



Metro

Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2008**

SUBJECT: REQUEST FOR DEVIATIONS FROM RIGHT-OF-WAY GUIDELINES

ACTION: APPROVE DEVIATIONS FROM RIGHT-OF-WAY (ROW) PRESERVATION GUIDELINES

RECOMMENDATION

Allow the City of Bellflower to deviate from the Right-of-Way (ROW) Preservation Guidelines as well as a Call for Project grant condition as follows:

- A. Move the location of the bike and pedestrian path ten feet to the north in two locations for a total of 1,090 feet towards the center of the right-of-way; and
- B. Move the location of the bike and pedestrian path 15 feet to the north spanning one block for a distance of 2,300 feet towards the center of the right-of-way.
- C. Deviations A and B are subject to the following condition: The remaining areas between the allowed tree and shrub plantings at both edges of the right-of-way and the bike and pedestrian paths will be covered with mulch only.

ISSUE

We have been working with the City of Bellflower on the West Branch Greenway Multi-Modal Transportation Corridor project, LOA. P0006275. This project was approved in the 1999 Call for Projects Cycle.

The project consists of a 2.38 mile long Class 1 bike path with a pedestrian path, and landscaping to be located on our West Santa Ana Main Branch ROW. The project is subject to our ROW Preservation Guidelines which require the bike and pedestrian paths and landscaping to be located along the outer edges of the ROW.

During the construction phase, Bellflower determined that there are three locations where the bike and pedestrian path needs to be relocated towards the center of the right-of-way and one area where they need to relocate the bike and pedestrian path to the south side of the right-of-way to meet site environmental conditions. Since these relocations deviate from our

ROW Preservation Guidelines and the Call for Project Grant conditions, the City of Bellflower has requested that we grant an exception for their Project (Attachment A).

POLICY IMPLICATIONS

The applicable Board policies state that the bike and pedestrian paths be located, as close as possible, to the right-of-way’s perimeter to minimize relocating for a future transportation project.

In the event that we undertake a future transportation project in this corridor and that the bike and pedestrian path needs to be relocated at a future date, the City of Bellflower is willing to take responsibility to relocate the bike and pedestrian path pursuant to the signed license agreement with us for this project.

ALTERNATIVES CONSIDERED

Staff considered not granting Bellflower’s request. We are not recommending this because it would jeopardize this bike and pedestrian project. The interim public use of our ROW for a bicycle transportation program will still provide adequate ROW space for a future transportation project in most areas. The City has agreed to relocate the bicycle path in other areas if needed.

FINANCIAL IMPACTS

There is no financial impact to us . The funds for this project are state funds, which the City of Bellflower allocated through Caltrans.

DISCUSSION

Allowing Bellflower to relocate the bike and pedestrian path in the three locations will allow them to avoid the existing natural water runoff and drainage flows. This will create a safer project for bicycle and pedestrian users while allowing the City to meet Caltrans’ as well as our requirements.

NEXT STEPS

Upon Board approval, we will work with the City of Bellflower to implement the project as per Board approved grant, policy and the executed license agreement.

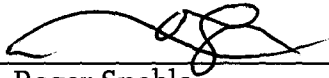
ATTACHMENT

- A. City of Bellflower letter requesting the realignment.

Prepared by: Sharad Mulchand, Transportation Planning Manager, Gateway Cities Area Team, TDI
Ernest T. Morales, Deputy Executive Officer, Gateway Cities Area Team, TDI
Diego Cardoso, Executive Officer, Transportation Development and Implementation.



Carol Inge
Planning Chief Officer



Roger Snoble
Chief Executive Officer

The City of Bellflower

Families. Businesses. Futures.

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September 16, 2008

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA, 90012-2952
Attn: Mr. Sharad Mulchand, NCARB, ACIP

Reference: Federal Project Number: RPSTPLE-5348(015)
City of Bellflower
West Branch Greenway Multi Modal Transportation Corridor

Dear Mr. Mulchand:

Thank you for meeting with the City of Bellflower last Thursday, September 6.

As requested at the above meeting, please find below a summary of the linear length of the proposed Trail realignment where changes from the original 'Approved Plan' are requested.

The approximate length of the project is 2.38 miles. (Milepost 497.37 through Milepost 499.75)

There are four (4) individual areas we wish to address. The first two address site constraints identified in my letter of June 30, 2008. The second two address the slope constraints requested by Metro with regard to the two foot lateral clearance area adjacent to the bike path to comply with AASHTO guidelines. Further, the requests address the slope constraints in a manner consistent with the environmental clearance for the project which was a Categorical Exemption.

A more detailed explanation of our concerns and solutions for each of the four (4) locations is enclosed. The four areas are:

1. Construction Plan L1.1, Sheet 3 of 55, Station 2100 + 60 through Station 2800 + 50, a 690-foot realignment west of Clark Avenue.
2. Construction Plan L1.1, Sheet 3 of 55, Station 3100 + 50 through Station 3500 + 50, a 400-foot realignment between Clark Avenue and Alondra Boulevard.
3. Construction Plan L1.2 / L1.3, Sheet 4 / 5 of 55, Station 3800 + 00 through Station 6100 + 00, a 2,300-foot realignment between Alondra and Bellflower Boulevards.

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> Scott A. Larsen
Mayor

Dorothy R. King
Mayor Pro Tem

Randy Bomgaars
Council Member

Raymond Dunton
Council Member

Ray T. Smith
Council Member

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4. Construction Plans L1.3 / L1.4, Sheet 5/6 of 55, Station 6600 + 90 through Station 8000 + 90, a 1,400-foot realignment between Bellflower Boulevard and Flora Vista Street remaining on the north side of the right of way or, as an alternative, a 2100-foot realignment placing the paths on the south side of the right of way between Bellflower Boulevard and Flower Street.

The City of Bellflower wishes to acknowledge its responsibility to relocate the bicycle and pedestrian paths if required for a new public project in accordance with Section 24.15 of our license agreement for use of this Metro property.

We look forward to your response and remain available to answer any questions or meet with any Metro staff who may wish to further discuss this matter.

Sincerely,



Deborah Chankin
Director of Public Works
City of Bellflower

Cc: Michael J. Egan, City Manager

Enclosure: Revised

(Detailed site plans were attached to the letter and are available upon request.)

**City of Bellflower
Attachment – Page 1 of 3
West Branch Greenway
Revised October 14, 2008**

1. Construction Plan L1.1, Sheet 3 of 55, Station 2100 + 60 through Station 2800 + 50.

This 690-foot section of the proposed improvements is located west of Clark Avenue. As is obvious from field inspection, the existing topographical conditions dictate that the natural drainage of all surface water flow in this section is to the southern boundary of the Metro's right of way, where all excess water and surface run off is naturally contained by the large parking lot on the adjacent parcel. A natural retention basin has inadvertently been created due to the parking lot being higher in elevation than the MTA right of way.

We are requesting authorization to adjust the alignment of this 690-foot section of the proposed improvements ten (10) feet to the north, as illustrated by the 'Red-Line' markup on Construction Plan Sheet L1.1. This would enable us to install the required water retention and percolation basin (bio-swale) in the environmentally correct location with respect to the naturally occurring topography in this localized area.

2. Construction Plan L1.1, Sheet 3 of 55, Station 3100 + 50 through Station 3500 + 50.

This 400-foot section of the proposed improvements is located directly behind (north of) the commercial and retail occupancies and Chevron gas station located on Alondra Boulevard. This area is currently being utilized as a surface parking lot, commonly referred to as the 'Drayer Property.'

At present, the southern boundary of the proposed improvements lies approximately ten feet from the rear external bearing wall of the adjacent buildings. To further complicate matters, the entire structure's roof-top storm water drainage is accomplished by multiple downspouts that discharge all run-off directly to the existing grade elevation at the rear of the building .

After discharge to existing grade, the storm water then travels in a northerly direction to an open concrete drainage swale that channels the water flow to the east, then transitions the flow to the south at a forty-five (45) degree angle, discharging all collected roof-top storm water at the front of the curb and gutter located on Alondra Boulevard. This has been achieved by installing four (4) three (3) inch drainage pipes under the sidewalk that services Alondra Boulevard.

The problem we face in installing the proposed improvements as per the approved plan is that the existing drainage swale is directly under the Pedestrian Trail component of the proposed improvements.

An additional obstacle was identified at the same location during our review of the layout of the proposed improvements. While inspecting the electrical supply and distribution at the same buildings we discovered that, at an unknown previous time, an additional electrical 'feed' junction box had been installed off the original main electrical supply and distribution panel. This electrical circuit, from the junction box, has been installed underground in a westerly direction, along the entire length of the adjacent property. The underground feeder terminates at a Southern California Edison (SCE) underground electrical vault. The electrical feeder, from the SCE underground vault, supplies the light standards located around the Chevron Gas Station at the corner of Alondra Boulevard and Clark Avenue. As can be seen, the underground electrical trench and the SCE underground vault is approximately twelve (12) inches from the southern boundary of the proposed improvements.

We are requesting authorization to modify the alignment of this 400-foot section of the proposed improvements ten (10) feet to the north, as illustrated by the 'Red-Line' markup on Construction Plan Sheet L1.1.

3. Construction Plan L1.2 / L1.3, Sheet 4/5 of 55, Station 3800 + 00 through Station 6100 + 00

This 2,300-foot section of the proposed improvements lies between Alondra Boulevard and Bellflower Boulevard.

At present, the Bike Trail and Pedestrian Trail are designed to be constructed in an area where the prevailing topographical conditions do not allow compliant construction of the proposed improvements with regard to the slope and grading constraints. The North to South gradient fall in this area varies widely. In one of the areas where the improvements are slated to be constructed (Station 4300+00), there is a 25.9% fall from the North to the South. It is not possible to construct the proposed improvements in this area within the tolerances required by the Approved Plans and Metro's design guidance.

We are requesting authorization to modify the alignment of this 2,300-foot section by moving the proposed improvements fifteen (15) feet to the north, as illustrated by the 'Red-Line' markup on Construction Plan Sheet L1.2. This would enable us to install the improvements on the existing 'mesa', and thus take advantage of the existing topographical condition while still not impinging on the existing track or its ballast.

4. Construction Plans L1.3 / L1.4, Sheet 5/6 of 55, Station 6600 + 90 through Station 8000 + 90. This 1,400-foot section of the proposed improvements is located east of Bellflower Boulevard and terminates at the dog-leg in Flora Vista Street, and includes the entire northern boundary of MTA's right of way with the existing Southern California Edison (SCE) Electrical Sub Station.

Again, the existing topography dictates that the natural drainage of all surface water flow in this section is to the northern boundary of the MTA's right of way, where excess water and surface run off is naturally contained by the existing conditions. A relatively large natural retention basin has inadvertently been created due to the Southern California Edison (SCE) Electrical Sub Station being considerably higher in elevation than the northern boundary of the MTA right of way. This section of path must be relocated to the south to avoid a creating a hazardous condition in wet weather.

In addition, in order to meet the slope constraints in the area west of the substation it will be necessary to move the bike trail to the south onto level ground while retaining the pedestrian path at the northern boundary of the right of way. The result is a slightly meandering path that can still be built to all applicable design guidelines.

This solution for the alignment in this 1,400-foot section of the proposed improvements is illustrated by the 'Red-Line' markup on Construction Plan Sheets L1.3 and L1.4.

However, this is not the preferred solution to the problem. We believe there is a simpler and more effective alternative solution to the complicated and expensive construction option above.

Alternate solution to Item 4 above:

Construction Plans L1.3 / L1.4, Sheet 5/6 of 55, Station 6400 + 50 through Station 8500+50.

This 2,100-foot section of the proposed improvements is located east of Bellflower Boulevard and terminates at Flower Street.

If the complex, somewhat meandering configuration of the planned improvements as outlined in Item 4 above are not amenable to the MTA, the City of Bellflower request MTA's approval to modify the alignment of this 2,100-foot section of the proposed improvements as illustrated by the 'Purple-Line' markup on Construction Plan Sheets L1.3 and L1.4. By simply moving the proposed trail improvements from the north side of the existing railroad tracks to the south side of the railroad tracks, all the complications associated with the construction can be alleviated. The construction can be completed as per the MTA Approved Plan – the only difference is that the Trail will be on the south side of the existing railroad line, not the north side. The topography is flatter on the south side and the distance from the existing tracks to the south property line is greater than the distance to the north property line, thus allowing the improvements to remain at a greater distance from the tracks.

