ACKNOWLEDGEMENTS

Prepared by the Los Angeles Department of Planning

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The complete Existing Conditions Report contains additional information including:

- aerial maps
- building footprints
- demographics
- economic profile
- general plan land use
- zoning
- existing land use
- transit service
- traffic patterns
- street designations
- housing
- opportunity sites
- historic resources
- public service & amenities
- planning overlays

To view the complete report, please visit www dtla 2040 org.
INTRODUCTION | background

In 2012, The City of Los Angeles Department of City Planning (LADCP), in partnership with Metro, launched an effort to create several Transit Neighborhood Plans to develop livable community and employment centers around the region's expanding transit network. The plan focuses on neighborhoods surrounding a total of 25 future and existing transit stations Citywide.

To prepare for development trends that accompany these transit stations, Metro has provided a grant to the LADCP to create regulatory tools to guide future land use around the rail stations. This report details the existing conditions of three future and four existing stations within Downtown, and focused on the Regional Connector Transit Project. It is designed to be a resource for Metro, the LADCP staff, and community stakeholders.

The 1.9 mile Regional Connector alignment will allow passengers to seamlessly transfer between the Gold, Blue, Expo, Red and Purple heavy rail subway lines, and bypass Downtown Los Angeles Union Station, by constructing three new Metro stations and connecting travel corridors through the center of Downtown.

The alignment crosses several distinct communities within Downtown, including the historic Little Tokyo community, the concentration of federal, state and local government offices in the Civic Center, the cultural entertainment center in Bunker Hill, the dense commercial core in the Financial District, as well as the residential and retail uses in the Historic Core.
This existing conditions report includes information on current land uses, housing, demographics, economic conditions, and livability patterns.

The study areas around the three new, and four existing stations were established by choosing a group of census tracts to represent each station area. The basic radius of a half-mile is used to represent a typical threshold of willingness to walk to a transit stop. Census tracts were chosen if they, in part or in whole, were located within this half-mile radius from the intersection nearest to the station entrance.

Due to the proximity of the stations and irregularity of the census tracts, some tracts are in multiple station areas and thus were included in the analysis of each station.

The demographic data in this report comes from the United States Census Bureau and the maps come from the Department of City Planning Systems & GIS Division unless otherwise noted. For more information on the data analysis and sources, please see the detailed methodology in the Appendix.
DEMOGRAPHICS | all stations

<table>
<thead>
<tr>
<th>Station</th>
<th>Total Population</th>
<th>Educational Attainment</th>
<th>Top 3 Age Groups</th>
</tr>
</thead>
<tbody>
<tr>
<td>2nd PLACE/ HOPE</td>
<td>15,242</td>
<td>54% 46%</td>
<td>25-29 yrs 24%</td>
</tr>
<tr>
<td>2nd STREET/ BROADWAY</td>
<td>9,895</td>
<td>57% 43%</td>
<td>30-34 yrs 18%</td>
</tr>
<tr>
<td>1st STREET/ CENTRAL</td>
<td>6,230</td>
<td>63% 37%</td>
<td>35-39 yrs 17%</td>
</tr>
<tr>
<td>CIVIC CENTER</td>
<td>10,323</td>
<td>57% 43%</td>
<td>25-29 yrs 13%</td>
</tr>
<tr>
<td>7th STREET/ METRO</td>
<td>12,548</td>
<td>65% 54%</td>
<td>30-34 yrs 10%</td>
</tr>
<tr>
<td>PERSHING SQUARE</td>
<td>12,788</td>
<td>58% 42%</td>
<td>35-39 yrs 10%</td>
</tr>
<tr>
<td>PICO/ CHICK HEARN</td>
<td>9,620</td>
<td>53% 47%</td>
<td>30-34 yrs 10%</td>
</tr>
</tbody>
</table>

EXISTING CONDITIONS REPORT | DOWNTOWN LOS ANGELES | LADCP TRANSIT NEIGHBORHOOD PLANNING | JULY 2016
## Economic Profile

<table>
<thead>
<tr>
<th>Station</th>
<th>Employed Workers</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2nd Place/Hope</td>
<td>7,993</td>
<td>198,022</td>
</tr>
<tr>
<td>2nd Street/Broadway</td>
<td>4,348</td>
<td>169,628</td>
</tr>
<tr>
<td>1st Street/Central</td>
<td>1,980</td>
<td>60,179</td>
</tr>
<tr>
<td>Civic Center</td>
<td>1,999</td>
<td>158,082</td>
</tr>
<tr>
<td>7th Street/Metro</td>
<td>4,199</td>
<td>101,383</td>
</tr>
<tr>
<td>Pershing Square</td>
<td>6,136</td>
<td>87,255</td>
</tr>
<tr>
<td>Pico/Chick Hearn</td>
<td>1,980</td>
<td>60,179</td>
</tr>
</tbody>
</table>

### Top 3 Commute Modes

- **Auto-Drive Alone**: 52%, 48%, 51%, 52%, 48%, 52%, 48%, 48%, 47%, 47%, 42%, 49%
- **Public Transit**: 15%, 20%, 16%, 18%, 19%, 21%, 13%, 17%, 17%, 12%, 17%, 13%
- **Walk**: 16%, 14%, 12%, 14%, 12%, 15%, 11%, 12%, 12%, 15%, 11%, 13%

### Top 3 Industries

- **Arts, Entertainment, Recreation, Accommodation & Food Services**: 16%, 16%, 16%, 16%, 16%, 16%, 16%, 16%, 16%, 16%, 16%, 16%
- **Educational Services, Health Care & Social Assistance**: 14%, 14%, 14%, 14%, 14%, 14%, 14%, 14%, 14%, 14%, 14%, 14%
- **Professional, Scientific, Management, Administrative & Waste Management**: 12%, 12%, 12%, 12%, 12%, 12%, 12%, 12%, 12%, 12%, 12%, 12%

### Existing Conditions

- **Avg Commute Time**: 27 minutes, 27 minutes, 28 minutes, 27 minutes, 27 minutes, 27 minutes, 27 minutes, 27 minutes, 27 minutes, 27 minutes
- **Job Density**: 396 Jobs/Acre, 339 Jobs/Acre, 316 Jobs/Acre, 203 Jobs/Acre, 175 Jobs/Acre, 120 Jobs/Acre, 30.4 Jobs/Employed Worker, 30.4 Jobs/Employed Worker, 30.4 Jobs/Employed Worker
- **Job Intensity**: 24.77 Jobs/Employed Worker, 24.77 Jobs/Employed Worker, 24.77 Jobs/Employed Worker, 24.77 Jobs/Employed Worker
- **Jobs/Housing Balance**: 8.3 Jobs/Housing Unit, 16.57 Jobs/Housing Unit, 11.84 Jobs/Housing Unit

### Top 3 Industries

- **Arts, Entertainment, Recreation, Accommodation & Food Services**: 16%
- **Educational Services, Health Care & Social Assistance**: 14%
- **Professional, Scientific, Management, Administrative & Waste Management**: 12%
<table>
<thead>
<tr>
<th>HOUSING</th>
<th>all stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2nd PLACE/HOPE</td>
<td>2nd STREET/BROADWAY</td>
</tr>
<tr>
<td><strong>NUMBER OF UNITS</strong></td>
<td><strong>NUMBER OF UNITS</strong></td>
</tr>
<tr>
<td>10,521</td>
<td>6,257</td>
</tr>
<tr>
<td>893</td>
<td>336</td>
</tr>
<tr>
<td>8,104</td>
<td>5,003</td>
</tr>
<tr>
<td>1,524</td>
<td>918</td>
</tr>
<tr>
<td><strong>MEDIAN HOME VALUE</strong></td>
<td><strong>OWNER-OCCUPIED UNITS</strong></td>
</tr>
<tr>
<td><strong>OWNER-OCCUPIED UNITS</strong></td>
<td><strong>OWNER-OCCUPIED UNITS</strong></td>
</tr>
<tr>
<td><strong>$386,800</strong></td>
<td><strong>$347,740</strong></td>
</tr>
<tr>
<td><strong>$1,226</strong></td>
<td><strong>$899</strong></td>
</tr>
<tr>
<td><strong>$37,828</strong></td>
<td><strong>$23,643</strong></td>
</tr>
<tr>
<td><strong>AVG HOUSEHOLD SIZE</strong></td>
<td><strong>AVG HOUSEHOLD SIZE</strong></td>
</tr>
<tr>
<td>1.63</td>
<td>1.75</td>
</tr>
<tr>
<td><strong>AFFORDABLE HOUSING</strong></td>
<td><strong>HUD SUBSIDIZED UNITS</strong></td>
</tr>
<tr>
<td><strong>HUD SUBSIDIZED UNITS</strong></td>
<td><strong>HUD SUBSIDIZED UNITS</strong></td>
</tr>
<tr>
<td>1,152</td>
<td>1,390</td>
</tr>
</tbody>
</table>

Certain census tracts had a recorded median gross rent and median home value as "$2,000+" and "$1,000,000+" respectively. For the purpose of this analysis, those values were rounded to $2,000 and $1,000,000.
Selected Tracts: All 2010 US Census Tracts within (fully or partially) the ½ mile radii surrounding the Metro station intersections. Judgment was used to assign census tract to their respective station areas.

Population by Age & Sex / Total Population: American Community Survey 2009-2013 by selected tracts, “Age & Sex” (B01001); All respondents identifying as “Hispanic/Latino” are grouped accordingly; Respondents identifying as “Non-Hispanic/Latino” are grouped into their respective identities.

Educational Attainment: American Community Survey 2009-2013 by selected tracts, “Educational Attainment” (S1501)

Language Spoken at Home: American Community Survey 2009-2013 by selected tracts, “Language Spoken At Home” (S1601)

Race & Ethnicity: American Community Survey 2009-2013 by selected tracts, “Hispanic/Latino Or Latino Origin By Race” (B03002); All respondents identifying as “Hispanic/Latino” are grouped accordingly; Respondents identifying as “Non-Hispanic/Latino” are grouped into their respective identities.

Employed Workers / Average Commute Time: American Community Survey 2009-2013 by selected tracts, “Selected Economics Characteristics” (DP03), Employed Workers represents Civilian Employed Population 16 Years and Over; Average Commute Time is an average of the census tract averages.

Jobs: US Census Bureau - Longitudinal Employer-Household Dynamics (LEHD) “OnTheMap” Application; Data was selected by “work,” where workers are employed to capture the number of jobs that are within selected census tracts.

Job Density / Job Intensity: Density was determined by dividing Total Jobs by area (acres) of selected tracts, which was calculated on ArcGIS by LADCP GIS Division; Intensity was determined by dividing Total Jobs by Employed Workers.

Jobs / Housing Balance: Total Jobs divided by Total Housing Units.

Commuting Modes: American Community Survey 2009-2013 by selected tracts, “Means of Transportation to Work by Industry” (B08126); Figure represents Workers 16 Years and Over.

Top Industries: 2010 US Census by selected tracts, “Selected Economics Characteristics” (DP03); Percentage reflects the total workers in each industry group compared to total workers in the census tract.

Median Earnings: American Community Survey 2009-2013 by selected tracts, “Industry by Median Earnings in the Past 12 Months (In 2013 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years and Over” (B24031). The Median Earnings for the top three industries in each station area were averaged across the selected tracts.

Traffic Patterns: Map data © 2016 Google Maps “Typical Traffic”

Station Walkshed / Walk Score: Map reflects results from www.walkshed.com. Analysis site was centered at the station intersection.

Bike Infrastructure: Map reflects data from “City of Los Angeles Bikeways” Interactive Map (LADOT) http://www.bicyclela.org/maps_main.htm

Transit Service: Map reflects data from Metro and LADOT service maps; Boarding/alighting data from Metro.


Average Household Size: American Community Survey 2009-2013 by selected tracts, “Average Household Size of Occupied Housing Units by Tenure” (B25010).

Affordable Housing: Number of units reflects data from the City’s AB987 Affordable Housing Database and HUD’s LIHTC and Section 8 Contract Databases. Addresses were geocoded and units aggregated by selected by census tract.

All Other Housing Data: American Community Survey 2009-2013 by selected tracts, “Selected Housing Characteristics” (DP04).

Historic Resources: Map reflects data from HistoricPlacesLA.org

Public Services & Amenities: Map reflects data from the Bureau of Engineering’s NavigateLA web application and © 2016 Google Maps.

Maps: All maps created by LADCP staff unless otherwise noted.