Vernon Westside Specific Plan

City Council Workshop

June 21, 2022

Vernon's Adaptation to Change

1920s
Establishment of exclusively industrial zoning --> Transition to industrial economy

1933
Creation of Vernon Power Plant --> Increase of competitive advantage for City businesses

1980s
Edison antitrust lawsuit

Closing of Bethlehem Steel --> Transition to warehousing

1997
Malburg Generating Station and Gas Distribution System —> Maintaining competitive advantage

2022
First Data Center --> Transition to digital economy

Closure of Farmer John's

Vernon Westside Specific Plan -->
Creating flexibility for new, creative, mixed-use, production economy

Purpose of the Project

<u>Council Direction to prepare a Westside Specific Plan 9/30/20</u>

Prepare a 30-year plan, representing the next step in Vernon's historical evolution:

1. Maintain Vernon's competitive advantage as a center of production

2. Create a more prosperous, diversified and resilient community

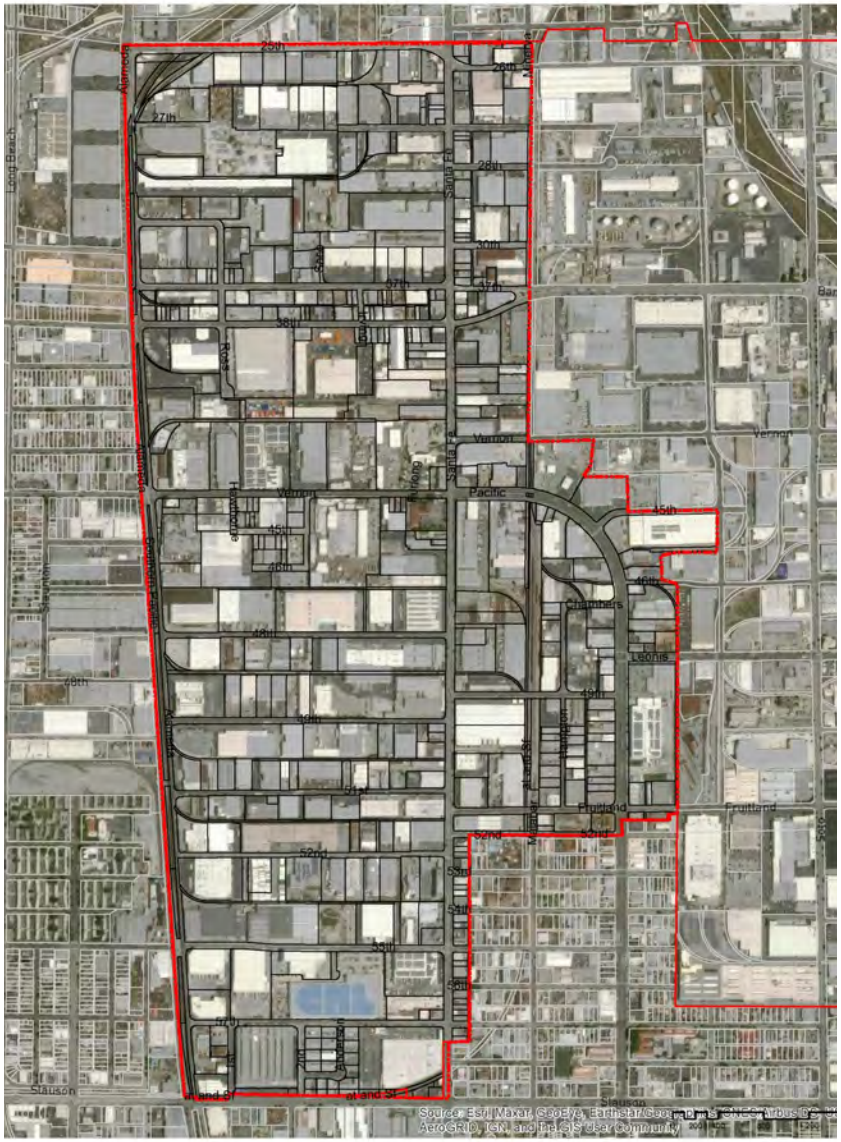
3. Respond to long-term economic and governance threats
    a) Maintain fiscal sustainability
    b) Increase voting population

<u>Study Session 6/21/22</u>

Receive feedback on the plan vision and direction prior to preparation of draft plan document and EIR

1 Introduction

What is a Specific Plan?



1. Vision

Adopted with SP, no regulatory force

- Direction for the evolution of the district over the next ~30 years

2. Regulation

Adopted with SP, govern private development

- Where will different uses be permitted?
- What standards will govern new development?
- Program EIR which allows future CEQA analysis to be streamlined

3. Implementation Strategy

Affirmed in SP, future City action needed to implement

- Public Works Projects
- Development of Public Land
- Public-Private Partnerships

Specific Plan Goals

1. Reinvigorate the City's competitive advantage as a **center of production**

2. Strengthen and provide **long-term stability** to the City's fiscal position

3. Increase the **residential population** in order to increase access to proportionally allocated Federal and State funding, to strengthen the City's governance, and help meet regional housing needs

4. Diversify and reorient the Westside's land uses to take advantage of changes in the **economic landscape** of Southern California

5. **Increase amenities** available to local residents and workers

6. Create a **physical environment** that is supportive of diversified land uses, welcoming to the larger region, and enhancing to the City's image and identity

The Role of Residential

Vernon needs to increase its population, but how?

1. The Westside will be attractive to **singles, childless couples and other non-family households** who want to live in a creative environment close to the urban core of Downtown and the Arts District.

2. These creative types of people are the most likely to **start** small-scale design and production **businesses**; they seek areas where they can live and work in proximity.

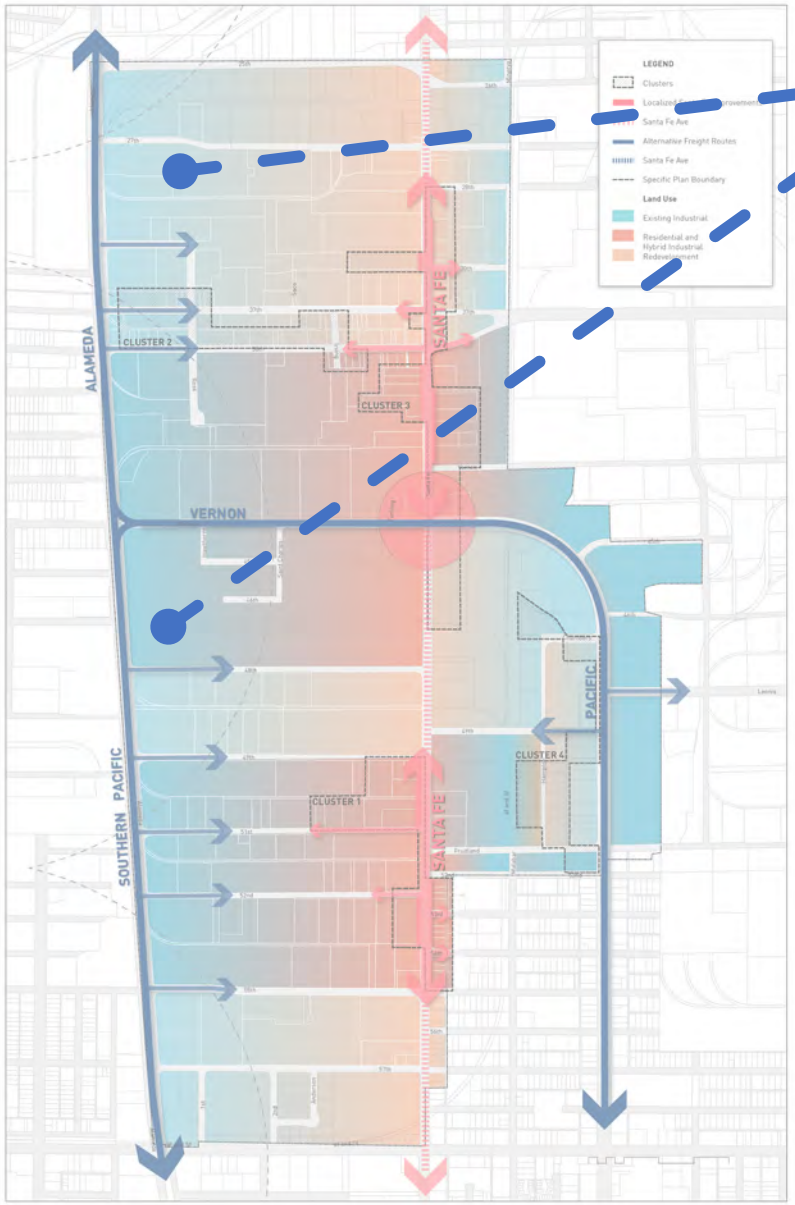
3. Market-rate housing is important to create the **demand for restaurants and local businesses** amenities serving the community

4. Market-rate housing can make mixed-use development "**pencil out**"

5. Successful residential developments are in locations where people have other places to be (**retail, restaurants, open spaces, institutions, etc**)

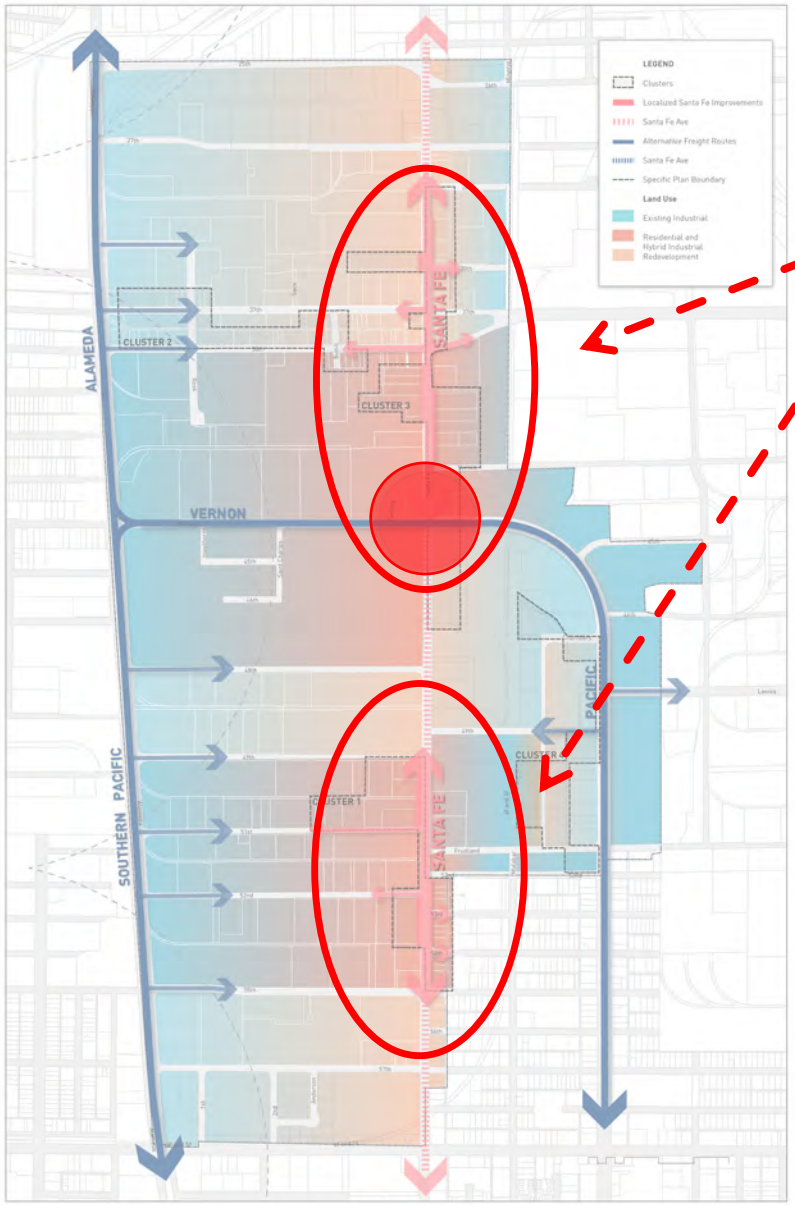
2 Vision

Creating a Diversified District



1. Preserve most of the district for current, industrial uses

Creating a Diversified District

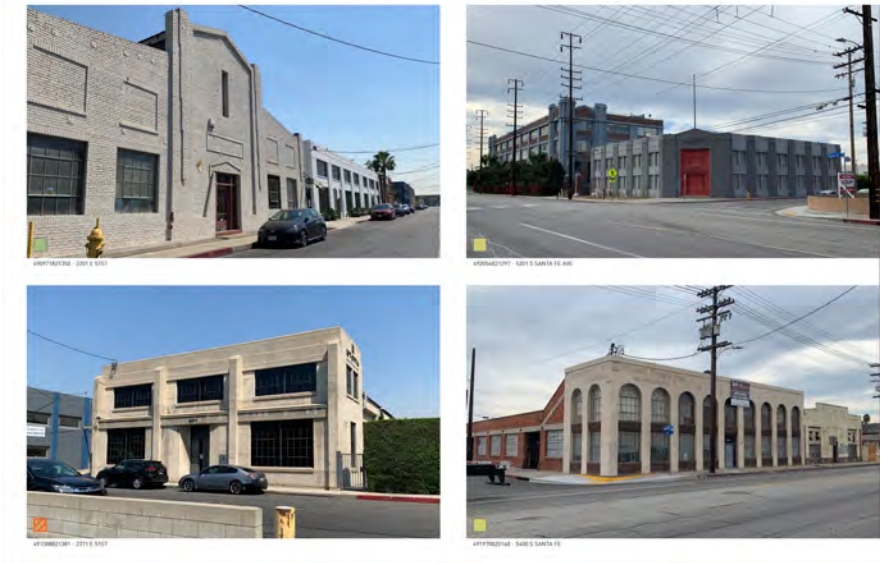


1. Preserve most of the district for current, industrial uses

2. Provide flexibility for the diversification of land uses in strategic locations including:

    a. South Santa Fe District (Cluster 1)

    b. Civic Center/Santa Fe North, including a Civic Center node at Santa Fe/Pacific/Vernon (Cluster 3)



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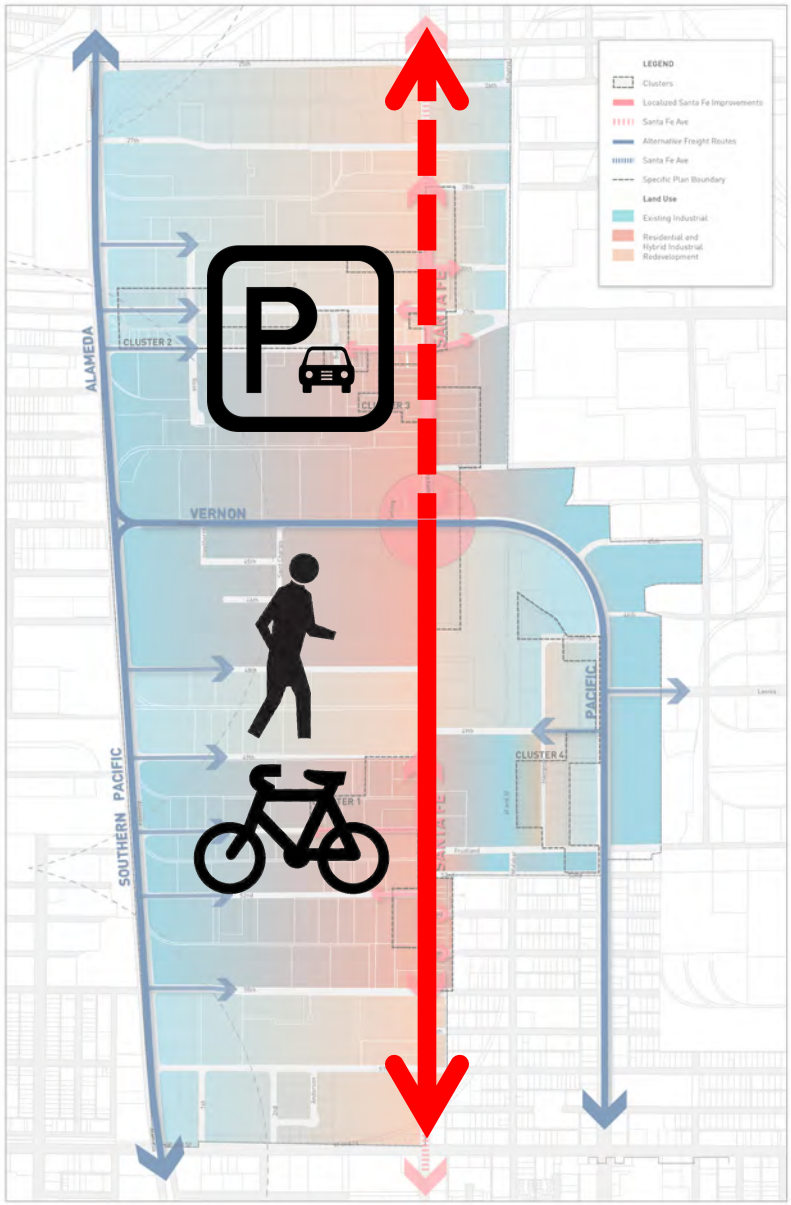

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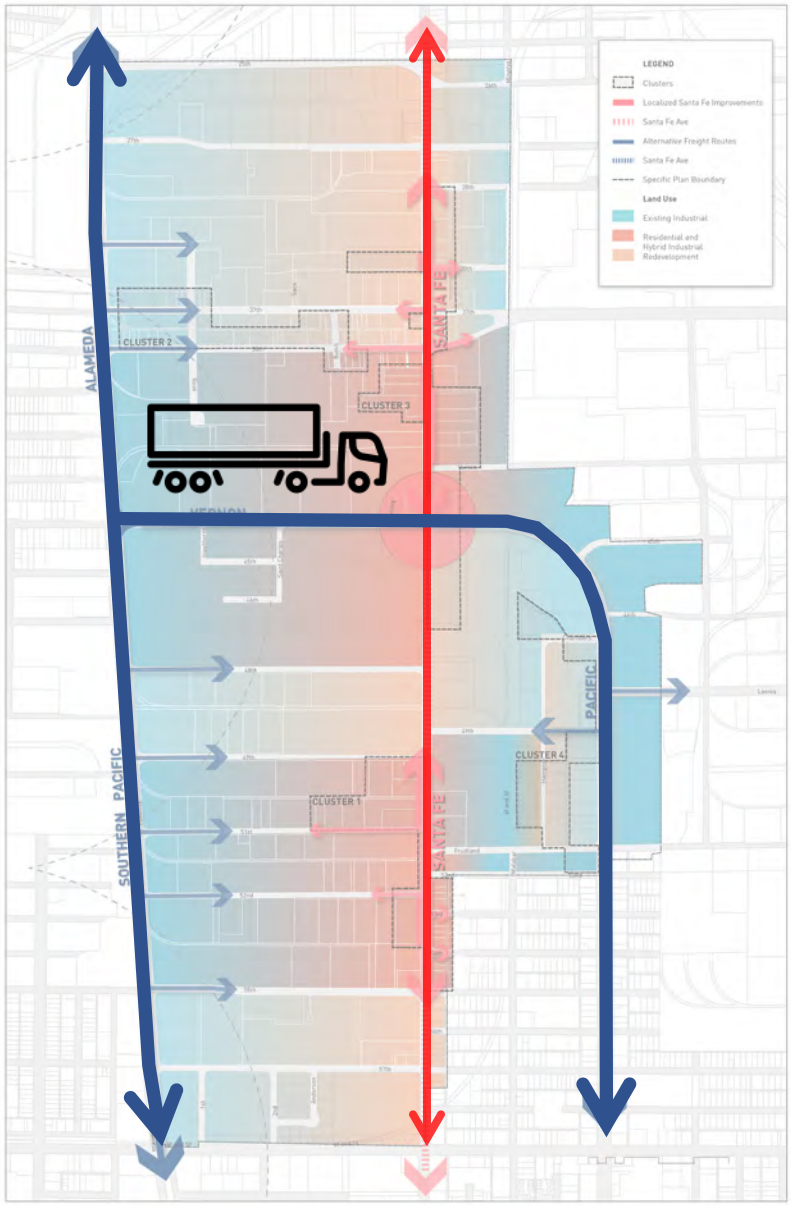
3. Strengthen Santa Fe Avenue as a walkable Main Street suitable for land use diversity

Creating a Diversified District



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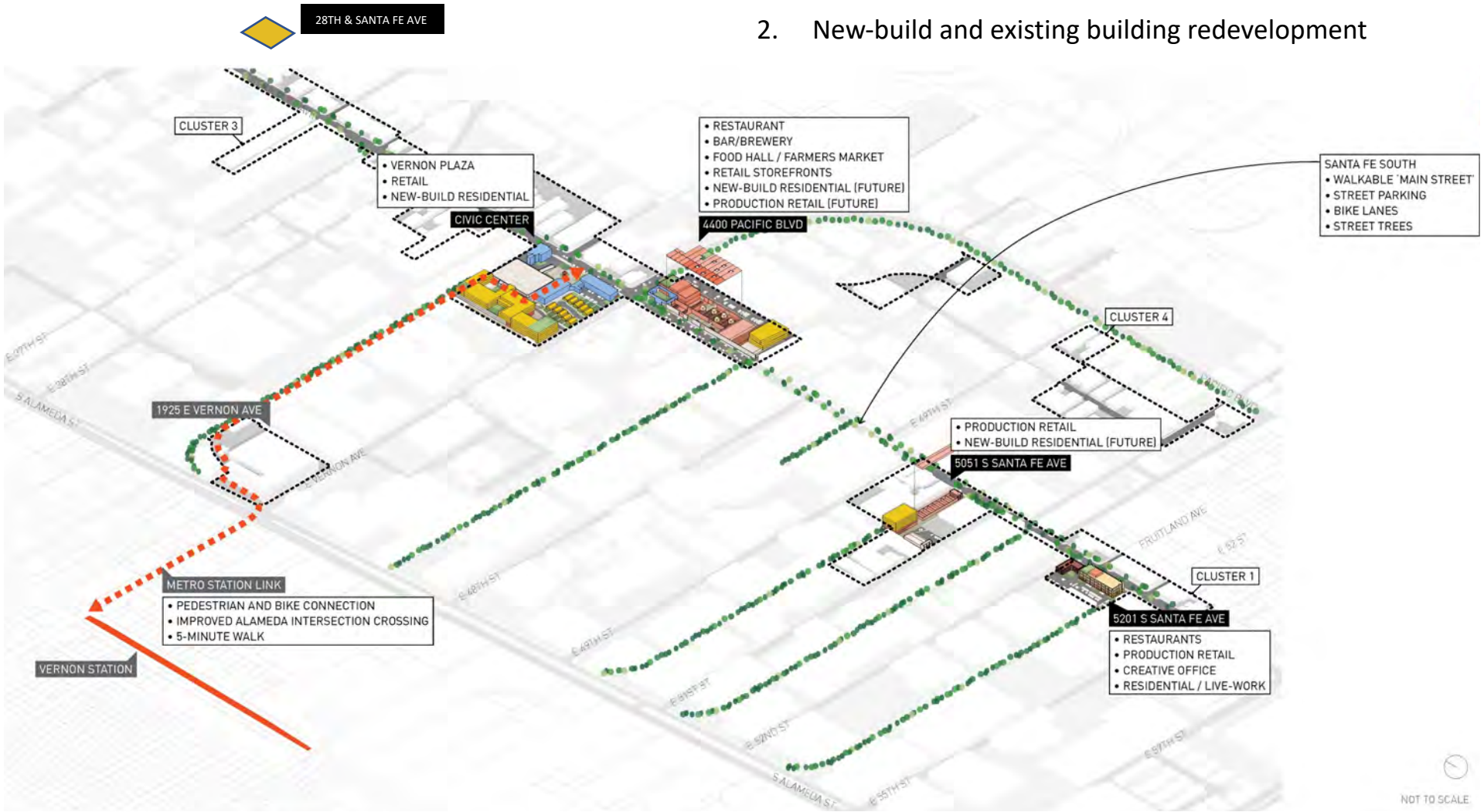
3. Strengthen Santa Fe Avenue as a walkable Main Street suitable for land use diversity

4. Create a truck route system directing heavy truck traffic away from Santa Fe Avenue, and improve freight movement on Alameda East

What a Diversified District Could Be

1. Both public and private development opportunities
2. New-build and existing building redevelopment



Potential Catalyst Projects

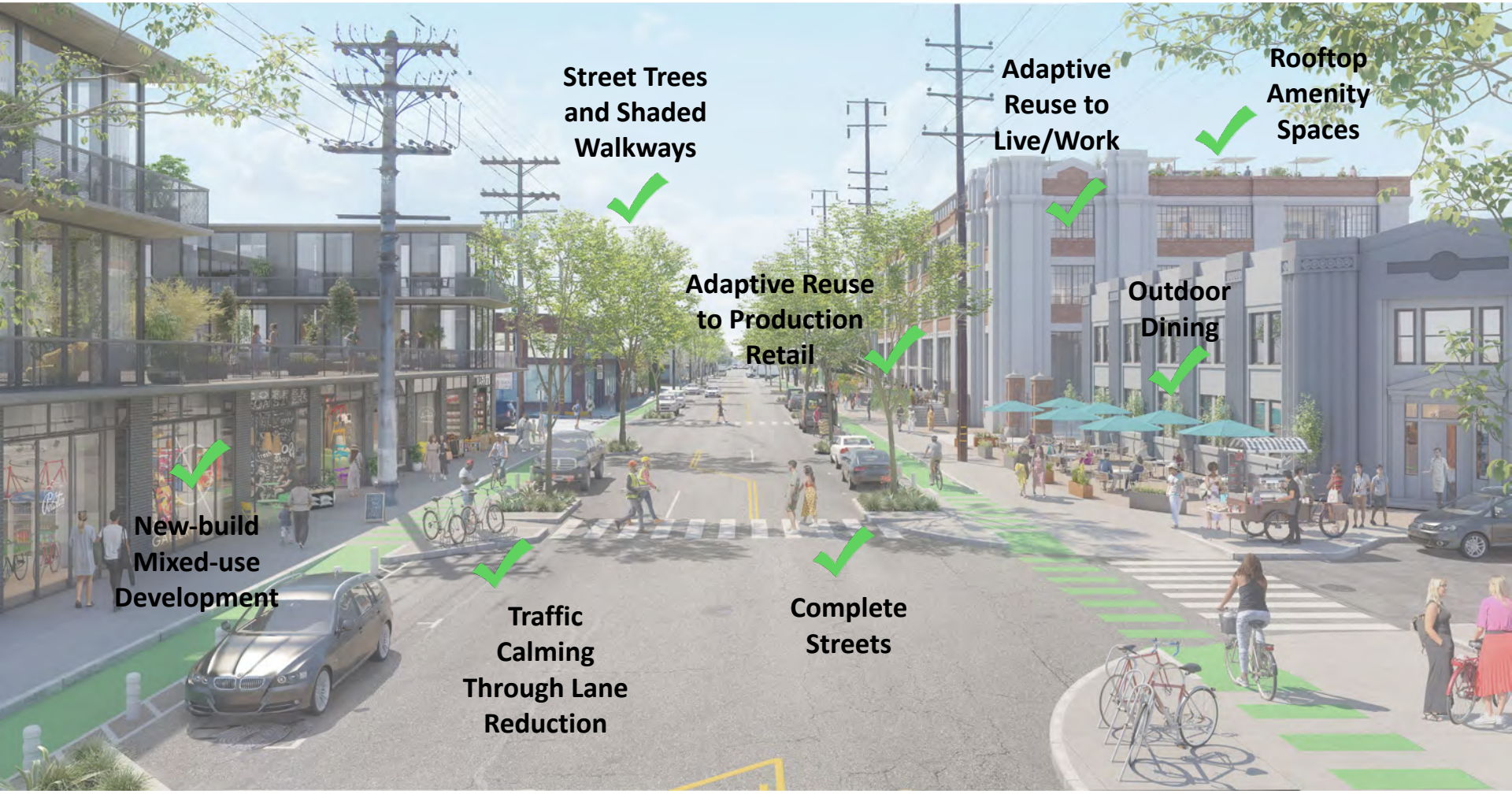
What a Diversified District Could Be

Santa Fe (at 52nd Street, south view) - ***Existing***

What a Diversified District Could Be

Santa Fe (at 52nd Street, south view) - ***Proposed***

What a Diversified District Could Be



Santa Fe (at 52nd Street, south view) - ***Proposed***

What a Diversified District Could Be

*Civic Center (at Vernon/Santa Fe, south view) - **Existing***

What a Diversified District Could Be

*Civic Center (at Vernon/Santa Fe, south view) - **Proposed***

What a Diversified District Could Be

Civic Center (at Vernon/Santa Fe, south view) - ***Proposed***

Private Developer Interest

4400 Pacific Blvd- ***Proposed***

~81 units

5201 S Santa Fe Ave - ***Proposed***

~32 units

1. Meetings with property owners & expressed interest
2. Feasibility analysis
    1. Physical/design
    2. Parking
    3. Financial feasibility

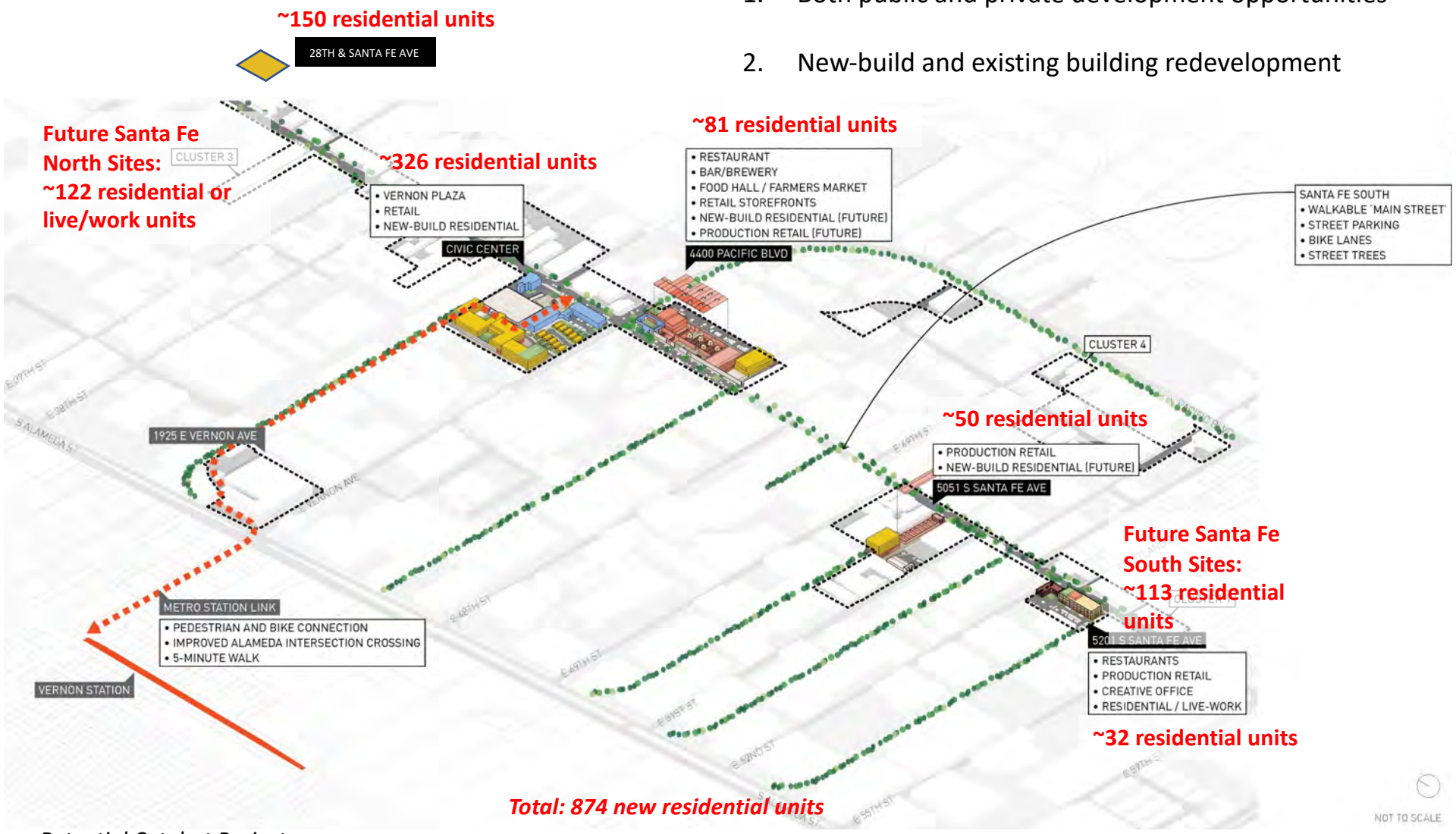
Private Developer Interest

*Private Development (at 28th St and Santa Fe) - **Proposed***

*** Approximately 150 new residential units**

Residential Distribution

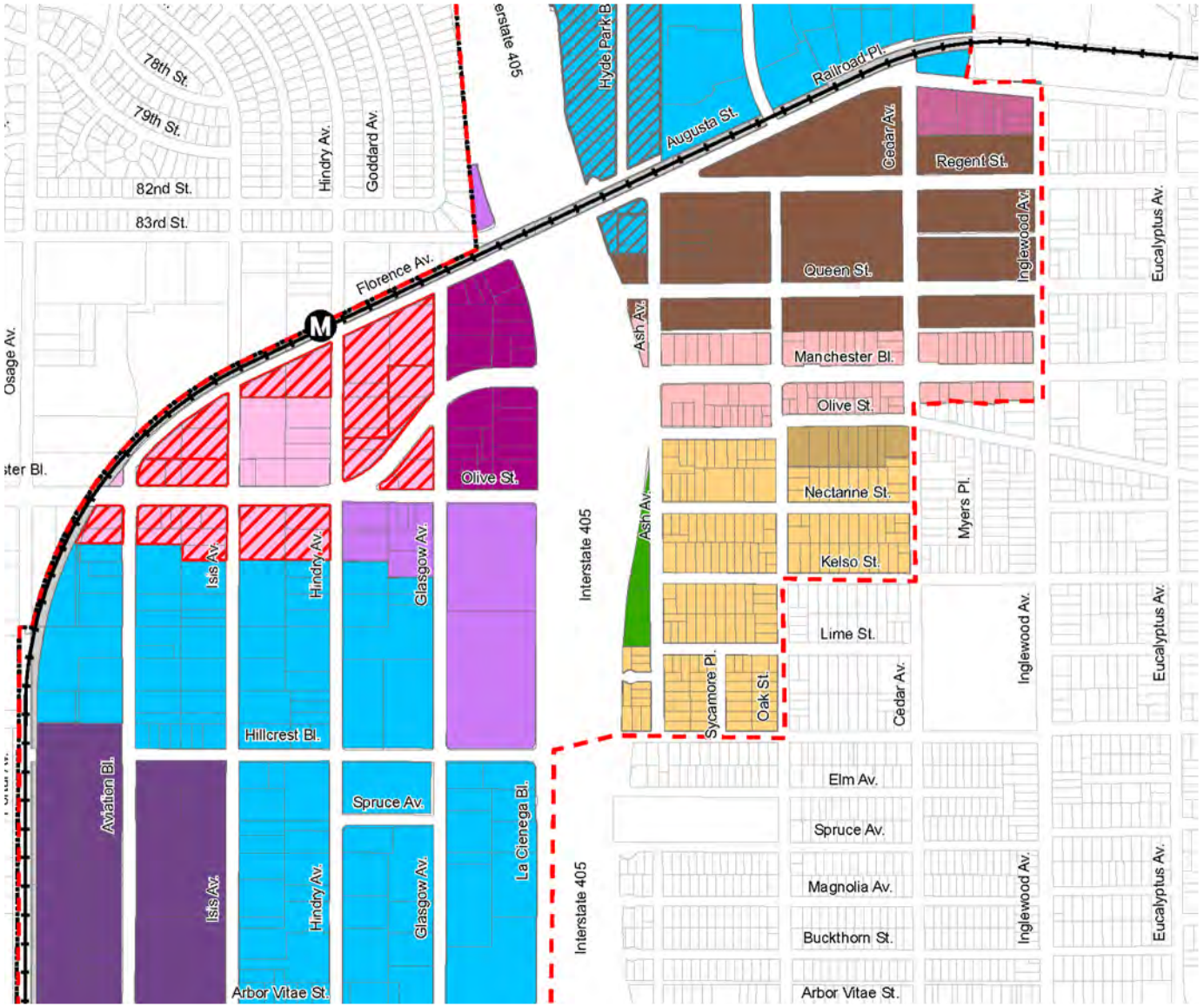
1. Both public and private development opportunities
2. New-build and existing building redevelopment



Total: 874 new residential units

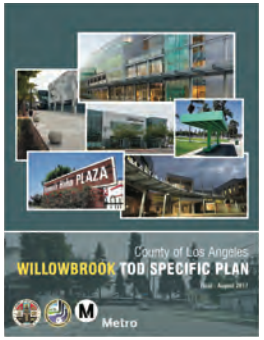
Potential Catalyst Projects

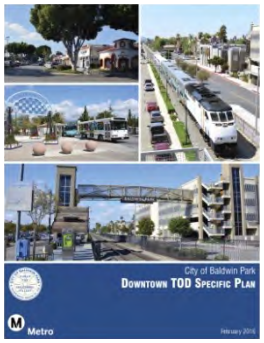
3 Regulation

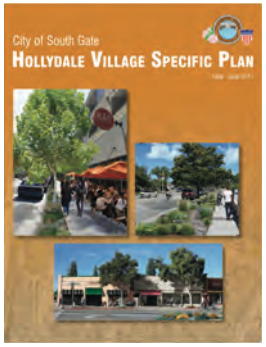


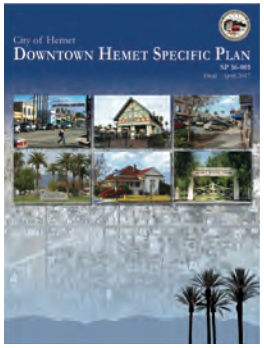
Inglewood Westchester / Veterans TOD Plan Zoning Map

Regulation





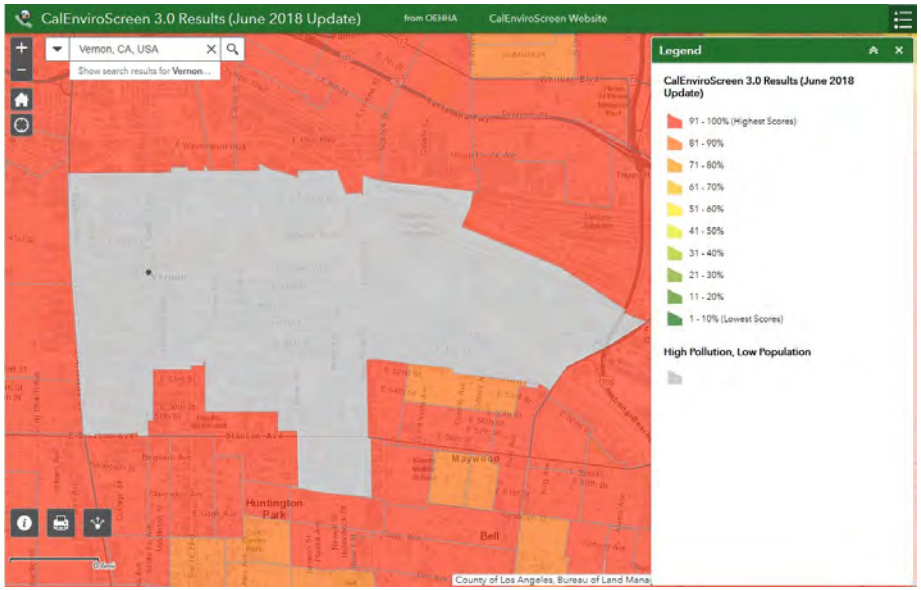




Zoning standards governing private development will include:

- Zoning map and use table stating where commercial, residential and live/work uses will be allowed
- Requirements for residential projects to include retail, production or live/work spaces
- Maximum height of structures in different districts and along Santa Fe frontage
- Incentives to preserve historic structures
- Adjusted parking requirements – lessening existing barriers to building commercial uses, yet providing sufficient parking supply

Regulation



Environmental Impact Report (EIR)

- Clear process for developers to understand what is/is not allowed
- Streamlined environmental review for projects, although certain studies will still be required on a project-by-project basis (e.g. soils)

Design Standards and Guidelines for Environmental Health

- Separation of residential uses from highly-used loading docks and contaminating uses
- Approach will vary depending on land use (commercial vs. residential)

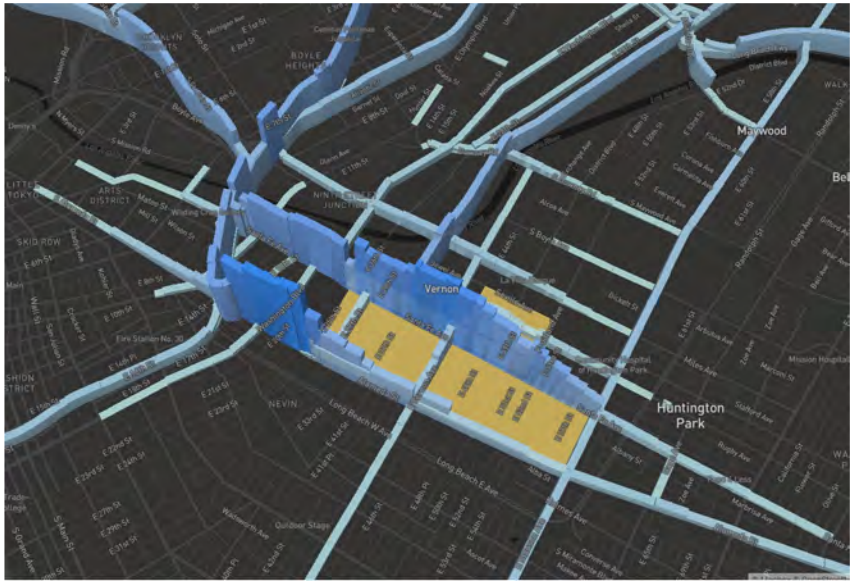
4 Implementation

- Catalytic Projects
- Capital Improvements Program
- Financing
- Phasing

Prioritization Score	Percent within 1/2 mile radius	Cost Range Low	Cost Range High	Implementation Complexity	Origin
35	100%	$ 5,000	$ 100,000	Low • Planned by GLCA	Construction Authority DB2
35	100%	n/a	n/a	Low • Planned by GLCA	Construction Authority
35	100%	$ 500,000	$ 1,500,000	Low • Planned by GLCA	Walk Audit
30	100%	$ 233,000	$ 1,165,000	Low • Planned by GLCA	Construction Authority

Capital Improvements Program – proposed project list

Transportation Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Configurations									
Traffic Volume (vph)	142	223	61	10	360	395	64	697	11
Future Volume (vph)	142	223	61	10	360	395	64	697	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	0.95			0.95	0.88		0.95	
Frt	1.00	0.97			1.00	0.85		1.00	
Flt Protected	0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1703	3296			3467	2733		3588	
Flt Permitted	0.25	1.00			0.94	1.00		1.00	
Satd. Flow (perm)	448	3296			3267	2733		3588	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	146	230	63	10	371	407	66	719	11
RTOR Reduction (vph)	0	21	0	0	0	62	0	1	0
Lane Group Flow (vph)	146	272	0	0	381	345	0	795	0
Heavy Vehicles (%)	6%	6%	6%	4%	4%	4%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	
Protected Phases	7	4			8	6	2	2	
Permitted Phases	4			8		8			

Overall Approach & Methodology

Step 1: Understand Existing Conditions

- Determine why are there so many trucks & autos on Santa Fe? Where are they from? Where are they going?
- Create baseline of actual conditions and existing traffic volumes.

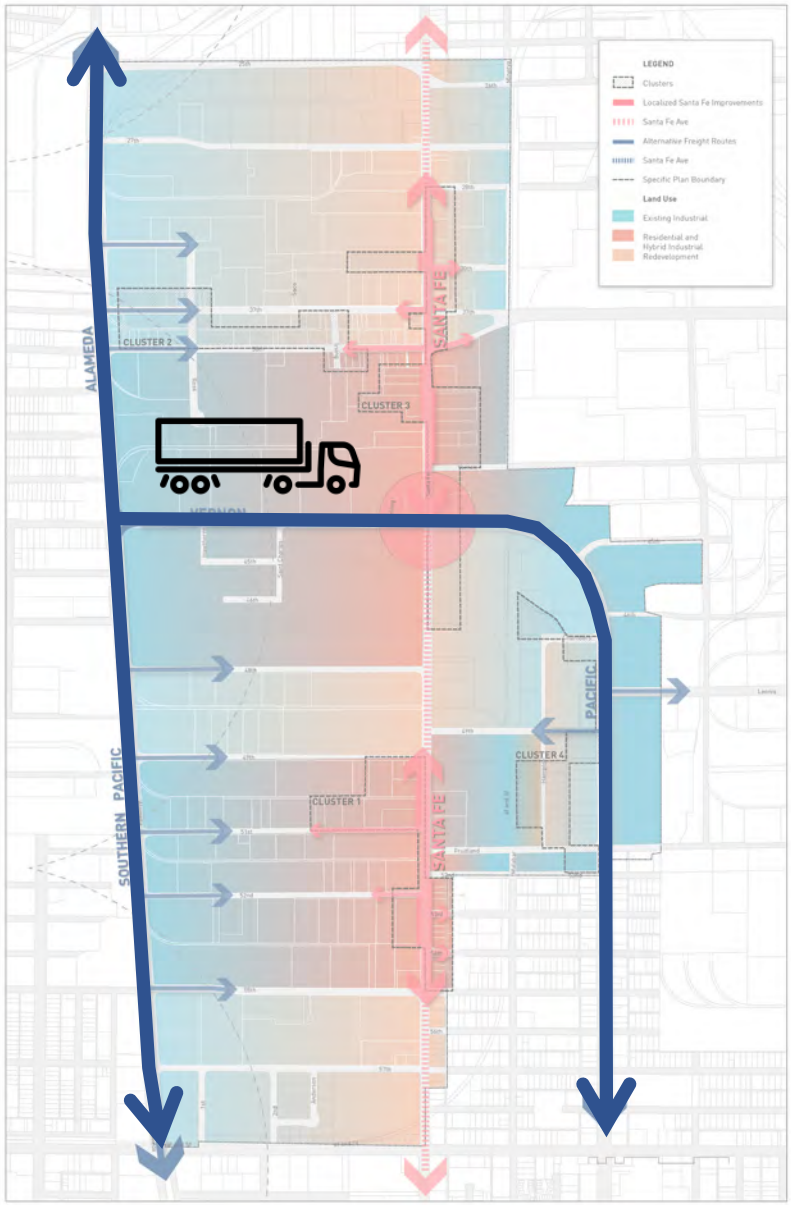
Step 2: Model Proposed Traffic Volumes

- Establish computer model to predict traffic flow under alternative proposed conditions.
- Run model with proposed conditions & future traffic volumes.

Step 3: Test Proposed Intersection Operations

- Identify intersections which create bottlenecks.
- Revise geometry and signal phasing to improve operations.

Project #1: The Vernon Truck Corridor



1. **Prioritize truck movement along designated truck routes.**
    - Two major truck routes serving Westside:
        - Alameda East to serve businesses west of Santa Fe.
        - Vernon/Pacific to serve businesses east of railroad corridor.
    - Santa Fe to serve businesses between Santa Fe and railroad corridor, but otherwise limited trucks.

Project #1: The Vernon Truck Corridor

*Alameda / Vernon - **Existing***

*Alameda / Vernon - **Proposed***

- Alameda East was established to be a priority access route for trucks entering Vernon.

Improvements Necessary to Alameda East to Expedite Truck Movement:

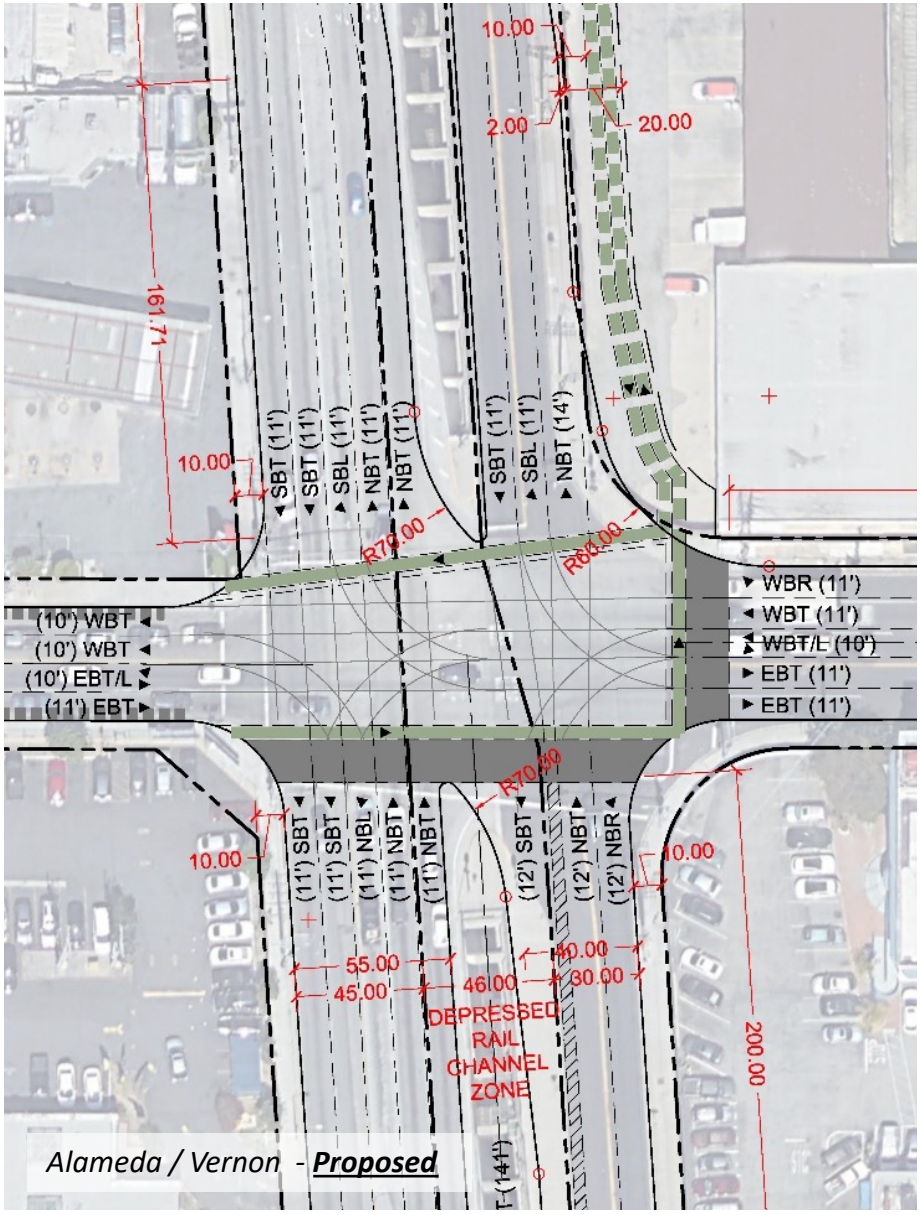
1. Give trucks more green time at intersections by allowing through movement on Alameda East to run concurrently with through movement on Alameda West.

2. Widen Alameda East at Vernon intersection to provide exclusive turn lanes onto Vernon/Pacific truck route

Traffic Model Results:

1. With truck restrictions on Santa Fe, increase from 4,500 vehicles/day to 8,500 vehicles/day

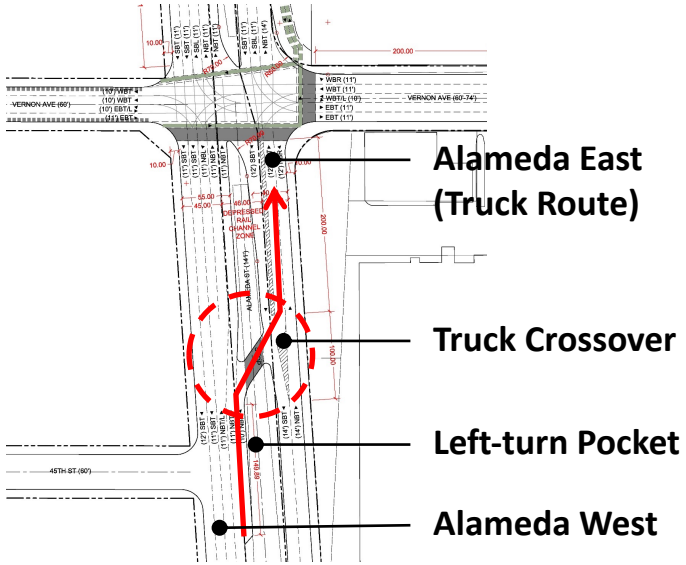
Project #1: The Vernon Truck Corridor



1. Enable concurrent green movements
   - No turns permitted to Alameda West or to westbound Vernon
   - Northbound Alameda West right turn only at new cross-over 350 feet south (see below diagram)

2. Widening Alameda East for exclusive turn lanes into Vernon/Pacific truck route:
   - Southbound left turn lane.
   - Northbound right turn lane

3. Midpoint refuge islands to extend pedestrian crossing through two signal phases



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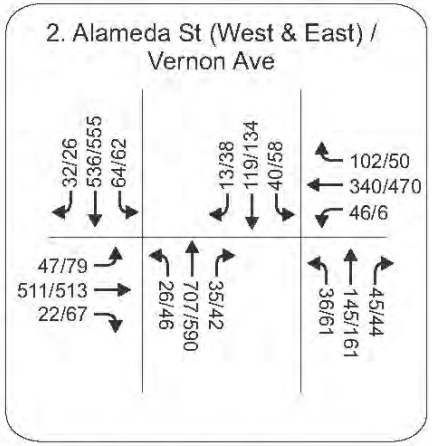
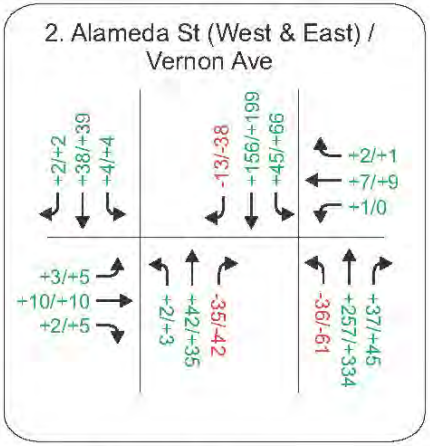
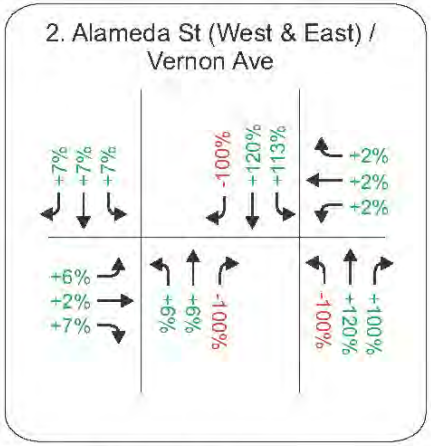
Existing



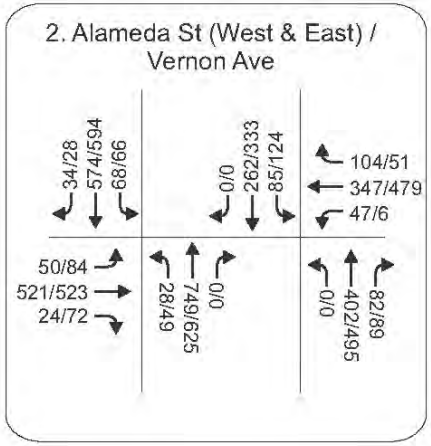
Volume Change



Approximate % Change



With Project



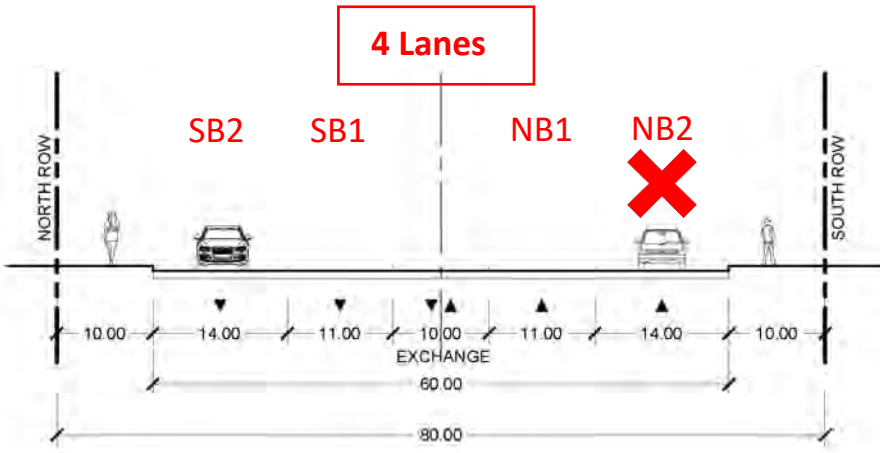
With Project Concept Intersection LOS

Intersection		Existing				With Project Concept				Change in Delay (s)	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	AM	PM
2a	Alameda St (West)/Vernon Ave	131.9	F	186.7	F	73.5	E	140.7	F	-58.4	-46.0
2b	Alameda St (East)/Vernon Ave	171.1	F	57.1	E	161.9	F	56.0	E	-9.2	-1.1

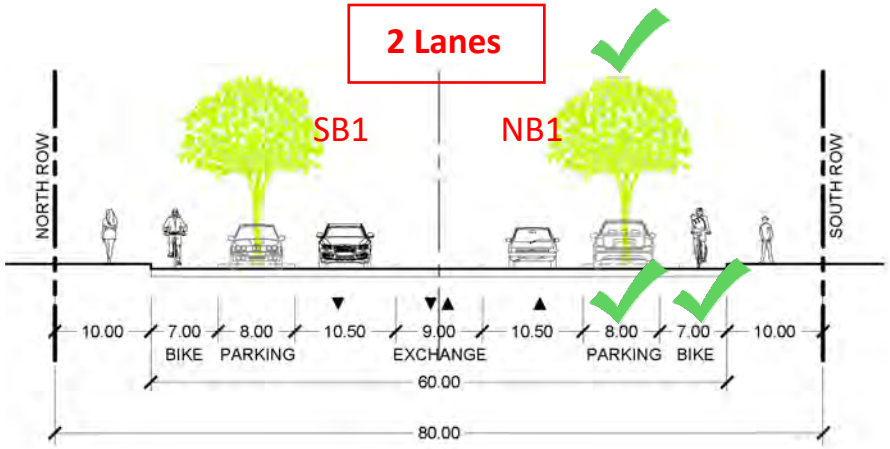
LOS = Level of Service

*** Even with doubled truck traffic, delay has decreased.**

Project #2: A Walkable Santa Fe



*Santa Fe South - **Existing***



*Santa Fe South - **Proposed***

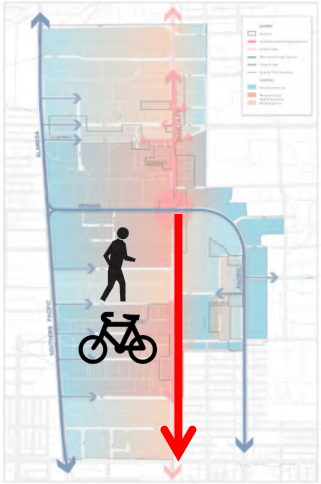
Improvements necessary to make <u>Santa Fe South</u> a more pedestrian friendly environment:

1. Narrow from 4 to 2 lanes to divert through traffic to Pacific and to reduce speeds.

2. Divert large trucks, except for those which have essential access on Santa Fe.

Traffic Model Results:

1. Vehicles: decrease from 29,000 to 18,400/day
2. Trucks: decrease from 1,450 to 170/day
3. Diversion to Pacific Blvd (pass-through traffic)



** Create opportunities for a new walkable district, street parking, and regional active transportation connections.*

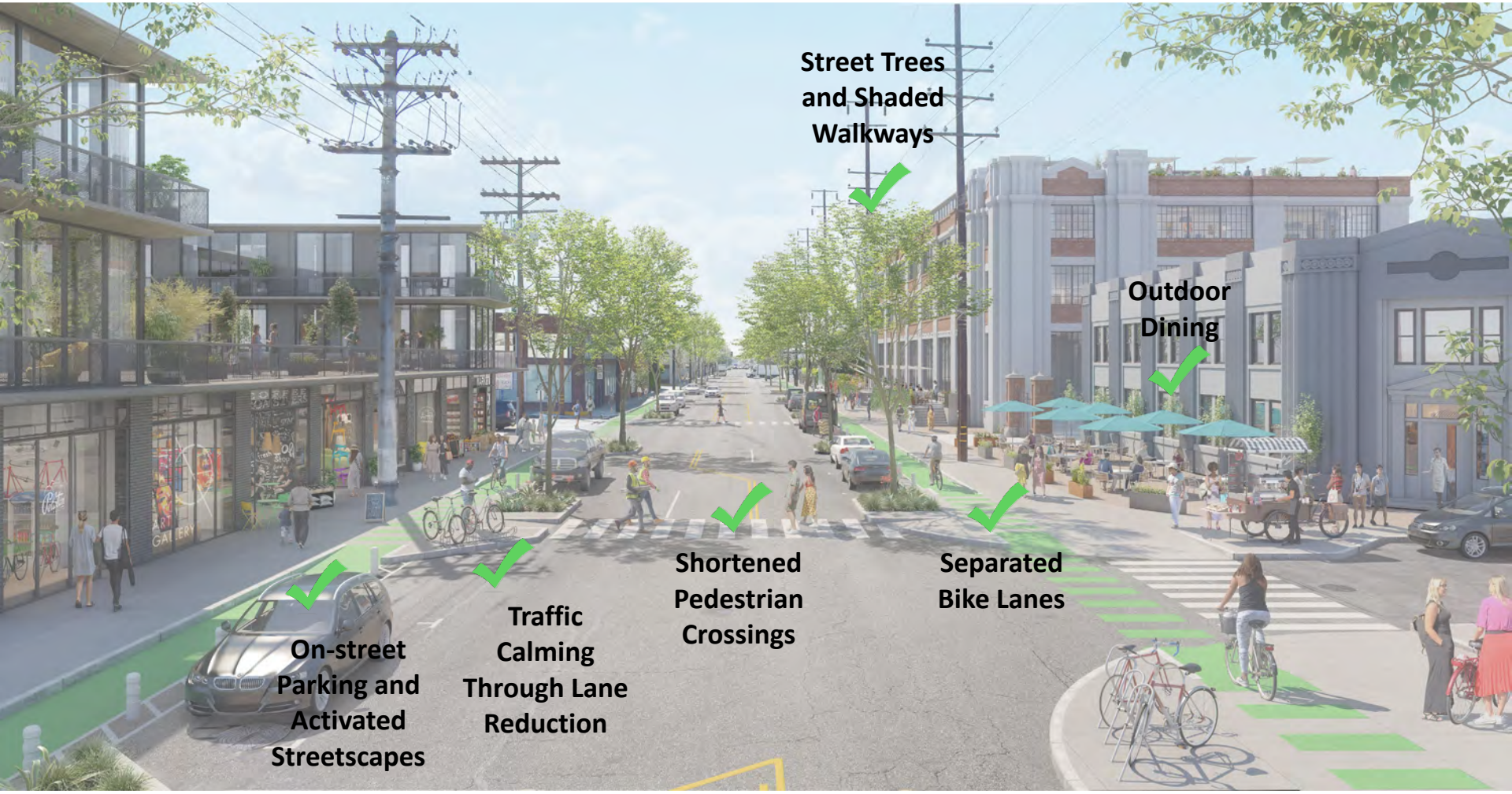
Project #2: A Walkable Santa Fe

Santa Fe (at 52nd Street, south view) - ***Existing***

Project #2: A Walkable Santa Fe

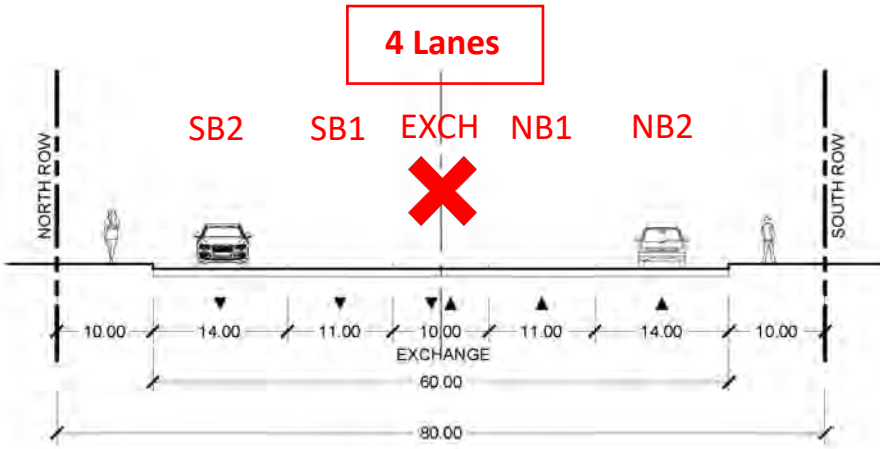
Santa Fe (at 52nd Street, south view) - ***Proposed***

Project #2: A Walkable Santa Fe

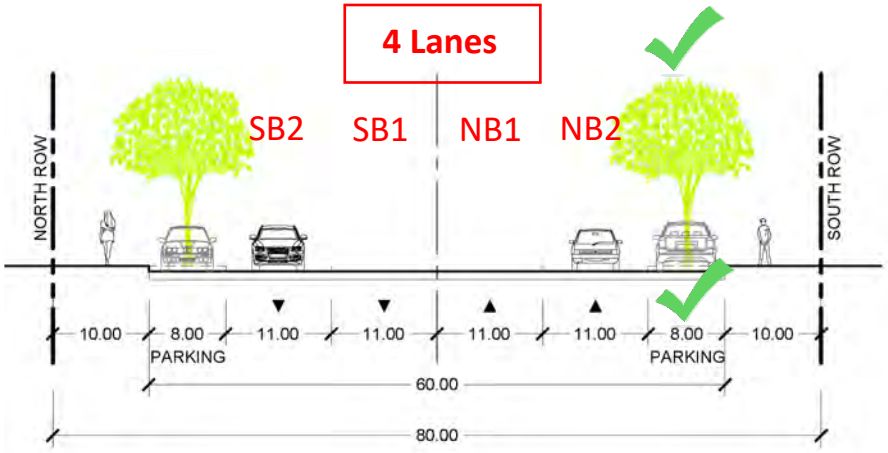


Santa Fe (at 52nd Street, south view) - ***Proposed***

Project #2: A Walkable Santa Fe



*Santa Fe North - **Existing***



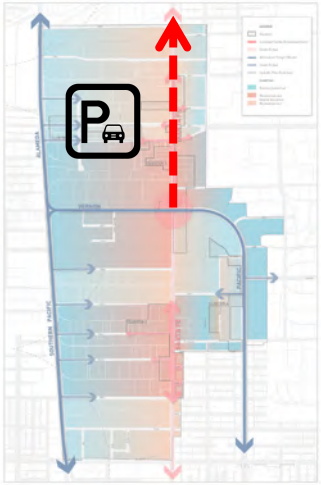
*Santa Fe North - **Proposed***

Improvements necessary to make Santa Fe North a more pedestrian friendly environment :

1. Remove central exchange lane where not needed.
2. Add street parking to activate adjacent businesses and streetscapes.
3. Restrict large trucks from using the street, except for those which have essential access on Santa Fe.

Traffic Model Results:

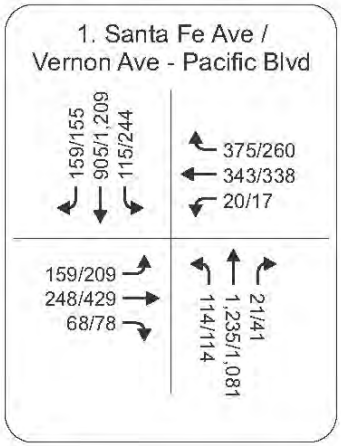
1. Vehicles: roughly constant at 37,000/day
2. Trucks: decrease from 1,870 to 210/day
3. Diversion of trucks to Vernon Truck Corridor



** Create opportunities for a multi-modal thoroughfare.*

Project #2: A Walkable Santa Fe

Existing



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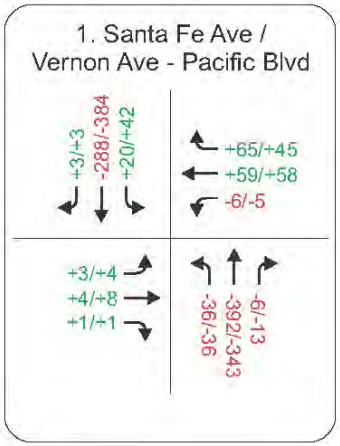

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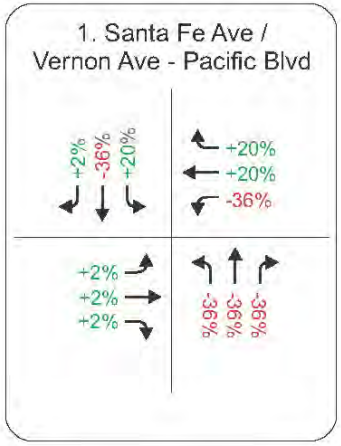
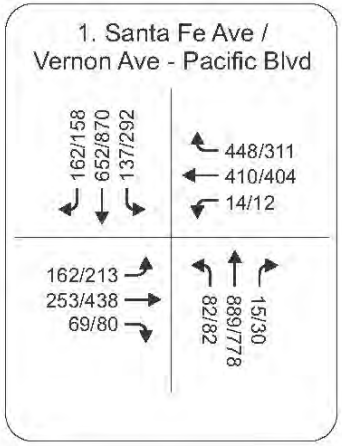


With Project



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		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	AM	PM
1	Santa Fe Ave/Vernon Ave-Pacific Blvd	33.1	C	52.9	D	40.6	D	72.1	E	+7.5	+19.2

LOS = Level of Service

*** Even with reduction of lanes on Santa Fe South, delay increases are small.**

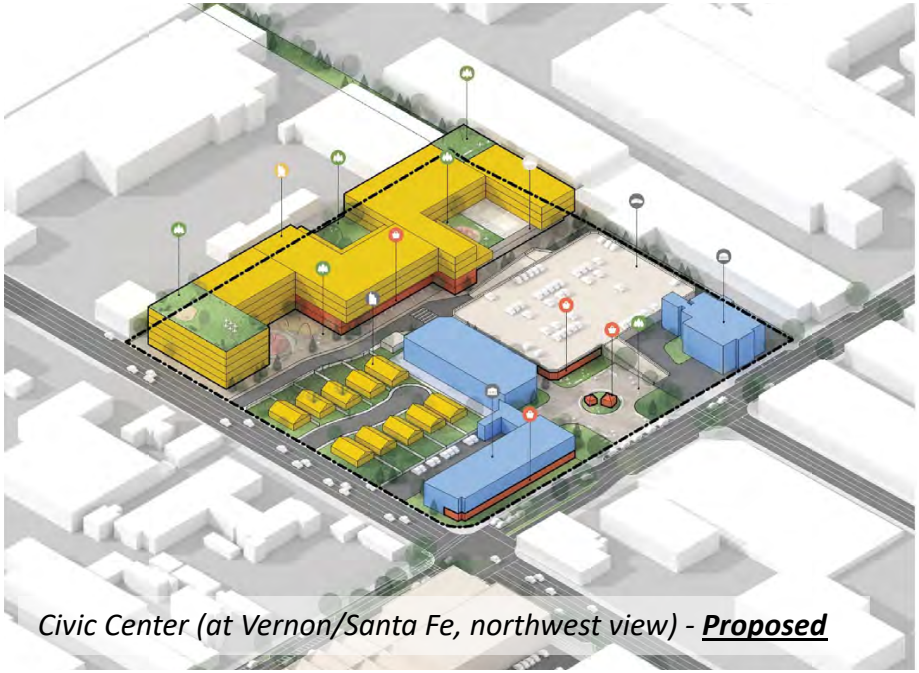
Project #3: Civic Center Redevelopment

*Civic Center (at Vernon/Santa Fe, south view) - **Existing***

Project #3: Civic Center Redevelopment

*Civic Center (at Vernon/Santa Fe, south view) - **Proposed***

Project #3: Civic Center Redevelopment



*Civic Center (at Vernon/Santa Fe, northwest view) - **Proposed***

~300 units

COLOR LEGEND
FACTORY/INDUSTRIAL
RETAIL
RESTAURANTS
FOOD HALLS, MARKETS, CO-OPS
PRODUCTION-RETAIL
MIXED-USE (RESI/RETAIL)
RESIDENTIAL
LIVE-WORK
OFFICE
CIVIC/PUBLIC
OPEN SPACE

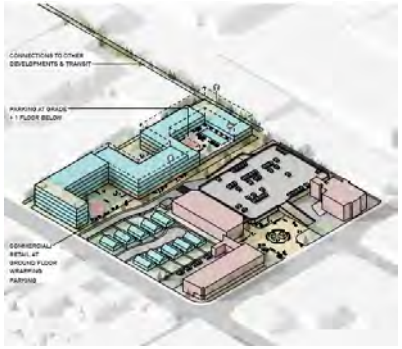
1. Preferred concept with roughly 300 new residential units
2. 9,000 SF new retail
3. New urban plaza

CA Surplus Land Act (2019) Regulations

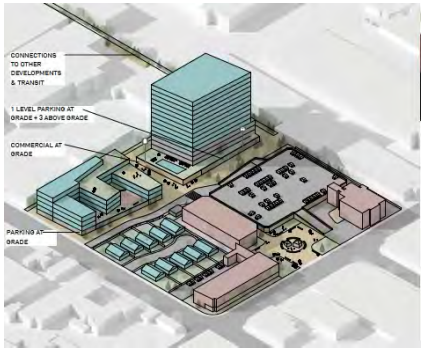
1. Under 300 units: Site must first be offered for 100% affordable housing.
2. Over 300 units & mixed-use: 75% market-rate, 25% affordable allowed

Studies

The team conducted financial and physical studies of different building types and number of units to find a density that works.

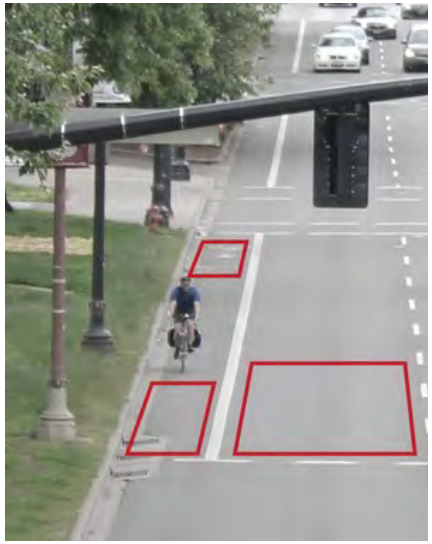


~200 units



~600 units

Project #3: Civic Center Redevelopment



Actuated signals turn green only when there is a vehicle or pedestrian who wants to cross.

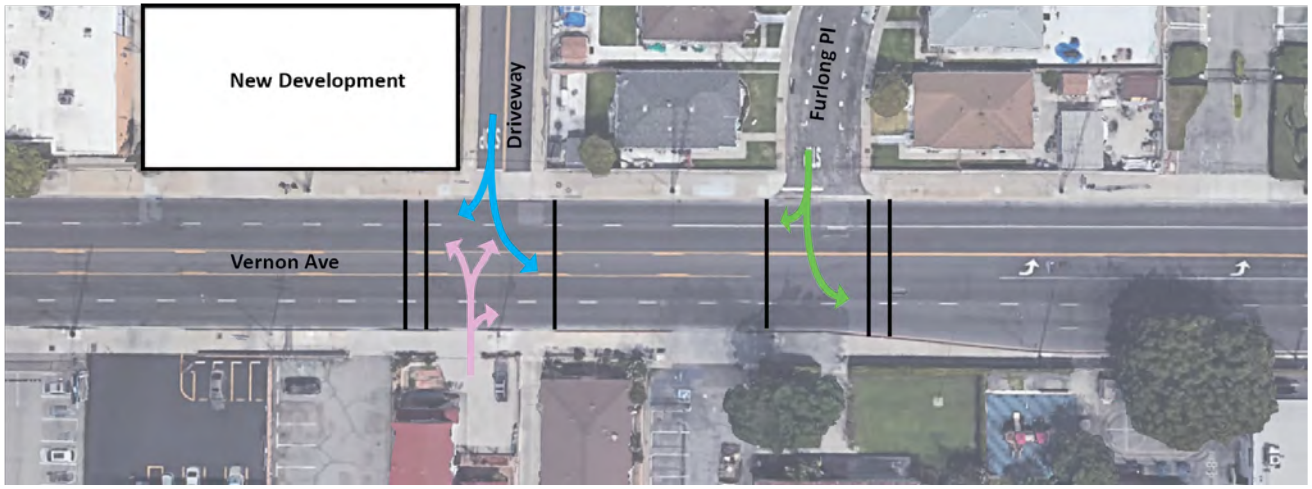
Traffic Generation:

AM Peak: 104 trips (1.7/min)
PM Peak: 147 trips (2.5/min)

Daily: 1,427 trips

- 2% increase in trips on Santa Fe Ave
- 4% increase in trips on Vernon Ave

Handled through new, actuated signal pair on Vernon Ave giving dedicated green lights to new building, Furlong Place, and south side Vernon Ave homes



5 Conclusion

Vernon's Evolution

1880s

1970s

2050

1930s

Just like the Power Plant did long ago, this Westside Specific Plan will transform Vernon.