



AGENDA

REGULAR MEETING OF THE MAYWOOD PLANNING COMMISSION

TUESDAY, FEBRUARY 15, 2022 AT 7:00 PM

Maywood City Council Chambers
4319 E. Slauson Avenue, Maywood, CA 90270
www.cityofmaywood.org

I. COVID-19 MEETING PROCEDURES

PUBLIC ADVISORY: This meeting will be conducted pursuant to the provisions of Government Code Section 54953(e) (as amended by AB 361), which authorizes teleconferenced meetings under the Brown Act in compliance with Government Code Section 54953(e) during a proclaimed State of Emergency. For this regular meeting, members of the Planning Commissioners and City Staff are permitted to attend the meeting by teleconference and such teleconference locations are not accessible to the public and are not subject to special posting requirements. Some members of the Commissioners and staff may attend the meeting at City Hall in the City Council Chambers located at 4319 E. Slauson Avenue. The City Council Chambers, however, will not be open to the Public. The meeting will be broadcast using the Zoom platform as well as broadcasted live on the City's Facebook page. To maximize public health and safety while still maintaining transparency and public access, members of the public can observe and participate in the meeting virtually via Zoom or follow the meeting live via the City's Facebook page. Public participation is highly encouraged using the virtual platform. Below is information on how the public may observe and participate in the meeting.

If you would like to speak on an agenda item, you can access the meeting remotely via zoom :

Join by phone 1-669-900-6833 Enter Meeting ID: 884 0624 5994 Passcode: 212159
OR

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/88406245994?pwd=ZVBHbDB2T0dHeGVsenhCMkF3RFpEUT09>
Passcode: 212159

To participate in the meeting by providing public comment via teleconference/video conference:

Live real-time verbal public comments may be made by members of the public joining the meeting via Zoom. Zoom access information is provided above. Use the "raise hand" feature (for those joining by phone, press *9 to "raise hand") during the public participation period for agenda items or during the public participation period for non-agenda items. The Zoom Host will call on people to speak by name provided or last 4 digits of phone number.

Before the meeting: You can also submit your public comments for the record in advance by 4:30 pm the day of the meeting by email to shirley.quinones@cityofmaywood.org; or if you are unable to email, please call the City Clerk's Office at (323) 562-5714. Your comment will be made part of the written record but will NOT be read verbally at the meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the Council meeting, please contact the City Clerk's Office, (323) 562-5714 within 48 hours of the meeting.

II. CALL TO ORDER/ROLL CALL

COMMISSIONERS

Raul Rodriguez, Chairperson
Alfredo Morales, Vice Chairperson
Reyna Mendez
Diego Jimenez
Juan Acosta

STAFF

Steve Fowler, Director of Building and Planning
Lindsay Thorson, Assistant City Attorney
Calvin Ko, Assistant Planner

III. APPROVAL OF AGENDA

IV. PUBLIC COMMENT (Time allotted: 3 minutes)

At this time, members of the public may address the Commission regarding the items not on this Planning Commission agenda. The Commission cannot discuss or take actions on any items not on the agenda unless authorized by law. If you want to comment during the public comment portion of the agenda, you agenda may use the instructions provided in section **III. COVID - 19 MEETING PROCEDURES** on page 1 of this agenda.

V. CONSENT CALENDAR

All matters listed under CONSENT CALENDAR are considered to be routine and can be acted on by one roll call vote. There will be no separate discussion of these items unless members of the City Council request specific items to be removed from the Consent Calendar for separate discussion or action.

VI. PUBLIC HEARING

VII. DIRECTOR'S REPORT

ECO-RAPID TRANSIT PRESENTATION

VIII. COMMISSION COMMENTS

IX. ADJOURNMENT - The next Regular Meeting of the Maywood Planning Commission is Tuesday, March 15, 2022 at 7:00 p.m.

PUBLIC ACCESS TO MEETING AGENDA AND AGENDA PACKETS

I, _____, Flor Aguiluz, City Clerk or Shirley Quinones, Deputy City Clerk, hereby certify that this agenda was duly posted by law at 4319 E. Slauson Avenue, Maywood, CA 90270 and the City Website. Any public record, relating to an open session agenda item, that is distributed within 72 hours prior to the meeting is available for public inspection at the Maywood City Hall, 4319 E. Slauson Avenue, Maywood CA 90270. If you challenge in court any discussion or action taken concerning an item on this Agenda, you may be limited to rising only those issues you or someone else raised during the meeting or in written correspondence delivered to the City at or prior to the City's consideration of the item at the meeting. In compliance with the ADA, if you need special assistance for the meeting, call (323) 562-5723 within 72 hours prior to the meeting so the City can make reasonable arrangements to ensure accessibility.



Eco Rapid Transit Authority

PACIFIC/ RANDOLPH & FLORENCE/ SALT LAKE

STATION AREA PLANS (DRAFT)

February 2022



studioneleven



Smart Growth America
Making Neighborhoods Great Together





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1

INTRODUCTION

1.1 PROJECT OVERVIEW

The Pacific/Randolph and Florence/Salt Lake Station Area Plans ('Station Area Plans' or 'Plans') provide an exciting opportunity to align the goals of the City of Huntington Park and adjacent cities (station area cities), as well as the community's priorities with the potential benefits of the anticipated West Santa Ana Branch Transit Corridor.

The proposed light rail line will build upon the historic Pacific Electric Railway Streetcar system and connect Huntington Park, Cudahy, Maywood, Bell and other cities along the West Santa Ana Branch to Union Station in Downtown Los Angeles. Although the opening of the transit station is years away, station area cities' proximity to this transit line will provide opportunities to serve the existing communities by attracting new investment and development that meets community needs, while preserving existing character, encouraging multimodal transportation, improving access to major employment centers, and continuing to enhance Downtown Huntington Park as a thriving commercial district for residents and visitors.

The Pacific/ Randolph and Florence/Salt Lake Station Area Plans have been prepared with community and stakeholder input. The Plans incorporate the needs, priorities and expectations expressed by the community and recommend policies and programs to guide future equitable development and transportation access around the two planned stations in Huntington Park — the Pacific / Randolph Station located adjacent to Huntington Park's historic Main Street and the Florence / Salt Lake Station located in southeast Huntington Park. The Station Area Plans include recommendations for

areas within a half-mile of each of the proposed station locations (the 'Station Areas'). Some portions of the Florence/Salt Lake Station Project Areas are in the cities of Bell and Cudahy.

The Station Area Plans have been prepared by the Eco-Rapid Transit Joint Powers Authority and their Consultant Team comprised of Smart Growth America, the Los Angeles Neighborhood Initiative (LANI), Studio One Eleven, and Labib Funk & Associates in partnership with the Cities of Huntington Park, Bell, Cudahy and Maywood. The Station Area Plans include land use, zoning and urban design priorities to inform development standards, recommendations for active transportation and infrastructure improvements, and recommendations for policies to create equitable growth. They are intended to form the basis for a Transit Oriented Corridor (TOD) Specific Plan for each station area that can serve as comprehensive planning documents adopted by the City to provide detailed design and development criteria for individual project proposals and public improvements in the Station Areas.

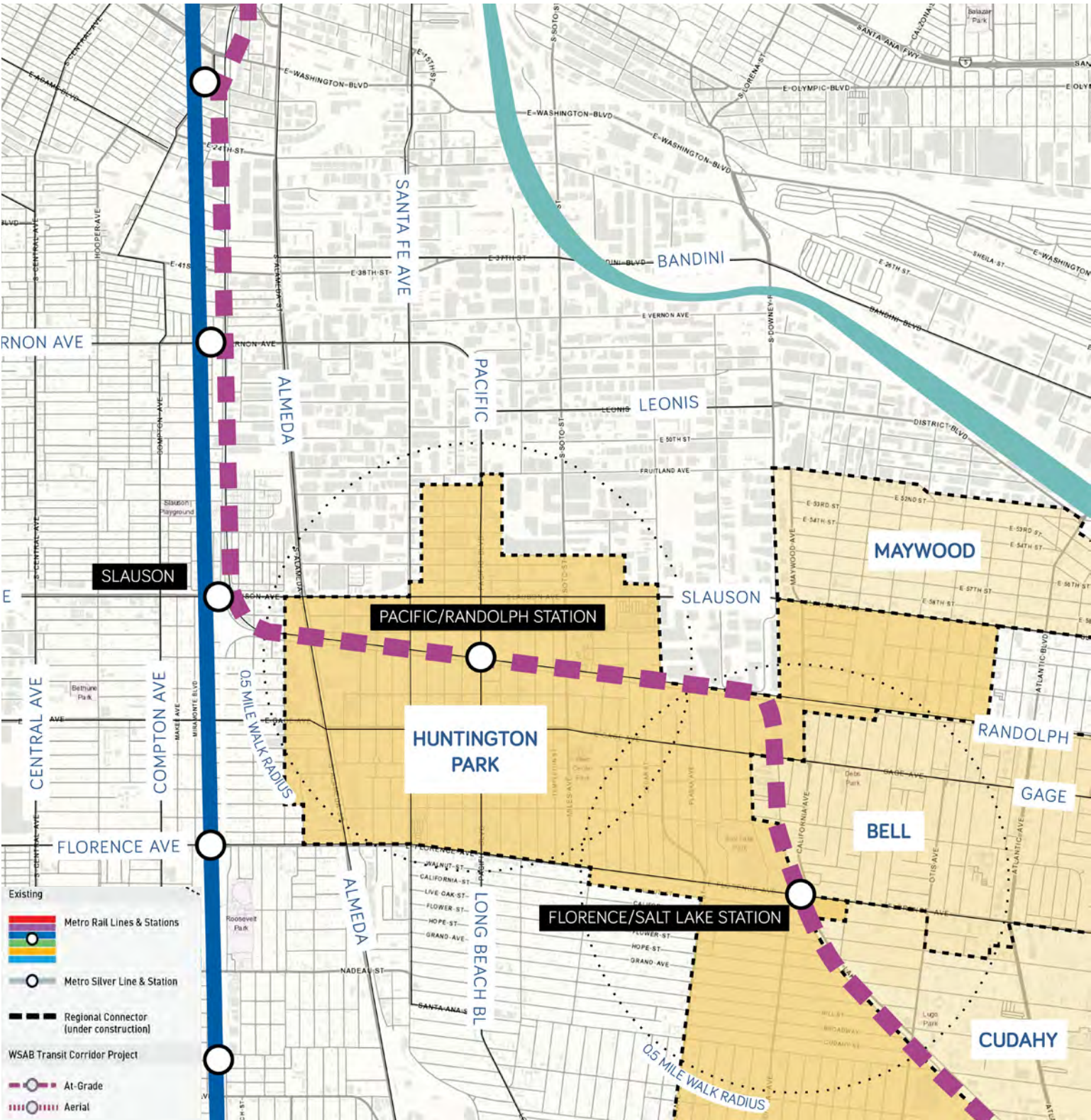


Fig. 1.1: Two planned WSAB line stations in the City of Huntington Park - Pacific/Randolph and Florence/Salt Lake Stations.

1.2 REGIONAL FOCUS ON RAIL TRANSIT, AND THE WEST SANTA ANA BRANCH CORRIDOR

The West Santa Ana Branch (WSAB) Transit Corridor is the southern 20 miles of the full Eco-Rapid Corridor, extending from Artesia to Downtown Los Angeles, generally along the Pacific Electric right-of-way (PE ROW) shown in Figure 1.2. The project was identified as one of Metro’s four pillar projects and in April, 2021 was identified by Metro as the first candidate among the “pillar” projects for a Federal Transit Administration New Starts grant. The WSAB Transit Corridor was allocated

\$4 billion (in 2015 dollars) per Measure M and Metro’s Long-Range Transportation Plan (LRTP). The project is funded by Measures R (2008) and M (2016), which fund transit improvements through one-half cent sales taxes, and other local, state, and federal sources. In 2019, Metro completed the Transit Oriented Development Strategic Implementation Plan (Metro TOD SIP) that developed a cohesive TOD vision for all cities along the transit corridor.

The TOD vision includes the Eco-Rapid Transit Member cities of Artesia, Bell, Bell Gardens, Cudahy, Downey, Huntington Park, Maywood, Paramount, and South Gate, as well as the cities of Bellflower, Cerritos, Vernon and Los Angeles.



Fig.1.2: WSAB Line - Proposed Stations.

1.3 STATION AREA CITIES

Huntington Park is located just five miles south of Downtown Los Angeles and is bounded by Vernon to the north, Maywood, Bell, and Cudahy to the east, South Gate to the south, and unincorporated Los Angeles to the east and southeast. Huntington Park is a distinctly historic community, marked by one of the most unique commercial corridors in the County – Pacific Boulevard.

Historically, Pacific Boulevard has been one of the most successful commercial destinations for residents throughout the region and has since maintained the character of a historic “main street,” while offering unique commercial amenities that reflect the local culture. Florence Avenue is a main goods movement and multi-modal corridor connecting the cities of Huntington Park, Bell, and Cudahy, providing access to regional job centers and industry. Huntington Park is a dense community with a population of 59,317 and 3.9 people per household. Huntington Park and Cudahy are two of the densest cities in the country with 20,000 people per acre compared to a County average of 2,158 people per acre. 97.4% of residents are Hispanic or Latino, and 94% speak a language other than English at home (Esri Demographics 2019, ACS 2014- 2018).

1.4 RELATIONSHIP TO OTHER PLANS AND POLICIES

A number of planning studies have previously been undertaken, which examine the potential for improvements in both station areas. In addition, all the cities in the station area have adopted policies that

influence the development of the station areas. Detailed descriptions of each document can be found in Chapter 8-A - Existing Conditions Report.

The intent of the Station Area Plans is to build on the past studies and help the station area cities develop a land use and planning vision for the proposed station areas. The Plans provide recommendations on specific policies, programs and standards for the cities to adopt and implement, in order to facilitate equitable transit-oriented development around the proposed stations.

PREVIOUS PLANS AND STUDIES

- WSAB Corridor Transit Oriented Development Strategic Implementation Plan (2019)
- Huntington Park Complete Streets Plan (2016)
- The Randolph Corridor Rail to Trail Feasibility Study (2016)
- Eco-Rapid Transit Corridor Transit Oriented Development Guidebook (2014)
- City of Bell Atlantic Avenue Specific Plan (Ongoing)

ADOPTED POLICIES

- Downtown Huntington Park Specific Plan (DTSP) (2008)
- City of Huntington Park Bicycle Transportation Master Plan (2014)
- City of Huntington Park General Plan 2030 Update
- City of Bell General Plan 2030 Update (2018)
- City of Bell Bicycle Master Plan (2016)
- City of Cudahy General Plan 2040 Update (2018)

1.5 PACIFIC / RANDOLPH STATION AREA

I. AREA BACKGROUND

The Pacific / Randolph Station will be located at the intersection of Pacific Boulevard and Randolph Street, just north of the Downtown Specific Plan area. Pacific Boulevard, the north/south arterial road bisecting the proposed station, and has maintained its character of a historic “main street” of one - and two-story commercial buildings south of Randolph Street, with local shops that reflect the character of the community. Large format, suburban, neighborhood-serving retail properties with surface parking lots are located north of Randolph Street. Within a half-mile radius of the proposed station, there is also a significant amount of residential.

The Pacific/Randolph Station Area is home to 20,547 people distributed among 5,390 households – about 36.5% of all households in Huntington Park. The average household size of 3.78 is slightly lower than those of the City of Huntington Park (3.9) but the Station Area has a higher density of population and households. In total, 47.8% of households within the Pacific/Randolph station area have an annual income below \$35,000 and over half of the adult population has an educational attainment below a high school diploma. The City and the Station Area, are significantly behind Los Angeles County socioeconomic averages, with the broadest differences in educational attainment and poverty rate. Consistently, Pacific/Randolph Station Area’s median household income (MHI) is below Huntington Park’s \$40,119 by almost 10%.



Huntington Park is primarily a locally serving employment center as 58.3% of people who work in the station area commute less than ten miles to get to work while 27.0% commute between 10 and 24 miles and 14.7% commute 25 miles or more.



Fig. 1.3: Pacific/Randolph Station Area.

The majority of those living in the station area drive alone to work (65%), another 11% carpool while 12% use transit, 7% walk and 1% bike.

As outlined in the TOD SIP Existing Conditions Report, the Pacific Randolph Station is envisioned to be **“a main street that builds upon the unique cultural heritage and leverages the potential as a multi-modal transit hub”** (TOD SIP Appendix A-2, page 126). The report also identifies opportunities for infill development, adaptive reuse, and methods of incorporating the Downtown Specific Plan (DTSP) to bolster the station area vision in the area south of Randolph Street.

II. EXISTING USES AND ZONING

A majority of the Pacific/Randolph Station Area is zoned either medium- or high-density residential (RM or RH), or general commercial. South of Randolph Street, a significant portion of the Station Area also falls under the Downtown Specific Plan with Districts A - D zoning designations that encourage a mix of uses.

In addition to the DTSP, the Huntington Park General Plan 2030 outlines TOD target areas for development which have a mixed-use overlay designation. Four of the seven target areas fall within the Pacific / Randolph Station Area. Both the areas covered in the DTSP and the areas designated as TOD target areas have yet to reach their desired potential as described in the target area guidelines. See Chapter 6 for detailed descriptions of existing Zoning designations.

The land surrounding the Pacific / Randolph station (half-mile radius) is currently composed of residential (43%), commercial (22%), industrial (16%), and miscellaneous public uses (14%). All of the industrial land is north of the station area on either side of Pacific Boulevard, to the northwest and northeast. Specific uses in the Station Area within the commercially zoned land include: stores or store combinations (60.5%); shopping centers (10%); professional buildings (6%); and auto and construction equipment sales; and services (6%). Off street parking dedicated to commercial uses currently consumes 8.8% of the land within a quarter mile of the station area and is especially concentrated directly north of the station.

There is a total of 4,885 residential housing units within the station area with a total vacancy rate of 3%. Overcrowding and a high proportion of renter households have been consistently referenced in past plans and studies. The most prevalent type of housing with the largest number of residential units are apartments with five or more units, but a greater percentage of the land in the Station Area is dedicated to single family housing (17% for single family vs 10% for apartments).

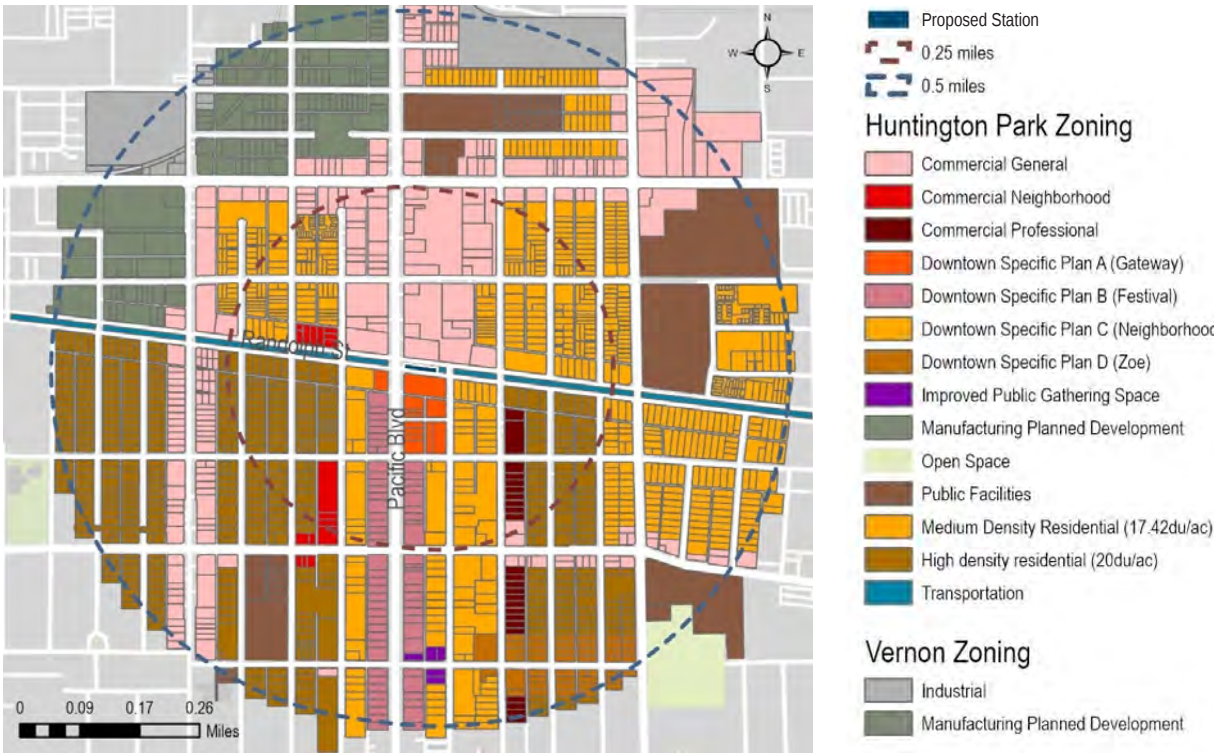


Fig 1.4: Pacific / Randolph Station Area Zoning Designations.

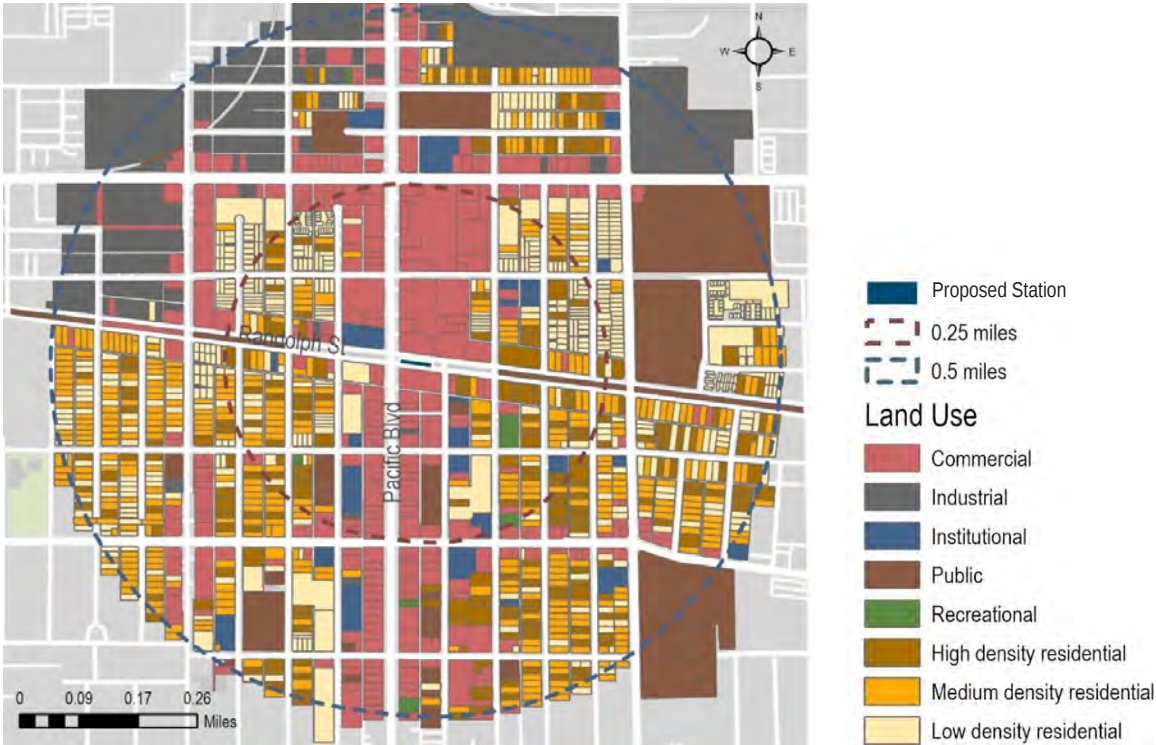


Fig 1.5: Pacific / Randolph Station Area Current Land Use.

GENERAL LAND USE	ACRES	% OF LAND AREA
RESIDENTIAL	188.0	43%
High Density Residential	45.5	10%
Medium Density Residential	68.9	16%
Low Density Residential	73.6	17%
COMMERCIAL	96.7	22%
INDUSTRIAL	70.1	16%
MISCELLANEOUS PUBLIC	61.4	14%
INSTITUTIONAL	14.6	3%
NOT SPECIFIED	3.2	1%
RECREATIONAL	2.1	0%
OFF STREET PARKING	16.5	8.8%

Table 1.1: Current Land Use Breakdown.
Data Source: SGA Analysis of LA County Parcel Shapefile.

III. MARKET STUDY SUMMARY

The Market Study estimates what real estate demand can be expected in the station areas over the next 10 years, utilizing the findings in the Real Estate Analysis—the historical average of LRT station areas, BRT station areas, and the historical baseline of the Pacific/Randolph area (see Appendix B - Market Study for detailed analysis).

The findings from the Study indicate that the Pacific/Randolph station area can expect an increase in net absorption rates for the office, retail, and multifamily sectors. Conversely, a decline in net absorption for industrial space is expected based on past trends. For rents, the Pacific/Randolph station area may experience an

increase in office rents near the newly constructed station. Similarly, retail space is likely to be in higher demand and will experience an increase in rents as well. Multifamily rents around new stations actually experience a slight decrease due to new housing stock initially outpacing demand. Industrial rents may experience a decline as the areas around the LRT station convert to higher demand uses. Vacancy rates around the Pacific/Randolph station area can expect a modest decline among the office, retail, and multifamily sectors as demand increases. Industrial space is likely to experience a substantial increase in vacancy rates as the station area experiences changes to the built environment.



1.6 FLORENCE / SALT LAKE STATION AREA

I. AREA BACKGROUND

The Florence/Salt Lake station will be at the intersection of Florence Avenue and Salt Lake Avenue. Florence Avenue, the east/west arterial road bisecting the proposed station, has historically been a commercial corridor of one and two-story commercial buildings, similar to the Pacific/Randolph station area. Salt Lake Avenue today is predominantly made up of single-family, residential uses.

The Florence/Salt Lake Station Area has population and household density rates slightly lower than the City of Huntington Park as a whole, which has density rates lower than Pacific/Randolph Station Area. Of the 4,668 households within the Station Area, 34.1% have an annual income below \$35,000 compared to 47.8% in Pacific/Randolph Station Area, and median household income (MHI) is higher than its surrounding geographies, although still lower than Los Angeles County. About half of the adult population residing within the Station Area has an educational attainment below a high school degree or equivalent.

Out of the 1,075 people that work within the station area, 101 people both live and work within the half mile area of the Florence / Salt Lake station while 974 people commute to the area for work. The primary locations where those who work in the station area live include Huntington Park, Cudahy, Bell, Maywood, Bell Gardens, Downey, Los Angeles and in unincorporated Los Angeles County. Consistent with the primarily residential nature of the station



area, 6,721 people who live within the station area work outside of it. People who live in the Station Area primarily go to Los Angeles (26.1%) for work, Vernon (4.5%), Huntington Park (3.3%), City of Commerce (3.2%), or Bell (2.5%). In total, 57.1% of residents commute less than ten miles to get to work while 27.9% commute between 10 and 24 miles and 14.9% commute 25 miles or more.



Fig. 1.6: Florence/Salt Lake Station Area.

As outlined in the TOD SIP Existing Conditions Report, the Florence / Salt Lake station is envisioned to be a **residential neighborhood that promotes a walkable revitalized commercial corridor embracing Salt Lake Park and connecting the community to other employment centers.**

The Report further details concepts to establish a moderate density residential and mixed-use area adjacent to the existing neighborhoods, to increase and enhance access to diverse forms of mobility, and to encourage commercial uses to be frequented by those visiting Salt Lake Park.

II. EXISTING USES AND ZONING

The half-mile station area is 475 acres which are in the cities of Huntington Park, Bell and Cudahy, all having their own zoning designations. The primary zoning designations are either low density residential, high density residential or commercial. Cudahy and Huntington Park are primarily low density residential with small commercial strips, while Bell is primarily high density residential with some commercial along Florence Avenue.

The Huntington Park General Plan 2030 outlines the seven TOD target areas for development that have a mixed-use overlay designation. Three of these target areas fall within the Station Area. The land surrounding the Florence / Salt Lake station (half-mile radius) is primarily composed of residential (77%), commercial (7%), and miscellaneous public uses (12%). Salt Lake Park is a main feature of the area, located northwest of the station location along Florence and Salt Lake Avenue.

Specific commercial uses include stores or store combinations (48% of the commercial land); office buildings (18%); and non-auto service and repair shops (14%). Commercial uses are primarily concentrated along Florence Avenue which runs east and west, and State Street which runs north and south to the west of the station. Though California Avenue is zoned as neighborhood commercial (C-N), and is designated as TOD Area 2, the street has a significantly larger proportion of residential buildings than commercial.

There are a total of 4,482 residential units within the Station Area. Overcrowding and a high proportion of renter households have been consistently referenced in past plans and studies of Huntington Park, Bell, Cudahy, Maywood and unincorporated parts of Los Angeles County. The largest portion of the housing stock is currently single family residential (31.5%) while the rest is a mix of duplexes and apartments. The majority (61%) of households are renters and 39% of households are owner occupied. While a number of past planning documents and zoning overlays have designated areas for mixed use development and higher density residential development, redevelopment within the station area has been minimal. Only 1% of the housing stock has been built in the last 18 years which by any standards is insufficient to relieve current overcrowding and affordability challenges.

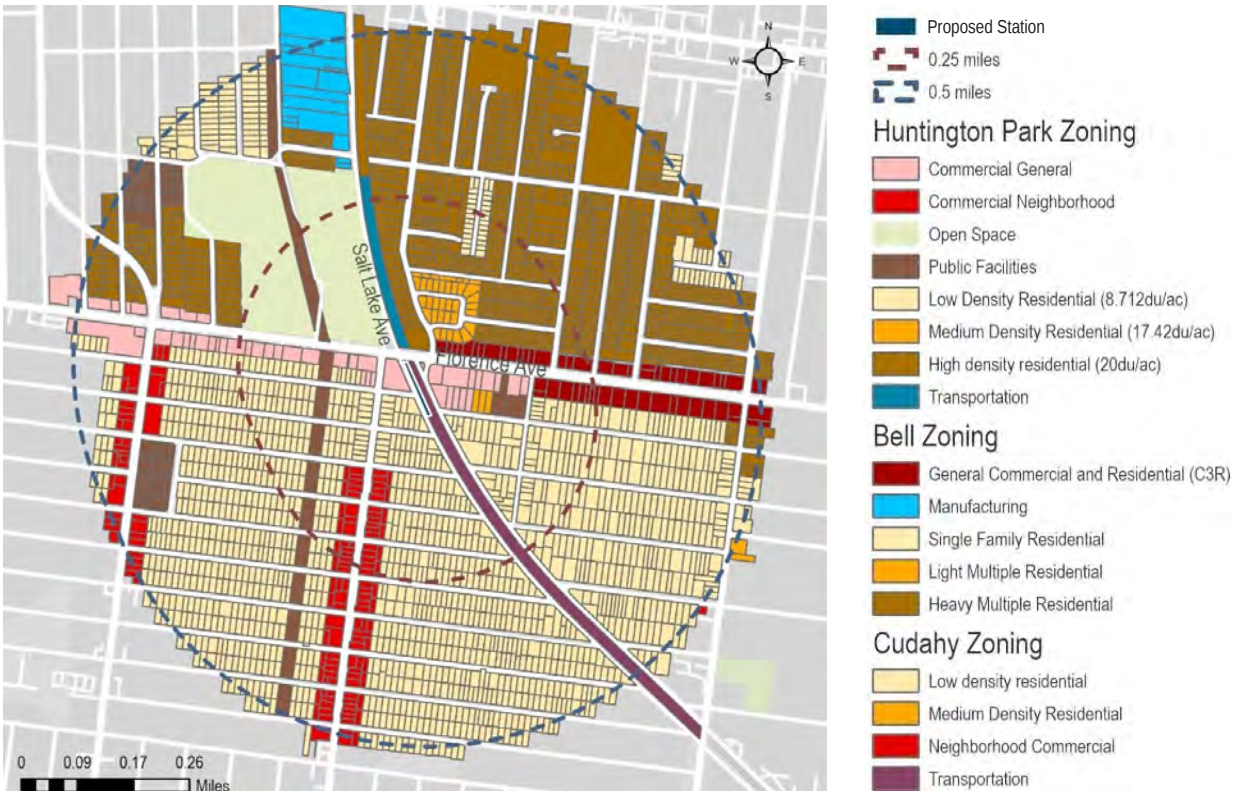


Fig 1.7: Florence / Salt Lake Station Area Zoning Designations.

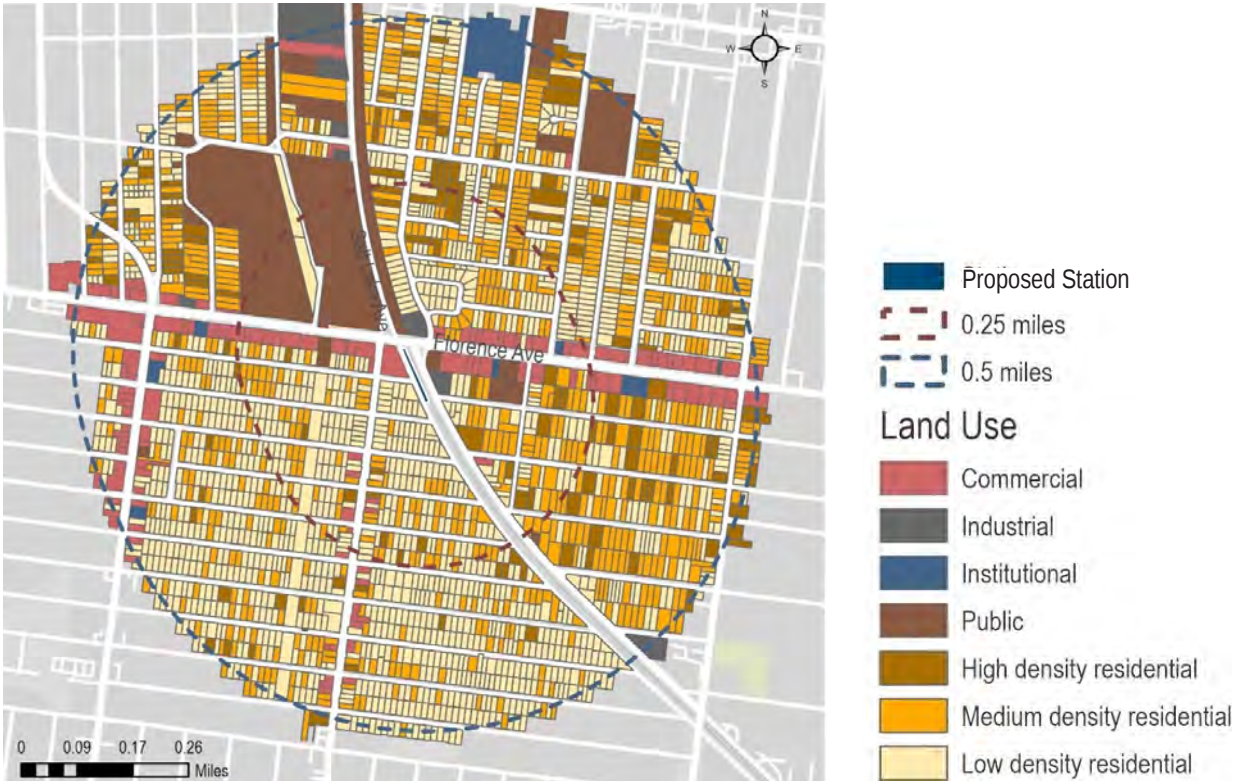


Fig 1.8: Florence / Salt Lake Station Area Current Land Use.

GENERAL LAND USE	ACRES	% OF LAND AREA
RESIDENTIAL	363.8	77%
MISCELLANEOUS PUBLIC	55.9	12%
COMMERCIAL	32.3	7%
INDUSTRIAL	8.8	2%
INSTITUTIONAL	7.3	2%
NOT SPECIFIED	7.0	1%

Table 1.2: Current Land Use Breakdown.
Data Source: SGA Analysis of LA County Parcel Shapefile.

III. MARKET STUDY SUMMARY

Utilizing the findings in the Real Estate Analysis—the historical average of LRT station areas, BRT station areas, and the historical baseline of the Florence/Salt Lake area —the following section estimates what real estate demand can be expected in the station areas over the next 10 years. The Florence/Salt Lake station area can expect an increase in net absorption rates for the office, retail, and multifamily sectors. Conversely, a decline in net absorption for industrial space is expected based on past trends (see Chapter 8-B).

The Florence/Salt Lake station area can expect substantial increase in office rents near the newly constructed light rail station. Similarly, retail space may be in higher demand and experience an increase in rents as well. Multifamily rents around newly constructed light rail areas actually experienced a slight decrease due to new housing stock initially outpacing demand.

Industrial rents may experience a decline as the areas around the station convert to higher demand uses. Vacancy rates around the Florence/Salt Lake station area can expect a modest decline among the office, retail, and multifamily sectors as demand increases. Industrial space may experience an increase in vacancy rates as the station area experiences changes to the built environment.



Existing intersection in Florence/Salt Lake Avenue



Existing neighborhood fabric around Salt Lake Avenue

2

COMMUNITY ENGAGEMENT SUMMARY



2.1 COMMUNITY OUTREACH PROCESS

The development of the TOD Plans for both Station Areas is driven by stakeholder and community engagement, grounded in community context, thoughtful towards equity, and innovative to meet the needs of local-residents and businesses. This process was guided by input received from two stakeholder planning committees: the Community Advisory Committee (CAC) and the Technical Advisory Committee (TAC). Members of the CAC generally included neighborhood stakeholders from the station-area cities, such as parents, educators, and community leaders, who provided feedback to both Station Area Plans. The CAC met once a month to provide a broader understanding of community priorities, feedback on concept design direction, and guidance on the broader engagement and planning process

for each station. The TAC included staff from the station-area cities and Los Angeles County Planning. In addition to the CAC and TAC meetings, the Station Area Planning Team conducted a variety of outreach efforts from January to October 2021, to understand the needs and priorities of current residents in the areas surrounding the two new rail stations. Outreach events included three online surveys, one walk audit/field study, two community meetings conducted as parkside open houses due to COVID precautions, and dozens of one-on-one interviews conversations with residents, business owners, and employees in Huntington Park, Bell, Cudahy, and Maywood. Results from the surveys revealed a number of resident priorities and concerns in regards to the future construction of the stations.

The Project Team also canvassed to businesses and worked in partnership with The Greater Huntington Park Area Chamber of Commerce and Eco Rapid Transit, to collect feedback on the What If Scenarios for each Station Area. Outreach to businesses occurred in late August up until the end of September. One-on-one conversations with business owners and employees took place in order to introduce the project and collect well-informed feedback about the Station Area Plans and its potential impacts to businesses. The Team prepared project information packets, which included community feedback forms, and later collected to ensure input from the business community is received. All information was made accessible in English and Spanish.



Other opportunities to collect meaningful feedback that arose from this partnership included the Open House event hosted by the Chamber on September 29th. This open-air event allowed for the project team to connect with business owners from various backgrounds and document timely input that further informed the Station Area Plans.



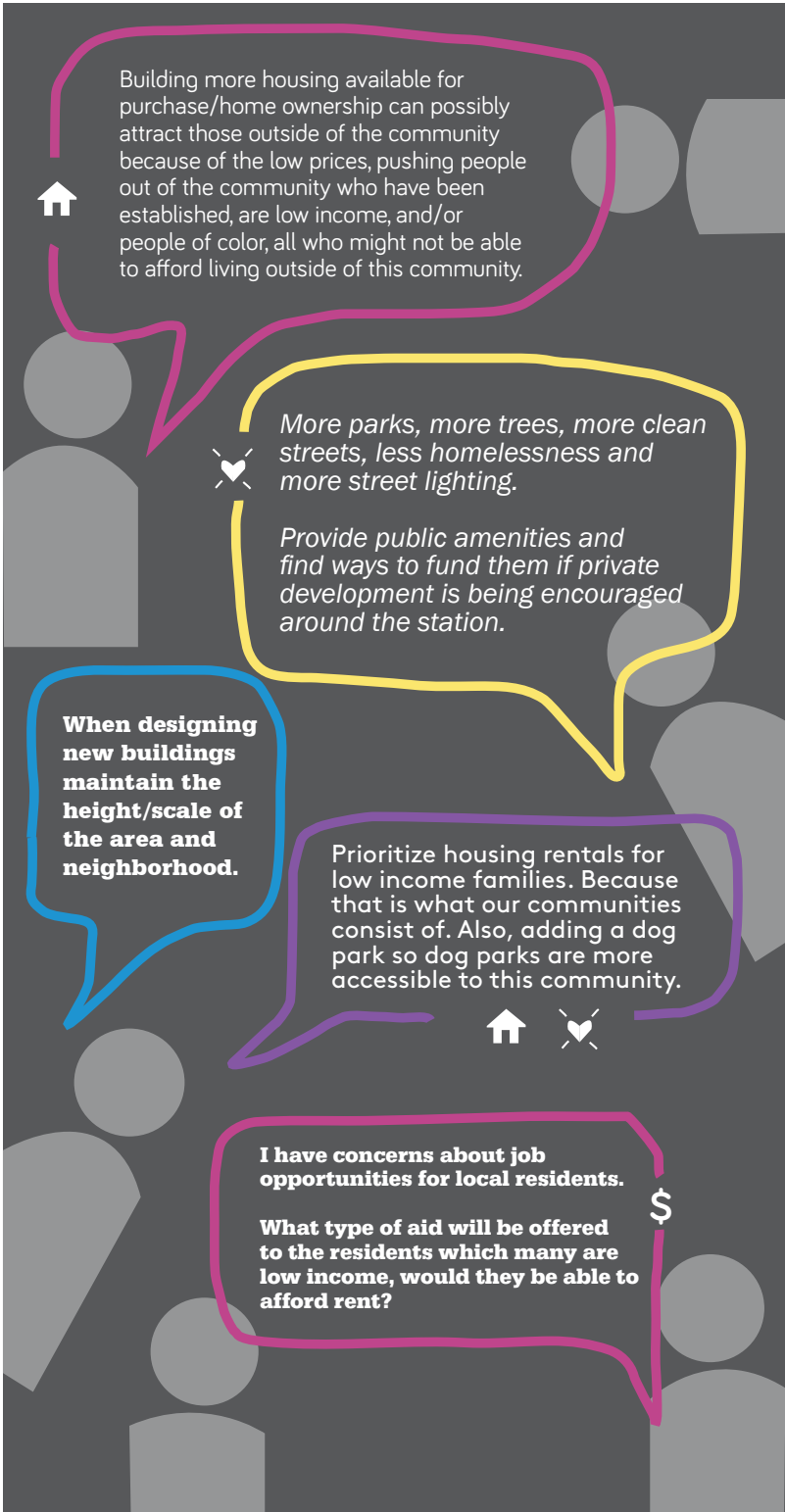
2.2 SUMMARY OF PUBLIC OUTREACH INITIATIVES

1

SURVEY 1 - GOALS/NEEDS ASSESSMENT SURVEY

In January 2021, a first needs assessment survey was released to the public, both online and in physical formats. The main objective of this survey was to obtain a general overview of the communities around the station areas, get to know their needs, and solicit their opinions on the project goals.

All outreach materials were offered in both English and Spanish; there were a total of 373 survey responses, of which 327 were in English and 46 in Spanish. Responses came from a variety of stakeholders including residents, workers, visitors, local business owners, property owners, local students, among others. Results from the survey are summarized in Chapter 8-F - Community Engagement.



2

COMMUNITY WALK AUDIT

The project team led Community Walk Audits in March 2021 for each of the Station Areas. Each community participant was provided with a map illustrating a walking route around the vicinity of the proposed station, and assigned a specific theme for observation, prompted with questions, considerations and space for notes on their walk audit documentation sheets. Topics included: Safety, Neighborhood Character & Beautification, Comfort & Appeal, Other Mobility Modes, and Sidewalks.

Participants conducted the walk audit as a group and gathered at the end in each Station Area to have a dialogue about their priorities for the future of the area based on their observations and experiences. Some of the issues that were observed and mapped at specific locations in the vicinity of the proposed stations were a lack of pedestrian infrastructure and street amenities, challenges to safety and limited options for other modes such as bikes and bus transit.



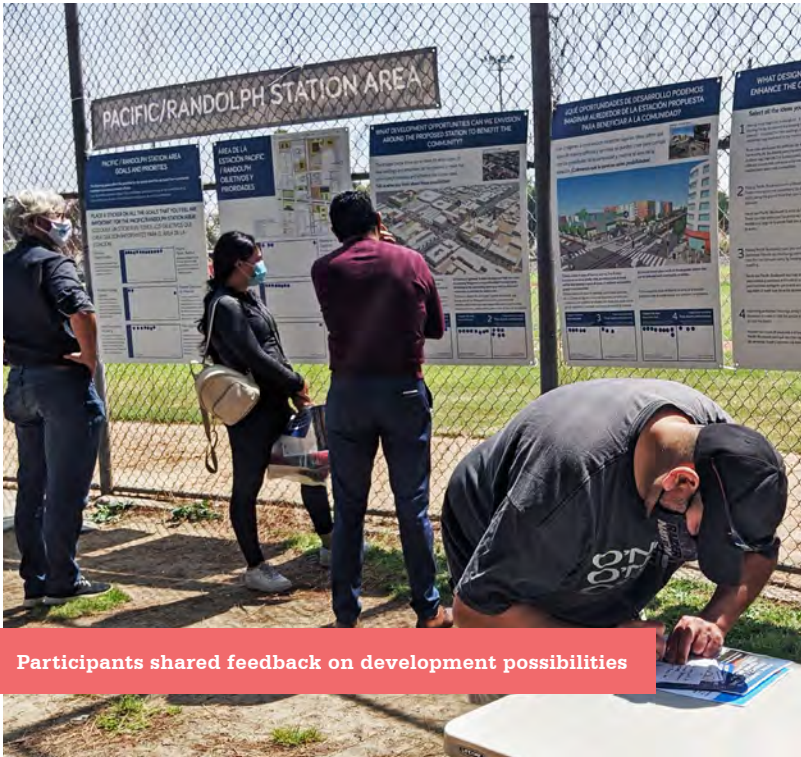
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PARKSIDE OPEN HOUSE 1 AND SURVEY 2 - DEVELOPMENT POSSIBILITIES

At the beginning of June, the project team conducted a Parkside Open House in conjunction with a local farmers market to increase project participation. In this event, boards were posted for each station area with specific information and illustrations of the development possibilities, an explanation of each of the project’s goals, as well as the strategies and recommended actions to achieve them.

The participants were encouraged to read the information and vote for development possibilities, goals, strategies and actions that they considered pertinent for each of the station areas. At the end of this exercise, the participants had a space to give feedback on particular concerns, regardless of whether they were reflected on the boards or not. All information was provided in both English and Spanish to reach as many community members as possible. Additionally, a second virtual survey was published to reach those who could not attend the in-person event.

Following the Parkside Open House, materials including large format posters were installed at each bus stop and available street signs within both station areas. The Department of Park and Recreation also distributed hard copies of the project flyer at programmed food distribution events.



Participants shared feedback on development possibilities



Project information poster installed at California Ave intersection

4

PARKSIDE OPEN HOUSE 2 AND SURVEY 3 - FEEDBACK ON DRAFT PLAN PROPOSALS

The second and final community meeting took place on October 13th in Huntington Park. To increase public participation and feedback, the meeting was held in conjunction with the weekly farmers market held in Salt Lake Park. The second community engagement effort displayed updated development possibilities for each station area plan, as well as display boards highlighting the community engagement timeline, the equity study framework, and general feedback received from the community.

Throughout the day, participants were encouraged to engage in conversations with the project team and complete engagement cards that were provided at the registration table. Participants were asked to share their thoughts on proposed recommendations for opportunity sites’ development and design, streets and connections, and equity framework. Participants were also asked to share any other thoughts and concerns related to the project. A two-week online survey was also created and published to reach those who could not attend the in-person event. All information was provided in both English and Spanish to reach as many community members as possible. Feedback from these events informed the planning team’s recommendations for programs and policies for the future development of the Station Areas.



Community feedback informed equity goals and objectives



Bilingual engagement was facilitated to reach a broader community



3

STATION AREA VISION AND GOALS

3.1 VISIONING PROCESS

The Station Area visions for the proposed stations on the WSAB line were developed through a year-long outreach process with jurisdiction stakeholders as part of the Metro TOD SIP in 2019. Subsequently, the vision and goals for the Pacific/Randolph and Florence/Salt Lake Station Areas were further developed and vetted through the robust community engagement process conducted as part of this planning effort.

3.2 PACIFIC/RANDOLPH STATION AREA

VISION —
The Pacific/Randolph Station Area will be a Main Street and Regional Recreational Center that builds on the unique cultural heritage and leverages the potential as a multi-modal transit hub.

KEY STATION AREA GOALS:

- 1. Enhance Pacific Avenue**
Maintain and enhance Pacific Avenue as a premier shopping street that serves local residents and visitors.
- 2. Provide Housing Options**
Build more multi-family housing above shops on vacant sites or parking lots around the station area, with homes that are affordable to all income levels.
- 3. More Destinations for Dining**
Encourage more shops and food destinations including sit-down restaurants and dining options in the station area, especially on Pacific Boulevard north of Randolph Street.
- 4. Maintain the Character**
Encourage the gradual development of new buildings that maintain the variety of building types/character along Pacific Boulevard and avoid having too many large-scale developments.
- 5. Protect People from Being Pushed Out**
Protect existing community-owned businesses, local community-serving retail destinations such as grocery stores, and existing residents from being pushed out of the station area.
- 6. Support Options for Getting Around**
Make Pacific Avenue and Randolph Street more comfortable for people of all ages biking and connecting to transit.



Retail shops on historic Pacific Avenue

3.2 FLORENCE/SALT LAKE STATION AREA

VISION —
The Florence/Salt Lake Station Area will be a residential neighborhood that promotes a walkable revitalized commercial corridor embracing Salt Lake Park and connecting the community to other employment centers.

KEY STATION AREA GOALS:

- 1. Increase Housing Opportunities**
Around the new rail station, replace some existing buildings on Florence Avenue with new, multi-family housing, with rents available to all income levels.
- 2. Amenities and Places to Go**
Add more ground floor restaurants and shops that serve community needs and create more local destinations around the station and on Florence Avenue.
- 3. Making it Safe**
Ensure a well-designed, safe station area that is inviting and accessible for all users, and put measures in place to discourage nuisance behaviors.
- 4. Enhancing Local Character**
Create a vibrant, pedestrian friendly, and well-landscaped street along Florence Avenue that is compatible with the residential neighborhoods nearby.
- 5. Protect People from Being Pushed Out**
Protect existing community-owned businesses, local community-serving retail destinations such as grocery stores, and existing residents from being pushed out of the station area.
- 6. Getting Around**
Create streets that are safe and comfortable for people of all ages and abilities walking, biking and connecting to transit.



Existing heavy rail along WSAB right-of-way



Salt Lake Park's Farmers Market



4

EQUITABLE DEVELOPMENT STRATEGIES

4.1 EQUITABLE DEVELOPMENT STRATEGIES

This chapter covers strategies that further equitable development in the two Station Areas. The Pacific/Randolph and Florence/Salt Lake Station Area Plans combine place-based and people-based approaches to urban development, to build on principles of Equitable Transit Oriented Development (eTOD) and meet the needs of both existing and future residents of the proposed Station Areas. Several priorities for equitable development in the Station Areas emerged as concerns and desires of the community

and were documented through the community engagement efforts conducted for this project.

The following are the key themes and community priorities distilled from the outreach process, that inform the need for an equitable TOD strategy. Transportation equity is reflected through all the other priorities as an overarching theme for this project.



HOUSING PRIORITIES

- Promote diverse housing options
- Prevent displacement



QUALITY-OF-LIFE PRIORITIES

- Enhance and create green and open spaces
- Promote and increase safety and security



ECONOMIC OPPORTUNITY PRIORITIES

- Strengthen economic development opportunities and access
- Maintain diversity of businesses, including legacy and local small businesses



TRANSPORTATION PRIORITIES

- Increase transportation and mobility access



Equity discussion at Parkside Open House at Salt Lake Park

4.2 RECOMMENDED EQUITABLE TOD STRATEGIES

Based on the priorities detailed above, the Planning Team developed a series of strategies, tools, and policy examples that the station-area cities might consider pursuing in combination with traditional TOD strategies, to address the equity priorities identified throughout the community engagement process. Chapter 8-E contains the detailed Equity Study, which includes case studies and links to related resources for reference, as well as suggested indicators for monitoring and evaluation of strategies, and to determine progress made against the outlined equity goals and priorities.

As next steps to pursue the community's goals and achieve the equitable outcomes intended in the station areas plans, the planning team provides the following overarching recommendations:

1. Undertake an **inventory of market-rate affordable and committed affordable housing in the station areas**. This inventory should identify all of the rental housing in the area with totals detailing the number of units by bedroom size and asking rent (before any subsidies are applied). Align the resulting table with affordability levels for each unit size (number of bedrooms) by AMI category (as established by HUD). This yields an inventory of the stock of affordable housing broken down by size, price, and level of affordability.

2. **Estimate the potential loss** to this stock from increases in the value of real estate that can be expected to result from the introduction of the new light rail stations. (An initial estimate is provided in the

Market Study included as Attachment B.) Using the projected change in housing affordability over time, **set specific goals** for preservation/creation of market rate, workforce, and affordable housing. (Consider the unit production goals set out in Huntington Park's newly adopted housing element.)

3. **Consider and evaluate strategies and tools** to increase the housing needed in the station areas, (such as those laid out in the detailed Equity Study included as Appendix F).

4. **Formulate a plan** for implementing a set of strategies and tools (which may require specific new policies or policy changes) calibrated to generate sufficient housing units to meet the goals identified in Step 2.

5. Finally, establish procedures for **ongoing performance monitoring and evaluation**. The Equity Study includes case studies and links to related resources for reference, as well as suggested indicators for monitoring and evaluation of strategies, and to determine progress made against the outlined equity goals and priorities. Indicators will be needed for making policy adjustments as development occurs to ensure achievement of the intended outcomes.



HOUSING

PRIORITIES

- Promote diverse housing options
- Prevent displacement

GOALS

1. Protect existing residents from displacement
2. Promote the creation and preservation of mixed income housing in the area
3. Build new affordable housing in the station areas and maintain existing affordable units



Orenco Station, Portland - Bloomberg CityLab - Congress for New Urbanism / LoopNet

RECOMMENDED TOOLS

1. **Community Revitalization Investment Area (CRIA) and Enhanced Infrastructure Financing District (EIFD)**: Assign any increase in tax revenue over an established baseline to fund housing (new and rehabilitation).
2. **Rental assistance program**: Provide direct assistance to households impacted by area changes.
3. **Homeowner rehabilitation assistance**: Expand programs that assist lower income homeowners with repair and maintenance in the station areas.
4. **Rent stabilization**: Provide protection for renters from sudden large increases in rent due to area changes.
5. **First time home buyers and downpayment assistance program**: Implement a first-time homebuyer program to encourage long-time renters to pursue homeownership in the station areas.
6. **Inclusionary zoning**: Encourage the inclusion of affordable units in market-rate projects either by mandate or voluntarily in exchange for certain financial or development incentives.
7. **Accessory Dwelling Units**: Adjust ordinance to allow/encourage homeowners to add accessory units on their property.
8. **Community Land Trust**: Establish a trust to hold land and maintain affordable homeownership on the property by limiting the impact of increased land value.
9. **Community Investment Trust**: Create a limited real estate investment trust for those who live in the area.



QUALITY OF LIFE

PRIORITIES

- Enhance and create green and open spaces
- Promote and increase safety and security

GOALS

1. Support the creation of new parks in the station areas
2. Clean and maintain new and existing park areas
3. Create new community spaces
4. Promote activity and increase safety and security



RECOMMENDED TOOLS

1. **Utilize development impact fees and in-lieu fees:** Prepare to capture increased development fees as a result of increased investment in the station areas.
2. **Increase green and park spaces:** Assess the magnitude of the current fees collected in comparison with the needs and goals for parks and open spaces.
3. **Community benefits agreements:** Consider requiring developers to participate in CBAs and provide residents with input in development decisions.
4. **Public space activation:** Create vibrant places where people feel both welcome and safe through both permanent and temporary placemaking measures.



ECONOMY

PRIORITIES

- Strengthen economic development opportunities and access
- Maintain diversity of businesses, including legacy and local small businesses

GOALS

1. Protect and support existing businesses / Invest in and support small, legacy and minority owned businesses
2. Attract new businesses to the area
3. Improve the mix of businesses within the station areas

RECOMMENDED TOOLS

1. **Small business improvement funds:** Grants or loans to help small businesses weather construction periods, make facade improvements, etc. on a rolling basis.
2. **Technical assistance for small businesses:** Provide guidance and training on financial, business, tax, and technology needs.
3. **Property or business-based improvement districts:** Establish a district to collect revenue within a boundary to pay for special facilities and improvements.
4. **Legacy business recognition:** Provide recognition and support to businesses that have been operating in a neighborhood for a set length of time.
5. **Formula business ordinance:** Preserve diverse local businesses and services by restricting or discouraging formula businesses.
6. **Business down payment assistance program:** Help long-term business owners who do not own their storefronts to purchase the property in which their businesses operate.
7. **Community investment trust (CIT) or cooperative:** Create a limited real estate investment trust for those who live in the area to invest in both real estate and businesses.





5

STATION AREA DEVELOPMENT AND DESIGN

5.1 PACIFIC/RANDOLPH STATION AREA

Station Area Vision: The Pacific/Randolph Station Area will be a Main Street and Regional Recreational Center that builds on the unique cultural heritage and leverages the potential as a multi-modal transit hub.

This chapter covers the analysis and key recommendations for land use and zoning to achieve this vision for the Pacific/Randolph station area.

1. TOD OPPORTUNITY AREA

The TOD Opportunity Area identifies areas for potential densification through new development within a 0.25-mile radius of the proposed station. In the Pacific/Randolph Station Area, the Opportunity Area extent was influenced by existing underutilized sites around the proposed station and these extents were also identified in the Metro SIP Study. Within the Opportunity Area, there are several advantages and challenges for new development on existing sites.

Key Advantages –

- The area has existing surface parking lots that have the potential for new infill development.
- The area surrounding the proposed station also has several vacant or underutilized sites, including low-scale developments that offer the potential to create denser, more pedestrian-oriented urbanism.
- Parts of the Opportunity Area within the Downtown Specific Plan have clear zoning and standards for higher-density mixed-use

Key Challenges –

- Smaller parcels with individual ownership might need to get consolidated to create viable development sites
- There are many existing active retail businesses (or retail tenants who may have long-term leases) in developments close to the proposed station, that are not TOD-compatible
- There are several parts of the Opportunity Area with inconsistent zoning for TOD mixed-use including along Pacific Boulevard, north of Randolph Avenue
- Many areas south of the station currently have local/cultural businesses and non-formula retail. On Station Area walk audits conducted for this project, community members identified these as areas where they would like to see the existing character preserved
- On community surveys conducted for this project, community members identified existing local businesses and/or destinations that they would like to see preserved



Pacific/Randolph Station TOD Opportunity Area Advantages

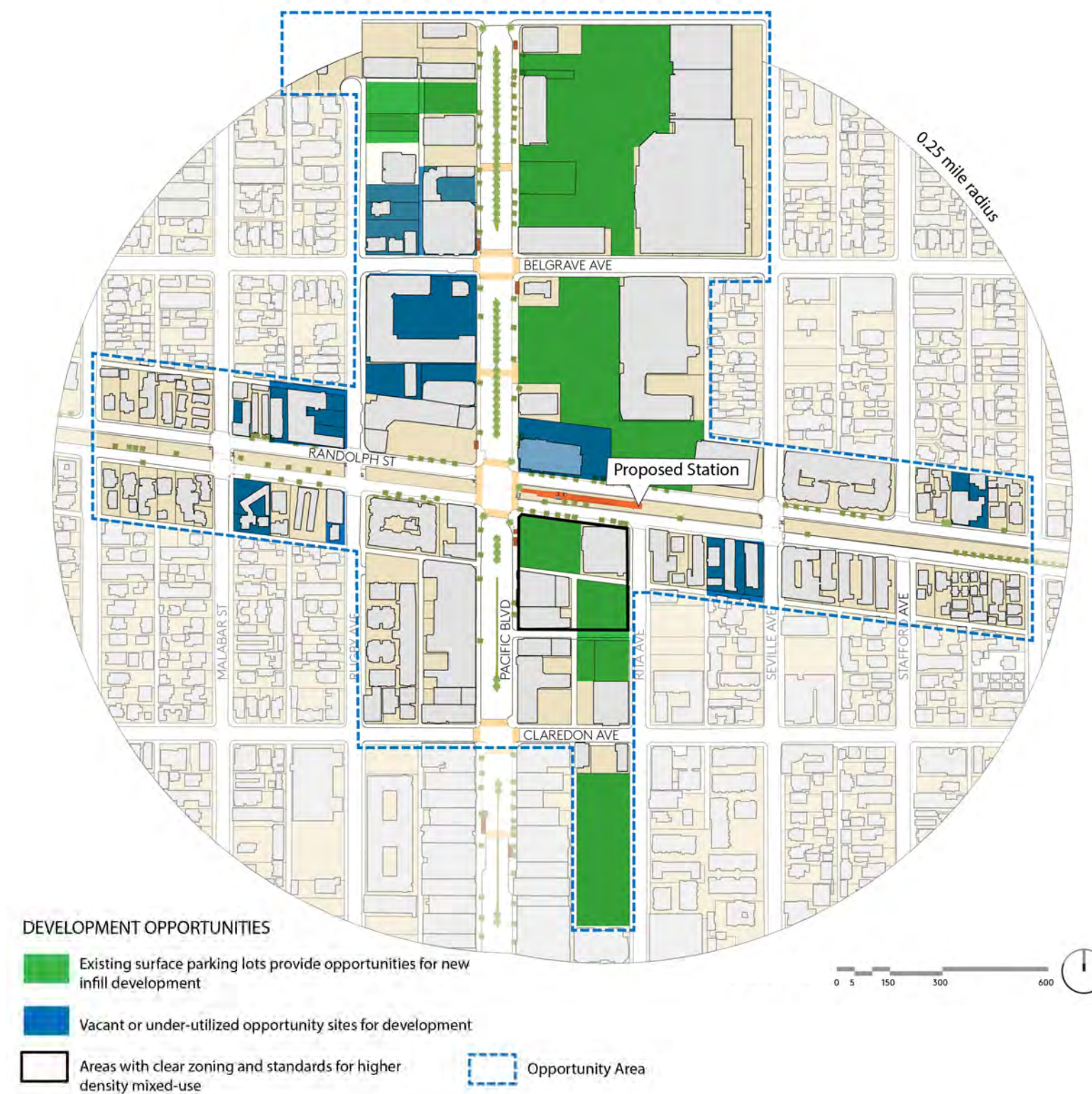


Fig 5.11 Pacific/Randolph TOD Opportunity Area Development Opportunities

Pacific/Randolph Station TOD Opportunity Area Challenges

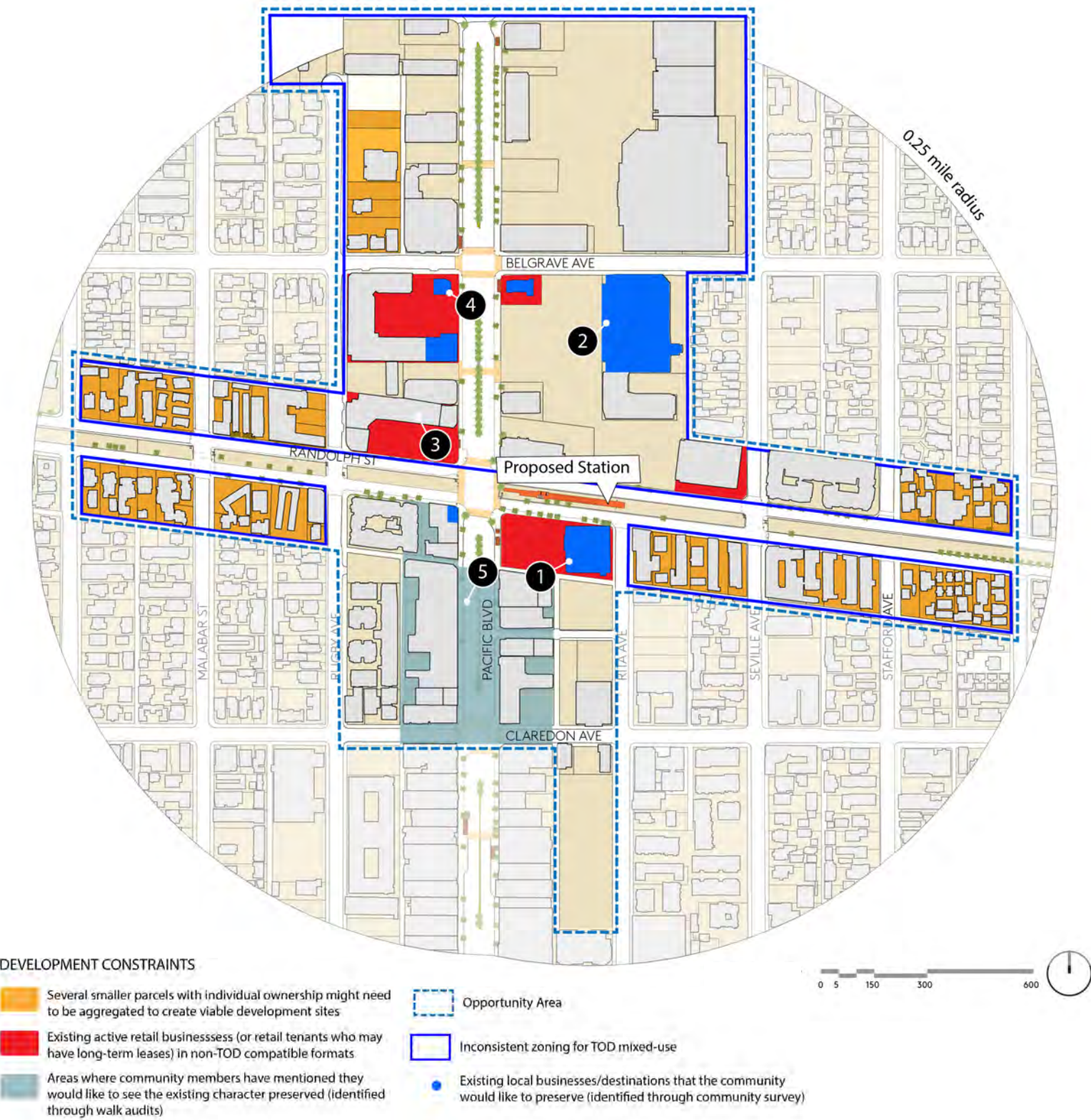


Fig 5.12 Pacific/Randolph TOD Opportunity Area Development Constraints



II. PLANNING CONTEXT

The City of Huntington Park has a Downtown Specific Plan and TOD Target Areas in the vicinity of the proposed station that can serve as tools for transit-supportive planning to promote densification and a mix of uses. Existing zoning within the TOD Opportunity Area falls within three categories:

- TOD Area 4 (TOC Overlay 1 Zoning)
- Downtown Specific Plan Area (District A and District C Zoning)
- Randolph Corridor Areas (predominantly R-M/ R-H Zoning)

The City's Downtown Specific Plan and TOD Overlay Zones have the potential to facilitate a vibrant transit-supportive district around the proposed station.

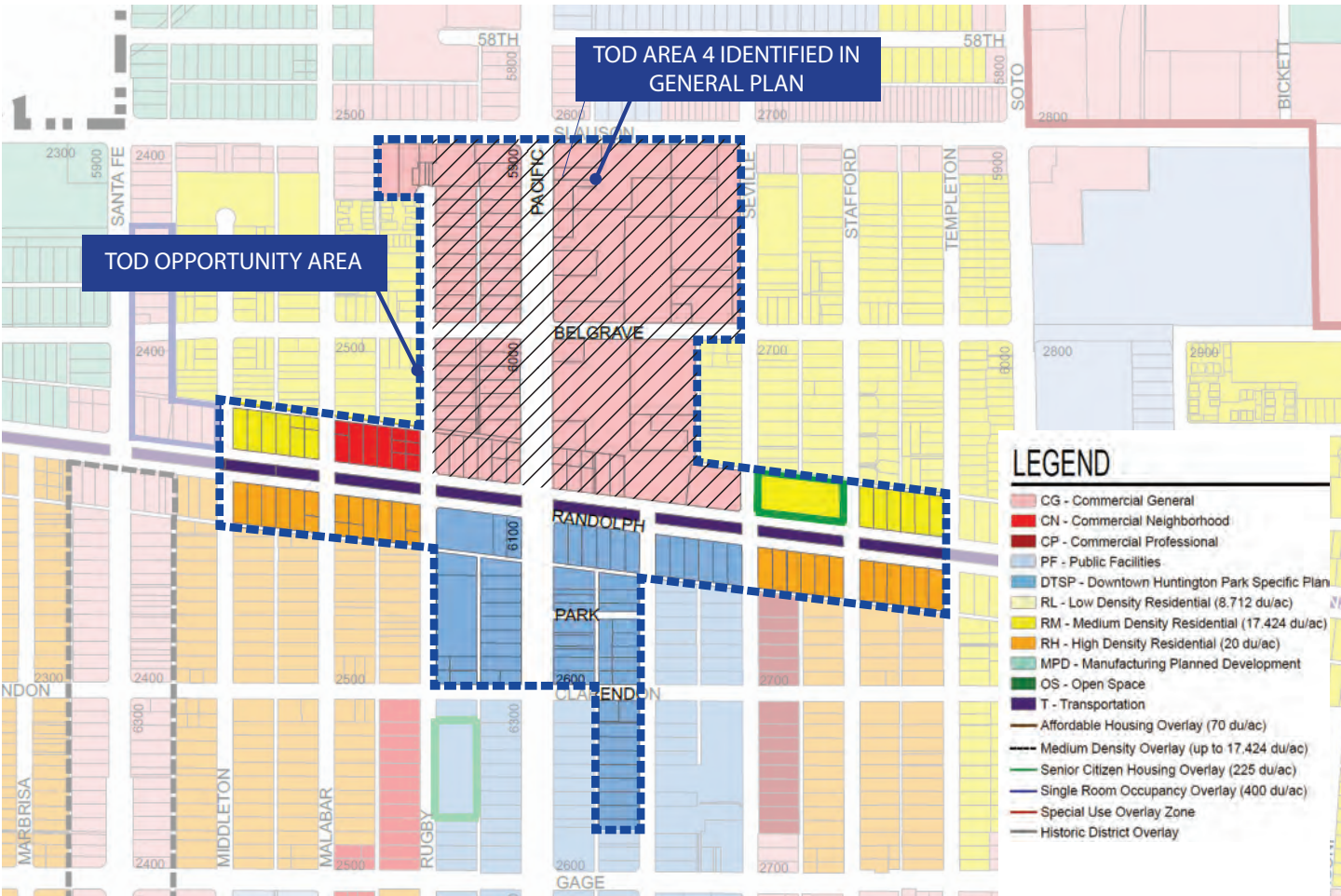


Fig 5.13 Existing Zoning within the Pacific Randolph Station TOD Opportunity Area

TOD AREA 4 (TOC OVERLAY 1 ZONE) **TOC Overlay 1 Zone**

The Huntington Park General Plan 2030 outlines the TOD target areas for development which have a mixed-use overlay designation. TOD Area 4 consists of 1,162,948 square feet and is bounded on the north by Slauson Avenue; on the east by Seville Avenue; on the south by Randolph Street; and on the west by Rugby Avenue. Mixed-use development consisting of ground level retail and residential units or live-work offices is permitted within TOD Area 4.

Under the current provisions, this area will have a maximum permitted density of 22 DU/acre, a maximum Floor Area Ratio (FAR) of 1:1, and a maximum height of 60 feet. This area is yet to reach its desired potential as described in the target area guidelines, and is currently composed of primarily low-rise developments.

DOWNTOWN SPECIFIC PLAN AREA (DISTRICT A & DISTRICT C ZONES)

The purpose of the DTSP is to create a unique and identifiable downtown area for Huntington Park that is an economically vibrant, pedestrian-oriented destination. The DTSP builds upon and refines economic development strategies developed specifically for the downtown area focusing on beautification of public spaces and streetscapes and storefront. An overall goal of the DTSP is the orderly development of the downtown area consistent with the City's General Plan along with the community's vision for the area. The Downtown Specific Plan defines four main districts in addition to an Improved Public

USES	Mixed use with residential over retail
HEIGHT	60 ft. maximum
DENSITY	22 du/acre maximum
F.A.R	1:1 maximum

Table 5.11 TOD Overlay 1 Zone Summary



Gathering Space. Two of the four districts fall within the TOD Opportunity Area identified for the Pacific/Randolph Station -

DISTRICT A:
High-rise development, consolidated lots, and a wide mix of uses best describes the vision for District A. Within this District there is the greatest potential for redevelopment to occur due to raised height requirements on underutilized, highly visible parcels with multiple street frontages. Large mixed-use development projects are anticipated to develop in this District.

DISTRICT C:
The primary focus of District C is to satisfy the need for residential development to create a vibrant and successful 24x7 downtown. In this District, multi-family housing is the primary allowed use, with some neighborhood-serving uses allowed as a supporting use. In this area, importance is placed on quality construction as well as building massing and form.

RANDOLPH CORRIDOR AREAS (RM/ RH ZONES)

Sites within the TOD Opportunity Area and along Randolph Street are primarily zoned for medium- to high-density residential development (RM and RH respectively). The permitted maximum densities are between 17 - 20 du/ ac which are still lower than the ideal densities envisioned for transit oriented development. Additionally, the RM and RH zones do not allow for a mix of uses on these parcels.

DTSP District A

USES	Mixed use development
HEIGHT	84’ maximum
DENSITY	70 du/acre maximum
F.A.R	4:1 maximum 2:1 minumum

DTSP District C

USES	Multifamily residential with supporting neighborhood serving uses
HEIGHT	60’ maximum (west side of Rita Avenue) 50’ maximum (all other areas)
DENSITY	70 du/acre maximum
F.A.R	4:1 maximum 2:1 minumum

R-M/ R-H Zones

USES	Multifamily residential
HEIGHT	35’ maximum (RM) 45’ maximum (RH)
DENSITY	17-20 du/acre maximum

Tables 5.12 - 5.14 Huntington Park TOD Opportunity Area Zoning Summaries



III. STATION AREA DEVELOPMENT CONCEPT: INCREMENTAL INFILL

The Metro SIP study identified the typology for the Pacific/Randolph station area as Main Street Adjacent/Infill, which serves as the center of local commercial districts, and as a potential area for community-serving mixed-use infill development. Based on this typology, as well as the analysis of existing station area advantages and challenges for new development, we propose a development concept of 'Incremental Infill' for the Pacific/Randolph TOD Opportunity Area to meet the station area vision and goals. Incremental Infill envisions gradual redevelopment of existing underutilized sites in the Opportunity Area, accommodating a variety of development scales and typologies that can -

- Preserve and build on the diversity of the existing urban character
- Enable a range of development prototypes to suit a variety of site and parcel conditions while meeting the TOD vision and intent
- Make room for the preservation of existing community assets and keep them in the mix with new/denser development

IV. DEVELOPMENT PROTOTYPES AND ZONING ANALYSIS

The project team created an illustrative development scenario based on the Opportunity Area development concept to test various development prototypes within sites in the Opportunity Area. The prototypes are possibilities based on physical conditions and the Station

Area Vision and Goals. They provide a critical look at the existing Zoning policies and allow the formation of informed recommendations for either Zoning enhancements, changes, or other planning and policy initiatives that may better guide development in the station area upon introduction of the new WSAB line and station.

The development scenarios were vetted through the outreach process to obtain feedback and make adjustments to the prototypes and development objectives as-needed. The project team then compared the development prototypes against the underlying zoning to test the ability of the existing code to support future transit-oriented developments that are aligned with the overall Station Area Goals.

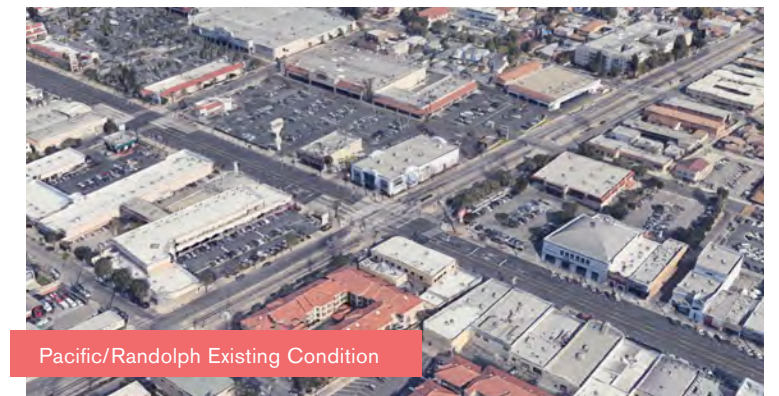


Fig 5.14 Pacific/ Randolph Station Future Development Scenario

Development Prototypes

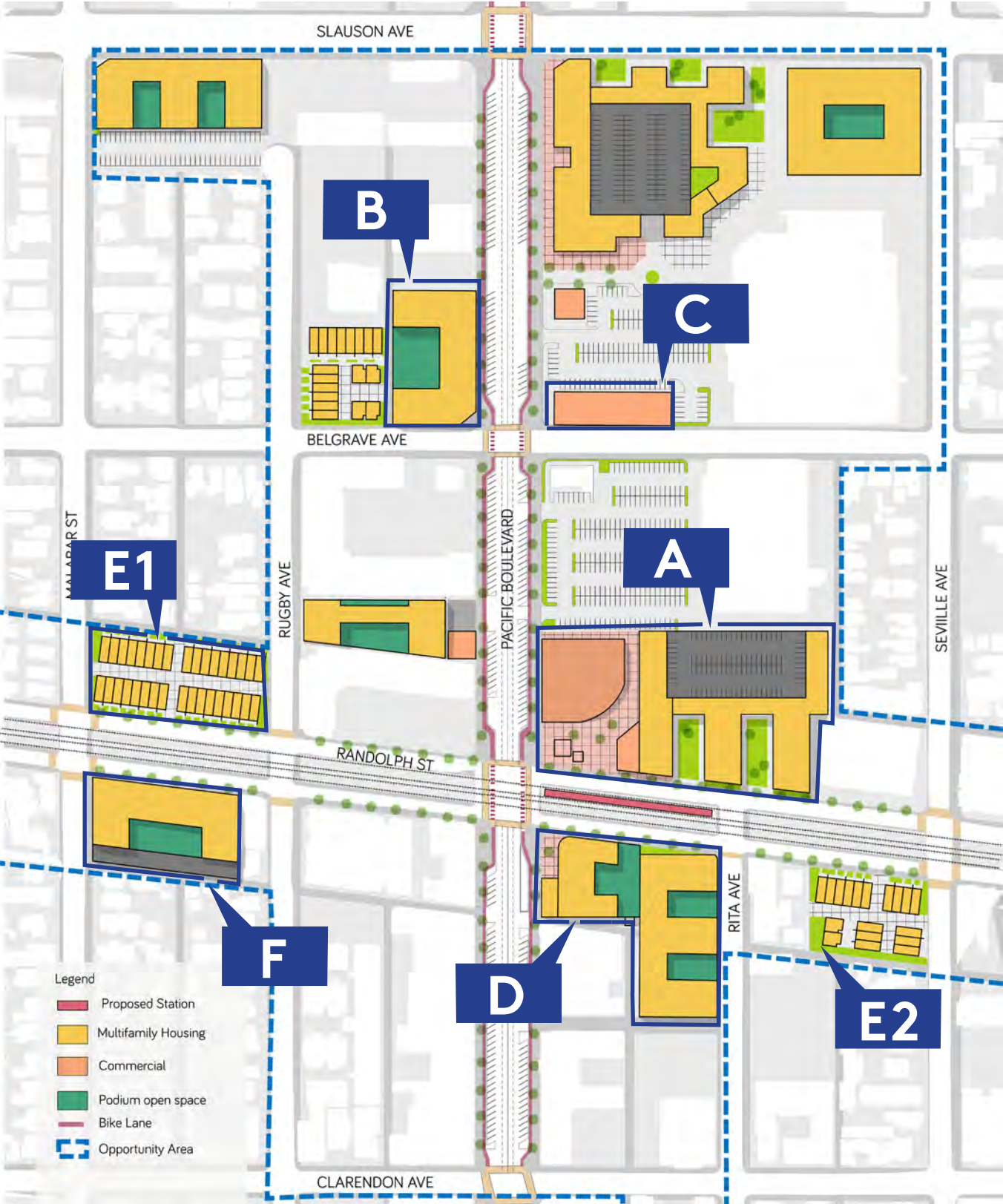


Fig 5.15 Pacific/Randolph Station Development Scenario - Development Prototypes

A

Large Mixed-Use Infill

PLANNING AREA: TOD Area 4
 HEIGHT+ DENSITY: 4-5 stories + 48 du/ac
 PARKING: Parking garage (5 levels) with housing wrapped around

How it meets the station area goals:

- More housing close to transit and amenities like grocery stores
- More office uses that are indicated through the market study
- Community open space (transit plaza) that can bring destinations and retail activation
- Parking structure for residents and spillover for retail visitors
- Reinforces Pacific Boulevard as a thriving commercial core

B

Main Street Mixed-Use

PLANNING AREA: TOD Area 4
 HEIGHT+ DENSITY: 4-5 stories + 100 du/ac
 PARKING: Podium parking structure (2 levels) with retail liner

How it meets the station area goals:

- More housing for the community close to transit and community-serving retail
- Continues retail character of Pacific Boulevard to the North
- Creates a vibrant and active streetscape

C

Pad Retail Infill

PLANNING AREA: TOD Area 4
 HEIGHT: 1 - 2 stories
 PARKING: Existing surface lot

How it meets the station area goals:

- More housing for the community close to transit and community-serving retail
- Continues retail character of Pacific Boulevard to the North
- Creates a vibrant and active streetscape

D

Downtown Gateway Mixed Use

PLANNING AREA: DTSP District A
HEIGHT+ DENSITY: 6 stories + 95 du/ac
PARKING: Podium parking (2 levels)

- How it meets the station area goals:**
- Adds more housing options for the community in the Downtown
 - Creates a gateway into Downtown that emphasizes its character as a destination and thriving retail street
 - Street-fronting retail uses along pacific serve to create more opportunities for pedestrian activation and eyes on the street around the transit station

E

Corridor Infill - Residential

PLANNING AREA: Randolph Corridor/DTSP
HEIGHT+ DENSITY: 2 -3 stories + 30 du/ac
PARKING: Individual garage parking

- How it meets the station area goals:**
- Provides variety in types of housing by taking advantage of smaller sites
 - Promotes options for home ownership
 - Creates a variation in the scale of development that preserves the eclectic character of the district

F

Corridor Infill - Mixed Use

PLANNING AREA: Randolph Corridor
HEIGHT: 4 stories + 75 du/ac
PARKING: Single level podium

- How it meets the station area goals:**
- Adds transit supportive densities and more housing options close to transit
 - Supports mixed use with housing as well as ground-level retail activation that can enhance the character along Randolph Street
 - Creates communal open spaces within the development that can serve community residents

Diversity of Housing Next to Transit



Diversity of Housing Next to Transit (cont'd)



Seattle, WA



Long Beach, CA



Charlotte, NC

Community Open Spaces & Plazas



Pasadena, CA



Mountain View, CA



Signal Hill, CA

Pacific/ Randolph TOD Opportunity Area Zoning Recommendations

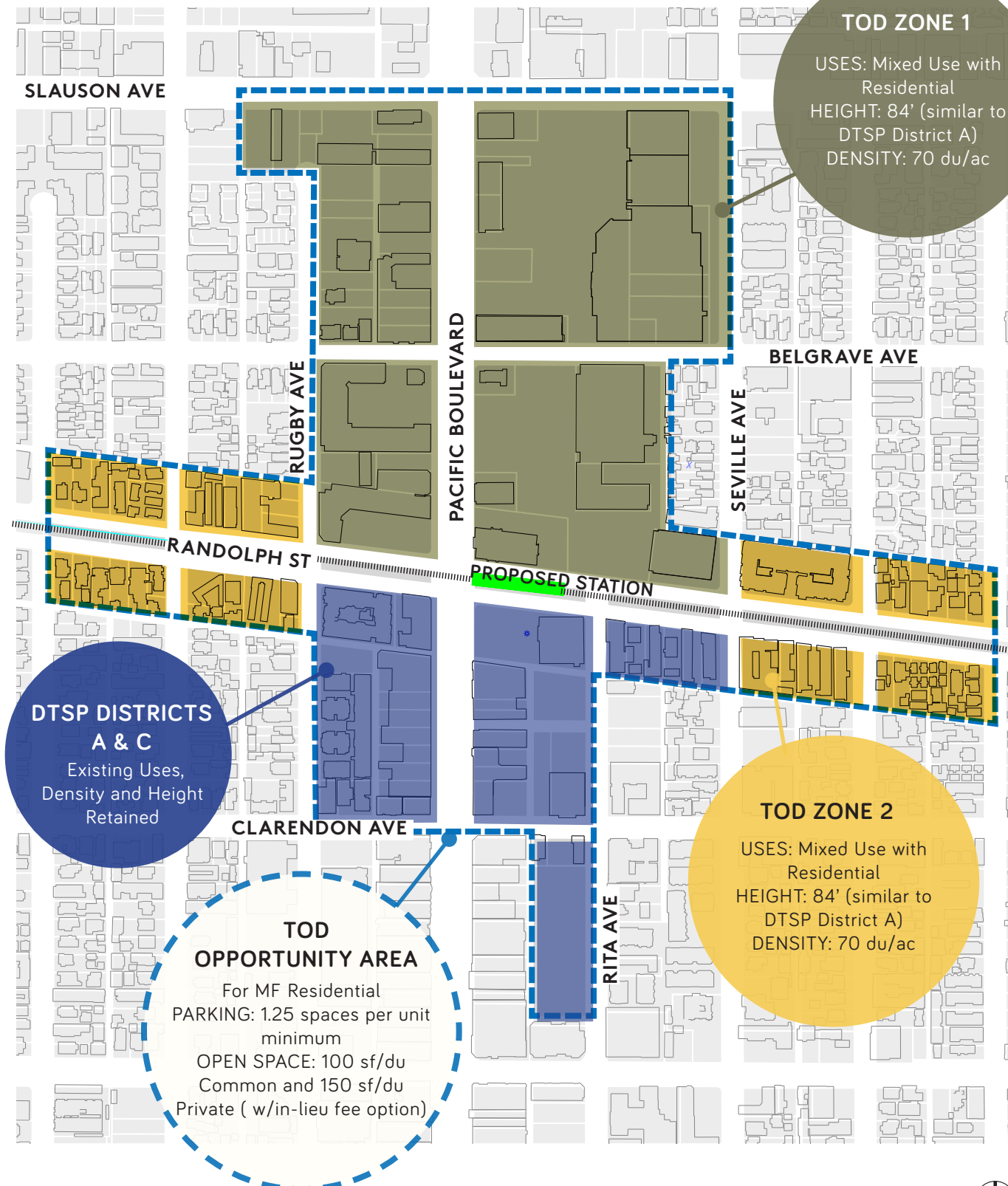


Fig 5.16 Pacific/ Randolph TOD Opportunity Area Zoning Recommendations

V. ZONING RECOMMENDATIONS

Based on the possibilities of the station area infill scenario and associated development prototypes, the following recommendations are proposed for updates to Zoning in the Pacific/Randolph TOD Opportunity Area.

- UPDATE THE TOD OVERLAY 1 ZONE**
Amend the allowed max. height, density, and setbacks per the table below. These are adapted from the Downtown Specific Plan District A requirements, to enable an extension of that character to on the northern side of Randolph Street, and permit infill development of an urban scale and density that meets the vision for Pacific Boulevard. In addition, consider renaming the Zoning designation to TOD Zone 1.
- CREATE A NEW DESIGNATION: TOD ZONE 2**
Adopt a new Zoning designation to support moderate density corridor infill development in the TOD Opportunity Areas. Suggested max. height, density, and setbacks are adapted from the Downtown Specific Plan District C requirements and shown Table 5.16.
- UPDATE PARKING AND OPEN SPACE REQUIREMENTS**
Modify the minimum parking and open space requirements for all multi-family residential uses within the TOD Opportunity Area per Table 5.17.

- CONSIDER A CAP ON THE NUMBER OF NEW DWELLING UNITS PERMITTED WITHIN THE OPPORTUNITY AREA**
In addition to changes in Zoning and development standards that provide more options for new transit oriented development, the City can choose to impose a cap or maximum limit on the total number of units that can be entitled within the Opportunity Area over a specific timeframe. The limit can be defined and adopted during the environmental review process as part of a Specific Plan or TOD Overlay, to provide additional controls for the City to guide the future growth of the Station Areas.



Local business outreach conducted on Pacific Avenue

Table 5.15 TOD Overlay 1 Zone

Development Standard	Existing TOD Overlay 1	Recommended TOD Zone 1
ALLOWED USES	Administrative, professional and general commercial uses, as well as residential	Maintain existing uses allowed by the TOD Overlay 1 Zone
HEIGHT	60’ maximum Increase max. height provision to match the Downtown Specific Plan District A requirements and provide more options for infill development in the TOD Opportunity Area	84’ maximum
F.A.R	1:1 maximum Consider eliminating FAR as a density control, or adopt the same guidelines as District A of the Downtown Specific Plan	2:1 (minimum) 4:1 (maximum)
DU DENSITY	22 du/ac maximum Increase max. residential density similar to Downtown Specific Plan designation, to allow for a greater number of units close to transit	70 du/ac maximum
FRONT SETBACK	5’ minimum Have 0’ min. front setback requirements for ground floor commercial uses along Pacific Boulevard to facilitate engagement between ground floor active uses and the street	0’ minimum

Table 5.16 New designation: TOD Zone 2

Development Standard	Existing RM/RH/CN	Recommended TOD Zone 2
ALLOWED USES	RM - Medium Density Residential RH - High Density Residential CN - Commercial Neighborhood	Multi-family residential with the opportunity for commercial on the ground floor as the market prescribes
HEIGHT	RM - 35’ RH - 45’ CN - 30’ Increase max. height provision to match the Downtown Specific Plan District C requirements and provide options for a TOD residential neighborhood	50’ maximum
F.A.R	RM and RH - n/a CN - 1:1 maximum Consider eliminating FAR or adopt a higher permitted range	1:1 (minimum) 3:1 (maximum)
DU DENSITY	RM - 17.424 du/ac RH - 20 du/ac CN - 20 du/ac Increase max. residential density similar to Downtown Specific Plan designation to allow for a greater density close to transit	70 du/ac maximum
FRONT SETBACK	RM - 15’ RH - 10’ CN - 5’ Adopt a range of permitted front setbacks, for flexibility for various ground level uses and configurations	0’ minimum 10’ maximum

Table 5.17 Updated Parking and Open Space Requirements in the TOD Opportunity Area

	EXISTING	RECOMMENDED
PARKING	MF Residential - 2 covered spaces per unit, plus 1 parking space (covered or uncovered) for every bedroom after the first 2 bedrooms, plus 1 uncovered guest space for every unit. Commercial - 1 space for each 400 sf. gfa. State Density Bonus Law (2021) - provides reduced parking minimums as well as additional parking incentives for affordable housing near a major transit stop.	Min. 1 space and 0.25 guest spaces per unit (all unit types) Adopt a reduced minimum requirement for market rate housing in the Opportunity Area to support TOD densities.
OPEN SPACE	RM - 1. Min. 250 sft of private open space per unit 2. Min. 200 sft of common open space per unit or 30% of net parcel area, whichever is greater RH - 1. Min. 200 sft of private open space per unit 2. Min. 200 sft of common open space per unit or 30% of net parcel area, whichever is greater	1. Common Open Space : 100 sf/du (up to 50% of total common space can be satisfied by an open space in-lieu fee) 2. Private Open Space: 150 sf/du (up to 100 sf/du may be satisfied by offering additional common open space) Utilize an adapted version of open space provisions from the DTSP District A for all sites in the TOD Opportunity Area

5.2 FLORENCE/SALT LAKE STATION AREA

Station Area Vision: The Florence/Salt Lake Station Area will be a residential neighborhood that promotes a walkable revitalized commercial corridor embracing Salt Lake Park and connecting the community to other employment centers.

This chapter covers the analysis and key recommendations for land use and zoning to achieve this vision for the Florence/Salt Lake station area.

I. TOD OPPORTUNITY AREA

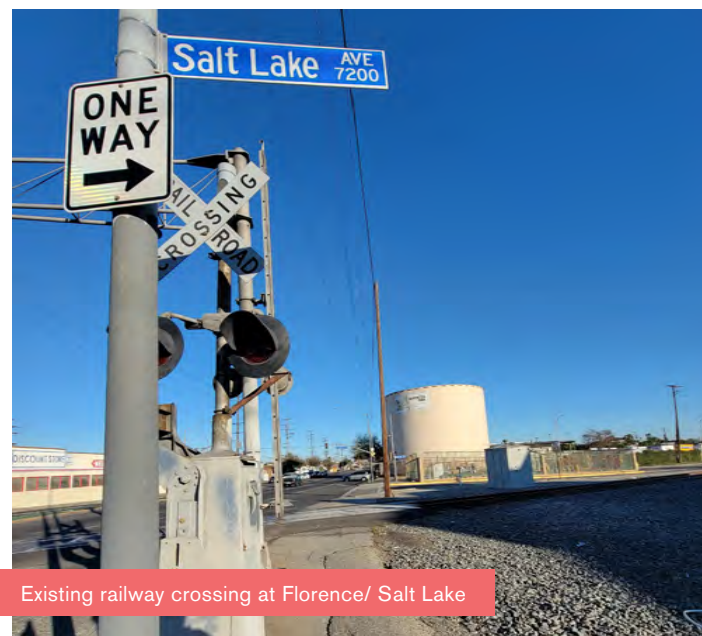
The TOD Opportunity Area for new development identifies areas for potential densification through new development within a 0.25-mile radius of the proposed station. In the Florence/Salt Lake Station Area, the Opportunity Area extents was influenced by underutilized sites around the proposed station. These extents were identified in the Metro TOD SIP study. Within the TOD Opportunity Area, there are several advantages and challenges for new development on existing sites.

Key Advantages –

- Several existing surface parking lots provide opportunities for new infill development
- There are many vacant or underutilized parcels in the Opportunity Area

Key Challenges –

- Several smaller parcels with individual ownership might need to get consolidated to create viable development sites
- There are existing community-serving retail businesses (or retail tenants who **have** long-term leases) in non-TOD-compatible development formats
- On online surveys and community walk audits conducted in the vicinity of the proposed station, community members identified existing local businesses that they would like to see preserved
- Parcels in the Opportunity Area with existing heavy utilities such as a electrical transmission tower, may not be viable for redevelopment options.



Florence/Salt Lake Station TOD Opportunity Area Advantages

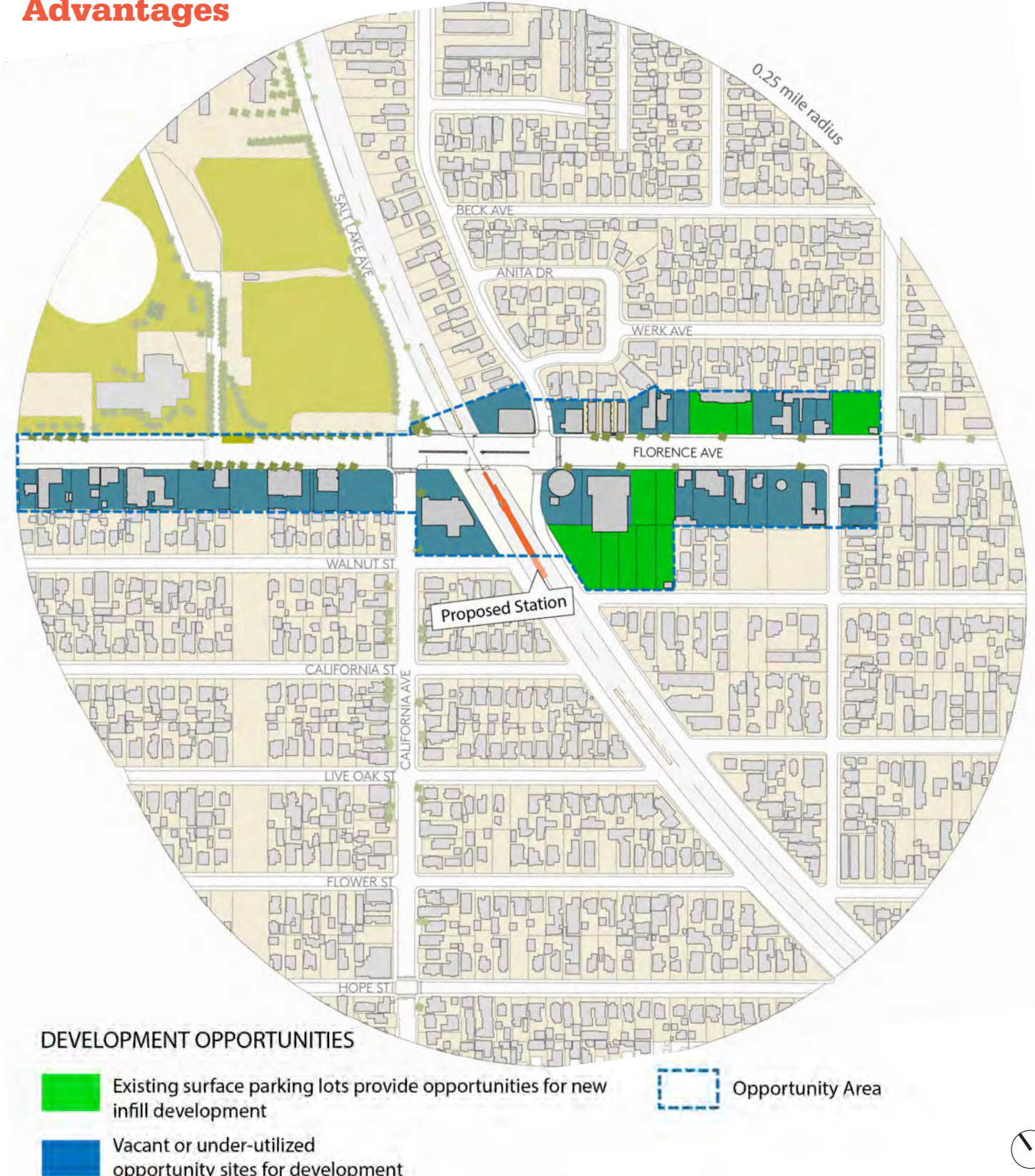


Fig 5.21 Florence/Salt Lake TOD Opportunity Area Development Opportunities

Florence/Salt Lake Station TOD Opportunity Area Challenges

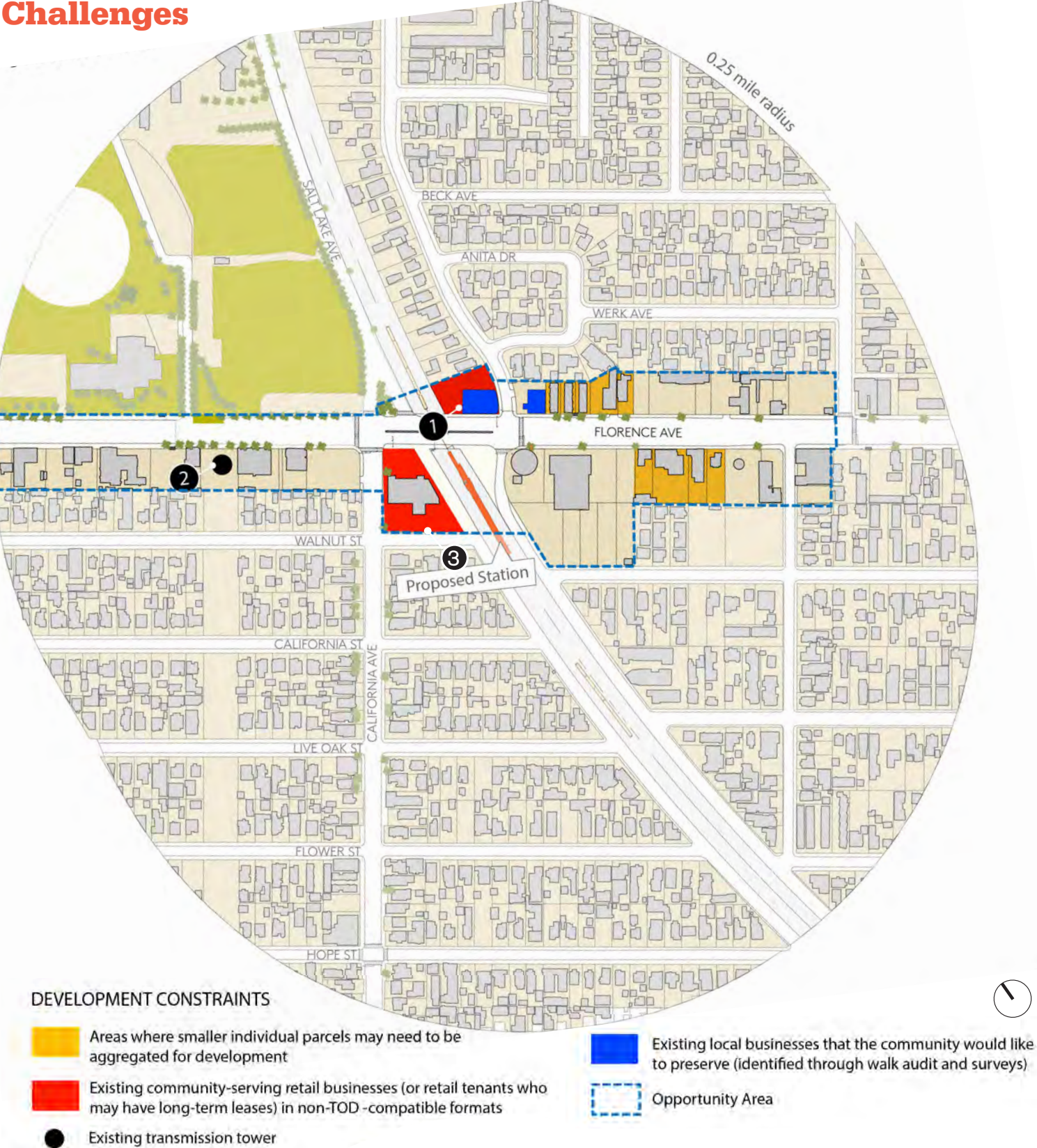
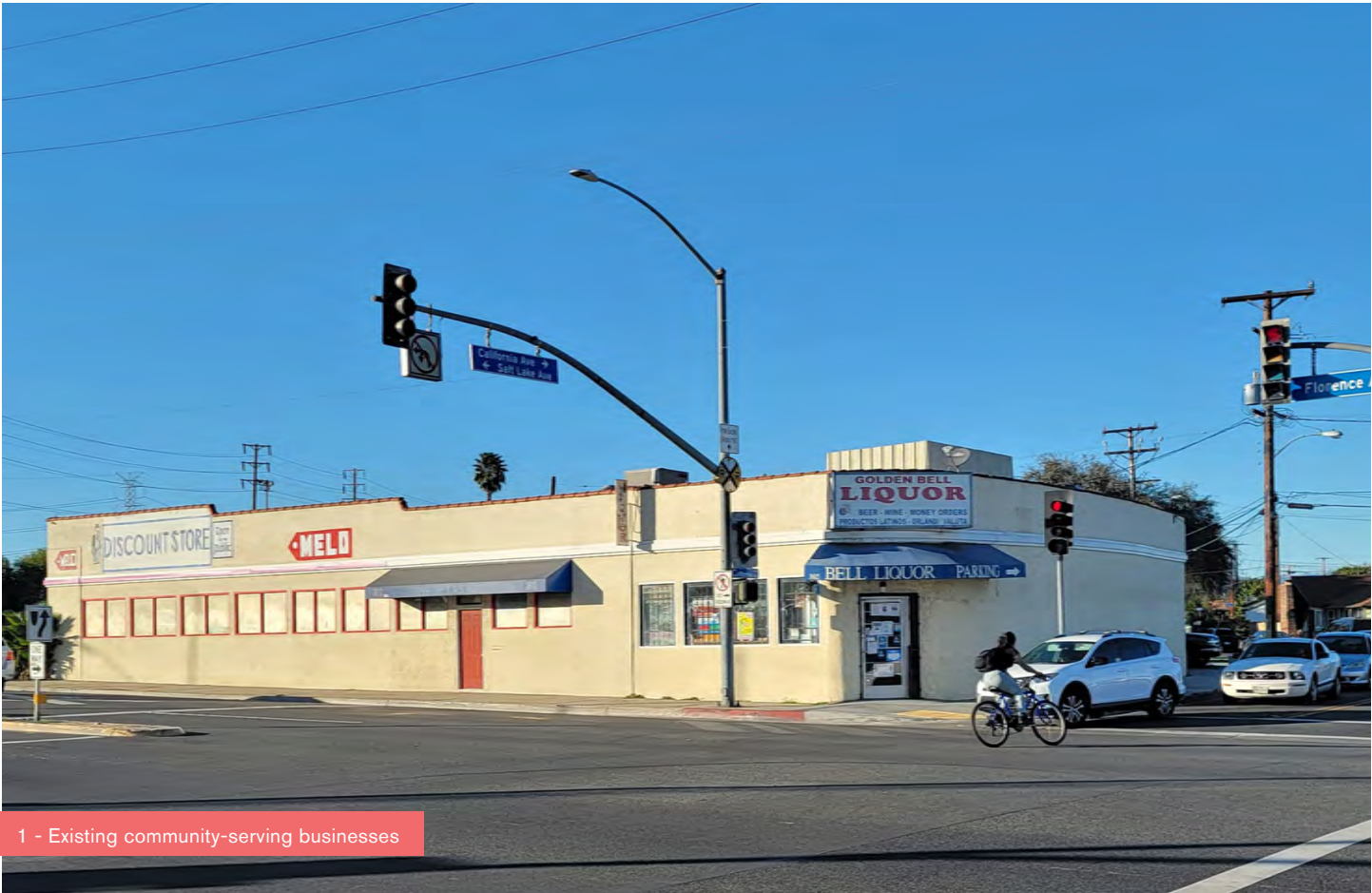


Fig 5.22 Florence/Salt Lake TOD Opportunity Area Development Constraints



II. PLANNING CONTEXT

The Florence/Salt Lake TOD Opportunity Area primarily includes the City of Huntington Park, but also encompasses sites in the City of Bell and provides linkages to the residents in Cudahy and Maywood. Sites within the Opportunity Area include the following Zoning designations:

- City of Huntington Park Florence Corridor - CG (General Commercial) Zoning
- City of Bell Florence Corridor - C-3R (General Commercial and Residential) Zoning

The TOD Opportunity Area around the Florence/Salt Lake Station falls primarily in the cities of Huntington Park and Bell.

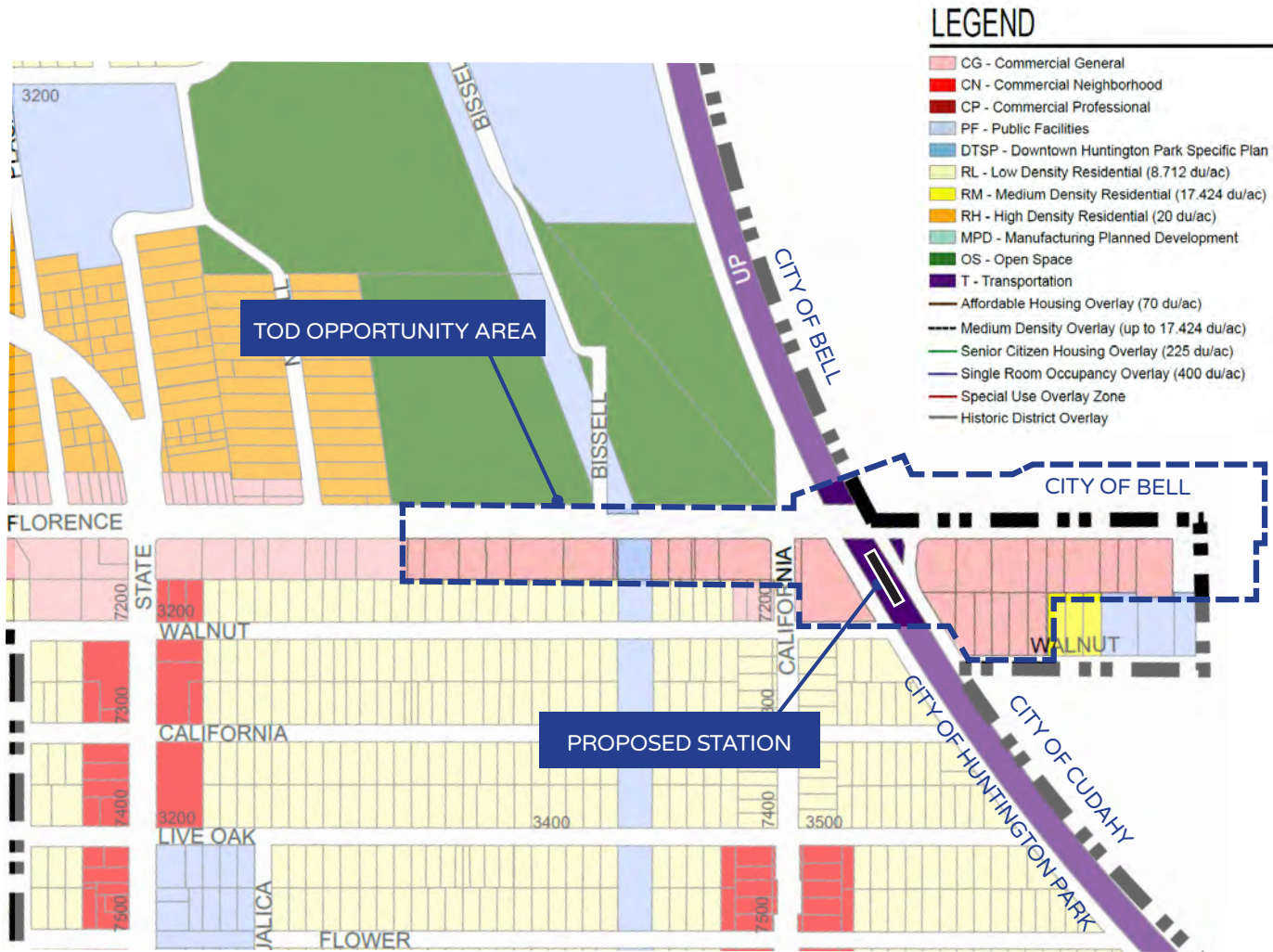


Fig 5.23 City of Huntington Park - Existing Zoning within the Pacific Randolph Station TOD Opportunity Area

CITY OF HUNTINGTON PARK FLORENCE CORRIDOR (CG ZONE)

Sites in Huntington Park within the TOD Opportunity Area are along Florence Avenue and primarily zoned for General Commercial use. The CG Zone provides for general retail, professional office, and service-oriented business activities. Residential uses are not permitted under this Zone.

Huntington Park CG Zone

USES	Only commercial uses
HEIGHT	40 ft. maximum
DENSITY	n/a
F.A.R	2:1 maximum

CITY OF BELL FLORENCE CORRIDOR (C-3R ZONE)

TOD Opportunity Area sites that are identified in the City of Bell fall under the existing C-3R Zone that permits General Commercial and Residential uses. Residential uses require a conditional use permit, and are capped at 30 du/ac density.

City of Bell C-3R Zone

USES	Commercial, and residential with Conditional Use Permit
HEIGHT	70 ft. maximum
DENSITY	30 du/acre maximum
F.A.R	n/a

Tables 5.21 and 5.22 Existing Zoning in Florence/Salt Lake Opportunity Area



Fig 5.24 City of Bell - Existing Zoning within the Pacific Randolph Station TOD Opportunity Area

III. STATION AREA DEVELOPMENT CONCEPT

The Metro TOD SIP Study identified the typology for the Florence/ Salt Lake Station Area as Residential Arterial Infill, which promotes a walkable, revitalized corridor serving existing adjacent residential neighborhoods and connecting to transit and other community employment centers. We propose a mixed-use corridor along Florence Avenue that can densify existing underutilized and auto-oriented uses to not just increase housing opportunities but also ground-level commercial and retail/neighborhood-serving uses that can provide amenities and more local destinations for the community. The development concept envisions -

- A safe and walkable street with some ground floor active uses as part of vertical mixed-use developments
- Taller development fronting Florence Avenue that can scale down to transition to the existing neighborhood in the cities of Huntington Park, Bell and Cudahy
- A variety of housing options including for-sale and rental housing

IV. DEVELOPMENT PROTOTYPES AND ZONING ANALYSIS

The project team created an illustrative development scenario based on the Opportunity Area development concept to test various development prototypes within sites in the Opportunity Area. The prototypes are possibilities based on physical conditions and the Station

Area Vision and Goals. They provide a critical look at the existing Zoning policies and allow the formation of informed recommendations for either zoning enhancements, changes, or other planning and policy initiatives that may better guide development in the Opportunity Area upon introduction of the new WSAB line and station. The development scenarios were

vetted through community engagement to obtain feedback and make adjustments to the prototypes and development objectives as-needed. The project team then compared the development prototypes against the underlying zoning to test the ability of the existing code to support future transit-oriented developments that are aligned with the overall Station Area Goals.

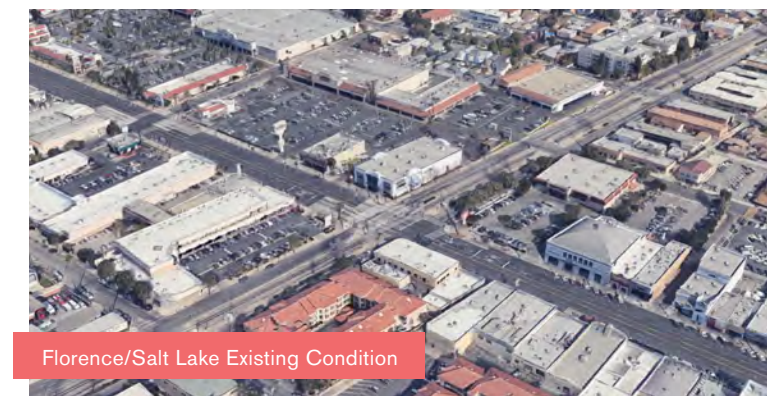


Fig 5.25 Florence/Salt Lake Station Future Development Scenario

Development Prototypes

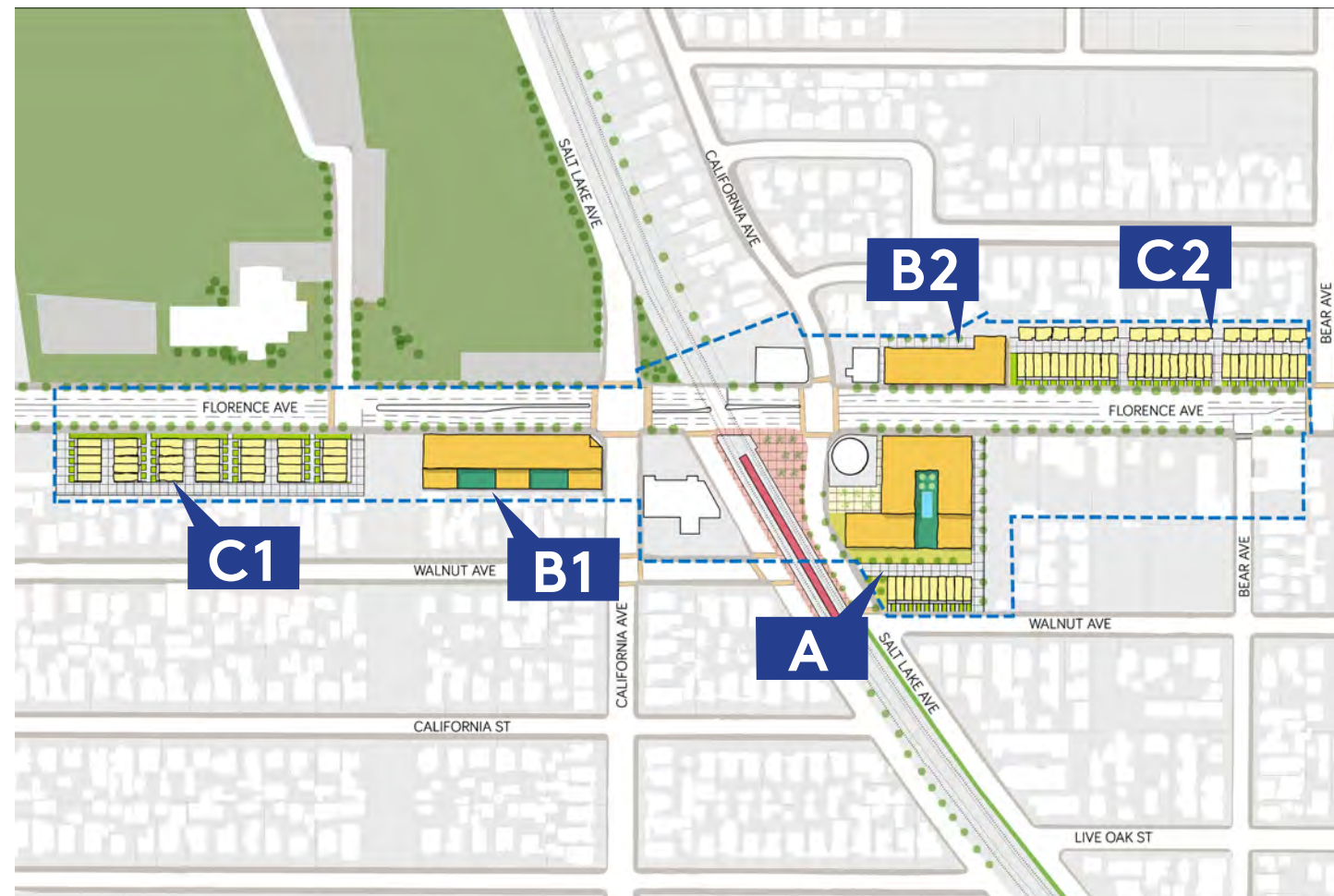


Fig 5.26 Florence/ Salt Lake Station Development Scenario - Development Prototypes



South Pasadena, CA

A

Large Mixed-Use Infill

PLANNING AREA: City of Huntington Park
HEIGHT+ DENSITY: 4-5 stories + 48 du/ac
PARKING: Parking garage (5 levels) with housing wrapped around



How it meets the station area goals:

- Enables adding more housing options for the community close to transit
- Creates more opportunities for neighborhood serving uses and amenities along Florence Avenue, by prioritizing mixed-use development
- Scales down development towards the existing single-family residential fabric
- Retains and enhances the existing water tower to serve as an identity element

B

Main Street Mixed-Use Infill

PLANNING AREA: City of Huntington Park/City of Bell
HEIGHT+ DENSITY: 2 - 3 stories + 100 du/ac
PARKING: Podium parking structure (2 levels) with retail liner



How it meets the station area goals:

- Creates more housing options along the Florence Avenue corridor
- Facilitates an active streetscape with a continuous street wall and ground level uses that could create a feeling of safety along the street on Florence Avenue
- Creates options for private communal open spaces to supplement public spaces like Salt Lake Park

C

Residential Arterial Infill

PLANNING AREA: City of Huntington Park/City of Bell
HEIGHT: 2 - 3 stories
PARKING: Existing surface lot



How it meets the station area goals:

- Takes advantage of smaller corridor infill sites to provide variety in housing types, including options for for-sale housing
- Bridges the scale between the existing neighborhoods and new development
- Creates active street frontages with opportunities for more greening and landscape

Community Open Spaces



Santa Ana, CA



Long Beach, CA



Glendale, CA

Active Streets and Plazas



South Pasadena, CA



South Pasadena, CA



South Pasadena, CA

Florence/ Salt Lake TOD Opportunity Area
Zoning Recommendations

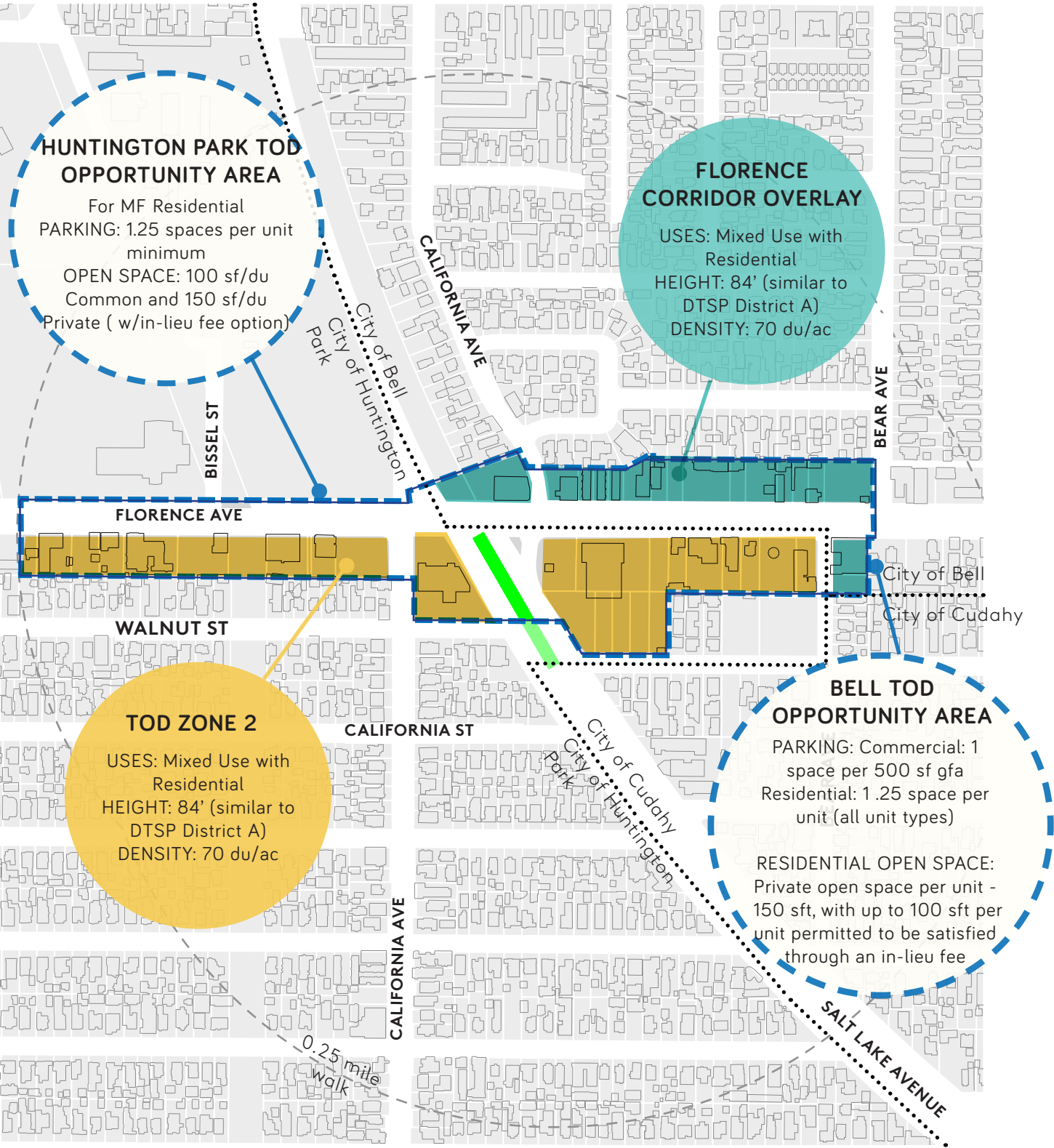


Fig 5.26 Florence/ Salt Lake Station TOD Opportunity Area Zoning Recommendations

V. ZONING AND DEVELOPMENT STANDARDS RECOMMENDATIONS

Based on the possibilities of the station area infill scenario and associated development prototypes, the following recommendations are proposed for the Florence/Salt Lake TOD Opportunity Area.

CITY OF HUNTINGTON PARK

- CREATE A NEW ZONING DESIGNATION: TOD ZONE 2**
Adopt a new Zoning designation to support moderate density corridor infill development in the Florence Corridor TOD Opportunity Areas. Suggested max. height, density, and setbacks are adapted from the Downtown Specific Plan District C (Neighborhood) requirements and shown in Table 5.23. The new designation will create options for denser multifamily infill development in the Opportunity Area that is more aligned with the principles of Transit Oriented Development.
- UPDATE PARKING AND OPEN SPACE REQUIREMENTS**
Modify the minimum parking and open space requirements for all multi-family residential uses within the Florence Corridor TOD Opportunity Area per Table 5.24. A demand based parking requirement, as well as flexible open space standards create more options for new development near transit at TOD densities.

- CONSIDER A CAP ON THE NUMBER OF NEW DWELLING UNITS PERMITTED WITHIN THE OPPORTUNITY AREA**
In addition to changes in Zoning and development standards that provide more options for new transit oriented development, the City can choose to impose a cap or maximum limit on the total number of units that can be entitled within the Opportunity Area over a specific timeframe. The limit can be defined and adopted during the environmental review process as part of a Specific Plan or TOD Overlay, to provide additional controls for the City to guide the future growth of the Station Areas.

CITY OF BELL

- CREATE A TOD OVERLAY WITH MODIFIED STANDARDS FOR SITES WITHIN THE OPPORTUNITY AREA**
Adopt modified standards for new development on Florence corridor infill sites within the Opportunity Area. The Florence Avenue Area Plan included as a recommendation in the City of Bell General Plan Update, provides an aligned vision for mixed-use development on this corridor. Suggested modifications to uses, density, setbacks, parking and open space are shown in Table 5.25.

CITY OF HUNTINGTON PARK

Table 5.23 Florence/Salt Lake TOD Zone 2

Development Standard	Existing CG (General Commercial)	Recommended TOD Zone 2
ALLOWED USES	Only commercial uses -- no residential uses allowed Consider permitting mixed-use with ground floor retail uses that can activate the Station Area, similar to DTSP District C - neighborhood designation	Multi-family residential with opportunity for commercial ground floor as the market prescribes
HEIGHT	40' max. Increase max. height provision to match the Downtown Specific Plan District C requirements	50' maximum
F.A.R	2:1 maximum Consider eliminating FAR or adopt a higher permitted range	1:1 (minimum) 3:1 (maximum)
DU DENSITY	n/a Increase max. residential density similar to Downtown Specific Plan designation	70 du/ac maximum
FRONT SETBACK	5' minimum Adopt a range of permitted front setbacks, for flexibility for various ground level uses and configurations	0' minimum 10' maximum

Table 5.24 Florence/Salt Lake TOD Opportunity Area Parking and Open Space

	EXISTING	RECOMMENDED
PARKING	MF Residential - 2 covered spaces per unit, plus 1 parking space (covered or uncovered) for every bedroom after the first 2 bedrooms, plus 1 uncovered guest space for every unit. Commercial - 1 space for each 400 sf. gfa. Adopt a reduced minimum requirement for market rate housing in the Opportunity Area to support TOD densities.	Min. 1 space and 0.25 guest spaces per unit (all unit types)
OPEN SPACE	For R-H zones (residential high density) - 1. Min. 150 sft of private open space per unit 2. Min. 200 sft of common open space per unit or 30% of net parcel area, whichever is greater Utilize an adapted version of open space provisions from the DTSP District A for all sites in the TOD Opportunity Area	1. Common Open Space : 100 sf/du (up to 50% of total common space can be satisfied by open space in-lieu fee) 2. Private Open Space: 150 sf/du (up to 100 sf/du may be satisfied by offering additional common open space)

CITY OF BELL

Table 5.25 Florence Corridor TOD Overlay

Development Standard	Existing C-3R	Recommended Florence Corridor TOD Overlay	EXISTING	Recommended Florence Corridor TOD Overlay
ALLOWED USES	Residential uses allowed with Conditional Use Permit Allow residential uses by-right in the TOD Opportunity Area to streamline development	By-right mixed-use and multifamily residential development	PARKING	Commercial - 1 space for each 200 sf. gfa. up to 5000 sf of use; 1 space for every 250 sf thereafter MF Residential - 2 parking spaces for each multifamily dwelling unit, and 1 guest open parking space for each 3 multifamily dwelling units. Commercial: Existing parking requirements are onerous for station area development and should be reduced to incentivize mixed use. Residential: Adopt a reduced minimum requirement for market rate housing in the TOD Opportunity Area to support TOD densities.
HEIGHT	70' maximum No change in height recommended	70' maximum		Commercial : 1 space per 500 sf gfa Residential: 1 space and 0.25 guest spaces per unit (all unit types).
DU DENSITY	30 du/ac maximum Consider increasing the base density to 70 du/ac to allow for higher density market rate housing in the TOD Opportunity Area.	70 du/ac maximum		
FRONT SETBACK	10' (commercial uses) 20' (residential uses -- may have commercial in setback) Reduce minimum setback requirements and provide urban design standards for active frontages to create an active streetscape along Florence Avenue, and transitional setback requirements from adjacent R3 and R2 residential properties	0' minimum (commercial uses) 10' minimum (residential uses)	OPEN SPACE	Private open space per unit - 150 sft, with up to 100 sft per unit permitted to be satisfied through an in-lieu fee Provide flexibility in requirements to support suggested densities, that can also provide funding for public open space investment in the Station Area



6

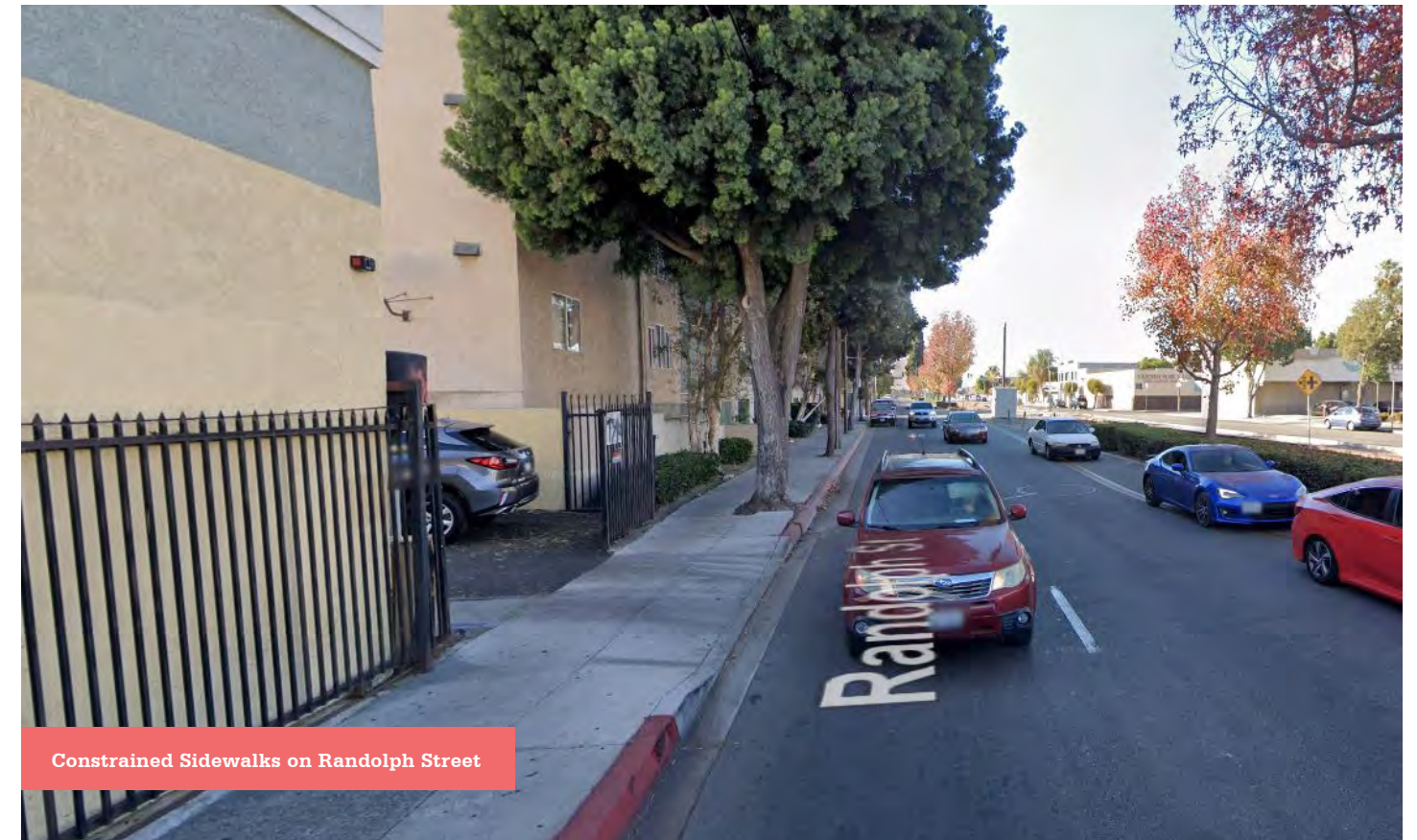
MOBILITY AND CIRCULATION

6.1 OVERVIEW

The mobility recommendations focused on strategies to create comfortable connections and improve the user experience around the proposed station. The Land Use and Density recommendations address increasing the number of households and focusing on development within reasonable walking distance to the station.

This Chapter identifies measures and recommends targeted infrastructure improvements to the extent that transit users and the community can have a safe, comfortable and universally accessible environment to access the station from a broader catchment area of a half-mile radius. It also includes some recommendations for priority bicycle infrastructure improvements for the Station Area cities to consider.

2. A more constrained pedestrian environment along Randolph Street with narrower sidewalks and existing power infrastructure that creates pinch points for pedestrians, although there is a good amount of shade from trees along the street in the vicinity of the proposed station. As a wide arterial with heavier traffic, the street was perceived to have more issues with vehicular speeding which can increase traffic stress.
3. Generally wide sidewalks along Belgrave Avenue, as well as a consistent grain of other east-west streets connecting to Pacific Boulevard that provide a good network of pathways to access the future station by walking.
4. Some pedestrian safety issues on secondary streets including Rugby Avenue, Rita Avenue and Clarendon Avenue related to lack of street lighting and missing crosswalks at intersections with Randolph Street.



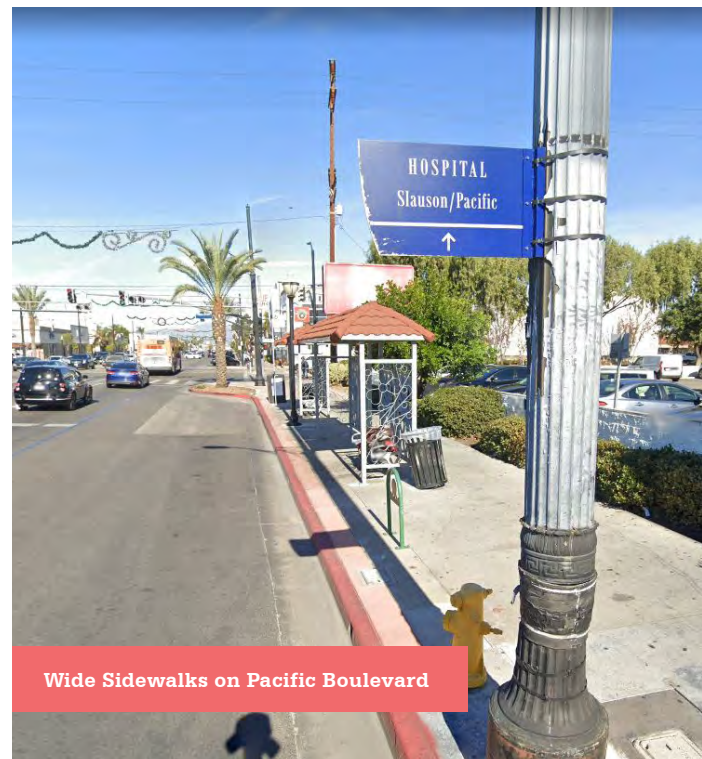
Constrained Sidewalks on Randolph Street

6.2 PACIFIC/RANDOLPH STATION

1. EXISTING CONDITIONS

Conditions of existing street infrastructure in the vicinity of the proposed station were identified in the Metro TOD SIP as well as recorded through a community walk audit conducted around each proposed station in the Spring of 2021. The following were the key observations around the Pacific/Randolph Station:

1. Relatively wide and shaded sidewalks along Pacific Boulevard that are also activated by ground level retail, creating a comfortable walking environment.



Wide Sidewalks on Pacific Boulevard



Comfortable pedestrian conditions on Belgrave Avenue



Missing crosswalks at some neighborhood intersections

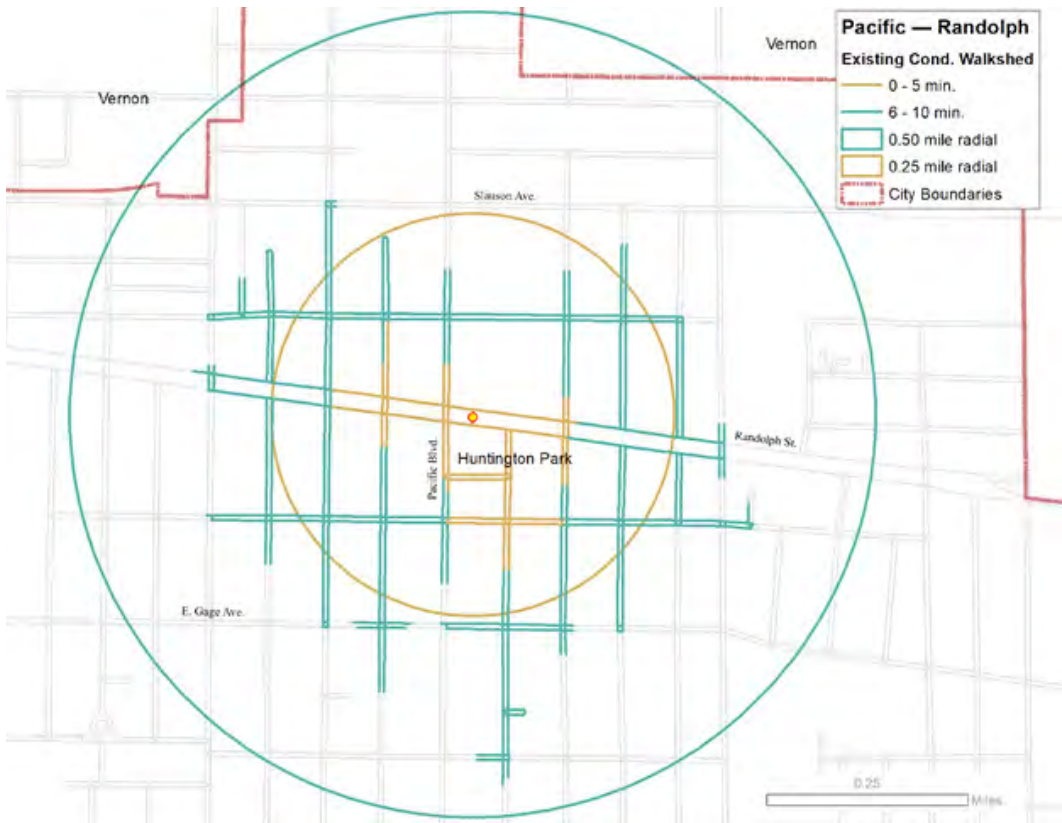


Fig. 6.1: Existing conditions walkshed from Mobility Study.

II. OTHER KEY ISSUES/CONSIDERATIONS

- The WSAB Alignment Design drawings (February 2020) indicate that the WSAB ROW design including the existing freight rail tracks and internal fencing between light and heavy rail lines would occupy a significant portion of the right-of-way on Randolph Street, negating opportunities to add a Class I bike path or bike trail as indicated in the City of Huntington Park Bicycle Master Plan. Metro’s Rail to River bike path project that was originally planned for this corridor is currently analyzing options for alternative routes either on Belgrave Avenue or Gage Avenue.
- The WSAB alignment drawings also show sidewalks that are significantly

reduced from the existing condition, including removing existing street trees, at the intersection of Randolph Street and Pacific Boulevard immediately adjacent to the proposed station. This measure has been created to preserve right turn lanes onto Pacific Boulevard from Randolph Street but it significantly constrains the pedestrian environment at a location that will have a greater concentration of pedestrians with the future train station.



Fig. 6.2: Metro River-to-Rail Bike Path Segment B.

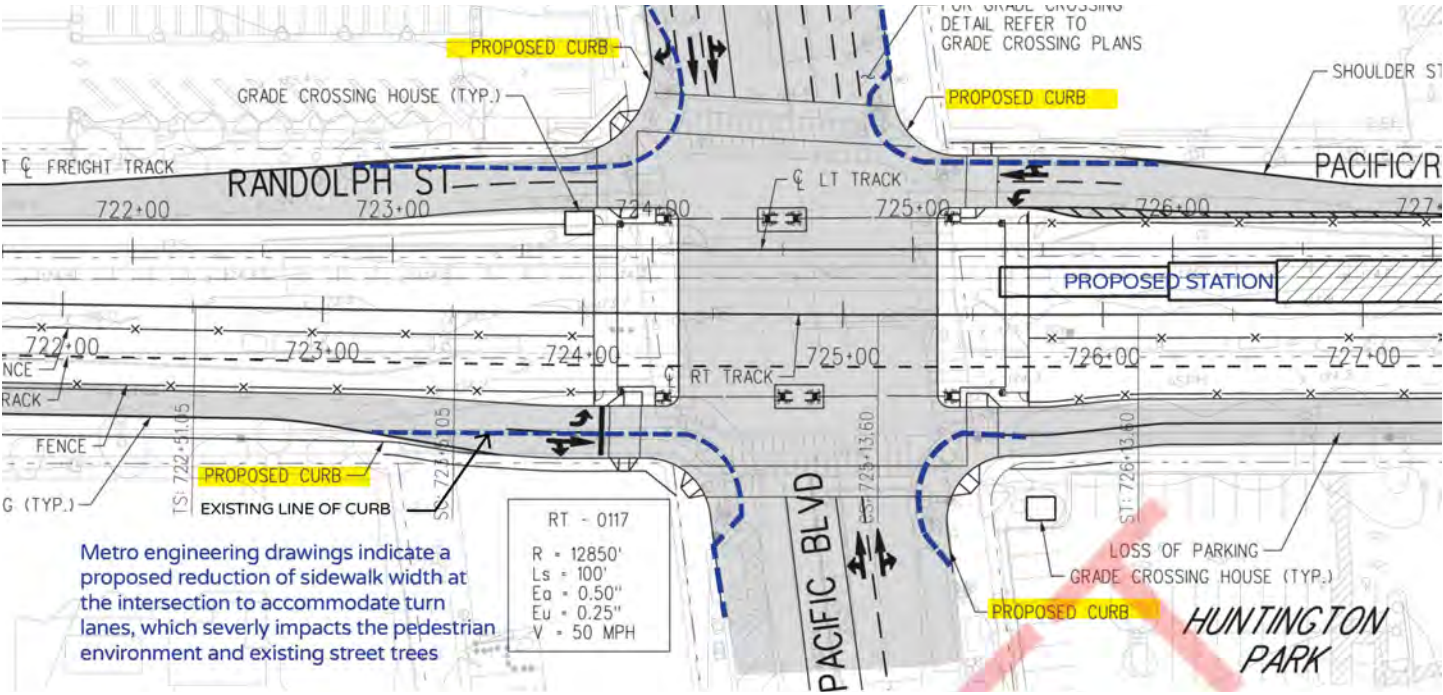
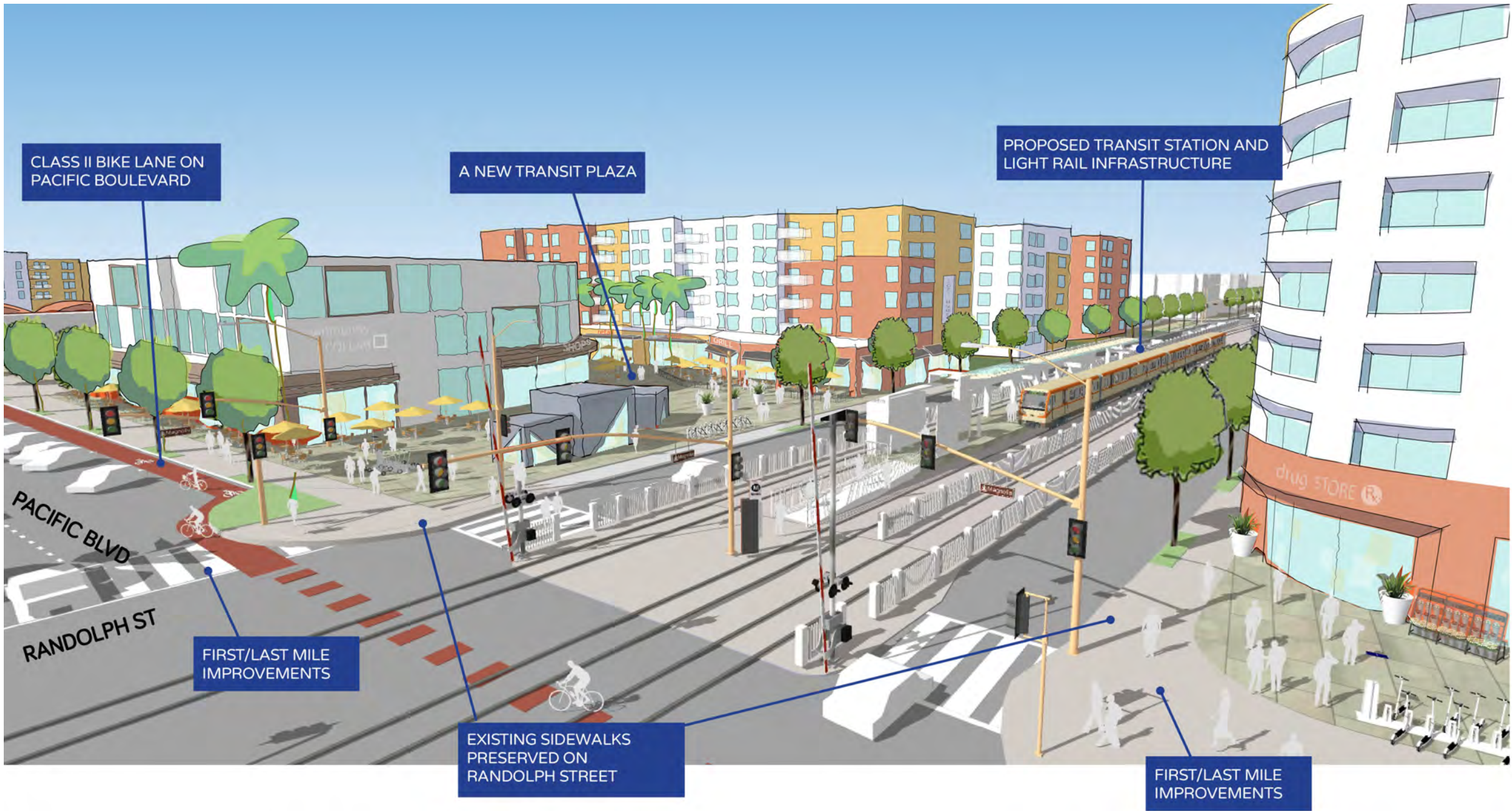


Fig. 6.3: Proposed changes to the right-of-way on Randolph Street per WSAB Alignment drawings (February 2020).

III. PRIORITY STRATEGIES TO ENHANCE STATION ACCESS

The Mobility Study (see Chapter 8-D) analyzes the impacts of a variety of planned and ideal improvements, in making the proposed transit station more accessible for pedestrians by expanding the 5-, 10- and 20- minute walkshed of the station. Based on the study and an analysis of the existing conditions, the following priority improvements in the vicinity of the proposed station can improve the pedestrian experience and create amenities for safe first- and last- mile connections, for transit users and the community.

- 1. Collaborate with the Metro WSAB Project Team to identify strategies to preserve existing sidewalks and pedestrian amenities at the intersection of Randolph Street and Pacific Boulevard.
- 2. Explore creating a transit plaza as part of new development on underutilized parcels to the north-east of the proposed station, to provide enhanced transit and community-serving amenities adjacent to the future station.
- 3. Collaborate with the Metro Rail to River Project Team to finalize a preferred alternative for the River-to-Rail bike path along Randolph Street, either by relocating the path completely to Gage Avenue or partially along Belgrave Avenue and connecting back to Randolph Street.
- 4. Implement a Class II bike lane with a road diet on Pacific Boulevard south of Randolph as highlighted in the City of Huntington Park Bicycle Master Plan. Explore the extension of the Class II bike lane north, from Randolph Street to E 57th Street.
- 5. Partner with Metro to create and adopt a First/Last Mile Plan for the Pacific/Randolph Station that identifies key infrastructure improvements in the Station Area, to pursue funding to implement active transportation improvements that can enhance station access.

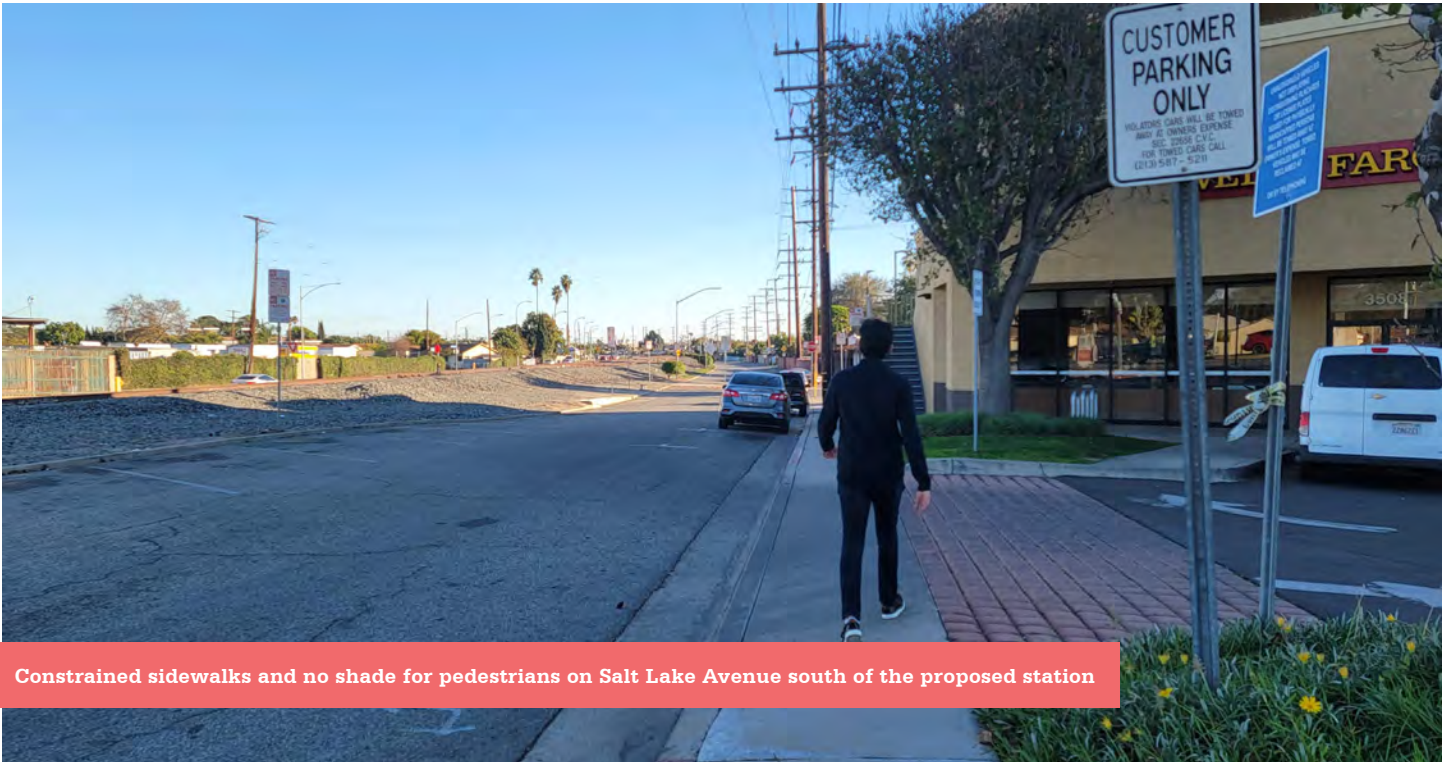


6.3 FLORENCE/SALT LAKE STATION

1. EXISTING CONDITIONS

Conditions of existing street infrastructure in the vicinity of the proposed station were identified in the Metro TOD SIP as well as recorded through a community walk audit conducted around each proposed station in the Spring of 2021. The following were the key challenges observed around the Florence/Salt Lake Station -

- 1. Constrained sidewalks and lack of shade on Florence Avenue, particularly in the areas closest to the station where future pedestrian activity will be concentrated. Sidewalks are continuous but often narrow and with pinch points that affect the pedestrian experience.
- 2. High traffic stress and crossing delays at intersections along Florence Avenue due to several vehicular travel lanes and significant vehicular speeding. This also included challenges for ADA accessible crossings at locations with existing rail infrastructure.
- 3. A lack of pedestrian amenities including lighting and shade also make Florence Avenue and parts of California Avenue less appealing for pedestrians.
- 4. Constrained sidewalks on California Avenue and Salt Lake Avenue south of the proposed station. Sidewalk widths are narrow and there is little to no shade for pedestrians.
- 5. Overall degradation of the 0.25-mile and 0.5-mile walkshed of the proposed station owing to numerous stressful crossings, circuitry, more travel lanes, and higher traffic speeds.



II. OTHER KEY ISSUES/ CONSIDERATIONS

- The WSAB ACE Alignment Design drawings (dated 2/26/20) indicate that the WSAB ROW design including the existing heavy rail tracks and internal fencing between light and heavy rail lines would occupy a significant portion of the street, reducing the space available for improvements such as sidewalk widening and street trees along Salt Lake Avenue. The proposed right-of-way design also does not make any space provision for a future Class I trail that is indicated in the City of Huntington Park Bicycle Master Plan.
- In addition to being a primary arterial street with heavy traffic volumes (30,000 ADT as of 2013), Florence Avenue is also a key corridor for truck movement, which creates unique challenges for improving safety and access for pedestrians.

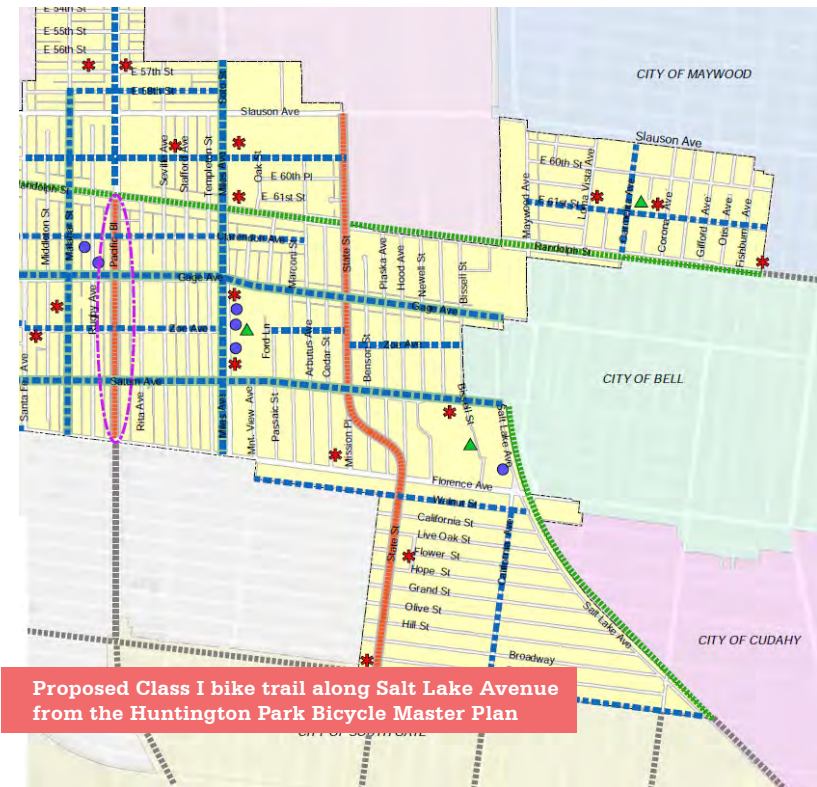


Fig. 6.4: Existing conditions walkshed from Mobility Study.

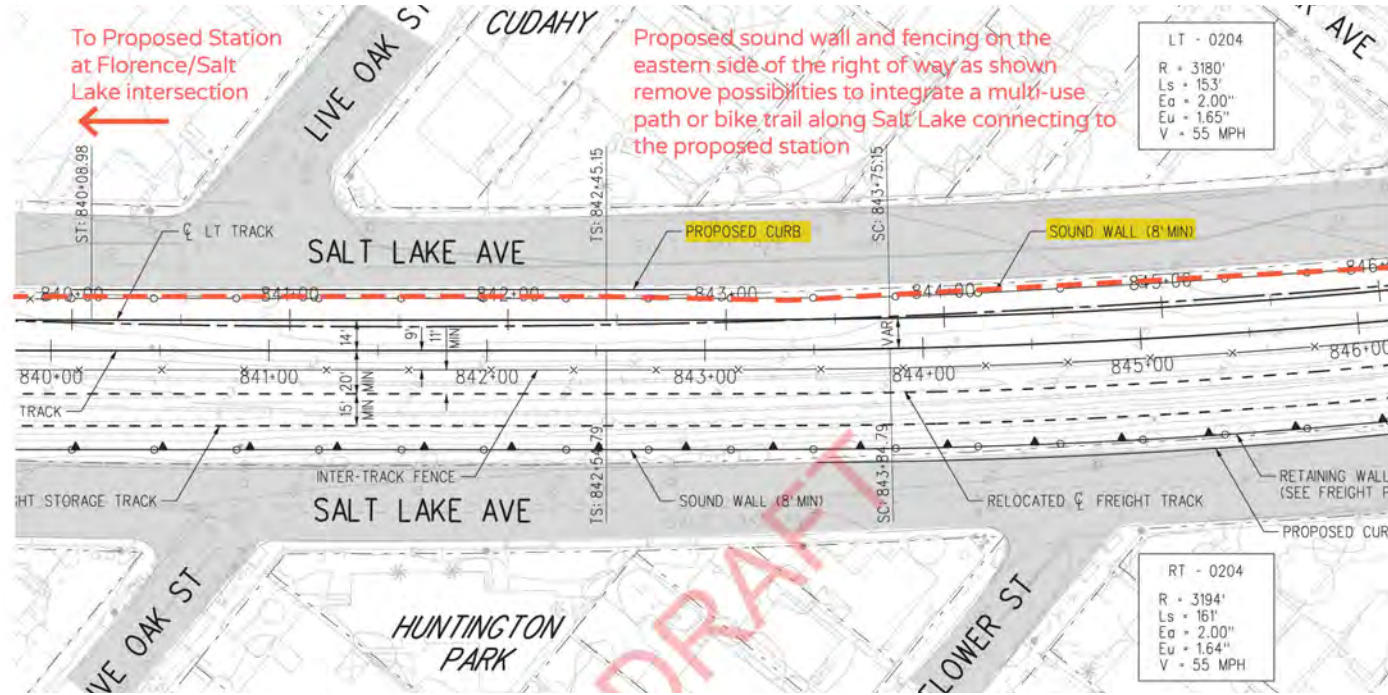


Fig. 6.5: Proposed changes to the right-of-way on Salt Lake Avenue per WSAB Alignment drawings (February 2020).

III. PRIORITY STRATEGIES TO ENHANCE STATION ACCESS

The following recommendations for priority improvements in the vicinity of the proposed station can provide opportunities to enhance pedestrian access to the future station and create amenities for safe first- and last- mile connections for transit users and the community.

1. Collaborate with the Metro WSAB project team to consider options for integrating a bike path along Salt Lake Ave to the south of the proposed station within the WSAB ROW, from Patata Avenue to Live Oak Street. This will enhance bike connectivity to the station for communities in Huntington Park and Cudahy.
2. Create a transit plaza at the station by reconfiguring the existing traffic islands along Salt Lake Avenue, to provide enhanced pedestrian access to the station.
3. Consider complete street improvements along Florence Avenue focusing on the immediate vicinity of the station from State Street to Bear Avenue. Incorporate pedestrian refuge islands and ADA improvements at major intersections, street trees and enhanced sidewalks, pedestrian scale lighting and wayfinding signage.
4. Explore extending the pedestrian trail along the transmission ROW to the west of California Avenue to connect to Florence Avenue through the existing parking lot. This will create a less circuitous street grid and more connections for an enhanced walkshed around the future station (see Appendix D Mobility Study for the analysis).
5. Partner with Metro to create and adopt a First/Last Mile Plan for the Florence/Salt Lake Station that identifies key infrastructure improvements in the Station Area, to pursue funding to implement active transportation improvements that can enhance station access.





7

NEXT STEPS

The Planning Team has the following next step recommendations for the cities of Huntington Park, Bell, Cudahy and Maywood:

7.1 UPDATE EXISTING PLANNING POLICIES FOR DESIRED DEVELOPMENT

Chapter 5 provides land use and zoning recommendations for the Pacific/Randolph and Florence/Salt Lake Station TOD Opportunity Areas for targeted infill sites for new transit-oriented development. In order to achieve the vision and goals for each station area, the cities of Huntington Park and Bell should update their Zoning requirements for allowable uses, height, floor area ratio, density, setbacks, parking, and open space based on the recommendations provided. The cities of **Huntington Park and Bell** can incorporate the recommendations into their regulatory framework through the creation of a **TOD Specific Plan** that would simplify underlying regulations from various planning documents, provide development standards and codify the desired densities and scale of future development projects within the Specific Plan area. A **Program-level EIR** would be required as part of the

Specific Plan and would go a long way in streamlining the production of housing by incentivizing development as development approval risk would be minimized. An adopted **Overlay Zone** focused on each TOD Opportunity Area is also a tool that could facilitate and guide transit-compatible development by providing additional development incentives to the existing zoning.

Based on the Infrastructure Study conducted for the Station Area Plans, the City of Huntington Park has the sewer infrastructure capacity to support future development aligned with the development prototypes and land use and Zoning recommendations. Some infrastructure located within private property will require relocation or upgrades in the future, as well as developer and agency coordination for funding these improvements.

7.2 CITY LEADERSHIP IN ADOPTION EQUITABLE DEVELOPMENT POLICIES

With the investment of the rail line and proposed transit stations, several community concerns and desires for equitable transit-oriented development emerged. Chapter 4 identifies four priority themes for equitable development focused on **Housing, Quality of Life, Economic Opportunity and Transportation**, along with many recommendations and tools and strategies to protect existing residents and local and legacy businesses from displacement while also providing more housing options through new development and additional green and open spaces.

As the recommended tools are **policies and programs** that could serve as available tools for each city's tool box in guiding future development, growth, and investment within each station area through an **equity lens**, the leadership of Huntington Park, Bell, Cudahy, and Maywood is needed.

In order to select the appropriate policies and programs, each city should **follow the steps** outlined in Section 4.2 by first taking an inventory of market rate and affordable housing within the station area and estimating the potential of loss to this housing stock from increases in the value of real estate as a result of the new light rail stations. Cities can then **explore the applicable recommendations and tools** and **formulate a plan** for implementing them along with indicators for monitoring and evaluating the success and impact of the strategies.

7.3 COORDINATE AND FOSTER PUBLIC AGENCY LED IMPROVEMENTS

A number of bicycle, pedestrian and streetscape-focused improvement projects were recommended in Chapter 6 to enhance the pedestrian experience and create comfortable connections within the two Station Areas. The cities of Huntington Park and Bell should use the Station Area Plans to prioritize these projects for implementation, including an enhanced transit plaza at both stations as presented in this document. The improvements can also be incorporated into a **First/Last Mile Plan**, created in partnership with Metro, as an approach to secure funding for

infrastructure design and implementation. In addition, the recent WSAB drawings show proposed changes to the existing right-of-way on Pacific Boulevard, Randolph Street, and Salt Lake Avenue impacting existing sidewalks and planned bicycle infrastructure. The City of Huntington Park, Bell, and partner cities of Cudahy and Maywood should collaborate with the Metro West Santa Ana Branch Team **advocating for** strategies to preserve the existing pedestrian infrastructure on these streets and consider options for integrating a protected bike path along Salt Lake Avenue south of the proposed station within the WSAB right-of-way and identifying a preferred alternative route for the Metro Rail to River bike path on Randolph Street.

As parking is a community concern, the Station Area Cities should work with Metro to obtain a **coordinated parking management program** for each Station Area to address parking demand, supply, and pricing.

The City of Huntington Park also should also perform a detailed inventory of existing on-street and off street parking serving Salt Lake Park, and create a plan that identifies locations to **provide replacement parking** within the Florence/Salt Lake Station Area that have been displaced from the light rail. Possible locations for parking that warrant further exploration include expanding/ extending the existing surface lot or adding structured parking at Salt Lake Park, adding parallel on-street parking spaces adjacent to the proposed light rail right-of-way, and restriping existing lots to get greater efficiency and add more spaces.



8

ATTACHED STUDIES