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REGIONAL CORE RAPID TRANSIT

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Appendix III. URBAN DESIGN/JOINT DEVELOPMENT/VALUE CAPTURE
ANALYSIS

- A. Joint Development and Value Capture Analysis (Consultant Report)
- B. Urban Design Aspects of Station Locations (Consultant Reports)
 - 1) Downtown Los Angeles
 - 2) Wilshire Corridor
 - 3) North of Wilshire/Hollywood/N. Hollywood

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**Rapid Transit
Stations
in the**

LACBD

**Urban Design and
Joint Development
Studies**

Wallace McHarg Roberts and Todd
for
The Southern California Rapid Transit District
May 1978

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May 1978**

WMRT

Wallace McHarg Roberts and Todd

Architects
Landscape Architects
Urban and
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304 South Broadway
Los Angeles, California 90013
213/485-8455

June 1, 1978

Mr. Richard Gallagher
Manager and Chief Engineer
Southern California Rapid Transit District
425 South Main Street
Los Angeles, California 90012

Subject: AUDIT NO. 1765 - RAPID TRANSIT STATION DESIGN AND JOINT
DEVELOPMENT STUDIES FOR THE LOS ANGELES CENTRAL
BUSINESS DISTRICT

Dear Mr. Gallagher:

In accordance with our agreement of December 1977, we are pleased to present herein our final draft report. The report presents the design and joint development studies for rapid transit stations for the Los Angeles Central Business District segment of the initial mass rapid transit line which would run between Hollywood and the Los Angeles Central Business District.

We enjoyed the opportunity of working with you and your staff, the City's Department of Planning, the Community Redevelopment Agency, and the other involved public and private organizations. We look forward to being of service in the future on this most interesting program.

Regards,



DONALD BRACKENBUSH, AIA, AIP
Western Regional Manager

DB/RMS/an

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Introduction and Conclusions

PURPOSE

The purpose of this report is to present the findings of a five-month program to develop urban design and joint development studies for rapid transit stations in the LACBD.

The three primary objectives of the program are to find ways through urban design and joint development to:

1. Maximize the effectiveness of the basic transit service function.
2. Assist in the amortizing of transit costs.
3. Enhance the transit's ridership through the design of convenient and attractive stations and related facilities.

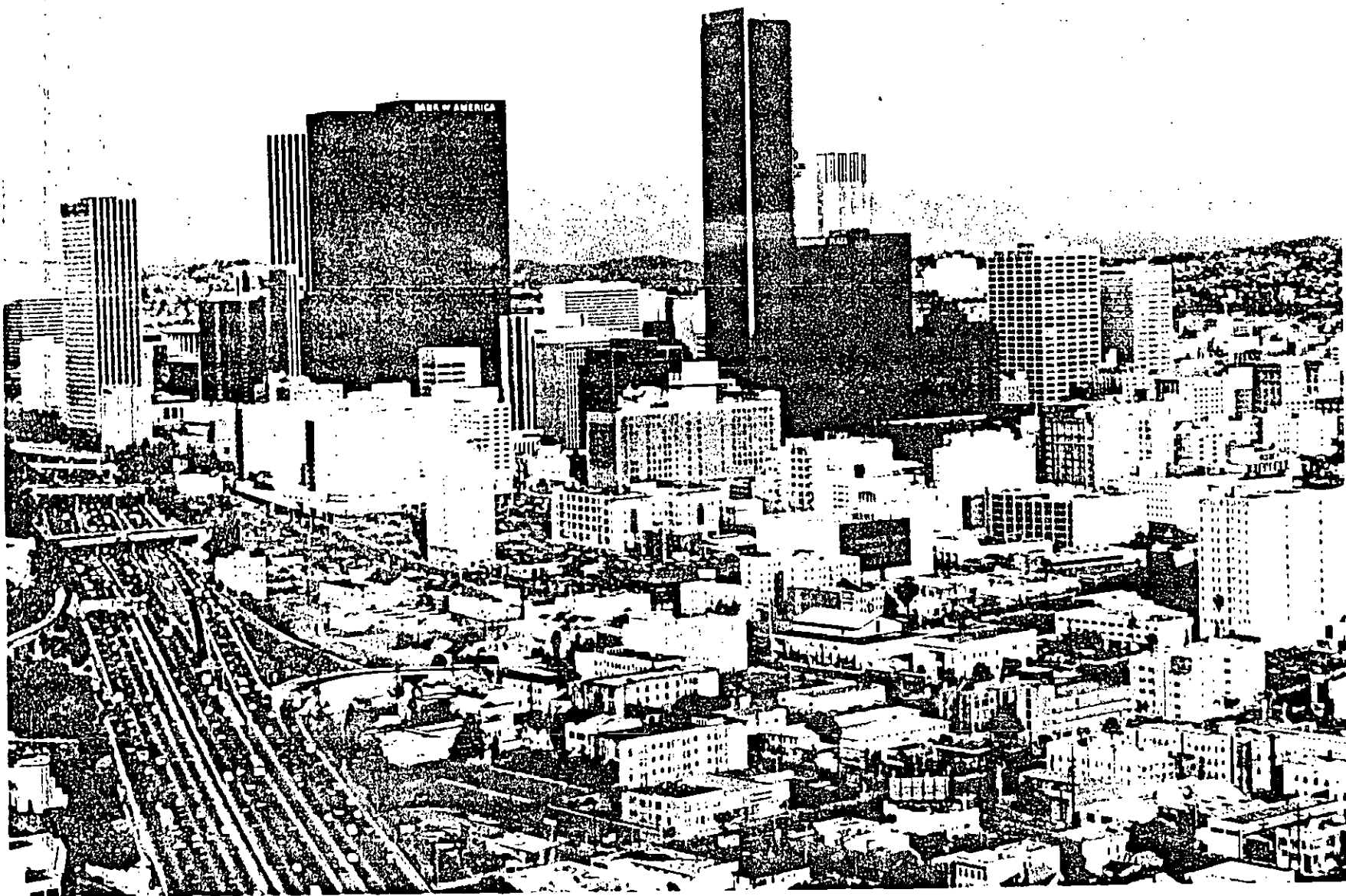
CONCLUSIONS

The mass rapid transit alignments and stations presented in this report offer a wide range of transportation and city planning options.

Each of the alignments and stations have unique characteristics, assets and constraints. The preferred alignment and stations will depend, to a large degree, upon the objectives to be achieved as well as the construction phasing of the rapid transit and the downtown people mover.

For example, if the goal is to revitalize downtown in the early phases of construction an initial alignment and station preference would be to favor the south and eastern periphery of the downtown such as described in alternative 1 and 2. This alternative assumes the people mover to be operational and to function as a principle distributor within Bunker Hill and the downtown core.

Alternative 3 on the other hand, emphasizes service to the existing employment base in the Central Business District. Alternative 3 also emphasizes an early phase transit access to Bunker Hill which would most likely be a major catalyst for new investment.



THE LOS ANGELES CENTRAL BUSINESS DISTRICT

THE INITIAL MASS RAPID TRANSIT LINE

The Los Angeles Central Business District (LACBD) stations analyzed in this report are located on a segment of the initial mass transit alignment. The initial alignment runs from the Los Angeles Central Business District to Hollywood via the Wilshire area as shown on the accompanying map.

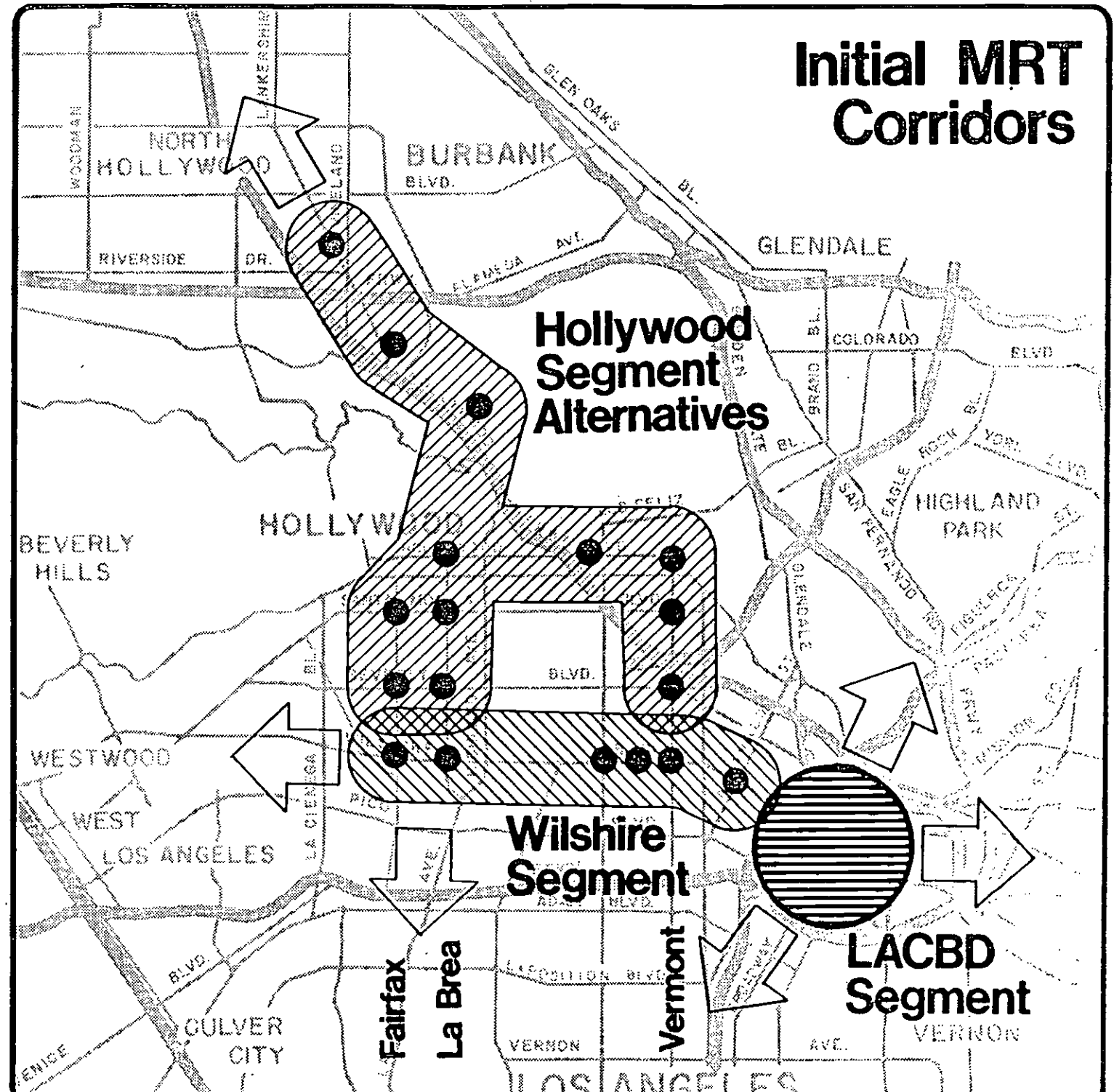
The Hollywood/LACBD corridor represents a significant residential and employment base. SCAG estimates for 1990 show over 300,000 residents and 500,000 jobs would be within walking distance or a short bus ride to a MRT station. The objective of the initial line is to furnish service in the oldest, densest sections of the city where, because of congested streets, additional bus service is difficult to provide.

FUTURE EXPANSION

The map indicates future alignments from downtown south from the Convention Center to USC to South Central Los Angeles and Long Beach. Also shown are alignments going north from the LACBD to El Monte and an alignment through Chinatown which would continue north to Glendale and Burbank.

The Wilshire alignment is proposed to eventually extend to Santa Monica and the Hollywood line would extend north and west through the San Fernando Valley centers.

Initial MRT Corridors



Context - LACBD

PLANNING INVENTORY AND BACKGROUND

The Los Angeles Central Business District (LACBD) is by far the largest concentration of jobs in Southern California. There are approximately 200,000 employees today and a substantial amount of vacant land and underutilized land upon which to expand.

On the following pages are capsulized the major factors which came into play in evaluating and designing the various stations. The key factors are as follows:

- existitive and future land use
- employee distribution
- existing and planned transportation facilities
- utility trunk lines

Functional Areas and Existing Land Uses

The LACBD is near the geographic center of the county and is at the hub of a regional freeway system. It is the historic business government and cultural center of the city. Numerous "functional areas" are outlined below to give a sense of the diversity, uniqueness and importance which the LACBD represents, as well as to introduce the challenge presented in developing alignments and stations.

- o Civic Center: Over 35,000 employees are associated with the government center in four levels of government. Also included in the Civic Center is the Music Center which provides a unique regional/Southern California cultural facility with theater, opera and the Los Angeles Philharmonic.
- o Ethnic Centers: Two major regional ethnic institutions are located within the LACBD. They are Little Tokyo, an active redevelopment area with a new hotel and several hundred thousand square feet of commercial space and new residential development, and El Pueblo, a popular tourist/recreational facility marking the Spanish/Mexican origins of the city.

Just north of El Pueblo is the Chinatown District which is also an important recreation center.
- o Bunker Hill: The Bunker Hill redevelopment area is shown to the south of the Civic Center. About 11,000 employees are associated with this area along with the new Bonaventure Hotel.
- o Los Angeles Central Business District Core: Over 50,000 employees are found within the 24 central blocks of the downtown core. The area includes the head-quarter offices of most Southern California banks as well as numerous insurance companies and associated businesses.
- o Seventh Street/Broadway Retail: Historically, Broadway has been Los Angeles's most prestigious shopping street. Currently, Broadway is a very important, seven-day-a-week Mexican American shopping and entertainment street.

The higher priced retail outlets have shifted to Seventh Street primarily as a response to the shift to the west by the banks and corporate offices from Spring Street.
- o Convention Center: The 234,000 square foot Convention Center is located in the southwest corner of the CBD. The Convention Center is a unique regional facility which generates hundreds of thousands of visitors to downtown each year.

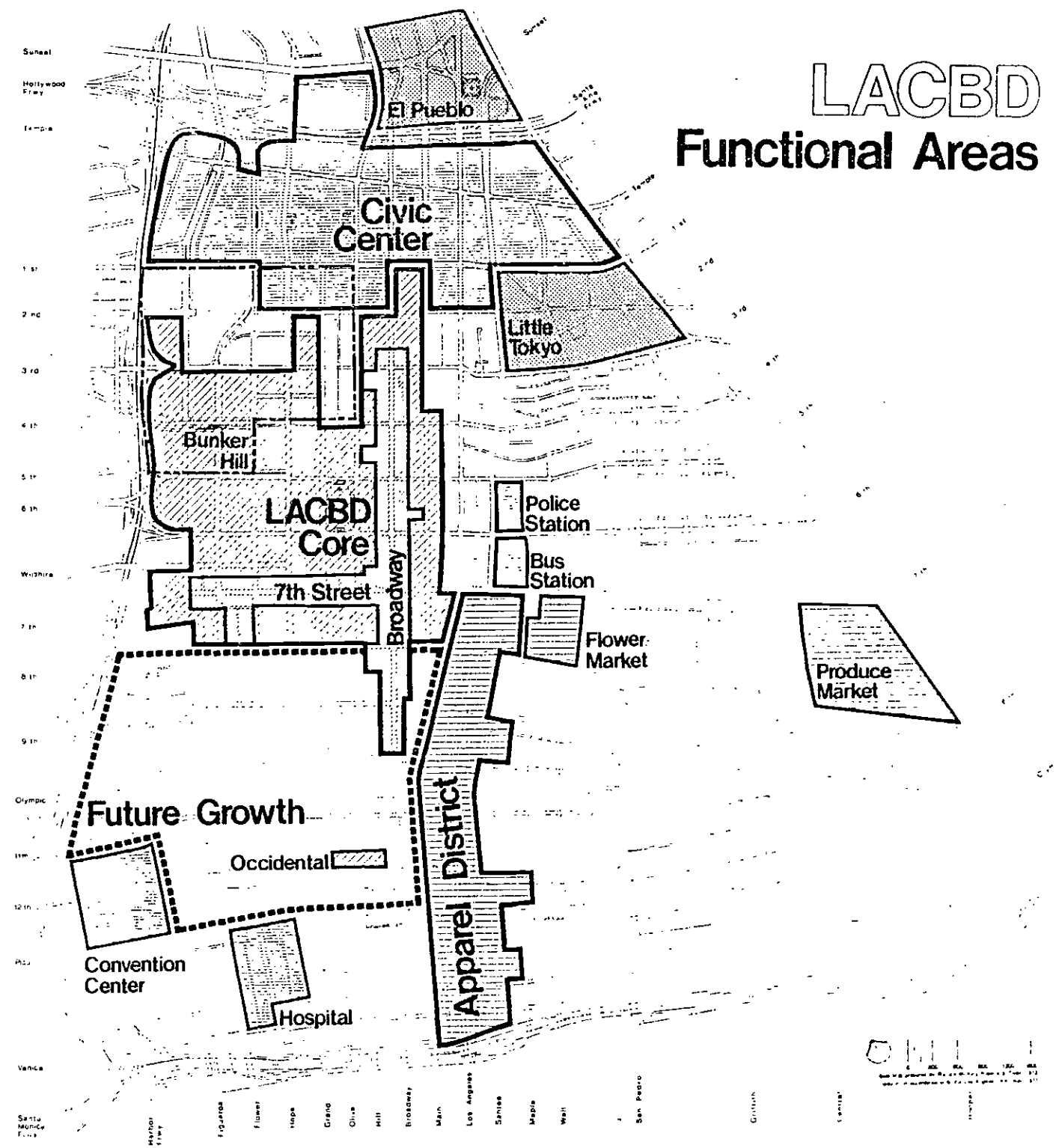
LACBD Functional Areas

o Apparel District: An important employment center in downtown is the garment industry. Los Angeles' garment industry is one of the nation's four most important, New York, Dallas and Miami being the other three.

o Future Growth Areas: Two zones are shown as areas where future growth can be expected. First, there is the zone between the Convention Center and the LACBD core which is characterized by parking lots and underutilized land occupied by one- and two-story industrial uses.

The second key area is the 12 vacant blocks in the Bunker Hill redevelopment area.

Numerous additional functional areas of secondary importance exist including the industrial east side including the produce and flower markets, the California Hospital Complex and others.

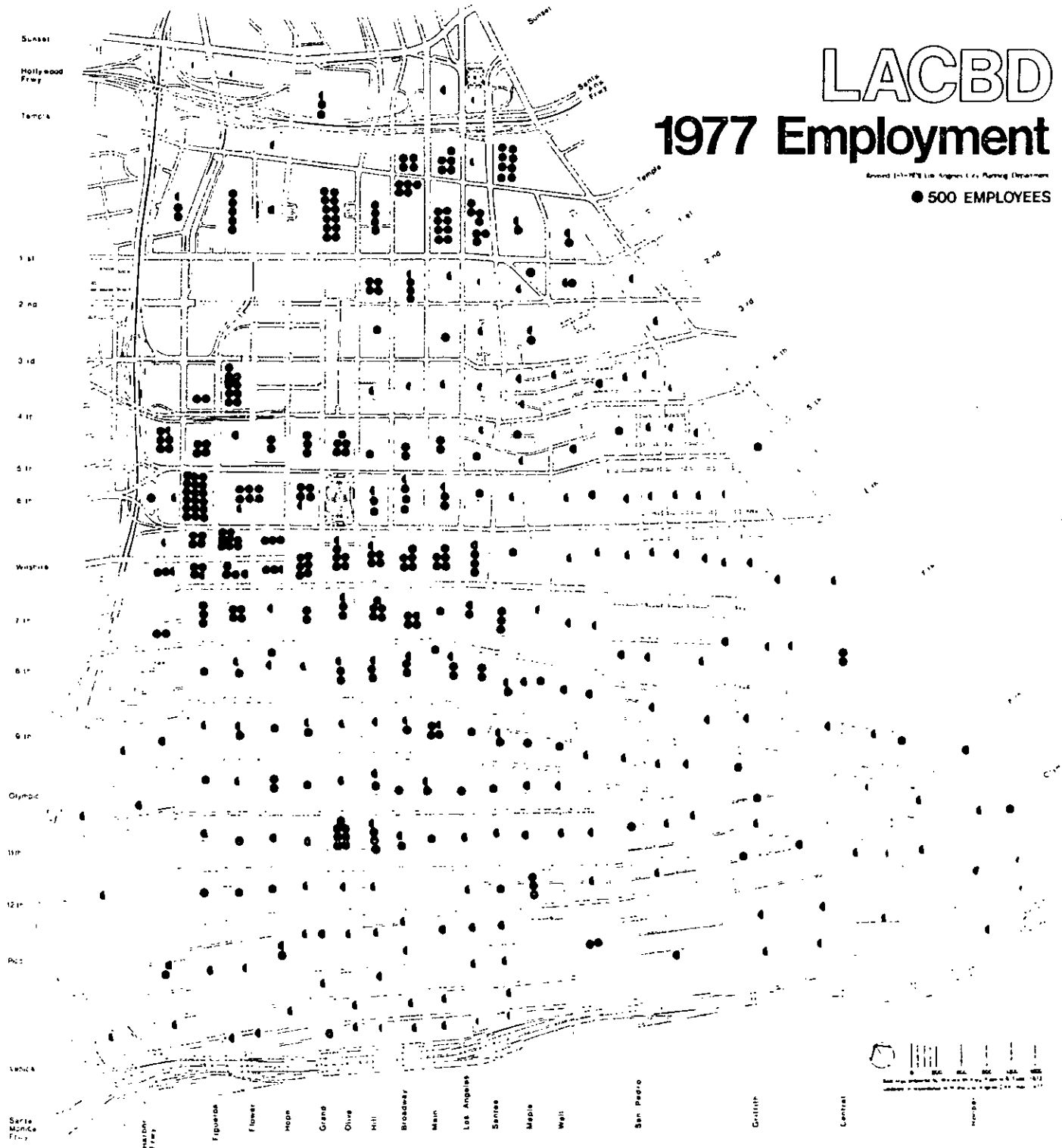


EMPLOYEE DISTRIBUTION

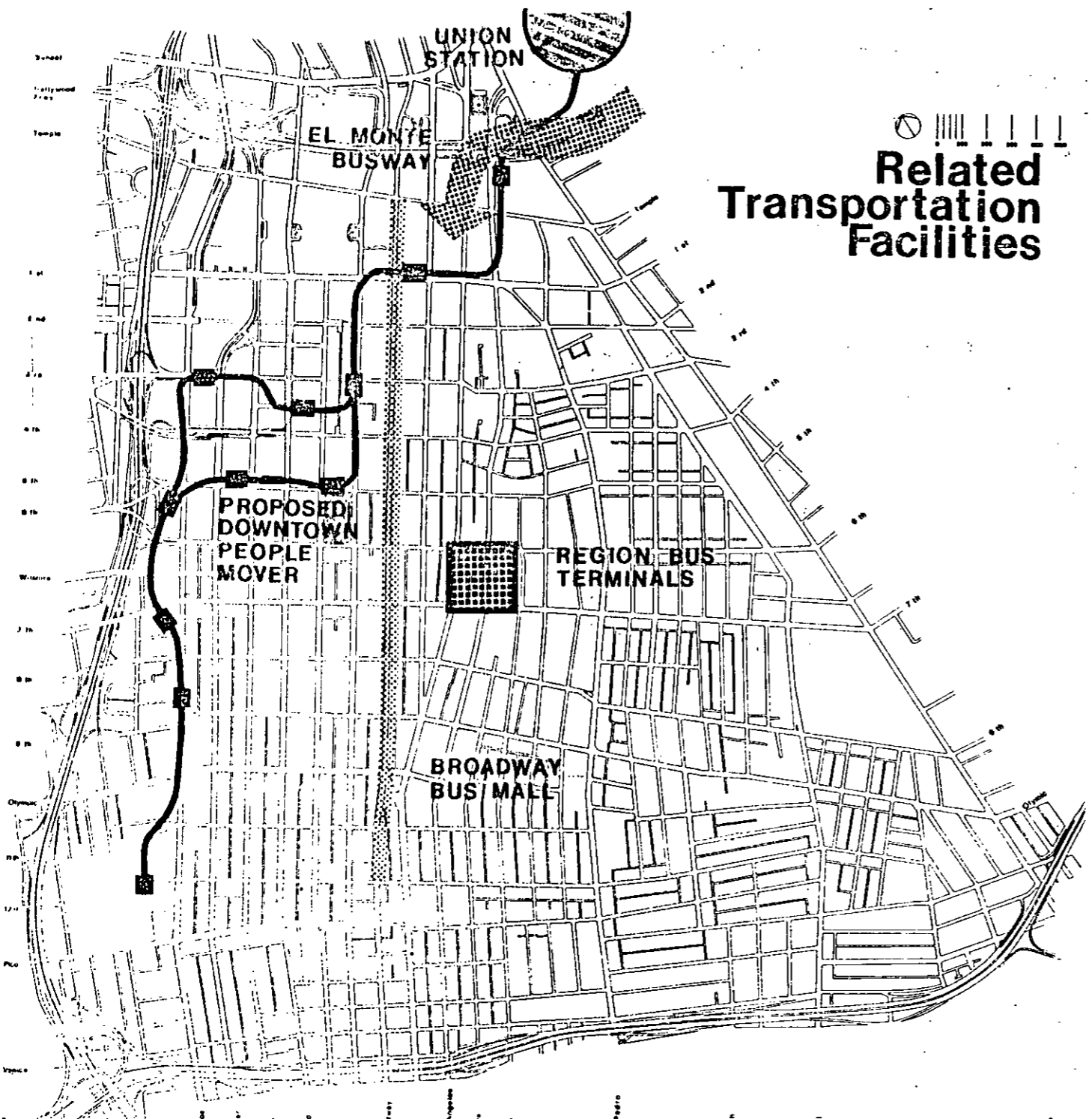
A primary objective of the program is to locate stations within easy walking distance to as many of downtown's existing and future employers as possible.

Existing employees, as the "dot" map indicates on the map opposite, are located in two major concentrations: the Civic Center and the business core/south Bunker Hill between Third and Eighth and Los Angeles Streets. A third area of lesser density is the blocks on either side of Broadway from eighth south to the Occidental Center at Twelfth.

Based on vacant and/or underutilized land, development is anticipated on the remaining vacant blocks in Bunker Hill as well as the 20 to 24 block area between the central core and the Convention Center.



Related Transportation Facilities



RELATED TRANSPORTATION FACILITIES

Several important transportation facilities either exist or are planned in the downtown which will directly or indirectly affect the MRT functioning.

Downtown People Mover - DPM

The Community Redevelopment Agency, the sponsoring agency, is currently finalizing the DPM alignments and stations. The CRA estimates that 81,000 riders a day would use the automatically controlled vehicles.

Regional Bus

Two major regional bus companies, Greyhound and Trailways Bus System have terminals on the east side of the LACBD.

Approximately 230 buses per day operate between the LACBD and surrounding cities from these two terminals.

San Bernardino Busway

The exclusive San Bernardino Busway has been operating between El Monte and the LACBD and the west side of Los Angeles for several years. The fixed guideway section of the line extends from the LACBD to El Monte and has been constructed in the San Bernardino Freeway.

7 About 17000 riders use the facility each day.

Union Station

Ten to twelve Amtrak trains per day stop at Union Station. The trains operate between Union Station and Orange County and San Diego to the south and northern cities.

Southern California Rapid Transit District

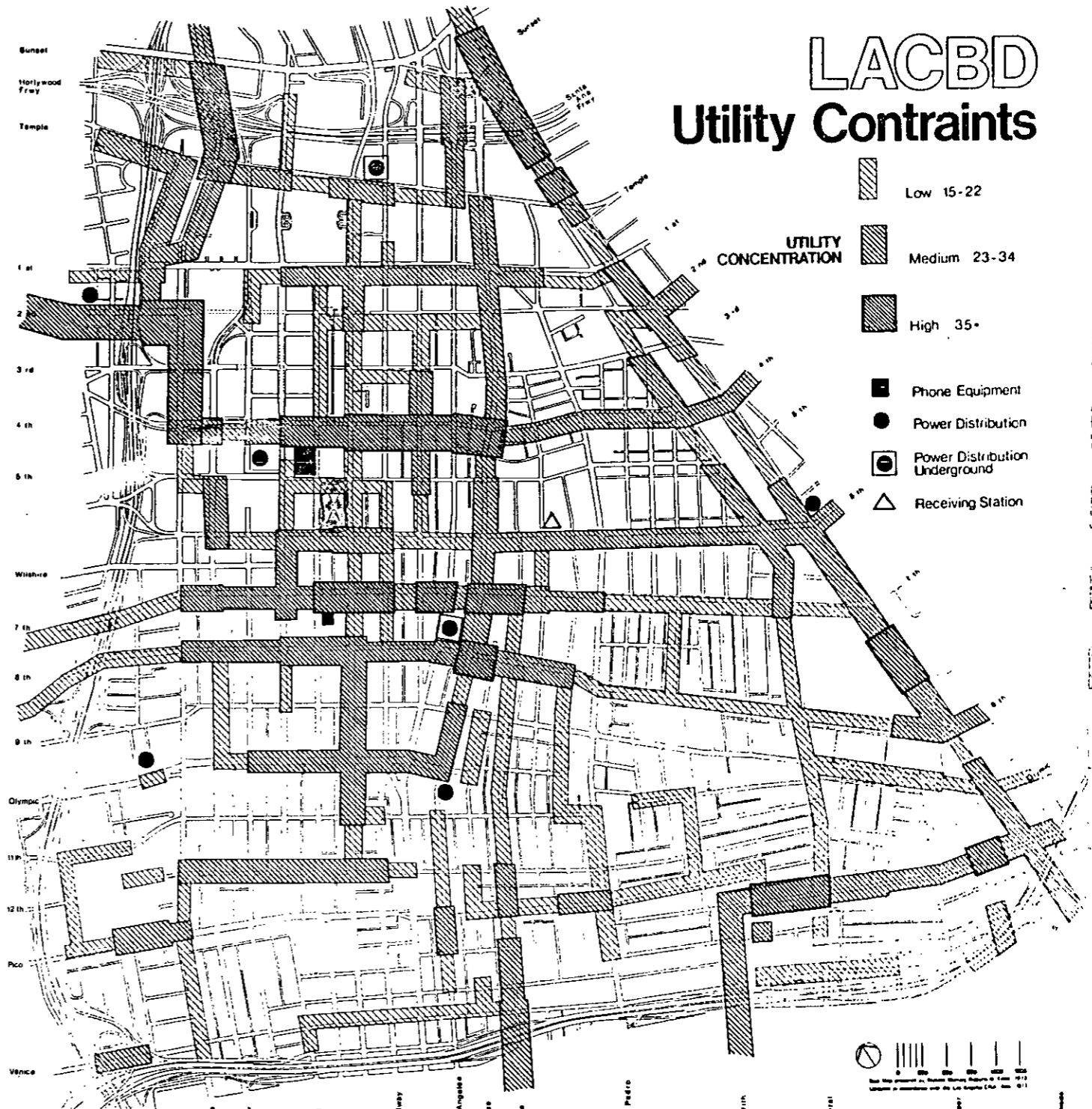
The LACBD is served by a virtual grid of SCRTD buses. Major bus corridors include Spring, Broadway, Hill, Olive, Olympic, Wilshire, Fifth, Sixth and First.

The bus, of course, can adjust to changed route demands brought about by MRT stations and riders.

A fleet of fifteen minibuses also serves the LACBD between 7:00 a.m. and 6:30 p.m.

Broadway Bus Mall

A recent idea in the planning phase is an exclusive or semi-exclusive busway on Broadway. The idea would be to limit auto traffic and improve bus traffic as well as aesthetically upgrade the street.

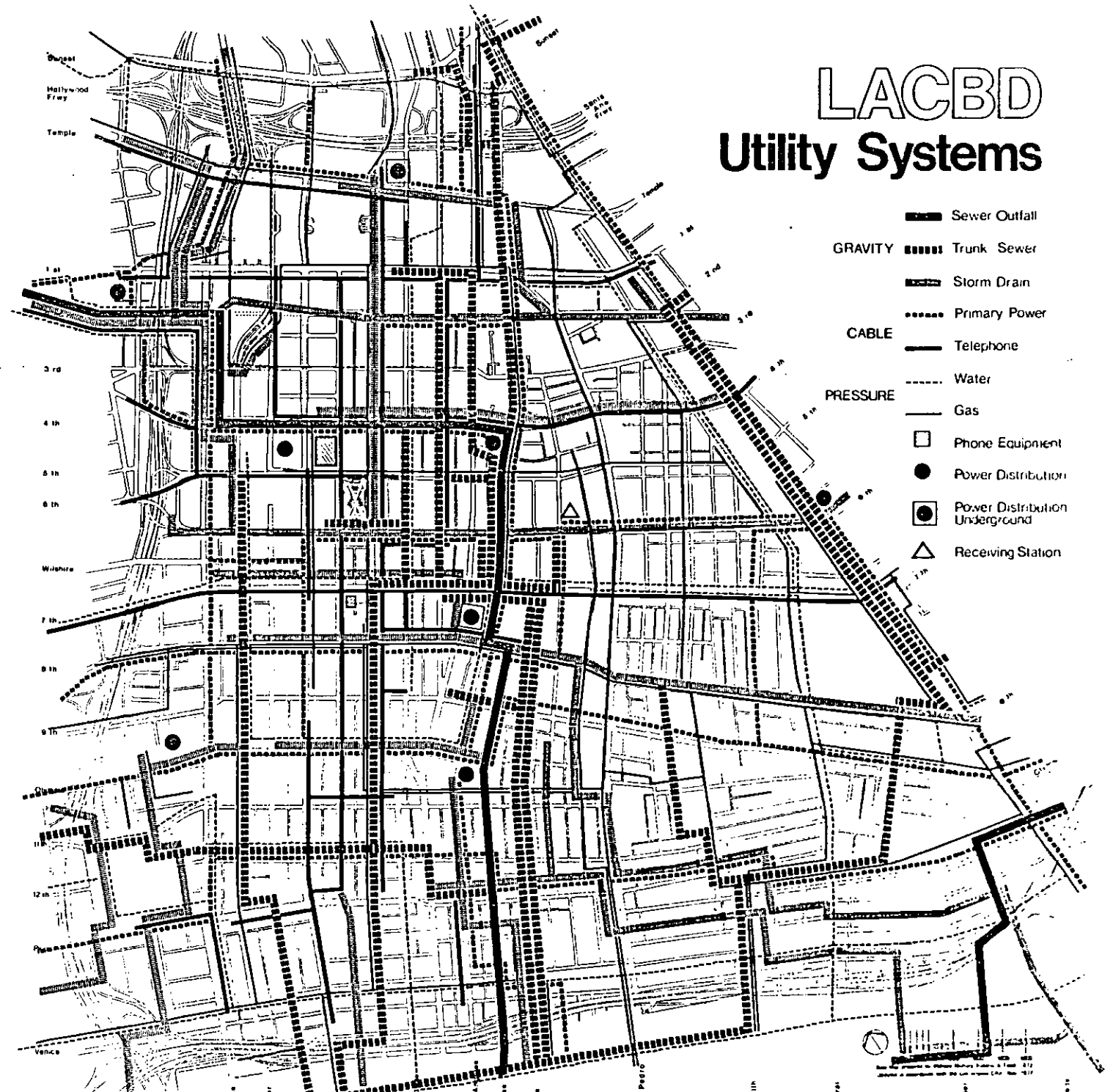


UTILITIES

Since the stations and alignments in downtown are planned as subsurface, the presence of underground structures, including utilities and tunnels, are of primary importance to construction feasibility and cost.

The map to the left shows the location of major utility systems in the LACBD. The corridors with the highest concentration of utilities are portions of Figueroa and Grand, Hill, Los Angeles, Alameda, Fourth, Sixth, Seventh, Eighth and portions of Olympic. This does not mean that these streets should be totally avoided but rather that these corridors are associated with higher construction cost and difficulty.

LACBD Utility Systems



Alternative Route and Station Locations

OVERVIEW

Much of the detailed information necessary for a definitive answer to precisely where the stations should be located will not be collected until preliminary engineering begins. The depth of utility lines, the special underpinning and seismic requirements of older structures and the exact depth of the MRT tunnels will affect the detailed location and design studies to follow. Moreover,

decisions which will affect the transit program are unresolved. Where exactly will the DPM be routed? Will the Broadway Bus Mall be a successful program? What are the special needs of the Downtown business and residential community?

Decisions are continually being made which affect MRT service and workability. It is important that a dialogue be continued to assure MRT and city planning conformance.

With this in mind, the following studies have a three fold purpose:

- o To define the constraints and opportunities for MRT stations in the LACBD.
- o To evaluate possible choices for MRT stations in the LACBD.
- o To identify the urban design issues that will need further

Based on discussions with SCRTD, the CRA, and the City Planning Department and relying on previous information and studies, three alternative alignments choices have been identified:

1. Wilshire/East Side
2. Convention Center/East Side
3. Convention Center/West Side

Although the first phase of the MRT program will construct only one line to and through Downtown, a potential second stage alignment must also be considered to ensure adequate station sizing and a minimum of later-stage construction difficulties.

Each of these concepts is described and evaluated on the following pages.

Each alternative has been developed to show its relationship to the proposed DPM alignment alternatives and the proposed Broadway Bus Mall. It is assumed that buses and minibuses would operate on each major street as required by future patronage demands.

The diamond-shaped zones on each alternative indicate the area within a five-minute walking distance of each station.

The primary parameters used to select each of the three alternative alignments and their stations are as follows:

1. Ease of construction: A major cost factor will be the degree to which the alignments (and stations) can avoid conflicts with major utilities and expensive underpinning of adjacent structures.
2. Minimization of traffic conflicts: Because each station in the LACBD will eventually accommodate large volumes of passengers, their location could effect the vehicular capacities of adjacent streets.
3. Conformance with community plans: Many plans and programs are being considered and implemented in the Downtown. MRT can reinforce these efforts.
4. Coordination with other existing or planned transportation systems:
The MRT system must rely on all other forms of public transportation to be effective: buses, people movers, taxis, jitneys and other vehicles.
5. Employment densities and activity concentrations: The pattern of the existing employment concentrations is obviously important for service and ridership considerations.
6. Joint development: New development can possibly provide special funding mechanisms for mass transit. The joint development of new activities and MRT can also encourage unique architectural designs and special public spaces.

ALTERNATIVE 1 - WILSHIRE/EAST SIDE

The first stage of this alignment alternative would enter the CBD at Seventh Street and proceed up Broadway to Union Station with a second alignment coming from the Long Beach area, proceeding north through Bunker Hill and also to Union Station.

The concept of this alignment is to utilize the Starter Line (first stage of MRT) to stress the revitalization of the east side of the LACBD, with the DPM serving as the major regional transfer system for the Bunker Hill area.

Stations would be located as shown to provide a balanced "accessibility pattern" of five-minute walking distance zones. Direct DPM connections would be provided at all stations except for Fifth/Sixth and Broadway.

The major characteristics of this alignment are summarized on the following pages.



CONSTRUCTION COMPLEXITY

The major interface with the second stage South Central Line would be in the vicinity of Seventh and Flower. To adequately handle transfers to bus and the DPM, special multi-level construction may be necessary to handle the volumes when the South Central Line is constructed. A major underpinning penalty cost may be necessary to make the turn from east/west to north/south in the vicinity of Seventh and Broadway/Spring.

To effectively connect with the commuter rail, the first phase Wilshire Alignment should go directly to Union Station. This probably dictates a third crossover with the second phase South Central Alignment in the vicinity of Union Station.

The presence of utilities under Seventh could add to the construction difficulty and cost.

REVITALIZATION POTENTIAL

The first phase line would emphasize the revitalization of the east side (Spring Street and Broadway) and would rely exclusively on the People Mover to serve regional trips destined for Bunker Hill and the Convention Center. The "revitalization" strategy must be supported by other actions (both public and private) to succeed. Additional bus service on Fifth and Sixth Streets between Spring and Figueroa could augment the DPM.

TRANSPORTATION SYSTEM INTERFACE

The second phase South Central Line would serve the Convention Center area and Bunker Hill, relieving the DPM somewhat to concentrate on a feeder/distributor role. This would allow the DPM to be designed as a "small car" system allowing for smaller turning radii and an easier integration into the built environment.

If the Broadway Bus Mall is implemented, it will provide excellent accessibility to the apparel district from the Fifth and Sixth and Broadway station.

SERVICE AND RIDERSHIP CONSIDERATIONS

The first phase line in Alternative 1 would provide excellent service to the west side office and retail concentrations, the Broadway retail strip and the Government Center.

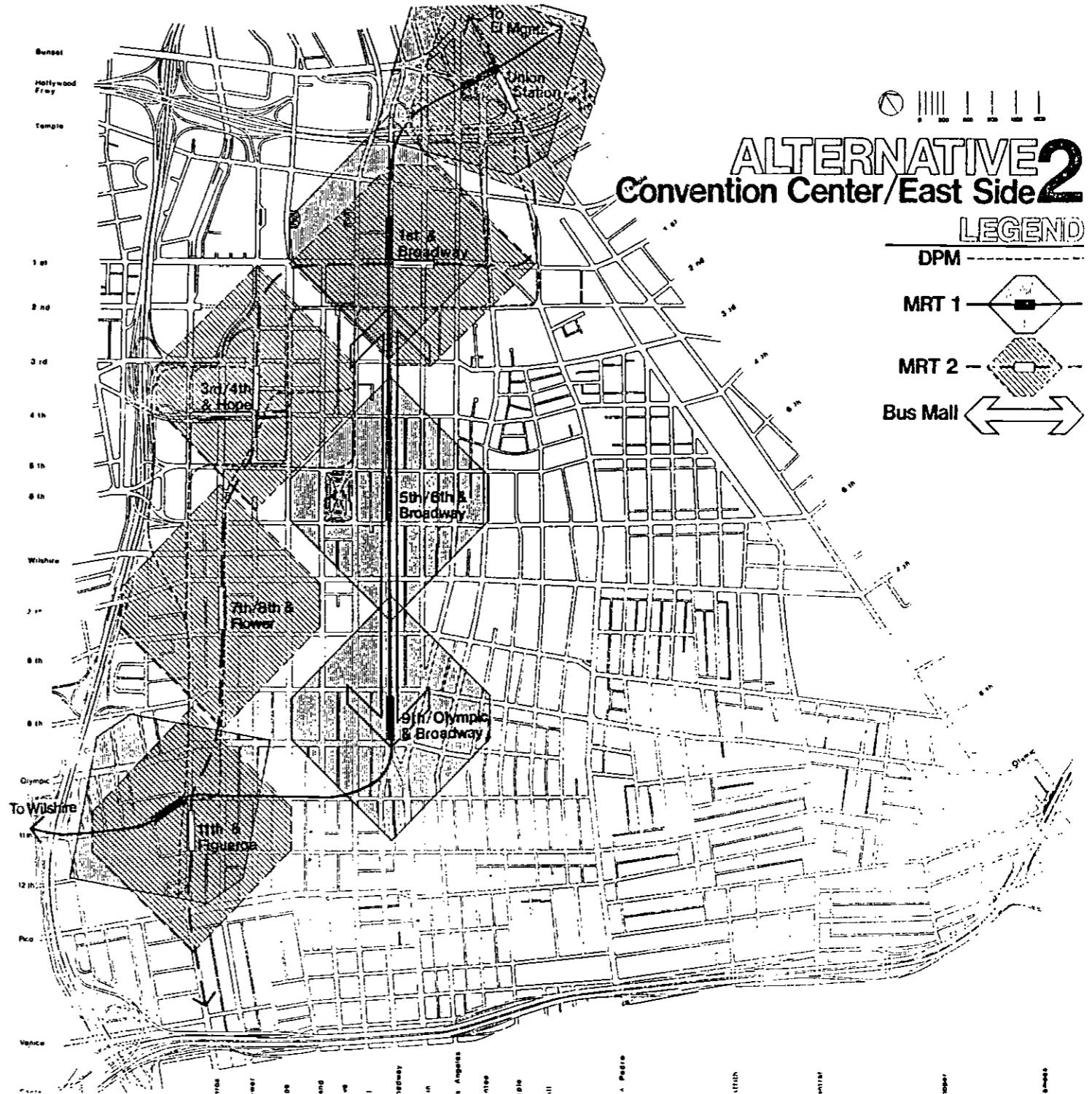
ALTERNATIVE 2 - CONVENTION CENTER/EAST SIDE
SIDE

The first stage of this alignment would enter the LACBD near Eleventh Street at the Convention Center and run along Eleventh Street to Broadway. The second stage alignment would intersect the first stage at the Convention Center and run north through Bunker Hill to the Civic Center and up to Union Station.

The concept of this alignment is to expand the downtown coverage of the MRT system. As with Alternative 1, it emphasizes the revitalization of the East side with the DPM serving the west side in the initial phase.

Stations have been located to balance the accessibility pattern. This alternative also has an additional station in the apparel district.

The major characteristics of this alignment are summarized on the following pages.



CONSTRUCTION COMPLEXITY

Because the alignment curves are located in less congested areas, the underpinning costs of this alternative would be less. Furthermore, the major concentrations of utilities have been avoided.

As with Alternative 1, the first stage Wilshire alignment would go directly to Union Station, necessitating an additional crossing in the vicinity of Union Station.

REVITALIZATION POTENTIAL

The initial phase emphasis of the east side of downtown is similar to alternative 1 except that alternative 2 also shows an initial station at the Convention Center and in the garment district. The entire southern LACBD is thereby served including the Occidental Center complex.

TRANSPORTATION SYSTEM INTERFACE

MRT riders destined for the downtown "core" would be expected to utilize the DPM in the initial phase. This could be beneficial to the DPM program in the early stages, as it would support a higher patronage. The second phase line could relieve the DPM in the later stages as the ridership approaches the system's effective capacity.

Interface with the Broadway bus mall could be accomplished through the three stations shown on Broadway.

SERVICE AND RIDERSHIP CONSIDERATIONS

The initial alignment of Alternative 2 emphasized service to the periphery of the downtown core with direct service to the Government Center.

The majority of MRT transfer would occur at the perimeter of the downtown area, offering potential for a more balanced passenger distribution at the downtown station.

The alignment of the Wilshire Starter Line to the Convention Center, as well as the necessity of a mode change to the DPM or bus, would add to the travel time of core-bound passengers several minutes.

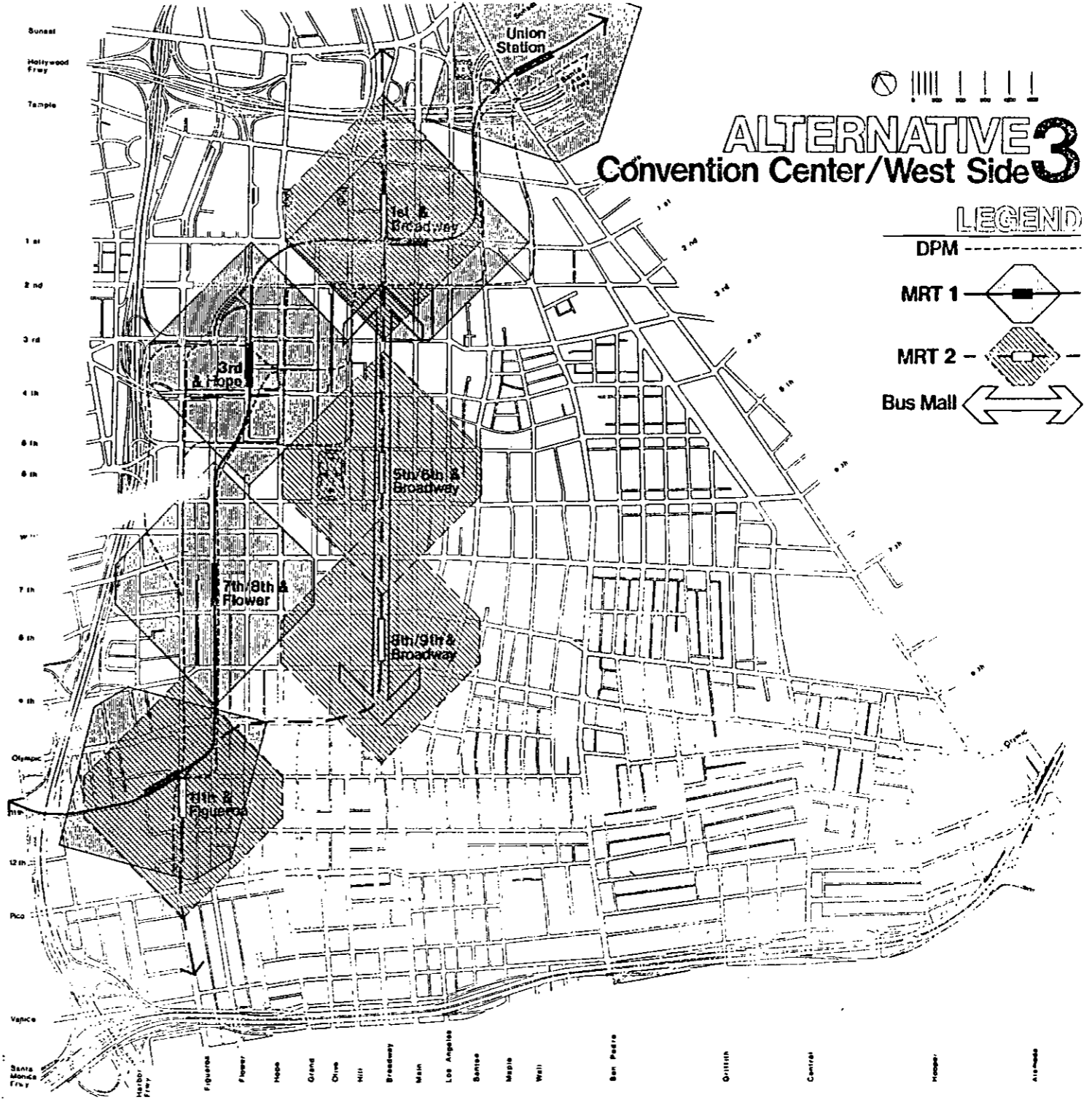
ALTERNATIVE 3 - CONVENTION CENTER/WEST SIDE

The major difference between Alternative 3 and Alternative Acts 1 & 2 is that the first stage starter line would be located on the west side of the LACBD and the second stage would serve the east side.

The concept of this alignment is to develop the starter line to serve the major regional employment areas directly, permitting the DPM to act more as a short haul feeder/distributor.

Stations would be located generally as in Alternative 2.

The major characteristics of this alignment are summarized on the following pages.



CONSTRUCTION COMPLEXITY

Because the alignment curves are located in less congested areas, the underpinning costs of this alternative would be less. Also, the major concentrations of underground utilities have been avoided by and large.

The second phase development interface would be simplified, as crossings occur in lesser congested areas.

REVITALIZATION POTENTIAL

A transfer station at the Convention Center would have a positive effect on proposed Convention Center development. The potential increased patronage might justify a major new development in the vicinity of the Convention Center.

The present and future employment concentrations in the core and on Bunker Hill would have direct regional MRT access.

TRANSPORTATION SYSTEM INTERFACE

Because the DPM would not be providing the primary mass transit distribution to Bunker Hill, it could be more flexibly routed to act as a pure feeder distributor for all MRT stations.

The first phase would interface with the Broadway Bus Mall at First Street.

SERVICE AND RIDERSHIP CONCENTRATIONS

The first phase shows stations in the center of the west side downtown employment concentration. The four stations offer the potential for a balanced passenger distribution.

Also shown, as in Alternatives 1 and 2, is a first phase interface with Union Station.

The Broadway and Spring Street areas would not have direct MRT access in the first stages. However, they would be served by the proposed Broadway Bus Mall and all east/west bus lines.

Station Development Concepts and Programs

DESIGN CONCEPTS FOR SEVEN STATIONS

While the precise alignment and exact station locations have not been finalized, they are defined adequately to explore the urban design opportunities and problems for each generalized station location.

The seven stations selected for examination are as follows:

- (1) Seventh and Flower
- (2) Fifth/Sixth and Broadway
- (3) First and Broadway
- (4) Union Station
- (5) Convention Center
- (6) Third and Hope
- (7) Olympic and Broadway

The purpose of the following pages is to indicate how each station might fit into its context if selected for construction.

Joint Development

A distinction is made on each station diagram between planned and potential joint development opportunities. The first applies to projects already in a planning or development stage; the second describes sites for which some new activity might be feasible.

Joint development sites have been identified to outline possible opportunities for a direct interface between the transit system and new development. Also implied is the potential for joint funding of portions of the MRT line and/or station.

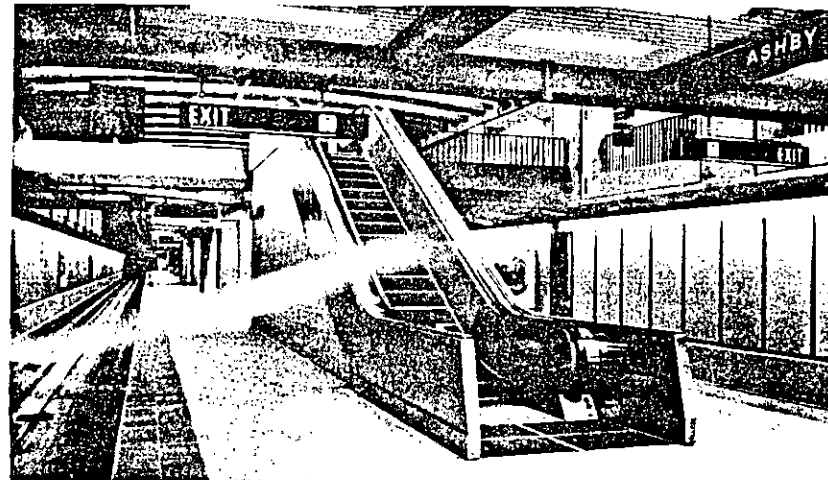
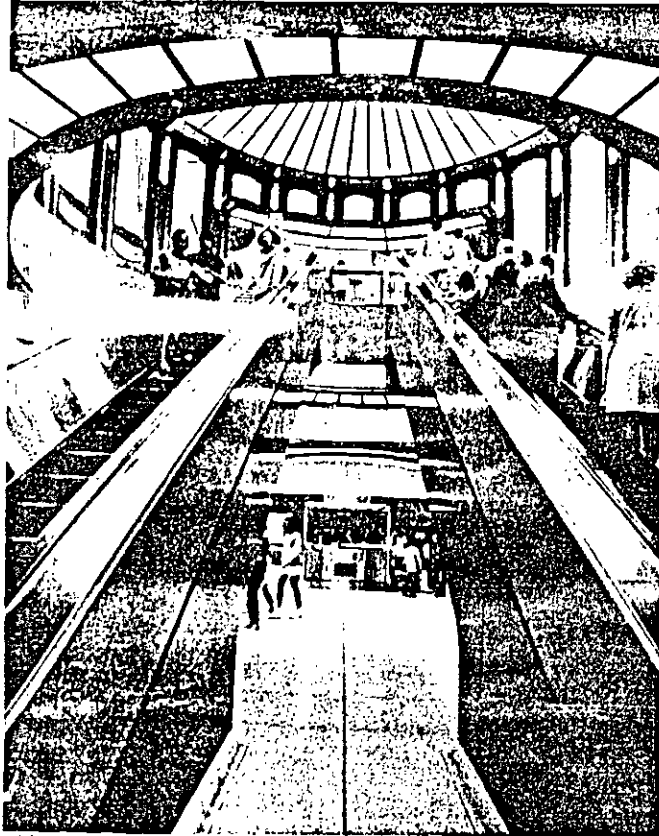
Station Programming

In order to explore the development problems and opportunities of each station, a preliminary station program and design schematic was developed.

The assumptions used to size each station are as follows:

1. Maximum loads occur in the afternoon peak hour (PM peak) and are "entering" volumes.
2. Entering and exiting volumes are equal during a 24 hour day.
3. P.M. peak hour entering volumes are 20% of the total daily.
4. Forty percent (40%) of the P.M. peak hour entering volumes occur in a 20-minute period.
5. A safety factor of 2X the P.M. peak loading should be used for sizing the access requirements.
6. All platforms in the LACBD are assumed to be 500 feet long.

The following pages define and discuss a seven station program for the LACBD. These figures are then used in the following chapter to develop preliminary site plan concepts.



SEVENTH AND FLOWER

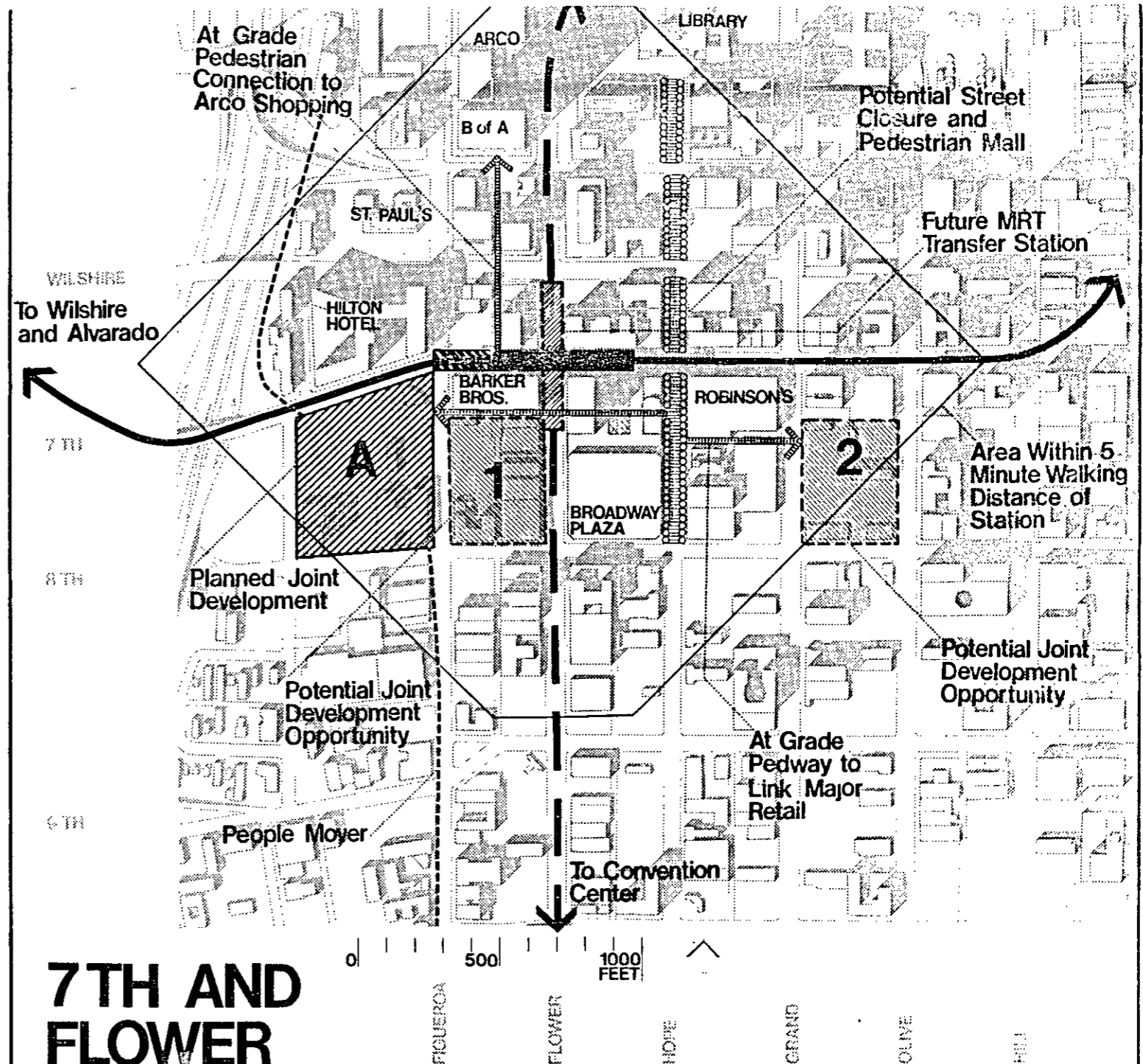
Location and Function

The first stage station would be located on Seventh Street approximately as shown to maximize the five-minute walking distance accessibility. The second stage line would cross on either Flower or Hope Street.

Seventh Street is already a heavily used street by pedestrians and vehicles. The addition of approximately 70,000 transit passengers in the peak period will require careful and creative planning.

However, the general area has several opportunities for the construction of pedways and special concourses to handle the additional traffic. An underground concourse could easily link the west end of the first stage line with the DPM station at site "A". In addition, a special connection could be made with a north/south pedway between the Arco Plaza and Barker Brothers. A special connection from the station to the Broadway Plaza would make a planned mid-block pedway between site "A" and site 2 more feasible.

A special pedestrian mall could be developed along Hope Street to handle heavy pedestrian volumes entering and exiting from the east end of the station.



7TH AND FLOWER

Joint Development Opportunities

Three potential sites for joint development opportunities have been identified -- Sites "A", 1 and 2.

Site "A":

This two-block area is being planned for a special mixed use development as follows:

- 600 hotel rooms -
475,000 square feet
- Bullock's Department Store -
181,000 square feet
- General Retail -
181,000 square feet
- Office Space -
600,000 square feet

These activities are to be grouped around a central circulation core, with a DPM station on site.

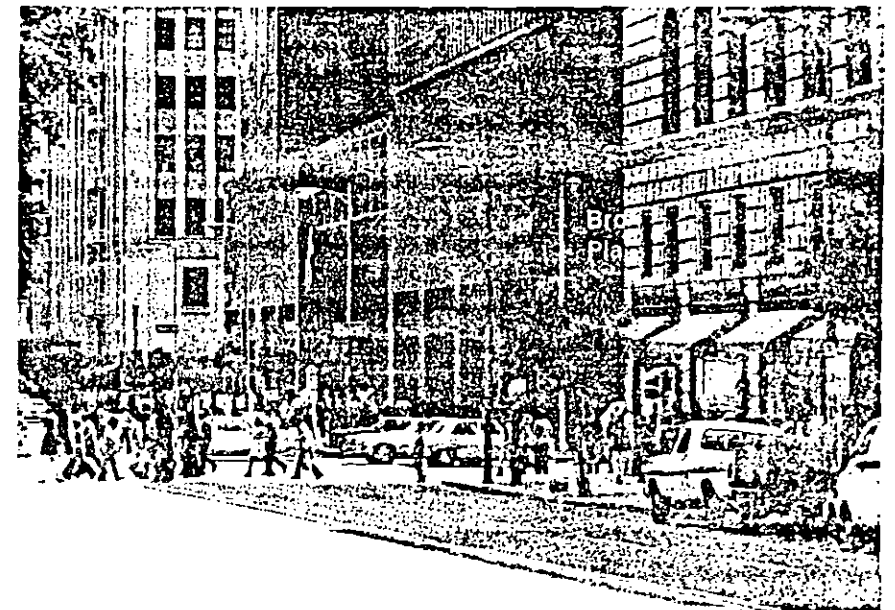
An exciting connection could be made with this development and MRT by extending the west end of the proposed station as an underground pedestrian concourse. This special corridor could be lined with shops and stores to eliminate any tunnel effect. It could terminate at site "A" as a multi-level public plaza which would also join with the proposed pedway connection to the Hilton Hotel and the DPM station.

Site 1:

This site is attractive for new development due to its proximity to the proposed station and the planned mid block pedway. If the Barker Brothers Building were also part of a development package, a multi-use project similar to Broadway Plaza might be feasible.

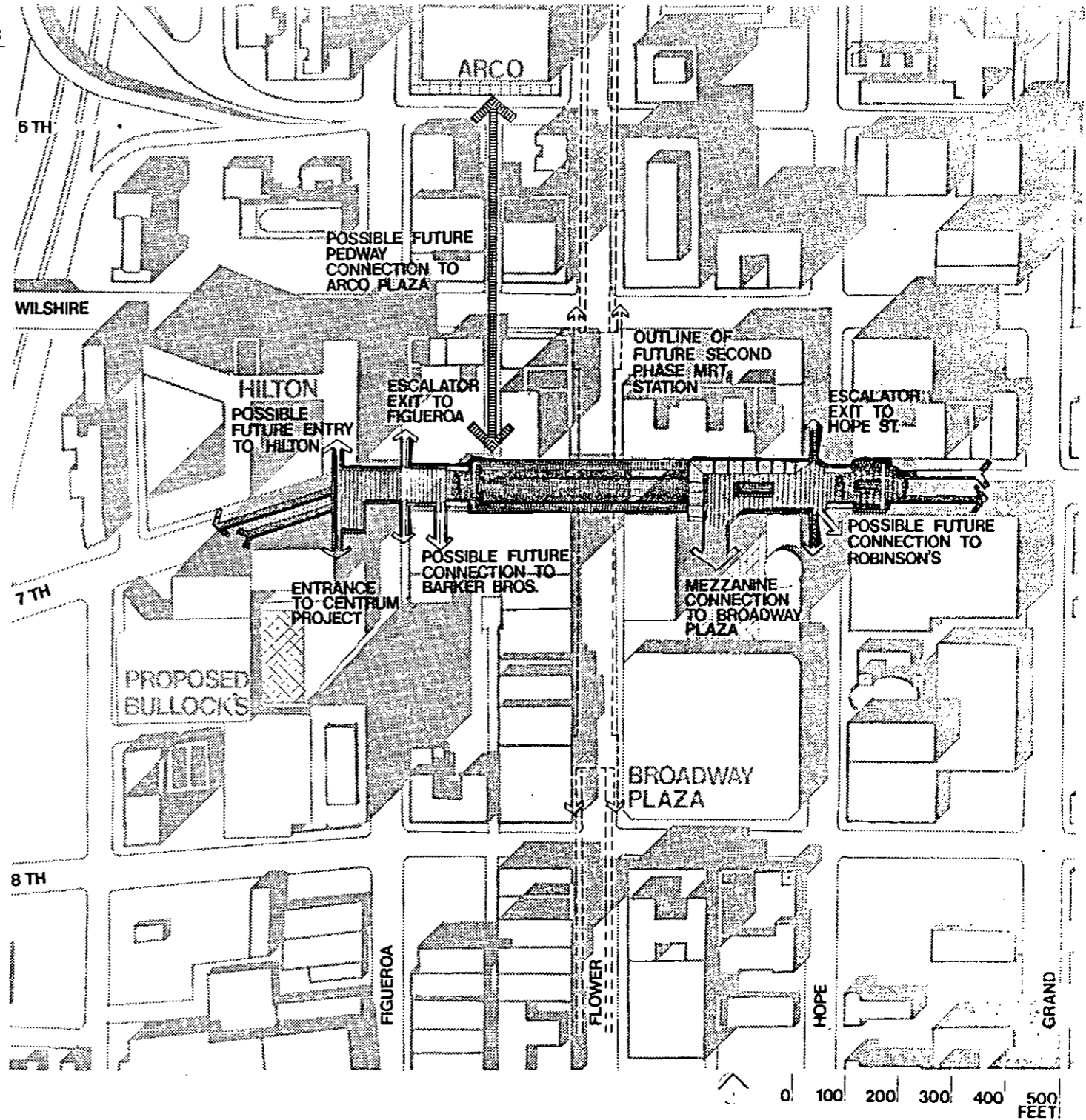
Site 2:

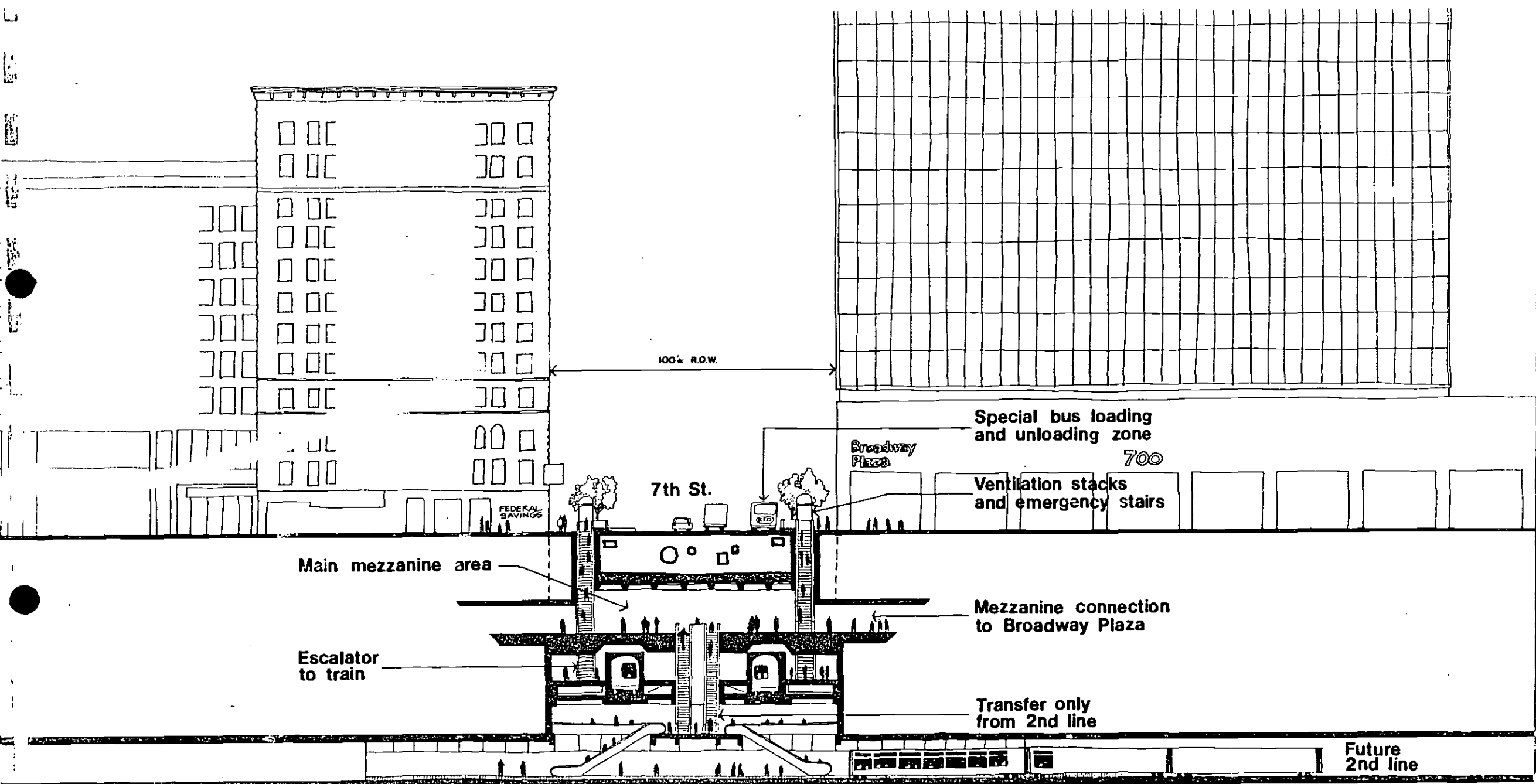
If Site "A" develops as planned with a Bullock's Department Store, this site could be considered as an additional "anchor" department store site linked by a mid-block, east/west pedway. It would be within five-minute walk of the transit stop.



Seventh and Flower Station Program Characteristics

1.	TOTAL 24-HOUR PASSENGER VOLUME	70,000
2.	TOTAL PEAK-HOUR (PM entering = 10% of #1)	7,000
3.	TOTAL PEAK DESIGN VOLUME (20 minute peak - 40% of #2)	2,800
4.	TOTAL PEAK VOLUME/MINUTE (#3 ÷ 20 minutes x safety factor of 2)	280
5.	MODE (entering)	
	- Bus (45% of #3)	126
	- Walk (53% of #3)	148
	- Other (2% of #3)	16
6.	PLATFORM WIDTH TOTAL (entering) - #3 x 5 square feet/person ÷ 500 foot platform length (20 feet minimum)	28 feet
7.	ESCALATORS (entering) - #1 ÷ 70 persons/minute entering)	4
8.	ELEVATORS/STAIR UNIT	2
9.	MEZZANINE LENGTH (#3 x 5 square feet/person ÷ 80 feet right-of-way)	175 feet
10.	BUSES/MINUTE @ 50 persons/bus	3





Section Through MRT Station

FIFTH/SIXTH AND BROADWAY

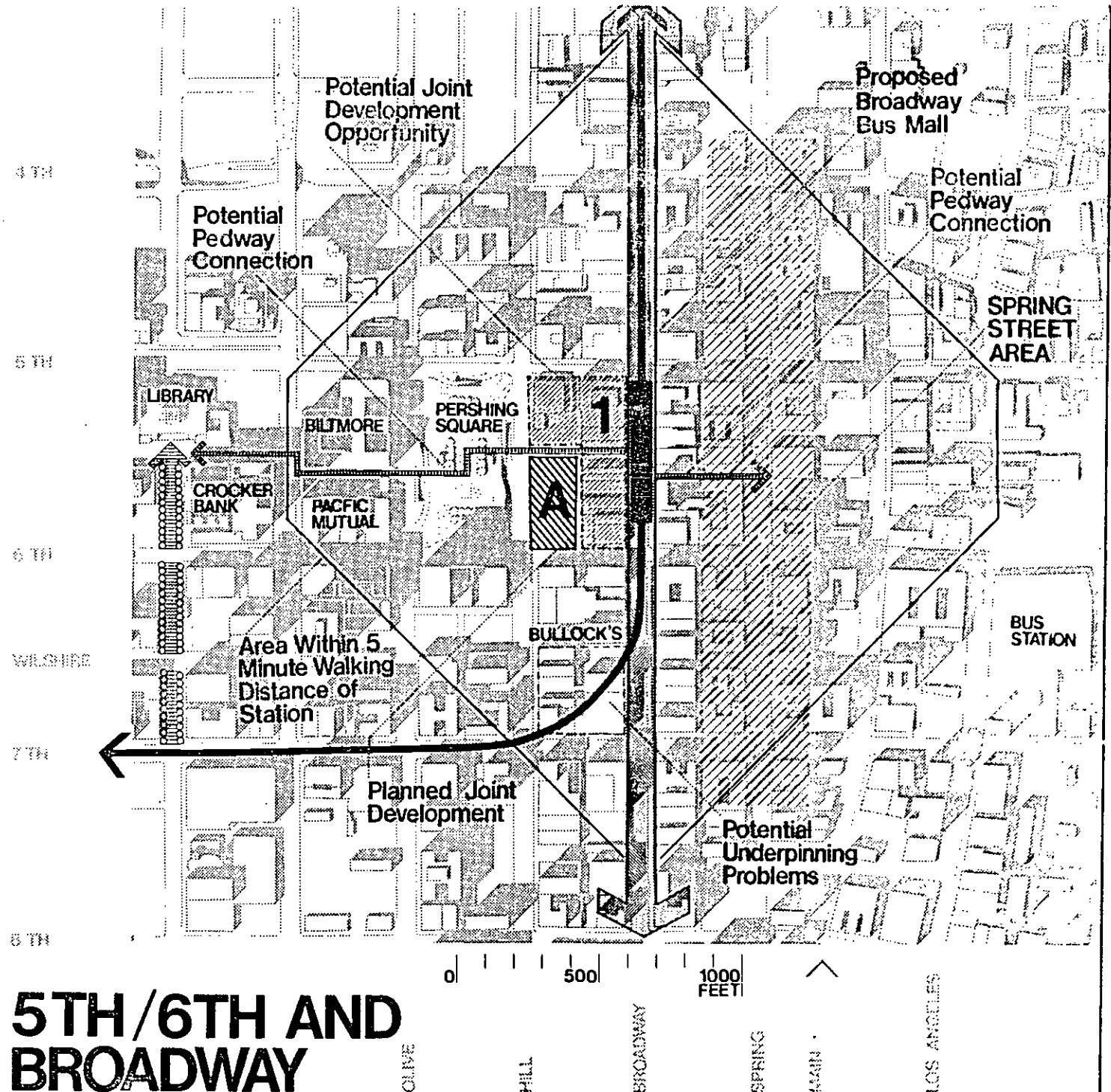
Location and Function

An MRT station between Fifth and Sixth on Broadway would serve the high density of employees east of Hill Street and could help to revitalize the Spring Street area.

If the Broadway Bus Mall is implemented, and/or if Broadway could be developed as a semi-mall, a unique transit station could be designed to complement Broadway's retailing activity.

The MRT station would be a strong incentive to develop the long discussed mid-block pedway connection from Broadway to the Central Library.

If Bullock's moves from its present location, its present site could be redeveloped or rebuilt due to the necessary underpinning work required to make the turn from Seventh Street to Broadway. New development on this site could be linked directly to the MRT station by an underground concourse and by shifting the platform south.



5TH/6TH AND BROADWAY

Joint Development Opportunities

Three potential sites for joint development opportunities have been identified -- Sites "A", 1 and the Spring Street area in general.

Site "A":

The area shown is planned for a twenty-five story jewelry center as follows:

- o 450,000 square feet of offices
- o 424 parking spaces
- o 21,000 square feet of general service retail

These uses are to be grouped vertically in a single high-rise building with special security provisions.

A special connection could be made to the building by designing a "walk through" from Broadway at mid block in conjunction with the pedway to Pershing Square.

Site 1:

If the jewelry center is developed, the remainder of the block would present an opportunity to build additional retail and/or office space in conjunction with

the MRT station and bus mall.

A development on this site would encourage more flexibility and excitement in the design of the station itself. An open mezzanine and pedestrian plazas would also improve the potential security problems.

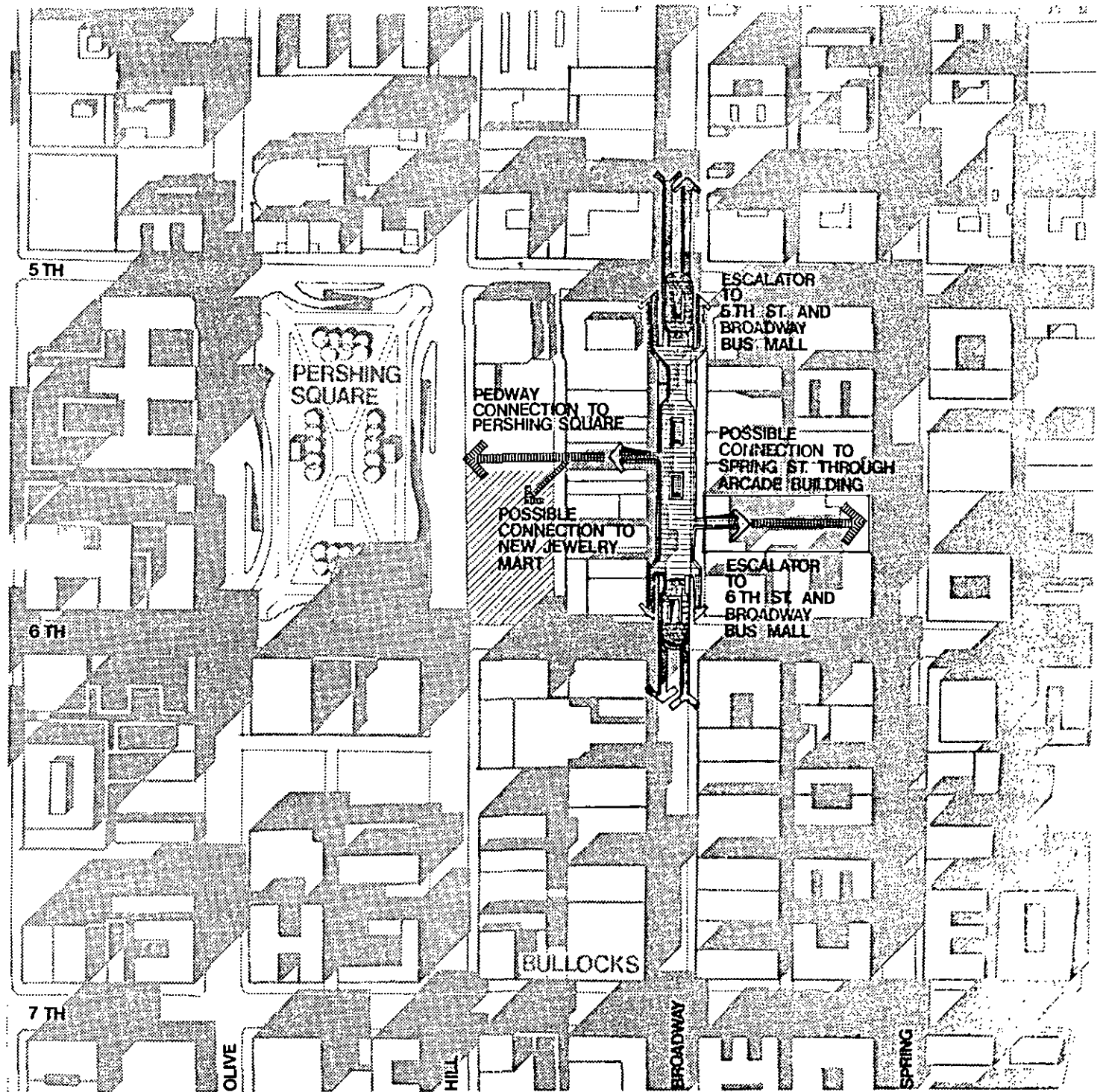
Spring Street

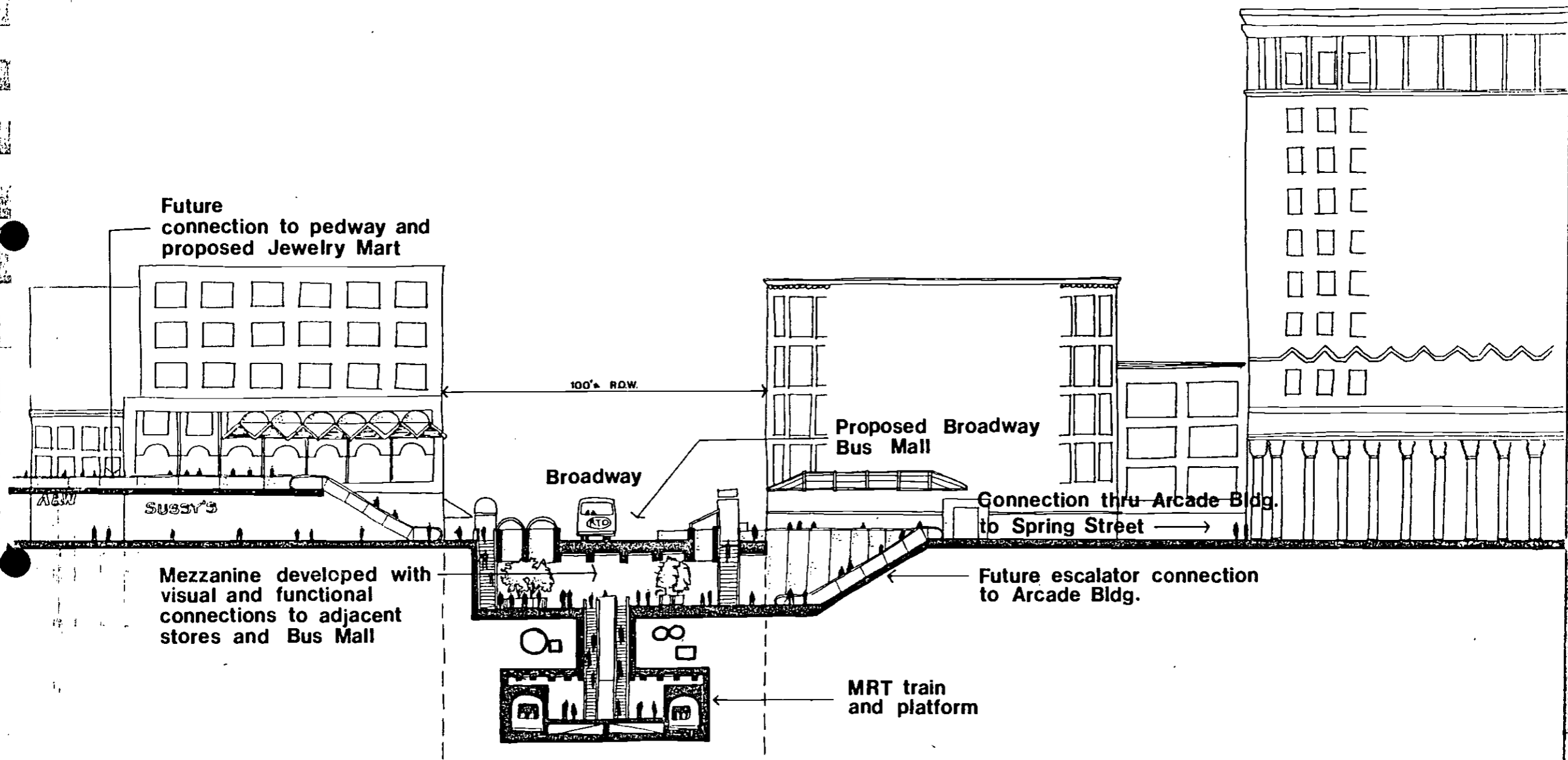
Spring Street as the historic banking street in Los Angeles offers numerous opportunities for the development of a special secondary office space area. Existing structures could be redeveloped or demolished to create new opportunities for offices, special retail and perhaps senior citizen housing in the numerous old east side hotels.



Fifth/Sixth and Broadway Station Program
Characteristics

1. TOTAL 24-HOUR PASSENGER VOLUME 40,000
2. TOTAL PEAK HOUR (PM entering = 10% of #1) 4,000
3. TOTAL PEAK DESIGN VOLUME (20 minute peak = 40% of #2) 1,600
4. TOTAL PEAK VOLUME/MINUTE (#3 ÷ 20 minutes x safety fact. of 2) 160
5. MODE (entering)
 - Bus (45% of #3) 72
 - Walk (53% of #3) 85
 - Other (2% of #3) 3
- PLATFORM WIDTH TOTAL (entering) - #3 x 5 square feet/person ÷ 500 foot platform length (20' minimum) 20 feet
7. ESCALATORS (entering) - (#4 ÷ 70 persons/minute entering) 3
8. ELEVATORS/STAIR UNIT 2
9. MEZZANINE LENGTH (#3 x 5 square feet/person ÷ 80 foot right-of-way) 100 feet
10. BUSES/MINUTE @ 50 persons/bus 2





Section Through MRT Station

FIRST AND BROADWAY

Location and Function

The primary function of this station is to serve the Civic Center employees and the general public. By locating the first stage station as shown, interface will be possible with both the DPM and the second stage station. This special transfer function could be incorporated with the State Courts Building planned for the northeast corner of First and Broadway.

The Broadway bus lines will be an important consideration even if the Bus Mall is not extended to the site.

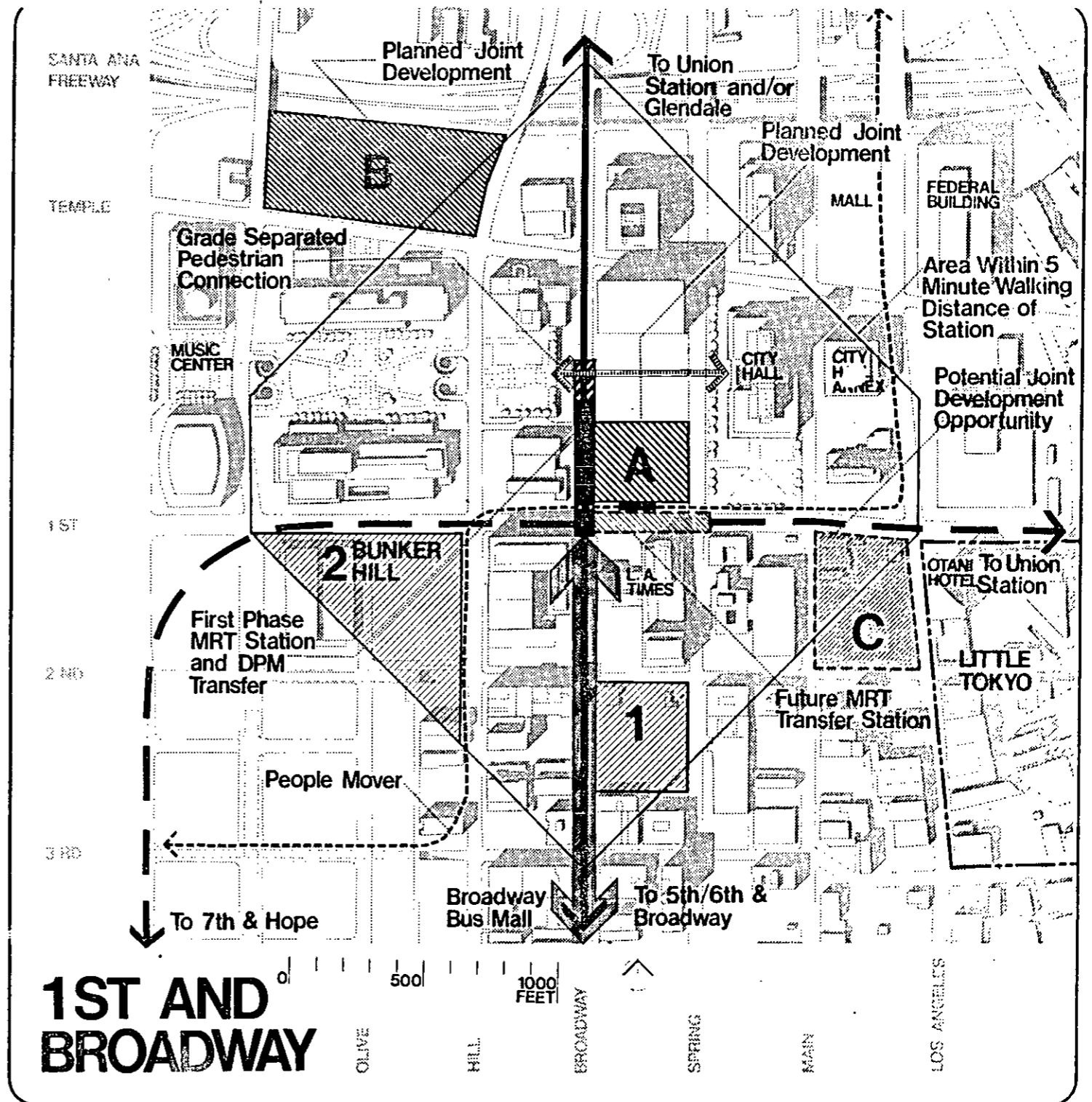
Joint Development Opportunities

Site "A":

This site is planned for a new State office building of approximately 350,000 square feet. It is being designed to provide space for the State offices of the Public Defender, the Department of Justice and the Supreme Court.

Planning and programming will begin in July, 1978 with a construction date of July, 1980. The building envelope will be 3 to 8 stories in height.

This site is the most realistic and exciting opportunity for joint development in the LACBD. The MRT and DPM stations could be incorporated into a landscaped public plaza with direct



pedestrian connections to City Hall and the Mall.

Site "B":

This site will also be developed as a State office building. It is to be approximately 460,000 square feet for 1,800 employees in various state agencies. It is planned to be either low-rise or high-rise with programming to start in July, 1979 and construction to commence in July 1981.

While this site is not directly adjacent to a planned MRT station, the structure to be placed on it could incorporate an at-grade or grade-separated pedestrian concourse linking the MRT/DPM station with City Hall and the redevelopment of Little Tokyo.

Site "C":

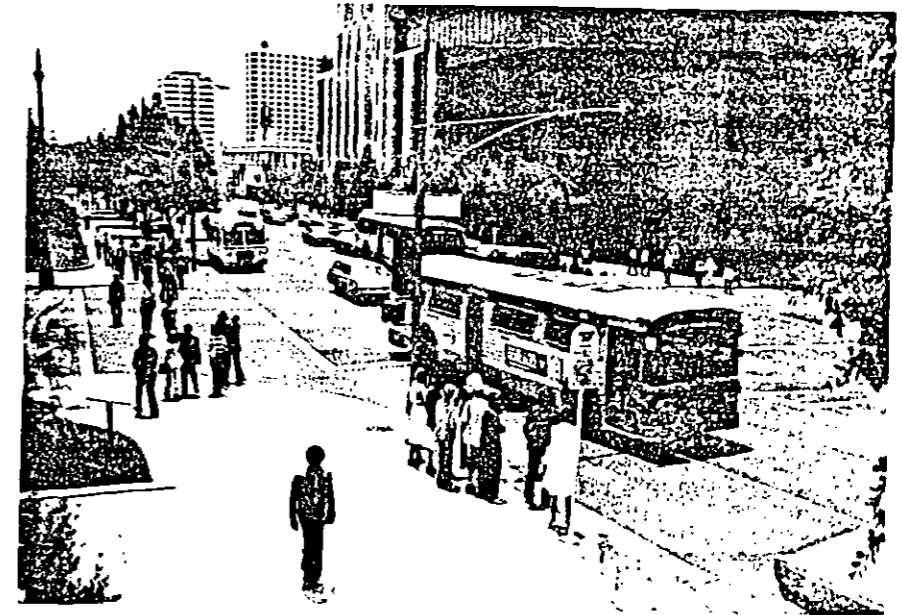
Although the plan for the Engineering Building for this site is dormant, if the First and Broadway station is developed, this site is logical for future government expansion.

Site 1:

There are numerous parking lots and underutilized buildings and lots south of Second. Site 1 is a 3.25 acre site which is primarily used as surface parking.

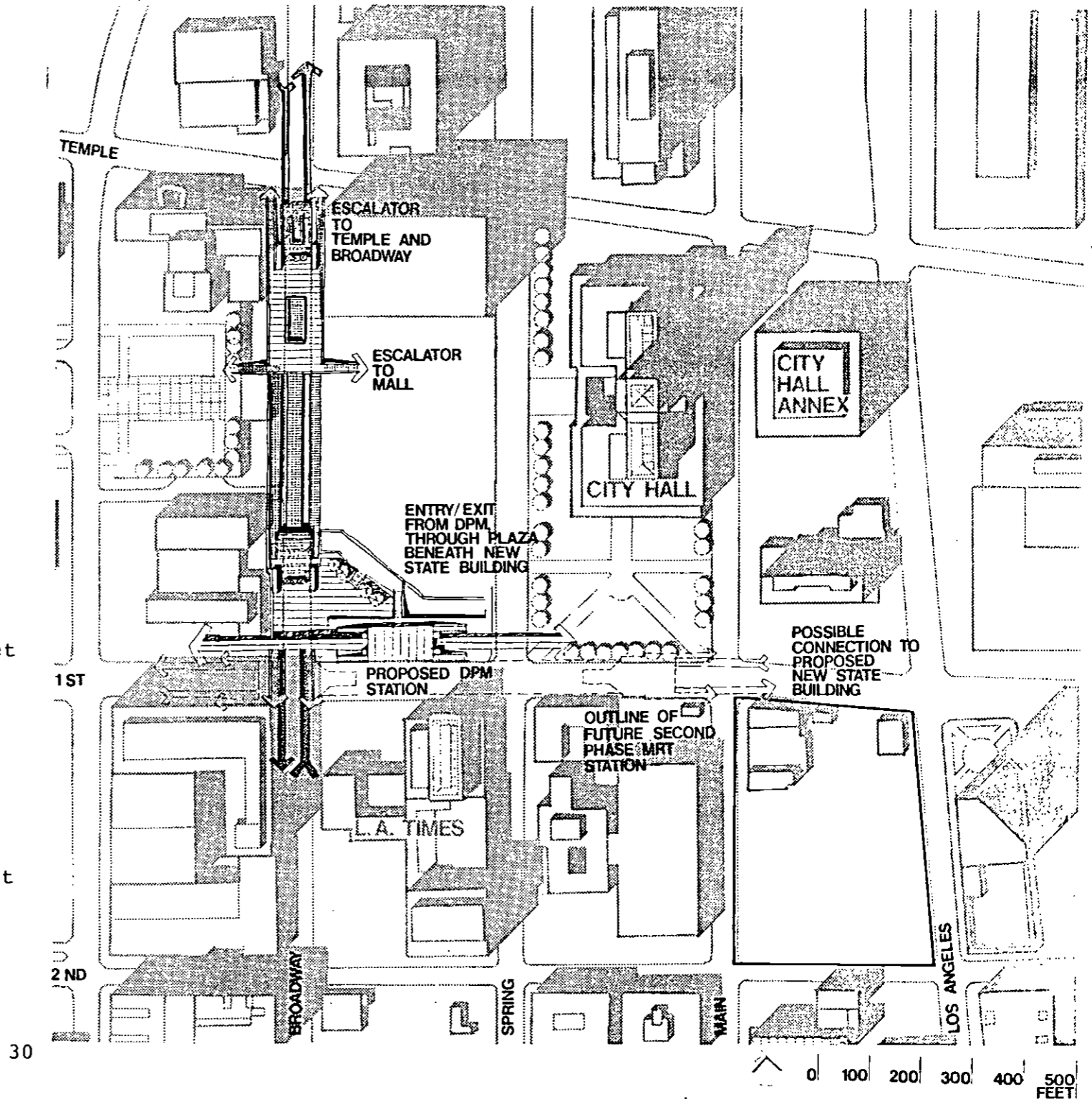
Site 2:

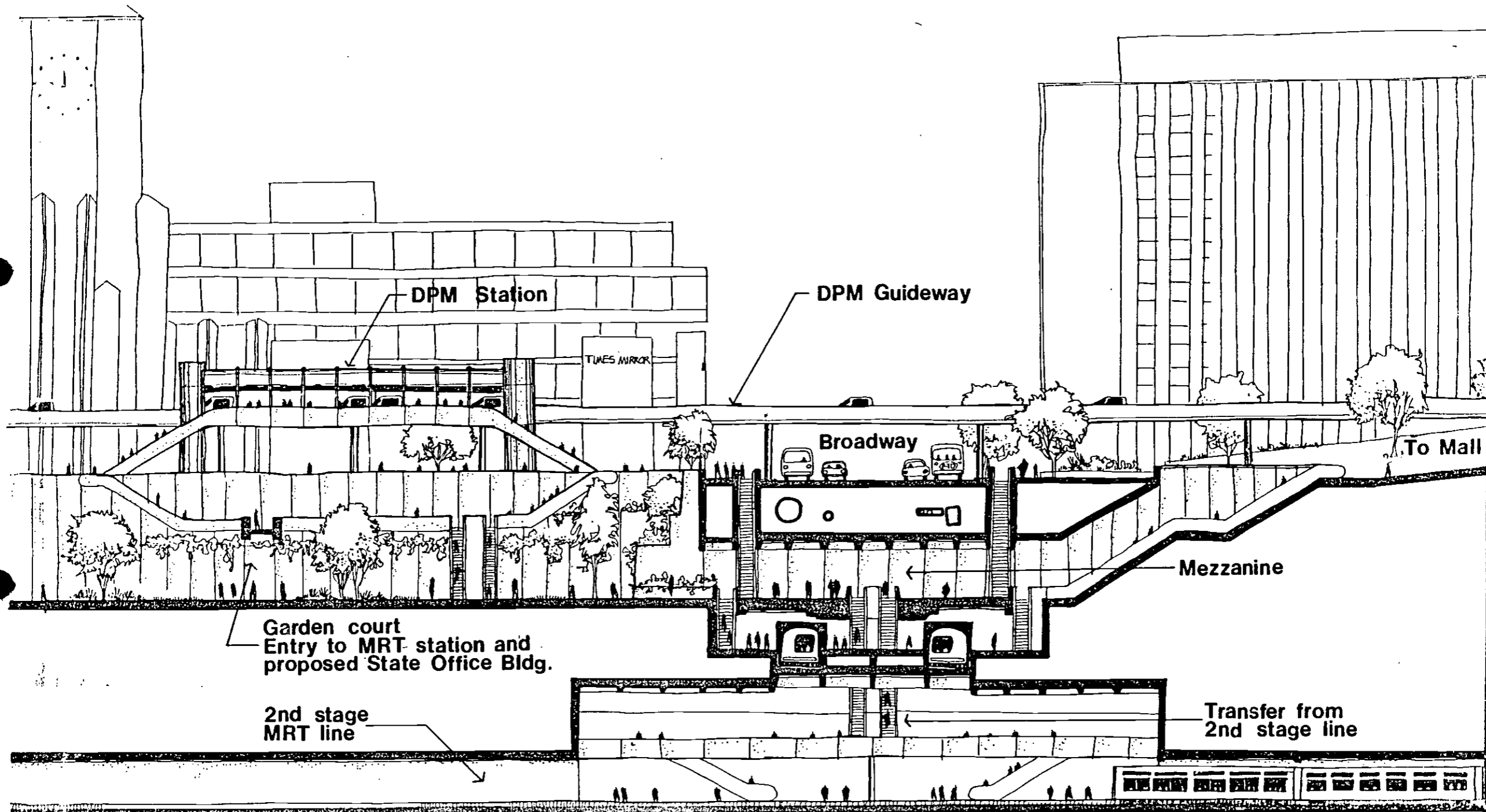
The First and Broadway station would be within a short walk of the northeast corner of Bunker Hill where there are several vacant blocks.



First and Broadway Station Program
Characteristics

- | | |
|---|----------|
| 1. TOTAL 24-HOUR PASSENGER VOLUME | 50,000 |
| 2. TOTAL PEAK HOUR (PM entering = 10% of #1) | 5,000 |
| 3. TOTAL PEAK DESIGN VOLUME (20 minute peak = 40% of #2) | 2,000 |
| 4. TOTAL PEAK VOLUME/MINUTE (#3 ÷ 20 minutes x safety factor of 2) | 200 |
| 5. MODE (entering) | |
| - Bus (45% of #3) | 90 |
| - Walk (55% of #3) | 106 |
| - ... | 4 |
| 6. PLATFORM WIDTH TOTAL (entering) - #3 x 5 square feet/person ÷ 500 foot platform length (20 foot minimum) | 20 feet |
| 7. ESCALATORS (entering) (#4 ÷ 70 persons/minute entering) | 3 |
| 8. ELEVATORS/STAIR UNIT | 2 |
| 9. MEZZANINE LENGTH (#3 x 5 square feet/person ÷ 80 foot right-of-way) | 125 feet |
| 10. BUSES/MINUTE @ 50 persons/bus | 2 |





Section Through MRT Station

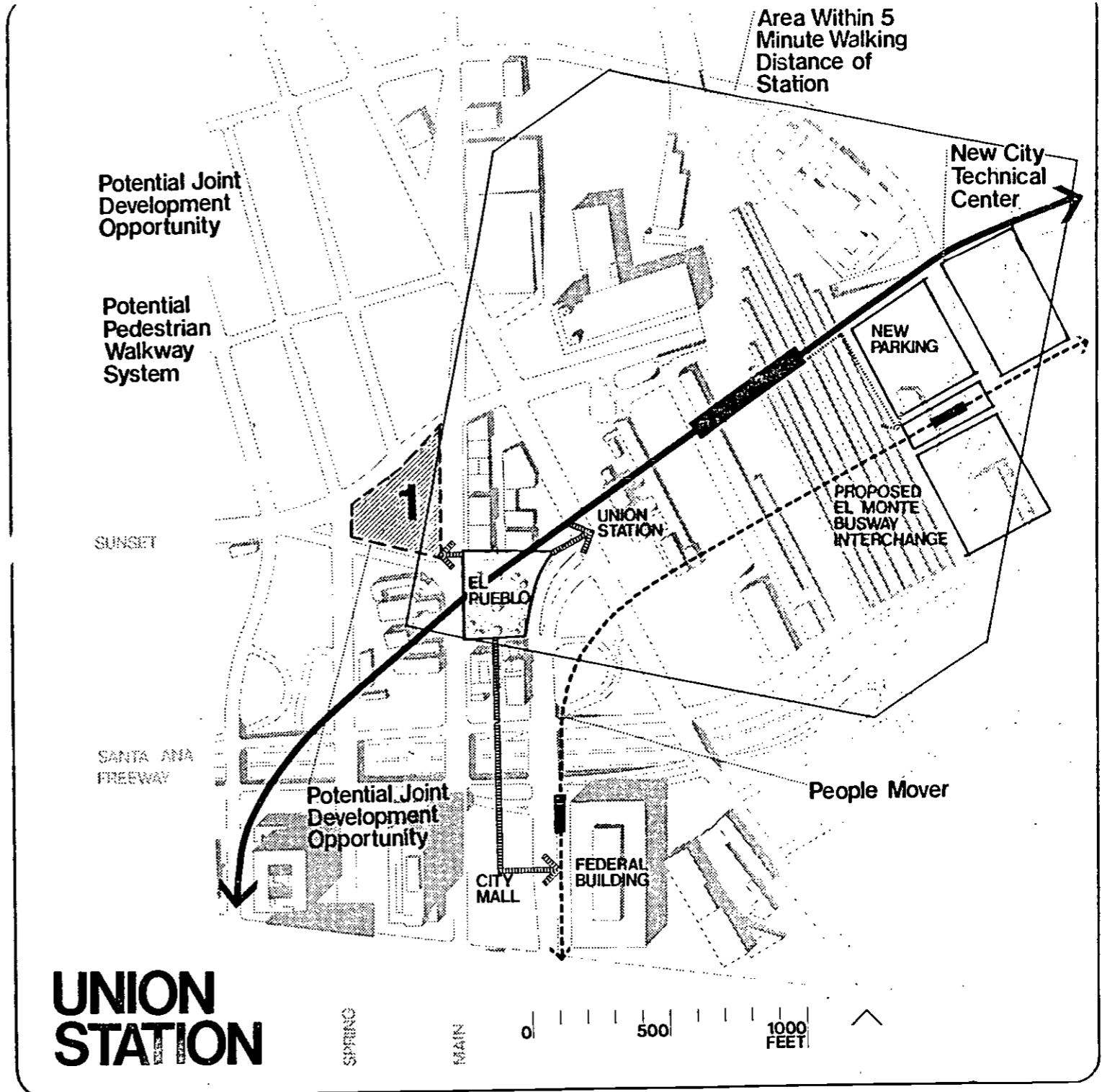
UNION STATION

Location and Function

The objective of this station is to form an interface between four important transportation facilities: the MRT, the DPM, Amtrak and the El Monte Busway and related parking.

The station is shown under Union Station terminal and the tracks behind the station with two access points. First there would be a MRT entrance from Union Station itself for direct inter-connection with the Amtrak trains. The second access point to the MRT would be adjacent to the proposed El Monte bus station and the DPM station to the north-east of the station.

An additional important function of this station would be to provide public transportation service from the El Pueblo complex to the west.



UNION STATION

Joint Development Opportunities

Site "A":

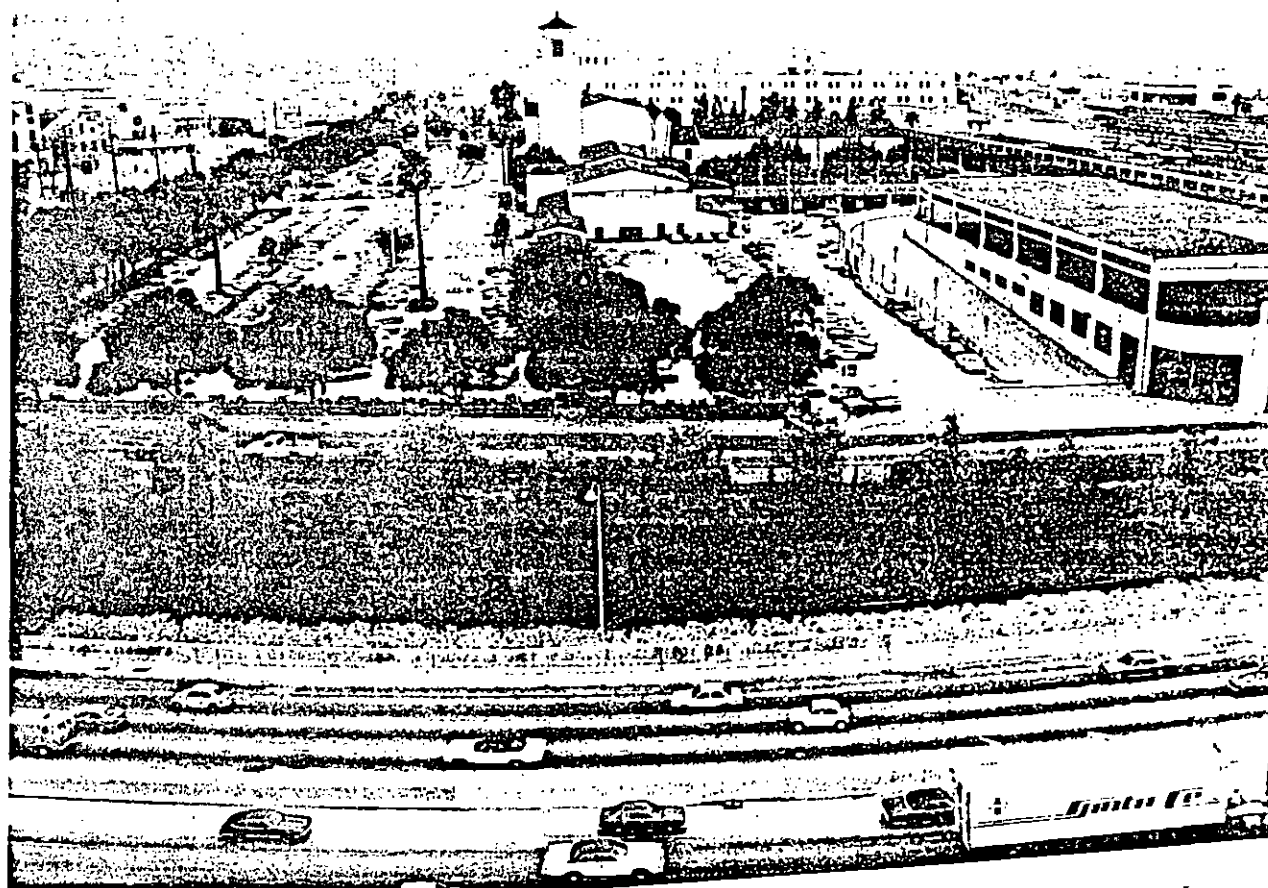
Plans have been developed for a city technical center to the west of the station area.

Over the years several air-rights uses have also been considered adjacent to the city technical center providing excellent MRT and other transportation facility access.

Site 1:

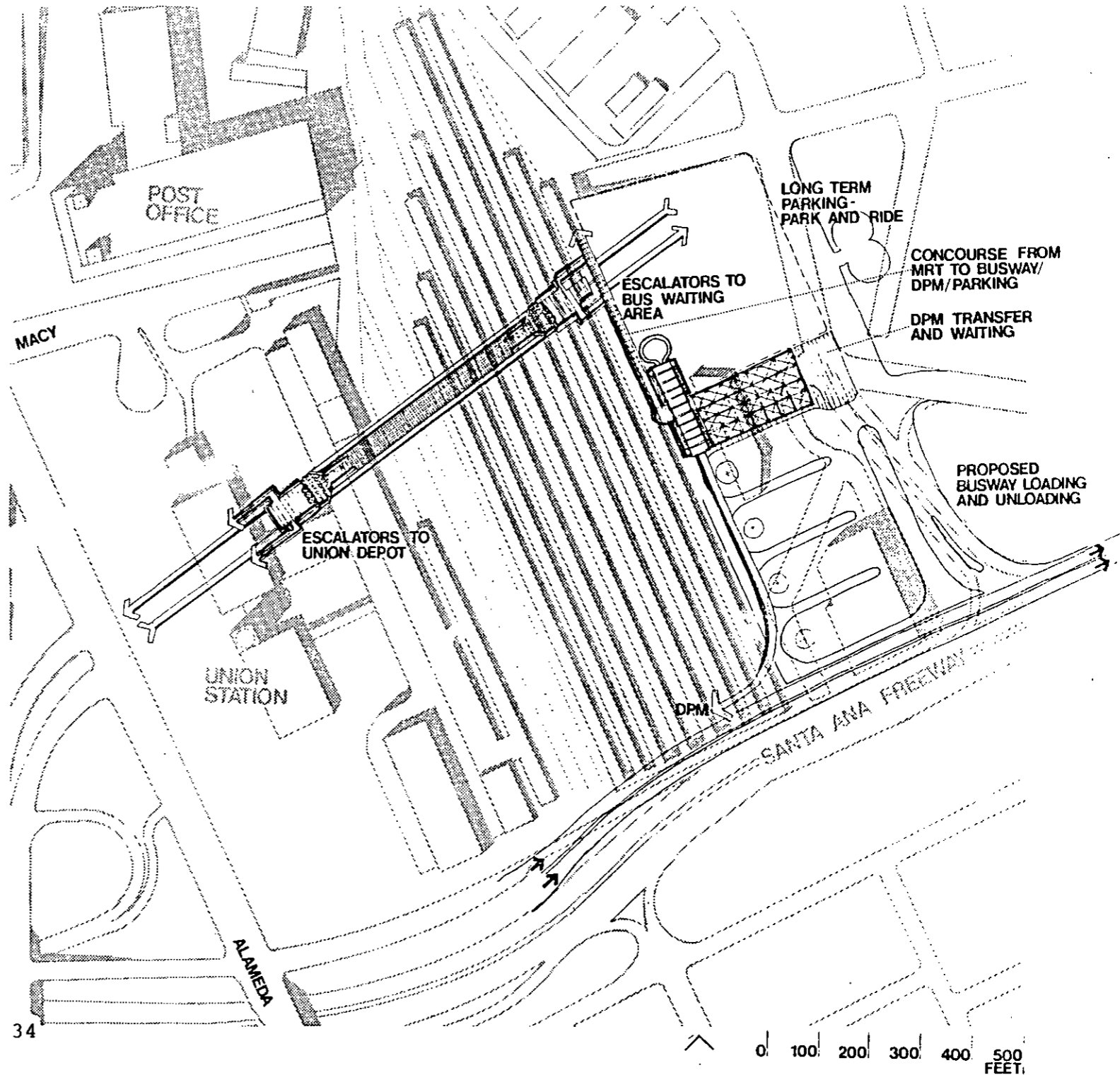
A 2 acre site is shown as a potential joint development site to the north west of the El Pueblo.

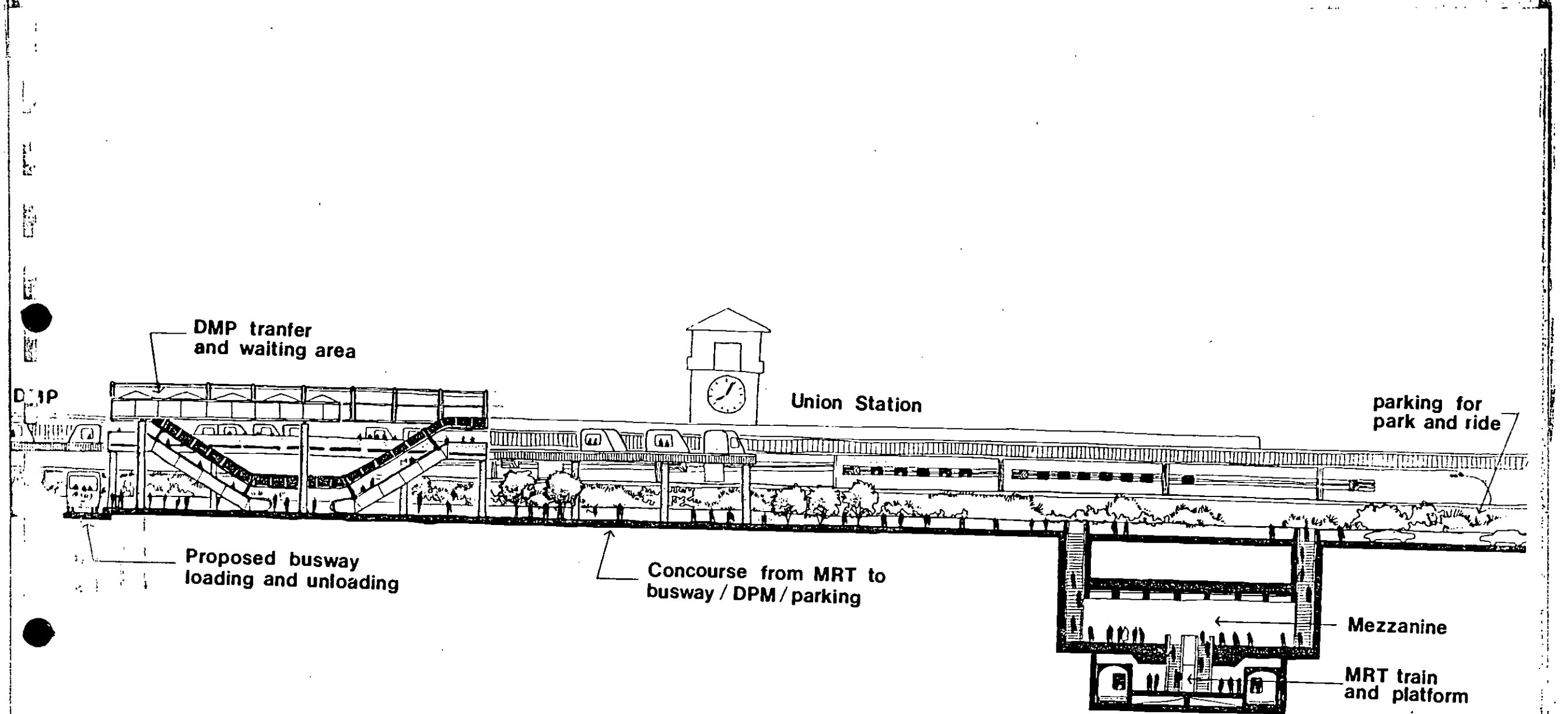
This parcel is presently vacant and would most logically be developed in commercial uses.



Union Station Program Characteristics

- | | |
|---|---------|
| 1. TOTAL 24-HOUR PASSENGER VOLUME | 30,000 |
| 2. TOTAL PEAK HOUR (PM entering = 10% of #1) | 3,000 |
| 3. TOTAL PEAK DESIGN VOLUME (20 minute peak = 40% of #2) | 1,200 |
| 4. TOTAL PEAK VOLUME/MINUTE (#3 ÷ 20 minutes x safety factor of 2) | 120 |
| 5. MODE (entering) | |
| -Bus (45% of #3) | 54 |
| -Walk (53% of #3) | 64 |
| -Other (2% of #3) | 2 |
| 6. PLATFORM WIDTH TOTAL (entering - #3 x 5 square feet/person ÷ 500 foot platform length (20 foot minimum)) | 20 feet |
| 7. ESCALATORS (entering) (#4 ÷ 70 persons/minute entering) | 2 |
| 8. ELEVATORS/STAIR UNIT | 2 |
| 9. MEZZAINE LENGTH (#3 x 5 square feet/person ÷ 80 foot right-of-way) | 75 feet |
| 10. BUSES/MINUTE @ 50 persons/bus | 1 |





Section Through MRT Station

CONVENTION CENTER

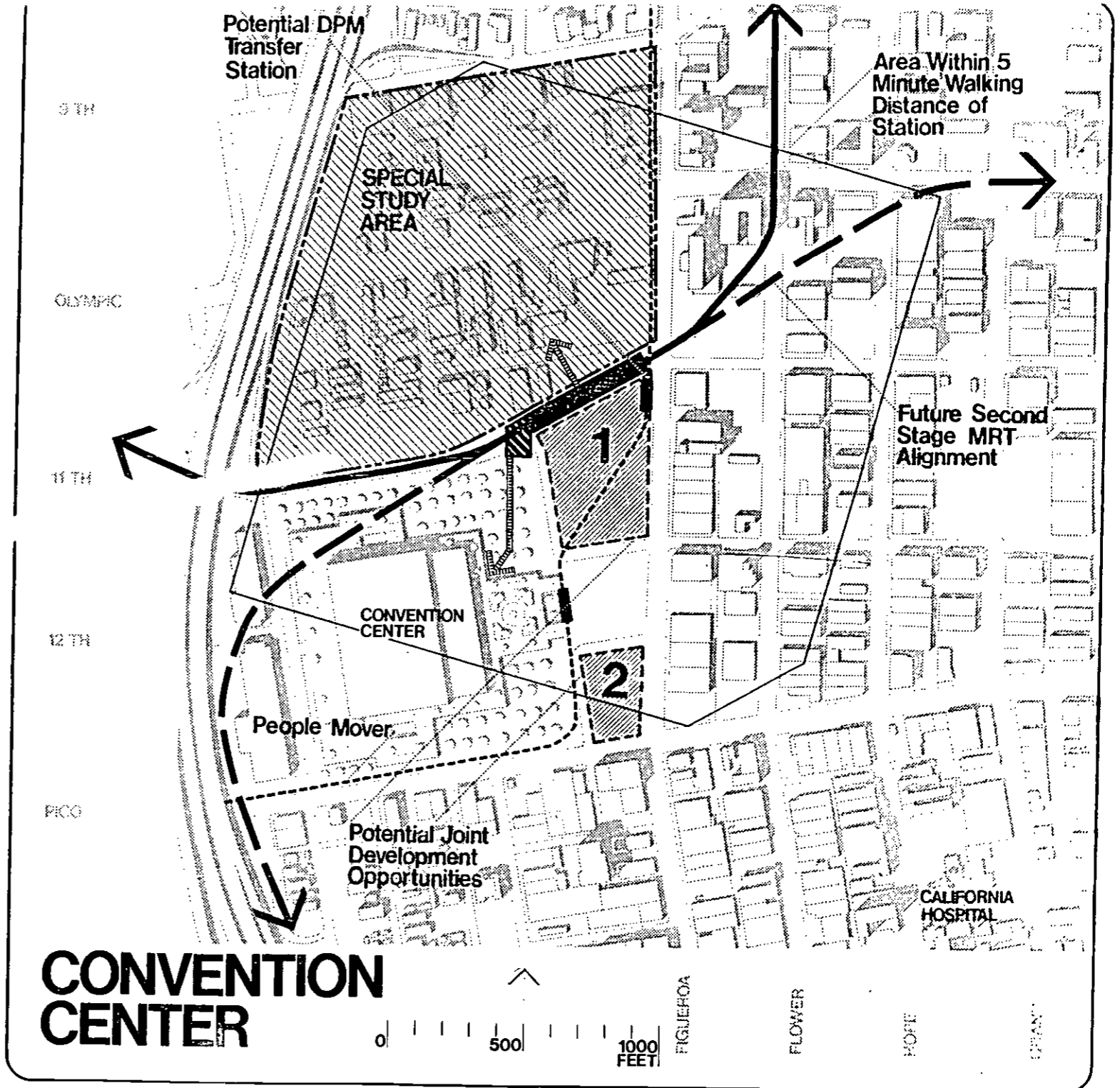
Location and Function

If the starter line alignment swings down to the Convention Center, a unique transfer station could be developed as shown. A DPM transfer station would interface with both the Wilshire and South Central routes.

The area surrounding the Convention Center offers numerous privately owned and publicly owned development sites. The market demand and public commitment to "create" a new activity center at the Convention Center will certainly be influenced by the station configuration.

The MRT station could be directly connected to the Convention Center by a combined underground and above ground pedestrianway. The architecture of Parcel 1 could be specifically related to the transit station through the use of concourses, plazas and galleries.

Special attention would need to be given to the eight-block area northwest of the MRT station. It is an older transition area of small scale/low-income residences and low-rise commercial structures.



Joint Development Opportunities

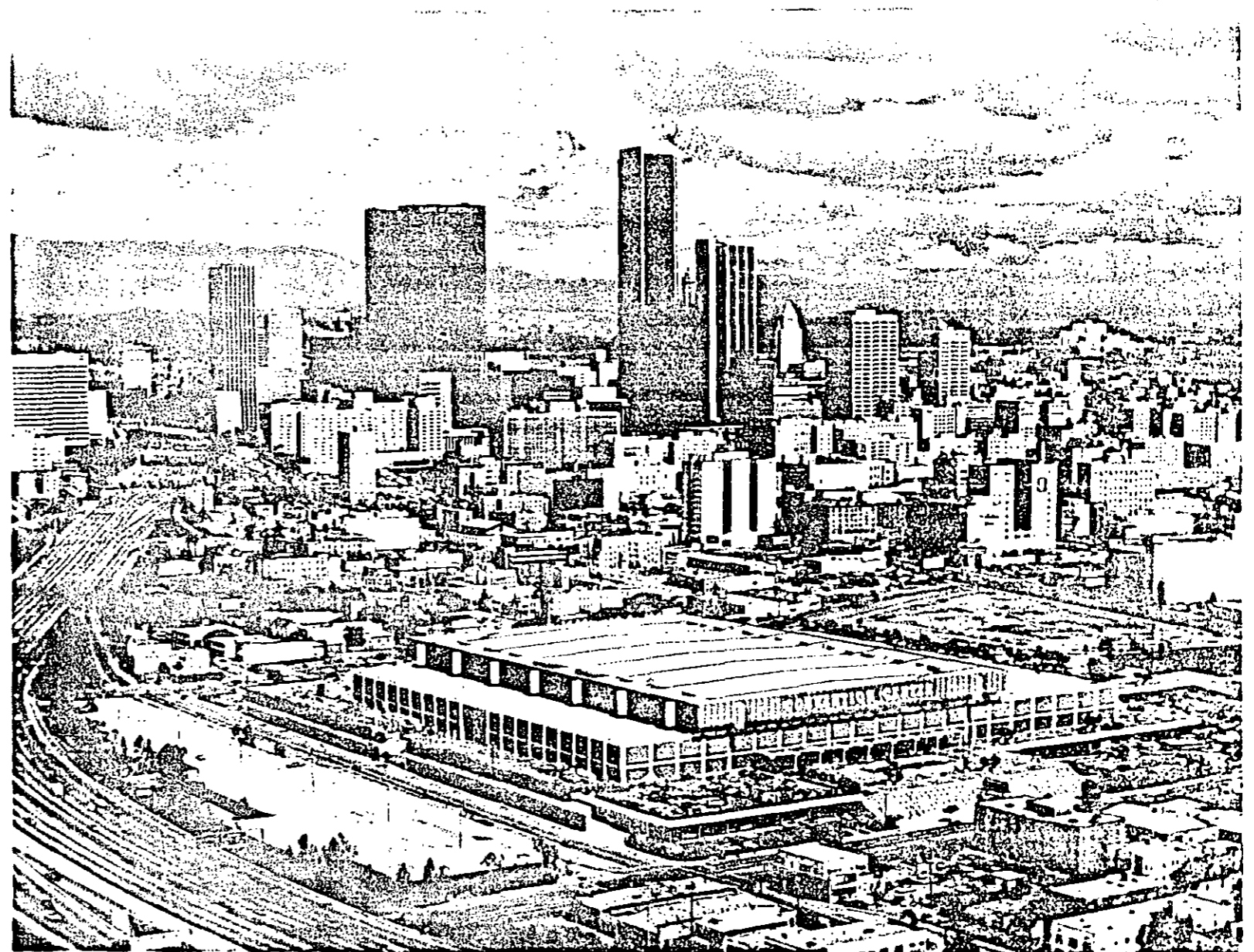
In general there are numerous opportunities in the general vicinity of the Convention Center for investment in new buildings. A substantial percentage of the buildings in the area with the creation of new access through the MRT construction would most likely be recycled to more intensive uses.

Sites 1 and 2:

These two parcels currently in public ownership have long been discussed for possible development of a Convention Center-related hotel/office development as follows:

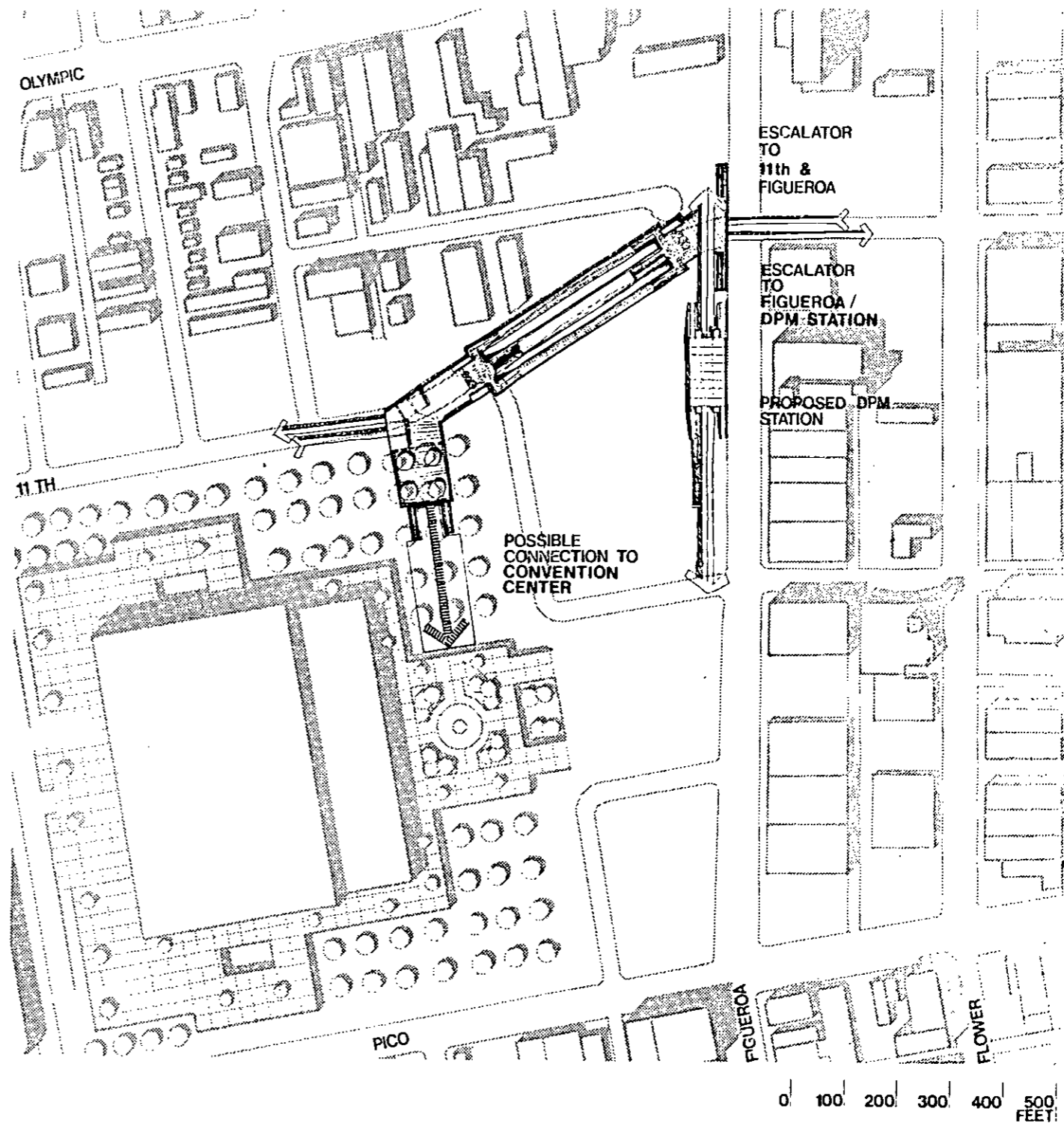
Special Study Area:

The eight block area north of the proposed MRT station fronting on the Harbor Freeway offers an excellent joint development opportunity as it is of mixed land use characterized by deteriorated structures and vacant parcels. Several of the parcels are for sale and there appears to be continuing investor interest in this sector.

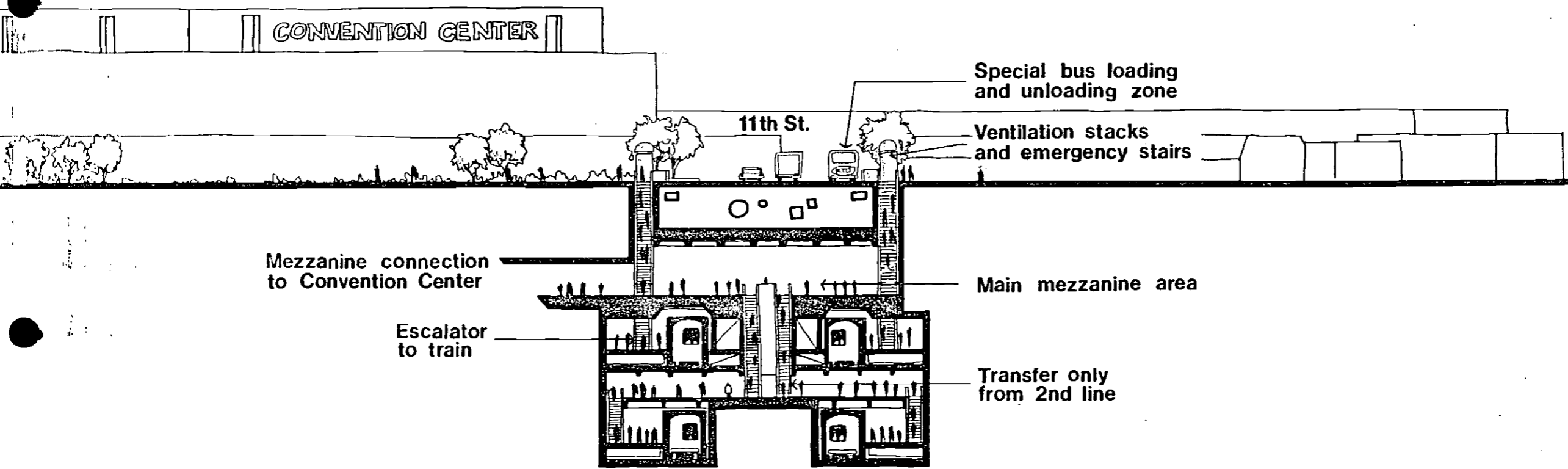


Convention Center Station Program
Characteristics

1. TOTAL 24-HOUR PASSENGER VOLUME	20,000
2. TOTAL PEAK HOUR (PM entering = 10% of #1)	2,000
3. TOTAL PEAK DESIGN VOLUME (20 minute peak = 40% of #2)	800
4. TOTAL PEAK VOLUME/MINUTE (#3 ÷ 20 minutes x safety factor of 2)	80
5. MODE (entering)	
-Bus (45% of #3)	36
-Walk (53% of #3)	42
-Other (2% of #3)	2
6. TOTAL MEZZANINE LENGTH (entering) #3 x 5 square feet/person ÷ 500 foot platform length (20 foot minimum)	20 feet
7. ESCALATORS (entering) (#4 ÷ 70 persons/minute entering)	2
8. ELEVATORS/STAIR UNIT	2
9. MEZZANINE LENGTH (#3 x 5 square feet/person ÷ 80 foot right-of-way)	50 feet
10. BUSES/MINUTE @ 50 persons/bus	1



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Section Through MRT Station

THIRD FOURTH AND HOPE

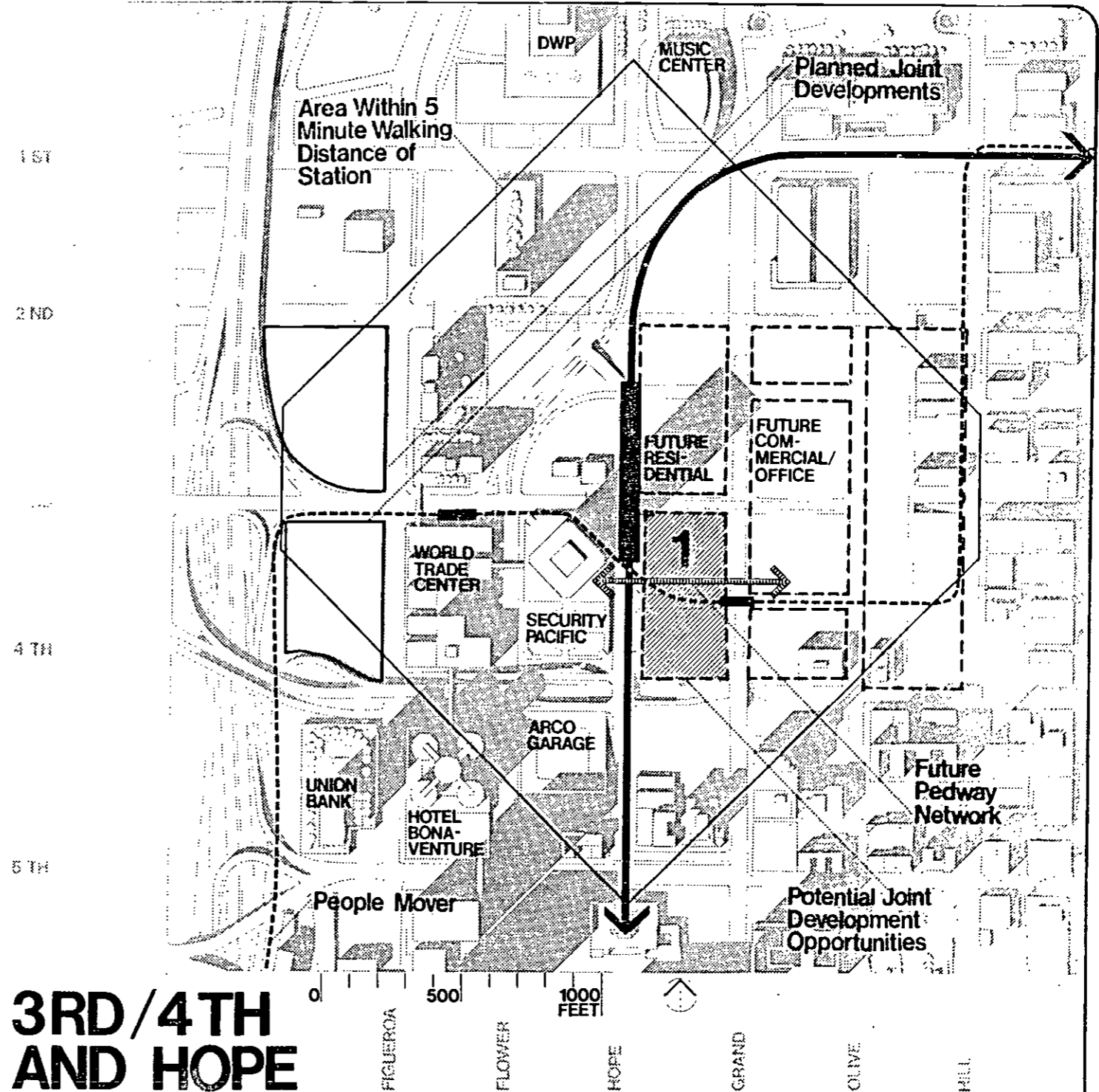
Location and Function

The most promising location for a Bunker Hill Station is the area between Third and Fourth and Hope Streets. The alignment could come up Hope Street under the present downtown library and turn under the vacant County parcel just south of the Music Center.

In addition to being central to the Bunker Hill developments, regional access could be provided to the Music Center and the Department of Water and Power office building.

The pedestrian network which connects the Arco Tower, Bonaventure Hotel, the World Trade Center and Security Pacific could continue the pedestrian mezzanine to several of the adjacent vacant parcels.

This network of pedestrianways could also be used by the DPM riders. A DPM subway station is shown to the east of the MRT station and could be a part of the new building on this site.



3RD/4TH AND HOPE

Joint Development Opportunities

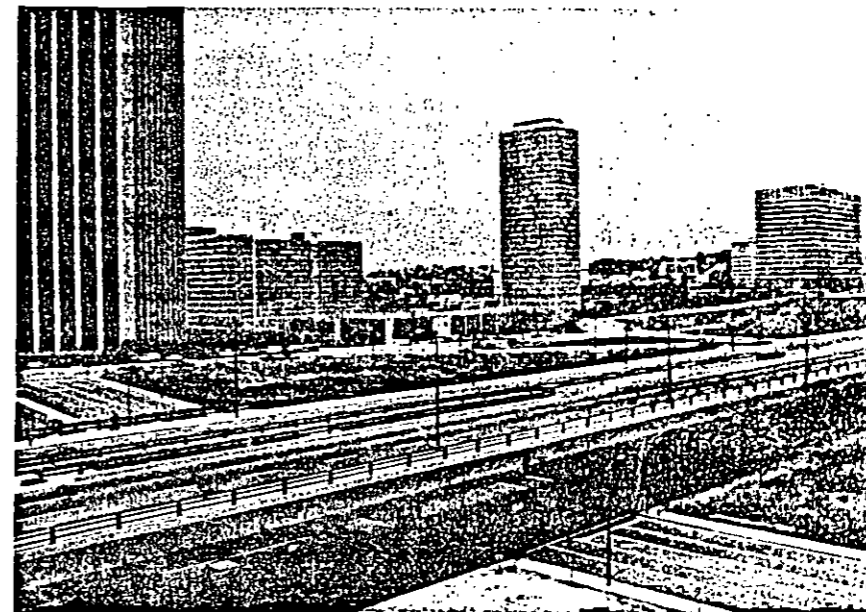
The Hope Street station is shown near the center of Bunker Hill within the five minute walk there are presently 8 vacant blocks and 12 vacant blocks within the overall redevelopment area.

Bunker Hills status as a redevelopment area might offer additional advantage in developing a joint funding strategy through tax increment financing.

A MRT station at this location would most certainly be a catalyst for new developments on the surrounding blocks.

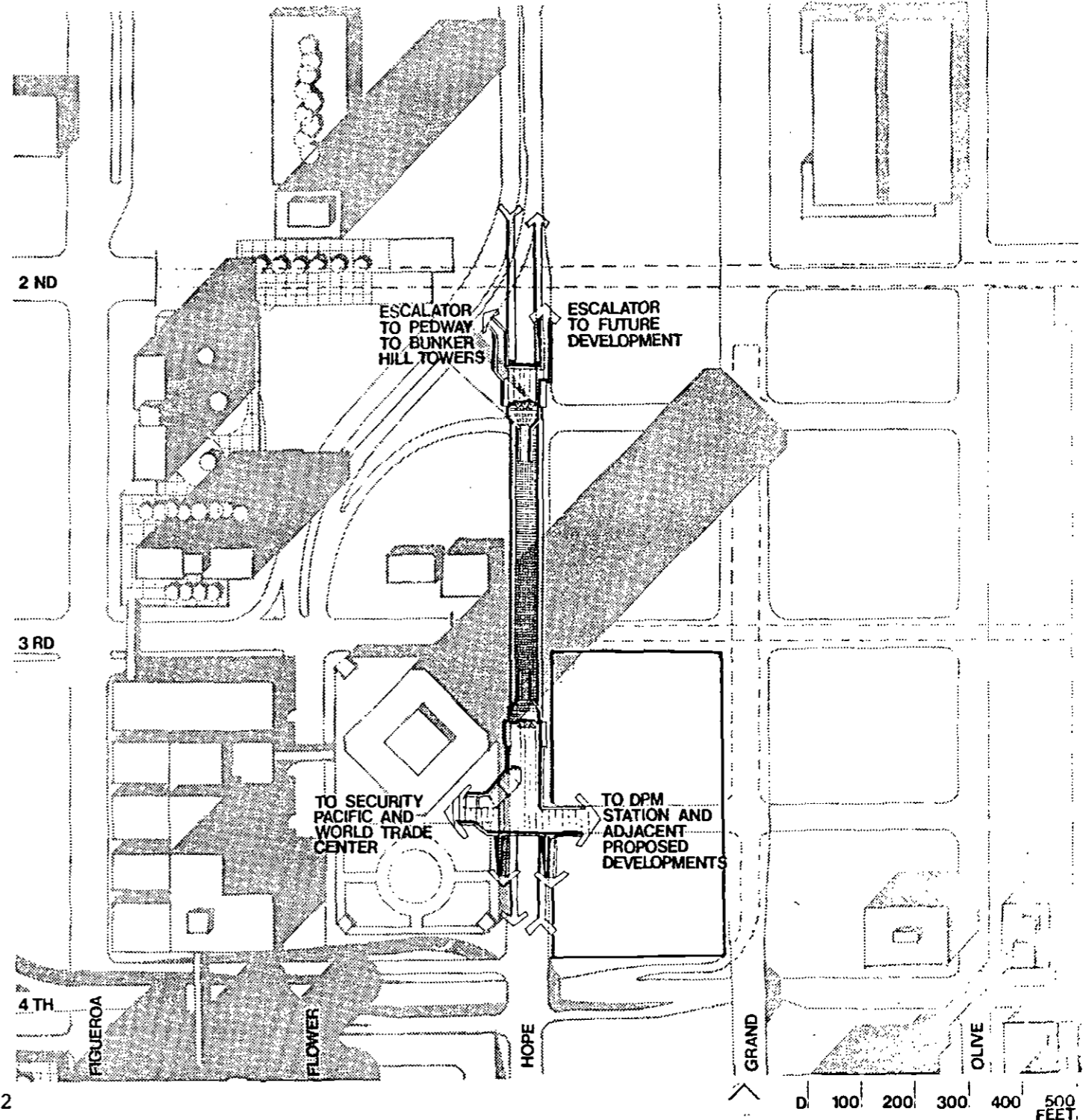
Site 1:

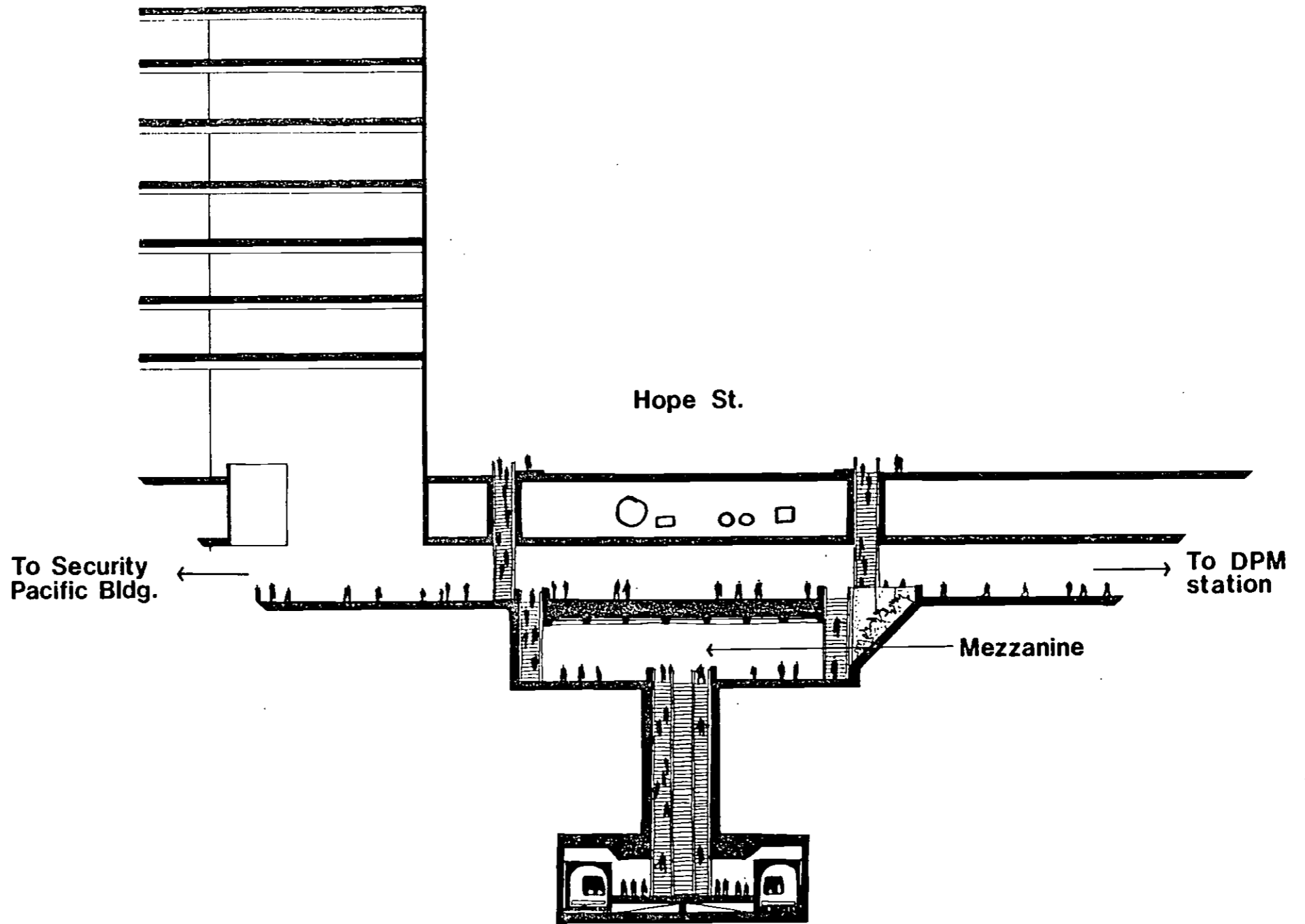
The 4.2 acre block to the east of the Security Pacific Building is a priority development site as the DPM and MRT stations both directly affect the property.



Third/Fourth and Hope Station Program
Characteristics

1. TOTAL 24-HOUR PASSENGER VOLUME	35,000
2. TOTAL PEAK HOUR (PM entering = 10% of #1)	3,500
3. TOTAL PEAK DESIGN VOLUME (20 minute peak = 40% of #2)	1,400
4. TOTAL PEAK VOLUME/MINUTE (#3 ÷ 20 minutes x safety factor of 2)	140
5. MODE (entering)	
-Bus (45% of #3)	63
-Other (53% of #3)	74
	3
6. PLATFORM WIDTH TOTAL (entering) #3 x 5 square feet/person ÷ 500 foot platform length (20 foot minimum)	20 feet
7. ESCALATORS (entering) (#4 ÷ 70 persons/minute entering)	2
8. ELEVATORS/STAIR UNIT	2
9. MEZZANINE LENGTH (#3 x 5 square feet/person ÷ 80 foot right-of-way)	90 feet
10. BUSES/MINUTE @ 50 persons/bus	2





Section Through MRT Station

OLYMPIC AND BROADWAY

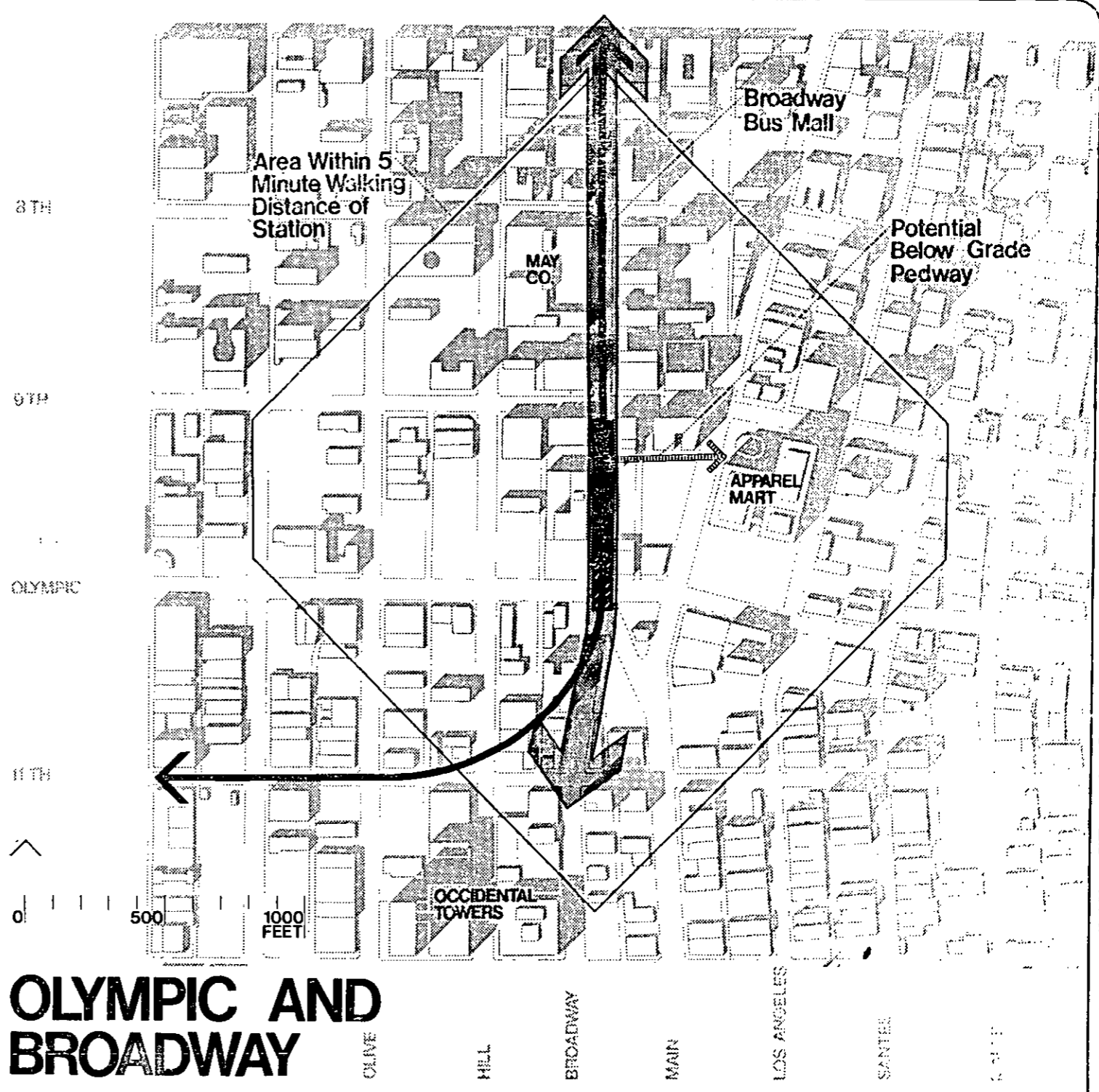
Location and Function

A station in the general location of Olympic and Broadway could provide access to the Apparel Mart, the Occidental Center complex and the garment district.

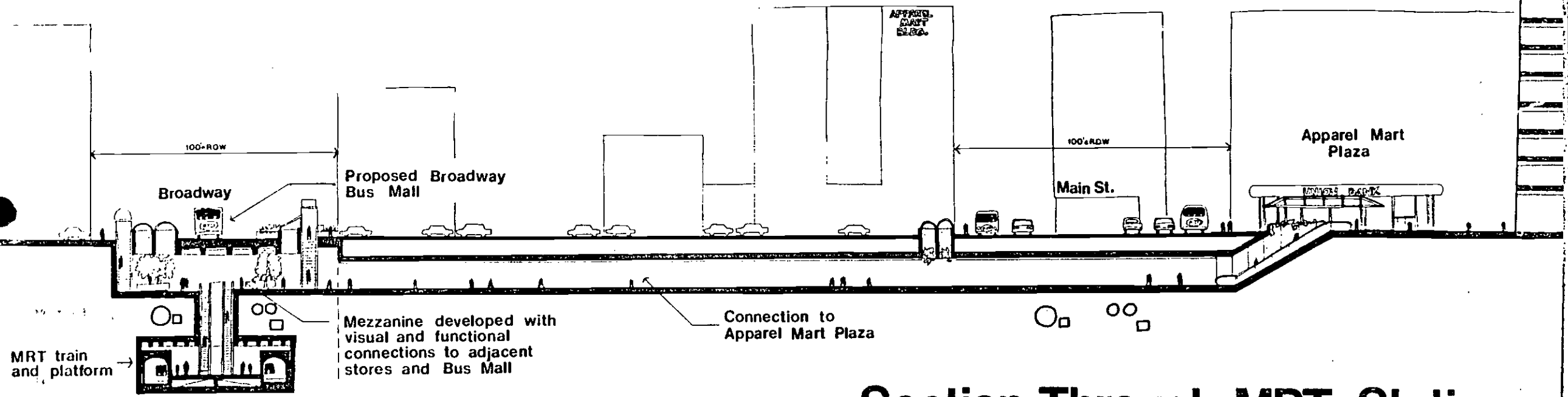
Potential development in and around the station could also "anchor" the Broadway retail area in the vicinity of the May Company.

Joint Development Opportunities

Any potential new development in the area would be most probably generated by garment industry expansion and/or new housing as part of the proposed South Park development.



OLYMPIC AND BROADWAY



MRT train and platform →

Broadway

Proposed Broadway Bus Mall

Main St.

Apparel Mart Plaza

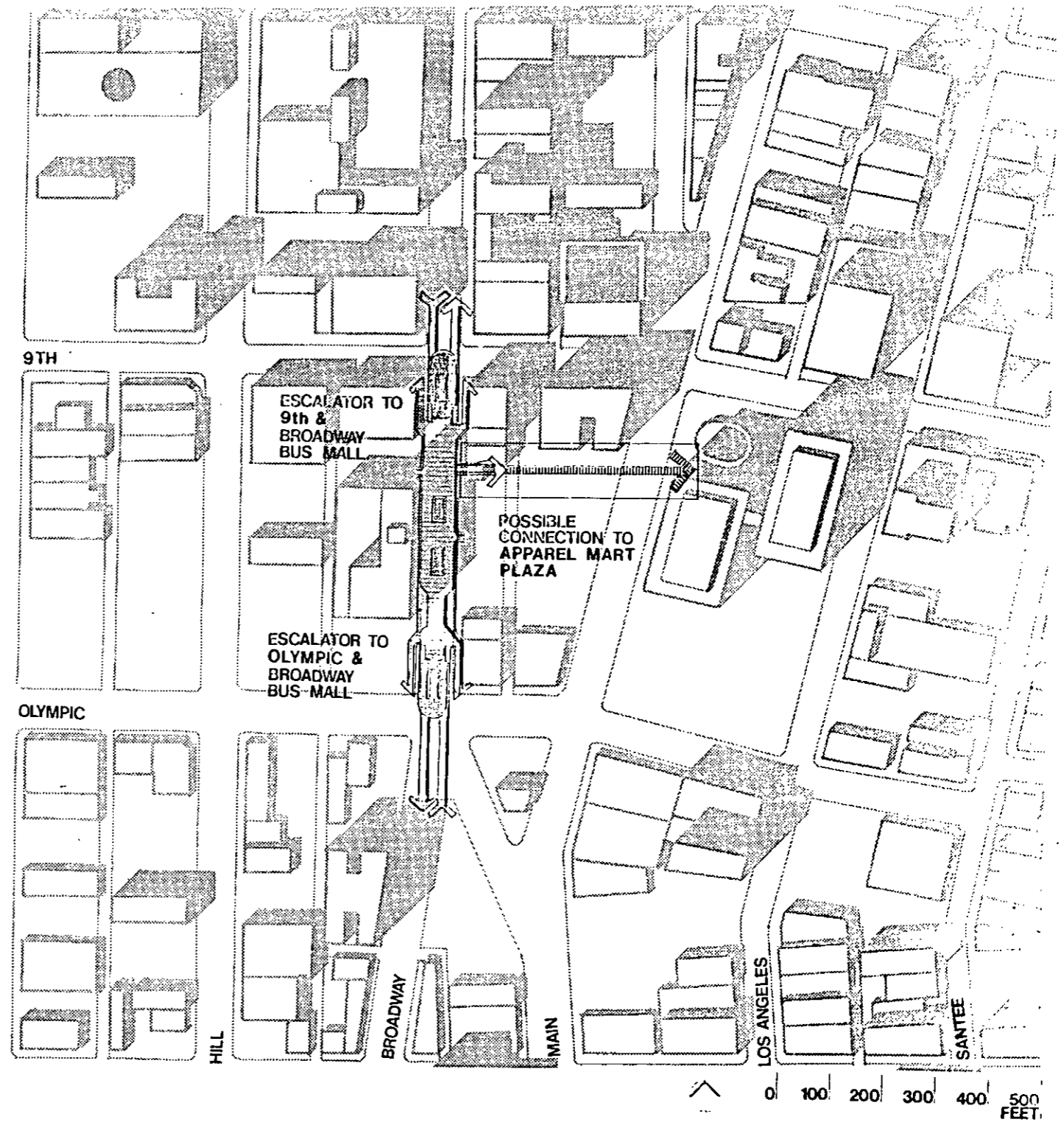
Mezzanine developed with visual and functional connections to adjacent stores and Bus Mall

Connection to Apparel Mart Plaza

Section Through MRT Station

Olympic and Broadway Station Program
Characteristics

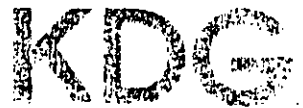
1. TOTAL 24-HOUR PASSENGER VOLUME	35,000
2. TOTAL PEAK HOUR (PM entering = 10% of #1)	3,500
3. TOTAL PEAK DESIGN VOLUME (20 minute peak = 40% of #2)	1,400
4. TOTAL PEAK VOLUME/MINUTE (#3 ÷ 20 minutes x safety factor of 2)	140
5. MODE (entering)	
-Bus (45% of #3)	63
-Walk (53% of #3)	74
-Other (2% of #3)	3
6. PLATFORM WIDTH TOTAL (entering) #3 x 5 square feet/person ÷ 500 foot platform length (20 foot min.)	20 feet
7. ESCALATORS (entering) (#4 ÷ 70 persons/minute entering)	2
8. ELEVATORS/STAIR UNIT	2
9. MEZZANINE LENGTH (#3 x 5 square feet/person ÷ 80 foot right-of-way)	90 feet
10. BUSES/MINUTE @ 50 persons/bus	2



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OFFICE OF
MGR. RAMP TRANSIT DEPT.

WILSHIRE CORRIDOR

Kennard, Delahousie and Gault architecture and planning



April 20, 1978

Mr. Richard Gallagher
Southern California Rapid Transit District
425 South Main Street
Los Angeles, California 90013

Dear Mr. Gallagher:

Forwarded herewith is a Proof Copy of our final report entitled The Southern California Rapid Transit District, Wilshire Corridor Urban Design Study and Architectural Station Concepts, as per our Urban Design Consultants' Contract.

Also enclosed for your review are two sets of 24" x 36" prints of the Preliminary Station Concepts and related perspective drawings.

Sincerely yours,


James A. Castelluzzo
Project Manager

JAC:d1

Enclosures

WILSHIRE CORRIDOR URBAN DESIGN STUDY

Architectural Station Concepts

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Ultimate System

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General Design Data

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INTRODUCTION

Wilshire Corridor
Rapid Transit Station Urban Design Studies
Southern California Rapid Transit District

ARCHITECTURAL STATION CONCEPTS

The enclosed documentation represents a preliminary conceptual analysis of the proposed starter line transit stations between Alvarado Street and Curson Avenue along Wilshire Boulevard.

This summary report is preceded by extensive site analyses which addressed Station Impacts, Joint Development Opportunities, Preliminary Station Programming and Schematics in accordance with the Work Program for Consultant Assistance to SCRTD staff on the development of Urban Design Aspects Task IV of the regional transit development program.

The Site Analysis included surveys of Community Plans and discussion with personnel of the Los Angeles Department of City Planning as well as extensive field surveys of existing traffic and pedestrian circulation patterns, open space, parking, land use, and activity concentrations in the vicinity of the proposed station. The findings of this work included recommendations for preferred station locations and access sites.

Based on a survey of available community plans, open space, and projected market demand for future development, the opportunities and constraints of alternative joint development sites were noted in relation to station locations. Conceptual development schemes

suggesting the character and intensity of development appropriate for the particular area were prepared.

Upon evaluation of projected station approach volumes and mode split data supplied by RTD, Preliminary Station Programs were prepared for each site. The programs along with utility data were utilized in the preparation of preliminary station design concepts for each station location.

Recommendations contained herein represent the results of prior working sessions between the Urban Design Consultants, RTD Staff, City Planning Department Staff, and Transportation Planning Consultants. Preliminary findings and design studies by KDG are documented by four Progress Submittals:

Preliminary Station Impact Report (December 1977)
Site Analyses And Joint Development Opportunity Exhibits (December 1977)
Wilshire Corridor Rapid Transit Station Programs Progress Report (February 1978)
Joint Development Site Program (March 1978)

The preliminary station designs and Joint Development concepts illustrated herein are conceptual in nature. The intent is to visualize the architectural possibilities at each site. They are presented as proposals and topics for discussion between the communities and the coordinating public agency in advancing the Los Angeles Transit Program.

I WILSHIRE CORRIDOR

1.1 Starter Line Context (FIGURES 0.1, 0.2 and 0.3)

As currently proposed the Los Angeles Rapid Transit System Starter Line will extend from the Central Business District Stations and proceed west from the vicinity of the Convention Center out Wilshire Boulevard towards Fairfax Avenue with a terminal station at San Vincente. The line would then turn north along Fairfax to serve Hollywood and North Hollywood with a terminal station at Universal City.

The ultimate System includes plans for extensions westward from the Wilshire/San Vincente terminus towards Century City, Westwood, and Santa Monica; a southern extension from either Fairfax or La Brea towards the Los Angeles Airport, and extensions from the Central Business District (CBD) station with the south-central line and eastern extensions to Pasadena, El Monte, and Artesia.

There are six stations under consideration for the Wilshire Corridor Line. Proceeding west from the CBD stations are proposed for Alvarado at 7th street (station 1) in the Westlake District, Vermont (2), Normandie (3), Western (4), in the Wilshire Center District; and La Brea (5), and Curson (6) in the Miracle Mile District.

The Westlake District in the vicinity of the proposed transit station is composed of low income Hispanic groups with a high proportion of Senior Citizens. The area of most intense activity occurs along Alvarado between 6th and 7th Streets with community oriented retail shops and theaters; and Wilshire Boulevard between Alvarado and Westlake with high rise commercial office buildings. MacArthur Park serves as both a community and city wide recreation resource and the

major open space in the community center. To the west of the Park along Commonwealth and Wilshire, are a number of prime office buildings and hotels.

A station at the Wilshire/Alvarado area is considered well placed by the Los Angeles City Planning Department (LACPD), in that service would be provided to the transit dependent Senior Citizen and minority families living in proximity to the station. Of major concern is the preservation of MacArthur Park property. The development which would potentially be generated by this station for additional office, commercial, or publicly assisted residential uses is generally seen as an improvement and an economic incentive. The preservation of the existing quality of the community and the moderate rental levels are issues of concern and in need of additional study.

Wilshire Center is a high density regional commercial district extending from Hoover Boulevard, at Lafayette Park to Western Avenue. Activity Centers occur along the north south arterials at Vermont, Normandie and Western Avenues. The three centers are about one half mile apart and within two miles of both the Hollywood and Santa Monica Freeways. The area employs approximately 70,000 people and contains high medium density residential zones.

Wilshire Center is not presently well served by existing mass transit facilities but the proximity to the freeways insures its viability. Rail service to this area would serve to reinforce the office and commercial uses. Transit stations along these centers, consistent with the Los Angeles City Plan, would provide the necessary poles for further redevelopment.

The Miracle Mile commercial district extends from La Brea to Fairfax Avenues along Wilshire Boulevard. The area is known to be in economic decline due to changes in demography and the relocation of businesses to more

accessible sites. The most successful commercial zone is in the vicinity of Fairfax and Wilshire with the May Company and Ohrbachs complex and the new Mutual Benefit Plaza across from the Los Angeles County Museum at Ogden Drive. Recent interest by the Los Angeles County Museum in the Prudential Complex between Curson and Masselln Avenues adjacent to Hancock Park indicates a potential for revitalization of the Mid-Miracle Mile area. The location of the future north south alignment to the airport is one of the unresolved issues central in determining the future character of Miracle Mile.

There are two transit stations under consideration for the Miracle area. One is planned as an on-line station at La Brea Avenue to serve the residential areas and the commercial zones along Wilshire and La Brea Avenues. An additional station is proposed for the Curson Hauser area to serve as both an interchange station between the north Hollywood line on Fairfax and the Wilshire line, and as an Activity Center serving the Museum complex, Prudential, and CalFed complex. The station would also serve the residents of the Park La Brea complex to the north, a predominantly elderly transit dependent group. The Curson station is proposed as one of the three stations serving the Fairfax commercial area. Two additional stations are under consideration; one is a terminal station at San Vincente and Wilshire serving the high density office zones between Crescent Heights and San Vincente.

The other is proposed for the Fairfax and 3rd Street area to serve community oriented retail along Fairfax including the Farmers Market.

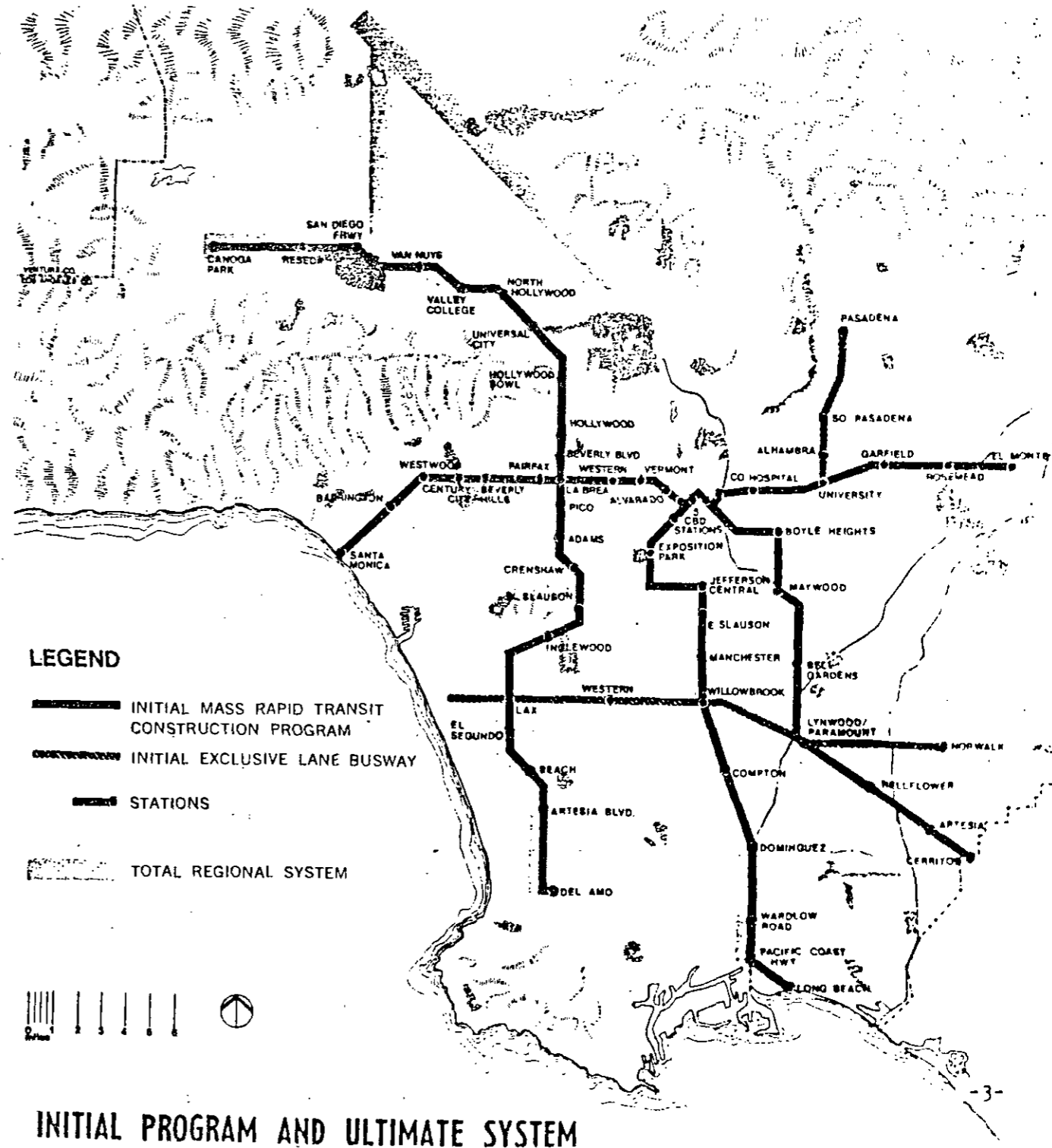


FIGURE D.1

INITIAL PROGRAM AND ULTIMATE SYSTEM

1.2 General Program Data

Preliminary Station Requirements

The Architectural elements of the station shall meet the Design Criteria for a fixed Guideway Rapid Transit System in the Los Angeles Metropolitan Area, by the Rapid Transit Department of SCRTD as well as criteria established by administering local agencies and Architectural and Engineering consultants for Station Configurations, Platform dimensions, minimum clearance, horizontal and vertical circulation, fare collection, station attendant, handicapped facilities and concession areas.

The location and size of mechanical and electrical equipment and maintenance areas, and rest areas shall be determined by RTD and the supervising Architects.

STATION AREAS

Platform Size

The platform length as given by RTD is 500 feet. The typical track width is approximately 10 feet with an inbound and outbound lane.

The platform width will be between 25 and 30 feet as a preliminary ~~figure based on projected volumes and a critical load of two train loads of passengers waiting on the platform.~~ *figure in accordance with transportation of the tunnels and their location with respect to the tracks*

The 25 foot platform would have a capacity of 2,500 passengers at five square feet each in an emergency situation. This is the equivalent of three train loads waiting on the platform.

Ancillary Platform Space

Ancillary space for platform and track-related activities would occur at the platform level at either end of the station.

For purpose of this report side of side parallel tracks with center platforms have been assumed.

Mezzanine

The mezzanine is sized according to peak 20-minute access demand. The dimensions would vary according to location of access corridors and points of entry.

The circulation core from which queing areas and entry spaces would extend would be 25 feet times the street width or, in the case of Wilshire Boulevard, about 1,750 square feet.

Additional space will be provided above the minimum requirements based on a safety factor of two times the projected load. The mezzanine will be designed for prompt and efficient egress in the event of emergency and will be free from visual disruption or blind corners for security purposes.

Turnstiles

One foot width hardware at four foot spacing or three feet between turnstiles. Provide a minimum of 20 feet on each side for queing space.

Vertical Circulation Element

This unit will consist of two escalator units with a central stair or inclined elevator, depending on individual station requirements.

The typical escalator width will be four feet with a four foot wide stair minimum.

Ancillary Space

Provide 1,000 square feet at the mezzanine level for RTD supervisory personnel, ticket and change machines, and restroom facilities for personnel inside paid area. Allow for the expansion of mezzanine level for convenience retail at each station.

To provide for emergency exit, be designed to provide for accommodation of the elderly and handicapped & vertical transportation will be provided by escalators & or elevators as appropriate with appropriate capacity & factors of safety.

STATION PROGRAM DATA

RELATED TRANSPORTATION ELEMENTS

Parking Facilities

Park and Ride

Provide spaces for short and long-term parking, either at grade or in decked facility as space permits within 1,200 feet of station entry. Provide covered access corridor to station. Allow 350 square feet per auto and 20 feet per auto for curb space.

Kiss and Ride

This space would be immediately accessible to station entry points with drop-off space at curb and short-term spaces within parking facility within 100 feet of station entrance.

Off-Site Parking

Off-site parking will depend on the availability of land adjacent to each station. The lack of parking, however, will have a negative impact on adjacent residential areas as the demand for spaces will conflict with on-street residential parking. This would suggest a preferential parking zone in residential areas for residents and a city parking district plan to accommodate park and ride passengers.

Bus Facilities

Allow 1,500 square feet per bus for parking and loading with direct station access. Where existing bus stops are used, provide shelters and widened sidewalks for queing. The bus dimension would be 40 feet long by 8 feet wide by 11 feet high. At intermodal stations, bus loading lanes off through-traffic lanes are preferred.

Pedestrian Access

Provide for pedestrian access from parking facilities within ~~1,200 feet or four-minute walk maximum~~ from station. Where land is available on site, provide for immediate station access or mezzanine level access from subterranean parking.

600' or 2 minute walk

Related Transportation Elements

Auto Parking		325 s.f./auto
Kiss and Ride	curb space stalls	20 l.f./auto 325/auto
Bus Stalls		1800 s.f./bus
Pedestrian Access		
From Parking	2 minute walk	600 ft.
From Bus or Kiss/Ride	from station entry	100 ft.
Vertical Circulation Unit		
Escalator	20 minute peak	2000 person
Stair	20 minute peak	800 person
Total	one way per unit	2800 person
	x 2	5600 person

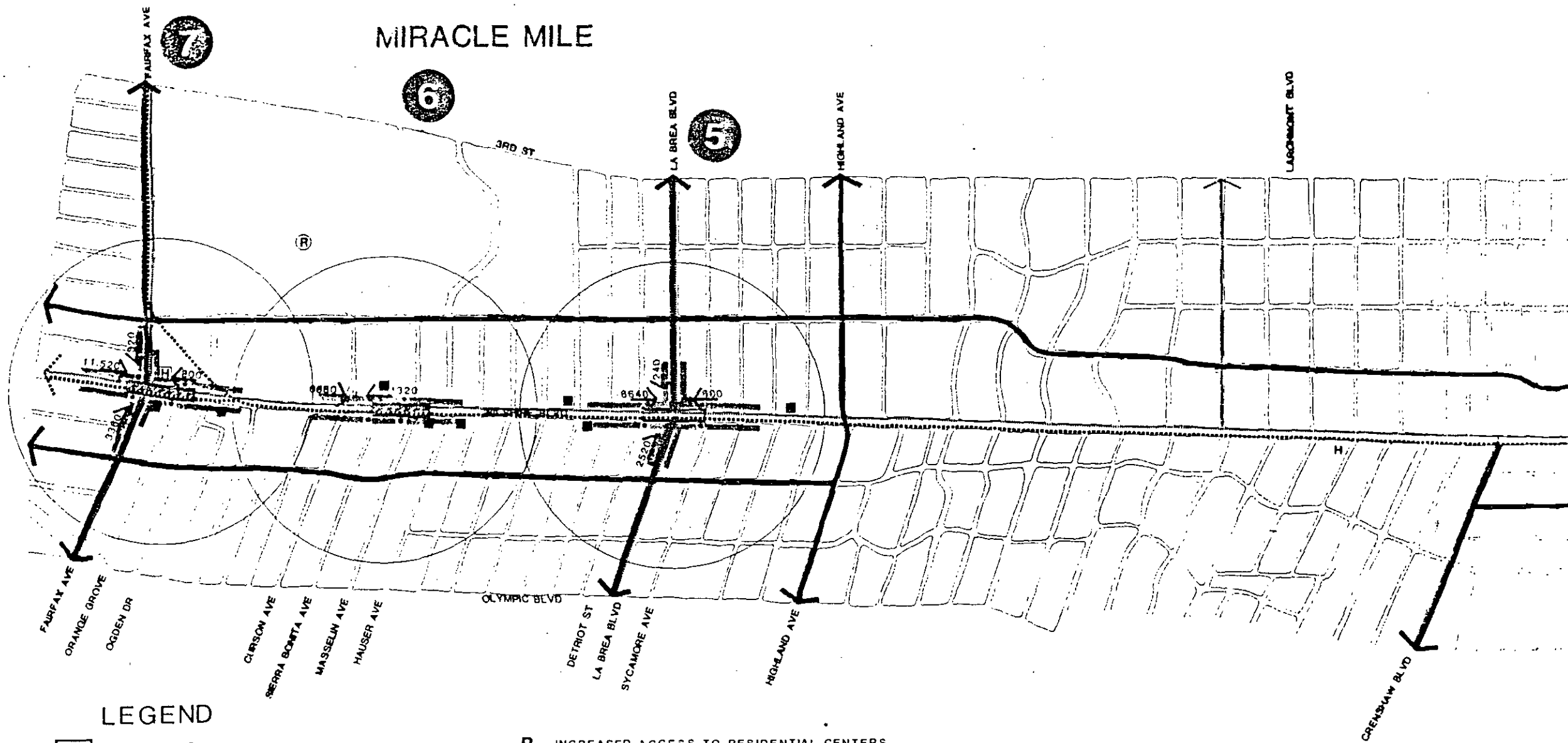
General Design Data

Minimum space requirements	min. 5 s.f./person	
	normal walk speed	35 s.f./person
Escalator	48"	100/per./min.
Moving Walks	30"	120/per./min.
Stairs		20/per./min./ft.
Platform Widths	20' = 20x500÷5'	2000 peak capacity
	25' = 25x500÷5'	2500 peak capacity
	30' = 30x500÷5'	3000 peak capacity
Access Corridor	minimum	7 per./ft./min.
	max	25 per./ft./min.
	commuter stat.	15 per./ft./min.
Turnstiles		25 per./turns/min.
Ancillary Space	7000 s.f.	80% of platform















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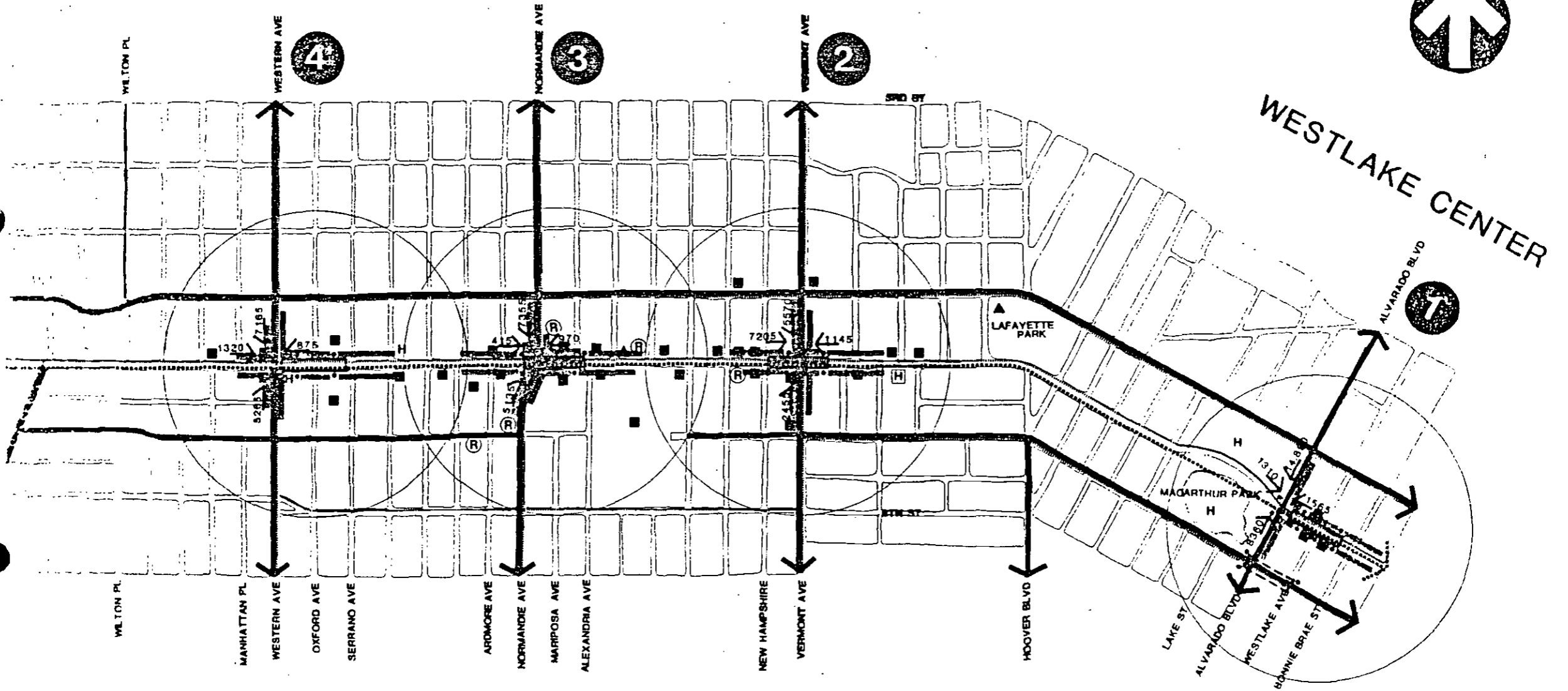
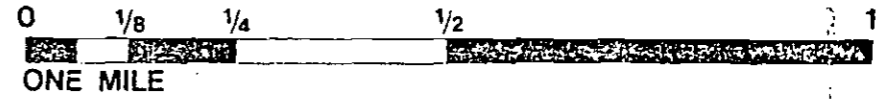
MIRACLE MILE



LEGEND

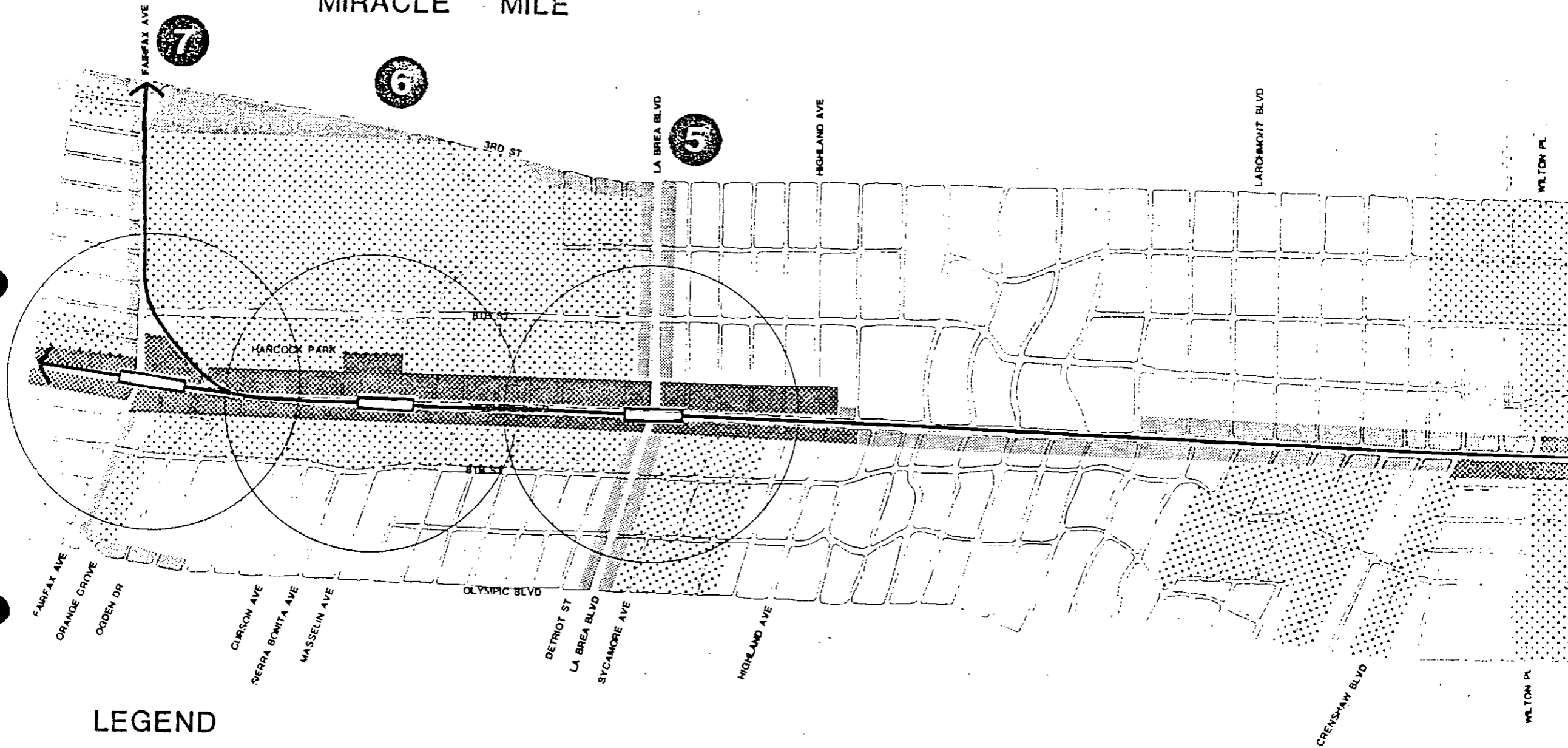
- | | | | |
|---|---|---|--|
|  | STATION LOCATION |  | INCREASED ACCESS TO RESIDENTIAL CENTERS |
|  | STATION ENTRANCE |  | STATION INFLUENCE AREA (1500 RADIUS) |
|  | HISTORIC BUILDING OR SITE |  | SOILS PROBLEM POTENTIAL |
|  | LANDMARK BUILDING |  | 678 PROJECTS 24 HOUR DIRECTIONAL APPROACH TRAFFIC VOLUMES RESULTING FROM RTD |
|  | DEVELOPMENT POTENTIAL INCREASED |  | AUTO CORRIDOR |
|  | TEMPORARY PARKING DISRUPTION OR REMOVAL |  | PROPOSED TRANSIT ROUTE |
|  | INCREASED ACCESS TO EMPLOYMENT CENTER |  | BUS ROUTE |

WILSHIRE CENTER



STATION IMPACTS

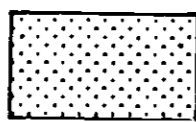
MIRACLE MILE



LEGEND



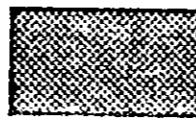
SINGLE-FAMILY
RESIDENTIAL



MULTI-FAMILY
RESIDENTIAL

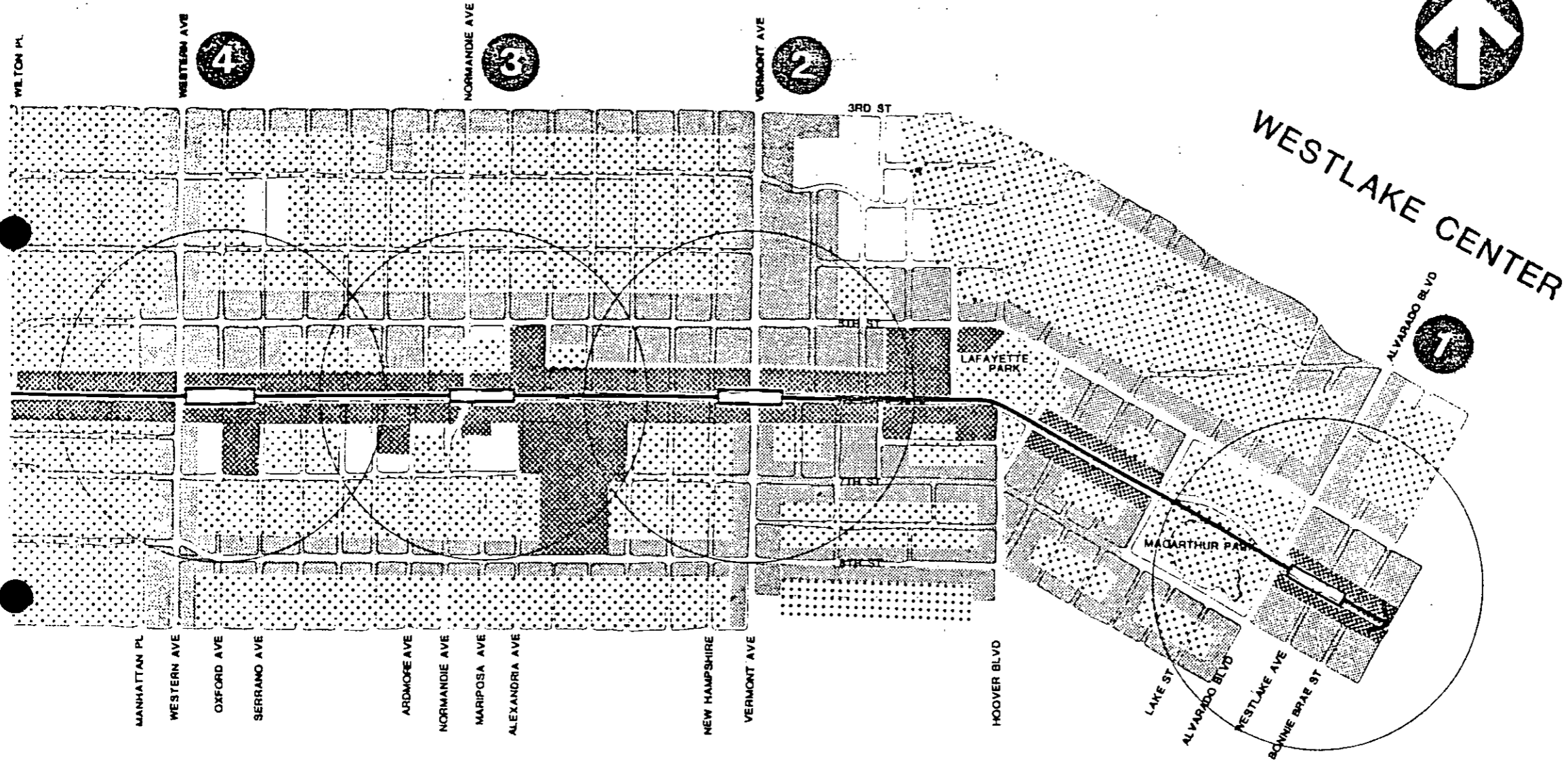
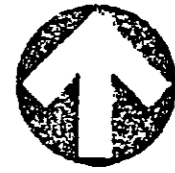
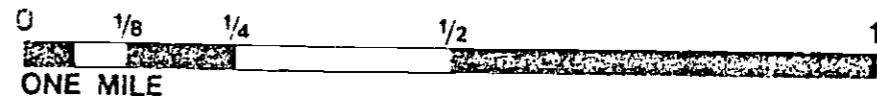


MEDIUM-DENSITY
COMMERCIAL



HIGH-DENSITY
COMMERCIAL

WILSHIRE CENTER



EXISTING ZONING

WILSHIRE CORRIDOR

STATION CONCEPTS

II. STATION CONCEPTS

ALVARADO

Station Description

The Alvarado Station is proposed as a below grade station with mezzanine within the station house. The depth of the platform is dependent on geological and engineering considerations, however, the mezzanine could be located directly below the street with special provisions for utility clearances.

The platform would extend from the southeast corner of MacArthur Park at 7th and Alvarado and extend 500 feet east to Westlake Avenue. The station is planned as an on-line station serving the Westlake commercial center at Wilshire and Alvarado and providing transportation access to the CBD, Wilshire Center, and the Miracle Mile commercial areas.

Surrounding Physical Elements

Land Use FIGURE 1.1

MacArthur Park is both the focus of activity and the most prominent natural feature of the Westlake Regional Center as described by The Westlake Community Plan.

Alvarado Street, the park's eastern border, is comprised of medium density mixed retail uses serving the Hispanic Community. The area includes the Westlake Theater, discount retail outlets, Latin American restaurants, and service retail facilities. Wilshire Boulevard east of Alvarado contains a few older high density commercial office towers between Alvarado and Westlake and drops off to mixed lower density land uses including commercial residential, and light industrial.

Commonwealth Avenue, the western border of MacArthur Park, contains a number of prime office buildings and includes the Otis Art Institute, the YMCA, the La Fonda Restaurant and several hotels. Land values and building quality generally increase toward Lafayette Park which includes the prominent new CNA Tower at Hoover Boulevard.

The areas immediately bounding MacArthur Park are zoned C2-4 and along Wilshire Boulevard the frontages are zoned C4-4, the highest plan density. The higher density zones are occupied by 15-20 story commercial offices to the east of Alvarado and new curtain-wall type towers to the west of the park.

Open Space

The two largest open spaces, excluding the park, are located between Westlake and Bonnie Brae and between Wilshire and 7th Street. Both are used as parking lots. The site along Bonnie Brae contains a one-story parking structure and is presently for sale. An additional open space, occupied by surface parking, exists north of Wilshire between Westlake and Bonnie Brae with frontage along 6th Street. The site contains soft residential and commercial buildings.

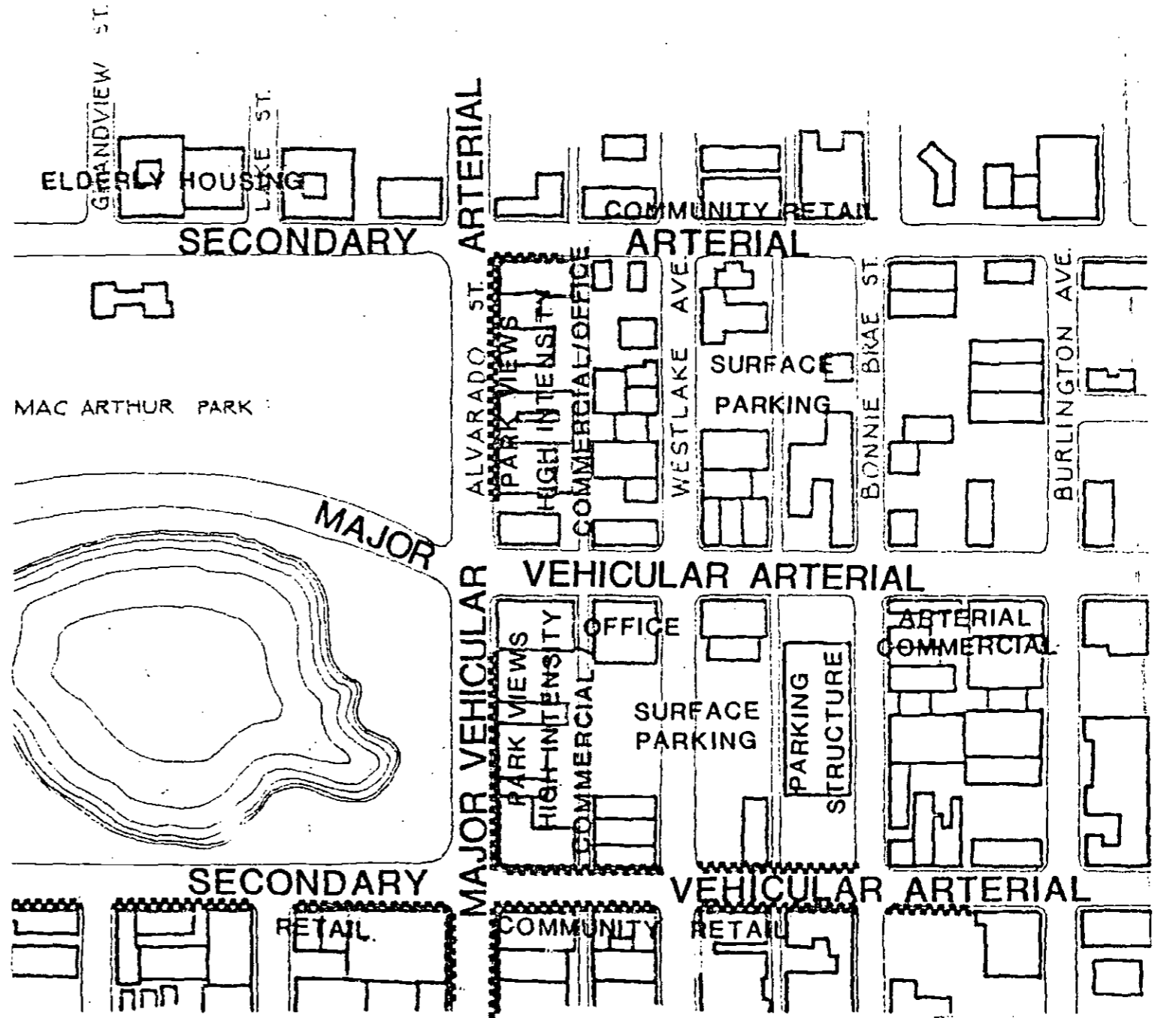
Circulation Patterns

Pedestrian

The major traffic generators for pedestrian traffic are the MacArthur Park entrances along Alvarado at 7th Street, Wilshire and 6th Street; and the retail activity along the eastern frontages of Alvarado.

Pedestrian activity also occurs at the 41 Bus Line stops at 7th Street and Wilshire on Alvarado, the 29 Bus Line at 7th and Alvarado, the Number 3 Bus at 6th and Alvarado, and the 353 Bus Line on Wilshire at Alvarado.

FIG. 1.1 EXISTING ACTIVITIES



ALVARADO



USES SUSCEPTIBLE TO CHANGE AS A RESULT OF: OLDER BUILDING/ TRANSITORY USE/VACANT PROPERTY

Vehicular

The heaviest traffic, including bus and autos, occurs along Alvarado and Wilshire Boulevard throughout the day and includes traffic on 6th and 7th Streets during the peak noon and evening rush hours. Vehicular volumes are generally heavy in peaks but light to moderate during the day, at night, and on weekends.

Vehicular access to the site is good but circulation is at times restricted because of the barrier created by the park and the proximity of signals in the area. The location of a station, according to the City Traffic Department, would reduce vehicular traffic on east-west streets but increase north-south traffic in the area; particularly on Alvarado.

At present no Park and Ride facility is planned in conjunction with the initial station planning. A joint Kiss/Ride and Park Ride facility should be considered in combination with one of the candidate joint development sites, since this is the first station on Wilshire outside the CBD and a major north-south arterial highway serving the area.

PLANNING ANALYSES

Planning Influences

The Westlake Community Plan by the Los Angeles Department of City Planning outlines general planning guidelines and policies for the year 1990. The plan emphasizes the preservation of open space and low density single-family residential areas, and the development of multi-use centers containing high intensity commercial, retail, and residential development tied to the highway system and the future rapid transit network.

Wilshire Boulevard in the vicinity of the park and Alvarado is designated as a regional commercial core in the plan linking downtown with the Wilshire Center complex to the west. Community oriented commercial development is suggested as a buffer between high and low density development with the maximum zoned density to be reduced to 6 times the buildable floor area.

Senior Citizens housing is recommended for the areas surrounding MacArthur and Lafayette Parks. The plan calls for townhouse and medium density apartments for families with children and for low rent public housing with attendant interest supplements on rentals and home mortgages.

High Activity concentrations are suggested for the regional center along the Wilshire frontages within one-half block of the proposed station, with an emphasis on mixed use developments including specialty shops, restaurants, and department stores. Pedestrian walks above street level are suggested to link high intensity commercial facilities, thereby removing pedestrian and vehicular traffic conflicts.

Economic incentive programs are planned to attract new businesses employing local residents to improve job training opportunities, information and transportation services, and community wide day care. Community clean-up and tree planting programs for parking areas are also suggested.

The recommended station location at 7th and Alvarado is sited to provide service at the heaviest pedestrian traffic interchange between 7th or Alvarado, minimize the disruption to MacArthur Park, and allow for future Joint Development links from the eastern end of the platform at Westlake.

The following community planning goals are suggested by the Westlake plan and are related to preliminary station planning and joint development studies.

- o Station to serve as collector and distributor center to local and city-wide jobs
- o Improve pedestrian access to parks and public open space by removing vehicular barriers where possible
- o Creation of community center facilities with community market, retail, residential and recreational facilities related to station access points
- o Provide areas for day care, job training and information, elderly care and housing facilities
- o Preserve park amenity and minimize park disruption
- o Plan initially for 200-300 low and moderate income housing units and 10,000-20,000 square feet of community retail space.

Joint Development Sites (Figure 1.2)

There are two potential sites for joint development in proximity to the proposed station. Site 1B is the largest site located between Westlake and Bonnie Brae, and Wilshire and 7th Street. The site fronts both Wilshire Boulevard and 7th and has good bus and vehicular access. The southwest corner of the site is located near the eastern end of the proposed transit station. The site is designated for combined residential retail with community facilities located along the 7th Street frontage.

Sites 1C and 1D west of Westlake includes one story commercial structures fronting Wilshire. This site would serve as either an infill residential facility on 1C or a combined multi use community facility with retail and community plaza on both sites 1C and 1D. Access to the station would be through the alley between Alvarado and Westlake or through an easement in the commercial frontage of 7th. The northwest corner of 7th and Westlake contains marginal retail uses and could be included in a development scheme with site 1C.

Site 1F is suggested as future infill residential with neighborhood retail should the station location be shifted to the Wilshire location.

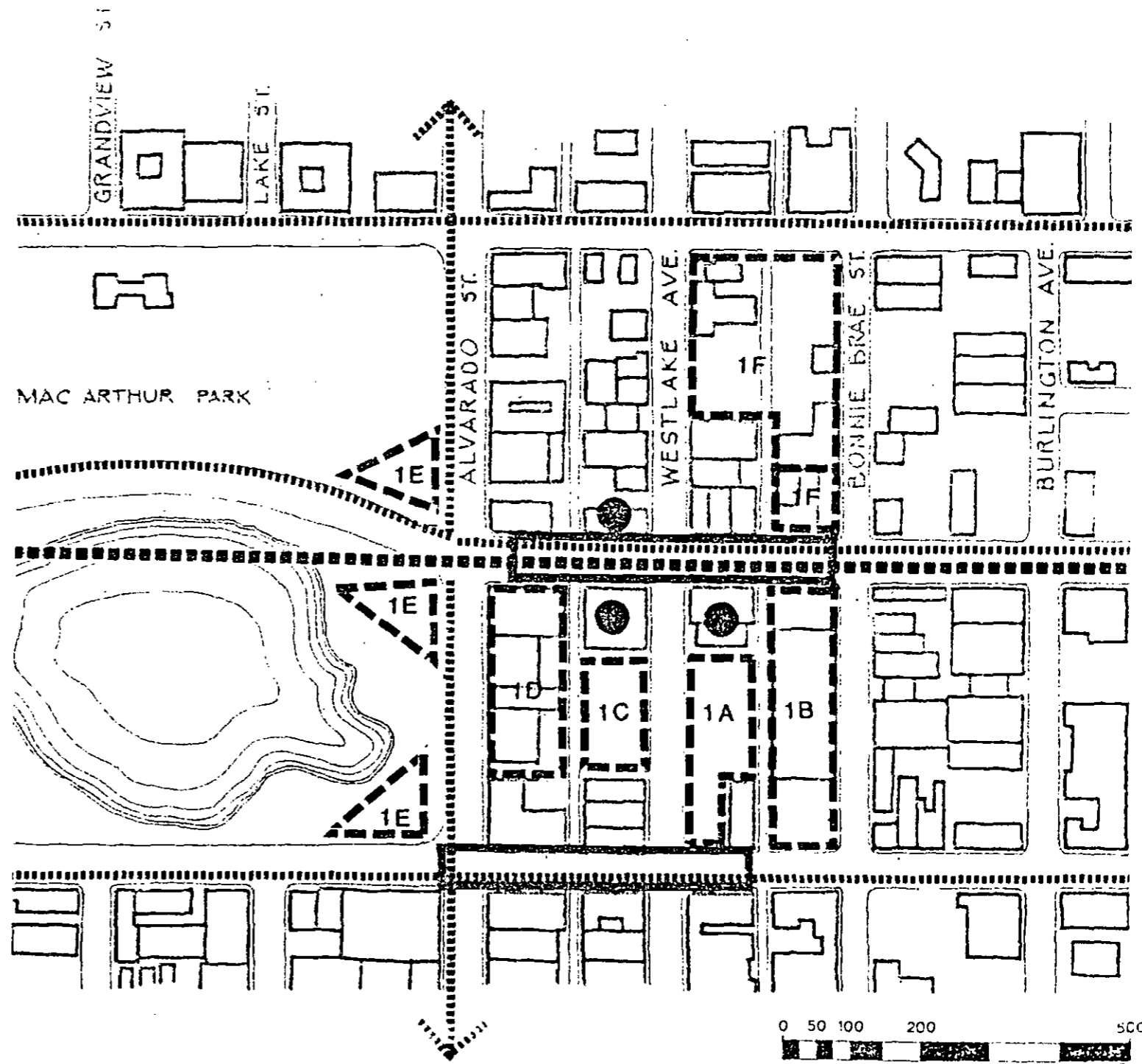
Related Transportation Elements (Figure 1.3)



The parking lots are linked by pedestrian circulation routes to recommended station entry locations for both the Wilshire and 7th Street station alternatives. The circulation system would join bus queuing areas with station entrances.

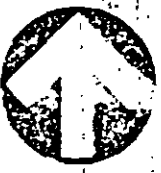
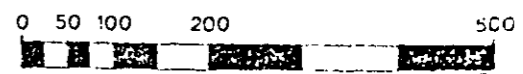
Conceptual Development Plan (Figure 1.4)

The conceptual plan illustrates an example of the type of joint development which might occur reflecting the goals of the community plan. Pedestrian Bridges link mixed use residential, retail, and community facilities with MacArthur Park.

FIG. 1.2 POTENTIAL
JOINT DEVELOPMENT SITES




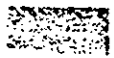




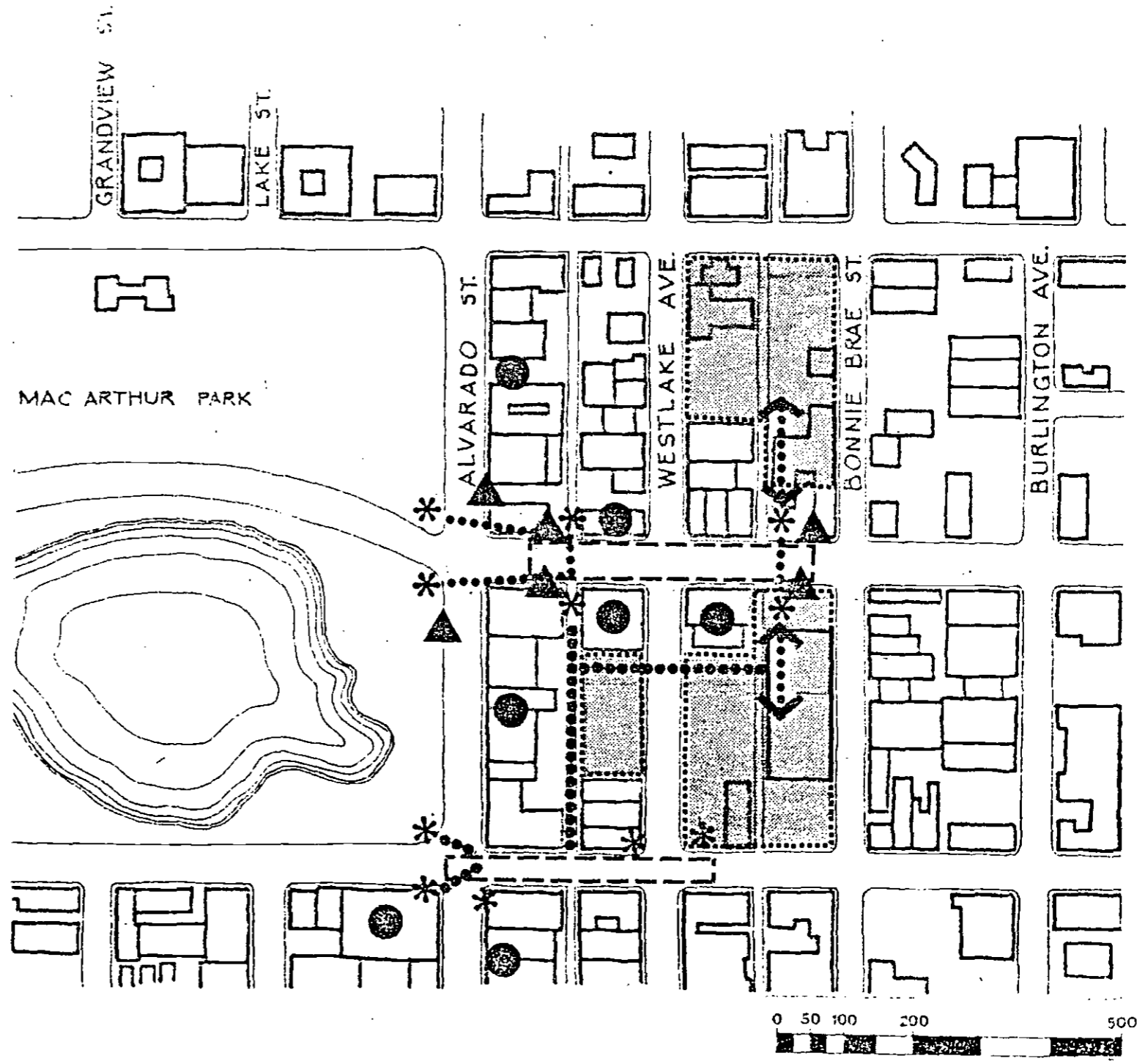
-  JOINT DEVELOPMENT SITE
-  TRANSIT STATION
-  PROPOSED RTD LINE
-  BUS ROUTE
-  BUILDING OVER 10 FLOORS



ALVARADO

FIG. 1.3 RELATED
TRANSPORTATION ELEMENTS

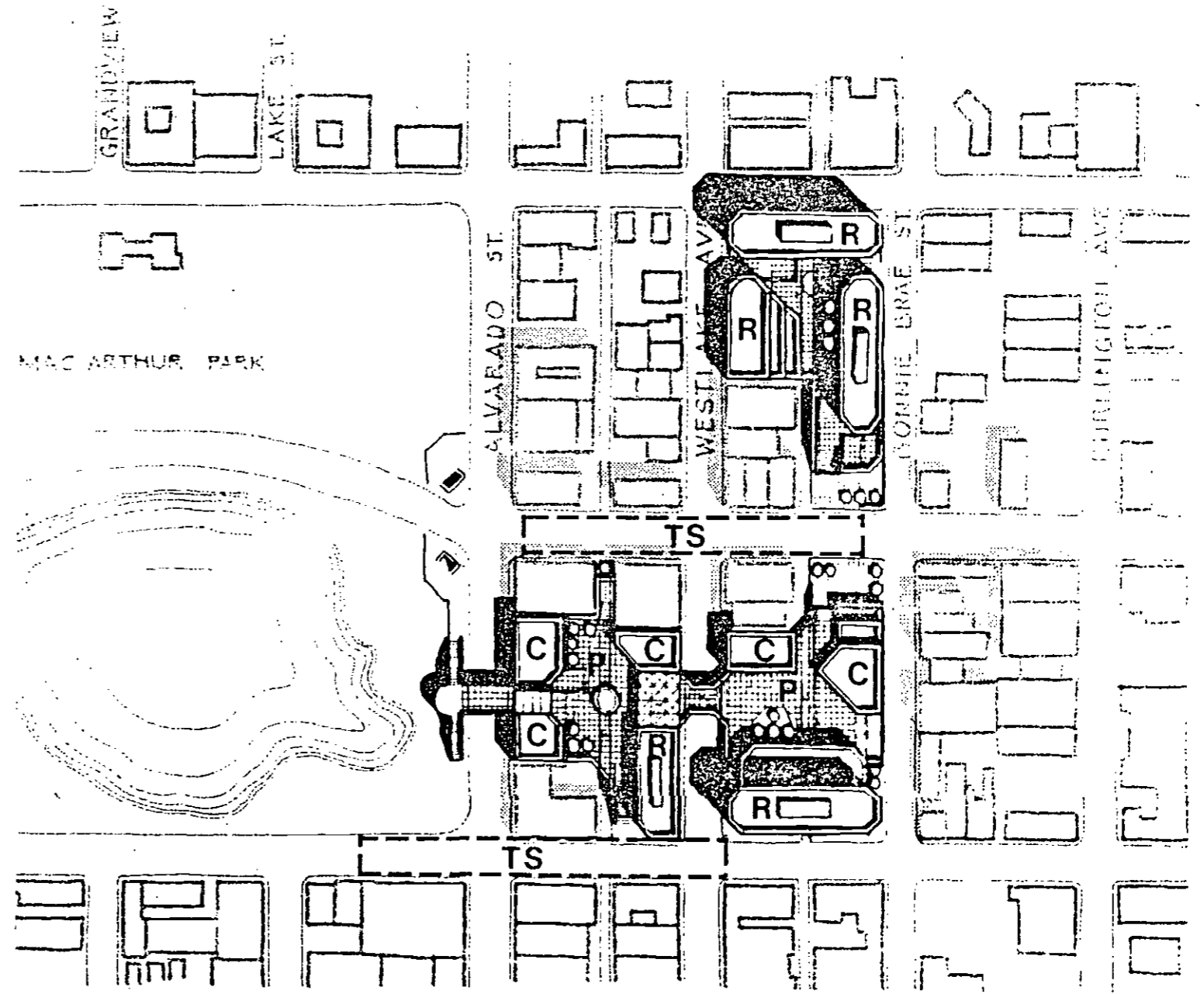
-  UNDERGROUND TRANSIT STATION
-  ENTRY TO STATION
-  PEDESTRIAN CONNECTION
-  AUTO PARKING
-  BUS CUEING
-  ACTIVITY GENERATOR



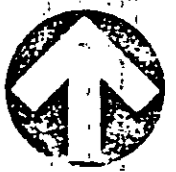
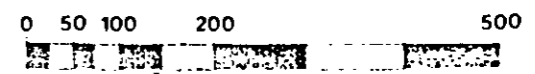
ALVARADO



FIG. 1.4 CONCEPTUAL DEVELOPMENT PLAN



- O OFFICE TOWER
- C COMMERCIAL
- P PARKING GARAGE
- R RESIDENTIAL TOWER
- TS TRANSIT STATION



ALVARADO

PROGRAM DEVELOPMENT

Station Access (Figure 0.2)

Projected 24-hour combined mode entering volumes: 26,125
Projected peak hour entering: 5,410.

SCRTO's projected 24-hour approach volumes indicate that 57% of the trips from Alvarado will be generated from north of the station, while 32% will be from the south. This suggests a preferred location for bus and auto parking facilities for Kiss and Ride to the north of station. Sites 1F, 1A and 1B as delineated in the exhibits of December 9, 1977, are under consideration for both transit-related facilities and joint development for this station.

Bus-queuing could most easily occur adjacent to the parks eastern edge along Alvarado with station access from the park. Buses from the south would queue on the east side of Alvarado south of Wilshire. Future plans for the area should consider sidewalk widening along the bus queuing areas.

Sites 1A and 1B would serve station locations at Wilshire and 7th Streets equally well. These sites would be served by Westlake Avenue and Bonnie Brae Street for Kiss and Ride drop-off to station. Bus or parking facilities located on sites 1A or 1B, serving the station, should be planned to permit joint development to occur with the station facilities.

Pedestrian access to the Alvarado station would be from MacArthur Park from the northwest and southwest Alvarado Street and Westlake Avenue from the north and south and Wilshire/ 7th from the west. The east-west movement to the station will be less than 6% of the total.

In order to alleviate congestion on sidewalks and at cross lights, pedestrian underpasses through transit free zones or pedestrian bridges across Alvarado, should be considered, particularly at the Wilshire and 7th Street intersections of Alvarado.

Passenger Traffic Requirements

Fare Collection

Peak Volume/Hr	AM Peak	PM Peak
entering fare collection area	2110	5410
Agents required	1	1
Coinstiles Required		8

Peak Volume/Hr	AM Peak	PM Peak
exiting fare collection area	4690	2435
low exit turnstiles required	4	2

Vertical Circulation

Escalator Unit/ 4' module (from each level)	2
Stairs	2
Elevator or inclined elevator	2

STATION SOLUTION (Figures 1.5 1.6)

Design Concepts

Pedestrian Connections

The scheme for Alvarado provides (4) four principal pedestrian access points to the station. The entry located at the southeast corner of MacArthur Park would serve the park and debarking bus passengers arriving from the north on the west side of Alvarado south of Wilshire.

An entrance facility would be located on both the southeast and southwest corners of the 7th and Alvarado intersections as easements in existing structures, and would serve debarking bus passengers arriving from the south on the #41 Bus Line. The three pedestrian access points at the 7th and Alvarado intersection would flow into a central mezzanine free area below the intersection and would provide fare collection facilities and free access below the street to the park.

An additional pedestrian egress facility from the eastern end of the platform would be located at the northwest corner of the 7th and Westlake intersection. This facility would serve as an emergency exit which could be expanded to provide an additional entry facility serving future joint development on sites 1A, 1B and 1C.

Fare Collection

The fare collection would occur from a common mezzanine below the 7th/Alvarado intersection. Provisions are made for station attendant fare collection as well as automatic fare collection machines at the entry points to the mezzanine. The mezzanine free zone as illustrated is an 80 foot square open space connecting the three entry points and containing fare collection facilities, station attendant and information booth and concessions along the western wall. The park entrance via a below-street plaza would provide natural light source to the mezzanine and emphasize the exit area.

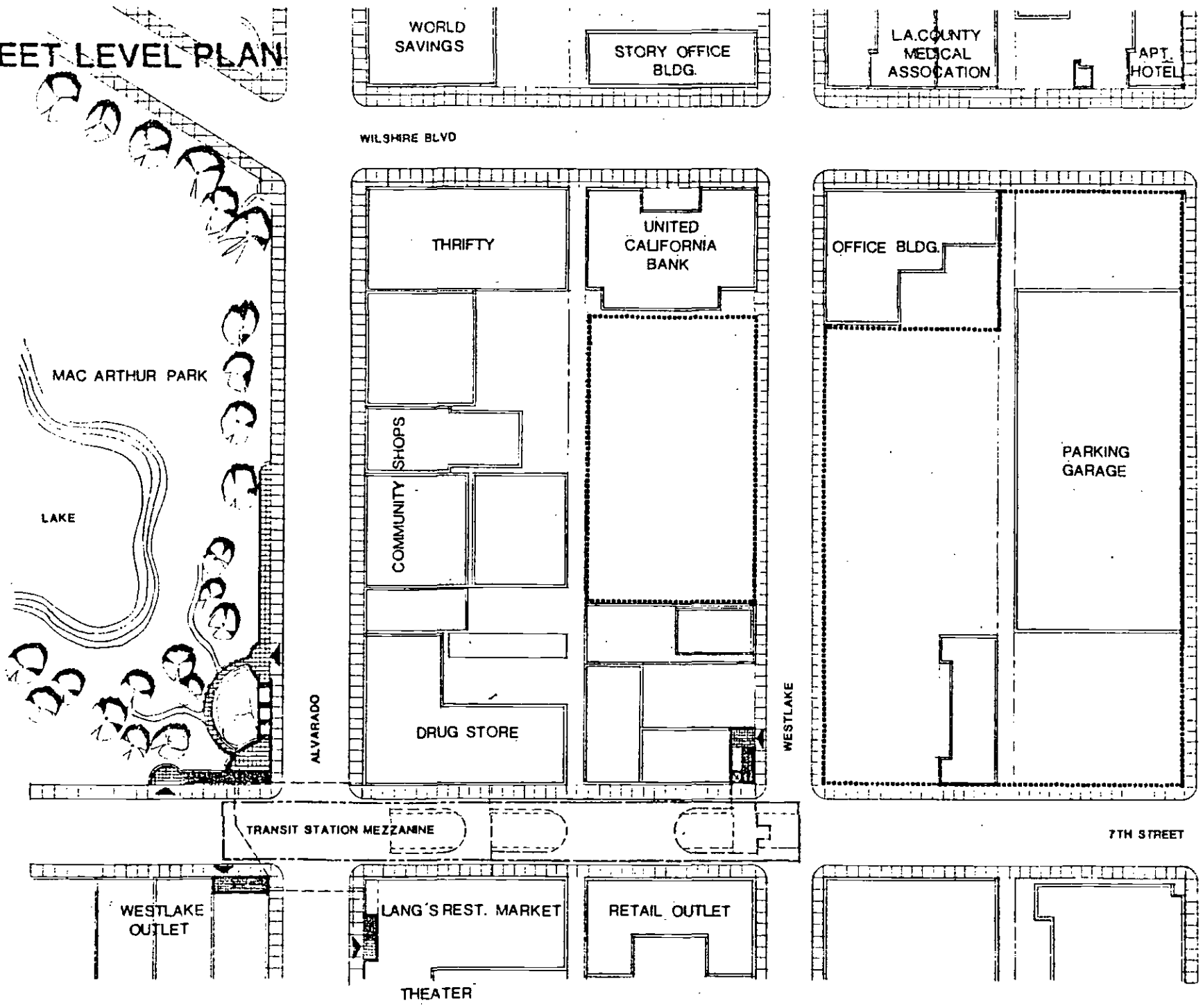
The free area is bounded by a bank of turnstiles along the eastern edge leading to the paid zone, a 20 foot wide circulation area with two escalator units serving the lower level central platform. The escalators are located in two-story spatial volumes at which point the paid area overlooks the platform.

The preferred method of mezzanine construction would be cut and cover, permitting the mezzanine to be located relatively close to street level, thereby providing an easy transition from the street and minimizing park excavation. The platform depth will be determined upon further engineering study.

Platform

The platform is 35 feet wide and 500 feet long with three escalator units providing egress to the mezzanines and street. An elevator to the platform would be located at the station attendant booth near the park entrance.

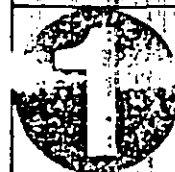
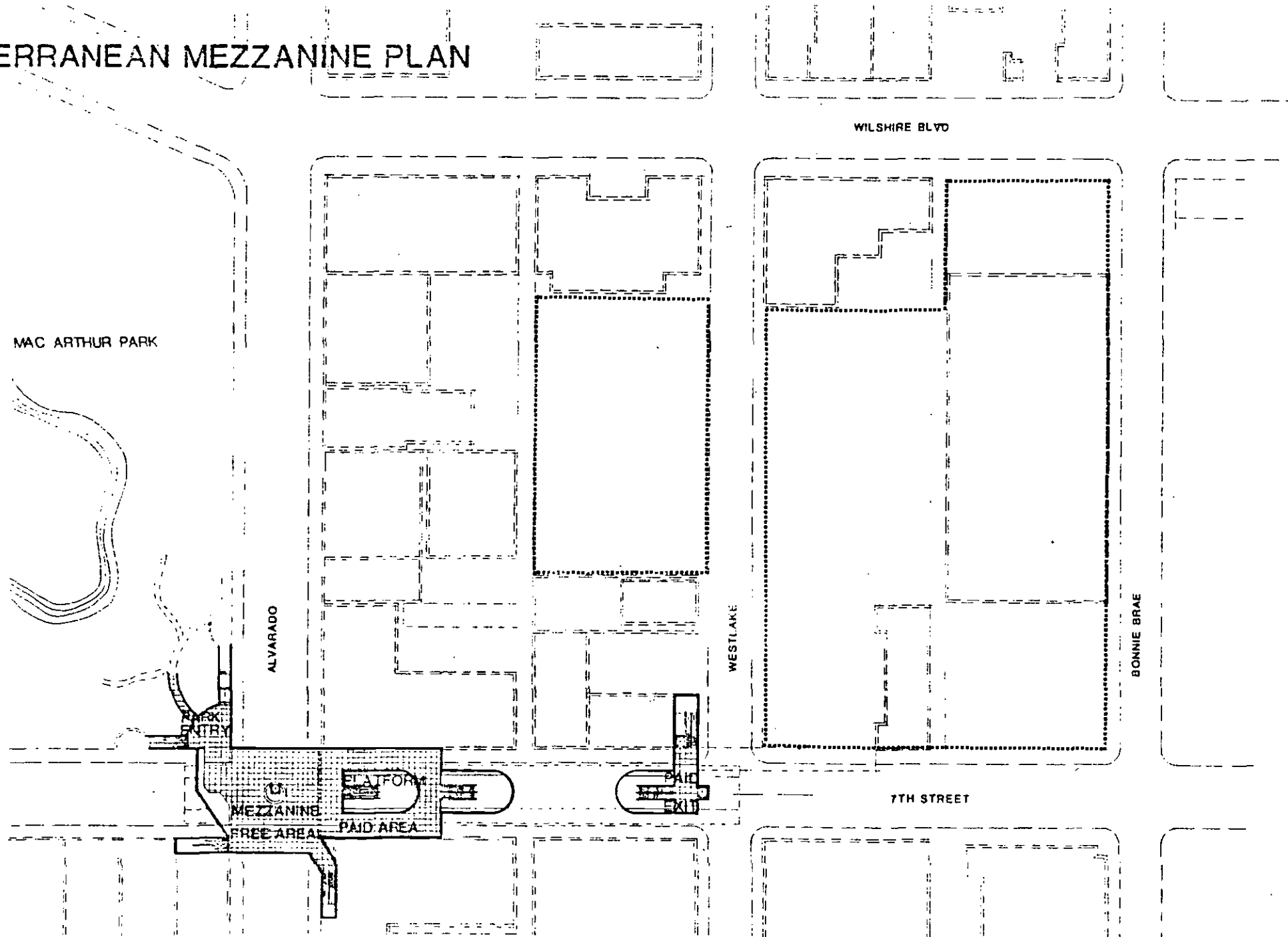
FIG. 1.5 STREET LEVEL PLAN



KDG WILSHIRE CORRIDOR
 STATION 1 ALVARADO
 STREET LEVEL PLAN

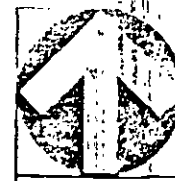


FIG. 1.6 SUBTERRANEAN MEZZANINE PLAN



KDG
 Wilshire Corridor
 Station 1 Alvarado

WILSHIRE CORRIDOR
 STATION 1 ALVARADO
 SUBTERRANEAN MEZZANINE PLAN

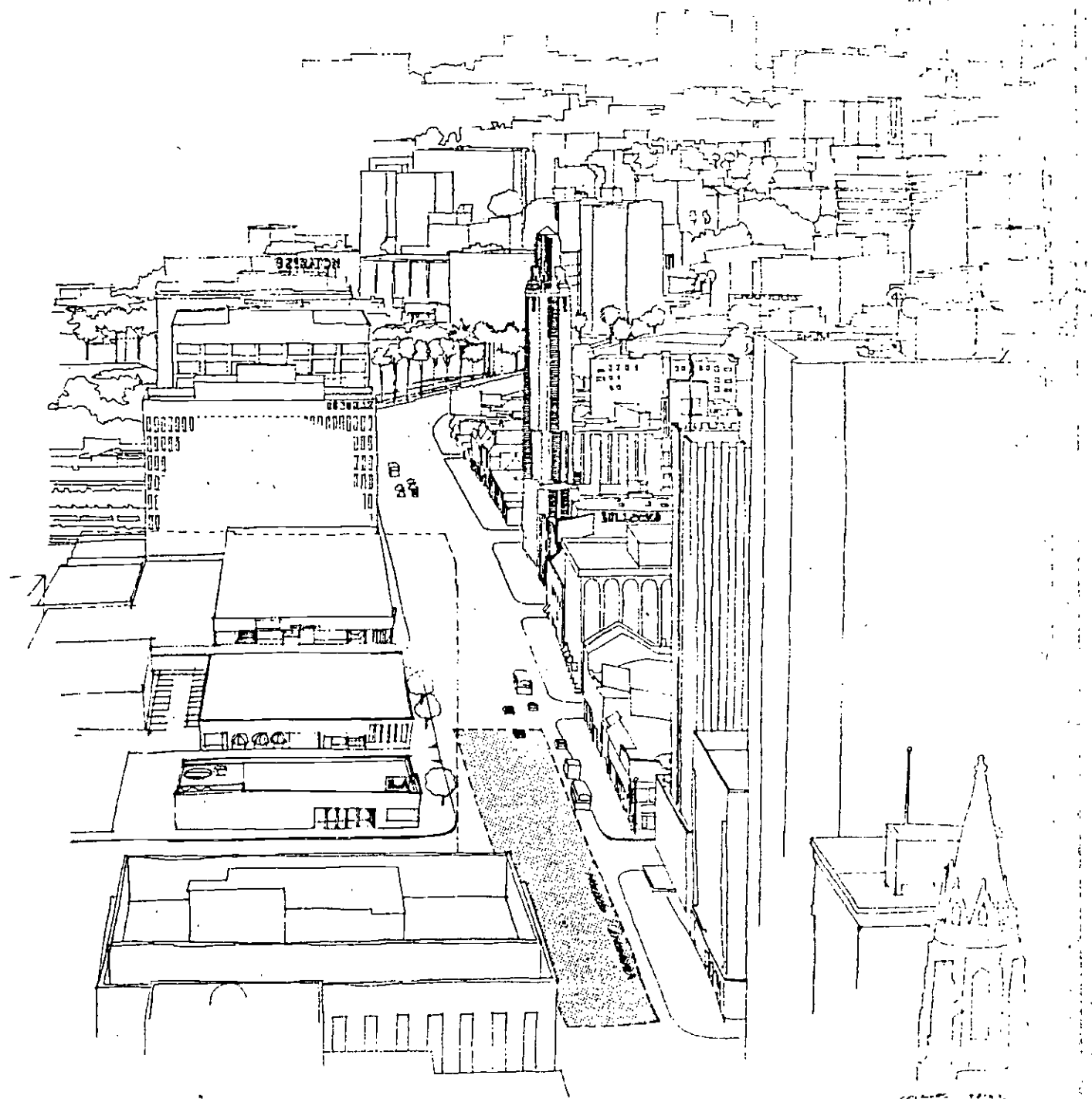


VERMONT STATION

Station Description

The Vermont Station is proposed as a cut and cover excavation of the mezzanine separated from the train room and above the platform. The station is centered over the Vermont/Wilshire intersection extending 250 feet to the east and west of the intersection. The central mezzanine would be located directly below the intersection within 15 feet of the surface. Pedestrian circulation corridors would lead from the central free area to station entry points at the northwest and northeast corners of the Vermont/Wilshire intersection and to the southeast corner at the northern edge of the Newberry's property.

The station is designed so that expansion could be made into large below-street plazas attached to joint development on the sites immediately north of the station.



AERIAL VIEW ILLUSTRATING VERMONT AVE.
STATION LOCATION.

SURROUNDING PHYSICAL ELEMENTS

Land Use (Figure 2.1)

Vermont is the first station of the three-station complex comprising Wilshire Center. This area is the first major regional commercial zone outside the CBD. The Wilshire frontages are zoned C4-4, high density commercial, with C2-4 zoning on Vermont north and south of Wilshire. The areas between 6th and 7th and Wilshire are zoned R5-4, high density residential. There are a number of major office structures at the Vermont/Wilshire vicinity including Pacific Indemnity, Texaco, I. Magnin's and the new DMJM tower at New Hampshire. Newberry's and Bullock's Wilshire are located to the east of Vermont.

Open Space

There are two prominent surface parking lots between Wilshire and 6th streets on either side of Vermont. Both these sites are candidates for future joint development and are considered in the preliminary station planning. Lafayette park is the only public open space in the area and is 5 blocks east of Vermont.

Approximately 50% of the land bounded by Western, 8th Street, Vermont, and Wilshire is occupied by underutilized surface parking lots. The area bounded by Western, 6th Street, Vermont, and Wilshire has 35% of the land in underutilized parking lots.

Circulation

Vehicular and pedestrian volumes are extremely heavy during peak hour and mid-day but light on nights and weekends. Vehicular access to the site is good but restricted by peak hour congestion.

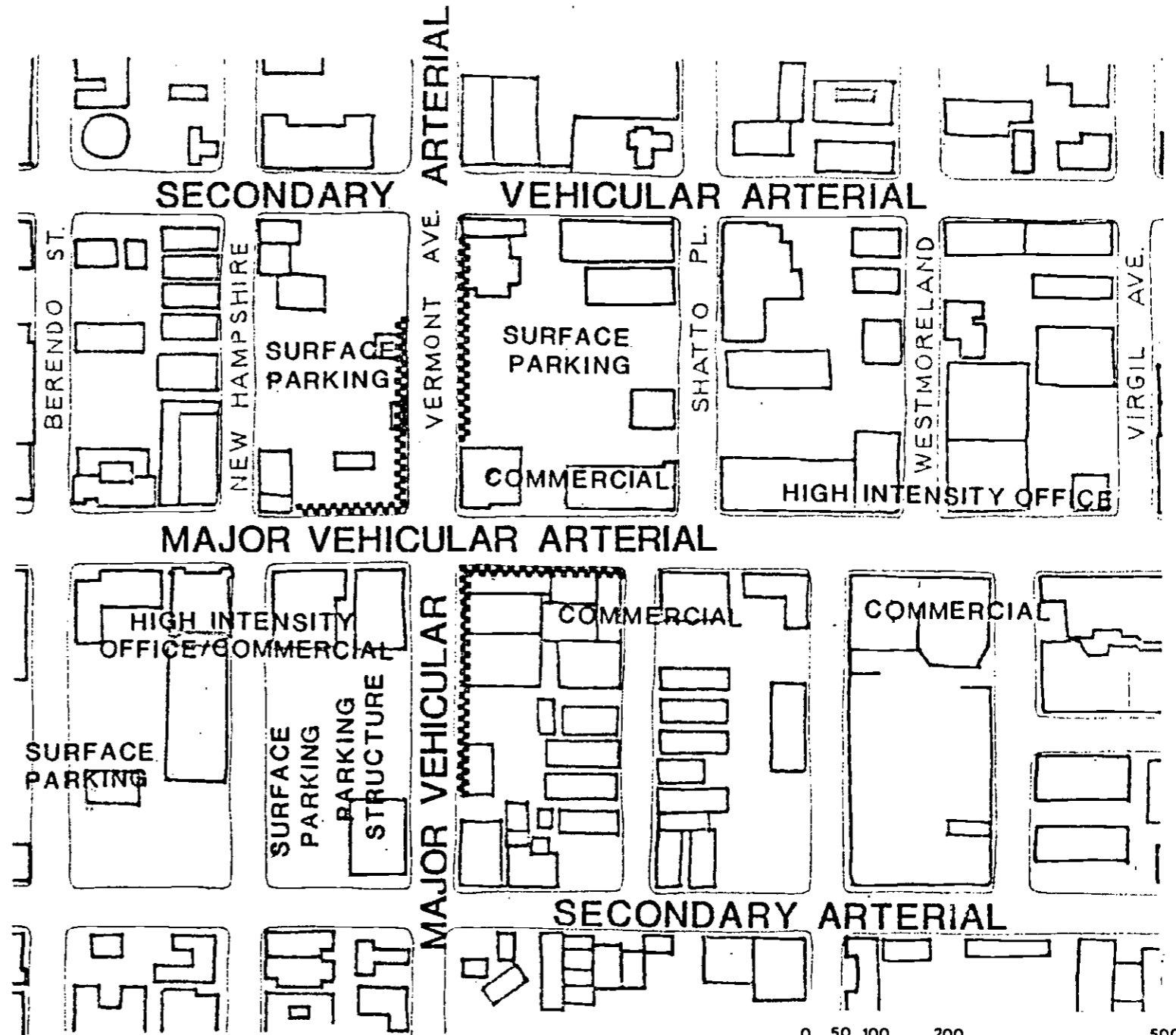
Pedestrian access to surrounding commercial development in the area is good but a station at this location is expected to increase pedestrian and vehicular congestion in the area. Elevated walkways should be considered between existing and future joint development sites serving the station entry points. This would relieve sidewalk congestion and pedestrian/vehicular conflict.


Both Wilshire and Vermont are designated as major highways. 6th Street and 8th Street provide secondary east west circulation through the area.

Vehicular Movement

There are four Bus lines serving the Vermont/Wilshire area carrying approximately 60,000 passengers. The 28 line on 6th Street, the 83 line on Wilshire, and the 25 and 353 line on Vermont.

FIG. 2.1 EXISTING ACTIVITIES




 USES SUSCEPTIBLE TO CHANGE AS A RESULT OF: OLDER BUILDING/ TRANSITORY USE/VACANT PROPERTY



PLANNING ANALYSES

The Wilshire District Plan calls for the development of high density mixed use centers at the major interchanges of Vermont, Normandie, and Western along Wilshire Center. Regional commercial is planned for the area between 6th and 8th Streets and would include high medium density residential uses, and community oriented retail and entertainment facilities.

The following planning goals are derived from the plan and relate to the preliminary station planning and joint development studies:

Wilshire Center Goals

- o Concentrate development at present transit nodes on Wilshire at Vermont, Normandie and Western
- o Minimize impact on residential areas
- o Provide bus transfer and queing areas whenever possible
- o Design with consideration for elderly and handicapped access to public places and offices
- o Relate transit access to existing pedestrian network, malls, plazas, etc.
- o Utilize peripheral streets as auto feeder to park and ride and mixed use facilities
- o Provide for wider range of retail activity
- o Provide pedestrian circulation improvements and minimize pedestrian and auto conflicts, i.e., pedestrian bridges, underpass through free zone, combined public plazas with station entrances.

Vermont Station Development Guidelines

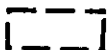




- o Plan for intensive office development expansion of from 200,000 - 400,000 square feet
- o 50,000 - 100,000 square feet of specialty retail and restaurant space oriented toward office workers
- o Public plazas, circulation improvements via bridges, galleries and loggias connected to transit facility and central parking facility
- o 2-1,000 auto parking facilities serving joint development sites and park and/or Kiss and Ride facility.

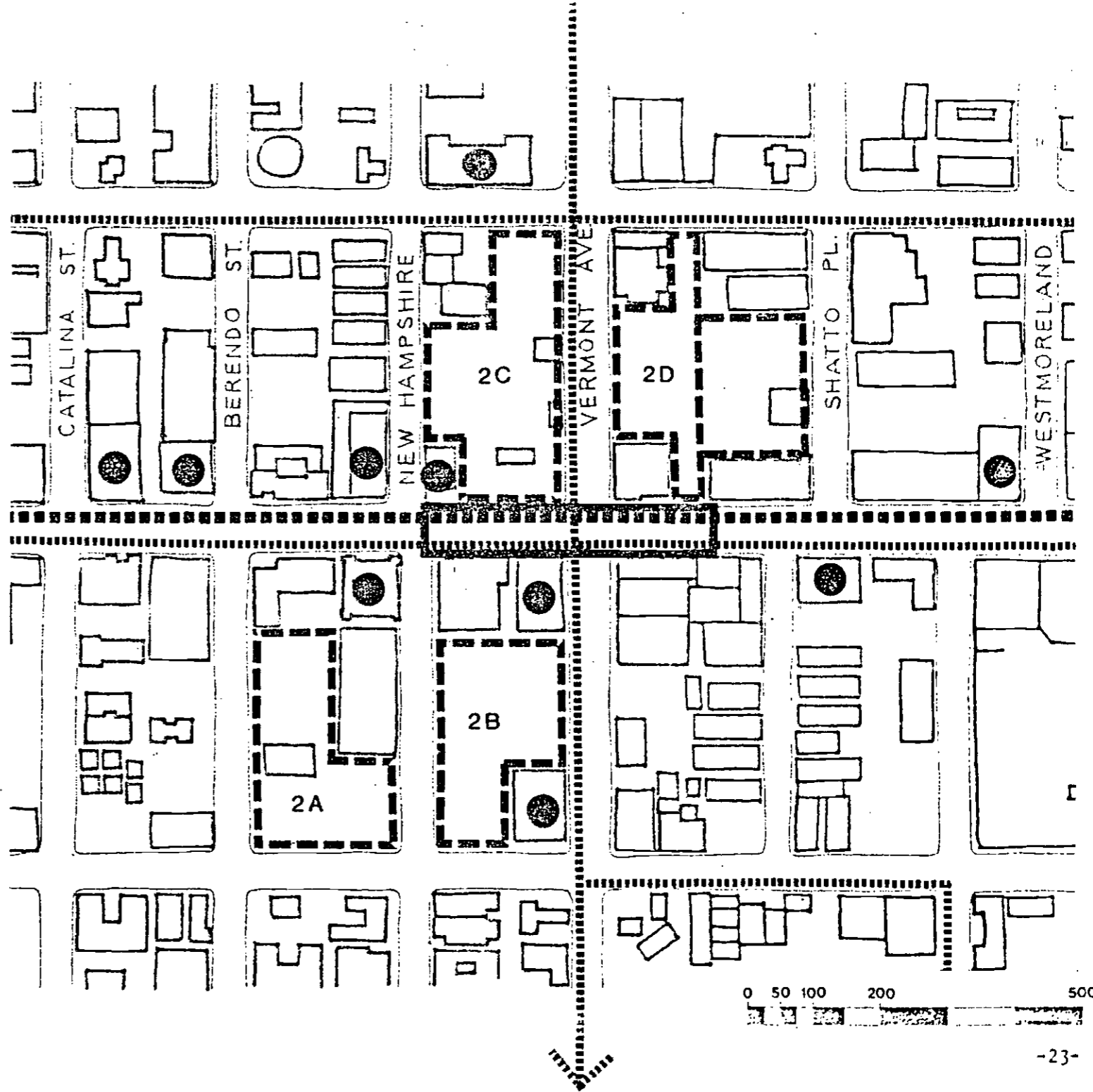
Potential Joint Development Sites (Figure 2.2)

There are four possible sites for future development in the vicinity of the Vermont/Wilshire Station (2A, B, C and D). Sites 2D and 2C are the most attractive due to their location with frontages on Wilshire bordering the proposed station site, and 6th Street tying to both the Wilshire and 6th Street Bus lines. Both sites are over three acres in size and require no major relocation or demolition.

Sites 2A and 2B are fronting on 7th Street and could be used for transit related facilities such as Kiss/Ride site.

FIG. 2.2 POTENTIAL JOINT DEVELOPMENT SITES

-  JOINT DEVELOPMENT SITE
-  TRANSIT STATION
-  PROPOSED RTD LINE
-  BUS ROUTE
-  BUILDING OVER 10 FLOORS



Related Transportation Elements (Figure 2.3)

The conceptual plan diagram relates the surface parking sites, preferred station access points and bus queuing and drop off areas with a pedestrian circulation network.

Site 2C is linked by a bridge to the Pacific Indemnity and Magnin's group immediately south of Wilshire; from there, links could be made to a parking facility south of PI tower and to a mixed use retail complex at Site 2C. Station access is at Wilshire frontage. Site 2D, a potential retail office and parking facility, would tie directly into the station at Wilshire and by bridge across Vermont to Site 2C.

A pedestrian link is suggested by bridge across Wilshire from Site 2D to the Newberry's site in the event of future development there.

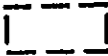





Conceptual Joint Development Site Plan (Figure 2.4)

The conceptual site plan for joint development adjacent to the Vermont Station indicates a major station entrance at the northwest corner of the Vermont/Wilshire intersection which is part of a mixed use retail department store and office complex on Site 2C.

The station entry is a below-grade glass enclosed plaza at the mezzanine level. Escalators would lead from the plaza level to a shopping galleria linking both sites 2C and 2D and a pedestrian circulation bridge across Wilshire to the PI tower, Magnin's and future high rise residential developments on Site 2B.

Two office towers are indicated on the northern ends of Sites 2C and 2D which would have direct access by way of arcades and galleria extending through the developments from north to south.

FIG. 2.3 RELATED
TRANSPORTATION ELEMENTS

-  UNDERGROUND TRANSIT STATION
-  ENTRY TO STATION
-  PEDESTRIAN CONNECTION
-  AUTO PARKING
-  BUS CUEING
-  ACTIVITY GENERATOR

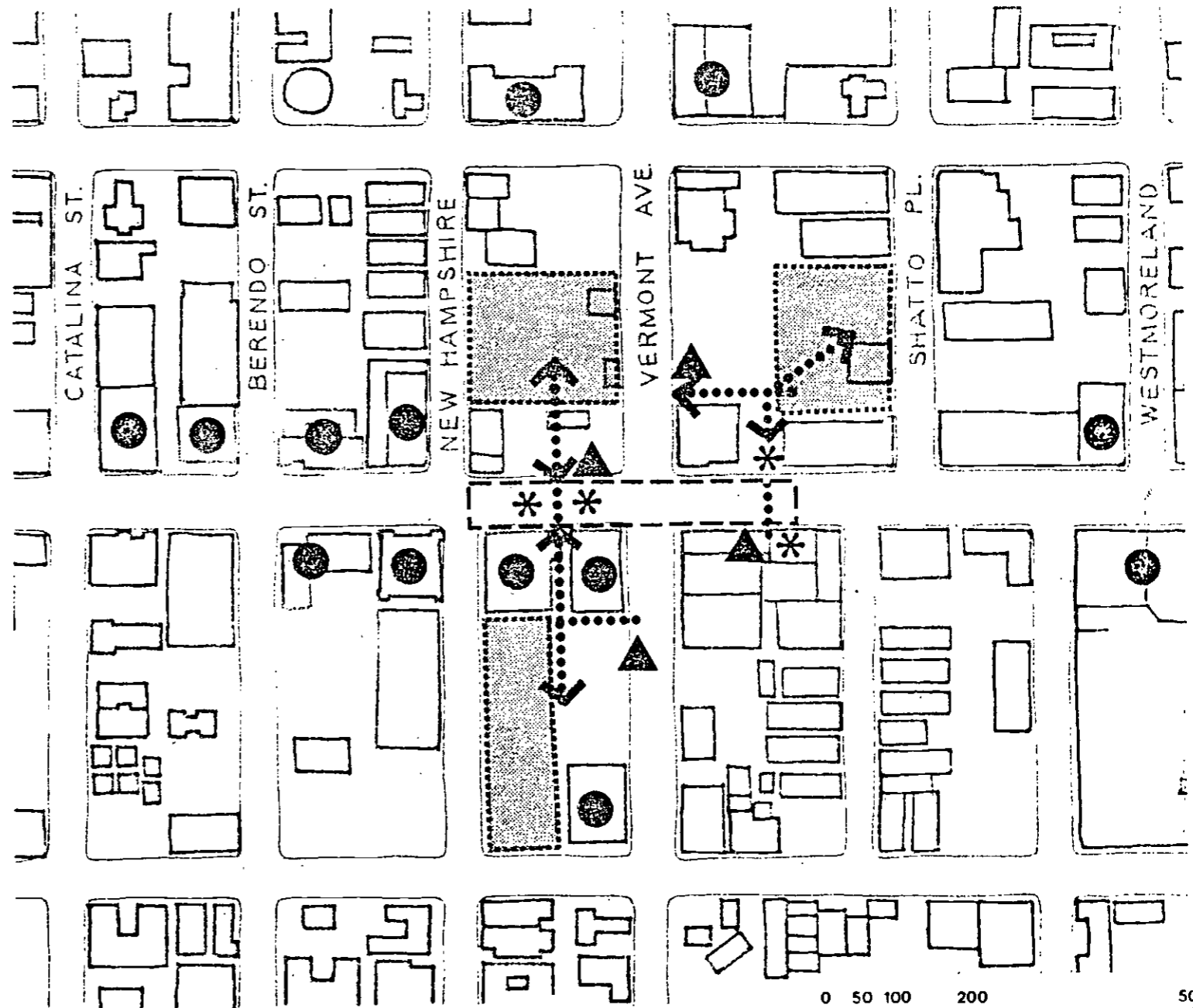
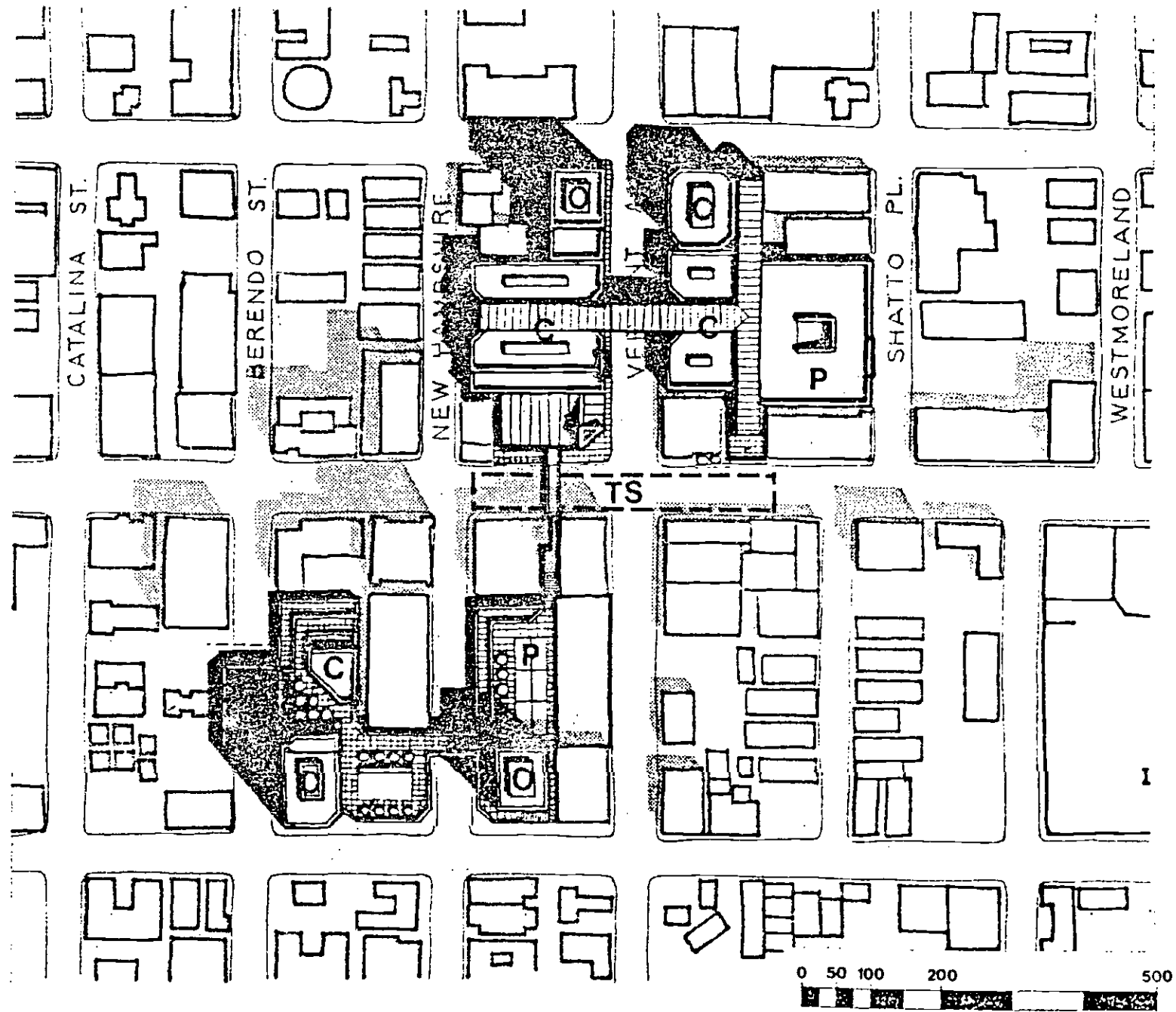


FIG. 2.4 CONCEPTUAL DEVELOPMENT PLAN

- O OFFICE TOWER
- C COMMERCIAL
- P PARKING GARAGE
- R RESIDENTIAL TOWER
- TS TRANSIT STATION



VERMONT

STATION DEVELOPMENT

Station Access (Figure 0.2)

Projected 24-hour combined mode entering volume: 16,675
Projected peak hour entering: 2,805

Preliminary approach volumes indicate that the greatest number of trips will be generated from the west (44%) and the north (34%) respectively.

Site 2C (as indicated on the December 9, 1977 maps) would be the preferred location for transit-related facilities. Bus queing from the north could occur off street on Site 2C at a Kiss/Ride facility. A decked parking facility would be suitable on the Shatto Place frontage of Site 2D accessible from both 6th and Wilshire.

Access from the south on Vermont would be from Kiss/Ride facilities at the New Hampshire frontage of Site 2B which is presently occupied by surface parking.

Sites 2C and 2D are the preferred acquisition sites to the north of the station and the surface site at 2B to the south of the station for the location of transit-related facilities and future joint development.

Passenger Traffic Requirements

<u>Fare Collection</u>	AM Peak 1845	PM Peak 3605
Peak Volume/Hr entering		
Agents Required	1	1
Coinstiles Required	3	4
Peak Volume/Hr exiting	2435	3110
Low exit turnstiles required	2	2
<u>Vertical Circulation</u>		
Escalator Unit/ 4' modules (from each level)	4	4
Stairs (4' module)	2	2
Elevator or inclined Escalator	-	-

STATION SOLUTION

DESIGN CONCEPT (Figures 2.5-2.6)

Pedestrian Connections

The design scheme for the Vermont station features a central mezzanine below the street at the Vermont/Wilshire intersection. Access corridors extend from the north and south ends of the mezzanine below Wilshire sidewalks to off street station entrances. Two major entrances are located on the northwest and northeast corners of the intersection. These entrances are indicated as large plazas at the mezzanine level with the intent that expansion would occur northerly of the plazas in future joint development on sites 20 and 20.

An additional off street access unit is located on the south east corner of the intersection tying into the mezzanine from the south.

A pedestrian bridge is illustrated linking the Pi tower and Magnins to the Plaza entry and future retail complex on site 20.

Fare Collection

Fare collection facilities will be located on the east and western ends of the 50 wide mezzanine free area.

A station attendant's booth will be located in the center of the free area for ticket sales and information as well as security purposes. Automatic ticket machines will be located on the north and south ends of the mezzanine.

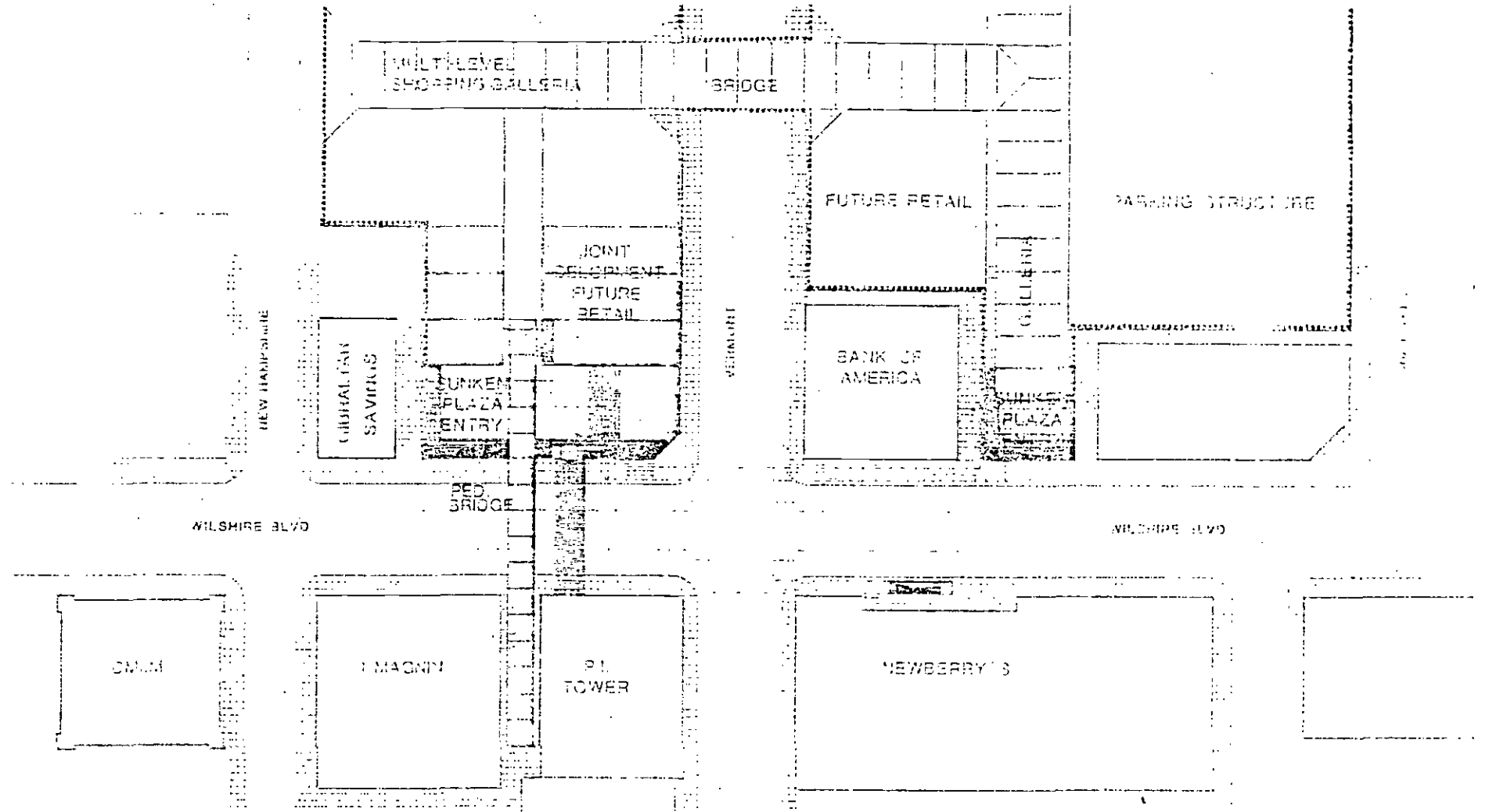
Entry to the escalators would be through the two banks of coinlocks 3 entry type and 4 low exit type. The paid zones at the mezzanine level would be 20 feet deep and contain escalator/stair units leading to the central platform below. A two story high space would extend 100 feet over the platform to the east and west of the escalators. An elevator would be centrally located adjacent to the attendants booth and would serve the platform below.

Platform

The platform is 35 feet wide and 500 feet long with two sets of escalator/stair units at the center. Emergency exit facilities would be located at the eastern and western ends of the platform.

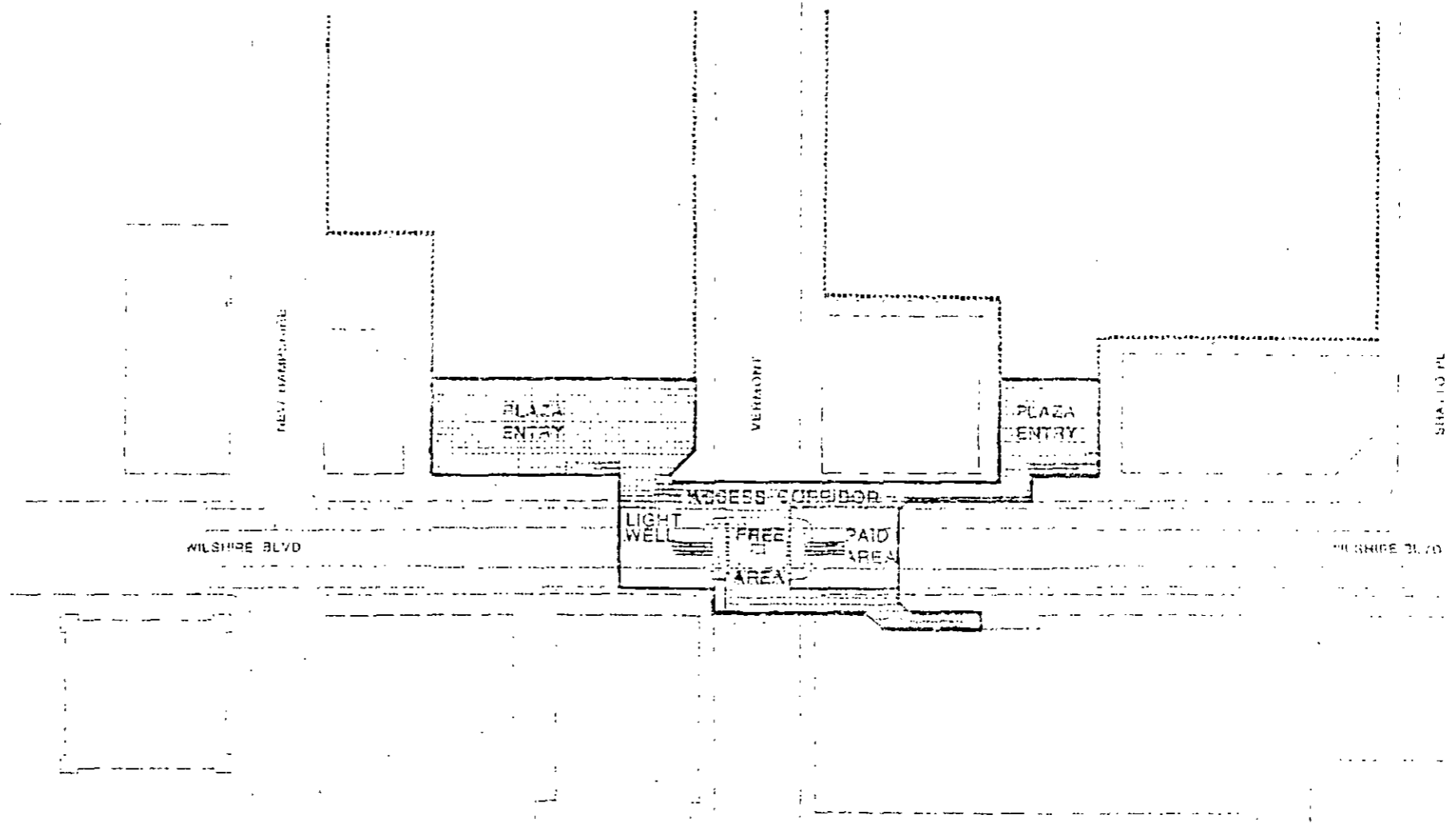
Mechanical and electrical equipment spaces would be located at the ends of the platform beyond the passenger loading areas.

FIG. 2.5 STREET LEVEL PLAN


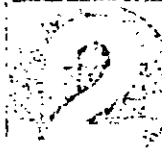


WILSHIRE COLLEGE
STATION 2: VERMONT
SHEET LEVEL PLAN

FIG. 2.6 SUBTERRANEAN PLAN



LACHTA LIBRARY


 RIDG WILSHIRE CORRIDOR
 STATION 2: VERHOFF
 SUBTERRANEAN MEZZAINE PLAN


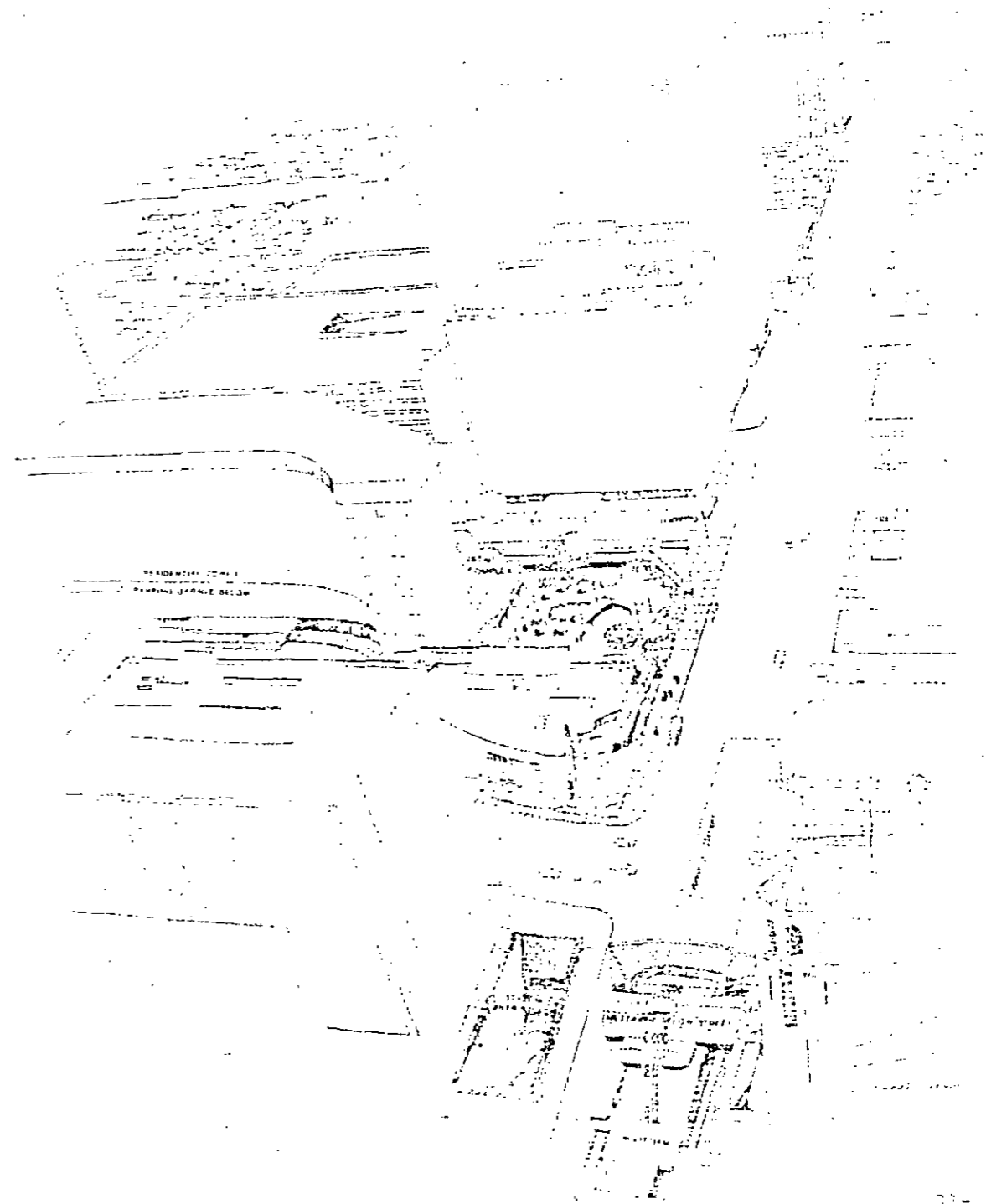
NORMANDIE

Station Description

was concurred with

The Normandie Station is ~~located~~ a mezzanine above the street serving a mined platform 40 - 60 feet below Wilshire Boulevard. The design scheme for Normandie Avenue features an aerial mezzanine above Wilshire Boulevard between the Equitable Plaza and the IBM tower between Alexandria and Mariposa Avenues. The mezzanine would function as a glass enclosed pedestrian bridge with a 40 foot wide free zone serving two escalator units. The escalators would pass through the center of the street in the space of the left turn island and provide access to the platform. The platform is located between Alexandria and Normandie.

The aerial mezzanine would tie into an elevated pedestrian network serving the office complexes in the Normandie area which extends from Mariposa Avenue to Kingsley Drive. The "pedway" is envisioned to tie into future developments to the north of the proposed station and to the Ambassador Hotel facilities to the south.



AERIAL VIEW ILLUSTRATING JOINT DEVELOPMENT OPPORTUNITIES AT NORMANDIE AVE.

EXISTING PHYSICAL ELEMENTS

Open Space

As in the case of Vermont, a large percentage of land in the area is occupied by underutilized surface parking sites.

There are three prominent open spaces along Wilshire in the Normandie vicinity. The parking lot on the southwest corner of Wilshire and Iroko Street. The 50 foot wide central plaza fronting the Tishman towers between Normandie and Mariposa, and the Equitable Elevated Plaza between Mariposa and Alexandria. The Ambassador Hotel, the largest land holder in the area, boasts a large entry court and parking area fronting Wilshire.

The two surface parking lots, immediately north of the Equitable and the Brown Derby, at Alexandria and 6th are the two remaining large open spaces in the immediate vicinity of the proposed station.

Land Use (Figure 3.1)

The Normandie Station is located in the center of the three stations serving the Wilshire Center commercial district. It is sited within one half mile of the Vermont Center to the east and Western to the west.

The Normandie Center is distinguished from Vermont and Western by the intensity and variety of high density uses in the immediate area.

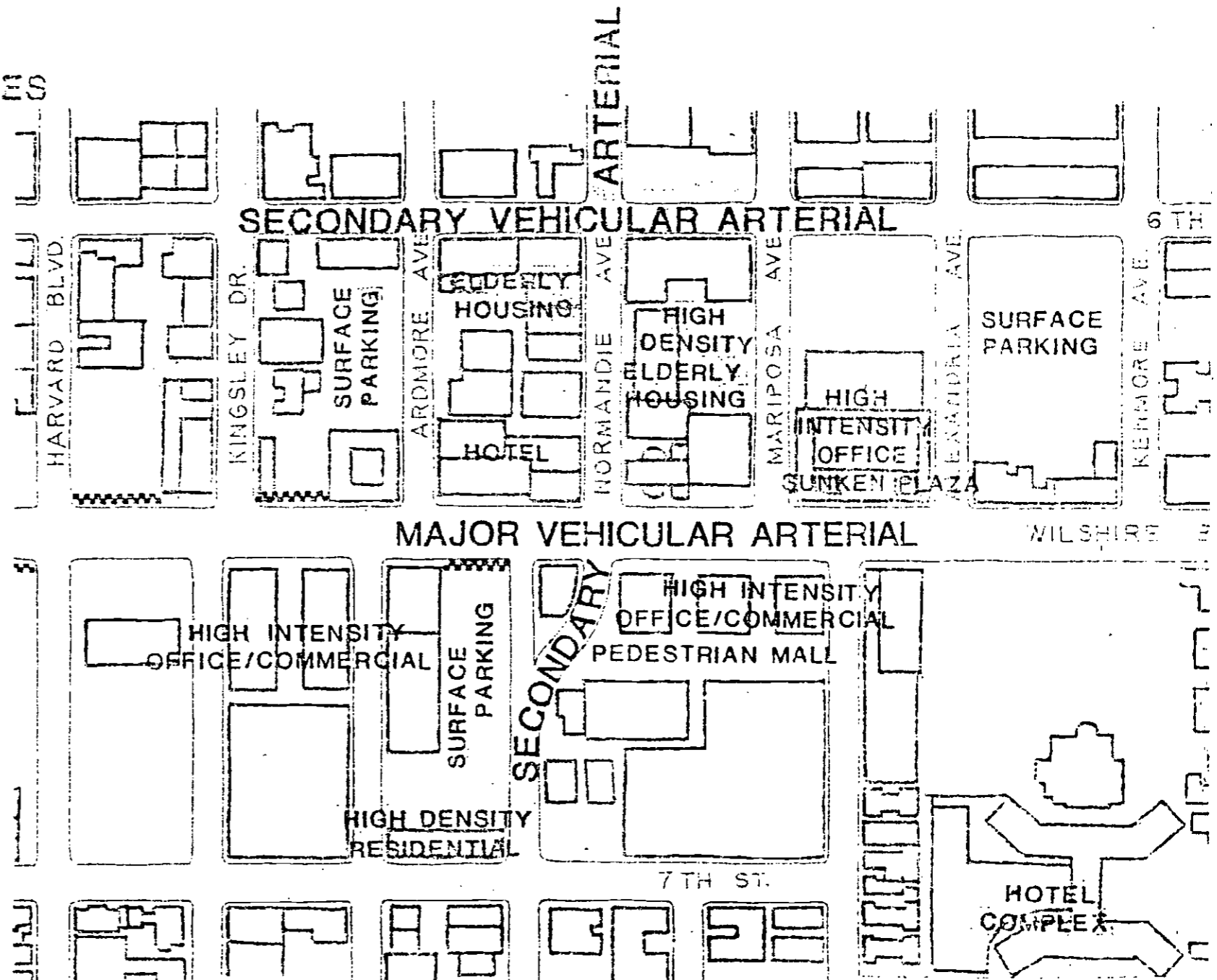
Major activity generators include the IBM complex, Tishman, the Equitable Insurance Tower, the Hyatt Hotel, Saint Basil's Catholic Church, the Ambassador Hotel, Travelers Insurance, Wilshire Christian Church and Wilshire Boulevard Temple.


The frontages along 7th Street contain high rise condominium and apartment towers and parking garages serving the commercial frontages along Wilshire.

The Wilshire District Plan calls for Regional Commercial uses in the area bounded by 6th and 8th Streets and for neighborhood and office uses for the north side of 6th Street and for high density residential uses north of 6th and south of 8th.

The area is zoned high density commercial, C4-4, along Wilshire Boulevard and high density residential, R5-4 - R4-4, between 6th and Wilshire and Wilshire and 8th Street. There is also some incursion of high density parking zones, P5-4, along 7th Street.

FIG. 3.1 EXISTING ACTIVITIES



 USES SUSCEPTIBLE TO CHANGE AS A RESULT OF: OLDER BUILDING/ TRANSITORY USE/VACANT PROPERTY



Circulation

The site is located in a heavily developed office, residential, and retail area with heavy vehicular traffic volumes from throughout the day from Monday through Friday. The traffic is light to moderate at nights and on weekends. Vehicular volumes are heavy on Normandie Avenue in the peak hours but light at other times. Pedestrian volumes along Wilshire are heavy throughout the day as are the Bus volumes.

Vehicular access to the site is considered fair with some restriction of movement in the north-south direction. Circulation is also restricted by peak hour congestion and high density of signals along this area of Wilshire.

Pedestrian access in the area is good due to the proximity of surrounding commercial and residential development. The heavy day time traffic on Wilshire and Normandie restrict pedestrian movement during the peak hours.

Vehicular Movement

The 353 and the 83 Bus lines provide excellent east west bus service to the Normandie area. The 96 Bus line provides north south access along Normandie and the 28 Bus serves east/west access along 5th street, one block north of Wilshire.

Wilshire Boulevard is designated as a major highway and Normandie Avenue is designated as a secondary highway. Wilshire Boulevard is improved to a seventy-foot roadway with left-turn channelization, three lanes in each direction and peak hour stopping restrictions. Normandie Avenue is approximately forty feet wide north of Wilshire with no left-turn channelization. South of Wilshire Normandie is much narrower with one lane in each direction with parking restrictions.

Major north-south access to the station is on Normandie with a capacity limited by the existing level of development.

PLANNING ANALYSES

Planning Influences and Goals

The Wilshire District Plan designates Normandie as mixed use high density regional center. The high density activity in the area justifies the transit station location in the immediate vicinity of Normandie. The area employs approximately 32,000 people and contains major residential complexes. There is concern that the high proportion of senior citizens and others of limited income are accommodated in a future residential development.

Attendant Joint Development with the transit station could include high rise office building, service retail, and possibly an entertainment facility. Medium to high density condominium development within walking distance to the station is also suggested. The introduction of entertainment facilities would encourage greater after hours usage of the area.

The following Joint Development Planning Guidelines are recommended for consideration and related to the station planning studies contained herein:

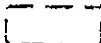
- o Plan for 200-500 units of medium higher income condominium development and medium income apartment development.
- o Provide station entry plazas on Wilshire linked to retail and new residential sites.
- o Minimize canyon effect of new development by setting back towers to the south of Wilshire where possible, thereby preserving sunlight on the northern frontages of Wilshire.
- o Expand pedestrian zones and link to entry areas.
- o Consider pedestrian bridges to link joint development and parking sites.

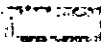
FIG. 3.2 POTENTIAL JOINT DEVELOPMENT SITES

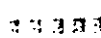
There are three prime joint development sites in the immediate station area.

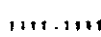
Site 3B, located at the southwest corner of the Wilshire/Normandie intersection, is bounded by both Wilshire and Normandie Boulevards with direct bus and auto access. The site is approximately 1.5 acres in size and is suggested as a mixed use site containing Kiss/Ride facilities, ground level retail with a residential medium rise tower above. The site would serve the station entrance on the south frontage of Wilshire at Central Plaza.


Sites 3D to the east and west side of Alexandria south of 6th Street are served by the 6th Street bus. These sites are designated as medium to high rise residential uses with decked parking and containing recreation decks linked by pedestrian bridges to the aerial mezzanine at Equitable Plaza. This scheme would require an arrangement with Equitable for the public use of its raised plaza.

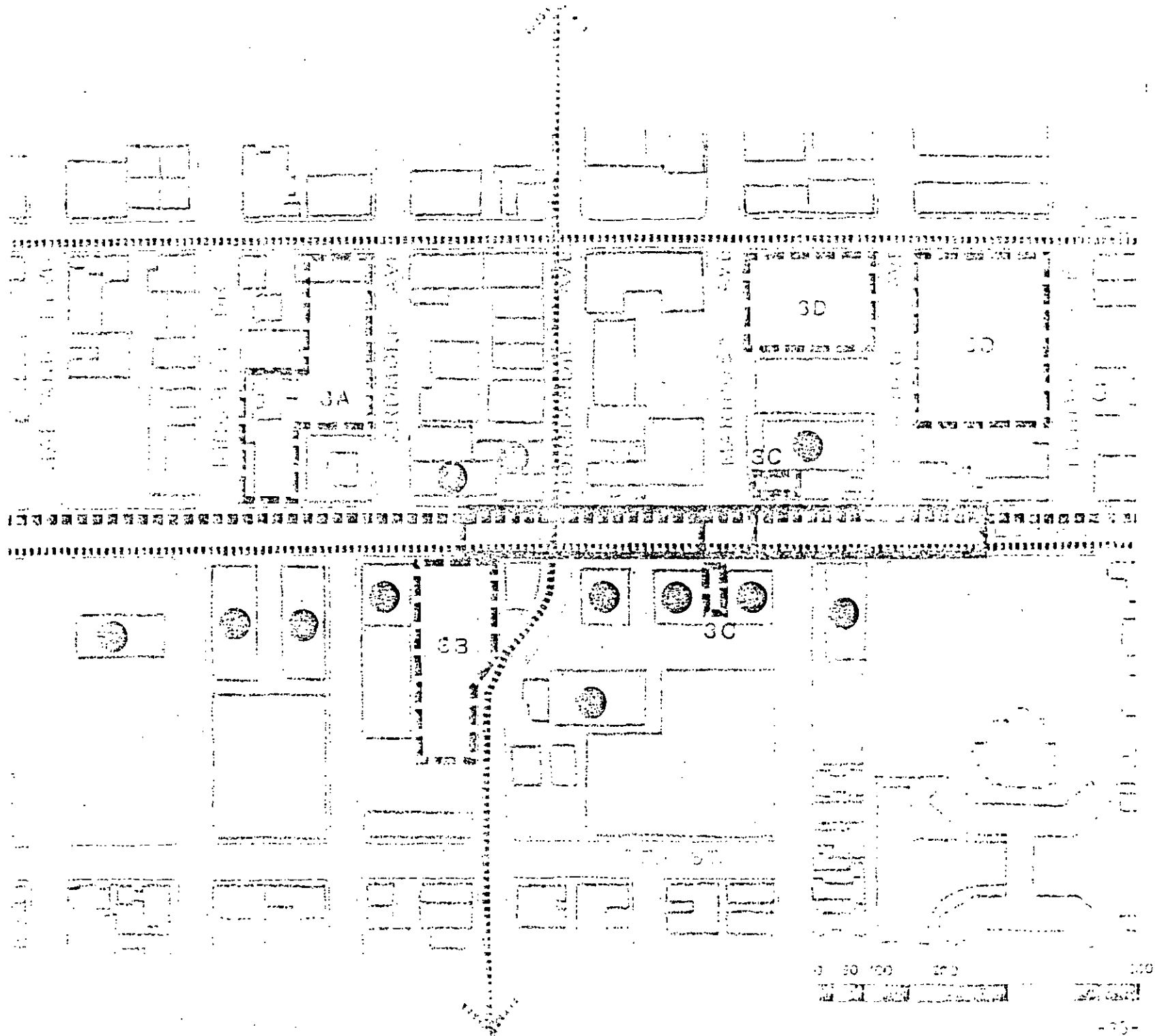
 JOINT DEVELOPMENT SITE

 TRANSIT STATION

 PROPOSED RTD LINE

 BUS ROUTE







 BUILDING OVER 10 FLOORS



WILSHIRE
 NORMANDIE
 6TH STREET
 CENTRAL PLAZA
 EQUITABLE PLAZA
 ALEXANDRIA

FIG. 3.3 RELATED TRANSPORTATION ELEMENTS

A pedestrian circulation network is suggested utilizing elevated bridges, arcades or tunnels, to link potential development sites, parking facilities, bus queing areas with recommended station access points. The system would provide efficient pedestrian access between the activity centers at Normandie and the transportation facilities.

-  UNDERGROUND TRANSIT STATION
-  ENTRY TO STATION
-  PEDESTRIAN CONNECTION
-  AUTO PARKING
-  BUS CUEING
-  ACTIVITY GENERATOR

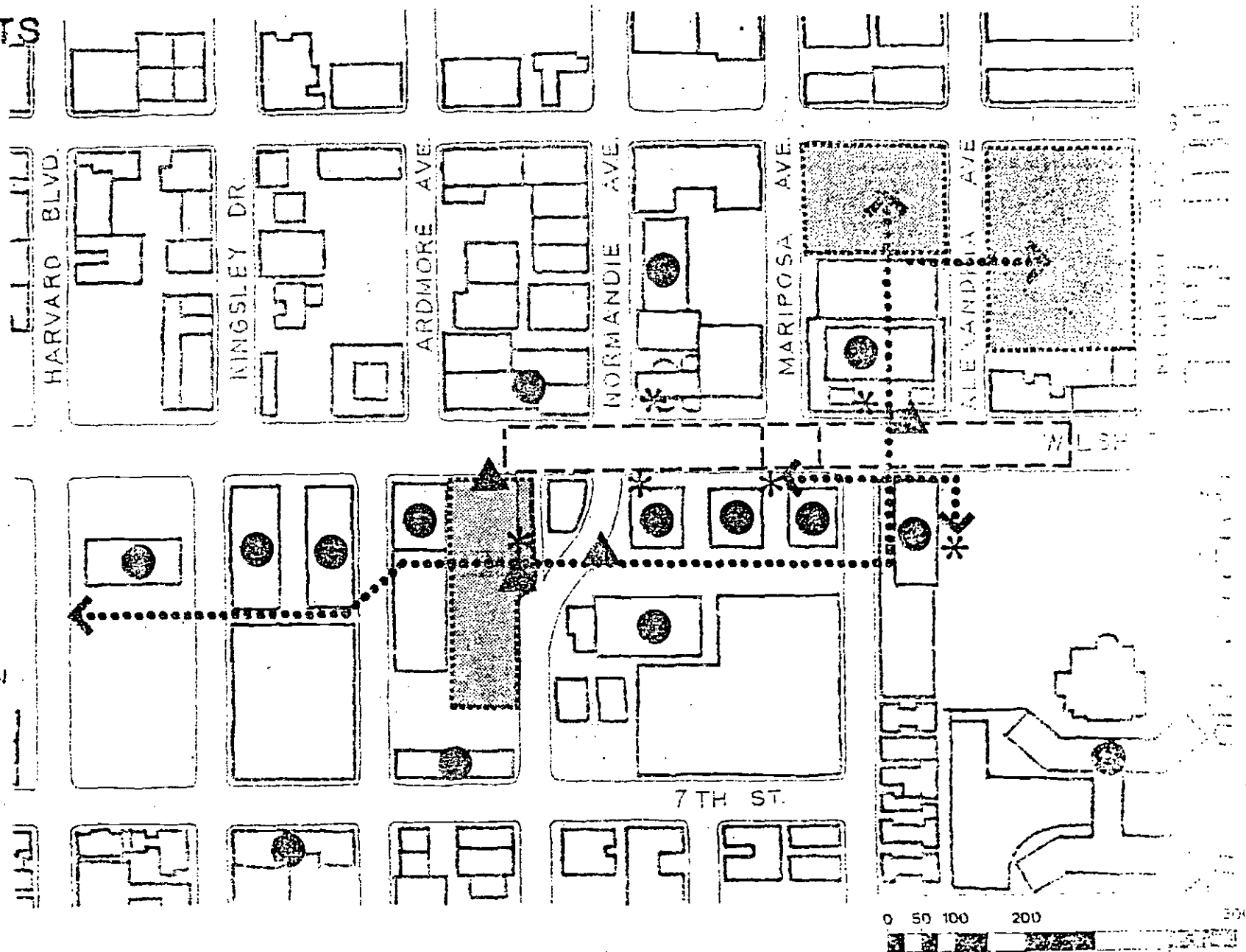
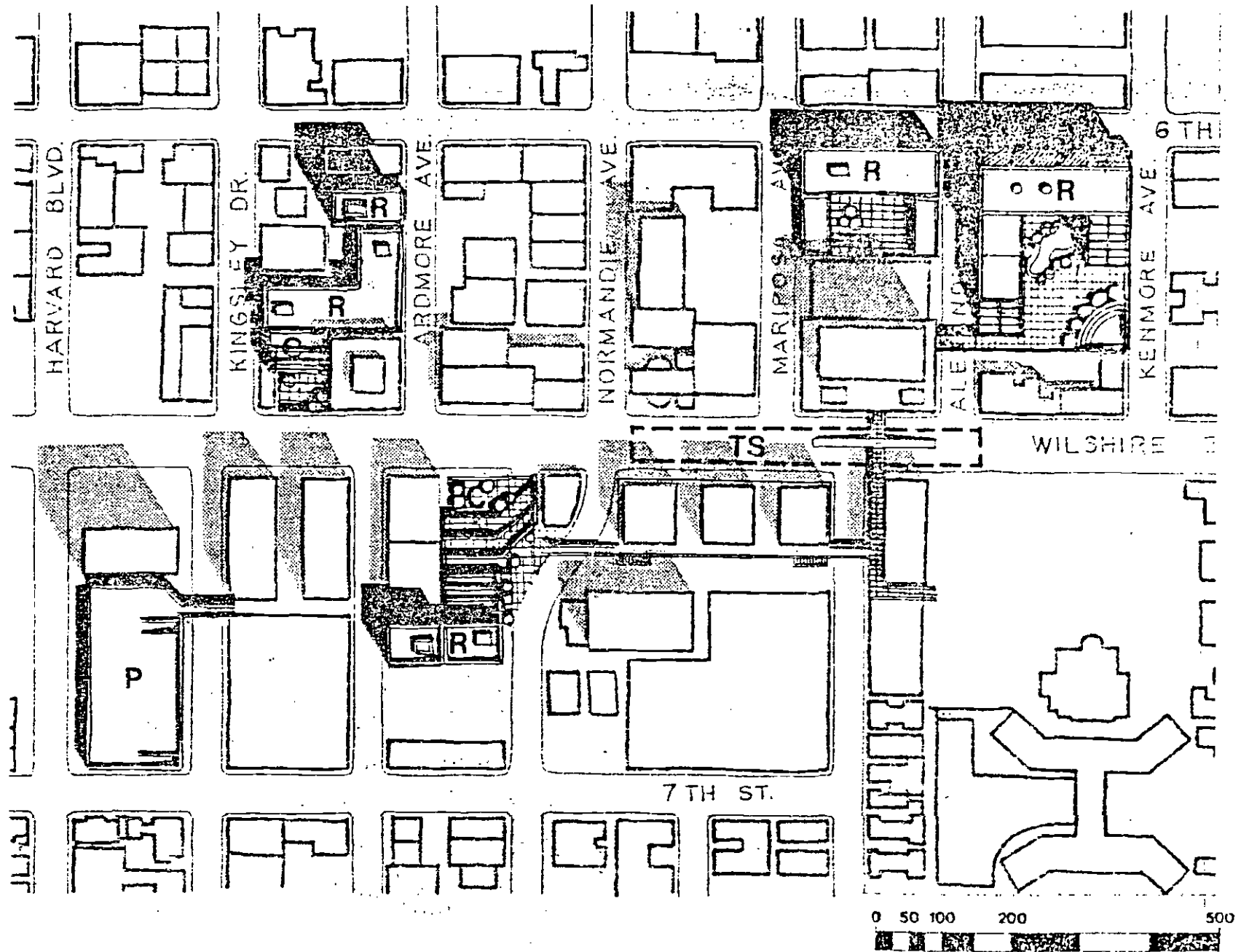


FIG. 3.4 CONCEPTUAL DEVELOPMENT PLAN

The conceptual site plan suggests one possible joint use scheme for the candidate sites. The residential developments on the three sites are linked by pedestrian bridges above Normandie, Wilshire Boulevard and Alexandria Avenue. Access to the sites by auto would be from 6th and 7th Streets, Alexandria, Mariposa and Ardmore and Ardmore Avenues. The intent is to draw transit patrons and residents from arterial streets avoiding the Wilshire/Normandie traffic intersection. The towers are sited to minimize their impact on neighboring developments.

- O OFFICE TOWER
- C COMMERCIAL
- P PARKING GARAGE
- R RESIDENTIAL TOWER
- TS TRANSIT STATION



PROGRAM DEVELOPMENT

Station Access (FIGURE 0.2)

Projected 24-hour combined mode entering volumes:
16,375 Projected Peak hour entering: 2,170.

Projected approach volume figures indicated that 53% of trips will be generated from the north and 37% of the trips will come from the south.

Site 38 offers the most direct access to the station from Normandie. This site could accommodate bus-queuing facilities, as well as the 45 Kiss/Ride spaces required. There would also be space for joint commercial development and plaza.

Bus-queuing would be along the eastern edge of 38 at Normandie with a pedestrian underpass or bridge across Normandie. Northbound buses would que along the eastern side of Alvarado at the entrance to Central Plaza. A bus turnoff lane should be considered at this location.

Sites 39 located on 6th and Mariposa are the alternate sites for transit-related facilities. These sites are directly related to the aerial mezzanine alternative and would gain access by a bridge from the Prudential Development.

The site between Mariposa and Alexandria would be best suited to the Kiss/Ride facility, while the site between Alexandria and Kenmore would serve as a joint development site over parking with an access bridge to the Prudential Plaza.

Passenger Traffic Requirements

Peak Volume/Hr	AM Peak	PM Peak
Entering	1735	2170
Agents required	1	1
Turnstiles required	6	6
Peak Volume/Hr		
Exiting	1880	1085
Low exit turnstile required	2	

Vertical Circulation

Escalator/stair units (4 ft. module)	2	2
Elevators or inclined escalator	2	2

STATION SOLUTION (Figures 3.5, 3.6, 3.7)

Design Concept

Pedestrian Connections

The aerial scheme for Normandie provides for three pedestrian access points. One entrance to the elevated mezzanine is provided on the north side of Wilshire from the elevated plaza of the Equitable building. The plaza is joined to the sidewalk by a central staircase on Wilshire Boulevard. Pedestrian Bridges would extend to new developments north and east of Equitable.

Access from the south side of Wilshire Boulevard would be from a pedestrian bridge adjacent to the IBM complex which would link the Ambassador site and the Central Plaza across Mariposa.

Fare Collection

Passengers would purchase tickets from automatic ticket dispensers at the mezzanine entry points or from the station attendant located in a centralized information booth.

Three entry coinstiles would be located 20 feet to the east and west of the station attendant spaces and would be flanked by two exiting turnstiles. The turnstiles would lead to 20 feet deep glass vaulted platform which serve escalator tubes to the platform 40 feet below the street.

Mezzanine

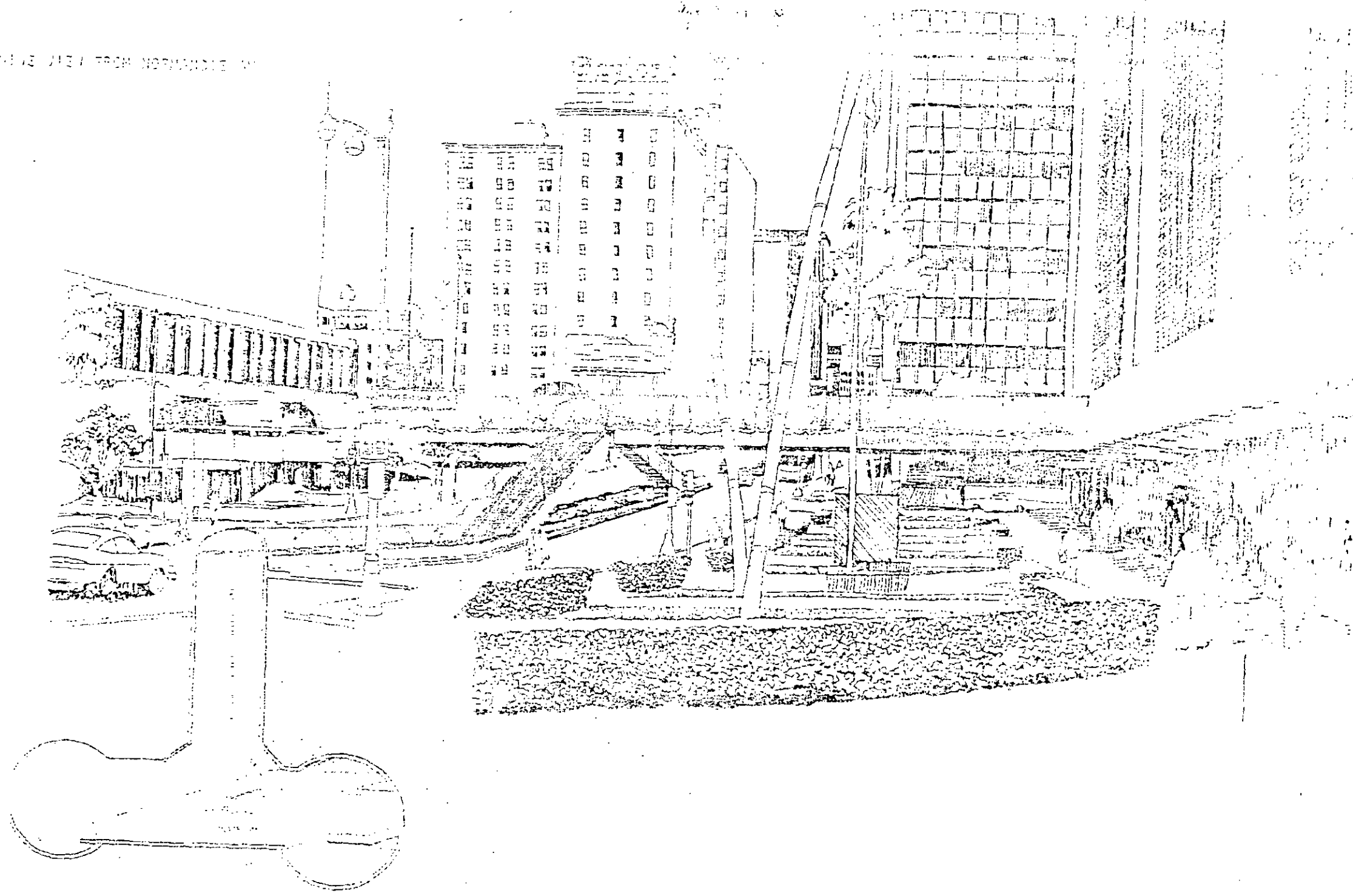
The mezzanine is a 60 foot glass enclosed bridge spanning Wilshire Boulevard at Mariposa. The bridge is composed of a large central free area with a centralized station and elevator attendant enclosure, flanked by ticketing facilities. Attached to the mezzanine above the center lane of Wilshire Boulevard are glass enclosed circulation elements containing two escalators and a inclined elevator serving the elderly and handicapped.

The mezzanine would be approximately 13 feet above Wilshire Boulevard, permitting the passage of emergency vehicles below.

Platform

The platform is 35 feet wide and 500 feet long served by two escalator/inclined elevator units and a conventional elevator from the mezzanine.

GENERAL VIEW FROM NORTHWEST TO THE EAST.



SERIAL MEDIUM-LEVEL ENTRY VAULT VIEW FROM
MARIPOSA ST. TO THE WEST.

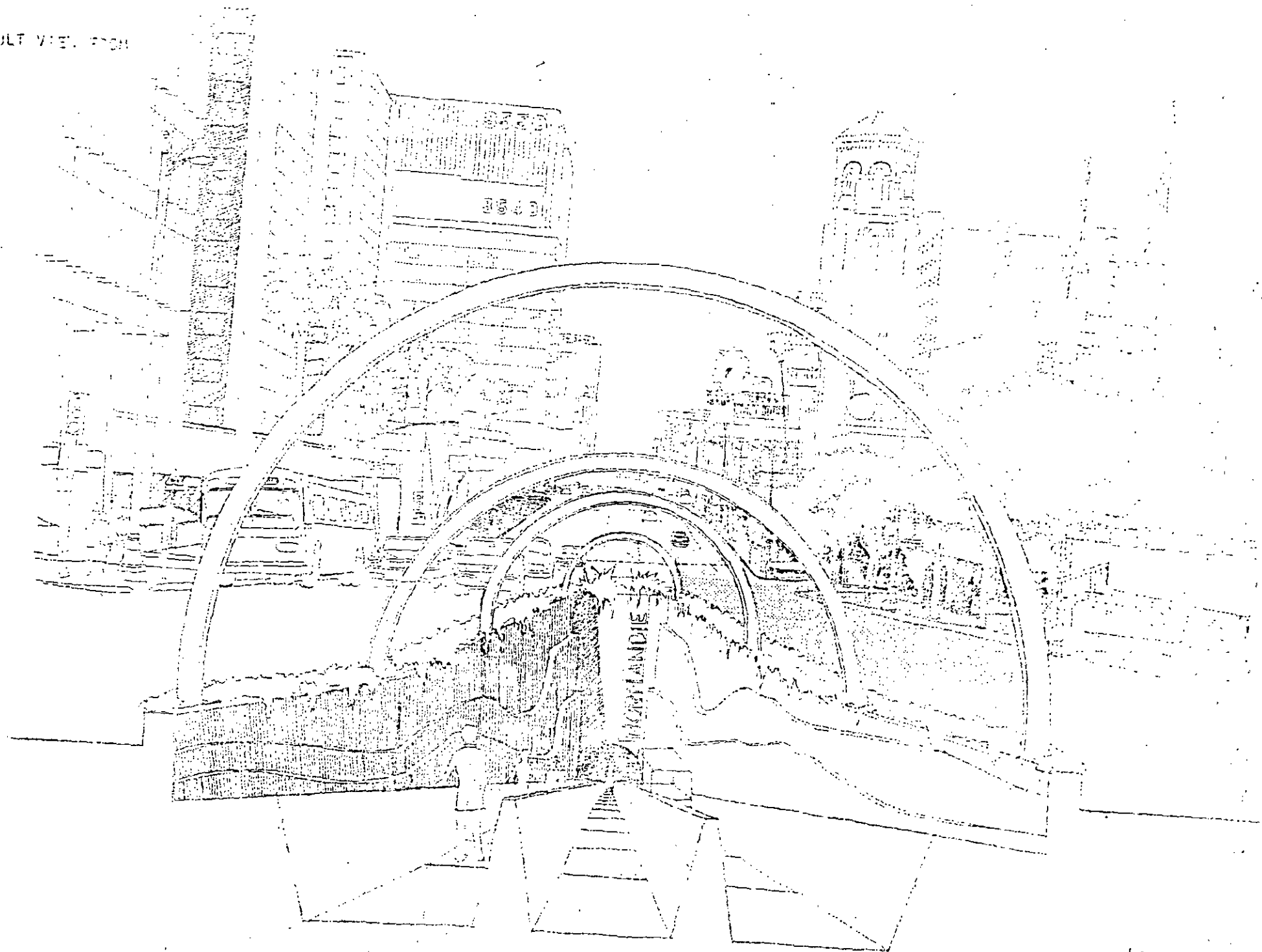
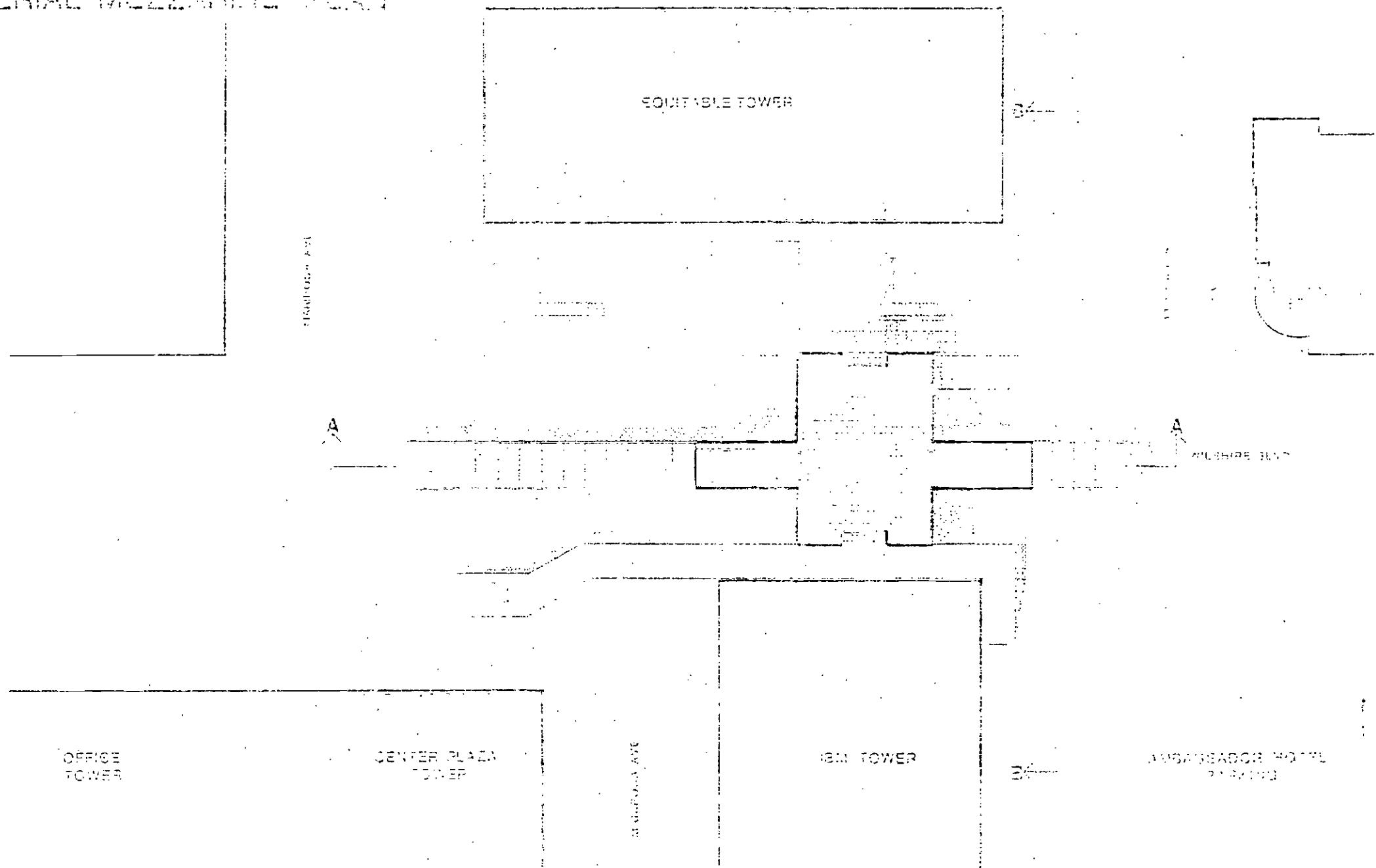
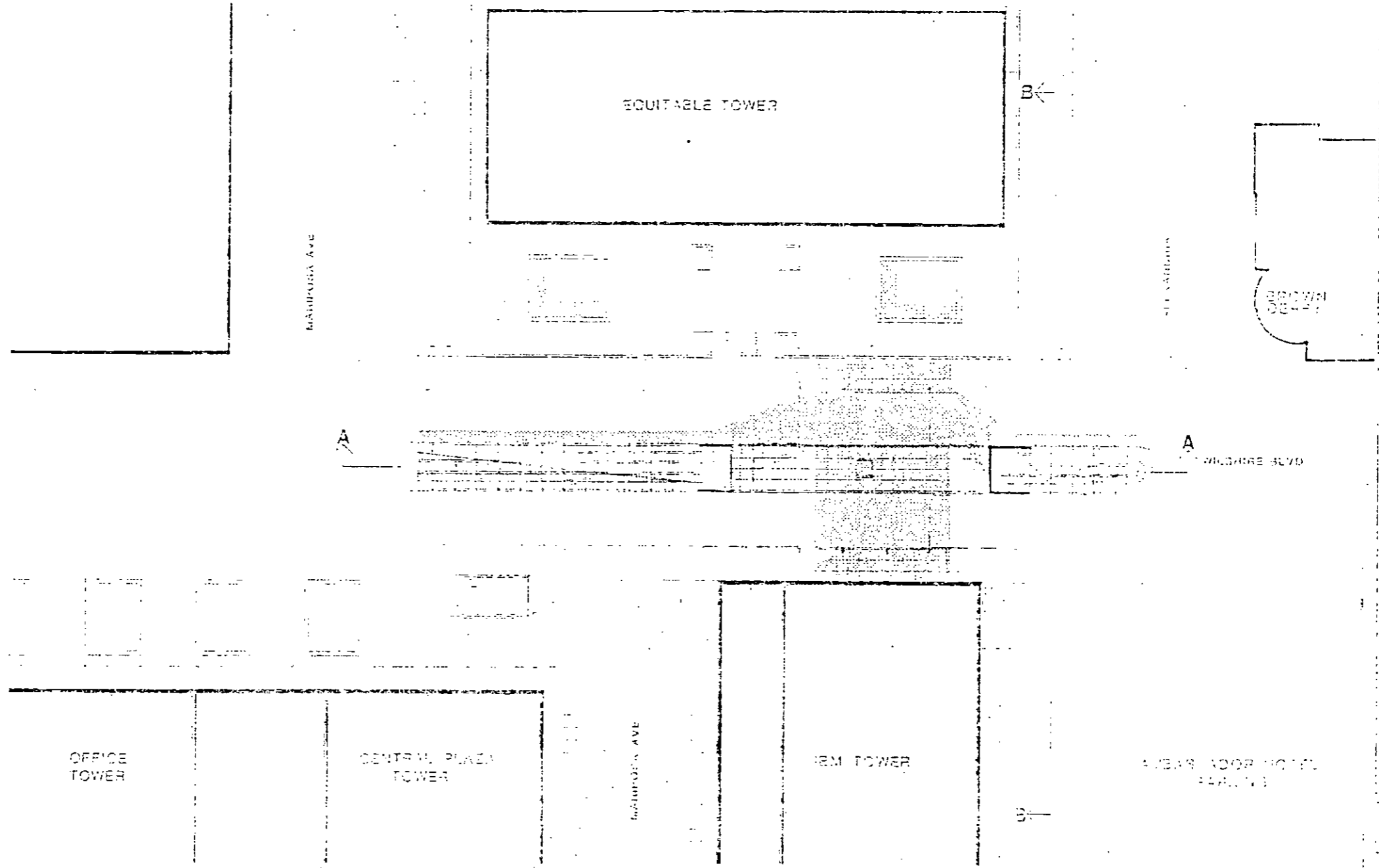


FIG. 3.5 AERIAL MEZZA FIVE PLAN



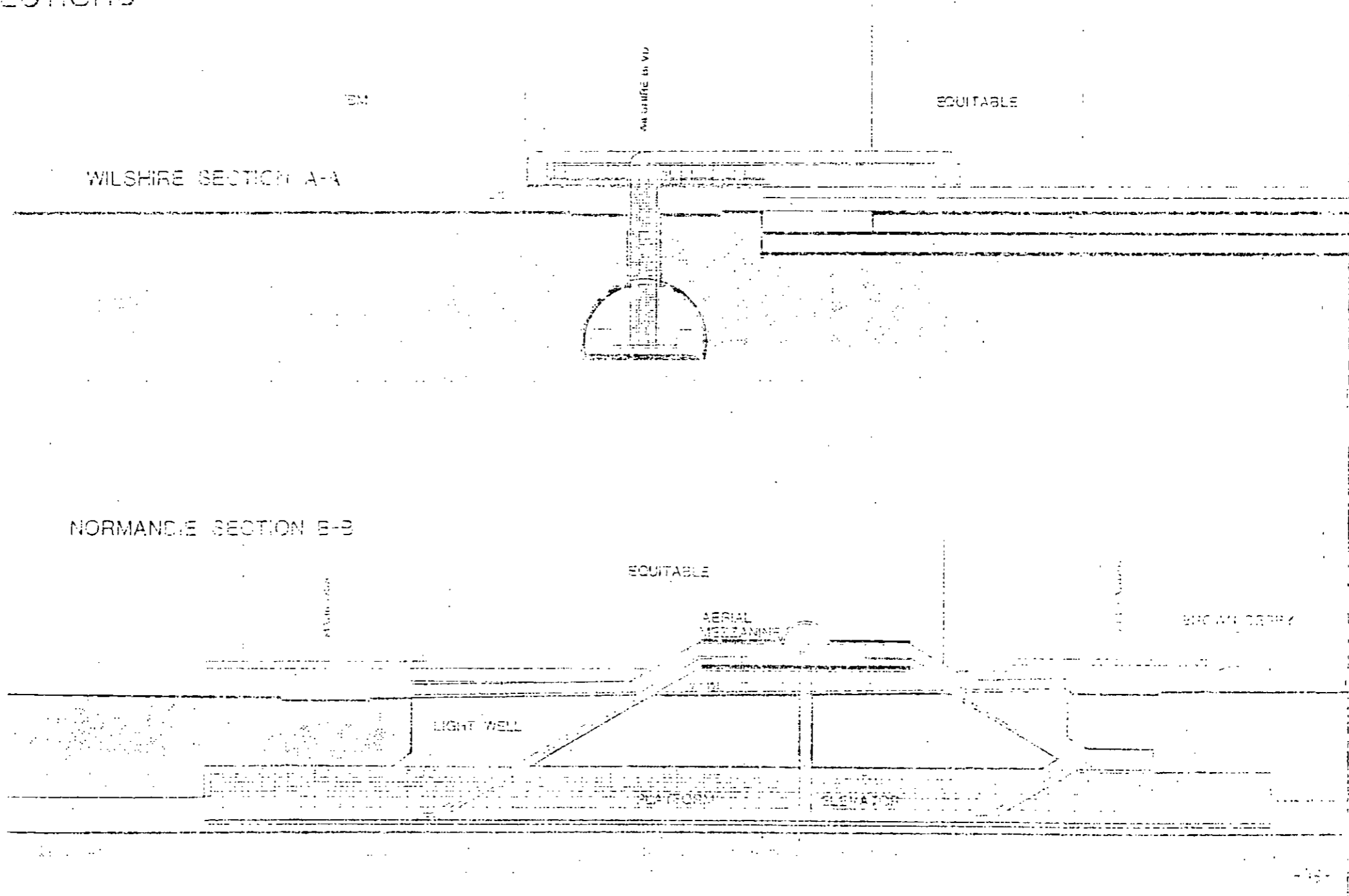
WILSHIRE CORRIDOR
STATION 3: NORMAN DRIVE

FIG. 3.6 STREET LEVEL PLAN



WILSHIRE CORRIDOR
STATION 3: MARRIANDIE
HOG
PLAN SHEET

FIG. 3.7 SECTIONS



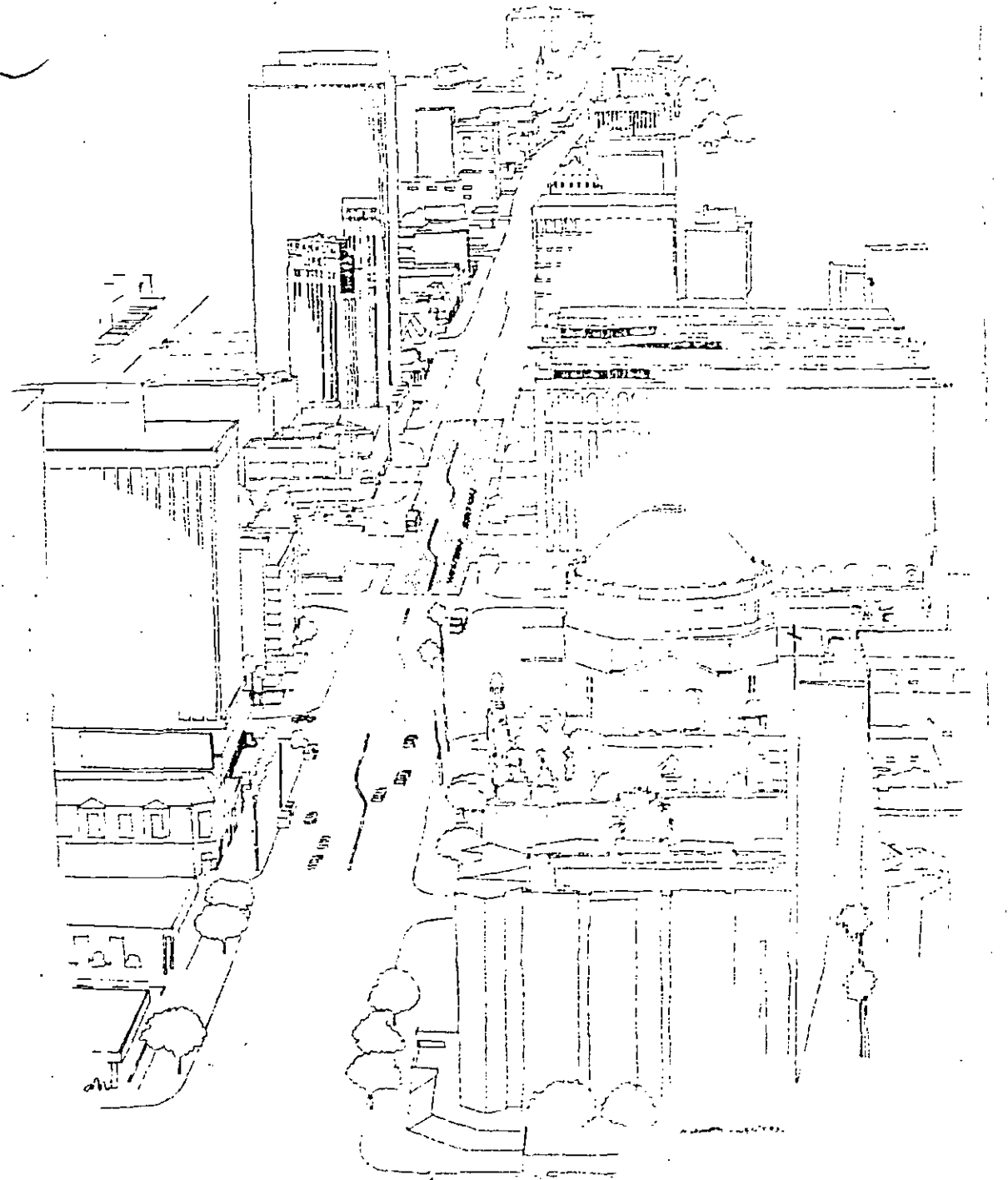
KDC WILSHIRE-CORRIDOR-SECTION A-A
STATION 3: 1st FLOOR

WESTERN AVENUE

STATION DESCRIPTION

conceived as being a subterranean
The Western Station is ~~composed of a cut and cover~~ mezzanine above ~~a~~ platform. The station is located between Western Avenue and Serrano Avenue on Wilshire Boulevard. The platform, located approximately 40 feet below the surface, would be served by a central mezzanine linked to four pedestrian access points. The station is planned as an activity center station serving the Wilshire/Western intersection and the opposing office complexes of the Ahmanson Plaza and the Beneficial Insurance Building to the north and south of Western respectively.

The mezzanine would contain a below street concourse providing free access across Wilshire between the Wiltern Building, Union Bank and Thrifty's at the Wilshire Western intersection and between the Ahmanson and Beneficial Plazas between Oxford and Serrano Avenues. The concourse would contain a two-story space overlooking the platform and serve a central fare collection area below the Wilshire/Oxford intersection.



AERIAL VIEW ILLUSTRATING WESTERN AVE.
STATION LOCATION.

SURROUNDING PHYSICAL ELEMENTS

Land Use (Figure 4.1)

The Western Avenue site is located at the western terminus of the Wilshire Center Regional Commercial District. The area does not exhibit the intensity of commercial development of Vermont and Normandie to the east, but has the potential for expansion of neighborhood facilities, office and retail/entertainment uses with the introduction of the transit station.

The area's distinguishing landmark is the art deco style Wiltern office tower and theater catering to the Hispanic community, located on the southwest corner of the Western intersection. Two recent office towers, Union Bank and Pierce Life, on the western corners of the intersection form the western terminus of the proposed station. The eastern anchors are the Ahmonson and the Beneficial towers at Serrano. There are approximately 15,000 people employed in the area.

The area is zoned C4-4 along Wilshire, C2-4 along Western and 6th, C2 along 8th and R3, R4-4 residential.

The major concentration of high density commercial and residential uses occur east of Western. The densities decrease to the west.

Open Space

The Ahmonson and Beneficial Plazas represent the most attractive and prominent open spaces in the vicinity of the station. Both these spaces are underutilized plazas serving decorative functions at present.

The remainder of the open space is comprised of large surface parking lots along 6th and 7th Streets.

The block between Western and Oxford on the north side of Wilshire contains an attractive courtyard restaurant connected by public arcades to Wilshire Boulevard, Oxford Avenue and the parking lot to the north.

Circulation

The site is located on the fringe of the heavily developed commercial area of Wilshire Center. Vehicular and pedestrian volumes are heavy in peaks and mid-day, but typically lighter on evenings and weekends.

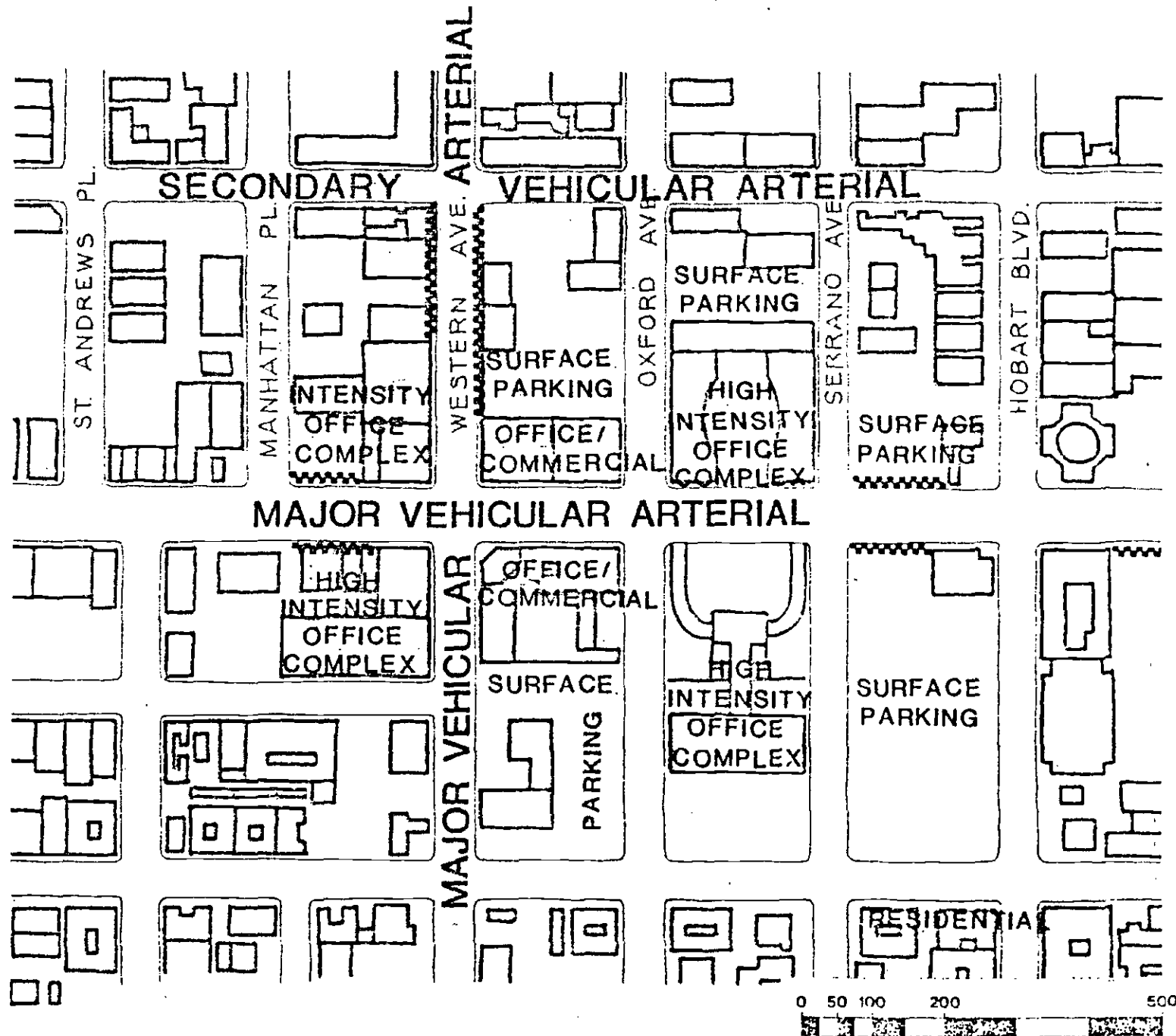
Bus volumes along Wilshire and Western are also heavy during the peak hours.

Pedestrian access is good to the east of the Western intersection but heavily congested along Western due to the narrow sidewalk widths at the bus stops on the northwest and southeast corners of the intersection.

Vehicular Movement

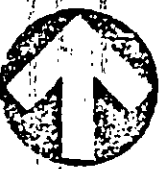
The area is served by the 83 and 353 lines on Wilshire, and the 84 line on Western and the 28 line on 6th Street.

FIG. 4.1 EXISTING ACTIVITIES



USES SUSCEPTIBLE TO CHANGE AS A RESULT OF: OLDER BUILDING/ TRANSITORY USE/VACANT PROPERTY

WESTERN



PLANNING ANALYSES

Planning Influences and Goals

The Wilshire Plan designates Western Avenue as a mixed mixed use center forming the western end of the Wilshire Center regional commercial district.

The plan calls for regional commercial uses between 6th and 8th Streets, east of Western, except for highway oriented commercial fronting Western, south of 7th Street; neighborhood and office commercial fronting 6th Street, west of Manhattan Place. High-medium density residential uses are suggested between 7th and 8th Streets west of Western and north of 6th Street.

The following Planning Goals are suggested by the Wilshire District Plan and are related to preliminary station planning and joint development studies:

- o Plan initially for 50,000 - 100,000 square feet of community retail development in the vicinity of the proposed station;
- o Plan for potential office expansion east of Serrano;
- o Preserve the Wiltern Building and related landmark buildings at Western Avenue;
- o Utilize existing plazas for public benefit in the creation of public plazas combined with station entrance points;
- o Provide bus-queing spaces and sidewalk widenings along Western frontages of new development.

Potential Joint Development Sites (Figure 4.2)

Joint Development at the Western station would most likely occur on the underutilized surface parking sites west of Western Avenue.

Site 4D bounded by Western Avenue and 6th Street is served by two bus lines and has the potential for station entry by way of an easement through Thrifty's along the Wilshire frontage. This would be an excellent site for retail, an entertainment facility expansion with a station entrance arcade at Wilshire and bus-queing facilities along the Western frontage. The site to the east across Oxford would serve as a decked parking facility serving both the Ahmanson and site 4D via Pedestrian Bridge.

Sites 4C are potential station access points located within the Ahmanson Plaza and the Beneficial Plaza on opposite sides of Wilshire Boulevard. These two sites could be developed as sunken plaza station entrances with access from the street and from the respective plazas at grade serving the two office complexes. Sites 4E east of Serrano are potential office and combined residential/retail expansion areas. Development on these sites would form a public square around the proposed station entrances and plazas at site 4C.






Related Transportation Elements (Figure 4.3)

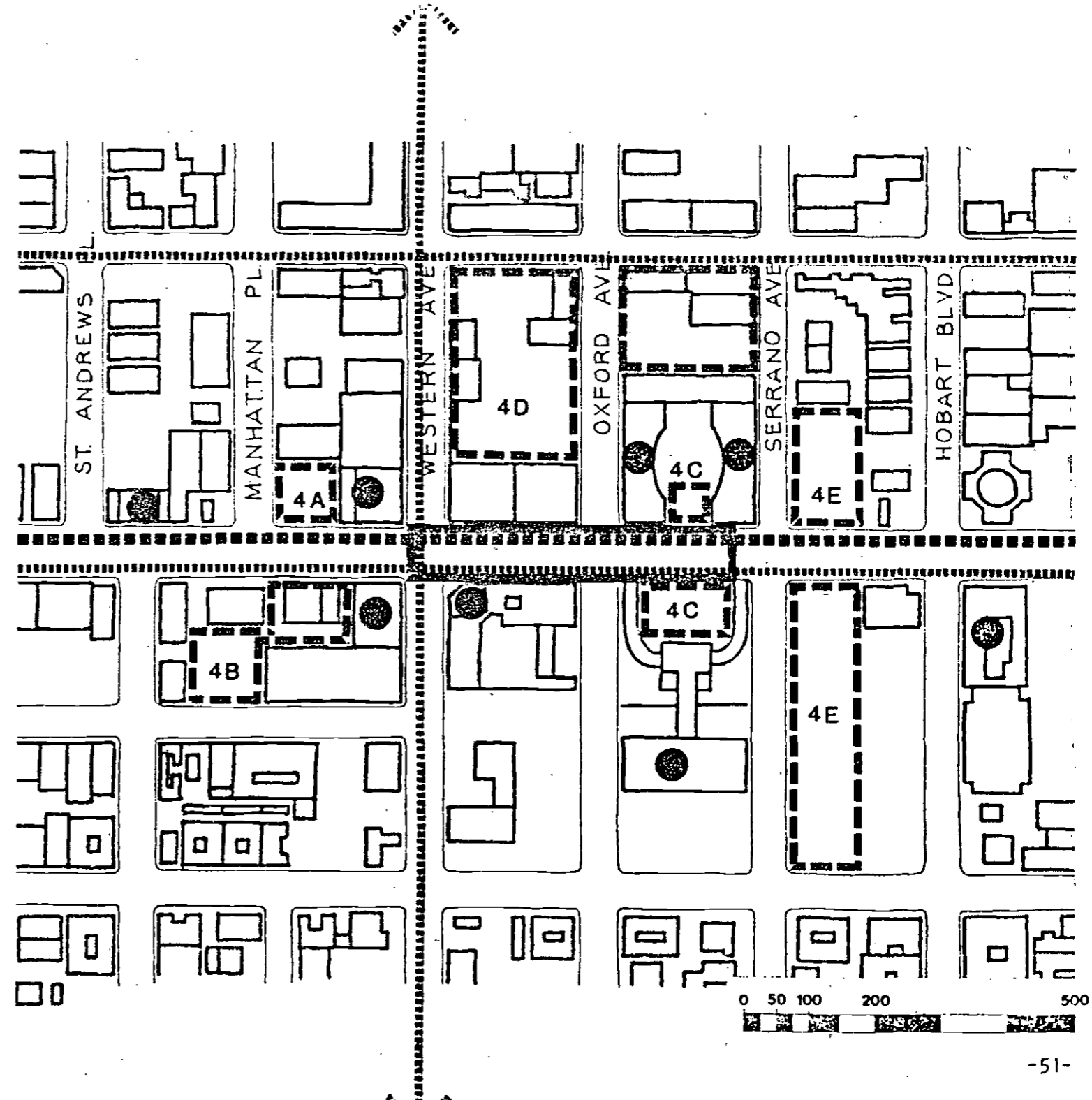
This plan illustrates the inter-relation between existing open spaces, bus stops, recommended station access points and pedestrian connections. The open spaces are potential development sites which would be served by 6th and 7th Streets by bus and autos. The pedestrian circulation system in the form of through block arcades, galleries, and pedestrian bridges would then link parking site and new development with the station entrances.

Conceptual Development Plan (Figure 4.4)

This plan illustrates the type of joint development which could occur in concert with station construction. Off-street station entrances are expanded into public plazas at the eastern end of the station and into mid-block arcades at Wiltern and Thrifty's at the Western Avenue end of the station. A retail entertainment complex is indicated on Site 4D containing a glass covered galleria linked by pedestrian bridge to a parking facility across Oxford.

FIG. 4.2 POTENTIAL JOINT DEVELOPMENT SITES

-  JOINT DEVELOPMENT SITE
-  TRANSIT STATION
-  PROPOSED RTD LINE
-  BUS ROUTE
-  BUILDING OVER 10 FLOORS



NORTH
 WEST
 SOUTH
 EAST

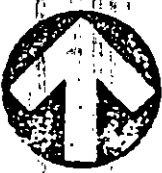






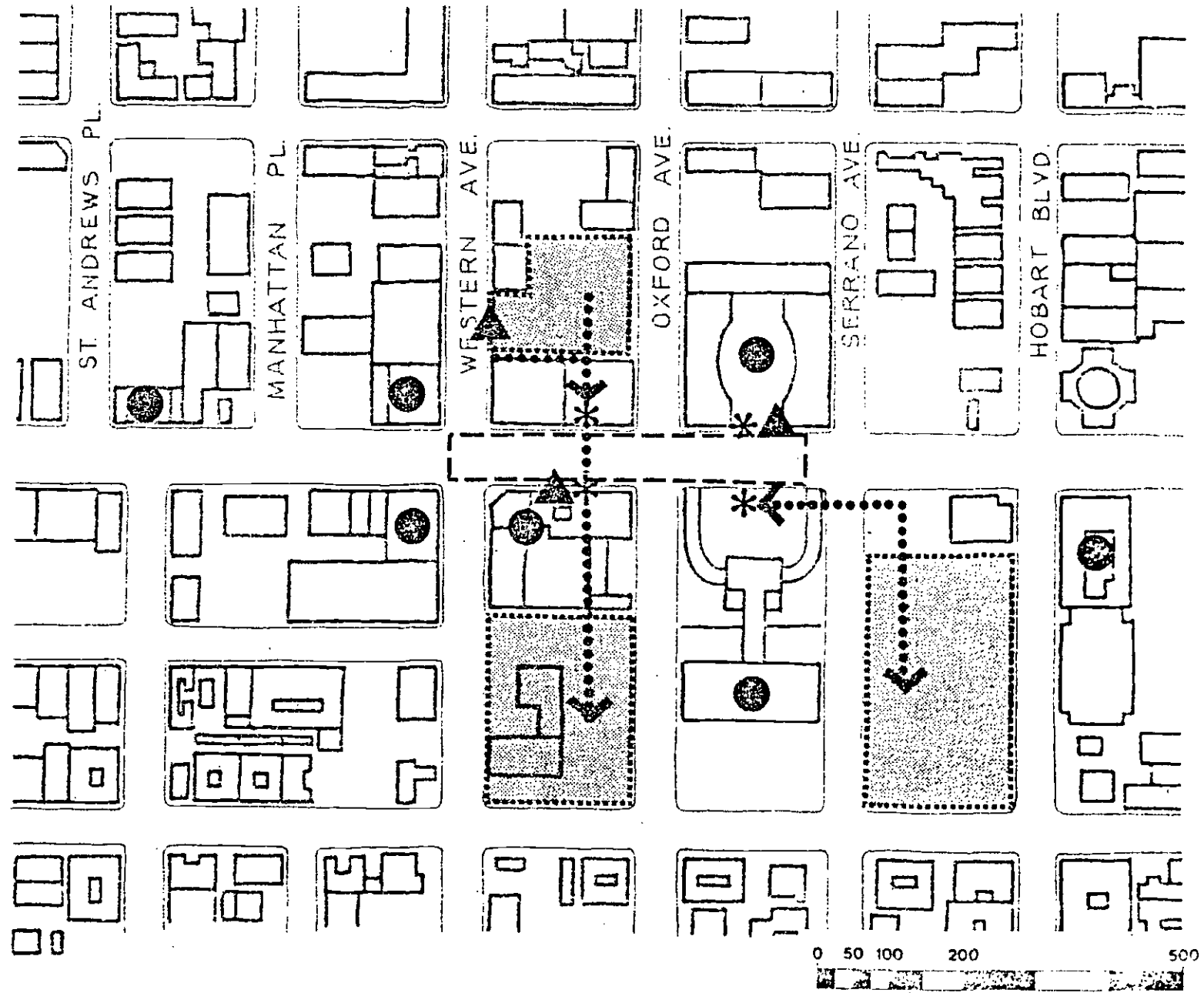


FIG. 4.3 RELATED
TRANSPORTATION ELEMENTS

-  UNDERGROUND TRANSIT STATION
-  ENTRY TO STATION
-  PEDESTRIAN CONNECTION
-  AUTO PARKING
-  BUS CUEING
-  ACTIVITY GENERATOR



WESTERN

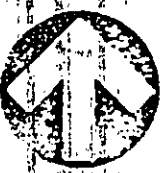
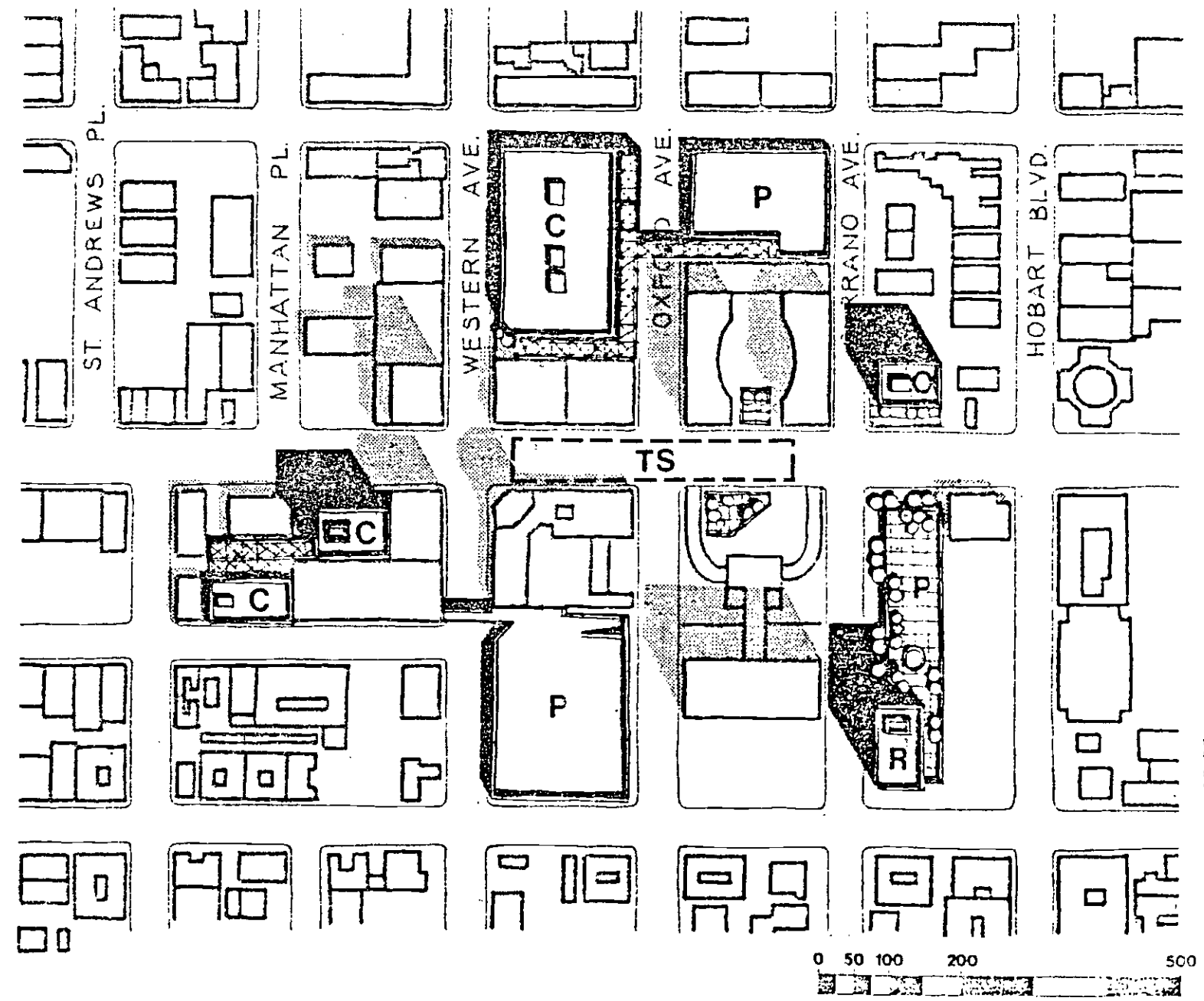


FIG. 4.4 CONCEPTUAL DEVELOPMENT PLAN

- O OFFICE TOWER
- C COMMERCIAL
- P PARKING GARAGE
- R RESIDENTIAL TOWER
- TS TRANSIT STATION



WESTERN



PROGRAM DEVELOPMENT

Access (Figure 0.2)

Projected 24 hour combined mode entering volume: 14,625
Projected peak hour entering: 2,340

The largest number of trips will be generated from the north (49%) and the south (36%).

Buses from the north would que on the west side of Western, south of Wilshire. Buses coming from the south would que either on the east side of Western, north of Wilshire in off-street facilities on Site 4D or on a portion of the parking lot south of the Wiltern Building.

Kiss and Ride facilities would be located on site 4D with direct station access possible through or below the Thrifty Store on the northeast corner of Western and Wilshire.

Auto access from the south could be accommodated on existing parking facilities with particular emphasis on site 4E south of Wilshire with a capacity of 435 autos.

Passenger Traffic Requirements

Fare Collection

Peak Volume/Hr Entering	AM Peak 2050	PM Peak 2340
Agents Required	1	1
Coinstiles Required	6	6
Peak Volume/Hr Exiting	2055	2340
Low exit turnstiles Required	4	4

Vertical Circulation

	AM Peak	PM Peak
Escalator Unit (4' module) (from each level)	2	2
Stairs (4' module)	2	2
Elevators or inclined escalator	2	2

STATION SOLUTION

Design Concept (Figure 4.5 4.6)

Pedestrian Connections

The Western Station would be served by five pedestrian access points. Three would be located near the Western/Wilshire intersection at the Western end of the platform. Two entrances are located on opposing sides of Wilshire at the Ahmanson and Beneficial Plazas. From the west side of Western Avenue, station entry would be by way of an escalator located under the arcade of the Union Bank Building facing Wilshire Boulevard. This entrance would serve a tunnel below Western leading to the mezzanine.

Off-street entrances are provided on the north and south sides of Wilshire within easements in the Wiltern complex on the south and Thrifty's on the north. These entrances would tie into a below-street concourse overlooking the platform below and would lead to joint development sites north of Thrifty's. The free area would lead to a central fare collection facility at Oxford Avenue. The two sunken plaza entrances at the Beneficial and Ahmanson Plazas would lead to the below-street concourse and provide free access across Wilshire and to the fare collection area at Oxford.

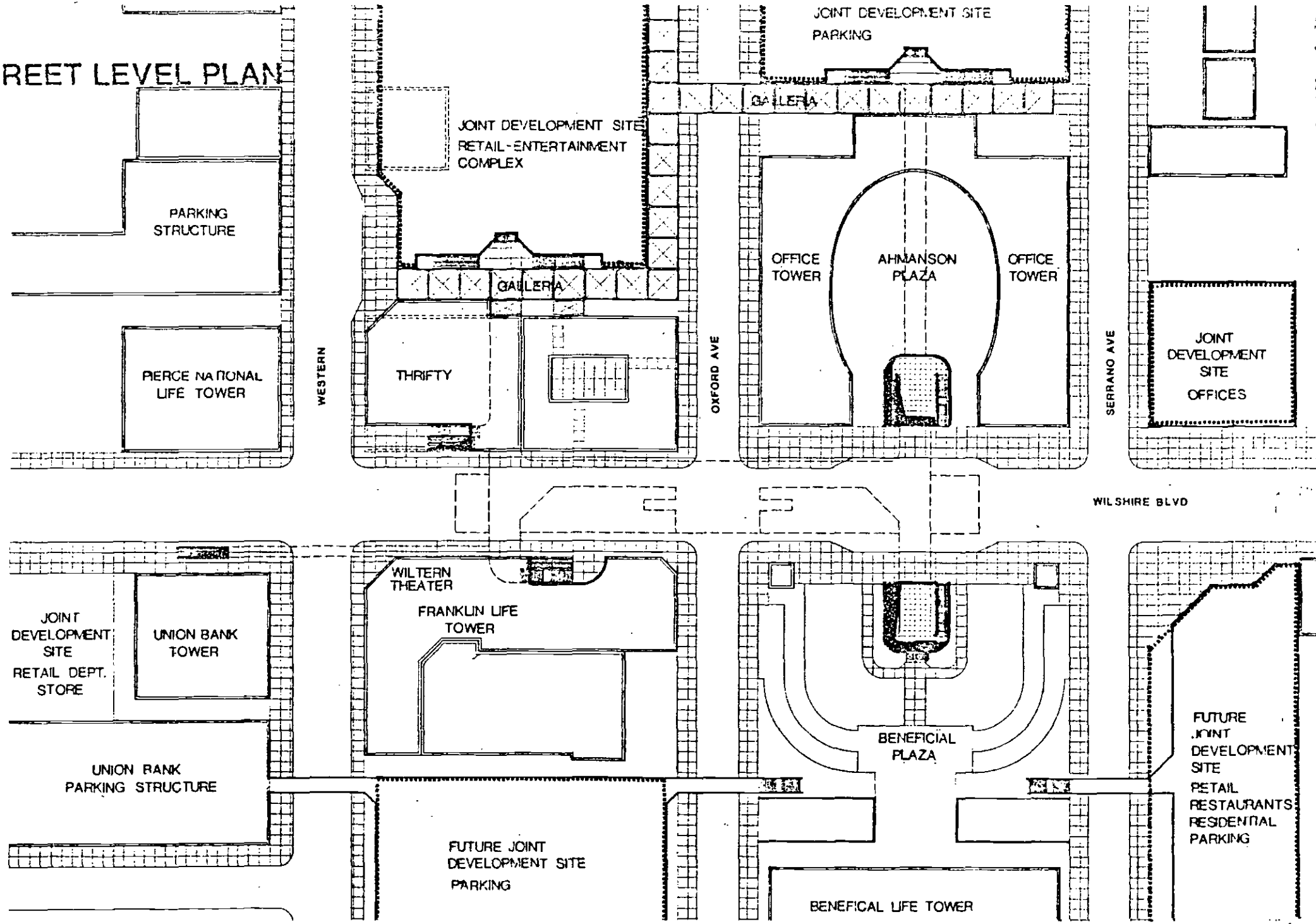
Fare Collection

Fare collection would be from a central facility at Oxford served by a 20-foot wide segment of below-street free concourse on the north side of Wilshire. The fare collection area would contain an attendant's booth flanked by entry and exit turnstiles and would lead to the paid area and escalator units to the east and west and a central elevator. The entire mezzanine would surround a two-story space overlooking the platform.

Platform

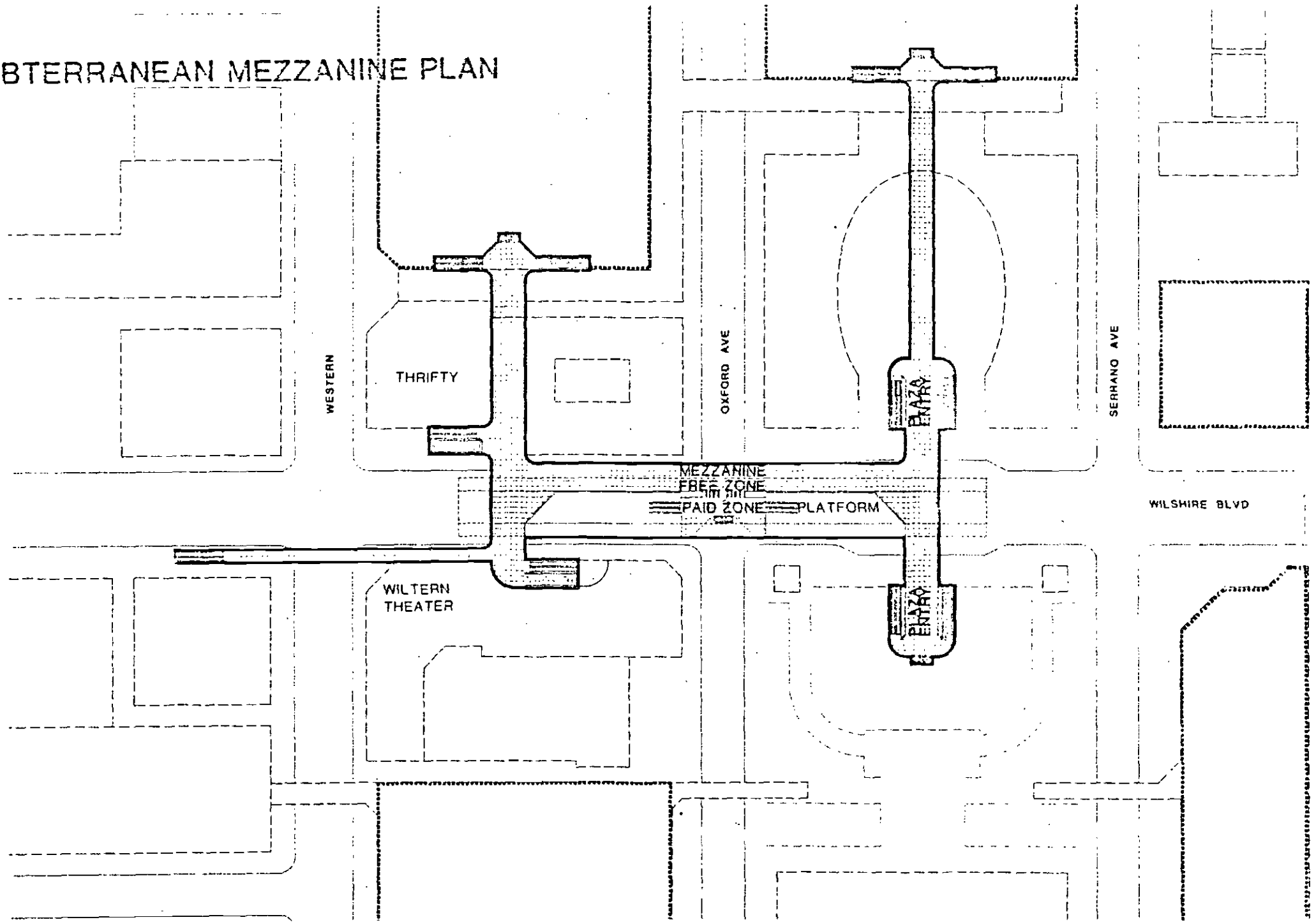
The typical platform is 35 feet wide and 500 feet long. An elevator would be located at the center flanked by two sets of escalator stair units. Emergency exits would be located on the eastern and western ends of the platform with one-way panic hardware opening on the concourse above.

FIG. 4.5 STREET LEVEL PLAN



KDG WILSHIRE CORRIDOR
 STATION 4: WESTERN
 STREET LEVEL PLAN
 4

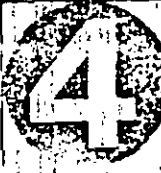
FIG. 4.6 SUBTERRANEAN MEZZANINE PLAN



KDC WILSHIRE CORRIDOR

STATION 4: WESTERN

Engineering, Planning and Construction
KDC
1000 Wilshire Blvd, Suite 1000
Los Angeles, CA 90017
Tel: (213) 475-1000
Fax: (213) 475-1001

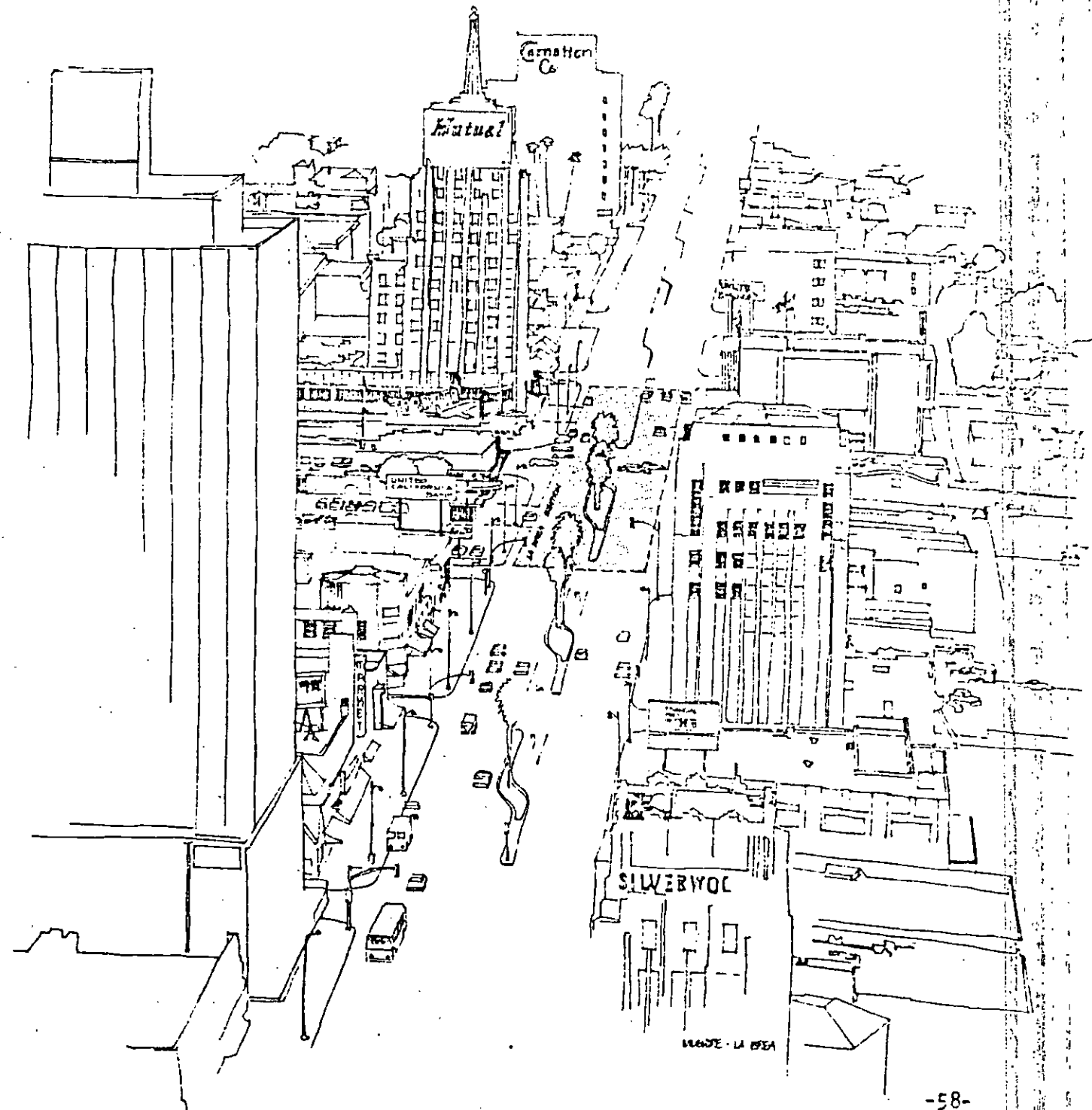


LA BREA AVENUE STATION

Station Description

The LaBrea station is proposed as a cut and cover mezzanine located above ~~the~~ station house. The station is located between Detroit and Sycamore Avenues. The platform located approximately 40 feet below the surface of Wilshire Boulevard would be served by a central fare collection facility located below the LaBrea/Wilshire intersection. The fare collection area would contain a 50 foot wide free area linking pedestrian access corridors below the sidewalk on the north and south frontage of Wilshire Boulevard. The access corridors would join four off-street station entrances on Wilshire.

The station is planned as an on-line facility serving the bordering residential areas and for future expansion of office, retail, and residential uses. Expansion of the off-street entrances onto below-street entry plazas is suggested for the northeast corner of Detroit/Wilshire and the southwest corner of Sycamore/Wilshire; joint development sites 5A and 5C.



AERIAL VIEW ILLUSTRATING LA BREA
STATION LOCATION

SURROUNDING PHYSICAL ELEMENTS

Land Use (FIGURE 5.1)

The LaBrea area forms the eastern terminus of the Miracle Mile commercial district. The segment of Wilshire between LaBrea and Hauser to the west is a heavily developed high density commercial district containing large department stores and medium density older office buildings. The area's regional attraction has been generally in economic decline but it does serve neighborhood retail needs. LaBrea north and south of Wilshire contains arterial commercial uses of low density. There are about 4,200 people employed in the immediate vicinity.

The two prominent buildings at LaBrea/Wilshire are the Mutual of Omaha complex on the northeast corner and the new U.S. Life Bank on the southeast corner. The remaining uses include auto dealerships, banks and service retail. A station located at LaBrea may generate some expansion of commercial and retail uses but presently this is not a prime new development area.

The area is zoned C4-4 along Wilshire, C2-4 on LaBrea north of Wilshire, C2-1 south of Wilshire, R4-4 to the northwest toward the Park LaBrea Towers, R1-1 to the northeast, and R4-1 to the south.

Open Space

The area contains a number of parking lots serving auto dealerships and commercial uses along Wilshire. The two most prominent surface parking areas are located at Detroit and Sycamore Avenues. Both these sites front on the proposed station and would be candidates for joint development should market expansion occur in the area. There is no recreational open space in the immediate vicinity other than Hancock a mile to the west.

Circulation

Pedestrian volumes at the Wilshire/LaBrea area are moderately heavy throughout the day with vehicular volumes heavy in peak and light to moderate at all other times.

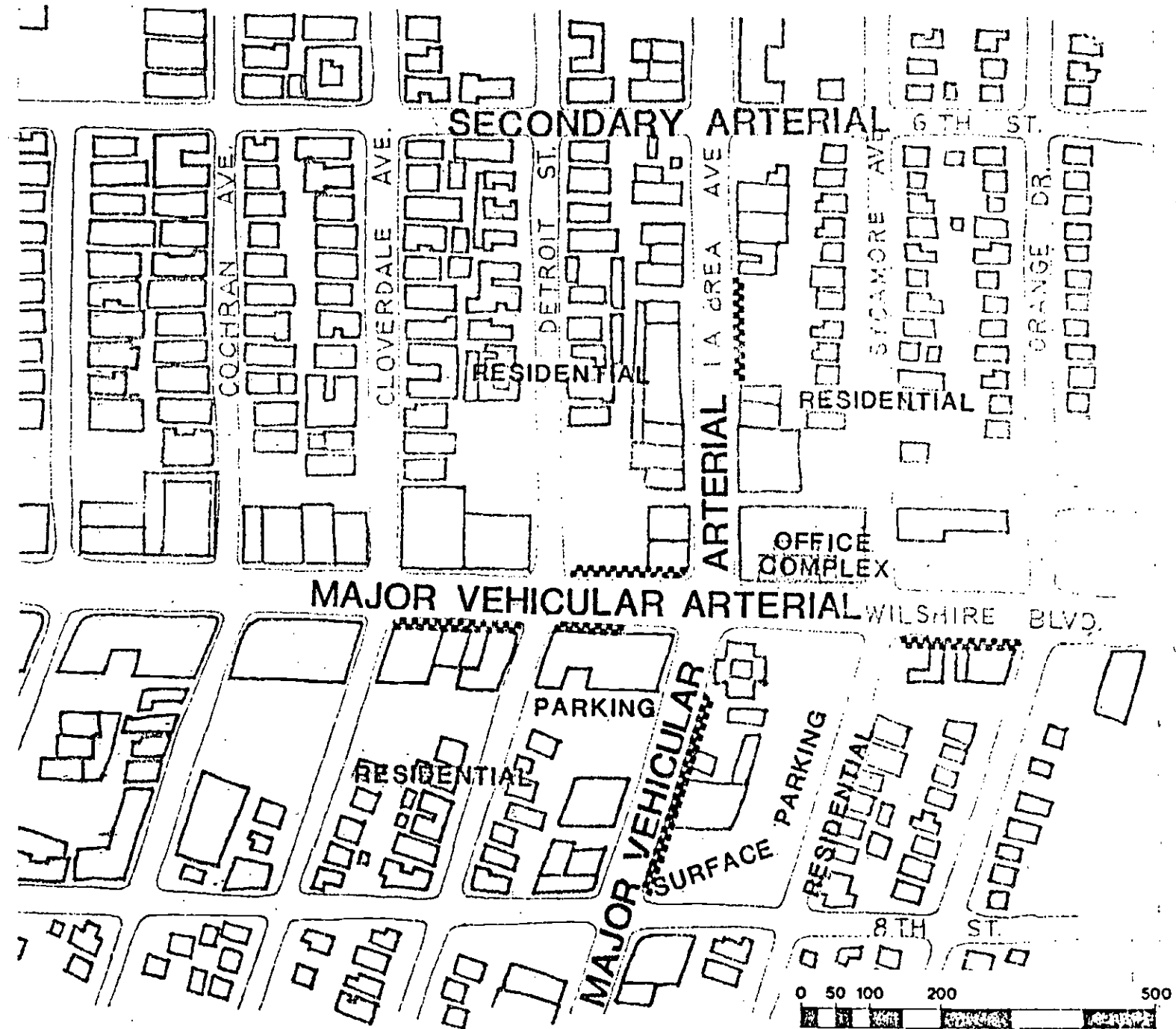
Vehicular access to the site is good on surface streets but inconvenient from the freeway system (Santa Monica Freeway is about two miles to the south).

Pedestrian access to commercial zone to the west is beyond short walking distance.

Wilshire and LaBrea Avenue are both designated as major highways. Both streets are 70 feet wide with left-turn channelization, three lanes in each direction and peak hour stopping restrictions. There is a raised median on Wilshire and left turns are prohibited from Wilshire during peak hours.

A station located at this site is expected to reduce vehicular traffic and increase pedestrian traffic; however, a sizable percentage of transit patrons are expected to arrive by auto.

FIG. 5.1 EXISTING ACTIVITIES



~~~~~ USES SUSCEPTIBLE TO CHANGE AS A RESULT OF: OLDER BUILDING/ TRANSITORY USE/VACANT PROPERTY

## PLANNING ANALYSES

### Planning Influences and Goals

There is no firm planning policy for the LaBrea vicinity. Since the area is generally on the decline, a decision as to the future location of the Wilshire transit line and the north-south link to the airport would add a measure of optimism about the area's commercial viability.

This study assumes an emphasis on neighborhood and service retail would occur in conjunction with residential expansion for the LaBrea/Wilshire area.

The following planning goals are suggested for the area and are related to the preliminary station planning and joint development schemes:

- o Establish community center facility reflecting community goals;
- o Plan for expansion of low-middle income housing on infill and underutilized open space;
- o Plan for some expansion of retail, office and commercial uses related to the neighborhood;
- o Upgrade LaBrea arterial commercial zone with street improvement program;
- o Plan initially for approximately 10,000 square feet of retail and 200 apartment or condominium units and 100,000 square feet of office space.

### Potential Joint Development Sites (Figure 5.2)

Site 5C on the northeast corner of Detroit/Wilshire is on the western end of the proposed station. The site would contain a sunken plaza at the level of the below-street passage to the fare collection area. The site is planned for a high density residential tower with ground floor retail. The property immediately east would be designated for future office expansion and would tie into the station entry plaza. A Kiss/Ride facility would be located below the residential tower at the mezzanine level.

Site 5A extends from Wilshire along Sycamore south to 8th Street. As with Site 5C, this site occupies 100 feet of Wilshire fronting on the proposed station. This site is planned to provide a station entry plaza diagonally opposite Site 5C, both serving below-street access to the station. The rear of the site is also designated for high rise residential along 8th Street with a retail facility at street level and mezzanine level. The site would contain underground parking at the station entry level.

### Related Transportation Elements (Figure 5.3)


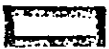



The circulation diagram relates the joint development sites to preferred station access points and bus queuing facilities. Free passage is indicated across Wilshire east and west of LaBrea.

### Conceptual Development Plan (Figure 5.4)

The conceptual development plan for joint development indicates the sunken plaza station entries at the east and west ends of the station with residential towers to the north and south. A pedestrian bridge is shown between an elevated recreation deck on Site 5A to a future station entrance on the southeast corner of Detroit/Wilshire.



FIG. 5.2 POTENTIAL JOINT DEVELOPMENT SITES

-  JOINT DEVELOPMENT SITE
-  TRANSIT STATION
-  PROPOSED RTD LINE
-  BUS ROUTE
-  BUILDING OVER 10 FLOORS

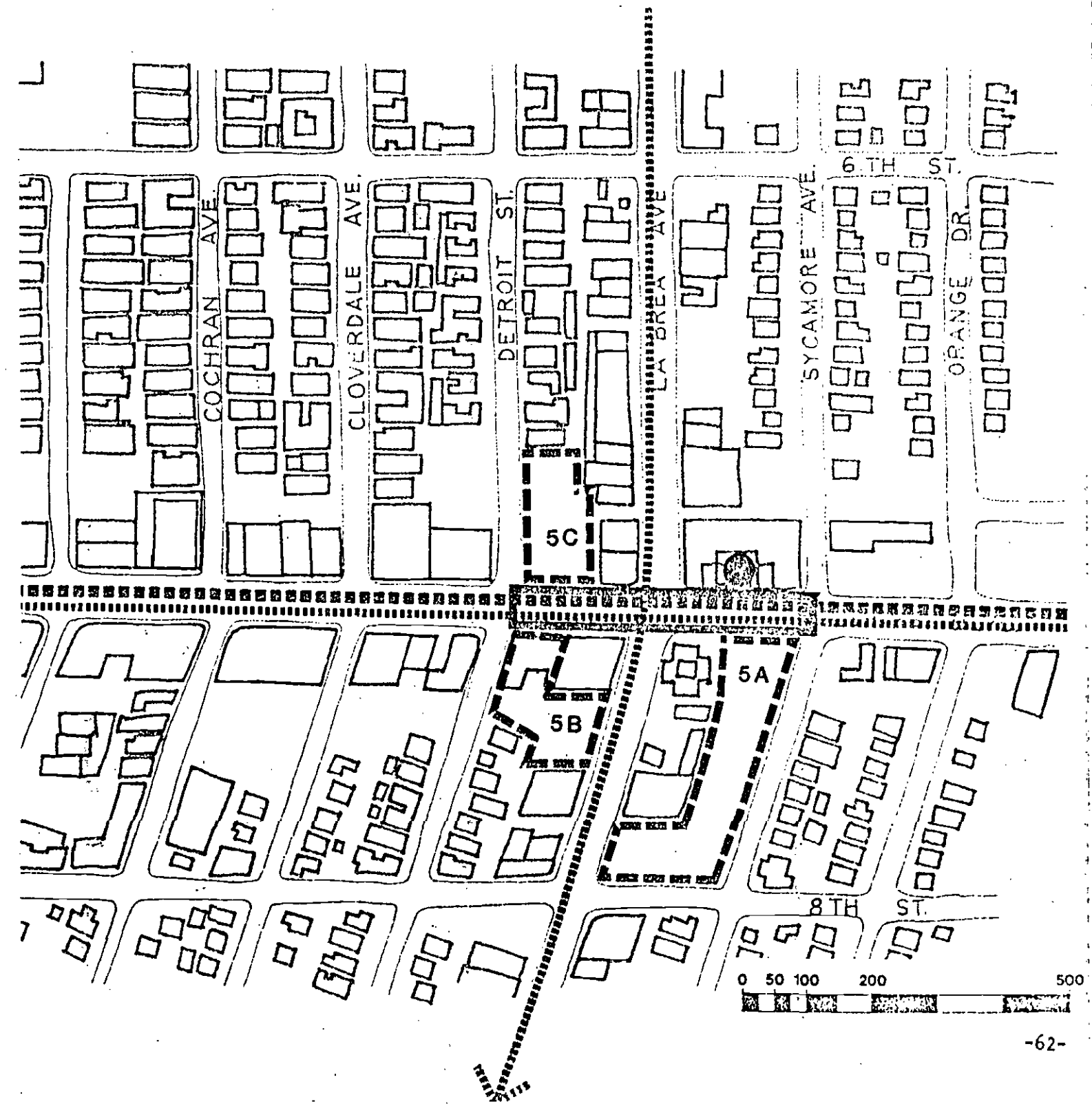
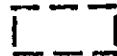

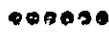
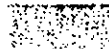




FIG. 5.3 RELATED  
TRANSPORTATION ELEMENTS

-  UNDERGROUND TRANSIT STATION
-  ENTRY TO STATION
-  PEDESTRIAN CONNECTION
-  AUTO PARKING
-  BUS CUEING
-  ACTIVITY GENERATOR

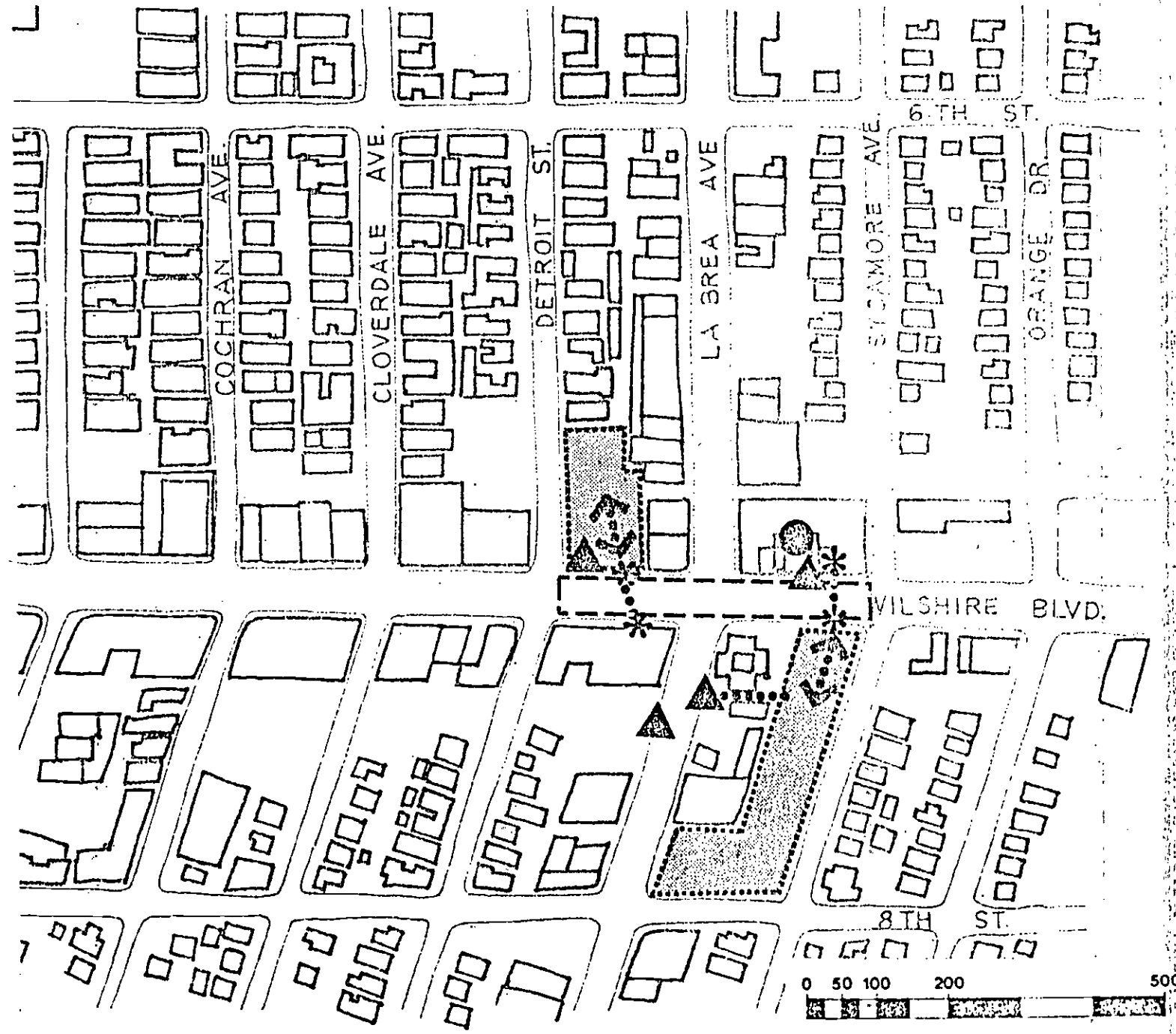
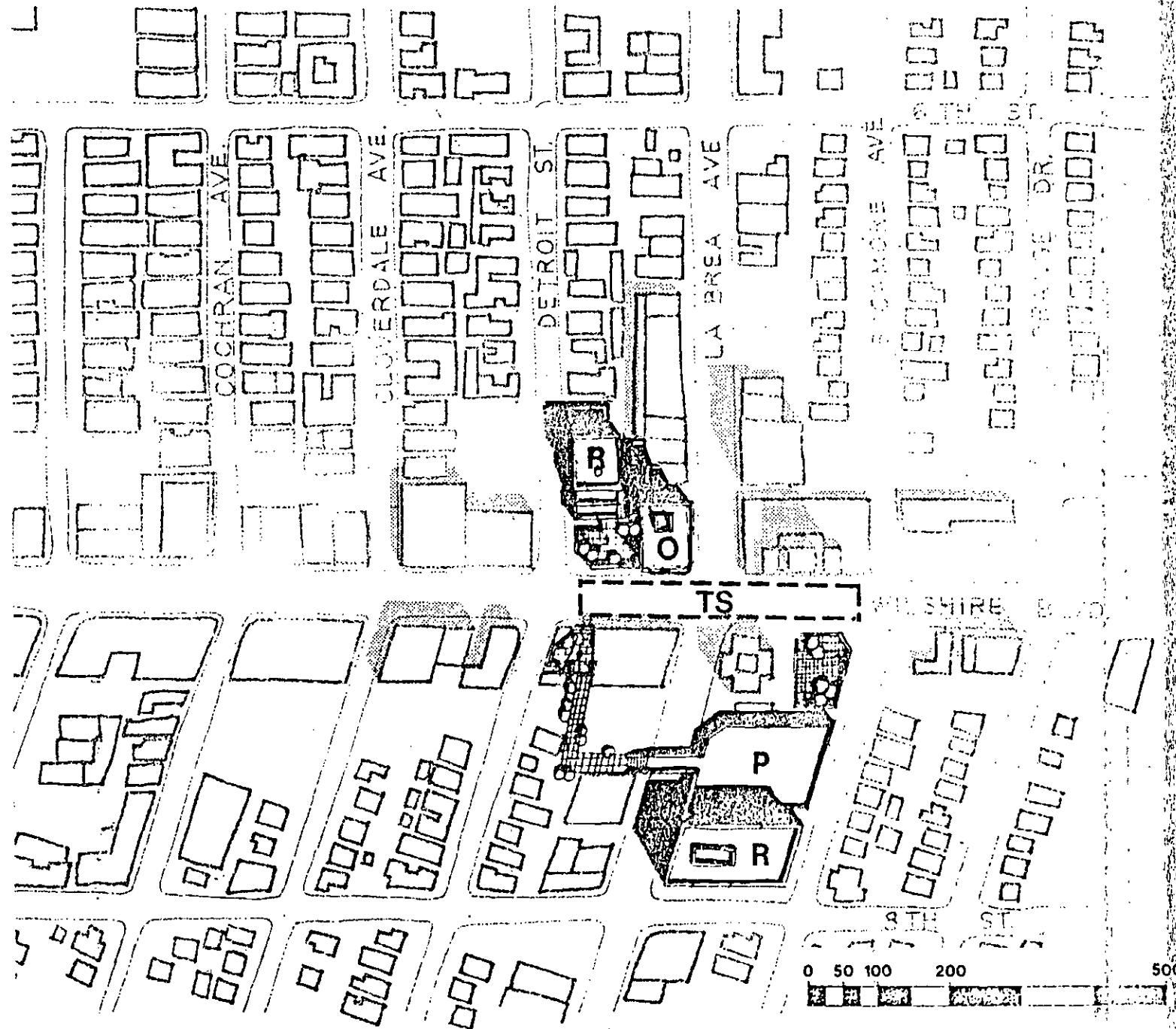


FIG. 5.4 CONCEPTUAL DEVELOPMENT PLAN

- O OFFICE TOWER
- C COMMERCIAL
- P PARKING GARAGE
- R RESIDENTIAL TOWER
- TS TRANSIT STATION



## PROGRAM DEVELOPMENT

### Station Access (Figure 0.2)

Projected 24 hour combined mode entering volume: 12,000  
Projected peak hour entering: 2,500

Projected approach volume indicates that a majority of trips will occur from the west (72%) with 21% occurring from the south.

Sites 5B and 5C are best located to serve as Kiss/Ride facilities with direct station access possible from both sites. Access from Site 5B may require acquisition of an easement from retail or office space along the Wilshire frontage between LaBrea and Detroit.

Site 5A, along Sycamore, south of Wilshire, is located to serve as a decked parking site and joint development as demand for space increases with the transit operation. Traffic from the south would enter this facility from Wilshire, 8th, or Sycamore Streets. The acquisition of Site 5A would involve the relocation of the auto dealership presently occupying this site.

Bus-queuing facilities could occur either in a special curb-side lane north of Wilshire or off-street along the LaBrea frontage of Site 5B south of Wilshire. Buses from the south would que off-street along the east side of LaBrea immediately south of the U.S. Life Savings Bank.

Station access from the bus drop-off would be either from the sidewalk or through a mid-block passage behind U.S. Life and the north side of Site 5A.

Buses from the west would que along the northern edge of Site 5A at Wilshire. The Wilshire frontage of Site 5C would serve as a bus turn-out lane for buses approaching from the east and would provide direct station access from Site 5C.

### Passenger Traffic Requirements

#### Fare Collection

|                              | AM Peak | PM Peak |
|------------------------------|---------|---------|
| Peak Volume/Hr entering      | 2815    | 3185    |
| Agents Required              | 1       | 1       |
| Coinstiles Required          | 6       | 6       |
| Peak Volume/Hr exiting       | 3045    | 3010    |
| Low exit turnstiles required | 3       | 3       |
|                              | AM Peak | PM Peak |

#### Vertical Circulation

|                                                   |   |   |
|---------------------------------------------------|---|---|
| Escalator Units (4' modules)<br>(from each level) | 2 | 2 |
| Stairs                                            | 2 | 2 |
| Elevators or inclined elevator                    | 2 | 2 |

## STATION SOLUTION (Figures 5.5 5.6 5.7)

### Design Concept

#### Pedestrian Connections

Four station access points are provided from each of the four frontages of Wilshire. The station entrances are located in easements off the street and could be expanded to include entry plazas should future development occur on sites 5A and 5C. One access is provided on the north side of Wilshire about 100 feet east of Detroit on site 5C, another is located directly south across Wilshire in an easement in existing commercial frontages. To the east of La Brea, entrances are proposed from the ground floor of the Mutual of Omaha complex on the north side of Wilshire and the parking lot to the south of Wilshire, Site 5A.

The four entrances would lead by escalator to below street access corridors running east and west and serving the central free area directly below La Brea. The corridors would be skylighted from above. The mezzanine free area would contain a centralized station attendants booth, elevator, and automatic ticket changers flanked by banks of turnstiles leading to escalators to the platform below.

### Fare Collection

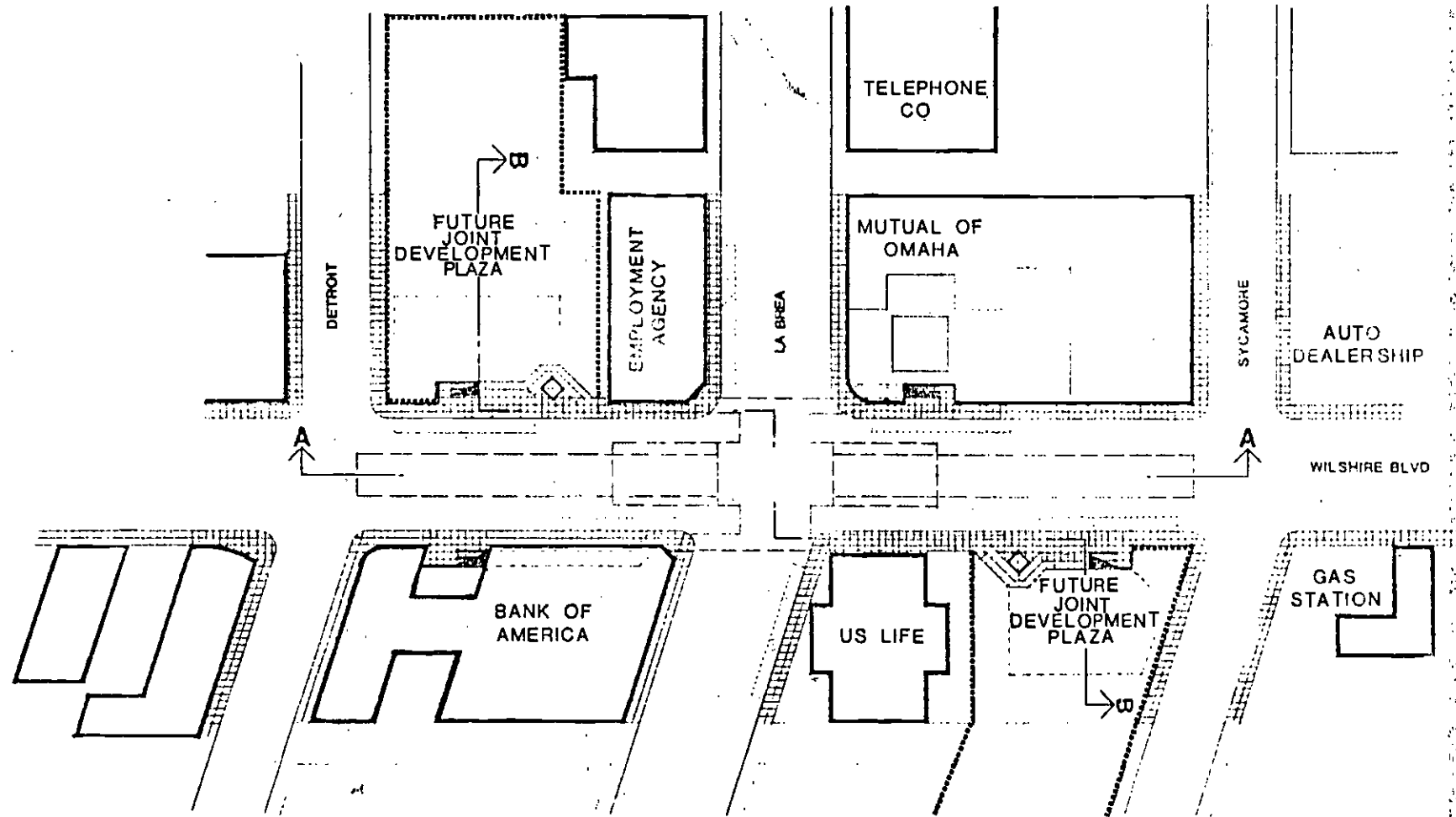
The fare collection facilities would be located at the entry of the central free zone below La Brea. The station attendant facility would serve as information and fare collection for handicapped. An elevator would be incorporated with the central information booth and provide handicapped access to the platform.

The paid areas on either side of the free zone would contain escalator units to the platform and depending on the depth of the track, would overlook the platform below.

### Platform

The platform is 35 feet wide and 500 feet long with escalators and elevators towards the center and emergency exits located at the ends. The exits would lead to the plazas above on off street easements.

FIG. 5.5 STREET LEVEL PLAN



WILSHIRE CORRIDOR  
 STATION 5: LA BREA

KDG  
 KDG  
 KDG

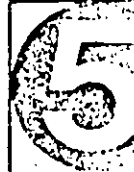
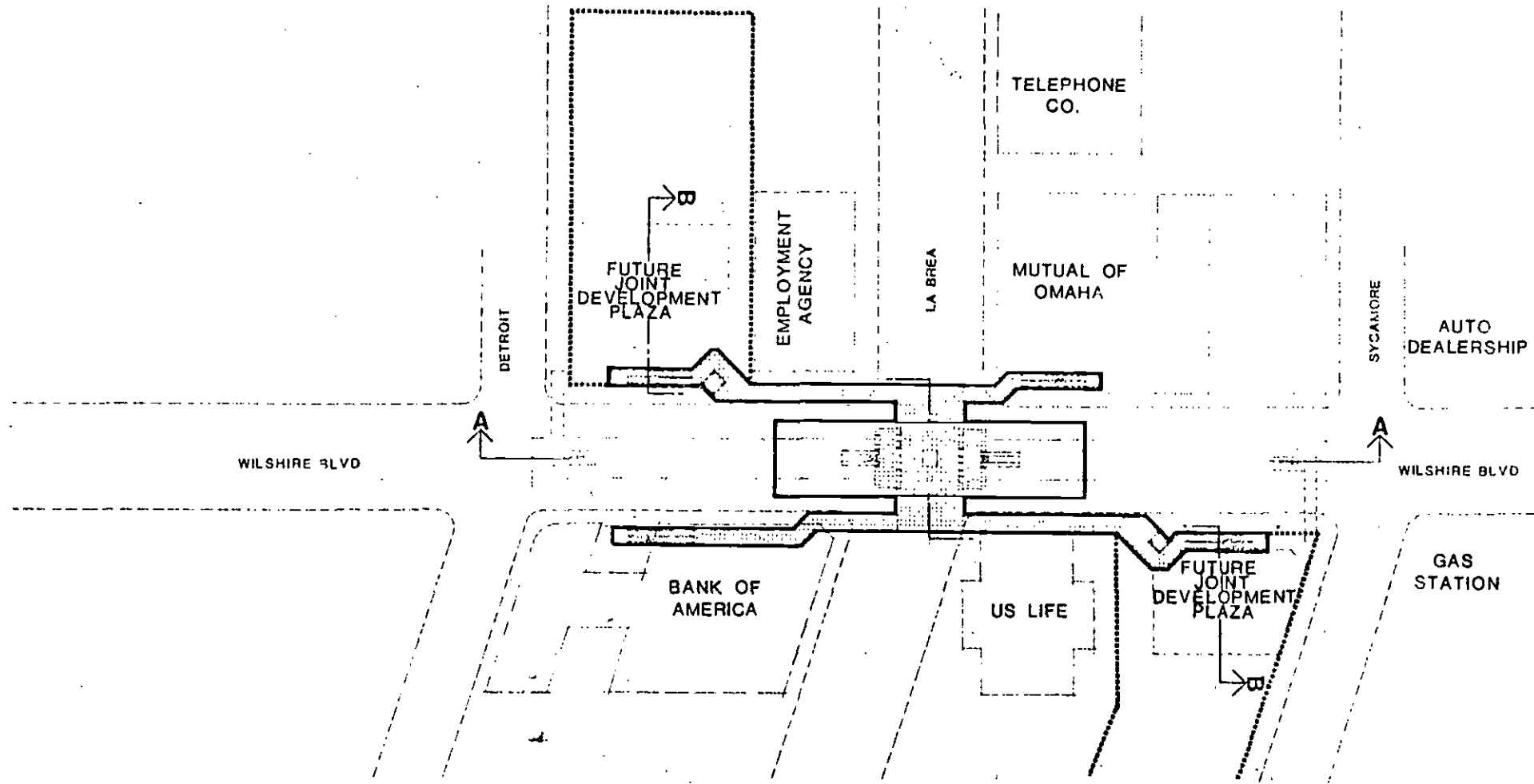


FIG. 5.6 SUBTERRANEAN MEZZANINE PLAN



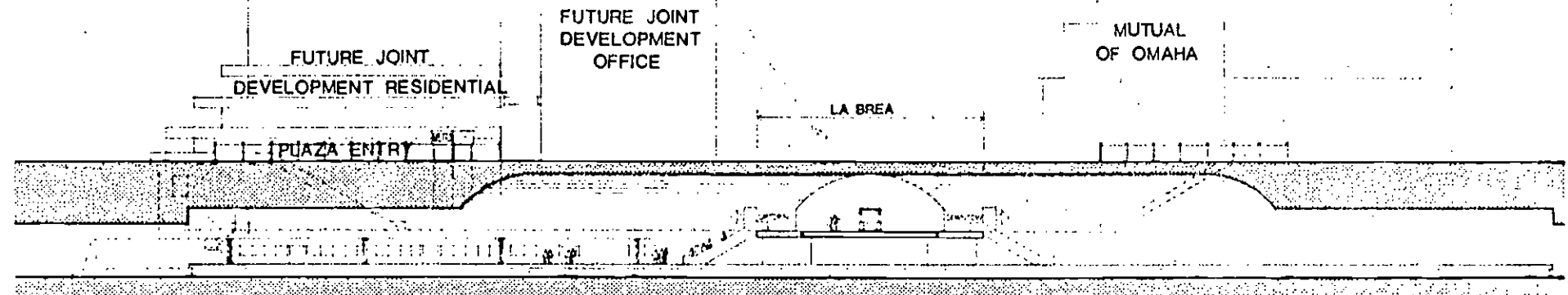
WILSHIRE CORRIDOR  
SUBTERRANEAN MEZZANINE PLAN

STATION 5: LA BREA

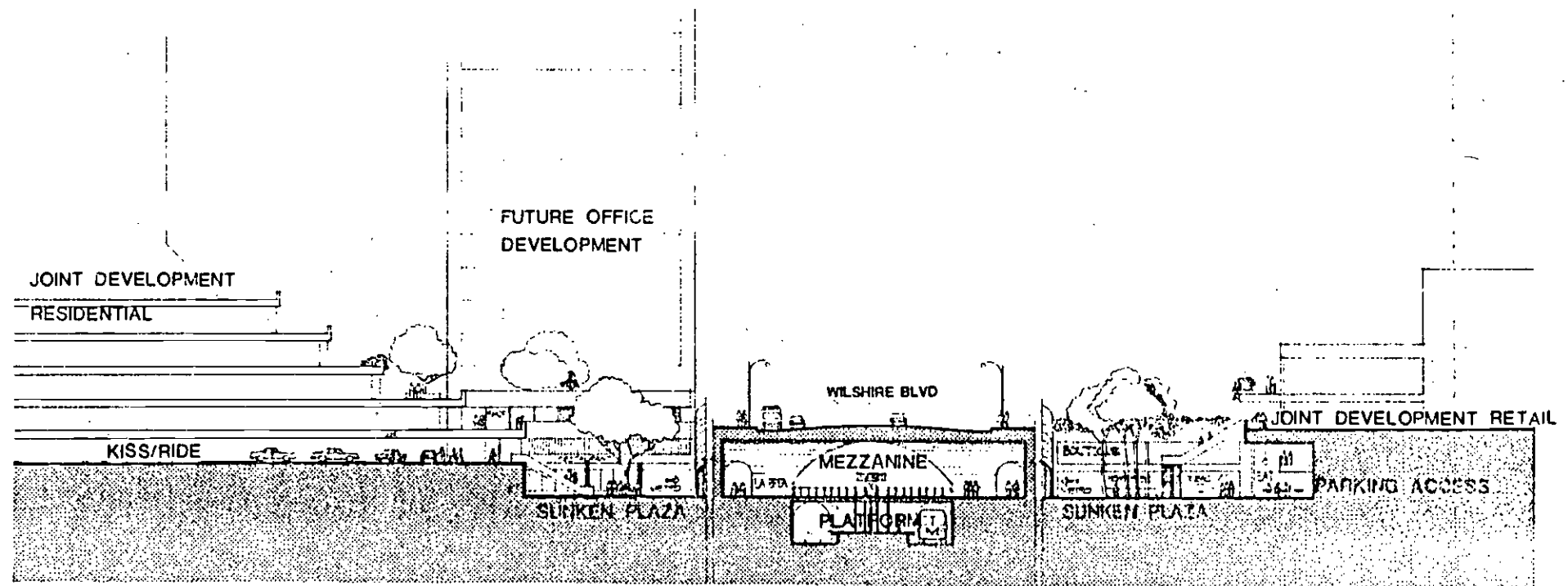
KDG  
Kendall, Dubois and Osh  
architects and planners  
1977



FIG. 5.7 SECTIONS



WILSHIRE SECTION A-A

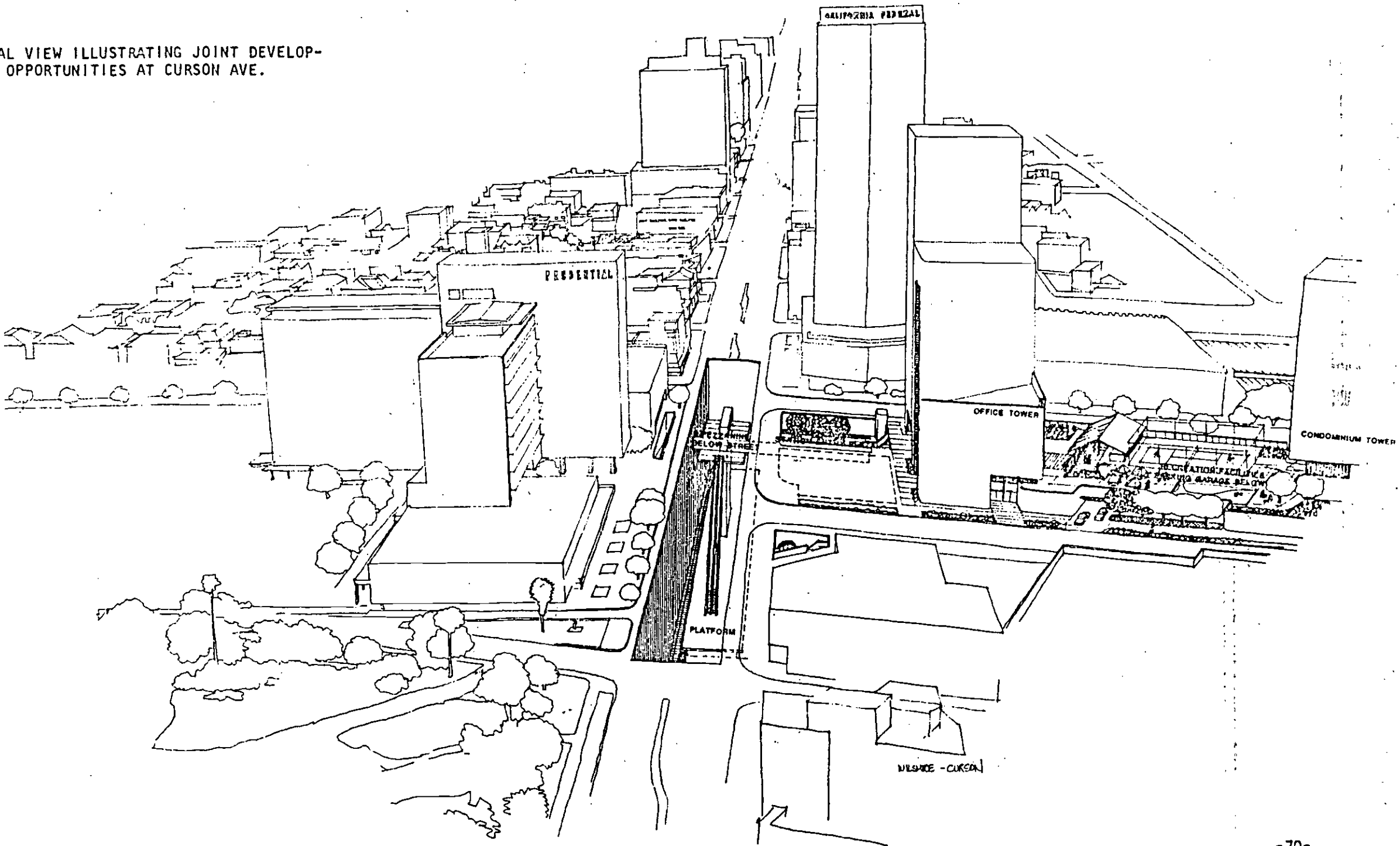


LA BREA SECTION B-B

KDG WILSHIRE CORRIDOR  
STATION 5: LA BREA SECTIONS  
KDG  
Kiss/Ride, Distribution and Queue  
Architecture and Planning  
5



AERIAL VIEW ILLUSTRATING JOINT DEVELOPMENT OPPORTUNITIES AT CURSON AVE.



## CURSON AVENUE STATION

### STATION DESCRIPTION

The Curson Station ~~would consist of~~ <sup>is assumed as</sup> a cut and covered mezzanine outside and above a mined twin tube station house. The station is located between Curson and Masselin Avenues and is comprised of a central mezzanine below street level between the Prudential Complex and the platform which would be located within a tunnel approximately 100 feet below Wilshire. The excessive depth of the platform is due to the unusual soil conditions in the vicinity of the La Brea Tar Pits.

The platform would extend from Sierra Bonita to a line approximately 100 feet east of Masselin Avenue.

The major station entry points would be from the Prudential arcade east of the entry plaza on the north side of Wilshire and from an off-street entry easement on the southwest corner of Masselin/Wilshire. Additional access would be provided from the Wilshire frontage of California Federal east of Masselin.

## SURROUNDING PHYSICAL ELEMENTS

### Land Use (Figure 6.1)

The station is located at the mid-point of the Miracle Mile commercial district and is immediately bounded by the California Federal Office Tower on the southeast and the Prudential Complex to the north. Hancock Park and the Los Angeles County Museum Complex border Curson to the west.

The commercial frontages of Wilshire are backed by large underutilized surface parking lots along 6th and 8th Streets. The Park La Brea residential complex is located one block north along 6th Street and medium to lower density residential areas to the northeast and south.

The most active retail area is at Fairfax Avenue, about one half mile to the west with the May Company and Ohrbach's Complex. Mutual Benefit Life Plaza, the area's most successful new office development, is located between Ogden and Spaulding, four blocks to the west. This development also includes the Greenhouse Restaurant and the museum entrance across Wilshire.

The area is zoned high density commercial along Wilshire and high density residential and parking between 6th and 8th and north of 6th Street and low density residential south of 8th Street.

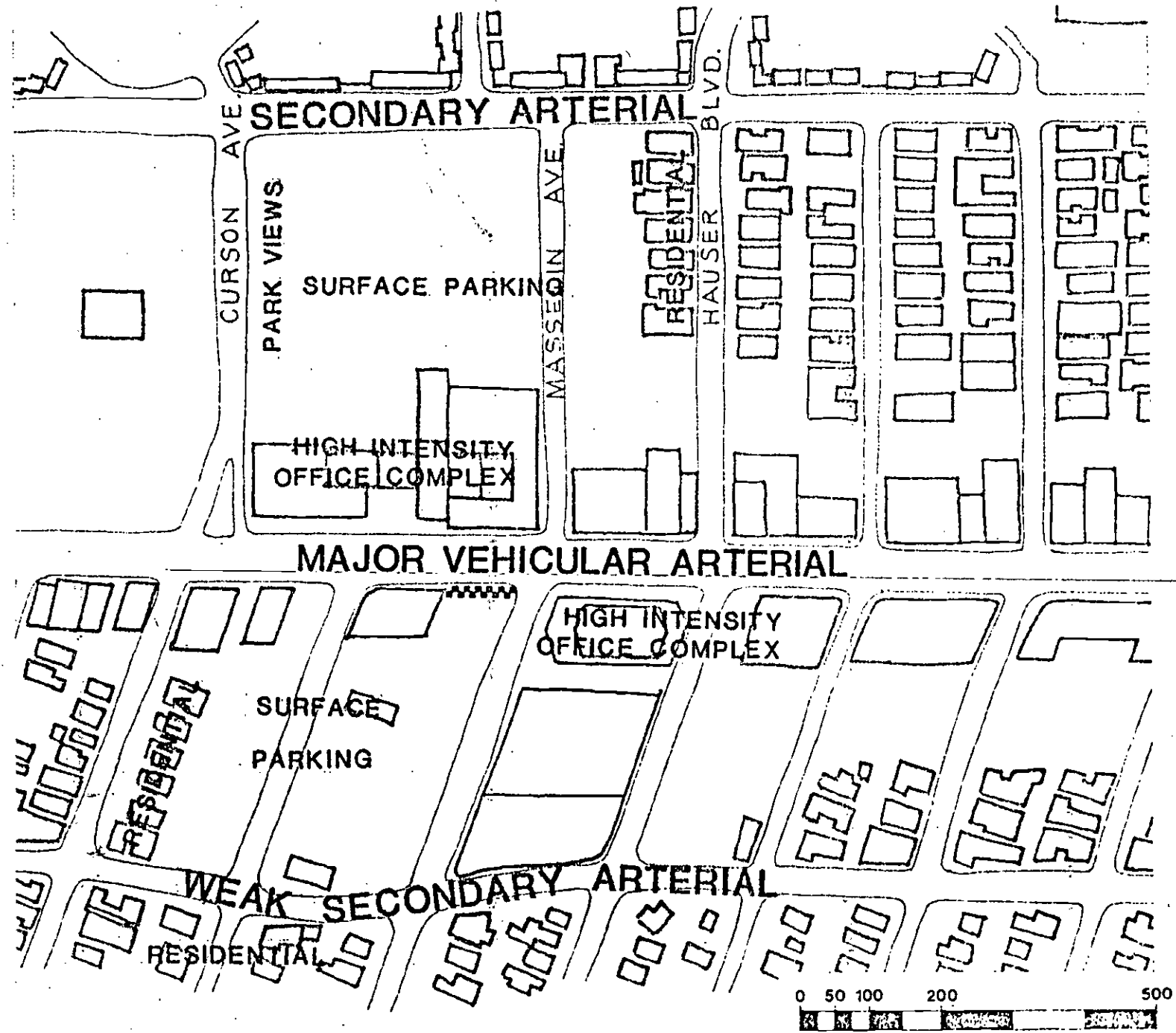
### Open Space

Hancock Park and the California Museum Complex provide the area's most attractive public recreation and cultural facility. The remainder of the open space is occupied by underutilized parking sites, the most prominent of which is a four-acre site south of the Museum between Stanley and Spaulding.

### Circulation

The traffic on Wilshire is heavy during the peak hour and moderate on evenings and weekends. Special events in the California Museum cause additional traffic slow down on occasion along Wilshire. The traffic is usually light on 8th and moderate to heavy on 6th during the peak hour. Pedestrian access in the immediate site area is good. The park/museum complex, Park La Brea Towers and the Miracle Mile shopping area and Mutual Benefit Life Plaza are within a three-minute walk of the proposed station. The area is served by the 353 Wilshire bus line.

FIG. 6.1 EXISTING ACTIVITIES



USES SUSCEPTIBLE TO CHANGE AS A RESULT OF: OLDER BUILDING/ TRANSITORY USE/VACANT PROPERTY

## PLANNING ANALYSES

While both La Brea and Fairfax Avenues are designated as centers in the Wilshire Plan, the siting of a major activity center at the Curson location remains a point of concern. There is a recognized potential for the development of a regional cultural facility with the recent interest by the California Museum to acquire the Prudential property soon to be vacated. But the level of intensity of future development has not been determined.

Other than the Mutual Benefit Life Plaza, the prime office sites are located between Crescent Heights and San Vicente Boulevards to the west. The most viable commercial zone at present is at Fairfax with the May Company and Ohrbach's development. There is potential for commercial expansion at this location with the introduction of the rapid transit system in the immediate area. The location of a transit station at Curson is suggested to provide service to the relatively inaccessible mid-Miracle Mile commercial area with the hopes of economic revitalization of the area and also as a transit alignment consideration. The Curson Station is intended to serve as a track interchange facility between the Wilshire line and the Fairfax line serving Hollywood and the North Hollywood Stations, the theory being that a track radius proceeding on a northwesterly course from Curson below the May Company parking lots between Fairfax and Ogden Drive would involve less disruption and easements through residential areas than would a radius initiated from Fairfax.

The Wilshire line would then proceed west on Fairfax to a terminal station and track substation at San Vicente.

## Planning Goals

The following station area planning goals are suggested for consideration based on a preliminary market survey and Wilshire Plan goals. These general guidelines form the basis for preliminary station planning and the joint development studies at the Curson Station area.

- o Capitalize on the present activity generators of the California Museum Complex and the Mutual Plaza development;
- o Utilize the draw of the May Company/Ohrbach's development to create an eastern anchor site at Curson;
- o Link office expansion at Curson to air rights over the Prudential parking site containing hotel, condominiums and elevated recreation plaza overlooking park;
- o Provide arcade along Curson opposite park to serve as access to Park La Brea residential complex;
- o Plan for retail, office and entertainment complex up to 1,000,000 square feet between the Museum and Massell Avenue;
- o Provide "Gaslight District" type retail development with public square fronting Wilshire opposite the Museum/Park complex;
- o Joint development potential depends on location of transit link to Los Angeles Airport.

### Potential Joint Development Sites (Figure 6.2)

There are four sites under consideration for possible joint development with the station.

Sites 6B between Sierra Bonita and Masselin Avenues are presently underutilized parking areas comprising three acres of land. The sites border Wilshire Boulevard at Sierra Bonita and Masselin and would provide direct station access. The sites also front on 8th Street to the south providing efficient vehicular access off Wilshire. Sites 6B are designated as potential residential sites with station entrances via sunken plazas along the Wilshire frontages and with parking access from 8th Street and Masselin Avenue.

An additional acquisition site is suggested on a portion of the Prudential property fronting Wilshire for a station entry facility below the existing arcade. This entrance would provide access to the station and to the Prudential Complex.

Site 6C is suggested as a future mixed use retail and residential-hotel complex on air rights above the five-acre parking lot.

### Related Transportation Elements (Figure 6.3)

Pedestrian connections are indicated between the potential development sites (parking lots), bus queuing areas and recommended station access points. The pedestrian network would link existing and future activity centers with the transportation system.

Free access is suggested below Wilshire linking sites to the north and south, eliminating pedestrian/traffic conflicts.

### Conceptual Development Plan (Figure 6.4)

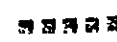

A mixed use development containing an office building on the north and condominium tower on the south is shown on the Masselin site. A station entrance is provided by way of a large plaza along the Wilshire frontage.

The site along Sierra Bonita contains a residential slab with elevated recreation deck also leading to a station entry at Wilshire.

The Prudential site contains a residential and hotel development surrounding a large recreation plaza opening toward the park/museum complex.

A mixed use residential, office and entertainment complex with a public square facing the museum is illustrated for Site 6A west of Curson. The developments on 6A and 6B would be linked by through-block pedestrian walkways.

FIG. 6.2 POTENTIAL JOINT DEVELOPMENT SITES

-  JOINT DEVELOPMENT SITE
-  TRANSIT STATION
-  PROPOSED RTD LINE
-  BUS ROUTE
-  BUILDING OVER 10 FLOORS

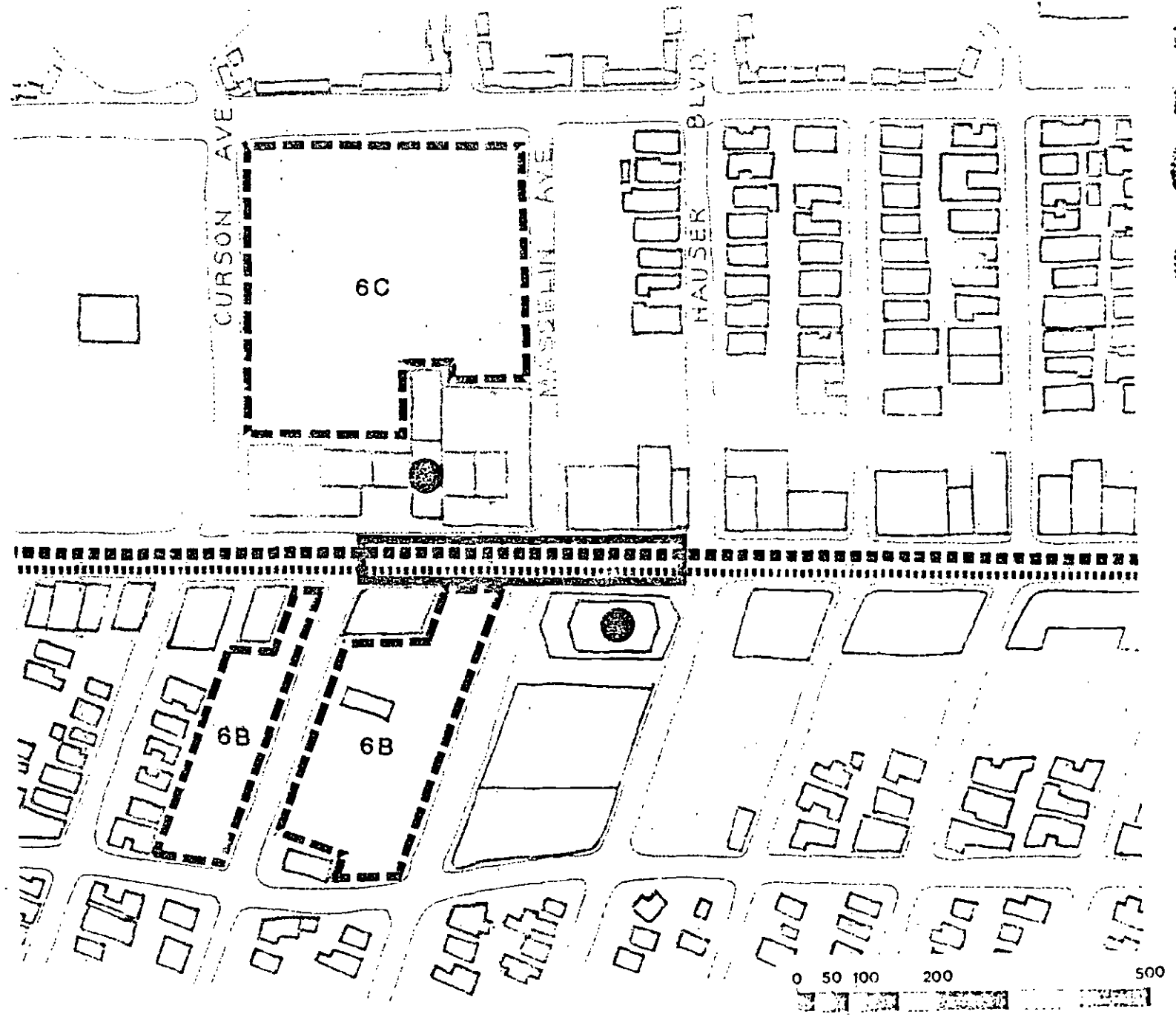



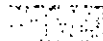




FIG. 6.3 RELATED  
TRANSPORTATION ELEMENTS

-  UNDERGROUND TRANSIT STATION
-  ENTRY TO STATION
-  PEDESTRIAN CONNECTION
-  AUTO PARKING
-  BUS CUEING
-  ACTIVITY GENERATOR

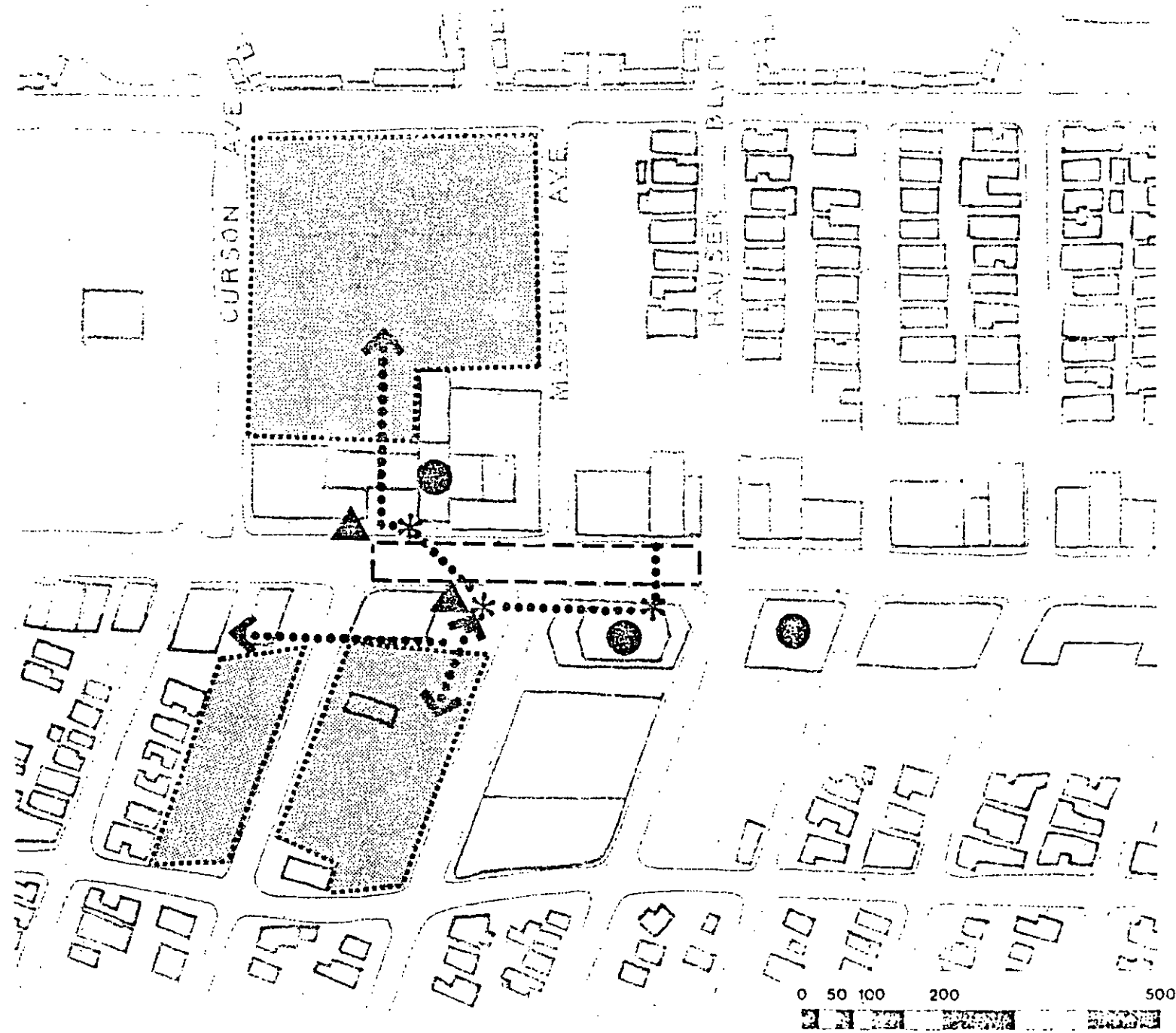




FIG. 6.4 CONCEPTUAL DEVELOPMENT PLAN

- O OFFICE TOWER
- C COMMERCIAL
- P PARKING GARAGE
- R RESIDENTIAL TOWER
- TS TRANSIT STATION



CURSON



## PROGRAM DEVELOPMENT

### Station Access (Figure 0.2)

Projected 24 hour combined mode entering volumes: 8,000  
Projected peak hour entering: 2,250

The greatest number of trips will be generated from the west (83%) with 17% from the east. There is no major vehicular access expected from the north and south; however, substantial pedestrian movement to the station should be expected from the Park La Brea residential development one block north of the station.

Site 6C, the Prudential parking lot, and Site 6B to the south of Wilshire are best located for transit-related facilities. Either site could serve as a Kiss/Ride facility with direct station access via sunken plaza at Site 6B or through the Prudential complex from Site 6C.

The Los Angeles County Museum of Art recently announced that negotiations are underway for the purchase of the Prudential facilities both north and south of Wilshire for use as an expanded Modern Art Museum and Administrative Offices for both the Museum and the County. This acquisition would reinforce the desirability for a station at the Prudential site to serve the Museum facility and joint development which could be sold to private developers on either of the two sites.

Both Sites 6C and 6B are served directly by 6th Street and 8th Street paralleling Wilshire to the north and south.

Bus-queuing would occur along existing bus stops on the north and south sides of Wilshire and could be relocated to station entry points. The sidewalks are wide enough in this area to handle bus passengers providing that the station entry is off street.

### Passenger Traffic Requirements

| <u>Fare Collection</u>            | AM Peak | PM Peak |
|-----------------------------------|---------|---------|
| Peak Volume/Hr entering           | 3000    | 3400    |
| Agents Required                   | 1       | 1       |
| Coinstiles Required               | 6       | 6       |
| Peak Volume/Hr exiting            | 3345    | 3310    |
| Low exit turnstiles required      | 3       | 3       |
| <u>Vertical Circulation</u>       |         |         |
| Escalator units from street       | 3       | 3       |
|                                   | AM Peak | PM Peak |
| Stairs from street                | 1       | 1       |
| Elevators (10'x15') from Platform | 4       | 4       |
| Elevators to street               | 3       | 3       |

## STATION SOLUTION

### Design Concept (Figures 6.5 6.6 6.7)

#### Pedestrian Connections

The two principal pedestrian access points from the street occur by arcade entrance from the Prudential Building on the north and from the off-street escalator and stairs at the Masselin site frontage.

The access from Site 6B at Masselin is planned to encompass a large sunken plaza attached to the office tower site bordering the plaza on the south. Kiss/Ride access would occur through the lower level plaza below the office building site. The entry plaza is also linked by pedestrian corridor below Masselin to an off-street entrance along the Wilshire frontage of the California Federal Complex. This entry would also serve as an emergency egress from the platform.

An additional pedestrian corridor would be located to the west to provide access from an entry court at Sierra Bonita and Wilshire.

#### Fare Collection

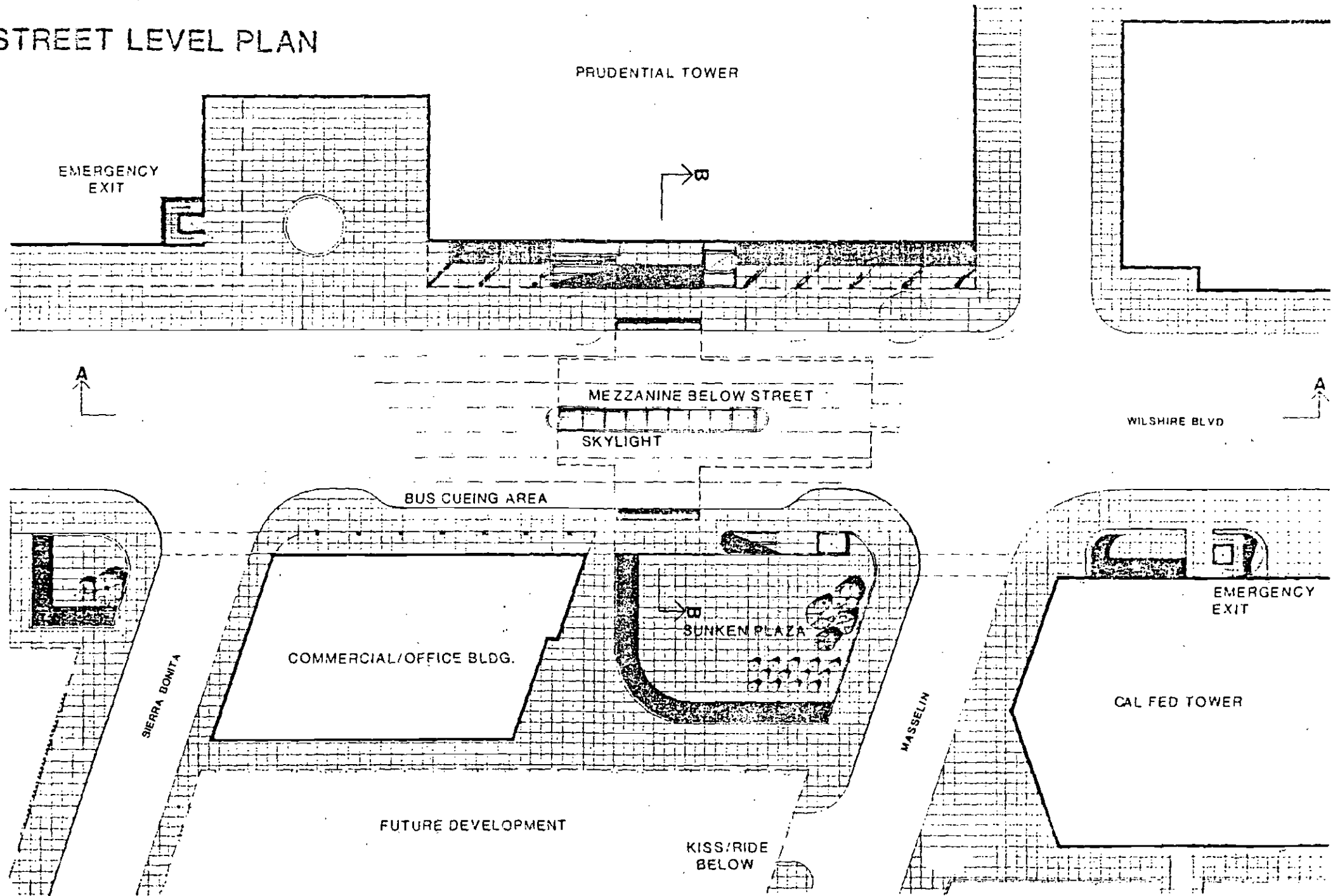
The station entrances would tie into a below-street mezzanine containing a free zone 40 feet wide crossing below Wilshire between Prudential and the plaza to the south. The free area would contain a central station attendant booth and would be flanked by two paid areas with three elevators to the east and one to the west.

The mezzanine would have a skylight along the center line of Wilshire. Automatic ticketing machines would be located at the station entry points.

#### Platform

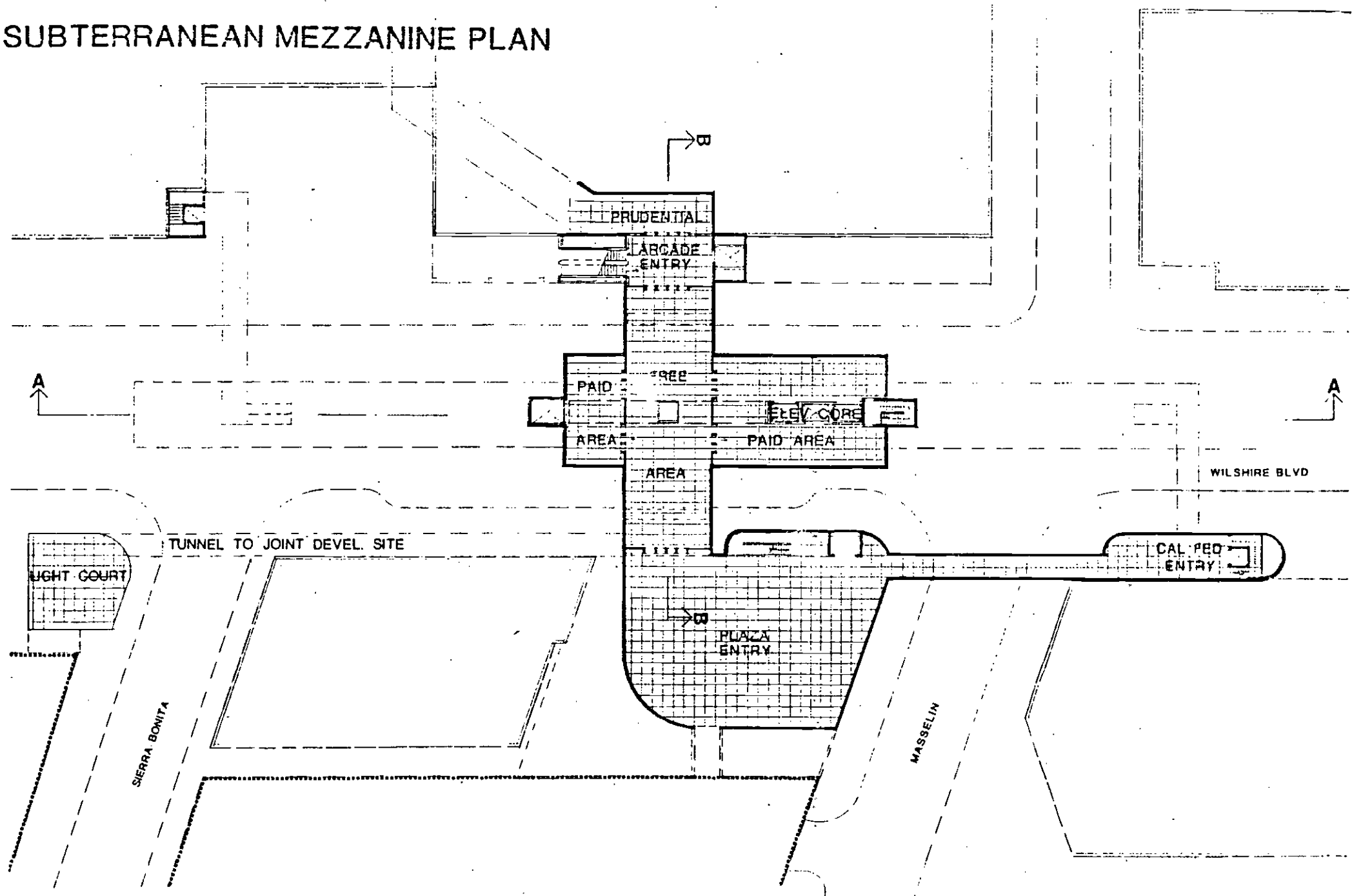
The platform would comprise a 30 foot wide center concourse flanked by side platforms 15 feet wide. It will be served by four large high-speed passenger elevators at the center and two emergency exit facilities at the western and eastern ends leading to the off-street exits at the Prudential Plaza and California Federal entry on Wilshire.

FIG. 6.5 STREET LEVEL PLAN



KDG WILSHIRE CORRIDOR  
STATION 6: CLIFTON  
KDG  
Detailed and final  
General location and building  
plans

FIG. 6.6 SUBTERRANEAN MEZZANINE PLAN



KDG WILSHIRE CORRIDOR  
 STATION 6 CURSOR  
 SUBTERRANEAN MEZZANINE-PLAN

KDG  
 Kiewit, Dickerson and Gann  
 Architects and Planners  
 1000 Wilshire Blvd., Suite 1000  
 Los Angeles, California 90017  
 Telephone: (213) 697-1111

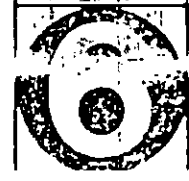
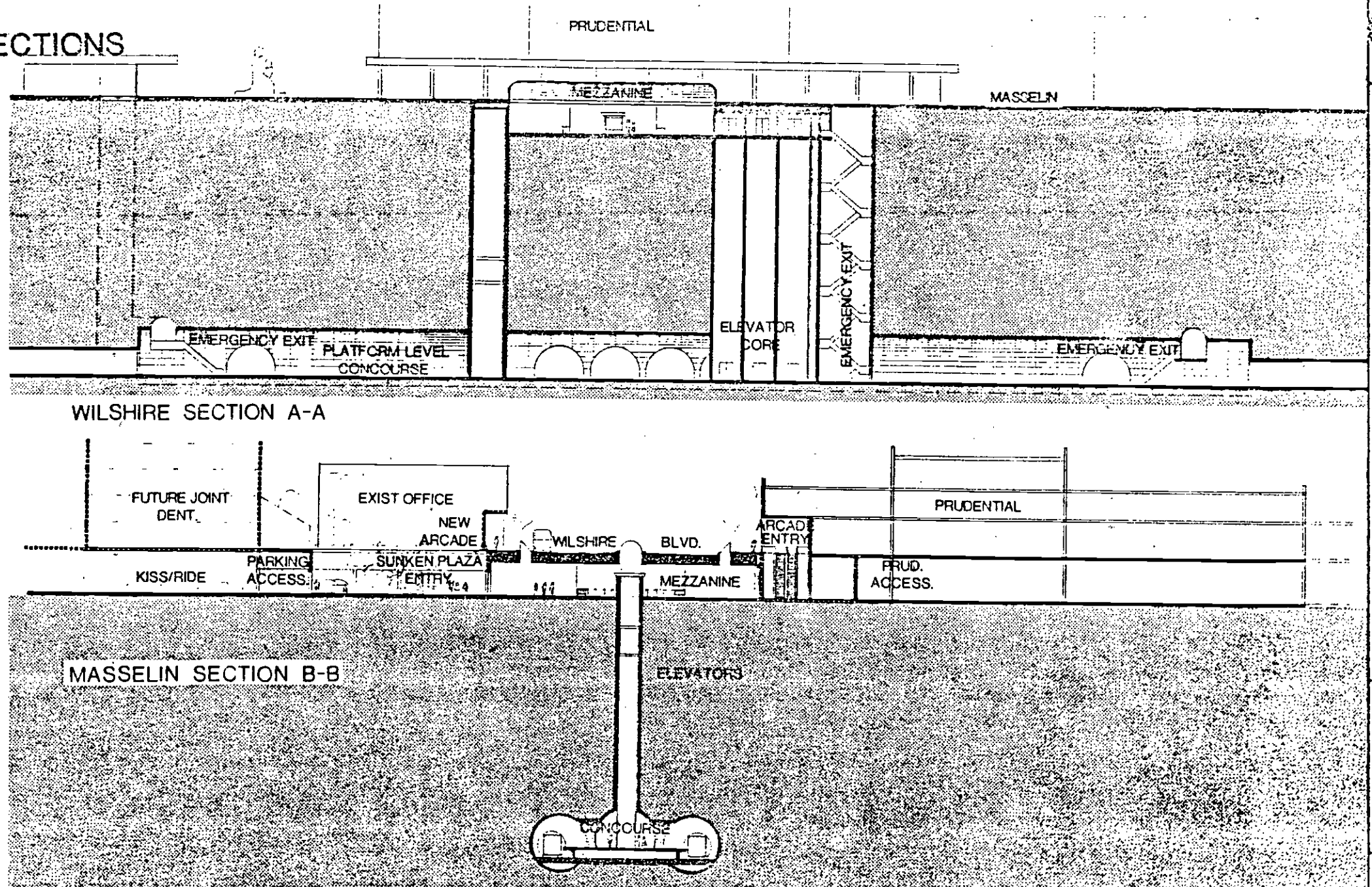


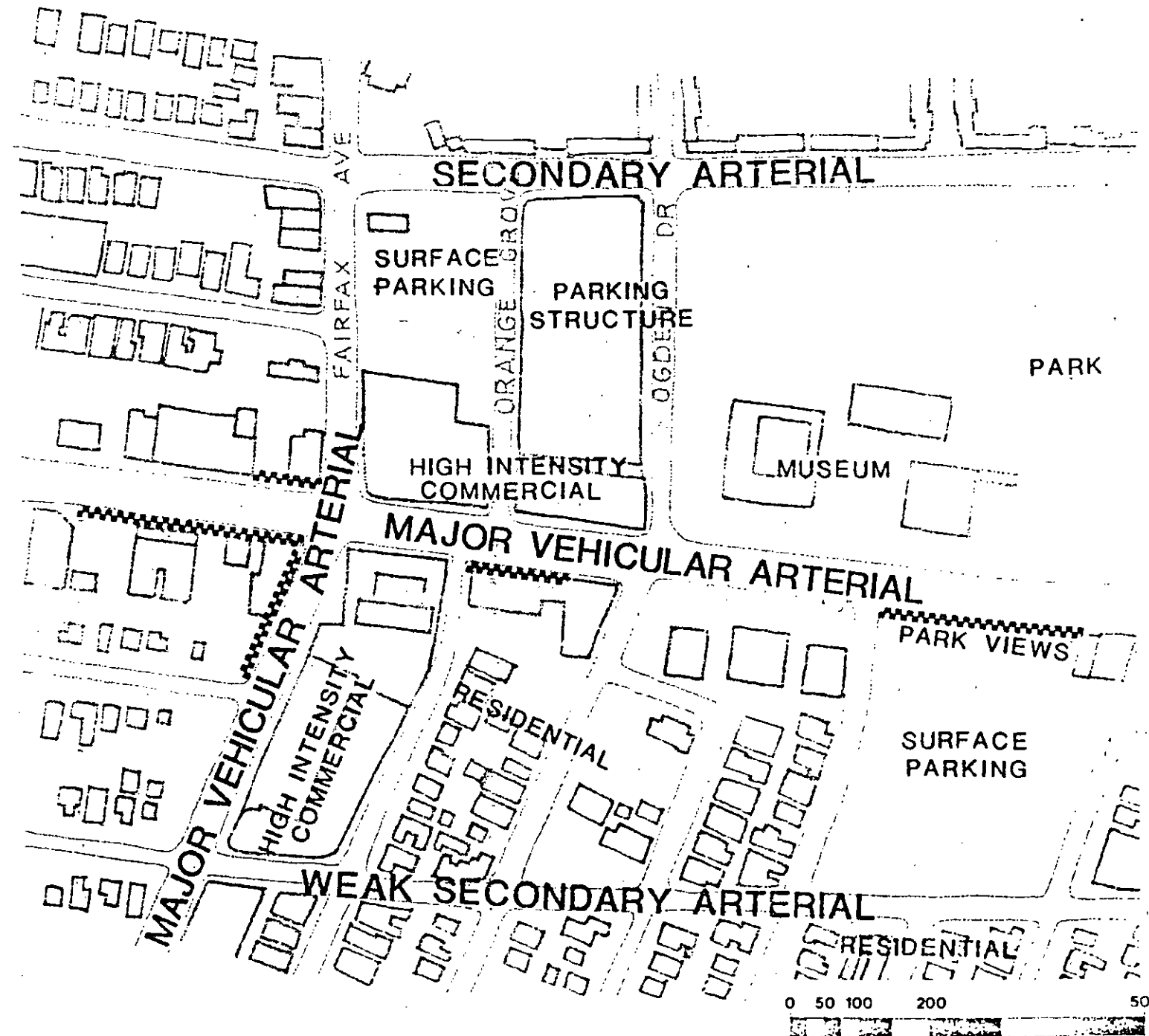
FIG. 6.7 SECTIONS



KDG WILSHIRE CORRIDOR  
 STATION 6 CURSOR SECTIONS



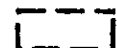
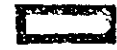



FIG. 7.1 EXSITING ACTIVITIES



USES SUSCEPTIBLE TO CHANGE AS A RESULT OF: OLDER BUILDING/ TRANSITORY USE/VACANT PROPERTY



FIG.7.2 POTENTIAL JOINT DEVELOPMENT SITES

-  JOINT DEVELOPMENT SITE
-  TRANSIT STATION
-  PROPOSED RTD LINE
-  BUS ROUTE
-  BUILDING OVER 10 FLOORS

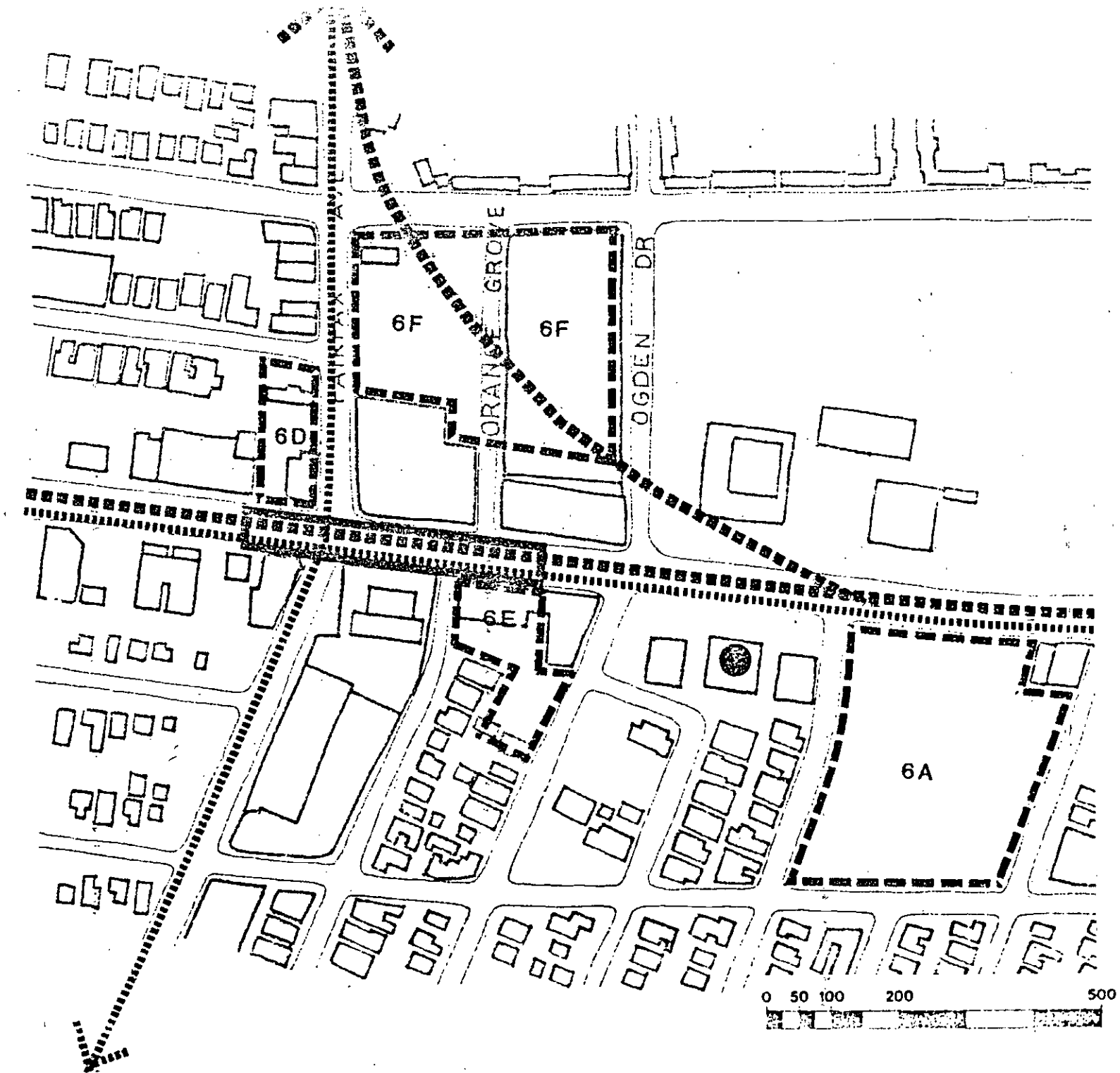










FIG. 7.3 RELATED  
TRANSPORTATION ELEMENTS

-  UNDERGROUND TRANSIT STATION
-  ENTRY TO STATION
-  PEDESTRIAN CONNECTION
-  AUTO PARKING
-  BUS CUEING
-  ACTIVITY GENERATOR

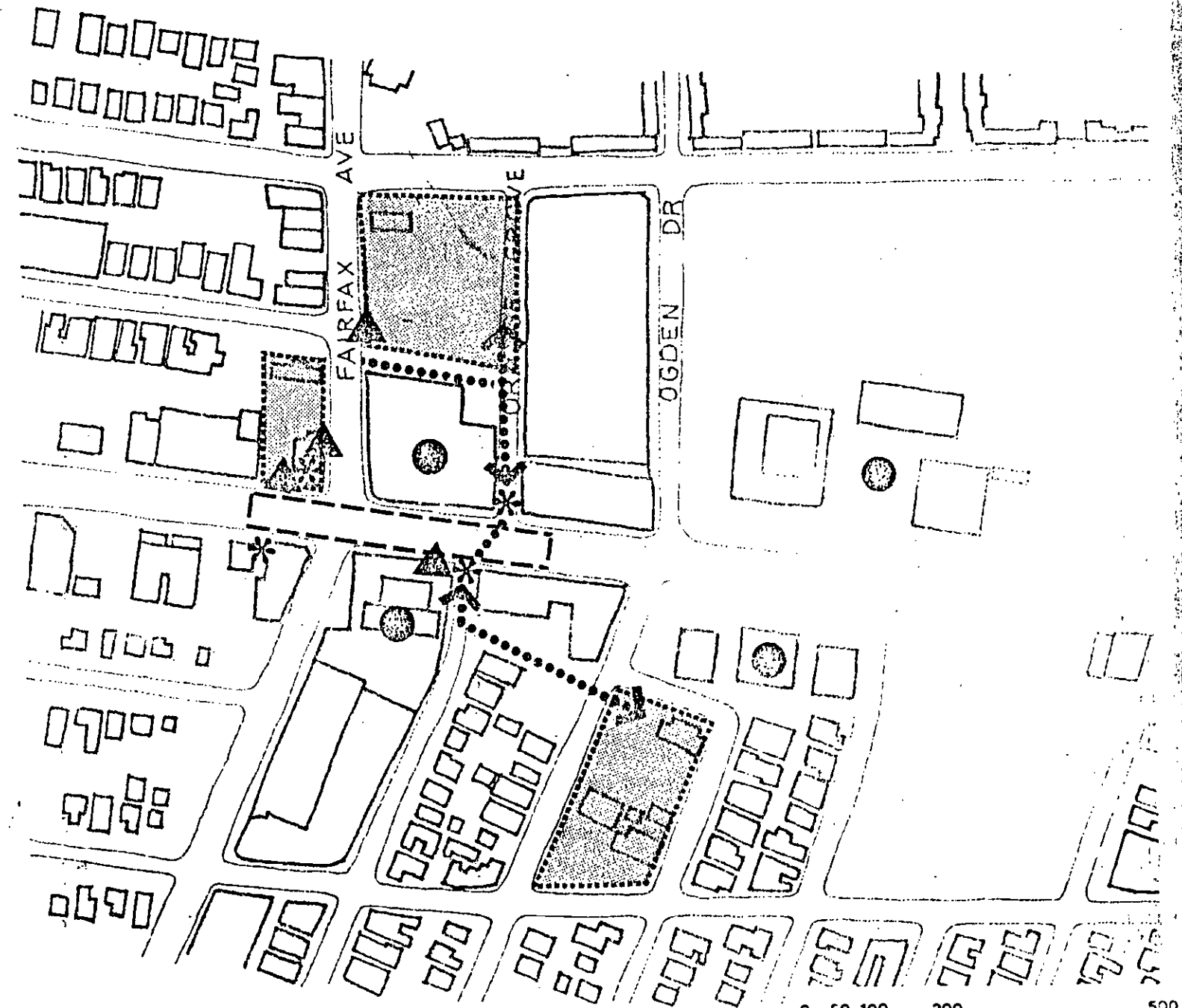
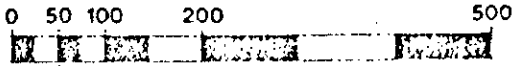
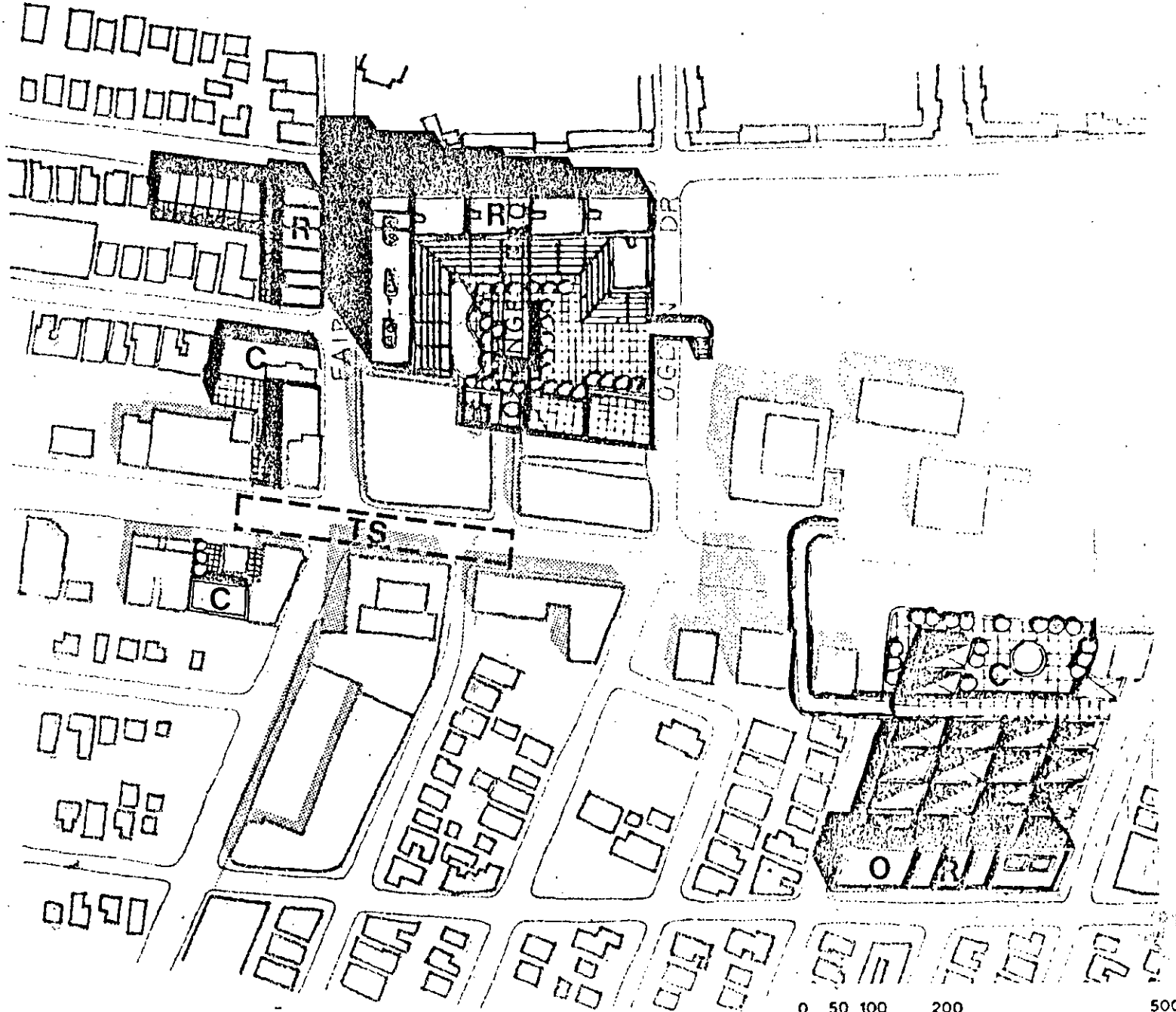


FIG. 7.4 CONCEPTUAL DEVELOPMENT PLAN

- O OFFICE TOWER
- C COMMERCIAL
- P PARKING GARAGE
- R RESIDENTIAL TOWER
- TS TRANSIT STATION



REFERENCE MATERIAL

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Study of Subway Station Design and Construction, DeLew, Cather and Company, Draft Report for U.S. Department of Transportation, August, 1976

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Parking and Traffic Study, Miracle Mile Area, Los Angeles, CA, Wilbur Smith and Associates, 1968

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Westlake Community Plan, L.A. Department of City Planning, September, 1974

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APPENDIX I

LA BREA  
SITE 5C

ALTERNATIVE JOINT USE PROGRAM

| <u>Joint Use</u>                         | <u>Building Area</u>    | <u>Land Area</u> |
|------------------------------------------|-------------------------|------------------|
| Residential Space<br>(Tower) (80x120x15) | 144,000 sq. ft.         | 36,981 sq. ft.   |
| Retail                                   | 14,000 sq. ft.          |                  |
| Transit Entry Plaza                      | (15,000 sq. ft.)        |                  |
| Parking                                  |                         |                  |
| R - 120                                  |                         |                  |
| Retail 28                                |                         |                  |
| Kiss/Ride 50                             |                         |                  |
| Total Parking 198                        | 64,350 sq. ft.          |                  |
| <hr/>                                    |                         |                  |
| Total<br>F.A.R.                          | 222,350 sq. ft.<br>6.01 | 36,981 sq. ft.   |

LA BREA

JOINT DEVELOPERS  
SITE AREAS AND ESTIMATED VALUES

| <u>Site</u>                                             | <u>Area</u>     | <u>Cost</u><br><u>(X 1,000,000) / (\$/sq. ft.)</u> | <u>(Factor)</u> |
|---------------------------------------------------------|-----------------|----------------------------------------------------|-----------------|
| (5A) Bounded by<br>Wilshire, Sycamore and<br>8th Street | 93,211 sq. ft.  | (\$ .8503) / (\$9.12/sq. ft.)                      | (1.2)           |
| (5C) N.E. Corner of<br>Detroit and Wilshire             | 36,981 sq. ft.  | (\$ .4654) / (\$12.58/sq. ft.)                     | (1.2)           |
| <hr/>                                                   |                 |                                                    |                 |
| Total                                                   | 130,192 sq. ft. | (\$1.315)                                          | (1.2)           |
| Estimated Cost of<br>Acquisition                        |                 | (\$1.578)                                          |                 |

NORMANDIE

JOINT DEVELOPMENT  
SITE AREAS AND ESTIMATED VALUES

| Site                                                               | Area                  | Cost<br>(X 1,000,000) / | (\$/sq.ft.)             | (Factor) |
|--------------------------------------------------------------------|-----------------------|-------------------------|-------------------------|----------|
| (3B) Bounded by Wilshire,<br>on North and Normandie<br>on the East | 64,860 sq. ft.        | (\$ .918) /             | (\$14.15/sq.ft.)        | (2.2)    |
| (3Dw) Bounded by<br>Moriposo, 6th St. and<br>Alexandria            | 67,082 sq.ft.         | (\$ .710) /             | (\$10.58/sq.ft.)        | (2.2)    |
| (3De) Bounded by<br>Alexandria, 6th, and<br>Kenmore                | <u>155,892 sq.ft.</u> | <u>(\$2.247) /</u>      | <u>(\$14.41/sq.ft.)</u> | (2.2)    |
| Total                                                              | 287,834 sq.ft.        | (\$3.875)               |                         | (2.2)    |
| Estimated Cost of<br>Acquisition                                   |                       | (\$8.52)                |                         |          |

NORMANDIE  
SITE 3B

ALTERNATIVE JOINT USE PROGRAM

| <u>Joint Use</u>                  | <u>Building Area</u>    | <u>Land Area</u> |
|-----------------------------------|-------------------------|------------------|
| Total Retail                      | 117,150 sq. ft.         | 64,860 sq. ft.   |
| Residential                       |                         |                  |
| Tower<br>(150)                    | 189,000 sq. ft.         |                  |
| Plaza                             |                         |                  |
| Entry to Station<br>31,400 + 5750 | 37,500 sq. ft.          |                  |
| Parking                           |                         |                  |
| Existing (120)                    |                         |                  |
| Retail (117)                      |                         |                  |
| Residential (150)                 |                         |                  |
| Kiss/Ride 46                      |                         |                  |
| Total 412 3@ 44000                | 133,200 sq. ft.         |                  |
| <hr/>                             |                         |                  |
| Total<br>F.A.R.                   | 476,850 sq. ft.<br>7.35 | 64,860 sq. ft.   |



NORMANDIE  
3Dw

ALTERNATIVE JOINT USE PROGRAM

| Joint Use                        | Building Area   | Land Area      |
|----------------------------------|-----------------|----------------|
| Residential                      | 294,000 sq. ft. | 67,082         |
| Tower<br>245 Units @ 1200        |                 |                |
| Townhouse<br>15 @ 1500           | 22,400 sq. ft.  |                |
| Retail at Street                 | 22,400 sq. ft.  |                |
| Parking                          |                 |                |
| Existing (160)                   |                 |                |
| Residential (260)                |                 |                |
| Retail (22)                      |                 |                |
| Total 442                        |                 |                |
| Use 2 levels<br>@ 62,350 sq. ft. | 124,700 sq. ft. |                |
| Total                            | 463,500 sq. ft. | 67,082 sq. ft. |
| F.A.R.                           | 6.9             |                |

NORMANDIE  
SITE 3De

ALTERNATIVE JOINT USE PROGRAM

| <u>Joint Use</u>                             | <u>Building Area</u>    | <u>Land Area</u> |
|----------------------------------------------|-------------------------|------------------|
| Total Residential (400 units)<br>(70x400x15) | 480,00 sq. ft.          | 155,892 sq. ft.  |
| Total Retail                                 | 24,800 sq. ft.          |                  |
| Parking                                      |                         |                  |
| Existing (285)                               |                         |                  |
| Residential (400)                            |                         |                  |
| Retail (24)                                  |                         |                  |
| Total 609                                    | 248,000 sq. ft.         |                  |
| <hr/>                                        |                         |                  |
| Total<br>F.A.R.                              | 752,800 sq. ft.<br>4.82 | 155,892 sq. ft.  |

WILSHIRE CORRIDOR  
ALVARADO  
SITE IF

---

ALTERNATIVE JOINT USE PROGRAM

| <u>Joint Use</u>                      | <u>Building Area</u>        | <u>Land Area</u>      |
|---------------------------------------|-----------------------------|-----------------------|
| Residential Slabs                     | 445,900 sq. ft. (250 units) | 161,660 sq. ft.       |
| Retail in Ground Floor                | 38,500 sq. ft.              |                       |
| Residential Plaza<br>Recreation Space | (32,400) sq. ft.            |                       |
| Transit Entry Plaza                   | (19,600) sq. ft.            |                       |
| Parking Res. 500                      | 175,500 sq. ft.             |                       |
| Parking Transit 90                    |                             |                       |
| Total                                 | <hr/> 659,900 sq. ft.       | <hr/> 161,600 sq. ft. |
| F.A.R.                                | 4.08                        |                       |

WILSHIRE CORRIDOR  
ALVARADO

JOINT DEVELOPMENT  
SITE AREA AND ESTIMATED VALUE

| Site                                                                        | Area                 | Cost<br>(X 1,000,000) | / (\$/Sq.Ft.)           | (Factor) |
|-----------------------------------------------------------------------------|----------------------|-----------------------|-------------------------|----------|
| (IF) Bounded by Wilshire,<br>Westlake, 6th Street and<br>Bonnie Broe        | 161,660 sq.ft.       | (\$1.715)             | / (\$10.69/sq.ft.)      | (1.8)    |
| (IA and IB) Bounded by<br>Wilshire, Bonnie Broe,<br>7th Street and Westlake | 130,756 sq.ft.       | (\$1.482)             | / (\$11.33/sq.ft.)      | (1.3)    |
| (IB and IC) Bounded by<br>Alvarado and Westlake<br>Mid-block through lot    | <u>81,500 sq.ft.</u> | <u>(\$ .930)</u>      | <u>(\$11.41/sq.ft.)</u> | (1.8)    |
| Total                                                                       | 373,916 sq.ft.       | (\$4.127) million     |                         | (1.3)    |
| Estimated Cost of<br>Acquisition                                            |                      | \$7.42                |                         |          |

ALVARADO  
SITES IA and IB

ALTERNATIVE JOINT USE PROGRAM

| <u>Joint Use</u>            | <u>Building Area</u>                  | <u>Land Area</u> |
|-----------------------------|---------------------------------------|------------------|
| <u>Residential</u>          |                                       |                  |
| Tower (275)                 | 330,750 sq. ft.                       | 130,756 sq. ft.  |
| Townhouse (60)<br>60 x 1500 | 90,000 sq. ft.                        |                  |
| Total Sq. Ft.<br>Units      | <u>420,000 sq. ft.</u><br>(335 units) |                  |
| Office Space<br>6 x 14,400  | <u>86,400 sq. ft.</u>                 |                  |
| Retail in Office            | <u>14,400 sq. ft.</u>                 |                  |
| Community Facility          | <u>21,500 sq. ft.</u>                 |                  |
| Parking                     |                                       |                  |
| Office and Retail (175)     |                                       |                  |
| Residential (280)           |                                       |                  |
| Kiss/Ride (40)              |                                       |                  |
| Total (495)                 | <u>160,875 sq. ft.</u>                |                  |
| Transit Entry               | 8,400 sq. ft.                         |                  |
| Total Mixed Use             | 713,175 sq. ft.                       | 130,756 sq. ft.  |

ALVARADO  
SITES 1C and 1D

ALTERNATIVE JOINT USE PROGRAM

| <u>Joint Use</u>       | <u>Building Area</u> | <u>Land Area</u> |
|------------------------|----------------------|------------------|
| (1) Community Facility | 40,000 sq. ft.       | 81,500 sq. ft.   |
| Multi-use Space        | 40,000 sq. ft.       |                  |
| Retail Stores          | 25,000 sq. ft.       |                  |
| Public Square          | ( 20,000) sq. ft.    |                  |
| Parking 250 spaces     | 81,500 sq. ft.       |                  |
| Total                  | 206,500 sq. ft.      | 81,500 sq. ft.   |
| F.A.R.                 | 2.53                 |                  |

CURSON

JOINT DEVELOPMENT  
SITE AREAS AND ESTIMATED VALUES

| Site                                                                     | Area           | Cost<br>(X 1,000,000) | / | (\$/sq.ft.)      | (Factor) |
|--------------------------------------------------------------------------|----------------|-----------------------|---|------------------|----------|
| (6Bw) Bounded by Wilshire,<br>Sierra Bonita and 8th St.                  | 78,230 sq.ft.  | (\$ .6596)            | / | (\$8.43/sq.ft.)  | (1.5)    |
| (6Be) Bounded by Sierra Bonita,<br>Wilshire, Masselin and 8th Street     | 140,085 sq.ft. | (\$ .9909)            | / | (\$7.07/sq.ft.)  | (1.5)    |
| (6C) (Prudential)<br>Bounded by 6th St, Masselia,<br>Wilshire and Curson | 467,703 sq.ft. | (\$2.232)             | / |                  |          |
| (6A) Bounded by Wilshire,<br>Stanley, 8th and Spaulding                  | 150,066        | (\$2.604)             | / | (\$10.41/sq.ft.) | (1.5)    |
| Total                                                                    | 936,084 sq.ft. | (\$6.486)             | / |                  | (1.5)    |
| Estimated Cost of<br>Acquisition                                         |                | (\$9.729)             |   |                  |          |

CURSON  
SITE 68e

ALTERNATIVE JOINT USE PROGRAM

| <u>Joint Use</u>                      | <u>Building Area</u>  | <u>Land Area</u> |
|---------------------------------------|-----------------------|------------------|
| Commercial Office<br>280x100x25       | 700,000 sq. ft.       | 149,085 sq. ft.  |
| Retail Office Space                   | 30,000 sq. ft.        |                  |
| Residential<br>(110x180x20) 275 Units | 330,000 sq. ft.       |                  |
| Transit Entry Plaza                   | 14,400 sq. ft.        |                  |
| Parking                               |                       |                  |
| Office            700                 |                       |                  |
| Residential      275                  |                       |                  |
| Kiss/Ride        50                   |                       |                  |
| <u>1025</u>                           |                       |                  |
|                                       | 280,000 (861) sq. ft. |                  |
| <hr/>                                 |                       |                  |
| Total                                 | 1,354,400 sq. ft.     | 140,085 sq. ft.  |
| F.A.R.                                | 9.66 sq. ft.          |                  |



CURSON  
SITE 5Bw

ALTERNATIVE JOINT USE PROGRAM

| Joint Use     |     | Building Area   | Land Area      |
|---------------|-----|-----------------|----------------|
| Total Retail  |     | 82,500 sq. ft.  |                |
| Residential   |     | 270,000 sq. ft. | 78,230 sq. ft. |
| Transit Entry |     | (2,000 sq. ft.) |                |
| Parking       |     |                 |                |
| Residential   | 225 |                 |                |
| Retail        | 165 |                 |                |
| Total         | 190 | 126,750         |                |
| <hr/>         |     |                 |                |
| Total         |     | 479,250 sq. ft. | 78,230 sq. ft. |
| F.A.R.        |     | 6.12            |                |

CURSON  
SITE 6A

ALTERNATIVE JOINT USE PROGRAM

| <u>Joint Use</u>                 | <u>Building Area</u>      | <u>Land Area</u> |
|----------------------------------|---------------------------|------------------|
| Commercial Office<br>(80x150x25) | 300,000 sq. ft.           | 250,066 sq. ft.  |
| Residential<br>(15 Tower)        | 300,000 sq. ft.           |                  |
| Retail/<br>Retail/Entertainment  | 160,000 sq. ft.           |                  |
| Public Plaza                     | 59,500 sq. ft.            |                  |
| Parking<br>(2x150,500 sq. ft.)   | 301,000 sq. ft.           |                  |
| <hr/>                            |                           |                  |
| Total<br>F.A.R.                  | 1,120,500 sq. ft.<br>4.48 | 250,066 sq. ft.  |

WESTERN

JOINT DEVELOPMENT  
SITE AREA AND ESTIMATED VALUE

| Site                                                                                | Area            | Cost<br>(X 1,000,000) / (\$/sq. ft.) | (Factor) |
|-------------------------------------------------------------------------------------|-----------------|--------------------------------------|----------|
| (4D) Bounded by Western,<br>6th St., Oxford and Wilshire                            | 127,454 sq. ft. | (\$1.903) / (\$14.93/sq. ft.)        | (1.6)    |
| (4En) N.E. Corner of<br>Serrano and Wilshire                                        | 40,380 sq. ft.  | (\$.657) / (\$16.09/sq. ft.)         | (1.6)    |
| (4Es) Bounded by<br>Serrano, Wilshire and<br>7th St.                                | 96,745 sq. ft.  | (\$1.147) / (\$11.85/sq. ft.)        | (1.6)    |
| (4c) Private Acquisition<br>of open space At Ahmanson<br>Plaza and Beneficial Plaza | 11,680 sq. ft.  | (\$.203) / (\$17.56/sq. ft.)         | (1.6)    |
| (4A) N.E. Corner of<br>Manhattan and Wilshire                                       | 22,433 sq. ft.  | (\$.4024) / (\$17.90/sq. ft.)        | (1.6)    |
| <hr/>                                                                               |                 |                                      |          |
| Total                                                                               | 298,612 sq. ft. | (\$4.30) /                           | (1.6)    |
| Estimated Cost of<br>Acquisition                                                    |                 | (\$6.88)                             |          |

WESTERN  
SITE #D

ALTERNATIVE JOINT USE PROGRAM

| <u>Joint Use</u>                      | <u>Building Area</u> | <u>Land Area</u> |
|---------------------------------------|----------------------|------------------|
| Community Retail and<br>Entertainment | 165,600 sq. ft.      | 127,454 sq. ft.  |
| Galleria                              | 20,400 sq. ft.       |                  |
| Parking                               |                      |                  |
| Existing (100)                        |                      |                  |
| Retail (180)                          |                      |                  |
| Kiss/Ride (50)                        |                      |                  |
| Total 330 Spaces                      | 123,200 sq. ft.      | 61,600 sq. ft.   |
| <hr/>                                 |                      |                  |
| Total                                 | 309,200 sq. ft.      | 189,054 sq. ft.  |

VERMONT

JOINT DEVELOPMENT  
SITE AREAS AND ESTIMATED VALUES

| Site                                                   | Area           | Cost<br>(X 1,000,000) / | (\$/sq.ft.)      | (Factor) |
|--------------------------------------------------------|----------------|-------------------------|------------------|----------|
| (2C) Bounded by 6th St.,<br>Vermont and Wilshire       | 132,852 sq.ft. | (\$2.377) x 1.5         | (\$17.89/sq.ft.) | (1.5)    |
| (2D) Bounded by 6th St.,<br>Shatto Place, and Wilshire | 141,003 sq.ft. | (\$2.440) x 1.5         | (\$17.34/sq.ft.) | (1.5)    |
| Total                                                  | 273,855 sq.ft. |                         |                  | (1.5)    |
| Estimated Cost of<br>Acquisition                       |                | (\$7.23)                |                  |          |

VERMONT  
SITE 2D

ALTERNATIVE JOINT USE PROGRAM

| Joint Use                               | Building Area           | Land Area       |
|-----------------------------------------|-------------------------|-----------------|
| Commercial Office<br>(100x100x30 Tower) | 300,000 sq. ft.         | 141,003 sq. ft. |
| Retail                                  | 93,000 sq. ft.          |                 |
| Galleria                                | 20,100 sq. ft.          |                 |
| Parking                                 |                         |                 |
| Office                                  | 576                     |                 |
| Retail                                  | 226                     |                 |
| Miss/Ride                               | 80                      |                 |
| Site 2C                                 | 920                     |                 |
| Total                                   | 1772                    |                 |
| Parking<br>(4 @ 66,000 sq. ft.)         | 396,000 sq. ft.         |                 |
| Total<br>F.A.R.                         | 809,100 sq. ft.<br>5.73 | 141,003 sq. ft. |

VERMONT  
SITE 2C

ALTERNATIVE JOINT USE PROGRAM

| <u>Joint Use</u>                        | <u>Building Area</u>    | <u>Land Area</u> |
|-----------------------------------------|-------------------------|------------------|
| Commercial Office<br>(100x100x30 Tower) | 300,000 sq. ft.         | 132,852 sq. ft.  |
| Combined Retail                         | 159,300 sq. ft.         |                  |
| Galleria                                | 34,600 sq. ft.          |                  |
| Transit Entry Plaza                     | (17,250 sq. ft.)        |                  |
| Parking                                 |                         |                  |
| Office            600                   |                         |                  |
| Retail            320                   |                         |                  |
| Kiss/Ride                               |                         |                  |
| Total Parking    920                    | (On Site 2D)            |                  |
| <hr/>                                   |                         |                  |
| Total<br>F.A.R.                         | 493,900 sq. ft.<br>3.71 | 132,852 sq. ft.  |

## APPENDIX 2

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#### WILSHIRE/ALVARADO SITE

- o 22" diameter storm sewer, 14 feet below the street at Alvarado rises at 18 to the east with an average depth of 11 feet
- o Sanitary sewer, 5 feet below surface on center line of Wilshire turning north on Alvarado
- o The mezzanine could be located within 15 feet of the surface, to the east of the intersection without relocating storm sewer

#### 7TH/ALVARADO SITE

- o 36" storm sewer, 16 feet below the intersection of 7th and Alvarado
- o 22" storm sewer, 9 feet below the surface of the intersection
- o 10" sanitary sewer, 7 feet below southeast corner of the intersection
- o A mezzanine could be located within 10 feet of the surface to the east or west of the intersection

#### VERMONT SITE

- o 8" sanitary sewer, 7 feet below the surface along the centerline of Wilshire
- o 8" sanitary sewer, 15 feet below the intersection along the centerline of Vermont
- o The mezzanine can be located within 8 feet of the surface either east or west of the intersection

#### WILSHIRE/ALEXANDRIA SITE

- o 4 foot diameter sanitary sewer between 34 feet and 28 feet below the surface crossing Wilshire from north to south from Alexandria.
- o The aerial mezzanine would not be affected by the depth of below-street utilities. The placement of escalator tubes would require the relocation of the 8" sanitary sewer along the centerline of Wilshire. The top of tunnel would be a minimum of 34 feet below the surface at Alexandria in order to clear the sewer.
- o Due to the depth of the storm and sanitary sewers adjacent to Normandie, the mezzanine and entry plaza must be at least 40 feet below the street with the platform at a depth of 50 feet.
- o An underpass across Normandie to Site 3B could be constructed above the storm drain.

#### WILSHIRE/NORMANDIE SITE

- o 10 foot diameter storm drain from 24 feet - 28 feet below the surface between Mariposa and Normandie and crossing from north to south below Wilshire.
- o 24 foot sanitary sewer, 32 feet below the surface between Mariposa and Normandie on the south side of Wilshire.
- o 8" sanitary sewer, 11 feet below the surface on the centerline of Wilshire.

#### WESTERN SITE

- o 8" diameter sanitary sewer, 13 feet below surface along centerline of Wilshire.
- o 12" and 21" diameter sanitary sewer, 12 feet and 15 feet below the surface south of the centerline of the street running east-west along Wilshire.
- o 4 foot diameter storm sewer, 12 feet below the surface along the northern edge of Wilshire.
- o The mezzanine level would be a minimum of 25 feet below the surface between Western and Oxford.

#### LA BREA SITE

- o 42" storm sewer, 20 feet below the surface along the centerline of La Brea.
- o 21" storm sewer, 15 feet below the surface between Detroit and La Brea near the centerline of Wilshire.
- o 8" sanitary sewer, 14 feet below the surface along La Brea, turning west on Wilshire.
- o 24" sanitary sewer, 17 feet below the surface crossing Wilshire from north to south between La Brea and Sycamore.

#### CURSON/MASSELIN SITE

- o 18" diameter sanitary sewer, 18 feet below the surface running along the southern edge of Wilshire.
- o 8" diameter sanitary sewer lateral, running north on Masselin.

#### FAIRFAX SITE

- o 15" sanitary sewer, 14 feet below the surface on the centerline of Fairfax turning east along the southern edge of Wilshire.
- o 15" storm sewer, 5 feet below the surface along the eastern edge of Fairfax terminating at curb collectors at Fairfax.
- o 2-8" sanitary sewers, 12 feet below the surface on Wilshire east of Fairfax.
- o The mezzanine could be located above the utilities and below the surface utilities.

A combined mezzanine serving the Wilshire Line and the future Fairfax Line proceeding south on Fairfax should be considered.

#### WILSHIRE/ALVARADO SITE

- o 22" diameter storm sewer, 14 feet below the street at Alvarado rises at 18' to the east with an average depth of 11 feet
- o Sanitary sewer, 5 feet below surface on center line of Wilshire turning north on Alvarado
- o The mezzanine could be located within 15 feet of the surface, to the east of the intersection with-out relocating storm sewer

#### 7TH/ALVARADO SITE

- o 36" storm sewer, 16 feet below the intersection of 7th and Alvarado
- o 22" storm sewer, 9 feet below the surface of the intersection
- o 10" sanitary sewer, 7 feet below southeast corner of the intersection
- o A mezzanine could be located within 10 feet of the surface to the east or west of the intersection

#### VERMONT SITE

- o 8" sanitary sewer, 7 feet below the surface along the centerline of Wilshire
- o 8" sanitary sewer, 15 feet below the intersection along the centerline of Vermont
- o The mezzanine can be located within 8 feet of the surface either east or west of the intersection

#### WILSHIRE/ALEXANDRIA SITE

- o 4 foot diameter sanitary sewer between 34 feet and 28 feet below the surface crossing Wilshire from north to south from Alexandria.
- o The aerial mezzanine would not be affected by the depth of below-street utilities. The placement of escalator tubes would require the relocation of the 8" sanitary sewer along the centerline of Wilshire. The top of tunnel would be a minimum of 34 feet below the surface at Alexandria in order to clear the sewer.
- o Due to the depth of the storm and sanitary sewers adjacent to Normandie, the mezzanine and entry plaza must be at least 40 feet below the street with the platform at a depth of 30 feet
- o An underpass across Normandie to Site 38 could be constructed above the storm drain.

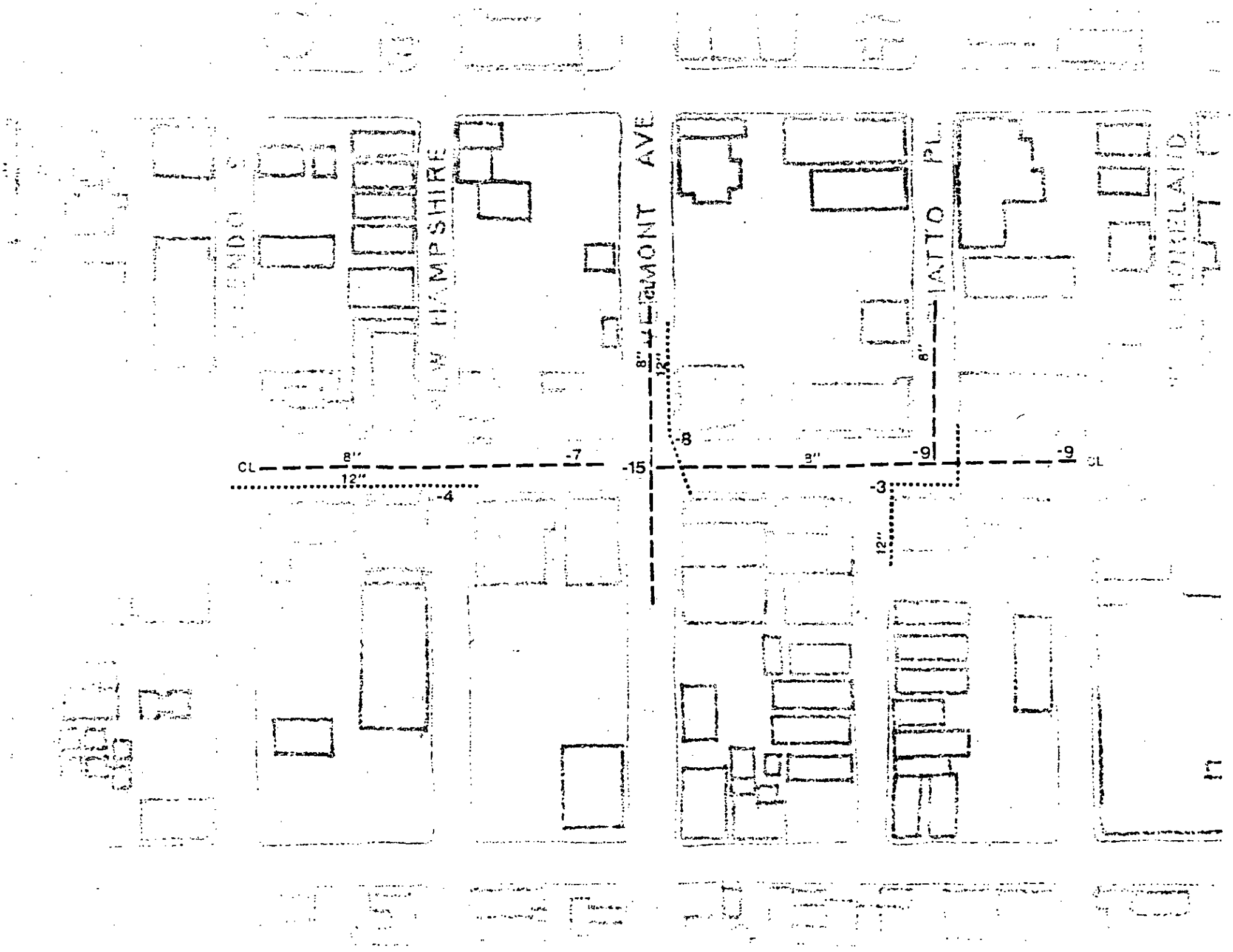
#### WILSHIRE/NORMANDIE SITE

- o 10 foot diameter storm drain from 24 feet - 28 feet below the surface between Mariposa and Normandie and crossing from north to south below Wilshire.
- o 24 foot sanitary sewer, 32 feet below the surface between Mariposa and Normandie on the south side of Wilshire.
- o 8" sanitary sewer, 11 feet below the surface on the centerline of Wilshire.



STORM DRAINS

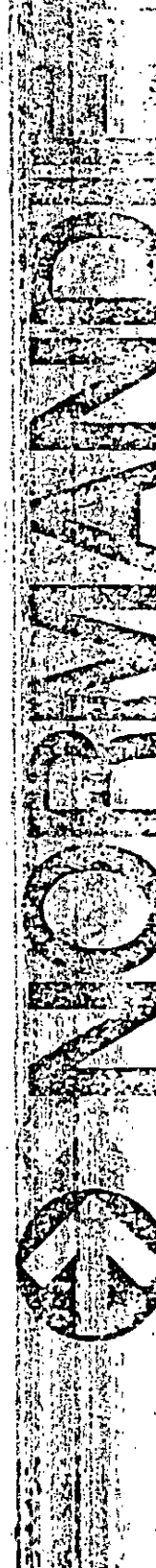
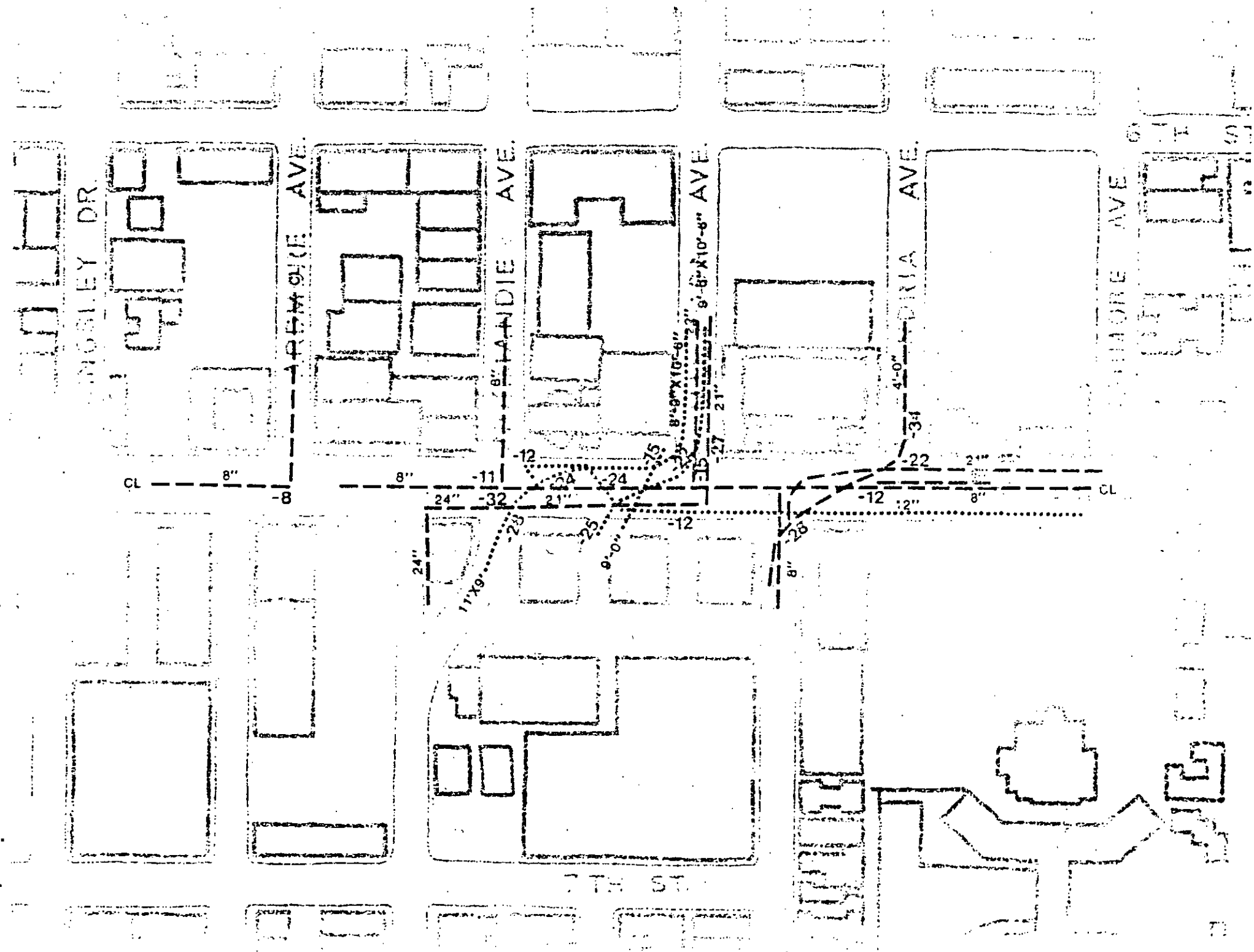
SEE PLAN

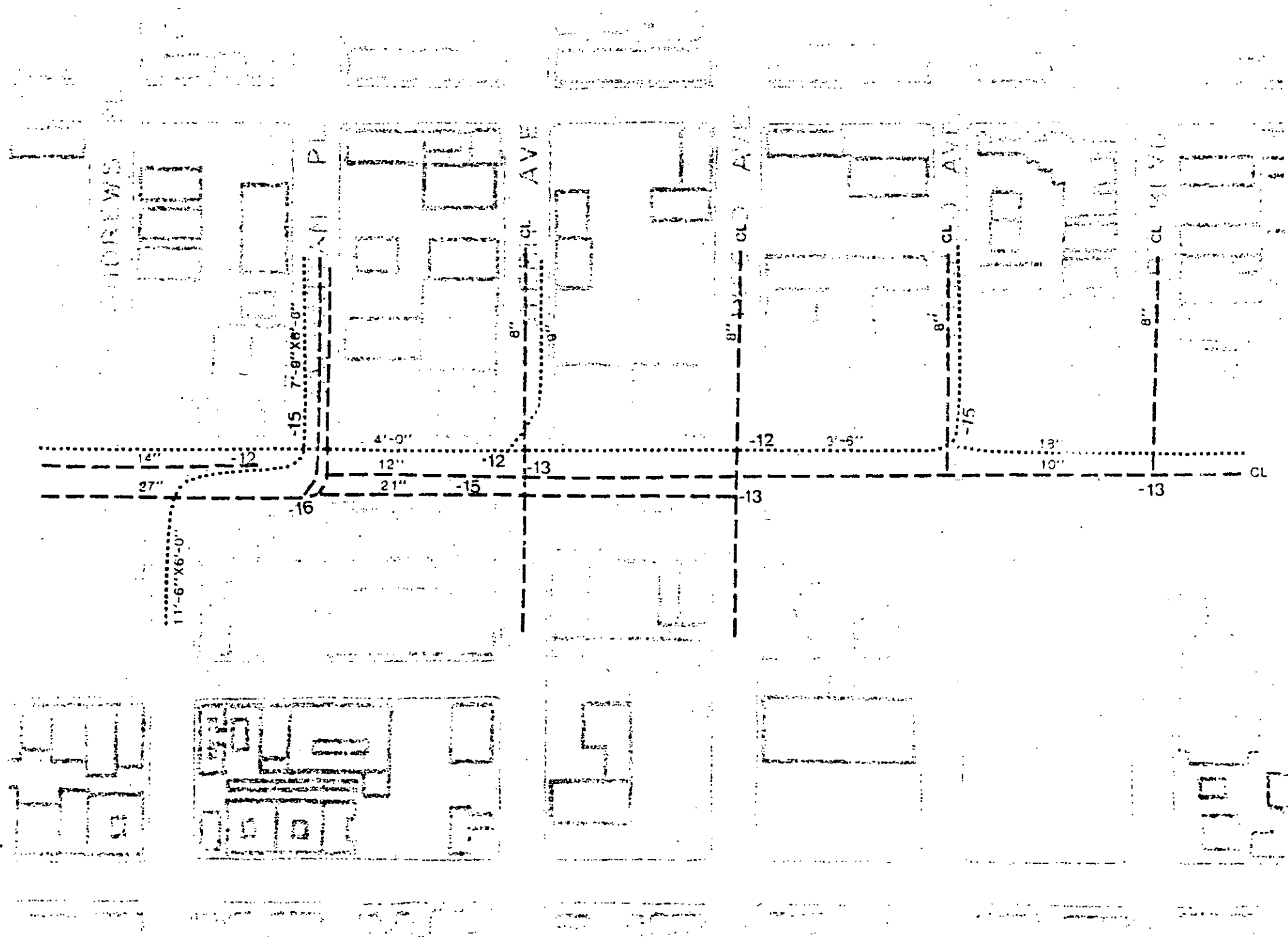


VERMONT

PROPERTY

OWNER



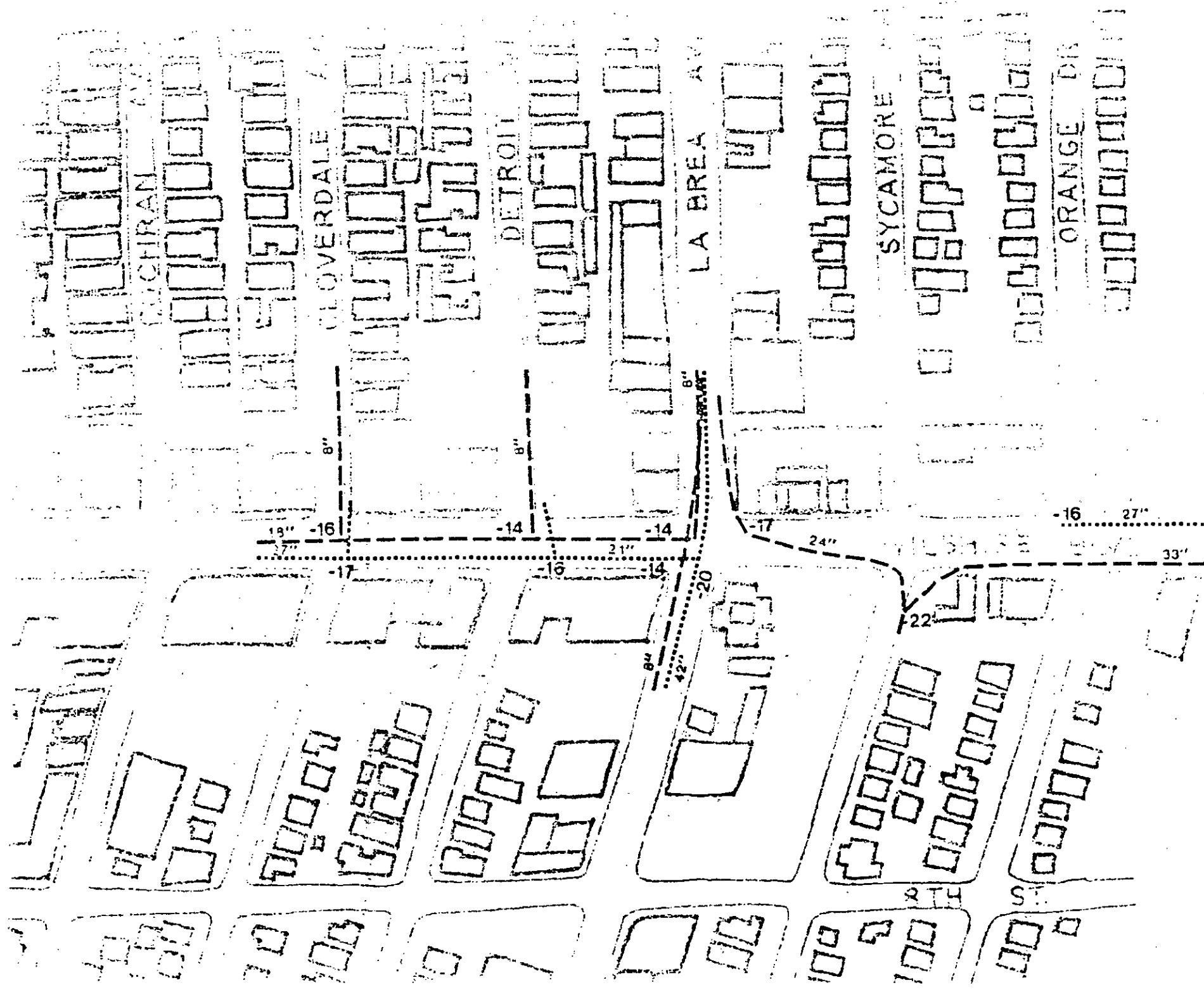


RECORDED  
SERIAL  
127



STORM DRAINS

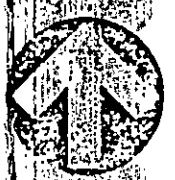
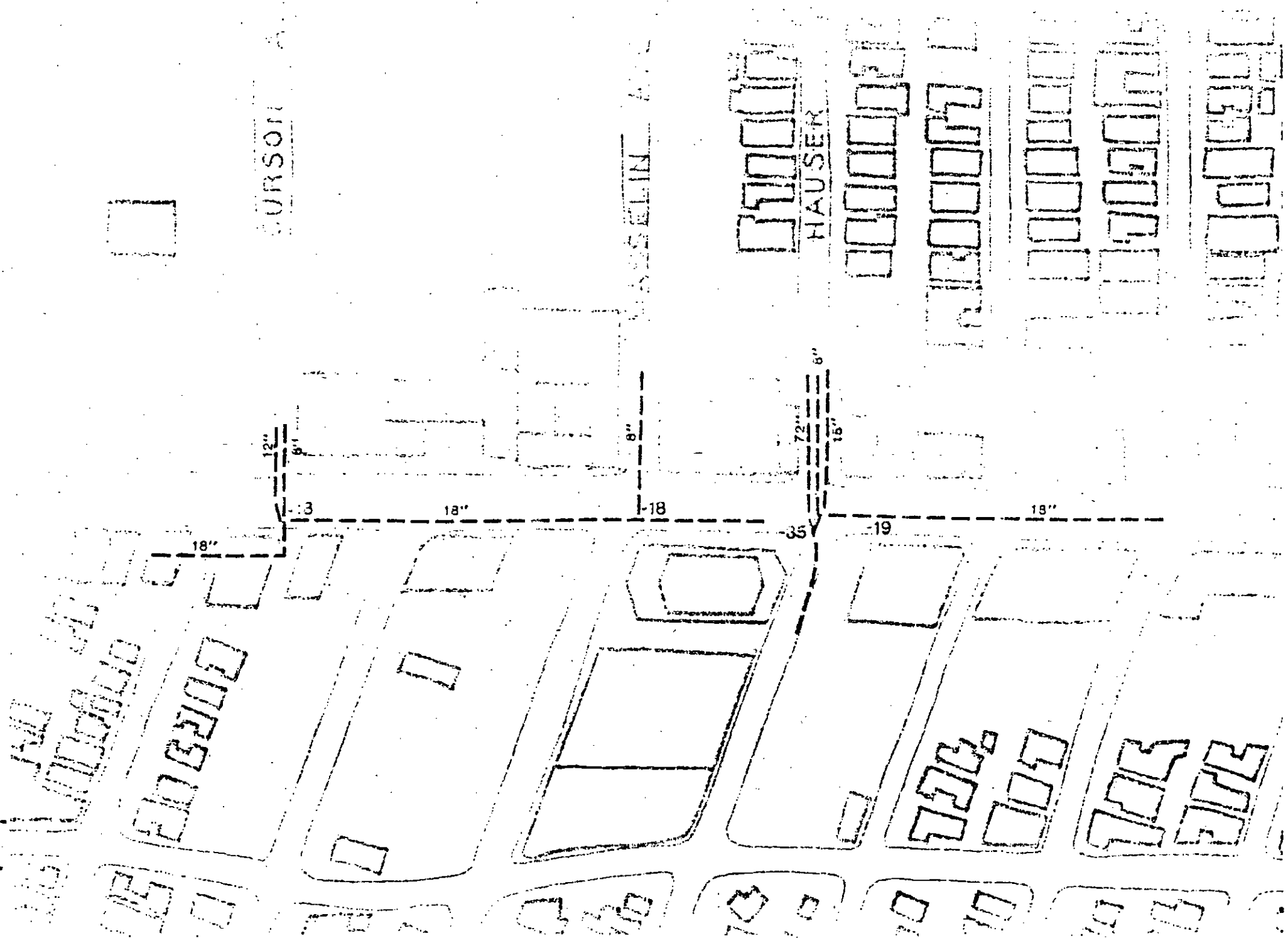
SEWERS





STORM DRAINS

SEWERS



10  
9  
8  
7  
6  
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3  
2  
1

AIR FAX

TR. 610E - GR. 001

OGDEN DR

15"

8"

8"

9"

-12

3"

-11

-14

15"

-18

-16

14

8"

STORM DRAINS

SEWER



AVENUE

---

**Urban Design and Joint Development Studies  
for Rapid Transit Stations**

---

**Northerly of Wilshire Blvd to North Hollywood**

**Skidmore, Owings & Merrill**

JOHN LUND KRIKEN  
ASSOCIATE PARTNER

FINAL DRAFT  
MAY, 1978

Mr. Richard Gallagher  
Manager & Chief Engineer  
Rapid Transit Department  
Southern California Rapid Transit District  
425 South Main Street  
Los Angeles, California

Dear Mr. Gallagher:

Skidmore, Owings & Merrill is pleased to present this report on Urban Design and Joint Development for the proposed rapid transit stations north of Wilshire Boulevard to North Hollywood.

This report covers all tasks of your scope of work in accordance with our contract. These tasks describe general station and surface transportation space requirements, as well as broad public and private joint development possibilities. The stations and related facilities are located within their respective communities to take advantage of those possibilities, enhance the surrounding area and minimize potentially negative impacts such as increased traffic.

---

This report has been organized into two parts. First, Background and second, Station Sites. The first part will discuss the general attributes of stations, surface transportation and joint development, while the second part will investigate these attributes for each of the station locations under consideration.

---

We believe that the Urban Design and Joint Development concepts developed can make a significant impact on the selection of routes and alignments of the SCRTD system.

Sincerely,

SKIDMORE, OWINGS & MERRILL



John Kriken, AIA, AIP  
Director of Planning and Urban Design

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# Introduction

This Urban Design and Joint Development study has been prepared for the Southern California Rapid Transit District as a tool for their use in establishing the most feasible routes and alignments for the proposed system. Alternative corridors were evaluated proceeding northerly from Wilshire Boulevard to North Hollywood along the Fairfax-La Brea corridors, or along the Vermont Corridor. The consultants have produced information about station location and joint development possibilities based largely on matching markets and station requirements with the characteristics of available sites. Information about community needs, patronage, land cost, and traffic have been provided by the Rapid Transit District, the City Planning Department, and the City Traffic Department. The consultants have added interpretations of existing market studies, and their own assessment of compatibility with existing factors in the environment to make the judgments necessary to produce feasible prototypes for each site.

The outcome is a series of recommended station sites and routes to serve as the basis of comparison when final evaluations are made, and when the environmental impact documents are prepared.

## ALTERNATIVE ALIGNMENTS

At this juncture in the investigation of rapid transit facilities for Los Angeles, several alternative routes are being considered for the section of line between Wilshire Boulevard and North Hollywood.

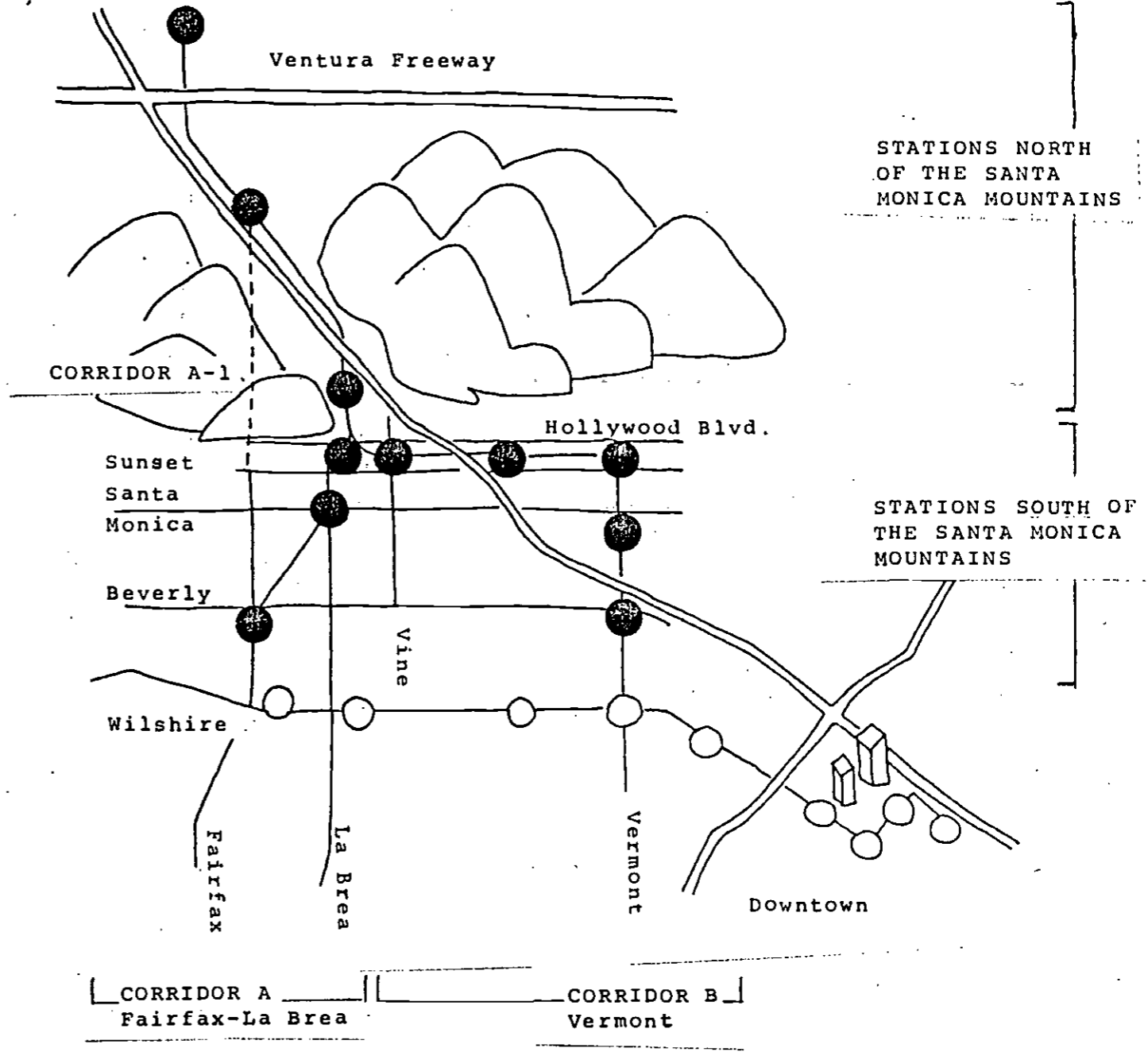
The first of these routes (A) would proceed up either Fairfax or La Brea from Wilshire, locating stations at Beverly and Santa Monica, would then cut across to Hollywood Boulevard near Highland, proceed north to the Hollywood Bowl, Universal City and North Hollywood. A variation on this route (A-1) would have the alignment go directly north from La Brea or Fairfax through the Hollywood Hills, directly to the Universal City and North Hollywood stations. For the purposes of this study this alignment has not been considered. Should SCRTD decide that this alignment presents greater operation or construction benefits over the other two major alignments, most of the data herein generated will still apply.

The second major alignment (B) would proceed north from Wilshire Boulevard on Vermont, cutting west between Hollywood and Sunset Boulevards, including a station near Hollywood and Vine, then north to the Bowl, Universal City and North Hollywood.

Both alignments A and B have been investigated in this report. The data and conclusions for alignment A are of a more detailed and developed nature, since at the time of this report this alignment seemed to relate better to the overall system.

There is no choice made or implied between the Vermont Corridor and the Fairfax-La Brea Corridor, because the matters of joint use and urban design are only one of many factors to be evaluated by the District and the City. In fact, the joint use and urban design potential of the Wilshire Corridor between Vermont and Fairfax may have as much to do with the choice as the two north-south corridors which are the subject of this sub section of the study.

There is in fact no way to make a realistic direct comparison of joint use opportunities in the two corridors at this point, because the precise mechanism for value capture, and revenue production for the District and City has not been defined. Instead, it may be observed that there are excellent opportunities for joint use in both A and B.



COMPARATIVE SUMMARY OF THE MOST FAVORABLE  
USE OPPORTUNITIES

North of the Santa Monica Mountains

North Hollywood - There is high potential here for a major regional retail center assuming SCRTD and CRA join to provide essential incentives for private development. Large parking requirements already make RTD a major development factor on this important site. In addition, the station location will provide a retail developer with added image and with an enhanced market.

Universal City - The station location on the west side of the Hollywood Freeway is removed from the area most likely to develop commercial uses. Such commercial development collateral to station activities would allow value capture only if an extended tax-increment district were established. RTD's large parking requirement on the west side implies the necessity to assemble most of the site between the Freeway and Vineland. The site will be a good one for joint development in housing, but the economics of housing development are not favorable to value capture for RTD. This is a joint development area which will most likely provide housing needed in the community, rather than a positive cash flow for RTD.

Fairfax-La Brea Corridor (Corridor 'A')

Las Palmas and Selma - The joint development market for commercial office space has been established by an economic study in the Hollywood Revitalization Plan. Assembly

of land may be accomplished in association with City agencies or the Hollywood Revitalization Committee, Inc. A preliminary cash flow analysis by the consultants indicates that enough income could be derived to offset the cost of land. A negative attribute of this joint development is that the community planner and staff of the Revitalization Committee are not enthusiastic about the station location or the joint development proposal.

Beverly and Fairfax - The joint development shown is based on land use choices that are compatible with and complementary to the surrounding uses. It has not been quantified and economically evaluated. If the land use concept is valid it could produce a good opportunity for collaboration with property owners and City agencies around the kiss and ride area and the bus interface with rapid transit. The outcome would be a stimulative development, integrating the commercial activities on Fairfax, Farmer's Market, CBS and the proposed Pan Pacific Park. The station site has some disadvantages because it passes under private property in order to make the turn toward La Brea and central Hollywood, and in order to attain a strong position for joint use. The location may entail some legal problems.

Vermont Corridor (Corridor 'B')

Selma and Vine - A relatively large retail development is quite likely on the site shown or one immediately adjacent. The specific level of SCRTD participation may be governed by the amount of cash flow the project can generate since there are optional



levels of involvement. Transit parking around the below grade station is not required in the SCRTD projections. If none is provided, the District may simply integrate the station design with collateral development occurring independent of it. At the other extreme, RTD may ally with the CRA, the Parking Agency, and the Revitalization Committee and participate actively in site assembly and below grade development. Under the latter circumstance the opportunity for value capture is present in large amounts. The community and its planners are more supportive of this station location and joint development than of the one at Las Palmas, on the Fairfax-La Brea corridor.

Carlyle-Western - The joint development market identified is small, but logical and feasible. This does not represent an opportunity for value capture as much as an opportunity to aid the revitalization of this troubled community environment.

Vermont-Sunset - The opportunity site for development is remote from the station itself, and therefore affords collateral rather than joint development potential. The market is probable rather than confirmed.

#### CONCLUSION

The best and most confirmed opportunities for joint development on the north of Wilshire alignments appear to be at the North Hollywood station, and the Selma and Vine station. Next best, in terms of markets and strong physical integration with stations and surface facilities provided by SCRTD, are Universal City, Beverly-Fairfax and Carlton-Western.

On balance the Vermont Corridor (linked with the stations north of the Santa Monica Mountains) provides the best joint use potential. According to the community planners of the Los Angeles City Planning Department, Vermont offers the best service to the transit dependent segment of the Hollywood area, and provide service with the least disruption of existing activities. The Vermont Corridor does have the disadvantage of by passing the major patronage and joint development potential of the Wilshire Corridor west of Vermont.

The ultimate choice of corridor is therefore not between Fairfax-La Brea and Vermont. It is rather between Vermont and the Wilshire Corridor west of Vermont Avenue. Joint use and patronage on Wilshire could so far offset smaller deficiencies on Fairfax-La Brea that SCRTD would choose the latter to serve Hollywood.

If the Fairfax-La Brea Corridor is developed by SCRTD, there are two transit solutions that would meet the needs of Hollywood patrons and support the high level of collateral development expected in Hollywood. One alternative is provision of a station near Hollywood Boulevard which would service employment in the Hollywood core, as well as commuters from Hollywood. The station could be at the Las Palmas location studied in this report or at another major north-south transit exchange, which also supports a center of revitalization or a feature of the new Hollywood Boulevard pedestrian environment. In a second alternative the Hollywood core could be served by a light rail or bus shuttle originating at a station on La Brea and running to the east end of the community to serve Hollywood commuters and regional clients of the core area.

Background

# Joint Development Opportunities

## Definitions

The joint development process has essentially three participants, the community, the developer, and the agency providing the opportunities site -- in this case, SCRTD. The objective of joint development is to capture some aspect of the value added to the economic environment by a major public investment, such as a fixed rail transit station. There has been a distinction made between joint development and collateral development in some of the station studies. Joint development presumes direct participation by SCRTD in the private development process. Its role may include land assembly, site lease or sale, construction of garages, or some other aspect of the development which can be shared with the tenants of the joint development, or preparation of certain public improvements, such as vertical circulation (typically escalators, or stairs), or promenades. Joint development requires a legal agreement between the District or another public agency acting in its behalf, and the developer. Collateral development, by contrast, is simply the statement of what could be desirable development on sites adjacent to the transit station. It implies a strong predilection by the District and the community surrounding the station to direct the course of development or land use, and may or may not require future changes in the land use plan, and subsequent changes in zoning. Collateral use recommendations are frequent in the discussion of particular stations north of Wilshire. It may be possible to produce a more tangible future for such recommendations if the District is empowered to enter into agreements for tax increment districts and to work with the CRA to capture revenues from adjacent sites.

Interpretations of the degree to which joint development is feasible are increasingly part of the literature of planning. In this project, however, the consultants are proceeding on the assumption that each of the parties named above is vitally interested in some form of joint development, and that it can be shown to be acceptable and feasible. The job of the consultant is, therefore, to determine how to make joint development relatively acceptable to the public entities (community and SCRTD) and how to make joint development feasible to the private sector (developer).

Because of the fact that complete market studies are not available for each of the areas and sites being considered in this phase of the evaluation study, and because the most relevant aspects of the public sector's deliberations may have to do with how well the contemplated joint use fits their image of the future community, the consultants are placing heavy emphasis on an evaluation of the capacity of each area to absorb and attract new developments, and the likelihood that they will benefit from new development.

## Community Goals

For example, each site can be said to have certain attributes with respect to: (1) available site size, (2) access by auto, bus and by walking, (3) visibility from freeways, (4) amenities, and (5) existing uses. These questions are important in attracting different joint uses, and are shown in the accompanying chart.

|                                         | Regional Commercial | Office | Housing | Industry | Regional Community Facilities |
|-----------------------------------------|---------------------|--------|---------|----------|-------------------------------|
| Adequate site size                      | ●                   | ◐      | ○       | ●        | ○                             |
| Site access by Auto/Bus                 | ●                   | ●      | ○       | ◐        | ●                             |
| Site Visibility from freeway            | ●                   | ◐      | ○       | ○        | ◐                             |
| Site amenity                            | ○                   | ○      | ●       | ○        | ○                             |
| Compatibility of new with existing uses | ○                   | ●      | ●       | ●        | ○                             |

In the station-by-station site evaluation that follows in the next section, candidate joint uses will be evaluated by these attraction and absorption characteristics as well as other factors that will enter into the development decision process.

Objectives which have been established by communities on the transit corridor have been built into the consultant's effort. Community objectives are a major determinant of the location of each transit station and the type of joint development most suited to the site. In most cases information about those objectives has emerged from a review of preliminary studies with community planning representatives from the Los Angeles City Planning Department.

In a generic sense, the communities along RTD corridors are interested in the best possible transit service for transit dependant residents as well as for commuters and the community in general. Bus transit potential should be increased by the design of the station. The communities are interested in building the transit station, with its associated access requirements and parking spaces, with a minimum of disruption to residential areas, and to the flow of traffic on streets which serve existing commercial activities or community services. Where there has been a projected increase in automobile traffic because of the new transit facility, the community representatives have suggested that circulation improvements be a part of the plan for the station. Any street widenings, signalization changes, or other operational improvements need to be part of the development plan. The other generally expressed concern is that existing functional or land use relationships should be respected by the transit planners. For example, the station should be located so that it does not divide the residential community from a major park. In addition the proposed joint use should not compete with existing commercial facilities which serve the special needs of the area.

## Station Characteristics

---

Four station types may be identified as descriptive of all transit stations and are variously applicable to the eleven station sites of this study.

Activity Center Stations, or primary business district stations, are characterized by a large pedestrian population, relatively intense levels of commercial and office development, heavy peak-hour traffic volumes and restricted parking or open space opportunities.

Entrances to stations must be constrained in size to limit sidewalk interference, but opportunities exist to undertake joint station access with adjacent building development to handle peak hour pedestrian traffic volumes.

On-line Stations accommodate a mix of access types and may occur in areas of commercial and residential uses. Provision must be made for parking at selected sites, for direct bus connections via curbside turnouts and for pedestrian access. While these stations are located on or near major arterials, traffic and pedestrian volumes do not pose as great a problem as in other station types. Difficulties are more likely in accommodating parking on land available at the selected site.

Intermodal Stations emphasize bus and auto access and often require generous parking areas, and direct auto access ramps and lanes, special bus lanes and ramping with platforms or terminals to facilitate passenger transfers. Pedestrian traffic will be minimal and site constraints will not be as severe as those of activity centers.

Terminal Stations may have virtually all the characteristics of intermodal transfer stations but must include additional land for train yards and tracks for turning back trains. These can have a tremendous visual impact on surrounding uses and must be sited accordingly.

These station type classifications impact the final physical form of the stations by suggesting relationships between pedestrians, vehicular access, and station entrances, parking lots, and surrounding developments and streets.

## Construction Type

Three methods of station construction are typical in transit station design: cut and cover, mined and aerial. Any one of these may be altered, however, to better conform to site constraints by varying the location of the mezzanine. (See "Mezzanine Location".)

A number of assumptions regarding station construction have been made in the course of this study which have greatly influenced the final product. Some of these assumptions may naturally be changed as investigations by RTD continue, but the work here represents conclusions based on the best information available at this time.

All of the stations in the various alignments with the exception of the two northernmost, North Hollywood and Universal City, have been assumed to be of a mined construction type. This minimizes disruption of the surface during construction and, when good subsurface conditions prevail, can be built at costs which compare favorably with either cut and cover or aerial construction. In the case of the two northern stations, sites exist where construction could proceed uninhibited in the cut and cover mode.

|                                        | AERIAL | CUT/COVER | MINED |
|----------------------------------------|--------|-----------|-------|
| Maintain traffic during construction   | ○      | ○         | ●     |
| Maintain utilities                     | ●      | ○         | ●     |
| Opportunities for joint development    | ◐      | ●         | ◐     |
| Minimize impact to adjacent structures | ○      | ○         | ●     |

## Mezzanine Configuration

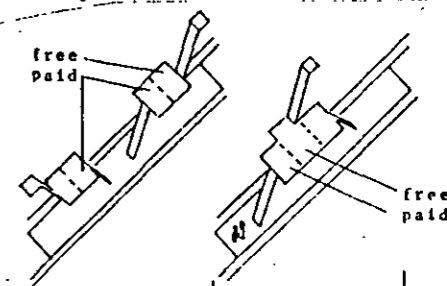
The station mezzanine is typically found in one of four locations: separate from the trainroom and at the street level, separate from the trainroom and above the platform level, separate from the trainroom and at the platform level, and within the trainroom and above the platform level. Each of these locations affects the station volume and procedures for excavation, thus affecting the station cost. In addition, each location has implications for land acquisition, surface disruption and joint development opportunities.

Determination of mezzanine location obviously involves complex cost and functional analyses, and will, to a large extent, be influenced by specific site constraints and opportunities. A preliminary mezzanine location has been chosen for each station based on initial site data, and anticipated and existing adjacent development conditions.

|                                                        | Mezzanine in Trainroom |        | Mezzanine outside Trainroom |       |       |
|--------------------------------------------------------|------------------------|--------|-----------------------------|-------|-------|
|                                                        | Hinged                 | Aerial | Cut/Cover                   | Grade | Grade |
| Maximize joint development access from mezzanine level | ○                      | ○      | ●                           | ○     | ○     |
| Minimize below grade construction volume               | ○                      | ●      | ◐                           | ●     | ●     |
| Minimize length of vertical circulation elements       | ○                      | ●      | ○                           | ●     | ●     |
| Minimize surface disruption                            | ●                      | ◐      | ○                           | ○     | ○     |

## Mezzanine Access

Two conditions of mezzanine access from street level can be identified -- spread and center loading. The spread mezzanine has two separate free areas requiring separate ticketing facilities. The purpose of this configuration is to maximize the spread between points of station access in order to provide better pedestrian service and visibility. This configuration is therefore particularly suited to activity center stations which have extensive pedestrian access requirements or where bus access is heavy and must be dispersed on surrounding streets. The center loading configuration has one free area and one ticketing area thus requiring less operating personnel. It may be used where access is centralized, for instance in a terminal station when ridership derives primarily from cars which can be parked around a single entrance, or where bus access can easily be channeled to one point of entry.

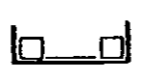
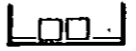



|                                            | SPREAD | CENTER |
|--------------------------------------------|--------|--------|
| Maximize spread of points of access        | ●      | ○      |
| Maximize trainroom surveillance & security | ○      | ●      |
| Minimize operating cost                    | ○      | ●      |

## Platform Configuration

Station platforms have three possible configurations in a simple line station: side, center, and stacked one above the other. The first two arrangements are in common use. The vertically stacked platform configuration is a selectively used, dual train room station whose major assets are a narrow right-of-way requirement and certain operational benefits when used at the junction of two lines. Center platforms are generally considered to be operationally the superior arrangement. They provide more area to handle peak hour volumes, especially the heavy traffic occurring at terminal stations, and require fewer stairs and escalators, reducing capital and operating costs. Passenger movement from train to train and from mezzanine to train is simpler and can be more clearly understood by the customer.

Finally, however, construction type and cost and operating costs must be analyzed together for both line sections and stations to determine the most feasible configuration. For a cut and cover line construction, where excavation volume is critical and closely spaced tracks most economical, side platforms provide the least costly transition at the station. For a mined construction situation, however, as assumed by RTD, twin tunnels must be spaced at 25 to 30 feet and with only slight flaring can accommodate the center platform.

|                              |  |  |  |
|------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                              | CENTER                                                                              | SIDE                                                                                | SIDE STACKED                                                                        |
| Capacity peak hour direction | ●                                                                                   | ○                                                                                   | ○                                                                                   |
| Least vertical circulation   | ●                                                                                   | ○                                                                                   | ○                                                                                   |
| Clearer passenger movement   | ●                                                                                   | ○                                                                                   | ○                                                                                   |
| Least right-of-way required  | ○                                                                                   | ○                                                                                   | ●                                                                                   |
| Easier maintenance & control | ●                                                                                   | ○                                                                                   | ○                                                                                   |



## Area Requirements

### PLATFORM SIZING

Maximum train length determines the length of the platform and, therefore, of the station; SCRTD assumed train length is 450 feet, and platform length is set at 500 feet. Station width is a function of train width and platform width. The subway vehicles planned are approximately ten and one half feet wide. Determining platform width is a more difficult design problem. A number of methods may be used but they generally fall into the categories of either safety-emergency factors or peak volume demand.

The peak volume size assumes a slowdown of train service during peak hour traffic resulting in a fifteen-minute wait for boarding passengers and a fifteen-minute trainload of passengers disembarking. Eight square feet is allowed per person on the platform. The safety size assumes two fully loaded trains forced to empty at one station with fifteen-minutes of passengers waiting and four square feet of space per person in an emergency situation.

The numbers generated by these calculations must finally be modified by experience. Rapid transit station platform sizes in major metropolitan areas tend to range from 18 to 38 feet. These stations, however, carry an average of 75,000 daily passengers. A comparison of these figures with the estimated volume of the largest station, Universal City, which is expected to carry about 50,000 passengers, and the smaller stations carrying 20 to 25,000, suggests a standardization of platform width within a range of

20 to 30 feet. Since many of the assumptions leading to these and other figures are based on data which may change during the course of RTD's investigation, sizings of station components should be recognized as preliminary.

Ancillary space is generally added to the ends of the platform within the platform width.

### MEZZANINE SIZING

Mezzanine dimensions may be directly related to the dimensions of the trainroom below as when they occupy the same excavated volume, or may be independent as when the mezzanine is at-grade or separate from the trainroom. More detailed site analysis is necessary to fix mezzanine location in some cases, but a rough area takeoff may be accomplished by looking at the components of the mezzanine space.

Turnstiles: assumed three-feet-wide each with twenty feet clear on either side for queuing.

Escalators: one unit (two escalators, one stair) assumed to be sixteen-feet-wide with twenty feet of queuing space (four units equals 1280 square feet).

Ancillary Space: assumed to be approximately 800 square feet.

General Circulation: 20% of the above areas is added for general circulation for passengers and personnel.

## Miscellaneous Components

### CIRCULATION

Potential station volumes are ultimately limited by the capacities of the vertical circulation elements and turnstiles. Vertical circulation modules are composed of two escalators, one in either direction, and one stair. Elevators are used for handicapped access but do not significantly contribute to circulation capacities.

Safety requirements dictate the provision of two means of egress from a given space in times of emergency. From the platform, therefore, two escalated-stair modules must be provided and should be located so as to minimize walking distance from any given location. (The track areas themselves could be used, of course, but this is not a preferred emergency exit.)

Assumed capacities are as follows:

Escalators (48") - 100 persons per minute  
Stairs - 20 persons per minute per 1'width

### ANCILLARY SPACE

All stations can expect to have approximately 7000 square feet of ancillary space which includes mechanical-electrical equipment, employee facilities and restrooms. Of this requirement roughly 80% will occur at platform level.

### TURNSTILES

Although various new technologies exist for passenger ticketing, a general capacity of 25 persons per turnstile per minute can be assumed.

### QUEUING SPACE

Twenty feet should be provided on either end of circulation elements and on either side of turnstiles. These spaces are in addition to general circulation requirements for the mezzanine space.

### Sources of Station Characteristics

1. Study of Subway Design and Construction, by De Leuw Cather & Company and Skidmore, Owings & Merrill.  
Prepared for:  
U.S. Department of Transportation  
Urban Mass Transportation Administration  
Office of Research and Development  
Rail Technology Division  
Washington, D.C. 20590

2. Design Criteria for a Fixed Guideway Rapid Transit System in the Los Angeles Metropolitan Area.  
Prepared by:  
Rapid Transit Department, SCRTD,  
November 1976.

January 1977

## Related Transportation Requirements

For stations which will attract a large percentage of park-and-ride commuters as opposed to pedestrians, or bus riders, the consultants have anticipated potential major impacts on the arterial streets and feeder streets serving them. The study includes a general comparison between the projected volume of traffic and present volumes of traffic in an effort to pinpoint where major impacts are likely to occur.

Significant land areas must be dedicated to the surface transportation and parking related to each transit station. As these will become an important aspect of the land use in the community, they are given careful consideration and weighting in the Urban Design and Joint Development Study. The land area required for each of the uses has been defined directly or indirectly by the District. The consultants have made decisions about the location and configuration of the resultant facilities.

The following standards will be used in determining space requirements for the various transportation modes which will serve the rapid transit stations.

### AUTO PARKING

Space standards for long and short term parking at-grade are assumed to be 325 square feet per car. This includes adequate space for landscaping and circulation. This number will also be used for parking structure design where the landscape area reserve will accommodate vertical circulation space.

### KISS AND RIDE

There are two types of kiss and ride facilities: drop-off, which consists of curb space, and wait space, which is identical to parking space. Curb space will be established at twenty feet of length per car; stalls will be 325 square feet per car.

### BUS

Bus stalls at-grade will require 1800 square feet per bus. Wherever possible any additional bus capacity should be integrated into the existing curbside street system. Where there will be an especially heavy addition of busses, however, special off-street facilities will be provided.

### PEDESTRIAN

Pedestrian access to the station from parked cars should not exceed a two minute walk or 600 feet. Pedestrian access from bus or kiss and ride facilities should be immediate and within 100 feet of station entry points.

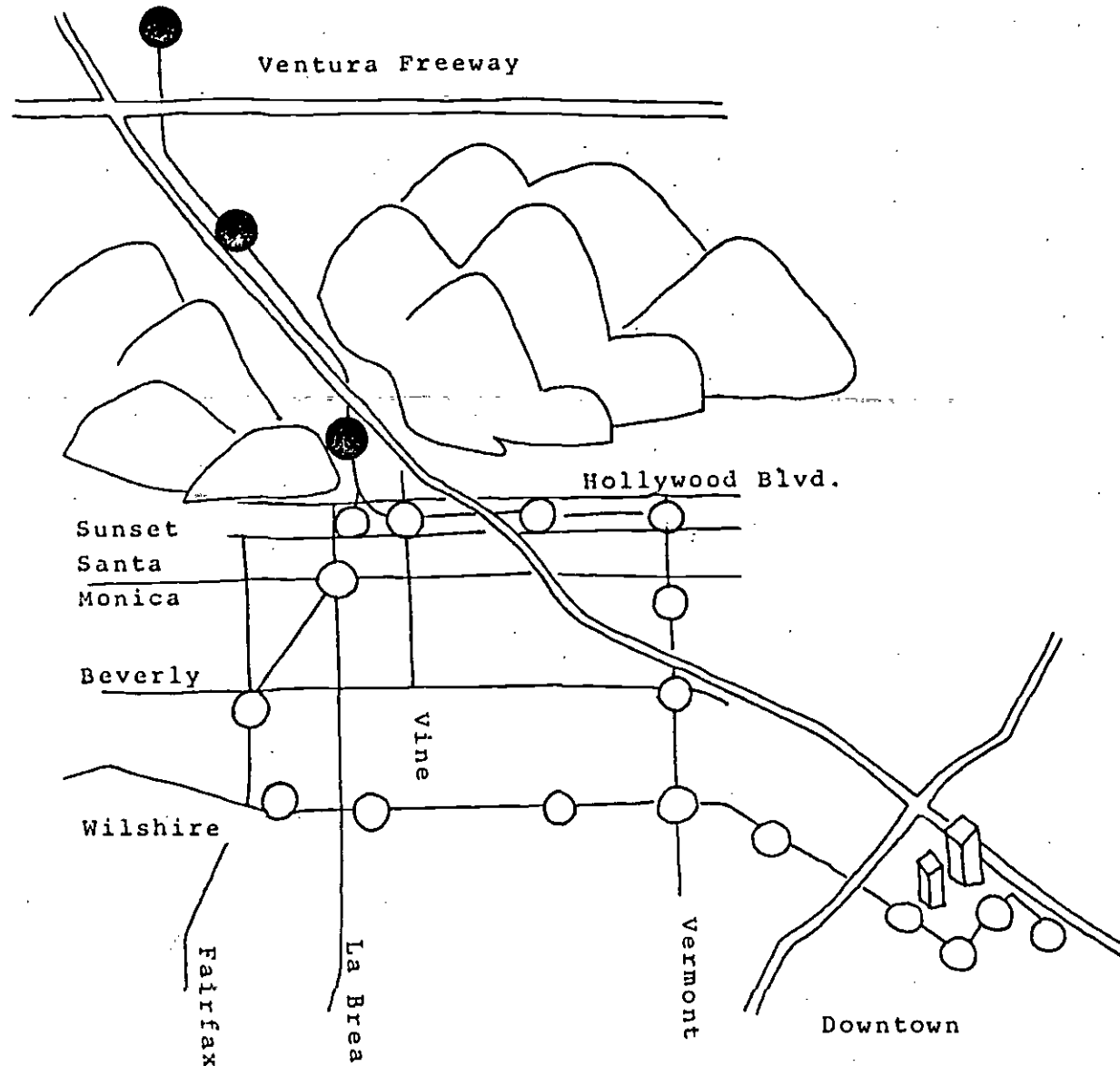
### YARD FACILITIES

Switching and traincar storage will occur at the terminal station. Space requirements for these facilities are estimated by RTD to be four acres at-grade.



**Station Sites North of the  
Santa Monica Mountains**

## Station Sites North of the Santa Monica Mountains



The District has designated three station areas in the northern portion of the system, North Hollywood, Universal City, and Hollywood Bowl. Urban Design and Joint Development investigations have been made to determine the best station locations in each area and to determine the potential for related development, considering environmental issues that may impact station development decisions. These three stations north of the Santa Monica Mountains are in a corridor which is presumed to be a constant part of the SCRTD system. Station sites evaluated south of the Mountains are grouped in two sets of alternatives, only one of which is likely to be the initial development corridor chosen by SCRTD.

Substantial opportunities for joint and collateral use have been identified and utilized in the studies for the North Hollywood and Universal City stations. The major issue at these stations is the type of participation SCRTD will choose when the station areas are developed.

In North Hollywood the parts of a major regional center have been assembled around the transit station, providing a highly significant opportunity for joint use with private development and CRA. The Universal City station site is an opportunity for developing new market rate housing in scale with surrounding residential uses, and taking advantage of the observable amenity of the area. Collateral development closer to Universal Studios is also anticipated and described.

Since both North Hollywood and Universal City will attract large numbers of commuters traveling by automobile and bus, special arrangements for routing traffic and facilitating movement in and out of the station areas have been proposed.

1954  
1955  
1956

North Hollywood



# North Hollywood

## Area Description

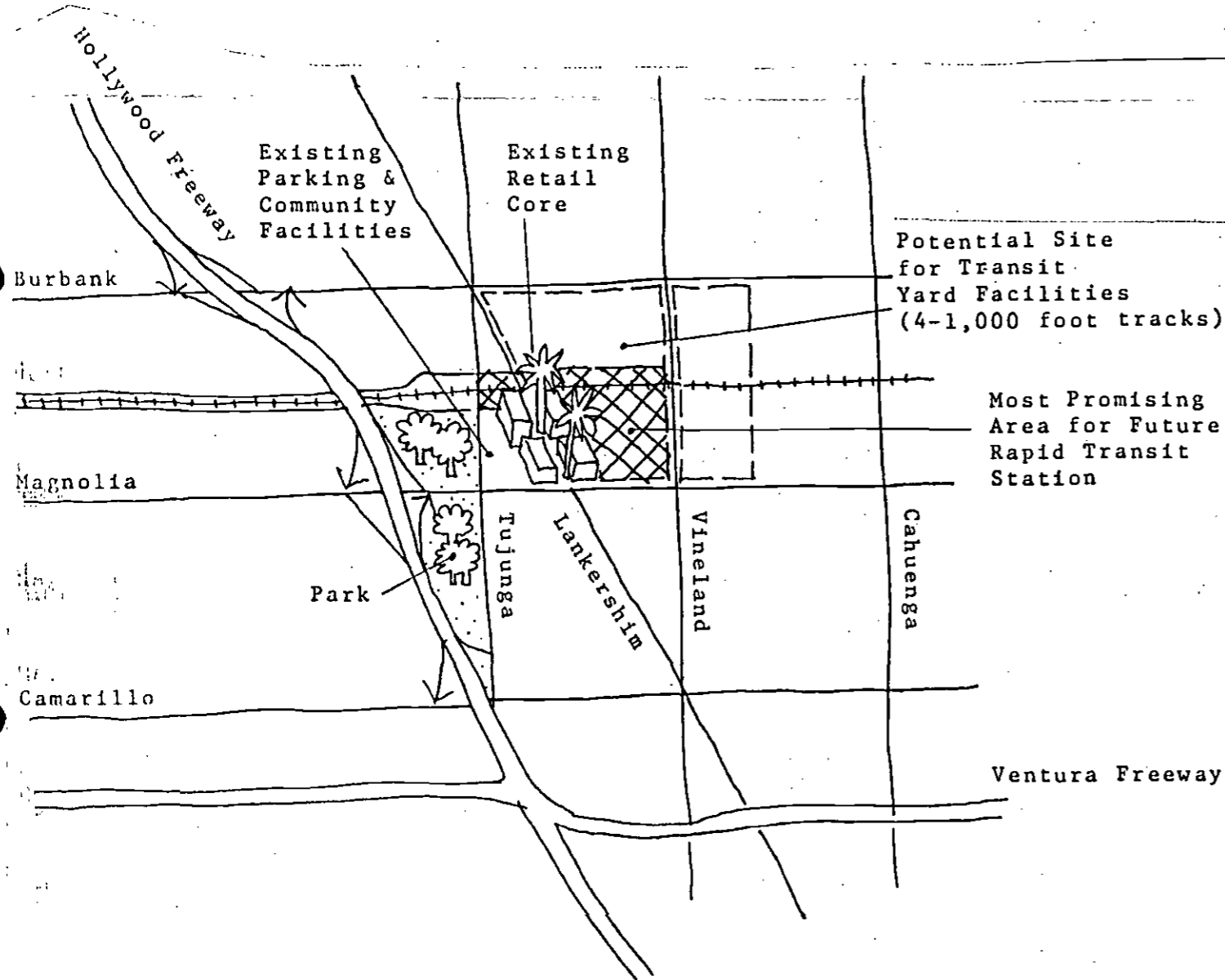
### POPULATION

The focus of the analysis is on the Central Lankershim area. This is a low density, low-moderate income area. It is characterized as an area of high transiency, with a high concentration of senior citizens. It is increasingly multi-lingual. Housing stock is significantly deteriorating. It contains 34% single family residences which are 56% owner-occupied. 25% of multi-family (3-4 d.u.) units have an owner-occupant. The residential land use constitutes 39% of the area, at 47 acres, the largest single use in the area, and neighborhoods lack open space.

### LAND USE

Despite the strength of this area as a residential community, commercial and industrial uses occupy 45% of the land, or 54 acres, in the study area. Commercial uses are focused on Lankershim Boulevard, especially between Chandler and Magnolia and to a lesser extent down to Camarillo and beyond. Although the area lacks a strong focus this commercial zone provides an opportunity for developing one. The palm trees lining Lankershim provide a visual character different from surrounding zones, and the relative concentration of commercial uses suggests an opportunity for a strong activity center.

Industrial uses are located in the area east of Lankershim surrounding the railroad tracks, primarily between Burbank and Magnolia. This land is not fully utilized, and as the property values are still quite low, it may accommodate some of the peripheral uses such as parking associated with the transit station.



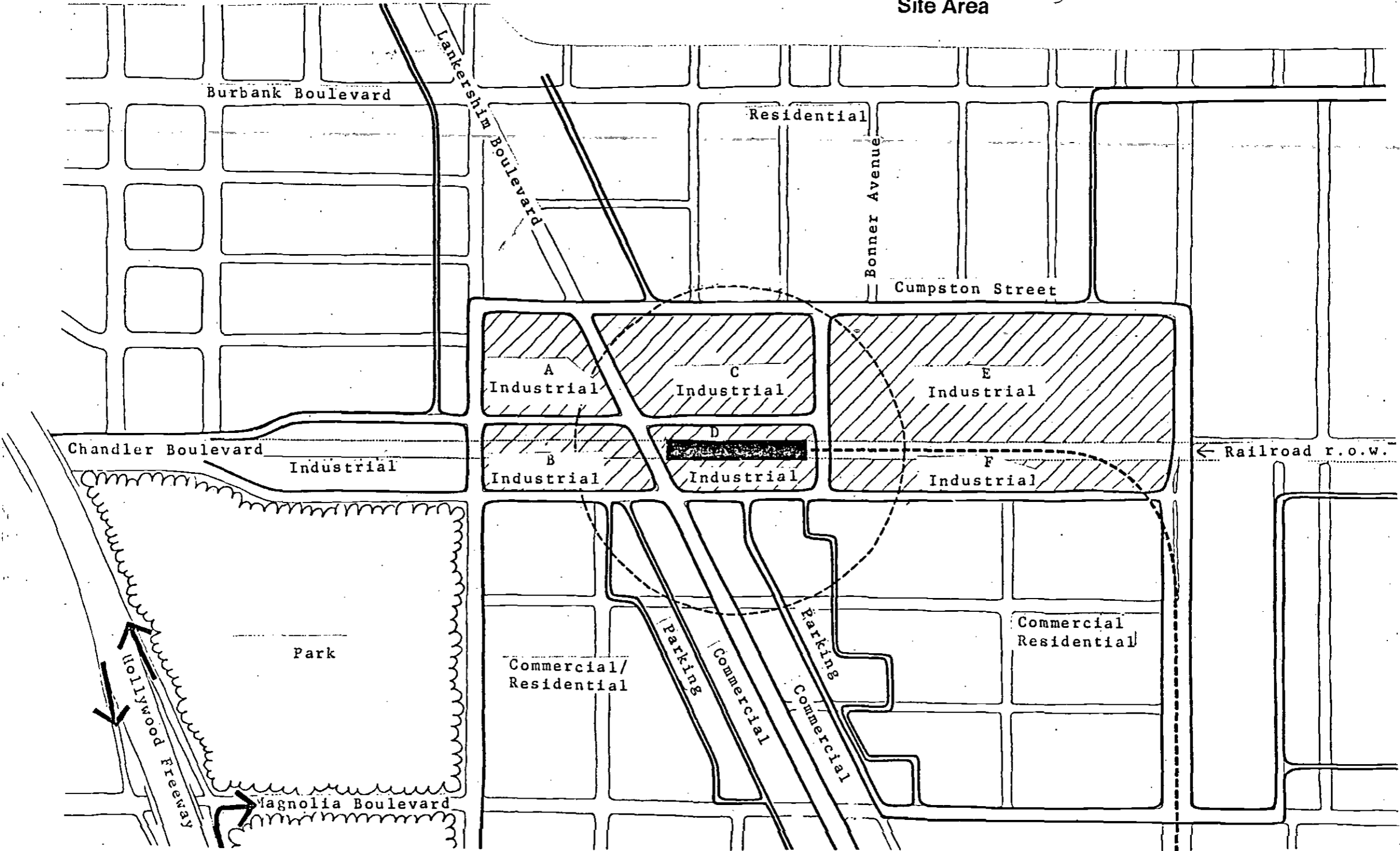
## AVAILABLE ACCESS

Freeway access is via Burbank or Magnolia with major arterial access from north-south via Tujunga, Vineland and Lankershim. Potential negative impacts may be induced on the park and residential environment by increasing traffic along Burbank, Chandler and Magnolia, although this would be a growing problem even without a transit station here.

## AMENITIES AND FEATURES

North Hollywood Park located along the western edge of the study area, contains several major public use facilities, including Lanier Library, senior citizens' activity areas and athletic fields. The park acts as a buffer between surrounding residential uses and the freeway, and constitutes the major neighborhood amenity.

Site Area



## Joint Development Opportunities

### MARKETS

The following markets have been identified for the North Hollywood area:

Office and Professional Services\*: 130,000 square feet, approximately one acre of garden office, two acres of parking.

Regional Retail\*: 685,000 square feet, approximately 16 acres of building, 31 acres of parking.

Residential\*: 500 dwelling units.

Institutions\*: approximately five to ten acres.

Industrial\*: approximately 88-138 acres, 79 acres of building, 59 acres of parking.

These markets are generally related to a broad 1975-1995 time period. The development of the facilities and absorption of market potential is dependent upon the availability of land which may be directly required as a by-product of acquiring parking for the transit station, which requires about 25 acres of land. Another aspect of market determination is that the CRA study does not assume that a line haul transit system is in place. The market predictions therefore, are based on an assessment of the market share which may be captured by local (65-70%) patronage, and could increase when the transit system is in operation.

\* North Hollywood Community Revitalization Study, Los Angeles Community Renewal Agency.  
(CRA)

On the other hand, the CRA identified markets do not include a deduction for increased competition from transit stations which service retail centers in the Universal City and Hollywood areas. This competition could offset the effects of larger, regionalized markets in North Hollywood.

Finally, the market for retail development may be tempered by the evident need to minimize dislocation of retail establishments now on Lankershim, and by problems of traffic, air and noise impacts.

### LOCATIONAL FACTORS

Major east-west access is from freeway on Burbank (northerly) and Magnolia (southerly), streets which are too widely separated to allow acquisition and control of the entire site between them by RTD.

Locating the center of station activity on Chandler near Lankershim is logical, because a revitalized regional retail function in the area is best achieved on a site which focuses at this highly accessible crossing point, and relates to the normal retail center activity presently scattered along the Lankershim corridor.

Land costs in this focal area, and especially to the east along Chandler, compare favorably with those elsewhere in the vicinity.

The identity of this area is easy to establish, partly because of the prominence of activities along Lankershim, but also because the crossing with the divided Chandler marks a change in land use from retail to industrial.

An additional factor in the identity of the place is the fact that a block west of Lankershim is the North Hollywood Park, or the northerly edge of it. A sensitive development of the station site should include development of a gateway, or reciprocal entry between the Park and the station area. This could become a real identifying factor for the north Hollywood community, giving it renewed regional prominence.

The entire site discussed here is in the "Central Deteriorating" area of the CRA Revitalization Study, indicating that renewal is appropriate and that collateral renewal around RTD activities is likely.

The area mentioned above is in close proximity to the major commercial and industrial zones of the North Hollywood community. The RTD plan should logically include a detailed evaluation of the best physical integration of marketable joint use with surrounding uses. Housing, of all the uses mentioned, has the least apparent fit with the surrounding commercial and industrial uses especially given the character of the projected large scale automotive parking area and access needed to serve the station.

#### SITE SIZE AND AVAILABILITY

Possible areas of up to 50 acres can be tentatively identified in the vicinity of the intersection of Chandler and Lankershim to Vineland. Since a good deal of the land is vacant or seems uneconomically used and since the CRA designates the area as "deteriorating", there is reason to believe a site could be assembled at reasonable cost.

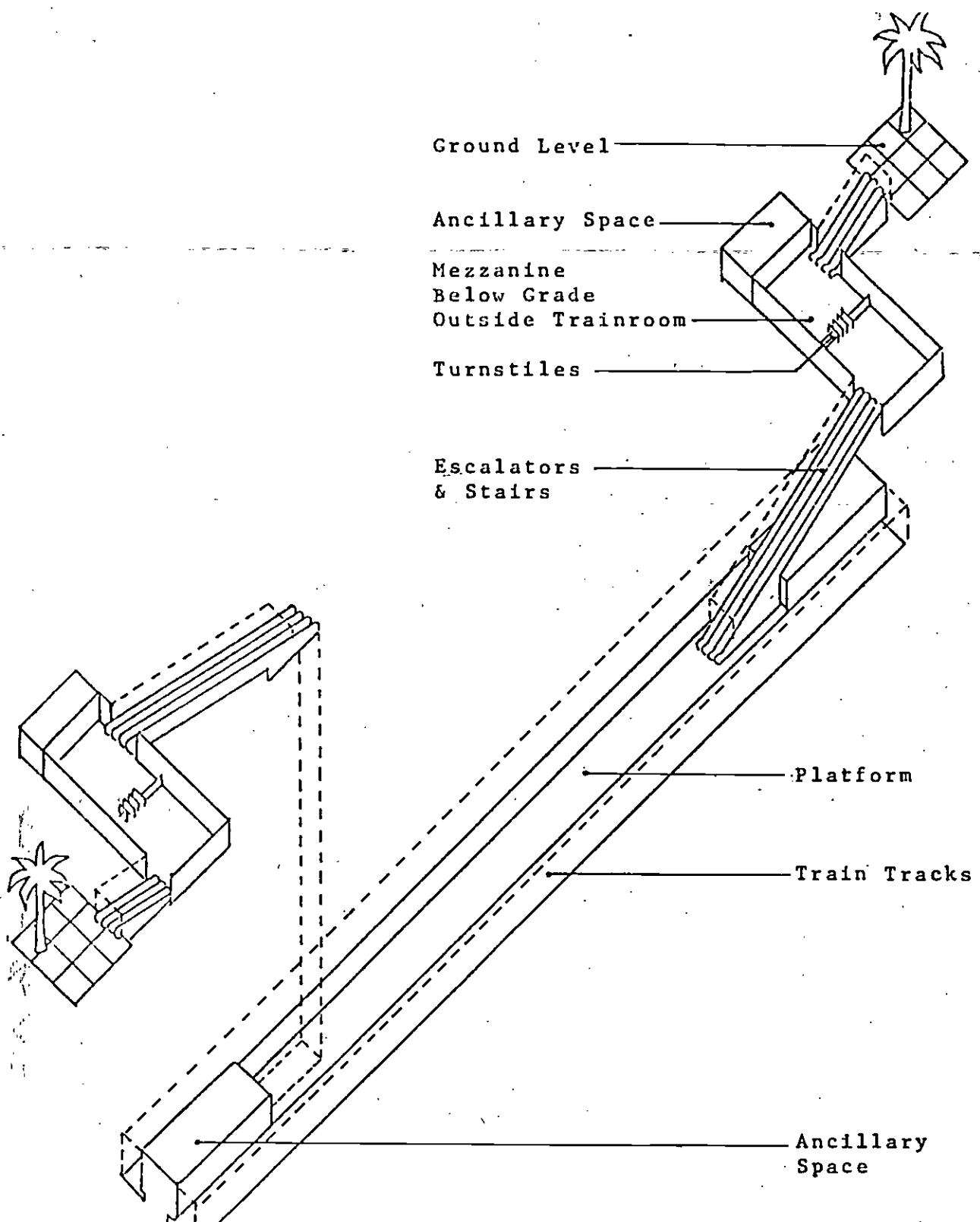
The choice of specific sites for joint use is guided by several factors which are specific to land use and probable availability. Land use north of Chandler breaks from retail commercial to industrial, and the character and quality of the industrial uses indicates that these lands are easier to acquire than the retail to the south. Some of the industrial property is underdeveloped, and appears to be in a state of deferred maintenance, at best.

There are two ways to deal with site requirements for the station and its potential joint uses, a "spread" scheme or a "concentrated" scheme. There is ample land east of Tujunga, north of the southerly arm of Chandler, and west of Vineland, to make an extensive, or spread development which would allow provision of all 23 acres of commuter parking in surface lots, and to allow one level of retail commercial over a portion of the area. The second method, the "concentrated" scheme, which is the one illustrated, is to confine the development of all parking and joint use south of Cumpston. Such a development would entail structuring all the parking that serves the commuter in conjunction with parking required for joint use. A comparison of land acquisition requirements for the two alternatives is given in the table following. The intensive development puts all the commuter parking within 600 feet, about a two minute walk, of the transit station. To provide a similar level of convenience for the commuter at this location with surface parking would require putting the station in the middle of the 23 acres surface of parking, which would not satisfy the potential for intensive reuse which is called for in the CRA study of the area.

JOINT DEVELOPMENT  
SITE SIZE AND AVAILABILITY

FIGURES

| SITING<br>SITE                   | Concentrated Uses |         | Spread Use                   |         |
|----------------------------------|-------------------|---------|------------------------------|---------|
|                                  | S.F.              | \$/S.F. | S.F.                         | \$/S.F. |
| Sub Areas                        |                   |         |                              |         |
| A                                | 128,800           | (8.0)   |                              |         |
| B                                | 121,000           | (8.0)   |                              |         |
| C                                | 284,000           | (13.0)  |                              |         |
| D                                | 165,000           | (13.0)  |                              |         |
| E                                | 475,200           | (2.6)   |                              |         |
| F                                | 144,000           | (2.6)   |                              |         |
| Sub Total 1                      | 1,316,000         |         | 1,316,000                    |         |
| Sub Area                         |                   |         |                              |         |
| G                                |                   |         | 464,680                      | (2.6)   |
| Sub Total 2                      |                   |         | 1,780,680                    |         |
| Estimated Cost<br>of Acquisition | \$9.5 million     |         | \$9.5 million<br>1.2 million |         |
|                                  |                   |         | <u>\$10.7 million</u>        |         |



## Station Requirements

At the end of the starter line, the North Hollywood station will serve a large number of San Fernando Valley commuters arriving by automobile and surface transit at the station location. In addition it will serve a major pedestrian patronage generated out of the new commercial development which occurs in close proximity to the station as a result of the transit opportunity. Access from the commuter parking area, the bus drop zone, and the Lankershim Boulevard pedestrian zone are facilitated in the design of the station. The split mezzanine configuration shown in the accompanying diagrams allows for access from diverse locations for the patrons of the system.

The decision to adopt a cut and cover type of construction will enhance opportunities for joint development while bringing the station close enough to the surface to permit easy connection with the transit yards and storage areas to be located nearby.

Preliminary estimates of station size and configuration based on SCRTD patronage projections for this station are noted below. These figures may be used for planning purposes but will undoubtedly be refined through more detailed site and patronage analysis.

Station type: Cut and cover  
 Mezzanine location: Below grade  
 Peak 15 minute patronage: 1852 persons

Escalator/stair units: 4  
 Turnstiles: 11

|            |               |
|------------|---------------|
| Platform   |               |
| Length     | 500 ft.       |
| Width      | 30 ft.        |
| Ancillary* | 4000 sq. ft.  |
| Total      | 19000 sq. ft. |

|                     |              |
|---------------------|--------------|
| Mezzanine           |              |
| Turnstiles          | 1320 sq. ft. |
| Queuing             | 1280 sq. ft. |
| Ancillary           | 800 sq. ft.  |
| General circulation | 680 sq. ft.  |
| Total               | 3880 sq. ft. |

\* Includes traction substation. Total ancillary space has been modified to account for station capacity about 30-50% of those used to generate the 7,000 foot figure mentioned in the Station Standards chapter.



## Related Transportation Requirements

### SURFACE ACCESS

According to SCRTD projections there will be sufficient auto and bus traffic generated by the new station and its patrons to require an additional 3.8 lanes of street in the vicinity of the station. The major arterials that serve the area will be further loaded by the patrons of the projected joint development. Since most of the development contemplated is retail commercial the overlap between commuter transit arrivals and joint use arrivals will be limited to employees, and to employees of commercial offices and industrial offices which are also programmed in the vicinity. Aggregating all these anticipated additions to the present and projected volumes of traffic indicates that there may be some serious congestion to be relieved by 1990, when the Los Angeles Department of Traffic projects a 30% increase in traffic volumes exclusive of the transit station and the joint uses now planned.

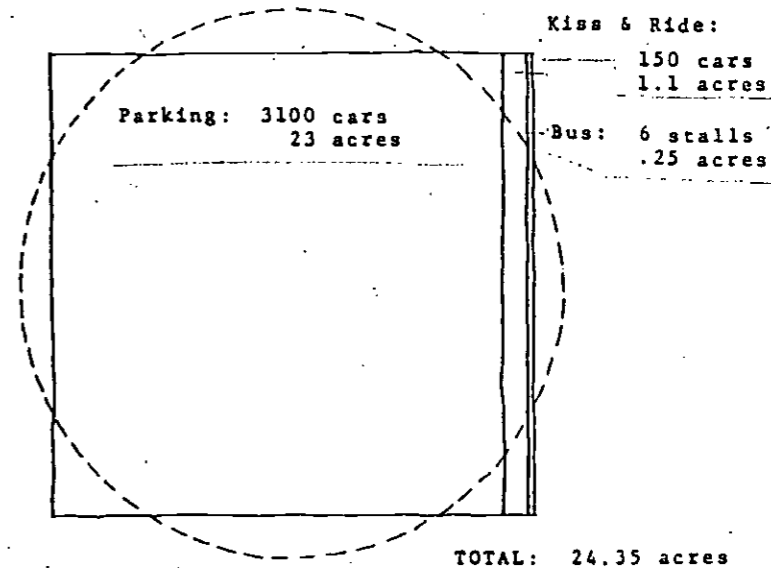
Most of the approach traffic is anticipated from the north and west of the station, indicating that Tujunga, Cumpston, Bonner and Chandler will carry most of the additional traffic, and that additional loading can be anticipated on the Hollywood Freeway.

A significant 45% of the arriving patrons to the transit station will be transit riders, which will reduce the impact of trips from those directions on those named arterials, since they all have one or more bus routes on them as indicated on the Existing Conditions diagram.

### LAND AREAS FOR SURFACE ACCESS

Parking and related transportation facilities require the following land areas if assumed to be on-grade. Structured parking will reduce these land area requirements, and is necessary in some cases to reduce the walking distance between car and transit. Structured parking may facilitate the joint use of transportation facilities with projected commercial development.

The following chart illustrates areas required for related transportation facilities. The circle represents a 600-foot radius or two minute walk from edge to center.



# Illustrative Joint Development Plan

## PROGRAM

The markets identified for this area by the CRA have been allocated in whole or part on a cluster of sites that have the necessary capacity, and that provide an opportunity to reinforce existing land uses. All of the program elements listed can be considered potential joint use because of the extensive requirements of the station at the end of the line. In addition, the involvement of the CRA in this development provides SCRTD with an opportunity to acquire development rights from the Renewal Agency more easily than on other sites. Selected elements of the development program are listed in the following table.

## ALTERNATIVE PROGRAMS FOR JOINT USE

| <u>Joint Use</u>            | <u>Building Area</u> | <u>Land Area</u>    |
|-----------------------------|----------------------|---------------------|
| Retail                      | 537,200              | 537,200             |
| Retail & Parking            | 1,146,920            | ---                 |
| Industry & Parking          | 287,660 <sup>1</sup> | 381,150             |
| Commercial Office & Parking | 130,000 <sup>2</sup> | 124,500             |
| <b>Total</b>                | <b>2,101,780</b>     | <b>1,042,850 SF</b> |

<sup>1</sup> Industry is based on land area impacted most heavily by RTD development. Assumes 1 story structure and 1 parking space/1000 SF GLA

<sup>2</sup> Office space estimate is based on 130,000 SF demand cited on page 52 of CRA study. Parking is provided @ 2 spaces/1000 SF of GLA

## DESIGN CONCEPT

The development associated with this station has been sited between Tujunga on the west, and Vineland on the east; from Cumpston on the north to Chandler on the south.

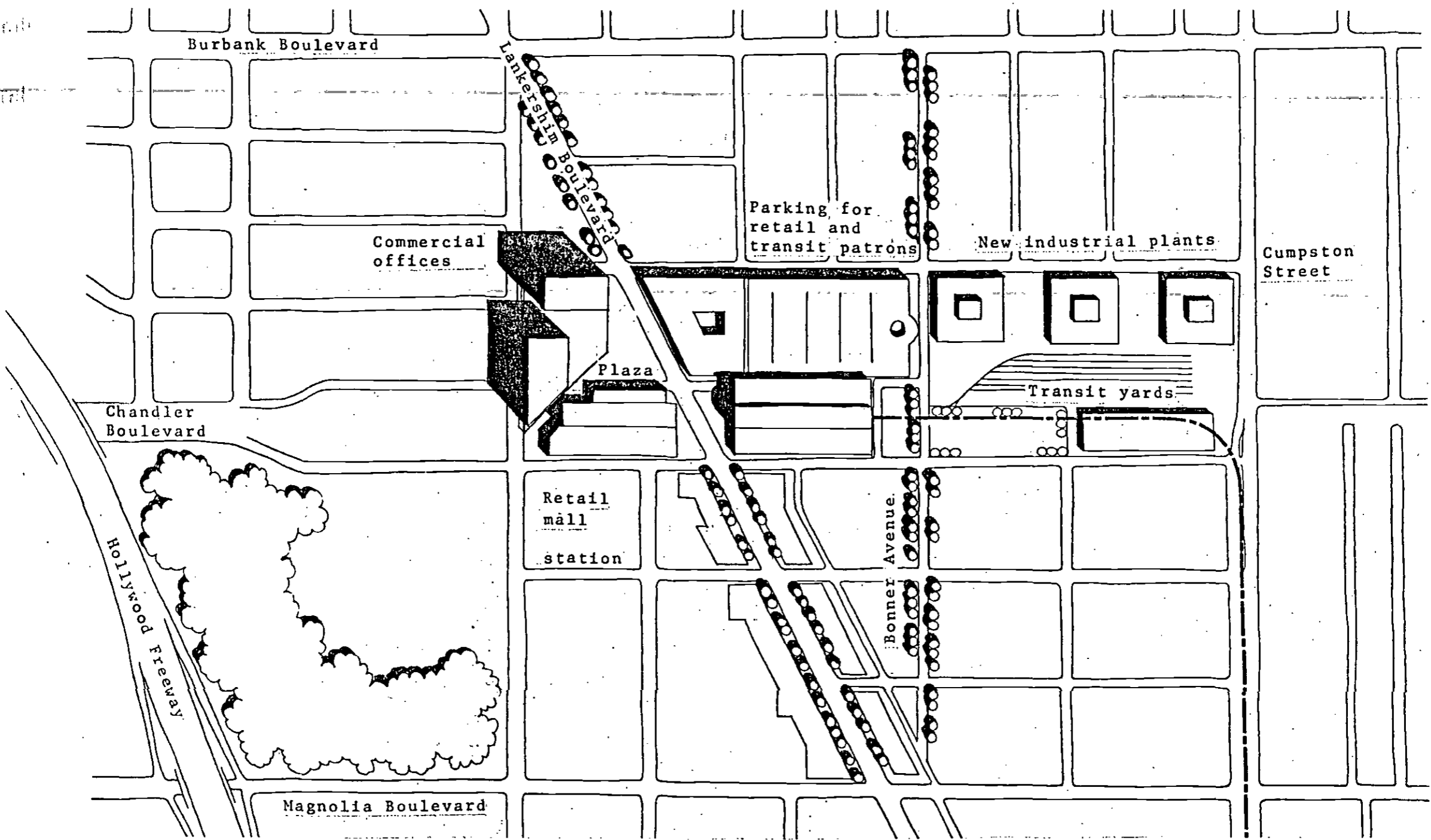
The station itself lies between the north and south branches of Chandler, and extends roughly from a modified alignment of Bonner on the east to Lankershim on the west. This siting of the station facilitates future extension to the west, and provides the possibility for good access to Lankershim, which is presently the main retail commercial street of north Hollywood, particularly south of Chandler. It also provides the opportunity to utilize the Chandler corridor to achieve a link with North Hollywood Park, a symbolic as well as a functional gateway from the west. Retail shopping space is organized along both sides of the station which lies in a shallow cut and is open to and visible from a multi story shopping gallery. The transit patron on the mezzanine is therefore given a view of the multi-tiered shopping above, a sense of immediately accessible stores and restaurants. The narrow band of retail to the south of the station is limited to retail activities, and the large building to the north consists of several layers of parking which begin two or more levels below grade, and retail stores which are concentrated along the Lankershim frontage and extend easterly along the station gallery. Parking is therefore physically separated from the station above grade, but is directly accessible to the major retail complex. Parking is provided both for the transit riders and the shopping center patrons in the large garages on the east side of Lankershim. The

parking garage is accessible from the north and south from the major east-west arterials Burbank and Magnolia via smaller streets such as Elmer and Bonner. The size of the parking facility indicates that sufficient traffic will be generated to require careful modification of the feeder streets minimizing disruption, and easing peak hour loading and unloading of the garages.

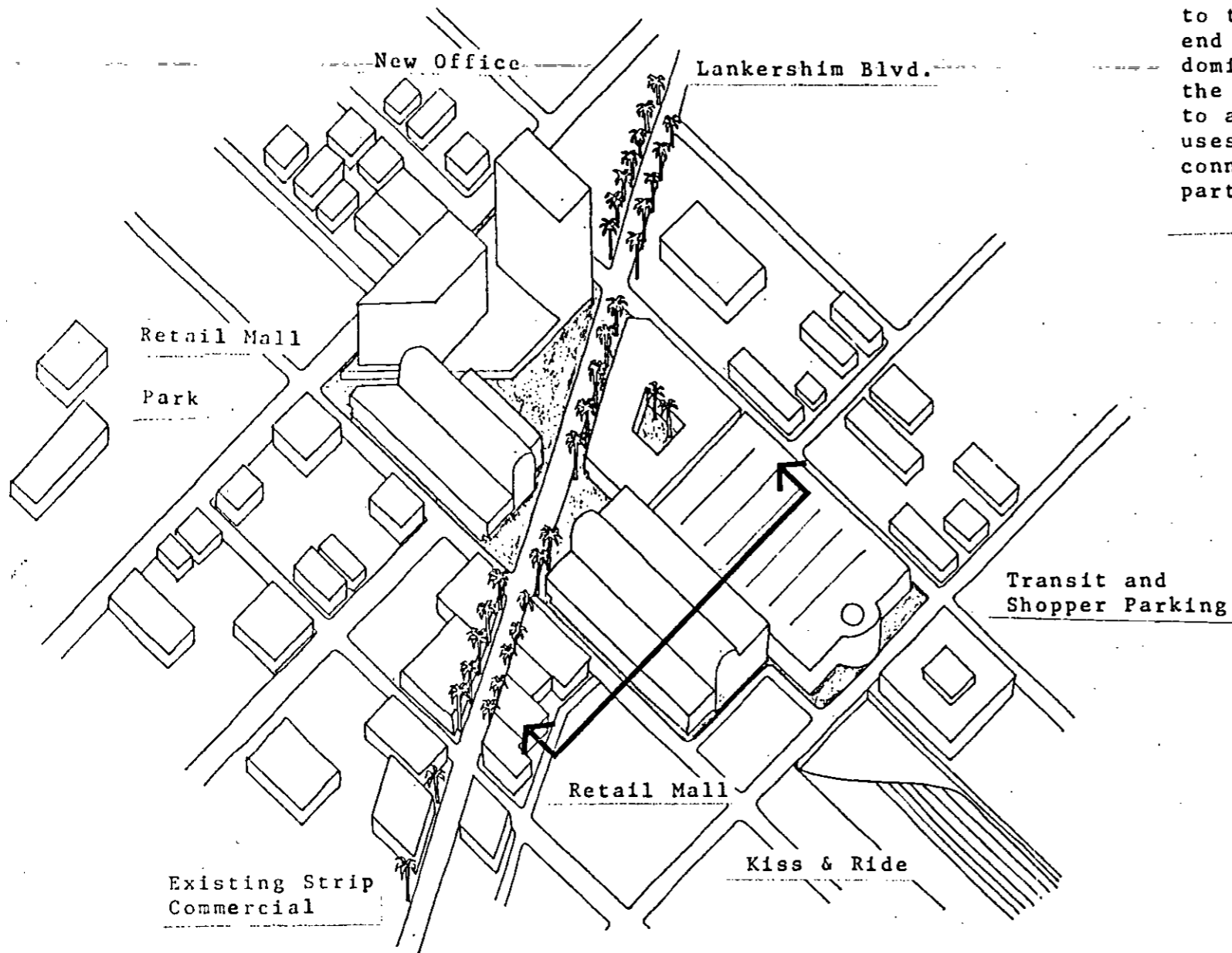
Capitalizing on the improved access and commercial importance of the area, the site across Lankershim between Chandler and Cumpston contains additional retail space on the street frontage, and two office towers above. The market for office space could be satisfied by a number of alternative configurations, such as a single tower, or a monolithic lowrise office structure. In any case the office development could provide a strong visual element to accent the lowrise retail center across the street. The plan shows a large plaza on Lankershim for the office complex, and this could provide an effective "transit square" emphasizing importance of this development at the end of the starter line. Some of the office space could be occupied by RTD, and the plaza and store fronts facing on it could contain an exhibit of the system's features and services. The plaza is also an open space connected with the North Hollywood Park across Tujunga, and south of Chandler and hence contains the potential for community use.

The kiss and ride parking area is located on the east end of the station, near Bonner, which is also the designated location of the bus transfer station. Bonner and Blakeslee are shown modified to facilitate the entry of buses and commuter automobiles to this end of the

Illustrative Joint Development Plan

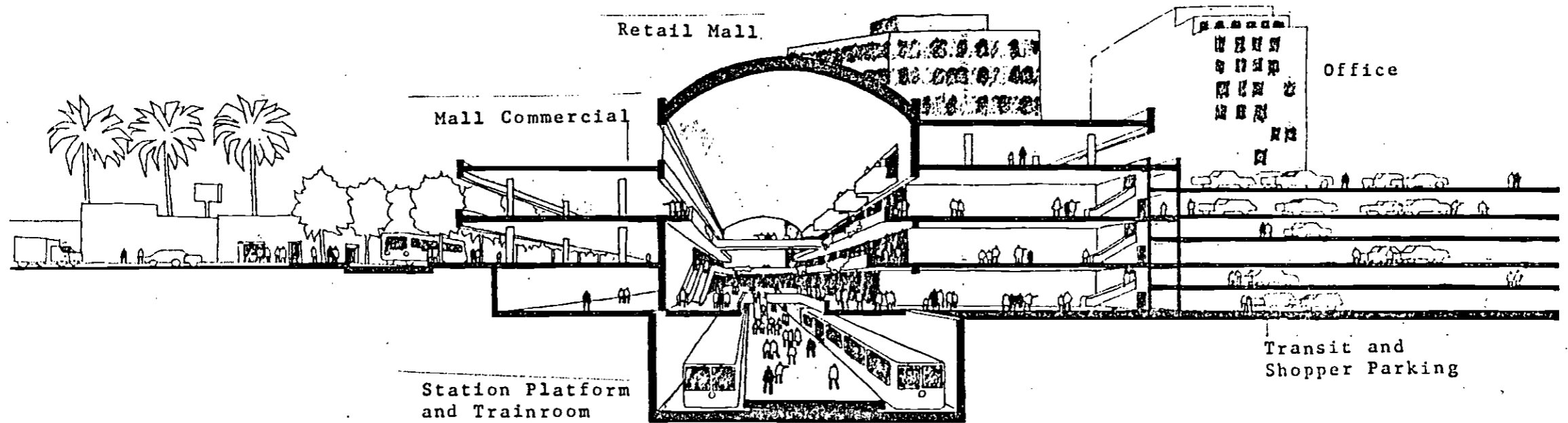


# Aerial of Development Site



station. The land between Bonner and Vine-land is dedicated to new industrial uses and to the train yard which is required at the end of the line. The existing use is predominately industrial, and the development of the yards by RTD will provide an opportunity to acquire it for higher intensity industrial uses which will benefit from a direct transit connection to the remainder of the region, particularly the downtown headquarters area.

Section Perspective



Universal City

# Universal City

## Area Description

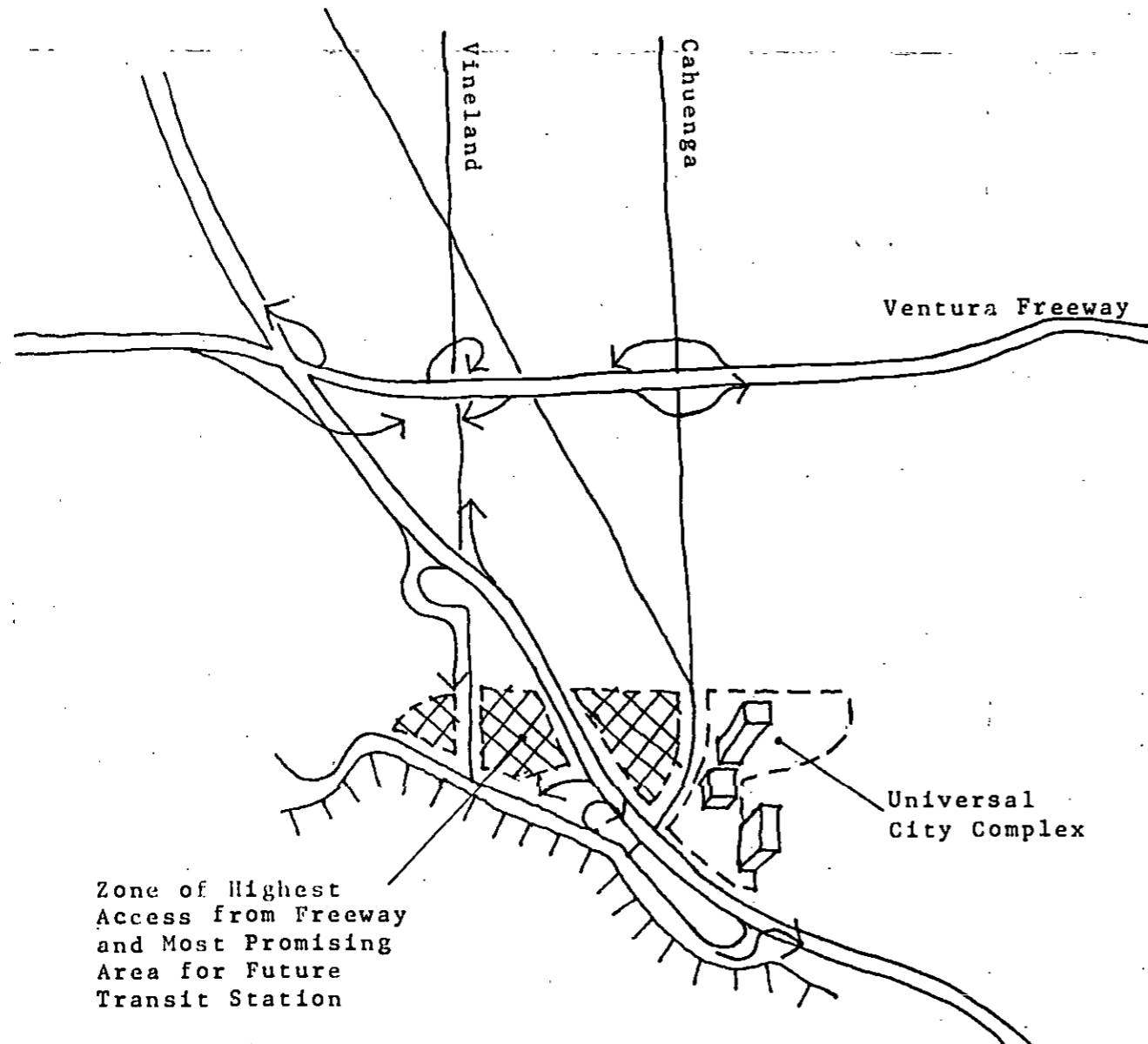
### POPULATION

Universal City is different from other parts of the San Fernando Valley and is characterized by somewhat higher proportion of multi-family dwellings, small family units and slightly higher incomes. The presence of some new units in proximity to Universal Studios and near other amenities and access opportunities is unique in this area. The Toluca Lake area, of course, is another positive attribute in the economic environment, although its residents are too mobile to be considered a local market factor.

### LAND USE

The Universal City vicinity incorporates a wide mix of uses. Retail enterprises include the strip along Lankershim from Vineland to Cahuenga, a relatively weak district scale concentration of comparison retail, and scattered uses along the south edge of Ventura Boulevard. Residential uses range from high value single family housing in the Toluca Lake district and garden apartments adjacent to Acama Street, to relatively undermaintained residences west of Lankershim behind the commercial strip. New garden apartments and associated amenities have begun to appear west of the Hollywood Freeway taking advantage of excellent access and views.

The Universal City complex combines a high rent office environment with a working studio complex and an entertainment node, including hotels, studio tours and restaurants. Universal City is scheduled to enlarge both its commercial office uses and tour related uses.



Zone of Highest  
Access from Freeway  
and Most Promising  
Area for Future  
Transit Station



There is a scattering of light industrial uses around Universal City, not specifically related to movie production, which may choose other locations in the next several years as the value of the area increases as a regional office subcenter.

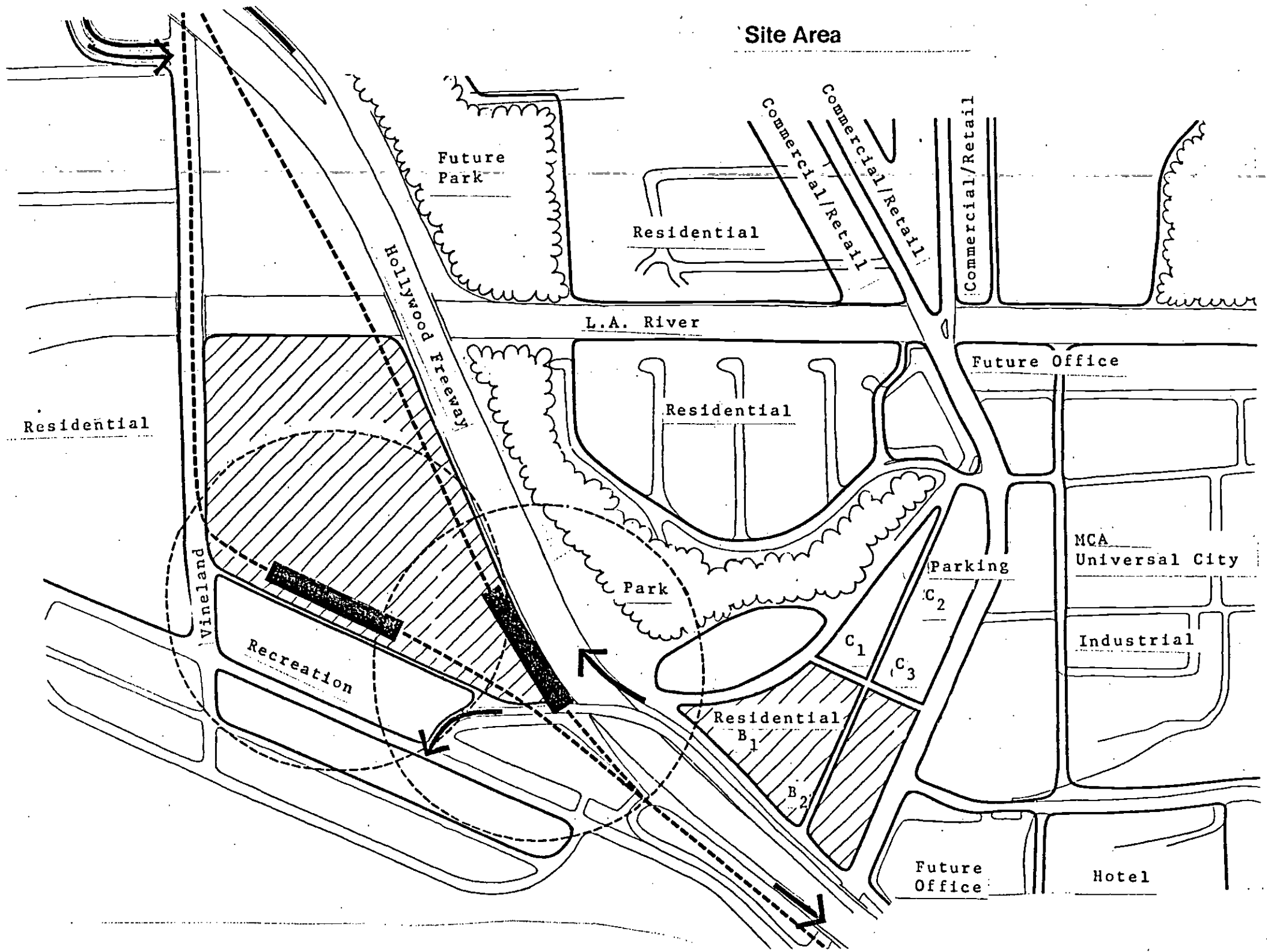
#### AVAILABLE ACCESS

Freeway access to the area from the Hollywood Freeway and the Ventura Freeway is ample. Aerial traffic is focused on Cahuenga, Vine-land, Ventura and Lankershim. Of these Lankershim characteristically exhibits the most severe congestion at peak hours, especially in the area from the Cahuenga/Lankershim intersection to where Lankershim passes beneath the Hollywood Freeway, or directly adjacent to the Universal Studios complex, a major trip generator in the area. Therefore, while this zone in some ways is a logical station location, the probability of severely compounding an already difficult traffic situation is high.

#### AMENITIES AND FEATURES

The vicinity is rich in attractions which are presently almost wholly auto-oriented. These include the Universal City Tour and Studio, the Burbank Studio, NBC Studio, Disney Studio, CBS Studios and Forest Lawn. The Universal City Tour attracts over 1.25 million visitors per year, and has grown to be the second largest in the state. In addition a well maintained local park occupies several acres bounded by the Los Angeles River, the Hollywood Freeway and Lankershim Boulevard. Universal City and the Santa Monica Mountains provide visual distinction to this edge of the Valley environment.

Site Area



## Joint Development Opportunities

### MARKETS

The apparent candidate uses for this location are tourist-related retail uses and specialty offices, due to proximity and access to major attractions named above. An additional dimension of the market situation for joint development in the Universal City area is the strong competition offered by general retail centers or projected in, North Hollywood, Studio City, Sherman Oaks, Hollywood, Glendale and Burbank. The following market concepts are suggested for further evaluation:

- Hotel
- Convention Center
- Motor Hotel
- Sports Arena
- Entertainment Exhibition
- Specialty Retail
- Convenience Retail
- Professional Offices

Most of these types of facilities could appropriately be sited over or adjacent to a large parking area.

In addition to these commercial uses LACPD has recommended multi-family housing be considered. The market is probably adequate to generate interest in market rate apartments near the new transit station, sited over or adjacent to parking and taking advantage of good views of the mountains.

### LOCATIONAL FACTORS

The setting is dominated by the slopes of the Santa Monica Mountains and the freeways. The physical prominence of the Universal City area provides a visual center of interest below the hills. Its organization and landscape are a useful foil for the natural form and residential scale of the remainder of the area. The form of joint development on the RTD site may best resemble the large masses of the Universal Studio's area and could logically be built over parking on a platform establishing pedestrian and tram linkages at the second level over the streets. Sites reviewed in this area have relatively high visibility from the surface streets and from the freeway.

This area is a good location for a modal transfer point, from freeway transit to fixed rail transit because of the configuration of the Hollywood freeway. The most accessible area is between the Lankershim and Vineland off-ramps. This location is at the northerly edge of the Santa Monica Mountains, and is a good intercept point for San Fernando Valley residents who are commuting to the other side of the Mountains, to Hollywood, Wilshire, and downtown.

In addition the Mountains provide a dramatic setting for the station and for related development.

The proximity of Universal City establishes the area as a major destination already-- its tour has 21,000 visitors on peak days -- and one which has the potential to grown in importance as a subcenter of Los Angeles. MCA - Universal City has several major additions planned, and property across Lankershim is being developed or improved by others.

Two station locations have been considered. One, on the westerly side of the freeway, lies near the center of the largest site available for commuter parking, and the area most accessible from the freeway. The other lies on the easterly side of the freeway, closer to major commercial joint development opportunities. A station on either side could be linked to commuter parking and to the Universal City destination by a shuttle bus or tramway.

#### SITE SIZE AND AVAILABILITY

There are three distinct sites shown in the Universal City area, each with a different relationship to the preferred station location, and each performing a specific role in future development. Site A, bounded by the Los Angeles River on the north, Ventura Boulevard on the south, Vineland Avenue on the west, and the Hollywood freeway on the east, is the largest bloc of land that may be assembled to accommodate required transit parking, and kiss-ride and bus drop-off functions. The site consists of 1,187,800 square feet of land, about 27.25 acres. It can accommodate the required parking within the desired two minute walk from the transit station. Since SCRTD will acquire all or most of the site, it is a logical place for joint development. Sites B-1 and B-2 are north of the Hollywood freeway, adjacent to it, and between Lankershim Boulevard, facing the Universal Studios property across Lankershim, and Bluffside Drive. They contain 278,800 square feet of land, which are part of the joint or collateral development potential of this area. Site C is immediately north of the B sites, and again fronts on Lankershim Boulevard, and is bounded on the other side by Bluffside Drive.

The site has the highest potential for development, but because it is not necessary for the development of the transit line, any changes in it due to transit development, and increased accessibility, can be termed collateral development not directly managed by SCRTD.

Substantial areas of commercial land on Lankershim are held by single owners. An historic monument Campo de Cahuenga, is located on the west side of Lankershim across the street and north of the main entrance to

Universal City Tours. It is to be preserved on its present site.

Frontage along Ventura Boulevard in Site A is held by a large tennis club and is excluded from the current acquisition proposal.

The table which follows defines one pattern of acquisition and reuse which may produce significant opportunities for value capture for the District but the pattern should be responsive to further investigation of developer interest in the areas shown.

Discussions with a representative of MCA indicate that there are current plans to build more office space on their property, and to expand the existing Sheraton Hotel. The amount of development contemplated does not, according to MCA, preclude the types of development shown in the illustrative plan for transit development and joint and collateral use.

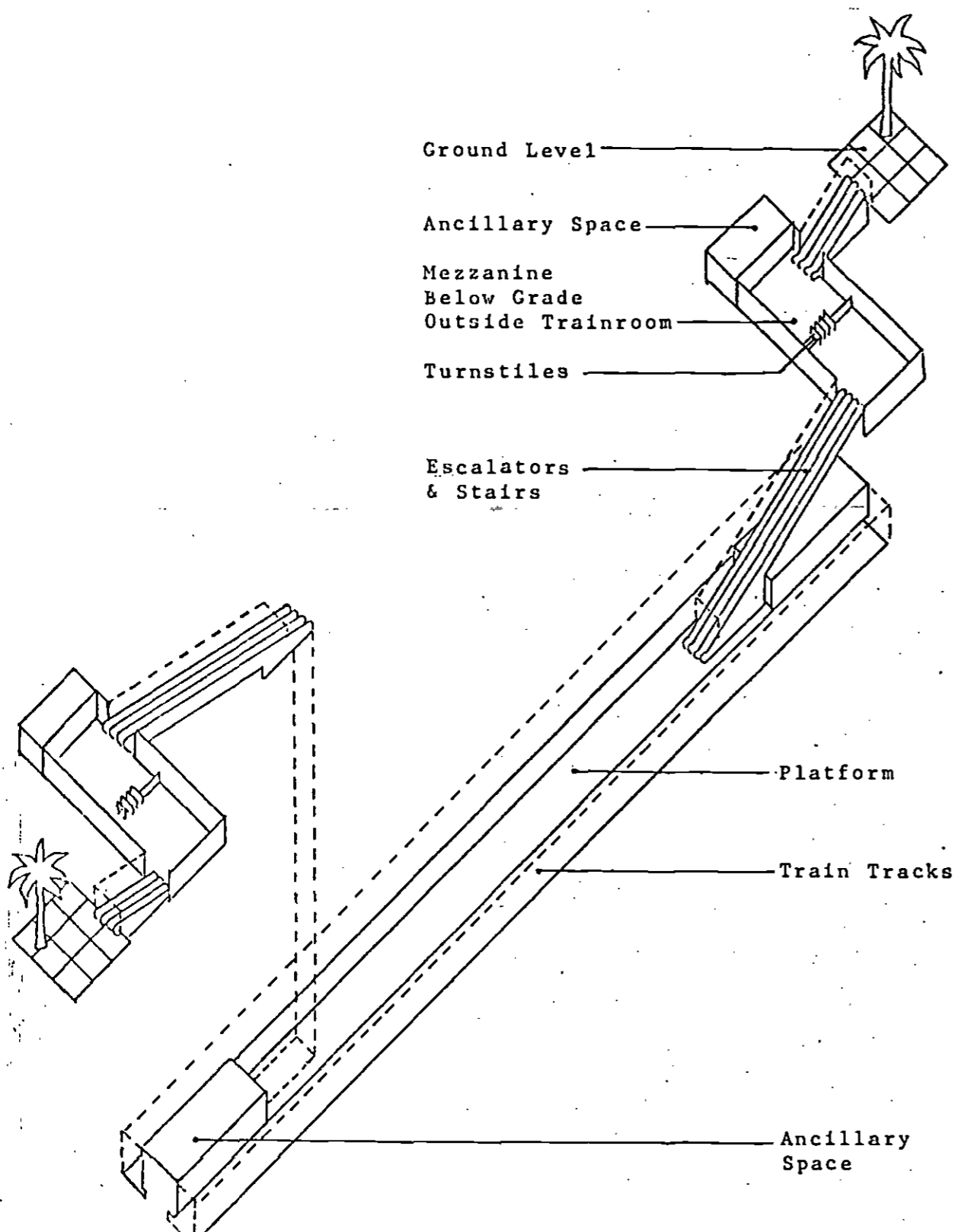
#### JOINT DEVELOPMENT

#### SITE SIZE AND COST

| <u>Sub Area</u> | <u>Size (\$ Cost/SF)</u> |                                              |
|-----------------|--------------------------|----------------------------------------------|
| A               | 1,187,800                | (7.00)                                       |
| B-1             | 88,000                   |                                              |
| B-2             | 190,800                  | (recent sale suggest<br>a value of 15-20/SF) |
| C-1             | 61,524                   | (6.05)                                       |
| C-2             | 95,320                   | (8.29)                                       |
| C-3             | 43,200                   |                                              |
| <b>Total</b>    | <b>1,666,644</b>         |                                              |

Estimated Cost  
of Acquisition  
of A & B sites

\$11.7 million



## Station Requirements

Designated a multi-modal transfer station, Universal City station will have the most direct possible access from the Hollywood and Ventura freeways for commuter autos and buses, and will require accordingly direct pedestrian access from the commuter parking and drop-off areas to the station. In addition, the major destination potential of the Universal City Tours and office center demands relatively direct pedestrian access from the station. The station is therefore shown with a split mezzanine configured to allow easy access from widely divergent parts of the development area.

The present assumption is that the station will be built by the cut and cover method. A location below grade will allow the parking and drop off points that serve the station to cluster around the station site, and could bring joint use into close proximity with the station.

The alternative of an elevated station has been studied and set aside although it is possible to accommodate the transition from below grade track to elevated track by running the line along the westerly edge of the Hollywood Freeway.

Preliminary estimates of size and configuration for this station are noted below. These figures may be used for planning purposes but will undoubtedly be refined through more detailed site and patronage analysis.

Station type: Cut and cover  
Mezzanine location: Below grade, outside trainroom  
Peak 15 minute patronage: 2458 persons  
Escalator/stair units: 4  
Turnstiles: 13

#### Platform

|            |               |
|------------|---------------|
| Length     | 500 ft.       |
| Width      | 30 ft.        |
| Ancillary* | 4000 sq. ft.  |
| Total      | 19000 sq. ft. |

#### Mezzanine

|                     |              |
|---------------------|--------------|
| Turnstiles          | 1560 sq. ft. |
| Queuing             | 1280 sq. ft. |
| Ancillary           | 800 sq. ft.  |
| General circulation | 728 sq. ft.  |
| Total               | 4368 sq. ft. |

## Related Transportation Requirements

### SURFACE ACCESS

This station will serve a large commuter population in the San Fernando Valley, 95% of whom will arrive via the Hollywood Freeway and indirectly the Ventura Freeway from the west and north of the station location. About half the commuters will arrive by bus, making the connections between freeway transit routes and the rapid transit system extremely important, as well as the connection to surrounding arterials which have bus routes. The present interchange with Vineland will require improvement to facilitate northbound access. SCRTD estimates that 4.4 additional street traffic lanes will be required to accommodate bus and automobile traffic destined for the station. Given the probable location of the station and the commuter parking most of the additional traffic is likely to occur on Ventura and Vineland Boulevards, and on Lankershim to a lesser extent. Present traffic volumes indicate that the additional traffic will cause some problems on Ventura Boulevard, but Vineland Avenue south of the Freeway appears to have considerable additional capacity. Most of the joint or collateral development uses mentioned for further evaluation would not generate traffic peaks at commuter peak hours. This adds to the likelihood that joint use is a workable factor in this development.

\* Includes traction substation. Total ancillary space has been modified to account for station capacity about 30-50% of those used to generate the 7,000 foot figure mentioned in the Station Standards chapter.

## Illustrative Joint Development Plan

### PROGRAM

The following program elements have been chosen from the marketable uses identified earlier. Housing, as mentioned in the text, has been supported as a joint use by the Los Angeles City Planning Department Community Planners for this site. In addition, the market for transient housing has been confirmed by conversation with developers in this area. The decision to allocate the motor hotel to the Lankeith strip facing Universal Studios is based upon the evident "critical mass" of uses there, as well as the favorable, identifiable nature of the site.

The housing is across the street from new apartments on the west side of Vineland.

### PROGRAMS FOR JOINT AND COLLATERAL USE

| <u>Use</u>                                  | <u>Building Area</u> | <u>Land Area</u>     |
|---------------------------------------------|----------------------|----------------------|
| Site A<br>(Joint use)                       |                      |                      |
| Housing                                     | 400,000 S.F.         | 100,000 <sup>1</sup> |
| Retail                                      | 80,000 S.F.          |                      |
| Parking                                     | 273,000 S.F.         |                      |
| Sites B-1<br>and B-2<br>(Collateral<br>use) |                      |                      |
| Motor Hotel<br>(300 rooms)                  | 240,000 S.F.         | 97,800               |
| TOTAL                                       | 993,000 S.F.         | 197,800              |

1. Parking for 600 residence related cars and 240 retail related cars on three levels integrated with transit related parking structure. The retail space would occupy a band along the ground floor on Vineland. Housing in 3.4 story apartments would occupy the landscaped surface of the garage roof.



## DESIGN CONCEPT

The station is to be located on the west side of the Hollywood Freeway extending north from the southbound on ramp, and parallel to the Freeway. Since the station and station mezzanine are below grade, a pavilion is located at each end of the 500 foot long platform marking the points of access to the station. Adjacent to the station and west of it, the kiss and ride and bus drop off area provides immediate access to both of the pavilions. The Universal City tram can pick up tour patrons at the southern pavilion, and take them direct to the studio and exhibition via Ventura Boulevard and Lankershim. A pedestrian bridge is shown from the south pavilion crossing over the freeway and connecting to the proposed motor hotel site (collateral development) on Lankershim Boulevard.

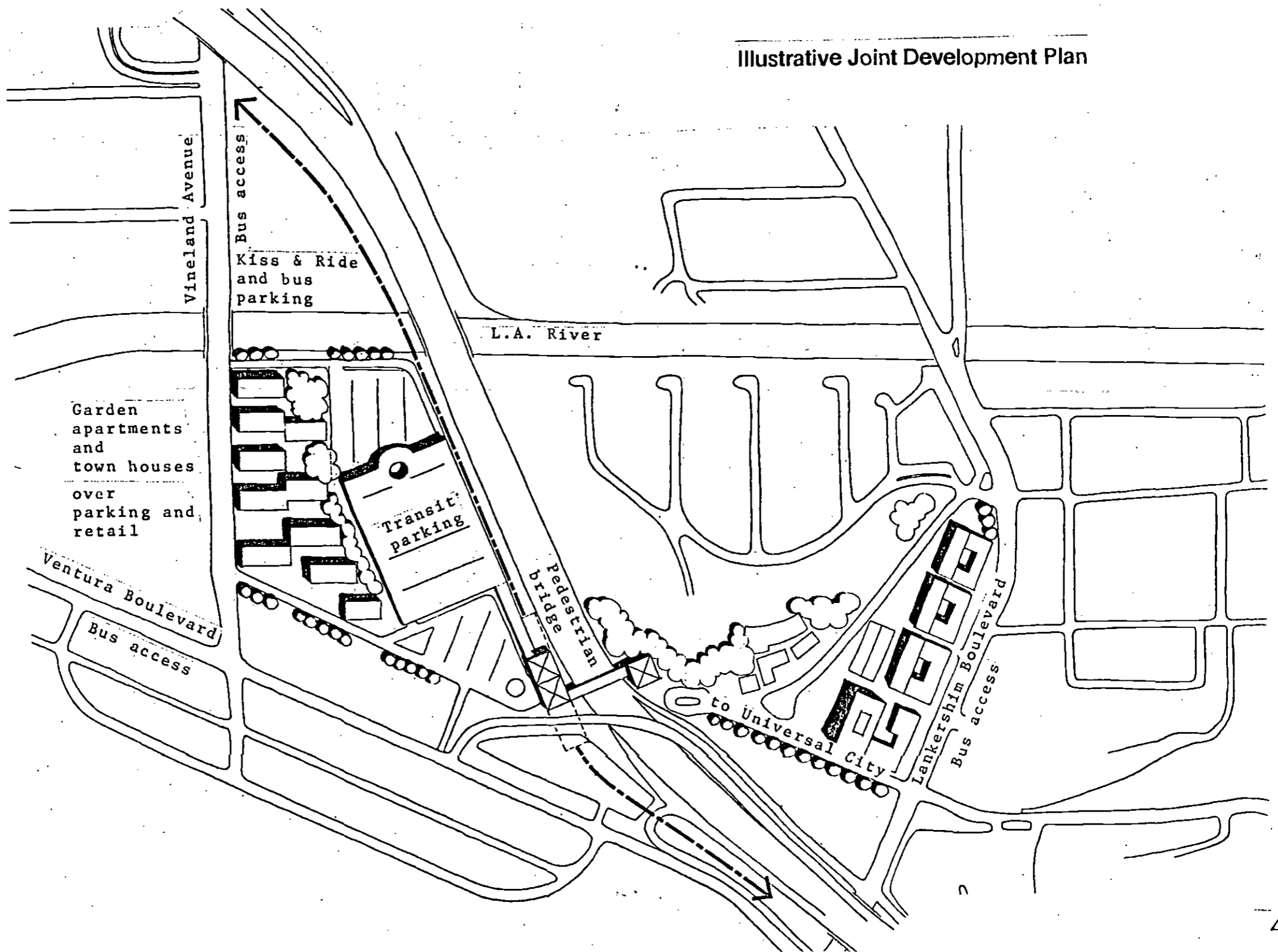
Direct access to the kiss and ride and bus drop area is provided along an internal road system which utilizes the existing alignment of Bluffside Drive on the south, and travels around the major parking structures that cover most of the site of Vineland Avenue. The larger of the two garages is sited on the east side as close to the station and its entrances as possible, with the northernmost pavilion on the center of one of its sides.

The potential for direct access from the freeway by exclusive bus-only ramps is also indicated on the diagram, although there may be a problem related to the close spacing of ramps in a position which would presumably respond to the large proportion of traffic coming from the north and west down the Hollywood Freeway to the intermodal exchange point.

A second major garage, north of Bluffside and extending along the Vineland frontage will provide parking for the joint development aspect of this station. The garage provides a platform for about 400 units of housing which are allocated on its landscaped surface in garden complexes. Service retail, serving the residential joint development as well as the surrounding area, is located in the base of the garage, also along the Vineland frontage.

The new development shown on Lankershim Boulevard is not directly associated with land assembly or easements required to build the transit station. It may be stimulated by the new station, and according to local development interests, it represents a realistic assessment of the long term market for space in the Universal City area. The southernmost parcel, which is presently occupied by an industrial use, is shown with a motor hotel on it. The hotel could have a direct connection to the transit station as shown, and is in an advantageous position to serve patrons of Universal City Tours and the tenant office uses now proliferating there and in the immediate vicinity. Moving north from there, the Lankershim frontage is shown devoted to commercial office uses, and mixed uses including market rate housing which takes advantage of the park to the west. Since these are long term and collateral use ideas, they have not been assigned a specific program.

Illustrative Joint Development Plan





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Hollywood Bowl

# Hollywood Bowl

## Area Description

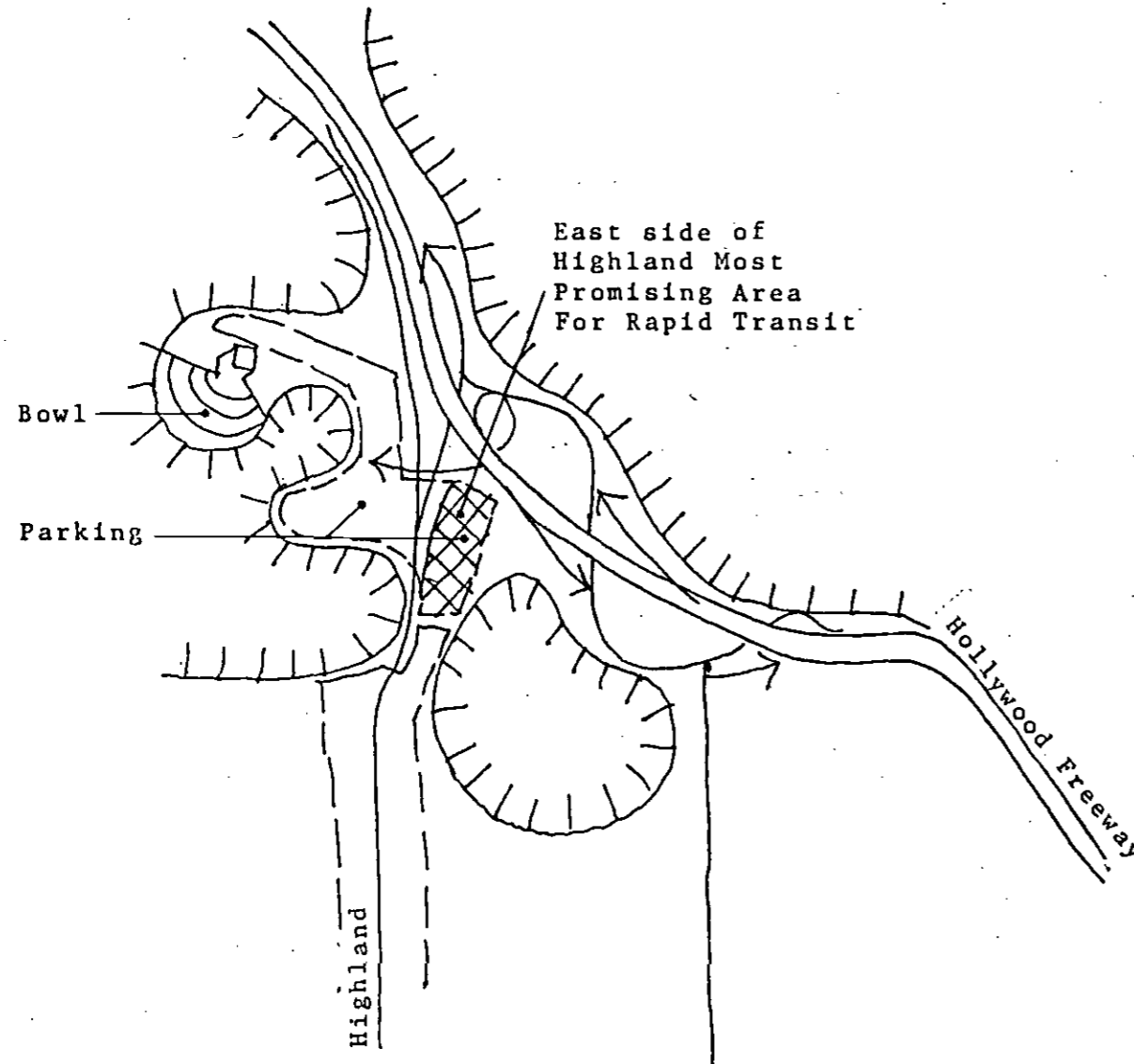
### POPULATION AND LAND USE

The Bowl is nestled in the Cahuenga Pass among relatively costly, low-density hillside housing. Since it is a regional attraction, the Bowl is something of an environmental hazard to the surrounding area. Certain regulations of concert noise level have already been achieved by the residents of the Bowl "neighborhood".

Motels and strip commercial begin about half a mile south of the Bowl on Highland Avenue.

### AVAILABLE ACCESS

Adjacent to the Hollywood freeway and well supplied with access ramps, the Bowl itself accommodates about 4500 cars in adjacent parking lots. It requires several hours to fill the lots and only about 40 minutes to empty them. Satellite parking at Universal Studios and Warner Brothers accommodate 4500 more cars whose passengers are bused to the Bowl. Seven other sites in the Los Angeles basin are used as park and ride lots for Bowl performances. They are provided bus access by RTD. The fact that parking commences in some of the Hollywood Bowl lots as early as 3:30 PM on performance evenings does not preclude the use of some space for commuters doing park and ride and kiss and ride trips. RTD patronage data indicates that under present conditions there would be a demand for long term parking of about 1400-1500 vehicles which could be accommodated in existing lots.



## AMENITIES AND FEATURES

One of the best known features of the Los Angeles basin, the Bowl site is a superb integration of a major public use into the rolling topography of the Santa Monica Mountains.

Site Area

Hollywood Bowl

Residential

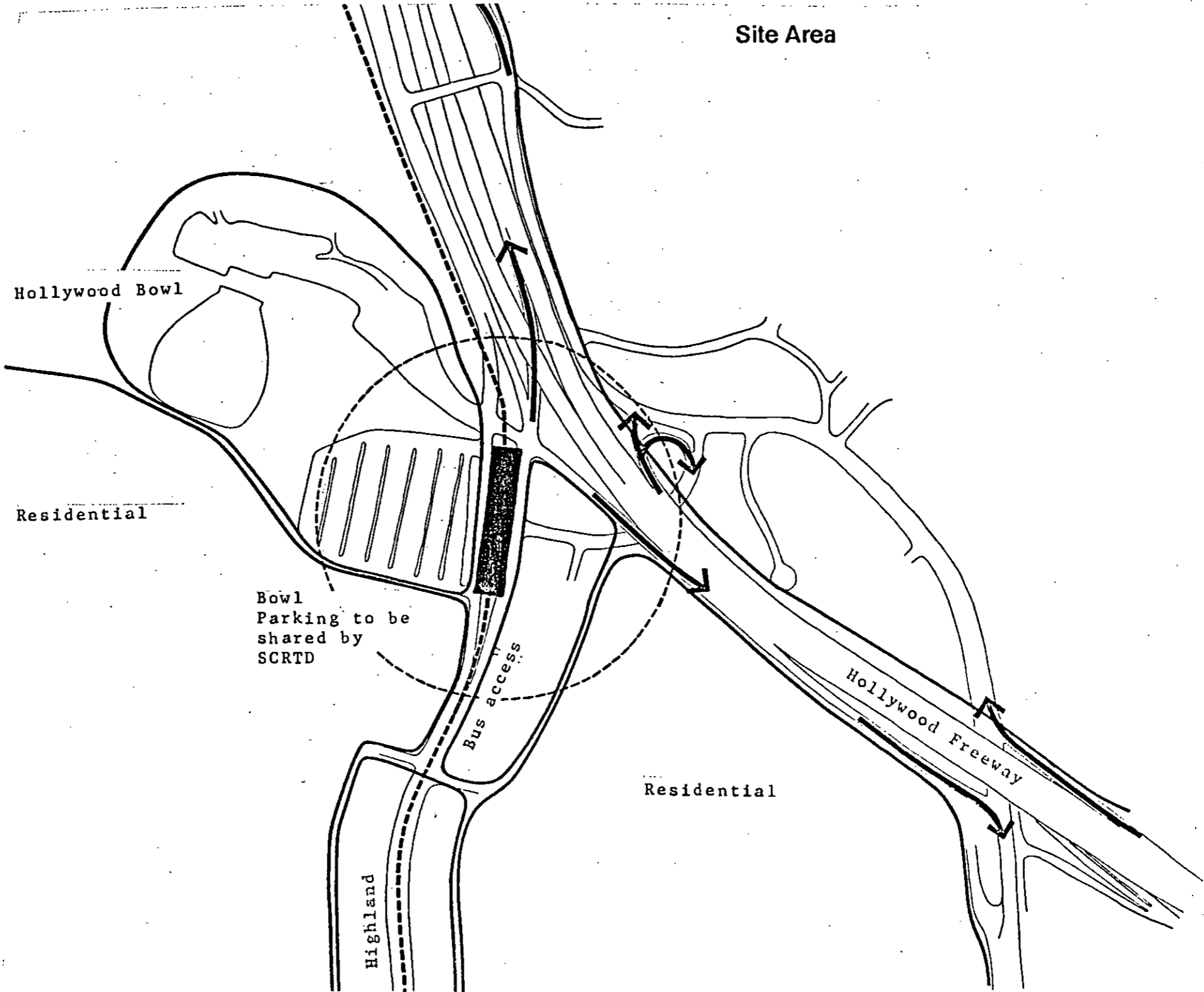
Bowl  
Parking to be  
shared by  
SCRTD

Bus access

Residential

Highland

Hollywood Freeway



## Joint Development Opportunities

It seems extremely unlikely that joint use of the station site in the Bowl area could be achieved, or should be pursued for these reasons:

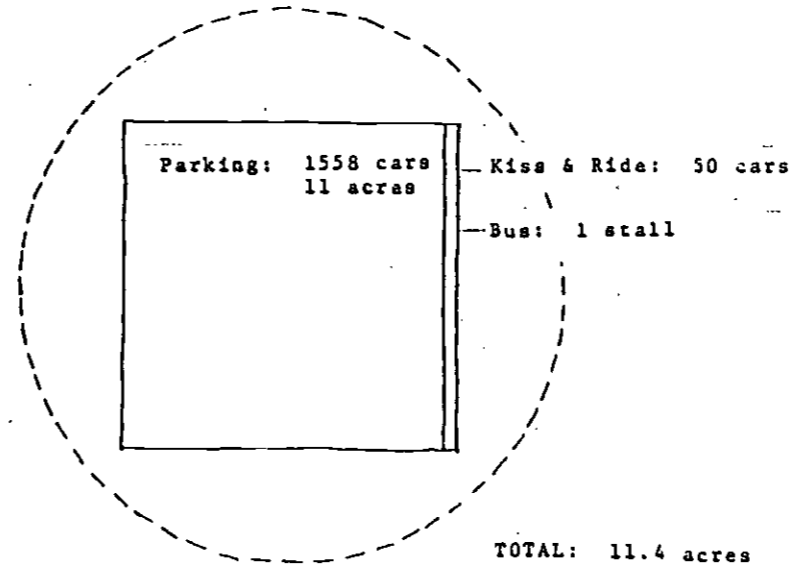
Present management of the Bowl is dedicated to the performing arts. The addition of commercial ventures even on a not-for-profit basis would change the Bowl's appearance and the format of its operations.

The joint use, if contemplated, would have to have minimal impact on the existing environment, and access to it would have to be achieved without conflict with Bowl arrivals.

At this point it seems unnecessary to pursue further joint use in the Bowl area. On the other hand, a station in this area may enhance some of the existing development along Highland Avenue and adjacent to the Bowl.

## Related Transportation Requirements

The following chart illustrates areas required for related transportation facilities. The commuter parking requirement illustrated here could be accommodated within existing Bowl lots. The circle represents a 600 foot radius or two minute walk from edge to center.





### Illustrative Joint Development Plan

The most likely site for a transit station is shown on the existing conditions map. The simplicity of the station and lack of justifiable joint development indicate that there is no need for further elaboration of a scheme.



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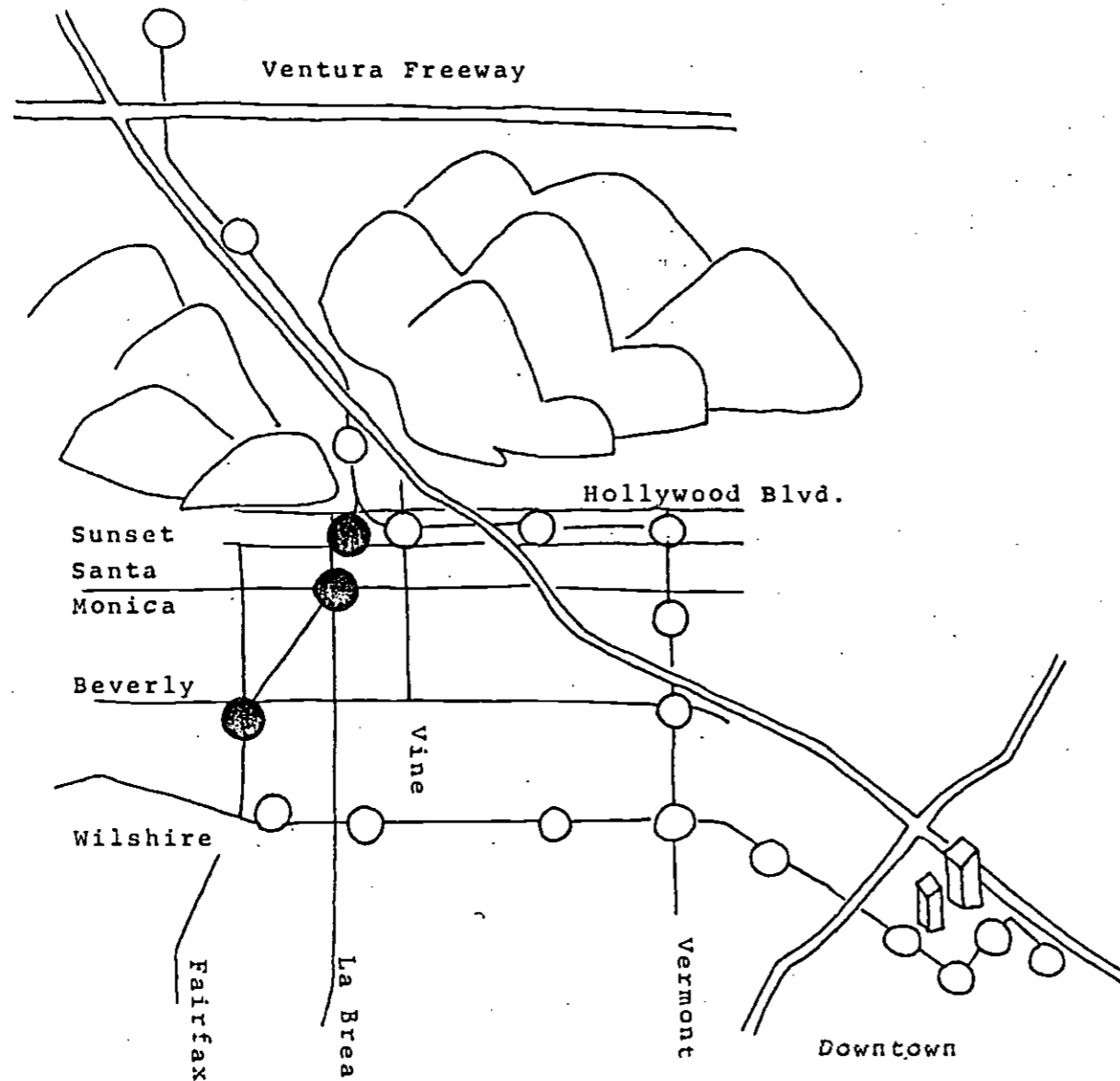
**Station Sites South of the  
Santa Monica Mountains**

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# Station Sites South of the Santa Monica Mountains

## La Brea—Fairfax Corridor



The station sites considered in this section are Las Palmas-Selma, La Brea-Santa Monica, and Fairfax-Beverly. They constitute the 'A' corridor when combined with the stations north of the Santa Monica Mountains. The opportunity for joint development at the Las Palmas-Selma site and the Fairfax-Beverly site is considerable. An imputed market for film-related industry on the La Brea-Santa Monica site has not been developed in the study because the site which seems most logical for transit related parking will be completely occupied by that use, and further, is not zoned for industrial activity.

Where recommended joint use has been programmed and designed to fit into the existing fabric of uses, utilizing the objections and suggestions made by the community planner who reviewed the schemes while they were being developed. In one example of accommodation, the traffic attracted to the Las Palmas-Selma station appears to be less than the original study indicated, because of the high proportion of bus and pedestrian trips projected by RTD. In addition, the preponderance of bus ridership to the station indicates that the transit system will be serving the transit dependant population identified by the planners south and east of the proposed station. An alternative site closer to the freeway, which was suggested by the community planners would remove traffic impacts from the Hollywood core, but it would not better serve the residents of the community.

The scale and character of development proposed at both Las Palmas station and the station near Fairfax and Third (the Fairfax-Beverly station) has been given careful attention. The office complex near Hollywood Boulevard is about four or five stories high, and is located behind the existing Boulevard frontage buildings. It should therefore be compatible with the existing scale of development. The style recommended is in keeping with the "Hollywood Office Building" identified in the rehabilitation survey made in connection with the Hollywood Revitalization Plan.

The hotel and housing behind the Farmers Market is conceived of as a careful match with the mixed scale of developments in that area. It is far enough from the Fairfax retail strip that it will not be in conflict with them. Because the hotel which could be marketed at this location is related specifically to the uses in close proximity to it, there is little reason to believe that it would conflict with transient housing proposed on the Wilshire Corridor.

Hollywood Boulevard

# Hollywood Boulevard

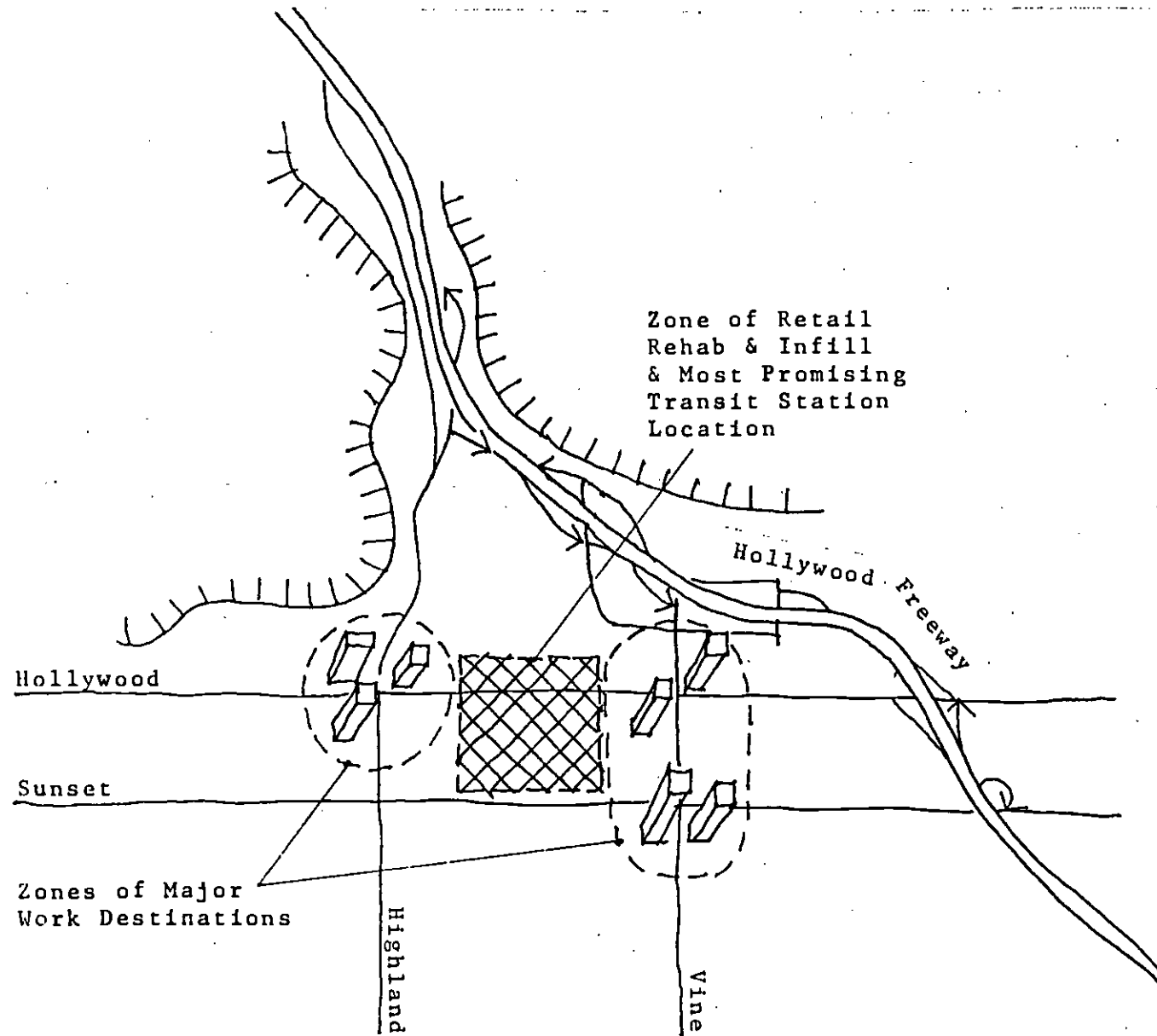
## Area Description

### POPULATION

Current estimates of 1976 population show that no increase has occurred within the Hollywood Community Plan District since 1970. Of even greater significance is the fact that the number of households in the District has increased by only 0.5% since 1970. Approximately 50% of the housing stock was built before 1940, compared to a proportion of 30% for pre-1940 housing throughout the City of Los Angeles. About 79% of the stock is multi-family, with 21% single-family. For the City, the ratio is 50-50. Rental units comprise 79% of the stock, while 14% are owner-occupied, and the remaining 7% are vacant. For the City, 56% are rental, 38% are owner-occupied, and only 5% are vacant.

High rates of transiency have been observed in the area since 1970, when census figures indicated 30-40% of all families had moved into their homes within the previous year. The proportion of elderly living in Hollywood, 18%, is significantly above the 10% proportion for the City as a whole.

Although there are virtually no residential structures on Hollywood Boulevard, within the Core Area, housing does exist within one-half block of the Boulevard. Just west of the Core Area, Hollywood Boulevard becomes a major corridor of multi-family housing.





## LAND USE

Hollywood affords a highly strategic location for business and industry, being conveniently accessible and centrally placed relative to important centers of population and business activity. More than 300,000 people live within a five mile radial distance of Hollywood's commercial core; 270,000 of them within a three mile radius.

Hollywood's stock of commercial building space still qualifies as one of the major regional centers of Los Angeles. However, the building stock is aging, and Hollywood has not aggressively pursued the latent markets that have been captured by competitive subcenters throughout the region. The commercial building stock in the Hollywood Core Area totals approximately 8.5 million square feet.

## AVAILABLE ACCESS

Major access to the Hollywood Core is presently from the Hollywood freeway along major arterials which are more or less congested with traffic of which only 60% is destined for the central Hollywood area.

The following summary statements characterize the access situation in Hollywood\*:

\* Hollywood Revitalization Plan, Volume I,  
Skidmore, Owings & Merrill

In order of magnitude, Highland Avenue carries the heaviest traffic within the Hollywood area, followed by Sunset, Santa Monica, Franklin and Melrose. In terms of frequency of accidents, a number of intersections consistently have the highest rates. These include Highland and Hollywood, Highland and Sunset, and La Brea and Sunset.

Hollywood is the terminus for a total of six bus routes, three of which are in the Core Area, the others focused in the eastern portion.

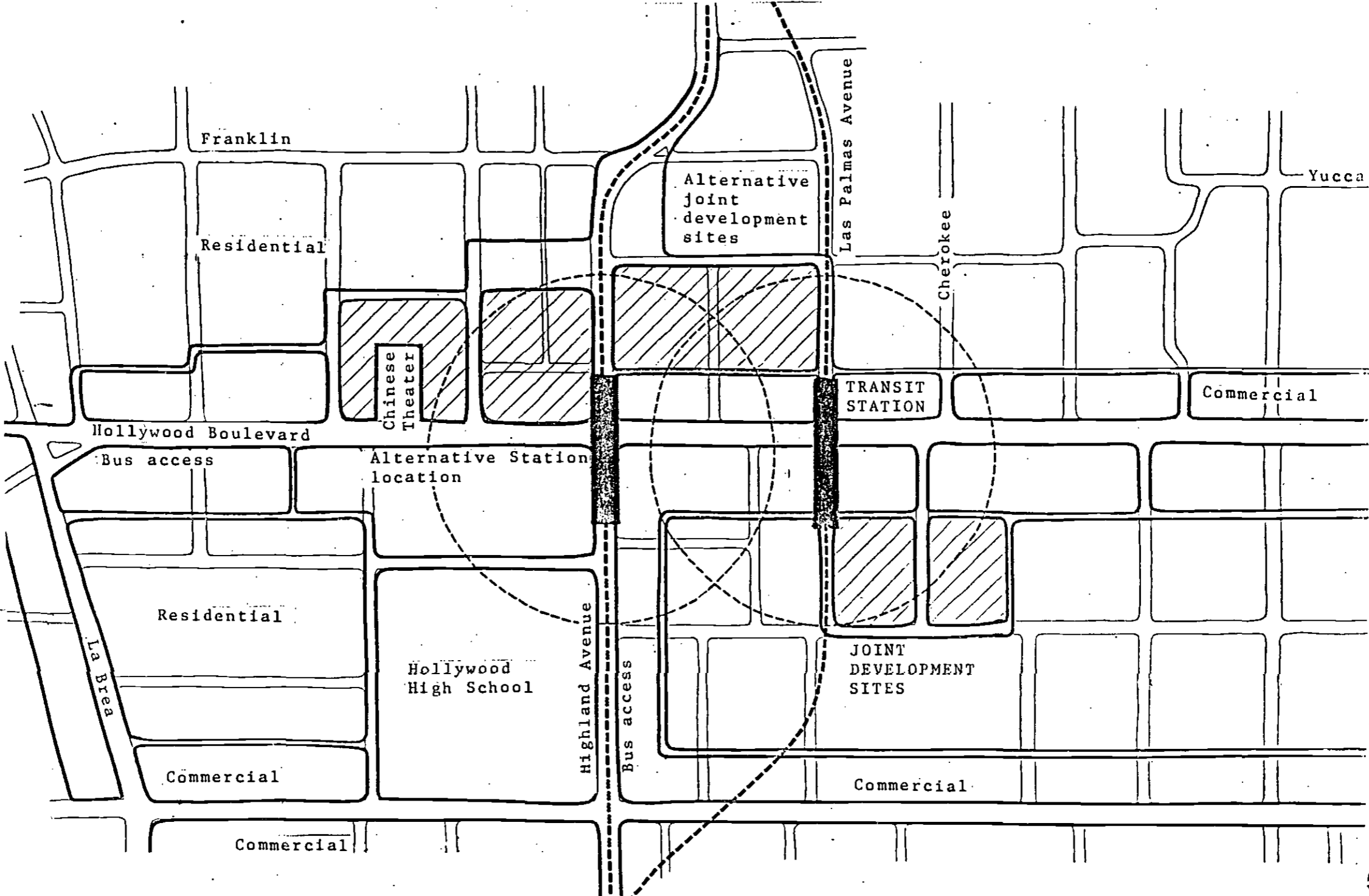
Transit service follows major streets, which are presently crowded with automobile traffic.

Hollywood Boulevard and Highland Avenue are the best served transit corridors in the area, while Sunset Boulevard is noticeably underserved.

## AMENITIES AND FEATURES

Hollywood's name is one of the major attractions in the Los Angeles region. It has inestimable value in tourism, and a fading but, still genuine attraction for media-related businesses. Hollywood Boulevard contains many of the cultural artifacts of the great era of moviemaking, including attractive movie palaces of the 30's and other examples of Hollywood Rococo, such as low-rise office buildings which are still important visually, and still usable, given the type of rehabilitation program which is already underway. There is a continuity of facade and a convincing intensity and mix of uses in the Hollywood core which represents an apparent opportunity to developers who are looking for places to reinvest in the existing fabric of Los Angeles.

Site Area



## Joint Development Opportunities

### MARKETS\*

These markets have been identified as potential for the Hollywood Core Area. Some or all of them might be adapted to joint use above, or adjacent to a subterranean station. The Hollywood Revitalization Plan establishes the need and the technique for achieving substantial rehabilitation in the Core Area while new markets are being tapped, and new development is underway. In fact, the rehab plan is presently being implemented, and serves as a present deterrent to the dislocation pattern often observed when new development attracts neighboring commercial tenants.

The following summary of markets identified shows both the market capture estimate for 1985 and the size of the facility recommended in the Hollywood Revitalization Plan.

|                  | Market<br>sq. ft.       | Recommend<br>sq. ft. |
|------------------|-------------------------|----------------------|
| Regional Retail  | 910,000 to<br>1,030,000 | 790,000              |
| Specialty Retail | 150,000                 | 150,000              |
| Garden Office    | 600,000                 | 180,000              |
| Motor Hotel      | 250-340 rooms           | 300 rooms            |
| Exhibition       | 150,000                 | 150,000              |

\* Hollywood Revitalization Plan, Volume III, Skidmore, Owings & Merrill, October, 1977

### LOCATIONAL FACTORS

The Revitalization Plan establishes locations for the marketable uses listed. These are not meant to exclude consideration of other sites which may become more feasible because of the site assembly and patronage generating activity associated with a new transit station.

Sites large enough to accommodate both a small amount of on-site transit parking\* and joint use parking are available. The parking requirement for joint use should be minimized by providing long term parking for employees in the joint use facility at a remote location, and providing shuttle transit to place of work.

Two sites are considered for the transit station, and hence for the joint development that might accompany it. One is at Las Palmas and Hollywood Boulevard, and one at Highland Avenue and Hollywood Boulevard. Each would provide excellent access to major generators of traffic located in the Hollywood core, and each would be accessible to the regional buses that loop into the core along the Boulevard. The bus access factor is one of the primary reasons that Hollywood Boulevard alignment has been considered rather than the Selma Avenue location proposed earlier. An additional aspect of this decision is that foot

\* There is no on-site parking required by transit patrons on this site.

traffic from the station can more easily reach retail destinations in the core from the Hollywood stations, and the station can hasten the revitalization of the core.

The Las Palmas location has been elected for further study for two reasons. One is that access to the station by automobile is considerably easier from Las Palmas and neighboring streets than it would be from Highland, which is one of the most heavily traveled streets in the core. The other is that the pattern of activities is less solid and less confirmed at the Las Palmas location than at the Highland Avenue location. There are currently more opportunities for important rehabilitation, and for needed new developments in the Las Palmas area, and immediately east of it. This fact has been recognized in the present activities of the Hollywood Revitalization Corporation, which is initiating its efforts with a commercial rehab project on the blocks between Cherokee Street, one block east of Las Palmas, and Wilcox Street, three blocks east. A major feature of the program will be the partial closure of Cherokee Street on the south side to introduce a pedestrian court and reorganized parking to stimulate further development, possibly extending south to the Crossroads of the World on Sunset.

There is a significant developer interest in the general vicinity of the chosen site. Several projects are moving toward development on the north side of Hollywood Boulevard, around the Chinese Theater, the Holiday Inn, and the block between Highland and McCadden, and McCadden and Las Palmas. To add to the stimulus for these developments, access to the station can be provided from a widened Hollywood Boulevard sidewalk near McCadden.

The Los Angeles City Planning Department Community Planner had interviewed members of staff and the Hollywood Revitalization Committee. They are concerned that access to the Las Palmas area site will be disruptive of existing land use because it will increase congestion. If the corridor and station site are developed, they would require that RTD and the City collaborate to minimize such disruption. It is significant that 60% of all projected rapid transit patrons are expected to arrive by bus, and that only one lane of additional traffic is anticipated. The location seems to serve the transit dependant population south of Hollywood Boulevard quite well.

#### SITE SIZE AND AVAILABILITY

The site associated with the Las Palmas-Selma area represents about 5.5 acres of land which could be assembled at a favorable cost for joint use development.

Availability is affected by the following considerations:

- Slightly more than 72% of the surveyed employers own the building they occupy.
- The original infrastructure is inadequate for contemporary uses.
- Shallow lots on Hollywood Boulevard prevent convenient on-site parking.
- The absence of an alley system forces service access via major streets.

- Commercial lots in areas where development has not occurred in twenty years are relatively small and raise land assembly problems for prospective developers.
- Obsolescence due to technical advances and building code changes is increasingly a factor.

The concept is to acquire the parking areas at an early date, possibly under the aegis of the Off-Street Parking Agency, and to reorganize the function antecedant to later disposition for transit related development.

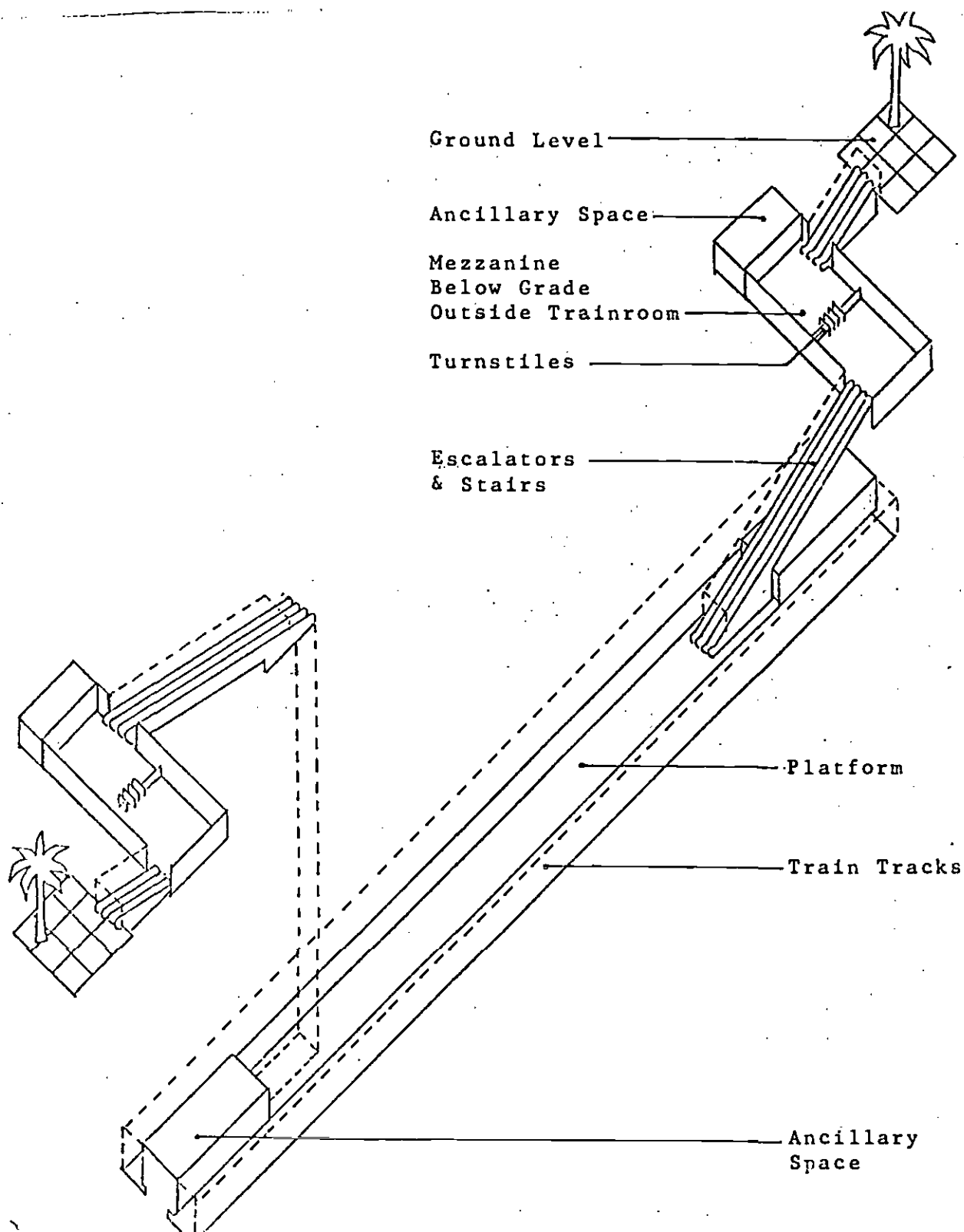
An additional 30,500 square feet of land is designated for acquisition west of Las Palmas, behind the commercial frontage there; to accommodate RTD's program for kiss-ride and bus waiting areas.

The value of the land on both designated sites is presently assumed to be about the same per square foot, although the data for the land west of Las Palmas has not been examined as yet.

#### SITE SIZE AND COST

| Area                                                                          | Size (\$ Cost/SF) |        |
|-------------------------------------------------------------------------------|-------------------|--------|
| Sites on both sides of Cherokee (presently in surface parking) for office use | 109,310           | (6.93) |
| Site west of Las Palmas for Kiss-ride and bus drop-off                        | 30,489            | (6.93) |
| Total                                                                         | 139,799           | SF     |

Estimated Cost of Acquisition \$968,807



## Station Requirements

The Hollywood station, serving as it will a heavy pedestrian patronage destined for shopping in the area, as well as a commuter population arriving by foot or bus, has special access requirements. The entry and exit points for the station should be spread to as great an extent as possible to maximize convenience and visibility to pedestrian and bus traffic especially on Hollywood Boulevard, but also on surrounding streets.

Preliminary estimates of station size and configuration for this station are noted below. These figures may be used for planning purposes but will undoubtedly be refined through more detailed site and patronage analysis.

Station type: Mined

Mezzanine location: Below grade, outside train

Peak 15 minute patronage: 1012 persons

Escalator/stair units: 4

Turnstiles: 5

### Platform

|           |               |
|-----------|---------------|
| Length    | 500 ft.       |
| Width     | 20 ft.        |
| Ancillary | 4000 sq. ft.  |
| Total     | 14000 sq. ft. |

### Mezzanine

|                     |              |
|---------------------|--------------|
| Turnstiles          | 600 sq. ft.  |
| Queuing             | 1280 sq. ft. |
| Ancillary           | 800 sq. ft.  |
| General circulation | 536 sq. ft.  |
| Total               | 3216 sq. ft. |

## Related Transportation Requirements

### SURFACE ACCESS

The Hollywood Core presently suffers from automobile congestion to the extent that the addition of new commercial activities is going to cause significant environmental impacts, unless the new facility is substantially served by transit.\*

Most movement to this site will be from the south, east and west. 83% of approaches are from these directions. Only a little over one additional lane of traffic demand is projected from all vehicle trips distributed in all directions.

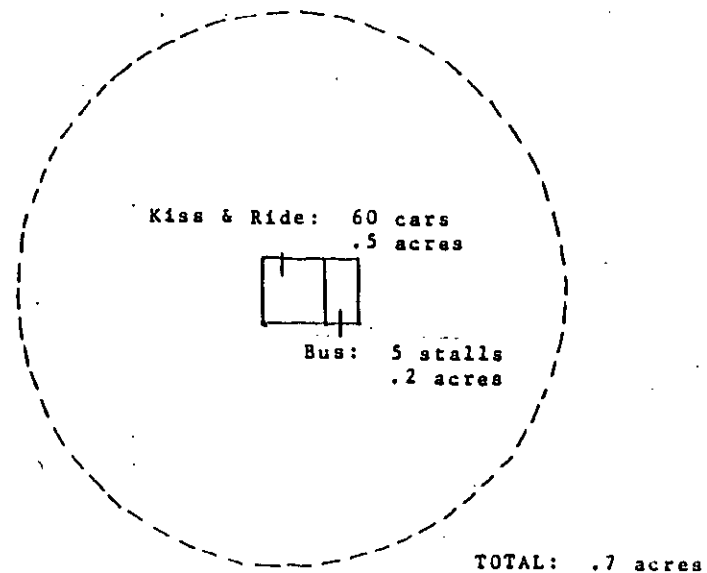
75% of approaches to the station are by bus (60%) and kiss and ride (15%). The predominance of rapid transit patrons arriving by bus indicates that potential for new congestion can be minimized by controlling the direction and phasing of arrivals.

Most bus passengers will alight on Hollywood Boulevard.

Kiss-ride access should be planned for an approach along Selma from the east, west and south, and will terminate at the drop-off point west of Las Palmas.

Even though substantial under-utilized parking is available near the designated site RTD should be prepared to provide some station related commuter parking if Hollywood Revitalization generates a higher degree of utilization of existing parking. The transit alternative is most satisfactory and should be supported and facilitated as much as possible.

The following chart illustrates areas required for related transportation facilities. The circle represents a 600 foot radius or two minute walk from edge to center.



\* Hollywood Revitalization Plan, Environmental Impact Report, Skidmore, Owings & Merrill, pp. 53-69.

## Illustrative Joint Development Plan

### PROGRAM AND FEASIBILITY

The joint use investigated in the current study is commercial office combined with street level retail. It is located behind the existing buildings on the south side of Hollywood Boulevard. The demand for such uses is related to a demonstrated market. The location is favorable and the price of land is relatively low for comparable sites near Hollywood Boulevard.

The other development potential shown by way of illustration on the north side is presumed to be collateral, and merely stimulated by the location of the station.

The proposed office development would be located on sites on both sides of Cherokee, and the Cherokee pedestrian court. They consist of 109,310 square feet of land which is now largely dedicated to parking. Several owners are represented, and several types of parking operation.

### PROGRAMS FOR JOINT USE

| Joint Use                            | Building Area  | Land Area        |
|--------------------------------------|----------------|------------------|
| Commercial office<br>(2 structures)  | 120,000        | 52,800           |
| Retail Space in<br>office structures | 30,400         |                  |
| Office Parking<br>240 spaces         | 78,000         |                  |
| <b>Total</b>                         | <b>228,000</b> | <b>52,800 SF</b> |

If the program were built as shown, it could produce sufficient revenue to offset the cost of land according to the following table.

### RESIDUAL LAND VALUE

|                               | SF          |
|-------------------------------|-------------|
| Total Office and Retail Space | 150,400     |
| Gross Rent @ \$8/SF           | \$1,203,200 |
| Vacancy @ 5%                  | 60,160      |
|                               | <hr/>       |
|                               | \$1,143,040 |
| Operating Expenses @ 40%      | 457,216     |
|                               | <hr/>       |
| Net Revenue                   | \$685,824   |
| Capitalized Value @ 10%       | \$6,858,240 |
| Construction Cost @ \$32/SF   | 4,812,800   |
|                               | <hr/>       |
| Residual                      | \$2,045,440 |
| <sup>1</sup>                  |             |
| Garage Cost @ \$12/SF         | 936,000     |
|                               | <hr/>       |
| Residual to Site              | \$1,109,440 |
| Residual/SF                   | \$10.14     |

<sup>1</sup> Includes only office parking. Any transit parking provided could be accommodated on the remaining surface area of the 109,310 SF site.



This analysis is included merely to indicate one type of feasibility determination which should be made for joint use. In most cases, the information presently available is not precise enough to do a reliable assessment of residuals. In addition, the present study is engaged in a definition of environmental and design opportunities which do not violate market and economic principles.

#### DESIGN CONCEPT

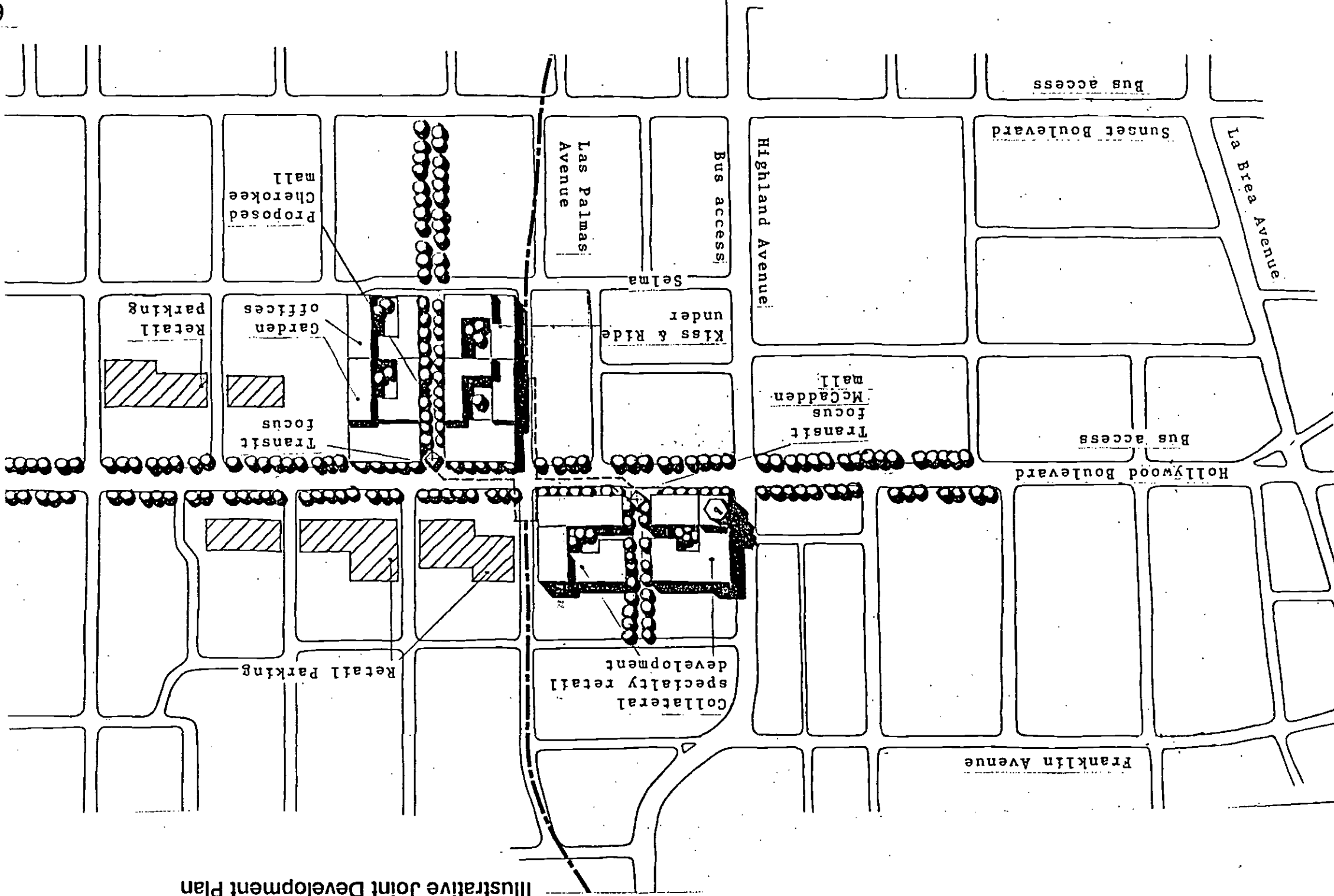
This mined station is located below the Las Palmas right of way, straddling Hollywood Boulevard. This location makes it possible to locate one entrance to the station on the north sidewalk of Hollywood Boulevard where future development (possibly including a pedestrian mall on McCadden), and present activity can be utilized to attract patronage. The second entrance is on the south sidewalk of Hollywood Boulevard at Cherokee Street. There, a plan is now being implemented for a pedestrian mall, and the station entrance should be a major design feature of the mall. The two entrances also provide optimum access to the large number of parking facilities, presently under-utilized, in the Hollywood Boulevard area.

Surface parking adjacent to the station, on the east side of Las Palmas and south of the existing retail space on Hollywood Boulevard, will be acquired at the time the station is being built, to develop the necessary kiss and ride area

In the program, the consultants have suggested that some of the park and ride vehicles anticipated in a given 24 hour period might be accommodated on the joint development site to prevent serious impacts on neighboring streets. The 240 spaces needed to accommodate the needs of the joint development office space suggested in the market study, would occupy about 1½ levels immediately above the kiss-ride area.

The office space itself would be incorporated in three story garden office structures above the garages. The prototype is a relatively narrow office bay built around an open court, providing a maximum of natural exposure to light and breeze. The lower levels of the combined garage office structure would contain some service and specialty shops to maintain an active street frontage, which is in-keeping with the overall intent of Boulevard Revitalization. This type of office space, specifically designed to attract the types of tenants who serve the film industry and want a type of office which distinguishes itself from downtown highrise buildings, should be appropriate to the market.

Illustrative Joint Development Plan





Santa Monica La Brea

## AMENITIES AND FEATURES

The observable event in this portion of Santa Monica Boulevard is the commencement of the media industry district near La Brea. This is the westerly edge of the district which was identified and described by the Department of City Planning in a technical report published in 1969. The Goldwyn Studios, a sixteen acre facility with forty-two studios and back lots, is the dominant single use near the Santa Monica-La Brea intersection.

# Santa Monica La Brea

## Area Description

### POPULATION

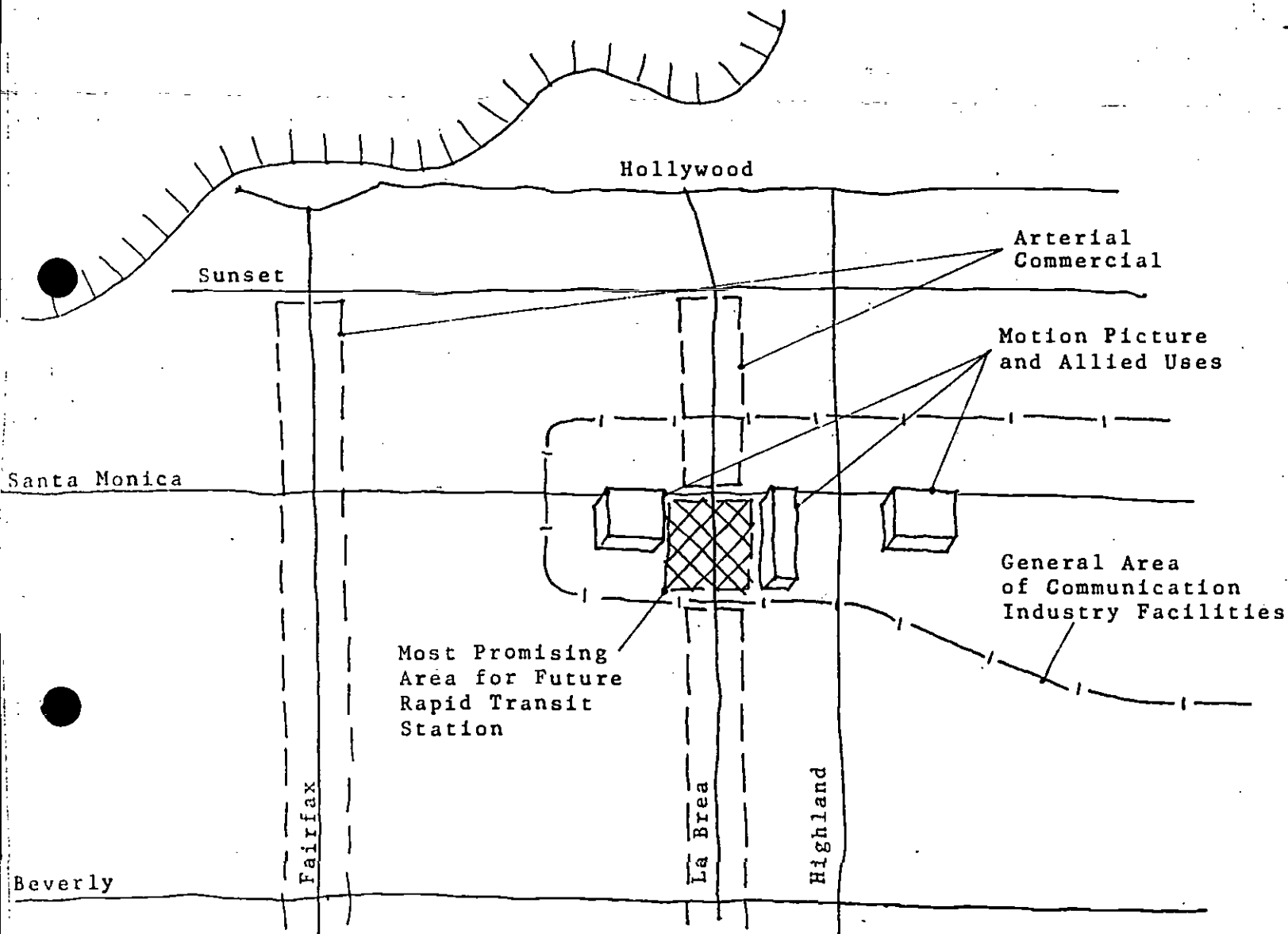
According to the RTD analysis, the density of population is around 10 to 15,000 per square mile. Although a middle income area, it has significantly fewer automobiles per household than in the San Fernando Valley. Family size is small, and the median age relatively high. Transit ridership is, and will be a significant factor in daily activity patterns.

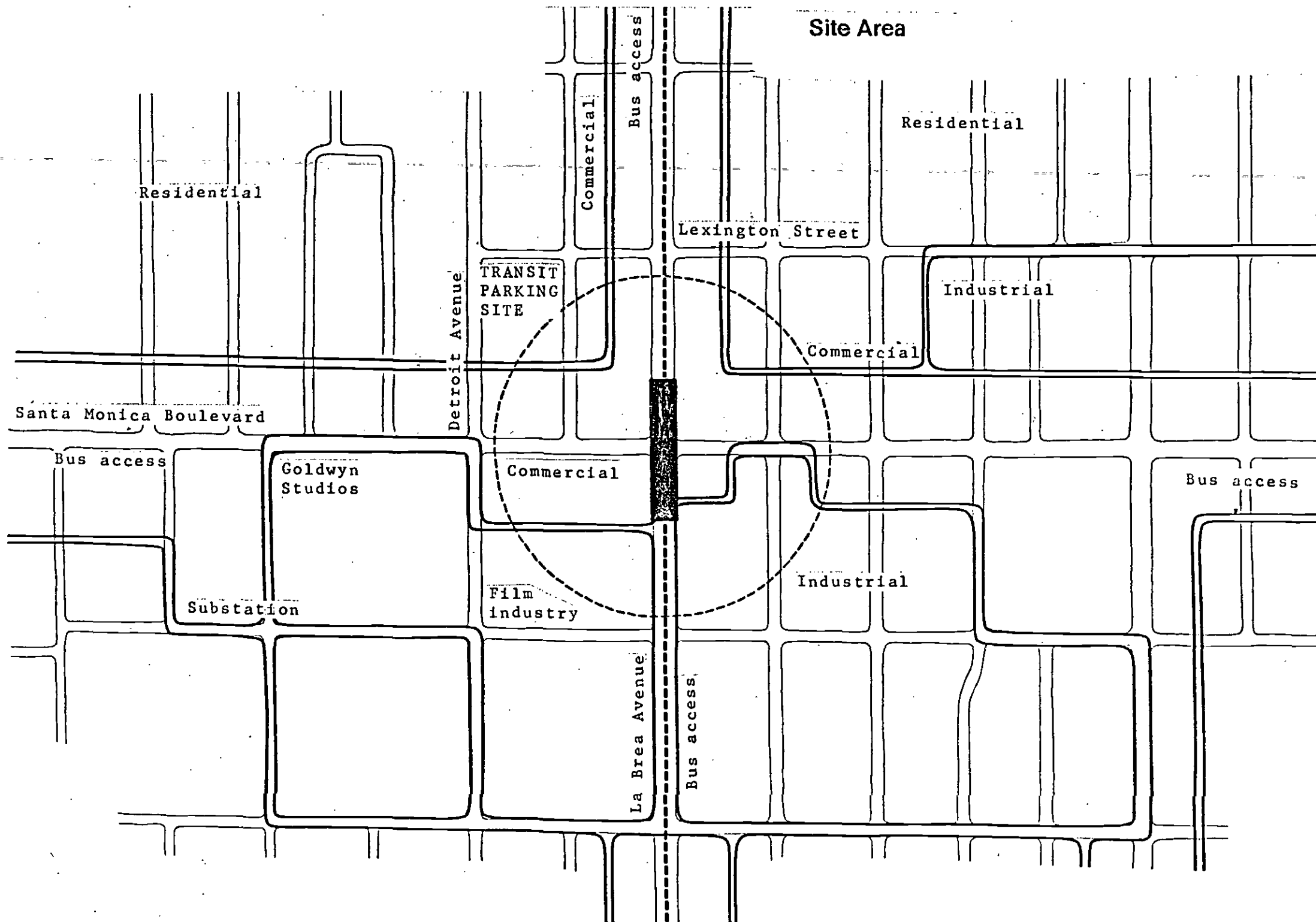
### LAND USE

Santa Monica Boulevard near La Brea is an area which is dominated by film industry locations. These areas are zoned M-2. Strip commercial is present along Santa Monica and La Brea, but is not particularly strong.

### AVAILABLE ACCESS

While no specific data have been analyzed at this point, observation and extrapolation from some L.A. Traffic Department statements indicate that most arterial streets which serve the Santa Monica area experience stable flow conditions during most of the day. There is evidence of congestion and unstable flow at La Brea and Sunset, which supports the observation that the intersection of La Brea with Santa Monica may be somewhat congested as well. The area is well served by surface transit, according to RTD, with a line on both Santa Monica and La Brea.





## Joint Development Opportunities

### MARKETS

The intersection of Santa Monica and La Brea, lies within the media industry district mentioned previously. To the extent that the industry is growing, there may be a market for media industry uses in the station area. Present trends seem to indicate the potential for recording and television studios which can be leased to independent operators on an as-needed basis, and for media-related office space. The market for large parcels of land for light industrial media-related uses is reported by several sources in the Hollywood area. Developers would like to meet the need for a 20 to 40,000 square foot structure, with a provision for offices around its periphery and production space in the center, and with its own complement of parking. It is very difficult to assemble sites in the center of the media industry district, east of the Santa Monica-La Brea location. The market evidently exists, and the assembly of seven and one-half acre sites for transit-related parking on Santa Monica near La Brea could be used to make land available for such developments. Commercial markets could theoretically be shared with the Hollywood Core, but they would be less competitive in the Santa Monica area because of its established industrial character.

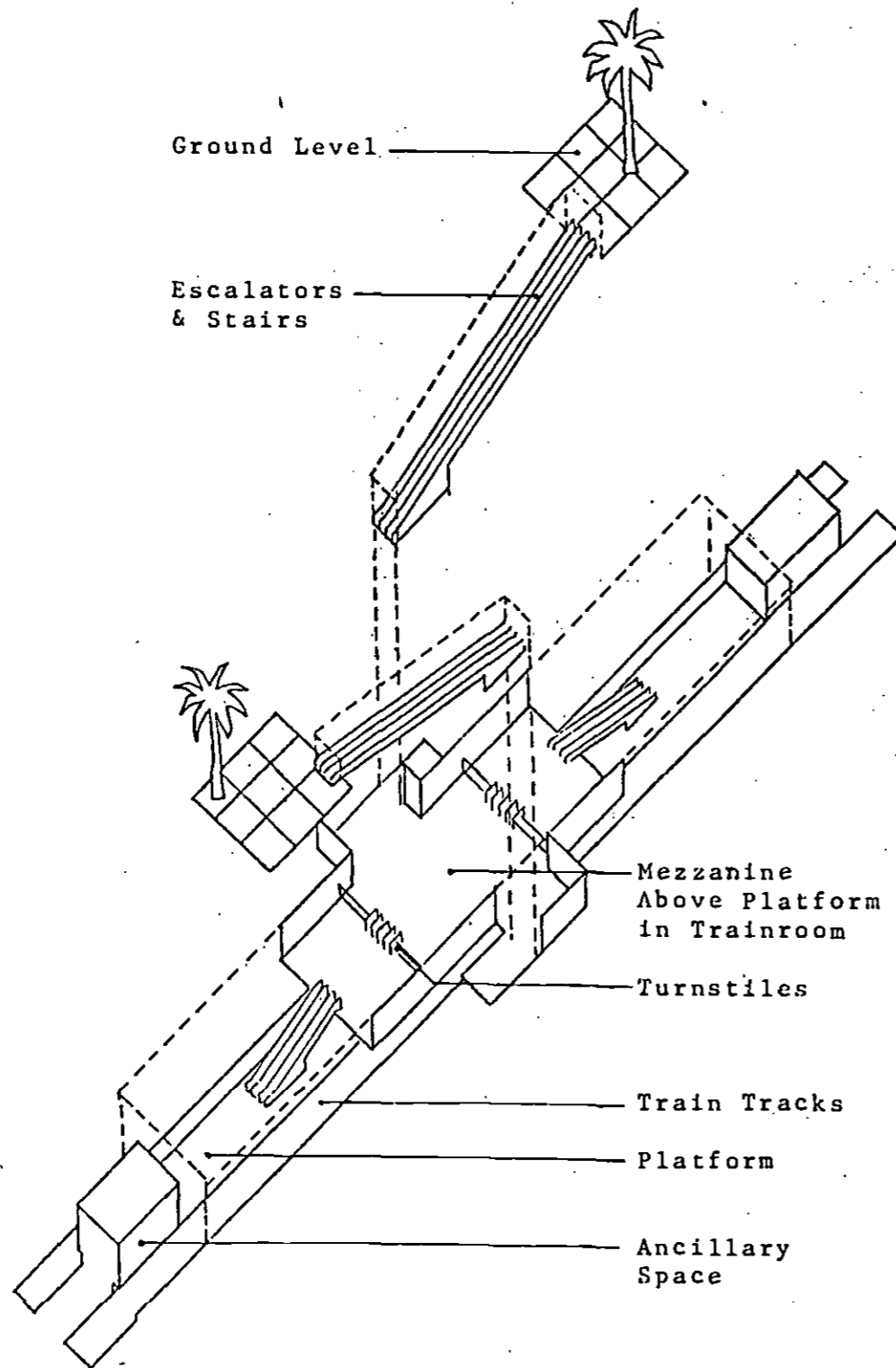
### SITE SIZE AND AVAILABILITY

There are no immediately apparent opportunities for site assembly in the industrial area near the intersection of Santa Monica and La Brea. There are some relatively large parking lots, and some strip commercial locations which appear relatively suitable for more intensive utilization. There is no single area which contains almost 7.5 acres of land, which appears easy to assemble. A site bounded by Santa Monica, La Brea, Lexington and Detroit has been selected for analysis. A more detailed examination of site costs and ownerships will be necessary to establish the correct location of joint uses if substantial market pressure can be established.

### LOCATIONAL FACTORS

The environment, and the industrial zoning that presently exists, suggest that an industrial joint use could successfully be integrated into this area. The site identified above for further analysis is presently zoned for commercial and residential use, however.





## Station Requirements

Although this is an on-line station it has some of the attributes of a station at the end of the transit line. Its catchment area includes all those patrons of the proposed fixed rail system who live to the west of the corridor, and a large percentage of the patrons to the east, although there is some attraction to the Las Palmas station and the Wilshire stations for east side patrons. There is accordingly a large on-site commuter parking demand recognized by the SCRTD. This implies that the access to the station should be as closely related to the center of the parking as possible. In addition the station access should be related to the intersection of Santa Monica and La Brea where most of the surface transit patrons will seek to transfer. The station shown has a center mezzanine, implying that the two points of entry will not be widely separated.

Preliminary estimates of station size and configuration for this station are noted below. These figures may be used for planning purposes but will undoubtedly be refined through more detailed site and patronage analysis.

Station type: Mined  
 Mezzanine location: In trainroom  
 Peak 15 minute patronage: 851

Escalator/stair units: 4  
 Turnstiles: 4

|           |               |
|-----------|---------------|
| Platform  |               |
| Length    | 500 ft.       |
| Width     | 20 ft.        |
| Ancillary | 4000 sq. ft.  |
| Total     | 14000 sq. ft. |

|                     |              |
|---------------------|--------------|
| Mezzanine           |              |
| Turnstiles          | 480 sq. ft.  |
| Queuing             | 1280 sq. ft. |
| Ancillary *         | 800 sq. ft.  |
| General circulation | 512 sq. ft.  |
| Total               | 3072 sq. ft. |

## Related Transportation Requirements

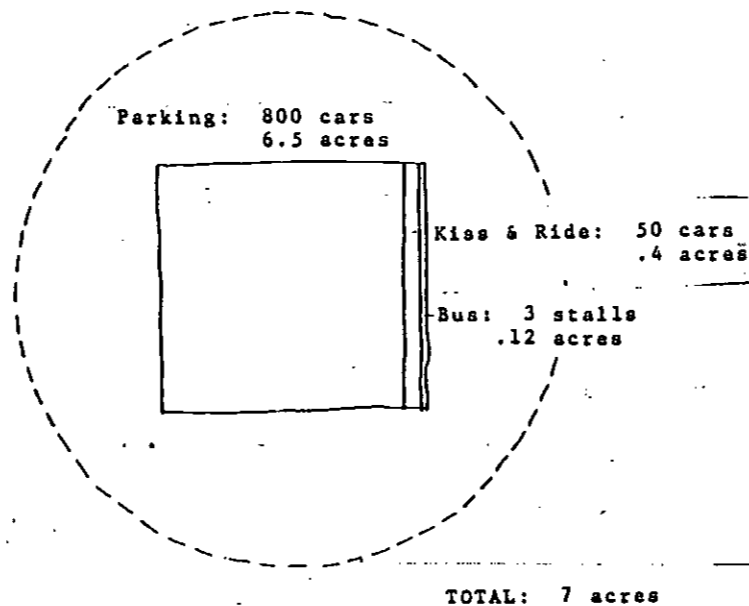
### SURFACE ACCESS

Since this station has a large vehicular access and parking requirements, and 80% of auto trips are coming from the east and west, the parking facility should be located to take advantage of a number of points of access. A broad distribution of trip ends will effectively reduce the potential congestion added by the transit station since only about 1.4 lanes of additional traffic lanes are projected. The site on the northwest corner of La Brea and Santa Monica, bounded on the north by Lexington and on the west by Detroit would provide enough area to accommodate the required parking in two levels, and could easily hold the required kiss and ride and bus parking area as well.

The site is easily accessible from both major east west and north south bus routes on La Brea and Santa Monica. Bus patrons will account for about half the potential rapid transit riders.

The following chart illustrates areas required for related transportation facilities. The circle represents a 600 foot radius or two minute walk from edge to center.

\* Includes traction substation. Total ancillary space has been modified to account for station capacity about 30-50% of those used to generate the 7,000 foot figure mentioned in the Station Standards chapter.



## Illustrative Joint Development Plan

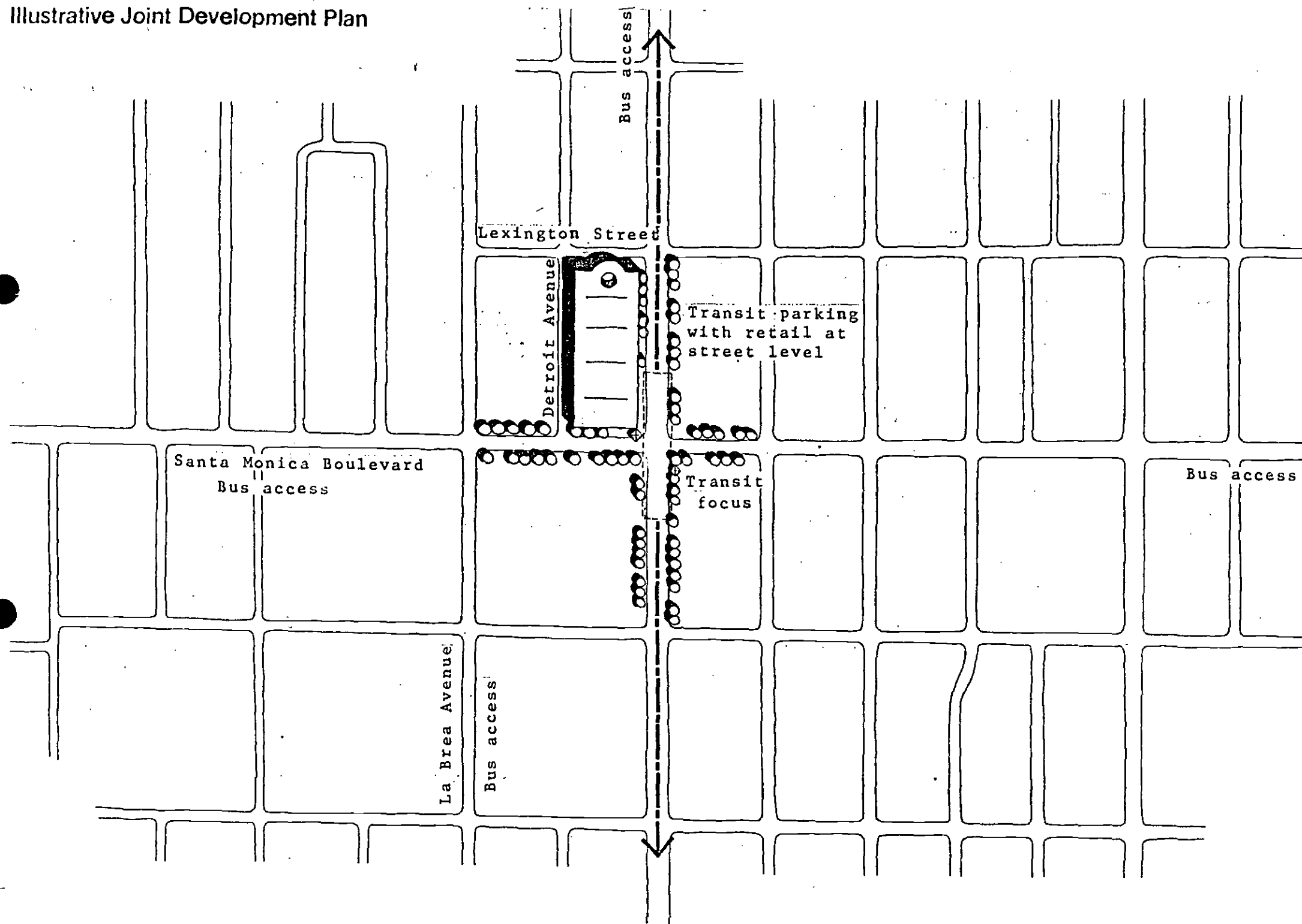
### PROGRAM

In the absence of strong indications of market, the recommendation of the consultants is that retail uses which are displaced by the development of the SCRTD facility should be replaced in the base of the parking structure in order to maintain the level of service now provided and that the possibility of joint use industrial activities be reviewed further. Since the site recommended is presently zoned for commercial and residential use the industrial replacement may be infeasible. The site does not seem to lend itself, however, to the development of medium to high density residential uses on the parking platform, unless they are well designed subsidized units whose marketability does not suffer from atypical, though quite acceptable environmental conditions.

### DESIGN CONCEPT

The major joint use proposed is replacement retail, and additional retail space should the market warrant is development. The entire edge of the lower level of the garage along La Brea and Santa Monica should be built with a twelve foot floor-to-floor height to accommodate this retail, and provision for signage on the garage spandrels should be made. The major entrances to the garage and the kiss-ride area are shown on Lexington and Detroit to minimize conflict with moving traffic at the intersection of La Brea and Santa Monica. An additional design accommodation is provided in the form of a widened right-of-way along the access streets to provide stacking space for entering and exiting vehicles.

Illustrative Joint Development Plan



Beverly Fairfax

# Beverly - Fairfax

## Area Description

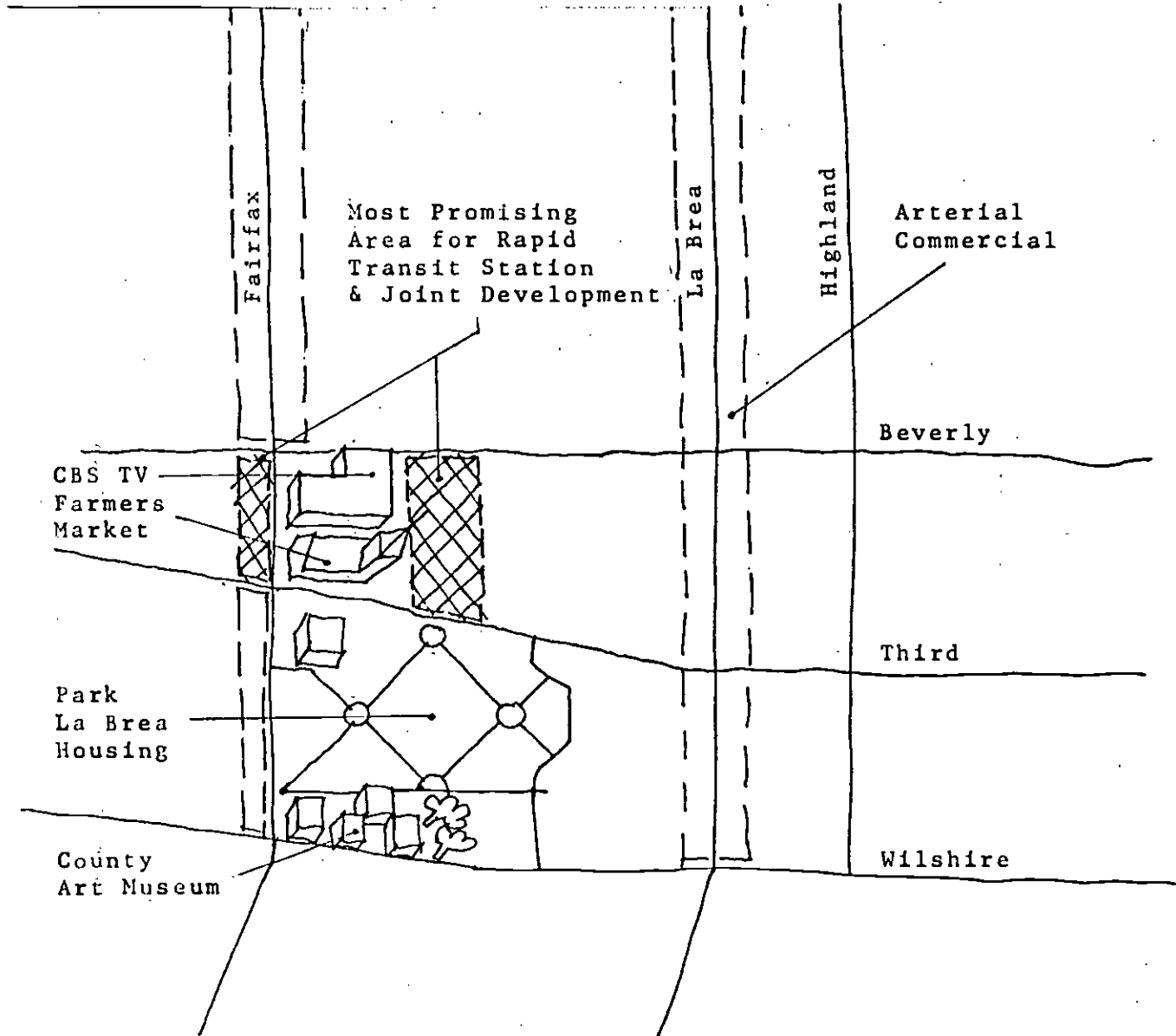
### POPULATION

This is an area of medium density housing; 10 to 15,000 people per square mile. The RTD describes this area as medium income, but one in which automobile availability is significantly less than in the San Fernando Valley, generally less than one car per dwelling unit.

The Beverly area contains slightly higher income families, has a higher proportion of single family houses, and a larger number of automobiles per family than the area average.

### LAND USE

The housing stock in the vicinity is predominately low to medium density, which may be characterized as predominately duplexes. Boulevards are lined by strip commercial which has been described by L.A. community planners as, among other things, the regional center for the religious Jews of Los Angeles. Consequently, the scale of the store fronts, the character of the signing, and the protection of the pedestrian orientation of these unique strip commercial land uses is an important objective of the community and its planners. Since these aspects of the surrounding land use have both local and regional importance, the location of a transit station would reduce the complexity of some trips to the area, while supporting the regional aspects of the commercial markets.



The other major land users, the Farmers Market, the CBS Television City, and the proposed Pan Pacific Park are regional in nature, and would relate well to improved access.

#### AVAILABLE ACCESS

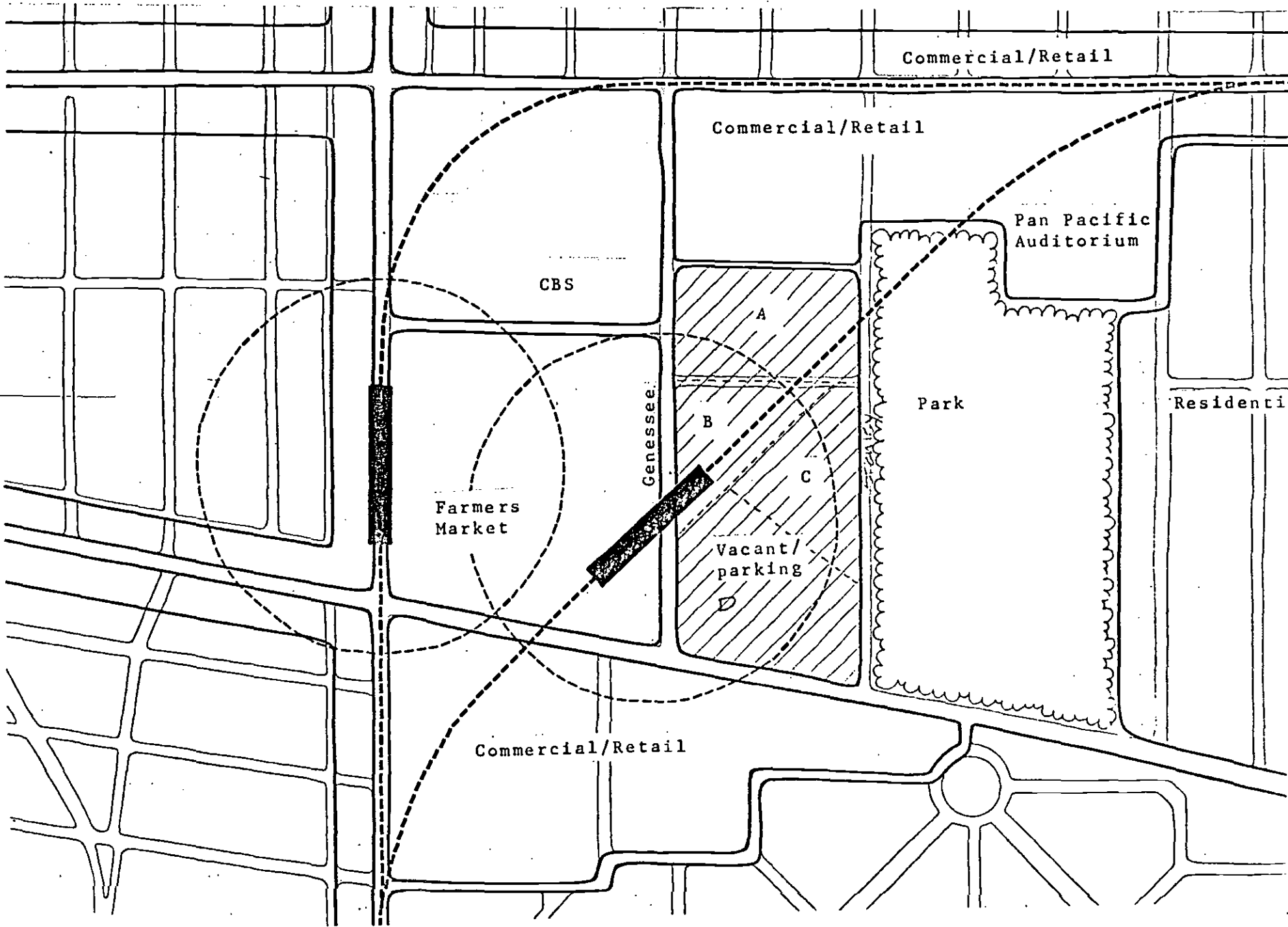
Access seems equally available for Beverly Boulevard sites at Fairfax and La Brea. La Brea probably carries more regional traffic. Local trip generation on Fairfax near Farmers Market and CBS Studios is a source of traffic congestion during business hours. There is, of course, no freeway access available, and no new freeways are contemplated to serve this area. It is well served by transit.

#### AMENITIES AND FEATURES

Fairfax-Beverly is an area of intense development, and one of the most interesting complexes of land use in this portion of Los Angeles. The southern edge is marked by the Park La Brea housing development. Farmers Market, CBS Studios, the distinctive "Kosher Canyon" strip commercial north of Third Street and the Fairfax High School at Rose are the most significant landmarks. The area east of Farmers Market contains the West Wilshire Center, and a public library.

La Brea-Beverly is an area not distinguished by any particularly intense or visually prominent land uses. Multi-family units predominate with strip commercial along major arterial streets.

Site Area





## Joint Development Opportunities

### MARKETS

Consultants have seen no specific market studies available for this area, or its sub-areas. The established markets for unique goods and services related to Farmers Market, and the presence of CBS Television City suggests, however, that some type of specialty retail could easily establish a position in both district and regional competition. Proximity to both Wilshire Center and the Hollywood Boulevard business district indicate that a DSTM comparison retail center would not be in a strong competitive situation, unless it were farther south, near the present May Company site. Further study may indicate a uniquely strong market for relatively high density housing in the vicinity of Farmers Market. The following markets are possible and should be investigated further: specialty retail, motor hotel, media industry, and convenience retail. None of them would necessarily compete with Miracle Mile retail or with the type of commercial activities in Farmers Market or Kosher Canyon.

### LOCATIONAL FACTORS

Two sites are considered for the transit station, and the choice is heavily influenced by the potential to achieve some joint development, as well as gain trouble free access. One obvious alternative is in the Fairfax alignment north of Third. Another alternative is east of the Farmers Market site and oriented southwest-northeast. The site east of the Market has been selected for further study because it provides the best potential for impacting the area, and the station location

in a positive manner, with joint and collateral development. It also provides access to an area large enough for the required on-site parking. The station entrances can be located so that bus arrivals on Fairfax and Third can be accommodated at the intersection of those streets, and kiss-ride, park-ride, and buses off Beverly can be accommodated in the area behind the Farmers Market.

The station located behind the Market also provides the best access from Park La Brea housing and the proposed Pan Pacific Park.

A station located as shown would begin the turn to the east, toward central Hollywood, which is necessary if corridor 'A' is the chosen one.

Joint and collateral development that occur directly or indirectly because of transit station development will improve the presently disorganized land area between Farmers Market - CBS and the Pan Pacific Park.

An expanded Pan Pacific Park could be integrated with transit development and joint development. Utilization of this area between the Farmers Market and the Park would remove the parking and access impacts from the residential environment, or the "Kosher Canyon" retail zone. If the station were designed with an entrance at Third and Fairfax it would provide accessibility for pedestrians from the adjacent community as well as bus riders on Third or Fairfax.

SITE SIZE AND AVAILABILITY

The entire area of land between Genessee and Stanley, and about 340 feet south of Beverly and the uses on it, are considered for station related use and possible joint and collateral use.

It is assumed, and yet to be confirmed, that the drive-in theatre, the nursery and the industrial building on this land can be acquired for re-use.

Most of the land involved in the proposed site is in the same parcel as the Market.

The cost figures used in the table of site size and availability are approximate, relating to land value and excluding existing improvements. The overall value of land and improvements averages \$14.16 for land and \$3.50 for improvements. Since the area considered is largely unimproved, only the land value will be utilized in this first approximation of cost.

SITE SIZE AND AVAILABILITY

| Sub Areas      | Size (\$ Cost /SF) |         |
|----------------|--------------------|---------|
| A <sup>1</sup> | 240,000            | (18.00) |
| B              | 180,000            | (14.16) |
| C              | 168,200            | (14.16) |
| D              | 223,500            | (14.16) |
| Total          | 811,700            | SF      |

Estimated Cost  
of Acquisition \$12,400,000

<sup>1</sup>Site cost is not known. It is assumed that the land may be less expensive and the improvements more expensive than Farmers Market properties

# Station Requirements

The station has to serve widely separated points of access. The center of joint development and commuter parking is located east of the Farmers Market and new Genessee Street. Bus routes and pedestrians from the Kasher Canyon area converge at the intersection of Third and Fairfax. Since station entrances are located at both these points, a split mezzanine has been proposed.

Preliminary estimates of station size and configuration for this station are noted below. These figures may be used for planning purposes but will undoubtedly be refined through more detailed site and patronage analysis.

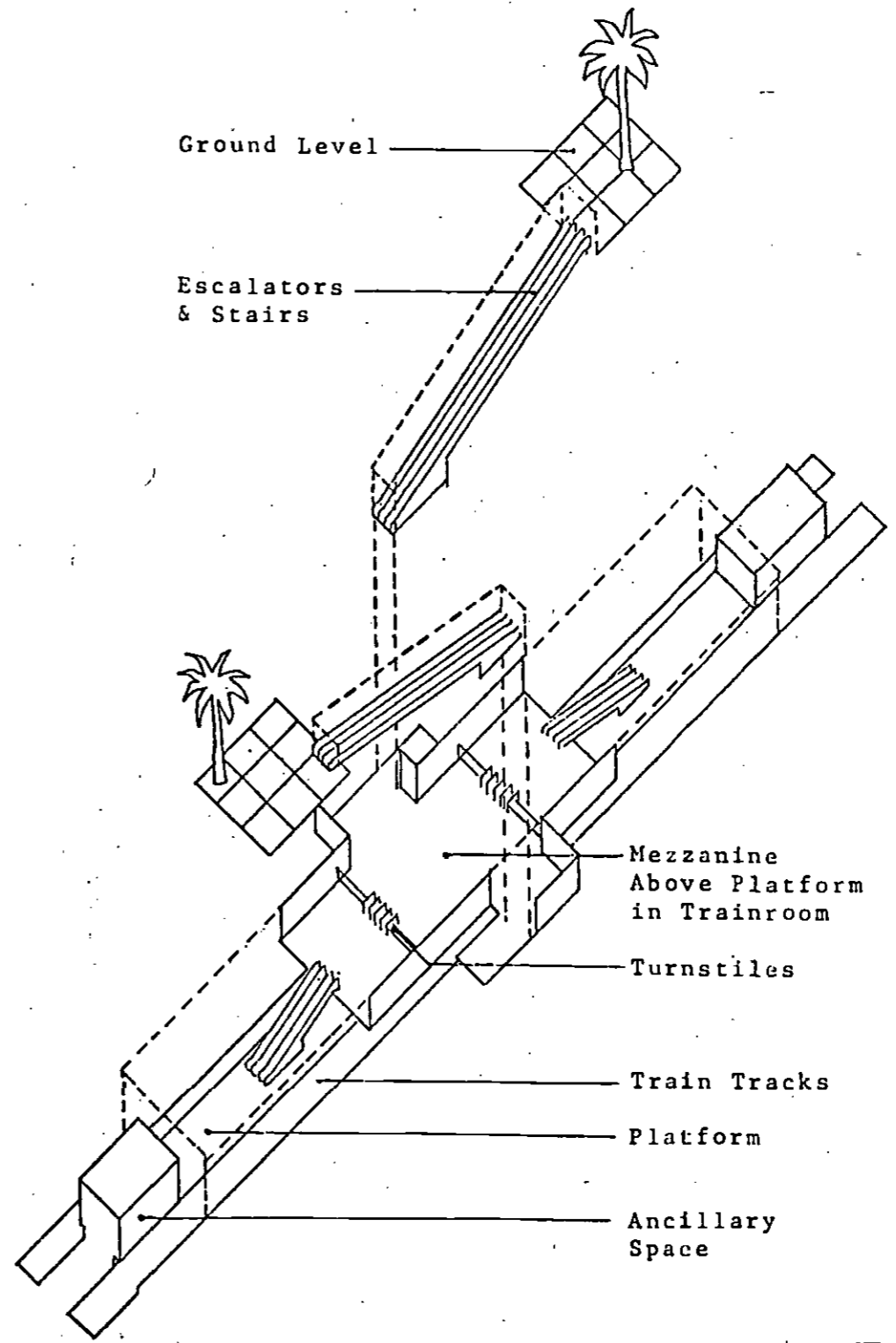
Station type: Mined  
 Mezzanine location: In trainroom  
 Peak 15 minute patronage: 851 persons

Escalator/stair units: 4  
 Turnstiles: 4

|             |               |
|-------------|---------------|
| Platform    |               |
| Length      | 500 ft.       |
| Width       | 20 ft.        |
| Ancillary * | 4000 sq. ft.  |
| Total       | 14000 sq. ft. |

|                     |              |
|---------------------|--------------|
| Mezzanine           |              |
| Turnstiles          | 480 sq. ft.  |
| Queuing             | 1280 sq. ft. |
| Ancillary           | 800 sq. ft.  |
| General circulation | 512 sq. ft.  |
| Total               | 3072 sq. ft. |

\* Includes traction substation. Total ancillary space has been modified to account for station capacity about 30-50% of those used to generate the 7,000 foot figure mentioned in the Station Standards chapter.



## Related Transportation Requirements

### SURFACE ACCESS

Since 52% of the patrons using this station will arrive by bus and another 20% are expected to walk to the station, there is little likelihood that automobile congestion will measurably increase because of the transit stations.

About 550 parking spaces are to be provided for park and ride commuters, however. These spaces account for about half the expected park and ride vehicles anticipated, according to SCRTD projections. The joint use program will generate a need for an additional 1000 parking spaces, and the trips generated at peak hours will increase the required new lane equivalents from 1.2 to 2.4.

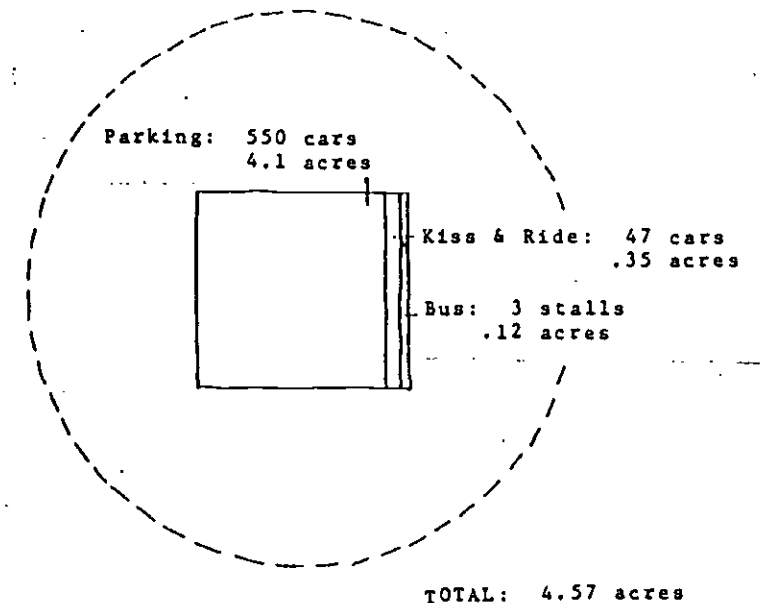
Access to commuter parking and joint development would seem to focus at Third and Beverly streets because of the preponderance of approaches from the west. Approaches from the west and east account for 84% of the anticipated arrivals.

The ultimate carriers of vehicular traffic generated by the station and joint development will be Stanley and Genessee Streets, which would need improvement to carry the anticipated load.

The illustrative plan would allow almost all the stacking of traffic that occurs during the peak period to occur on Stanley and Genessee, a major advantage in a relatively busy area.

Although it is not shown on the drawings or tables, an intensification of Farmers Market or CBS activities might justify a further concentration of their parking. They might, therefore, be interested in sharing the cost of a large parking structure near the RTD station entrance.

The following chart illustrates areas required for related transportation facilities. The circle represents a 600 foot radius or two minute walk from edge to center.



## Illustrative Joint Development Plan

### PROGRAM

The consultants have shown the potential for a hotel, which would complement and serve the two big activity generators on Fairfax, and garden apartments which would expand the existing residential character of Park La Brea, and be very favorably located on the new Park. The environment for housing may be good enough to allow for market rate development of a substantial nature. The uses shown have been chosen because they complement the existing land uses rather than competing.

The site chosen could attract an expansion of the specialty retail capacity of the Farmers Market, or alternatively an extension of CBS-type activities. Neither has been shown in the illustrative study.

| <u>Joint Use</u>                                 | <u>Building Area</u> | <u>Land Area</u>     |
|--------------------------------------------------|----------------------|----------------------|
| Site D Motor<br>Hotel (300 Rooms)                | 240,000              | 60,000 <sup>1</sup>  |
| Hotel Parking                                    | surface              | 146,250              |
| Retail (2 levels)                                | 60,000               | 30,000               |
| Sites B, C,<br>Residential 320 du<br>@ 3 stories | 320,000              | 200,000 <sup>2</sup> |
| Residential Parking<br>in Platform               | 104,000              |                      |
| Total                                            | <u>724,000 SF</u>    | <u>436,250 SF</u>    |

<sup>1</sup>Hotel "footprint" is meeting room and lobby area in base.

<sup>2</sup>Residential footprint is 200,000 square foot platform.

## DESIGN CONCEPT

The location of the station and joint uses on this site are impacted by the three major objectives. First, the points of access to the station must serve the needs of the pedestrian and transit related community as well as the auto commuter. Second, since the corridor is turning east from Fairfax to La Brea to achieve the most complete community coverage by its stations (according to alignment 'A'), the alignment of the station will be along a diagonal moving from southwest to northeast as a consequence. Third, the uses which may be associated with the station should be located so that they do not disrupt the existing pattern of uses in the area, and yet take full advantage of opportunities to improve the accessibility and quality of the major park, which is about to be built around the Pan Pacific Exposition buildings.

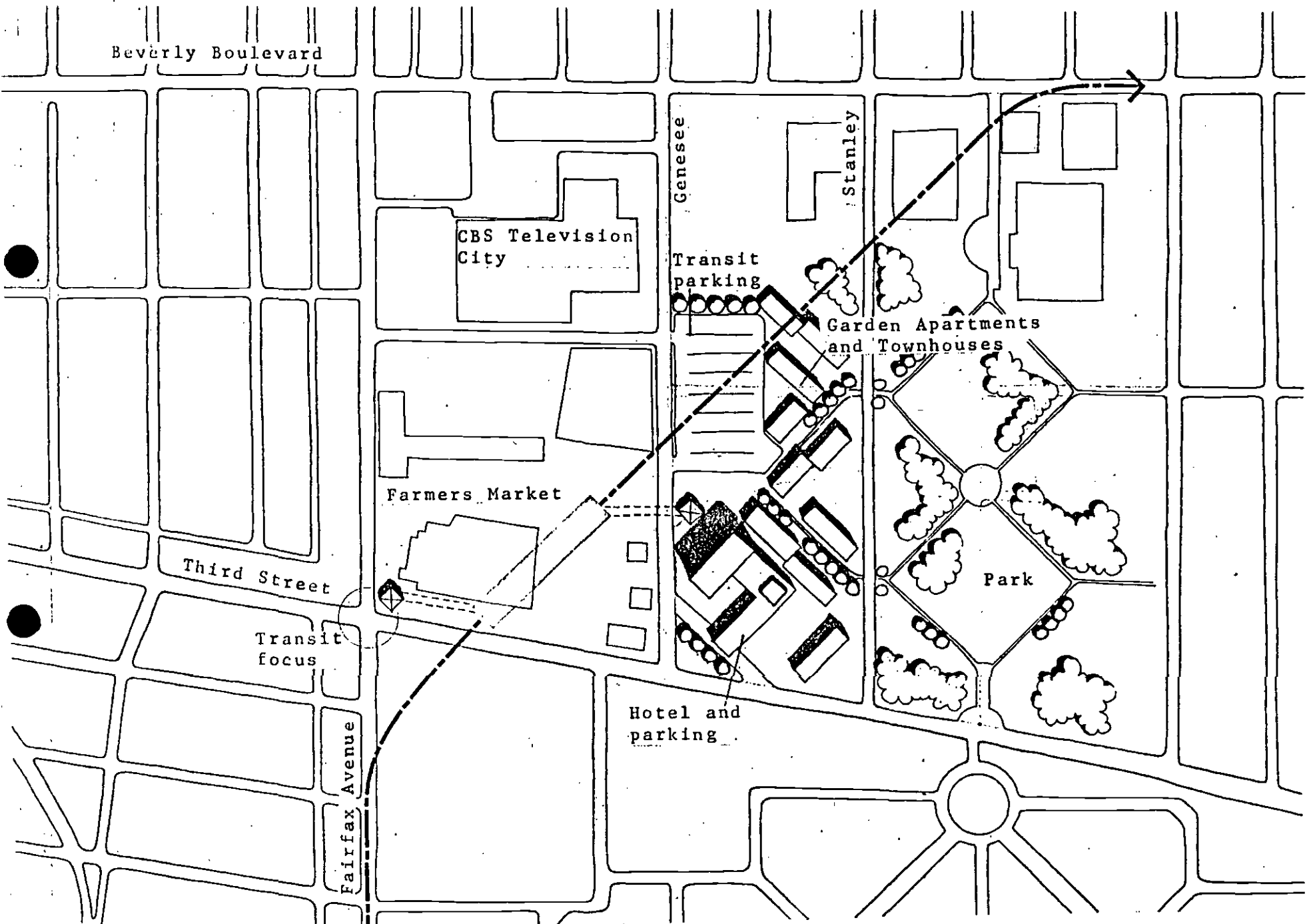
Another, more economic, consideration is the desire to minimize the passage of the right of way beneath buildings of any kind, and in fact to minimize its passage beneath private property.

The route shown on the diagram places the station platform on the diagonal from a point on the north side of Third Street, and east of the rear of the Farmers Market buildings to a point near Genessee Street. Entrances to the station are at two widely separated points, one on Fairfax at Third, and one on the east side of Genessee Street, in the center of the projected development. The required transit parking is shown as a surface lot just north of the internal station entrance. The kiss and ride drop-off is located just below the parking and as close as possible to the station entrance.

A joint or collateral development concept for the site includes a hotel on a prominent site at the intersection of Third and Genessee Streets. The hotel should be in scale with the Park La Brea housing across the street, and it should be physically related to the architectural character of Park La Brea and the Pan Pacific Auditorium. The hotel site contains its own parking. The remainder of the site is developed in garden apartments and townhouses of three to four story scale, probably above a low platform which contains their parking, and provides them with some privacy and control over their residential environment in an otherwise public environment.

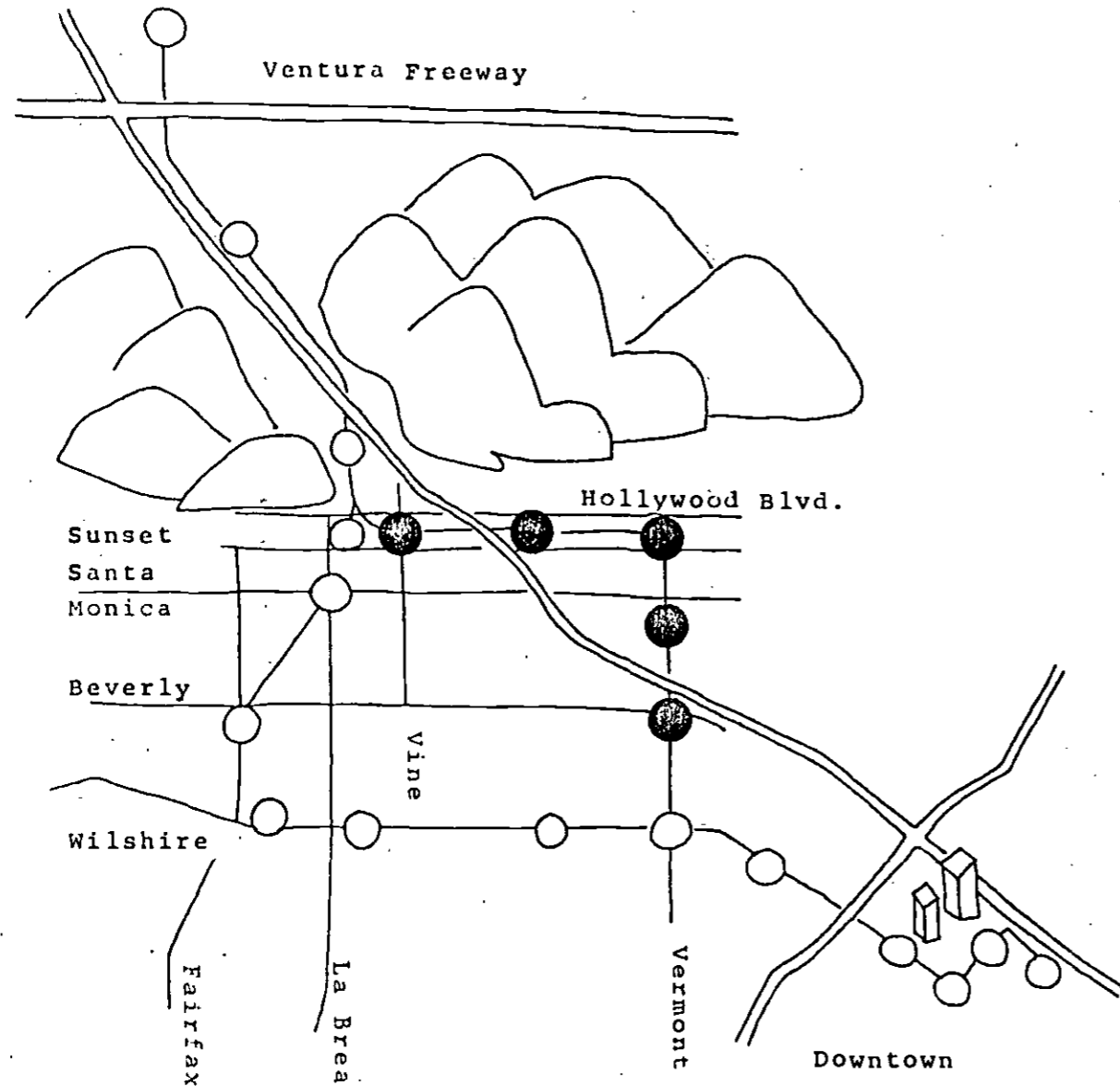
The paths and landscaping shown on the plan diagram emphasize the need to promote pedestrian access to the Pan Pacific Park from all sides and to give the Park and the new development a characteristic form that relates well to the Park La Brea.

Illustrative Joint Development Plan



# Station Sites South of the Santa Monica Mountains

## Vermont Corridor



Sites considered in this section are Selma-Vine, Carlton-Weston, Vermont-Sunset, L.A. City College and Vermont-Beverly. They constitute the 'B' Corridor when combined with the stations north of the Santa Monica Mountains. Joint use opportunities of a substantial nature have been identified at Selma-Vine and Carlton-Western. A good opportunity for collateral use is identified in the hospital area near the Vermont-Sunset site.

The retail center at Selma and Vine seems to afford the greatest single opportunity for major SCRTD participation in joint development south of the Santa Monica Mountains. The concept has recently been discussed by the Hollywood Community's Revitalization Committee and approved in concept.

The joint use scheme at Carlton and Western offers a major opportunity to establish a community supported office and commercial center for an area which is currently the subject of a series of rehabilitation measures. The neighborhood park in the plan is an important contribution to the environmental character of the residential neighborhood adjacent to the transit station.

The Vermont Corridor stations have been studied in somewhat less detail than those in the Fairfax-La Brea Corridor, in keeping with the scope of services established by SCRTD.





**Selma & Vine**

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# Selma & Vine

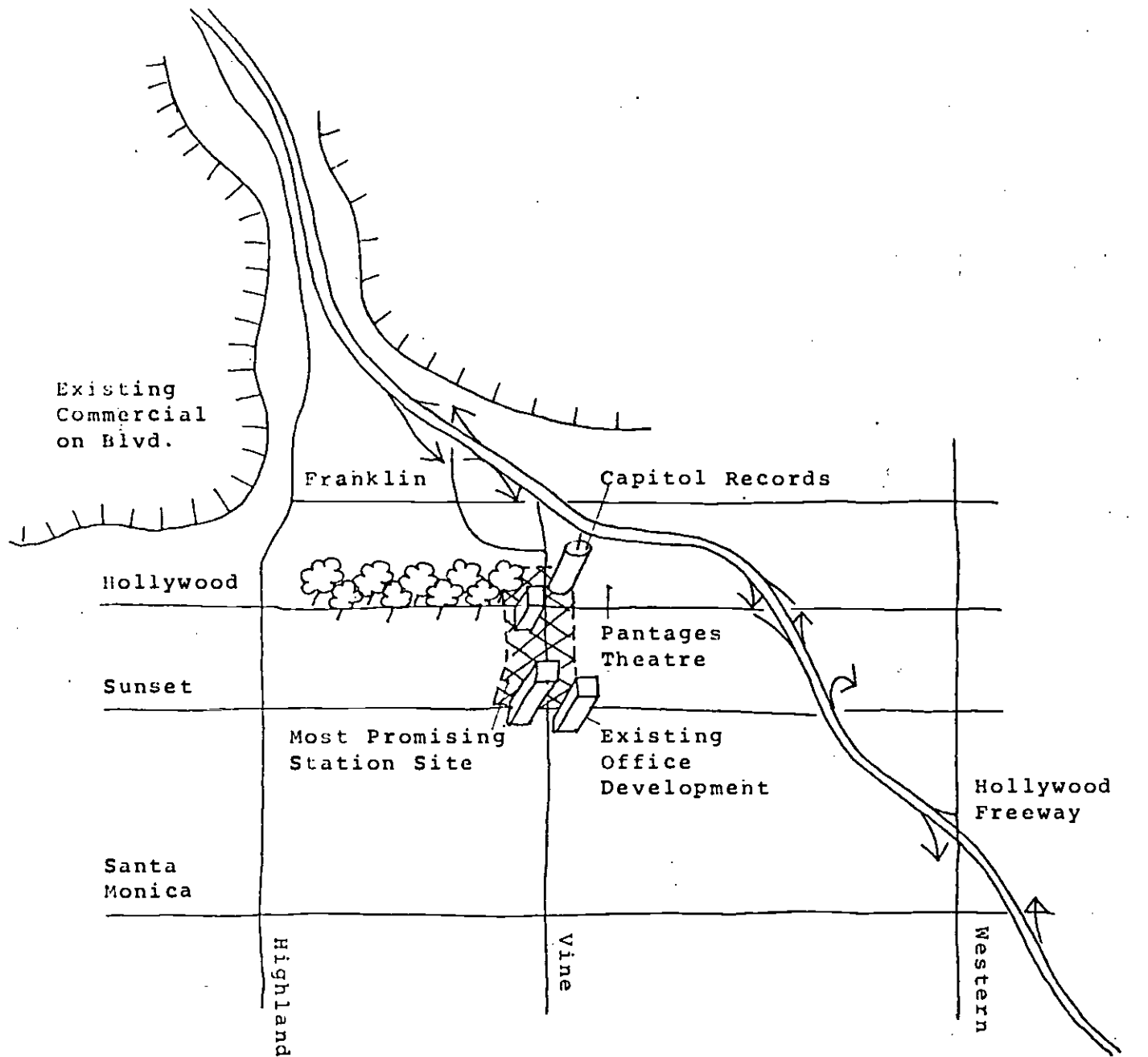
## Area Description

### POPULATION

The proposed station would serve a population of relatively high transiency, low income and a high proportion of senior citizens. The incidence of automobile ownership is lower than in most of Los Angeles, generally less than one per household which produces a significantly high degree of transit dependency. There is a higher than average number of single person and two person households in the target catchment population, both north and south of Selma, occupying housing which is relatively evenly divided between single and multi-family dwellings. Housing stock is relatively old, ranging from 25 to 40 years old in most cases. A significant number of newer multi-family dwellings is in evidence, however. This area is plagued by street crime of significant nature. It has been the target of intensified "task force" type activity by the police and other agencies responsible for crime abatement. It is also the subject of efforts by the local councilwoman and citizens committees to upgrade and revitalize, especially on and around Hollywood Boulevard.

### LAND USE

More than half the catchment area is devoted to commercial and industrial uses. Commercial uses predominate along most major arterials and the community "core" is concentrated between Vine Street and La Brea on Hollywood Boulevard and Sunset. The center of the media industry is to the south along Santa Monica. Automobile sales and service predominate on Hollywood Boulevard east of the proposed station site. Property values are



relatively high in the commercial area, notwithstanding the pornography outlets that occupy ground floor retail space, and vacant space above.

#### AVAILABLE ACCESS

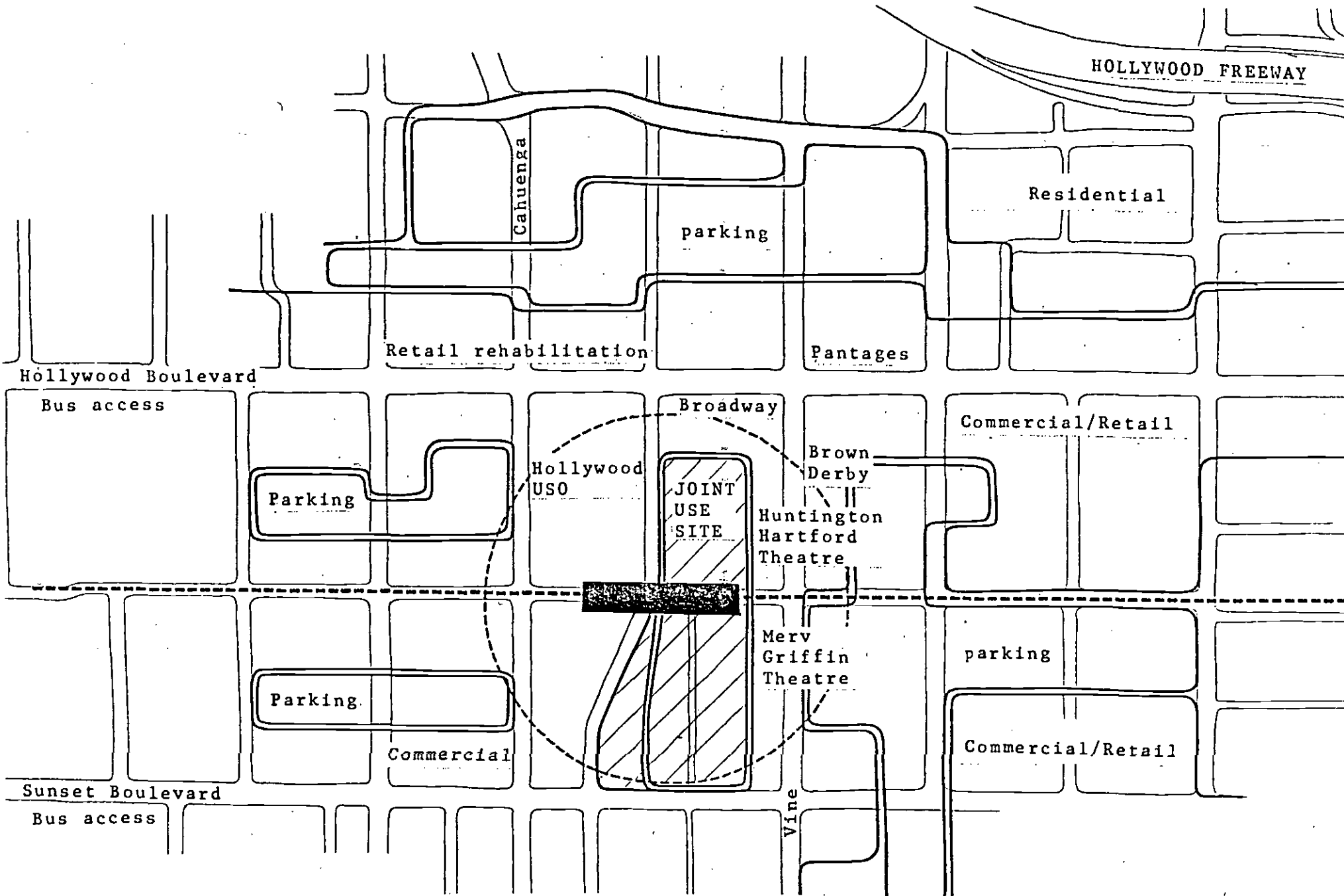
The area and site are served by the Hollywood Freeway which has recently been widened and otherwise improved to increase on and off movements in the vicinity. Sunset, Hollywood, Vine, Gower and Cahuenga have direct ramp access to the Hollywood Freeway, affording easy approaches to the area, although peak hour congestion and intermittent flow are also observable. Surface parking occupies over half the land in the core. It is generally held that the parking lots are ineffectively distributed to serve retail and other commercial land uses. A reorganization of the system considering ownership, distribution, rates, accessibility and safety has been in process. The area in general, and the site area in particular, is served by several surface transit routes. There are five bus lines on Hollywood Boulevard, two on Vine, and two on Sunset. Local streets which serve the station area will probably require physical modification and/or new management techniques to facilitate access for patrons. While there is a surplus of parking in the area, most of the underutilized spaces cannot be considered available for potential transit park and ride use. This is because the underutilized spaces are scattered, the rate structure does not favor long term parking now, and planned intensification of retail commercial uses will both eliminate parking sites and require more parking.

#### AMENITIES AND FEATURES

The east end of the Hollywood Core has potential for development of a new major retail center in addition to the rehabilitation of existing retail facilities which is already underway. The proposed site is in a highly "imageable" area and could become a significant transit destination for tourists as well as commuters and shoppers. The Hollywood Public Library is a cultural asset, and both the Library and the historic Hollywood USO are nearby, a block west on Ivar Street.

Environmental Factors: The sites described, and the locations indicated for the RTD surface facilities, are in the process of change at present. There are some major commercial and housing facilities on extremely large and well located properties. The development of an RTD station here, and certainly the development of a retail center of 6 to 700,000 square feet, or larger, would tend to produce traffic problems and to place new pressure on the parking facilities located nearby. Both these problems could be mitigated if RTD takes an active position in the development of parking and access facilities, providing commuter parking spaces, locating the kiss-ride facility, and bus stalls in an appropriate manner, and widening, or straightening the access streets that lead to parking and drop-off points.

Site Area



The nature of surrounding land uses indicates that they will not be negatively impacted by the location of the station, and, in fact, could benefit in material ways from the pedestrian traffic generated by the rapid transit activity. A joint development which involved RTD in the development of the retail center would require careful attention to phasing to support the new development and to minimize its potential negative effect on the surrounding retail community.

## Joint Development Opportunities

### MARKETS

There is an indicated and confirmed market (confirmed by recent developer activity) for a major retail center at the eastern edge of the Hollywood Core. Development timing and precise location may not agree with the type of development most compatible with the Selma-Vine station, but the station entrances, and the access systems for automobiles and other modes of transportation, can be designed so that they are compatible with this potential market. While there could ultimately be over a million square feet of new retail space in this vicinity, community policy has dictated a much smaller center, with an extended timetable of development. The intent of the community is to minimize the disruptive impact of new development on the present stock of retail and service commercial space on Hollywood Boulevard. Other indicated markets, for hotel space, and for office space, have also been identified, qualified, and quantified, and are presently allocated to the more westerly end of the Hollywood Boulevard Core. (See the SCRTD Northerly of Wilshire Boulevard report for information on the allocation of these markets near Selma and Las Palmas.)

### LOCATIONAL FACTORS

The general area, and the locations indicated for the RTD surface facilities, are in the process of change at present. There are some major commercial and housing facilities on extremely large and well located properties. The development of an RTD station here, and certainly the development of a retail center of 6 to 700,000 square feet, or larger, would tend to produce traffic problems and

to place new pressure on the parking facilities located nearby.

Both these problems could be mitigated if RTD takes an active position in the development of parking and access facilities, providing commuter parking spaces, locating the kiss-ride facility, and bus stalls in an appropriate manner, and widening, or straightening the access streets that lead to parking and drop-off points.

The nature of surrounding land uses indicates that they will not be negatively impacted by the location of the station, and, in fact, could benefit in material ways from the pedestrian traffic generated by the rapid transit activity. A joint development which involved RTD in the development of the retail center would require careful attention to phasing to support the new development and to minimize its potential negative effect on the surrounding retail community.

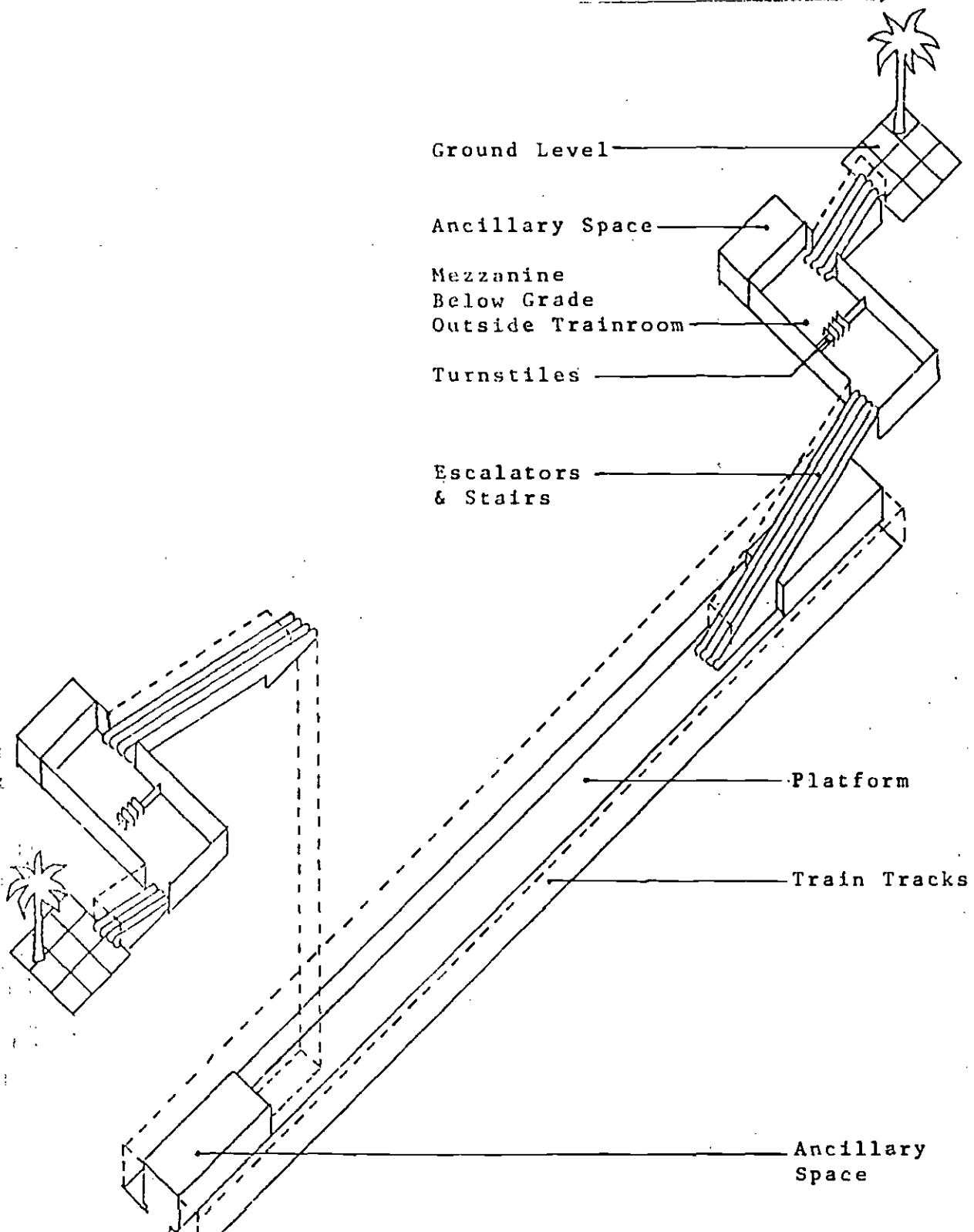
### SITE SIZE AND AVAILABILITY

Two sites have been identified which could absorb the type of development mentioned above, and both could be compatible with joint development in the vicinity of the Selma-Vine Street station. The first of these, and the one which is shown in the accompanying drawings, is a site bounded by Hollywood Boulevard on the north, Vine Street on the east, Sunset on the south, and Ivar on the west. There are numerous exceptions, parcels that are not presently considered feasible for acquisition, and these are indicated in the diagram as well, and detailed in the Hollywood Revitalization Plan Technical Report. The average land cost of this site is \$10.15 per square foot.

The other likely site for a major retail center is on the east side of Vine Street, south of Hollywood Boulevard, west of Argyle, and north of Sunset. The precise nature and shape of such a site has not been fully determined, but the land most easily acquired is relatively near Sunset. The average land cost is about \$16.50.

There are two or three types of participation in land acquisition and development that could be considered by RTD. These range from a minimal acquisition to provide the station entrances and pedestrian systems necessary to serve access to them, to a participation in the development of the underground parking system that will ultimately serve the retail development. In either case, RTD would be establishing a major or significant aspect of the substructure and circulation pattern of the new development and could choose to acquire land, participate in some fashion in the development of circulation and parking facilities, and sell or lease its interest in the remainder of the right to develop. It could also lease the right to build its portion of the development.





### Station Requirements

The Selma and Vine station will serve a large transit and pedestrian population, connecting these passengers with the attractions of Hollywood Boulevard. One station entrance, therefore, should be located as close to the Boulevard as possible and should be highly visible and attractive. Another entrance should fall central to the development scheme, allowing development and station to reinforce each other. A third entrance should be located near or on Sunset Boulevard to provide access to bus patrons on Sunset and to provide direct access to major commercial activities there.

Preliminary estimates of station size and configuration for this station are noted below. These figures may be used for planning purposes but will undoubtedly be refined through more detailed site and patronage analysis.

- Station type: mined
- Mezzanine location: below grade, outside trainroom
- Peak 15 minute patronage: 1758
- Escalator/stair units: 4
- Turnstiles: 8

|           |                |
|-----------|----------------|
| Platform  |                |
| Length    | 500            |
| Width     | 22             |
| Ancillary | 4,000 sq. ft.  |
| Total     | 15,000 sq. ft. |

|                     |               |
|---------------------|---------------|
| Mezzanine           |               |
| Turnstiles          | 960 sq. ft.   |
| Queuing             | 1,280 "       |
| Ancillary           | 800 "         |
| General circulation | 608 "         |
| Total               | 3,648 sq. ft. |

## Related Transportation Requirements

### SURFACE ACCESS

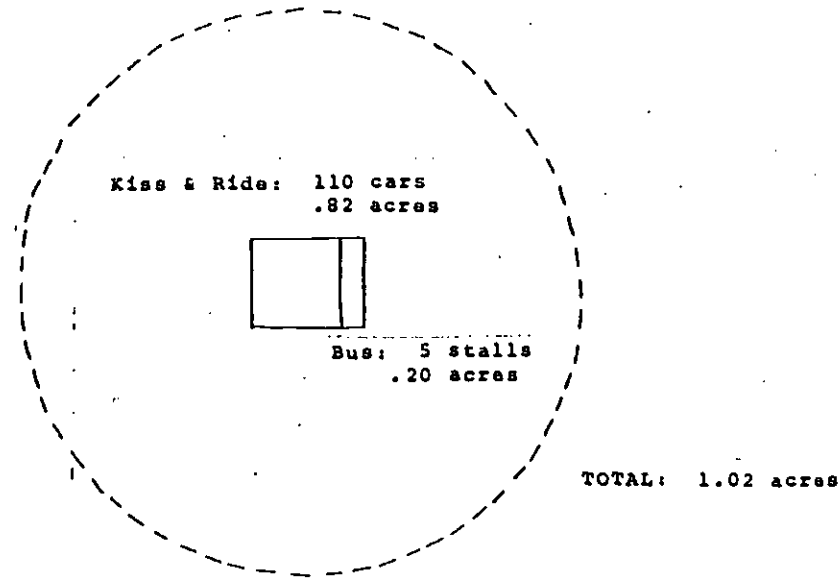
From SCRTD projections, 60% of the patrons arriving to the Selma-Vine Street station will use public transit, while an additional 20% will be pedestrians. The remaining 20% will arrive by car, of which only 5% represent park and ride patrons. The largest proportions of patrons will approach the station from the south and west, with smaller numbers coming from the north and east.

Because of the direction and modal split of patron approach to the station, local streets and arterials are not expected to be significantly impacted by auto traffic resulting from the transit station.

### LAND AREAS FOR SURFACE ACCESS

Parking requirements for the Selma-Vine station location are rather low, according to SCRTD projections. A joint development of commercial uses will, of course, generate traffic, but existence of the transit line is expected to reduce the use of private autos by employees, specifically at the regional retail center and generally throughout the Hollywood Core in general. It is anticipated, however, that structured parking for shoppers will be required as part of any intensive commercial development at this location. It should be noted that the selection of the Selma-Vine site for a regional retail center was based, in part, on minimization of traffic impacts on local streets and congested arterials in the Hollywood Core.

The following chart illustrates areas required for related transportation facilities. The circle represents a 600 foot radius or two minute walk from edge to center.



## Illustrative Joint Development Plan

### PROGRAM

The market potential for the Hollywood Core and that portion of the resulting program allocated to the Vine Street portion of the Boulevard were generated as part of the Hollywood Revitalization Committee's Implementation Study. As stated previously, a regional retail center program of 6 to 700,000 square feet can be accommodated on the site without negative impacts to surrounding development. In addition, hotel and office uses could be incorporated into the scheme if market potential is not absorbed by new development at other locations in the Hollywood Core.<sup>1</sup>

### DESIGN CONCEPT

The joint development concept has been organized to allow positive interaction between the new retail uses and existing surrounding development. In addition to the Broadway store and Boulevard shops, the Huntington Hartford Theater on Vine could be incorporated into the complex, as could existing commercial and studio facilities along Vine between Selma and Sunset. The RCA office building on Sunset and Ivar similarly provides a compatible neighbor for the complex, as do the Public Library and USO situated near Selma on Ivar.

1. Specific program estimates are described in the Hollywood Revitalization Implementation Study, L.A. City Economic Development Office.

The potential for effective and beneficial joint development in economic terms is quite large at this station. Diverse public agencies and private developers have already expressed interest in participation because of the promising complexion of the venture as an aspect of community revitalization and as a profitable venture.

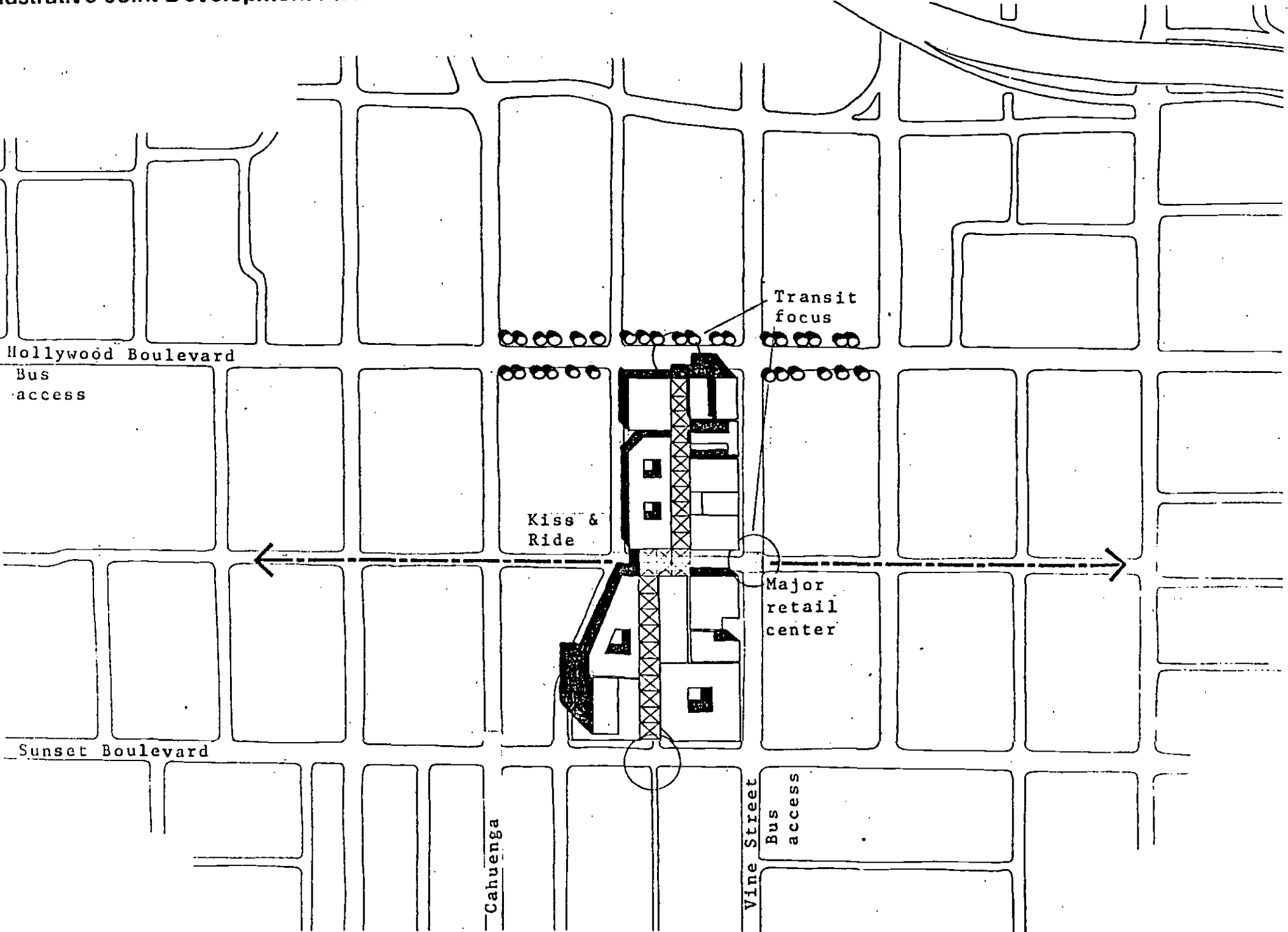
The development associated with the Selma-Vine Street transit station occupies a contiguous site occupying most of the area bounded by Hollywood Boulevard on the north; Vine Street on the east; Ivar on the west; and Sunset Boulevard on the south.

The station is sited in the Selma Street right-of-way, using a split mezzanine configuration to reinforce the major entries to the associated commercial development, one on Selma between Ivar and Vine, another on Hollywood Boulevard and possibly a third near Sunset Boulevard.

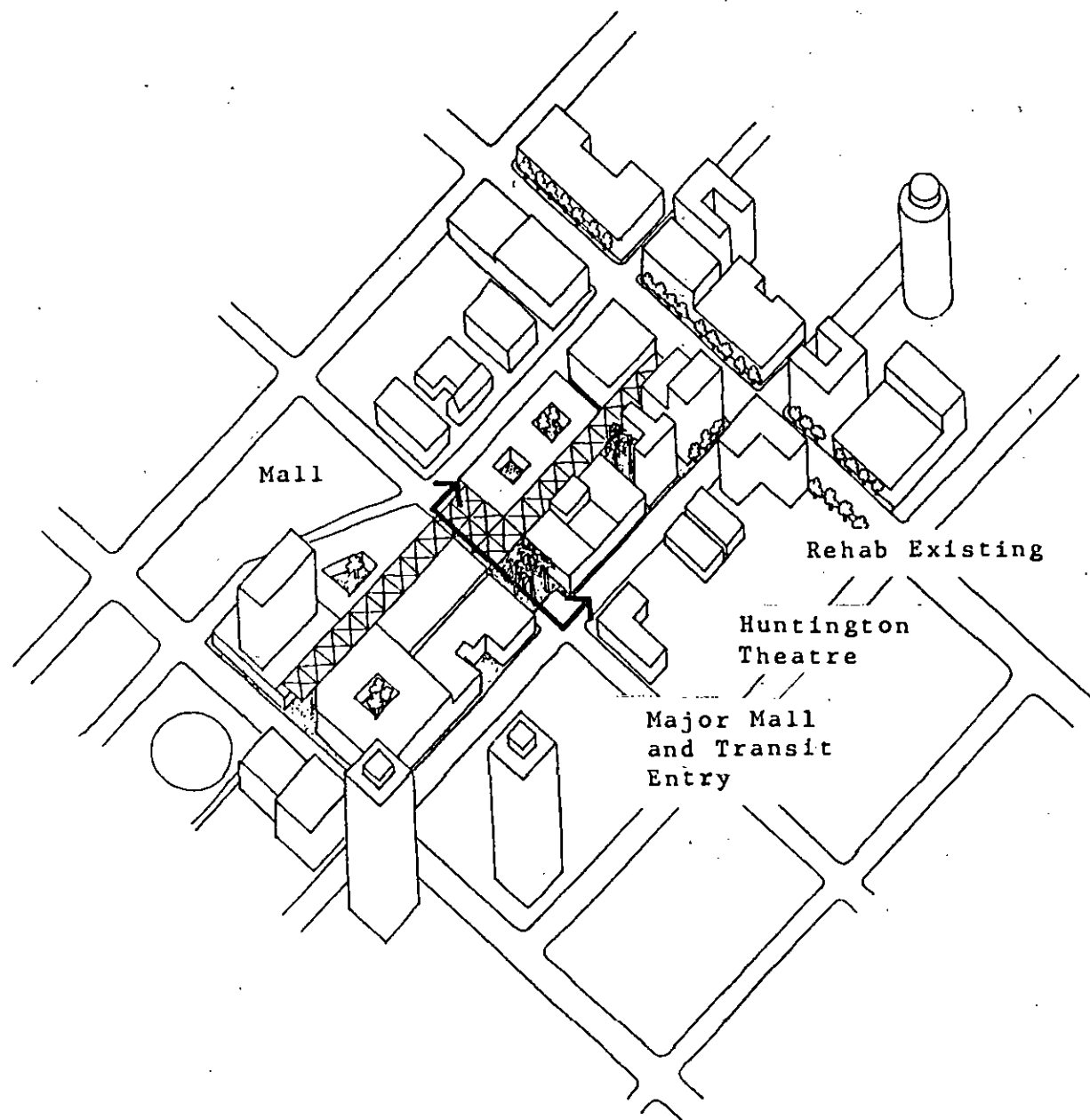
Interface with bus routes would be provided at transit focal points at the Hollywood-Ivar, Sunset-Ivar and Selma-Vine intersections. The design concept shown allows a bus drop-off facility to be incorporated into the joint development at the Selma-Vine intersection. Kiss and Ride spaces would be provided at a site between Ivar and Cahuenga, directly adjacent to the station.

Beneath the associated retail center, a two level parking garage would provide ample parking for shoppers not using public transit. It is anticipated that this facility would more than accommodate the small number of transit patrons expected to approach the station by auto.

Illustrative Joint Development Plan



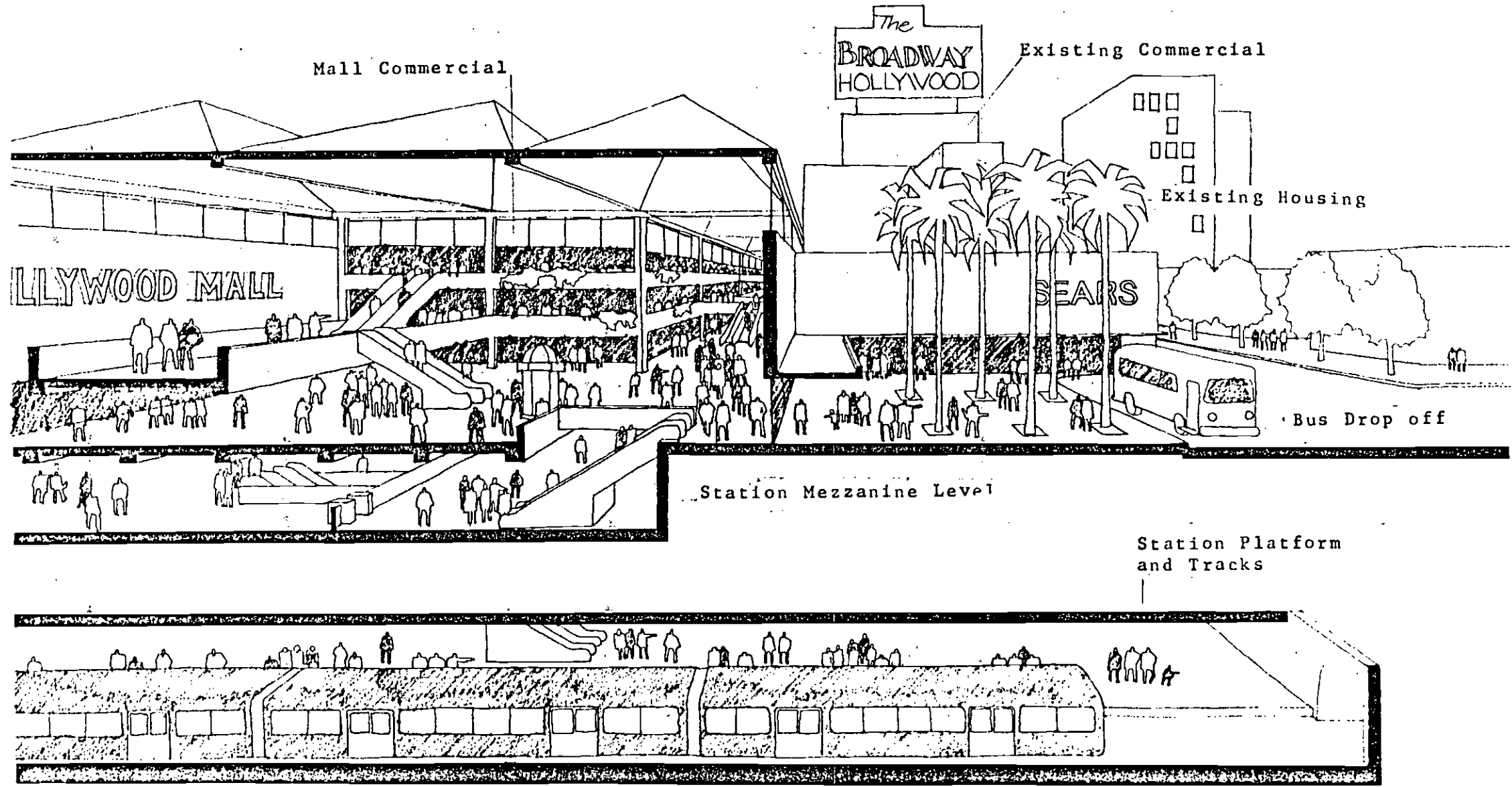
## Aerial of Development Site



The regional retail center contains two major department stores and a third "twig" or smaller department store, and approximately 100 mall shops. A three level linear configuration is recommended to minimize parcel acquisition and to create maximum effect of the one story grade change between Hollywood and Sunset Boulevards.

At the northern end of the complex, the pedestrian mall would be integrated with the existing retail commercial uses on the Boulevard, particularly the Broadway store, which along with smaller shops, could be rehabilitated and integrated into the newer development. From Hollywood Boulevard, transit patrons could either enter the station mezzanine level or continue along the three story galleria, which would be lined with mall shops. Midway through the complex, at the closed portion of Selma, would be the major station entrance. South of Selma, the retail center would continue along another galleria, terminating at Sunset.

Section Perspective



**Carlton & Western**

# Carlton & Western

## Area Description

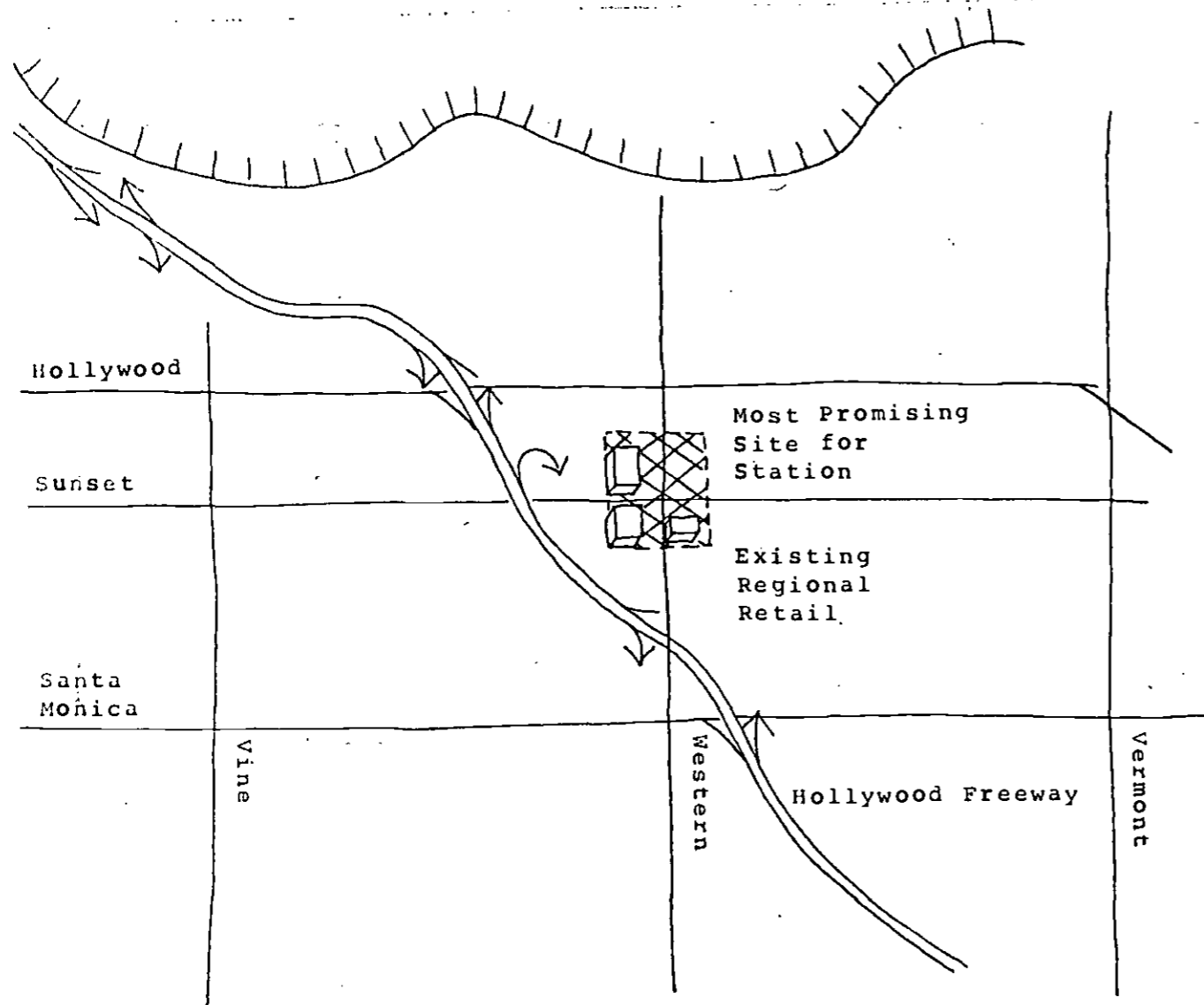
### POPULATION

According to the 1970 census, the proposed station area serves a rapidly changing population. Almost 83% of the population is Anglo, while 23% are 65 years of age or older. The population is highly transient and one-third of the total number of households are female-headed. The population is characterized as being low to moderate income with a median family income of \$8,000. About 18% of the families are in poverty while 11% of the labor force is unemployed.

Of the 8,045 housing units, 92% are in multi-unit structures, only 5% are owner-occupied and 6% are overcrowded. The median home value is \$37,500 and the median monthly rent is \$117. Almost 40% of the structures were built prior to 1939.

This area has historically provided decent housing at a moderate cost for moderate income groups. Over time, the private housing market has gradually replaced older, inferior units with new apartments of a higher intensity. A substantial portion (30%) of the population pays in excess of 25% of their income for housing and will continue to pay above their means for better quality housing as long as it is within their range.

The process of housing replacement which continues today, is evidenced by the relatively poor condition and under-maintenance of older dwellings and the infill development of new apartment structures presently under construction. The value of older residential property remains high due to speculative development interests. In this situation,





properties are held in a marginally liveable condition until new infill development is feasible. More recent developments often lack basic amenities such as good site planning and unit design, proper maintenance, adequate off-street parking, open areas and attractive landscaping.

#### LAND USE

The area is typical of mixed land use areas the Hollywood community. The major block pattern consists of strip commercial of varying intensity along boundary arterials with an infill of medium density residential which is occasionally interrupted by aging single family housing. The residential areas are zoned for higher densities than presently exist, and the recycling process will continue unless some action is taken to revise that situation.

Many negative influences, which have gone unchecked for many years, threaten the future stability of the area:

- Crime and environmental problems generated by the concentration of sex-oriented businesses (e.g., x-rated films, pornographic bookstores, bars, clubs, hotels, motels).
- General blighting influences of incompatible land uses (commercial/industrial uses upon residential areas).
- Impact of through circulation upon residential areas.
- Continued lack of maintenance and improvements to older commercial and residential structures.

- Improper zoning which discourages improvement investments and proper maintenance of older residential structures.
- Lack of open space, parks and recreation facilities, service facilities for the elderly, and adequate off-street parking for both residential and commercial use.

#### AVAILABLE ACCESS

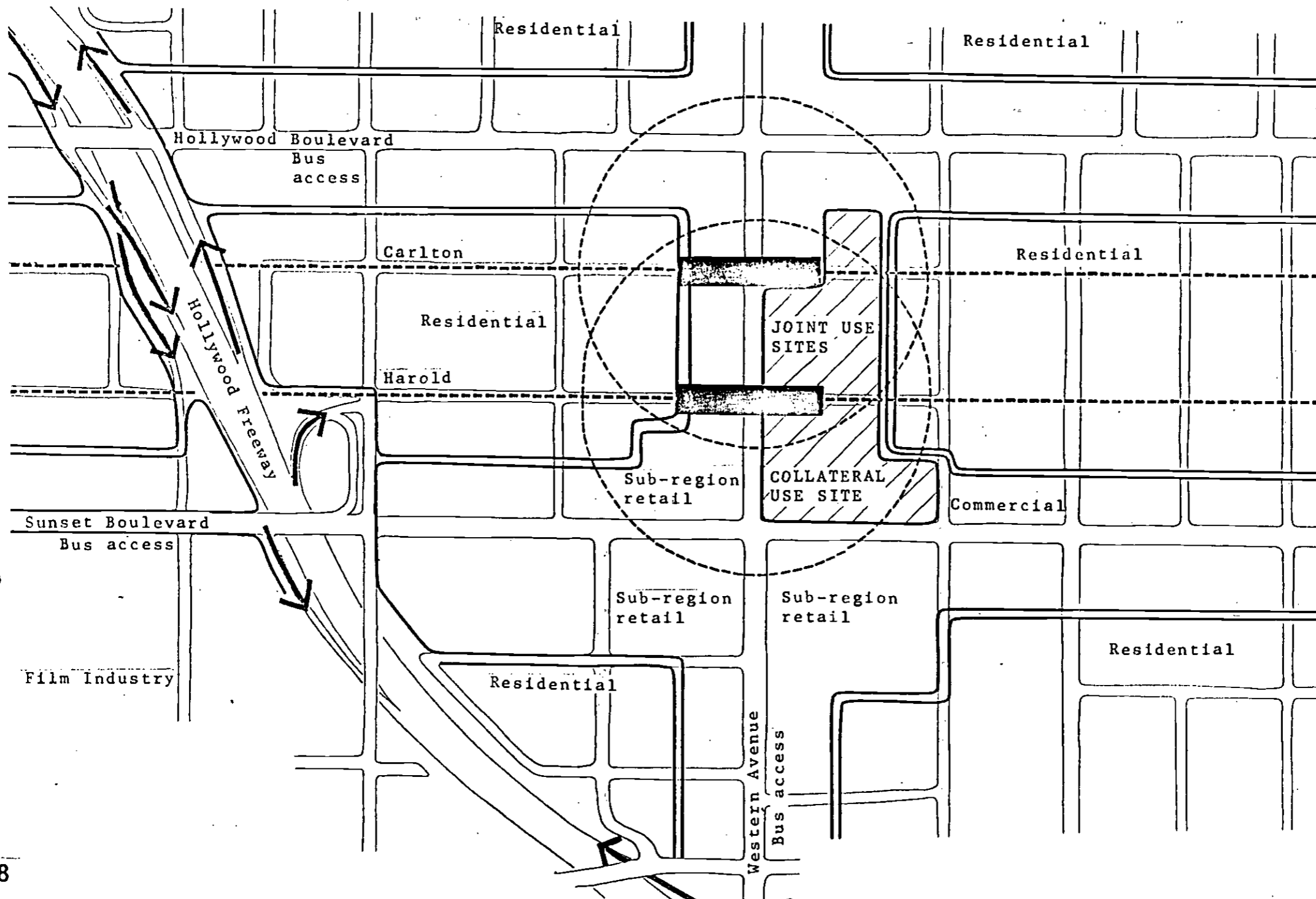
The Carlton-Western station is accessible from the Hollywood Freeway via Hollywood Boulevard and Western Avenue from the south. Perhaps more relevant to the function and catchment area of this station, it would be accessible by major arterials from all directions. Buses presently provide very good access from the east and west by five routes, and possibly less adequate service from the south (the principal direction of approach) and north by two routes.

There is not a great abundance of long term parking in the area which indicates that the provision of off-street parking to serve RTD commuters may be necessary. In addition, the need to minimize already serious impacts of through traffic and on-street parking implies that the transit station should provide carefully for parking and access to the station.

#### AMENITIES AND FEATURES

The most interesting attributes of this area are: 1) enclaves of single family housing within the large block structure which could be reinforced by remedial zoning, rehabilitation, provision of open space, and diminution of through traffic; and, 2) a series of neighborhood oriented, ethnic shopping areas (such as the one on the north side of Hollywood Boulevard, east of Western) which provide identity and contribute to stabilizing population.

Site Area



## Joint Development Opportunities

### MARKETS

There has been substantial development of new retail space at the intersection of Western and Sunset, including a soft-goods department store, a major food market, and a large house and garden shop. These facilities probably cater to a small regional market, and are geared to the income levels of low-moderate income families in the immediate vicinity and somewhat higher income families within a two mile radius. As indicated in the section on Amenities and Features, the resident community has begun to develop a distinctive ethnic food service and restaurant capability, and has as well, the potential to market specialty items that relate to other nations and points of origin. While it may be possible to house this type of enterprise in rehabilitated older structures, there may be enough demand to promote the development of a community commercial facility with a larger market in a new structure near a major access improvement like the proposed rapid transit station. Such a facility would require the development of some special feature to increase its potential viability. The same type of tentative market can be identified for community related legal offices, and other services which cannot presently find appropriate space near their clientele.

### LOCATIONAL FACTORS

This is an area which suffers from a combination of pornographic blight in the commercial strips and residential attrition due to high rates of transiency. There is probably no cause and effect relationship between these phenomena, but they indicate that there are problems that could be exacerbated by the introduction of a transit station, such as high levels of automobile traffic, and on-street parking, and opportunities for environmental improvement due to the new stop, assuming some participation in providing orderly circulation and parking, and perhaps in the development of the community retail center and park.

### SITE SIZE AND AVAILABILITY

The Hollywood Revitalization Plan shows a potential for a mixed use development on Western Avenue stretching along the east side of the street from Sunset to a point about 172 feet north of the north line of Carlton and extending about 200 feet east from the Western frontage. The proposed development would provide community retail space such as that described in the markets section, and would also establish a community park between the Western Avenue development and the adjacent housing. Site assembly for such a development would be relatively difficult, considering the large number of parcels and diverse quality of development. Estimated market values range from \$20.00 per square foot to less than \$5.00.

## Station Requirements

Serving the general commercial area and neighborhoods which have Hollywood, Western and Sunset as their focus, the Carlton-Western station will primarily serve bus riders and pedestrians approaching from these major arterials. A split mezzanine configuration which facilitates access from relatively distant points has therefore been shown.

Preliminary estimates of station size and configuration for this station are noted below. These figures may be used for planning purposes but will undoubtedly be refined through more detailed site and patronage analysis.

Station type: mined

Mezzanine location: below grade, in train-room

Peak 15 minute patronage: 291

Escalator/stair units: 4

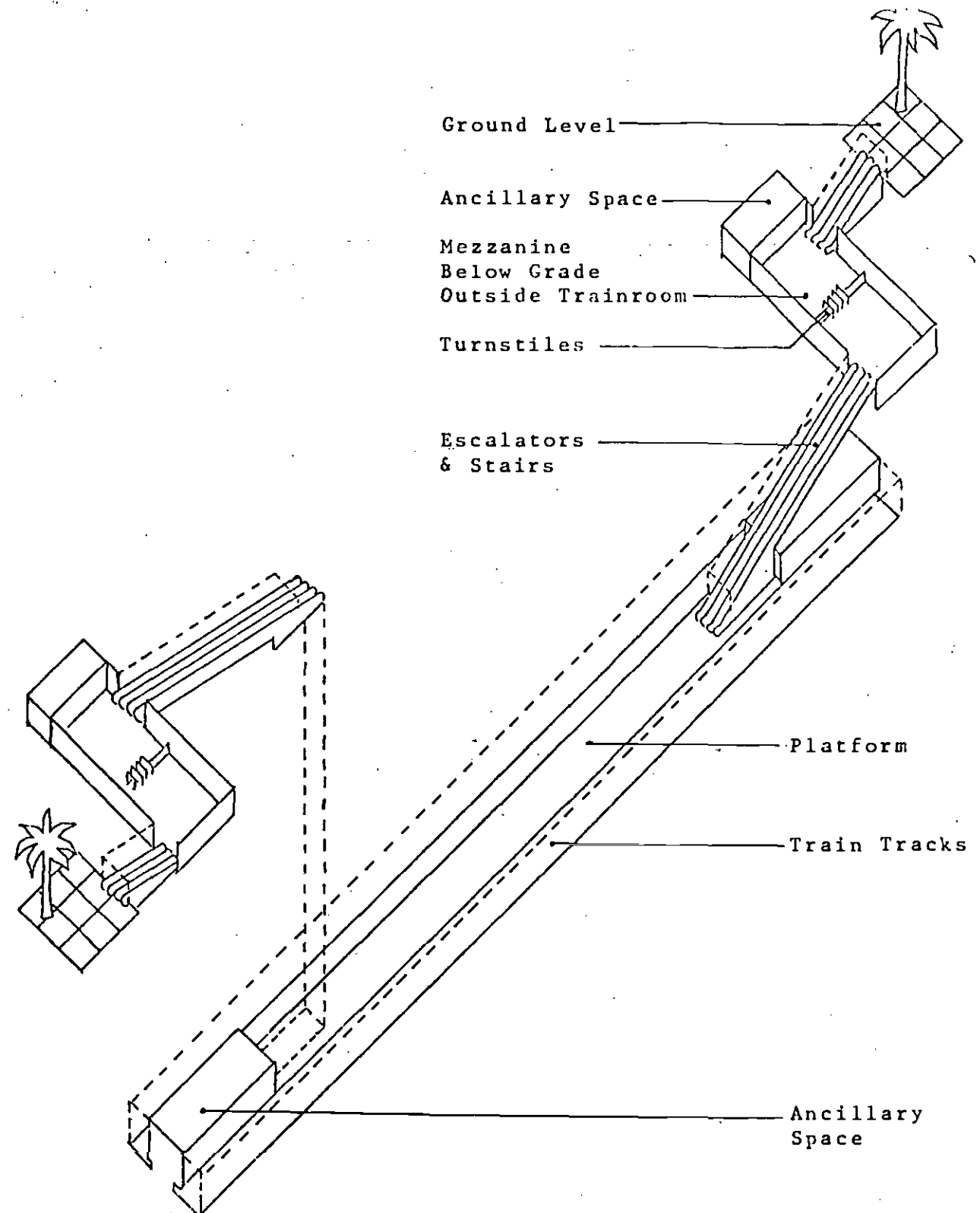
Turnstiles: 3

### Platform

|           |               |
|-----------|---------------|
| Length    | 500           |
| Width     | 20            |
| Ancillary | 4,000 sq.ft.  |
| Total     | 14,000 sq.ft. |

### Mezzanine

|                     |              |
|---------------------|--------------|
| Turnstiles          | 360 sq.ft.   |
| Queuing             | 1,280 "      |
| Ancillary           | 800 "        |
| General circulation | 488 "        |
| Total               | 2,928 sq.ft. |



## Related Transportation Requirements

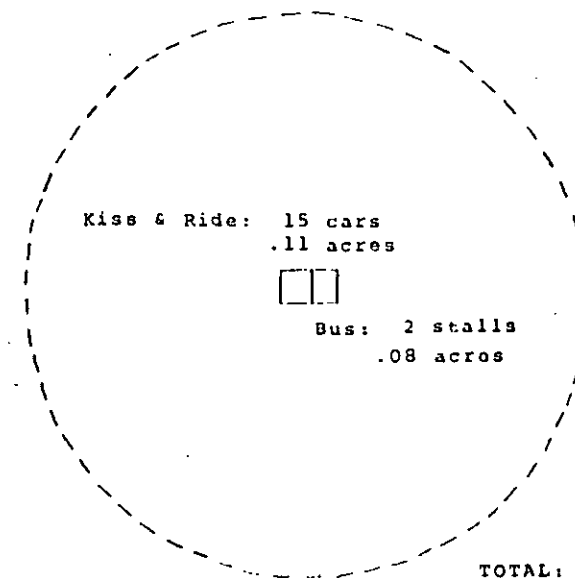
### SURFACE ACCESS

Approximately 40% of the total patronage at the Carlton-Western station is expected to approach it from the south, with the remainder divided evenly from the north, east and west. Since a majority of patrons (61%) are projected by SCRTD to use buses, access from bus routes is of primary importance at this station. Bus routes in the area focus on Hollywood and Sunset Boulevards, running east and west. Station entrances, therefore, should be located so as to maximize interface between transit and bus service. Pedestrian access, which accounts for 25% of all patrons, is also of great importance at this station. Western Avenue entrances, one near Sunset, the other near Carlton, are considered optimal for attraction of pedestrian patrons as well. Only 14% of total patronage is projected for access by auto, of which 4% could be expected to utilize park and ride facilities.

### LAND AREAS FOR SURFACE ACCESS

The following chart illustrates areas required for related transportation facilities. As can be noted, parking requirements of the Carlton-Western station are minimal.

The circle represents a 600 foot radius or two minute walk from edge to center.



## Illustrative Joint Development Plan

### PROGRAM

The markets identified for development associated with the Carlton-Western Station are based primarily on results of the Hollywood Revitalization Committee's study of the Hollywood-Western neighborhood. Sub-regional retail commercial, similar to that already occurring at the Sunset-Western intersection, is considered the most likely basis for joint development. A portion of the market potential identified for low-rise garden office development throughout Hollywood could also be directed toward the Hollywood-Western area. The strength of demographic trends in the area also imply a potential for specialty retail and entertainment of an international spectrum.

### DESIGN CONCEPT

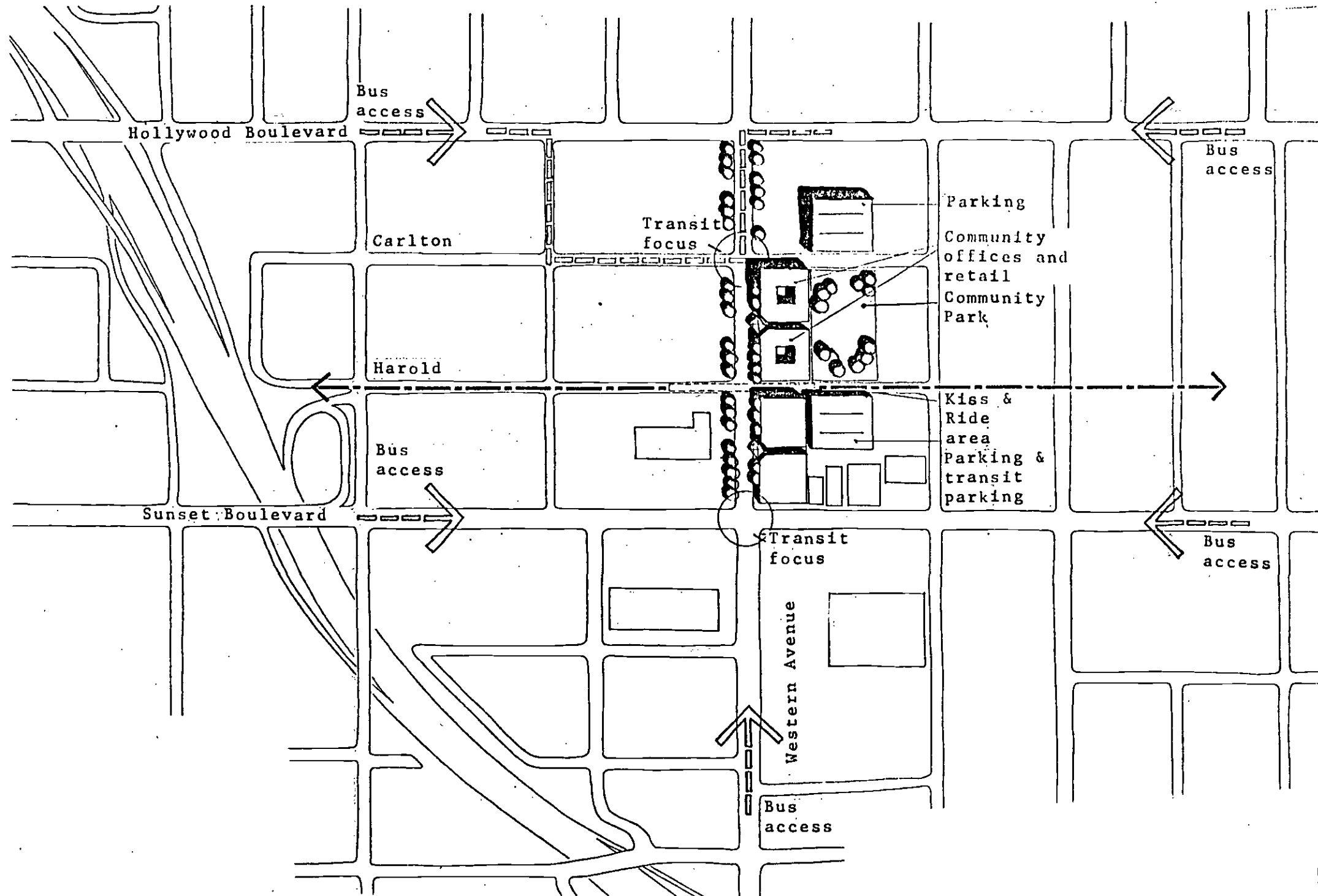
The design illustrated for the Carlton-Western station and joint development is focused on the potential of Western Avenue between Hollywood and Sunset as a sub-regional commercial core, and as a viable retail center for the surrounding neighborhood. The development occupies two blocks of frontage on the eastern side of Western Avenue, and infills primarily on vacant sites within these blocks from Western toward Serrano Avenue. Although station entrances are located on Western, the center of the complex is the Community Park, located behind three-story garden office buildings, and well accessed by a neighborhood-wide pedestrian network.

The mined transit platform is shown straddling Western Avenue below Harold. This will permit access from both sides of Western Avenue. Harold has been selected as the station site because these are better sites for joint development north and south of it than at Carlton.

Interface of bus routes with the station would occur at the Carlton-Western and Sunset-Western intersections, with a one-block loop required to divert Hollywood Boulevard buses toward the station.

The two garden office buildings are expected to contain community service and professional offices related to the needs of the surrounding neighborhood. International specialty retail on the street level would form a link between Western Avenue, the transit entrance and the interior Park. Sub-regional retail in the southern portion of the complex would follow a similar configuration to maximize the linkage between Western Avenue, the transit entrance and combined transit-retail parking provided in a structure along Harold. An additional site for parking to serve the overall commercial district, has also been identified for development by other private or public entities along the north side of Carlton.

# Illustrative Joint Development Plan







**Vermont & Sunset**

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# Vermont & Sunset

## Area Description

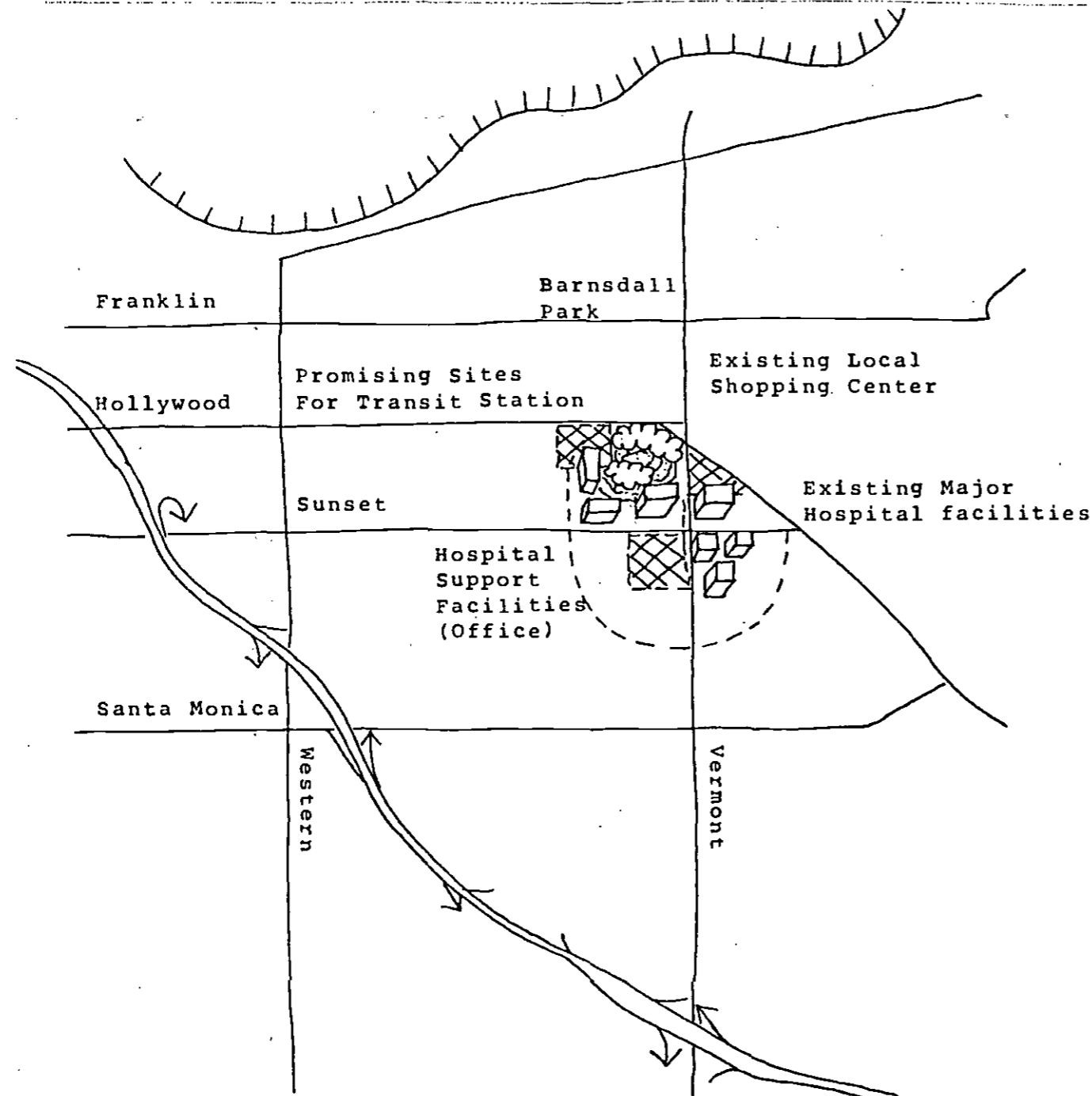
### Population

Similar in all respects to the other Hollywood areas analyzed, the district around the medical center is distinct in that it is close to some concentrations of higher income population in the Hollywood Hills in the Los Feliz area and Silver Lake. The community in the immediate vicinity of the hospitals is, however characterized by the same multi-linguistic and cultural background as in most of Hollywood. Household income is relatively speaking in the same range as in the Carlton-Western area as are unemployment and transiency. The hospitals themselves contribute to the blight because of their traffic generation, parking requirements, and the sheer mass of the buildings. According to the Gruen report on the area, it is a community with a need for identity or focus, in spite of the presence of the medical facilities.

### LAND USE

Aside from the hospital group which may occupy as much as 30 acres of land at present, the area is marked by the presence of Barnsdall Park which contains the famous Hollyhock house, a museum which is growing in patronage and importance, and outdoor recreational areas for picnics and small group activities.

The medical center presently contains Hollywood Presbyterian Hospital, Childrens Hospital, the Kaiser Foundation Hospital, the Blue Cross building, and the Cedars of Lebanon Hospital, presently unused. These are concentrated around the intersection of Vermont and Sunset. Another extremely visible



land use is the shopping center which occupies an L-shaped piece of land below Barnsdall Park on Hollywood and Vermont. While it is not extremely well maintained, it appears to prosper, and to serve the surrounding community.

#### AVAILABLE ACCESS

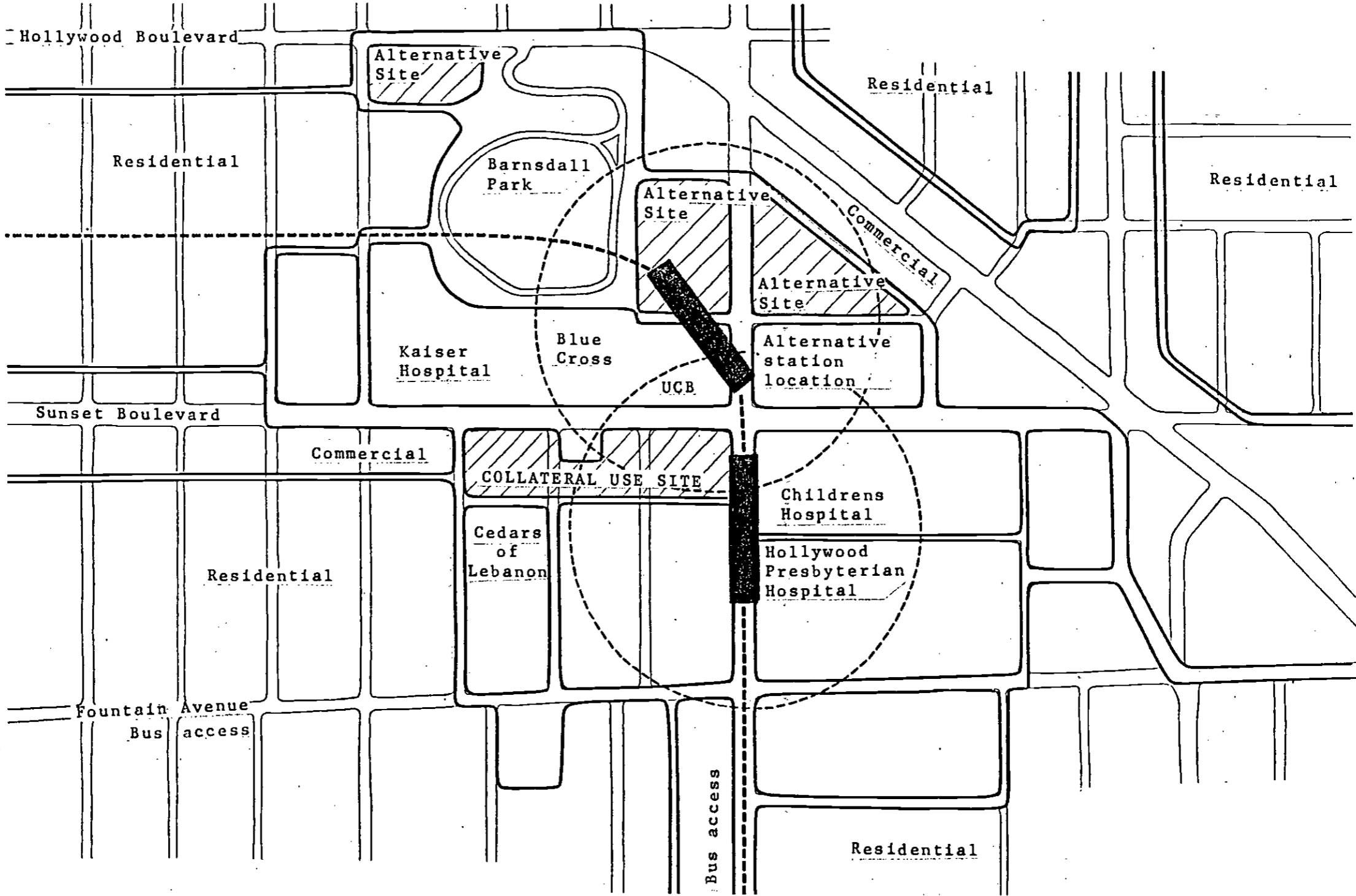
Four bus routes serve the Vermont corridor, providing access from the north and south, one route serves the Sunset corridor, and one on Fountain Avenue. Vehicular access from the Hollywood Freeway to the west is along Hollywood Boulevard, but the area is served in a major way by the arterials already named. Vermont is a major access to Griffith Park which causes significant congestion, particularly on weekends.

The pattern of parking which serves the hospitals is rather fragmented and disruptive, both by confusing traffic flow and by fragmenting land use. The nearby neighborhoods suffer from an abundance of on-street parking, typical of this type of hospital dominated area.

#### AMENITIES AND FEATURES

The park and hospital area are the strongest aspects of the local visual environment although the whole area is dominated by the proximity of the Hollywood Hills and Griffith Park. These features are utilized by the larger community and do not succeed in providing an activity focus for the local area.

Site Area



## Joint Development Opportunities

### MARKETS

The Gruen Plan for an enlarged medical center provides the only accessible information about potential markets for joint or collateral development. Since the consultants are not aware that the Plan is being implemented, the markets it describes are introduced as examples of compatible uses rather than proven development potential. A detailed reassessment of the specific opportunities that exist for future development should be made, since this is an area of special interest and complex potential.

Besides joint service facilities for the hospitals such as research laboratories, computer center and parking, the Medical Center could also support non-medical, dental and related professional offices.

The Plan envisions the development of hotels and commercial facilities in the Medical Center to accommodate patients who are undergoing extended diagnosis or treatment, and their families. This Medical Center could identify Hollywood as one of the leading medical care and research centers on the West Coast.

### LOCATIONAL FACTORS

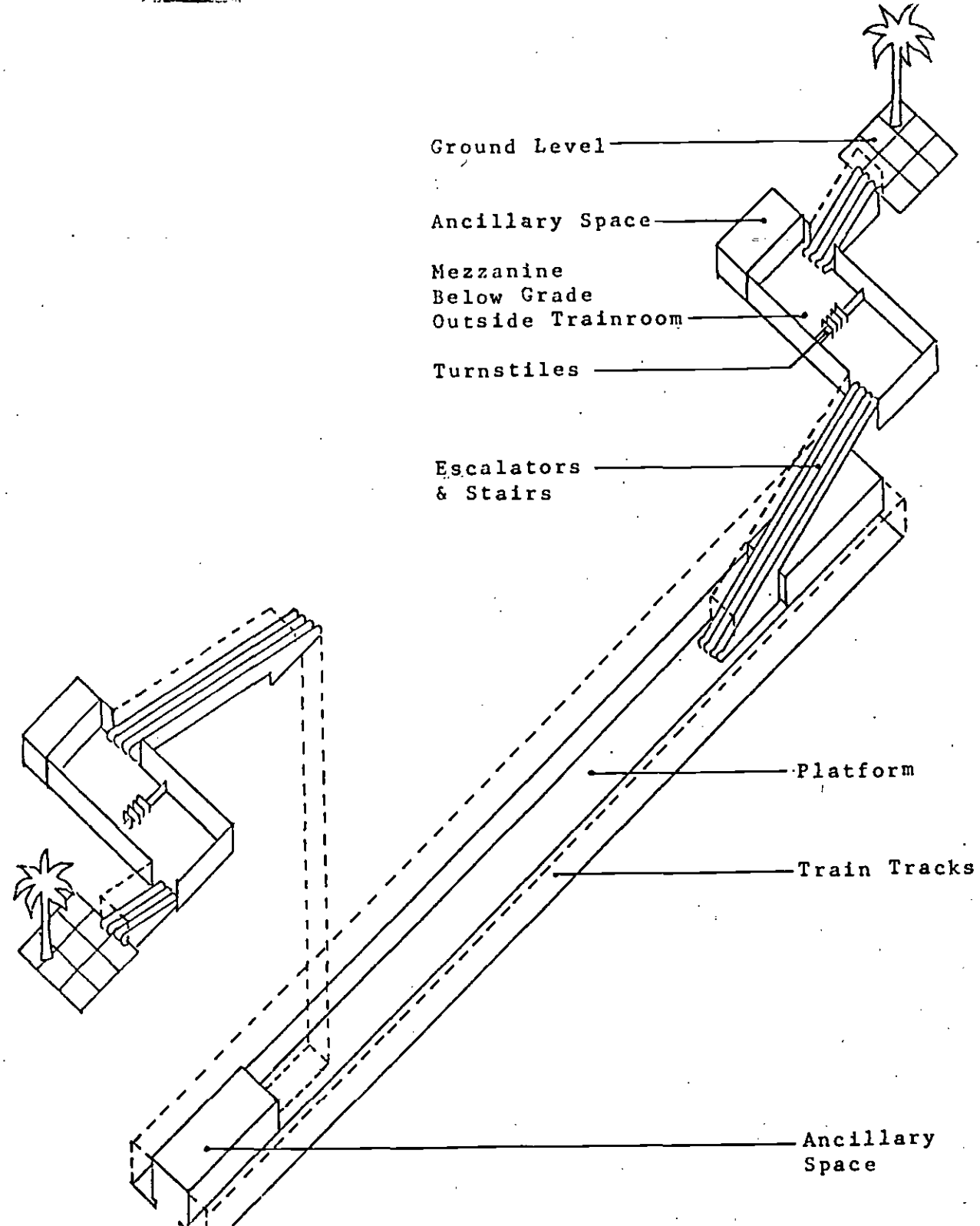
The southwest corner of Sunset and Vermont has been chosen as the best potential for joint development because of: 1) its proximity to the chosen station location; 2) its central location relative to hospitals and medical offices; 3) its possible ease of assembly; and, 4) the fact that it was cited in the Gruen Plan as "the focal point of the Medical Center".

There may be a need to provide some transit parking in a surface lot or structure to accommodate some park and ride commuters. There are not a large number of unused spaces in the area at present, and a policy which fosters on-street parking will increase the disruptive impact of cars on the neighboring residential area and the hospitals.

### SITE SIZE AND SUITABILITY

The northerly end of the blocks from Vermont to New Hampshire, to Berendo, and to Heliotrope could be involved in a new development including medical offices, motor hotels for outpatients undergoing extended diagnosis or treatment, and service commercial to serve them, visitors and staff.

The total area considered is about 2.5 acres with extremely varied market values, ranging from \$3.20 to almost \$50.00 per square foot depending on ownership and present development.



### Station Requirements

Because of the size of the Medical Center and the walking distance between facilities, the desire to provide access to Barnsdall Park, and the required interface with bus routes at a number of locations, a split mezzanine configuration has been adopted for the Vermont-Sunset station.

Preliminary estimates of station size and configuration for this station are noted below. These figures may be used for planning purposes but will undoubtedly be refined through more detailed site and patronage analysis.

Station type: mined  
 Mezzanine location: below grade, in train-room  
 Peak 15 minute patronage: 381

Escalator/stair units: 4  
 Turnstiles: 3

|           |               |
|-----------|---------------|
| Platform  |               |
| Length    | 500           |
| Width     | 20            |
| Ancillary | 4,000 sq.ft.  |
| Total     | 14,000 sq.ft. |

|                     |              |
|---------------------|--------------|
| Mezzanine           |              |
| Turnstiles          | 360 sq.ft.   |
| Queuing             | 1,280 "      |
| Ancillary           | 800 "        |
| General circulation | 488 "        |
| Total               | 2,928 sq.ft. |

## Related Transportation Requirements

### SURFACE ACCESS

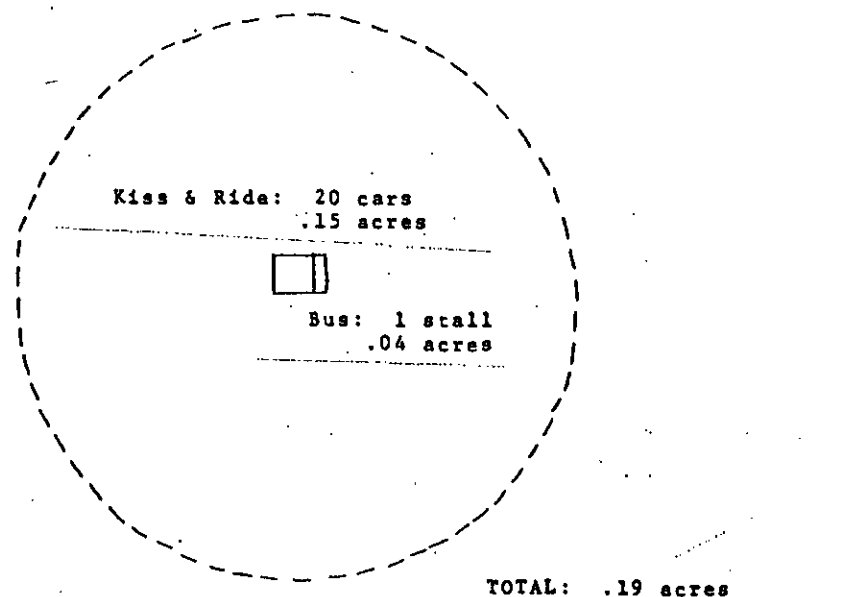
As with other stations on the Vermont corridor, the majority of total patrons (60%) are projected by SCRTD to access the Vermont-Sunset station by bus. In addition, some 25% of patrons are expected to be pedestrians. Of the remaining 15% that use autos, only 5% would require kiss and ride facilities.

In terms of direction of access, 53% of all patrons would approach the station from the north, with lesser proportions approaching from the south, east and west in descending order of patrons. Interface with bus routes is anticipated primarily at the Sunset-Vermont intersection, with additional points of interface at Sunset-Berendo and Vermont-Fountain intersections.

### LAND AREAS

Surface parking and kiss and ride requirements of the Vermont-Sunset station are expected to be minimal, with only at-grade facilities required. However, the overall demand for parking associated with Medical Center facilities can be expected to require structured parking at some point in the general area. Therefore, development of such facilities by other private or public entities is considered very likely.

The following chart illustrates areas required for related transportation facilities at the Vermont-Sunset station. The circle represents a 600 foot radius or two minute walk from edge to center.





## Illustrative Joint Development Plan

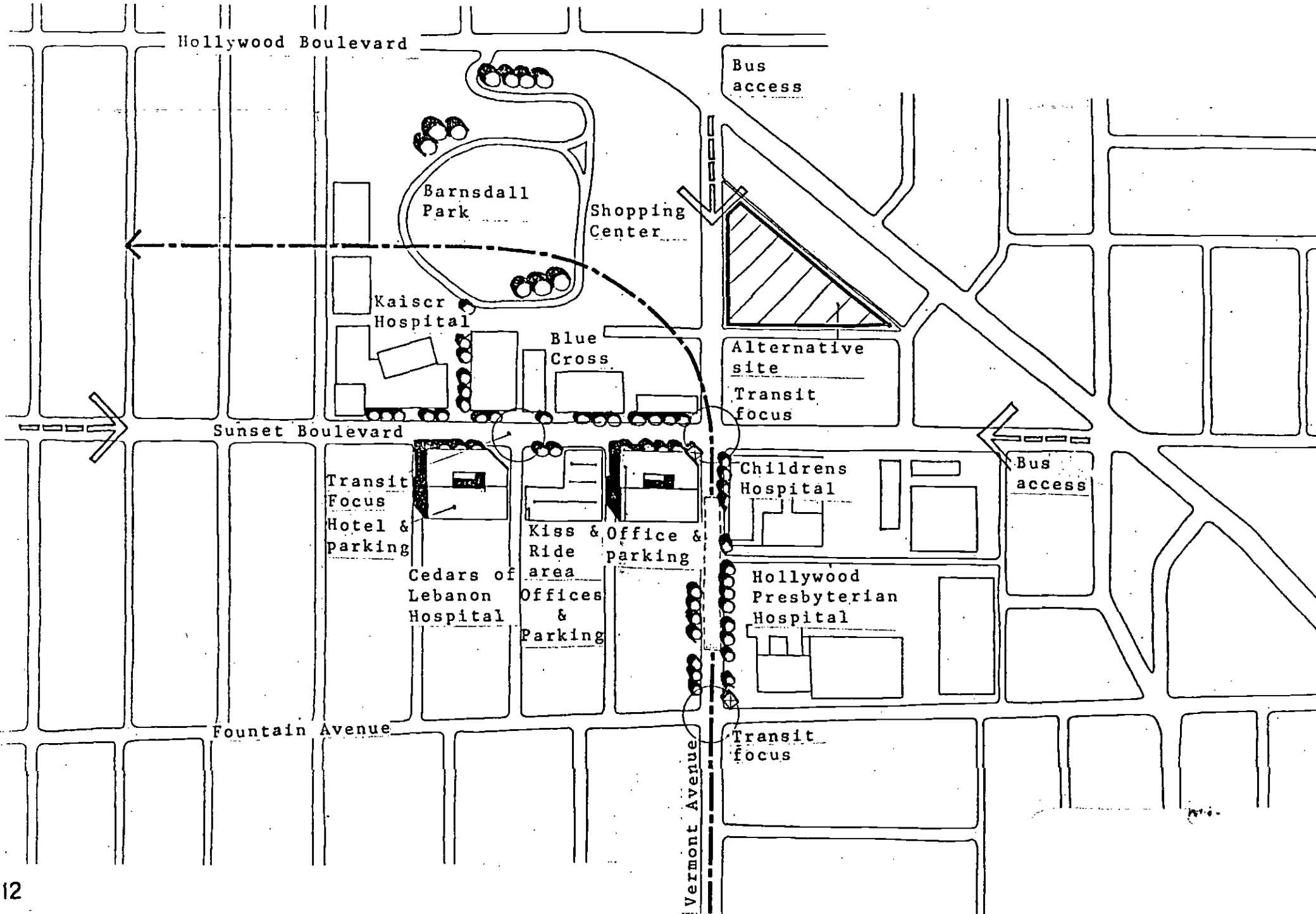
### PROGRAM

A portion of the program identified by the Gruen Plan for an enlarged medical center has been applied to the Vermont-Sunset site without major alteration. Professional offices, hospital-related services, are the primary components of demand for office space in the area. The potential for an outpatient hotel has also been incorporated into the scheme for collateral development.

### DESIGN CONCEPT

The design concept illustrated for the Vermont-Sunset station capitalizes on the vitality of the existing Medical Center, and uses development associated with the transit station to form a central link between the Kaiser Hospital and Blue Cross facilities on Sunset, Childrens Hospital and Hollywood Presbyterian on Vermont, and Cedars of Lebanon Hospital on Fountain. The out-patient hotel, professional offices and associated parking are therefore centrally located to provide equal access to all existing facilities. Kiss and Ride facilities and at least one of the station entrances are part of a linear scheme along the south side of Sunset, while a second station entrance is located at the Vermont-Fountain intersection for additional transit interface and better pedestrian access to Hollywood Presbyterian and Cedars of Lebanon Hospitals. The office buildings are expected to be low-rise, with the hotel having a potential for mid or high-rise configuration.

# Illustrative Joint Development Plan



**L.A. City College**

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# L.A. City College

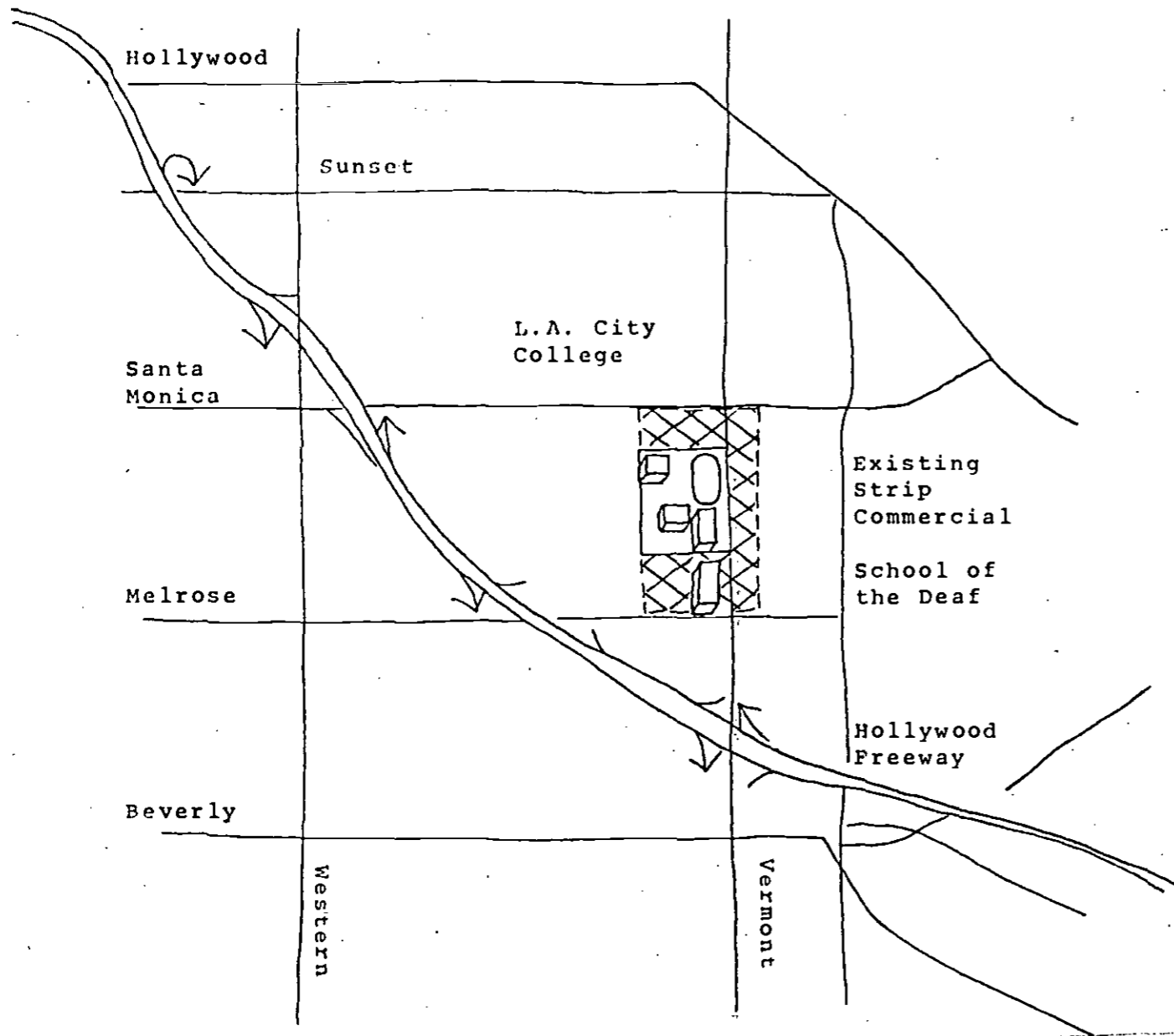
## Area Description

### POPULATION

Much of the population served by this station is the Dayton Heights community. The population characteristics of this area generally resemble those of the Carlyle-Western station area. Housing east of Vermont, and household characteristics are slightly better than in the area west to the Freeway, and south on both sides of the Freeway. The north-south corridor between Normandie and Hoover probably contains a larger concentration of poverty level households than in the remainder of the catchment area. More patronage for the station will come from the east than in any other direction and a large percentage of all patrons are wholly transit dependent, and will arrive at the station by bus.

### LAND USE

The typical pattern of strip commercial along major arterials and mixed multi-family/single family housing infill predominates. This pattern is broken by the City College campus and by its surface parking lot across Vermont between Monroe and Marathon. The strip commercial along Vermont facing the City College is low intensity and is not fully utilized. A large proportion of the housing around the College is in deteriorating or deferred maintenance condition, including the residential buildings north of Willowbrook.



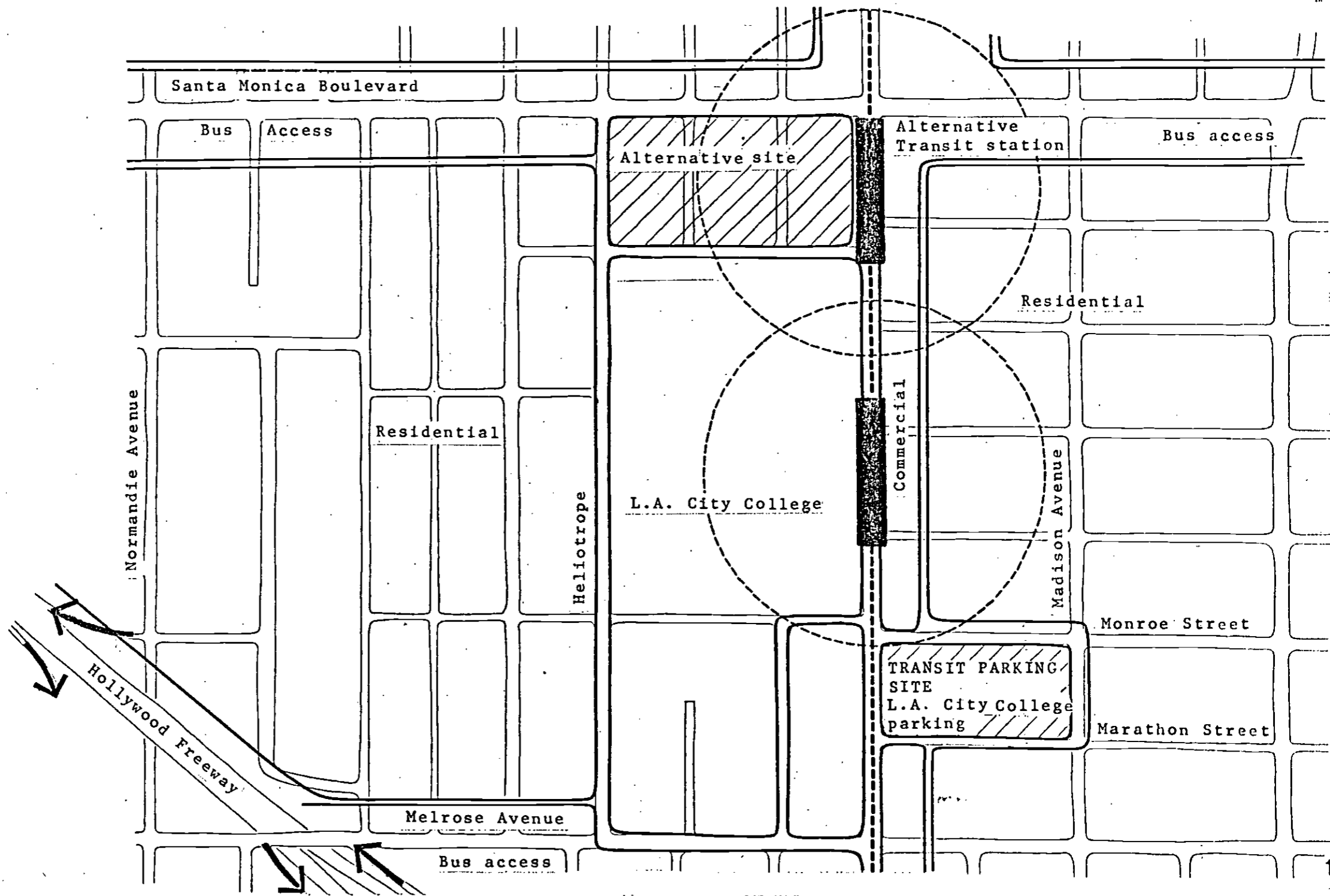
#### AVAILABLE ACCESS

Like the Vermont and Sunset area, this station will generate more bus person trips than auto arrivals. The Vermont corridor is served by three bus routes, Santa Monica by two and Melrose by one. A great deal of the traffic from the east may be traveling on the Santa Monica buses. Freeway access is available along Vermont from the south and east, and Melrose and Santa Monica from the north and west. City College arrivals generate substantial automobile traffic evidenced by the high utilization of parking facilities either provided by the College or the public streets and private parking lots. The College maintains a surface lot on the east side of Vermont which accomodates about 700 cars, and has plans to build a structure for about 5000 cars on the same site between Vermont, Monroe, Madison and Marathon in about 1982 or 1983.

#### AMENITIES AND FEATURES

Los Angeles City College will continue to be the major feature of this area, and is important as an educational facility with vocational courses for both younger students and adults seeking re-training or continuing education. The visual impact of the campus is not entirely positive, and a future re-planning should include some site work and careful planning for automobile arrivals and parking.

Site Area



## Joint Development Opportunities

### MARKETS

The College students do not seem to constitute a strong market for specialty retail or restaurants, possibly because they schedule short periods of course work, perhaps interspersed with employment in other parts of the City. The strip retail around the College is in a generally depressed state and does not suggest any real market strength.

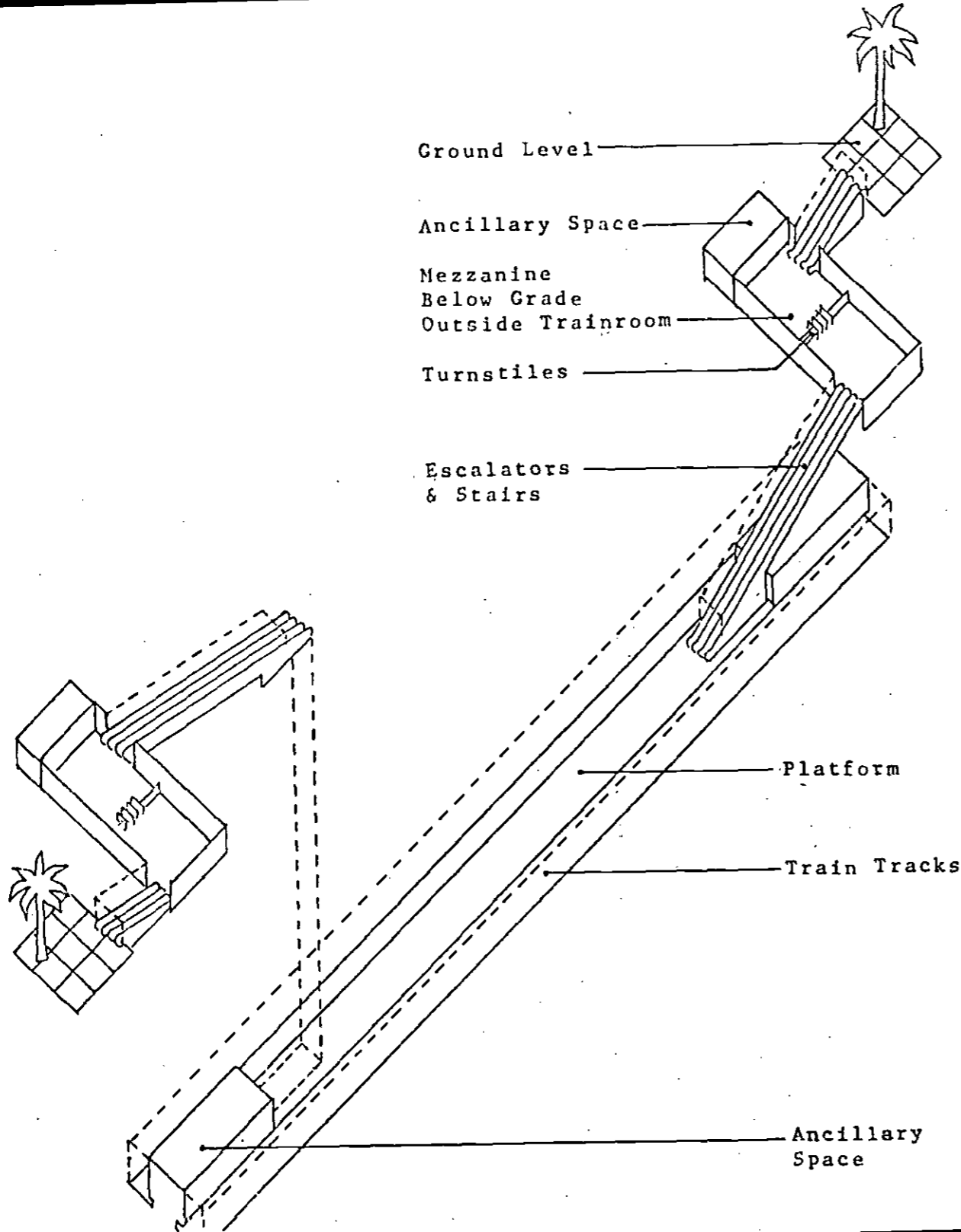
Two types of SCRTD participation are possible. One, the construction of a multi-level garage on the site now occupied by college parking. No site acquisition is required, but RTD could lease some of the proposed garage, and/or participate in its construction. Ground floor retail along Vermont should be provided under such a structure to provide for the needs of both students and commuters.

A second possibility would be for RTD to participate in the acquisition of the blocks between Willowbrook and Santa Monica above the College to prepare for the long term possibility of expansion of the campus and provision of both RTD and College parking.

None of the above statements establishes that there is a strong private market to be tapped.

### LOCATIONAL FACTORS AND SITE SUITABILITY

If joint development were attempted transit parking could be incorporated to diminish the impact of vehicles on surrounding uses. The present college parking lot would require no independent acquisition by RTD for provision of parking or combined uses, such as street level retail. In terms of additional site acquisition, the sites north of Willowbrook would constitute a definite problem for the College, or for RTD if it participates, because there are currently multi-family housing units on the land.



### Station Requirements

Given the size of the City College campus, and the need to relate to bus routes on Santa Monica and Melrose, in addition to Vermont, a split mezzanine configuration with a northern and southern entrance to the L.A. City College station is recommended.

Preliminary estimates of station size and configuration for this station are noted below. These figures may be used for planning purposes but will undoubtedly be refined through more detailed site and patronage analysis.

Station type: mined  
 Mezzanine location: below grade, in train-room  
 Peak 15 minute patronage: 272

Escalator/stair units: 4  
 Turnstiles: 3

Platform  
 Length 500  
 Width 20  
 Ancillary 4,000 sq.ft.  
 Total 14,000 sq.ft.

Mezzanine  
 Turnstiles 360 sq.ft.  
 Queuing 1,280 "  
 Ancillary 800 "  
 General circulation 488 "  
 Total 2,928 sq.ft.



## Related Transportation Requirements

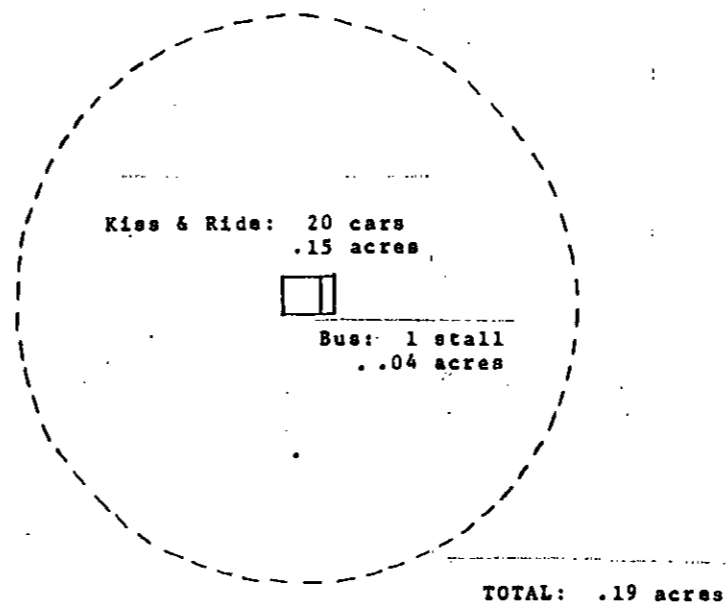
### SURFACE ACCESS

Patronage of the L.A. City College is predominantly from bus riders (61%) and pedestrians (25%). Similar to the other Vermont corridor stations, only 4% of the station's patrons are projected by SCRTD to require park and ride facilities. In a directional sense, 44% of the patrons are expected to approach the station from the east, with far smaller proportions arriving from the west, north and south, in decreasing order of percentage. As result of the high bus ridership and geographic distribution of patronage, the relationship of the L.A. City College station to transit interface at Santa Monica and Melrose is considered most important. It is anticipated that diversion of Melrose buses to the Vermont-Monroe intersection would be required to maximize bus-transit interface.

### LAND AREA

The park and ride and kiss and ride requirements of this station are minimal, and the number of spaces required by the transit station could be accommodated in a College-sponsored parking facility.

The following chart illustrates areas required for related transportation facilities. The circle represents a 600 foot radius or two minute walk from edge to center.



## Illustrative Joint Development Plan

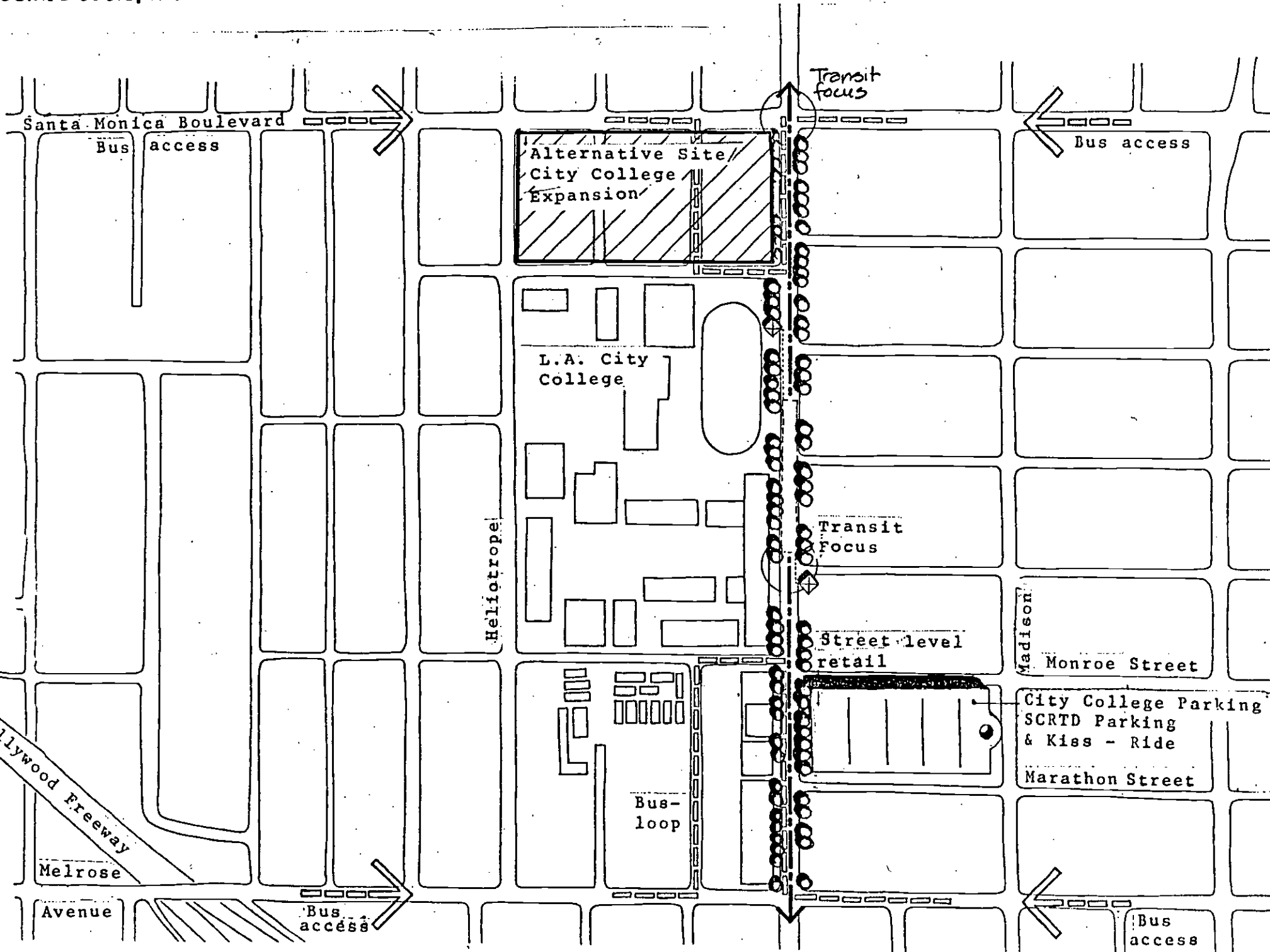
### PROGRAM

As previously stated, no significant market potential for joint development has been identified for the L.A. City College station. Potential sites for City College expansion and College parking facilities have been identified.

### DESIGN CONCEPT

The L.A. City College station is located beneath the Vermont right-of-way, with a split mezzanine configuration to allow location of station entrances at widely dispersed points along Vermont. As a result of transit interface and pedestrian access requirements, northern and southern entrances have been identified. The station's kiss and ride and park and ride facilities have been sited near the southern entrance. In addition, the potential for incorporation of these facilities into a City College-sponsored parking structure with ground floor retail has been illustrated. The northern entrance to the station on the western side of Vermont has been sited at a point which maximizes proximity to the expected site of City College expansion on Vermont and Santa Monica. Transit focal points have been identified at the intersections of Vermont and Santa Monica, and Monroe.

# Illustrative Joint Development Plan



Vermont & Beverly

# Vermont & Beverly

## Area Description

### POPULATION

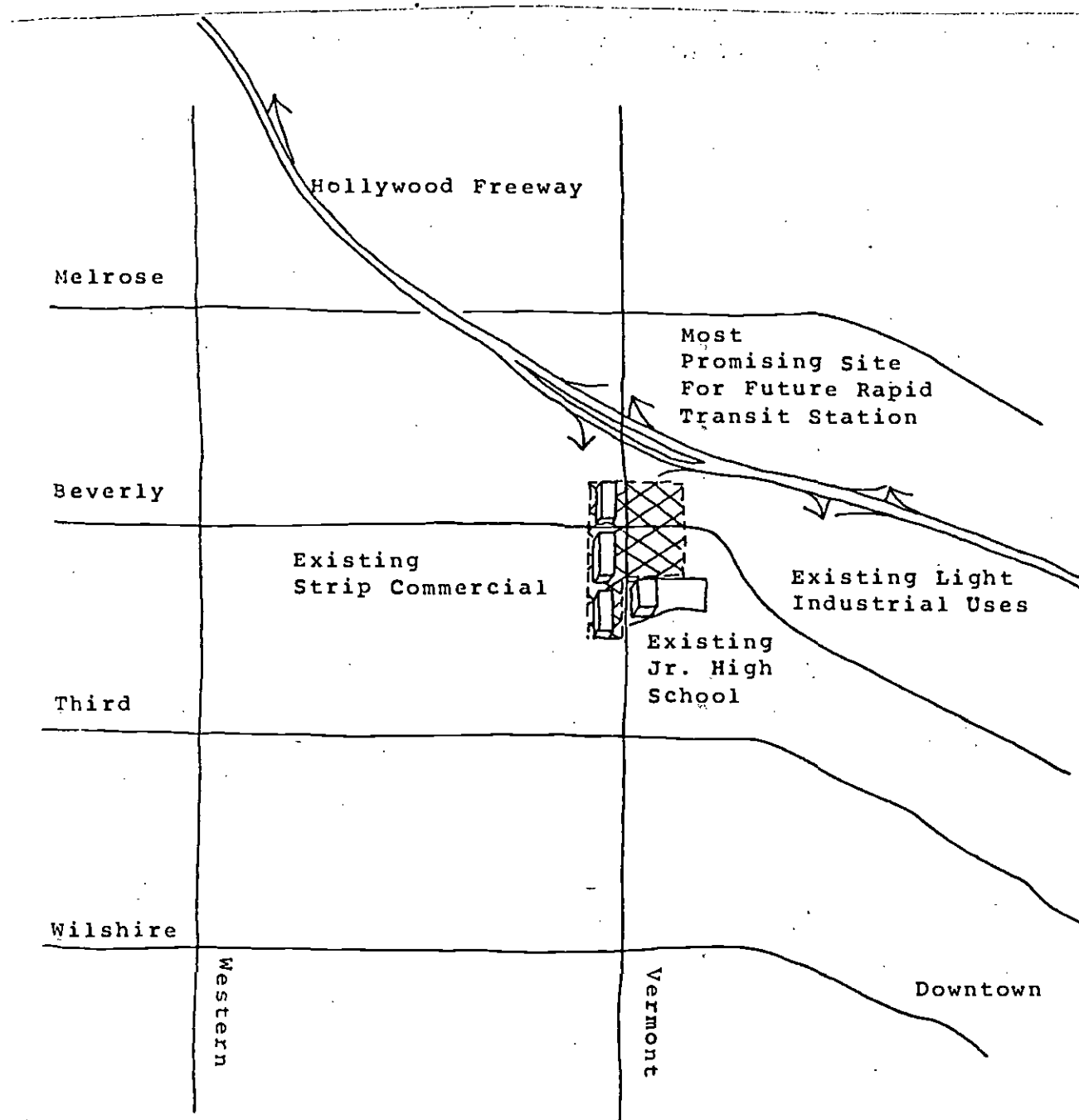
The medium income of this population, especially immediately west of the proposed station site, is lower than that in other Hollywood station areas. Incomes west of the proposed station, where about half the transit patronage will originate, is somewhat higher, and the density of residential areas is higher. There is considerable employment in the area served, much of it in the industrial belt that lies just east of Vermont.

The area shares the multi-ethnic attribute of most of the other Hollywood stations, and some of the retail establishments reflect that quality.

### LAND USE

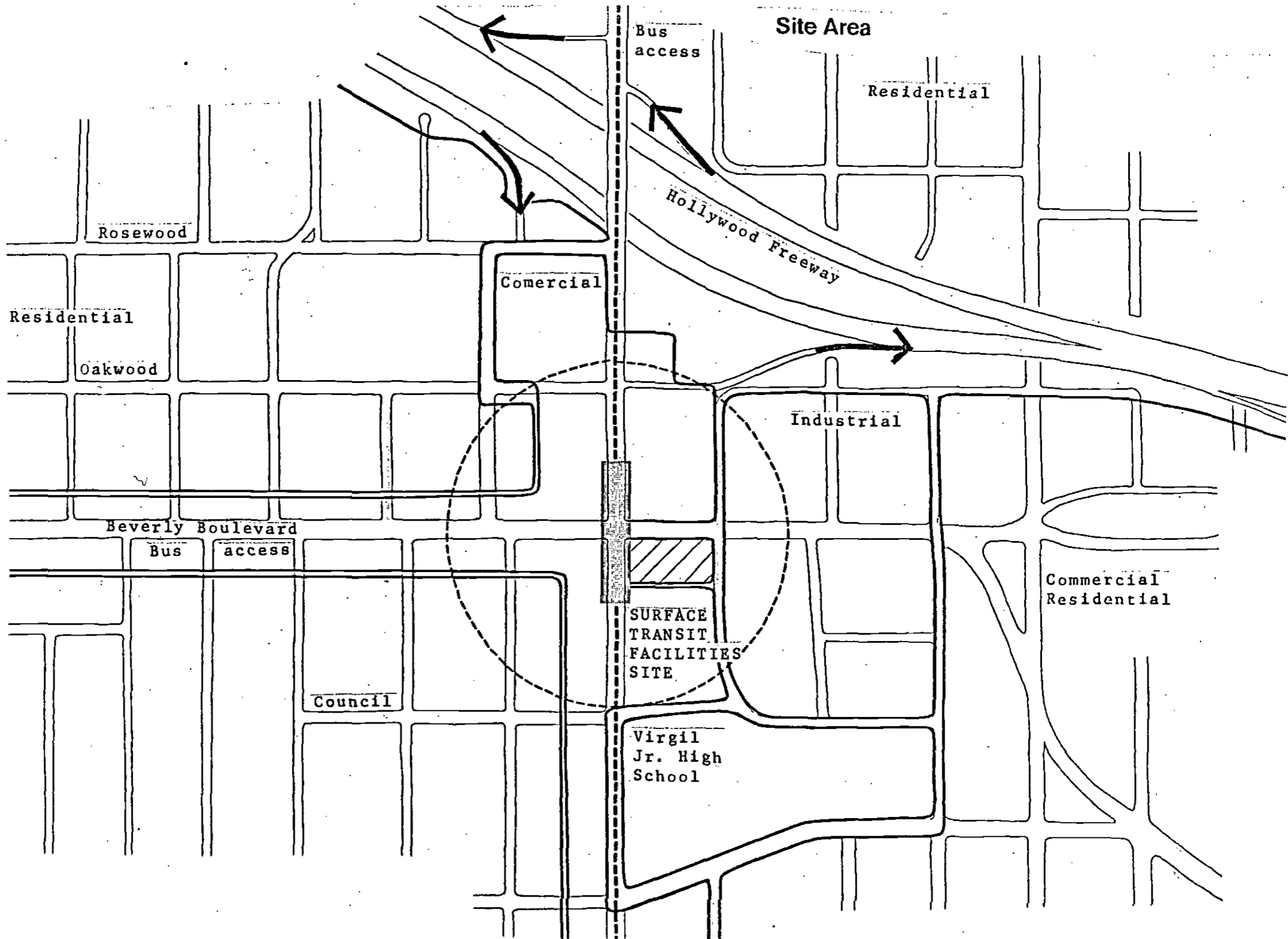
The concentration of industry between Vermont and Hoover is a highly dominant land use characteristic of the area, and the gradual decline in elevation across the area produces a view of industrial superstructures which increases its visibility. Beyond the industrial area, still looking east, there is a mixture of relatively well maintained old housing and newer, medium to high density apartment buildings. There are several amenity parks set into the rolling topography on the east side which are presently potentially beneficial to the residential community.

The residential areas to the west are more typical of the rest of the Hollywood community in the mix of medium to low density. Strip commercial in the area appears to be particularly weak, mostly of a local service nature.



#### AVAILABLE ACCESS

Arterial access through the service area is quite good as far east as Hoover, where changes in topography significantly reduce easy vehicular movement. The Hollywood Freeway on the north side, effectively separates the catchment area of the Vermont-Beverly station from that of the City College station. Since auto ownership is less than one per household, and the probability is that one in three households do not have cars, the transit patron will frequently approach the station by bus. A total of three bus lines run past the station on Beverly and Third, and three lines run along Vermont. It may be that the Beverly and Third lines should be diverted into the station entrance areas to improve convenience of access.



## Joint Development Opportunities

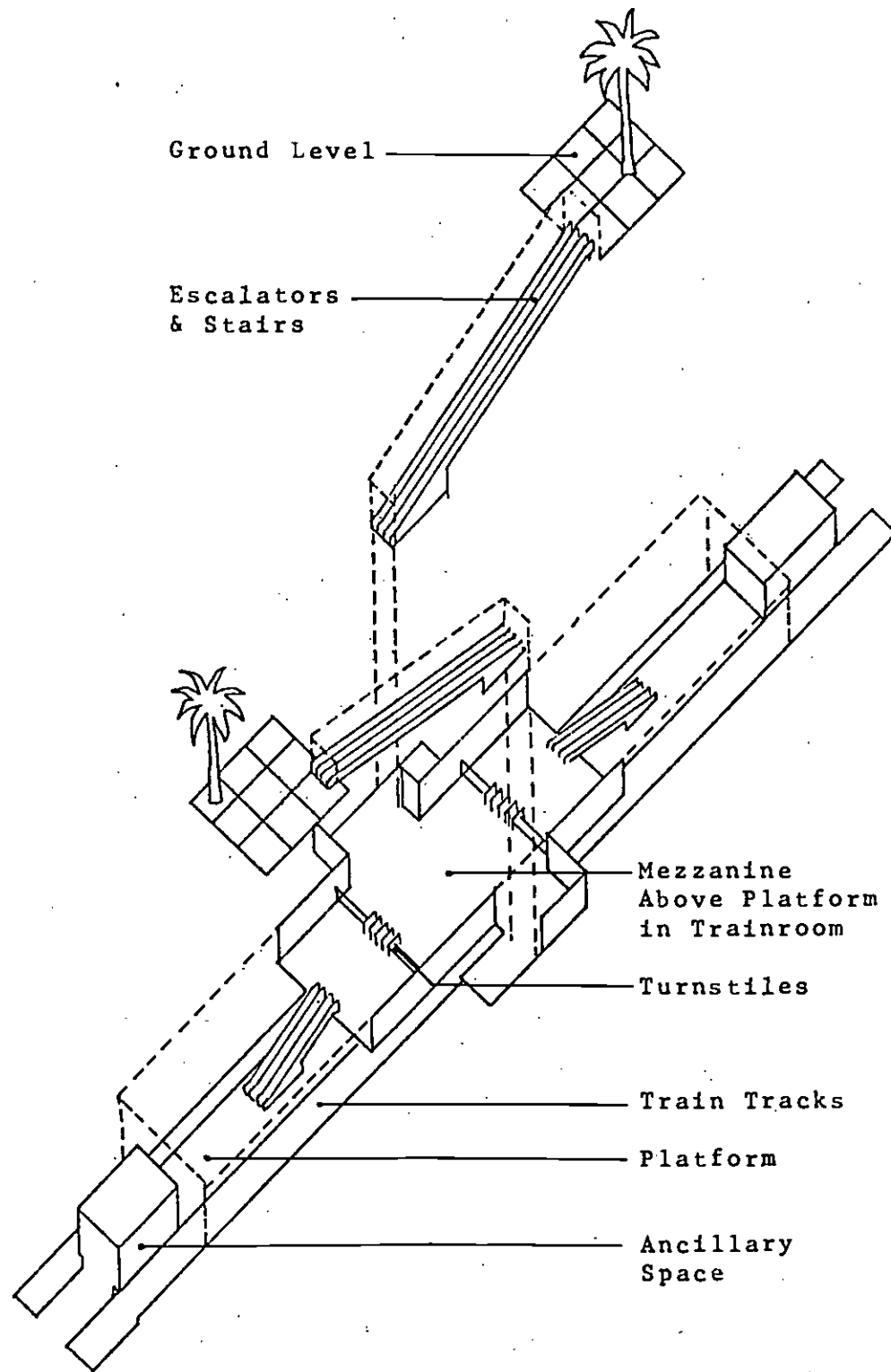
### MARKETS

This is a transitional area geographically, and from the commercial development viewpoint. It does not have a uniquely centralized and identifiable position for the development of regional or sub-regional commercial activities.

While industrial development potential may exist, there is not an abundance of unoccupied industrial sites.

The consultants reaction is that there is no compelling evidence to attempt joint development, unless a strong community need is identified and further study demonstrates that it would be compatible with transit station activities.





## Station Requirements

Preliminary estimates of station size and configuration for this station are noted below. These figures may be used for planning purposes but will undoubtedly be refined through more detailed site and patronage analysis.

Station type: mined  
 Mezzanine location: below grade, outside trainroom  
 Peak 15 minute patronage: 975

Escalator/stair units: 4  
 Turnstiles: 5

Platform  
 Length 500  
 Width 20  
 Ancillary 4,000 sq.ft.  
 Total 14,000 sq.ft.

Mezzanine  
 Turnstiles 600 sq.ft.  
 Queuing 1,280 "  
 Ancillary 800 "  
 General circulation 536 "  
 Total 3,216 sq.ft.

## Related Transportation Requirements

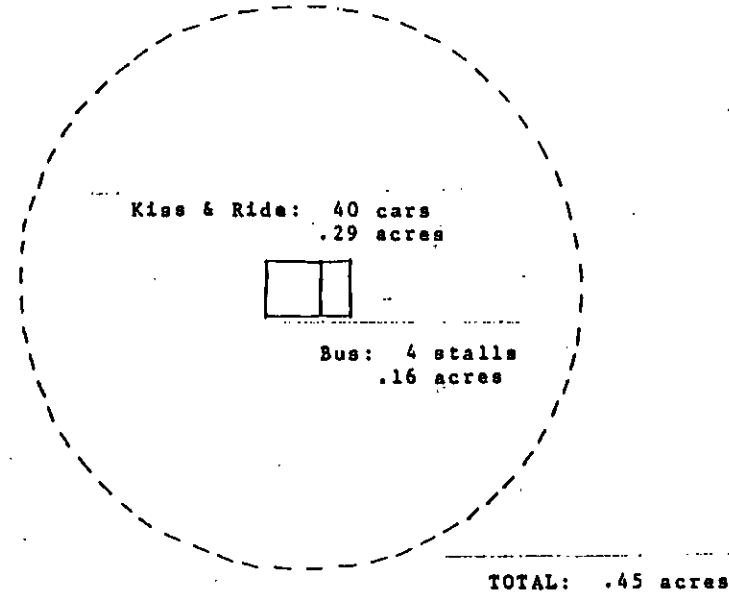
### SURFACE ACCESS

As previously stated, 51% of the Vermont-Beverly stations' patrons are projected by SCRTD to approach the station from the west. Of the remainder, 21% are expected to approach from the south and east, respectively, and only 7% are expected from the north. The modal split of patronage of station patronage is similarly one-sided, with 66% using buses. The primary bus routes approaching the site follow Vermont and Beverly. Park and Ride, and Kiss and Ride patrons account for 6% and 10% of the total.

### LAND AREA

As with other Vermont corridor stations, surface requirements for parking and auto drop-off are minimal. The following chart illustrates the areas required for related transportation facilities. The circle represents a 600 foot radius or two minute walk from edge to center.

The following chart illustrates areas required for related transportation facilities. The circle represents a 600 foot radius or two minute walk from edge to center.



## Illustrative Joint Development Plan

### PROGRAM

Although no major market potential for joint development has been identified at the Beverly-Vermont location, it should be noted that plans currently exist for a savings and loan institution to construct a branch on the selected station site.

### DESIGN CONCEPT

The design shown for the Beverly-Vermont station illustrates a single entrance station located at the intersection of the two arterials. Parking has been located on the southeast corner of this intersection in a structure to minimize acquisition of surrounding property where intensive buildings currently exist. Given the plans to construct a bank on this site, there would appear to be a potential for combining this development with provision of the parking and kiss and ride facilities in a single structure. A bus loop representing the termination of the No. 65 Bus route has been shown around the block where the station is located.

# Illustrative Joint Development Plan

