JANUARY 23, 2017

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON
CHIEF EXECUTIVE OFFICER

FROM: THERESSE W. MCMILLAN
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 ("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, with an additional site added in October 2016, and staff has committed to quarterly progress reports on these demonstration sites. This Board Box is the fifth quarterly progress report, covering October – December 2016. In addition to site specific updates, this report covers additional efforts to promote TOC across various plans, programs and projects.

DISCUSSION

Project Updates
Attachment A provides a description of each of the Demonstration Program site/projects and an update on progress between October 2016 and December 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. As the Demonstration Program has been implemented, Metro has continued to creatively use its resources and programs to make TOC an agency-wide philosophy rather than just a project-by-project approach. The examples below showcase how a transit agency can make TOC a part of its regular work program.
• **Union Station/Civic Center District Concept:** In November 2016, the Board approved a motion directing the formation of an Exploratory Committee comprising Metro, the California High Speed Rail Authority ("Authority"), the City and County of Los Angeles and community stakeholders 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. The Los Angeles City Council is expected to adopt a companion motion shortly. In support of this effort, on November 18, Metro’s Strategic Initiatives team submitted a $1 million grant request to the SCAG Sustainable Sustainability Planning Grant. If awarded, the grant would fund: (1) stipends to community-based organizations in support of community engagement around a district vision; (2) a district-wide sustainable infrastructure plan; (3) preliminary feasibility studies for formation of a tax increment financing district; and (4) a nexus study exploring the opportunity for transfer of floor area ratio, to complement the anticipated update of the Alameda District Specific Plan in summer 2017. Staff will know in February 2017 if the grant will be funded.

• **WSAB Grant for TOD Planning:** In February 2016, the Metro Board directed staff to work with the EcoRapid Transit Joint Powers Authority to support their efforts to develop a consistent set of development standards, practices and sustainability objectives to encourage and incentivize new transit oriented developments (TOD) throughout the West Santa Ana Branch (WSAB) transit corridor. In June 2016, Metro, in partnership with the City of South Gate, submitted a grant under the second round of the FTA’s TOD Planning Pilot Program. In October 2016, FTA announced that Metro was awarded the full grant amount requested ($2 million) to develop a TOD Strategic Implementation Plan that will provide a holistic strategy for the 13 cities within and adjacent to the WSAB corridor. Metro staff will be working with FTA to execute the grant and will release an RFP to select a consultant team for the grant-funded work.

• **Grant Assistance for Active Transportation Grants:** Metro’s JD, Strategic Financial Planning and Programming and Regional Grant Management staff continue work in partnership with LAnSync to develop a pilot program that could be included in the FY18 budget.

• **First/Last Mile Planning:** On December 1, 2016, the Metro Board approved a comprehensive slate of activities for first/last mile planning and implementation. This includes preparing station area plans for 254 locations on the current Metro system, as well as integrating first/last mile planning and implementation as part of future transit capital projects. Metro will further assist local agencies in implementing projects through a grant matching and technical assistance program. Taken together, the recently committed efforts will invest $16 million over 4 ½ years,
with immediate action focused on plan development for Purple Line Section 2 and 3 stations, and crafting procedural guidelines for future capital projects.

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 April 2017.

ATTACHMENTS

A. TOC Demonstration Program – Quarterly Update 5
### Golden State Specific Plan

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.

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.

### Crenshaw/LAX Line

Includes 3 station sites currently in construction:

1. **Expo/Crenshaw:** 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.

2. **Leimert Park Station:** 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

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City of Burbank convened the project Technical Advisory Committee (TAC) in October to discuss project objectives, goals, existing challenges, and approaches to working with constituents.

- Following County Board of Supervisors authorization in December 2016, Metro and the County released RFPs for the Expo/Crenshaw and Fairview Heights Joint Development opportunity sites on January 10th which include the Metro Board-approved Development Guidelines. Proposals are expected in the spring, with recommendations to be considered by the Metro Board and County Board of Supervisors in the summer of 2017.
- Metro continues to coordinate with the City of L.A. as they conclude
potential partnerships in support of the development of these sites and to maximize transit integration.

| 3) Fairview Heights Station: 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. | feasibility studies of the development opportunities on City-owned property at the Leimert Park Station with the intent to issue an RFP in mid-2017. |

### Duarte Station

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.

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.

### El Monte Station

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.

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 site.

- At the December 2016 Board Meeting the Board approved the implementation of the Parking Management Pilot Program Phase 2 at up to 13 Metro stations including the El Monte Station. The installation of equipment will begin in early 2017.
- Metro, with input from the City and Supervisor's Office has prepared a scope of work for Metro's on-call urban design consultant to complete comprehensive site planning studies and development opportunity analyses for the El Monte Station. A notice to proceed is expected to be issued in January with work...
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.

**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 and Caltrans have both completed appraisals of Caltrans owned property in the area. Metro will work in the coming months to see how a comprehensive TOC development vision for the El Monte Station might utilize this land and what portions of it would be need to be acquired from Caltrans. Coordination with Caltrans would follow.
- Metro procured the services of a Consultant to study the feasibility of potentially relocating the El Monte Metrolink Station to provide for a more direct connection to the El Monte Transit Center. Notice to proceed was issued in November 2016. The study is anticipated to be complete by July 2017.
- 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.

- 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.
- In February 2017, Metro staff will be seeking authority from the Metro Board to extend the Short Term ENA in order to allow time for the Developer to complete preliminary site planning work and to gather more community feedback regarding the proposed development. A refined proposal will be brought forward in Spring 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.
- Updated approach to environmental clearance for the Los Angeles Union Station Forecourt and Esplanade Improvements, two components of which (Alameda Street and Los Angeles Street) are identified in the Connect US plan.
- The Alameda Esplanade ATP Cycle 2 funding allocation was approved by the California Transportation Commission in October 2016.
- Submitted the Alameda Esplanade Authorization request to Caltrans in December 2016.

**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.

- 60%-level design is complete. Final construction drawings will be submitted for final review by Caltrans, LA County and other third parties in the Spring, with the goal of starting construction by the end of 2017.
- In December 2015, the Board authorized a Resolution of Necessity for Metro to acquire the land for the new station plaza through condemnation if necessary.
- Updated cost estimates for the station improvements will be completed in January. Staff intends to seek Life of Project approval from...
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.

### 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.

- In October, Metro’s contractor completed installation of active warning devices (flashing lights and bells), pedestrian gates, swing gates, signage, pavement markings, and ADA improvements at the Wardlow station.
- Metro’s Active Transportation team has initiated an effort to complete first last mile plans for all 22 Blue Line stations, including the Wardlow station.
- Staff is working with the City of Long Beach and Long Beach Transit to evaluate the potential for grant support for a multi-use path along Pacific Drive.
- Though Metro does not own developable property within the station area, staff has retained urban design and financial consultants to perform a feasibility study for repositioning privately owned properties surrounding the station. Metro expects to review the draft findings from the study with City of Long Beach staff in Spring 2017.