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**REGULAR BOARD MEETING
July 26, 2007**

**SUBJECT: METRO ORANGE LINE SEPULVEDA STATION CONCEPTUAL
DEVELOPMENT GUIDELINES**

ACTION: ADOPT STATION CONCEPTUAL DEVELOPMENT GUIDELINES

RECOMMENDATION

Adopt the attached “Conceptual Development Guidelines” for the Metro Orange Line Sepulveda Station park-and-ride site. (Attachment A.)

ISSUE

Metro owns, maintains and operates properties throughout Los Angeles County for its current and future transportation operations. As part of Metro’s Joint Development Program, staff periodically evaluates these properties for potential joint development uses. A market study completed and funded by Metro indicates a significant market potential in the Sepulveda park-and-ride site that would justify issuing a Request for Proposals (RFP) for development of the site. Metro’s joint development policy calls for the preparation and adoption of conceptual development guidelines prior to solicitation of development proposals for any of its potential development sites. These proposed conceptual guidelines, if adopted, will provide basic guidance to developers responding to an RFP for development of the site, consistent with Metro’s general policies, operations and joint development policies and procedures.

POLICY IMPLICATIONS

The recommended action is consistent with Metro’s Joint Development Policies and Procedures.

OPTIONS

Metro could choose not to adopt the proposed Conceptual Development Guidelines. Staff is not recommending this because the proposed guidelines are necessary to advance joint development in a manner consistent with Metro operations, adopted policies, and local planning and land use ordinance. Further, these guidelines were based on recent site and market studies completed by Metro and consultations with various stakeholders.

FINANCIAL IMPACT

The recommended action will not impact Metro's FY '08 Budget. Ultimately, development of the Metro-owned property will generate revenues that may be used for capital and operating expenses.

BACKGROUND

The Sepulveda Station is one of 13 stations of the 14-mile Metro Orange Line. The Metro Orange Line extends transit service from the Metro Red Line's northwesterly terminus at Lankershim and Chandler Boulevards in North Hollywood to Warner Center in Woodland Hills. This line runs along a dedicated busway on Metro-owned right-of-way. (Attachment 1)

The proposed joint development project site is located on a 12.45-acre site currently used as surface parking lot for Metro Orange Line Sepulveda Station transit patrons. (Attachment 2) The Metro property is the interior and largest parcel in a block bounded by Sepulveda Boulevard, Erwin Street, San Diego Freeway, and the Metro right-of-way. The site is just west of Sepulveda Boulevard, and separated from Sepulveda Boulevard by a Wickes Furniture showroom and warehouse and a fast food restaurant. The Metro site lies just east of a personal storage building that adjoins the San Diego Freeway. The parcels on both sides of the Metro property are privately owned. (Attachment 3)

Responding to developers' interest in the Sepulveda park-and-ride site, Metro hired The Maxima Group to conduct a highest and best use analysis of the 12.45-acre site in 2005. Findings from the Maxima study indicate the feasibility of either multi-family housing or retail, most likely a destination "big box" retail use. The site is within an interior parcel and housing provides a better fit than retail, as residential uses do not need the type of prominent street frontage retail and other commercial uses typically require.

Metro envisions a primarily residential use at the Sepulveda Station park-and-ride site. Single-family use is located immediately to the north of the site. Residential use extends further north to multi-family housing. Any development proposed for this site will need to demonstrate compatibility with adjacent uses, particularly with the Victory Park Neighborhood to the north, and will also include proposals to mitigate any adverse impacts to neighboring properties. A key concern of the Victory Park neighborhood is the use of Erwin Street. Current access to the Metro park-and-ride is provided by Erwin Street on the north, the Metro access road located south of the park-and-ride and north of the busway, and Haskell Avenue from the northwest side of the 405 Freeway.

Working with representatives of the Victory Park Neighborhood, the Office of Councilman Cardenas and planning design consultant Futterman and Associates, Metro identified two strategies to mitigate future development impacts on Erwin Street. The first strategy is for Metro to continue to monitor opportunities for sharing access from Sepulveda Boulevard with the ownership of the adjacent Wickes/Wendy's property as it may be redeveloped. The second strategy is to limit project-based vehicular access on Erwin Street west of Sepulveda Boulevard and providing appropriate landscaped buffer zones to further mitigate traffic and provide attractive visual screening. Both strategies address Victory Park Neighborhood concerns.

Representatives from the offices of County Supervisor Zev Yaroslavsky and Los Angeles City Councilmember Tony Cardenas, representatives of the Victory Neighborhood Park, and other Metro departments have reviewed the attached conceptual development guidelines.

Modifications were made in the attached Conceptual Development Guidelines to respond to Supervisor Yaroslavsky's request at the April 2007 Board meeting to include a statement on architectural design quality, address development density and review transit parking requirements. These modifications are included as letter "e" under "1. Urban Design" and as additional statements in "2. Land Use", both in "D. Development Guidelines", and as new attachments 5-A and 5-B.

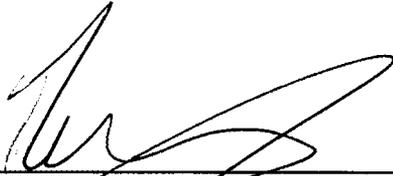
NEXT STEPS

After adoption of the Conceptual Development Guidelines, Metro staff will issue an RFP for the development of the Sepulveda Station park-and-ride site.

ATTACHMENTS

- A. Metro Orange Line Sepulveda Station, Conceptual Development Guidelines
 - 1 - Metro Orange Line.
 - 2 - Bird's Eye View Looking South
 - 3 - Site Context
 - 4 - Joint Development Process
 - 5-A Site Organization and Mitigation Strategies
 - 5-B Site Development Density

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**METRO ORANGE LINE SEPULVEDA STATION
CONCEPTUAL DEVELOPMENT GUIDELINES**

A. SITE DESCRIPTION

The Sepulveda Station is one of 13 stations of the 14-mile Metro Orange Line, which began operations in October 2005. (See Attachment 1, Metro Orange Line). The Metro Orange Line extends transit service from the Metro Red Line's northwesterly terminus at Lankershim and Chandler Boulevards in North Hollywood to Warner Center in Woodland Hills. This line runs along a dedicated busway on Metro-owned right-of-way.

The proposed joint development project is a 12.45-acre site currently used as a surface park-and-ride lot for Metro Orange Line Sepulveda Station transit patrons. (See Attachment 2, Bird's Eye View Looking South.) The Metro property is the interior and largest parcel on a block bounded by Sepulveda Boulevard, Erwin Street, the San Diego Freeway, and the Metro right-of-way. The site is just west of Sepulveda Boulevard, behind a Wickes Furniture showroom and warehouse and Wendy's fast food restaurant, and just east of a personal storage building that adjoins the San Diego Freeway. These parcels on both sides of the Metro property are privately owned.

B. AREA CONTEXT

There are a wide variety of uses adjacent to and surrounding the project site. (See Attachment 3, Site Context.) Immediately to the north is the Victory Park neighborhood with single-family homes. Located to the east of the site lining Sepulveda Boulevard are a wide range of retail and commercial uses – CVS drugstore, various small-scale retailers, home improvement stores, and big-box retailers Costco, Pep Boys, Staples, Orchard Supply, Petco, Beverages and More, and Target. A Chevron distribution facility, ElectroRent's warehouse and distribution facility, and several smaller office/industrial users border the southern edge of the Metro Orange Line right-of-way.

C. AREA PLANS AND ZONING

The site is currently zoned PF (Public Facilities) by the City of Los Angeles. Among uses allowed under the PF zone are any joint public and private uses permitted in the most restrictive adjoining zones if approved by the Director of Planning. The most restrictive use in this site is R1-One-Family Dwelling. Specific procedures to change the

site's zoning from PF to a multi-family residential use or commercial zone are included in the City of Los Angeles Planning and Zoning Code.

D. DEVELOPMENT GUIDELINES

These conceptual guidelines are intended to provide a set of development and planning principles that are applicable to the site and consistent with Metro's adopted Joint Development Policies and Procedures. A basic component of these guidelines is a statement of Metro's current and planned or future transportation requirements. This allows Metro to continue to perform its main function of providing transportation opportunities while pursuing prudent compatible revenue-generating uses on its properties. In addition, the guidelines may identify a land use or a range of land uses that may be feasible on the site, including opportunities and challenges associated with the identified use or combination of uses.

The guidelines are not intended to provide specific design and construction-related criteria associated with a particular project. They are meant to provide the first step in a series of steps towards planning, developing and constructing a joint development project. (See Attachment 4, Metro's Joint Development Process.)

1. Urban Design

Proposed development shall adhere to urban design principles that achieve the following goals:

- a. **Promote transit:** Through coordination with Metro and the City of Los Angeles Department of Transportation, the development should enhance public transit by supporting the integration of available transit modes, especially in the immediate vicinity of the station.
- b. **Maintain and enhance existing residential neighborhoods:** Development should be sensitive to and be buffered from existing neighborhoods.
- c. **Create a sense of place:** Development should create a location that is vibrant, visually pleasing, and generally improves the urban fabric and district of which it is a part.
- d. **Provide a secure environment:** The design and operation of proposed development uses shall promote safety for transit patrons, potential private development patrons, and current adjacent uses.
- e. **Achieve a high quality urban and architectural design:** Developments should adhere to urban and architectural principles that result in the best possible form and function.

2. Land Use

Metro envisions a primarily residential use at this site. Single-family housing use is located immediately to the north of the site. Residential use extends further north to

multi-family housing. The site is within an interior parcel and housing provides a good fit as residential uses do not need the type of prominent street frontage retail and other commercial uses typically require. Development densities for newer multifamily projects in the San Fernando Valley are within the range of 50 to 65 dwelling units per acre. Preliminary conceptual schemes indicate a density of 50 dwelling units per acre on the total 12.45-acre site. This assumes dedication of a 2.5-acre parcel for transit parking and the remaining 9.95 acres for housing. (See Attachment 5-A, Site Organization and Mitigation Strategies.) Of the 9.95 acres proposed for housing development, sixty-five percent is allocated to streets and open spaces. (See Attachment 5-B, Conceptual Site Development: Density.)

Any development proposed for this site shall demonstrate compatibility with adjacent uses, particularly with the Victory Park Neighborhood to the north, and include proposals to mitigate any adverse impacts. A key concern of the Victory Park neighborhood is the use of Erwin Street. Current access to the Metro park-and-ride is provided by Erwin Street on the north, the Metro access road located south of the park-and-ride and north of the busway, and Haskell Avenue from the northwest side of the 405 Freeway.

Working with representatives of the Victory Park Neighborhood and the Office of Councilman Cardenas, Metro identified two strategies to mitigate future development impacts on Erwin Street. The first strategy is for Metro to continue to monitor opportunities for sharing access from Sepulveda Boulevard with the ownership of the adjacent Wickes/Wendy's property as it may be redeveloped. The second strategy is to limit project-based vehicular access on Erwin Street west of Sepulveda Boulevard. Both strategies address Victory Park Neighborhood concerns. (See Attachment 5-A.)

The Metro site is enclosed by a landscaped concrete wall on the north with a single access off Erwin Street from Sepulveda Boulevard. Proposed developments should be sensitive to both the additional traffic on Erwin Street and potential visual impacts on the existing neighborhood and include mitigation strategies such as retention of the wall and installation of effective buffers, such as trees, along the north side of the Metro property.

3. Metro Transit Station Facilities

Metro Station: Any proposal including elements that will alter the Sepulveda Orange Line Station or its location shall ensure that the design and function of the station are maintained. Metro reserves the right to approve such modifications.

Public Transit Parking: The project site is a Metro parking facility. Any joint development proposal shall provide sufficient parking spaces to accommodate existing capacity and include provisions to accommodate future demand. Metro policy requires existing parking capacity to be maintained during construction and fully replaced prior to any joint development.

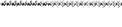
Current parking demand is less than 10 percent of the existing 1,200-space park-and-ride. Because of low parking utilization and the high cost of fully replacing the existing capacity in a parking structure, Metro requires that an approximately two- and-a-half acre area adjacent to the busway be reserved and developed as surface parking to provide approximately 375 spaces with the intent of converting it to a parking structure to accommodate future demand. The parking structure shall be planned and designed as an integral part of the joint development, and may support a housing development.

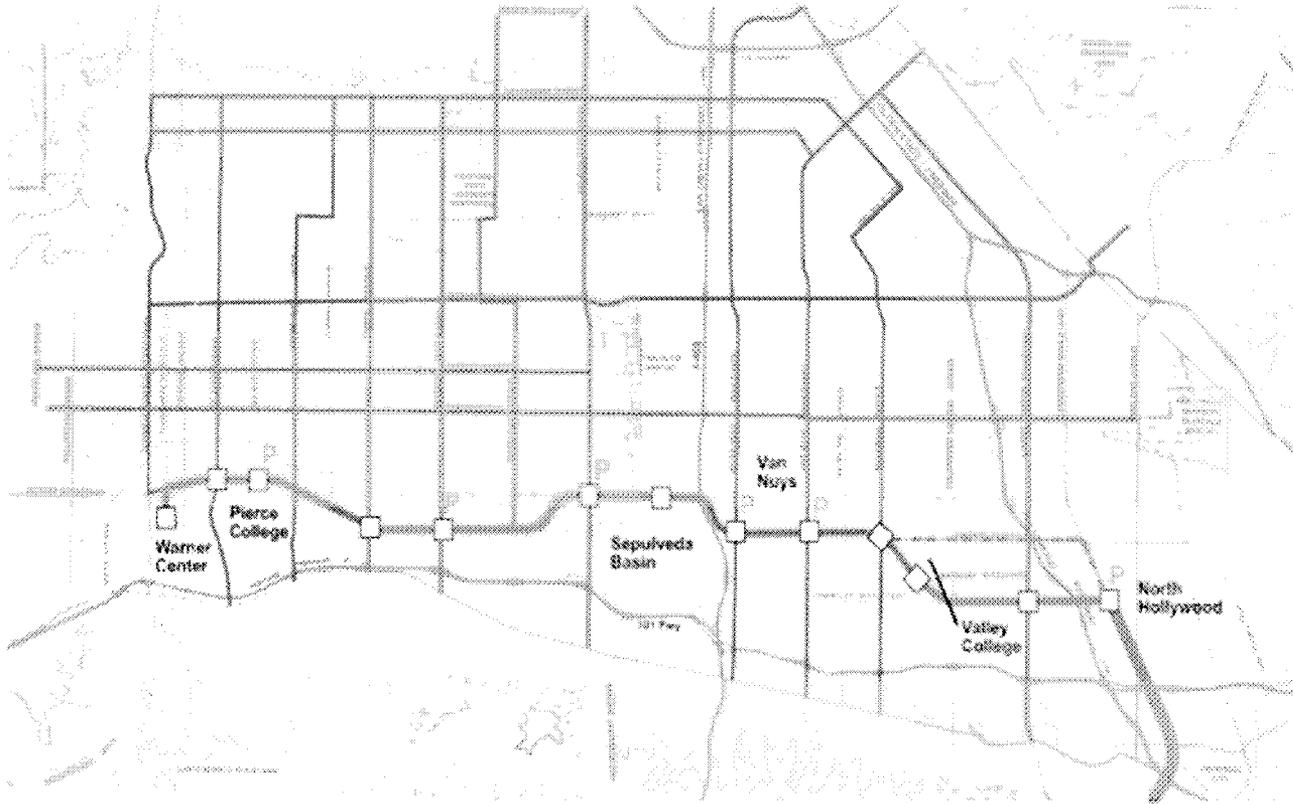
The parking lot shall be designed and situated to allow an efficient link to the station, minimize parking development costs and create vehicular and pedestrian access compatible with adjacent uses.

Bicycle Parking: Bicycle parking facilities shall be with included in the overall transit parking strategy and integrated with the extensive bicycle path along this transit corridor.

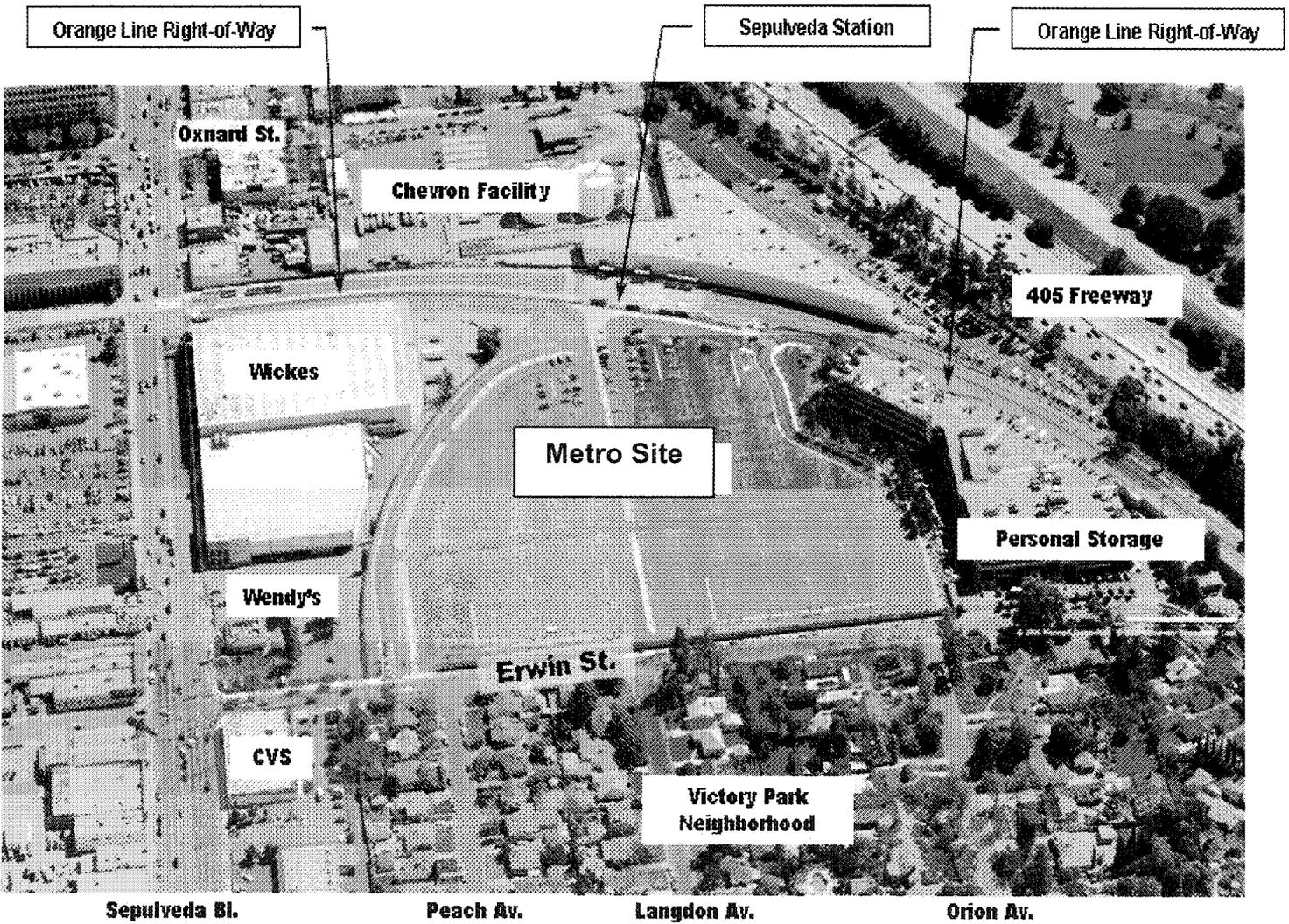
4. **Public Restroom:** Metro policy requires that a public restroom must be available within the joint development project site that would accommodate transit patron use.

ATTACHMENT 1
METRO ORANGE LINE

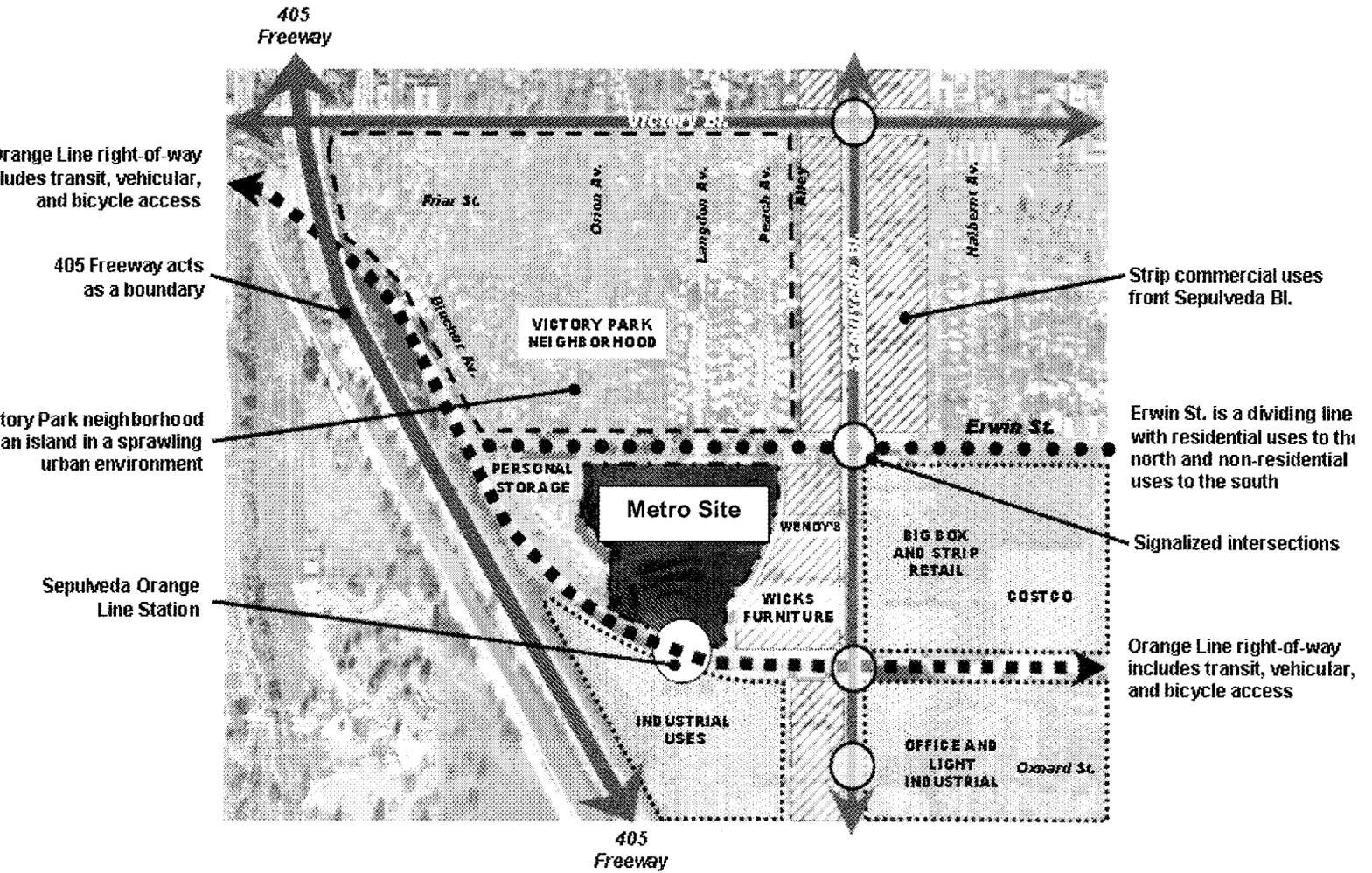
METRO ORANGE LINE		
 Station	 Alignment	 Improved Bus Service
 Park-and-Ride Facility	 Lankershim/Oxnard On-Street Alignment	 Metro Red Line Segment 3



ATTACHMENT 2
BIRD'S EYE VIEW LOOKING SOUTH

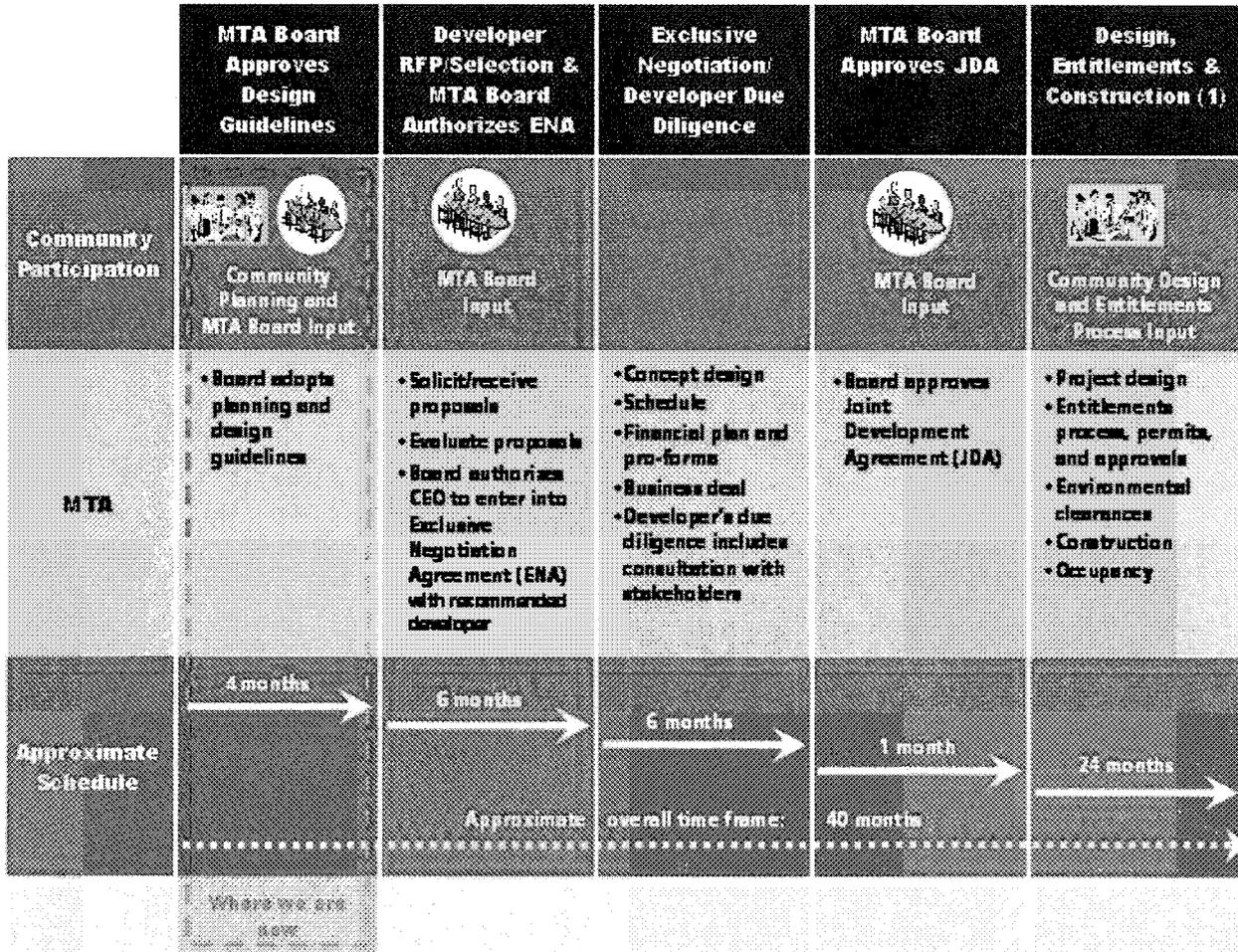


**ATTACHMENT 3
SITE CONTEXT**



ATTACHMENT 4

METRO'S JOINT DEVELOPMENT PROCESS



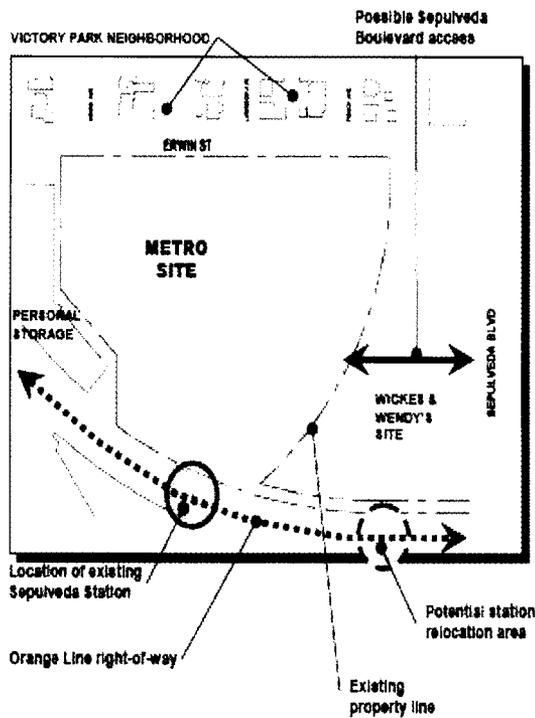
(1) Proposed use requires local jurisdiction approval and may include environmental, zoning, and local consistency plan review and public hearings.

This joint development process is based upon Metro Joint Development Policies and Procedures adopted in 2005.

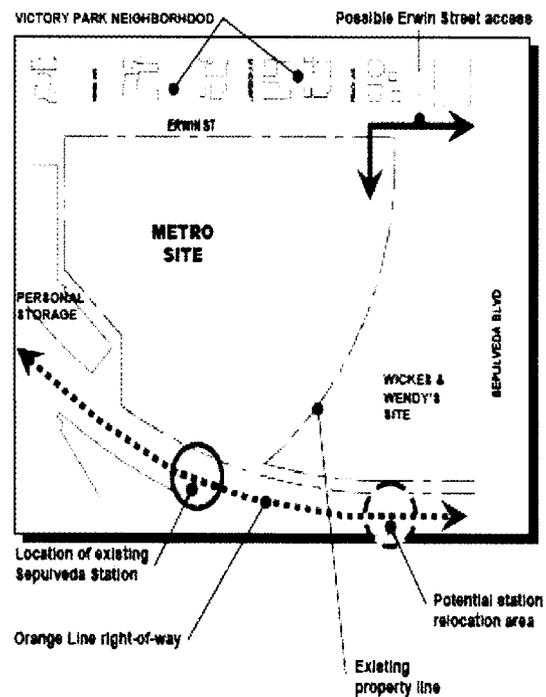
METRO ORANGE LINE SEPULVEDA STATION PARK-AND-RIDE JOINT DEVELOPMENT CONCEPTUAL DEVELOPMENT GUIDELINES

ATTACHMENT 5

DEVELOPMENT MITIGATION STRATEGIES

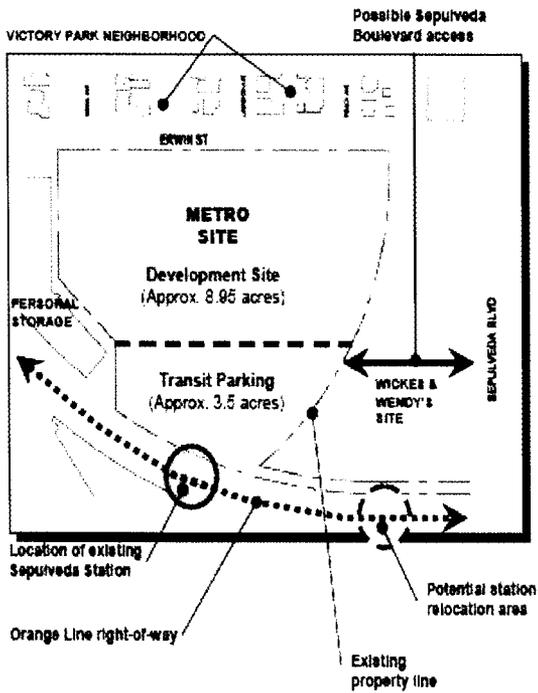


Strategy 1: Project access from potential new road connecting to Sepulveda Boulevard

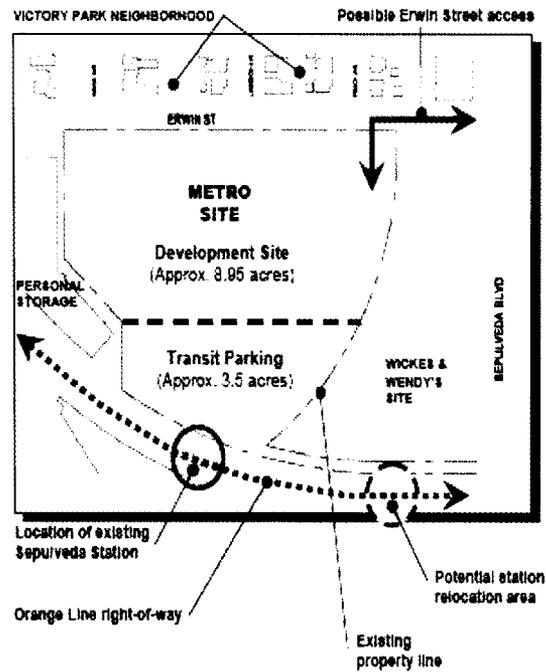


Strategy 2: Project access from Erwin Street

ATTACHMENT 5-A
DEVELOPMENT MITIGATION STRATEGIES
AND SITE ORGANIZATION



Strategy 1: Project access from potential new road connecting to Sepulveda Boulevard



Strategy 2: Project access from Erwin Street

ATTACHMENT 5-B

CONCEPTUAL DEVELOPMENT GUIDELINES: DENSITY

Site	Gross Area Acres	Gross Area S.F.	Streets & Open Space (Net Out)	Blocks & Building Area (S.F.)	Net Developable Area (S.F.)	Stories	Building Area	Average Unit Size (S.F.)	Number of Units	Density (DU/Acre)
Developable Area	9.95	433,422	65%	35%	151,698	4	606,791	975	622	63
Transit Parking	2.50	108,900								
TOTAL	12.45	542,322	65%	35%	151,698	4	606,791	975	622	50

