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OCTOBER 18, 2016

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: THERESE MCMILLAN *CEO*
CHIEF PLANNING OFFICER

**SUBJECT: QUARTERLY REPORT ON TRANSIT ORIENTED COMMUNITIES
DEMONSTRATION PROGRAM**

ISSUE

At the direction of the CEO, the Joint Development (JD) Department presented the Transit Oriented Communities (TOC) Demonstration Program (the "Program") to the Board in October 2015. The Program identifies changes to the JD process as well as a "TOC Toolkit" to promote a more expansive approach to integrating transit into communities. Seven sites and/or projects were identified to be showcased through the Program, and staff has committed to quarterly progress reports on these demonstration sites. This Board Box is the fourth quarterly progress report, covering July – September 2016. In addition to site specific updates, this report covers additional efforts to promote TOC across various plans, programs and projects.

DISCUSSION

Project Updates

The table included as Attachment A provides a description of each of the Demonstration Program site/projects and an update on progress between July 2016 and September 2016.

TOC Toolkit – Examples

When the Demonstration Program was developed, the "TOC Toolkit" was identified as a means to promote a more expansive approach to integrating transit into communities, and thinking holistically about the role of Metro within the communities we serve. Over the past 6 months, several examples of adopting this approach beyond just the TOC Demonstration sites should be noted. These examples showcase how a transit agency can use its resources and programs to make TOC an agency-wide philosophy rather than just a project by project approach.

- Union Station/Civic Center District Concept:** Over the past few months, Metro's Strategic Initiatives Team in the Countywide Planning and Development Department, has worked with the California High Speed Rail Authority's ("Authority") Station Area Planning team to identify opportunities for synergy and value capture in the Union Station / Civic Center areas of Downtown Los Angeles. Metro has facilitated conversations with the Offices of Directors Solis and Garcetti, and Councilmembers Huizar and Cedillo, to discuss formation of an Exploratory Committee to coordinate to: (1) formally coordinate across planning and infrastructure investments occurring in the area; (2) identify potential revenue generation/value capture opportunities and partnerships necessary to pursue such opportunities; (3) engage stakeholders early on to develop an inclusionary approach to district-wide efforts; and (4) ensure equitable distribution of benefits. It is anticipated that this Committee will be formed in early 2017.
- Expo/Crenshaw Station Parking:** As part of preliminary feasibility studies for the Joint Development of Metro and County-owned properties at the under-construction Expo/Crenshaw Station, Metro's JD staff identified an opportunity to make the Metro-owned site at the southeast corner of Crenshaw and Exposition Boulevards more feasible for community-serving uses. The site was originally slated to offer 110 surface parking spaces; any new development on the site would have to replace that parking at considerable expense. Such an expense would potentially have a dramatic impact on the opportunity to offer affordable housing and community-serving uses and/or transit betterments at the site. Working closely with the Metro Construction team and the Federal Transit Administration (FTA), Metro's JD team secured FTA approval to provide the 110 parking spaces at a parking structure one block from the station, owned by the West Angeles Church and the current location for Metro transit parking for the Expo Line.
- Sharing Best Practices:** Metro continues to share best practices around its TOC and Affordable Housing efforts. Staff have recently presented at the APTA conference and will participate in various sessions of the upcoming RailVolution and APA California conferences.
- TOC Grant Writing Assistance Pilot Program:** As reported in the prior TOC Demonstration Program quarterly report, Metro is working on a TOC Grant Writing Assistance Pilot Program that will fund a grant writer for projects or proposals that meet TOC objectives. Grant assistance would be available to non-profits, community-based organizations and cities. The JD team, Strategic Financial Planning and Programming and Regional Grant Management staff are exploring a partnership with LA n'Sync to implement a pilot program that could be included in the FY18 budget.

NEXT STEPS

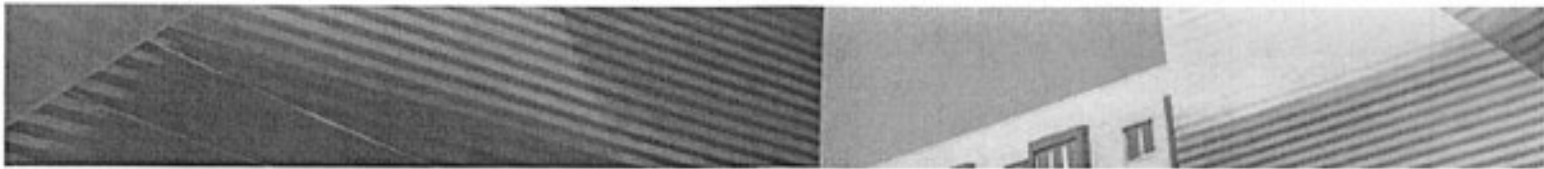
Staff will continue its work implementing the TOC Demonstration Program and will report to the Board with the next quarterly progress update in January 2017.

ATTACHMENTS

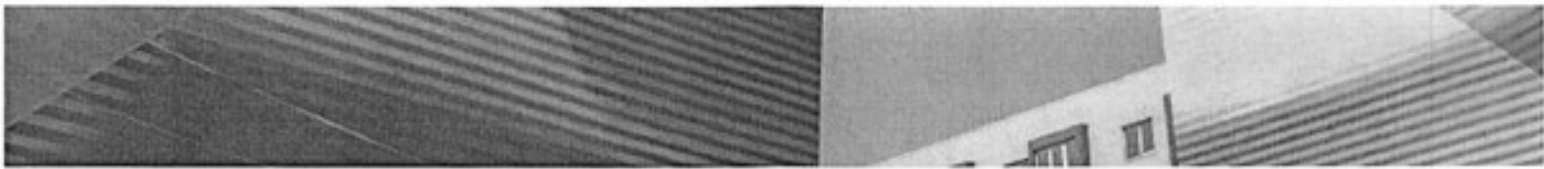
A. TOC Demonstration Program – Quarterly Update 4

TOC Demonstration Program
 Quarterly Update 4: July – September 2016

PROJECT SITE / PROGRAM	JUL –SEPT 2016 UPDATE
Golden State Specific Plan	
<p>In Round 2 of the TOD Planning Grant program, Metro funded a joint study by the City of Burbank and the Burbank, Glendale, Pasadena Airport Authority to evaluate development opportunities and related TOD planning requirements as part of a federally funded airport ground access study. The LinkBurbank study identified opportunities for transit and transportation improvements as well as opportunities for TOD that takes advantage of proximity to Metrolink, Amtrak, Airport, and Metro bus service.</p> <p>Upon completion of the study, the City of Burbank was awarded a Round 4 TOD Planning Grant to create a new Specific Plan (Golden State Specific Plan) that will implement the recommendations in the study. In addition, the City of Burbank participated in Eco District training in Portland, Oregon that will advance the sustainable priorities for the station area and was awarded \$800,000 of station area planning funds from the California High Speed Rail Authority to coordinate and integrate all planning efforts around the future HSR station in Burbank.</p>	<p>City of Burbank staff secured City Council approval for contract between the City of Burbank and AECOM for the preparation of the Golden State Specific Plan.</p>
Crenshaw/LAX Line	
<p>Includes 3 station sites currently in construction:</p> <p>(1) <i>Expo/Crenshaw</i>: This Metro Joint Development opportunity includes two sites at the intersection of the Expo and Crenshaw Lines: a County-owned Probation Department facility on the southwest corner of Exposition and Crenshaw and a Metro-owned site on the southeast corner adjacent to the under-construction District Square project, a regional shopping center. The County of LA will vacate the Probation Department facility to allow both sites to be developed as part of a single proposal. Metro is exploring the possibility of relocating proposed transit parking to accommodate the joint development on the Metro site.</p> <p>(2) <i>Leimert Park Station</i>: The City of LA owns two surface parking lots adjacent to the Leimert Park station. Metro is working with the City to coordinate on planning and outreach and any</p>	<ul style="list-style-type: none"> • The Expo/Crenshaw Station was originally slated to include 110 park-and-ride spaces. Metro has secured approval from the FTA to accommodate those spaces in the nearby West Angeles Cathedral parking structure, allowing more flexibility for transit oriented development on the site. • Metro and the County are finalizing RFPs for Expo/Crenshaw and Fairview Heights Joint Development opportunities which will include Board-approved Development Guidelines for the sites. The RFPs are slated to be released in mid-to-



<p>potential partnerships in support of the development of these sites and to maximize transit integration.</p> <p>(3) <i>Fairview Heights Station</i>: The County will vacate a Department of Public Social Services facility adjacent to the Station and Metro will oversee joint development planning for the site. Metro provided a TOD Planning Grant to the City of Inglewood to create transit overlay zone for this station area and is also coordinating with the City to create a strong pedestrian connection between the Station and surrounding community including opportunities for public open space.</p>	<p>late Fall 2016.</p> <ul style="list-style-type: none"> • Both the City of Los Angeles and the City of Inglewood have finalized their transit-supportive land use plans for stations along the Crenshaw/LAX Line, with final adoptions anticipated in Fall 2016. • Metro continues to coordinate with the City of L.A. as they conduct a market feasibility analysis of the development opportunities on City-owned property at the Leimert Park Station with the intent of releasing an RFP soliciting development proposals for the sites in early 2017.
<p>Duarte Station</p>	
<p>With funds from Round 1 of the TOD Planning Grant, the City of Duarte created and adopted the Gold Line Station Area Development Specific Plan. Included in the station area is the City of Hope, a major employment center interested in expansion.</p> <p>One of the opportunity sites identified in that plan is a Metro parcel that is used for transit parking. The City of Duarte has had preliminary discussions with neighboring property owners regarding their interest in selling and/or redeveloping their properties. Metro will work with the City to identify opportunities to potentially partner with adjacent property owners to create development opportunities.</p>	<p>Metro and the City of Duarte completed a scope of work to update prior studies completed for the Duarte Station area. Procurement for the consultant team is expected to be completed in October 2016 with a notice to proceed by or before November 2016.</p>
<p>El Monte Station</p>	
<p>The El Monte Station, a recently completed state-of-the art regional bus facility, is the largest of its kind on the west coast, serving approximately 22,000 passengers daily. The El Monte Gateway Specific Plan envisions a vibrant, mixed-use urban activity center around the Station connecting to the City's downtown commercial core.</p> <p>Metro and Caltrans own a significant amount of land currently used as Station-supporting park-and-ride lots. Working with public sector partners, including Caltrans and the City, Metro intends to solicit developer interest in transit-oriented infill development to complement existing transit infrastructure at the</p>	<ul style="list-style-type: none"> • Metro's Parking Management and Real Estate teams successfully negotiated a year-to-year lease for 200 parking spaces from Gateway Partners to meet parking demand at the El Monte Station. As part of developing a long-term strategy for parking, the El Monte Station will be considered for inclusion in Phase 2 of the Parking Management Pilot Program, to be presented to the Board in Fall 2016, with installation

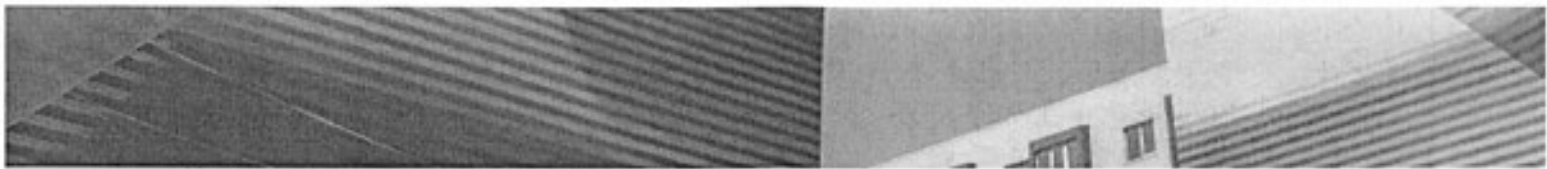


site.

Agency-wide, there is a coordinated effort to implement multi-modal public investments and studies in bus infrastructure, transit parking, active transportation improvements, and regional rail station relocation with existing and future transit oriented development opportunities.

of new equipment planned for early 2017.

- The JD Team completed procurement of an on-call urban design consultant in September and is preparing a scope of work in collaboration with the City of El Monte to identify the commercial development opportunities at the Station. That work is anticipated to begin late Fall 2016.
- Metro has completed an appraisal that will inform Metro's anticipated acquisition of the Caltrans-owned parcels, a critical first step in planning for a comprehensive TOC development vision for the El Monte Station. Caltrans is completing its appraisal. The parties will work together in the coming months to negotiate and seek approvals for the transfer of ownership. Metro is also in the process of securing a contract with an environmental consultant to conduct a Phase 1 study of the El Monte parcels to determine whether subsequent assessments and potential environmental remediation are necessary.
- Proposals were received by the Regional Rail team in September to complete feasibility studies for the relocation of the El Monte Metrolink Station to provide for more direct connection to the El Monte Transit Center. The study is anticipated to begin in October and take less than one year to complete.
- Metro continues to coordinate with City of El Monte staff on scoping and implementation of projects funded by Metro ExpressLanes and Call for Projects grants including a number of active transportation programs to improve connectivity to the Station.



North Hollywood Station

The North Hollywood (NoHo) Station is a major transit hub in the San Fernando Valley, with over 24,000 daily boardings. Metro owns 15.6 acres that include the termini of the Red Line subway and the Orange Line bus rapid transit, along with 957 transit parking spaces. At the heart of the rapidly developing NoHo Arts District, the site has the potential to be a transformative center for the area and an iconic example of the TOC approach to development.

The JD Program began a two-phased competitive solicitation process for the site in March 2015 and completed Development Guidelines and released an RFP in December 2015. In June 2017, Metro entered into a Short Term Exclusive Negotiation Agreement and Planning Document ("Short Term ENA") with the Trammell Crow Company and Greenland USA to pursue Joint Development of the site.

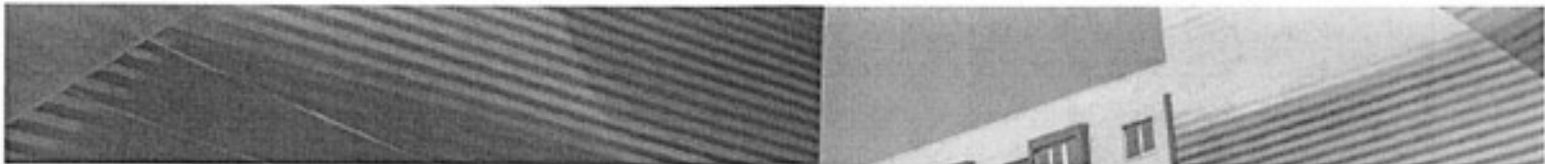
- Metro staff has provided the developer with more detailed information on existing and planned infrastructure in and around the station to enable the team to refine their project proposal. A refined proposal will be brought forward in early 2017.

Connect US Action Plan

Concurrent with the Union Station Master Plan, and in response to feedback from stakeholders, Metro partnered with SCAG and the City of Los Angeles to develop the Connect US Action Plan. Connect US is a community-driven public improvement plan that identifies and prioritizes bicycle and pedestrian linkages connecting Union Station and the Regional Connector 1st and Central Station and the surrounding cultural and historic communities. The final plan offers a vision for a network of improvements that link housing, employment and tourist destinations to the regional transit hub, broken down into 15 projects.

Metro is taking the lead on implementation, in close partnership with the City of Los Angeles and other local jurisdictions/agencies, including Caltrans and El Pueblo State Historic Park, as well as community partners. Implementation is focused on (1) adoption of the Connect US Plan through the Department of City Planning and (2) identifying and securing funding for implementation of projects.

- Ongoing conversations with the City of Los Angeles on the most feasible path for Connect US Action Plan adoption.
- Ongoing work on the PEIR for the Union Station Master Plan, which is required to clear the Alameda Street improvements identified in the Connect US plan and funded through Cycle 2 of the ATP grant program.
- Submitted Allocation request for the Alameda Esplanade to Caltrans in August for California Transportation Commission consideration in their October 2016 hearing.



Willowbrook/Rosa Parks Station Improvement Project

Metro is embarking on a \$67 million investment in the revitalization of the Willowbrook/Rosa Parks Station, a major regional hub that connects the Metro Blue and Green Lines with numerous Metro and municipal bus lines and community shuttles. The Project is being completed in partnership with the Community Development Commission of Los Angeles County, which is contributing a portion of the adjacent shopping center land to the Project.

Metro's investment in this Station leverages ongoing public and private investments in the area to revitalize this economically distressed community. The Station improvements are complementary to the County's Willowbrook TOD Specific Plan (funded in Round 3 of the TOD Planning Grant Program) and streetscape improvement plans to enhance pedestrian and bicycle connections between the Station and the surrounding area, including the nearby Martin Luther King, Jr. Medical Center Campus and other medical, educational and cultural assets in the community which are experiencing a renaissance.

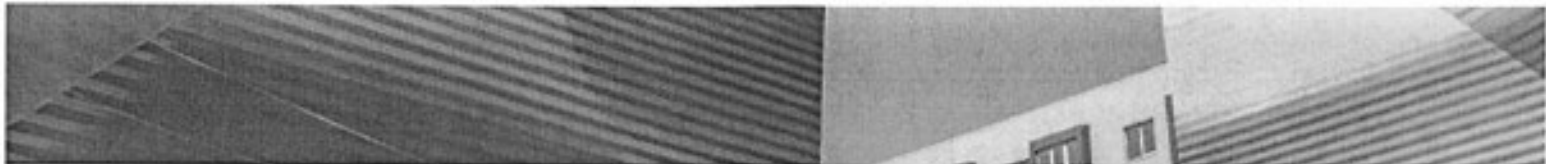
- The 30%-level design has been reviewed by Metro departments; the feedback collected in this phase will be reflected in the 60% design set which will be completed by the end of 2016.
- Staff continues to work with the County CDC to acquire property required for construction of the civic plaza.
- Third-party coordination with Caltrans, Union Pacific and the California Public Utilities Commission is underway with the goal of securing the requisite approvals in Spring 2017.
- Allocation of Active Transportation Program (ATP) grant funds supporting the Bike Hub and Pedestrian Promenade components of the Project will be sought at the October meeting of the California Transportation Commission.

Wardlow Station

On May 26, 2016, the Metro Board adopted a motion directing staff to pursue various studies relating to the safety and state of good repair of the Blue Line Wardlow Station in the City of Long Beach. The motion also directed inclusion of the Wardlow Station in the TOC Demonstration Program.

A cross-departmental team of Metro staff, including Engineering and Construction, Transit Corridor Planning, First/Last Mile and Joint Development met with City of Long Beach (LB) and Long Beach transit staff in August 2016. This meeting identified traffic impacts, first last mile connections, biking and pedestrian improvements and redevelopment of neighboring properties as key priorities.

- Based on the direction from City of LB, LB Transit and the Board motion, Metro staff is drafting scopes of work for the following studies:
- Safety study looking at all Blue Line at-grade crossings
 - Grade separation study for all Blue Line Station at-grade crossings
 - Traffic Impact study focused on the Wardlow Station (per City and LB Transit request)
 - Feasibility study for grade separation of Wardlow Station (to be commenced if directed by the Board after findings of the initial safety study are reported)
 - Feasibility study focused on privately-owned land around the



Wardlow Station to determine redevelopment potential

- Review of recently completed LB Pedestrian Master Plan to determine if Wardlow/Willow Station connectivity improvements will be competitive for State Active Transportation Program grant funds
- Coordination with the City of LB on the Blue Line First/Last Mile studies being completed by Metro's Sustainability team