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TRANSIT ORIENTED LOS ANGELES:
STATION AREA COMPARISON APPENDIX

UCLA Lewis Center for Regional Policy Studies

ACKOWLEDGEMENTS AND DISCLAIMER

This report was made possible through the support of Los Angeles County Metropolitan Transportation Authority (Metro) and the Urban Land Institute - Los Angeles (ULI-LA) and is a companion to "Transit Oriented Los Angeles: Envisioning an Equitable and Thriving Future" published in November 2018.

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The Ralph & Goldy Lewis Center for Regional Policy Studies is a research center in the UCLA Luskin School of Public Affairs. The Lewis Center advances research on how people live, move, and work in the Los Angeles region, with a focus on policies and interventions that provide paths out of poverty. Since 1989, Lewis Center scholars and staff have produced high-quality research on transportation access, housing affordability, labor, immigration, and many other topics, with a focus on the policy impact on vulnerable populations. The Center
produced programs and events alongside accessible publications for policymakers, public officials, students, opinion leaders, and the public.

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LAplus, a project of Community Partners, is an urban policy think tank with the mission to inspire and advance LA's positive urban future. Through research, policy analysis, collaborations and communications, LAplus promotes Los Angeles's future as an open city that makes space for diverse residents and allows for innovation, prototyping, growth, and change; and as a region in which more people and organizations can be city-makers helping shape this future.

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INTRODUCTION

In "Transit-Oriented Los Angeles: Envisioning an Equitable and Thriving Future" our team presented case studies from seven station areas in the Los Angeles region to understand current and future housing capacity.

Leading up to the case studies, we explored the connections between density and its effects on housing production, neighborhood amenties, and sustainability outcomes. During this review and analysis process, we gathered a varitey of data and comparisons between the station areas. This map appendix report takes the seven station areas and compares their characteristics in terms of:

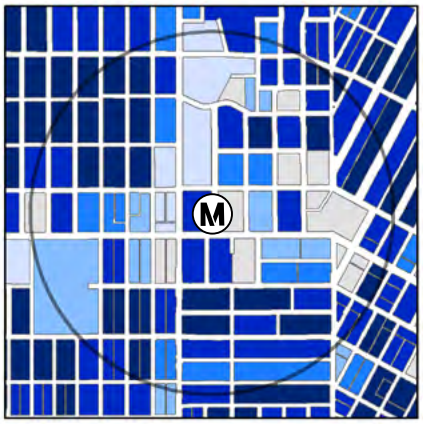
- Population density
- Transit ridership
- Parcel-level housing density
- Housing units and planned housing capacity
- Zoning class
- Building age
- Parking lot availability
- Activity density
- Job density
- Neighborhood amentiies

The Los Angeles region is known for it's great diversity of neighborhoods and by comparing these station area characteristics, we can see these differences at a glance. Many of these characteristics are interrelated to each other. For example, Wilshire/Vermont has the highest level of transit ridership (on both rail and bus), as well as the highest levels of population and activity density, housing capacity, and neighborhood amenties as measured by Walk score®. This result is not surprising as the existing literature explains the muturally beneficial and strong relationship between all of these factors.

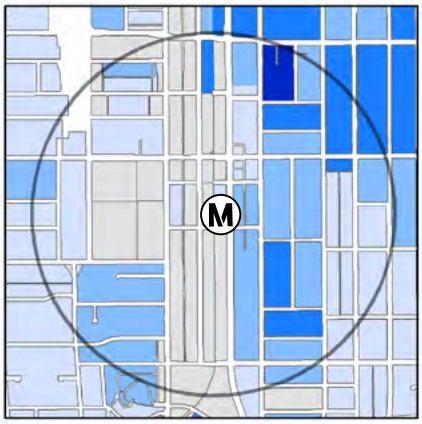
The purpose of this appendix is to help readers further explore similiarites and differences in these seven station areas and to be inspired to consider how different features shape neighborhoods around rail stations throughout Los Angeles County.

Case study station area comparison locations

POPULATION DENSITITES BY CENSUS BLOCK

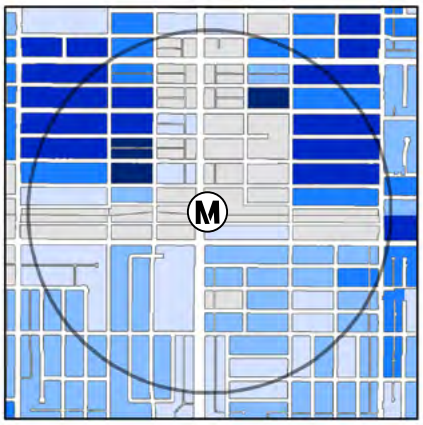


Wilshire/Vermont 64 people/acre

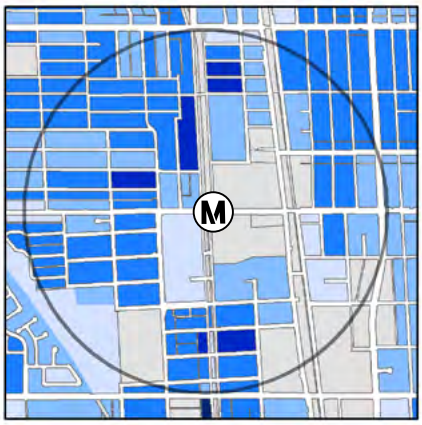


Fillmore 13 people/acre

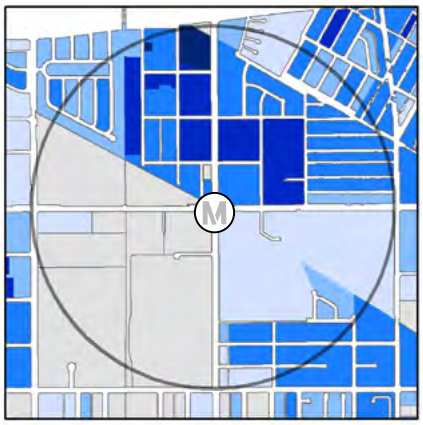
Culver City 17 people/acre



Van Nuys 23 people/acre

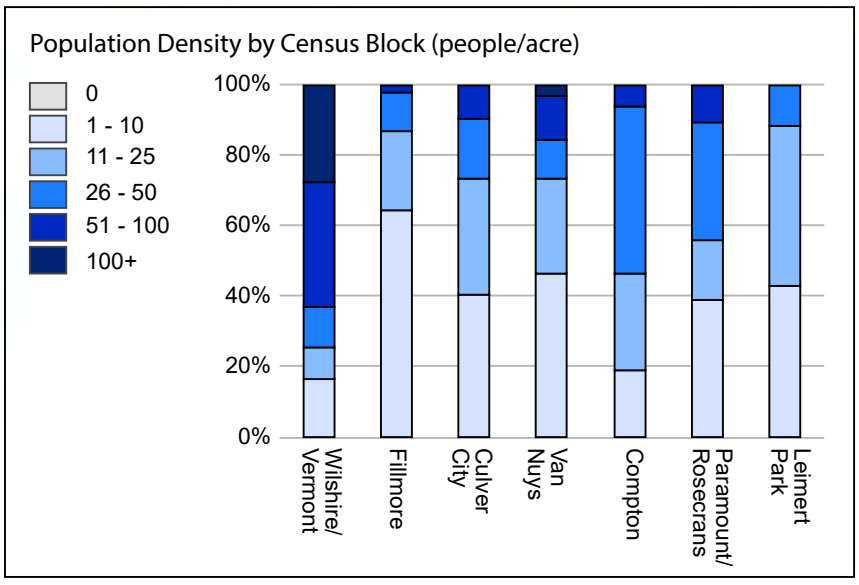


Compton 21 people/acre

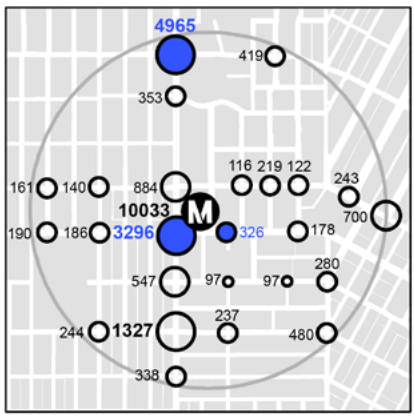


Paramount/Rosecrans 19 people/acre

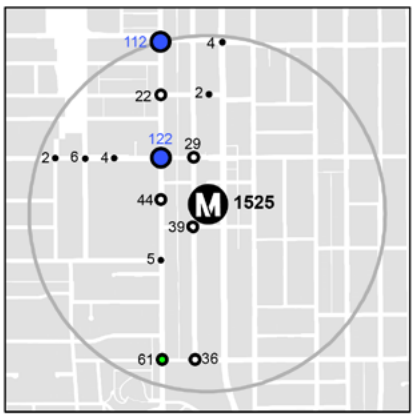
Leimert Park 15 people/acre



TRANSIT RIDERSHIP

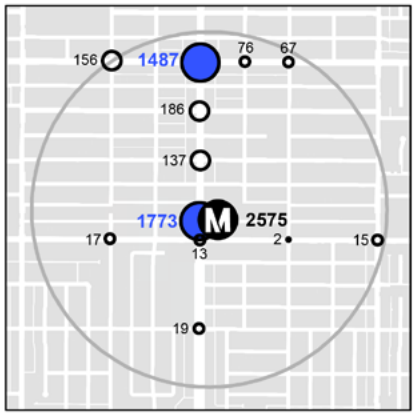


Wilshire/Vermont
Avg. daily boardings (Metro): 26,178

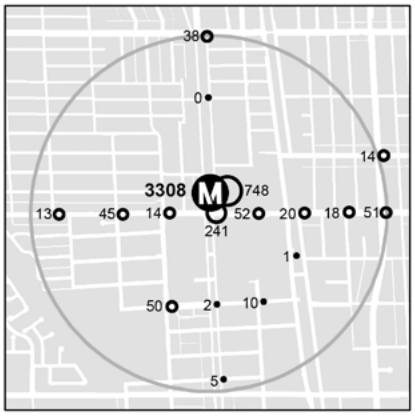


Fillmore
Avg. daily boardings (Metro): 5,473

Culver City
Avg. daily boardings (Metro): 4,848

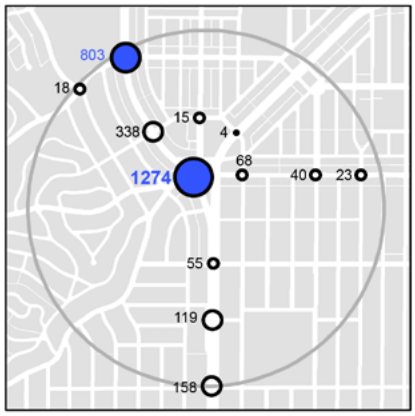


Van Nuys
Avg. daily boardings (Metro): 6,523



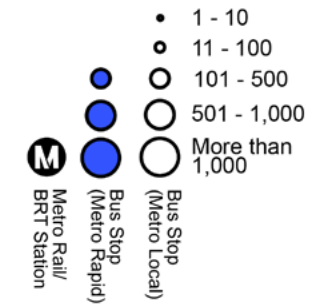
Compton
Avg. daily boardings (Metro): 4,630

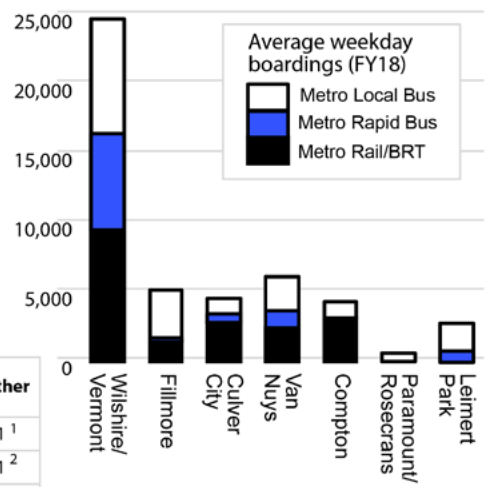
Paramount/Rosecrans
Avg. daily boardings (Metro): 592



Leimert Park
Avg. daily boardings (Metro): 2,915

Metro avg. weekday boardings (FY18)



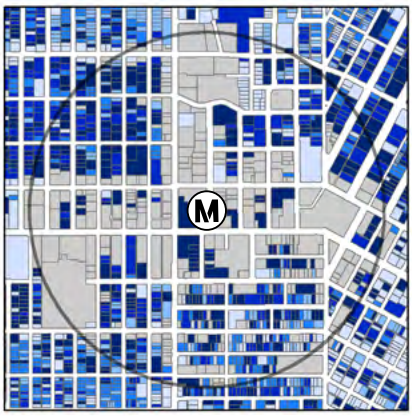


Stops by station area

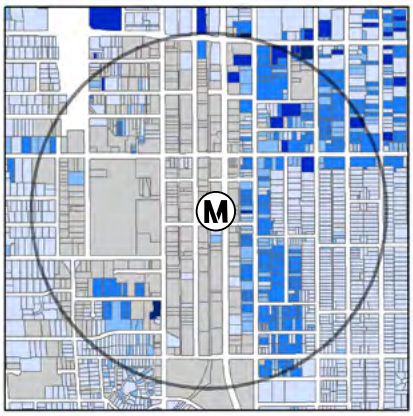
	Metro Rapid	Metro Local	Other
Wilshire/Vermont	2	7	1 [1]
Fillmore	1	2	1 [2]
Culver City	1	1	4 [3]
Van Nuys	2	4	1 [1]
Compton	0	6	6 [4]
Paramount	0	4	0
Leimert Park	3	4	1 [1]

1. LADOT DASH
2. Pasadena Transit
3. Culver City Big Green Bus and Santa Monica Big Blue Bus
4. Compton Transit and Gardena Transit

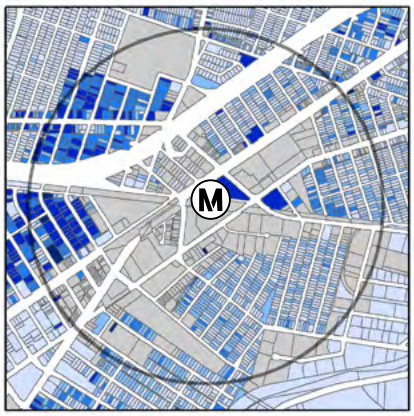
HOUSING DENSITIES BY PARCEL



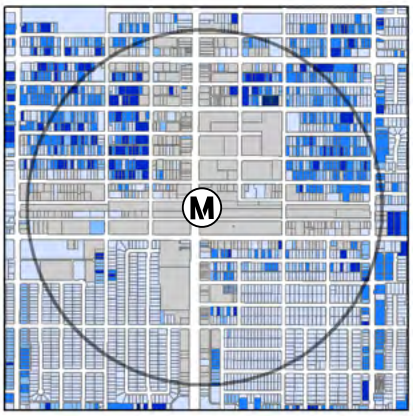
Wilshire/Vermont *37 units/acre*



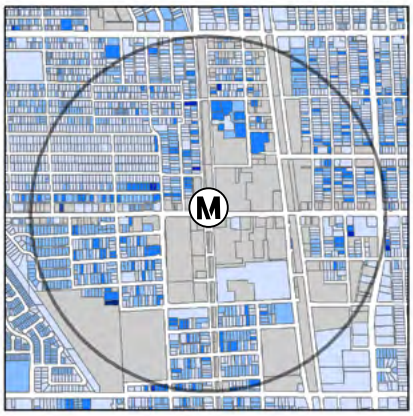
Fillmore *9 units/acre*



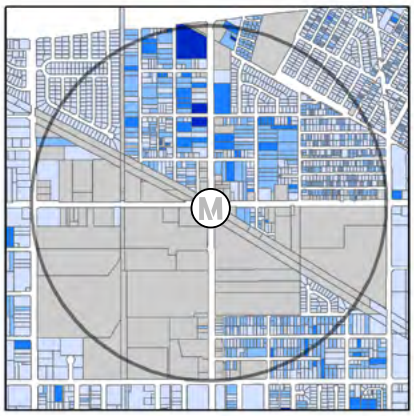
Culver City *8 units/acre*



Van Nuys *8 units/acre*

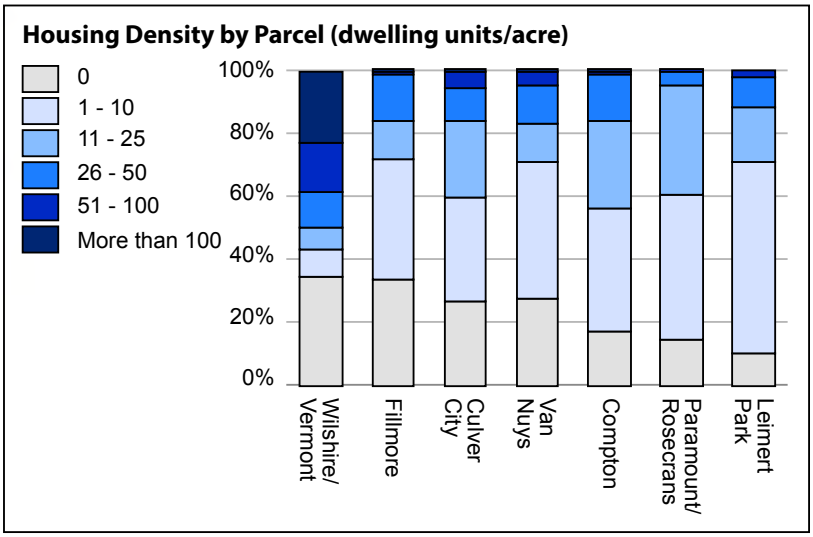


Compton *7 units/acre*

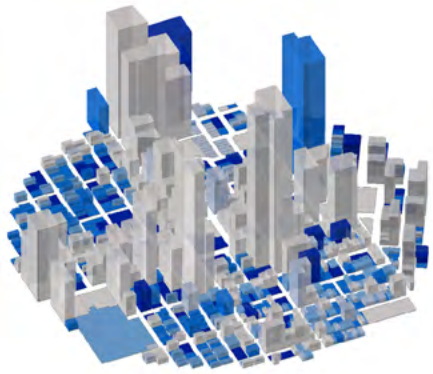


Paramount/Rosecrans *6 units/acre*

Leimert Park *5 units/acre*

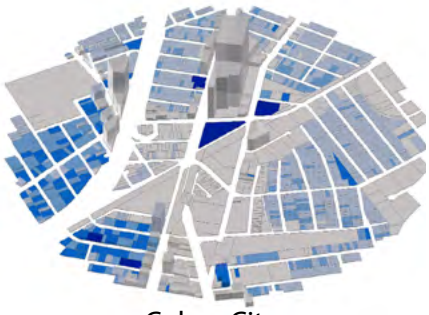


CURRENT HOUSING UNITS & PLANNED HOUSING CAPACITY

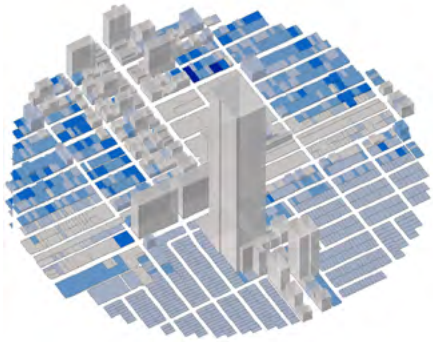


Wilshire/Vermont

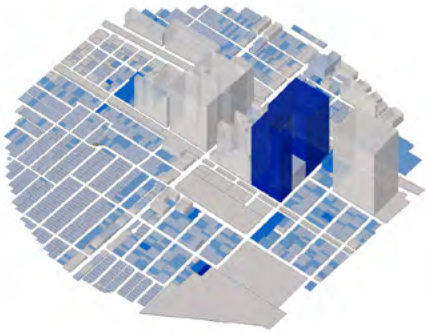
Fillmore



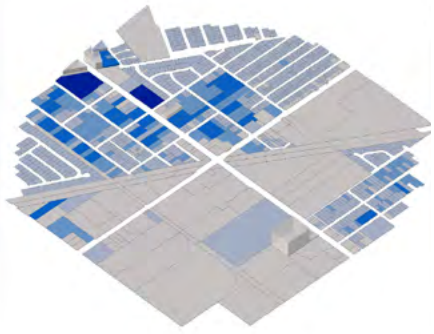
Culver City



Van Nuys

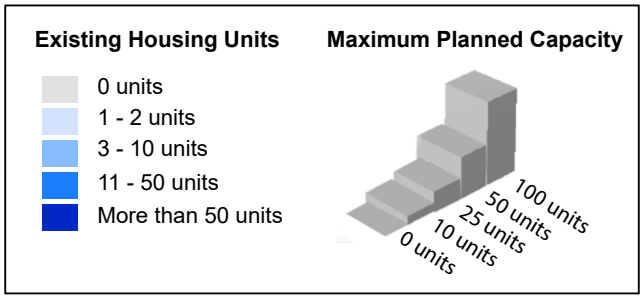


Compton

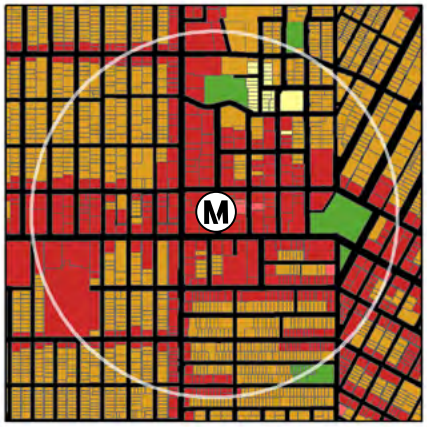


Paramount/Rosecrans

Leimert Park



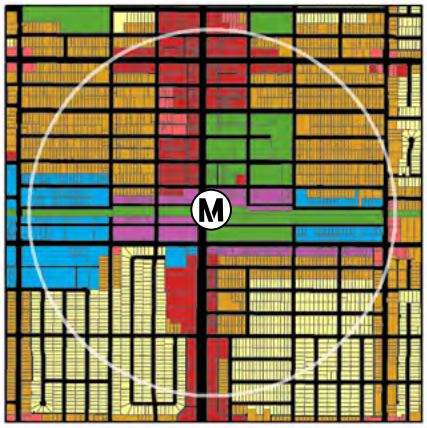
ZONING CLASSES BY PARCEL



Wilshire/Vermont

Fillmore

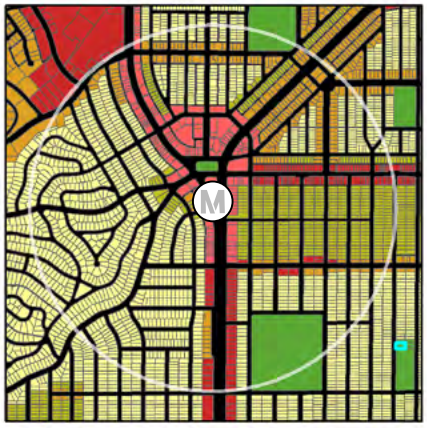
Culver City



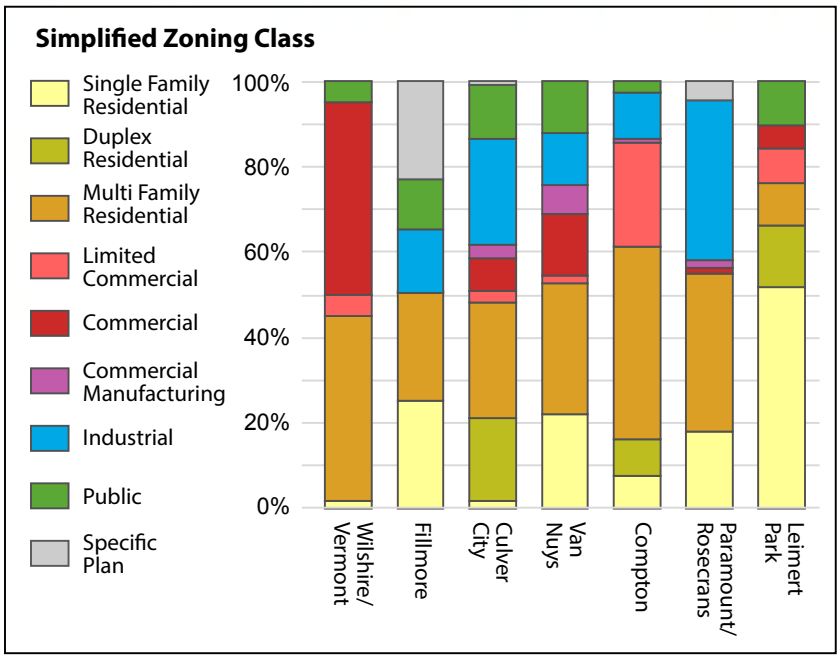
Van Nuys

Compton

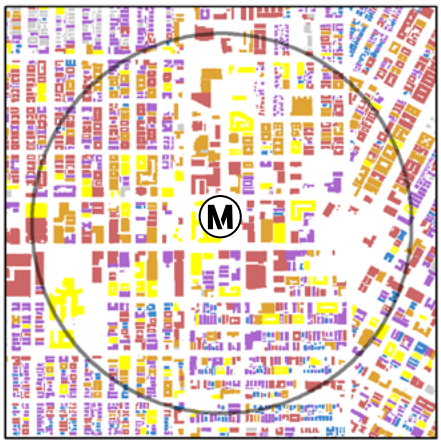
Paramount/Rosecrans



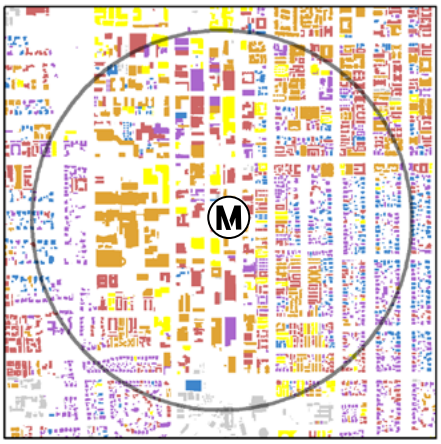
Leimert Park



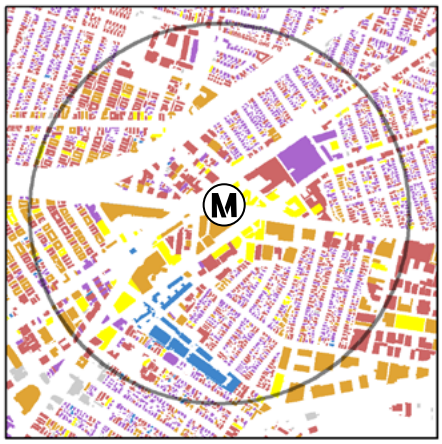
BUILDING AGES BY YEAR BUILT



Wilshire/Vermont (mean: 1951)

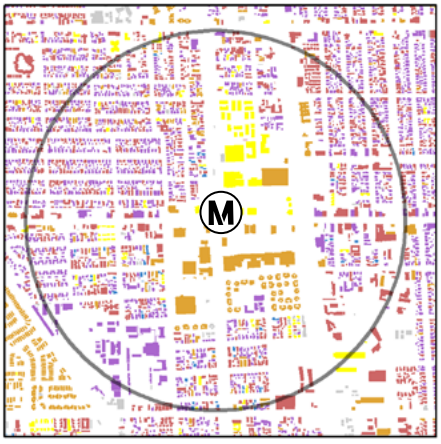


Fillmore (mean: 1952)



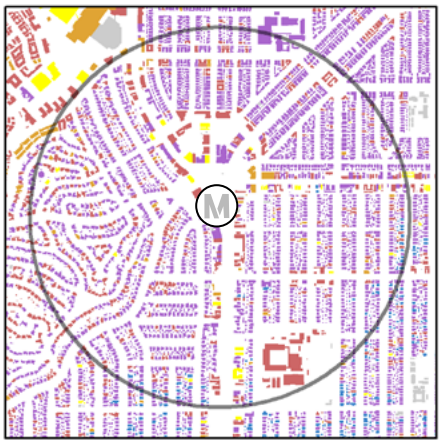
Culver City (mean: 1950)

Van Nuys (mean: 1955)

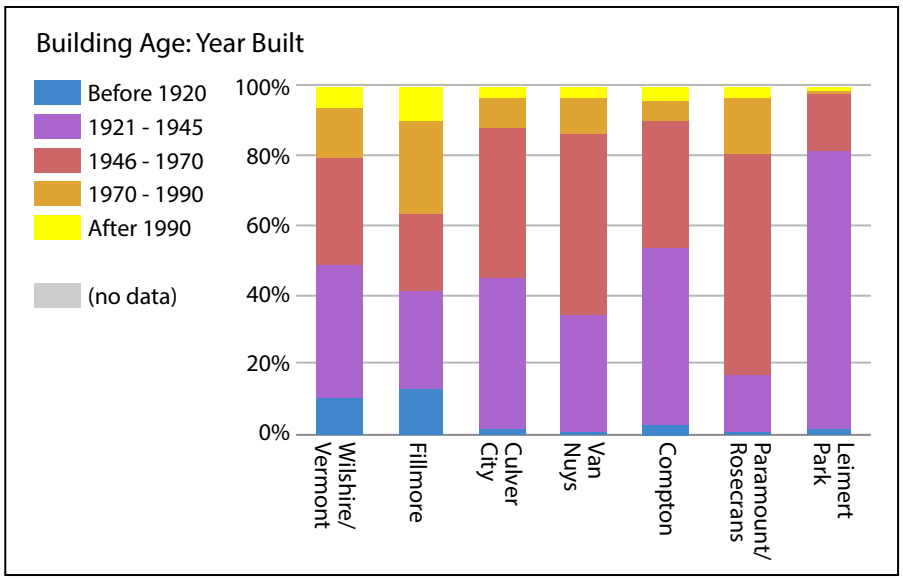


Compton (mean: 1947)

Paramount/Rosecrans (mean: 1959)



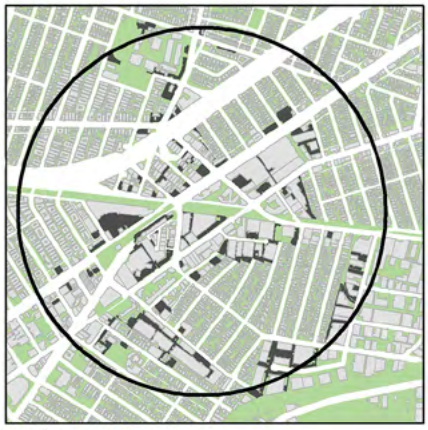
Leimert Park (mean: 1938)



ADJACENT SURFACE PARKING LOTS

Wilshire/Vermont
52.2 surface parking acres (13% area)

Fillmore
53.7 surface parking acres (13% area)



Culver City
37.6 surface parking acres (10% area)

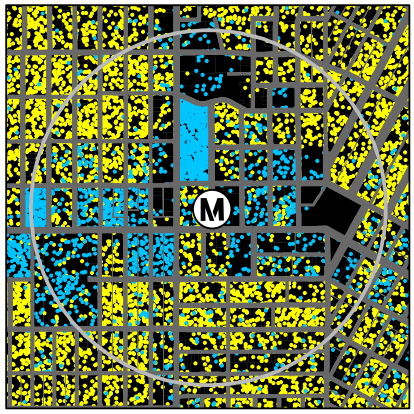
Van Nuys
62.7 surface parking acres (16% area)

Compton
59.1 surface parking acres (14% area)

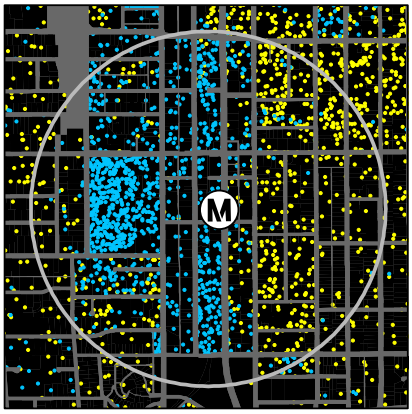
Paramount/Rosecrans
59.1 surface parking acres (30% area)

Leimert Park
19.7 surface parking acres (5% area)

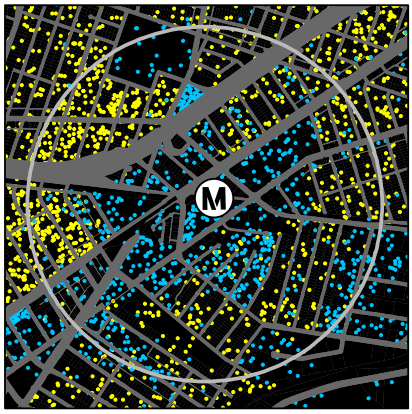
ACTIVITY DENSITY



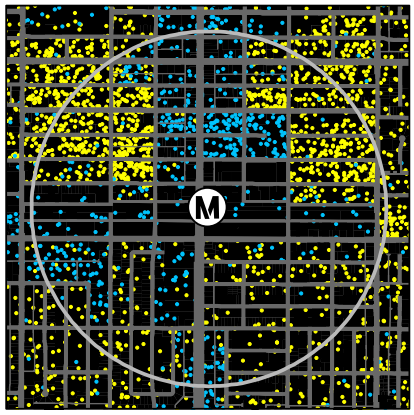
Wilshire/Vermont
64 pop/ac + *35 jobs/ac* = ***99 AU/ac***



Fillmore
13 pop/ac + *24 jobs/ac* = ***37 AU/ac***

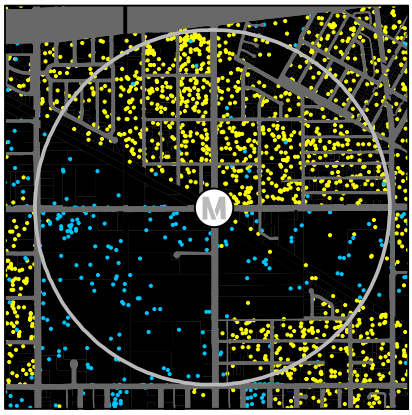


Culver City
17 pop/ac + *18 jobs/ac* = ***35 AU/ac***



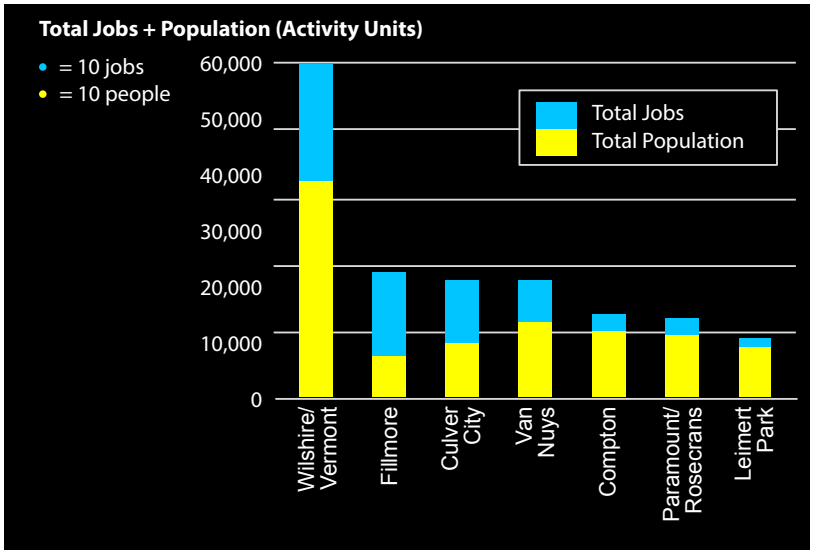
Van Nuys
23 pop/ac + *12 jobs/ac* = ***35 AU/ac***

Compton
21 pop/ac + *4 jobs/ac* = ***25 AU/ac***

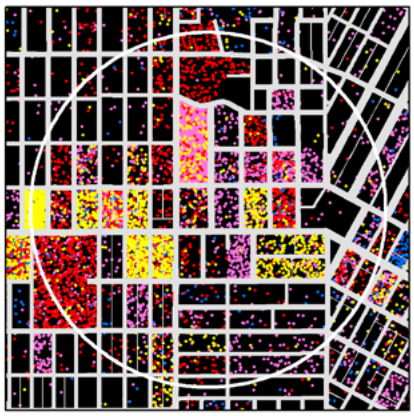


Paramount/Rosecrans
19 pop/ac + *5 jobs/ac* = ***24 AU/ac***

Leimert Park
15 pop/ac + *3 jobs/ac* = ***18 AU/ac***



JOB DENSITY BY SECTOR



Wilshire/Vermont *35 jobs/acre*

Fillmore *24 jobs/acre*

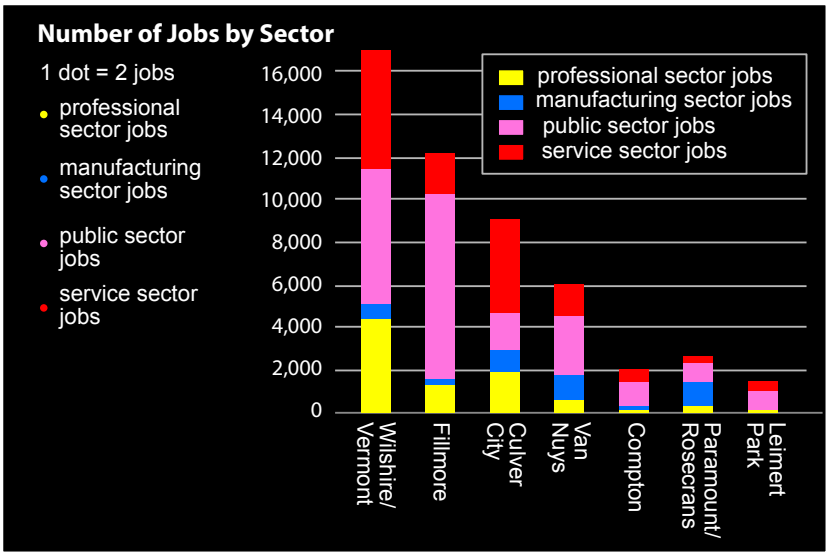
Culver City *18 jobs/acre*

Van Nuys *12 jobs/acre*

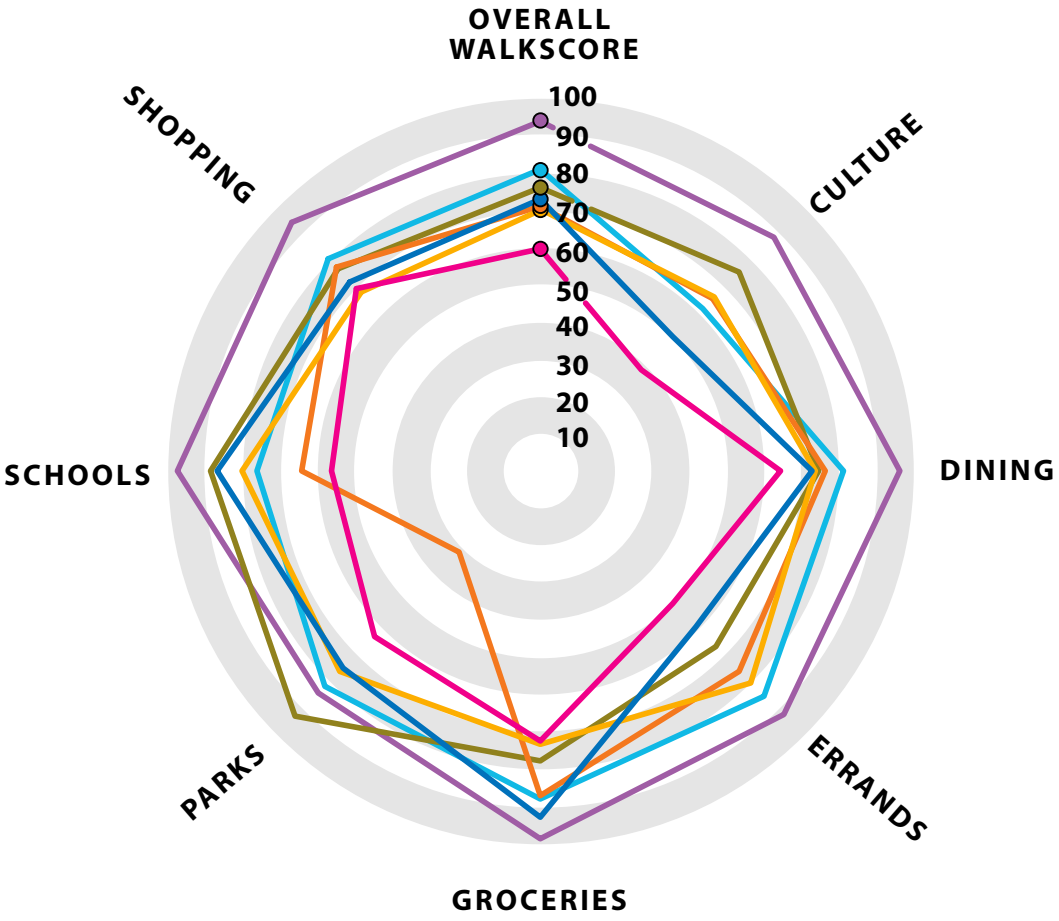
Compton *4 jobs/acre*

Paramount/Rosecrans *5 jobs/acre*

Leimert Park *3 jobs/acre*



NEIGHBORHOOD AMENITIES



STATION	Overall	Culture	Dining	Errands	Grocery	Parks	Schools	Shopping
Wilshire/Vermont	93	88	96	92	98	84	97	94
Culver City	80	62	81	85	88	81	76	80
Leimert Park	76	75	75	66	77	93	88	77
Compton	73	51	73	59	93	75	86	72
Van Nuys	72	65	76	76	87	31	63	77
Fillmore	71	66	74	80	73	76	80	68
Paramount/ Rosecrans	60	38	64	50	72	62	56	69

DATA SOURCES

CHARACTERISTIC	SOURCE AND VINTAGE
Population density	U.S. Census Bureau; 2012 - 2016 American Community Survey 5-year estimates
Transit ridership	Boarding data retreived from LA Metro September, stop data from LADOT Dash, Pasadena Transit, Culver City Transit, and Santa Monica Big Blue Bus (2018)
Housing density by parcel	Los Angeles County annual secured tax assessment roll (2016)
Housing units and planned housing capacity	Los Angeles County annual secured tax assessment roll (2016)
Zoning class by parcel	Southern California Association of Governments (SCAG) Countywide Land Use Policy and Zoning (2012)
Adjacent parking lots	Los Angeles regional imagery acquisition consortium (LARIAC) derived parking lot boundaries for boundaries of parking lots 5,000 sq. ft or greater. (2014)
Activity density	Population data from the U.S. Census Bureau 2012-2016 American Community Survey 5-year estimates, jobs data from U.S. Census Bureau Longitudinal Employer-Household Dynamics dataset (2015)
Jobs by sector	U.S. Census Bureau Longitudinal Employer-Household Dynamics dataset (2015)
Neighborhood amenities	Walk Score® data (2015)

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