

MOTION BY SUPERVISORS JANICE HAHN AND
HILDA L. SOLIS

February 6, 2018

For the last decade the residents of Los Angeles County (County) have decided to tax themselves in order to improve and expand their public transportation system by passing Measure R and Measure M. This is because public transportation, especially fixed rail, provides people with fast and affordable options for their commutes that also reduce traffic congestion.

Currently, LA Metro is studying locations for additional rail lines and extensions of existing lines. There could potentially be 10 additional rail stations in unincorporated LA County. These potential new rail stations present the County with an opportunity to develop and transform communities with transit oriented development by either facilitating or making investments in affordable housing, office space, retail space, and public infrastructure. Additionally under Measure M, all jurisdictions within a half mile radius of a new rail station are responsible for contributing 3 percent of the total project costs. However, Measure M allows investment in active transportation and first/last mile projects around new rail stations that are included in the total project cost to count towards the 3 percent contribution.

As these expanded and new facilities are determined, the County should make sure its General Plan Transit Oriented Districts (TOD) Program has the appropriate framework available to effectively plan for these new opportunities and obligations. The County General Plan was created to accommodate future development in urbanized or previously developed areas that are currently served by transit or where transit

- MORE -

MOTION

SOLIS	_____
RIDLEY-THOMAS	_____
HAHN	_____
BARGER	_____
KUEHL	_____

improvements are planned. It also designates a half mile radius around existing Metro stations as TODs and prescribes that a Specific Plan should be prepared for each to refine the boundaries with community input and appropriately plan for the needs of each unique area. However, the County General Plan was last updated in 2015, prior to the passage of Measure M.

The County should align planning efforts across both regional plans and infrastructure plans to best position the County to implement transit-oriented development when the additional rail stations are determined.

WE, THEREFORE, MOVE that the Board of Supervisors:

1. Direct the CEO to work with the Department of Regional Planning, Department of Public Works, Community Development Commission and Metro to develop processes and methods to coordinate the scoping, infrastructure planning, zoning, and permitting processes to be ready when station locations are finalized to facilitate transit oriented development in Los Angeles County Unincorporated Areas; and
2. Return to the Board in 90 days with recommendations for an implementation plan with appropriate staffing levels, that would apply to planning efforts for future transit rail stations within the TOD boundaries of the Unincorporated Areas of the County which should include, as a minimum:
 - a. Strategies to advance infrastructure needed to support TODs and associated higher density of development and infrastructure, especially infrastructure that will satisfy the Measure M 3% obligations;
 - b. Internal approval processes for TOD specific plans;
 - c. Coordinated scoping processes related to grants for studies and infrastructure planning;
 - d. Parking needs assessments;
 - e. Strategies for creative financing;
 - f. A community engagement strategy; and
3. Revisit existing TOD specific plans and update accordingly.

#