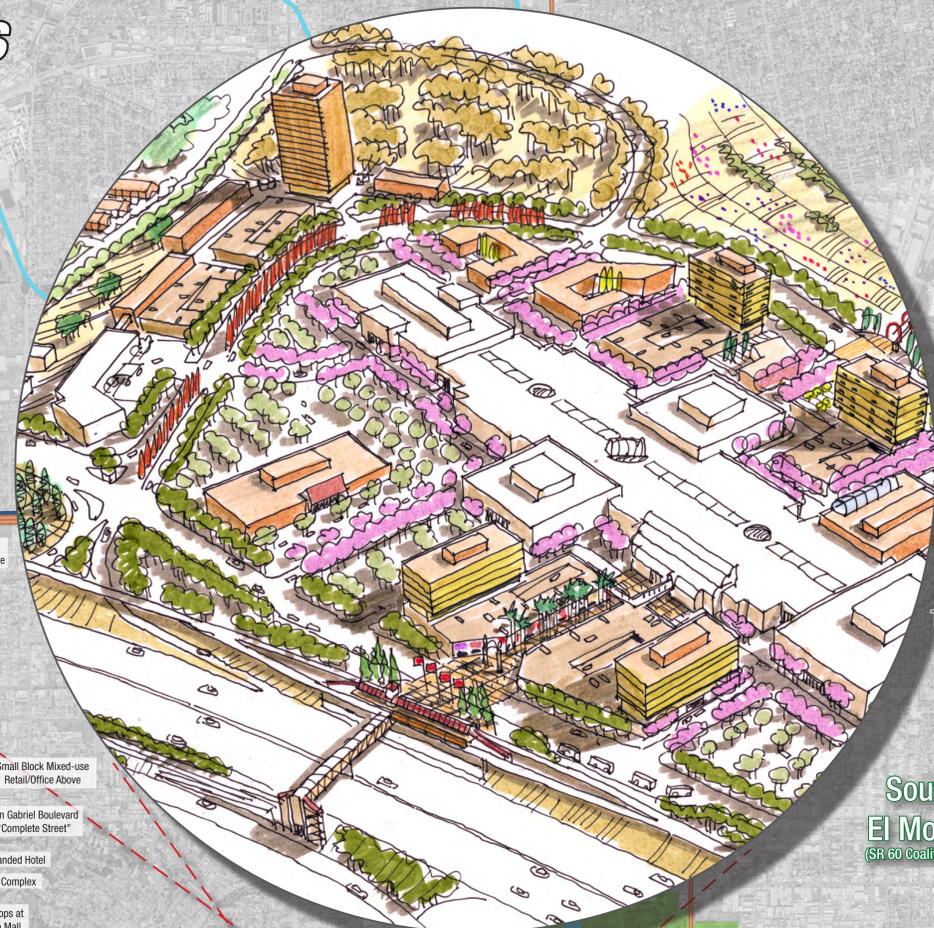


Proposed SR 60 Transit Station Districts

Alhambra

San Gabriel

Montebello Town Center Transit District



El Monte
(SR 60 Coalition City)

El Monte
Transit Village

South
El Monte
(SR 60 Coalition City)

Rosemead
(SR 60 Coalition City)

Monterey Park
(SR 60 Coalition City)

Whittier
Narrows

Montebello
(SR 60 Coalition City)

City of Industry
(SR 60 Coalition City)

Garfield Avenue Transit District

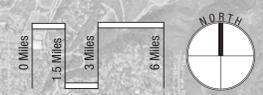
Santa Anita Avenue Transit District

Peck Road Transit District

East
Los Angeles

Pico Rivera

Whittier



THE SR 60 GOLD LINE CORRIDOR

CONNECTING PEOPLE • CREATING PLACES • ACHIEVING PROSPERITY

Scale: Santa Anita Station

Garfield Avenue Station M M M

Montebello Town Center Station M M

Peck Road Station

ASSOCIATION OF GOVERNMENTS COMPASS BLUEPRINT METRO

June 2011

THE ADVANTAGES AND BENEFITS OF THE SR 60 GOLD LINE ALIGNMENT

The SR 60 Gold Line Corridor Compass Blueprint Strategy guides the SR 60 Coalition and regional agencies in their planning and decision-making for new station areas along the proposed SR 60 Gold Line alignment. By applying Smart Growth strategies, the potential for transit ridership and economic growth can be maximized. Coordinated transit planning, accommodation of transit-oriented development (TOD), and pursuit of comprehensive economic development strategies will allow the Coalition to couple the benefits of light rail transit with local initiatives to achieve regional quality of life goals.

The Los Angeles County Metropolitan Transportation Authority, or Metro, is exploring options to extend Gold Line light rail service eastward beyond its current terminus at the East Los Angeles Station. The proposed SR 60 alignment to the city of South El Monte will establish a rail line parallel to the freeway, with stops at four potential locations:

- Garfield Avenue / Via Campo in the city of Montebello
- The Shops at Montebello
- Santa Anita Avenue in the city of South El Monte
- Peck Road, also in South El Monte

While these station areas today are surrounded by jobs centers, neighborhoods, retail shopping, and unique places like California State University, Los Angeles and Whittier Narrows Regional Park, the locations have the capacity and offer unique opportunities to create new destinations. These new destinations will generate new economic potential, enhance community appearance, and accommodate Southern California's emerging and evolving lifestyles.

Key Opportunities within the SR 60 Corridor

The SR 60 Corridor offers an excellent opportunity to identify and develop properties that can be identified to support future development.

Each city within the Coalition has adopted Redevelopment Project Areas that apply within the TOD areas, this tool can be used to

Proposed SR 60 Gold Line Route and Stations

NEW BROADER DEFINITION OF TOD AND RELATED BENEFITS

The Center Cities' plans for the SR 60 Gold Line project incorporates a broader definition of TOD and related benefits. The plan includes:

- Lower negative impact on community cohesion since transit-oriented development is located along the freeway right-of-way.
- Lower property acquisition costs of improved land use.
- Enhance environmental performance.
- Increase transportation and housing choice while lowering costs.
- Provide increased accessibility to parkland and the Whittier Narrows area.
- Lower level of negative visual and aesthetic impacts to communities.

Compass Blueprint and Smart Growth Goals Achieved

- Community quality of life
- Enhance environmental performance
- Increase transportation and housing choice while lowering costs
- Supporting economic vitality, enhanced mobility, livability, prosperity, and sustainability

Implementation

The SR 60 Gold Line alignment has enthusiastic support from many directly served by the line and San Gabriel Valley residents who welcome continued mobility and economic development enhancement in the region. The SR 60 Coalition is ready to move forward with implementation and will:

- Formulate a grand and broad-based long-term vision for the SR 60 Corridor
- Continue collaboration on and promotion of all issues involving the eastward extension of the Gold Line via the SR 60 Corridor
- Build wide-ranging, multi-interest local and regional support
- Adopt zoning and other land use and development regulations that accommodate the visions created for the expanded Transit Zones
- Invest in the "first mile/last mile" access and connections from each station to homes, jobs, and other destinations, and engage the TOD catchment areas or transit benefit zones
- Integrate the promotion of transit-oriented districts into other existing citywide and regional initiatives, including economic development, public health, and affordable housing
- Aggressively pursue the range of funding sources to support early investment and TOD development
- Conduct proactive investment and marketing strategies in anticipation of the transit line
- Implement sustainable development policies and regulations

The panels on this poster illustrate the vision and potentials for the four SR 60 Gold Line Corridor station areas.

Daytime Population within a 10-Minute Drive-Shell

Daytime Population: 241,513
 Work at home: 3,008
 Child at home: 21,061
 Other: 126,787
 Homebased: 103,787
 Unemployed: 37,996
 Retired/Disabled persons: 37,996

Economic Benefits of SR 60 Alignment

- 15,200 new jobs created within Corridor cities all development is realized
- Economic development stimulus and revitalization of older business
- Transportation network efficiencies and reduced costs
- Increased local property values and revenues to local government agencies
- Travel and vehicle cost savings from reduced congestion, lower transportation costs for workers, increased business productivity, and more regional business growth from indirect impacts
- Affordable workforce housing that will create construction jobs, attract employees and increase consumer buying power and spending, and improve government revenues
- Support the Federal Transportation Administration's new "Livability Program" funding criteria

5-10 Minute Drive-shells

ACKNOWLEDGEMENTS

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- The Madrid Consulting Group:** Project Lead Robert F. Dannenbrink, Architecture/Urban Design and Planning
- Metcalfe Associates:** Urban Design/Development Planning and Potential Business Growth within the Corridor, will facilitate innovative and sustainable transit-oriented development, and will help the region realize maximum economic development benefits from the transit system.
- The Southern California Association of Governments:** This project represents a collaborative effort between the SR 60 Coalition and the Southern California Association of Governments (SCAG), with valuable assistance from the Los Angeles County Metropolitan Transportation Authority (Metro). Project funding was provided by SCAG's Compass Blueprint Demonstration Project Program. Compass Blueprint helps Southern California cities and other organizations evaluate planning options to stimulate development consistent with the region's goals.
- The California Association of Governments:** The preparation of this report was funded in part through grants from the United States Department of Transportation (USDOT), Federal Highway Administration and Federal Transit Administration, in accordance with the Metropolitan Planning Program, Section 104(f) of the 23 of the U.S. Code.
- The contents of this poster reflect the views of the authors who are responsible for the facts and accuracy of the data presented. The contents do not necessarily reflect the official views or policies of SCAG, USDOT, or Metro. This report does not constitute a standard, specification, or regulation. SCAG shall not be responsible for the Coalition's future use or adaptation of the materials presented herein.**

ASSOCIATION OF GOVERNMENTS COMPASS BLUEPRINT METRO

GARFIELD AVENUE GOLD LINE TRANSIT STATION

Station Location: Southeast Corner of Garfield Avenue and Via Campo in Montebello

- A new pedestrian Garfield Plaza "focal place" at the station can be defined by locally serving retail uses, with office uses above and a pair of multi-story office buildings.
- A park and ride parking structure for Metro Gold Line commuters and adjacent commercial businesses would support transit use, with pedestrian access provided by a bridge above Via Campo to the Metro Gold Line Station.
- The southeast quadrant can be expanded to include retail/office above freeway development, multi-story office, a central parking structure lined with low-rise offices, and multi-family podium court residential lining the golf course edge. The expanded corner site also provides for widening eastbound Via Campo for new right turn lanes) into southbound Garfield Avenue.
- Via San Clemente extended would provide connectivity to the existing retail convenience center east of Willow Avenue. An enhanced landscaped, pedestrian-scaled, slow-speed street is flanked by multi-family podium courts and low-rise office and retail uses in walkable, pedestrian-scaled blocks. A child care center anchors the street on the west at the Garfield Plaza, across from the bike station for Metro users convenience.
- Bus drop-off and kiss-and-ride bays can be located on Garfield Avenue and Via Campo.
- Both Garfield Avenue and Via Campo (east of Garfield) would be enhanced as Complete Streets with streetcapes, bike lanes, shade trees, benches, banners, on-street parking spaces, improved commercial signage, and extended parking and bollards of corner crossings.
- The Garfield underpass can be widened and enhanced with pedestrian safety and amenity features such as bright overhead illumination and low-energy lighting, bollards, and public art/walls and/or creative advertising on the side walls.
- The north side Garfield Promenade gateway complex into Monterey Park can be flanked with multi-story office buildings and structured parking within a three-minute walk from the Metro station.
- One hundred foot corridor parallel along Garfield and Promeno are transformed to mixed use development blocks with renovated existing uses, adaptive re-use, and new infill variations: retail services with office, live/work, and retail with lots or apartments above.

Concept Building Program	Square Feet	Residential Units	Parking
Blue Station	2,500	12	12
Child Care Center	4,000	1,273	
Office	217,000		
Retail and Localty	828,100	1,668	
String Retail		884	1,168
Park and Ride Structure	1,651,600	884	944
Total	2,500,000	2,840	2,124

City of Monterey Park North Garfield Drive:

MOU/Adaptive Use Retail use	Office above	
120,000	122	159
Total	120,000	272

MONTEBELLO TOWN CENTER GOLD LINE TRANSIT STATION

Station Location: North Side of Shops at Montebello Shopping Center in Montebello

- The station site and transit plaza are strategically located on the north side of The Shops at Montebello regional mall (Duke Center) to facilitate direct pedestrian connection into the mall via a new promenade of retail shops linking with the existing foot court. This station location also provides the optimum position to place a pedestrian bridge to extend residential lining the golf course edge, which combines with Garfield Avenue (which becomes Arroyo Drive) to the west, the local outdoor street, and bike trail. This alleviates the need to acquire residential lots to make the connection.
- Transformation of an archevated two level enclosed suburban mall into a "true town center" can be achieved by adding retail uses on the existing parking lot. A portion of the lower parking level would be reserved for retail, multi-story office buildings, structured parking for new retail uses, park-and-ride, specialty food market, and expanded medical office at the Kaiser Permanente facility. Part of the upper parking level would also transform into multi-family podium courts and multi-story apartment buildings, multiple cinema, child care center, and structured parking for new retail uses and replacement parking. Ground floor levels of the new parking structures would remain for mall shoppers. All new retail uses would be within a five-minute walk to the Gold Line station.
- An Angel's Flight fan-tail type inclined railway on the slope south of Montebello Boulevard is proposed to link to a planned 1,200-unit hilltop residential development, which would bring additional residents within a 10-minute walk to the station.
- The concept envisions expansion of the existing hotel northeast of the mall, with structured parking and a pedestrian bridge over the ring road into the mall. Plans would include an office complex with structured parking on the east plateau, including a 20-story landmark corporate headquarters office building.
- The area east of San Gabriel Boulevard offers potential redevelopment into a renewed sector of small building with street-level, street-oriented, mixed-use, retail, office, live/work, and townhomes. Exterior blocks would include low-rise office podium courts and multi-family podium courts with "trendset" multi-story units overlooking the Whittier Narrows Recreation Area SR 60 park space currently. This area is located within a 10-minute walk of the Metro Gold Line station.
- The north side of SR 60 includes proposed redevelopment of a convenience retail center to serve existing condominium units, single-family residential neighborhoods, and the Don Hoazo High School Campus. All would be linked to the station via the proposed pedestrian bridge to Arroyo Drive.
- Freeway interchange loops would be landscaped with individualized theme trees and plant material for city identity gateway at Paramount Boulevard (Montebello) and San Gabriel Boulevard (Pomona).

Concept Building Program	Square Feet	Residential Units	Parking
Blue Station	2,500	12	12
Child Care Center	3,000	375	
Retail/serving Retail & Recreation/Entertainment Expansion	187,300	375	
Hotel Expansion	1,249,300	75	2,489
Office	37,500	75	83
Residential		1,199	1,442
Park and Ride (P&R)			437
Total	1,487,100	1,146	4,028

PECK ROAD GOLD LINE TRANSIT STATION

Station Location: South Side of SR 60 on the East Side of Peck Road

- A new transit plaza "focal place" adjacent to the station is planned, activated by retail and locally serving retail uses with office uses above, including a four-story office block, which establishes both internal plaza definition and external perimeter street frontage definition. A kiss-and-ride and shuttle bus access into the plaza is provided via the Durfee Avenue cut-in/disconnector court.
- A multi-level park and ride structure for Metro users and adjacent commercial businesses can be located on the east side of Peck Road immediately west to the transit plaza. Another structure located on the west side of Peck Road can add park and transit access at the end of the station, providing a transit transfer point for auto commuter travel to and from the area. Retail uses would be located to activate the Peck Road and Durfee Avenue street edges and to serve the riderhip passing through the transit plaza.
- An overlook park is proposed on mounded fill, with thematic city identity landscaped open space patios on the east-contoured site at the northwest corner of Peck Road and Durfee Avenue.
- Multi-family podium court residential and a child care center can be located with direct views into the Whittier Narrows on the south side of Durfee Avenue. Potential community gardens are proposed along the bordering edge of Whittier Narrows.
- A major low-rise, internally focused office podium court complex with a landmark multi-story office tower is proposed on the miniature golf site on the north side of Durfee Avenue.
- Structured parking access to the north side TOD is proposed to avoid the hazardous multi-level crossings of freeway entrance and exit ramps on the north side of SR 60. Pedestrian ramp links on the north side would be supported on a mounded 18' overlook park with the same city identity landscape palette as the south side overlook park.
- The Peck Road and Durfee Avenue rights-of-way are proposed to be redefined to become Complete Streets with landscaped medians, left-turn pocket, on-street bike lanes, parkway canopy shade trees, benches, banners, improved signage and wayfinding graphics, pedestrian-activated crosswalk signalization, and enhanced parking for motorists at crosswalks.
- Enhanced public safety and visual appeal for pedestrians and riderhip pathways at the Peck Road and Durfee Avenue of SR 60 are proposed, with improved overhead lighting, bollards, wall murals and/or creative advertising, wayfinding signage, and public service information.

Concept Building Program	Square Feet	Residential Units	Parking
Blue Station	2,500	14	14
Child Care Center	6,300	1,040	
Retail/serving Retail	69,900	140	
Corporate HQ Office	330,000	1,000	
Office	118,000	238	
Residential		106	159
Park and Ride Structure	638,600	86	3,319
Total	1,165,900	1,484	3,512

SANTA ANITA AVENUE GOLD LINE TRANSIT STATION

Station Location: South of SR 60 on the East Side of Santa Anita Avenue in South El Monte

- The station site and transit plaza are located away from the SR 60 freeway right-of-way edge for guideway alignment engineering reasons. The adjacent 23-acre undeveloped site offers excellent opportunity for TOD-supportive development, a jobs center, and "focal" setting for the city of South El Monte, with view amenities into the adjacent Whittier Narrows open space and parklands. Residential uses are prohibited by a U.S. Army Corps of Engineers flood flow easement restrictions. The walking distance from the station to the north side is lengthened further by the eastbound ramp to SR 60.
- The undeveloped station site area is proposed for a village-like complex of small grid blocks with office podium courts and plaza opposite the station. The plaza would be defined by low-rise, locally serving retail with office uses above, an eight-story landmark office tower, and a contiguous Metro park and ride structure accommodating transit riders and commercial businesses.
- Three- and four-story office podium blocks can orient either to internal courtyard decks (over parking) or views of the spine open space corridor or views into Whittier Narrows. A child care facility can be included as a convenience to commuters and the office work force.
- A pedestrian bridge over SR 60 would overcome walking constraints to the north side connection (proposed transit ramp) on a mounded 18' overlook area with city identity landscape to provide an iconic city of South El Monte gateway element.
- The north side Santa Anita Avenue Downtown Business and Civic Corridor can be redeveloped into smaller block increments for greater walkability, pedestrian scale, and phasing by block modules.
- A business and Civic Corridor street definition would be maintained along both sides, incorporating low-rise mixed uses: retail with office above and more infill blocks with direct parking at the gateway corner of Santa Anita and Forest/Merced and opposite Civic Center at Central Avenue. A lifestyle retail/office plaza can be developed across from Shively Park.
- A new street introduced parallel to Santa Anita Avenue would create blocks with multi-family podium courts of two to four stories, live/work units, townhomes (like owned on Lorraine Street) opposite New Temple Park, and potential small-scale, high-tech green industrial facilities.
- Multi-family podium courts are also shown on the north side of Santa Anita Avenue behind street frontage retail/office uses, with direct linkage into Shively Park. All multi-family residential infill on the north side would be located within the five- to 10-minute walk to Santa Anita Station via the pedestrian bridge, which have offset the Corps' flow easement restrictions on residential uses on the station site area.
- A proposed office complex (four-story) replaces the U.S. Army Reserve site on Laine Road with direct views into Whittier Narrows open space, also within a five- to 10-minute walk from Santa Anita Station via the pedestrian bridge.

Concept Building Program	Square Feet	Residential Units	Parking
Blue Station	2,500	16	16
Child Care Center	6,300	1,040	
Retail/serving Retail	51,800	1,553	
Office/High Technology	768,500		
Park and Ride Structure			2,273
Total	827,200	2,575	2,289

North Side Santa Anita Avenue Civic Corridor to Central Avenue:

Blue Station	Office	Localty Serving Retail
2,500	1,000	58
	1,000	2,013
	563	846
Total	1,148,100	2,117

GARFIELD AVENUE GOLD LINE TRANSIT STATION

Station Location: Southeast Corner of Garfield Avenue and Via Campo in Montebello

MONTEBELLO TOWN CENTER GOLD LINE TRANSIT STATION

Station Location: North Side of Shops at Montebello Shopping Center in Montebello

PECK ROAD GOLD LINE TRANSIT STATION

Station Location: South Side of SR 60 on the East Side of Peck Road

SANTA ANITA AVENUE GOLD LINE TRANSIT STATION

Station Location: South of SR 60 on the East Side of Santa Anita Avenue in South El Monte