Development Adjacent to Metro ROW

Considerations for developers and local jurisdictions

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Adjacent Development to Metro ROW

- **Focus**: Development within 100 feet from Metro ROW

- **Goal**: Avoid conflicts between private development and Metro for safe, continuous operations

- **Strategy**: Educate cities and developers on adjacency issues through outreach effort and resource guide
Context

- Opportunity for more TOD and developments connected to region
- Greater proximity between development and Metro
- Greater potential for conflicts along ROW
Metro’s Goals: Safety and Operations

• Provide safe, continuous service and protect facilities (especially ROW).
• Be proactive, not reactive to future development adjacent to ROW.
• Provide information early to avoid design conflicts, costs, and delays.
• Improve communication and coordination with cities.
• Encourage developers to “design with Metro in mind.”
Proactive Communication

- Provide information early.
- Engage all players.
- Establish feedback loop.
- Create resolution process.
Primary Concerns for Metro

With Adjacent Development:
1. Setbacks
2. Sight Lines
3. Tunnels & Aerial Structure
4. Catenary Wire Clearance
5. Circulation & Access
6. Utilities
7. Protecting Bus Layover Space
8. Note on Noise/Vibration
Outreach to Cities & Developers

Presented to:
- Azusa
- Culver City
- Duarte
- Monrovia
- Pasadena
- Santa Monica
- Urban Land Institute LA

Remaining Jurisdictions:
Los Angeles, Inglewood Long Beach, Irwindale, South Pasadena, Compton, El Segundo, Hawthorne, Redondo Beach, LA County
How to Design with Metro in Mind
Setbacks from Metro ROW

Requirement: Min 5 foot setback from Metro property line for maintenance access.

Purpose: Property owner must be able to maintain property without entering Metro property and impacting transit service.
Setbacks for Sight Lines

**Requirement**: Sight line setback for operator visibility may be greater than typical 5’ setback required.

**Purpose**: Maintain safe transit service near pedestrians and vehicles.
Clearance from Catenary Wires

**Requirement**: Maintain clear envelope around catenary wires.

**Purpose**: Protect infrastructure and avoid Metro service delays/shutdown.

CPUC
Below Grade Setbacks

Requirement: Underground structures can trigger additional safety requirements and studies if within track “foul zone.”

Purpose: Prevent tracks from collapsing during excavation.
Driveways & Crossings

**Design:** Reduce pedestrian / driveway conflicts near stations and tracks.

**Purpose:** Assure safety and reduce travel delays for trains and vehicles.
Other Common Concerns

Design
• Edge Conditions (fences, walls, etc)
• Blast Study
• Noise/Vibration
• Proximity to tunnels and other infrastructure

Construction
• Track Allocation / Right of Entry Permits
• Cranes & Overhead Loads
• Trained Construction Flaggers
• Fire & Emergency Access
• Stormwater Runoff, Ventilation, Fumes
Resources for Cities & Developers

Current

• Digital files (GIS/KML)
• Presentation to cities
• Adjacent Construction Manual

Forthcoming

1. Adjacent Development Handbook
2. Metro Web Portal
3. Boilerplate policy language for Specific Plans and City Ordinances to protect Metro ROW
Questions?