



Metro

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**PLANNING AND PROGRAMMING COMMITTEE
AUGUST 17, 2005**

**SUBJECT: TEMPLE/BEAUDRY
JOINT DEVELOPMENT GUIDELINES**

ACTION: ADOPT CONCEPTUAL DEVELOPMENT GUIDELINES

RECOMMENDATION

Adopt the attached Conceptual Joint Development Guidelines for Metro's Temple/Beaudry Bus Layover area. (See Attachments A, B, and C)

ISSUE

Metro staff has produced development guidelines for the Metro's Temple/Beaudry Bus Layover (1.2 acres) in coordination with both Metro's operations and Council Office for this area. Metro staff will include these guidelines as part of a pending RFP to provide guidance on future joint development projects and to evaluate future joint development proposals for this site.

POLICY IMPLICATIONS

The recommended action is consistent with the Metro's adopted Joint Development Policy and allows staff to consider joint development possibilities consistent with the Board directive to solicit developers for joint development.

OPTIONS

The Metro could choose not to adopt the proposed Conceptual Development Guidelines or modify them. Staff recommends acceptance of these guidelines in order to solicit and respond to developer interest for this site.

FINANCIAL IMPACT

The recommended action has no significant impact on the Metro's FY 2005-06 budget. Ultimately, the development of Metro-owned properties will generate revenues that may be used to offset capital and operating expenses.

BACKGROUND

The Metro Board has directed staff to utilize RFP's or other general solicitations to encourage the depth and number of potential developers of Metro properties. Prior to a solicitation and as part of the Metro joint development guidelines, staff generates site specific development guidelines.

Temple/Beaudry was purchased in 1985 by Metro (SCRTD) under an Advanced Local Acquisition grant for usage as a bus layover area. It has remained unimproved since that time. Metro's increased bus fleet and the need to improve existing Divisions (temporarily relocating bus storage) has resulted in increasing needs for bus layover and bus storage areas. This year's budget provides funding to improve this property for use as a surface bus layover area. Since Metro's proposed operations use is as a low intensity layover and storage area, staff has considered using the air-rights above the facility for development.

The current market demand for office or commercial/retail at this location is limited because of the size and the limited street level frontage available in tandem with Metro's operation. Air rights housing at this location is feasible. The property is adjacent to the 101 Freeway and would require some level of noise mitigation and parking above Metro's facility. Any proposed development is not likely to result in a construction breaking ground for at least two years.

The area surrounding this site is largely a mix of uses including an existing recycling storage facility, a towing and automobile storage area, some residential and some mixed commercial uses. Discussions with the council office representing this area have resulted in their desire to consider a mixed use residential housing project and improve the appearance of the open parking nature of the site.

NEXT STEPS

Metro staff will add the guidelines into the RFP and will use the guidelines to review any development proposals for the Temple/Beaudry site. The RFP for this site is anticipated to be issued at the beginning of September 2005

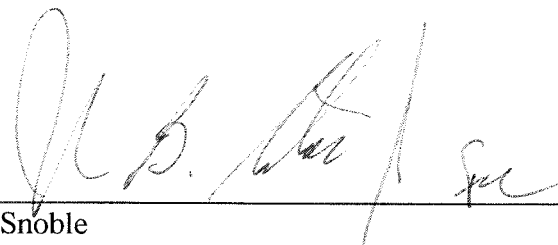
ATTACHMENTS

- A. Temple/Beaudry Conceptual Development Guidelines
- B. Map of the Temple/Beaudry Site

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James L. de la Loza, Chief Planning Officer



Roger Snoble
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

**First/Boyle Station Area
Conceptual Development Guidelines**

SITE CONDITIONS AND HISTORY

The Metro owned property consists of approximately 1.2 acres adjacent to the 101 Freeway to the North, Beaudry Avenue to the east, Temple Avenue to the South and Victor Street (dead ends into the Freeway) to the West. The Metro parcel is directly north of vacant parcels designated as part of the proposed Los Angeles Unified District High School (Belmont). The surrounding area consists mainly of vacant land and some commercial structures to the south and east. A moderate density residential area exists several blocks to the west.

AREA PLANS AND ZONING

1117-1119 West Temple

Westlake Plan Area
Central City West Specific Plan (ordinance)

Zoning:

P-F (CW) -O Public Facility / O Oil Drilling
M R 7-26/27 Light industrial uses/public facilities

COMMUNITY VISION

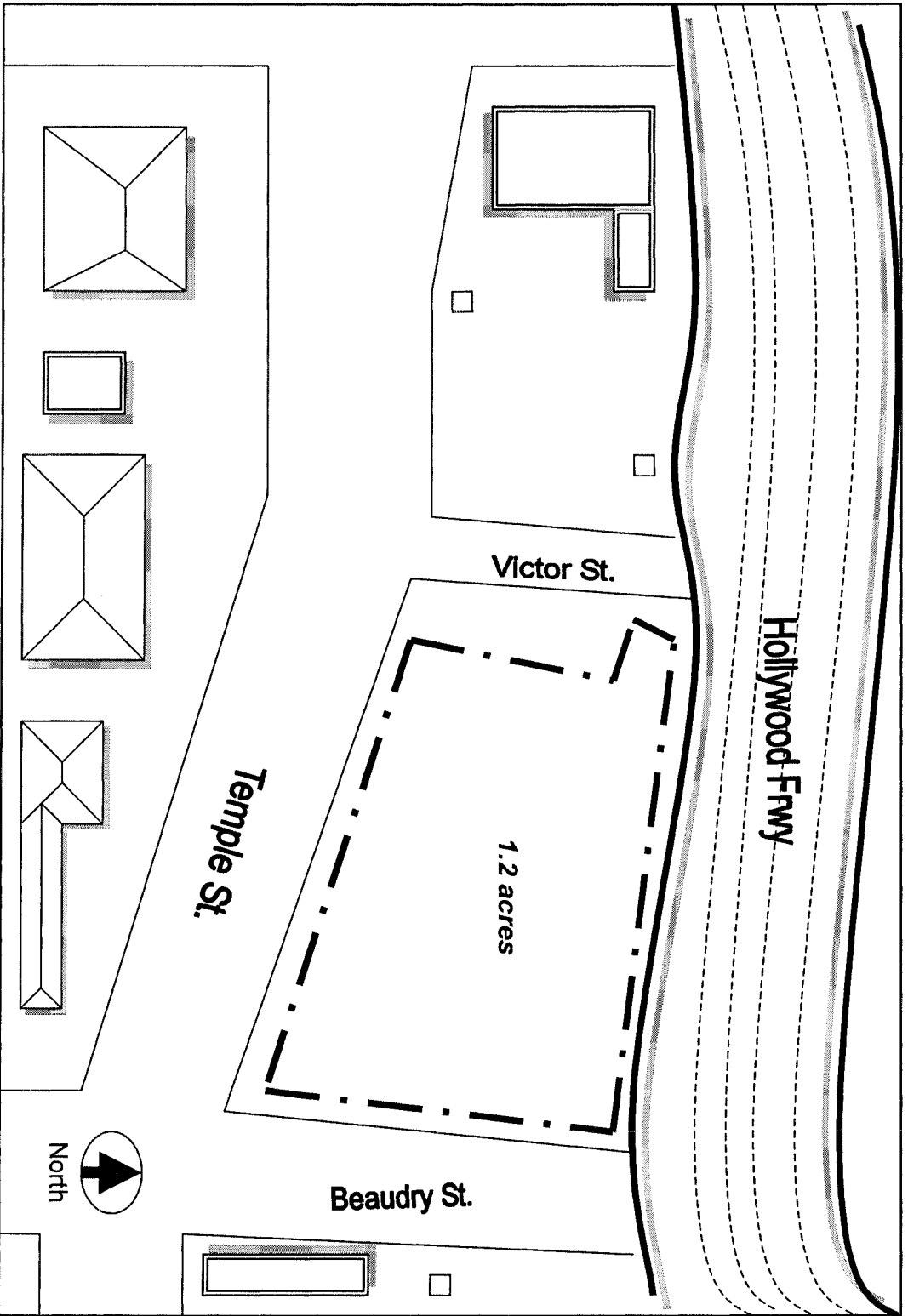
In the early 1990's the City of Los Angeles adopted the "Central City West Specific Plan" (CCWSP), a plan for this area in anticipation of the Central Business District of Los Angeles expanding west across the 110 Freeway. The CCWSP included Metro's Temple/Beaudry site. Air rights development of the site is consistent with the CCWSP specific plan and with the visioning of the representative council office. Staff has recommended consideration of joint use of the property that would include housing over Metro's bus layover area.

DEVELOPMENT GUIDELINES

The site will accommodate an active bus layover facility inclusive of approximately 24 or more bus parking stalls and the related driver service facilities such as restrooms and waiting area. Development of this site requires that a temporary relocation site is provided by the development firm or that development is coordinated to allow continuous operation during construction of the new development.

This site's development scenario would likely consist of a mixed-use residential/commercial on top of the layover area. Architectural features or a shallow retail face on the Temple and Beaudry corner to screen the bus parking/operations is desirable. Any development must consider mitigations of noise (freeway/bus) or activities arising from the storage and operations of the buses and, present an attractive and desirable building frontage facing the public roadway.

These guidelines envision multi-family residential above the layover area with the potential for limited street level retail to assist visually screening the layover area. There is a shortage of multi-family housing in the area and housing in proximity to the adjacent High School. These shortages combined with the current market conditions support housing as a predominate use at this location. Market rate residential is financially supportable at this location, but any project would have to respond to the specifications of the city council office and city planning. If public subsidies are available, then affordable housing is appropriate and would likely be well received in the market. Potentially, demand may exist for both family and senior projects. Metro will consider other uses that support continued operation of the site as a bus layover and present an attractive and complimentary appearance to the community.



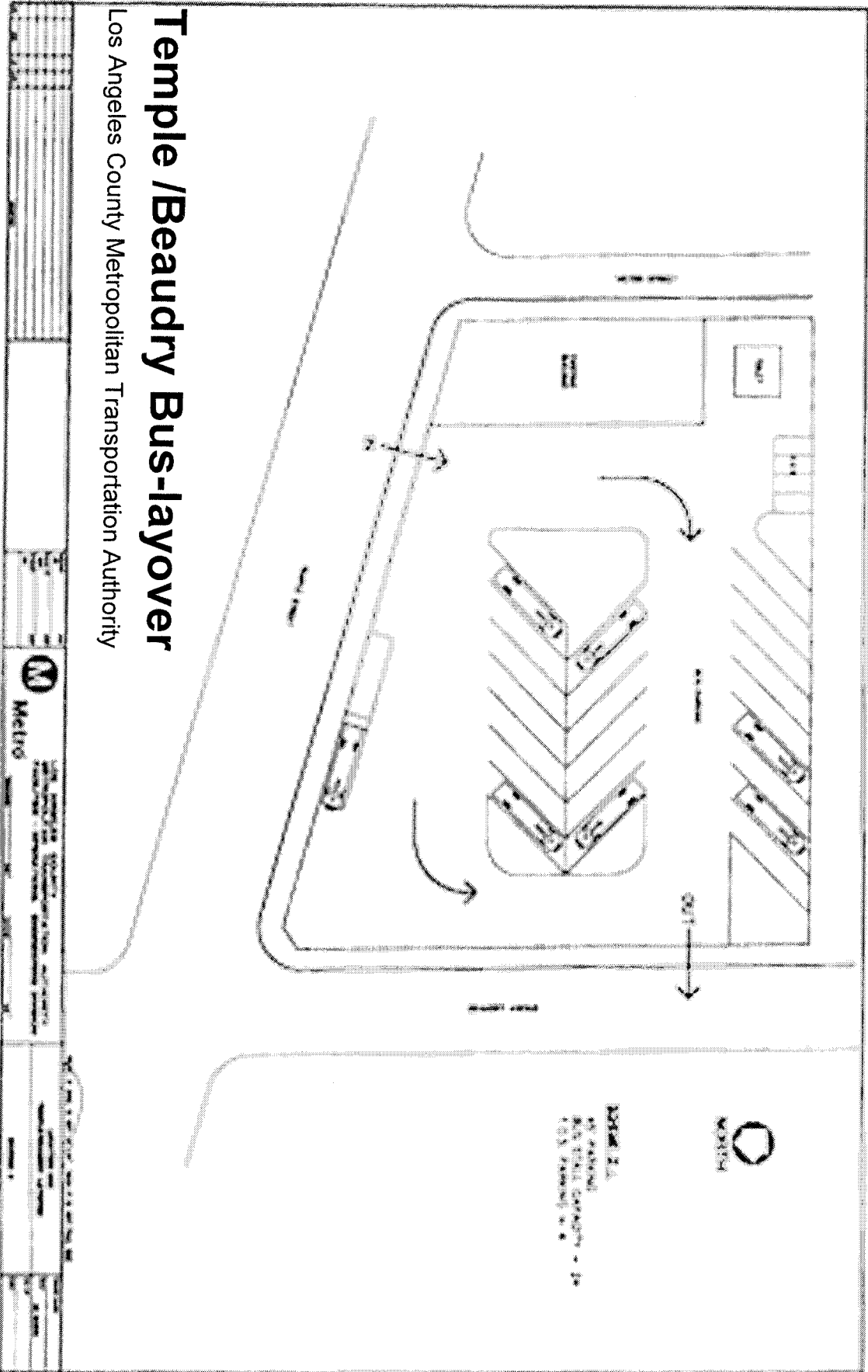
Temple /Beaudry Development Site

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Attachment C



Temple /Beaudry Bus-layover

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