


Los Angeles County  
Metropolitan Transportation Authority

# Development Guidelines for Fairview Heights Station Joint Development Opportunity

JUNE 2016



**Metro**<sup>®</sup>



*Inglewood*, 2012  
WAKANA KIMURA, Artist  
Commissioned by Metro Art, Through the Eyes of  
Artists Poster Series

Kimura compiled images from the Hollywood  
Park Race Track, LAX, and the beach, to highlight  
Inglewood as a Metro destination for display on  
Metro bus and rail.

---

**Table of Contents**

---

**I.** Overview . . . . . 1  
**II.** The Joint Development Opportunity . . . . . 4  
**III.** Vision for Joint Development . . . . . 9  
**IV.** Joint Development Project, Site, and Policy Frameworks . . . . . 11  
**V.** Development and Design Considerations and Guidelines . . . . . 19

**APPENDIX**

**A.** Community Outreach Process Summary . . . . . A1

THIS PAGE INTENTIONALLY LEFT BLANK.



## I. Overview

### 1. HOW TO USE THE DEVELOPMENT GUIDELINES

The Los Angeles County Metropolitan Transportation Authority (“Metro”), with extensive community input, has developed these guidelines to affirmatively shape the program and design responses to the Request for Proposals (RFP) for the Fairview Heights Joint Development Opportunity Site (“the Opportunity Site”).

Developers and their teams should carefully review, and to the extent feasible, adhere to these guidelines as they develop their project development parameters, program(s), and design for the Opportunity Site. Adherence to these guidelines will be among the factors considered as potential projects and project teams are evaluated.

### 2. THE OPPORTUNITY SITE

The opportunity provides for the development of an approximately 1.4-acre site northwest of the Fairview Heights Station in the City of Inglewood and located midway along the under-construction Crenshaw/LAX Transit Project, anticipated to be completed in 2019 (see Figure 1). The site currently houses a County of Los Angeles Department of Public Social Services facility which the County intends to relocate to repurpose the site for a catalytic transit-oriented development.

### 3. METRO JOINT DEVELOPMENT PROCESS

Metro owns, maintains and operates properties throughout Los Angeles County for its current and future transportation operations. As part of Metro’s Joint Development Program, staff evaluates these properties for potential Joint Development uses. Metro does not develop private uses on its properties and rights-of-way on its own but engages in Joint Development with private developers who design, finance, build, and operate these uses typically through long-term ground leases and development agreements with Metro.

The first step in the Joint Development process is engaging the community to help shape the vision for the opportunity that is reflected in site-specific development guidelines. Upon Metro Board of Directors (Board) approval of the Development Guidelines, Metro issues an RFP to solicit development proposals for the Joint Development site, evaluates the proposals received, and the Metro Board then, as appropriate, authorizes an Exclusive Negotiation Agreement (ENA) with the recommended developer(s).



Figure 1  
Fairview Heights Station and the Opportunity Site

With an approved ENA, a project is refined by the developer and further shaped based upon input from the community and Metro staff. Upon completion of entitlements and California Environmental Quality Act requirements and negotiation of final terms, a Joint Development Agreement and Ground Lease are typically completed and approved by the Metro Board. Once these steps are completed, implementation, permitting, and construction of the project proceeds.

Occasionally, Metro partners with other public entities to support the development of publicly-owned land adjacent to the Metro system utilizing Metro's Joint Development Program, as is the case with County-owned property at the Fairview Heights Station. References to Metro's Joint Development process should generally be interpreted as applying to the County-owned property though County procedures and approvals may vary from the typical Metro Joint Development process as more specifically described in the RFP.

#### **4. COMMUNITY OUTREACH**

Metro has undertaken an extensive community outreach process, attending more than two dozen meetings to inform the surrounding community and stakeholders about Metro's Joint Development Program and to solicit ideas and feedback to help shape potential development opportunities at this site as well as other sites along the under-construction 8.5-mile Crenshaw/LAX Transit Project.

Metro also hosted a series of meetings specifically addressing the Joint Development opportunities at the Fairview Heights Opportunity Site including but not limited to the following:

- ▶ May 13, 2015 Crenshaw/LAX Transit Project Community Leadership Council (CLC) Meeting
- ▶ November 5, 2015 Crenshaw/LAX Transit Project CLC Economic Development Work Group Meeting
- ▶ March 3, 2016 Crenshaw/LAX Transit Project CLC Economic Development Work Group Meeting
- ▶ March 11, 2016 Crenshaw/LAX Corridor Business Roundtable
- ▶ March 12, 2016 Fairview Heights Stakeholder Roundtable #1
- ▶ March 15, 2016 Fairview Heights Stakeholder Roundtable #2
- ▶ April 2, 2016 Fairview Heights Community Workshop #1
- ▶ April 30, 2016 Fairview Heights Community Workshop #2

At these meetings, community members reviewed the parameters of the Joint Development Program, described community issues and aspirations associated with the Opportunity Site, suggested preferred programs and amenities, and noted examples of projects that they liked (see Figures 2 and 3). Hundreds of comments were written down and collated, and development themes emerged. Community members also noted an abiding commitment to stay involved throughout the Joint Development process, a commitment that Metro will honor with continued public input opportunities throughout the development of the project.

The community input received has directly shaped these Development Guidelines. Additionally, a more detailed summary of the outreach process and comments received is included as Appendix A of this document.



Figure 2  
Fairview Heights Workshop 1 Use Board Voting



Figure 3  
Fairview Heights Workshop 1 Small Group Discussions

## II. The Joint Development Opportunity

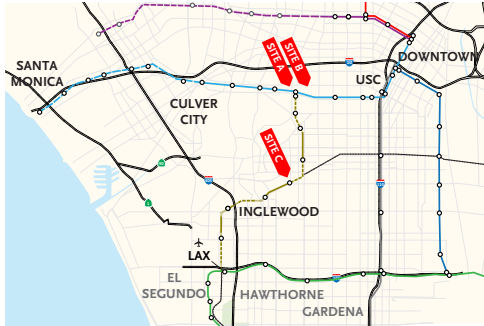


Figure 4  
Regional context



Figure 5  
Crenshaw/LAX Transit Project

### 1. THE GREATER CONTEXT

The Fairview Heights Station Opportunity Site is located at the midway point of Metro’s under-construction north to south 8.5-mile light-rail Crenshaw/LAX Transit Project, which connects to the in-service east to west Expo Line. Combined, these two light-rail corridors provide the Fairview Heights community with superior regional accessibility to Culver City and Santa Monica to the west, USC, Downtown Los Angeles, and Union Station to the east, and Downtown Inglewood, Los Angeles International Airport (LAX), and South Bay cities to the south (see Figure 4). Sites A and B are the subject of a separate RFP.

The Fairview Heights Station (see Figure 5, Site C) is located along an existing Metro-owned railroad right-of-way, the Harbor Subdivision, within the City of Inglewood and adjacent to the City of Los Angeles. The proposed 6.4-mile Rail to River pedestrian and bike path will start at the Fairview Heights Station and connect a regional network of alternate transit pathways east towards the Los Angeles River. East of the station, along a portion of Crenshaw Boulevard, streetscape improvements extend regional investment through the City of Los Angeles Great Streets Initiative.

The Opportunity Site project can serve as a catalyst building upon the significant investment in transit infrastructure being undertaken by Metro. The development project will support existing and additional transit use and ridership, catalyze local investment already underway throughout the transit corridor, and realize a distinctive design that harmonizes with the character of the existing single-family residential neighborhoods that are to the north of the site. In this regard, the community has indicated a strong interest in a development with a mix and range of high-quality and architecturally compelling residential and retail uses, arts-related programming, and streetscape improvements that help connect the Metro station and frontage of the Joint Development project to Edward Vincent Jr. Park.

Approximately one mile southwest of the Fairview Heights Station is the Downtown Inglewood Station where the City of Inglewood is moving forward with a downtown project that includes approximately 250 market-rate workforce housing units and 50,000 square feet of retail and restaurant uses. Furthermore, southeast of downtown, the proposed 80,000-seat Inglewood Stadium will serve as the home of the Los Angeles Rams of the NFL. As part of the City of Champions Revitalization Initiative, the stadium will reconfigure the previously-approved Hollywood Park plan to allow for 890,000 square feet of



retail, 780,000 square feet of office space, and up to 2,500 residential units. Across the street from the proposed stadium is The Forum (see Figure 6), an historic indoor arena and former home of the NBA's Los Angeles Lakers and NHL's Los Angeles Kings. The Forum now hosts several prominent concerts and events. The City of Inglewood and Metro are exploring several options for regional transit system connectivity between the Crenshaw/LAX Transit Project, The Forum and the proposed stadium, which may include enhanced walking and biking connections.

Other major investments along the light-rail line include major improvements proposed for LAX. These improvements include the proposed Automated People Mover, Intermodal Transportation Facility, and the Regional Rental Car Facility. These airport facilities will be directly connected by the people mover to the Crenshaw/LAX Line at a future 96th Street Station, providing easy access from Inglewood and the Opportunity Site to the airport and national and global destinations.

### 2. THE JOINT DEVELOPMENT OPPORTUNITY SITE

The Opportunity Site is located on the north side of Redondo Boulevard between High Street and Long Street just northwest of the future aboveground Fairview Heights Station. The Opportunity Site is the current location of a Los Angeles County Department of Public Social Services facility (see Figure 7), which the County plans to relocate to re-purpose for high-quality transit-oriented development.

The site is an approximate 1.4-acre rectangular shaped parcel with approximately 520' of frontage along Redondo Boulevard to the south, a shared residential alley to the north, and approximately 120' of frontage along the residential- and commercial-oriented Long Street to the east. A small commercial building abuts the parcel to the west. Park-and-ride spaces serving Metro commuters and patrons will be provided at the Fairview Heights Station but will not directly impact the Opportunity Site.

### 3. THE MARKET OPPORTUNITY

During the Joint Development outreach process, the community expressed desire for mixed-use projects with quality housing and neighborhood-serving retail that relates to the existing cultural activities, use, as well as area residents (see Section III below). For the past five decades, the area surrounding the station has been underserved by commercial uses. With the investment in transit infrastructure along the Crenshaw Corridor, an area historically



Figure 6  
The Forum, located at 3900 West Manchester Boulevard in the City of Inglewood.

Photo by The Forum



Figure 7  
The Opportunity Site is the current location of the Los Angeles County Department of Public Social Services facility.



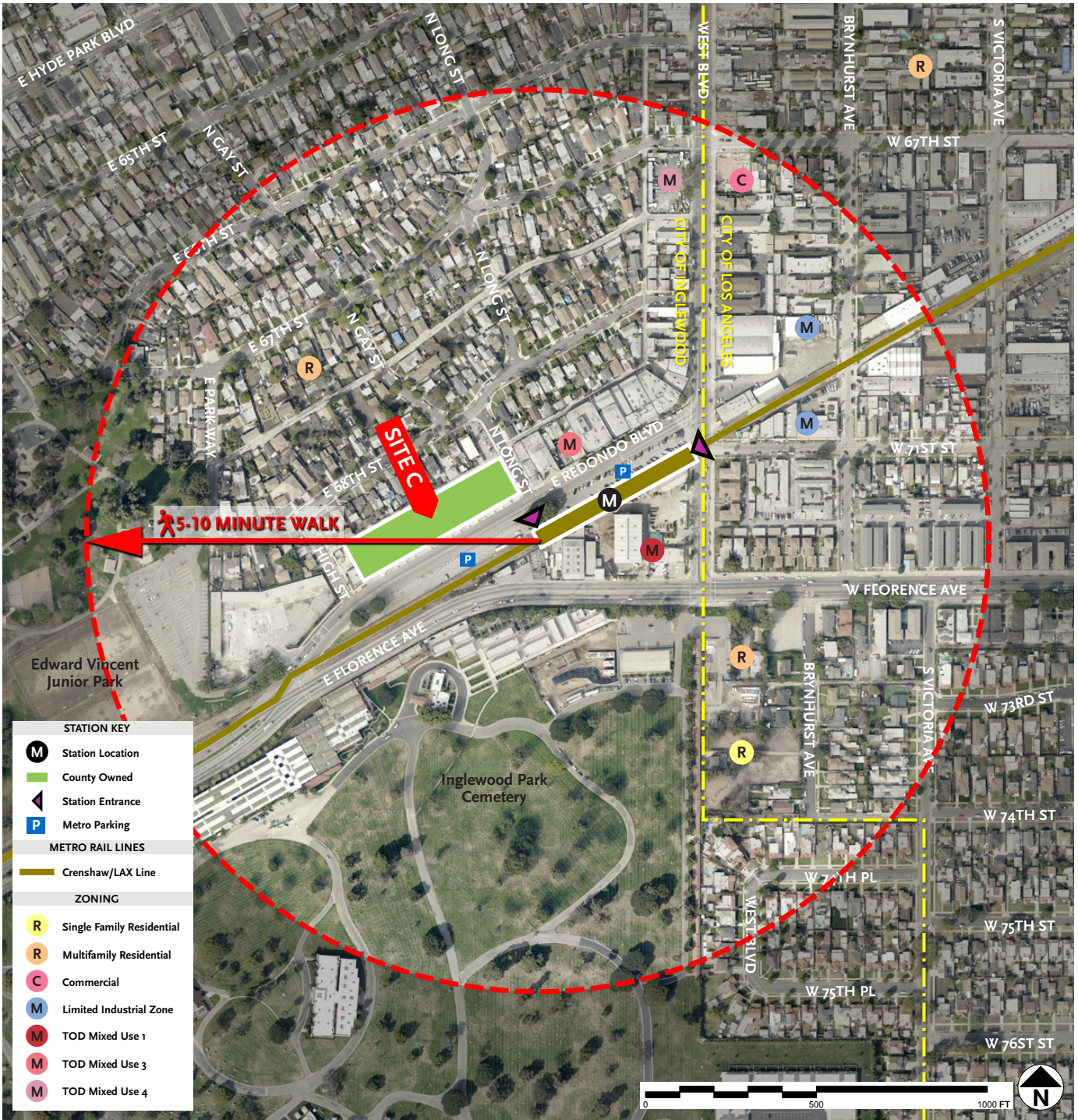


Figure 8  
The Opportunity Site Context



underserved in retail, a recently completed market demand study indicates that there is market demand for new neighborhood-serving retail uses in the station area, which aligns with community preferences (see Figure 9). The market demand study indicates that the Opportunity Site can support new small-scale neighborhood-serving retail uses such as a dry cleaner or florist or dining options such as a coffee shop, café, pizza place or bakery.

Community members expressed interest in a broad range of housing types that would serve the range of households and support cultural activities already present in the area. The market demand study projects increasing demand for rental housing over the next 10 to 20 years in the Fairview Heights station area. Strong demand for rental housing, in part, reflects an overall community where approximately 70% of the householders are renters. The market demand study also revealed, on a smaller scale, demand for ownership housing. However, it should be noted that ownership housing may be constrained on a site where a ground lease is anticipated.

#### 4. THE IMMEDIATE CONTEXT

The Joint Development Opportunity Site (see Figure 8, Site C) sits at the confluence of a stable single-family district to the north – the historic Fairview Heights neighborhood (see Figure 10), a large multi-family residential neighborhood and a small industrial area in the City of Los Angeles to the east, the Inglewood Park Cemetery to the south, and the 55-acre Edward Vincent Junior Park to the west.

Within a 5- to 10-minute walk of the Opportunity Site are over 3,200 households, 70% of which are renter-occupied. The area also hosts a large youth population of 0-19 years (31% compared to 26% for Los Angeles County). Within the City of Inglewood, the majority of households are owner-occupied; within the City of Los Angeles, the majority of dwelling units are renter-occupied. Serving these homes and population, the future Fairview Heights Station will be located opposite and to the immediate southeast of the Opportunity Site. A pedestrian entry at the west end of the light-rail platform will connect with a crosswalk that spans Redondo Boulevard, bringing Metro patrons to the southeast corner of the Joint Development Opportunity site.

To the immediate east of the development site, along Redondo Boulevard, are small one-story commercial buildings that house local businesses and neighborhood organizations. On West Boulevard to the north of Redondo Boulevard, some of the small commercial buildings are occupied by artists and crafts people who have moved into the area over the past two decades (see Figure 11). Further north



Figure 9  
Fairview Heights Station area development will draw from a larger market area, shown above.




Figure 10  
Typical home of the area, 1940's.

Image from West Boulevard Community Linkages and Revitalization Plan



Figure 11  
View north along West Boulevard



along Hyde Park Boulevard, small mom and pop shops, artist spaces, and live-work residences occupy small structures and older homes. Across the new light-rail tracks and to the south of the Joint Development Opportunity Site is a triangular shaped parcel(s) of land that presently contains industrial uses. This site has been reimagined through a City of Inglewood transit-oriented district planning process as a higher intensity gateway residential and/or institutional use that, in tandem with the Joint Development Opportunity Site potential, anchor a more pedestrian-friendly and transit-accessible neighborhood.



### III. Vision for Joint Development

#### 1. GENERAL STAKEHOLDER VISION

Metro engaged in a one-year outreach process to inform the communities surrounding the Fairview Heights Station area about the potential of the Joint Development opportunity and to solicit input, ideas, and feedback regarding the community's development aspirations, goals and objectives. A broad range of ideas was expressed during this time and common themes and ideas emerged. Key community based concepts that should shape a future Joint Development project include:

- ▶ **Provide high quality mixed-use residential that serves a range of incomes.**  
Participants were in favor of a range of housing price points that would serve to further stabilize the adjoining single-family residential neighborhoods. Residents noted that the Fairview Heights community has a higher youth population, which was reflected in participants' request for family-oriented two and three bedroom units including townhomes.
- ▶ **Incorporate quality neighborhood-serving retail.**  
Participants were clear in the desire for a mixed-use project with residential uses over quality neighborhood-serving retail on the ground floor facing Redondo Boulevard. The Fairview Heights Station is one stop away from the busier Downtown Inglewood Station and the new retail developments on Market Street. Participants were most interested in modest neighborhood serving locally owned businesses. Retail use was envisioned as a means to bring the community together. Other neighborhood serving uses described included a coffee shop/café, grocery store with fresh produce, dry cleaners, and childcare.
- ▶ **Connection to the existing arts-oriented community.**  
The Fairview Heights community takes pride in the artist community who set up residence in live-work buildings along West Boulevard and Hyde Park Boulevard over the past 25-years. The artist community contributed identity and social support to the area at a time when resources were leaving it. Residents face the promise of new investment and development mindful of their shared history with the existing artist community. Although participants voiced a primary need for retail-oriented uses, an arts component or connection to the arts framework remains an aspiration. Participants were in favor of live-work lofts along the alley between the County property and residential uses over retail as a way to activate the ground level.



Figure 12  
The Havenhurst building in West Hollywood, located adjacent to the historic Andalusia Apartments, utilizes setbacks, stepbacks, and architectural features to create a contextual affordable housing project.

Photo by KFA Architecture



Figure 13  
Edward Vincent Junior Park, view east from La Colina Drive.

- ▶ **Pedestrian connectivity from the train station to Edward Vincent Junior Park.**

Participants expressed the need to connect the site, the train station, and Edward Vincent Junior Park (see Figure 13). This park adjoins the station area and includes an outdoor amphitheater, Inglewood Playhouse, and hosts summer concerts, free shows, and community gatherings. Participants envisioned a transit plaza as a vibrant gathering space with an emphasis on linkage between the station and the park.
- ▶ **Use of the local architectural style to reflect the surrounding context and scale.**

The County site sits adjacent to the Fairview Heights neighborhood to the north comprised of traditional and well-kept one-story single-family residences. Participants were excited that a project that supported their community may be realized at this station stop but want the project and its character and identity to be compatible with the architectural look, history, and feel of the adjacent neighborhood.
- ▶ **Offer sufficient parking for commuters and minimize parking impacts on surrounding communities.**

Residents of the community do not want the combination of project and commuter parking to spill into the surrounding neighborhoods. They want the project to offer adequate parking appropriate for the proposed Joint Development uses.
- ▶ **Promote the well-being and needs of the youth population.**

Participants noted the need to address the needs of the youth population, which is slightly higher in the immediate Fairview Heights Station Area relative to the broader Station Area sub-market. Participants noted the need for job training, retail geared towards youth interests, and car-alternative transit infrastructure for bikes and skateboards. The provision of a youth center was a common interest of many workshop participants.
- ▶ **Encourage and provide opportunities for ongoing community input in the Joint Development process and proposed project.**

Stakeholders want to ensure their ongoing participation including opportunities for review and comment throughout the Joint Development process. They want the selected development team to engage in continued outreach efforts to create project transparency that ensures community understanding at all project phases, thereby furthering the realization of the community's project vision.

## IV. Joint Development Project, Site, and Policy Frameworks

---

Metro, Los Angeles County, and City of Inglewood projects, policies and plans will shape the Joint Development project proposal and implementation. The following key Metro Crenshaw/LAX Transit Project parameters, policies and planning parameters are noted below and should be carefully reviewed and utilized as part of the Joint Development Opportunity Site planning and design process.

### 1. THE CRENSHAW/LAX TRANSIT PROJECT FAIRVIEW HEIGHTS STATION IMPROVEMENTS

The Opportunity Site is located immediately northwest of the aboveground Crenshaw/LAX Fairview Heights Station platform (see Figure 14). This station stop incorporates an eastern pedestrian entry at West Boulevard between Redondo Boulevard and West 71st Street and a west pedestrian entry at the intersection of Redondo Boulevard and Long Street. The latter opens on to a crosswalk connecting the southeast corner of the Joint Development Opportunity Site with the light-rail station. This light-rail station also incorporates Metro park-and-ride spaces along the railroad right-of-way, south of Redondo Boulevard. Redondo Boulevard is proposed to be further improved with pedestrian amenities along the Joint Development Opportunity Site to the entry of Edward Vincent Jr. Park, approximately one block to the west. In this locale, High Street is proposed to be reconfigured and extended across the light-rail right-of-way to Florence Avenue, with Redondo Boulevard terminating at High Street, realizing a safer rail crossing and a more pedestrian-friendly crossing at this street intersection into and out of the Edward Vincent Jr. Park.

### 2. METRO'S JOINT DEVELOPMENT POLICY

Metro's Joint Development Policy (Policy), updated in February of 2016, guides Metro's property asset development activities and projects. The Policy establishes the framework by which Metro prioritizes and approves Opportunity Site proposals and reviews and implements these projects.

A key objective of the Policy is to realize transit-oriented projects that increase transit ridership. At the same time Metro seeks to appropriately fit projects that it sponsors within existing communities. Metro seeks to do this by optimizing community engagement, both by Metro and the selected development team,

and realizing projects that reflect and support community needs and desires.

Metro's Joint Development program also seeks to **facilitate construction of affordable housing units** such that 35% of the total housing units in the Metro Joint Development portfolio are affordable for residents earning 60% or less of the Area Median Income (AMI) as defined by the California Tax Credit Allocation Committee (TCAC). Regardless of the project type that is proposed and implemented, Metro is committed to pursuing high-quality design that enhances the surrounding community and creates inviting spaces and places around Metro facilities.

Metro's Joint Development financial policies emphasize risk minimization and maximizing revenue through ground lease payments, which is the preferred transaction structure as opposed to fee disposition. Metro does not contribute funding to Joint Development projects, though the Joint Development Policy does allow for partial land discounting below fair market value in order to support affordable housing. Developers are encouraged to obtain capital or in-lieu contributions from other public agencies to create greater community economic benefit.

Joint Development proposals are evaluated based on their support of Metro's Joint Development policies. Proposers should fully examine the Metro Joint Development Program: Policies and Process (see [media.metro.net/projects\\_studies/joint\\_development/images/JDP\\_Policy\\_0225\\_2016.pdf](http://media.metro.net/projects_studies/joint_development/images/JDP_Policy_0225_2016.pdf)) and to the maximum extent feasible conform to the objectives, goals, and policies of this program.

In addition to the Metro Joint Development Policy, additional County policies and requirements may apply as more specifically described in the RFP.

### **3. LAND USE ELEMENT OF THE INGLEWOOD GENERAL PLAN**

Adopted in 1980, the Land Use Element of the Inglewood General Plan outlined the existing conditions and proposed land use for the development of Inglewood. At the time of writing, Inglewood had undergone a 15-year economic decline and was experiencing resurgence in the development of its industrial base and the rehabilitation and expansion of its housing stock. Among the proposed land use designation changes at this time was the change of commercial use along West Boulevard north of Florence Avenue to low-medium residential use, which is reflected in the inclusion of mixed-use designations along West Boulevard continuing to



# DEVELOPMENT GUIDELINES - FAIRVIEW HEIGHTS STATION



Figure 14  
Site Transit and Mobility Improvements



Redondo Boulevard in the draft Downtown Inglewood and Fairview Heights TOD Overlay Plan (see Section IV.4 below).

#### 4. DOWNTOWN INGLEWOOD AND FAIRVIEW HEIGHTS TOD OVERLAY PLAN

The existing Inglewood Municipal Code designates the Opportunity Site as a Heavy Commercial Zone. This present zoning reflects the former freight uses of the old railroad right-of-way. However, in anticipation of the completion of the Crenshaw/LAX Transit Project along this rail way, the City of Inglewood has prepared a draft Downtown Inglewood and Fairview Heights Transit-Oriented Development Overlay Plan (TOD Overlay Plan). This plan is scheduled for adoption in Summer/Fall 2016.

The goal of the TOD Overlay Plan is to proactively respond to the Crenshaw/LAX Transit Project with a community-defined vision regarding people, economics, and place for both the Downtown Inglewood Station and the Fairview Heights Station, including the Joint Development Opportunity Site. When adopted, the TOD Overlay Plan will supersede the existing zoning set forth in the Inglewood Municipal Code. Community stakeholders have reviewed and shaped these plans and have supported projects that meet these adopted plans and their criteria. The TOD Overlay Plan requirements should be carefully reviewed and understood when preparing proposals for the Opportunity Site.



Figure 15  
Concept drawing of Fairview Heights transit-oriented development.

Image from the TOD Overlay Plan

The TOD Overlay Plan designates sites under several frameworks: urban design, arts, environmental sustainability, streetscapes, open spaces, mobility, and parking (see Figure 15). Under the TOD Overlay Plan, the Opportunity Site is designated as a major transit oriented development site encouraging active and pedestrian-oriented street frontage. Redondo Boulevard, from the Fairview Heights Station to the east entrance of Edward Vincent Junior Park, is designated a Primary Pedestrian Promenade with parking. Placemaking and pedestrian movement are given the highest priority with recommendations for street trees and street furniture in keeping with the historic character of the Fairview Heights neighborhood. Long Street, which fronts the east side of the Opportunity Site, is designated a Pedestrian and Bicycle Route to Station and will provide a connection to the station from the residential neighborhood to the north.

The Opportunity Site is given a designation of TOD Mixed-Use 3 (MU-3). This zone allows for residential, retail, office or institutional uses at the Opportunity Site. There are no density requirements or restrictions as the TOD Overlay Plan utilizes form-based prototypes “to ensure that development proceeds in a contextually-sensitive

# DEVELOPMENT GUIDELINES - FAIRVIEW HEIGHTS STATION

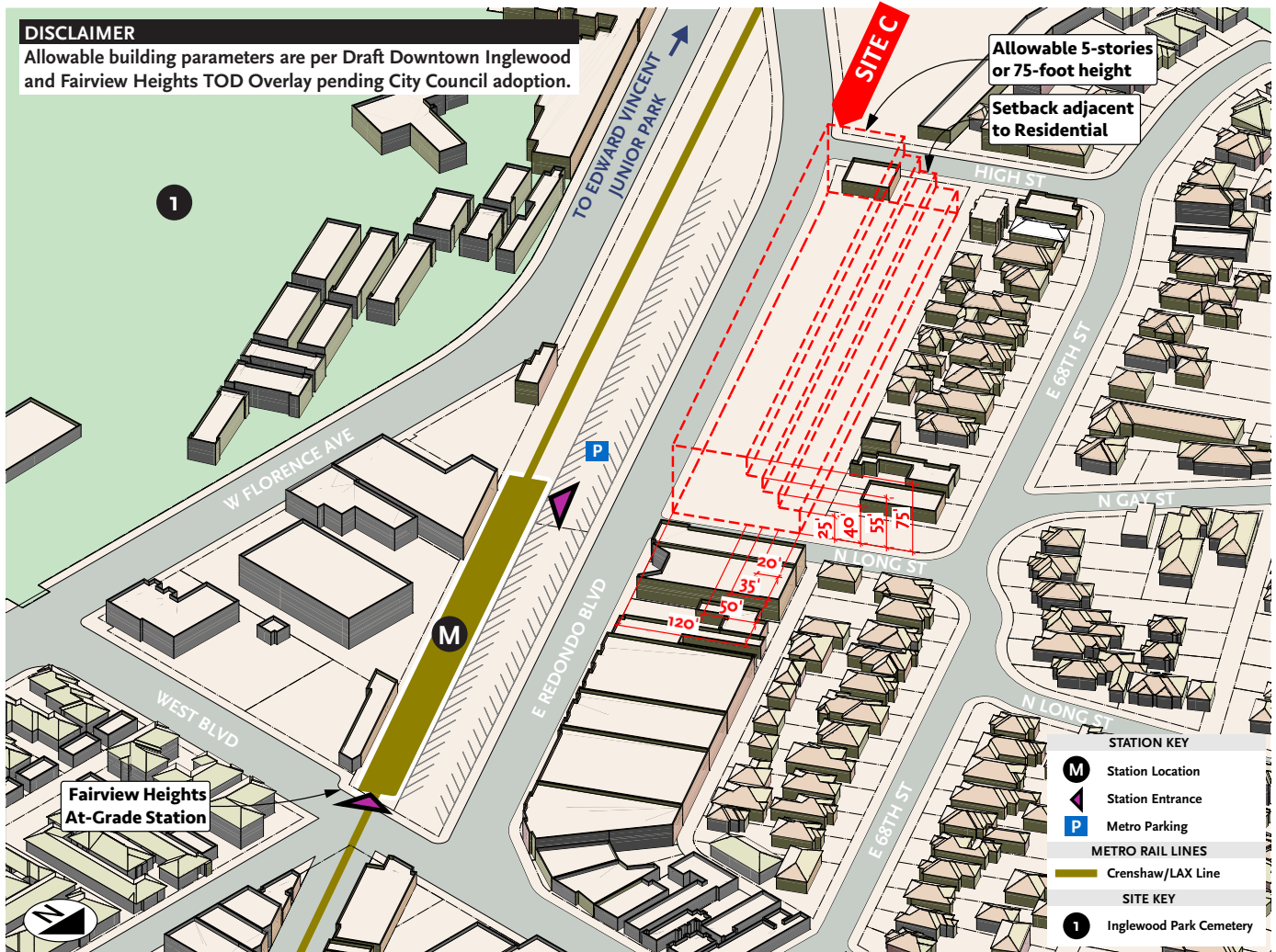


Figure 16  
 Allowable Building Area Diagram per the TOD Overlay Plan which is pending City Council adoption.

manner, utilizing historic building forms that complement the street, promote pedestrian activity, and reinforce the character of the neighborhood.” Accordingly, the Opportunity Site is allowed a maximum height of 5-stories or 75-feet with incremental step-backs to two-stories or 25-feet at the rear alley adjacent to the single-family residences (see Figure 16 and the Downtown Inglewood and Fairview Heights TOD Overlay Plan, Fairview Heights Development Standards and Design Guidelines).

The parking requirements for MU-3 under the TOD Overlay Plan are less restrictive than current zoning. Residential uses are required to provide one parking space per dwelling unit. General Commercial uses are required to provide two parking spaces per 1,000-square feet. Additionally, in accordance with the Plan, parking may be met by purchasing zoning credits for publicly available parking that may become available.

Development standard reductions or waivers are available through an Affordable Housing Density Bonus. These include increased height allowances or reduced parking requirements with the provision of affordable housing which range in affordability from very low-income to moderate-income common interest development. In addition, all projects within MU-3 zones are subject to design review under the “D” Supplemental Design Review Zone and must undergo the review process described in Chapter 12, Article 14 of the Inglewood Municipal Code.

Given the overlapping plan requirements – General Plan, zoning, proposed TOD Overlay Plan – and complexity, the prevailing requirements of all of these documents should be carefully reviewed, City of Inglewood planning staff consulted, and as appropriate, adopted, or to-be-adopted regulations closely adhered to when developing a project concept for the Opportunity Site.

## 5. WEST BOULEVARD COMMUNITY LINKAGES AND REVITALIZATION PLAN

The West Boulevard Community Linkages and Revitalization Plan, adopted in February 2012, was prepared by Metro working with the Los Angeles Neighborhood Initiative (LANI) to study the TOD opportunities of the proposed Fairview Heights Station in the surrounding neighborhood, to produce revitalization strategies, and to act as a guiding document for future “community groups and city agencies as a tool to maintain a focused approach over time through strategic implementation of plan elements.” The plan studies the development of the neighborhood over time, starting from the single-family residences built in the 1920’s (see Figure 17) located northwest



Figure 17  
1920's "New Deal" Home Buyer's Brochure.

Image from West Boulevard Community Linkages and Revitalization Plan



of the future Fairview Heights Station to long term phasing strategies for 2027 and beyond. The plan helped inform the TOD Overlay Plan and may provide useful context for the area.

**6. OTHER KEY METRO POLICIES**

**a. Metro Complete Streets Policy**

Complete streets are streets that provide safe, comfortable, and convenient travel along and across thoroughfares through a comprehensive, integrated transportation network that serves all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes including rideshare, transit, and clean fueled vehicles, and movers of commercial goods. Metro adopted a complete streets policy in October 2014 to identify opportunities and actions that support local complete street integration (see Figure 18). This policy (see [media.metro.net/projects\\_studies/sustainability/images/policy\\_completestreets\\_2014-10.pdf](http://media.metro.net/projects_studies/sustainability/images/policy_completestreets_2014-10.pdf)) should be reviewed and referred to when developing a project concept. Projects that incorporate complete street components and integration may be prioritized.

**b. Metro First Last Mile Strategic Plan**

The Joint Development opportunity site is subject to Metro’s First Last Mile Strategic Plan, which presents planning and design guidelines to improve the connections to station stops from origins and destinations within three miles of the station (see [media.metro.net/docs/First\\_Last\\_Mile\\_Strategic\\_Plan.pdf](http://media.metro.net/docs/First_Last_Mile_Strategic_Plan.pdf)). The plan introduces a “pathway” concept that provides planning criteria for the layout of transit access networks and components within Metro station areas (see Figure 19).

Pathway connectivity enhances transit transfers, increases user safety, offers information and wayfinding signage, and provides accommodations such as lockers or car share that facilitate and expand transit use, an important factor at a station such as Fairview Heights which integrates light rail, nearby bus routes, and parking. This policy should be reviewed and its principles incorporated into a project concept. Projects that utilize first last mile strategies to shape the program and design may be prioritized.

**c. Metro Active Transportation Plan**

Metro’s Active Transportation Plan adopted in May 2016 focuses on enhancing access to stations and developing a

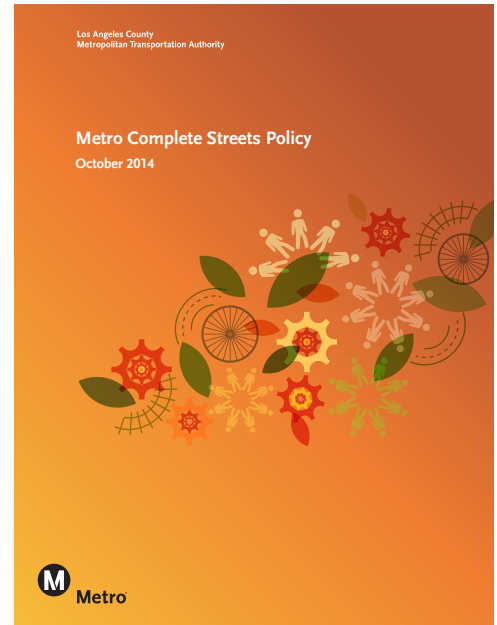


Figure 18  
Metro Complete Streets Policy

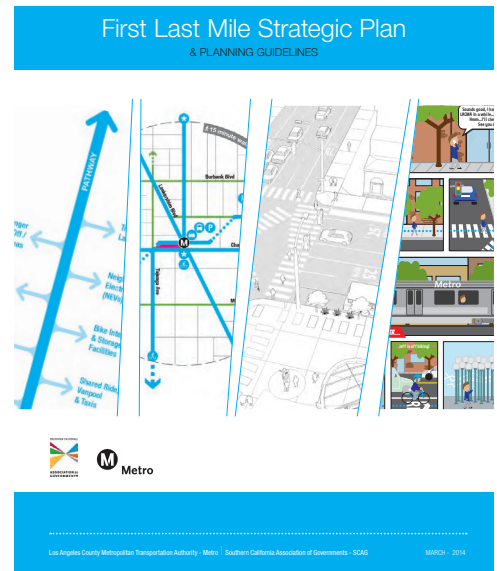


Figure 19  
Metro First Last Mile Strategic Plan

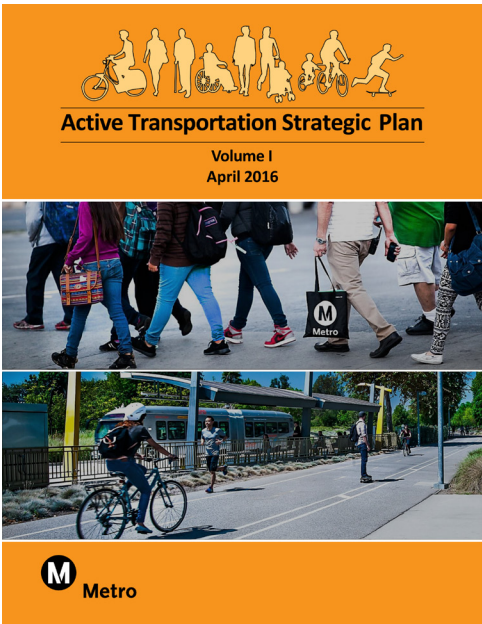


Figure 20  
Metro Active Transportation Strategic Plan

regional network for people who choose to take transit, walk, and/or bike (see <https://www.metro.net/projects/active-transportation-strategic-plan/>). This policy builds and expands upon Metro’s Complete Streets Policy and First Last Mile Strategic Plan (see Figure 20).

While much of the Active Transportation Plan is devoted to means to enhance the regional active transportation network through cooperation between Metro and local agencies, focused policies do address destinations and station stops. These include policies that encourage implementation of easy to achieve improvements that enhance use of Metro’s system for all users such as landscaping with tree shade, introduction of street furniture and lighting, and other improvements to open spaces adjacent to Metro platforms, portals, and plazas. This policy should be reviewed and its principles incorporated into a project concept. Projects that incorporate in their design active transportation components may be prioritized.

## V. Development and Design Considerations and Guidelines

The Opportunity Site proposals will be evaluated, in part, on their compliance with the development and design considerations and guidelines of this section. While projects are not required to meet all of the guidelines and considerations, a project that complies with all or most of the design guidelines may be given priority.

### 1. UTILIZE EXISTING COMMUNITY PLANS

The primary document providing a framework for development of the Opportunity Site is the Draft Downtown Inglewood and Fairview Heights TOD Overlay Plan (TOD Overlay Plan). This plan (see Figure 21) should be closely adhered to when developing a Joint Development concept and design.



Figure 21  
The Downtown Inglewood and Fairview Heights TOD Overlay Plan is the primary guiding document for the Joint Development Opportunity Site.

### 2. ALLOWABLE USES GUIDELINE

Allowable uses on the Opportunity Site per the TOD Overlay Plan include a range of retail, commercial, and residential uses (see Section IV.4). At the same time, as project proponents develop programs, they should closely consider the aspirations of the community as defined in the Vision section of this document (see Section III, “General Stakeholder Vision” above and Figure 22) and in the attached “Community Outreach Process Summary” (Appendix A).



Figure 22  
Community members discussed potential uses based on feedback from a series of small roundtable discussions with local stakeholders.

### 3. DEVELOPMENT INTENSITY CONSIDERATION

Metro is seeking a Joint Development project that provides for intensity and vitality of uses and supports and facilitates transit use and the safety of community members and transit patrons. A preferred use will fully utilize, while respecting, the mixed-use planning allowances provided by the TOD Overlay Plan.

### 4. HEIGHT ALLOWANCE GUIDELINE

The TOD Overlay Plan provides for a maximum height of 75’ or 5 stories (see Section IV.4 above). Additionally, the TOD Overlay Plan provides for a transition from higher to lower heights from Redondo Boulevard to the alley to the north in order to relate new development to the height, scale, and texture of the existing adjacent single-family residential neighborhood. The TOD Overlay Plan allows for and encourages skyline expression including the use of uninhabited



Figure 23  
Platform, the transit oriented retail center in Culver City, utilizes signage and a varied skyline to face both the street and the raised Expo Line.

Photo by Ricardo DeAratnha, Los Angeles Times

architectural features such as towers to create identity and design contrast. These height allowances and parameters should be followed to ensure the realization of a compatible community-oriented project (see Figure 23). The TOD Overlay Plan also allows for a height increase through the use of the Affordable Housing Density Bonus, the use of which should be weighed against the interests of the community as outlined in the attached “Community Outreach Process Summary” (Appendix A).

## 5. VILLAGE SCALE GUIDELINE



Figure 24  
Culver City was referenced consistently by stakeholders and residents as a quintessential example of village scale, and high quality retail.

Photo by alex-aroundtheworld.com

The Opportunity Site project design should incorporate distinct human-scale massing and elements that create a variety of forms, scales, and open space types that reduce any sense of overarching bulk or excess mass. The project design should learn from, refer to, utilize, and transition to the surrounding neighborhood residential scale to create a sense of fit between the Opportunity Site and the surrounds, including along the residential alley interface. An overall village sensibility should be emphasized with human-scale components such as shop-fronts, building entrances, a sense of shade and shadow, and breaks in plane and mass occurring along sidewalks and pathways, as well as identifiable architectural components that combine to create a whole design visible as both parts and whole to people from medium as well as further distances (see Figure 24).

## 6. PROJECT ORIENTATION GUIDELINE



Figure 25  
Fruitvale Village is a mixed-use transit oriented development adjacent to the BART Station in the East Bay. The building is oriented to and faces a pedestrian plaza which hosts farmer’s markets and events.

Photo by youthvoices.net

The Opportunity Site proposal should affirmatively face and create a sense of activity and oversight along Redondo Boulevard. Additionally, the project should create a sense of oversight and “eyes on the street” overlooking the alley frontage. A sense of entry, activity, and identity should also be promoted where the pedestrian crossing from the station platform meets the Opportunity Site at the corner of Redondo Boulevard and Long Street. The design proposal should also directly relate to and build upon the Redondo Boulevard Promenade concept developed by the City of Inglewood. In this regard, a green, shaded, and inviting pathway should be designed along the north sidewalk of Redondo Boulevard from the transit-oriented plaza to Edward Vincent Junior Park. Active uses, programs, architectural components that add visual interest such as entrances, storefronts, and/or stoops transitional open spaces (see V.10) and landscape should be provided along this pathway.

While all projects have vehicular ingress and egress and service requirements, these should be designed to be minimal, unobtrusive, integrated with the overall architectural and open space character, and



to the maximum extent feasible, located off the northern alley or side streets. Curb cuts leading to Joint Development Opportunity Site projects that are located along Redondo Boulevard are strongly discouraged.

### 7. SETBACKS GUIDELINE

In general, projects should provide varied setbacks about the perimeter of the Opportunity Site. Varied setbacks provide opportunities for the provision of at-grade landscape, small plazas for outdoor dining and cafes, open spaces (see Figure 26), sidewalk retail with shop fronts at the back of the sidewalk, as well as select widened sidewalks, where feasible.

### 8. TRANSIT ACCESS GUIDELINE

Joint Development projects should anticipate active transportation connectivity through the design of pathways across the Opportunity Site, provision of areas for bike facilities, heightened pedestrian-oriented lighting levels, and clear and safe pathway linkages between parking and transit portals and facilities that are integral to the design and development of the proposed project (see Figure 27). Additionally, signage and wayfinding between transit modes as well as to key local destinations and community amenities is encouraged in coordination with Metro.

### 9. ARCHITECTURAL CHARACTER CONSIDERATIONS

High-quality and enduring project design and character are an essential component of a successful Joint Development project. An architecturally successful design should incorporate details that create a sense of interest to the pedestrian as well as the viewer from afar. Particular attention should be focused on creating building fronts and facades at the ground level that have a sense of human-scale, intricacy, and texture that enhance pedestrian transit user interest. Designs should utilize high-quality materials that will endure and maintain their appearance (see Figure 28).

Building design character should also establish both a sense of place by relating to the climate and light conditions of the district as well as a sense of cultural continuity through incorporation of existing community narratives. While a specific style of architecture is not required, design teams should carefully examine the landmark architecture in the community, its style, scale, and sensibility, and be able to address how new architecture builds upon the lessons of older



Figure 26  
Broadway Housing in Santa Monica makes use of setbacks to create open space and circulation.

Photo by Iwan Baan



Figure 27  
Transit plaza of Mission Meridian Village, utilizes transit schedules and ticketing, shaded seating, bike facilities, and public art



Figure 28  
Residential transition at Mission Meridian Village, a transit oriented development along the Gold Line in Pasadena.

Photo by Moule & Polyzoides

designs. Innovative design is also encouraged, and the broadest definition of sustainable and resilient design recommended.

The use of chain and/or brand architecture related to commercial enterprises is strongly discouraged at both the individual storefront scale as well as the larger scale. In this regard signage and signage programs should also be carefully considered, oriented both to the pedestrian, transit user, as well as passing vehicles, and be integral and subservient to the architecture of the project. This project should establish a sense of specific identity and place through architecture and landscape that is first and foremost unique to this community.



Figure 29  
9,000 square foot green roof at Central Avenue  
Constituent Services Center in Los Angeles, California.  
Photo by Genaro Molina, LA Times

## 10. ON-SITE OPEN SPACE AND LANDSCAPING GUIDELINE

Well-landscaped areas utilizing drought-tolerant plant materials and enhanced hardscape, well-appointed open spaces including additional transit amenities such as plazas and rooftop terraces should be considered to distinguish the design of a proposed project (see Figure 29).

## 11. STREETScape DESIGN STANDARDS

The streetscape design standards and guidelines of the TOD Overlay Plan (see Section IV.4 above) should serve as a guide for the implementation of both off-site as well as on-site sidewalk, pathway, and street improvements (see Figure 30). Projects will be required to implement the improvements noted in this plan and designs should incorporate the plan elements to enhance the sense of connection and continuity between the streetscape and on-site and off-site open space.

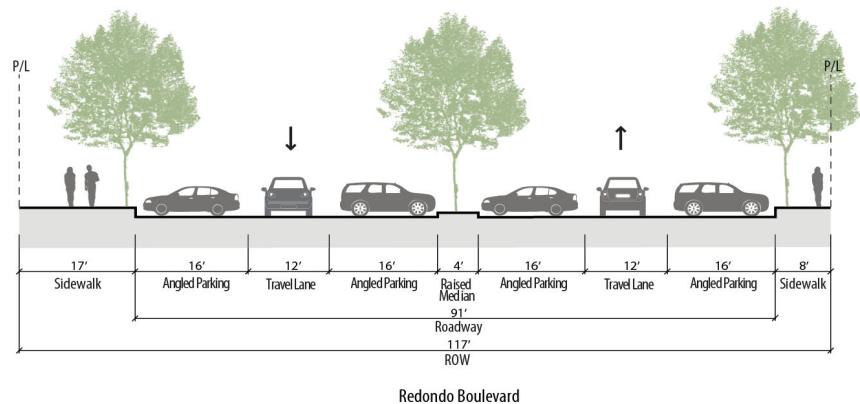


Figure 30  
Proposed cross section of Redondo Boulevard per TOD Overlay Plan.  
Image from TOD Overlay Plan

**12. PUBLIC ART CONSIDERATIONS**

Metro’s public art program and arts programming enhances the customer experience with innovative visual and performing arts that encourages ridership and connect people, sites and neighborhoods throughout Los Angeles County (see Figure 31). A diverse range of site-specific artworks are integrated into the growing Metro system, improving the quality of transit environments, creating a sense of place, and strengthening ties with the communities Metro serves. From photography installations to onboard posters, art tours, and live performances, Metro’s multi-faceted art programs add vibrancy and engage people throughout Los Angeles County.

Public art or arts programming is an opportunity to introduce visual and physical enhancement(s) to the Opportunity Sites that enhances the project quality, making people and transit users more aware of their cultural, historical, social, and/or environmental surroundings and place. Metro encourages respondents to include an Art Plan for a permanent public art component or cultural facility as an integral part of the development. Artist or cultural facility participation on the design team through implementation of a site-specific arts program is encouraged from the outset of architectural design to ensure full integration into the project.

As the Joint Development project evolves, Metro Art will review the Art Plan in the schematic and final design stages to ensure that it is a result of a collaborative effort, is in a publicly accessible location, and contributes to the project as a whole.

As it may apply to the Joint Development opportunity, the City of Inglewood’s Public Art ordinance specifies that 1% of all development costs in eligible projects be allocated to art. Project applications should consult with both Metro Art and the City of Inglewood’s Arts Commission to determine arts fee compliance requirements and options for public art or cultural facility integration as related to the Joint Development opportunity.

Project applicants should consult with both Metro Art and the City of Inglewood’s Public Art ordinance to determine arts fee compliance requirements and options for public art or cultural facility integration as related to the Joint Development opportunity.

**13. SAFETY AND SECURITY THROUGH DESIGN CONSIDERATIONS**

The safe use of transit and associated facilities is of paramount interest to Metro. A Joint Development project at a Metro station site should enhance transit patron’s sense of well-being by utilizing passive



Figure 31  
*Universal Delights*, 2010  
 STEPHEN JOHNSON, Artist  
 Commissioned by Metro Art, Universal City Station

The 58-foot long mosaic mural commemorates the birthplace of the film and television industry with abstracted and colorful imagery referencing camera, stage and star motifs. The artwork is integrated into the area above the concourse ticket vending machines.



Figure 32  
Safety & Comfort provision from First Last Mile Strategic Plan for Enhanced Bus Waiting Area. Goals include: enhance transit riders' level of comfort and improve safety for users at night by improving facility visibility.

Image from First Last Mile Strategic Plan

and active strategies to enhance individual safety and security. Strategies, including utilization of Crime Prevention Through Environmental Design (CPTED) approaches, should be used during the design of the Opportunity Site to enhance project and user safety. At the same time project proponents should incorporate into their development safety concepts noted in both Metro's First Last Mile Strategic Plan and Active Transportation Plan. These concepts extend the sense of safety to include design stratagems that reduce pedestrian, bicyclist, and vehicle conflicts, and enhance transit patrons comfort when using the light-rail, bus (see Figure 32), transit plaza, and parking interfaces that will be associated with the Joint Development project.



APPENDIX A

## A. Community Outreach Process Summary

---

### 1. INTRODUCTION

Completed in June 2015, the Crenshaw/LAX Transit Corridor Joint Development (JD) Strategic Plan identified development opportunities on Metro and County owned properties along the under-construction light rail line, including properties at the Expo/Crenshaw and Fairview Heights Stations. In December 2015, an outside consultant team led by John Kaliski Architects (JKA) was hired that included architecture/urban design expertise, and was supported by economic and market analysis firm HR&A Advisors (HR&A), and community relations firm The Robert Group (TRG). The consultant team was charged with assisting with outreach and analysis leading to the creation of the Development Guidelines.

Over the last year, Metro staff presented at or led over 25 community meetings and events to introduce the Metro JD process to local stakeholders, build relationships, and better understand community priorities and aspirations for future development along the Crenshaw/LAX Transit Project. The result of this robust community outreach process was the creation of Development Guidelines for each JD opportunity site, which set the program, massing, and architecture/urban design expectations for JD proposals. The purpose of this document is to provide an overview of the community outreach process and a summary of the input received.

### 2. OUTREACH STRATEGY

Understanding the diverse interests and aspirations of residents, business owners and other stakeholders along the Crenshaw/LAX Transit Project alignment was crucial to shaping Metro's plan to engage the neighborhoods surrounding each JD site. Metro staff worked closely with the City of Los Angeles, the City of Inglewood and the Crenshaw/LAX Transit Corridor Community Leadership Council (CLC) – a community stakeholder-led Metro project advisory group – to engage community-based organizations and neighborhood stakeholders.

Metro and the consultant (Metro Team) worked closely with the Crenshaw/LAX CLC leadership to ensure the project's outreach strategy leveraged the long-standing relationship the CLC has with the community and its understanding of community sensitivities. With guidance from the CLC, the Metro Team sought to facilitate discussions around community aspirations, desired community

benefits, and build upon the history of efforts to-date in order to achieve sensitivity, transparency, and accountability. While the JD projects were seen as opportunities to benefit a broad range of existing and future residents, Metro acknowledged concerns about gentrification, displacement, and increased housing costs, and emphasized the concept of “place keeping.”

In order to solicit input from a broad array of area stakeholders and help shape the Development Guidelines for the Fairview Heights Station JD Opportunity Site, Metro facilitated meetings with the CLC, organized three intimate roundtable discussions with stakeholder representatives including one focused on business interests, and hosted two large public workshops to discuss community aspirations. Summaries of the outreach meetings are included within this document and all presentation materials from the meetings are posted on the Metro website: <https://www.metro.net/projects/jd-crenshawlax/past-meetings/>.

### 3. COMMUNITY LEADERSHIP COUNCIL ENGAGEMENT

In addition to working closely with the CLC leadership and providing updates at CLC meetings in May and November 2015 and February 2016, the Metro Team presented the Crenshaw/LAX Joint Development program to the CLC Economic Development Work Group on March 3, 2016. The following questions were asked to stimulate discussion.

1. *What makes the corridor special today?*
2. *What needs aren't being met?*
3. *How can future development further community aspirations and goals (uses, design, etc.)?*
4. *Are there projects that we should look to for inspiration?*
5. *How can implementation of the Joint Development program respond to community priorities and build faith in the process?*

The CLC highlighted that the Fairview Heights area has a unique history with live/work buildings for artists. Restaurants and increased retail options were identified as needs, as locals are spending their dollars in other areas. With a substantial youth population, CLC members also encouraged the JD project look 40-50 years to the future to consider what to build for the next generation of Inglewood residents. Local developers, non-profit organizations, and small businesses should be encouraged to participate in the Joint Development project.

#### 4. STAKEHOLDER ROUNDTABLES

On March 12 and March 15, 2016, two stakeholder roundtable discussions were held with 10 representatives from Fairview Heights resident and homeowners associations, business groups, City of Inglewood staff, arts organizations, and other community-based organizations. Intimate by design, these discussions were intended to engage area stakeholders and community leaders to elicit major concerns and development ideas. The format for the roundtables involved a brief presentation with an overview of the Joint Development process and the Fairview Heights Opportunity Site followed by a group discussion. The questions from the CLC Economic Development Work Group were used to initiate discussion.

Roundtable participants highlighted the quaint vintage homes in the area. Drawn to the area because of its affordability, artists moved in along West Boulevard and Hyde Park Boulevard and have contributed to the eclectic character of the neighborhood. With a substantial youth population, participants felt the area would be well-served by additional community organizations and centers like Chuco's located on Redondo Blvd. Residents did not express opposition to change, but urged that any new project in the area avoid modern architectural styles incompatible with the nearby single family homes. The participants referred to their neighborhood as a "residential oasis," but would like to see small to medium-sized restaurants or retail shops. They would like to be able to walk to make small purchases like a cup of coffee or sandwich, rather than traveling by car to other areas. Improving pedestrian connections between the JD project site and the nearby Edward Vincent Junior Park was identified as a community priority. Residential units with varying levels of affordability above ground floor retail were favorable to most participants. Roundtable participants felt big box chain stores would be more appropriate in the Downtown Inglewood area. Downtown Long Beach and Silverlake were mentioned as areas to look to for inspiration for the JD site.

An additional roundtable discussion was held on March 11, 2016 with business leaders representing the entire Crenshaw/LAX Transit Corridor. Following an overview of the Expo/Crenshaw and Fairview Heights Joint Development Opportunities, the following questions tailored to the business community were used to initiate discussion.

1. *What are the assets of the Crenshaw/LAX commercial corridor?*
2. *What types of businesses could be attracted to the area that would provide quality jobs for local residents, and have positive community impacts?*
3. *What do you think can/should be done to maintain and strengthen local businesses?*



4. *How can the Joint Development sites help attract business and fulfill the commercial potential of the area?*
5. *What specific types of business services would benefit local business operations and revenues?*

The central location of Fairview Heights in Los Angeles County was mentioned as a major asset. The proposed NFL Stadium is set to dramatically change the City of Inglewood. The Fairview Heights Station's close proximity to the proposed stadium has the potential to create many opportunities for economic development. Participants felt that Inglewood lacks meeting space, so a community center with conference/meeting space by the station would be convenient. Improved safety and security was also discussed as being key to encouraging economic development.

### 5. COMMUNITY WORKSHOPS

Metro's community engagement continued through April with workshops held for Fairview Heights on April 2 and April 30, 2016. The prior roundtable discussions were instrumental in shaping the format and content of these site-specific workshops.

#### ***Community Workshop #1***

The first Community Workshop was intended to orient and inform the community of the Fairview Heights Joint Development Opportunity Site as well as learn about community priorities, needs and aspirations. In addition to presenting information on the sites and the surrounding neighborhood, an overview of the in-progress regulatory plans being prepared by the City of Inglewood and a snapshot of the current neighborhood demographics and market conditions were presented.

Metro worked diligently to reach and involve all members of the community, employing several modes of media outlets and methods to invite, inform and learn from neighbors. The community workshops were promoted through the distribution of more than 4,000 flyers within 1/2 mile of the Fairview Heights site and on Metro busses and trains; creative utilization of social media including Facebook, Twitter, and NextDoor; phone calls; and door-to-door engagement along commercial corridors to personally encourage community participation. Additionally, elected official newsletters and local newspapers such as The Wave and LA Sentinel were utilized to promote the workshops. Understanding not all stakeholders have time to participate in meetings, comment cards were

distributed at all workshops and stakeholder roundtables so participants could share with neighbors who were unable to attend. A comment form was also made available on the Crenshaw/LAX Joint Development website.

Over 30 community members attended the first workshop and shared their vision and concerns for future development of the Fairview Heights Opportunity Site. Following a presentation and overview of the site, participants were split into groups of 8-10 people. To facilitate the discussions, the following six questions were asked at the breakout tables:

1. *Fill in the blank – “In 5 years, the Fairview Heights Station will be in full operation and this neighborhood will be \_\_\_\_\_?”*
2. *What types of uses would you like to see at this site?*
3. *What would be the look, feel, or design of a successful project here?*
4. *What are some community needs a future project here could help meet?*
5. *Is there a project or place you enjoy that we can look to for inspiration for this site?*
6. *As Metro moves forward on this development, how would you like to stay informed and involved in the process?*

Feedback from the tables revealed five reoccurring themes:

1. **Connection to Arts-Oriented Community.**  
The Fairview Heights community takes pride in the artist community who set up residence in live-work buildings along West Boulevard and Hyde Park Boulevard for the past 25 years. The artist community contributed identity and social support to the area at a time when resources were leaving it. Residents face the promise of new investment and development mindful of their shared history with the artist community. Although participants voiced a primary need for retail-oriented uses, an arts component or connection to the arts framework remained an integral part of the conversation: “shops with eateries, art studios - these encourage positive community interaction.” Participants were in favor of live-work lofts along the alley between the County property and residential properties as a way to activate the ground level with art studios and living space above.

- 2. Pedestrian Connections.**  
Participants expressed the need to connect the site, the train station and Edward Vincent Junior Park both physically - walking and bike paths, “landscaping, public art, lighting and safety” - and programmatically - access to the outdoor amphitheater, Inglewood Playhouse, “summer concerts, free shows.” Participants envisioned a new transit plaza that is vibrant, colorful and serves as an “inviting and compatible connection” between the station and park.
- 3. Local Architectural Style: reflect the surrounding context and scale.**  
The County site sits south of the Fairview Heights Neighborhood comprised of mostly one-story single-family residences. Participants were excited for the “once in a lifetime investment” but wanted to see a mixed-use project “scaled properly” and responsive to the architectural look and feel of the adjacent neighborhood.
- 4. Mixed-Use Quality Neighborhood-Serving Retail.**  
Participants highlighted the need for a mixed-use project with quality neighborhood-serving retail on the ground floor facing Redondo Boulevard and residential uses above. Attendees acknowledged that the future Fairview Heights Station will be one stop away from the Downtown Inglewood Station and the new retail developments on Market Street, emphasizing an interest in modest neighborhood-serving “retail that invests in the community” and locally-owned uses that “keep money here.” Retail use was envisioned with a “social component to bring the community together; restaurants, supper clubs, entertainment.” Other neighborhood-serving uses included: coffee shop/café, grocery store with fresh produce, dry cleaners and child care.
- 5. Mixed-Use/Mixed-Income High-Quality Housing.**  
Participants were in favor of mixed-income housing as long as it is “architecturally beautiful and well managed.” The Fairview Heights community has a higher youth population, which was reflected in participants’ request for, “affordable housing, family-oriented two-three bedroom units.” A few participants noted a high rental population and expressed a desire for condos and/or townhouses, “there is a need for an ownership component, this creates stability and pride of ownership.”

At the first workshop, members of the public were also invited to demonstrate their preferences for 12 different potential uses for the Fairview Heights site by voting with 4 green “yes” stickers and 2 red “no” stickers and leaving written comments on boards. The 12 different potential uses were identified based on the roundtable discussions. The top three “yes” and “no” responses were as follows:

**Top Three Yes Votes**

1. Neighborhood Retail (14 votes)
2. Restaurant (13 votes)
3. Transit Plaza / Gathering Space (12 votes)

**Top Three No Votes**

1. Affordable Housing (5 votes)
2. Health Center (4 votes)
3. Job Center (4 votes)

Participants voted most positively for neighborhood retail use, depicted on the boards with street view photos of SoMa (San Francisco), Third Street (Santa Monica), and Pentagon Row (Arlington, Virginia). One participant noted, “I’ve been driving far away to shop. I want to shop here.” Retail was seen as both an attractor - “retail will drive people to the area” - and a community benefit - “vibrant storefronts keep eyes on the streets making it safer.” A need for sit-down restaurants and public spaces was also expressed. A transit plaza/gathering space “located next to the park could create an opportunity for a vital, artistic community center.”

Fewer participants placed their red stickers. Opinions on affordable housing were split - 5 “no” votes and 8 “yes” votes. Mixed-income and affordable housing uses were preferred over low income housing options. Opinions also differed greatly on job and health center uses for the site, with one commenter noting that these are 9-5 uses that “don’t promote a 24-hour community. The full results of the Uses Board exercise are shown in Figure A.1.

Following the workshop, a summary with findings and recurring themes was prepared and made available to the public.

***Community Workshop #2***

The second Fairview Heights Community Workshop held on April 30, 2016 was designed to share Metro’s findings



# COMMUNITY OUTREACH PROCESS SUMMARY - FAIRVIEW HEIGHTS STATION

## TOP 'YES' ANSWERS

- 14 Neighborhood Retail
- 13 Restaurant
- 12 Transit Plaza / Gathering Space
- 11 Market Rate Housing
- 9 Café
- 9 Neighborhood Market
- 8 Live-Work Loft
- 8 Youth Center
- 8 Affordable Housing

## TOP 'NO' ANSWERS

- 5 Affordable Housing
- 4 Health Center
- 4 Job Center

## VOTING BY USE CATEGORIES

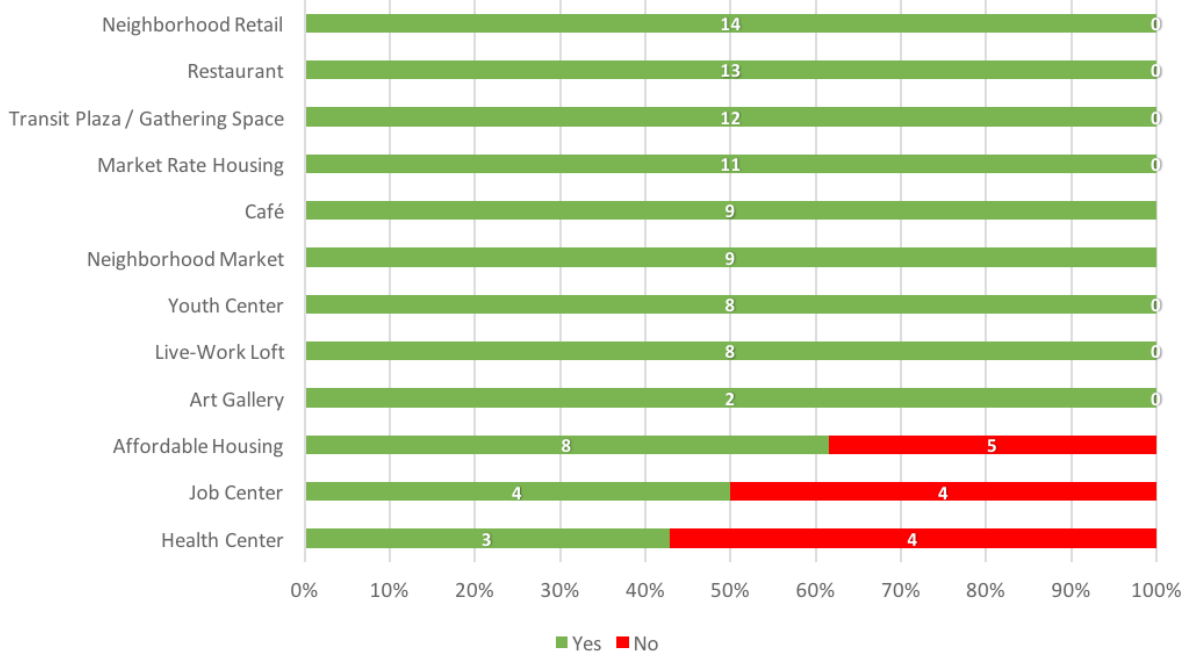



Figure A.1



from outreach endeavors to date including the first workshop, introduce market feasibility studies for suggested uses on the site and obtain additional input. The format included a presentation, feedback forms, and five information stations around key themes from the first workshop.

The five stations were:

1. Housing
2. Design/Planning
3. Commercial Uses
4. Community Amenities
5. Metro Joint Development

Eight surveys were completed. When asked for comments on affordable versus market rate housing, most respondents supported affordable and workforce housing. Ground floor retail should be small in scale, but high quality in order to give transit riders a reason to stop and enjoy the area. Participants expressed a strong interest in architectural design elements compatible with the existing character of the community. Public gathering space such as a plaza, public art components, and pedestrian-oriented features were also highlighted as important. Any future project should encourage transit ridership and create safety and security for the community. Overall, the second workshop reinforced what Metro heard from community members at the Fairview Heights roundtable discussions and first workshop.

Participants also emphasized the importance of continued community engagement throughout the development of the Joint Development project, which Metro is committed to. In order to create a successful project with broad community support, the development team for the future Fairview Heights JD project will be required to regularly engage and solicit input from area stakeholders during development and implementation.