

CALL AND NOTICE OF SPECIAL MEETING

CITY OF HUNTINGTON PARK

CALLED BY MAYOR GRACIELA ORTIZ

NOTICE IS HEREBY GIVEN That a Special Meeting of the City Council of the City of Huntington Park will be held on Tuesday, September 23, 2021, at 6:00 p.m. at City Hall Council Chambers, 6550 Miles Avenue, Huntington Park, CA 90255

Graciela Ortiz
Mayor

Eduardo "Eddie" Martinez

Vice Mayor

Karina Macias

Council Member

Marilyn Sanabria
Council Member



Manuel "Manny" Avila
Council Member

All agenda items and reports are available for review in the City Clerk's Office and www.hoca.gov. Any writings or documents provided to a majority of the City Council regarding any item on this agenda (other than writings legally exempt from public disclosure) will be made available for public inspection in the Office of the City Clerk located at 6550 Miles Avenue, Huntington Park, California 90255 during regular business hours, 7:00 a.m. to 5:30 p.m., Monday—Thursday, and at the City Hall Council Chambers during the meeting.

Any person who requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting may request such modification, accommodation, aid or service by contacting the City Clerk's Office either in person at 6550 Miles Avenue, Huntington Park, California or by telephone at (323) 584-6230. Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

PLEASE SILENCE ALL CELL PHONES AND OTHER ELECTRONIC EQUIPMENT WHILE COUNCIL IS IN SESSION. Thank you.

PLEASE NOTE--The numerical order of items on this agenda is for convenience of reference. Items may be taken out of order upon request of the Mayor or Members of the City Council. Members of the City Council and the public are reminded that they must preserve order and decorum throughout the Meeting. In that regard, Members of the City Council and the public are advised that any delay or disruption in the proceedings or a refusal to obey the orders of the City Council or the presiding officer constitutes a violation of these rules.

- The conduct of City Council meetings is governed by the portion of the California Government Code commonly known as the "Brown Act" and by the Huntington Park City Council Meeting Rules of Procedure.
- The City Council meeting is for conducting the City's business, and members of the audience must obey the rules of decorum set forth by law. This means that each speaker will be permitted to speak for three minutes to address items that are listed on the City Council agenda or topics which are within the jurisdictional authority of the City.
- No profanity, personal attacks, booing, cheering, applauding or other conduct disruptive to the meeting will be permitted. Any person not adhering to the Rules of Procedure or conduct authorized by the Brown Act may be asked to leave the Council Chambers.
- All comments directed to the City Council or to any member of the City Council must be directed to the Mayor (or Chairperson if Mayor is absent).

We ask that you please respect the business nature of this meeting and the order required for the proceedings conducted in the Council Chambers.

Public Comment

Certain provisions of the Brown Act are temporarily waived pursuant to Governor Newsom's Executive Order N-25-20 and N-29-20.

In the interest of Public Health and Safety in order to minimize the spread of the COVID 19 virus, you are strongly encouraged to observe the City Council meetings on the City of Huntington Park's website at www.hPCA.gov.

PUBLIC COMMENT — If you would like to comment on any listed Agenda Items, please email the City Clerk's office at publiccomment@hPCA.gov or by telephone, by calling (323) 584-6230, up until one (1) hour, prior to the start of the meeting. Public Comments will then be read during public comment and made part of the record.

The City of Huntington Park thanks you in advance for your cooperation.

For both open and closed session, each speaker will be limited to three minutes per Huntington Park Municipal Code Section 2-1.207. Time limits may not be shared with other speakers and may not accumulate from one period of public comment to another or from one meeting to another. **This is the only opportunity for public input except for scheduled public hearing items.**

All comments or queries shall be addressed to the Council as a body and not to any specific member thereof. Pursuant to Government Code Section 54954.2(a)(2), the Ralph M. Brown Act, no action or discussion by the City Council shall be undertaken on any item not appearing on the posted agenda, except to briefly provide information, ask for clarification, provide direction to staff, or schedule a matter for a future meeting.

Important Notice

The City of Huntington Park shows replays of City Council Meetings on Local Access Channel 3 and over the Internet at www.hrica.gov. NOTE: Your attendance at this public meeting may result in the recording and broadcast of your image and/or voice.

CALL TO ORDER

ROLL CALL

Mayor Graciela Ortiz
Vice Mayor Eduardo "Eddie" Martinez
Council Member Karina Macias
Council Member Marilyn Sanabria
Council Member Manuel "Manny" Avila

INVOCATION

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT

Pursuant to the Governor's Executive Orders, any emailed public comment will be read into the record at this time.

Pursuant to Government Code Section 54954.3(a) Members of the public will have an opportunity to address the City Council on items listed on this agenda. For items on this agenda each speaker will be limited to three minutes per Huntington Park Municipal Code Section 2-1.207. Time limits may not be shared with other speakers and may not accumulate from one period of public comment to another or from one meeting to another.

STAFF RESPONSE

REGULAR AGENDA

CITY MANAGER

1. DISCUSSION AND EVALUATION OF WEST SANTA ANA BRANCH PUBLIC COMMENTS FOR DRAFT ENVIRONMENTAL IMPACT REPORT

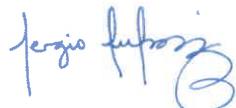
RECOMMENDATION OF ITEM UNDER CONSIDERATION:

1. Discuss and evaluate public comments that have been prepared by staff for the West Santa Ana Branch Draft Environment Impact Report, and;
2. Provide direction and/or additions to the public comments for the West Santa Ana Branch Environmental Impact Report that will be submitted to the Los Angeles County Metropolitan Transportation Authority.

ADJOURNMENT

The City of Huntington Park City Council will adjourn to a Regular Meeting on Tuesday, October 05, 2021 at 6:00 P.M.

I, Sergio Infanzon, hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted at City of Huntington Park City Hall and made available at www.hPCA.gov within 24 hours, prior to the meeting. Dated this 22nd day of September 2021.



Sergio Infanzon, Acting City Clerk



CITY OF HUNTINGTON PARK

Office of the City Manager
City Council Agenda Report

September 23, 2021

Honorable Mayor and Members of the City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mayor and Members of the City Council:

EVALUATION OF WEST SANTA ANA BRANCH PUBLIC COMMENTS FOR DRAFT ENVIRONMENTAL IMPACT REPORT

IT IS RECOMMENDED THAT THE CITY COUNCIL:

1. Evaluate public comments that have been prepared by staff for the West Santa Ana Branch Draft Environment Impact Report, and;
2. Provide direction and/or additions to the public comments for the West Santa Ana Branch Environmental Impact Report that will be submitted to the Los Angeles County Metropolitan Transportation Authority.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The Los Angeles County Metropolitan Transportation Authority ("Metro") is preparing for the development of a new light-rail transit line, the West Santa Ana Branch ("WSAB") Transit Corridor project ("WSAB Project"). As part of the WSAB Project, the City of Huntington Park will collaboratively develop with Metro two light-rail stations within our jurisdiction located at: 1) Florence Avenue & Salt Lake Avenue, and 2) Pacific Boulevard & Randolph Street. Additionally, there will be a third light-rail station on Slauson Avenue in Unincorporated Los Angeles County which our City will share with the County in cost and use (i.e. construction and maintenance) in accordance with Metro half-mile guidelines.

This 19-mile WSAB Project intends to connect Southeast Los Angeles County to downtown Los Angeles, serving the cities and communities of Los Angeles, Unincorporated Florence-Graham, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia. The overall project area is home to approximately 1.2 million residents. This rail corridor is anticipated to serve commuters in a high travel demand region by providing relief to the limited transportation systems currently available to these communities. In addition, the WSAB Project is expected to provide a direct connection to Metro's C and A (formerly "Green" and "Blue") lines.

EVALUATION OF WEST SANTA ANA BRANCH PUBLIC COMMENTS FOR DRAFT ENVIRONMENTAL IMPACT REPORT

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The WSAB is partially funded by Measure M. Per Measure M and Metro's Long Range Transportation Plan (LRTP) financial forecast, as amended, the project has a \$ 4 billion allocation of funding (comprised of Measure M and other local, state, and federal sources. Measure M funding becomes available in two cycles:

- FY 2028 - \$1 billion
- FY 2041 - \$3 billion

The current project cost is estimated to be \$6.5 - \$6.6 billion contingent upon further project design, coordination with freight railroad and Port with Right-of-Way ("ROW"), and development of First/Last mile plans and costs.

Measure M indicates that an early project completion may be made possible through a Public-Private Partnership ("P3") delivery method. A P3 with a comprehensive delivery approach is being pursued as a part of a strategy for accelerating a significantly increased project scope by 2028 in preparation of the 2028 Summer Olympics to be held in Los Angeles.

Currently, the WSAB Project is undergoing an Environmental Impact Report process to prepare the corridor for this light-rail transit.

The following is the current WSAB Project Schedule:

• Draft EIS/EIR Release:	July 2021
• LPA Selection:	Mid 2021
• First/Last Mile (FLM) Planning:	Following LPA Selection
• P3 RFQ:	Following LPA Selection
• Final EIR Certification:	Late 2021
• Record of Decision (ROD):	Late 2021
• P3 RFQ:	Following Final EIR
• Groundbreaking:	2023

Draft Environmental Impact Report

On Friday, July 30, 2021, Metro released the Draft Environmental Impact Report (Draft EIR) for the WSAB Project with an original 45-day public review period that ended on September 13, 2021. At the request of interested parties including our City, Metro extended their public period to 60 days total with a new deadline of September 28, 2021.

The Draft EIR is the paramount document that will determine the environmental impacts of the light-rail project in our City. Chiefly, the Draft EIR will evaluate the performance and benefits of the light-rail alternatives that are proposed by Metro. Additionally, the Draft EIR will study the potential effects of construction and operation as well as evaluate options to mitigate adverse effects to the City. Ultimately, the Draft EIR

EVALUATION OF WEST SANTA ANA BRANCH PUBLIC COMMENTS FOR DRAFT ENVIRONMENTAL IMPACT REPORT

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process as a whole will allow residents and stakeholders the opportunity to provide feedback to Metro on the potential environmental impact of the WSAB Project.

On August 2, 2021 our staff began an internal analysis of the Draft EIR. This review culminated in the attached public comments that were prepared by our Directors (Attachment A). In total, staff prepared 48 public comments for consideration by this body. At this time, we are seeking feedback and further comments from the City Council to include in our submission to Metro.

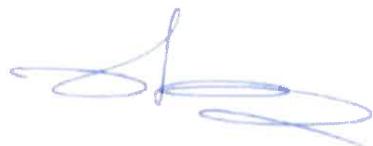
FISCAL IMPACT/FINANCING

There is no financial impact associated with this item.

CONCLUSION

Upon City Council approval, staff will proceed with the recommended actions.

Respectfully submitted,



RICARDO REYES
City Manager



RAUL ALVAREZ
Assistant City Manager

ATTACHMENT(S)

1. Attachment A - WSAB Draft EIR Public Comments from Huntington Park
2. Attachment B - 2017 WSAB Comments to Metro
3. Attachment C - 2018 WSAB Comments to Metro
4. Attachment D - 2019 WSAB Comments to Metro
5. Attachment E - 2020 Eco Rapid WSAB Comments to Metro
6. Attachment F - 2019 WSAB Comments and Metro Responses

ATTACHMENT A

Comment No.	Concern/Issue Area	Raised By	Draft EIR Section/Reference	Public Comment
1	Alternative 3 – full and partial acquisition of parcels	Public Works	At commercial property at northeast corner of Pacific Blvd/Randolph St, approximately 24 parking spaces and some landscaping would be affected due to installation of traction power substations (TPSS).	Is it Metro's expectation is that the City intervene and facilitate transference of partial/full take with private developer?
2	Alternative 3 – full and partial acquisition of parcels	Public Works	At commercial development adjacent to Florence/Salt Lake Station, approximately 11 parking spaces and landscaping would be removed to install TPSS, but commercial uses would remain.	<p>Metro will need to coordinate with the Community Development Department to provide input on removal of off-site parking (private development parking spaces) as the removal of spaces may cause the parcel to become legal non-conforming with minimum parking regulations per CUP.</p> <p>Additionally, removal of private development parking spaces impact street parking.</p>
3	Alternative 3 – full and partial acquisition of parcels	Public Works	Partial acquisition of 2 multifamily residential properties on State St, south of Randolph St, for grade-crossing improvements; a portion of the front yard at two residential properties. Displacement of 8 residents.	Metro will need to coordinate with the Community Development Department on the impact to legal non-conforming setbacks once partial takes are considered and approved.
4	Alternative 3 – full and partial acquisition of parcels	Public Works	Land acquisition at southwest corner of State St/Randolph St.	At commercial property at southwest corner of State St/Randolph St, approximately 3 parking spaces and landscaping would be affected due to grade crossing improvements.

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5	Alternative 3 – full and partial acquisition of parcels	Public Works	Parking loss at San Antonio Elementary School.	At San Antonio Elementary School, a strip of landscaping and approximately 15 parking spaces on the property would be affected by grade crossing improvements.
6.	Alternative 3 – full and partial acquisition of parcels	Public Works	2 full parcel and 47 partial acquisitions needed – Commercial	<p>Temporary construction easement (S/W Corner of Randolph/Alameda)</p> <ul style="list-style-type: none"> 1920 Randolph St - Storage Facility under planning review <p>Full take: N/W Corner State/Randolph</p> <ul style="list-style-type: none"> Mixed use development + PUDs – Planning Commission approved <p>Water Well on Florence/Salt Lake (east)</p> <ul style="list-style-type: none"> A more in-depth conversation needs to take place regarding the relocation of the well. Approximate cost is \$20 million (design, environmental clearances, State permits, construction and construction management).
7.	Alternative 3 – full and partial acquisition of parcels	Public Works	2 Full and 5 partial displacement of multi-family units	<p>Metro will need to coordinate with the Community Development Department on the impact to legal non-conforming setbacks once partial takes are considered and approved.</p>
8.	Alternative 3 – Environmental Concern	Public Works	Alternative 3 – 85 trees could be affected along Randolph Street and Salt Lake Avenue	<p>Trees not in the City's right-of-way.</p> <p>City maintains, prunes and waters trees.</p> <p>None of the trees are protected species.</p>

		<p>Request for the planting of other trees throughout the City:</p> <ul style="list-style-type: none"> Species and location to be determined at a later date. 2 trees to be planted for each tree removed. 	<p>Is the City able to utilize the infiltration/filtration of runoff in its annual MS4/NPDES Report?</p>	<p>MS4 NPDES permit requires implementation of site design, source control, and treatment control BMPs to the maximum extent practical.</p> <p>Stormwater Pollution Prevention Plan (SWPPP) required to be reviewed by City's consultant</p> <p>Coordination with Metro's design team and City is required.</p> <p>Traffic-control improvements and way-finding features would be implemented to provide safe passage and reduce potential conflicts between vehicles and pedestrians/bicyclists traveling between the parking facility and station entrances.</p> <p>Obtain Huntington Park Police Department, Los Angeles County Fire Department and Emergency response units.</p> <p>Addition of two (2) light rail stations and modifications in the street configurations along Randolph Street require security.</p> <p>Emergency Response Plan to reflect changes.</p>
9.	Alternative 3 – Environmental Concern	Public Works	<p>Would increase impervious area by 8.3 acres:</p> <p>MS4 NPDES permit requires implementation of site design, source control, and treatment control BMPs to the maximum extent practical.</p> <p>Stormwater Pollution Prevention Plan (SWPPP) required to be reviewed by City's consultant</p>	<p>Coordination with Metro's design team and City is required.</p> <p>Traffic-control improvements and way-finding features would be implemented to provide safe passage and reduce potential conflicts between vehicles and pedestrians/bicyclists traveling between the parking facility and station entrances.</p>
10.	Alternative 3 – Environmental Concern	Public Works	<p>Would increase impervious area by 8.3 acres:</p> <p>Traffic-control improvements and way-finding features would be implemented to provide safe passage and reduce potential conflicts between vehicles and pedestrians/bicyclists traveling between the parking facility and station entrances.</p>	<p>Obtain Huntington Park Police Department, Los Angeles County Fire Department and Emergency response units.</p> <p>Addition of two (2) light rail stations and modifications in the street configurations along Randolph Street require security.</p>
11.	Alternative 3 – Environmental Concern	Public Works	<p>Would increase impervious area by 8.3 acres:</p> <p>Include security features such as lighting, surveillance, CCTV, access control, and emergency call boxes to reduce the potential for crime and terrorist activity.</p>	

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12.	Alternative 3 – Environmental Concern	Public Works	Temporary barriers and fencing along the perimeter of construction areas and additional temporary parking for construction personnel at construction staging areas would be provided.	Parking area near Salt Lake Park on Salt Lake Avenue may cause park patrons to park on other local streets. Parking near Pacific/Randolph may cause business patrons and residents to seek parking in other locations.	Parking area near Salt Lake Park on Salt Lake Avenue may cause park patrons to park on other local streets. Parking near Pacific/Randolph may cause business patrons and residents to seek parking in other locations.
13.	Alternative 3 – Environmental Concern	Public Works	Along Randolph Street, the intersections of Wilmington Avenue, Regent Street, Albany Street, Rugby Avenue, and Rita Avenue would be modified to eliminate crossing the tracks.	Recommend right-in, right-out configuration.	Recommend right-in, right-out configuration.
14.	Alternative 3 – Environmental Concern	Public Works	Crossings at Malabar Street, Seville Avenue, and Arbutus Avenue.	Recommend improving pedestrian amenities and upgrade traffic signals.	Recommend improving pedestrian amenities and upgrade traffic signals.
15.	Alternative 3 – Environmental Concern	Public Works	Malabar Street and Seville Avenue (traffic signalized).	Pedestrian crossings are integral, minimize pedestrian crossings at the railroad tracks.	Pedestrian crossings are integral, minimize pedestrian crossings at the railroad tracks.
16.	Alternative 3 – Environmental Concern	Public Works	Traffic queuing to make left turns on Randolph Street onto north-south crossings.	Why keep this crossing? Recommend placing fencing/block walls to eliminate illegal crossings.	Traffic impact mitigation measures appear to be minimized in report. Recommend meeting internally with traffic engineering team and presenting draft conceptual plans to the Traffic Authority.

17.	Alternative 3 – Environmental Concern	Public Works	Pacific/Randolph Station located east of Pacific Boulevard.	<p>Alignment would be located on the north side of the existing UPRR-owned La Habra Branch Right-of-Way in the median of Randolph Street.</p> <p>Require the relocation of existing freight track to the southern portion of the rail Right-of-Way with a minimum 20-foot clearance from the freight tracks.</p> <p>Railroad Right-of-Way would be widened by about 15 feet into the street/public Right-of-Way to accommodate the two LRT tracks and the relocated freight track.</p> <p>No parking facility is proposed at this station.</p>
18.	Alternative 3 – Environmental Concern	Public Works	Florence Avenue at Salt Lake Avenue Station.	<p>Aerial configuration and turn south to cross over Randolph Street and the freight track, and then descend back to an at-grade configuration north of Gage Avenue.</p> <p>Pedestrian walkway on the north side of the station platform would connect to a reconfigured sidewalk on the south side of the Florence Avenue and Salt Lake Avenue intersection.</p> <p>To maintain existing sidewalks and roadway lane configurations, the existing water well east of Salt Lake Avenue would need to be relocated. Existing freight tracks within the San Pedro Subdivision ROW would be relocated to the west to accommodate the proposed station platform and tracks.</p> <p>No parking facility is proposed at this station.</p>

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19.	Alternative 3 – Environmental Concern	Public Works	Railroad crossing at Bell Avenue and Salt Lake Avenue.
20.	Alternative 3 – Environmental Concern	Public Works	Railroad crossing at Otis Avenue and Salt Lake Avenue.
21.	Alternative 3 – Environmental Concern	Public Works	Railroad crossing at Santa Ana Street and Salt Lake Avenue.
22.	Alternative 3 – Environmental Concern	Public Works	<p>On-Street Parking.</p> <p>Loss of on-street parking itself is not an adverse effect under NEPA, but it can be a local concern:</p> <p>Recommend peak hour (morning, afternoon and evening) study.</p> <p>Adverse effect: on-street parking supply would decrease below the observed utilization.</p> <p>At stations where transit parking demand is projected to exceed the number of parking spaces provided, the unutilized supply of on-street parking was also considered to determine if transit parking demand could be accommodated via available on-street parking.</p>

<p>For stations without dedicated transit parking, the travel demand model did not include any parking supply and therefore, parking demand was not projected. For these stations, it is assumed that no transit parking would materialize during operation of the Project as there would not be a dedicated parking supply. However, an analysis of available on-street parking was conducted around these stations to determine if some parking demand could be accommodated if passengers do attempt to drive to these stations.</p>	<p>Table 3.8. On-Street Parking Conditions: Proposed Station Location</p> <ul style="list-style-type: none">• Pacific/Randolph – Observed Field Utilization – 60%• Florence/Salt Lake – Observed Field Utilization – 30% <p>Table 3.9. On-Street Parking Conditions: Along the Alignment</p> <ul style="list-style-type: none">• Randolph St – Observed Field Utilization – 20% <p>Analysis for Alternative 2 is used for Alternatives 1, 3, 4, and the design options because the vehicle trip demand associated with park-and-ride and kiss-and-ride represents a worst-case scenario.</p>
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23.	Alternative 3 – Environmental Concern	Public Works	<p>Removal of 79 on-street spaces.</p> <p>Removal of off-street parking spaces would not cause the off-street parking supply to decrease below the respective city parking code requirements and, therefore, would not result in an adverse effect:</p> <p>Strip mall north of the Randolph Street and Rita Avenue intersection: 32 lost spaces</p> <p>Strip mall at the southwest corner of State Street and Randolph Street: 4 lost spaces</p> <p>San Antonio Elementary School and Magnet Center on the southeast corner of State Street and Randolph Street: 15 lost spaces</p> <p>Strip mall on the northeast corner of Walnut Street and California Avenue: 13 lost spaces</p>
24.	Alternative 3 – Environmental Concern	Public Works	<p>On-street parking capacity is available to accommodate those who may try to do so without passengers displacing others using the spaces. Therefore, adverse effects from spillover parking would not occur.</p> <p>Disagree with this assessment.</p>
25.	Alternative 3 – Environmental Concern	Public Works	<p>Transportation Impact Analysis Report (Appendix D) contains detailed information on the queuing analysis conducted.</p> <p>While these are not LOS intersection impacts, the effects from vehicle queues would exceed the available vehicle storage from nearby intersections at the following at-grade crossing locations:</p> <p>Florence Avenue: At California Avenue (East) and California Avenue (West)</p>

26.	Alternative 3 – Environmental Concern	Public Works	<p>There are 20 intersections where Alternative 3 would have adverse effects associated with the nearby at-grade crossing.</p>	<p>Implementation of the mitigation measures discussed in Section 3.5.2, Alternative 3 would have adverse effects at 11 Huntington Park intersections:</p> <ol style="list-style-type: none"> 1) No. 31: Randolph St/Alameda St (West) <ul style="list-style-type: none"> • 150-foot left turn lanes in all 4 locations 2) No. 35: Randolph St/Santa Fe Ave <ul style="list-style-type: none"> • 150-foot left turn lanes 3) No. 36: Randolph St/Malabar St <ul style="list-style-type: none"> • 100-foot left turn lanes 4) No. 39: Pacific Blvd/Clarendon Ave <ul style="list-style-type: none"> • 50-foot left turn lanes 5) No. 40: Pacific Blvd/Randolph St <ul style="list-style-type: none"> • 150-foot left turn lanes in all 4 locations 6) No. 42: Randolph St/Seville Ave <ul style="list-style-type: none"> • 150-foot left turn lanes 7) No. 43: Randolph St/Viles Ave <ul style="list-style-type: none"> • 150-foot left turn lanes 8) No. 45: Randolph St/State St <ul style="list-style-type: none"> • 150-foot left turn lanes (westbound) 9) No. 49: Gage Ave/Salt Lake Ave (West) 10) No. 53: Florence Ave/California Ave (West) <ul style="list-style-type: none"> • No feasible mitigation options were identified
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				11) No. 54: Florence Ave/California Ave (East) <ul style="list-style-type: none"> • 300-foot n/b left turn lane
27.	Alternative 3 – Environmental Concern	Public Works	Mitigation Measures.	<p>Pre-signals and Queue-cutter Signals near grade crossings would be modified.</p> <p>Lane configurations near grade crossings would be modified.</p> <p>Randolph Street moves from one lane in each direction instead of two lanes (current).</p> <p>Review parking pre and post construction.</p> <p>Temporary lane closures and relocations during grade-crossing and median construction; full closures (typically intermittently during nighttime):</p> <ol style="list-style-type: none"> 1) Randolph/State – 6 months 2) Florence/Salt Lake – 3 months 3) Santa Ana/Salt Lake – 3 months
28.	Alternative 3 – Environmental Concern	Public Works	Mitigation Measures.	<p>Alternative 3 could preempt future development and implementation of the planned Class 1 bicycle path along Salt Lake Avenue:</p> <ul style="list-style-type: none"> • Alternative 3 would also require changes to existing and planned bike facilities that could also preempt future development of future bike paths and result in adverse effects to the bicycle facilities.

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29.	Alternative 3 – Environmental Concern	Public Works	Mitigation Measures.	Recommend use of Soundwalls to mitigate noise <ul style="list-style-type: none"> • Graffiti abatement along Salt Lake Avenue.
30.	Alternative 3 – Environmental Concern	Public Works	Mitigation Measures.	Recommend removal of parking spaces (east side of the road) at Salt Lake Park <ul style="list-style-type: none"> • These spaces are located in Rail Road Right-of-Way.
31.	Alternative 3 – Environmental Concern	Public Works	Mitigation Measures.	Physical barriers (e.g., fencing, walls) would be located along sections of the proposed alignment, along the Rail Road Right-of-Way (ROW), parallel to existing street ROWs, or along existing bike trails to create a buffer between the alignment and nearby uses.
32.	Statement of Overriding Considerations and a Mitigation Monitoring Program/Report	City Attorney	Applicable to full Draft EIR	A Statement of Overriding Considerations and a Mitigation Monitoring Program/Report will be required for this project. However, it is not required to be distributed or noticed prior to approval of the project (see. CEQA Guidelines 21081(b), 21081.6). City respectfully requests that the proposed Statement of Overriding Considerations and Mitigation Monitoring Program/Report be provided to the City a reasonable time before approval of the project.
33.	Draft EIR – Environmental Concern	City Attorney	Pg. 3-105, TRA-21, TRA-22	The proposed mitigation measures do not provide any realistic solutions to the need for more parking such as construction of underground or overhead parking.

34.	Draft EIR – Environmental Concern	City Attorney	Pg. 3-148, TRA 20, TRA 23	Recommend including hours of construction, such as night-time, to reduce traffic impacts.
35.	Draft EIR – Environmental Concern	City Attorney	Pg. 4-2, Table 4.0.1, Geographical Extent of Evaluation, Land Use and Development.	The City recommends that the area of evaluation should be increased from 50 feet to approximately 200 feet.
36.	Draft EIR – Environmental Concern	City Attorney	Pg. 4-2, Table 4.0.1, Geographical Extent of Evaluation, Noise and Vibration.	The City recommends have a distance limit such as .25 miles.
37.	Draft EIR – Environmental Concern	City Attorney	Pg. 4-2, Table 4.0.1, Geographical Extent of Evaluation, Geotechnical/Subsurface/Seismic.	The City does not believe the 250 feet is adequate. We recommend an increase to .25 miles.
38.	Draft EIR – Environmental Concern	City Attorney	Pg. 4-5, Sec. 4.1.1.2, Methodology.	The City recommends increasing the 50-foot area to .25 miles.
39.	Draft EIR – Environmental Concern	City Attorney	Pg. 4-29, Sec. 4.1.4.2, Mitigation Measure LU-1.	We suggest adding language to effect that “existing bike paths would be realigned to insure continuity of bicycle transportation paths as near as possible to existing pathway alignments.” Also add that Metro would pay all costs for re-alignment and any necessary acquisitions caused by re-alignment.

40.	Draft EIR – Environmental Concern	City Attorney	Pg. 4-428, Sec. 4.11.3, et. seq.	The City recommends that the Project Design Features be made mandatory mitigation measures.
41.	Draft EIR – Environmental Concern	City Attorney	Pg. 4-503, Sec. 4.14.3.3 and Pg. 4-511, Sec. 4.14.5.3.	The discussion of loss of paleontological resources discusses maintenance and operation activities, but does not address what may happen during construction activities. Construction impacts are discussed in Sec. 4-19.
42.	Draft EIR – Environmental Concern	City Attorney	Sec. 4.19, and specifically 4.19.3	This section lumps together various types of impacts, (emissions, Land use, archeologic, historical, etc.) without any rational order, table of contents or index system. This makes the document difficult to read and follow. Construction impacts should be analyzed under each of the Sections such as Land use, Air Quality, Noise and Vibration, etc. The layout of Sec. 4.19, 4.19.3 is disorganized, confusing and does not meet the goal of providing an “information” document.
43.	Draft EIR – Environmental Concern	City Attorney	Pg. 4-597, Sec. 4.18.42	Recommend adding a mitigation measure requiring the EPP to contain routes and alternate routes to provided safe response times for emergency vehicles if trains are blocking intersections.

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September 23, 2021

44.	Draft EIR – Environmental Concern	Huntington Park Police Department	Public Safety	<p>Public safety and policing are ancillary issues relevant to environmental impacts to communities adjacent to the light-rail stations.</p> <p>Notably, there will be an increased need for patrolling/policing at these stations, railway system, and surrounding vicinity; which includes public parks, retail districts, school zones, and residential communities.</p>	
45.	Draft EIR – Environmental Concern	Parks and Recreations	Pg. 46, Parking relocation.	<p>The WSAB project as a whole, will also bring added vehicle, pedestrian, and parking activity; in particular, to the immediate vicinity to the boarding stations.</p> <p>Consideration of the above public safety and policing issues should be noted for the Draft EIR.</p>	<p>The WSAB project as a whole, will also bring added vehicle, pedestrian, and parking activity; in particular, to the immediate vicinity to the boarding stations.</p> <p>Consideration of the above public safety and policing issues should be noted for the Draft EIR.</p>
46.	Draft EIR – Environmental Concern	Parks and Recreations	Public Safety plan.	<p>Will this parking be replaced?</p> <p>Is there consideration to put in a parking location at or near the Salt Lake Park station?</p>	<p>Will this parking be replaced?</p> <p>Is there consideration to put in a parking location at or near the Salt Lake Park station?</p> <p>The Public Safety plan mentions implementing lighting, surveillance, CCTV and Emergency call boxes.</p>

47.	Draft EIR – Environmental Concern	Parks and Recreations	Homelessness.	Having a station near Salt Lake Park will very likely lead to an influx of additional transients. Will METRO allocate resources to address an increase in homeless issues at Salt Lake Park?
48.	Draft EIR – Environmental Concern	Parks and Recreations	Construction Impact.	This will have a direct impact on the ability to have outdoor recreational events or sporting events on our baseball fields, during Farmer's Market, or special events at HPCC as the public will be in very close proximity to the construction.

ATTACHMENT B



Community Development Department

August 4, 2017

Los Angeles Metropolitan Transportation Authority

Attention: Fanny Pan
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: Response to Notice of Preparation of a Draft Joint Environmental Impact Report and Environmental Impact Statement for the West Santa Ana Branch Transit Corridor Project

Dear Ms. Pan:

The City of Huntington Park (City) is in receipt of the Notice of Preparation (NOP) for a Draft Joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the subject project. This letter conveys the City's response on potential impacts that may arise as a result of the subject project.

The subject project, the Los Angeles County Metropolitan Transportation Authority's (Metro) 20-mile light rail transit line, will connect and run from downtown Los Angeles through the southeast cities. As proposed, the light rail transit line will have two stations within Huntington Park City limits, and a third station within a half ($\frac{1}{2}$) mile of City limits located at:

- 1) Salt Lake Avenue and Florence Avenue (City limits)
- 2) Pacific Boulevard and Randolph Street (City limits)
- 3) Slauson Avenue and Randolph Street ($\frac{1}{2}$ mile from City limits)

Please evaluate the following environmental impacts relating to the proposed light rail transit line.

TRAFFIC

The proposed light rail transit line will travel through Huntington Park and affect nearly every arterial road within City limits. Affected arterials include Florence Avenue, Gage Avenue, Miles Avenue, Pacific Boulevard, Santa Fe Avenue, and Alameda Street. As a result of the design and location of the proposed light rail transit line, several impacts to traffic are anticipated that will affect the neighboring residential and commercial uses.



Response to NOP of Draft EIR and EIS
August 4, 2017
Page 2 of 4

The City requests that Metro diligently evaluate mitigation measures that will help alleviate any impacts caused to traffic due to the proposed light rail transit line.

PARKING

The proposed light rail stations are located within densely populated residential and commercial areas. There is a scarcity of public parking throughout the City and therefore it is a highly valued commodity for residents and businesses. Metro should provide sufficient parking for transit riders to ensure local parking is not impacted.

NOISE AND AIR QUALITY

Because of the close proximity to densely populated residential and commercial uses around the proposed light rail transit line, the City requests that noise and air impacts be evaluated and monitored during construction. Metro should continue to monitor noise and air impacts after the transit line is fully operational.

SAFETY AND SECURITY

The proposed light rail transit line should be designed in a manner that provides safety to riders and the local community. The City requests that Metro evaluate safety concerns commonly associated with rail systems. Common safety concerns include transient loitering, theft, graffiti, and violent crimes. Mitigation measures should be evaluated and addressed in the physical design and operation of the rail line.

AESTHETICS

The proposed light rail transit line will run through densely populated residential and commercial uses, including the City's Downtown (Randolph and Pacific). The proposed stations and rail line should be designed in an aesthetically pleasing way in order to maintain the quality of life that is enjoyed by those who live, work, and shop within the City. Lighting and landscape elements should be used to help achieve this goal.

PLANNED LAND USE

The City and the cities of Bell, Maywood, and the County of Los Angeles have a planned land use for the Randolph Street center median that runs through the proposed light rail transit line. Studies have already been performed for the conversion of this center median into a bicycle and pedestrian facility. Survey results show an overwhelming need and support from the community for this planned bicycle and pedestrian facility. Thus, this planned facility is strongly supported by the City and the cities of Bell, Maywood, Los Angeles, the County of Los Angeles, and by community organizations including Communities for a Better Environment.



Given the community need and desire for this bicycle and pedestrian facility, the proposed light rail transit line should be planned and built harmoniously with this planned land use. The City requests that the EIR and EIS assess any potential impact on this bicycle and pedestrian facility that is strongly supported by the community. If it is determined that the proposed light rail transit line will adversely impact this planned land use, mitigation measures should be proposed in order to maintain the viability of the bicycle and pedestrian facility.

SUBTERRANEAN STATIONS

The City requests that Metro evaluate and consider subterranean stations as opposed to at-grade stations. Subterranean stations will undoubtedly mitigate several environmental impacts caused by the proposed light rail transit line. Benefits of subterranean stations include; improved public safety, uninterrupted vehicular circulation, and noise reduction. Therefore, subterranean stations should be discussed and strongly considered as part of the EIR and EIS.

MATCHING FUNDS

It is understood that the City will have to provide a local agency match of three percent (3%), and that guidelines for what qualifies as part of that 3% have not been detailed. The City requests that Metro be flexible in its interpretation of what expenditures qualify towards the local match and when those expenditures occurred.

The City recognizes that the goals of the proposed light rail transit line are to reduce vehicle traffic and encourage the use of the rail system. There are many means to achieve this, and the City believes that local expenditures for parking and street improvements near the proposed stations, whether or not specifically designed for station use, should be considered eligible as part of the required match. City funds expended towards these improvements should be considered eligible even if they were expended prior to when the final scope of the proposed light rail transit line was deemed complete.

The City looks forward to working with Metro in reviewing the draft EIR and EIS and evaluating any potential environmental impacts the proposed light rail transit line may have on the neighboring residential, commercial, and planned land uses throughout the City. Please send the draft EIR and EIS to the following address for the City's review:

Huntington Park City Hall
Attention: Sergio Infanzon
6550 Miles Avenue
Huntington Park, CA 90255



Response to NOP of Draft EIR and EIS
August 4, 2017
Page 4 of 4

If you have any questions regarding this response, please contact Juan Arauz, Associate Planner, at 323-584-6270 or by email at jarauz@hpcgov.

Sincerely,

A handwritten signature in blue ink that appears to read "Karina Macias".

Karina Macias
Council Member, City of Huntington Park

Attachments

1. Rethink Randolph Survey Results (December 2016)
2. City of Los Angeles, Support Letter for Bicycle and Pedestrian Facility
3. City of Bell, Support Letter for Bicycle and Pedestrian Facility
4. City of Maywood, Support Letter for Bicycle and Pedestrian Facility
5. Communities for a Better Environment, Support Letter for Bicycle and Pedestrian Facility

Rethink Randolph Survey



RETHINK RANDOLPH SURVEY RESULTS

December 5, 2016

Community Arts Resources (CARS) and Fehr and Peers collected 157 survey results from community members and local stakeholders at three separate pop-up engagement events:

- "Haunt"ington Park Halloween Festival (October 31, 2016)
- Huntington Park Farmers Market (November 16, 2016)
- Huntington Park Farmers Market (November 30, 2016)

1.) How do you typically travel to work, school or around your neighborhood? Check all that apply.

- Walk = 63 respondents (32%)
- Bike = 17 respondents (9%)
- Bus = 27 respondents (14%)
- **Drive = 91 respondents (46%)**
- Other responses included:
 - Skateboard

2.) How do you typically travel from your house to the following destinations? Check all that apply.

A.) Metro Blue Line

- Walk = 27 responses
- Bike = 8 responses
- **Drive = 41 responses**
- Bus = 25 responses
- I don't go here = 26 responses

B.) LA River

- Walk = 9 responses
- Bike = 17 responses
- **Drive = 40 responses**
- Bus = 8 responses
- I don't go here = 27 responses

C.) Pacific Blvd.

- **Walk = 71**
- Bike = 5
- Drive = 40
- Bus = 5
- I don't go here = 8

D.) Salt Lake Park

- **Walk = 60**
- Bike = 17
- Drive = 52
- Bus = 8
- I don't go here = 5

E.) Other Destinations written in:

- Bon Appetit (Drive)
- Huntington Park High School (Walk and Drive)
- School (Bus)
- Alameda Plaza (Walk, Drive and Bus)
- Other destinations (Skate)

3.) What keeps you from biking or walking more around your neighborhood?

- **Concerned about traffic safety (fast drivers, big trucks) = 88 respondents (41%)**
- Bad road conditions (broken sidewalks) = 45 respondents (21%)
- Concerned about crime = 41 respondents (19%)
- Takes too much time = 17 respondents (8%)
- Destinations are too far to walk or bike = 23 respondents (11%)
- Other responses included:
 - I don't have a bike / My bike was stolen
 - I have other things to do
 - There are no street lights
 - There are no bike lanes

4.) What amenities would make you more likely to bike and walk on Randolph St?

- Shade (trees, canopy structures) = 60 respondents (16%)
- Bike Parking = 61 respondents (16%)
- Drinking Fountains = 41 respondents (11%)
- Seating / Street Furniture = 47 respondents (13%)
- **Increased Lighting = 85 respondents (23%)**
- **Safer Crosswalks = 76 respondents (21%)**
- Other responses included:
 - More police / If it was safer
 - Bike lanes
 - If there were more pedestrians

5.) From 1-3, rate which bicycle improvement you would like to see most on Randolph St. (1 = strongly like, 2 = somewhat like, 3 = strongly dislike)



Standard Striped Bike Lane = Third choice (total points = 167)



Protected Bike Lane = Second Choice (total points = 158)



Separated Bike Lane in Trail Median = Most Popular Option
(total points = 154)

6.) Would you support your city making street improvements, like the ones seen above, on Randolph St?

- **Yes = 144 respondents (99%)**
- No = 2 respondents (1%)

7.) What is your zipcode?

- **90255 = 115 respondents**
- 90280 = 9 respondents
- 90201 = 9 respondents
- 90001 = 8 respondents
- 90270 = 6 respondents
- 90240 = 2 respondents
- 90062 = 2 respondents
- 90047 = 1 respondent
- 90061 = 1 respondent
- 90011 = 1 respondent
- 91784 = 1 respondent
- 90023 = 1 respondent
- 90262 = 1 respondent

8.) How do you identify yourself?

- Male = 50 respondents (33%)
- **Female = 100 respondents (66%)**
- Other = 2 respondents (1%)

9.) What is your age group?

- Under 18 = 13 respondents (8%)
- 18-24 = 14 respondents (8%)
- 25-34 = 40 respondents (26%)
- **35-44 = 55 respondents (36%)**
- 45-49 = 16 respondents (10%)
- 50-54 = 11 respondents (7%)
- 55-64 = 3 respondents (2%)
- 65-74 = 1 respondent (1%)
- 75 or older = 0

10.) What is your age group?

- White = 5 respondents (3%)
- African American = 1 respondent (1%)
- Asian = 2 respondents (1%)
- **Hispanic / Latino = 138 respondents (90%)**
- Other = 3 respondents (2%)
- Prefer not to answer = 5 respondents (3%)

Rethink

Randolph



1 How do you typically travel to work, school or around your neighborhood?
Check all that apply.

Walk Bike
 Bus Drive
 Other: _____

2 How do you typically travel from your house to the following destinations? Check all that apply.

Metro Blue Line

<input type="checkbox"/> Walk	<input type="checkbox"/> Bike	<input type="checkbox"/> Drive	<input type="checkbox"/> Bus
-------------------------------	-------------------------------	--------------------------------	------------------------------

LA River

<input type="checkbox"/> Walk	<input type="checkbox"/> Bike	<input type="checkbox"/> Drive	<input type="checkbox"/> Bus
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Pacific Boulevard

<input type="checkbox"/> Walk	<input type="checkbox"/> Bike	<input type="checkbox"/> Drive	<input type="checkbox"/> Bus
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Salt Lake Park

<input type="checkbox"/> Walk	<input type="checkbox"/> Bike	<input type="checkbox"/> Drive	<input type="checkbox"/> Bus
-------------------------------	-------------------------------	--------------------------------	------------------------------

Other: _____

Other: _____

3 What keeps you from biking or walking more around your neighborhood?

Concerned about traffic safety (fast drivers, big trucks)
 Bad road conditions (broken sidewalks)
 Concerned about crime
 Takes too much time
 Destinations are too far to walk or bike
 Other: _____

4 What amenities would make you more likely to bike and walk on Randolph St?

Shade (trees, canopy structures)
 Bike Parking
 Drinking Fountains
 Seating / Street Furniture
 Increased Lighting
 Safer Crosswalks
 Other: _____

5 From 1-3, rate which bicycle improvement you would like to see most on Randolph St.

1 = Strongly Like
2 = Somewhat Like
3 = Strongly Dislike



Standard Striped Bike Lane: _____



Protected Bike Lane: _____



Separated Bike Trail in Median: _____

6 Would you support your city making street improvements, like the ones seen above, on Randolph St?

Yes No

7 What is your zip code? _____

Prefer not to answer

8 How do you identify yourself?

Male Female
 Other Prefer not to answer

9 What is your age group?

<input type="checkbox"/> Under 18	<input type="checkbox"/> 18-24	<input type="checkbox"/> 25-34
<input type="checkbox"/> 35-44	<input type="checkbox"/> 45-49	<input type="checkbox"/> 50-54
<input type="checkbox"/> 55-64	<input type="checkbox"/> 65-74	<input type="checkbox"/> 75 or older

10 What is your race?

<input type="checkbox"/> White	<input type="checkbox"/> African American
<input type="checkbox"/> Asian	<input type="checkbox"/> Hispanic / Latino
<input type="checkbox"/> Other: _____	<input type="checkbox"/> Prefer not to answer

Repensar en Randolph



1 ¿Cómo acostumbra viajar al trabajo, a la escuela, o por el área donde vive?
Marque todos los que se aplican.

A pie En bicicleta
 En autobús En carro
 Otro: _____

2 ¿Cómo acostumbra viajar desde su casa hasta los siguientes destinos? Marque todos los que se aplican.

A pie En bicicleta En carro En autobús No voy aquí

Línea Azul del Metro

Río LA

Pacific Boulevard

Parque Salt Lake

Otro: _____

Otro: _____

3 ¿Qué lo impide de andar más en bicicleta o a pie por el área donde vive?

Preocupaciones por la seguridad del tráfico (exceso de velocidad, camiones grandes)
 Mala condición de la calle (banquetas rotas)
 Preocupaciones por el crimen
 Lleva mucho tiempo
 Destinos muy lejanos para ir a pie o en bicicleta
 Otro: _____

4 ¿Qué servicios o mejoras harían más probable que usted anduviera en bicicleta y caminara por la Calle Randolph?

Sombra (árboles, toldos)
 Estacionamientos para bicicletas
 Fuentes de agua potable
 Bancas y asientos en la calle
 Mejor iluminación
 Pasos de peatones/cruces más seguros
 Otro: _____

5 Usando de 1 a 3, califique las mejoras que más quiere ver en la Calle Randolph para las bicicletas

1 = me gusta mucho
2 = me gusta algo
3 = no me gusta para nada



Carril normal pintado a rayas para bicicletas: _____



Carril protegido para bicicletas: _____



Sendero separado para bicicletas, como en la mediana de la calle: _____

6 ¿Apoyaría usted el esfuerzo de su ciudad de hacer mejoras en la calle como las mencionadas arriba en la Calle Randolph?

Sí No

7 ¿Cuál es su código postal ZIP? _____

Prefiero no contestar

8 ¿Cómo se identifica usted?

Hombre Mujer
 Otro Prefiero no contestar

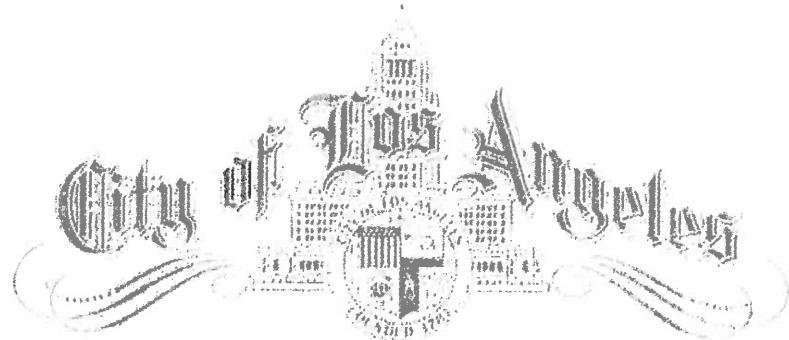
9 ¿Cuál es su edad?

<input type="checkbox"/> 1 -18	<input type="checkbox"/> 18-24	<input type="checkbox"/> 25-34
<input type="checkbox"/> 35-44	<input type="checkbox"/> 45-49	<input type="checkbox"/> 50-54
<input type="checkbox"/> 55-64	<input type="checkbox"/> 65-74	<input type="checkbox"/> 75 +

10 ¿De qué raza es usted?

<input type="checkbox"/> Blanca	<input type="checkbox"/> Afroamericana
<input type="checkbox"/> Asiática	<input type="checkbox"/> Hispana/Latina
<input type="checkbox"/> Otro: _____	<input type="checkbox"/> Prefiero no contestar

Support Letter, City of Los Angeles



ERIC GARCETTI
MAYOR

September 29, 2016

The Honorable Graciela Ortiz
Mayor, City of Huntington Park
6550 Miles Ave.
Huntington Park, CA 90255

Dear Mayor Ortiz:

As we continue to develop Los Angeles County's regional transportation system, it is important we focus on projects that increase transit options by providing pedestrians and bicyclists access to surrounding communities and existing rail lines.

In 2013, the Los Angeles Metropolitan Transportation Authority (Metro) initiated a study to build a 10-mile pedestrian and bike path that would connect the future Crenshaw/LAX Line to the Los Angeles River, also known as the "Rail to River" project. I anticipate that the first segment of the project ("Segment A" – Crenshaw/LAX to Blue Line/Slauson Station) will receive environmental clearance soon; construction is slated to be completed by fall of 2019. Segment B of the plan, which will connect the bike path to the Los Angeles River, is currently under evaluation.

While the four alternatives being evaluated under Segment B appear viable, I wholeheartedly support "Alternative D" because the project will touch more communities, including Huntington Park, and provide direct access to the river and Metro's regional transit center.

I look forward to partnering with you moving forward to ensure Los Angeles County builds out a comprehensive and modern transportation system.

Sincerely,

A handwritten signature in black ink, appearing to read "E.G." followed by a stylized surname.

ERIC GARCETTI
Mayor

Support Letter, City of Bell



CITY OF BELL

August 3, 2017

City of Huntington Park
Attention: Sergio Infanzon
6550 Miles Avenue
Huntington Park, CA 90255

SUBJECT: Support for the multi-jurisdictional countywide Randolph Street Rails to Trails project

Dear Mr. Infanzon:

The City of Bell would like to formally express its support of the Randolph Street Rails to Trails project to convert the Randolph Street center median into a bicycle and pedestrian facility.

This planned bicycle and pedestrian facility will traverse through the cities of Huntington Park, Bell, Maywood and the County of Los Angeles and will provide a much needed alternative mode of transportation for those who live and work within the community. Surveys show that the local community overwhelmingly desires and is in need of facilities that provide safe walking and biking for children and families. This type of facility will promote public health by making it safe and convenient for children and families to incorporate physical activity into their daily lives as a way to combat the obesity epidemic.

Additionally, it has been proven that bicycle and pedestrian facilities boost the local economy since homeowners are willing to pay more to live in a walkable community. Similarly, businesses located along these facilities often see an increase in sales.

The City of Bell strongly supports the Randolph Street Rails to Trails project and looks forward to working with the City of Huntington Park in this joint venture. Please feel free to contact should you have any questions or wish to discuss.

Sincerely,

A handwritten signature in blue ink that reads "Fidencio Joel Gallardo".

Fidencio Joel Gallardo
Mayor
City of Bell

Support Letter, City of Maywood



City of Maywood

4319 East Slauson Avenue • Maywood, California 90270
Tel: (323) 562-5700 • Fax (323) 773-2806

August 2, 2017

City of Huntington Park
Attention: Sergio Infanzon
6550 Miles Avenue
Huntington Park, CA 90255

SUBJECT: Support for the multi-jurisdictional countywide Randolph Street Rails to Trails project

Dear Mr. Infanzon:

On behalf of the City and residents of Maywood, I would like to formally express support of the Randolph Street Rails to Trails project to convert the Randolph Street center median into a bicycle and pedestrian facility. This project will undoubtedly have a tremendously positive impact for both of our communities.

This planned bicycle and pedestrian facility will traverse through the cities of Huntington Park, Bell, Maywood and the County of Los Angeles and will provide a much needed alternative mode of transportation for those who live and work within the community. Surveys show that the local community overwhelmingly desires and is in need of facilities that provide safe walking and biking for children and families. This type of facility will promote public health by making it safe and convenient for children and families to incorporate physical activity into their daily lives as a way to combat the obesity epidemic.

Additionally, it has been proven that bicycle and pedestrian facilities boost the local economy since homeowners are willing to pay more to live in a walkable community. Similarly, businesses located along these facilities often see an increase in sales.

I strongly support the Randolph Street Rails to Trails project and looks forward to working with the City of Huntington Park in this joint venture. Please feel free to contact should you have any questions or wish to discuss.

A handwritten signature in blue ink that reads "Eddie De La Riva".

Eddie De La Riva
Councilman
City of Maywood
Eddie.delariva@cityofmaywood.org

Support Letter, Communities for a Better Environment



COMMUNITIES FOR A BETTER ENVIRONMENT

August 4, 2017

Los Angeles Metropolitan Transportation Authority
Fanny Pan
Project Manager, Metro
One Gateway Plaza
Los Angeles, 90012
Wsab@metro.net

SUBJECT: Response to Notice of Intention to Move Forward with Construction of the West Santa Ana Branch and Ensuring the Completion of the Rail to River Active Transportation Project.

Dear Ms. Pan,

I hope this letter finds you in good spirits and health. I am writing on behalf of Communities for a Better Environment and hundreds of members and supporters in Huntington Park, which is one of the cities that will be affected by the construction of the West Santa Ana Project light rail project. CBE is a grassroots environmental health and justice organization, which has worked closely with communities in Southeast Los Angeles especially Huntington Park for more than two decades. The proposed lightrail project came to our attention during a meeting with Metro regarding the intention to follow through with the Rail to River Active Transportation Corridor project that would go down Randolph, crossing an intersection of a proposed stop for West Santa Ana.

Completion of the Active Transportation Corridor has always been a high priority for the community members, who have spent extensive time and effort working with CBE to develop that vision, concept and proposal. Huntington Park is a city that lacks green spaces, and that lacks resources for pedestrians and cyclists. Since many residents of Huntington Park travel in these ways, having an active transportation corridor that directly serves their needs, as people who utilize alternative modes of transportation, would be immensely beneficial to the community and long overdue. We want to echo the City of Huntington Park's assertion that the West Santa Ana Branch should coexist harmoniously with the active transportation corridor. Additionally, CBE staff and members want to engage more closely with this planning process and participate in the environmental review process, and we would like to receive a copy of the Draft EIR.

I will be glad to speak with you in more detail about this issue, please feel free to contact me at (323) 723-5634 or my email, kayleigh@cbecal.org. We appreciate your time and hope to hear back from you soon.

Sincerely,

Kayleigh Wade
Youth Organizer
Communities for a Better Environment

ATTACHMENT C



CITY OF HUNTINGTON PARK

City Council

August 23, 2018

Ms. Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

RE: Comments on Rescoped West Santa Ana Branch Light Rail Corridor Project

Dear Ms. Wong:

The City of Huntington Park strongly supports the development of a modern, efficient, environmentally friendly transit line from Artesia to Union Station (Alternative E). At the same time, we have several concerns we would like addressed in the environmental studies.

Our population density has grown vigorously during the last two decades creating a unique set of circumstances and challenges that need to be addressed through environmental studies. The WSAB corridor is the first Metro sponsored project that has multiple jurisdictions sharing station areas. To ensure success, the impacts of all jurisdictions associated with a station area must be coordinated addressing the specifics needs and challenges the project will create.

NOISE AND AIR QUALITY

As one of several environmental justice communities along the corridor, we are adjacent to major industries and transportation corridors. The poor quality of our air has been well documented. Thus it is critical that both the transit system and construction, be implemented in a manner that reduces pollution and enhances our air quality. Because of the close proximity to our densely populated residential and commercial uses around the proposed light rail transit line, the City requests that noise and air impacts be evaluated and monitored during construction and after the transit line is fully operational.

The corridor has the highest concentration of industries in the county and the City of Huntington Park is surrounded by it. This concentration not only affects air quality during manufacturing, but also the transportation of products from the ports, warehouses and factories to their ultimate destinations. This goods movement is critical to the economic vitality of the area. Hindering the goods movement, impacts business, individuals and air quality.

City of Huntington Park – West Santa Ana Branch Light Rail Corridor Project

Environmental Scoping Comments

August 23, 2018

Page 2 of 7

SUSTAINABLE ENERGY

The demand for energy and the environmental issues related to the creation, transmission and use of energy impacts our community. Power lines, by several different jurisdictions run the corridor, creating competition for power sources and use. How will it be determined which power source the transit system uses? Thus it is important that the transit system and its construction use energy efficient or self-generating power.

The design of the transit system affects its impacts upon our residential neighborhoods. The line runs adjacent to several historic single family residential neighborhoods that need to be protected from incursion, noise, visual impacts and vibration.

SAFETY AND SECURITY

The proposed light rail transit line should be designed in a manner that provides safety to riders and the local community. The Green Line and Blue Line stations near the corridor are the site of several crimes and homeless encampments. They are not designed in a manner to create linkages with the community. To ensure the safety of our community, and our riders, the design needs to be done to ensure visibility and connectivity. The stations and the surrounding areas to the stations should be well lit to provide safety for the riders at nighttime and deter criminal activities.

The City requests that Metro evaluate safety concerns commonly associated with train systems. Common safety concerns include transient loitering, theft, graffiti, and violent crimes. Mitigation measures should be evaluated and addressed in the physical design and operation of the rail line.

Based on data and statistics from other METRO's projects, we anticipate an increase of criminal-related activities around the stations. This will increase the need for the City to budget and appropriate financial resources to add policing services. Therefore, the City would like to discuss with METRO the possibility of signing a Memorandum of Understanding, between the two entities, to get reimbursed for the additional costs to provide those services.

One more major safety concern is associated to the large population of students that the City has. Currently Huntington Park has 33 schools in its list of academic institutions and every day we have, in a small area of 3.03 miles, thousands of students walking, bicycling or being transported to these schools. The City requests for the those leading the environmental study to coordinate with the local Public Works and Community Development Departments to make sure all pertaining information and data is available to redesign or update the existing safe routes to schools to protect the students and all pedestrians.

The City is also requesting to include all safety measures when designing the stations, the surrounding areas close to the line, and during the construction phase to mitigate any potential risk associated to the foot traffic caused by the students/parents in their way to or from school.

City of Huntington Park – West Santa Ana Branch Light Rail Corridor Project

Environmental Scoping Comments

August 23, 2018

Page 3 of 7

CONNECTIVITY

The City requests for the environmental study to analyze and establish a network of open spaces that connects the neighborhood to all currently existing proposed transit projects, such as the I-710 widening project, First and Last Mile, Rails to River, ATP and other proposed transit projects.

HOUSING AND NEW DEVELOPMENT

Operation of the transit line will attract new development, as demonstrated by almost every line that has been built in LA County. That demand will have several impacts to our existing community and its environment. Following are some of the concerns and challenges for the community of Huntington Park:

1. There will be an increased demand for electrical, sewer, water, data, and land. The city is currently at capacity.
2. Parking demand will increase. The city is currently at capacity and in need of providing street parking for its residents. Any parking space needed by the project and utilized by it will have to be replaced in a one to one basis to keep up with the current demand. The City requests for the environmental study to analyze the existing need of parking and the future demand for the project once it is completed. This way appropriate mitigation measures to replace needed parking by the project will be taken into account.
3. In addition, the City requests for the environmental study to clearly identify the potential location(s) where parking for the proposed stations will be located and to identify if any of the existing City's owned parking lots will be affected by the project so that a comprehensive on-street/off-street parking analysis and replacement strategic plan can be discussed and implemented.
4. The City of Huntington Park currently occupies number fifteen (15) in the list of most densely populated cities in the nation and any increase in Housing will add to the demand of city services in an exponential rate. Housing is currently affordable to the residents so we strongly believe, based on experience, that any additional housing development will create a dramatic increase in housing prices and density.
5. The City has also heard the concerns from the community about any potential housing displacement and loss of existing residential households. The proposed location of the station at Florence/Salt Lake is close to one of the largest residential areas in our city and the community has many questions in terms of the process and the design for this particular station. The City requests that METRO consults with the City to proposed a design with no housing displacements or loss of existing residential properties.
6. Historically, Pacific Boulevard has been and still is the driving force behind our Retail local economy and we fear for a big loss of revenue during construction. Any interruption of the business activities along this major corridor or any other will create a financial burden for the City and the local businesses. The City requests for METRO to carefully coordinate, in a timely fashion, mitigation measures to avoid the financial negative effects the project may have. Also, the City is requesting to work with METRO to create an Economic

City of Huntington Park – West Santa Ana Branch Light Rail Corridor Project

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Development Strategy that may include policies to mitigate any financial burden that the project may impose in the City.

7. The project should analyze the possibility for METRO and the City of Huntington Park to have a joint development effort for the development of the two (2) proposed stations and a very close proximity to a third station, station amenities, and adjacent transit oriented developments. This process should be formalized through some type of memorandum of understanding. This joint development agreement would involve community members, private developers, local businesses, and property owners to maximize community engagement and funding leverage.

TRAFFIC FLOW

Traffic flow is a major issue in the design, build and operation of the system. As previously stated, there is significant goods movement, as well as cars, trains, pedestrians, buses, bicyclists. Schools are often located together and with parks and other community assets, creating special hubs of traffic, that do not follow standard transit patterns. The proposed transit lines run diagonally to the streets, causing special consideration, due to safety and traffic impacts. Building on the communities existing patterns, station areas need to accommodate all forms of transit and not interfere with the existing heavy traffic flow.

The proposed light rail transit line will travel through Huntington Park and affect nearly every arterial road within City limits. Affected arterials include Florence Avenue, Gage Avenue, Miles Avenue, Pacific Boulevard, Santa Fe Avenue, and Alameda Street. As a result of the design and location of the proposed light rail transit line, several impacts to traffic are anticipated that will affect the neighboring residential and commercial uses. The City requests that Metro diligently evaluate mitigation measures that will help alleviate any impacts caused to traffic due to the proposed light rail transit line.

PLANNED LAND USE

The City and the cities of Bell, Maywood, and the County of Los Angeles have a planned land use for the Randolph Street center median that runs through the proposed light rail transit line identified by METRO as "The Rails to River Project". Studies have already been performed for the conversion of this center median into a bicycle and pedestrian facility. Survey results show an overwhelming need and support from the community for this planned bicycle and pedestrian facility. Thus, this planned facility is strongly supported by the City and the cities of Bell, Maywood, Los Angeles, the County of Los Angeles, and by community organizations including Communities for a Better Environment (see attachment).

Given the community need and desire for this bicycle and pedestrian facility, the proposed light rail transit line should be planned and built harmoniously with this planned land use. The City requests that the EIR and EIS assess any potential impact on this bicycle and pedestrian facility that is strongly supported by the community. If it is determined that the proposed light rail transit

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line will adversely impact this planned land use, mitigation measures should be proposed in order to maintain the bicycle and pedestrian facility viable.

SUBTERRANEAN STATIONS

The City requests that Metro evaluate and consider subterranean stations as opposed to at-grade stations. Subterranean stations will undoubtedly mitigate several environmental impacts caused by the proposed light rail transit line. Benefits of subterranean stations include; improved public safety, uninterrupted vehicular circulation, and noise reduction. Therefore, subterranean stations should be discussed and strongly considered as part of the EIR and EIS.

MATCHING FUNDS

It is understood that the City will have to provide a local agency match of three percent (3%), and that guidelines for what qualifies as part of that 3% have not been detailed. The City requests that Metro be flexible in its interpretation of what expenditures qualify towards the local match and when those expenditures occurred.

The City recognizes that the goals of the proposed light rail transit line are to reduce vehicle traffic and encourage the use of the rail system. There are many means to achieve this, and the City believes that local expenditures for parking and street improvements near the stations, whether or not specifically designed for station use, should be considered eligible as part of the required match.

During conversations with different METRO's officials and representatives, they have presented the idea for local municipalities to use the local funding that will be available from "Measure M" to assist with the required local agency match contribution, but the City feels that it would not be just and fair to use the Measure M funding for the next 16 to 20 years to pay for one project and deny the opportunity to utilize the funding to fix and repairs other so much needed areas in the City as promised by METRO during the Bond Measure's campaign.

AESTHETICS

Our community had already been divided by either freeways, highways or trains. The alignment and design of the transit system needs to be designed in a manner that knits the communities together and does not divide them by previously non-existent barriers. The station areas need to be designed in a manner that connects them to our unique neighborhood and does not create obstacles between the transit and our community resources. Equally important is for the design of the stations to match the existing architectural features found in our affected boulevards.

The proposed light rail transit line will run through densely populated residential and commercial uses, including the City's Downtown (Randolph and Pacific). The proposed stations and rail line should be designed in an aesthetically pleasing way in order to maintain the quality of life that is

enjoyed by those who live, work, and shop within the City. Lighting and landscape elements should be used to help achieve this goal.

LANDSCAPING IMPROVEMENTS

The City requests for the study to describe all proposed vegetation and landscaping improvements, including the size and height of trees along the Right-of-Way and the proposed train stations locations. The City is also requesting a description of how the vegetation and landscaping will be utilized as a visual and potential sound buffer between the tracks and adjacent residential areas.

DOWNTOWN SPECIFIC PLAN

The City is nearing completion of a Focused General Plan Update, focusing on the Housing, Land Use, and Circulation elements of the General Plan. The update is funded by a Transit Oriented Development (TOD) Planning Grant from the Los Angeles County Metropolitan Transportation Authority (Metro TOD Round III). The TOD grant is designed to spur the adoption of local land use regulations that are supportive of Transit Oriented Development in Los Angeles County. With two (2) public transportation stations proposed in Huntington Park and a close proximity to a potential third station, the Focused General Plan Update takes into account future developments that will complement the proposed stations and encourage public transportation ridership. One of the proposed stations will be located within the City's downtown and it is imperative that the study takes into account the design and development standards of the City's Downtown Specific Plan.

CONSTRUCTION

Construction creates its own special impacts that need to be considered and addressed. Following are some of these potential impacts:

1. Traffic flow, especially during peak hours, routing, and congestion
2. Safety Air pollution and Sound pollution
3. Dust that impacts the adjacent properties and especially adjacent schools, homes and businesses
4. Businesses that need not to lose clients and businesses during construction and business districts that need to thrive throughout construction.
5. Replacement of infrastructure components, such as power, sewer, street repair for ADA compliance and sidewalks in a sensitive manner as to minimize impacts to the community
6. Safety measures in place to protect the public, especially students in their way to school.
7. Construction related parking challenges.

The City is convinced that the community of Huntington Park is concerned about all the above challenges that will take place during construction. The City believes that a Business Interruption Mitigation Fund should be established to assist businesses negatively impacted by the project, especially during the construction phase.

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In addition, it would be a great opportunity for METRO to look into creating a program that may offer local jobs during the construction phase of the program. This would create an opportunity for the community to welcome the project in a positive way. Last but not least, The City believes that it will be critical to have at least two project staff members to be the point of contact to address all construction-related issues for the cities and to create local advisory committees to get feedback from the communities and inform the progress of the project to the stakeholders.

The City, as a member of the Gateway Cities COG (see attached Eco-Rapid Letter), supports and looks forward to seeing how these issues can be addressed as we build this important transit line and working with Metro in reviewing any documents associated to any potential environmental impacts to the neighboring residential and commercial uses and planned land uses around the proposed light rail transit line. Please once completed, send the draft EIR and EIS to the following address for the City's review:

Huntington Park City Hall
Attention: Sergio Infanzon - 6550 Miles Avenue, Huntington Park, CA 90255

If you have any questions regarding this response, please contact Sergio Infanzon, Community Development Director, at 323-584-6318 or by email at sinfanzon@hpcagov.

Sincerely,



Ricardo Reyes
City Manager

Attachments:

1. ECO-RAPID JPA COG Letter April 2018
2. City of Los Angeles, Support Letter for Bicycle and Pedestrian Facility
3. City of Bell, Support Letter for Bicycle and Pedestrian Facility
4. City of Maywood, Support Letter for Bicycle and Pedestrian Facility
5. Communities for a Better Environmental, Support Letter for Bicycle and Pedestrian Facility

cc: Mayor Jhonny Pineda
Vice Mayor Karina Macias
Councilmember Graciela Ortiz
Councilmember Marilyn Sanabria
Councilmember Manuel Avila
Donna Shwartz, City Clerk

ATTACHMENT D



CITY OF HUNTINGTON PARK

City Council

July 15, 2019

Mr. Ivan Gonzalez
Project Manager, Metro
One Gateway Plaza. M/S 99-22-4
Los Angeles, CA 90012

RE: Comments on West Santa Ana Branch Light Rail Corridor Project

Dear Mr. Gonzalez:

The City of Huntington Park thank Metro's personnel for coordinating the May 29th meeting. The information provided was necessary to have a comprehensive understanding of the project. The City of Huntington Park strongly supports the development of a modern, efficient, environmentally friendly transit line from Artesia to Union Station. At the same time, we have some concerns we would like to be discussed during the design phase and addressed in the environmental studies.

Our population density has grown vigorously during the last two decades creating a unique set of circumstances and challenges that need to be addressed through environmental studies. The WSAB corridor is the first Metro sponsored project that has multiple jurisdictions sharing station areas. To ensure success, the impacts of all jurisdictions associated with a station area must be coordinated addressing the specifics needs and challenges the project will create.

ALIGNMENT

Metro provided a general overview of the alignment through Huntington Park and it was indicated that it will be primarily at-grade along Randolph Street and through the San Pedro Subdivision right-of-way to Florence Street. There is a grade separation at Randolph Street and the San Pedro Subdivision right-of-way intersection. Metro also indicated that the existing freight track is to the south side of the alignment along Randolph Street and to the west side of alignment on the San Pedro Subdivision. There are two proposed stations within Huntington Park at the Pacific/Randolph intersection and at the Florence/Salt Lake intersection.

City request Metro to consider extending the grade separation at Randolph Street and the San Pedro Subdivision right-of-way a terminus location south of Gage Avenue.

Existing Railroad tracks – Metro said the current offset from WSAB tracks to the Union Pacific (UP) track is 18'. This is a bare minimum and that upcoming design coordination with UP may increase this size. Huntington Park staff noted that existing freight service along Randolph Street appears to be very sporadic (approximately one train per month in the afternoon).

Existing Cross Section on Randolph Street – Randolph Street is approximately 120' wide with a 40' wide median owned by Union Pacific. To accommodate WSAB LRT tracks and freight track the typical width of the median will be about 55'. However, this may further increase once an agreement is reached with Union Pacific.

The City request that once an agreement is reached with Union Pacific, Metro may discuss the final proposed alignment. In addition to this, a significant number of existing mature trees within the UPRR ROW appear to be slated to be removed as part of the project, provide mitigation measures to replace said trees to minimize the environmental impact.

TRACTION POWER SUBSTATIONS (TPSS)

Metro stated that the sites required for these are typically 45' by 90' square feet in size and located about every mile along the alignment. The plans provided show optional locations and Metro is willing to consider others within a few hundred feet of the currently proposed sites. Feedback from Huntington Park is requested on preferred locations.

On the potential TPSS locations, can these be underground? This approach will certainly minimize the number of parking lost affected at the proposed locations.

GRADE CROSSINGS

Metro will start coordinating with CPUC soon and requested feedback from Huntington Park on the Grade-Crossing designs.

In regards to the Change of Existing Grade Crossings on Randolph Street at Regent Street, Wilmington Avenue, Albany Street, and Rugby Avenue, the City agrees to change these stop-controlled intersections to RI/RO and request Metro to conduct a further study for the Rita and Arbutus Avenues.

Pedestrians and bicyclists shall be directed to cross the tracks at the nearest signalized intersection. Emergency vehicles would be the only vehicles allowed to mount the low curb and drive on the tracks.

Delivery trucks shall be able to access business via right hand turns. If there is not enough room to accommodate a right hand turn, the MTA will provide an alternative access point.

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Traffic, including bicyclists, and pedestrian movements that cross the tracks shall be accommodated at signalized crossings with special traffic signal phasing to provide safe, separated intervals for train, traffic, and pedestrian crossings.

Does the project plan to include the signalized intersections within the project limits to connect to the Cities' Automated Traffic Surveillance and Control signal system?

City requires that all traffic and pedestrian access be allowed to cross the project tracks only at signalized intersections along the alignment. Provide information as to how vehicular left turns movements are going to be controlled.

Traffic lanes on which bus lines will continue to operate where the project has an on-grade profile shall be at no less than 11 feet wide to accommodate the operation of buses and trucks.

City requests changes to signal operations to improve efficiency and traffic signal coordination for optimal operations. City requests that all traffic signals at all intersection affected by the project be modified to comply with the latest Caltrans Standard Plans and Specifications, including, but not limited to path of travel to meet ADA and bicycle access.

For the last 27 years, the City of Huntington Park has hosted special events such as our Spring and Autumn Fairs and our Holiday and Three Kings Day Parades. These events are attended by thousands of our residents and residents from the neighboring cities and they take place on Pacific Boulevard between Slauson and Florence Boulevards, therefore, the question is How would these events be affected by the new Rail System project?

As part of all future studies, City requests MTA to work with the community of Huntington Park to identify access improvements to the project, such as pedestrian linkages, urban design enhancements, way-finding methods, bicycle enhancements, traffic management tools, and park-ride lots and/or structures.

NOISE AND AIR QUALITY

METRO's personnel indicated that Sound walls will be provided along portions of the alignment typically at sensitive noise receptors such as residential areas and minimal sound walls along Randolph Street.

As one of several environmental justice communities along the corridor, we are adjacent to major industries and transportation corridors. The poor quality of our air has been well documented. Thus it is critical that both the transit system and construction, be implemented in a manner that reduces pollution and enhances our air quality. Because of the close proximity to our densely populated residential and commercial uses around the proposed light rail transit line, the City

requests that noise and air impacts be evaluated and monitored during construction and after the transit line is fully operational.

The corridor has the highest concentration of industries in the county and the City of Huntington Park is surrounded by it. This concentration not only affects air quality during manufacturing, but also the transportation of products from the ports, warehouses and factories to their ultimate destinations. This goods movement is critical to the economic vitality of the area. Hindering the goods movement, impacts business, individuals and air quality.

SUSTAINABLE ENERGY

The demand for energy and the environmental issues related to the creation, transmission and use of energy impacts our community. Power lines, by several different jurisdictions run the corridor, creating competition for power sources and use. How will it be determined which power source the transit system uses? Thus it is important that the transit system and its construction use energy efficient or self-generating power.

The design of the transit system affects its impacts upon our residential neighborhoods. The line runs adjacent to several historic single family residential neighborhoods that need to be protected from incursion, noise, visual impacts and vibration.

SAFETY AND SECURITY

Grade crossings – Metro presented that six current grade crossings along Randolph Street will be closed to provide better service and improve safety of the system. Huntington Park noted there are 38 schools within their city and this generates a significant amount of pedestrian traffic. There are three schools (high/middle/elementary) near the Miles/Randolph intersection.

The proposed light rail transit line should be designed in a manner that provides safety to riders and the local community. The Green Line and Blue Line stations near the corridor are the site of several crimes and homeless encampments. They are not designed in a manner to create linkages with the community. To ensure the safety of our community, and our riders, the design needs to be done to ensure visibility and connectivity. The stations and the surrounding areas to the stations should be well lit to provide safety for the riders at nighttime and deter criminal activities.

The City requests that Metro evaluate safety concerns commonly associated with train systems. Common safety concerns include transient loitering, theft, graffiti, and violent crimes. Mitigation measures should be evaluated and addressed in the physical design and operation of the rail line.

Based on data and statistics from other METRO's projects, we anticipate an increase of criminal-related activities around the stations. This will increase the need for the City to budget and appropriate financial resources to add policing services. Therefore, the City would like to discuss with METRO the possibility of signing a Memorandum of Understanding, between the two entities,

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to get reimbursed for the additional costs to provide those services. Our Police Department is ready to sit down and have a conversation about this important and critical matter.

One more major safety concern is associated to the large population of students that the City has. Currently Huntington Park has 38 schools in its list of academic institutions and every day we have, in a small area of 3.03 miles, thousands of students walking, bicycling or being transported to these schools. The City requests for those leading the design and the environmental study to coordinate with the local School Districts, Public Works and Community Development Departments to make sure all pertaining information and data is available to redesign or update the existing safe routes to schools to protect the students and all pedestrians.

The City is also requesting to include all safety measures when designing the stations, the surrounding areas close to the line, and during the construction phase to mitigate any potential risk associated to the foot traffic caused by the students/parents in their way to or from school. The City also request for all city permits to be obtained for the construction phase so all documentation associated to the project can be recorded accurately.

CONNECTIVITY

The City requests for the environmental study to analyze and establish a network of open spaces that connects the neighborhood to all currently existing proposed transit projects, such as the I-710 widening project, First and Last Mile, Rails to River, ATP and other proposed transit projects.

HOUSING, PARKING, AND NEW DEVELOPMENT

Operation of the transit line will attract new development, as demonstrated by almost every line that has been built in LA County. That demand will have several impacts to our existing community and its environment. Following are some of the concerns and challenges for the community of Huntington Park:

1. There will be an increased demand for electrical, sewer, water, data, and land. The city is currently at capacity.
2. **Parking – Metro presented that the current designs show approximately 50 lost spaces (of the ~340 existing) along Randolph Street.**
 - a. The city is currently at capacity and in need of providing street parking for its residents. Any parking space needed by the project and utilized by it will have to be replaced in a one to one basis to keep up with the current demand. The City requests for the environmental study to analyze the existing need of parking and the future demand for the project once it is completed. This way appropriate mitigation measures to replace needed parking by the project will be taken into account.
 - b. In addition, the City requests for the environmental study to clearly identify the potential location(s) where parking for the proposed stations will be located and to

identify if any of the existing City's owned parking lots will be affected by the project so that a comprehensive on-street/off-street parking analysis and replacement strategic plan can be discussed and implemented.

3. The City of Huntington Park currently occupies number fifteen (17) in the list of most densely populated cities in the nation and any increase in Housing will add to the demand of city services such as police, sewer, water, and public works, in an exponential rate. Housing is currently affordable to the residents so we strongly believe, based on experience, that any additional housing development will create a dramatic increase in housing prices and density. The City at this point is looking for alternatives to provide housing. Utilizing existing infrastructure, such as the conversion of motels.
4. The City has also heard the concerns from the community about any potential housing displacement and loss of existing residential households. The proposed location of the station at Florence/Salt Lake is close to one of the largest single-home residential areas in our city and the community has many questions in terms of the process and the design for this particular station. **The City requests that METRO consults with the City to proposed a design with no housing displacements or loss of existing residential properties.**
5. Historically, Pacific Boulevard has been and still is the driving force behind our Retail local economy and we fear for a big loss of revenue during construction. Any interruption of the business activities along this major corridor or any other will create a financial burden for the City and the local businesses. The City requests for METRO to carefully coordinate, in a timely fashion, mitigation measures to avoid the financial negative effects the project may have. Also, the City is requesting to work with METRO to create an Economic Development Strategy that may include policies to mitigate any financial burden that the project may impose in the City.
6. The project should analyze the possibility for METRO and the City of Huntington Park to have a joint development effort for the development of the two (2) proposed stations and a very close proximity to a third station, station amenities, and adjacent transit oriented developments. This process should be formalized through some type of memorandum of understanding (MOU). This joint development agreement would involve community members, private developers, local businesses, and property owners to maximize community engagement and funding leverage.
 - a. **Master Cooperative Agreement (MCA) – Metro is starting to prepare these agreements for all the cities along the alignment and will want to discuss one with Huntington Park in the next few months. One goal of these MCAs is to define each cities requirement for the project to lower the risk for the P3 consortium who will be responsible for designing, constructing, and operating the service.**

TRAFFIC FLOW

Traffic flow is a major issue in the design, build and operation of the system. As previously stated, there is significant goods movement, as well as cars, trains, pedestrians, buses, bicyclists. Schools are often located together and with parks and other community assets, creating special hubs of

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traffic, that do not follow standard transit patterns. The proposed transit lines run diagonally to the streets, causing special consideration, due to safety and traffic impacts. Building on the communities existing patterns, station areas need to accommodate all forms of transit and not interfere with the existing heavy traffic flow.

The proposed light rail transit line will travel through Huntington Park and affect nearly every arterial road within City limits. Affected arterials include Florence Avenue, Gage Avenue, Miles Avenue, Pacific Boulevard, Santa Fe Avenue, and Alameda Street. As a result of the design and location of the proposed light rail transit line, several impacts to traffic are anticipated that will affect the neighboring residential and commercial uses. How the existing Level of Service (LOS) on these arterials is going to be impacted, and which provisions are proposed to mitigate the effect. Provide information on method to be used to determine existing daily traffic operations. Provide information on the impact of traffic lane reduction on Randolph Street will have on the LOS in the east-west direction. The City requests that Metro diligently evaluate mitigation measures that will help alleviate any impacts caused to traffic due to the proposed light rail transit line. Provide analysis on the effect that the project will have on traffic circulation and neighborhood accessibility.

TRANSIT

Most of the heavily used routes are those that run in a south-north and east-west direction. Pacific Boulevard, Seville Avenue, Miles Avenue, and State Street on the north-south; and Gage Avenue and Florence Avenue on the east-west direction. Major and minor arterials on which heavily used bus routes operate. Provide comments on the potential Bus Routes Interface within Huntington Park's City limits. If any bus stops are displaced due to street design changes with the introduction of the LRT system, replacement bus stops will be designated within reasonable distance of the original stop.

City request for the NextGen Bus Study to be taken into consideration when discussing the new times of connectivity with buses connected to the two proposed stations. The goal is to provide a better service to the residents as discussed and presented during the NextGen presentations.

City requests MTA to provide Design Alternatives, at a minimum of three (3) design alternatives, including a No-Build Alternative. The No-Build Alternative is requested on the premise to facilitate the City's analysis to compare the potential benefits among alternatives. Also predicated on the premise that as the population grows, the demand for increased transit service provision and service reliability increases. In other words, without the introduction of the light rail system, transit service performance will likely decrease due to increased traffic congestion. This is likely to make travel via transit a less attractive option for Eastside patrons. For those transit patrons that have no other travel options, travel times will increase and transit usage will be less convenient. There will be a negative impact upon those who rely on the public transit system if no significant improvements in transit service are provided in the No-Build Alternative.

PLANNED LAND USE

Randolph Street Bike Trail – Metro noted their review of the Rethink Randolph plan and Metro's own plans for a bike trail on Randolph Street. However, given the size of the proposed rail corridor and the apparent desire to maintain existing traffic and parking, it is unlikely there will be room to add a bike trail. Huntington Park staff stated their community would likely prefer to maintain existing parking and understood the ROW constraints. Metro stated this section of the bike trail is not funded, but a new focused feasibility study will be conducted to look at alternatives in this section, starting soon. Metro's WSAB and Rail to River have coordinated internally and the Rail to River team plans to meet with the City soon.

The City and the cities of Bell, Maywood, and the County of Los Angeles have a planned land use for the Randolph Street center median that runs through the proposed light rail transit line identified by METRO as "The Rails to River Project". Studies have been performed for the conversion of this center median into a bicycle and pedestrian facility. Survey results show an overwhelming need and support from the community for this planned bicycle and pedestrian facility. *Thus, this planned project is strongly supported by the City and the cities of Bell, Maywood, Los Angeles, the County of Los Angeles, and by community organizations including Communities for a Better Environment.*

Given the community need and desire for this bicycle and pedestrian facility, the proposed light rail transit line should be planned and built harmoniously with this planned land use. The City requests that the EIR and EIS assess any potential impact on this bicycle and pedestrian facility that is strongly supported by the community. If it is determined that the proposed light rail transit line will adversely impact this planned land use, mitigation measures should be proposed in order to maintain the bicycle and pedestrian facility viable.

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The City requests that Metro evaluate and consider subterranean stations as opposed to at-grade stations. Subterranean stations will undoubtedly mitigate several environmental impacts caused by the proposed light rail transit line. Benefits of subterranean stations include; improved public safety, uninterrupted vehicular circulation, and noise reduction. Therefore, subterranean stations should be discussed and strongly considered as part of the EIR and EIS.

MATCHING FUNDS

3% local matching contribution.

It is understood that the City will have to provide a local agency match of three percent (3%), and that guidelines for what qualifies as part of that 3% have not been detailed. Therefore, it is critical for Metro/WSAProject to understand that this requirement puts a big burden and constrain on small cities such as ours. While we find it unfair to place this burden on a city that needs this important and critical service for its residents, we want to negotiate and come to a middle ground

on this 3% requirement. The City requests Metro to be flexible and open in its interpretation of what expenditures qualify towards the local match and when those expenditures occurred.

The City recognizes that the goals of the proposed light rail transit line are to reduce vehicle traffic and encourage the use of the rail system. There are many means to achieve this, and the City believes that local expenditures for parking and street improvements near the stations, whether or not specifically designed for station use, should be considered eligible as part of the required match.

During conversations with different METRO's officials and representatives, they have presented the idea for local municipalities to use the local funding that will be available from "Measure M" to assist with the required local agency match contribution, but the City feels that it would not be just and fair to use the Measure M funding for the next 16 to 20 years to pay for one project and deny the opportunity to utilize the funding to fix and repair other much needed areas in the City as promised by METRO during the Bond Measure's campaign.

AESTHETICS

Our community had already been divided by either freeways, highways or trains. The alignment and design of the transit system needs to be designed in a manner that knits the communities together and does not divide them by previously non-existent barriers. The station areas need to be designed in a manner that connects them to our unique neighborhood and does not create obstacles between the transit and our community resources. Equally important is for the design of the stations to match the existing architectural features found in our affected boulevards.

The proposed light rail transit line will run through densely populated residential and commercial uses, including the City's Downtown (Randolph and Pacific). The proposed stations and rail line should be designed in an aesthetically pleasing way in order to maintain the quality of life that is enjoyed by those who live, work, and shop within the City. Lighting and landscape elements should be used to help achieve this goal.

LANDSCAPING IMPROVEMENTS

The City requests for the study to describe all proposed vegetation and landscaping improvements, including the size and height of trees along the Right-of-Way and the proposed train stations locations. The City is also requesting a description of how the vegetation and landscaping will be utilized as a visual and potential sound buffer between the tracks and adjacent residential areas.

DOWNTOWN SPECIFIC PLAN AND FUTURE TRANSIT COMMUNITY ORIENTED SPECIFIC PLANS

The City has completed a Focused General Plan Update, focusing on the Housing, Land Use, and Circulation elements of the General Plan. The update was funded by a Transit Oriented Development (TOD) Planning Grant from the Los Angeles County Metropolitan Transportation

Authority (Metro TOD Round III). The TOD grant is designed to spur the adoption of local land use regulations that are supportive of Transit Oriented Development in Los Angeles County. With two (2) public transportation stations proposed in Huntington Park and a close proximity to a potential third station, the Focused General Plan Update takes into account future developments that will complement the proposed stations and encourage public transportation ridership. In addition to this, the city through Eco Rapid and Smart Growth of America, was awarded a SB1 Caltrans grant to develop a Transit Community Oriented Specific Plan for each of the proposed stations within the city. Therefore, it is imperative that the design and the environmental study take into account the design and development standards of these future specific plans and the existing City's Downtown Specific Plan.

CONSTRUCTION

Huntington Park is concerned about the construction impacts along Pacific Boulevard and noted that they will want Metro to address Business support during construction

Construction creates its own special impacts that need to be considered and addressed. Following are some of these potential impacts:

1. Traffic flow, especially during peak hours, routing, and congestion
2. Safety Air pollution and Sound pollution
3. Dust that impacts the adjacent properties and especially adjacent schools, homes and businesses
4. Businesses that may lose clients and financial activities during construction and business districts that need to thrive throughout construction.
5. Replacement of infrastructure components, such as power, sewer, street repair for ADA compliance and sidewalks in a sensitive manner as to minimize impacts to the community
6. Safety measures in place to protect the public, especially students in their way to school.
7. Construction related parking challenges.
8. For the Florence/Salt Lake proposed station, the City requests for the project to consider adding a parking structure due to the highly dense area with homes and apartments.

The City is convinced that the community of Huntington Park is concerned about all the above challenges that will take place during construction. The City believes that a Business Interruption Mitigation Fund should be established to assist businesses negatively impacted by the project, especially during the construction phase.

In addition, it would be a great opportunity for METRO to look into creating a local hire program that may offer local jobs during the construction phase of the program utilizing local entities such as Hub Cities that have already information from local residents. This would create an opportunity for the community to welcome the project in a positive way. Last but not least, The City believes that it will be critical to have a least two project staff members to be the point of contact to address

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all construction-related issues for the cities and to create local advisory committees to get feedback from the communities and inform the progress of the project to the stakeholders.

The City, as a member of the Gateway Cities COG, supports and looks forward to seeing how these issues can be addressed as we built this important transit line and working with Metro in reviewing any documents associated to any potential environmental impacts to the neighboring residential and commercial uses and planned land uses around the proposed light rail transit line.

SCHEDULE

Metro stated that the Draft EIS/EIR will be published mid-to-late 2020. The Locally Preferred Alternative will be selected mid-2021. The Final EIS/EIR will be published end of 2021. Completion of 15% design is expected by end of September this year.

Finally, the City strongly believe that this project should be completed in one single phase as originally proposed, versus following a phased-out schedule. This will definitively help to mitigate all safety and construction issues in all communities that this project will be impacting.

If you have any questions regarding this response, please contact Sergio Infanzon, Community Development Director, at 323-584-6318 or by email at sinfanzon@hPCA.gov.

Sincerely,



Ricardo Reyes
City Manager

Attachments:

1. Safe Route to School Map
2. Traffic Count

cc: Mayor Karina Macias
Vice Mayor Manuel Avila
Councilmember Graciela Ortiz
Councilmember Marilyn Sanabria
Councilmember Jhonny Pineda
Raul Alvarez, Assistant City Manager
Donna Shwartz, City Clerk

ATTACHMENT E



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

Chair

Karina Macias
Mayor

City of Huntington Park

Vice-Chair

Ali Sajjad Taj
Council Member
City of Artesia

Secretary

Sean Ashton
Councilmember
City of Downey

Treasurer

Vrej Agajanian
Council Member
City of Glendale

Internal Auditor

Jose R. Gonzalez
Mayor
City of Cudahy

Executive Director
Michael R. Kodama

General Counsel
Teressa L. Highsmith

Ex-Officio
William Rawlings
City Manager Representative

January 1, 2020

Mr. James de la Loza, Chief Planning Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012

Dear Mr. de la Loza:

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

The environmental review of the West Santa Ana Branch/Eco-Rapid Transit Corridor Project (WSAB/Eco-Rapid) will include two Initial Operating Segments (IOS); IOS-1 which has the line terminating at the proposed Metro Green Line/WSAB/Eco-Rapid station and IOS-2 which terminates at the Slauson Metro A Line Station. There are potential community and public impacts that are associated with either of these segments. The Eco-Rapid Transit Joint Powers Authority (Eco-Rapid JPA) Board of Directors is particularly concerned about local impacts from IOS-1. The Metro Green Line Station will be located within a largely residential neighborhood; what are the potential impacts of IOS-1 as a temporary terminus? What are the potential impacts of parking on other stations associated with IOS-1?

Our WSAB/Eco-Rapid JPA communities are for the most part densely populated and lack access to a high quality transit network. The last new rail line opening for this subregion was in 1995. In the intervening years, the area has experienced significant growth in population and employment. We anticipate that there will be profound land use changes and are preparing to guide these changes and accommodate economic development and growth. Most of the land use efforts have been developed in partnership with Metro and we appreciate and hope to continue this effort.

One of the areas of considerable concern is station area parking, we have concerns how parking needs are determined at each station for the entire alignment as well as what will be the impact of IOS-1, if built on the parking needs as an interim terminus. IOS-1 is of special concern as it terminates in an area where there is great demand on residential and commercial properties. For parking to be effective, it must be a comprehensive on-street and off-street system that adheres to meeting local and regional objectives and guiding principles.

We are additionally concerned about the integration of parking into the various land use plans and proposals that are developing along the alignment. Work done by Eco-Rapid JPA Staff was incorporated into the WSAB Metro Technical Refinement Study and should be included and expanded upon within the environmental document.

We request that the corridors parking principles be considered in the development of station area parking plans. These principles include:



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- Consider parking a valuable community asset
- Make parking accessible to all users through multiple modes
- Parking systems should also support businesses and residents to maximize investment
- Prioritize residential parking for residents
- Balance local and commuter parking

We need to ensure that parking plans do not hurt economic development, ignore community impacts, create neighborhood parking spillover, or disregard the needs of local businesses and residents.

We ask that there be an evaluation of parking issues at each station location that examines; parking challenges, parking needs, and determining the priority parker for the station area. There needs to be analysis that considers balancing parking needs of the local community and for commuters and integrates commuter, and transit-oriented development parking through a cohesive policy.

We believe a comprehensive station-by-station parking plan constructed with the assistance of each city or group of cities adjacent to the station area is necessary for the success of this line. We look forward to working with you on this matter.

Sincerely,

A handwritten signature in blue ink that reads "Karina Macias".

Karina Macias, Chair
Eco-Rapid Transit

cc: Eco-Rapid Transit JPA Board of Directors

ATTACHMENT F



West Santa Ana Branch Transit Corridor Environmental Study

Contract No.: AE5999300
 Submittal Title: Huntington Park Grade Crossing Comments

Status Codes: R - Resolved, U - Unresolved, C - Complete, N/A - Not Applicable

Submittal Review Comments	Submittal Name:	Reviewer's Name	Comment	DRAFT COMMENTS AND QUESTIONS	Due Sent: Due Date:	Status Code	Status Date
No.	Paragraph No. Document Name	Reviewer's Name	Comment	DRAFT COMMENTS AND QUESTIONS	Due Sent: Due Date:	Status Code	Status Date
	Page 1, Alignment	Huntington Park	City requests Metro to consider extending the grade separation at Randolph Street and the San Pedro Subdivision right-of-way a terminus location south of Gage Avenue.	Metro grade crossing analysis recommends this intersection to remain an at-grade crossing. The grade crossing policy assesses conditions at proposed crossings and evaluates operational and safety considerations.			
	Page 2, Alignment	Huntington Park	The City request that once an agreement is reached with Union Pacific, Metro may discuss the final proposed alignment. In addition to this, a significant number of existing mature trees within the UPRR ROW appear to be slated to be removed as part of the project, provide mitigation measures to replace said trees to minimize the environmental impact.	Metro continues to coordinate with UPRR and will provide an update to the city once consensus on the alignment has been reached with UPRR on the final proposed alignment clearances.			
	Page 2, Traction Power Substations	Huntington Park	On the potential TPSS locations, can these be underground? This approach will certainly minimize the number of parking lost affected at the proposed locations.	The proposed TPSS locations are at-grade to correspond with portions of the alignment that are at-grade or aerial. TPSS are located underground only for underground stations. Mitigations for impacts caused by the TPSS locations will be identified where the project results in adverse visual impacts.			
	Page 2, Grade Crossings	Huntington Park	In regards to the Change of Existing Grade Crossings on Randolph Street at Regent Street, Wilmington Avenue, Albany Street, and Rugby Avenue, the City agrees to change these stop-controlled intersections to RI/RO and request Metro to conduct a further study for the Rita and Arbutus Avenues.	A road crossing is not feasible at Rita due to the location of the Pacific/Randolph station. Metro will evaluate designing Arbutus Ave into a grade crossing.			
	Page 2, Grade Crossings	Huntington Park	Pedestrians and bicyclists shall be directed to cross the tracks at the nearest signalized intersection. Emergency vehicles would be the only vehicles allowed to mount the low curb and drive on the tracks.	It is proposed that fences be installed between the travel lanes and the tracks to direct pedestrians to safe crossing locations at the intersections. In addition, the tracks are proposed to be tie and ballast. As a result, it will not be possible for emergency vehicles to drive on the tracks.			
	Page 2, Grade Crossings	Huntington Park	Delivery trucks shall be able to access business via right hand turns. If there is not enough room to accommodate a right hand turn, the MTA will provide an alternative access point.	Please advise of any particular locations of concern.			

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West Santa Ana Branch Transit Corridor
Environmental Study
 Metro Contract Number AE5999300
 444 South Flower Street, Suite 800
 Los Angeles, CA 90071

Submittal Review Comments				Submittal Name: Version:	Due Sent: Due Date:	Status Code	Status Date
No.	Paragraph No. Document Name	Reviewer's Name	Comment	Response			
	Page 3, Grade Crossings	Huntington Park	Traffic, including bicyclists, and pedestrian movements that cross the tracks shall be accommodated at signalized crossings with special traffic signal phasing to provide safe, separated intervals for train, traffic, and pedestrian crossings.	Best practices for median running alignments include installation of traffic signals upstream and downstream from the tracks with "green extensions" at the downstream side to provide track clearance. The signals will be preempted to operate in conjunction with the road crossing gates. Pedestrian warning devices and pedestrian automatic gates will be provided. During a future design phase the details will be developed.			
	Page 3, Grade Crossings	Huntington Park	Does the project plan to include the signalized intersections within the project limits to connect to the Cities' Automated Traffic Surveillance and Control signal system?	Traffic signals along the alignment will be upgraded as needed to provide the functionality described in the prior comment. Connection to the city signal system will be maintained where it presently exists.			
	Page 3, Grade Crossings	Huntington Park	City requires that all traffic and pedestrian access be allowed to cross the project tracks only at signalized intersections along the alignment. Provide information as to how vehicular left turns movements are going to be controlled.	Best practices for median running alignments include traffic signal control of all left-turns across the tracks. The traffic signals will be designed to incorporate provision for track clearance of sufficient duration to flush design vehicles from the trackway prior to LRV arrival.			
	Page 3, Grade Crossings	Huntington Park	Traffic lanes on which bus lines will continue to operate where the project has an on-grade profile shall be at no less than 11 feet wide to accommodate the operation of buses and trucks.	Traffic lanes will be provided at grade crossings. Roadway design to be developed further during a future design phase.			
	Page 3, Grade Crossings	Huntington Park	City requests changes to signal operations to improve efficiency and traffic signal coordination for optimal operations. City requests that all traffic signals at all intersection affected by the project be modified to comply with the latest Caltrans Standard Plans and Specifications, including, but not limited to path of travel to meet ADA and bicycle access.	Traffic signals along the alignment will be upgraded as needed to current standards including provisions of ADA-compliant paths of travel and bicycle access.			
	Page 3, Grade Crossings	Huntington Park	For the last 27 years, the City of Huntington Park has hosted special events such as our Spring and Autumn Fairs and our Holiday and Three Kings Day Parades. These events are attended by thousands of our residents from the neighboring cities and they take place on Pacific Boulevard between Slauson and Florence Boulevards, therefore, the question is How would these events be affected by the new Rail System project?	Metro Rail and Bus Operations will coordinate with the City to look at potential special event operations during these events to provide more capacity. Otherwise, it can be assumed that the LRT will operate per the operating schedule proposed for this project.			
	Page 3, Grade Crossings	Huntington Park	As part of all future studies, City requests MTA to work with the community of Huntington Park to identify access improvements to the project, such as pedestrian linkages, urban design enhancements, way-finding methods, bicycle enhancements, traffic management tools, and parkride lots and/or structures.	Metro is conducting a First/Last Mile study to evaluate urban design and access improvements for the stations. The community will be involved as part of the First/Last Mile effort. Station plans will consider pedestrian and bicycle access. Mitigation measures for impacts related to traffic will be identified in the Draft EIS/EIR.			
	Page 3, Grade Crossings	Huntington Park					

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	Page 3, Noise and Air Quality	Huntington Park		As one of several environmental justice communities along the corridor, we are adjacent to major industries and transportation corridors. The poor quality of our air has been well documented. Thus it is crucial that both the transit system and construction be implemented in a manner that reduces pollution and enhances our air quality. Because of the close proximity to our densely populated residential and commercial uses around the proposed light rail transit line, the City requests that noise and air impacts be evaluated and monitored during construction and after the transit lines fully operational.	The Draft EIS/EIR and corresponding technical reports will evaluate air quality and noise during operation and construction; mitigation will be identified as needed based on the analysis. The Draft EIS/EIR will also include an environmental justice analysis to determine if the project would result in disproportionate impacts to EJ communities. The Draft EIS/EIR will be made available to the city for review and comment as part of the public review period.		
	Page 4, Sustainable Energy	Huntington Park		How will it be determined which power source the transit system uses? It is important that the transit system and its construction use energy efficient or self-generating power.	Like Metro's current system, the train will use 750V DC power. This will be provided by transforming AC power provided by local utilities.		
	Page 4, Safety and Security	Huntington Park		To ensure safety of our community, and our riders, the design needs to be done to ensure visibility and connectivity. The stations and the surrounding areas to the stations should be well lit to provide safety for the riders at nighttime and deter criminal activities.	All stations will include the following safety features: - Security cameras that feed directly to the Metro Rail Operations Center and are monitored at all times. - LAPD, Sheriff, and private transit security to provide security throughout the system (Metro Contract). - Blue-light phones to provide access to direct emergency contact. - FLM will look at improvements to surrounding streets for pedestrian and bicycle access.		
	Page 4, Safety and Security	Huntington Park		The City requests that Metro evaluate safety concerns commonly associated with train systems. Common safety concerns include transient loitering, theft, graffiti, and violent crimes. Mitigation measures should be evaluated and addressed in the physical design and operation of the rail line.	Safety and security impacts from the project will be evaluated in the Draft EIS/EIR and a corresponding technical report. Mitigation will be identified if adverse impacts are identified. Metro will provide the Draft EIS/EIR to the city for review and comment. Additionally, the stations will have security cameras that feed directly to the Metro Rail Operations Center and are monitored at all times. Metro partners with LAPD, Sheriff, and private transit security to provide security throughout the system.		
	Page 4, Safety and Security	Huntington Park		Based on data and statistics from other METRO's projects, we anticipate an increase of criminal-related activities around stations. This will increase the need for the City to budget and appropriate financial resources to add policing services. Therefore, the City would like to discuss with METRO the possibility of signing a Memorandum of Understanding, between the two entities, to get reimbursed for the additional costs to provide those services. Our Police Department is ready to sit down and have a conversation about this important and critical matter.	The City requests for those leading the design and the environmental study to coordinate with the local School Districts, Public Works and Community Development Departments to make sure all pertaining information and data is available to redesign or update the existing safe routes to schools to protect the students and all pedestrians.		
	Page 5, Safety and Security	Huntington Park			Safe Routes to School will be evaluated in the Draft EIS/EIR and corresponding technical report. Mitigation will be identified if adverse impacts to Safe Routes to School are anticipated. Metro will provide the Draft EIS/EIR to the city for review and comment.		

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 444 South Flower Street, Suite 800
 Los Angeles, CA 90071

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	Page 5, Safety and Security	Huntington Park	Huntington Park	The City is also requesting to include all safety measures when designing the stations, the surrounding areas close to the line, and during the construction phase to mitigate any potential risk associated to the foot traffic caused by the students/parents in their way to or from school. The City also request for all city permits to be obtained for the construction phases so all documentation associated to the project can be recorded accurately.		Safety and security during construction will be evaluated in the Draft EIS/EIR. Safety mitigations will be identified as needed and the project will coordinate with the city to obtain all permits needed for construction.			
	Page 5, Connectivity	Huntington Park	Huntington Park	The City requests for the environmental study to analyze and establish a network of open spaces that connects the neighborhood to all currently existing proposed transit projects, such as the I-710 widening project, First and Last Mile, Rails to River, ATP and other proposed transit projects.		The West Santa Ana Branch Project is a transit project and includes construction of features needed for operation of the project (e.g., stations, park-and-ride facilities). There are strict guidelines related to the use of federal funding on projects. Such funding cannot be used for betterments, or features that go beyond the basic functioning of the project or to mitigate impacts directly caused by the project. The creation of new, or connection of existing, open spaces is beyond the scope of this project. However, first/last mile connections will be evaluated to connect stations to the surrounding neighborhoods and activity centers.			
	Page 5, Housing, Parking, and New Development	Huntington Park	Huntington Park	There will be an increased demand for electrical, sewer, data and land. The city is currently at full capacity.		The Draft EIS/EIR will consider energy use and impacts to utilities. Mitigation will be proposed if impacts are identified. Metro will provide the Draft EIS/EIR to the city for review and comment.			
	Page 5, Housing, Parking, and New Development	Huntington Park	Huntington Park	The City requests for the environmental study to analyze the existing need of parking and the future demand for the project once it is completed. This way appropriate mitigation measures to replace needed parking by the project will be taken into account.		Impacts to parking and parking demand will be evaluated in the Draft EIS/EIR and corresponding technical report. Mitigation will be proposed if impacts are identified. Metro will provide the Draft EIS/EIR to the city for review and comment.			
	Page 5, Housing, Parking, and New Development	Huntington Park	Huntington Park	The City requests for the environmental study to clearly identify the potential location(s) where parking for the proposed stations will be located and to identify if any of the existing City's owned parking lots will be affected by the project so that a comprehensive on-street/off-street parking analysis and replacement strategic plan can be discussed and implemented.		Impacts associated with parking that will be provided as part of the project will be evaluated in the Draft EIS/EIR and corresponding technical report. Mitigation will be proposed if impacts are identified. The Draft EIS/EIR will be made available to the city for review and comment as part of the public review period.			
	Page 6, Housing, Parking, and New Development	Huntington Park	Huntington Park	The City requests that METRO consults with the City to propose a design with no housing displacements or loss of existing residential properties.		The current WSAB alignment does not intend to displace any housing in the City of Huntington Park. Any displacements associated with the project will be evaluated in the Draft EIS/EIR and corresponding technical report. If housing needs to be displaced, Metro will follow all federal, state, and local regulations to assist those displaced. Metro will continue to coordinate with the corridor cities and will provide the Draft EIS/EIR to the city for review and comment as part of the public comment period.			
	Page 6, Housing, Parking, and New Development	Huntington Park	Huntington Park	The City requests for METRO to carefully coordinate, in a timely fashion, mitigation measures to avoid the financial negative effects the project may have. Also, the City is requesting to work with METRO to create an Economic Development Strategy that may include policies to mitigate any financial burden that the project may impose in the City.		Economic impacts associated with the project will be evaluated in the Draft EIS/EIR and corresponding technical report. Mitigation will be implemented if adverse impacts are identified. Metro will provide the Draft EIS/EIR to the city for review and comment. Metro is drafting a Memorandum of Understanding with Huntington Park that will be used to come to agreement on any financial burden imposed on the City as well as resolve other project issues.			

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Page 6, Housing, Parking, and New Development	Huntington Park			<p>The project should analyze the possibility for METRO and the City of Huntington Park to have a joint development effort for the development of the two proposed stations and a very close proximity to a third station, station amenities, and adjacent transit oriented developments. This process should be formalized through some type of memorandum of understanding (MOU). This joint development agreement would involve community members, private developers, local businesses, and property owners to maximize community engagement and funding leverage.</p>	<p>Land may only be acquired to directly support the transit project; however, in the future, if it is determined that property is no longer needed or may be reconfigured to incorporate joint development (for example park and ride lots), this would be subject to Metro's joint development policy which requires extensive community engagement and preparation of development guidelines for the site prior to initiating the developer selection process. For more information on the Metro Joint Development program and policies please see http://www.metro.net/projects/joint_dev_pgmy/.</p> <p>Additionally, the WSAB SIP provides recommendations about the vision for, and the type and character of development that is desired in the WSAB station areas, based on input from City staff, and also recommends strategies and actions that the City may wish to spearhead in order to pursue development in the station areas, together with the private sector, and in collaboration with community property owners and stakeholders. The full TOD SIP document can be found at: https://www.metro.net/wsab.</p>		
Page 7, Traffic Flow	Huntington Park			<p>Provide information on method to be used to determine existing daily traffic operations. Provide information on the impact of traffic lane reduction on Randolph Street will have on the Level of Service (LOS) in the east-west direction. The City requests that Metro diligently evaluate mitigation measures that will help alleviate any impacts caused to traffic due to the proposed light rail transit line. Provide analysis on the effect that the project will have on traffic circulation and neighborhood accessibility.</p>	<p>Traffic will be evaluated in the Draft EIS/EIR and corresponding technical report. Mitigation will be identified if adverse impacts to traffic are anticipated. Metro will provide the Draft EIS/EIR to the city for review and comment.</p>		
Page 7, Transit	Huntington Park			<p>Provide comments on the potential Bus Routes Interface within Huntington Park's City limits. If any bus stops are displaced due to street design changes with the introduction of the LRT system, replacement bus stops will be designated within reasonable distance of the original stop.</p>	<p>Changes to the bus network to support WSAB are not anticipated but may be considered prior to or after the start of WSAB service. Metro's Bus Operations group will coordinate any bus route changes with City staff and the public.</p>		
Page 7, Transit	Huntington Park			<p>City request for the NextGen Bus Study to be taken into consideration when discussing the new times of connectivity with buses connected to the two proposed stations.</p>	<p>Metro to coordinate this request with their NextGen Bus Study team.</p>		
Page 7, Transit	Huntington Park			<p>City requests MTA to provide Design Alternatives, at a minimum of three design alternatives, including No-Build Alternative.</p>	<p>In compliance with the National Environmental Policy Act and California Environmental Quality Act, the Draft EIS/EIR will discuss no build and at least two build alternatives. Two design options will also be evaluated.</p>		
Page 8, Planned Land Use	Huntington Park			<p>This planned project is strongly supported by the City and the cities of Bell, Maywood, Los Angeles, the County of Los Angeles, and by community organizations including communities for a Better Environment.</p>	<p>Metro appreciates this support and is committed to continuing to work closely with the City and neighboring cities.</p>		
Page 8, Planned Land Use	Huntington Park			<p>The City requests that the EIR and EIS assess any potential impact on this bicycle and pedestrian facility that is strongly supported by the community.</p>	<p>The Draft EIS/EIR will evaluate consistency with plans and policies of the various cities. Proposed bicycle facilities will be considered as part of this analysis.</p>		

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	Page 8, Subterranean Stations	Huntington Park	Huntington Park	The City requests that Metro evaluate and consider subterranean stations as opposed to at-grade stations.	The WSAB project environmental process was preceded by various studies, and in the Alternatives Analysis it was determined that an at-grade alignment was most appropriate for this segment.		
	Page 8, Matching Funds	Huntington Park	Huntington Park	The City requests Metro to be flexible and open in its interpretation of what expenditures qualify towards the local match and when those expenditures occurred.	Metro is committed to working through these details as the Memorandum of Understanding is developed with the City.		
	Page 9, Aesthetics	Huntington Park	Huntington Park	The proposed stations and rail line should be designed in an aesthetically pleasing way in order to maintain the quality of life that is enjoyed by those who live, work, and shop within the City. Lighting and landscape elements should be used to help achieve this goal.	Metro's Systemwide Design provides criteria on station design, which includes shade canopies, seating, landscaping, and art among other design features. The art work and landscaping palette are variable and will be designed to fit within the community.		
	Page 9, Landscaping Improvements	Huntington Park	Huntington Park	The City requests for the study to describe all proposed vegetation and landscaping improvements, including the size and height of trees along the Right-of-Way and the proposed trains stations locations. The City is also requesting a description of how the vegetation and landscaping will be utilized as a visual and potential sound buffer between the tracks and adjacent residential areas.	The Draft EIS/EIR will include visual and noise impact sections with proposed mitigations where needed to mitigate adverse impacts. In general, landscaping will be provided at/near station areas, park and ride lots, and along the right of way where feasible along the corridor.		
	Page 10, Downtown Specific Plan and Future Transit Community Oriented Specific Plans	Huntington Park	Huntington Park	(Therefore), it is imperative that the design and the environmental study take into account the design and development standards of these future specific plans and the existing City's Downtown Specific Plan.	The Draft EIS/EIR will evaluate consistency with plans and policies of the various cities. Proposed bicycle facilities will be considered as part of this analysis.		
	Page 10, Construction	Huntington Park	Huntington Park	For the Florence/Salt Lake proposed station, the City requests for the project to consider adding a parking structure due to the highly dense area with home and apartments.	No parking structures are proposed for WSAB at this time. A highly dense area with home and apartments is the ideal station placement where walking and biking to the station can be encouraged and facilitated. The First/Last Mile study will propose design elements to enhance pedestrian and bicycle access.		
	Page 10, Construction	Huntington Park	Huntington Park	The City believes that a Business Interruption Mitigation Fund should be established to assist businesses negatively impacted by the project, especially during the construction phase.	This should be discussed with Metro as the Memorandum of Understanding is developed.		
	Page 10, Construction	Huntington Park	Huntington Park	It would be a great opportunity for METRO to look into creating a local hire program that may offer local jobs during the construction phase of the program utilizing local entities such as Hub Cities that have already information from local residents.	Metro typically facilitates programs similar to those described in the comment on its large transit corridor projects. This should be discussed as the Memorandum of Understanding is developed.		
	Page 11, Schedule	Huntington Park	Huntington Park	The City believes that it will be critical to have at least two project staff members to be the point of contact to address all construction-related issues for the cities and to create local advisory committees to get feedback from the communities and inform the progress of the project to the stakeholders.	Metro uses community outreach teams during construction of its large transit corridor projects. The details for WSAB construction-phase community outreach will likely be finalized after the environmental phase but should be discussed with Metro as the Memorandum of Understanding is developed.		
	Page 11, Schedule	Huntington Park	Huntington Park	The City strongly believe that this project should be completed in one single phase as originally proposed, versus following a phased-out schedule. This will definitely help to mitigate all safety and construction issues in all communities that this project will be impacting.	Metro is currently working on a construction schedule and identifying funding sources to build the project. Metro is also exploring P3 opportunities to deliver the project at an accelerated schedule.		

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