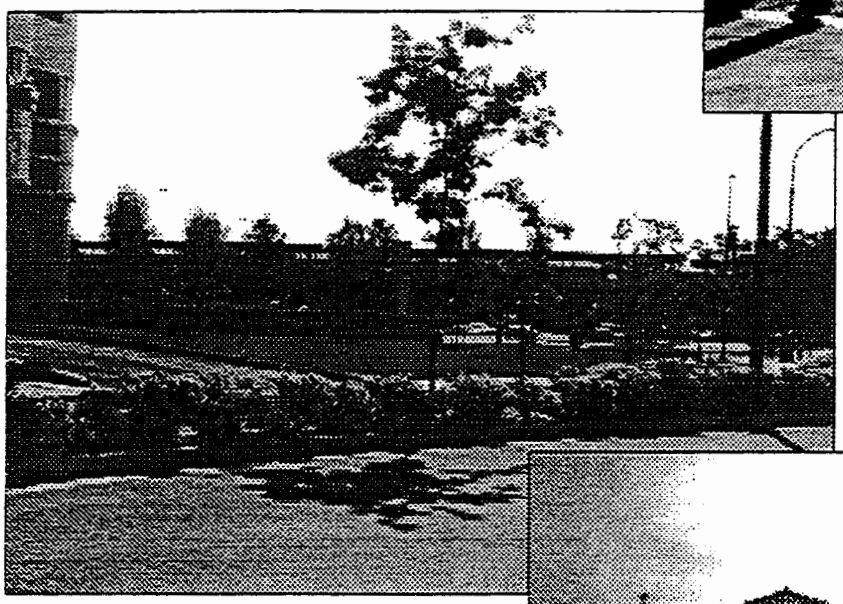
Station Area Prototype matrix applies to the Primary Influence Area (1/4 mile). A Secondary Influence Area is an area of transition (1/2 mile). The 1/4 mile radius may be adjusted according to land uses, topography, etc. Minimum sidewalk width anticipates pedestrian crowding due to bus/rail queuing, and retail activity. For mixed use, see residential for maximum densities.

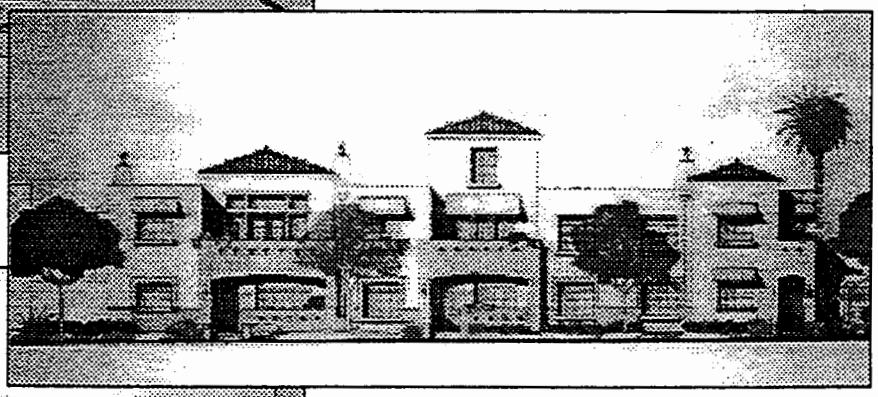


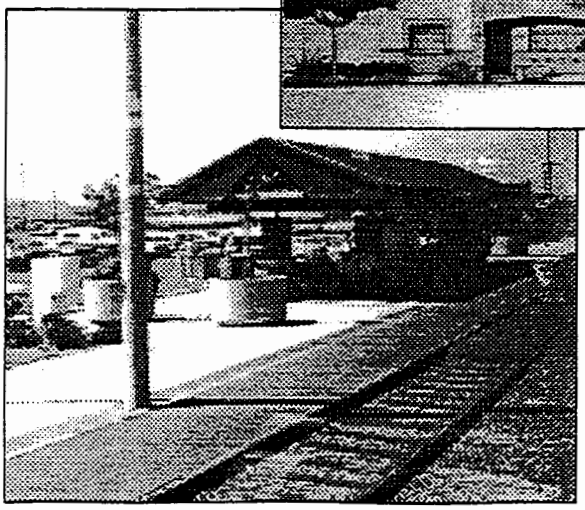
Plan Diagram

Suburban Center









ATO-084.2-93

INDUSTRIAL COMPLEX

Industrial Complexes may be served by any mode of public transit, such as by Metrolink which traverses major industrial areas in the San Fernando Valley, and the Blue Line rail system, which runs through South Central Los Angeles. Industrial Centers are distinguished by a range of land uses from manufacturing and warehousing to retail, wholesale and other commercial uses.

Residential communities are absent or marginal. Mixed residential and commercial development is not contemplated for Industrial Centers, as thay are for the five prototypes already described above. However, a mix of commercial uses such as restaurants, coffee shops, basic convenience services to support workers offers opportunities to minimize daytime auto trips.

Incentives, or disincentives, could be applied to Industrial Complexes, to ensure employment opportunities, quality development, encourage clean industry, and effective interface with the public transit system. Enterprise Zones are an example.

VISION FOR INDUSTRIAL COMPLEX

Transit stations in Industrial Complexes are of a more simple and utilitarian design, with resources for more elaborate transit station design and infrastructure having been directed instead toward transit facilities built in the five classes of neighborhoods that contain residences and other nonindustrial uses. Effective interface of transit stations with adjacent industrial areas has been achieved. Employment has been greatly augmented in response to construction of rail transit and increased levels of service by bus transit.

Stations may include: Van Nuys/Metrolink, Aviation/Imperial

INDUSTRIAL CENTER Primary Influence Area

S=Station

STATION AREA PROTOTYPE
INDUSTRIAL CENTER

1/4 Mile Radius	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Density[1]				
Maximum Permitted Density[2]				
Discretionary Density[3]				
Minimum Desirable FAR[1]		3:1		3:1
Maximum Permitted FAR[2]		6:1		6:1
Discretionary FAR[3]		6 plus		6 plus
Minimum Parking[4]		phased		phased
Maximum Parking[4]		phased		phased
Minimum Sidewalk Width	10 feet; 10 feet plus in immediate transit station area			

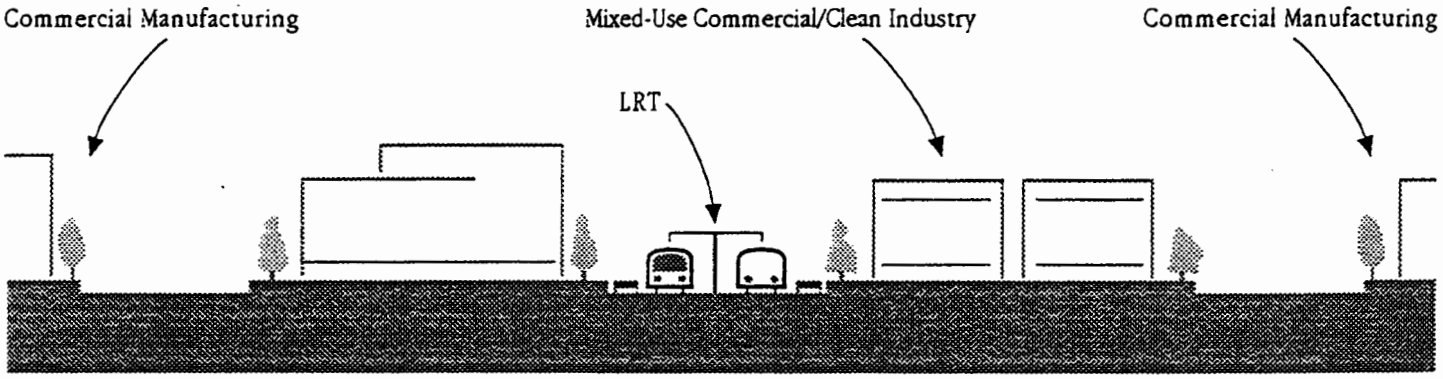
NOTES:

1 To qualify for Additional Incentives, projects must meet this threshold

2 Permitted as of right. (Site Plan Review applies, consistent with Ord. Nos. 165, 951 & 166, 127)

3 Determined by discretionary review, in consideration of local neighborhood circumstances, as well as public benefits provided by developer, such a s dedication of green open space, childcare. Also in consideration of amount of affordable housing provided.

4 Parking subject to a phased reduction from the citywide standards as the transportation system is constructed and opens for operation.



Section Diagram

Station Area Prototype matrix applies to the Primary Influence Area (1/4 mile). A Secondary Influence Area is an area of transition (1/2 mile). The 1/4 mile radius may be adjusted according to land uses, topography, etc. Minimum sidewalk width anticipates pedestrian crowding due to bus/rail queuing, and retail activity. For mixed use, see residential for maximum densities.

IMPLEMENTATION

TRANSIT ORIENTED DISTRICTS AND ZONES

Transit Oriented Districts Transit Oriented Districts (TOD's) will be implemented in neighborhoods adjacent to existing and proposed public transit stations, including rail stations and selected bus stations and stops, for the purposes of accomplishing some of the objectives established during preparation of Land Use Transportation Policy for the City of Los Angeles and for the Los Angeles County Metropolitan Transportation Authority.

TOD's would be designed to encourage increased intensity of development adjacent to transit stations, including higher dwelling unit densities for residential uses and larger floor area ratios (FAR's) for commercial and office uses. Dwelling unit bonuses would be provided to developers in return for provision of affordable housing, environmental mitigations, and provision of public amenities, such as street trees and easements for increased sidewalk widths. Similarly, increased FAR's would be allowed in return for public benefits provided in conjunction with development of commercial uses. Such benefits, for example, might include child care centers and public art. Mixed commercial/residential uses would be an essential element of Transit Oriented Districts.

Transit Oriented Zones Transit Oriented Zones (TOZ's), established by City ordinance, would address yards and setbacks; open space; driveway locations and widths; lot coverage and building heights, and number of required parking spaces.

Five of the six Transit Station Area Prototypes described earlier will accommodate residential uses. Each Prototype, all of them distinct from one another, require different land use planning considerations, particularly in regard to land use intensity, in context of achieving compatibility of neighboring land uses. Consequently, six Transit Oriented Zone sub-areas are proposed, each of them tailored to one of the Transit Station Area Prototypes.

Specific requirements for the sub-areas would be nearly identical except in reference to: (1) minimum desirable dwelling unit density; (2) maximum permitted dwelling unit density; (3) maximum permitted FAR's; (4) thresholds for discretionary review of projects.

Tailoring of Transit Oriented Zones to the Transit Station Area Prototypes is illustrated in the following table.

Transit Station Area Prototype	TOZ no.	Min. Desir. d.u./acre	Max. Permitted d.u./acre	Max. Permitted FAR
1. Major Urban Center	1	80	100	13:1 plus
2. Urban Complex	2	40	60	10:1
3. Major Bus Center	3	20	40	3:1
4. Neighborhood Center	4	24	40	3:1
5. Regional/Suburban Center	5	12	40	4:1
6. Industrial Complex	6	•	•	6:1

Transit Oriented Zones: Permitted Uses Uses permitted in Transit Oriented Zones include uses permitted in the C1.5 Zone (Limited Commercial Zone), and single-family dwellings, two-family dwellings and apartment buildings. Uses permitted in the C2 Zone, many of which are automobile oriented, such as service stations, automobile repair shops, automobile sales and drive-in businesses, would be discouraged or prohibited. Mixed commercial-residential would be permitted by right (no conditional use).

In the Industrial Complex, clean industrial uses would be encouraged along with commercial uses (C2, C4, CM, M1).

Minimum and Maximum Dwelling Unit Densities To encourage intensification of land use in transit station areas, minimum desirable dwelling unit densities are recommended. Maximum permitted dwelling unit densities are required, according to neighborhood type, in order to ensure compatibility with the character of individual neighborhoods.

PEDESTRIAN ORIENTATION

Pedestrian Oriented Districts Pedestrian Oriented Districts (POD's) are anticipated to be established in some transit station areas, where appropriate. The POD is an overlay zone intended to ensure or encourage a "pedestrian friendly" environment, safe and enticing for pedestrians, partly at the expense of reliance on the automobile and automobile-related infrastructure, such as parking lots and curb cuts for driveways. POD's would be established by ordinance, like any other zoning designation. (See Ord. No. 168,153.)

Features of the Pedestrian Oriented District include, for example: (1)restrictions on location of parking lots, driveways and curb cuts; (2) requirements that access to parking lots be from the rear of lots rather than the front, where conflict would occur with pedestrian traffic; (3) standards for orientation of buildings and store fronts in relation to pedestrian traffic; (4) landscaping of parking lots and public spaces.

Street and Sidewalk Standards City zoning regulations require that for any lot in any R3 or less restrictive zone, when such lot abuts a major or secondary highway or collector street, no building shall be erected unless land has been dedicated for street purposes for the full width of the lot, so as to meet the standards for such highway or collector street as provided by Code. (See Subsections A and H of Section 12.37 of the Planning and Zoning Code.)

Where appropriate, waivers to this requirement should be provided, so that in Transit Oriented Districts the needs of pedestrians for sidewalk space and street amenities can be balanced with the requirements of street widening designed for accommodation of automobiles at the expense of sidewalk space reduced, street trees removed, and pedestrian safety and convenience diminished.

In this regard, guidelines should be established by the City in order to reconcile conflicting requirements of street space for automobiles versus sidewalk space for pedestrians, such as by setting standards for sidewalk and roadway widths and pedestrian amenities in Transit Oriented Districts, and by adopting criteria and priorities for determining, in given circumstances, when one mode of travel shall have precedence over the other. Some of this has been accomplished already, on in informal and interim basis, by consultation between the City's Planning Department and the Department of Transportation. (See Appendix: "A Policy To Guide Decisions on Design of the Public Rights-of-Way.")

PLANNING/ZONING IMPLEMENTATION PROCESS

Study areas for planning and zoning purposes would focus largely within *Primary Influence Areas*, defined as being within one-fourth mile of transit stations, or roughly within four blocks, or walking distance.

Secondary Influence Areas, extending between one-fourth and one-half mile of transit stations, would be subject to somewhat less intensive zoning studies. Secondary Influence Areas are considered transitional zones between the immediate (one-fourth mile radius) transit station areas, and outlying established neighborhoods.

Transit Oriented *Zones* would not be established in Secondary Influence Areas. Other implementation measures, however, might be employed: (1) reduced parking requirements for some uses within specified proximity of transit stations, or of intersections of selected major bus routes, in recognition of the role of transit in reduced reliance on the automobile; (2) construction of a second dwelling unit on lots in R1 and R2 zones.

Periodic Plan Review Groups or sets of transit stations, plus land within the corresponding Primary and Secondary Influence Areas, would be selected for concurrent planning and zoning studies in connection with the Planning Department's Periodic Plan Review process. Properties to be rezoned to a Transit Oriented Zone, or to other zoning designations, would be determined, subject to a public review process, including a public hearing before the Planning Commission.

Among the advantages of this procedure are: (1) a single Master Environmental Impact Report might be sufficient for an entire series of transit station areas, such as the several that will occur along the Vermont Avenue route of the Metro Red Line; (2) neighborhood planning issues to be encountered might be quite similar along a string of transit stations, better to be addressed concurrently rather than individually .

Community Plan Revision Boundaries of Transit Oriented Districts should be delineated on the Community Plan maps during the Community Plan Revision process, defining the areas within which various incentives and disincentives for developers might be established, crafted in recognition of the role of transit in relation to land use planning. Such requirements could be indicated by footnotes on the Community Plan maps, which would also contain a definition of Transit Oriented Districts and their purpose, based on standard language. Community Plans under revision that have light or commuter rail service proposed include Northeast Los Angeles, West Adams, Sylmar, Southeast Los Angeles and South Central.

Concurrent rezoning where necessary to achieve General Plan Consistency would accompany changes in land use designations on the Community Plan maps.

DESIGN AND DEVELOPMENT GUIDELINES

Design and Development Guidelines would be prepared which promote a pedestrian-oriented environment, high quality and design excellence. Such Guidelines would provide good examples of flexible design approaches which apply important considerations for ground-floor retail and easy pedestrian and bicycle access. The Guidelines would provide for flexibility, such as setting forth a range of desirable or permissible building heights or setbacks, to be applied on a case by case basis depending upon local circumstances and the character of the proposed project.

The Guidelines would also allow staged reductions in required parking as the transit system matures, is extended over time and accommodates and attracts increased ridership.

Transit station area Design and Development Guidelines would be adopted by the Planning Commission and applied during consideration of projects subject to City discretionary review.

Design and Development Guidelines could be applied in connection with Site Plan Review of projects; also, in reference to other discretionary review procedures in the Planning Department, such as the processing of Conditional Use requests or the crafting of environmental mitigation measures.

OTHER IMPLEMENTATION

Additional implementation tools are recommended, such as fee waivers, findings of conformance with the Air Quality Management

Plan, etc. Many fall outside of traditional zoning regulations, but nonetheless are recommended to encourage development in proximity to transit stations.

Interim Period: Findings for Discretionary Cases Implementation of some Land Use-Transportation policies will be extended over time, such as preparation and adoption by the City, and application to specific sites, of the proposed Transit Oriented Zone regulations. In the meantime, on a case by case basis, some of the elements of the Land Use Transportation Policy could be applied in connection with the City's existing project discretionary review process. For example, some projects in transit station areas might be granted exemptions from transportation fees in connection with the Congestion Management Program, or trip mitigation requirements might be reduced. Adopted Policy could be used in other instances as a guide for the Planning Commission in making land use decisions. The Zoning Administrator could cite the Policies upon making findings in zoning cases.

Master Agreement: Department of City Planning/Community Redevelopment Agency The Master Agreement between the MTA and the City of Los Angeles should be amended to include the City Planning Department and the City's Community Redevelopment Agency. The amended Master Agreement should provide resource support consistent with current practices.

Proposition C Funding: Department of City Planning Transit Planning Unit The City of Los Angeles expects to use local Proposition C funding to fund a rail transportation planning unit in the Planning Department to carry out implementation of Land Use-Transportation Policy.

Citizen Participation Transit Oriented Districts should be incorporated into the Framework Citizen Participation Program. A separate citizen participation program should be developed to convey the Transit Oriented District concepts to the public. The Planning Department should work with business and community groups to develop further and apply neighborhood specific Transit Station Area Prototypes and Design Guidelines in connection with neighborhood planning.

Setting of Priorities Neighborhoods appropriate for establishment of Transit Oriented Districts should be identified for each Community Plan area. TOD's should be prioritized, with appropriate and timely Community Plan revisions or amendments initiated, plus concurrent rezoning of neighborhoods, where appropriate, in order to ensure General Plan consistency.

IMPLEMENTATION PROCESS

General Plan

Plans currently in the Plan Revision process

- Identify appropriate TOD's in each Community Plan through the ongoing CPAC and city plan approval process;

a. Use funded and proposed routes identified in the MTA 30 year plan.

b. Use major bus route intersections, per RTD data.

- Incorporate definition (by footnote or otherwise) of TOD

a. Develop standard General Plan language to define a TOD.

- Process appropriate zone changes for each TOD along with Plan Revision process.

Plans not currently in the Plan Revision process

- Prioritize TOD's relative to their construction readiness.
- Initiate plan amendment for highest priority TOD's.

Incorporate TOD's into the Framework process; identify TOD's citywide; define TOD's.

Zoning

- Adopt a TOZ overlay zone with a subcategory for each prototype (i.e. TOZ-1, TOZ-2, etc).
- Amend the City's street standards as appropriate.
- Amend the R3 ordinance.

• Identify and prioritize TOD's (in terms of construction readiness) and initiate, in priority order, plan amendments and zone changes for each TOD.

Other Ordinances and Agreements

• Incentives - adopt appropriate ordinances.

• Building Codes - amend as appropriate.

• Modify the Master Agreement between the City and the MTA

• Change the MBE/WBE/guidelines and targets to increase the levels of MBE/WBE participation.

Guidelines

• Adopt a set of Design and Development Guidelines.

Environmental

• Adopt a MEIR for each TOD in priority order of funding and construction readiness in conjunction with General Plan and Zoning sections, above.

Citizen Participation

• Incorporate TOD's into the Framework Citizen Participation program.

• Develop a separate citizen participation program to convey the TOD concepts; work with groups to further develop neighborhood specific TOD prototypes.

APPENDIX

Appendix A

GLOSSARY

Primary Influence Area: An area extending in all directions 1/4 mile from existing and proposed rail transit stations and designated bus transit facilities. The 1/4 mile radius would constitute a general guideline for planning purposes, defining the geographic area subject to intensive planning and zoning. The boundary of the Primary Influence Area would not be delineated on official City maps.

Secondary Influence Area: An area extending in all directions 1/4 mile beyond the Primary Influence Area, constituting a geographic area conceived as a transitional area, to buffer outlying neighborhoods from more intensive development in the Primary Influence Area.

Transit Oriented District: A general plan designation representing an area adjoining existing and proposed rail transit stations and designated bus transit facilities, recommended by the Planning Commission and adopted by the City Council. Such a district might include all or a part of a Primary Influence Area or Secondary Influence Area. The boundary of the Transit Oriented District would be delineated on the Community Plan map with appropriate footnotes.

Transit Oriented Zone: A new zone placed on properties adjoining existing and proposed rail transit stations and designated bus transit facilities, confined to all or part of a Primary Influence Area. The TOZ is essentially a mixed use zone, with reduced parking requirements, provision for intensive development, and intended to accomplish good urban design and an attractive pedestrian oriented environment, in context of convenient public transit.

Economically Disadvantaged Areas: Areas within the City where the following conditions exist: where the total persons in poverty is equal to or well above the City average; where unemployment is at or higher than the citywide average; where the City's ratio of median census tract income is less than 120% of the median county income; where the percentage of households with no vehicle available is above or higher than the City average; where the percentage of workers 16 years and older and students who use public transportation to get to work is above or higher than the City average; and where the percentage of total population defined as in the labor force is significantly below the City average.

Appendix B

A POLICY TO GUIDE DECISIONS ON DESIGN OF THE PUBLIC RIGHTS-OF-WAY

It is the intent of this policy on the City's public rights-of-way to recognize the increasing importance of pedestrian activity in creating lively and animated city streets. This policy departs from past practices by weighing the pedestrian as well as the vehicular character of our city streets when street widenings are considered. There are several important reasons to agree to this essential shift.

In 1991, the Council adopted a Pedestrian Overlay Zone, recognizing that pedestrian use of the city streets was an integral part of city life: lively, animated areas of the City often are located in those parts of the City where extensive ground level retail activities occur. In addition, major bus centers now experience (and the new subway and light rail systems will further add to) surges of pedestrian activity within the vicinity of the station areas, affording new opportunities to include pedestrians in our planning and improvements to public rights-of-way. Because of these changes, it is important that decisions about the public rights-of-way be approached with a sensitive balance: weighing pedestrian life with auto movement not only at transit stations but throughout the City in areas of wherever people walk extensively, window shop and congregate. Neither overly wide sidewalks nor streets are appropriate standards without careful evaluation of each case.

With that in mind, both the Departments of Planning and Transportation agree that new street widenings need to be evaluated more carefully and that the factors for decision-making on future individual cases are embodied in this agreement. The departments also agree that it is critical to bring to bear on any pending resolution of an individual situation ways to avoid widenings by aggressive use of roadbed management.

A CHECKLIST OF EVALUATION CRITERIA FOR THE PUBLIC RIGHT-OF-WAY

Step I: *Set Asides (areas not suitable for street widenings)*

___ In a Pedestrian Overlay Zone

___ In a Historic Planned Overlay Zone

___ Part of a Master Planned Community such as Playa Vista

Step II: *Inventory: Official Actions/Studies*

___ Designated on the Master Plan of Highways and Freeways

___ Designated on a Specific Plan

___ Traffic studies of the area completed _____ *(date)*

___ Part of a planned mitigation of nearby project ____ *(case)*

___ Within 1,200 feet of a transit station or a bus center

___ In Redevelopment Area with pedestrian emphasis/plans

___ Designated in other studies as commuter route, part of larger designated circulation corridor

Step III: *Inventory: Existing Conditions*

___ Designated historic buildings present

___ More than 50% of buildings have useful life of 30 years or more

___ General condition of existing buildings

Step IV: *Projected Volumes (autos and pedestrians)*

___ Environmental Impact Report projected volumes

___ Projected volumes from other studies

___ Pedestrian surges

___ Peak hour auto volumes

Step V: *City's Capital Investment Program*

___ Position on the City's CIP

Step VI: *Analysis and management*

___ Roadbed Management:

1. Signals, signs, striping, parking restrictions
2. Transit contra-flow lanes
3. 1-way couplets with off-set striping/HOV lanes
4. Remove or restrict parking (install TWNSAT)

___ Sidewalk Management

1. Removal/relocate bus stops
2. Removal/relocate signals, street lights, newsstands

Step VII: *Mitigation to Widening*

___ 1. 1" for 1" caliper replacement of trees

___ 2. Consolidate newspaper vending machines

___ 3. Other urban design enhancements (street furniture, special cheap paving, painted sidewalk, etc.)

___ 4. Easement over private property for additional pedestrian walkway.

Other _____

_____

_____

_____

_____

_____ _____ _____

Con Howe,
Director of Planning

General Manager,
Department of Transportation

Date

Appendix C

MIXED COMMERCIAL/RESIDENTIAL USE ORDINANCE

ORDINANCE NO. 167417

MIXED USE - ORD. NO. 167417
EFFECTIVE: December 27, 1991

An ordinance amending Section 12.24 of the Los Angeles Municipal Code to establish a conditional use category for "Mixed Commercial/Residential Use" pursuant to the authority of the City Planning Commission.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Sec. 1. A new paragraph (dd) is added to Subdivision 1 of Subsection B of Section 12.24 of the Los Angeles Municipal Code to read:

(dd) Mixed Commercial/Residential Use Development.

(1) Prior to approving a development pursuant to this subsection, the Commission shall make all of the following findings:

(a) that the proposed development is consistent with the purposes and intent of the Housing Element of the General Plan and will provide needed lower income housing units in keeping with the goals of the plan; and

(b) that the proposed development will further the City's goal of achieving an improved jobs-housing relationship which is needed to improve air quality in the City; and

(c) that approval of the development would be in substantial conformity with public necessity, convenience, general welfare and good zoning practice; and

(d) that the developer has agreed, pursuant to Government Code Section 65915, to construct the development with 20 percent or more of the residential units reserved for occupancy by lower income households, as defined by Section 50079.5 of the Health and Safety Code, including elderly persons and families, as defined by Section 50067 of the Health and Safety Code, who meet the criteria for lower income households; and

(e) that the developer has further agreed to ensure the continued affordability of all reserved lower income units for a minimum of 30 years; and

(f) that the developer has also agreed to ensure that the construction and amenities provided for any dwelling unit reserved pursuant to this paragraph shall be comparable to other dwelling units in the development including the average number of bedrooms and bathrooms per dwelling unit; and

(g) that approval of the development, pursuant to this subsection, constitutes the additional incentive required by Government Code

(h) That the approval of a mixed use development on this site will reduce the cost per unit of the housing development.

(2) Only residential dwelling units shall be considered a residential use for purposes of this paragraph's provisions regarding Mixed Commercial Residential Use Developments.

(3) In approving a Mixed Commercial/Residential Use Development in Height District No. 1, the City Planning Commission may permit a floor area ratio for the development not to exceed three times the buildable area of the lot.

(4) In approving a Mixed Commercial/Residential Use Development the City Planning Commission may permit a floor area ratio for the development not to exceed twelve times the buildable area of the lot, when the development is located:

(i) in Height District Nos. 2, 3 or 4;

(ii) not more than 1,500 feet distant from the portal of a fixed rail transit or bus station or other similar transit facility; or

(iii) within a Community Redevelopment Plan Area, an Enterprise Zone or a Centers Study Area, as described in Sections 12.21.3, 12.21.4, 12.21.5, respectively, of this Code.

(5) Any floor area above the maximum allowed in the plan or the zone, whichever is less, shall be utilized solely for residential development.

(6) The provisions of this paragraph may not be used in combination with the provisions of paragraph (j) of Subdivision 1.5 of Subsection C of Section 12.24. They may, be used in combination with the provisions of Section 12.22 A 18.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of NOV 13 1991

ELIAS MARTINEZ, City Clerk.

By Raymond S. Cruz Deputy.

Approved NOV 21 1991

Mayor.

File No. C.F. 89-1707

LAT 40[illegible] 8/22

Appendix D

MAP OF REGIONWIDE RAIL TRANSIT SYSTEM

CREDITS

The Policy is a joint effort between the City of Los Angeles and the Los Angeles County Metropolitan Transportation Authority and has been prepared by a Working Group comprised of representatives from the Mayor's Office, all Council Offices, CLA and staffs from the MTA, the RTD, the City Departments of Planning, Transportation, Environmental Affairs, Housing Production and Preservation and the Community Redevelopment Agency.

Photo credits: Nancy Michali, MTA; the Planning Department Citywide Transportation Studies Unit, Dennis Plummer, and Emily Gabel, Department of City Planning; and Bill Lyte, ASL.

Graphics: Ann Rubidoux, MTA; Michael Uhlenkott, Department of City Planning.

Layout: Michael Uhlenkott, Department of City Planning

Document Preparation: Iris Fagar, Terri Lopez, Department of City Planning

TRANSIT BASED HOUSING SYMPOSIUM PAPERS

U.C. Berkeley, National Transit Access Center

Emerging Designs of Transit Based Housing in Northern California

UNIVERSITY OF CALIFORNIA, BERKELEY

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO

SANTA BARBARA • SANTA CRUZ

INSTITUTE OF URBAN AND REGIONAL DEVELOPMENT

BERKELEY, CALIFORNIA 94720

EMERGING DESIGNS OF TRANSIT-BASED HOUSING IN NORTHERN CALIFORNIA

A summary paper prepared for the Los Angeles MTA "Transit-Based Housing Symposium", April 8, 1993

by the University of California, Berkeley National Transit/Access Center (NTRAC)

Michael Bernick, Co-Director UC Berkeley NTRAC
Will Fleissig, UC Berkeley NTRAC
April 1993

TABLE OF CONTENTS

INTRODUCTION

What patterns of development are appropriate around the new rail transit stations being developed on the heavy rail, light rail and commuter rail lines in Los Angeles? Particularly, what opportunities for housing might exist around these stations that can maximize transit ridership and also reduce the pressure for development elsewhere? How can the housing best be mixed with the commuter traffic and parking at the station?

In considering these questions, it is worth looking at the most recent developments and designs of transit-based development in Northern California, where major rail transit lines have been operating over the past two decades. After years of little land use activity around these stations on the BART, CalTrain, and Santa Clara Light Rail lines, both the transit agencies and the local cities and counties have launched new designs and developments at the station areas.

Until recently, rail station area design in Northern California had the main goal of maximizing access for commuters coming by car and bus. Thus, the station areas, outside of central business districts, have been surrounded by large surface parking lots, with access for buses and kiss-and-ride drop-offs. Surrounding uses have been low density residential or commercial, similar in density and design to nearby suburban uses.

Two typical station areas on the BART system have been the Hayward station and the Concord station, as shown on figure 1. The Hayward station has been surrounded by a 4.5 acre parking lot on the east side of the station, and a 3 acre parking lot on the west side. The Concord station also has been surrounded by parking lots on the east and west.

In the past two years, though, the Hayward station has been redesigned, with an emphasis on new housing. At Hayward, over 1300 new housing units are planned within a one-third mile radius of the station, in a new "transit-based community".

Below in Part I, is a brief look at recent developments and designs at three BART station areas -- Hayward; Pleasant Hill, which currently has the greatest concentration of housing and commercial development among the stations; and El Cerrito del Norte, which has emerged in the past two years as a transit-based development center -- as well as new housing planned on the CalTrain commuter line, and the Light Rail line in Santa Clara. In Part II, policy implications of the Bay Area's emerging transit-based housing are considered for transit-based housing elsewhere in the state.

FIGURE 1: Current land uses around selected BART stations.

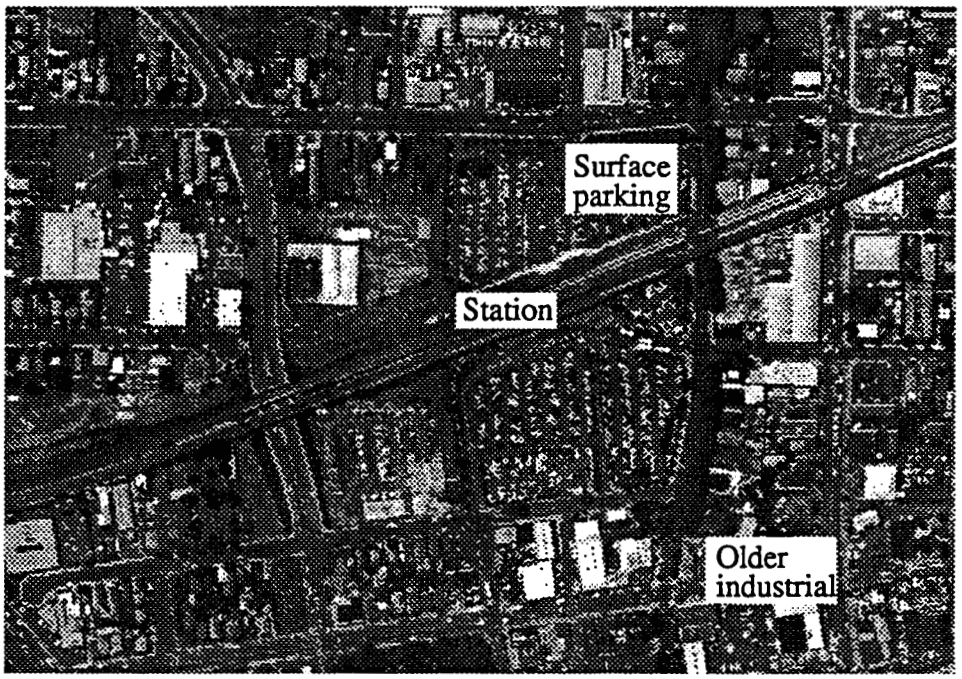


Figure 1a: Hayward BART station area.

Figure 1b: Concord BART station area.

PART I: SUMMARY OR EMERGING TRANSIT-BASED HOUSING OR SELECTED BAY AREA STATION

Pleasant Hill BART

The Pleasant Hill station area design started in 1981. Four local agencies--Contra Costa County, BART, the city of Pleasant Hill, and the nearby city of Walnut Creek--came together to develop a master plan for 125 acres centered around the station. At the time, the area around the station consisted largely of older, modest single-family homes, and strip commercial, on small parcels.

The agencies hired the San Francisco planning firm of Sedway Cooke. The specific plan delivered by Sedway Cooke in August 1982:

* Placed high rise office development on the land owned by BART immediately adjacent to the station and on surrounding parcels.

* Farther out, but within a one-third mile radius, Sedway Cooke placed multi-family housing, tapering off to single family housing.

* Retail and public open space were spread throughout the one-third mile radius, to create an active street life.

A significant part of the Sedway plan was achieved over the next ten years, due mainly to the aggressive action of the Contra Costa County Redevelopment Agency. The Agency assembled the irregular parcels into developable parcels, paid for new public infrastructure and traffic improvements, and issued tax-exempt financings.

The current station area as shown on figure 2, boasts over 1700 units of housing, and 1.5 million square feet of office buildings.

The housing developments include Treat Commons (510 units), Bay Landing (282 units), Wayside Plaza (120 units), and the most recent, Park Regency (892 units). Park Regency, opened in Fall 1992 and shown on figure 3, is an upscale mix of French chateau-style two-and-three story apartments, with swimming pools and spas, an aerobics facility and recreation rooms.

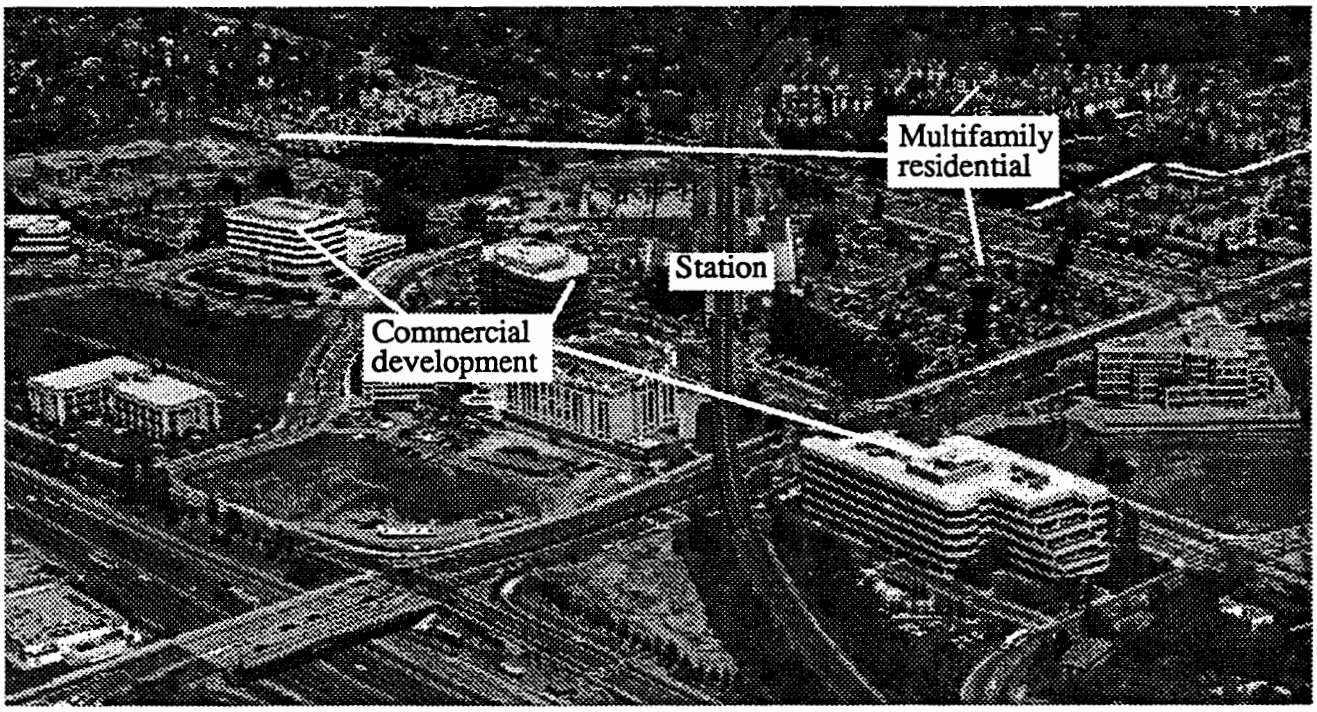


FIGURE 2: Development around the Pleasant Hill BART station.

FIGURE 3: The upscale Park Regency housing development near the Pleasant Hill BART station features two- and three-story apartments.

The multi-family housing taken together makes the station area the most densely populated area of the County. Individually, the housing developments range from 43 units per acre at Treat Commons and Bay Landing to 72 units per acre at Park Regency.

Park Regency, is near the transit station, but otherwise not distinct in form or design from other suburban uses. The same is true of the other three developments. Treat Commons is three stories of housing with ground-level parking.

While the station has achieved the concentration of residential and office development, it has not achieved other elements of the Sedway Cooke specific plan, particularly the retail and streetlife. The office buildings are set back from the street, and set back from each other. No retail shops exist, and the streets are empty. Contra Costa County Redevelopment Director Kennedy sees the addition of retail and streetlife as the main goal for the near future, noting that "the area still lacks a heart".

The BART surface parking lot (directly west of the station) envisioned in the Sedway/Cooke plan to contain an office complex, instead continues to be used for surface parking. The envisioned parking structure north of the station finally was completed in 1991, adding 1500 parking spaces. The parking structure was built to include commercial space on the ground floor, though no commercial development currently exists.

Hayward BART

The City of Hayward located across the Bay and approximately 20 miles from downtown San Francisco, is one of a series of East Bay towns that grew up in the late 1800s on the path of the railroad. These towns were organized around an orthogonal grid of streets and sidewalks, with a public square at the center.

Up through the 1950s, Hayward had an active downtown, with numerous small businesses, people on the streets, and civic buildings including the City Hall, Post Office, and Veterans Memorial Building. In 1952, First Street, which previously had served mainly the local traffic, became Foothill Boulevard, and a regional traffic network. Additionally, the development of the East Bay malls undercut the prominence of the downtown shops.

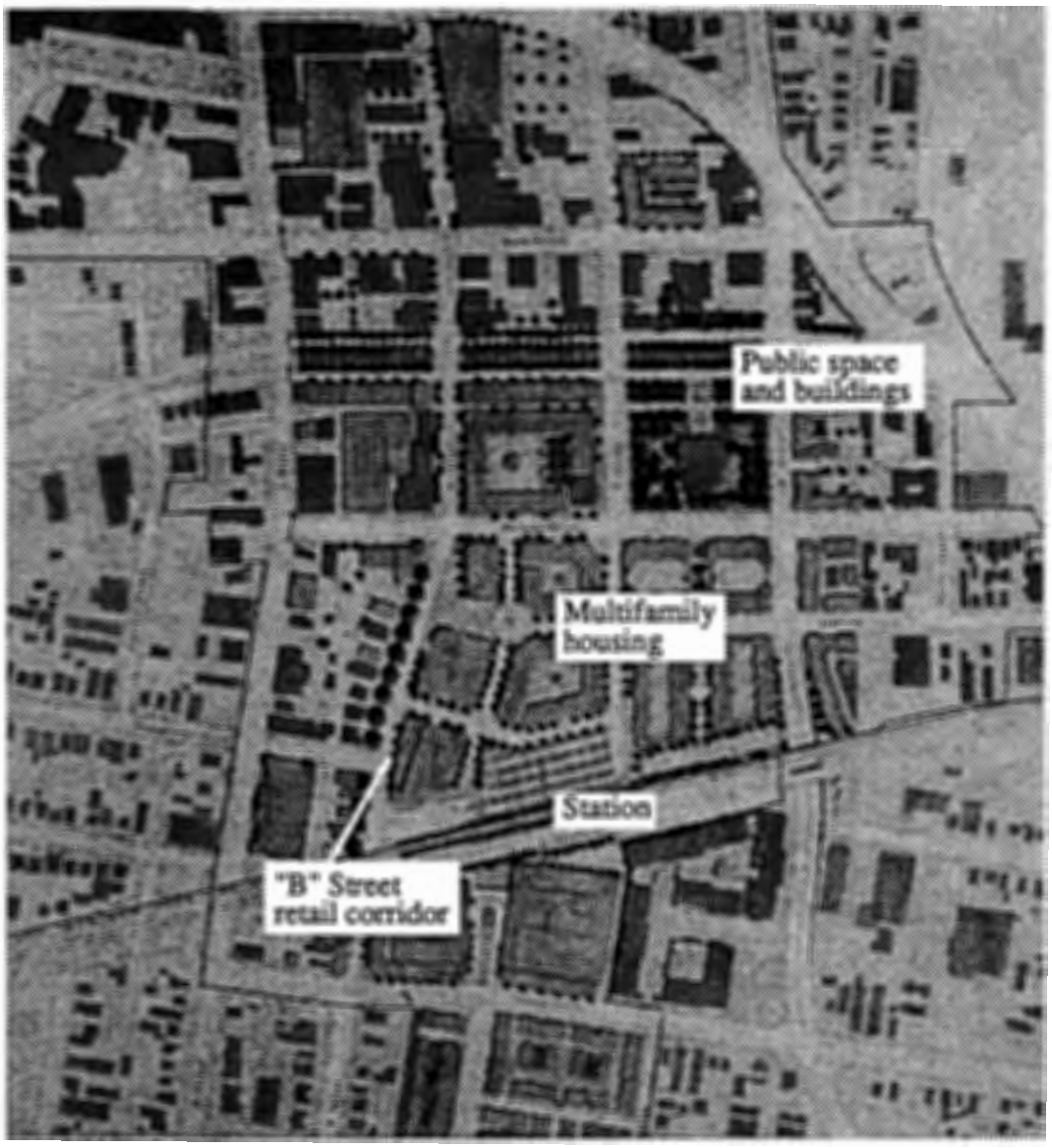


FIGURE 4: Plan for Hayward BART station.

The BART station, located four blocks from the downtown, opened in 1972 and was expected to become an office center in the East Bay. Instead over the next twenty years, the nearby area steadily deteriorated. Today, the station is surrounded by surface parking lots, and the nearby downtown has become partially abandoned commercial buildings and inexpensive rooming houses and restaurants.

The city council hired noted Bay Area-based architect Daniel Solomon to develop a plan for re-developing the downtown area. In 1992, Solomon presented this plan, entitled "Recentering". The plan "recenters" the city's downtown, redeveloping the one-third mile area around the BART station in a new transit-based community. This transit-based community, as shown on figure 4, would have over 1300 new housing units, pedestrian-oriented shops, and generous open space, with a public plaza and new distinguished civic buildings (a new public library or city/county office building).

Introducing his plan, Solomon wrote,

> "New housing units cluster around an easily accessible transit hub for BART and buses. Revitalized retail connects directly to the transit center and the housing...There are public spaces, parks, and people on the streets."

The new civic buildings envisioned by Solomon look to be delayed or eliminated due to city budget woes. However, the housing and retail elements are moving forward, due to private developer interest in building near the station.

The first new housing project, a 100-unit condominium project is being developed by the Hayward-based Felson Builders. The Felson project is on a 3.5 acre parcel owned by the Hayward Redevelopment agency, a block south of the BART station. A block west of the station, Zaballos & Sons, another Hayward-based developer, has won planning approvals for a 311 unit residential project, on 5 acres.

Both of these housing projects intend to benefit from the proximity to the transit station in their marketing. In design and form, though, they do not differ from other East Bay multi-family projects: the Felson project is 3 stories of residential, while the Zaballos project is of 5 four-story buildings (featuring extensive landscaping, two swimming pools and decorative paving).

BART and the City of Hayward Redevelopment Agency plan in May 1993 to issue an RFP for development on an 8 acre site adjacent to the station--the 4.5 acre BART parking lot and a 3.5 acre site owned by the Redevelopment Agency. The

envisioned development is a mix of three-story residential above ground floor retail. Over 450 units are planned for the site, at densities above 50 units per acre, with 80% of the units at market rate and 20% subsidized.

El Cerrito del Norte BART

Like the Hayward BART station, the El Cerrito del Norte station area, once expected to be a development center in the early 1970s, deteriorated during the late 1970s and early 1980s into an area of low-intensity, auto-oriented retail uses, a bowling alley and a motel.

In the past two years, though, three new residential projects hold promise of transforming this area. The three are residential or mixes of residential/neighborhood serving shops, designed to link to the transit station. The El Cerrito Redevelopment Agency, has aggressively assembled parcels, written down land costs, and sponsored tax exempt financings.

The project furthest along is Del Norte Place, figure 5, a 135 apartment complex, less than 100 yards from the BART tracks and a block from the BART station. Del Norte Place is a cluster of four buildings, each with an internal courtyard. It features 3 levels of residential above ground floor retail--a total of 19,000 square feet of retail.

The certificate of occupancy was issued to Del Norte Place in September 1992, and by late November, 75 of the apartments had been leased. The first residents were a mix of "empty nesters", such as Celophus and Mary Henderson who sold their home in the nearby city of Albany, graduate students commuting to nearby UC Berkeley, and singles who work in downtown Oakland and San Francisco.

San Franciscan John Stewart is the main developer of Del Norte Place, and he has taken a close interest in the relation of the project to BART:

> "Before occupancy, we worried that residents might be bothered by the BART train noise. In fact, the only noise complaints have been of trucks on nearby San Pablo boulevard. The proximity to BART so far has had no negatives of noise or security."

Leasing of the retail space has been slower than the apartments, with 40% of the space leased by late November. The first stores include a mix, aimed at both the Del Norte Place residents and BART commuters: a specialty coffee shop, a dry cleaner, a florist, an upscale Chinese restaurant, and a Postal Annex.

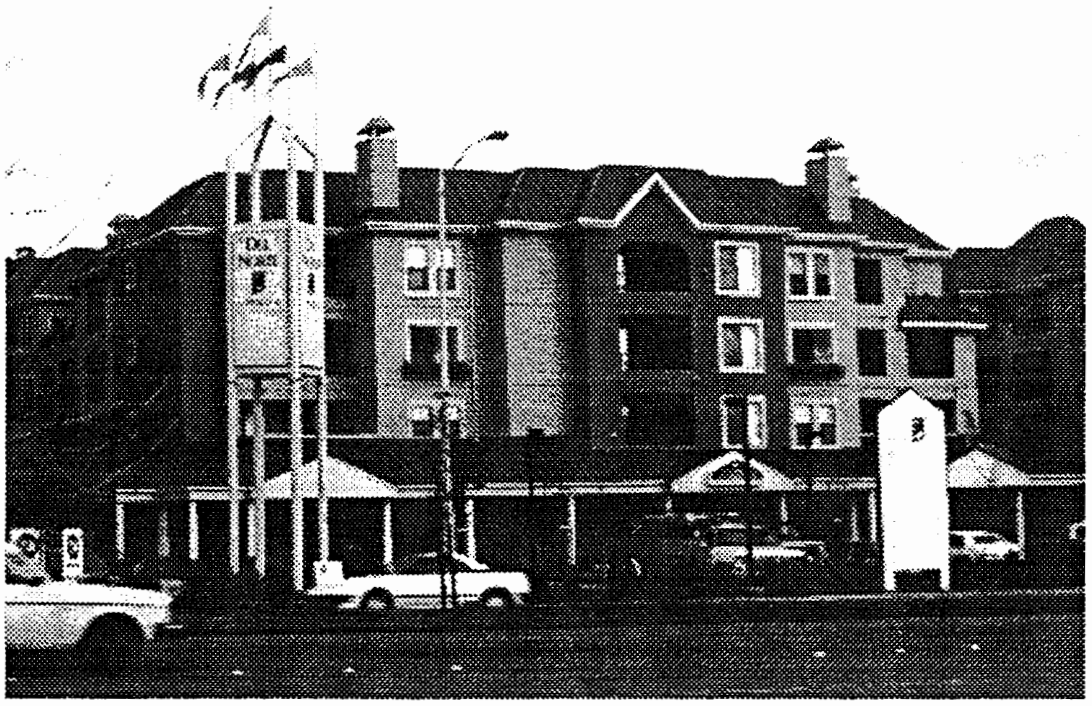


FIGURE 5: Del Norte Place, adjacent to the Del Norte BART station, places three stories of residential above retail.

FIGURE 6: El Cerrito del Norte BART station area.

Del Norte Place is on a series of parcels assembled by the El Cerrito Redevelopment Agency. On nearby Redevelopment-owned land is a planned mix-use development, the Mayfair development, by Urban Homes. The planned project, fronting on San Pablo, includes 92 residential condominiums, and 20,000 square feet of retail.

BART itself owns a 3.3 acre parcel adjacent to the station, which since the early 1970s has been used for surface parking. In 1992, BART indicated a willingness to build on this parcel, and received inquiries from twelve Bay Area developers. In February, the BART Board of Directors chose Bay Area developer Charles Oewel, whose plan includes 210 residential units, with ground floor retail, at 77 units per acre.

Figure 6 indicates the 3.3 acre BART parcel at El Cerrito that is being converted into housing. Although the addition of this parcel with the two adjacent multi-family developments will result in over 400 new housing units, the city council also has approved on the other nearby parcel, a Target store. The store will be surrounded by a large surface parking lot and be unconnected to the station. In this case, the city's need for additional sales tax revenues has undermined the development of a more complete transit-based community.

Mountain View CalTrain

The 40-mile CalTrain commuter line from San Jose to San Francisco has been in operation as a train line since the 19th century. The Peninsula towns grew up with the line, but did not focus development near the stations. The infrequent CalTrain service (even today, less than hourly outside of rush hours), and the low density development throughout the Peninsula discouraged any concentration.

In the past few years, though, the traffic on Highway 101 has led to a rethinking of CalTrain as a resource, and housing and commercial projects have arisen to tie into several of the 28 CalTrain stations. In Redwood City, the 170,000 sq. ft. Sequoia Station--a supermarket, drug emporium, restaurant--is adjacent to the station, and designed to replicate a turn-of-the-century train station. In San Mateo, the San Mateo Center, a ten-story residential project with 314 units, achieved planning approvals in November of last year.

The most ambitious attempt at transit-based housing is in north Mountain View, where the Old Mill development is taking shape near the relocated Mountain View CalTrain stop. The Old Mill plan (figure 7) designs the station stop to open into a new neighborhood over 16 acres. The neighborhood is designed as a type of

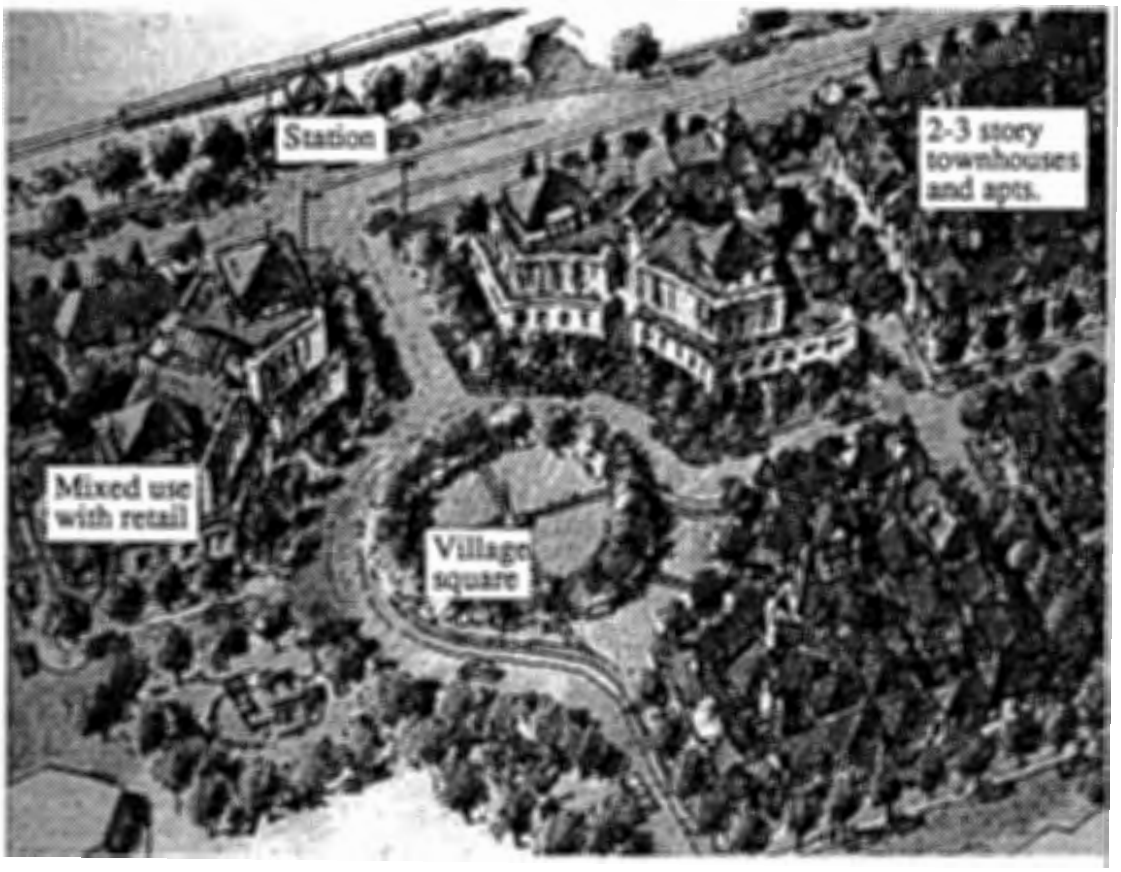


FIGURE 7: The plan for the Old Mill project at the Mountain View CalTrain station.

transit village, with a town square, and two-and-three story townhouses and apartments fanning out above and mixed with small shops.

Chris Wurthmann of the Plymouth Group has been the lead developer on the project, which has been approved in concept by the city council, and could range over 400 new units. "We hope to attract suburbanites seeking a more urban lifestyle," according to Wurthmann. Ken Alsman, Mountain View's economic development director supports the project, telling the local newspaper, "We're interested in making a neighborhood instead of having just a big apartment complex."

Almaden (San Jose) Santa Clara Light Rail

The light rail line in Santa Clara County has 30 stations in operation, ranging from the Santa Teresa station in south San Jose to the Tasman station in north San Jose, and beyond to the Old Ironsides station past Great America Parkway.

Shea Homes has its higher-end River Oaks development--the 273 condominiums of Villagio and 941 apartments of Elan--near the River Oaks station. Though the rail station was not a major factor in Shea's decision to locate River Oaks, Shea Vice President Thom Gamble believes the station will become an important amenity as the line expands by the mid 1990s. Forest City is building its 1500 unit Renaissance Village near the planned Vista Montana station.

Santa Clara County Supervisor Rod Diridon has taken the lead in the most direct form of transit-based housing in Santa Clara: multi-family housing on the park-and-ride lots adjacent to the stations: housing which Diridon terms transit-condominiums or "trandominiums". The Almaden station in south San Jose is the site of the first trandominiums, 250 units on the adjacent 5.4 acres.
The project, developed by Denhart Properties, was approved by the transit board in February of this year.

The design by Fisher-Friedman Associates of San Francisco is shown on figure 8. The architect, Rodney Friedman, is the architect of the Park Place residential development near the central Mountain View CalTrain station, and has given considerable attention to transit-based housing.

Friedman's complex includes 250 units, with an average density of 48 units per acre. It has two and three story buildings on podiums over sub-grade parking. An East Block and a West Block are linked by a pedestrian bridge--which also serves as a "trandobservatory", where "residents can watch the light rail systems as an integrated part of their neighborhood".

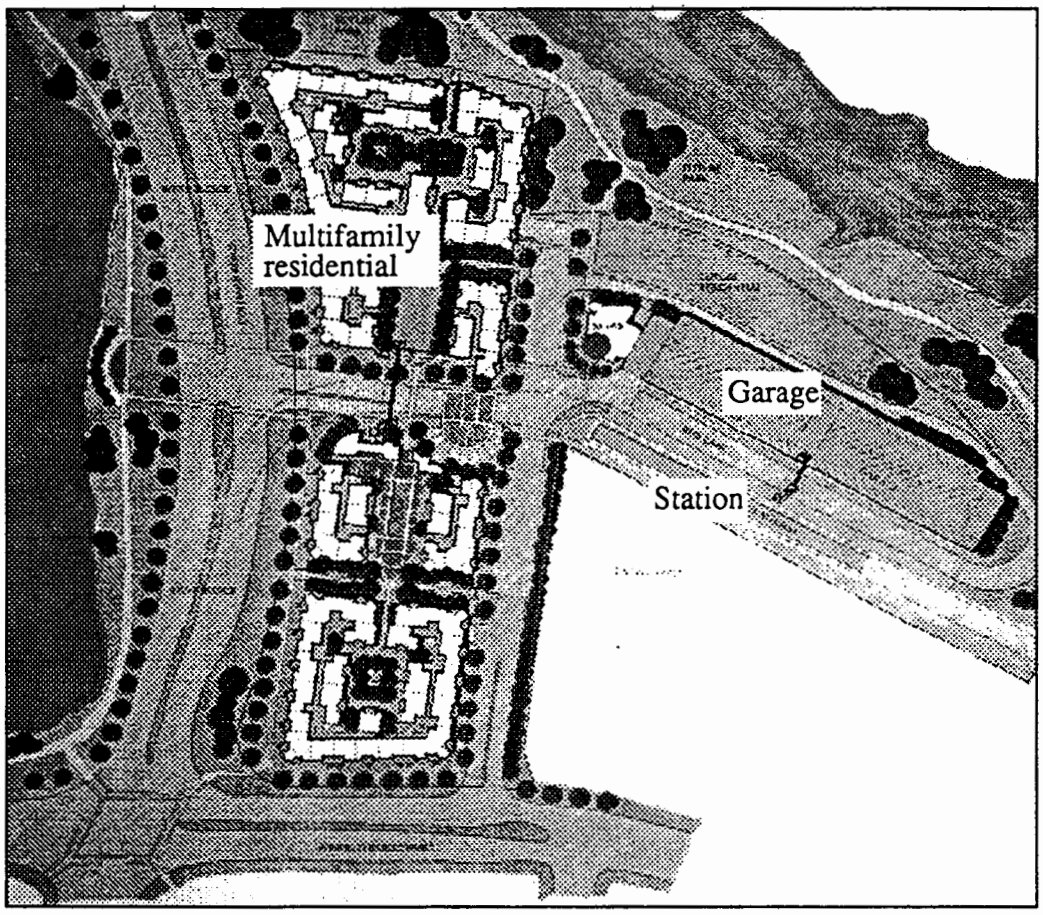


FIGURE 8: Plan for the Almaden station area on the Santa Clara County Transit Light Rail line.

The complex is aimed at an upscale market. A 700 sq. ft. 1-bedroom is pegged to rent at $1,000 per month--on the higher end of Santa Clara County rents. Though the proximity to the light rail is regarded as an amenity (aimed particularly at the segment of "environmentally concerned persons seeking access to light rail"), it is not a sufficient amenity to command high rents. The complex includes the other features common to upper-end apartments--modern refrigerators, automatic ranges, ceiling fans, "plush wall to wall carpeting", vaulted ceilings, wood burning fireplaces, as well as a lap pool and recreation center.

The complex design gives particular attention to the security and privacy of residents. There is individual private space--an outdoor patio or deck for each unit--as well as the inner courtyards and private communal space. As part of its proposal, Denhart Properties also suggested promotion of the light rail use: distribution of free monthly passes for residents, light rail promotional visits to the complex for various employer groups, and advertising on rail cars and at stations for the complex. At the same time, provision is made for 400 parking spaces for residents--a 1.6:1 parking ratio--in the expectation that residents will want cars even if they use the light rail for their commutes. The residential parking is kept separate from the commuter parking.

PART II: POLICY IMPLICATIONS OF THE EMERGING BAY AREA TRANSIT-BASED HOUSING

The transit-based housing developments in Northern California exist at an early stage. On the BART line, only 5 of the 22 station areas outside of the already densely-populated San Francisco, and downtowns of Oakland and Berkeley, have any concentration of housing or advanced plans for development of such housing; on the CalTrain line, the number is 5 of 26 station areas, and on the Santa Clara County Light Rail, the number is 4 of 30 station areas.

Still, the recent developments are starting points in considering the opportunities for transit-based housing on the Los Angeles heavy rail, light rail, and commuter rail lines.

1. Residential densities and designs: The "high density" housing near the rail transit stations in Northern California has been basically four stories of housing, or three stories of housing above ground floor retail. Densities range roughly from 40 units per acre to 72 units per acre. The exception is a 9 story housing development (at over 150 units per acre) being built next to the San Mateo CalTrain station in downtown San Mateo.

The densities of these transit-based developments are considerably higher than the surrounding suburban land use in the East Bay, Peninsula and Santa Clara County, where residential densities generally are less than 12 units per acre. The lack of even higher densities for the transit-based housing reflects two factors. One is the widespread belief among residential developers and lenders that there is not sufficient market for high-rise housing outside of the downtowns of San Francisco and Oakland. A second factor is the opposition of neighborhoods farther out from the station to high-rise development.

2. Presence of retail: Individually, not all of the developments are a mix of retail with the residential. However, in the station area plans, retail is an important component. It adds a streetlife and activity to the station area, and as well provides specific services to residents and transit riders.

The retail may also add to the acceptability of the development to nearby neighborhoods. In bringing new shops to the area, it may offset the negatives of increased traffic usually associated with new development.

At Pleasant Hill BART, the station area plan drawn up in 1982 included small shops and neighborhood serving stores. However, these shops and stores did not develop. The result: though the area today does include a concentration of office buildings and residential projects, it has not become a place that Bay Area residents come to visit or spend time at.

The station area designs for Northern California stations do not include significant office construction. This is primarily due to the collapse of the office market in the East Bay, and weakness of this market on the Peninsula and in Santa Clara. Secondarily, it is due to the low transit ridership among current workers in the offices next to the suburban BART stations, particularly at Walnut Creek.

3. Market segment for transit-based housing and marketability of this housing: The transit-based housing built and being designed in Northern California has been market rate and even higher-end housing. At El Cerrito, for example, the only below-market units have been redevelopment-subsidized units, totaling no more than 15-20% of units. The same has been true at Hayward and Pleasant Hill, and for the new major projects planned in Mountain View and San Jose.

The proximity to the transit station is regarded by developers and planners as a plus for the projects, but by no means sufficient to ensure a project's success. Thus, the projects have included the amenities that make other non-transit related projects attractive to consumers--i.e. a swimming pool and/or recreation center, the most up-to-date appliances.

4. Mixing transit-based housing with needed commuter parking and bus service: In achieving the elements of marketable multi-family housing, the transit-based housing has had to contend with the needs of the transit station and access to the station by commuters on foot, by bus, and by car.

The emphasis in the station area designs for Hayward and Almaden (Santa Clara) has been to maximize pedestrian access to the station. At Hayward, for example, traffic has been re-routed, and the eastern large surface parking lot replaced by housing and pedestrian walkways. Commuters walking to the station no longer make their ways through the parked cars, nor do they need to cross the busy bus network. Commuter parking remains at over 1600 spaces, but has been consolidated in structured parking on one the west side of the station.

Individually, the housing projects have given attention to security and privacy. At Almaden (Santa Clara), for example, which is adjacent to the station, each unit of the proposed housing development includes an individual private space (patio or deck) and a high-level security system. At Park Regency near Pleasant Hill BART, the units are set around a series of courtyards, and are outside the commuter flow to the station.

5. The redevelopment agency as key actor in assembling land and providing financial incentives: The redevelopment agency's role in assembling parcels has been instrumental in achieving transit-based development at several stations:

* In Pleasant Hill, the Contra Costa Redevelopment Agency assembled small non-developable parcels into sites for the Park Regency project and the Wayside Plaza project.

* At El Cerrito del Norte, the El Cerrito redevelopment agency assembled parcels for the Del Norte Place development, as well as the Mayfair residential/commercial development.

* In Hayward, the redevelopment agency assembled the 3.5 acre site near the BART station on which the Felson Builders is in pre-construction.

Additionally, at a majority of the stations where major development has occurred, financial incentives have been present through the local redevelopment agency. Transit-based housing has not been immune from the tight financing facing most multi-family housing.

Chief among these financial incentives have been: 1. paying for the cost of infrastructure improvements through tax increment financing; 2. participation as an equity partner through collection of a low base rent and a percentage of cash flow; 3. subsidizing moderate income or low income units through writing down the cost of land and/or providing a low-interest loan; and 4. tax-exempt financing through assessment financing and/or multi-family rental housing financing.

6. Active role by the transit agency: For years, the three rail transit agencies--BART, Santa Clara Light Rail, CalTrain--did not take action to encourage development near the station. Then in only the past four years, each of these agencies have taken a more active role on the land that they own next to the transit station, as well as in land-use for parcels within a one-quarter to one-third mile radius. Among the actions taken by these agencies:

* Use of surface parking lot land owned by the transit agency for housing and replacement structured parking.

* Participation in a station area design, with the municipal planning entity.

* Participation in a specific plan for the station area, with the municipal planning entity.

The transit agency perspective has broadened from a focus on revenue gained from joint development, to recognizing the ridership gains and reduction in vehicle "cold starts" to be gained from housing near the station.

TRANSIT BASED HOUSING SYMPOSIUM PAPERS

U.C. Berkeley, National Transit Access Center

Critical Distance: Ridership on Rail Transit by Station Proximity

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CRITICAL DISTANCE:

Ridership on Rail Transit by Station Proximity

A summary paper prepared for the Los Angeles MTA "Transit-Based Housing Symposium." University of California, Berkeley, National Transit Access Center.

Michael Bernick, Co-Director, UC Berkeley NTRAC
Jill Gilbert, UC Berkeley NTRAC
April 1993

How does proximity to stations influence ridership on rail transit?

While it seems logical that people who live near rail stations would ride the transit system more frequently than those who live further away, many subquestions are worth exploring. How does ridership fall off as distance increases from the station? What radius contains the "impact zone"? One-quarter mile? One-third mile? One-half mile? How does ridership vary between those heading downtown and those working in the suburbs? What's the ridership capture area for offices? How far are people willing to walk to stations?

While variables such as urban density, automobile ownership, cost of driving and parking, and level of transit service are well-known determinants of travel mode choice, to date the variable of distance to stations has received relatively little attention from planners. However, the research that does exist is compelling, and is of particular interest to those making decisions regarding land use near rail transit stations.

Summary of evidence to date

Available studies demonstrate a clear connection between ridership and proximity to transit stations. A survey of Washington, D.C.'s Metro found a transit mode share in the range of 40 percent for commute trips from multifamily dwellings within a one-third mile radius of a transit station.[1] A study of rail systems in Toronto and Edmonton indicated a transit mode split ranging from 30 to 60 percent of all work/school trips within an impact zone of about 3,000 feet.[2] A study of the San Francisco Bay Area Rapid Transit system (BART), found that commute ridership ranged between 28 and 40 percent at East Bay residences within one-third mile of a station, in contrast to 8 percent for all East Bay residents. A study of ridership following a subway extension in Montreal found gains in ridership only within a walking distance of the new transit line.

To provide further insights into how ridership is influenced by proximity to transit stations, findings from three key studies are summarized here.

Washington, D.C. Metropolitan Transit System

The most comprehensive survey of ridership by station proximity looked at the Washington D.C. Metro, the Washington Metropolitan Area Transit Authority (WMATA), in 1987 and 1989. The study by JHK & Associates surveyed four groups of people: those living, working, shopping, and staying in hotels near transit stations. The first three groups will be discussed here.

Residential result. The residential-based survey looked at eight multifamily developments, some in the downtown area, others in the suburbs, each with at least

75 units. In terms of distance from stations, the developments ranged from 300 to 3,800 feet away.

The survey, summarized in Figure 1, found that for most developments the share of work trips taken on rail were in the range of 40 percent. No sharp cut-off point for ridership could be discerned: transit mode share fell off gradually further from the stations. The development closest to any station, The Consulate, at 300 feet from the Van Ness-UDC station, had 63 percent of work trips via rail. The furthest development, Connecticut Heights, at 3,800 feet from the same station, had 24 percent via transit. The close-in suburban Crystal City station featured an exception--rail transit ridership was higher at Crystal Plaza Apartments, 1,000 feet from the station, than at Crystal Square Apartments (which is home to a generally older population), 500 feet away.

Figure 1: Washington D.C. Metropolitan Area Rail Mode Share for Residential Developments, 1987

Metrorail Station	Development	Dist.to Station (feet)	%Auto	%Rail	%Other (bus, walk, other)	Sample Size
Rosslyn	River Place North	1,000	41.5	45.3	13.3	53
	River Place South	1,500	60.0	40.0	0.0	20
	Prospect House	2,200	81.8	18.2	0.0	44
Crystal City	Crystal Square Apts.	500	48.8	36.3	14.9	80
	Crystal Plaza Apts.	1,000	45.0	44.0	11.0	100
Van Ness-UDC	The Consulate	300	32.6	63.0	4.4	46
	Connecticut Heights	3,800	56.0	24.0	20.0	50
Silver Spring	Twin Towers	900	52.3	36.4	11.4	44
	Georgian Towers	1,400	43.1	34.7	0.8	72

(Source: JHK & Associates, "Development-related Ridership Survey," March 1987.)

The data also indicated that the percentage of trips by transit decreases by approximately .65 percent for each 100 foot increase in distance of a residential site from a Metrorail station portal.

Office results. The survey of people working in offices near transit stations revealed two clear patterns: ridership is generally higher at downtown sites than at suburban sites; and, as in the residential survey, ridership tends to fail off with distance from the station.

As shown in figure 2, the downtown office buildings located within 1,000 feet of a Metrorail station (Metro Center and Farragut West) approached a rail transit mode share of nearly 50 percent, as compared to 16 to 19 percent for buildings at comparable distances at suburban Crystal City and Silver Spring stations. The other downtown office, at 2,800 feet from the station, had approximately 27.4 percent rail transit ridership. In contrast, at an office building located 2,500 feet from the suburban Crystal City Metro station, only 5.4 percent of those surveyed indicated they rode rail transit to work.

Figure 2: Washington D.C. Metropolitan Area Rail Mode Share for the Commute Trip to Office Buildings, 1987

Metrorail Station	Development	Dist. to Station (feet)	%Auto	%Rail	%Other (bus, walk, other)	Sample Size
Metro Center & Farragut West	International Square	200	42.4	48.9	8.8	297
	NCPC Bldg.	500	36.5	46.6	16.8	345
	Olmsted Bldg.	700	45.4	43.5	11.4	106
	McKee Bldg.	900	32.5	50.5	17.0	188
	Realtor's Bldg.	1,200	28.3	45.6	26.1	46
	Am. Inst. of Architects	2,800	55.9	27.4	16.7	227
Rosslyn	1300 N. 17th Street	800	80	19.2	1.5	135
	AM Building	1,000	73.4	24.3	1.6	128
	Air Force Assoc.	2,200	85.3	13.3	1.5	68
Crystal City	Cyrstal Mall 1	200	81.3	16.3	2.4	508
	Crystal Square 2	1,000	77.2	17.4	5.5	746
	2711 Jeff-Davis	2,500	90.2	5.4	5.0	132
Van Ness-UDC	Van Ness Station	100	72.8	21.1	5.2	209
	Intelsat	300	68.4	27.9	3.8	79
Silver Spring	Twin Towers	900	52.3	36.4	11.4	44
	Georgian Towers	1,400	43.1	34.7	0.8	72

(Source: JHK & Associates, "Development-related Ridership Survey," March 1987.)

The researchers found that for downtown offices, transit ridership would decrease by .76 percent for each 100 feet increase in distance from the station portal and for suburban offices, 74 percent for each 100 additional feet.

In all, the office data indicates a trend of decreasing transit mode share as distance from the DC core and distance from the Metro increase.

Retail results. The results of the retail survey paralleled those of the office survey, in that outside of downtown Washington, D.C., rail ridership decreased sharply. Among shoppers at the Hecht Company, located near the Metro Center in downtown, rail ridership was at 34.3 percent compared to 12.3 percent at The Underground in Crystal City and 10.4 percent at Ballston Common near the suburban Ballston station.

WMATA Summary. The researchers concluded that "the most significant factors affecting the percent of trips by transit are 1) the location of the site within the urban area and on the Metrorail system: downtown sites have higher transit mode shares than suburban sites, and 2) the proximity of the building to a Metrorail station entrance."

Not surprisingly, "poor transit accessibility at either end of the trip results in poor transit ridership between those pairs."

In 1989, JHK & Associates performed a follow-up study of ridership on the WMATA line, which largely confirmed the 1987 findings. The transit mode share for residential buildings near stations ranged from 30 percent to over 70 percent.

San Francisco Bay Area Rapid Transit

Though smaller in scope than the WMATA study, a survey undertaken for the Bay Area Rapid Transit system (BART) found ridership patterns similar to those found in Washington. Undertaken in 1991 by NTRAC researchers, the study shows that for people living near suburban East Bay BART stations, ridership is well above the ridership percentage for the East Bay as a whole.

The survey investigated ridership from four major residential projects within one-third mile of East Bay BART stations: Treat Commons (Pleasant Hill), the Verandas (Union City), Mission Wells (Fremont), and the Foothills (South Hayward).

While recent travel estimates by the Metropolitan Transportation Commission (MTC) place rail transit ridership for weekday commuters among all East Bay residents at 8 percent, the survey found that ridership at these residential projects averaged about 40 percent.

At Treat Commons (1800 feet from the station), 40.5 percent of residents indicated they used BART on a regular basis for their commutes. As the Verandas (700 feet away), the relevant percentage was 41.1 percent, at the Foothills (450 feet away), 42 percent, and at Mission Wells (1200 feet away), 27.6 percent.

Not only does residence location influence ridership, the rail system also influences residence location: from 44 to 62 percent of people surveyed cited BART as a "main" or "major" factor in choosing their residence.

Edmonton/Toronto

The other major study of transit ridership by station proximity focused on two Canadian systems, the Toronto subway system and the Edmonton light rail system. The study, as reported by M.G.R Stringham in the ITE Journal of April 1982, surveyed more than 2,000 people either living or working near two selected suburban stations for each system.

The survey found that within a radial distance of 3,000 feet of a station, transit mode split ranged from 30 to 60 percent of all work/school trips. Stringham estimates the "impact zone" (the area within which people walk to the station in significant numbers) to exceed a radial distance of 3,000--perhaps up to 4,000--feet from a station.

As in the Washington study, here the rapid transit modal split of high density residential land use was about 30 percent greater than that of low density residential land use at an equivalent distance from a station. However, "a significant proportion of trips are attracted to rapid transit by residential development within the impact zone of suburban stations."

The transit modal split of employment uses was found to be significantly lower than that of residential land uses near suburban stations, perhaps reflecting the high availability of plentiful parking at the suburban businesses surveyed.

The Limits of Pedestrian Access

Research on access to rapid transit stations shows that walking is the major form of access until about 3,000 feet, a bit more than half a mile. M.G. R Stringham, in describing his research on Edmonton and Toronto cited above, notes that people are willing to walk a maximum of about 3,800 feet to a transit station, and that at about 3,000 feet, bus access becomes more popular.

Richard Untermann has conducted the most in-depth research on Americans' walking behavior. He contends most people are willing to walk 500 feet, 40 percent would walk 1,000 feet, and only 10 percent would go half a mile. However, in this broad figure he does not specify purpose of the walking trip. Additionally, Untermann and others have shown that walking distances can be stretched considerably by creating interesting, pleasant urban spaces and corridors.

Untermann contends a ten minute, or 2,300 foot, walk seems to be the maximum distance American people are willing to walk today, while Europeans are willing to walk longer distances. As for speed, a mile can be walked in about 20 minutes at the brisk pace of three miles per hour, which translates to 264 feet per minute. Taking into account intersections, grades, and pedestrian traffic, the pace would actually be a bit slower.[4]

Researchers have found that passengers are less sensitive to distance as service frequency improves and that willingness to walk varies by demographics and purpose of trip. For example, males, auto owners, and the elderly have been shown to have higher elasticities than females, non-license holders, and young people. However, it is important to stress that older people tend to more amenable to walking if the pedestrian environment is pleasant.[5]

Summary

It is worth emphasizing again that far more survey work remains to be done on rail transit ridership by proximity to station area. Further, in relation to Los Angeles, wide allowance must be made for how present automobile-use patterns could cause ridership figures to vary from the surveys cited here.

Nevertheless, currently available data provides useful lessons on the benefits of transit-oriented development to a rail transit system. In general, it appears that the greatest ridership gains occur a developments within about one-third of a mile, though the more general "impact zone" exceeds a half mile in radius. (See figure 3.)

The data suggests important implications for land use: a 3,000 foot impact zone, as Stringham writes, "represents about 1,200 acres of land that could be developed to provide significant benefits to the urban transportation system."

Those benefits to a transit system can be seen in dollars and cents. JHK & Associates report that "a 200,000 square foot office building in the downtown will generate nearly 300,000 transit trips per year, valued at approximately $500,000 of transit revenue. A similar building near a close-in suburban station would generate over $200,000 in transit revenue annually."

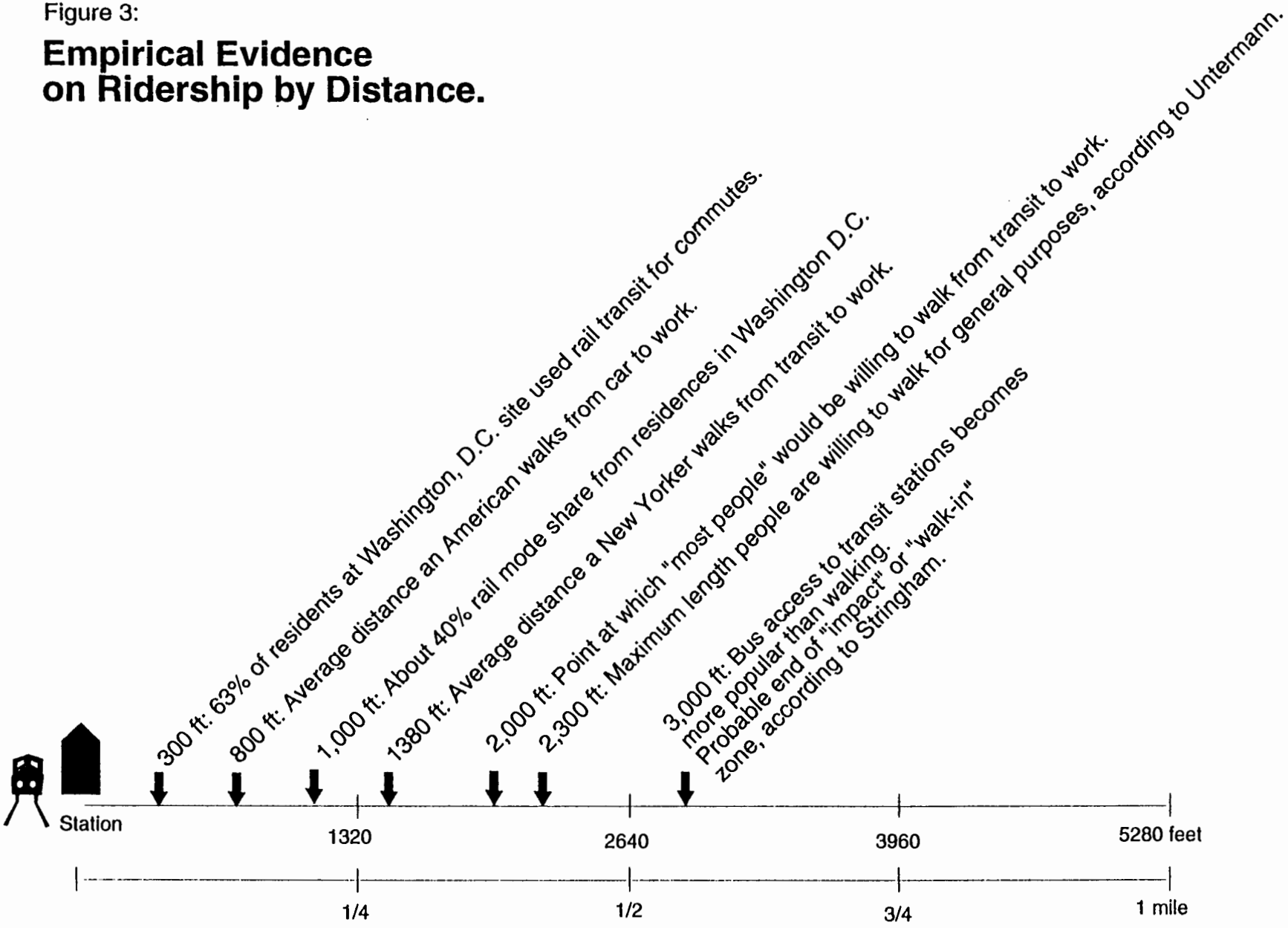
Of course, the benefits go beyond finances: "By locating this 200,000 square foot office building close to a suburban rail station rather than in a remote area not served by transit, an annual reduction of some 500,000 vehicle miles of travel would also be realized."

The data also suggests that transit-oriented residential development has more impact on ridership than office development. It has been suggested that this can be attributed to abundant parking at suburban office buildings, the higher time-value of walking at the work end of a trip, and general distance from the transit station.

Proximity of development to transit stations a promising and underexplored variable in the ridership equation, and more research is underway to further test it. For now it appears that ridership levels on a rail transit system can be increased by the intensive use of land around its stations.

Figure 3:

Empirical Evidence on Ridership by Distance.



[1]Development-Related Ridership Survey, Final Report. Prepared for Washington Metropolitan Area Transit Authority by JHK & Associates, March 1987.

[2]Stringham, M.G.P. "Travel Behavior Associated with Land Uses Adjacent to Rapid Transit Stations." ITE Journal, April 1982, pp. 16-18.

[3]Baass, Karsten, Chapleau, Robert, and Laviguer, Pierre, "A Posteriori Impact Analysis of a Subway Extension in Montreal." Centre de Recherche sur les Transports. Universite de Montreal. November 1986.

[4]Untermann, Richard K. Accommodating the Pedestrian. Van Nostrand Reinhold Company. 1984. Stokes, G., Jones, P.M., and Hopkin, J.M. "Bus Service Frequency and Walk Access Time: Effects on Bus Use and Travel Behaviour." In Transport Planning Methods, published by PTRC Education and Research Services Ltd., 1988.