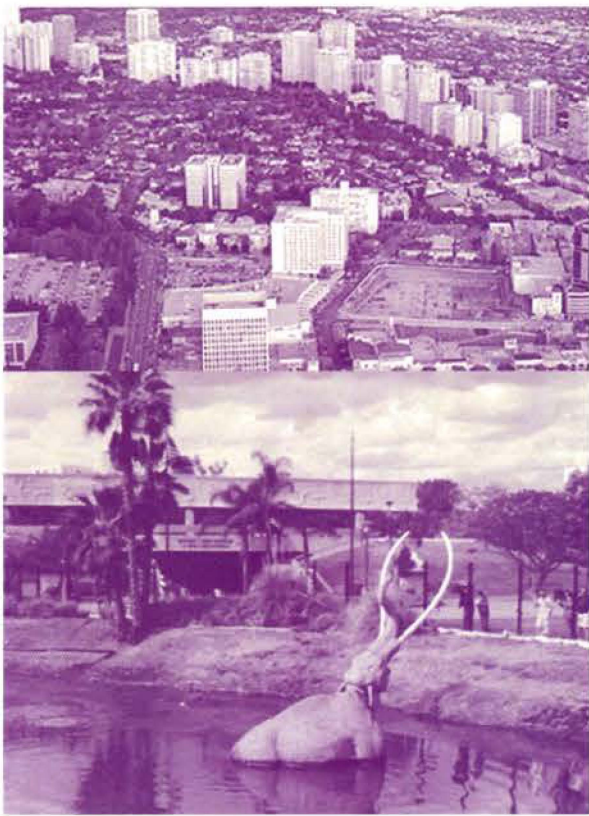


METRO WESTSIDE SUBWAY EXTENSION

STATION PLANNING + URBAN DESIGN CONCEPT REPORT

FEBRUARY 1, 2012





WESTSIDE SUBWAY EXTENSION PROJECT

Contract No. PS-4350-2000

Final Station Planning and Urban Design Concept Report Rev. 1

Task No. 8.1.4 (Deliverable No. 8.1.4H)

Prepared for:



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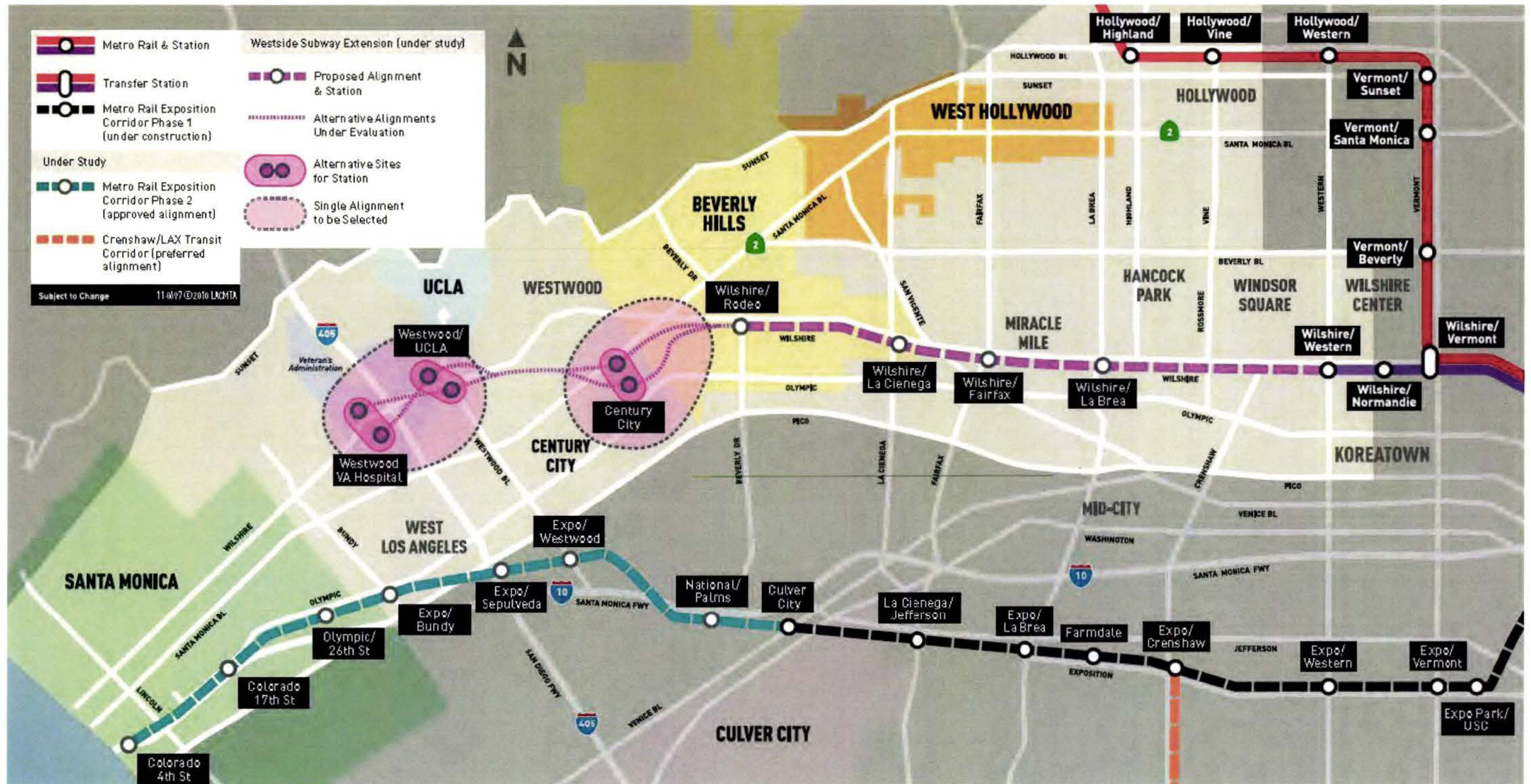
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Westside Subway Extension Locally Preferred Alignment

1.0 BACKGROUND

Introduction

The urban design process for the Westside Subway Extension Project has been an on-going process that began with the Alternatives Analysis (AA) Phase, which resulted in the first Urban Design Concept Report (January 2009). During the preliminary station area planning and design phases of the project, the Urban Design Concept Report set forth the design guidelines and framework for working with the community and local jurisdictions. From the beginning of the project, this process has been closely coordinated with public outreach, which has resulted in successful collaborations with the stakeholders in the project study area.

During the Draft EIS/EIR phase, a second urban design report, "Final Updated Station Planning and Urban Design Concept Report" (August 27, 2010), was prepared which detailed how the basic urban design principles and goals could be applied to the selection of station locations and station entrance portals through the use of a station planning toolkit. A series of workshops were held with key stakeholders during this phase of the project, Conceptual Engineering, to refine and further develop this toolkit in preparation for the final selection of station box locations and station entrance locations.

This report builds on the "Final Updated Station Planning & Urban Design Concept Report" (August 27, 2010) that was completed during the Conceptual Engineering and Draft EIS/EIR phase of the project. During this Final EIS/EIR and Preliminary Engineering phase, the urban design process focused on a series of workshops with the Station Area Advisory Groups (SAAG), composed of selected key stakeholders (residents, business owners, major institutions, etc.) from each station area to review potential station entrance locations and obtain consensus and public support for the final station entrance locations. For the Veterans Administration property, separate meetings were held with the VA and the Los Angeles County Supervisor's office to discuss the preferred entrance location.



Aerial view of Wilshire corridor

Purpose of the Report

The purpose of this report is to update the previous "Final Updated Station Planning & Urban Design Concept Report" (August 27, 2010) with the revised station planning toolkit, and to document the SAAG workshops that were part of the continuing public outreach efforts that took place during this phase of the project.

Report Summary

This report discusses the urban design and planning process for station areas, summarizing findings from community meetings, site analysis, and station studies performed to inform Preliminary Engineering. The report has three parts:

- **Chapter 1** outlines the urban design principles and tools that helped define the approach to station design and planning.
- **Chapter 2** documents the stakeholder input received during this phase of the project and describes the series of workshops with the Station Area Advisory Group where the updated station planning toolkit was used to discuss preferences for the station areas and urban design ideas for the final station entrance locations.
- **Chapter 3** summarizes and identifies the final recommended station entrance locations for the Preliminary Engineering design phase.

Station Planning Toolkit

The Station Planning and Design Toolkit outlines overarching urban design principles and goals for the new station areas to assure a level of design quality and continuity across the system, while still allowing for variety to differentiate the station areas in response to their unique neighborhood characteristics and support the greater goal of placemaking. The design principles (box, right) approach the design of stations and the larger station areas as more than transition spaces, but as vibrant places in themselves.

Based on the urban design principles, the team developed a set of key tools or design strategies to employ at each station based on their characteristics. To help describe the station area characteristics, the team developed a set of station typologies and activity indicators to assign to each station area. The station urban form typologies and activity indicators informed the team's approach to station design when considering the scale of future development, types of desired station amenities, and connections to transit and other activity centers.

Urban Design Principles

1. MAKE STATION EASY TO FIND

Stations should use common Metro elements and assure the station entrance is visible to help both new and returning riders find the station.

2. CONNECT TO PEDESTRIAN, ADA, BICYCLE, AND BUS ROUTES.

Station areas should use directional and informational signage, landscaping, special paving, and art features to indicate key locations and draw pedestrians in particular directions.

3. DESIGN A WELCOMING STATION

Design station areas that have pedestrian-friendly uses on ground floors (e.g. retail) with large transparent windows, along with street vendors and micro-businesses, areas with ample shade, various amenities, and queuing and waiting areas, where appropriate so that people feel welcome and comfortable.

4. DESIGN A SAFE & ATTRACTIVE ENVIRONMENT

Employ natural surveillance techniques, such as transparent station portals designed to be visible from the street and assure maintenance of the station site to upkeep landscaping and lighting features. Auxiliary functions, such as vent shafts and fresh air intakes should be clustered in one area and screened so that they are not visually obtrusive.

5. PROVIDE ACCESS TO OTHER MODES OF TRANSIT

Assure that station is located near and is connected to bus stops, shuttle stops, and bike lanes and that it offers ample amenities for bike riders, including racks, lockers, and bike facilities. Where appropriate, other forms of alternative transportation should be accommodated, including parking for car-shares, electric car charging stations, and taxi queuing areas.

6. GIVE THE STATION CHARACTER

Design each station site thoughtfully, with consideration for the geographical and local narratives of the area. Preserve cultural resources at and near the station site, and include different forms of public art at each station site. Use innovative materials and finishes that are place-specific.

7. DESIGN FOR THE FUTURE

Choose materials and designs that are sustainable and long-lasting in recognition of the permanence of the subway line. Build knock-out panels along the station box to accommodate future station portals. Assure that station and tracks are of sufficient depth and that auxiliary features are appropriately clustered so they do not preclude future development. Consider the role of the station area being designed, in the larger transit system. Not all station areas need the same amenities and land uses, etc.

8. MAKE CITIES TRANSIT-SUPPORTIVE.

Work with city planners, developers, community groups to develop policies, incentives and building densities and scales that support transit and a walkable community.

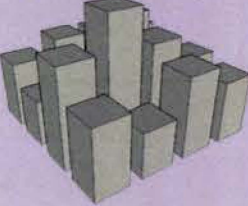
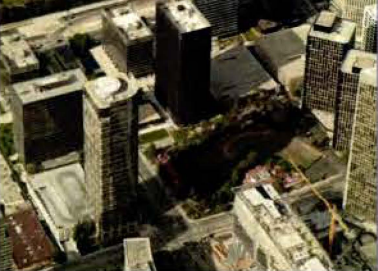
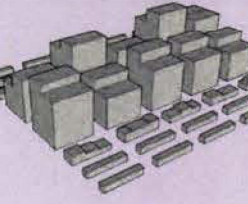

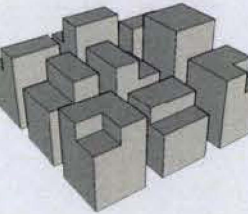





Wilshire/Vermont station along Wilshire Boulevard

Describing the Station Areas

The urban typologies (below) seek to describe the degree of urbanity of the built environment based on density and scale. The activity indicators (right) help explain how the station is used and by whom. Together, the urban typologies and activity indicators work to give future designers, city planners, developers, and community groups a better idea of how to design the station sites and larger station areas.

Urban Form Typologies

<p>Major Urban Center</p> 		<p>Density/Scale</p> <ul style="list-style-type: none"> FAR ≥ 6.0, ≥ 100 DUA <p>Building Height</p> <ul style="list-style-type: none"> High-rise ($\geq 240'$) Mid/High-rise (75'-239') Mid-rise (51'-74') 	<p>Stations</p> <p>Westwood/UCLA Century City</p>
<p>Urban Corridor</p> 		<p>Density/Scale</p> <ul style="list-style-type: none"> High density along corridor (FAR ≥ 6.0, ≥ 100 DUA) Low/Mid density adjacent (FAR = 1-2.4, 20-39 DUA) <p>Building Height</p> <ul style="list-style-type: none"> Mid/High-rise along and adjacent the corridor 	<p>Stations</p> <p>Wilshire/La Brea Wilshire/Fairfax Wilshire/La Cienega</p>
<p>Urban Center</p> 		<p>Density/Scale</p> <ul style="list-style-type: none"> Mid (FAR = 2.5-5.9, 40-99 DUA) Low/Mid (FAR = 1-2.4, 20-39 DUA) <p>Building Height</p> <ul style="list-style-type: none"> Mid/High-rise (75'-239') Mid-rise (51'-74') 	<p>Station</p> <p>Wilshire / Rodeo</p>
<p>Neighborhood Center</p> 		<p>Density/Scale</p> <ul style="list-style-type: none"> Low/Mid (FAR = 1-2.4, 20-39 DUA) Low (FAR = .5-.9, 8-19 DUA) <p>Building Height</p> <ul style="list-style-type: none"> Mid-rise (51'-74') Low-rise ($\leq 50'$) 	<p>Station</p> <p>VA Station</p>

The Station Urban Form Typologies were developed based on analysis of the existing built form along the Wilshire corridor, looking at the height, bulk, scale and density of buildings to assign a general urban form characteristic to the seven station areas.

FAR: Floor area ratio
DUA: Dwelling units per acre

Station Activity Indicators

Tourist Destination



- Attracts visitors for entertainment or cultural purposes, or to a pedestrian-oriented area (e.g. a museum or theatre).
- Station portal(s) should be oriented in the direction of the tourist attraction or should be integrated into the building.
- Station sites could have spaces for vendors and street performers.

Stations

Wilshire/Fairfax
Wilshire/Rodeo
Westwood/UCLA

Institutional Destination



- Has civic purposes (e.g. near a university or hospital).
- Station portal(s) should be oriented in the direction of the institution or integrated into the institution.
- Station sites should include information booths/kiosks and maps of the institution.

Stations

Wilshire/Fairfax
Westwood/UCLA
Westwood/VA Hospital

Business Center



- Has substantial employment areas.
- Station portal(s) should align with key pathways to the employment centers.
- Station sites may include maps, which may be interactive or non-interactive, and service related vendors, such as shoe shine and key repair, are encouraged.

Stations

Wilshire/La Brea
Wilshire/Fairfax
Wilshire/La Cienega
Wilshire/Rodeo
Westwood/UCLA
Century City

Retail Destination

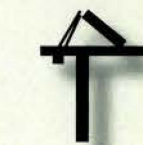


- Attracts visitors for shopping purposes.
- Station portal(s) should be oriented in the direction of the main retail area or should be integrated into the retail area itself (e.g. portal entry through Westfield Century City Mall).
- Vendors are encouraged in retail areas to supplement retail offered and activate the sidewalk.

Stations

Wilshire/Rodeo
Century City
Westwood/UCLA

Development Potential



- Has substantial development at or near the Station site.
- Exhibits particular infill and joint-development possibilities, due to existing densities that are lower than current demand or than expected in the future.

Stations

Wilshire/La Brea
Wilshire/Fairfax
Wilshire/La Cienega
Century City
Westwood/UCLA

The Activity Indicators were developed through studying the various land uses and activities along the Wilshire corridor to determine how the station areas are used by residents, employees, and visitors, what brings them to the area and why.

Urban Design Matters

The way we perceive our cities is in large part due to the design of the built environment and the degree to which it fosters a livable city. Design choices not only affect our perception of “place” but also the way we use it. While opinions of aesthetics vary from person to person, there are some core design strategies that promote vibrant neighborhoods and livable cities regardless of the chosen style and/or aesthetic. Understanding that cities and neighborhoods will approach the design aesthetic of Metro stations differently, this report outlines the system-wide design standards and goals that instill a high level of design quality and consistency throughout the Metro system.

There is a huge opportunity for Metro to design stations as local landmarks and/or gateways to the cities and neighborhoods that they service. Transit stations move travelers from undefined underground space through a portal to vibrant city streets. Hence, they provide travelers with their first impression of the city, district, or neighborhood to which they are arriving. It is thus, essential that the new stations be visible, attractive, and well-integrated into the urban fabric of the area.

Evolution of the Toolkit

The Station Planning & Design Toolkit was intended to be a living document that is updated over time to reflect significant changes/innovations in technology, land use policy, and public policy. The goal of the Toolkit was to promote and plan for good station design, allowing for the most efficient, productive, and sustainable strategies to be considered. The design guidelines were written to be flexible rather than rigid. They are directive, but not set in stone. Smart transit planning and design is an ongoing educational process where the participants are proactive, creative, and engaged in the design process through the public involvement program.

During the public outreach process (discussed in Chapter 2 of this report), the Toolkit was redesigned to be presented as a set of “flashcards.” The flashcards were visual and tactile tools used to generate discussion during break-out group sessions at the SAAG workshops. The cards also served as educational resources to make planning concepts accessible to the general public through images, diagrams and simple text. Like the Toolkit report, the flashcards were organized by design principles. The cards were color coded to respond to the over arching urban design principles. One side of the card presented the principle; the flip side of the card show a design strategy.



Conceptual rendering of a station area with joint development, amenities, signage, and multi-modal connections.

By organizing the flashcards according to urban design principles, the public outreach facilitators were able to lead the stakeholders through productive discussions about their hopes for future station areas. For example, some stakeholders wanted to spend time discussing station character so they reviewed the flashcards with design strategies to create and enhance station character. Other groups were most interested in mobility and transit connections, looking at the flashcards that related to principle 4, “provide access to other modes of transit.”

From the flashcards, the SAAG Members selected their “top tools” (i.e. design strategies) for their station area. Through this process, the Metro Project Team was able to better understand what design strategies the community stakeholders favored for their station area. The selected tools were then used to help the designers develop site plans during Preliminary Engineering. The following pages present the Toolkit flashcards in the flashcard format presented to the SAAG Members.





Front of Flashcard



Back of Flashcard

Station Design Toolkit

**MAKE THE STATION AREA
EASY TO FIND**

PRINCIPLE 1: MAKE THE STATION EASY TO FIND

Stations should use common Metro elements and assure the station entrance is visible to help both new and returning riders find the station.

TOOL

1.1

VISIBLE STATION ENTRANCE

- Metro stations must be easy to find for both first-time and everyday subway travelers.
- The station site should be visible from the street, with entrances and exits oriented to primary streets, pathways and/or public spaces.
- Signage, defining lighting, landscaping, and/or public art should accentuate key pathways to station entrance.
- Paving materials with a varied colors and textures help to distinguish it as a transit place.



Copenhagen, Denmark station entrance is unmarked, with no signage to inform travelers of entrance.



Special paving at station entrance area would make it easy to see.

TOOL

1.2

THE METRO “LOOK”

- Signage should use Metro language and graphics to maintain a sense of “brand” along the Westside Subway Extension and greater LA Metro system.
- Color schemes and fonts for signs should be consistent throughout the Westside Subway Extension.
- Graphics for amenities such as elevators, stairs, etc., should use universal design to communicate beyond language barriers for non-english speaking travelers.
- Station areas should use unified signage and/or the Metro pylon to announce the location.
- Pylon and signage should be located in plain view from primary street intersection(s), and/or pathway(s).
- Pylon and signage should not interfere with flow of pedestrian traffic.
- The station name should be clearly visible, using a font size and typeface that is easy to read for pedestrians approaching station.
- Larger signs to direct autos, buses, and bikes with bigger fonts should be placed around key streets and pathways approaching station.



Metro Signage, Los Angeles SpuytenDuyvil Metro, NY Montreal Metro, Canada


Station Design Toolkit

TO PEDESTRIAN

CONNECT

ADA, BICYCLE + BUS

ROUTES

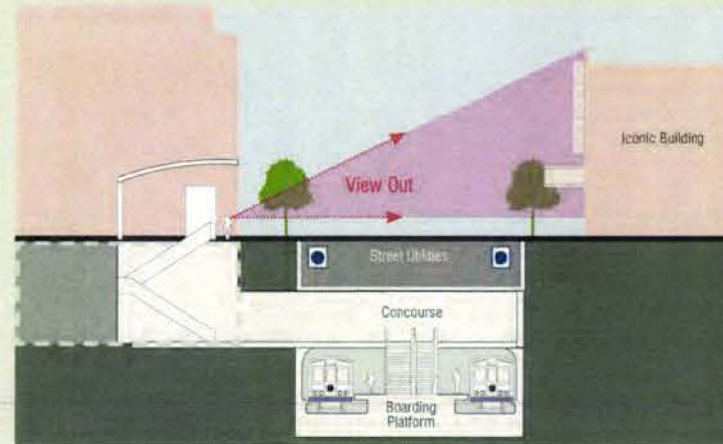


TOOL

2.1

ORIENTATION OF STATION PORTAL

- Station entrances or "portals" should face the primary street, intersection and/or destination they serve, including iconic or historic buildings.
- Pedestrian entrances should be oriented to the street and connect to crosswalks and bus connections, where possible.
- Auto drop-off and truck loading should be placed on side streets or alleys so as not to impede pedestrian or bus connections.



Portal orientation is important in designing station entrances, especially near iconic buildings such as theatres, museums, churches, etc.



Station portal in Navy Yard Area in Washington, D.C. is oriented toward the main street and intersection for easy pedestrian orientation.

TOOL

2.2

CREATE PATHS WITH LANDSCAPE, ART & LIGHTING,

- Landscaping, lighting, special paving, design, and/or art can be used to guide the user through the station area to destinations.



Well maintained landscaping and amenities.



Station lighting.

PRINCIPLE 2: CONNECT TO PEDESTRIAN, ADA, BICYCLE, AND BUS ROUTES.

Station areas should link to sidewalks, crosswalks, ADA ramps, bus shelters, and bike routes using directional and informational signage, landscaping, special paving, and art features to indicate key locations and routes.

Station Design Toolkit

TOOL

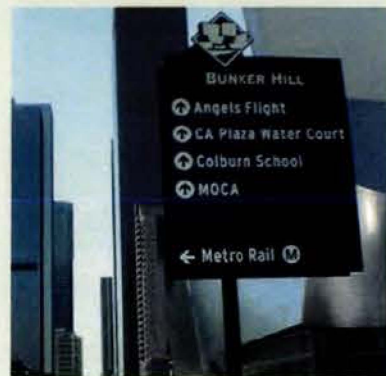
2.3

DIRECTIONAL SIGNAGE

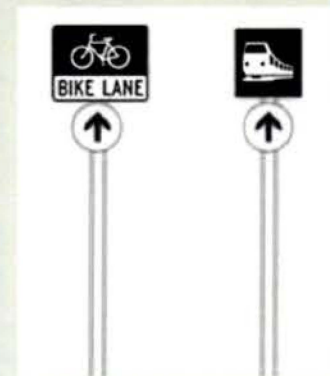
- Station sites should provide signage that orients the customers around the station to entrance, exits, elevators, and escalators.
- Signage should direct traveler to additional transportation linkages (bus, bike, shuttle, etc).



PATCO System, Philadelphia, PA



Downtown LA



Direction Signage

TOOL

3.1

INFORMATIONAL SIGNAGE

- Signage should orient the traveler around the neighborhood/district.
- Map should identify station area, key streets and major points of interest to traveler such as institutions, museums, business centers, theaters, universities, shopping districts, historic buildings, etc.
- Information kiosks can present the history of the area, and offer brochures to local attractions.



Madison Square Garden Area, NYC



Paris, France



Boston, MA

Приветс
 Bienvenidos! سلم
 سلام Bienvenue! שלום
 안녕하세요

DESIGN A

WELCOMING STATION AREA



PRINCIPLE 3: DESIGN A WELCOMING STATION

Design station areas that have informational signage, pedestrian-friendly uses on ground floors (e.g. retail) with large transparent windows, along with street vendors and micro-businesses, areas with ample shade, various amenities, and queuing and waiting areas, where appropriate, so people feel welcome and comfortable.

Station Design Toolkit

TOOL

3.2

GROUND FLOOR TRANSPARENCY/ACTIVITY

- The ground floor of development at station areas should be highly transparent (e.g. using large and/or frequent windows, doors, and/or glass walls to see in and out), providing visual interest to the pedestrian.
- Retail and other active uses (such as restaurants and cafes) that attract and/or employ a critical mass of potential transit riders, should occupy ground floor space.
- Tenants and occupants of ground floor space at station areas should host a 24-hour level of activity, collectively, to activate the station area and maintain “eyes on the street” for safety.
- Awnings and pedestrian-scale signage are encouraged to create a lively, welcoming street front.



Ground floor transparency is inviting to pedestrians.

TOOL

3.3

QUEUING AREA

- Queuing areas should be large enough to accommodate station foot traffic without creating safety concerns and concentrating customers into uncomfortable claustrophobic spaces.



Consolação Station: São Paulo, Brazil. Queuing area does not affect station entrance with perpendicular entrance.



Queuing area is integrated into pathway for easy navigation at Netherlands Transit Station.

TOOL

3.4

WAITING AREA/PUBLIC PLAZA

- Waiting areas and plazas should be visible from the street, open, shaded, and provide places to sit.
- Waiting areas can be programmed with public art, community festivals, farmers markets, etc. to create inviting spaces.



Shade and street furniture allow for a gathering place at transit stations.



Public art is incorporated street furniture and landscaping.

Station Design Toolkit

TOOL

3.5

STATION AMENITIES

- Amenities should complement the neighborhood and provide an inviting space for transit customers to gather, wait, or transition to their next location.
- Street furniture and wireless internet access encourage people to visit areas around stations. Wireless internet access is appropriate at the denser, busier stations.
- Street furniture should be designed to withstand the elements, resist vandalism and be easy to maintain.
- All station sites should provide pedestrian lighting, shade, trash and recycling receptacles.
- Vendors, newspaper stands, and kiosks are encouraged to activate the spaces.



Movable chairs and tables in a parking space used as a public gathering space.



Station sites should use recycling bins.



Internet access invites patrons to stay and visit.

TOOL

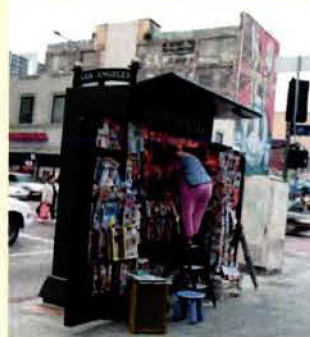
3.6

FOOD AND DRINK (VENDORS)

- Vendors can transform a transition space into a gathering/social space by providing food, drink, newspapers, etc.
- Coffee, foods, newspaper and magazine kiosks are encouraged since they provide quick, convenient refreshments to travelers.
- Vendors should work with nearby businesses to support the local economy.
- Vendors should not occupy primary paths to station entrances and exits.



Street vendor enlivens the street.



Newsstands bring eyes to the street.



Mobile food vendors can activate public spaces.

TOOL

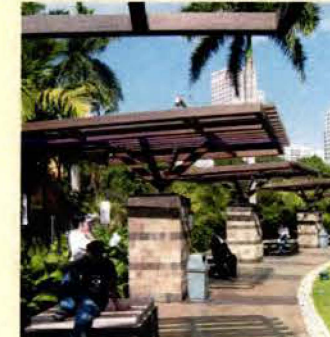
3.7

SHADE

- Public spaces should be light, airy, and shaded so that transit users are protected from the sun, rain, and wind.
- Moveable shade devices, such as umbrellas are convenient for station plaza in major urban centers where people may want to eat lunch outside.
- Awnings, trees, and overhangs provide shade for shoppers and restaurant/cafe patrons along primary streets.
- Shading is important all year round in Los Angeles due to warm temperatures.




Luo-hu, Shenzhen, China



Sun screens, overhangs, and canopies provide shade in public spaces.

Station Design Toolkit



DESIGN A SAFE AND ATTRACTIVE ENVIRONMENT

**PRINCIPLE 4: DESIGN A SAFE AND ATTRACTIVE ENVIRONMENT**

Design a station area that feels safe to all types and ages of transit users. Employ natural surveillance techniques, such as transparent station portals designed to be visible from the street and assure maintenance of the station area to upkeep landscaping and lighting features and remove trash, graffiti, etc that tarnish the station environment.

TOOL**4.1****NATURAL SURVEILLANCE**

- Station entrances should be designed with windows, large openings, and/or transparent walls to allow transit users to see in and out of the station.
- Transparency allows for “eyes on the street” creating a natural area for observation, making the user feel safer.
- Stations should integrate easily into the street grid and/or pedestrian circulation flow, and be ADA accessible.
- Small, secluded spaces blocked by tall walls and hedges are not recommended.



London, UK



Oporto, Portugal

TOOL**4.2****LIGHTING**

- Stations should be well-lit to allow users to navigate the area, read signage, and move safely.
- Pedestrian-scale lighting can and should be used to light pathways, entrances, and public plazas - designed for safety, as well as beauty.
- Lighting schemes should use energy efficient systems when possible.



Hollywood/Highland Station has well lit platform and concourse level.

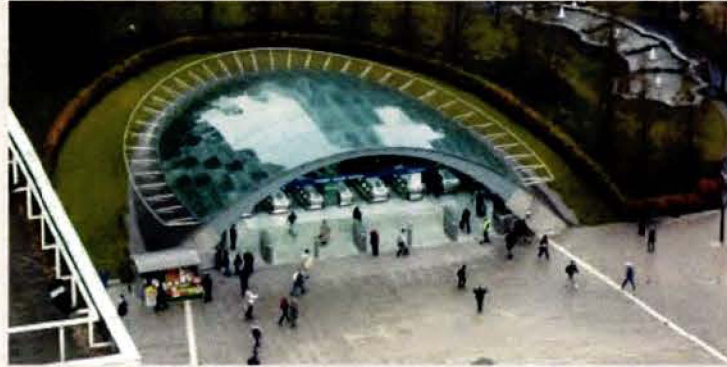
Station Design Toolkit

TOOL

4.3

LANDSCAPING

- Landscaping should be designed to fit with the context of the nearby area to contribute to its character and aesthetic quality.
- Plants, trees, planters, and hedges should not block views to stations.
- Landscaping should use xeriscaping techniques and/or drought-tolerant plants, as well as attempt to address stormwater management using permeable surfaces and vegetation to absorb and clean runoff where possible.



Canary Wharf, London, UK



Planters can help define pathways and separate public routes from private space.

TOOL

4.4

MAINTENANCE

- Maintenance is essential to offering travelers a quality travel environment.
- Stations should be well-maintained to ensure that lighting, landscaping, ticket equipment, vendors, elevators, escalators are functioning.
- Stations should be designed to withstand the elements and vandalism so as to be easily cleaned and serviced to remain attractive places through which to travel, wait, and gather.
- When designing stations, use materials to ensure ease of maintenance.




Transit repair station.




Landscaping sketch presents green plan; maintenance however will ensure that green space is inviting and consistent.

Station Design Toolkit

PROVIDE ACCESS TO OTHER



MODES OF TRANSIT



PRINCIPLE 5: PROVIDE ACCESS TO OTHER MODES OF TRANSIT

Assure that station is located near and is connected to bus stops, shuttle stops, and bike lanes and that it offers ample amenities for bike riders, including racks, lockers, and bike facilities. Where appropriate, other forms of alternative transportation should be accommodated, including parking for car-shares, electric car charging stations, and taxi queuing areas.

TOOL

5.1

CROSSWALKS

- Crosswalks should be clearly delineated at intersections surrounding transit station. A distinguishing paving material and/or paint help to differentiate crosswalk from roadway.
- Bulbouts and/or sidewalk extensions to shorten crossing distances for pedestrians may be appropriate at major urban centers.
- Scramble crosswalks reduce the number of crossing for pedestrians and improve circulation, while reducing auto/pedestrian interference.
- Crosswalks should be ADA accessible.



Distinguishing paving material and bulbout make pedestrian crossing safer.



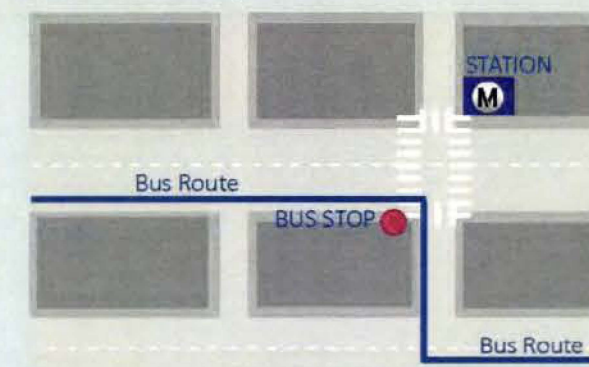
"Scramble crosswalks" allow pedestrians to cross diagonally in Chinatown.

TOOL

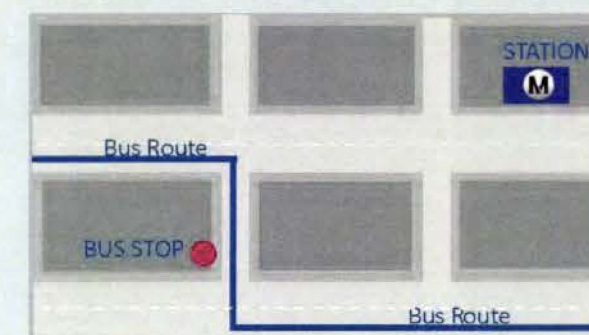
5.2

RELOCATION OF BUS/SHUTTLE STOPS

- Station sites should be designed to link easily to buses and shuttles.
- Bus or shuttle routes and stops should be moved near stations to allow for convenient transfers.
- Bike paths should be re-routed to connect to station sites.
- Live updates showing when the next bus will be available are helpful to transit users at bus and shuttle stops.



Preferred Design (above): Bus stop is moved to directly connect to Metro station with use of crosswalk. Metro station site is moved to corner of intersection to better access street grid.



Undesirable (above): Bus stop is not directly connected to station area. Station entrance is located mid-block, rather than at intersection.

Station Design Toolkit

TOOL

5.3

BICYCLE FACILITIES

- Station areas should provide convenient and protected bike amenities including bike racks, lockers, bike ramps or elevators, and bike showers where possible.
- Public bike rentals and bike share programs should be considered to connect travelers to destinations that are within the area, but beyond a comfortable walking distance.
- Station design should use crosswalks, bike boxes at intersections, and bike path extensions to connect to major bike trails and pathways in area.



Community Bike program, Rome, Italy.



Bike lockers, Taipei

Bike Station, Long Beach, CA

TOOL

5.4

CAR-SHARE PARKING AREAS

- Car-share (e.g. Flexcar and Zipcar) should be given priority on-street parking spaces adjacent to stations to encourage "auto independency" (use of carshare to complement mass transit in lieu of auto dependency.)
- Shared vehicles should receive priority parking in parking garages near stations to encourage reduced auto-dependency.



Flex car priority street parking, Portland.

Car share program, Philadelphia.



Melbourne, Australia car share program.

GIVE



THE STATION CHARACTER



PRINCIPLE 6: GIVE THE STATION CHARACTER

Design each station site thoughtfully, with consideration for the geographical and local narratives of the area. Preserve cultural resources at and near the station site, and include different forms of public art at each station site. Use innovative materials and finishes that are place-specific.

TOOL

6.1

ENHANCE THE NEIGHBORHOOD AESTHETIC

- Stations should be designed to complement and/or enhance the culture, history, geography, and aesthetics of an area.
- Station design should help define the area, acting as a “place” in itself, rather than a pass-through portal.
- Materials, massing, color, form, and texture of the station should all be easy to maintain and complement the surrounding neighborhood context while being consistent with Metro “look.”



Glass entrance in London, celebrating the coming of the 2012 Olympic games.



Canopy in Paris fits the local aesthetic.



Mural in Stockholm station showcases Swedish stencil patterns.

TOOL

6.2

PRESERVE CULTURAL RESOURCES

- Station design should attempt to protect, renovate, and preserve cultural resources such as historic buildings, plazas, trees, etc.
- Incorporating historic structures into station entrances can enhance the station design and help the station serve as a real “place” to the community.



Copley Station, Boston, MA



Chicago, Illinois



Los Angeles, CA

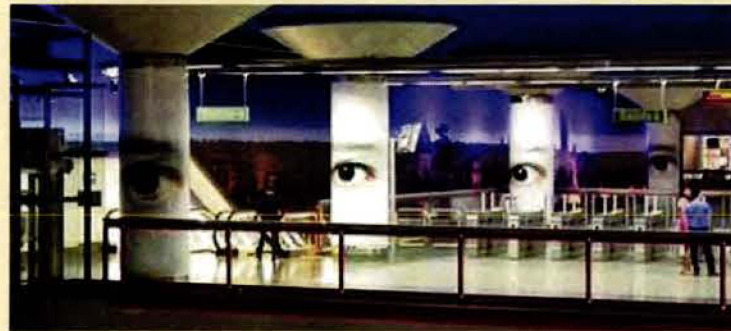
Station Design Toolkit

TOOL

6.3

PUBLIC ART

- Public art is an opportunity to enhance the character of the station, as well as the neighborhood.
- Artists are encouraged to think of the station places as active spaces of movement that bring people to the next desired destination.
- Concourses, platforms, and plazas may act as artist galleries with rotating or permanent displays.
- Design competitions can be used to involve renowned artists in station design, bringing clout to the neighborhood and district.



Station as Art in Spain.



Station as Art in Portugal.

TOOL

6.4

INNOVATIVE MATERIALS AND FINISHES

- The exterior and interior materials and finishes of the stations should be innovative to arrive at superior energy efficiency.
- Consider materials, paints, and finishes that eliminate indoor air contaminants.
- Windows, doors, and vents can be used to improve air flow.
- Skylights can be used to bring natural light to stations.
- All construction materials should be renewable, recyclable, and/or low energy intensity, as well as easy to maintain against weathering and vandalism.
- Lighting, heat, AC, water and other utilities should have energy efficient elements and run off non-polluting fuels - such as wind and solar power.



Blaak Station, Rotterdam, Netherlands



Yokohama Port Terminal, Japan

Station Design Toolkit

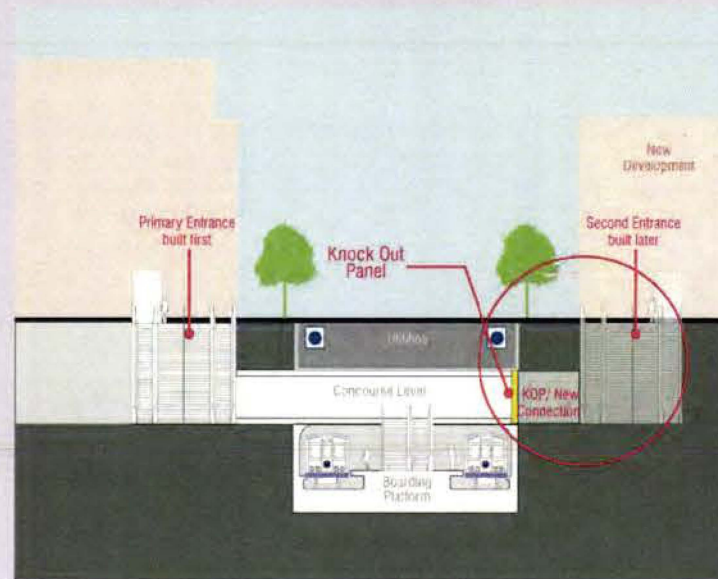


TOOL

6.1

KNOCK OUT PANELS (KOP)

- Design knock out panels at concourse level of the underground station box to allow for second entrance in future when ridership grows.
- Knock out panel should connect to empty development space for a portal entry and stairs.



Knock out panel should be placed in the station during the design process to allow opportunities for future station connections and expansions.

TOOL

6.2

SUSTAINABLE, HIGH QUALITY, DURABLE MATERIALS

- Construction materials, energy systems, and amenities should be designed to last (withstand weathering and vandalism).
- Energy systems should be designed to conserve energy, as well as use and/or adapt to use renewable resources (such as wind and solar power).
- Construction and design should consider solar orientation, stormwater management, pollution reduction, and mitigation of the urban heat island effect.
- Education and maintenance are essential for achieving the maximum conservation of energy when using innovative systems and materials.



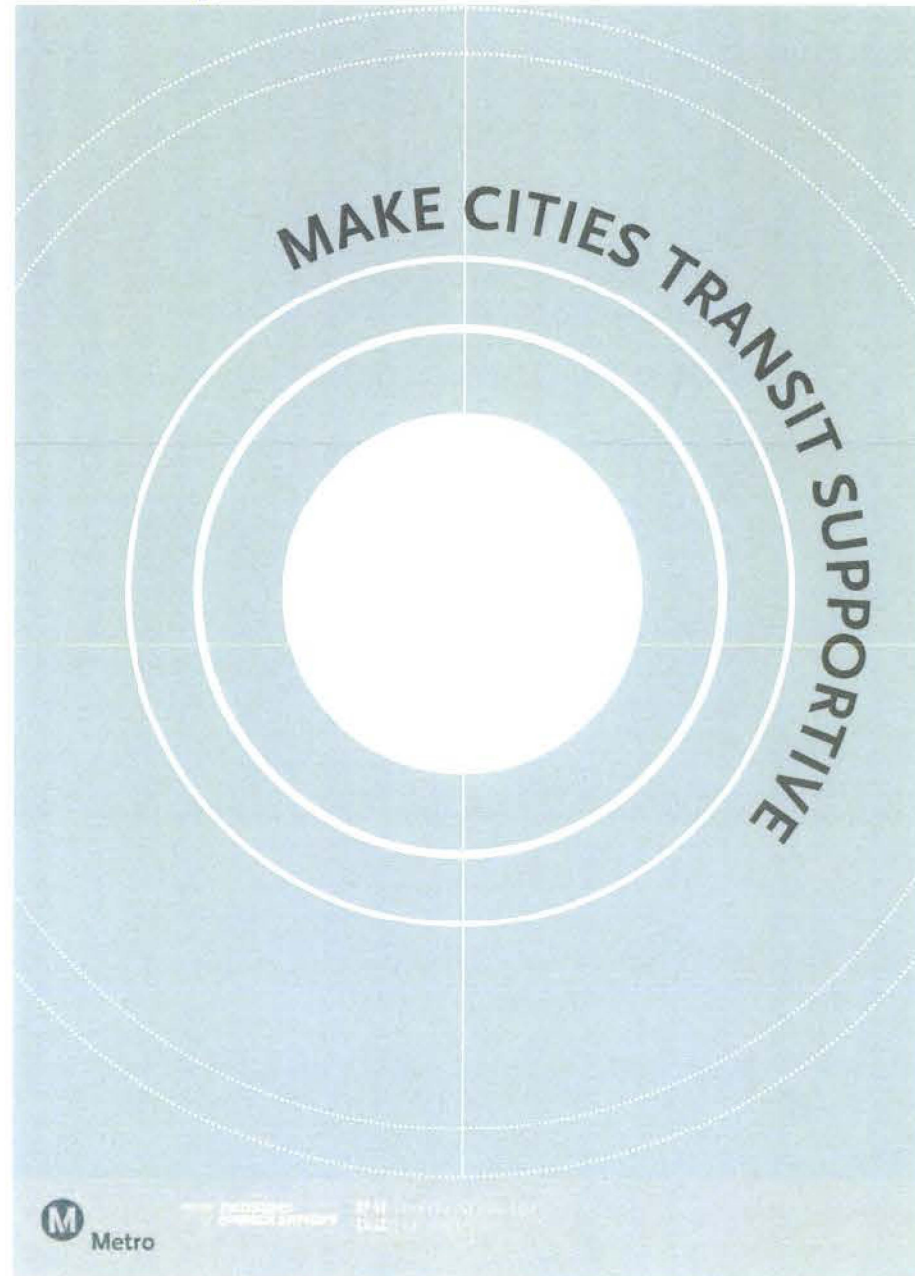
Solar panel roof generates energy and provides shade.

Permeable paver reduces stormwater runoff.

PRINCIPLE 7: DESIGN FOR THE FUTURE

Choose materials and designs that are sustainable and long-lasting in recognition of the permanence of the subway line. Build knock-out panels along the station box to accommodate future station portals. Assure that station and tracks are of sufficient depth and that auxiliary features are appropriately clustered so they do not preclude future development. Consider the role of the station area being designed, in the larger transit system. Not all station areas need the same amenities and land uses, etc.

Station Design Toolkit



PRINCIPLE 8: MAKE CITIES TRANSIT SUPPORTIVE

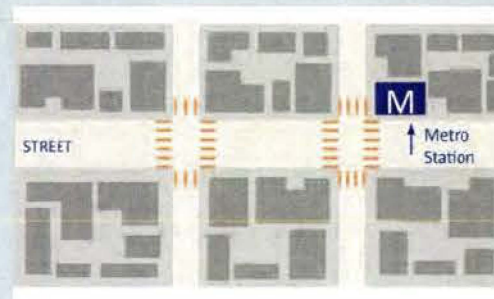
Work with city planners, developers, community groups to develop policies, incentives and building densities and scales that support transit and a walkable community.

TOOL

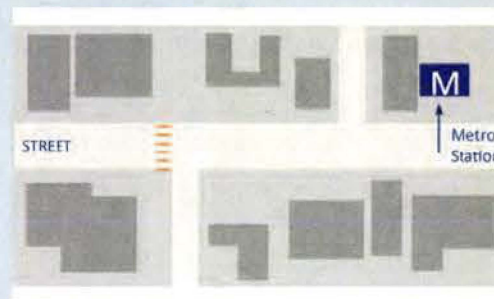
7.1

CONCENTRATION OF TRANSIT-ORIENTED BUILDING USES

- Vacant and under-developed parcels should be developed around transit areas to maximize the buildable area that is transit-adjacent.
- Buildings should be designed to reduce traffic with transit-supportive uses (i.e. businesses, institutions, services that support a critical mass of people. Industrial uses and other uses that employ a small number of people in a large amount of square footage are not appropriate).



Preferred Design (left): Buildings built to the property line. Metro station located at visible corner intersection, accessible by crosswalks.



Poor Design (left): Large buildings are setback from sidewalk with under-utilized space creating a poor relationship to street. Metro station placed in center of large parcel with poor visibility and no connection intersection or crosswalk.

TOOL

7.2

PARKING STRATEGIES

- Implement parking policy programs to reduce need for car ownership and single occupancy vehicle trips (such as the One Less Car Program in City of Seattle).
- Require no new parking for development above and/or adjacent to transit station parcels or implement parking policies, such as pricing policies, unbundling parking, parking maximums, etc.



Seattle, Washington One Less Car Program.



New York City car-free streets.

Station Design Toolkit

TOOL

7.3

SMALL BLOCKS, PASEOS, LINKAGES

- Station design should maximize connections and linkages with pathways, streets, alleys, and bridges to link transit station to surrounding area.
- Large parcels should be divided into smaller developable parcels for more human-scale development.
- Streets should be reconnected with crosswalks at intersections and mid-blocks for long blocks.
- Alleyways should be greened to create more linkages to nearby parks, plazas, and connections.



Preferred Design (above): Small blocks, connected street grid, mid-block crossing and crosswalks that connect to station site. Adjacent community green spaces and paseos through blocks for increased pedestrian connectivity.

TOOL

7.4

FLEXIBLE/ADAPTIVE SPACES

- Development in and around stations should be designed for flexibility to accommodate future uses.
- Adapting existing structures to integrate the transit station and related development is encouraged.
- Adaptive reuse of buildings reduces construction waste and pollution and conserves resources.



Metro station entrance in Shanghai.

TOOL

7.5

HUMAN SCALE DEVELOPMENT

- The scale and size of development should prioritize the pedestrian.
- Development should distinguish and articulate the ground floor to create an attractive, pedestrian-friendly street front.
- Primary streets should have a high level of transparency with frequent windows, doors, and/or openings to break up long blank walls.
- Large buildings should use design techniques to ensure that the massing, height, and scale of the building contribute to a human-scale environment.



In this example, the ground floor of the building is articulated with a variety of building materials, awnings, frequent windows and entrances. A variety of building materials and colors break up building facade and create interest for the pedestrian. Buildings are scaled for a walkable community; their width is relatively narrow. Furthermore, crowning and molding break up building facade and above-level setback helps reduce building mass along street front.



View of Union Station East Entrance to Metro Rail

2.0 STAKEHOLDER INPUT

Station Area Advisory Groups

The Westside Project Team conducted a series of urban design workshops with the Station Area Advisory Groups (SAAG) in the months of February, April, May and June. Metro selected 10 to 20 key stakeholders (residents, business owners, major institutions, etc) from each station area to form advisory groups for the new station areas (except for VA). City staff and City Council Member staff also attended the workshops to listen to feedback and answer questions related to city policies and plans for the station areas. The table (right) presents a list of the advisory members, city staff, and council office representatives that participated in the outreach process. The Project Team also met with representatives from the Veterans Administration property and Los Angeles County Supervisor, Zev Yaroslavsky to discuss station needs and mitigations for the VA station.

Community Outreach Process

The SAAG Members met over five months for three workshops and a half-day tour of existing station areas along the Red and Purple Line. The workshops were held in the evenings in February, April, May, and June. Each workshop consisted of a presentation given by members of the Westside Project Team, followed by station specific break-out groups, facilitated by moderators. The following pages discuss the topics presented and discussed at each meeting.

List of Participants at SAAG Workshops and Station Tours

Station Area	Wilshire / La Brea	Wilshire / Fairfax	Wilshire / La Cienega	Wilshire / Rodeo	Century City	Westwood / UCLA
SAAG Members & Associations	<ul style="list-style-type: none"> Wally Marks, Property Owner Owen Smith, Brookside Homeowners & GWNC Liz Fuller, Sycamore Square Homeowners & GWNC Fred Pickel, Hancock La Brea Homeowners Dave Powers, Senior Investment Director, BRE Properties Tim Deegan, Chair Mid-City West NC Transportation Committee (LACMA employee) Wayne Sachs, Lives near 3rd & La Brea, Member MCWNC Rita Azar, Owner, Rita Flora William (Bill) Ahmanson, The Ahmanson Foundation, Hancock Park resident 	<ul style="list-style-type: none"> Steve Kramer, Miracle Mile Chamber of Commerce Evan Kaizer, President, Sieroty Company Fred Goldstein, LACMA Attorney (Pam Kohanchi, Alternate) Jeff Jacobberger, Chair, MCWNC Shelley Wagers, Beverly Wilshire Homes Assoc. Buddy Pepp, President, Petersen Automotive Museum Diana Plotkin, Beverly Wilshire Homes Assoc. (Bob Cherno, Alternate) Dr. Robert Newport, Circle Neighborhood Association Henry Miller, 99 Cents Only Store Kevin Glynn, MMRA Bernie Clinch, Park La Brea Residents Assoc. Adam Lev, Ratkovich Joyce Kleifield, Fairfax HS Bruce McCormic, MCWNC 	<ul style="list-style-type: none"> Howard Fisher, Public Works Commission (outgoing) & Traffic & Parking Commission (incoming) Joyce Braun, Traffic & Parking Commission Craig Corman, Planning Commission Todd Johnson, General Manager, Lawrys AJ Willmer, Area resident. Michael Blumenfeld, Area resident. Amanda McCauley, Flynt Building representative 	<ul style="list-style-type: none"> Bill Wiley, General Manager, 2 Rodeo Joe Shooshani, Public Works Commission Noah Furie, Planning Commission Jeff Levine, Traffic & Parking Commission William Shaw, Beverly Wilshire Hotel, Director of Public Relations Kelly Pucci, George Comfor: & Sons, owner of Bank of America building Alan Abramson, B&A Management Company Joe Tilem, Former BH Mayor Hermann Elger, Montage Hotel Jay Newman, Athens Group (Hotel Developer) Tom Blumenthal, Geary's Douglas Christmas, Ace Gallery Raffi Cohen, Galaxy Commercial Properties 	<ul style="list-style-type: none"> Carol Spencer, Comstock Hills Steve Breuer, President Century City Homeowners Alliance Richard Harmetz, Tract 7260 Sarah Shaw, JMB Realty/Constellation Place Bob Hale, Rios Clementi Hale Studios Joe de Tuno, Woodridge Capital/Next Century Associates (Century Plaza Hotel) Cameron Benson, Watt Companies Joe Marcinek, Watt Companies Susan Bursk, Century City Chamber of Commerce Renee Watkinson, CB Richard Ellis John Goodwin, Westfield Lou Marienthal, VP, Century City Homeowners Alliance. Resident, Century Hil 	<ul style="list-style-type: none"> Jeff Averill, UCLA Campus Architect (Alternate: Dave Karwaski) Kam Hekmat, Indivest Tony Ranger, President, TOFA Management Company Angela Rinebold, Equity Office. Owns several Westwood office properties (Alternate: Charlie Hobey) John K. Heidt, Westwood Homeowners Association Michael Metcalfe, Westwood Homeowners Association Debbie Nussbaum, Westwood Hills Property Owners Assoc. Jackie Freedman, Holmby-Westwood Property Owners Assoc. Dr. Wolfgang Veith, North Westwood Village Residents Association Clinton Schudy, Oakely's Barber Shop Gail Friedman, Sarah Leonard Fine Jewelers Steve Sann, NINETHIRTY & The Backyard at the W Thomas Schneider, Barton Myers Associates (Architecture) Richard A. Fragapane, The Muller Company (owns Westwood Medical Plaza) (Alternate: Amy Martin) Matt Abularach, UCLA Student, USAC Facilities Commission; Parking & Transportation Co-Chair
City Staff	City of LA Planning: <ul style="list-style-type: none"> Claire Bowin Nick Maricich Chris Koontz Susan Robinson 	City of LA Planning: <ul style="list-style-type: none"> Claire Bowin Nick Maricich Chris Koontz Susan Robinson 	City of Beverly Hills Planning & Transportation <ul style="list-style-type: none"> Aaron Kunz Peter Noonan Martha Eros Michele McGrath 	City of Beverly Hills Planning & Transportation <ul style="list-style-type: none"> Aaron Kunz Peter Noonan Martha Eros Michele McGrath 	City of LA Planning: <ul style="list-style-type: none"> Michelle Sorkin Conni Pallini-Tipton Susan Robinson Nick Maricich 	City of LA Planning: <ul style="list-style-type: none"> Michelle Sorkin Conni Pallini-Tipton Susan Robinson Nick Maricich
Council Offices	A City Council District 4: <ul style="list-style-type: none"> Sheila Irani Nikki Ezhari A City Council District 5: <ul style="list-style-type: none"> John Darnell Jay Greenstein LA County: <ul style="list-style-type: none"> Fernando Ramirez 	LA City Council District 4: <ul style="list-style-type: none"> Sheila Irani Nikki Ezhari, LA City Council District 5: <ul style="list-style-type: none"> John Darnell Jay Greenstein LA County: <ul style="list-style-type: none"> Fernando Ramirez 	N/A	N/A	LA City Council District 5: <ul style="list-style-type: none"> Jay Greenstein Eric Norton 	LA City Council District 5: <ul style="list-style-type: none"> Jay Greenstein Eric Norton

February 2011 SAAG Workshops

The focus of this first workshop series was on conceptual urban design issues at and around the station areas. The workshops began with a brief presentation given by the Metro Design Team. The presentation:

- Updated Members on the status of the Metro Westside Subway Extension process.
- Outlined the goals of the SAAG design workshops, what they will cover, and the role of the SAAG in the public input process.
- Presented the potential locations of the stations and entrance (portal) locations being studied.
- Gave an overview of the key factors that were evaluated to select the station locations and station entrances.
- Introduced the Station Planning and Design Toolkit, how it *has* been used and how it *will* be used during the station area design process.

Following the presentation, the Members gathered into station-specific groups to discuss their respective station areas in greater detail and evaluate local design needs. Members of the Metro Design Team moderated the group discussions and documented the Members' input. In general, the conversations focused on conceptual design strategies for the station areas. Safety and station design character were two of the biggest issues, along with strategies for integrating the station into the neighborhood character, assuring existing and future transit connections, and thinking about new development. To help facilitate the meetings and gather feedback, the Metro Design Team presented the SAAG Members with visual materials (maps, photos, precedent images, a board of design principles and the toolkit flashcards).

April 2011 Station Tours

The Metro Project Team led the SAAG Members through tours of several existing station areas along the Red and Purple lines to observe urban design features, station art, multi-modal circulation issues, and future development opportunities. The tour was designed to show a range of stations: new and old, big and small, developed and stand-alone.

The stations visited included:

- **Union Station:** large, transit center with multi-modal connections,
- **7th/Metro:** downtown transfer station with three station entrances, all integrated into existing buildings, connects to the Blue Line,

- **Wilshire/Vermont:** large station plaza with recent joint development (mixed use and affordable housing) and interior courtyard programmed with activities (i.e. farmer's market),
- **Hollywood/Vine:** small station plaza with recent joint development (mixed use, W hotel and condos), oriented to take advantage of views of the iconic Pantages Theater, and
- **Sunset/Vermont:** small station plaza with secondary station entrance at Kaiser Permanente Hospital.

Following the tour, the SAAG Members sent comments on the station tour, highlighting what they liked and didn't like.

The number one concern for the Members was wayfinding and signage. Many Members expressed that it was hard to find elevators, bike parking, and in some cases, the station entrance. Similarly, the SAAG Members would like better signage and maps to help customers navigate through the system, as well as around the neighborhood once exiting the station. In addition to signage, the SAAG Members commented on station art, materials and finishes, lighting, station advertising, and amenities such as landscaping, seating, trash cans, etc. Of the stations that the group visited, many SAAG Members reported Hollywood/Vine as their "favorite" because they liked the station art, canopy, and view of the Pantages Theater upon exiting the station entrance. Many Members also liked the Sunset/Vermont station as an example of a simple, "elegant" station with nice artwork, materials, and some landscaping to add greenery. A majority of Members did not like the plaza design at the Wilshire/Vermont station as it felt too harsh and "barren" with lots of concrete and no landscaping. The plaza also concentrates retail frontages to the interior of the courtyard, rather than along Wilshire where they would be more visible, a concern to some Members.

The SAAG Members were divided in their opinion of station advertising. Some Members believe that station advertising is a good way to generate income; others do not think it belongs in the station. Most SAAG Members would prefer to see advertising located in designated cases rather than covering the station walls or artwork, as some of the large advertising stickers currently do. With regard to station materials, Members were very concerned with durability of finishes and their aesthetic quality, and maintenance. SAAG Members would like future stations to be "elegant" and hold up well to wear and tear. In addition to sending comments on the tour, the SAAG Members were also invited to discuss their observations and opinions during the April/May workshop.



Photo (above) from Station Tour at Sunset & Vermont



Photo (above) from SAAG workshop presentation



Photo (above) from SAAG station tour at Hollywood & Vine



Photo (above) from SAAG workshop break-out group

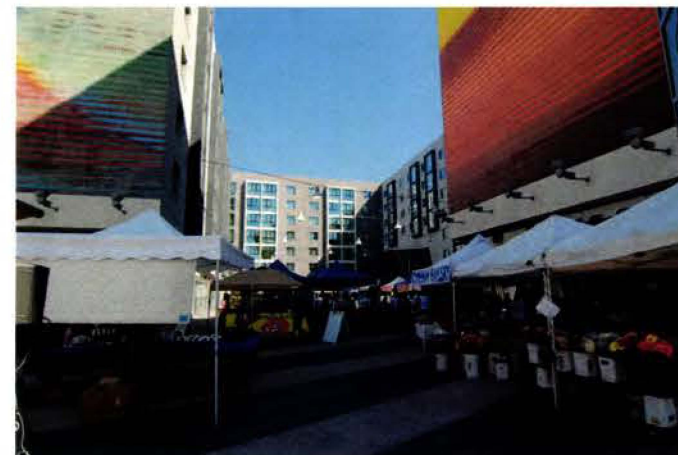


Photo from SAAG station tour at Wilshire & Vermont with farmer's market activating courtyard plaza on Friday mornings



Photo from SAAG meetings in February

April/May 2011 SAAG Workshops

The second set of workshops, held April 25, 26, and May 2, provided updates on the station planning process and focused on urban design considerations for the new station areas based on observations from the station tour. The opening presentation:

- Described how cities in the U.S. and Canada have built a “culture of transit” in communities that did not initially identify themselves as transit cities.
- Presented updated station area maps showing potential portal locations (stairs, elevators, and escalators) and knock-out panels at six new station areas.
- Introduced a set of presentation boards and signage flashcards to help facilitate discussion during the break-out groups regarding observations and lessons learned from the LA subway tours that Metro hosted in April.

Following the presentation, the participants gathered into smaller station-specific groups moderated by facilitators from the Metro Team. The groups:

- Discussed the pros and cons of the potential station entrances to understand which entrances are preferred.
- Provided input on amenities and improvements in and around the station areas to help foster a “culture of transit” in Los Angeles.
- Discussed their observations and insights from the LA subway tour and how these observations might inform future station design.
- Gave recommendations on how to improve station signage and wayfinding in and around the stations.

The SAAG Members reviewed a set of “signage flashcards” showing different types of station wayfinding signage to consider. The group also reviewed revised maps.

June 2011 SAAG Workshops

The third and final set of workshops was held June 20-22, 2011 to discuss updated station entrance locations, staging areas, and urban design concepts. The opening presentation:

- Presented TOD build-out scenarios and analysis for each station area, explained by team member, G.B. Arrington from PB Placemaking.

- Provided an overview of the Metro Art Program, presented by Metro Creative Services staff, Maya Emsden (Deputy Executive Director) and Jorge Pardo (Director, Art & Design).
- Presented updated station area maps showing potential portal locations (stairs, elevators, and escalators), knock-out panels, and staging areas at six new station areas, as well as some sketches and renderings of the station areas.

Following the presentation, the Members gathered in station specific groups. During this time, the SAAG Members:

- Discussed the pros and cons of the potential station entrances to inform the Metro Project Team on why particular station entrance options are preferred.
- Reviewed and provided input on presentation drawings of the proposed station areas, including 3D views of station models, “before and after” photo montages, conceptual landscape drawings and potential joint development.
- Provided input on amenities and improvements in and around the station areas to help foster a “culture of transit” in Los Angeles.

The table on the following page summarizes the feedback gathered during the SAAG workshop series pertaining to each station area.



Photo of break-out group discussion at SAAG workshop



Photo of break-out group discussion at SAAG workshop



Photo of recent joint development at Hollywood/Vine station



Wilshire/Vermont joint development



Images (above) of urban design “flashcards” used during the SAAG workshops.



SAAG Members at Sunset/Vermont station

Summary of Feedback from SAAG Workshops

Station Area	SAAG Preferred Entrance	Consensus	Summary of Major Input Received	Information Requested from Metro
Wilshire/La Brea	NW or SW corner	Y	<ul style="list-style-type: none"> Members favor station at either NW or SW corner. Members would prefer a entrance that is oriented to Wilshire, but would support a “straight run” orientation facing the north as it provide iconic views of the Hollywood Hills and allows for retail to remain visible. Members favor future development on station parcel that will maintain public plaza at corner. Members oppose joint development that would incorporate the station into a building envelope. Members would like knock out panels at all four corners of the intersection. Members would like a passage/paseo through the station parcel to access Detroit street. Members think bus interface, bike amenities, signage and art are needed in and around the station. Members would like for joint development to be pedestrian-oriented with retail that faces Wilshire and La Brea rather than fronting an internal courtyard (like Wilshire/Vermont station). Members are concerned with location of emergency generator. 	Members would like Metro to provide information on the size, scale, noise impacts and development impacts of the required emergency generator on the station parcel.
Wilshire/Fairfax	NE corner, LACMA West Building	Y	<ul style="list-style-type: none"> Members strongly favor LACMA West as primary entrance location to create an “iconic” station in iconic building. Multi-modal (bus, bike, shuttles, carshare) interface and connections to activity centers in area (Farmers Market, Park La Brea, etc) are very important. Members think innovative art and design are critical for station. If the Johnie’s parcel is selected, members would like to see art installations curated by LACMA at the station plaza. Members support future development south of Wilshire if A+D parcel is selected. Members think the A+D site is too far from Fairfax for good multi-modal connections. 	Members would like Metro to study seismic issues, retrofit requirements, cost and other impacts to the LACMA West building to determine if it is feasible to host the primary station entrance.
Wilshire/La Cienega	NE corner, Citibank parcel	Y	<ul style="list-style-type: none"> Majority of members would like small station plaza that does not encourage lingering. Members strongly support future development at station site and are concerned that current entrance footprint is too large, does not accommodate underground parking, and will hinder future development potential. 	Members would like Metro to study if the entrance can be reconfigured to face Wilshire with a smaller footprint to allow for future development.
Wilshire/Rodeo	SE portal, Ace Gallery parcel	N	<ul style="list-style-type: none"> Most members favor Ace Gallery as the primary entrance because it has the least impact on traffic and businesses of all the entrance options. Some members would prefer the entrance to be closer to Rodeo Drive. Majority of members would like entrance to be on north side of Wilshire. Members are strongly opposed to losing a lane of traffic along Beverly and/or losing underground parking at Bank of America and Union Bank entrance locations. 	Members would like Metro to provide information on the construction impacts and mitigations to traffic and businesses, and information on how and why the three entrance locations in the DEIR were selected.
Century City	NE corner, JMB parcel	Y	<ul style="list-style-type: none"> Members strongly oppose a primary entrance along Santa Monica Blvd as they do not believe it would best serve the major activity centers and pedestrian sheds in Century City. Members strongly favor a Constellation primary entrance with knock out panels that allow for a Westfield Mall entrance and other connections. Members prefer the JMB site as future development plans include a “transit plaza” with a subway entrance at the NE corner and mobility hub as part of the proposed building. Members expressed great interest in working with Metro to identify staging areas at Constellation. Members expressed great interest in participating in station art and design process. 	Members would like Metro to provide entrance specific ridership analysis comparing the Constellation entrance options to the Santa Monica Boulevard entrance options.
Westwood/UCLA	NW corner (Gayley & Wilshire), NW and SW corner (Westwood & Wilshire)	Y	<ul style="list-style-type: none"> Members strongly favor an entrance at both the north and south side of Wilshire/Westwood with handicap accessibility at both entrances. Members would prefer for the NW corner entrance at Wilshire/Westwood to be closer to the corner (not tucked behind in the parking garage). Members believe multi-modal connections and interface are critical at Lot 36 entrance location. Members are concerned that the station has no park & ride garage at Lot 36. Members would like to know how UCLA’s future development would affect the station at Lot 36. Members favor knock out panels to allow entrances at all four corners of the intersection at Wilshire/Westwood. Members would like good pedestrian connections from Lot 36 to the Westwood Village area (through a paseo that connects to Kinross). 	Members would like Metro to provide information on the historical analysis study of the Westwood Medical Building and study if the NW entrance at Westwood/Wilshire can be reconfigured to be closer to the corner rather than in the garage.

Veteran Administration Outreach

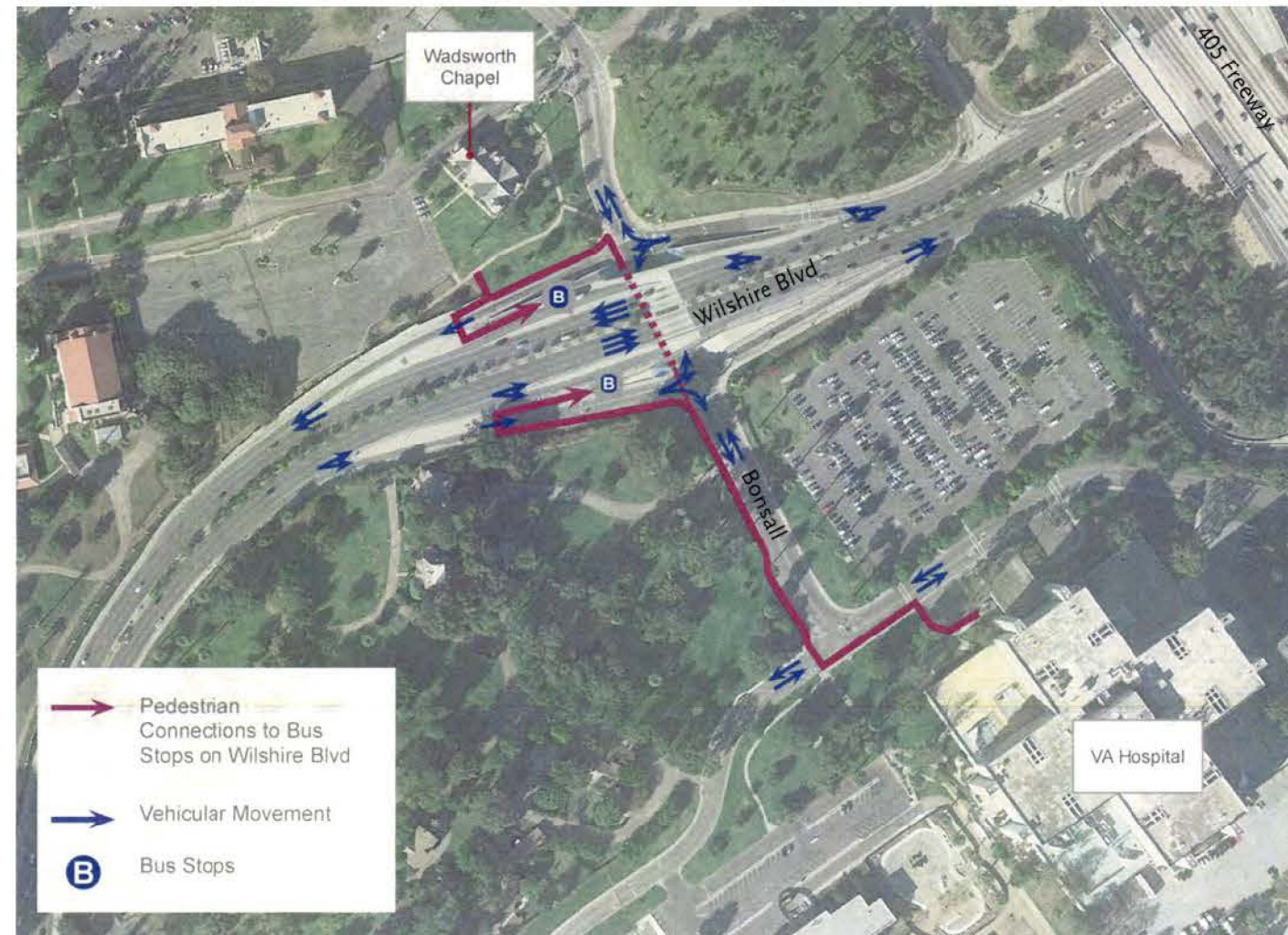
The Metro Project Team met with VA representatives and LA County Supervisor, Zev Yaroslavsky to discuss entrance options and design issues for the VA station area. The Metro design team studied a north and south option. The north option would be located north of Wilshire and west of Bonsall near the VA parking lot area, south of Eisenhower. The south station option would be located south of Wilshire and east of Bonsall near the parking lot that serves the VA Hospital.

Design issues for the VA station include:

- Security and privacy: need for separation of public and private spaces and routes,
- Development impact: design the smallest station footprint possible,
- Bus Interface: need for good connections along Wilshire, and
- Safety and accessibility: need for good pedestrian linkages to VA property and accessibility amenities and infrastructure for disabled population.

In addition to meeting with VA representatives, the Metro Project Team met with bus operation representatives from Metro and Santa Monica Big Blue Bus as there are major bus stops along Wilshire, adjacent to the VA property. Currently, the pedestrian connections between the bus stops and VA property are poor. Safety is a major issue for Metro and VA with future riders coming to the area to ride the subway and/or bus. When the Exposition Line opens, bus service along Wilshire will be reduced. However, Metro plans to keep a bus station at the VA stop. Big Blue Bus is very interested in the VA stop and sees this as a key place for bus/subway connections to Santa Monica.

Based on a series of discussions with the Metro team and several iterations of sketches and diagrams presented to the VA, the VA representatives expressed their preference for a south station option with a station plaza at the Wilshire level for easy bus access that is integrated into a secondary plaza at the Bonsall level with access to the subway. The various iterations and preferred design can be seen at the end of this chapter in the section discussing the VA station entrance.



Aerial photo of existing circulation conditions at VA property between north and south campus



View of VA Hospital looking south



View of Wilshire bridge, looking south from VA north station option



Photo of historic Wadsworth Chapel near VA north station option

Station Planning + Urban Design Considerations

The following section provides an overview of station design issues for the seven (7) new station areas along the Wilshire corridor discussed during the SAAG workshops. The new stations include:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Veterans Administration (VA)

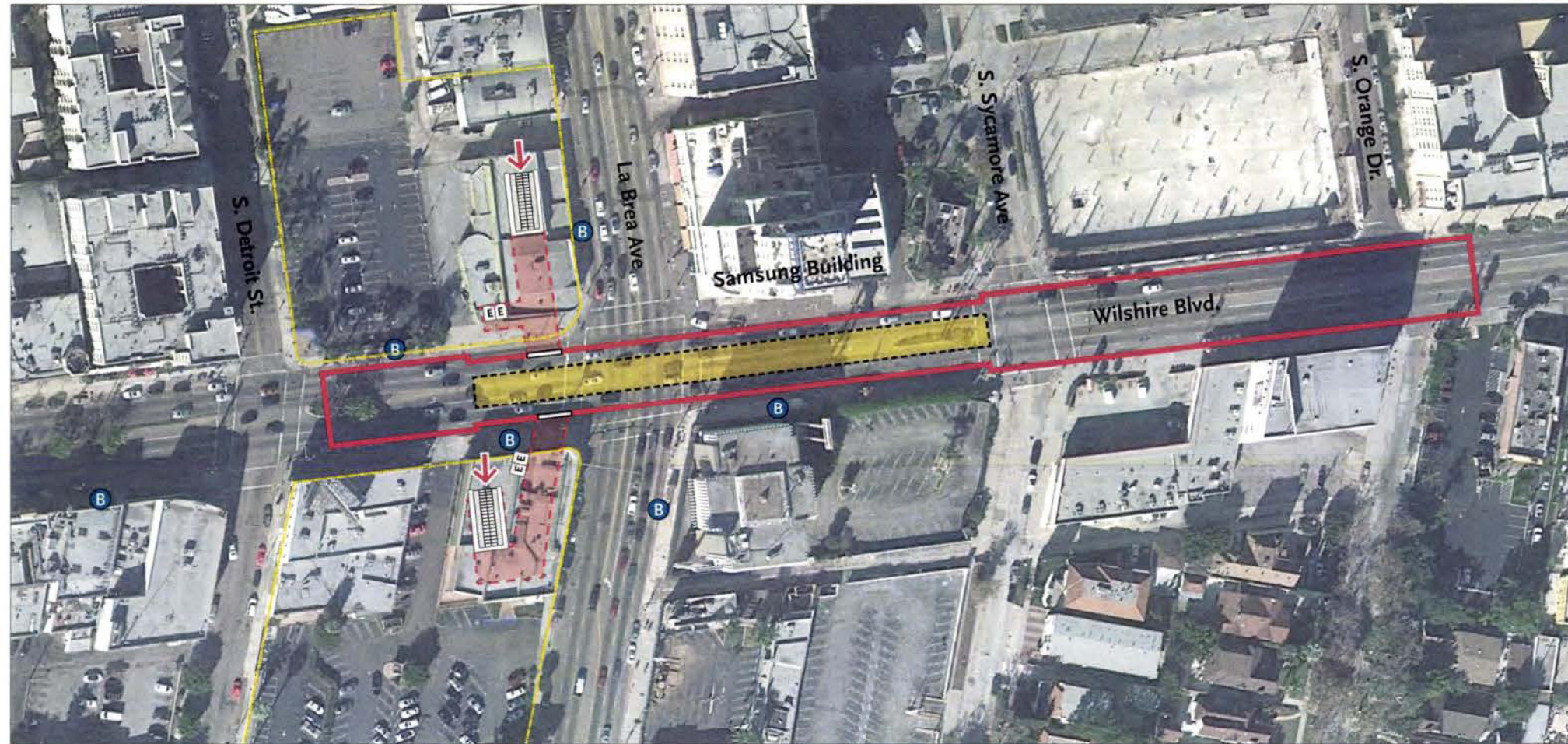
This section outlines the opportunities and constraints for all of the station entrance options, as well as community feedback the design team received from the SAAG Members during the workshops and station tours, as well as meetings with representatives of the VA property and LA County Supervisor, Zev Yaroslavsky. The maps, images and graphics in this section were presented to the SAAG Members and VA representatives, respectively during the workshops and meetings.



Diagram of Westside Subway Extension, showing urban form typologies for seven proposed stations.

WILSHIRE/LA BREA

STATION BOX AND PORTAL LOCATION OPTIONS



KEY: Underground Station Box Station Platform Potential Primary Entrance (One To Be Selected) Metro Elevator Knock Out Panel Existing Bus Stop Potential Construction Staging Areas



Station Urban Design Issues

The two station entrance options for the Wilshire/ La Brea station are located at the NW and SW corners of the Wilshire/La Brea intersection. Station design issues for this area include:

- Significant bus connections in area: need for good subway/bus interface for east/west and north/south routes.
- Wide streets (up to 6 travel lanes with parking on each side of street) with heavy traffic: need for safe pedestrian crossings and visible crosswalks.
- Narrow sidewalks: need for wider sidewalks to accommodate pedestrian amenities and bus/subway queuing.
- Large parcels: need for pedestrian passages to create good neighborhood access between station area and Detroit Street.
- Joint development opportunities on NW and SW parcels: need for active land uses and pedestrian-friendly development to support station.

Station Area Characteristics



The following pages discuss the opportunities and constraints of the two station entrance options, as well various drawings presented to the public as part of the outreach process. The drawings include: “before and after” photo renderings, sketches, and 3-D models to explore urban design concepts in and around the station area. The drawings helped generate discussion and pinpoint issues to inform the Metro Design Team’s analysis and recommendations.

Map shown during SAAG workshops

Entrance 1 (NW Corner)

OPPORTUNITIES:

- Metro owns Parcel (no acquisition).
- Good access to La Brea/Wilshire bus connections.
- Transit supportive adjacent land uses (high density housing and commercial).
- Construction and staging occur on same site (more efficient, less impacts).
- Sufficient space for station plaza with pedestrian and bike amenities and kiss & ride or taxi queuing.
- Joint development opportunities.
- Close to pedestrian-oriented businesses along north La Brea.

CONSTRAINTS:

- Limited visibility from Wilshire as station entrance is not oriented to La Brea (potential for switchback orientation).
- Elevator and station entrance are not close to each other for easy circulation.
- Emergency generator is large, makes noise and may impact future development opportunities.
- Gassy grounds and tar sands.

SAAG MEMBER INPUT:

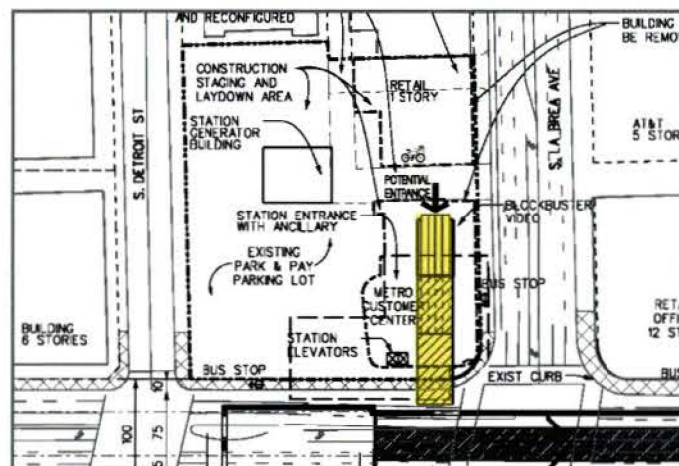
- No strong preference between northwest and southwest entrance.
- Would like strategic placement of emergency generator so as not to preclude future development and minimize visual impacts and noise impacts.
- Would like wider sidewalks, bright crosswalks, and other pedestrian safety enhancements.
- Would like pedestrian/bike access to Detroit through paseo or pathway through Metro parcel.
- Would like knock out panels at all four corners of intersection to allow for future station entrances.
- Supportive of joint development opportunities at both station entrance sites (north and south).
- Favor an “open station” plaza (i.e. station entrance is not covered by development).
- Would like good signage and station art that reflects history of area.
- Support northwest corner option as it is close to high density housing and pedestrians.



Entrance 1, view looking towards west side of La Brea north of Wilshire.



Entrance 1, Aerial View



Entrance 1, Engineering Drawing

Entrance 2 (SW Corner)

OPPORTUNITIES:

- Oriented to Wilshire Blvd, good station visibility.
- Construction and staging occur on same site (more efficient, less impacts).
- Adjacent to major bus connections along Wilshire and La Brea.
- Sufficient space for station plaza with pedestrian and bike amenities and kiss & ride or taxi queuing.
- Joint development opportunities.

CONSTRAINTS:

- Metro must acquire parcel.
- Less high density housing south of Wilshire (compared to north parcel).
- Lack of trees and pedestrian amenities along south side of Wilshire.
- Potential infrastructure challenges.
- Gassy grounds and tar sands.

SAAG MEMBER INPUT:

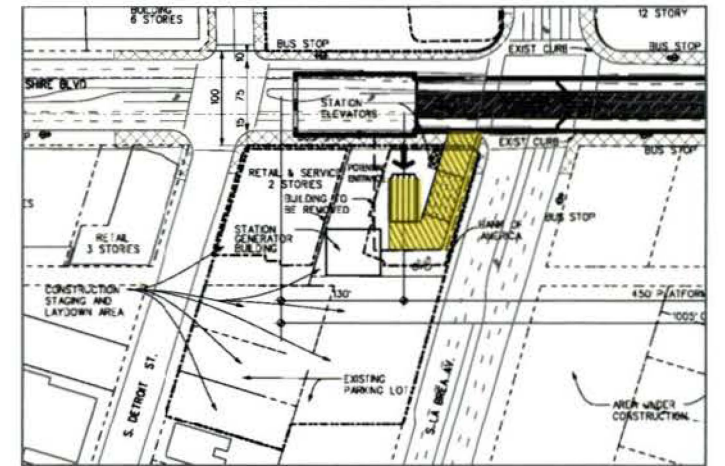
- No strong preference between northwest and southwest entrances.
- Would support both options.
- Would like strategic placement of emergency generator so as not to preclude future development and minimize visual impacts and noise.
- Would like knock out panels at all four corners of intersection.
- Supportive of joint development opportunities at both station entrance sites (north and south).
- Favor an “open station” plaza (i.e. station entrance is not covered by development).
- Would like good signage and station art that reflects history of area.
- Would like wider sidewalks, bright crosswalks, and other pedestrian safety enhancements.
- Would like pedestrian/bike access to Detroit through paseo or pathway through parcel.



Entrance 2, looking towards southwest corner of Wilshire and La Brea



Entrance 2, Aerial View



Entrance 2, Engineering Drawing

Photo Rendering of Entrance Area



"After" photo montage of La Brea, looking west down Wilshire



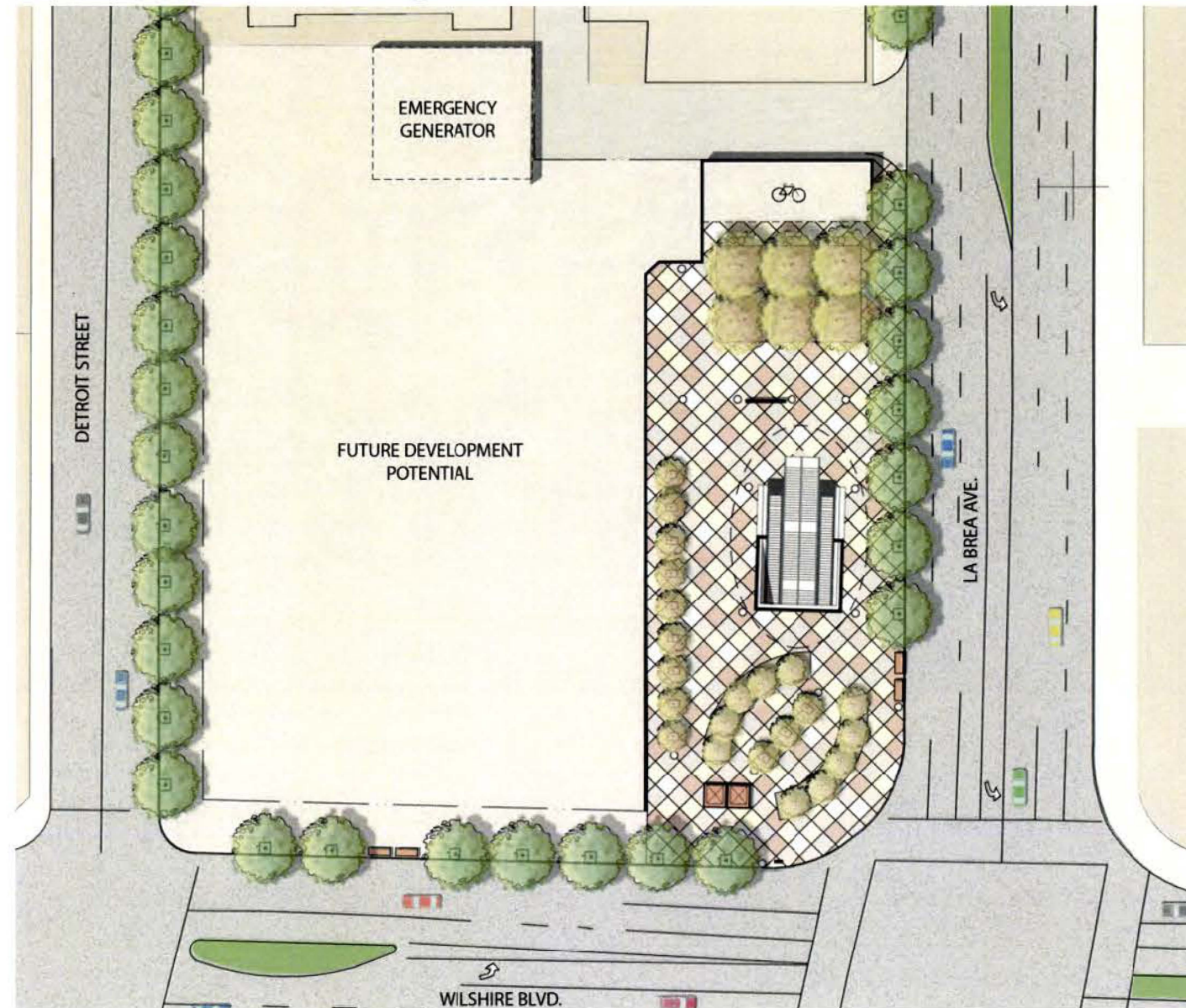
Photo of La Brea, looking west down Wilshire

PHOTO RENDERING: The "Before and After" montage explores station plaza design concepts on the northwest corner of the intersection. The photo rendering helps visualize the scale of the station plaza and amenities, showing the Metro canopy, elevators, pedestrian lighting, signage, enhanced crosswalks, shade trees and bus shelters. In this rendering, the entrance is oriented to face Wilshire Boulevard with a "switchback configuration."

SAAG INPUT: SAAG Members expressed that they would like an open station plaza at the corner. Signage and pedestrian amenities are very important, as well as good bus connections and kiss & ride drop off area.

Landscaping Concepts

Scheme A: Straight Run Entrance Configuration



SCHEME A: STRAIGHT RUN STATION ENTRANCE CONFIGURATION

Scheme A shows a station plaza concept at the NW corner adjacent to space reserved for future development. The station plaza is oriented north along La Brea, but the elevators face Wilshire. The plaza is oriented to views of Hollywood hills along La Brea. There is sufficient space for queuing, as well as bicycle storage, kiosks, and landscaping.

SAAG INPUT: SAAG Members liked the corner plaza design. They would prefer the entrance to be oriented to Wilshire Boulevard.

Scheme B: Switchback Entrance Configuration



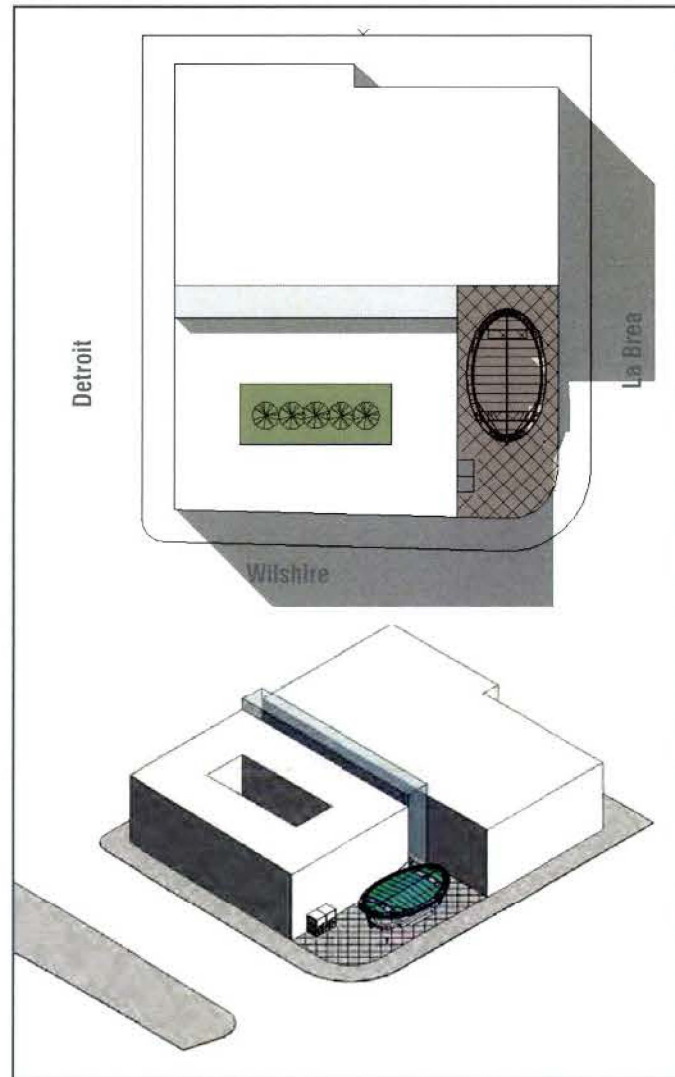
SCHEME B: SWITCHBACK STATION ENTRANCE CONFIGURATION

Scheme B creates a smaller plaza at the NW corner with the entrance and elevators oriented to Wilshire. The scheme has less queuing space.

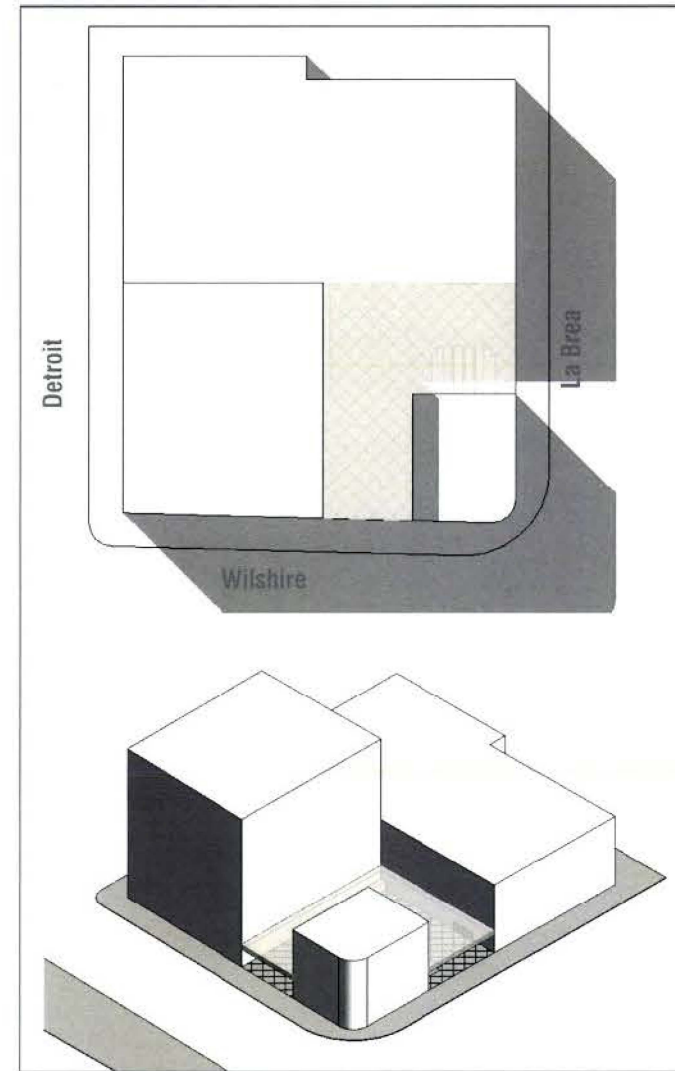
SAAG INPUT: SAAG Members preferred Scheme B because the elevators and entrance are oriented to Wilshire, making the station more visible along Wilshire with easy bus connections.

Potential Joint Development

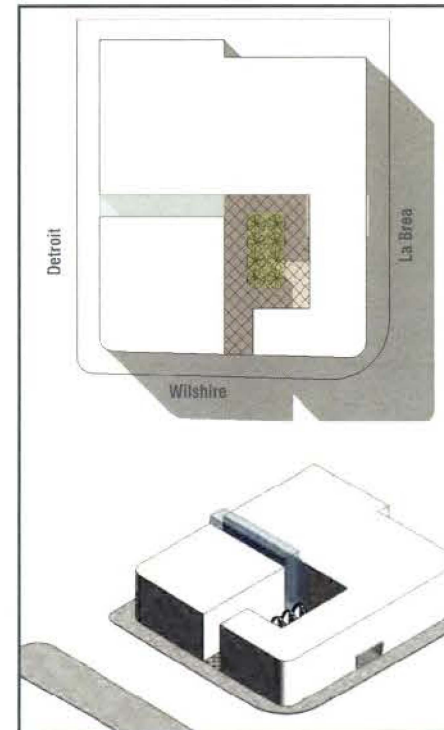
Scheme A: Corner Plaza with Arcade



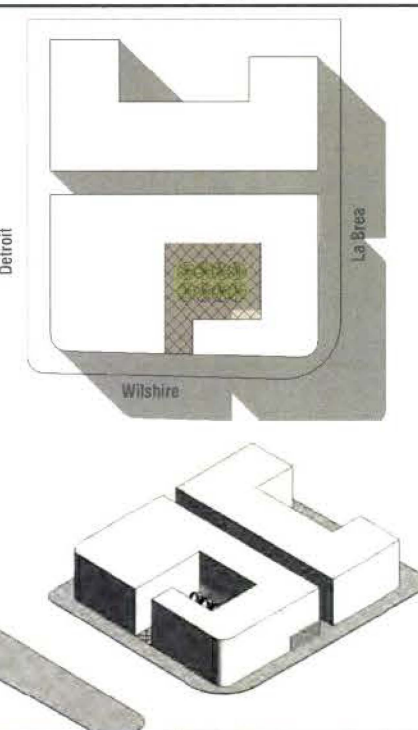
Scheme B: Wilshire Tower with Covered Plaza



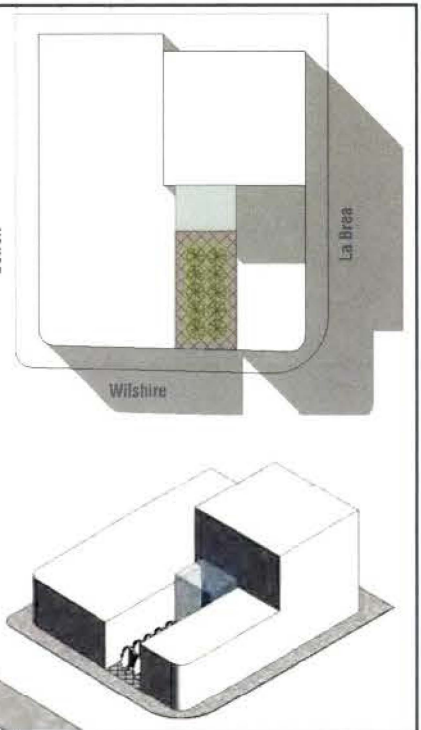
Scheme C: Courtyard with Arcade



Scheme D: Courtyard with Paseo



Scheme E: Central Plaza off Wilshire



POTENTIAL JOINT DEVELOPMENT

The Urban Design team developed several joint development schemes (above and right) to explore circulation issues, open space, station access and visibility, and development scale. The joint development schemes explore ways to create an attractive station area with development, while providing a central open space that is visible from Wilshire Boulevard. These drawings were shown at the SAAG June Workshop for input.

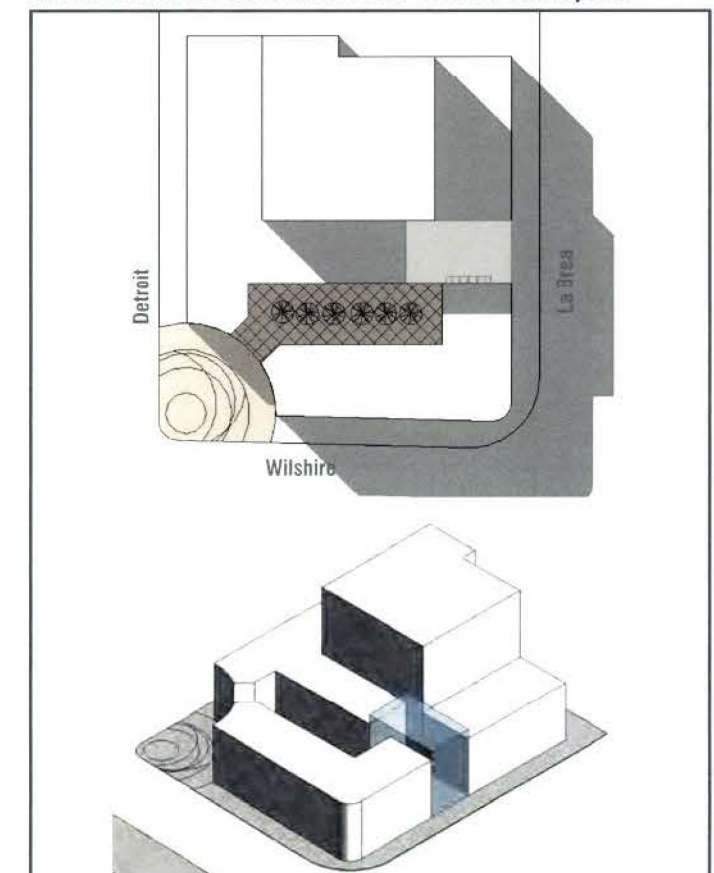
SAAG INPUT:

SAAG Members would like an open station plaza at the corner of La Brea and Wilshire with future development around the station entrance, but not “over the portal.” The group would like to see a hybrid of Scheme A and B (see above). Their ideal station would have the corner plaza (see Scheme A) adjacent to a tower building along Wilshire (see Scheme B). The Members would like for future development to include a paseo, arcade or other passage through the parcel to provide good access to Detroit. The SAAG Members expressed some concern regarding shadow impacts from future development on the neighborhood.

SAAG Members also are concerned with activating the ground floor space of new development to create a safe, lively station area with viable retail and other uses. Some Members were opposed to a central courtyard development (see Scheme D, E, F) because the retail is less visible from Wilshire and La Brea. Members expressed that retail typically does not perform well when “hidden” in a courtyard like the Wilshire/Vermont Transit-Oriented Development (TOD). Members expressed that Wilshire/La Brea is the ideal place for a corner plaza. It should not be placed at Detroit and Wilshire (see Scheme F).

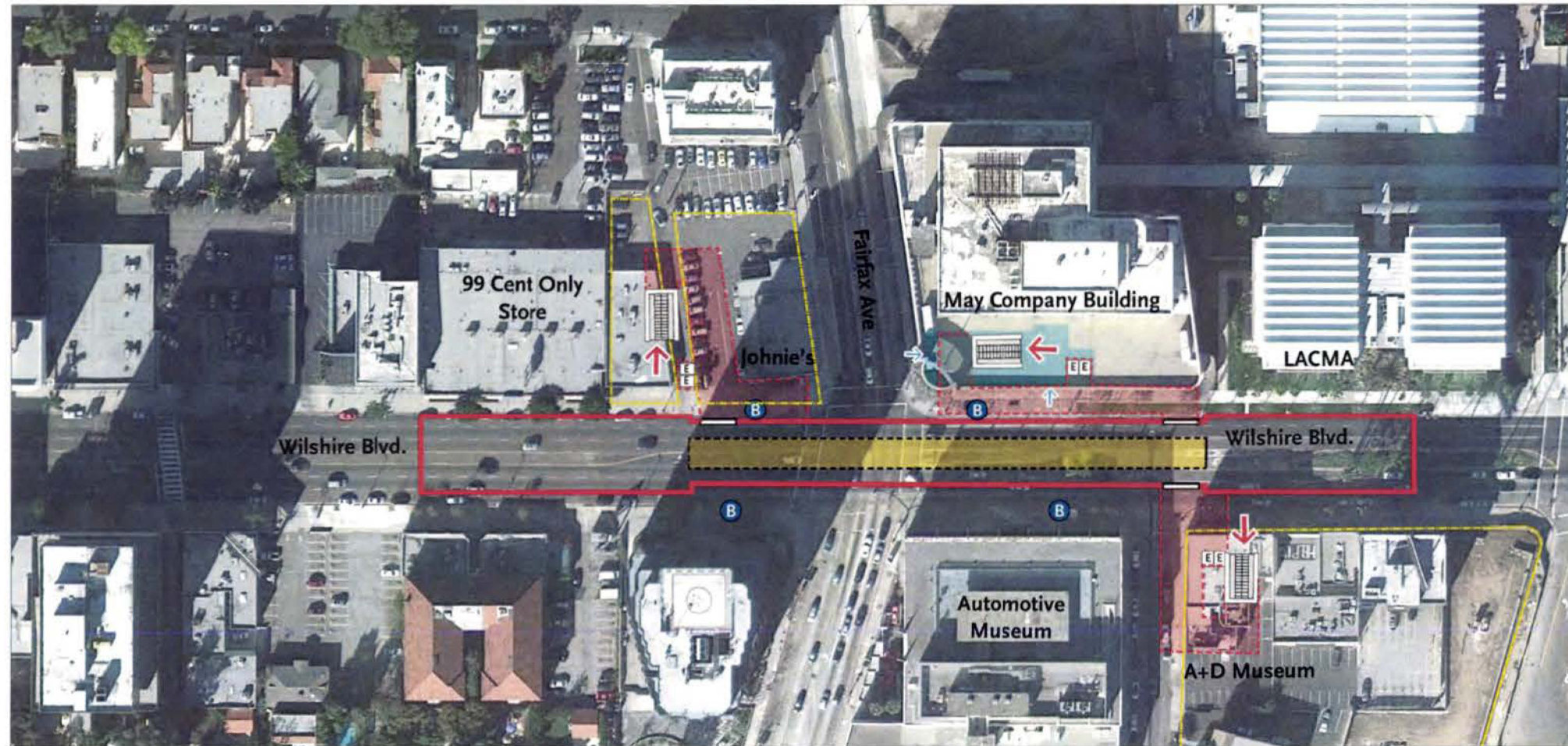
The presence and placement of the emergency generator are worrisome to the SAAG Members. They requested more information on the size, noise impacts, and testing schedule to better understand where it should be placed to have the least impact on the parcel in terms of future development opportunities.

Scheme F: Plaza at Detroit with Central Courtyard

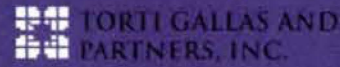


WILSHIRE/FAIRFAX

STATION BOX AND PORTAL LOCATION OPTIONS



KEY: Underground Station Box Station Platform Potential Primary Entrance (One To Be Selected) Metro Elevator Knock Out Panel Existing Bus Stop Potential Construction Staging Areas Metro Footprint & Street Entrances 0' 40' 80'

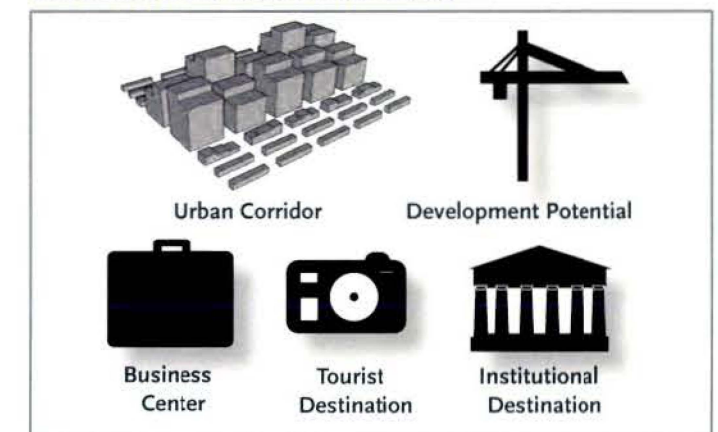


Station Urban Design Issues

The three (3) station entrance options are oriented around the Wilshire / Fairfax intersection. Station design issues includes:

- Major bus connections along Fairfax and Wilshire: need for good bus interface.
- Major tourist destinations in area: need for good signage and multi-modal connections to get to surrounding parks, museums, and attractions.
- Gassy grounds and tar: need for methane and other gas mitigations.
- Historic buildings (Johnnie's and LACMA West): need for mitigations during construction and potential seismic retrofit (at LACMA West).
- Narrow sidewalk along Fairfax: need for plaza or other station space to accommodate bike parking, bus stops, and amenities.
- Future development potential: need for transit supportive uses and pedestrian-friendly design.

Station Area Characteristics



The following pages discuss the opportunities and constraints of the three station entrance options, and present various drawings shown to the public as part of the outreach process. The drawings helped generate discussion and pinpoint issues for the Metro Design Team to inform their analysis and recommendations.

Map shown at SAAG workshops.



Entrance 1 (NW Corner: Johnie's)

Opportunities:

- Good access to Wilshire/Fairfax bus connections.
- Adjacent to iconic, historic building (Johnie's).
- Construction site is staging area (more efficient).
- Existing right of way and parking are easier for construction purposes than developed site.
- Sufficient space for station plaza with pedestrian and bike amenities.

Constraints:

- Construction mitigations for adjacent historic structure (Johnie's).
- Methane gas mitigation.
- Must reconfigure alley and replace 99 Cent Only store parking.
- Metro does not own property.

SAAG Member Input:

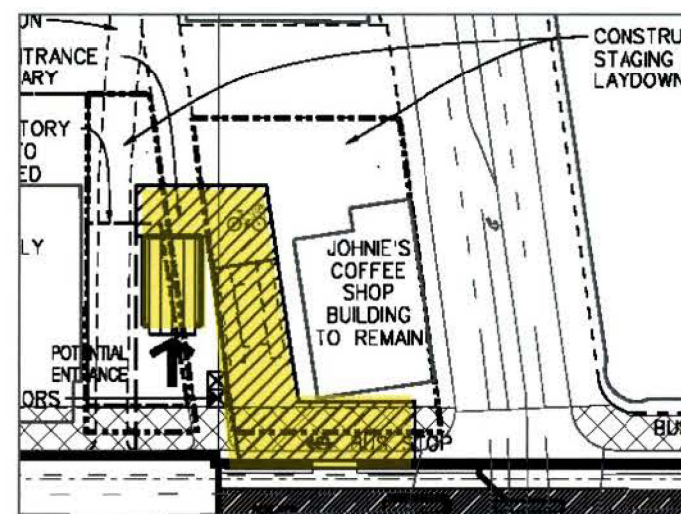
- Prefer LACMA West as primary entrance to create iconic station.
- Would like good bus, bike, and pedestrian connections.
- Interested in bike share and carshare facilities.
- Concern about spillover parking in the neighborhood.
- Interest in art installation at plaza that relates to LACMA or museum related use for Johnie's.



Entrance 1, looking north toward Johnie's and alley.



Entrance 1, Aerial View



Entrance 1, Engineering Drawing

Entrance 2 (NE Corner: LACMA West)

OPPORTUNITIES:

- Oriented to major streets (Wilshire and Fairfax) with major bus connections.
- Located within iconic building.
- Entrances to both Wilshire and Fairfax for good pedestrian circulation.

CONSTRAINTS:

- Potential major seismic upgrades to historic structure.
- Potential operational and security issues with Metro entrance in lobby of building.
- Insufficient staging area at construction site.
- Limited space for pedestrian and bike amenities.
- No joint development potential.
- Metro does not own property.

SAAG MEMBER INPUT:

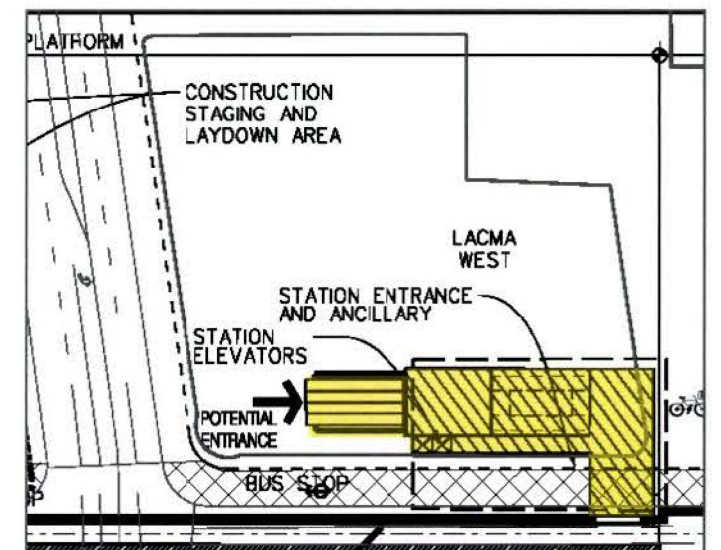
- Prefer LACMA West as primary entrance to create iconic station.
- LACMA is interested in potential shared parking with Metro.
- Interest in art installation in window displays along Wilshire to relate to LACMA.
- Need for good signage and connections to area attractions through shuttles, bus, bike share, or carshare.



Entrance 2, looking northeast toward LACMA West.



Entrance 2, Aerial View



Entrance 2, Engineering Drawing

Entrance 3 (SE Site: A+D Site)

OPPORTUNITIES:

- Staging area and construction occur in same area (more efficient, less impact).
- Joint development opportunities.
- Sufficient space for pedestrian, bus and bike amenities.
- Oriented with view of LACMA upon exiting.

CONSTRAINTS:

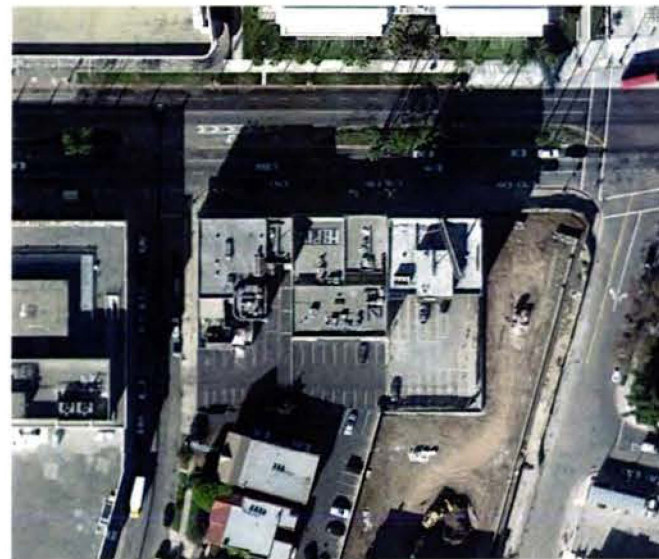
- Not located at corner of Wilshire/Fairfax for convenient bus/subway connections.
- Metro must acquire property.
- Less visible to riders at mid-block location rather than at corner of Fairfax and Wilshire.

SAAG MEMBER INPUT:

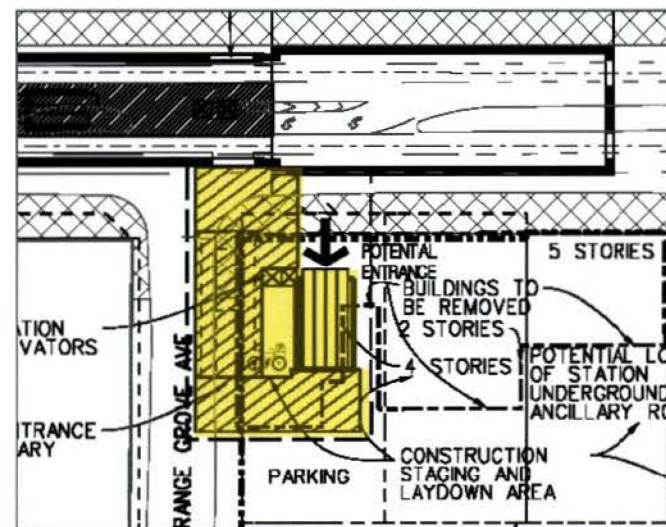
- Strong preference for LACMA West (May Company Building) as primary entrance to create iconic entrance.
- Interest in joint development.
- Need for good signage and connections to area attractions through shuttles, bus, bike share, or carshare.



Entrance 3, looking south toward A+D museum



Entrance 3, Aerial View



Entrance 3, Engineering Drawing

Photo Rendering of Johnie's Entrance Area



"After" photo montage of Johnie's station area along Wilshire.



Before photo of Johnie's site looking north.

PHOTO RENDERING: The "Before and After" montage (left) explores station plaza design concepts on the northwest corner of the intersection. The photo rendering helps visualize the scale of the station plaza and amenities, showing the reconfigured alley, as well as placement of station entrance and elevators.

SAAG INPUT: SAAG Members expressed that they would prefer a station inside the LACMA West building. If Johnie's becomes the primary entrance location, the SAAG Members are interested in bike amenities such as bike-share station and car-share parking in the station area. The Members would like to see art integrated into the station plaza. For example, the station plaza could host art installations that LACMA could curate with a museum related use at Johnie's such as a gift shop to help activate the street frontage along Wilshire.

Photo Rendering of LACMA West Entrance Area



"After" photo montage of LACMA West entrance along Wilshire.

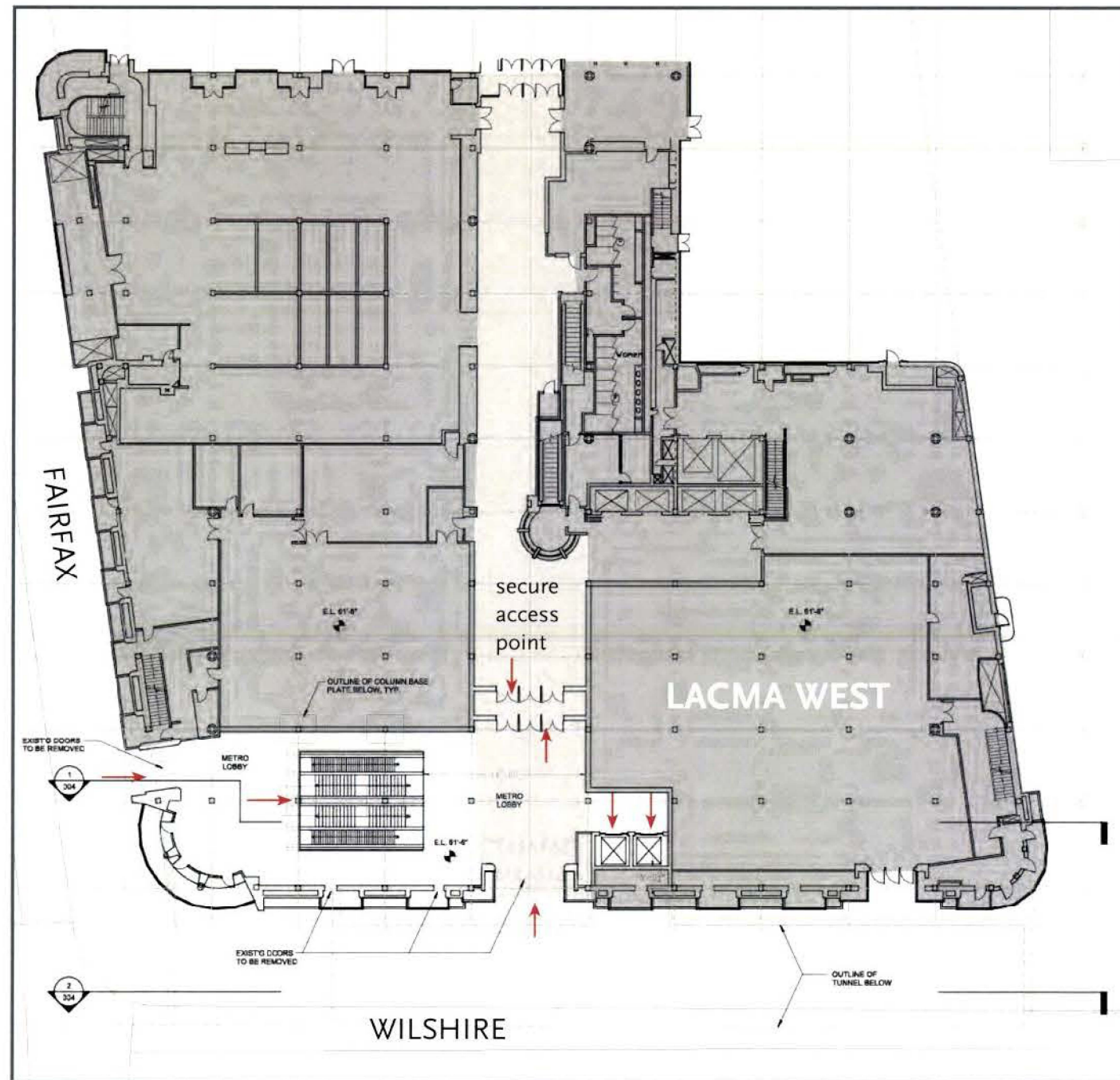


Photo of LACMA, looking north

PHOTO RENDERING: The "Before and After" helps to visualize how a Metro entrance could be integrated into the LACMA West building.

SAAG INPUT: SAAG Members strongly favor locating the Metro entrance within the LACMA West building. Members would like to see some creative uses of the window displays along the street for LACMA art installations.

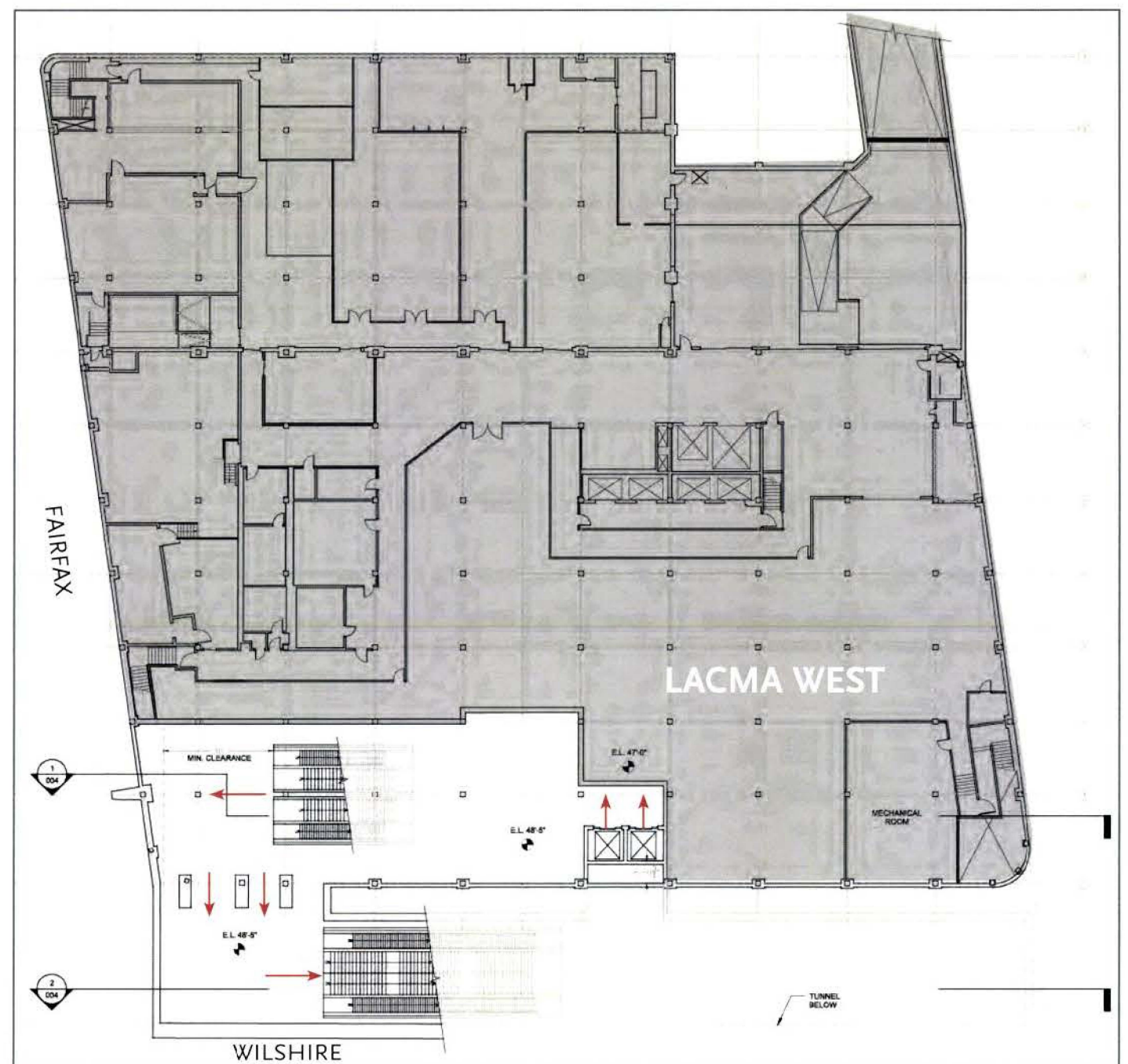
Station Study of LACMA West Entrance Area



Ground floor plan of conceptual station entrance at LACMA West

GROUND FLOOR PLAN: The site plan shows a Metro entrance within the building with access from Wilshire and Fairfax. The primary entrance to the building would be accessed from the Metro lobby with secure access to the interior of the building.

SAAG INPUT: SAAG Members liked this design and expressed their desire for pedestrian access from both Wilshire and Fairfax for optimal bus connections to the subway.



Conceptual site plan of concourse level of station entrance at LACMA West.

CONCOURSE FLOOR PLAN: The site plan shows the Metro escalators below the sidewalk on Wilshire going to the station box.

SAAG INPUT: SAAG Members liked this design.

A+D Conceptual Entrance Site Plan



Site plan of A+D station area with entrance oriented west.

CONCEPTUAL SITE PLAN: The conceptual site plan shows a station plaza at the A+D Site with the entrance oriented to the west.

SAAG INPUT: Some members are very interested in joint development opportunities to the south of LACMA at the A+D site.



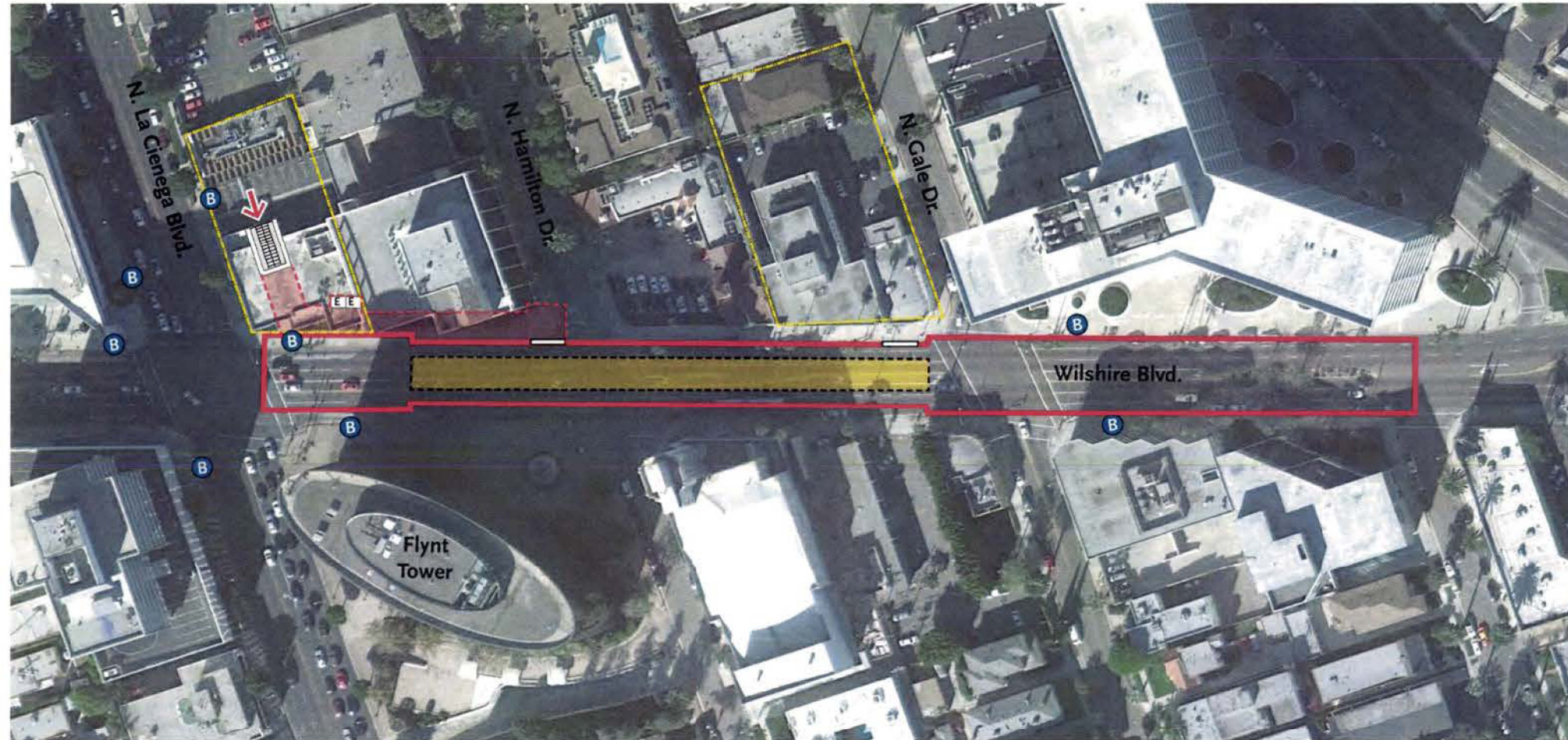
Site plan of A+D station area with entrance oriented to north, facing LACMA.

CONCEPTUAL SITE PLAN: The conceptual site plan shows a station plaza at the A+D Site with the entrance oriented to the north.

SAAG Input: Some members are very interested in joint development opportunities to the south of LACMA at the A+D site. Members would prefer for the station to be oriented to Wilshire with a view of LACMA upon exiting the subway station entrance.

WILSHIRE/LA CIENEGA

STATION BOX AND PORTAL LOCATION OPTION



KEY: Underground Station Box Station Platform Potential Primary Entrance (One To Be Selected) Metro Elevator Knock Out Panel Existing Bus Stop Potential Construction Staging Areas

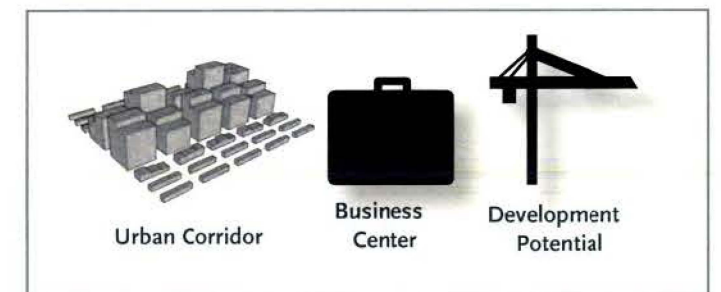


Station Urban Design Issues

The station entrance option being evaluated is oriented to the Wilshire / La Cienega intersection. This is the only entrance option being evaluated because the alternative entrance option at the Flynt property was eliminated due to major impacts to the underground parking structure. Station design issues includes:

- Major bus connections along La Cienega and Wilshire: need for good bus/subway interface.
- Gateway to Beverly Hills: need good signage and wayfinding to neighborhood attractions.
- Major office towers and medical building in area: need for good multi-modal linkages.
- Future development opportunities: need for pedestrian-friendly design with active land uses to support station area and transit culture.

Station Area Characteristics



The following pages present the opportunities and constraints of the primary station entrance option, as well as various drawings presented to the public as part of the outreach process. The drawings helped generate discussion and pinpoint issues for the Metro Design Team to inform their analysis and recommendations.

Map shown during SAAG workshops.



Entrance 1 (Citibank Site)

OPPORTUNITIES:

- Staging area and construction occur in same area (more efficient, less impact).
- Joint development opportunities.
- Sufficient space for pedestrian, bus and bike amenities.
- Proximity to office towers along Wilshire, Cedar Sinai medical building, and Beverly Hills restaurant row.
- Gateway between Beverly Hills and Miracle Mile district.

CONSTRAINTS:

- Metro must acquire parcel.
- Heavy traffic in area and minimal pedestrian crossings and amenities.
- Buildings in area lack pedestrian-orientation.

SAAG MEMBER INPUT:

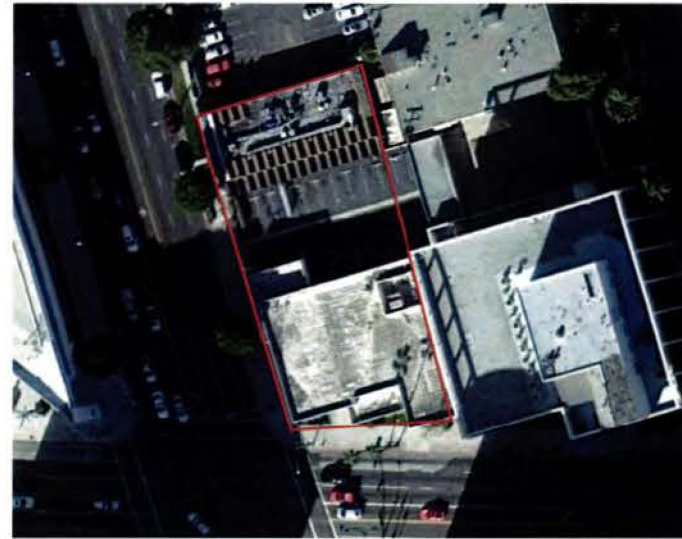
- Great interest in joint development opportunities at parcel.
- Would like good signage and wayfinding.
- Would prefer if station entrance was oriented to Wilshire Blvd and closer to intersection corner.
- Would prefer if station footprint was smaller to maximize development opportunities.
- Do not want to see large plaza, would prefer smaller station plaza area that does not encourage lingering.
- Would like drop-off kiss & ride area.
- Would like Metro station parking.

ENTRANCE CONFIGURATION:

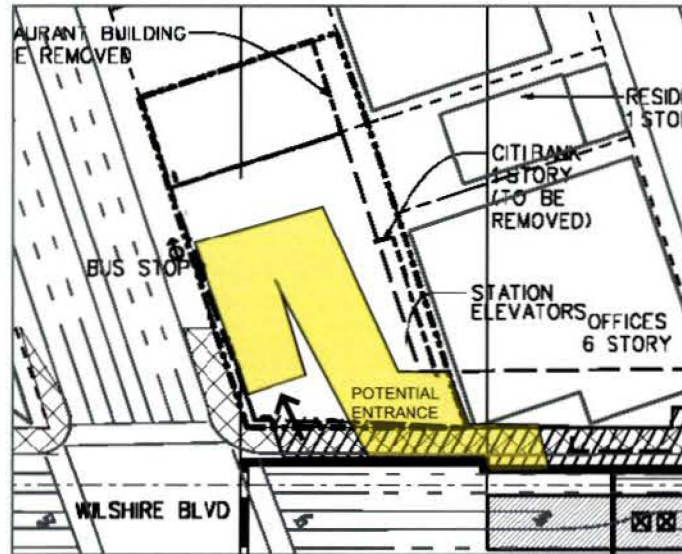
- Project Team studied entrance location and determined a reconfiguration of the entrance orientation that would reduce conflicts with underground utilities, make a more compact switchback entrance facing Wilshire, and minimize the footprint to reduce conflicts to future development.



Entrance 1, looking north toward Citibank parcel

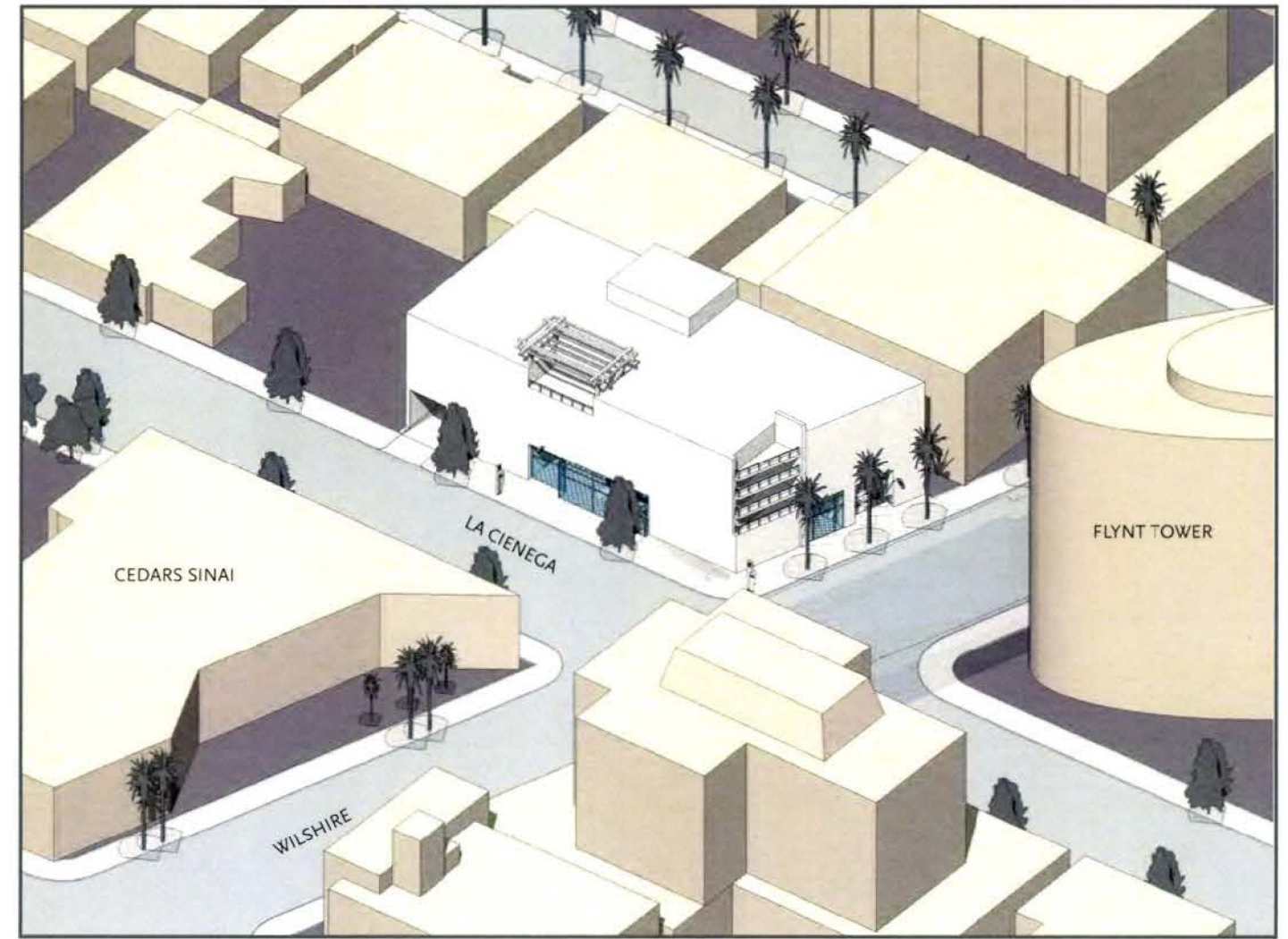


Entrance 1, Aerial View



Entrance 1, Engineering Drawing

Potential Joint Development



Entrance 1, Aerial View of Joint Development Potential

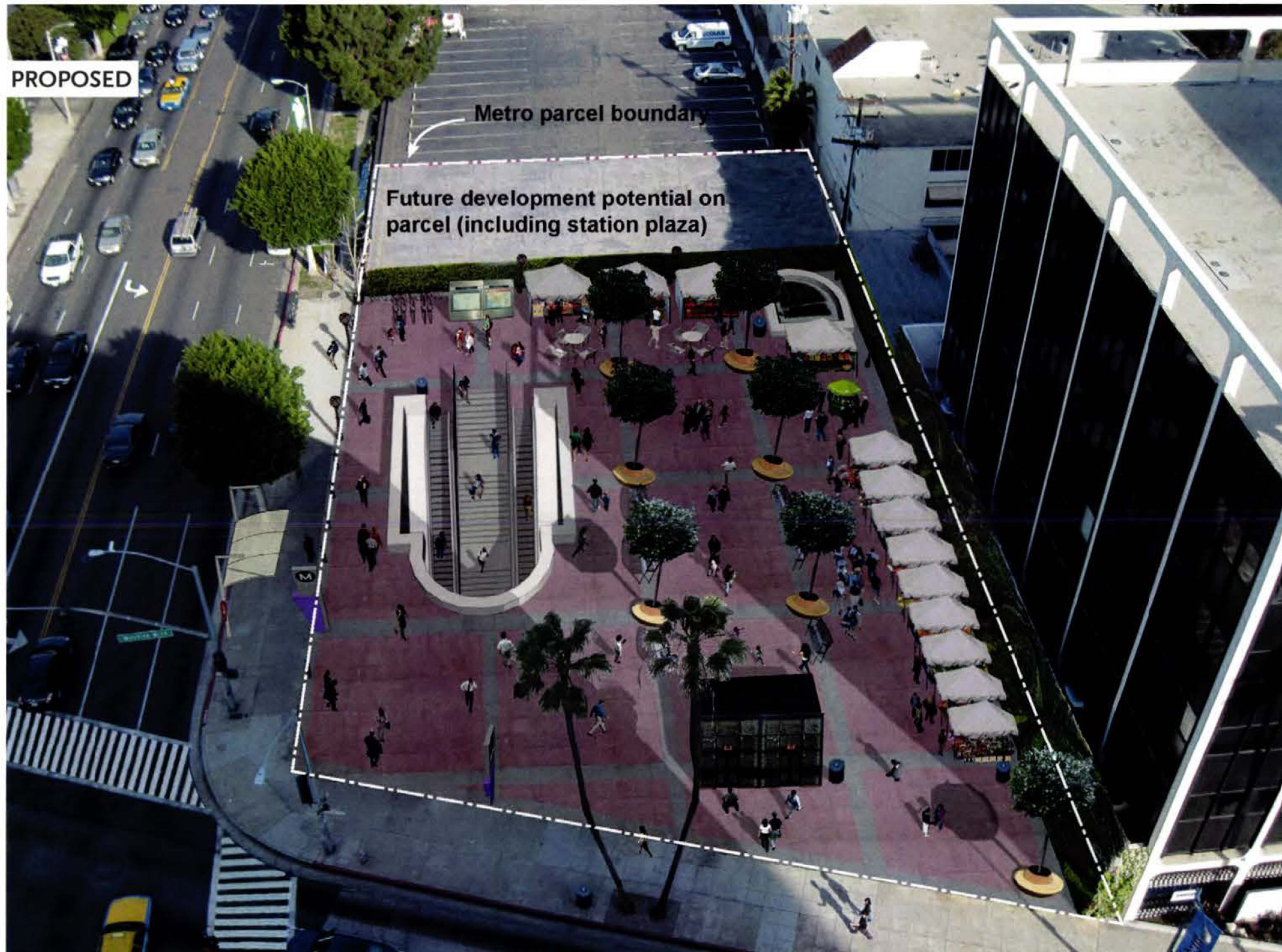


Ground Floor Plan of Joint Development Potential

3D RENDERING: The 3D model helps the viewer understand the scale of development in the area and how new development could be configured over the station entrance.

SAAG INPUT: The members were very concerned that the station portal placement was too large and would hinder future development opportunities. The SAAG Members expressed an interest in reorienting the portal to face Wilshire and have a smaller footprint to allow more room for underground parking.

Photo Rendering of Entrance Area



"After" aerial photo montage of La Cienega entrance, looking north.



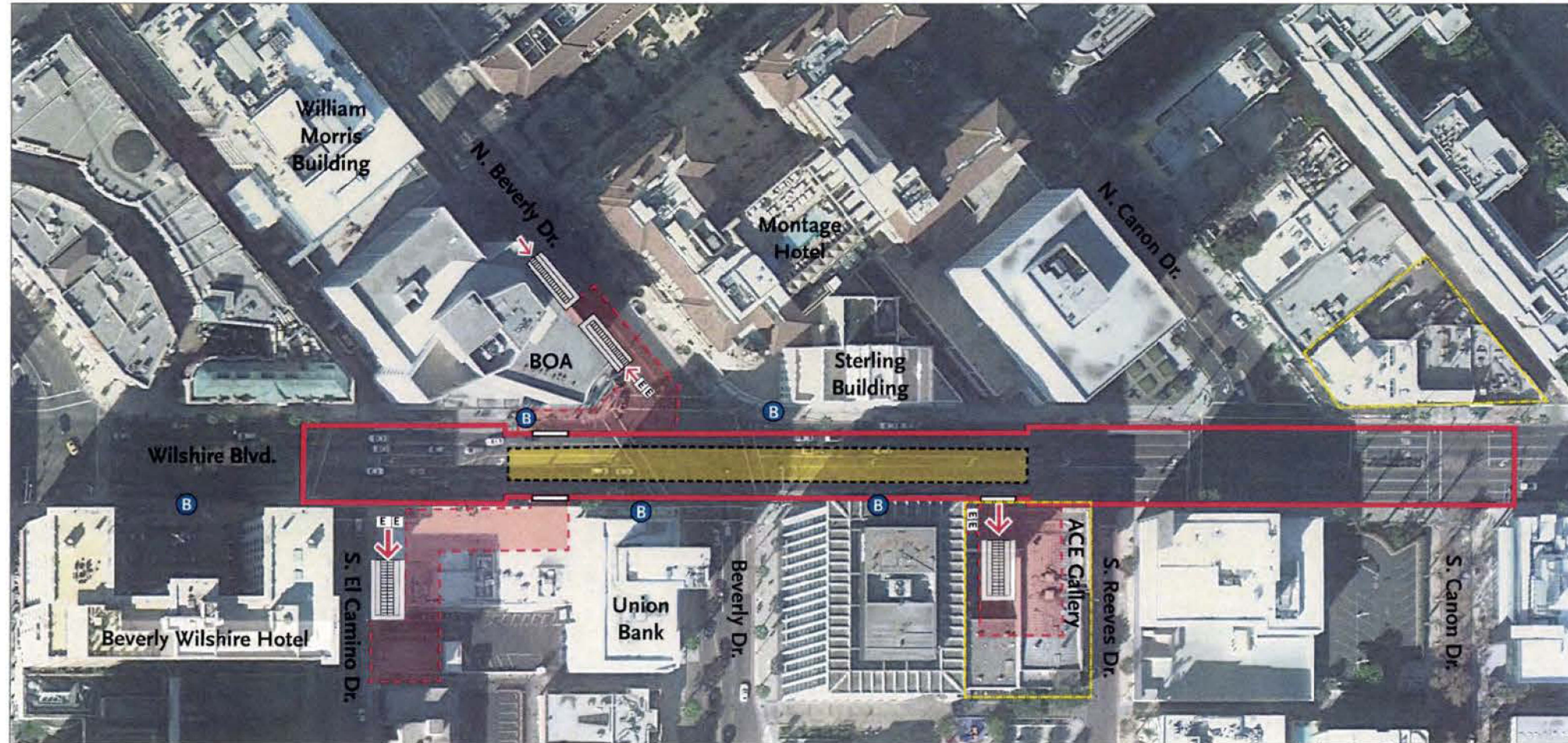
Aerial photo of La Cienega, looking north up La Cienega

PHOTO RENDERING: The "Before and After" images help to visualize how a Metro entrance at the NE corner could be designed.

SAAG INPUT: SAAG Members expressed that they would prefer a smaller station plaza where the station entrance is oriented to Wilshire, rather to La Cienega. The members were very concerned that the station plaza concept (shown above) would hinder future development opportunities by not allowing a large enough footprint for development and related parking requirements.

WILSHIRE/RODEO

STATION BOX AND PORTAL LOCATION OPTIONS



KEY: Underground Station Box Station Platform Potential Primary Entrance (One To Be Selected) Metro Elevator Existing Bus Stop Potential Construction Staging Areas

0' 40' 80'



Station Urban Design Issues

The three (3) station entrance options being evaluated are located near the Wilshire / Beverly intersection. Station design issues includes:

- Limited space for construction, staging, and future development.
- Limited space along the sidewalk for pedestrian and bicycle amenities related to the station area.
- Historic structures: need for mitigations during construction.
- Major tourism center: need for good pedestrian linkages, signage, and amenities.
- High traffic volumes along Wilshire and Beverly: need for safe pedestrian crossings.
- Bus connections along Wilshire: need for good bus/subway interface.
- Knock-out panels for future station entrances.

Station Area Characteristics



The following pages present the opportunities and constraints of the station entrance options, as well as various drawings presented to the public as part of the outreach process. The drawings helped generate discussion and pinpoint issues for the Metro Design Team to inform their analysis and recommendations.

Map shown at SAAG workshops.



Entrance 1 (Union Bank)

OPPORTUNITIES:

- Very close to activity centers and attractions at and around Rodeo Drive.
- Entrance oriented north with view of Rodeo Drive area.
- Serves businesses and residential area south of Wilshire.

CONSTRAINTS:

- Metro must acquire parcel.
- Not immediately adjacent to Beverly/Wilshire intersection for direct bus connections.
- No joint development opportunities. Less density and active uses on south side of Wilshire than on north.
- Located along small side street (El Camino) with limited capacity for taxi, drop off, and related subway traffic.
- Limited north/south crossings for pedestrians.
- Impacts to historic structure.
- Loss of underground parking during construction and permanent loss of approximately 30 underground parking spaces upon completion.
- Limited space for bike amenities.

SAAG MEMBER INPUT:

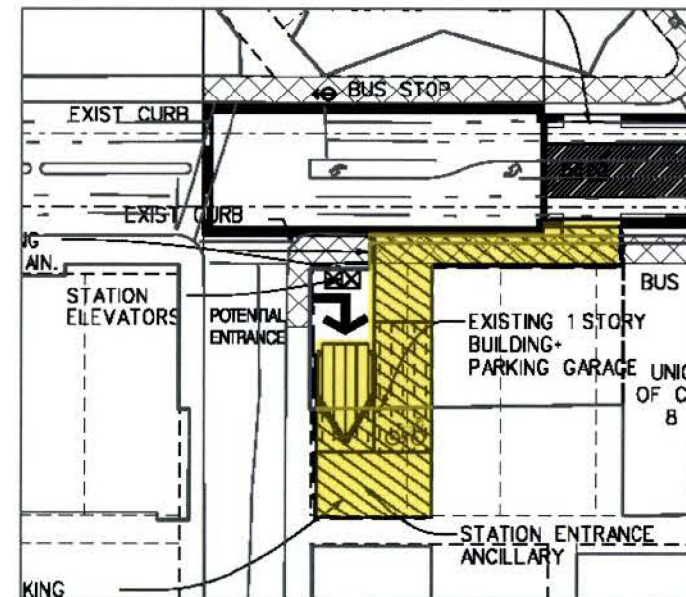
- Favor ACE Gallery for the primary entrance location because it has the least impact on traffic and businesses of all the entrance options.
- Great concern regarding construction impacts to Rodeo Drive businesses and Beverly Wilshire Hotel.
- Some support for location as it is the closest portal to Rodeo Drive and will best serve those businesses.
- Would like north and south portals to serve both side of Wilshire as it is a busy street to cross and SAAG Members are concerned with pedestrian safety.



Entrance 1, looking south toward Union Bank



Entrance 1, Aerial View



Entrance 1, Engineering Drawing

Entrance 2 (Bank of America)

OPPORTUNITIES:

- Oriented to Beverly/Wilshire intersection for good bus connections.
- Portal located at corner for good visibility.
- Located on north side of Wilshire which has majority of businesses and activities in the area.
- Adjacent to major office buildings and Montage Hotel.

CONSTRAINTS:

- Limited space for pedestrian and bike amenities around station.
- Potential major impacts to underground parking, permanent loss of approximately 40 spaces (Option A, see pages 46-48).
- Potential impact to Beverly Drive with permanent loss of southbound right hand turn lane (Option B, see pages 46-48).
- Impacts to historic structure.
- No joint development opportunities.

SAAG MEMBER INPUT:

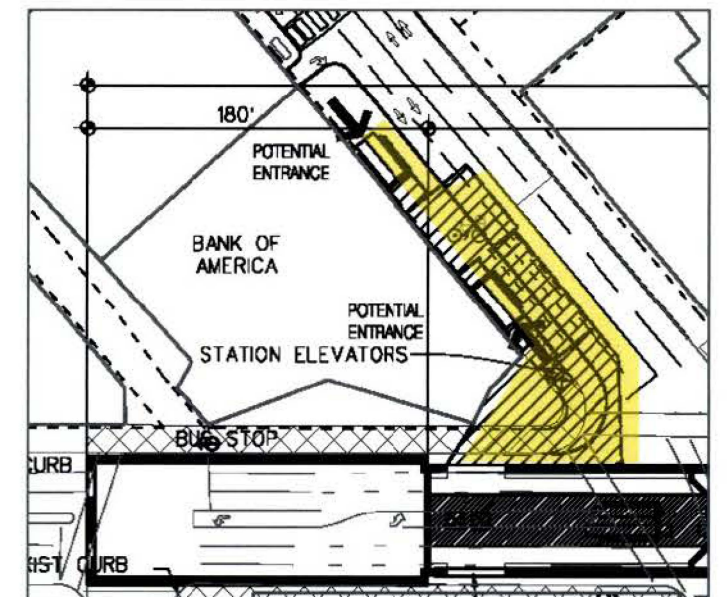
- Favor ACE Gallery for the primary entrance location because it has the least impact on traffic and businesses of all the entrance options.
- Would support the Bank of America station location option as the primary entrance if there were no impacts to the street and no impacts to the building's underground parking.
- Interested in Bank of American site for a smaller secondary portal to serve north side of Wilshire and bring riders closer to the "heart of Beverly Hills."



Entrance 2, looking west toward Bank of America.



Entrance 2, Aerial View



Entrance 2, Engineering Drawing

Entrance 3 (ACE Gallery)

OPPORTUNITIES:

- Joint development opportunities.
- Sufficient space for portal and amenities.
- Construction and staging occur at same site (more efficient, less impact).
- Less construction impacts on Rodeo Drive area.
- Redevelopment opportunities east of site.

CONSTRAINTS:

- Not located at major intersection (Beverly/Wilshire) for direct bus connections.
- Less visible as located along small street (South Reeves) rather than major street (i.e. Beverly).
- Lack of pedestrian crossings in area.
- Lack of pedestrian amenities.

SAAG MEMBER INPUT:

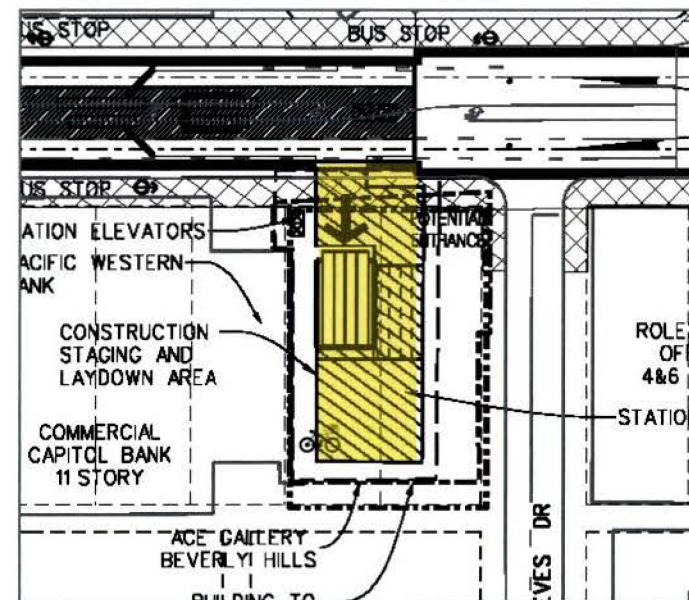
- Prefer ACE Gallery as it has the least impacts on existing businesses and traffic routes.
- Interested in development potential at site.
- Would like to have portals on both south and north side of street, ideally a full portal at the ACE gallery site and a secondary, split portal at the Bank of America site (see page 52).



Entrance 3, looking south toward Union Bank

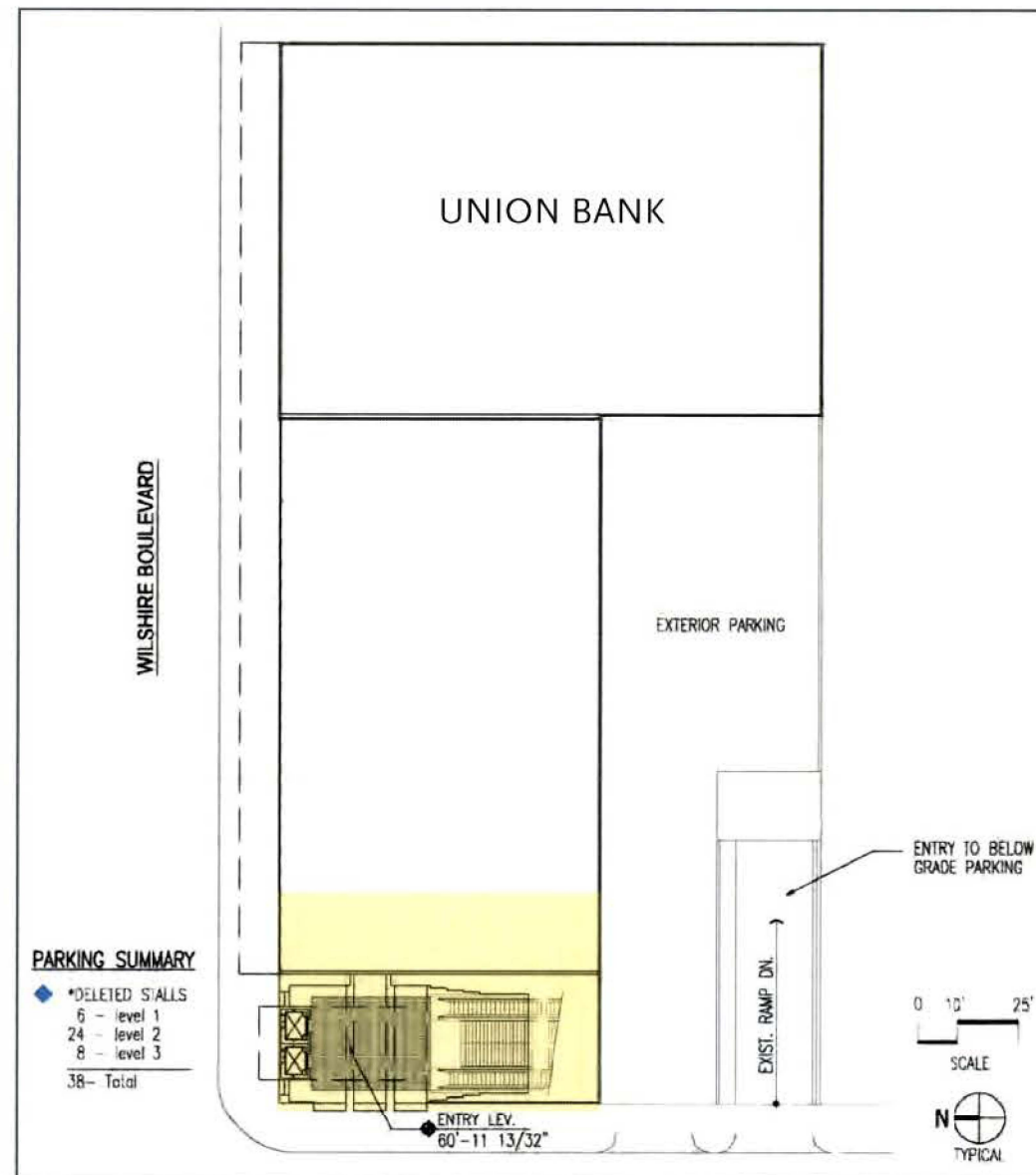


Entrance 3, Aerial View

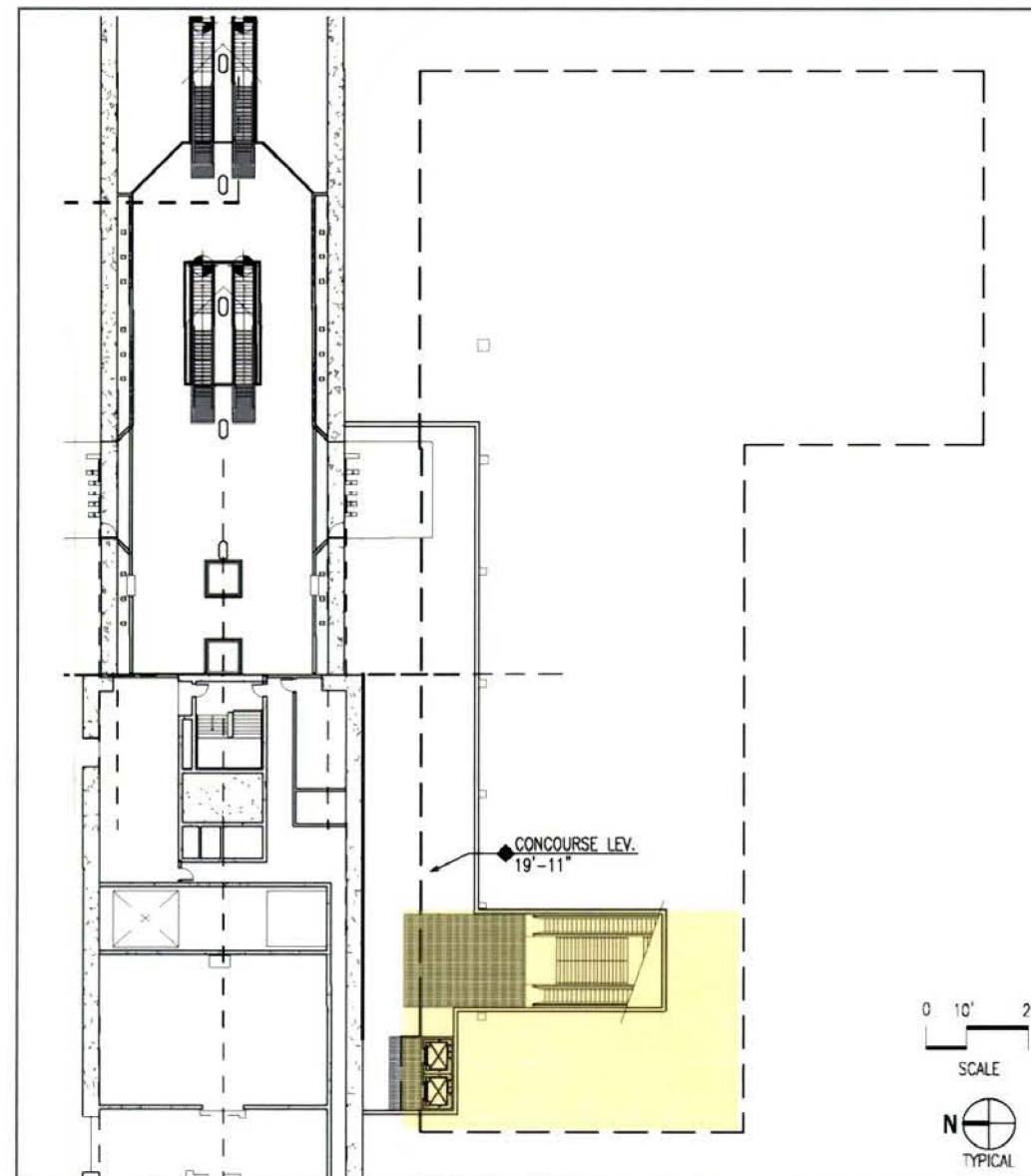


Entrance 3, Engineering Drawing

Union Bank Entrance Site Plan



Street Level



Concourse Level

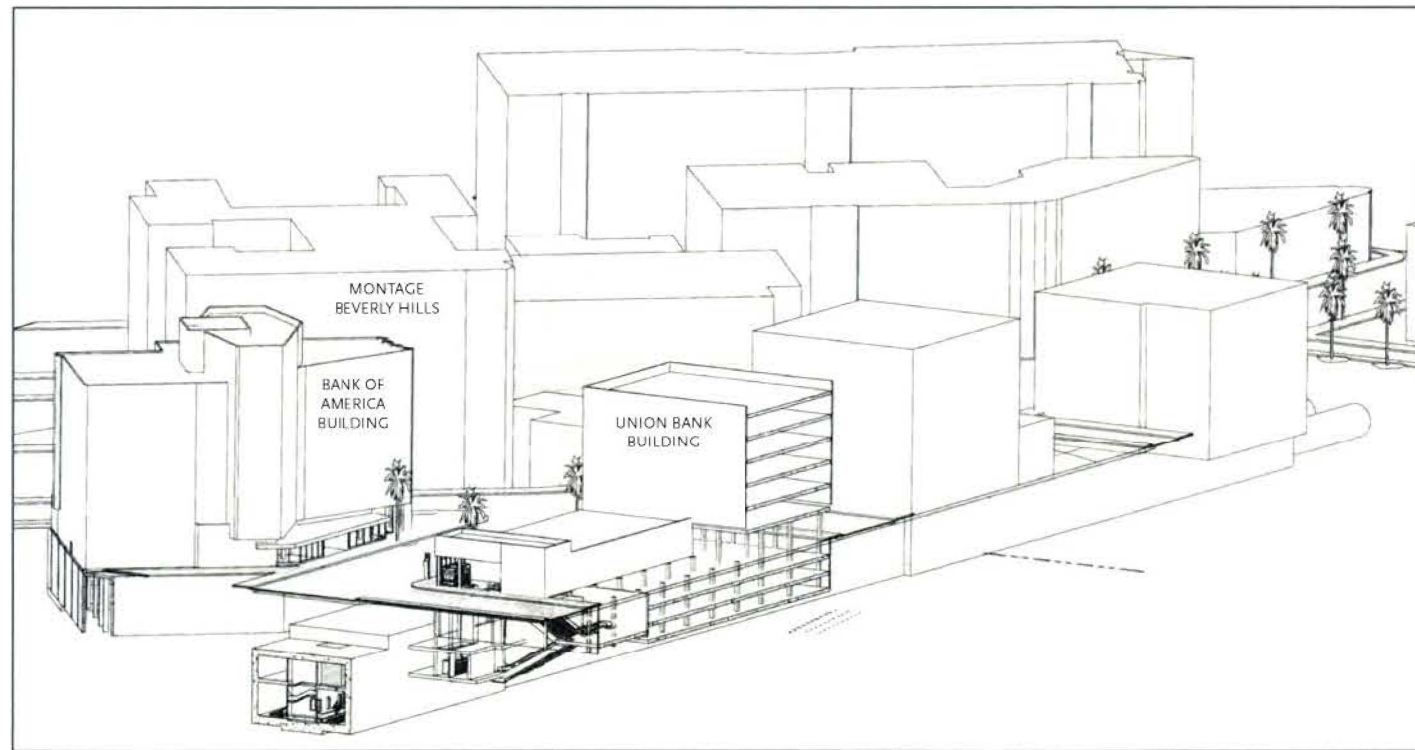
CONCEPTUAL SITE PLAN: The Design Team studied locating an entrance in the Union Bank building at the SE corner of Wilshire and El Camino. The entrance faces Wilshire looking north with the elevators, escalators, and stairs in a lobby, maintaining the facade of the building. This entrance configuration impacts the underground parking garage during construction so that no parking spaces can be used. After construction, the configuration requires a loss of approximately 30 underground parking spaces to make room for the concourse level.

SAAG INPUT: A majority of the SAAG Members were strongly opposed to this scheme due to its proximity to Rodeo Drive and the related construction impacts to businesses in the area. The temporary loss of parking for the office building makes the configuration unworkable to the building owner and the loss of 30 underground parking spaces was deemed unacceptable. A few members supported this station entrance option as it is the closest station entrance to Rodeo Drive activity.

Renderings of Union Bank Entrance Area



Perspective looking south at Union Bank Building



Aerial 3D view looking north toward Downtown Beverly Hills

3D RENDERINGS: The renderings show the facade of the Union Bank building preserved with views of the Metro lobby inside (left) and the station box below the Union Bank building (left, bottom).

SAAG INPUT: A majority of the SAAG Members were strongly opposed to this scheme due to its proximity to Rodeo Drive and the related construction impacts to businesses in the area.

Photo Rendering of Bank of America (Option A) Entrance Area



"After" photo montage of Bank of America West entrance, looking west down Wilshire.

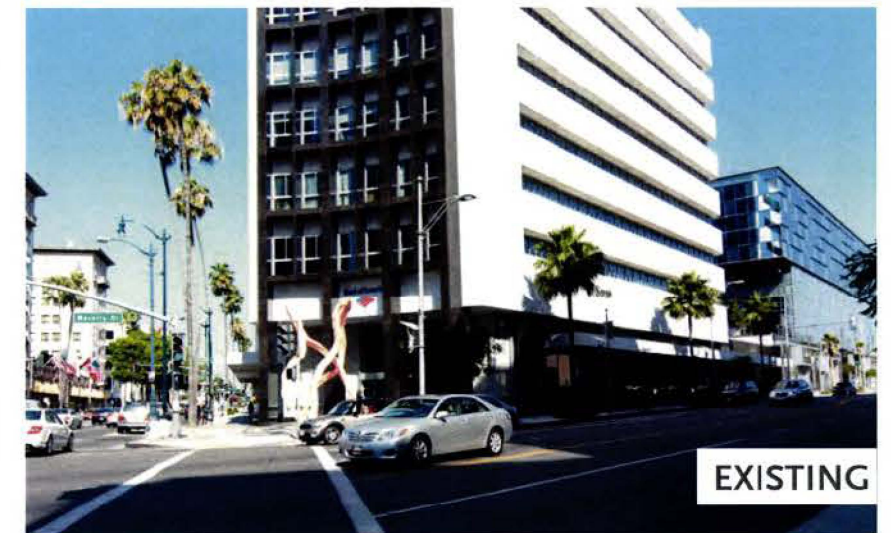


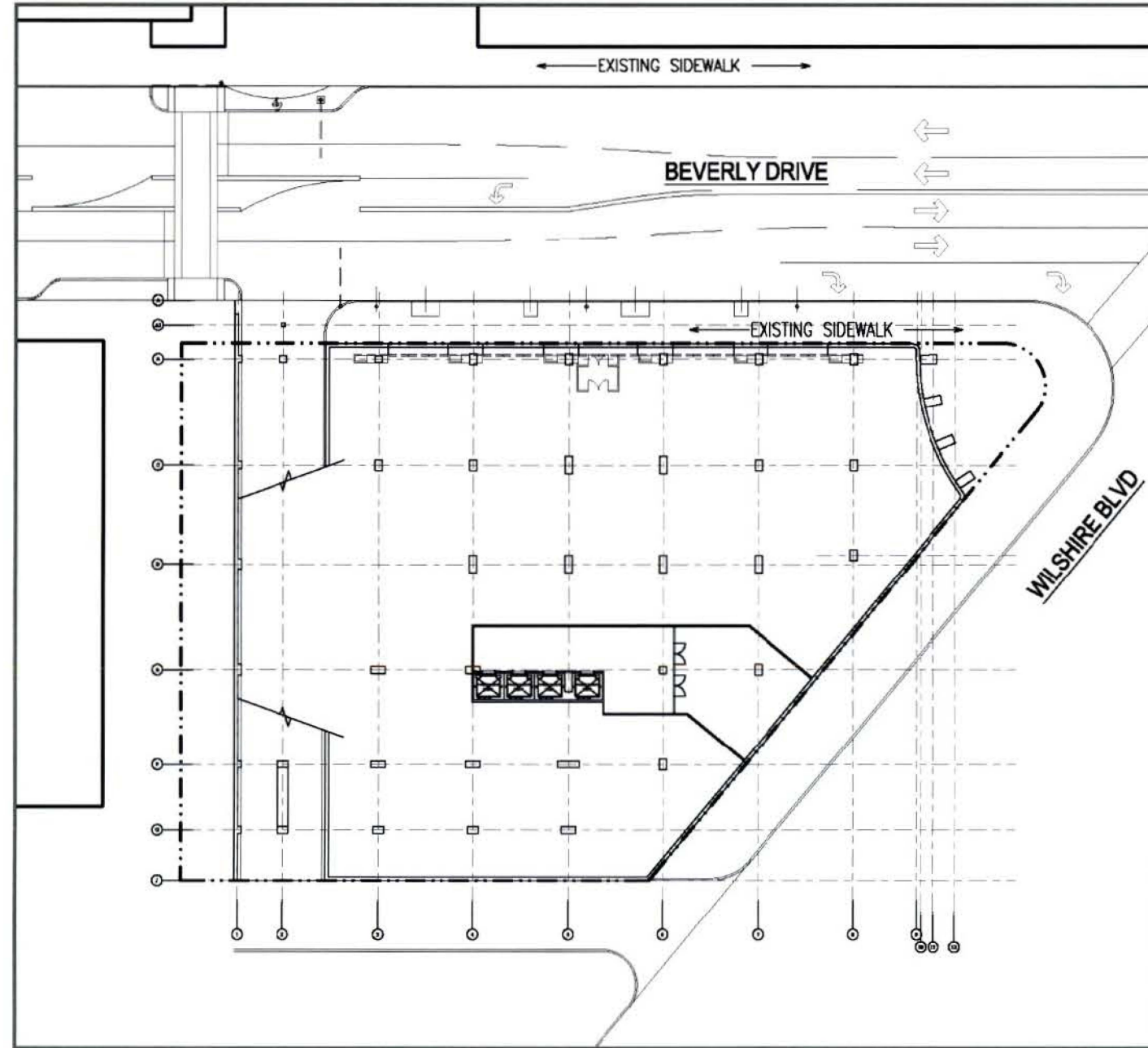
Photo of Bank of America, looking west down Wilshire

PHOTO RENDERING: The rendering (left) visualizes how an entrance would be located along Beverly Drive north of Wilshire by taking the right hand turn lane.

SAAG INPUT: A majority of the SAAG Members were strongly opposed to taking a lane of traffic along Beverly Drive. If a smaller portal could be designed that would neither impact the building's underground parking nor the road configuration, SAAG Members would support the Bank of America corner as a good entrance location.

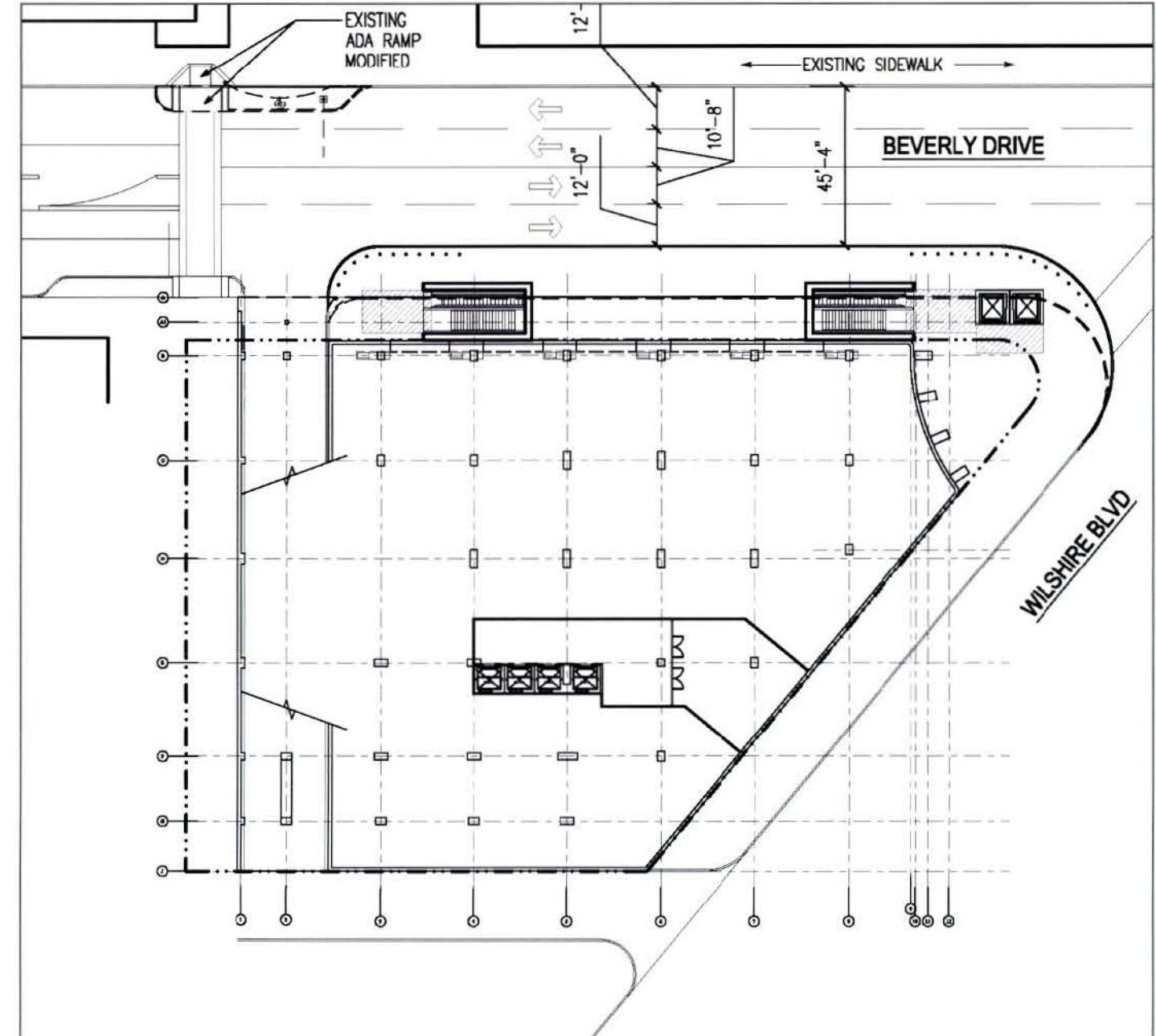
Bank of America Full Entrance (Option A)

EXISTING ROAD CONFIGURATION



SITE PLAN: The site plan (above) shows the existing road configuration for Beverly Drive with two northbound lanes, two southbound lanes, and right hand turn lane.

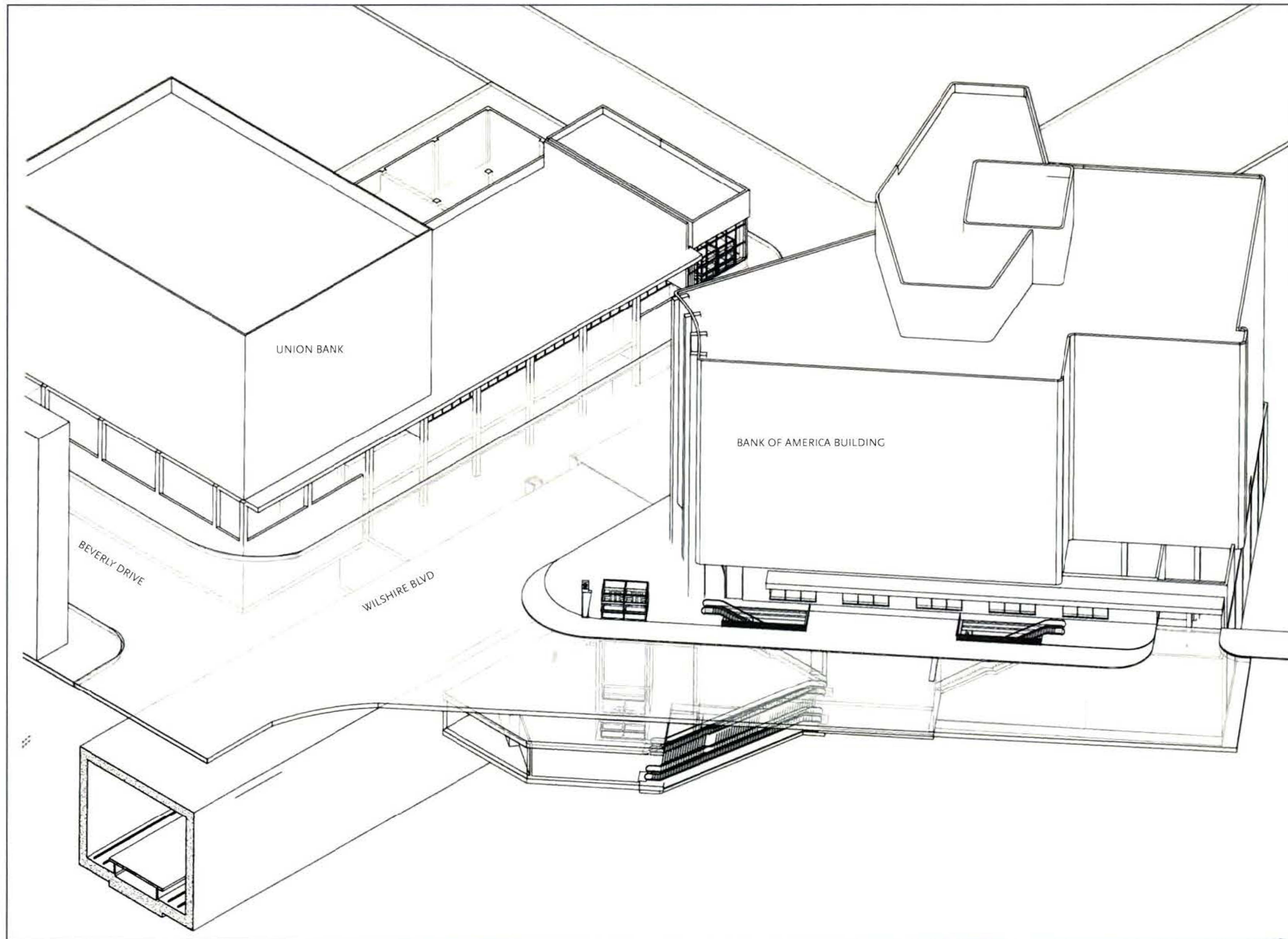
PROPOSED ROAD CONFIGURATION



SITE PLAN: The site plan (above) shows a proposed road reconfiguration for Beverly Drive with two northbound lanes, two southbound lanes, and no right hand turn lane to accommodate a station entrance.

SAAG INPUT: A majority of the SAAG Members were strongly opposed to taking a lane of traffic along Beverly.

Rendering of Bank of America (Option A) Entrance Area

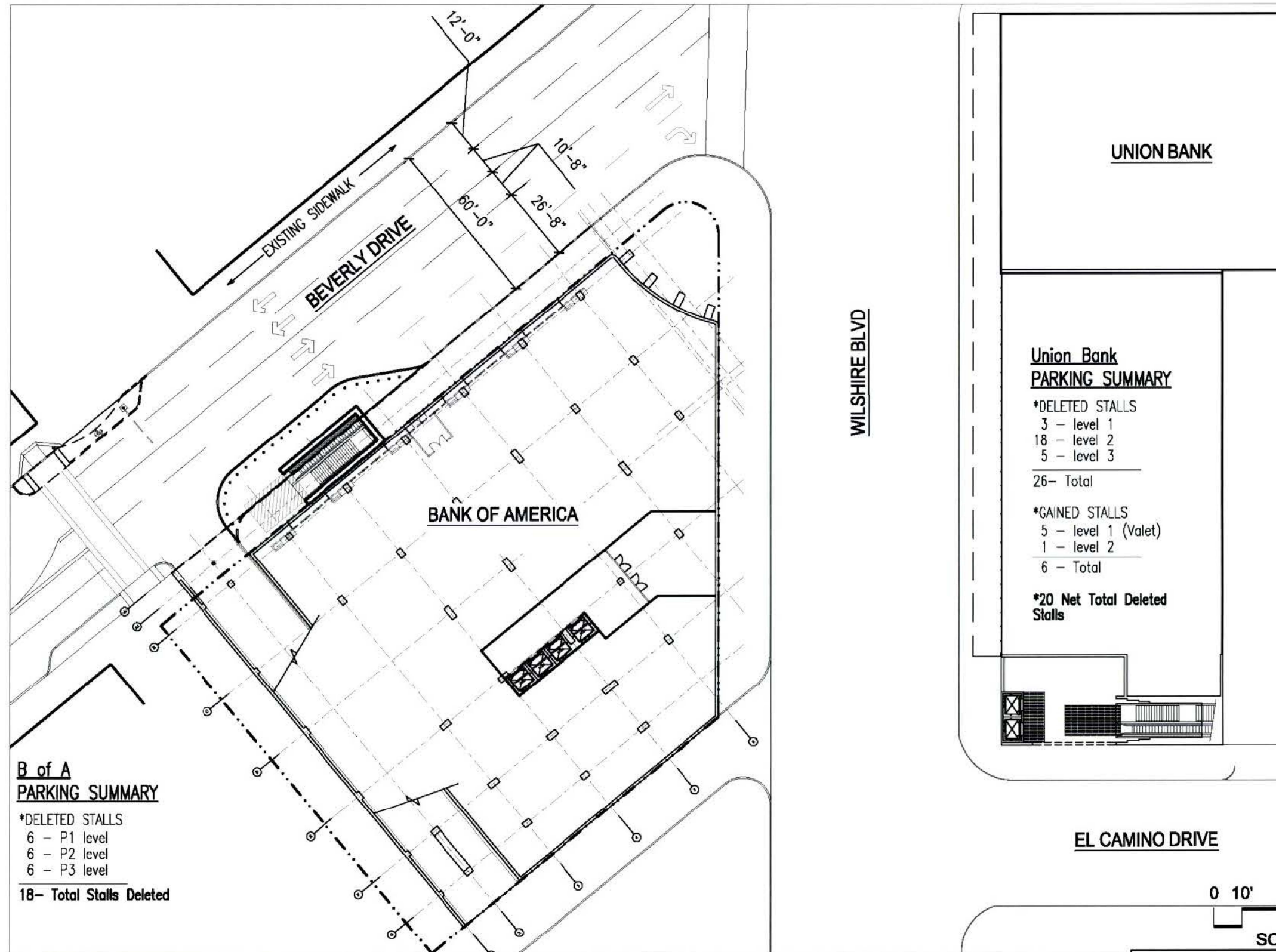


Aerial 3D view looking west

3D RENDERING: The rendering (left) shows how an entrance would be configured along the northwest edge of Beverly within the sidewalk area. The sidewalk would need to be widened to accommodate the stairs and escalators requiring the loss of the right hand turn lane.

SAAG INPUT: A majority of the SAAG Members were strongly opposed to taking a lane of traffic along Beverly. If a smaller portal could be designed that would neither impact the building's underground parking nor the road configuration, SAAG Members would support the Bank of America corner as a good entrance location.

Split Entrance: Half Entrance at Union Bank and Half Entrance at Bank of America



CONCEPTUAL SITE PLAN: The plans (left) show how a half portal could be accommodated along Beverly north of Wilshire by widening an area of the sidewalk with a bulbout to accommodate a "half entrance." Another half entrance would be located in the Union Bank Building or at the ACE Gallery site.

SAAG INPUT: The majority of SAAG Members were not opposed to a split portal. Some like the small entrance along Beverly. Others were concerned with loss of street parking. One Member was concerned that split portal entrances would create greater impacts to traffic and businesses by having construction in two areas.

Site plan of split entrances.

Photo Rendering of Ace Gallery Entrance Area



"After" photo montage of ACE Gallery entrance.

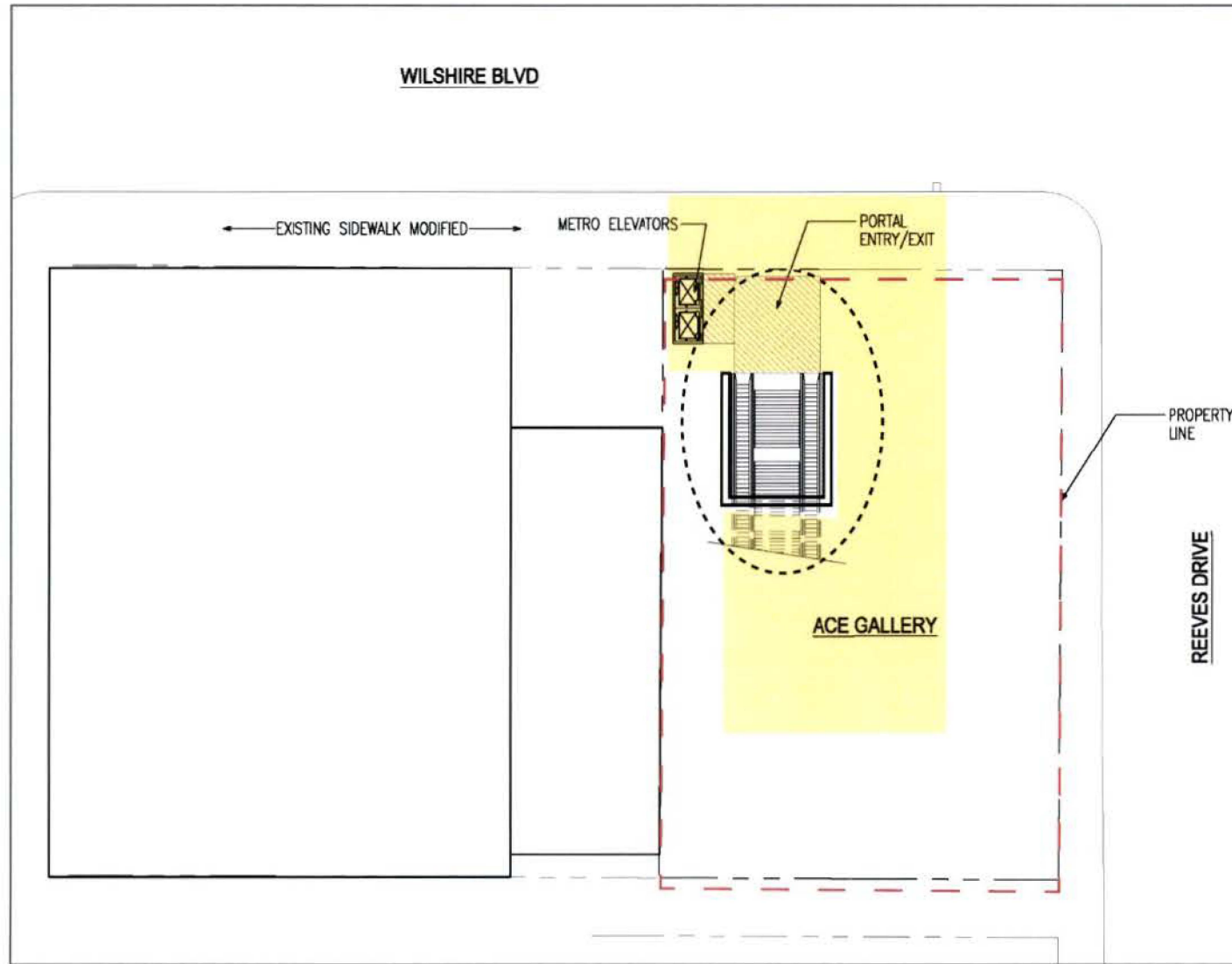


Photo of ACE Gallery.

PHOTO RENDERING: The photo montage shows a potential station plaza at the ACE Gallery.

SAAG INPUT: The SAAG Members would like to see development at the site of the ACE Gallery, rather than a large station plaza. The property owner explained that he would like to develop the site into a 5-star hotel. He was concerned that the station design may impact his plans for future development. The SAAG Members wanted to assure that a future station would be designed so as to have minimal impact on future development.

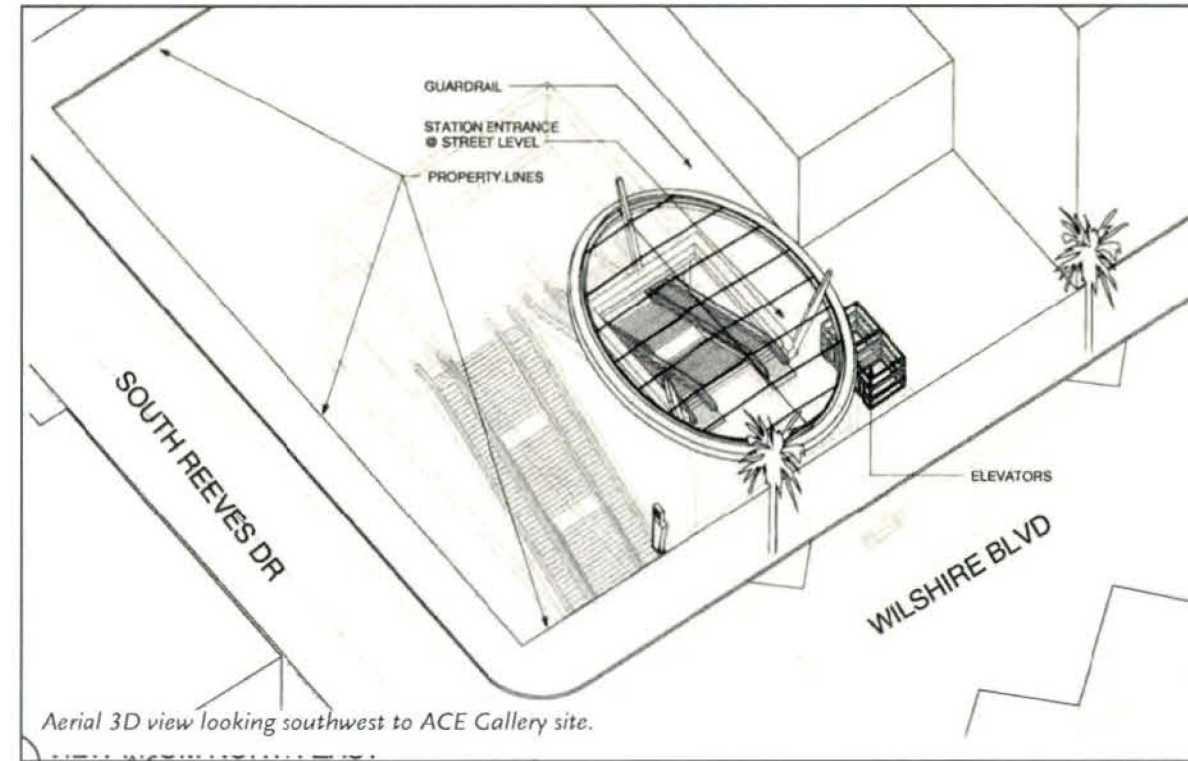
Ace Gallery Entrance Area



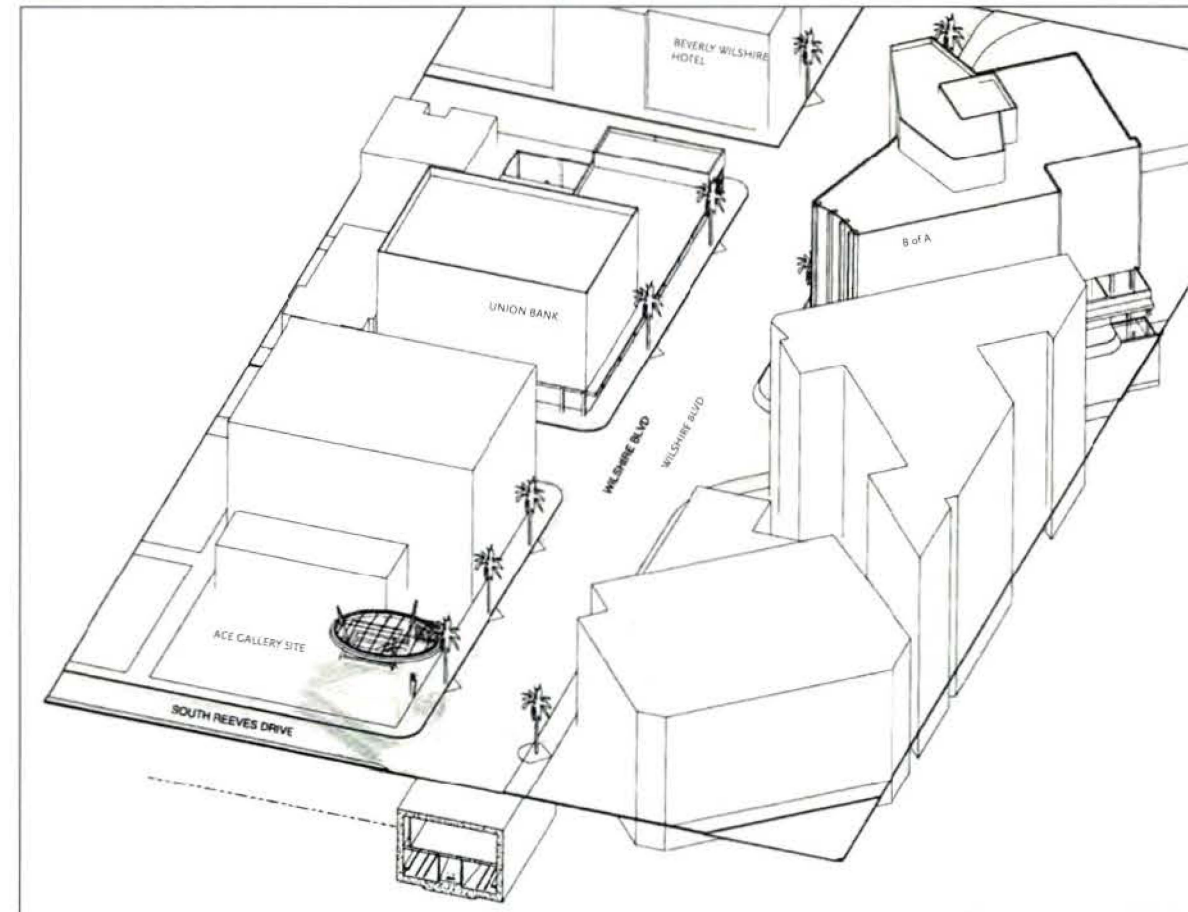
Street Level site plan.

CONCEPTUAL SITE PLAN: The site plan (above) and 3D model (right) show a potential configuration of the station at the ACE Gallery site. The elevators and escalators are at the west edge of the parcel to allow for future development on the parcel.

SAAG INPUT: SAAG Members expressed that the ACE Gallery site is the preferred entrance location because it has the least impacts on businesses and traffic. They support a configuration that allows for a good footprint for future development as shown.

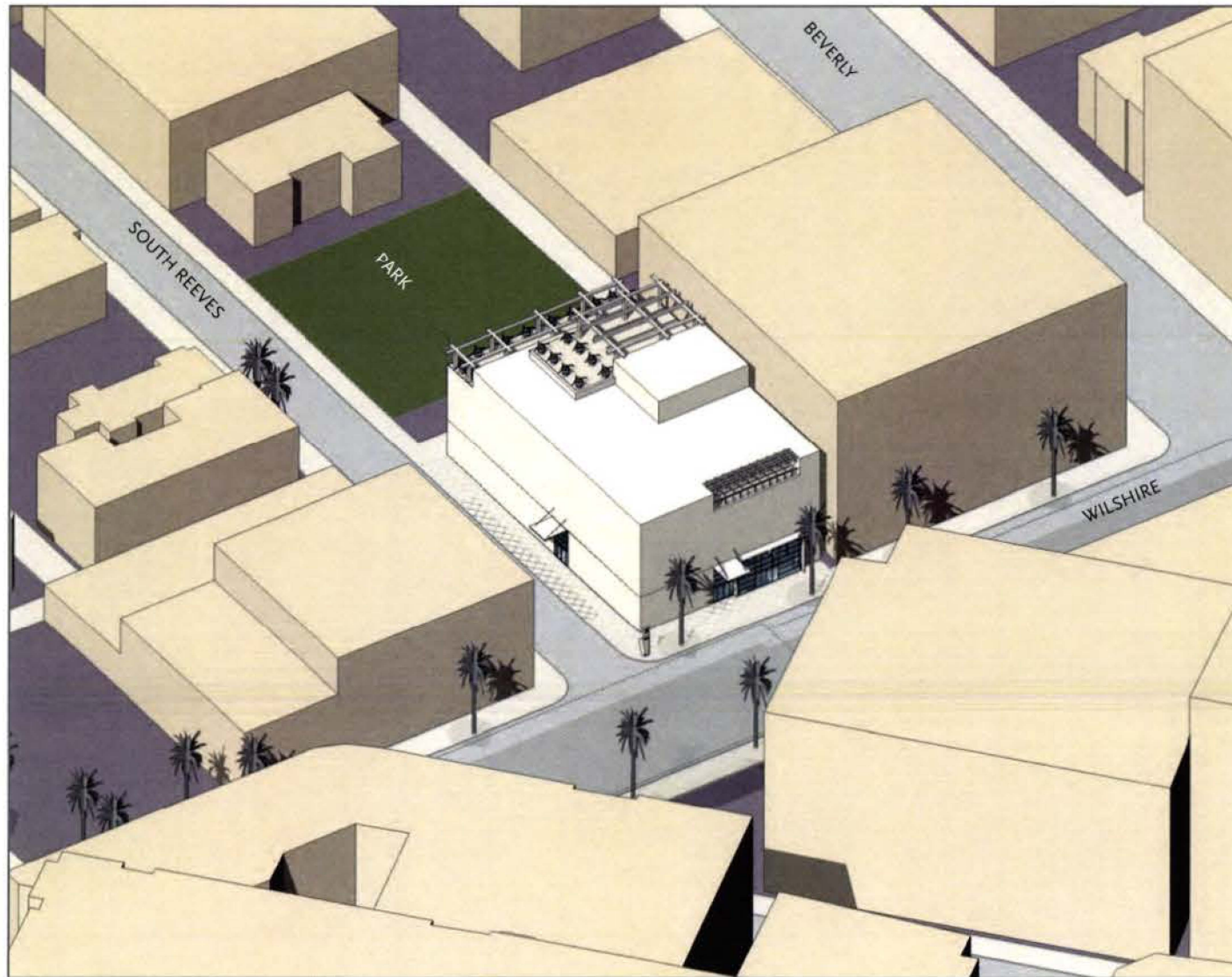


Aerial 3D view looking southwest to ACE Gallery site.



Aerial 3D view looking west

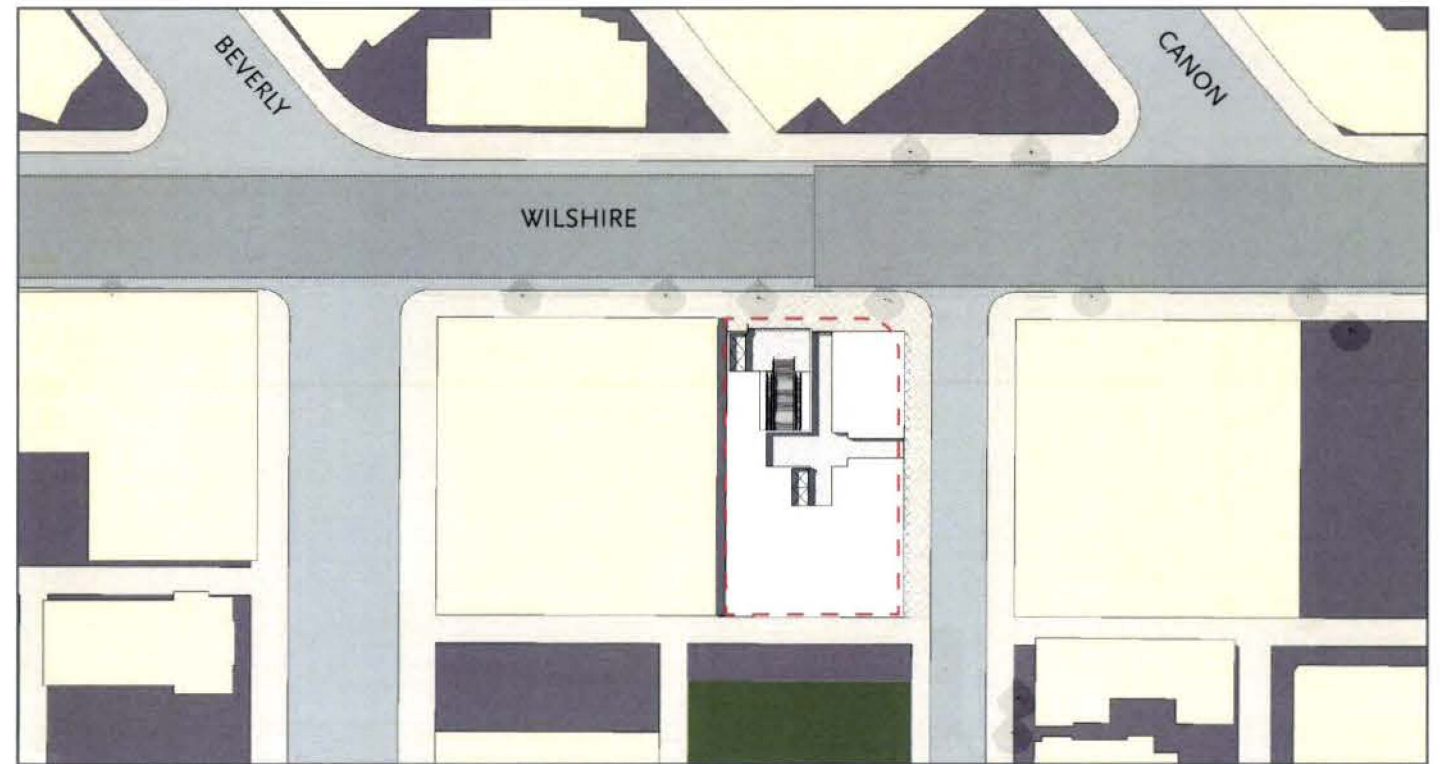
Potential Joint Development of Ace Gallery



Aerial 3D view looking southwest.

3D Rendering: The joint development scheme (above) shows how a building could be developed over the station entrance.

SAAG Input: The SAAG Members support development over the entrance. The property owner of the ACE Gallery mentioned that he would like to build a hotel over the site.

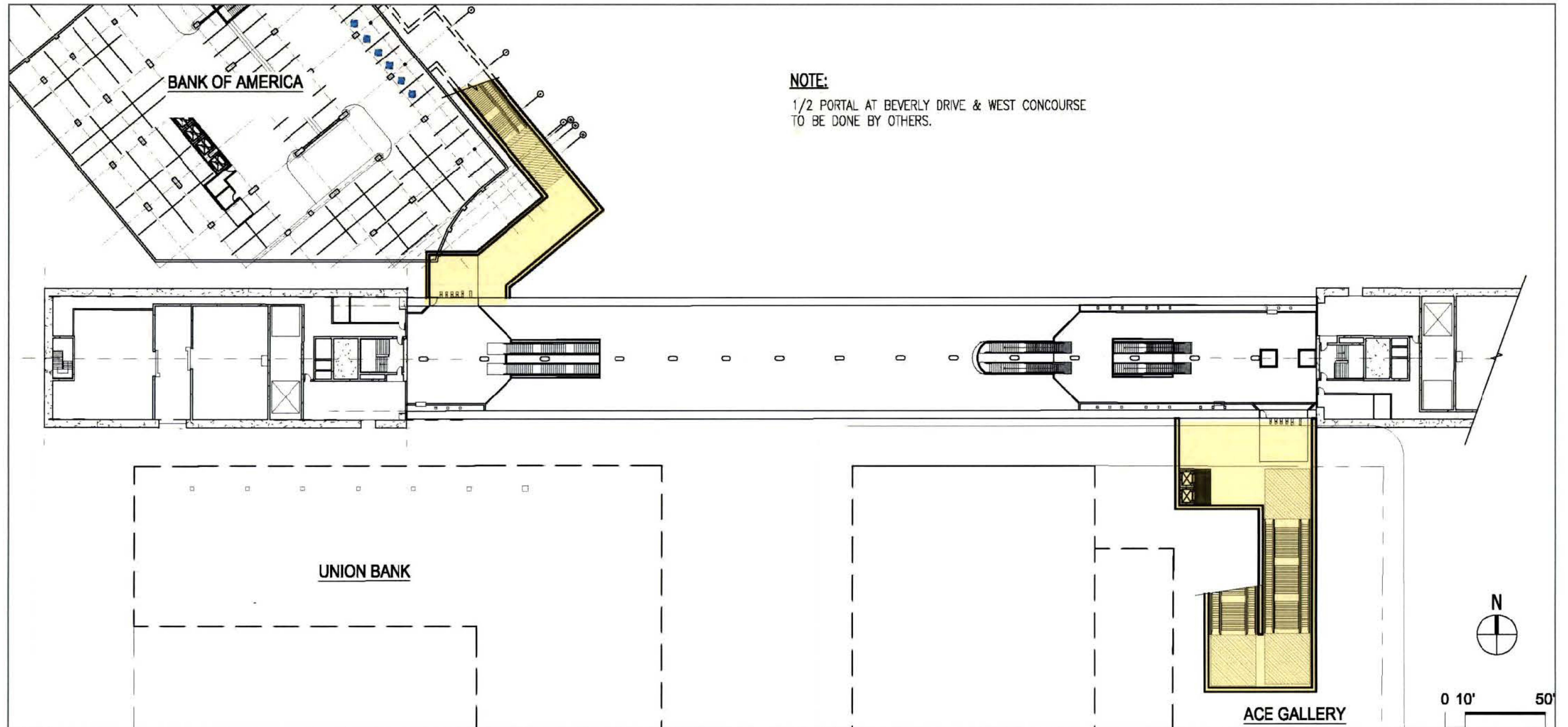


Ground Floor Plan



Roof Plan

Ace Gallery Full Entrance with Bank of America Half Entrance Option



Site Plan

Conceptual Site Plan: The site plan (above) shows a proposed entrance configuration with a full entrance at ACE Gallery on the south side of Wilshire and a half portal entrance on the northwest sidewalk of Beverly north of Wilshire in front of the Bank of America building.

SAAG Input: SAAG Members expressed that they would like an entrance on both the north and south side of Wilshire. A majority of Members supported the idea of having a smaller entrance at the Bank of America building to be closer to Rodeo Drive and Downtown Beverly Hills. One Member expressed his opposition to two portal entrances because it would create more traffic and construction impacts than only having one entrance.

CENTURY CITY

STATION BOX AND PORTAL LOCATION OPTIONS



KEY: Underground Station Box Station Platform → Potential Primary Entrance (One To Be Selected) **E** Metro Elevator Knock Out Panel **B** Existing Bus Stop Potential Construction Staging Areas Metro Crossover 0' 40' 80'



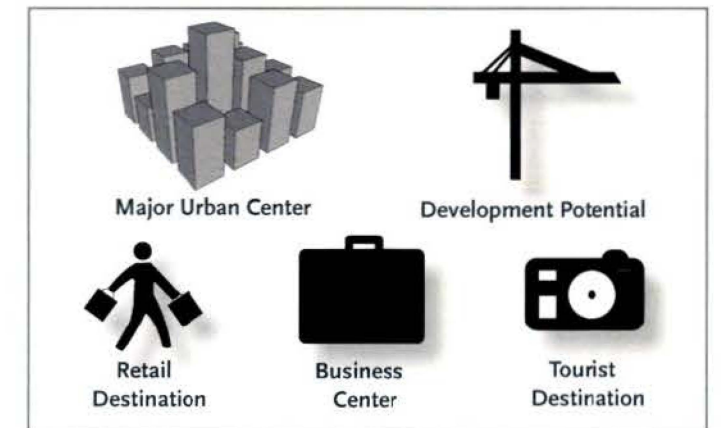
Map shown during SAAG workshops.

Station Urban Design Issues

The Century City station entrance options being evaluated are located along Santa Monica Boulevard at the intersection of Century Park East and along Constellation Boulevard at Ave of the Stars. Station design issues include:

- Limited staging areas: need to work with property owners in area.
- Lack of pedestrian orientation and amenities in area: need for new development and street enhancements to be pedestrian-friendly.
- Connections to bus and shuttles along Santa Monica Boulevard, Constellation Boulevard and Ave of the Stars: need for good bus/subway interface.
- Joint development potential at JMB property.
- Knock out panels and future development.

Station Area Characteristics



The following pages present the opportunities and constraints of the station entrance options, as well as various drawings presented to the public as part of the outreach process. The drawings helped generate discussion and pinpoint issues for the Metro Design Team to inform their analysis and recommendations.

Entrance 1 (SW Corner: Century Plaza Hotel)

Opportunities:

- Good station visibility at intersection of Ave of the Stars and Constellation.
- Close to major hotel, office towers, and Westfield Mall.
- Sufficient space for entrance.
- Close to bus stops and major taxi stands at hotel.

Constraints:

- Metro does not own property.
- Limited space for pedestrian and bike amenities.
- Staging and construction do not occur in same place
- Potential impacts to Century Plaza Hotel (historic structure).
- Impacts to underground parking.
- Significant topography issues.
- Not oriented to intersection for easy navigation upon exiting.
- Lack of human-scale development in area.
- Not immediately adjacent to major bus stops along Santa Monica Boulevard.

SAAG Member Input:

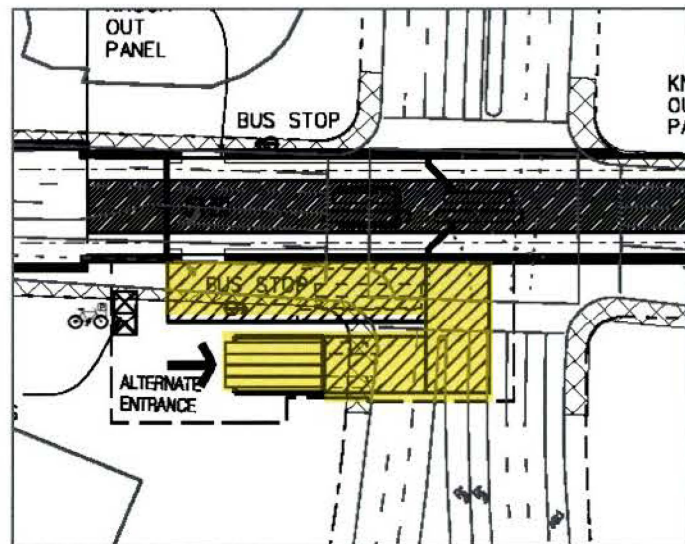
- Prefer any entrance at Constellation and Ave of the Stars over an entrance along Santa Monica Boulevard.
- Favor JMB property site as proposed development plans for transit plaza and multi-modal hub.
- Favor knock out panels for future portals.
- Property owners in area are willing to work with Metro to make construction staging space available if portal is located at Constellation.
- Great interest in station design and art, SAAG Members would like to be part of some advisory committee to help guide station art.
- Great interest in pedestrian amenities and safety improvements to make Century City a more walkable place.
- Westfield Mall is interested in building a secondary portal and would like to know if that will be possible without tunneling under the building at the NW corner.



Entrance 1, looking west toward Constellation.



Entrance 1, Aerial View



Entrance 1, Engineering Drawing

Entrance 2 (NE Corner: JMB Property)

Opportunities:

- Good station visibility at intersection of Ave of the Stars and Constellation.
- Joint development opportunities, property owner is very interested in integrating portal into new development with mobility hub and transit plaza.
- Close to major hotel, office towers, and Westfield Mall.
- Sufficient staging area.
- Construction and staging occur in same place (more efficient).
- Vacant lot, no demolition needed.

Constraints:

- Metro does not own property.
- Lack of human-scale development in area.
- Not immediately adjacent to major bus stops along Santa Monica Boulevard.

SAAG Member Input:

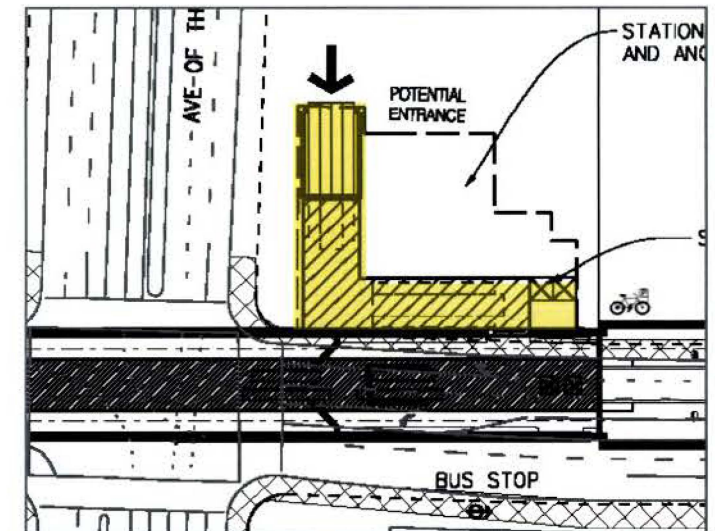
- Prefer any entrance at Constellation and Ave of the Stars over a portal along Santa Monica Boulevard.
- Property owners in area are willing to work with Metro to make construction staging space available if portal is located at Constellation.
- JMB property owners are very interested in development of the property to host a portal and are willing to work with Metro.
- Great interest in station design and art, SAAG Members would like to be part of some advisory committee to help guide station art.
- Great interest in pedestrian amenities and safety improvements to make Century City a more walkable place.
- Favor knock out panels for future portals.



Entrance 2, looking north toward JMB property.



Entrance 2, Aerial View



Entrance 2, Engineering Drawing

Entrance 3 (Century Park East)

Opportunities:

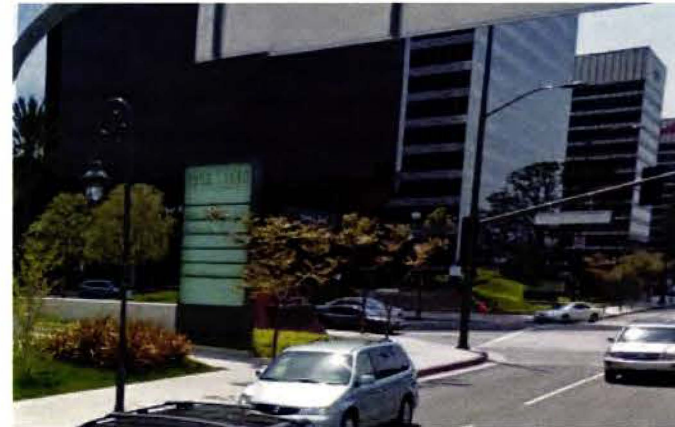
- Close to major connections along Santa Monica Boulevard.

Constraints:

- Not located in the “heart of Century City” and major activity centers and attractions.
- Limited staging areas for construction.
- Limited space for bike amenities.
- No joint development opportunities.

SAAG Member Input:

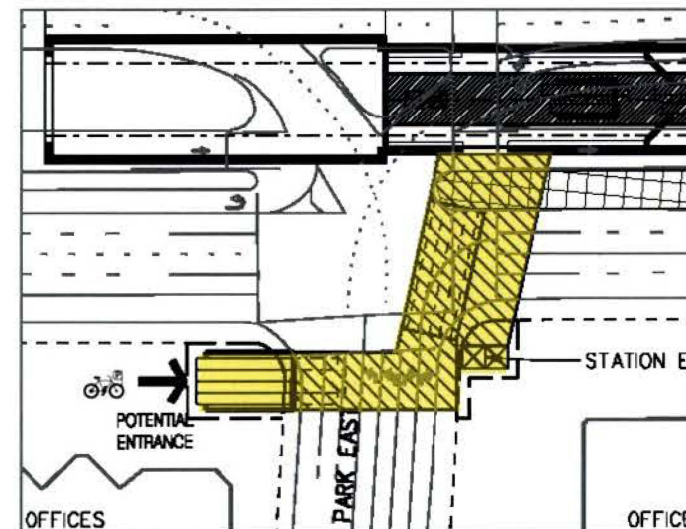
- Strongly prefer Constellation/Ave of the Stars entrance options.
- Strongly opposed to Century Park East entrance as they are not close to major activity centers and dense office towers.



Entrance 3, looking west toward Constellation.

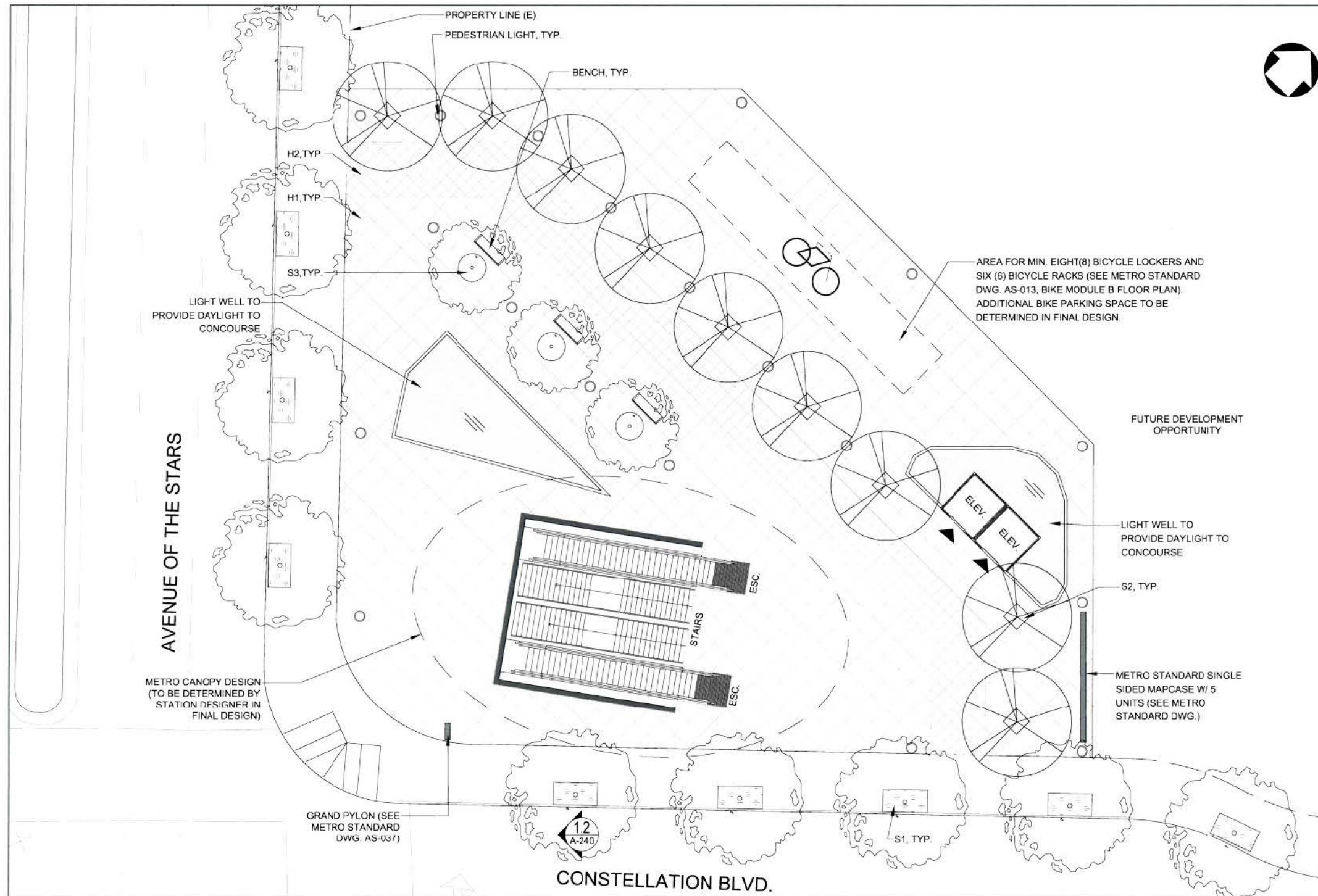


Entrance 3, Aerial View



Entrance 3, Engineering Drawing

Conceptual Entrance Site Plan



CONCEPTUAL SITE PLAN: The conceptual site plan illustrates a potential station entrance at the NE corner of Constellation Boulevard and Ave of the Stars.

SAAG INPUT: SAAG Members strongly support the idea of station entrance plaza at the corner with joint development opportunities at the JMB parcel.

Conceptual Studies

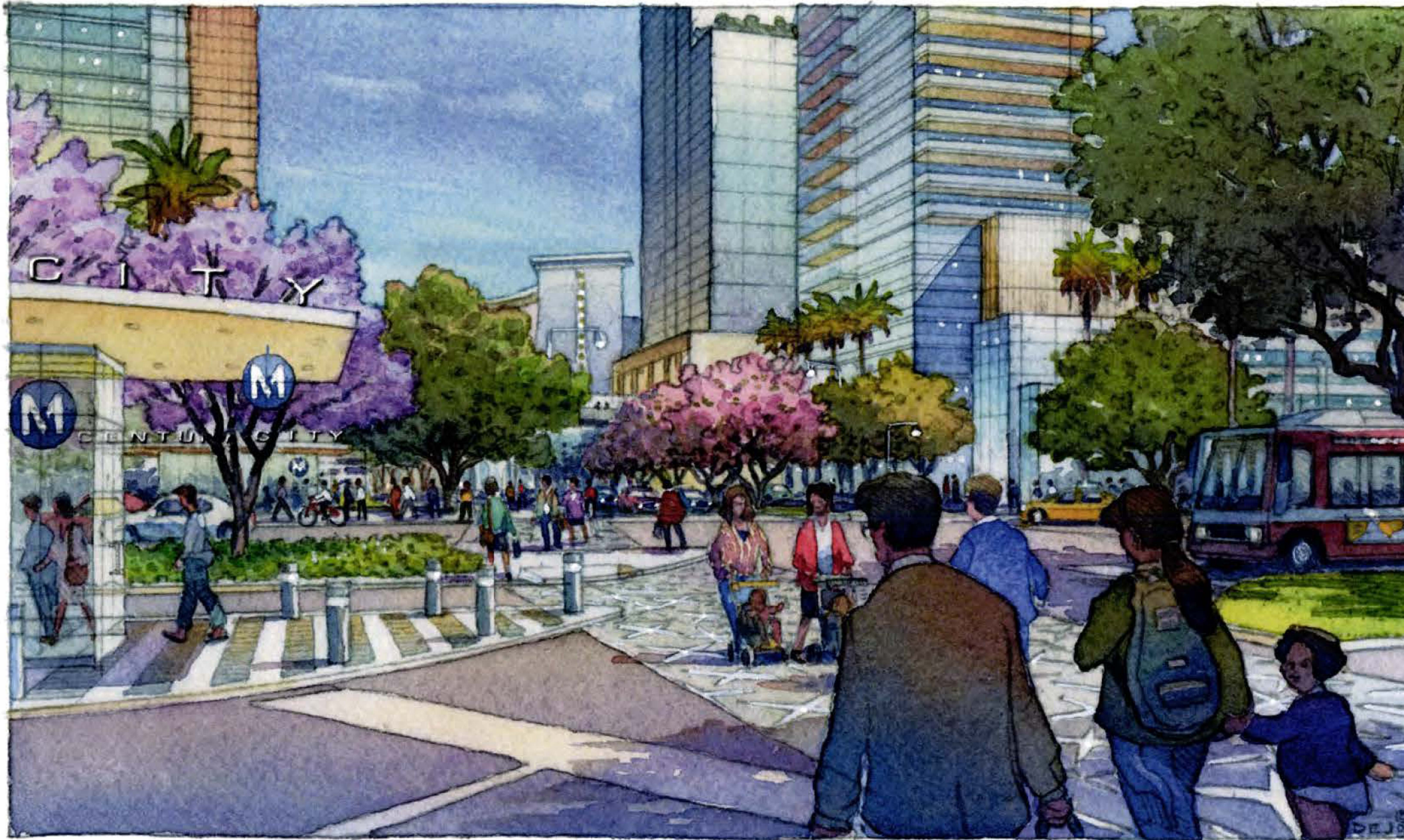


Image courtesy of Rios Clementi Hale

RENDERING: Conceptual rendering looking south down Ave of the Stars from Santa Monica Boulevard subway station.

SAAG INPUT: SAAG Members strongly opposed to station along Santa Monica Boulevard.

Entrance 1 (Lot 36)

Opportunities:

- Sufficient staging area.
- Construction and staging occur on same parcel (more efficient, less impacts).
- Close to LAX and UCLA shuttle stops, as well as major bus connections along Wilshire.
- Walking distance to Westwood Village.
- Located near major office towers.

Constraints:

- Metro does not own land.
- Major storm drain parallel to Wilshire running through Lot 36, requires significant setback from sidewalk to avoid drain.
- Narrow sidewalks.
- Portal not located at corner, less visibility.
- Close to potential hotel site, need to coordinate construction.

SAAG Member Input:

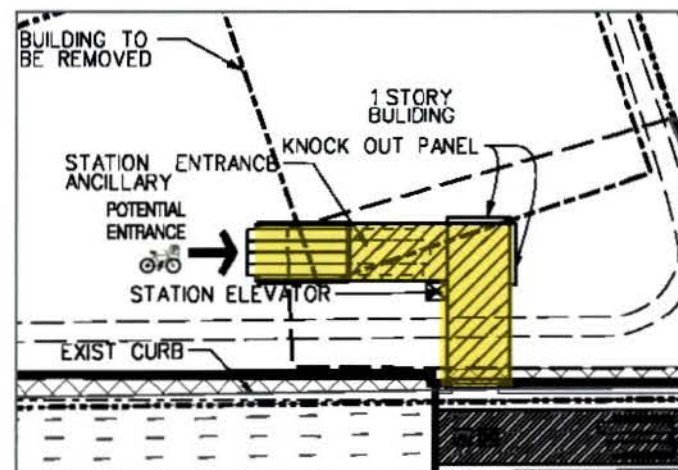
- Strongly support portal location.
- Would like good pedestrian connections to Westwood Village (potentially through alley running north to connect to Kinross).
- Would like good bus connections.
- Would like bike amenities and safe bike routes to Westwood Village.
- Would like shuttles and buses to be coordinated with Metro so as to drop off and pick up adjacent to Metro station.
- Strong interest in Metro parking garage at Lot 36.
- Strong interest in kiss & ride drop off area.
- Would like knock-out panels for future portals.



Entrance 1, looking north



Entrance 1, Aerial View



Entrance 1, Engineering Drawing

Entrance 2 (Westwood Medical Building)

Opportunities:

- Located at major intersection for good bus connections.
- Close to major office towers, attractions, and Westwood Village.

Constraints:

- Potential impact to historic structure.
- Limited space for portal.
- Insufficient space for staging.
- Oriented to north rather than located at corner of Westwood/Wilshire to avoid major impacts to historic structure.
- Location is less visible than at corner.
- Sidewalks are very narrow along Westwood with little room for amenities or queuing.
- Does not serve south side of Wilshire Blvd.

SAAG Member Input:

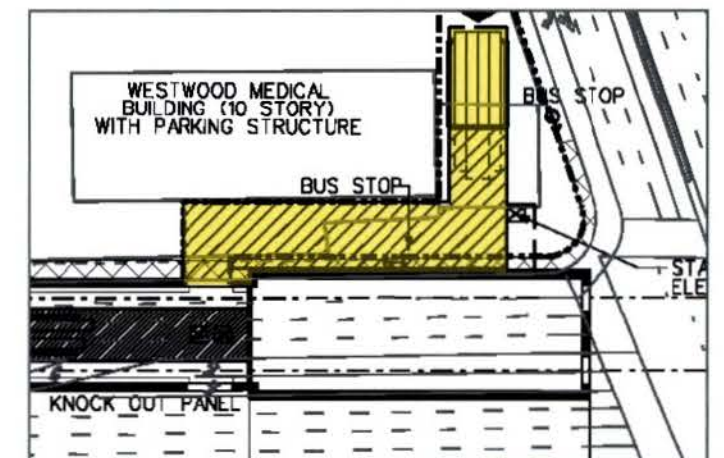
- Prefer portal location at corner of Westwood and Wilshire in a plaza.
- Do not like current orientation to north with portal located in parking garage.
- Members would like a portal at every corner of intersection, knock-out panels are critical.
- Would like more information on historic structure report as Members do not believe that Westwood Medical building is a historic building that needs to be protected.
- Would like to pedestrian improvements in area for safe crossing. Major concern about pedestrian racing across Wilshire Blvd to catch buses or train.



Entrance 2, looking northwest



Entrance 2, Aerial View



Entrance 2, Engineering Drawing

Entrance 3 (Split NW and SW Corner)

Opportunities:

- Located at major intersection for good bus connections.
- Close to major office towers, attractions, and Westwood Village.
- Provide access to both north and south sides of Wilshire.

Constraints:

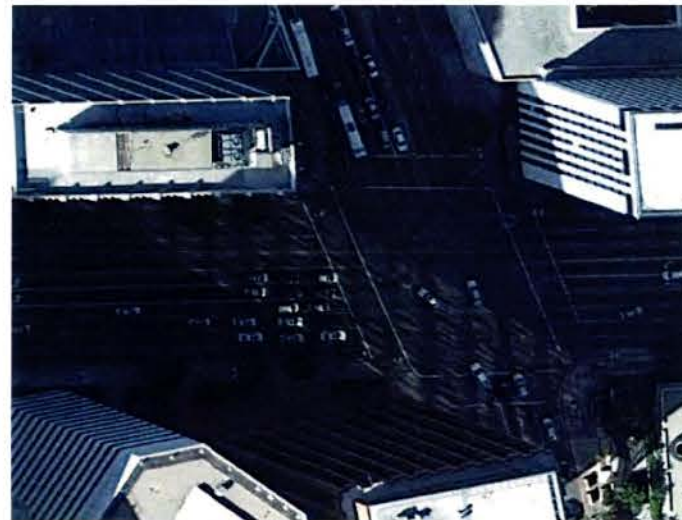
- Potential impact to historic structure (Westwood Medical).
- Potential impacts to underground parking (SW corner).
- Insufficient space for staging.
- Sidewalks are very narrow along Westwood with little room for amenities or queuing.

SAAG Member Input:

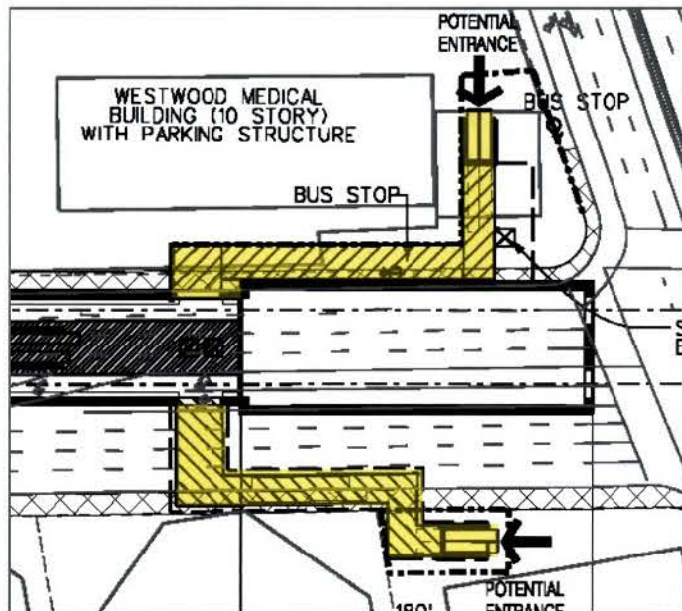
- Support entrances at north and south of Wilshire.
- Would like an elevator on both sides.
- Would like an entrance in a plaza, not a garage.
- Members would like an entrance at every corner of intersection, knock-out panels are critical.
- Would like more information on historic structure report as Members do not believe that Westwood Medical building is a historic building that needs to be protected
- Would like pedestrian improvements in area for safe crossings; Members are very concerned about pedestrians racing across Wilshire Blvd to catch buses or train.



Entrance 3, looking west down Wilshire

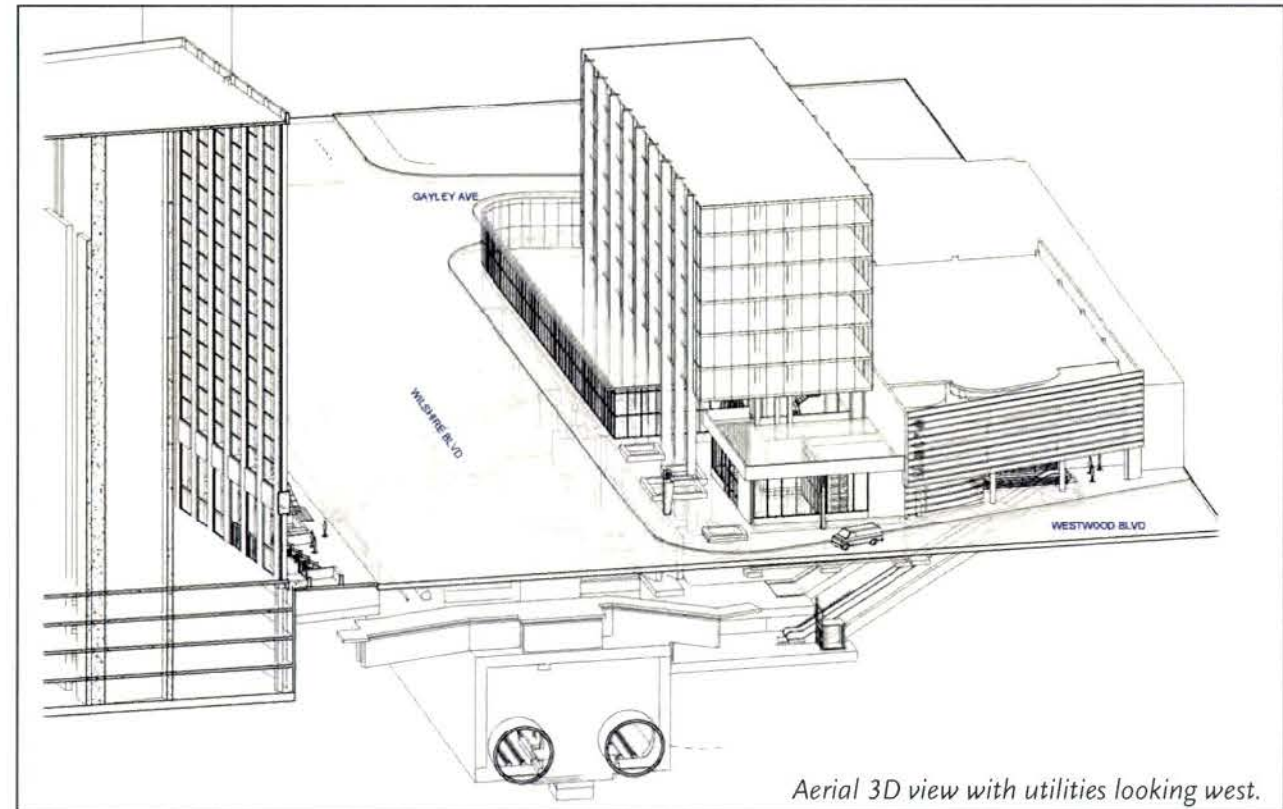


Entrance 3, Aerial View

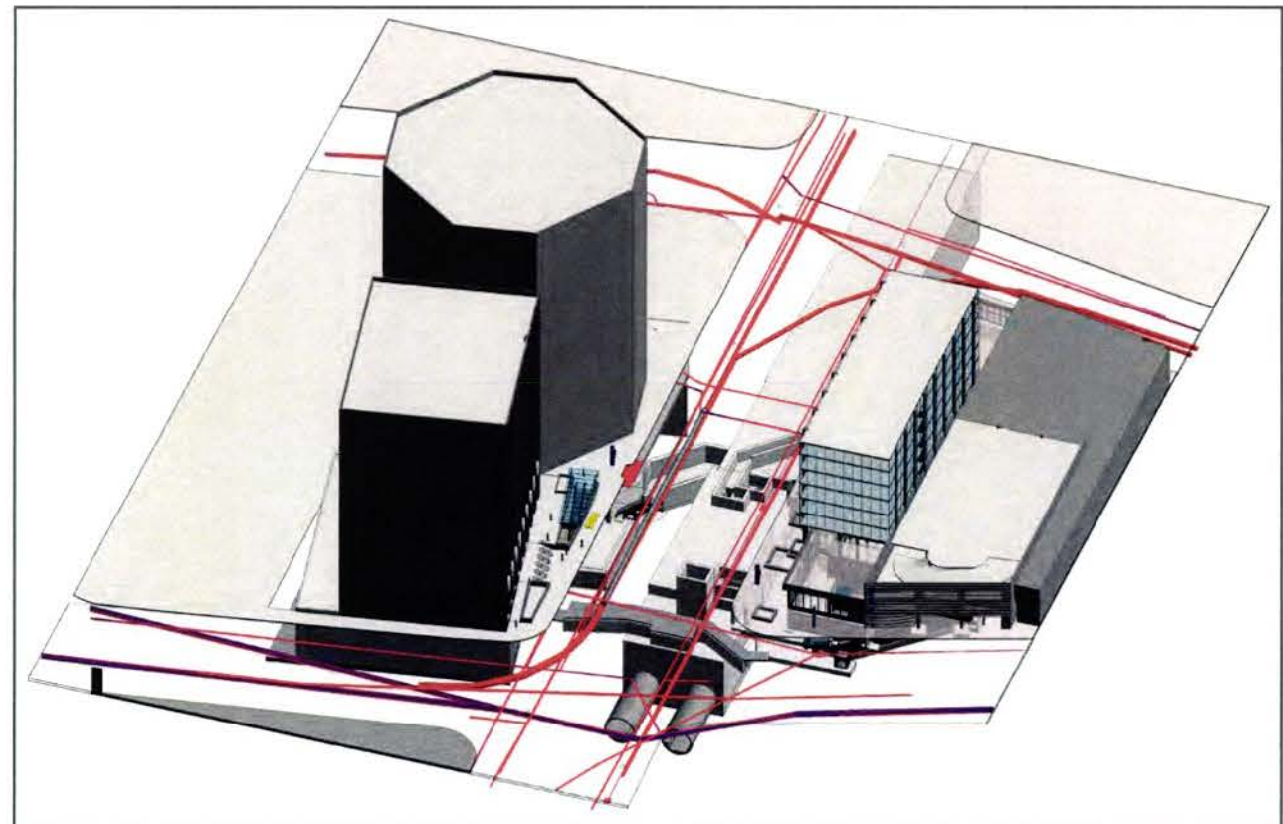


Entrance 3, Engineering Drawing

Entrance 3 (Split NW and SW Corner) Rendering

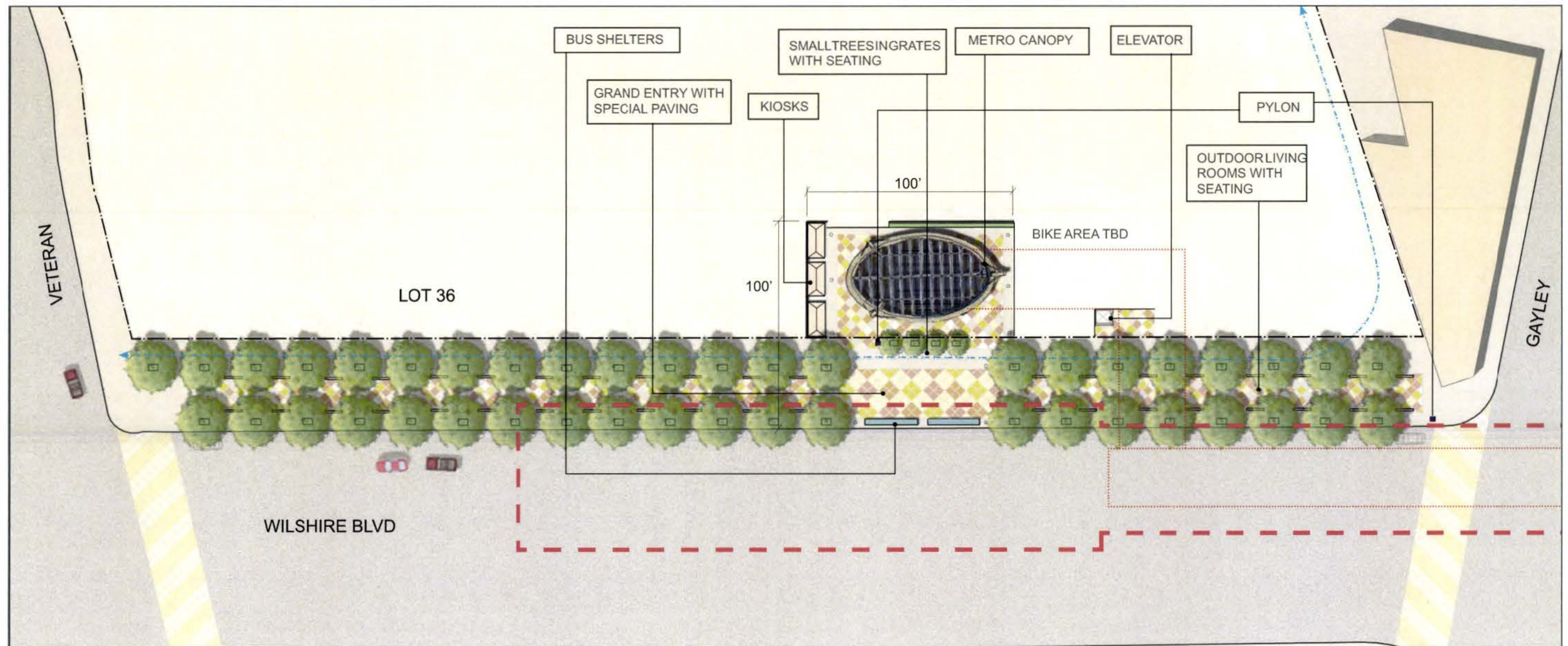


Aerial 3D view with utilities looking west.



Aerial 3D view with utilities looking west.

Scheme A: Lot 36 Landscaping Concept

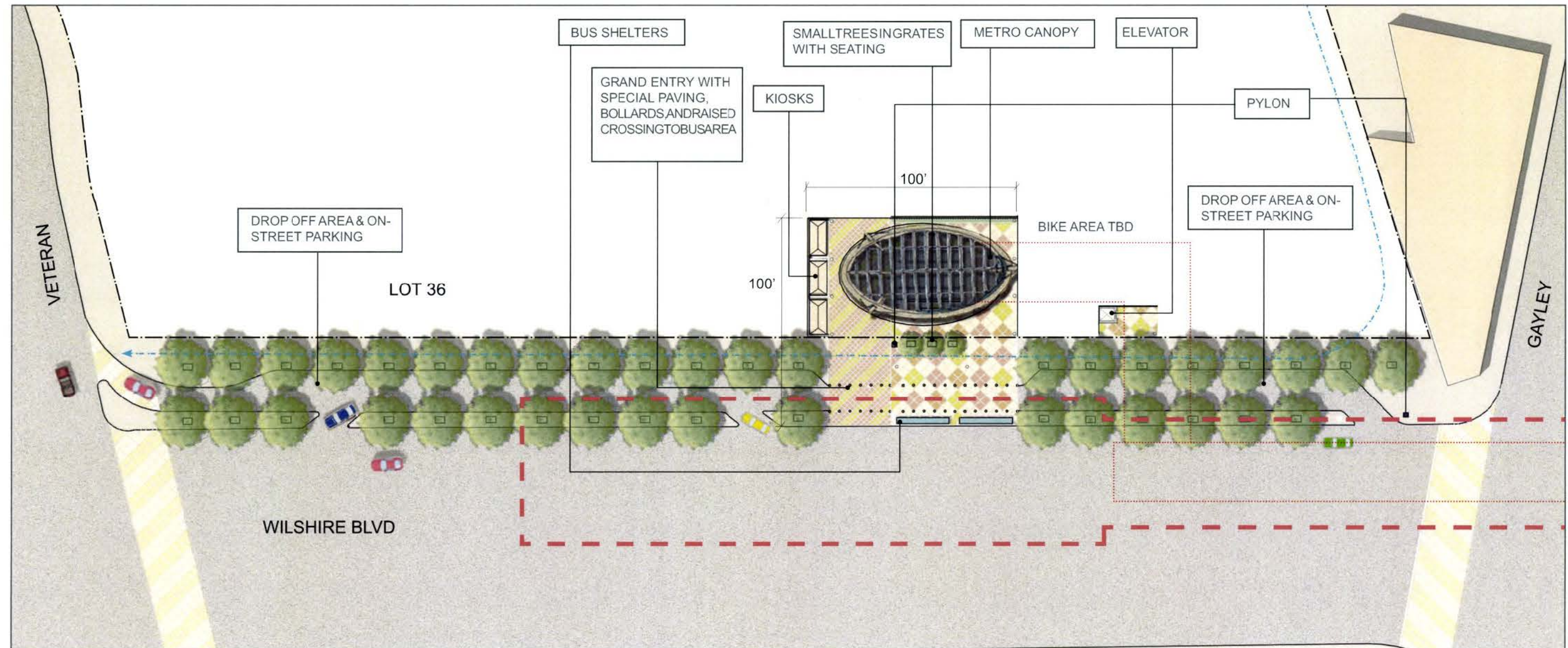


Urban design concept for station area with entrance along Wilshire.

SCHEME A: This concept illustrates a possible grand boulevard with a wide sidewalk hosting a double row of trees framing the sidewalk with street furniture acting as an outdoor living room. The station plaza is close to bus stops along Wilshire for easy multi-modal connections. The station plaza scheme avoids a major storm drain that runs east/west north of Wilshire.

SAAG INPUT: SAAG Members like the design schemes but would like to see the entrance area closer to Gayley with good connections to the alley that connects to Kinross.

Scheme B: Lot 36 Landscaping Concept

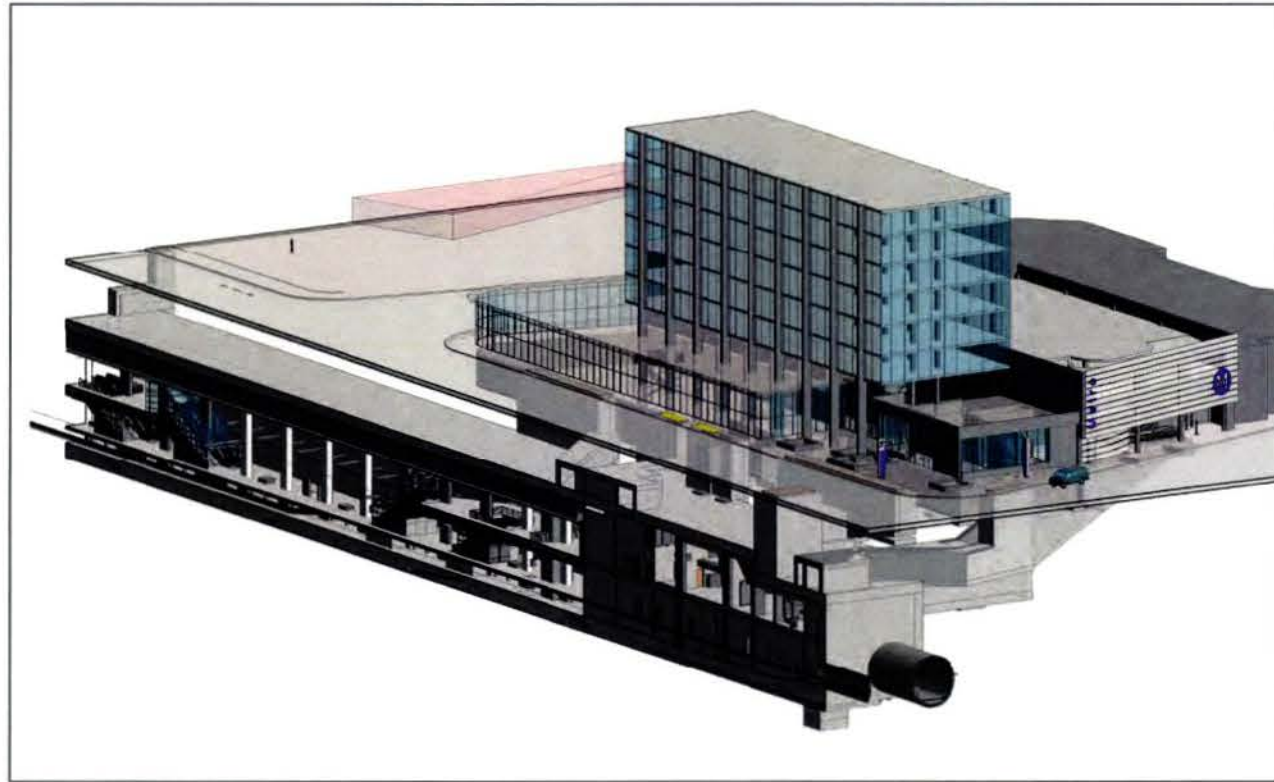


Urban design concept for station area with entrance along Wilshire.

SCHEME B: This concept illustrates a possible frontage “slip road” north of Wilshire to allow bus, taxis, and kiss and ride drop off areas to connect to the station area. The station plaza extends across the slip road to a bus connection in a median that buffers the slip road a plaza from Wilshire. The station plaza scheme avoids a major storm drain that runs east/west north of Wilshire.

SAAG INPUT: SAAG Members favored the idea of a drop off area, but would like to see the station entrance closer to Gayley with good connections to the alley that connects to Kinross.

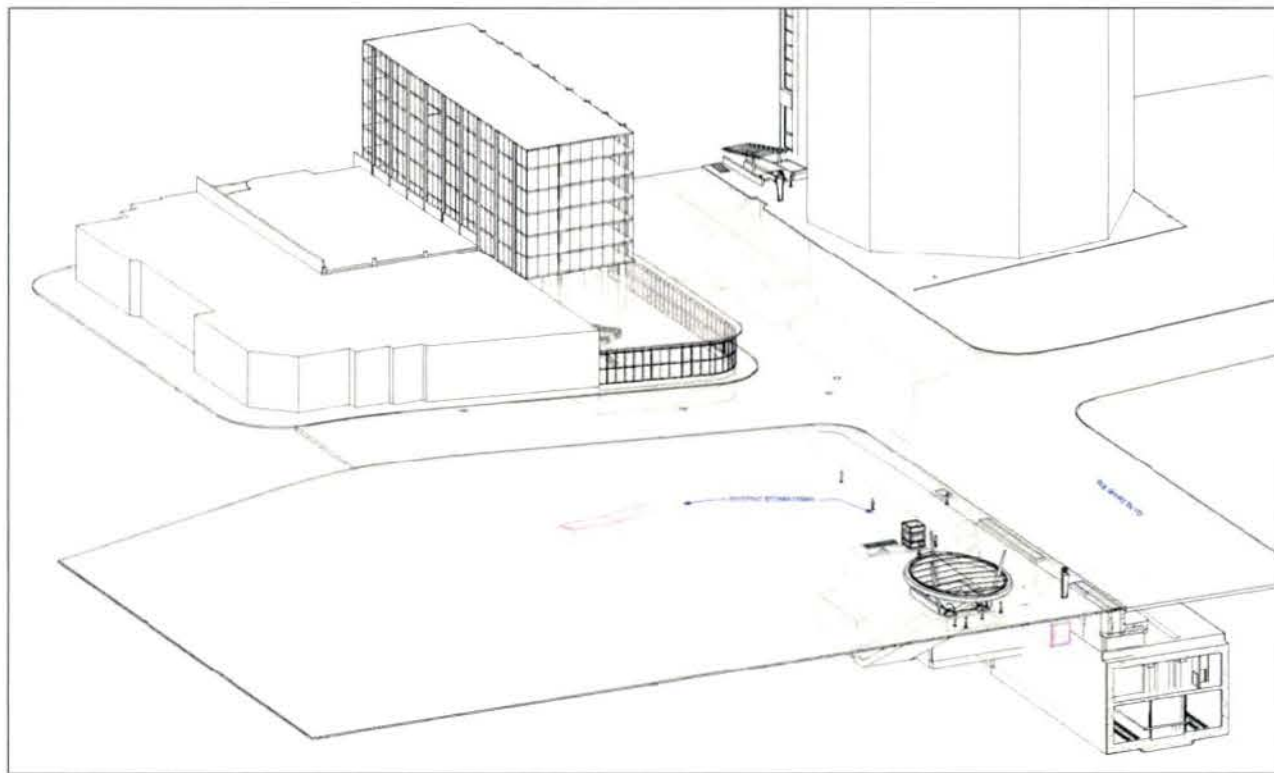
Photo Renderings of Westwood Medical Building Entrance Area



3D Aerial model of NW corner entrance



Photomontage rendering looking northwest towards the proposed entrance along Westwood Blvd.

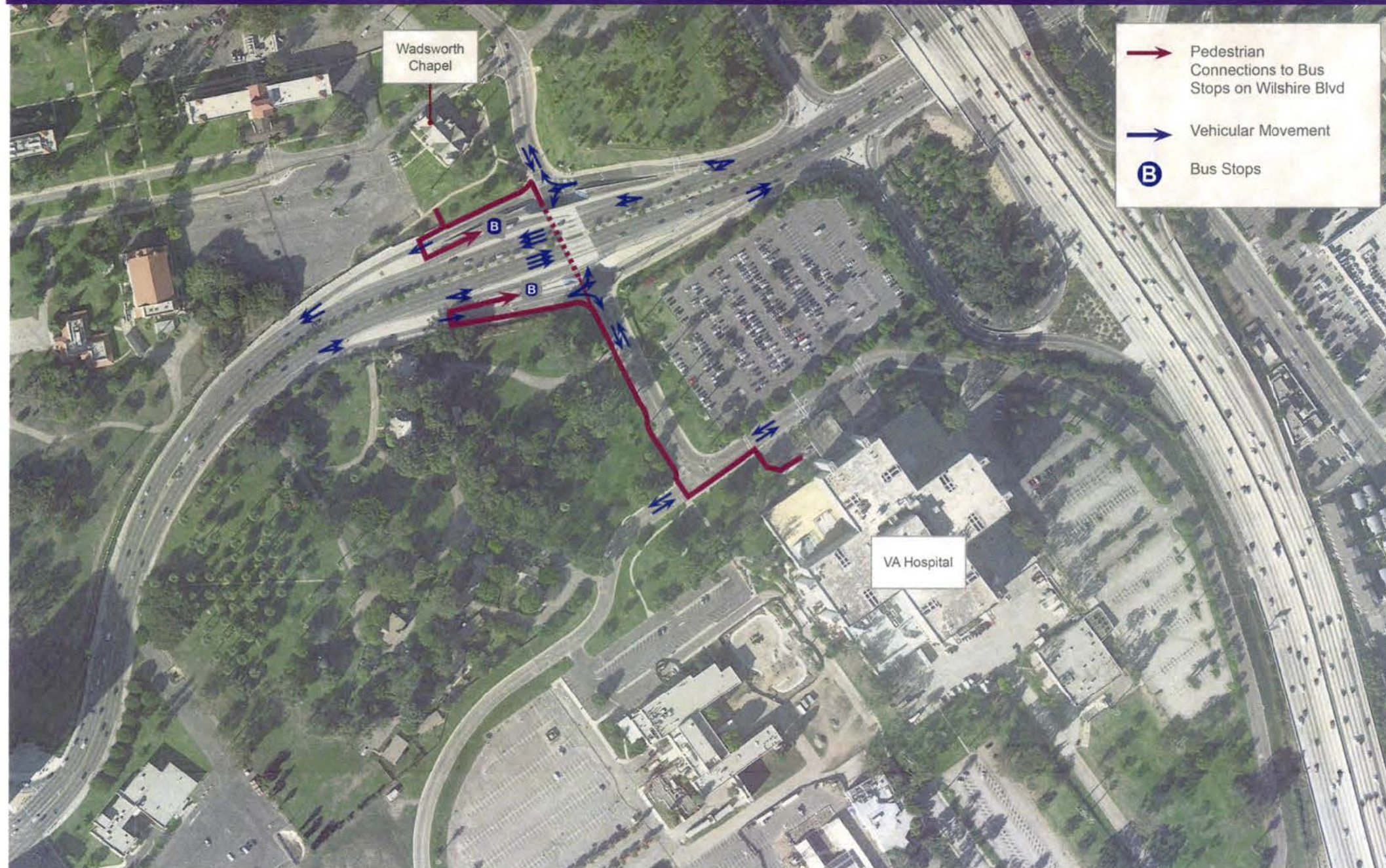


Aerial 3D view looking southeast at Lot 36 entrance configuration



Photomontage rendering of proposed Westwood Medical Building entrance along Westwood Blvd.

VETERANS ADMINISTRATION SITE



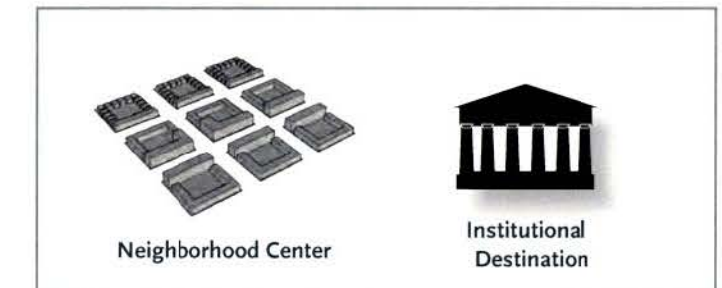
Circulation diagram show to VA representatives during meetings

Station Urban Design Issues

The two (2) station entrance options being evaluated are located north and south of Wilshire on the VA property. Station design issues includes:

- Security and privacy: need for separation of public and private routes,
- Development impact: smallest footprint possible,
- Bus Interface: need for good connections along Wilshire, and
- Safety and accessibility: need for good pedestrian linkages to VA property and accessibility amenities and infrastructure for disabled population.

Station Area Characteristics



The following pages present the opportunities and constraints of the station entrance options, as well as various drawings presented to the public as part of the outreach process. The drawings helped generate discussion and pinpoint issues for the Metro Design Team to inform their analysis and recommendations.

Entrance 1 (VA SOUTH)

OPPORTUNITIES:

- Close to VA Hospital, major center and destination.
- Serves eastbound bus traffic.
- Sufficient space for staging in parking area.
- No significant historic impacts.

CONSTRAINTS:

- Metro does not own parcel.
- Loss of parking during construction (Metro would build replacement parking garage).
- Realignment of Bonsall.
- Impacts to Wilshire bridge.

VA FEEDBACK:

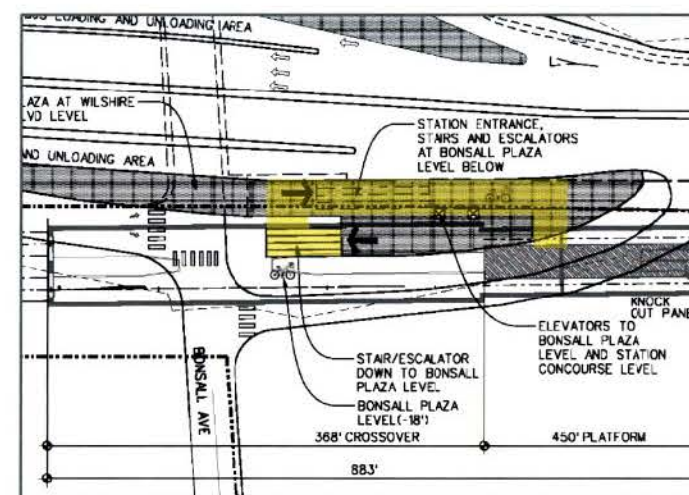
- Would like minimal impact on property.
- Would like separation of public and private spaces.
- Concern for ADA accessibility and pedestrian safety.



Entrance 1, looking south



Entrance 1, Aerial View



Entrance 1, Engineering Drawing

Entrance 2 (VA NORTH)

OPPORTUNITIES:

- Close to Brentwood and VA buildings.
- Serves westbound bus traffic on Wilshire.

CONSTRAINTS:

- Metro does not own parcel.
- Loss of parking during construction (Metro would build replacement parking garage).
- Realignment of Bonsall.
- Impacts to Wilshire bridge.
- Potential impact to historic structures and grounds.

VA FEEDBACK:

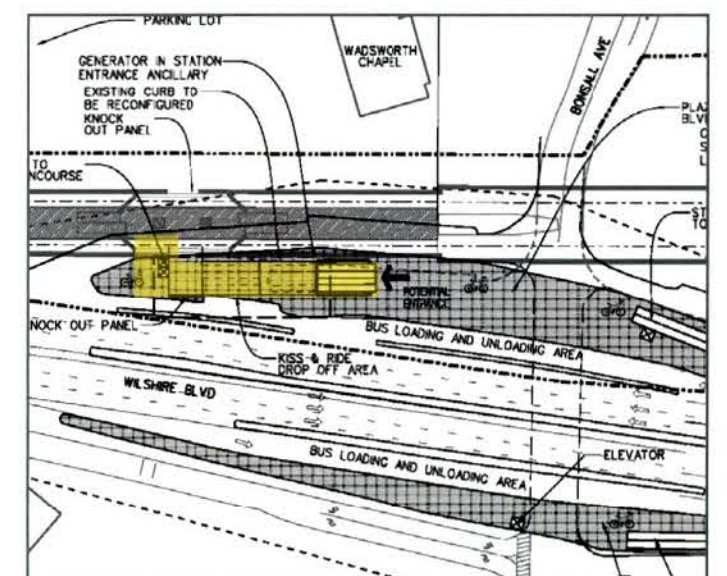
- Would like minimal impact on property.
- Would like separation of public and private spaces.
- Concern for ADA accessibility and pedestrian safety.



Entrance 2, looking north

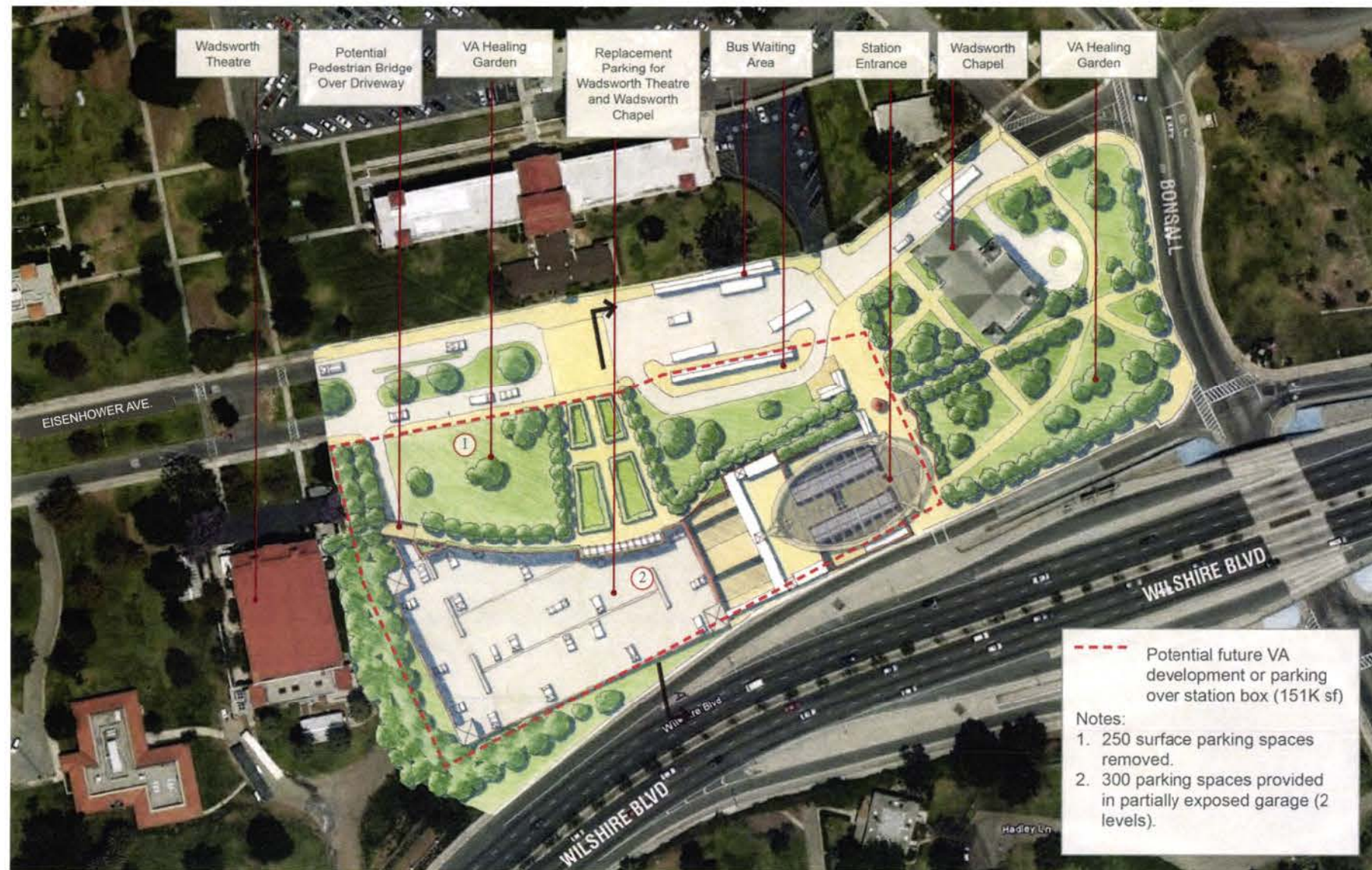


Entrance 2, Aerial View

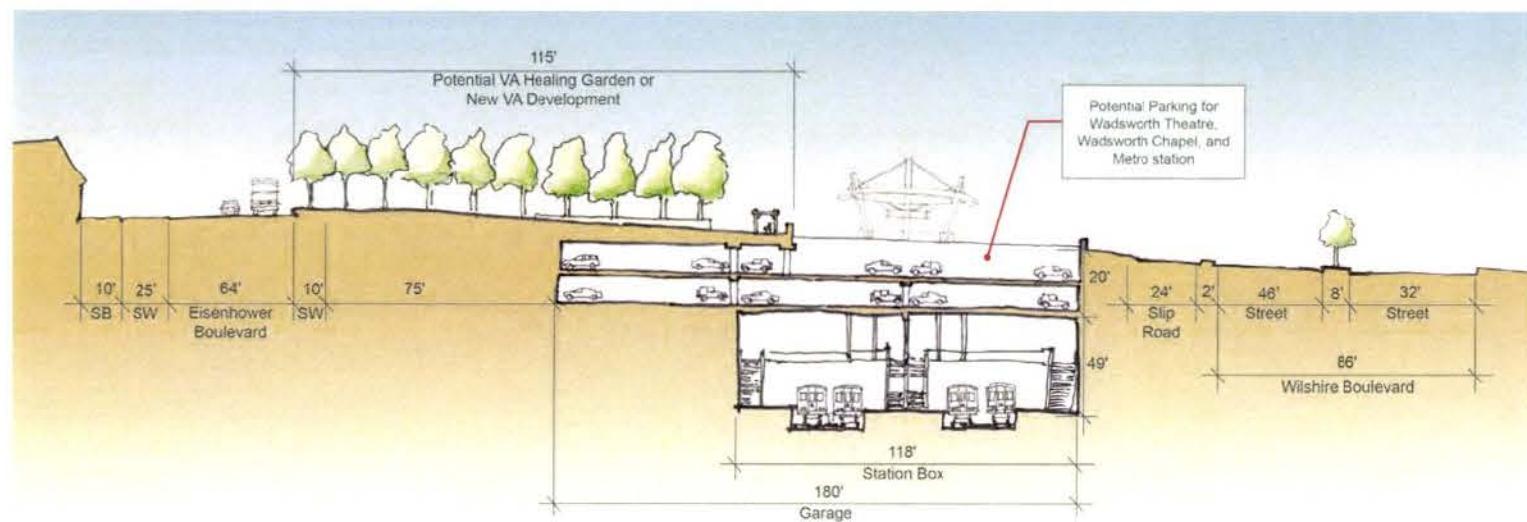


Entrance 2, Engineering Drawing

North VA Scheme 2010



Site plan rendering



Section of station entrance configuration, looking east

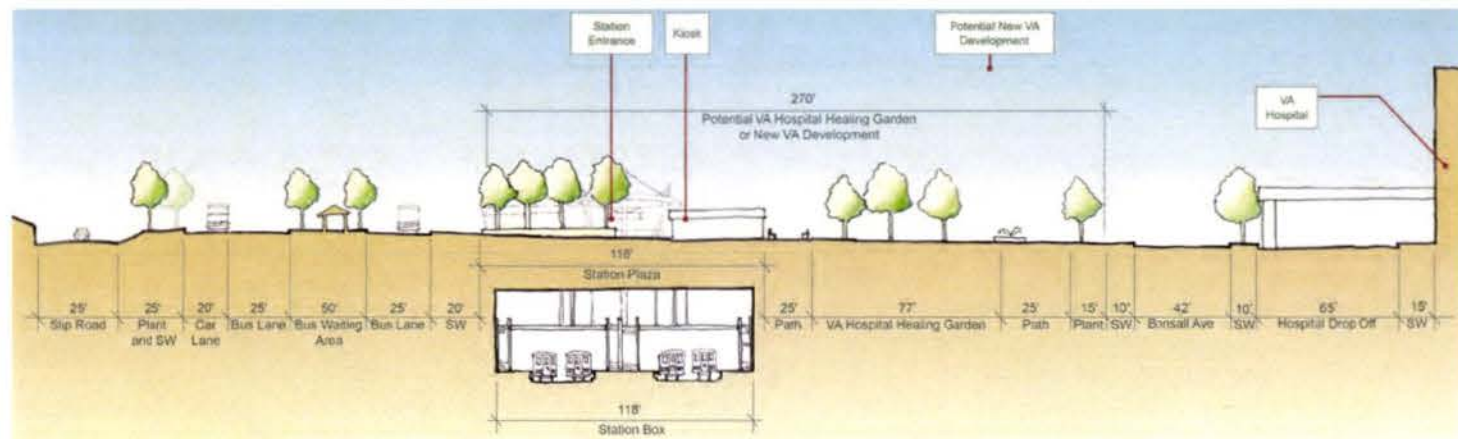
NORTH VA SCHEME 2010: The design scheme (left) proposes a healing garden surrounding the station entrance with an underground parking garage adjacent to the station. Bus stops and kiss & ride drop off areas are located along Eisenhower.

VA INPUT: Representatives of the VA were opposed to this scheme as it had a large footprint and would increase vehicular traffic on Eisenhower Avenue. The VA would like to separate the circulation between VA visitors and Metro customers to maintain a sense of privacy and serenity at the VA campus.

South VA Scheme 2010



Site plan rendering

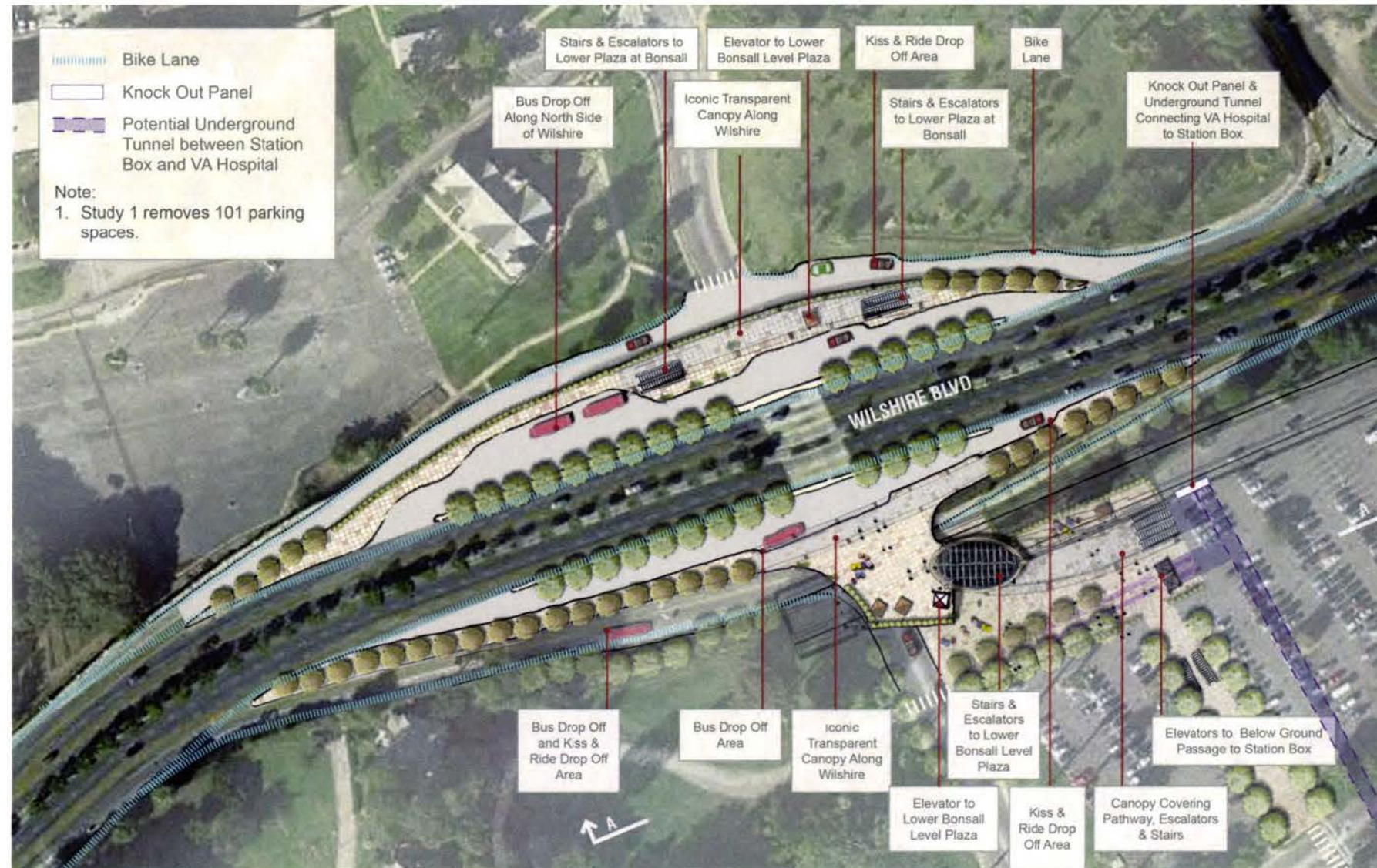


Section of station entrance configuration, looking east

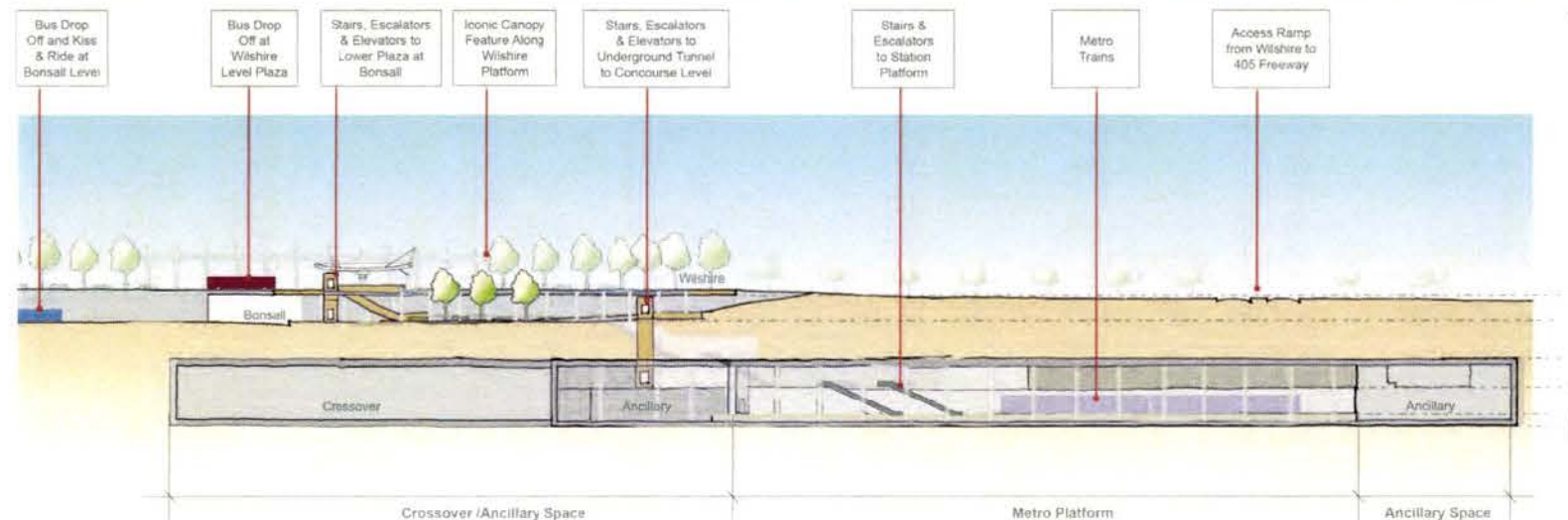
SOUTH VA SCHEME 2010: The design scheme (left) proposes a healing garden surrounding the station entrance with a parking garage in the 405 cloverleaf east of the station. Replacement parking for the VA hospital is provided west of the VA Hospital with a new parking structure that Metro would build. Bus circulation and drop off is located north of the portal accessible by Bonsall Ave.

VA INPUT: Representatives of the VA were opposed to this scheme as it had a large footprint, impacts the VA hospital parking lot, and brings bus connections into the VA property, rather than keeping them along Wilshire Boulevard away from the VA campus.

South VA Scheme A 2011



Site plan rendering

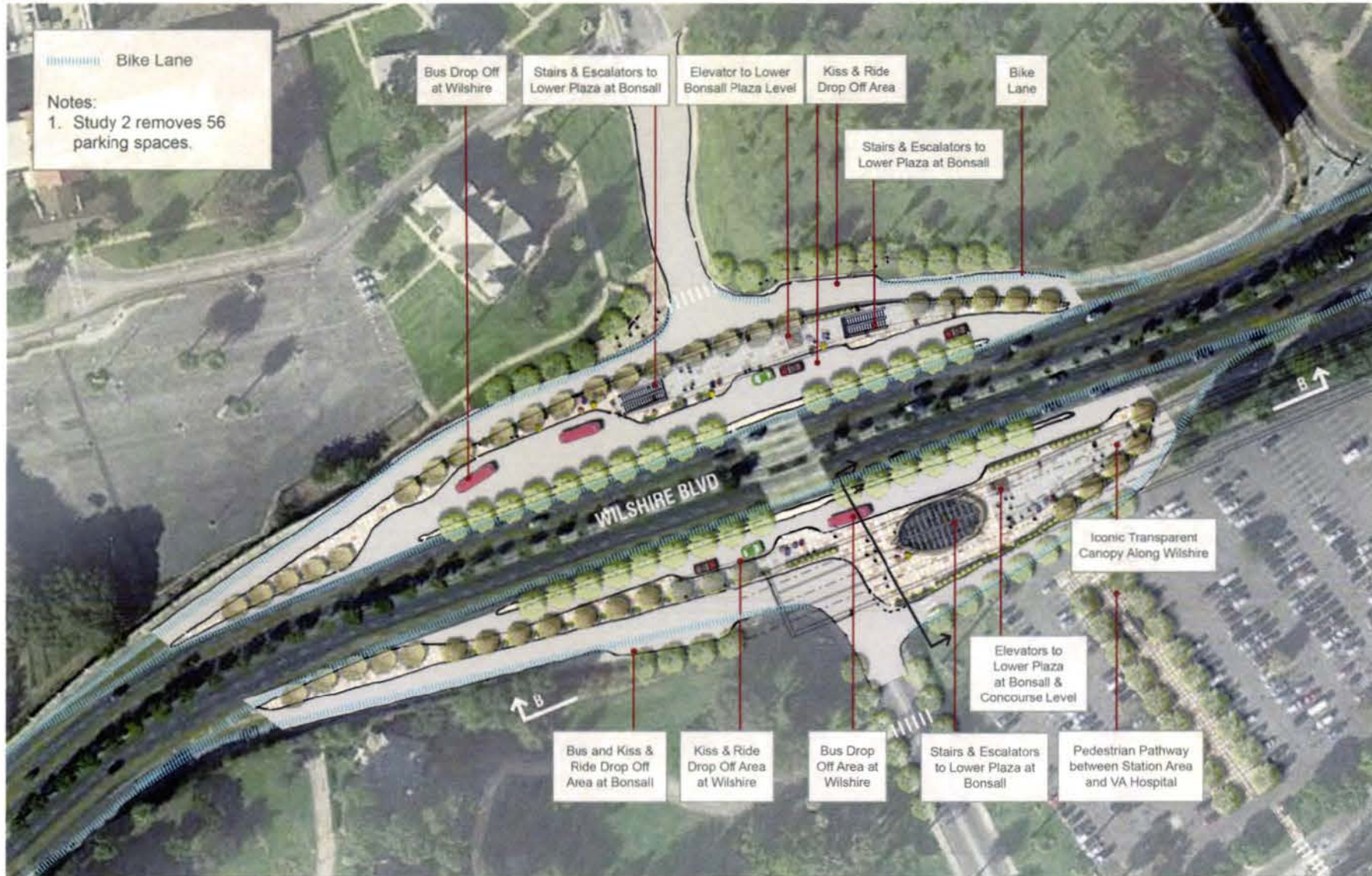


Section of station entrance configuration, looking east

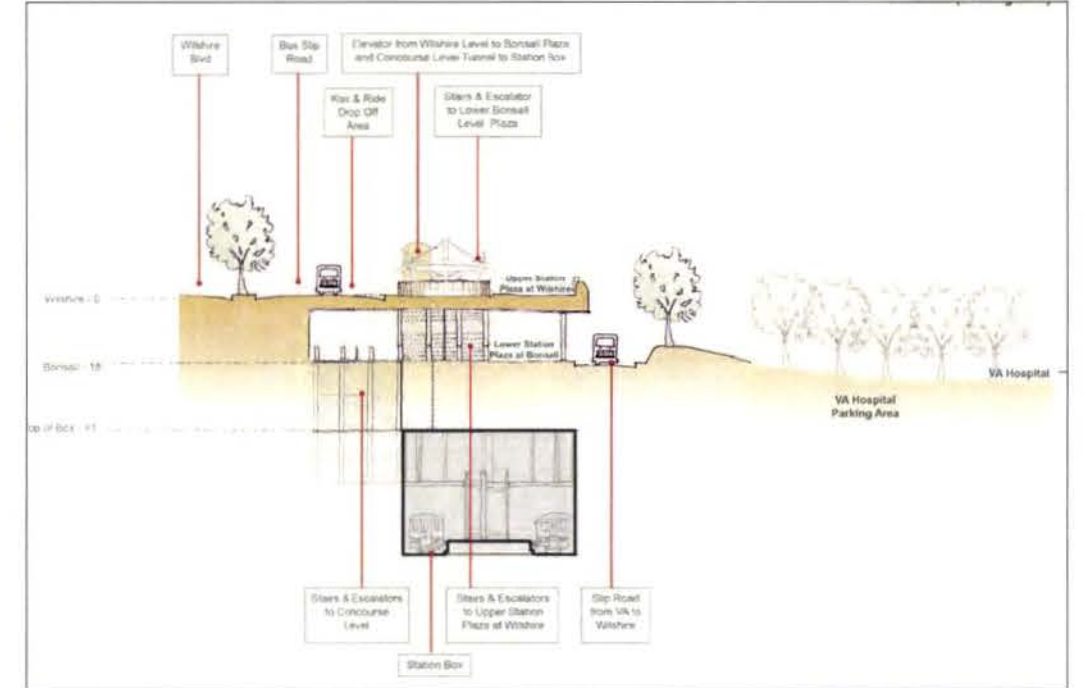
SOUTH VA SCHEME A 2011: Based on the input received from meetings with VA representatives in 2010, the design team developed a set of design schemes that reduces the footprint on the VA property by locating the station closer to Wilshire. The schemes developed in 2011 seek to minimize the interaction between VA visitors and Metro customers and maximize the privacy of the VA site. The design scheme (left) proposes a plaza along Wilshire Boulevard, extending from the Wilshire bridge. Bus and kiss & ride drop off areas are located on a slip road off Wilshire Boulevard. A set of escalators and stairs takes pedestrians to a plaza at the Bonsall level where the station entrance is located. A pathway through the VA Hospital parking lot provides for safe pedestrian connections between the hospital and station entrance. A set of escalators, stairs, and elevators are also provided along an extended bus plaza on the north side of Wilshire. This scheme re-aligns the slip road to the south so that the station area is separate from the VA property by the road. This schemes removes 101 parking spaces.

VA INPUT: Representatives of the VA favored the concept of keeping the station area close to Wilshire rather than locating it in the heart of the VA property.

South VA Scheme B 2011



Site plan rendering

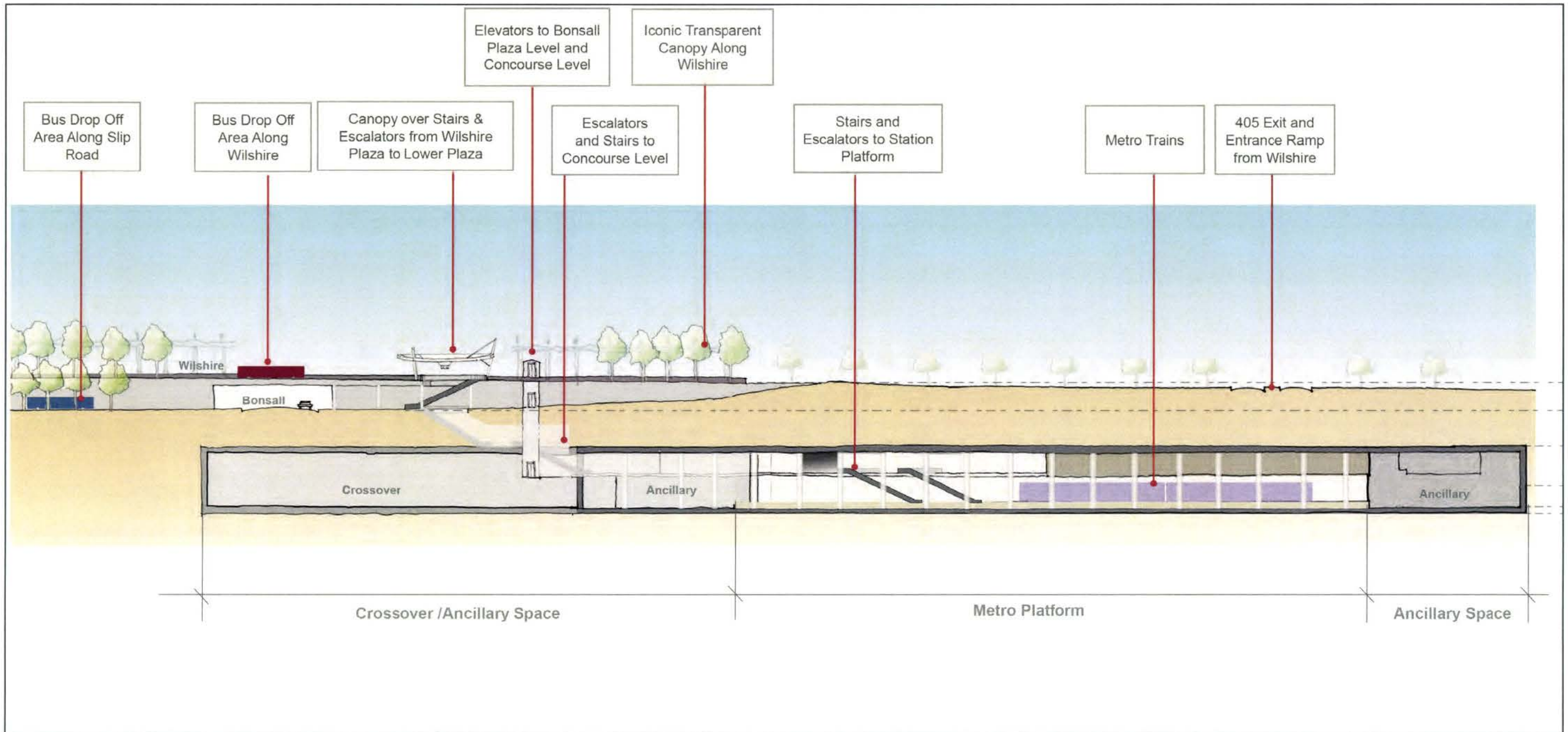


Section of station entrance configuration, looking east

SOUTH VA SCHEME B 2011: The design scheme (left) proposes a plaza along Wilshire Boulevard, extending from the Wilshire bridge. Bus and kiss & ride drop off areas are located on a slip road off Wilshire Boulevard. A set of escalators and stairs takes pedestrians to a plaza at the Bonsall level where the station entrance is located. A pathway through the VA Hospital parking lot provides for safe pedestrian connections between the hospital and station entrance. A set of escalators, stairs, and elevators are also provided along an extended bus plaza on the north side of Wilshire. This scheme re-aligns the slip road to the south so that the station area is separate from the VA property by the road. It removes 66 parking spaces.

VA INPUT: Representatives of the VA favored the concept of keeping the station area close to Wilshire rather than locating it in the heart of the VA property. However, they were opposed to this scheme as it requires the removal of 56 parking spaces.

South VA Scheme B 2011

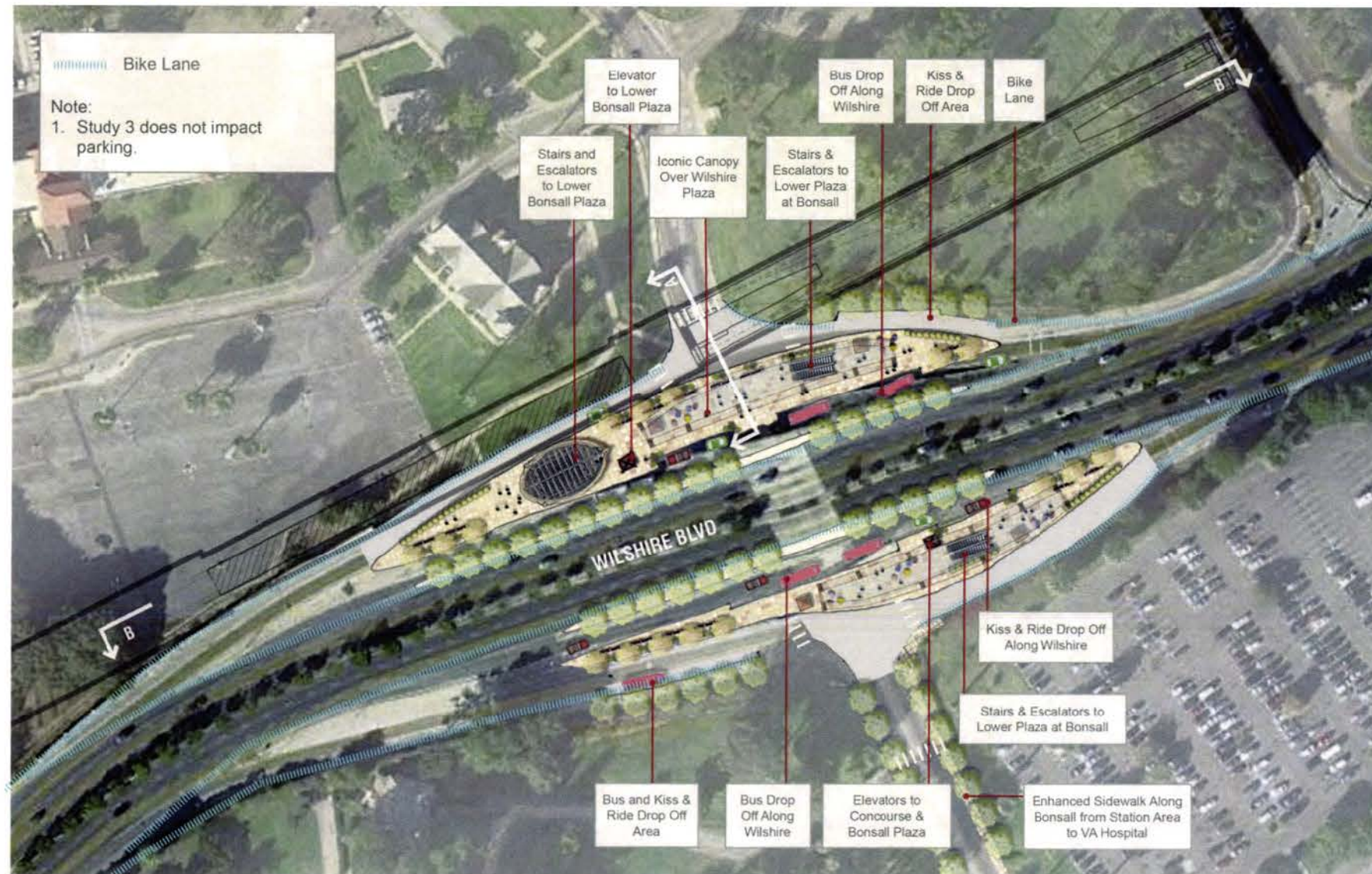


SOUTH VA SCHEME B 2011: The section (above) proposes a plaza along Wilshire Boulevard, extending from the Wilshire bridge with drop off areas. A set of escalators and stairs takes pedestrians to a plaza at the Bonsall level where the station entrance is located. A second set of escalators and stairs take the Metro rider to the concourse level. A elevator takes the Metro customer from the Wilshire level to the Bonsall level and/or down to the station concourse level.

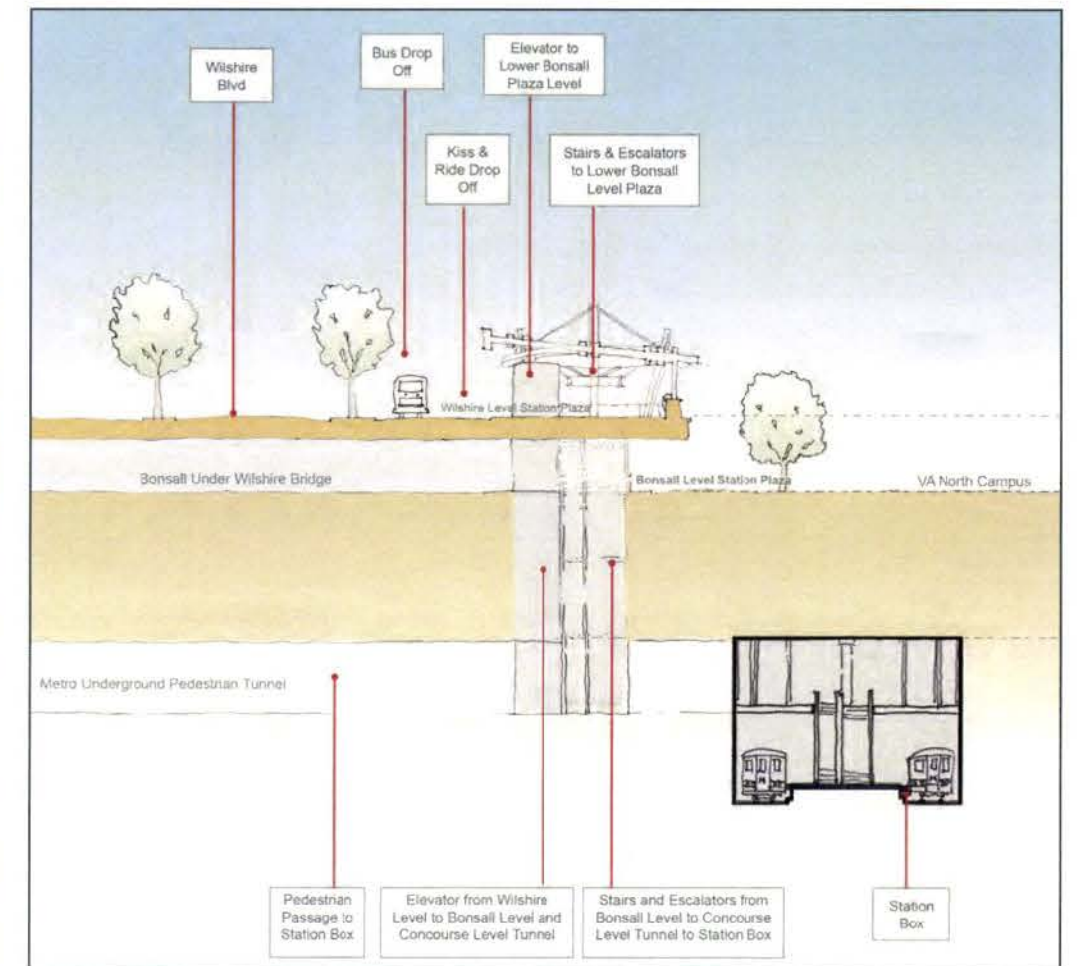
VA INPUT: Representatives of the VA favored this scheme over the ones developed in 2010.

Longitudinal section of station configuration, looking north

North VA Scheme 2011



Site plan rendering of station area



Section of station entrance configuration, looking west

NORTH VA SCHEME 2011: The design scheme (left) proposes a plaza north of Wilshire Boulevard, extending from the Wilshire bridge. Bus and kiss & ride drop off areas are located on a slip road off Wilshire Boulevard. A set of escalators and stairs takes pedestrians to a covered plaza at the Bonsall level where the station entrance is located. A set of escalators, stairs, and elevators are also provided along an extended bus plaza on the south side of Wilshire. This scheme re-aligns the slip road to the north and south and does not impact the VA parking lot.

VA INPUT: Representatives like that the scheme as it does not impact the VA parking lot and keeps the Metro circulation and bus interface along Wilshire Boulevard.

3.0 FINAL STATION ENTRANCE LOCATIONS

Overview of Key Determining Factors

Based on detailed analysis for a wide range of factors, the Metro Project Team selected the final station entrance locations, which are:

- Wilshire/La Brea: NW corner (Metro property)
- Wilshire/Fairfax: NW corner (Johnie's site)
- Wilshire/La Cienega: NE corner (Citibank site)
- Wilshire/Rodeo: SW corner of Wilshire/Reeves (ACE Gallery site)
- Century City: NE corner of Constellation/Ave of the Stars (JMB site)
- Wilshire/UCLA: Split portal at NW and SW corner of Westwood/Wilshire and NW corner of Wilshire/Gayley (Lot 36)
- VA: South of Wilshire, east of Bonsall

The key determining factors for selection included

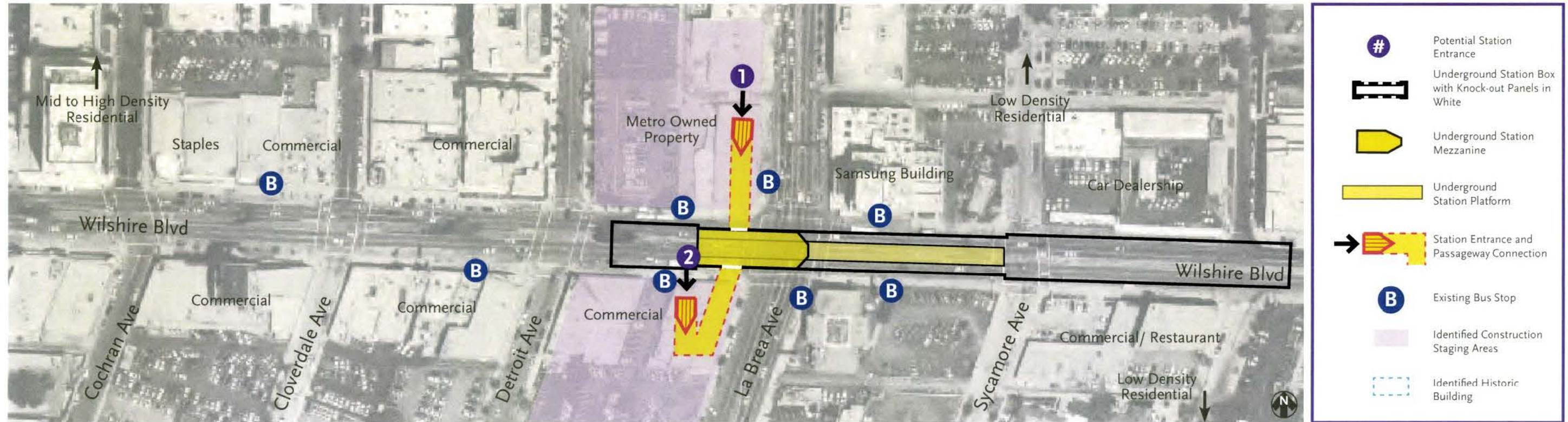
- Engineering feasibility,
- Cost,
- Surrounding land uses (i.e. existing land uses, development implications, and joint development opportunities using the concept of 1/4 mile radius from the station area with the greatest potential within the first 600 feet from the entrance),
- Urban design and station access/circulation,
- Impacts to historic resources,
- Other environmental impacts.
- Input from the public and other stakeholders, and
- Risk (includes aspects of station entrances that would put the project at risk, as opposed to other environmental risk factors, such as significant increases to the project budget and or schedule due to unknown factors like seismic, structural issues).

The factors above and the rationale for selecting the final station entrances are discussed in greater detail in the "Station Entrance and Locations Report and Recommendations" Deliverable No. 8.9.E. The following pages present maps and photos of the final station entrances.



Conceptual Rendering, looking east toward LACMA West (May Company Building of Wilshire/Fairfax Station Entrance)

Wilshire/ La Brea Station Entrance Analysis

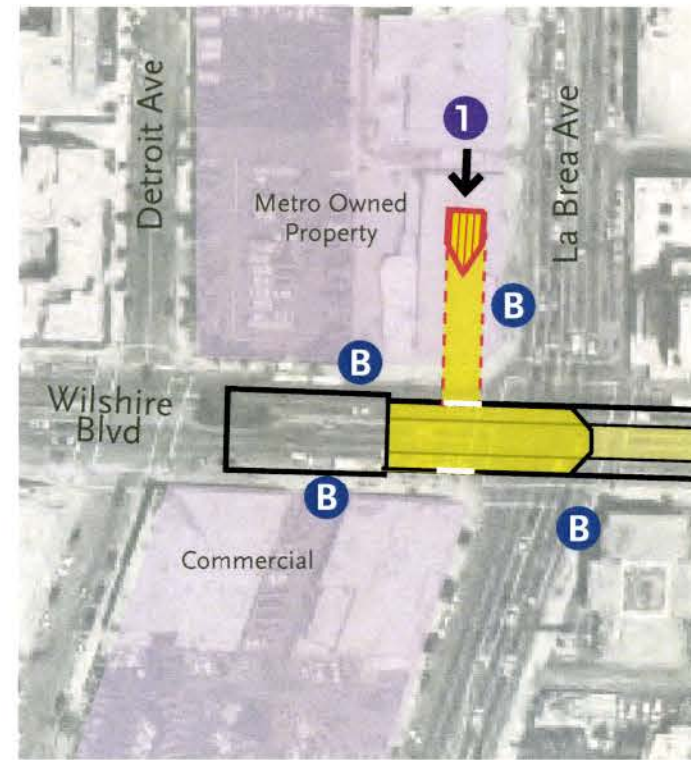


Final Station Entrance: Metro Property (NW Corner)

The two potential station entrances are located at the (1) northwest corner of Wilshire and La Brea, and (2) the southwest corner of Wilshire and La Brea. The final station entrance selected is on the northwest corner of Wilshire and La Brea.

Key findings leading to the recommendation for this entrance are:

- Metro-owned parcel (no land acquisition needed)
- Construction and staging occur on the same site (more efficient, less impact to businesses and traffic)
- Direct north-south bus transfer connections
- Joint development opportunities
- Stronger visual and commercial linkages to West Hollywood activity centers on north La Brea



Final Station Entrance

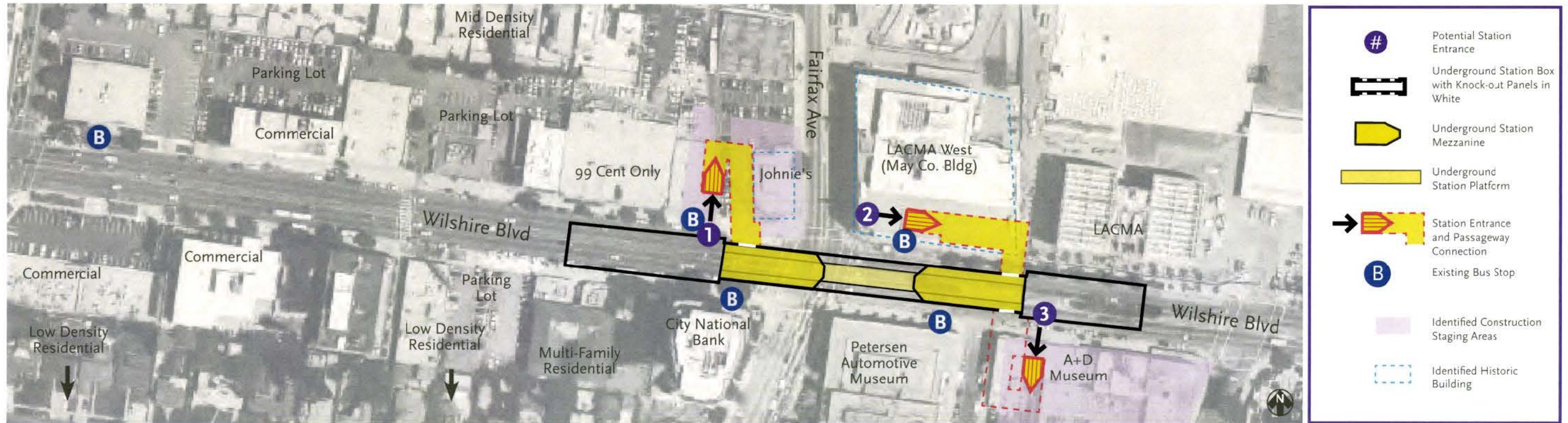


View looking north up La Brea of Hollywood Hills.



View of pedestrian oriented businesses along north La Brea.

Wilshire/ Fairfax Station Entrance Analysis



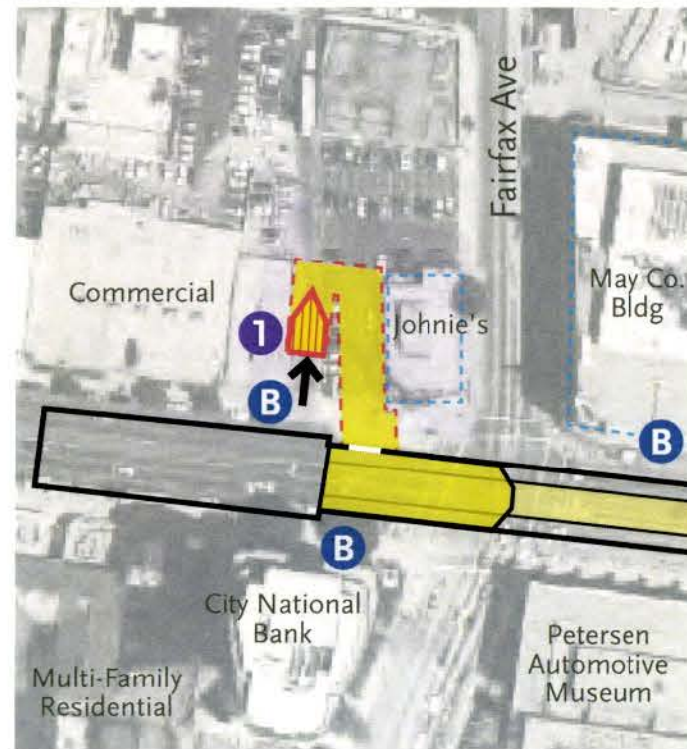
Final Station Entrance: Johnie's Site (NW corner)

The three potential station entrances are located at the (1) northwest corner of Wilshire and Fairfax west of Johnie's Coffee Shop, (2) the northeast corner of Wilshire and Fairfax in the historic LACMA West (May Company Building), and (3) the southeast corner of Wilshire and Orange Grove Avenue. The final station entrance selected is located at the Johnie's site near the northwest corner of Wilshire and Fairfax.

Key findings leading to the recommendation for this entrance are:

- Direct north-south bus transfer connections
- Close to intersection of Wilshire Boulevard and Fairfax Avenue
- No impact to historic structures
- Minimal impacts to adjacent businesses
- Lowest overall cost

While the SAAG Members preferred the LACMA West entrance, there are unknown seismic upgrades and paleontological discoveries that could delay entrance construction on LACMA West and increase cost.



Final Station Entrance

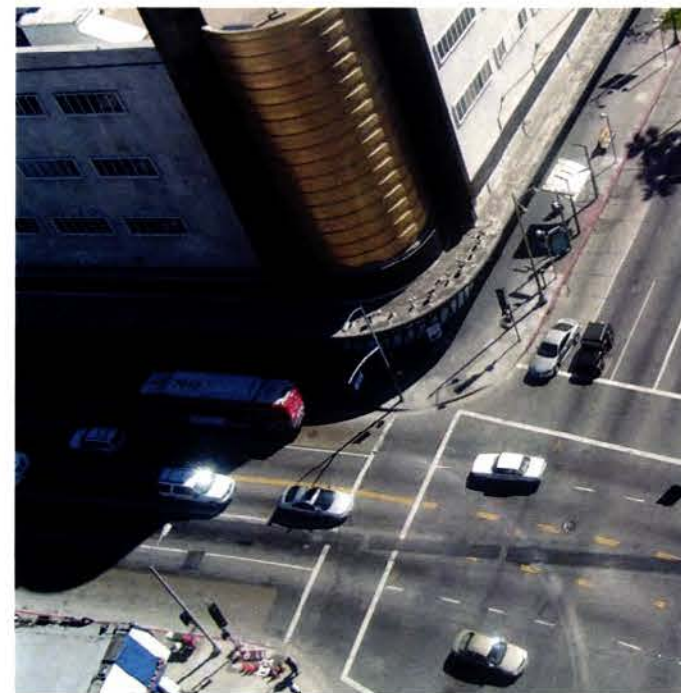
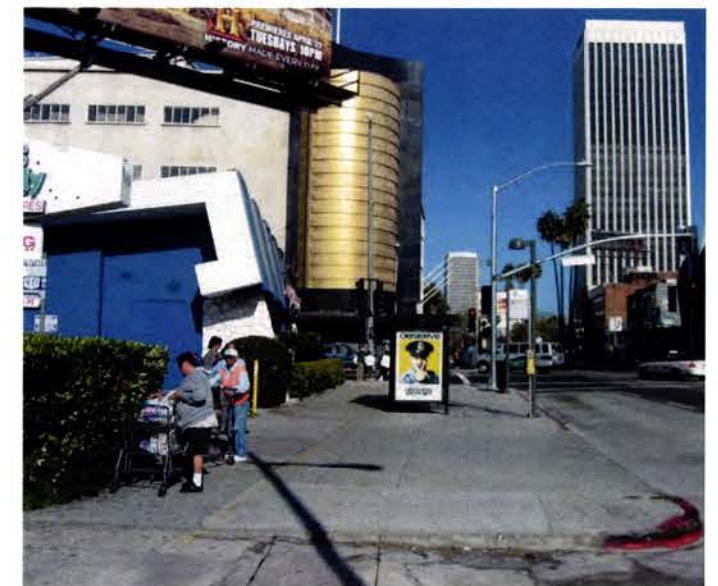
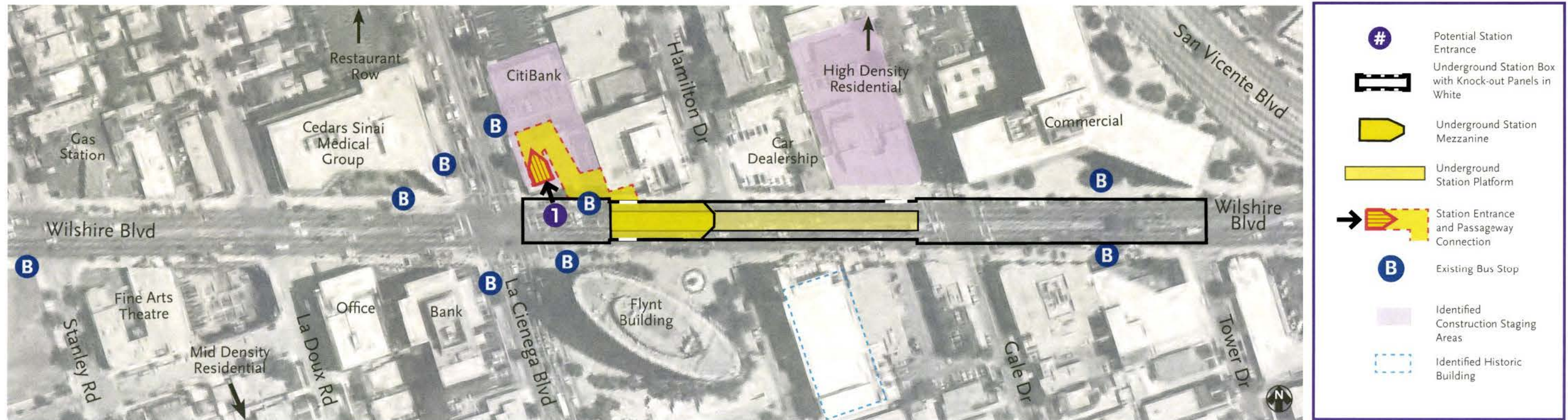


Photo of Wilshire/Fairfax intersection, a major bus connection hub.



View out upon exiting the station as a pedestrian of the iconic LACMA West (May Company Building) at the intersection of Wilshire/Fairfax, a visual gateway to the museum district.

Wilshire/ La Cienega Station Entrance Analysis



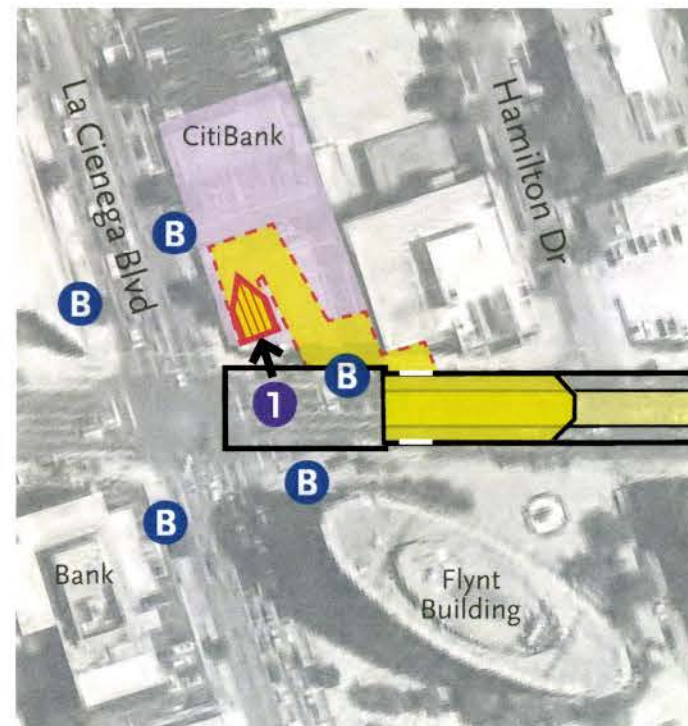
Final Station Entrance: Citi Bank Site (NE Corner)

The two potential station entrances are located at (1) the northeast corner of Wilshire and La Cienega and (2) the southeast corner of Wilshire and Hamilton, on the existing Flynt Building plaza. Due to major impacts to an underground parking structure, the Flynt entrance location was eliminated from further consideration and the final station entrance is located at the northeast corner.

Key findings leading to the recommendation for this entrance are:

- Designated construction staging site
- Direct connection to north-south bus connections
- Normal complexity of construction
- Joint development opportunities
- Located at beginning of Restaurant Row

Further refinements were made to the station box and entrance location to avoid utilities under La Cienega and provide a shorter, more compact passage from the entrance to the concourse. This resulted in the station entrance being reconfigured to face Wilshire with a switchback layout, which helps to minimize the Metro footprint and increase the future development footprint, a key request of the SAAG Members.



Final Station Entrance

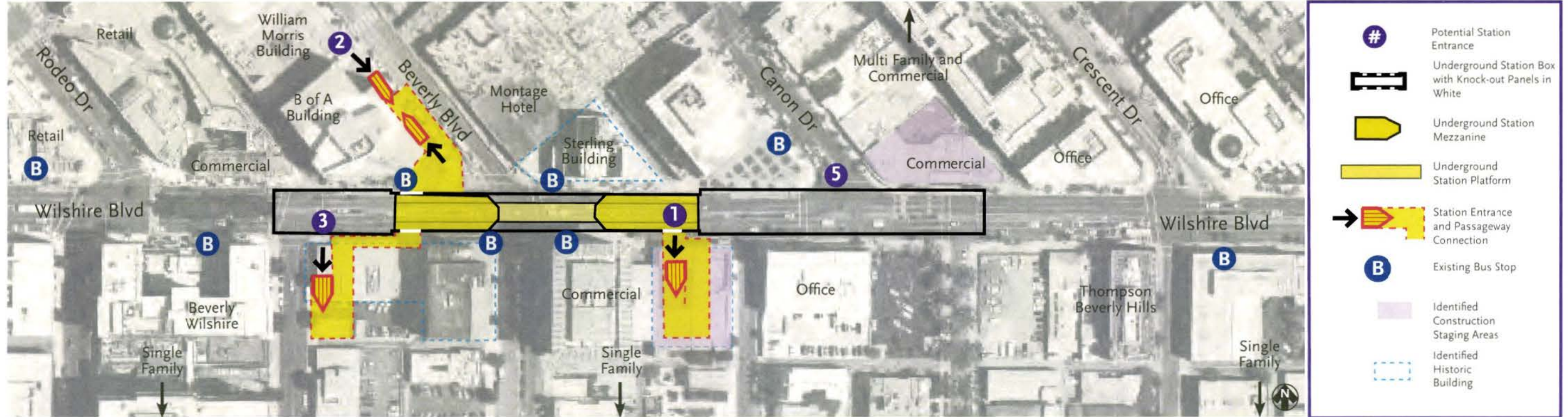


Photo of Metro area with future development potential.



View looking north up La Cienega from station entrance provides visual gateway to West Hollywood with Hollywood hills in background.

Wilshire/ Rodeo Station Entrance Analysis

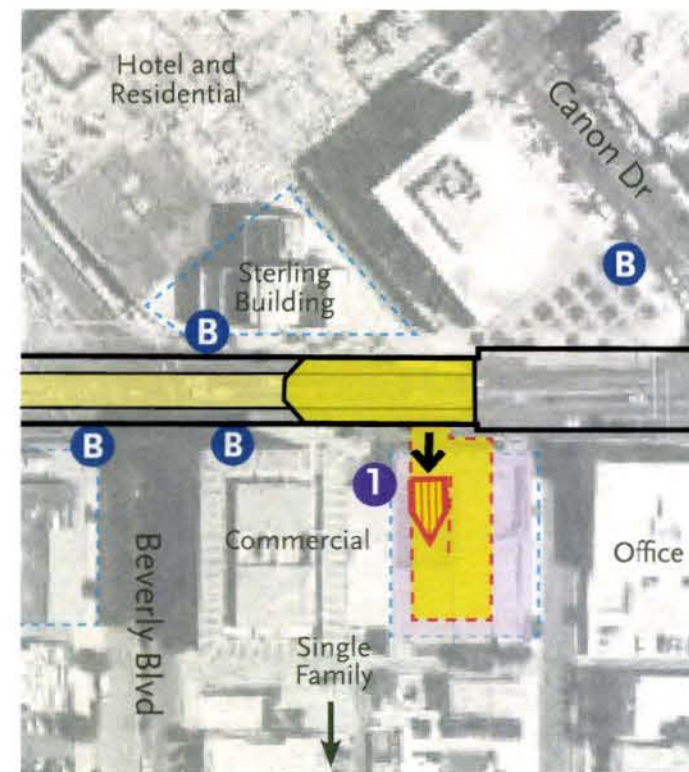


Final Station Entrance: ACE Gallery Site (SW corner)

Originally, this station included five different potential station entrance options. However, after an initial set of studies, only three station entrance locations were carried forward for further study, which included: (1) the existing ACE Gallery site on the southeast corner of Wilshire Boulevard and South Reeves Drive, (2) the Bank of America building on the northwest corner of Beverly Drive and Wilshire Boulevard, and (3) the Union Bank Building on the southeast corner of Wilshire and El Camino. The final station entrance selected is located at the ACE Gallery site.

Key findings leading to the recommendation for this entrance are:

- Designated construction staging area
- No impacts to traffic on adjacent streets
- Joint development opportunities
- Least total cost

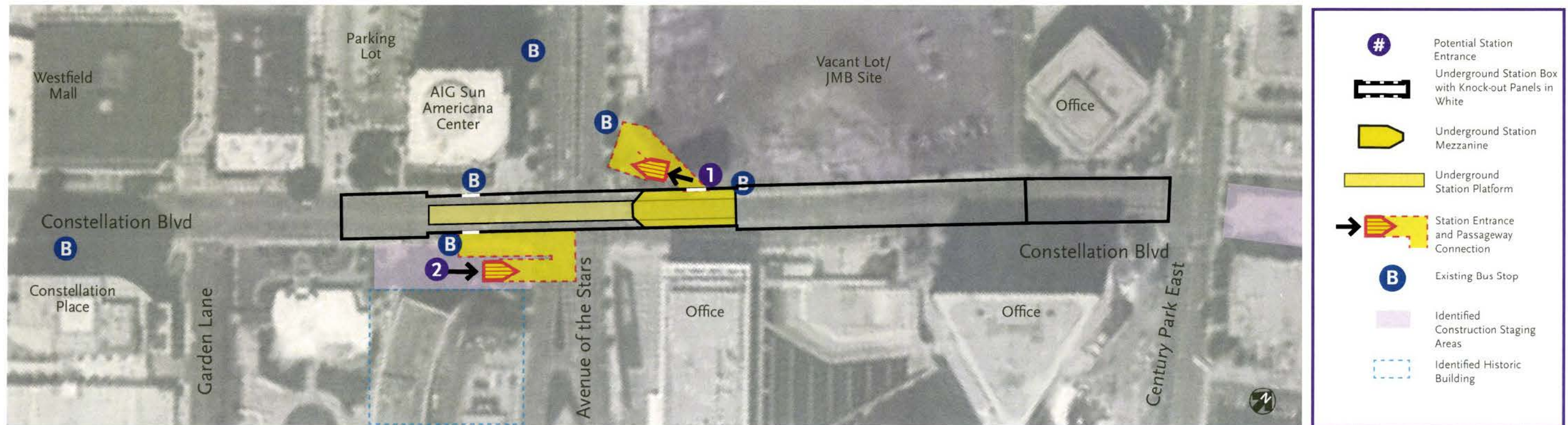


Final Station Entrance



Photo of ACE Gallery at station entrance, a key site for future development potential.

Century City Station Entrance Analysis

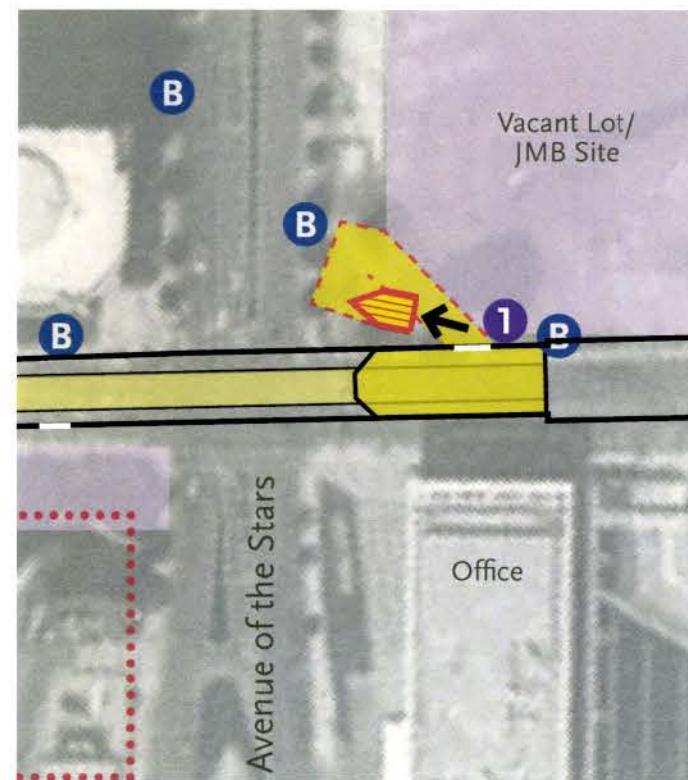


Final Station Entrance: JMB Site (NE corner)

Initially, four potential station entrance locations were studied, located at: (1) the NE corner of Constellation and Avenue of the Stars, (2) the SW corner of Constellation and Avenue of the Stars, (3) the south end of Westfield Mall, and (4) the SE corner of Constellation and Avenue of the Stars. Based on proximity to pedestrian activity and constructability, only two entrances (the SW and NE corner sites) were carried forward for further study. The final station entrance selected is on the northeast corner of Ave of the Stars and Constellation at the JMB property.*

Key findings leading to the recommendation for this entrance are:

- Designated construction staging site
- Close to Avenue of the Stars pedestrian circulation
- Close to existing bus terminus at Constellation Boulevard
- No existing structures on site
- Least total costs

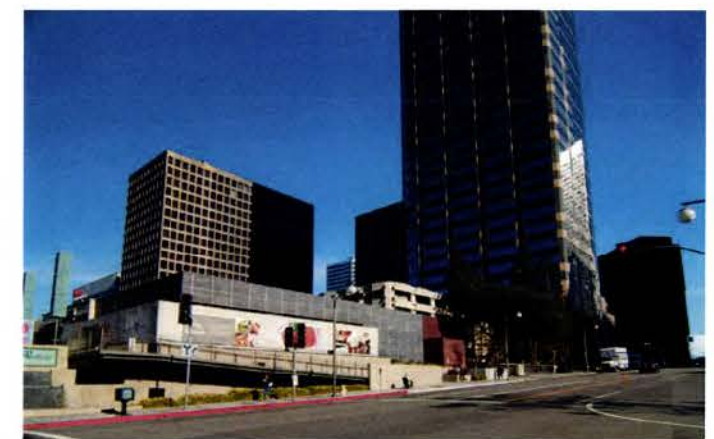


Final Station Entrance



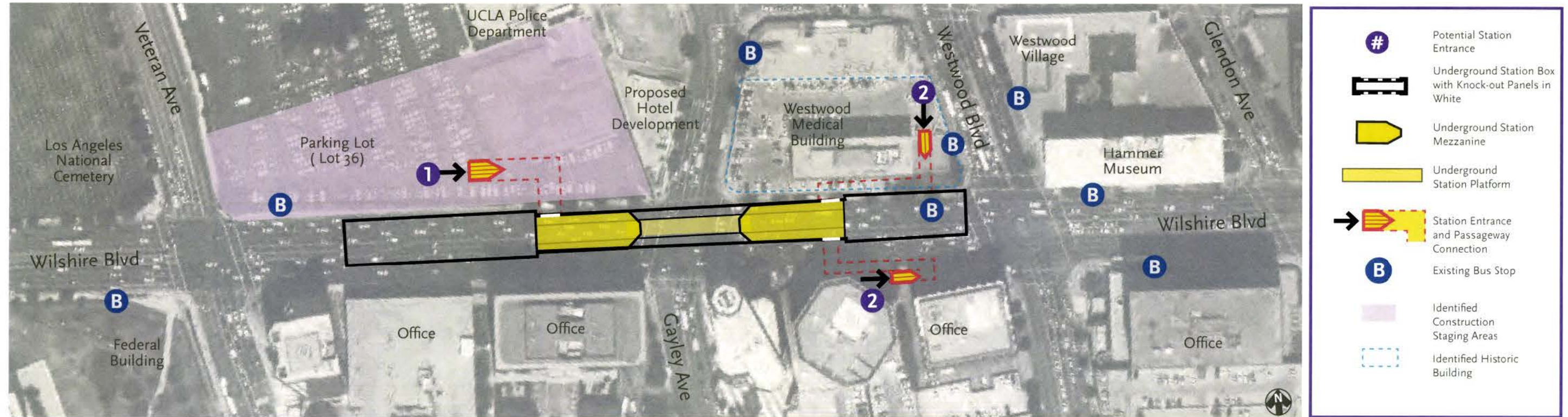
View of JMB property where a tower development with a Metro plaza at the NE corner of the intersection is planned.

*Note: Due to utilities conflicts and improved circulation from the street to concourse level, the station entrance was reconfigured for Preliminary Engineering to face Constellation Boulevard. This configuration reduces the Metro footprint to have a minimal impact on future development.



View of Westfield Mall, where an additional portal entrance could be accommodated with a knock cut panel.

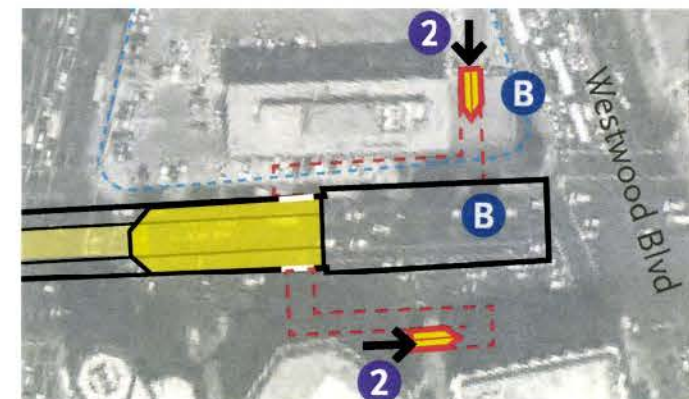
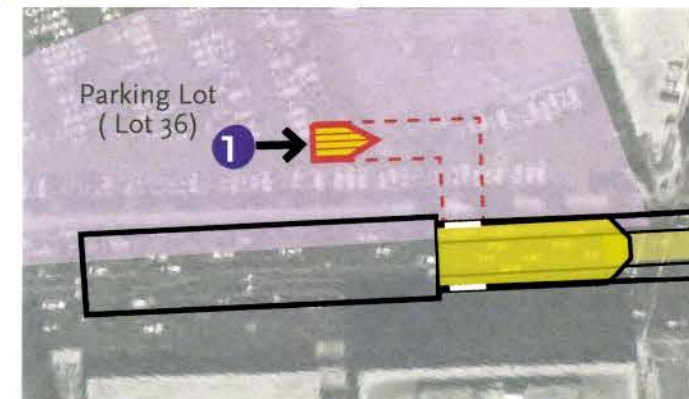
UCLA/ Westwood Station Entrance Analysis



Final Station Entrance: Lot 36 (Full Portal) & Split Portal at Westwood/Wilshire

The two potential station entrances studied include: (1) Lot 36 and (2) a portal at the NW corner of Wilshire and Westwood. Further study of the NW corner revealed that a full portal would impact the historic structure of the Westwood Medical building, impacting its structural integrity. The Project Team determined that the site could accommodate a split portal at the NW corner and SW corner of the intersection. The “split” station entrance configuration fulfills the SAAG Members’ request for access on the north and south side of Wilshire at Westwood. The final station entrances selected are on UCLA’s Lot 36 site and a split portal on the northwest and southwest corners of Wilshire and Westwood. Key findings leading to the recommendation for this entrance are:

- Direct connection to UCLA shuttle bus connections on Lot 36
- Future transit supportive development opportunities on Lot 36
- Direct north-south bus connections along Westwood Boulevard and Wilshire Boulevard
- Direct pedestrian connections to south side of Wilshire Boulevard
- Reduced impact on potentially historic structure



Final Station Entrance

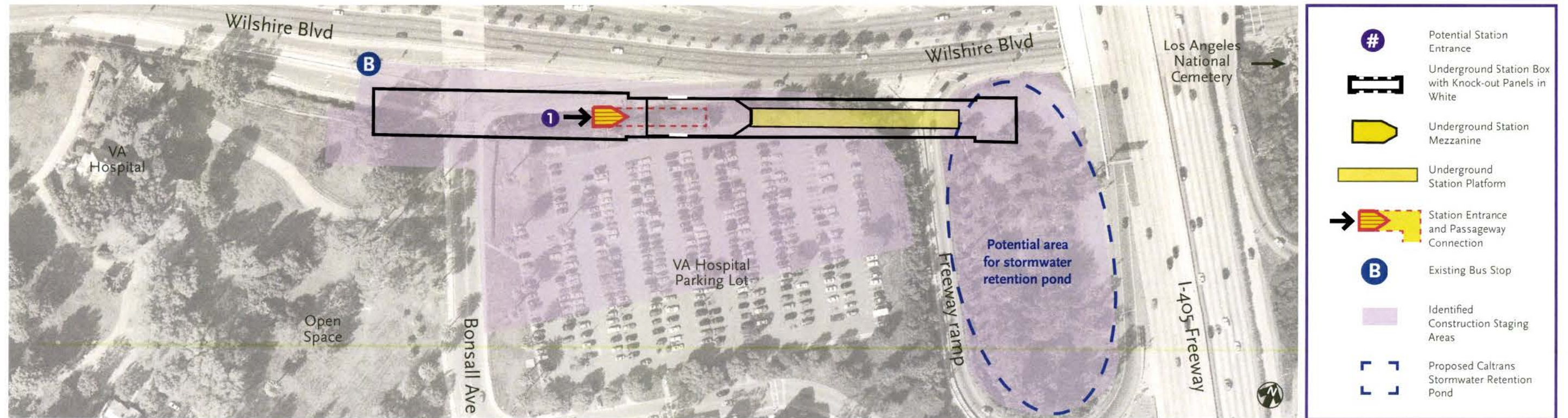


View of Westwood Medical Building (NW corner) to host split station entrance on north side of Wilshire at Westwood.



View of development at SW corner to host split station entrance on south side of Wilshire at Westwood.

Veterans Affairs South (Hospital) Station Entrance Analysis



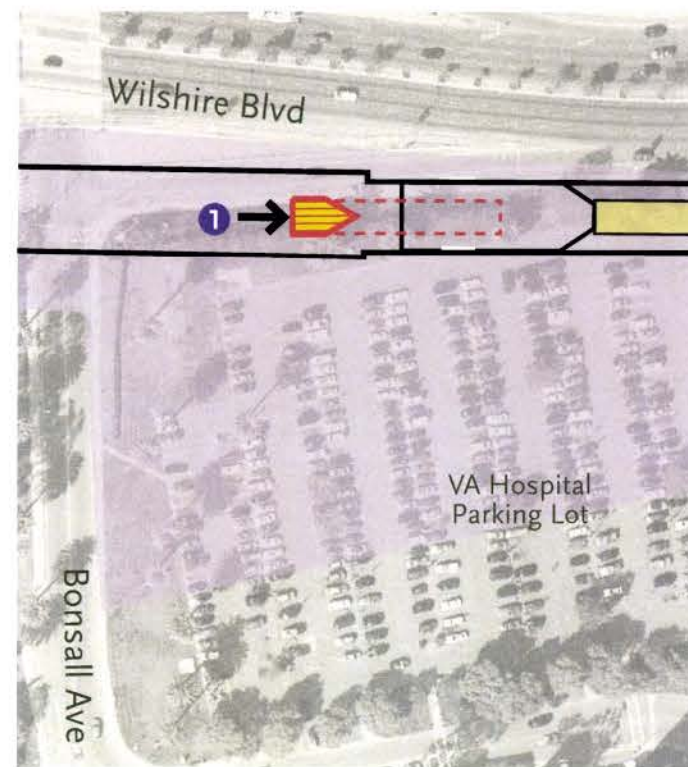
Final Station Entrance: South of Wilshire

Two potential station entrances were studied: (1) the south side of Wilshire and (2) the north side of Wilshire.

Due to greater impacts on the north side and better access to the VA hospital on the south side, the South site was selected as the final station entrance.

Key findings leading to the recommendation for this entrance are:

- Maintains existing bus circulation patterns along Wilshire Boulevard
- Enhances existing pedestrian connections to buses
- Provides separate identity for transit station and VA campus activities
- Minimal permanent footprint for station box and entrance closer to Wilshire Boulevard
- More shallow box placement (less walking distance from street to concourse)
- Proximity to hospital for patients, employees, and visitors



Final Station Entrance



View of existing slip road headed east that will be realigned to the south to separate the station plaza from the VA hospital area.



View of VA hospital parking lot. Design scheme impacts parking lot minimally.



