

STRATEGIC IMPLEMENTATION PLAN · FALL 2022

Lincoln/Cypress **Transit-Oriented Communities**

Affordable housing and better access to opportunity around the Lincoln/Cypress Metro station in Lincoln Heights, Cypress Park and Elysian Valley, Los Angeles

Transit-Oriented Communities
UCLA Luskin School of Public Affairs · UP 249: Just Transport and Inclusive Economies
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abode communities

About this plan

A city-owned park-and-ride lot beside the Lincoln/Cypress Metro station could become affordable homes for the working-class Latino and Asian American families who are being priced out of Northeast Los Angeles.

This plan was written over the Fall 2022 quarter for UP 249, *Just Transport and Inclusive Economies: Land Use and Financing Strategies to Create Equitable Transit Oriented Communities*, taught by Richard France at the UCLA Luskin School of Public Affairs. Each group worked with a real station area and a real housing developer as its client. Ours was the Lincoln/Cypress station on the Metro L Line (now the A Line), and our client was Abode Communities, a nonprofit affordable housing developer in Los Angeles.

The site is two parcels owned by the City of Los Angeles, holding a 94-space parking lot next to the station. The neighborhoods around it, Lincoln Heights, Cypress Park and Elysian Valley, are majority Latino and Asian American, mostly working class, and showing clear signs of gentrification: rents in three of the four study areas rose faster than in the city or county between 2010 and 2020.

The plan was built up in five stages, one per assignment, and this report brings them together in that order. Each part keeps the content the team submitted. Part 1 has been typeset in the same format as the others; the other four parts are reproduced as designed.

PRINCE ADUFAH'S CONTRIBUTION

- Built the study area and all GIS maps in QGIS, including the pedestrian (0.5-mile) and cycling (1–3 mile) catchment areas.
- Benchmarked residential, employment and commercial density for the land use analysis.
- Mapped parking, bicycle and pedestrian infrastructure, and wrote the land use and policy recommendations and the parking infrastructure upgrades.
- Edited the final report and co-led the class session on tax increment financing tools for economic development.

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Parts 2 to 5 keep their own page numbers in the footer. The page numbers above refer to this document.

Summary

Our vision is to support housing affordability and access to economic and social opportunities through high quality transit in Lincoln Heights, Cypress Park and Elysian Valley.

Nine goals

1. Make the neighborhood safer and easier to walk, with better links between buses and trains.
2. Get more people cycling for short trips and to the station.
3. Keep the neighborhood diverse with housing that is affordable to all.
4. Build community resilience with more amenities, services and good jobs.
5. Reduce reliance on cars with safe, affordable transit.
6. Plan with the community, so its input shapes the final plan.
7. Keep park-and-ride spaces for current commuters.
8. Increase density around the station for an equitable, successful TOD.
9. Promote affordable green mobility to cut local transport emissions.

10.7

housing units per acre around the station, well below transit-supportive density

$44,306

average median household income across the study area in 2020, against $65,290 citywide

94

parking spaces on the city-owned site today

What we recommend

- **Build affordable, mixed-use housing on the site** and raise density across the station area, using the Tier 4 Transit Oriented Communities incentives the area qualifies for.
- **Grow local employment** by supporting local businesses and helping them scale up.
- **Price parking** on city-owned lots, and tax private lots open to the public, to shift trips to transit.
- **Give residents free or subsidized transit passes**, as TOD pilots in Oakland have done.
- **Fix the streets:** a road diet on Avenue 26, flashing-light crosswalks, better bike links to the LA River and Arroyo Seco paths, and bus shelters and a peak-hour bus lane on Figueroa Street.
- **Build green:** stormwater capture, on-site composting and clean energy.
- **Rethink parking:** keep park-and-ride at the station, add electric car sharing, and reduce parking density.



PART 1

Study Area Profile

Where the station sits, who lives around it, who governs it, and what funding the area can draw on

Summary

Nestled where the Los Angeles and Arroyo Seco Rivers meet are the historic neighborhoods of Lincoln Heights, Cypress Park and Elysian Valley. On the ancestral land of the Tongva people[1], these neighborhoods were part of the original incorporation of the City of Los Angeles in 1850[2] and grew with the Los Angeles Railway in the late 19th century. In 1968, Lincoln High School in Lincoln Heights was a center of the East LA Walkouts, when thousands of students left class to protest the racist treatment of Mexican American students in Los Angeles public schools[3].

Today the neighborhoods are home to a majority-minority mix of Latino and Asian American and Pacific Islander (AAPI) communities. Firmly working class in the early 2000s, they now belong to a group of Northeast LA neighborhoods showing signs of rapid gentrification[4, 5, 6]. All three have many residential land uses, low-rise commercial buildings and historic commercial corridors. Lincoln Heights and Cypress Park, divided by the 110 Freeway, are similar in socioeconomic status, while Elysian Valley has higher rates of home ownership and educational attainment.

Rising rents coincided with the construction of the Metro L Line straight through Lincoln Heights and Cypress Park. In 2003 the Lincoln/Cypress station opened with twelve others as the first phase of the line from Union Station to Sierra Madre. The station is above grade, bordered by Avenue 26 and the Interstate 5 exit to North Figueroa Street. Next to it is a 94-space parking lot on two parcels, both owned by the City of Los Angeles. These parcels are a rare chance to align LA Metro's Transit Oriented Communities goals with affordable housing at the border of two gentrifying neighborhoods.

Site visit

TUESDAY 4 OCTOBER 2022 · A HALF-MILE LOOP EAST OF THE STATION

The station sits against the 5 and 110 freeways to its west and north. Directly south is a condominium development and a senior living complex. To the east is a patchwork of film production facilities, live/work studios, auto storage and repair, manufacturing, logistics and single-family homes. Parcel sizes and uses vary widely, because the area's zoning and overlay plan allow so many uses.

The area falls under the Cornfield Arroyo Seco Specific Plan (CASP) with Urban Innovation zoning, a hybrid industrial designation, and is a Tier 3 Transit Oriented Communities zone. There is no buffer between uses: on Humboldt Street, single-family homes face a rug manufacturer's warehouse. The rail tracks run between large industrial buildings and form a permanent break in the landscape.

The station's general parking spaces are free and were not full on the day of our visit. None of the permit spaces were in use.

We spoke with the owner of a custom framing business who has been in the area since the late 1980s. He told us the area was getting more expensive and that wealthier, white residents were moving in, pushing out the lower-income, aging Southeast Asian and Latino population.



Figure 1. Zoning in the study area, with observations from the site visit. Source: ZIMAS, City of Los Angeles.

Mapping

Our study area is made of the census tracts that cover Lincoln Heights, Cypress Park and Elysian Valley. We chose tracts close to the station that have a reasonable walking or cycling connection to it for the first and last mile, based on the street and bike path network, local knowledge and our site visit.

Elysian Valley, for example, is cut off from the station by the freeway but has a bike path that joins the street network right by the station (Figure 2). Large parts of Lincoln Heights and Cypress Park fall within the half-mile walking catchment (Figure 3).

Commercial corridors: North Broadway and Pasadena Avenue (Lincoln Heights), Cypress Avenue (Cypress Park), and Figueroa Street.

Local assets: the Metro station, Elysian Park, the Los Angeles River and greenway, Cypress Park and Recreation Center, Rio de Los Angeles State Park, River Garden Park, Confluence Park and the pocket parks along the river.

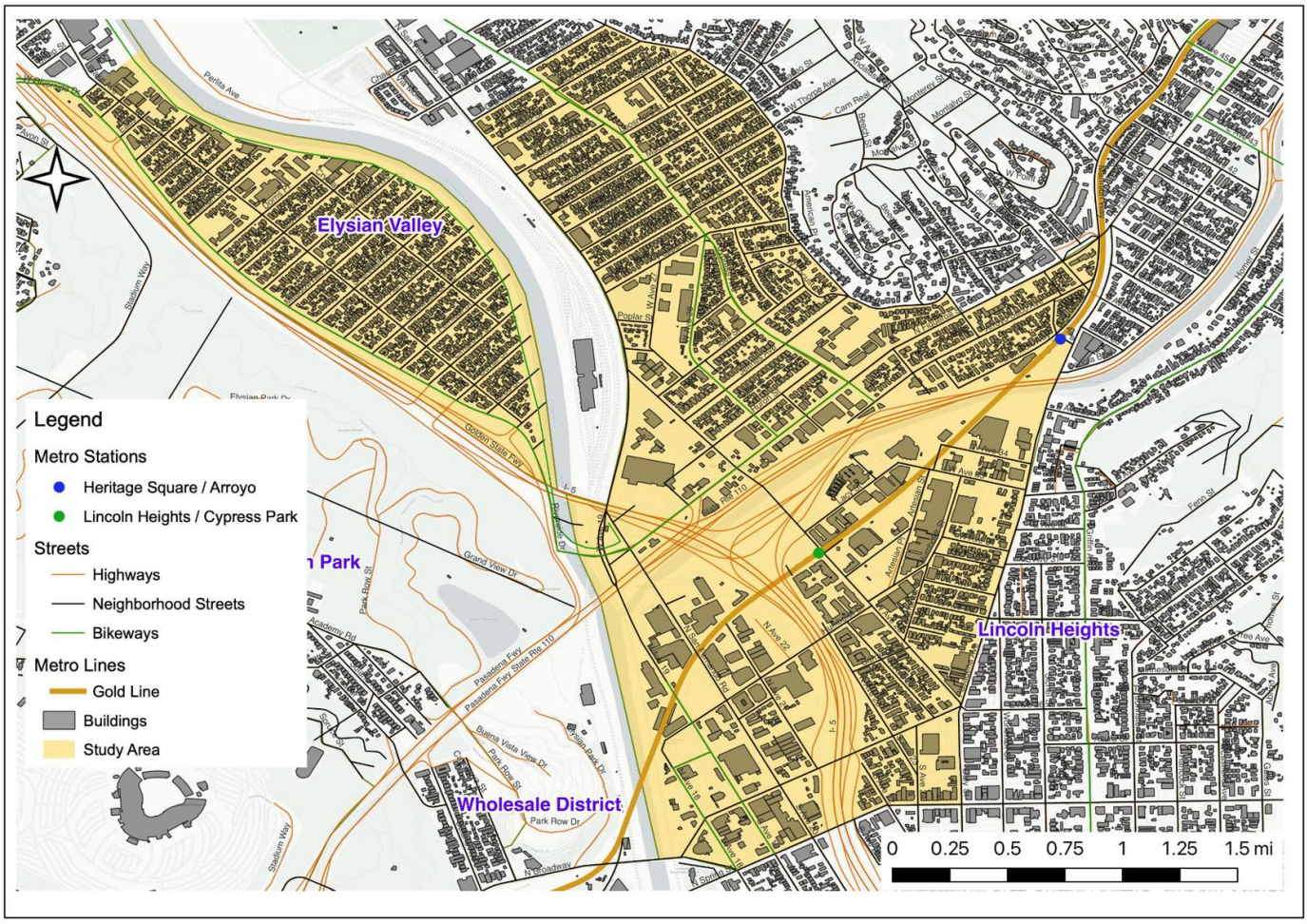


Figure 2. Study area: the census tracts covering Elysian Valley, Cypress Park and Lincoln Heights, with Metro stations, streets and bikeways.

Governance

The study area spans two Los Angeles City Council districts, CD 1 and CD 13[9], and three neighborhood councils: Lincoln Heights, Cypress Park and Elysian Valley[10].

Neighborhood councils are advisory bodies that advocate for their communities within city government. Their members are elected locally and serve as volunteers, and the councils have annual budgets funded by taxpayers[7]. The system was created in 1999 to give communities a way to raise local issues inside city government[8].

Demographics

The area is diverse and relatively low-income, with large Latino and Asian populations. Cypress Park North and South are over 90% Hispanic, while Elysian Valley and Lincoln Heights have large Asian populations (Table 1, Figure 4). Compared with the city and county as a whole, the study area has far larger Hispanic and Asian shares and far smaller White and Black shares: under 3% of residents identify as White and under 1% as Black.

2020	Cypress Park N	Cypress Park S	Elysian Valley	Lincoln Heights	City of LA	LA County
Hispanic	90.3%	90.5%	54.1%	59.8%	48.1%	49.1%
Asian	6.1%	5.2%	41.2%	36.6%	11.8%	15.6%
White	2.6%	3.1%	2.8%	2.3%	28.5%	25.3%
Black	0.4%	0.5%	0.5%	0.7%	8.8%	9.0%

Table 1. Racial breakdown of the study area, 2020. Source: US Census 2020.

Household income and the share of residents with a bachelor's degree are both recognized indicators of gentrification[11]. Both are lower in the study area than in the city or county, but the share of residents with a bachelor's degree rose in every tract between 2010 and 2020 (Figure 5).

Median income has also risen steadily over the decade but remains low for the region: the average across the study area tracts in 2020 was $44,306, against $65,290 citywide and $71,358 countywide. Unemployment has fallen since 2010, and in 2020 it was between 3.9% and 5% in the study area, below the city (7%) and county (6.5%). These are low-income but working neighborhoods.

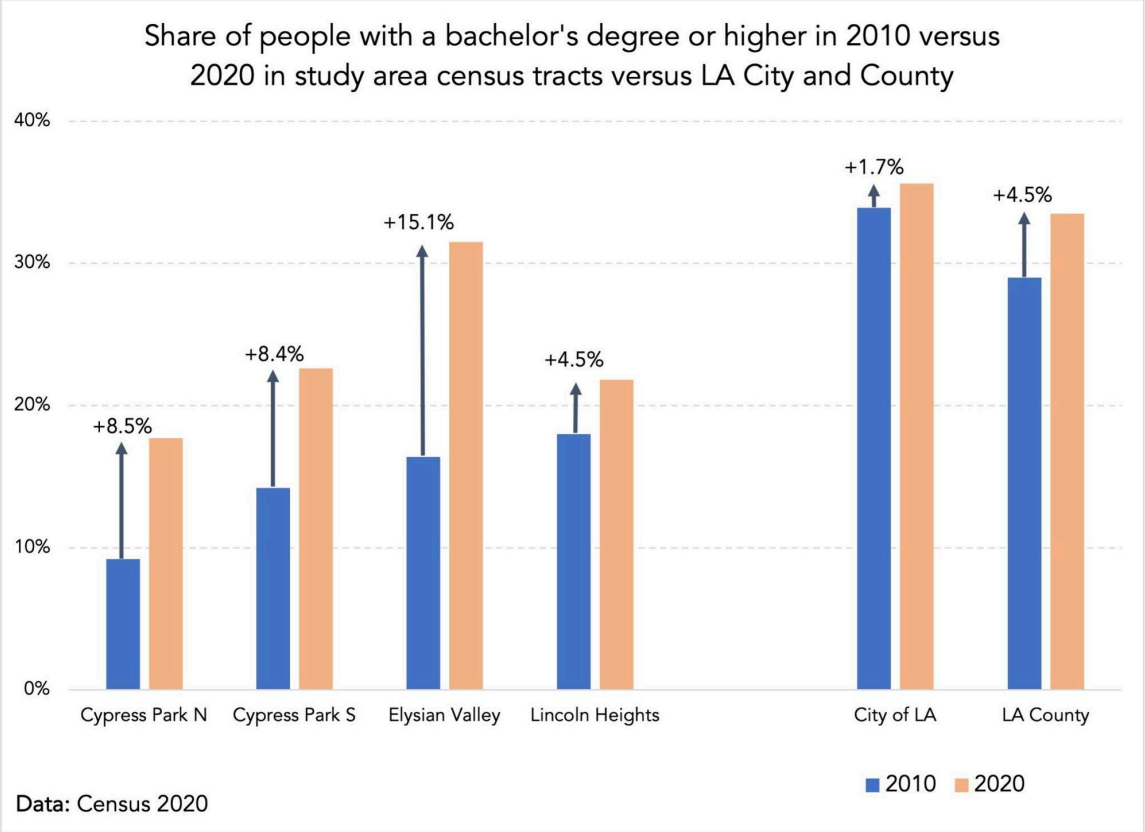


Figure 5. Share of residents with a bachelor's degree or higher, 2010 and 2020. Source: US Census.

The balance of renters and owners varies by tract. In Cypress Park North, Cypress Park South and Lincoln Heights it has been stable over twenty years. Elysian Valley is split almost evenly, with 47% renters and 48% owners. Overcrowding has fallen sharply everywhere: from 30–40% of occupied homes with more than 1.5 people per room in 2000 to under 5% in 2020, in line with the city and county.

Rent tells a different story. Median rent rose faster in three of the four study areas than in the city or county between 2010 and 2020, by as much as 78% in Elysian Valley (Figure 6).

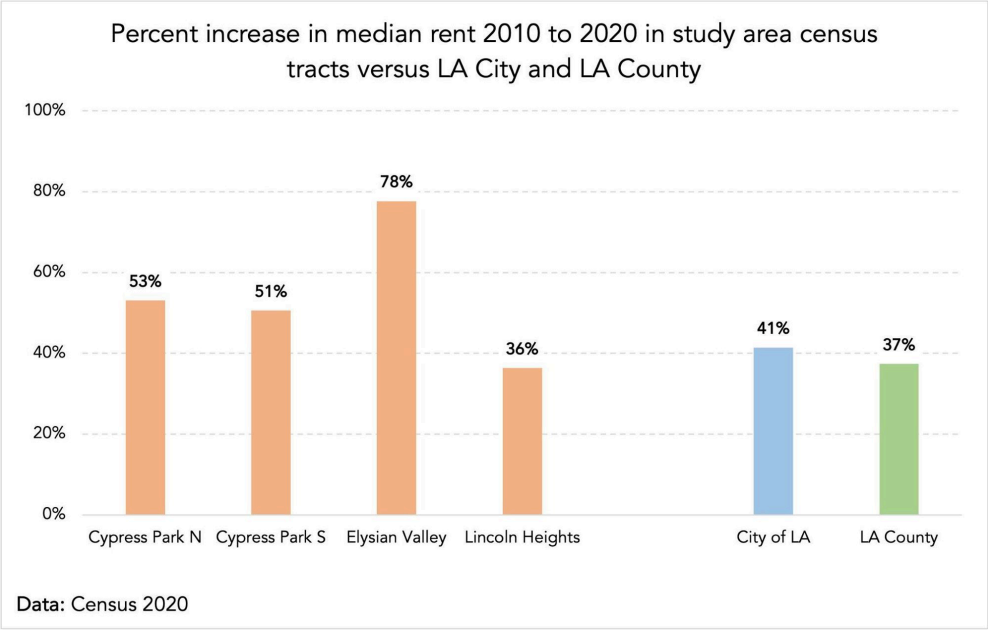


Figure 6. Increase in median rent, 2010 to 2020, in the study area against the City and County of Los Angeles. Source: US Census 2020.

The crime rate per capita in the month before our analysis was lower within two miles of the station than across the City of Los Angeles (Figure 7). Together with rising incomes, education levels and rents, this suggests the area is gentrifying, although confirming it would need a closer study of demographic change and of the kinds of businesses that have opened over the last decade.

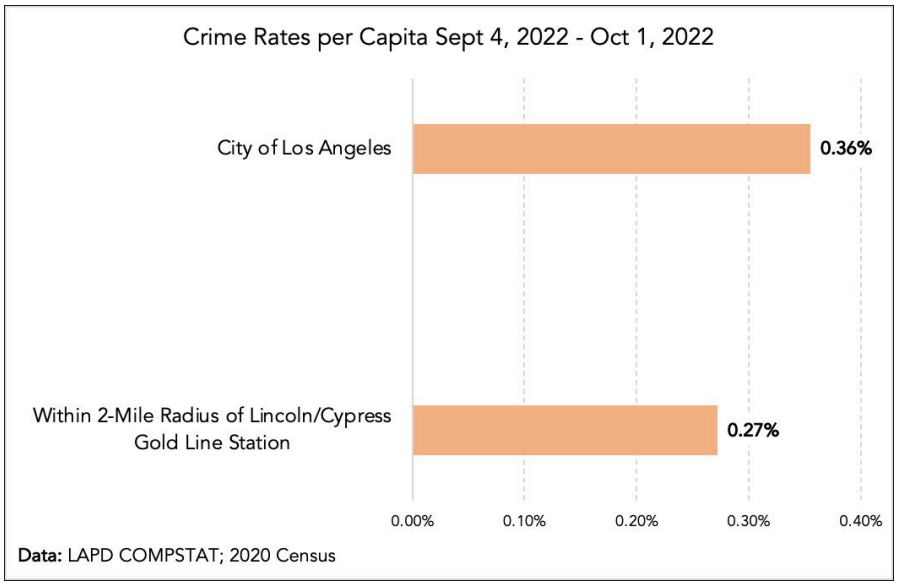


Figure 7. Crime rates per capita, 4 September to 1 October 2022. Sources: LAPD COMPSTAT; US Census 2020.

Walkability

The City of Los Angeles rates the study area as walkable[12], but a study of walking and transit use around the Lincoln/Cypress station found "much room for improvement"[13], pointing to poor pedestrian connections and too little investment in infrastructure.

Car ownership is high (Table 2): in every tract, fewer households go without a car than across the county, and far more own three or more. Despite the city's rating, walking access to the station needs work.

Households, 2020	Cypress Park N	Cypress Park S	Elysian Valley	Lincoln Heights	LA County
No vehicle	10.3%	12.3%	9.3%	9.3%	13.8%
1 vehicle	37.5%	26.1%	28.4%	29.3%	42.9%
2 vehicles	29.0%	31.8%	40.6%	39.1%	31.2%
3 or more vehicles	23.3%	29.7%	21.8%	22.3%	12.1%

Table 2. Vehicle ownership in the study area. Source: US Census 2020.

Funding criteria

All the study area tracts are eligible for California Climate Investments, funded by the state's Cap-and-Trade Program, because CalEPA identifies them as disadvantaged communities under SB 535. They score in the highest 25% statewide in CalEnviroScreen 4.0.

Not every tract meets the four criteria for a Community Revitalization and Investment Area (CRIA). All meet the income test, with median household income below 80% of the state, county or city median. All but Elysian Valley meet the crime test, with crime rates at least 5% above the state average. All but Lincoln Heights meet the unemployment test, at least 3 percentage points above the state average. None meet the deteriorated infrastructure test.

Only the two Cypress Park tracts therefore qualify as a CRIA. That status would let the city use property tax increment from the area to pay for transit priority projects, affordable housing, economic revitalization and projects that carry out the region's Sustainable Communities Strategy.

AB 1550 minimum funding levels for California Climate Investments

- At least 25% to projects in disadvantaged communities.
- At least 5% to projects in, or benefiting, low-income communities or households.
- At least 5% to projects benefiting low-income communities or households outside a disadvantaged community but within half a mile of one.

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DATA: US CENSUS BUREAU (2000, 2010, 2020); CITY OF LOS ANGELES GEOHUB AND ZIMAS; STATE OF CALIFORNIA DEPARTMENT OF FINANCE; CALEPA CALENVIROSCREEN 4.0; LAPD COMPSTAT.

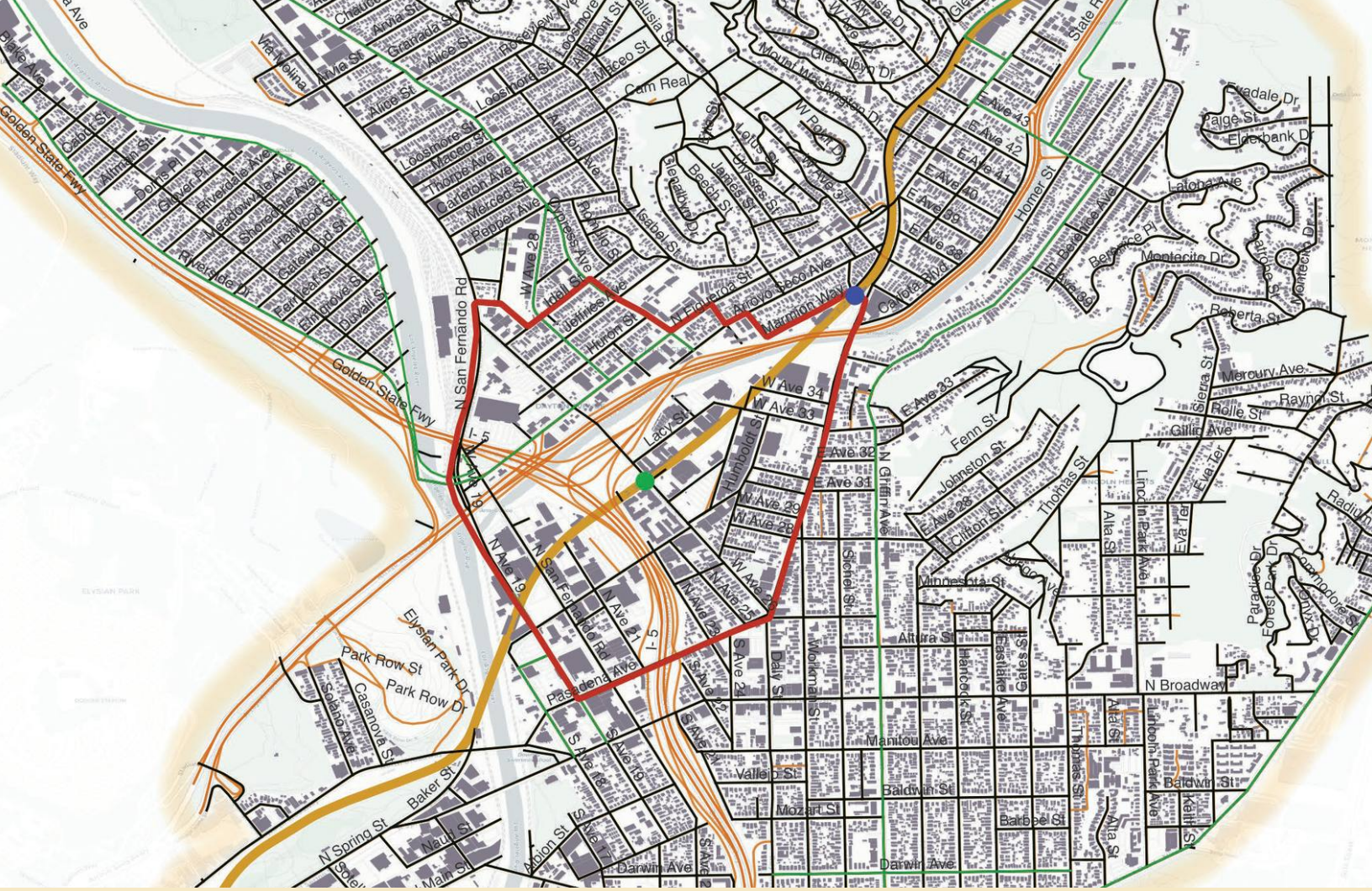


Vision
Goals
Metrics

Our vision is to support housing affordability and access to economic and social opportunities through high quality transit in Lincoln Heights, Cypress Park, and Elysian Valley

This document sets our vision and outlines our goals for the site in respect to transportation infrastructure and mobility, real estate development, social equity, resilience & sustainability. For each of the four aspects of the vision we have developed a series of specific goals that are measurable to progress against the vision.

We have chosen to partner with Abode Communities to see our vision developed into an equitable and sustainable project that supports transit-oriented communities

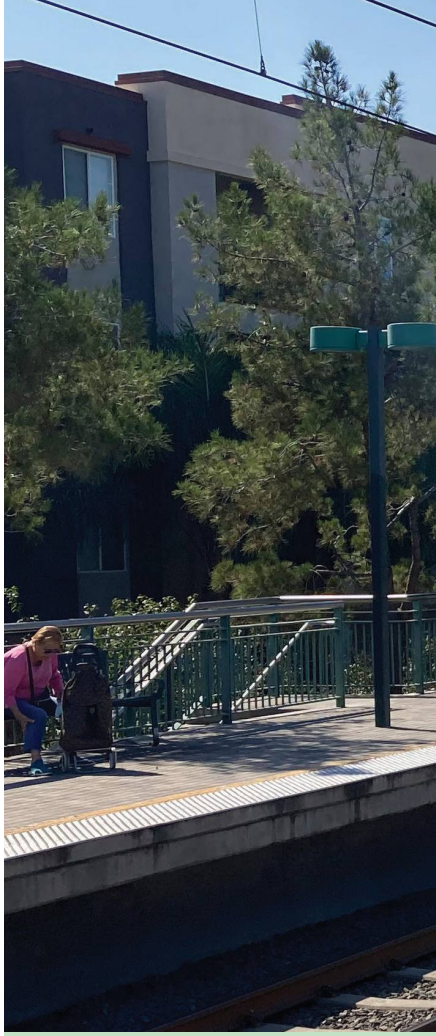


We intend to support those most in need by providing affordable housing in close proximity to transit, allowing its residents to access economic and social opportunities. As LA continues to grow and welcome people from different walks of life, we want to promote inclusivity of both the newcomers and residents who have deep roots in the city. We believe that this vision is in line with LA's development path, as reflected in the city's General Plan and specific plans such as LA's Green New Deal, Mobility Plan 2035 and policies such as the Inclusionary Housing Ordinance.

Our ambitions for our site are in line with our own principles and purpose of "Creating service-enhanced affordable housing and socially-beneficial community facilities that promote the transformation of underserved communities."[1] As a non-profit social enterprise we are committed to supporting community development and "foster a culture of housing inclusion by integrating families and individuals with neighborhoods so communities at-large can thrive"[2]

Transportation Infrastructure

Recognizing the social and economic benefits of ‘Place’, the city of LA is investing in elevating streetscapes for all modes of transit





In 2015, the Los Angeles Department of city planning adopted the 2035 Mobility Plan.The plan sought to provide world class transportation infrastructure, and in doing so, establish a connected network of streets, paths, bike lanes, and trails to provide inhabitants with diverse modes of transportation. The plan also recognizes streets as ''Places" for community interaction and commercial activities, not just corridors for transportation.[3] In order to achieve this goal, transportation plans are required at the local level to provide more detailed strategies.

This citywide aim of providing a world class transportation infrastructure for all modes of transport is consistent with our vision for the study area to provide high quality transit that connects residents to economic and social opportunities. We have identified two main goals that make this possible; increase walkability, and cycling. As indicated in the study area profile, the location serves a predominantly low income minority working class population who may benefit more from public transit infrastructure and services. Given that the area is serviced by the Metro Gold Line and a well coordinated network of highways and connector streets, we prioritized walking and cycling to improve pedestrian access to different land uses and their experience of community living. Our intention is to increase well-maintained sidewalks to improve the walk score for the study area which currently stands at about 66 for Cypress Park, 78 for Lincoln heights, and 45 for Elysian Valley.[4] Additionally, we are aiming at improving the current bike scores which range between 50 to 63 for the neighborhoods. Our vision for a more walkable and bikeable study area is consistent with the city's Go Ave 26 project which is intended to install sidewalks, shades and seats, fences, poles and road signals along Ave 26 which connects Lincoln Heights, Elysian Valley and Cypress Park.[5]


1007
Metro
Welcome Aboard
Bienvenidos
1015

Mobility

We believe it is essential to convince residents that the use of public transport can simplify their lives and reduce travel times.



Our section on mobility complements our section on transportation infrastructure and focuses on facilitating the use of public transportation infrastructure and services. In 2016, the City of Los Angeles developed a Mobility Plan for 2035[6] and defined goals among which we find safety and accessibility of public transportation systems. Our vision aligns with these goals, primarly in making public transportation easier to use and more attractive to residents.

As we saw in the section on transportation infrastructure, we want to develop mobility solutions that are appropriate to scale and use. Their prior development is essential to ensure quality service.

We have defined two objectives: to increase safety for pedestrians and easier access to connections between buses and subways when crossing the road, and to encourage residents to use public transit and bicycles by convincing them of the advantages of using public transit over cars.



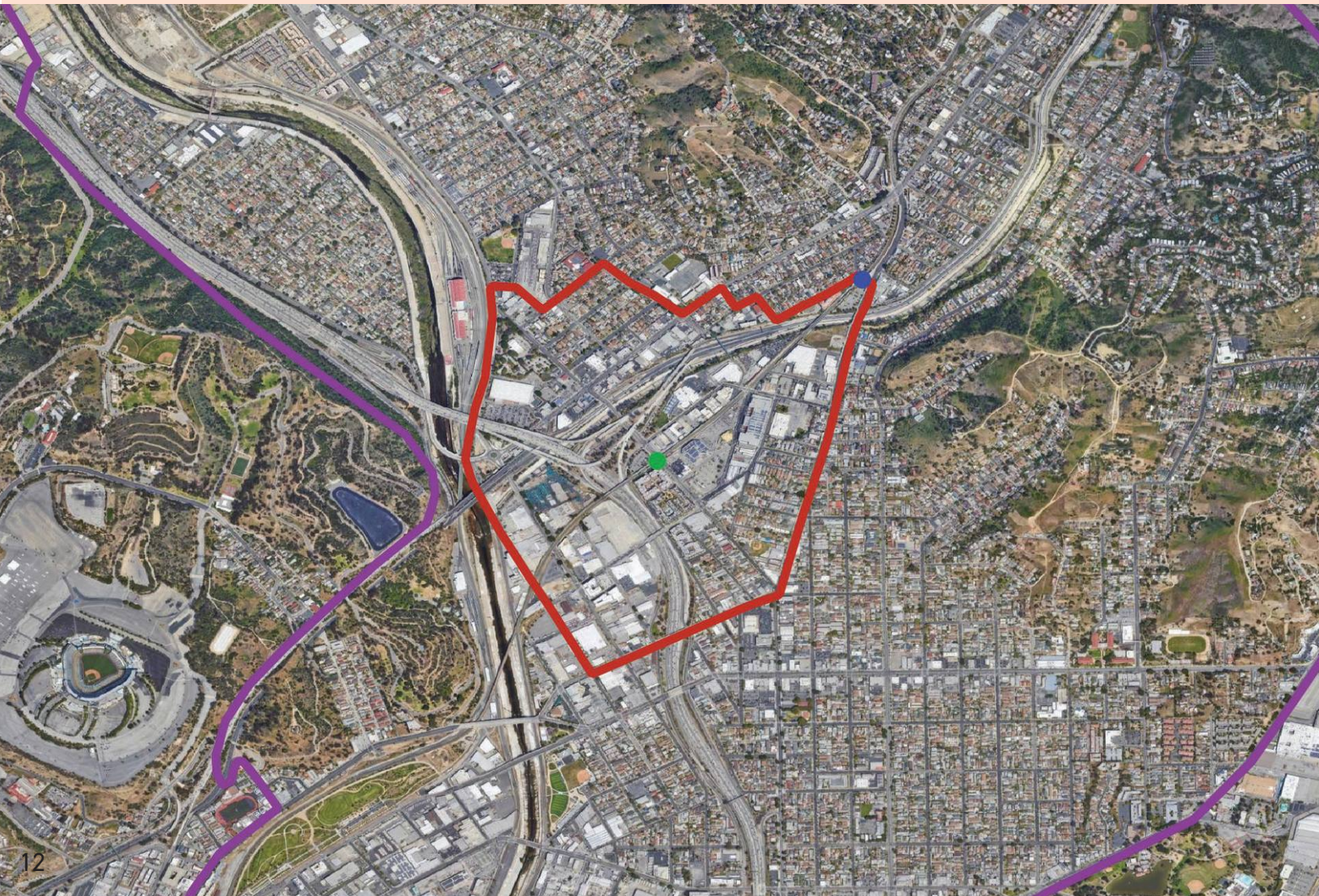


Real Estate Development

We must provide residents and those living in the surrounding area with enhanced access to social and economic opportunities.

The area surrounding the site is low-income, has a strong Latinx presence, and is largely working class (Study Area Profile 2022). However, as in many parts of Los Angeles, there is a real concern with gentrification.[7] According to Freeman (2005), a gentrified area is one where the median household income and share of housing built in the last 20 years is less than in the wider metro area. In addition, the share of residents with a college degree has to be higher than the wider area and there needs to be an increase in house prices.

Our study area has seen a decrease in unemployment over the last 20 years and a steady increase in Area Median Income (AMI), although this is still lower than the county's average (Study Area Profile 2022). There is also an increase in residents with a bachelor's degree or higher over the last 10 years, however this is still lower when compared to the city and county (Study Area Profile 2022). While this area can't be classified as undergoing gentrification, as defined by Freeman (2005), the data points to a movement in that direction.



We hope to reduce Vehicle Miles Traveled (VMT) while increasing access to economic opportunities and essential services & amenities.

Given the current demographic make-up and the concern of pushing people out of the community, we have developed a set of goals that acknowledge these developments and seek to strengthen not only the existing community but also address inequities seen across the city whilst supporting wider transportation and environmental goals, in particular LA's ambition to be carbon neutral by 2050.[8] The site location and its immediate proximity to the Metro train line station will enable residents to access other parts of Los Angeles by public transit, reducing overall VMT while providing access to jobs and other social/ economic opportunities. The mixed-use aspect of this development will also benefit the existing community, as new commercial spaces will provide essential services.

Our goal of reducing the speed of gentrification and displacement caused by rising property values is envisioned by this affordable housing project. Reducing competition of speculative investment while Increasing access to housing for lower-income and marginalized communities will simultaneously enable residents to remain in their neighbourhood and prevent rising housing costs.

Social Equity

Many TODs around the Greater LA area face the duality of providing access to affordable housing and transportation, but ultimately risking displacing the very communities that would benefit the most.



Current residents of the Lincoln Heights, Cypress Park, and Elysian Valley neighborhoods stand to benefit from affordable housing availability near the Lincoln/Cypress L Line station, but they also bear the costs of disruptions from construction, the loss of parking, and the potential effects of displacement among other issues.

So how have other TODs in working class neighborhoods navigated the public engagement and planning processes of the TOD itself? One recent example of a best practice is the Rolland Curtis Gardens TOD along the Metro Expo Line. The developer Adobe Communities, in partnership with T.R.U.S.T South LA, a nonprofit organization that works "to stabilize the neighborhoods south of downtown Los Angeles,"[9] aspired to preserve the existing affordable housing stock while building more affordable housing and amenities. California Housing Partnership called the effort a major success, stating that the opening of the new Rolland Curtis Gardens in 2019 marked "a tremendous victory for residents and affordable housing advocates, and providing a fitting capstone to a fifteen-year battle against displacement of its low-income residents."[10] T.R.U.S.T. South LA published "A Guide to Community-Drive Transit Oriented Development Planning" ("Guide")[11] outlining the participatory planning process they undertook, and the lengths they went to ensure community input was valued. This project will rely on the Guide as a framework for its community engagement and participatory planning processes.



The current site slated for development is a parking lot with 94 spaces, most of which are free parking spaces for transit users. While the goal may be for the TOD to situate folks close enough to the station area to avoid driving, other transit users who live further away from the station area (and potentially outside of the study area) will have to continue to drive. In order to ensure that users of the Lincoln/Cypress station are still able to enjoy the benefits of high quality transit, the 94 parking spaces should be replaced in the new TOD.

Lastly, the literature suggests that in order for TODs to ensure equitable outcomes, housing density must be preserved if not increased in the study area.[12] While the development of our site should result in a net positive increase in housing density due to the fact that it's an undeveloped site, if there is a loss in housing density within the study area, the TOD needs to account for that in its density factor.

Resilience and Sustainability

Sustainability is our passion

The State of California has ambitious statewide transportation emissions reduction goals. Reaching the statewide vision of decarbonizing the transportation system will involve action from local jurisdictions across the state. California's Climate Change Scoping Plan specifically encourages local governments to adopt greenhouse gas (GHG) reduction strategies hat reduce emissions to 80 percent of 1990 emissions levels by 2050.[13] Additionally, Executive Order B-55-18 calls for carbon neutrality in California by 2045, and outlines that carbon reduction strategies should support the health and economic resilience of communities, especially low-income and disadvantaged communities.[14]

Our vision aligns with these statewide transportation sustainability goals of adopting sustainability and resilience strategies that support socially vulnerable communities on a local scale. Supporting housing affordability in our study area, which is served by high quality transit via the Lincoln Cypress Gold line stop, is a key example of local action to support the resilience and economic health of low-income community members while promoting sustainability.

Goal 1

Increase walkability in the neighborhood, safety for pedestrians, and easier access to connections between buses and subways

Transportation Infrastructure & Mobility, Social Equity, Resilience & Sustainability

Metrics:

1.1 – Amount of shade cover in the public right of way
Long-term
Data: City of Los Angeles, GeoHub. Street Trees

1.2 – High injury network
Medium-term
Data: Statewide Integrated Traffic Records System, Los Angeles Department of Transportation, "High Injury Network",2009-2013. [Online]

1.3 – Number of collisions reported
Long-term
Data: Statewide Integrated Traffic Records System, Los Angeles Department of Transportation, "Collisions 2014 through 2019", 2014-2019. [Online]

1.4 – Number of miles of sidewalks in state of good repair
Long-term
Data: City of Los Angeles, GeoHub. Sidewalks and Related features.

Goal 2

Increase cycling to encourage residents to abandon the car for short distances and to travel to closest transit

Transportation Infrastructure & Mobility, Resilience & Sustainability

Metrics:

2.1 – Network of bikeways, especially "Protected Bike Lanes Class 4"
Long-term
Data: Los Angeles Department of Transportation, "City of Los Angeles Bikeways", 2020-2022. [Online]

Goal 3

Strengthening the diversity of the neighborhood by providing housing that is affordable to all

Real Estate Development, Social Equity

Metrics:

3.1 – Area Median Income in relation to number of affordable housing units
Long-term, track changes in the make-up of the community with each census
Data: US Census, American Community Survey, LA Geohub (Affordable Housing

3.2 – Demographic make-up of neighborhood to demonstrate diversity
Long-term, track changes in the make-up of the community with each census
Data: US Census, American Community Survey

Goal 4

Improve community resilience by developing more amenities, services, and high-quality jobs

Real Estate Development, Resilience & Sustainability

Metrics:

4.1 – Job growth in our study area (by wage level)
Medium-term. Measure job growth by wage level in our study area for 1-3 years
Data: OnTheMap (LEHD data)

4.2 – Average weekday household vehicle-miles traveled
Medium-term. Measure how far households travel, on average, each weekday for 1-3 years
Data: Bureau of Transportation Statistics

4.3 – Net number of essential services added within our study area
Long-term. Catalog the number of new establishments in our study area that fall into the defined categories over 5+ years
Data: City of Los Angeles list of active businesses

Goal 5

Reducing reliance on private motorized vehicles by providing a safe, affordable public transit to access the city's social and economic opportunities

Transportation Infrastructure & Mobility, Social Equity

Metrics:

5.1 – No. of housing units close to transit hubs (0.5 mile radius)
Short-term
Data: Housing Progress Dashboard

5.2 – Household transportation costs
Medium-term. Measure the change in household transportation costs in the census tracts in our study area over 1-3 years
Data: HUD Low Transportation Cost Index

5.3 – Modal shift from auto to transit, walking, or biking
Long-term. Measure commute mode shift over 5+ years
Data: American Community Survey commute mode share in study area census tracts.

5.4 – Median travel time via transit to employment and essential services
Medium-term. Track changes in commute time to work by mode for residents in our study area for 3 years.
Data: American Community Survey travel time to work by commute mode in study area census tracts

5.5 – Median travel time to work (for each mode type) among residents in study area
Medium-term. Track changes in commute time to work by mode for residents in our study area for 3 years
Data: American Community Survey travel time to work by commute mode in study area census tracts

Goal 6

Engage the community in a participatory planning process that bakes community input into the final plan

Social Equity

Metrics:

6.1 – Adherence to the 17-step process outlined in "A Guide to Community-Drive Transit Oriented Development Planning"
Short term, through the planning process
Data: The "Guide"

Goal 7

Avoid disrupting current transit use behavior by preserving parking for “park-n-ride” commuters

Transportation Infrastructure & Mobility, Social Equity

Metrics:

7.1 – No. of spots replaced (current parking lot has 94 parking spots) in the development that are open to the public
Short term, through the development plan
Data: Development outcomes

Goal 8

Increase density around the station area to ensure an equitable and successful TOD

Real Estate Development, Social Equity

Metrics:

8.1 – Net positive increase in housing density in the study area
Medium term, upon completion of the project
Data: LA City Geohub housing density data

Goal 9

Promote access to affordable green mobility options to reduce locally generated transportation emissions, helping to achieve statewide transportation emission reductions goals, while improving local air quality

Resilience & Sustainability

Metrics:

9.1 – Air quality index (AQI) in our study area (including Ozone, PM2.5 and PM10)
Medium-term. Consistently track the AQI in our study area over 1-3 years
Data: South Coast Air Quality Management District

9.2 – Regional (Los Angeles County) Vehicle Miles Traveled (VMT) per capit
Long-term. Track Los Angeles County VMT per capita over 5+ years
Data: Southern California Association of Governments



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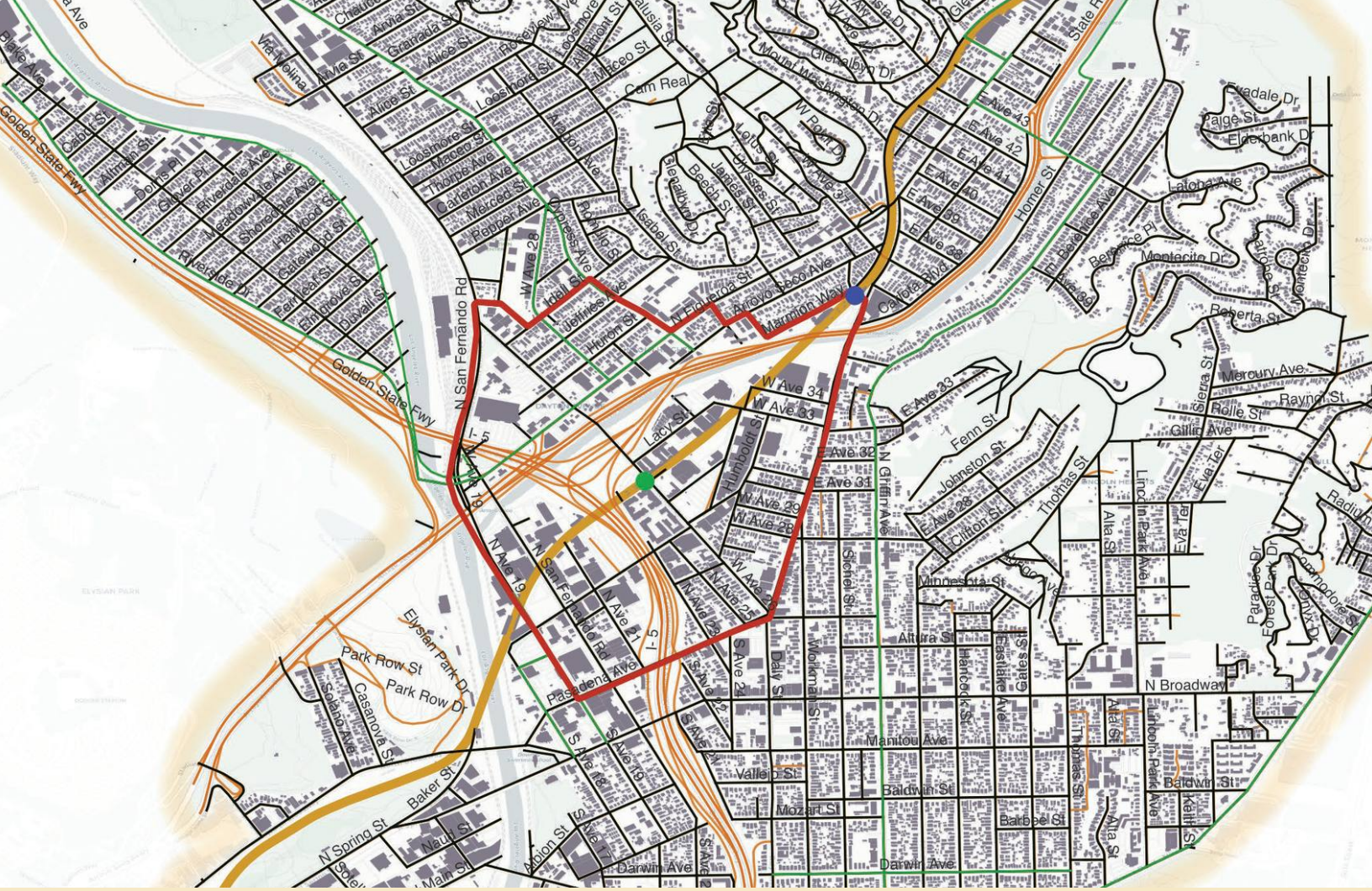
List of Stakeholders



We seek to increase housing affordability and access to economic and social opportunities through high quality transit in Lincoln Heights, Cypress Park, and Elysian Valley

We aim to serve the existing working-class, Hispanic and Asian residents of Lincoln Heights, Cypress Park, and Elysian Valley. Our vision is to protect community members within that demographic that are experiencing housing precarity, or are at risk of displacement from the area

We have chosen to partner with Abode Communities to see our vision developed into an equitable and sustainable project that supports transit-oriented communities



We have identified that the Lincoln Heights/Cypress Hill area is a diverse, relatively low-income neighborhood with a large Hispanic and Asian population. These neighborhoods are majority low-income and working-class, reflected in the low-income yet low-unemployment numbers throughout the study area. However, over the last 10 years our study area has experienced signs of change. There has been a steady increase in Area Median Income (AMI) and rent, which both still remain relatively low for the region but have been increasing. There has also been an increase in the share of residents with a bachelor's degree or higher, an indicator that has previously been associated with gentrification. Our neighborhoods' diverse, low-income, working class population alongside the data trends revealing neighborhood change have led us to identify the priority population we hope to provide more housing stability for through our project. Inevitably we will also see folks living in different neighborhoods of LA, or folks from out of town be interested in living at this central location near transit, but we hope that engaging the stakeholders and groups detailed in this document, to ensure we serve our target population

Summary

This document organizes the stakeholder groups and entities that have the potential to help us serve our target population into five categories: elected officials, public agencies, community based organizations, business interest groups, and organized labor. We discuss potential roles, what stages of the development we anticipate their involvement, and whether or not we think they will support the development. Each category to this section will go in-depth on groups and roles, but a brief high level overview is provided below.

Elected offices are important allies in any development, and given the transition in office in LA Council District (CD) 1, and the potential shift in CD 13, we may be working with a more progressive group of elected officials. Neighborhood council leadership seems favorable, and LA County Supervisor Hilda Solis also seems to be an ally.

All listed public agencies will be essential players in our development, particularly the LA County Economic Development Policy Committee, Los Angeles Development Authority (LACDA), Los Angeles Housing Department (LAHD), City of Los Angeles Department of Public Works (DPW), and of course LA Metro. Employing city and county public agency resources in our development will be crucial in staying on budget and meeting timeline goals.



Community based organizations play particularly important roles in reaching our target population, as Northeast LA residents have been organized around anti-gentrification and pro-affordability for some time now. Key local players include the Los Angeles Tenant Union locals, LA Más, East LA Community Corporation (ELACC), and The Northeast LA Alliance (NELAA). Our development must garner the attention and support of all of these organizations if we hope to gain community trust.

Local businesses represent a major group of stakeholders in our study area, and because we hope to have commercial and residential spaces, gaining the support of local business groups will go a long way. The labor groups we have identified are all important allies to engage to both support the labor requirements for our development and to support the growth of high-quality jobs in our study area. All the unions listed, including LA/OC Building Trades, UFCW 770, State Building and Construction Trades Council of California, and LiUNA 300 have endorsed the upcoming ballot measure Unite to house LA which points to the alignment of their interests with our goals and vision.

City Council Offices

Our vision for engagement for the public actors identified in this section is that they can help facilitate administrative procedures and help accelerate project implementation by supporting policy, authorizing the exploitation of the land owned by the city for our project, or by taking into account that their vision and agenda correspond to ours.

City Council Members

CD 13: currently *Mitch O'Farrell*, but *Hugo Soto-Martinez* might win his seat

CD 1: currently *Gil Cedillo*, but he lost his seat in the primaries to *Eunisses Hernandez*

Considering that the Los Angeles City Council is responsible for enacting laws that govern the City of Los Angeles and have final say on the budget for all departments and agencies within the City, we identify councilmembers of our study area as key actors.

Both Council District 13 candidates, and Councilmember Eunisses Hernandez, have plans that are in line with our goals and would have, as a council member, the power and influence to help us make our project a reality.

Public actors such as council members would be involved at several stages of our project. First, the implementation site for our project is owned by the City of Los Angeles. Thus, the support of council members will be of great value to us in order to use and develop this land. Secondly, our vision and project are in line with the ambitions of the two councilmembers in our study area. Working with them would allow us to increase the scope and impact of our proposals regarding transportation infrastructure development, housing issues, social equity and resilience and sustainability.

City Council Members

Mitch O'Farrell is the current Councilmember of Council District 13. Despite his office's controversial and often severe treatment of unhoused people living on the streets in his district, O'Farrell has been a supporter of expanding the City's housing stock, particularly of covenanted affordable housing. During his time in office, over 4,300 units of covenanted affordable housing were built in Council District 13. Throughout his time in office, he has completed pedestrian safety projects such as new signalized traffic signals and crosswalks with a focus on neighborhoods near schools, speed humps to help calm traffic in re sidential areas, and sidewalk replacement and repair.[1]

Hugo Soto-Martinez, who is challenging Mitch O'Farrell in the November election, has been a labor movement UNITE HERE! organizer for the past 15 years. Soto-Martinez plans to fight the housing crisis by prioritizing affordable housing, focusing on producing more housing, and ensuring housing security by expanding and enforcing tenants' rights while preserving existing affordable housing. He aims to ensure safer streets, a city that is easy to navigate and a sustainable future in the face of climate change.

Just like Hugo Soto-Martinez, Eunisses Hernandez, who has recently been elected as council member of Council District 1, plans to fight the housing crisis by producing and preserving affordable housing. More specifically, she wants to make use of public-owned land to expand housing availability and affordability. Her ambitions are perfectly in line with our vision and goals. She wishes to increase investments in public transportation and street safety, and to give multiple options to residents to get around.[2]


Lacy St
751 251 28
Figueroa St
6 min - 0.2 mi
794 751 251 94
91 90 81 28
Pasadena Av
8 min - 0.4 mi
83
Broadway
12 min - 0.6 mi
751 251 83 45 28

Neighborhood Councils

Since local neighborhood councils play an advisory role in municipal politics, they hold a significant amount of soft power within these communities. They would be good allies to have in our affordable housing development, as their support would signify support among the greater community.

Lincoln Heights

Sara Clendening (President)
Ben Wadsworth (VP)
Fernanda Sanchez (Secretary)
Vincent Montalvo (Treasurer)

Sara Clendening is the elected President of the Lincoln Heights neighborhood council. Her views are left-leaning and may be considered abolitionist as she fights to stop gentrification in her community, opposes market-rate development, and supports defunding the LAPD. She may be an ally to an affordable housing development on the Lincoln/Cypress Metro Station parking lot, as it would provide homes for her community members and support her anti-gentrification policies. She speaks of displacement in relation to current residents and also to the younger generation in preserving affordability for them to remain in Lincoln Heights.

Tracking down information on each individual member is difficult, but as a whole the council seems community-focused and fairly left-leaning. Watching videos of their meetings uploaded to YouTube,[3] it is clear that the council is primarily concerned with supporting Lincoln Heights residents and maintaining their wellbeing. This includes anti-displacement objectives and furthering community-led initiatives and policies.

Cypress Park

Clint Birdsong (Chair)
Romana Barajas (VC)
Ash Kramer (Treasurer)

Any information on the executive members of the Cypress Park Neighborhood Council is difficult to find aside from some light twitter presence and their contact information online.

Their past meeting agendas and minutes are not readily available to the public, only through an access request process.[4]

Elysian Valley-Riverside

Carrie Sutkin (President)
Ana Gomez (VP)
Carey McDonald (Secretary)
Christine Mills (Treasurer)

Info on individual members of the Elysian Valley-Riverside NC is difficult to come by online, but they have posted their meeting recodings and agendas on their webpage.[5] Based on a quick look through their agenda items over the past year, the council is concerned with community involved planning, inclusionary housing, transportation options for their residents.[67] We believe our project is in line with their trends of support, as it not only deliver low-income non-market housing, but dedicated access to high-quality transit services for their communities.

Of the information we have been able to find on the Neighborhood Council boards and their general concerns, we belive they will be amenable, if not in full support, to our development proposal at the Lincoln/Cypress Gold Line station. Their support of anti-displacement and community-forward policies leads us to belive they would be important actors in our project, both through municipal politics and community outreach.


M
Metro
BROADWAY

County Supervisorial District

Los Angeles County Board Supervisor for the First District

Hilda L. Solis

A member of the Los Angeles County Board of Supervisors, Hilda Solis' responsibility is primarily tied to Downtown Los Angeles where one of her priorities is addressing gentrification and lack of affordable housing. As a County Supervisor, she wishes to incentivize developers to set aside low-income and affordable housing units for her constituents. She advocates for the use of different modes of transportation to ensure a better service to citizens.[8]

Considering the number of citizens each County Supervisor represents, it might be too ambitious to count on Supervisor Hilda Solis for active support, especially when taking into account the scale of our project. Still, the role that Los Angeles County plays in transportation and funding allocation cannot be ignored. Indeed, the Los Angeles County Metropolitan Transportation Authority, commonly known as LA Metro, is a state-mandated county transportation commission whose role is to plan, operate, and coordinate funding for most of the transportation system in Los Angeles County.



Public Agencies

We have identified nine public agencies mostly at the county and city levels as stakeholders for our project. We recognize that these agencies are going to lead, supervise, propose changes, and possibly oversee the implementation of macro- and micro-economic decisions, housing projects, public works, transport and other infrastructure projects/programs in our study area. Most of these public agencies will appear on the top-tier of our stakeholder engagement list primarily because the geographical scope of our projects is within their operational jurisdictions and we will require their endorsement in the form of permits and certifications, to achieve our overall goals. In this section we have organized the public agencies we will be working with under five categories. Their roles are defined on the following pages.

Economic Development

LA County Economic Development Policy Committee

Established in 2016 by the LA County Department of Workforce Development, Aging & Community Services, the Economic Development Policy Committee will be responsible for providing business support to private and small businesses within the study area, assess our programs for expanding the tax base through mixed-use development and take charge of tax administration. The Committee may also help businesses with permits, certification and registration, support capital improvement projects, and help connect disadvantaged populations to economic opportunities within the study area. In the past, the committee has promoted inclusion in economic opportunities by monitoring participation in local businesses and economic opportunities through the county's economic development scorecard. The scorecard[9] helps to assess how economic and business opportunities are informed by the demographics of a jurisdiction. We find this inclusion role essential to our study area as we are envisioning a more inclusive, mixed-use and mixed-income development and expect to host a variety of business opportunities that could benefit different social groups.

LA County Department of Consumer and Business Affairs

The department will oversee the protection of the rights and interests of both businesses and consumers. Essentially, we are anticipating that the department will provide legal and administrative assistance in cases of theft, small business court claims, foreclosures, minimum wage enforcement, provide business development assistance and help resolve business disputes within the study area. Because we are advocating for multi-use development, not just residential development, they will be an important stakeholder.

Housing

Los Angeles Development Authority (LACDA)

Perhaps the most prominent public partner for our affordable housing project. LACDA may be providing financial assistance for the construction of our affordable, mixed-family and mixed-use housing project. We expect to tap into LACDA's different financing and support schemes for affordable, multi-family rental housing and homeownership projects. Our project may involve the acquisition of a public car park, LACDA could provide initial financing and administrative support for acquiring the property for our housing development.

Los Angeles Housing Department (LAHD)

LAHD will be one of our partners for affordable housing financing, through its housing development program. The program is intended to improve access to affordable and special needs housing while promoting community development. Another primary function of LAHD is the preparation of affordable housing and land use covenants for our primary developer. The covenant elaborates the requirements for the developer to set aside housing units for extremely low, very low, low, or moderate income earners.[10]

Los Angeles County Housing Resource Center

The primary role of the housing resource center is to publicize and market the housing development in the study area through its website, and support rentals and acquisition of dwelling units.

Transportation Agencies

LA County Metropolitan Transportation Authority (Metro)

Metro is the primary provider of public transportation facilities and services within the study area. Consequently, Metro's responsibility involves all transport infrastructure, capacity improvement and management goals we have identified earlier. These goals revolve around improving walkability and cycling by providing adequate sidewalks and shades, as well as bike lanes and racks. Also, Metro will be responsible for enhancing mobility by improving connections between subways, highways and connector streets within the area. We also expect that Metro shall facilitate partnerships and coordination with other transit providers such as DASH and Metrolink that provide frequent bus services within the study location.

Los Angeles Department of Transportation (LADOT)

As the Transportation Planning body for the City of Los Angeles, LADOT's roles involve assessment of environmental impacts and fees, provision of permits for dockless mobility especially for businesses, and provision of parking permits. Additionally, LADOT is currently enrolling various infrastructure and transport service projects under its transportation services, liveable streets and safety programs that align with our vision and goals for the study area. This will be a good opportunity for collaboration and partnership with Metro to deliver the transportation needs we have identified.

LADOT DASH Transit

In addition to Metro's buses DASH provides efficient bus services between Lincoln Heights, Elysian Park and surrounding neighborhoods. We anticipate that our housing development will require convenient transportation to other activity centers. DASH will provide new connections between our study area and other locations within and outside to improve mobility

Public Works

City of Los Angeles Department of Public Works (DPW)

We anticipate that most of the construction works on the site shall be undertaken by the LA DPW. The department will also provide the needed permits to allow major and minor improvements in street connectivity, other infrastructure to improve pedestrian experience.



Community-Based Organizations

Northeast LA is a community that has a history of political struggle and organizing. Community based organizations in the area play a huge role in community development, and service delivery, but also serve as loudspeakers for community voices. Organizations like the locals of the Los Angeles Tenants Union, LA Más, and Northeast Los Angeles Alliance (NELAA) have all engaged with the local community in meaningful ways about affordability and anti-gentrification. The rest of the organizations listed below are not necessarily bound by the local community, and are also involved in a diversity of issues that would assist in our development. The specific role we envision for each CBO is listed on the follow pages under their respective title.



Bicycle and Pedestiran Advocacy Organizations

LA County Bike Coalition (LACBC) webpage
Consulting for bikeway improvement projects around the station area

People for Mobility Justice (PMJ) webpage
Providing bicycle safety workshops for community members

The Bike Oven (local co-op) webpage
Hosting local social events for cyclists

CicLAvia webpage
Cooperation on local CicLAvia events

Alliance for Community Transit - Los Angeles (ACT-LA) webpage
Utilizing Transit Justice Committee as a forum for public input on the affordable housing TOD

Los Angeles Walks webpage
Partnering with their Safe Streets Promotoras for engaging community about pedestrian walkway improvements

Environmental Justice Organizations

Climate Resolve webpage
Developing an electric vehicle / zero-emissions vehicle hub through their work with LADWP

LA Compost webpage
Implementing a community composting program on-site for both residents and community members

River LA webpage
Enlisting their expertise to secure public-private partnerships to build green space around the development

Tree People webpage
Consulting them on utilizing sustainable tree canopy to provide separation from the development and the surrounding highways

North East Trees webpage
Contracting with them to develop green space on site

Friends of the LA River webpage
Obtaining their support as an equitable and sustainable development near the LA River

Mujeres de la Tierra webpage
Contracting with them to create community programming in spaces open to the public on site

Housing Advocates and Intermediaries

East LA Community Corporation (ELACC) webpage
Employing their expertise as non-profit developers on the east side

PATH webpage
Applying for their Lease Up program that connects developers to move in ready tenants

Los Angeles Neighborhood Land Trust webpage
Contracting with them to develop a community gardening program on site

El Sereno Community Land Trust webpage
Working on acquiring the land from City of LA and structuring a lease that secures affordable housing in perpetuity

Neighborhood Associations

NELA Community webpage
Utilizing their town halls and public forums to hear input from the community about the development

The Northeast LA Alliance (NELAA) webpage
Obtaining their support as a housing development interested in prevent displacement and preserving existing residents

Unidos Por NELA webpage
Providing a venue for them to host their Community Resource Fairs where residents and community members can learn about all of these CBOs

Eastside Café webpage
Following their lead in developing a community facing space that is aimed at creating and transforming self-reliance by using the arts, education, cultural awareness, and health

Nearby homeowner associations (HOAs)
Building relationships and transparency with nearby HOAs who may oppose affordable housing development

Nearby churches and religious groups
Christian and catholic churches in the area hold immense weight and political history in the area. Buddhist temples also serve a significant portion of our study area's Asian residents as well

Business Groups

Given that the plan for our development site is to have both residential and commercial space, there are a number of business associations and groups that will be important to involve in the site development. Our vision is that the mixed-use aspect of this development will also benefit the existing community, as new commercial spaces will provide essential services and support the local economy while enhancing the quality of life of our residents.

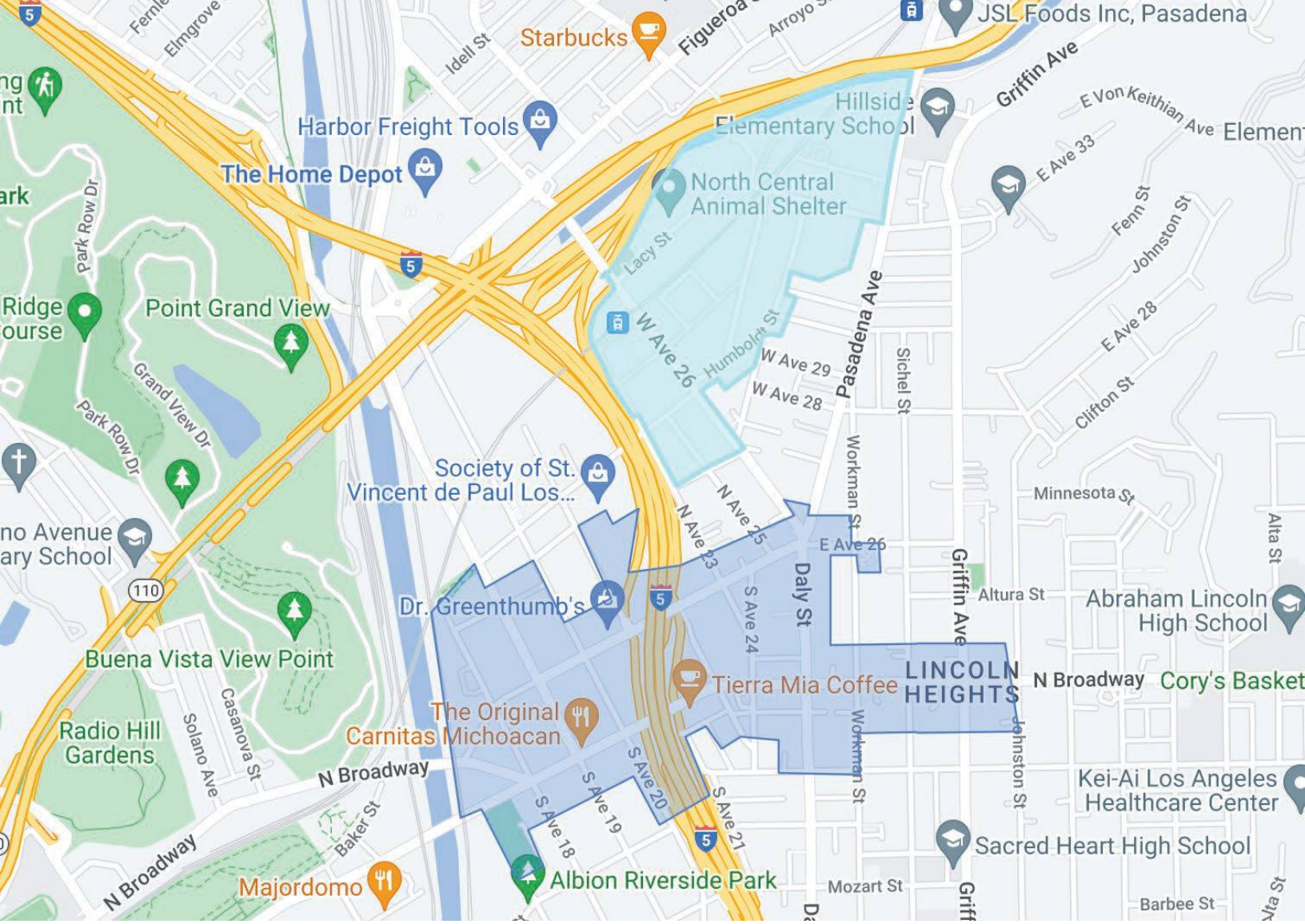


Figure 1. Lincoln Heights Industrial Zone (established 2021) and Greater Lincoln Heights Business Improvement District (established 2019)

Business Improvement Districts

As shown in *Figure 1* our site is adjacent to Lincoln Heights Industrial Zone (light blue) and the Greater Lincoln Heights Business Improvement District (dark blue). These districts typically fund services to improve neighborhoods,v such as "cleaning streets, providing security, making capital improvements, construction of pedestrian and streetscape enhancements, marketing, and increasing economic development and livability."[11] Our site development goals are focused on accessibility and livability, and thus complements these initiatives. We believe that the positive externalities from these BIDs will provide incentives for businesses to move to our site

Local Business Organizations

In addition to the BIDs, we have identified a number of organizations that are targeted at supporting local businesses and that have a track record of working with minority owned businesses.

During the planning phase we will be also closely working with the California Department of Consumer Affairs who provide business licenses and permits.

Working with these groups will be important to ensure that the businesses in our site meet the needs of the community. Furthermore, it will ensure greater success of the businesses, which is important given the uncertain financial outlook. We will seek the involvement of these organizations during the planning process, however anticipate that they will be engaging more directly with the businesses that will be established on our site

Los Angeles Latino Chamber of Commerce
Given that the largest demographic group are hispanic we think it is important to work with the Latino Chamber of Commerce, who emphasize fostering local communities and developing partnerships across communities. The organization champions latino businesses and economic development decisions across the county and state.

Lincoln Heights Benefits Association
In addition to county and state level partners, we are intending to work with local organizations that support businesses. An important ally will be the Lincoln Heights Benefit Association who in November 2018 conducted a consultation process about revitalizing the North Broadway corridor in the neighborhood, where they emphasized not wanting to without "compromise the corridor's small town feel".

Lincoln Heights Community Development
Another community organization is the Lincoln Heights Small Business Institute which provides Lincoln Heights small business owners with the resources, training and certifications needed to establish, retain, revitalize, and grow their businesses. They help businesses adapt to the changing market and provide financial and social tools for them to succeed.



Labor Groups

There are several labor groups at the county, regional, and statewide level that we have identified as important stakeholders to engage over the lifecycle of our project. There are three building and construction labor groups which we have identified, one represents building and construction employees in Los Angeles County, and the other two represent the same demographic on a regional (Southern California) and statewide scale.

Our fourth union stakeholder, UFCW 770, represents healthcare, retail health, grocery, packing and cannabis workers. They are important to engage because we envision our development being multi-use and have several goals around growing high quality jobs in our study area. UFCW 770 will be an important partner in ensuring high-quality jobs grow in our study area and that the jobs located in the commercial aspects of our development are well paying jobs with strong benefits for community members.

Many of the statewide housing laws and state and local affordable housing funding sources require that housing be built by a "skilled and trained workforce."[12] Unions control much of this skilled and trained workforce as defined within many of the affordable housing funding measures, because they control most of the state's apprenticeship programs.[12] The apprenticeship programs are directly tied to laborers meeting the skilled and trained requirements because the labor code requires that every contractor and subcontractor hire a certain percentage of workers who have graduated from an apprenticeship program.[12] Developing this skilled and trained workforce takes years, as the apprenticeship process lasts between three and five years.The skilled and trained requirement can contribute to worker shortages across the state, in turn delaying projects. Therefore developing relationships with the building and construction labor unions can help our project overcome the barriers to accessing skilled and trained employees once we reach the stage of construction.

Unions

The Los Angeles Orange County (LA/OC) Building Trades
will be the most important group for us to engage as they are directly engaged with many major construction projects in Los Angeles County. Additionally LA/OC Building Trades has taken a strong stance on the importance of maintaining a skilled workforce inorder to address the housing crisis in California. They have endorsed Measure ULA, a ballot initiative in the City of Los Angeles in November 2022.[13] Measure ULA, often referred to as United to House LA, if approved will levee a one-time tax raising an estimated $900 million a year to reduce homelessness, make housing more affordable, and protect low-income seniors from losing their homes.[14] One of the key strategies of the initiative is to invest in the construction of housing, which is why LA/OC Building Trades has taken a stance on the measure. Their endorsement of this affordable housing measure shows an alignment between our project interests and goals and their current priorities.

The State Building and Construction Trades Council of California (SBCTC)
tends to focus more on stateside policy and are less involved on the project scale, but they have taken strong stances on housing initiatives and thus will be an ally to our project. Of note, SBCTC has also endorsed Measure ULA.[15] They have also endorsed Mitch O'Farrell the current council member in CD 13, who as discussed above has supported affordable housing projects while in office.

LiUNA 300
the Los Angeles County union is a council affiliate of LA/OC Building Trades and thus will be engaged through our relationship building with LA/OC Building Trades. They do offer training for their partner contractors, focused on helping them succeed which could be helpful to our project at a later stage of the project.

UFCW 770
represents workers in healthcare, retail health, grocery, packing and cannabis industries in Southern California. They are committed to providing their members with family-sustaining wages, job security, and benefits. They are also committed to ensuring that all neighborhoods have access to good grocery stores, which is inline with out goal of developing more local amenities in our study area. As with our building and construction unions identified, UFCW 770 has also endorsed United to House LA and the sitting Councilmember in CD 13, Mitch O'Farrell, in the upcoming November 2022 election. As discussed above both of these endorsements are inline with the mission and vision of our project.

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Land Use Analysis



Efforts to expand LA's transit network are well underway, but success depends upon careful considerations of access, connectivity, and inclusivity.[1]

Transit Oriented Communities (TOCs) are locations near high-quality transit which are designed to reduce reliance on cars by facilitating public transit use, walking, and biking as primary modes of transportation. Transit-oriented developers need to consider the land use context of prospective sites to optimize transit ridership levels, in turn allowing for the benefits of reduced auto dependency. These benefits, such as reduced congestion and Green-House Gas (GHG) emissions, enhance mobility (especially for transit dependent households) and increase economic activity while avoiding unintended consequences such as stratified neighborhoods and increased car-ownership[2]

We have chosen to partner with Abode Communities to see our vision developed into an equitable and sustainable project that supports transit-oriented communities

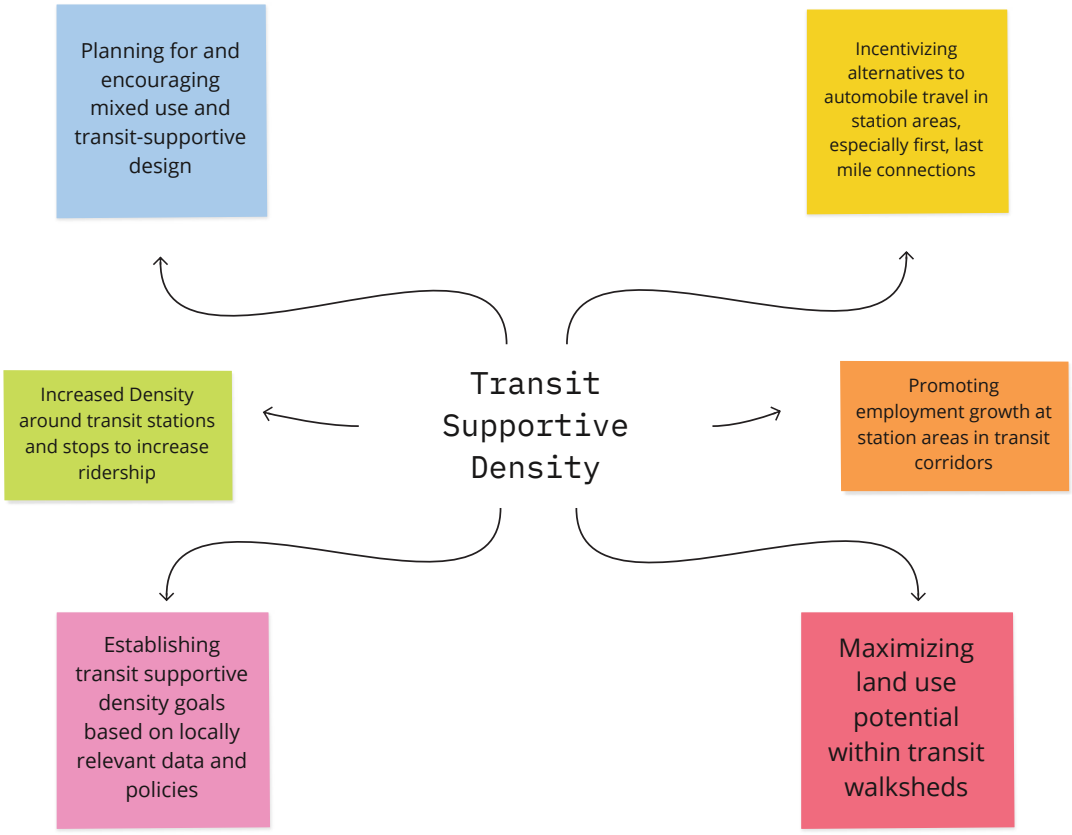


Figure 1: Puget Sound Regional Council's Six Transit Supportive Density Principles

The objective of TOCs are to create livable neighborhoods that emphasize (i) using public transit over single occupancy vehicles; (ii) enhancing local businesses surrounding transit and; (iii) distributing transit benefits to all.[3] For our site, we adopted Los Angeles County Metropolitan Authority's (Metro) definition of TOC: "equitable access to a multi-modal transit network as a key organizing principle of land use and holistic community development".[4] Our site is adjacent to the Metro L Line and falls within Tier 4 of the Transit Oriented Community Incentive Program.[5] This program encourages affordable housing developments within a half mile radius of a major transit stop.

To meet the goals of a TOC, the area around our site needs to be transit supportive. We are following Puget Sound Regional Council's six principles to achieve transit supportive land uses as outlined in figure 1 above.[6] Drawing on these principles and the available data to measure transit supportiveness, we define transit supportive density as maximizing land-potential with mixed-use development and ensuring inclusive access and use of public transit and pedestrian infrastructure.

Metrics

We identified a set of common metrics to assess transit supportive density by reviewing both academic literature and guidance documents created by various cities and regions. The most common metrics used to measure transit supportiveness are the densities of people living around the station (residential density) and people working around the station (employment density). A frequently used metric that combines both employment and residential density is activity units, which are calculated by adding the population and number of jobs in the area and dividing that number by the total gross acreage of the station area.[7]

Transit supportiveness often relies on residential density, given that there is a significant relationship between residential density and ridership. One study found that doubling residential density within the half mile around rail stations increases ridership by 15 to 25 percent, while another study found that for each additional 100 residents 9.3 additional boardings occur.[8] The ideal transit supportive residential density varies across different sources and literature, but generally falls between about 20 people per acre on the low end to 60+ people per acre on the high end.[9] The strong relationship between residential density and ridership is due to the fact that residential locations are the origin for many different types of trips (e.g., work, school, shopping, services, recreation, etc.) as opposed to a work location, which is only affecting ridership demand through work-based trips. [10]



Employment density has a smaller, but similar, impact on ridership. Research has shown that for each 100 additional jobs located within a light rail station area leads to an additional 2.3 boardings.[11] About 50 jobs per gross acre (or about 100,000 to 150,000 jobs in a central business district) is a preferred level of job density to support high-capacity, high-frequency transit stations.[12] Similar to the employment and residential density targets, in terms of activity units, the literature suggests a threshold of 30 activity units per gross acre where significant ridership gains occur, with even greater effects if 45 to 60 activity units exist.[13]

In addition to these most common metrics, we identified several other important land use metrics to consider in determining transit supportive density. These include other land use measures such as the amount of commercial space available and the parking density. Density of commercial space is typically measured by floor area ratio, which measures a commercial building's floor area in relation to the size of the lot or parcel. Existing voluntary sustainable development programs (e.g., the LEED program) and transit supportive floor area ratios in other cities suggest between a 0.75 to 0.8 floor area ratio for non-residential and mixed use space.[14] Research has also found that commercial uses such as restaurants, small retailers, and personal services are the most likely to generate foot traffic, and in turn transit trips. The literature suggests that limited parking capacity and higher priced parking results in higher transit ridership because auto facilities can negatively impact pedestrians and bike access to transit stops.[15]

We also defined several socio-economic

factors that influence the transit supportiveness of our station area. Research has shown that lower income households generate more transit trips than higher income households because they have less access to cars.[16] This means that locating low-income housing near transit stations can result in more substantial ridership impacts. Similarly, concentrations of zero car households indicate higher transit use.

Lastly, several other aspects of the built environment influence transit supportiveness, including the design and the quality of the bike and pedestrian infrastructure in station catchment areas. Key elements that can enhance transit ridership include having a dense grid of formalized streets and pedestrian paths, sidewalks that are safe and comfortable, and street trees.[17]



Density

Census Tract	Area (Acres)	Population	Total Housing Units	Number of jobs
1853.1	0.756	2724	856	225
1853.2	59.29	2763	910	1085
1990.02	248.99	2913	1017	2254
1990.01	41.36	2561	822	751
Total	**350.39**	**10951**	**3764**	**4315**

Table 1. Catchment Area Characteristics
Source: American Community Survey, US Census Bureau.

Based on the literature review, we have identified several metrics to help us determine whether our study area exhibits transit supportive land use, and to also inform recommendations. We split up our metrics in two main categories: 1) density and 2) economic and mobility characteristics.

'For the land use analysis, we defined a 0.5 mile catchment area. Our area comprises four census tracts within Lincoln Heights, Elysian Valley, and Cypress park. The total catchment area is about 350 acres with a population of 10,951 (See Table 1). The subsequent sections provide an elaboration for determining various densities required for a TOD. These densities and characteristics are evaluated against existing benchmarks to determine the suitability of the area for a TOD.

Activity Units

	Catchment Area	Benchmark
Activity Units (Per gross acre)	43.5	45-50

Table 2. Activity Units
Source: American Community Survey, US Census Bureau.

Using the 2020 American Community Survey 5-Year estimate (ACS), we pulled statistics about the population[1] and the number of jobs[2] in our catchment area. We then calculate activity units in our catchment area by adding the population and number of jobs in the area and dividing that number by the total gross acreage. To obtain significant ridership gains, we need to surpass 30 activity units per gross acre. To obtain the most significant ridership gains, our catchment area would have to be in the range 45-50 activity units per gross acre.

1 American Community Survey, DP05 - DEMOGRAPHIC AND HOUSING ESTIMATES, 2020.
2 American Community Survey, A202100 - TOTAL WORKERS, 2016.

Residential Density

	Catchment Area	Benchmark
Population Density (Per gross acre)	31.25 Residents	30 Residents
Housing Density (Per Acre)	10.74 units	15-20 units

Table 2. Population & Residential Densities
Source: American Community Survey, US Census Bureau.

Residential Density

We looked for datasets to determine housing density using a home-per-acre metric. Using the 2020 ACS we pulled housing characteristics data,[1] and used the "Total Housing Units" metric to determine the units of housing in our catchment area. Then, we divided this number by the total gross acreage of the area. To have transit supportive land use, we need housing density in our catchment area to exceed 15-20 homes per acre.

We also used another metric to determine residential density. We used the same demographics and housing data[2] from the 2020 ACS to determine the population in our catchment area. Then, we divided this number by the total gross acreage of our catchment area to get the population density. To achieve strong cost-per-rider performance on light rail, we require 30 residents per gross acre.

1 American Community Survey, DP04 - SELECTED HOUSING CHARACTERISTICS, 2020.
2 American Community Survey, DP05 - DEMOGRAPHIC AND HOUSING ESTIMATES, 2020.

Employment Density

	Catchment Area	Benchmark
Number o Job (Per Acre)	12.31	50

Table 3. Employment Density
Source: American Community Survey, US Census Bureau.

Employment Density

Using the 2020 ACS we determine the number of jobs in our catchment area,[1] and then we divided this number by the total gross acreage of our area. To have transit supportive land use, we need employment density in our catchment area to exceed 50 jobs per acre.

1 American Community Survey, A202100 - TOTAL WORKERS, 2016.

Commercial Density

	Catchment Area	Benchmark
Number of Commercial Spaces (Restaurants & Markets)	21	-
Acres of commercialy Zoned Land	22	-
Percentage of Commercial Zone to Total Land Area	6%	10%

Table 5. Commercial Density
Source: City of Los Angeles GeoHub, Los Angeles County, ZIMAS.

To determine commercial density, we used two metrics: 1) the number of restaurants, small retailers, personal services which are likely to create foot traffic and are thus most transit-supportive, and 2) the number of commercial spaces in our catchment area.

For the first metric, we used City of Los Angeles GeoHub data to determine the number of restaurants and markets in Los Angeles.[1] We then count those in our catchment area and divide that number by the total gross acreage of our catchment area to get the restaurants and markets density.

For the second metric, we did not find datasets allowing us to count the number of shops in our catchment area. We used the City of Los Angeles online tool ZIMAS to calculate the acreage of commercial land use. We divide the acreage of commercial land use by the total acreage of our catchment area, obtaining a ratio that gives us a better idea of the commercial density in our area.

1 County of Los Angeles, GeoHub, Los Angeles County RESTAURANT AND MARKET INVENTORY, 2020.

Parking Density

Location	Capacity
Lincoln/Cypress Station Parking	94 spots
Ave 26/Jeffries Ave	192 spots
Huron St	101 spots

Table 6. Parking open to the public capacity
Source: City of Los Angeles GeoHub, Los Angeles County, ZIMAS.

Using City of Los Angeles GeoHub data from the Los Angeles Department of Transportation (LADOT), we obtain the number of on-street parking spaces[1] in our catchment area. With this dataset only counting parking meters, we can only use it to determine the parking density on streets where there are as many parking spaces as there are parking meters. Unfortunately, some of the streets in our catchment area only have one parking meter for several parking spaces. Therefore, to avoid underestimating the number of parking spaces, we supplemented the data by counting parking spaces on Google Earth.

We also encountered two other difficulties: 1) there is no available data on the number of private parking lots open to the public; and 2) many industries and commercial spaces located in our catchment area appear to have parking lots on their property, presumably to accommodate their employees and customers. Thus, the parking density we calculate is most likely underestimated.

1 City of Los Angeles, GeoHub, LADOT Parking Meter Zones, 2018.

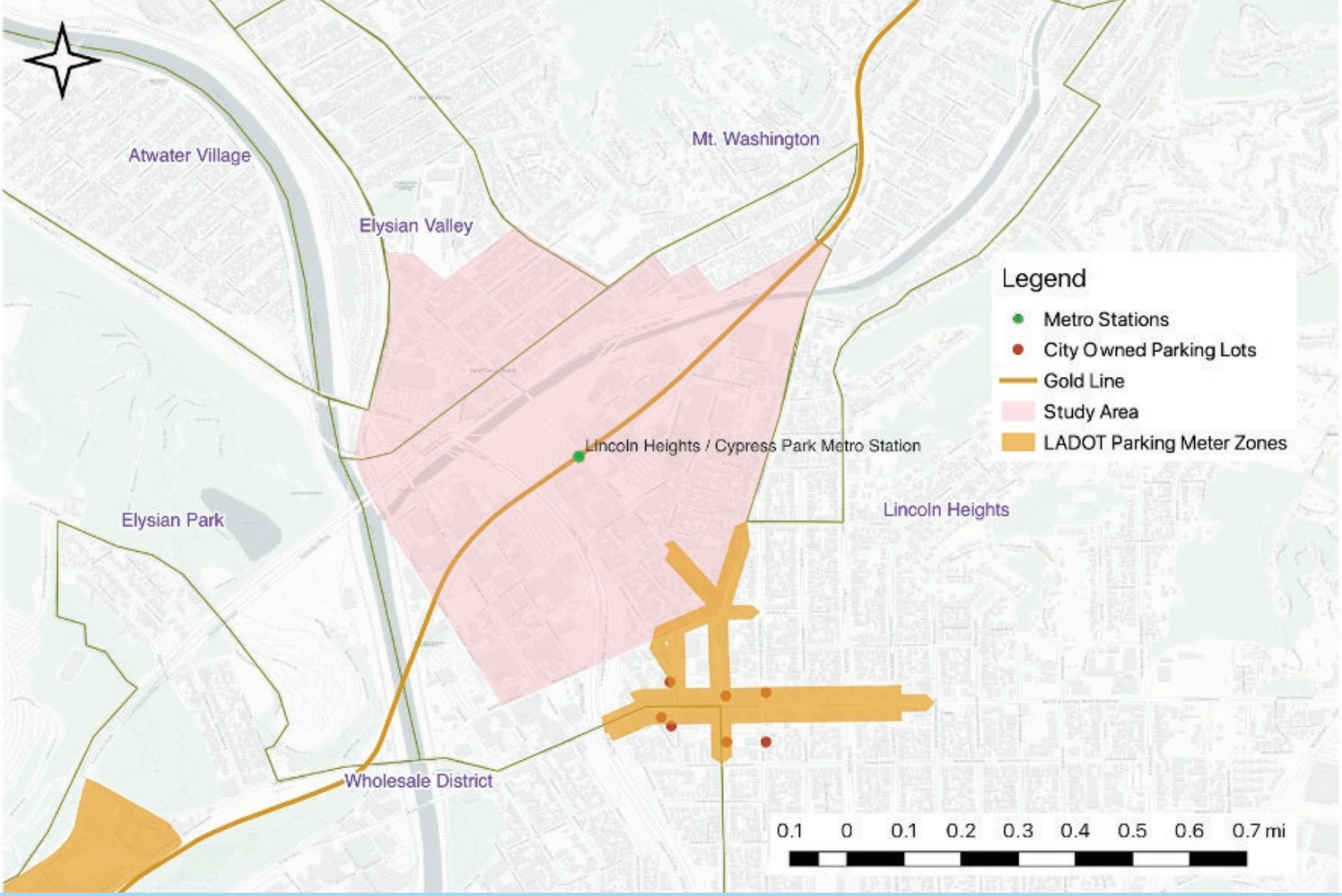


Fig 2. Public Parking lots and Parking Meters
Data Source: City of Los Angeles GeoHub, ZIMAS.

Station Area Characteristics

Low-Income Household Affordability for Transit Oriented Communities

According to the City of LA Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines),[1] our station area lies within a Tier 4 TOC Affordable Housing Incentive Area. This dictates either 11% of on-site units must be affordable to extremely low-income (ELI) residents, 15% of units affordable to very low income (VL), or 25% of units affordable to low income (Low)

1 City of LA TOC Guidelines updated 02/26/2018: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf

Income Level	$ Amount Based on Los Angeles AMI
Low Income (80% AMI)	$72,880
Very Low Income (50% AMI)	$45,550
Extremely Low Income (30% AMI)	$27,330

The United States Department of Housing and Urban Development (HUD) calculates the Los Angeles Area Median Income (AMI) as $91,100 (rounded). Utilizing LA's AMI, we calculated the shares of Low, VL, and ELI households along the California Health and Safety Code definitions[1]

Income Level	Affordable Monthly Rent
Low Income (80% AMI)	$1,822
Very Low Income (50% AMI)	$1,138.75
Extremely Low Income (30% AMI)	$683.25

HUD defines housing as affordable when 30% of a household's annual income is directed to rent,[2] so to qualify for LA's TOC incentives our development would need to reflect the following rent calculations

Income Level	Percentage of Total Residents
Low Income ($45,550 - $72,880)	59%
Very Low Income ($27,330 - $45,550)	42%
Extremely Low Income (≤ $27,330)	23%

Lastly, utilizing 2020 ACS data,[3] we broke-down station area residents' existing household income. This will inform whether we should appeal to outside communities or focus on serving existing residents

1 California Health and Safety Code, Section 50079.5 (a), California Health and Safety Code, Section 50105 (a), and California Health and Safety Code, Section 50106 (a): https://www.acgov.org/cda/documents/broadway/GovernmentCodeSection25539.4.pdf
2 HUD Glossary of Terms to Affordable Housing: https://archives.hud.gov/local/nv/goodstories/2006-04-06glos.cfm
3 2020 ACS Table S1901 INCOME IN THE PAST 12 MONTHS (IN 2020 INFLATION-ADJUSTED DOLLARS): https://data.census.gov/cedsci/table?q=median%20household%20income&g=1400000US06037185310,06037185320,06037199002

Zero Vehicle Households Mode Share

Utilizing the EnviroAtlas online interactive mapping tool,[1] which pulls from the 2018 American Community Survey 5-Year Estimate, we isolate the census tracts within our area and calculate the overall average of zero vehicle households, households that drive, bike, and walk as their primary mode of transportation, and workers that commute by public transit and bike or walk. We are utilizing slightly different Census tracts from the previous calculations due to the age and availability of our data

FIPS Code	% households with zero vehicles	% households that drive as primary transportation	Bicycle	Walk	% workers who commute by public transportation	Bike or Walk
199000	29%	84.33%	4.70%	0%	8.78%	4.70%
185320	30%	61.91%	0%	3.38%	21.01%	3.38%
185310	9%	80.53%	3.71%	2.78%	8.19%	6.49%
199000	18%	74.97%	0%	4.15%	16.05%	4.15%
Station Area Average	21.50%	75.44%	2.10%	2.58%	13.51%	4.68%

1 EnviroAtlas: https://enviroatlas.epa.gov/enviroatlas/interactivemap/

Bike & Pedestrian Infrastructure & Activity

Bike and Pedestrian Infrastructure	Catchment Area
Miles of Bike Lanes	1.44
Miles of Sidewalks	14.4

We used the total length of sidewalks and bicycle lanes as the primary indicator of pedestrian and bicycle infrastructure in our catchment area. We also identified other facilities which make our zone pedestrian friendly, inviting people into our catchment area, while inducing ridership of public transit. These facilities include public bike racks and repair centers and trees that provide shade along sidewalks. The data is sourced from City of Los Angeles Geohub. As shown in Fig 3, there is an impressive distribution of sidewalks and trees along all the streets within the catchment area, however, bicycle infrastructure is undersupplied. There are just about 1.4 miles of bike lanes and 13 bike racks within the 350 acre space. While there aren't specific benchmarks for bike and pedestrian activities for evaluating area sustainability for a TOD, the situation in our area is likely an indication of low bike activity. Additionally, availability of the infrastructure does not offer much insight into its condition. Policy recommendations may be needed to improve bicycle and pedestrian facilities and service in the area.

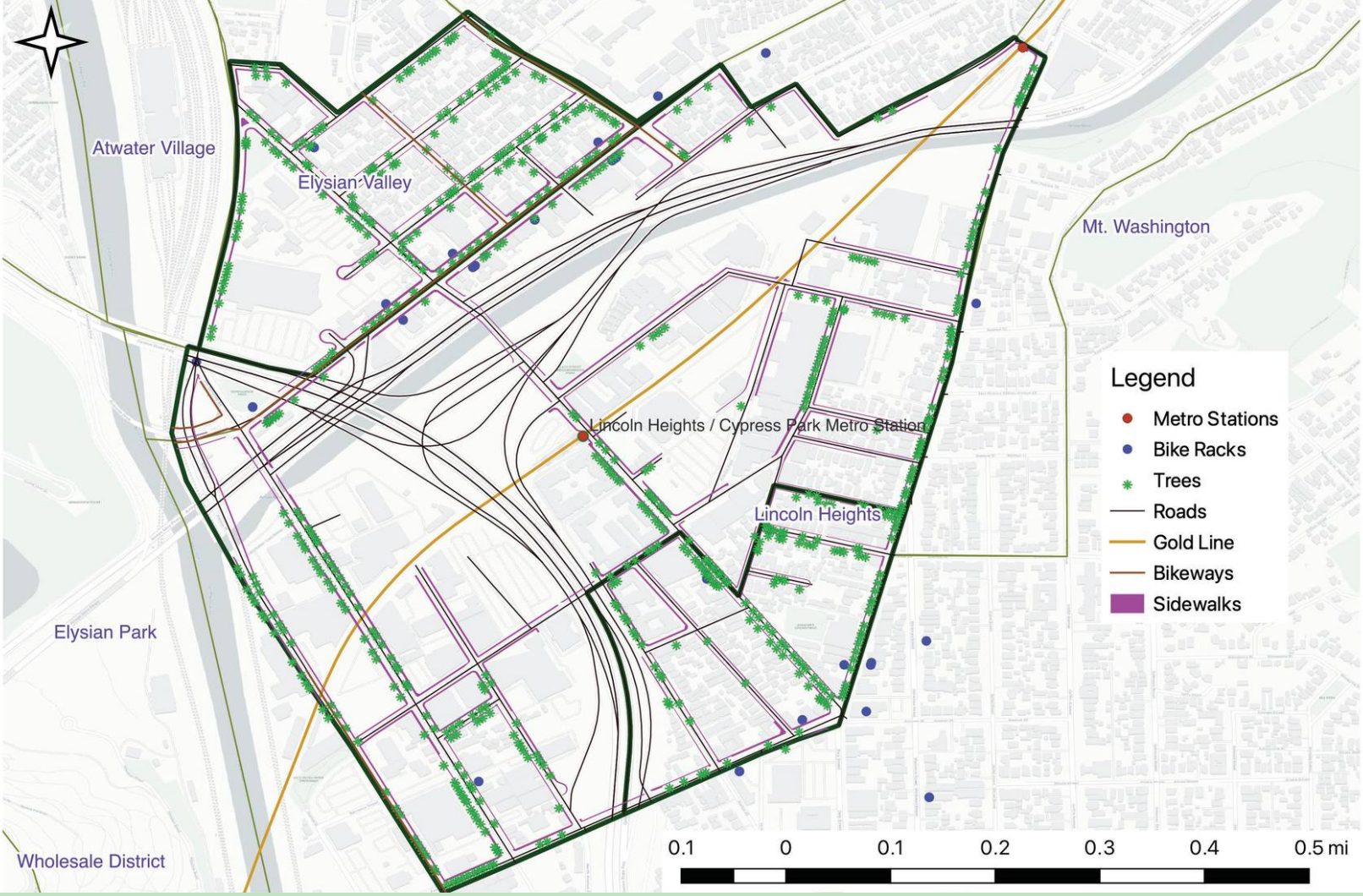


Fig. 3. Bike and Pedestrian Infrastructure
Source: City of Los Angeles GeoHub

Analysis



Population and Employment Density

Most of the density metrics we calculated and reported in the methods section reveal that the employment and population density in our station area are below the benchmarks that define transit supportive density. Our study area has 43.5 activity units (combined number of jobs and people) per gross acre. The literature suggests that to obtain significant ridership gains a station area needs 45 to 50 activity units per gross acre. This reveals that our study area falls short in terms of being transit supportive as measured by activity unit density.

Similarly for housing density our study area has 10.74 housing units per acre, compared against an ideal transit supportive housing density of 15-20 units per acre. The population density in our study area is 31.25 residents per acre, falling just above the benchmark of transit supportive population density we identified in the literature of 30 residents. Lastly, employment density in our study area is 12.31, well below the benchmark we identified of 50 jobs per acre.

These findings reveal that our station area currently falls short on all but one of the transit supportive density metrics we calculated to measure the jobs and people in the 0.5 mile radius of around our station. This suggests that in order to make the area a more successful transit environment, significant policy and land use changes that encourage more housing and jobs to locate near our station need to occur.

Commercial Density

Our station area currently has 21 restaurants and markets. We found in the literature that high numbers of these types of establishments results in higher foot traffic and in turn transit trips. This literature does not suggest specific numbers of restaurants and markets that correspond to a transit supportive environment, but the 21 restaurants and markets are evidence that our station area has some existing commercial spaces that will draw transit riders. Additionally, commercially zoned land constitutes about 6 percent of the total land area within the catchment zone. While this does not does not completely meet the recommended threshold of 10 percent,[1] it is an indication of the robust commercial potential in the station area. Policy changes that encourage more commercial establishments can further promote transit use in our study area.

1 Calthorpe Associates. (2011). General Plan. Transit-Oriented Design Guidelines. Accessed at: https://planning.saccounty.net/PlansandProjectsIn-Progress/Documents/General%20Plan%202030/GP%20Elements/TOD%20Guidelines.pdf

Parking Density

Our catchment area has a significant concentration of parking. First, we found that almost every street in our catchment area had parking on both sides of the road, especially the streets near the subway station. Second, we found three large parking lots open to the public near the Lincoln-Cypress station. Two of these parking lots offer about 100 spaces each (the Lincoln/ Cypress Station parking lot and the parking lot on Huron St). The third and final lot is located across the road at the intersection of Ave 26 and Jeffries Ave and has a capacity of 192 spaces.

These findings reveal that our station area currently does not meet the benchmarks for transit supportive parking densities. Indeed, limited parking capacity is essential to reducing impact on pedestrians and to increase transit ridership. This suggests that in order to make the area more transit supportive, significant policy and land use changes that encourage less parking near our station need to occur.

Low-Income Household Affordability for Transit Oriented Communities Incentives

Our findings show that the station has a high percentage of residents who have low or very low income. These numbers highlight the community's need for our project and our fulfillment of the Tier 4 TOC criteria. The high percentage of low income households within the catchment area further show that a housing development emphasizing affordability would potentially be welcomed, and may even provide relief for existing rent-burdened households. According to Zillow, a real estate website, the median rent in LA is $3,095 which is out of reach for low income families.[1]

Most importantly, transit supportive areas must have a decent stock of affordable housing because luxury or market rate apartment residents are less likely to utilize rail transit.[2]

1 https://www.zillow.com/rental-manager/market-trends/los-angeles-ca/
2 HUD PD&R

Zero Vehicle Households Mode Share

In our station area the majority of households own a car and drive as their primary mode of transportation, with very few people using public transport to commute to work. This aligns with trends across LA.[1] Given the limited biking infrastructure it is also unsurprising that a very low percentage of residents ride their bikes.

Walking is also not a popular means of travel, despite the area surrounding Lincoln/Cypress station being classified as walkable by the City of LA. Our calculations estimate that 14 miles of sidewalks exist in our catchment area, however this number doesn't shed light on the quality of the sidewalks or the walking experience.

The Go Ave 26 project conducted an online survey on active travel in Cypress Park, Lincoln Heights, and Elysian Valley and noted that over 70% of respondents found that there was limited space for pedestrians and that residents felt that the streets and sidewalks were in need of a clean-up.[2]

Additionally, community members also expressed that pedestrians feel unsafe and unwelcome on the sidewalk, in part due to the physical design of the area.[3] Considerations around shade, safety, lighting and landscapes are important to ensure a positive walking experience.

1 LA Más. "Go Ave 26, Clear Paths to Transit." 2017. Accessed at: https://static1.squarespace.com/static/5840c42cf5e2310b848ee53a/t/5924c9f-52994cae0dea5b0f0/1495583243188/GoAve26+-+Community+Findings+Report.pdf

2 ibid
3 ibid

Recommendations

Land Use Changes

1) Establish density goals that increase residential and commercial densities in our station area to between 15 and 20 units per acre, and 10% of total land area respectively.

Our analysis shows that there are only 10.74 housing units per acre in our station area. This is well below the threshold of housing density that is considered transit supportive. Affordable, mixed-use and multi-family housing development complemented by convenient pedestrian infrastructure should make the area more transit supportive. attractiveness of the zone.

We identified that our station falls short of the recommended commercial density for a TOD. Nonetheless, the area still has significant potential for increasing commercial activities. T existing 6 percent commercially zoned area car be increased through mixed-use and high-rise development, as well as business development support and incentives to increase commercial attractiveness of the zone.



Land Use Changes

2) Create a bike and pedestrian infrastructure improvement plan

Although there are very few bike paths and weak pedestrian infrastructure in our study area, based on the Go Ave 26 project there seems to be an appetite for active travel in our neighborhood. There are numerous bike paths that are close to our site that residents could take advantage of such as the Los Angeles River and Arroyo Seco River bike paths. Ensuring safe bike and pedestrian infrastructure that connect our residents to Gold line as well as work, leisure and educational activities is essential for a TOC vision.

3) Limit parking capacity

Our analysis shows that there are a lot of parking spaces available in our catchment area. To avoid negative impacts on pedestrians and to increase public transit ridership, it is necessary to reduce parking density by decreasing the capacity of nearby parking facilities and on-street spaces.

Policy Changes

1) Promote employment growth in our station area

Our analysis revealed that we have very low employment density around our station. As such, we recommend strategies to attract more employment to the station area. These policy initiatives could be directed towards supporting local businesses, and incentivizing business owners to scale up.

Policy Changes

2) Increase parking prices while unbundling parking costs

Another effective way to increase the use of public transportation is to increase the price of parking in order to reduce the use of cars to get to our catchment area. For parking lots owned by the City of Los Angeles, the price increase is simple. For private parking lots open to the public, the City of Los Angeles could levy - or increase if it already has - a tax on parking lots in our catchment area. This tax would then be passed on to the parking prices.

The cost of parking in housing developments is often included in housing prices because parking minimums often require developers to build at least one parking space per 1 bedroom unit, costing developers tens of thousands of dollars per parking stall.[1] The passage of California Assembly Bill 2097 bans the enforcement of parking minimums for housing developments, effectively severing the link between housing and parking costs. While our development will inevitably include some parking, the lack of parking minimum requirements would allow us to easily unbundle parking costs which reduces housing costs for zero vehicle households, and further disincentivizes car ownership.

1 Khouri, Andrew, "California bans mandated parking near transit to fight high housing prices, climate change". Los Angeles Times. Sept 23, 2022. Accessed at: https://www.latimes.com/california/story/2022-09-23/newsom-bill-banning-parking-requirement-transit-housing-climate-change

Policy Changes

3) Encourage EV car sharing located at affordable housing

Given the high cost of owning a car and the high percentage of households with a car, we will encourage the roll out of electric vehicle (EV) car sharing in our study area. We will seek out support from the National Electric Vehicle Infrastructure Program (NEVI) or follow models such as Our Community Car Share, Envoy San Pedro, and Mobility hubs that partner with service providers to provide access to EV car-sharing exclusively for residents at the affordable housing site. This will likely disincentivize prospective car owners and instead incentivize a range of options including walking, biking, public transportation and EV sharing.

4) Promote and subsidize local transit use

Given the large proportion of car users in the area, and our proposals to disincentivize car ownership, we would need to offer an alternative low-cost transportation solution. Transit oriented developments in Oakland piloted programs offering subsidized or free transit passes for its residents.[1]

1 Metropolitan Transportation Commission, "Free Bus Rides for Residents of Transit-Oriented Developments", June 17, 2008. Accessed at: v

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3 France, R. (2022, September 26). A primer on transit oriented communities. Estolano Advisors. UCLA.

4 ibid

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8 ibid

9 https://www.tandfonline.com/doi/full/10.1080/10511482.2021.1950801?casa_token=9g78qsVusZQAAAAA%3A1zAsFVPIbgiRjhtOK6qHtHFCCog-hbez_uNUTVFOg5n2jliEie8Ky7xdhBmLXwkuZypG7i67MjE

10 Determining Transit Supportive Densities Puget Sound Regional Council (2015). Transit Supportive Densities and Land Uses. Retrieved from: https://www.psrc.org/media/4958

11 ibid

12 ibid

13 ibid

14 Allen, E. (2015). "It's Time to Talk About National Minimum Urban Density Standards." Planetizen. Retrieved from: https://www.planetizen.com/node/77132/its-time-talk-about-national-minimum-urban-density-standards

15 Determining Transit Supportive Densities Puget Sound Regional Council (2015). Transit Supportive Densities and Land Uses. Retrieved from: https://www.psrc.org/media/4958

16 Determining Transit Supportive Densities Puget Sound Regional Council (2015). Transit Supportive Densities and Land Uses. Retrieved from: https://www.psrc.org/media/4958

17 ibid

Sustainable Infrastructure Upgrades

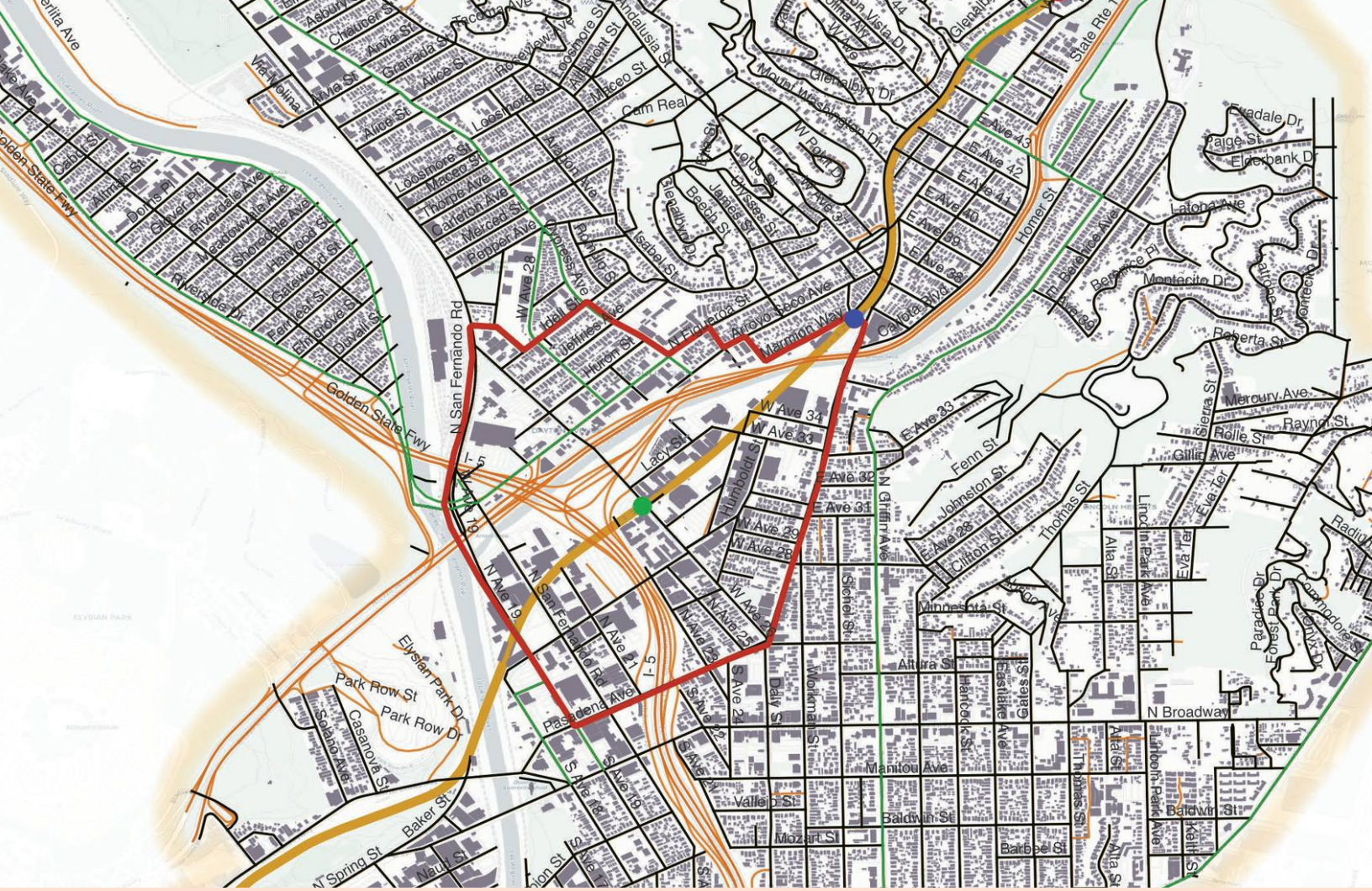


Our objective with this site development is to support housing affordability and access to economic and social opportunities through high quality transit in our catchment area

In line with LA's Green New Deal and becoming carbon neutral by 2045, we aim to achieve this objective in a sustainable manner by reducing the negative externalities occurring from the development, usage and maintenance of our site.

This document outlines options for sustainable infrastructure upgrades that are pertinent to our site. In line with our land use analysis we have identified several options for achieving our density goals, our ambition to enhance active travel and subsidize local transit use as well as our objective of reducing parking capacity for a transit supportive community that is sustainable and just.

We have chosen to partner with Abode Communities to see our vision developed into an equitable and sustainable project that supports transit-oriented communities



Considerations for sustainably achieving density goals:

We have established a goal of increasing residential and commercial density in our study area. Our recommendation is to increase residential density to 15 to 20 units per acres and increase commercial density to be 10 percent of the land area in our station's 0.5 mile catchment area. As density increases in our study area the neighborhood will see increased usage of services such as sewer capacity, electricity as neighborhood-wide densities increase. The construction of developments themselves will also present opportunities to increase the communities sustainability and resilience through adopting more sustainable development and operations of neighborhood buildings.

This section includes two subsections. The first subsection is focused on the specific types of municipal infrastructure upgrades that need to be considered as the neighborhood densifies. The second subsection outlines several different types of guidelines and certifications that outline holistic strategies for sustainable development that can improve neighborhood resilience and sustainability.

Municipal Infrastructure

When increasing density in a neighborhood there are various other infrastructure improvements and upgrades that often need to take place to support the increased housing units, commercial properties, offices and other buildings. The section below provides information on several types of infrastructure upgrades that should be considered in our station area to ensure that the recommended increase in mixed use density creates a transit supportive community that is sustainable.



Sewer and Wastewater Treatment

Increasing the density of our neighborhood will require some additional sewer and wastewater treatment capacity. Below are two different options for upgrading sewer capacity to allow for the increased density we recommend.



1. Assessment of sewer capacity to ensure they can support multi-family residences and increased commercial density

The California Department of Housing and Community Development (HCD) has guidance outlining recommendations and state statutes local governments are responsible for in terms of updating water and sewer capacity for affordable housing. Chapter 727 a statute of SB 1087 passed in 2004 states that local government is responsible for distributing housing element plans to the local water and sewer providers and that those providers must grant priority service allocations to proposed developments that include affordable housing for low-income households.[1] HCD also recommends that a summary of the local government's regional housing needs allocation (RHNA) also be provided to the local sewer and water providers, because they need to adopt written policies that grant priority for service hook-ups for developments that help meet the communities RHNA allocations.

As an affordable housing development, our site will help meet RHNA allocations, and as such will be a priority development under both of these terms. Therefore, one option for our study area is to coordinate with the local water and sewer providers to ensure that the developments in our neighborhoods can be supported by the existing infrastructure, alongside the other RHNA allocations that need to be supported. If not, updates should be made to support our density goals.

1 https://www.hcd.ca.gov/planning-and-community-development/housing-elements/building-blocks/priority-water-and-sewer

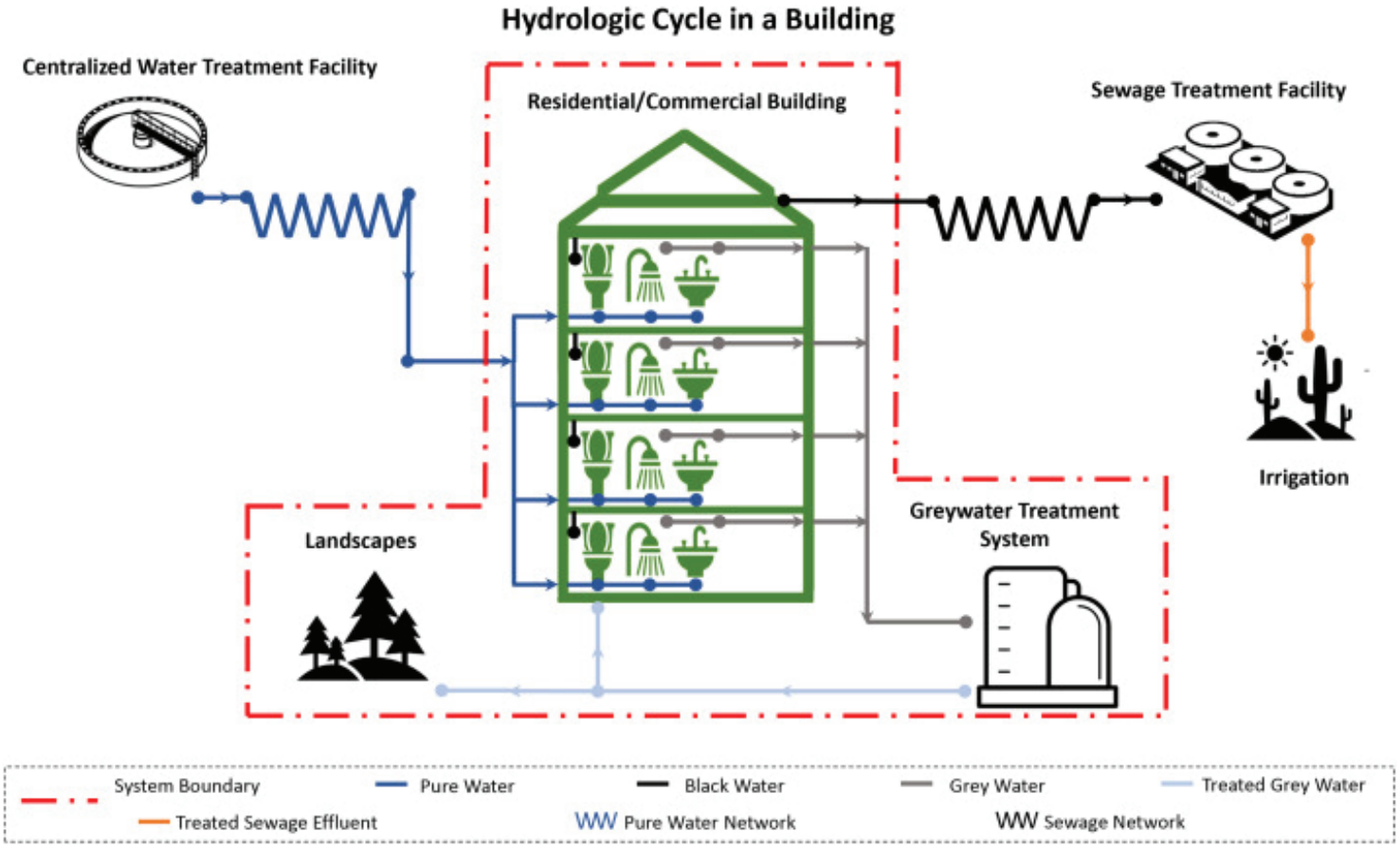


Figure 1: Greywater system in a residential or commercial building.

2. Provide subsidies for gray water reclamation systems

Graywater reclamation systems are technologies that collect water used in laundry, showers, faucets, and dishwashers and reclaim that water for non-potable on-site purposes such as irrigation and toilet flushing, as shown in Figure 1 above.[1] The systems reduce non-potable water demand and also reduce the burden of wastewater treatment systems.[2] As such, an alternative to increasing the sewage capacity on a neighborhood-wide scale, is to encourage developments to include these types of systems in their building designs. Providing subsidies or other incentive programs for developers that include graywater reclamation systems would help the neighborhood densify without resulting in the sewage systems being over capacity.

1 https://www.sciencedirect.com/science/article/pii/S0048969720300450?casa_token=57zdf9Up9aAAAAAA:19MFntaiCh3y6BvUxjaJ2CA2bcVcDXGE-jv7lplgaA06r8ddwNVt1xOprowf0uaeAleloag7P

2 https://www.sciencedirect.com/science/article/abs/pii/S09 59652617325015

Stormwater Capture Systems

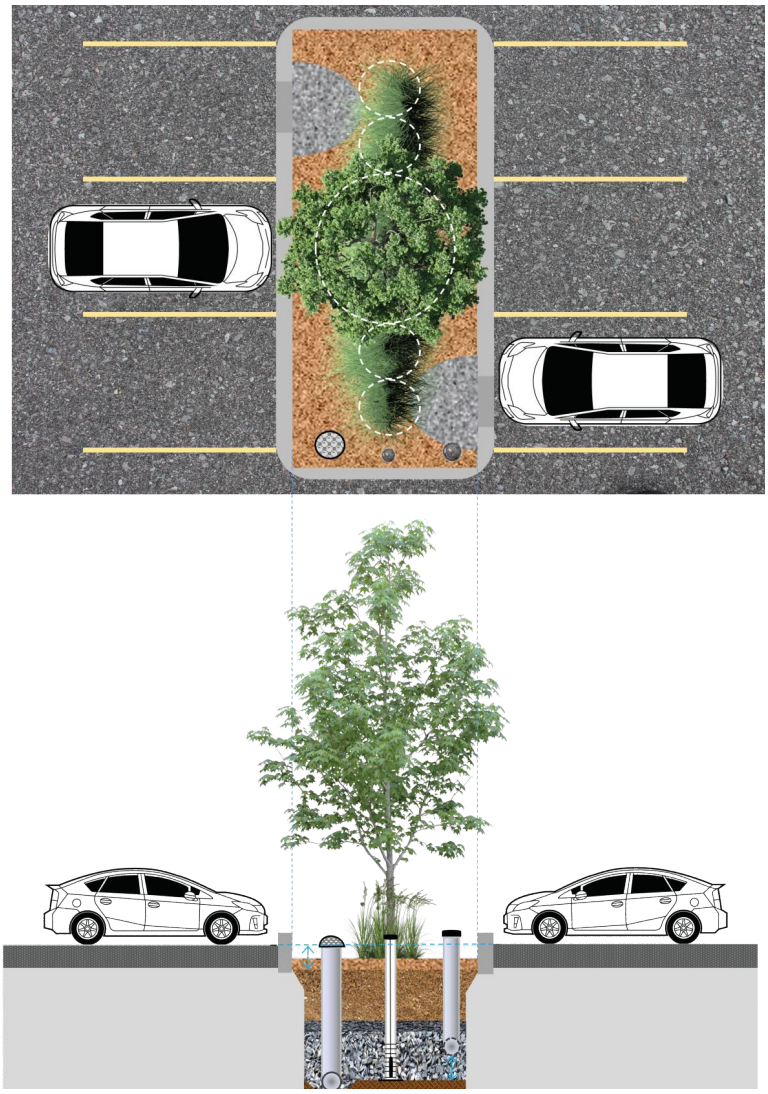


Figure 2: A lined bioretention planter to prevent infiltration impacts to building foundation
Source: Sustainable Technologies Evaluation Program

Given the increasing frequency and intensity of droughts in California, it is important to make sure that any stormwater is captured and utilized. In addition, if not captured intense rainfall can lead to flooding, damaging buildings, roads and other infrastructure. Stormwater capture systems also handle urban runoff from landscape irrigation, car washing, and other dry weather flows.[1]

There are several stormwater control systems available, however given our site's location and the urban form surrounding it we have listed the systems we believe are most feasible for our site. The options listed below are not mutually exclusive and our suggestion is for the site to adopt several of these stormwater control mechanisms, depending on the resources available.

1 https://pw.lacounty.gov/landing/wr/stormwatermgmt/stormwater-Runoff.cfm

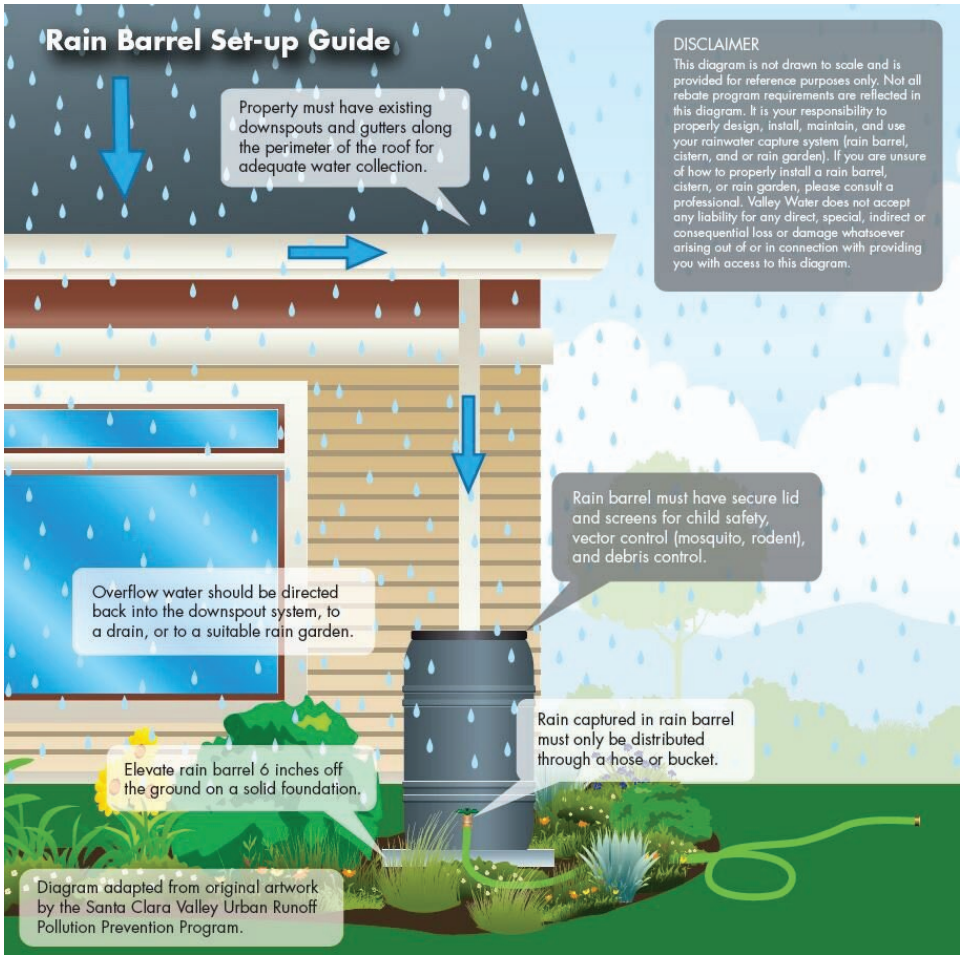


Figure 3: Rainfall Harvesting that captures any water through downspouts into a barrel. This water can then be used for other purposes such as watering communal green spaces
Source: Santa Clara Valley Urban Runoff Pollution Prevention Program

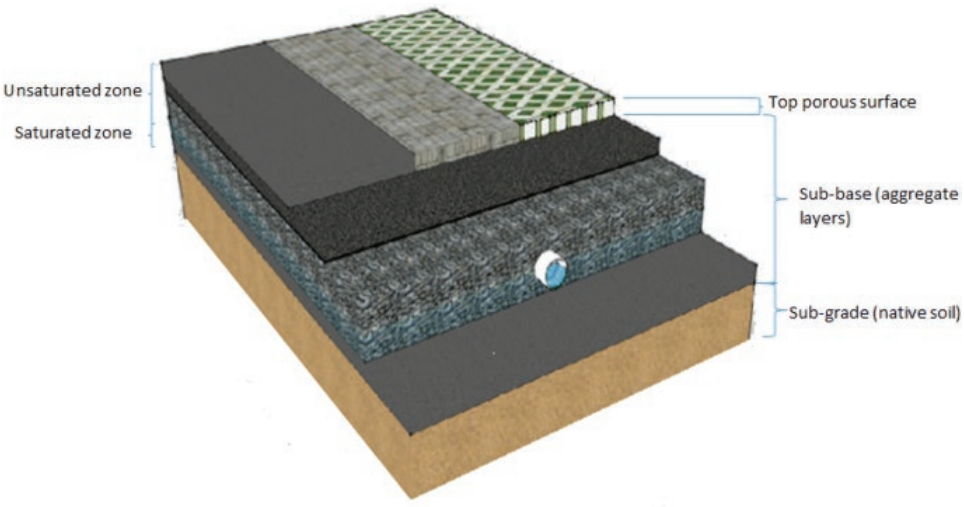


Figure 4: Plants that are hardy to droughts but also able to absorb a lot of water are ideal for this site
Source: Kuruppu, U., Rahman, A. & Rahman, M.A. Permeable pavement as a stormwater best management practice: a review and discussion. Environ Earth Sci 78, 327 (2019). https://doi.org/10.1007/s12665-019-8312-2



Figure 5: Curb Cuts to allow the water to run off into a green space
Source: City of Phoenix



Figure 6: Plants that are hardy to droughts but also able to absorb a lot of water are ideal for this site
Source: California Association of Councils of Governments

In addition, there are runoff management practices that can be adopted during construction and beyond. For example, during the construction phase there needs to be site runoff control mechanisms put in place. Another important aspect is enhancing awareness of the importance of stormwater capture through education and outreach. This for example can be done through the One Water LA plan which aims to take a " holistic and collaborative approach to consider all water resources from surface water, ground water, potable water, wastewater, recycled water, dry-weather runoff, and stormwater as "One Water."[1]

1 https://www.cwea.org/news/one-water-la-a-guide-towards-sustainable-integrated-water-management/

On-Site Composting

Our site will comply with LA wide policies on recycling for a mixed-use site. However, we also will consider the option of composting on site. The resulting compost can be used by households or for the community green spaces. We acknowledge that this initiative will require some maintenance. If capacity is low or there is an excess of composting, we will plug into city-wide composting initiatives that exist under SB 1383.

Clean Energy

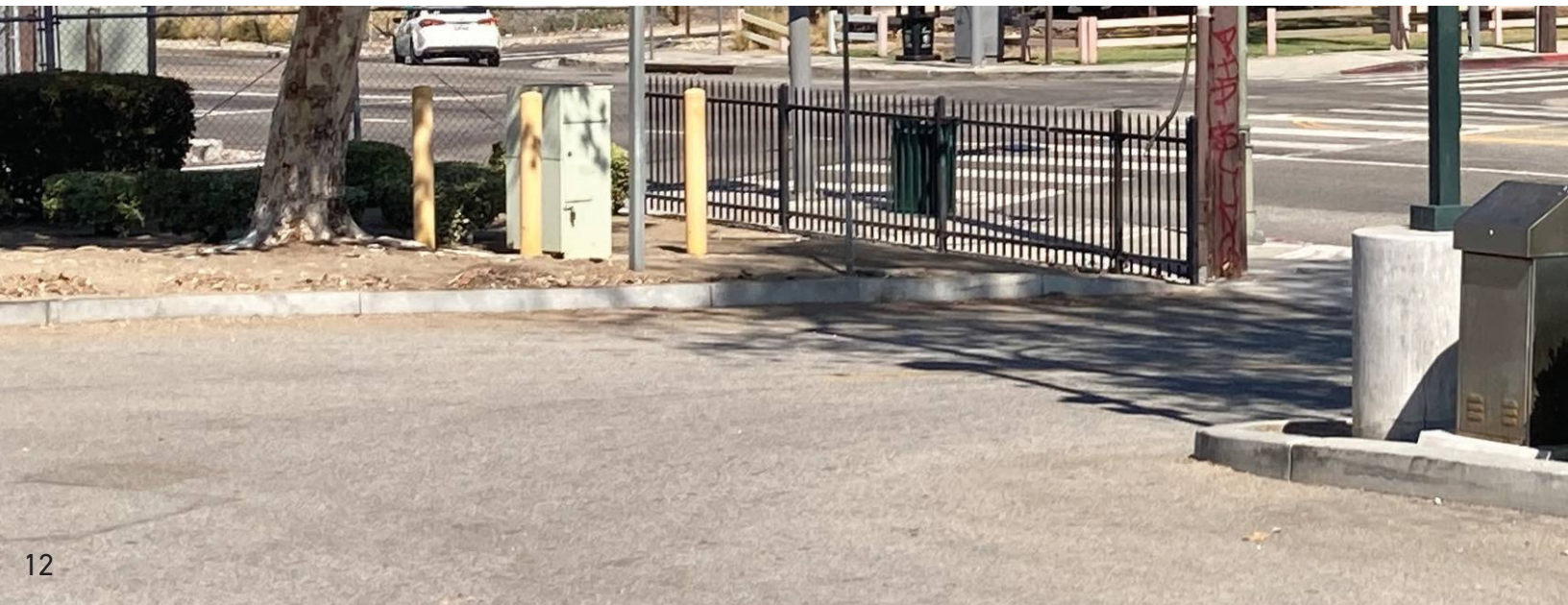
1. Installing Solar Panels. This would mean that our site is self-sufficient in producing energy. Depending on the anticipated level of consumption, solar panels may produce enough energy for the entire site or if more energy is needed solar can be combined with the grid. In fact, if excess energy is produced this could be sold back to the grid through the Solar Feed in Tariff program.[1] There are several incentive programs to support the installation of solar panels. One program in particular is the SOMAH incentive program, which is available to low income residential housing with at least five units.

2. However, if preference is to stay connected to the grid, then there are options to only receive clean energy through for example the Clean Power Alliance. This program gets clean energy from local and regional solar, wind, geothermal and hydro sources. The benefit of this is that there is less onus on the maintenance of the property, as solar panels will need to be regularly checked. Furthermore LA wide there is an objective to be a zero carbon grid by 2050. Joining this program would allow the site to bridge the gap until all of LA is serviced with clean energy.

1 https://plan.lamayor.org/neighborhood-council/neighborhood_council.html

Sustainable Development Guidelines

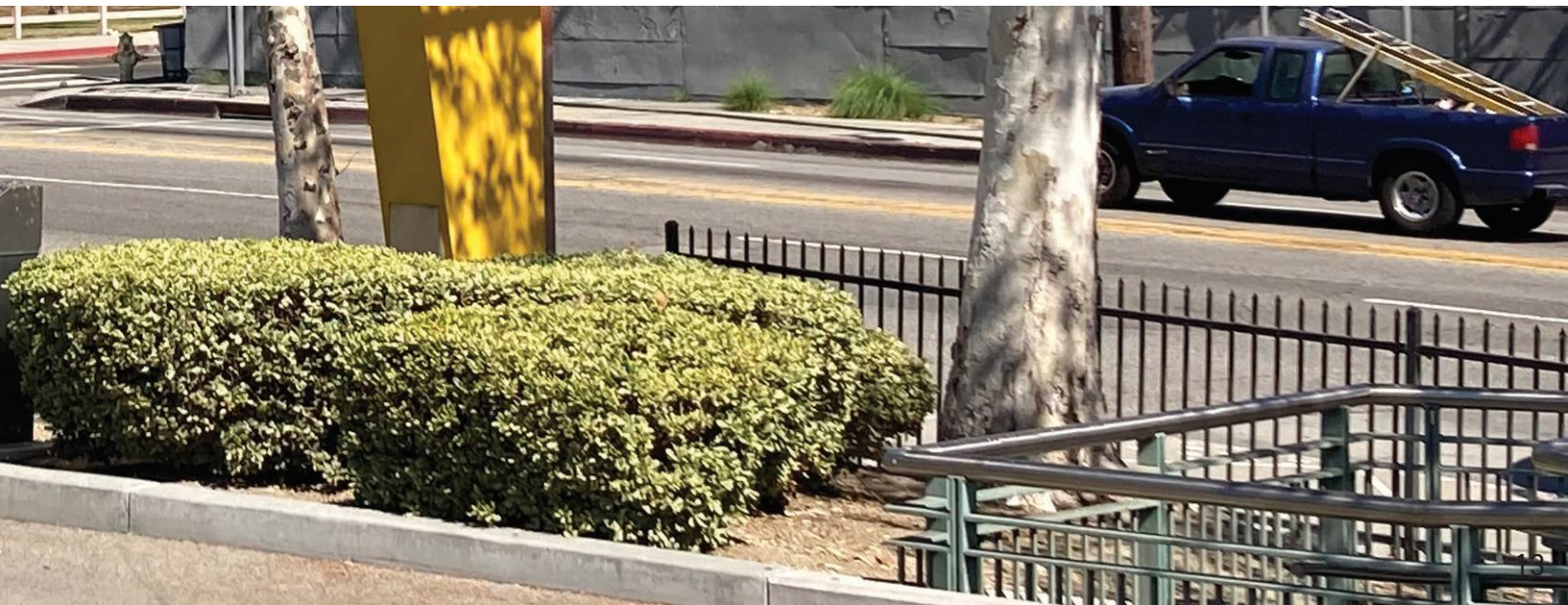
Our land use analysis shows that in order to create a transit supportive community, the density of both residential and commercial uses in our study area need to increase. While working to achieve the transit supportive density thresholds, we also need to ensure that the development of mixed-use residential and commercial buildings is executed sustainably. There are many ways that these types of mixed-use developments can be constructed to support community resilience and environmental sustainability. Examples of these strategies that can be implemented in the study area are listed below.



Examples of sustainable development strategies to improve community & environmental resilience :

1. **Clean energy for mixed-use development (e.g. induction vs. gas)**
2. **Water efficiency of buildings**
3. **Construction strategies to reduce noise pollution from freeway (e.g., ensure windows are double glazed to avoid noise pollution)**
4. **Building design standards that protect against wildfire, landslide, and earthquake risk**
5. **Building materials that reduce urban heat island effect (e.g., cool paving)**

These are just a few of many examples of sustainable development strategies that, if adopted on a neighborhood scale, would help improve the resilience of the community. There are many existing certifications that offer comprehensive sustainable development guidance for buildings and neighborhoods (e.g., the LEED certification). Below are two of these certifications that would be a good fit for the Lincoln/Cypress study area in addition to a Zero by Design Program run by LADWP.



Options of existing certifications and programs that could be pursued in our study area :

1. LEED neighborhood development

- Certification is available for neighborhood-scale projects that are up to 75% constructed or projects that have been completed in the last three years

- Ranked on many factors falling into three categories: (1) smart location and linkage (2) neighborhood pattern and design (3) green infrastructure and buildings (4) innovation (5) regional priority

- Certification helps developers' and planners fund the project among prospective tenants, financiers, public officials, etc. by affirming the intended sustainability strategies

2. Enterprise Green Communities

- Provide grants and technical assistance to increase high-quality affordable housing development

- Certification available for any housing development in the U.S. with affordable homes

- Ranked on many factors falling into eight categories: (1) integrative design (2) location and neighborhood fabric (3) site improvement (4) water (5) operating energy (6) materials (7) healthy living environment (8) operations, maintenance and resident

3. LADWP Zero By Design

- LADWP's Zero by Design program encourages developers to build more sustainably by providing incentives for commercial and high rise multifamily construction projects that exceed Title 24 or industry standards.

- Benefits include: receiving incentives to help offset the added costs of building more efficiently and complimentary design assistance to ensure the maximum potential is reached.



Right-of-Way (ROW) Improvements

Our land use analysis showed that there are some significant bicycle facilities close to our site area. Improving the cycling infrastructure around the station and within our catchment area would encourage first/last mile bicycle use while introducing opportunity for more bicycle trips within the neighborhood.

Our 0.5-mile catchment area includes the high traffic corridors of Ave 26, Figueroa St, Pasadena Ave, and San Fernando Rd, all of which cater to car and commercial vehicle traffic. To better facilitate active transportation methods such as biking and walking, we propose the following ROW improvements:

- **Road Diet**
- **Additional Crosswalks**
- **Improved Bicycle Infrastructure**
- **Improved Transit Infrastructure**

Implement a road diet along Ave 26

A road diet[1] along Ave 26 would add a center turn lane to alleviate congestion from highway on and off ramps, while reducing vehicle traffic lanes down to just one each way. This has the effect of slowing down vehicular traffic, which ensures a better transition from highway speeds to local traffic speed, but most importantly improves pedestrian and cyclist safety. Given the current width of the road near station area (average of 65 feet wide, curb to curb), and the Federal Highway Administration (FHA) guidelines on road diets, we propose the addition of a center turn lane and room for possible Class II bike lanes along the road. The before and after results are illustrated below in Figure 8.

The obvious drawbacks are a reduction of vehicular traffic lanes, which may cause more congestion, affecting both cars and buses. However, road diets have been shown to reduce collisions and significant variations in traffic speed, hopefully making for a more walkable and bikeable corridor.[1]



Figure 8: Ave 26 Road Diet before and after

1 USDOT Federal Highway Administration guidelines on road diets: https://highways.dot.gov/safety/other/road-diets

1 USDOT Federal Highway Administration guidelines on road diets: https://highways.dot.gov/safety/other/road-diets

Adding crosswalks with flashing lights, particularly along Ave 26

As is, there are only 2 crosswalks along Ave 26 between Lacy St and Pasadena Ave.
Crucially, there are missing crosswalks near traffic intersections and near bus stops.
Adding at least one additional crosswalk would make the L Line station more accessible and facilitate walking to the station from nearby residents or connecting bus riders. Specifically, a flashing crosswalk near the Azusa bound entrance to the L Line under the train bridge would vastly increase visibility.

According to LA Vision Zero,[1] stretches of Ave 26, Pasadena Ave, Figueroa St, and Daly St area a part of the High Injury Network, and there have been 5 pedestrian fatalities in our catchment area in the last decade. So pedestrian improvements would be vital to ensuring the safety of transit users walking to and from the L Line Station.

Adding crosswalks across any busy street will require time, money, and inevitably stir some controversy from drivers. But ultimately more crosswalks would go a long way to encouraging more folks to walk and ride along Ave 26 to get to the L Line station.



Figure 9: Example Crosswalk
Source: LightGuard Systems

1 Los Angeles Vision Zero Maps: https://ladotlivablestreets.org/programs/vision-zero/maps

Enhancing Bicycle Infrastructure

Installation of bicycle facilities along major roadways along our site area will not only support active transportation efforts, it will work to slow automobile traffic by reducing travel lane space along the roadway. These facilities will work to increase cycling safety in the area, enabling those who would not otherwise feel comfortable riding on an unprotected roadway

With LA's 2035 Mobility Plan calling for a Class II bike lane along Ave 26 and San Fernando Rd, as well as a Class IV along Figeuroa,[1] we have included those options as a starting point for infrastructure options. We do not believe Class II bicycle facilities are an adequate use of road space as they do little to protect cyclists from automobiles while still removing space from other travel lanes. They will not work to encourage those who are not comfortable on a bicycle to start riding. A Class IV lane takes space away from other travel lanes but supplies adequate separation between road users.

Bicycle parking is an essential component to pair with roadway infrastructure. Without adequate parking facilities, cyclists will be less likely to ride to multiple destinations throughout the area. Secure bicycle parking is another component of increased cycling modal share, enabling those who may live a slightly longer distance from the Metro station to utilize their bicycles as first-mile transportation.

Additionally, we can utilize Metro's Bike Share[1] program to encourage cycling within the station area. Bike Share programs are an excellent way to lower the barrier to cycling by removing the cost of purchasing a bicycle. Metro's bike share program may be suited best for the occasional rider or middle-income commuter, as the cost may be a barrier for lower-income commuters.



Figure 10: Protected Bike Lane
Source: The Tyee

1 Los Angeles 2035 Mobility Plan proposed bicycle facility map: https://www.google.com/maps/d/u/0/viewer?mid=1DqymigEQtaZWjQapam9BDgkQ-DgBGPxy&ll=34.08130287372476%2C-118.21474975224807&z=15

1 https://bikeshare.metro.net/stations/

Enhancing Transit Infrastructure

Adding bus bulbs at bus stops along Figueroa St

Transit infrastructure improvements around the L Line station can come in the form of improving bus infrastructure. LA Metro's system is one that relies on the connectivity of its bus and rail networks, so facilitating reliable and on-time bus service can ensure that more folks utilize the L Line.



Figure 11: Bus Bulb Example

Bus bulbs are subtle but important infrastructure improvements that can facilitate better bus service. They allow the bus to pick up and drop off passengers without leaving the travel lane, accommodating existing parking and maintaining the flow of travel for the bus.[1] Additionally, they provide space for additional amenities such as bus shelters, wayfinding maps, and tree wells for future tree planting .

The usual drawbacks are present in interrupting the existing flow of traffic, but along Figueroa St, the existing Class II bike lane would most likely have to be relocated or accounted for in the bus bulb design.

1 NACTO Urban Street Design Guide: Bus Bulbs https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/bus-bulbs/

Enhancing Transit Infrastructure

Adding a peak-only bus lane along Figueroa St



Figure 12: Peak only bus lane

At the convergence of both the Interstate 5 and State 110 highways, our catchment area experiences large amounts of vehicle traffic at peak hours. To facilitate better bus service, but not exacerbate peak hour congestion, we suggest the implementation of a peak hour bus lane along Figueroa St to "allow transit to take precedence over parking and curbside access at peak hours when it most benefits bus operations."[1]

While Figueroa St is oftentimes a five lane road in our catchment area, taking away a lane of general vehicular traffic could result in slightly longer trips for drivers. Case studies like those with MOVE Culver City however suggest that impacts on drivers may be minimal.

1 NACTO Transit Street Design Guide: Peak-Only Bus Lane https://nacto.org/publication/transit-street-design-guide/transit-lanes-transitways/transit-lanes/peak-bus-lane/

Parking Capacity

Our land-use analysis showed that there are a lot of parking spaces available in our catchment area. To avoid negative impacts on pedestrians and to increase public transit ridership, it is necessary to reduce parking density by decreasing the capacity of nearby parking facilities and on-street parking spaces. While we aim to reduce the dependency on cars, we acknowledge that cars are on occasion necessary for example for a doctors appointment, moving heavy items or going to hard to reach areas. We therefore also aim to reduce the cost of use of a car for each household.

To address these goals, we propose three options. The first is to retain the park-and-ride lot at the Lincoln/Cypress station and promote multiple modes of mobility. Second, we encourage the roll out of electric vehicle car sharing to reduce the cost of using a vehicle and to reduce carbon dioxide emissions. Finally we suggest reducing parking density in our catchment area.



Retain park-and-ride lot at Lincoln/ Cypress station

We propose to retain the Lincoln/Cypress station parking lot to encourage drivers to leave their cars in the lot and use Metro. According to a Transportation Research Board (TRB) study, residents of transit-oriented developments are twice as likely to not own a car as other households, and they are also two to five times more likely to commute by transit than other area residents.[1] However, residents in transit-oriented developments still need access to a car, and commercial establishments need parking to serve their non-walking customers. Indeed, where there is high transit ridership and potential for growth, commuter parking is very effective in providing continuous access to the transit system.

Therefore, we propose to complement the existing parking by reserving spaces for other modes of mobility such as bicycles, scooters, mono wheelers, hoverboards. Again, our goal in providing a parking solution for various non-polluting modes of transportation is to reduce the use of the individual car, and to encourage residents to get to the metro station in whatever way they choose. The downside of retaining the existing park-and-ride is that it could generate spillover challenges if it is not accompanied by robust parking management options such as pricing, prioritizing other modes of transportation, managing on-street parking, and meter options. Thus we have proposed other measures to reduce parking demands and encourage more sustainable mobility facilities like EV car sharing and charging units, environmental friendly parking meters, and resident parking fees.

1 "Effects of TOD on Housing, Parking, and Travel", TRB, TCRP, December 15, 2007.

Encouraging the roll out of electric vehicle (EV) car sharing in our study area

We propose to seek out support from the National Electric Vehicle Infrastructure Program (NEVI) or follow models such as Our Community Car Share, Envoy San Pedro and Mobility hubs that partner with service providers to provide access to EV car-sharing exclusively for residents at the affordable housing site. This will likely disincentivize prospective car owners and instead incentivize a range of options including walking, biking, public transportation and EV sharing. This will have a double positive impact: open up the use of cars to lower-income populations and reduce greenhouse gas emissions to limit the negative effects on the environment and improve air quality.

The three models we just mentioned are very interesting for our project. Through an app, neighborhood residents can rent an electric vehicle by the hour or minute. This model has the interest and advantage of being very simple to use, of being environmentally friendly, of drastically reducing the costs of using a car since the price of gasoline, the purchase price and the cost of maintenance are not charged to the user. A disadvantage of this shared mobility solution is that it does not reduce the presence of vehicles on the roads, but it does reduce social inequalities and greenhouse gas emissions. As a complement to this solution, we propose to reserve parking spaces for shared vehicles in the parking lot of our metro station.

Reducing parking density in our catchment area.

First, we propose reducing on-street parking. We believe that it is very difficult to affect the capacity of the private parking lots open to the public that we have identified earlier. However, on-street parking is under the jurisdiction of the City of Los Angeles, so it is easier to act on this lever. Second, to reduce the use of polluting cars and improve air quality, we propose charging for parking based on the estimated environmental impact of a car. The most environmentally friendly vehicles, such as electric, hybrid and fuel-efficient cars, receive a discount, while "more polluting" cars pay a surcharge. This system was introduced in Madrid in 2004,[1] and in London in 2018[2] to reduce the city's carbon footprint. However, this type of polluter pays principle has been argued as undermining sustainable environmental policies and strategies.[3] Essentially, users of more polluting vehicles capable of paying more park, can easily do so.

Finally, again to encourage the reduction of greenhouse gas emissions from cars, and to improve air quality, we propose to install charging stations in the station parking lot to allow electric vehicles to charge while parked. We can also propose to power these charging stations by installing solar panels at the parking site. This proposal makes sense given the climate and sunshine in Los Angeles. This will require partnerships with companies like Proterra working with LADOT to install solar EV charging stations for transit fleets.[1]

1 Ashifa Kassam, "Madrid's smart parking meters to charge more for most polluting cars", The Guardian, April 30, 2014.
2 "City of London Corporation tackles air pollution with London's first environmentally friendly parking tariff", City of London, August 14, 2018.
3 Food and Water Watch, 2017. Paying to pollute. The environmental injustice of pollution trading, https://greenaction.org/wp-content/uploads/2017/11/Payto-Pollute-Nov-2017-Report.pdf

1 Kelly Pickerel, "Los Angeles solar + storage microgrid to power chargers for city's 100+ electric buses", Solar Power World, November 5, 2021, https://www.solar-powerworldonline.com/2021/11/los-angeles-solar-storage-microgrid-to-power-chargers-for-citys-100-electric-buses/



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