Westside Extension - Los Angeles, California

TOD + Employment Centers

Rail-Volution 2010
Portland, Oregon
Monica Villalobos
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Overview

History of Westside
- Suburban Growth in the Westside (1920-1970’s)
- LA Centers Concept + Employment (1970’s- present)

Westside Subway
- Early Attempts to Connect Land Use + Transit
- Westside Extension Corridor Study

Future of Westside Subway
- From Transit Oriented Development to Districts
- Transit Trends in Los Angeles
- Challenges and Opportunities
The “Westside”

Area (15 miles) West of Downtown Los Angeles
Incorporates:
- City of Los Angeles (over 23 neighborhoods)
- Beverly Hills
- West Hollywood
- Unincorporated LA County
- Santa Monica

Courtesy of LA Times
http://projects.latimes.com/mapping-la/neighborhoods/region/westside/
History of Westside
LA Center ‘s Concept Plans for Early TOD

1970’s LA City General Plan
Center’s Concept

- Re-orienting Suburban patterns
- Concentrate high density around activity centers
- Connect rapid transit
- Leave low density areas alone
- Public-private partnerships
- Open space preservation
- Housing choices

Westside

Collection of Employment Centers

Major Regional Employment Centers
- Wilshire Center
- Hollywood
- Miracle Mile
- Sunset Strip
- Beverly Hills
- Westwood
- Santa Monica

Source and additional information on the Metro, Westside Extension DEIS/DEIS available at www.metro.net

Figure S-3. Activity Centers in the Study Area
History of Westside Subway

Early 1980’s-
- Lack of federal funding for transit
- 1985 Methane explosion (not transit related)
- Federal Ban on subway construction, surface transportation bill

Early 1990’s
- Alternative studies, expert panels & Mid-City project

Early 2000’s-
- Ban overturned
- Mos-1 Purple Line completed to Wilshire/Western
- Red Line to North Hollywood
- New studies on the Westside Extension, “Subway to the Sea”

Metro System

Current Metro Rail System
- 73 miles of Metro Rail
- 14 miles of BRT

Westside-
- High travel demand
- High level of congestion
- High Bus ridership
- 3:12 lines on Wilshire, 1/3 more passengers than Gold, Green and Orange Lines combined (2005)

Courtesy of www.metro.net
Westside

High Employment Density
- 8,700,000 sq. ft of office space (1990)
- 10% employment in Los Angeles County (2006)
- 479,000 jobs (2006)
- 12,500 jobs per sq. mile
- 11 x LA County average (2006)
- 12% increase (2035)
- Highest Density along Wilshire and Santa Monica Boulevards
Westside

Travel To/From the Westside

- > 300,000 people travel daily to Westside from So Cal Region
- 2x as many trips enter the study area than left (2006)
- 1:4 jobs are filled by residents within the area
- 75% of jobs are filled by those outside of the area
Westside

**High Population Density**
- 5% LA County population
- 504,000 people (2006)
- 10% increase (2035)
- 13,100 per sq. mile (2006)

**Income Distribution**
- $56,000 median HH
- 13% earn less than $10,000
- 12% more than $100,000

**Housing**
- High Property Values
- Single Family + Multifamily
- 75% renters; 52% LA County

Distribution of HH Income - 2000
Transit + Housing Trends

Center for Transit Oriented Development - LA Typologies Case Study

- The combined cost of housing and transportation averages about 47% of household income nationally
- APTA found, U.S. households that used transit saved an average of $9,190 (2009)
- Households in Southern California pay about 54% of regional median income on transportation and housing, in Los Angeles savings of $10,000
- Areas with high concentrations of employment, a mix of housing types and transit, such as Koreatown along the Metro Purple Line, pay 31%
- Federal Transit Administration - shows that households living near public transportation reduce transportation-related greenhouse gas emissions by an average of 43 percent

CTOD Study Continued-

- Portland’s transit system is of a comparative size to LA’s
- Portland’s metro region as a whole, 33% of jobs are within a half mile of stations
- About 22 percent of the jobs in LA County are within walking distance of high quality transit.
- Food service and professional, scientific and technical professions are the top sectors generating transit ridership in Los Angeles.
- Job centers with concentrations in these industries should be a priority for future transit connections
Westside

From Transit Oriented Development To Transit Oriented Districts

- High Development Potential
- High levels of bike/pedestrian access
- Need mix of housing types and opportunities
- Linking stations along the corridor with employment, retail, housing
- Partnering with Cities and Developers
- Role of Transit Agency

Table 3-8. Daily Mode of Access Percentages

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<th>Alternative</th>
<th>Walk</th>
<th>Bus Transit</th>
<th>Private Vehicle</th>
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<tbody>
<tr>
<td>Alternative 1</td>
<td>61%</td>
<td>37%</td>
<td>2%</td>
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<tr>
<td>Alternative 2</td>
<td>65%</td>
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<td>2%</td>
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<td>Alternative 3</td>
<td>69%</td>
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<td>3%</td>
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<td>44%</td>
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<td>2%</td>
</tr>
<tr>
<td>MOS 2</td>
<td>72%</td>
<td>26%</td>
<td>3%</td>
</tr>
</tbody>
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Source: Metro Travel Demand Model
To Transit Oriented District
Hollywood Example

- Looking beyond the ¼ -1/2 mile shed, see the entire picture
- Corridor as microcosm of the City
- Connecting the dots between stations
- Development at stations as the beginning not the end
- Employment as attractor
- Supporting retail around corridor
- Housing mix and affordability
- Strong pedestrian/bus/bike connections

From Transit Oriented Development To Transit Oriented Districts

- Hollywood/Vine
- Hollywood/Highland

Courtesy of David Iliff
CTOD Los Angeles Study Key Findings:

- Need for a more strategic and holistic approach including the creation of “Transit Oriented Districts”

- Only a few stations have large sites available for development; many potential development sites are small, posing barriers for development.

- Households living near stations tend to own fewer cars, have lower incomes, and are three times more likely to use transit, walk or bike to work. New development will need to provide for lower-income residents as well as meet the pent-up demand for market-rate development in these locations.

- LA is expanding its transit system more rapidly than any other region besides Denver. The regional Compass Blueprint planning process has identified all station areas as the best places to channel growth.

- Education is needed to make residents confident that growth near stations can help bring new investment into a community at the same time that existing single-family neighborhoods and community character are preserved.

- CTOD found that households living in central business districts, which typically have the richest mix of jobs, transit, destinations and density, could reduce their vehicle related emissions by 78 percent.
Thank You!

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