



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

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TO: BOARD OF DIRECTORS

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

FROM: THERESE MCMILLAN *Theresa*
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 ninth quarterly progress report, covering October – December 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 sites/projects and an update on progress between October and December 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 think holistically about the role of Metro within the communities we serve. As the Program has been implemented, Metro continues 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.

- **TOC Policy Kick-Off:** Working with the Measure M Policy Advisory Committee (PAC), staff has begun the process of writing a new TOC Policy that will more clearly define the concept of TOCs for Metro, develop Metro's specific goals around enabling TOCs, and determine which TOC activities can be funded with transportation dollars, and more specifically Local Return. The policy will also set direction for how Metro plans and implements new transit corridor projects, as well as encourage and incentivize municipal and community partners to pursue the same goals. An initial draft of the Policy will be brought to the Metro Board in spring 2018, with a final draft ready for adoption by summer 2018. Beyond feedback from the PAC stakeholders, Metro staff will participate in a townhall being planned by ACT LA to share the Policy with community stakeholders.
- **Vermont Santa Monica Station Unsolicited Proposal:** The Joint Development team has received five unsolicited proposals in the past 2 years, one of them focused on the Vermont Santa Monica Station of the Red Line. In November 2018, an interdisciplinary team completed its review of the proposal and published Metro's interest in development of Metro-owned property at the station. In March 2018 staff will be recommending to the Metro Board the execution of an Exclusive Negotiations and Planning Agreement with the Little Tokyo Service Center (LTSC) for development of an affordable housing project that includes Metro-owned property at the Vermont Santa Monica Station, as well as neighboring properties owned by LTSC.

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 2018.

ATTACHMENTS

- A. TOC Demonstration Program – Quarterly Update 9

TOC Demonstration Program
 Quarterly Update 9: October – December 2017

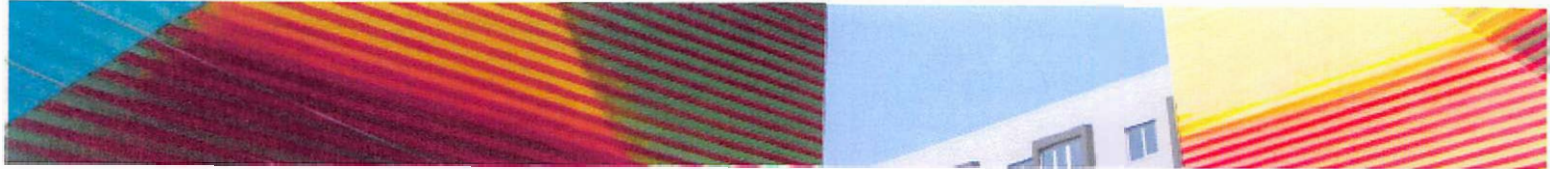
PROJECT SITE / PROGRAM	OCT –DEC 2017 UPDATE
Golden State Specific Plan	
<p>In Round 2 of the TOD Planning Grant program, Metro funded a joint study by the City of Burbank and the Burbank, Glendale, Pasadena Airport Authority to evaluate development opportunities and related TOD planning requirements 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"> • Market Analysis ongoing. • Stakeholder Engagement ongoing.
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.</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 potential partnerships in support of the</p>	<p>On November 30, 2017, the Metro Board of Directors approved entering into a Short Term Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies for joint development of Metro and County-owned parcels at the Expo/Crenshaw Station. On January 9, 2018, the Los Angeles County Board of Supervisors also considered and approved the Short Term ENA with Watt Companies, completing the multi-agency approval required for the Developer to obtain a Short Term ENA and begin community outreach for the new development. Watt anticipates beginning community</p>



<p>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>engagement by Spring 2018.</p> <p>On November 14, 2017, the Los Angeles County Board of Supervisors authorized execution of an Exclusive Negotiation Agreement (ENA) with LINC-CORE Fairview Metro, L.P., a partnership between LINC Housing and National CORE, to construct a residential and commercial development on County-owned property in the City of Inglewood adjacent to the Fairview Heights Station. During the ENA phase, the Developer will hold community meetings to solicit stakeholder input on the proposed project.</p>
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<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>The City of Duarte has received the updated financial study, understands Metro’s goal for development of the site, and is in discussions with interested developers. At this time there is no further action for Metro to take.</p>

<p>El Monte Station</p>	
<p>Completed in 2012, the state-of-the-art El Monte Station is the largest regional bus station 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.</p>	<ul style="list-style-type: none"> • Metro has secured a memorandum of understanding (MOU) with Caltrans that would allow Metro to purchase a portion of the Caltrans land to support a transit-oriented development if and when a developer comes on board. • In May 2017, Metro received a Phase 1 Unsolicited Proposal for mixed-use development at the El Monte station, including Metro and Caltrans-owned land. A Phase 2 proposal was received in November 2017. After a thorough



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.

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.

review, Metro determined that a sole source selection was not justified, and decided not to advance the proposal.

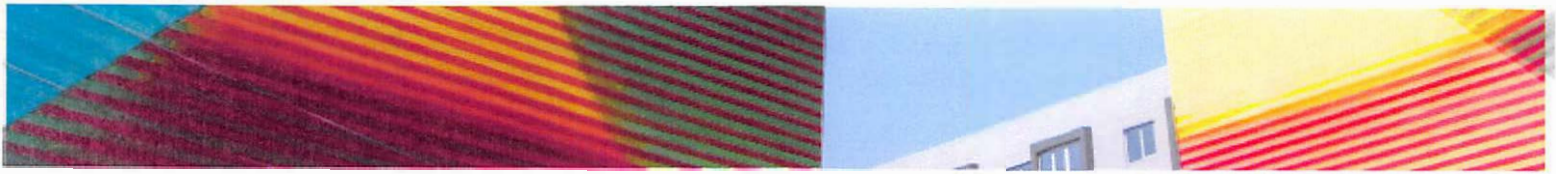
- Metro will publish a Request for Interests and Qualifications (RFIQ) to solicit interest in development at El Monte this spring. Any development that would occupy current park-and-ride lots would need to replace sufficient transit parking to meet demand.
- Metro is in the process of finalizing a scope of work for an urban design consultant to complete site planning studies and development opportunity analyses. These analyses would occur concurrent with the development team selected through the RFIQ. A notice to proceed is expected to be issued in summer 2018.
- The Parking Management Pilot Program Phase 2 program was implemented at El Monte Station in August 2017. Staff has concluded that parking is now being effectively managed at this location and the program has not had an adverse impact on ridership.
- 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 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

- Trammel Crow and Metro staff have completed a preliminary term sheet outlining the rights and obligations to be incorporated into a Joint Development Agreement and subsequent Ground Leases on the site.
- Over the next year, the Developer and Metro staff will continue public outreach to finalize a schematic design for the development project.



process for the site in March 2015 and completed Development Guidelines and released an RFP in December 2015. In May 2017, the Metro Board authorized an Exclusive Negotiation Agreement with Trammell Crow Company (TCLA) and Greenland USA to pursue joint development of Metro's property at the North Hollywood station. Over the course of preliminary negotiations, one developer partner, Greenland USA, determined that they were no longer able to participate in the development partnership and assigned their rights to Trammell Crow Company.

- Environmental clearance and entitlement work is expected to start at the end of 2018.

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 NEPA coordination with Caltrans on the Alameda Esplanade and Los Angeles Crossing.
- LAUS Forecourt and Esplanade Draft EIR comment period closed on September 25th.
- Board approved Architecture and Engineering Contract with Gruen Associates for LAUS Forecourt and Esplanade in November 2017.
- TIGER Grant funded Connect US projects are at 65% design.

Willowbrook/Rosa Parks Station Improvement Project

Metro is embarking on a major reinvestment in the Willowbrook/Rosa Parks Station, Metro's 4th busiest 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 released an Invitation to Bid on the construction of the project on January 18, 2018.
- Once construction bids are in hand, staff intends to seek Life of Project approval from Metro's Board in early 2018.



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.

- Preliminary utility work is underway on the site in order to get a head start on the major construction effort, which is slated to begin this summer.

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.

- Metro consultants completed a feasibility study to advise the City of Long Beach on opportunities to reposition privately owned properties surrounding the station. The study found that while there is support for both market-rate and affordable housing on the sites, significant site constraints—namely the cost to acquire improved land, environmental conditions that may require remediation, and the limited competitiveness of a potential project for low-income housing tax credits—limit the likelihood of redevelopment of these sites in the near-term. Staff reviewed the study with the City of Long Beach Metro staff consulted with the Regional Grants and First Mile Last Mile team to look into potential grant support for a multi-use path along Pacific Drive. While staff determined that the path on its own may not be a strong candidate for funding through the State’s Active Transportation Program (ATP), Metro is considering applying for ATP Cycle 4 grant monies to implement first/last mile improvements that would serve the areas around Willow and Wardlow Stations.