

**Form Follows Transit?
The Blue Line Corridor's
Development Potentials**

Anastasia Loukaitou-Sideris
Tridib Banerjee

Working Paper
UCTC No. 259

**The University of California
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The Blue Line Corridor's Development Potentials**

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INTRODUCTION

A. PREFACE

Can form follow transit? Can transit restructure urban form? What types of policy measures can direct such restructuring? These questions are increasingly asked today as the initial ridership of new transit developments remains limited. If it can be shown that investment in urban infrastructure stimulates development along transit corridors, particularly around stations, which in turn contributes to increased ridership, a self-inducing effect of transit development can be claimed. In the dispersed urban form typical of California cities, justification of fixed-rail transit systems must depend on this logic. Intuitively, it is not an unreasonable presumption.

This presumption, however, does not always hold if there are substantial social, economic, and institutional barriers to such restructuring. Many of the obstacles of economic development are rooted in the segregated social ecology of American cities. Where the transit lines traverse inner city neighborhoods, fear of crime, drugs, gangs, and violence, combined with a long history of disinvestment make potential development along the transit corridor unappealing. In the face of such strong negative perception, market response to development along these transit corridors remains limited or non-existent.

Los Angeles County, like many growing metropolitan areas around the United States, has turned to rail as the major transit solution to address the problem of an already overburdened freeway infrastructure. Parts of the system, such as the Blue Line (22 miles linking Downtown Los Angeles to Downtown Long Beach), parts of the Red Line (4.4 miles) and Metrolink (35 miles connecting Union Station to Santa Clarita) are already in operation. The Green line which will link Norwalk to El Segundo, is expected to

begin operation in Summer 1995. Many other lines remain in the planning stages.

The Blue Line passes through some of the most depressed and what Rebuild Los Angeles (RLA) describes as the neglected neighborhoods of Los Angeles County. These include Watts, Florence, Vernon, Slauson, Willowbrook, among others, that have suffered from poverty, abandonment and deterioration of their physical settings, infrastructure and services. The civil disturbances of Spring 1992 brought these chronic problems to a sharper focus. Figure 1.1, for example, shows the Blue Line alignment in the context of riot damages. Figure 1.2 illustrates the incidence of poverty. The line also cuts through the city of Compton, another low-income, multi-ethnic community. The sprawl of the Los Angeles basin and the freeway system have allowed large numbers of people to avoid these neglected communities. Motorists on the Harbor and Long Beach freeways are often unaware of the adjacent impoverished ethnic neighborhoods. But the Blue Line actually cuts through these neighborhoods and exposes their barren and neglected landscape to its riders. Thus, it has been called a "desegregation line," one that brings together commuters from Long Beach, South Bay, and inner city representing different ethnic groups and income classes (Boyarski, 1990).

When the Blue Line was still at a conceptual stage of development, rail advocates (including the local transportation agencies) often emphasized the potential of the line to bring benefits to these depressed communities beyond mere transportation links. The line's importance in creating employment opportunities for residents of adjacent neighborhoods was stressed. The light rail was perceived as a stimulus for economic development, physical and civic improvement. However, very little effort was made to coordinate land use and transportation planning.

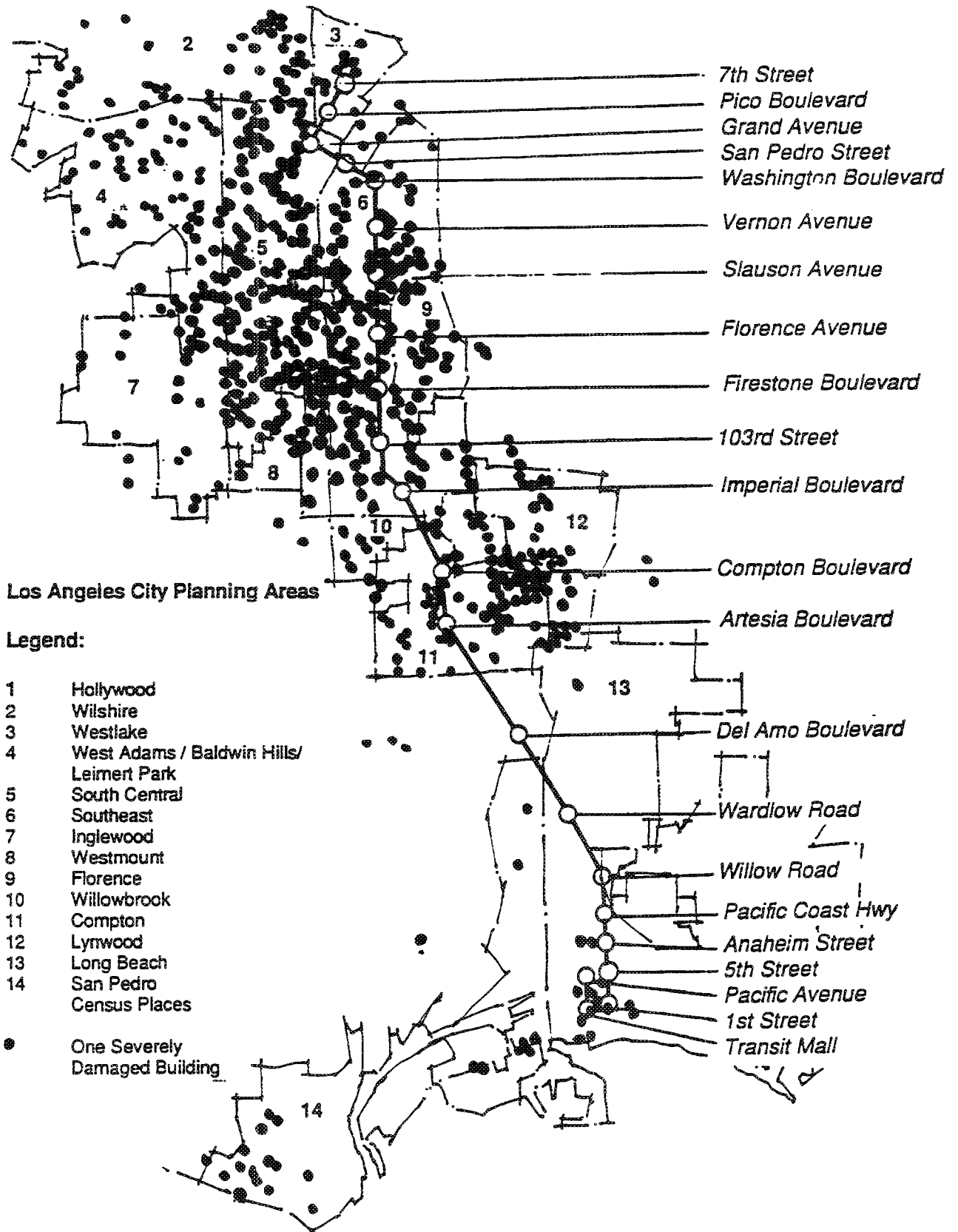


Figure 1.1 Civil disturbances and the Blue Line.

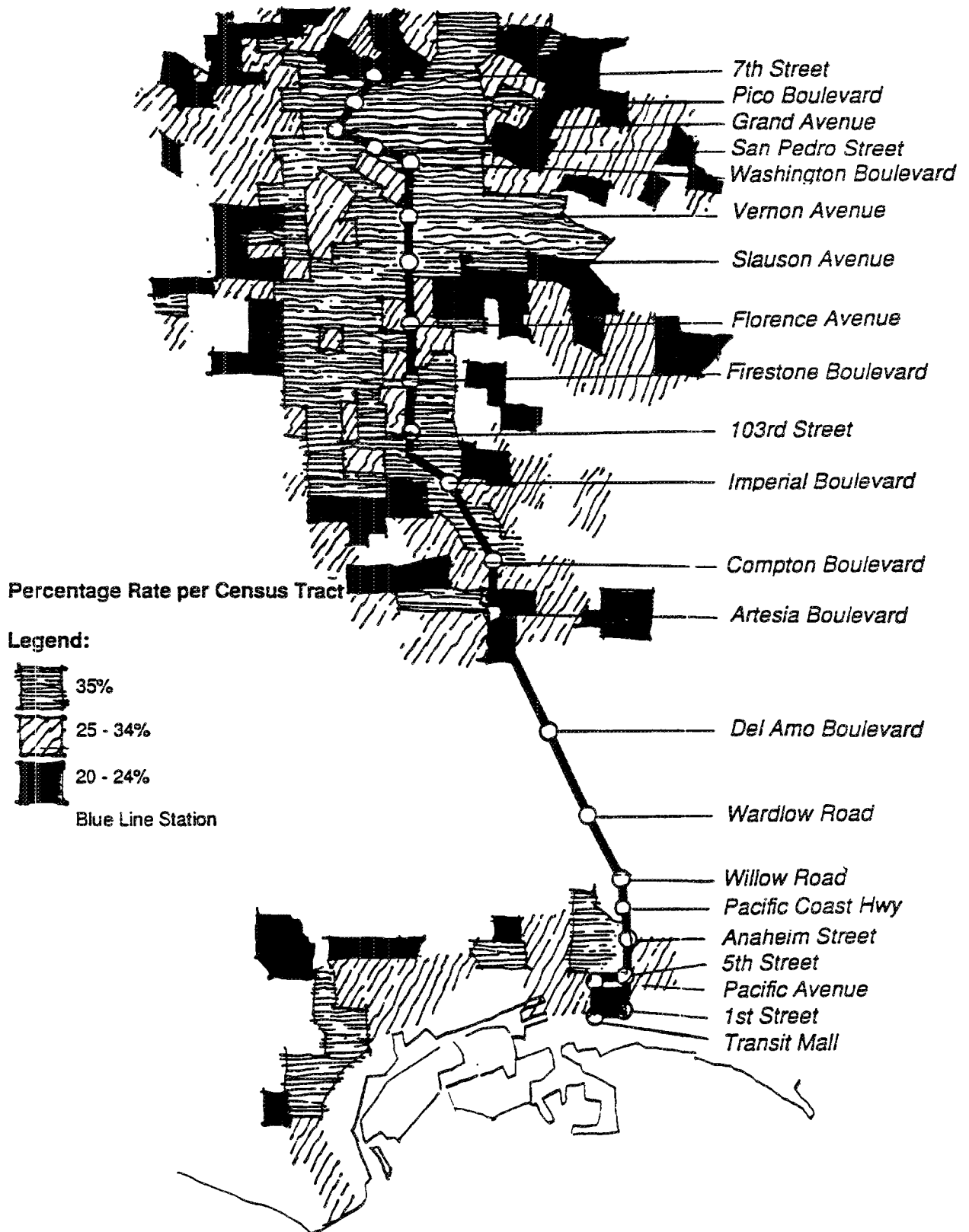


Figure 1.2 Incidence of Inner City poverty and the Blue Line.

Ostensibly the physical presence of the light rail was considered sufficient in itself to attract private development. This was an opportunistic transit investment that utilized existing rights-of-way to minimize capital costs. Seemingly, desirable land use and urban form characteristics, population concentrations, and socio-economic factors were not a major consideration in the laying out of the line and stations. Nor did it consider the initiatives needed to facilitate development along the corridor. With the Blue Line now in its fourth year of operation, the evidence suggests that its effect on the economy of the depressed neighborhoods that surround it has been marginal at best, despite its increased ridership.

Our study represents a systematic documentation of the impact and the effects of the Blue Line on the urban form and economy of the adjoining communities. Our aim is to understand the real and perceived barriers to growth and improvement around station areas in depressed urban communities. We expect to propose design and land use guidelines as well as economic development strategies by which depressed communities can benefit from the presence of the rail. Following research evidence that the concentration of a variety of urban activities around train stations can have positive effects on ridership (Cervero, 1993) we investigate the concept and validity of "station neighborhoods" in the context of inner city areas.

B. METHODS

For this study we have used a variety of methods and sources. More specifically our methodology includes:

B.1. Station Site Surveys for all twenty-two stations along the Blue Line corridor. Based on our field observations and extensive photo surveys we have developed an inventory of the characteristics of the physical and socio-economic environment of the immediate vicinity (one quarter mile radius or half-mile square) of all stations (Chapter Four and Appendix C).

B.2. Analysis of Census Data for the tracts abutting the stations. The social profiles and travel characteristics of the communities adjoining the Blue Line corridor were developed from this analysis. We have also obtained employment data by business location from the Southern California Association of Governments, reported by census tracts. Thematic maps

of these census tracts have been generated using GIS technology (Chapter Three).

B.3. Cluster Analysis using information obtained from the station site surveys. This was performed to identify the basic categories for classifying the stations. Eight cases for subsequent in-depth analysis were chosen to represent these categories. Our hierarchical cluster analysis utilized the following criteria: density around station, condition of building stock, characteristics and amenities of the public domain, area dynamics (decaying, changing, stable), accessibility, land use characteristics, nature of station (commuter, origin, destination). Based on this analysis we have identified eight stations: Slauson, Florence, 103rd, Compton (Inner city); Willow, Pacific Coast Highway, Pacific Ave. (Urban Periphery); and Transit Mall (Long Beach Downtown) for more in-depth systematic analysis.

B.4. Neighborhood Analysis for the eight selected case studies. The purpose of this task was to identify physical attributes such as parks and open spaces, civic sites, public buildings (city halls, libraries, schools, convention centers, fire stations, police stations, post offices, etc.), and commercial amenities both "positive" (supermarkets, convenience stores, cleaners, banks, clinics, pharmacies) and "negative" (liquor stores, motels). These were illustrated in maps using GIS technology (Chapters Three and Four).

B.5. Crime Data Analysis for all twenty-two stations of the Blue Line. Because crime and perception of crime can be a major detriment to economic development and investment, and to the use of transit facilities, we have collected and analyzed crime data and statistics for all police reporting districts abutting station areas. Raw data were gathered from the Los Angeles County Sheriff's Department (LACS), the City of Los Angeles Police Department (LAPD), the City of Compton Police Department (CPD), and the City of Long Beach Police Departments (LBP) (Chapter Five).

B.6. Examination of Building Permits for the eight selected case studies. In order to examine the economic stimulus induced by the Blue Line we looked at the number of building permits issued and their total value for several years before 1990 (date of initial operation of the Blue Line) and the years after 1990. We have compared the building activity in the station neighborhoods with that of the rest of the city (Chapter Five).

B.7. Property Value Data for the case study areas. To examine another aspect of the economic impact of the Blue Line we obtained the residential

sales data for the selected eight station areas and their larger jurisdictions (or districts, in the case of Los Angeles) over a ten-year period from the TRW/REDI Property Data firm (Chapter Five).

B.8. Interviews with Public Officials: In order to understand the public policy response to the Blue Line we have interviewed the following public officials: Mr. James Amis, Senior Manager, Joint Development and Mr. William Lewis, Manager, Special Projects, both with the Metropolitan Transit Authority MTA. Mr. Nick Patsaouras, former director of the RTD and alternate member of the MTA board; Mr. Ray Grabinski, former city council member of Long Beach and formerly at the MTA board; Mr. Kofi Sefa-Boakye from the Compton Redevelopment Agency; Mr. Jerry Gadt and Mr. Gerald Bergelson from the Compton Planning Department; Mr. Reggie Tabor of the Compton City Manager's office; Mr. Richard Gonzalez, Redevelopment Specialist, City of Long Beach Redevelopment Agency, Mr. Manuel Perez, Long Beach architect and former member of the LACTC board, Mr. Gill Hicks, General Manager, Alameda Corridor transportation Authority.

B.9. Interviews with Community and Non-Profit Groups In order to get information regarding community attitudes and the perceived barriers and potentials for development along the Blue Line we have interviewed: Ms. Marva Smith-Battlebey (Vermont Slauson Economic Development Corporation), Mr. Anthony Scott (Dunbar Economic Development Corporation), and Sister Diane Donoghue (Esperanza Community Housing Corporation) -- all three represent non-profit development corporations and are part of the Coalition of Neighborhood Devel-

opers that became particularly active after the 1992 civil unrest in Los Angeles.

C. ORGANIZATION

The report consists of nine chapters, including this introductory one. Chapter Two gives a brief history of the policies and politics that underlay the development of the Blue Line. In Chapter Three the Blue Line corridor is defined and population, ethnicity, employment, transit dependency and land use characteristics along the corridor are examined. Chapter Four presents an overview of the station site analysis and discusses a proposed station typology. Chapter Five examines the effects of the Blue Line on (a) crime, (b) property values, and (c) building permit activity. Chapter Six presents the experts' views (as obtained in the interviews and the review of other literature) regarding the constraints and potentials for development along the Blue Line. Chapter Seven presents a literature review of the most recent findings regarding transit oriented development and then presents a series of design guidelines for the station prototypes identified in the context of the Blue Line (downtown station neighborhood, urban periphery station neighborhood, inner city station neighborhood). Chapter Eight first presents relevant findings from literature on economic development around transit stations and considers them in the context of the Blue Line in the form of a series of guidelines and suggestions. Finally, Chapter Nine summarizes our overall findings and observations.

A BRIEF HISTORY OF THE BLUE LINE

The inauguration of the Metro Blue Line on July 14, 1990, reopened a part of history that was once integral to the development of the city of Los Angeles and its urban form. Over 1,000 miles of rail once covered the city's landscape linking Los Angeles to places like San Bernardino and the beach cities. Henry E. Huntington's Pacific Electric Railway systems along with the speculative development that followed the rail lines essentially defined the structure of L.A.'s urban sprawl as early as 1911 (Mohl, 1985). The opening of the Arroyo Seco Parkway in 1940 presaged the beginning of a new era of freeway development. Active lobbying by the freeway interests (auto clubs, oil companies, automobile companies) brought the systematic removal of the rail system. In 1961, the last Big Red Car rode from Long Beach to Los Angeles.

In presenting a comprehensive account of the political economy of rail rapid transit in Los Angeles, Sy Adler (1987) comments,

"The Los Angeles story has three major, related dimensions: (1) construction of the metropolitan area freeway network which, during the early period, consisted primarily of downtown LA radial routes; (2) the transformation of the Pacific Electric Railway Company (PE), the world-renowned giant of the inter-urban electric railway industry, from a predominantly rail system to a mostly bus operation; and (3) the rise and decline of the LA rail rapid transit movement" (p. 154).

In the late 1940s, proposals by downtown business and property groups to add median strips with rail rapid transit lines to the freeways that converged, and to upgrade several existing Pacific Electric lines to rail rapid transit status were vehemently opposed by the outlying commercial centers and taxpayer interest groups. The smaller cities (Long Beach, Pomona,

Claremont, Manhattan Beach, Santa Monica, etc.) and the Wilshire and Miracle Mile Chambers of Commerce feared that the proposed rail system would boost the downtown Los Angeles shopping district at the expense of their own commercial areas.

Ever since the Red Cars stopped running, politicians talked about reviving a version of the trolleys in Los Angeles County. But there were disputes over the routes and financing--and years passed without action. Whenever politicians turned to the public for money, they were turned down. County voters rejected transit taxes in 1968, 1974 and 1976. The rail transit "stalemate" in Los Angeles held sway until 1980 when the Los Angeles County electorate approved a ballot measure to increase the sales tax to finance construction of an extensive rail transit system. The initial line would connect Long Beach to Los Angeles and would follow the old Pacific Electric right-of-way for most of its route.

The 1980 ballot was hand-crafted by Los Angeles County Supervisor Kenneth Hahn, who was also a member of the Los Angeles County Transportation Commission (LACTC). A Los Angeles Times article described the difficulties of Hahn's actions:

"The tax was a tough sell... On the last day for placing a measure on the 1980 ballot, he [Hahn] had to recess the commission meeting a number of times to cut deals for votes. To win the support of commission representatives of small cities, he amended his proposal to allocate a share of the tax revenues to municipalities. To avoid parochial squabbling he included in the ballot measure a map showing that funds would go to the construction of lines throughout the county. Finally, Hahn proposed using a large chunk of revenues from the tax increase to lower bus fares. (Simon, 1990)."

The measure, Proposition A, was put on the ballot and was approved with 54 percent of the vote. Supervisor Hahn then lobbied to get the Los Angeles-Long Beach line built first, arguing that it could be built faster and cheaper than the other routes. He called the Blue Line a "faith line" that "could show people we can deliver mass transit." (in Simon, 1990). When the successful San Diego-to-Tijuana trolley became operational in 1981, the pressure increased to get something similar quickly running in Los Angeles. Democratic Assemblyman and Chairman of the Transportation Committee Bruce Young authored a bill allowing Caltrans to purchase portions of the Los Angeles-Long Beach rail right of way and to begin engineering work. Pressure was also mounting to act fast so as not to lose millions in state transit dollars.

Thus, on July 16, 1990, almost thirty years after the Los Angeles Big Red Cars were put out of businesses, a new commuter rail system -- the Los Angeles/Long Beach Light Rail Line (commonly called the Blue Line) started running between the downtown areas of the two cities (Figure 2.1). From its inception the Blue Line was surrounded by controversy (Richmond, 1991). Critics argued that LACTC Commissioners proposed the light rail mainly as a matter of political expediency, as the quickest and least costly way to deliver mass transit to voters. As the Blue Line's projected cost soared from \$411 million in 1984 to \$877 million many questioned the wisdom of building and operating a transit system that was so much more expensive than buses and yet was likely to be used by only a few. One year after the opening of the Blue Line, it cost 51 cents to transport a passenger one mile on its trains, compared to 20 cents on buses. While buses recovered almost 40 percent of their operating costs through fares; the Blue Line recouped less than 10 percent (Stein, 1991).

Recently, after the Los Angeles Metropolitan Transportation Commission (formerly the Los Angeles County Transportation Commission) announced its decision to increase bus fares and reduce bus service, many voices have been raised for the inequity in the transit service provided to upper-middle-income train riders and lower income bus riders. Most of the concern is over the Metrolink system that brings wealthy suburbanites from Ventura, San Bernardino, and Santa Clarita to Los Angeles at a total annual subsidy of \$170 million. But subsidies for the Blue Line are also high, about \$11 per rider (Moore, 1993). This Blue Line subsidy includes \$13 million annually (about one third of the line's budget) for security, which, according to one report, is more than the entire transit police budget for protecting bus riders county-wide (Snyder

and Villaraigosa, 1992). Furthermore, contrary to what was initially anticipated, this line has yet to generate any substantial positive change or growth in the adjacent communities. In the report that follows we will examine this issue in detail.

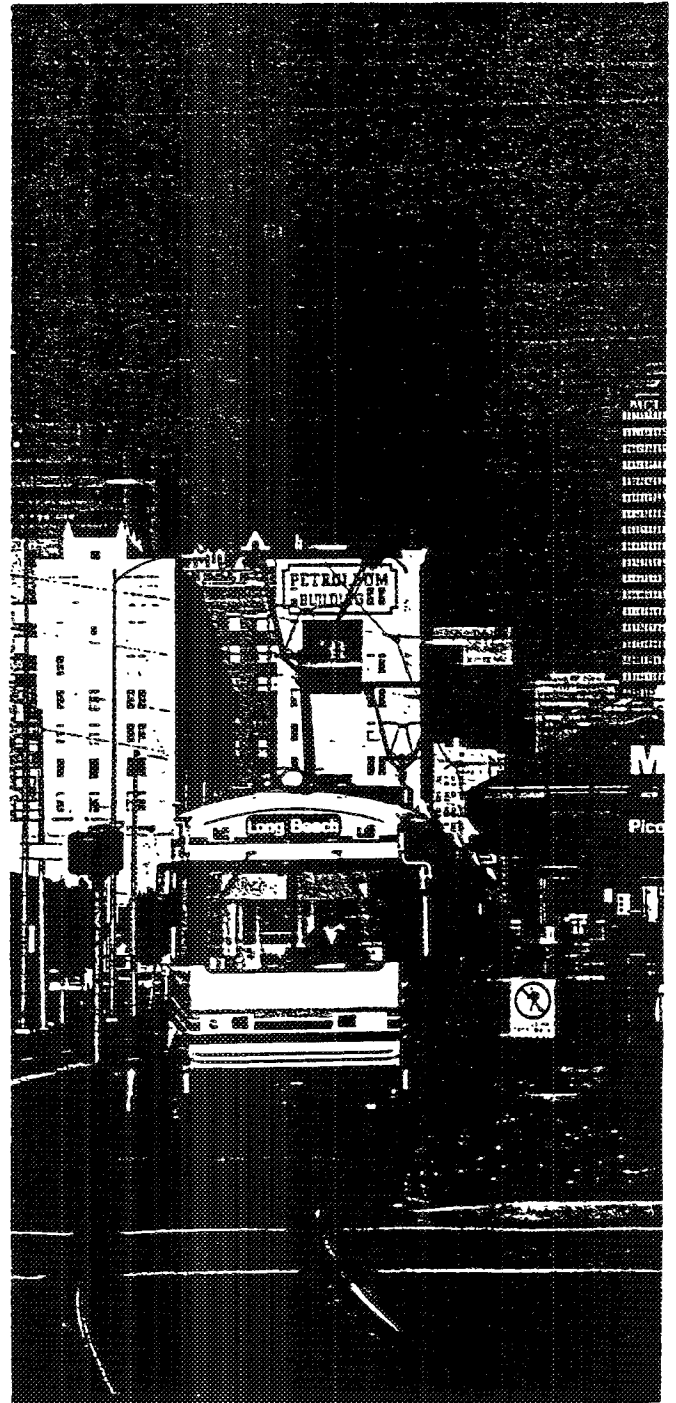


Figure 2.1 In July 1990, the Blue Line started operation between downtown Los Angeles and Long Beach.

CORRIDOR CHARACTERISTICS

A. BLUE LINE CORRIDOR DEFINED

For the purposes of this study, a mile-wide strip of land from downtown Los Angeles to downtown Long Beach, extending half-mile on either side of the transit line, was considered the relevant corridor.

For demographic analysis, we considered an even wider strip of land whose perimeters were defined by its constituent census tracts. A census tract was considered a part of this unevenly defined corridor if any of its parts fell within the mile-wide corridor previously described (see Figure 3.1). This expanded concept of corridor included 93 census tracts with a total population of 513,784, according to the 1990 census.

The Blue Line corridor is not a monolithic entity. It has considerable variations in land use and population characteristics. It crosses four different political jurisdictions: the City of Los Angeles; the County of Los Angeles; the City of Compton; and the City of Long Beach. As we will show later, the corridor intersects a complex mosaic of overlapping plans, projects and programs with myriad authorities and jurisdictions. It makes sense in this analysis, therefore, to think of the Blue Line corridor as having three major segments. The upper or the northern segment can be defined as the segment between the 7th Street Station -- the northern end of the line -- and the Slauson station. The middle part is defined by the area between Slauson and Del Amo Station. And finally, the area between Del Amo and the Transit Mall in downtown Long Beach comprises the lower or the southern segment of the corridor.

B. POPULATION CHARACTERISTICS

The upper third of the corridor has a total population of 186,538, according to the 1990 census, or about 36 percent of the corridor population. The middle third accounts for another 177,481 resident population, or about 35 percent of the corridor population. The remaining 29 percent, a population of 149,765 belongs to the lower third of the corridor.

The population density along the corridor is shown in Figure 3.2. It is clear from this distribution of the population in absolute numbers (one dot representing 10 people), that the highest population density occurs only in parts of downtown Los Angeles, parts of South Central, and parts of Long Beach. It is apparent, however, that major segments of the corridor have very low population density. It is also apparent that a large number of stations are not located in the areas where the population density is highest.

The age distribution of the population in these three segments is shown in Table 3.1.

Table 3.1 Age distribution by segments of the Blue Line

AGE	Upper Segment	Middle Segment	Lower Segment
Under 16	27.4%	34.7%	26.0%
16 to 65	62.8%	59.2%	62.8%
65 or more	9.8%	6.1%	12.0%

Elderly residents are mainly concentrated at the two outer segments, while the middle segment

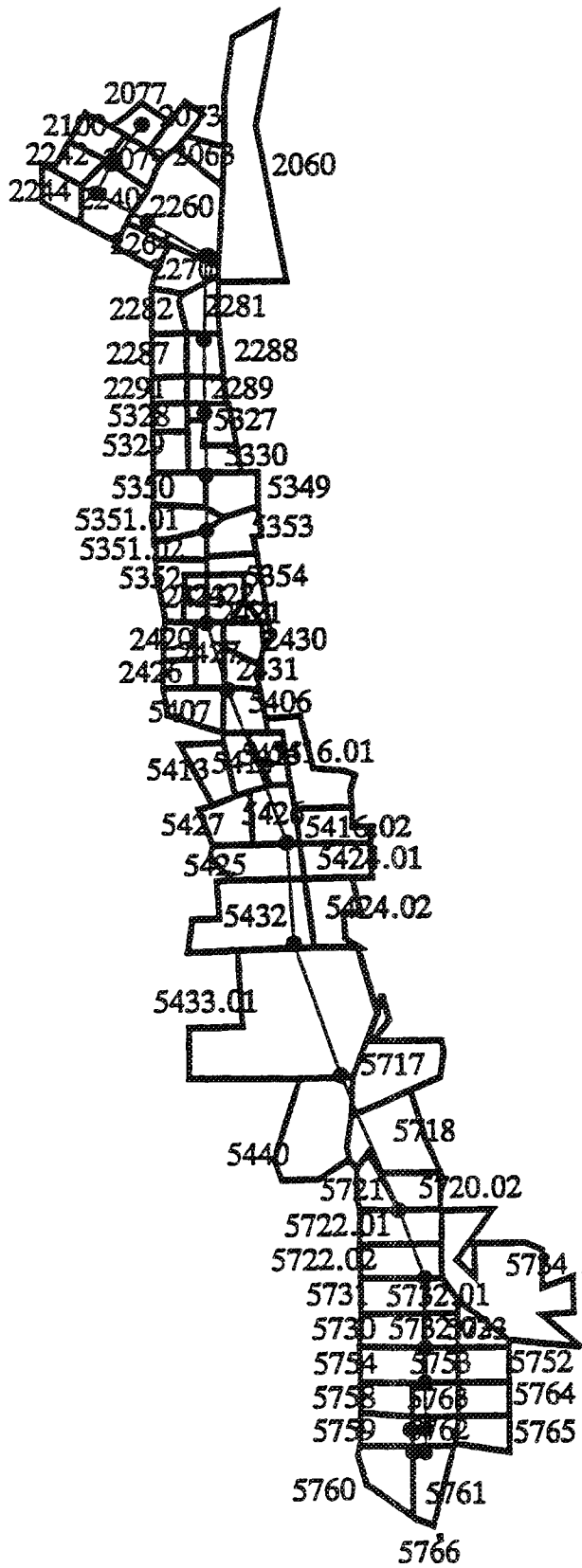


Figure 3.1 Census tracts along the Blue Line corridor.

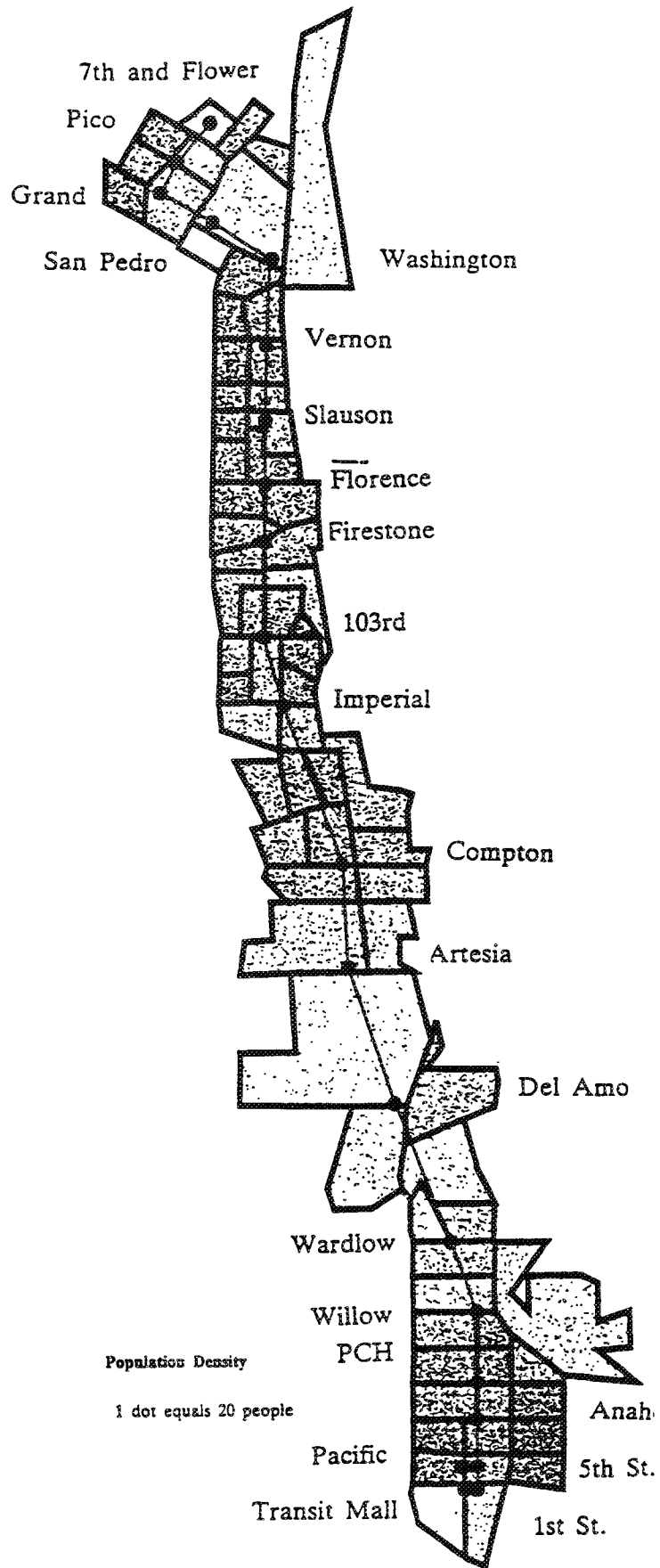


Figure 3.2 Population density along the Blue Line corridor.

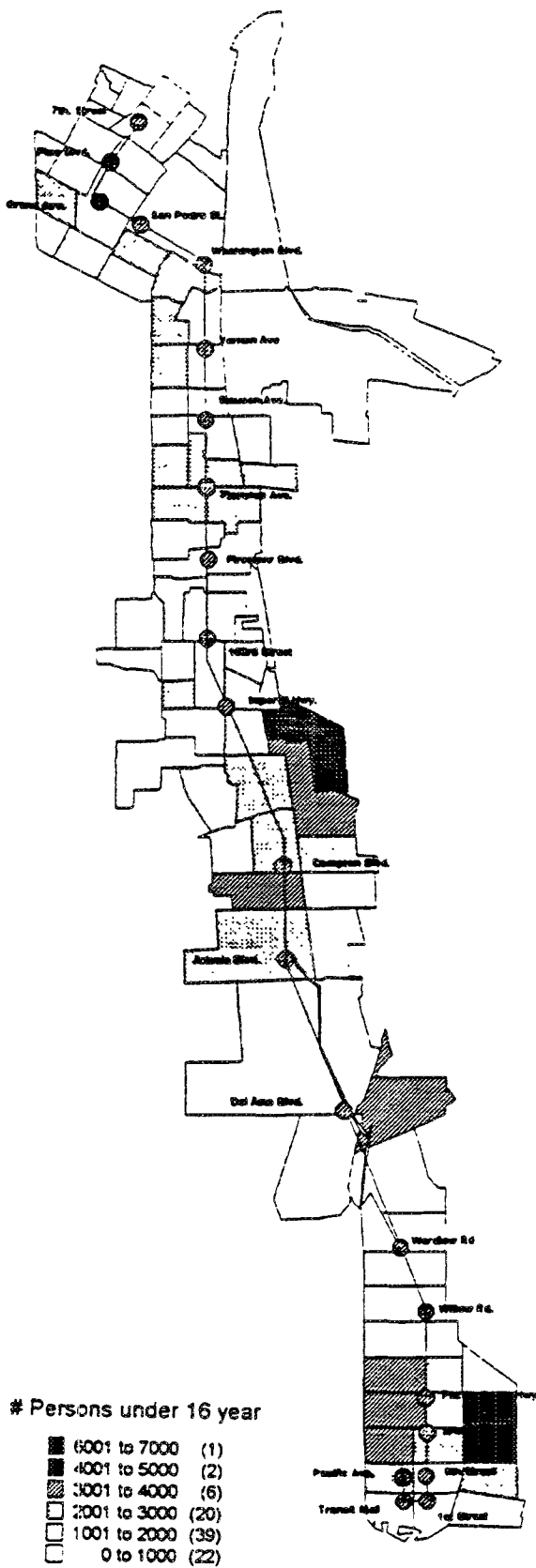


Figure 3.3 Youth population along the Blue Line corridor.

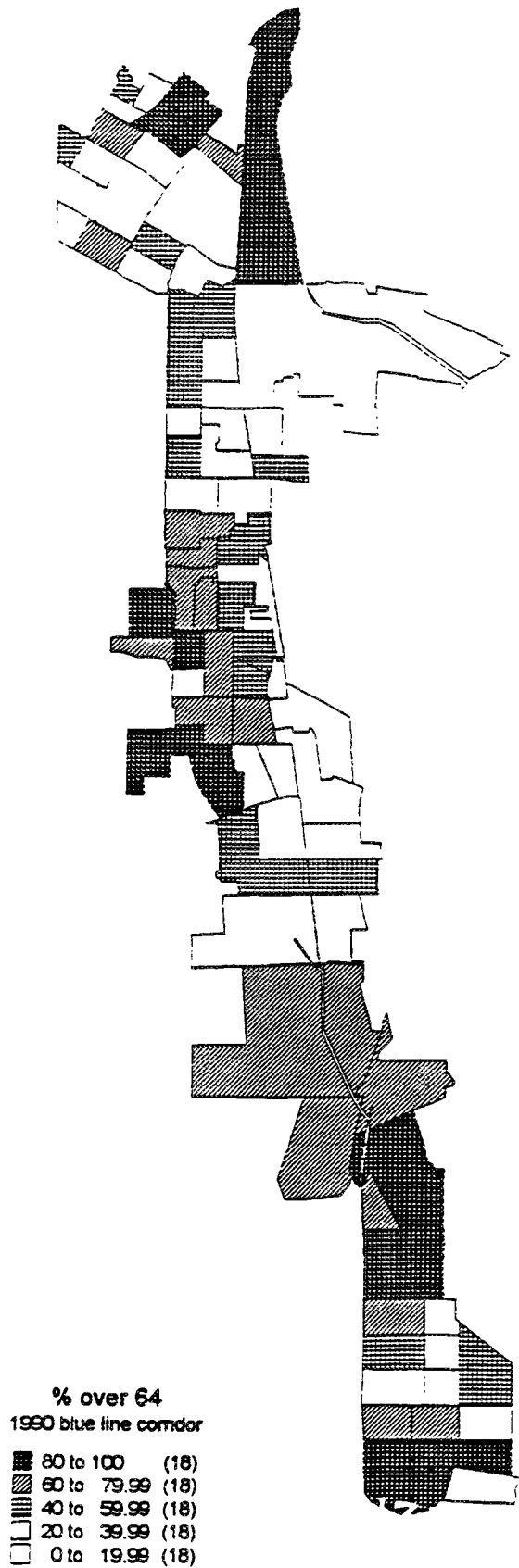


Figure 3.4 Elderly population along the Blue Line corridor.

includes a greater percentage of the 16 and younger population. Although both of these two age groups are transit dependent, they constitute only two-fifths of the total population and typically are not workers or commuters. The elderly population in the northern segment is generally concentrated around the 7th St. station. In Long Beach the elderly are more numerous near the Willow and First Street stations (see Figures 3.3 and 3.4).

C. ETHNICITY

The racial composition of the resident population in the Blue Line corridor is typical of Southern California inner city areas. The area also reflects the dynamics of population change typical of this region. In the upper and middle segments, the dominant groups are African American and Latino, the latter comprising about half of the population (see Figures 3.5 through 3.7). The lower segment of the corridor is the most diverse. In addition to a significant white population, the area also is characterized by pockets of concentrated Asian populations, mainly Cambodian. Overall, the proportion of the white population in the corridor is significantly lower than the county-wide norm which is about 41%. In the upper segment, only 8% of the population is white; in the middle segment the percentage is less than 4 percent. In the lower segment the percentage of the white population varies from 30 percent to 76% in different census tracts.

In all three segments the fastest growing ethnic group is the Hispanic population. The predominance of African Americans in the South-Central neighborhoods has been eroded significantly by the Hispanic influx. In most census tracts, however, African Americans represent the plurality, if not the majority. Out of 33 census tracts, only a third have a nearly equal mix of these two populations. This corridor today is very much a part of what a Daily News article describes as "Nuevo Los Angeles" -- the new Los Angeles of the immigrant population and emblematic of what led author David Rieff (1991) to call Los Angeles "the capital of the Third World." One implication of this population dynamic is that residents of the corridor are apt to be transit dependent because they are immigrants, poor or both.

D. INCIDENCE OF POVERTY

The Blue Line corridor cuts through some of the poorest neighborhoods of the County (See Figure 1.2).

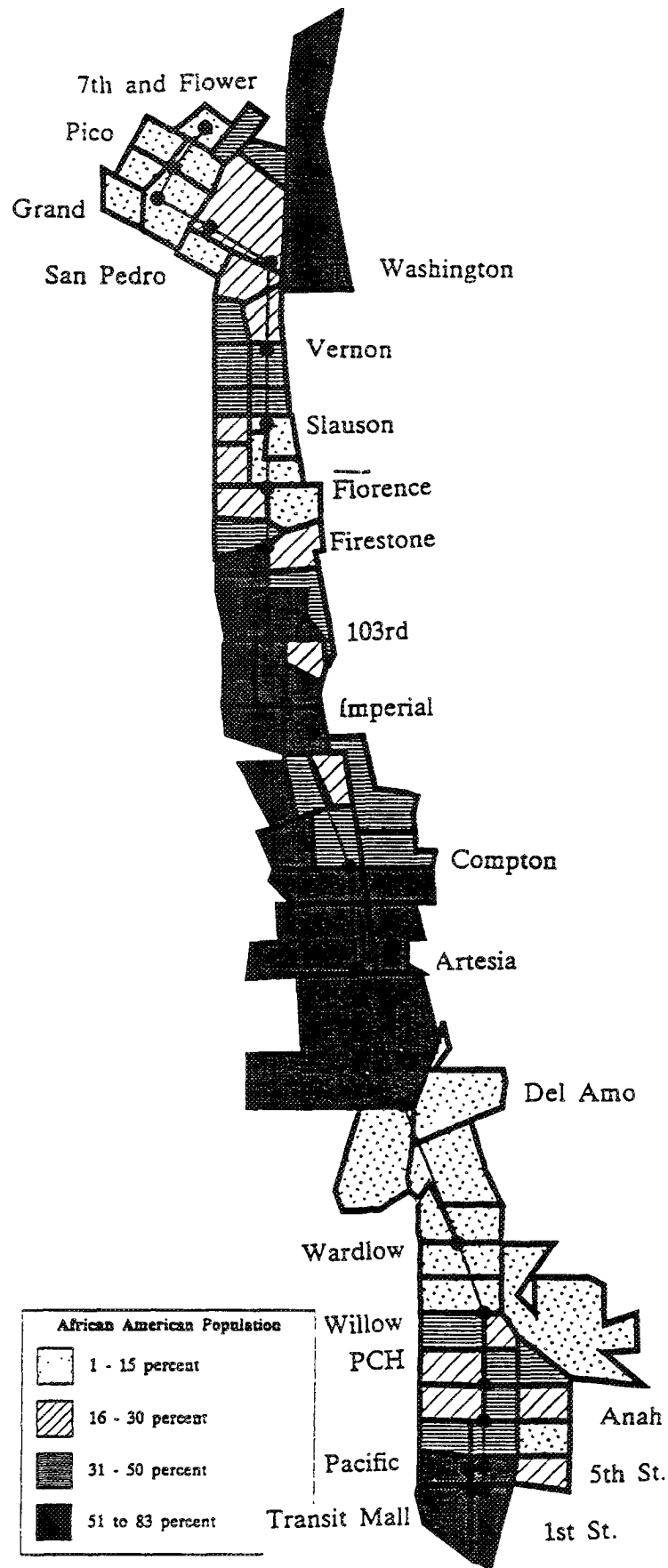


Figure 3.5 Ethnicity: African American population along the Blue Line corridor.

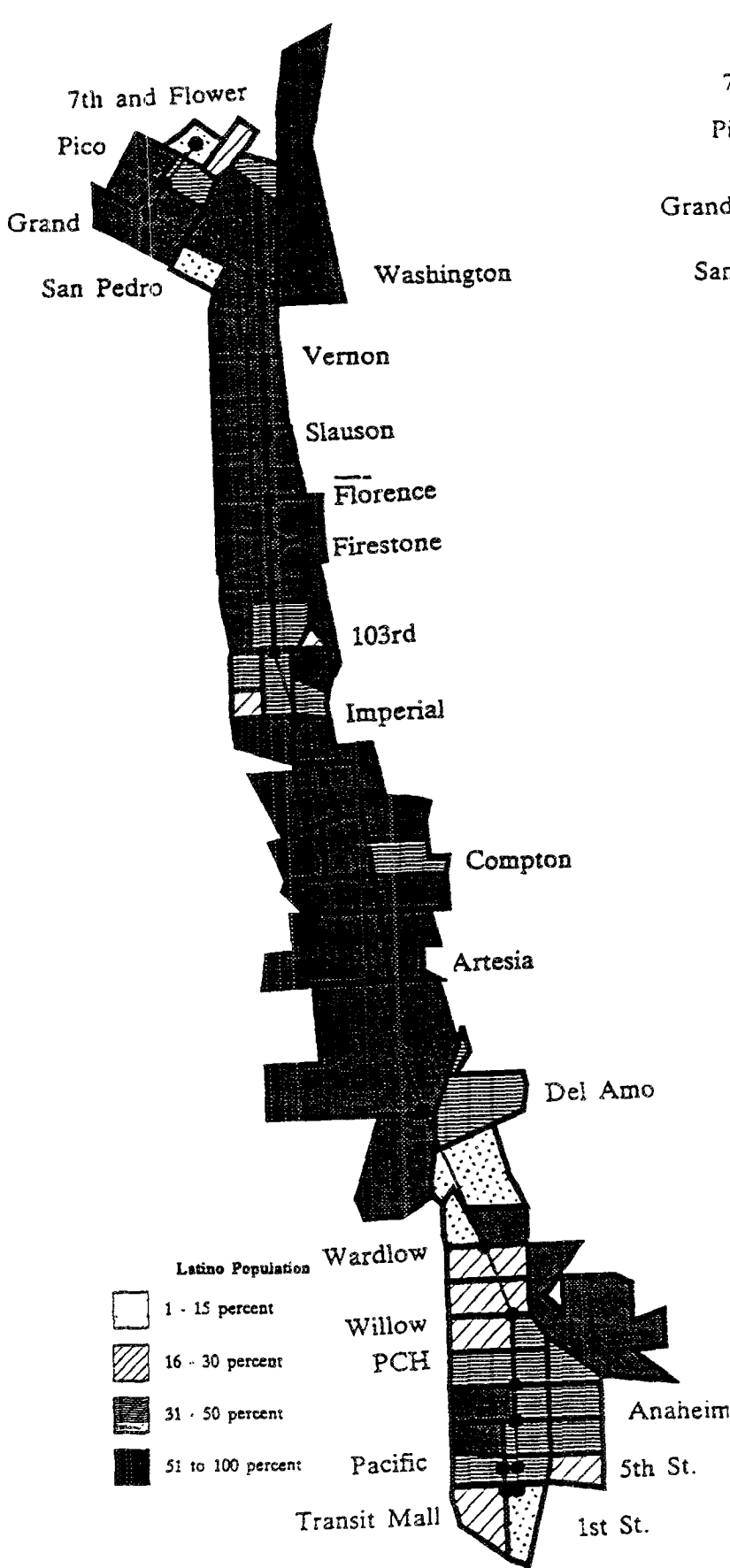


Figure 3.6 Ethnicity: Latino (Hispanic) population along the Blue Line corridor.

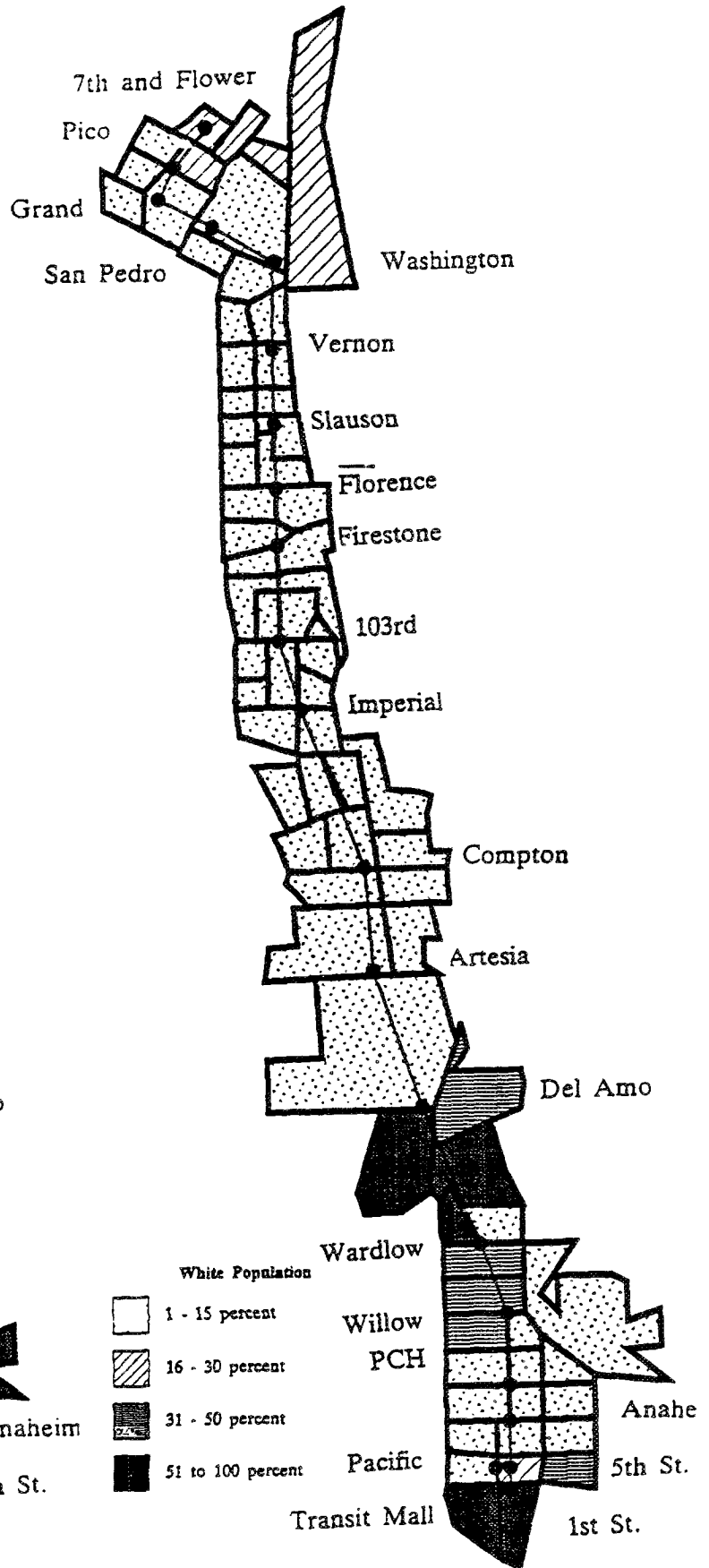


Figure 3.7 Ethnicity: White (non-Hispanic) population along the Blue Line corridor.

Almost all the census tracts in the northern section show more than 35 percent of the population in the poverty bracket. This amounts to over 65,000 people living in poverty in this segment of the corridor alone (See Figure 3.8).

The incidence of poverty is slightly better in the middle segment, with fewer census tracts with higher than 35 percent of the population under the poverty line. In these tracts 25-34 percent of the population are in the poverty level. Still, these percentages imply that at least 45,000 people in the middle segment of the corridor are living in poverty.

The overall incidence of poverty is lowest in the southern segment, although isolated pockets of poverty exist at the southern extreme of the corridor. The average median household income is under \$20,000 for most of South Central, well below the County average of \$34,965, with several census tracts reporting less than \$10,000 as the average median income. Of the 93 census tracts included in this corridor only three, which are all located around the Wardlow station in Long Beach, exceed the County norm.

The incidence of poverty in South Central Los Angeles is, of course, legendary. The Spring 1992 civil disturbances serve as a poignant reminder. One of the indicators of the widespread poverty is the critical absence of adequate facilities and services. One inventory shows only fourteen banks and five Savings and loan institutions in the combined South Central and South East community plan areas, which includes more than half a million people while check-cashing facilities are quite numerous.

E. JOBS AND WORK STATUS

Because of its location in the social ecology of the metropolitan area, and the composition of its land use, the Blue Line corridor has mixed concentrations of both jobs and the jobless. The upper segment of the corridor has the lowest unemployment rate at only 5.4 percent. Three tracts show only one per cent unemployment, although at least one tract reports an unemployment rate of as high as 13.75 percent.

The worst case of the northern segment is still better than the average for the middle segment where the unemployment rate is 15.3 percent. In the Watts and Willowbrook area it is even higher, over 20 percent.

Most workers living in the corridor are blue collar factory workers. There is a high concentration of skilled occupations such as precision production, craft

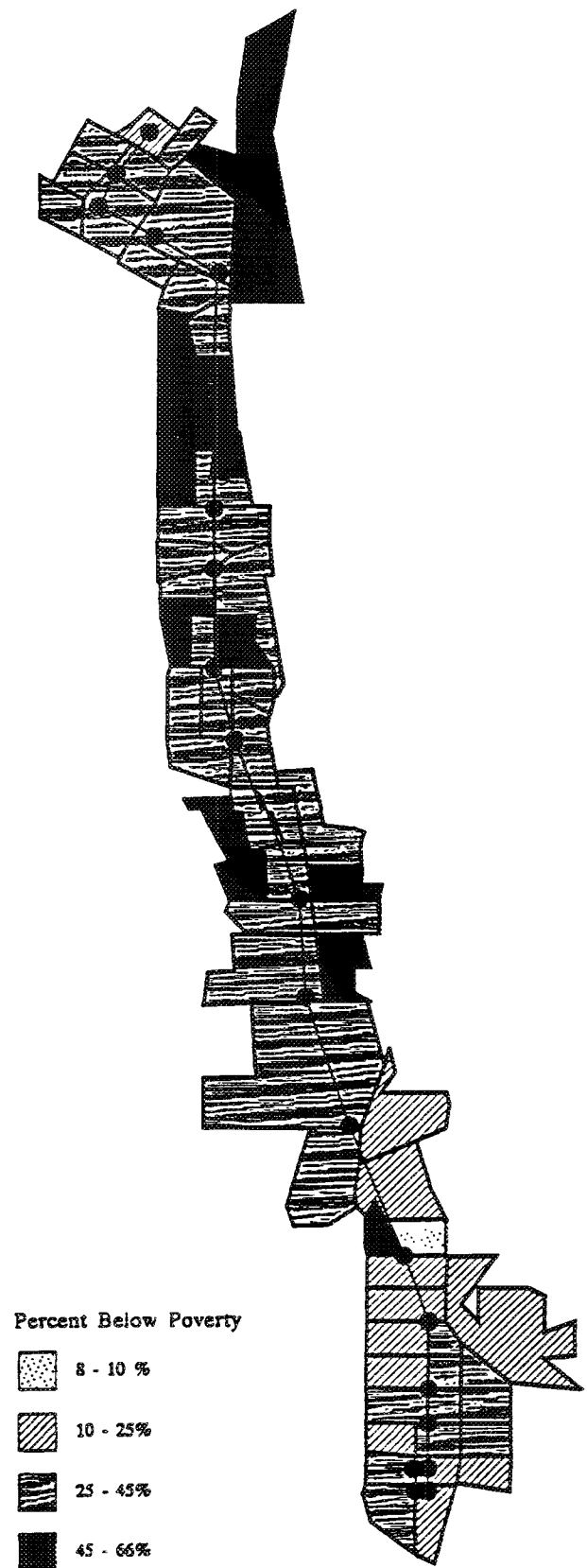


Figure 3.8 Share of households below poverty line along the Blue Line corridor.

and repair occupations/operators, fabricators and laborers. Very few of the workers living in the corridor are white collar managerial, sales or administrative types. See Table 3.2 for a breakdown of the occupation categories.

Table 3.2 Occupation Characteristics of Workers Who Live in The Blue Line Corridor

Occupation	No. of Employees	% Share of Work-Force
Executive, Administrative and Managerial	113,133	39.6%
Professional Specialty	14,111	4.9%
Technicians & Related Support	4,070	1.4%
Sales	14,240	5.0%
Administrative Support (including Clerical)	27,062	9.5%
Private Household Service	2,789	1.0%
Protective Service	3,442	1.2%
Other Service	24,890	8.7%
Farming, Forestry, and Fishing	2,954	1.0%
Precision Production, Craft & Repair	23,126	8.1%
Machine Operators, Assemblers and Inspectors	33,895	11.9%
Transportation and Material Moving	9,110	3.2%
Handlers, Equipment Cleaners, Helpers and Laborers	12,559	4.4%
TOTAL	285,381	100.0%

The northern end of the corridor -- the downtown Los Angeles business district and its surrounding industrial/warehouse district -- includes a major concentration of jobs.

Another concentration of jobs straddles the lower section of the middle segment and the northern part of the southern segment of the corridor. This area includes parts of Compton and Long Beach. The occupational characteristics of the people living in the Blue Line corridor demonstrate several points. It is apparent that the Blue Line now serves, and has the potential to be of greater benefit to the blue collar workers in providing access to places of employment. Also it suggests a kind of jobs-housing balance along the corridor given the industrial nature of the corridor.

F. TRANSIT DEPENDENCY

The number of people who actually or potentially may use transit is of interest to planners in judging the

development potential around transit stations. Figures 3.9 through 3.12 show four relevant census data indicators: share of households without a car; percentage of population using public transport; percentage using carpools; and the percentage that drive alone. It is apparent from Figure 3.10 that the two ends of the Blue Line corridor -- downtown Los Angeles and downtown Long Beach -- have the census tracts with the highest percentage of transit use among the working population, as high as 80 percent or more.

Transit use is moderately high in the upper part of South Central and in the Long Beach portion of the corridor. Transit users, however, are few and far between in the remaining segments of the corridor. Figure 3.15 shows the extent of carpooling to work within the corridor. The percentage of carpooling seems to be highest immediately south of downtown Los Angeles. The pattern is somewhat mixed for the rest of the corridor. Figure 3.16 shows the nemesis of transit planners -- workers who drive alone to work. The pattern is somewhat predictable. Census tracts with higher median income show the largest percentage of solo drivers. The segment between the Imperial Highway station to the Pacific Coast Highway station in Long Beach includes census tracts with the highest percentage of single drivers.

G. LAND USE CHARACTERISTICS

G.1 Zoning:

The zoning around the Blue Line corridor is a composite mosaic of zoning ordinances and the general plan intents of several jurisdictions. By and large, the zoning mosaic is a close reflection of existing uses of land along the corridor.

The northern part of the corridor is zoned mainly for commercial and industrial uses. Within downtown Los Angeles, which is almost entirely a redevelopment area, zoning is generalized and considered "soft," as the redevelopment process constantly redefines land use on a project by project basis. Furthermore the recent tendency is to promote mixed use developments and complexes which elude the conventional system of land use designation. Composition and distribution of land use is different in the *core* and the *frame* of downtown, to use Boyce's categories (1991).

Generally, the uses of land along the Blue Line corridor within the "core" downtown area can be broadly defined as business/retail use with occasional residential development.

The official zoning designation of this area, however, is "light industrial." In the "frame" of

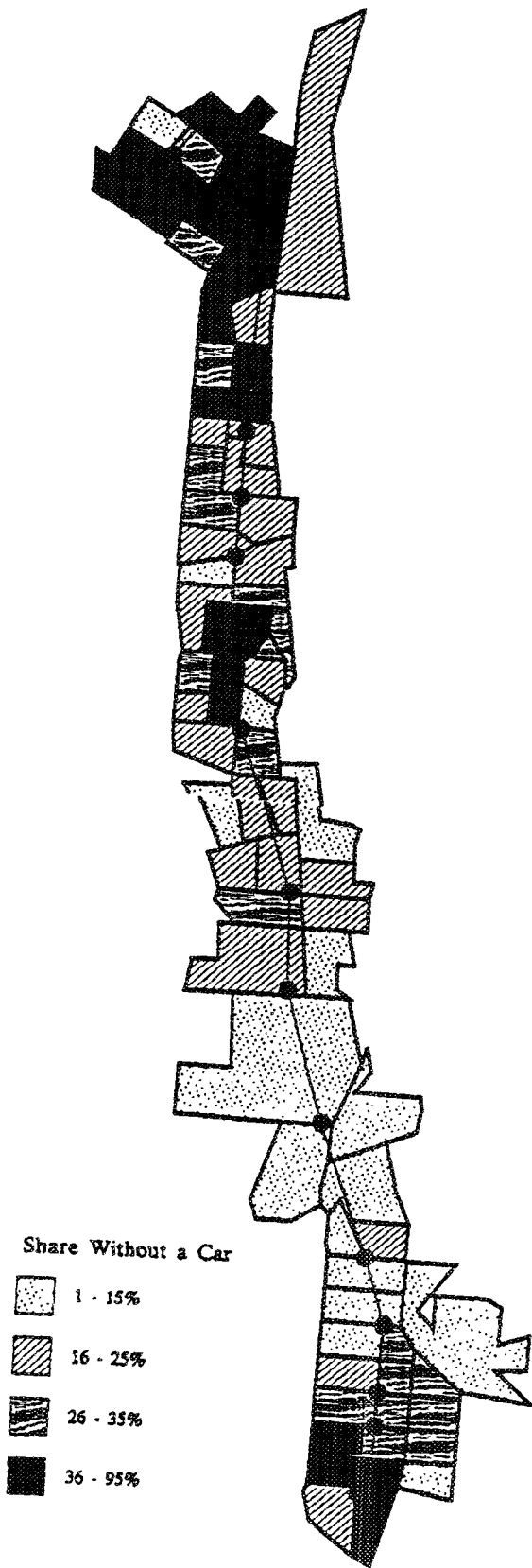


Figure 3.9 Share of households without a car.

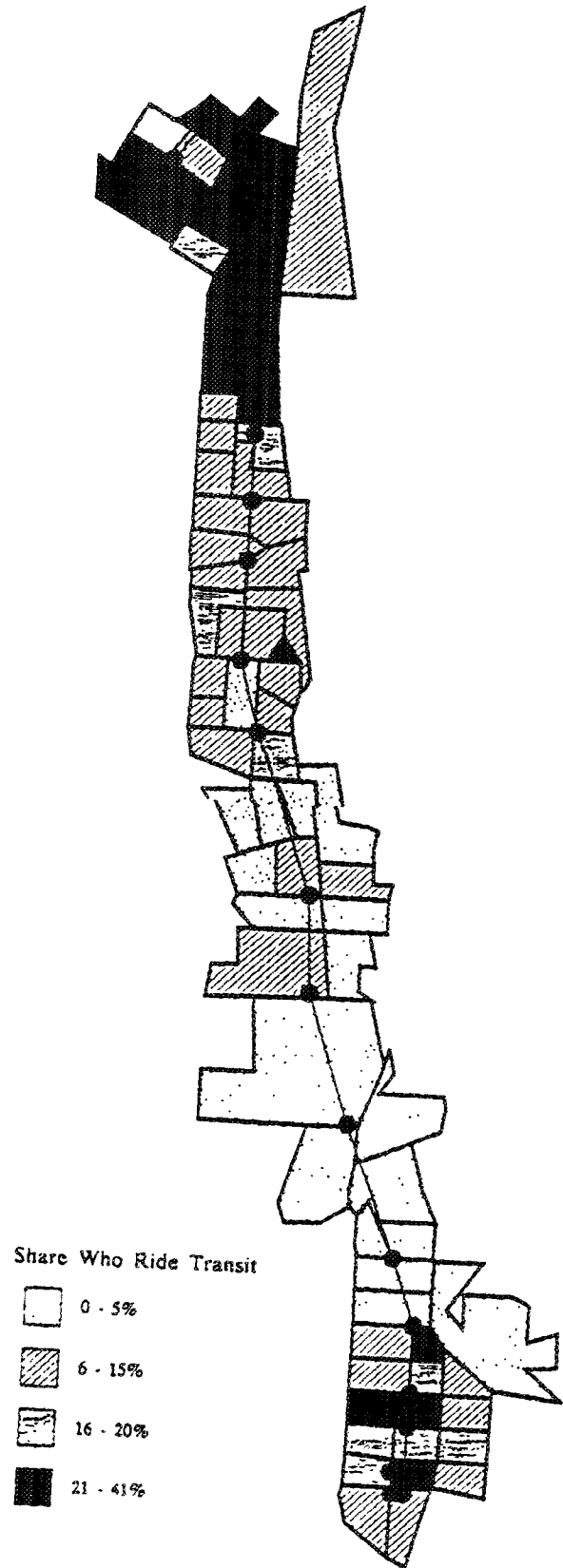


Figure 3.10 Share of workers who ride transit.

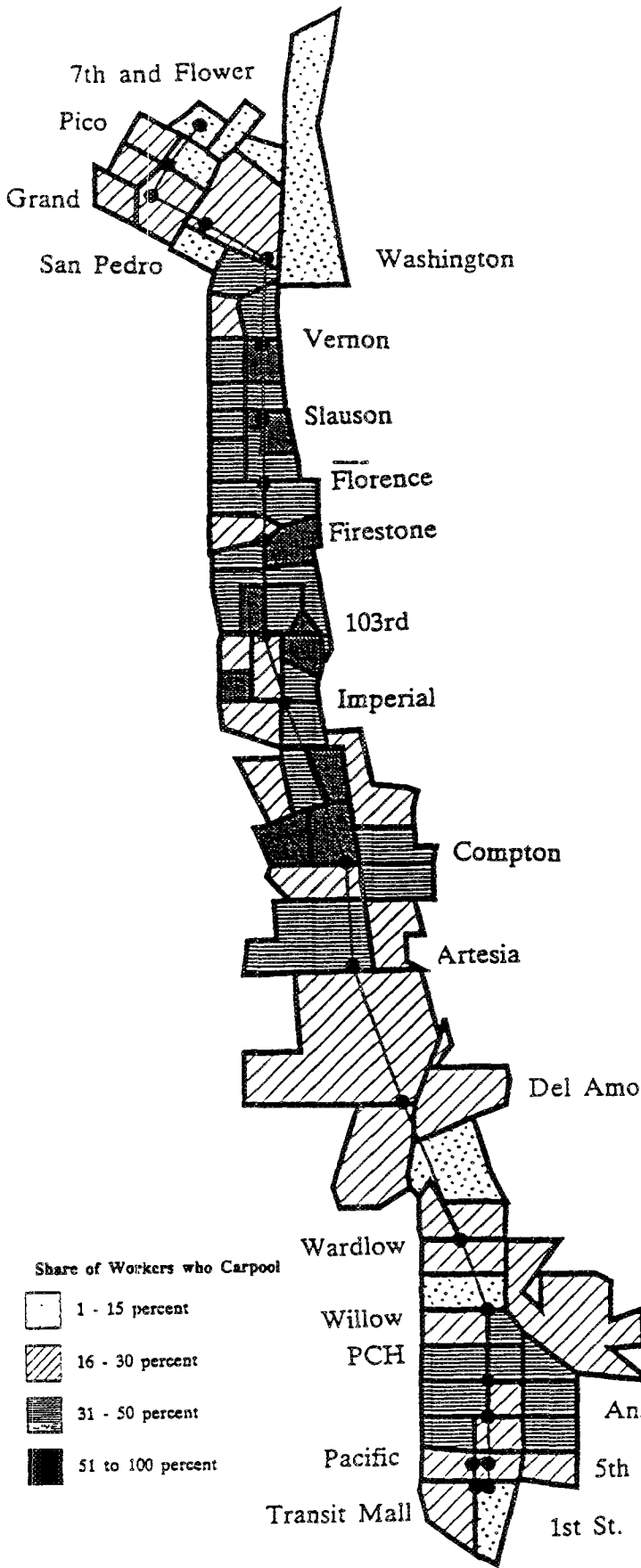


Figure 3.11 Share of workers who carpool.



Figure 3.12 Share of workers who drive alone.

downtown both the zoning and actual uses are different. The zoning typically is light industrial, which includes such light manufacturing as the "sweat shops" of the downtown apparel industry and a wide assortment of storage, wholesale, repair and assembly yards.¹ The area south of Washington Boulevard is zoned for three family residential use. As the line turns south, the zoning on the west side of the line is two family residential use. In terms of actual use, one finds only odd pockets of residential use scattered throughout an otherwise predominantly industrial district. The east side of the line is zoned for heavy industrial use immediately south of the Slauson Boulevard. The properties adjacent to the transit line are zoned for industrial use throughout the middle section of the corridor and the upper part of the southern section of the corridor. But, beyond the thin strip of adjacent properties the use of land is mainly low density residential, characterized by a predominance of single family detached houses. Past Florence Avenue, and all the way to Imperial both sides of the line are zoned for two/three family residential uses. Some single family designation is found past Imperial.

The industrial zoning expands on both sides of the

line in the City of Compton. At the intersection of the San Diego Freeway, the zoning turns to single family residential use. Proximate to Willow Street in Long Beach the zoning shifts to three family residential use. In the northern part of Long Beach, the line cuts through established and relatively prosperous residential neighborhoods.

Once the line begins its alignment along the Long Beach Boulevard, the zoning becomes mainly commercial with some institutional uses along the way. Most of the zoning along the Long Beach Boulevard corridor is designated for commercial light and commercial retail uses. While the specifics of zoning codes vary slightly between different designations, the base definitions remain the same. The zoning designations throughout the corridor show incremental transition from one level of intensity to the next without any sudden change.

G.2 Land Use Characteristics of Station Neighborhoods:

The following table (Table 3.3) shows a more detailed inventory of the existing land use distribution in the vicinity of the various stations. The data for this table were derived from measuring areas of different land

Table 3.3 Land use characteristics in station neighborhoods

Stations	Open Space	Resident'l	Multi-Family Resident'l	Mixed Resident'l	Commercial	Light Industr'l	Heavy Industr'l	Trnspt'n/ Utilities
7th Street	0.00%	0.00%	0.00%	0.00%	63.61%	2.50%	0.00%	13.89%
Grand & Pico	0.00%	2.84%	0.85%	0.00%	4.26%	23.55%	35.74%	12.77%
San Pedro	0.00%	43.33%	0.00%	0.00%	5.11%	1.56%	15.56%	14.44%
Washing'n	0.00%	15.51%	0.00%	0.00%	0.78%	4.43%	44.88%	14.40%
Vernon	0.28%	47.61%	0.00%	0.00%	3.89%	2.22%	22.78%	3.22%
Slauson	0.00%	26.67%	3.33%	0.00%	16.67%	8.89%	15.00%	9.44%
Florence	2.40%	57.58%	0.00%	0.00%	16.21%	1.96%	0.95%	0.89%
Firestone	2.22%	61.39%	0.00%	0.00%	11.11%	0.78%	1.72%	2.78%
103rd St.	0.00%	34.44%	19.44%	0.00%	9.44%	8.89%	0.00%	7.78%
Imperial	0.00%	38.33%	8.89%	0.00%	6.67%	12.78%	1.67%	11.67%
Compton	0.00%	27.78%	6.11%	0.00%	19.44%	16.11%	5.56%	5.00%
Artesia	0.00%	0.00%	0.00%	0.00%	10.96%	31.78%	20.82%	16.44%
Del Amo	0.00%	0.00%	0.00%	0.00%	6.11%	39.44%	20.56%	13.89%
Wardlow	0.00%	48.84%	2.63%	0.00%	6.15%	8.39%	0.00%	13.99%
Willow	2.40%	15.87%	3.14%	5.54%	19.99%	27.52%	0.00%	5.54%
Anaheim	0.72%	4.62%	17.27%	15.60%	35.10%	6.69%	0.00%	0.00%
Pacific Ave	0.00%	15.03%	29.34%	6.12%	27.84%	1.67%	0.00%	0.00%
Long Beach	0.47%	0.00%	24.90%	0.35%	36.21%	17.51%	0.00%	0.58%

¹ Harwood and Boyce (1959) defined American downtowns as having a "core" and a "frame" area.

use designation from an existing land use map. Figure 3.13 illustrates the land uses distribution in the corridor. Both Table 3.3 and Figure 3.13 shows the patterns of land use specialization in the different station

neighborhoods. Thus 7th and Flower, Long Beach, Anaheim are predominantly commercial neighborhoods, mainly destination stations. Wardlow, Imperial, Firestone, Florence, Vernon, San Pedro, Washington and Grand and Pico appear primarily residential -- hence origin -- neighborhoods. Others seem less specialized, with the Pacific Coast Highway showing a combination of multi-family and commercial land uses

Elsewhere in this report we will discuss the relationship between the boarding and alighting patterns for various stations along the route, and the land use profiles of the station neighborhoods. Here, however, we focus on a selected set of station neighborhoods -- eight in total -- to consider their potentials for transit-oriented neighborhood development. We will examine the availability of the amenities as well as the presence of disamenities which lead to perceived desirability of a place. Banerjee and Baer (1994) have associated such negative or positive perceptions of a neighborhood with the phenomenon of "setting deprivation" (a

term originally coined by Myer Spivack to mean the lack of desirable elements -- parks, shops, library, etc. -- in the neighborhood) and "setting aggravation" (presence of undesirable elements -- liquor stores, billboards, etc.).

The following set of maps (Figure 3.14 through 3.21) illustrates the nature and extent of "setting deprivation" in these transit neighborhoods. Almost all of these station selected are almost entirely devoid of any private or public facilities or services that constitute the everyday landscape of a market economy and offer the consumption, recreation and interaction choices associated with the sense of quality of life. All of these station neighborhoods are conspicuous for the extent of setting deprivation. Similarly on the aggravation side they tend to show more irritants, although even in terms of the aggravating elements these maps are generally empty. In other words these station neighborhoods are the typical "non-place" (cf. Reiph, 19) and forsaken corners of the inner core of the Los Angeles metropolitan area.

LAND USE DISTRIBUTION IN STATION NEIGHBORHOODS

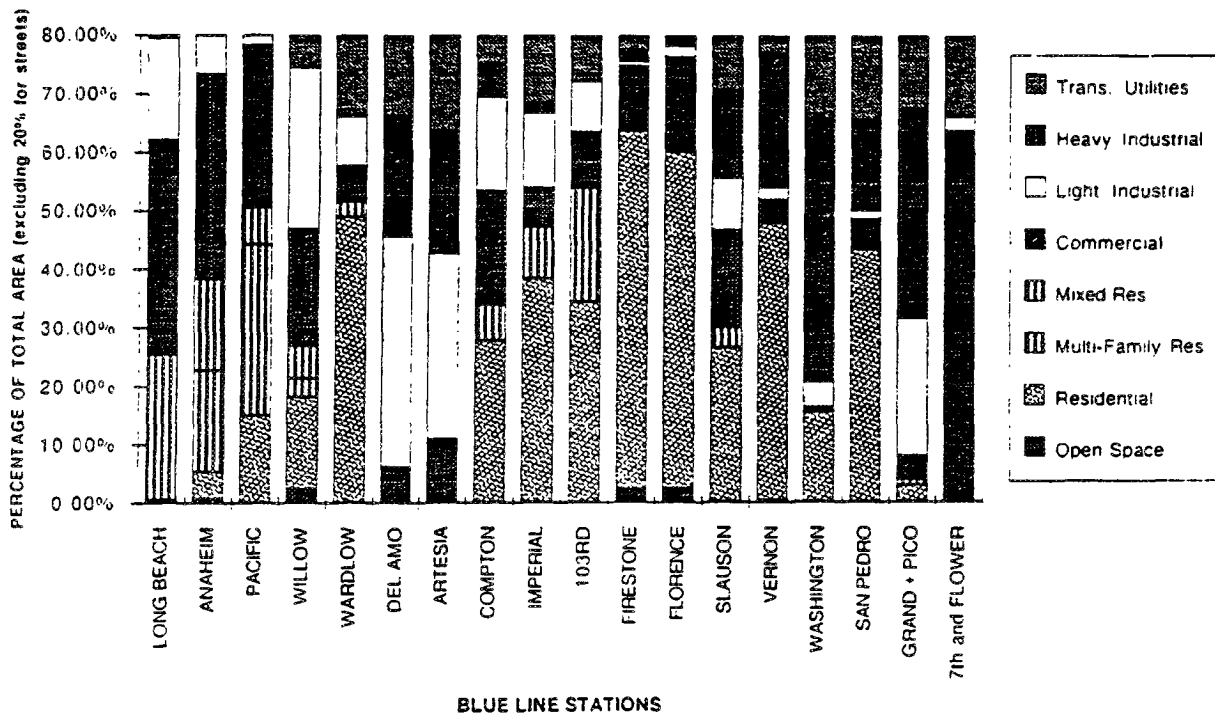


Figure 3.13 Land use distribution in station neighborhoods.

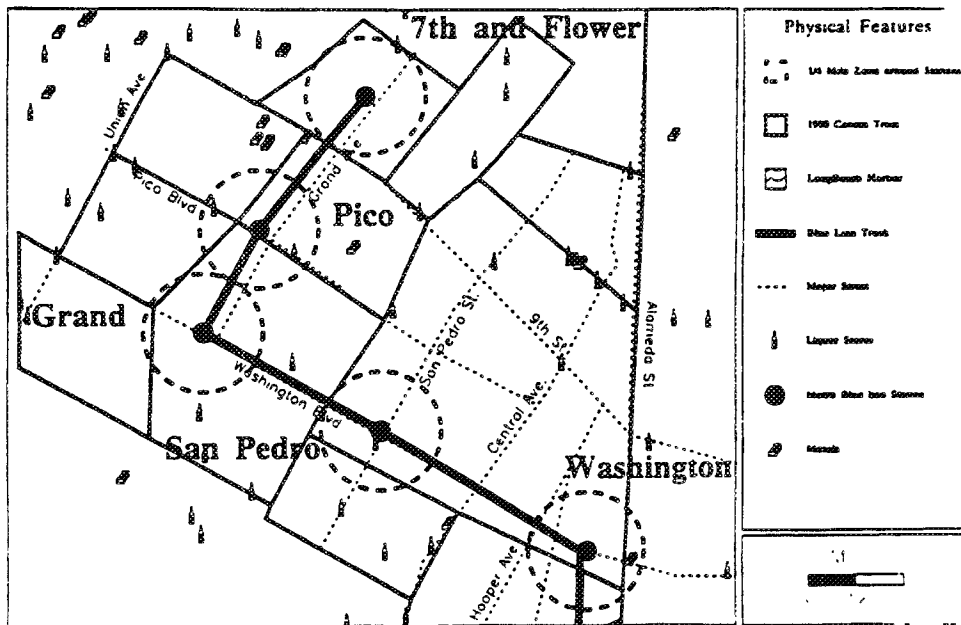


Figure 3.14 Setting deprivation in Los Angeles station areas.

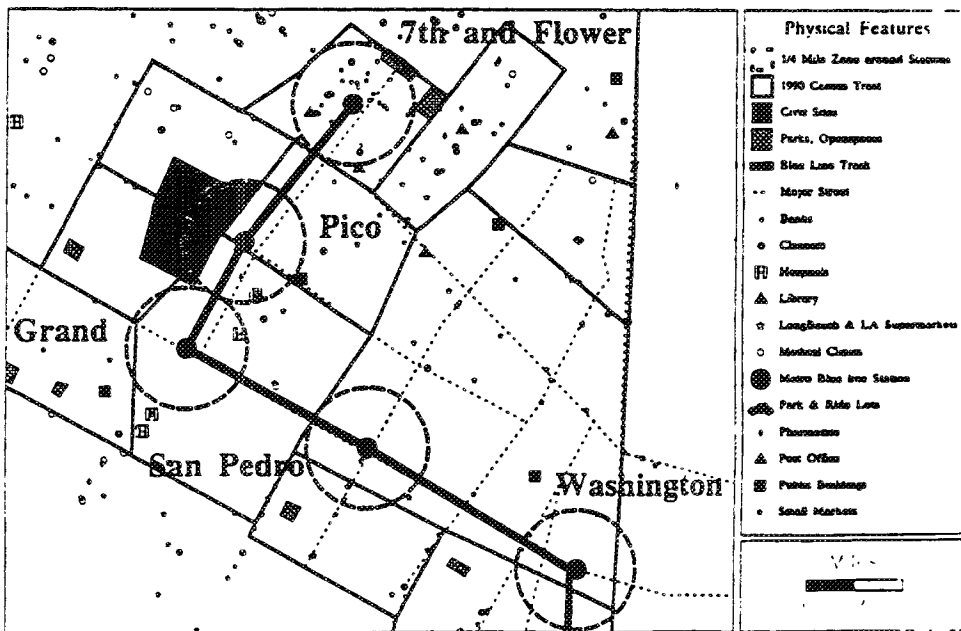


Figure 3.15 Setting aggravation in Los Angeles station areas.

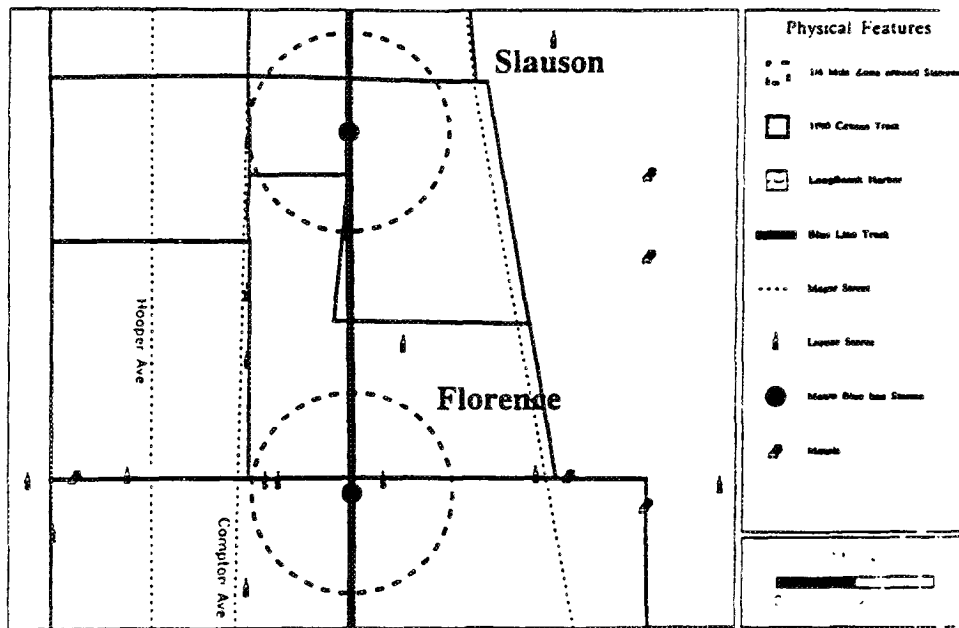


Figure 3.16 Setting deprivation at Slauson and Florence station areas.

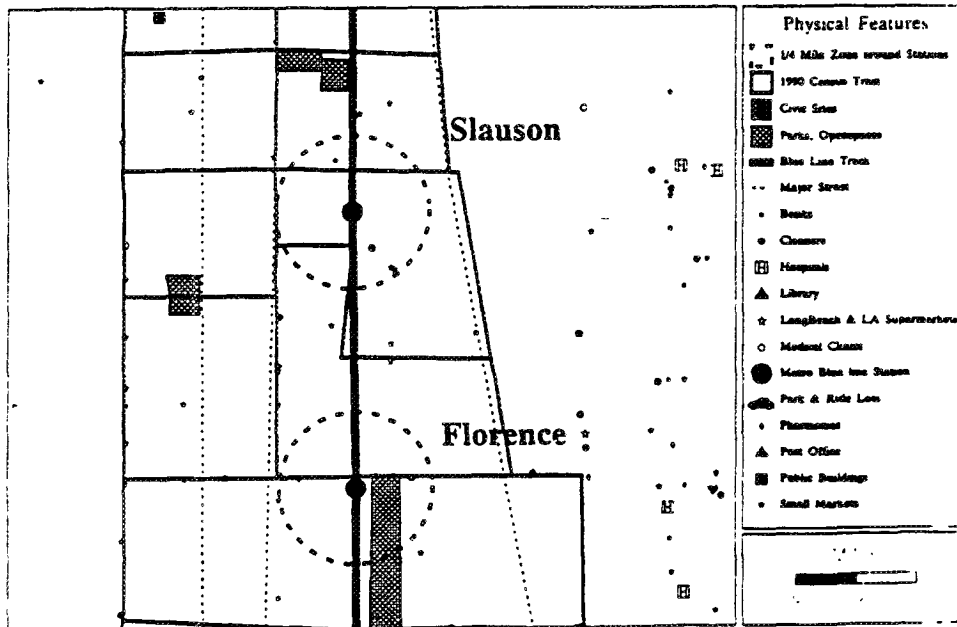


Figure 3.17 Setting aggravation at Slauson and Florence station areas.

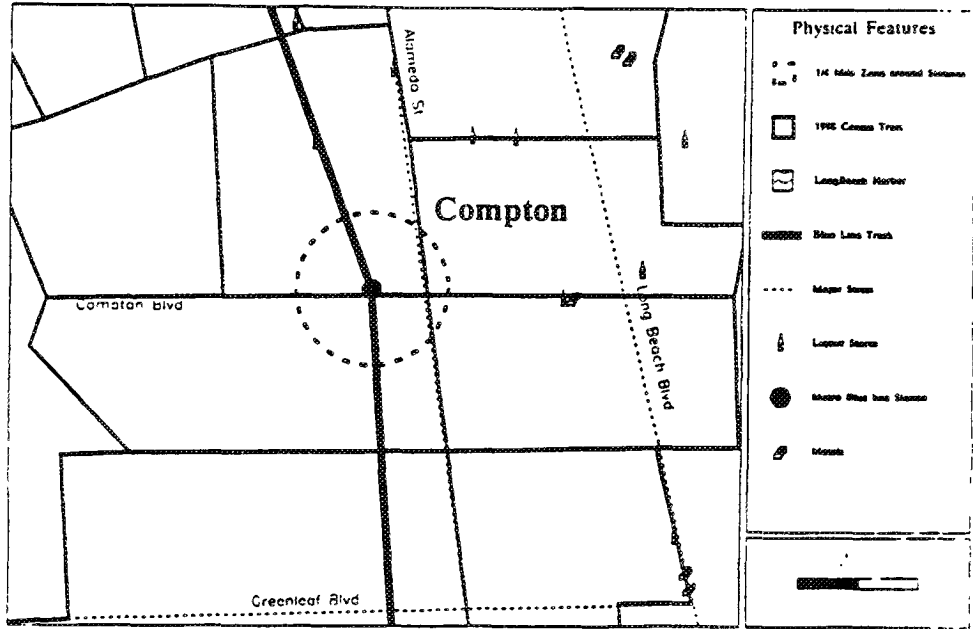


Figure 3.18 Setting deprivation at Compton station area.

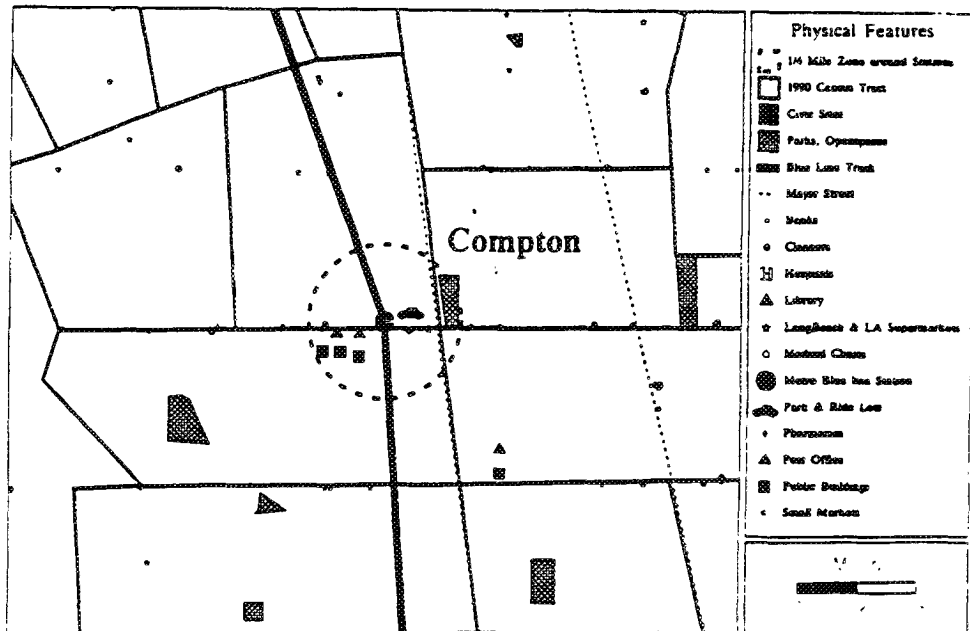


Figure 3.19 Setting aggravation at Compton station area.

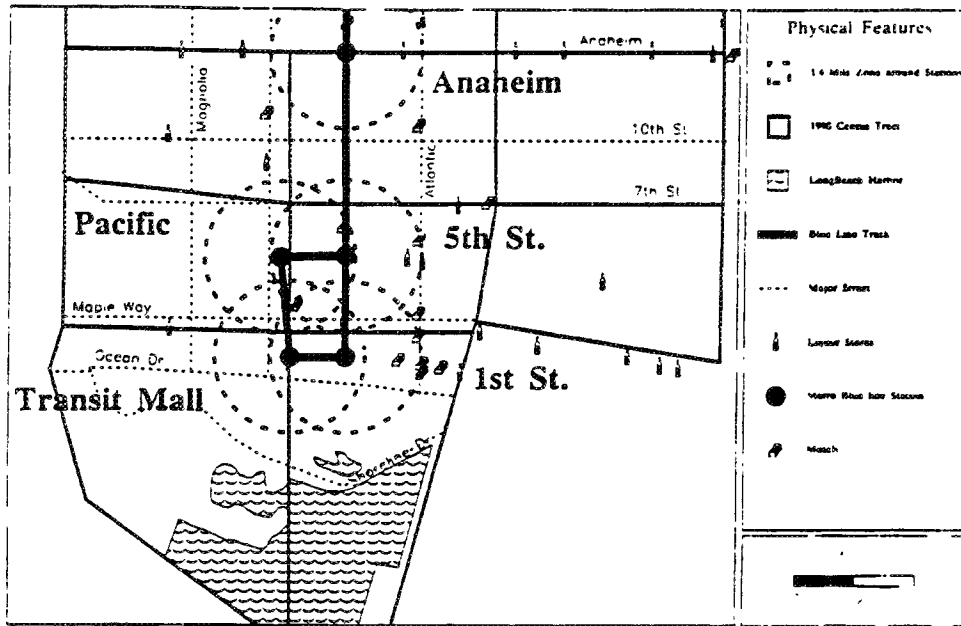


Figure 3.20 Setting deprivation in Long Beach station areas.

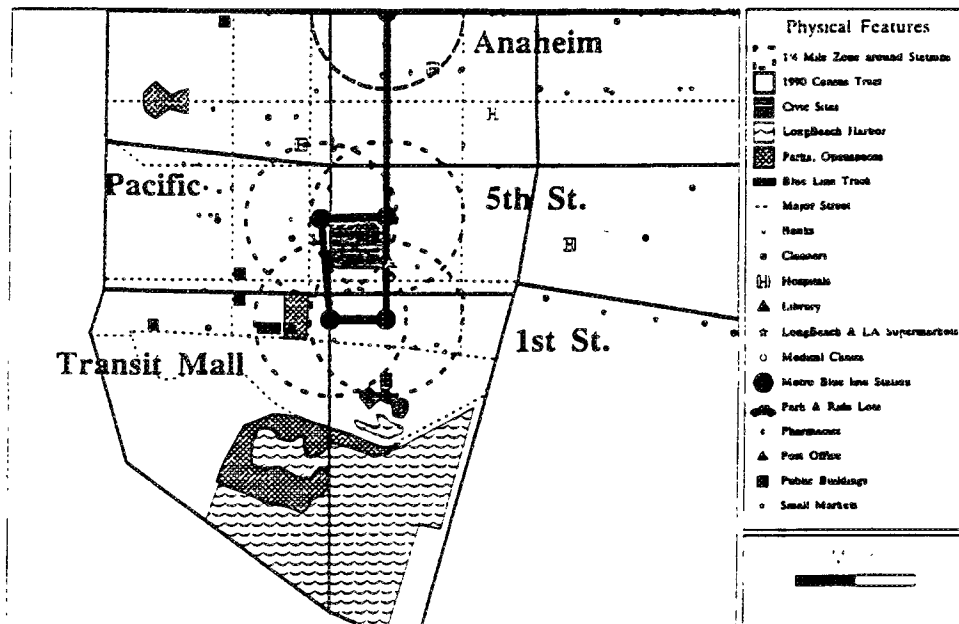


Figure 3.21 Setting aggravation in Long Beach station areas.

STATION CHARACTERISTICS

A. SITE ANALYSIS

In this Chapter we summarize the characteristics of the physical and socio-economic environment of the twenty-two station areas along the Blue Line corridor. Most studies agree that the "catchment area" for rail stations is approximately one quarter mile: about 5-10 minutes walking distance. Accordingly, we have extended our site analysis to include the area within one-quarter mile distance from the platform site. Our site analysis included extensive field observations and photographic documentation of this station environment. Our inventory of station site characteristics consisted of the following eleven attributes: (1) Platform level (physical characteristics of the immediate station area), (2) Land uses, (3) Density, (4) Condition of building stock, (5) Public domain, (6) Dynamics of station area, (7) Activities around station area, (8) Pedestrian friendliness, (9) Aesthetics, (10) Indication of blight, (11) Market potential. Our site analysis findings are summarized in the following tables:

- Table 4.1: Physical Characteristics at Platform Level.
- Table 4.2: Existing Land Uses (residential, office/commercial, retail, industrial, public facilities, vacant land, dead/residual space, transportation right-of-way).
- Table 4.3: Density (low, medium, high).
- Table 4.4: Conditions of Building Stock (for residential, commercial and industrial development).
- Table 4.5: Public Domain Characteristics (existence of public amenities, street furniture, landscaping, sense of safety, graffiti, litter).
- Table 4.6: Pedestrian Friendliness and Circulation (traffic, activity nodes, street activities,

access to services, existence of bridges and crosswalks, bus connections).

Table 4.7: Market dynamics of the Station Area (indication of new investment, stability of surrounding area, etc.).

B. STATION TYPOLOGY

Any proposed policies, guidelines, and reinvestment strategies cannot be universal, but rather need to be structured around the specificities of the socio-physical and economic context of each station. The need for the development of station prototypes has been addressed by the Los Angeles Planning Department and the Los Angeles Metropolitan Transportation Authority. The *Land Use Transportation Policy* document that has been drafted jointly by the two agencies and adopted by the Los Angeles City Council, identifies six transit station area prototypes. They are:

1. *The Major Urban Center*: located in the densely urban core or Central Business District. Land is largely commercial.
2. *The Urban Complex* characterized by linear commercial/office development along corridors with mixed and/or adjacent residential uses.
3. *The Major Bus Center*: contains a mix of land uses and is identified by the high ridership and intersections of the twenty bus routes most patronized.
4. *The Neighborhood Center*: contains a commercial and residential mix. These areas are characterized by commercial, educational, entertainment or other activities that cater to the surrounding residential community.

Table 4.1 Physical characteristics at platform level.

Stations	Platform Level	Park/Kiss & Ride Facilities	Open Space/Parks	Connect'n Street Level	Station Purpose	Linkage Land Use	MTA Bus Linkage (Total of Connecting Lines)
7th Street	underground			thru bldgs	destinat'n	business district	Dash 4/ RTD 23/ Red Line
Pico	street			crosswalks	destinat'n	convention center	RTD 15
Grand	street			crosswalks	destinat'n	Trade Tech College	RTD 10
San Pedro	street			crosswalks	departure	no transition residen'l/ industr'l	RTD 2
Washing'n	street			crosswalks	departure?	no transition residen'l/ industr'l	RTD 2
Vernon	street		Fred Roberts Park	crosswalks	departure?	no transition residen'l/ industr'l	Dash/ RTD 3
Slauson	elevated.		Slauson Rec Cntr	stairs/ elevator	departure?	poor/ elevated barrier	RTD 2
Florence	street	K&R	Roosevelt Rec. Park	crosswalks	dest./ departure	shopping district	RTD 5
Firestone	elevated.		Washington Park	stairs/ elevator	departure	auto-oriented	RTD4
103rd St.	street		Urban Greenways	wide crosswalks	dest./ departure		RTD 4
Imperial	street	P/ K&R (324)		crosswalks	dest./ departure	not yet developed	RTD 7/ Green Line
Compton	street	Transit Cntr K&R	historical site?	crosswalks	dest./ departure	difficult access to resid.	RTD 6/ GTI
Artesia	street	guarded P/K&R(411)	pocket park	access P&R	departure	strictly industrial "park"	RTD 2/ LBT 4/ TT 1
Del Amo	elevated.	guarded P/K&R(302)	Compton Creek	wide crosswalk	departure	strictly industrial	RTD 1/ CC 2/LBT 5
Wardlow	street	P/ K&R (33)		crosswalks	departure	strictly residen'l	RTD 1/ LBT4
Willow	street	P/ K&R (235)	Veterans Mem. Park	crosswalks	departure	limited services at station	RTD 1/ LBT 8
PCH	street			crosswalks	departure	mix resid'l/comrc'l	RTD 1/ LBT 8
Anaheim	street			crosswalks	departure	mix resid'l/comrc'l	RTD 2/ LBT 8
Pacific Ave	street		Lincoln Park/ Plaza	crosswalks	departure	mix resid'l/comrc'l	RTD 1/ LBT 4
Transit Mall	street	park'g structure nearby	Civic Cntr Plaza	crosswalks	destinat'n	business district	RTD 2/ OCT 1/TT 1/ LBT 2
1st St.	street	park'g structure nearby		crosswalks	destinat'n	business district	RTD 2/ OCT 1/TT 1/ LBT 2
5th St.	street	park'g structure nearby		crosswalks	dep./ destinat'n	mix retail/business district	RTD 2/ OCT 1/TT 1/ LBT 2

TABLE ABBREVIATIONS:

GT: Gardena Transit	LBT: Long Beach Transit	PCH: Pacific Coast Hwy
K&R: Kiss & Ride	OCT: Orange County Transit	RTD: Rapid Transit District
	P&R: Park & Ride	TT: Torrance Transit

Table 4.2 Existing land uses along the Blue Line corridor.

Stations	Residential	Offices/ Commercial	Retail	Industrial	Public Facilities	Vacant Land	Dead/ Residual Space	Transportation ROW
7th Street	insignificant/Sngl	banks, hotels	shops/plaza		Pub LB nearby	PLs	along 110 Fwy	110 Fwy
Pico	insignificant/Sngl	hospital/offices	shops/market	warehouses	LA Conven'n Cntr	adj commrc'l PLs	under 110/ 10 Fwy	
Grand	mixed/apt. bldgs	commrc'l / offices	market/restaurants	warehouses	Trade Tech College	PLs	under 110/ 10 Fwy	
San Pedro	sngl-family	whole-sale	market/restaurants	warehouses	school/church	PLs/ storage yrds	under 10 Fwy	
Washing'n	sngl-family	whole-sale	electronics	warehouses	schools	PLs adj to rails r.o.w.	under 10 Fwy	freight line
Vernon	mixed/apt. bldgs		swapmeet/malls	light industr'l		resd'l lots/ stock yards/ comm grdn		freight line
Siavson	sngl-family	no office	swapmeet	storage yrds	school	undrutlized storage yrds	around elevated lines	freight line
Florence	sngl-family	no office	shopping district	warehouses	LB/PO/FS	vacant used as PL		freight line
Firestone	sngl-family		mini-malls	auto srvc's	LB/FS/school	comm'l lots boarded up bldg	power lines corridors	freight line
103rd St.	sngl/multi family		shopping plaza		art cntr/LB/histric bldg	along rail lines	along rail line	freight line
Imperial	sngl/multi/public		shopping plaza		PS/FS/hospital	several due to Fwy construction	under 105 Fwy	freight line
Compton	sngl/apt bldg		mini-malls		Civic Cntr/ CH/ LB	large lots around station		freight line
Artesia			hotel	industr'l park	college/stadium	large lots at station/ storage yrds	at/around station (Fwy)	freight line
Del Amo			swapmeet	industr'l park	school		elevated rail/ creek banks	
Wardlow	sngl/multi family			oil/gas tank				
Willow	sngl/multi fmly/trailer	medical offices	mini-malls	oil wells	HS/ DMV	large vacant land/PLs		
PCH	sngl/multi family	few offices	restaur/gas motels		schools/ HS/PO			
Anaheim	sngl/multi family	Street/ 2nd floor	street/2nd floor		schools/ churches/HS	many under utilized lots		
Pacific Ave	sngl/multi family		shopping plaza	warehouses				
Transit Mall			specialty shops		Civic Cntr/ PS/CH			
1st St.		tourist attrac'ns	specialty shops		HT/theater/ convent'n cntr			
5th St.	sngl/multi family	banks/offices	shopping specialty shops		schools/ PO	underutilz'd park'g & playgrounds		

TABLE ABBREVIATIONS:

CH: Courthouse	HT: Hotel	PL: Parking Lot
FS: Fire Station	LB: Library	PO: Post Office
		PS: Police Station
		ROW: Rights-of-Ways

Table 4.3 Density along the Blue Line corridor.

Stations	Residential	Offices / Commercial	Industrial
7th Street	low (Single Story)	high (20-40 storeys)	
Pico	low (Single Story)	low to med. (2-4)	medium (3-4)
Grand	med (3-4 storeys)	medium	low
San Pedro	low (Single Story)	low (detached bldgs)	low to med. (5)
Washing'n	low (Single Story)	low	low
Vernon	low (Single Story)	low (mini-mall)	high (6 to 8)
Stauson	low (Single Story)	insignificant	low (stockyards)
Florence	low (Single Story)	med. (shopping dist)	low (warehouses)
Firestone	low (Single Story)	low (mini-malls)	low (scrap yards)
103rd St.	low to medium	low (shopping plaza)	
Imperial	low to medium	low (shopping plaza)	
Compton	low to medium	low (mini-malls)	
Artesia	low (outside area)	med. (hotel 10 storeys)	low (industrial park)
Del Amo	low (outside area)	low (swapmeet)	low (industrial park)
Wardlow	low to medium		
Willow	low to medium	high (2 to 6)	low
PCH	low to medium (1-2)	low (1-2)	
Anaheim	low to medium (1-2)	medium (2-4)	
Pacific Ave	medium (2 to 5)	high (2 to 12)	high (8)
Transit Mall	low (outside area)	high (5 to 12)	
1st St.	low (outside area)	high (2 to 7)	
5th St.	low to med. (1 to 3)	high (2 to 8)	

Table 4.4 Conditions of building stock.

Stations	Residential Development	Commercial Development	Industrial Development
7th Street	older/need rehabilitation	recent development/well kept	
Pico	clean	good	good/warehouses need repairs
Grand	older/good	older/need facade improvements	older/blighted warehouses
San Pedro	older/well to not maintained	good commercial/poor wholesale	newer/older well maintained
Washing'n	older/need rehabilitation	good/vacant commercial building	blighted/graffiti/barbed wire
Vernon	older/need rehab/abandoned	new mini-mall blighted/vacancy	well maintained to blighted
Stauson	well-maintained/dilapidated		older/some blighted
Florence	well-maintained/manicured yards	well-maintained	blighted
Firestone	older/poorly maintained	new mini-malls	older/owner operated
103rd St.	newer tracts/older dilapidated	well maintained plaza	
Imperial	blighted/some well maintained	well maintained plaza	
Compton	well maintained/dilapidated	newer/well maintained	
Artesia	well maintained to decaying		
Del Amo	well maintained/manicured yards		new and well landscaped
Wardlow	well maintained		landscaped
Willow	well maintained	fairly recent/good	
PCH	good/some repairs needed	good/some repairs needed	
Anaheim	good/some repairs needed	need facade improvements	
Pacific Ave	well maintained/dilapidated	newer/excellent	dilapidated/abandoned
Transit Mall		excellent/rehabilitated	
1st St.		new/restored	
5th St.	mostly well maintained	some restored	

Table 4.5 Public domain characteristics.

Stations	Amenities	Street Furniture	Landscaping	Sense of Safety	Graffiti	Litter
7th Street	banks/restaurants/hotels	trash cans/news-stands	ST	security patrol		near Fwy/ in parking lots
Pico	hospital offices		ST	no pedestrians	buildings	under 110 Fwy/streets
Grand	express restaurants	NS/ benches	trees at TTC	TTC students	bldgs/street furniture	
San Pedro	commercial corridor		limited ST	industrial/graffiti	walls/buildings/sidewalks	lots near Fwy
Washing'n	few		minimal ST	fencing/graffiti	prominent walls/sidewalks	prominent except under Fwy
Vernon	few	benches at swapmeet	minimal ST	crime area	very prominent	stockyards/mini-malls/streets
Shauson	insignificant		insignificant	pedestrian unfriendly	prominent around station	vacant lots/abandoned cars
Florence	shopping street/park	bus stop benches	ST/ parkway	streetlife/gang element	buildings/tagging murals	vacant lot/gutters sidewalks
Firestone	mini-mall/park	benches	park/ few ST	signs of blight/decay	prominent	prominent/abandoned cars
103rd St.	Watts Tower/Civic Center		park/ ST	redevelopment/gang elements	prominent	few
Imperial	P&R 324 spaces/shopping	McDonald's Playground	parking trees/ PT at station	sheriff station vs. blighted	walls/curbs/street signs	very prominent/abandoned cars
Compton	Transit Center	benches/ NS	parking trees/ PT at station	redevelopment/gang elements	tagging/curbs/housing	prominent in vacant lots
Artesia	P&R 411 spaces	NS	indutr'l park/ PT at station	isolated/ guarded P&R		
Del Amo	P&R 302 spaces	bus stop benches	PT at station/street canopy	no sense of danger		
Wardlow	P&R 33 spaces	sculpture near platform/benches	station well landscaped	very safe		
Willow	P&R 235 spaces/shopping		station and P&R well landscaped	safe		
PCH	few within area		minimal	graffiti/ gang elements	prevalent residential	fairly clean
Anaheim	banks/restaurants	bus benches/trash cans	minimal	graffiti/ gang elements	resid'l/commrc'l buildings	gutter/sidewalks alleys
Pacific Ave	banks/markets/shops	covered bench at market		older but safe	few	
Transit Mail	banks/restaurants shops	covered bus benches lighting/planters	minimal	visible and safe		
1st St.	banks/hotels/shops	covered bus benches lighting/planters	minimal	safe		
5th St.	banks/restaurants shops	NS/ covered bus benches/trash cans lighting/banner	PT and shade trees	safe	minimal	

TABLE ABBREVIATIONS:

NS: Newsstands
 P&R: Park & Ride
 PT: Palm Trees
 ST: Street Trees

Table 4.6 Pedestrian friendliness and circulation.

Stations	Vehicular Circul'n	Pedest. Circul'n	Special Nodes	Activities on Street	Width Street/Sidewalks	Distance to Services	Crosswalks Bridges/Tunnels
7th Street	heavy	workers/homeless	bidgs entrances		urban scale/bidgs enclosure	adjacent bldgs	street
Pico	heavy	limited	foodstand		3 lanes/train/bollards at sidewalks	not around station	Fwy overpass
Grand	heavy	TTC students	TTC students		4 lanes/no pedestrian scale	lack of commercial retail	street
San Pedro	heavy	limited			6 lanes/comfortable sidewalks	auto-dominated	street
Washing'n	heavy	almost absent			2 rail lines/4 lanes/ out of scale	no around station	difficult crossing at tracks
Vernon	backed up/trains	shoppers	swpmeet	street vendors	2 lanes Ave/4 lanes Blvd	swapmeet	difficult crossing at tracks
Slauson	medium	few residents	swpmeet	car-oriented services	limited sidewalks	no around station	no
Florence	heavy	very few	shopping district	shoppers/vendor	4 lanes/pedestrian friendly	around station	elevated pedestrn bridge over rails
Firestone	medium	very few	park	car oriented services	4 lanes/pedestrian friendly	around station	street
103rd St.	medium	very few	shopping plaza		wide streets/rail line	near station	pedestrian bridge
Imperial	backed up/Fwy	very few	shopping plaza		auto-dominated/Fwy	difficult access/Fwy	parking lots/Fwy barrier
Compton	heavy	very few	mini-malls		very wide street/fences along rail	auto-dominated	no pedestrian
Artesia	med/Fwy				no sidewalks in residential park		auto-dominated
Del Amo	med/Fwy		swpmeet	shoppers swpmeet	wide streets/long blocks	swapmeet across station	
Wardlow	light/hvy Fwy	very few		yard activities	narrow streets/sidewalk median	few services	painted
Willow	hvy Fwy	very few			6 lanes/pedestrian friendly	auto-dominated	confused/irregular grid
PCH	med/hvy	very few		shoppers/residnts	auto dominated	limited around station	street
Anaheim	med/hvy	few residents		errands/residnts	3 lanes/auto dominated	limited around station	street
Pacific Ave	med/hvy	few residents		shoppers	wide streets/comfortable	around station	street
Transit Mall	med/hvy	shoppers	civic plza restaurnt	shoppers/stroller	2 lanes/wide sidewalks	around station	special paving
1st St.	heavy	shoppers		business/shoppers	2 lanes/wide sidewalks	around station	special paving
5th St.	heavy	shoppers		shoppers/stroller	no street parking/auto-dominated	around station	special paving

TABLE ABBREVIATIONS:

CW: Crosswalks

Table 4.7 Dynamics of station and surrounding areas

Stations	Indication of Investment	Dynamics	Conditions of Immediate Area	Conditions of Surrounding Area	Linkage Existing Amenities
7th Street	corporate development	prosperous	recent corporate development	concern for historic preservation	network semi-public/ public spaces
Pico	remodel Convention Center	stable	predominance of Convention Center	industrial bldgs need improvements	weak link at Conven'n Cntr
Grand	Trade Tech College	prosperous	predominance of Trade Technical College	decaying industrial sector	lack of transit-oriented services
San Pedro	decaying housing	stable	decaying residential/ industrial	contrast residential/ industrial uses	auto-dominated environment
Washing'n	commercial bldg for sale	decaying	blighted landscape/no scale	contrast residential/ industrial uses	lack of retail services
Vernon	Korean-owned swapmeet	changing	blighted/crime problem	lack resources/ abandoned housing	weak link to swapmeet
Slauson		worst decaying	blighted/worst condition	blighted/vacant residential lots	no link/ no amenities
Florence	owner-operated chain stores	changing	changing/commercial investment	well kept residential neighborhood	streetlife/shopper friendly
Firestone	housing/mini-mall development	decaying	sign of decay/lacking character	neighborhood watching signs	limited services around station
103rd St.	redevelopment area	changing	commercial, residential, public investment	older residential/signs of neglect	visible but weak link thru parking lots
Imperial	shopping plaza/ medical center	changing	vacant land/potential development	blighted neighborhood/ abandoned bldgs	weak link/under Fwy
Compton	shopping plaza/ housing development	changing	redevelopment area	decaying residential neighborhood	around station/ thru parking lots
Artesia	well-landscaped new industrial	prosperous	strictly industrial/ isolated	well landscaped industrial park	
Del Amo	existing bldgs/ landscaped	stable	strictly industrial	landscaped industrial neighborhood	
Wardlow	new apt bldgs/condos	stable	good mix of single/multi family	affluent residential neighborhood	strictly residential
Wilow	strip development/ medical offices	stable	new bldgs/well landscaped	recent development/well kept	no services around station
PCH	abandoned bldgs/ potential developmnt	stable	heterogeneous commercial	declining/abandoned storefronts	limited services
Anaheim	vacant lots/ potential developmnt	stable	heterogeneous commercial	declining/abandoned storefronts	limited services
Pacific Ave	new apt bldgs/condos	stable	good bldgs/some need repair	declining residential neighborhood	residents friendly
Transit Mall	Community Redevelopment area	prosperous	streetlife, civic services node	excellent/undergoing rehab	pedestrian friendly
1st St.	new office bldgs	prosperous	streetlife, contrast old-new bldgs	excellent/undergoing rehab	pedestrian friendly
5th St.	office/professional activity	prosperous	architectural value/older downtown	stable neighborhood/ active business	shopping environment

Table 4.8 Station neighborhood typology description

Types	Land Uses	Density	Aesthetics	Circulation	Parking
Downtown	<ul style="list-style-type: none"> • Densely developed urban core. • Predominantly offices (Business District). • Largely Commercial • Concentration of employment. • No or limited residential use. • Limited open space/ parks. 	High	<ul style="list-style-type: none"> • Vital and active urban environment. • Some pedestrian amenities. 	<ul style="list-style-type: none"> • Auto traffic congestion. • Increasing pedestrian traffic. • Intersection of major transit lines 	Structure parking near Transit stations
Inner City	<ul style="list-style-type: none"> • Linear commercial development along corridors with mixed and adjacent residential uses. • Limited neighborhood-oriented shopping services. • Opportunities for infill projects (vacant space). • Some public facilities within convenient distances. 	Low	<ul style="list-style-type: none"> • Blight and degradation of urban environment. • Conditions of bldg stock vary. • Pedestrian amenities are minimal. 	<ul style="list-style-type: none"> • Auto-dominated environment. • Delay due to grade crossing for transit rail. • Underserved by public transit. 	Absence of Park-and-Ride facilities-tes
Urban Periphery	<ul style="list-style-type: none"> • Outlying residential communities interspersed with small scale commercial developments. • Commuters parking services. • Heavy dependence on automobile. • Limited vacant land available for infill development 	Low to medium	<ul style="list-style-type: none"> • Relatively safe neighborhood. • Good condition of bldg stock. • Pedestrian amenities are minimal. 	<ul style="list-style-type: none"> • Auto-dominated environment. • Located near freeways. • Light pedestrian traffic in commercial area 	Park-and-Ride facilities at Transit stations
Industrial	<ul style="list-style-type: none"> • Large scale development required by wholesale, manufacturing, warehousing, shipping, etc. • Residential use is absent or marginal. • Mixed residential/commercial not contemplated. • Retail commercial recommended to support workers. 	Low	<ul style="list-style-type: none"> • Isolated from street activities. 	<ul style="list-style-type: none"> • Auto-dominated environment. • Located near freeways/heavy weight traffic • Absence of pedestrian circulation. 	Park-and-Ride facilities at Transit stations

Table 4.9 Station neighborhood typology classification

Types	MTA Prototypes	Predominant Land Use	Complementary Activities	Stations	Function	Vacant Land	Comments	
Downtown	Major Urban/ Urban Complex Major Bus Cntr	Downtown Core	Commercial Transit	7th Street	destination	miniml	Business District (no residen'l)	
				1st Street	destination	miniml	Undgrnd/St Level Platform	
				Transit Mall	destination	none	Recent mux-uses (Long Beach)	
		Downtown Fringe	Industrial Freeway(s)	Pico	destination	miniml	one instutu'n/public facility	
Grand	destination			none	Decaying industrial sector			
Inner City	Neighbr'd Cntr/ Urban Complex Industrial Cntr	Residential Industrial	Freeway	San Pedro	departure	UU	Contrast industr'l & residen'l	
				Washington	departure	UU	Decaying industr'l sctr/hous'g	
		Residential Commerc'l	Blighted Neighbr'h Poten'l Devl Commerc'l Develpmnt Mixed use Develpmnt	Freeway	Slauson	departure?	UU	Blighted/signs of decay
					Firestone	departure?	UU	Auto-dominated/elevted pltfm
					Imperial	dest/dep	several	P&R 324 spaces/Fwy construc'n
					Vernon	departure?	some	Comrc'l devlpm/mini-malls...
					Florence	des/dep	UU	Designated Shopping District
					Compton	des/dep	some	Transit Center/Civic Center
163rd Street	dest/dep?	some	Urban Greenways/Watts Tower					
Urban Periphery	Regional/ Suburban Cntr & Neighbr'd Center	Residential	Freeway	Wardlow	departure	none	P&R 33 spaces/strictly residen'l	
				Resident'l Commerc'l	Commerc'l	Willow	departure	some
		PCH	departure			none	Limited comrc'l around sta'n	
		Mixed Use	Pacific		departure	several		
			5th Street		dest/dep	UU	Proximity to BD & public facilit.	
		Industrial Center	Industrial	Freeway	Artesia	departure	several	P&R 411 spc/strictly indurti prk
Del Amo	departure				none	P&R 302 spc/Industrial park/ elevated platform		

TABLE ABBREVIATIONS:

UU: Under Utilized
 BD: Business District
 P&R: Park & Ride

5. *The Regional/ Suburban Center:* serves the outlying Los Angeles Communities. These areas contain a mix of parking and commuter services, commercial, residential, entertainment and/or other activities, and are planned and connected to the greater region.
6. *The Industrial Complex:* characterized by large development typical of wholesale, manufacturing, warehousing, shipping, and other purposes. The Land Use-Transportation Policy is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that complements and maximizes the utilization of the region's transit system. The guiding principles of Land Use-Transportation Policy are to:
 - Increase transit ridership and maximize the use and efficiency of Los Angeles' rail and bus transit systems.

- Distribute housing, employment and public transit opportunities equitably for all social and economic groups.
- Establish transit centers and station areas as places where future growth of Los Angeles is focused.
- Develop and apply urban design standards to ensure the development of a high-quality, safe and secure urban environment.
- Provide open space and recreational space around transit station areas.
- Develop compact pedestrian oriented mixed-use neighborhoods within walking distance to rail transit stations and other transit centers.
- Reflect the unique cultural and physical identity of each community.
- Promote private sector development in rail and other transit centers to maximize public investment.

- Create more efficient urban form to improve the public health and environment by reducing emission of air pollution from automobiles.
- Preserve limited open space.
- Promote easy and efficient access for transit patrons making transfers.
- Promote policies that protect and preserve existing single family neighborhoods.

These are all valid and worthwhile elements of a land use-transportation policy, but they are general in scope. The six transit station prototypes are also conceptual and not tested in specific sites. More importantly they are relevant to the heavy rail or commuter rail systems, not necessarily to a light rail system like the Blue Line corridor.

Our site analysis shows that the Blue Line corridor is composed of a variety of "station environments," with different development potentials. Stations along the line differ in terms of their surrounding land uses, urban form and social characteristics, market dynamics, level of safety, etc. We have constructed our own station typology, classifying the twenty-two Blue Line stations into four different types, representing four distinct station neighborhood environments. For this classification we took into account the locational characteristics, surrounding land uses, area density, aesthetic characteristics, circulation and parking characteristics of each of the stations. This determination was initially guided by a hierarchical cluster analysis of the station characteristics compiled from field survey as noted previously. A reasonably satisfactory solution yielded three clusters, as can be seen in the dendrogram using Ward Method (See Figure A.2 in Appendix A). In this scheme one cluster contained the 7th Street station -- the downtown Los Angeles terminal -- and all other downtown Long Beach stations. A second cluster contained most of the inner city Los Angeles station, while a third cluster contained the rest (Statistical tables are included in Appendix A). We considered these three clusters basically as representing the downtown, inner city and urban periphery, drawing from the classification proposed by the City of Los Angeles Land Use Transportation Policy document (Los Angeles City Planning Department, 1993). We further refined these categories to add a fourth category reflecting the industrial nature of some of these neighborhoods within the inner city and urban periphery segments of the Blue Line corridor. Our final designation for the station is consistent with those suggested by the Los Angeles City Planning Department: (1)Downtown, (2)Inner City, (3) Urban Periphery, and (4) Industrial (see Table 4.8). Each of the four station prototypes can encompass one or more of the prototypes identi-

fied in the *Land Use Transportation Policy*. Each station prototype can be broken down into subcategories, as determined by the dominant land uses in the station area. Thus, we can have: Downtown Core and Downtown Fringe; Residential/Industrial Inner City and Residential/Commercial Inner City; Residential Urban Periphery and Residential/Commercial Urban Periphery (see Table 4.9). Figures 4.1 through 4.4 show representative sections of different station prototypes, from specific stations along the Blue Line.

These categories were used to select four pairs of station neighborhoods (one from each category) for detailed analysis of the effects of the Blue Line development. The pairs were selected to represent the best and worst cases within each category of station neighborhoods. Our analyses of the changes in building permits, crime, and property values reported in Chapter Five are based on detailed data collected for these eight stations.

C. CASE STUDIES

We have selected eight case studies of station neighborhoods for a more detailed study of the constraints and potentials of development around the Los Angeles Blue Line corridor. These stations were selected on the basis of the cluster analysis described in the previous section. One station, the Transit Mall, is classified as a downtown station; four stations, Slauson, Florence, 103rd, and Compton, are classified as inner city stations; and three stations, Willow, Pacific Coast Highway, and Pacific Ave. are urban periphery stations.

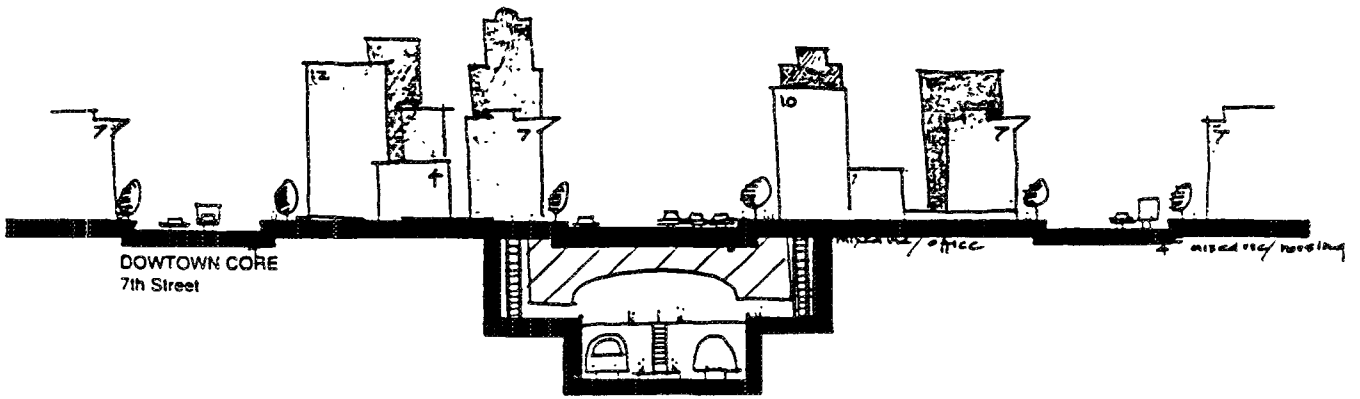
Detailed field surveys were conducted in the neighborhoods of the eight stations selected for in-depth analysis. A detailed checklist was developed for this inventory. Descriptions of the station and neighborhood characteristics are included in the Appendix using the following format:

I. PLATFORM LEVEL:

- Platform Characteristics;
- Parking Characteristics;
- Open Space;
- Street/Vehicular Pattern;
- Purpose of Station;
- Linkage to Adjacent Land Uses;
- Linkages to Public Transportation; and
- Location with Respect to Street Grid.

II. EXISTING LAND USES IN STATION AREA:

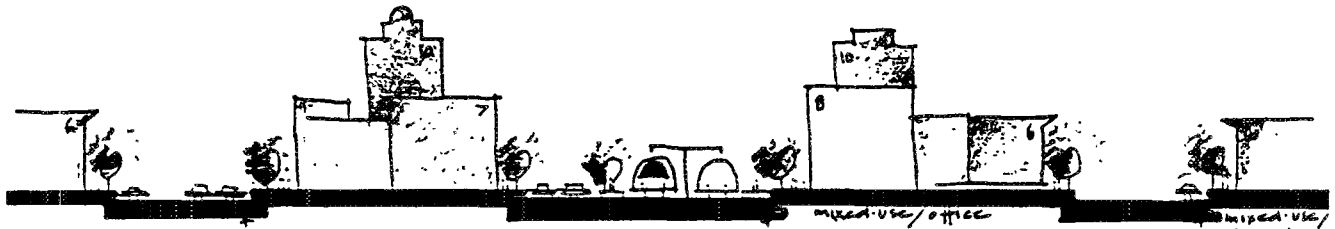
- Residential;
- Office/Commercial;



DOWNTOWN CORE
7th Street

mixed-use/office

mixed use/housing



DOWNTOWN CORE/ Variation
1st Street
Transit Mall

mixed-use/office

mixed-use/housing

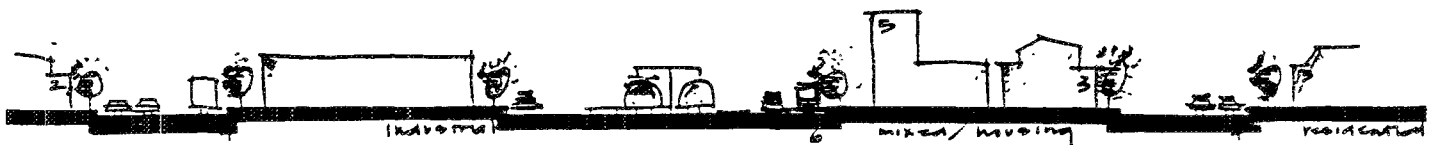
Figure 4.1 Representative sections of station prototypes--Downtown station neighborhood.



RESIDENTIAL/ COMMERCIAL
Vernon
Florence
Compton
103rd Street
Imperial
Slauson (elevated)
Firestone (elevated)

mixed use/housing

residential



RESIDENTIAL/ INDUSTRIAL
San Pedro
Washington

industrial

mixed/housing

residential

Figure 4.2 Representative sections of station prototypes--Inner City station neighborhood

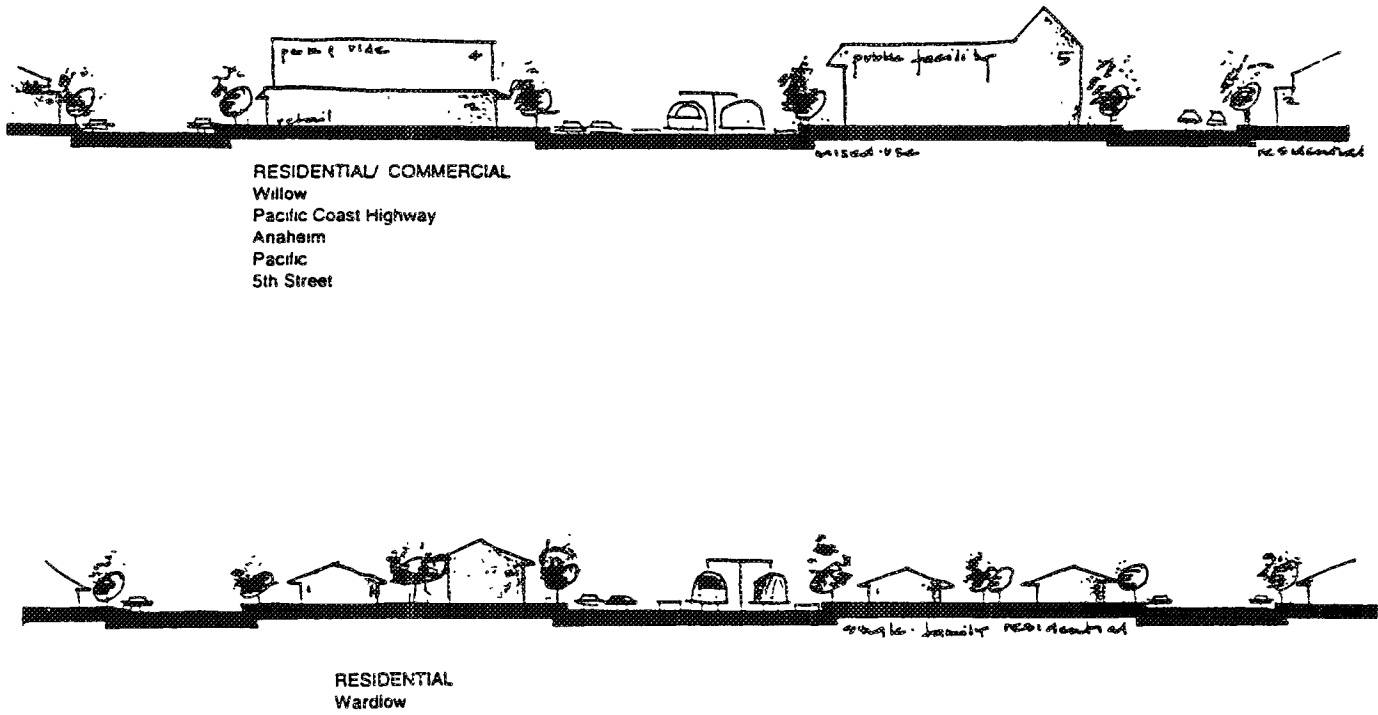


Figure 4.3 Representative sections of station prototypes--Urban Periphery station neighborhood

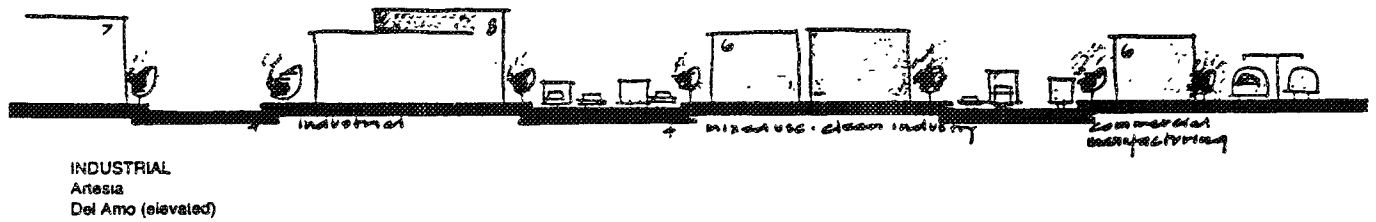


Figure 4.4 Representative sections of station prototypes--Industrial station neighborhood

- C. Retail;
 - D. Industrial;
 - E. Vacant Land; and
 - F. Inconsistent Land Uses.
- III. DENSITY:**
- A. Residential;
 - B. Commercial; and
 - C. Industrial.
- IV. CONDITIONS OF BUILDING STOCK:**
- A. Residential;
 - B. Commercial Developments; and
 - C. Industrial Developments.
- V. PUBLIC DOMAIN:**
- A. Parks/Plazas;
 - B. Facilities;
 - C. Amenities;
 - D. Street Furniture; and
 - E. Landscaping Features.
- VI. DYNAMICS OF STATION AREA:**
- A. Overall Evaluation.
- VII. ACTIVITIES AROUND STATION AREA:**
- A. Social Needs;
 - B. Automobile Circulation Patterns;
 - C. Pedestrian Circulation Patterns;
 - D. Activities on the Street;
 - E. Inventory of Services Shops; and
 - F. Indication of Investment in the Area.
- VIII. PEDESTRIAN FRIENDLINESS:**
- A. Width of Streets and Sidewalks;
 - B. Distance to Shops and Services;
 - C. Benches;
 - D. Crosswalks; and
 - E. Sense of Safety.
- IX. AESTHETICS:**

- A. Condition/Architectural Style of Immediate Station Area; and
 - B. Condition of Surrounding Area.
- X. INDICATION OF BLIGHT:**
- A. Housing Abandonment;
 - B. Graffiti;
 - C. Litter in Streets;
 - D. Vacancy of Commercial Buildings; and
 - E. Abandoned Store Fronts.
- XI. MARKET POTENTIAL:**
- A. Available Vacant Land;
 - B. Linkage to Existing Amenities; and
 - C. Population Characteristics for Marketing.

D. NEIGHBORHOOD STABILITY

A visual documentation of maps and photographs are presented in the following pages (see Figures 4.5 through 4.18 and Photos 4.1 through 4.32). In the GIS maps we have plotted the location of elements that are normally considered desirable or undesirable in residential areas (See Banerjee and Baer, 1984). What is striking about these maps is while some positive elements or settings do exist in the neighborhoods of the downtown Long Beach stations, and in the neighborhoods of Compton and Willow stations, all other station neighborhoods are totally devoid of such positive settings. In fact some of these neighborhoods don't even have such negative sites as a liquor store, for instance. Typically these are the station neighborhoods in the South Central segment of the corridor. They are the forsaken areas of the inner city of Los Angeles.

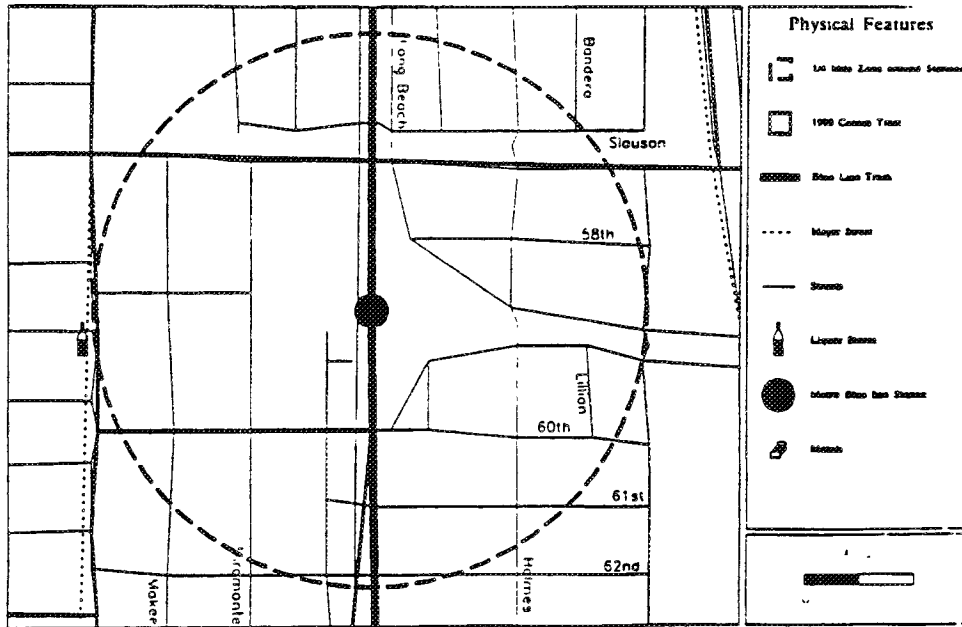


Figure 4.5 Slauson station: negative sites.

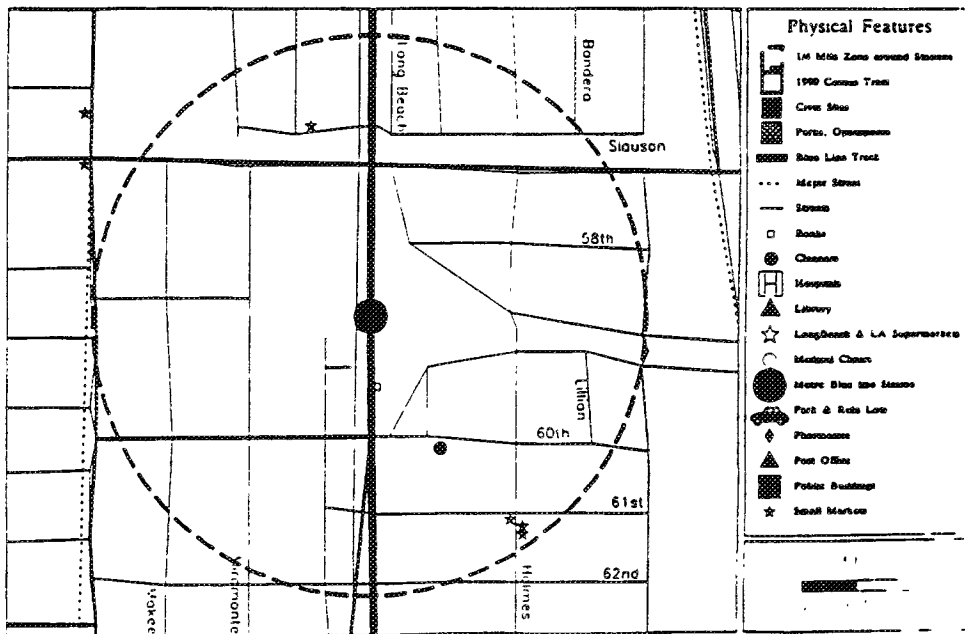
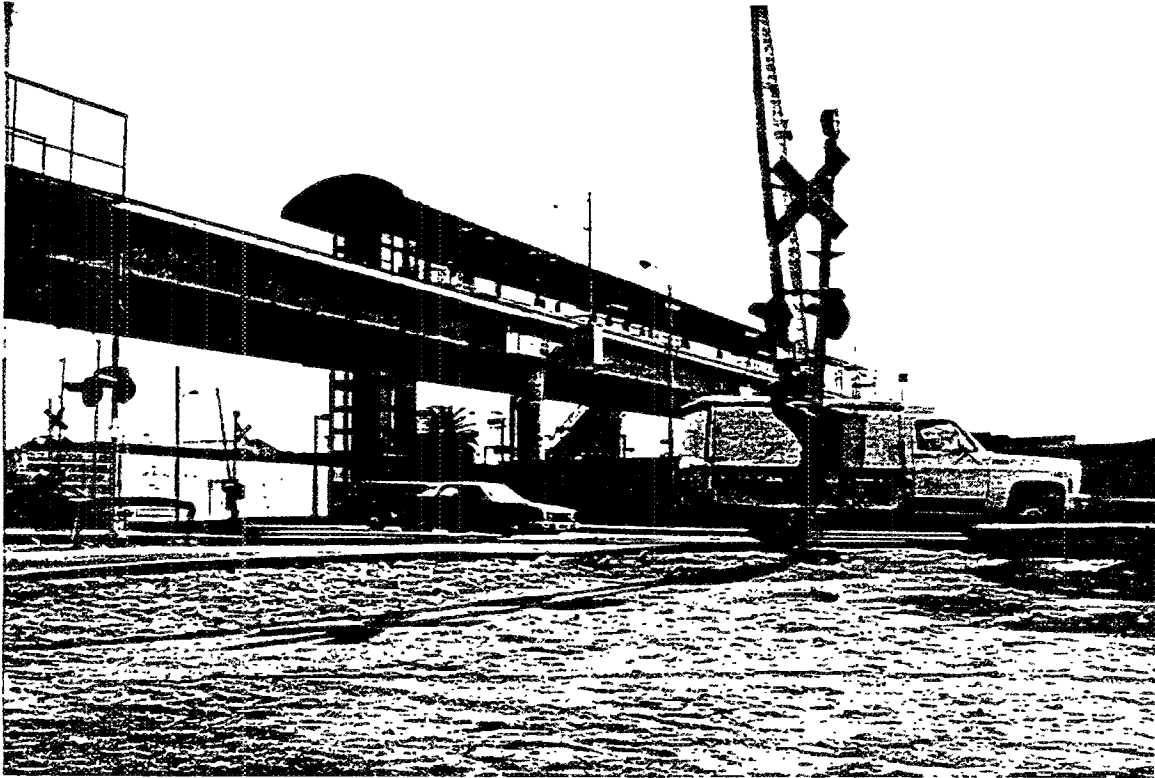


Figure 4.6 Slauson station: positive sites.



*Photo Series 4.1 Slauson station: Northwest view.
A freight line runs at street level along the Blue Line.*



*Photo Series 4.2 Slauson station: West-southwest view showing stairwell
south of the station and the freight line in the foreground.*

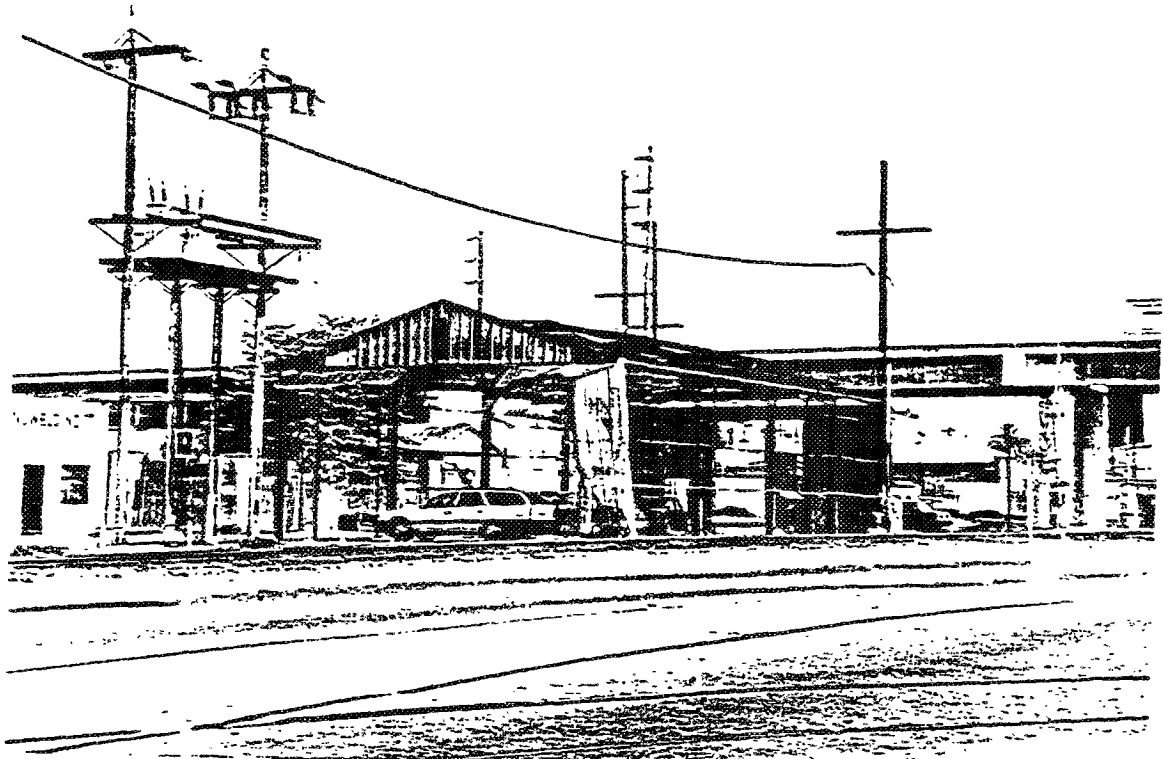


Photo Series 4.3 Slauson station: Northwest view of an abandoned right-of-way on Slauson with the elevated rail line in the background.

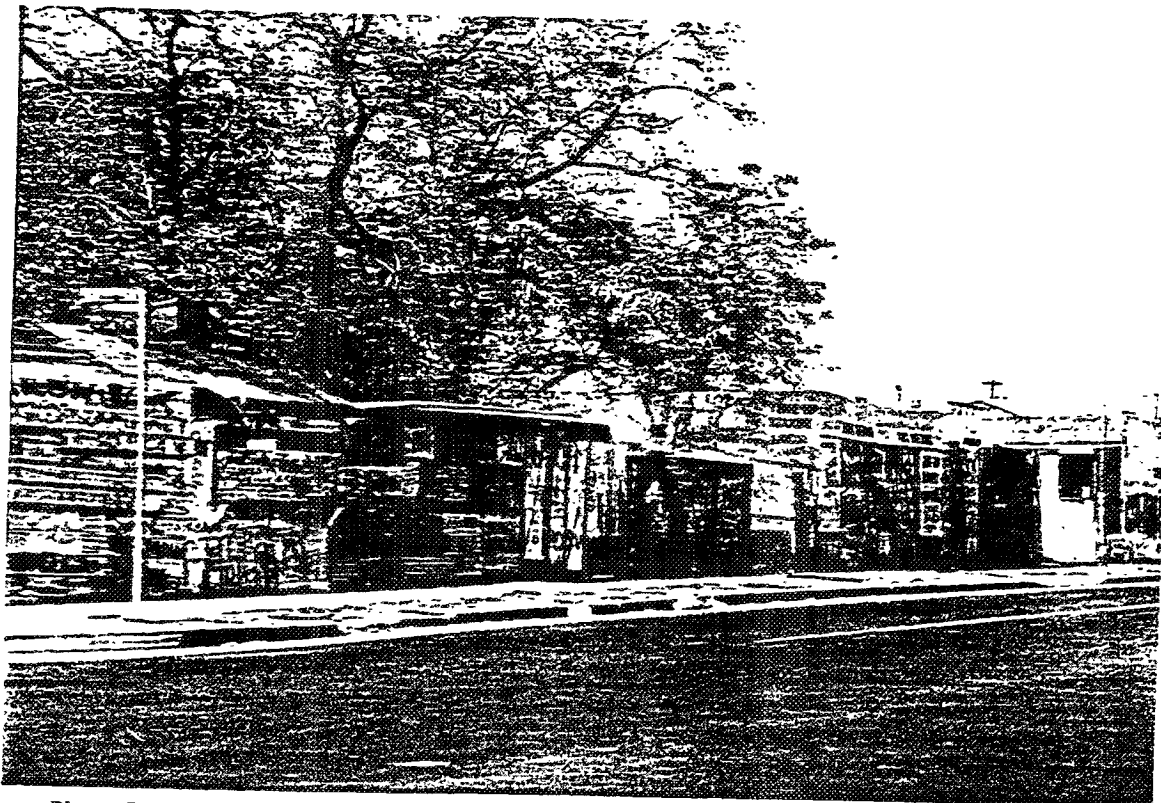


Photo Series 4.4 Slauson station: View of Compton Ave at 57th Street (northwest of station). Graffiti, trash, and dilapidation are evident, with a strong presence of gang activities.

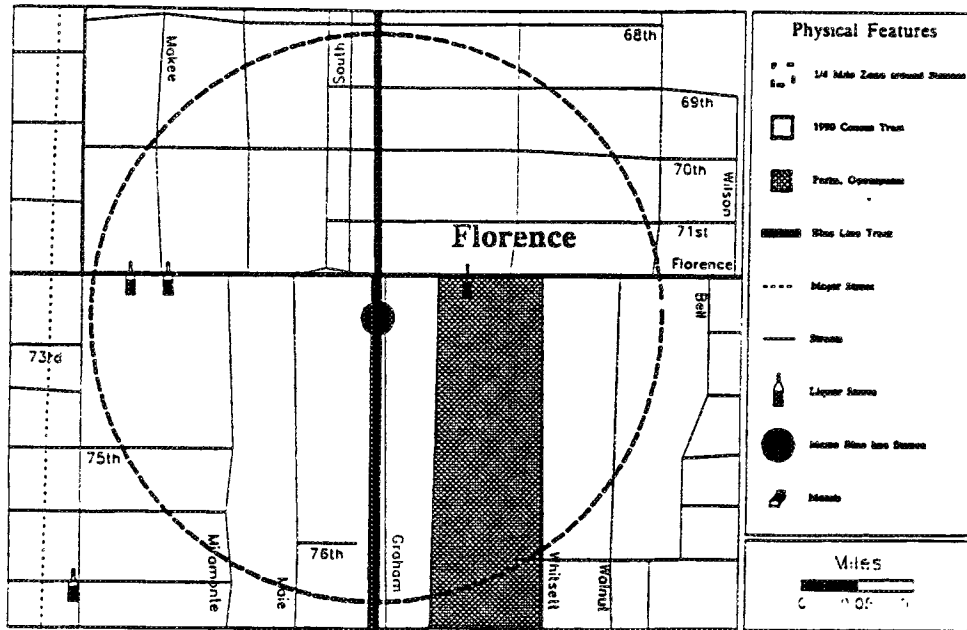


Figure 4.7 Florence station: negative sites.

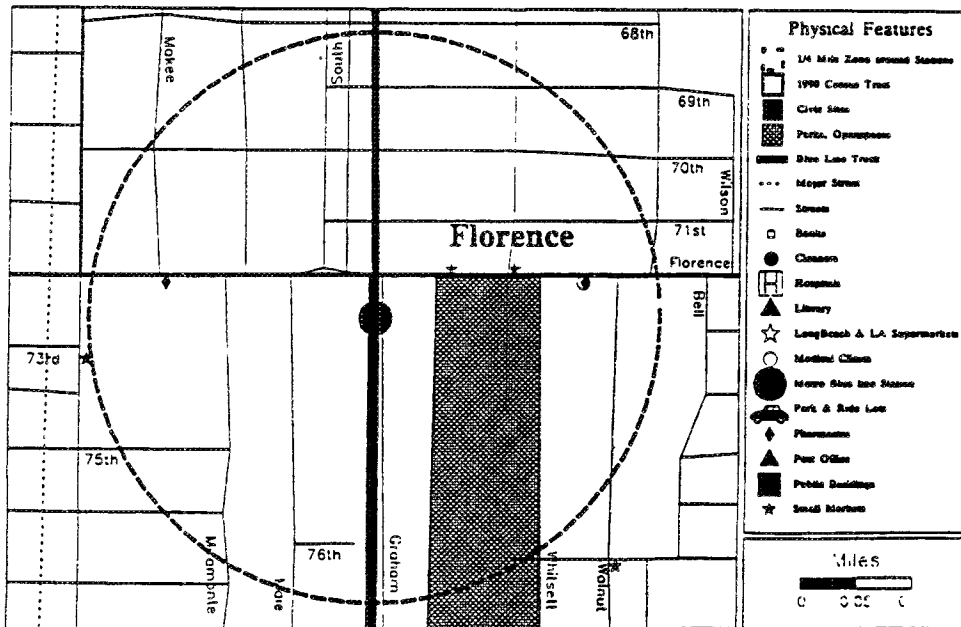


Figure 4.8 Florence station: positive sites.



Photo Series 4.5 Florence station: West view of platform looking from a dirt lot used of parking.

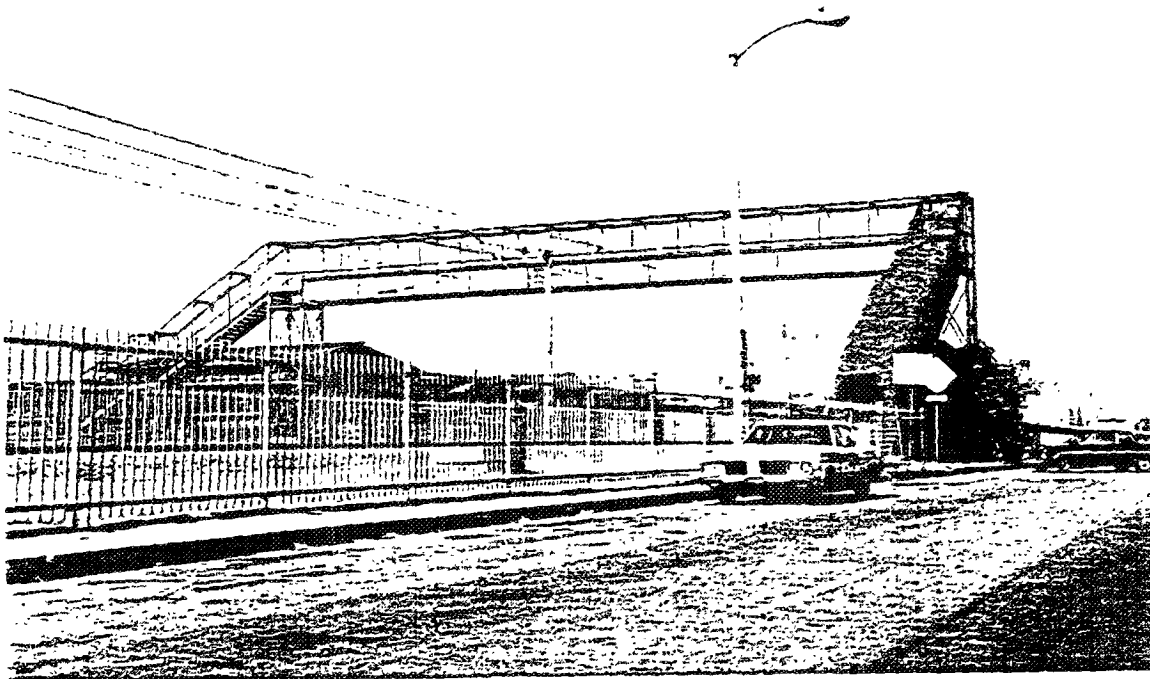


Photo Series 4.6 Florence station: North view showing a pedestrian bridge that appears to have been built previously.



Photo Series 4.7 Florence station: View of a residential street northwest of the station with well-maintained housing stock and mature street trees.



Photo Series 4.8 Florence station: View of Florence Street west of the station. Photo shows a car wash establishment with heavy pedestrian activities but not without some trash and graffiti.

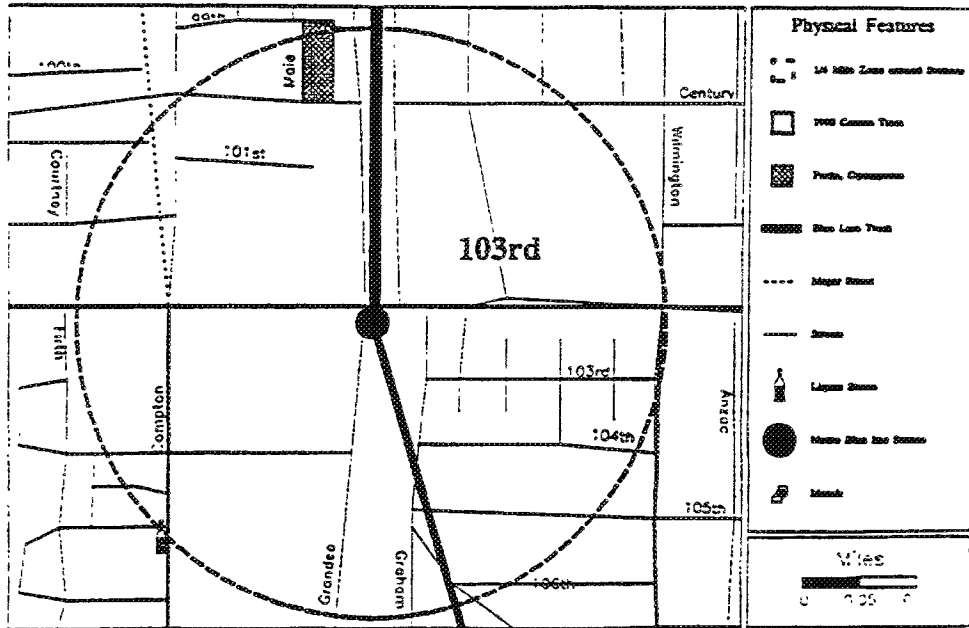


Figure 4.9 103rd St. station: negative sites.

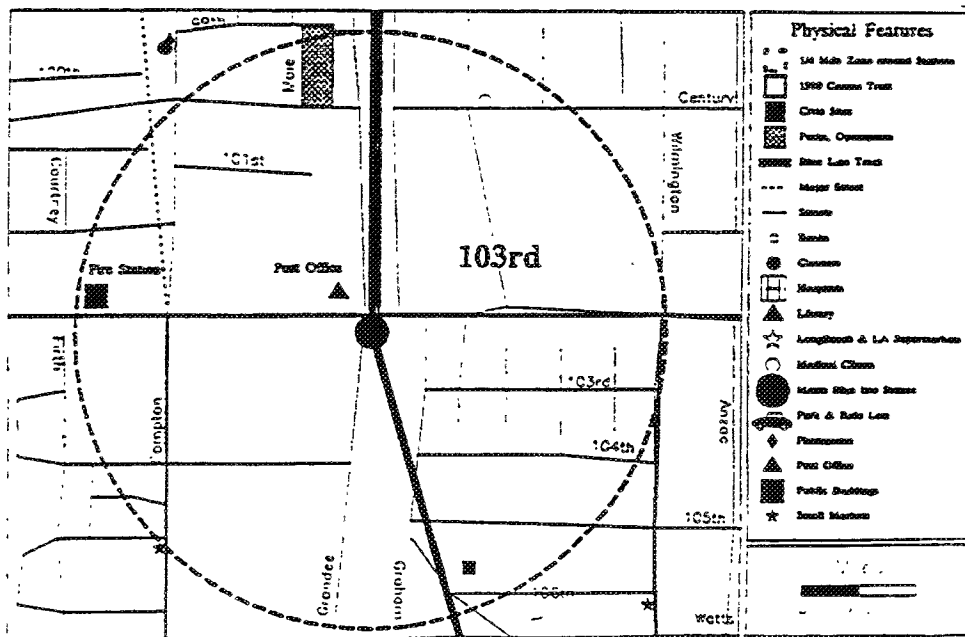


Figure 4.10 103rd St. station: positive sites.

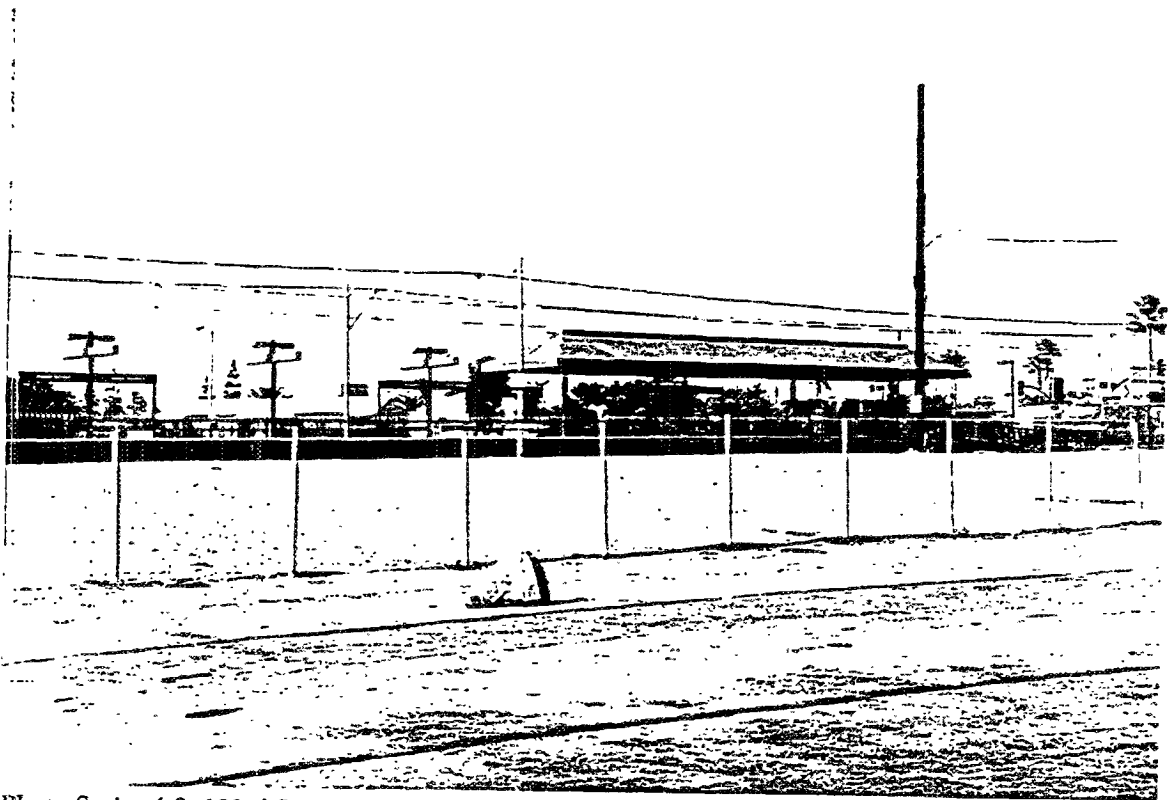


Photo Series 4.9 103rd St. station: Northwest view of platform with Urban Greenway project site in the foreground. Except of street parking, no parking area is available of Blue line commuters around the station.

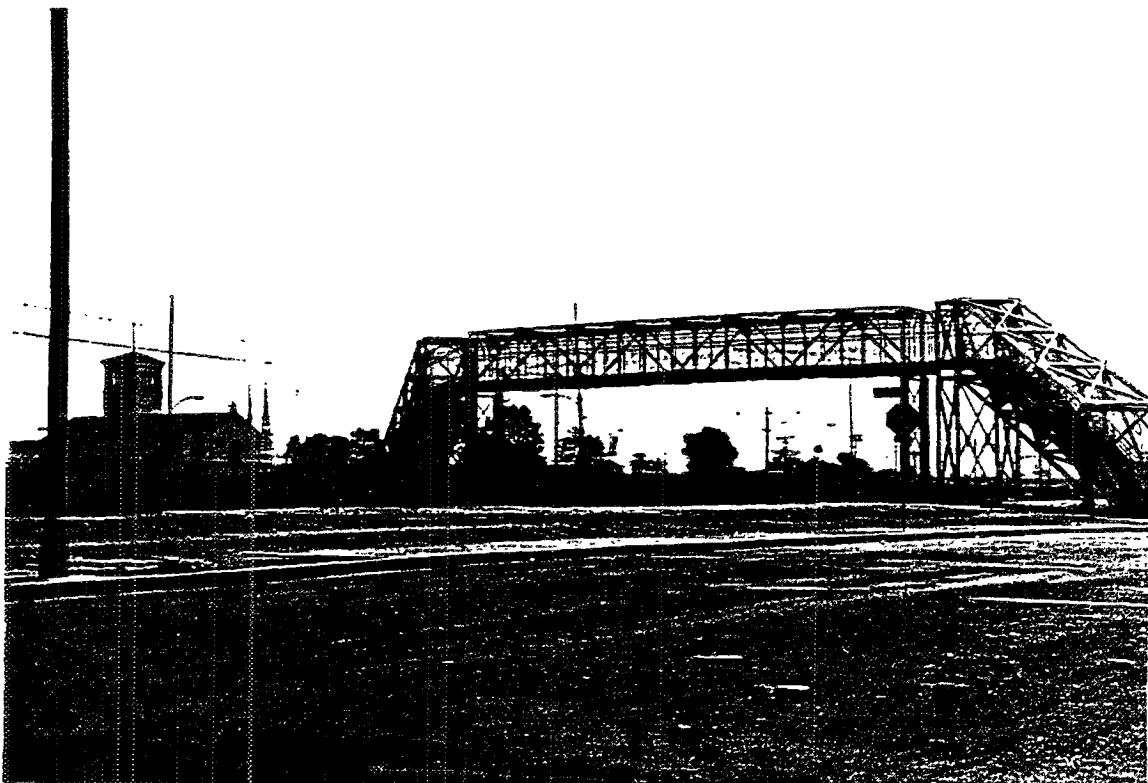


Photo Series 4.10 103rd St. station: Southwest view from Grandee Ave. showing the east-west pedestrian crossing bridge south of the station and a church to the east. A large vacant lot is located next to the station.



Photo Series 4.11 103rd St. station: West-northwest view across Blue Line tracks showing Martin Luther King, Jr. Shopping Center at the northwest intersection between Grandee Ave and 103rd St.

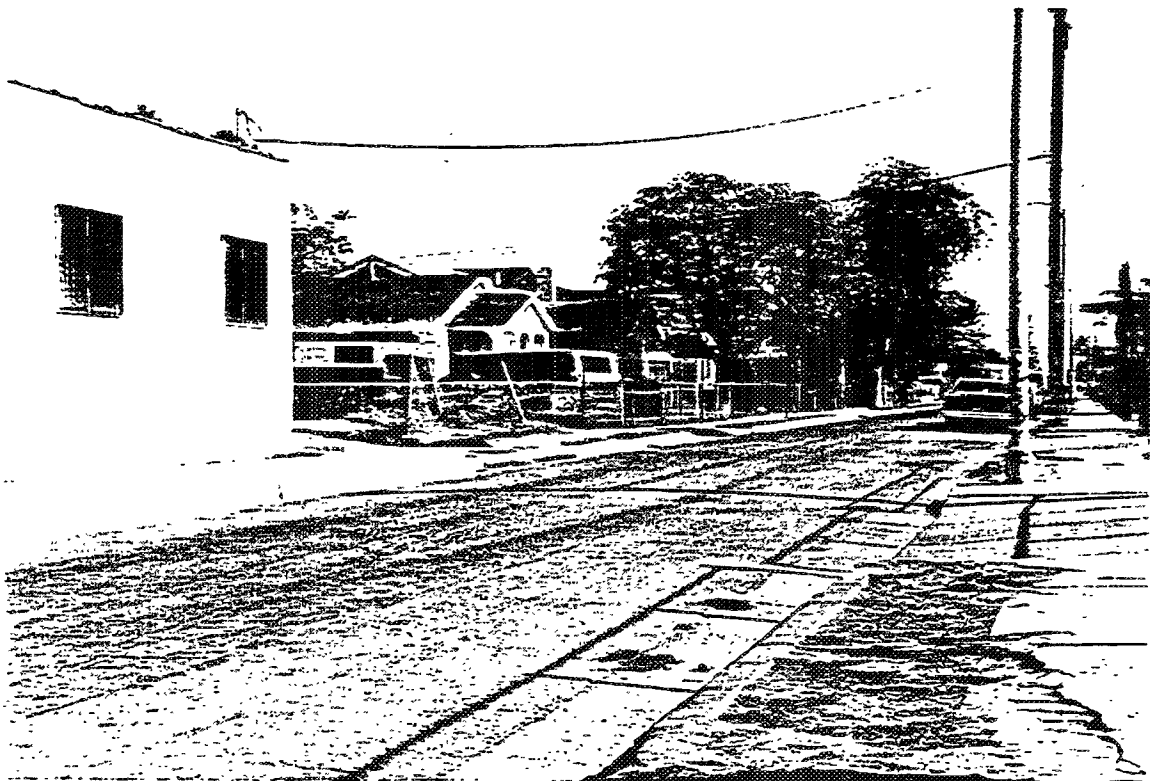


Photo Series 4.12 103rd St. station: View of a residential street southwest of station. Older housing stocks with fenced yards and prevalent graffiti suggest a strong presence of gang activities.

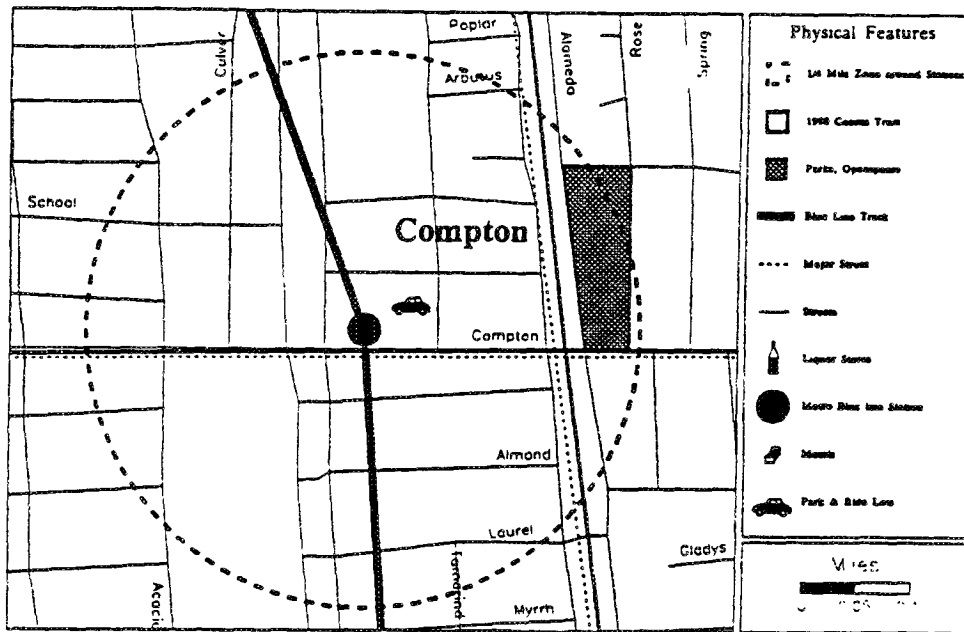


Figure 4.11 Compton station: negative sites.

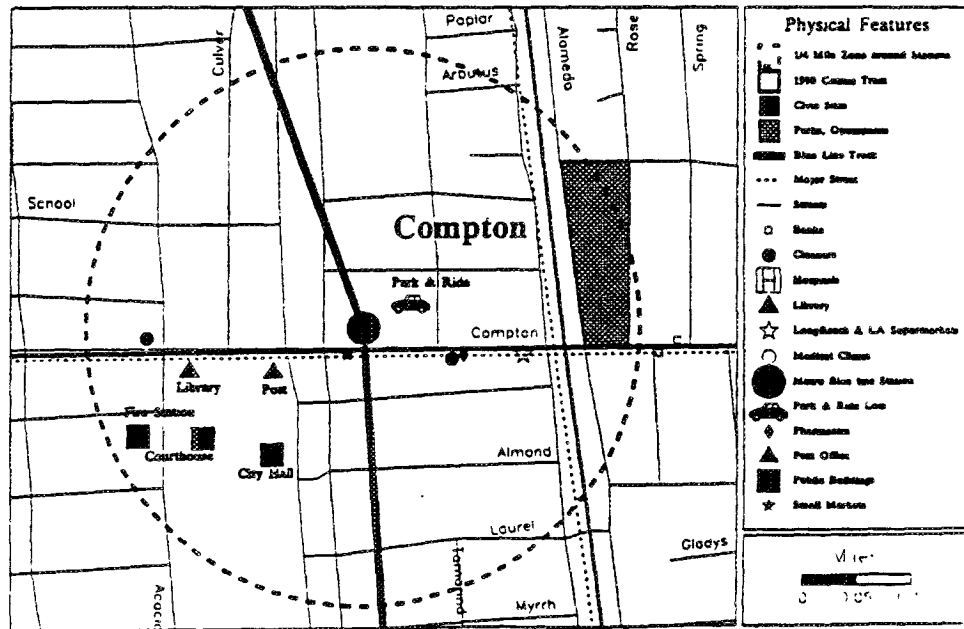


Figure 4.12 Compton station: positive sites.

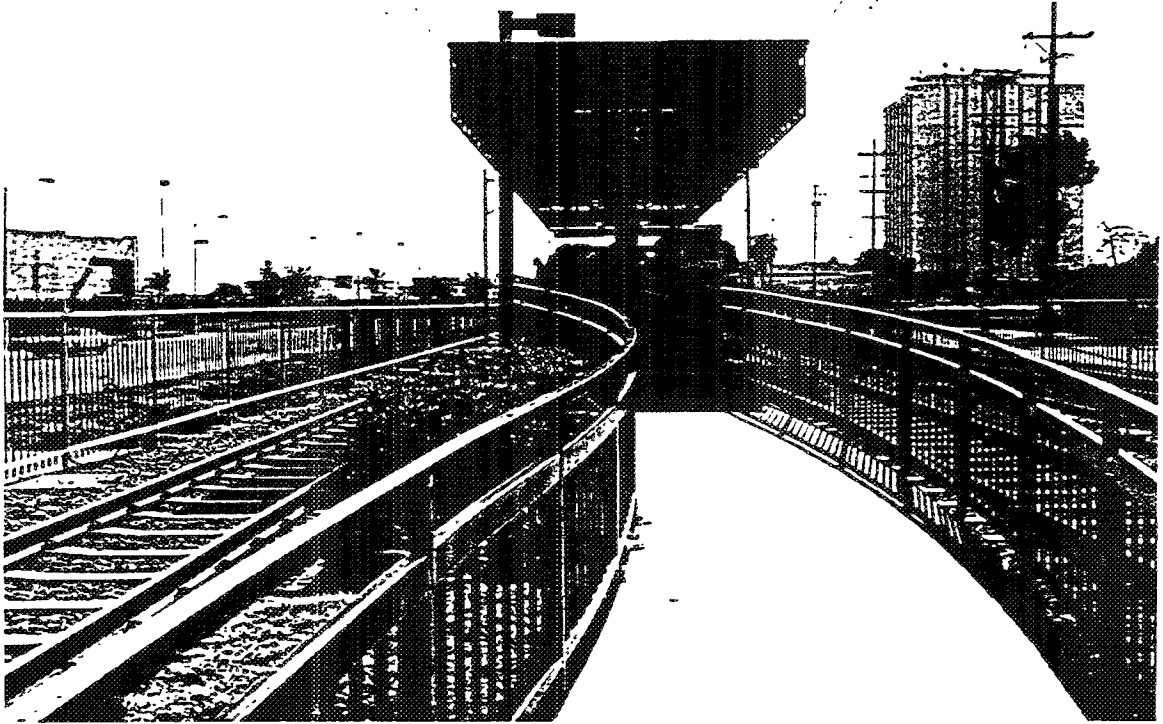


Photo Series 4.13 Compton station: Southward view of station. The Civic center and court building can be seen to the southwest.

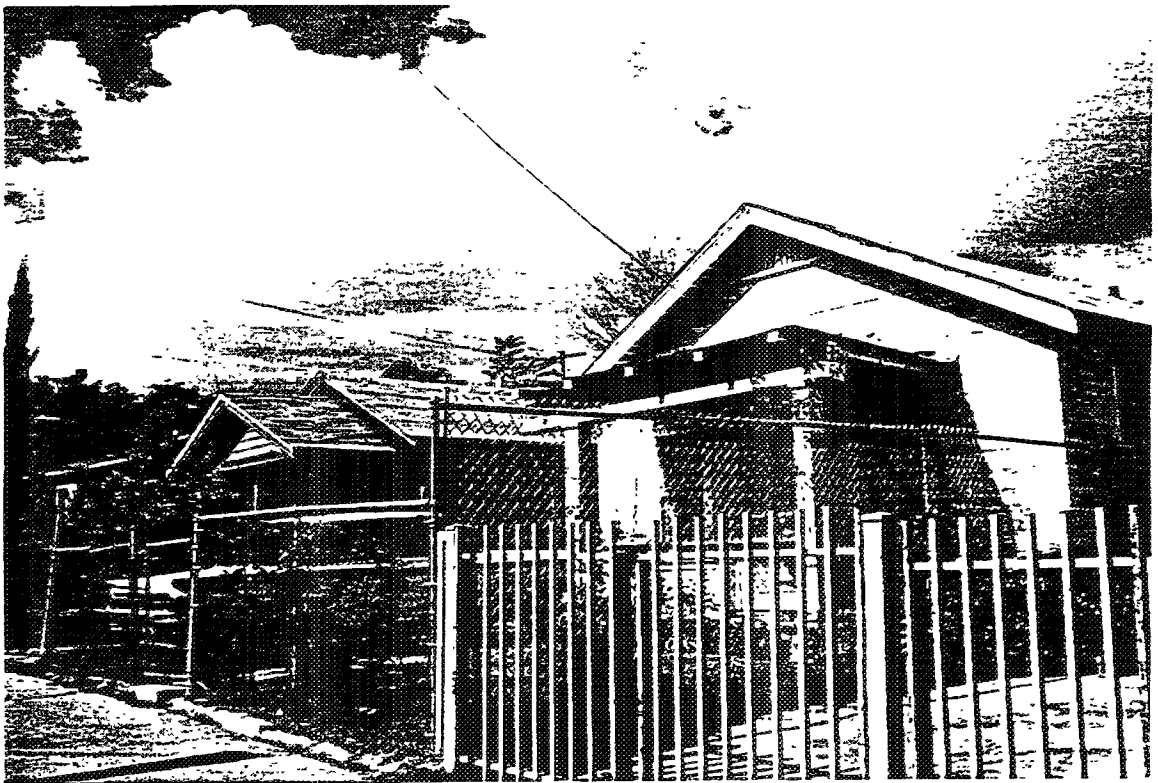


Photo Series 4.14 Compton station: Older Bungalow style, single story houses are predominant in station area. Fenced yards, graffiti, dilapidation, and gang activities mark the area.



Photo Series 4.15 Compton station: A vacant lot east of transit center can be a potential development site.

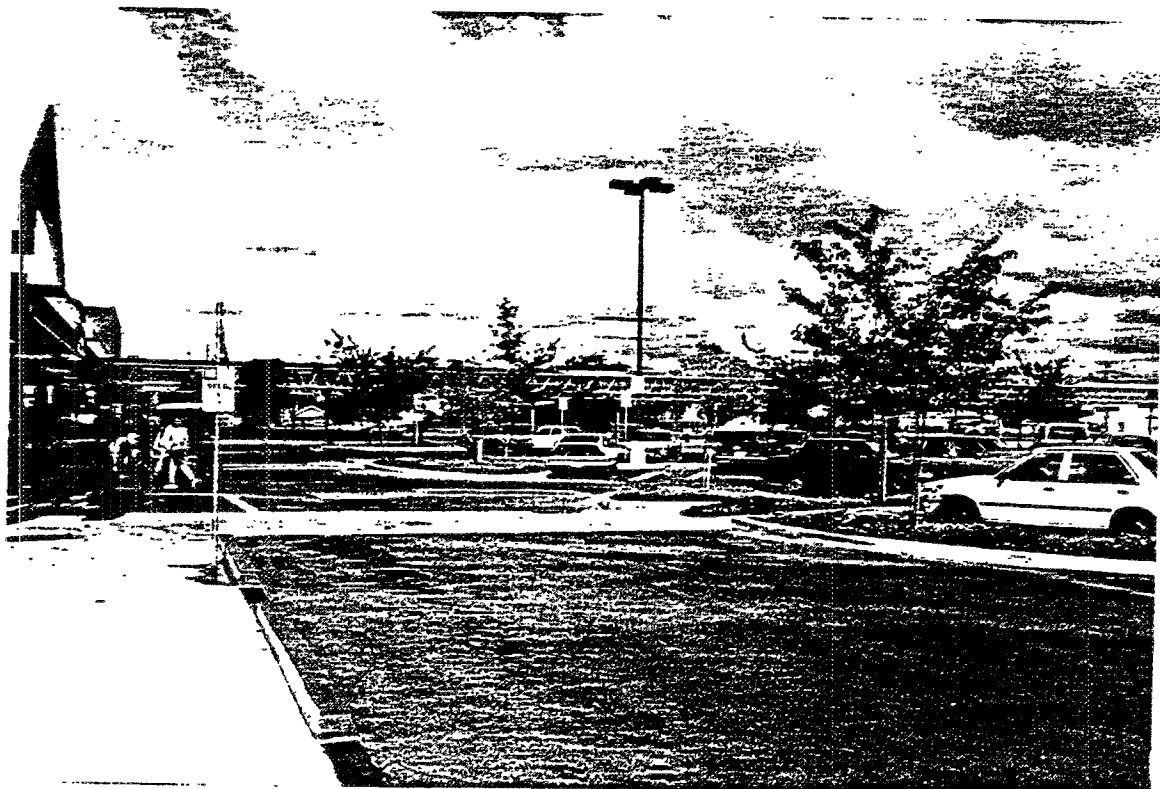


Photo Series 4.16 Compton station: North view of the east side of transit center showing a Park and Ride lot and the Greyhound linkage in the background.

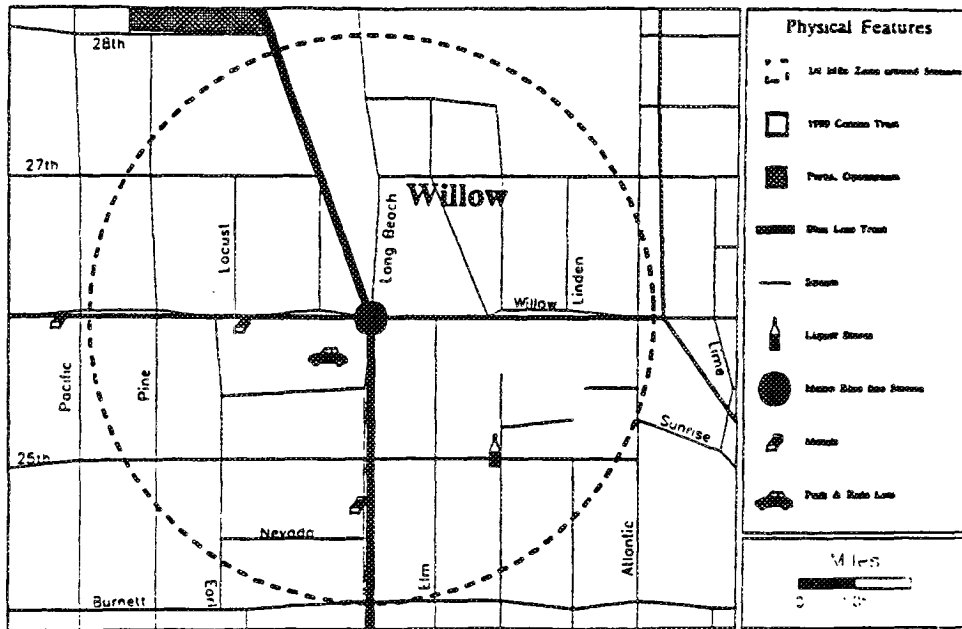


Figure 4.13 Willow station: negative sites.

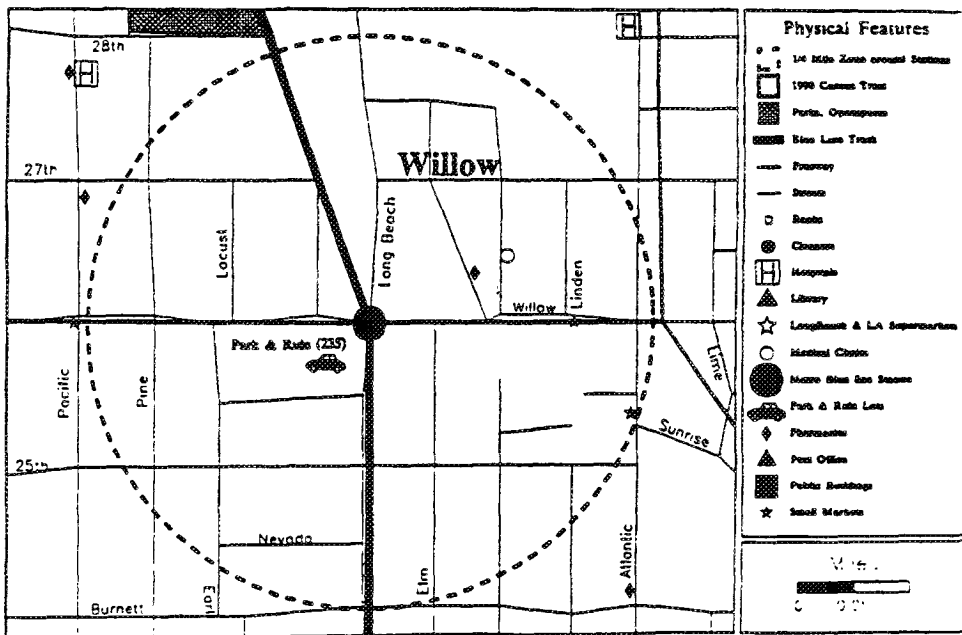
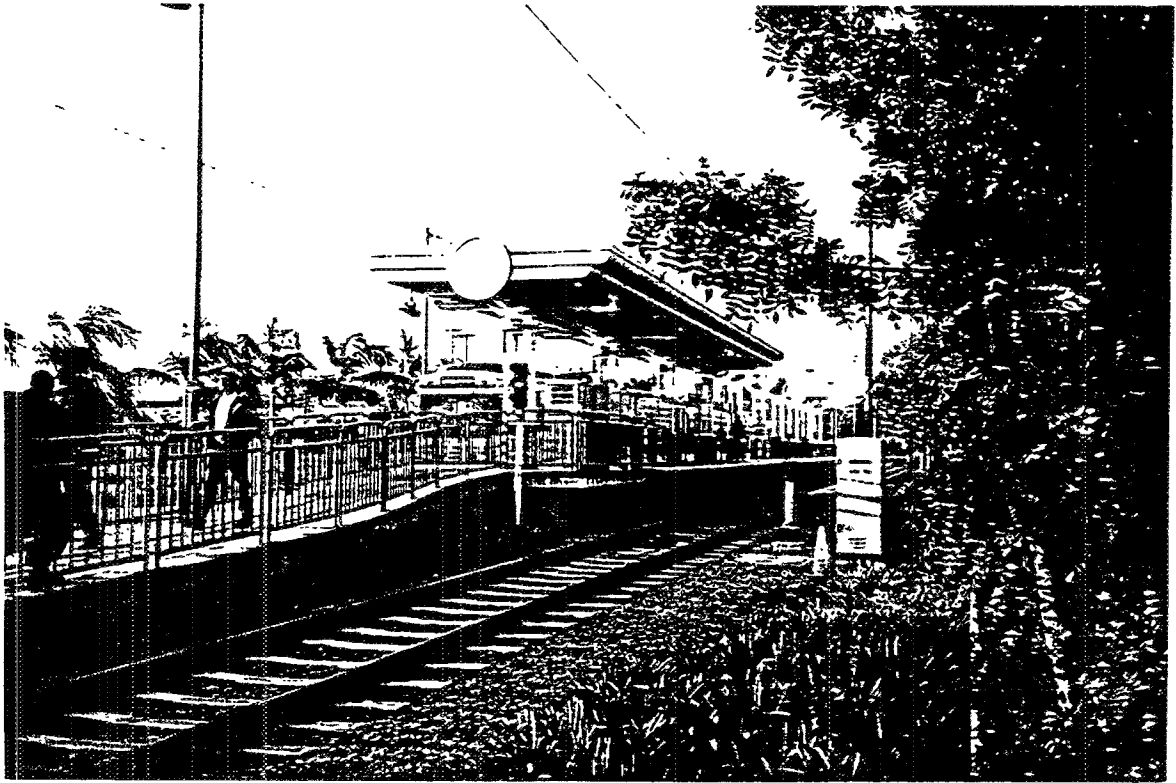


Figure 4.14 Willow station: positive sites.



*Photo Series 4.17 Willow station: Southwest view of station.
A Park and Ride facility is located west of the platform.*



*Photo Series 4.18 Willow station: a view of Long Beach Blvd. across the station
where significant economic activities thrive. The overall environment is pedestrian friendly.*

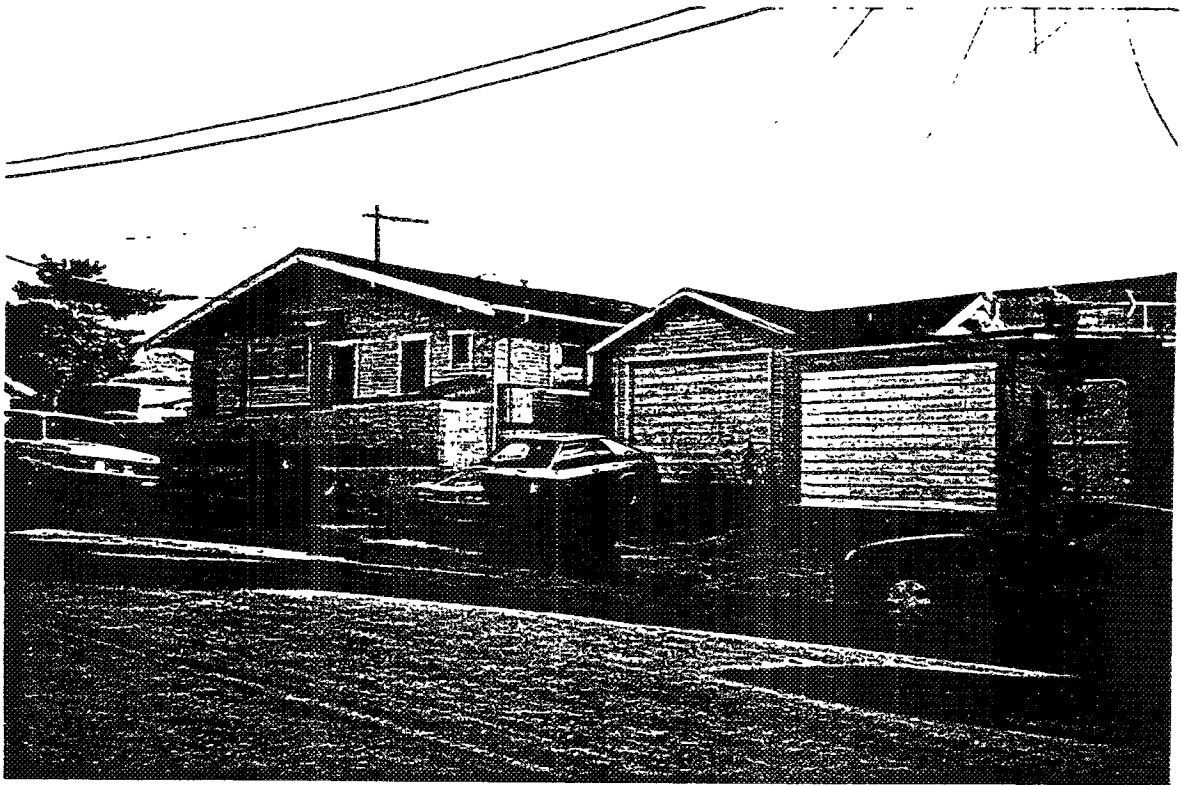


Photo Series 4.19 Willow station: single family housing units at the southeast side of station. Duplex and apartment stocks do exist nearby as well.

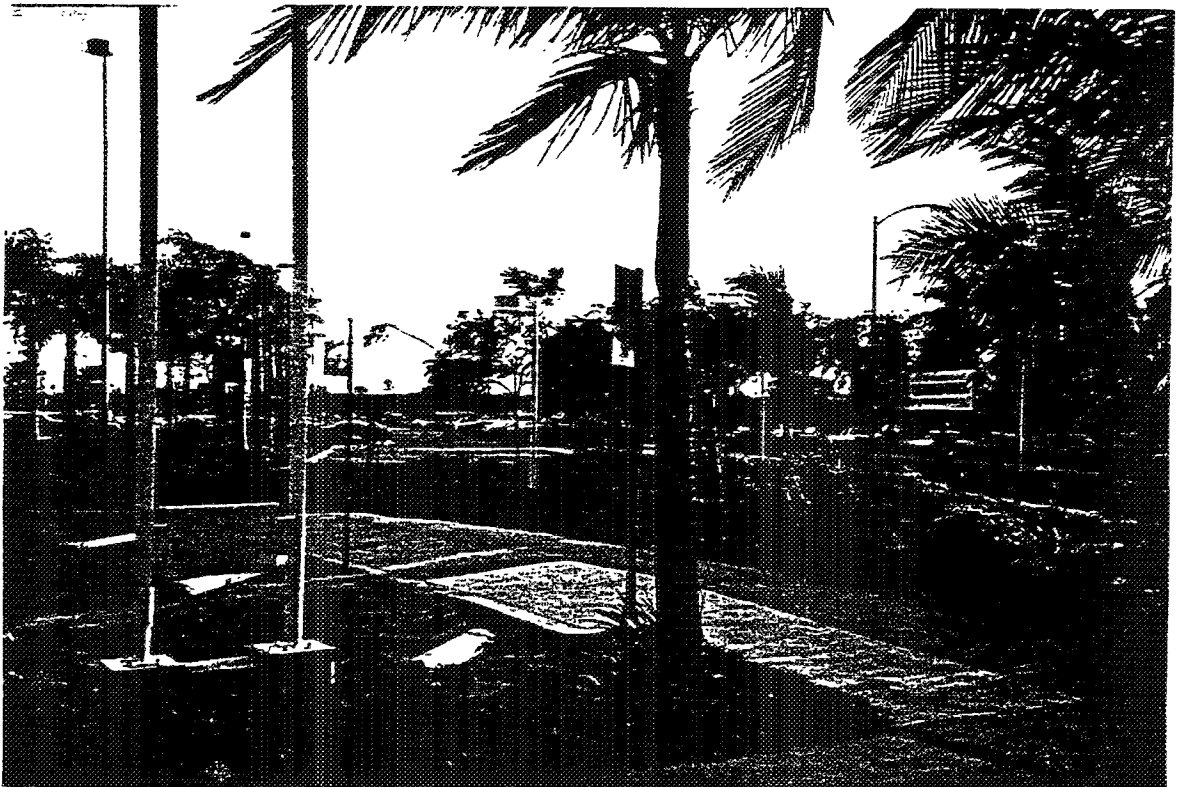


Photo Series 4.20 Willow station: A Park and Ride facility is adjacent to the west edge of the platform. A trailer park is located to the west of the Park and Ride facility.

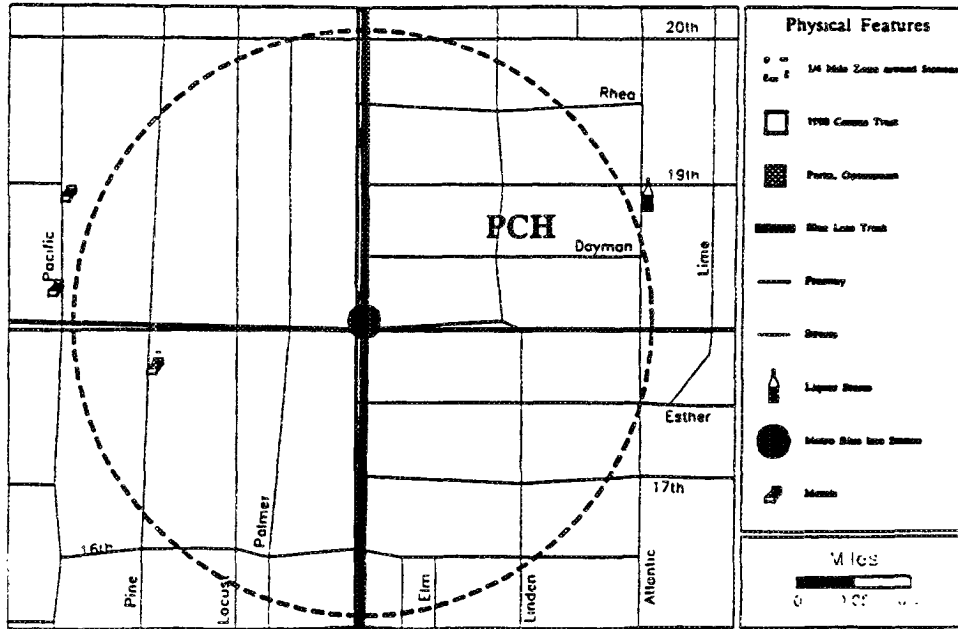


Figure 4.15 Pacific Coast Highway (PCH) station: negative sites.

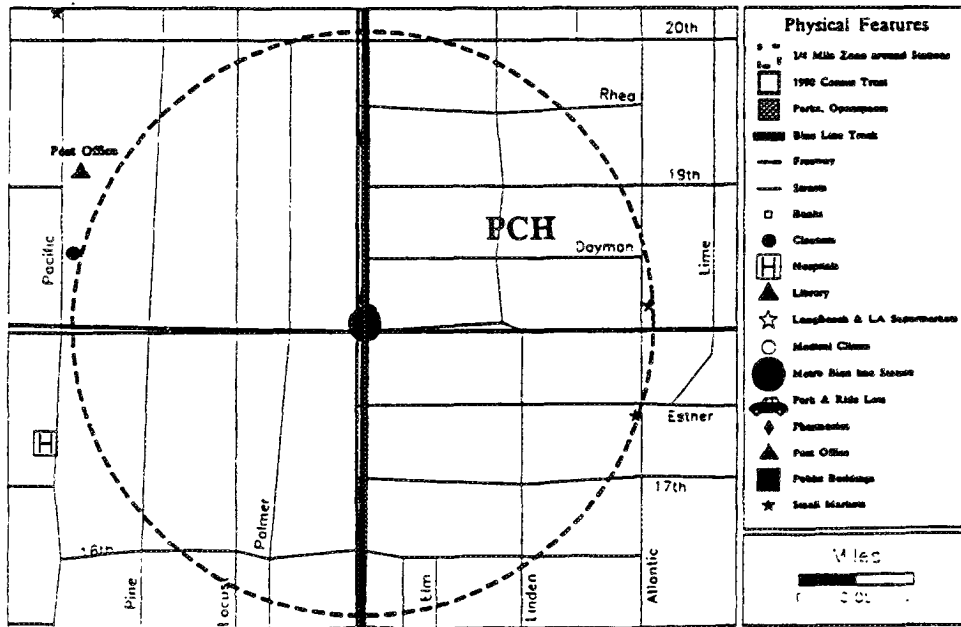


Figure 4.16 Pacific Coast Highway (PCH) station: positive sites.

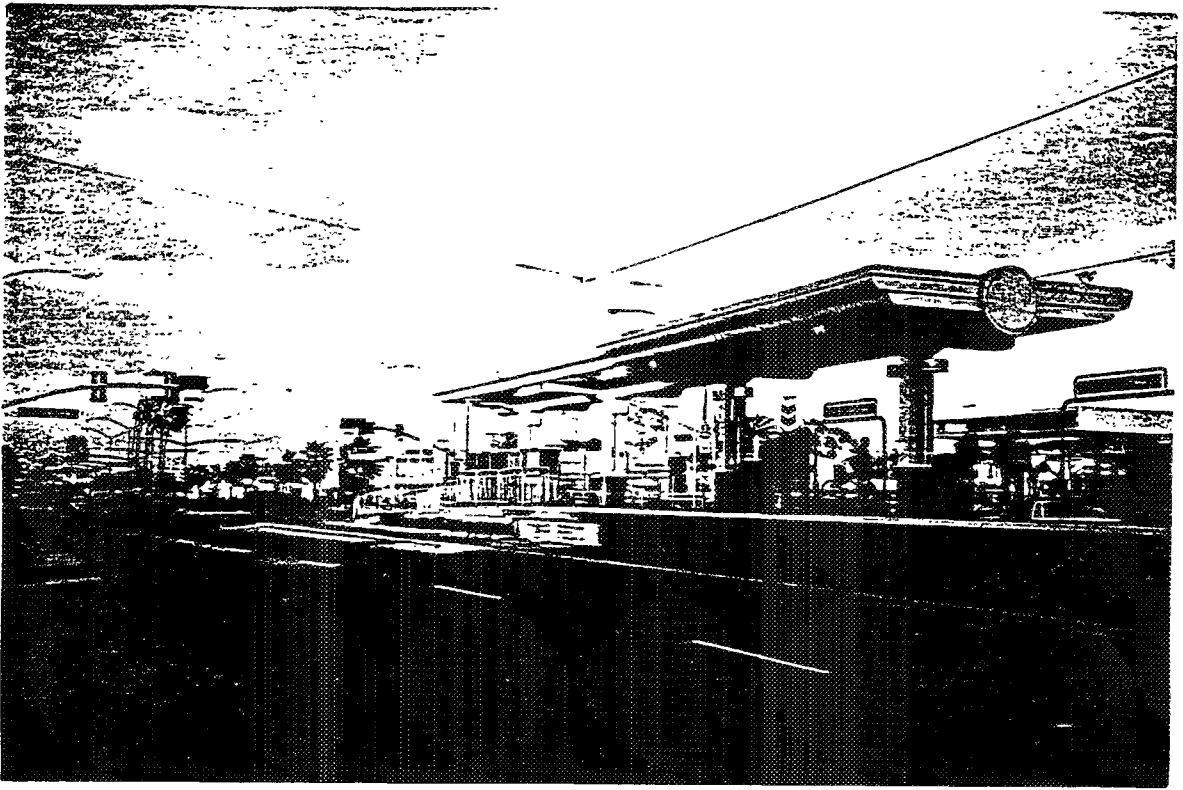


Photo Series 4.21 PCH station: View of the raised platform in the median of Long Beach Blvd. Commercial activities are located at both sides of Long Beach Blvd. but access to the station seems to be less than friendly.



Photo Series 4.22 PCH station: North view of Long Beach Blvd. next to the station showing a bus stop and a few commercial activities. "For Lease" signs are omnipresent in area storefronts indicating a higher vacancy rate in the commercial sector.



Photo Series 4.23 PCH station: View of the tree-lined, east side of Long Beach Blvd. Residential units in the area are typically multiple family units and apartment buildings which result in a higher density environment.

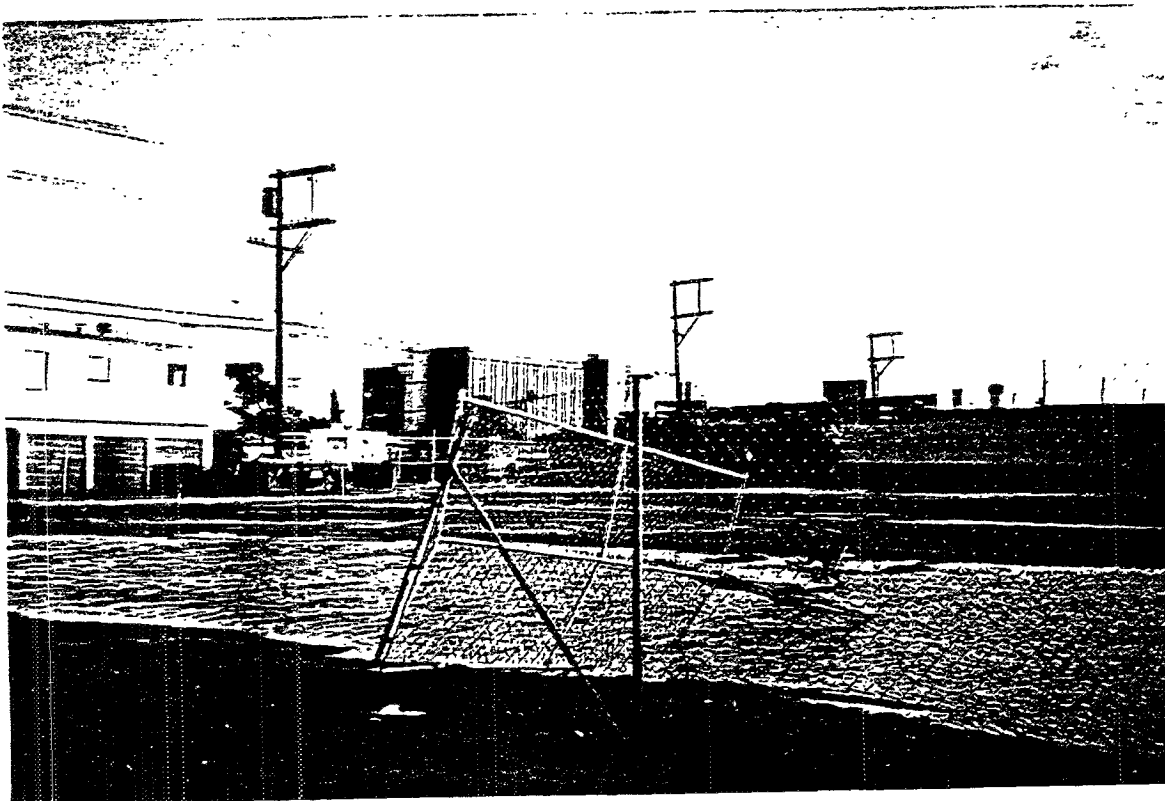


Photo Series 4.24 PCH station: Economic recession is evident in the area. A vacant lot along Long Beach Blvd. near the station. Most of the commercial activities in the area are auto-related (e.g., auto and mechanical repair shops, part dealerships, and gas stations).

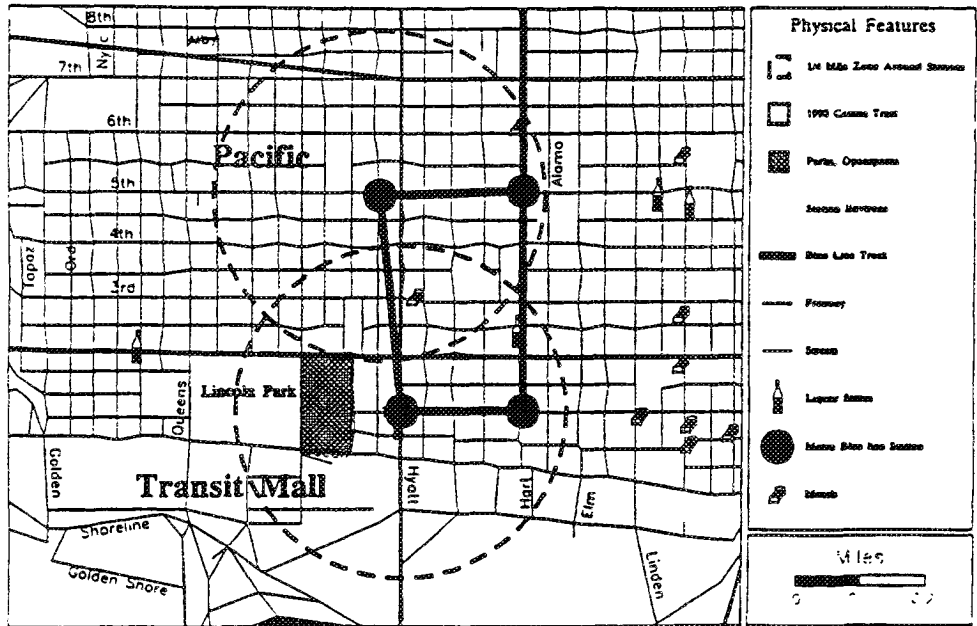


Figure 4.17 Pacific Avenue and Transit Mall stations: negative sites.

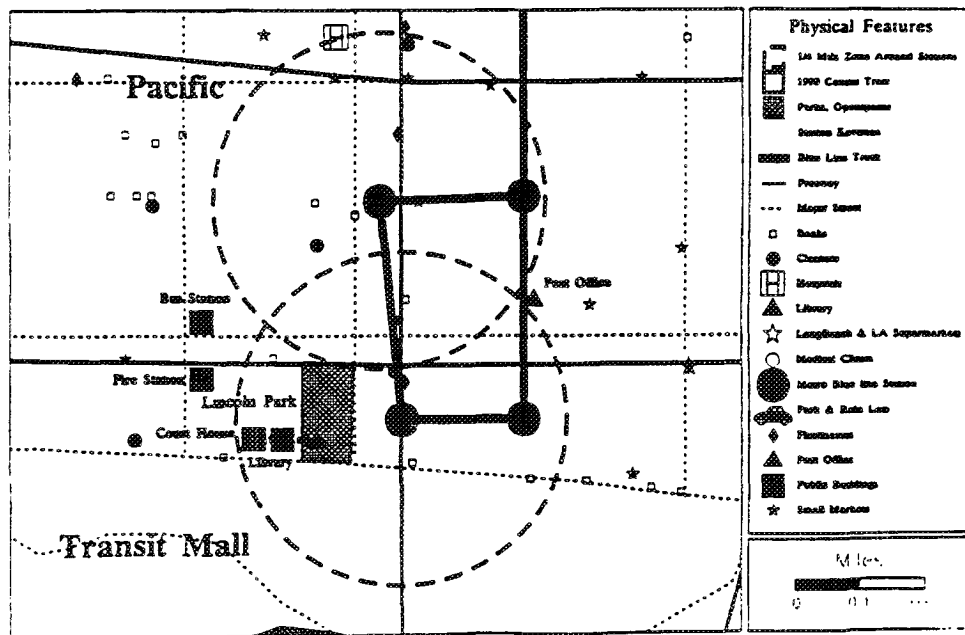


Figure 4.18 Pacific Avenue and Transit Mall stations: positive sites.



Photo Series 4.25 Pacific Ave. station: The elevated platform is located in the meridian of Pacific Ave. at 5th Street. A Citibank branch and a food market are adjacent to the station to the east and west respectively. The area is marked by vacant lots, some graffiti, and commercial activities.



Photo Series 4.26 Pacific Ave. station: View of a bus stop at the east side of Pacific Ave. next to the station and, in the background, a multi-story building undergoing renovation.

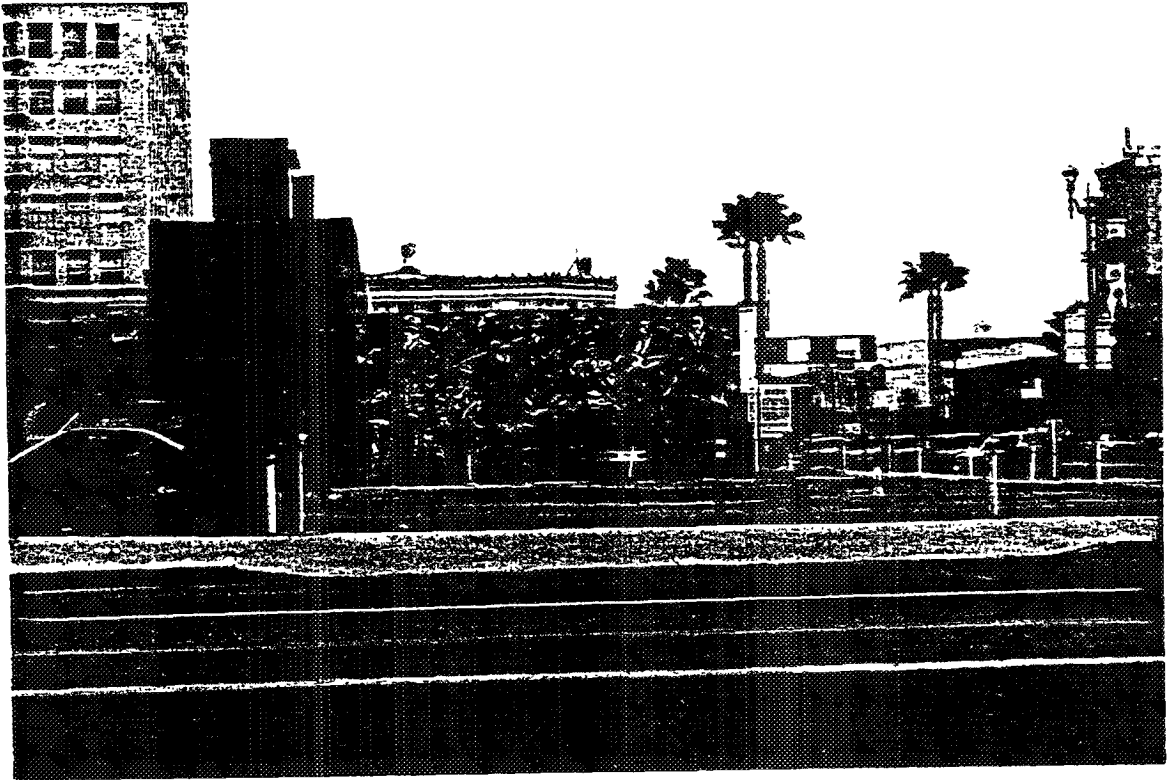


Photo Series 4.27 Pacific Ave. station: A colorful mural covers the wall adjacent to a private parking lot northwest of the station. Little commercial activities take place in this section of downtown Long Beach.

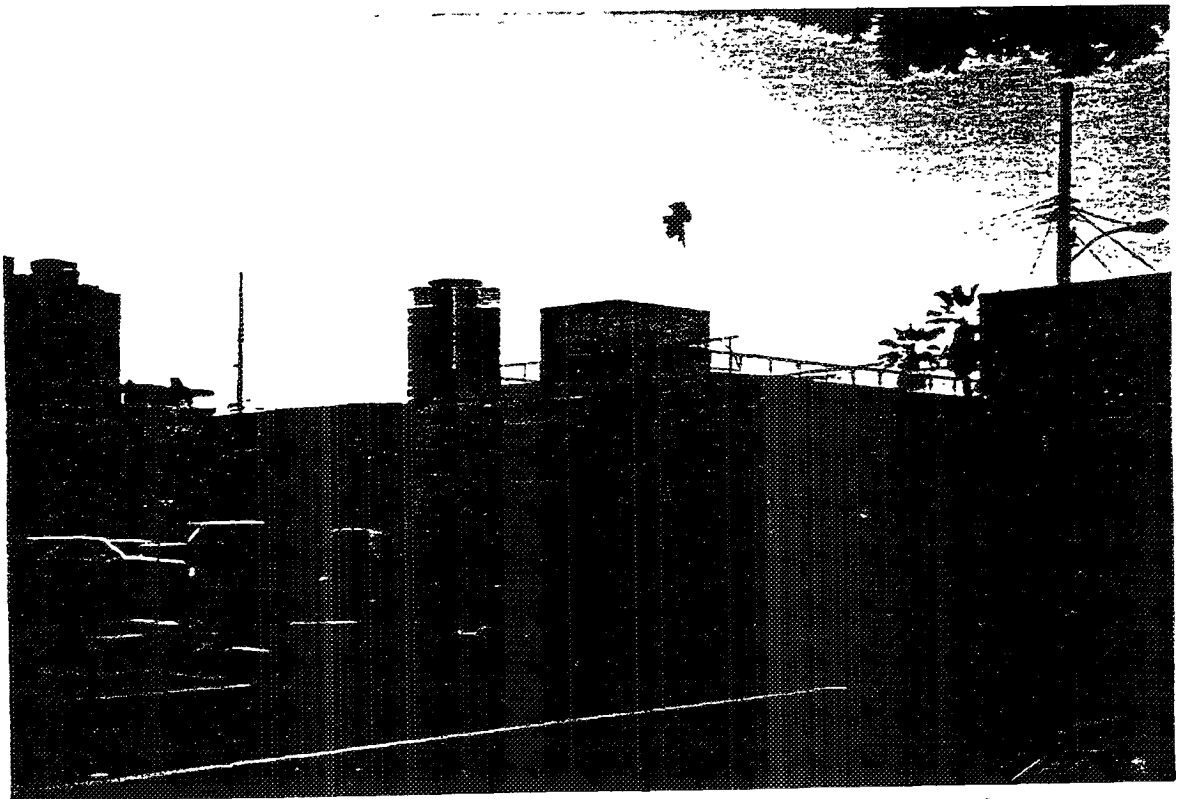


Photo Series 4.28 Pacific Ave. station: View showing some of the very few residential units (multiple units and apartments) that exist in the station area.



Photo Series 4.29 Transit Mall station: Westward view of Pacific Ave. showing the elevated station platform near the Civic Center. A coffee shop is directly behind the platform. Even though the station is in a central part of the business district, this Thursday, 5:15 p.m. photo shows little commuter activities related to the Blue Line.



Photo Series 4.30 Transit Mall station: A View of station area with the Long Beach Harbor to the south in the background of the picture. The intersection area does not appear to be pedestrian friendly.

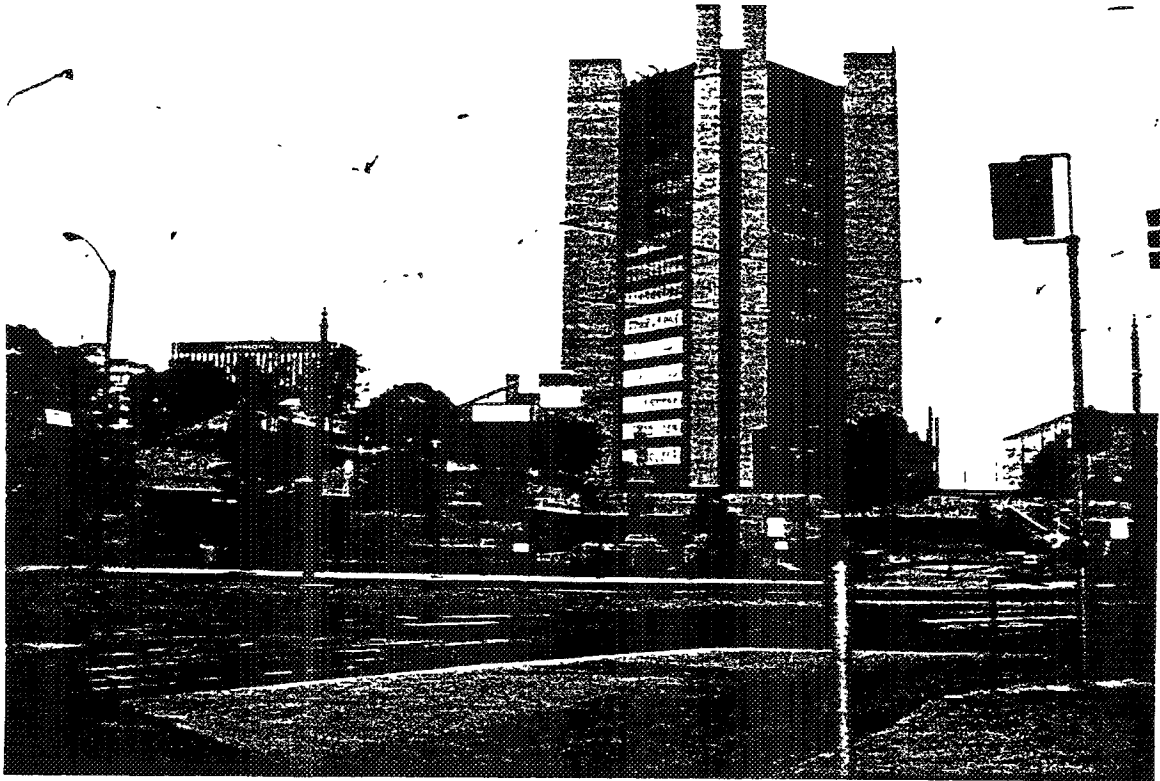


Photo Series 4.31 Transit Mall station: The Long Beach Civic Center with its public library is an important landmark in the station area. Yet, the Center and its surrounding, well-landscaped public space does not seem to generate meaningful civic activities in the space.



Photo Series 4.32 Transit Mall station: North view of Pacific Avenue in the station area. Residential activities are limited to condominiums and apartment buildings, some of which can be seen to the right hand side of the photo.

EFFECTS OF THE BLUE LINE

In this Chapter we will examine the impact of the Blue Line on the immediate station neighborhoods since its completion in 1990. Increasingly we hear the argument that the rationale for a mass transit need not be judged by the ridership considerations alone. As a major public investment and as a major physical improvement in the landscape, a transit line is bound to have some impacts on the corridor in general and on the immediate vicinity of the stations in particular. The transit line and its stations are likely to have a positive impact on the immediate properties and neighborhoods. It can be seen as a stimulus for local economic development. For a line like the Blue Line which traverses one of the most neglected neighborhoods of Los Angeles (defined by RLA as census tracts with a poverty level of twenty-five percent and more), such potentials must be reckoned with in judging the overall success of the system.

In this study we concentrated on three different aspects of the Blue Line's impact on the station neighborhoods: crime; property value; and building permits. We have used as a definition of station neighborhood a half-mile square area with the station at its center (i.e., a maximum distance of 1/4 mile from the station). Crime statistics were obtained from the local police departments for all station neighborhoods. Because of resource limits, we collected data on residential sales for eight selected stations. This information was purchased from commercial sources. The building permit data were the most difficult to obtain since they were not available in a readily accessible format. These data were also limited to the same eight station neighborhoods. Our general approach was same for all three types of data. Using 1990 as the benchmark year, when the Blue Line was first opened, we collected data for three years preceding and the three years succeeding the opening of the Blue Line. In all instances we tried to look at the data both in terms of absolute change, as well as changes relative

to the larger community or jurisdiction where the station neighborhood was located.

A. CRIME

Perception of safety and security is a critical variable in the success of future developments around transit stations. In some neighborhoods there is active opposition to transit development because of the fear that the lines will transport criminals to areas where they would not venture otherwise. This concern has particularly dogged the planning and implementation of the Blue Line because of its alignment through areas considered vulnerable to crime. The transit facilities on the Blue Line are heavily guarded today with approximately 53 sheriff's deputies per day patrolling the trains, and the stations. The cost of policing has, of course, significantly increased the operating cost of the entire system.

Crime data came from four main sources: the Los Angeles County Sheriff's Department (LACS), the City of Los Angeles Police Department (LAPD), the City of Compton Police Department (CPD), and the City of Long Beach Police Department (LBPD). The LACS data were compiled by month, the LAPD and the LBPD data by quarter, and the CMD data by year.

Crime definitions in California have some ambiguities. Although types of crimes are clearly defined in both federal (FBI's Uniform Crime Report) and State (California Criminal Justice Profile) guidelines, police departments do not all adhere to the same definitions. Thus differences amongst the four police departments exist in the categorization of certain crimes. Some adjustments, therefore, had to be made to standardize the data for comparative purposes. The assumptions and methods used are described in Appendix B.

The quarter mile station neighborhoods used throughout this report consist generally of multiple police reporting districts (RD). The quarter mile boundaries and police reporting districts usually are not coterminous. Similarly, the boundaries of the neighborhood areas often straddle several reporting districts. Furthermore, with the only exception of the downtown Long Beach stations, police departments do not report crime data in smaller zones than reporting districts. For the purpose of this analysis, the relevant area of the incidence of crime, therefore, was extended beyond the quarter mile station neighborhood to the boundaries of the police reporting districts comprising portions of the station area.

Changes in annually reported crime for neighborhoods of eight selected stations can be traced in the attached tables and graphs (Tables 5.1 through 5.4 and Figures 5.1 through 5.4). Although crime data were collected and analyzed for all 22 stations, eight stations were selected to represent overall trends in crime for the various typologies of station neighborhoods: downtown, inner city, and urban periphery (see Chapter Four on the station typologies). Industrial neighborhood stations, Artesia and Del Amo, are not represented in the selected stations for two reasons. The Artesia Station has an unusually low crime rate and is not representative of the station neighborhoods, and the Del Amo Station lies within the only police reporting district for the division. See Appendix B for crime data for all 22 stations along the Blue Line corridor.

For this analysis, crimes of heinous nature which affect the perception of safety were divided into three categories: crimes against persons, crimes against property, and auto theft. These categories were further collapsed into a category representing total crime. Because the Blue Line began operation in 1990, comparisons can be made between the incidence of crime in the preceding three years (inclusive of 1990) and three years after 1990. For crimes committed against persons and property, and auto theft, the eight station averages increase steadily over the six year period from 1988 to 1993, as Figures 5.1 through 5.4 illustrate). This suggests that the Blue Line has had little impact on the trend of neighborhood station area crime. The jump in crime in 1992 may very well be reflective of the civil unrest occurring in the spring of that year.

While the absolute incidence of crime acts help to compare the trend for each station, and to derive some tentative conclusions about the net effect of the transit stations, these figures do not actually reveal whether these station areas are relatively safer or more dangerous compared to the larger community. In order to

compare the level of crime in the neighborhood station areas to that of the overall community area abutting the Blue Line, we have used a measure similar to the well-known Hoover Index, which measures the relative concentration of a particular attribute in a given locality relative to a larger reference community. Very simply, we ask whether the total crime occurring in the designated half mile square station area is greater or less than the total crime reported for the larger division area along the Blue Line. Thus,

$$H = \frac{\frac{c}{r}}{\frac{C}{R}}$$

Where c is the total crime reported in a given station area; r is the number of reporting districts comprising the station neighborhood; C is the total crime reported for the larger division area along the Blue Line, and R is the number of reporting districts in the larger division. If H index, the crime to area ratio, is greater than 1, then the station area is relatively less safe than the greater surrounding region. If the H index is less than one, then the station area is relatively safer than the region. A crime/area ratio of one signifies that the crime rate in the station area is representative of the larger surrounding community.

Table 5.5 summarizes the H index of the relative incidence of crime for all twenty-two stations for six different time periods. This table shows that in 1988 and 1989 all station neighborhoods were better or equal to the larger reference community as far as incidence of crime is concerned. But by 1990, the year Blue Line opened, incidence of crime for the Pacific Coast Highway station showed a steady increase. Other stations, however, show an improving trend. Although the station neighborhoods remained safer than the larger communities in which they are located, their annual performance seemed to fluctuate considerably relative to the base year of 1988. For instance, in 1989 all twenty-two station neighborhoods show an improvement (i.e., decrease) in their "H"-ratio over the 1988 values. In 1990 and 1991 only about half of the stations showed an improvement over their previous performance. In 1992 only a fourth managed to do so. Yet in 1993 almost all of the stations for which data were available seemed to improve their record over the past year.

The fact that with the exception of three, all other station neighborhoods had a better record than their larger communities, may be indicative of a form of "anticipatory" response. The uniform system-wide improvement in 1989, immediately before the line

Table 5.1 Total Crime per Station

	1988	1989	1990	1991	1992	1993
Slauson	280	321	317	337	343	240
Florence	356	378	390	367	437	352
103rd St.	333	393	529	399	501	441
Compton	382	393	426	443	521	382
Willow	233	357	324	482	456	477
PCH	351	582	696	848	919	559
Transit	147	172	151	215	286	169
Pacific Ave	615	785	682	802	1058	810

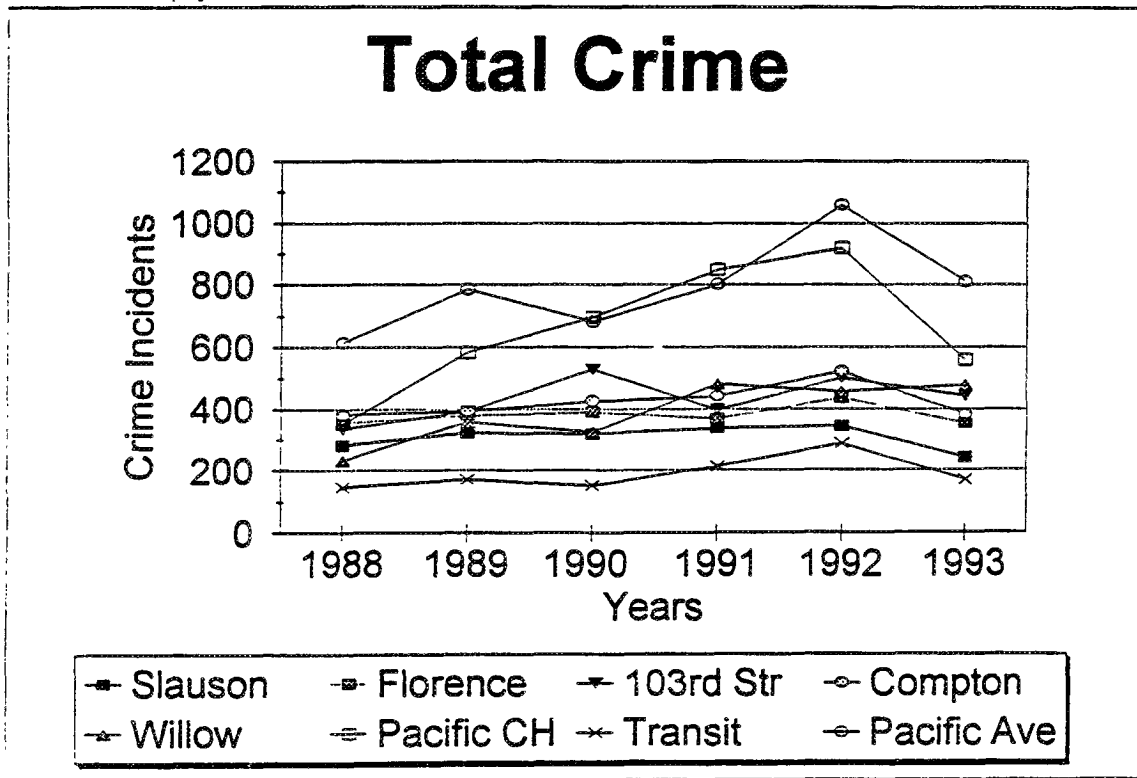


Figure 5.1 Total crime per station

Table 5.2 Crime Against Persons per Station

	1988	1989	1990	1991	1992	1993
Slauson	138	148	158	126	111	96
Florence	151	173	151	140	157	111
103rd St.	151	172	193	188	206	177
Compton	145	141	145	128	130	145
Willow	44	41	84	134	93	128
PCH	97	309	263	410	355	197
Transit	27	31	27	45	49	19
Pacific Ave	138	185	92	125	100	205

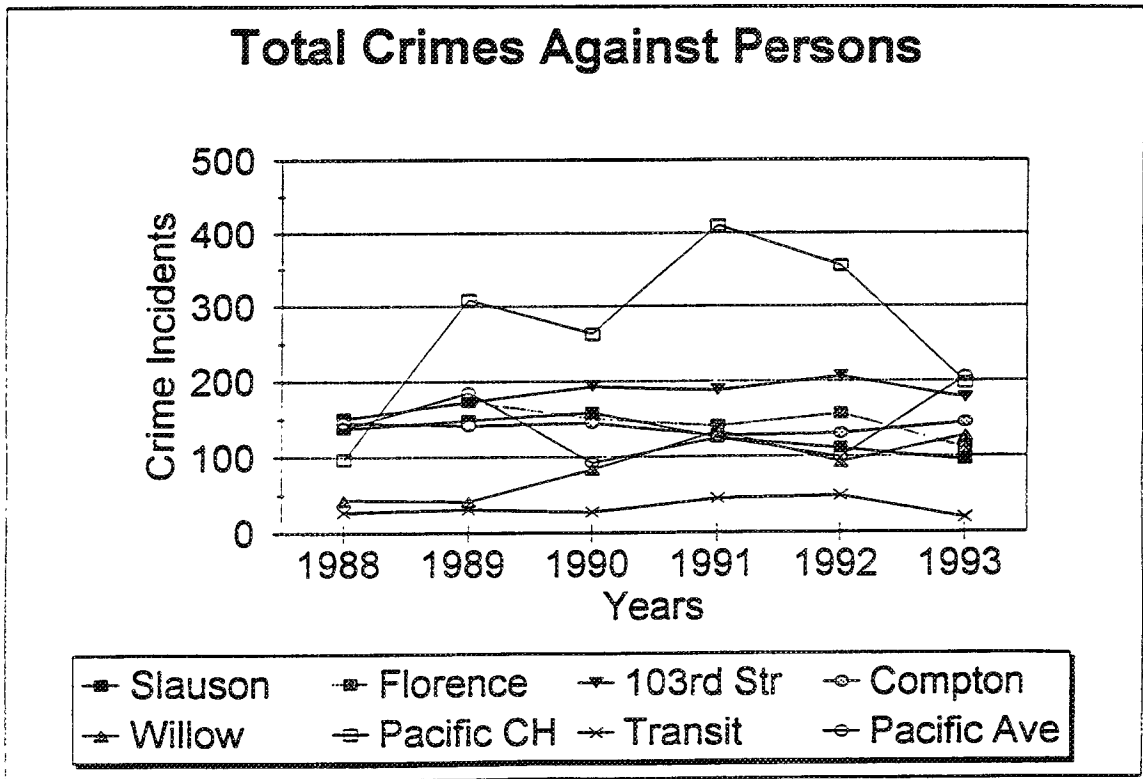


Figure 5.2 Total crime against persons

Table 5.3 Crimes Against Property per Station

	1988	1989	1990	1991	1992	1993
Slauson	99	122	100	156	131	98
Florence	150	140	156	135	146	137
103rd St.	152	178	280	171	185	215
Compton	150	163	210	238	298	150
Willow	148	179	166	273	234	255
PCH	182	211	311	306	367	284
Transit	107	113	112	148	156	133
Pacific Ave	399	483	530	594	724	518

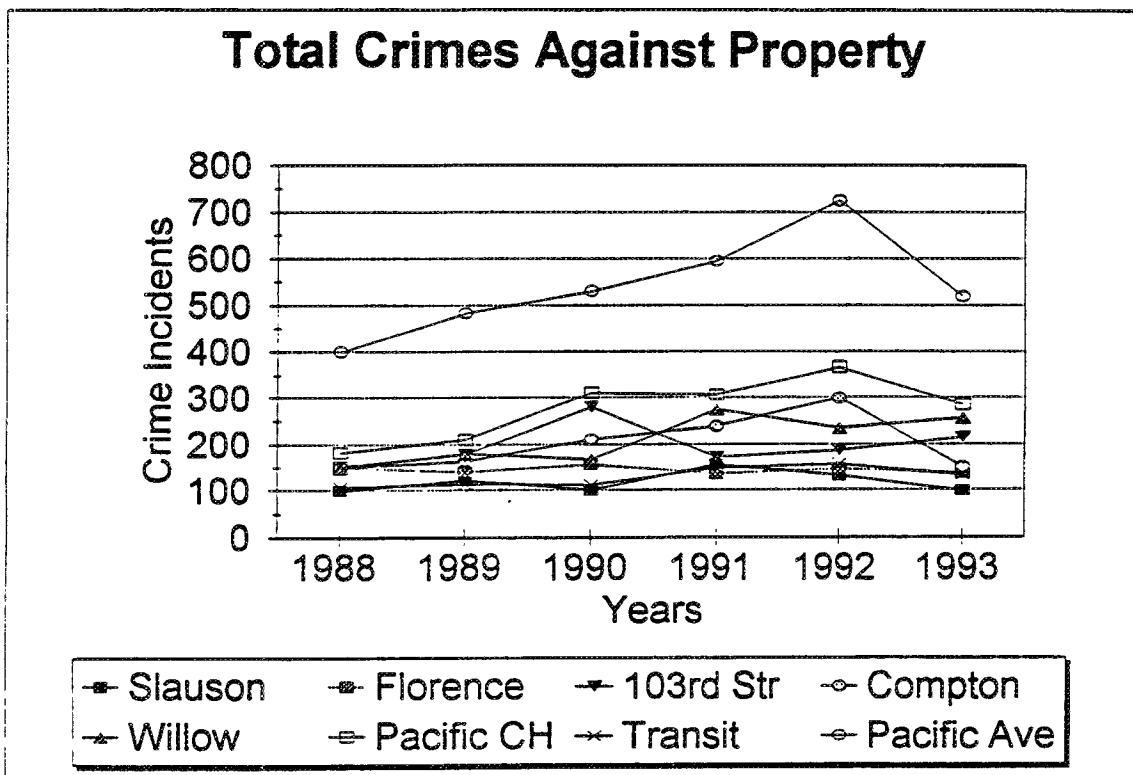


Figure 5.3 Total crimes against property

Table 5.4 Crimes Against Property per Station

	1988	1989	1990	1991	1992	1993
Slauson	43	51	59	56	63	48
Florence	55	65	83	92	135	104
103rd St.	31	44	56	40	54	49
Compton	88	90	71	78	92	88
Willow	42	52	74	75	57	95
PCH	73	62	122	132	124	78
Transit	13	28	12	22	18	17
Pacific Ave	78	117	60	83	80	87

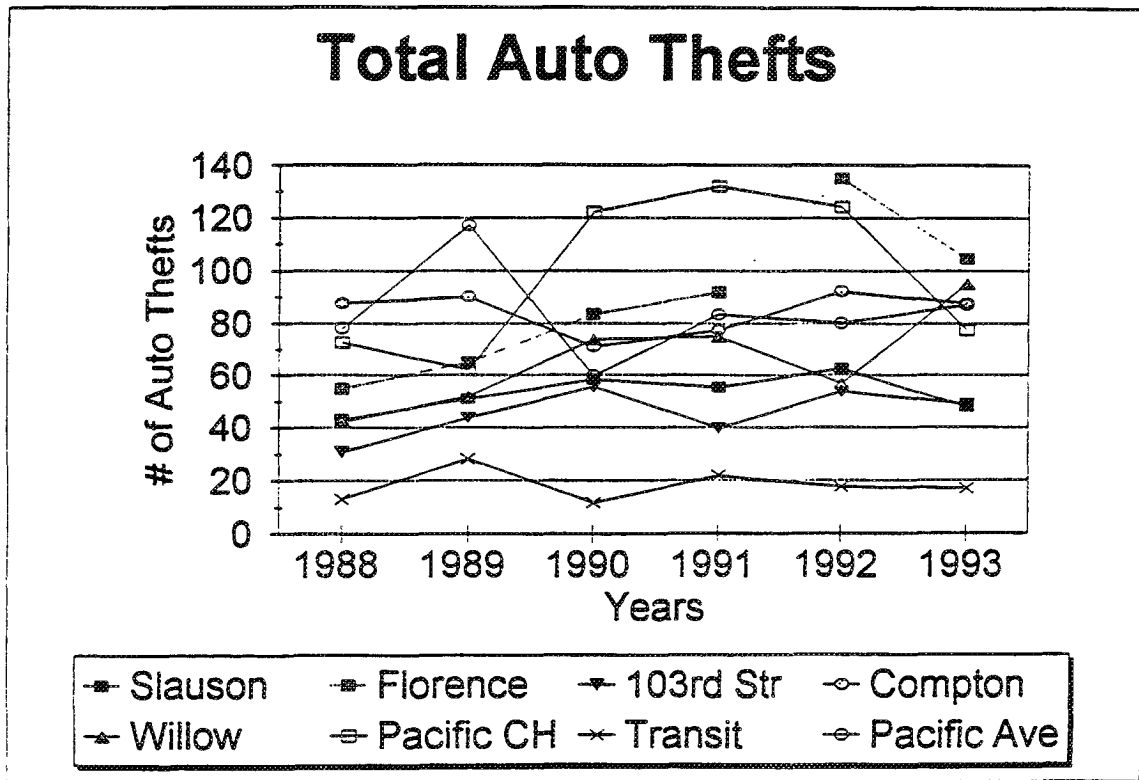


Figure 5.4 Total auto thefts

opened, and the fact that police presence and security increased throughout the construction phase, is strongly suggestive of this anticipatory trend. Despite the dramatic influx of police deployment on the Blue Line, the crime performance of the station neighborhoods varied significantly. This pattern is basically inconclusive, other than the general fact that most of the station neighborhoods show a relatively lower incidence of crime than their larger communities. This is particularly true for the station neighborhoods in South Central Los Angeles, contrary to the popular perceptions of the area. It appears that in some station areas, the introduction of the Blue Line has helped to lower the crime.

Further research using crime patterns as a measure of how land use changes affect neighborhoods should consider the various policing projects simultaneously implemented in the station areas. Projects targeting specific neighborhood and reporting district 'crime hot spots' may account for the vast fluctuations and inconclusive results for exact station areas. The detailed analysis of station neighborhood crime patterns may be strongly influenced by these outside variable, thus hindering any trend in the data over time.

B. RESIDENTIAL SALES

The residential sales data were available in aggregated form at the level of Thomas Brother's map grids. As the station neighborhoods usually straddled several grids, a weighted average sales price was used as a surrogate for the station neighborhoods. The sales data were further adjusted for inflation using the Consumer Price Index (CPI) to examine the extent of change in constant dollars.

Figure 5.6 shows the change in residential sales price per square feet for four selected stations in the South Central Los Angeles. Despite perceptions of South Central as an undesirable neighborhood, the residential property values at the station sites have steadily climbed from 1985 to 1991, a year after the Blue Line opened. Seemingly the 1992 riots have made only a very slight dent on the combined average of the three station neighborhoods in South Central. The sales prices at 103rd St. and Slauson have increased significantly after 1993, although the prices at the Florence Station have declined precipitously. We are not able to explain this opposite effect at the Florence Station.

Did the Blue Line make a difference to property values? Once again a definitive answer is not possible. It seems likely that an anticipatory change in residen-

tial property values may have been set in motion once the Blue Line plan was approved along with several other transportation improvements that have also affected the South Central district: double-decking of Harbor Freeway; the recently constructed 105 freeway; construction of the Green Line; the proposed Alameda corridor development. No other district in the Los Angeles area has benefited as much from transportation improvements as South Central. In fact, while the real estate market as a whole in Southern California has suffered from current recession, the property values in the station neighborhoods of South Central have weathered the recession quite well, in fact seem to have remained unaffected altogether.

The story of Long Beach is quite different however, as the Figure 5.6 suggests. The trend here is more consistent with that of the overall real estate market trends in Southern California. The residential property values in all four station neighborhoods increased steadily until 1989, a year before the Blue Line opened, in the same anticipatory fashion as in the case of South Central neighborhoods. However, unlike the South Central cases, the Long Beach station neighborhoods have experienced a steady decline, consistent with the recessionary trend. In 1994, however, two of the four stations -- PCH and Willow -- have experienced an upturn in property values.

Overall these data suggest that an anticipatory increase in property value after the line was approved is quite likely. The post-Blue Line picture is muddled by overall recession, the 1992 riots, and other parallel transportation investments.

C. BUILDING PERMITS

The data on the building permits -- the way they are processed and their ready availability -- vary greatly among the localities. In the case of Long Beach the permit data are all computerized and can be obtained with relative ease. The city of Compton, being a small city, does not have computerized data or readily accessible files. The city of Los Angeles -- given its size -- has a hierarchically organized data system. Both the Los Angeles and Compton data required significant adjustments to make them comparable. For example, for Compton -- given their raw data -- we chose to take a sample of the permit data. The months of November, February, April and July were chosen to represent the seasons of Fall, Winter, Spring and Summer respectively, and the total for the year was multiplied by a factor of three. In the case of the City of Los Angeles, a windshield survey was

Square Feet Price - South Central Area and Stations

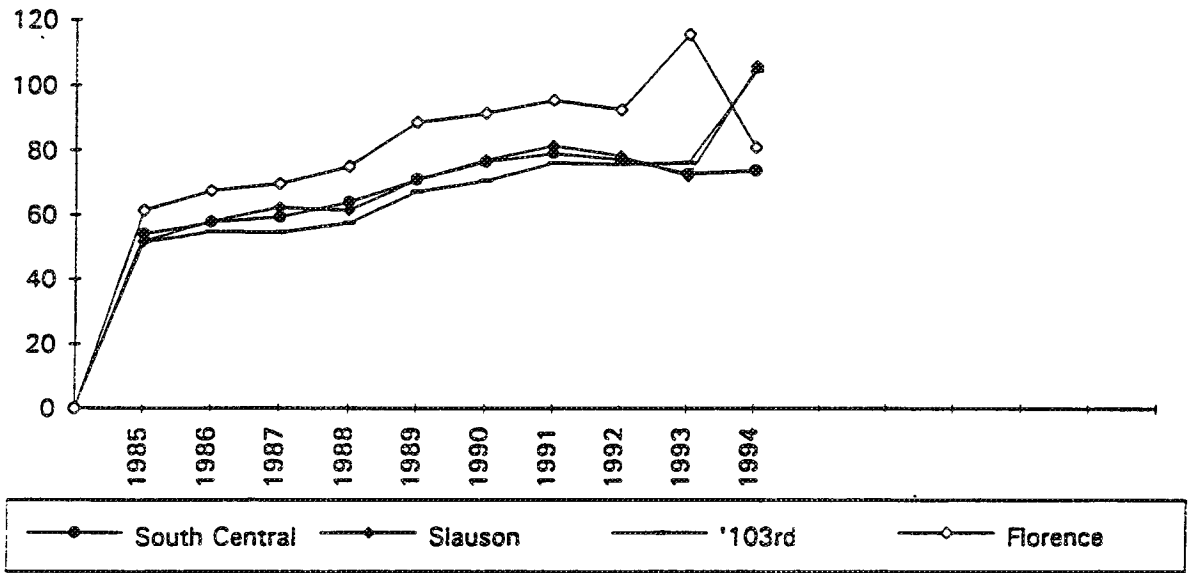


Figure 5.5 Changes in residential sales prices in South Central Los Angeles.

Square Feet Price - Long Beach Area and Stations

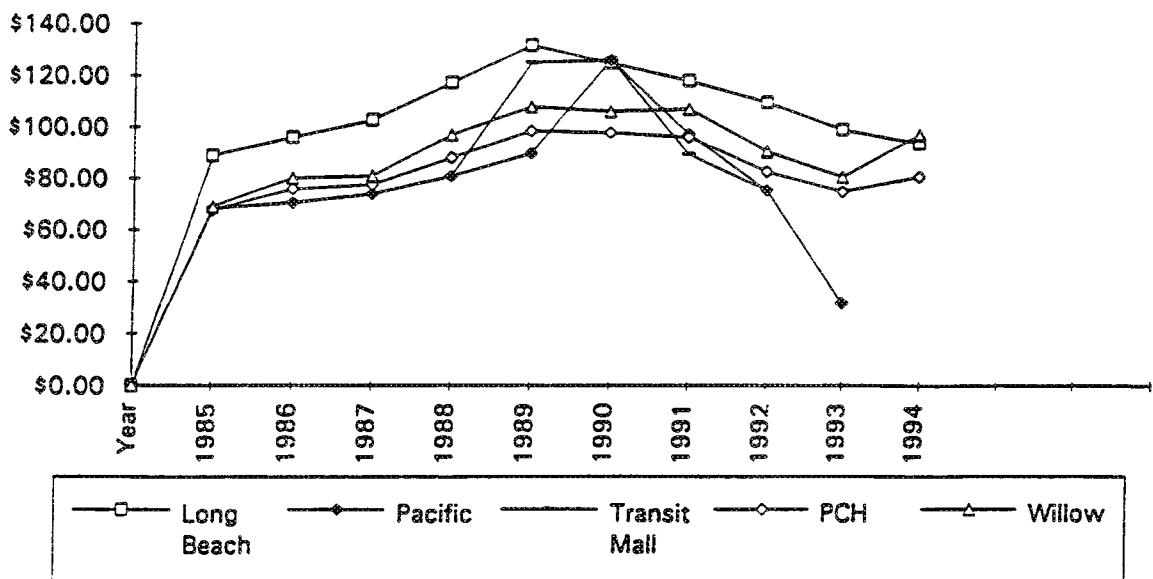


Figure 5.6 Changes in residential sales prices in Long Beach.

conducted to identify the structures that were either newly constructed or going through some repair and rehabilitation. The building permit status of those properties then were obtained from the City of Los Angeles.

Figure 5.7 shows the building permit activities within the one-half mile square station neighborhoods in the City of Long Beach. It seems that during the period of two years before, and two years after the Blue Line opened, considerable permit activities have taken place with peaks in 1989 and 1991. It is also apparent that most of these permit activities involve commercial properties, except in 1990 when a peak in residential permits accounted for most of the total permits issued. Long Beach has been quiet since 1992, the year of the riots, and with very little activities this year.

In the case of the city of Compton, the post-Blue Line performance concerning the dollar volumes of building permits show an even number of ups and downs for alternate years. It is worthwhile to note, however, that in 1991 the permits in the station

neighborhoods accounted for half or more of the total permits issued by the city.

In the South Central station neighborhoods, and despite our earlier report of appreciating property values, the building permit activities have been extremely limited. In the Slauson station neighborhood only one address had building permits since the opening of the Blue Line. No new physical development has happened there in a long time.

In the Florence station neighborhood, although the area looks pretty dynamic with mixed uses, there is no record of building permits for any of the addresses chosen from visual inspection. Only one major residential construction has taken place in the 103rd./Watts station neighborhood since 1990. The other building permits issued after 1990 were for changes, renovations and repairs on already existing buildings, most of which are for commercial/retail uses in the adjacent Martin Luther King shopping center. A few permits were issued before 1990 for repairs, but these were issued before 1987.

Building Permits (Within 1/4 Mile, Adjusted According to CPI)



Figure 5.7 Building permit activities in the Long Beach station area.

EXPERT AND COMMUNITY VIEWS: DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES

The interviews were used to elicit a sense of what the experts and community groups may see as constraints upon development as well as possible opportunities for positive growth and change around stations in depressed communities in general, and along the Blue Line corridor in particular. The following summarizes the salient themes of our discussions with interviewees.

A. CONSTRAINTS

Significant development has yet to occur around most of the Blue Line stations. While the sluggish economy can certainly be blamed for this inertia our interviewees also raised a number of other issues. We have classified their responses into four major categories—problems whose combined presence has halted positive change.

A.1. Planning Problems

In Chapter Two we have reviewed the political circumstances that led to the construction of the Blue Line. Many of the issues that were raised by our respondents were symptomatic of the political process. Several of them spoke of the lack of advanced planning that characterized the conceptual stages of the Blue Line development. Others spoke of the fragmentation of political authorities and jurisdictions.

Some felt that the absence of a regional framework and lack of coordination between the different responsible agencies has another problem. And these are reasons why major development opportunities have not happened. Mr. Ray Grabinski, former Long Beach city council member and formerly on the MTA board argued:

"I think all the cities along the 22 miles should have been working aggressively to take all their redevelopment agencies, all their planning departments and make them conscious of transportation and those benefits derived from it. That would mean getting out of L.A. County and looking at successful transit systems, and what goes along with them. Where to locate employment centers, where to put in a new educational institution, etc. The tragedy is that while we were putting in the spine of the system there wasn't enough thought given to 'what would you like to see when it is all done.' Not just a bunch of lines going to different places. But how do you look at it as a system. How do you link up a dial-a-ride or the local bus service to the Blue Line? Instead in Los Angeles we had the problem of RTD fighting with LACTC. Now we have the results of that."

The need for regional planning was also mentioned by community groups. Sister Diane Donoghue from the Esperanza Community Housing Corporation mentioned:

"We need a sort of regional government and regional planning because this transportation network is of that magnitude. The fragmentation of all these different agencies that should coordinate and collaborate with each other is a barrier."

The lack of vision and creativity in the planning and design of the Blue Line was mentioned by some as a detriment to the line's success. Mr. Nick Patsaouras who is an alternate member of the MTA board and a strong proponent of joint development around stations argued:

"Consultants, who are in charge of designing the system, to my disappointment and anger, completely ignored what was going on around the transit stations and only focused on engineering solutions. I complain about consultants but I also blame our planners. The blame belongs to the profession... There is a lack of creativity."

While Mr. Patsouras discussed the shortcomings of the professional staff, consultants, engineers and planners, Mr. Grabinski commented about the lack of initiative and leadership of politicians as the principal cause of poor planning and design:

"There is a lack of leadership. Public transportation is a long range project, but people in government like to be able to cut a ribbon every one or two months..."

Even in the City of Compton where some urban redevelopment has been underway for some time, planners were unsure how much of that could be legitimately attributed to the presence of Blue Line. Asked if any development resulted from Blue Line, Mr. Kofi Sefa-Boakye of Compton Redevelopment Agency commented:

"I guess no. The City of Compton typifies a very unusual case. Because the City has two terminals (Station) and all those two terminals are within the City's Redevelopment Project Area. We can't separate the chicken and egg, which came first? For example, the Compton Town Center (Southside Shopping Center) developed in 1984, preceded the Blue Line. Since its establishment, the shopping center has maintained sustained economic growth. Is the downtown economic growth due to the Blue Line or the City's redevelopment efforts? Therefore, if we try to determine the economic impact of the Blue Line on the community, I have to say that since the Blue Line was established in 1989, there has been some on-going economic activity also, at least concurrently. But such a trend should be viewed within the context of the redevelopment activities undertaken by the Compton Redevelopment Agency (CRA) in the subject area. Yet for all intents and purposes, I think the Blue might have helped."

All three community representatives we interviewed commented about the specific access problems that arose from the lack of adequate planning. The absence of parking lots and park-and-ride facilities in the inner city stations was mentioned as a major fault of the system. As it is right now people who own a car and want to use the line can only park it 6-10

blocks away. Ms. Marva Smith-Battlebey of the Vermont Slauson Community Development said:

"I think one of the critical errors in planning was to assume that the people of this community take a bus to the Blue Line, because there are no parking provisions for us to use the Blue Line. If we want to use it, we have to go downtown and park our car, take the bus, be dropped off, or we have to go to the Imperial Station which is quite far from our community."

The lack of coordination with other modes of transportation is another community concern since it decreases access to the Blue Line. For most people it is cheaper to take the bus than the train, because it is more direct and they do not have to walk as far to reach a bus stop. Mr. Tony Scott of the Dunbar non-profit Association argued:

"The east-west connections for getting people over to the stations are not there. Access from the community is a main problem of the Blue Line. People are concerned about access, how they get from here to there. They say 'I'd love to use it but it is not convenient for me.'"

Scott argued that more stable and wealthier communities can mobilize and demand more resources from the government. In contrast the inner city communities are much less organized or demanding. In part this results from the unstable and transitional nature of the communities heavily populated by minorities and recent immigrants.

A.2. Physical/Environmental Problems

Another set of problems are physical in their nature. The abundance of industrial and often contaminated sites along the line, and the incompatibility of land uses, where housing is interspersed within large industrial districts was mentioned by the community leaders as a major detriment to housing development. Also the deterioration of the housing stock and the existence of slum housing was perceived as a source of a negative image for the sites along the line. Mr. Tony Scott argued:

"I have problems with incorporating housing with industrial. If you go towards the area around Washington and Jefferson its already heavily out of control. When you go there you smell that it is not the area you want to raise your kids. There are homes surrounded by industrial uses and kids playing on the streets, and the streets look pretty bad. I couldn't see housing incorporated on the east side of the track."

This view is shared by Ms. Marva Smith-Battlebey:

"Right now you can see a plastics recycling plant with a house right next door. What does that mean in terms of housing, in terms of a livable environment? I wouldn't want to live there with all the possible contaminants. But you can build housing along the western portion of the Blue Line, along Long Beach Avenue. In fact the Blue line can serve as a buffer to separate the industrial from the residential. Some transit amenities would really help. These amenities can serve as a border and we can rebuild residences adjacent to these amenities."

A.3. Social/Structural Problems

Of the social and structural problems that many inner city communities are facing – chronic poverty, unemployment and underemployment – crime has been mentioned more frequently by the community leaders as giving a particularly negative image to their communities. Image problem is a major deterrent to private investment. Smith-Battlebey argued:

"You have so much physical deterioration, you've got income levels that are so low that I don't know what kind of business would be attracted to make an investment in this part of the community without sufficient infrastructure, safety, and financial incentives."

Mr. Tony Scott brought forth another issue as well. In comparing inner city communities to wealthier communities that are more able to mobilize and demand more resources from the government, he pointed to the unstable nature and transitional character of many inner city communities which are populated by minorities and recent immigrants:

"It makes a difference when you have an organized group of people. Because this is such transitional, unstable community right now, it is kind of hard to get people to come to meetings and voice their opinions and make clear that they want to see x, y or z happening."

A.4. Economic Problems

Experts and community groups seemed to be divided in their assessment of the economic problems that have hindered development around Blue Line stations. The MTA planners were concerned about the dramatic decrease in the federal funding of the project and attributed the private sector's reluctance to invest along the Blue Line to the sluggish economy. Said Mr. Jim Amis of MTA:

"So far the development community has decided it is not worth the risk, or the cost of doing business is greater than the return of the risk itself. Because of the economy, the

development community don't particularly wan... to build more..."

Community groups complained about the high land costs that hinder their efforts to build affordable housing. Mr. Tony Scott wondered:

"The land cost out here [along Central Avenue in South-Central Los Angeles] is incredible, about one million per acre. Why are the prices so high, when it is supposed to be a bad community and nothing is being built?"

Some attribute the high land prices to the presence of the Blue Line. Ms. Marva Smith-Battlebey argued:

"The land cost goes up every time someone does something like the Blue Line and doesn't plan for adjacent development. Because the people that own the land think that its value is more than it actually is, which limits the potential for development at a reasonable cost."

As discussed in Chapter Five our data seem to support the above assessment. Residential property values at most station sites in South-Central have steadily climbed from 1985 to 1991 (a year after the Blue Line opened). One can hypothesize that an anticipatory change in property values may have been fueled once the Blue Line plan was approved.

Another complaint of community groups from Los Angeles to Long Beach was the negative effect of construction on local business. Many of our respondents claimed that some small businesses had to close and were not able to re-open after the end of construction.

One of the most serious barriers to development, according to community groups, is the lack of economic incentives, low-interest loans to developers and non-profits and business subsidies (in the form of reduced rents for an initial period) for businesses to induce them to locate around stations. Their arguments are best summarized by Ms. Smith Battle-Bey:

"We really need to do more to protect people's investment, to assist small businesses to make them work. There need to be deeper subsidies for joint development to work in poor communities. In this type of economy it is important to give subsidies, they do make a difference. The type of businesses you can attract along the Blue Line are small mom-and-pop shops, newsstands, donut shops, mini markets. But these are the ones that need help till they get established. If we can afford to give subsidies for ridership for people to just come through our community, we ought to be able to give subsidies for people to do business in our community. Business

subsidies benefit everyone because they also tie to job creation."

The following table identifies the constraints to development around Blue Line stations as revealed in our interviews.

Table 6.1 Constraints to development around Blue Line stations

PLANNING PROBLEMS	PHYSICAL/ENVIRONMENTAL PROBLEMS	SOCIAL/STRUCTURAL PROBLEMS	ECONOMIC PROBLEMS
Lack of advanced planning	Incompatible land uses	Negative image because of poverty, crime, unemployment	Sluggish economy Private sector inertia
Lack of regional planning	Building stock deterioration	Transitional, unstable community	Decrease in federal funds
Lack of interagency coordination	Toxics, contamination	Lack of community power	High land costs
Ignorance of consultants	Stations not accessible		Lack of economic incentives
Lack of vision, leadership, creativity			Negative effect of construction on local businesses
Lack of transportation connections			
Inadequacy of parking facilities or transit connection			

B. OPPORTUNITIES

The interviews were used to obtain an understanding of what the experts and community groups may see as opportunities associated with the Blue Line corridor. We focused on two ideas - joint development and transit village - which are generally considered important aspects of transit development. Our respondents spoke also of the Alameda Corridor and the Empowerment Zone (see Figure 6.1), both of which were at a proposal stage at the time of our interview. In the following we discuss responses from our interviewees regarding these four areas.

B.1. Joint Development

The idea of joint development has been around for some time. In the late sixties and in the seventies several successful joint development projects were implemented. There is considerable interest in joint development in transit planning and investment, as this may be a way to recover cost and increase ridership of the system.

According to Nick Patsouras the joint development idea is still rather new in Los Angeles. The idea started to germinate as recently as 1991 and 1992. But the consultants who now were in charge of designing the system, completely ignored what was

going on around the transit stations and only focused on engineering solutions. Patsouras, as a member of the MTA Board had then proposed that there should be a master plan of 2-3 blocks around the station.

Commented Patsouras:

"Engineers are completely ignorant about the property around. So first the master plan then we can focus on the station. We stopped the design of the station and started working on the master plan as joint development. We are fortunate that it is not too late."

In the case of the Blue Line corridor, although no station area master plans were developed, some joint development efforts are currently under way, the most notable of which is the Willow Street station in Long Beach for which MTA has floated an RFP for interested developers.

According to Bill Lewis negotiations are under way for a shopping center and park-n-ride joint development at Willow Street station, Long Beach Redevelopment Agency and American Stores Properties, Inc.

Overall joint development efforts have been sluggish, and Patsouras attributes this in part to the state of the economy and the real estate market: *"you have to keep in mind that development communities now are very sick."*

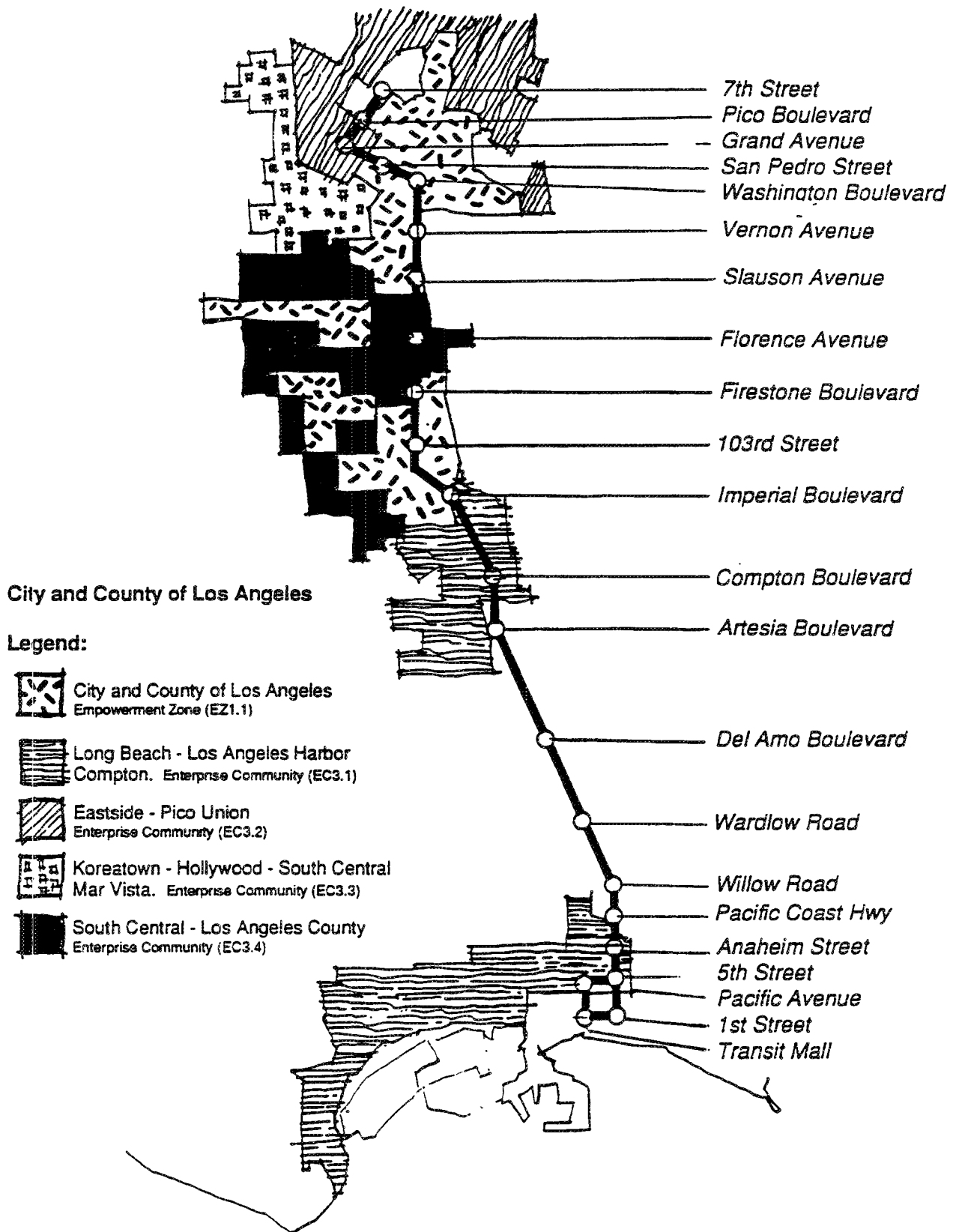


Figure 6.1 The Blue Line in the context of Economic Development Efforts.

Ray Grabinski, a former councilman from Long Beach, and a member of the LACTC board is also strong proponent of joint development, yet somewhat frustrated by what he considers a "skepticism" about joint development. It was clear from our interviews that given MTA's current financial predicament, joint development ideas do not have the top priority among the members of the board and the agency hierarchy.

Nevertheless, MTA planners responsible for joint development - Jim Amis and Bill Lewis - spoke of several possibilities for joint development around a number of station sites. Bill Lewis, for example, spoke about the County's interest in locating the new data processing center from its current Downey location to the Del Amo Site. Sister Diane Donoghue of the Esperanza Community Housing Corporation, a non-profit housing development group who has constructed several affordable housing projects in the Hoover Adams area, spoke of their interest in developing a mixed-use housing complex on Washington and Main -- midway between two transit stations. High land cost, however, remains a serious barrier, even with available affordable housing programs.

Overall joint or induced development remains few and far between. The recessionary economy, high property value, public skepticism, institutional inertia, if not outright reluctance, continue to undermine joint development opportunities.

B.2. Transit Village

The idea of developing transit villages is quite popular these days as a way to create density pockets to support transit and sustain economic activity around transit stations. We have reviewed in Chapter Eight relevant literature and concepts surrounding transit village development. As we have discussed previously, the transit village and transit-oriented neighborhood designs are proposed mainly for lower density suburban areas. Applications of these concepts to inner city neighborhoods -- where they seem to have better potentials -- have yet to be proposed or explored. We have taken this opportunity to explore the possibility of such development with our interviewees.

Although generally supportive of the TOD concept, Manuel Perez, a Long Beach architect and a former member of LACTC, pointed out some of the practical difficulties of obtaining a TOD type development in existing settled areas. For instance, he pointed out, the residents who live around the Willow Street station are quite supportive of the joint development projects initiated by the City of Long Beach and MTA. However, they are reluctant to have more growth in the vicinity of the station because it

might put additional demands on neighborhood services. So a form of NIMBY-ism might be a deterrent to the development of transit neighborhoods. Similarly, the Compton planners spoke of their interests in business and commercial development rather than housing development (with the exception of elderly housing). Once again, their worry is that they might get more low-income housing, of which they already have more than their fair share. Thus the NIMBY-ism toward low income, affordable housing may be equally strong in both middle and lower income communities.

Nevertheless, institutional pre-requisites for transit village development must be in place. According to Jim Amis and Bill Lewis, the transit village adopted in September, 1994 by the California legislature is a step in the right direction (See Appendix C). However, Amis felt that initiative toward such development must come from the private sector. But he was disappointed that the developers have not responded so far on seizing the opportunities for station area development.

B.3. Alameda Corridor

Somewhat unexpectedly the Alameda Corridor plan came up in several of our discussions with experts and community leaders. Typically it is the experts representing local communities in South Central who felt that once the Alameda Corridor improvements are completed it will help the economic development along the blue line corridor. This perception was shared by Sister Donoghue of the Esperanza Community Housing Corporation, Marva Smith-Battlebey of the Vermont Slauson Community Development group, and Tony Scott of the Dunbar Corporation. Smith-Battlebey felt that the Alameda Corridor will create jobs and stimulate economic development. Furthermore, elimination of many grade crossings will make the area more accessible and by consolidating small blocks, industrial park type development could be attracted. This will in turn help increase blue line ridership and area development. Similarly, Tony Scott spoke of both short and long term possibilities of the Alameda Corridor although immediate construction-related jobs are short term benefits, but he also felt that in the long run other economic developments will occur.

Gill Hicks, Project Manager for the Alameda Corridor, filled in some of the details. According to Hicks, the investment will amount to 1.8 billion dollars, and some 10,000 construction jobs will be created. Their economic development committee might be interested in preparing the local communities for the job opportunities, job training, and the like. Hicks expected that the construction workers will

come from the local area. He further mentioned that their aim is to attract 25 percent MBE (Minority-Owned Business Enterprise), WBE (Woman-Owned Business Enterprise) participation and a minimum of 10 percent DBE (Disadvantaged-Owned Business Enterprise). Hicks, however, seemed somewhat unsure about long term investment potentials of the Blue Line Corridor. He felt that many commercial/industrial real estate people remain skeptical about the Blue Line Corridor.

Finally, not all community groups were in favor of the Alameda Corridor, or any possible nexus with the Blue Line. The Compton planners felt that the Alameda Corridor will have a disruptive effect on the aesthetic quality and the community life. They remain skeptical about any positive spill-over effects on the Blue Line Corridor, and more specifically, on the City of Compton.

B.4. Empowerment Zones

Finally, we wanted to know if the proposed Empowerment Zone designation will have any positive effect on the Blue Line Corridor. The empowerment zone application was being drafted while we were conducting our interviews, and several of our experts were directly involved in the process.

Gill Hicks mentioned that much of the 100 million dollars that are expected to flow into the area from the empowerment zone designation will go to social service programs and infrastructure development. He felt that, "with that money and our money combined for infrastructure, there will be a lot of mutual benefits". Jim Amis of MTA mentioned that the agency was sponsoring some of the funding for the neighborhood initiative and empowerment zone. Bill Lewis of MTA also felt that since the purpose of the empowerment zone is to provide incentive for business, and to the extent that access is necessary, the Blue Line will flourish.

Sister Diane Donoghue remains somewhat skeptical about the "power" of the empowerment zone.

She felt that it is "so big and so fractured and so fragmented, that the money was going to be spread too thin".

Asked to comment on the linkage between the empowerment zone and the Blue Line, Tony Scott recalled that there was some discussion about the development of transportation hubs and transit villages, but was not sure if it was part of the final submission.

There is no question that since the Blue Line cuts through the proposed empowerment zone, and since housing, access and mobility were primary concerns, the Blue Line certainly will benefit from the empowerment zone designation.

At the time of this writing the Empowerment Zone proposal has received a major setback. Although presumed to be a strong candidate for Federal Empowerment Zone designation, the Los Angeles proposal was rejected for being not specific or focused, or not involving private sector or commanding state level support. Supporters remain cautiously optimistic. Apparently Los Angeles will receive a supplementary Empowerment Zone designation with \$100 million from the Economic Development Initiative program which to be matched by appropriate level of Section 108 money. The South Central and Los Angeles County segment of the original proposal will, however, receive the Enterprise Community designation with all the associated perks. The main disappointment is that the tax and wage credits included in the Empowerment Zone designation will not be available to Los Angeles. The Clinton Administration is expected to ask the Congress to make this provision available to Los Angeles as a special case. If this happens, Los Angeles' benefits might even exceed the amount received by other Empowerment Zone cities. If this scenario plays out economic development potential as assumed previously should remain undiminished.

DESIGN GUIDELINES

A. TRANSIT-ORIENTED DEVELOPMENT (TOD)

In recent years the idea of utilizing rail transit stations as centers of development has attracted increasing attention from city planners and transit agencies. Over the past years San Francisco based architect Peter Calthorpe has been very active in design concepts related to transit-based development. Since 1990, Calthorpe Associates have prepared such transit-oriented development design guidelines for Sacramento County and the city of San Diego (Calthorpe, 1990; 1992). Calthorpe has also designed an example of this transit-oriented development for the West Laguna Creek station in Sacramento County.

A transit-oriented-development (TOD), as defined by Calthorpe (1992), is a mixed-use community within a typical 2,000 feet walking distance (1/4 to 1/2 mile radius) of a station stop and a core commercial area (see Table 7.1). The design, configuration, and mix of uses emphasize a pedestrian-oriented environment and reinforce the use of public transportation, without ignoring the presence of the automobile. Such developments mix residential, retail, office, open space, and public uses within comfortable walking distance, making it convenient for residents and workers to travel by transit, bicycle or foot, as well as by car. Calthorpe (1993, p.51) sees such development as "*reversing forty years of planning that put cars ahead of pedestrians, put private space before public, put segregation and isolation of uses before integration and diversity.*"

The TOD design guidelines are strategies that seek to accommodate projected growth and allow for continued economic vitality without sacrificing pedestrian amenities. The guiding principle are to:

1. Encourage infill and redevelopment along transit corridors within existing neighborhoods.

2. Place commercial, housing, jobs, parks, and civic uses within walking distance of transit stops.
3. Create pedestrian-friendly street networks which directly connect local destinations.
4. Make public spaces the focus of building orientation and neighborhood activity.

Such developments are meant to resemble a village surrounding the transit stop where the mixed use core commercial area provides convenience retail and offices. Larger core areas may also combine major supermarkets, restaurants, entertainment uses and light industrial. The residential areas are located within a convenient distance from core commercial areas and transit stops. Residential density requirements should be met with a mix of housing types including small lot single family, townhouses, condominiums, and apartments. Open spaces should be designed as focal points for community activity. Streets should be seen as multi-purpose activity corridors with a sense of "place" rather than a mere channel for vehicular circulations. They should be pedestrian-friendly. Sidewalks, street trees, building entries must shelter and enhance the walking environment. Particular elements of Calthorpe's design guidelines are presented in the following table.

The Land Use/Transportation Policy adopted by the Los Angeles City Council centers around the concept of Transit Oriented Districts. The hope of planners is that concentration or new growth in the city around transit stations will generate positive change in these areas and improve ridership by supplying a supportive population near transit stops. However, as identified in the previous Chapter several factors act as barriers that limit the potential for development along the Blue Line. In the following section we will identify (in the form of design guidelines) the desirable urban form elements that can encourage transit-oriented development. In the next Chapter we will discuss incentives for economic development.

Table 7.1 Elements of Calthorpe's Transit-Oriented Development (TOD) Design Guidelines

Location Criteria:	The TOD must be located along a rail line or feeder bus line in order to promote land uses that support the transit line. Calthorpe's TOD concept can be applied to infill areas, revitalization areas, reuse areas, and urban growth areas.
Site Characteristics:	In order to implement a TOD development, the proposed site must be underutilized, ready for development, or undeveloped. If the site has land uses which are unlikely to change, the development of a TOD may be difficult. Infill sites must be at least twenty acres in size and have a substantial portion (80%) available for development.
Mix of Uses:	In order that a TOD provide adequate services and support transit, there must be a good mix of land uses within the site including housing, retail, commercial, and public spaces.
Residential Densities and Commercial Intensities:	Transit systems typically require a minimum residential density of 12 units per acre. Commercial densities have a minimum FAR of 0.25 and interior shopping malls and shopping centers surrounded by large parking lots are not encouraged. Mixed uses encourage the addition of office and residential uses and above ground floors.
Secondary Areas:	These peripheral areas are located within one-half mile of the transit station and exist to support the TOD. Densities may be lower than the primary area and services may support the TOD (i.e., employment, etc.), but cannot compete with the TOD.
Building Site Design:	Buildings within the TOD are to be oriented to pedestrian access, not auto access as is typical of retail centers in suburban areas.
Street and Circulation Systems:	TOD sites should be chosen such that main boulevards are located on the periphery of the TOD, and do not interfere with the pedestrian circulation of the TOD. Large boulevards inhibit pedestrian activities. Automobile circulation should be made efficient by minimizing 'dead end' streets, and maximizing multiple-route access.
Pedestrian and Bicycle Systems:	Pedestrian and bicycle access should be located along or visible from streets, rather than be located behind residential developments or parking lots. The sense of security and familiarity will promote pedestrian activity.
Transit Stops:	Transit stops should provide amenities to the patron including shelter from the weather, benches for sitting, and secure bicycle storage. Transit stops should be conveniently located so as to attract pedestrian traffic, rather than inhibit it.
Parking Areas:	In order to promote pedestrian activities, parking lots should be located to the back of buildings or to the interior of blocks. They should not dominate the TOD. Pedestrian activity is discouraged when site planning promotes automobile access. Parking should be more concentrated into parking structures and the use of surface parking should be minimized.
Open Spaces and Public Spaces:	Developments should focus around parks and plazas. Public and open spaces should not create a barrier to pedestrian access or pedestrian activities on the streets. They should also not be located in areas that are "dead space" where other land uses are not possible. This type of planning minimizes the usage of the park.
Relationship to Surrounding Land Uses:	Existing land uses should support the development of a TOD community. Land uses that do not compliment the TOD should be discouraged.

B. DESIGN GUIDELINES

Here we have compiled a set of the desirable urban form elements that are conducive to transit-oriented development. Design guidelines have been defined according to land uses, density, aesthetics, circulation and parking considerations. We first distinguished between design guidelines that should be applied system-wide, and guidelines that pertain to the

station neighborhoods. A further step will be to identify guidelines related to the specific situations of selected case study stations.

B.1. Land Uses

B.1.1. Mixed Use

Transit stations should be treated as neighborhood and community focal points. Placing stations at the center of mixed-use commercial and residential neighborhoods will increase ridership as it allows people to

"walk-and-ride" or "bike-and-ride" rather than "park-and-ride" as the central means of access. Mixed use development must promote convenient neighborhood-oriented retail and commercial core accessible to pedestrians.

B.1.2 Residential

A variety of housing types including small lot single-family, ancillary units (granny flats), and courtyard cottages should be provided to fill the gap between conventional single-family and multi-family needs. These higher density forms could provide affordable alternatives while maintaining the ownership pattern and private yard features of the single-family home. Multi-family housing types should include townhouses, condominiums and apartments and the like.

B.1.3 Public Facilities and Open Spaces

Certain types of TODs may require or justify inclusion of civic buildings and public facilities. Appropriate public facilities include day care, libraries, community buildings, police and fire stations, post offices, and governmental services. Public buildings should be placed in central locations as highly visible focal points, and/or adjacent to public parks and plazas. Civic uses such as urban plaza, community center, post office and library should be located in the core area in conjunction with retail businesses and offices. Recreation-oriented uses, such as parks, recreation facilities and community buildings, and schools should be centrally located with easy access from TOD residences and the core area.

Parks should be developed throughout TODs and surrounding areas to meet on-site population needs. A hierarchy of open spaces (as proposed by Calthorpe) should be established: Core parks (one to four acres) should be placed within two blocks of any residence. Neighborhood parks with large playing fields (five to ten acres) should be located at the edge of the TOD or adjacent to schools. Community parks (ten to thirty acres) should be placed along regional open space networks. Total park acreage should be based on the quantity of residential development and equivalent to 3.5 acres per 1,000 population or equivalent to roughly 5 to 10 percent of the transit station area. (Calthorpe 1993, p.91, See Figure 7.1).

B.2. Density

Transit station immediate area must increase land use intensity by infilling residential and mixed-use development. Guidelines defining a minimum and maximum density should allow a certain flexibility for developers to promote mixed-use combinations and housing types.

Office intensity should have a minimum of 0.35 Floor Area Ratio (FAR) while retail intensity should

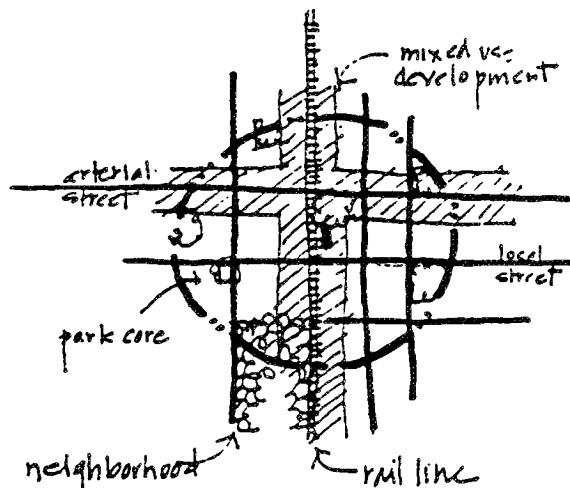


Figure 7.1 Public facilities in relation to a transit station.

have a minimum of 0.30 FAR (with surface parking). However, higher FARs are encouraged for both office and retail development.

Surrounding area (outside the 1/4 mile radius) may have lower density single-family housing, public schools, large community parks, low intensity employment-generating uses and park-and-ride lots (Figure 7.2)

B.3. Aesthetics

B.3.1 Safety and Security

Appropriate lighting, building and landscaping configuration should be provided to enhance pedestrian perception of safety and discouraging street and bus stop crimes. Transit-friendly buildings should be designed to facilitate pedestrian, bicycle, transit access.

B.3.2 Pedestrian Friendliness

An enhanced pedestrian-oriented urban environment should emphasize commercial and mixed-use development at the ground floor level with street frontage. Facades of commercial buildings should be varied and articulated to provide visual interest to pedestrians. Primary entrances to buildings should orient to plazas, parks, pedestrian streets, and not parking lots. Setbacks of commercial buildings should reflect the desired character of the area and bring buildings close to the sidewalk. Residential building setbacks from public streets should be minimized while maintaining privacy (Figure 7.3).

Amenities such as benches, public phones, mailboxes and newsstands should be provided along pedestrian corridors. Comfortable waiting areas, appropriate for year-round weather conditions must be provided at all transit stops. Comfortable bus shelter and benches must be provided at each bus stop (Figure 7.4).

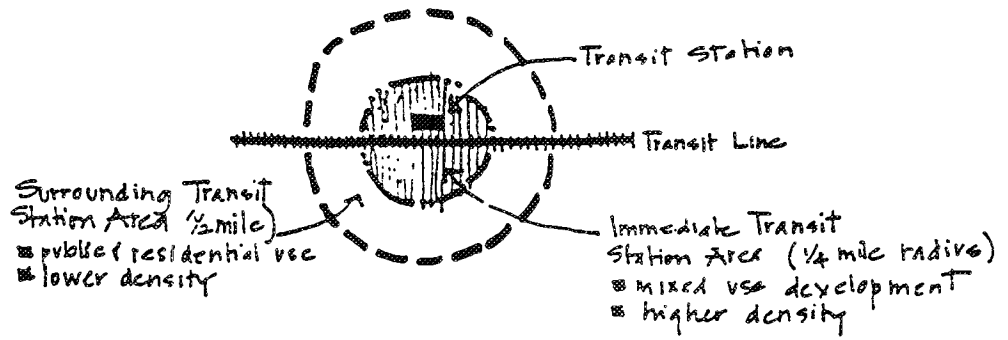


Figure 7.2 Possible density zones in relation to a transit station.

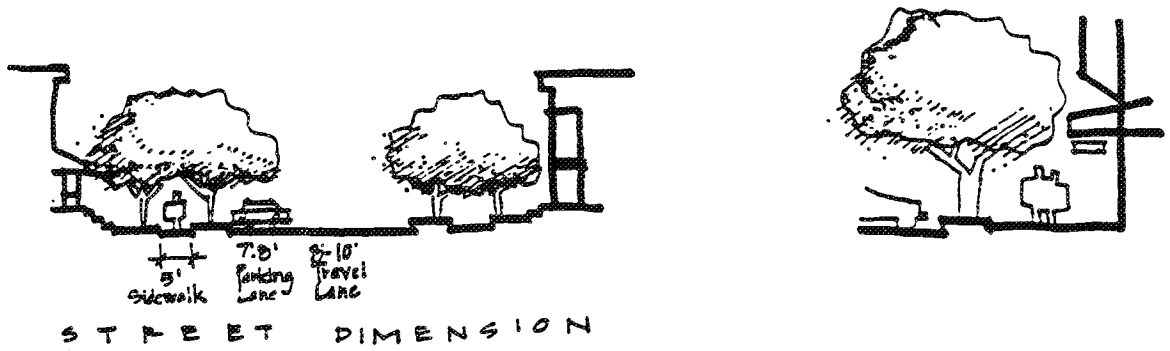


Figure 7.3 Typical building setbacks.

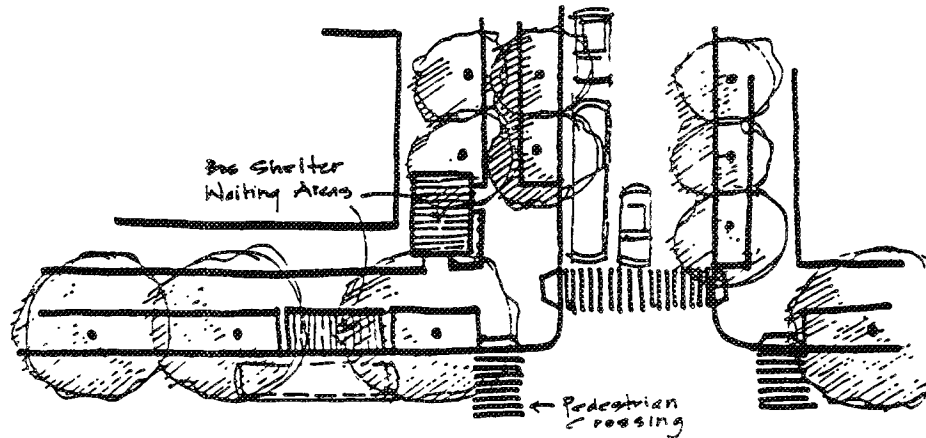


Figure 7.4 Pedestrian amenities near a transit station.

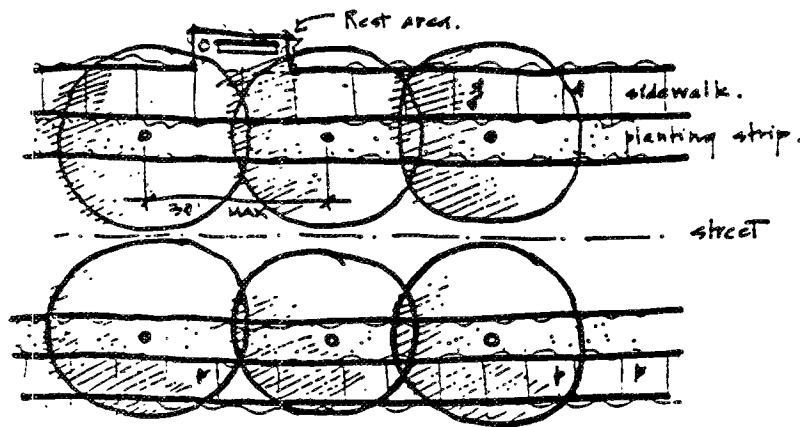


Figure 7.5 Planting in relation to sidewalks.

Passenger drop-off zones should be located close to the transit stop but should not interfere with pedestrian access.

B.3.3 Landscaping

Consistent planting of street trees must be provided on all local and arterials streets (Figure 7.5). Street trees should be spaced not further than 30 feet on center in planter strips located between curbs and sidewalks. Trees species and planting techniques should be selected to (1) create a unified image for the street, (2) provide adequate shading, (3) avoid sidewalk damage and (4) minimize water consumption.

Native drought-tolerant planting should be emphasized along transit routes, at station sites and adjoining public facilities.

B.3.4 Miscellaneous

Public art should be designed to be compatible with character and context of existing community. Historic structures must be preserved or rehabilitated to maintain the character of the neighborhood.

B.4. Circulation

B.4.1 Pedestrians and Bicyclists

Streets must be designed (or redesigned) to facilitate safe and comfortable pedestrian crossings to the transit station. Commercial uses, public facilities and open spaces should be directly visible and accessible from the transit stop. Streets that are comfortable, interesting and safe to walk along should be encouraged even if it means slowing down cars to allow pedestrian (and biker) safety and comfort.

Crosswalks should be provided at all signalized arterial intersections. Intersections should be designed to facilitate both pedestrian and vehicular movement. Intersection dimensions should be minimized while providing adequate

levels of service (Figure 7.6).

Pedestrian and bikeway undercrossings or bridges should be discouraged to solve access problems. Pedestrian routes through parking lots or at the rear of

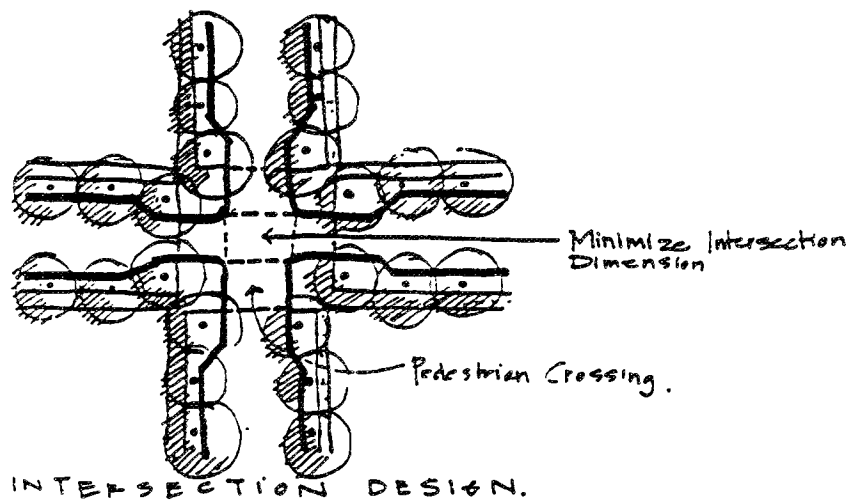


Figure 7.6 Intersection details.

residential developments should be avoided. The surrounding area street network must provide multiple direct street and bicycle connections to the transit area and core commercial area, with a minimum of arterial crossings.

B.4.2 Vehicles

Park-and-ride lots, kiss-and-ride and major bus drop-off areas should not isolate the station from local pedestrians. Existing parking and auto circulation systems should be (re)designed to encourage pedestrian and bicycles access between uses, public spaces and surrounding area.

B.5. Parking

B.5.1 On-Street and Surface Parking Lots

On-street short-term spaces should be provided to accommodate drop-off, pick up and taxi services. Access priority should be given to car pools, van pools and bicycle.

Parking lots should be placed to the rear of build-

retail uses should be encouraged on the first floor of street-side edges of parking structures (Figure 7.7).

B.5.3 Park-and-Ride Lots

Park-and-Ride lots should be located at stations with little possibility for mixed-use development, or in adjacent boundaries of immediate station area. Park-and-Ride may be provided within structured parking lots located close to the transit stop.

B.5.4 Landscaping

Sufficient trees should be provided in all parking lots so that within 10 years, 70% of the surface area of the lot is shaded. This percentage corresponds approximately to 1 tree per 4 parking spaces. Parking lots must be screened from streets by non-bermed landscape treatments.

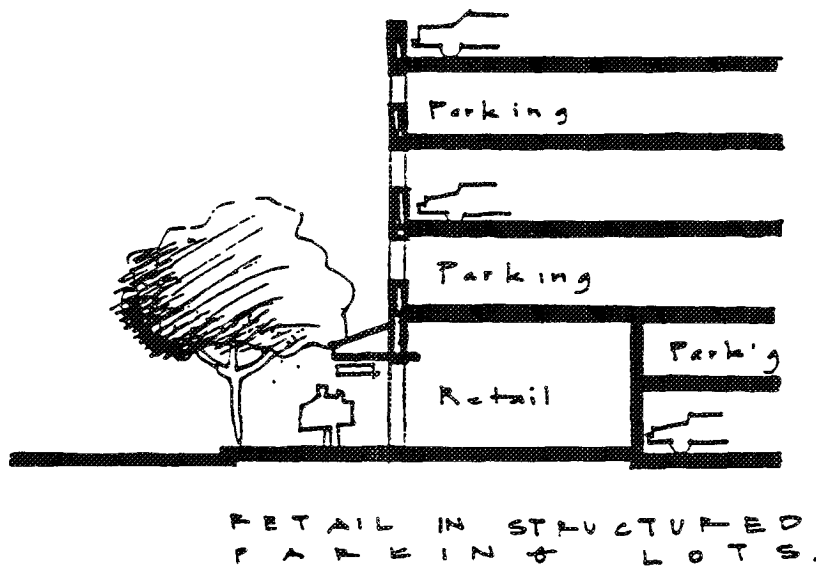


Figure 7.7 Retail use in parking structures.

ings with entries and windows fronting on streets and sidewalks. Size of parking lot should be limited to 2.5 acres unless divided by building or street. Parking requirements in mixed-use development should be lowered to reflect non-auto arrival modes- transit, bike or pedestrian.

B.5.2 Shared Use and Structured Parking

Joint parking allowances are recommended for adjacent uses with staggered peak periods of demand. Retail, office, and entertainment uses should share parking areas and quantities. Future intensification with structured parking should be encouraged when designing redevelopment plans. Parking structures should not be allowed to dominate the street frontage;

to incorporate the concepts of the TODs guidelines into study area-wide site development standards. It is recommended that to the extent possible, individuals developments within TODs should be permitted to proceed through ministerial, rather than discretionary processes. Therefore these standards and processes will need to be closely coordinated with the current zoning code update process.

The following examples (Figures 7.8 to 7.10) illustrate alternative possibilities for combining some of these ideas into station area development along the Blue Line corridor. These are illustrative examples only and do not pertain to any specific sites.

C. CONCLUSIONS

The TOD guidelines should be used to develop more specific regulations to facilitate mixed-use projects. These standards should focus on determining appropriate types of permitted uses, intensity of site use, and residential densities and commercial intensities. Public facilities and services should be located in TODs, whenever possible to provide patrons a transit travel option and to strengthen the sense of community in neighborhoods.

TOD implementation on redevelopment and infill sites will require that some existing zoning regulations be amended and new zoning tools created

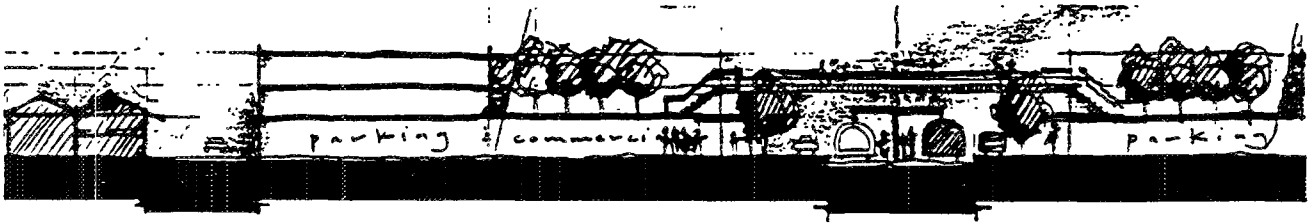


Figure 7.8 Illustrative section—Alternative A.

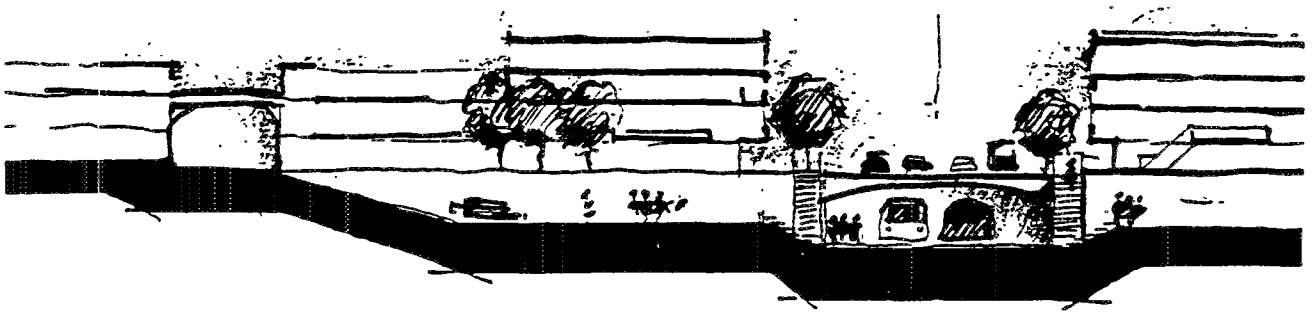


Figure 7.9 Illustrative section—Alternative B.

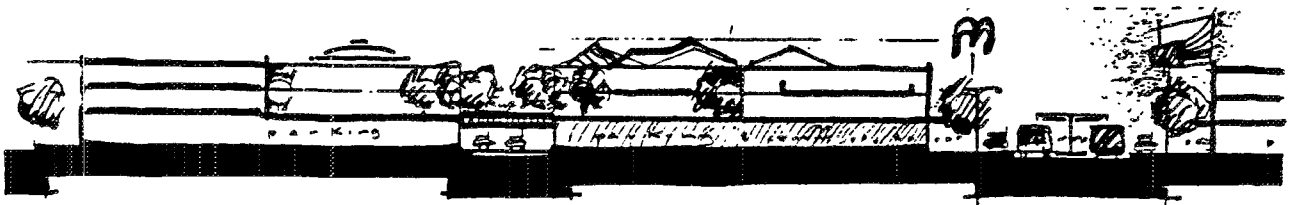


Figure 7.10 Illustrative section—Alternative C.

TRANSIT INVESTMENT AND ECONOMIC DEVELOPMENT

A. TRANSIT STATIONS AS STIMULI FOR ECONOMIC DEVELOPMENT

One of the specific goals of the Blue Line was to stimulate economic growth in the communities surrounding the Blue Line. But the question remains: has there been economic development since the MTA Blue Line began service in June 1990? While in Chapter Five and Six we have addressed these questions by examining relevant data and summarizing our interviews with experts, here we turn to some of the broader issues pertaining to the Blue Line and light rail development more generally. We follow up this discussion by presenting recommendations for improving economic development along the transit corridor culled from the literature. This Chapter also presents the historical basis of economic development in the area, and introduces various extant economic development methodologies in connection with light rail.

The aim of economic development within the quarter mile radius station area is to stimulate and enhance the industrial, commercial, retail, and housing markets while simultaneously supporting the overall objectives of mass transit. These goals are to increase ridership, to reduce congestion, to promote a better 'job-housing' balance (mixed land use), to create a more desirable urban form, and to enhance a sense of community through station neighborhood development. In addition to development stimulated directly from the transit line itself, a number of other factors affect the economic viability of the communities impacted by the Blue Line. These include: the MTA candidate corridors (Exposition Park Branch Corridor, Pasadena Light Rail Extension to Irwindale Corridor, and the San Gabriel Valley Route 10/60 Corridor), the Alameda Corridor Project, the Los Angeles Revitalization Zone, and potentially the Federal Empowerment

Zone. While these opportunities are not directly addressed in this report, subsequent research into the overlap possibilities for economic development abound.

Programs for station neighborhood development should consider the existing land, building, retail, commercial, industrial, and labor markets potentially affecting and are affected by the development of mass transit. The recommendations for economic development outlined at the end of this Chapter suggest avenues for designing and sustaining economic development plans in conjunction with Rail Transit Corridor Development. The four components of the multi-faceted external environment that potentially impact the relationship between economic development and mass transit are: (1) current land use, zoning and the market for real estate, (2) public agency coordination, (3) joint development plans, and (4) community development programs.

For economic stimulation to occur, there must be a collaborative effort between the involved actors and institutions such as: transit agencies, local governments, community developers, neighborhood developers, housing authorities and redevelopment agencies.

B. THE HISTORY OF ECONOMIC AND TRANSIT ALLIANCES

The historical relationship between the development of urban form and transportation systems in Los Angeles is important in considering their relationship today. Until the post war era, expansive development occurred in conjunction with or was preceded by the development of transit lines. New residential and industrial sites developed in areas newly served by transit and the urban form was shaped by the presence of transit connections. After World War II, the then

privately owned inter-urban transit companies deteriorated physically and financially, and levels of service declined substantially. Consequently, traffic congestion increased dramatically in Southern California (Adler, 1987). The country-wide resurgence of rail transit in the 1960s was based largely on visions of increasing economic activity similar to the experience of the 1920's which stimulated the development of previously undeveloped land. Today, rail transit investments by themselves are not sufficient to induce new growth or to produce a regenerative infill, but must work with other complementary forces such as a healthy regional economy, available and attractive sites for development, pro-development zoning regulations, and the accessibility of existing transportation systems (Cervero and Landis, 1993). The Blue Line has not followed the traditional pattern of development. It connects two existing, albeit deteriorating, industrial centers by an existing right of way, and thus presents a new challenge for economic development and transit. The construction and implementation of the Blue Line transit system was expected to induce economic development and stimulate activity in already deteriorated neighborhood station areas.

Los Angeles endured a 20 year delay, awaiting the perfect political climate that allowed the mass transit rail system to be built (Adler, 1987). The issue facing modern day economic development in congruence with the rail is not new growth creation, but regeneration of forgotten and ignored resources in the inner cities. To this end, the guiding economic development principles for a successful rail transit system must be reevaluated in the context of the current physical, economic, and environmental realities. We have the advantage of hindsight, history and academic research to aid in this reevaluation.

The literature of academic research conducted on mass rail transit reveals various terminology and concepts to define and create an image of the relationship between economics and mass transit. The most significant concepts that formulate the body of mass transit economic development are addressed below.

C. RECEPTION CAPACITY FOR ECONOMIC DEVELOPMENT

Adler defines reception capacity as "the total number of workers/consumers and their vehicles that can reach and occupy a place." Metropolitan development often involves inter-community competitions to attract and maintain capital investment to different localities. To augment the reception capacity of a

station area for economic development, various incentives may be required. These include: reduced parking requirements; allowing higher density of development (HPPD), and the like. In addition, the coordination of economic development with land-use planning policies can ensure higher utilization of a 'place' by laying out development projects within a five minute walking distance, or within one quarter mile from the transit station (Ells, 1990).

For the Blue Line, building reception capacity for economic development in the station areas remains a major concern. Market forces tend to respond at the end points of transit lines, where boarding peaks typically occur. Intermediate stations with lower boarding volumes tend to languish. Building reception capacity for these intermediate stations remains a major challenge, and this is where various economic development initiatives need to be targeted.

D. CORE/PERIPHERY (CBD/SUBURB) CONTRASTS

The Central Business District (CBD) constitutes one pole of the urban core-periphery framework that facilitates travel between poles. This dichotomy encourages a separation of land use for suburb (periphery) oriented, and urban (core) oriented transportation corridors. The goal of transit oriented development is to increase CBD reception capacity, to maintain economic centralization in the core, to overcome accessibility and related location disadvantages of sites, and to defend historic patterns of regional organization. Suburban residents and commercial interests often want independence and autonomous economic growth, two goals which do not necessarily coincide with CBD objectives. The challenge to planners, politicians, community leaders, and transit officials lies in forming alliances within a metropolitan area between the core and the periphery. Economic development along rail transit, technical alternatives, and bond-financed public works are examples of possible bridges between the core and the periphery (Adler, 1987).

The Blue Line case presents an interesting adaptation to the conventional concept of the core-periphery issue. Following the urban form typology formulated in this report, the Blue Line corridor consists of two urban CBDs (downtown Los Angeles, downtown Long Beach), an urban periphery, and an industrial sector. The urban periphery can be viewed in a dichotomous fashion similar to the suburban pole described by Adler, where the desires for independence

and autonomous economic growth are strong. The challenge then is to form small concentration points of reception for locational economic development. The guidelines herein focus on economic development for individual station areas to create the environment to maximize activity. It is important to maintain an overview of the entire transit corridor when planning for economic development. Geographic proximity of neighborhood stations may be a factor in the low economic development thresholds.

E. JOINT DEVELOPMENT

Joint development is "any formal, legally binding arrangement between a public entity and a private individual or organization that involves either private sector payments to the public entity or private sector sharing of capital or operating costs, in mutual recognition of the enhanced real estate development potential or higher land values created by the siting of a public transit facility." (Cervero, 1994). From this definition, three trademarks of joint development can be distinguished: (1) it is a legally binding agreement between two parties, (2) it involves some form of remuneration by private to public sector, either revenue payments or cost sharing, (3) it often assumes voluntary agreement to all terms and conditions.

Cervero's study revealed that office rents are more dependent on the system wide ridership rather than station ridership. This suggests that transit's influence on office rents was not as directly related to ridership activity around specific stations as the overall system demand affected office rent. Furthermore, terminal stations have a lower average rent because they lie farthest from the city center, but more so because terminal stations function as major bus transfer points and park and ride lots. Oddly, the idea suggested by Cervero is that bus and parking activity near stations may actually depress rents. The alternative is to introduce joint development projects around stations to increase rents. Joint development can cause increases in building activity, promote higher densities and agglomeration economies, and improve station environments by linking a station directly with the adjoining buildings. Even the coordination of rail transit and freeway services can connote higher office rents.

Office projects immediately adjacent to stations commanded a higher rent than those outside the station area because joint development projects usually feature more retail space than highway-served office projects do. Retail space usually can draw twice as much rent as office space because of its integration with other

uses for the community. Full mixed use projects have outperformed single use office buildings, are leased out faster, and yield higher rents. Net leasable space can often be greater for a joint development project because it makes shared parking possible. Joint development projects can often secure permanent financing due to the premium rents amassed in mixed use buildings.

Despite overall higher vacancy rates for larger buildings with high rent, those within station areas tend to have lower vacancy rates. While the Cervero study implies that joint development is a viable input to foment a healthy economy from a depressed state, all joint development projects considered in the study (Washington D.C., and Georgia) were built around station areas which already have low vacancy rates. Questions remain as to the applicability of these recommendations in stimulating a depressed or stagnant economy.

Residential development remains the one real estate bright spot; there may be a necessity to encourage high density residential development within station areas. Experiences with high density housing and transit development in Toronto, Stockholm, and Singapore suggests that clustered residential growth is essential for transit to capture significant shares of inter-suburban work trips and to achieve bi-directional ridership flows. Transit-based housing may yield important environmental benefits if it encourages infill development and converts former park and ride trips to walk and ride trips (Cervero, 1994).

The State of California recently enacted a bill to support this idea. The Land Use: Transit Village Development Planning Act of 1994, (see Appendix C) commonly known as the Bates Transit Bill, calls for a mix of housing types, and other land uses such as a retail district oriented to the transit station, day care centers, and libraries. The Transit Village Development core is to occur within a quarter mile radius of a transit station. It is designed to support a neighborhood centered around a transit station that is planned and designed so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit. The neighborhood would also have pedestrian and bicycle access to the transit station, and encourage and facilitate intermodal services with other forms of public and private transportation. Mid- to high-density mixed use, and pedestrian-oriented development that clusters around transit stations or stops is referred to as Transit Oriented Development (TOD). Willson and Anderson have identified four preconditions necessary for the success of TOD planning and implementation: (1) coordinated policy support for cluster development and transit, (2) effective planning imple-

mentation tools, (3) pre-existing urban forms and transportation characteristics that favor TOD, and (4) alignment that enhances development opportunities.

F. JOINT DEVELOPMENT PROSPECTS ALONG THE BLUE LINE CORRIDOR

In the context of the Blue Line and other transit corridors in Los Angeles, joint development is an active issue. As we have seen in Chapter Six, the MTA planners are quite enthusiastic and serious about pursuing joint development especially of the land already acquired by them for parking and other purposes. Table 8.1 lists the current inventory of property development opportunities, which includes six sites along the Blue Line corridor.

Table 8.1 MTA Property Development Opportunities

LINE/STATIONS	ACRES
MOS*-1 REDLINE (1 site)	4.50
MOS*-2 REDLINE (8 sites)	15.91
MOS*-3 REDLINE (3 sites)	48.50
PASADENA LINE (2 sites)	8.03
METROLINK (1 site)	14.60
DIVISIONS/LOCATIONS (3 sites)	16.93
BLUE LINE (6 sites)	30.78
Willow Street	14.10
Grand Avenue	0.56
Florence	1.72
Artesia	6.44
Del Amo	5.21
Wardlow	2.75
TOTAL MTA PROPERTIES	139.25

* Minimum Operable Segment

It should be apparent that the Blue Line corridor acreage constitute roughly about one-fifth of all MTA property holdings available for joint development. Within the Blue Line corridor, however, most sites are quite small with the exception of the Willow Street station which accounts for about half of the total acreage. A popular park-and-ride station for commuters from Orange County, the Willow Street site is the most promising and attractive prospect at this time. As noted in Chapter Six, preliminary negotiations are under way for commercial development with increased commuter parking. The remaining sites are mainly in the commercial and industrial segments along the corridor. Prospects of transit village type developments remain dubious, given the limited acreage of the MTA holding, and the agency's inability to take large scale ventures under the current fiscal constraints.

The findings of two studies -- one commissioned by the Los Angeles County Transportation Authority¹ (Meza and Madrid Development, 1992), and the other by MTA and the City of Los Angeles (Cordoba Corporation, 1993) -- are mainly pessimistic about development near the transit stations in the short run. Asked to look into the feasibility of housing development at the transit station sites along the Blue Line corridor, the consultants examined seven Blue Line transit stations: Florence; Firestone; Imperial; 103rd; Compton; Artesia; and Del Amo. Initially they conducted a residual land value analysis to test the economic feasibility of utilizing transit parking lots as opposed to adjacent sites for housing development. They concluded that a housing development that includes subterranean parking (for transit users) would cost 71 percent more than one without on an adjacent site. After screening the seven station sites they concluded that only three -- Firestone, Imperial and Compton -- had residential development potential. Even for these three sites project analyses conducted as part of the study suggest some significant development feasibility gaps for lower than median income households. They report three types of feasibility gap. One has to do with the financial feasibility. The second type is one of "extraordinary site assembly gap" which is reflected in the costs in excess of land values supported by project economics. And the third type of gap results from income restrictions and other project requirements stipulated by most housing assistance programs (See Meza and Madrid Development, 1992).

The second study conducted by Cordoba Corporation (1993) also includes detailed pro-forma analyses for different development prototypes. This analysis shows that for the Base Case (current market) scenario the return on equity for four different types of development ranges from a low of 1.7% to a high of 3.7%, and the return on cost from a low of 5.2% to a high of 7.5% thus underscoring the absence of market response. Even under the assumption of improved market scenario the returns on equity and cost fails to be competitive with other investment opportunities. The picture improves, however, with below market interest and land write-down, in combination with fee mitigation and expedited approvals. In sum this analysis generally corroborates the conclusions derived from a comparative study (UC/Berkeley NTRAC) of twenty-five transit systems in the U.S. This study concludes that transit-based housing development has been most successful "where transit agencies have been aggres-

¹ Before its merger with Southern California Rapid Transit District to become the Los Angeles County Metropolitan Transit Authority (or MTA).

sive in one or more of the following approaches:

- Use of transit agency land and, at times, write-downs on cost of land to enable the development to move forward.
- Assistance in assembling land.
- Reducing the cost of borrowing, through tax exempt financing.
- Reducing the cost of infrastructure improvements, through tax increment financing. Assistance in marketing the station area."

(Cordoba Corporation, 1993, page number not available)

Very few of these conditions, if any at all, have been met for the Blue Line corridor so far.

G. ECONOMIC DEVELOPMENT RECOMMENDATIONS

The following is a collection of recommendations related to economic development culled from the existing literature, professional reports, and observations made by the professional experts and community leaders who we interviewed.

G.1. Land Use, Zoning and Real Estate Market

- Focus development during a healthy economic period both regionally, and locally (Landis, 1991; Cervero and Landis, 1993; HPPD; Willson and Anderson, 1993).
- Create Pedestrian Pocket developments based on ¼ mile radius walking distance to station area (Ellis, 1990; Calthorpe).
- Concentrate mixed-use: residential and commercial development, neighborhood-serving retail, public amenities, and employment opportunities around the station areas (HPPD). Mixed use projects have outperformed single use office buildings, leased new space more quickly, and at higher rents. The net leasable space can often be greater for a mixed project because on site tenants require less parking space, and mixed-use projects make shared parking possible (Cervero, 1994).
- Affect land use patterns such that density gradient along transit facility should flatten because travel costs are lowered and density gradient in station area should steepen because local access is improved. This can be achieved through zoning policies (Willson and Anderson, 1993).
- Encourage shared parking at Park and Ride lots for weekends and evenings that caters to Inner City users but not suburban terminal station areas. Shared parking can affect source of funding for constructed

parking structure (interview with Lewis and Amis, 1994).

- Relax legal restrictions that often bar transit authorities from land banking and from recapturing transit-induced increases in land value by acquiring more land (Cervero, 1994).
- Focus on available and attractive sites for development. This is dependent upon the design and layout of particular buildings, mix and vintage of leases, leasing abilities of commercial brokers, availability of neighborhood amenities, proximity of other supporting land uses, and location within station area (Cervero and Landis, 1993).
- Establish variable residential to commercial land use ratio emphasizing commercial in "Downtown and Industrial" areas and residential in "Urban Periphery and Inner City" areas (HPPD; also see Chapter Seven).
- Support residential development as a feasible real estate development. Clustered residential growth (Stockholm, Toronto, Singapore) is essential for transit to capture significant shares of inter-suburb work trips, and to achieve bi-directional ridership flow. Transit based housing will yield an important environmental benefit if it encourages infill development and converts former Park and Ride trips to walk and ride trips (Cervero, 1994).
- Allow residential project development on commercial zoned land (HPPD).
- Establish financial incentives for housing production and preservation to arrest population flight, and to stimulate residential land use.
 - * Possible incentives for *Downtown* station areas include:
 - Rehabilitation Loans
 - Density Bonuses
 - Tax-Exempt Financing
 - Adaptive Re-Use
 - * Possible incentives for *Urban Periphery* include:
 - Rehabilitation Loans
 - Density Bonuses
 - Tax-Exempt Financing, Adaptive Re-Use
 - * Possible incentives for *Inner City* include:
 - Rehabilitation Loans
 - Density Bonus
 - Tax-Exempt Financing
 - Home ownership
 - Transfer Air Development Rights (HPPD).
- Employ the rail transit track as a barrier to separate the industrial and residential zones. This would act as a transit amenity to both sectors and provide an environmental barrier from the high density industrial region and possible hazardous emissions. As Marva

Smith-Battlebey pointed out, in the Vernon and Slauson station areas of the Blue Line, "The majority of the people that work in the businesses (East of Alameda) don't live near here."

- Encourage auto reliant land use restrictions in station area to facilitate clustered commercial, residential, and office development around transit stations (i.e., increase parking fees, decrease allotted parking space/structure, shared parking) (HPPD; Levine, 1993)
- In-fill urban development. Redirect potential residential, commercial, and industrial growth to core station areas and transit corridors (LACTC Executive Summary, 1992).
- Maximize compact development in station area with higher density and FAR increases (LACTC Executive Summary, 1992).
- Create more Park and Ride services for station areas in the inner city neighborhoods (Smith, 1994).
- Build transit corridors according to regional plans for city growth management for TOD opportunities that support economic development in both public and private sectors in the community, and cluster development within station areas (Willson and Anderson, 1993).

G.2. Joint Development

- Combine institutions (i.e., school, health), housing, private businesses, green space, non-profit organizations, and public agencies to form intensive (5-6 projects per station area; i.e., Willow) joint development projects.
- Formulate joint development to work for the financial benefit of public agencies. Use federal funding initially as capital investment, then draw upon private support as federal grants diminish after construction (interview with Grabinski, 1994).
- Attract multiple bidders initially with low costs. income generating projects to create a competitive market of contractors. This market will self-regulate through price competition (interview with Grabinski).
- Create supportive programs for joint development in station areas through permissive zoning to allow higher densities, infrastructure improvements, and transit conducive urban form.
- Consider increased tax base industry in addition to the job training as a potential multiplier effect (interview with Amis and Lewis, 1994).
- Inhibit the continued cycle of overlooking potential development sites in urban minority areas by locating joint development and transit stations in these areas (Salley, 1989).
- Establish public sector experience in appraising potential market values of joint development sites, and in negotiating favorable real estate deals (Cervero,

1994).

- Add the existence of joint development for a significant increase in rent premium. Office rent is more strongly influenced by transit ridership than nearby traffic volumes; however, at the terminal stations, the presence of transit is less influential on office rent (Cervero, 1994).
- Secure permanent financing through joint development of mixed use projects. This is more easily accomplished because joint development commands rent premiums. Credit is now assigned by real estate lenders in loan evaluations for joint development (Cervero, 1994)
- Share construction, or renovation costs of facility with private developer (Gomez-Ibanez, 1978).
- Receive direct cash payments-leasing space (Gomez-Ibanez, 1978).
- Position developer near transit station for accessibility advantage (Ellis, 1990).
- Secure governmental occupancy for proposed development (Landis, 1991).
- Preserve, to the extent possible, the public benefit of planned station areas.

G.3. Public Agency Coordination

- Create a panel of leading regional officials (mayors, supervisors, council members) for a strong leadership role and to foster a regional vision and positive image of the coordination of public agencies, such as the redevelopment agencies, planning departments, housing offices, and transportation. This body will have decision-making powers for inclusive regional planning (interview with Grabinski).
- View transportation projects as how it affects the multiple levels of immediate and surrounding areas (interview with Grabinski).
- Develop a business attraction, retention, and expansion strategy that includes City Support and Technical assistance:

* Possibilities at *Downtown Station Areas* include:

- Business loans
- Support Public/Private Partnerships
- Business Education
- Parcel Assemblage
- Marketing.

* Possibilities at *Urban Periphery Station Areas* include:

- Business loans
- Support Public/Private Partnerships
- Business Education
- Parcel Assemblage
- Marketing.

* Possibilities at *Inner City Station Areas* include

- Business loans
- Support Public/Private Partnerships
- Business Education
- Parcel Assemblage
- Marketing.
- Coordinate public and private ventures to maximize benefits of extensive public investment in building transit system (LACTC Executive Summary, 1992).
- Identify policies within various public agencies to address land use, transportation and air quality to redirect potential growth and establish an efficient urban form (LACTC Executive Summary, 1992).

G.4. Community Development

- Adopt a community job hiring/training program for public and private ventures: (HPPD)
 - * In *Downtown Station Areas* require 10% local hiring.
 - * In *Urban Periphery Station Areas* require 20% local hiring.
 - * In *Inner City Station Areas* require 20% local hiring.
- Plan transportation jobs and job training on long term basis, not limited to initial construction period (interview with Grabinski).
- Forge transportation education into the community. Make mass transit education to elementary children a strong component of community outreach program.
- Encourage and support use of station areas and mass transit for community arts, culture and events. This integrates mass transit and transit stations into everyday life within the community (interview with Grabinski).
- Form station areas into branch government, and public service centers to access public information, pay public utilities, and other currently centralized operations (interview with Lewis and Amis).
- Allow Assessment Districts where appropriate. Target a set (i.e., 50%) percent of the funds to the station area: (HPPD)
 - * Possible community projects for the *Downtown Station Areas* include:
 - Neighborhood Beautification
 - Job Training
 - Community Job Fair

- Small Business Loan Pool
- * Possible community projects for the *Urban Periphery Station Areas* include
 - Neighborhood Beautification
 - Job Training
 - Community Job Fair
 - Small Business Loan Pool
- * Possible community projects for the *Inner City Station Areas* include:
 - Neighborhood Beautification
 - Job Training
 - Community Job Fair
 - Small Business Loan Pool
- Conserve character of existing communities in the station areas. Locate new residential, commercial, retail, industrial, public amenities and institutions (parks, schools, open space), and other employment opportunities within the ¼ mile radius station area (LACTC Executive Summary, 1992).
- Encourage development of community identity through active community participation as a basis for responsive and successful public action (LACTC Executive Summary, 1992).
- Use station area and transit corridor planning process as a catalyst for development of community based visions. Design of transit infrastructure, station area facilities and development projects shall acknowledge and be compatible with the social, cultural, and physical context of the surrounding community (LACTC Executive Summary, 1992).
- Establish commercial business in station area dependent mostly on needs of surrounding community and not exclusively on the station and its passengers (Tzouvadakis, 1992).
- Provide incentives for community facilities: child care, senior facilities, community/ hearing rooms (LACTC Executive Summary).
- Protect minority households from price-induced displacement. Public investment in mass transit increases property values within the ¼ mile radius (Grass, 1989).

THE BLUE LINE BLUES: MISSING ANTECEDENTS FOR COMMUNITY AND ECONOMIC DEVELOPMENT

We began this study by asking the general question: Can Form Follow Transit? Although spun off the well-known adage "form follows function," the question was not meant to be rhetorical. Specifically, we wanted to know if, four years after its inauguration, the Blue Line has induced any significant change in the urban form of its corridor or in the vicinity of its stations. At the end of our study we conclude, reluctantly, albeit tentatively, that it has not. Reluctantly, because the presumption of transit induced development, that is so deeply rooted in many planners' vision of ideal community form¹ and in the legacy of street car suburbs, does not seem to hold in this case. Tentatively, because there is always a possibility that given appropriate antecedents and changes in economic circumstances and public policy, transformations in form still could occur in the future. It may not be a lost cause yet. There are good reasons why expectations linger, and we will come to that presently.

But first we will argue that the "Blue Line Blues" -- the unrealized promises of the Blue Line corridor -- is mainly a case of missing antecedents for community and economic development necessary for the restructuring of urban form. These antecedents, or lack thereof, are discussed below.

A. MISSING ANTECEDENTS

A.1. The Back Door Location

The tracks of Blue Line run through one of the most nondescript, non-place, non-functional strips of land in the Los Angeles County, totally forsaken and forbidding in appearance. Most of the Blue Line corridor passes through what looks like the industrial

backlot of the metropolitan Los Angeles. The right of way is an edge, a formidable barrier, that touches the back, rather than the front or the center of the adjacent communities.

The inappropriate location of the Blue Line is mainly a result of financial and political expediency. As we have discussed in our review of the history of Blue Line (see Chapter Two), the choice of alignment was forced by the wishes of the then powerful and influential County Supervisor Kenneth Hahn, who saw the link between downtown Los Angeles and downtown Long Beach as an important first step toward transit development in Los Angeles. Once Proposition A was passed in 1980 the thinking among the transit advocates, including Hahn, was to get something built as cheaply and quickly as possible. The existing track that ran through the industrial corridor connecting Los Angeles and Long Beach provided a golden opportunity, from the standpoint of economy and expediency. The fact that it passed through vast segments of what might be called "urban wilderness" did not seem to matter. Although improving access and mobility of the inner city poor was very much a part of the rhetoric of Blue Line planning, the line did very little for these communities as the boarding data (see Chapter Three) and expert comments (see Chapter Six) testify.

The alignment of the Blue Line even ignored the Centers Concept Proposal, which has been the only extant policy directive for future growth of Los Angeles as a hierarchy of centers connected by transit links. When it was suggested to the Blue Line planners that an alternative alignment connecting downtown Los Angeles with the USC/Exposition Park center could increase ridership and corridor development, it was turned down because it would have been marginally more expensive.

The Blue Line planning was driven by the exigencies of transit development in Los Angeles. It was a symbolic "flag-planting," meant to break the

¹ Transit-Oriented development is very much in fashion these days in discussions of neo-traditional design and the "new urbanism."

impasse over mass transit development. To be expeditious it ignored all the existing centers and corridors of populated areas -- the front doors of the communities - with the exception of two terminal business centers of downtown Los Angeles and Long Beach. Essentially it bypassed one of the most fundamental antecedents of transit development -- people and activities.

A.2. Missing Density Gradients

Typically stations are located where there is an existing node of population and activities. The gradient for population of floor area ratio increases near the station and declines with distance from the station. This is represented by a convex density gradient. In the Blue Line corridor population density gradients are often counter-intuitive -- i.e., population density declines near the station, and increases as one moves away from the line. The concavity of density gradient is again a testimony of the "back door" nature of the Blue Line. Figure 9.1 through 9.4 show density gradients in selected station neighborhoods within a half-mile square area. They illustrate how the density peaks reflect the ideal pattern or the minimal levels required in the station neighborhoods. Figures 9.5 through 9.20 further illustrate the emptiness of the areas in "building footprint" maps. Absence of density is another missing antecedent to successful station area development.

A.3. Inaccessible Stations

It follows from the malapropos nature of the corridor that the stations do not serve the community well. It is a major effort for most people in the South Central to avail themselves of the services of the Blue Line. There is very little feeder bus or shuttle service that connects the stations to the "front door" of the adjacent neighborhoods. Furthermore the stations in the inner city locations are not equipped with park and ride lots. As one community expert observed, people in South Central who own cars and are auto-dependent like the rest of Los Angeles. Moreover, many of the Blue Line stations are accessible only by car, but absence of parking makes even that option not particularly viable. Station accessibility, another antecedent to development, is largely absent from the standpoint of the inner city neighborhoods that are presumably served by Blue Line.

A.4. Pedestrian-Unfriendly Station Location

In addition to poor access, the location of stations and the improvements have not been particularly friendly toward pedestrians. Station platforms seem to be located without particular attention to the immediate urban fabric. As a result pedestrians are often in conflict with vehicular or the light rail traffic itself.

Pedestrian access may often take lengthy detour. Direct access may not be available. Interface with other transportation modes is sometimes not properly resolved. Pedestrian amenities or landscaping are few and far between. To the extent that user friendly and context-responsive station design add to the overall appeal of the transit system, absence of these elements suggests another aspect of missing antecedents.

A.5. Crime and Safety

Although actual incidence of crime in the immediate station area is significantly lower than the larger frame of reference -- be it South Central, Compton or Long Beach -- the perception of crime and personal danger remains deep seated within the general public. There remains extensive crime in the neighborhood areas surrounding the stations and platforms. To a large extent it has to do with the inner city context where problems of drug abuse, gang warfare, and criminal activities continue unmitigated and are well publicized through the media.

Increasingly literature on crime are focusing on the role of the built environment in exacerbating or mitigating crime. Environmental criminologists have argued that the perceptions and occurrence of crime often converge in "hot spots" of crime which are often a function of such proximate site features as prospect, concealment, boundedness (Nasar and Fisher, 1993). Crime researchers have suggested that crime is strongly related to the aggregate elements of the perceived physical environment such as nodes, paths and edges which tend to influence the criminals' activities and action space (Brantingham and Brantingham, 1993). Others have demonstrated how signs of dereliction and "incivilities" -- such as litter on or near property, graffiti on property, exterior dilapidation, and the like -- contribute to a higher incidence of crime (see Perkins et al., 1993). This latter phenomenon has been discussed by both criminologists (see Skogan, 1990; Ellickson, 1994) and urbanologists (Jacobs, 1961). This relationship is central to the well-known "broken window" thesis popularized by Wilson and Kelling (1982). As Ellickson (1994) explains, a broken window left unrepaired sends a signal that social control (and perhaps a sense of ownership) is attenuated in that area, and sensing that no one is in control, potential criminals are apt to prey on the locality.

The immediate environment of the Blue Line corridor is full of "broken windows", both literally and metaphorically. Abandoned industrial structures, boarded up doors and windows, broken porches and cracked sidewalks, uncollected trash and litter,

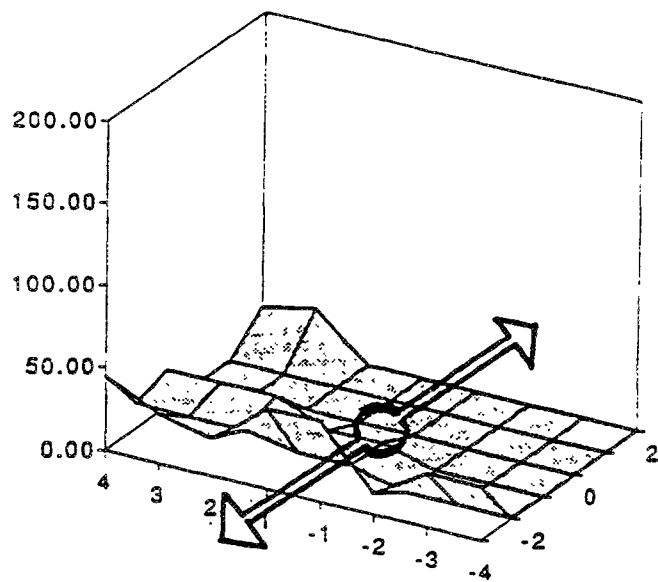


Figure 9.1 Density Surface: Compton station neighborhood.

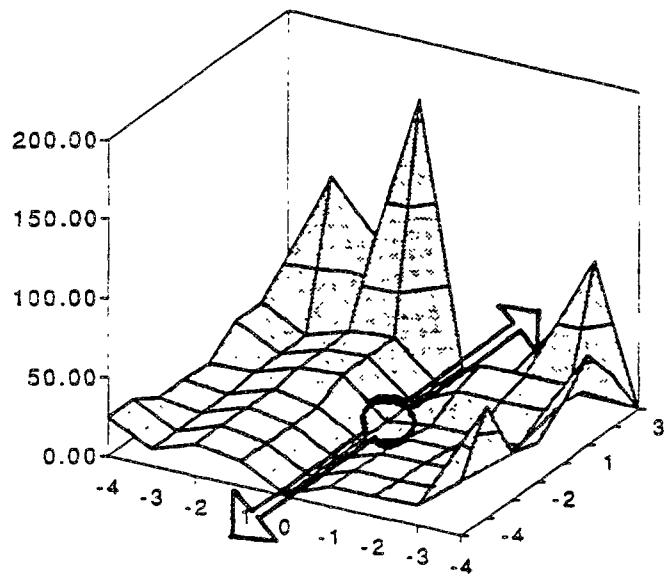


Figure 9.2 Density Surface: PCH station neighborhood.

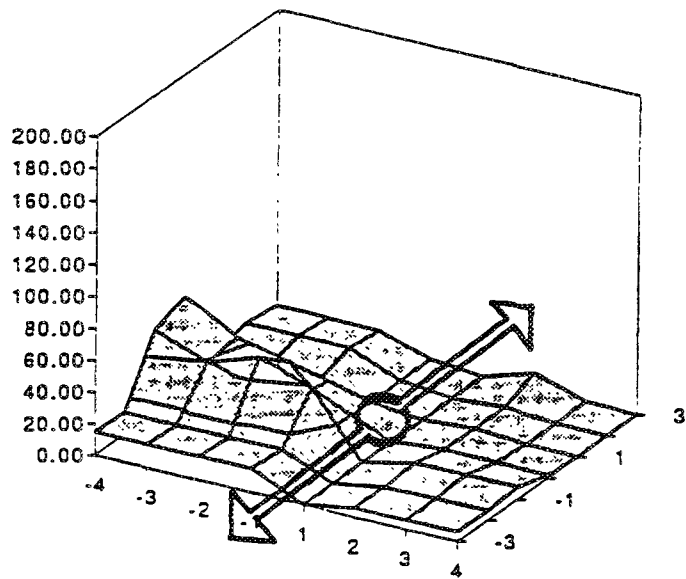


Figure 9.3 Density Surface: Vernon station neighborhood.

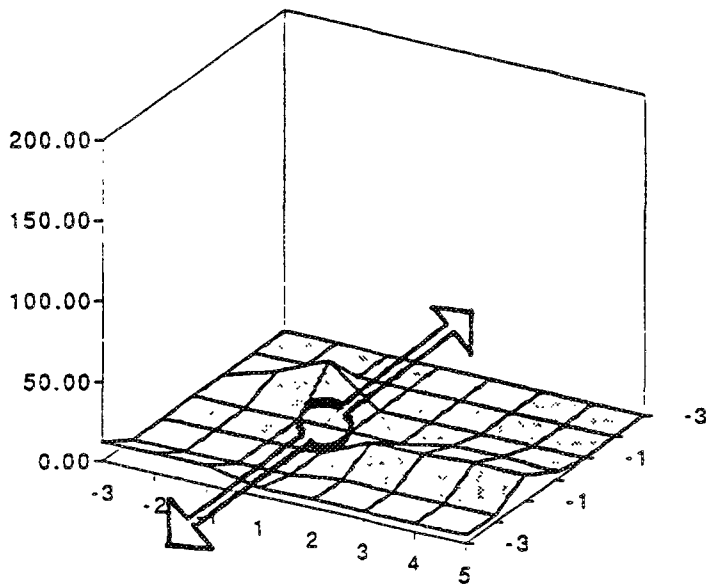


Figure 9.4 Density Surface: Imperial station neighborhood.

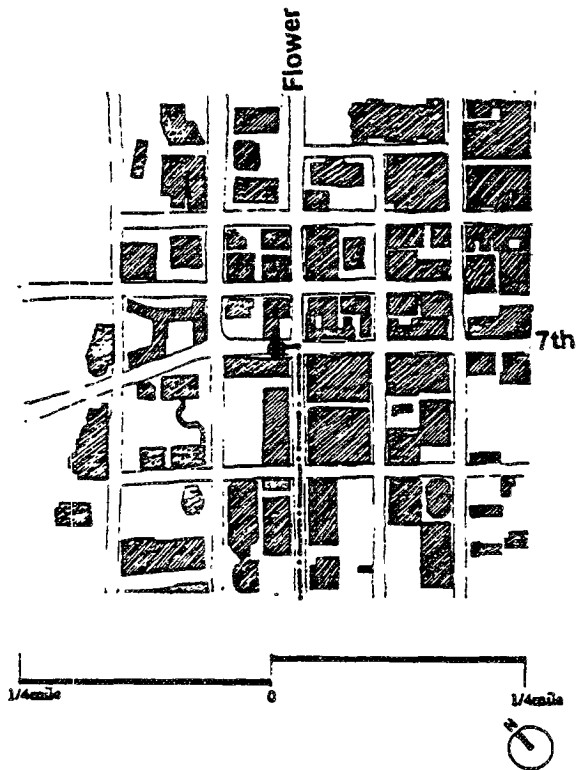


Figure 9.5 Footprint map of 7th Street station area.

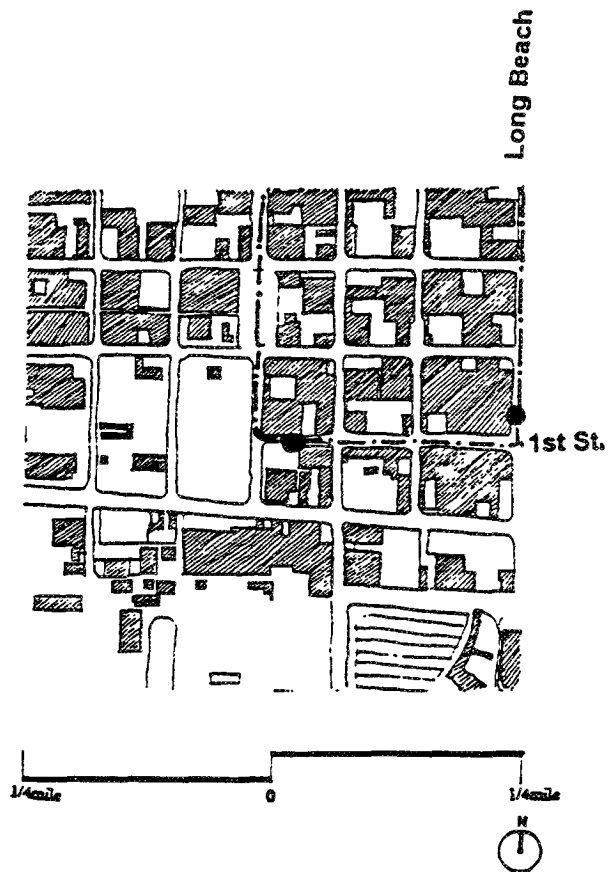


Figure 9.6 Footprint map of 1st Street station area.

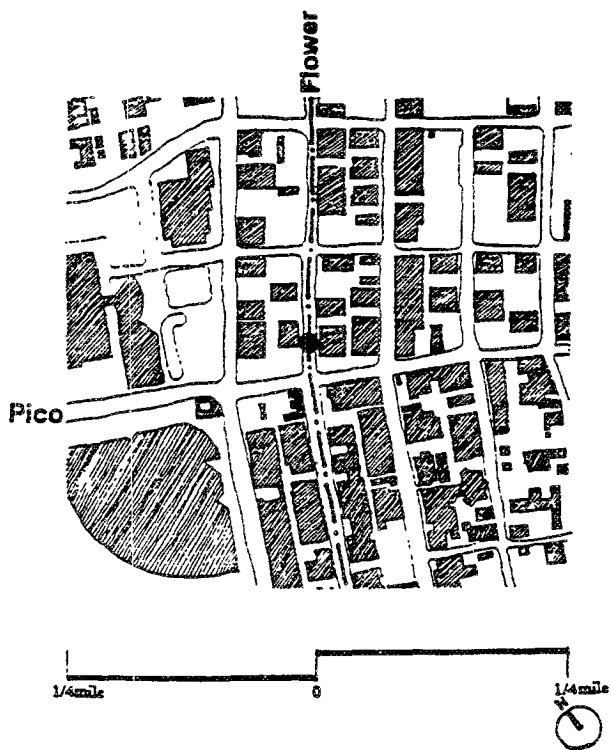


Figure 9.7 Footprint map of Pico station area.

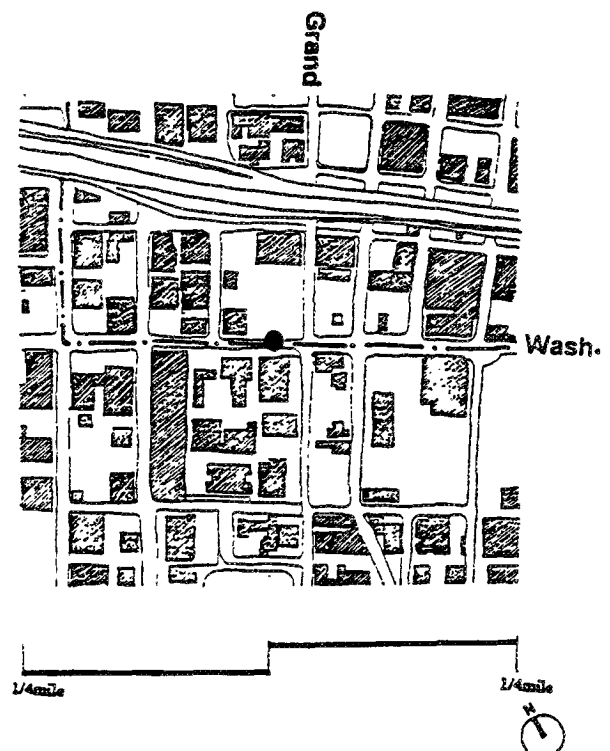


Figure 9.8 Footprint map of Grand station area.

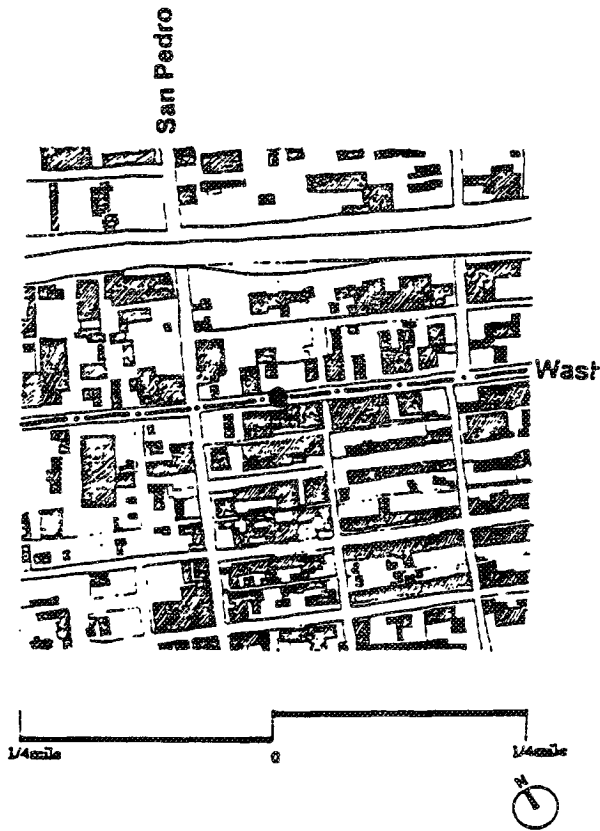


Figure 9.9 Footprint map of San Pedro station area.

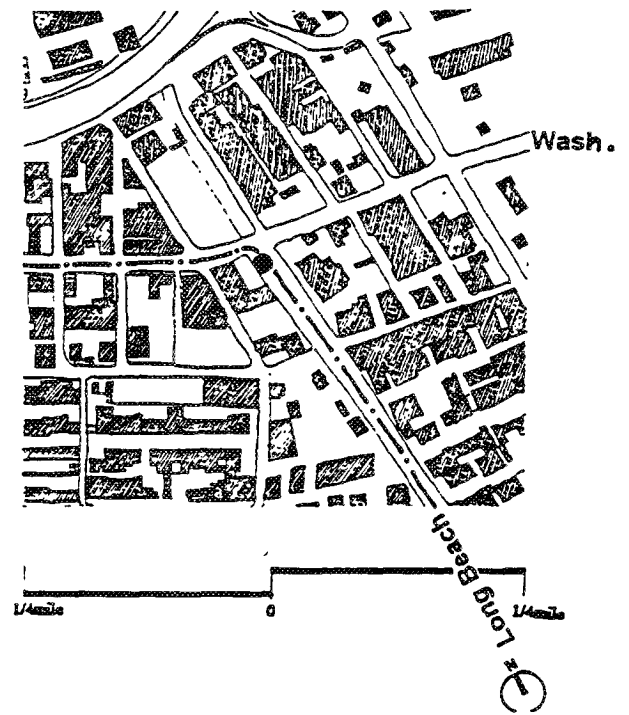


Figure 9.10 Footprint map of Washington station.

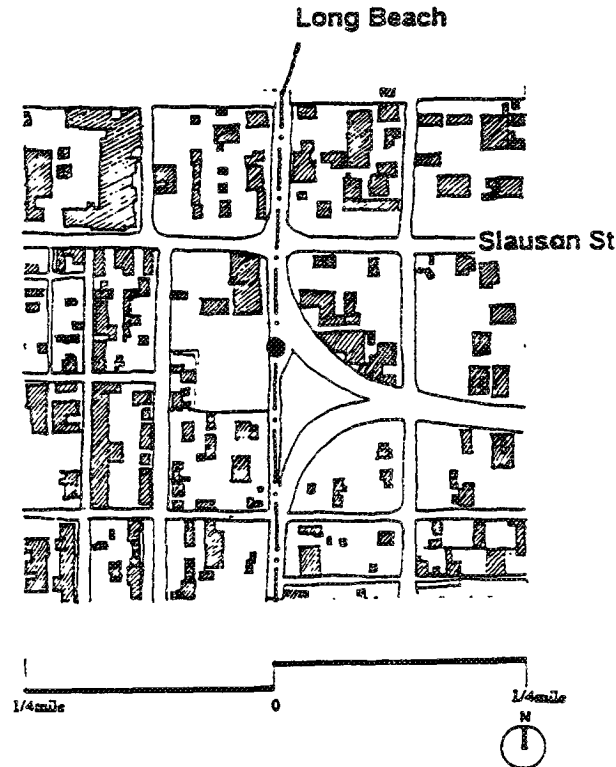


Figure 9.11 Footprint map of Slauson station area.

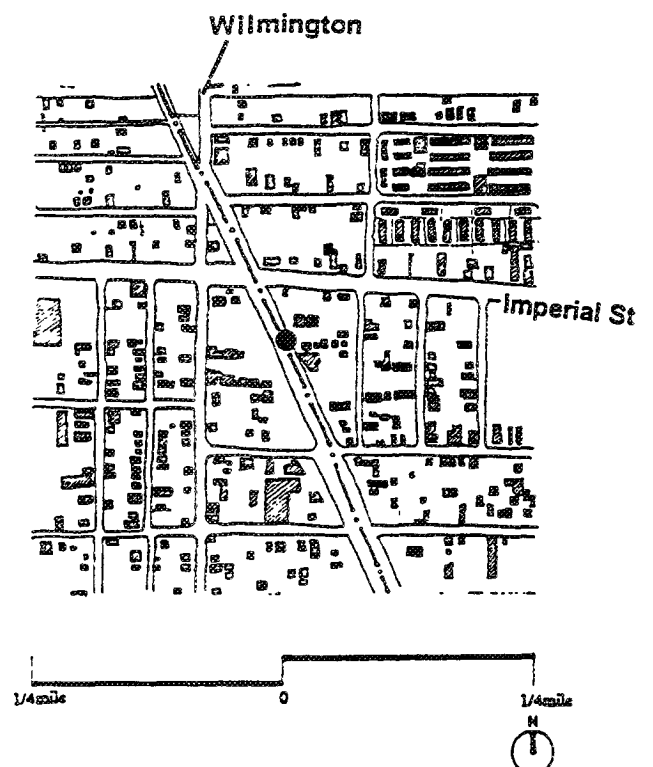


Figure 9.12 Footprint map of Imperial station area.

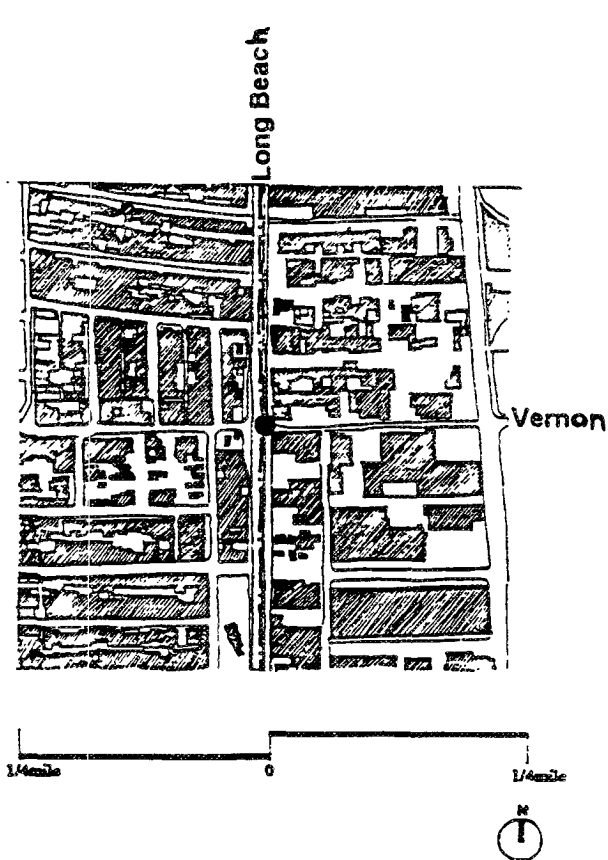


Figure 9.13 Footprint map of Vernon station area.

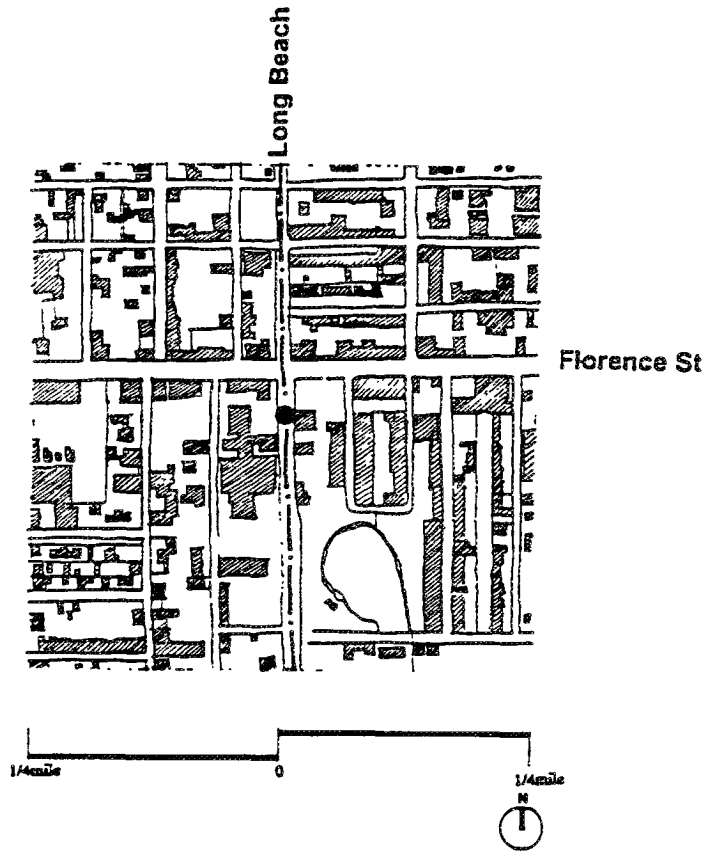


Figure 9.14 Footprint map of Florence station.

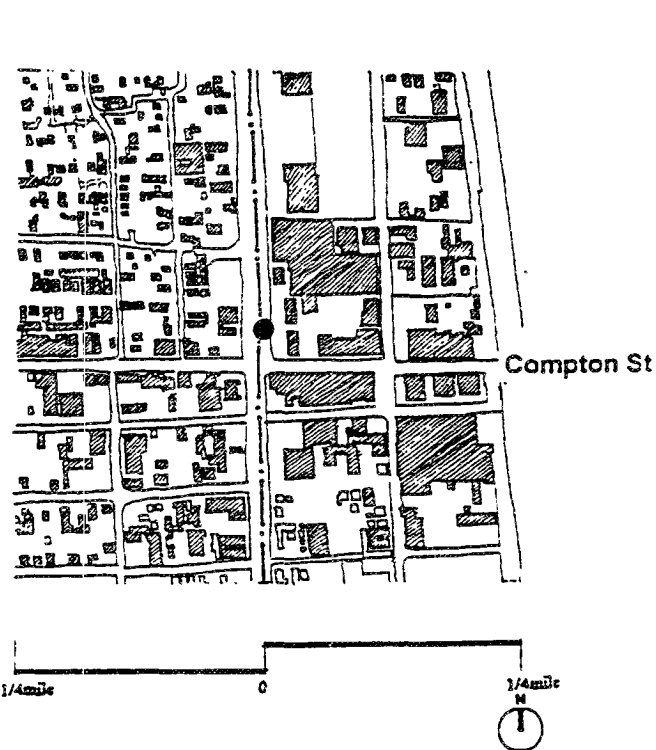


Figure 9.15 Footprint map of Compton station area.

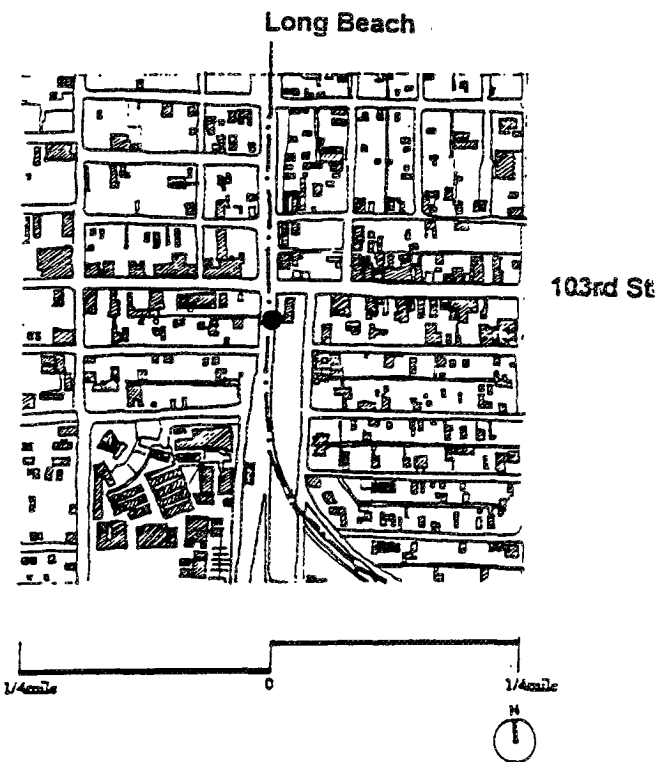


Figure 9.16 Footprint map of 103rd St. station area.

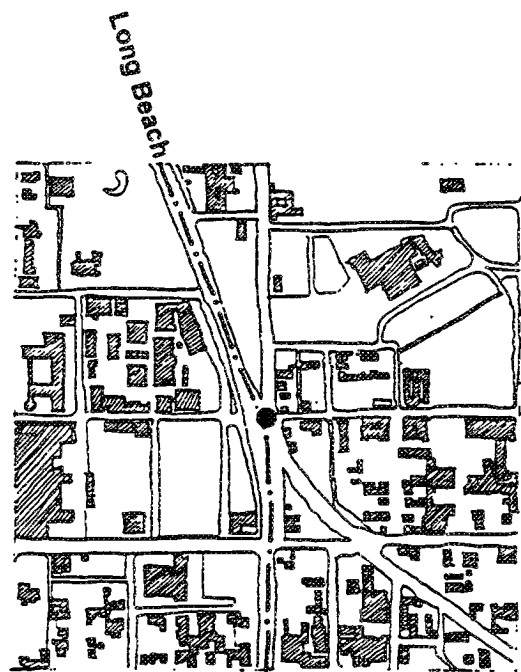


Figure 9.17 Footprint map of Willow station area.

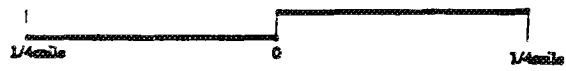
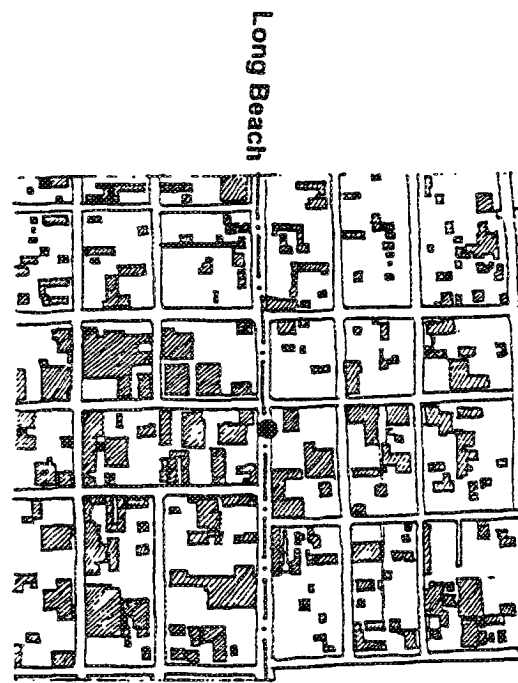


Figure 9.18 Footprint map of Anaheim station area.

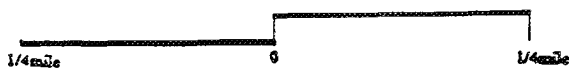
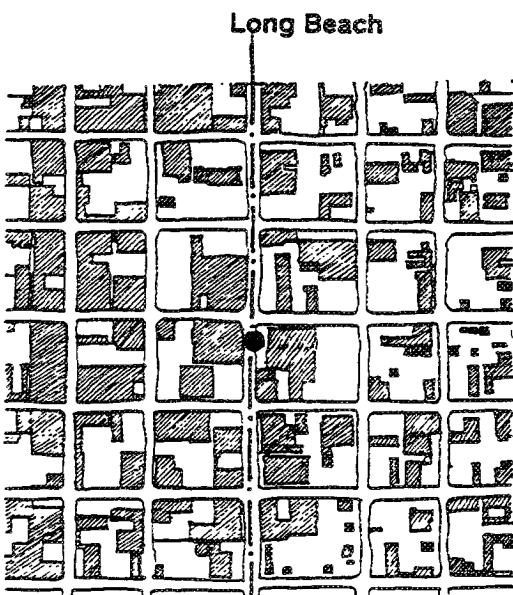


Figure 9.19 Footprints map of 5th St. station area.

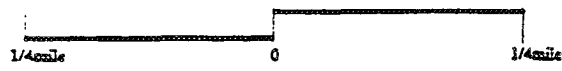
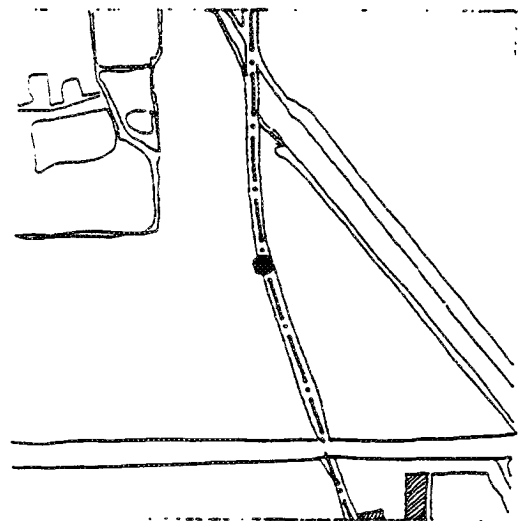


Figure 9.20 Footprint map of Artesia station area.

preponderance of graffiti and vandalism are commonplace and scattered throughout the Blue Line service area, as some of our documentary photographs (see Chapter Four) and station area inventory (see Appendix D) have shown. The physical landscape is forbidding, thus consolidating the negative image. The quality of the built environment continues to remain a missing antecedent.

6. Derelict Landscape of Neglected Neighborhoods

In Chapter Four we mapped some of the common amenities and services that are associated with a functioning neighborhood. What is apparent is that most of the desired neighborhood elements — parks, playgrounds, convenience stores, specialty shops, and the like — are conspicuously absent. As a earlier study by Banerjee and Baer (1984) of Los Angeles neighborhoods almost twenty years ago showed, the list of missing neighborhood elements and settings that residents desire most (a case of setting deprivation) was quite long in inner city neighborhoods including South Central.

At the same time, inner city residents suffered from considerable setting aggravation (the presence of elements not desired — i.e., billboards, liquor stores, power transmission lines, and the like). Our recent inventory of the Blue Line station neighborhoods shows that not much has changed in the last twenty years. Setting aggravation and deprivation are endemic in the derelict landscape of what RLA calls "neglected neighborhoods."¹

A.7. The Land Cost Paradox

A curious paradox about these neighborhoods is that the land cost remains quite high. In Chapter Five, our analysis of the effects of the Blue Line on residential property values show that while the property value declined precipitously in Long Beach following the overall downtrend in Southern California real estate market, it remained steady for the station areas of South Central. Even the 1992 riots did not seem to have a significant effect on property value. This is entirely consistent with the experience of community-based non-profit housing groups, who find it extremely difficult to acquire sites at the price appropriate for the economics of affordable housing.²

As we have shown in Chapter Eight, at least two studies conducted by independent consultants under contract from MTA and the Los Angeles City Plan-

¹ RLA has defined neglected neighborhoods as consisting of census tracts with twenty-five percent or more population in the poverty bracket.

² Based on conversations with the staff of the Esperanza Community Housing Corporation.

ning Department arrive at similar conclusions about housing development in the station neighborhoods.

Absence of market response can be mostly explained by the missing antecedents discussed previously. It is clear, however, that high land cost also remains a significant barrier. Now, it seems that even non-profit housing groups are finding it difficult to produce such housing without significant land write-downs or other forms of massive subsidy.

A.8. Regulatory Barriers

In addition to the land cost, antiquated zoning and subdivision regulations, and the permitting process, add significantly to the unity cost of construction. There are no separate —and lower— parking requirements for affordable or transit-oriented housing, even though in either case car ownership rates are much lower because of income limitations and transit dependency. Typically, parking spaces are underutilized in affordable housing developments. Although cities in the Los Angeles metropolitan area are in the process of rewriting their zoning ordinance to accommodate mixed-use development (housing above street level commercial uses, for example) and lower minimum parking requirements, or streamlining the permit process, progress has been slow at best.

A.9. Lack of Institutional Commitment

One of the most important antecedents of transit related development is political and institutional commitment toward restructuring urban form around transit corridors. Yet it has been totally absent in the case of the Blue Line, thus vitiating opportunities for such development. This has been particularly a problem in the case of the Blue Line alignment which passes through several local jurisdictions and unincorporated areas of the County of Los Angeles. At the planning stage, localities have either resisted the development of the line, or attempted to barter their support for local gains or parochial interests. Initiatives by localities to develop the transit station areas have been lukewarm at best, even though some have designated segments of transit corridors or station neighborhoods as redevelopment areas.

This lackluster response from localities is understandable in the absence of an overall authority for transit area development. In a metropolitan area like Los Angeles — quite aptly described as "fragmented metropolis" by historian Fogelson (1993) — it is often not clear who is in charge.

As we have seen in Chapter Eight, the total amount of land available for joint development under the auspices of MTA amounts to only 30.78 acres in six station sites, half of which is located in only one station site. Of the six sites, only one is available near an inner city station. Although MTA joint develop-

ment staff and some of the board members have strong commitment toward joint development, financial constraints and the political exigency has so far driven the agency to develop other lines and systems in the regions.

A.10. Absence of Critical Mass

As a result of a critical mass of authority, intentions, policies, plans, and programs, a political will is totally missing from the physical arena of the Blue Line. Disjointed efforts have not created the much needed priming effect. Development of the Blue Line languishes as a result.

B. POSSIBILITIES

In the opening paragraph of this Chapter, we indicated that our conclusions, while pessimistic, are also tentative. A change in economic circumstances, for example, could very easily enhance the prospects of development along the Blue Line corridor. Although we have not included the state of the Southern California economy -- depressed real estate market, over supply of commercial and industrial space, job loss, the highest unemployment rate in the nation, etc., -- as part of the missing antecedents listed above, there is no doubt that it has been a major factor in the absence of market responses to transit corridor development. To be sure, the 1992 riots and successive natural disasters have also had a cumulative impact on the investment climate and public finances. The recent financial debacle of Orange County is another example of the continuing economic woes of Southern California. Still one expects that recessionary time will pass, and a new cycle of growth will follow, stimulating development in the region. However, if the Blue Line is to be included in that cyclical growth, the missing antecedents discussed above must be restored.

C. CONCLUSIONS

As many other researchers have shown, growth and development around station areas does not happen

by the mere presence of a transit line. There needs to be advanced planning and coordination of land use and transportation, collaboration of all the different actors involved in the development process, community involvement, sound economic policies that offer incentives to the private and non-profit sectors and subsidies to businesses to build or locate near transit stations. In inner city areas, in particular, where structural problems of poverty, unemployment and crime continue to haunt these communities the public sector's role and efforts is particularly crucial in promoting development. The Land Use-Transportation Policy with its transit-oriented districts may provide a means for the city to address some of the larger socio-economic issues that relate to growth and development in the inner city. Although the Blue Line can not be the solution to all problems that plague these communities it does have the potential to be used as a tool for recovery. But this will require a number of precautions:

1. Regional thinking that treats this transportation system not as a mere connection of downtown Long Beach to downtown Los Angeles but as a linkage to various communities that are on either side of the line.
2. Reevaluation of the "assets" of the line (its proximity to the Alameda Corridor and to possible empowerment and enterprise zones, its joint development potential, the existence of various non-profit groups that are based near the line and want to develop affordable housing).
3. Community involvement where citizens reveal their communities' needs and demand action from the planners and politicians.
4. Strong economic incentives and public sector involvement and commitment.
5. A public agency that takes the lead and coordinates all other agencies and actors. MTA could serve this role, but then it should view its "prime objective" not simply as "building as many rail lines as possible." It is probably time for transportation agencies to see their role as facilitators of development, growth and positive change.

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APPENDIX A

SUPPLEMENTARY MATERIALS: CLUSTER ANALYSIS

Table A.1a Total Incidents of Crime per Station.

CASE	7TH	Pico	Grand	S. Pedro	Washingtn	Vernon	Slauson	Florence	Firestone	103rd St.	Imperial
Pico	129.25										
Grand	172.00	8.25									
S. Pedro	535.50	145.25	101.50								
Wash.	586.25	170.50	126.25	2.75							
Vernon	452.25	111.50	72.25	11.75	19.00						
Slauson	638.00	197.25	150.00	5.50	2.25	26.25					
Florence	370.50	86.25	45.50	30.50	45.25	11.25	58.50				
Firestone	496.25	133.50	86.25	7.75	15.00	6.00	20.25	17.25			
103rd St.	491.50	138.75	86.50	11.50	21.25	8.25	27.50	10.50	4.25		
Imperial	334.25	66.50	34.25	36.75	51.00	12.00	66.25	4.25	22.00	20.25	
Compton	306.50	70.25	33.50	60.50	80.25	28.25	98.50	7.00	36.25	29.50	5.25
Artesia	298.25	57.50	24.25	49.75	68.00	27.00	86.25	6.25	33.00	27.25	5.00
Del Amo	295.25	45.00	20.25	41.25	57.50	26.50	73.25	12.25	36.50	32.75	9.50
Wardlow	264.00	38.25	14.00	56.50	75.25	29.25	94.00	12.50	39.25	38.50	5.25
Willow	233.50	34.75	10.50	75.50	99.25	44.25	119.50	18.50	54.25	50.00	12.25
PCH	296.00	44.25	20.00	40.50	55.25	19.25	72.00	10.50	29.25	30.50	3.25
Anaheim	229.25	27.50	7.25	70.75	93.00	42.00	113.25	20.25	54.00	51.25	12.00
6th St.	87.25	419.00	490.25	1036.25	1108.50	911.50	1177.25	787.25	969.50	962.75	734.50
1st St	85.00	420.25	491.00	1038.50	1111.25	915.25	1181.00	789.50	973.25	964.50	739.25
Transit	98.00	441.25	504.00	1055.50	1133.25	931.25	1202.00	795.50	985.25	970.50	751.25
Pacific	83.25	411.00	490.25	1033.25	1103.50	912.50	1171.25	794.25	978.50	970.75	741.50

Table A.1b Total Incidents of Crime per Station.

CASE	Compton	Artesia	Del Amo	Wardlow	Willow	PCH	Anaheim	6th St.	103 St.	Transit
Pico										
Grand										
S. Pedro										
Wash.										
Vernon										
Slauson										
Florence										
Firestone										
103rd St.										
Imperial										
Compton										
Artesia	3.25									
Del Amo	16.25	6.50								
Wardlow	6.50	3.25	6.25							
Willow	7.50	5.25	10.75	2.50						
PCH	10.50	5.25	4.25	2.00	8.50					
Anaheim	11.25	7.00	8.50	2.25	1.25	6.25				
6th St.	681.25	677.50	682.00	628.25	576.75	682.25	577.50			
1st St	685.50	681.25	686.25	633.00	580.50	687.00	580.25	2.25		
Transit	689.50	687.25	697.25	644.00	586.50	702.00	590.25	7.25	5.00	
Pacific	696.25	688.50	682.00	636.25	586.75	686.25	582.50	8.00	6.25	17.25

Table B.2 Agglomeration Schedule Using Ward Method.

Stg.	Cistr 1	Cistr 2	Coefficient	Cistr 1	Cistr 2	Next Stage
1	16	18	.625000	0	0	14
2	15	17	1.625000	0	0	9
3	19	20	2.750000	0	0	10
4	5	7	3.875000	0	0	8
5	12	13	5.500000	0	0	11
6	8	11	7.625000	0	0	11
7	9	10	9.750000	0	0	12
8	4	5	12.125000	0	4	17
9	14	15	15.291667	0	2	14
10	19	21	19.000000	3	0	15
11	8	12	23.000000	6	5	16
12	6	9	27.041666	0	7	17
13	2	3	31.166666	0	0	18
14	14	16	36.875000	9	1	16
15	19	2	43.541668	10	0	19
16	8	14	56.291668	11	14	18
17	4	6	78.166672	8	12	20
18	2	8	130.950760	13	16	20
19	1	19	199.350769	0	15	21
20	2	4	397.311768	18	17	21
21	1	2	2941.613770	19	20	0

Figure A.3 Heirachical Cluster Analysis: Horizontal Icicle Plot Using Ward Method.

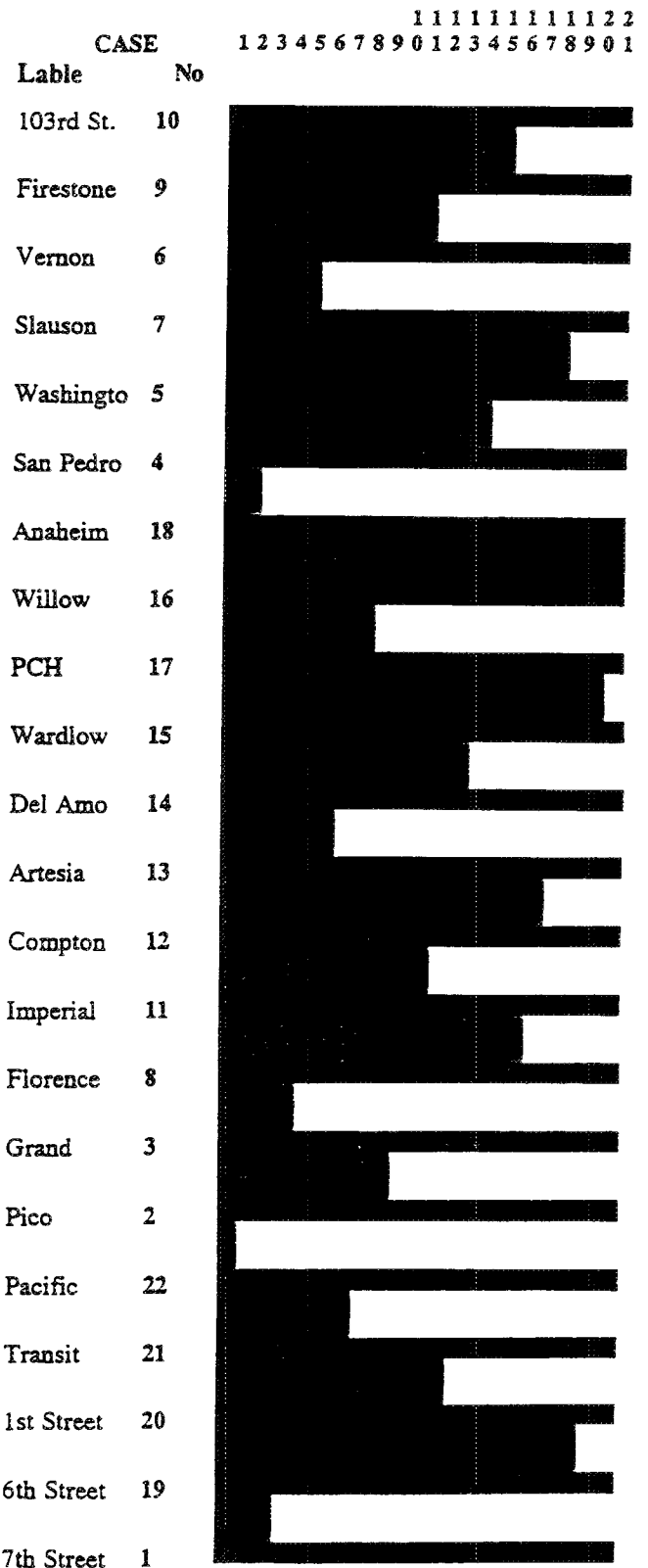
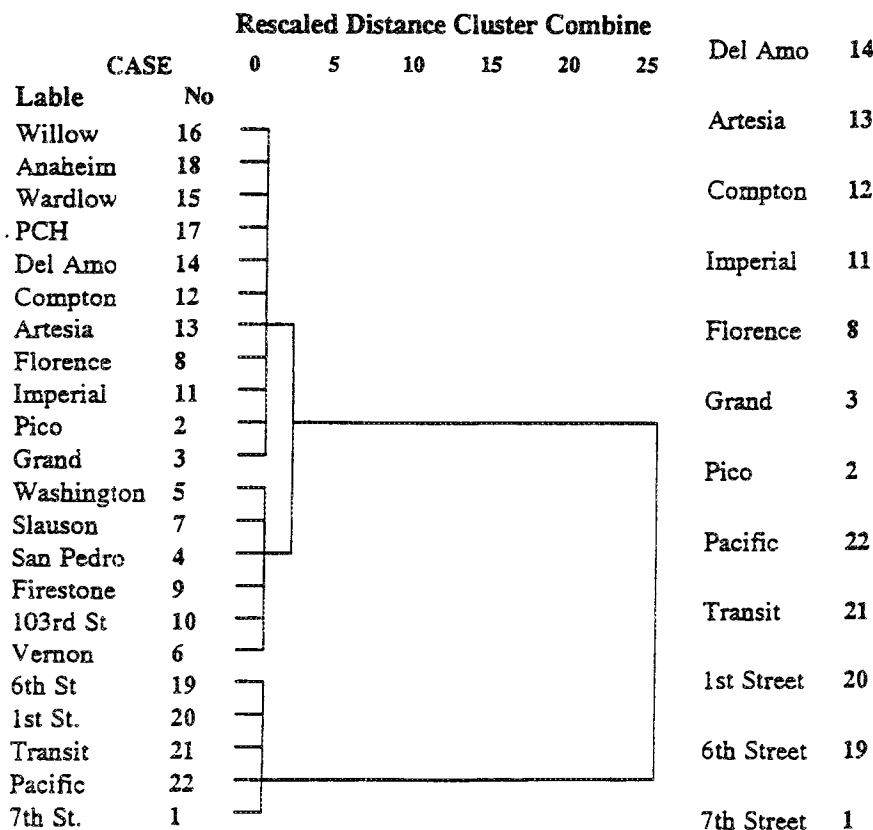


Figure A.4 Dendrogram Using Ward Method.



APPENDIX B

SUPPLEMENTARY MATERIALS: CRIME DATA ANALYSIS

A. PURPOSE

The purpose of this component of the Form Follows Transit? project is to observe changes in Part I crimes over time and space (Blue Line Stations).

B. METHODOLOGY OF DATA COMPILATION

- Raw data was gathered from four main sources: the Los Angeles County Sheriff's Department (LACS), the City of Los Angeles Police Department (LAPD), the City of Compton Police Department (CPD), and the City of Long Beach Police Department (LBPD). Los Angeles County Sheriff's data was compiled by month, City of Los Angeles and City of Long Beach Police Departments grouped data by quarter, and City of Compton assembled data by year.
- Crime definitions in California are slightly ambiguous. Although crimes are clearly defined in both federal and statewide written documents, police departments do not all adhere to exactly the same reporting format. The two primary sources for definitions and standards are the Federal Bureau of Investigation's Uniform Crime Reporting (UCR), and the California Criminal Justice Profile (CCJP). The Profile uses the UCR definitions with a less in depth description of specific crime circumstances.
- The differences between the four policing bodies are in the recording methods of *burglary from auto*, and *theft from auto*. LAPD and LBPD data were broken down into the specific separate crimes within Part I categories (i.e. theft, burglary, robbery) while CMP and LACS data was compiled into the just the Part I categories.
- The two Part I categories that overlap when dealing with multiple policing parties are burglary and theft. LBPD only reported auto burglary independently, while theft from auto was a part of 'other theft'. LAPD reported both burglary from auto, and theft from auto individually. LACS and CPD lumped both of these into theft according to the definitions provided by UCR.
- Part I' refers to the most heinous of crimes committed: Murder, Rape, Aggravated Assault, Robbery, Burglary, Theft, and Auto Theft. These, however, are broken down differently according to the definitions source, and to what extent the data has been already compiled when it is received.
- The Part I categories were condensed into three overall groupings for purposes of gaining an overview of crime as related to persons, property and autos. The categories are: (1) Crimes against Persons, (2) Crimes against Property, (3) Auto Theft.
- Reporting districts (RD) surrounding each station within one-quarter mile radius were selected. Extracting precise data collection was hindered because most RD boundaries extended beyond the pedestrian one-quarter mile radius travel distance to each station. In all instances, with the exception of most Long Beach reporting districts, reporting districts exceeded the one-quarter mile radius. To generate more consistent data, crimes outside the quarter mile radius may be included. This allows for RD area size to be similar throughout all regions surrounding the Blue Line.
- The following is a description of how each Station data was compiled.
 1. 7th and Flower: RD: 152, 172 for 1990-1991; 152, 162 for 1992-1993. An average was taken for the two RDs. (LAPD)
 2. Pico: RD: 184, 194 for 1990-1991; 182, 192 for 1992-1993. Because 194/192 is shared by the Grand Station, the data was initially divided by 2, and then averaged with the RDs for each respective station. (LAPD)
 3. Grand: RD: 194, 1322 for 1990-1991; 192, 1321 for 1992-1993. Half of 194/192 was averaged with 1322/1321. (LAPD)
 4. San Pedro: RD: 1311 for 1990-1991; 1313 for 1992-1993. This data was duplicated as is, without any division, or averaging. (LAPD)
 5. Washington: RD: 1317, 1327 for 1990-1993. An average was taken for the two RDs. (LAPD)
 6. Vernon: RD: 1347, 1367 for 1990-1993. An average was taken for the two RDs. (LAPD)
 7. Slauson: RD: 1377, 172 for 1990-1993. An average was taken for the two RDs. (1377 = LAPD; 172 = LACS-Firestone Station)
 8. Florence: RD: 175, 176, 177 for 1990-1993. An average was taken for the three RDs. (LACS-Firestone Station)
 9. Firestone: RD: 181, 182 for 1990-1993. An average was taken for the two RDs. (LACS-Firestone Station)
 10. 103rd Street: RD: 1826, 1827, 1837 for 1990-1993. An average was taken for the three RDs. (LAPD)
 11. Imperial: RD: 1837, 1849, 2635, 2637 for 1990-1993. An average was taken for the four RDs. (1837, 1849 = LAPD, 2635, 2637 = LACS-Lynwood Station)
 12. Compton: RD: 14, 22, 35, 40 for 1990-1993. An average was taken for the four RDs. (CPD)
 13. Artesia: RD: 37, 42 for 1990-1993. An average was taken for the two RDs. (CPD)

14. Del Amo: RD: 1692 for 1990-1993. This data was duplicated as is, without any division, or averaging. (LACS-Carson Station)

15. Wardlow: RD: 141,224 for 1990-1993. An average was taken for the two RDs. (LBPB)

16. Willow: RD: 201, 204, 213, 214 for 1990-1993. These Long Beach 'Beats' equal approximately one-quarter mile each, and formed an exact quarter mile radius around the station site. The beats were simply summed. (LBPB)

17. Pacific Coast Highway (PCH): RD: 181, 184, 192, 193 for 1990-1993. The data was summed. (LBPB)

18. Anaheim: RD: 171, 174, 182, 183 for 1990-1993. The data was summed. (LBPB)

19. Sixth Street: RD: 161, 162, 163, 164 for 1990-1993. Beat 163 overlaps with both the Transit and Pacific Stations and was divided by three. Beat 164 overlaps with the Pacific Station as well and divided by two. The resulting quotients were summed with the remaining beats 161, and 162. (LBPB)

20. First Street: RD: 151, 152, 153 for 1990-1993. Beat 153 overlaps with the Transit Station and was divided. The resulting quotient was summed with the remaining beats 151, and 152. (LBPB)

21. Transit: RD: 81, 92, 153, 163 for 1990-1993. Beat 92 overlaps with the Pacific Station and was divided. The remaining quotients of 153 and 163 were summed along with the other beats. (LBPB)

22. Pacific: RD: 91, 92, 163, 164 for 1990-1993. The remaining quotients of 92, 163 and 164 were summed along with the 91. (LBPB)

C. DEFINITIONS

- United States Department of Justice, Federal Bureau of Investigations Uniform Crime
- Reporting (UCR) standards for Part I crimes are broken down into the following sub-categories:

1. Criminal Homicide:
 - a. Murder an non-negligent manslaughter
 - b. Manslaughter by negligence
2. Forcible Rape:
 - a. Rape by force
 - b. Attempts to commit forcible rape
3. Robbery

- a. Firearm
 - b. Knife or cutting instrument
 - c. Other dangerous weapon
 - d. Strong-arm--hands, fists, feet, etc.
4. Aggravated Assault:
 - a. Firearm
 - b. Knife or cutting instrument
 - c. Other dangerous weapon
 - d. Hands, fists, feet, etc.--aggravated injury
 5. Burglary:
 - a. Forcible entry
 - b. Unlawful entry--no force
 - c. Attempted forcible entry
 6. Larceny-theft (except motor vehicle theft)
 7. Motor vehicle theft:
 - a. Autos
 - b. Trucks and buses
 - c. Other vehicles

- California Department of Justice (CCJP), Division of Law Enforcement, Law Enforcement Information Center. California Criminal Justice Profile, 1992. Part I crime definitions are:

1. Aggravated Assault: an unlawful attack or attempted attack by one person upon another for the purpose of inflicting sever or aggravated bodily injury. This type of assault is usually accompanied by the use of a weapon or by means likely to produce death or great bodily harm.
2. Burglary: the unlawful entry of a structure to commit a felony or a theft. Attempted burglary is included.
3. Forcible Rape: the carnal knowledge of a female forcibly and against her will. Assaults or attempts to commit rape by force are threat of force are included.
4. Homicide: the willful (non-negligent) killing of one human being by another. Murder and non-negligent manslaughter are included.
5. Larceny-theft: the unlawful taking, carrying leading, or riding away of property from the possession of another (except embezzlement, fraud, forgery, and worthless checks).
6. Motor Vehicle Theft: the theft or attempted theft of a motor vehicle.
7. Robbery: the taking or attempting to take anything of value from the care, custody or control of a person or persons by force or threat of force or violence and/or by creating fear in the victim.

Table B.1 Total Incidents of Crime per Station.

STATION	1988	1989	1990	1991	1992	1993
7th & Flower	602	573	704	704	767	388
Pico	706	636	469	468	590	293
Grand	584	616	403	454	574	325
San Pedro	604	729	651	603	690	384
Washington	561	541	322	351	521	254
Vernon	390	446	487	529	645	327
Slauson	280	321	317	337	343	205
Florence	356	378	390	367	437	284
Firestone	330	349	357	291	263	218
103rd St.	333	393	529	399	501	340
Imperial	376	400	458	334	527	282
Compton	76	95	65	92	96	128
Artesia	382	393	426	443	521	476
Del Amo	412	430	374	438	404	335
Wardlow	279	393	84	164	166	60
Willow	233	357	324	482	456	189
PCH	351	582	696	848	919	359
Anaheim	379	579	622	747	962	353
6th Street	1378	1842	759	889	1047	414
1st Street	438	615	404	506	678	204
Transit	147	172	151	215	286	108
Pacific Ave	615	785	682	802	1058	441

Table B.2 Crimes Against Property per Station.

STATION	1988	1989	1990	1991	1992	1993
7th & Flower	464	417	560	552	448	301
Pico	442	415	290	299	274	193
Grand	270	298	201	203	217	155
San Pedro	361	437	395	380	341	205
Washington	356	353	198	218	246	163
Vernon	154	166	170	192	184	119
Slauson	99	122	100	156	131	92
Florence	150	140	156	135	146	106
Firestone	148	139	123	92	88	76
103rd St.	152	178	280	171	185	170
Imperial	130	146	172	136	228	100
Compton	150	163	210	238	298	252
Artesia	40	67	46	57	65	75
Del Amo	290	288	249	284	232	192
Wardlow	180	277	58	115	87	35
Willow	148	179	166	273	234	94
PCH	182	211	311	306	367	144
Anaheim	230	256	337	417	466	180
6th Street	1119	1491	584	648	682	315
1st Street	323	457	291	333	370	144
Transit	107	113	112	148	156	77
Pacific Ave	399	483	530	594	724	344

Table B.3 Crimes Against Persons per Station.

STATION	1988	1989	1990	1991	1992	1993
7th & Flower	111	117	96	115	114	70
Pico	72	89	70	86	77	55
Grand	94	99	79	86	84	66
San Pedro	103	110	107	103	101	84
Washington	87	77	59	69	75	47
Vernon	143	163	167	152	153	113
Slauson	138	148	158	126	111	75
Florence	151	173	151	140	157	100
Firestone	145	172	194	160	116	100
103rd St.						
Imperial						
Compton	145	141	145	128	130	126
Artesia	13	9	9	7	7	23
Del Amo	29	31	36	50	61	44
Wardlow	23	41	12	17	10	7
Willow	44	126	84	134	93	50
PCH	97	309	263	410	355	170
Anaheim	83	264	196	227	230	126
6th Street	144	189	114	154	141	72
1st Street	54	72	62	97	67	25
Transit	27	31	27	45	49	17
Pacific Ave	138	185	92	125	100	63

Table B.4 Auto Theft per Station.

STATION	1988	1989	1990	1991	1992	1993
7th & Flower	27	39	49	37	40	18
Pico	192	132	109	84	74	45
Grand	220	220	123	165	153	104
San Pedro	140	182	149	120	99	95
Washington	118	111	65	64	73	44
Vernon	93	117	151	186	214	95
Slauson	43	51	59	56	63	39
Florence	55	65	83	92	135	78
Firestone	38	39	40	40	59	43
103rd St.	31	44	56	40	54	38
Imperial	30	35	40	24	59	31
Compton	88	90	71	78	92	98
Artesia	23	20	11	28	24	30
Del Amo	93	111	89	104	111	99
Wardlow	75	76	15	32	31	19
Willow	42	52	74	75	57	45
PCH	73	62	122	132	124	45
Anaheim	66	59	89	103	81	47
6th Street	115	162	61	86	88	27
1st Street	61	86	51	77	66	36
Transit	13	28	12	22	18	14
Pacific Ave	78	117	60	83	80	34

Table B.5.1 1988 Relative Incidence of Crime in the Blue Line Station Areas.

STATION	# RD/Station	Total Crime I/Station	Station Crime/ Div Crime	# RD / Division	Total Crime I / Division	# of RD in St. / # of RD in Div	Crime Area Ratio
7th & Flower	2	602	0.14	10	4255	0.20	0.71
Pico	2	706	0.17	10	4255	0.20	0.83
Grand	2	584	0.14	10	4255	0.20	0.69
San Pedro	1	604	0.09	14	6492	0.07	1.30
Washington	2	561	0.09	14	6492	0.14	0.60
Vernon	2	390	0.06	14	6492	0.14	0.42
Stauson	2	280	0.04	14	6492	0.14	0.30
Florence	3	356	0.10	11	3485	0.27	0.37
Firestone	2	330	0.09	11	3485	0.18	0.52
103rd St.	3	333	0.09	10	3693	0.30	0.30
Imperial	2	376	0.10	10	3693	0.20	0.51
Compton	4	382	0.15	10	2555	0.40	0.37
Artesia	2	76	0.03	10	2555	0.20	0.15
Del Amo	1	412	0.56	1	731	1.00	0.56
Wardlow	2	279	0.06	12	4659	0.17	0.36
Willow	1	233	0.05	12	4659	0.08	0.60
PCH	1	351	0.08	12	4659	0.08	0.90
Anaheim	1	379	0.05	12	7279	0.08	0.63
6th Street	1	1378	0.19	12	7279	0.08	2.27
1st Street	1	438	0.06	12	7279	0.08	0.72
Transit	1	147	0.02	12	7279	0.08	0.24
Pacific Ave	1	615	0.08	12	7279	0.08	1.01

Table B.5.2 1989 Relative Incidence of Crime in the Blue Line Station Areas.

STATION	# RD/Station	Total Crime I/Station	Station Crime/ Div Crime	# RD / Division	Total Crime I / Division	# of RD in St. / # of RD in Div	Crime Area Ratio	Change in Annual Ratio
7th & Flower	2	573	0.13	10	4,522	0.20	0.69	0.71
Pico	2	636	0.14	10	4522	0.20	0.70	0.85
Grand	2	616	0.14	10	4522	0.20	0.68	0.99
San Pedro	1	729	0.10	14	7214	0.07	1.41	1.09
Washington	2	541	0.07	14	7214	0.14	0.52	0.87
Vernon	2	604	0.08	14	7214	0.14	0.59	1.40
Stauson	2	321	0.04	14	7214	0.14	0.31	1.03
Florence	3	378	0.10	11	3693	0.27	0.38	1.00
Firestone	2	349	0.09	11	3693	0.18	0.52	1.00
103rd St.	3	393	0.09	10	4387	0.30	0.30	0.99
Imperial	2	400	0.09	10	4387	0.20	0.46	0.89
Compton	4	393	0.14	10	2753	0.40	0.36	0.96
Artesia	2	95	0.03	10	2753	0.20	0.17	1.16
Del Amo	1	430	1.00	1	430	1.00	1.00	1.77
Wardlow	2	393	0.07	12	5405	0.17	0.44	1.22
Willow	1	357	0.07	12	5405	0.08	0.79	1.32
PCH	1	582	0.11	12	5405	0.08	1.29	1.43
Anaheim	1	579	0.06	12	9006	0.08	0.77	1.23
6th Street	1	184	0.02	12	9006	0.08	0.25	0.11
1st Street	1	615	0.07	12	9006	0.08	0.82	1.13
Transit	1	172	0.02	12	9006	0.08	0.23	0.95
Pacific Ave	1	785	0.09	12	9006	0.08	1.05	1.03

Table B.5.3 1990 Relative Incidence of Crime in the Blue Line Station Areas.

STATION	# RD/Station	Total Crime I/Station	Station Crime/ Div Crime	# RD / Division	Total Crime I / Division	# of RD in St. / # of RD in Div	Crime Area Ratio	Change in Annual Ratio
7th & Flower	2	704	0.17	10	4215	0.20	0.84	1.32
Pico	2	469	0.11	10	4215	0.20	0.56	0.79
Grand	2	403	0.10	10	4215	0.20	0.48	0.70
San Pedro	1	651	0.10	14	6685	0.07	1.36	0.96
Washington	2	322	0.05	14	6685	0.14	0.34	0.64
Vernon	2	487	0.07	14	6685	0.14	0.51	0.87
Slauson	2	317	0.05	14	6685	0.14	0.33	1.06
Florence	3	390	0.10	11	3759	0.27	0.38	1.01
Firestone	2	357	0.09	11	3759	0.18	0.52	1.00
103rd St.	3	529	0.11	10	4705	0.30	0.37	1.25
Imperial	2	458	0.10	10	4705	0.20	0.49	1.07
Compton	4	426	0.18	10	2396	0.40	0.44	1.24
Artesia	2	65	0.03	10	2396	0.20	0.14	0.79
Del Amo	1	374	1.07	1	350	1.00	1.07	1.07
Wardlow	2	84	0.01	12	5640	0.17	0.09	0.20
Willow	1	324	0.06	12	5640	0.08	0.69	0.87
PCH	1	696	0.12	12	5640	0.08	1.48	1.15
Anaheim	1	622	0.07	12	9231	0.08	0.81	1.05
6th Street	1	759	0.08	12	9231	0.08	0.99	4.03
1st Street	1	404	0.04	12	9231	0.08	0.52	0.64
Transit	1	151	0.02	12	9231	0.08	0.20	0.85
Pacific Ave	1	682	0.07	12	9231	0.08	0.89	0.85

Table B.5.4 1991 Relative Incidence of Crime in the Blue Line Station Areas.

STATION	# RD/Station	Total Crime I/Station	Station Crime/ Div Crime	# RD / Division	Total Crime I / Division	# of RD in St. / # of RD in Div	Crime Area Ratio	Change in Annual Ratio
7th & Flower	2	704	0.16	10	4352	0.20	0.81	0.97
Pico	2	468	0.11	10	4352	0.20	0.54	0.97
Grand	2	454	0.10	10	4352	0.20	0.52	0.09
San Pedro	1	603	0.09	14	7080	0.07	1.19	0.87
Washington	2	351	0.05	14	7080	0.14	0.35	1.03
Vernon	2	529	0.07	14	7080	0.14	0.52	1.03
Slauson	2	337	0.05	14	7080	0.14	0.33	1.00
Florence	3	367	0.10	11	3536	0.27	0.38	1.00
Firestone	2	291	0.08	11	3536	0.18	0.45	0.87
103rd St.	3	399	0.08	10	4740	0.30	0.28	0.75
Imperial	2	334	0.07	10	4740	0.20	0.35	0.72
Compton	4	443	0.18	10	2462	0.40	0.45	1.01
Artesia	2	91	0.04	10	2462	0.20	0.18	1.35
Del Amo	1	438	1.00	1	438	1.00	1.00	0.94
Wardlow	2	164	0.03	12	5889	0.17	0.17	1.88
Willow	1	482	0.08	12	5889	0.08	0.98	1.42
PCH	1	848	0.14	12	5889	0.08	1.73	1.17
Anaheim	1	747	0.08	12	9412	0.08	0.95	1.18
6th Street	1	889	0.09	12	9412	0.08	1.13	1.15
1st Street	1	506	0.05	12	9412	0.08	0.65	1.23
Transit	1	215	0.02	12	9412	0.08	0.27	1.40
Pacific Ave	1	802	0.09	12	9412	0.08	1.02	1.15

Table B.5.5 1992 Relative Incidence of Crime in the Blue Line Station Areas.

STATION	# RD/Station	Total Crime I/Station	Station Crime/ Div Crime	# RD / Division	Total Crime I / Division	# of RD in St / # of RD in Div	Crime Area Ratio	Change in Annual Ratio
7th & Flower	2	767	0.20	10	3914	0.20	0.98	1.21
Pico	2	590	0.15	10	3914	0.20	0.75	1.40
Grand	2	574	0.15	10	3914	0.20	0.73	1.41
San Pedro	1	690	0.10	14	7062	0.07	1.37	1.15
Washington	2	521	0.07	14	7062	0.14	0.52	1.49
Vernon	2	645	0.09	14	7062	0.14	0.64	1.22
Stauson	2	343	0.05	14	7062	0.14	0.34	1.02
Florence	3	437	0.12	11	3794	0.27	0.42	1.11
Firestone	2	263	0.07	11	3794	0.18	0.38	0.84
103rd St.	3	501	0.10	10	5102	0.30	0.33	1.17
Imperial	2	527	0.10	10	5102	0.20	0.52	1.47
Compton	4	521	0.21	10	2483	0.40	0.52	1.17
Artesia	2	96	0.04	10	2483	0.20	0.19	1.05
Del Amo	1	404	0.72	1	559	1.00	0.72	0.72
Wardlow	2	166	0.04	12	4591	0.17	0.22	1.30
Willow	1	456	0.10	12	4591	0.08	1.19	1.21
PCH	1	919	0.20	12	4591	0.08	2.40	1.39
Anaheim	1	962	0.12	12	8349	0.08	1.38	1.45
6th Street	1	1047	0.13	12	8349	0.08	1.51	1.33
1st Street	1	678	0.08	12	8349	0.08	0.97	1.51
Transit	1	286	0.03	12	8349	0.08	0.41	1.50
Pacific Ave	1	1058	0.13	12	8349	0.08	1.52	1.49

Table B.5.6 1993 Relative Incidence of Crime in the Blue Line Station Areas.

STATION	# RD/Station	Total Crime I/Station	Station Crime/ Div Crime	# RD / Division	Total Crime I / Division	# of RD in St / # of RD in Div	Crime Area Ratio	Change in Annual Ratio
7th & Flower	2	388	0.12	10	3369	0.20	0.58	0.69
Pico	2	293	0.09	10	3369	0.20	0.44	0.58
Grand	2	325	0.10	10	3369	0.20	0.48	0.66
San Pedro	1	384	0.06	14	6383	0.07	0.84	0.62
Washington	2	254	0.04	14	6383	0.14	0.28	0.54
Vernon	2	327	0.05	14	6383	0.14	0.36	0.56
Stauson	2	208	0.03	14	6383	0.14	0.22	0.66
Florence	3	284	0.09	11	3265	0.27	0.32	0.76
Firestone	2	218	0.07	11	3265	0.18	0.37	0.97
103rd St.	3	340	0.07	10	4767	0.30	0.24	0.73
Imperial	2	282	0.06	10	4767	0.20	0.30	0.57
Compton	4	476		10		0.40	0.00	
Artesia	2	128		10		0.20	0.00	
Del Amo	1	335	0.79	1	426	1.00	0.79	1.69
Wardlow	2	60		12				
Willow	1	189		12				
PCH	1	359		12				
Anaheim	1	353		12				
6th Street	1	414		12				
1st Street	1	204		12				
Transit	1	108		12				
Pacific Ave	1	441		12				

APPENDIX C

TRANSIT VILLAGE BILL

Assembly Bill No. 3152 [State of California]

CHAPTER 780

An act to add Article 8.5 (commencing with Section 65460) to Chapter 3 of Division 1 of Title 7 of the Government Code, and to add Section 33334.19 to the Health and Safety Code, relating to land use.

[Approved by Governor September 24, 1994. Filed with Secretary of State September 26, 1994.]

LEGISLATIVE COUNSEL'S DIGEST

AB 3152, Bates. Land use: Transit Village Development Planning Act of 1994.

Existing law, known as the Community Redevelopment Law, authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined, in blighted areas of those communities known as project areas.

This bill would enact the Transit Village Development Planning Act of 1994, and would express various findings and declarations of the Legislature regarding the use of rail transit in California and related issues. The bill would authorize the establishment of transit village development districts, which would include all land within a quarter-mile of one exterior boundary of the parcel on which a transit station is located, designated by the legislative body of the city, county, or city and county that has jurisdiction over the station area. The bill would authorize a city or county to prepare a transit village plan for the district, that would address specified transit-, community-, and commerce-related characteristics, and would provide for the manner in which the plan may be adopted, amended or repealed. The bill would require that the transit village plan be consistent with the general plan, and would require other specified planning tools to be consistent with the transit village plan, before they may be approved. The bill would also authorize an agency to increase, improve, and preserve the supply of low- and moderate-income housing located within a transit village plan, as indicated.

The people of the State of California do enact as follows:

SECTION 1. Article 8.5 (commencing with Section 65460) is added to Chapter 3 of Division 1 of Title 7 of the Government Code, to read:

Article 8.5. Transit Village Development Planning Act of 1994

65460. This act shall be known, and may be cited, as the Transit Village Development Planning Act of 1994.

65460.1. The Legislature hereby finds and declares all of the following:

(a) Federal, state, and local governments in California are investing in new and expanded rail transit systems in areas throughout the state, including Los Angeles County, the San Francisco Bay area, San Diego County, Santa Clara County, and Sacramento County.

(b) This public investment in rail transit is unrivaled in the state's history and represents well over ten billion dollars (\$10,000,000,000) in planned investment alone.

(c) Recent studies of transit ridership in California indicate that persons who live within a quarter-mile radius of rail transit stations utilize the transit system in far greater numbers than does the general public living elsewhere.

(d) The use of transit by persons living near rail transit stations is particularly important given the decline of transit ridership in California between 1980 and 1990. Transit's share of commute trips dropped in all California metropolitan areas--greater Los Angeles: 5.4 percent to 4.8 percent; San Francisco Bay area: 11.9 percent to 10.0 percent; San Diego: 3.7 percent to 3.6 percent; Sacramento: 3.7 percent to 2.5 percent.

(e) Only a few rail transit stations in California have any concentration of housing proximate to the station.

(f) Interest in clustering housing and commercial development around rail transit stations, called transit villages, has gained momentum in recent years.

65460.2. A city or county may prepare a transit village plan for a transit village development district that addresses the following characteristics:

(a) A neighborhood centered around a transit station that is planned and designed so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit.

(b) A mix of housing types, including apartments, within not less than a quarter mile of the exterior boundary of the parcel on which the transit station is located.

(c) Other land uses, including a retail district oriented to the transit station and civic uses, including day care centers and libraries.

(d) Pedestrian and bicycle access to the transit station, with attractively designed and landscaped pathways.

(e) A rail transit system that should encourage and facilitate intermodal service, and access by modes other than single occupant vehicles.

(f) Demonstrable public benefits beyond the increase in transit usage, including all of the following:

(1) Relief of traffic congestion.

(2) Improved air quality.

(3) Increased transit revenue yields.

(4) Increased stock of affordable housing.

(5) Redevelopment of depressed and marginal inner-city neighborhoods.

(6) Live-travel options for transit-needy groups.

(7) Promotion of infill development and preservation of natural resources.

- (8) Promotion of a safe, attractive, pedestrian-friendly environment around transit stations.
 - (9) Reduction of the need for additional travel by providing for the sale of goods and services at transit stations.
 - (10) Promotion of job opportunities.
 - (11) Improved cost-effectiveness through the use of the existing infrastructure.
 - (12) Increased sales and property tax revenue.
 - (13) Reduction in energy consumption.
 - (g) Sites where a density bonus of at least 25 percent may be granted pursuant to specified performance standards.
 - (h) Other provisions that may be necessary, based on the report prepared pursuant to subdivision (b) of Section 14045.
- 65460.3. To increase transit ridership and to reduce vehicle traffic on the highways, local, regional, and state plans should direct new development close to the transit stations. These entities should provide financial incentives to implement these plans.
- 65460.4. A transit village development district shall include all land within not less than a quarter mile of the exterior boundary of the parcel on which is located a rail transit station designated by the legislative body of a city, county, or city and county that has jurisdiction over the station area. For purposes of this article, "district" means a transit village development district as defined in this section.
- 65460.5. A city or county establishing a district and preparing a plan pursuant to this article shall:
- (a) Be eligible for available transportation funding.
 - (b) Receive assistance from the Office of Permit Assistance, pursuant to Section 15399.53, in establishing an expedited permit process pursuant to Section 15399.50, at the request of the city or county.
- 65460.6. An agency responsible for the preparation and adoption of the congestion management program may exclude district impacts from the determination of conformance with level of service standards pursuant to subdivision (c) of Section 65089.3.
- 65460.7. (a) A transit village plan shall be prepared, adopted, and amended in the same manner as a general plan.
- (b) A transit village plan may be repealed in the same manner as it is required to be amended.
- 65460.8. No transit village plan may be adopted or amended unless the proposed plan or amendment is consistent With the general plan.
- 65460.9. No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a transit village plan unless it is consistent with the adopted transit village plan.
- 65460.10. A city, county, or city and county may require a developer to enter into a development agreement pursuant to Article 2.5 (commencing with Section 65864) of Chapter 4 to implement a density bonus specified in the transit village plan pursuant to subdivision (g) of Section 65460.2.
- SEC. 2. Section 33334.19 is added to the Health and Safety Code, to read:
- 33334.19. (a) Notwithstanding Section 33670 or any other provision of this division, an agency may increase, improve, and preserve the supply of low- and moderate-income housing located within a transit village plan adopted pursuant to the Transit Village Development Planning Act of 1994, Article 8.5 (commencing with Section 65460) of Chapter 3 of Division 1 of Title 7

of the Government Code, and is within its territorial limits but outside of a project area. In the event that the agency seeks to comply with any of its obligations under Section 33413 under a transit village plan, it shall provide two units outside of a project area, both of which shall be at the same level of affordability as, and otherwise comply with, all requirements pertaining to the unit that would otherwise have been available inside a project area.

(b) To implement subdivision (a), an agency may increase, improve, and preserve the supply of low- and moderate-income housing which is located within a transit village plan with funds from the Low and Moderate Income Housing Fund. In using these funds, the agency shall comply with all requirements of the Community Redevelopment Law (Division 24 (commencing with Section 33000) of the Health and Safety Code).

(c) To implement subdivision (a), notwithstanding subdivision (a) of Section 33670, an agency may determine the location and character of any residential construction which is located within a transit village plan and which is to be financed pursuant to Chapter 8 (commencing with Section 33750) and may make mortgage or construction loans to participating parties through qualified mortgage lenders, or purchase mortgage or construction loans without premium made by qualified mortgage lenders to participating parties, for financing residential construction of multifamily rental units located within a transit village plan.

(d) Expenditures from the Low and Moderate Income Housing Fund pursuant to this section shall be deemed to be part of the agency's redevelopment plans, as if those redevelopment plans had been amended to include those expenditures, and the agency is not required to comply with Article 12 (commencing with Section 33450). The Legislature hereby deems those expenditures to benefit the agency's project areas.

APPENDIX D

STATION CASE STUDIES

1. TRANSIT MALL STATION (A DOWNTOWN STATION)

I. PLATFORM LEVEL

A. Platform Characteristics: Platform is at street level and is located within the median of the street. There are two entry points onto the platform.

B. Parking Characteristics: No park and ride facilities are located near the station area but there are several parking facilities which sell monthly parking passes.

C. Open Space: A small park is located on the corner of 1st Street and Pacific Avenue. Known as Lincoln Park, it is actually part of the Civic Center. In addition there is a medium size plaza located within the Civic Center which contains some water features.

D. Street/Vehicular Pattern: There is a medium to heavy intensity of traffic between Long Beach Boulevard and Pine Avenue. Many of this westbound traffic continues North along Pine Avenue.

E. Purpose of Station: Station is used as a destination point for many blue line riders.

F. Linkage to Adjacent Land Uses: Station provides good linkage to office, commercial, governmental, and retail land uses. Its location prevents it from servicing any residential areas.

G. Linkages to Public Transportation: The station provides excellent linkage to public transportation and is served by the following lines: MTA 60, 232; Orange County Transit 1; Torrance Transit 3; Long Beach Transit 1, 7, 12, 21, 22, 23, 31, 32, 41, 42, 43, 44, 51, 52, 61, 62, 81, 91, 92, 93, 94, 111, 112, 141, 142, 172, 173, 174, 181.

H. Location with Respect to Street Grid: Station is located on First Street west of Pine Avenue and east Pacific Avenue.

II. EXISTING LAND USES

A. Residential: There are no identifiable residential units located near the station area.

B. Office/Commercial: Station is surrounded primarily by office/commercial buildings. The most prominent is the Civic Center, which is located west of the Station platform, it includes the Central Library, City Hall, a Court House, Fire Station, and World Trade Center. At the northwest and northeast corner of Pine Avenue, adjacent to the station platform there is are two older buildings which are used for office spaces. East of the platform is a new office complex with first floor retail space and office space above the second floor. In addition, to the station is located near shoreline village which has a number of hotels and attractions including the Hyatt Regency to the south; the Sheraton to the east; and the Terrace Theater and Long Beach Convention Center to the southeast.

C. Retail: Station is located at the corner of Pine Avenue which is a major center for retail shops, small specialty and boutique stores, book stores, furniture shops and eating establishments. Adjacent to the platform is located L'Opera Ristorante an upscale restaurant which attracts many business people. In addition the area is located near Shoreline Village which has additional shopping and eating opportunities.

D. Industrial: There are no identifiable industries located near the station area.

E. Vacant Land: There are no vacant parcels located within the station area.

F. Inconsistent Land Uses: There are no inconsistent land uses.

III. DENSITY

A. Residential: There are no identifiable residential units located near the station area.

B. Commercial: The commercial buildings in the area were high density and generally were higher than five stories. The newer buildings surrounding

the Platform had many more rental offices spaces than other buildings in the area (much denser). The most prominent of the office spaces was the Civic Center/City Hall which is taller than 12 stories high.

C. **Industrial:** There are no identifiable industries located near the station area.

IV. CONDITIONS OF BUILDING STOCK

A. **Residential:** There are no identifiable residential units located near the station area.

B. **Commercial Developments:** Many of the commercial/office spaces were new and in excellent condition. The older buildings were also in good condition as were the smaller two to three story buildings located along Pine Avenue. Many of the older buildings have been seismic retrofitted recently and many are undergoing rehabilitation currently.

C. **Industrial Developments:** No identifiable industries are located near the station area. Some of the older buildings, however, may have been used for warehousing in the past.

V. PUBLIC DOMAIN

A. **Parks/Plazas:** Lincoln Park, which is actually part of the Civic Center, can be considered part of the Civic Centers' plaza. The Plaza/Park offers several sculptured water features along with a number of open space and shaded areas. The plaza and park which are under-utilized, appears to attract a number of homeless people.

B. **Facilities:** The station is located near a number of public facilities. All are located west of the station platform within the Civic Center area on Ocean Boulevard and Pacific Avenue. The facilities include the City Hall, Police Station headquarters, Fire Station headquarters, the Court House, and the Central Library. Further west of the Civic Center is the World Trade Center which also houses a number of public agencies.

C. **Amenities:** The station is located near shopping, banking, and eating opportunities. Along Pine Avenue there are a number of specialty shops and clothing boutiques as well as eating establishment. The platform is also located near several financial institutions including the Bank of America which is located further east along First Street.

D. **Street Furniture:** There are some street furnishings along First Street. This includes covered bus benches, newsstands, trash cans decorative lighting and planters.

E. **Landscaping Features:** There is minimal landscaping around transit station. Unlike other stations which have planters for small shrubs and bushes, the Transit Mall station did not have any

planters on the platform. In addition, landscaping was minimal on the adjacent sidewalks along First Street. Landscaping improved along Pine Avenue.

VI. DYNAMICS OF STATION AREA

The station area seems dynamic, with substantial economic activity occurring in the surrounding area. The station is the final destination point for those wanting to shop along Pine Avenue. There also is activity around the noon hour when the business and office employees are at lunch. Local businesses appear to have more patrons than those around other station areas. The low number of for lease signs may also indicate that the area is very prosperous.

VII. ACTIVITIES AROUND STATION AREA

A. **Social Nodes:** Several social nodes were observed during the study. The first area is Pine Avenue. Unlike surrounding streets, Pine Avenue attracts many weekend shoppers and window shoppers to the area. The corridor appears to have a pedestrian friendly atmosphere. The Civic Center Plaza can also be considered a social node for the various homeless individuals who take refuge during the night and can be seen wandering during the day. Finally, L' Opera Ristorante is a social node for the many business people it attracts during its lunch hours. Unlike other restaurants L' Opera attracts a large number of business people and meetings.

B. **Automobile Circulation Patterns:** Vehicular traffic along 1st Street is medium to heavy. Although the street is well traveled, those traveling westbound appear to turn north along Pine Avenue then continue along 1st Street. The station location offers good connection to major street and vehicular paths.

C. **Pedestrian Circulation Patterns:** The circulation pattern of the pedestrians seem to suggest that Pine Avenue is the heaviest traveled Pedestrian Route in the Transit Mall station area. It appears, from observation of commuters leaving the Blue Line, that the Transit Mall is a destination point for those wanting to travel along Pine Avenue.

D. **Activities on the Street:** Aside from walking, window shopping appears to be the biggest activity taking place around the station area. Eating at cafes or outdoor patios appears also appears to be a popular activity taking place along Pine Avenue.

E. **Inventory of Services Shops:** Immediately surrounding the Transit Mall station are a number of office/commercial buildings. Along Pine Street are small specialty shops and clothing boutiques as well as novelty shops. In addition there are numerous restaurants and eating establishments.

F. Indication of Investment into the Area:

The rehabilitation currently occurring in the older structure indicates that there is investment in the area. The Station is also located in a Community Redevelopment Project Area which further indicates that there is investment into the area. The area itself seems prosperous in producing sales tax revenue and employment.

VIII. PEDESTRIAN FRIENDLINESS

A. Width of Street and Sidewalks: Like the 1st Street station, the streets along the Transit Mall are only two lanes wide but are rather heavily traveled. The sidewalks are extremely wide and have some landscaping, though the street and sidewalk facilities do not appear conducive to pedestrians. Instead, Pine Avenue is actually more pedestrian friendly with its street furnishings and specialty shops.

B. Distance to Shops and Services: The station is located in close proximity to the shopping opportunities located on the north side of Pine Avenue. In addition, it is centrally located to various governmental facilities such as City Hall, the Court House and a Library.

C. Benches: The area provides covered benches at many of the bus stops. However, there are no benches along the street for pedestrians to rest.

D. Crosswalks: Two signaled brick crosswalks are provided at both ends of the station area. It is very accessible to pedestrians and handicapped individuals.

E. Sense of Safety: The stations location along the median, the heavy traffic, and the close proximity to many stores, all helped to provide a sense of security. The station is very visible and is in close proximity to commercial activity and people, which adds to a sense of safety.

IX. AESTHETICS

A. Condition/Architectural Style of Immediate Station Area: The buildings immediately surrounding the station area are new and in good condition. The Civic Center, the most prominent building, is architecturally interesting with tiered construction and the water features in the plaza. In addition, the rehabilitation of the older structure offer a sharp contrast to the box-like skyscrapers.

B. Condition of Surrounding Area: The buildings in the surrounding area appear in excellent condition and are undergoing some rehabilitation.

X. INDICATION OF BLIGHT

A. Housing Abandonment: There was no indication of housing abandonment around the service area.

B. Graffiti: No graffiti was observed throughout the area of study.

C. Litter in Streets: Streets were clean and well maintained. No potholes were visible in the roads surrounding the station area.

D. Vacancy of Commercial Buildings: Through observation there appeared to a few more vacant office commercial buildings as compared to the First Street station.

E. Abandoned Store Fronts: There were no abandoned store fronts, however the new building located adjacent to the platform on the south side of First Street did have many unoccupied store fronts.

XI. MARKET POTENTIAL

A. Available Vacant Land: There was no vacant land available in the immediate station area.

B. Linkage to Existing Amenities: The station provides excellent linkage to existing amenities including shopping facilities, financial institutions, and restaurants. It also is within close proximity to government facilities.

C. Population Characteristics for Marketing: The population around the station appears primarily comprised of white professional business people from the surrounding area.

D. Neighborhood Stability: The neighborhood is very stable. There are no signs that businesses are migrating out of the area. The area is well kept and maintained and there are no signs of gangs or crime.

2. SLAUSON STATION (AN INNER CITY STATION)

I. PLATFORM LEVEL

A. Platform Characteristics: The platform is elevated above the street level, and both stairs and an elevator are provided to link the station to the surrounding area.

B. Park n Ride/Kiss n Ride Facilities: Facilities are not available at this station. This station is not a "commuter" station as it is not located adjacent to any freeways.

C. Open Space Adjacent to Station: There is vacant land located south/east of the station. Currently, this space is used for storage (abandonment?)

of truck trailers and tires. The vacant land is located directly under and next to the station in a residential area. This lot does have potential for development that is associated with the rail. Residential development would not be ideal because of the proximity to the elevated rail line. Personal space would be violated.

Another vacant space is located on the north side of Slauson Avenue. This abandoned rail right-of-way currently is "dead" space that is poorly used. Car park on the right-of-way and a "skeleton" shed still stands on the site. It seems to have been either an old gas station or storage shed that had been partially burned down. The foundation still remains intact. Tires have been disposed of on the site. The right-of-way is long and narrow which might limit the type of development that could occur on the site.

D. Connection to Street/ Vehicular Paths: The connection to the street is very poor. The elevator and the stairs inhibit passage to the station. There is another staircase to the south side of the station. This staircase is located near the vacant lot and does not provide a "sense of safety" for pedestrians.

E. Purpose of Station: The station seems to be neither destination nor departure. There are no adjacent commercial nodes. The closest commercial center is the swap meet located on Slauson Avenue at Compton Avenue to the west. There is no linkage to this node. The only potential purpose of this station is to provide transit to the surrounding residential neighborhood.

F. Linkage to Adjacent Land Uses: Linkage to adjacent land uses is very poor. Although one can see from above on the station platform what types of land uses surround the station, once on the ground it is difficult to see what types of uses exist. Why was the station elevated? It almost seems like the rail line was elevated to limit interaction with the surrounding area. The area is blighted, and elevating the rail line could have created enough of a "barrier" between the rail passengers (mostly commuters) and the surroundings to "maximize" their sense of safety.

G. Linkage to Public Bus System: Linkage to the bus system is very poor. Bus lines include RTD 56 and 108. There are no bus benches or signs to define where/when the bus arrives.

H. Location with Respect to Grid: The Slauson Station is located mid-point between Compton Avenue on the West and Alameda Street on the east. There are no cross streets within the immediate station area.

II. EXISTING LAND USES

A. Residential: The adjacent area is mostly single-family detached residential. The building stock is older with some abandoned houses. There were no new developments within the station area when observed during field surveys.

B. Office/Commercial: There are no office buildings within the station area. Commercial uses are limited to the fast food restaurant on the corner of Compton Avenue and Slauson. Most of the land uses seem to be either residential or industrial. Any other commercial use is limited and insignificant.

C. Retail: The only form of retail is the swap meet located at Slauson and Compton Avenues. We did not go into the swap meet to observe activities, so it is not known how successful the swap meet is.

D. Industrial: The industrial uses around the station seem to be more like industrial storage yards for large steel piping. Directly west of the station is a large storage yard with concrete walls surrounding it. The buildings in the area tend to be older, and there are not any new industrial buildings, such as industrial parks.

Because these areas do not have buildings on them, it is possible that those spaces can be transformed into other uses that are more appropriate to the station area development.

E. Vacant Land/Parking Lots/Community Gardens: As noted above, there is space this is not occupied by buildings, although the space is used for other uses such as storage. There are no parking lots or park and ride lots to accommodate commuters. This station is not a "commuter" station. Community gardens have not been observed in the station area, although there seems to be potential for this use as a temporary use prior to any station-oriented development.

F. Residual Space: There is residual space located on the east side of the station. This space was formed by the elevated rail line. It would not be appropriate to use this space for residential purposes due to the elevated rail line. Currently, the space is used as a dumping grounds for waste tires and truck trailers.

G. Inconsistent Land Uses: Although it is possible that there are inconsistent land uses in this station area, it was not observed during field surveys.

H. Transportation Right-of-Way : The freight line runs adjacent to the Blue Line, but on the street level. It is not elevated.

III. DENSITY

A. Residential: The residential areas tend to be single-family detached housing.

B. **Commercial Office/Retail:** This type of land use was insignificant in the station area.

C. **Industrial:** The industrial density was low, as is typical of "stock yards." This could be potentially used for other land uses more appropriate to the station site.

IV. CONDITIONS OF BUILDING STOCK

A. **Residential:** Older; mix of both well-maintained and dilapidated. There were many vacant lots within the residential areas. In general, the building stock was poor.

B. **Commercial:** Not significant.

C. **Industrial:** Older, stockyard type, some blighted buildings.

V. PUBLIC DOMAIN

A. **Parks:** Slauson Recreation Center is located in the north west portion of the station area. There are no other parks within the station area. Vacant land within the area could be converted to park uses which would provide open space for children.

B. **Facilities:** There is a public elementary school located on the south east portion of the station area. There are no other public facilities located within the station site.

C. **Amenities:** There really are no public amenities located within the station area. There is no street furniture, trees, landscaping or other amenities that would create an attractive environment. The industrial yard located on the west side of the station has started to grow ivy on the walls as to discourage heavy graffiti on the walls of the industrial yard.

VI. DYNAMICS OF STATION AREA

A. **Decaying:** The station area is in the state of decay. Of all the stations examined in the central trunk of the line, this station seems to be in the worst condition. There are no public amenities, commercial and retail services are limited. Industrial uses are more like "stockyards" than "industrial parks". There is little investment in the station area, and the station itself does not link well to the surrounding community. The station does not seem to have had a positive effect on the community as has been observed in other stations (such as Compton).

VII. ACTIVITIES AROUND STATION AREA

A. **Social Nodes:** Possibly the only social nodes within the station area are the swap meet located at Compton and Slauson or the Slauson Recreation Park. Social nodes are absent from this area. Where do people congregate?

B. **Automobile Circulation Patterns:** The prominent avenue is Slauson, running east to west. The station is not located at a large intersection of two main avenues as is the case at some stations (Vernon or Compton). This limits the interaction of the station with commercial nodes. Commercial nodes tend to focus on auto traffic going by. The station development is limited because there is not a significant amount of traffic circulating by.

C. **Pedestrian Circulation Patterns:** Pedestrian traffic is limited to those near by residents. There are no sidewalks on the north side of Slauson Avenue. Circulation is limited to vehicular traffic. There are no amenities to attract pedestrians to the station. The freight rail line runs adjacent to the Blue Line, but at street level. This could also restrict pedestrian friendliness, as well as vehicular traffic.

D. **Activities on the Street (street vending, pedestrians?):** Insignificant. There is really only automobile traffic on the street. Pedestrians were not observed in the station area.

E. **Inventory of Services/ Shops:** Industrial yards, auto shops, older fast food restaurant on the corner of Compton and Slauson.

F. **Swap meets, Grocery Stores, Shopping Centers:** Swap meet located at the corner of Slauson and Compton.

G. **Indications of Investment into Area:** None.

VIII. PEDESTRIAN FRIENDLINESS

A. **Width of Streets and Sidewalks:** Slauson Avenue is very wide which restricts pedestrian friendliness. Sidewalks are limited to the south side of Slauson Avenue. The north side is an abandoned railroad right-of-way.

B. **Distance to Shops and Services:** The distance to any shops or services restricts pedestrian access. Blue Line's users would probably be unwilling to walk down a long flight of stairs (or take the elevator), and walk a 1/4 mile to the swap meet.

C. **Benches:** None.

D. **Crosswalks, Bridges, Tunnels:** None. There is not even a crosswalk for pedestrians wanting to cross Slauson below the station. There is only a stop there for the freight rail line that passes through the area.

E. **Sense of Safety:** The area is not friendly to pedestrians. There are no commercial or social nodes that would attract people to the area. As such, the street completely lacks "life" which helps to promote the sense of safety. Industrial yards, dead space with abandoned truck trailers and trash, bars on the win-

dows, and lack of sidewalks almost makes a pedestrian feel like he doesn't belong in the area. Graffiti and urban decay can also hinder activity on the street. During field observations, we drove down 56th Street near the station site.

IX. AESTHETICS

- A. Condition of Immediate Station Area: Blighted.
- B. Condition of Surrounding Area: Blighted. Residential areas have pockets of well-maintained homes.

X. INDICATIONS OF BLIGHT

- A. Housing Abandonment: Several dilapidated homes were seen in the area.
- B. Graffiti: Quite a prominent element around the station.
- C. Litter in Streets/Lots: Particularly in the vacant lots and dead spaces.
- D. Abandoned Cars: Truck trailers in the east side of the station.
- E. Vacancy of Commercial Buildings: Not observed.
- F. Abandoned Stores: Not observed.

XI. MARKET POTENTIAL

- A. Available Vacant Land: Industrial yards could be converted to other uses.
- B. Linkage to Existing Amenities: No linkage. No amenities.
- C. Population Characteristics: Low-income, African-American and Latino.
- D. Neighborhood Stability: Gangs seem to play a prominent role in these neighborhoods. Many houses in the area are in poor condition. Vacant lots tend to collect tires, trash, and junk cars.

3. FLORENCE STATION

I. PLATFORM LEVEL

- A. Platform Characteristics: The Florence platform is located at street level between Graham Avenue (east) and Maie Avenue (west). Entrance to the platform is on the south side of Florence.
- B. Park n Ride/Kiss n Ride Facilities: There is an adjacent parking area east of the station. It is not paved and has several deep pothole areas. It is not well suited for parking. It is probably not really a parking lot, but rather a vacant lot used for parking.

C. Open Space adjacent to Station: The dirt lot east of the station is ideal for a small scale commercial development. The lot opens up onto Graham Avenue and Florence Avenue (north). No other open lots were observed in the station site. There were vacant lots in the residential areas, particularly one on Compton Avenue north of Florence. This lot is located at the 1/4 mile mark and is not directly linked to the station.

D. Connection to Street/ Vehicular Paths: The station is located between Graham and Maie. It is positioned on the south side of Florence and the access feeds out onto Florence Avenue.

E. Purpose of Station: The station seems to be both a point of departure and a point of destination. The Florence shopping district is located on Florence Avenue. There are many small shops located on Florence Avenue that are directly visible from the station. People may catch the Blue Line from another stop and get off at Florence to go shopping, then take the train back home. The station also seems to be a point of departure, based on observations of cars parked in the dirt lot east of the station. The station is not necessarily a commuter station as is the Artesia Station, because it is not located close to any freeway access. Rather, it seems that people drive to the station from the local neighborhoods, using the train to go to work, etc., then take the train back to Florence and drive nearby home.

F. Linkage to adjacent Land Uses: Linkage to the adjacent land uses seems to be developing. Florence Avenue is a designated Shopping District. Shops include Florence Rexall Drug, Chinatown Express, Todos Market, Western Auto, a car wash, Francis Shoe Mart, Chief Auto Parts, etc. The shops are lined along Florence Avenue with residential areas on the back streets. Florence is very busy with people walking up and down, shopping at the different stores. The linkage to the street may be improved once the adjacent vacant land is developed, but there is a clear direction towards development and investment.

G. Linkage to Public Bus System: The Florence Station is linked to the local bus system including five RTD Routes: RTD 56, 110, 111, 112, and 114.

H. Location with Respect to Street Grid: The Blue Line runs through the Firestone Avenue area in a north/south direction. The street grid is also a north/south pattern. Florence runs east/west. The rail line does not create any dead space by running through the existing street grid at an angle.

II. EXISTING LAND USES

A. **Residential:** Single-family detached. These homes are generally well-maintained with manicured front yards. These homes seem to be older stock.

B. **Office/Commercial:** Not observed in the station area. The Florence Shopping District is retail-oriented. These shops are well maintained. No office buildings were observed during field work.

C. **Retail:** The retail shopping area seems to be relatively new. The Western Auto store looks relatively recent. The shopping district runs along Florence Avenue and is both active and prosperous. There is street life at this station.

D. **Industrial:** South of the station on the west side there seems to be blighted industrial warehouses. They seem blighted because graffiti covers them completely. This is visible from the Blue Line as it comes into the Florence Station.

E. **Vacant Land/Parking Lots/Community Gardens:** There were no community gardens observed at this station. There is a vacant lot adjacent to the station (east side). This vacant lot currently is used for parking at the station. There are no other large parking lots in the station area that were observed.

F. **Residual Space:** There is not really any residual space created by the Blue Line except for the fenced in rail line itself. The rail line passes through the area along the street grid.

G. **Inconsistent Land Uses:** Not observed in the station area.

H. **Transportation Right-of-Way:** A freight rail right-of-way passes through the Florence Station area along the same route as the Blue Line.

III. DENSITY

A. **Residential:** Single-family detached housing. These homes are small bungalow style.

B. **Commercial Office/Retail:** Retail is spread out over the Florence Avenue Shopping District. There are some mini-malls like Superior Plaza west of the station on Florence Avenue that have several shops. This plaza seems to be a new development with only four tenants. The plaza is relatively large for being a mini-mall.

C. **Industrial:** Industrial uses are similar to the Firestone Station. Large warehouses, auto repair yards, stock yards. They seem blighted, older and dilapidated. They are not landscaped as are the newer industrial parks at the Artesia Station.

IV. CONDITIONS OF BUILDING STOCK

A. **Residential:** The residential areas are generally well maintained. The front yards are well

manicured. The street are lined with tall, large trees that create a canopy over the street. Disinvestment was not observed in the residential area. The neighborhood seems to be very stable.

B. **Commercial:** The commercial/retail developments seem to be in very good condition too. Most of the developments seem to be relatively new. They are well-maintained and graffiti is limited. Some of the older shops have signs of decay such as graffiti.

C. **Industrial:** Blighted. These industrial yards/warehouses are west of the station along Maie Avenue. They are not in good condition and add to the sense of blight in the area.

V. PUBLIC DOMAIN

A. **Parks:** F. D. Roosevelt Public Recreational Park is located south/east of the station. The park is adjacent to the rail line on the east side. There is a playground area for children. The park is fairly large running along the rail line to Nadeau Street (south) and Whisset Avenue on the east.

B. **Facilities:** A public library is located near the station on Florence Avenue at Miramonte (west of the station, 2 blocks). A fire station is also located within the station area. It is located west of the station on Makee Avenue, north of Florence. Just beyond the 1/4 mile boundary is a post office on Florence (west of Compton Avenue).

C. **Amenities:** The only real amenities to attract people off the Blue Line is the shopping district or Roosevelt Park.

D. **Street Furniture:** Not observed in the station area, except for bus benches at the bus stops along Florence Avenue.

E. **Landscape Feature:** Florence has some large street trees lining its parkway. The station itself has minimal greening. There are no palm trees or other elements of planting materials to identify the station.

VI. DYNAMICS OF STATION AREA

A. **Decaying:** The station area shows signs of decay in the industrial strip on the west side of the station. These industrial buildings area covered with graffiti.

B. **Stable:** The residential area have a sense of stability. There were no signs of disinvestment or abandonment in the residential area.

C. **Changing:** Based on observation, it is likely that the designation of Florence as a Shopping District has a lot to do with to prosperity in the area. The area may have been in a state of decay prior to commercial investments along Florence Avenue.

D. **Prosperous:** The station area also has a sense of prosperity because the shopping district is located next to the station. This developments indicate that investment in the area has been made and is changing (improving) the street environment.

VII. ACTIVITIES AROUND STATION AREA

A. **Social Nodes:** The Florence Shopping District is a social node. People congregate along the street to go shopping, eat, etc. Another social node is possibly the Roosevelt Park.

B. **Automobile Circulation Patterns:** Automobile circulation is heaviest along Florence Avenue. Other streets in the station area are mostly residential. Compton Avenue is also a heavily used street (running north/south) although it is not a wide street (two lanes).

C. **Pedestrian Circulation Patterns:** Pedestrians circulate mostly up and down Florence Avenue.

D. **Activities on the Street:** Pedestrian have been observed on the streets waiting for buses and shopping at the stores. Vendors have also been observed in the station area.

E. **Inventory of Services/ Shops:** Family-oriented.

G. **Swap meets, Grocery Stores, Shopping Centers:** Todos Market is the only grocery store observed in the station area. It is located on Florence east of the station. The Florence Shopping District is not a large shopping plaza, rather it is a row of shops along Florence Avenue.

H. **Indications of Investment into Area:** The Florence Shopping District has brought in to the neighborhood several chain stores. Other shops along Florence seem to be owner-operated. These businesses are also well maintained.

VIII. PEDESTRIAN FRIENDLINESS

A. **Width of Streets and Sidewalks:** The width of Florence (four lanes with a center turning lane) does not seem difficult to cross. The streets are pedestrian friendly with wide sidewalks and bus benches.

B. **Distance to Shops and Services:** The station is close to the shops along Florence Avenue.

C. **Benches:** Bus benches along Florence Avenue.

D. **Crosswalks, Bridges, Tunnels:** There is an elevated pedestrian bridge over the rail line south of the station. The bridge connects the west side to the park on the east side.

E. **Sense of Safety:** There is a gang element at the station, but it is not as prominent as at other sta-

tions along the Blue Line. This may be due to the Florence Shopping District. During observation, there was a group of men congregated on the west side of the rail line. There is also a lot of graffiti on the industrial buildings that line the rail line on the west side of the station.

IX. AESTHETICS

A. **Condition of Immediate Station Area:** The immediate station area seems to be changing for the better. There is investment in the commercial area along Florence Avenue. There really isn't anything particularly good or bad about the aesthetics at the station itself.

B. **Condition of Surrounding Area:** The residential neighborhoods are well maintained and there were no observed signs of disinvestment.

4. 103RD STREET STATION

I. PLATFORM CHARACTERISTICS

A. **Platform Level:** The 103rd Street Station is located at street level on the south side of 103rd Street between Grandee Avenue and Willowbrook Avenue.

B. **Park n Ride/Kiss n Ride Facilities:** There are no park'n'ride facilities or kiss and ride facilities at the station. This station is not located near any freeways, so it is not necessarily a commuter oriented station.

C. **Open Space Adjacent to Station:** There is open space immediately adjacent to the station on the east side. This area is part of the urban greenways project. Currently, a bike path has been developed on the site. There is also open space south of the station on the west side. The open space is adjacent to the rail line.

D. **Connection to Street/ Vehicular Paths:** The station is poorly connected to the street. It is located between two streets running north and south. It seems difficult to drop someone off at the station because there is so much traffic on 103rd Street. One has to drive around to Willow Brook to get away from the heavy traffic, in order to pull over and let someone out. The intersection is complicated by the presence of the rail line and Grandee Avenue. It is difficult to maneuver through the intersection with the Blue Line, cross traffic and on-coming traffic.

E. **Purpose of Station:** The station is not really a commuter station. There is no parking lot available for people wanting to drive to the station

and ride it to Long Beach or Los Angeles. The station seems to service the local neighborhood. It is also a point of destination. The Martin Luther King Shopping Plaza is located in the north west corner of the intersection of Grandee and 103rd Street.

F. Linkage to Adjacent Land Uses: Linkage to adjacent land uses is fairly good in comparison to many of the other stations along the line. The shopping center plays an important role in revitalizing the area. The station is also located close to multi-family housing (condominiums) on the east side of the station.

G. Linkage to Public Bus System: The station is linked to the public bus system including RTD routes: 56, 117, 119, 251.

H. Location with respect to Grid: The station is located on the south side of 103rd Street, east of the intersection of 103rd Street and Grandee. The Blue Line runs through the station area in a north/south direction. The street pattern is also a north/south grid. The rail line does not cross the urban landscape at an angle, thereby creating awkward spaces.

II. EXISTING LAND USES

A. Residential: Single-family detached and multi-family complexes are located east of the station.

B. Office/Commercial: Commercial development includes the MLK Shopping Plaza (see below)

C. Retail: The Martin Luther King Shopping Center is located in the northwest corner of the station intersection. Businesses in the center include: Burger King, Savon, Food-4-Less, Pacific Bell, etc.

D. Industrial: Not observed in the station area.

E. Vacant Land/Parking Lots/Community Gardens: Vacant land in the station area includes the parcel of land south of the station on the west side (elongated along the Blue Line route) and the parcel of land immediately adjacent to the station (on the east side of the Blue Line route). There is also vacant land on the west side of the MLK Shopping Center. This lot will be developed into the Watts Civic Center.

F. Residual Space: South of the station is a pedestrian bridge. The space below the bridge could also be identified as residual space.

G. Inconsistent Land Uses: Not observed in the station area.

H. Transportation Right-of-Way: The freight rail line also crosses through the station area next to the Blue Line Route.

I. Residential: Mixed between single-family residential and multi-family residential. Much of the

building stock in the immediate station area is new/relatively new construction.

J. Commercial Office/Retail: The shopping plaza constitutes the greatest amount of retail space in the station area. It is the typical low-rise retail shopping center, like the Kenneth Hahn Plaza at the Imperial Station.

K. Industrial: Not observed in the station area.

III. CONDITIONS OF BUILDING STOCK

A. Residential: There is a lot of new housing stock in the area, particularly next to the station and north east of the station. There are new housing tracts and condominium developments in the station area. South of the station, the housing is older stock, much of which is dilapidated and/or abandoned.

B. Commercial: The MLK Shopping Plaza is relatively new. There will be a new civic center developed on the west side of the plaza.

C. Industrial: Not observed in the station area.

IV. PUBLIC DOMAIN

A. Parks: Urban Greenways Project has developed the east side of the Blue Line route into a grassy park area with a bike path running through it.

B. Facilities: There are several public services located in the immediate area including a post office, fire station, and library. The Will Rogers Memorial Park is located on the west edge of the 1/4 mile radius. There is also a junior high school located on the west side of Grandee, south of the station.

C. Amenities: Amenities in the station area include the Watts Towers, south east of the station. The shopping plaza probably is the most important element of the station area. The post office and future civic center are also important amenities to the station area.

D. Street Furniture: Not observed in the station area.

E. Landscape Feature: 103rd Street is well landscaped with trees planted along the boulevard. The station itself has minimal greening. The Urban Greenways Project has added a lawn area on the east side of the station and route.

V. DYNAMICS OF STATION AREA

A. Stable: The new developments in the area have added an element of stability. Still, there are neighborhoods south of the station that have not directly benefited from the new development and the designation of the area as a redevelopment area. Many of those homes are showing signs of decay.

B. Changing: The redevelopment area has created a new atmosphere in the area. The new investments in the plaza, etc. have changed the direction the neighborhood may have been taking, as reflected in the neighborhood south of the station.

C. Prosperous: The shopping center has created a healthy atmosphere. Although the plaza is very much needed in the community, it is clear that there are still safety concerns. A guard walks through the parking lot and the entire shopping plaza is enclosed with gates.

VI. ACTIVITIES AROUND STATION AREA

A. Social Nodes: The MLK Shopping Center seems to be the most dominant social element in the station area.

B. Automobile Circulation Patterns: Most traffic occurs on 103rd Street. Grandee Avenue is also very busy running north/south.

C. Pedestrian Circulation Patterns: Pedestrians were not really observed in the station area. They were not a prominent element of the station area.

D. Activities on the Street: Neither street vendors nor pedestrians were observed in the station area. Most people were either driving or waiting for the bus.

E. Inventory of Services/Shops: Family-oriented.

F. Swap meets, Grocery Stores, Shopping Centers: The MLK Plaza provides the most important services to the community. It is possible that people also take the Blue Line to go to the Shopping center. It is visible from the station.

G. Indications of Investment into Area: There is newer housing developments east of the station and a relatively new condominium complex north east of the station. The shopping plaza is another investment in the community. The area has been designated as a redevelopment zone which has encouraged investment into the area.

VII. PEDESTRIAN FRIENDLINESS

A. Width of Streets and Sidewalks: The intersection of 103rd Street and Grandee is relatively difficult to cross because it is so wide due to the rail line. Grandee is also difficult to walk down because the street is overwhelmingly long.

B. Distance to Shops and Services: The shopping plaza is located near the station and is visible from the Blue Line.

C. Benches: Not observed in the station area.

D. Crosswalks, Bridges, Tunnels: There is a pedestrian bridge linking the east side to the west

side of the tracks, just south of the station. How do you cross over the bridge if you are elderly or disabled?

E. Sense of Safety: Investments have been made in the station area and the shopping center adds a great deal to the community. At the same time, the station area is linked to the surrounding community. There is a gang element in this neighborhood which can not be denied, no matter how much is invested into the station area to create a new environment.

VIII. AESTHETICS

A. Condition of Immediate Station Area: The immediate station area has had a lot of development and investment because it is part of a redevelopment area. Relatively, the station area is in much better condition than the surrounding neighborhood which is much older.

B. Condition of Surrounding Area: The surrounding residential area is mostly single-family detached. Much of it is older housing stock, some showing signs of neglect. The housing developments next to the station are fairly new and are in good condition.

IX. INDICATIONS OF BLIGHT

A. Housing Abandonment: Not observed although it is very possible, particularly in the neighborhood south of the station.

B. Graffiti: The area does have a gang element. Graffiti was observed in several places through out the station area.

C. Litter in Streets/Lots: Not as prevalent as at some of the other stations.

D. Abandoned Cars: Not observed in the station area.

E. Vacancy of Commercial Buildings: Not observed in the station area.

F. Abandoned/ Boarded up Storefronts: Not observed in the station area.

X. MARKET POTENTIAL

A. Available Vacant Land: Land is available adjacent to the station and south of the station on the west side. (around the pedestrian bridge).

B. Linkage to Existing Amenities: Linkage to the shopping center is good in that it is visible from the station. At the same time, the intersection of Grandee is very wide. The pedestrian must then pass through a parking lot of cars. The entrance to the shopping center is not at the corner of Grandee and 103rd Street where it would be appropriate for some-

one who is walking. The entrance is an automobile entrance on Grandee.

C. Population Characteristics: Families.

D. Neighborhood Stability: The investments that have been made into the surrounding area, including the shopping center, future civic center, and new housing developments have helped to stabilize this community. It seems there are limited services available and this shopping plaza plays an important role. There are signs of decay in the older residential neighborhoods east and south of the station area.

5. COMPTON STATION

I. PLATFORM CHARACTERISTICS

A. Platform Level: The Compton Station platform is located at the street level. Standardized platform with a winding ramp. A row of palm trees is located and the entrance of the platform.

B. Park n Ride/Kiss n Ride Facilities: A park'n'ride lot is located behind the transit station. The transit station is located across the street from the platform. A kiss'n'ride drop off area is located in front of the Transit Center. There is a handicap parking area adjacent to the station area.

C. Open Space adjacent to Station: There are several large lots in the station area that have potential for development. There is a large lot on Willowbrook Avenue, north of the station and transit center. There is another large lot located behind the transit center.

D. Connection to Street/ Vehicular Paths: The platform is located in the median of Willowbrook Avenue. Pedestrians must cross vehicular traffic to get to the station.

E. Purpose of Station: Based on observations, the station acts as both a destination point and departure point. There are several retail shops and restaurants located east of the Blue Line route on Compton Blvd. Because of the park'n'ride, and the link to the greyhound bus system, and local bus line, it seems that the station area is also a point of departure.

F. Linkage to adjacent Land Uses: The station is located just north of the commercial centers and the public buildings (court, post office, etc.). Linkage to adjacent residential area is poor. Fences restrict the pedestrian access to the opposing side of the rail. There are no pedestrian bridges to allow pedestrian crossings.

G. Linkage to Public Bus System: The

Compton Station is linked to seven different bus lines, including: RTD 51, 124, 125, 127, 128, 202 and Gardena 3.

H. Location with respect to Grid: The station is located north of Compton Avenue, in the median of Willowbrook Avenue. The street grid at the station area runs north/south, and the Blue Line also runs north/south.

II. EXISTING LAND USES

A. Residential: Older single-family detached; generally, small bungalow type housing, single story. Few apartments were observed in the immediate station area.

B. Office/Commercial: Court building located south of Compton Avenue between Willowbrook Avenue and Acacia Street.

C. Retail: Retail shopping centers located south/east of the station. Shops include: Savon, Boys Market, Burger King, Circuit City, JJ Newberry, Supertrack Auto, National, El Pollo Loco, Taco Bell, etc. Retail centers designed with large parking lots to accommodate patrons. Not necessarily directed at attracting Blue Line riders, although close by. Parking lots restrict pedestrian access. Large stores, such as Boys and Circuit City, do not cater to pedestrians. Retail shops focus on patrons with cars for the transport of large consumer goods. Fast food shops might be more accommodating to transit riders.

D. Industrial: Not observed in the station area.

E. Vacant Land/Parking Lots/Community Gardens: Vacant land exists in the immediate station area. Large vacant lots are located east of the transit center and north of the transit center.

F. Residual Space: Not observed at the station site.

G. Inconsistent Land Uses: Not observed at the station site.

H. Transportation Right-of-Way: Blue Line runs adjacent to a freight rail right-of-way. Both right-of-ways runs down the center of Willowbrook.

III. DENSITY

A. Residential: Mostly single-family detached. There are some newer housing developments located south of the station on Willowbrook. These recent developments look like single-family attached townhouses and condominiums. Older housing stock tends to be dense small bungalow style with very small yards. Single-family is mixed with some multi-family dwellings on the east, north and west side of the station.

B. **Commercial Office/Retail:** Large scale shopping complexes, for example Compton Town Center. Several shops located within the square mile south east of the station on Compton Blvd.

C. **Industrial:** Not observed at the station site.

IV. CONDITIONS OF BUILDING STOCK

A. **Residential:** Older single-family housing stock. Some houses are dilapidated while others are well maintained. Graffiti is found in many areas, particularly northwest of the station. Residential area east of the shopping plazas are well-maintained, generally.

B. **Commercial** The recent shopping plazas are in good condition and well maintained.

C. **Industrial:** Not observed in the station area.

V. PUBLIC DOMAIN

A. **Parks:** There is a large grass area fenced in with a small red house in the south of the station on Willowbrook Avenue. It is possibly a historical site. The area is not really a park, but seems more like a historical location. It is located next to the courthouse, south of the post office.

B. **Facilities:** The Compton Civic Center is located southwest of the station between Willowbrook Avenue and Acacia Avenue. There is a post office, courthouse, and library located within the block. The fire station is located on the west side of Acacia Avenue.

C. **Amenities:** There are several amenities in the station area including large sidewalks, newspaper stands, ramps, parking lot, transit center, and linkage to buses. The Transit Center has lockers, a community room, business assistance center, barber shop, food establishments, a water fountain. There are benches available outside for people to use while waiting for their ride or the bus.

D. **Street Furniture:** Benches.

E. **Landscape Feature:** Palm trees are located around the station. Some groundcovers border the sidewalk. The grounds of the shopping malls have been planted with lawn, shrubs and palm trees. The facade of the transit center is well greened. The parking lot is also well landscaped.

VI. DYNAMICS OF STATION AREA

A. **Decaying:** Although there has been heavy investment in the station area, the residential area to the northwest and north seems to still experience decay. New housing developments have occurred south of the station, but not north. There seems to be a heavy gang presence, based on observations of

people sitting in front of the houses and the graffiti on the walls.

B. **Changing:** At the same time, the heavy investment in the station area has modified the environment. There is a defined area for redevelopment, but this seems to not extend into the residential area to the north. Even with all of these changes, there is still a strong sense that the area is gang territory.

C. **Prosperous:** The new retail developments have created a different environment. The centers seem to attract many shoppers.

VII. ACTIVITIES AROUND STATION AREA

A. **Social Nodes:** Retail shopping centers represent a social node. However, people do not seem to socialize because there is not really a forum to socialize. Rather, they shop in a non-social environment. There are no theaters or centers of entertainment which might create a more social environment.

B. **Automobile Circulation Patterns:** The vehicular circulation patterns tend to be strongest on Alameda Avenue, Willowbrook Avenue, and Compton Avenue.

C. **Pedestrian Circulation Patterns:** Pedestrians were not a prominent element during observations. It seemed that most people were driving to their destinations.

D. **Activities on the Street:** There was no vending observed in the station area.

E. **Inventory of Services/ Shops:** Services provided by the retail centers seem to cater to the larger surrounding population. It is possible that these centers attract people from long distances, because there are a variety of services located next to each other. It also seems possible that these types of services (and the variety) are not available elsewhere in the area and people would otherwise have to travel greater distances to simply shop for groceries, etc.

F. **Swapmeets, Grocery Stores, Shopping Centers:** Swapmeets were not observed in the station area. Two shopping centers are located on opposite sides of Compton Blvd. between Alameda Avenue and Willowbrook Avenue. Boy's Market (grocery store) is located in one of the shopping center.

G. **Indications of Investment into Area:** Shopping centers and housing developments located south of the station. Indications of investment are much greater at this station site than any of the other mid-corridor stations.

VIII. PEDESTRIAN FRIENDLINESS

A. Width of Streets and Sidewalks:

Willowbrook Avenue is a very wide street due to the rail line going down the median. Although sidewalks are present, there were only a few people seen walking around the station area. It is possible that people who want to access the Blue Line have difficulty because of the fences along the Blue Line which limit accessibility.

B. Distance to Shops and Services: Shops are located near the station, but parking lots are large and are located between the street sidewalk and the shops themselves. It is easier to access the shops and fast food restaurants by car than by foot.

C. Benches: Present in front of the transit center.

D. Crosswalks, Bridges, Tunnels: There are no bridges or tunnels either for the rail (i.e. elevated) or for the pedestrian (cross-rail access). There are crosswalks at the intersection of Compton Blvd. and Willowbrook Avenue. Willowbrook is very wide due to the rail way in the median. There is a crosswalk for pedestrians crossing from the transit center to the Blue Line platform. There is not a signal at this pedestrian crossing because it only crosses northbound traffic on Willowbrook.

E. Sense of Safety: The station area is part of Compton's redevelopment area. There are several new businesses in the station area. The immediate station area, including the transit center, civic center and the commercial/retail plazas feels relatively safe. Farther away from the station area, particularly in the residential neighborhood north west of the station does not feel safe. The houses are small and the setback from the street is minimal. Yards have been fenced to create safer space for children. Many male adults were observed on the front porches.

G. Other: The Compton redevelopment area has created a new environment, incorporating many improvements such as the business assistance center, community room, transit center, shopping, etc. There is high poverty and a strong sense of gang presence in the surrounding neighborhoods.

IX. AESTHETICS

A. Condition of Immediate Station Area:

The new developments, including the shopping plazas and the transit center have greatly improved the conditions in the area. The new housing developments have also improved the area. The Transit Center, itself is well landscaped, and the platform has a nice row of palm trees. There has been tremendous effort made to improve the conditions in the station area.

B. Condition of Surrounding Area: The surrounding neighborhoods have quite a different appearance. Much of the housing stock is very old. Some of the single-family homes are well-maintained while others show signs of decay. Most homes have front yards enclosed with low fences. This could be for security reasons but it could also be for creating space for children to play or dogs to roam. The neighborhood to the east has some streets that are well maintained. The yards are manicured.

X. INDICATIONS OF BLIGHT

A. Housing Abandonment: Not observed in the immediate station area.

B. Graffiti: It was more prevalent in the neighborhoods than it was in the commercial areas or the transit station area. Graffiti tagging was observed on curbs, street signs, houses, etc.

C. Litter in Streets/Lots: This was more prevalent in the vacant lots around the station site and in the residential neighborhoods. There was not really much litter in the commercial plazas themselves.

D. Abandoned Cars: Not observed at this station area.

E. Vacancy of Commercial Buildings: Not observed at this station area.

F. Abandoned/ Boarded up Storefronts: Not observed at this station area.

XI. MARKET POTENTIAL

A. Available Vacant Land: There are large parcels of land available around the station area. These are located north and north east of the station site. A large parcel exists behind the transit center while another vacant lot is located on Willowbrook just north east of the platform.

B. Linkage to existing Amenities: Linkage to the existing redevelopment area is fairly good in comparison to some of the other mid-corridor stations. There are several services available within walking distance of the station. At the same time, it is clear that the businesses in the shopping plazas accommodate vehicular access more so than pedestrian access. This is exhibited by the location of the parking lots. Large surface parking lots are located between the shops and the street. Pedestrians walking from the station platform have to walk through large parking lots to get to the shops.

C. Population Characteristics: Low-medium income families.

D. Neighborhood Stability: Neighborhood stability is much stronger than other mid-corridor stations. Many of the homes are well taken care of,

yet there are also areas (particularly the northwest residential area) that does not feel as stable. This may be partly due to the multi-family apartments located in the area. At the same time, graffiti and men "hanging out" on the porches might indicate a gang presence.

6. WILLOW ROAD STATION (URBAN PERIPHERY STATION)

I. PLATFORM LEVEL

A. Platform Characteristics: The platform is at street level and is located at the western part of the street.

B. Parking Characteristics: Station has its own park and ride facility located adjacent to the platform along the west side.

C. Open Space: Blue line station is located south of Veterans Memorial Park.

D. Street/Vehicular Pattern: Station provides good connection to street and vehicular paths. Station park and ride facility is located off a heavily traveled intersection which provides an opportunity for Blue Line commuters to park.

E. Purpose of Station: Station is primarily used as a departure point for residents and commuters.

F. Linkage to Adjacent Land Uses: The station provides good linkage to nearby medical center, but the station is located some distance from other types of land uses. It offers poor connection to residential areas.

G. Linkage to Public Transportation: The station is served two transit companies. They include:
MTA 60; Long Beach Transit 1, 41, 42, 43, 44, 45, 172, 173.

H. Location of Station with Respect to the Street Grid: Station is located north of Willow Street on a forked road between Pacific Place on the west and Long Beach Boulevard on the east.

II. EXISTING LAND USES IN STATION AREA

A. Residential: There are few single family homes located within the immediate area. The largest residential concentration near the station is the Willow Trailer Park located along Willow Street west of the station. Additionally, single and multiple-family units can be found north of the station near Spring Street and east of Atlantic Boulevard in the City of Signal Hill.

B. Office/Commercial: The dominant land use is office/commercial in the immediate area. There are a number of office developments located on the east side of the station platform. The largest of these developments is located northeast of the station and is called Memorial Hospital medical Center.

C. Retail: Retail is not as prevalent as office commercial developments, but there are several retail centers and strip developments located south of the station area near Long Beach boulevard and Willow Street.

D. Industrial: There are few industrial areas located around the station. However, several oil wells are located near Pasadena Avenue and Spring Street.

E. Vacant Land: Adjacent to the west of the station platform is a large vacant land which offers potential development opportunities. There are also several large parking lots located east of the platform as well as several vacant lots located near Pasadena and Spring Streets which may offer potential development opportunities.

F. Inconsistent Land Uses: No inconsistent land uses were observed.

III. DENSITY

A. Residential: The residential building and mobile homes stock located around the station are primarily low density single-family units. There are few multi-family units located within the station's area of study.

B. Commercial: Aside from the Hospital and Medical Center, which are over six stories high, the commercial buildings located around the station area are two to three stories high. There is also a parking structure which is four stories high.

C. Industrial: No industrial buildings were observed in the area.

IV. CONDITIONS OF BUILDING STOCK

A. Residential: The residential units were generally newer housing stock which were well kept and maintained. The mobile homes were also well kept and maintained. The properties were well landscaped.

B. Commercial Developments: Commercial developments surrounding the platform are fairly new (built within the last 15 to 20 years) and are in generally good to excellent condition.

C. Industrial Developments: No industrial buildings were observed in the area.

V. PUBLIC DOMAIN

A. **Parks/Plazas:** The station is located south of Veterans Memorial Park. There are no other parks or plazas in the area.

B. **Facilities:** The station is located within several public facilities. At the east side of the station is the Memorial Hospital and Medical Center located off of Long Beach Boulevard between Columbia and Paterson Avenues. West of the station is the Pacific Hospital located on Pacific Avenue between 27th and 28th Streets. Southwest of the station is the Department of Motor Vehicles office located on Willow Street and Pacific Avenue.

C. **Amenities:** A few amenities are located near Long Beach Boulevard and Willow Street within two corner strip developments. These amenities include; fast food restaurants for the nearby offices as well as some shopping opportunities for local residents.

D. **Street Furniture:** There were no street furnishings observed in the area.

E. **Landscaping Features:** The station has an abundance of landscape features. Both sides were landscaped as well as the park and ride facility located adjacent to the station platform.

VI. DYNAMICS OF STATION AREA

The area can be described as stable, however, there is noticeable opportunity for development, particularly in the vacant lots and under-utilized parcels surrounding the station. Area also appears to be prosperous because of the new development that has taken place recently.

VII. ACTIVITIES AROUND STATION AREA

A. **Social Nodes:** There were no identifiable social nodes in the area.

B. **Automobile Circulation Patterns:** Willow Street which has consistently heavy traffic offers good connection to the 405 freeway. It is one of the major arterials near the station platform. Long Beach Boulevard continues to be a major arterial also with its medium to heavy traffic, but at this point the Blue Line begins to veer in a north-westerly direction and follow Pacific Place. Pacific Place is a much more residential street and only has light traffic.

C. **Pedestrian Circulation Patterns:** There is really no pedestrian activity surrounding this station. The area has little amenities shopping opportunities to offer people.

D. **Activities on the Street:** There is little activity taking place on the street

E. **Inventory of Services Shops:** The station is

located primarily near commercial/office buildings. The most prominent is the Memorial Hospital Medical Center located to the east of the platform. There are additional office spaces located east of the station area along Long Beach Boulevard. Retail and some shopping opportunities are located along the corners of Willow Street and Long Beach and Atlantic Boulevard.

F. **Indication of Investment into the Area:** There appears to be investment into the area. There are two new strip development centers located on Willow Street near Elm Avenue and there are near office complexes that have been built near the medical center.

VIII. PEDESTRIAN FRIENDLINESS

A. **Width of Street and Sidewalks:** Willow Street is designed to accommodate medium to heavy intensity of traffic. Its six lanes allow cars to travel at a faster pace than adjacent street. The immediate station area is not pedestrian friendly but is suited for vehicular traffic.

B. **Distance to Shops and Services:** The station is not located near any shops or services. This indicates further that the station is not suited for pedestrians but rather for commuter who park and ride.

C. **Benches:** There are no benches within the immediate area of study.

D. **Crosswalks:** There are two crosswalks leading to the station. However, because the station is located on a triangular shaped parcel between a forked road, there is some confusion as to how to get to the station platform. There are also no signaled crosswalks to the Station Platform.

E. **Sense of Safety:** The general area appears to be extremely safe. There are no signs of gang activity and the neighborhood seems peaceful.

IX. AESTHETICS

A. **Condition/Architectural Style of Immediate Station Area:** The immediate station area is in excellent condition. The area is well landscaped, clean and well maintained. Additionally the building near the station are newer commercial stock. They look nice but not one stands out architecturally.

B. **Condition of Surrounding Area:** Around the station the many of the buildings appears to be newly developed. The properties are well kept and maintained. Even the Mobile Home Park was in excellent condition.

X. INDICATION OF BLIGHT

A. **Housing Abandonment:** There is no indication of housing abandonment around the service area.

B. **Graffiti:** There was no graffiti visible around the service area

C. **Litter in Streets:** Streets were extremely clean and well maintained. There were a few visible potholes and the street was in good condition.

D. **Vacancy of Commercial Buildings:** There were several for lease signs on some of the office complexes but it appears to be a normal vacancy rate.

E. **Abandoned Store Fronts:** There were a no abandoned store fronts.

XI. MARKET POTENTIAL

A. **Available Vacant Land:** There are vacant parcels surrounding the station area. The closest is adjacent to the platform at the west side. There are additional vacant parcels located on Spring Street near Linden Avenue. Many of these vacant parcels may already be targeted for construction since many of the office buildings were recently built and many are still under construction.

B. **Linkage to Existing Amenities:** The station area does not offer excellent linkage to existing amenities. No amenities are located near the station but some are located within walking distance.

C. **Population Characteristics for Marketing:** The population appears to be older, particularly in the mobile home park. The area appears to be composed of primarily elderly white, but there were Latinos and African-Americans in the area.

D. **Neighborhood Stability:** The area is prosperous and stable with no indication of gang activity or high crime rate. The area, with the many office complexes, appears to be very prosperous economically. There are also visible signs that there is investment going into the area.

7. PACIFIC COAST HIGHWAY STATION (URBAN PERIPHERY STATION)

I. PLATFORM LEVEL

A. **Platform Characteristics:** Station platform is at street level and is located within the street median.

B. **Parking Characteristics:** No park and ride facilities are located near the station area.

C. **Open Space:** Aside from the large parking lot located to the west of the station platform there

are no open spaces within the immediate area.

D. **Street/Vehicular Pattern:** Pacific Coast Highway and Long Beach Boulevard are both main arterial and have medium to heavy traffic most times. Traffic appears to be the heaviest along PCH as a result of the connecting 710 freeway located to the west of the station area. The station area provides good access to the 405 freeway.

E. **Purpose of Station:** Because of the lack of amenities surrounding the station platform the station is used mainly as a departure point for those traveling towards downtown Los Angeles.

F. **Linkage to Adjacent Land Uses:** Station provides adequate linkage to residential, commercial and retail uses.

G. **Linkage to Public Transportation:** Two transit companies serve this station area. These include: MTA 60; Long Beach Transit 1, 51, 52, 171, 172, 173, 174.

H. **Location of station with respect to Street Grid:** The station is located south of Pacific Coast Highway along Long beach Boulevard.

II. EXISTING LAND USES IN STATION AREA

A. **Residential:** The station has a mixture of single family and multi-family units surrounding the immediate area. Many of the single family units are located to the east of the platform along Linden Street and Pasadena Avenue. The multi-family units are more heavily concentrated to the west of the station.

B. **Office/Commercial:** Very few offices are located within the station area. The area is more heavily concentrated with commercial retail and service businesses such as restaurants, gas stations, and motels.

C. **Retail:** The predominant land use in the area is commercial retail. The area has several auto mechanics shops, used and new automobile sales stores and furniture stores, as well as smaller markets and liquor stores and eating establishments.

D. **Industrial:** No industrial buildings were observed in the area.

E. **Vacant Land:** There were not any vacant land available within the station's Catchment area.

F. **Inconsistent Land Uses:** The area had several locations where retail or office commercial units were in-between residential units or in residential areas. This frequently occurred along Atlantic Boulevard, east of the station platform.

III. DENSITY

A. **Residential:** There is an almost an even proportion of single-family units to multifamily

units. many of the single-family units are one story high while the multifamily units range from one to two units high. No residential unit is over two stories high.

B. Commercial: Commercial units in the area are relatively lower density, only having one floor. However, there are several around the station platform that have commercial/office space on the second floor.

C. Industrial: No industrial buildings were observed in the area.

IV. CONDITIONS OF BUILDING STOCK

A. Residential: Much of the residential units are older stock built during the 1960's. Generally the housing was in good condition and was well maintained. Some multifamily structures were in need of repair. The properties appeared to be well kept, some however, could have more landscaping features added on.

B. Commercial Developments: The area has an older stock of commercial units which are in fair to good condition. Some units are in need of minor repair or patch work.

C. Industrial Developments: No industrial buildings were observed in the area.

V. PUBLIC DOMAIN

A. Parks/Plazas: There are no parks or plazas located in the immediate area.

B. Facilities: The station has several public facilities located within the area of study. To the south-east is Long Beach Polytechnical High School located on Atlantic. To the west is located the Long Beach Evening Adult High School as well as the Long Beach Doctors hospital on Pacific Avenue. Further along Pacific Ave there is also a Post Office near 19th Street and Pacific Avenue.

C. Amenities: Few amenities are offered within the surrounding station area.

D. Street Furniture: There are no street furnishings along the station area.

E. Landscaping Features: Station platform has little landscaping features. However, many of the residential streets have adequate landscaping along the sidewalks and within the property.

VI. DYNAMICS OF STATION AREA

The station area is best described as stable. There are no visible signs of investment into the area, yet there is no indication that the area is deteriorating. The area, like many older commercial areas, have businesses that service only the local residents. The area can be improved by repairing the

existing facades of the businesses or giving some businesses a new coat of paint. The area could also use some street furnishings. Overall the area does have quite a bit of activity.

VII. ACTIVITIES AROUND STATION AREA

A. Social Nodes: There were no identifiable social nodes in the area.

B. Automobile Circulation Patterns: The station has a medium to heavy amount of traffic throughout day. Long Beach Boulevard which is a main arterial is ideal to accommodate the type of fast moving traffic which is occurring.

C. Pedestrian Circulation Patterns: The area is less pedestrian friendly than other downtown stations. Those pedestrians that were visible were nearby residents who were running errands. The area and street are better suited to vehicular traffic. There are little amenities offered in terms of street furnishings to attract pedestrians.

D. Activities on the Street: Few activities such as people watching or leisurely strolling were occurring along the station area. Those people that were observed had specific errands to take of or specific places to go to. Many were local residents running errands.

E. Inventory of Services Shops: The area is surrounded by commercial businesses. Unlike the downtown areas the stores there are few shopping opportunities. Shops are much more locally oriented, for example there were more personal services stores such as gas stations, hardware stores, bakeries and restaurants. shops.

F. Indication of Investment into the Area: There is no indication of investment into the area, however there are several abandoned buildings which may provide sufficient investment opportunities.

VIII. PEDESTRIAN FRIENDLINESS

A. Width of Street and Sidewalks: Due to the width of the street there is a heavy amount of traffic along the station platform which makes the area very pedestrian unfriendly. It appears that the area is best suited for vehicular traffic.

B. Distance to Shops and Services: Although the station is located near commercial businesses, many of the businesses are located on larger lots unlike the common wall storefronts found in many of the older downtowns. Because of this, there is a greater distance between one store to the other. Thus making the area less pedestrian friendly.

C. Benches: There were no benches in the area.

D. Crosswalks: Only one signaled crosswalk

is provided at the corner of Long Beach Boulevard and Pacific Coast Highway.

E. **Sense of Safety:** Because of the older structures and graffiti on buildings, there is less of sense of security on this platform. Like the Anaheim Station, it is noticeable that there was less investment put into the area. The graffiti also indicates that there may be possible gang activity in the area.

IX. AESTHETICS

A. **Condition/Architectural Style of Immediate Station Area:** The immediate area is filled with older commercial units that were built in an unplanned and unconnected manner between the 1960's and 1980's. There is indication that the area has no design criteria.

B. **Condition of Surrounding Area:** The surrounding area is also filled with older structures which seem to have no design criteria.

X. INDICATION OF BLIGHT

A. **Housing Abandonment:** There was no indication of housing abandonment around the service area but there houses that were dilapidated and in need of repair.

B. **Grffiti:** Graffiti was prevalent throughout the residential areas. In addition, a small amount of graffiti was also detected in commercial/office buildings around the station area.

C. **Litter in Streets:** Streets were fairly clean but there were a few more visible potholes than in previous station.

D. **Vacancy of Commercial Buildings:** There were several vacant commercial storefronts located near the station platform. The most prominent was the building located east of the platform.

E. **Abandoned Store Fronts:** There were a few abandoned store fronts where business had closed down.

XI. MARKET POTENTIAL

A. **Available Vacant Land:** There is no vacant land available.

B. **Linkage to Existing Amenities:** The station does not provide good linkage to amenities. There are few, if any amenities located around the station area.

C. **Population Characteristics for Marketing:** The population around the station is composed of primarily Latino and African-American. The area appears comprised of lower income residents, many of whom are immigrants.

D. **Neighborhood Stability:** Neighborhood appears stable, but there are indications that the area

may be deteriorating. Through observation it is noticeable that there is no new investment in the area which may indicate that the area is in decline. In addition, there are indications that there may be gang activity in the area based on the graffiti.

8. PACIFIC AVENUE STATION (URBAN PERIPHERY STATION)

I. PLATFORM LEVEL

A. **Platform Characteristics:** Platform is at street level and is located within the median along Pacific Avenue.

B. **Parking Characteristics:** There are no Park and Ride Facilities located near the station.

C. **Open Space:** Lincoln Park is located south of the station platform.

D. **Street/Vehicular Pattern**

E. **Purpose of Station:** The station serves as a departure point for local residents.

F. **Linkage to Adjacent Land Uses:** The station provides excellent linkage to various land uses including: residential, commercial and retail. The station connects residential units which are located west of the platform as well as some units located along Pacific Avenue. It connects the area with various shopping opportunities located along 4th Street or 5th Street as well as those that are located one block east on Pine Avenue. It also connects various amenities such as CitiBank located east of the station and Top Value Market located west of the station.

G. **Linkages to Public Transportation:** The station is served by two transit companies. These include:

MTA 260; Long Beach Transit 51, 52, 101, 102.

H. **Location of Station with Respect to Street Grid:** Station is located along Pacific Avenue north of 4th Street and south of 5th Street.

II. EXISTING LAND USES IN STATION AREA

A. **Residential:** There is a mixture of multi-family and single family residential units surrounding the station area. Multi-family units are located along Pacific Avenue on the east side of the station. Additional units are located on the west-side of the station platform. Some single-family units are also located on the west side of the platform but multi-family compose the greatest proportion of housing units by far.

B. **Office/Commercial:** The station is located 1/4 mile from office, commercial, and governmental

offices.

C. Retail: Some retail establishments are located within the 1/4 mile area of study. Many are located on 5th Street or further north along Pacific Avenue.

D. Industrial: To the east of the platform, there are several industrial warehouses that appear to be abandoned.

E. Vacant Land: No vacant land is present in the immediate station area.

F. Inconsistent Land Uses: One inconsistency is the presence of warehousing near office commercial buildings and residential units. The inconsistency probably occurred because of the legal nonconforming status the warehousing had at the time the area was changing to more residential.

III. DENSITY

A. Residential: The residential units in this area are multiple storied units ranging anywhere from two stories to four or five stories.

B. Commercial: The only office/commercial buildings located within the station's area of study are two stories high. There are additional offices which are located within the Transit Station's area of study which are over 12 stories high.

C. Industrial: The few industrial buildings are high density units that are eight stories high.

IV. CONDITIONS OF BUILDING STOCK

A. Residential: The multi-family units are of a older housing stock built during the 1950's and 1960's. Some of the housing units are in excellent condition, other appear dilapidated and slum like. There are newer X further south on Pacific Avenue that were built within the last five years and are in excellent condition.

B. Commercial: The office/commercial buildings are newer stock of buildings built within the last 20 years and are in excellent condition.

C. Industrial: The industrial buildings located near the station are older buildings and appear dilapidated. Some appear to be abandoned.

V. PUBLIC DOMAIN

A. Parks: The only park located near the station area is Lincoln Park located within the Civic Center

B. Facilities: No public facilities are located within the stations area of study.

C. Amenities: There are a number of amenities located near the station for either commuters or residents. Amenities include financial institutions (CitiBank), markets (Top Value) small specialty

shops including those located a block away on Pine Avenue.

D. Street Furniture: There are no street furnishing within the station's area.

E. Landscaping Features: There are no landscaping features around the station area.

VI. DYNAMICS OF STATION AREA

Although the area is mostly multi-family residential, it is very dynamic in terms of activities. The area, however, appears to be in decline as far as the dilapidated housing.

VII. ACTIVITIES AROUND STATION AREA

A. Social Nodes: There were no identifiable social nodes.

B. Automobile Circulation Patterns: Vehicle traffic is medium to heavy along Pacific Avenue. Most cars travel in a east-west direction as opposed to along Pacific Avenue. Few cars travel west of Pine Avenue. The streets are used by more public transit systems however.

C. Pedestrian Circulation Patterns: Very little pedestrian traffic was observed. many of those observed were local residents who were running errands.

D. Activities on the Street: Any activity along the station area was usually residents shopping at the Top Value market.

E. Indication of Investment into the Area: The only indication of investment in the area are the new apartments and condominiums that have been built within the past few years.

VIII. PEDESTRIAN FRIENDLINESS

A. Width of Street and Sidewalks: Although the street is wide the traffic appears to be rather light. Very few cars travel west of Pine Avenue. The sidewalks also appear larger and are used most heavily by the residents who live surrounding the station.

B. Distance to Shops and Services: The station is located near shopping and eating opportunities as well as employment opportunities.

C. Benches: There was one covered bench located in front of Top Value market.

D. Crosswalks: Two crosswalk at each end of the station platform make the station easily accessible to pedestrians and commuters.

E. Sense of Safety: Although the area was older I still felt a sense of safety. There was no sign of gang violence or any indication that the crime was high.

IX. AESTHETICS

A. Condition/Architectural Style of

Immediate Station Area: Around the immediate station area the buildings were older but remained in fairly good condition. Like the downtown stations many of the buildings were in need of repair, however, their architectural qualities added a nostalgia to the area. Some of the building were abandoned and in need of major repairs. Overall most of the multi-family residential units were in fairly good condition.

B. Condition of Surrounding Area:

Condition in the surrounding area were similar to those in the immediate area.

X. INDICATION OF BLIGHT

A. Housing Abandonment: There was no indication of housing abandonment.

B. Graffiti: Little graffiti was seen in the immediate area

C. Litter in Streets: The street look old but they were well cleaned.

D. Vacancy of Commercial Buildings: Since there was few commercial buildings the vacancy rate was extremely low

E. Abandoned Store Fronts: There were only two abandoned warehouses.

XI. MARKET POTENTIAL

A. Available Vacant Land: There is no available vacant land to develop

B. Linkage to Existing Amenities: The area does provide some amenities. The linkage would be considered better if you were a resident of the area.

C. Population Characteristics for Marketing: Population surrounding the immediate are is considerable more Latino than other areas.

D. Neighborhood Stability: Although the neighborhoods is older the area is fairly stable. There is apparently no gang problem in the area nor is there a high crime rate. Neighborhood is fairly prosperous economically.

9. ANAHEIM STREET STATION (URBAN PERIPHERY STATION)

I. PLATFORM LEVEL

A. Platform Characteristics: Platform is at street level and is located within the street median. Only one entries provided.

B. Parking Characteristics: No park and ride

facilities are located near the station area. Station is mainly used by pedestrians.

C. Open Space: There are no public open spaces located around the station platform. The area does have several vacant lots and underdeveloped parcels which can be used for infill development.

D. Street/Vehicular Pattern: Traffic is medium to heavy intensity along Long Beach Boulevard. The street is a three lane highway and has little street parking which adds to the increased speed limit.

E. Purpose of Station: Station is primarily used as a departure station for nearby residents traveling towards Los Angeles.

F. Linkage to Adjacent Land Uses: The station provides adequate linkage to residential, commercial and retail. The station is located in the center of a busy commercial strip that provides many of the essentials for the surrounding residents.

G. Linkages to Public Transportation: The station is served by two transit companies. the following is a listing of their lines:
MTA: 60, 232; Long Beach Transit: 1, 41, 42, 43, 44, 45, 172, 173.

H. Location with Respect to Street Grid: Station is located on Long Beach Boulevard, south of Anaheim Street and north of 11th Street.

II. EXISTING LAND USES IN STATION AREA

A. Residential: Residential properties are one of the dominant land uses in the immediate station area. The station is surrounded by older single family units. Although some multi-family units exist, the neighborhoods are primarily Single Family units.

B. Office/Commercial: Office/Commercial is a second dominant feature along the Anaheim Station. Office/Commercial is primarily found along 10th Street, Long Beach Boulevard and Anaheim Street. It is located on the second stories along Long Beach Boulevard and Anaheim Streets. In addition, there are several churches as well as several schools, including a public elementary school on 15th Street and Linden; Long beach Polytechnical on Atlantic Boulevard; and a continuation High School on 8th Street and Long Beach Boulevard. There are also two hospitals within the Catchment area including Long Beach Doctors Hospital on 17th Street and Pacific Avenue and St. Mary's Medical Center on Atlantic Boulevard.

C. Retail: Retail exist on the major arterial such as Anaheim Street, Long Beach Boulevard and Atlantic Boulevard.

D. Industrial: There was no identifiable indus-

tries located near the station area.

E. Vacant Land: There are several vacant lands located throughout the area of study which may provide developmental opportunities. The largest vacant parcel lies adjacent to the platform on the west. To the north of the station there is another vacant lot which also offers developmental potential. There is a total of seven vacant parcels along Long Beach Boulevard. There are additional vacant parcels in several of the residential areas as well as some of the major corridors including Anaheim Street and 10th Street.

F. Inconsistent Land Uses: There are not any inconsistent land uses in the area.

III. DENSITY

A. Residential: Much of the residential buildings are low density single family homes, no more than one story high. Some multi-family units do exist which are medium density with one or two floors.

B. Commercial: Many of the Commercial buildings along Long Beach Boulevard are two stories high. There are some, however, along 10th Street which are three or four stories high. Overall the density of the commercial units are medium density.

C. Industrial: There was no identifiable industries located near the station area.

IV. CONDITIONS OF BUILDING STOCK

A. Residential: The residential units are an older stock built approximately during the 1950's and 1960's. There are in fairly good condition although there are indications that many may be in need of repair.

B. Commercial Developments: Commercial units around the station area are also an older stock. Most are in good condition but many need facade improvements in order to achieve some design consistency. Other building are in need of seismic retrofitting because of the unreinforced masonry construction.

C. Industrial Developments: There was no identifiable industries located near the station area.

V. PUBLIC DOMAIN

A. Parks/Plazas: There are no parks/plazas in the immediate area.

B. Facilities: Two public facilities are located within the station's area of study. They include: Long Beach Doctors Hospital and St. Mary's Medical Center.

C. Amenities: The station is located near small

family owned businesses, however there are few amenities such as restaurants or financial institutions for those traveling to the area.

D. Street Furniture: There are almost no street furnishings along this station area. There were trash cans lining the street, but unlike the downtown stations the bus benches were left uncovered and there were not any visible newspaper stands.

E. Landscaping Features: Landscaping features was minimal around the station area. Even the sidewalks had few trees or vegetation lining the streets.

VI. DYNAMICS OF STATION AREA

Area can be described as stable. The businesses appeared to be prosperous but there were no signs of new investment in the area. The vacant parcels indicates that there is potential for the area. I cannot consider the area decaying because of the activity occurring throughout the area. It is used mainly by local residents.

VII. ACTIVITIES AROUND STATION AREA

A. Social Nodes: There were no identifiable social nodes in the area.

B. Automobile Circulation Patterns: There was a consistently medium to heavy amount of traffic throughout the station area. Long Beach Boulevard which is a main arterial is ideal to accommodate this type of fast moving traffic which was occurring.

C. Pedestrian Circulation Patterns: There were less pedestrians along Long Beach as opposed to the downtown stations. Those pedestrians that were visible were nearby residents who were running errands.

D. Activities on the Street: Few activities such as people watching or leisurely strolling were occurring along the station area. Those people that were observed had specific errands to take of or specific places to go to.

E. Inventory of Services Shops: The area is surrounded by small family owned businesses. Unlike the downtown areas the stores were less expensive and included necessary services and items. For example there were more personal services that local patrons would use such as tax services, shoe repairs, markets and automobile repair shops.

F. Indication of Investment into the Area: There is no indication of investment into the area, however there are several vacant lots which may provide sufficient investment opportunities.

VIII. PEDESTRIAN FRIENDLINESS

A. **Width of Street and Sidewalks:** The streets along the station platform are 3 lanes wide and has heavy amount of traffic along the route. There is also plenty of signage above the storefronts which make it easier for people in cars to read. Overall the area is very pedestrian unfriendly and it appears that it is best suited for vehicular traffic.

B. **Distance to Shops and Services:** The area has a mixture of different shops located along the station area. It is unlikely that the area would attract widow shoppers or browsers like the downtown stations. The businesses and services which exist are very specific (i.e., shoe repair) and only those patrons needing those services would visit them. The station is not close to many shopping opportunities.

C. **Benches:** There were no benches in the area.

D. **Crosswalks:** Only one signaled crosswalk is provided at the corner of Long Beach Boulevard and Anaheim Street.

E. **Sense of Safety:** Because of the older structure and graffiti on buildings, there is definitely a diminished sense of security. When riding the Blue Line there is a remarkable difference between the Downtown stations and the Anaheim station. It looks as if less investment was put into the platform area and the surrounding community.

IX. AESTHETICS

A. **Condition/Architectural Style of Immediate Station Area:** The buildings along the Long Beach corridor are older and in need of repair or facade improvement. Architecturally the area lacks a sense of uniform design guidelines. Buildings look as if they were constructed in a hodge podged manner. The area needs a sign ordinance to eliminate the many signs which line the storefronts.

B. **Condition of Surrounding Area:** The commercial buildings also suffer much of the same problems as the Long Beach Corridor. There are, however, some nicer and newer office structures along 10th Street. The residential housing is also of an older housing stock that was built during the 1950's and 1960's. Most of the housing structure are remarkable well kept and maintained.

X. INDICATION OF BLIGHT

A. **Housing Abandonment:** There was no indication of housing abandonment around the service area but there houses that were dilapidated and in need of repair.

B. **Graffiti:** There was a small amount of graffiti in the residential areas north of 10th Street. Small amount of graffiti was also detected in commercial/office buildings around the station area.

C. **Litter in Streets:** Streets were dirtier than downtown station. Trash could be seen along the gutter and on the sidewalks particularly in the alleys around the station area. The streets also had a few more visible potholes than previous station.

D. **Vacancy of Commercial Buildings:** There were several more vacant commercial storefronts as compared to the downtown stations. The most predominant was a clothing store that had gone out of business adjacent to the station platform. There were also several vacancies on Atlantic Boulevards and Anaheim Street.

E. **Abandoned Store Fronts:** There were a few abandoned store fronts where business had closed down.

XI. MARKET POTENTIAL

A. **Available Vacant Land:** There are several vacant lands throughout the area of study that may have development potential. The largest lies directly west of the station platform. There are seven vacant parcels along Long Beach Boulevard and several others in the residential areas.

B. **Linkage to Existing Amenities:** The station provides poor access to existing amenities.

C. **Population Characteristics for Marketing:** The population around the surrounding area is predominately African-American and Latino. The area also has a high population of immigrants.

D. **Neighborhood Stability:** The neighborhood appears to be somewhat unstable. The main corridor of Long Beach Boulevard appears to be declining, however, the businesses that do exist right now are fairly prosperous. Some businesses, however, have closed down and the area has a number of vacant lots. The area appears to be lower income then previous stations in Long Beach and there are indications that the crime rate may be higher. Also the graffiti on the walls indicates that there may be gang activity in the area.