



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Amy J. Bodek, AICP
Director of Regional Planning

Dennis Slavin
Chief Deputy Director,
Regional Planning

June 25, 2019

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**AUTHORIZATION TO ACCEPT A GRANT AWARD FROM THE
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING SUSTAINABLE
COMMUNITIES GRANT PROGRAM TO FUND THE LOS ANGELES COUNTY
SLAUSON STATION AREA TRANSIT ORIENTED COMMUNITIES SPECIFIC PLAN
(FIRST AND SECOND SUPERVISORIAL DISTRICTS) (3-VOTES)**

SUBJECT

Recommendation to authorize the Director of the Department of Regional Planning (Department) to accept and implement a grant award under the Caltrans Sustainable Transportation Planning Sustainable Communities Grant Program (Grant Program) to support the development of the Los Angeles County Slauson Station Area Transit Oriented Communities Specific Plan (Specific Plan).

IT IS RECOMMENDED THAT THE BOARD:

1. Find that the acceptance of the grant award is not a project pursuant to Section 15378(b)(4) of the California Environmental Quality Act (CEQA) Guidelines.
2. Adopt the attached Resolution to accept grant funding of \$457,610 from the Grant Program and provide \$59,290 in required local match from the Department's budget for a total project amount of \$516,900, for the purpose of developing the Specific Plan.

3. Authorize the Director of the Department of Regional Planning, or designee, to execute all necessary documents to administer the grant.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommendation will enable the Department to accept the award from the Grant Program to fund the development of a Specific Plan for the Slauson Station area in the unincorporated community of Florence-Firestone. The conditions of grant acceptance require a Local Resolution from the governing board authorizing the Department to enter into contract with Caltrans.

The Los Angeles County General Plan identifies the County's Transit Oriented Districts (TODs) as priority planning areas to promote vibrant and healthy communities around major transit stations. The Slauson Station is one of the TODs identified by the General Plan. The Specific Plan will target the area within a half-mile radius of the station. Building on the goals and policies outlined in the General Plan, the Specific Plan aims to encourage transit-oriented development, promote active transportation, reduce vehicles miles traveled, provide new housing opportunities, and promote healthy communities.

The preparation of the Specific Plan will be a collaborative effort with the neighboring cities of Los Angeles, Huntington Park and Vernon as well as the departments of Regional Planning, Public Works, Public Health, and Parks and Recreation. The project will also involve coordination with other agencies, including Caltrans and the Los Angeles County Metropolitan Transportation Authority.

Implementation of Strategic Plan Goals

Participation in the Grant Program supports the following Strategic Plan goals:

- **Goal I. Make Investments that Transform Lives**
- **Goal II. Foster Vibrant and Resilient Communities**

The Specific Plan will respond to economic, social, and environmental challenges by clustering development around the Slauson rail station, increasing access to transit, and improving connectivity to alternate modes of travel. The project will be coordinated with other County directives and initiatives that promote healthy communities and reduce greenhouse gas emissions.

FISCAL IMPACT/FINANCING

The total cost for the preparation of the Specific Plan is estimated to be \$516,900 and will be offset with \$457,610 of grant funding and a required 11% match of \$59,290 of net

county cost. The funds will be used to hire a consultant and to support personnel costs and operating expenses.

Sufficient funding for the work will be included in the supplemental budget request for Fiscal Year 2019-20 and additional funding will be included in future fiscal years as necessary.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

All documents required for the acceptance of the awarded grant will be subject to approval by County Counsel prior to execution by the Director of the Department.

ENVIRONMENTAL DOCUMENTATION

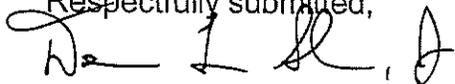
The acceptance of the grant is not a project for which review is required under CEQA. Section 15378(b)(4) of CEQA states that a "Project" does not include the "creation of government funding mechanisms or other government fiscal activities which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment." The acceptance of the grant will allow the County to fund the Specific Plan. The acceptance of the grant will not commit the County to the adoption of any plan, policy, or project. An appropriate environmental document will be prepared for the project as required for the adoption of the plan.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Participation in the Grant Program will improve planning and services to the public by providing updated planning processes and promoting healthy communities.

Should you have any questions please contact Mi Kim, Section Head, Community Studies East Section at mkim@planning.lacounty.gov or (213) 974-6425.

Respectfully submitted,



for

Amy J. Bodek, AICP ^{AJB}
Director of Regional Planning

AJB:DS:MK:LF:ems

Attachments

c: Executive Office, Board of Supervisors
Chief Executive Office

County Counsel
Health Services
Parks and Recreation
Public Health
Public Works

S_AP_062519_BL_CALTRANS_GRANT_SLAUSON_TOD

**A RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF LOS ANGELES
AUTHORIZING RECEIPT OF GRANT FUNDS UNDER THE
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING SUSTAINABLE
COMMUNITIES GRANT PROGRAM**

WHEREAS, the County of Los Angeles (County) is eligible to receive State funding in the amount of \$457,610 for the Los Angeles County Slauson Sustainable Communities Area Specific Plan from the Caltrans Sustainable Transportation Planning Sustainable Communities Grant Program (Grant Program); and

WHEREAS, the Board of Supervisors finds as follows:

1. The Department of Regional Planning submitted a proposal to obtain funding from the Grant Program to develop a Transit Oriented District (TOD) specific plan for the Slauson Station area in the unincorporated community of Florence-Firestone.
2. The County General Plan identifies the County's TODs as being areas within a one-half-mile radius from a major transit stop. The Slauson Station TOD is located on the Blue Line in Florence-Firestone. In order to create vibrant and healthy TODs, the County has been developing TOD specific plans in the unincorporated areas of the County.
3. The proposed Slauson Station Area Transit Oriented Community Specific Plan (Specific Plan) will be the fourth of such proposed specific plans and will target the one-half-mile radius around the Blue Line Slauson Station.
4. The Specific Plan aims to encourage transit-oriented development, promote active transportation, reduce vehicle miles traveled, provide new housing opportunities, and promote healthy communities.
5. The preparation of the Specific Plan will be a collaborative effort with neighboring incorporated cities of Los Angeles, Huntington Park and Vernon as well as County departments of Regional Planning, Public Works, Public Health, and Parks and Recreation. The project will also involve extensive public outreach and coordination with other agencies including Caltrans and the Los Angeles County Metropolitan Transportation Authority.
6. Funds totaling \$457,610, from the Grant Program will be allocated to the County. The Department of Regional Planning has anticipated allocating discretionary funds to meet the local match requirement in the amount of \$59,290, for a total project cost of \$516,900.
7. The Board of Supervisors must authorize the Department of Regional Planning to enter into an agreement or contract with Caltrans to receive the Grant Program funds.

8. In accordance with Section 15378(b)(4) of the State of California Environmental Quality Act (CEQA) Guidelines, adoption of this resolution and acceptance of grant funds does not constitute a project and, therefore, is not subject to the requirements of CEQA.

NOW, THEREFORE BE IT RESOLVED, BY THE BOARD OF SUPERVISORS:

1. That the receipt of the Grant Program is not a project under CEQA.
2. That the acceptance of the grant is approved as it is consistent with the goals, policies, and programs of the County General Plan.
3. That the acceptance of the grant will help promote transit-oriented communities in unincorporated areas.
4. That the Director of the Department of Regional Planning or her designee is authorized to conduct all negotiations, execute and submit all documents including, but not limited to, applications, agreements, contracts, amendments, receipt of funds and payment requests, which may be necessary for the purposes of administering this grant.

The foregoing Resolution was on the _____ day of _____, 2019, adopted by the Board of Supervisors of the County of Los Angeles and ex officio the governing body of all other special assessment and taxing districts, agencies and authorities for which said Board so acts.

Celia Zavala
Executive Officer-Clerk of
the Board of Supervisors of the County of
Los Angeles

By: _____
Deputy

APPROVED AS TO FORM:

MARY WICKHAM
County Counsel

By _____
ELAINE LEMKE
Assistant County Counsel

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*Making Conservation
 a California Way of Life.*

May 17, 2019

Ms. Amy Bodek
 Director of Planning
 County of Los Angeles
 320 W. Temple Street, 13th Floor
 Los Angeles, CA 90012

Dear Ms. Bodek:

On behalf of the California Department of Transportation (Caltrans), Division of Transportation Planning, I am pleased to offer my congratulations to the County of Los Angeles for the recent award of the following transportation planning grant:

Road Maintenance and Rehabilitation Account - Sustainable Communities	
Grant Fiscal Year (FY)	2019-20
Grant Title	Slauson Station Area Transit Oriented Communities Specific Plan
Grantee	County of Los Angeles
Sub-Recipient	
Grant Award	\$457,610
Local Match	\$59,290
Total Project Amount	\$516,900
Grant Expiration	February 28, 2022 - time extensions are not allowed
Final Invoice Due	April 28, 2022

Conditions of Grant Acceptance

Grant work cannot begin until all Conditions of Grant Acceptance have been satisfied. To assist with this process, Caltrans District staff will schedule a teleconference with your agency to discuss the conditions below, as well as other project revisions that may be necessary to accept grant funding. Please submit the below items to Caltrans District 7 no later than July 15, 2019. Failure to satisfy these conditions will result in the forfeiture of grant funds.

1. Coordinate with Caltrans District Planning staff to make necessary revisions to the Grant Application Cover Sheet, Scope of Work, and Project Timeline. Initial review of these documents require the following revisions:

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

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- Revise the Scope of Work and Project Timeline to include a Task for Board adoption, acceptance, or approval of the final Plan.
 - Revise the Grant Application Cover Sheet to identify the specific source of local cash match funds.
2. A current (less than one year old) Local Resolution signed by the governing board that includes the grant project title and job title of the person authorized to enter into a contract with Caltrans.
 3. Although the Payee Data Record (STD. 204) states government entities are not required to submit the form, it is required by Caltrans Accounting to ensure payments are sent to the correct recipient and address.
 4. If requesting reimbursement for indirect costs, these costs must be included in the grant Scope of Work and Project Timeline. An Indirect Cost Allocation Plan (ICAP) must be submitted to Caltrans Audits and Investigations. Instructions for submitting an ICAP are available at the following webpage: <http://dot.ca.gov/audits/>
 5. If utilizing third-party in-kind contributions to satisfy the minimum local match requirement, a Third-Party In-kind Valuation Plan must be completed. These contributions consist of goods and services donated from outside the grantee's agency (examples: donated printing, facilities, interpreters, equipment, advertising, staff time, and other goods or services). A Third-Party In-kind Valuation Plan Checklist and sample can be found at the following webpage: <http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html>

Next Steps

Once the District has approved all items required to fulfill the Conditions of Grant Acceptance, the following steps will need to occur:

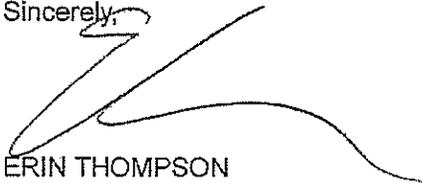
- The Caltrans Division of Procurement and Contracts will send a draft contract for review and signature. Once the contract is signed, Caltrans District staff will send a Notice to Proceed letter. Grant work cannot begin until this letter is received by the grantee.
- Caltrans District staff will schedule a grant kick-off meeting with Caltrans staff and the grantee.
- Grant administrative requirements:
 - Quarterly Progress Reports (a brief narrative of completed project activities)
 - Request for Reimbursements/invoices (RFRs) at least quarterly, but no more than monthly.
 - Local match commitments in the amount shown above, including any local match amount above the minimum amount that is required with every RFR/invoice.

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- o All work must be completed by February 28, 2022.
- o Final RFR/invoice and final product due no later than April 28, 2022. The final RFR/invoice will not be processed by Caltrans until the final product is submitted
- o For your convenience, a toolbox to aid you during this process is located at the following webpage: <http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html>

If you have questions concerning the Grant Program requirements or these funds, please contact, Melanie Bradford, Caltrans District 7 Liaison at (213) 897-9446 or Caleb Brock, Caltrans Headquarters Liaison at (916) 653-3362.

Sincerely,



ERIN THOMPSON
Chief, Office of Regional Planning

c: Mi Kim, Supervising Regional Planner, County of Los Angeles
Jonathan Palacio, Acting Senior Transportation Planner, Caltrans District 7
Melanie Bradford, Associate Transportation Planner, Caltrans District 7
Caleb Brock, Transportation Planner, Caltrans Headquarters

SCOPE OF WORK: SLAUSON STATION AREA TOC SPECIFIC PLAN

INTRODUCTION:

The Slauson Station Area Transit Oriented Communities (TOC) Specific Plan will serve as a comprehensive planning document to guide future land use development and transportation access for the disadvantaged community surrounding this Metro Rail station. In the next decade, Slauson Station will become a joint station for the Metro Blue Line and the West Santa Ana Branch Transit Corridor, connecting jobs-rich downtown Los Angeles to southeast Los Angeles. The Project will establish a set of strategies and design guidelines consistent with the goals and policies of the County of Los Angeles General Plan, The Florence-Firestone Community Plan, Metro West Santa Ana Branch TOD Strategic Implementation Plan, the 2016 SCAG RTP/SCS, and California Transportation Plan (CTP) 2040. The Slauson Station is near two other Blue Line Stations – the Florence and Firestone Stations located south of the Slauson Station also in unincorporated Los Angeles County. Findings from the Slauson TOC Specific Plan that are relevant and beneficial to these two nearby and interrelated stations will be leveraged in future station planning studies.

The Project Area is an approximately one-half mile radius surrounding the existing Metro Blue Line Slauson Station located in the unincorporated community of Florence-Firestone and includes portions of the City of Los Angeles, Vernon and Huntington. Nearby cities to the Project Area include: Walnut Park, South Gate, and Lynwood. The Project Area was established as a Transit Oriented District (TOD) by the County through the TOD Specific Plan in 2015. In addition, the Slauson Station is one of the 14 communities along the West Santa Ana Branch (WSAB) Transit Corridor and is included in the TOD Strategic Implementation Plan Metro is preparing in collaboration with Eco-Rapid Transit.

Almost 30 years after the opening of the Metro Blue Line, the Slauson Station in the unincorporated community of Florence-Firestone has seen little economic development and community reinvestment despite the Blue Line being one of the busiest light-rail lines in the region. Daily ridership at the Slauson Station is approximately 4,125 passengers and daily ridership along the entire Blue Line is approximately 72,140 passengers. In the future, Slauson will be a joint station for the Blue Line and the West Santa Ana Branch Transit Corridor, connecting jobs-rich downtown Los Angeles to southeast Los Angeles. Daily ridership projections for WSAB at Slauson are 6,736 passengers (Draft WSAB EIR/EIS, LACTMA, April 2018). Rail-to-Rail/River Project includes a planned station about one-half mile from the existing Slauson Station. Community stakeholders and residents are hopeful that the major transit investments coming to the station in the next decade will serve as a potential economic catalyst. However, a comprehensive planning effort that is well-informed by the community is needed to jump start community reinvestment.

The neighborhood surrounding Slauson Station is a disadvantaged community facing socio-economic and environmental justice challenges. The population in the Project Area is approximately 39,900 and predominantly Latino (91.8 percent). All census tracts within the Project Area rank among the top 25 percent of disadvantaged communities in the State (California Communities Environmental Health Screening Tool 3.0). This area is also a low-income community per AB 1550 guidelines, with a median household income of \$34,323 (ACS, 2012-2016), well below the 80 percent of the statewide median income of \$51,026. Approximately 67 percent of low-income renters pay more than 30 percent of their income on housing costs and only 32.6 percent of households own their own homes (ACS, 2012-2016), signaling the need for more affordable housing. The majority of residents drive alone to work (65.5 percent), which is comparable to the 73.3 percent statewide rate (ACS, 2012-2016). However, according to the California Healthy Places

Index (HPI) active transportation rates are comparatively high with 20.9 percent of workers aged 16 years and older commuting by transit, walking, or cycling. This is comparatively higher than 89.1 percent of other California cities.

The Slauson Station connects the community to major job centers and regional destinations spanning from downtown Los Angeles to Long Beach. In addition, Metro Bus routes 108, 55, and 611 and LADOT DASH routes serve the Project Area. However, access to transit in the Project Area is hindered by critical safety barriers for pedestrians and cyclists, including: narrow and damaged sidewalks, poor lighting, lack of transit-supportive wayfinding signage, lack of connecting bikeways, and few station access points to the elevated platform (the current access points are narrow and difficult to navigate). Bus stops in the station area also lack basic accommodations such as benches, shelters, and sufficient lighting. Land uses around the station area are predominantly industrial, including land dedicated for railroad operations and a large open storage facility adjacent to station platforms.

Cyclists in the area lack safe, separated bicycle facilities and must instead travel in mixed-traffic to get to the Station, high-stress and dangerous conditions that are not safe for children, elderly, or inexperienced cyclists. There is one Class II bicycle lane in the Project Area that is isolated from other bikeways, demonstrating a lack of connectivity to the local and regional bikeway network. Overall, the Project Area is not pedestrian-friendly and lacks the community-serving land uses needed to increase transit use and encourage new transit-oriented development. Recent pedestrian and collision data show collision hotspots along major arterials leading up to the Station, including Compton Avenue, Holmes Avenue, and Slauson Avenue (Statewide Integrated Traffic Records System, 2011-2015). Specifically, the intersection of Holmes Avenue / Slauson Avenue has been a hotspot for pedestrian collisions and the intersection of Compton Avenue / Slauson Avenue has been a hotspot for both pedestrian- and bicycle-involved collisions (SWITRS, 2011-2015).

The employment rate in the Project Area is on robust, with 63.5 percent of persons aged 16 years or older employed (2010 US Census). Jobs in the Project Area tend to be oriented towards manufacturing, transportation, and warehousing rather than professional service jobs. The orientation towards manufacturing jobs is due to proximity to San Pedro Bay ports and along the freight corridor leading to the intermodal terminals south of downtown Los Angeles. However, manufacturing jobs generate more intensive truck trips in the Project Area and greater Southeast Los Angeles. According to the Southern California Association of Government's (SCAG) freight trip generation rates, measured as the number of trips per employee per day, the manufacturing rate is 0.2192 and transportation and wholesaling has the highest rate, at 0.6608. The high volume of truck traffic in the Project Area negatively impacts the population in terms of public health and safety (SELA Transportation Study, 2017). The Project Area is located within a SCAG environmental justice area, indicating that low-income and minority-populations have disproportionately bore many of the negative impacts of increased traffic over the years, including exposure to greater than average health risks from air pollution. Truck-involved traffic incidents are of critical concern given the higher probability of loss of life or severe injury. The extent of this problem is uncertain given the lack of comprehensive reporting on truck-involved accidents from the SWITRS database (SELA Transportation Study, 2017).

The continued lack of transit-supportive economic development and multi-modal facilities signal a deep need to reinvest in the Slauson Station Area. The Project will address these issues by comprehensively studying the feasibility of more transit-supportive land uses at three opportunity sites directly adjacent to the Station that are currently underutilized. These sites, currently zones as heavy industrial or general commercial, would be ideal for open space, high-density residential or mixed use, or commercial. These would be more transit-supportive and neighborhood-serving than the existing low density, industrial land uses. The Project will also identify infrastructure and

mobility improvements needed to support the zoning changes in the Project Area and create affordable housing opportunities that protect against the displacement of existing residents in the community. Improved access to the Slauson Station will also increase local access to quality, living wage jobs. Overall, the Project will create a more livable, connected and safer environment around the Slauson Station.

RESPONSIBLE PARTIES:

The County of Los Angeles, with the assistance of a consulting firm, will perform this work. The County has not yet selected a consulting firm. The proper procurement procedures will be used through an open, competitive request for proposals (RFP) process. Caltrans, Los Angeles County (the County), Los Angeles County Metropolitan Transportation Authority (Metro), Eco-Rapid Transit Authority, City of Huntington Park, City of Los Angeles, and City of Vernon will be key stakeholders in this project along with the community at large and will participate in the development of the TOC Specific Plan.

OVERALL PROJECT OBJECTIVES:

The project objectives are as follows:

- Develop a comprehensive plan informed by comprehensive and multilingual community and stakeholder outreach.
- Encourage and promote a mix of transit-supportive land uses and amenities that serve the local community and economy.
- Preserve and enhance the cultural context and distinct character of the distinct Florence-Firestone community
- Support the economic growth and vitality of the community's small-scale, locally-owned commercial and manufacturing business in the Project Area
- Develop well-defined multimodal improvements to improve active transportation safety and connectivity in the Project Area.
- Promote equitable outcomes that serve and benefit local, historically underserved communities.
- Create affordable housing opportunities and policies that protect against displacement of existing residents in the community.
- Integrate sustainable design standards and climate resiliency strategies.

1. PROJECT INITIATION, CONSULTANT SELECTION, AND PROJECT MANAGEMENT

Task 1.1 Kick-off Meeting with Caltrans

Kickoff meeting between Caltrans and the County will set the schedule, expectations, invoicing, etc. This kickoff meeting will provide suggestions in honing the scope of work that will be included in the RFP. Summary meeting notes will be documented and made available to Caltrans and County Staff.

Task 1.2 Consultant Procurement

A formal Request for Proposal (RFP) shall be prepared by the County. The RFP will be an open solicitation process. The RFP will be made available on the County's Department of Regional Planning website. The County maintains a local small business enterprise (LSBE), Social Enterprise (SE), and Disabled Veteran Business Enterprise (DVBE) programs for eligible businesses on open solicitations.

The proposals shall be reviewed by the County. Interviews with the most qualified Consultant teams shall be held to discuss their proposal. The interview panel will consist of staff from Caltrans and the County. Each Consultant will be evaluated and scored. Once a Consultant is selected, the scope of work will be refined to clarify work efforts to ensure it addresses the project objectives and stays

within Project budget. Upon finalizing the scope, a Professional Services Agreement shall be prepared, negotiated, and agreed to by the Consultant and the County, in accordance with the County's purchasing and contract services procedures and policies.

Task 1.3 Project Management Plan

Following the execution of the professional services agreement, the Consultant shall prepare a Project Management Plan (PMP) for the Project. The PMP will include detail on the work flow, team leadership, communication, and quality assurance/quality control procedures between the Consultant and County Staff leading the Project. The PMP will include the project schedule and all deadlines for deliverables with responsibilities and submission procedures clearly outlined. In addition, the Consultant will work with the County to develop a regular Project meeting schedule to facilitate collaboration and coordination between County Staff and the Consultant team.

Task 1.4 Project Team Meetings

This task will include all regularly scheduled Project meetings between County Staff and the Consultant Team, as established in the PMP. Meeting agenda and notes will be documented and made available to Caltrans, County Staff, and the Consultant Team.

Task 1.5 Quarterly Reports to Caltrans

The County will prepare Quarterly Reports to be submitted to Caltrans.

Task 1.6 Submit Invoices to Caltrans

The County shall prepare and submit invoices to Caltrans for review, approval and payment.

- **Responsible Party: County of Los Angeles, Consultant and Caltrans**

Task	Deliverable
1.1	Meeting Minutes
1.2	Request for Proposal Packets and Final Professional Services Agreement with Scope of Work
1.3	Project Management Plan
1.4	Meeting Agenda and Minutes
1.5	Quarterly Reports
1.6	Invoices

2. RESEARCH AND ANALYSIS

Task 2.1 Analysis of Existing Conditions

The Consultant will evaluate the existing conditions of the Project Area and synthesize into a comprehensive report. This report will inform later tasks in this Project, serving as a baseline for recommending land use changes and mobility and infrastructure improvements. As part of the existing conditions analysis, the Consultant will inventory and map existing land uses, identify physical constraints to development, and identify non-conforming uses and zoning code violations. In addition, the Consultant will review and succinctly summarize applicable policy documents and zoning regulations and other related studies of local, regional, and statewide significance. Where relevant, land use analysis related to the Firestone and Florence Stations should be included. County Staff will work with the Consultant to ensure access to all relevant materials and background studies, as well as help coordinate any site visits within the Project Area.

Task 2.2 Conduct Market Study

Building upon Tasks 2.1 and 2.2, the Consultant will conduct a market study that analyzes the market potential for transit-oriented development in the Project Area, with a focus on the three opportunity sites adjacent to Slauson Station. The Consultant will explore land uses most conducive to TOC, such as office, retail, light industrial, commercial and residential mixed use, and multi-family residential. The study will include a review of recent innovations and trends in TOC development, with an emphasis on innovative funding mechanisms, public-private partnerships, and fostering pedestrian- and transit-friendly neighborhoods. Where relevant, it will build upon and make use of market study data from the Metro WSAB TOD Strategic Implementation Plan. The Consultant will collect both qualitative and quantitative data to inform this study, including field work, as needed. County Staff will work with the Consultant to ensure access to all relevant materials, as well as help coordinate any site visits within the Project Area. Results of this task will help inform zoning map amendments, the land use policy map, development standards, and design guidelines included in Task 4.

Task 2.3 Conduct Mobility Needs Study

The Consultant will conduct a multi-modal mobility needs study detailing the mobility strategy for the Specific Plan. The focus of the study is to develop a specific list of implementation-ready mobility improvements necessary to support the planned land mix of land uses and regional transit investments in the Project Area. The goal of these improvements is to enhance connectivity, safety and ease of navigation for non-motorized transportation modes, especially transit riders in need of reliable and affordable first-mile/last-mile connections from the Slauson Station. Overall, these improvements, will work together to promote active modes of transportation and provide opportunities for physical activity and improved public health in the community. The study will include a financing plan with cost share components for these improvements, indicating the responsible parties, including the County and prospective land use developers. The study will make recommendations on innovative funding mechanisms and special districts that enable cost-sharing (e.g. County Improvement District). Where relevant, it will build upon and make use of market study and first-mile/last-mile data from the Metro WSAB TOD Strategic Implementation Plan.

At a minimum, the study will analyze the following transportation elements: roadway network, pedestrian circulation, bicycle circulation, transit circulation, parking management, and transportation demand management (including shared parking opportunities). In addition, an overview of existing transportation performance and safety data will be summarized in the study. Consultant will provide and analyze data that includes pedestrian-involved and bicyclist-involved crashes, existing speed survey data, and existing traffic volume data. The DRP staff will also work with Metro to obtain data on rail and bus ridership in the Project Area.

Task 2.4 Conduct Infrastructure Study

The Consultant will conduct an infrastructure study that assesses infrastructure supply and demand, as well as the specific improvements necessary to support the Draft TOC Specific Plan with an emphasis on sustainability and resiliency. At a minimum, the study will analyze the following infrastructure elements: sewer; waste management; road and pavement conditions; storm drain system; public water; and open space. Any roadway and pavement improvements beyond what is already identified in the Los Angeles County Five-Year Capital Improvement Plan will be specifically identified. As part of this task, the Consultant will coordinate with County departments, local jurisdictions, and agencies to gather and provide any relevant data on the current state of these infrastructure elements as well as any planned major maintenance, improvement or replacements plans. One of the main goals of this study is to identify a specific list of implementation-ready infrastructure improvements necessary to support the planned land mix of land uses and transportation improvements in the Project Area. This list will include a financing plan with cost

share components for these improvements, indicating the responsible parties, including the County and prospective land use developers. Innovative funding mechanisms and special districts that enable cost sharing (e.g. County Improvement District) should be explored, where applicable.

Task 2.5 Conduct Equity Study

A vast disparity exists among neighborhoods and individual households in Los Angeles County in their ability to access and seize opportunity in many forms – jobs, housing, education, health, safety and other essential quality of life elements. Historically, low-income and minority communities disproportionately borne many of the negative impacts of transportation projects. It is critical that these community members have a full opportunity to participate in the decision-making process, and they receive an equitable distribution of benefits and not a disproportionate share of burdens. In accordance with best practices cited in the State’s 2017 RTP Guidelines, the Consultant will lead an Equity Study will also be conducted to establish goals around a shared definition of equity specific and evaluate project outcomes to ensure low-income and historically underserved populations in the Project Area are engaged in the Project’s decision-making process and implementation. This study will:

- Establish goals around a shared definition of equity specific to the community in the Project Area and actions to achieve these goals;
- Define metrics to evaluate outcomes, including investment decisions;
- Ensure consideration at the front-end of the Project;
- Seek out and involve the diverse range of voices to collaborate on all the above.

In order to better understand displacement impacts, Consultant will make use of tools and research such as the UCLA-UC Berkeley Urban Displacement Project online mapping tool. This task will involve outreach activities and collaboration with community residents and stakeholders and will be closely linked with Task 3, Stakeholder Outreach. This process will be consistent and reflective of the LACTMA’s Equity Platform Framework approved in 2018.

Task 2.6 Conduct Civic Art and Urban Design Study

The Project Area needs urban design improvements to support safe multimodal transit access from the station to surrounding areas. The station is adjacent to Augustus F. Hawkins Park, and residential neighborhoods south of Slauson Ave, however lacks connectivity to both areas. An urban design study would examine the site and provide recommendations for physical elements such as enhanced crosswalks and landscaping to improve the overall public realm experience and encourage more active transit uses. A civic art program would additionally promote an overall sense of place and community identify. Strategies for both urban design and civic art improvements will include recommendations and design guidelines to promote a safer transit experience, encourage greater investment for projects to beautify the site, and attract more users to the station and its surrounding areas.

- **Responsible Party: County of Los Angeles, Consultant**

Task	Deliverable
2.1	Existing Conditions Report
2.2	Market Study
2.3	Mobility Study
2.4	Infrastructure Study
2.5	Equity Study
2.6	Civic Art and Urban Design Study

3. STAKEHOLDER OUTREACH

Task 3.1 Develop Stakeholder Engagement Plan

The Consultant, working closely with County Staff, will develop a stakeholder engagement plan for the Project. The purpose of the Plan is two-fold: 1) develop an inclusive and organized approach to outreach that is equity-based, with an emphasis on disadvantaged and underserved communities in the Project Area; and 2) facilitate the creation of a TOC Specific Plan that is reflective of expected outcomes derived from community input. This task will be closely linked with Task 2.5 and task 3.2. At a minimum, the Plan will include: goals for the public input and review process for the Project, contact list of community-based organizations and schools to summary of engagement methods, and evaluation of events and locations to conduct outreach. Artist collaborations involving storytelling to identify values and guide community development will also be a component of the Plan. Outreach will build upon efforts from the Florence-Firestone Community Plan via engagement with the Florence Firestone Community Leaders (FFCL). Founded in 2005, the FFCL is a stakeholder led coalition comprised of residents, merchants, chamber of commerce representatives, nonprofits, faith-based groups, County departments, and law enforcement officers. The FFCL would continue to be engaged as part of this Project, along with other community-based organizations to empower community members to access local resources and effectively respond to local concerns.

Task 3.2 Conduct Community Outreach Meetings and Workshops

The purpose of this task is to implement the outreach strategy developed in Task 3.1. The Consultant with support from County staff, will notify community groups, schools, religious institutions, property owners, residents, adjacent jurisdictions, applicable County agencies, and other stakeholders about the project by emailing and mailing out postcards, developing a project website, and online engagement through social media channels. All printed/online materials should follow a consistent and thoughtful branding approach and will be available in English and Spanish. The Consultant will work with community-based organizations and local schools (with an emphasis on middle and high schools) identified in Task 3.1 to encourage broad participation, as well as work with other County Departments who work in this neighborhood, including the Library and Parks and Recreation.

The Consultant will conduct at least one public meeting and three public workshops to explain the project, identify community opportunities and challenges, discuss preliminary findings of the studies and analysis prepared for the project, develop a vision for the Project Area, and discuss strategies to realize this vision as a community. The meetings/workshops will be conducted in both English and Spanish. The engagement method for the three workshops should be varied and emphasize going out into the community to gather feedback at locations, times of day, and venues that are convenient to them. Workshops should be interactive and include learning academy elements if possible, as well as leverage opportunities for collaboration with the FFCL.

- **Responsible Party: County of Los Angeles, Consultant**

Task	Deliverable
3.1	Stakeholder Engagement Plan
3.2	Postcards, project website, meeting notices, presentations and notes.

4. PREPARE PLANNING DOCUMENTS

Task 4.1 Prepare Draft TOC Specific Plan

Incorporating the results of Tasks 2 through 3, the Consultant will develop the Draft Specific Plan. The TOC Specific Plan will include the following:

- Zoning Map Amendments
- Land Use Policy Map
- Development Standards
- Design Guidelines
- Mobility Strategy and List of Improvements
- Economic Development Strategy
- Equity Outcomes
- Capital Improvement Plan

County Staff will assist in the development of the zoning and other policy maps, as well as conduct a comprehensive review of the draft and provide comments to the Consultant.

Task 4.2 Release Draft TOC Specific Plan

County Staff will work with the Consultant to release the Draft TOC Specific Plan to the public and provide them with the opportunity to comment. The Consultant will hold public meetings to present the Draft TOC Specific Plan to solicit feedback. In addition to in-person feedback at the community meetings, feedback will be welcomed via the project website.

Task 4.3 Finalize TOC Specific Plan

The Consultant will prepare the Final TOC Specific Plan based on feedback from the public gathered as part of Task 4.4

- **Responsible Party: County of Los Angeles, Consultant**

Task	Deliverable
4.1	Draft TOC Specific Plan
4.2	Public meeting agenda, presentation, and notes
4.3	Final TOC Specific Plan

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