

UPDATE: (Oct. 25) Board actions, changes in text below. [Click on image to enlarge view](#)

UPDATE: (Oct. 18) NoHo Development proposal tabled until November. See other committee actions below.

NoHo Development, More Office Space Among Board Issues in October

(Oct. 16, 2001) MTA Board activity picks up again this month with several items of interest that include a proposed joint development at the North Hollywood Metro Rail station and concerns about the need for more office space at Headquarters.

The Planning and Programming Committee will be asked to authorize the CEO to negotiate with Legacy/Olson of Irvine to develop some 12.4 acres of MTA-owned land at the North Hollywood station that's now being used for parking and a kiss-'n-ride lot.

Legacy/Olson is proposing a mixed-use development with up to 415 residential units and 20,000 square feet of retail space flanking the subway entrance plaza. The company wants to buy the MTA land across the street from the plaza to build an additional 119 apartment units and 8,000 square feet of retail space.

Legacy/Olson would leave the bus layover in its current location and build a 1,500-space parking structure on the southern part of the station parcel. The structure would add 300 spaces to the current 1,200-space parking lot and could include retail space. The company has offered to develop the southwest portion of the station parcel under an MTA-approved "master plan."

The North Hollywood joint development project is Item 34 on the Planning and Programming Committee's agenda. The committee meets at 1 p.m., Thursday, Oct. 18

APPROVED by Board **Office space lease extension**

Meanwhile, the Finance and Budget Committee will be asked to consider a three-year extension of a lease for two floors of the 707 Wilshire Boulevard Building. The MTA once leased 6 ½ floors in the building for designers and engineers assigned to the Metro Rail project. **This item was approved and sent to the full Board.**

Space on the two remaining floors would be used to house the Eastside light-rail staff, the Management Audit staff assigned to audit the subway contract close-outs and others, as needed.

Retaining two floors of the Wilshire building also will give the MTA



Development proposed for North Hollywood station would include residential units, retail space and parking. Views courtesy of Legacy/Olson of Irvine.



Parcel 1: 20,000 sq. ft. of retail space and 305 to 415 ground-floor residential units.



Parcel 2: 8,000 sq. ft. of retail space and 119 ground-floor residential units.

flexibility to meet office space needs over the next five years and during the "restacking" of the Gateway Headquarters building, a project that may take two years or more. Currently, the Headquarters building has only 33 vacant cubicles, but will need office and storage space for some 60 new employees as the Workers Compensation program moves in-house.

The lease proposal is Item 21 on the Finance and Budget Committee agenda.

APPROVED by Board

Extend the Metro Green Line. Item 38:

Finance and Budget Committee, 9:30 a.m., Thursday, Oct. 18.

Director Hal Bernson is offering a motion directing the MTA staff to develop a proposal to close the gap between the Metro Green Line and the Norwalk/Santa Fe Springs Metrolink station. report is due in 60 days.

The amended motion also directs the staff to work with the Mayor's Office and the Department of Airports on the issues and feasibility of extending the line into LAX.

Bernson's motion notes that the Metro Green Line eastern terminus at the I-605/I-105 station is only a mile and a half from the Metrolink Norwalk/Santa Fe Springs station. On the western end of the line, passengers headed for LAX must disembark at the Aviation station and board an LAX shuttle bus to reach the airport.

APPROVED by Board

Substitute 20 composite (fiberglass) buses in NABI contract. Item No. 10: Operations Committee, 1 p.m., Wednesday, Oct. 17.

The Operations Committee will be asked to approve a plan to substitute 20 composite (fiberglass) buses for traditional steel frame and sheet metal buses in the 370-bus contract awarded earlier this year to NABI of Anniston, Ala.

The MTA wants to determine whether the 20 composite material buses could stand up to the demands of revenue service over their 12-year life. The coaches will have a single-piece body consisting of glass-fiber reinforced, vinyl-ester resin laminate.

Because they will be lighter, the composite buses should use less fuel. Body damage should be easier to repair, since the damaged portion can be cut away and a replacement section bonded in place. The composite material also resists corrosion.

APPROVED by Committee

Ultra-Low Sulfur Diesel Fuel. Item No. 14:

Operations Committee, 1 p.m., Wednesday, Oct. 17.

The Operations Committee will be asked to approve a one-year contract for the purchase of ultra-low sulfur diesel from Southern Counties Oil Co.

Beginning July 1, 2002, the California Air Resources board (CARB) will require all transit buses to use ultra-low sulfur diesel fuel. The MTA began testing the fuel in February 2000 on diesel buses operating out of the Arthur Winston Division 5. Initial testing showed significant reduction of vehicle emissions on buses with particulate filters.

The Board has directed that all diesel buses remaining in the fleet after Jan. 1, 2003, be equipped with particulate filters. Some 400 diesel coaches will continue in service after all current CNG bus procurements

are completed.

Schedule of committee meetings:

- **Operations Committee**, 1 p.m., Wednesday, Oct. 17.
- **CANCELLED: Construction Committee**, 2 p.m., Wednesday, Oct. 17.
- **Finance and Budget Committee**, 9:30 a.m., Thursday, Oct. 18.
- **Executive Management Committee**, 11 a.m., Thursday, Oct. 18.
- **Planning and Programming Committee**, 1 p.m., Thursday, Oct. 18

[Back to MTA Report](#)