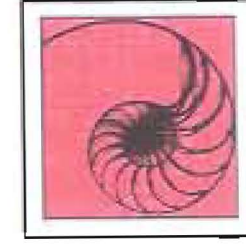


Metro Gold Line Eastside Extension

Cluster B

Community Linkages Program

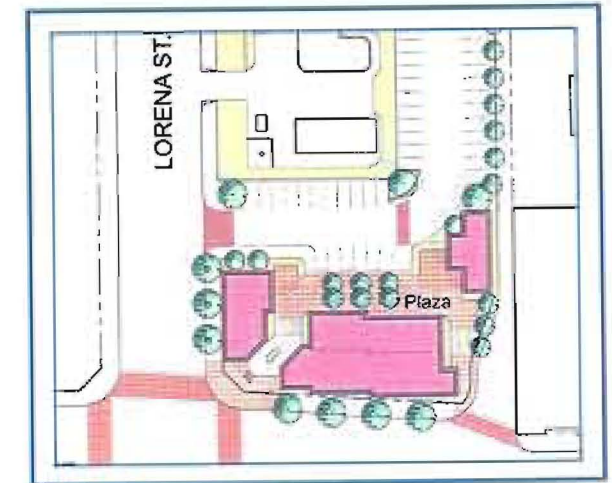
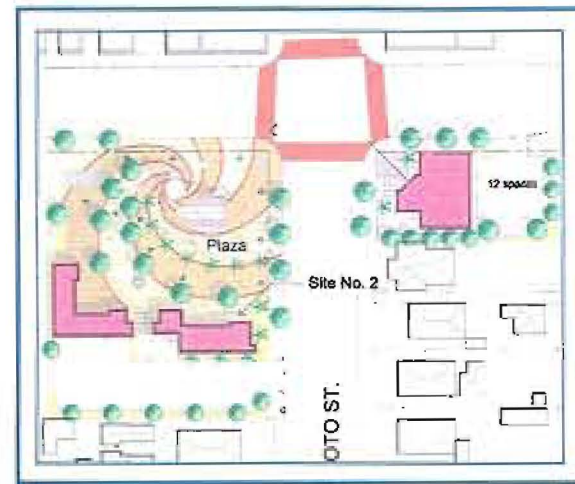
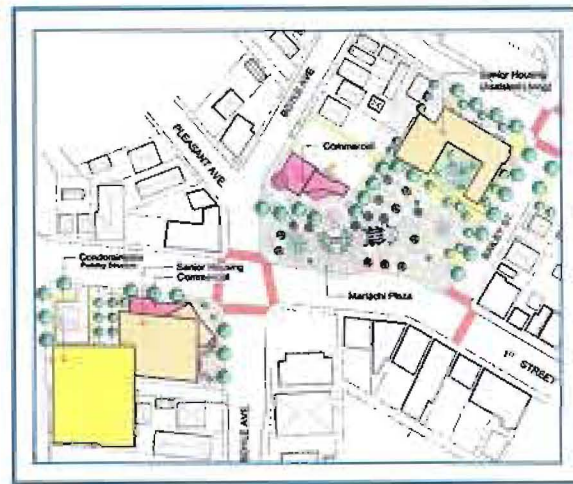


March 12, 2004

1st/Boyle

1st/Soto

Indiana



Barrio Planners Incorporated — Economics Research Associates — KAKU Associates

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I. INTRODUCTION

The pending construction of the Metro Gold Line Eastside Extension is the culmination of a 15-year effort by elected officials, community residents, and the Metropolitan Transportation Authority to provide a fixed guideway transit system to the Eastside communities of Boyle Heights and East Los Angeles.

The Eastside Extension will become an important benchmark in the history of these two transit dependent communities. It will provide needed transportation services, reconnect neighborhoods and communities that are socially and culturally interwoven, and provide important connections with the regional rail network. Ironically, the light rail alignment will follow the route of the former trolley car system that was abandoned in the 1960's.

To date, transportation studies and environmental impact reports have been completed. Engineering studies, plans and specifications are nearing completion, and construction is estimated to start in the early part of 2004.

Purpose

The MTA funded Community Linkages Program is an important component of the mitigation measures developed for the Metro Gold Line Eastside Extension.

The purpose of the program is to identify, plan, and implement urban design concepts and strategies to integrate the light rail transit system with the communities that it will service. The approximate program area includes a ¼ mile distance from each station area.

The urban design concepts are intended to better orient transit patrons to the stations as well as to destination points in neighborhoods adjacent to the stations. Pedestrian access, identifiable pathways and pedestrian safety are key elements of the Community Linkages Program. A variety of urban design techniques including streetscape improvements, landscaping, crosswalk enhancements, signage and artwork are intended to enhance the pedestrian environment, expand and integrate the influence and positive impact of the light rail-transit system.

In addition, the Community Linkages Program seeks to establish planning and design guidelines for the future development of MTA surplus properties located near or in the vicinity of transit stations. The conceptual development guidelines are intended to reinforce the land use objectives of adopted City and County community plans.

The Community Linkages Program includes the entire Eastside Corridor and is segmented into three clusters. Each cluster includes three light rail transit stations. This report pertains to Cluster B and includes the two sub-surface stations at 1st/Boyle, 1st/Soto and the at-grade station at Indiana Street between 1st and 3rd Streets.

Program Goals

The study process established the following program goals for the Community Linkages Program. These goals were derived from prior Eastside Corridor studies as well as the prior and current public review process.

1. ***Ensure compatibility of the transit station areas to the land uses and community context of adjacent neighborhoods.***
2. ***Enhance pedestrian visibility and access to and from the transit stations.***
3. ***Create safe and secure environments at transit stations and throughout the transit system.***
4. ***Maximize the integration of the light rail system with other public transit systems.***
5. ***Encourage uses and activities at transit stations which reinforce the communities revitalization goals and objectives.***
6. ***Encourage station area developments which respond to community needs and market potentials, and which provide local economic benefits, goods and services.***
7. ***Encourage station area developments which generate pedestrian activity, contribute to the use and safety of transit stations, and help create community activity centers.***
8. ***Encourage urban design and art program strategies which reflect station design themes and that enhance community pride and community identity.***

Program Methodology

The preparation of the Community Linkages Program was a coordinated team effort among the consultant team, a community advisory committee, and staff of the Metropolitan Transportation Authority. The consultant team consisted of Barrio Planners Incorporated as the lead firm responsible for the preparation of planning and urban design concepts and for public participation. Economics Research Associates participated in assessing the economic setting for the Eastside Corridor and analysis of the conceptual development plans. KAKU Associates assisted in the review and analysis of traffic and pedestrian safety issues and concerns. The community advisory committee provided valuable community insight, and participated in the review and revisions to preliminary and final concepts and strategies.

The program methodology followed a three-phase process including the review of considerable background information, original analysis and findings, and the preparation of community linkage strategies and conceptual development plans.

In Phase 1, a variety of transportation planning, environmental documents and engineering plans were reviewed to gain a clear understanding of the light rail transit system, station designs, street configurations, environmental impacts and mitigations, and existing neighborhood context and setting. The key documents that were reviewed included the following:

- ***Eastside Cultural Needs Assessment Report, 1995***
- ***Urban Design Analysis Report for Metro Red Line, 1995***
- ***East Los Angeles Community Plan, 1988***
- ***Boyle Heights Community Plan, 1991***
- ***Adelante Eastside Redevelopment Project, 1999***
- ***East/Northeast Comprehensive Economic Development Study, 2000***
- ***Eastside Corridor EIR/EIS, 2002***
- ***Engineering Design Development Plans, 2003***

In Phase 2, field surveys and analysis were conducted to verify topographic conditions; neighborhood context and land uses near transition stations; existing pedestrian movements; specific site conditions, views and vistas; identification of neighborhood destination points; economic and market conditions; and existing and proposed street configurations. The review of background documents, field surveys and analysis assisted in the preparation of appropriate base maps and analytical maps contained in this report.

In Phase 3, the background information from Phase 1 and the findings and conclusions from Phase 2, were utilized to prepare the overall community linkages strategy; conceptual public improvement recommendations; and conceptual development plans for MTA acquired surplus properties.

Public Participation

The primary public participation effort for Cluster B consisted of the formation and participation of a community advisory committee referred to as the Community Based Organization (CBO). The CBO meets on a monthly basis from February through June, 2003. The CBO consisted of representatives from five community based organizations as follows:

- ***LANI – Los Angeles Neighborhood Initiative***
- ***MELA – Mothers of East Los Angeles***
- ***ABH – Abuelitos de Boyle Heights***
- ***BHCC – Boyle Heights Chamber of Commerce***
- ***ELAC – East Los Angeles Chamber of Commerce***

Advisory committee members reviewed the findings and conclusions from the Phase 2 Analysis as well as the community linkages strategies from Phase 3. The advisory committee made appropriate revisions based on their knowledge and insight of the eastside communities. In Phase 3, the advisory committee discussed and prioritized appropriate uses for development sites based on community needs, community context, and specific site conditions. They also reviewed recent new development projects, in nearby communities/cities to understand the application of planning and urban design principles which might be appropriate for the eastside communities.

In June, 2003 the Community Based Organization officially endorsed the strategies and concepts for Cluster B of the Community Linkages Program. In the same month, they participated with the consultant team, in presenting and seeking the positive endorsement of the Review Advisory Committee of the MTA.

II. PLANNING BACKGROUND

Route Alignment and Station Locations

The Eastside Extension of the light rail transit is approximately six miles in length beginning at Union Station and terminating at Atlantic Boulevard. The Cluster B portion of the Community Linkages Program is approximately 2 ¼ miles long. Cluster B starts where the Santa Ana Freeway crosses 1st Street and extends east to about 4th Street and Rowan Avenue. Most of the community of Boyle Heights and the westerly portion of East Los Angeles are included in Cluster B.

In Cluster B, the light rail system is in a below-grade tunnel from the Santa Ana Freeway to about Lorena Street for a distance of approximately 1½ miles. For the remainder of the Cluster B portion, the light rail is at-grade on 1st Street, from Lorena Street to Indiana Street. The light rail then turns south, is off-street, and parallel to Indiana Street. The light rail then proceeds east on 3rd Street into the East Los Angeles Community. The at-grade portion of Cluster B is approximately ¾ mile.

Cluster B includes two below-grade subway stations and one at-grade station as noted on Exhibit PI-1. The first subway station is located at 1st Street and Boyle Avenue. The station will be located below 1st Street with the station entrance, elevators, and a transit plaza located on the north side of 1st Street. The second subway station is located at 1st and Soto Streets. The subway station will be below 1st Street with the station entrance, elevators and transit plaza on the southwest corner of 1st and Soto Streets. The Indiana station is an at-grade station and located between 1st and 3rd Streets. It is located off the street on the east side of Indiana Street.

The Community Linkages Program includes the preparation of a community linkages strategy for the three mentioned stations. For Cluster B, the linkages program also includes the preparation of conceptual development plans for MTA acquired surplus properties. These properties include those sites near the 1st/Boyle station, 1st/Soto station as well as sites located near Cesar Chavez and Soto Streets, and the northeast corner of 1st and Lorena Streets.

Community Context

In Cluster B, the light rail transit system traverses through the heart of the Boyle Heights and East Los Angeles communities. The following section provides a brief historical and contextual background for these two communities.

The Boyle Heights community is approximately six square miles and bounded by the Los Angeles River on the west, Indiana Street on the east, Marengo Street on the north, and approximately 25th Street on the south. With the arrival of the railroads in the 1880's, the area

east of the Los Angeles River began to be subdivided and developed as an exclusive residential suburb.

By the 1920's, major streets had been constructed. Over 70% of the existing housing stock had been built, predating the City's first zoning code of 1925. Commercial corridors were developing in response to community needs, and the City's original trolley car system; as well, some of the City's original public and religious facilities were located in Boyle Heights.

Into the 1930's, Boyle Heights was the initial point of settlement for Jews, Molokan Russians, Armenians, Japanese and Mexican immigrant groups. From the 1920's to 1940's industrial uses developed east and parallel to the Los Angeles River and southerly of Olympic Boulevard, eventually occupying 26% of the community's land area.

The physical environment of Boyle Heights was changed dramatically from the 1940's to the 1970's with approximately 25 years of freeway construction and expansion of four major freeways.

With the continued growth of the City of Los Angeles, various original ethnic groups moved away from Boyle Heights and the Latino population continued to grow. Today, approximately 97% of the population in Boyle Heights is minority and predominantly of Mexican descent. A range of 23% to 42% of existing families are considered low income; about 27% are transit dependent; and a range of 22% to 38% do not own an automobile.

As indicated by the history of this community, the housing stock on average is about 70 years old and varies from single family units, duplex, court-style housing units, small and medium scale apartments and public housing apartment structures.

The historical subdivision of Boyle Heights produced small parcel sizes compared to current subdivision standards. Smaller parcels, coupled with the mix and variety of housing types and larger than County average household sizes all contribute to higher population densities in Boyle Heights. Whereas the average population density in Los Angeles County is 2,274 person per square mile, the density in Boyle Heights ranges from 10,000 to 35,000 persons per square mile. The characteristics of high density, transit dependency and low percentage of automobile ownership contribute to higher pedestrian activity along most major thoroughfares as residents walk to and from bus stops, school and other public facilities and neighborhood commercial nodes.

Community and neighborhood serving commercial uses are generally located along major east-west thoroughfares such as Cesar Chavez Avenue, 1st Street, Whittier Boulevard and portions of 4th Street. With few exceptions, these commercial areas contain older commercial structures and are often intermixed with residential uses and public facilities.

The street system in Boyle Heights is a typical grid street system interrupted by the location of four major freeways. Major thoroughfares are oriented in an east-west direction. North-south thoroughfares are more limited due to the hillside topography on the north and the large

industrial sector on the south. Soto Street is the only continuous north-south highway in Boyle Heights. Due to the community's close proximity to Downtown Los Angeles, major street traffic includes local and commuter traffic as well as alternate access routes from the freeway system into Downtown Los Angeles.

The unincorporated East Los Angeles community is approximately eight square miles in size. Its boundaries are defined by the incorporated cities of Monterey Park and Montebello on the east, Commerce on the south and the City of Los Angeles on the west and north.

Although East Los Angeles abuts the Boyle Heights community and presently shares similar social and demographic characteristics, its historical context is very different.

The housing boom of the 1920's generated the development of East Los Angeles. However, the residential neighborhoods that developed were very discriminatory. Persons of European background populated the neighborhoods located between 3rd Street on the north and Whittier Boulevard on the south. These residents were also instrumental in extending trolley car service east along 3rd Street and in securing the funding and construction of schools, parks and other public facilities. Residents of Mexican or Japanese descent lived in the neighborhoods north of 3rd Street, in the Maravilla area and provided a labor pool for Japanese agriculture fields and the Davis Brick Company in what is now the City of Monterey Park. Initially, religious organizations assumed the prime responsibility of providing schools and community services in the Maravilla area.

Whittier Boulevard, which was paved in 1923, and also the location of El Camino Real eventually developed as the prime community commercial corridor for the greater East Los Angeles community. North of 3rd Street, the intersection of Cesar Chavez and Ford became the commercial hub for the Latino community.

With the on-going growth and development, adjacent areas incorporated, surrounding the East Los Angeles community as an unincorporated island of the County of Los Angeles.

East Los Angeles became the preferred location for first and second generation Latinos and for more recent immigrants.

Current demographics indicate that approximately 95% of the population is minority and predominantly of Mexican descent in the East Los Angeles community. About one-quarter of the families are considered low income. A range of 8% to 19% of the population is transit dependent, and a range of 16% to 26% do not own an automobile.

The residential housing types in East Los Angeles vary from single family housing to combinations of two and three units per parcel. Apartment structures are not as intermixed as in Boyle Heights and tend to be concentrated in certain scattered locations. On average about one-half of the residential units were built prior to 1940 and one-half were built after 1940. The mix of housing types and larger than average household sizes contribute to higher population densities. Whereas the Los Angeles County average is 2,274 persons per square mile, the

density in East Los Angeles varies from 10,000 to 35,000 persons per square mile. Higher density areas are located along the western edge of the community, west of Eastern Avenue and north and south of Whittier Boulevard.

Community and neighborhood serving commercial uses are concentrated along the entire stretch of Whittier Boulevard, portions of Cesar Chavez Avenue and the western stretch of 1st Street.

The street system in East Los Angeles is a typical grid system except for the hillside portion in the north section of the community and industrial section on the southside of the community. Due to the hillside topography and the industrial sector, major thoroughfares are oriented in an east-west direction. The East Los Angeles and Boyle Heights communities share this characteristic and constraint due to hillside topography on the north and the larger industrial sector, railroad lines and railroad stockyards on the south.

Another similarity shared with Boyle Heights is the extensive freeway construction that occurred between 1950 to 1967. The freeway system in East Los Angeles includes portions of the San Bernardino, Santa Ana, Pomona and Long Beach Freeways.

First & Boyle Station

1st & Soto Station

3rd & Indiana Station

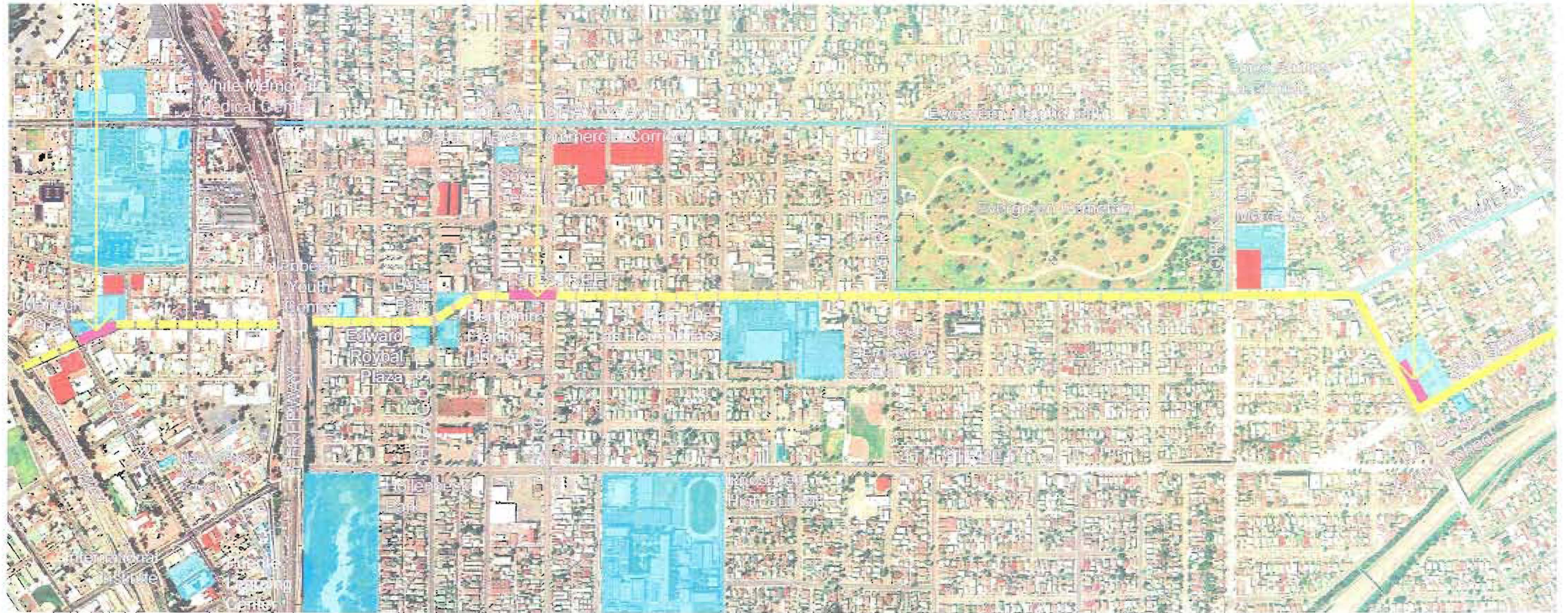


Exhibit: PI-1 LRT Station Locations

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Scale: None

Barrio Planners Incorporated Economics Research Associates KAKU Associates

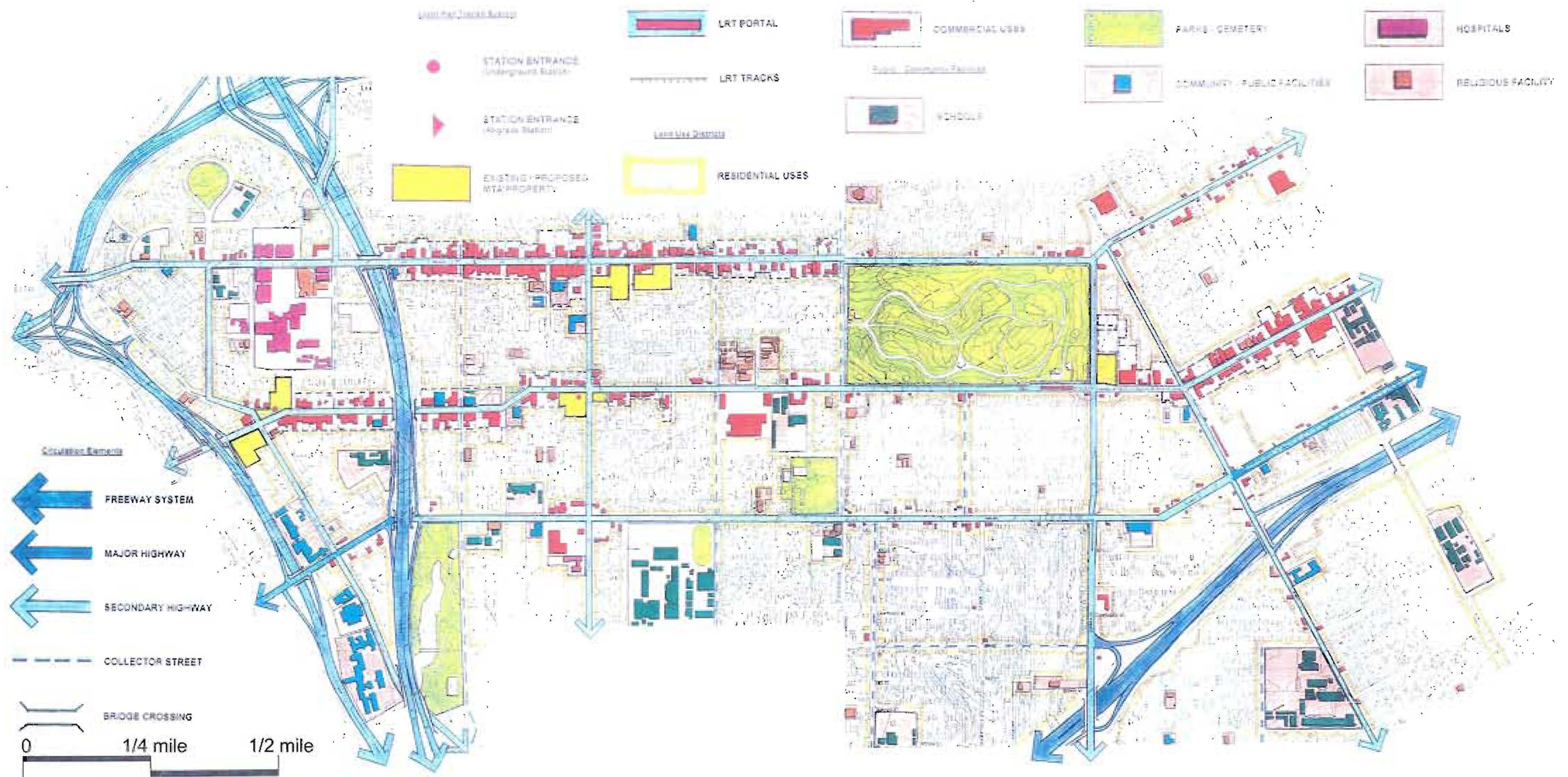


Exhibit: PI-2 **Community Context**

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Scale: None

Barrio Planners Incorporated Economics Research Associates KAKU Associates

Population Characteristics

The Draft Environmental Impact Statement/Environmental Impact Report for the Eastside Corridor was completed in March, 2001. The report included population characteristics for a ½ mile radius around each light rail station, based on the 1990 U.S. Census. The following chart shows certain population characteristics that were selected from the EIR/EIS report for the Cluster B station areas.

POPULATION CHARACTERISTICS	1 ST / BOYLE	1 ST / SOTO	INDIANA	L.A. COUNTY
<u>Population</u>				
TOTAL POPULATION	16,214	21,424	15,476	
MINORITY POPULATION	98%	99%	99%	59%
<u>Households</u>				
LOW INCOME HOUSEHOLDS	33%	27%	26%	12%
AVERAGE SIZE HOUSEHOLDS	3.9	4.1	4.3	3.0
<u>Age Groups</u>				
6-18 YEARS	24%	22%	24%	18%
65 + YEARS	8%	7%	8%	9%
<u>Transportation</u>				
ZERO CAR HOUSEHOLDS	36%	35%	26%	11%
% USING PUBLIC TRANSPORTATION ...	28%	27%	19%	7%

As part of the Community Linkages study, Economics Research Associates updated similar sociodemographic data for the Cluster B area based on the 2000 U.S. Census. This data summary as well as economic and employment characteristics and economic activity profiles for the three station areas are contained in Appendix 2.

All of the data reveals, that in comparison to Los Angeles County, the Cluster B area has a high population density, a higher number of person per household, and a larger young population. The number of families that don't own cars and that use public transportation is also much higher resulting in a very transit dependent population. These characteristics create a higher level of pedestrian activity along major streets and is an important consideration for the Community Linkages Program.

Station Theme Descriptions

The engineering design drawings for the light rail system included an urban design strategy specific to the stations and the immediately adjacent areas. The urban design strategy focused on the architectural design of the stations and streetscape improvements within close proximity.

For the 1st/Boyle and 1st/Soto stations, the architectural design elements included the design, details and integrated art works for the station entrance, entrance canopy, the public plaza and above-grade elevators. Also, for the mezzanine and platform levels, it includes the detail and finishes of walls, ceilings, flooring, stairways, escalators, furnishings and fixtures. For the Indiana station, the design elements include the architectural design of the station canopy and support structures, platform paving and finishes, railings, fences and integrated art works.

Collectively, these integrated design and art elements create a station theme that responds to and enhances the social, cultural, and urban setting of each station. The intent of the Community Linkages Program for Cluster B is to expand and integrate the station themes with the adjacent neighborhoods. The following describes the themes that have been established for the three Cluster B stations.

1st/Boyle Station

The 1st/Boyle Station is located beneath First Street and between Boyle Avenue on the west and Bailey Street on the east. The public plaza at grade level is situated along the northern frontage of First Street, and the station entrance is approximately 75 feet northwest of First and Bailey Streets. The station entrance is oriented westerly towards the existing Kiosk and the downtown Los Angeles view shed. The above grade level elevators are situated approximately midway between the station entrance and the existing kiosk and are set back to provide clear visibility from First Street.

The 1st/Boyle Station lies one-half mile east of the Los Angeles River near the historical origin of the Boyle Heights community. This station is also situated in a unique location next to the Mariachi Plaza de Los Angeles. This designation was bestowed by the Arts and Cultural Affairs Department, and the Los Angeles City Council, in recognition of its 40-year history as a gathering area for numerous Mariachi groups who reside in the local neighborhood. Mariachi Plaza has a regional and international importance as noted by the Mariachi Plaza Kiosk, donated from the state of Jalisco, Mexico.

The architectural concept for this station is drawn from its physical setting and excellent visibility, its function as an urban space gathering area, and its regional and international recognition as Mariachi Plaza de Los Angeles. The architectural concept enhances, expands and embellishes this location as a cultural urban space.

The architectural theme reflects upon the strong Mexican theme established by the Mariachi Plaza Kiosk and expands on the plaza's theme as a Mariachi focal point. At the plaza level of this station, the Mexican-Mariachi theme is expressed in creating a larger plaza, a performance stage incorporated with the station entrance and station canopy. The architectural treatment for the station entrance, station canopy, and plaza elevators and plaza paving all include icons, symbols and design elements representative of Mexican or Mariachi culture. The Mariachi theme is continued at the mezzanine and platform levels through appropriate designs, color, and finishes.

1st/Soto Station

The 1st/Soto Station is located beneath First Street between Breed Street and Soto Street. The public plaza at-grade level is located along the southern frontage of First Street, and the station entrance is southerly of First Street, oriented towards the intersection of First and Soto Streets. The above grade elevators are located between the southerly sidewalks of First Street and the station entrance.

The 1st/Soto Station is located in the heart of the Boyle Heights community near a major crossroads intersection. Part of the urban design concept is to name this station the "Boyle Heights Station" instead of 1st/Soto to highlight the community and its geographic setting. The architectural theme for this station is drawn from its unique location and attempts to reflect the rich history of the Boyle Heights community, the various cultures and ethnic groups that were and are part of the community's unique history, and to also symbolize a path for the future of this community.

The architectural theme is expressed in a continuous spiral design, which symbolizes embracement of the past, evolving around present and moving to the future. The spiral design evolves around the station elevators and continues as the canopy over the station entrance. The continuity of the spiral design is also reflected in the paving patterns and landscape treatment of the public plaza surrounding the station entrance as well as the paving and ceilings of the underground areas. The station entrance is designed to be very open and inviting to the public.

This architectural theme provides various opportunities for the public art program to embellish the architectural theme and to reflect the history of the Boyle Heights community at the plaza, mezzanine, and platform levels of the station. The public plaza provides valuable open space at a major intersection, which will highlight the station entrance and provide for a small gathering area that reflects the community's history.

Indiana Station

The at-grade Indiana Station is located on the easterly frontage of Indiana Street between 1st and 3rd Streets. The platform entrances are directed to the intersection of 3rd and Indiana Streets, and to a midblock entrance between 1st and 3rd Streets.

The station is situated adjacent to Ramona High School, and located near the 1st Street Commercial Corridor to the north and the East Los Angeles Music and Art School to the south. Indiana Street is the jurisdictional boundary between the City and County of Los Angeles. This boundary line is overshadowed due to the social and cultural bonds between the Boyle Heights and East Los Angeles Communities.

The architectural theme for the station is drawn from the historical and cultural bond of these two communities. The architectural design utilizes the Mexican serpent icon in the design of the platform paving, walkway entrances and the railing design. Other Mexican icons artworks are included in freestanding pylons along either sides of the station platform. The theme of nature as a unifying element is also incorporated in the architectural design of the station canopy. The design includes a series of transparent leaves that appear free floating over the station platform providing an open and inviting feeling along the platform.

III. COMMUNITY LINKAGES ANALYSIS

A prime objective of the Community Linkages Program is to integrate the light rail transit system with adjacent neighborhoods. More specifically, the intent is to creatively enhance the pedestrian environment to better orient transit patrons to the light rail stations as well as to neighborhood destination points.

The following section utilizes pedestrian walking characteristics, analyzes how Cluster B residents would normally walk from their homes to the stations, and from the station to a variety of destination points. Pedestrian paths of travel were identified and compared to determine major pedestrian pathways as the foundation for the Community Linkages Program.

Pedestrian Walking Characteristics

Research on pedestrian walking characteristics has found that the average adult walks at a speed of about 260 feet per minute. Elderly persons or younger children walk at a slower speed of about 215 feet per minute.

Within the context of Cluster B, the average adult would walk a distance of three city blocks or ¼ mile in about five (5) minutes. Six city blocks or ½ mile would take about 10 minutes to walk within the Cluster B area.

Walking Distance to Stations

Within the Cluster B area, it is safe to assume that residents will walk ¼ mile distance to one of the light rail stations. Many residents already walk this distance to arrive at one of the existing bus stop locations. Some residents may even be motivated to walk up to a ½ mile distance if no other alternatives are available.

Exhibit PI-3 graphically shows a ¼ and ½ mile walking distance around each light rail station and in relation to the neighborhood context of Cluster B. The ¼ mile distance around the 1st/Boyle Station extends north to Cesar Chavez Avenue, south to near 4th Street, east to the Golden State Freeway, and west to the Santa Ana Freeway. Near the 1st/Soto Station, the ¼ mile stretches north to Cesar Chavez Avenue, south to 4th Street, east to Mott Street, and west to about the Golden State Freeway. The quarter mile distance around the Indiana Station is not a perfect square configuration due to the change in alignment of the street grid at Indiana Street. The ¼ quarter mile distance extends northerly to Michigan Avenue, southerly to just past the Pomona Freeway, easterly to about Rowan Avenue, and westerly to about Lorena Street.

There are several important findings that can be drawn from Exhibit PI-3. The neighborhood surrounding the 1st/Boyle Station is fairly well defined by the Santa Ana, Golden State and San

Bernardino Freeways. Most residents within this neighborhood are likely to use the 1st/Boyle Station even beyond the quarter mile walking distance.

The distance between the location of the 1st/Boyle and the 1st/Soto Stations is just about ½ mile. Therefore, most residents east of the Golden State Freeway to about Mott Street are likely to use the 1st/Soto Station. Also, the intersection of 1st and Soto Streets is an important bus transfer point in that Soto Street is a continuous north-south thoroughfare.

The distance between the 1st/Soto and Indiana Stations is over one-mile in length. This means that residents in several neighborhoods are far beyond the ¼ mile or the ½ mile walking distance to any light rail station.

Existing Topography

Pedestrians walking to light rail stations can be impacted by the distance required to reach a light rail station. There are other factors that can function as pedestrian obstacles. These include moderate to major changes in elevation, the freeway system that only allows street crossing at certain locations, and certain land uses that occupy larger land areas.

Exhibit PI-4 depicts the existing topography of the Cluster B area. Generally, the topography rises north of 1st Street, and rises even steeper north of Cesar Chavez Avenue. This condition makes walking more difficult within a ½ mile north of the stations. North of the Indiana Station, beyond Folsom Street, walking is prohibited due to the topographic conditions. Southerly of 1st Street, the topography contains two significant ravines that run in a north-south direction. They are located just west of Euclid Avenue and west of Lorena Street. Walking across these ravines in an east-west direction is either impossible or very difficult.

Freeways as physical impediments also impact the 1st/Boyle and the Indiana Stations. At 1st/Boyle, street and pedestrian access is only provided along Cesar Chavez Avenue, 1st Street, and 4th Street. Southerly of the Indiana Station, access across the Pomona Freeway is only provided at Lorena street, Indiana Street and Rowan Avenue.

Land uses that occupy large land areas can also impede pedestrians because they are forced to walk around these land areas. These include White Memorial Medical Center near the 1st/Boyle Station; parks and schools near the 1st/Soto Station; and Evergreen Cemetery near the Indiana Station.

Pedestrian Pathways to LRT Stations

Pedestrian pathways to each light rail station were analyzed within a ½ mile walking distance of each station. The aforementioned impediments of topography, freeways and larger land areas were taken into consideration as depicted on Exhibit PI-5.

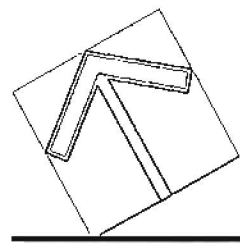
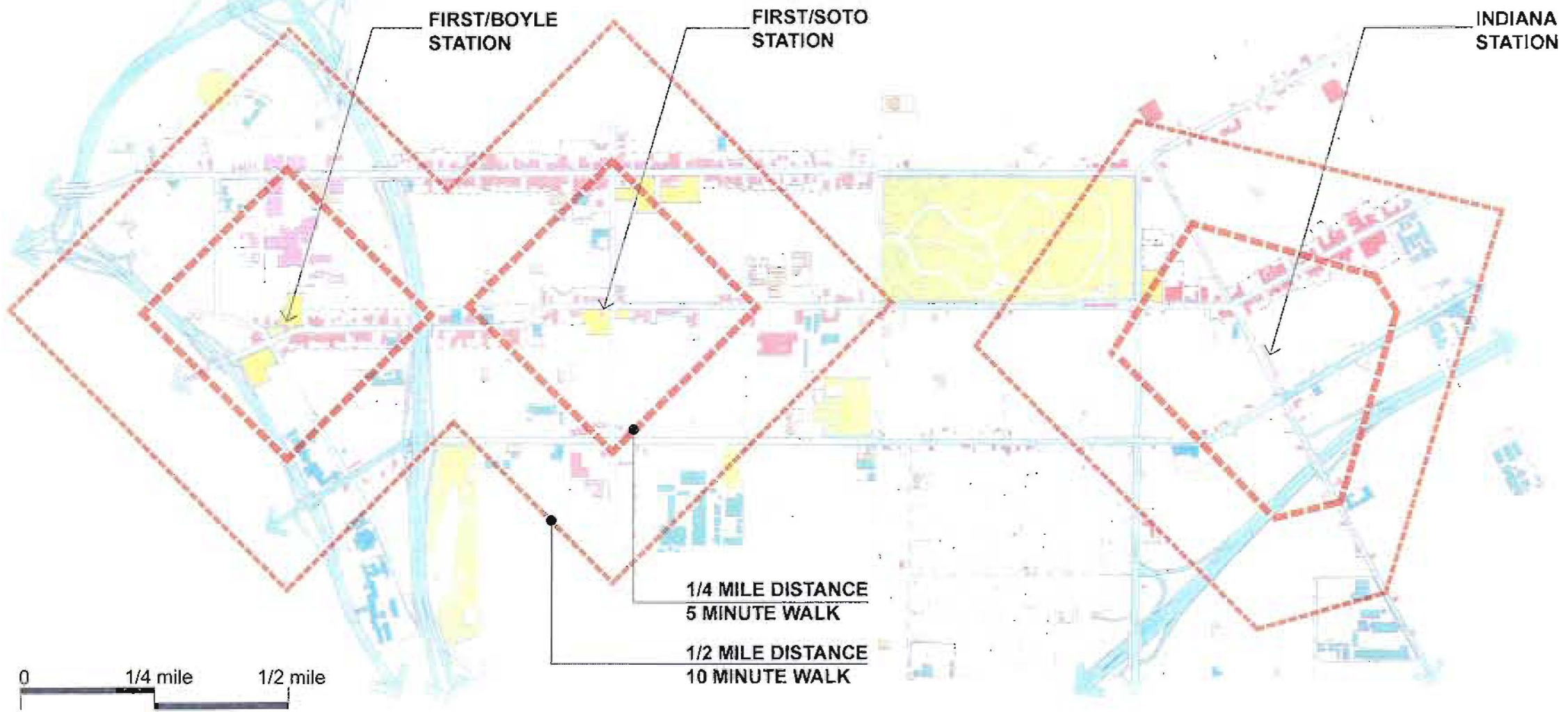
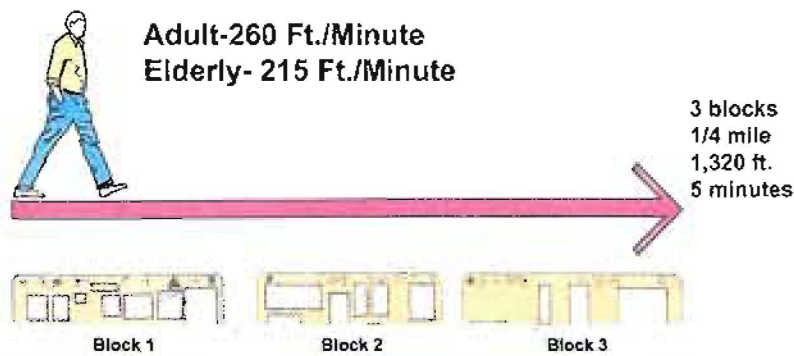


Exhibit: PI-3 **Walking Distance to Stations**

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Scale: None

Barrio Planners Incorporated Economics Research Associates KAKU Associates

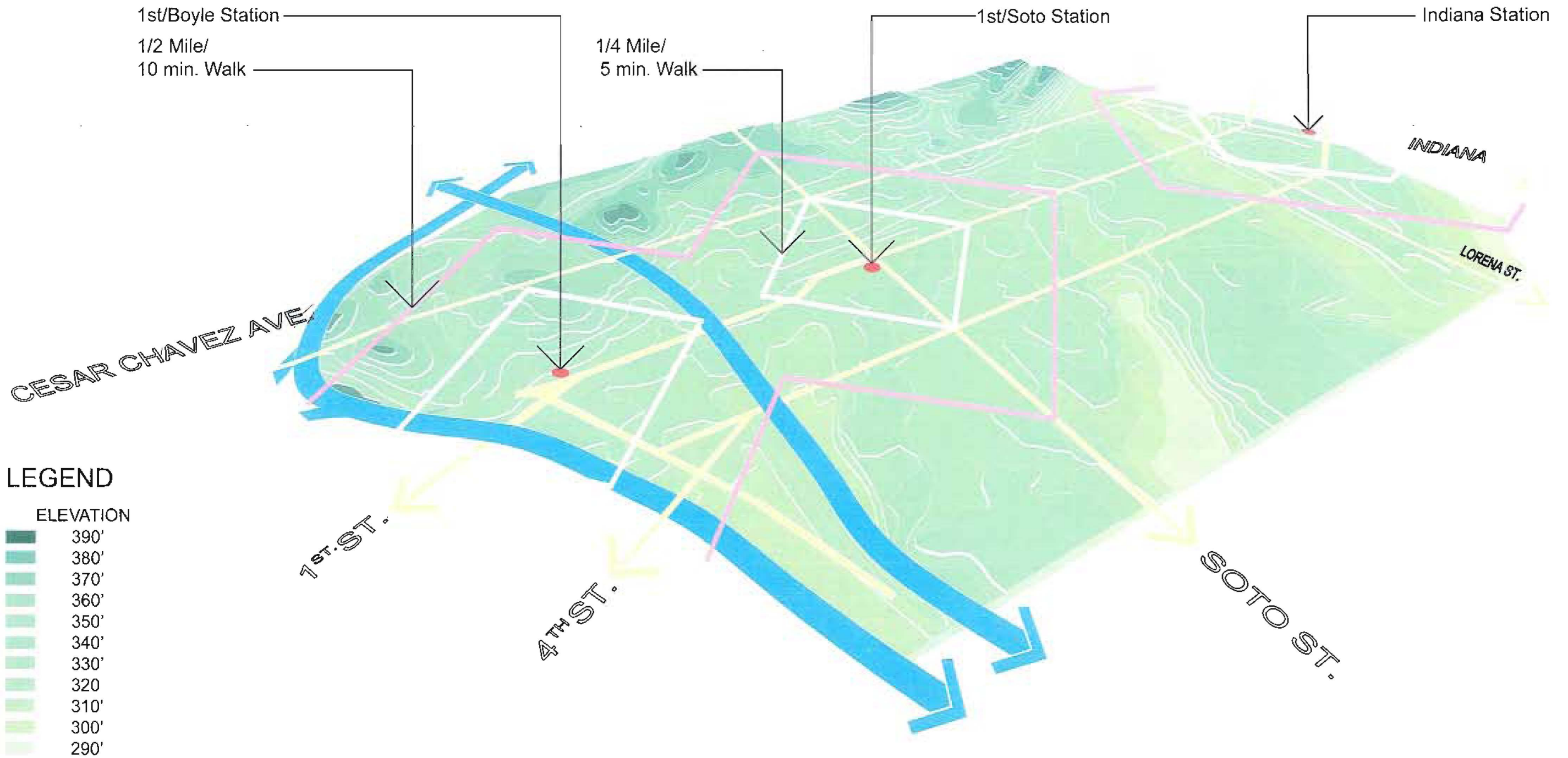
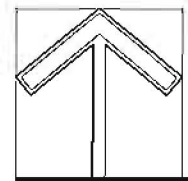


Exhibit PI-4 Existing Topography

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension



Scale: None

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates

The analysis found, that upon leaving their homes, residents will walk towards the most continuous street that leads them towards a major street. This is especially true since all three stations are located on or near major thoroughfares. In essence, the major streets function as pedestrian collectors from the adjacent local streets in the community. As major streets function as pedestrian collectors, they also become major pedestrian pathways to the light rail stations.

In the vicinity of the 1st/Boyle Station, the major pedestrian pathways include 1st Street, Boyle Avenue and portions of Pleasant Avenue and Echandia Street.

Near the 1st/Soto Station, the major pedestrian pathways occur on Soto Street, 4th Street, 1st Street and Cesar Chavez Avenue.

The major pathways near the Indiana Station include Indiana Street, 4th/3rd Street, 1st Street, and a portion of Lorena Street.

Pedestrian Pathways to Destination Points

The second important component involves pedestrian pathways that would be used from the light rail stations to various destination points within the Cluster B area.

The analysis of this component included the identification and listing of a variety of destination points within a ½ mile distance of each station and as noted in Appendix 1. The generic listing of destination points included schools, parks, hospitals, community facilities, places of worship, and neighborhood or community commercial core areas.

The mapping of these destination points, as shown on Exhibit PI-6, revealed that most are located on or very near major streets within the community. Consequently, persons arriving at one of the three light rail stations will likely exit the station and walk along the closest major street to arrive at their destination.

Near the 1st/Boyle Station, transit patrons would walk north on Boyle Avenue to arrive at White Memorial Medical Center and beyond Cesar Chavez Avenue to various schools and churches. Walking south on Boyle Avenue, they will arrive at the Japanese Home for the Aged, Hollenbeck Home for the Aged, Puente Learning Center, International Institute and the Music Settlement House. Walking east along 1st Street, they will pass through the 1st Street Commercial Corridor.

Transit patrons arriving at the 1st/Soto Station would travel north on Soto Street to such destination points as the Cesar Chavez Avenue commercial corridor, the Social Security Office and the Talmud Torah Temple. Walking south on Soto Street, they would arrive at Hollenbeck Middle School, Roosevelt High School, Lincoln Hospital, and would use 4th Street to reach Hollenbeck Park, St. Mary's Church, and Salesian Youth Center. From the 1st/Soto Station walking west on 1st Street, transit patrons would arrive at the 1st Street commercial corridor

including Benjamin Franklin Library, the Hollenbeck Youth Center, and the Hollenbeck Police Station. Walking east along 1st Street, they would arrive at the Tenrikyo Temple and First Street School.

Transit patrons at the Indiana Station would walk north on Indiana Street to arrive at the 1st Street commercial corridor and El Mercado. They would walk south on Indiana Street to reach Plaza Community Center and Stevenson Intermediate School. Walking east on 4th Street, from the Indiana Station, transit patrons would arrive at Ramona High School, East Los Angeles Music and Art School, and Our Lady of Lourdes Church and school.

The analysis found that major pedestrian pathways, from the light rail stations to neighborhood destination points, are fairly well defined. These major pathways include 1st Street and Boyle Avenue near the 1st/Boyle Station; Soto Street, 1st Street, 4th Street, and Cesar Chavez Avenue near the 1st/Soto Station; and Indiana Street, 1st Street and 4th Street near the Indiana Station.

Pedestrian Pathways Composite

The previous analysis identified certain streets that would become the major path of travel for pedestrian walking towards the light rail stations, and from the stations to various destination points. The identification of the most significant pedestrian streets can be made by overlapping the findings of both components into one composite map as shown on Exhibit PI-7. The findings are clear that within a ½ mile distance of each station, certain major streets will become the major path of travel to and from each station as follows:

Boyle Avenue, 1st Street, and to a lesser extent Echandia Street are the major pathways near the 1st/Boyle Station.

Soto Street, 1st Street, 4th Street and Cesar Chavez Avenue are the major pathways near the 1st/Soto Station.

Indiana Street, 3rd/4th Street, 1st Street, and to a lesser extent Lorena Street are the major pathways near the Indiana Station.



Pedestrian Pathways LRT Stations

Pedestrian Obstacles

-  Freeway System
-  Major Grade Change
-  Larger Land Uses

Pedestrian Pathways

-  Local Pathway
-  Collector Pathway
-  Major Pathway


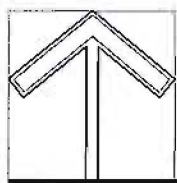
-  1/2 mile distance/
10 minute walk

Exhibit PI-5 Pathways to Stations



Cluster B - COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension

Scale: None

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

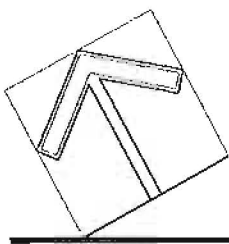
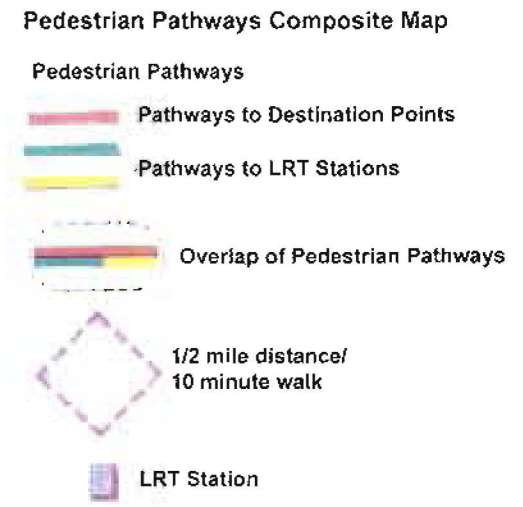
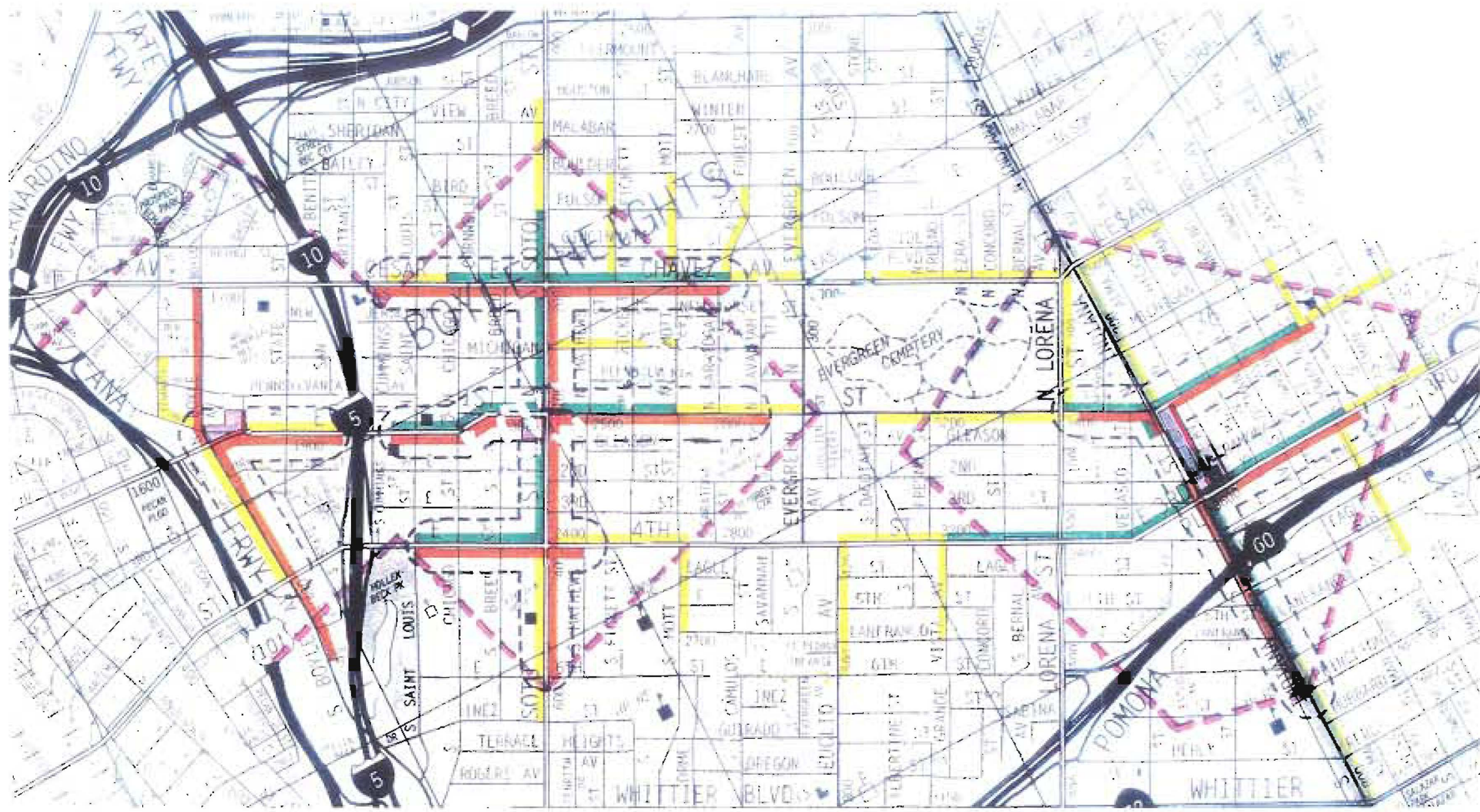


Exhibit PI-7 Pedestrian Pathway Composite Map

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Barrio Planners Incorporated Economics Research Associates KAKU Associates

IV. COMMUNITY LINKAGES STRATEGY

The Community Linkages Strategy contains two important and related components. The first component, Pedestrian Linkages Strategy, pertains to the selection of specific streets for public improvements to enhance the pedestrian environment. Also, to establish the limits of proposed improvements so that they may be implemented over a phased program. The second component, Public Improvements Strategy, are the specific public improvement techniques that collectively will extend and integrate the theme of the light rail stations, improve wayfinding, and improve pedestrian safety.

Pedestrian Linkages Strategy

The Pedestrian Linkages Strategy which selects specific streets for public improvements is based on the findings and conclusions from Section III Community Linkages Analysis. The strategy suggests that certain streets, within a ¼ mile of each station be improved as a Phase 1 program. It also suggests that similar public improvements be extended for a ½ mile distance on selected streets, as part of a Phase 2 implementation program as depicted on Exhibit PI-8.

1st/Boyle Station

In Phase 1, the recommended streets for public improvements include Boyle Avenue from Cesar Chavez on the north to 4th Street on the south; and 1st Street from Boyle Avenue on the west to the Golden State Freeway on the east.

In Phase 2, the recommended streets are Pleasant Avenue from Boyle Avenue to Echandia Street, and north on Echandia Street to Cesar Chavez Avenue.

1st/Soto Station

In Phase 1, the recommended streets include Soto Street from Cesar Chavez Avenue on the north to 4th Street on the south; and 1st Street from the Golden State Freeway on the west to Mott Street on the east.

In Phase 2, the public improvements could continue easterly on 1st Street to Evergreen Avenue; southerly on Soto Street to 6th Street, and northerly on Soto Street to Boulder Street. Consideration should also be given to improvements on Cesar Chavez Avenue, east and west of Soto Street.

Indiana Station

In Phase 1, the recommended streets include Indiana Street from 1st Street on the north to 6th Street on the south; 3rd/4th Street from Lorena street on the west to Rowan Avenue on the east; and 1st Street from Lorena Street on the west to Rowan Avenue on the east.

In Phase 2, the recommended streets are Indiana Street from 1st Street to Cesar Chavez Avenue; Lorena Street from 1st Street to Cesar Chavez Avenue; 4th Street from Grande Vista Avenue on the west to Lorena Street on the east; and Indiana Street from 6th Street to Whittier Boulevard.

Public Improvements Strategy

As previously noted in Section II, Planning Background, a theme has already been established during the engineering and architectural design phase for each station area. Urban design details for street and sidewalk improvements have also been developed for 500 feet on either side of each station.

The intent of this Public Improvement Strategy is to suggest urban design techniques that both enhance and extend the established station themes into the surrounding neighborhoods. The public improvement suggestions are not intended as final design drawings but rather as design concepts to enhance the pedestrian environment, improve pedestrian safety, enhance wayfinding and establish a stronger relationship between selected streets and each light rail station. The following public improvement concepts are suggested for the ¼ mile distance (Phase 1) near each of the three stations. The public improvement concepts are depicted on Exhibits PI-9, 10 and 11.

Landscape Improvements

The primary landscape improvement that is suggested is the installation of street trees with tree wells and decorative iron tree grates. The species of street tree should be selected from the approved street tree list of both the City and County of Los Angeles and should be spaced approximately 30-40 feet apart. It is suggested that one type of tree be planted for those portions of 1st Street and 4th Street to help emphasize the route alignment of the light rail transit system. Another type of tree could be planted for north-south streets within a ¼ mile of each station. This street tree approach would provide a visual connection to each station and consistency between station locations.

Sidewalk Improvements

The sidewalk portion of public streets includes the area between the sidewalk curb and the adjacent property line. In Cluster B, the sidewalks' width, along most major streets, is between 10-12 feet with a few exceptions where the sidewalks are narrower. Many of the sidewalks in Cluster B are also very old given the age of Eastside neighborhoods. The public improvement strategy suggests that the entire sidewalk area be reconstructed within a ¼ mile distance of each station area. In addition, the sidewalks could provide a unique image through the incorporation of color concrete, stamped concrete and modular scoring of pavement areas. The suggested reconstructed sidewalks would improve pedestrian walking areas and visually connect the light rail stations to the ¼ mile distance from each area.

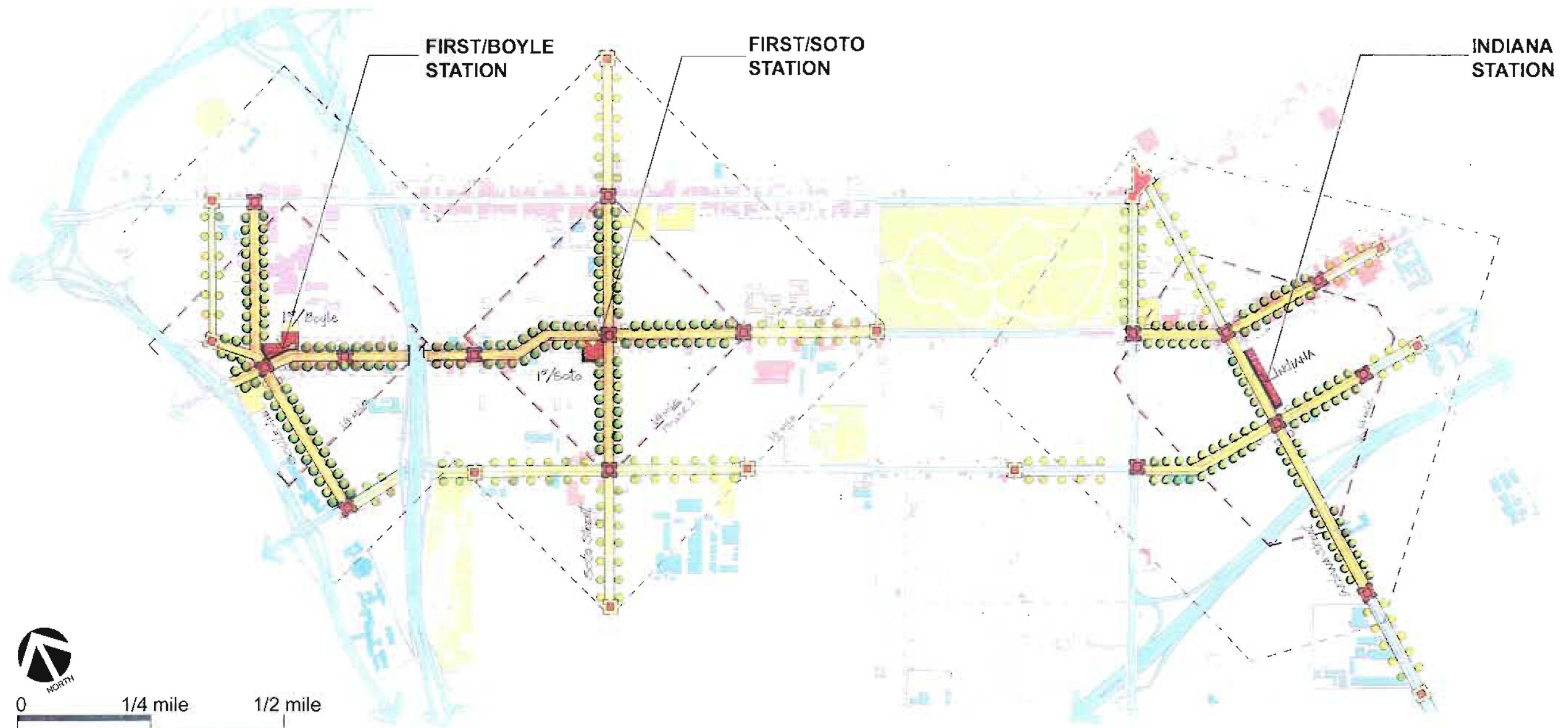


Exhibit PI-8 Community Linkages Strategy

Cluster B - COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

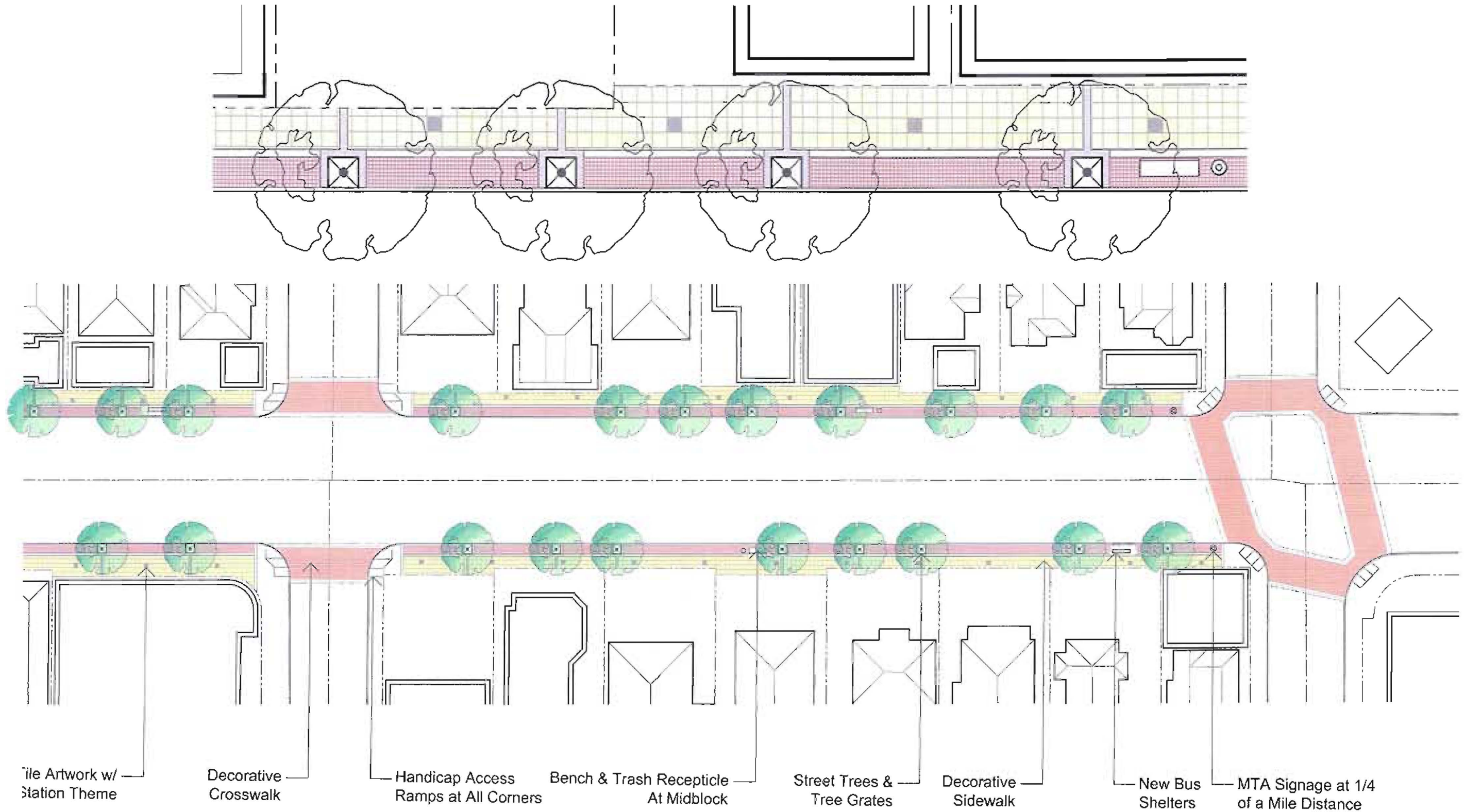
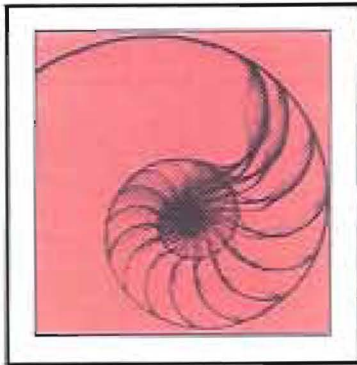


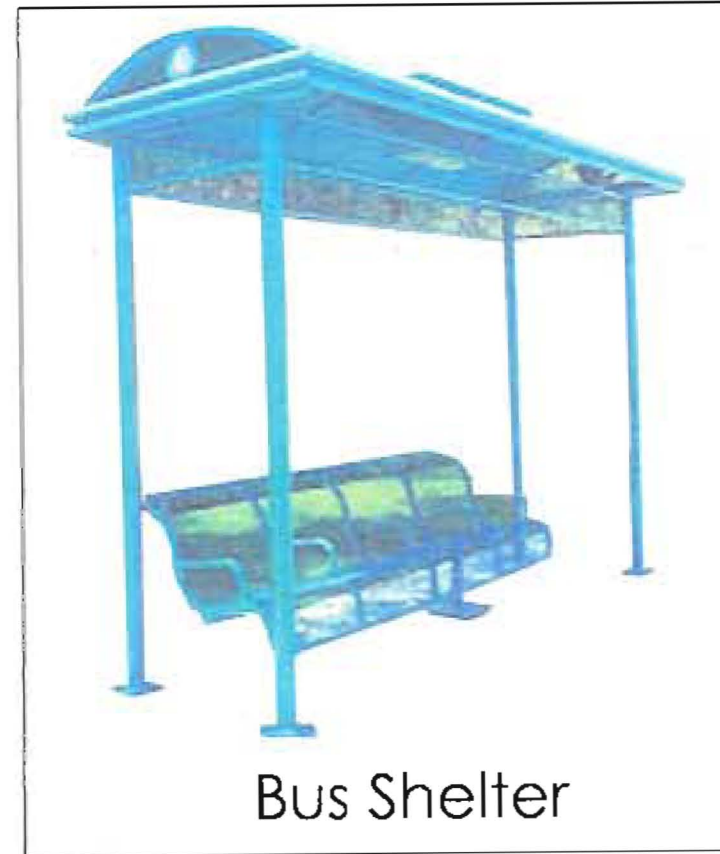
Exhibit PI-9 Public Improvements Strategy



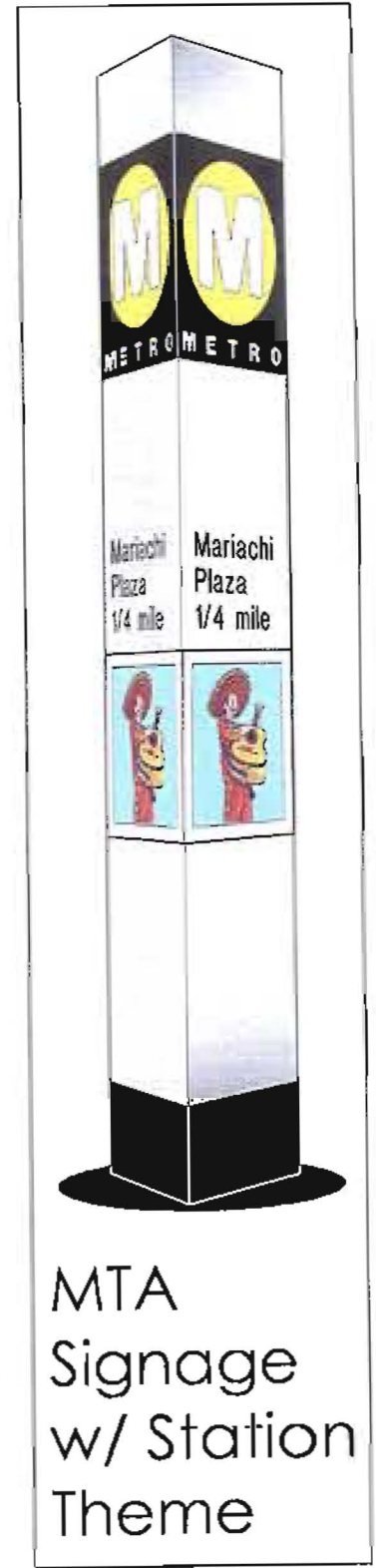
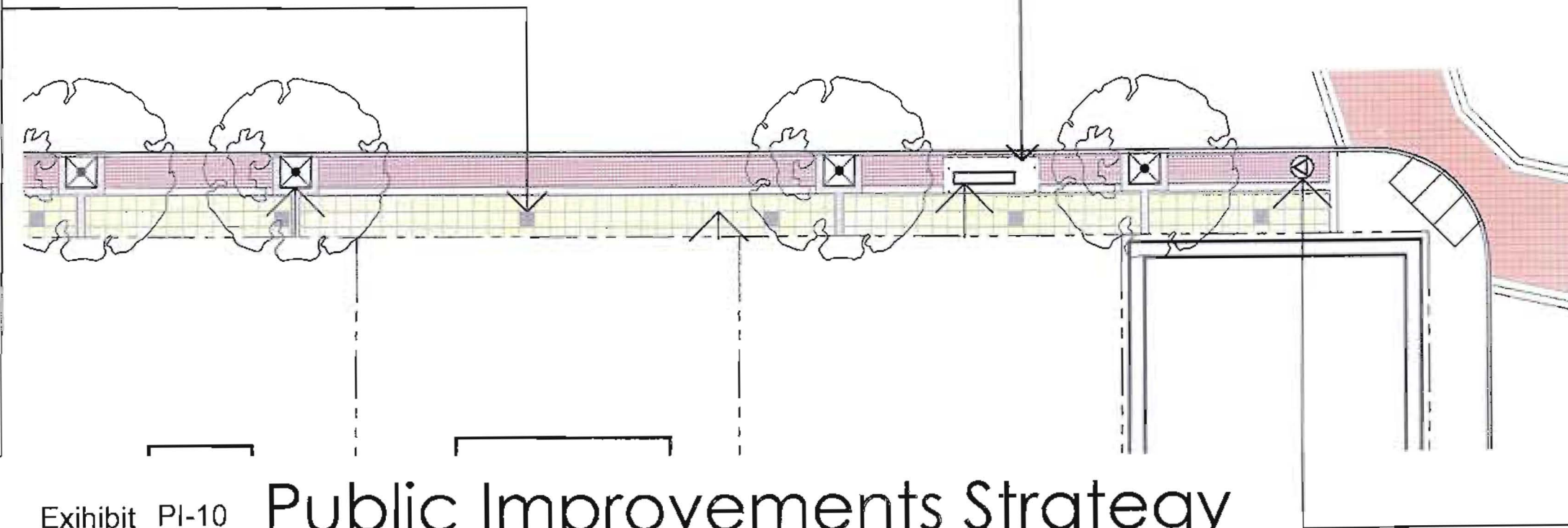
Tile Art Work
with Station
Theme



Bench and Trash Receptacle



Bus Shelter



MTA
Signage
w/ Station
Theme

Exhibit PI-10

Public Improvements Strategy

Crosswalk Improvements

There are two general types of crosswalks in the Cluster B area. The first type is at a signalized intersection where the crosswalk extends to all four corners of the intersection. The second type does not have a signalized intersection and provides a crosswalk between two corners of the intersection. The public improvements strategy suggests that both types of crosswalks be reconstructed with either color concrete and/or stamped concrete as per City or County approved specifications. Where needed, handicapped access ramps should be provided at all street corners. These improvements would visually duplicate similar improvements that are planned near each light rail station. More importantly, they would provide an additional safety measure between pedestrians and vehicles.

Signage and Artworks

The MTA signage policy provides for well-designed signage pylons at each station area. The public improvements strategy suggests that existing signage pylons also be used near intersections that are at the ¼ mile distance from each station area. These would function as a ¼ mile marker for pedestrians walking towards a light rail station.

As previously mentioned, the light rail stations have incorporated a station theme that is embellished with a variety of artwork. The public improvement strategy suggests that one art icon or symbol be utilized to help extend the theme of each station. For the 1st/Boyle Station, located at Mariachi Plaza, the art icon could be a graphic image of a mariachi musician. The art icon for the 1st/Soto Station could be the spiral design that was incorporated in the design of the station plaza and entrance canopy. The theme at the Indiana Station utilizes the Mexican serpent icon as a repetitive element. The serpent symbol could also be extended as the art icon. These art icons could be used in two-foot square tiles that would be embedded on the reconstructed sidewalks and spaced about 40-feet apart. In place of additional signage, these art tiles would graphically direct pedestrians to each light rail station. Conversely, the tiled artworks would reinforce and extend the theme of each station for a ¼ mile distance into adjacent neighborhoods.

Street Furniture

The public improvements strategy suggests two types of street furniture. The first is the installation of new bus shelter with benches at all existing or proposed bus stop locations within the ¼ mile distance of each station. All of the bus shelters should be of the same type and color to provide consistency and contribute to the overall street theme. The specific type of bus shelter will need to be approved by the City and County of Los Angeles. The second street furniture element includes decorative benches and complimentary trash receptacles. The color of these benches should match the selected color of the bus shelters. It is suggested that benches and trash receptacles be located at mid-block, on each block, within the ¼ mile distance of each station.

Station Names

The overall purpose of the Community Linkages Program is to integrate the light rail stations with adjacent neighborhoods. In addition to the suggested physical improvements, the assignment of specific names to each station, rather than the closest cross streets, could enhance the stations identity and relationship to the community. The suggestion for a specific station name could be drawn from the names of adjacent neighborhoods or districts, from adjacent landmarks, or from community facilities that are easily identified by community residents. It is recognized that the selection of a station name should include broad community participation and requires the approval of the Metropolitan Transportation Authority. As part of the Community Linkages Program, the Community Based Organization (CBO) did review alternative station name suggestions based on adjacent neighborhoods, landmarks and community facilities. The CBO recommended the following station names as preliminary suggestions to be considered by the MTA and broader community.

1st/Boyle Station – “Mariachi Plaza”

Historically, mariachi musicians have lived in the neighborhood surrounding 1st Street and Boyle Avenue and the intersection has been a gathering area for various mariachi groups. This area was also designated as Mariachi Plaza, prior to the light rail transit system; by the City's Department of Cultural Affairs. The architectural theme and design of the transit plaza is drawn from these historical and cultural elements.

1st/Soto Station – “Boyle Heights”

It seems appropriate that one of the three stations in the Boyle Heights community should be named “Boyle Heights” given its rich history of over 100 years. The 1st/Soto Station is also located near the geographic center of Boyle Heights. An important element of the community's history is the various ethnic groups that made Boyle Heights their home and contributed to its growth, development, culture and history. The spiral design concept of the transit plaza and station design reflects and symbolizes the rich ethnic history of Boyle Heights.

Indiana Station – “ELA Gateway”

The Indiana Station is located on the east side of Indiana Street between 1st and 3rd Streets. The primary station entrance is directed towards the intersection of Indiana and 3rd Street. Indiana Street is the City/County boundary line where the Boyle Heights community terminates and where the East Los Angeles community originates.



Exhibit PI-11 Public Improvement Diagram

Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates



Exhibit PI-12 Public Improvement Diagram

Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

V. PUBLIC TRANSIT INTERFACE

Bus Line Interface

With the introduction of the light rail transit system, it is important to interface or connect with existing and proposed bus lines at each of the three station areas. As part of the overall planning for the light rail system, certain bus lines are also proposed for rerouting in order to improve service to the light rail stations. Generally speaking, bus stops will remain at their same locations. Several bus stops, located near the stations, will be relocated to better interface with the stations. Relocated bus stops will be located as close as reasonable to station entrances. For the 1st/Boyle and 1st/Soto Stations, the street width has been moderately widened to accommodate relocated bus stops.

Exhibit I-1, shows how the light rail stations in Cluster B would interface with existing and rerouted bus lines. The following table identifies the bus line interface with each station both in an east-west and north-south directions.

Bus Line Interface		
LRT Station	East-West	North-South
1 ST /BOYLE	MTA 30 MTA 31	MTA 250 MTA 620 (shuttle)
1 ST /SOTO	MTA 30 MTA 31	MTA 251, 252 MTA 605 MTA 530 (Reroute)
INDIANA	MTA 30 Montebello 40 Montebello 341, 342 Montebello 343	MTA 65 ELA-Green Line (shuttle)

Community Shuttle Interface

Exhibit I-2 shows the ¼ and ½ mile walking distance around each station superimposed over existing and rerouted bus lines. Section II, Community Linkages Analysis, identified that certain neighborhoods within the Cluster B area are beyond a ½ mile walking distance from a light rail station. Also, that pedestrians walking will be impeded by changes in topography and land uses occupying larger land areas. While bus lines that interface with the stations can help overcome the obstacle of distance, certain neighborhoods are not benefited from existing bus lines.

As noted on Exhibit I-2, the neighborhoods that are generally north of Cesar Chavez Avenue and those southerly of 4th/3rd Streets, are those beyond the ½ mile walking distance and those where existing bus lines do not provide direct access to light rail stations.

Within the Boyle Heights community, MTA bus line 620 is a community shuttle that will provide access to the 1st/Boyle Station. It will not, however, provide access to the 1st/Soto Station or the Indiana Station. In the East Los Angeles community, the ELA-Green Line shuttle will provide direct access to the Indiana Station from east of Indiana Street and South of 1st Street. The shuttle will not, however, provide access from north of 1st Street or Cesar Chavez Avenue.

The Community Linkages Program would suggest that the Boyle Heights shuttle (line 620) and the East Los Angeles shuttle (ELA-Orange) be rerouted to provide direct connections with the 1st/Boyle and Indiana Stations. If rerouting is not practical or feasible, a new community-oriented shuttle should be established. The new shuttle should focus on neighborhoods north of Cesar Chavez Avenue and south of 4th Street with direct connections to the 1st/Soto and Indiana Stations.

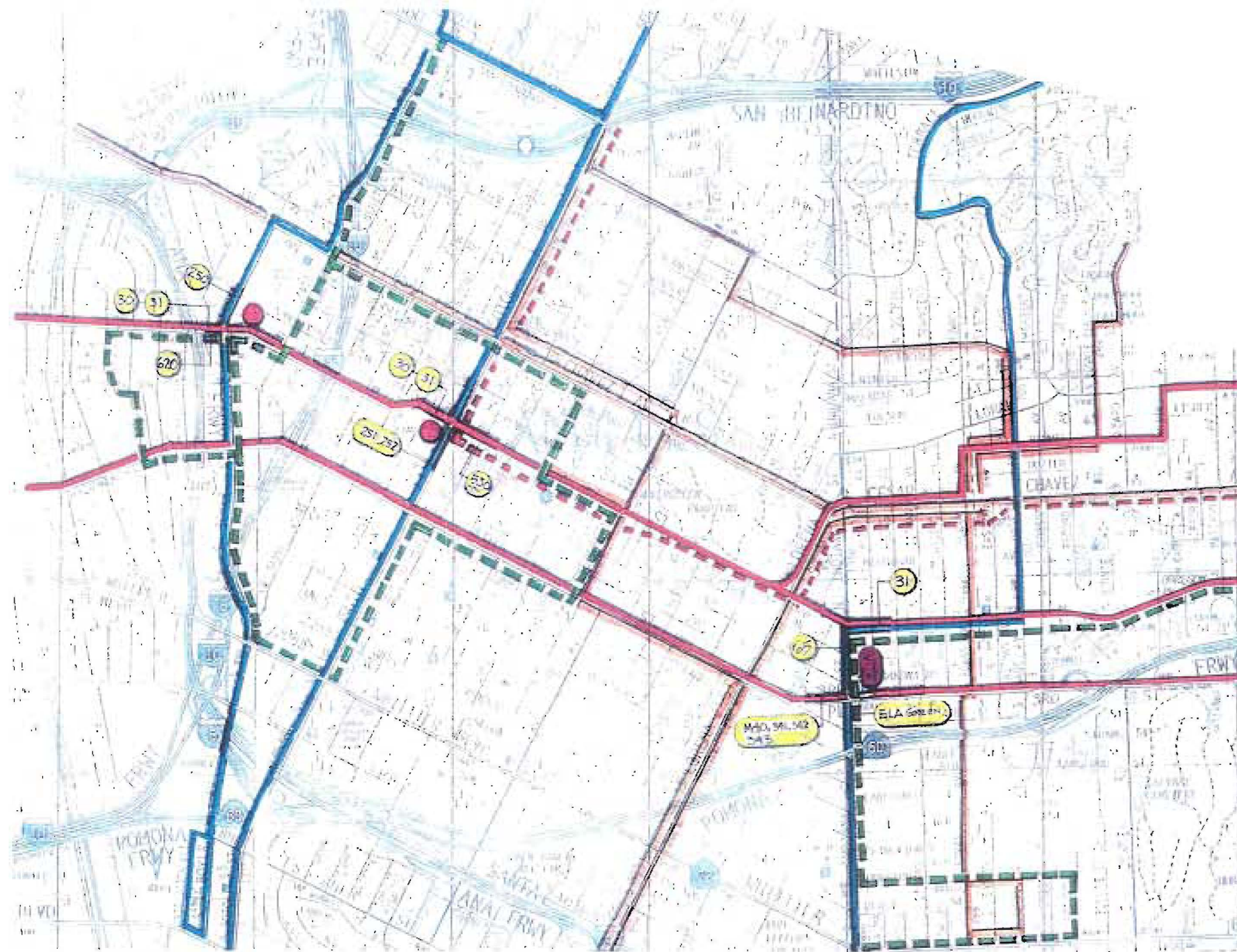
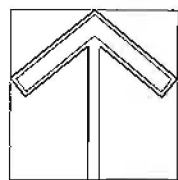


Exhibit I-1 Bus Line Interface

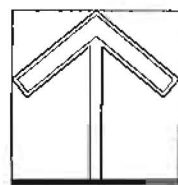


Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

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Exhibit 1-2 Neighborhoods Beyond 1/2 mile Distance



Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Barrio Planners Incorporated Economics Research Associates KAKU Associates

VI. DEVELOPMENT CONCEPT STRATEGIES

A second prime objective of the Community Linkages Program, for Cluster B, is preparation of a planning and design framework for the future development of MTA acquired surplus properties. The intent of the Development Concept Strategy is to provide planning guidelines that meet with neighborhood revitalization goals and objectives; respond to community needs and market potentials; suggest uses that generate pedestrian activity, and that are compatible with transit stations and existing neighborhood settings.

The planning process for the strategy development included a review of neighborhood context; identification of land uses adjacent to developable sites; and the review and analysis of site conditions and characteristics. The findings from this analysis were presented and discussed with the Community Based Organization advisory committee. Subsequently, a listing of potential uses for each site were developed and evaluated based on community needs, market conditions and neighborhoods context. The results of the evaluation process produced a priority list of suggested uses as the basis for the preparation of conceptual development plans.



1st /Lorena Streets – Existing Conditions



1st /Soto Streets – Existing Conditions

The conceptual development plans are not intended as final development drawings. They are intended as flexible concepts that are feasible, desired, and supported by community representatives. The concept plans suggest desired relationships between proposed uses and transit facilities, the massing and setback of structures, parking, landscape and hardscape relationships, and pedestrian and vehicular access and circulation.

The development strategy for each developable site includes a suggested development program, massing and pedestrian flow diagrams, schematic concept plan, and perspective diagrams to help visualize the development strategy for each site.

A total of four site locations were reviewed for preparation of development concept strategies. Two site locations are directly related to light rail stations at the 1st/Boyle Station and the 1st/Soto Station. Two other locations include surplus properties from the former proposed Metro Red Line project. These are located at 1st and Lorena Streets and near Cesar Chavez Avenue and Soto Street.

The following describes the development concept strategy for the four-stated site locations.



1st /Boyle Streets – Existing Conditions



Cesar Chavez Avenue/Soto Street – Existing Conditions

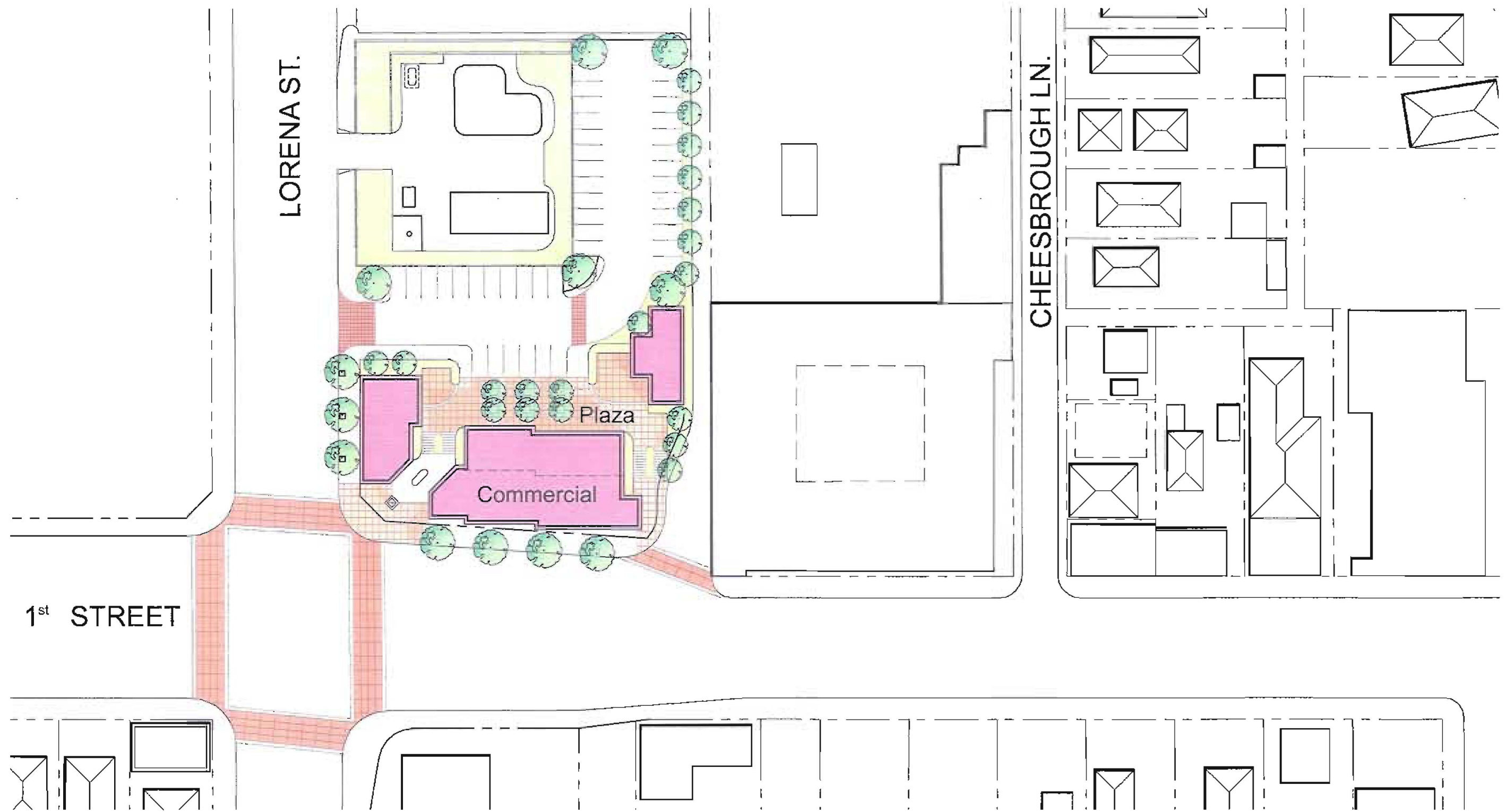
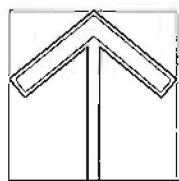


Exhibit L-2 Development Concept Plan = 1st/ Lorena



Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension

Scale: Not to Scale

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

1st/Lorena Site

Neighborhood Context

This MTA developable site is located on the northeast corner of 1st and Lorena Streets, near the eastern edge of the Boyle Heights community. The land use sectors, near the site, include Evergreen Cemetery to the west, residential neighborhoods to the south and east, and the 1st neighborhood commercial corridor beginning at El Mercado and extending ½ mile east along 1st Street.

The eastern portal of the light rail system is located on 1st Street, just west of Lorena Street. As the light rail exits the portal, it will be located at-grade, along the Center-Line of 1st Street just south of the developable site. The site is also located about 1/8 mile northwest of the Indiana Station.

Lorena and Indiana Streets are non-continuous, north-south secondary highways used primarily by community residents and as access to the Pomona Freeway to the south. 1st Street is an important east-west secondary highway connecting downtown Los Angeles to Boyle Heights and East Los Angeles.

The 1st and Lorena Street intersection contains four bus stops and is an important bus transfer point. Pedestrian activity is primarily near the bus stops, at El Mercado and easterly along 1st Street.

Existing Site Conditions

The land uses immediately adjacent to the site, as shown on Exhibit L-1, are Evergreen Cemetery west of Lorena Street; primarily residential uses south of 1st Street; and El Mercado and associated parking lots to the east and north.

The north portion of the developable site is already planned for an emergency generator and a traction power station as part of the light rail transit system. These two facilities will include a landscape buffer surrounding both facilities. Also, as part of the light rail construction, a portion of 1st Street will be widened by 30 feet. The majority of the widening will occur on the north side of 1st Street and will reduce the size of the developable site.

The remaining portion of the site that could be developed is about 34,500 square feet or .79 acres. The site has frontage of about 180 feet along Lorena Street and 160 feet along 1st Street. The southerly portion of the site is relatively flat and drops about eleven feet to the north.

The site is designated for commercial uses on the Boyle Heights Community Plan and is located within the boundaries of the Adelante Eastside Redevelopment Project.

Development Concept/Guidelines

The consensus for suggested uses at this site was to develop neighborhood serving commercial uses. This would be in keeping with the Boyle Heights Community Plan; could provide additional commercial uses and business opportunities for the community; and extends the existing 1st Street commercial corridor further west.

The development concept envisions about 11,000 square feet of new businesses such as retail and eating establishments. Also, an outdoor, landscaped plaza for outdoor eating or as a rest area. The intent is to also create a new westerly anchor to the 1st Street commercial corridor at a highly visible street intersection.

The development concept, as shown on Exhibits L2 and L3, suggest the placement of three commercial structures, connected by pedestrian entries as well as an outdoor plaza. The first structure is a one and two story building with frontage on 1st Street and contains about 7,700 square feet. The second structures, contains about 2,000 square feel and fronts on Lorena Street. The third structure is west of El Mercado, across an alley, and contains about 1,300 square feet. On the northside, all three structures are connected by an outdoor plaza of about 5,300 square feet in size.



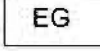

Parking for the proposed development is located north of the new structures in a surface parking lot of 42 parking spaces. Vehicular access is from Lorena Street to avoid conflicts with 1st Street and the 1st and Lorena Street intersection.

Pedestrian access is provided at three locations to encourage access from 1st Street, Lorena Street, and the 1st and Lorena intersection. Sidewalk widths of 12 feet on Lorena Street and 12-14 feet on 1st Street are strongly encouraged.


The concept plan encourages the use of landscape elements such as street trees, shade trees in the plaza area, landscaped planters, and landscape buffers along the sites edges to create a pedestrian friendly environment. The plan also encourages the use of decorative paving along pedestrian entryways and in the outdoor plaza.

LEGEND

LAND USE

-  Residential Use
-  Commercial Use
-  EG Emergency Generator
-  TPS Tractor Power Station

OPPORTUNITY SITE

-  MTA PROPERTY
- 34,494 Sq. Ft.
- .79 Acres

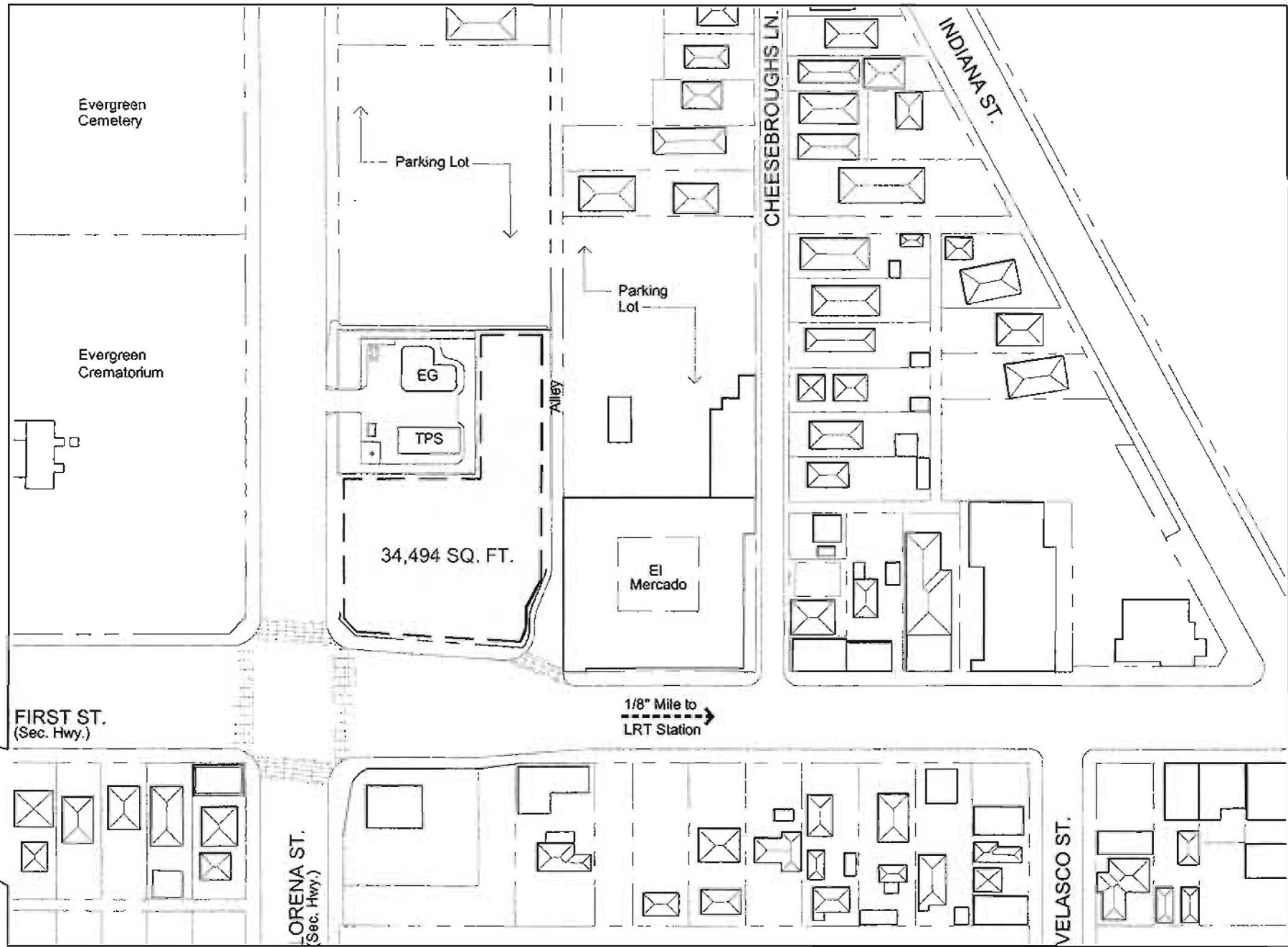
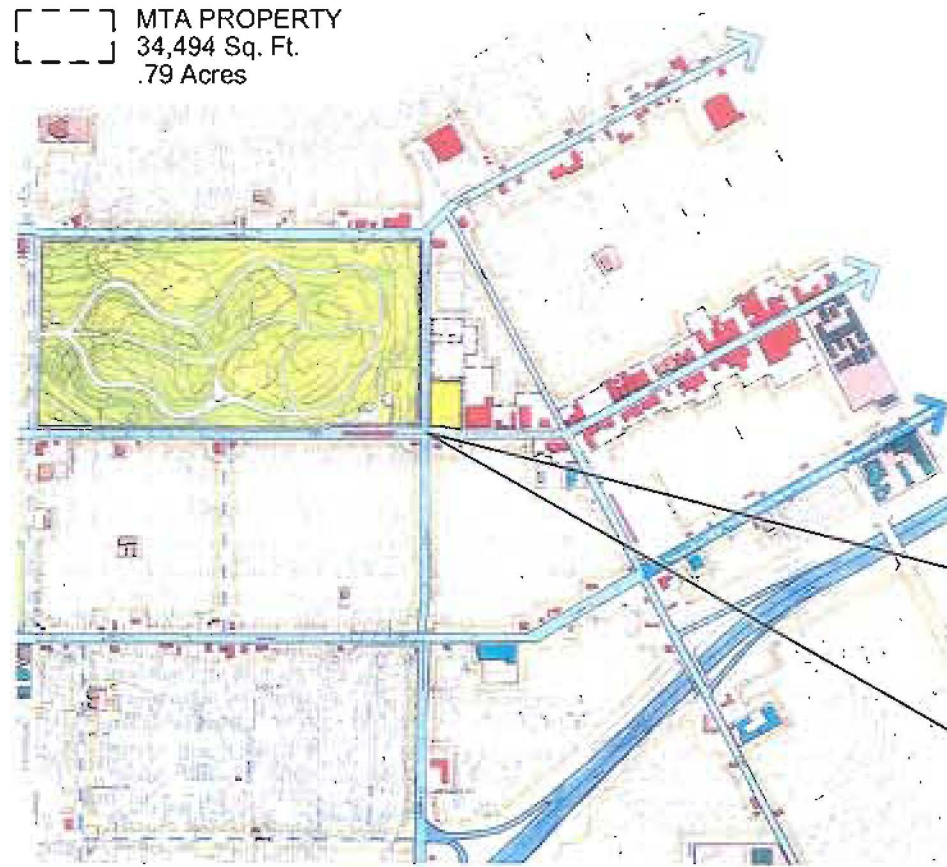
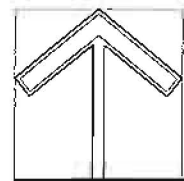


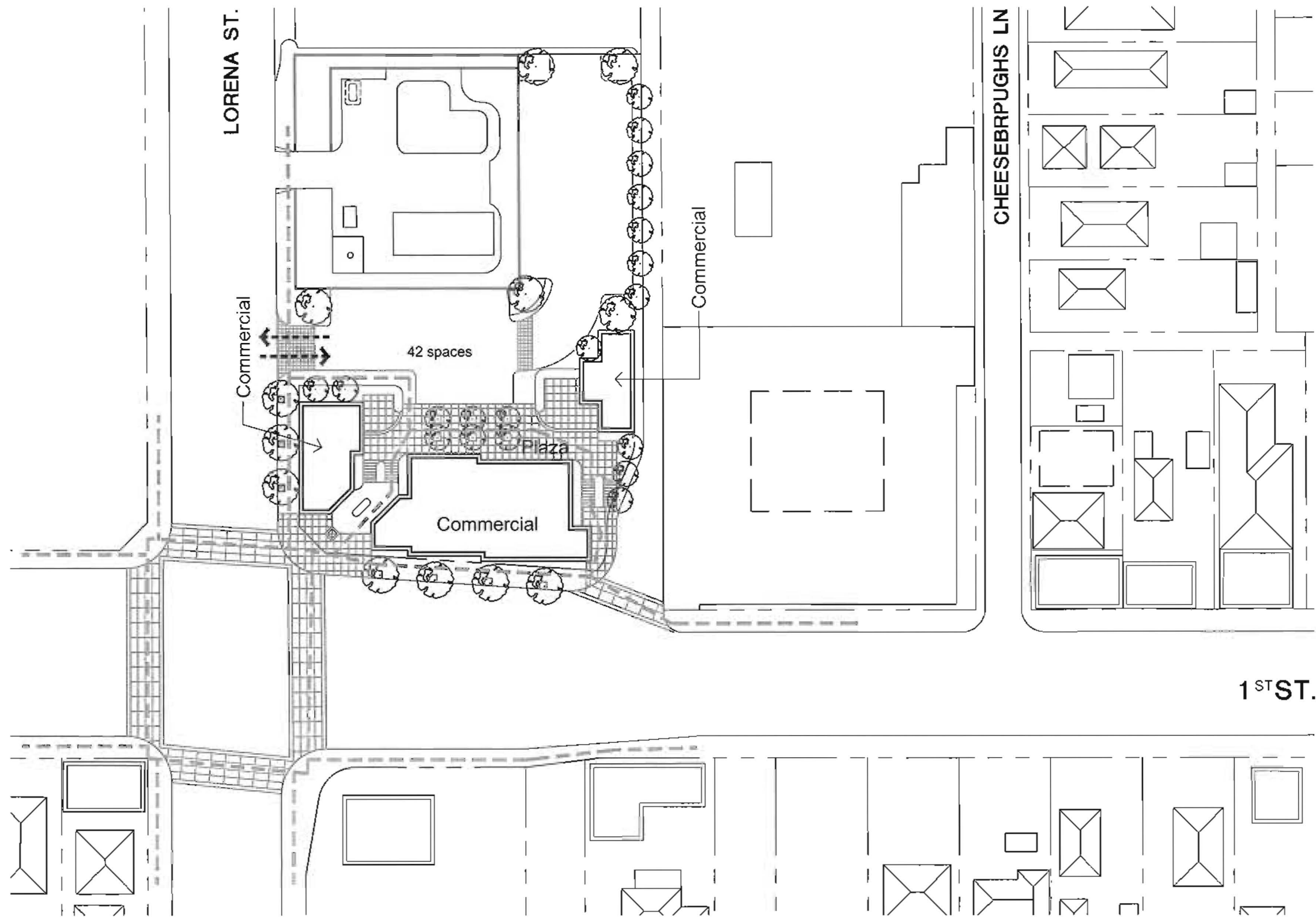
Exhibit L1 1st / Lorena Area - Existing Conditions



Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Scale: 1"=100'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates



DEVELOPMENT CONCEPT

- Commercial.....2,075 Sq. Ft.
.....7,763 Sq. Ft.
.....1,330 Sq. Ft.
- Total.....11,168 Sq. Ft.
- Plaza.....5,386 Sq. Ft.

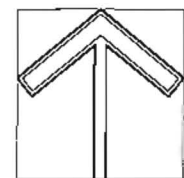
PARKING

- Surface Parking.....42 spaces.

- ←--- Vehicular Ingress/ Egress
- Major Pedestrian Flow

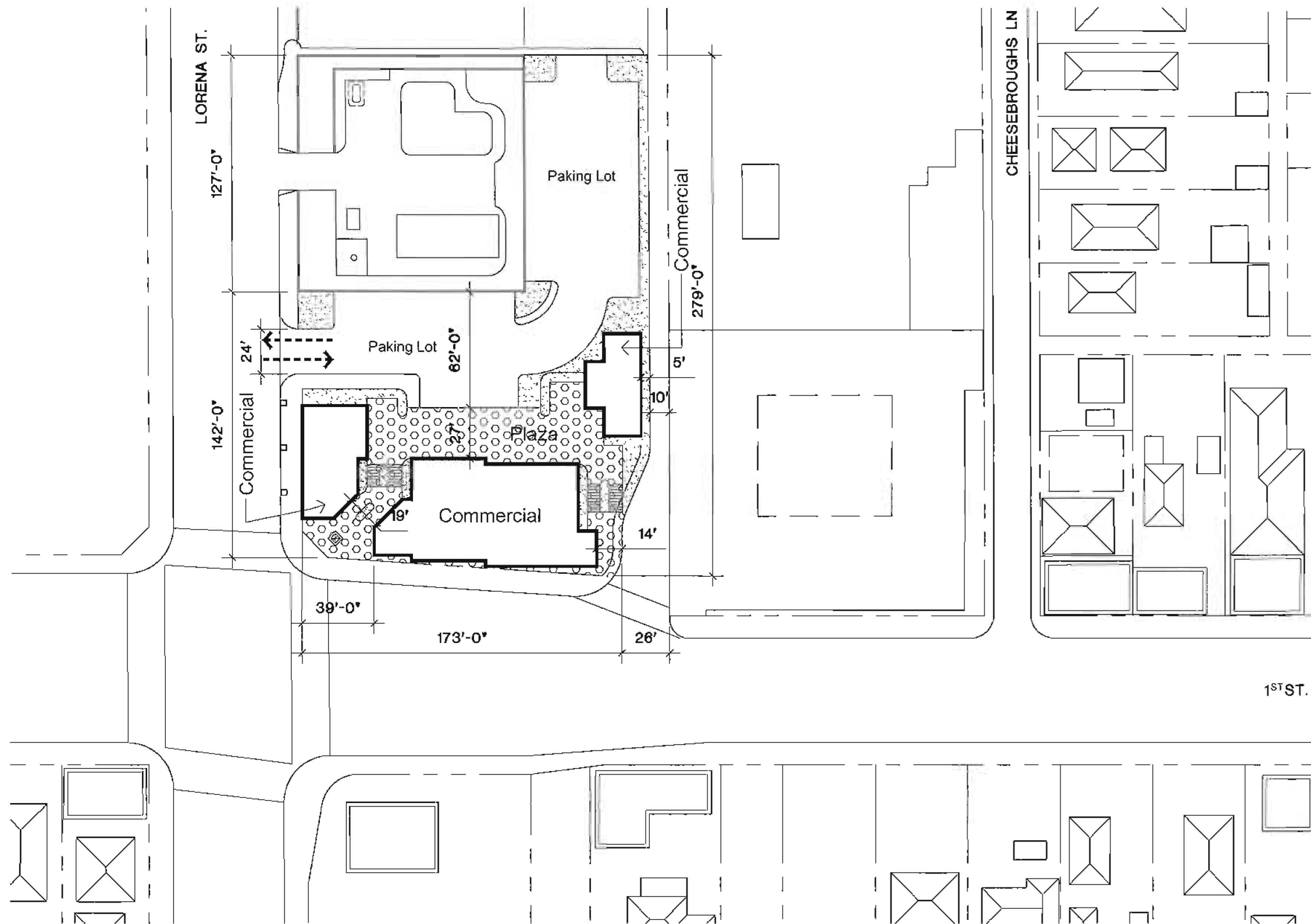
Exhibit L3 Development Concept Plan - 1st/ Lorena

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension



Scale: 1"=60'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates



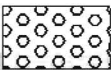


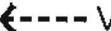
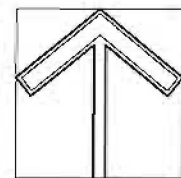
- LEGEND**
-  Proposed Open Hardscape Area
 -  Landscape/ Buffer Areas
 -  Conceptual New Development Footprint
 -  Vehicular Ingress/ Egress

Exhibit L4 Site Plan Diagram - 1st/ Lorena

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension



Scale: 1"=60'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates

TPS

EG

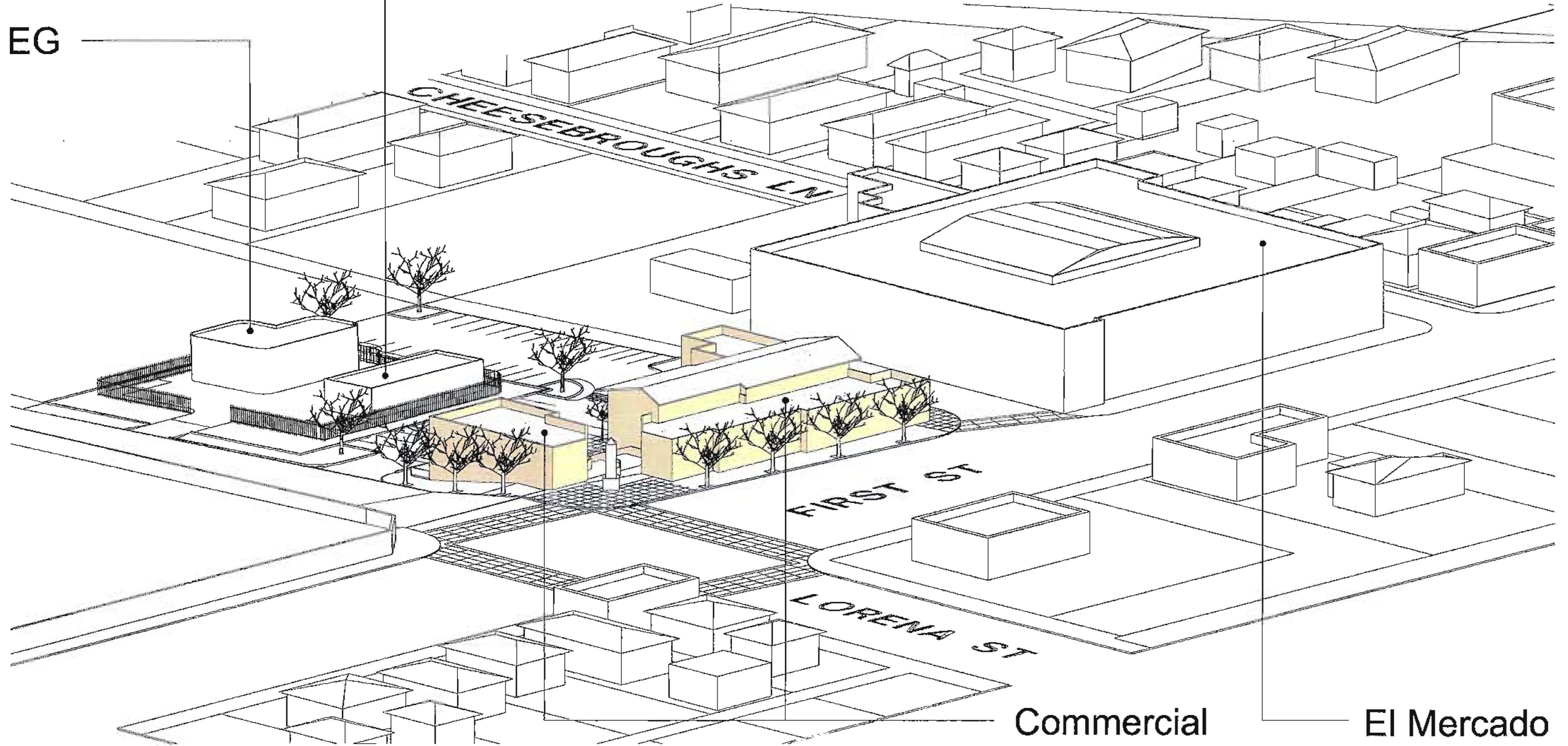
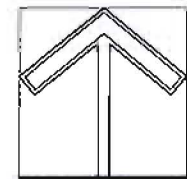


Exhibit L5 Massing Diagram - 1st/ Lorena



Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

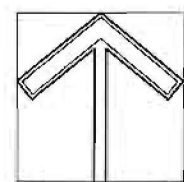
Scale:

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates



Exhibit L6 Development Concept Perspective = 1st/ Lorena

Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension



Scale: None

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

1ST ST.

Site No. 1

Commercial

12 spaces

Plaza

Site No. 2

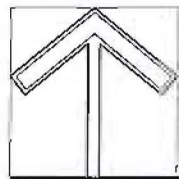
Commercial

28 spaces

BREED ST.

SOTO ST.

Exhibit S2 Development Concept Plan - 1st/ Soto



Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Scale: 1"=50'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates

1st/Soto Sites

Neighborhood Context

The MTA developable sites are located on the southwest and southeast corners of 1st and Soto Streets, near the geographic center of Boyle Heights. The land use sectors, near the sites, are predominantly residential uses. Neighborhood serving commercial uses and community facilities extend west of the sites, along 1st Street. East of the site, the uses along 1st Street are a mix of residential and commercial uses. The sites are also at the midpoint of the Los Angeles Neighborhood Initiative project (LANI) which stretches east and west of Soto Street, along 1st Street. A ¼ mile north of the sites is the community commercial corridor along Cesar Chavez Avenue. Further north, about ¾ mile is the LAC+USC Medical Center complex.

The 1st/Soto light rail station is a below-grade station, underneath 1st Street and just north of the developable sites.

Soto Street is an important secondary highway. It is the only continuous north-south highway in the Boyle Heights community. Soto Street connects cities located on the south to Boyle Heights, the LAC+USC Medical Center, and to communities located further north. 1st Street is an east-west highway connecting downtown Los Angeles to the Boyle Heights and East Los Angeles communities. The 1st and Soto Street intersection contains four bus stop locations and is an important bus transfer point. Pedestrian activity is significant along 1st Street, Soto Street, and near bus stop locations.

Existing Site Conditions

The land uses immediately adjacent to the sites, as shown on Exhibit S1, include commercial uses along the frontages of 1st Street, and residential uses to the west, south and east of the sites.

The developable area at 1st and Soto consist of two separate sites. The first site, on the southwest corner is already planned to accommodate a traction power station and the station entrance and transit plaza for the 1st/Soto light rail station. The transit plaza will also contain the station elevator, vent shafts, emergency exits, decorative paving and landscaping. The remaining portion of this site, which could be developed, is located south of the transit plaza. It is 20,000 square feet or .46 acres in sizes. It has 100 feet of frontage along Soto Street and 200 feet of frontage along the southern edge of the transit plaza.

The second developable site, on the southeast corner, is about 12,600 square feet or .29 acres. This site has about a 157-foot frontage on 1st Street and an 80-foot frontage on Soto Street. The westerly portion of this site is already planned for a vent shaft and emergency exit as part of the transit station.

The first site is designated for multiple residential uses, and the second site for commercial uses on the Boyle Heights Community Plan. The second site is located within the Adelante Eastside Redevelopment Project boundaries, and the first site is located outside of the project boundaries.

Development Concept/Guidelines

The consensus for suggested uses at 1st/Soto was to develop transit oriented commercial uses. This would be in partial conformance to the Community Plan; provide additional commercial uses and business opportunities; and generate positive pedestrian activity at the transit plaza.

The development concept envisions a total of about 8,100 square feet of new businesses that would cater to future transit patrons, bus and shuttle users, and the broader neighborhood. The new businesses could include small eateries and retail, with outdoor eating and seating areas, creating additional pedestrian activity at the transit plaza. The transit plaza would therefore function as both a transit entryway and an important open space to socialize in the heart of Boyle Heights.

The development concept, as shown on Exhibits S2 and S3, suggest the placement of two commercial structures on the first developable site. The structures would extend along the southern edge of the transit plaza, and extend northerly into the plaza along its western edge. This would accommodate a total of about 3,500 square feet and create an important backdrop or façade to the transit plaza. Commercial businesses would front onto the plaza with seating and eating areas. The planned decorative paving of the transit plaza would continue and extend to the front of the proposed new structures. The concept also proposes a surface parking lot with 28 parking spaces to be located south of the new structure. Vehicular access would be from Soto Street and from an existing alley on the west.

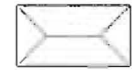
For the second developable site, the concept plan suggests one commercial structure of about 3,500 square feet. It would be situated just east of Soto Street to accommodate a vent shaft and emergency exit related to the 1st/Soto Station. This would also create a small plaza on the southeast corner and visually enlarge the 1st and Soto Street intersection. A small parking area of 12 parking spaces would be located east of the new structure. Vehicular access would be from 1st Street to avoid bus stop locations on Soto and 1st Streets.

Landscape areas with trees are suggested for the development at both sites to help buffer adjacent residential uses.

The development at both sites takes advantage of pedestrian activity from bus stop locations, significant pedestrians along 1st and Soto Streets but does not interfere with pedestrian access to the transit station.

LEGEND

LAND USE



Residential Use



Commercial Use



Tractor Power Station

OPPORTUNITY SITE



MTA PROPERTY

① 21,064 Sq. Ft./ .48 Acres

② 12,600 Sq. Ft./ .29 Acres

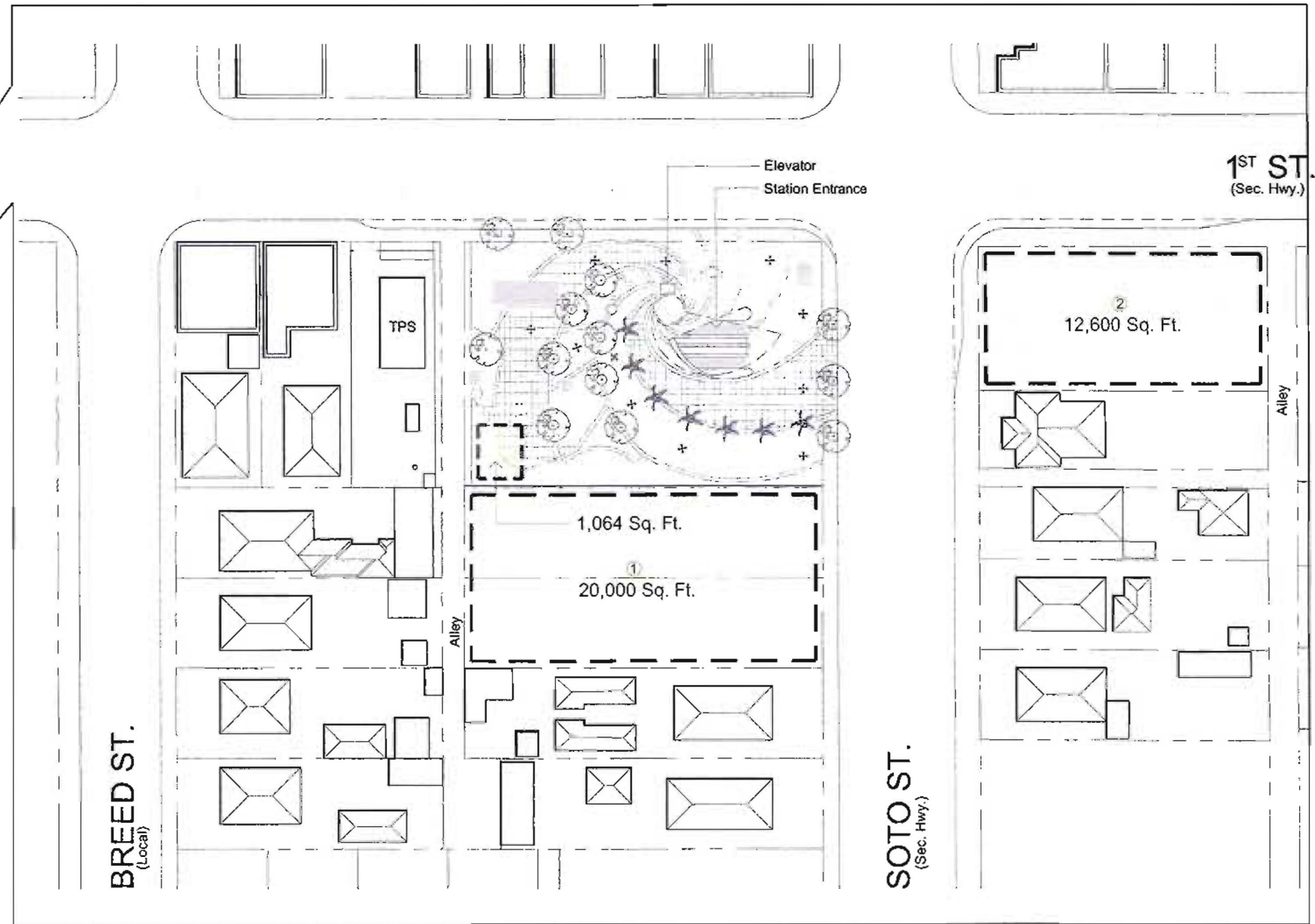
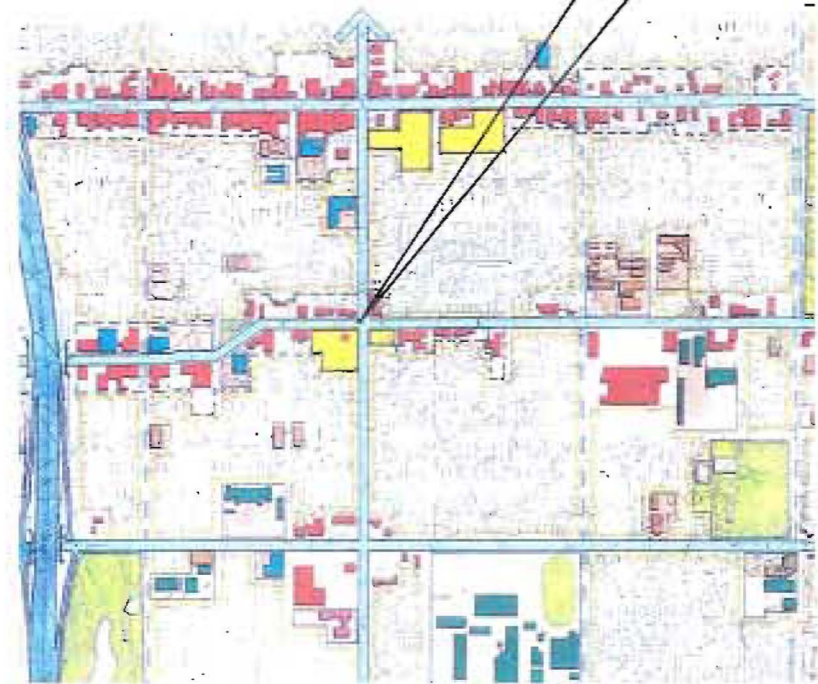
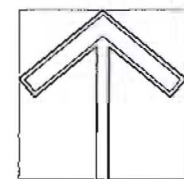


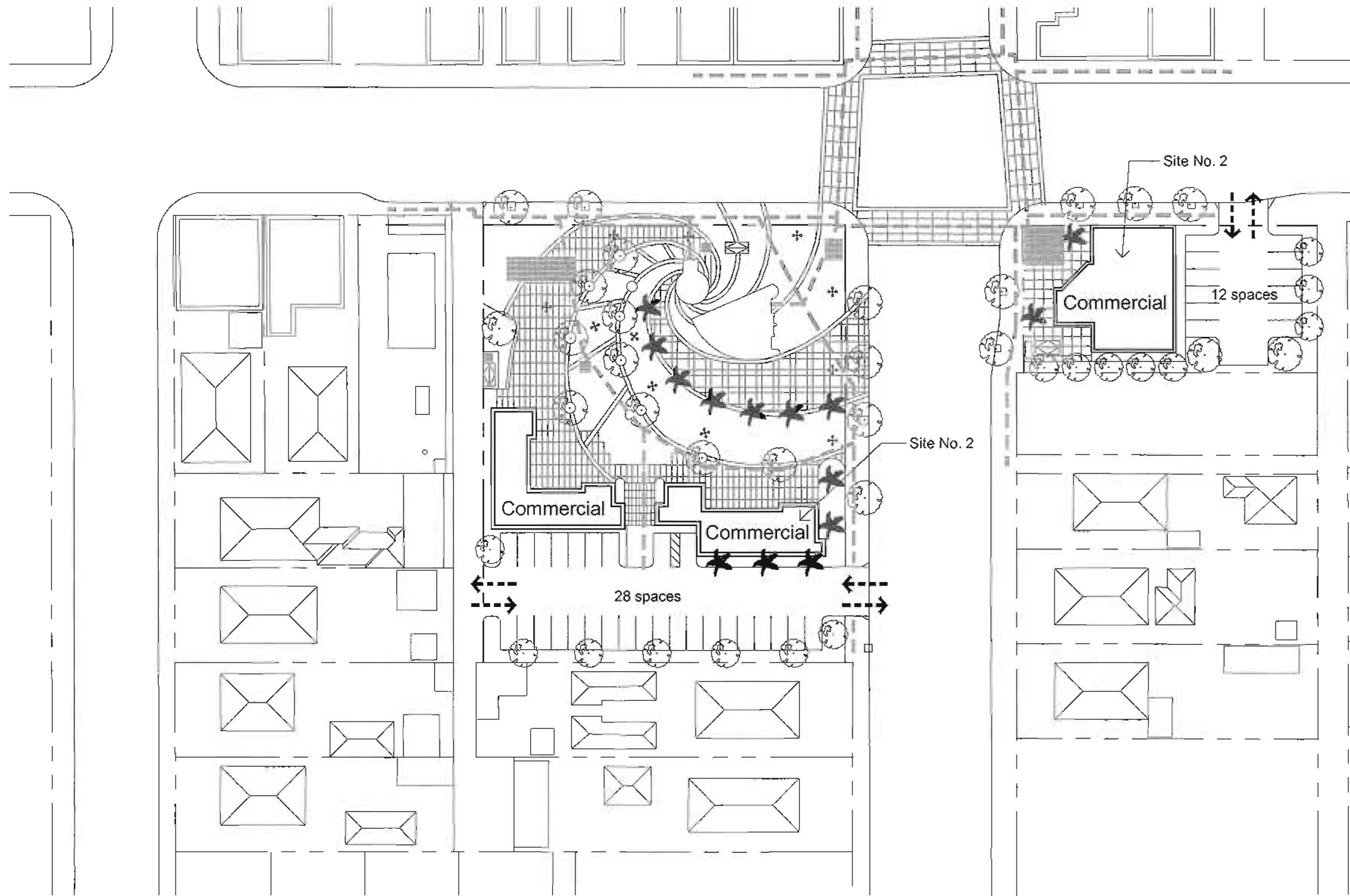
Exhibit S1 1st / Soto Station Area - Existing Conditions



Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Scale: 1"=60'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates



DEVELOPMENT CONCEPT

SITE NO. 1

Commercial.....4,592 Sq. Ft.
 Parking.....28 spaces.

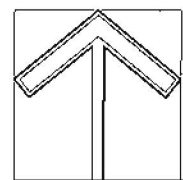
SITE NO. 2

Commercial.....3,527 Sq. Ft.
 Parking.....12 spaces.

←--- Vehicular Ingress/ Egress

--- Major Pedestrian Flow

Exhibit s3 Development Concept Plan - 1st/ Soto



Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Scale: 1"=60'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates

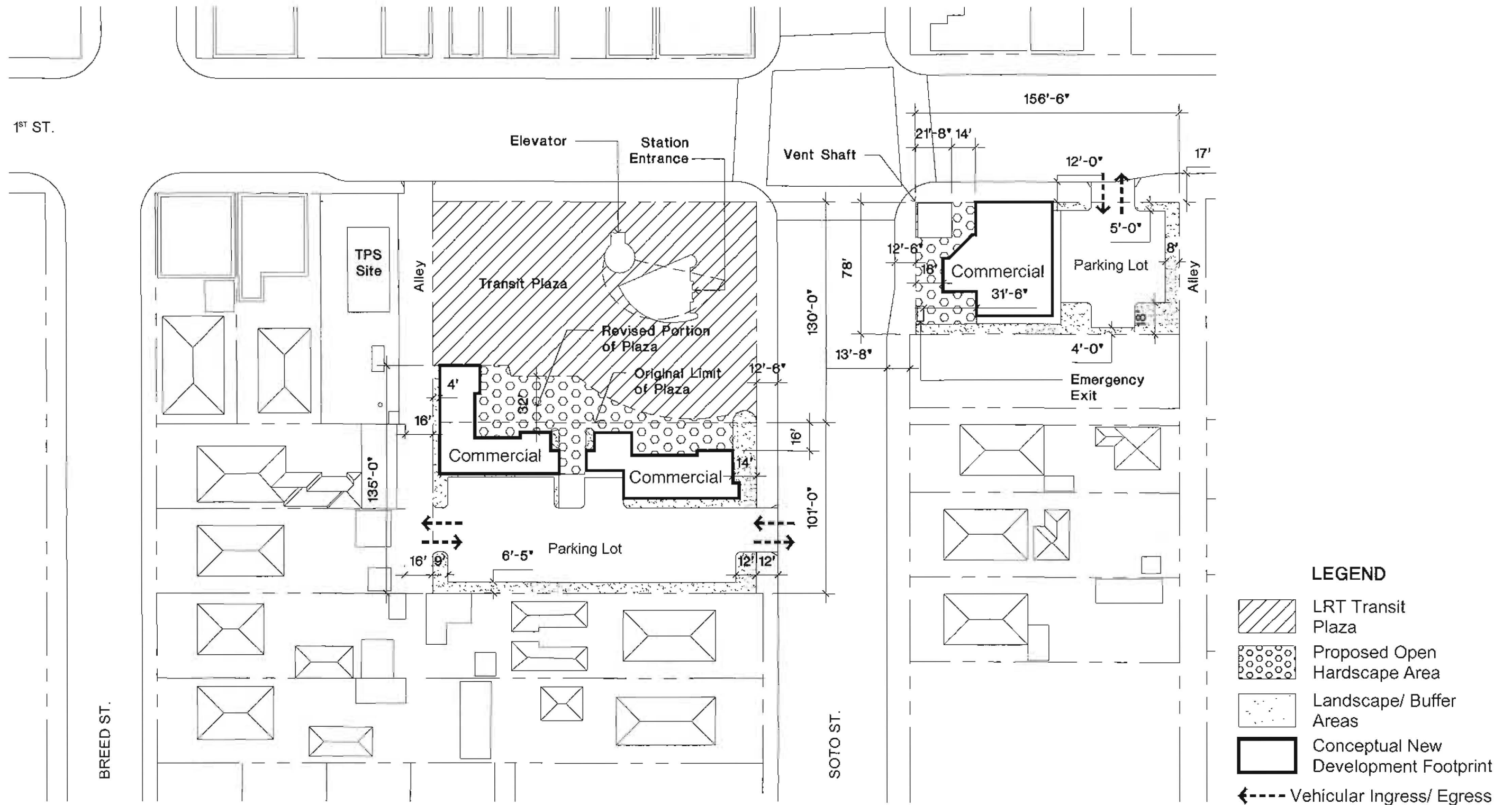
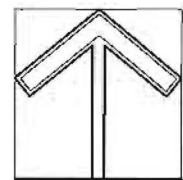


Exhibit S4 Site Plan Diagram - 1st/ Soto

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

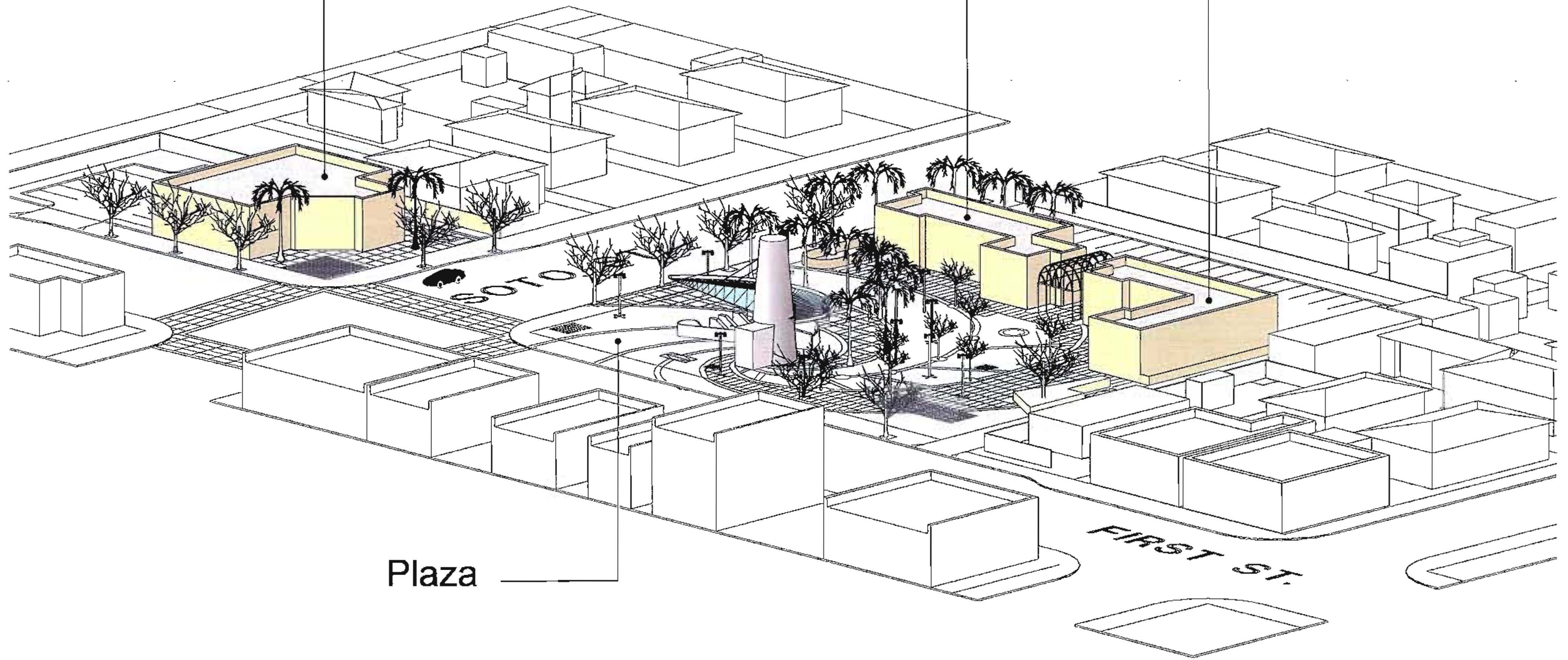


Scale: 1"=60'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates

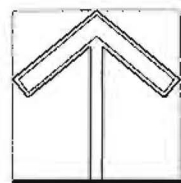
Commercial

Commercial



Plaza

Exhibit S5 Massing Diagram = 1st/ Soto



Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension

Scale:

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

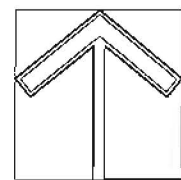


Exhibit S6 Development Concept Perspective

Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension

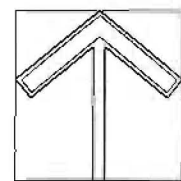
Scale: None

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates



Exhibit B2 Development Concept Plan = 1st/ Boyle

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension



Scale: 1"=100'

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

1st/Boyle Sites

Neighborhood Context

The MTA developable sites are located to the northeast and southwest of the 1st Street and Boyle Avenue intersection. The sites are located on the east side of a natural bluff, within the Mt. Pleasant neighborhood, from which the Boyle Heights community originated. This neighborhood is also defined by the nexus of the Santa Ana, Golden State and San Bernardino Freeways.

The land use sectors, near the sites, include residential neighborhoods to the north and south, and the 1st Street commercial corridor that begins at Boyle Avenue and extends for ½ mile east along 1st Street. This neighborhood also includes significant facilities such as White Memorial Medical Center, north of the sites, Puente Learning Center, International Institute, Japanese Home for the Aged, and Hollenbeck Retirement Home south of the sites.

The 1st/Boyle below-grade light rail station is located below 1st Street. The station entrance is located north of 1st Street, between Boyle Avenue and Bailey Street.

1st Street is an important east-west secondary highway connecting downtown Los Angeles to the Boyle Heights and East Los Angeles communities. It also provides important vehicular and pedestrian access across the Santa Ana and Golden State Freeways. Boyle Avenue to Pleasant Avenue to Echandia Street is a north-south secondary highway that is used as a connector street by community residents. State Street, north of 1st Street, is also a north-south secondary highway that provides an important link to the LAC+USC Medical Center on the north.

The 1st Street and Boyle Avenue intersection contains four bus stop locations and is a significant bus transfer point. Pedestrian activity is significant along Boyle Avenue, and along 1st Street, east of Boyle Avenue.

Existing Site Conditions

The land uses immediately adjacent to the sites, as shown on Exhibit B1 are commercial along the frontages of 1st Street, and residential along Boyle Avenue and Bailey Street. North of the sites, across Pennsylvania Avenue, is the large complex of White Memorial Medical Center which extends north to Cesar Chavez Avenue.

The developable area, near 1st Street and Boyle Avenue, consists of three separate MTA owned parcels. The first site is on the southwest corner of the intersection. A portion of this site, on the westerly side, is already planned for a switch-gear station as part of the light rail

transit system. The larger remaining portion of the site that could be developed is about 57,800 square feet or 1.33 acres in size. This site has frontage of about 175 feet along Boyle Avenue, and 220 feet along 1st Street. The westerly edge of this site abuts the Santa Ana Freeway and the 1st Street, northbound off-ramp. The topography of this site is unique in that the elevation drops 20 feet from Boyle Avenue on the east to the freeway off-ramp on the west.

The second site is on the northeast corner of the intersection and extends easterly to Bailey Street, and northerly to Pennsylvania Avenue. A good portion of this site is already planned for transit and community related uses such as the transit plaza, station entrance and elevators. The transit plaza is also an enlargement of the former, officially designated Mariachi Plaza with a kiosk as a focal point. As an additional enhancement, the east side of the station entrance will incorporate a small outdoor stage area. The overall plaza will include decorative paving, landscape and seating areas. The plaza will be used daily as a station entrance area, as a socializing and gathering area, and to host the annual Mariachi festival. The remaining developable portion of this site is located northerly of the plaza and is about 25,700 square feet or .59 acres in size. It has street frontage along Bailey Street, Pennsylvania Avenue, and about 210 feet of frontage along the northern edge of the plaza.

The third site is a small parcel of about 6,000 square feet and located at the southeast corner of Bailey Street and Pennsylvania Avenue.

As part of the development strategy, a fourth site was included in the development concept. This fourth site is privately owned and approximately 22,800 square feet or .52 acres in size. It was included as part of the concept because of its unique location, which abuts the plaza on its southern, and western property line. It is recognized, that the development of this fourth site is totally dependent on the desire and willingness of the private property owner.

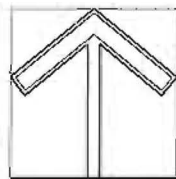
In terms of the Boyle Heights Community Plan, site 1 is designated for both commercial and multiple residential uses; sites 2 and 3 are designated for multiple residential uses; and site 4 is designated for commercial uses. All of sites 2, 3 and 4 are within the boundaries of the Adelante Eastside Redevelopment Project. On site 1, only half of the site is within the redevelopment project.

Development Concept/Guidelines

The consensus for suggested uses at 1st/Boyle is to develop a mix of residential and commercial uses. The suggestion for site 1 included some retail or service commercial uses along with either senior housing or a mix of senior housing with for-sale affordable residential units. The suggestion for site 2 was for assisted living, senior housing. Site 4 was suggested for an upscale restaurant and some retail uses. This would be in keeping with the Boyle Heights Community Plan; provide a variety of needed housing; provide complimentary uses to the plaza; and create additional pedestrian activity at the plaza.



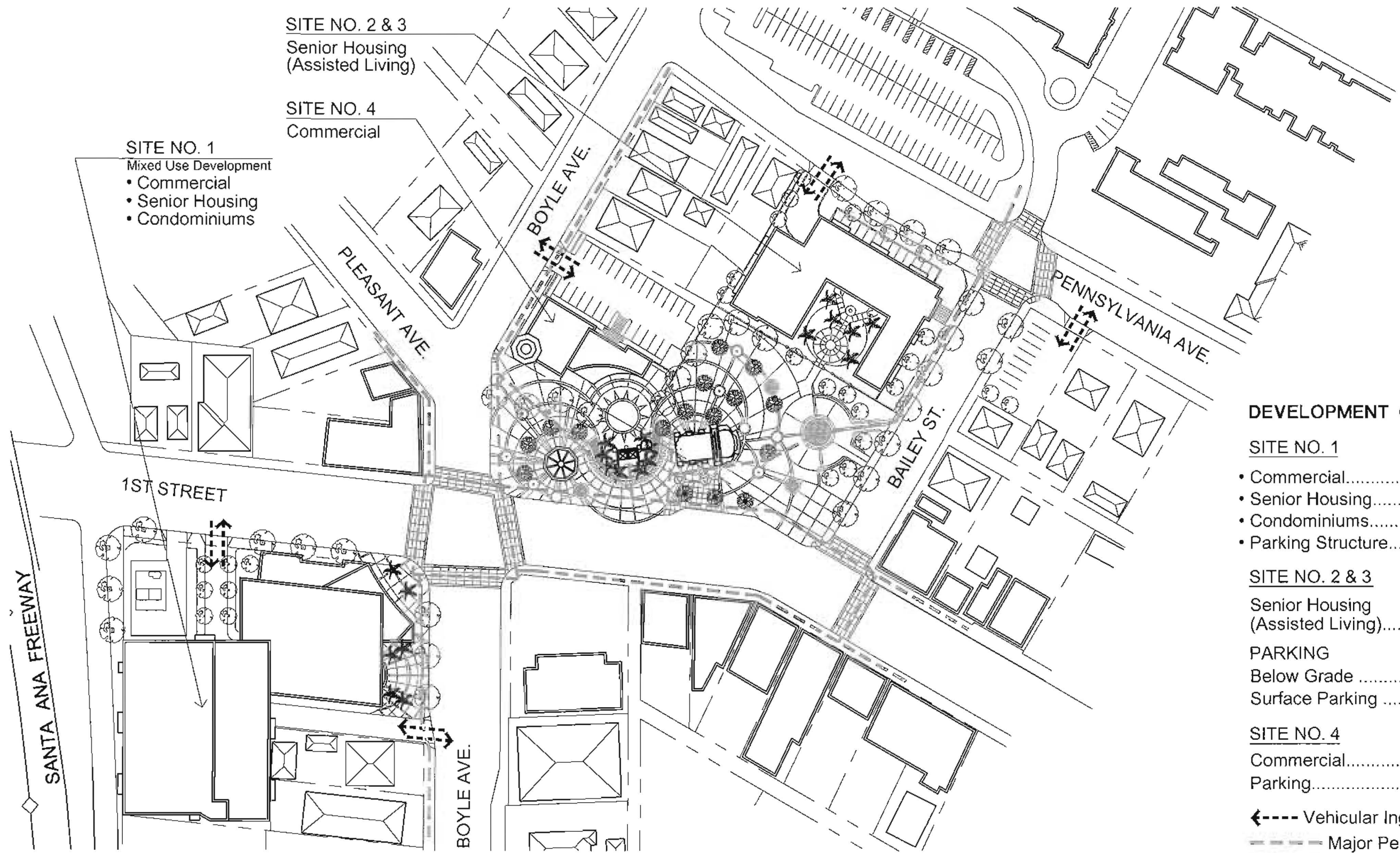
Exhibit B1 1st/ Boyle Station Area - Existing Conditions



Scale: 1"=100'

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates



SITE NO. 1
 Mixed Use Development
 • Commercial
 • Senior Housing
 • Condominiums

SITE NO. 2 & 3
 Senior Housing
 (Assisted Living)

SITE NO. 4
 Commercial

DEVELOPMENT CONCEPT

SITE NO. 1

- Commercial.....7,237 Sq. Ft.
- Senior Housing.....37 units
- Condominiums.....22 units
- Parking Structure.....142 spaces

SITE NO. 2 & 3

Senior Housing
 (Assisted Living).....57units

PARKING

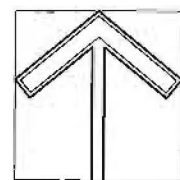
Below Grade26 Spaces
 Surface Parking9 Spaces

SITE NO. 4

Commercial.....11,100Sq. Ft.
 Parking.....26 spaces.

←--- Vehicular Ingress/ Egress
 --- Major Pedestrian Flow

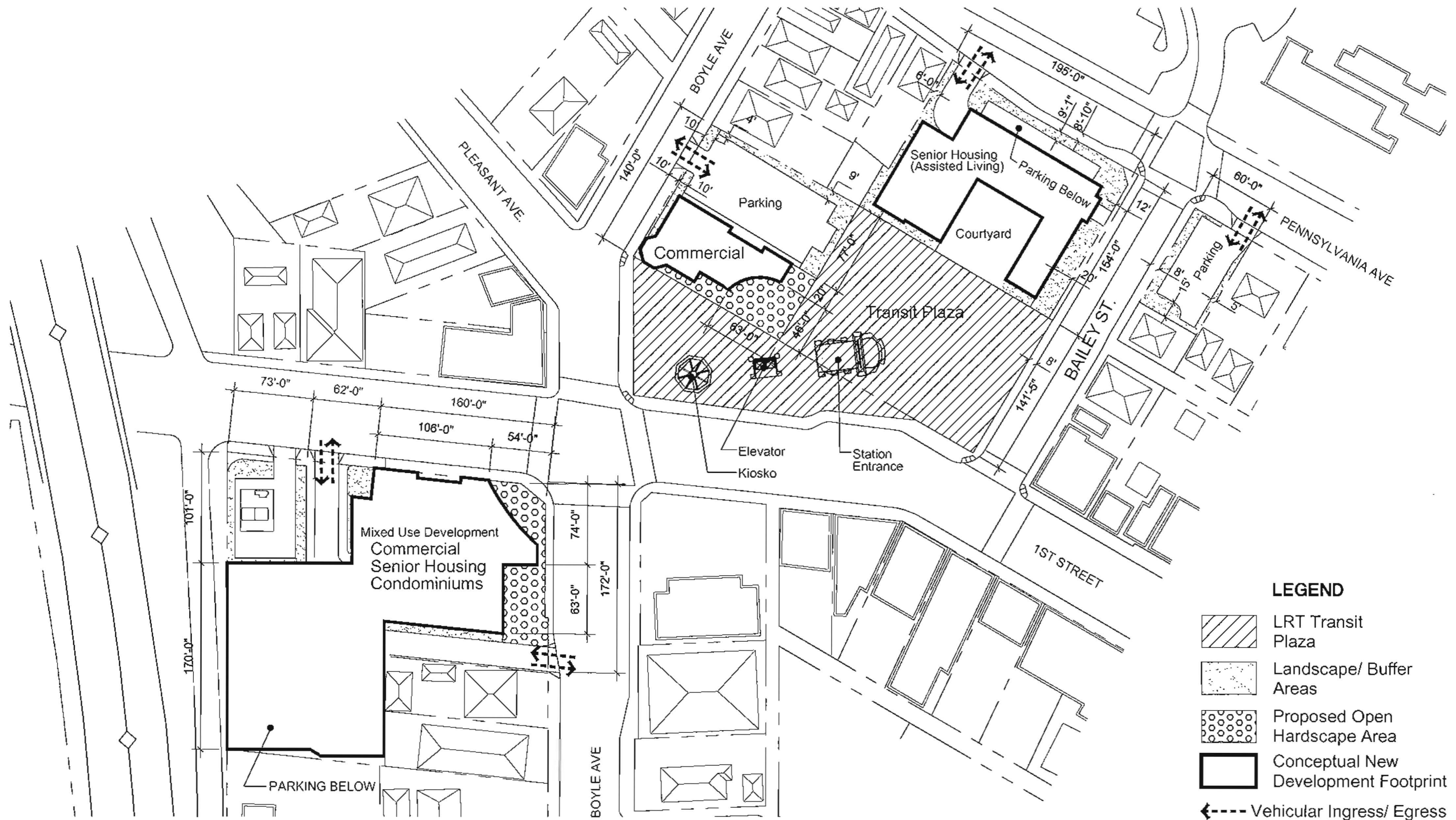
Exhibit B3 Development Concept Plan - 1st/ Boyle



Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Scale: 1"=100'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates



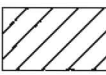
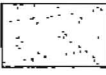
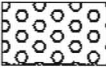


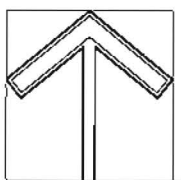
- LEGEND**
-  LRT Transit Plaza
 -  Landscape/ Buffer Areas
 -  Proposed Open Hardscape Area
 -  Conceptual New Development Footprint
 -  Vehicular Ingress/ Egress

Exhibit B4 Site Plan Diagram - 1st/ Boyle



Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Scale: 1"=100'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates

The development concept envisions a total of 37 new senior citizen housing units, 57 assisted living units, and about 18, 300 square feet of new commercial businesses on sites 1-4. The concept envisions the transit/Mariachi Plaza as a community and city landmark, with local musicians, close-in residential units, and attractive new businesses generating pedestrian activity, ownership and safety of the plaza and station entrance. The station and plaza will be a highly visible and significant community open space and gathering area for future generations. The station, plaza and suggested developments would create an important anchor and catalyst for the revitalization of the 1st Street commercial corridor east of Boyle Avenue.

The development concepts for sites 1-4 are depicted on Exhibits B2 and B3. For site 1, on the southwest corner, the concept suggests a mixed-use development including commercial, senior housing, and for-sale condominiums. It is interesting to note, that in Boyle Heights, the first three-story brick structure of mixed-uses was constructed at 1st Street and Boyle Avenue, across from site 1.

On site 1, approximately 7,200 square feet of commercial uses are suggested at ground level along 1st Street and at the southeast corner. Southerly, and above the commercial component would be a three level structure with 37 units of senior housing. Southwest of the senior housing would be a three-level parking structure with 142 parking spaces for the entire complex. Two additional levels of for-sale condominiums, totaling 22 units, would be located above the parking structure. This would place the condominium units at an elevation, higher than the adjacent freeway, to provide views of downtown Los Angeles. This mixed-use development takes advantage of the site's topographic condition and creates a staggered building mass that descends towards 1st Street and Boyle Avenue.

Vehicular access is provided from two separate levels along 1st Street and Boyle Avenue, avoiding conflicts with the street intersection. The parking and floor levels are further depicted on Exhibits B7, B8 and B9 in the appendix section. Pedestrian access to the mixed-use development would be from the parking structure via elevators. Additional access to the commercial structure is provided along 1st Street, and a setback entry at the southwest corner of the intersection. The senior citizen housing would also have street level access from a setback entry at Boyle Avenue.

On site 2, northerly of the plaza, the concept suggests a four-story structure with 57 assisted living, senior housing units. The suggested use is quite appropriate given the site's proximity, across the street, from White Memorial Medical Center. To accommodate this development, a 4,800 square-foot and privately owned parcel would need to be included as part of site 4. This parcel would need to be acquired by the developer for site 4. This senior housing structure would be configured in a "U" shape to maximize views of the transit/Mariachi Plaza and of downtown Los Angeles. This complex would contain a ground level courtyard for outdoor, open space and as a transition to the plaza.

Parking, with 26 parking spaces, is provided below-grade on the north side of the structure. Vehicular access is from Pennsylvania Avenue. On site 3, nine additional parking spaces would be developed for the senior housing on site 2.

The concept also suggests sufficient landscape areas and street trees especially along Pennsylvania Avenue and Bailey Street. To create a stronger pedestrian connection to White Memorial Medical Center, the concept suggest 12-foot sidewalks on Bailey Street; a decorative crosswalk at Bailey Street and Pennsylvania Avenue; and extended curb returns on the south side of Pennsylvania Avenue.

Site 4 is a privately owned site containing three commercial structures, which total about 3,000 square feet. The development concept suggests the total redevelopment of this site to create a single new structure, and a very important northern facade for Mariachi Plaza. The new two-story structure would contain about 11,100 square feet. The suggested uses include an upscale restaurant on a portion of the first floor, all of the second floor, with an outdoor terrace facing Mariachi Plaza. Retail commercial uses would also be located on the first floor. At ground level, the structure would be setback to accommodate an outdoor eating area that would front onto the plaza. The paving design and colors of Mariachi Plaza should be extended and incorporated into the outdoor eating area to create a seamless visual transition.

A parking lot of 26 parking spaces would be located northerly of the new structure, and vehicular access would be from Boyle Avenue.

The concept suggests that a 12-foot sidewalk be provided along Boyle Avenue, next to the new commercial structure. Landscape areas and buffers should be included along the east, west and northern boundaries of site 4.

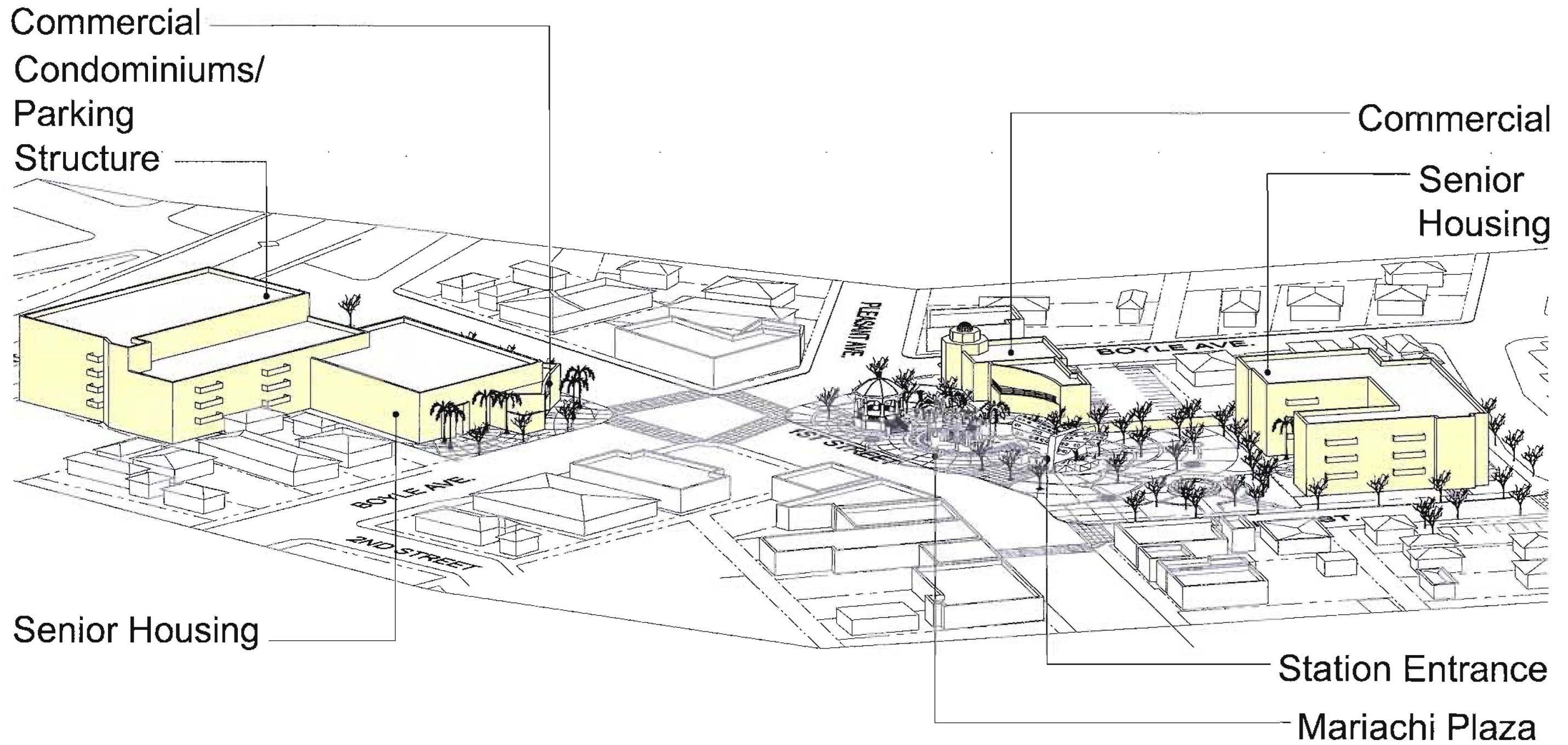
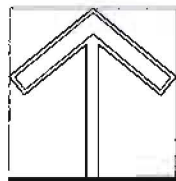


Exhibit B5 Massing Diagram □ 1st/ Boyle



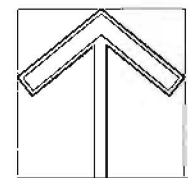
Cluster B = COMMUNITY LINKAGES PROGRAM □ Metro Gold Line Eastside Extension

Scale: Barrio Planners Incorporated □ Economics Research Associates □ KAKU Associates



Exhibit B6 Development Concept Perspective = 1st/ Boyle

Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension



Scale: None

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

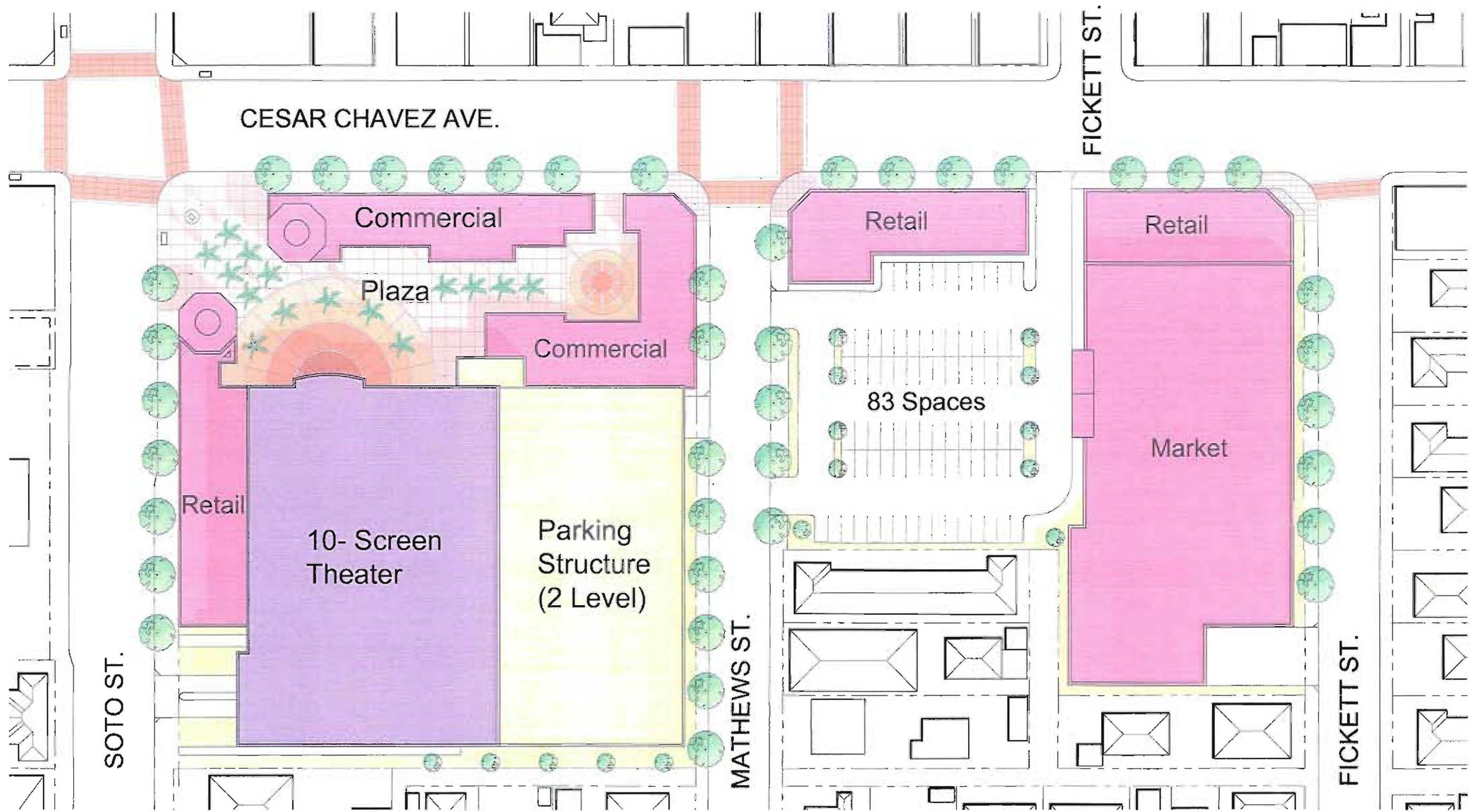
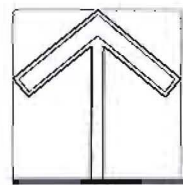


Exhibit C-2 Development Concept Plan - Cesar Chavez/ Soto -

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension



Scale: 1"= 70'

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Cesar Chavez/Soto Sites

Neighborhood Context

The MTA developable sites, near Cesar Chavez Avenue and Soto Streets, are a grouping of parcels formerly purchased for the Metro Red Line-Eastside Extension. The vacated parcels are located southerly of Cesar Chavez Avenue between Soto and Fickett Streets. They are also situated within the community commercial corridor of Boyle Heights. This corridor extends $\frac{3}{4}$ mile from the Golden State Freeway on the west to Evergreen Avenue on the east. The other land use sectors are predominantly residential neighborhoods, north and south of the developable sites. The immediate residential neighborhoods contain some of the highest population densities in all of Boyle Heights.

The intersection of Cesar Chavez Avenue and Soto Street is $\frac{1}{4}$ -mile north of the 1st/Soto light rail station, and about $\frac{3}{4}$ -mile south of the LAC+USC Medical Center.

Soto Street is a significant secondary highway. It is the only continuous, north-south highway in Boyle Heights providing connections to outlying communities and cities located north and south of Boyle Heights. Cesar Chavez Avenue (formerly Brooklyn Avenue) is an important east-west secondary highway. It connects downtown Los Angeles and Union Station with the Boyle Heights and East Los Angeles communities.

The Cesar Chavez/Soto intersection is a well-known major crossroad with four bus stop locations and is a significant bus transfer point. Pedestrian activity is very pronounced at this intersection, along Cesar Chavez Avenue, and to a lesser extent along Soto Street.

Existing Site Conditions

The developable sites, near Cesar Chavez Avenue and Soto Street, consist of four separate MTA owned parcels as shown on Exhibit C1. The first site is located on Soto Street about 100 feet south of Cesar Chavez Avenue. It is 25,800 square feet or .59 acres with 150-foot frontage on Soto Street. The site is bordered by residential uses on the south, an alley on the east, and the King Taco commercial use on the north.

The second site is at the southwest corner of Cesar Chavez Avenue and Mathews Street. It is 59,500 square feet or 1.36 acres. It has 170-foot frontage on Cesar Chavez Avenue and about a 355-foot frontage on Mathews Street. The site is bordered by residential uses to the south and an alley on the west.

The third site is located on Mathews Street about 100 feet south of Cesar Chavez Avenue. It is 25,500 square feet or .59 acres with 150-foot frontage on Mathews Street. Commercial uses border the site on the north, residential uses on the south, and an alley on the east.

The fourth site is at the southwest corner of Cesar Chavez Avenue and Fickett Street. It is 42,500 square feet or .97 acres. The site has about a 170-foot frontage on Cesar Chavez Avenue and about a 255-foot frontage along Fickett Street. The site is bordered by residential uses to the south and an alley on the west.

In total, the MTA owned parcels represent 153,300 square feet or 3.5 acres. Based on the development scenarios requested by the advisory committee, the MTA sites are too small to accommodate the suggested development. Furthermore, some of the sites are lacking important frontage on Cesar Chavez Avenue and are separated by existing alleys and local streets. In order to better utilize the sites, and to accommodate the suggested development, it is suggested that additional private properties be acquired and that portions of two alleys be vacated to assemble a total site of 5.78 acres.

The proposed property acquisitions include two commercial parcels on Cesar Chavez Avenue for a total of 34,200 square feet, and six residential parcels, south of the MTA owned sites, for a total of 51,300 square feet. It is recognized that the MTA cannot acquire additional private properties at this location. Therefore, the future developer of these sites should be encouraged to acquire the private properties in order to aggregate a larger developable site.

In terms of the Boyle Heights Community Plan, only the frontage of about 100 feet in depth along Cesar Chavez Avenue, is designated for commercial uses. South of this frontage, the remaining portions of the blocks, are designated for high-density residential uses.

All of sites 1 and 2, and properties located southerly thereof, are within the boundaries of the Adelante Eastside Redevelopment Project Area. Most of the northerly portions of site 3 and 4 are also within the redevelopment project. The southerly 50 feet of sites 3 and 4, and properties southerly thereof, are located outside of the redevelopment project boundary.



Development Concept/Guidelines

The consensus for the Cesar Chavez Avenue and Soto Street development was to aggregate all of the MTA owned parcels, and additional properties if necessary, to create a significant commercial and entertainment complex at this key intersection of Boyle Heights. The mix of suggested uses include a ten-screen movie theater, a medium size chain market, eating establishments and community-serving retail uses. An outdoor plaza was also suggested to address the high population density and lack of open space in the immediate neighborhoods.

The suggested development would require modifications to the Boyle Heights Community Plan. However, the development concept would provide the only movie theater in Boyle

LEGEND

LAND USE

-  Residential Use
-  Commercial Use

OPPORTUNITY SITE

-  MTA PROPERTY
153,300 Sq. Ft.
3.5 Acres
-  Private Properties
85,500 Sq. Ft.
1.96 Acres
-  Alleys
13,000 Sq. Ft.
.30 Acres

TOTAL SITE 5.78 Acres

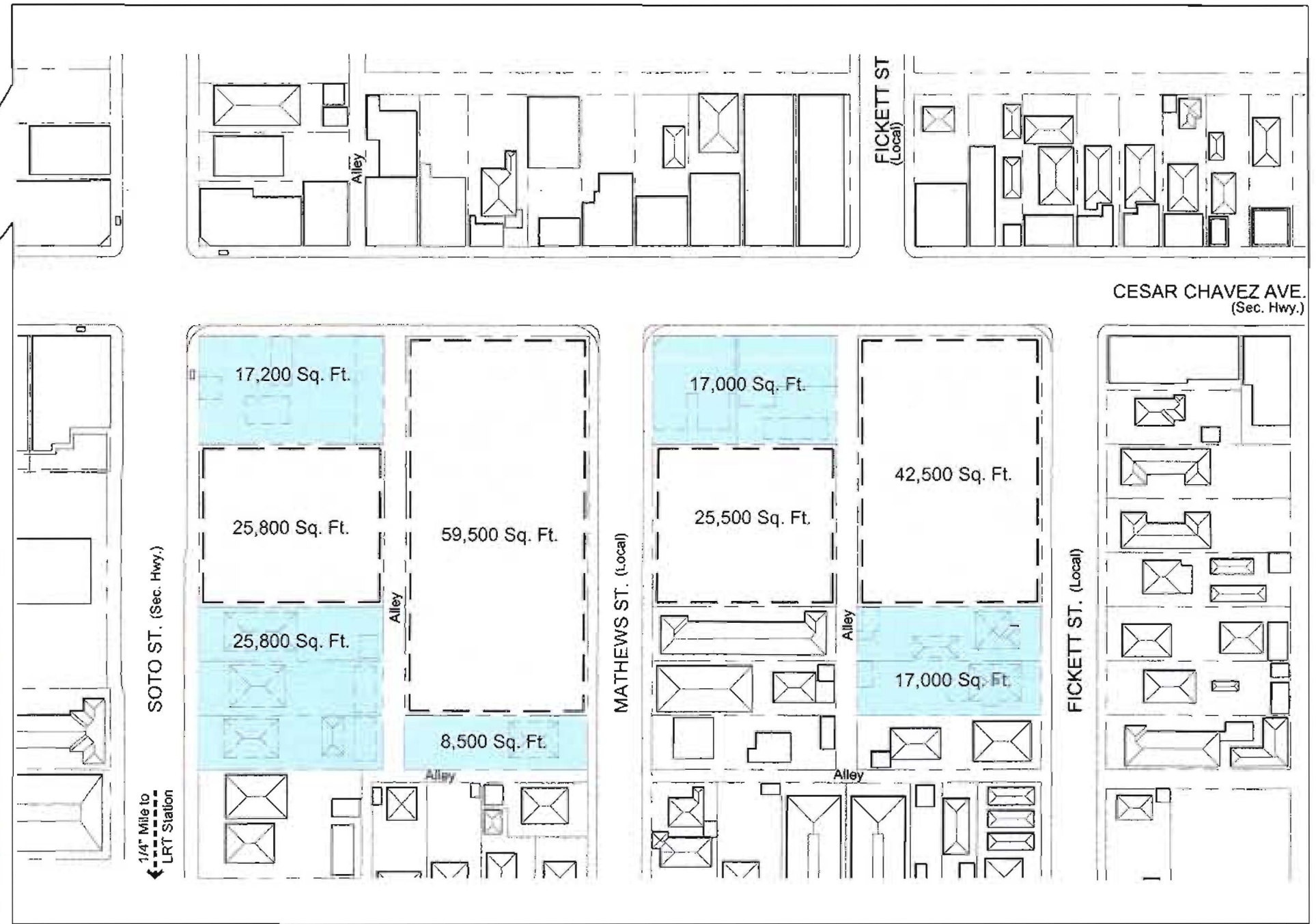
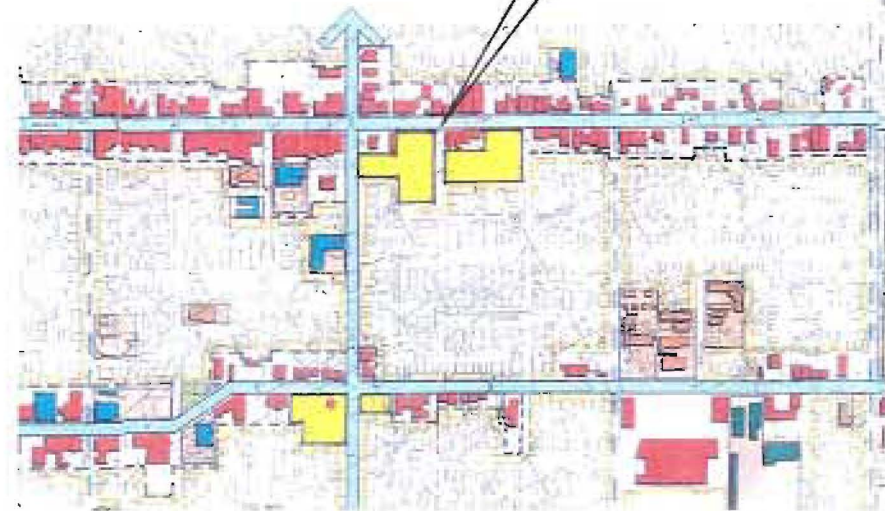
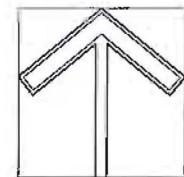


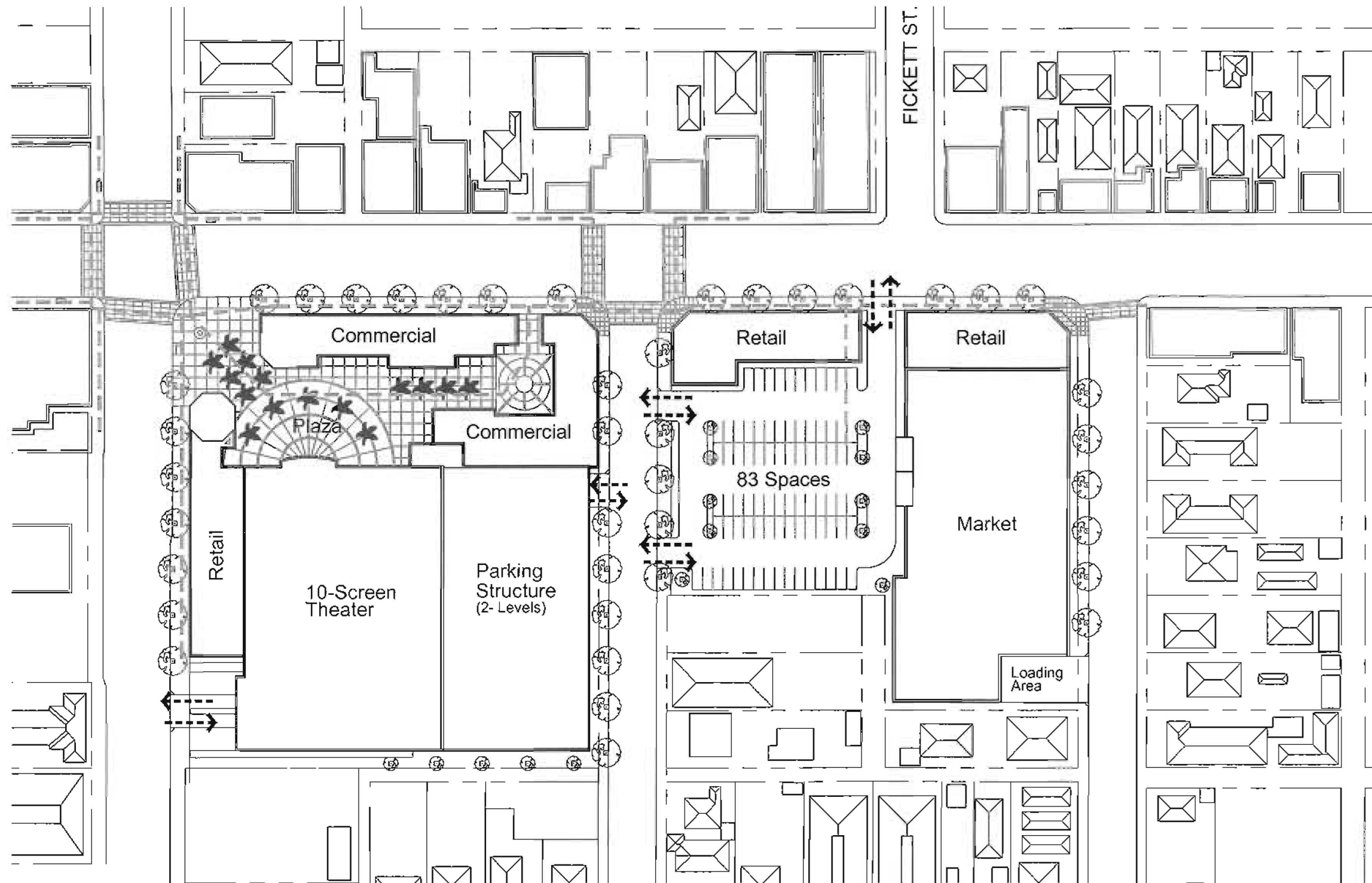
Exhibit C1 Cesar Chavez / Soto Area - Existing Conditions



Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

Scale: 1"=100'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates



DEVELOPMENT CONCEPT

- 10-Screen Theater.....41,950 Sq. Ft.
- Market.....40,750 Sq. Ft.
- Retail.....25,050 Sq. Ft.
- Commercial.....18,655 Sq. Ft.
- Plaza.....24,055 Sq. Ft.

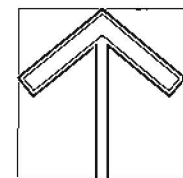
PARKING

- Underground (2 Levels).....410 spaces
- Parking Structure (2 Levels).....176 spaces.
- Surface Parking.....83 spaces.

- ←--- Vehicular Ingress/ Egress
- Major Pedestrian Flow

Exhibit C3 Development Concept Plan - Cesar Chavez/ Soto

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension



Scale: 1"=100'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates

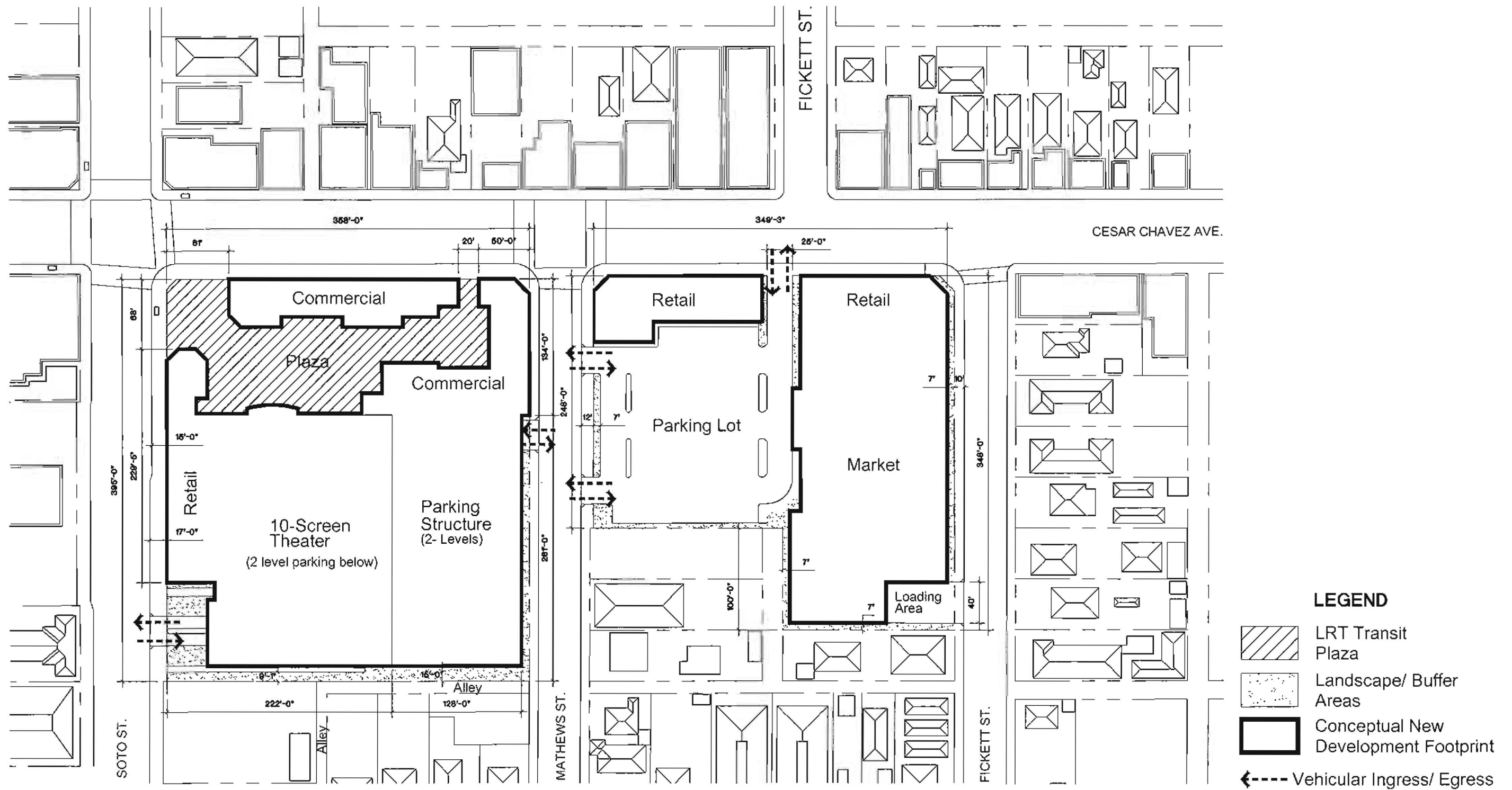
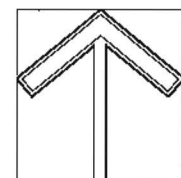


Exhibit C4 Site Plan Diagram - Cesar Chavez/ Soto

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension



Scale: 1"=100'

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates

Heights; provide new and expanded commercial uses along the primary commercial corridor of the community; and it will generate and take advantage of existing high levels of pedestrian activity along Cesar Chavez Avenue.

The development concept envisions a mixed-use development with a 41,950 square foot multi-screen theater, a 40,750 square foot market, 43,700 square feet of new commercial uses, and an outdoor plaza of about ½ acre on a total aggregated site of 5.78 acres. This new development is envisioned as a new community landmark within the heart of Boyle Heights. The mix of entertainment, eating and retail uses will generate both daytime and evening pedestrian activity. The complex will also provide useable outdoor space and market facilities that are presently lacking in adjacent neighborhoods. The development is at a well recognized busy intersection and important bus transfer point. In the future, the development could also be connected to the 1st/Soto light rail station through the proposed new community shuttle.

The development concept for all of the aggregated sites is shown on Exhibits C2 and C3. For the block located between Soto Street and Mathews Street, the concept suggests new retail and commercial frontages along Soto Street and Cesar Chavez Avenue to maintain a continuous street façade. An outdoor plaza is suggested, south of the new commercial frontage, and continues as an entry gateway at the southeast corner of Soto Street and Cesar Chavez Avenue. The entryway would be highlighted with a sculpture or fountain, vertical palm trees, and vertical, architectural elements on the corners of proposed new commercial structures. The ten-screen movie theater is suggested on the southside of the outdoor plaza. This portion of the plaza would function as a gathering area and entry to the theater. The westerly side of the theater would be flanked by new retail uses, and the easterly side by a two-level, above grade parking structure. The northside of the parking structure would be bordered by new commercial uses that front onto the outdoor plaza. This massing and adjacency of uses would reduce the amount of blank wall space on both the theater and above-grade parking structure. It would also create pedestrian oriented uses along street frontages and throughout the outdoor plaza.

An additional two-levels of below-grade parking is suggested underneath the theater and the above-grade parking structure. An approximate 410 parking spaces would be provided in the below-grade parking levels, and 176 parking spaces in the two-level, above-grade parking structure for a total of 686 parking spaces. Vehicular access would be provided from both Soto Street and Mathews Street at such a distance to avoid conflicts with nearby bus stop locations and intersections. The parking and floor levels are further depicted on Exhibit C7 in the appendix section. Pedestrian access to the new developments would be from the parking structure via elevators, or from street frontage along Soto Street and Cesar Chavez Avenue.

On the block between Mathews and Fickett Streets, the concept suggests new retail uses along the frontage of Cesar Chavez Avenue to maintain the continuous street façade. A medium sized super market, of approximately 40,000 square feet, is suggested southerly of the new retail uses. The front entrance of the market would be located on the westerly side, facing Mathews Street. A landscape buffer and loading area would be located along the eastside of the market, along Fickett Street. The market would include its own surface parking

lot containing 83 parking spaces. Vehicular access would be provided from Mathews Street and Cesar Chavez Avenue.

Due to the level of existing and anticipated pedestrian activity, the concept suggests sidewalk widths of 12-15 feet along Soto Street and Cesar Chavez Avenue. The concept of outdoor eating areas for restaurants and eateries are encouraged within the outdoor plaza area to generate day and evening pedestrian activity and to compliment the 10-screen theater. For additional pedestrian safety, decorative crosswalk enhancements are suggested along Cesar Chavez Avenue at Soto Street, Mathews Street, and across Fickett Street. The installation of new, themed street trees are also suggested along Soto Street, Cesar Chavez Avenue, Mathews and Fickett Streets.

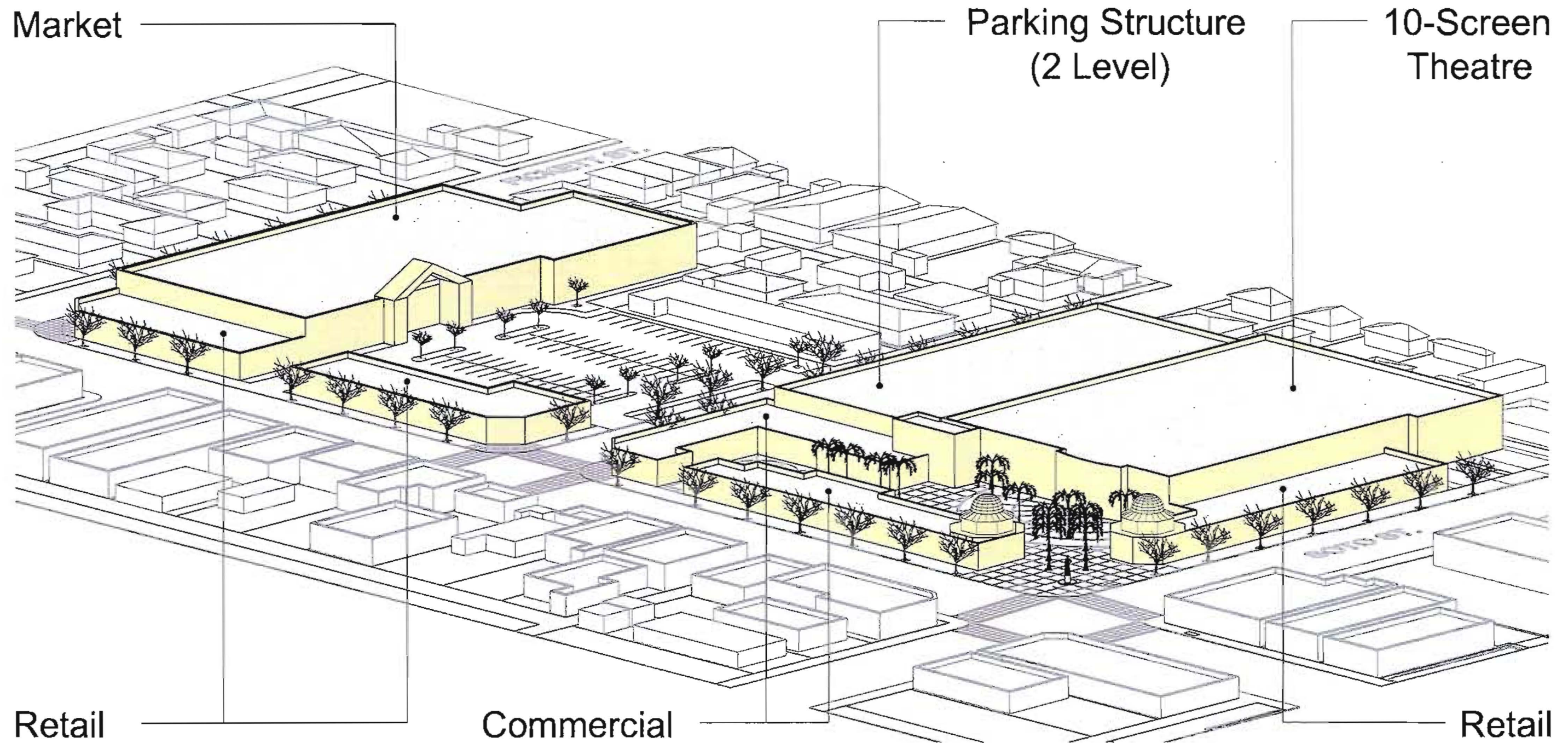
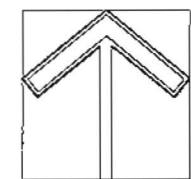


Exhibit C5 Massing Diagram = Cesar Chavez/ Soto

Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension



Scale:

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

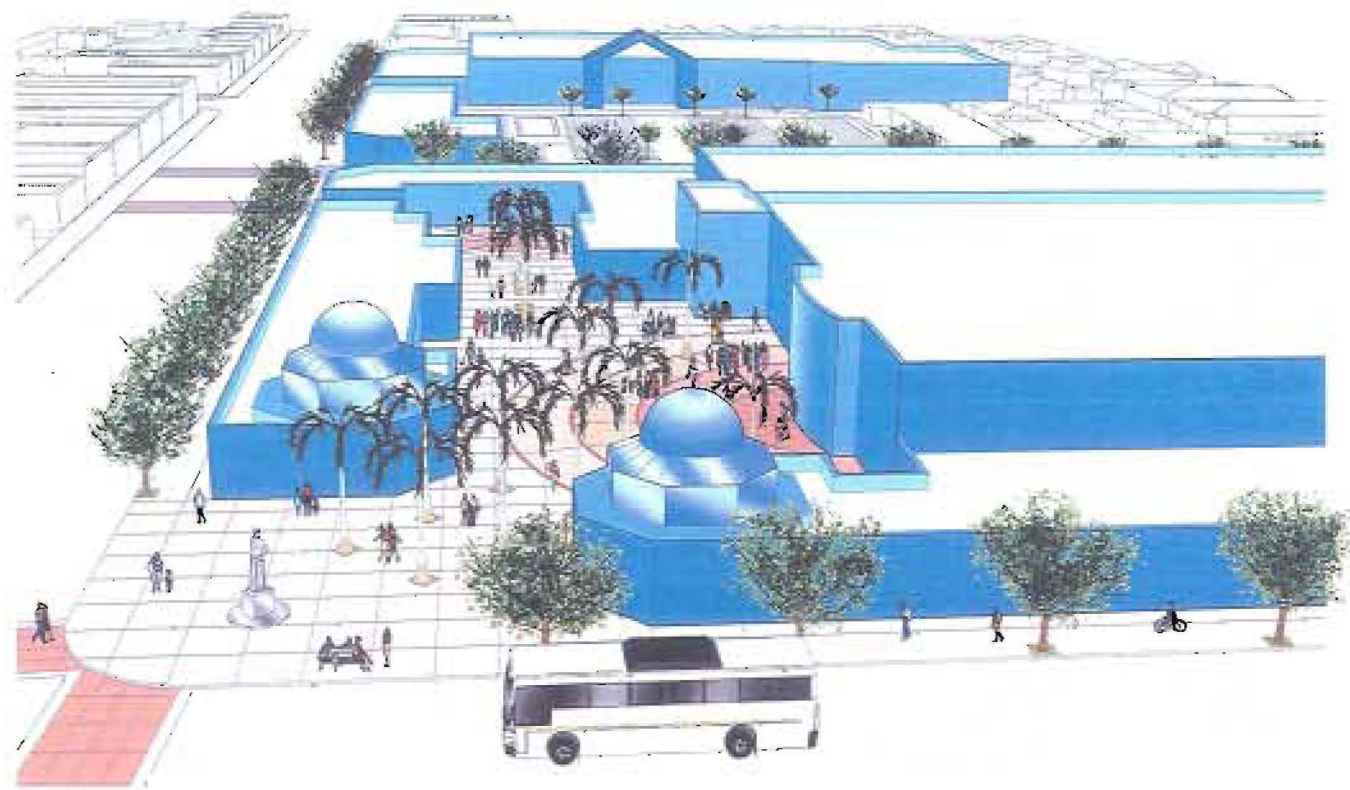
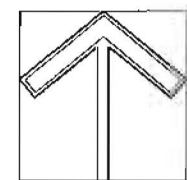


Exhibit C6 Development Concept Perspective

Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension



Scale: None

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

VII. ANALYSIS OF CIRCULATION AND ACCESS

Section VII, Analysis of Circulation and Access was prepared by KAKU Associates. It provides analysis and discussion of existing and projected traffic conditions, a review of bus-rail interface, safety systems design, traffic management, and comments on proposed development concepts.

Existing and Projected Traffic Conditions

Existing (2000) Peak Hour Traffic Operations

This section summarizes data prepared as part of the final supplemental environmental impact statement/final subsequent environmental impact report for the Los Angeles Eastside Corridor project (Los Angeles County Metropolitan Transportation Authority, January 4, 2002) (SEIS/SEIR). Because the linkage concepts that have been developed will be limited to enhancements to sidewalks and crosswalks, no traffic and parking components will be affected beyond what is currently planned.

The existing (2000) evening peak hour traffic conditions were assessed within the study area. Of the 54 intersections analyzed in the SEIS/SEIR, located both along the proposed LRT alignment and along adjacent streets, 20 lie within one-half mile of the planned LRT stations at Boyle Avenue, Soto Street and Indiana Street. These 20 intersections are shown in Figure 1 and the existing turning movement volumes are illustrated in Figures 2A and 2B.

Each study intersection was analyzed to determine peak hour operations and level of service. Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum level of service that is acceptable in urban areas.

Table 1 summarizes the existing peak hour operations and corresponding level of service at each of the study intersections. As shown in the table, most study intersections are currently operating at LOS D or better during the evening peak hour. The two exceptions are 1st Street & Alma Avenue and 4th Street & the I-5 SB ramps.

Projected (2020) Peak Hour Traffic Operations

As proposed, the LRT system would affect the operations of the study intersections due to the following: shifts in traffic patterns within the study area, modifications to intersection geometry along the alignment and changes to signal operations along the alignment in order to accommodate the LRT trains.

- The proposed LRT project will result in adjustments to the traffic flow patterns within the study area. The 2020 forecast of future traffic volumes was based on an estimated 20% growth of existing traffic volumes, which were then shifted utilizing projections from the travel demand forecasting model developed for this study.
- The proposed LRT project will result in changes to the geometry at the intersections where it would run at-grade. Left turns will be prohibited eastbound at First Street & Indiana Street and westbound at Third Street & Indiana Street. First Street between Fresno Street and Indiana Street will be reduced from four to two lanes and Third Street east of Indiana Street will be reduced to three peak period lanes and two off-peak lanes. New traffic signals will be installed at the intersections of 1st Street & Alma Avenue and 4th Street & the I-5 SB ramps.
- The signals will be modified to provide an exclusive signal phase for the LRT and split phasing at the intersections of First Street & Lorena Street, First Street & Indiana Street, Third Street & Indiana Street and Third Street & Rowan Avenue.
- The future peak hour traffic volumes shown in Figures 3A and 3B were analyzed with the proposed mitigation measures and the results are summarized in Table 1. As shown, three of the 20 intersections within one-half mile of the Boyle Avenue, Soto Street and Indiana Street stations are projected to operate at level of service E or F following implementation of the LRT project and associated mitigation measures:
 - Cesar Chavez Avenue and Indiana Street
 - First Street and Indiana Street
 - Third Street and Rowan Avenue

Review of Bus-Rail Interface

This section summarizes the existing bus support system that serves the station areas and the currently proposed service enhancements following the introduction of LRT service. Potential changes to several additional local bus lines have been identified that could improve the bus-rail interface by providing additional direct feeder service at the Soto Street and Indiana Street stations.

Existing Bus Service

The Boyle Avenue station is served directly by MTA Lines 30 and 31 on First Street and by MTA Lines 250 and 620 on Boyle Avenue. Additional service is provided within approximately one-quarter mile by MTA Line 68 on Cesar Chavez Avenue and by Montebello Bus Lines on Fourth Street (40, 341, 342 and 343).

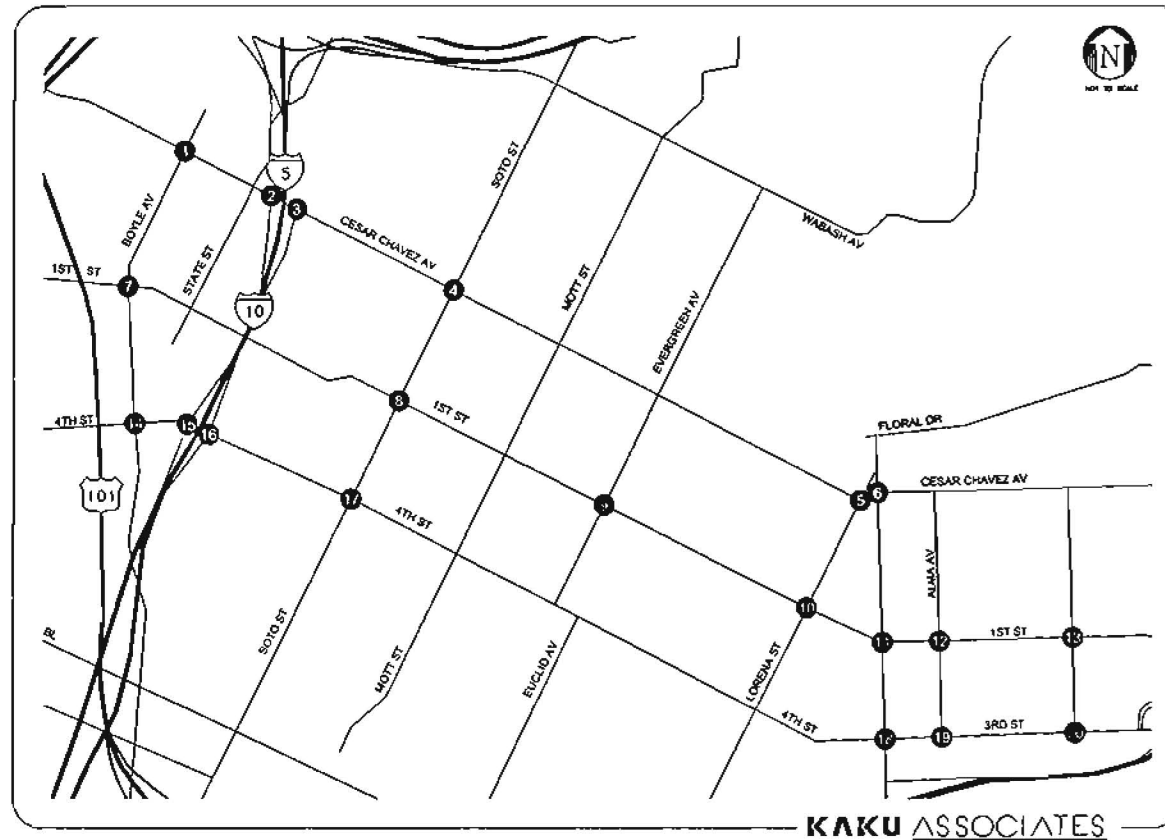


FIGURE 1
ANALYZED INTERSECTIONS

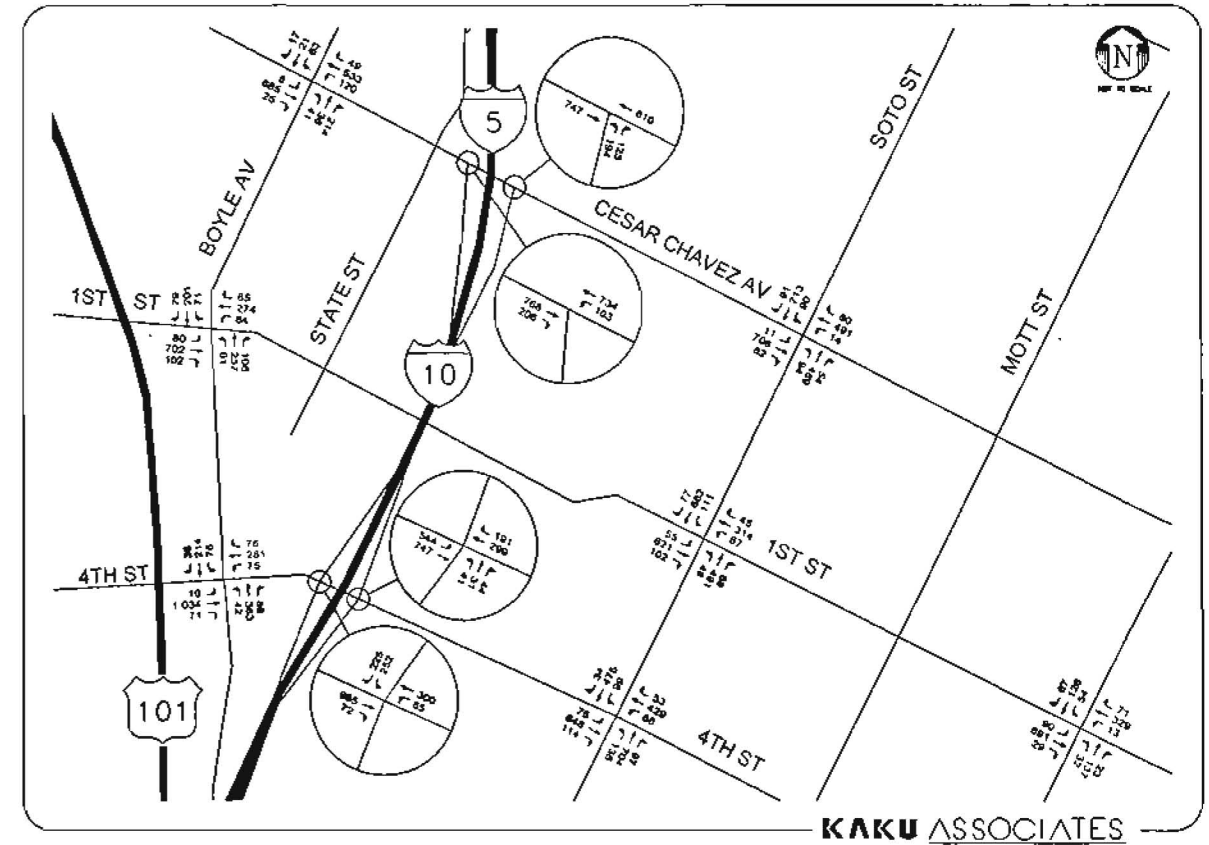


FIGURE 2A
EXISTING (2000) PM PEAK HOUR VOLUMES (WESTERN AREA)

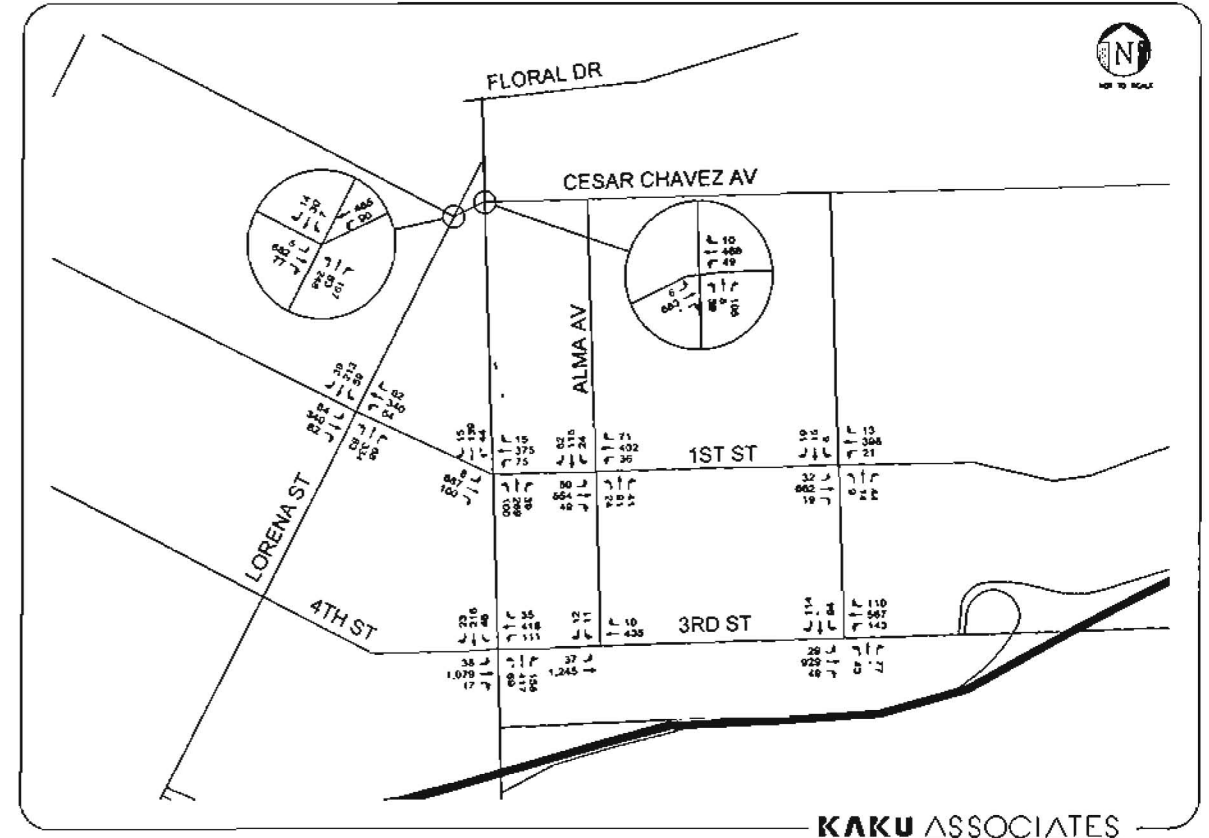


FIGURE 2B
EXISTING (2000) PM PEAK HOUR VOLUMES (EASTERN AREA)

TABLE 1
INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	E/W Street	N/S Street	Existing Conditions		Future NB		Future LRT w/ Mitigation	
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	Cesar Chavez Av	Boyle Av	0.501	A	0.602	B	0.608	B
2	Cesar Chavez Av	I-5 SB Ramps	10.9	B	12.5	B	13.2	B
3	Cesar Chavez Av	I-5 NB Ramps	0.379	A	0.454	A	0.467	A
4	Cesar Chavez Av	Soto St	0.583	A	0.680	B	0.697	B
5	Cesar Chavez Av	Lorena St	0.516	A	0.618	B	0.636	B
6	Cesar Chavez Av	Indiana St	27.6	D	76.5	F	48.2	E
7	1st St	Boyle Av	0.493	A	0.613	B	0.541	A
8	1st St	Soto St	0.622	B	0.835	D	0.785	C
9	1st St	Evergreen Av	0.448	A	0.538	A	0.485	A
10	1st St	Lorena St	0.348	A	0.451	A	0.551	A
11	1st St	Indiana St	0.560	A	0.672	B	1.094	F
12	1st St	Alma Av	128.1	F	229.3	F	0.550	A
13	1st St	Rowan Av	0.300	A	0.361	A	0.399	A
14	4th St	Boyle Av	0.416	A	0.464	A	0.450	A
15	4th St	I-5 SB Ramps	97.6	F	*	F	0.679	A
16	4th St	I-5 NB Ramps	0.536	A	0.658	B	0.672	B
17	4th St	Soto St	0.542	A	0.664	B	0.665	B
18	3rd St	Indiana St	0.853	D	1.024	F	0.843	D
19	3rd St	Alma Av	17.1	C	23.5	C	9.5	A
20	3rd St	Rowan Av	0.550	A	0.701	C	0.901	E

Source: Los Angeles Eastside Corridor Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report (LACMTA, January 4, 2002)

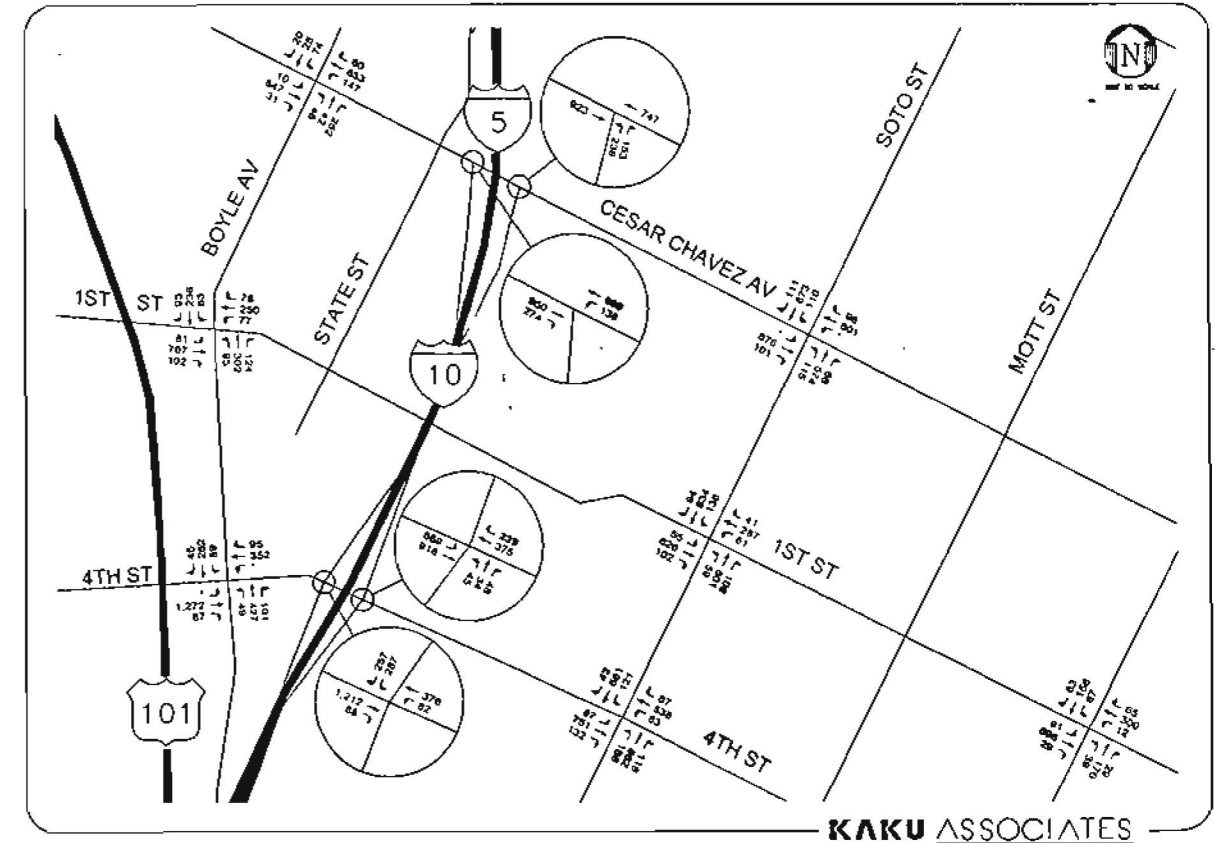


FIGURE 3A
PROJECTED (2020) PM PEAK HOUR VOLUMES WITH LRT (WESTERN AREA)

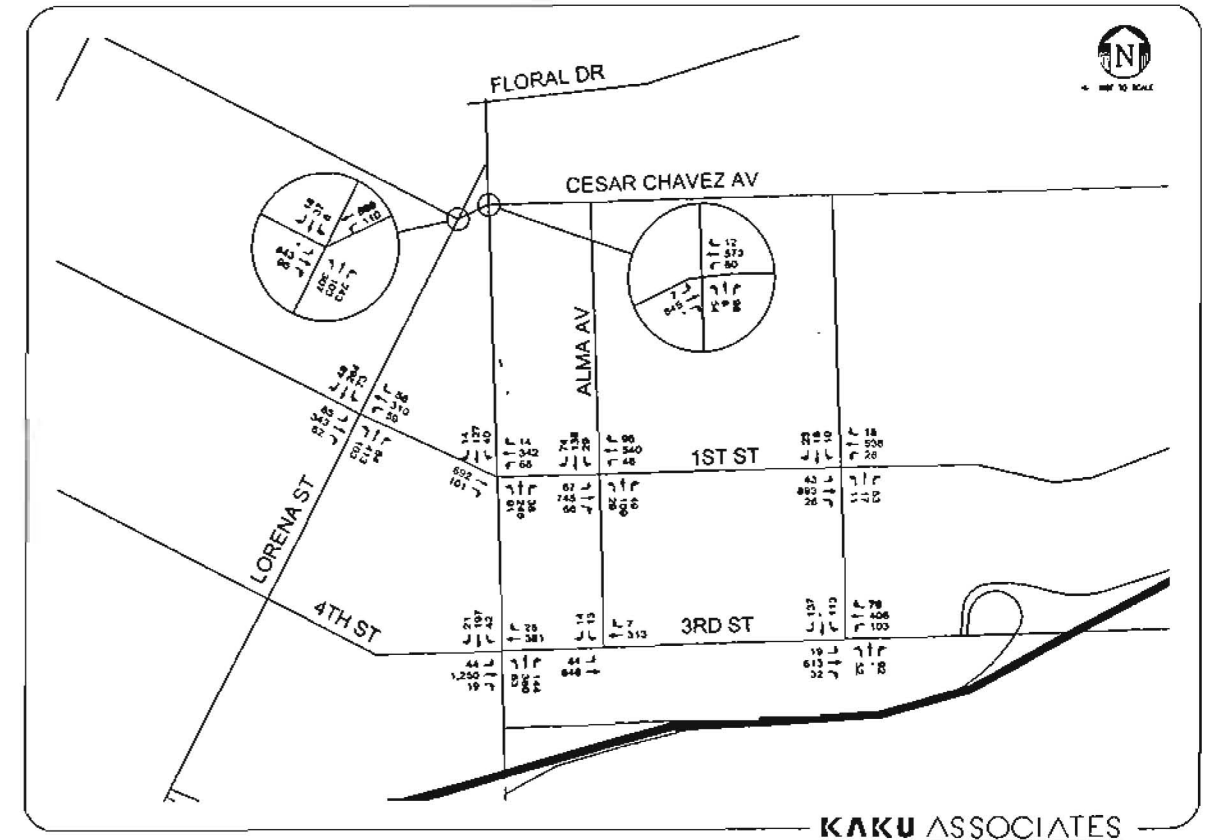


FIGURE 3B
PROJECTED (2020) PM PEAK HOUR VOLUMES WITH LRT (EASTERN AREA)

The Soto Street station is served directly by MTA Lines 30 and 31 on First Street and by MTA Lines 251, 252, 350 and 605 on Soto Street. Additional service is provided within approximately one-quarter mile by two MTA Lines on Cesar Chavez Avenue (68 and 620) and by four Montebello Bus Lines on Fourth Street (40, 341, 342, and 342).

The Indiana Street station is served directly by MTA Line 65 and the Union Pacific/Salazar Park Line of Los Angeles County's El Sol Shuttle on Indiana Street, MTA Lines 30 and 31 on First Street and by Montebello Bus Lines 40, 341, 342 and 342 on Third Street. Additional service is provided within one-quarter mile by MTA Lines 254 and 605 on Lorena Street and by MTA Line 255 and the El Sereno/City Terrace LADOT DASH Line on Rowan Avenue.

Proposed Changes Following LRT Implementation

The SEIS/SEIR proposes one change to existing bus service to interface better with the planned LRT stations at Boyle Avenue, Soto Street, and Indiana Street. New service on Line 530 (express service between East Los Angeles College and Boyle Heights and Panorama City), previously planned for implementation in 2001 is not yet in operation. Its route would be revised slightly to provide direct service to the Soto Street station.

Potential Additional Service Changes Following LRT Implementation

The additional bus service changes described below have been identified for consideration following construction of the LRT line in order to provide additional connections to the neighborhoods surrounding the stations:

- The El Sereno/City Terrace LADOT DASH Line currently originates/terminates at Rowan Avenue and Cesar Chavez Avenue. Consideration should be given to extending this line approximately one-half mile along Rowan Avenue, Third Street, Indiana Street, and First Street to originate/terminate at the Indiana Street station. This concept is illustrated in Figure 4.
- MTA Line 253 currently operates on Evergreen Avenue between Fourth Street and Wabash Avenue. Consideration should be given to rerouting this line between Cesar Chavez Avenue and First Street (adjacent to Evergreen Cemetery) to serve either the Soto Street station or the Indiana Street station. Rerouting to serve the Soto Street station could be accomplished by diverting northbound buses onto First Street, Soto Street and Cesar Chavez Avenue and southbound buses onto Cesar Chavez Avenue, Soto Street and First Street. Rerouting to serve the Indiana Street station would require a slightly longer route deviation and would be complicated by the planned eastbound left turn prohibition at First Street & Indiana Street; however, it could be accomplished by diverting both northbound and southbound clockwise along the perimeter of Evergreen Cemetery using Cesar Chavez Avenue, Indiana Street and First Street. This concept is illustrated in Figure 5.

- MTA Line 620 (Boyle Heights Shuttle) currently stops at First Street & Boyle Avenue. For much of its route, MTA Line 620 operates in a counter-clockwise loop through Boyle Heights, including westbound on First Street from Evergreen Avenue to Mott Street, northbound on Mott Street from First Street to Cesar Chavez Avenue and westbound on Cesar Chavez Avenue to State Street. Consideration should be given to extending service in the residential area north of Cesar Chavez Avenue in order to serve more local residents. This could be accomplished by adding service northbound on Mott Street north of Cesar Chavez Avenue, eastbound on Wabash Avenue, southbound on Evergreen Avenue, and westbound on Cesar Chavez Avenue. This concept is illustrated in Figure 6.

Safety Systems Design and Community Integration

The planned safety system components adjacent to the Boyle Avenue, Soto Street, and Indiana Street stations were reviewed based on the latest available station plans and drawings submitted to the California Public Utilities Commission (CPUC). This section describes the proposed components near each station and identifies potential modifications to promote the safe integration of the LRT into the community.

Boyle Avenue Station

The planned LRT line will operate in an exclusive subway alignment at the Boyle Avenue station. The subway portal and ground-level plaza will be located on the northeast corner of First Street & Boyle Avenue east of the existing Mariachi Plaza. Existing northbound and westbound bus stops are located on the near side of the intersection; southbound and eastbound bus stops are located on the far side of the intersection.

The existing one-way westbound segment of Pleasant Street between First Street and Boyle Avenue will be vacated and integrated into the ground-level plaza surrounding the subway portal. A pullout for westbound drivers to pick up and drop off transit riders will be provided adjacent to the subway portal. The south side of First Street will be widened between the northbound off-ramp from the Santa Ana Freeway (U.S. 101) and Boyle Avenue, providing a 60-foot curb-to-curb width. The west side of Boyle Avenue will be widened for approximately 150 feet south of First Street to provide a pullout for southbound buses.

Pedestrians accessing the subway portal will utilize existing sidewalks in the vicinity, which are provided on both sides of all nearby streets. To improve conditions for pedestrians, the Community Linkages project proposes to provide enhanced crosswalks on all four legs of First Street & Boyle Avenue and Pennsylvania Avenue and Bailey Street and on the north leg of First Street & Bailey Street.

The introduction of a marked crosswalk on First Street at Bailey Street was considered but is not recommended because the curvature of First Street at this location limits the sight distance for oncoming drivers and a signalized intersection is available immediately west at First Street

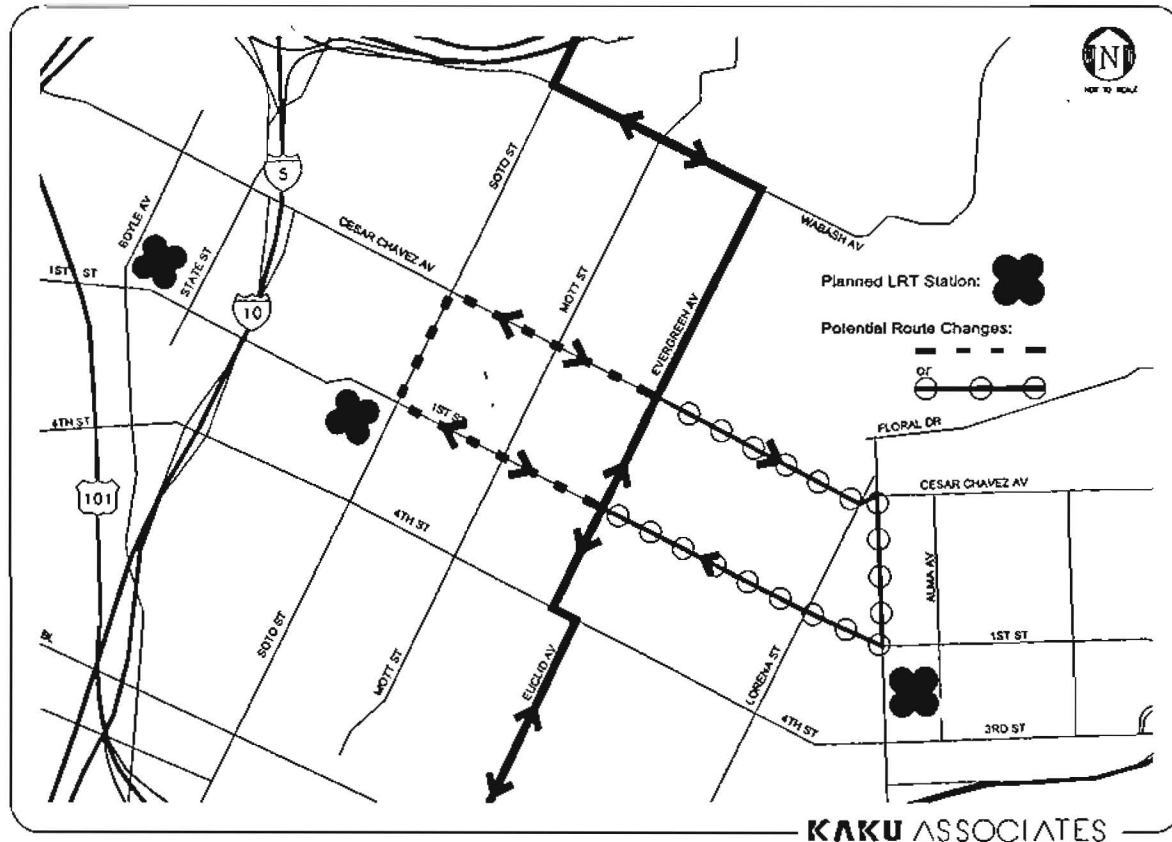


FIGURE 4
MTA ROUTE 253 RECOMMENDED CHANGES

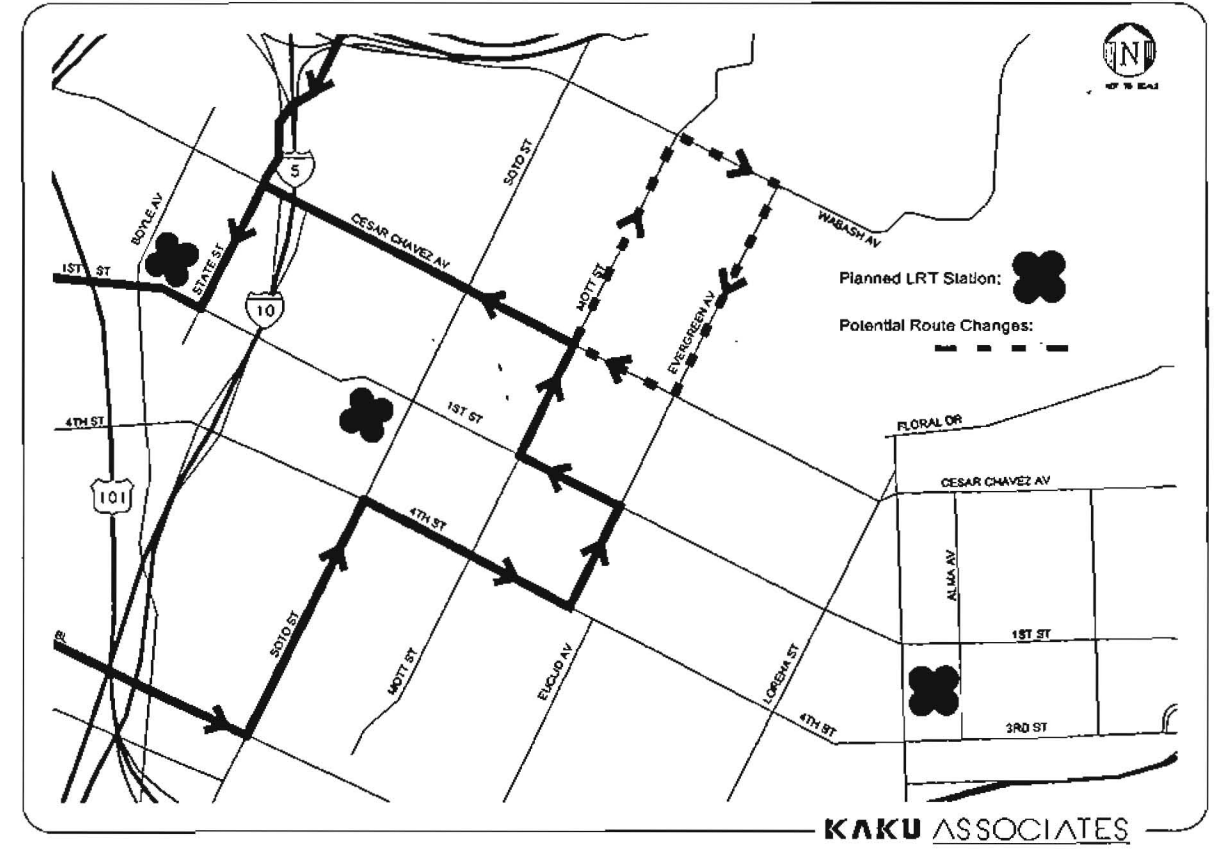


FIGURE 5
MTA ROUTE 620 RECOMMENDED CHANGES

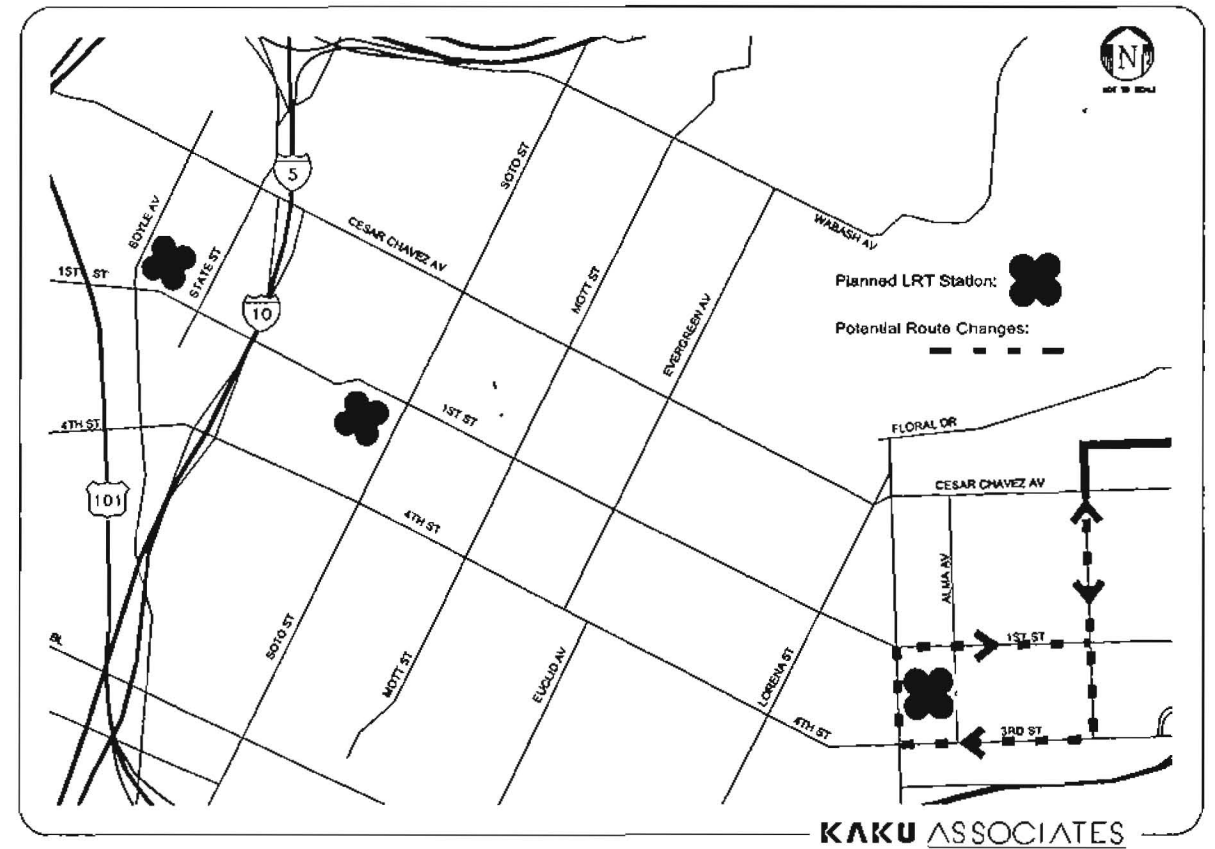


FIGURE 6
EL SERENO / CITY TERRACE DASH RECOMMENDED CHANGES

and Boyle Avenue. The construction of a new traffic signal at First Street & Bailey Street to facilitate pedestrian movements across First Street was considered and discussed with LADOT staff. They indicated that, while a temporary traffic signal will be installed at this intersection during construction of the LRT project, LADOT would not support the placement of a permanent traffic signal at this location because of its proximity to the existing signal at First Street & Boyle Avenue. It is not expected that traffic signal warrants (either the peak hour volume warrant or the pedestrian volume warrant) would be met. To reduce the potential for vehicle-pedestrian conflicts at this location, it is recommended that pedestrian crossings be prohibited on First Street at Bailey Street with signage and, potentially, pipe rail fencing similar to the type installed at other locations in the Metro Rail system.

Soto Street Station

The planned LRT line will operate in an exclusive, subway alignment at the Soto Street station. The subway portal and ground-level plaza will be located on the southwest corner of First Street & Soto Street on a parcel currently occupied by a used car sales lot. Existing bus stops are located on the near side of all four approaches to the intersection. No significant changes in pedestrian patterns are anticipated with the introduction of LRT transit at this location.

Only minor changes to the existing streets will be made with implementation of the LRT project. The roadway will be widened by approximately six feet on the south side of First Street both east and west of Soto Street and on the east side of Soto Street south of First Street. These streets are both classified as secondary highways in the City of Los Angeles General Plan and these widenings will allow the ultimate half-roadway widths to be provided. They will better accommodate projected traffic volumes and will allow eastbound and northbound buses to pull further out of through travel lanes. The Community Linkages project proposes to provide enhanced crosswalks on all four legs of First Street & Soto Street.

Indiana Street Station

The planned LRT line will operate in a semi-exclusive, at-grade alignment in the vicinity of the Indiana Street station. The LRT line will transition from subway to at-grade operation at a portal just west of Lorena Street and will run along the center of First Street from the portal to Indiana Street, where it will curve southward and run along the east side of Indiana Street to Third Street and then transition east along the center of Third Street. In the vicinity of the Indiana Street station the LRT will pass through the existing signalized intersections of First Street & Lorena Street, First Street & Indiana Street and Third Street & Indiana Street and the proposed signalized intersection at Gleason Avenue & Indiana Street.

A review of the most recent drawings submitted to the CPUC drawings for this at-grade segment of the LRT line shows that the integration of rail transit into the existing street environment has been thoughtfully and carefully designed to minimize the potential for conflicts between the LRT trains and both vehicles and pedestrians. All traffic will be controlled by

traffic signals. Because of the alignment of the LRT tracks at these intersections, eastbound and westbound left turns, respectively, will be prohibited.

Pipe rail fencing will be installed along the off-street segment of track near the Indiana Street station to keep pedestrians from entering the track area. Pedestrian swing gates will be provided at the pedestrian crossings located at the north and south ends of the Indiana Street station, where pedestrian volumes will be the highest. A swing gate is a device which blocks entry to the pedestrian crossing, remaining closed until a pedestrian takes positive action to swing the gate toward him. A new traffic signal will be installed at the intersection of Gleason Avenue & Indiana Street to facilitate pedestrian crossings to and from the north end of the station. These measures, together with signage directing pedestrians to look for oncoming trains, will provide a high level of pedestrian safety.

The potential prohibition of pedestrian crossings on the south leg of the intersection of First Street & Indiana Street was considered and discussed with staff in LADOT's Rail Transit Design section. They indicated that such a prohibition was considered early in the design process due to the alignment of the LRT tracks very close to the southwest quadrant of the intersection. Modifications to the design since then, however, have resulted in an acceptable clear area between the sidewalk and the dynamic envelope of the LRT trains. For this reason and because the demand for pedestrian crossings at this location is expected to be relatively high, the pedestrian prohibition is no longer considered desirable.

Kaku Associates' recommendation that the proposed safety systems at the signalized intersections near the Indiana Street station be supplemented with audible warning devices, discussed with LADOT staff, is similar to a comment received from the CPUC after review of the drawings and is being considered for implementation.

Traffic Management and Traffic Calming Strategies

Traffic calming is a broad term that refers to a range of techniques to deal with safety and quality of life concerns related to the speed and cut-through volume of traffic on streets. These techniques are typically considered for use on residential streets although some are suitable for use on arterial streets. Traffic calming techniques typically fall into one of four categories: physical measures, signing and marking, enforcement and other techniques.

- Physical measures are used to control both the speed and volume of traffic. Speed bumps, speed humps and speed tables are commonly used to reduce the speed and volume of traffic on residential streets. Roadway narrowing is primarily directed at reducing vehicle speeds and, in some cases, improving pedestrian safety. Roadway narrowing can be accomplished by constructing or striping center medians or by striping bike lanes on a segment of street. Intersections can be narrowed by constructing curb extensions (bulb-outs) to reduce pedestrian crossing distance. Traffic circles are raised islands installed at intersections with sufficient roadway width to reduce vehicle speeds and volumes. Closures, diverters and semi-diverters, like one-way conversions, can be used to alter travel patterns and reduce the volume of cut-through traffic in a neighborhood.

- Signing and marking techniques can be used to control both the speed and volume of traffic on a particular street or in a neighborhood. Turn prohibitions, the conversion of two-way streets to one-way operation, truck restrictions and permit-parking zones can be used to reduce the volume of traffic traveling on residential streets. Striped bike lanes can be used to narrow the vehicular travel lanes and reduce vehicle speeds. Stamped concrete or other special paving materials can be used to enhance the visibility of crosswalks, potentially reducing vehicle speeds. At intersections with extremely high pedestrian activity, all-red pedestrian "scramble" phasing can be introduced. At mid-block locations, actuated in-street flashers can be installed to provide heightened visibility to pedestrians, but in-street flashers are not currently approved for use anywhere within the City of Los Angeles.
- Enforcement techniques are directed at reducing the incidence of speeding on streets and include photo radar, neighborhood speed watch programs and targeted enforcement by uniformed officers.
- Other traffic calming techniques include the introduction of additional landscaping and street furniture to reduce the comfortable travel speed and emphasize the presence of pedestrians in an area.

Because no park and ride facilities will be provided at the Boyle Avenue, Soto Street, and Indiana Street stations and because existing vehicular circulation patterns will not be altered significantly by implementation of the LRT, it is anticipated that most traffic calming techniques will not be necessary in the study area. At key intersections near each station, however, the Community Linkages program proposes to enhance existing crosswalks with special paving to accentuate the presence of pedestrians for motorists and, to a lesser extent, to highlight the presence of the nearby LRT stations.

Comments on Development Concepts for Opportunity Sites

This section of the report presents comments on the proposed development concepts for MTA-owned sites in the vicinity of the LRT line as they relate to traffic and circulation. Trip generation estimates have been prepared for each site on the basis of the information now available and are presented in Table 2.

First Street and Boyle Avenue

The development concept for properties near the Boyle Avenue station is focused on three MTA-owned parcels and one privately owned property. The overall concept would provide additional housing, much of it restricted to occupancy by senior citizens, and additional commercial and restaurant development to serve area residents. This combination of uses appears suitable for the sites, given their location adjacent to the Boyle Avenue station,

Mariachi Plaza, and White Memorial Medical Center and no traffic issues of concern have been identified.

The MTA-owned property on the southwest corner of First Street & Boyle Avenue (approximately 58,000 square feet) would be developed with 58 residential units and a small amount of ground-floor commercial space. While the building itself would be oriented toward the adjacent intersection, vehicular access to the site's 142 parking spaces would be provided by one full-access driveway on First Street and another on Boyle Avenue. The placement of the driveways as far away as possible from the intersection of First Street & Boyle Avenue is optimal, given the configuration of the site.

The MTA-owned properties on the southwest and southeast corners of Pennsylvania Avenue & Bailey Street (approximately 25,000 square feet and 6,000 square feet, respectively) would be developed with 57 units of assisted living facilities (senior housing). This development concept takes advantage of the proximity of this site to White Memorial Medical Center. Twenty-six parking spaces would be provided beneath the residential development on the southwest corner plus an additional 9 spaces in a small surface lot on the southeast corner. All vehicular access would be on Pennsylvania Avenue. The sidewalk on the west side of Bailey Street would be widened to 12 feet to facilitate pedestrian flows between the LRT station and White Memorial Medical Center to the north. In addition, curb extensions would be installed on the south side of Pennsylvania Avenue in order to reduce pedestrian crossing distance on that exceptionally wide street.

The privately owned parcel immediately north of Mariachi Plaza, west of the subway portal, (approximately 23,000 square feet) could potentially be redeveloped with a combination of commercial and restaurant uses. 26 parking spaces could be accommodated on the site, with access on Boyle Avenue.

First Street and Soto Street

The development concept for the two opportunity sites adjacent to the Soto Street Station is to construct a small amount of commercial space on each. The site south of the subway portal and plaza (approximately 21,000 square feet) could accommodate approximately 4,600 square feet of commercial space and 28 parking spaces with access on Soto Street. The buildings on this site would be oriented toward the transit plaza. The site on the southeast corner of First Street and Soto Street (approximately 12,600 square feet) could accommodate approximately 3,500 square feet of commercial space (possibly a medical office) and 12 parking spaces with access on First Street. The building would be set back from the corner to allow additional space for pedestrians to pass. The placement of the driveways as far away as possible from the intersection of First Street and Soto Street is optimal and, given the lower number of vehicle trips estimated for these uses, no traffic issues of concern have been identified.

First Street and Lorena Street

The development concept for the MTA-owned property on the northeast corner of First Street & Lorena Street (approximately 34,500 square feet, exclusive of the area required for LRT infrastructure) would construct three small commercial buildings oriented around a central plaza. A parking lot with 42 spaces would be located at the rear of the site with access on Lorena Street. The mouth of the alley east of the site would be widened to allow large vehicles to continue to access the alley between this site and El Mercado to the east. The placement of the driveway as far away as possible from the intersection of First Street & Lorena Street is optimal and, given the relatively low traffic volumes on Lorena Street, no traffic issues of concern have been identified.

Cesar Chavez Avenue and Soto Street

The development concept for the four MTA-owned properties on the south side of Cesar Chavez Avenue between Soto Street and Fickett Street would construct a major retail and entertainment destination on the site (a total of approximately 153,300 square feet). Primary uses would be a 10-screen multiplex movie theater and a grocery store, with additional space occupied by commercial and restaurant uses. A 586-space, four-level parking structure would be constructed between Soto Street and Mathews Street, with full access driveways on Soto Street and Mathews Street. A surface parking lot with approximately 85 spaces would be located adjacent the grocery store with access on Cesar Chavez Avenue and Mathews Street.

Two development options have been developed for these properties with the key difference being that Option 1 would require the acquisition of two residential properties on Fickett Street south of the MTA-owned properties while Option 2 would not. With Option 2, a slightly larger grocery store and less commercial/retail space could be accommodated.

Assuming that 40% of the available commercial space is devoted to restaurant uses, gross trip generation would be approximately 235 in the a.m. peak hour and 850 in the p.m. peak hour. Primary access to the site would be via Soto Street and Cesar Chavez Avenue. Eastbound and westbound left turns are currently prohibited at the intersection of Cesar Chavez Avenue & Soto Street during weekday peak periods, somewhat limiting access to the development site. Full access is permitted, however, at the signalized intersection of Michigan Avenue and Soto Street immediately to the south and some portion of site-generated traffic would be expected to utilize Mathews Street and Michigan Avenue. The existing traffic signal at the intersection of Cesar Chavez Avenue & Mathews Street would facilitate trips to and from the site. Given the magnitude of development contemplated under either Option 1 or 2, it can be expected that a full traffic study and, potentially, an environmental impact report would be required to fully analyze its effects.

References

Trip Generation, Sixth Edition (Institute of Transportation Engineers, 1997)

Traffic Calming Primer (Pat Noyes & Associates, 1998)

A Practical Guide to Traffic Calming and Neighborhood Traffic Management, accessed at <http://www.trafficcalming.org/>

Traffic Calming for Communities, accessed at <http://www.ite.org/traffic/tcdevices.htm>

Traffic Calming: State of the Practice (ITE/FHWA, August 1999), accessed at <http://www.ite.org/traffic/tcstate.htm#tcsop>

Los Angeles Eastside Corridor Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report (Los Angeles County Metropolitan Transportation Authority, January 4, 2002)

TABLE 2
TRIP GENERATION ESTIMATES FOR OPPORTUNITY SITES

ITE L.U. Land Use Code	Size	Trip Generation Rates *							Estimated Trip Generation							
		Daily Rate	AM Peak Hour		PM Peak Hour		Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips					
			Rate	% In	% Out	Rate		% In	% Out	In	Out	Total	In	Out	Total	
First Street and Boyle Avenue																
Site 1																
253	Elderly Housing -attached	37 Units	3.48	0.07	63%	37%	0.1	59%	41%	129	2	1	3	2	2	4
230	Residential condominium	22 Units	5.86	0.44	17%	83%	0.54	67%	33%	129	2	8	10	8	4	12
Sites 2 and 3																
253	Elderly Housing -attached	57 Units	3.48	0.07	63%	37%	0.1	59%	41%	198	3	1	4	4	2	6
Site 4																
820	General Retail/Comm.	6.66 KSF	42.92	1.03	61%	39%	3.74	53%	47%	286	4	3	7	13	12	25
832	Restaurant **	4.44 KSF	130.34	9.27	52%	48%	10.86	60%	40%	579	21	20	41	29	19	48
Total Development										1,321	32	33	65	56	39	95
First Street and Soto Street																
Site 1																
820	General Retail/Comm.	4.592 KSF	42.92	1.03	61%	39%	3.74	53%	47%	197	3	2	5	9	8	17
Site 2																
720	Medical Office	3.527 KSF	36.13	2.43	80%	20%	3.66	27%	73%	127	7	2	9	4	9	13
Total Development										324	10	4	14	13	17	30
First Street and Lorena Street																
820	General Retail/Comm.	11.168 KSF	42.92	1.03	61%	39%	3.74	53%	47%	479	7	5	12	22	20	42
Cesar Chavez Avenue & Soto Street																
Option 1																
443	Movie Theater	2,450 seats	1.76	0.01	100%	0%	0.07	75%	25%	4,312	25	25	0	129	43	172
850	Grocery Store	40.75 KSF	111.51	3.25	61%	39%	11.51	51%	49%	4,544	81	51	132	239	230	469
820	General Retail	25.05 KSF	42.92	1.03	61%	39%	3.74	53%	47%	1,075	16	10	26	50	44	94
820	General Retail/Comm.	11.193 KSF	42.92	1.03	61%	39%	3.74	53%	47%	480	7	5	12	22	20	42
832	Restaurant **	7.462 KSF	130.34	9.27	52%	48%	10.86	60%	40%	973	36	33	69	49	32	81
Total Development										11,384	165	124	239	489	369	858
Option 2																
443	Movie Theater	2,450 seats	1.76	0.01	100%	0%	0.07	75%	25%	4,312	25	25	0	129	43	172
850	Grocery Store	43.63 KSF	111.51	3.25	61%	39%	11.51	51%	49%	4,865	87	55	142	256	246	502
820	General Retail	9.5 KSF	42.92	1.03	61%	39%	3.74	53%	47%	408	6	4	10	19	17	36
820	General Retail/Comm.	11.193 KSF	42.92	1.03	61%	39%	3.74	53%	47%	480	7	5	12	22	20	42
832	Restaurant **	7.462 KSF	130.34	9.27	52%	48%	10.86	60%	40%	973	36	33	69	49	32	81
Total Development										11,038	161	122	233	475	358	833

* Source: Institute of Transportation Engineers (ITE), *Trip Generation, Sixth Edition, 1997.*

** In estimating site-generated trips, it is assumed that 40% of commercial space would be developed with restaurant uses and 60% would be general retail space

VIII. TRANSPORTATION / LAND USE LINKAGES

Redevelopment Projects

The Cluster B area originates at the Santa Ana Freeway on the west, extends through the Boyle Heights community, and into the unincorporated East Los Angeles community to about Rowan Avenue. This Cluster B area only contains one adopted redevelopment project area and is located in the Boyle Heights community. The project area is known as the Adelante Eastside Redevelopment Project and was formally adopted in 1999. The boundaries of the redevelopment project area generally include the frontages of major east-west highways as noted on Exhibit LU-2.

With regards to MTA owned developable parcels, the majority of the sites fall within the boundaries of the Adelante Eastside Redevelopment Project. The entire developable site at 1st/Lorena is within the redevelopment project. All of the sites, at Cesar Chavez/Soto, except for a small southerly strip are within the redevelopment project. At 1st/Soto, the developable parcel, southerly of the transit plaza is not within the redevelopment project. The site on the southeast corner is within the redevelopment project. At 1st/Boyle, all of the sites north of 1st Street are within the redevelopment project. Southerly of 1st Street, only one-half of the developable site is within the redevelopment project area.

There are several important considerations in terms of the relationship of MTA sites and the redevelopment project area. First, future development of these sites requires a sign-off of building permits by the Community Redevelopment Agency. Second, if the Community Redevelopment Agency provides any type of financial assistance to these future projects, they would require design review by the Community Redevelopment Agency, review by the Project Area Committee, and final approval by the Agency Board of Commissioners. Third, while the Community Redevelopment Agency can become involved in land acquisition and relocation, they are restricted by the Redevelopment Plan, in acquiring residential properties.

Community Plans/Zoning/Modifications

Future development, within the Cluster B area, is governed by existing zoning and land use designations contained in two of the Community Plans. The first plan is the Boyle Heights Community Plan, within the City of Los Angeles, which was originally adopted in 1979 and amended in 1991. The second plan is the East Los Angeles Community Plan, within the County of Los Angeles, which was adopted in 1988. The jurisdictional boundary between each of these plans is at Indiana Street. It should be noted that upon the adoption or amendment to both plans, the specific route or station locations for a future light rail system was unknown. Consequently, the land use designations in both community plans did not consider the possible impact or integration of a light rail transit system within the Boyle Heights or East Los Angeles Community.

As part of the Community Linkages study, a preliminary review and analysis was conducted of land use designations contained in both community plans. The actual land use designations are as noted on Exhibit LU-1. The purpose for the preliminary analysis was to compare the development concepts on MTA properties, against the community plans, and determine if zone changes or other discretionary approvals might be required. Also, from a broader context, to suggest whether community plan updates might be appropriate in the vicinity of light rail stations.

The comparison of development concepts against community plan land use designations revealed that about half of the developable sites would require changes to the community plans and most concepts would require some discretionary actions as noted on the following chart.

Developable Sites	Conformance to Community Plan	Actions Required
1st/Lorena	Yes	<ol style="list-style-type: none"> 1. Lot Tie 2. Parking Variance 3. Alley Dedication
1st/Soto		
▪ Site No. 1	No	<ol style="list-style-type: none"> 1. Plan Amendment 2. Zone Change (RD1.5 to C2) 3. Lot Tie 4. Alley Dedication
▪ Site No. 2	Yes	
Cesar Chavez/Soto	No	<ol style="list-style-type: none"> 1. Plan Amendment 2. Zone Change 3. Conditional Use (Corner Commercial) 4. Lot Tie 5. Alley Vacation 6. Possible E.I.R.
1st/Boyle		
▪ Site No. 1	Yes	<ol style="list-style-type: none"> 1. Conditional Use (Mixed-use Development & Corner Commercial) 2. Height Variance 3. Lot Tie
▪ Site No. 2 & 3	No	<ol style="list-style-type: none"> 1. Plan Amendment 2. Zone Change (RD1.5 to R4) 3. Possible Height Variance 4. Lot Tie
▪ Site No. 4	Yes	<ol style="list-style-type: none"> 1. Lot Tie

The implementation and timing of the possible required actions is dependent on the selection of a developer for each site area and the refinement and finalization of the conceptual development plans. The final development plans may alter the types of actions required to implement the proposed development.

The second community plan consideration is whether the land use designations near the light rail stations, should be changed or updated to create stronger development connections with the stations. The following describes the existing land use designations, as noted on the community plan, near each light rail station and any suggested changes or modifications.

1st/Boyle Station Area

The Boyle Heights Community Plan land use designations, in the vicinity of 1st/Boyle, include commercial zoning (C2) along the frontages of 1st Street; multiple residential zoning (R4) along the frontages of Boyle Avenue, south of 1st Street; multiple residential zoning (R3) on the westside of Boyle Avenue, north of 1st Street; and restricted multiple residential zoning (RD1.5) for the remainder of the immediate vicinity.

Future community plan updates should give consideration to expanding the depth of commercial zoning along 1st Street which could accommodate both larger commercial developments and associated parking as well as multiple residential developments within the commercial zone. Also, some of the existing RD1.5 zoning, north of the 1st/Boyle Station, should be considered for R3 zoning to allow for a slightly higher density near this station.

1st/Soto Station Area

The Boyle Heights Community Plan designations, near 1st/Soto include commercial zoning (C2) along the frontages of 1st Street; multiple residential zoning (R4 and R3) adjacent to Soto Street, north of 1st Street; restricted multiple residential zoning (RD1.5) southwesterly of 1st/Soto; and restricted multiple residential (RD1.5) and two family zoning (R2) southeasterly of 1st/Soto.

Future community plan updates should give consideration changing the RD1.5 zoning to R3 zoning, southerly of 1st Street, between Breed and Mathews Streets. This would allow for a slightly higher density near the 1st/Soto Station.

Indiana Station Area

The Indiana Station area is covered by two community plans. The Boyle Heights Community Plan includes the areas located west of Indiana Street, and the East Los Angeles Community Plan includes those areas east of Indiana Street.

The Boyle Heights Community Plan land use designations includes commercial zoning (C2) along the frontages of 1st and 4th Streets, and the westerly frontage of Indiana Street; and the residential area is zoned predominantly two family residential (R2). Future community plan updates should consider changing the R2 zoning to either RD1.5 or R3, westerly of Indiana Street, between 1st and 4th Street.

The East Los Angeles Community Plan land use designations includes neighborhood commercial zoning (C2) along the frontages of 3rd Street; unlimited commercial (C3) along the frontages of 1st Street; primarily multiple residential zoning (R3), south of 4th Street; and two family residential zoning (R2) north of 4th Street. Future community plan updates should consider changing some of the existing R2 zoning to R3 zoning for the area east of Indiana Street, between 1st and 4th Streets.

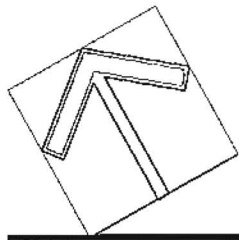
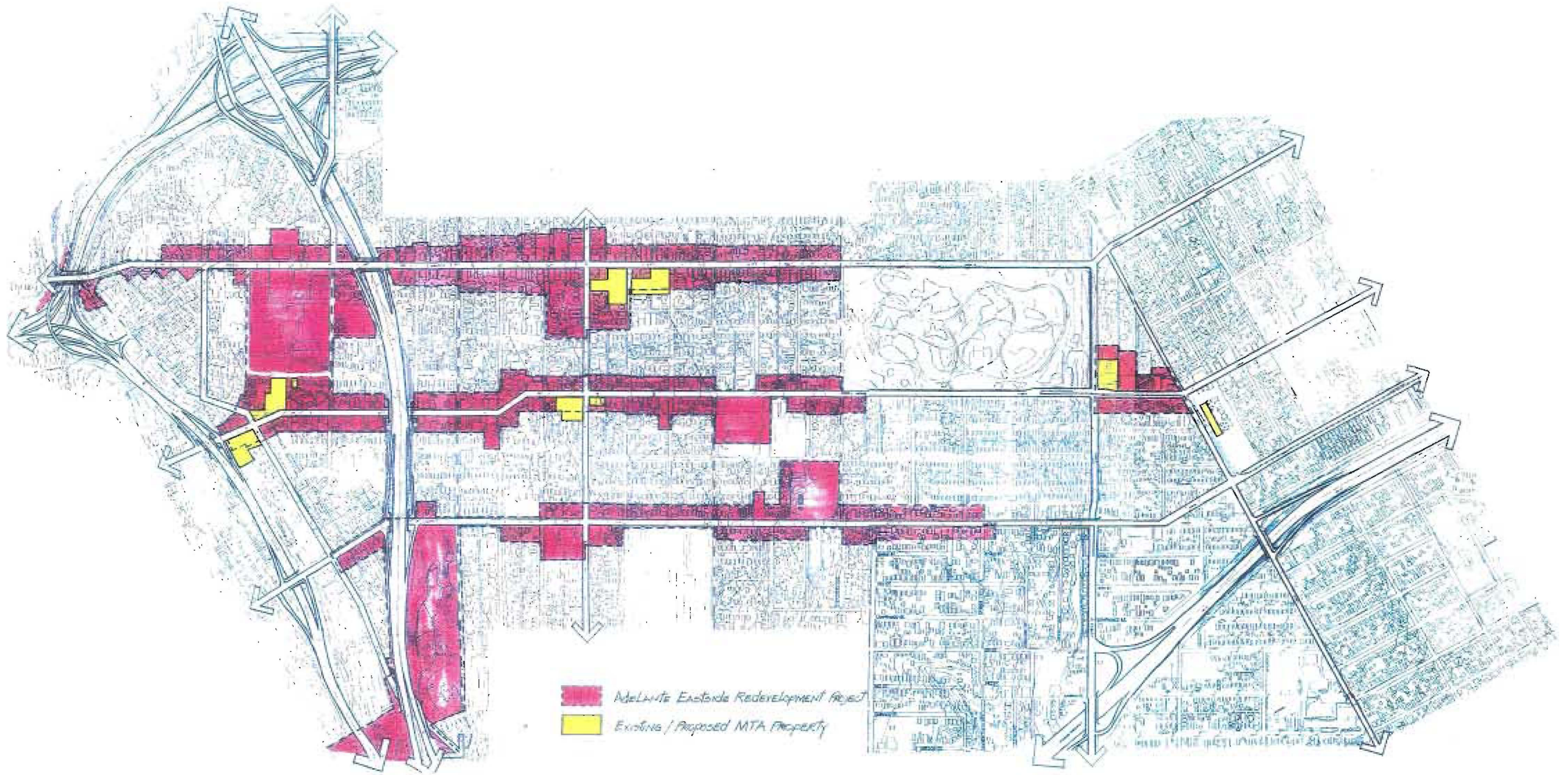


Exhibit: LU-2 **Redevelopment Plans**

Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension

Scale: None

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates



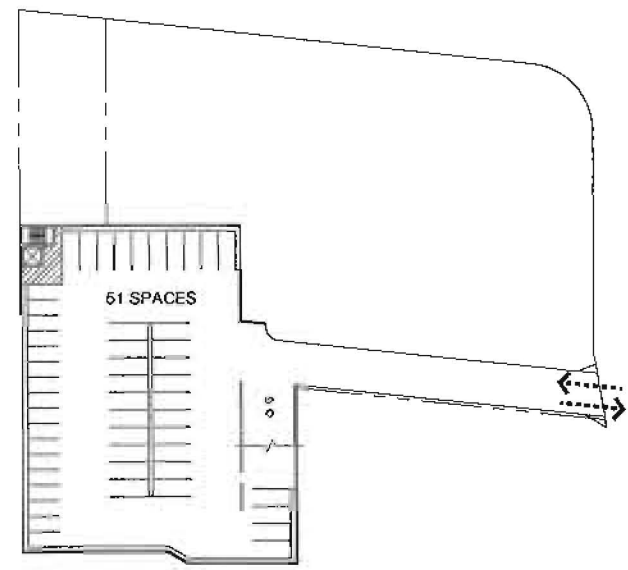
Exhibit: LU-1 **Community Plans/ Zoning**

Cluster B - COMMUNITY LINKAGES PROGRAM - Metro Gold Line Eastside Extension

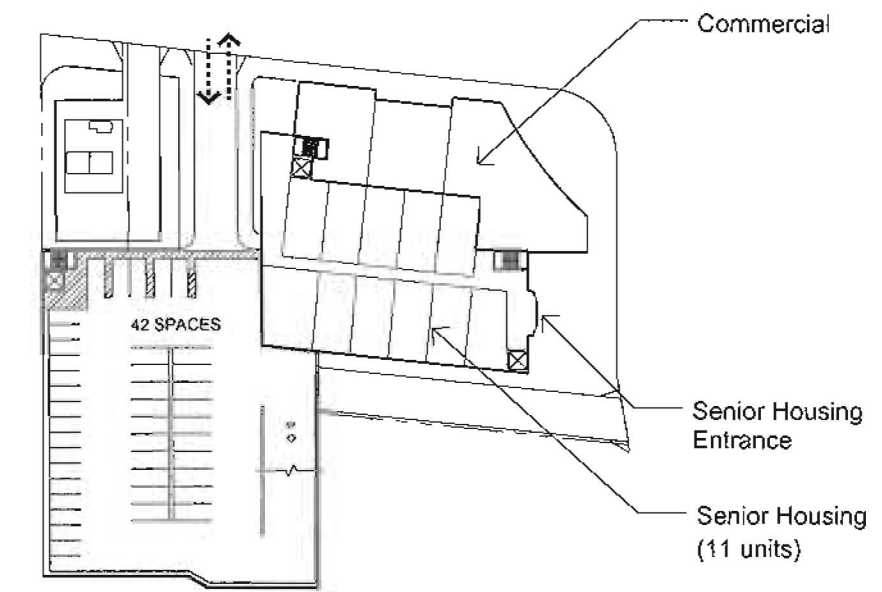
Scale: AS NOTED

Barrio Planners Incorporated - Economics Research Associates - KAKU Associates

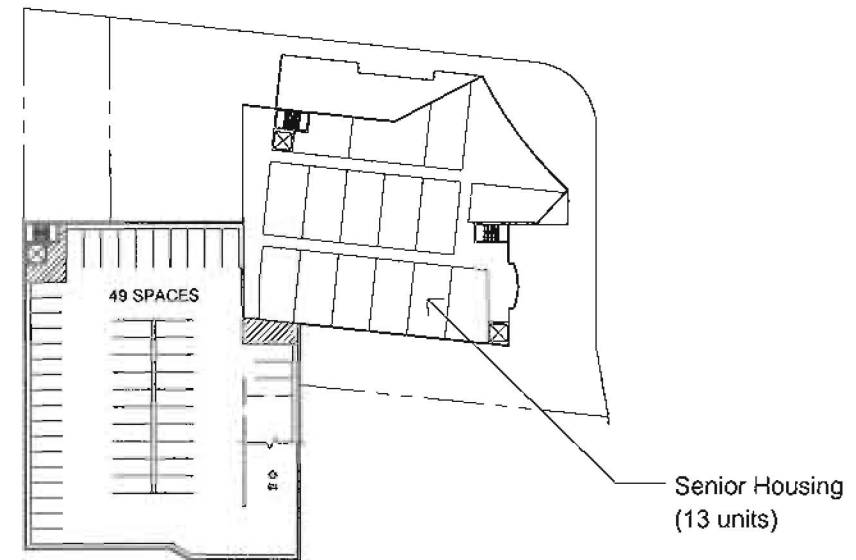
APPENDIX SECTION



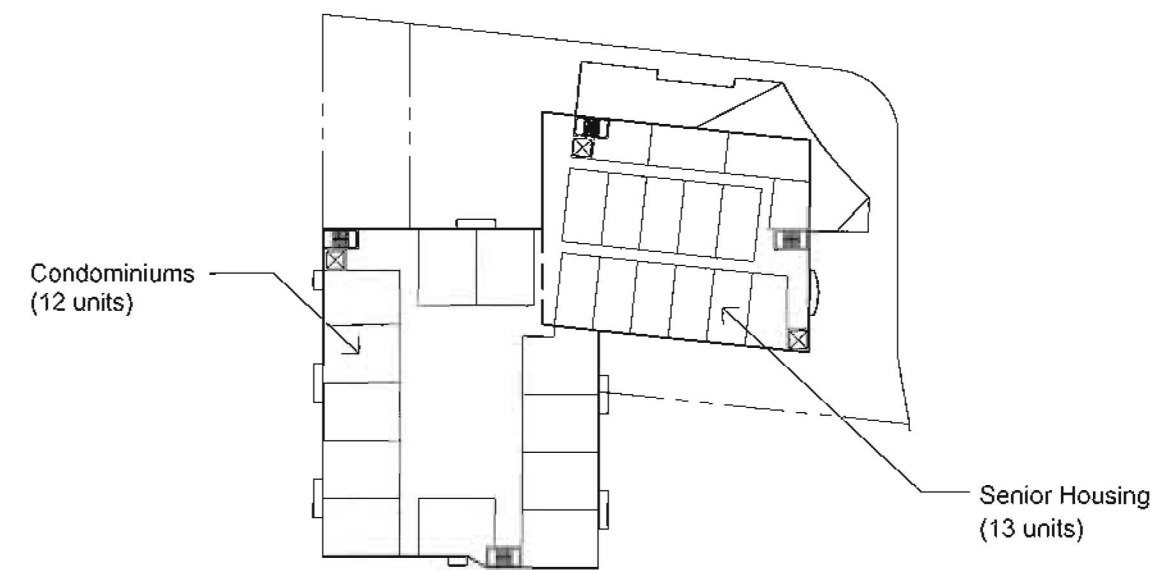
LEVEL 0- PARKING STRUCTURE



LEVEL 1- COMMERCIAL, SENIOR HOUSING, PARKING STRUCTURE

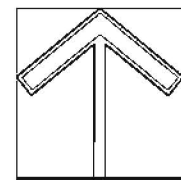


LEVEL 2- SENIOR HOUSING, PARKING STRUCTURE



LEVEL 3- SENIOR HOUSING, CONDOMINIUMS

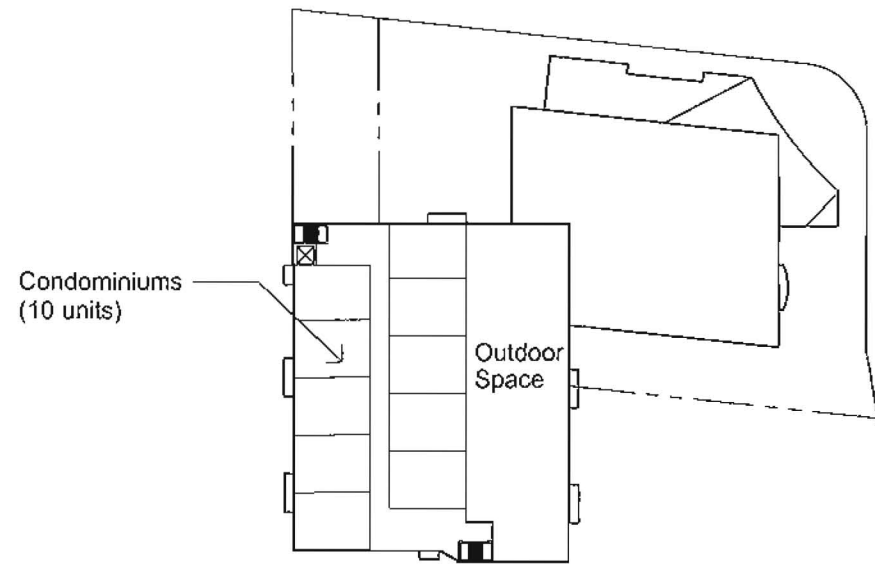
Exhibit B-7 Development Concept Plan = 1st/ Boyle = Site No. 1



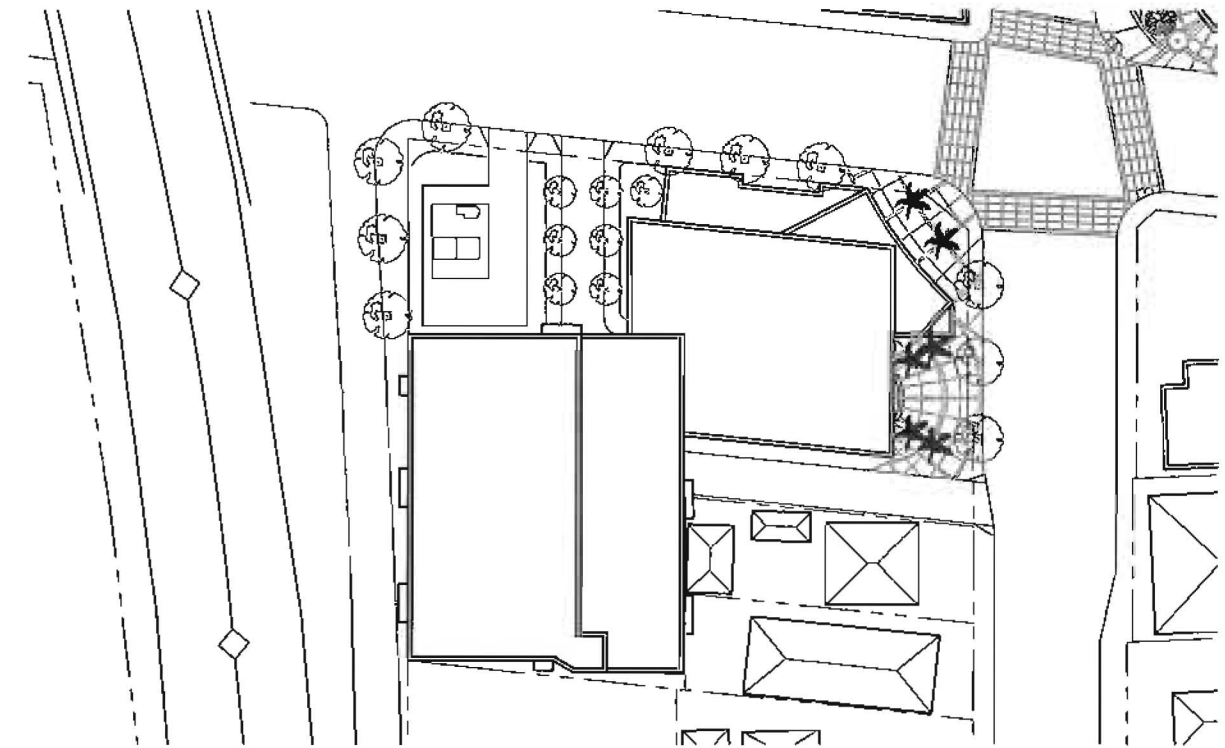
Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension

Scale: 1"=100'

Barrio Planners Incorporated = Economics Research Associates = KAKU Associates

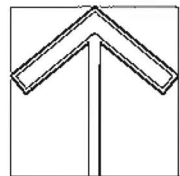


LEVEL 4- CONDOMINIUMS



ROOF PLAN

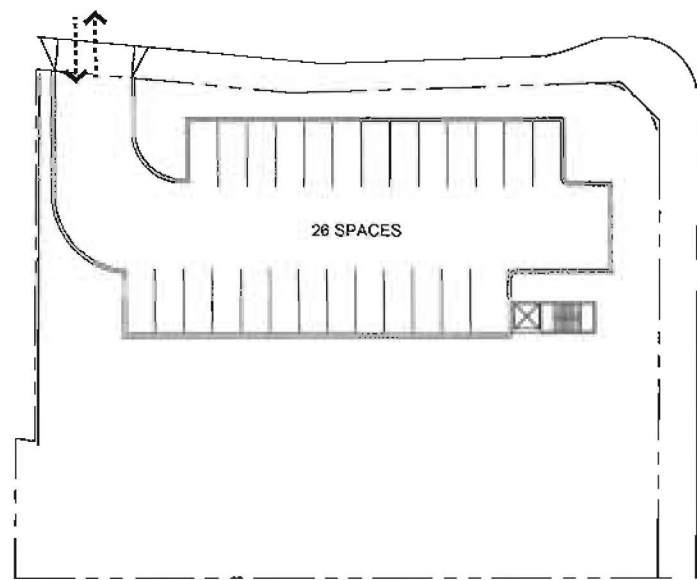
Exhibit B-8 Development Concept Plan = 1st/ Boyle = Site No. 1



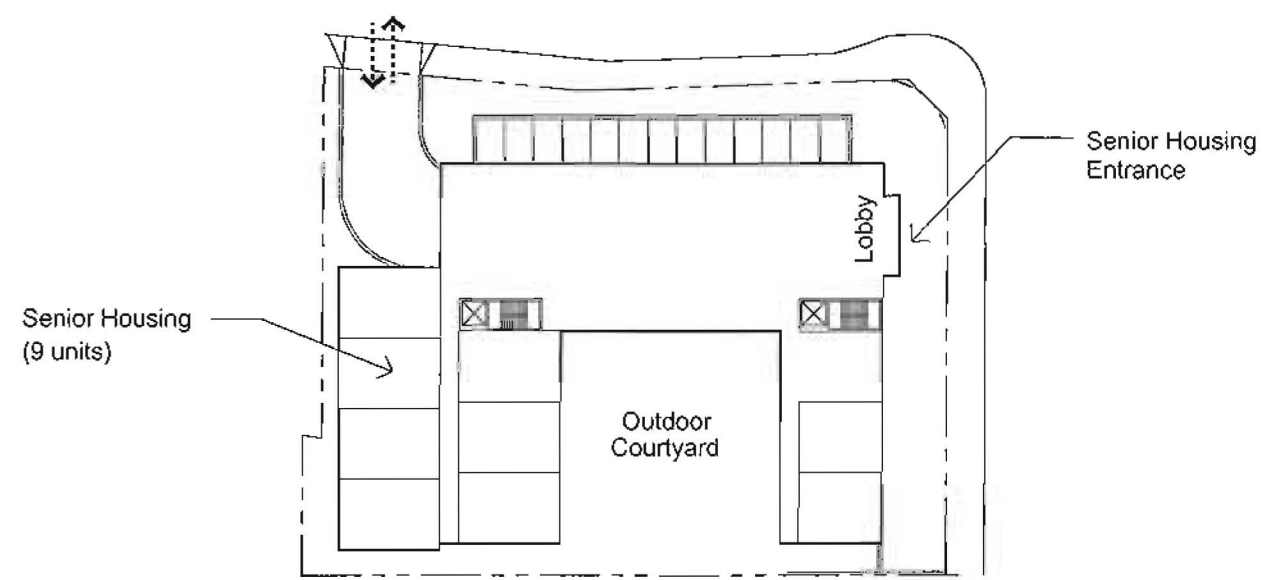
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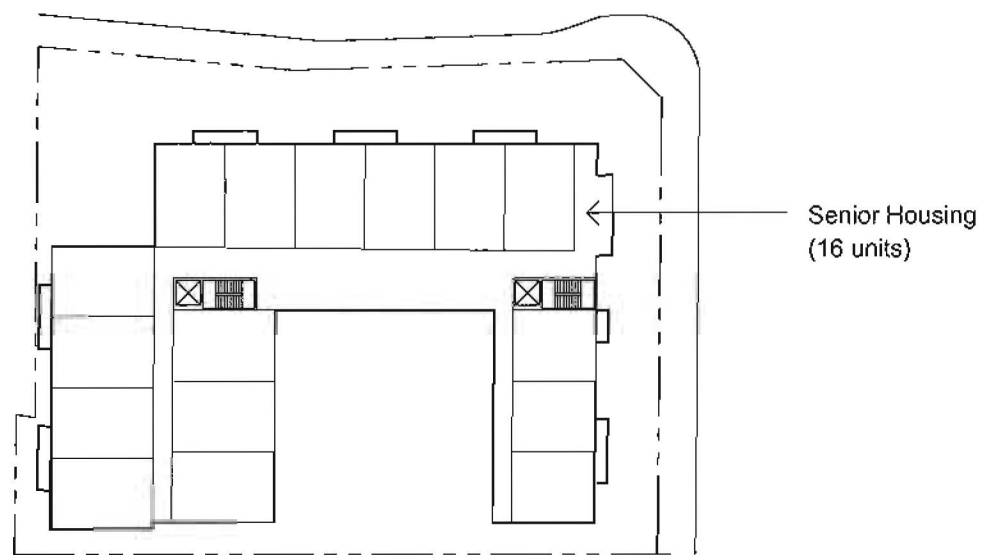
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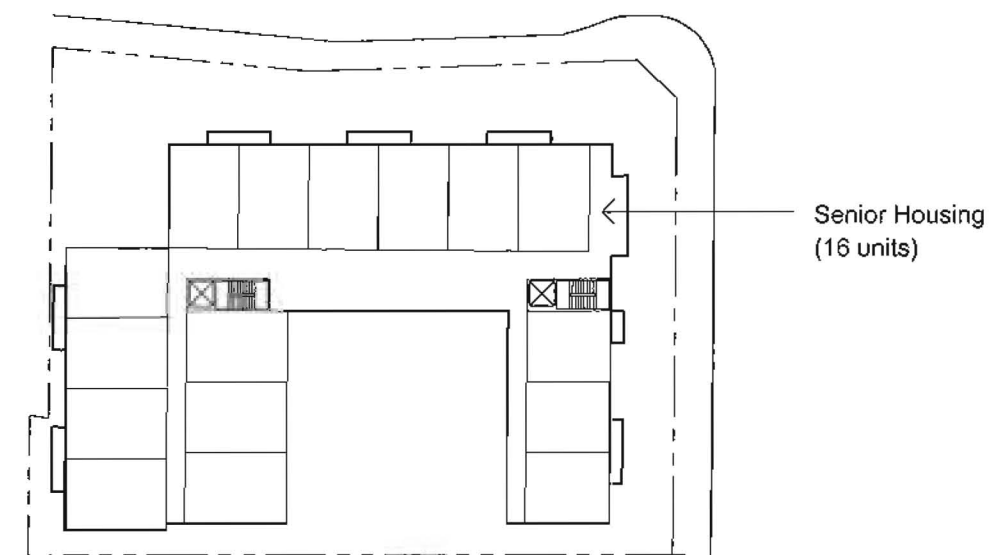
LEVEL 0- PARKING STRUCTURE



**LEVEL 1- SENIOR HOUSING
(Assisted Living)**

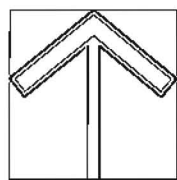


**LEVEL 2- SENIOR HOUSING
(Assisted Living)**



**LEVEL 3- SENIOR HOUSING
(Assisted Living)**

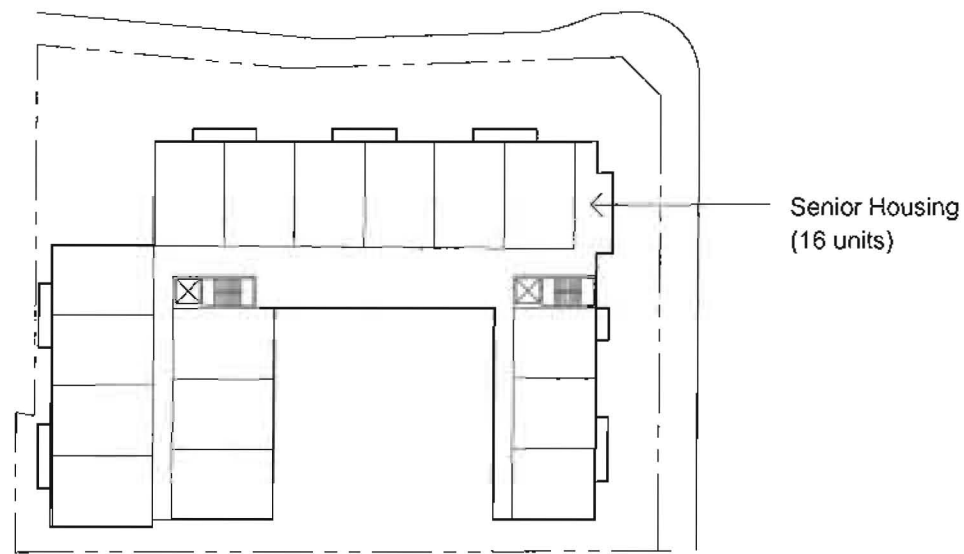
Exhibit B-9 Development Concept Plan □ 1st/ Boyle □ Site No. 2



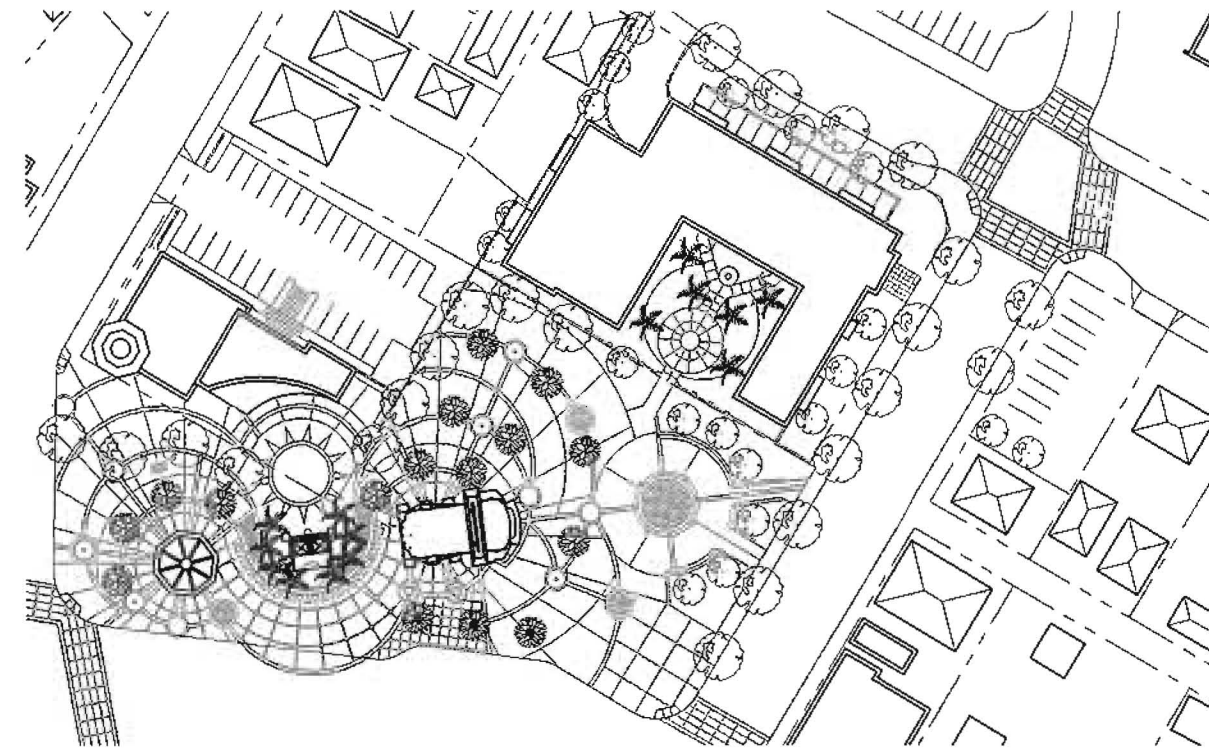
Cluster B - COMMUNITY LINKAGES PROGRAM □ Metro Gold Line Eastside Extension

Scale: 1"=60'

Barrio Planners Incorporated □ Economics Research Associates □ KAKU Associates



LEVEL 4- SENIOR HOUSING
(Assisted Living)

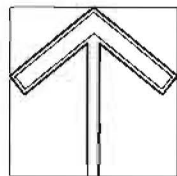


ROOF PLAN Scale: 1"=100'

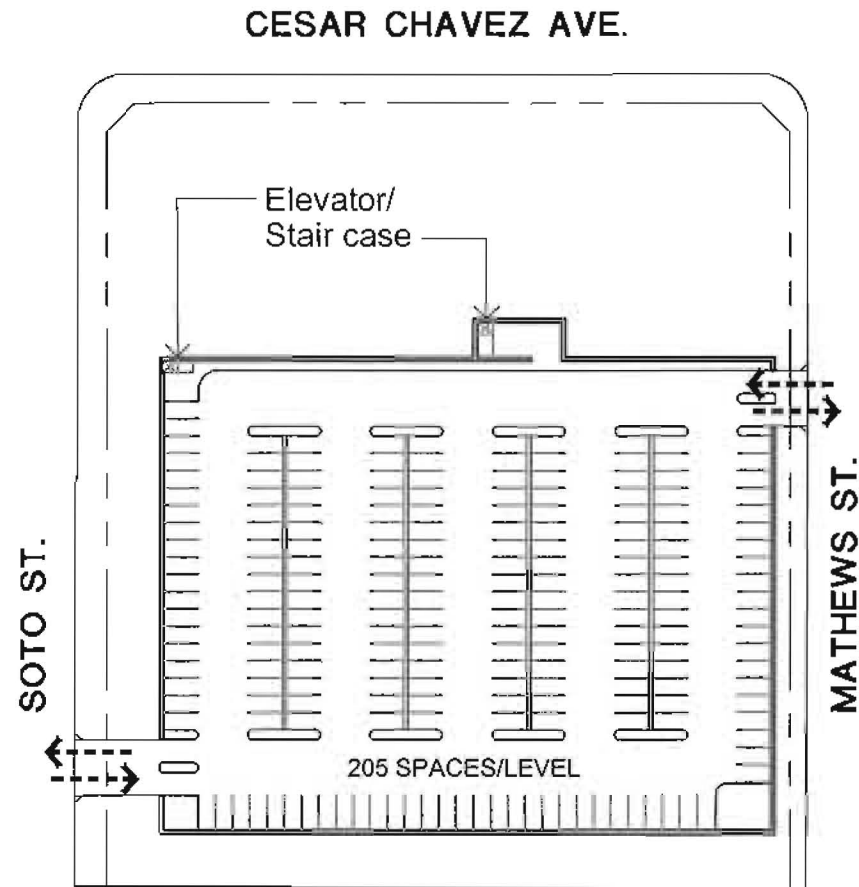
Exhibit B-10 Development Concept Plan = 1st/ Boyle = Site No. 2

Cluster B = COMMUNITY LINKAGES PROGRAM = Metro Gold Line Eastside Extension

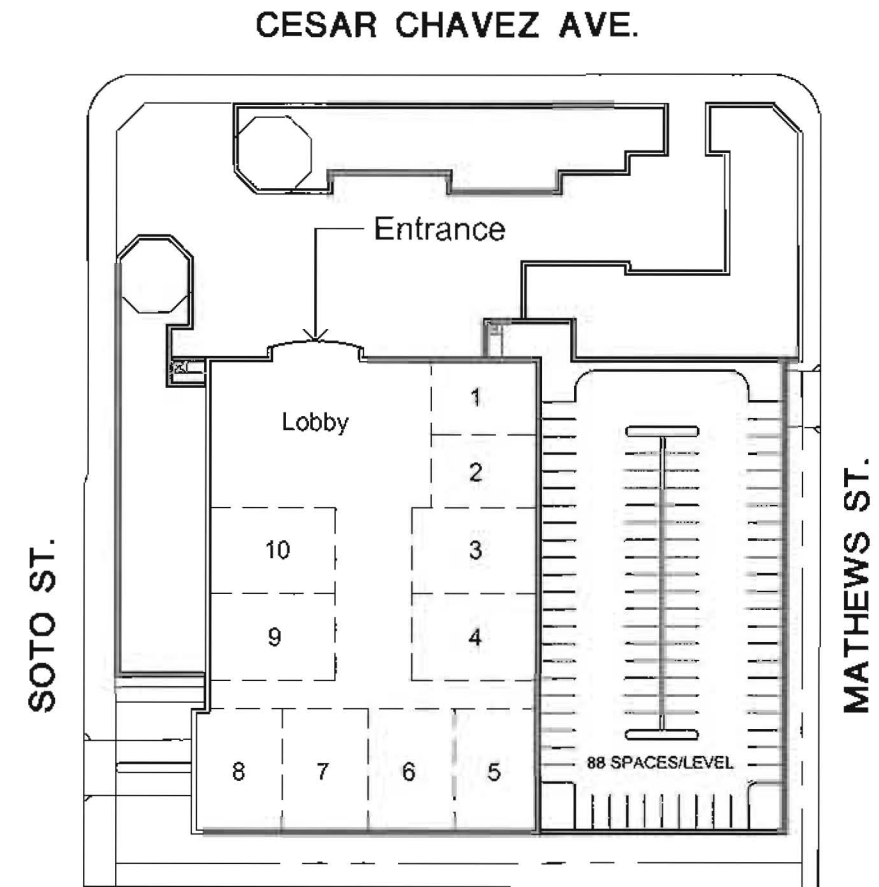
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Scale: 1"=60'

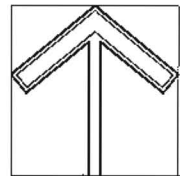


PARKING STRUCTURE-Below Grade
2-Levels- 410 parking spaces



10 SCREEN THEATER & ABOVE GRADE PARKING STRUCTURE
2-Levels- 176 parking spaces

Exhibit C-7 Development Concept Plan □ Cesar Chavez/ Soto □



Cluster B - COMMUNITY LINKAGES PROGRAM □ Metro Gold Line Eastside Extension

Scale: 1"=100'

Barrio Planners Incorporated □ Economics Research Associates □ KAKU Associates

Appendix 1

Destination Points within ½ Mile of LRT Stations

1ST / BOYLE STATION

Commercial Areas

- **First Street Commercial**

Community Facilities

- **Hollenbeck Home for the Aged**
- **Japanese Retirement Home**
- **Puente Learning Center**
- **International Institute**
- **Music Settlement House**
- **CYO Club**

Hospitals/Clinics

- **White Memorial Medical Center**

Schools

- **Bridge Street**
- **San Antonio de Padua**
- **Seventh Day Adventist**
- **Second Street**

Parks/Recreation

- **Prospect Park**
- **Hollenbeck Park**
- **Mariachi Plaza**

Places of Worship

- **San Antonio de Padua Church**
- **Spanish 7th Day Adventist**
- **Korean 7th Day Adventist**
- **Seventh Day Adventist**
- **Our Lady Queen of Martyrs**
- **Pentecostal Church**

1ST / SOTO STATION

Commercial Areas

- **Cesar Chavez Commercial**
- **First Street Commercial**
- **Plaza de las Hermanitas**

Community Facilities

- **Social Security Office**
- **Hollenbeck Youth Center**
- **Variety Boys & Girls Club**
- **Hollenbeck Police Station**
- **Benjamin Franklin Library**

Hospitals/Clinics

- **Lincoln Hospital**

Schools

- **Roosevelt High School**
- **Hollenbeck Intermediate**
- **Breed Street**
- **Saint Mary's**
- **First Street**
- **Sheridan Street**

Parks/Recreation

- **Hollenbeck Park**
- **Lani Park**

Places of Worship

- **Talmud Torah Temple**
- **Calvary Baptist Church**
- **Church of the Nazarene**
- **Rissho Kosei-Kai Buddhist Church**
- **Tenriko**
- **Saint Mary's**

INDIANA STATION

Commercial Areas

- **First Street Commercial**
- **El Mercado**

Community Facilities

- **Plaza Community Center**
- **Los Angeles Music & Art School**

Schools

- **Stevenson Intermediate**
- **Rowan Avenue**
- **Ramona High School**
- **Belvedere**
- **Our Lady of Lourdes**

Parks/Recreation

- **Latino Veterans Memorial**

Cemeteries

- **Evergreen Cemetery**

Places of Worship

- **Our Lady of Lourdes**
- **Iglesia Evangelica**
- **Pariaso Spanish Congregation**
- **La Trinidad Methodist Church**

Appendix 2

Sociodemographics , Economic, and Employment characteristics for Cluster B Corridor and Station Areas.

Prepared by: Economic Research Associates

Cluster B – Corridor Overview

- High population density — which is historic.
- Virtually built out.
- More than four persons per household.
- About 1.8 employed residents per household. (Few areas have employment as high as this.)
- Very old housing inventory:
 - 33% more than 60 years
 - 21% between 50 and 60 years
 - 17% between 40 and 50 years
 - 71% more than 40 years
- Jobs in place in the corridor (13,407 estimated in 2002)

Public and private schools	3,486
Health services (including White Memorial Hospital)	2,333
Eating and drinking places	1,345
Public administration	1,086
Food stores	829
Social services	739
(73% of all <u>visible</u> jobs in the corridor)	9,818
- "Informal economy" (non-visible cash payment jobs)
 - There may be an additional 3,485± jobs in the corridor (about 26% more than the total visible wage jobs).
- There are also part-time jobs which are mostly invisible; there could be an additional 3,500 jobs.
- Overall, actual job density is higher than statistically visible. Total employed persons in the corridor may actually be 18,000 to 20,000 persons. Corridor employment may be equivalent to about 35% of jobs in Boyle Heights.

Cluster B – Probable Futures

- 1) Virtually all housing inventory will continue to age.
- 2) Neighborhood and community retail will remain along the primary and secondary arterials, except for shops which lose business to big box and power center type retail on the periphery.
- 3) Rise of further home-based enterprises/offices-at-home, entirely consistent with the "new literacies" of computer skills and electronic communication.
- 4) Probability of continuing population turnover, even though total population levels may remain steady.
- 5) Per capita incomes will remain at 50 percent of citywide and countywide levels. (Per capita incomes were at 40 percent of City and County in 2000.) Median household income will remain at about 72 percent of citywide and 63 percent of countywide levels. (Median household incomes were at 67 percent of citywide and 57 percent of countywide levels in 2000.)
- 6) Vibrancy of the local economy will depend on:
 - Retention of high numbers of employed residents per household (now at 1.84).
 - Retention of health care/medical jobs.
 - Retention of reinvestment delivery by Los Angeles Unified School District in the schools cluster.
 - Combined cumulative retention and delivery by LACMTA of El Monte bus line operations (CSU/LA and Los Angeles County/USC Hospitals campus) and retention and improvement of north-south bus lines connecting all four east-west transit modes.

Cluster B – Core Needs

- 1) Replacement housing — to obtain better, safer, new units, medium density — for ownership.
- 2) Better scale of convenience retail — at nodes, not strips.
- 3) Probable medical office buildings.
- 4) Upgrades of Los Angeles Unified School District schools, plus some expansions and possibly a few new structures.
- 5) Larger reuse opportunities:
 - LACMTA properties at southeast corner of Cesar Chavez and Soto.
 - LACMTA property at northeast corner of First and Lorena.
 - Former (vacant) hospital site at Sixth and Saint Louis.
- 6) Better site and building efficiencies among the many auto services/repairs/tires and parts yards and stores dispersed throughout the area.

Comparison of Sociodemographics Characteristics

Cluster B Corridor

	1990	2000	Change	Percent Change
Total Population	69,940	68,448	(1,492)	-2%
Total Households	16,762	16,775	13	—
Total Families	13,586 (81%)	13,511 (81%)	(75)	-1%
Persons of Hispanic Origin	66,656 (95%)	64,665 (94%)	(1,991)	-3%
Owner Occupied Housing Units	4,507 (27%)	4,470 (27%)	(37)	-1%
Renter Occupied Housing Units	12,255 (73%)	12,305 (73%)	50	—
Persons per Household	4.17	4.08		

1ST/Boyle Station Area

(Census Tracts 2035, 2036, 2044.1, 2044.2)

	1990	2000	Change	Percent Change
Population	17,488	16,801	(687)	-4%
Households	4,319	4,265	(54)	-1%
Families	3,395 (79%)	3,274 (77%)	(121)	-4%
Persons of Hispanic Origin	16,241 (93%)	15,270 (91%)	(971)	-6%
Owner Occupied Housing Units	745 (17%)	712 (17%)	(33)	-4%
Renter Occupied Housing Units	3,574 (83%)	3,553 (83%)	(21)	-1%
Persons per Household	4.05	3.94		

1ST/Soto Station Area

(Census Tracts 2036, 2037.1, 2037.2, 2042, 2043, 2044.1, 2044.2)

	1990	2000	Change	Percent Change
Population	30,532	28,900	(1,632)	-5%
Households	7,314	7,213	(101)	-1%
Families	5,902 (81%)	5,685 (79%)	(217)	-4%
Persons of Hispanic Origin	28,987 (95%)	27,242 (94%)	(1,745)	-6%
Owner Occupied Housing Units	1,389 (19%)	1,399 (19%)	(10)	+1%
Renter Occupied Housing Units	5,925 (81%)	5,814 (81%)	(111)	-2%
Persons per Household	4.17	4.01		

Indiana Station

(Census Tracts 2039, 2041.1, 2041.2, 5311.01, 5311.02, 5312.02)

	1990	2000	Change	Percent Change
Population	22,549	22,693	144	+1%
Households	5,298	5,366	68	+1%
Families	4,428 (84%)	4,472 (83%)	44	+1%
Persons of Hispanic Origin	21,933 (97%)	22,043 (97%)	110	+1%
Owner Occupied Housing Units	1,767 (33%)	1,761 (33%)	(6)	—
Renter Occupied Housing Units	3,531 (67%)	3,605 (67%)	74	+2%
Persons per Household	4.26	4.23		

Notes: A) Radius distances of one-fourth to one-half mile have been defined around each station location.

B) First/Boyle and First/Soto radius rings do overlap. Thus, there is some "double counting" in these figures.

C) Contrary to expectations, there has been virtually no growth in station areas or the corridor defined here.

2002 ECONOMIC AND EMPLOYMENT CHARACTERISTICS

Cluster B – Corridor Area Businesses/Jobs/Transaction Values

(Combining data from 20 census tracts)

Establishments	Employees	Estimated Sales/ Transaction Values
1,443	13,407	\$1,235,000,000

Largest Activities (and percentage of totals above)

	Establishments	Employees	Estimated Sales/ Transaction Values
• Retail Trade	557 (38.6%)	3,203 (23.9%)	\$ 345,000,000 (27.9%)
• Services*	617 (42.8%)	7,805 (58.2%)	658,000,000 (55.7%)
• Public Administration	63 (4.4%)	1,086 (8.1%)	**
Total/Percent	1,237 (86.0%)	12,094 (90.0%)	\$1,033,000,000 (84.0%)

Large Groups

	Establishments	Employees	Estimated Sales/ Transaction Values
• Retail Trade			
Eating & Drinking Places	123	1,345	\$ 70,000,000
Food Stores	141	829	137,000,000
Miscellaneous Retail Stores	124	422	48,000,000
Subtotal/Percent of All Retail	388 70%	2,596 81%	\$255,000,000 74%
• Services			
Educational (public & private)	35	3,486	\$291,000,000
Health	196	2,333	246,000,000
Social Services	48	739	57,000,000
Business Services	28	304	31,000,000
Personal Services	131	306	18,000,000
Subtotal/Percent of All Services	438 71%	7,168 92%	\$643,000,000 93%

1ST/Boyle Station Area

	Establishments	Jobs	Annual Transaction Values (\$ millions)
• Totals	534	6,351	\$522
• By Activity Clusters			
Contractors/Construction	4	12	\$ 2
Manufacturing	10	69	6
Transportation, Communications, Utilities	13	79	10
Wholesale Trade	13	37	5
Retail Trade	172	1,058	109
Finance, Insurance, Real Estate	22	93	21
Services	275	4,301	369
Public Administration	6	576	—
Other	19	126	—
• By Largest Job Groups			
Food Stores	35	267	\$ 45
Eating and Drinking Places	46	575	28
Health Services	154	1,808	196
Educational Services	13	1,888	124
Social Services	23	350	32
Public Administration	6	576	—

Notes:

- The area surrounding the station site is composed of four census tracts.
- The data is contemporary in 2002.
- The data does not include home enterprises, offices-at-home, sole proprietors, domestic service workers, or cash earners in the informal economy.
- There is some area overlap with the First and Soto station pedestrian radius.

Sources: Claritas (2002), and Economics Research Associates.

1ST/Soto Station Area

	Establishments	Jobs	Annual Transaction Values (\$ millions)
• Totals	563	4,282	\$948
• By Activity Clusters			
Contractors/Construction	8	25	\$ 3
Manufacturing	13	149	10
Transportation, Communications, Utilities	22	60	14
Wholesale Trade	14	98	19
Retail Trade	241	1,274	134
Finance, Insurance, Real Estate	31	123	24
Services	205	1,963	181
Public Administration	6	382	—
Other	23	208	—
• By Largest Job Groups			
Food Stores	57	340	\$ 57
Eating and Drinking Places	50	515	27
Miscellaneous Retail	58	204	22
Health Services	44	245	22
Educational Services	13	918	96
Social Services	23	426	36
Public Administration	6	382	—

Notes:

- A) The area surrounding the station site is composed of seven census tracts.
- B) The data is contemporary in 2002.
- C) The data does not include home enterprises, offices-at-home, sole proprietors, domestic service workers, or cash earners in the informal economy.
- D) There is some area overlap with the First and Boyle station pedestrian radius.

Sources: Claritas (2002), and Economics Research Associates.

Indiana Station Area

	Establishments	Jobs	Annual Transaction Values (\$ millions)
• Totals	515	3,945	\$416
• By Activity Clusters			
Contractors/Construction	9	66	\$ 28
Manufacturing	8	84	12
Transportation, Communications, Utilities	13	133	14
Wholesale Trade	19	91	16
Retail Trade	230	1,305	143
Finance, Insurance, Real Estate	21	133	27
Services	196	1,928	176
Public Administration	4	21	—
Other	15	93	—
• By Largest Job Groups			
Special Trade Contractors	7	157	\$ 25
Food Stores	55	311	49
Eating and Drinking Places	49	513	26
Business Services	13	261	24
Educational Services	10	606	65
Health Services	27	427	43
Social Services	16	240	15

Notes:

- A) The area surrounding the station site is composed of seven census tracts.
- B) The data is contemporary in 2002.
- C) The data does not include home enterprises, offices-at-home, sole proprietors, domestic service workers, or cash earners in the informal economy.

Sources: Claritas (2002), and Economics Research Associates.