The background image shows a wide city street with multiple lanes, lined with parked cars and commercial buildings. A large billboard on the left side of the street reads "Start paying your own mortgage! We can help." and features a woman's face. On the right, a building has a sign that says "TERRA MIA COFFEE". The entire image is covered with a semi-transparent purple overlay.

City of South Gate Specific Plan for the Gateway District

Task 3.1 TOD STRATEGIES AND ANALYSIS

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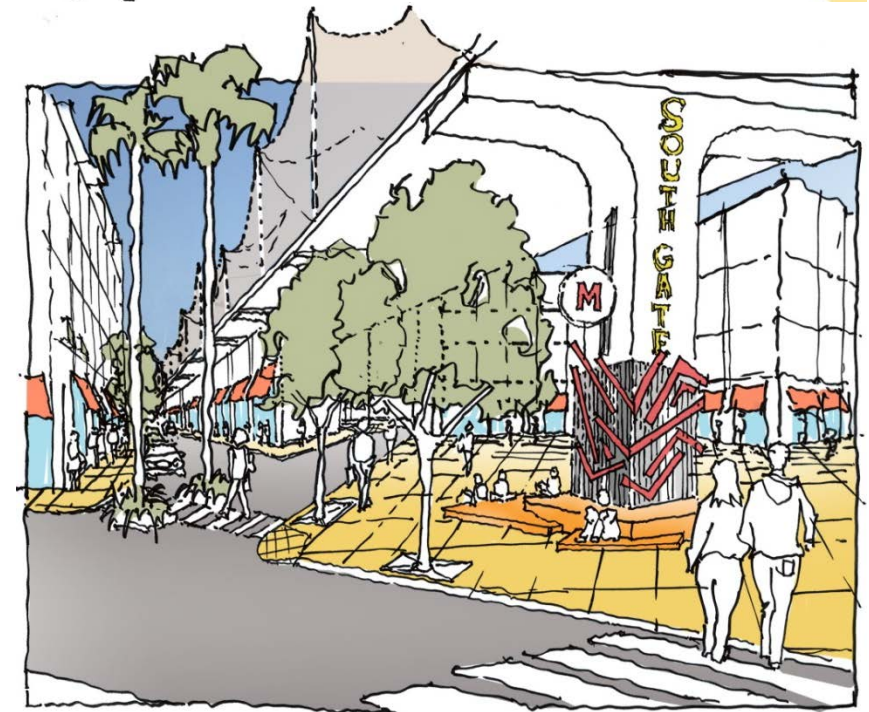
3. The Blue Line

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What is light rail transit?

The coming of light rail transit to the city of South Gate is the impetus for this effort – development of the South Gate Specific Plan for the Gateway District. To understand the significance of this, it is important to understand what light rail transit is.

Light Rail Transit (LRT) is a form of urban rail public transportation that operates at a higher capacity and higher speed compared to buses or street-running tram systems (i.e. trolleys or streetcars).

What are the benefits of LRT?

- LRT is a quiet, electric system that is **environmentally-friendly**.
- Using LRT helps **reduce automobile dependence**, traffic congestion, and pollution.
- LRT is **affordable** and a less costly option than the automobile (where costs include parking, insurance, gasoline, maintenance, tickets, etc).
- LRT is an **efficient and convenient** way to get to and from destinations.
- LRT **connects major destinations** throughout the county, like housing, businesses, schools, and entertainment.



Example of an at-grade alignment LRT, Gold Line in Pasadena, CA.



Example of an elevated alignment LRT, Expo Line in Culver City, CA.

What is transit-oriented development?

Light rail provides an opportunity to re-invest into a community in a way that is smart, sustainable, and advantageous. This can be achieved with transit-oriented development, which leverages the investment of light rail transit infrastructure.

Transit-oriented development (TOD) is compact, urban development typically located within ½-mile radius (10-minute walk) from a transit station that includes a mix of uses like housing, offices, retail, restaurants, entertainment, and civic.

What are the benefits of TOD?

- If people live and work near a transit station, they are more likely to use it, thereby reducing dependency on automobiles, which **reduces traffic congestion and air pollution**.
- TODs cluster community uses within a comfortable walkable or bikeable distance, which encourages **healthy and active lifestyles**.
- TODs provide a vibrant mix of uses, thereby giving communities **more options for living, working, shopping, playing, and learning**.
- Because TODs provide a mix of uses, they become local destinations and **centers of community life and activity**.



An evolving TOD approach

For TODs to be successful, they should be planned in anticipation of and/or in conjunction with future transit stations.

South Gate can learn from the successes and challenges of Metro's 25-year history of planning, constructing, and operating transit throughout Los Angeles County to better serve the mobility needs of communities. Since the opening of the Blue Line in 1990, Metro has been improving the way that it works with communities to successfully plan for TODs. The following pages highlight case studies that offer South Gate lessons learned.

Existing Lines:

- 1990: Blue Line
- 1993: Red Line
- 1995: Green Line
- 2003: Gold Line
- 2005: Orange Line (BRT)
- 2006: Purple Line
- 2009: Silver Line (BRT)
- 2012: Expo Line

Under Construction:

- Gold Line extension to Azusa
- Expo Line extension to Santa Monica
- Crenshaw/LAX Line
- Regional Connector in Downtown LA
- Purple Line extension to Westwood



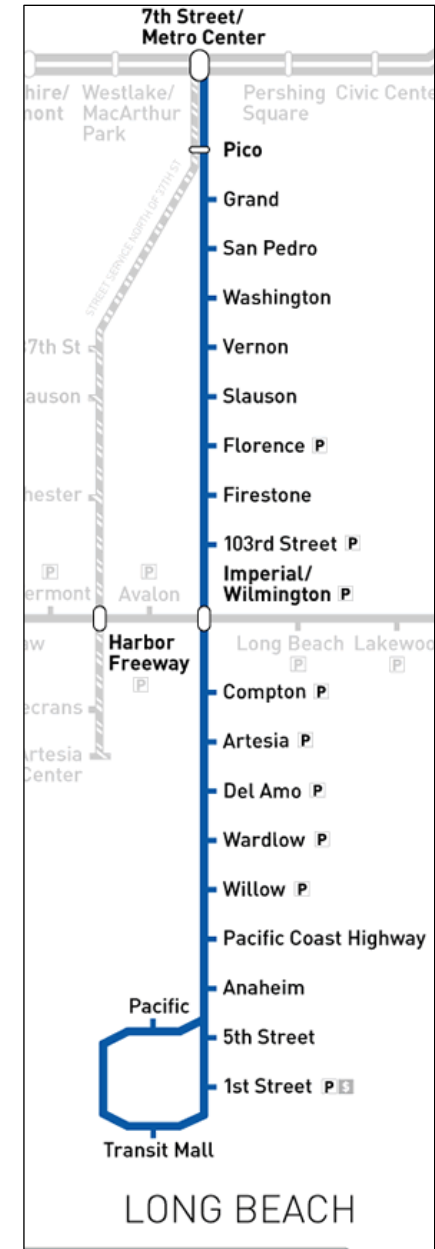
Blue Line was Metro's 1st LRT

The **Blue Line** extends 22 miles from Downtown Los Angeles to Downtown Long Beach. It runs along the historic Pacific Electric right-of-way (which had not seen passenger service since 1963).

When the Blue Line was developed, no TOD or comprehensive station area planning was in place. It was the Los Angeles County Transportation Commission's (now known as Metro) top priority to plan, fund, construct, and operate multimodal transportation solutions to combat increasing traffic congestion and poor air quality that plagued the region. Shortly after the opening of the Blue Line, Metro developed the **Joint Development Program**, encourage comprehensive TOD planning and development around stations.



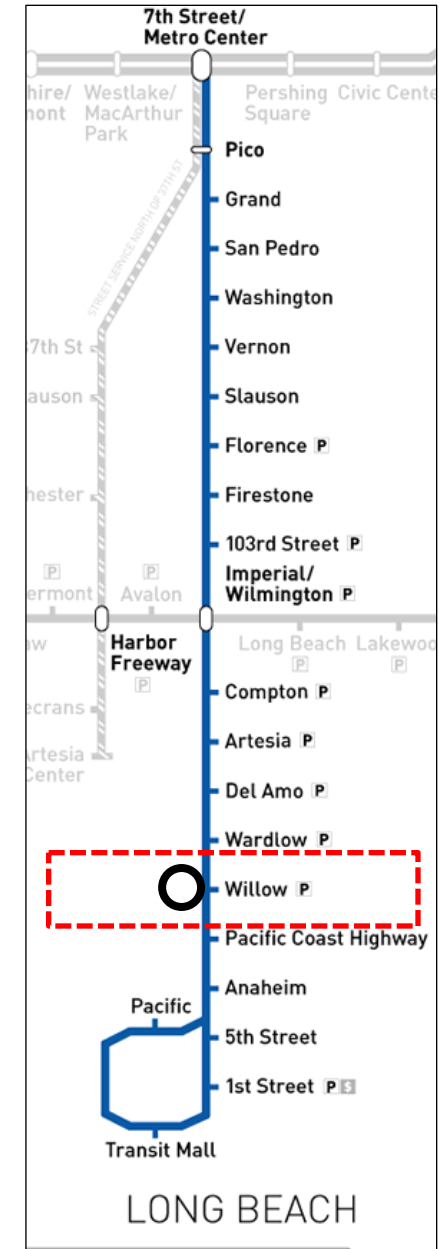
Grand opening of the Blue Line on July 14, 1990 in Downtown Los Angeles.



Willow St Blue Line Station TOD

The **Willow Street Shopping Center** at the Willow St Blue Line Station is one example of Metro's Joint Development Program. Although it contains no residential, this TOD provides retail and parking within a 5-minute walk of the station. The project was developed after the opening of the station through a partnership between Metro and the Long Beach Redevelopment Agency. Together, the agencies leased land to the parent company of Lucky Stores (now Albertson's) who constructed the shopping center along with a 700-space parking structure for Blue Line passengers.

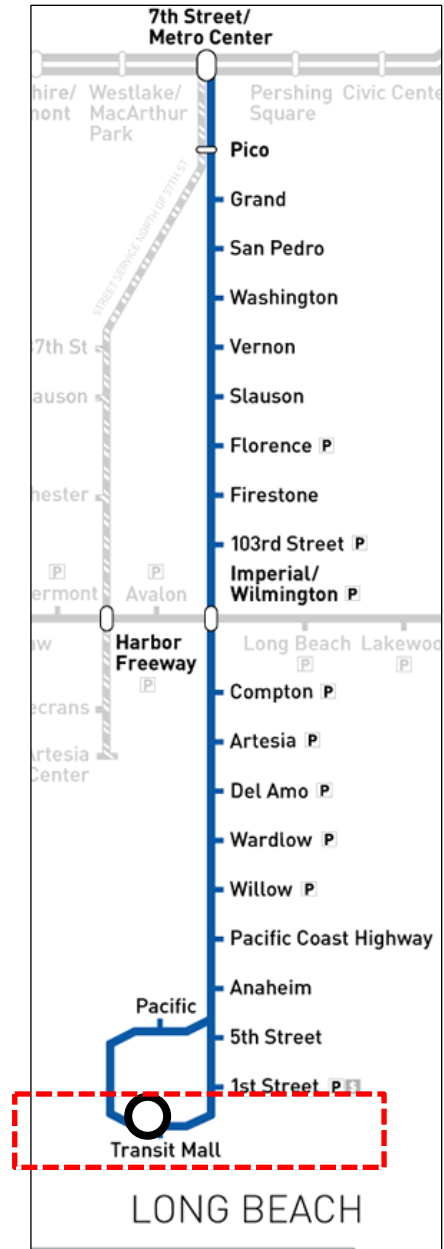
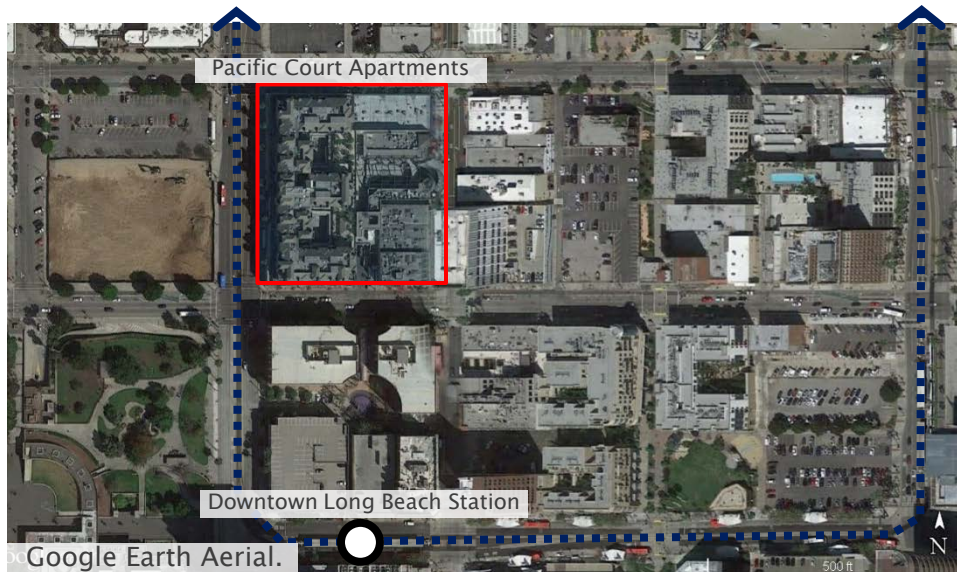
- TOD developed: 1999
- Station opening: July 1990
- Developed in accordance with the Central Long Beach Redevelopment Project Area, adopted Sep 1993 in response to LA Riots.
- Parcel(s) size: 12 acres
- Total development size: 132,000 sf of retail comprising of a major grocery store, drug store, neighborhood retail, and food services.



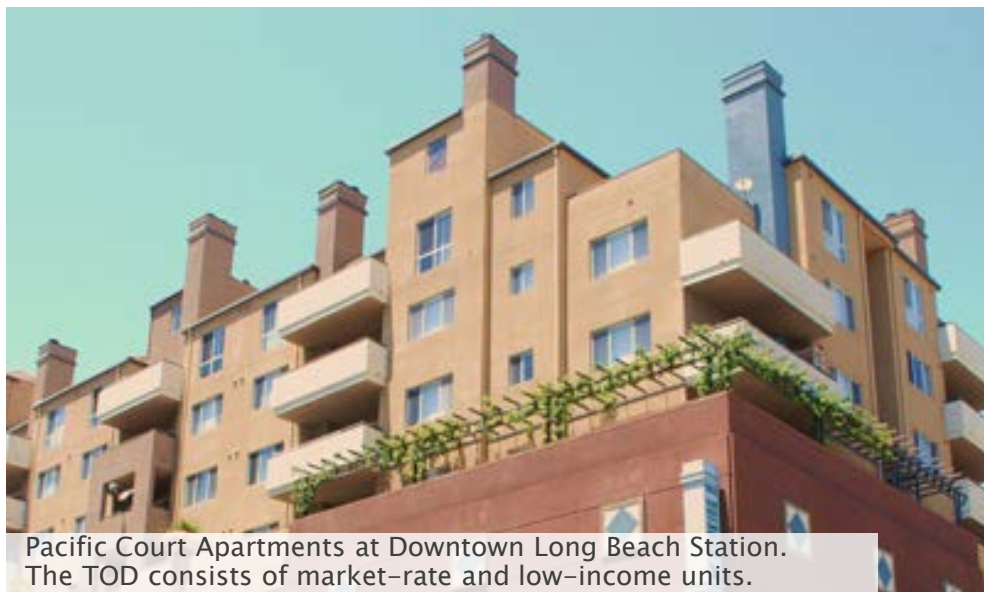
Downtown Long Beach Blue Line Station

Located a block away from the Downtown Long Beach Blue Line Station, **Pacific Court Apartments** is a mixed-income, mixed-use TOD. At the time of development, the City of Long Beach did not have a comprehensive strategy for transit-oriented development. A private developer saw value in the site's adjacency to the newly opened station, and worked with the Redevelopment Agency to minimize the cost of land acquisition and maximize tax-exempt financing. The project is currently being renovated to add more residential units.

- TOD developed: 1992
- Station opening: July 1990
- At the time of development, no Specific Plan was in place. The City has since then adopted the Downtown Long Beach Community Plan in 2010.
- Parcel(s) size: 2 acres
- Total development size: 42,000 sf, including 2 levels of retail and 142 residential units (of which 29 are low-income).



Downtown Long Beach Blue Line Station



Pacific Court Apartments at Downtown Long Beach Station. The TOD consists of market-rate and low-income units.



Pacific Court Apartments at Downtown Long Beach Station. Construction is currently underway to 71 more residential units.



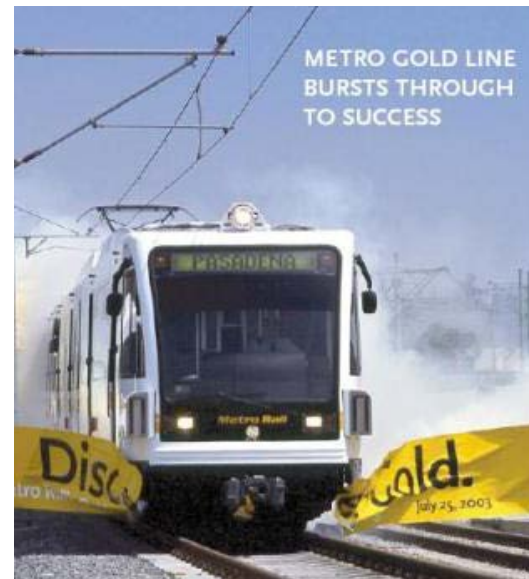
Pacific Court Apartments at Downtown Long Beach Station. The Blue Line runs adjacent, while the station is 1 block away.

Gold Line was Metro's 3rd LRT

Initially conceived as an extension of the Blue Line, the right of way for the Gold Line ran along the former Atchinson, Topeka, and Santa Fe Railway's route from Los Angeles to San Bernardino. Metro purchased the route in 1990, began construction in 1994, and celebrated its opening in July 2003.

Unlike the Blue Line to Long Beach, the Gold Line proved more successful for transit-oriented development. Cities like South Pasadena and Pasadena were aggressively proactive in developing comprehensive strategies for redevelopment in anticipation of the Gold Line. This, plus Metro's ongoing Joint Development Program and increasing interest from the private sector, has allowed nearly each station along the Gold Line to have transit-oriented development.

Since its opening in 2003, the Gold Line expanded into East Los Angeles in 2009, and will soon open another expansion from East Pasadena into Azusa in early 2016. Future expansions are planned eastward into Montclair and Whittier/South El Monte.

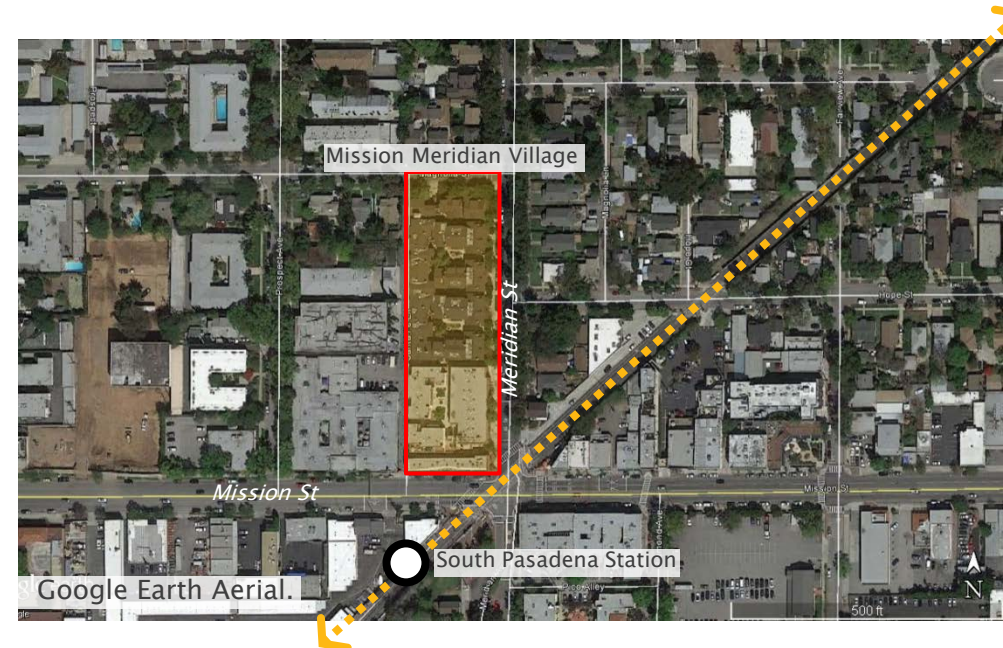


South Pasadena Gold Line Station TOD

Mission Meridian Village, located at the South Pasadena Gold Line Station, is the result of an innovative public-private partnership between Creative Housing Associates (CHA), the City of South Pasadena, Metro, and Caltrans.

In anticipation of the Gold Line, the City of South Pasadena adopted the **Mission Street Specific Plan**, which awards additional density entitlements if developers allow for a mix of uses and provide public parking near the Gold Line station.

- TOD developed: 2005 (public outreach for the project began in 1997)
- Station opening: July 2003
- Developed in accordance with the Mission Street Specific Plan, adopted July 1996
- Parcel(s) size: 1.65 acres
- Total development size: 221,330 sf
- Uses included:
 - Residential: Mix of typologies, including 14 lofts, 50 courtyard townhomes, and 3 single-family residences
 - Retail: 5,000 sf
 - Parking: 324 stalls in 2 subterranean levels (142 stalls dedicated for transit)



South Pasadena Gold Line Station TOD



Mission Meridian Village at South Pasadena Gold Line Station. Courtyard townhouses along Meridian St.



Mission Meridian Village at South Pasadena Gold Line Station. Retail and 2nd story lofts along Mission St.



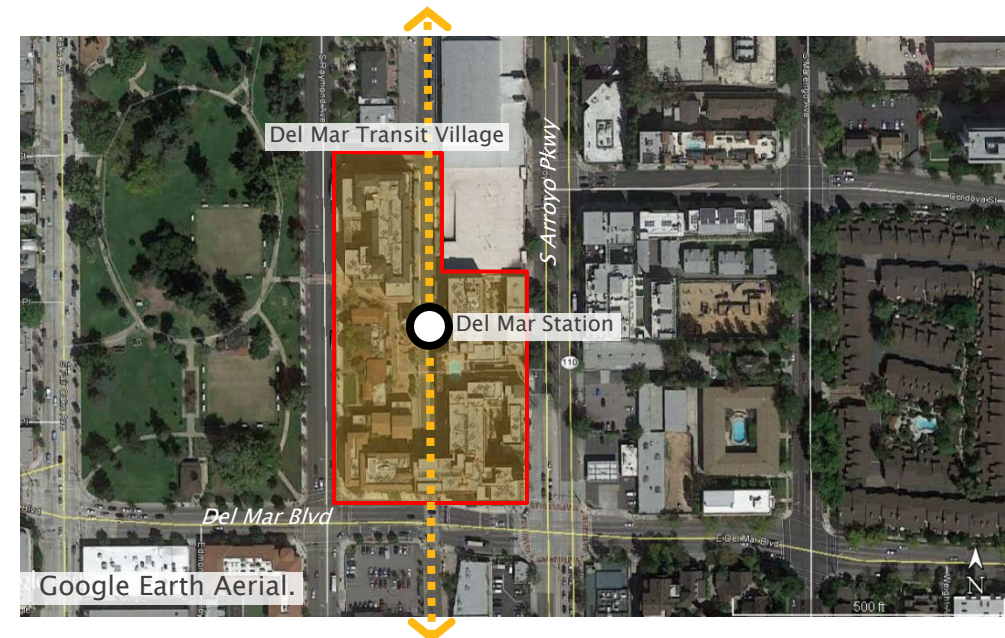
Mission Meridian Village at South Pasadena Gold Line Station. Shared parking garage and 2nd story lofts along Meridian St.

Del Mar Gold Line Station TOD

The **Del Mar Transit Village**, located at the Del Mar Gold Line Station, is comprised of four separate buildings which vary typologically and stylistically. The Gold Line right of way bisects the site, where the station itself is situated in the center of the TOD.

In conjunction with the planning of the Gold Line, the City of Pasadena adopted the **Central District Specific Plan**, which encourages a concept of higher density and mixed-use environments that support transit- and pedestrian-oriented mobility strategies.

- TOD developed: 2007 (construction started in 2001, prior to station opening)
- Station opening: July 2003
- Developed in accordance with the Central District Specific Plan (Old Pasadena Sub-District, Zone A-4: Old Pasadena Transit Village Zone), adopted November 2004.
- Parcel(s) size: 3.4 acres
- Total development size: 344,375 sf
- Uses included:
 - Residential: 347 units
 - Retail: 11,000 sf
 - Parking: 1,190 stalls (610 stalls dedicated for transit)



Del Mar Gold Line Station TOD



Memorial Park Gold Line Station TOD

Holly Street Village is a mixed-use, mixed-income development in “Old Town” Pasadena. The Memorial Park Gold Line Station is integrated into the TOD via a subterranean portal that was constructed in anticipation of the Gold Line’s opening.

Although considered a TOD, Holly Street Village was developed prior to the opening of the Gold Line and the adoption of the Central District Specific Plan.

- TOD developed: 1994
- Station opening: July 2003
- At the time of development, there was no known Specific Plan in place. After the station opening, the City adopted the Central District Specific Plan (Civic Center/Midtown Sub-District, Zone B-1 Civic Center Core) in November 2004.
- Parcel(s) size: 3.9 acres
- Total development size: 407,027 sf
- Uses:
 - Residential: 374 units
 - Retail: 11,000 sf
 - Parking: 591 stalls in subterranean garage (none dedicated for transit)



Memorial Park Gold Line Station TOD



Holly Street Village at Memorial Park Gold Line Station. The TOD provides ground floor retail adjacent to the station.



Holly Street Village at Memorial Park Gold Line Station. The station is integrated into the design of the TOD.



Holly Street Village at Memorial Park Gold Line Station. The station is located one level below street grade.



Holly Street Village at Memorial Park Gold Line Station. The station is located one level below street grade.

Monrovia Gold Line Station TOD

In anticipation of the Gold Line in early 2016, the City of Monrovia updated its zoning in the station area to allow for TOD. It also adopted “The Parks at Station Square Specific Plan” (May 2014) for a 261-unit apartment complex adjacent to the station. This station specific development is being supplemented by a 350-stall parking facility to serve transit riders.

In addition, the City is constructing “The Station Square,” the largest public works effort in the city’s history. The City of Monrovia is using \$25 million in federal funds, state grants, Gold Line Foothill Extension Construction Authority money and Metro funds for the project and surrounding street and infrastructure improvements to benefit the community and complement the opening of the Gold Line station.



Proposed “Station Square” at the Monrovia Gold Line Station.



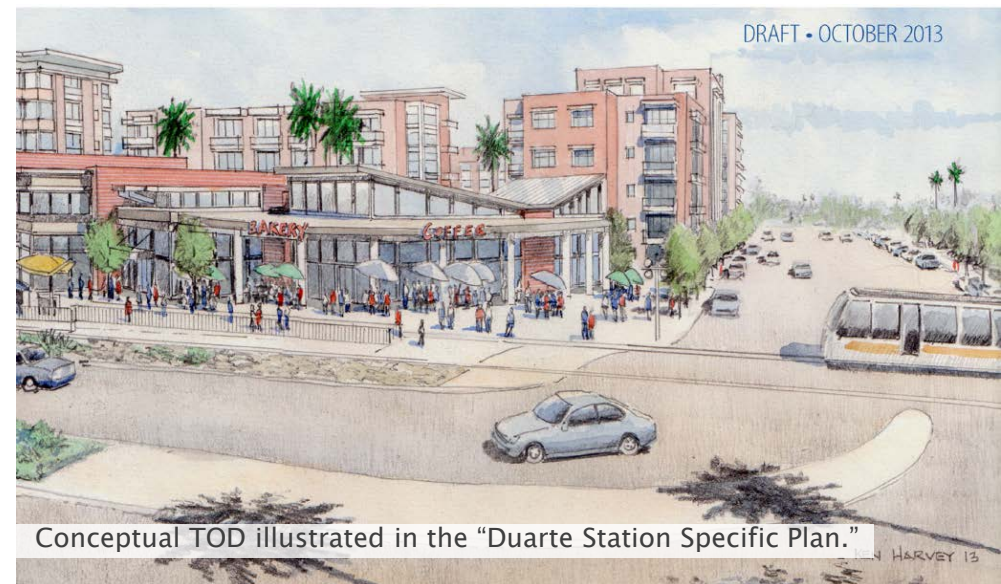
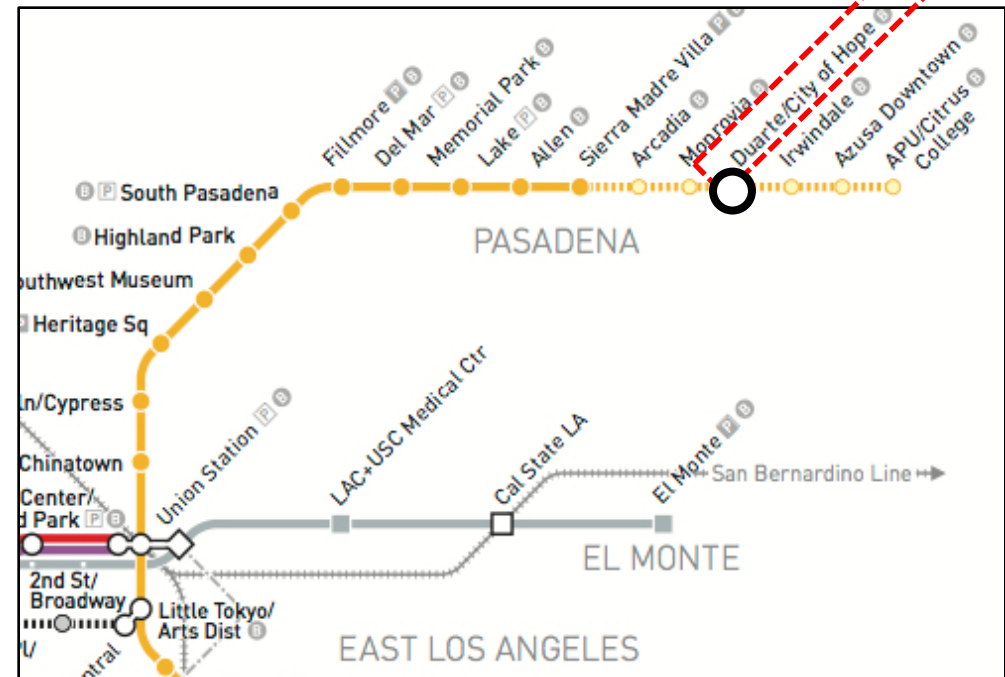
Proposed TOD illustrated in “The Parks at Station Square Specific Plan.”

Duarte Gold Line Station TOD

In anticipation of the Gold Line in early 2016, the City of Duarte will soon adopt the “Duarte Station Specific Plan” (Draft Oct 2013) that covers 19 acres surrounding the station. The plan allows for 475 residential units, 400,000 sf of office, 12,000 sf of commercial, and 250 hotel rooms. A 150 stall parking facility is currently being built directly north of the station to serve transit riders.



Project Area illustrated in the “Duarte Station Specific Plan.”



Conceptual TOD illustrated in the “Duarte Station Specific Plan.”

Azusa Gold Line Station TOD

In anticipation of the Gold Line in early 2016, the City of Azusa will soon adopt their “Azusa TOD Specific Plan” (Draft June 2015) and Development Code Update for 350 acres encompassing 2 new stations – one within their Downtown and another at the APU/Citrus College.



Proposed transit plaza illustrated in the “Azusa TOD Specific Plan.”



Project Area illustrated in the “Azusa TOD Specific Plan.”

Summary of TOD Case Studies

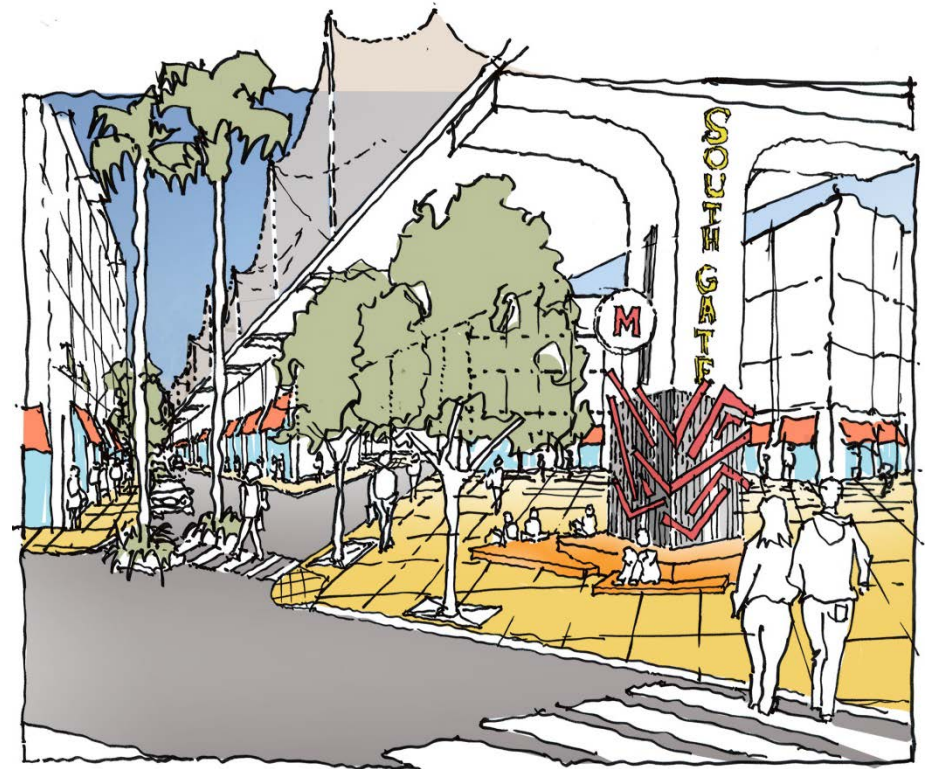
Metro Blue Line						
TOD	Completed	Station Opening	Parcel Size	Residential Density	Means of development?	Plan in place at time of development?
Willow St Shopping Center	1999	July 1990	12 acres	N/A	Via Metro's Joint Development Program, with help from the Long Beach Redevelopment Agency. Land is owned by Metro leased to developer.	Central Long Beach Redevelopment Project Area, 1993.
Pacific Court	1992	July 1990	2.0 acres	70 units per acre	Led by private-sector, with help from the Long Beach Redevelopment Agency.	Unknown.

Metro Gold Line						
TOD	Completed	Station Opening	Parcel Size	Residential Density	Means of development?	Plan in place?
Mission Meridian Village	2005	July 2003	1.6 acres	40 units per acre (avg.)	Via public-private partnership between private developer, Metro, and City of South Pasadena.	Mission Street Specific Plan, 1996.
Del Mar Transit Village	2007	July 2003	3.4 acres	100 units per acre	Via Metro's Joint Development Program, between private developer, Metro, and City of Pasadena. Land is owned by Metro leased to developer.	Central District Specific Plan, 2004.
Holly Street Apartments	1994	July 2003	3.9 acres	95 units per acre	Led by private sector, with easement for Gold Line station portal.	None. Central District Specific Plan was later adopted in 2004.

What are the lessons learned?

- **Plan in anticipation of transit:** Cities that plan for transit early are in a better position to attract developers and projects. Developing plans 1) set forth the city's vision and goals, 2) minimize uncertainty for developers, letting them know beforehand what to expect from the city, and 3) streamline the development process to reduce costs.
- **Engage the public early:** Outreach allows the city, community, and developers to learn about and respond to community concerns. It is an opportunity to educate the public about the benefits of TOD. Starting this process early helps build and strengthen consensus on a common vision.
- **Build public/private partnerships.** TODs offer opportunities for joint development agreements and cost-sharing projects (i.e. parking structures, public parks and plazas, etc). Coordination and collaboration between cities, transit agencies, and developers can help reduce costs and ensure desirable outcomes.
- **Find the right balance between incentives and requirements.** Development fees and other requirements may be well-intentioned means of providing amenities, but may prove too burdensome for developers. Cities should realistically gauge market conditions to find the right balance between development incentives and requirements.

Cities that plan for transit early are in a better position to attract developers and projects.



Conceptual sketch for the South Gate TOD.

What are the lessons learned?

- **Encourage good urban design:** Through design, allow the station area to be livable, vibrant, and pedestrian friendly, while still being able to accommodate vehicular, truck, and bus transit traffic. Well-designed projects function better, are better accepted by the community, and become memorable places within the city.
- **Strategically locate and actively recruit pedestrian-oriented, transit-friendly uses:** Several uses – neighborhood retail, day cares, bakeries, coffee shops – are integral to the success of TOD. Cities should consider offering tax incentives or rent subsidies to help attract a critical mass of desirable pedestrian-oriented commercial tenants.
- **Be creative with parking.** To promote walkability and reduce traffic congestion, consider: 1) reducing parking standards for residential and commercial uses, 2) exploring shared parking opportunities with other uses or Metro, 3) allowing developers to satisfy their parking requirements by leasing spaces in nearby structures where available.
- **Make it easy to take transit.** Look beyond the immediate station area to ensure that pedestrian, bicycle, and transit (bus, shuttle) linkages are safe, convenient, reliable, and accessible. Good multimodal linkages should connect destinations and incentivize transit ridership, which reduces vehicular congestion.

Well-designed projects function better, are more accepted by the community, and become memorable places within the city.



Conceptual sketch for the South Gate TOD.