

# Part 3

## Outreach

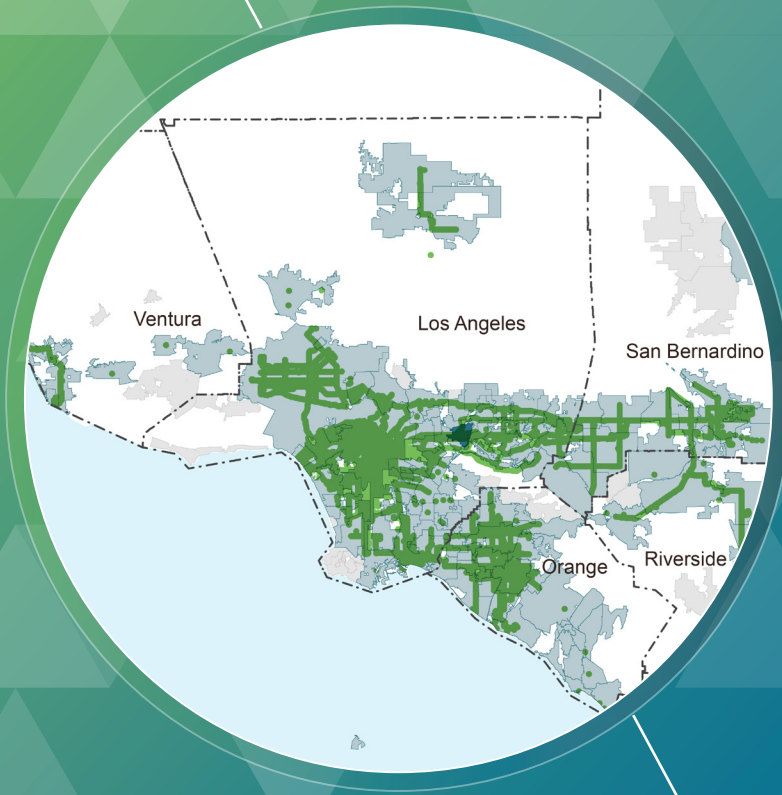
Input from key stakeholders was an essential component of the research and analysis presented in Part 4 (Opportunities and Constraints), and ultimately Part 5 (Vision).

### Stakeholder Interviews

Metro and Foothill Transit

Magellan Group

CBRE and Cranbrook Realty Corporation Brokers



## Metro and Foothill Transit - 4/17/2018

## STAKEHOLDER INTERVIEWS

The Consultant Team facilitated a conference call meeting with representatives from the City's Transit providers: Metro and Foothill Transit. A short presentation of the conceptual framework plan was followed by a discussion of opportunities and considerations for the vision plan.

Notes from that discussion follow:

### Introductory Comments

- This project will set up a vision and policy document, not a regulatory framework
- Reduced car use, net-zero development, new technologies, urban and walkable neighborhoods

### Metrolink Station

- Metro and City jointly own Metrolink site
- Metro completed Metrolink relocation study in 2017
  - Includes key background data that could be useful for HQT project
  - Survey and ridership information included
  - Due to cost and logistical considerations, recommendation was to leave Metrolink station at current location
- Low ridership at Metrolink
- No talks of 1:1 replacement or other
- Study has destinations/origins information

### Metro Bus Station

- Metro anticipates growth at transit station
- Grapevine Development currently in talks with Metro regarding use of portion of land, but no agreement reached
- Parking Situation
  - Current lots are full
  - Long term plan is to build a parking structure to replace some/all parking

### Foothill Transit

- El Monte Station
  - Westernmost portion of service area
  - Major Hub
  - Origins of most riders east of El Monte into DTLA
- No service to Flair District (El Monte business park) anticipated
- Students comprise bulk of ridership to El Monte station
  - Routes 190, 194 are busy in the system; connection to Cal Poly Pomona
  - Looking to partner with Metro for Cal State LA
- Ridership Increase

- Overall ridership increase predicted
- Ridership will increase if UPass program is expanded for students

### Ramona Corridor

- Ramona corridor as possible BRT from El Monte to Baldwin Park
- Alternatives Analysis will be released as RFP soon
- El Monte received grant for BRT
- LA County of Public Works
  - Lead agency (BRT)

### TIF Grant from Metro

- EIFD Financing in downtown area
- Kick-off meeting anticipated in September 2019
- Study will be completed within one year of kick-off meeting

### Other

- Bicycle Connections/Facilities
  - Metro plans to provide electric bike service in future
  - Metro Bike Hub
    - Not fully utilized
    - Fee to use lockers
    - Bike racks also available and are popular
  - Metro Bike Share Program
    - No bike share currently available in El Monte
    - City initiates bike share
    - El Monte have not yet requested but City staff will circle back to Transportation Department at the City

## Magellan Group - 4/18/2018

## STAKEHOLDER INTERVIEWS

The Consultant Team facilitated a conference call meeting with representatives from the Magellan Group. A short presentation of the conceptual framework plan was followed by a discussion of opportunities and considerations for the vision plan. Notes from that discussion follow:

### Introductory Comments

- This project will set up a vision and policy document, not a regulatory framework
- Reduced car use, net-zero development, new technologies, urban and walkable neighborhoods

### Attraction to Metrolink Site

- Vacant property / city owned / walking distance to city center
- Partnership with Cesar Chavez Foundation and Onyx
- Downtown Specific Plan, publicly-owned park
- Airport
- Rio Hondo Bike Path

### If Metrolink Site was not Available

- Would still see it as development site
- Good site for market rate housing and affordable housing
- Bus transit, main street that hasn't gentrified, airport, Metro

### Plan as it Stands Today

- 1.3 spaces per unit
- 100 units would be affordable at up to 80% of AMI; 9% LIHTC project
  - \$2500 3 bedrooms
  - \$1354 2 bedroom
  - \$456 1 bedroom
- Market Rate:
  - 200 units 1-2 bedrooms / some studios
- Western San Gabriel Valley in process of being gentrified
- Asian influx – boosting commercial and residential rents
- San Marcos 30% - 60% Asian
- 888 Place – Project in Alhambra
  - \$3/sq.ft. for rent
  - Retail:
    - Not much, in conjunction with neighbor?
    - Possibly 15K near Valley Boulevard and Center Avenue

### Metrolink

- Replace Metrolink parking 1:1? Not yet certain
- Meeting with Metrolink this week
- Of 235 available spaces, only ~30% are currently utilized
- Hoping to do shared parking with Metrolink but no agreement reached at this time
- Potential conversion of parking podium in future and importance of pick up drop-off

### Other

- Expect to build market site and affordable at the same time (expectation)
- Question for SCAG: Are funding opportunities geared towards open space or complete streets, bike lanes etc. Answer: all of the above. Multiple funding programs available through Federal, State, and local sources. HQT team will identify the right mix given the needs for the Downtown area
- Valley Mall / Main Street as key corridors for unifying Metro and Metrolink sites

## CBRE and Cranbrook Realty Corporation Brokers - 4/18/2018

## STAKEHOLDER INTERVIEWS

The Consultant Team facilitated a conference call meeting with representatives from the CBRE and Cranbrook Realty Corporation Brokers. A short presentation of the conceptual framework plan was followed by a discussion of opportunities and considerations for the vision plan. Notes from that discussion follow:

### Barriers to TOD in Downtown El Monte

- Disposable income not sufficient to justify higher-end retail
  - 3.75/sq. ft. vs 2.25/sq. ft. El Monte; More attractive investment options in Glendale, Pasadena, Alhambra
  - Market is moving eastward, however
- Lack of demonstrated successful TOD projects; need catalyst to convince other developers that El Monte is a lower risk investment
- Large percentage of Downtown parcels owned by public agencies
  - Ground lease not desirable due to prevailing wage requirements; difficult to finance without ownership stake in land

### Opportunities/Necessary Initiatives to Remove Barriers

- Land swap between private property owners elsewhere in El Monte and public agencies holding valuable properties Downtown
  - School District(s), City properties seen as key opportunities
- Need private investors to assume risk but will need a higher return on investment – public subsidy needed to close gap until El Monte becomes a more attractive, lower risk investment opportunity
- Streamlining – Currently a four-year timeline from initiating entitlement process to construction and leasing space; need to shorten schedule to make projects more viable
- Need to subsidize affordable rent and housing; create critical mass of Downtown residents through a balance of both affordable and market rate housing
- Once critical mass is reached, new retail space can be offered at higher lease rates
- Close the infrastructure gap – need to identify utility and other project infrastructure, secure funding, and build before developers can invest. Remove uncertainty for developers