

27965532

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT  
METRO RAIL PROJECT

SECTION 9A  
FY 83 CAPITAL GRANT  
FOR ADVANCED LAND ACQUISITION

SUBMITTED: MARCH 28, 1983

APPROVED : SEPTEMBER 29, 1983

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

SECTION 9A  
FY 1983 Capital Grant

Financing of Equipment and Other  
Capital Projects

Submitted: March 28, 1983



**RTD**

John A. Dyer  
General Manager

MAR 28 1983

Mr. Jim Gosnell  
Director of Transportation Planning  
Southern California Association of Governments  
600 South Commonwealth Avenue  
Los Angeles, California 90005

Attention: Ms. Ginger Gherardi  
Program Manager, RTIP/TDA

Dear Mr. Gosnell:

Section 9A FY 1983 Capital Grant Application

This letter transmits to you the Southern California Rapid Transit District's application for capital assistance pursuant to Section 9A of the Urban Mass Transportation Act of 1964, as amended. By separate cover the District is also requesting Section 5 funds for other capital projects.

This application requests purchase of service and maintenance vehicles; office, management information system, communications and maintenance equipment; rehabilitation of buses, land acquisition, and the construction of facilities improvements.

Overall net project cost is estimated at \$38,447,409, \$30,757,927 Federal and \$7,689,482 local. The local share will be provided by funds from the Transportation Development Act of 1971.

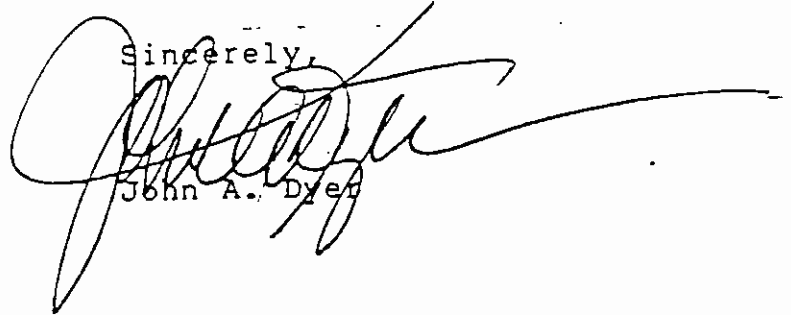
The Los Angeles County Transportation Commission staff is recommending all items included in the application for the FY 1983 TIP reallocation. It is our understanding that SCAG will hold a public hearing on April 7, 1983 for the entire program of capital projects for the region.

Mr. Jim Gosnell  
Section 9A FY 1983 Capital Grant Application  
Page 2

The grant application was prepared in accordance with UMTA C 9020.1 dated February 2, 1983. With regard to private enterprise within the District's service area, I hereby certify that services to be provided by the District are not rendered in competition with any private transportation companies.

Your assistance is appreciated. If you have any questions please contact Grants Administration.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "John A. Dyer". The signature is written over the word "Sincerely," and extends across the right side of the page.

John A. Dyer

Enclosures

cc: Rick Richmond, LACTC  
George Grainger  
Isaac Showell  
UTU, ATU and BRAC, Local/International

# ADVANCED LAND ACQUISITION PROGRAM

## Inter-modal Terminal Locations

In anticipation of the Wilshire Metro Rail Project and, specifically, the development of bus interface terminals at various Metro Rail station sites, an advanced land acquisition (ALA) program is proposed. This program will consist of the advanced purchase of vacant or underdeveloped parcels for future inter-modal transit use.

Acquiring parcels through an ALA program will not pose immediate adverse impacts upon the public or private sector since there would be no immediate change in the use of the parcels being acquired. However, for any sound ALA program it is important that the properties not be held for too long a period before being converted to transit uses, and these parcels would be sold if the transit plans for these parcels were cancelled after they are acquired.

In an attempt to find vacant parcels which would satisfy the many requirements of an ALA program, the following 12 parcels which are shown on the attached maps were identified by Metro Staff (Al Levy) as suitable for inclusion in an ALA program:

<u>Major Intersection</u>	<u>Parcel</u>	<u>Square Feet</u>	<u>Estimated Value</u>
Alvarado/Wilshire	209	75,000	\$4,000,000
Alvarado/Wilshire	212	15,000	500,000
Vermont/Wilshire	252	17,000	850,000
Crenshaw/Wilshire	301	24,000	1,200,000
La Brea/Wilshire	362	56,000	4,500,000
Fairfax/Wilshire	371		300,000
Fairfax/Wilshire	778		250,000
Fairfax/Wilshire	379		400,000
Fairfax/Wilshire	380	119,000	500,000
Fairfax/Wilshire	381		850,000
Fairfax/Wilshire	382		600,000
Beverly/Fairfax	<u>401</u>	<u>70,000</u>	<u>4,500,000</u>
		376,000	\$18,450,000
Contingency and G & A			250,000
			<u>\$18,700,000</u>

Acquisition of these parcels, in addition to being required for various Metro Rail station sites, would be consistent with the District's Section Improvement Program (SIP) and would provide the following bus service related uses:

- o Permanent layover facilities
- o Permanent dispatch facilities.
- o Supplemental West L.A. Transit Center
- o Park and Ride facilities
- o Customer Service Center

Details:

Parcel Nos. 209, 212

Primary Use: Layover and storage for 20 40' ADB's and operator restroom.

Discussion: 10 buses now park along Ingraham Street. Lines affected: 480 and 487 (all day), and 489, 491-494 (peak hours only). Ingraham Street parking will be eliminated to make way for more commercial and residential development in the environment. The subject parcels (three blocks away) will provide adequate parking for 10 layovers, storage, and restroom facilities.

Parcel No.: 252

Primary Use: Layover and bus storage facilities.

Discussion: The 51, 201 and short-lined 18 lines layover at the corner of New Hampshire and 7th Street. Provided an easement is obtained, the new site would support a pull-through bus operation for 8 - 10 ADB buses.

Parcel No.: 301

Primary Use: Layover and storage facilities.

Discussion: 6 ADB buses now use District-owned land designated as private right of way (PROW) within a residential community. Since the District does not operate into the PROW between 9:40 PM and 6:00 AM, the above parcel will provide adequate layover space for the 6 ADB buses while alleviating the mixed land use issue.

Parcel No.: 362

Primary Use: Customer Service Center, off-street auto parking facilities, and a mid-town park and ride site.

Discussion: The Customer Service Center at 5738 Wilshire Boulevard has no off-street parking. Purchase of the subject parcel will allow for a new Customer Service Center with off-street parking and a 210-space park-and-ride lot.

Parcel Nos. 371,378-382

Primary Use: Transit Center, Park and Ride lot.

Discussion: These parcels will accommodate 550 park-and-ride spaces and a multi-modal transit center to supplement the proposed West Los Angeles Transit Center, located approximately 2 miles south on Fairfax Avenue.

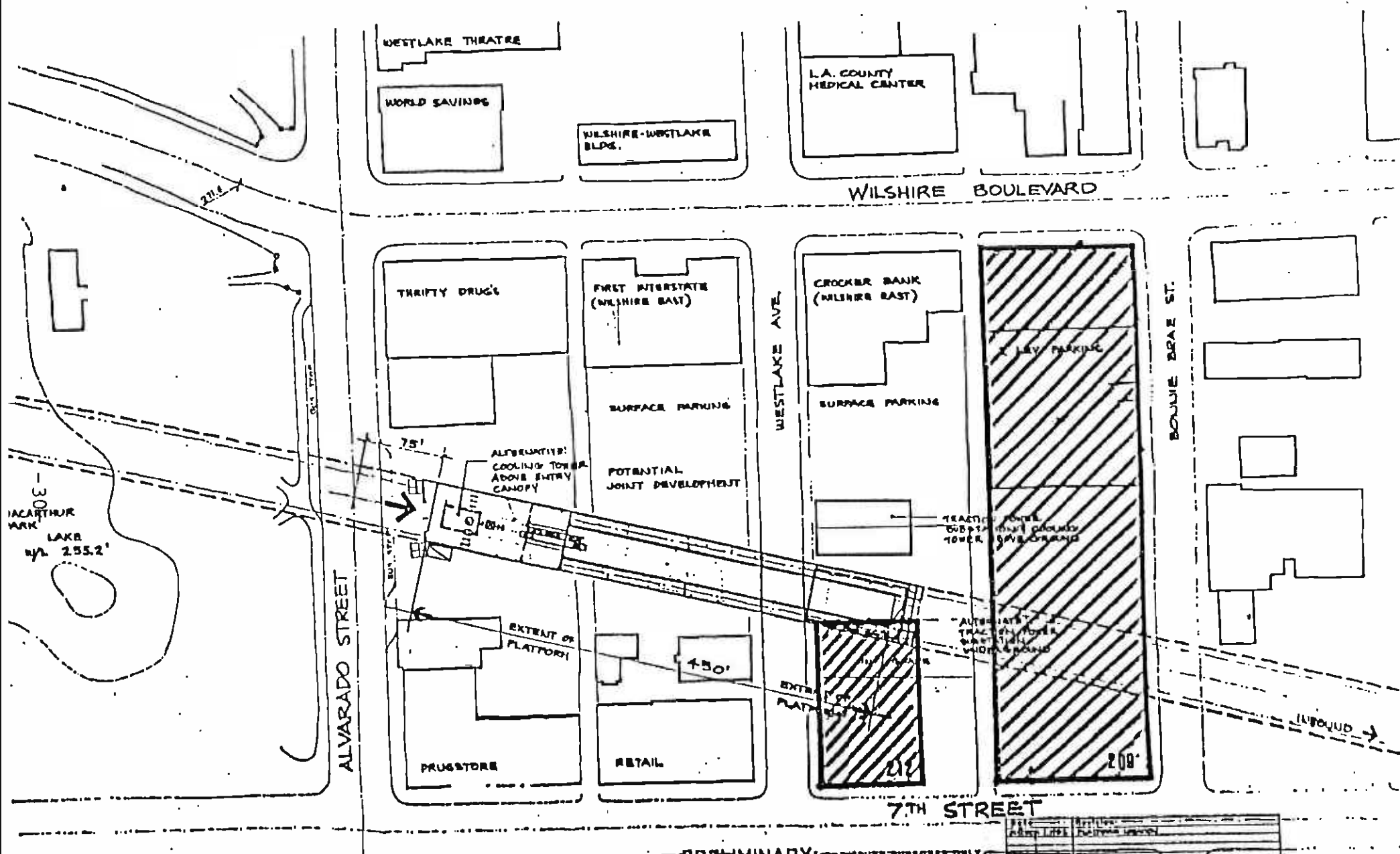
Parcel No.: 401

Primary Use: Layover facilities for approximately 20 ADB Buses.

Discussion: The District now uses two on-street parking sites which, combined, provide space for approximately 10 ADB buses. The above parcel will adequately support the current and proposed off-street parking requirements for the West Hollywood area.

In conclusion, an ALA program should judiciously choose the initial parcels to be purchased; diversity being a major factor. While the District may be able to justify the purchase of some of the above parcels, strictly for support of the bus system from the standpoint of good land economics, the expense of Wilshire Corridor real estate prohibits the purchase of most parcels for other than Metro Rail or multi-modal transit uses. It must be recognized that the rationale for this proposed ALA strategy is not based on near term economics; rather, assuming construction of the Metro Rail Project, it will prove very cost-effective in saving dollars and time in acquisition of the parcels needed for the Metro Rail stations.

Site location maps are attached on the pages immediately following.



# ALVARADO-WILSHIRE

## OFF STREET ALIGNMENT • PLAN

REVISION 1/1/79

PRELIMINARY FOR STUDY PURPOSES ONLY



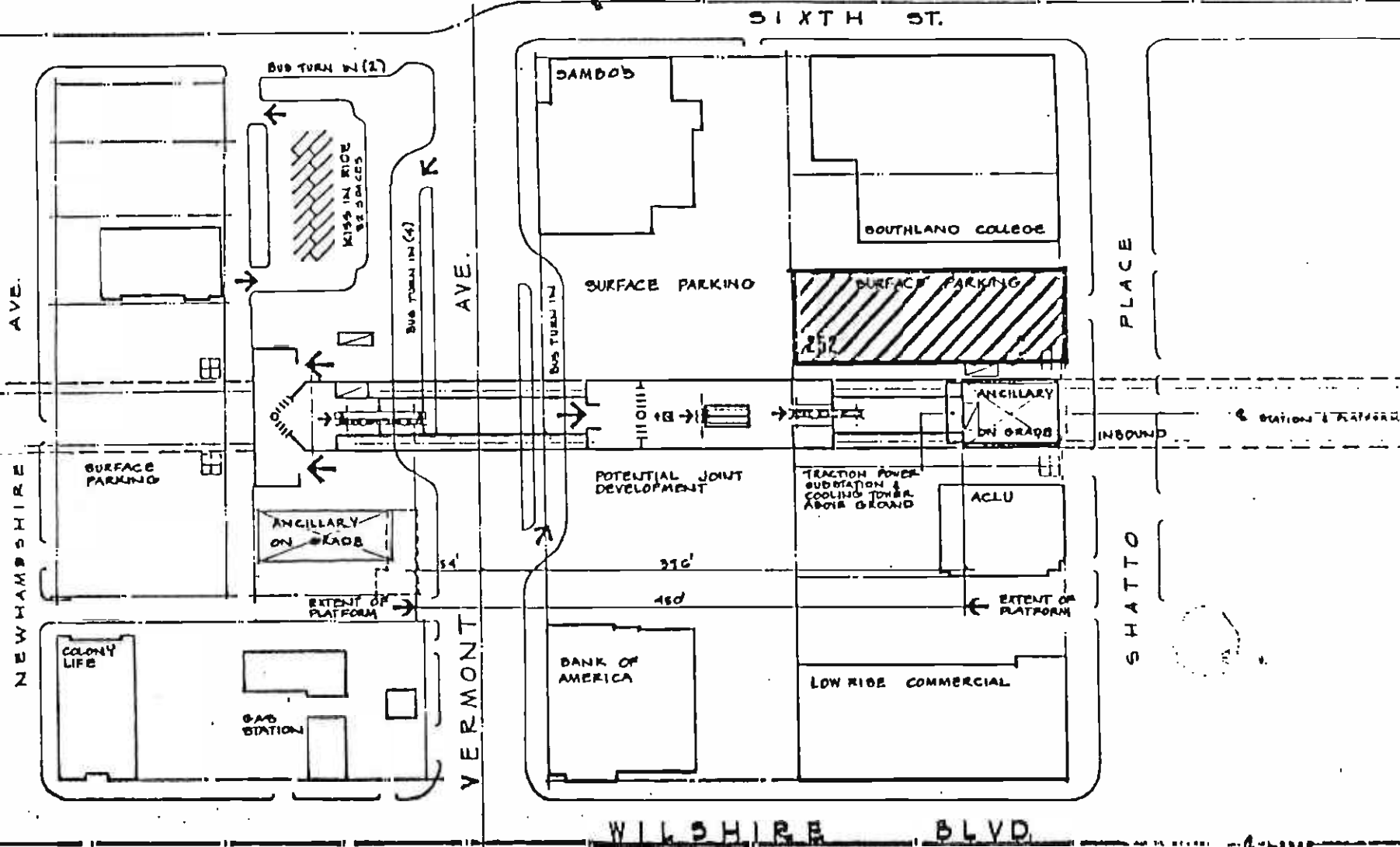
1. PATRONAGE PPM PEAK HR. 5,400	3. STATION TYPE I SURFACE CONCOURSE END LOADED
2. PATRONAGE 2000 PEAK HR. 8,100	4. EXIT LIGHTS REQUIRED NTPA IN 19 FROM PLATFORM

DATE: AUGUST 1, 1982  
 PROJECT: ALVARADO-WILSHIRE  
 DRAWING NO.: 100  
 SCALE: 1" = 200'

**HARRY WEESE & ASSOC.**







# VERMONT - WILSHIRE

## OFF STREET ALIGNMENT • PLAN

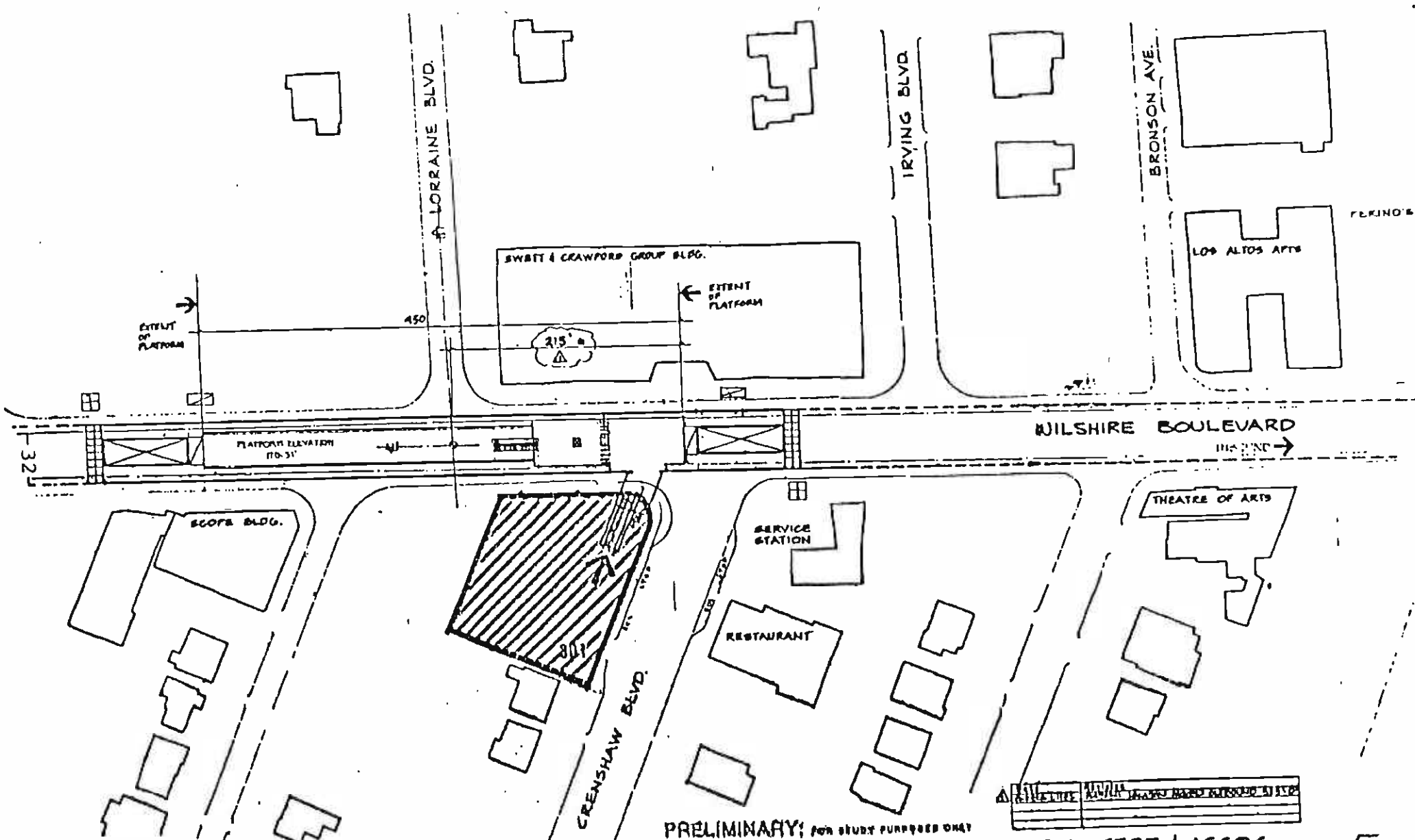
PRELIMINARY; FOR STUDY PURPOSES ONLY



1. PATROLAGE 1998 PEAK HOUR 8100	3. STATION TYPE SURFACE CONCOURSE CENTER & END LOAD
2. PATROLAGE 2015 PEAK HOUR 12000	4. STY UNIT'S REQUIRED (NFM 190)

HARRY WEESE & ASSOC.  
AUGUST 1982

40 100 100



**CRENSHAW**  
 REVISED SEPT. 27, 1961



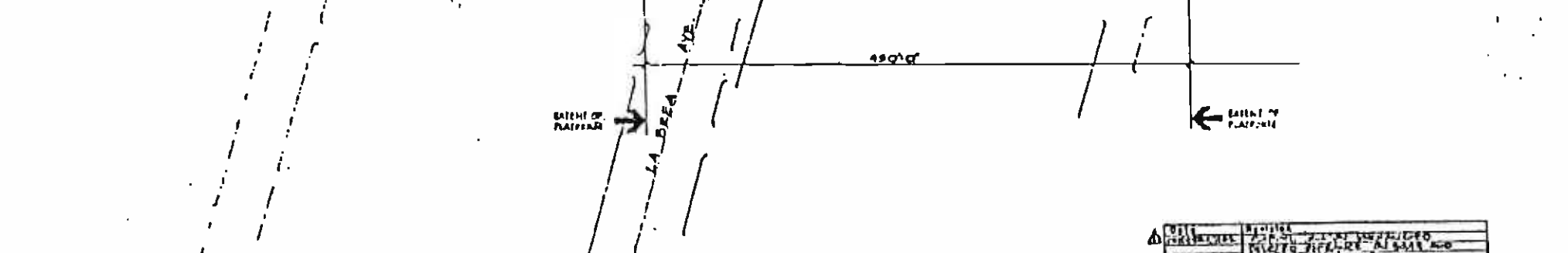
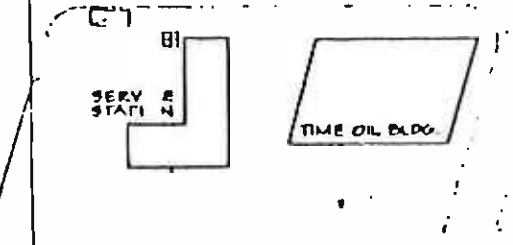
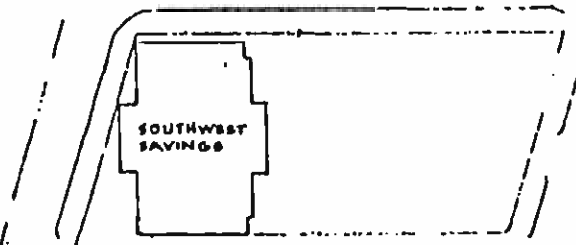
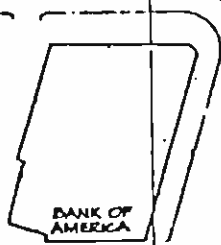
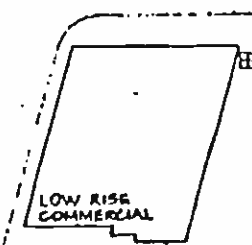
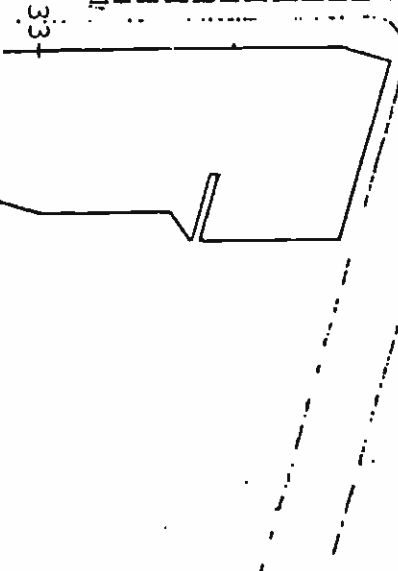
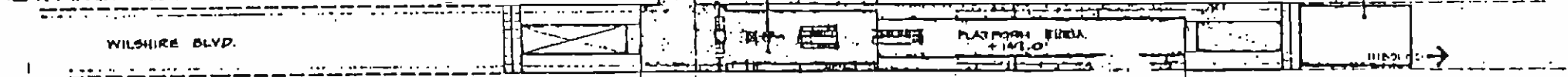
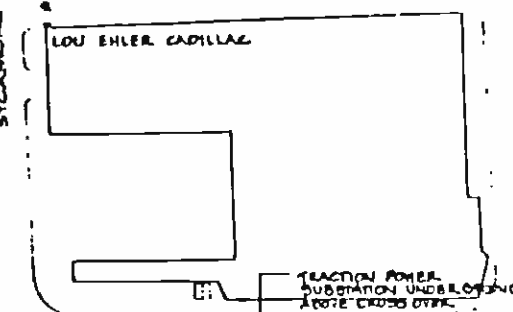
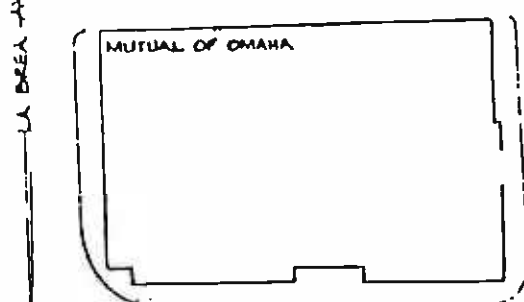
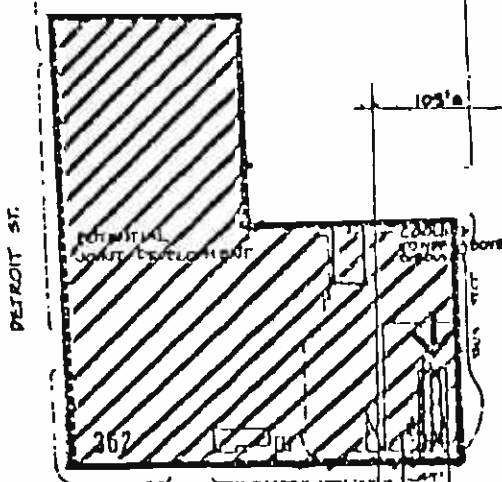
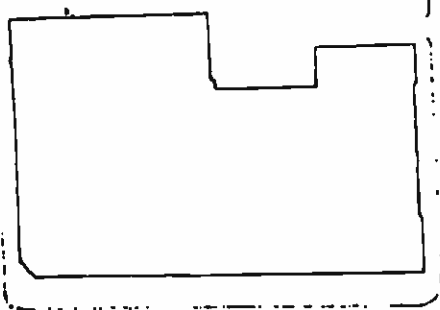
PRELIMINARY; FOR STUDY PURPOSES ONLY

1. PATROLAGE: 1995 PEAK HOUR 3240	3. STATION TYPE: SHOULDER END LOADED RESEARCH
2. PATROLAGE: 2060 PEAK HOUR 4500	4. REQUIRED EXIT UNIT (ARPA 110)

1. STATION TYPE	2. STATION TYPE	3. STATION TYPE	4. STATION TYPE
-----------------	-----------------	-----------------	-----------------

HARRY WEESE & ASSOC.  
 AUGUST, 1961





# LA BREA - WILSHIRE

PRELIMINARY AUG. 27, 1981

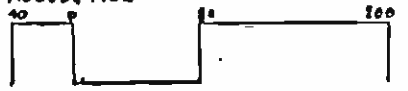


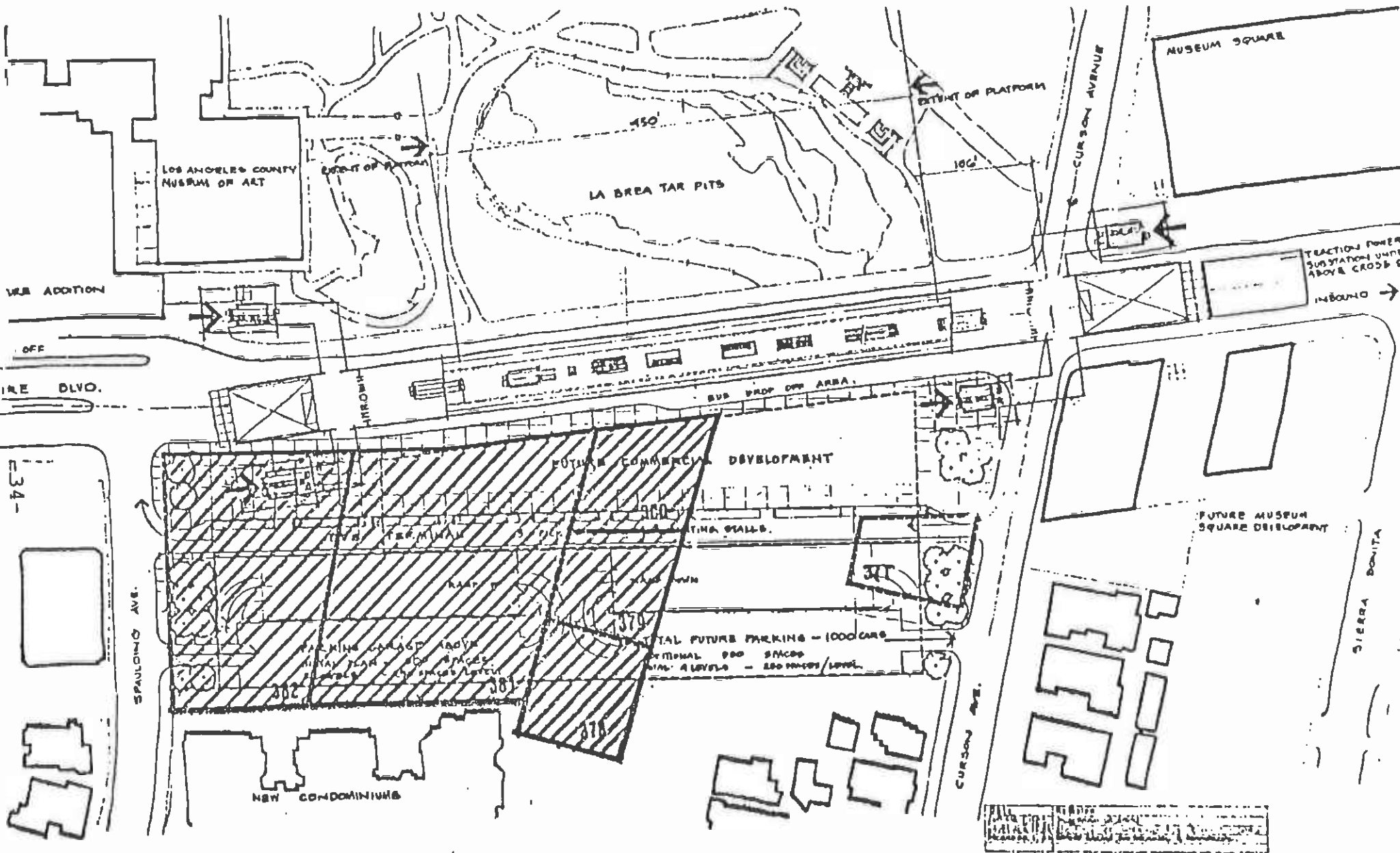
PRELIMINARY: FOR STUDY PURPOSES ONLY

Clearance for 1998 at peak hour 8600	2 Bldg. type SINGLE BLDG LOADED MECHANICAL
2. Clearance for 1998 at peak hour 6100	4 Bldg. type required (MAX. 180) 11 from platform (100)

DATE	REVISION
	ADD. ST. 2100 UNDESIGNED
	PLATE 2100 - 2100 AND
	PLATE 2100 - 2100

HARRY WEESE & ASSOC.  
AUGUST 1981





# FAIRFAX-WILSHIRE

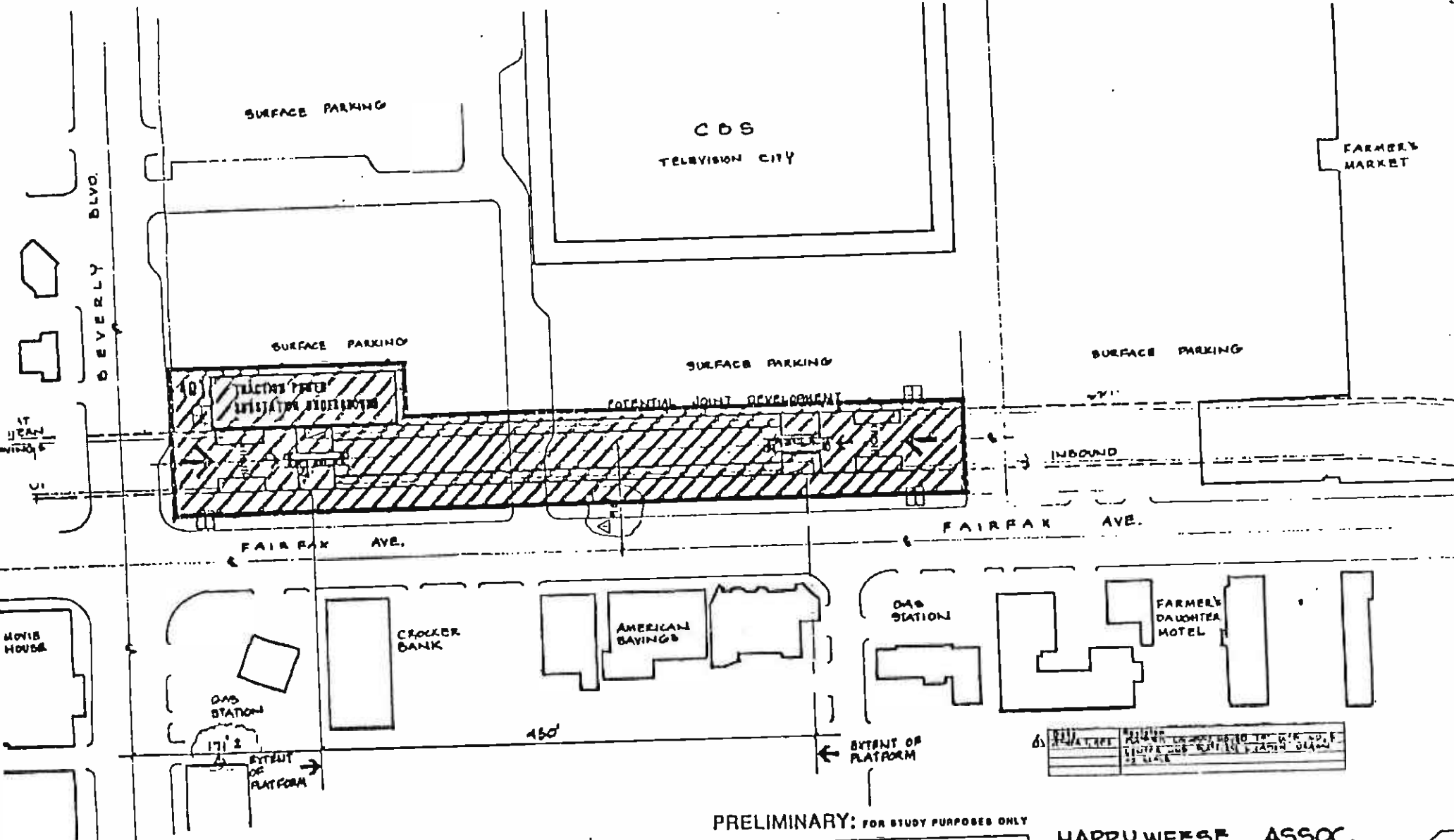


PRELIMINARY. FOR STUDY PURPOSES ONLY

1. Plotage 1996 Park W. 1500'	2. Type of station DOUBLE END LOADED OVER & UNDER
3. Plotage 2010 Park W. 2250'	4. Approx. STU UNITS Req. (NPPA 150)

HARRY WESE & ASSOC.  
AUGUST, 1982





# BEVERLY - FAIRFAX

OFF STREET ALIGNMENT • PLAN



PRELIMINARY: FOR STUDY PURPOSES ONLY

1. Patronage 1995 Peak Hour 2650	2. Station Type Double concourse surface
3. Patronage 2000 Peak 5750	4. Exit Units Required (NFPA 130)

HARRY WEESE ASSOC.

AUGUST 1982

