

B. Fact Sheet

North Hollywood Transit Center

Nominating Agencies:

Los Angeles
County
Metropolitan
Transportation
Authority (Metro)



Project Location:

North Hollywood neighborhood in the City of Los Angeles, Los Angeles County

Project Cost

Total Project Cost: \$62 million

Total LPP Request: \$25 million

Project Schedule

End PA&ED:
SUMMER 2020

Beg PS&E:
FALL 2024

R/W:
FALL 2024

End CON:
FALL 2025

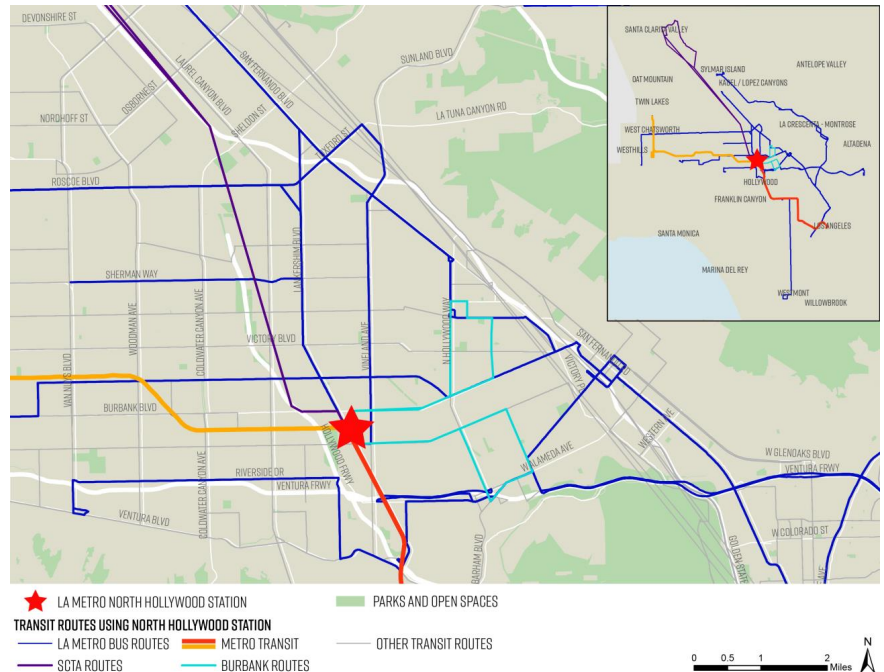
Project Context

- Located in a fully built-out, urbanized area of the San Fernando Valley
- Fully situated in disadvantaged and low-income communities
- Regionally significant transit hub with 25,000 daily boardings

Project Scope

The North Hollywood Transit Center will accommodate increased transit demand, improve the transfer environment, facilitate smoother operations, and result in faster overall travel times. Planned improvements include:

- 29 bus bays serving several Metro and municipal transit operators including LADOT, Burbank Bus, Santa Clarita Transit, Metro Micro, and three Metro BRT services
- Bus-only lanes around the entire Transit Center
- New portal into the B Line (Red) subway to accommodate increased pedestrian flows
- Security center housed in new B Line station portal
- New Metro Bike Hub and Bike Share kiosks
- New transit shelters and seating to accommodate the 29 bus bays
- Drought tolerant, native landscaping to provide shade and decrease urban heat island effect
- Break room and restrooms for Metro operators



- Electrification of up to 20 bus bays with charging infrastructure to support Metro's full fleet electrification by 2030

Project Benefits

Transit Benefits

- > Travel Time Savings: Reduction in average transfer time from 3.7 minutes to 2.4 minutes per rider.
- > Induced Transit Trips: 2,398 new daily transit trips

Other Benefits

- > Active Transportation Benefits: 1,575 new daily bicycle trips
- > Employment Benefits: 431 new jobs

Housing Benefits

The Transit Center is part of a larger package of public investments and benefits, including a new public community open space, and a substantial public arts program. The package includes a housing investment of over 1,500 housing units including 311 affordable units which will provide homes for Metro's core transit riders at a regionally significant transit center. The infill housing development is intended to generate increased transit demand, which will in turn support carbon emission reduction goals.

Climate Change & GHG Emissions

Annual average Carbon dioxide reduction of 901 tons over the life of the project.

Equity

The Project is located in a census tract designated by CalEPA as a disadvantaged community, as it lies within the state's highest 25 percent of Cal EnviroScreen statewide scores measuring pollution burdens, population characteristics, and other indicators of concern. It will greatly enhance the experience of riders of Metro and municipal bus services, BRT service on the Metro G Line, and rail service on the Metro B Line. By consolidating bus bays, the Project creates more direct paths between buses, BRT, and the B Line subway station. This will decrease transfer times, increase safety, and improve reliability for Metro riders and residents in general.

Community Impact Mitigation

The Project is situated in an area identified as at risk of "Probable Displacement" by the Urban Displacement Project Estimated Displacement Risk (EDR) mapping provided in CTC's Solutions for Congested Corridors (SCCP) guidelines. Metro will assist the impacted businesses on the existing Transit Center site in finding replacement locations and compensate them for relocation.