Florence-Firestone Community Plan

Transportation Planning and Transit-Oriented Development Evaluation

Prepared by:

URS

June 2010

Table of Contents

1.0 INTRODUCTION 1-1

2.0 BACKGROUND 2-1
2.1 PLAN AREA 2-1
2.2 ADOPTED TRANSIT-ORIENTED DISTRICT (TOD) OVERLAYS 2-1

3.0 EXISTING CONDITIONS 3-1
3.1 STREET NETWORK AND PARKING 3-1
3.2 PUBLIC TRANSIT 3-2
3.3 BICYCLE FACILITIES 3-5
3.4 PEDESTRIAN FACILITIES 3-5
3.5 LAND USE AND COMMUNITY DESIGN 3-6
3.6 TOD CONSTRAINTS ..... **ERROR! BOOKMARK NOT DEFINED.**

4.0 RECOMMENDED TOD POLICIES AND STRATEGIES 4-1
4.1 STREET NETWORK AND PARKING 4-1
4.2 PUBLIC TRANSIT 4-3
4.3 BICYCLE FACILITIES 4-3
4.4 PEDESTRIAN FACILITIES 4-10
4.5 LAND USE AND COMMUNITY DESIGN**ERROR! BOOKMARK NOT DEFINED.**
4.6 TIMELINE FOR OVERALL PROJECT IMPLEMENTATION 4-18

5.0 ZONING EVALUATION AND RECOMMENDATIONS 5-1
5.1 ASSOCIATED IMAGES OF ZONING RECOMMENDATIONS 5-7

6.0 POTENTIAL TOD SCENARIOS 6-1
6.1 SLAUSON STATION 6-1
6.2 FLORENCE STATION 6-9
6.3 FIRESTONE STATION 6-18

7.0 SUMMARY OF FINDINGS/CONCLUSION 7-1

List of Tables

Table 3-1 Metro Bus Service within the Florence-Firestone Community 3-4
Table 3-2 LADOT Bus Service within Florence-Firestone Community 3-5
Table 3-3 Existing Development Use, by TOD District 3-8
Table 3-4 LEED-ND NPD Credit 2: Points for Density 3-16
Table 4-1 Proposed Bikeway Improvements 4-6
Table 4-2 Proposed Pedestrian Improvements by Station 4-11
Table 5-1 Florence-Firestone Zoning Evaluation & Recommendations 5-1
Table 6-1 TOD Scenario Data Summary Table 6-26

List of Figures

Figure 2-1 Florence-Firestone Transit-Oriented District Map 2-2
Figure 3-1 Existing Land Use within Slauson Station TOD Overlay 3-10
Figure 3-2 Zoning within Slauson Station TOD Overlay 3-11
Figure 3-3 Existing Land Use within Florence Station TOD Overlay 3-12
Figure 3-4 Zoning within Florence Station TOD Overlay 3-13
Figure 3-5 Existing Land Use within Firestone Station TOD Overlay 3-14
Figure 3-6 Zoning within Firestone Station TOD Overlay 3-15
Figure 4-1 Florence-Firestone Proposed Bike Routes 4-9
Figure 4-2 Slauson Station Pedestrian Improvements 4-14
Figure 4-3 Florence Station Pedestrian Improvements 4-15
Figure 4-4 Firestone Station Pedestrian Improvements 4-16
Figure 6-1 Slauson Station Context and Proposed Improvements 6-3
Figure 6-2 Slauson Station TOD Scenario 1 (Low) 6-4
Figure 6-3 Slauson Station TOD Scenario 2 (Medium) 6-5
Figure 6-4 Slauson Station TOD Scenario 3 (High) 6-6
Figure 6-5 Slauson Station TOD Section 6-7
Figure 6-6 Slauson Station TOD in Context 6-8
Figure 6-7 Florence Station Context and Proposed Improvements 6-12
Figure 6-8 Florence Station TOD Scenario 1 (Low) 6-13
Figure 6-9 Florence Station TOD Scenario 2 (Medium) 6-14
Figure 6-10 Florence Station TOD Scenario 3 (High) 6-15
Figure 6-11 Florence Station TOD Section 6-16
Figure 6-12 Florence Station TOD in Context 6-17
Figure 6-13 Firestone Station Context and Proposed Improvements 6-20
Figure 6-14 Firestone Station TOD Scenario 1 (Low) 6-21
Figure 6-15 Firestone Station TOD Scenario 2 (Medium) 6-22
Figure 6-16 Firestone Station TOD Scenario 3 (High) 6-23
Figure 6-17 Firestone Station TOD Section 6-24
Figure 6-18 Firestone Station TOD in Context 6-25

1.0 INTRODUCTION

The purpose of the Transportation Planning and Transit-Oriented District (TOD) Evaluation is to analyze the existing, adopted TOD ordinance and identify needed changes to further support transit-oriented development within the Florence-Firestone community (hereafter referred to as the Project Area). The basic concept behind creating a TOD is to center a number of high-density developments around a key transit service area such as the Slauson, Florence, or Firestone Metro Blue Line light-rail stations. Ideally, transit-oriented developments contain a variety of uses, including multi-family residential units over ground-floor retail. Additionally, TOD areas are pedestrian-friendly with wide sidewalks, offer public parks and plazas for gathering, and tie into various aspects of the transportation system such as bicycle and transit networks. The ultimate goal of a TOD is to reduce the amount of automotive traffic in an area by serving the daily needs of residents within the TOD and encouraging the use of alternative forms of transportation through ease and proximity.

After analyzing existing conditions around the three Florence-Firestone Blue Line stations and consulting important TOD principles, the URS team crafted a series of recommendations to enable development within the three districts to complement and expand upon the current transportation system while also optimizing surrounding land uses and infrastructure. The improvements proposed in the following sections serve to enhance the three station areas, encourage the use of transit for daily travel needs, promote increased pedestrian activity, and create more livable spaces for community residents.

The URS team prepared the subsequent Transportation Planning and TOD Evaluation in coordination with analyses of Market Feasibility and Land Use/Sustainability Indicators in the Project Area to support the development of a new Community Plan.

2.0 BACKGROUND

2.1 PLAN AREA

Located approximately 6 miles south of Downtown Los Angeles, the unincorporated community of Florence-Firestone is a mainly Hispanic residential neighborhood bordered by the cities of Los Angeles, Huntington Park, South Gate, and Lynwood (see Figure 2-1). The median income for the area is approximately $20,000 lower than the County-wide average, and although population levels continue to increase every year, outside investments in employment and commercial development are not keeping pace. The results of the investment shortage are high crime rates, an insufficient amount of jobs for area residents, a limited amount of commercial diversity, and an overall lack of community identity for Florence-Firestone.[1]

Despite Florence-Firestone's current condition, the community has the potential to reverse the identified economic trend by utilizing three existing assets—the Blue Line stations at Slauson Avenue, Florence Avenue, and Firestone Boulevard. Part of the Los Angeles County Metropolitan Transportation Authority's (Metro) 22-mile Blue Line light-rail system between Downtown Los Angeles and the City of Long Beach, the three stations present the community with the unique opportunity of creating transit-oriented areas to attract new businesses and developments as well as stabilize the community's economic and social foundation.

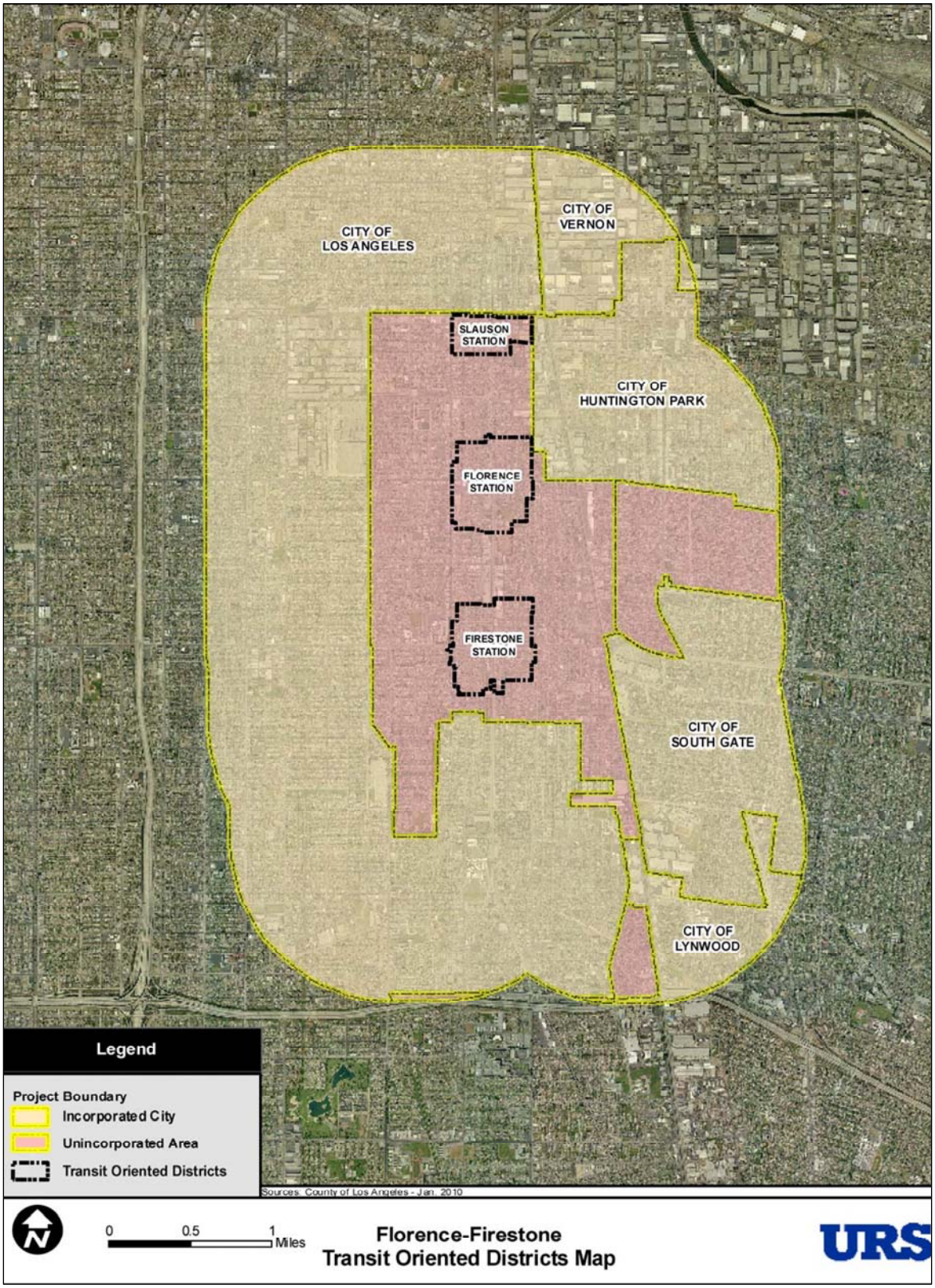
2.2 ADOPTED TRANSIT-ORIENTED DISTRICT (TOD) OVERLAYS

The purpose of Los Angeles County's TOD overlays is to encourage the creation of transit- and pedestrian-oriented districts around existing Blue and Green Line light-rail stations through various development standards and guidelines. The inclusion of higher-density development and establishment of a transportation system centered around non-vehicular modes of travel are key elements of the overlays. Additionally, the TOD standards will implement the objectives of various transportation planning requirements such as the Transit Village Development Planning Act of 1994.

The TOD ordinance identifies eight different light-rail stations located in unincorporated areas of Los Angeles County as transit-oriented districts. The districts include the three Blue Line stations within the Project Area and the surrounding area, generally a quarter-mile from the actual station location, as shown in Figure 2-1. Covering various topics ranging from graffiti removal to zoning changes, the TOD standards adopted by the County of Los Angeles in 2005 provide guidance in determining acceptable uses around the stations, how mixed-use developments will work with the rest of the community, and the best way to utilize the surrounding land to fully maximize transit use. When fully implemented, the three TOD areas will reduce traffic congestion through increased transit ridership, improve air quality, and create a more cohesive community.

[1] Los Angeles County Department of Regional Planning. Florence-Firestone Vision Plan: Chapter 4 Issue and Opportunities. June 2009. Pgs. 22-24.

Figure 2-1
Florence-Firestone Transit-Oriented District Map



3.0 EXISTING CONDITIONS

3.1 STREET NETWORK AND PARKING

The roadway network within the Project Area follows a north-south, east-west grid pattern comprised of two separate arterial classifications. The largest of the classifications are major highways. The purpose of major highways is to function as key routes within the Los Angeles region and accommodate higher traffic volumes than other arterials. Typically, with four or more travel lanes, major highways have standard right-of-way widths of 100 feet and spacing increments of one mile within the Project Area.

The 2008 Draft County General Plan identifies six major highways in the Project; four east-west roadways—Slauson Avenue, Florence Avenue, Firestone Boulevard and Century Boulevard; and two north-south routes, Central Avenue and Wilmington Avenue. Based on the existing arterial layout and development pattern, however, two separate roadway segments currently comprise Wilmington Avenue, one north of Florence Avenue and the other south of Firestone Boulevard. In order to better connect Wilmington Avenue, the County plans on designating and converting Bell Avenue between Florence Avenue and Firestone Boulevard into a major highway.

The next classification down includes secondary highways that function as major highways except with lower traffic volumes. Generally four travel lanes with 80 feet of right-of-way, secondary highways also serve as collector roads to relieve traffic levels on smaller local streets. Secondary arterials within Florence-Firestone include three east-west roadways—Gage Avenue, Nadeau Street, and East 92nd Street; and three north-south routes, Hooper Avenue, Compton Avenue, and Alameda Street.

Not only significant vehicle thoroughfares, the majority of the arterials listed above serve as major commercial and industrial corridors. For example, the Florence Mile, between Central Avenue and Holmes Avenue, acts as the Project Area's "Main Street" and has the highest concentration of commercial uses in the area. Added to the Florence Blue Line Station near the intersection of Florence and Graham avenues, the Florence Mile attracts a significant amount of pedestrian activity and serves a number of the community's daily needs. Another important arterial is the Alameda Street Corridor, a key source of employment for the area. Additionally, the Alameda Street Corridor contains the majority of the Project Area's industrial property.

Intertwined with the major and secondary highway network is a collection of local streets providing access to mostly residential uses. Within a 2½-mile radius of the community limits are three major freeways. Located north of the Project Area is I-10, the Santa Monica Freeway. I-10 provides east-west access across the metropolitan area connecting Santa Monica with

Downtown Los Angeles. I-110, the Harbor Freeway also provides access to Downtown Los Angeles, but is west of the Project Area and terminates in the City of San Pedro. Finally, south of the Project Area is I-105, the Glenn M. Anderson Freeway. I-105 begins near Los Angeles International Airport (LAX) and travels east across Los Angeles and into the City of Downey. When combined, the entire area roadway and freeway network provides travelers within the Project Area with easy and direct access to surrounding communities and destinations around the Los Angeles region.

Although the Florence-Firestone roadway system effectively provides adequate circulation around the community and essential transportation links to other areas of Los Angeles, the Project Area still has traffic congestion issues, as through-traffic from within and outside Florence-Firestone utilizes major corridors such as Compton Avenue.

As one of the busiest corridors in the community and with the highest concentration of commercial uses, the majority of Florence-Firestone's parking issues are centered along the Florence Mile. Mostly comprised of small older buildings, the greater part of businesses along the Florence Mile do not have adequate on-site parking to serve the needs of patrons. As such, customers resort to street parking on Florence Avenue and nearby local roadways, overwhelming adjacent residential streets, as the 2008 Florence Mile parking study commissioned by the Florence Avenue Business Improvement District confirms.

3.2 PUBLIC TRANSIT

Florence-Firestone residents are highly transit dependant with approximately 24 percent of the Project Area's households without a personal vehicle.[2] Therefore, a number of the residents walk, bike, or rely on public transit to reach various destinations around the city. To accommodate the needs of the community, two transit entities, the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT) developed a diverse and extensive transit network described below.

3.2.1 BUSES

Metro is a County-wide transportation agency focused on various aspects of the transportation system, including freeway improvements and providing bus and rail transit services. In terms of bus service, Metro offers 15 bus routes within the Project Area.

Lines 1-99 are local routes carrying passengers to and from Downtown Los Angeles. Lines in the 100s and 200s are also local routes, but do not travel into the Downtown area; lines 100-199

---

[2] Los Angeles County Department of Regional Planning. Florence-Firestone Vision Plan: Chapter 3 Existing Conditions. June 2009. Pg. 20.

provide east-west service, and 200-299 offer north-south service. Lines 600-699 are local shuttles and circulators only serving smaller areas, specifically, one to two neighboring communities.

Tailored more to commuters, lines in the 300 and 700 categories offer limited service and stops as compared to regular local lines. The difference between the 300 and 700 categories, however, is that Metro Rapid Service, lines 700-799, offer a higher frequency of buses throughout the day. Table 3-1 below provides route information and service frequency for every Metro bus line passing trough with the Project Area. Additionally, Table 3-1 identifies the six lines included on Metro's 12-minute map that illustrates routes that run every 12 minutes or less during on weekdays.

3.2.2 LIGHT RAIL

Metro also operates a light-rail system, the Blue Line, which traverses the center of the Project Area in a north-south direction, with stations located at Slauson Avenue, Florence Avenue, and Firestone Boulevard. One of the busiest light-rail lines in Los Angeles, the Blue Line serves over 70,000 passengers on an average weekday, with trains running as frequently as every five minutes during peak commuting periods.

In addition to the widespread transit service provided by Metro within the Florence-Firestone area, the City of Los Angeles Department of Transportation (LADOT) operates three separate DASH routes through the Project Area (see Table 3-2). DASH is a local bus service within Los Angeles which generally operates seven days a week between the hours of 6:30 a.m. and 7:30 p.m.

Although heavily utilized on a daily basis and extremely efficient, the Project Area's transit system still lacks the basic accommodations riders expect. A large number of bus stops around the Project Area, for example, do not have benches, shelters to protect against inclement weather, sufficient lighting to deter crime, or transit information to aid passengers in their travel.

While the light-rail stations provide more of the amenities listed above, one of the biggest issues with these facilities is the lack of security passengers feel while waiting for their train. Elevated above street level and removed from view, the Slauson and Firestone station platform areas leave riders feeling isolated and vulnerable.[3] Finally, a number of Project Area residents find these transit facilities aesthetically unappealing and would like to see measures taken to improve the overall appearances of the three stations.[4]

[3] County of Los Angeles Department of Regional Planning. Florence-Firestone Vision Plan: Chapter 4 Issues and Opportunities. Florence-Firestone Vision Plan. June 2009. Pg. 22.

[4] County of Los Angeles Department of Regional Planning. Florence-Firestone Vision Plan: Appendix A Community Workshop #1, Attachment 1: Small Group Exercise Results. Florence-Firestone Vision Plan. June 2009. Pg. 4

TABLE 3-1
METRO BUS SERVICE WITHIN THE FLORENCE-FIRESTONE COMMUNITY

LINE	TYPE	DESTINATION	WEEKDAY FREQUENCY IN MINUTES			METRO'S 12-MIN MAP
			PEAK	DAY	EVENING	
53	Local Service	Downtown Los Angeles to CSU Dominguez Hills via Central Avenue (north-south)	3-17	10-15	9-60	✓
55/355	Local Service	Downtown Los Angeles to Imperial/Wilmington Station via Compton Avenue (north-south)	4-12/5-17	15	20-60	
102	Local Service	Baldwin Village to South Gate via Coliseum Street (east-west)	29-40	38-45	31-45	
108/358	Local Service	Marina Del Rey to Pico Rivera via Slauson Avenue (east-west)	4-8/5-8	15	18-60	
110	Local Service	Playa Vista to Bell Gardens via Jefferson Boulevard – Gage Avenue (east-west)	6-12	15-25	10-60	
111	Local Service	Norwalk to LAX City Bus Center via Florence Avenue (east-west)	8-15	12-15	14-60	✓
115	Local Service	Playa Del Rey to Norwalk via Manchester Avenue, Firestone Boulevard (east-west)	10-15	20	20-60	✓
117	Local Service	LAX City Bus Center to Downey via Century Boulevard, 103rd Street, Tweedy Boulevard and Imperial Highway (east-west)	14	20	20-60	
254	Local Service	Boyle Heights to 103rd Street Station via Lorena Street and Boyle Avenue (north-south)	30	60	60	
305	Local Service	UCLA to Willowbrook via Sunset Boulevard, San Vicente Boulevard and Western Avenue (north-south)	30	45-60	60	
611	Shuttle/Circulator	Huntington Park Shuttle	11-35	40	30-50	
612	Shuttle/Circulator	South Gate Shuttle	33-44	33-44	52-60	
711	Rapid Line	Inglewood Transportation Center to Bell Gardens via Florence Avenue (east-west)	9-10	20	12-20	✓
715	Rapid Line	LAX to Downey via Manchester Avenue and Firestone Boulevard (east-west)	10	20	20-25	✓
753	Rapid Line	Downtown Los Angeles to Imperial/Wilmington Station via Central Avenue (north-south)	10	20	20	✓

Source: Metro Bus & Metro Rail System Map. http://www.metro.net

TABLE 3-2
LADOT BUS SERVICE WITHIN FLORENCE-FIRESTONE COMMUNITY

ROUTE	TYPE OF SERVICE	DESTINATIONS	WEEKDAY FREQUENCY IN MINS.
Chesterfield Square	DASH	54th Street/Western Avenue to Pacific Boulevard between Saturn Avenue and Florence Avenue	20
Pueblo del Rio	DASH	Long Beach Avenue/Vernon Avenue to Wilmington Avenue/Gage Avenue	20
Watts	DASH	Kenneth Hahn Plaza to Manchester Avenue/Central Avenue	20

Source: Los Angeles Department of Transportation. http://www.ladottransit.com.

3.3 BICYCLE FACILITIES

Within the Project Area bicycle travel is an important mode of transportation as a fair portion of the area's residents do not own personal vehicles. Despite these circumstances, the Project Area has only one bicycle facilities, a Class II bike lane on Holmes Avenue between Florence Avenue and Gage Avenue. Additional bikeways exist along the border of the Project Area, such as the Class II bike lane on East 92nd Street from approximately Compton Avenue to Miner Street; however, there are no bicycle links between the facilities outside the Project Area and the Holmes Avenue bike lane.

The lack of bikeways in Florence-Firestone leads to bicyclists both intermingling with autos on city streets and utilizing sidewalks for travel, creating a dangerous situation for bicyclist, drivers, and pedestrians alike. To address the issue, the County is currently working on an update to its 1975 Bicycle Plan which will outline a comprehensive strategy for extending the existing bicycle network by implementing a number of new facilities throughout the unincorporated areas of the County. The goal of the bicycle plan is to serve the needs of bicyclists and provide connections to key activity centers around the County such as the Blue Line stations in Project Area. Table 5-1 provides a description of the proposed bikeway improvements within the Project Area.

3.4 PEDESTRIAN FACILITIES

The Project Area currently has an adequate pedestrian facility network with almost every street lined with sidewalks. Additionally, every signalized intersection provides crosswalks with pedestrian signals and certain areas, such as portions of Florence Avenue, have wide sidewalks to accommodate higher volumes of pedestrian traffic.

Despite these existing amenities issues still exist with the current pedestrian network. To begin with, the majority of the Project Area's sidewalks provide uneven walking surfaces due to both normal wear-and-tear as well as the presence of sloped driveways passing through sidewalks into adjacent parking lots. Additionally, trees and structures only shaded a limited number of sidewalks and streets. Improving the visibility of crosswalks to drivers and increasing the safety of pedestrians through restriping and installing flashing beacons is another important issue. Additionally, creating a more pedestrian-friendly environment within the Project Area is possible by including landscaping and more street furniture to create a buffer between people on the sidewalk and vehicles on the road, replacing existing street lights with ones more suited to enhancing pedestrian visibility, and, where possible, relocating parking lots behind commercial buildings as is done along portions of the Florence Mile.

Finally, improving pedestrian access across the railroad tracks is another consideration as there is currently only one pedestrian bridge in the area (linking 76th Street and Roosevelt Park) which physically separates pedestrians from the tracks. While the identified issues need to be addressed throughout the entire Project Area, particular importance is placed on the areas around the Blue Line stations lacking the pedestrian-friendly environment needed to increase transit use and encourage new transit-oriented development to revitalize the Project Area.

3.5 LAND USE AND COMMUNITY DESIGN

The discussion below describes and compares of the existing land-use patterns and zoning designations within a quarter-mile radius of the three Project Area Blue Line Stations. The purpose of the assessment is to both identify recent changes in the land-use patterns around the stations and to recognize areas of potential utilization for future transit-oriented development based on zoning allowances. Figures 3-1 through 3-6 illustrate the existing land uses and zoning designations around the three stations.

- **Slauson Station:** Industrial uses comprise a portion of the existing land-use pattern within the Slauson Station TOD overlay boundary, including land dedicated for railroad operations and a large open storage facility adjacent to station platforms. Residential uses comprise the remainder of the area with a medium-density residential neighborhood containing both single-family homes and lower-density multi-family developments located west of the Blue Line alignment and surrounded by industrial uses lining Slauson Avenue, Compton Avenue, and the railroad corridor. East of the Blue Line in the southeast corner of the TOD overlay is another small concentration of lower-density single-family homes (Suburban Residential).

In contrast to the Slauson Station area's existing land-use pattern, the zoning within the overlay boundary is much more conducive to transit-oriented development to the west of the Blue Line alignment. Specifically, current zoning designates the industrial uses lining Slauson Avenue, Compton Avenue, and the rail corridor for Unlimited Commercial development (C-3). Additionally, zoning designations zone the medium-density residential area for Limited Multiple Residence (R-3) including development such as apartment houses. East of the tracks the industrial uses are designated as Commercial Manufacturing (C-M); however, the single-family homes adjacent to Holmes Avenue are zoned as Neighborhood Business (C-2) which is more conducive to creating a pedestrian-friendly environment.

- **Florence Station:** Over half of the existing land uses in the Florence Station TOD overlay boundary are single-family residential neighborhoods (Suburban Residential) with a medium-density residential area located in the northeastern portion of the TOD. The majority of commercial uses are along both sides of Florence Avenue (the Florence Mile), and industrial facilities are limited to a strip of land west of the Blue Line alignment from approximately Florence Avenue to Maie Street.

  In comparison to existing land uses around the Florence Station, current zoning designations can increase the density of development. For example, each area containing single-family residential neighborhoods within the TOD boundary is zoned to allow either Limited Multiple Residence (R-3) or Two-Family Residence (R-2) such as the neighborhood east of Roosevelt Park. Additionally, the neighborhoods north of Florence Avenue and east of the rail corridor are designated for the highest residential density development in the area, Unlimited Residence. The density of commercial uses along Florence east of the Blue Line also can increase under the current Unlimited Commercial (C-3) designation. Each of these zoning designations serves to encourage new TODs around the Florence Station by increasing the number of people living within walking distance of the station and improving the services provided in the area.

- **Firestone Station:** Similar to the land-use pattern in the Florence Station TOD overlay boundary, the majority of land uses in the Firestone Station area are high-density, single-family, residential neighborhoods (Suburban Residential) with commercial uses lining Firestone Boulevard. North of Firestone Boulevard's commercial strip is an area of medium-density residential developments which create a gradual transition to the single-family homes north of approximately 84th

Street. The TOD's industrial uses are located along the east side of the rail corridor, from East 82nd Street to Firestone Boulevard.

The key difference between the existing land-use pattern and zoning within the Firestone Station area is the increase in density of the residential neighborhood north of Firestone Boulevard and west of the rail corridor which is zoned as Limited Multiple Residence (R-3). Additionally, the density of the remaining residential areas is increased by a Two-Family Residence (R-2) designation, and the commercial uses lining Firestone Boulevard are zoned for Unlimited Commercial development (C-3).

Based on information gathered from site visits , there are currently no existing transit-oriented developments around the three stations, nor have there been recent land-use changes in the area to support the development process, despite the adoption of the TOD overlay. However, out of the three station areas, the existing land uses around the Florence Station are the most conducive to future transit-oriented developments, given the large number of commercial uses within walking distance of the station. Even so, the Florence station area, along with the Slauson and Firestone station areas, will require the incorporation (implementation or utilization) of the higher-density developments identified in the zoning designations to facilitate a more pedestrian-friendly and transit-oriented environment.

TABLE 3-3
EXISTING DEVELOPMENT USE, BY TOD DISTRICT

	SLAUSON	FLORENCE	FIRESTONE
Residential Units	316 du	963 du	1,044 du
Net Residential Density	15.5 du/ac	12.4 du/ac	12.1 du/ac
Commercial/Industrial	373,321 sf	522,820 sf	319,191 sf

Source: Estimates based on Assessor data

The existing land-use patterns and zoning designations in these station areas do not necessarily reflect the community's vision for what the TOD's could become in the future. The 2009 Florence-Firestone Vision Plan identifies a number of key strategies for physical improvements in the Project Area. The goals that are especially relevant in the TOD districts include:

Goal 1) Enhance Florence Mile: Improve and enhance the Florence Mile as the commercial "main street" of the Project Area.

Goal 2) Strengthen Neighborhoods: Improve and enhance the Project Area's residential neighborhoods to provide residents safe and attractive places to live and ensure that the neighborhoods remain the backbone of the Project Area.

Goal 3) Retain Jobs: Preserve existing jobs in the industrial area along Slauson Avenue and add new jobs that match residents' skill levels so residents may both live and work in the Project Area.

Goal 4) Transform the Corridors: Major corridors—including Firestone, Compton and Holmes—should be transformed into attractive streets that serve the needs of the Project Area. Streetscape improvements, façade improvements, and new uses will add to Florence-Firestone's vitality.

Goal 5) Expand Parks and Open Space: Create new parks and open space to address existing deficiencies in the Project Area and ensure that every resident is within easy access to a park or playground.

Goal 6) Make Transportation Safer and Efficient: Improvements such as narrowing selected streets, improving safety at Blue Line stations, and creating a network of trails will enhance the efficiency of the transportation system.

These goals will likely be further refined through the community planning process, but at present they are a good summation of residents' priorities and were used to craft the TOD scenarios presented later in this report.

FIGURE 3-1
EXISTING LAND USE WITHIN SLAUSON STATION TOD OVERLAY

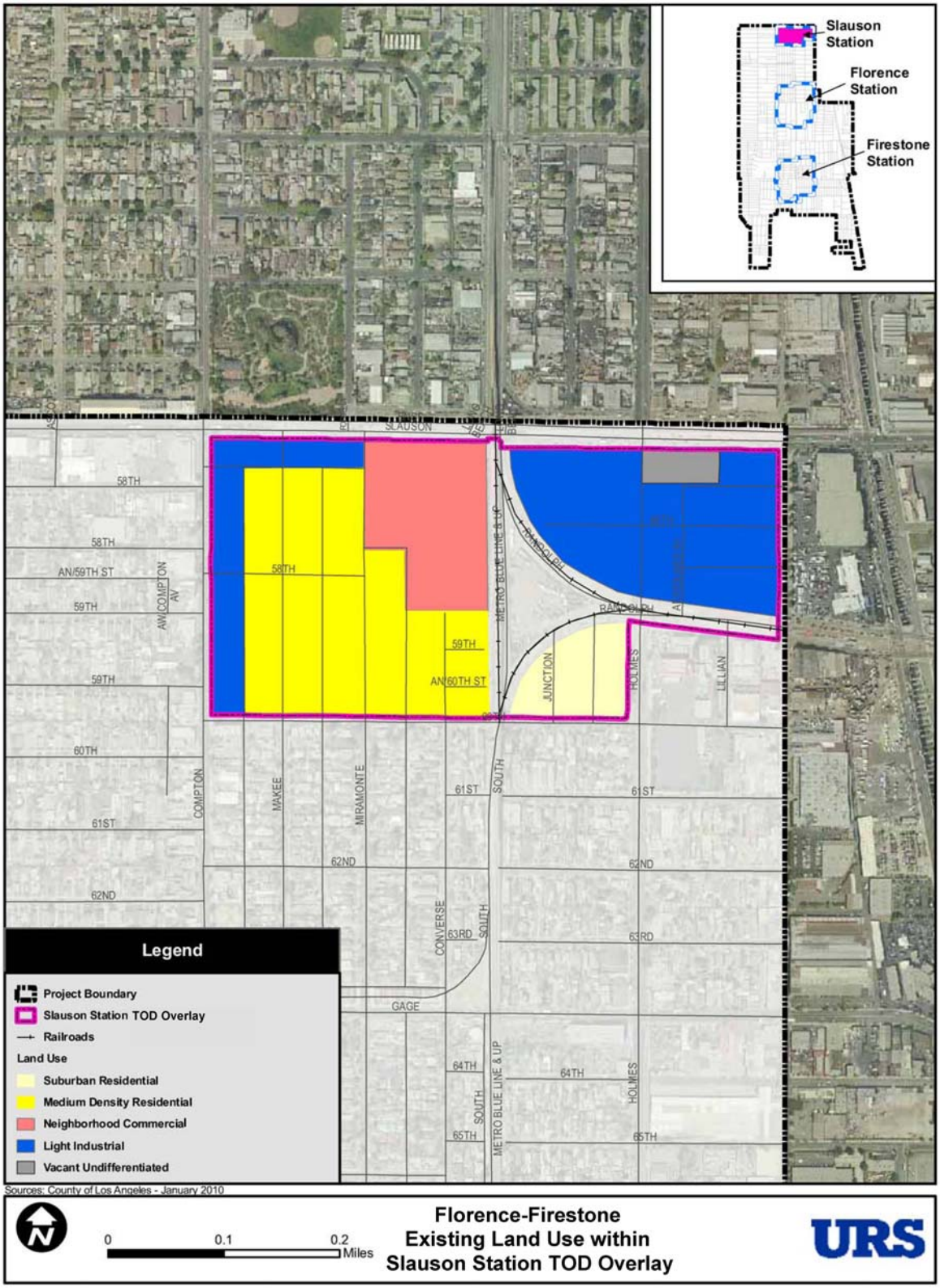


FIGURE 3-2
ZONING WITHIN SLAUSON STATION TOD OVERLAY

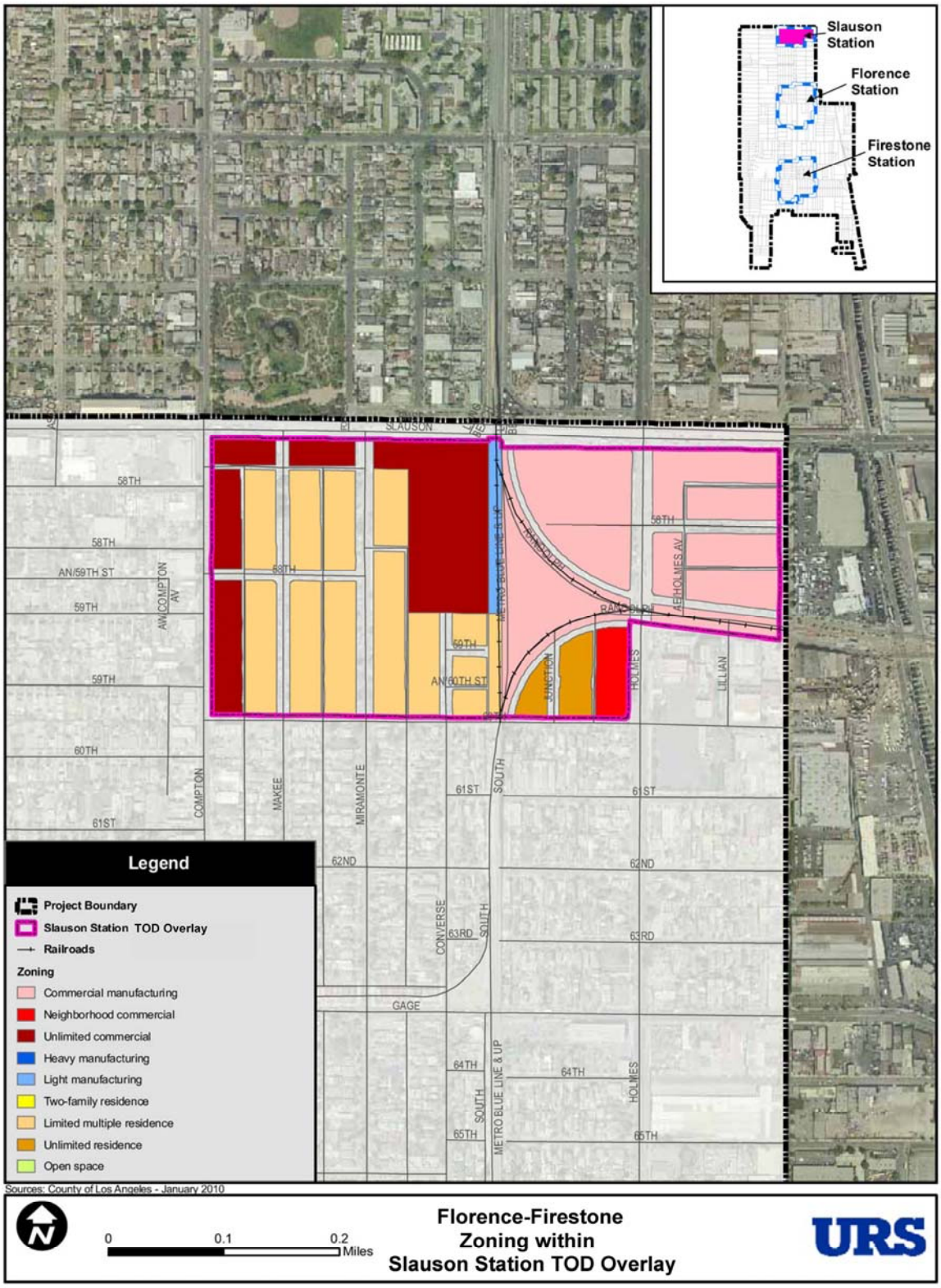


FIGURE 3-3
EXISTING LAND USE WITHIN FLORENCE STATION TOD OVERLAY

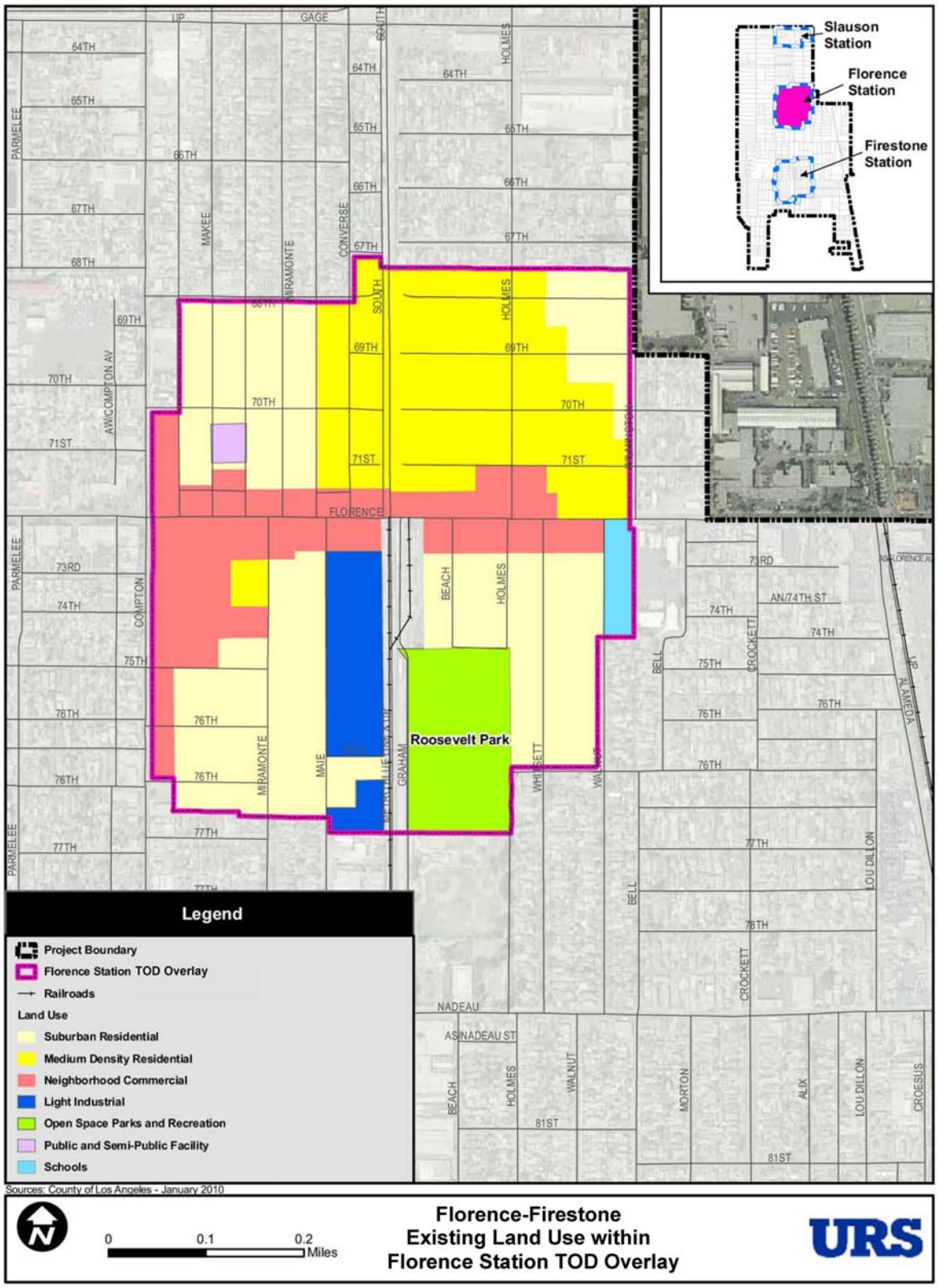


FIGURE 3-4
ZONING WITHIN FLORENCE STATION TOD OVERLAY

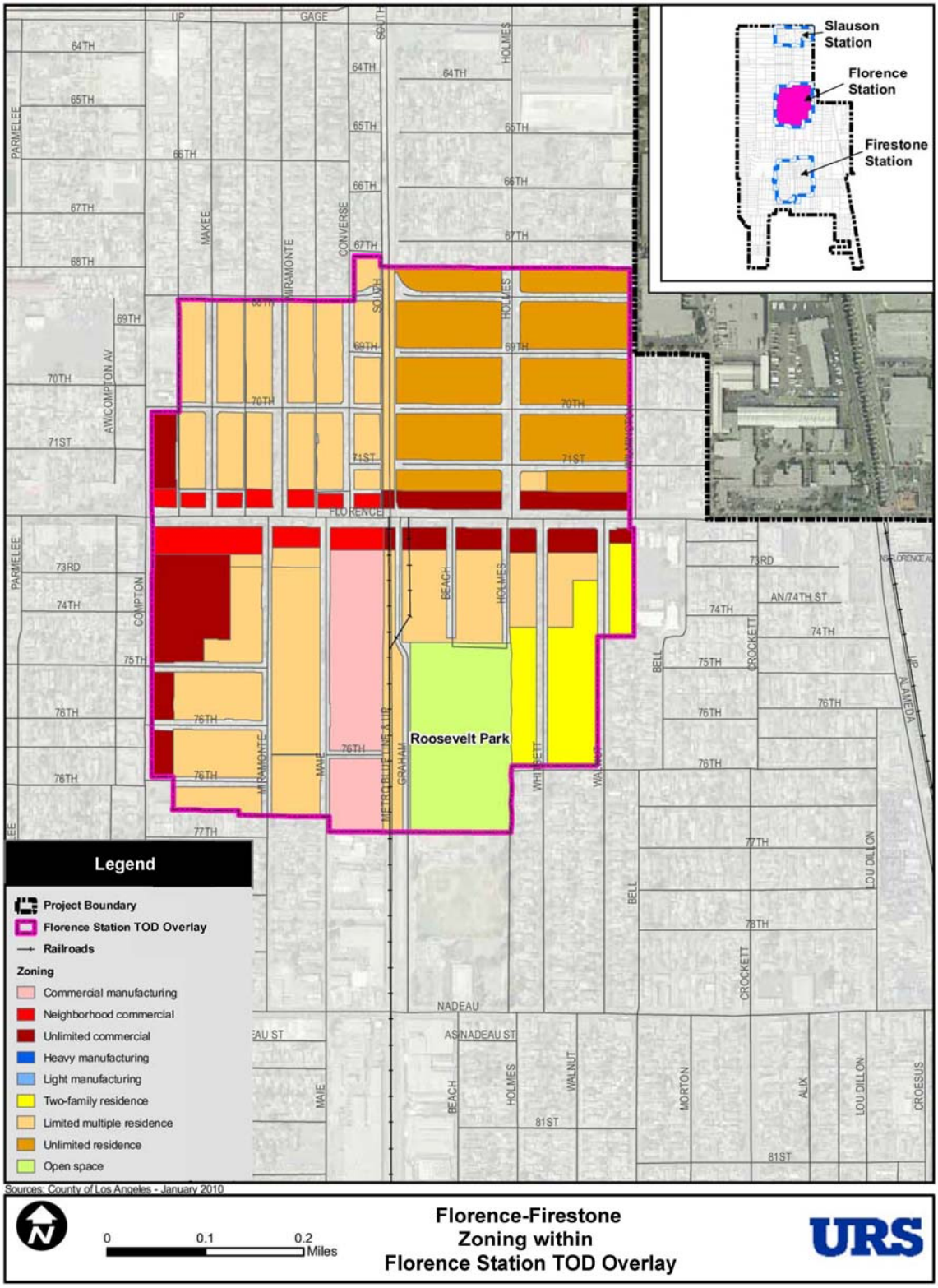


FIGURE 3-5
EXISTING LAND USE WITHIN FIRESTONE STATION TOD OVERLAY

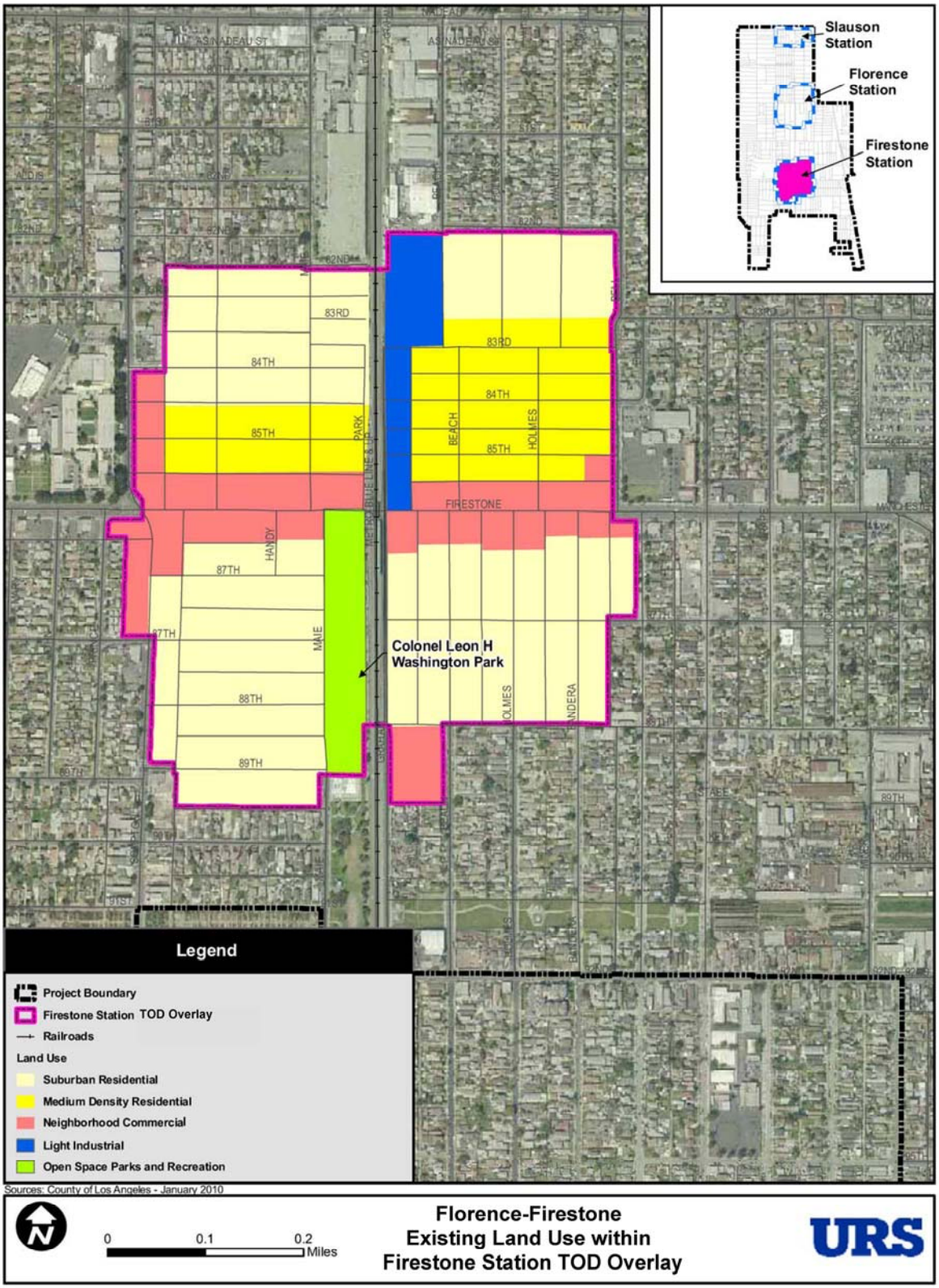
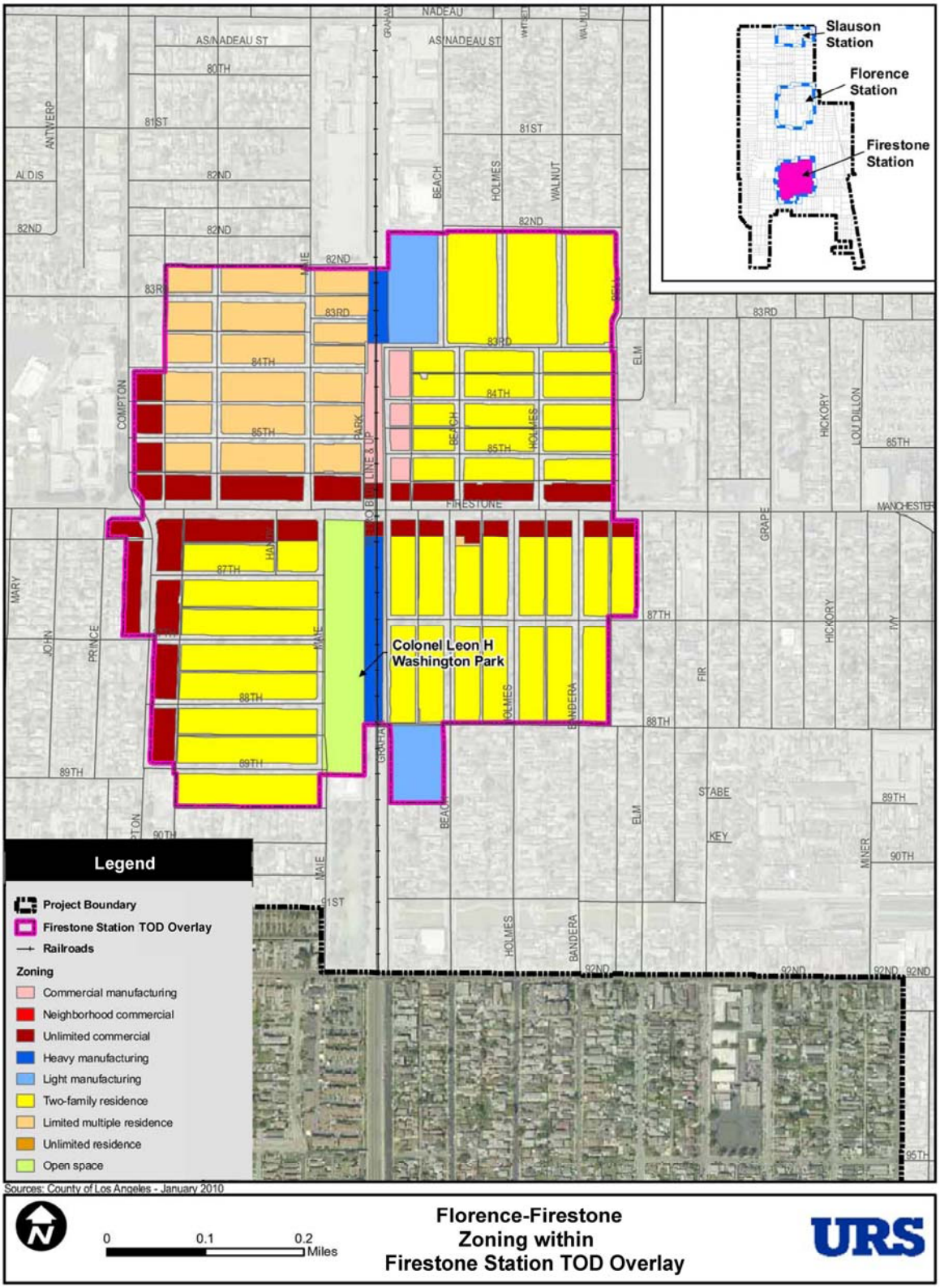


FIGURE 3-6
ZONING WITHIN FIRESTONE STATION TOD OVERLAY



3.6 TOD CONSTRAINTS

Around each station site there is a set of physical constraints, both general and specific to the station location, which could hinder the development of future transit-supportive environments. Therefore, in order to implement the transit- and pedestrian-oriented setting envisioned by the Florence-Firestone community, the following issues will have to be addressed.

3.6.1 GENERAL CONSTRAINTS

- Although there are large residential neighborhoods located within the three Blue Line transit-oriented districts, the density levels are fairly low. Based on Assessor data, the net residential density in the Slauson TOD is approximately 15 units per acre; the net residential density in the Florence and Firestone TODs is approximately 12 units per acre. The LEED for Neighborhood Development Rating System (LEED-ND), designed to certify exemplary development projects that perform well in terms of smart growth, urbanism, and green building, favors higher levels of density by awarding additional points to projects that achieve higher thresholds.

TABLE 3-4
LEED-ND NPD CREDIT 2: POINTS FOR DENSITY

RESIDENTIAL DENSITY (DU/ACRE)	POINTS
> 10 and ≤ 13	1
> 13 and ≤ 18	2
> 18 and ≤ 25	3
> 25 and ≤ 38	4
> 38 and ≤ 63	5
> 63	6

Source: LEED-ND NPD

- Aside from Florence Avenue and a select number of other major arterials, a large portion of the sidewalks around the three stations are narrow and lack amenities such as benches, trashcans, shelter and landscaping. Not every street will have the width available to accommodate these amenities.

- Discontinuous thoroughfares and a fragmented street network increase neighborhood walking and biking distances.

- There are numerous instances of code violations and illegal dumping throughout the TOD areas. Alleyways are barren and unattractive, isolated from public view, dark at night, and often used for illegal dumping.

3.6.2 CONSTRAINTS AROUND THE SLAUSON STATION

- Currently, along Slauson Avenue and Compton Avenue, the two main corridors within a quarter-mile of the Slauson Station, there is a lack of pedestrian-oriented uses such as small retail stores and restaurants. Instead, the majority of the existing land uses along these corridors are industrial, such as the storage facility adjacent to the west side of the railroad tracks, which do not generate pedestrian traffic, and, with their windowless facades, are aesthetically unappealing

- Aside from the industrial uses west of the railroad tracks, the majority of land uses are a mix of single-family residential neighborhoods and lower-density multi-family developments, which do not support the higher residential density levels needed to create an efficient transit-oriented district.

- Pedestrian access to the Slauson Station is limited to one entrance point along Slauson Avenue due to the station's elevated profile as well as the large storage facility and active rail line bordering either side of the station.

- Pedestrians traveling to the Slauson Station from the north side of Slauson Avenue have limited crossing opportunities, one at Compton Avenue and the other at Holmes Avenue, both of which provide crosswalks and crossing signals.

- The bus stops within a quarter-mile of Slauson Station lack basic amenities. For example, while the Slauson Avenue/Long Beach Avenue stop may provide benches for patrons, there are no shelters to protect passengers from inclement weather. Other locations are in an even worse condition such as the bus stop at the northeast corner of Slauson Avenue and Holmes Avenue which barely even has a sidewalk to provide pedestrians access to the site.

- Two at-grade railroad tracks pass through the Slauson Station TOD district which restrict mobility through the area and create safety concerns. The first is an east-west line approximately 20 feet north of Slauson Avenue. This rail corridor not only restricts access to uses north of the tracks, such as the Augustus Hawkins Natural Park, but also limits the TOD potential on the north side of

Slauson Avenue. No barriers or fences exist along the rail line to separate people from trains and promote pedestrian safety. The second line runs in a north-south direction along the east side of the Blue Line alignment. Although the second rail corridor is predominately separated from pedestrians, the tracks connect with another rail line that runs parallel to Randolph Street, which is not separated by a barrier. Also, given the 'Y' shape created by linking these two rail lines, the surrounding area is divided into oddly shaped parcels, making planning transit-oriented developments and an effective pedestrian environment difficult.

- Currently, no sidewalk is provided along the north side of Slauson Avenue, given the proximity of the east-west rail line to the road. As such, pedestrian mobility around the station is limited.

3.6.3 CONSTRAINTS AROUND THE FLORENCE STATION

- The land adjacent to the west side of the Florence Station is underutilized with large portions of these parcels used for surface parking lots. Additionally, the industrial uses around the station are unlikely to draw pedestrian traffic. The lack of pedestrian activity is problematic for future transit-oriented development in the area since the land uses closest to the station should create a pedestrian-friendly environment.

- Pedestrian access to the station is limited to one entrance off of Florence Avenue between the two Blue Line light rail tracks.

- Besides Florence Avenue and a pedestrian bridge located at East 76th Street, there are no other railroad crossings within a quarter-mile of the Florence Station. Limited railroad crossings restrict mobility in the area forcing vehicles to use Florence Avenue, which contains the highest pedestrian levels in the community, for east-west access, and therefore reduces pedestrian safety along the corridor.

- At the Florence Avenue railroad crossing pedestrians are forced to cross over four different tracks which poses a significant safety concern.

3.6.4 CONSTRAINTS AROUND THE FIRESTONE STATION

- Although Firestone Boulevard contains a number of commercial uses with front-facing façades, the development is not continuous. Instead, located between various buildings are surface parking lots which are not only aesthetically

unappealing but create uneven walking surfaces for pedestrians as driveways slope down through the sidewalk.

- Within a quarter-mile of the Firestone Station only one of the bus stops provides shelter for passengers. A number of the remaining stops do not even offer benches.

- The only roadway within a quarter-mile of the Firestone Station crossing the rail corridor alignment is Firestone Boulevard. The limited railroad crossings in the area forces east-west pedestrian and vehicular traffic to utilize Firestone Boulevard which creates safety issues for pedestrians.

- The intersection of Firestone Boulevard and the rail corridor provides the only access to the Firestone Station.

- The pedestrian environment immediately adjacent to the Blue Line tracks is particularly uninviting, with large blank walls running along both sides.

4.0 RECOMMENDED TOD POLICIES AND STRATEGIES

Below are specific changes needed to support transit-oriented development in and around the three Blue Line light-rail stations. These changes support the broader physical goals outlined in the 2009 Vision Plan for the Project Area and summarized in Section 3.5 of the report.

- Expanding the existing bikeway network (Vision Plan Physical Goal 7);
- Providing pedestrians with wide, even sidewalks (Vision Plan Physical Goals 1, 5, and 7);
- Including more open spaces and parks (Vision Plan Physical Goal 6);
- Increasing the density of residential neighborhoods surrounding the each station to accommodate multiple level apartments (Vision Plan Physical Goal 3);
- Including more mixed commercial and residential uses along Slauson Avenue, Florence Avenue, and Firestone Boulevard (Vision Plan Physical Goals 1 and 5);
- Creating more pedestrian-friendly commercial corridors with the front of buildings facing the sidewalk, and parking located at the rear of the lot (Vision Plan Physical Goals 1, 5, and 7); and
- Increasing the amenities provided for transit riders at bus stops within each of the TOD boundaries (Vision Plan Physical Goal 7).

The following sections provide descriptions of potential improvements within five different categories, the purpose of which is to further define the physical environment of the three station areas as envisioned by the community. The recommendations below are fairly broad so as to allow for application at each station site. More detailed TOD-related improvements proposed for the Project Area are described later in the report.

4.1 STREET NETWORK AND PARKING

- Include trees and other various types of landscaping along key corridors and sidewalks to take advantage of the aesthetic and environmental benefits such landscaping can provide. At present, Slauson Avenue, Florence Avenue, and Firestone Boulevard contain little to no landscaping along sidewalks.

- Correct major discontinuities in the street grid, realigning streets to connect at key intersections such as the intersection of Converse Avenue/Maie Avenue at Florence Avenue and the intersection of Maie Avenue at Firestone Avenue.

Parking structures can be integrated into the local architectural flair, while providing more parking stalls than surface parking lots thus enhancing the pedestrian experience.

- Designate municipal parking districts in larger areas near TODs. For example, a parking district along Florence Avenue could include a main parking facility over commercial uses at ground-level, such as retail shops and small restaurants, to create a vibrant pedestrian environment and streetscape. Additionally, a main parking facility, specifically on Florence Avenue, will address the parking deficiencies identified in the June 2008[5] Florence Mile Parking Study.

Local parking permitting allows for densification of the transit station area without placing the parking burden directly on area residents.

- Protect surrounding neighborhoods impacted by TOD by instituting permit parking on residential streets and timed parking throughout TOD developments. Based on information gathered from aerial images and site visits, the majority of residential streets within the Florence-Firestone community are already well utilized for parking. As development increases within the TOD so will the parking demand. If the uses in these areas are unable to meet growing on-site parking needs, drivers will begin to seek out parking spots on neighboring residential streets.

- Charge for parking whenever possible, particularly in areas with high parking demands such as the Florence Mile, to encourage alternative modes of transportation and to provide additional revenue source for the Project Area.

4.2 PUBLIC TRANSIT

- Address safety concerns at stations with improved monitoring and enhanced visibility. For example, at the Slauson Station, an east-facing concrete wall creates unsafe areas by obstructing views of ground-level station functions. Additionally, elevated platforms at Slauson Station and Firestone Station are not easily observed by passersby on the ground level and therefore require enhanced monitoring.

- Provide additional bus shelters and amenities such as benches and trash bins at well-used bus stops. Specifically, focus on bus stops within the Slauson and Firestone TODs, as these areas lack most amenities. For example, only one bus stop within each of the two TODs provides a bus shelter.

4.3 BICYCLE FACILITIES

- Expand upon the existing community bicycle network and potential new routes proposed for inclusion in the update of the Los Angeles County Bicycle Master Plan to create needed links between local bikeways and other routes in adjacent jurisdictions.

- Prioritize the construction of proposed bikeways based on access to major destinations (i.e., Blue Line Stations), connections to existing routes, ability to enhance circulation on heavily utilized corridors, and feasibility within existing constraints such as on-street parking.

- Install bicycle racks and lockers at locations with high levels of bicycle traffic such as schools or parks and along key corridors like Florence Avenue. Based on information in the Florence Mile Parking Study, a parking deficiency exists along Florence Avenue as the majority of uses in the area don't have on-site parking. By providing bicycle racks and lockers along the corridor and other similar areas,residents will be more likely to utilize their bikes to access these destinations.

- Ensure that future development around each of the three station sites will accommodate the inclusion of new bicycle lanes on major corridors, specifically Florence Avenue and Firestone Boulevard.

As mentioned earlier, the County is currently updating the 1975 Los Angeles County Bicycle Plan which will propose a number of new bicycle facilities throughout unincorporated areas of the County such as the Project Area. Part of the updating process includes meeting with community members through a series of public workshops to receive valuable input and suggestions on desired improvements. A first round of workshops has been held, with a second round planned for June 2010. Table 4-1 below describes proposed bikeway improvements throughout the Project Area and details individual benefits of the proposed improvements. The majority of these improvements are the result of the initial public workshops.

In addition to constructing new bikeways, potential locations for new bicycle racks and lockers were identified and are illustrated in Figure 4-1. The locations of these bicycle parking facilities were determined based on two factors. The first was identifying locations which already attract higher levels of bicycle traffic such as schools, parks, and the Florence Mile, the Project Area main commercial corridor. The second factor was to determine where bike parking should be placed in order to encourage bicycle usage in and around the TOD areas. For example, by including bike lockers at the Slauson and Firestone stations, transit riders previously reluctant to ride their bikes to the station may be more likely to use their bikes when provided with a increased sense of security the lockers provide. Additionally, with higher-density commercial development planned around the stations, the addition of bicycle racks along area sidewalks would encourage the use of bicycles instead of automobiles to access desired destinations, thereby reducing traffic levels throughout the community.

As identified in the Florence-Firestone Vision Plan, one of the goals for the Project Area is to "make the transportation system safer and more efficient." Part of improving the transportation system includes reducing vehicle traffic in the area by enhancing the system's connectivity to alternative modes of transportation, such as establishing an extensive and functional bikeway network. Expanding the bikeway network is particularly important for Project Area residents as approximately 24% do not own a personal vehicle and rely on transit service, walking, and riding bikes to meet their mobility needs.[5] By implementing the proposed improvements, the community will be provided with a bikeway network which will connect riders with just about every major destination within the Project Area, as well as with bikeways in other jurisdictions, creating a more regional network. Riders will be provided with a higher level of safety as these

[5] Los Angeles County Department of Regional Planning. Florence-Firestone Vision Plan: Chapter 3 Existing Conditions. June 2009. Pg. 20.

bikeways will make drivers aware of the presence of bicyclists on the roadways. Ideally, when fully implemented, the ease and convenience of the bikeway system will encourage more residents to utilize bikes for everyday travel within the Project Area, which will in turn greatly reduce traffic levels in the area.

TABLE 4-1
PROPOSED BIKEWAY IMPROVEMENTS

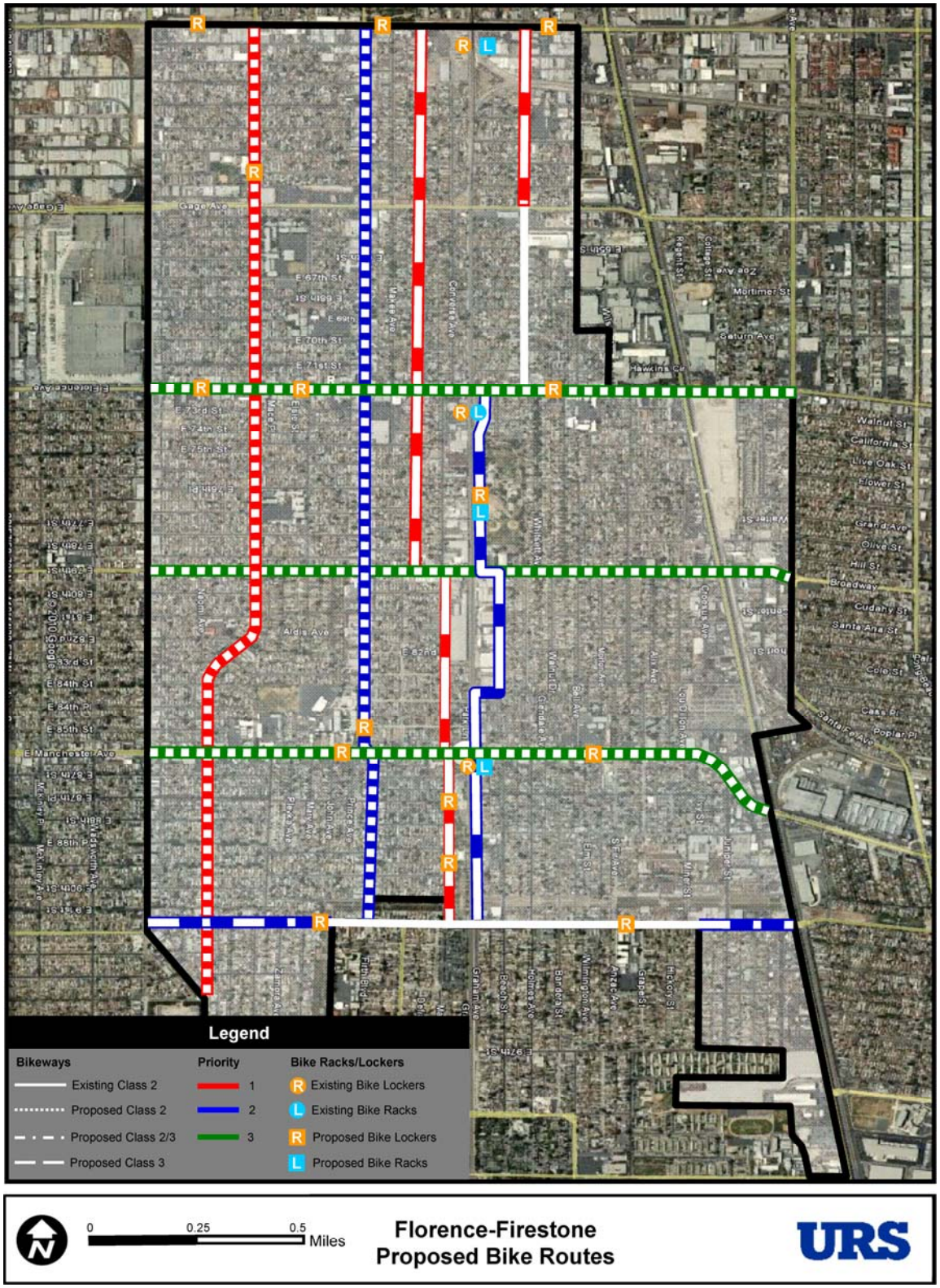
TYPE OF BIKEWAY	LOCATION	FROM	TO	BENEFITS	PRIORITY
Class 2: Bike Lane	Florence Avenue	Central Avenue	Santa Fe Avenue	■ Provides bicyclists access to the Florence Blue Line Station ■ Increases safety for bicyclists by providing a designated bikes only lane ■ Connects directly with the existing bike lane on Holmes Avenue, the proposed bike lanes on Hooper Avenue and Compton Avenue, and the proposed bike routes on Miramonte Boulevard and Graham Avenue	3
	Firestone Boulevard	Central Avenue	Alameda Street	■ Provides bicyclists access to the Firestone Blue Line Station ■ Increases safety for bicyclists by providing a designated bikes-only lane ■ Connects directly with the proposed bike lanes on Hooper Avenue and Compton Avenue, as well as proposed bike routes on Maie Avenue and Graham Avenue	3
	Nadeau Street	Central Avenue	Santa Fe Avenue	■ Increases safety for bicyclists by providing a designated bikes-only lane ■ Connects directly with the proposed bike lanes on Hooper Avenue and Compton Avenue, as well as the proposed bike routes on Miramonte Boulevard/Maie Avenue and Graham Avenue/Beach Street	1

TYPE OF BIKEWAY	LOCATION	FROM	TO	BENEFITS	PRIORITY
	Hooper Avenue	Slauson Avenue	Central Avenue	■ Increases safety for bicyclists by providing a designated bikes-only lane ■ Connects directly with the proposed bike lanes on Florence Avenue, Nadeau Street, and Firestone Boulevard. as well as the proposed bikeway on 92nd Street	2
	Compton Avenue	Slauson Avenue	92nd Street	■ Increases safety for bicyclists by providing a designated bikes-only lane ■ Connects directly with the proposed bike lanes on Florence Avenue, Nadeau Street, and Firestone Boulevard, as well as the existing bike lane on 92nd Street	3
Class 2/3	92nd Street	Central Avenue	Success Avenue	■ Extends the existing bike lane on 92nd Street to the western edge of the community at Central Avenue ■ Increases safety for bicyclists by either providing a designated bikes-only lane or alerting drivers that bikes will be sharing the roadway ■ Connects directly with the proposed bike lane on Hooper Avenue	2
		Miner Street	Alameda Street	■ Extends the existing bike lane on 92nd Street to the eastern edge of the community at Alameda Street ■ Increases safety for bicyclists by providing a designated bikes only lane or alerting drivers that bikes will be sharing the roadway	2

TYPE OF BIKEWAY	LOCATION	FROM	TO	BENEFITS	PRIORITY
Class 3: Bike Route	Miramonte Boulevard/ Maie Avenue	Slauson Avenue	92nd Street	■ Provides bicyclists access to Colonel Leo H. Washington Park ■ Increases safety for bicyclists by alerting drivers that bikes will be sharing the roadway ■ Connects directly with the proposed bike lanes on Florence Avenue, Nadeau Street, and Firestone Boulevard, as well as the existing bike lane on 92nd Street	1
	Graham Avenue/ Beach Street	Florence Avenue	92nd Street	■ Provides bicyclists access to the Florence and Firestone Blue Line Stations and Roosevelt Park ■ Increases safety for bicyclists by alerting drivers that bikes will be sharing the roadway ■ Connects directly with the proposed bike lanes on Florence Avenue, Nadeau Street, and Firestone Boulevard, as well as the existing bike lane on 92nd Street	2
	Holmes Avenue	Slauson Avenue	Gage Avenue	■ Increases safety for bicyclists by alerting drivers that bikes will be sharing the roadway ■ Extends the existing Holmes Avenue bike lane north to Slauson Avenue	1

Source: Los Angeles County Public Works Department.

FIGURE 4-1
FLORENCE-FIRESTONE PROPOSED BIKE ROUTES



Source: Aerial Base Map: Google Earth. 2010. Bikeway Information: County of Los Angeles Department of Public Works.

4.4 PEDESTRIAN FACILITIES

- Consider improving the existing pedestrian bridge south of Florence Avenue which is a top priority goal of community members based on the results of the third Florence-Firestone Vision Plan public workshop.[6] Additionally, consider constructing new pedestrian bridges in the Slauson and Firestone Station TOD districts.

- Widen sidewalks along key streets in each of the three station TODs to accommodate higher pedestrian volumes anticipated with new transit-oriented development. Furthermore, eliminate potential interactions between pedestrians and vehicular traffic to the extent possible by incorporating planting strips along widened sidewalks in each district.

- Install pedestrian-scale lighting, which is lower in height, and is in the public right-of-way along key roadways and will illuminate sidewalks and increase pedestrian visibility and safety.

- Enhance the safety and visibility of motorists at pedestrian crossings, particularly on major arterials, given the higher traffic volumes, greater number of lanes, and increased speeds. The listed factors can make crossings for pedestrians not only difficult but dangerous. In addition to street crossings, enhance pedestrian safety at railroad crossings in the Slauson and Florence Station TOD districts.

- Install bus shelters and benches at heavily utilized bus stops which currently lack these basic amenities.

Table 4-2 below describes the proposed pedestrian improvements within a quarter-mile of the three Blue Line Stations and summarizes the potential benefits. Each improvement has been classified in one of five categories: (1) sidewalk widening; (2) new sidewalk construction; (3) landscaping and lighting improvements; (4) crosswalk improvements; and (5) alleyway improvements. The locations of the individual improvements are illustrated in Figures 4-2, 4-3 and 4-4.

[6] Los Angeles County Department of Regional Planning. Florence-Firestone Vision Plan: Appendix C Community Workshop #3. June 2009. Pg. 8.

TABLE 4-2
PROPOSED PEDESTRIAN IMPROVEMENTS BY STATION

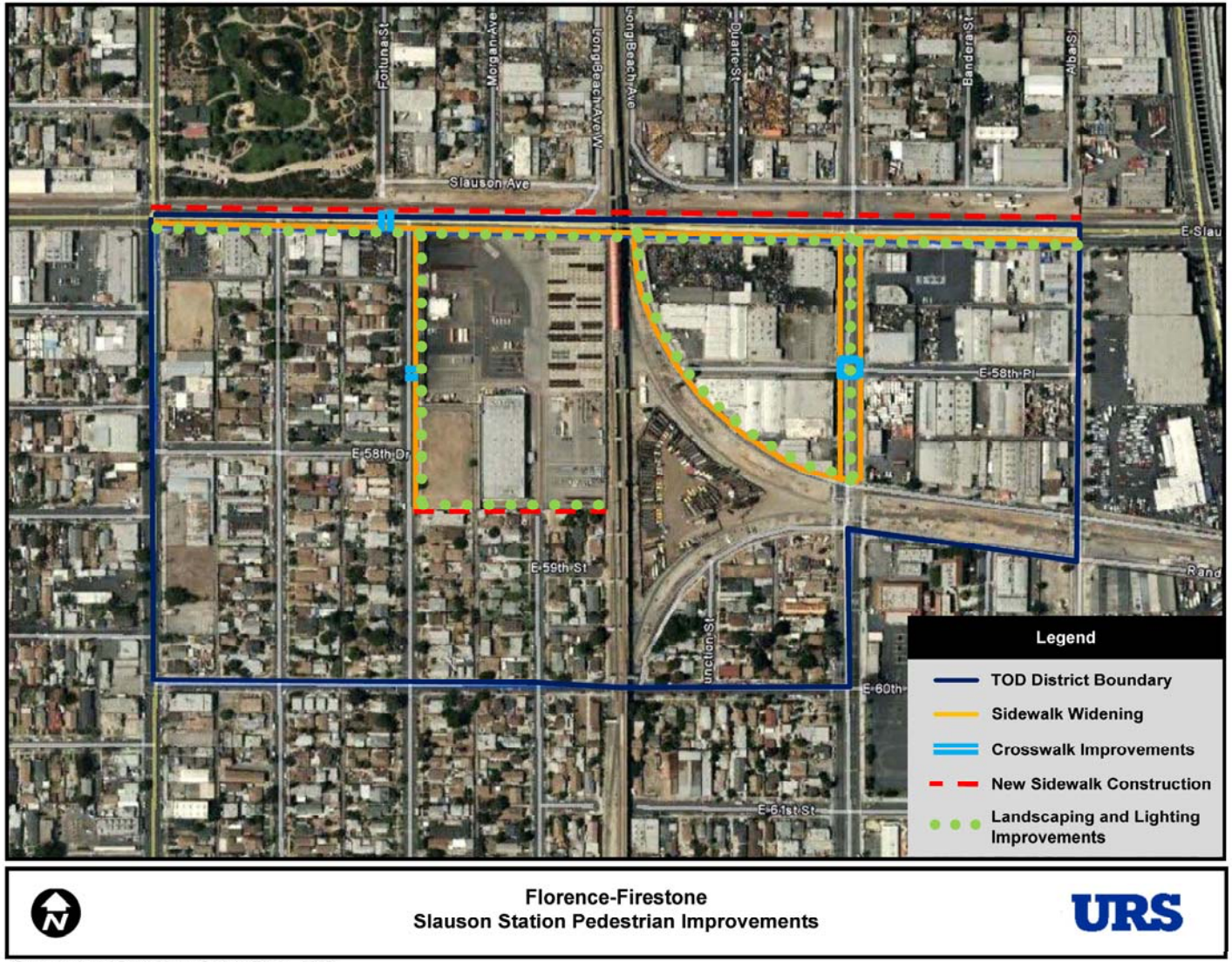
TYPE OF IMPROVEMENT	LOCATION	BENEFITS
SLAUSON STATION		
Sidewalk Widening	South side of Slauson Avenue from Central Avenue to Wilmington Avenue	■ Provides more space for transit-stop improvements such as adding bus shelters and benches ■ Allows for higher pedestrian levels around the station area ■ Easier access for people with disabilities ■ Provides space for aesthetic improvements such as landscaping
	East side of Miramonte Boulevard from Slauson Avenue to approximately 140 feet south of 58th Drive	
	Randolph Street from Slauson Avenue to Holmes Avenue	
	Holmes Avenue from Slauson Avenue to Randolph Street	
Construct New Sidewalk	North side of Slauson Avenue from Central Avenue to Wilmington Avenue	■ Provides pedestrian mobility north of Slauson Avenue ■ Increases pedestrian safety by providing a level walking surface
	Approximately 140 feet south of 58th Drive from Miramonte Boulevard to Blue Line/rail corridor	■ Provides more direct pedestrian access for residential neighborhoods south of the existing storage facility which is adjacent to the west side of the Slauson Station platform
Landscaping and Lighting Improvements	Along every sidewalk described above except the new sidewalk on the north side of Slauson Avenue	■ Planting trees and including landscaping along widened sidewalks will improve the aesthetic appearance of the area around each station, separate pedestrians from the street, and provide environmental benefits ■ Pedestrian-scaled lighting will increase pedestrian visibility and improve safety at night
Crosswalk Improvements	Four way crosswalk at the intersection of Holmes Avenue and 58th Place	■ Increases pedestrian safety by alerting drivers that people may be crossing the street ■ Additional pedestrian crosswalks will improve access to and around the station area
	Midblock crosswalk on Slauson Avenue at Fortuna Street	
	Midblock crosswalk on Miramonte Boulevard approximately 200 feet north of 58th Drive	
Florence Station		
Sidewalk Widening	Maie Avenue from Florence Avenue to southern TOD district boundary	■ Provide more space for transit-stop improvements such as adding bus shelters and benches ■ Allows for higher pedestrian levels around the station area ■ Easier access for people with disabilities
	76th Street from Maie Avenue to the Blue Line/rail corridor	
	Eastern side of Graham Avenue from Florence Avenue to the southern TOD district boundary	

TYPE OF IMPROVEMENT	LOCATION	BENEFITS
	Holmes Avenue from Florence Avenue to 70th Street	■ Provides space for aesthetic improvements such as landscaping
	Converse Avenue from Florence Avenue to 70th Street	
	Miramonte Boulevard from Florence Avenue to 70th Street	
Landscaping and Lighting Improvement	Along every sidewalk described above including Florence Avenue between the eastern and western TOD district boundaries	■ Planting trees and including landscaping along widened sidewalks will improve the aesthetic appearance of the area around each station, separate pedestrians from the street, and provide environmental benefits ■ Pedestrian-scaled lighting will increase pedestrian visibility and improve safety at night
Crosswalk Improvements	Midblock crosswalk on Maie Avenue approximately 550 feet south of Florence Avenue	■ Increases pedestrian safety by alerting drivers that people may be crossing the street ■ Additional pedestrian crosswalks will improve access to and around the station area
	Four-way crosswalk at the intersection of Holmes Avenue and 71st Street	
	Three-way crosswalk at the intersection of Converse Avenue and 71st Street	
	Midblock crosswalks on Miramonte Boulevard approximately 300 feet north of Florence Avenue	
Firestone Station		
Sidewalk Widening	Firestone Boulevard between the western and eastern boundaries of the TOD district	■ Provides more space for transit-stop improvements such as adding bus shelters and benches ■ Allows for higher pedestrian levels around the station area ■ Easier access for people with disabilities ■ Provides space for aesthetic improvements such as landscaping
	Maie Avenue from 84th Street to Firestone Boulevard	
	Eastern side of Maie Avenue to the southern boundary of the TOD district	
	Eastern side of Graham Avenue from 84th Street to 87th Street	
Landscaping and Lighting Improvements	Along every sidewalk described above	■ Planting trees and including landscaping along widened sidewalks will improve the aesthetic appearance of the area around each station, separate pedestrians from the street, and provide environmental benefits

TYPE OF IMPROVEMENT	LOCATION	BENEFITS
		■ Pedestrian-scaled lighting will increase pedestrian visibility and improve safety at night
Crosswalk Improvements	On 85th Street across Maie Avenue	■ Increases pedestrian safety by alerting drivers that people may be walking across the street (flashing beacons) ■ Additional pedestrian crosswalks will improve access to and around the station area
Alleyway Improvements	Park Lane from 84th Street to Firestone Boulevard	■ Convert existing alley into a pedestrian-designated walkway which could include new pedestrian-scaled lighting to deter crime

A crucial step in creating an effective TOD is to provide people with an inviting and well-connected pedestrian environment that enables quick and easy access to key locations within the Project Area. Without a functional pedestrian environment people will continue to utilize their vehicles which does nothing to reduce traffic in the area. With the proposed improvements, not only will pedestrians have safe and easy access to each Blue Line Station and key commercial corridor, but the overall appearance of the community will be improved with new landscaping and lighting. Ideally, the proposed improvements will serve to entice new businesses to the area, create a greater sense of community pride, and reduce crime.

FIGURE 4-2
SLAUSON STATION PEDESTRIAN IMPROVEMENTS

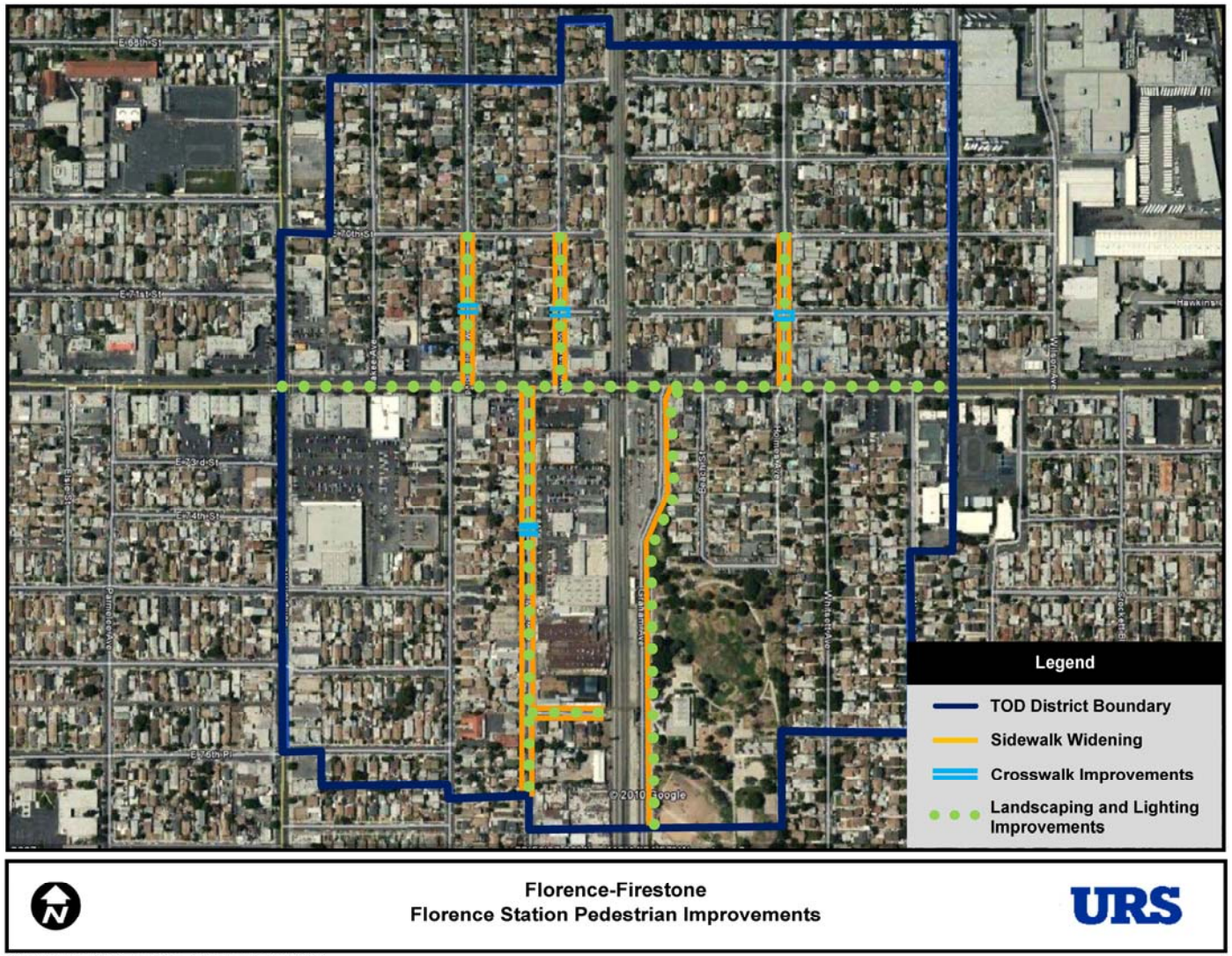


Florence-Firestone
Slauson Station Pedestrian Improvements

URS

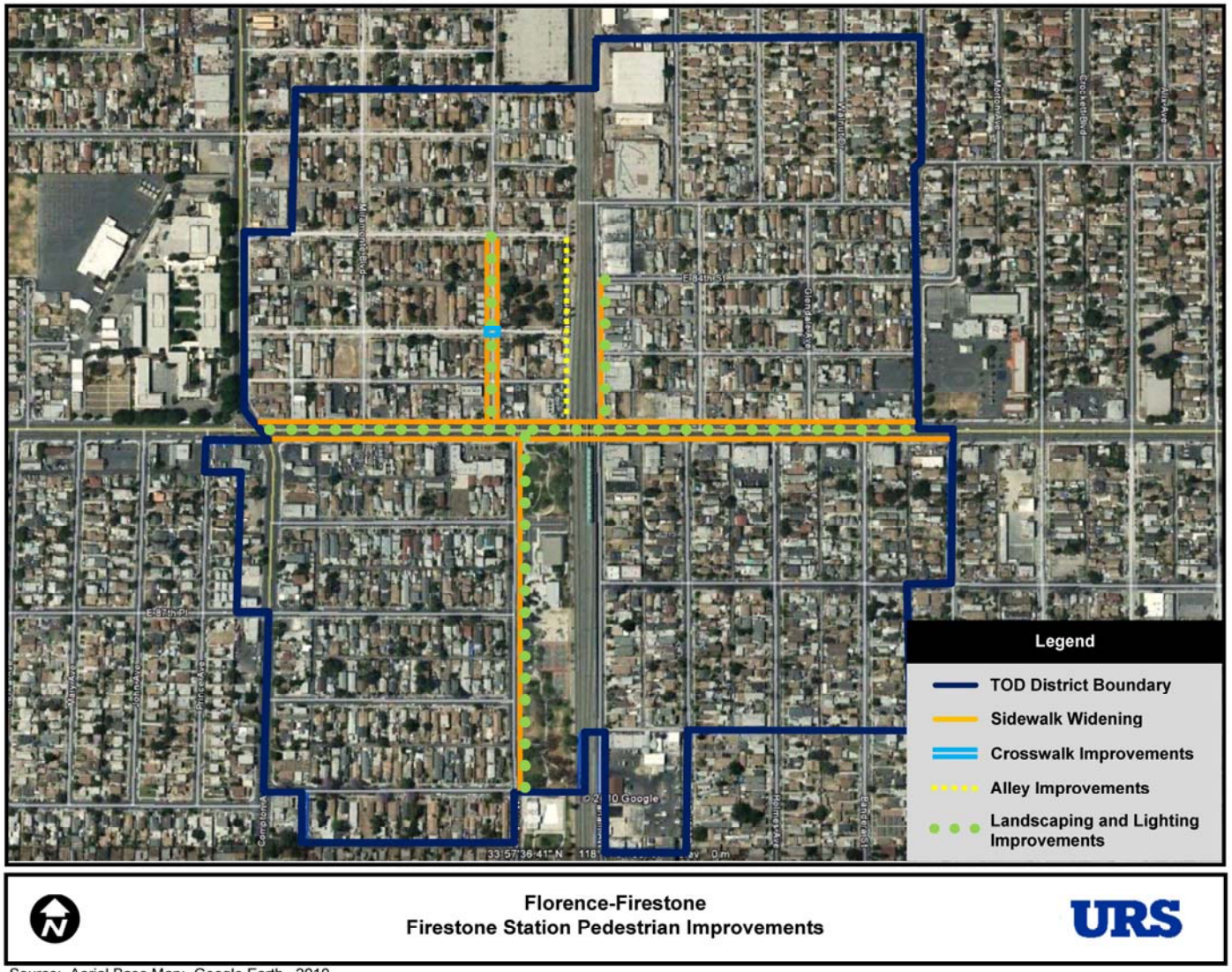
Source: Aerial Base Map: Google Earth. 2010.

FIGURE 4-3
FLORENCE STATION PEDESTRIAN IMPROVEMENTS



Source: Aerial Base Map: Google Earth. 2010.

FIGURE 4-4
FIRESTONE STATION PEDESTRIAN IMPROVEMENTS



Source: Aerial Base Map: Google Earth. 2010.

4.5 LAND USE AND COMMUNITY DESIGN

In 2009 Vision Plan, the Florence Mile and station area are seen as the "heart of the community" and "the main street-oriented downtown of Florence-Firestone"—a place in need of a range of improvements, public spaces, streetscape enhancements, mixed-use redevelopment, and new retail uses to "enhance Florence Mile as the unique community destination." On a smaller scale, the vision for the Firestone Station area is "an attractive, pedestrian-oriented retail district," with ground-floor neighborhood-serving retail uses and offices and community-service businesses and organizations above. In contrast, recognizing that the Slauson Station area is likely to remain a job-producing area of the community, the Vision Plan recommends that efforts be focused on landscaping enhancements, renovating unsightly buildings, and adding new higher-density uses such as research and development, flex, and office.

The vision for the three station areas is supported by the following recommended TOD policies and strategies:

- Encourage construction of new mixed-use developments which could include multi-family residential apartments, retail shops, restaurants, and offices. In order to implement a vision of higher-density transit-oriented centers, the majority of existing land uses, which include individual local businesses, commercial strip malls, and industrial/warehouse facilities, will need to be reconfigured into more efficient layouts. Ideally these new layouts can retain existing uses while also providing adequate space for attracting new business. The approach above is consistent with the Vision Plan's recommendations to identify and fund catalyst mixed-use projects in the Florence and Firestone station areas.

- Require that entrances to every new development front the sidewalk; parking areas should be located behind the buildings and screened by landscaping. Encourage new ground-level façades with entrances and clear/lightly tinted glass windows to achieve maximum pedestrian visibility. The new entrance and façade requirements can be implemented in conjunction with an expanded façade improvement program as recommended in the Vision Plan.

- Provide plaza areas and open spaces in the three TOD districts, particularly around the Slauson Station where the closest park (Augustus Hawkins Natural Park) is located outside the Florence-Firestone community boundaries in the City of Los Angeles. Additionally, when feasible, new developments within a ¼-mile of the three stations should include a form of urban open space that ranges from community gardens and small landscaped common areas to larger plazas that can serve as center points between multiple businesses. The plaza and open

space recommendations echo the Vision Plan's recommendation to locate a park within walking distance of each the major neighborhoods.

- Support the transition of existing low-density mixed residential neighborhoods abutting the major corridors in the three TOD districts to higher-density multi-family developments. Additionally, encourage mixed-commercial and high-density residential developments along Florence Avenue and Firestone Boulevard to increase the functionality of the TOD area. Ensure that there is an adequate transition from the higher-density multi-level buildings planned for the areas immediately surrounding the three stations to the mostly single-family residential neighborhoods positioned near the northern and southern boundaries of the TOD districts. The higher-density and mixed-use recommendations above recognize the dual goals of the Vision Plan: (1) the overall single-family character of the Florence-Firestone community should be preserved; and (2) opportunities for attractive, attached, and multi-family housing should be explored at key locations, with a particular focus on senior housing, affordable housing, and expanded opportunities for homeownership.

- Maintain the existing warehouse and industrial land uses along portions of the rail corridor farther from the station platforms. The preceding recommendation supports the Vision Plan priority of maintaining and enhancing the number and diversity of jobs in the community.

4.6 TIMELINE FOR OVERALL PROJECT IMPLEMENTATION

The three TOD areas are likely to evolve incrementally over a period of years. Various projects and public improvements must be carefully staged not only to prevent interrupting the daily flow of the community but to also secure the needed funding for each individual improvement. As Los Angeles County completes other plans and studies, a more complete phasing plan can be developed to reflect the specific projects that are prioritized in the capital improvements plans. For example, the parks and recreation assessment and the bike plan update will outline upcoming public investments and may help to determine where these investments might attract and/or complement private investment activities. Similarly, the upcoming infrastructure assessment will help to identify areas that are best suited for cost-effective TOD redevelopment.

In general, the recommended improvements should be prioritized based on needed safety enhancements and efforts should focus on areas with a concentration of crime and/or code violations. Similarly, an in-depth assessment of the condition and capacity of existing infrastructure (wet and dry utilities, storm-water system, etc.) will help to quantify the total

development costs for a given project and may help to identify the most cost-effective sites for TOD redevelopment.

5.0 ZONING EVALUATION AND RECOMMENDATIONS

Section 5.0 evaluates specific instances in the existing zoning ordinances adopted by Los Angeles County which could limit successful transit-oriented development. The purpose of the zoning evaluation was to provide an in-depth critique of existing policies in order to identify opportunities for change in the project area.

TABLE 5-1
FLORENCE-FIRESTONE ZONING EVALUATION & RECOMMENDATIONS

EXISTING PROVISION	SECTION OF CODE	EVALUATION	RECOMMENDED REVISIONS
ALL BLUE LINE STATIONS			
Parking Requirements	22.44.440.A.1(a & b)	Although these provisions allow for a reduction in the required parking, there are still parking "minimums" that do not always promote TOD.	Consider establishing parking "maximums" in the TOD areas, allowing the market to determine required parking and encouraging on-street parking where appropriate. With parking maximums, developers would not be encouraged to provide extra stalls that would rarely be utilized even at the busiest times.
	22.52.1084	The loading space requirement may be too strict in limiting loading to on-site locations. Accommodating for loading takes up considerable amounts of usable space.	Consider limiting delivery and loading times rather than requiring on-site loading space. Limiting delivery and loading times would encourage better use of the site for additional square-footage, open space, or other. Most streets and alleys can accommodate delivery vehicles without disruption to general traffic flow.
Signs	22.52.820(F)	The requirements specifically limit designs to simple forms without exposed bracing, cables, or angle-iron.	For TOD areas, signage requirements should be flexible in order to promote creative designs that capture the pedestrian and enhance the sense of place near the stations. Consider producing a list of acceptable sign types with associative images ranging from the very simple to complex projecting signs.
	22.44.138.D.4.c.iv.2(b)	Awnings are required to be the same color and style for related business types.	Allow for alternating colors or materials for unique and interesting building façades. For example, if an ice-cream shop has 4 windows, why not alternate yellow and orange awnings?

EXISTING PROVISION	SECTION OF CODE	EVALUATION	RECOMMENDED REVISIONS
Sidewalks & Landscaping	22.44.420.A.6.c.i.(B)	Sidewalks in non-residential zones must be at least 15' in width. Pedestrian amenities can encroach into the sidewalk width by up to 50 percent; however, the TOD ordinance is unclear as to whether or not the required 6-foot planting strip may encroach. Depending on the location, a 15' sidewalk is not always appropriate.	To encourage the use of on-street parking, consider reducing the 15'-sidewalk requirement by director approval. In certain instances, allowing for a 10'-sidewalk surrounding a retail building may better preserve on-street parking and desired building square footage.
	22.44.440.A.5(a)	A 6-foot planting strip separating the sidewalk from the street is required. The TOD ordinance is unclear whether or not the strip must consist of plant material continuously, or can be interspersed with pavers or sidewalk to assist with on-street parking connections to entrances.	For TOD areas, planting strips should be permitted to be interspersed with hard surfaces for pedestrian/wheelchair access to on-street parking, and would allow for "pedestrian passing" where outdoor patios and other sidewalk functions create a narrowing effect.
	22.44.440.A.4.c	A maximum of 25 percent (up to 250 sf) of street furniture or related paving can substitute the required landscaped area. In a TOD area, the increased number of pedestrians requires more pedestrian amenities.	Consider allowing 25 percent of the required landscaped area to be substituted with pedestrian amenities such as street furniture or pavers, without the limitation of a 250-sf maximum. Removing the limitations encourages additional amenities on the larger developments.
	n/a	n/a	Consider requiring bicycle rack installation for every new development in the TOD areas. Compare with other local governments for acceptable minimums, or refer to LEED criteria.
Land Uses	22.44.430 & 440	Zone R-2 does not specifically permit mixed-use developments. Mixed-use should be permitted and encouraged in the TOD districts.	Consider revising allowable uses in the R-2 zone district to allow for mixed-use development within TOD districts.
	22.44.440.C.1, 2, & 3	Zones R-2, R-3, and R-4 do not permit retail and other typical TOD uses such as office, grocery stores, and restaurants without a conditional use permit. The additional permit process requirement, specifically the public hearing, may hinder development of these parcels.	Because large portions of land surrounding the stations are zoned R-2, R-3, and R-4, consider allowing and promoting mixed-use development, retail, office, and other typical TOD uses within these districts as a use by right.

EXISTING PROVISION	SECTION OF CODE	EVALUATION	RECOMMENDED REVISIONS
	22.44.440.C.4, 5, & 6	Zones C-2, C-3, and C-M do not specifically permit mixed-use development without submittal of site plans to the director. The additional process may prove burdensome on the development community. Commercial-zone districts should allow for mixed-use residential/commercial as a use by right.	Consider permitting mixed-use development by right in TOD districts within the C-2, C-3, and C-M zone districts.
Lot Coverage/ Density	22.44.430.B.2(b)	The maximum lot coverage in the R-3 zone shall be 50 percent. The lot coverage restriction hinders full utilization of the site and does not allow for structured parking. Large portions of land within a ¼ mile of the stations are zoned R-3.	Consider increasing maximum lot coverage to allow for higher density to occur on R-3 lots, and to allow for structured parking to support the use if feasible.
	22.44.440.C.2.b.i	Front yard setbacks in the R-3 zone district must be at least ten feet in depth. The setback requirement can be very limiting to smaller parcels in the TOD areas. Specifically, multi-family housing and commercial, among others, are better suited for building to the property line to maximize use of the site.	Consider eliminating the front setback requirement for new development in the TOD areas. New development will encourage the creation of a pedestrian friendly environment while allowing for flexibility in design and use of the site (space-making rather than space-occupying).
	22.44.430.B.1.(a & b)	Density bonuses may be obtained for parcels in the R-3 zone during certain instances of infill development or lot consolidation. Density bonuses should be available to every zone districts within close proximity to a station.	Consider allowing density bonuses in other residential and commercial zone districts throughout the TOD areas. The density bonus allowance will promote development that conforms to the character of the area while allowing for additional housing in close proximity to a transit station.
	22.48.120	Yard requirements limiting encroachments of porches, roofs, awnings, eaves, etc. These requirements do not allow for cantilevered roofs, covered porches, or awnings in every instance. By only allowing projection of 2½ feet a developer would have to scale back the building footprint until the desired projection could be accomplished.	Consider elimination of the limitations on projecting roofs, awnings, and covered porches to encourage unique human-scale development in a pedestrian-friendly environment. For example, arcade- or gallery-type development of retail corridors should be encouraged as should front porches in residential districts.

EXISTING PROVISION	SECTION OF CODE	EVALUATION	RECOMMENDED REVISIONS
	22.20.090 & 22.28.080	Surface parking lots are currently permitted by right in commercial zone districts and are permitted in residential zone districts with approval of the director for "transitional use." Surface parking lots are an underutilization of prime property in proximity to transit stations, and do not typically enhance pedestrian experience. Park-n-ride lots meant to serve the stations are acceptable.	Consider removing surface parking lots from the list of permitted uses in zone districts within the TOD districts. Rather, the lots could be permitted by conditional-use permit as an accessory use.
Height Restrictions	22.20.300	Every structure within the R-3 zone district shall not exceed a height of 35 feet. The height restriction limits the developer's ability to provide affordable housing units by increasing the height of the project. Increased height limits allow for increased density, and provide for active first-floor retail height of at least 15' which enhances the pedestrian experience.	For the Blue Line TOD districts, consider increasing the maximum height to at least 45 feet in the R-3 zone district which allows for retail first floor and 3 floors of either office or residential above.
	22.44.440.C.3.b.i	Height limits for Zone R-4 are limited to 40 feet. Zone R-4 is the unlimited residential zone, and should be promoting dense development with affordable housing. The 40-foot height maximum limits the developer's ability to provide affordable housing units by increasing the height of the project. Increased height limits allow for increased density, and provide for active first-floor retail height of at least 15' which enhances the pedestrian experience.	For the Blue Line TOD districts, consider increasing the maximum height to at least 60 feet in the R-4 zone district which allows for retail first floor and at least 4 floors of either office or residential above.
	22.44.440.C.4.b.i	Height maximums for the C-2 are set at 45 feet. The 45-foot height maximum is limiting to residential and mixed-use developments. When trying to achieve higher residential densities and provide for adequate affordable housing, commercial districts should be more flexible with height requirements.	For the Blue Line TOD districts, consider increasing the height maximum to at least 60 feet in the C-2 zone district which would allow for retail first-floor and at least 4 floors of either office or residential above.

EXISTING PROVISION	SECTION OF CODE	EVALUATION	RECOMMENDED REVISIONS
	22.44.440.C.5.b.i	Height maximums for the C-3 are set at 60 feet. The 60-foot height maximum is limiting to residential and mixed-use developments. When trying to achieve higher residential densities and provide for adequate affordable housing, commercial districts should be more flexible with height requirements. C-3 is the "unlimited commercial" zone, and should therefore allow much higher densities and height.	Although 60 feet is generally adequate for mixed-use development, for the Blue Line TOD districts, consider increasing the height maximum to at least 80 feet in the C-3 zone. Increased heights would allow for retail first floor and multiple floors of residential or office above, depending on market feasibility for a particular project.
	22.44.440.C.6.b.i	Height maximums for the C-M are set at 40 feet. The 40-foot height maximum is limiting to residential and mixed-use developments. When trying to achieve higher residential densities and provide for adequate affordable housing, commercial districts should be more flexible with height requirements.	For the Blue Line TOD district, consider increasing the height maximum to at least 60 feet in the C-M zone district which would allow for retail first floor and at least 4 floors of either office or residential above.
SLAUSON STATION RECOMMENDATIONS			
Open Space Zoning	O-S	The Slauson station area lacks open space zoning.	Consider rezoning property to O-S to ensure adequate plaza/open space necessary for the dense residential development associated with TOD.
Limited Multiple Residence	R-3	Much of the land to the west of the station is zoned R-3. The density maximums are 30 du/ac. In close proximity to the station, higher densities are desirable to support TOD.	Consider rezoning certain areas closest to the station area to R-4, where 50 du/ac are permitted.
FLORENCE STATION RECOMMENDATIONS			
Commercial-Manufacturing	C-M	Much of the land to the immediate west of the station is zoned C-M. The height restrictions are 40 feet in that zone. The height restriction does not allow for dense residential or taller mixed-use buildings to be developed.	If height requirements are not increased within each zone district, consider rezoning certain areas to C-3, where the height restrictions are 60 feet.
FIRESTONE STATION RECOMMENDATIONS			
Two-family Residential	R-2	Far too much of the land surrounding the station area is zoned R-2. The current R-2 zone district does not adequately allow for densities that would support TOD.	Consider rezoning certain areas to R-3 or R-4 to allow for greater height maximums and increased densities that would support the station.

EXISTING PROVISION	SECTION OF CODE	EVALUATION	RECOMMENDED REVISIONS
Wall Materials	22.44.440.D.3.c	Provisions on wall materials aim to preserve and enhance the mixed urban environment along Firestone Boulevard by limiting wall materials to stucco, brick, or other materials approved by the director.	Consider removing the wall materials provision, thus encouraging creative design and interesting use of materials. Allowing for a mix of materials enhances the experience of a TOD area and creates a sense of place.
OTHER RECOMMENDATIONS			
Transit Oriented Districts	22.44.400	The TOD districts are established as supplemental districts (overlays), which create additional review for the development community.	Consider adopting new zone districts specific to the station areas that apply to specific parcels (such as TOD, mixed-use, Mainstreet, etc.). New zone districts would enhance predictability, giving developers one designated place to look and making the requirements and standards very clear for a particular parcel.
Shared Parking Policy	n/a	n/a	Consider establishing shared parking policies in TOD districts that would allow for adequate parking for both the transit system needs and the neighborhood. For example, a mixed-use building with office and retail may have different busy times. Allowing for shared parking may enable new development.
Tracking Comments	n/a	n/a	Consider developing a system for tracking comments from the development community. For example, maintain a database that case planners update after receiving feedback from developers, or provide an online developer survey.
TOD Taskforce	n/a	n/a	Consider forming a TOD taskforce or subcommittee that includes county staff from Planning, Public Works, Community Development Commission, Counsel, Parks & Rec, sheriff, Metro, and others. Meet regularly to develop TOD strategies in the Florence-Firestone community and to monitor progress of action items. Open up a portion of the meetings to the public.

EXISTING PROVISION	SECTION OF CODE	EVALUATION	RECOMMENDED REVISIONS
Redevelopment Project Area	n/a	n/a	Consider creating a redevelopment project area for the Project Area. A redevelopment area may facilitate and incentivize affordable housing developments, decrease economic deficiencies in the station areas, and promote sound development that increases the marketability of the area.

5.1 ASSOCIATED IMAGES OF ZONING RECOMMENDATIONS

- Loading in TOD districts can take place on-street with appropriate restrictions on delivery times.

- Build-to lines encourage human-scale development and an interesting pedestrian experience.

- Flexible signage criteria promote creative design and add to the pedestrian experience near the transit stations.

- Landscaped planting strips can be interspersed with paving materials and still provide an interesting pedestrian element.

- Four stories and higher allow for active retail space while providing adequate residential density desired near transit stations.

- Flexible design criteria promote diverse human-scale development.

- Open space near transit stations serve as desired gathering and recreation space for the surrounding dense residential development.

- Density and adequate affordable housing are essential to a successful transit station area.

6.0 POTENTIAL TOD SCENARIOS

Section 6.0 provides descriptions and graphic depictions of potential development scenarios, given ideal conditions for TOD. For each station a low-, medium-, and high-development scenario was conceptualized. The density of housing, retail, and office space increases from the low scenario to the high scenario. The concept drawings were prepared for planning purposes only, to encourage discussions on how particular elements of the Florence-Firestone Vision Plan can be achieved through transit-oriented development and associated station area improvements. These conceptual drawings are not intended to be used for site planning or design, which would be achieved following developer interest. Although specific elements of site planning such as lighting, grading, landscape, and public safety, among others, were considered in development of the scenarios, the full range of elements has not been fully addressed through these iterations.

The land uses presented in the conceptual transit-oriented development are in line with the existing zoning at the station areas. Most of the proposed land uses in these scenarios are permitted by right, and others would be permitted either with director approval or conditional use permit. The conceptual drawings would be able to accommodate the expansion opportunities of agglomeration economies for furniture and home furnishing, specialty food retailers, and others identified in the Florence-Firestone Community Plan Market Feasibility Analysis.

The challenge in realizing these conceptual drawings lies in the density and height limitations. For example, the multi-family residential building with structured parking on Miramonte Boulevard at the Slauson Station is currently zoned R-3. With that zoning designation, the building would be limited to 35 feet in height. At the Florence Station, the height limitations in the R-3 and C-M zone districts would be constraining to the high-density, mixed-use, residential apartments and retail mixed-use buildings shown in the conceptual drawings. Achieving desired density bonuses that make certain housing projects feasible can be difficult given the height limitations in residential and commercial zone districts. Increases in density bonuses and height maximums would facilitate development of these station areas.

6.1 SLAUSON STATION

The following scenarios recognize that the Slauson Station vicinity is a job-producing area of the community and is likely to remain so in the future. As such, the low and medium scenarios retain existing industrial and commercial development east of the Slauson Blue Line light-rail station. The high scenario depicts the possibility of redeveloping parcels fronting Slauson Avenue, east of the station. In keeping with the 2009 Vision Plan, the redevelopment recommendations above would help to enhance the appearance of the area and possibly add higher density employment uses such as flex, research and development, or office.

West of the Slauson Station the TOD scenarios explore various possibilities for partial or total redevelopment of a 9.4-acre publicly owned site currently controlled by LA City Department of Water and Power (LADWP) and largely devoted to outdoor storage. This large site, immediately adjacent to the station, presents an interesting opportunity for a catalyst development project by an ambitious public-private partnership. Depending on the likelihood and feasibility of relocating or consolidating LADWP operations, a portion of, or the entire site, could be reused for more intensive development, possibly including a diverse range of housing types.

6.1.1 SCENARIO 1 – LOW

A pedestrian plaza to the west of the platform serves as a gathering space and buffer to busy Slauson Avenue. The connection from the west side of the tracks to the platform will be enhanced by wider sidewalks, pedestrian lighting, and landscaping. The pedestrian plaza will be at-grade with Slauson Avenue. A tree-lined path provides an interesting pedestrian experience to the retail development at the southeast corner of Slauson and Miramonte. Six high-density single-family homes enjoy new playing fields west of the platform.

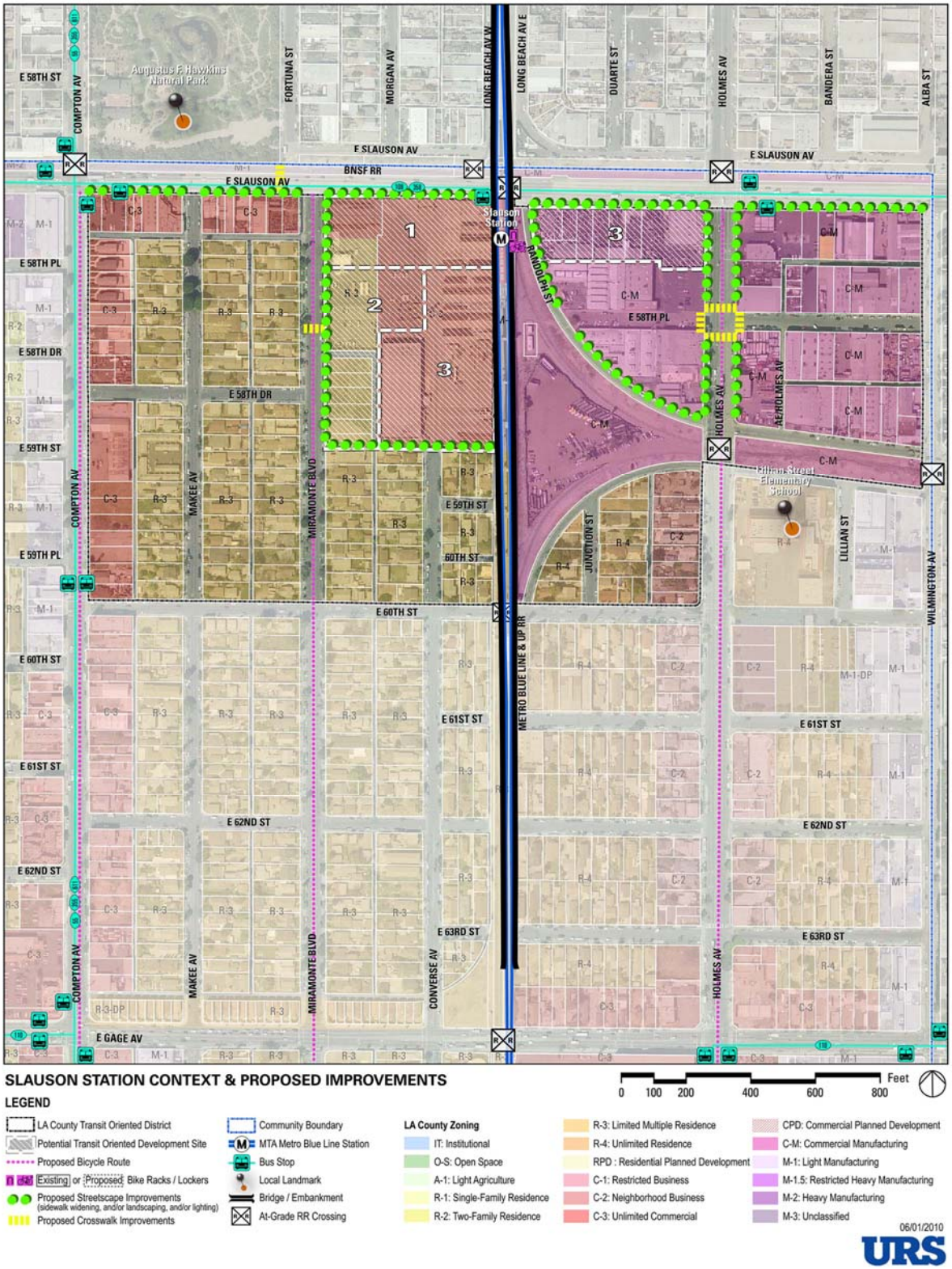
6.1.2 SCENARIO 2 – MEDIUM

Slauson Station transitions into the existing single-family neighborhoods to the south and west by providing high-density single-family development along Miramonte Avenue at 58th Street. A multi-family residential building with structured parking provides an opportunity for affordable housing units in close proximity to the station platform. Playing fields help to buffer the residents from the noise of the elevated track. A pedestrian plaza is provided west of the station tracks for a gathering space. A tree-lined path leads to a small retail building at the corner of Miramonte and Slauson Avenue. Additional high-density single-family homes are cozily located near the retail buildings, buffered from busy Slauson Avenue by a generous landscape buffer, and buffered from the tracks by the park and playing fields.

6.1.3 SCENARIO 3 – HIGH

At Slauson Station, a pedestrian plaza to the west of the platform serves as gathering space and a buffer to Slauson Avenue. Nearby playing fields provide active recreation for existing and future residents, and buffer the elevated track platform from the neighborhood to the west. High-density single-family homes allow for increased density while maintaining full privacy. Two high-density residential buildings with structured parking give Slauson Station the density necessary to maintain high ridership levels. The high-density single-family homes are a perfect transition to the existing residential area west of Miramonte Boulevard and south of 58th Street. A retail building for single- or multi-tenant use is situated at the southeast corner of Slauson and Miramonte. A new industrial redevelopment along Slauson Avenue maintains or increases employment while enlivening the street with a clean finish complete with street trees, sidewalks, and street furniture.

FIGURE 6-1
SLAUSON STATION CONTEXT AND PROPOSED IMPROVEMENTS



Source: County of Los Angeles. 2010.

FIGURE 6-2
SLAUSON STATION TOD SCENARIO 1 (LOW)

SLAUSON STATION: TOD Scenario 1 (Low)

0 100 200 400 Feet

06/01/2010

URS

Source: County of Los Angeles. 2010.

FIGURE 6-3
SLAUSON STATION TOD SCENARIO 2 (MEDIUM)

SLAUSON STATION: TOD Scenario 2 (Medium)

0 100 200 400 Feet

06/01/2010

URS

Source: County of Los Angeles. 2010.

FIGURE 6-4
SLAUSON STATION TOD SCENARIO 3 (HIGH)

SLAUSON STATION: TOD Scenario 3 (High)

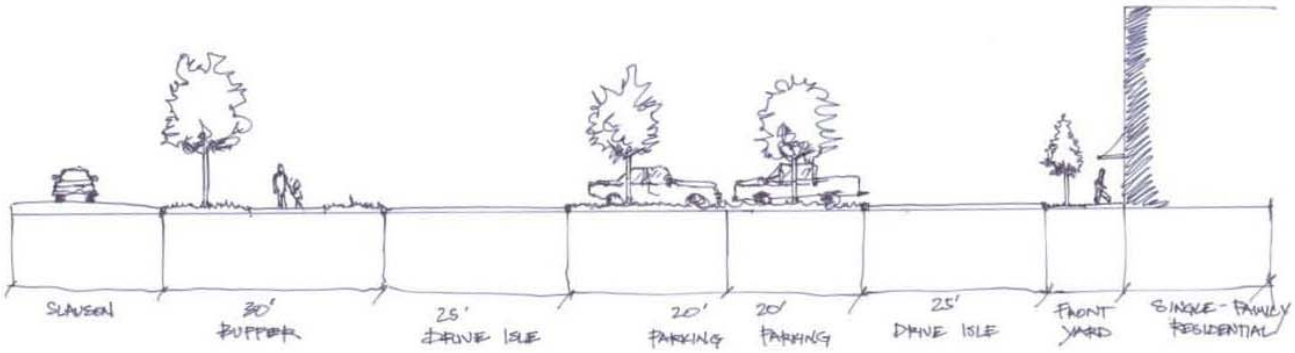
0 100 200 400 Feet

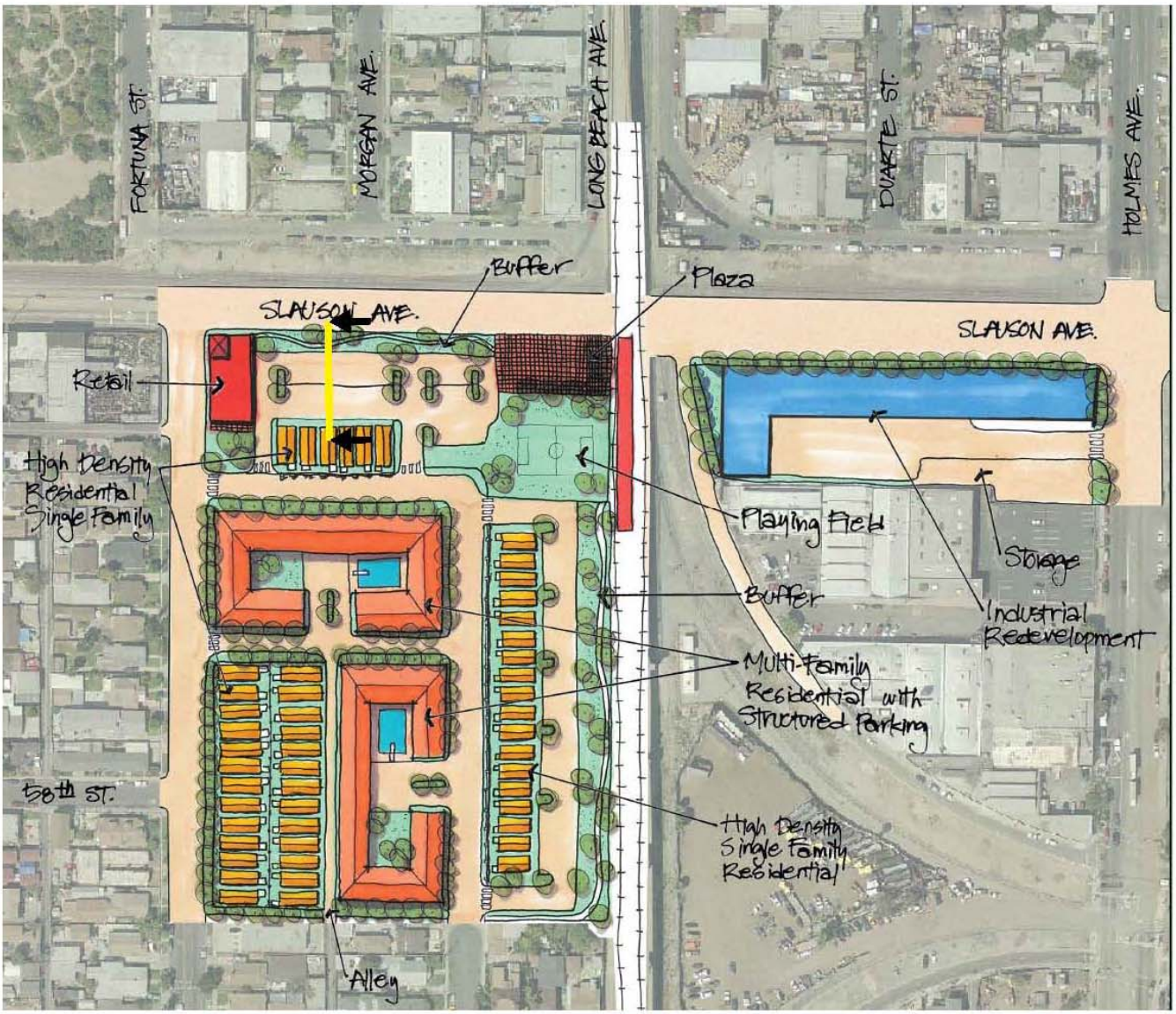
06/01/2010

URS

Source: County of Los Angeles. 2010.

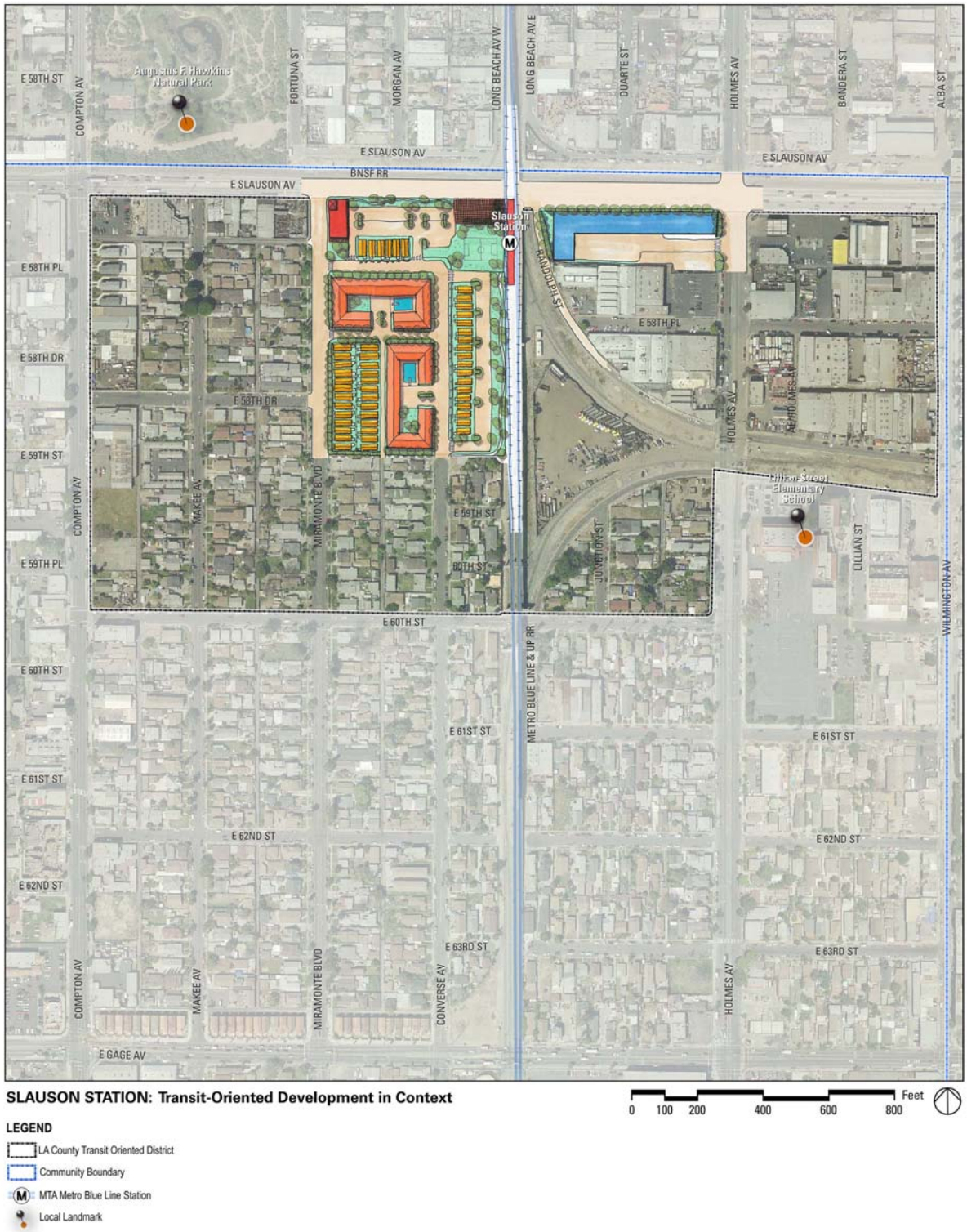
FIGURE 6-5
SLAUSON STATION TOD SECTION





Source: County of Los Angeles. 2010.

FIGURE 6-6
SLAUSON STATION TOD IN CONTEXT



Source: County of Los Angeles. 2010.

6.2 FLORENCE STATION

The following scenarios seek to incorporate a number of the actions recommended for Florence Mile and the Florence Blue Line light-rail station in the 2009 Vision Plan. The vision centers on making Florence Avenue a more inviting, walkable shopping street with new uses such as sit-down restaurants, a wider diversity of retail including anchor chain stores, entertainment uses such as clubs, movie theaters or bowling alleys, and durable goods such as clothing. The vision balances direct public investment in streetscape and station improvements with private-sector incentives such as a façade improvement program and targeted parcel assembly for complementary private-sector mixed-use redevelopment.

The three scenarios incorporate the Vision Plan recommendation for a new plaza adjacent to the east side of the station. The new plaza and pedestrian zone, together with the adjacent parking area, would be well suited to host selected economic development strategies described in the Vision Plan—a public marketplace, weekly farmer's market, and events for an annual community-wide festival.

The scenarios also include a significant mixed-use redevelopment and parking structure on parcels immediately west of the station. This location was identified as a redevelopment opportunity in the Vision Plan and may be a good candidate for public-private partnership in a catalyst project. The project could include ground-floor retail with residential and possibly office above. In keeping with the Vision Plan, which recommended expansion of the Florence Library, a new library could be included in the catalyst project, thereby freeing the existing library site, one block east, for new mixed-use and retail redevelopment efforts.

The medium and high scenarios include significant rehabilitation or redevelopment of retail and mixed-use locations fronting Florence Avenue, which could be accomplished in concert with Vision Plan recommendations for ongoing streetscape improvements, neighborhood signage and banners, a retail design handbook, and an expanded façade improvement program. The retail and mixed-use redevelopment would include reconfiguration of parking areas behind buildings and new shared-use structures which would complement Vision Plan recommendations for shared parking agreements and the creation of a parking district.

Additionally, the medium and high scenarios also include the realignment of Maie Ave to meet Converse Avenue at the first intersection west of the station. This improves north-south connectivity throughout the neighborhood and supports the Vision Plan goal of making the transportation system safer and more efficient.

6.2.1 FLORENCE – LOW

An iconic breakfast restaurant and a farmer's market attract people to the Florence Avenue Blue Line station. A pedestrian zone adjoins the platform and provides ample gathering space shaded by large trees. High-density residential with structured parking lies west of the platform, providing an opportunity for affordable living with easy access to rail. A portion of the building's first floor contains retail along Florence Avenue and possibly a new and expanded Florence Library.

6.2.2 FLORENCE – MEDIUM

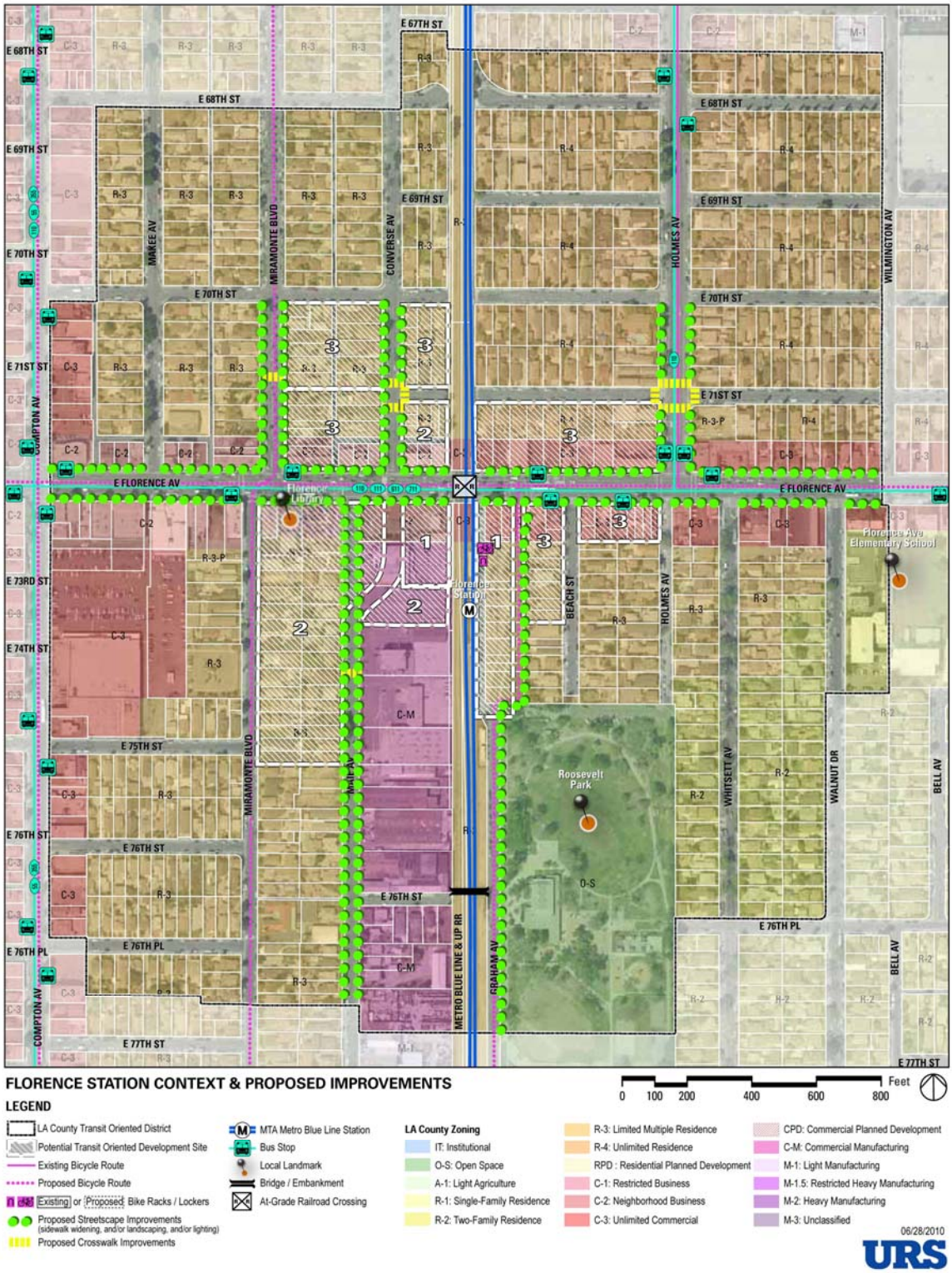
A pedestrian zone adjacent to the platform provides ample gathering space in an interesting pedestrian environment. An iconic breakfast restaurant draws in daily commuters at the Florence Avenue destination stop. A farmer's market adds to the livability of the station area, providing fresh goods to the community. Retail mixed-use development lines Florence Avenue, with generous sidewalks, tree-lined streets, and street furniture. Maie Avenue is realigned to meet Converse Avenue at Florence Avenue. The roadway realignment enhances the safety of the intersection and fosters human-scale development to occur at the active Maie Avenue/ Converse Avenue/Florence Avenue junction. A high-density residential building with structured parking is located west of the platform. An apartment building on Miramonte Boulevard south of Florence serves as a transition into the courtyard housing development to the south between Miramonte Boulevard and Maie Avenue. A tree-lined paseo provides safe travel to and from the courtyard housing and existing single-family residential neighborhoods to the west.

6.2.3 FLORENCE – HIGH

At Florence Station, a pedestrian zone is activated by shaded plaza space and street furniture. On Florence Avenue, an iconic breakfast restaurant attracts the commuter to enjoy a quick meal. Next to the pedestrian zone, a farmer's market provides fresh food to the surrounding community and makes the Florence Station a destination stop. Florence Avenue is lined with retail and mixed-use from Miramonte Boulevard to Holmes Avenue. Generally these businesses have second- or third-story apartments and occasionally office space. On 71st Street east of the tracks are high-density single-family units that transition into the existing single-family neighborhood on the north side. West of the tracks, south of 70th Street, courtyard housing units provide a quiet buffer from the development on Florence Avenue to the single-family homes to the north and west. The courtyard housing stock is also used as a transition to the neighborhood near 75th Street and Miramonte, south of Florence Avenue. Immediately west of the platform, a high-density residential building with structured parking offers additional affordable housing opportunities and first-floor retail. Maie Avenue is realigned to meet Converse Avenue at Florence Avenue. The realignment provides a safe crossing and interesting

human-scale development at an important intersection. A landscaped paseo south of the church property gives pedestrians safe access to the neighborhoods to the west.

FIGURE 6-7
FLORENCE STATION CONTEXT AND PROPOSED IMPROVEMENTS



Source: County of Los Angeles. 2010.

FIGURE 6-8
FLORENCE STATION TOD SCENARIO 1 (LOW)

FLORENCE STATION: TOD Scenario 1 (Low)

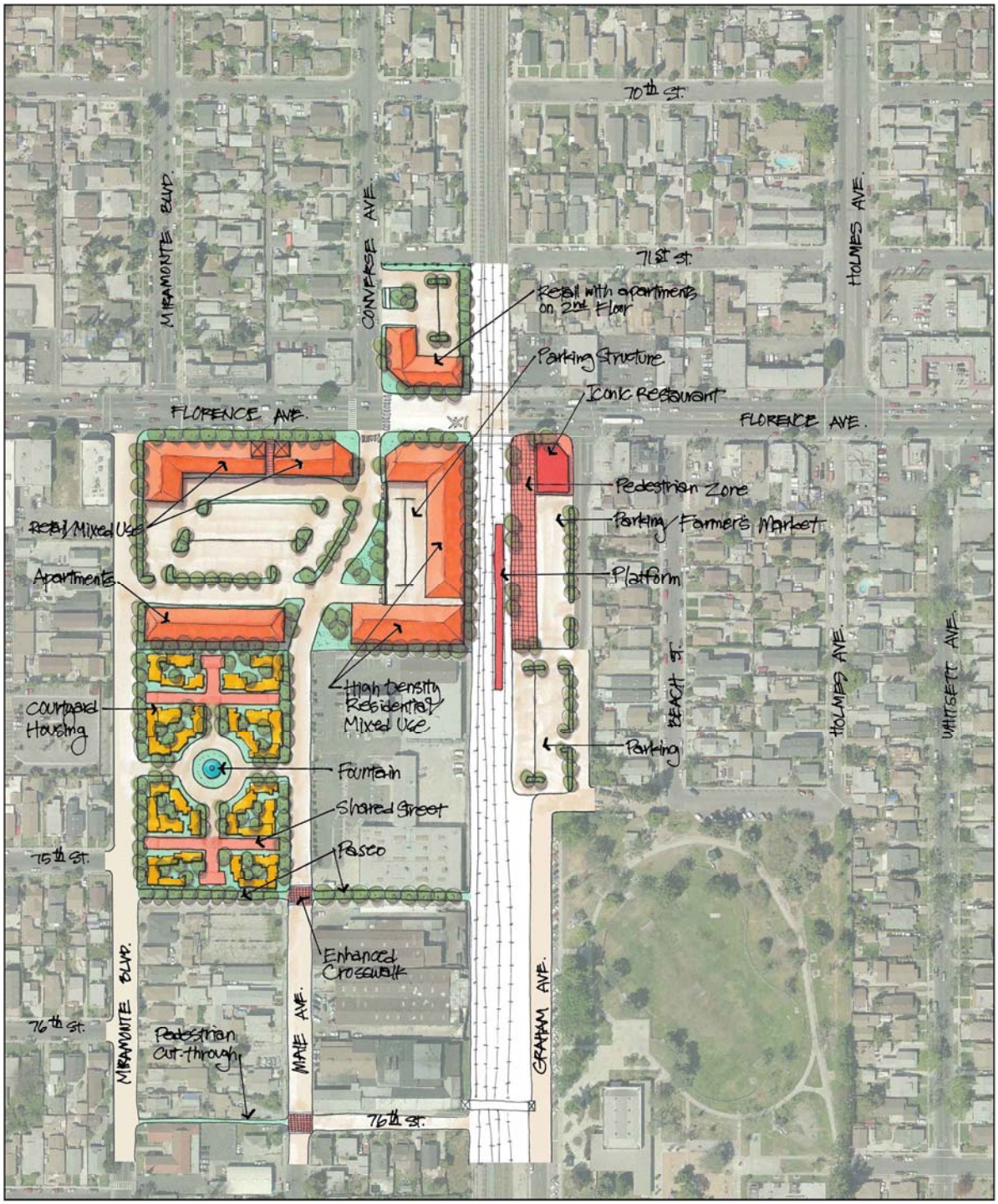
0 100 200 400 Feet

06/01/2010

URS

Source: County of Los Angeles. 2010.

FIGURE 6-9
FLORENCE STATION TOD SCENARIO 2 (MEDIUM)



FLORENCE STATION: TOD Scenario 2 (Medium)

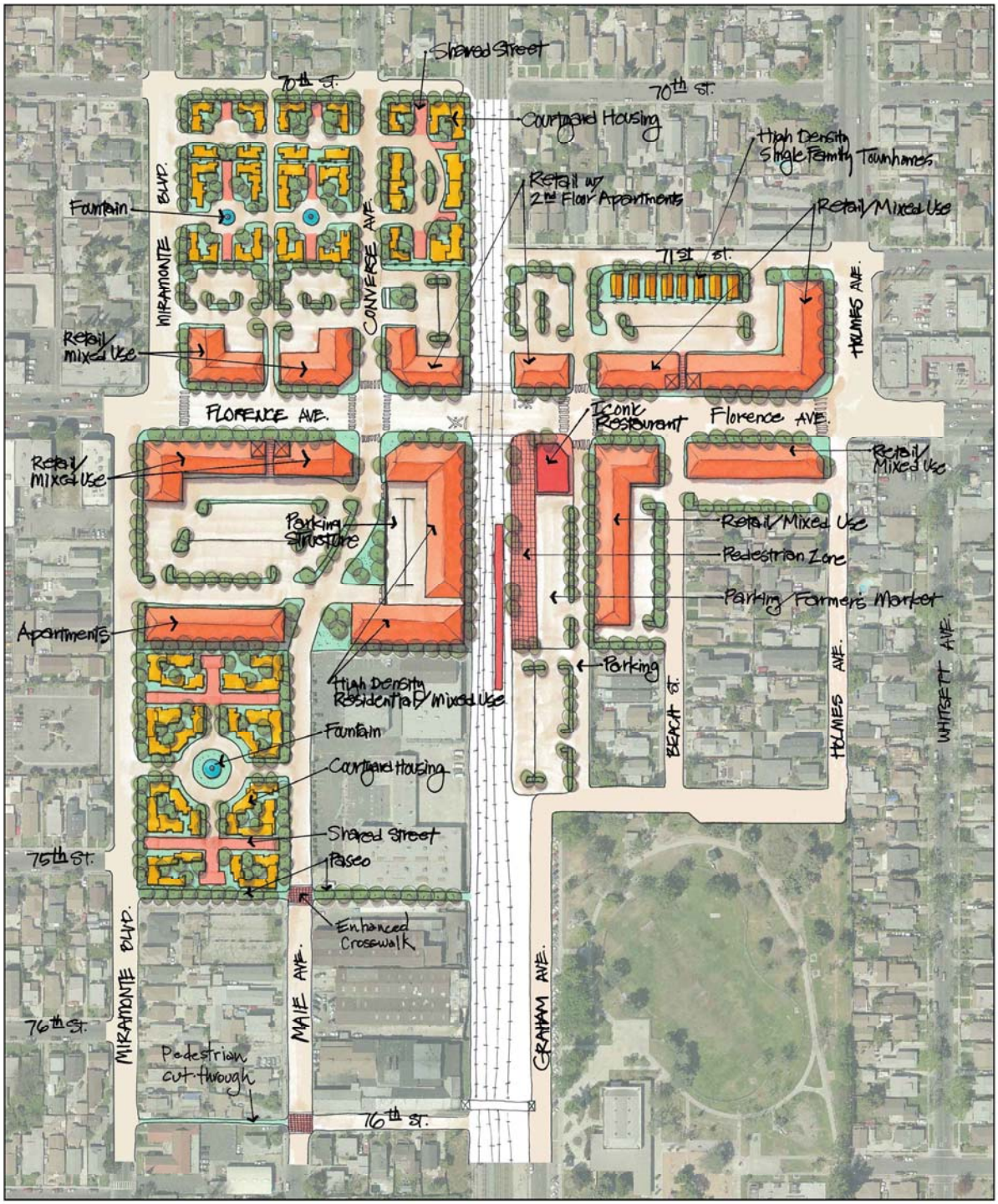
0 100 200 400 Feet

06/01/2010

URS

Source: County of Los Angeles. 2010.

FIGURE 6-10
FLORENCE STATION TOD SCENARIO 3 (HIGH)



FLORENCE STATION: TOD Scenario 3 (High)

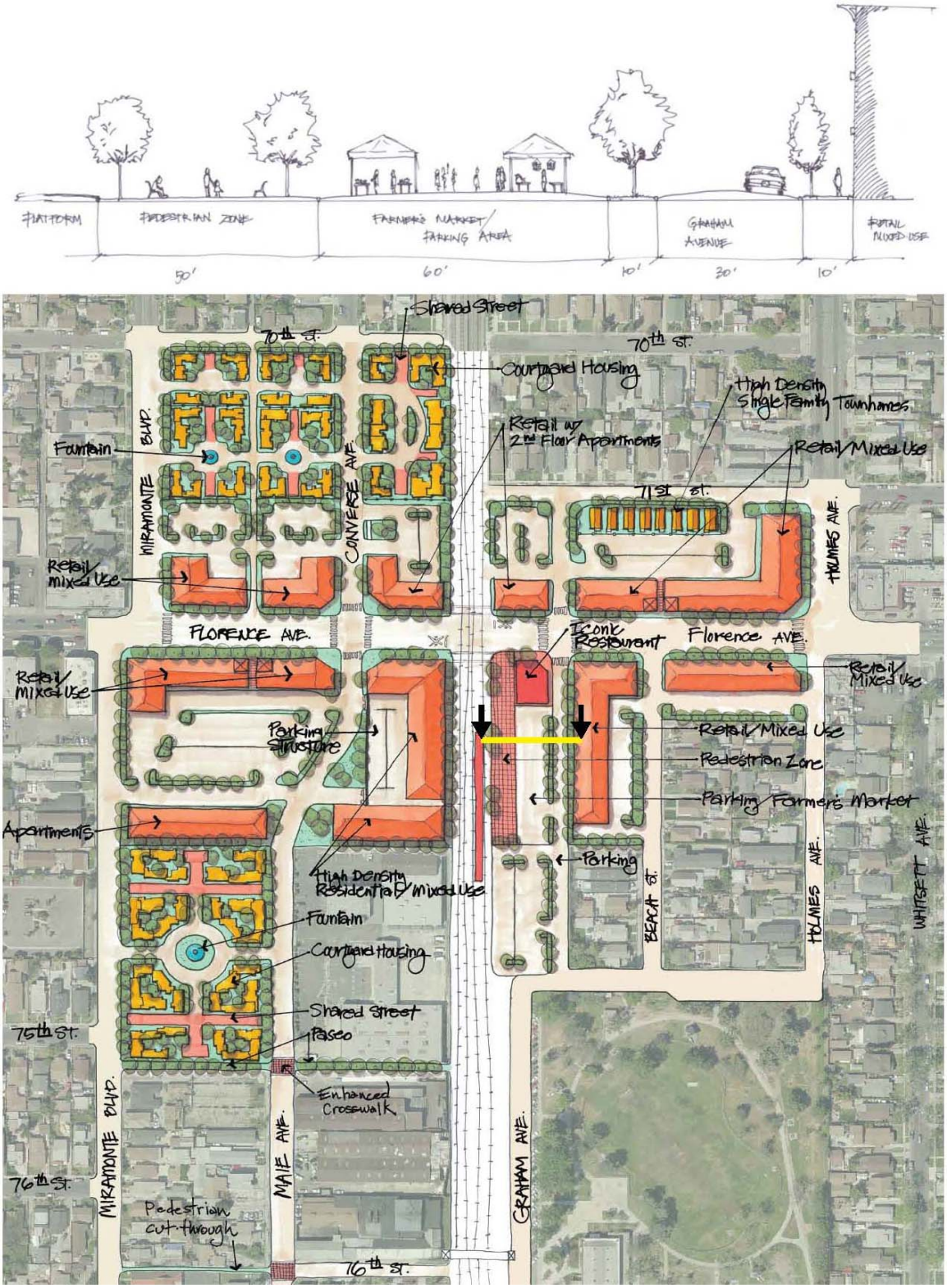
0 100 200 400 Feet

06/01/2010

URS

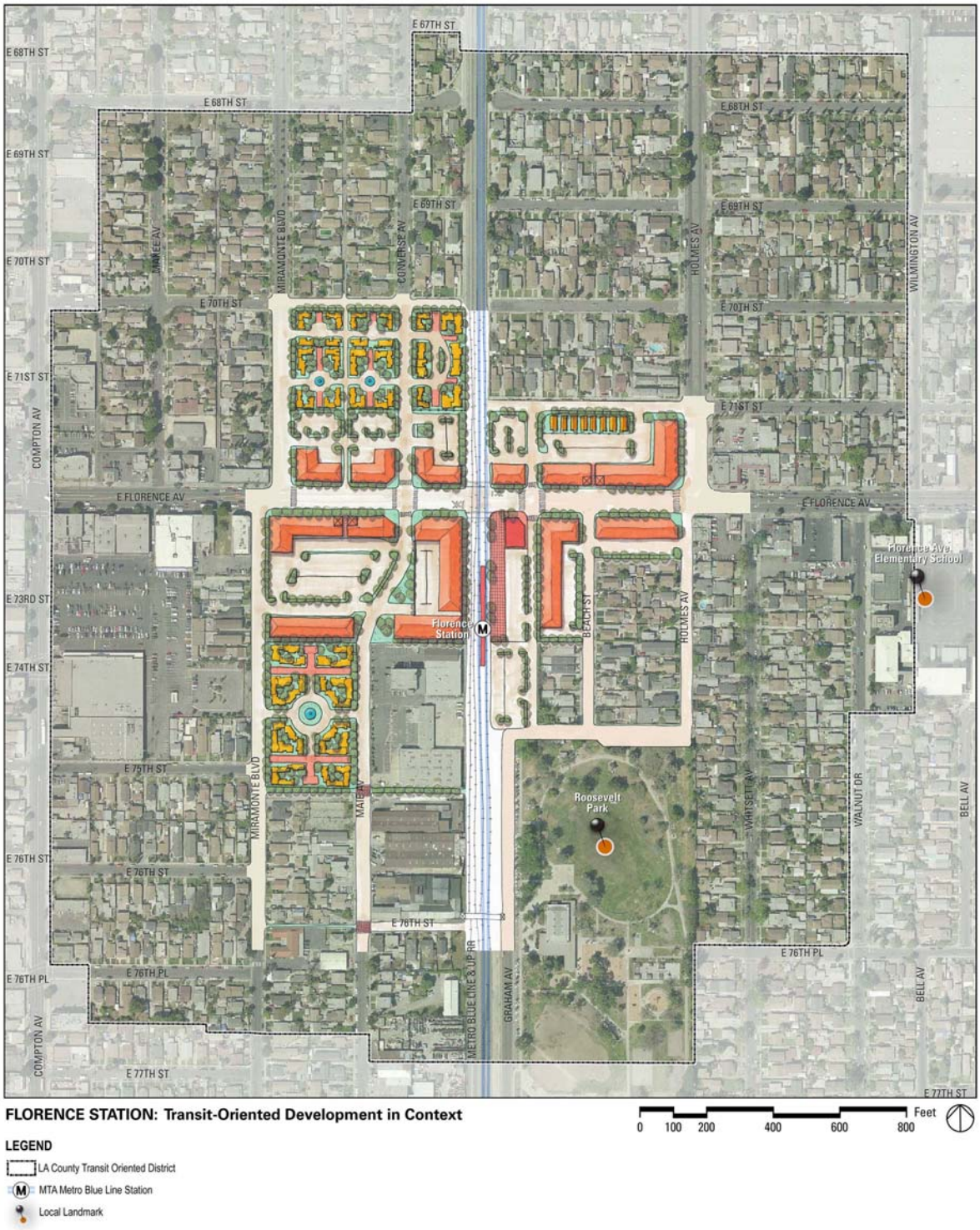
Source: County of Los Angeles. 2010.

FIGURE 6-11
FLORENCE STATION TOD SECTION



Source: County of Los Angeles. 2010.

FIGURE 6-12
FLORENCE STATION TOD IN CONTEXT



FLORENCE STATION: Transit-Oriented Development in Context

0 100 200 400 600 800 Feet

LEGEND

- LA County Transit Oriented District
- MTA Metro Blue Line Station
- Local Landmark

06/01/2010
URS

Source: County of Los Angeles. 2010.

6.3 FIRESTONE STATION

The 2009 Vision Plan recommends that action be taken to identify and plan for infill sites in the Firestone station area, exploring alternatives that incorporate two- to four-story mixed-use, retail, and residential development. The vision for the area is of an attractive, pedestrian-oriented retail district that would serve surrounding neighborhoods and the more than 5,000 passengers that make transit connections at this location every day. Redevelopment in the station vicinity would help the area become an important community gathering place.

The following scenarios seek to achieve the Vision Plan objectives by proposing targeted infill development of underutilized and underperforming sites. The three scenarios propose a catalyst development project at Maie Avenue and Firestone Boulevard, across the street from Washington Park. This new development would contribute to important Vision goals such as improving the urban fabric, attracting diverse new uses, providing new housing, increasing pedestrian activity, and helping to enhance the neighborhood identity. The medium and high scenarios reinforce the importance of this corner location by proposing the realignment of Maie Avenuw north of Firestone Boulevard to create a full intersection immediately west of the station. This realignment would provide improve north-south connectivity for the neighborhood and would ideally occur in concert with redevelopment projects on the north side of Firestone Boulevard.

Respecting the Vision Plan goals for transforming corridors and strengthening neighborhoods, the development scenarios concentrate the future development density and activity along Firestone Boulevard; new single-family residential uses are proposed at key locations to provide appropriate transitions to existing neighborhoods. It is expected that redevelopment activity in the Firestone Station area would be supported by complementary Vision Plan initiatives such as the creation of a parking district, streetscape improvements, community identity elements, and a façade improvement program.

6.3.1 FIRESTONE – LOW

Firestone Station connects to the western side of the tracks with the addition of wider sidewalks and street trees along the south side of Firestone Boulevard. Retail mixed-use development is constructed at the corner of Maie Avenue and Firestone Boulevard. Eight high-density single-family homes transition to the existing single-family neighborhood south of Firestone Boulevard.

6.3.2 FIRESTONE – MEDIUM

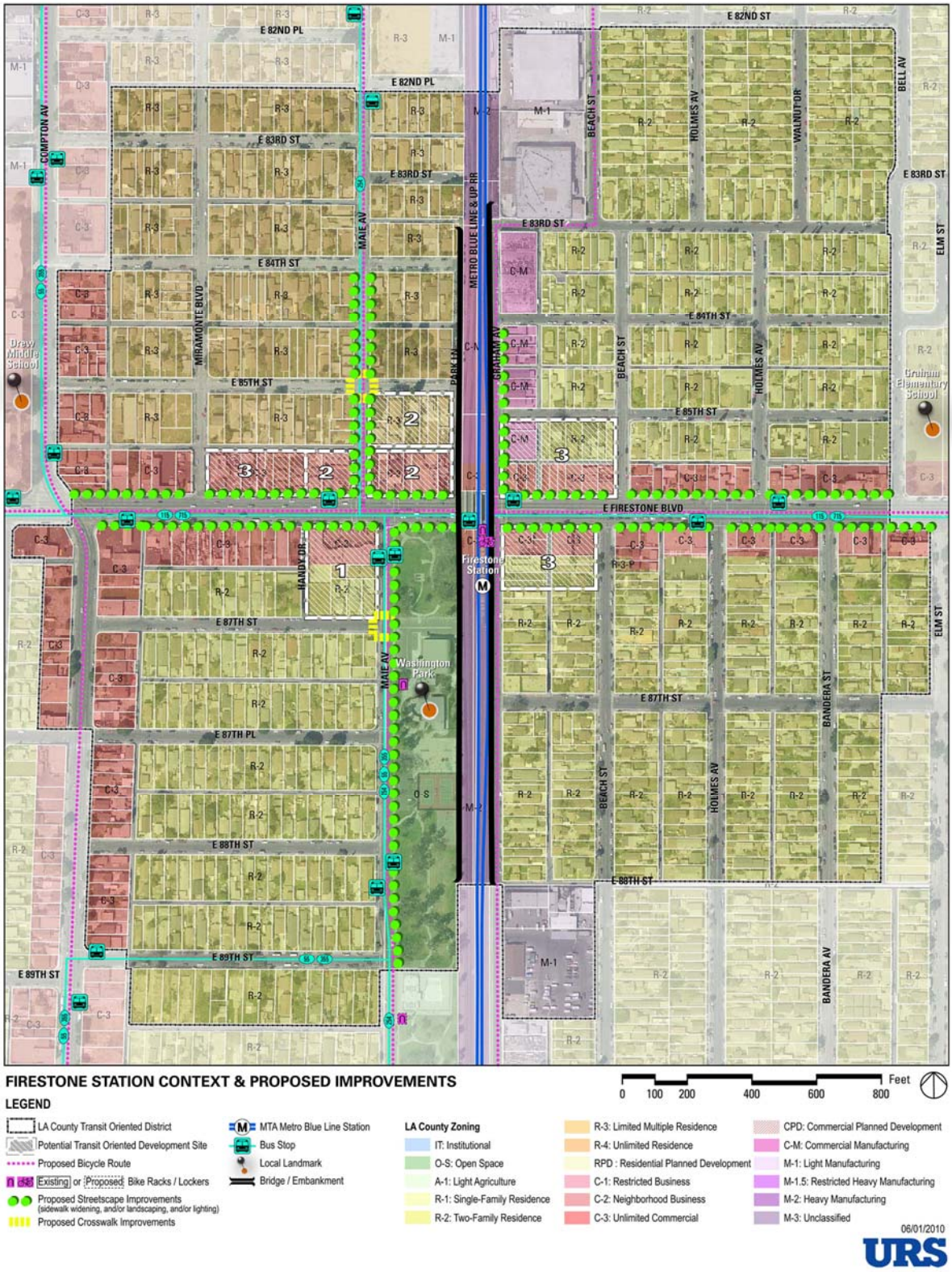
Maie Avenue is realigned at Firestone Boulevard to create a square intersection and a human-scale development opportunity. Retail mixed-use buildings are located at each corner of the

intersection (except for the southeast corner where Washington Park is located). Firestone Boulevard is lined with trees on either side creating an interesting and safe pedestrian environment. High-density single-family residential is constructed at Maie and 87th Street and at Maie and 85th Street to transition into the existing neighborhoods. An apartment building north of Firestone on Maie Avenue provides affordable housing opportunity within a short walk to the platform and buffers the single-family homes from the retail on Firestone Boulevard. The Maie Avenue realignment results in a new pocket park at 85th Street. Surface parking is well landscaped throughout the development scenario.

6.3.3 FIRESTONE – HIGH

Firestone Station connects to the surrounding neighborhoods with enhanced crosswalks and interesting human-scale development. Retail mixed-use buildings emphasize the pedestrian environment along Firestone Boulevard and provide additional housing units and occasional office space on the floors above. The realignment of Maie Avenue creates a square intersection at Firestone Boulevard. A tree-lined path gives pedestrians safe access to and from the platform from Beach Street and serves as a buffer to the retail development along Firestone Boulevard to the single-family homes to the south. A high-density residential building with structured parking is built to the sidewalk along the north side of Firestone Boulevard from Beach to Graham. High-density single-family homes help to transition into existing housing at 85th Street and 87th Street. Surface parking is well-landscaped throughout the area, giving Firestone Station a true sense of place.

FIGURE 6-13
FIRESTONE STATION CONTEXT AND PROPOSED IMPROVEMENTS



Source: County of Los Angeles. 2010.

FIGURE 6-14
FIRESTONE STATION TOD SCENARIO 1 (LOW)

FIRESTONE STATION: TOD Scenario 1 (Low)

0 100 200 400 Feet

06/01/2010

URS

Source: County of Los Angeles. 2010.

FIGURE 6-15
FIRESTONE STATION TOD SCENARIO 2 (MEDIUM)

FIRESTONE STATION: TOD Scenario 2 (Medium)

0 100 200 400 Feet

06/01/2010

URS

Source: County of Los Angeles. 2010.

FIGURE 6-16
FIRESTONE STATION TOD SCENARIO 3 (HIGH)

FIRESTONE STATION: TOD Scenario 3 (High)

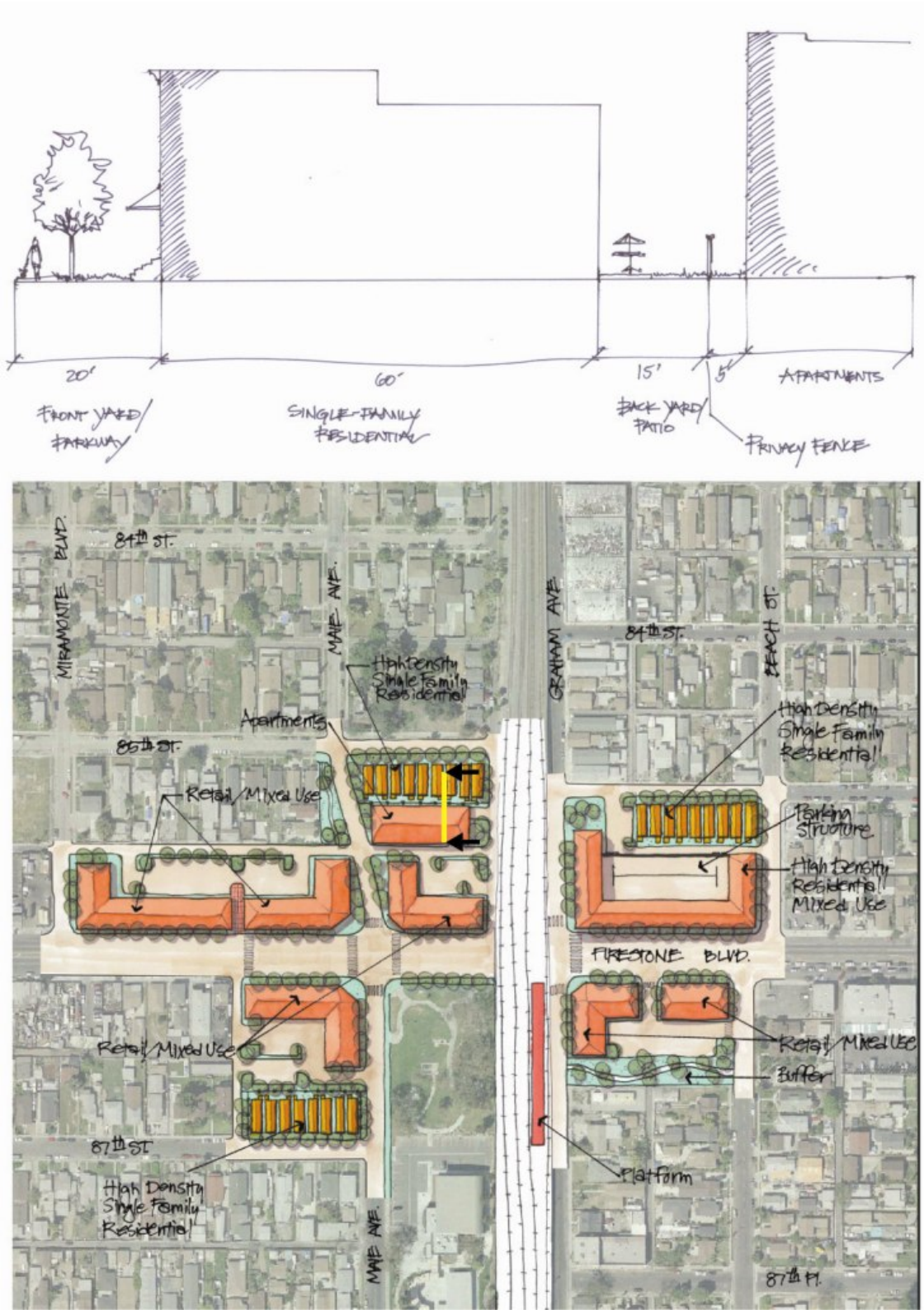
0 100 200 400 Feet

06/01/2010

URS

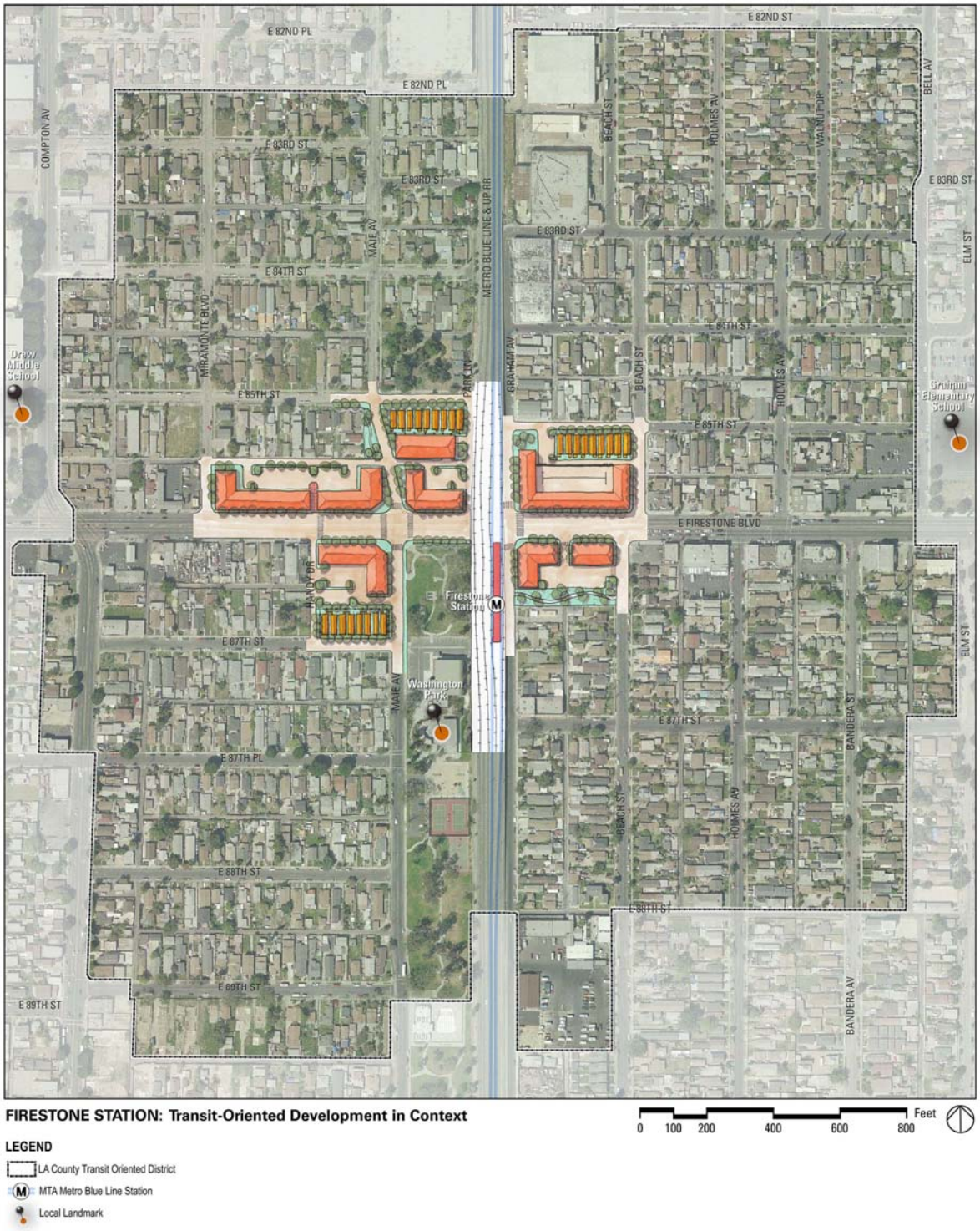
Source: County of Los Angeles. 2010.

FIGURE 6-17
FIRESTONE STATION TOD SECTION



Source: County of Los Angeles. 2010.

FIGURE 6-18
FIRESTONE STATION TOD IN CONTEXT



Source: County of Los Angeles. 2010.

TABLE 6-1
TOD SCENARIO DATA SUMMARY TABLE

SLAUSON STATION				
	EXISTING	LOW*	MEDIUM*	HIGH
Residential	0 du	6 du	144-172 du	274-330 du
Retail	—	7,200 sf	7,200 sf	7,200 sf
Industrial	80,000 sf	—	—	40,600 sf
FLORENCE STATION				
	EXISTING	LOW*	MEDIUM*	HIGH
Residential	144 du	65-170 du	200-300 du	300-410 du
Retail/Commercial/Office	152,000 sf	Up to 25,000 sf	Up to 90,000 sf	Up to 270,000 sf
FIRESTONE STATION				
	EXISTING	LOW*	MEDIUM*	HIGH
Residential	38 du	8-26 du	57-110 du	150-250 du
Retail/Commercial/Office	52,000 sf	Up to 30,000 sf	Up to 70,000 sf	Up to 180,000 sf

*Totals for Low and Medium scenarios represent *new* development (which may replace some, but not all, existing development).

7.0 SUMMARY OF FINDINGS/CONCLUSION

Over the years the Project Area has experienced a lack of outside investments in employment and commercial development prevalent in various areas of south-central Los Angeles. The result has been high crime rates, an insufficient amount of jobs for area residents, a limited amount of commercial diversity, and an overall lack of community identity.[7] Community members are ready to take their neighborhood back and are working with the County of Los Angeles to turn things around and create a vibrant and flourishing environment in an economic, social, and physical sense. A key step in the revitalization process is capitalizing on one of the Project Area's assets, the Blue Line light-rail system, and enhancing the areas around the Slauson, Florence, and Firestone stations through improvement of the transit-oriented district ordinance.

Currently, the Project Area faces a number of constraints around the three stations, such as an inadequate bicycle network and unfriendly pedestrian environment; however, the basic infrastructure for building TODs is already in place. Additionally, there are multiple elements which would complement future TODs, including Metro's and LADOT's extensive transit systems, the presence of two local parks, and the Florence Mile which attracts a high level of pedestrian traffic and serves as the community's main street.

After assessing existing conditions in the area, reviewing previous studies and plans, and identifying the various constraints and opportunities around the three stations the URS team proposed a number of physical improvements. Recommendations range from adding new bikeways and widening sidewalks to constructing new mixed-use developments. Although constructing the proposed improvements is crucial to creating the TODs envisioned by the community, implementing key policy changes and recommendations such as revising parking requirements and establishing a new zone district (TOD, Mixed-Use, Mainstreet, etc.), is the first step. By expanding on existing opportunities in the community with the right transportation and development improvements, the Project Area has great potential to create effective transit and pedestrian-friendly neighborhoods around the three Blue Line stations and begin to turn the Project Area into an economically and socially vibrant community.

[7] Los Angeles County Department of Regional Planning. Florence-Firestone Vision Plan: Chapter 4 Issue and Opportunities. June 2009. Pgs. 22-24.