



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.9200 Tel
213.922.9201 Fax
metro.net

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**PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2009**

SUBJECT: CULVER CITY STATION – EXPOSITION LINE

ACTION: AMEND THE AUTHORITY PREVIOUSLY GRANTED TO THE CHIEF EXECUTIVE OFFICER TO EXECUTE AN OPTION FOR AN EASEMENT IN FAVOR OF THE CITY OF CULVER CITY AND THE CULVER CITY REDEVELOPMENT AGENCY TO PROVIDE CONSTRUCTION OF COMMUTER PARKING FOR THE EXPOSITION LINE LIGHT RAIL PROJECT AND CONSTRUCTION OF A TRANSPORTATION ORIENTED DEVELOPMENT OVER AND ADJACENT TO THE EXISTING LACMTA RIGHT OF WAY

RECOMMENDATION

- A. Amend the authorization previously granted to the Chief Executive Officer (“CEO”) at the Board’s April, 2009 meeting to execute an option for an easement in favor of the City of Culver City (“City”) and the Culver City Redevelopment Agency (“Agency”) to provide authority to execute a memorandum of understanding (“MOU”) and an option for both the previously granted subterranean easement as well as a surface easement for construction of commuter parking for the Exposition Line light rail project and the construction of a transportation oriented development over and adjacent to portions of the existing LACMTA right of way, and
- B. Authorize the CEO to execute, acknowledge and deliver such documents or agreements, subject to all necessary and appropriate environmental clearances and approvals, and take such actions as may be necessary to carry out and comply with the option described herein.

ISSUE

The Exposition Line Light Rail Transit project (“Expo LRT”) and the right of way for the its planned grade-separated station (“Venice/Robertson Station”) at its Phase 1 terminus in the City is abutted by a triangular parcel owned by the City and planned for transit-oriented development (“Washington National Project”) by the City and the Agency.

In order to optimize the construction of parking for the Expo LRT and for the planned Washington National Project, and to provide both interim and permanent parking for the Expo LRT project during construction of Expo LRT Phase 2, an easement (“Easement”) over a

portion of the area of the LACMTA-owned right of way is required. Subject to conditions to be contained in an MOU and option for easement (Option) proposed to be granted by LACMTA to City and Agency to provide, at City and Agency's sole expense, temporary and permanent parking for the Expo LRT project and, further at City and Agency's sole expense, to fund the construction of strengthened and deepened station footings and an isolation wall abutting said footings, LACMTA is requested to grant a perpetual parking easement on the surface and below a portion of LACMTA's right of way at the Venice Robertson Station. The Board at its April meeting granted the Chief Executive Officer authority to enter into an option for the subterranean portion of the requested easement however, in order to optimize the development potential of the overall site and to provide optimal parking and development solutions, it has been determined that extension of the option for an easement including the surface portions of the same area would be desirable.

BACKGROUND

City and Agency have acquired the Washington National Project property, a triangular parcel of land suitable for a transit-oriented development and abutting the LACMTA-owned right of way for the Expo LRT project at its Phase 1 terminus in Culver City. Due to the irregular, triangular, shape of the Washington National Project parcel, planned underground parking for the City and Agency's proposed development project would be inefficient and costly. City and Agency have requested that LACMTA grant a perpetual easement below and on the surface of the northernmost portion of the LACMTA-owned right of way at the Venice Robertson Station site. The additional underground and surface "footprint" so provided would allow City and Agency to construct a more efficient and less costly underground and surface parking facilities and would, in turn, more economically enable the City and Agency's planned transit-oriented development for the Washington National Project site and provide LACMTA/Expo with underground parking immediately adjacent to its station.

In order to provide appropriate construction strength and support for the aerial station over the planned underground parking facility, Expo LRT has determined that deeper and more robust footings for the Venice Robertson Station will be necessary. City and Agency have agreed to fund the Expo LRT's design and construction costs for such footings and to provide, from the date of the opening of the Venice Robertson Station during the interim between final construction of Expo LRT Phase 1 and the beginning of construction of Culver's Washington National project, 600 parking spaces to serve the Expo LRT Venice Robertson Station to be located on the City's Washington National Project site. City and Agency have also agreed to furnish temporary interim parking during construction of its Washington National Project at the City-owned parking structure approximately one block from the Washington National site, as well as to construct at City and Agency's sole expense as part of their Washington National Project, permanent structured and/or underground parking directly adjacent to the planned Expo LRT project station. All of the Expo LRT project interim, temporary and permanent parking spaces to be furnished by City and Agency will be sufficient to comply with the requirements set forth by Expo LRT in its environmental and planning documents in consideration for the proposed Easement. Expo LRT's costs for operation, maintenance and repair of any parking facilities furnished by City and Agency will be limited to amounts not to exceed the amounts Expo LRT and/or LACMTA would have incurred to operate and maintain its originally planned surface

parking areas at the site. A site plan depicting the location of the planned Washington National Project and the adjacent Expo LRT right of way is attached for reference as Exhibit 1.

POLICY IMPLICATIONS

The Easement furthers the LACMTA board policy encouraging transportation oriented development at or adjacent to its transportation lines as well as its policy encouraging the provision of convenient parking at and adjacent to transportation lines to further encourage use of public transportation.

OPTIONS

The Board could choose not to grant the authority for the option. This is not recommended as it would hamper the proposed Culver/Agency transportation oriented development and would forego the opportunity for convenient well placed parking sufficient for the needs of the Expo LRT project throughout its operations, including during construction of Expo LRT Phase 2 and thereafter.

FINANCIAL IMPACT

Funding for joint development activities is included in the FY09 budget under Project 610011, Task 01.01 in Cost Center 2210.

NEXT STEPS

If the Option is approved, we will finalize documentation of the Option document and provide execution thereof by the Chief Executive Officer.

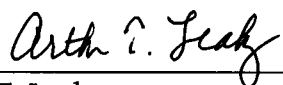
EXHIBITS

Exhibit 1 – Site Plan

Prepared by: Roger Moliere
Chief, Real Property Management & Development



Roger S. Moliere
Chief, Real Property Management and Development



Arthur T. Leahy
Chief Executive Officer

EXHIBIT 1

SITE PLAN

