



At the east end of the Gold Line, a parking structure will soon provide some 280 parking spaces for Metro riders willing to park their car and take the train the rest of the way.

Milestone: Metro Atlantic Parking Structure nears Completion

- The last pour: Work crews laid the last concrete deck on a 3 ½ level parking structure last week, paving the way for potential transit users to leave their cars behind and take the Metro Gold Line to downtown destinations and beyond.

(Dec. 8, 2009) After the hugely successful public opening of the Metro Gold Line Eastside Extension, there's more to come: A handsome, 3 ½-story parking structure for some 280 cars – and 24 bicycles -- is nearing completion at the east end of the Metro Gold Line.

Situated in proximity to the Atlantic Station, the garage rises some 40 feet into the skyline in the direct line of sight of commuters exiting the I-60 Freeway at Atlantic and Pomona.

"This is to provide some means of parking at the terminus point for our riders," said Fred Smith, construction project management director. "It's the ideal location for the parking facility. The Gold Line stops right here."

Only one other new station on the Gold Line Eastside Extension has parking — the Indiana stop, which has 43 free spaces. There has been very limited parking in a store lot for Gold Line customers at the Atlantic station during construction of the new garage.



Contractor Bill Klorman of Klorman Construction (second from right) adheres to the master builder tradition: Bring everybody who's worked on the project together on the last deck pour for a 'top out' celebration. From left, Klorman Supervisor Alex Rodriguez, Klorman Project Manager Mark Fechtelkötter, Metro construction project management director Fred Smith, Bill Klorman, and Metro Resident engineer Matt Gallagher. Below, 'last pour' crew is treated to lunch catered on site.



Now nearly 70 percent complete, builder Bill Klorman threw a “top-out” party to celebrate the ‘last pour’ milestone and thank the construction crew. “I’m proud of our safety record, speed, and the quality of work,” he said.

Klorman thanked the Metro team among those included in a long list of movers and shakers and plain hard workers, namely Dennis Mori, Matt Gallagher, Fred Smith, Jim Cohen, Megan Cramer-Miranda, Tim Clark, Alberto Alva., Javier Lora, Alix Mismas, Kathy Sweet, Dan Estrada, Dave Duthie, Ted Lepe and Cristina Coronado.

Smith praised contractor Klorman at his turn at the podium. “This is a great project that’s run efficiently and managed well, and the zero lost-time accidents on this job is a continuation of Metro’s striving for a safe working environment,” he said. “It adds into the more than 4 million man-hours put into the Eastside Extension project without one day away from work.”



Resident Engineer Matt Gallagher watches as crew lays down last 320 yards of concrete deck to complete top level.

Parking will be free for transit patrons, with no need to stop and purchase tickets or bother with electronic gates, explained Matt Gallagher, Metro’s resident engineer on the project. “The entrance at Atlantic Boulevard will be open to people to park at no cost, he said, noting Los Angeles County Sheriff’s deputies will patrol the property for security purposes but there won’t be any parking permits to check.

Giving rise to thoughts of grabbing a latte and even dropping off cleaning on the way to work, the parking structure has a built-in provision for some six retail operations on the ground floor. And bicycle riders can stake out 16 lockers and 8 bike racks, enough park and lock spaces for 24 bikes, said Gallagher.



The soft, earth-toned exterior will be landscaped with palm trees and native grasses.

Flanked by Kaiser Permanente East Los Angeles Medical Offices on the west and Pep Boys directly across the street, the strategic location is a boon to the community.

Architect William Villalobos, who designed the Mariachi Plaza Station and served as the onsite construction architect for the entire Eastside Extension project, describes the parking structure project in terms of form and function.

"The low-profile design fits in nicely with the contextual corner location and doesn't take away from the more prominent Kaiser facility. And, the development is an enhancement to the community. This corner was occupied, for the last 30 years, by a couple of buildings that needed improvement, with some car repair stalls behind," he said.



Crew wraps 'last pour' at Metro Atlantic Parking Structure construction site.

"The last pour is really the last major structural component, signifying a successful completion," said Klorman Project Manager Mark Fechtelkotter. "We're 70 percent complete. With walls up on the back side, and stub columns on top, we're ready for the finishing touches."

By that, he means the decorative screens, sheet metal roofs, elevators, electrical equipment, sidewalks, bike lockers and landscaping will be all in place come Feb. 18, the contractor's completion date.

Metro will conduct the close-out inspections and certification according to safety and building code standards. "We're pushing to open by the end of March," said Smith.