

# South Bay Cities Council of Governments

## ***Livable Communities Working Group***

**Wednesday, October 19, 2011**

**2:30 to 4:30 p.m.**

### **I. Welcome & Introductions**

Attendees: Paul Martin RBF, Otis Ginoza (Lawndale), Kelley Thom (RHE), Eric Haaland (Manhattan Beach), Pam Townsend (Hermosa Beach), Zak Gonzales (Carson), Leza Mikhail (RPV), Maria Majcherek (Hawthorne), Jamie Lai (City of Anaheim), Jacki Bacharach, David Magarian, Wally Siembab, Jeremy Hyde, Rosemary Lackow (SBCCOG), Grieg Asher (SCAG)

### **II. Minutes for September 21, 2011 – Receive and File**

Wally requested one revision - for item VI (SCAG News) regarding the SCAG RTP and deficit for road maintenance that the amount of "200 billion" be replaced by "150 billion". Rosemary stated she would make the change and re-post revised on the Livable Communities web page.

### **III. Timelines for Recent Grant Awards: CEC/CPI, Compass & LUV II**

Wally Siembab and David Magarian

#### **LUV II**

Wally explained that in the extended (by one year) program, the idea is to change somewhat the fleet composition, and change the type of neighborhood, or urban form, in which the LUV vehicles are being used. David: we will have 6 vehicles driven in 2-3 month periods per driver. He clarified we will not be able to take the vehicles onto "the Hill" (PV peninsula area), the expansion of the scope to include full speed vehicles is another proposal that they are working on. Wally also stated that, because AQMD is uncomfortable with a "sole source" arrangement he is looking at bringing in other partners that have relevant resources (e.g. car sharing, charge port manufacturer) to supplement the COG. Early December will meet on that. David stated he is looking into an e-vehicle retailer interested in establishing a retail presence in the South Bay, possibly Manhattan Beach.

#### **CEC/CPI (Charge port infrastructure)**

Wally talked about grants for sub-regional CPI readiness planning. There were 2 main grants; from DOE (Dept of Energy) and CEC (Ca. Energy Commission) seeking to improve EV readiness in the whole region. One, from DOE has gone to AQMD who will be the lead - they will be hiring a consultant; details forthcoming. Second grant from CEC for \$200K awarded to SCAG who will apply to two sub-regions, South Bay being one. Regarding the DOE grant, there is a rush to get this going, may be ready by January 1<sup>st</sup>. CEC has a reputation for taking a long time to get the money out, and we want the sub-regional effort to match up with the regional effort. We are also getting a \$50K contract to do our own work on the sub-regional plan. A staggered time line is going to be difficult - will know more in November.

### Smart Mobility Framework

Caltrans developed this which involves criteria for taking on big transportation projects and is looking to test it. With Metro, Caltrans wants to use the South Bay as one of two sites (south and north) in the state to demonstrate project evaluation criteria. We are just starting to work on this as a case study - not sure what this will entail. The RFP is on the street, will get a transportation consultant to work with and we would give them a portfolio of projects (not Measure R – want to do something realistic without being real). Steve Lantz is working on this.

### Compass

We turned in a proposal year ago along with 65 other jurisdictions. There was not enough funding so only the first half got funding right away. Then last month the rest of the proposals (lower priority) got funded. Gardena, Hawthorne, HB, Lawndale have responded that they are interested in this.

Wally brought up the UCLA Arrowhead Transportation, Land Use and Energy Symposium he recently attended, stating that regarding energy, in the immediate, medium and long term future, things just don't look bright, there's lots of difficulties. Even there is problem with our old friend the wind = source of wind not stable, no good way of storing, turbines create turbulence that is thought to affect ecosystems. So, bottom line: we know for sure there will be a lot of turbulence in terms of the entire field of energy. Cost of mobility will go up, pool of investment funds for street and transportation improvement is in trouble – so expect taxes and fees in the future to fund improvements.

After a break to allow the Anaheim presentation on their multi-modal transportation hub, project, Wally returned to the Compass grant discussion.

A year ago we had opportunity to get attention from cities; Lawndale and Hawthorne for the Marine Station, looking at west of the last area – needs to be some kind of multi-modal hub as part of the strategy. Also: regarding PCH = Hermosa is still interested, and a 2-mile stretch of Rosecrans. Have some funding. We know that the land use aspect would be the most difficult, but with the strategic growth council grant coming up, we will have an opportunity again, so to the cities Wally urged they talk to him, and we'll figure out which grant(s) to go after.

Wally said Randall Lewis (prior meeting speaker) contacted him and is interested in doing some development – has a Target and other possible tenants – this kind of fits with all this. Again, if a city has sites, let him know. Wally wants to start looking at General Plans to examine city policies. Looking for corridors with aging retail and where land value is much greater than retail value.

## **IV. Anaheim Regional Transportation Intermodal Center (ARTIC)**

Jamie Lai, P.E.  
Transit Manager  
City of Anaheim/Public Works/Transit Division

Wally's background comments: explaining an intermodal center or Multi Modal Hubs. The concept of a "multi-mobility hub" (MMH) has been gaining momentum over the past few years. The City of LA received funding from Metro's most recent Call for Projects to develop a plan for MMHs at one or more of its Metro stops.

The AQMD's Mobile Source Review Committee (MSRC) has commissioned work to define an MMH and, in mid-2012, will invest about \$1 million via a competitive bid process to one or more jurisdictions to plan their own.

South Bay cities should be interested because of the economic development potential, mobility benefits from solving final mile issues, compatibility with NEVs and BEVs, consistency with Neighborhood Oriented Development, and the potential to win one of the upcoming MSRC grants. South Bay is a candidate for some of this funding. In addition, our sustainable strategy, neighborhood initiative embraces this concept. So it's important to us on a lot of levels.

Wally introduced Jamie Lai, Transit Manager for Anaheim and manager of ARTIC, which is the "Anaheim Regional Transportation Intermodal Center". Jamie gave a power point presentation which is to be made available on the Livable Communities Working Group page on the SBCCOG website ([www.southbaycities.org](http://www.southbaycities.org)). The presentation showed a rendering of the project located near Angel Stadium. The project has OCT Authority funding, based on population (tenth largest in CA) and knowing sports venues generate a lot of traffic. Also Orange County has 40 million visitors a year, Anaheim is overall a top family tourist destination with a high amount of bus boarding, use of public transit due to location near the Anaheim Resort (Disneyland).

ARTIC wants to be a model. Examples of others in the nation: Target Field in Minnesota (baseball) New York's Meadowlands, as well as venues in Colorado, Portland, Denver.

Inspiration for the project design included the St. Louis arch. Looking at the rendering, notice height (120 ft tall) exterior materials are the same as the Beijing Water Cube, using a plastic material that inflates with air. They want to build to a LEED Platinum standard. Will be served by high speed rail, also serving the baseball stadium. The high speed rail will be on the other side of the 57 freeway with access from it to the stadium under the freeway.

Interior: light filled, energy efficient, progressive design. Some environmental benefits: eliminates long distance car trips, reduces VMT on local streets, and meets intent of AB 32. In addition: reduction in energy, water, operational waste and air emissions. For employees, will provide connections to last mile transit services, thereby supporting regional transit.

Economic benefits: local economy stimulus, job creation for 5,000 jobs during and after construction, creates a metropolitan center by providing transportation infrastructure.

Site Planning: Plaza, intermodal center, surface parking, rail platforms, Honda Center nearby 1,000 parking spaces total, designed to handle maglev line to Las Vegas (through Ontario). Regarding the high speed rail: they are looking at various options, including separate and shared rails. Local parking need projected 900 -1,000 spaces (existing 400 spaces).

Future development opportunities

The second floor would work as the walk on floor. This lends the structure to transit oriented development and mixed use, a partnership with Honda Center. Question:

where do buses come in? Answer: at the level below. Question: Why have high speed rail separate? Answer: partly it's a cost issue and they have a need for separate facilities, a need to build their passenger areas. Question: Will you need separate tracks for high speed rail? Answer: they are leaning towards utilizing existing corridor and not have separate tracks. Wally: this issue of designing tracks is a big topic right now: e.g. need to examine what infrastructure is to be needed. Question: Has Anaheim zoned the land already for these uses? Answer: Yes. The site is ready for development. Future growth at ARTIC will involve development of a high speed train station, and related services.

Funding: Total 183.8 million.

Milestones: Design to be complete in 2012, start building in 2012, open in 2014,

ARTIC Transportation Services to include: Metrolink, Amtrak, OCTA Bus, Anaheim Resort Transit, Airport Flyaway, Taxis, Intercity buses, International Buses, Tour and Charter Buses, Private Vehicles, Pedestrians, Bikes

ARTIC Connections: Honda Center (hockey), Angel Stadium, Disneyland Resort, Anaheim Convention Center for a total service area of 5 square miles. Question: Is it anticipated that employees will be using the hub? Answer: Yes – looking at connections from Inland Empire.

Wally: how do the people of Anaheim feel about this? Answer: They support it due to great tax base, and it improves transportation systems. Regarding affect on existing businesses in the area: there's a lot of low-rise industrial that is getting replaced, but tile, carpet etc wholesalers will be staying. There is a lot of residential involved – and employers support for this reason, too.

Jamie cited a website describing Anaheim's Transit Future: "A CONNECT".com

#### Discussion

Question: How does someone from South Bay get there? Answer: need to go to Norwalk, and use Amtrak. Jacki made the point that South Bay is very isolated. Question: Kim asked if there were any plans to extend the green line to this hub? Answer: No awareness of such. Jacki: why extend our line – shouldn't OC improve their own? Jeremy: this would relieve LAX. Jacki: this tells us that we should be lobbying for some kind of bus to Anaheim or as an alternative, extend the green line. Paul Martin (RBF): there is not enough density along the route to support Grieg (SCAG): the Green line station at Century and Aviation is the place where a MMH would go, if were to be developed. Jacki : it's important for So Bay to watch the transit alignments – we don't want to have to transfer when going to the airport. (Steve Lantz watching) Also, the Artesia Transit Center is located in the City of LA – this would be a great location for a flyaway. Grieg: suggested we have Metro staff do a similar presentation. Believes that they have already decided on alignment – that the Green Line will become the Crenshaw Line, but will be a straight shot.

Wally asked: how aggressively would Lawndale defend the median? Otis: as of now: very aggressively.

There was a comment on how we need our cars to haul stuff. It was noted that this Anaheim project is not intended to address that, but more to get commuters to their jobs, or people to entertainment destinations.

Wally to Otis: what would the (Lawndale) council think if Metro came and said they want to put in an aerial transit line on Hawthorne? Otis: was sure they would not want their landscaping impacted.

Wally to Paul Martin: where in his opinion, should South Bay located a MMHub? Paul responded that we should learn from Anaheim, and look at it from a land use perspective: look to see where land uses are turning over, build up residential density, then plan based on where density is located. So look for where you want to plan density - that's where you would put a MMHub.

## **V. SCAG RTP and a South Bay SCS**

Wally Siembab

Wally: briefly gave status of RTP. We are working with SCAG, which recently has given attention to producing a sub-regional SCS based on our Sustainable South Bay Strategy.

## **VI. Other Business**

Climate Action Plans Update – Jeremy planning to meet with every city, new analysis expect many cities to easily be able to meet the 15% target. We'll talk about next steps. How much more will cities have to do to meet their targets – he's analyzing, and trying to make the scope of work for cities, much less than before.

BEV/LUV proposal to AQMD: we are looking for partners – more information at the November meeting.

Caltrans/Metro's Smart Mobility Framework demonstration – we've talked about this

Strategic Growth Council proposal options – Feb 2012 is when they are due. Suggest that put heads together in November. Let's do some reality check discussions before submitting. Also they want planning projects not implementation projects.

ESC's search for new office space: probably somewhere in Old Torrance – will update in November.

Grieg Asher (SCAG): Nothing to add.

Paul Martin: Regarding the Compass applications: scope is important, and be clear, and City staff should participate in the interview.

Wally : announced we won't meet in December, due to holidays unless people want to - no objections.