



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

APRIL 6, 2017

TO: BOARD OF DIRECTORS

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

FROM: THERESE MCMILLAN *TMc*
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, 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 sixth quarterly progress report, covering January – March 2017. 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 January 2017 and March 2017.

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 that spans departments, 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 across departments.

- **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. In March 2017 Metro was awarded a \$375,000 SCAG Sustainability Planning Grant. The grant will fund: (1) stipends to community based organizations in support of community engagement around a district vision; (2) prioritization of infrastructure projects in in the area; and (3) preliminary feasibility studies for formation of a tax increment financing district focused on implementation of the prioritized projects.
- **Joint Development Request for Proposals (RFP):** In January and February, the Metro Board adopted Development Guidelines for the Mariachi Plaza Station and Cesar Chavez and Fickett Joint Development sites, respectively. These Guidelines reflected a new, more inclusive approach to community engagement within the JD process and followed one year of community engagement and identified opportunities for affordable housing, open space and community-serving retail and amenities. RFPs for each site were released on March 20, 2017.
- **Project Labor Agreement (PLA) and Construction Careers Policy (CCP):** At the January 2017 meeting, the Metro Board of Directors adopted an update to the PLA and CCP policies, which extends the program for another 10 years. Included in the amended policy was an application of the PLA and CCP policies to Joint Development projects with at least 60 units of housing and/or 40,000 square feet of retail. Application of this policy to the JD program continues Metro’s commitment to ensuring that our projects maximize benefits to lower income and disadvantaged communities, offering career opportunities and mobility to core transit riders.
- **Westlake Mac Arthur Park Community Market Pilot Program:** Under the leadership of the Transit Security and Law Enforcement team and with the support of the Asset Management Team, Metro brokered an agreement among L.A. City Council Member Gil Cedillo, L.A. County Supervisor Hilda Solis, Central City Neighborhood Partners and Union de Vendedores Ambulantes (Union of Street Vendors) to launch a one-year pilot street vending project at the Westlake/MacArthur Park Red/Purple Line Station. The agreement allows street vending on the station’s plaza in a regulated manner to minimize blight and

disorder at the station, eliminate unpermitted street vending, reduce crime, and ensure safe boarding and alighting of bus patrons.

A total of 34 booths and 68 spaces will be made available on a daily basis for local street vendors. All spaces will be shared with two vendors. One booth will be made available for local nonprofits to conduct outreach and education on a rotating basis. Extra security as well as restroom facilities will also be provided. The program will be administered by Central City Neighborhood Partners, a community nonprofit street vendor membership organization.

The street vending initiative is the first-of-its-kind on the Metro System and is part of Metro efforts to establish innovative “Problem-Oriented Policing” strategies to address long-term concerns about blight and disorder at the station. If successful, it could potentially lead to similar arrangements on other parts of the Metro System. Metro will evaluate the results of the one-year pilot to help it determine whether to expand the program elsewhere in the future.

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 July 2017.

ATTACHMENTS

A. TOC Demonstration Program – Quarterly Update 6

TOC Demonstration Program
 Quarterly Update 6: January – March 2017

PROJECT SITE / PROGRAM	JAN –MAR 2017 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>	<ul style="list-style-type: none"> • Burbank initiated public outreach meetings and workshops with stakeholders and local organizations on the vision and existing conditions of the proposed station area. • Walking tours have been initiated along with a recent deployment of an online engagement interactive website to obtain feedback and to respond to questions. • The City has also initiated economic and traffic analyses.
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>	<p>Metro and the County released RFPs on January 10, 2017 to solicit development proposals for the Expo/Crenshaw and Fairview Heights Joint Development opportunity sites. Proposals are due April 20, 2017, with recommendations for selected Developers to be considered by the Metro Board and County Board of Supervisors in summer 2017.</p>



<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>	
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Duarte Station	
<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 completed its study updates and presented findings to the City of Duarte. Based on the findings, the City will hold off on further action to determine redevelopment potential until Summer 2017.</p>

El Monte Station	
<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 site.</p>	<ul style="list-style-type: none"> • 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. Metro is currently negotiating an Operations and Maintenance agreement with Caltrans and anticipates installation of equipment will begin in summer 2017. • Metro is in the process of finalizing 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



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.

- notice to proceed is expected to be issued in May with work completed by late summer 2017.
- 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.

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

- Staff continued project scoping to clarify Metro’s infrastructure needs for the site and secured Board authorization to extend the Short Term ENA in February 2017.
- In the next quarter, Staff will share progress with and seek input from community stakeholders working toward a full term ENA.



<p>Trammell Crow Company and Greenland USA to pursue Joint Development of the site.</p>	
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<p>Connect US Action Plan</p>	
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<p>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.</p> <p>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.</p>	<ul style="list-style-type: none"> • Ongoing conversations with the City of Los Angeles on the most feasible path for Connect US Action Plan adoption. • NEPA coordination with Caltrans on the Alameda Esplanade was initiated in February 2017. • Los Angeles Crossing and Arts District Streetscapes ATP Cycle 3 Funding was approved by the California Transportation Commission in March 2017. • In January 2017 the Metro Board committed \$2.2 M to the Los Angeles Crossing project to match the ATP grant and ensure full funding. • A Request for Proposals for design services for the Alameda Esplanade and Los Angeles Crossing was release in March 2017.
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<p>Willowbrook/Rosa Parks Station Improvement Project</p>	
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<p>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.</p> <p>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</p>	<ul style="list-style-type: none"> • Caltrans, LA County and other third parties are completing their review of the project design. • Updated cost estimates for the station improvements were completed in January. Staff intends to seek Life of Project approval from Metro’s Board in Fall 2017.
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<p>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.</p>	
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Wardlow Station	
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<p>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.</p> <p>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.</p>	<ul style="list-style-type: none">• As part of the Blue Line First Mile Last Mile Study, Metro’s Active Transportation team has completed “walk audits” to identify opportunities to improve community connections to the 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 early Summer 2017.
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