Metro Transit Oriented Development Planning Grant
The Case for Acting

Life span of a General Plan is 15-20 years
El Segundo’s General Plan is 26 years old

Technological and cultural changes need to be addressed at a policy level

By 2016, City had over $400,000 for General Plan update which can leverage other funds

It just keeps getting more expensive
Timeline of the General plan update

2009  General Plan Update Fund started—Accumulates about $120,000/year

2014  Large part of the GPUF devoted to updating Smoky Hollow Plan

2016  GPUF grew to about $400,000

  Staff applied for SCAG planning grant but did not receive award

  Staff learned of a Metro grant opportunity
Staff’s 2016 Proposal for a General Plan Update

1. Use General Plan Update Fund to leverage “OPM”
   SCAG, Metro, and Strategic Growth Council all funding planning grants

2. Use OPM to start update while GPUF continues to grow

3. By end of grant, GPUF will fund completion of the update
Strategic Planning Session 2017

“Opportunities: Determine the future of the east side of the community”

“Challenges: Planning for future development on east side the community”

Estimated cost is between $1.5 and $2 million, and will take 4+ years

Grant funding was not a sure thing

Other fiscal priorities were more pressing, but...

“Priority Activity: Present options for the General Plan update”
Staff’s Post Strategic Plan Phasing Proposal

No Significant Changes

Needs Change

3

No Significant Changes

1

2

Need Change
Recent History of the General plan update

2017 In July City applied for Metro grant offering $370,000 as leverage

Metro staff recommended City receive full request of $659,500

2018 In January Metro’s Technical Advisory Committee approved recommendation

In February Metro’s Planning and Programming Committee approved recommendation

Last Thursday, Metro’s Board of Directors approved grant award
Why Metro is funding TOD grants

- Support municipalities in implementing transit-supportive infrastructure projects and affordable housing
- Increase transit ridership
- Increase the number of comprehensive, community-driven transit supportive planning efforts around Metro stations

**Consultant Team will prepare Housing Study to evaluate existing conditions, future demand and develop alternative scenarios in consultation with the CAC and community stakeholders through community engagement process**

- Further the reduction in greenhouse gases through encouraging in-fill development along transit corridors
- Support and implement sustainable development principles
- Increase opportunities to meaningfully engage diverse stakeholders in advancing transit supportive planning efforts
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**Plan Development**

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Plan for the General plan update

2018  Finish Smoky Hollow Specific Plan

   Use Metro grant to fund studies for Phase 2 (East Side)

   Use $370,000 of GPUF to develop East Side Specific Plan

2021  Adopt East Side Specific Plan

   Use Replenished GPUF to fund Phase 3

2023  New General Plan
Next Steps

Metro to prepare grant contract

City reviews and amends contract

City Council asked to approve the contract

Metro approves the contract and grant begins

Staff prepares RFPs for consultants

Work begins
General Plan Supports a Specific Plan for East Side

Policy LU4-3.2 Encourage mixed-use developments within one quarter mile of the Green Line stations.
Policy LU4-3.5 Research and development uses shall be allowed within the Corporate Office designation east of Sepulveda Boulevard.
Objective LU4-4 Provide areas where development has the flexibility to mix uses, in an effort to provide synergistic relationships which have the potential to maximize economic benefit, reduce traffic impacts, and encourage pedestrian environments.
Policy LU4-4.1 Policies and zoning regulations shall be developed to help guide the development of commercial activities within mixed-use projects.
Policy LU4-4.2 Adopt and implement a pedestrian plan throughout the northeast quadrant of the City.
Policy LU4-4.3 Develop guidelines to ensure a mix of uses, including office, hotel, and commercial in the Urban Mixed-Use designation.
Policy LU4-4.4 Promote commercial uses, in conjunction with other uses, in buildings within a quarter-mile walking radius of the Green Line stations.
Policy LU4-4.5 The City shall require submittal and implementation of a Transportation Management Plan (TMP) for all projects within the Urban Mixed-Use area, and shall encourage a TMP for all projects within the northeast quadrant.
Policy LU4-4.6 Promote mixed-use development near transit nodes and encourage modes of transportation that do not require an automobile.
Policy LU4-4.7 Develop a plan and implementation measures for pedestrian links throughout the Urban Mixed-Use area.
Policy LU4-4.8 Develop guidelines for mixed-use, high intensity nodes within a quarter-mile walking radius of the Green Line stations.
Policy C1-1.8 Provide all residential, commercial, and industrial areas with efficient and safe access to the major regional transportation facilities.
Policy C2-1.1 Encourage the development of pedestrian linkages to and from the Metro Green Line stations to encourage and attract internodal transit/walking trips.
Policy C2-2.8 Evaluate bikeway system links with the Metro Green Line rail stations and improve access wherever feasible.
Policy C2-2.9 Work closely with the Los Angeles County Metropolitan Transportation Authority (MTA), Torrance Municipal Bus Lines, the El Segundo Employers Association (ESEA), and private businesses to expand and improve the public transit service within and adjacent to the City.
Policy C2-3.2 Ensure that transit planning is considered and integrated into all related elements of City planning (repeated as Policy C3-1.5).
Policy C2-3.9 Investigate all MTA programs which may be beneficial to the City.
Why East Side Needs Change

- CO and MU-N zones are stagnant
- M-1 zone is becoming a commercial zone
- No effort to link to Green Line stations
- Large specific plans are inwardly oriented
- Pedestrians and bicyclists are lowest priority
Why the East Side is Not Working

Current General Plan was initiated in mid 1980s and completed in 1992

Aerospace employment decline

Potential of the Green Line stations

Technology and societal changes and related land use impacts
Evidence of Obsolete Zoning?

888 N Sepulveda Blvd Specific Plan

Corporate Campus Specific Plan

199 N Continental Blvd. Specific Plan

Aviation Specific Plan

El Segundo South Campus Specific Plan

124th Street Specific Plan

Continental Grand Campus Specific Plan (pending)