

**Metro**Los Angeles County  
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metro.net**PLANNING AND PROGRAMMING COMMITTEE  
OCTOBER 17, 2012****SUBJECT: METRO ORANGE LINE SEPULVEDA STATION CONCEPTUAL  
DEVELOPMENT GUIDELINES****ACTION: ADOPT CONCEPTUAL DEVELOPMENT GUIDELINES****RECOMMENDATION**

Adopt the attached "Conceptual Development Guidelines" for the Metro Orange Line Sepulveda Station park-and-ride site. (See Attachment A)

**ISSUE**

Metro owns, maintains and operates properties throughout Los Angeles County for its current and future transportation operations. As part of Metro's Joint Development Program, staff periodically evaluates these properties for potential joint development uses before issuing a Request for Proposals (RFP). Metro's joint development policy calls for the preparation of conceptual development guidelines prior to solicitation of development proposals for the site and Board approval of the guidelines. These proposed conceptual guidelines will provide basic guidance to developers consistent with Metro's general policies, operations and joint development policies and procedures.

**DISCUSSION**

The proposed joint development project site is located on a 12.45-acre site currently used as surface parking lot for Metro Orange Line Sepulveda Station transit patrons. (See Map, Bird's Eye View Looking South, in Attachment A, "Conceptual Development Guidelines".) The Metro property is the interior and largest parcel in a block bounded by Sepulveda Boulevard, Erwin Street, San Diego Freeway, and the Metro right-of-way. The site is located west of Sepulveda Boulevard, behind a parcel under development and a fast food restaurant, and just east of a personal storage building that is adjacent to the San Diego Freeway. The parcels on both sides of the Metro property are

privately owned. (See Site Context Map in Attachment A, "Conceptual Development Guidelines.")

An RFP was issued in 2007 and a developer was selected in 2008. The developer subsequently withdrew and, following a severe market downturn, staff suspended efforts to actively pursue development of the site. The adoption of these conceptual guidelines sets the course for the issuance of a new RFP should a preliminary market analysis show support for the identified uses.

The "Conceptual Development Guidelines" includes two minor changes in the guidelines approved in 2007: one relates to density and the other to transit parking. Responding to neighborhood concerns, the following is added to the appropriate section in the attached guidelines: **"Metro recommends that any proposed development considers a lower density for the site than typical for the local market."** The transit parking guidelines are modified by deleting the requirement for a "three-acre" reserve for transit parking and substituting it with the phrase "sufficient area," allowing developers to have some flexibility while keeping the required maximum of 400 transit parking spaces.

Metro envisions a primarily residential use at the Sepulveda Station park-and-ride site. Any development proposed for this site shall demonstrate compatibility with adjacent uses, particularly with the Victory Park Neighborhood to the north, and include proposals to mitigate any adverse impacts. A key concern of the Victory Park neighborhood is the use of Erwin Street. Current access to the Metro park-and-ride is provided by Erwin Street on the north, the Metro access road located south of the park-and-ride and north of the busway, and Haskell Avenue from the northwest side of the 405 Freeway.

Working with representatives of the Victory Park Neighborhood, the Office of Councilman Cardenas and planning design consultant Futterman and Associates during the formulation of the first conceptual guidelines, Metro identified two strategies to mitigate future development impacts on Erwin Street. The first strategy is for Metro to continue to monitor opportunities for sharing access from Sepulveda Boulevard with the ownership of the adjacent property as it redevelops. The second strategy is to limit project-based vehicular access on Erwin Street west of Sepulveda Boulevard. Both strategies address Victory Park Neighborhood concerns

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no impact on safety because no changes or physical improvements will be constructed as a result of adopting these conceptual development guidelines.

## **FINANCIAL IMPACT**

The recommended action will not impact Metro's FY13 Budget. Ultimately, development of the Metro-owned property will generate revenues that may be used for capital and operating expenses.

## **ALTERNATIVES CONSIDERED**

Metro could choose not to adopt the proposed Conceptual Development Guidelines. Staff is not recommending this because the proposed guidelines are necessary to advance joint development in a manner consistent with Metro operations, adopted policies, and local planning and land use ordinance. Further, these guidelines were based on recent site and market studies completed by Metro and consultations with various stakeholders.

## **NEXT STEPS**

After adoption of the Conceptual Development Guidelines, Metro staff will issue an RFP for the development of the Sepulveda Station park-and-ride site.

## **ATTACHMENT**

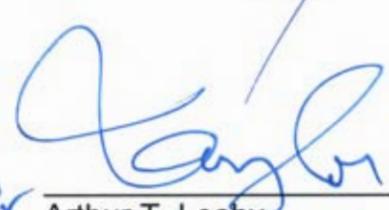
A. Metro Orange Line Sepulveda Station, Revised Conceptual Development Guidelines

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**METRO ORANGE LINE SEPULVEDA STATION  
CONCEPTUAL DEVELOPMENT GUIDELINES**

**A. SITE DESCRIPTION**

The Sepulveda Station is part of the Metro Orange Line which began operations from North Hollywood to Canoga Avenue in October 2005. A northern extension from Canoga Station to the Metrolink Station area in Chatsworth opened in June 2012. (See Attachment A, Metro Orange Line). The Metro Orange Line extends transit service from the Metro Red Line's northwesterly terminus at Lankenshim and Chandler boulevards in North Hollywood to the Chatsworth Metrolink-Amtrak station site. This 20-mile line runs along a dedicated busway on Metro-owned right-of-way.

The proposed joint development project is a 12.45-acre site currently used as a surface park-and-ride lot for Metro Orange Line Sepulveda Station transit patrons. (See Attachment A, Bird's Eye View Looking South.) The Metro property is the interior and largest parcel on a block bounded by Sepulveda Boulevard, Erwin Street, the San Diego Freeway, and the Metro right-of-way. The site is just west of Sepulveda Boulevard, behind a retail development under construction and a Wendy's fast food restaurant, and just east of a personal storage building that is adjacent to the San Diego Freeway. The parcels on both sides of the Metro property are privately owned.

**B. AREA CONTEXT**

There are a wide variety of uses adjacent to and surrounding the project site. (See Attachment A, Site Context.) Immediately to the north is the Victory Park neighborhood with single-family homes. Located to the east of the site lining Sepulveda Boulevard are a wide range of retail and commercial uses – a CVS drugstore, various small-scale retailers, home improvement stores, and big-box retailers Costco, Pep Boys, Staples, Orchard Supply, Petco, Beverages and More, and Target. A Chevron distribution facility, ElectroRent's warehouse and distribution facility, and several smaller office/industrial users border the southern edge of the Metro Orange Line right-of-way.

## C. AREA PLANS AND ZONING

The site is currently zoned PF (Public Facilities) by the City of Los Angeles. Among uses allowed under the PF zone are any joint public and private uses permitted in the most restrictive adjoining zones if approved by the Director of Planning. The most restrictive use in this site is R1-One-Family Dwelling. Specific procedures to change the site's zoning from PF to a multi-family residential use or commercial zone are included in the City of Los Angeles Planning and Zoning Code.

## D. DEVELOPMENT GUIDELINES

These conceptual guidelines are intended to provide a set of development and planning principles that are applicable to the site and consistent with Metro's adopted Joint Development Policies and Procedures. A basic component of these guidelines is a statement of Metro's current and planned or future transportation requirements. This allows Metro to continue to provide transportation opportunities while pursuing prudent compatible revenue-generating uses on its properties. In addition, the guidelines may identify a land use or a range of land uses that may be feasible on the site, including opportunities and challenges associated with the identified use or combination of uses.

The guidelines are not intended to provide specific design and construction-related criteria associated with a particular project. They are meant to provide the first step in a series of steps towards planning, developing and constructing a joint development project. (See Attachment A, Metro's Joint Development Process.)

### 1. Urban Design

Proposed development shall adhere to urban design principles that achieve the following goals:

- a. Promote transit: Through coordination with Metro and the City of Los Angeles Department of Transportation, the development should enhance public transit by supporting the integration of available transit modes, especially in the immediate vicinity of the station.
- b. Maintain and enhance existing residential neighborhoods: Development should be sensitive to and be buffered from existing neighborhoods.
- c. Create a sense of place: Development should create a location that is vibrant, visually pleasing, and generally improves the urban fabric and district of which it is a part, including amenities such as recreational facilities, landscaping and design features.
- d. Provide a secure environment: The design and operation of proposed development uses shall promote safety for transit patrons, potential private development patrons, and current adjacent uses.

## **2. Land Use**

Metro envisions a primarily residential use at this site. Single-family housing use is located immediately to the north of the site. Residential use extends further north to multi-family housing. The site is within an interior parcel and housing provides a good fit as residential uses do not need the type of prominent street frontage retail and other commercial uses typically require. Development densities for newer multifamily projects in the San Fernando Valley are within the range of 50 to 65 dwelling units per acre. Feedback from community meetings indicates residents' concern about density. Metro recommends that any proposed development density stay within the parameters specified for R-3 zoning by the City of Los Angeles.

Any development proposed for this site shall demonstrate compatibility with adjacent uses, particularly with the Victory Park Neighborhood to the north, and include proposals to mitigate any adverse impacts. A key concern of the Victory Park neighborhood is the use of Erwin Street. Current access to the Metro park-and-ride is provided by Erwin Street on the north, the Metro access road located south of the park-and-ride and north of the busway, and Haskell Avenue from the northwest side of the 405 Freeway.

Working with representatives of the Victory Park Neighborhood and the Office of Councilman Cardenas, Metro identified two strategies to mitigate future development impacts on Erwin Street. The first strategy is for Metro to continue to monitor opportunities for sharing access from Sepulveda Boulevard with the owners of the adjacent property as it redevelops. The second strategy is to limit project-based vehicular access on Erwin Street west of Sepulveda Boulevard. Both strategies address Victory Park Neighborhood concerns. (See Attachment A, Development Mitigation Strategies.)

The Metro site is enclosed by a landscaped concrete wall on the north with a single access off Erwin Street from Sepulveda Boulevard. Proposed developments should be sensitive to both the additional traffic on Erwin Street and potential visual impacts on the existing neighborhood and include mitigation strategies such as retention of the wall and installation of effective buffers along the north side of the Metro property.

## **3. Metro Transit Station Facilities**

**Metro Station:** Any proposal including elements that will alter the Sepulveda Orange Line Station or its location shall ensure that the design and function of the station are maintained. Metro reserves the right to approve such modifications.

**Public Transit Parking:** The project site is a Metro parking facility. Any joint development proposal shall provide sufficient parking spaces to accommodate

existing capacity and include provisions to accommodate future demand. Metro policy requires existing parking capacity to be maintained during construction and fully replaced prior to any joint development.

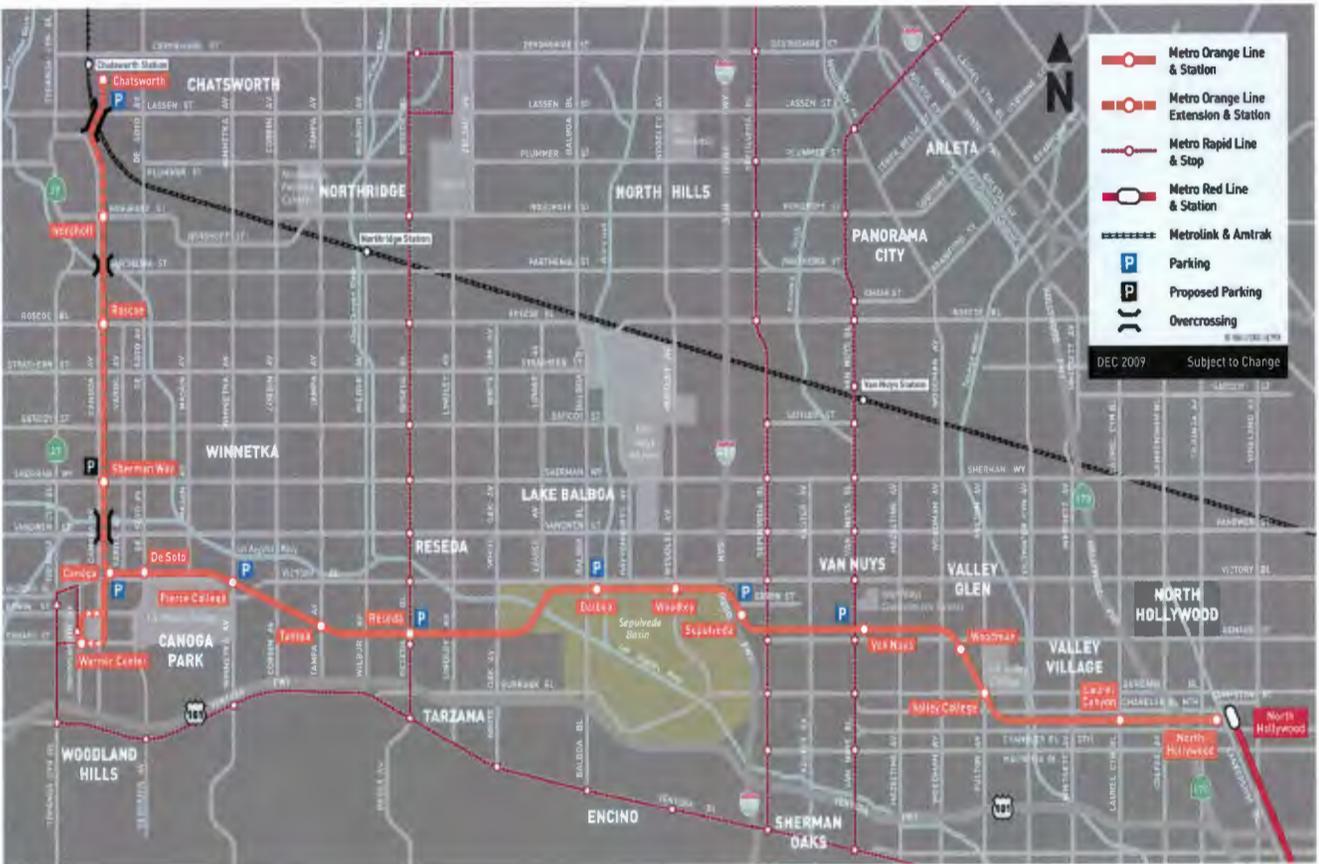
Current parking demand is less than 10 percent of the existing 1,200-space park-and-ride. Because of low parking utilization and the high cost of fully replacing the existing capacity in a parking structure, Metro requires that a sufficient parking area adjacent to the busway be reserved and developed as surface parking to provide up to 400 spaces with the intent of converting it to a parking structure to accommodate future demand. The parking structure shall be planned and designed as an integral part of the joint development, and may support a housing development.

The parking lot shall be designed and situated to allow an efficient link to the station, minimize parking development costs and create vehicular and pedestrian access compatible with adjacent uses.

**Bicycle Parking:** Bicycle parking facilities shall be included in the overall transit parking strategy and integrated with the extensive bicycle path along this transit corridor.

- 4. Public Restroom:** Metro policy requires that a public restroom be available within the joint development project site that would accommodate transit patron use.

# METRO ORANGE LINE



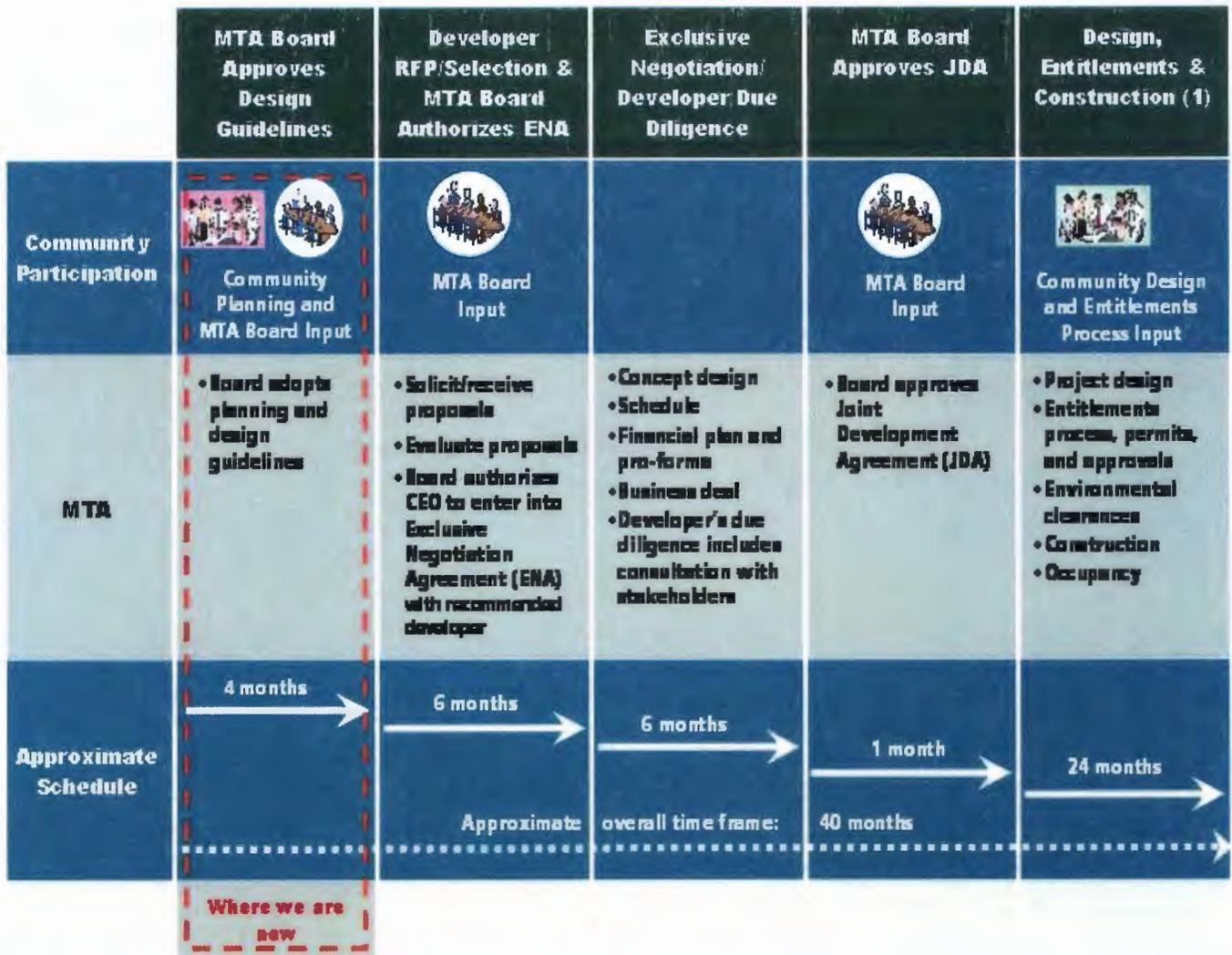
**BIRD'S EYE VIEW LOOKING SOUTH**



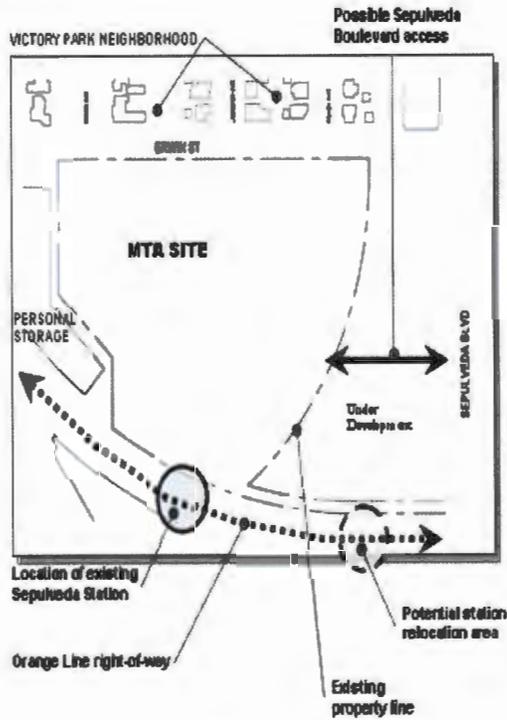
### SITE CONTEXT



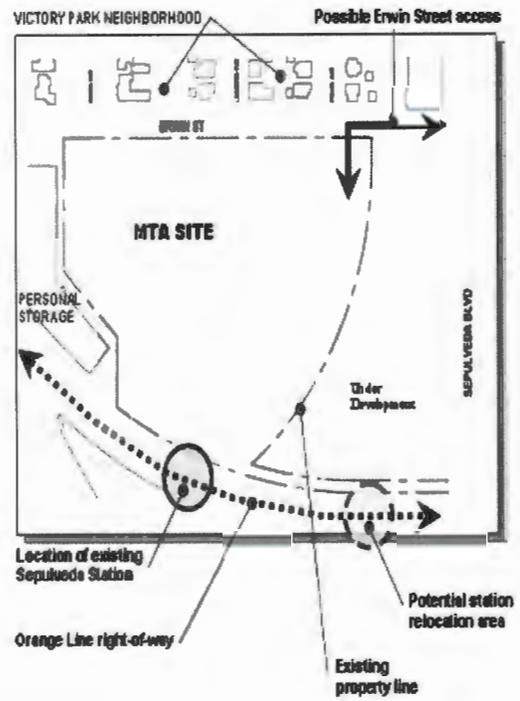
### METRO'S JOINT DEVELOPMENT PROCESS



**DEVELOPMENT MITIGATION STRATEGIES**



**Strategy 1: Project access from potential new road connecting to Sepulveda Boulevard**



**Strategy 2: Project access from Erwin Street**