



Metro

Transit Oriented Communities

October 12, 2018

Evolution of TOC

TOD

SINGLE DEVELOPMENT

within 1/2 mile of transit



Joint Development Program
TOD Land Use/Planning Grants
Transit Supportive Toolkit
Union Station Redevelopment

TOC

INTEGRATED COMMUNITY

served by transit with mix of uses



First/Last Mile Strategy
Systemwide Station Design Policy
TOC Demonstration Program
TOC Policy
Equity Platform
Integrated Corridor Delivery Process

Metro TOC Definition

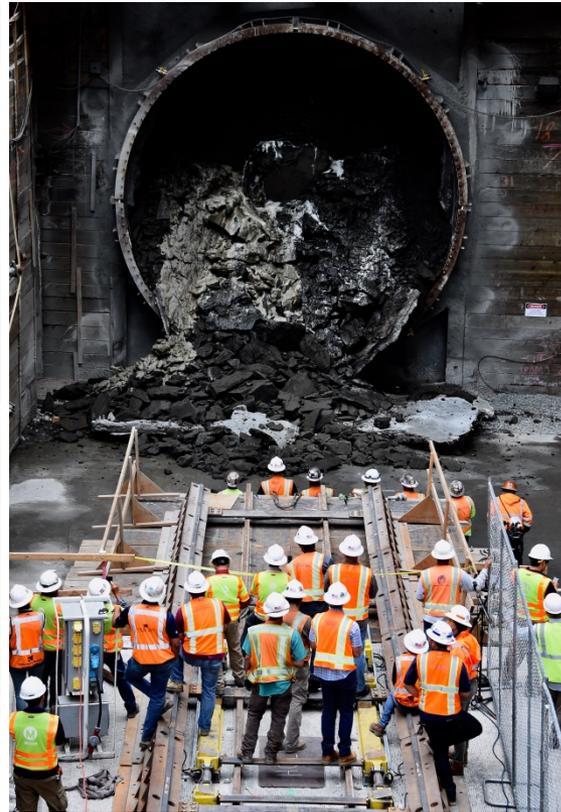
Transit Oriented Communities (TOCs) are places (such as corridors and neighborhoods) that, by their design, allow people to drive less and access transit more.

A TOC **maximizes equitable access to a multi-modal transit network** as a key organizing principle of land use and holistic community development.

Why Integrate TOC?



Increase Mobility & Distribute Benefits

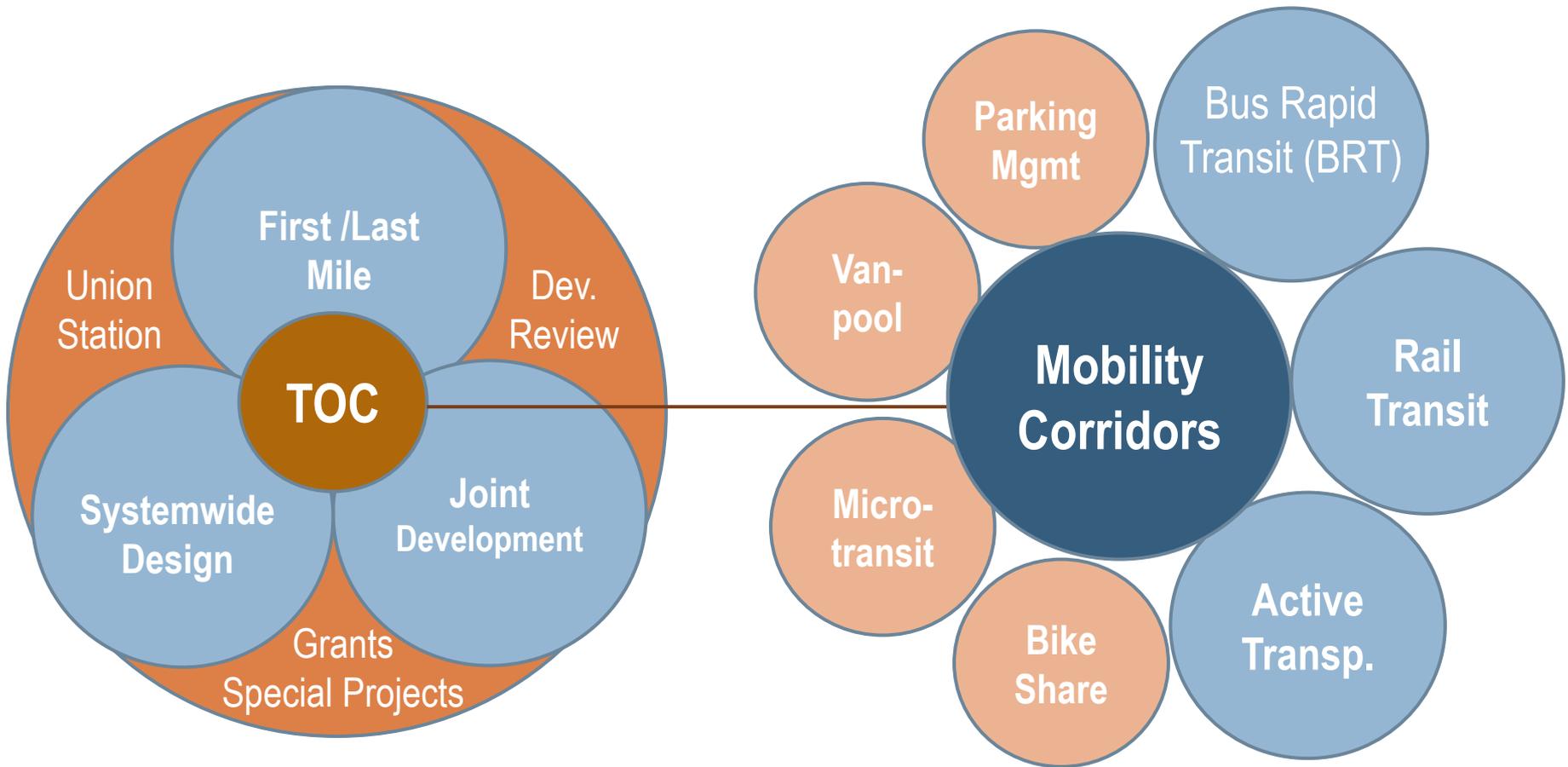


Leverage Investment & Capture Value



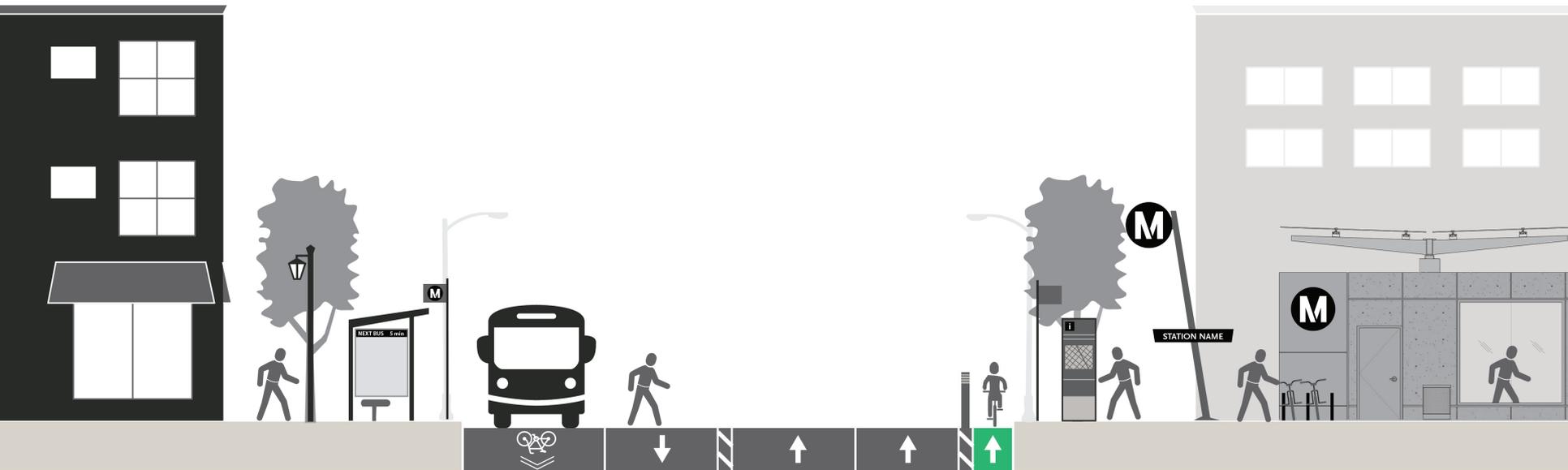
Engage the Public & Enhance Communities

How We Are Organized



Elevate the Customer Experience





1. MAKING DECISIONS

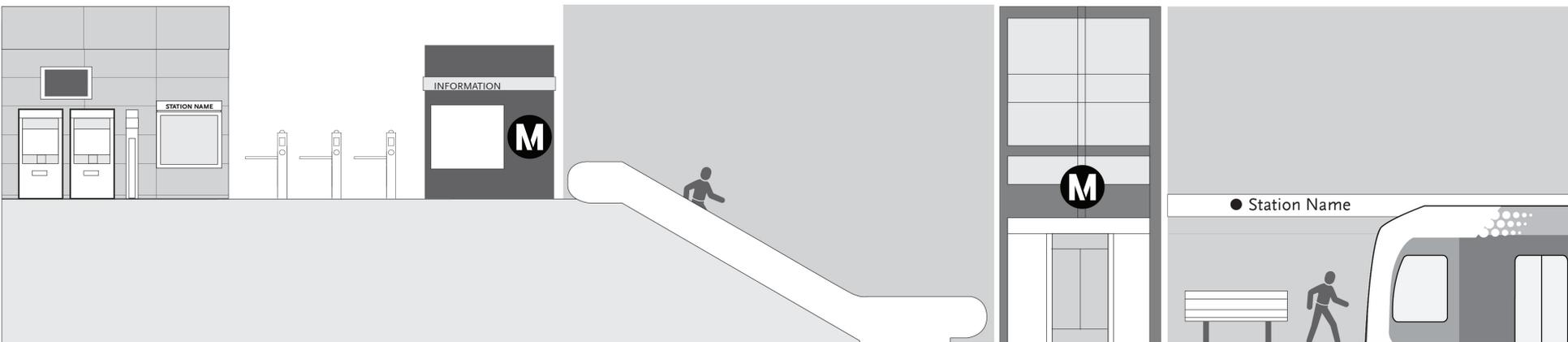
Where am I going?
Stop ID, Real-time Info, Wayfinding

2. MOVING

What is the best path to take?
Crosswalks, Curb Ramps, Signal Timing

3. ENTERING THE STATION

Where is the station?
Station ID, Canopy, Bike Parking, System Map



4. TICKETING

Where do I purchase tickets?
Customer Information, Ticket Machines, Fare Gates

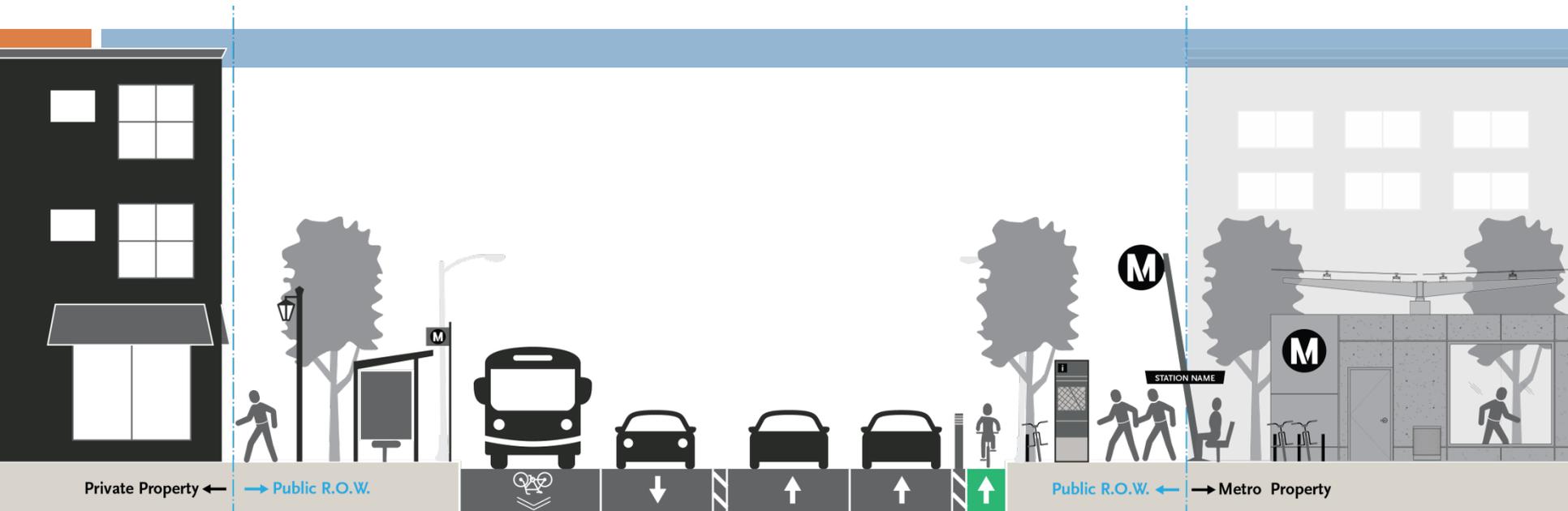
5. VERTICAL CIRCULATION

How do I access the platform?
Escalators, Stairs, Elevator

6. WAITING TO BOARD

When is my train arriving?
Real-time Info, Seating, Audio Announcements

Improve Inter-Agency Coordination



Private Entities

- Property Owners
- Building Tenants
- Business Improvement Districts (BID)
- Advertising Contracts

Transit Operators

- Bus
- Bike Share
- Taxi
- Van Pool
- Rideshare
- Micro-transit

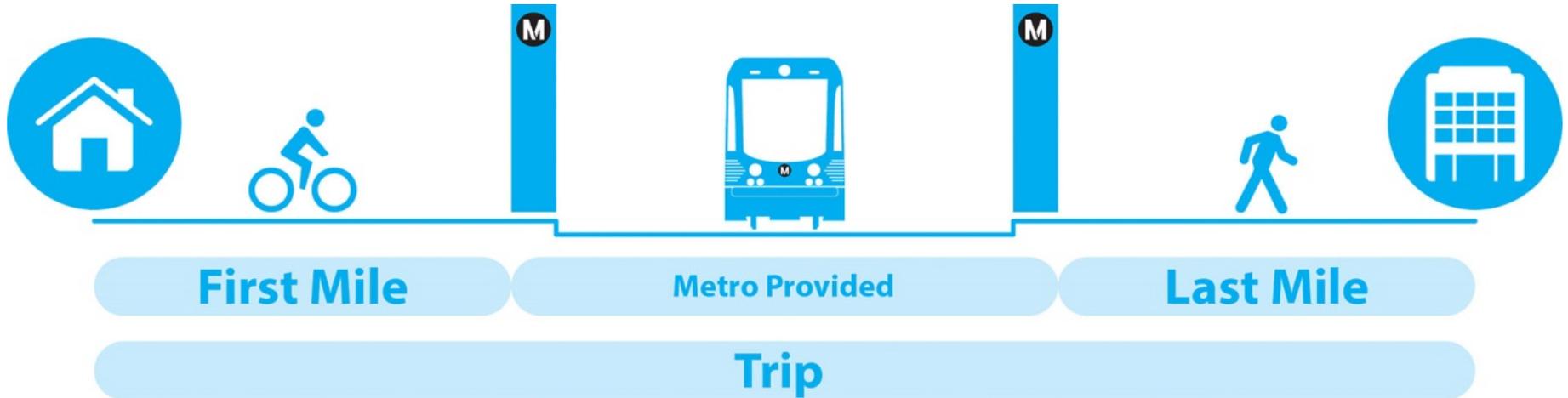
Local Jurisdictions

- Planning
- Transportation
- Public Works/ Engineering

Metro

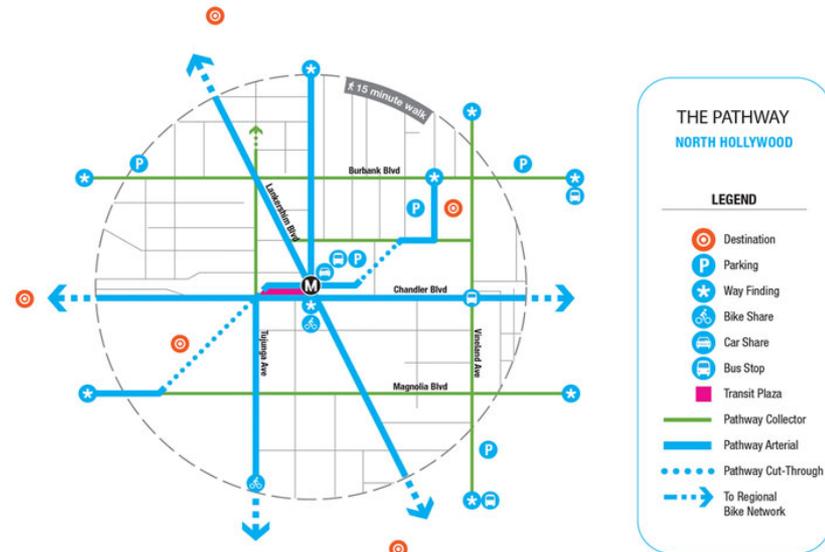
- Planning & Development
- Signage & Environmental Graphic Design
- Operations (Rail & Bus)
- Program Management
- Facilities & Maintenance
- Communications

Improve Access

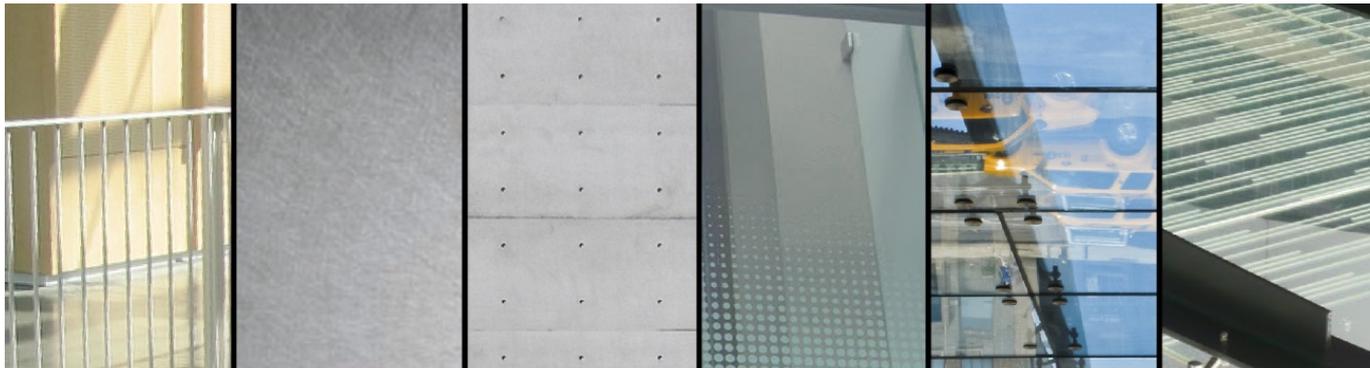


Station Area Checklist

1. Safety
2. Aesthetics
3. Accessibility
4. Transfers
5. Behavior



Design to Maintain



Station Kit-of-Parts

Glass

Concrete

Stainless Steel

Explore Integrated Infrastructure



Pico/San Vicente Viaduct, Los Angeles, 1927

Chinatown, Los Angeles

Beatrixkwartier Station, The Hague

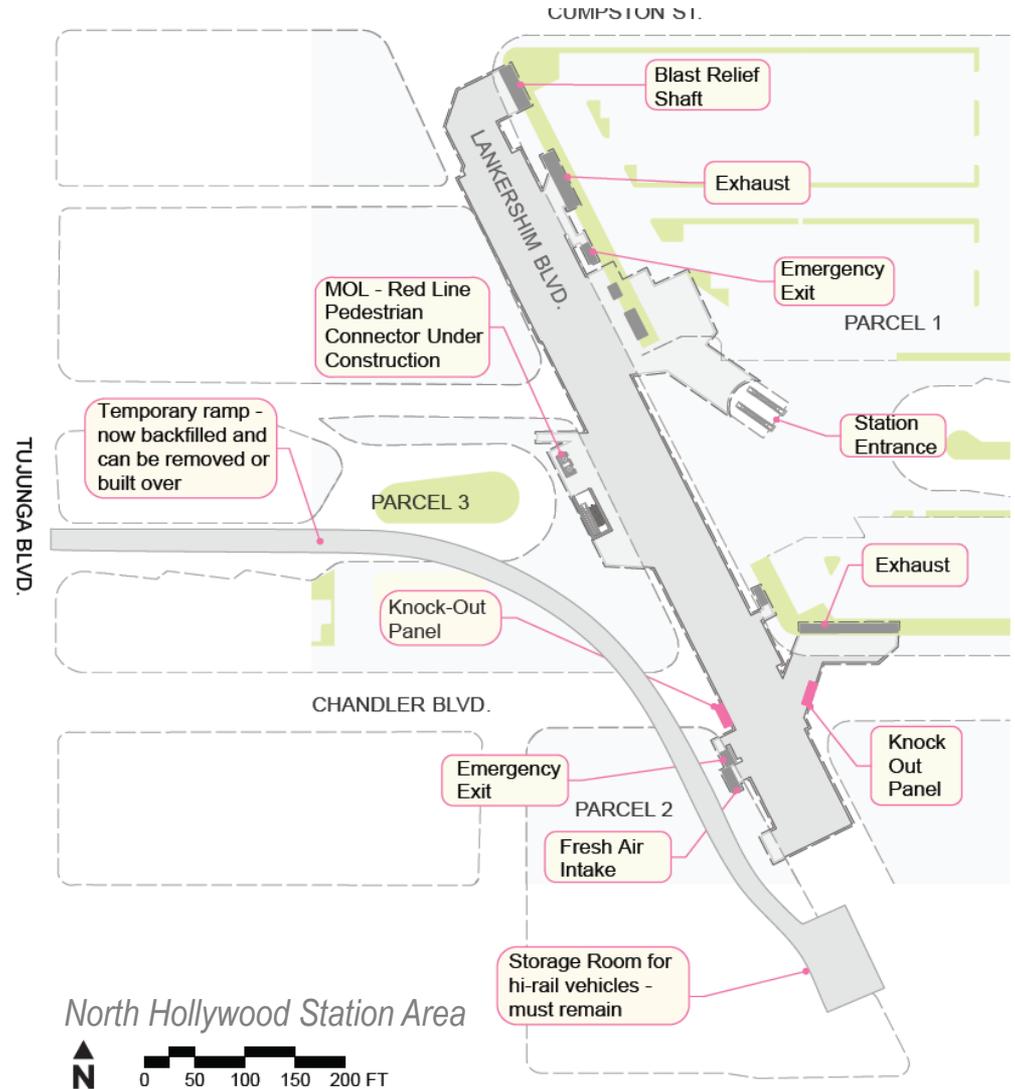


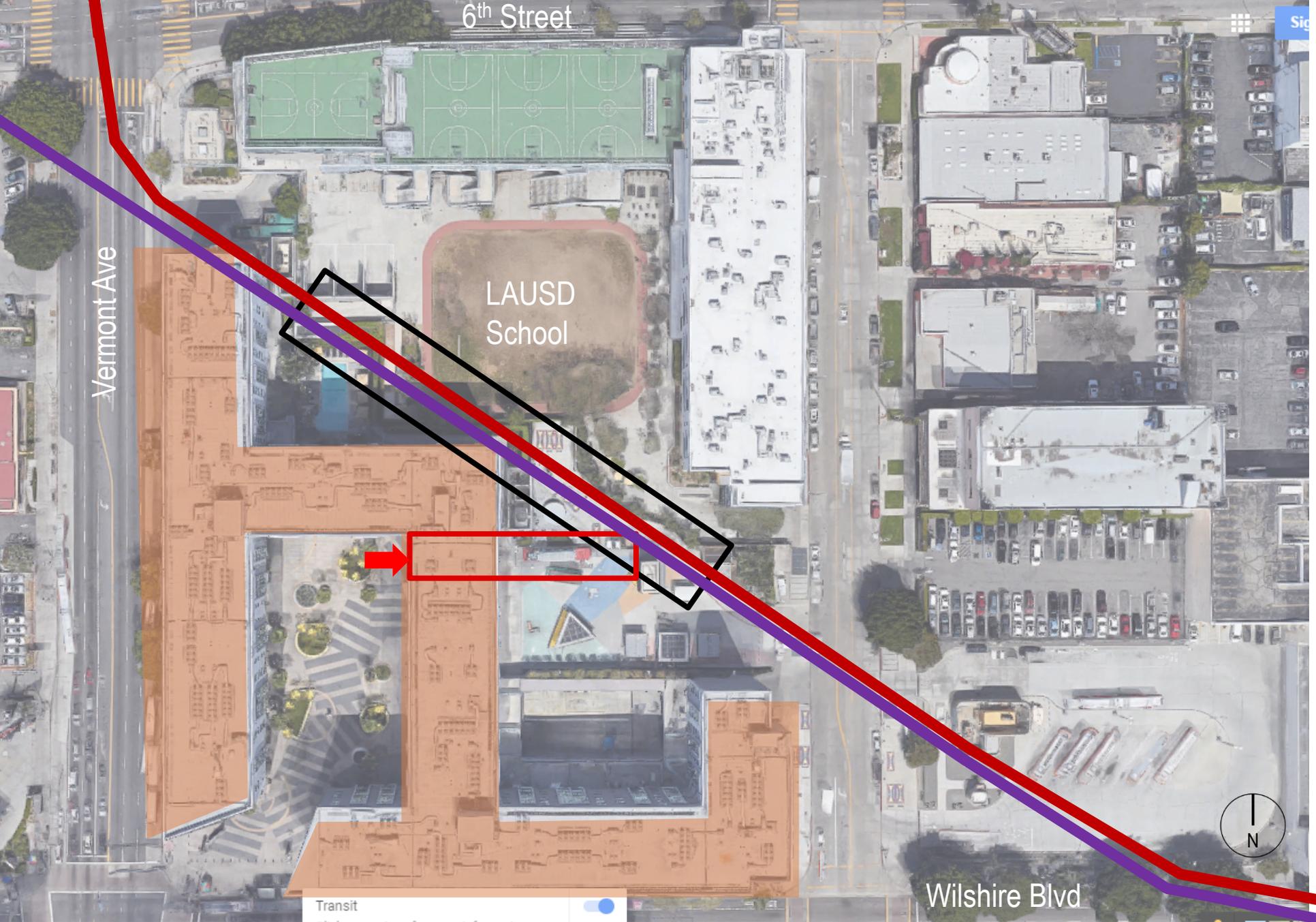
KILOGRAPH

Conceptual Rendering

“Sweat” the Details

- Access Barriers
- Reduce & Weaken Developable Area
- Diminish Placemaking





6th Street

Vermont Ave

LAUSD
School



Wilshire Blvd

Transit



Wilshire/Vermont Station Area



Wilshire/Vermont Station Appendages

Integrate into Corridor Delivery

- Identify critical mobility needs
- Understand community vision and goals
- Establish metrics for equitable outcomes

- Identify station footprint and staging areas
- Analyze access and systems integration
- Study sites for potential future uses

EARLY PLANNING
STUDIES

ENVIRONMENTAL
REVIEW

PRELIM
ENGINEERING

FINAL
DESIGN

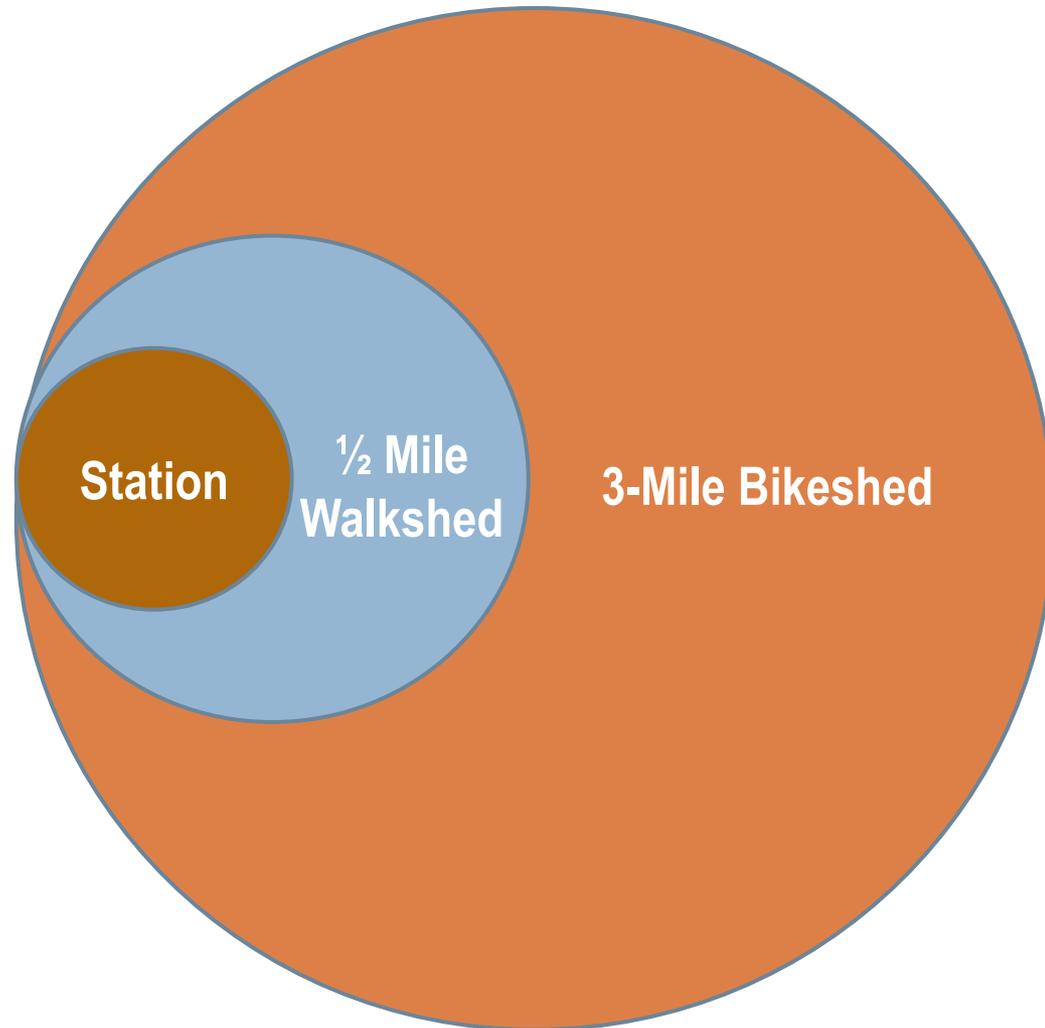
CONSTRUCTION

- Protect access to station, connectivity, and future development opportunities
- Identify “deal breakers” for value engineering
- Track design and relationship to project goals and metrics

Support Local TOC Efforts

TOC Policy

- Provides guidance on local return spending
- Identifies diverse set of activities with “transportation nexus” to be eligible for transportation purposes
- Permissive, not directive
- Further defined in LRTP



Union Station Case Study







*Connects Los Angeles County
And Beyond...*



TODAY
116,000 visitors

FUTURE (2040)
196,700+



Downtown Los Angeles
Looking West



*Downtown Los Angeles
Looking North*



Opportunities

Union Station Master Plan Area, Looking Northeast



Constraints

Union Station Master Plan Area, Looking Northeast

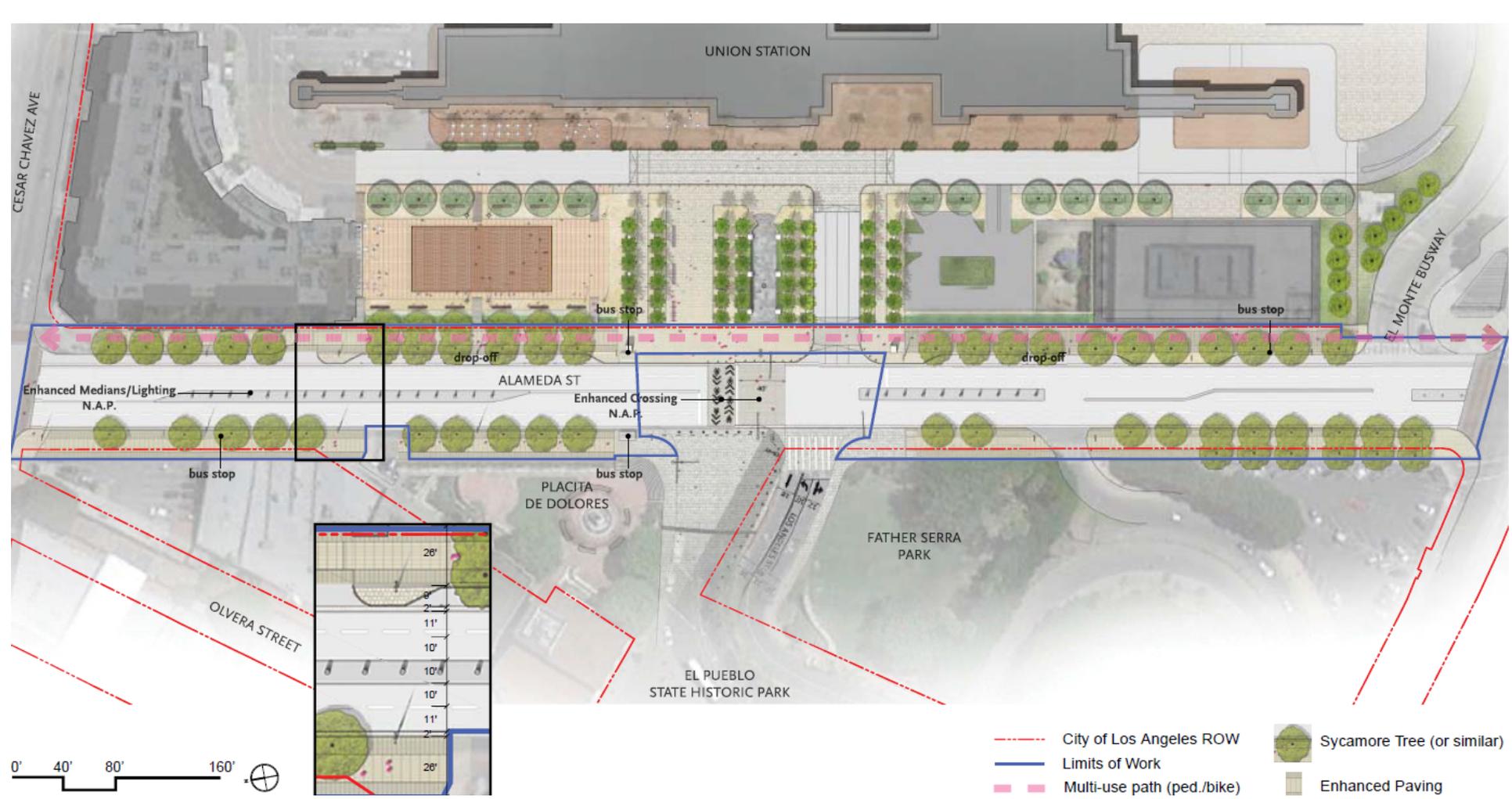
LA Union Station Efforts

- Metro purchases Union Station (2011)
- Union Station Master Plan completed (2014)
- New Transit Infrastructure & Services (LINK-US, Measure M Projects)
- Perimeter Connectivity Improvements
 - Connect US Action Plan
 - Cesar Chavez Bus Stop Improvements
 - Alameda Esplanade, Los Angeles Street and Forecourt
- Exploratory Task Force - LAUS/Civic Center
 - Commercial Development Opportunity
 - TIF Feasibility Study



- Approx. \$36.2 million
 - 9 corridors
- Funded Projects

Connect US Action Plan: South of the 101



Welcoming and walkable front door

LAUS Forecourt and Esplanade
 \$12.3M ATP Grant Secured

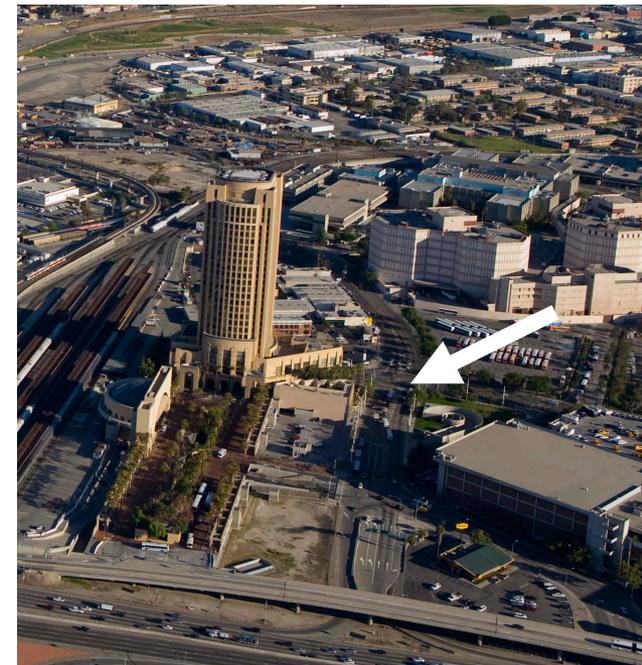


Connection to the historic heart of LA

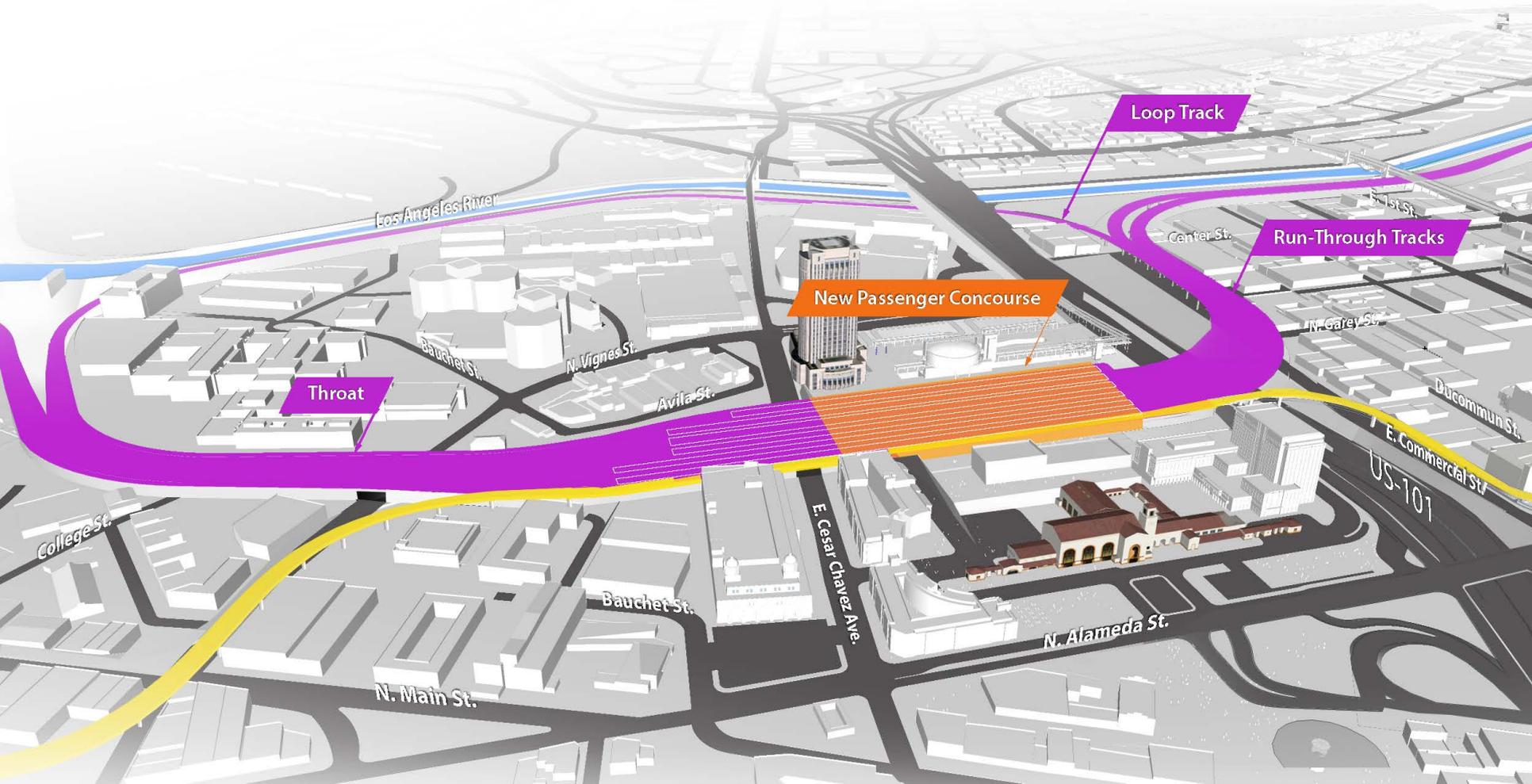
**LAUS Forecourt and Esplanade: Los Angeles
\$5.3M ATP Grant Secured**



- Major bus stop, east of Union Station (Chavez and Vignes Street)
- New Transit Pavilion, Lighting, Real Time Signage, Landscaping, Bikeshare
- Sustainability Project-Net Zero Site
- Design underway, Construction anticipated to commence in mid-2019



Cesar Chavez Bus Stop Improvements
\$1.7M FTA Ladders of Opportunity Grant



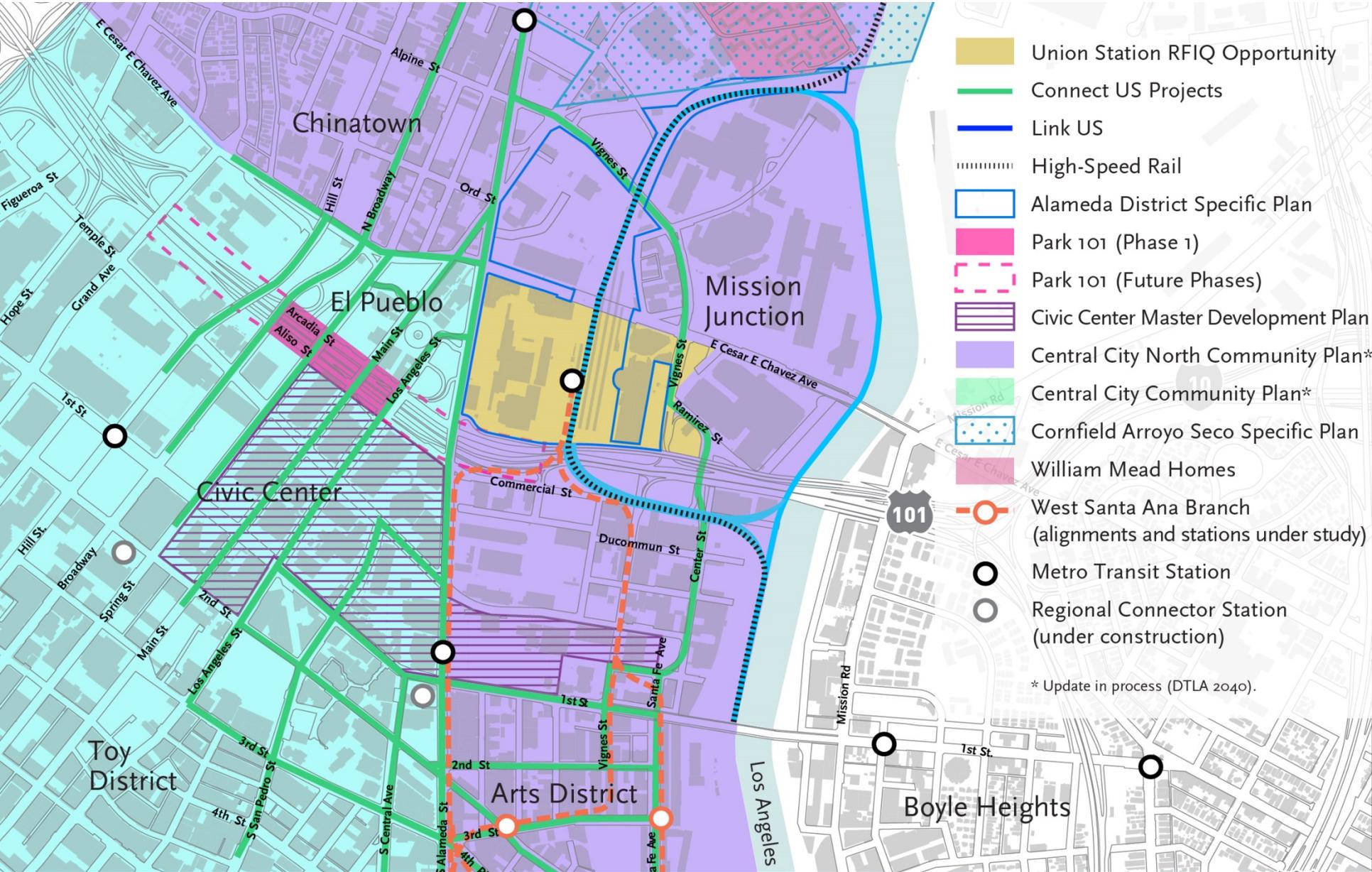
Loop Track

New Passenger Concourse

Throat

Run-Through Tracks

LINK-US & Transit Corridor Planning Coordination



- Union Station RFIQ Opportunity
- Connect US Projects
- Link US
- High-Speed Rail
- Alameda District Specific Plan
- Park 101 (Phase 1)
- Park 101 (Future Phases)
- Civic Center Master Development Plan
- Central City North Community Plan*
- Central City Community Plan*
- Cornfield Arroyo Seco Specific Plan
- William Mead Homes
- West Santa Ana Branch (alignments and stations under study)
- Metro Transit Station
- Regional Connector Station (under construction)

* Update in process (DTLA 2040).

LAUS/Civic Center Planning Coordination



Site	Site Square Feet
A.	49,600
B.	54,000
C.	30,500
D.	35,000
E.	7,100
F.	16,100
G.	Up to 42,000
G1.	Up to 49,000
H.	35,400
I.	24,000
J.	40,500
K.	41,000
SUM	up to 389,300 (~9 acres)

Union Station
Potential Development Sites

Exploratory Taskforce

- Formed in 2017 for LA Union Station/Civic Center Area
- Includes Metro, City and County of LA, CA High Speed Rail Authority
- Focused on creating an equitable *Transit Oriented Community*:
 - Develop coordinated action plan for planning & infrastructure
 - Identify revenue generation opportunities
 - Engage stakeholders
 - Ensure equitable distribution of benefits
 - Seek funding opportunities
- Study feasibility of tax increment financing district and engage stakeholders in visioning process

Lessons Learned



- Create a strategy for messaging new ideas.
- Apply strategies as you go.
- Inter-agency buy-in is critical to move from vision to implementation.
- Leverage infrastructure investments to address broader community goals (e.g. equity, sustainability, connectivity).

Questions?

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LA Metro

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Transit Oriented Communities

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www.metro.net/projects/transit-oriented-communities/



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