Building Assessment and Asset ID (Ch. 4)
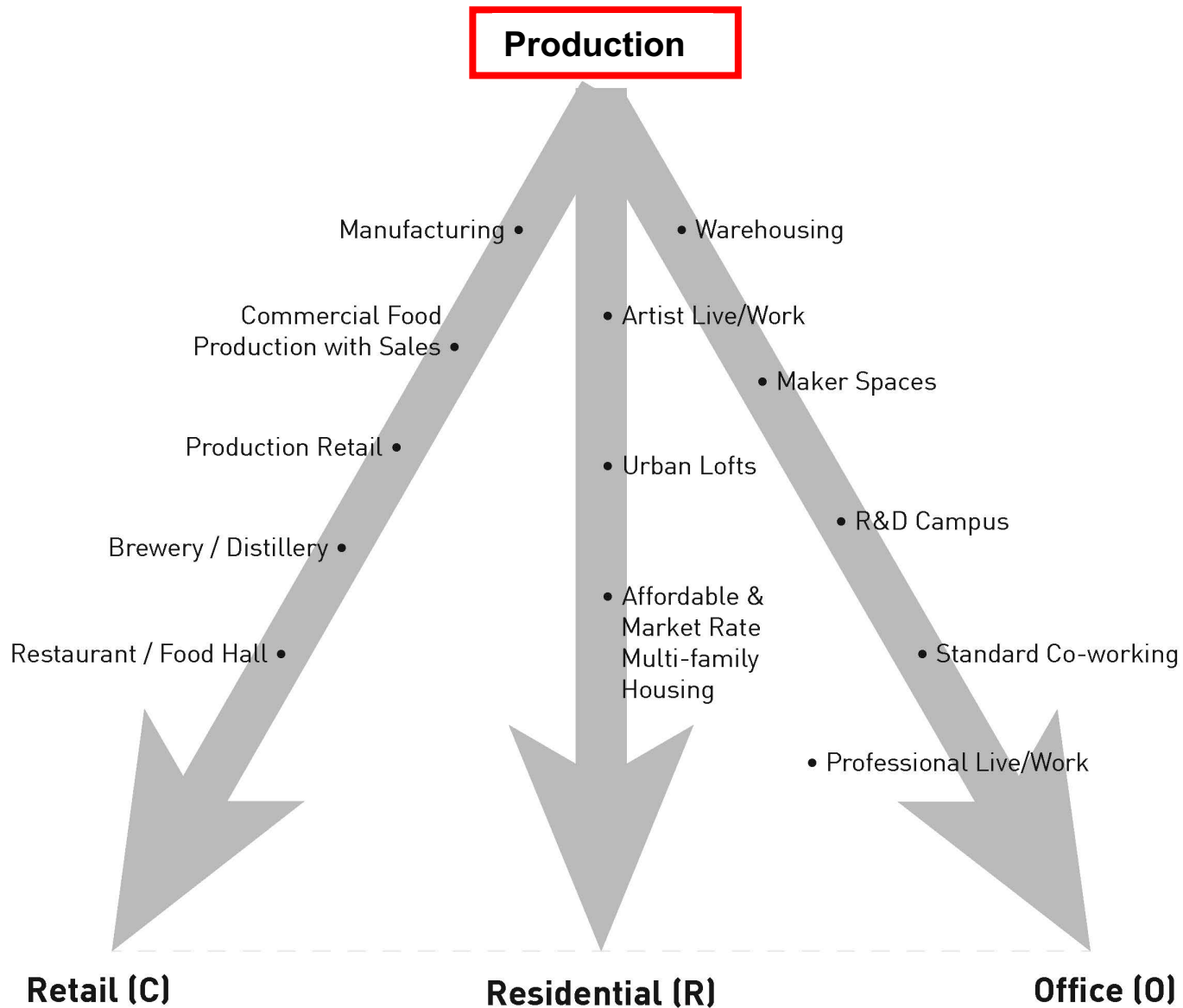

1. Define "Clusters"
   a. Confirm Initial Areas for Further Detailed Exploration
2. Project Goals
   a. Reinvigorate the City's competitive advantage as a center of **"production"**
   b. Strengthen and provide long-term stability to the City's fiscal position
   c. **Increase the residential population** in order to increase access to proportionally allocated Federal and State funding, to strengthen the City's governance by providing more voters and candidates for elected office, and to help meet regional housing needs.
   d. **"Diversify"** and reorient the Westside's **land uses** to take advantage of changes in the economic landscape of Southern California
   e. **Increase amenities** available to local residents and workers
   f. 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.

Market Scan (Ch. 3)

Production

Manufacturing •

• Warehousing

Commercial Food
Production with Sales •

• Artist Live/Work

• Maker Spaces

Production Retail •

• Urban Lofts

• R&D Campus

Brewery / Distillery •

Restaurant / Food Hall •

• Affordable &
Market Rate
Multi-family
Housing

• Standard Co-working

• Professional Live/Work

Retail (C)   **Residential (R)**   **Office (O)**

R1(b) Live/Work Residences

C2(d) Brewery/Distillery

R   Primarily Residential Uses
  R1   Multi-family
    R1(a) Employee Housing
    R1(b) Live/Work Residences
    R1(c) Affordable Housing
    R1(d) Permanent Supportive Housing
    R1(e) Professional Co-living / Hostel
    R1(f) Urban Lofts
    R1(g) Executive Apartments (Furnished)
    R1(h) New Build Multi-family - Mid to High-rise
    R1(i) Vertical Mixed Use
    R1(j) Horizontal Mixed Use

  R2   Short-term

O   Primarily Office Uses
  O1   Single Tenant
    O1(a) Production Studios
    O1(b) R&D Campuses
    O1(c) Technology and Flex Use Businesses

  O2   Shared
    O2(a) Co-working
    O2(b) Maker Spaces

C   Primarily Retail Uses
  C1   Retail

  C2   Production Retail
    C2(a) Café + Coffee Roaster
    C2(b) Production Fashion
    C2(c) Production Furniture
    C2(d) Brewery/Distillery
    C2(e) Commercial Food Production with Sales

  C3   Restaurant
    C3(a) Food Hall
    C3(b) Restaurant with Courtyard Dining

  C4   Market
    C4(a) Farmers Market (Food)
    C4(b) Mixed-use Market

  C5   Art Galleries

I   Primarily Production/Industrial Uses
  I1   Manufacturing
    I1(a) Manufacturing Facility

  I2   Warehousing
    I2(a) Warehouse
    I2(b) Mini Distribution Center

  I3   Emerging Industrial
    I1(a) Cannabis Growing Facility
    I2(b) Electric Car Recharge Facility
    I3(c) Data Center

H   Hospitality
  H1   Hotel
    H1(a) Repurposed Historic Building
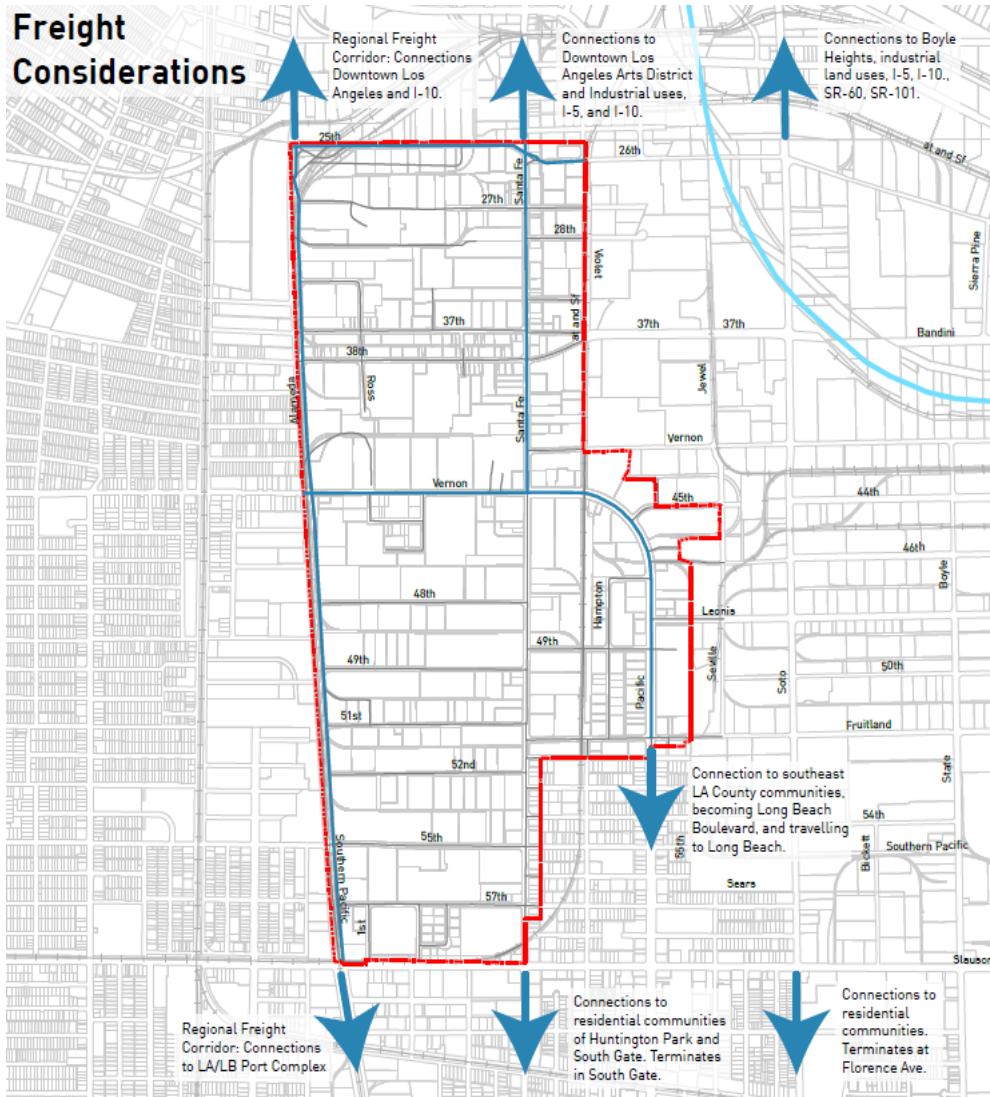   H1(b) New Build Modern

IN   Institutional
  I1   Education
    IN1(a) Commuter Learning Campus

Mobility Context

Freight Considerations

Regional Freight Corridor: Connections Downtown Los Angeles and I-10.

Connections to Downtown Los Angeles Arts District and Industrial uses, I-5, and I-10.

Connections to Boyle Heights, industrial land uses, I-5, I-10., SR-60, SR-101.

Connection to southeast LA County communities, becoming Long Beach Boulevard, and travelling to Long Beach.

Regional Freight Corridor: Connections to LA/LB Port Complex

Connections to residential communities of Huntington Park and South Gate. Terminates in South Gate.

Connections to residential communities. Terminates at Florence Ave.
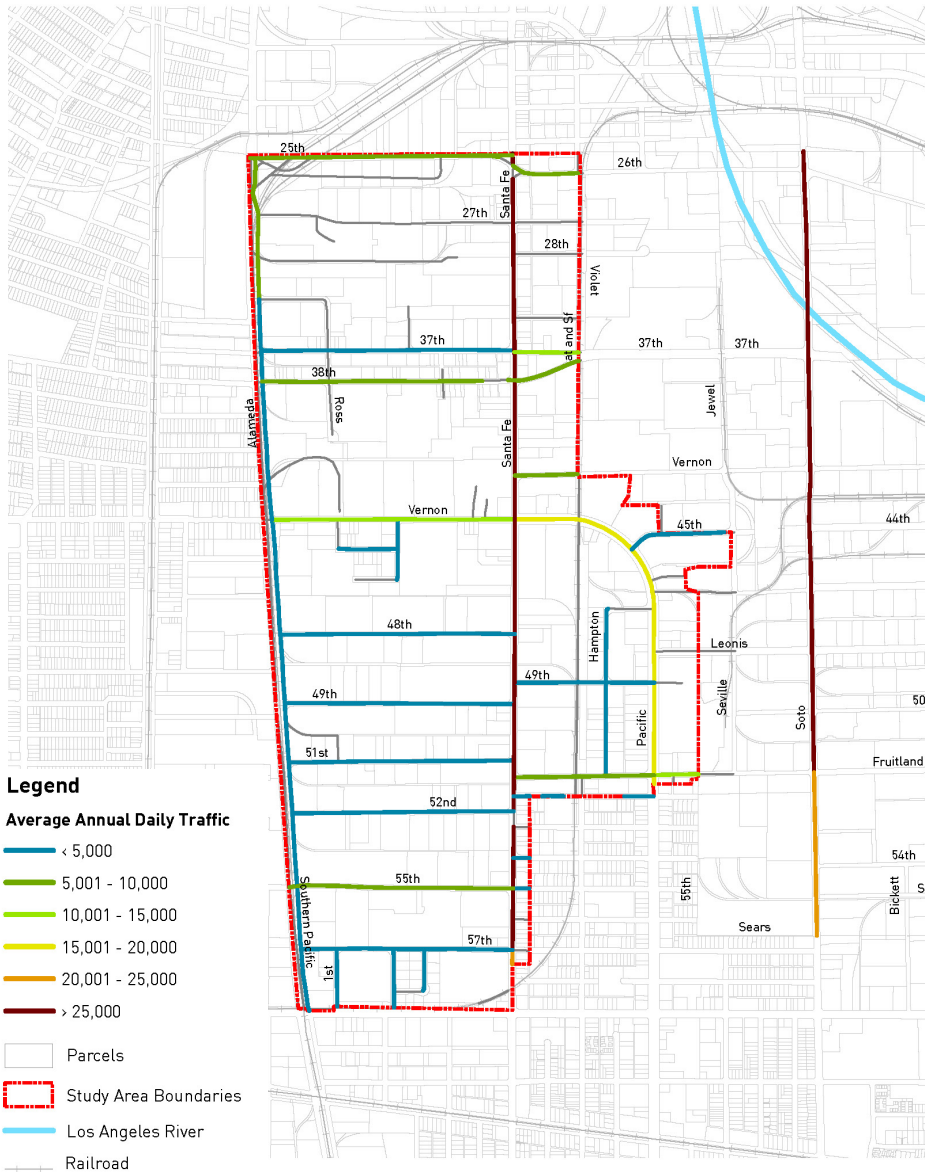
1. Vernon has key connections to:
   - Downtown LA
   - Boyle Heights
   - Arts District
   - Regional freight connections: I-10, LA/LB Port Complex
   - Residential communities of Huntington Park and South Gate

2. Trips are primarily by automobile

3. 45% of employees live in Los Angeles or communities of Southeast LA County

4. 53% of employees live within 10-mile radius
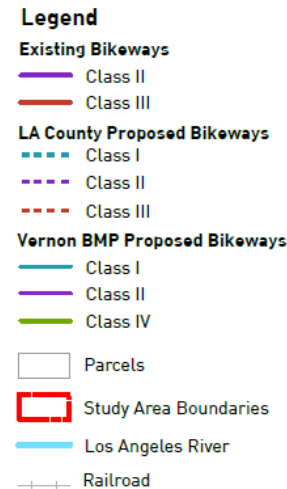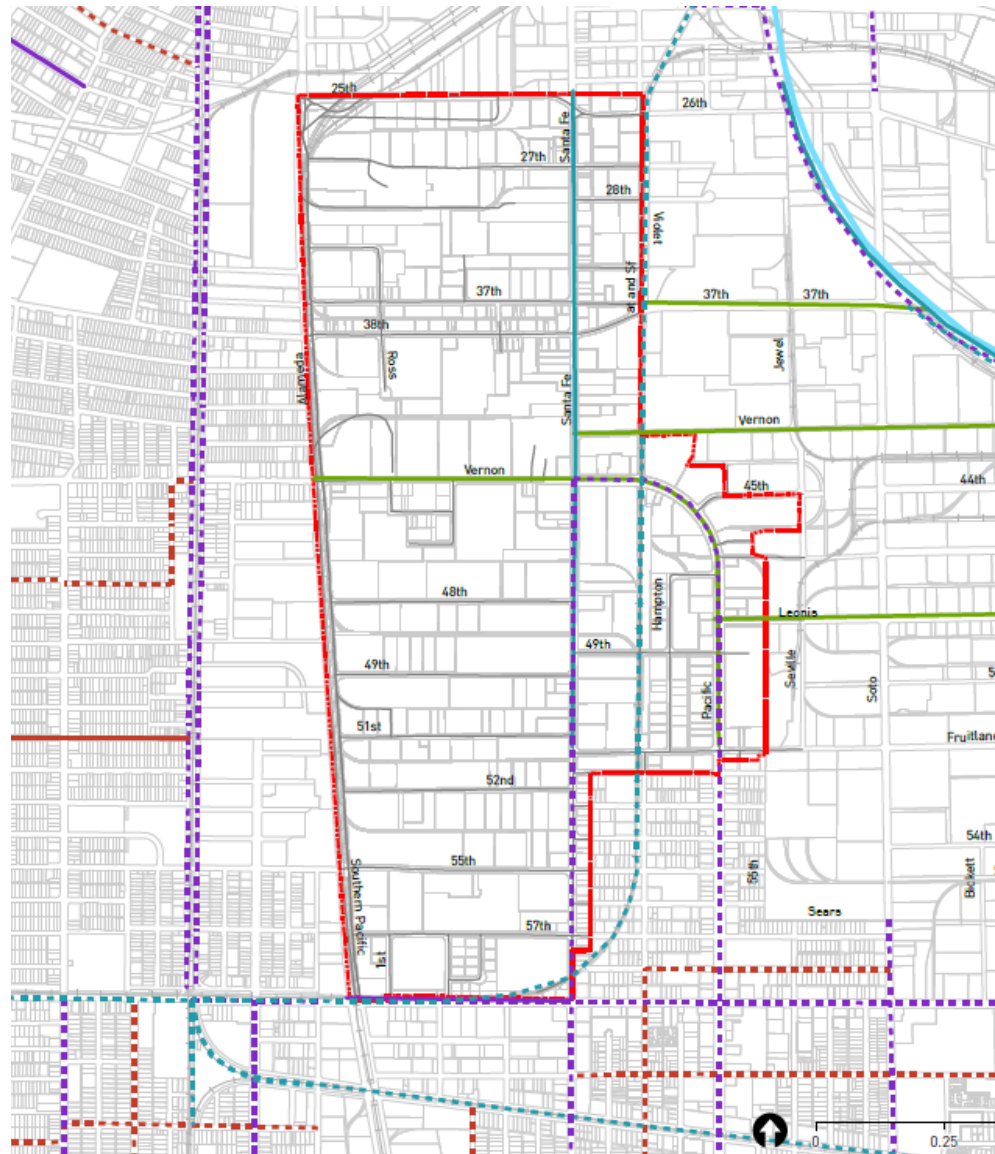
Roadway Network

1. North-south streets generally at capacity

2. Alameda East is largely underused by freight

3. Average Annual Daily Trips (AADT)

   - Santa Fe north of Vernon – 30,000

   - Santa Fe south of Vernon – 25,000 to 30,000

   - Alameda Avenue – > 23,000

   - Soto – > 25,000

   - Pacific Blvd – 15,000 to 18,000

Legend

Average Annual Daily Traffic

- ‹ 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 20,000
- 20,001 - 25,000
- › 25,000

Parcels

Study Area Boundaries
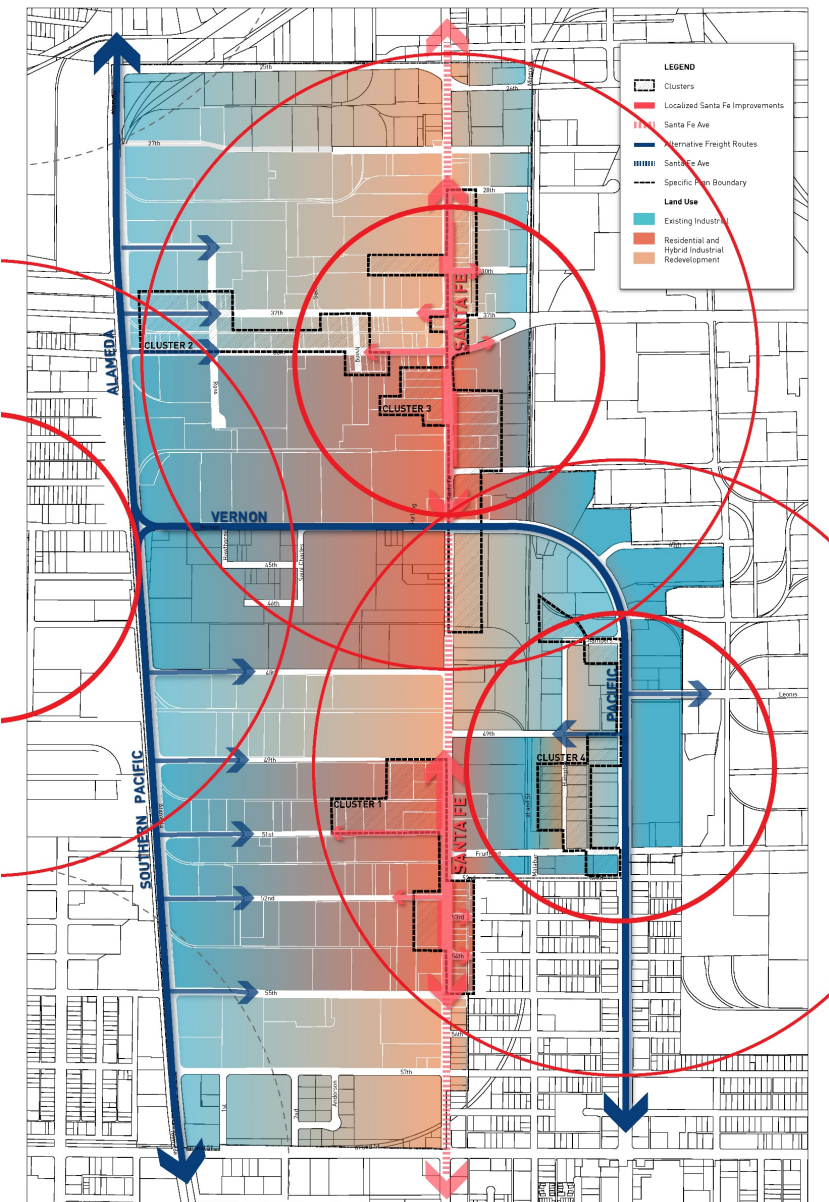
Los Angeles River

Railroad

Multimodal Network

1. Separated bicycle facilities (Class I and IV) are recommended over shared-use facilities

2. Most bicycle-involved collisions are concentrated along Santa Fe Ave, 38th Street, and Alameda Street

3. Pedestrian environment is generally unwelcoming

4. Bus service generates over 6,600 transit trip ends per average weekday

Legend

Existing Bikeways
— Class II
— Class III

LA County Proposed Bikeways
--- Class I
--- Class II
--- Class III

Vernon BMP Proposed Bikeways
— Class I
— Class II
— Class IV

☐ Parcels

☐ Study Area Boundaries

— Los Angeles River

┼┼ Railroad

Key Issues & Opportunities

1. What are your thoughts on gradually converting Santa Fe to a "Main Street" that is more supportive of walking and accommodating visitors or future residents?

2. What viable options do you see for rerouting pass-through automobile traffic or truck trips in the area?

3. Are there operational reasons you see that may attribute to lower use of Alameda East by trucks?

4. How would you describe freight travel for your business? (e.g., high-activity times, truck size, use of loading docks vs. on-street loading or idling)

5. What do you think about the viability of accommodating more trips to and from the study area by modes other than cars? (i.e. walking, biking, transit)