



**TRANSIT  
ORIENTED  
LOS ANGELES:**  
STATION AREA  
COMPARISON APPENDIX

# ACKNOWLEDGEMENTS 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.

## ABOUT LAplus

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 amenities, and sustainability outcomes. During this review and analysis process, we gathered a variety 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 amenities

The Los Angeles region is known for its 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 amenities as measured by Walk score®. This result is not surprising as the existing literature explains the mutually beneficial and strong relationship between all of these factors.

The purpose of this appendix is to help readers further explore similarities 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.

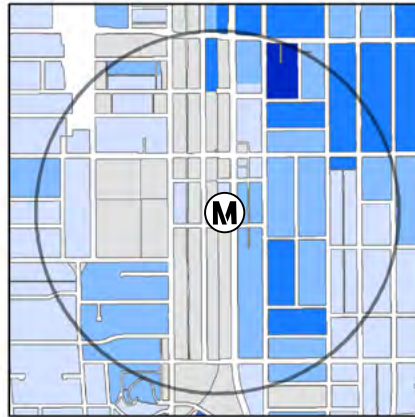


Case study station area comparison locations

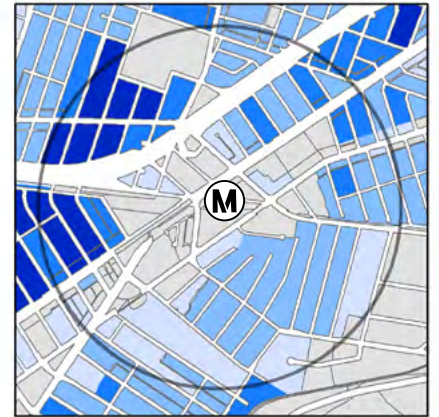
# POPULATION DENSITIES BY CENSUS BLOCK



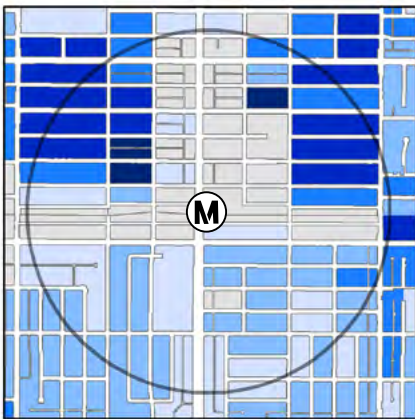
Wilshire/Vermont 64 people/acre



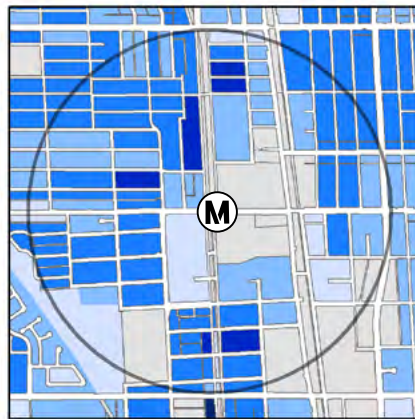
Fillmore 13 people/acre



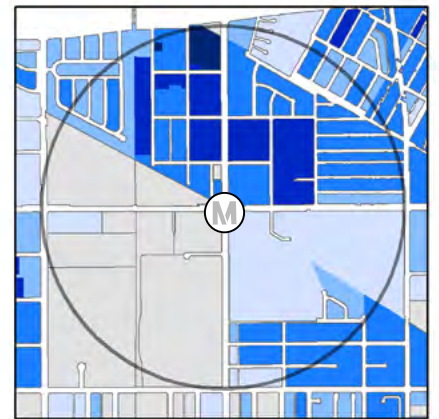
Culver City 17 people/acre



Van Nuys 23 people/acre



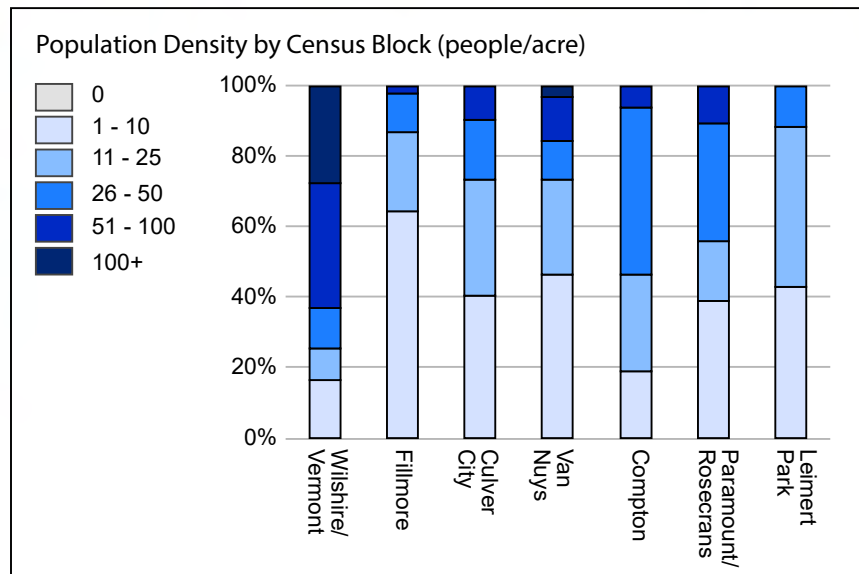
Compton 21 people/acre



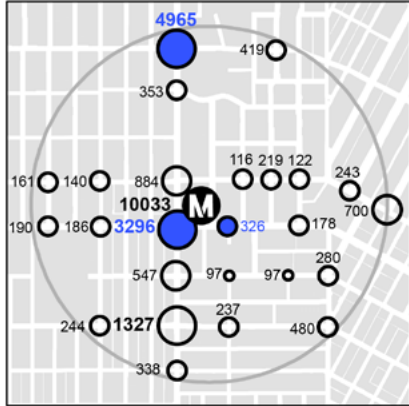
Paramount/Rosecrans 19 people/acre



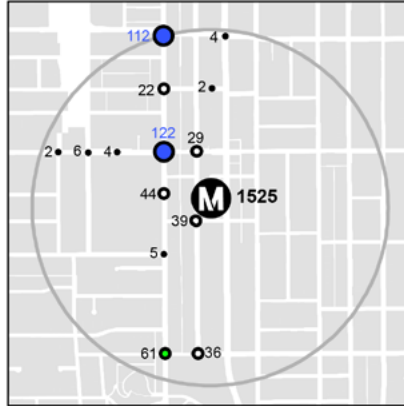
Leimert Park 15 people/acre



# TRANSIT RIDERSHIP



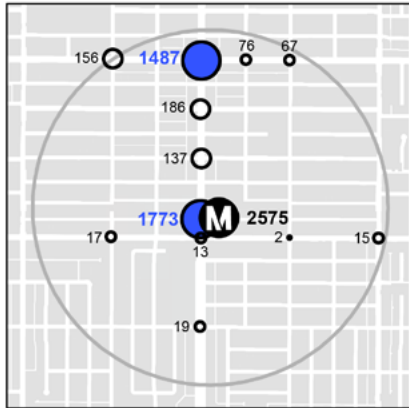
**Wilshire/Vermont**  
Avg. daily boardings (Metro): 26,178



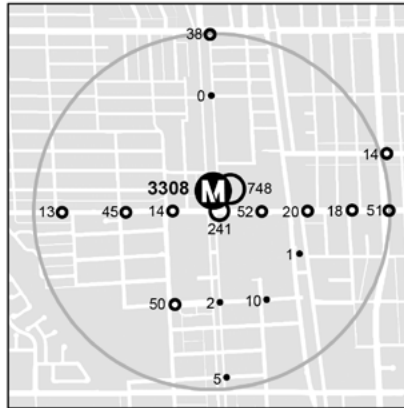
**Fillmore**  
Avg. daily boardings (Metro): 5,473



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



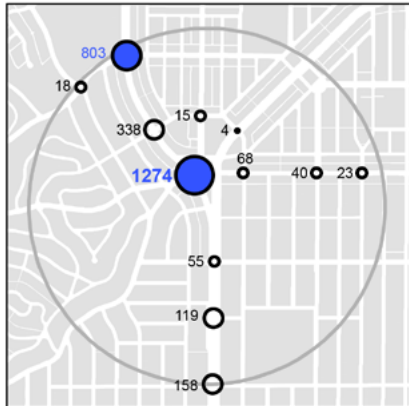
**Van Nuys**  
Avg. daily boardings (Metro): 6,523



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

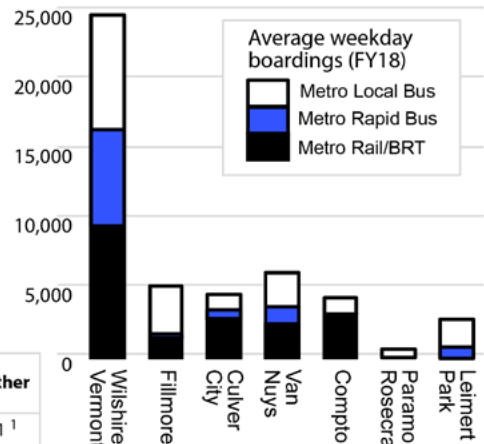
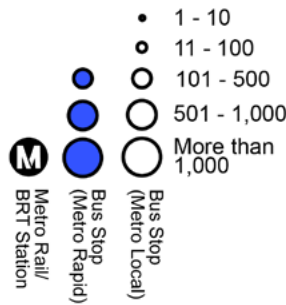


**Paramount/Rosecrans**  
Avg. daily boardings (Metro): 592



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

## Metro avg. weekday boardings (FY18)

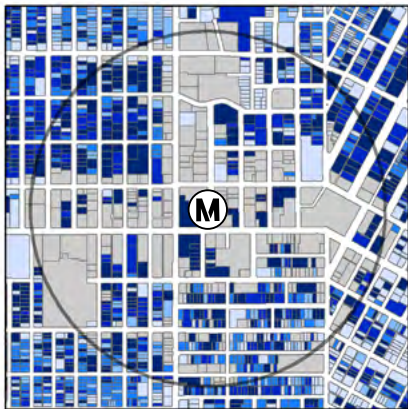


Stops by station area

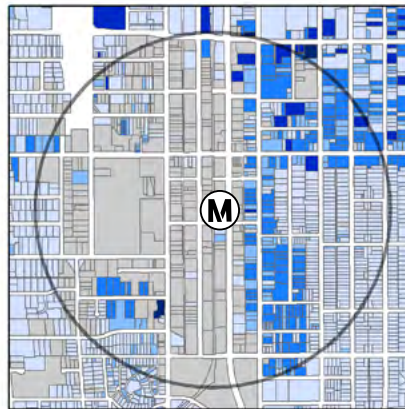
	Metro Rapid	Metro Local	Other
Wilshire/Vermont	2	7	1 <sup>1</sup>
Fillmore	1	2	1 <sup>2</sup>
Culver City	1	1	4 <sup>3</sup>
Van Nuys	2	4	1 <sup>1</sup>
Compton	0	6	6 <sup>4</sup>
Paramount	0	4	0
Leimert Park	3	4	1 <sup>1</sup>

- LADOT DASH
- Pasadena Transit
- Culver City Big Green Bus and Santa Monica Big Blue Bus
- Compton Transit and Gardena Transit

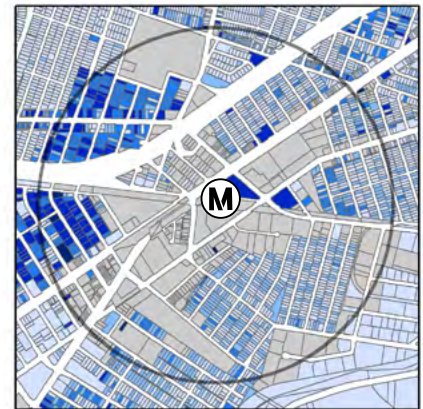
# HOUSING DENSITIES BY PARCEL



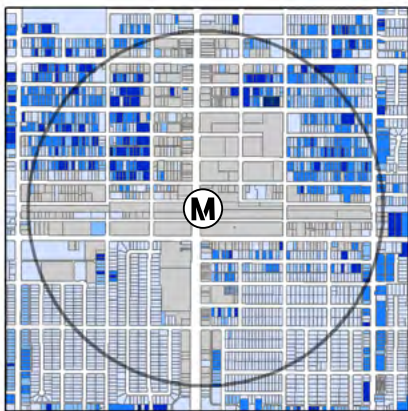
Wilshire/Vermont 37 units/acre



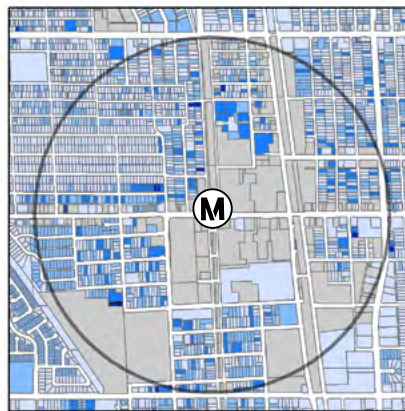
Fillmore 9 units/acre



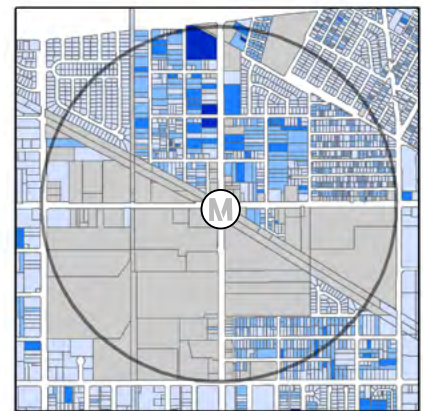
Culver City 8 units/acre



Van Nuys 8 units/acre



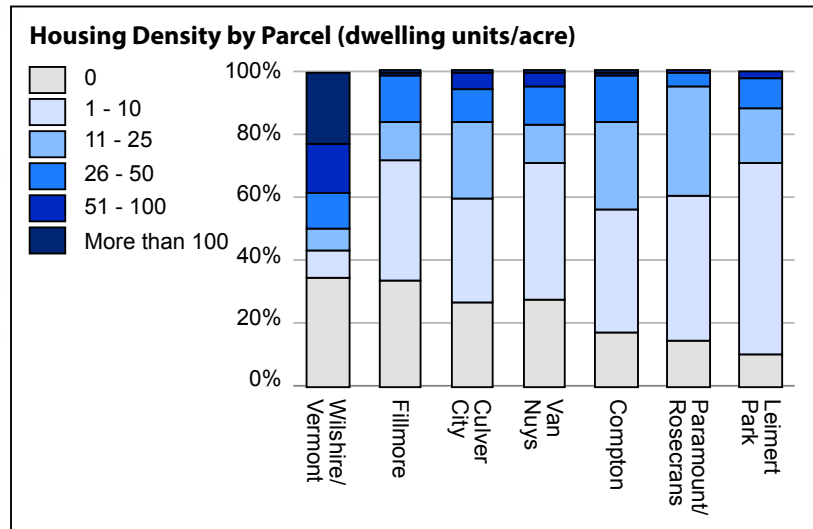
Compton 7 units/acre



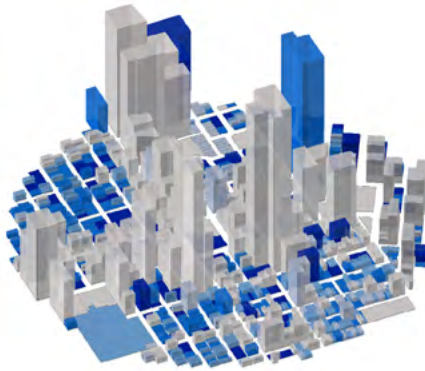
Paramount/Rosecrans 6 units/acre



Leimert Park 5 units/acre



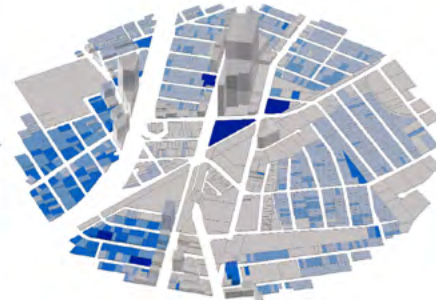
# CURRENT HOUSING UNITS & PLANNED HOUSING CAPACITY



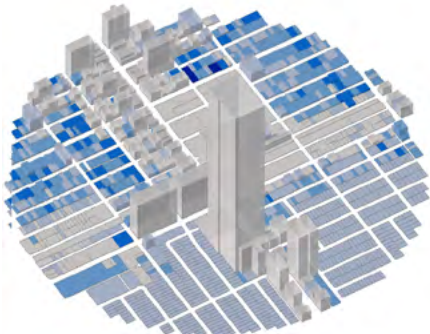
Wilshire/Vermont



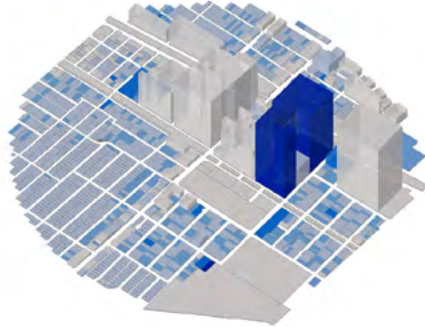
Fillmore



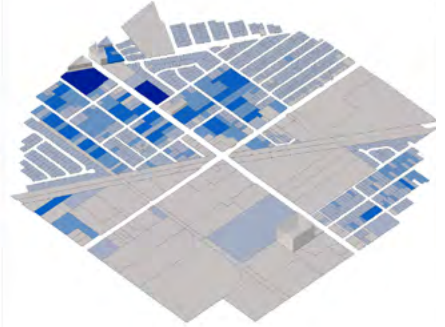
Culver City



Van Nuys



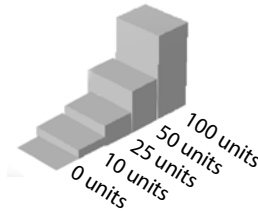
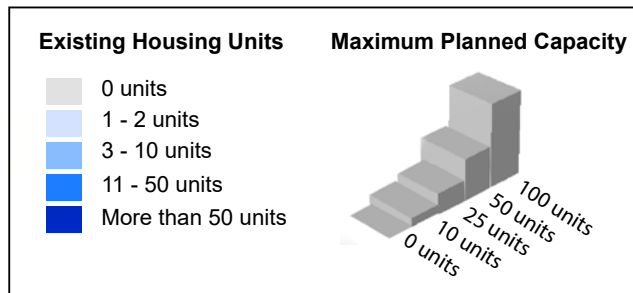
Compton



Paramount/Rosecrans



Leimert Park



# ZONING CLASSES BY PARCEL



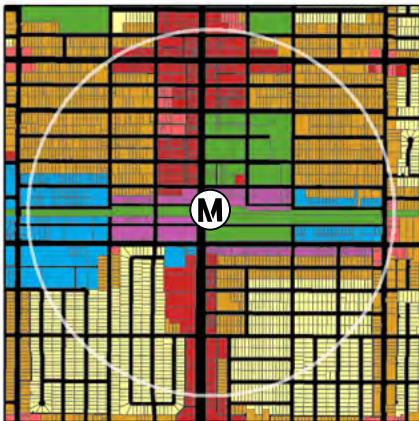
Wilshire/Vermont



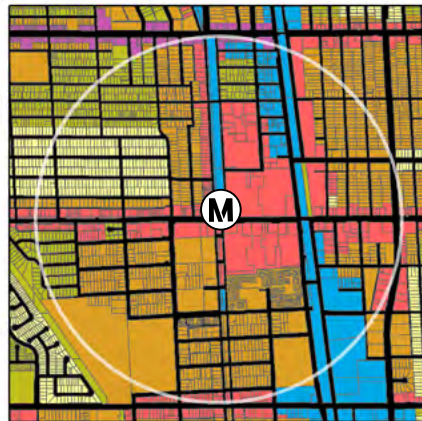
Fillmore



Culver City



Van Nuys



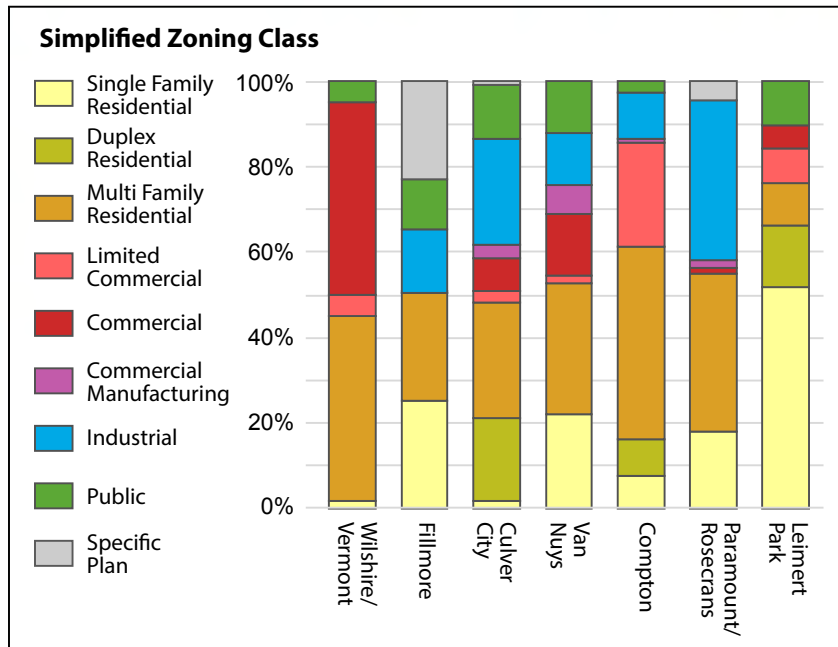
Compton



Paramount/Rosecrans

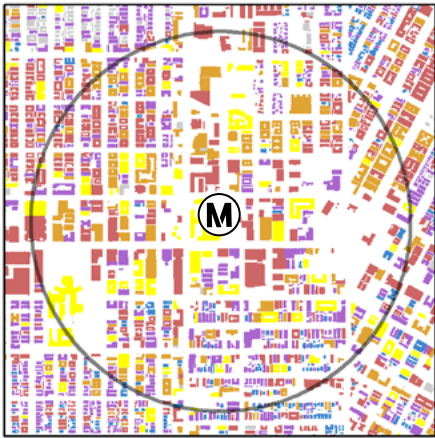


Leimert Park

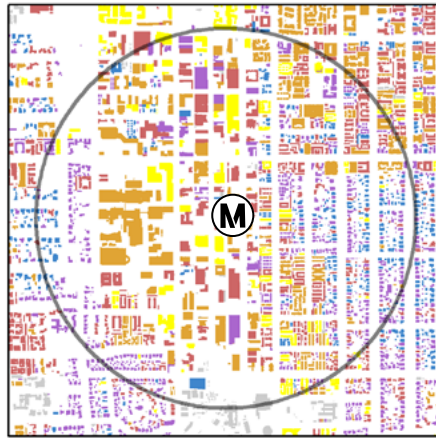




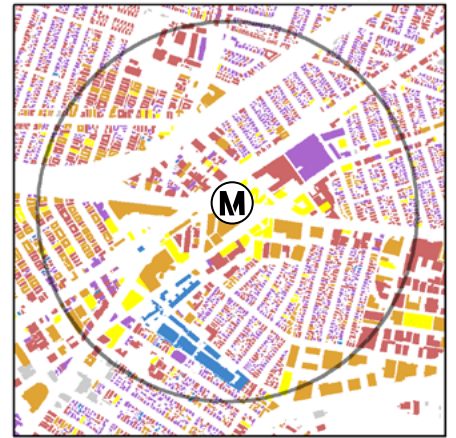
# BUILDING AGES BY YEAR BUILT



Wilshire/Vermont (mean: 1951)



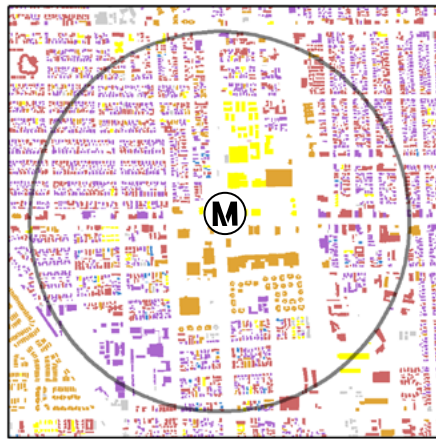
Fillmore (mean: 1952)



Culver City (mean: 1950)



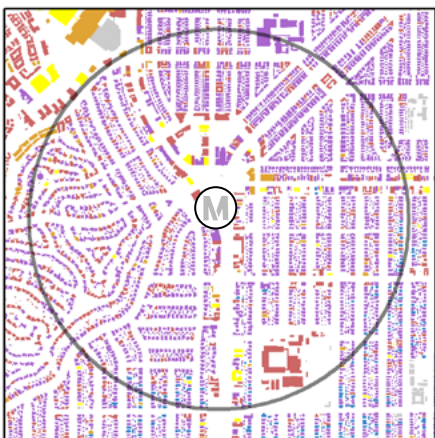
Van Nuys (mean: 1955)



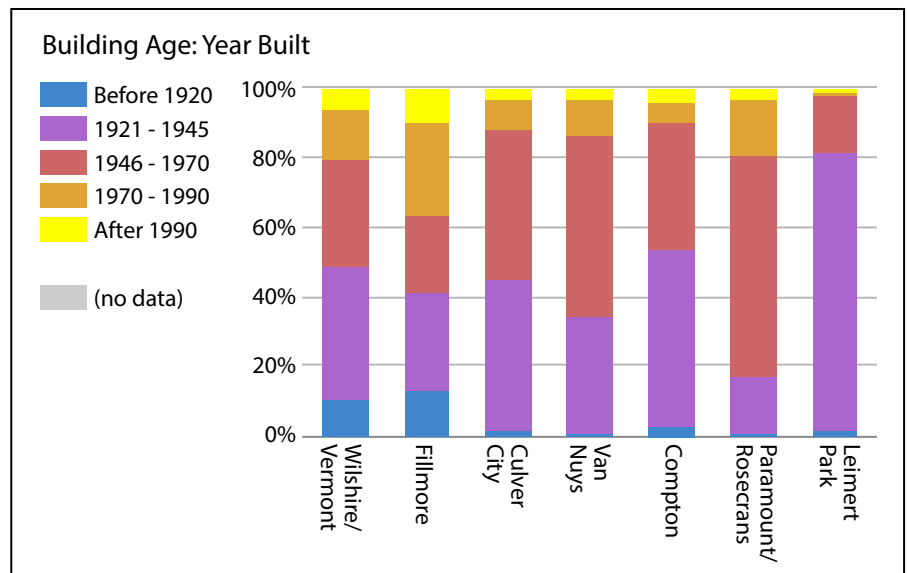
Compton (mean: 1947)



Paramount/Rosecrans (mean: 1959)



Leimert Park (mean: 1938)



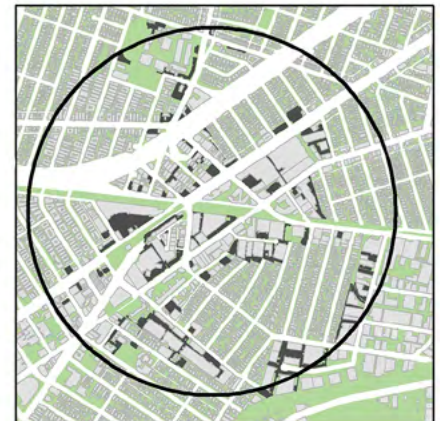
# ADJACENT SURFACE PARKING LOTS



**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)

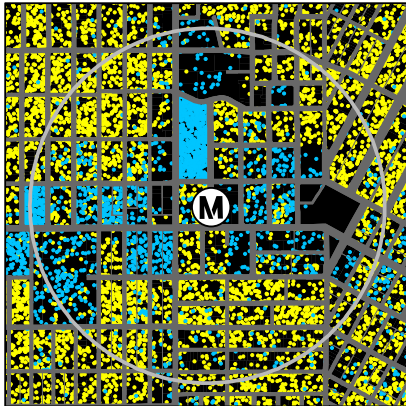


**Paramount/Rosecrans**  
59.1 surface parking acres (30% area)

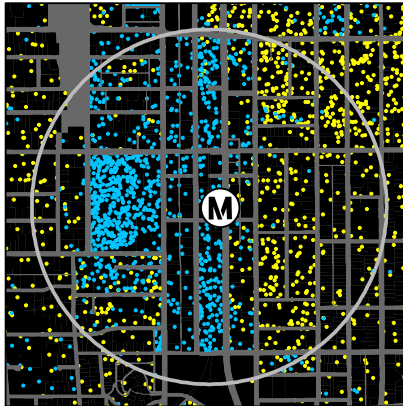


**Leimert Park**  
19.7 surface parking acres (5% area)

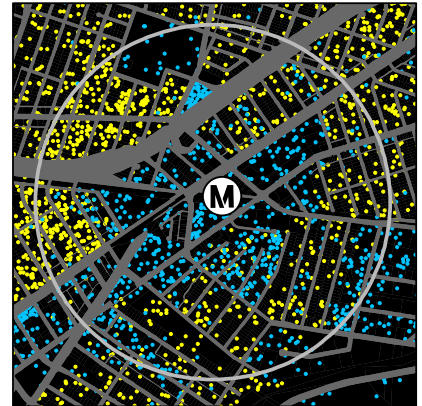
# ACTIVITY DENSITY



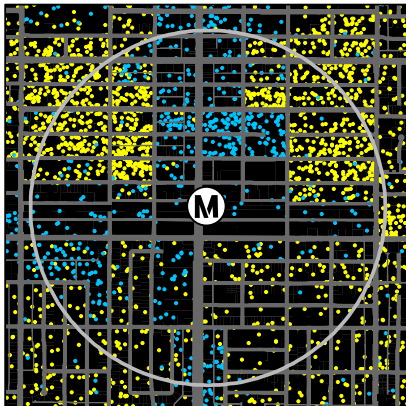
Wilshire/Vermont  
 $64 \text{ pop/ac} + 35 \text{ jobs/ac} = 99 \text{ AU/ac}$



Fillmore  
 $13 \text{ pop/ac} + 24 \text{ jobs/ac} = 37 \text{ AU/ac}$



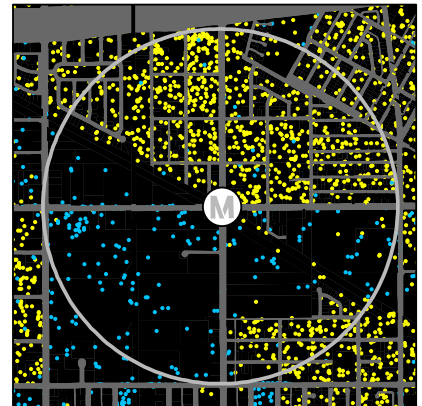
Culver City  
 $17 \text{ pop/ac} + 18 \text{ jobs/ac} = 35 \text{ AU/ac}$



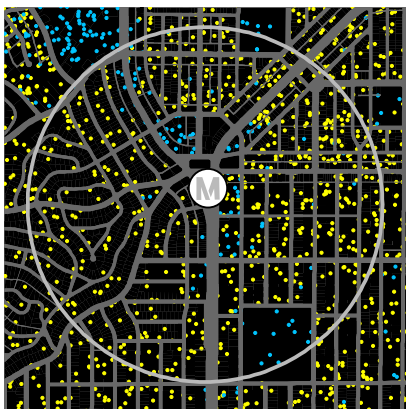
Van Nuys  
 $23 \text{ pop/ac} + 12 \text{ jobs/ac} = 35 \text{ AU/ac}$



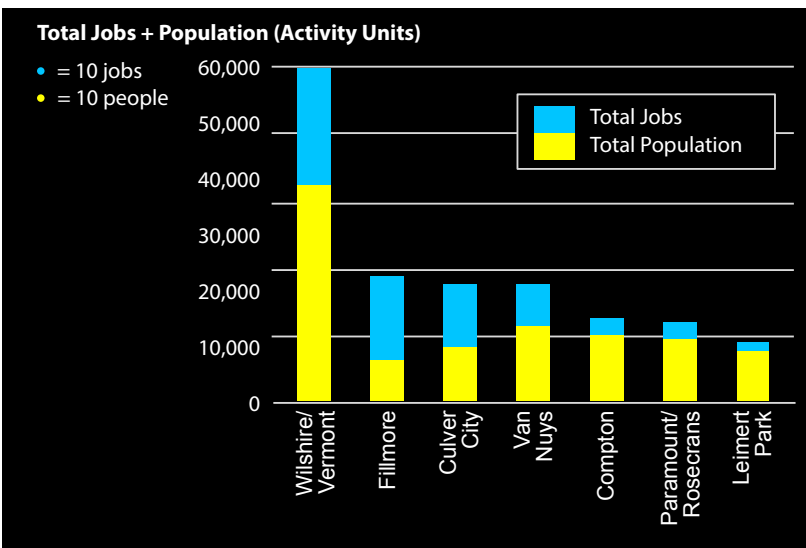
Compton  
 $21 \text{ pop/ac} + 4 \text{ jobs/ac} = 25 \text{ AU/ac}$



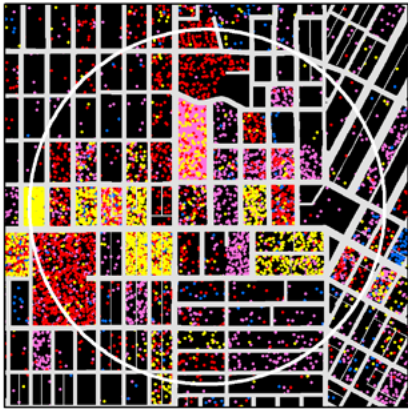
Paramount/Rosecrans  
 $19 \text{ pop/ac} + 5 \text{ jobs/ac} = 24 \text{ AU/ac}$



Leimert Park  
 $15 \text{ pop/ac} + 3 \text{ jobs/ac} = 18 \text{ AU/ac}$



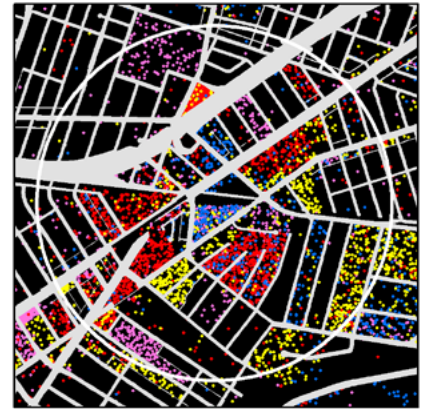
# JOB DENSITY BY SECTOR



Wilshire/Vermont 35 jobs/acre



Fillmore 24 jobs/acre



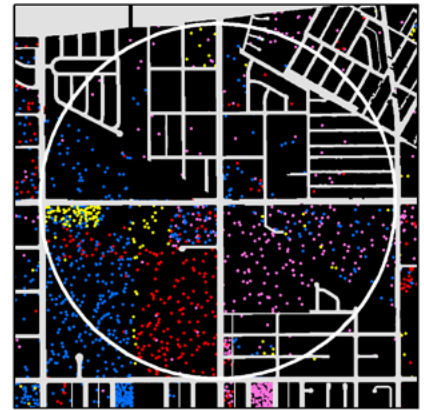
Culver City 18 jobs/acre



Van Nuys 12 jobs/acre



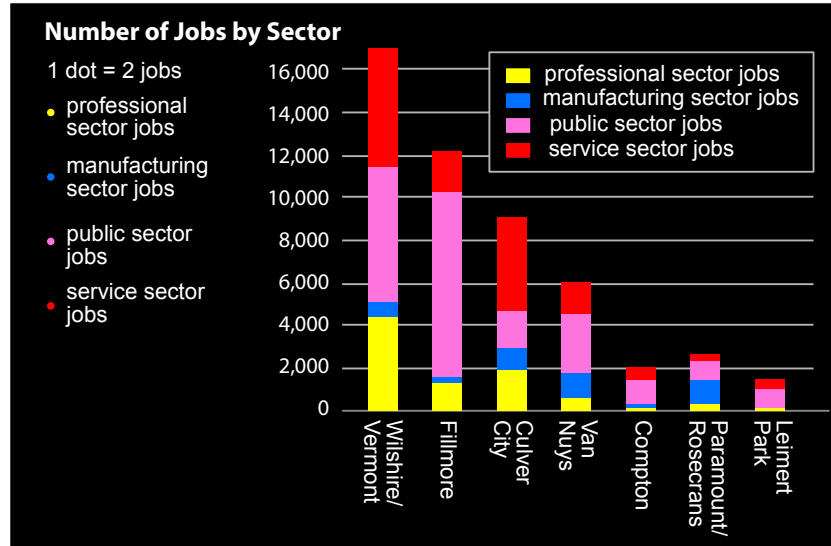
Compton 4 jobs/acre



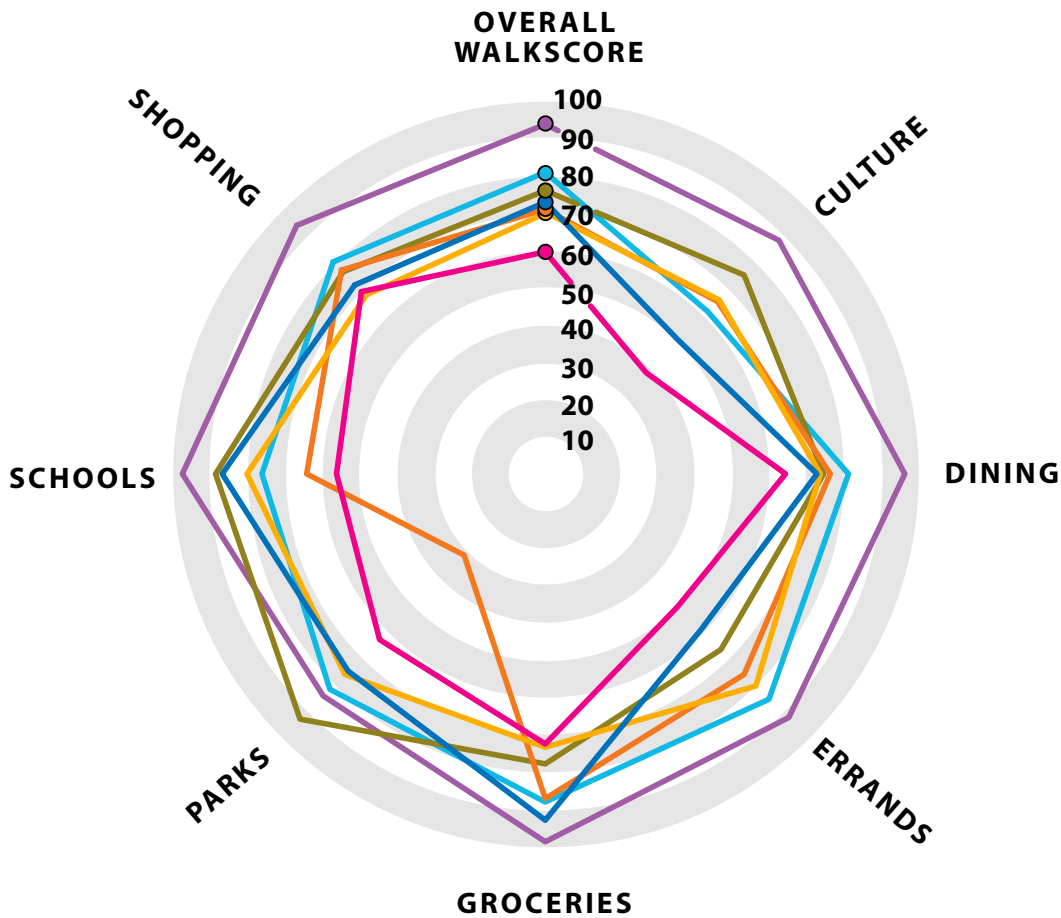
Paramount/Rosecrans 5 jobs/acre



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 retrieved 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)

