

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

City of Artesia

City of Bell

City of Bell Gardens

City of Cudahy

City of Downey

City of Glendale

City of Huntington Park

City of Maywood

City of Paramount

City of South Gate

Burbank-Glendale-Pasadena
Airport Authority

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City of Huntington Park

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General Counsel

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Ex-Officio

William Rawlings
City Manager Representative

A G E N D A R E P O R T

TO: Members of Eco-Rapid Transit Board of Directors

FROM: Michael Kodama, Executive Director

DATE: September 9, 2020

SUBJECT: **COMMUNICATION ITEMS TO THE BOARD**

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker



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Metropolitan Transportation Authority

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May 21, 2020

Karina Macias
Eco-Rapid Transit Chair
16401 Paramount Boulevard
Paramount, CA 90723

Re: Parking Issues with the Development of the West Santa Ana Branch/Eco-Rapid
Transit Light Rail Corridor Project

Dear Ms. Macias:

Thank you for your letter dated January 1, 2020 and received on April 17, 2020 which addressed station area parking associated with the West Santa Ana Branch (WSAB) Transit Corridor Project. Your letter noted specific local parking concerns particularly at the northern terminus for Initial Operating Segment (IOS) 1, now referred to as Alternative 4 in the WSAB Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Metro has and will continue to act proactively to address and resolve WSAB-related parking issues with the affected local jurisdictions within the corridor. This letter provides our most current information and approach to WSAB Project parking.

Proposed Stations and Transit Patron Parking

As currently configured, the Draft EIS/EIR for the WSAB Project will address four Build Alternatives: two full length alternatives to downtown Los Angeles and two shorter length, funding constrained, initial phase operating segment alternatives. All park-and-ride facilities would be located along the southern portion of the project. Alternatives 1, 2, and 3 would have 5 park-and-ride facilities with a combined supply of 2,780 spaces. Alternative 4, which would terminate at the I-105/C Line, would have 4 stations, each with a park-and-ride facility and a combined parking supply of 2,180 spaces. It should be noted that the I-105/C Line Station would be a major east-west to north-south transfer point for the Metro rail network. Specifically, the proposed parking facilities would be located adjacent to the following WSAB stations:

- City of South Gate - Firestone Station (up to 600 spaces) (Not constructed under Alternative 4)
- Cities of South Gate/Paramount I-105/C Line (Green) Station (up to 320 spaces)
- City Paramount - Paramount/Rosecrans Station (up to 490 spaces)
- City of Bellflower - Bellflower Station (up to 260 spaces)
- City of Artesia - Pioneer Station (up to 1,100 spaces)



The proposed parking supply and locations were based on outputs from the Metro Travel Demand Model as well as on-site availability and other local land use constraints. Additionally, parking locations were evaluated in prior studies prepared in support of the WSAB Project. In February 2013, SCAG completed the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study in coordination with WSAB corridor cities, Eco-Rapid Transit, The Gateway Cities Council of

Governments, and Metro. Among other locations, the AA Study recommended parking facilities at I-105/C Line. Building upon the AA Study, the Technical Refinement Study evaluated the feasibility of adding a new Metro C Line Station. As part of the evaluation, it was projected that a total of 300 parking spaces would be needed to meet the park-and-ride demand for both stations.

Parking Coordination with Local Cities

Beginning in 2017, Metro has coordinated with local cities' staff on the location and size of proposed parking facilities, with consideration given to how the facilities would function within the surrounding community and support future land uses.

During April and May 2017, Metro met with representatives of the Cities of Artesia, South Gate, Huntington Park, Downey, Cerritos, Vernon, Bell, and Paramount to discuss the light rail line within each city, the WSAB alignment and grade crossings, and proposed stations and parking, as applicable. Specifically, the meetings with the Cities of Artesia, South Gate and Paramount discussed specific locations where parking for the Pioneer, Firestone, I-105/Green Line, and Paramount/Rosecrans Stations could be provided. During these meetings, Metro also listened to concerns from representatives of the Cities of Downey and Cerritos regarding proposed parking.

Additional meetings were held with the Cities of Paramount, Bell, South Gate, Bellflower, Huntington Park, and Artesia in August, September, and October 2019 to provide a project update with a focus on grade crossing comments received from the cities. During the meeting with the City of South Gate, the parking location for the Firestone Station was discussed. During the meeting with the City of Huntington Park, attendees discussed that parking impacts and mitigation be included in the Draft EIS/EIR.

Metro also met with representatives of the Cities of Artesia, Huntington Park, and South Gate in January, March, and April 2020. During the meeting with the City of Artesia, attendees discussed the proposed parking at the Pioneer Station. Based on feedback received during the meeting, Metro revised the height and footprint of the parking structure. During the meeting with the City of Huntington Park, attendees discussed the loss of parking along Randolph Street. As mentioned at this meeting, specific design for mitigations were shared with City of Huntington Park staff. Another meeting will be scheduled to discuss this issue further. Parking associated with the Firestone Station was discussed with the City of South Gate.

Parking supply was adjusted at the proposed WSAB Bellflower Station in light of City of Bellflower plans for construction of a new parking structure in the vicinity of the proposed station.

Parking Impact Analyses

As part of the Draft EIS/EIR being prepared for the WSAB Project, parking impact analyses are being conducted, including: (1) on-street parking supply and utilization, (2) parking demand associated with each station compared to proposed supply, and (3) physical loss of on-street parking associated with construction of the WSAB Project (both temporary during construction and permanent during operation). The analyses will consider the number and type of parking spaces in each block around proposed station location, along with an assessment of available spaces based on the field observation. The analyses are being conducted for each of the four Build Alternatives and consider changes in forecasted parking demand between each alternative. The results of these analyses will be included in the Draft EIS/EIR and a corresponding technical report.

Strategies to Minimize Parking Impacts

The WSAB Draft EIS/EIR, expected to be released for public review in early 2021, will identify mitigation measures for parking impacts associated with the four Build Alternatives. Development of these measures are still underway, but it is anticipated that they will address parking management strategies that would be developed in coordination with local jurisdictions to address the physical loss of parking (temporary during construction and permanent from implementation of the Project) as well as spillover parking in residential areas. Similar to other Metro projects, parking management strategies are typically implemented immediately prior to and after the opening of a transit line when the actual impacts of parking have been determined. Such timing also allows for consideration of parking supply and policies in effect at that time. As part of this management approach, a parking monitoring study/program could be conducted (possibly by a third-party), in coordination with local cities/communities, after the opening of the WSAB Project to monitor on-street parking activity resulting from the project. This study/program would identify actual spillover parking impacts where parking demand is notably greater than the estimated demand before the opening of service, to assess the need for an appropriate parking management program tailored to the local community/jurisdiction.

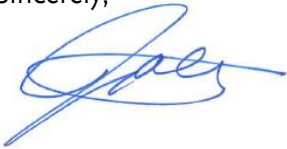
Long-Term Station Area Parking Management Strategies

While not a part of the WSAB Project environmental process and document, Metro has supported preparation of the WSAB Transit Oriented Development Strategic Implementation Plan (TOD SIP), completed in May 2019. This document outlines an overarching vision and strategic guidance for corridor cities to use as a reference as they develop and implement their own station area plans, policies and economic development and mobility strategies. Innovative corridor-wide parking management strategies, including parking demand management, parking in land use/zoning, and parking design, are included as part of a transit supportive planning toolkit to aid local jurisdictions. Further information on the TOD SIP can be found online at <https://www.metro.net/projects/todsip/>.

Karina Macias
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Once again, thank you for your letter. Metro is committed to continue engaging with corridor cities to address project issues, particularly successfully integrating transit patron parking into station areas, with the goal of delivering a project that brings benefits to communities throughout the WSAB corridor. Please feel free to reach out to WSAB Project Manager Meghna Khanna at KhannaM@metro.net or 213-922-3931.

Sincerely,



James de la Loza
Chief Planning Officer

cc: David Mieger, AICP, Senior Executive Officer, Countywide Planning & Development
Meghna Khanna, Senior Director, Countywide Planning & Development
Mark Dierking, Community Relations Manager
Gateway Cities Council of Government
WSAB CM TAC Chair

In the Memory of



James Fang

September 27, 1961 – August 14, 2020



James Fang, respected civic leader and Newspaper publisher, passed away on Friday August 14, 2020. He was 58