

WESTSIDE SUBWAY EXTENSION

URBAN DESIGN INTEGRATION & JOINT DEVELOPMENT STUDIES

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TORTI GALLAS AND
PARTNERS, INC.

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Conceptual illustrative rendering of proposed station entrance at Westwood/UCLA Lot 36

OVERVIEW

INTRODUCTION

The urban design process for the Westside Subway Extension began with the Alternatives Analysis (AA) phase from 2007 to 2009, which resulted in the first Urban Design Concept Report (January 2009). During the Draft EIS/EIR phase, the Metro team prepared a second urban design report, "Final Updated Station Planning and Urban Design Concept Report" (August 27, 2010) which outlined over arching urban design principles and goals for the Purple Line and proposed a set of urban design strategies through a Station Planning and Design Toolkit ("Toolkit") to inform the station location and station entrance selection process. The Metro Westside team presented the Toolkit to the public for input during a set of stakeholder workshops, Station Area Advisory Groups ("SAAG"), from February through June 2011. The SAAG Members along with city staff and city council staff in attendance helped the Metro design team refine design concepts and identify key design tools to apply to each station area. The Urban Design Concept Report, Station Planning and Design Toolkit, and feedback from the SAAG workshops helped guide the station site plans developed during the Preliminary Engineering phase. The Metro Westside team used the reports as reference guides to assure that the station plans meet the project's urban design goals and principles (i.e. providing good circulation, convenient multi-modal connections, durable materials, attractive landscaping, helpful wayfinding signage, public art, etc). This report serves as an excerpt of the Urban Design Concept Report.

PURPOSE OF REPORT

The purpose of this report is to present the urban design and joint development studies explored and tested during the station planning and urban design process for the seven proposed station areas. This report focuses only on certain selected station portals for further Preliminary Engineering analysis. The stations are discussed in greater detail in the Urban Design Concept Report (2011). The seven station areas are located along the Wilshire corridor (see map, right) at the following intersections:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City (Constellation/Ave of the Stars or Santa Monica Blvd/Century Park East)
- Westwood/UCLA (Wilshire/Westwood and Wilshire/Gayley at UCLA Lot 36)
- Westwood/VA Hospital (south of Wilshire/Bonsall near VA Hospital)

REPORT SUMMARY

This report:

- Outlines the over arching urban design principles
- Discusses the key urban design issues for each station area discussed in greater detail in the Urban Design Concept Report (2011).
- Provides an overview of the urban design and joint development strategies explored for the station areas, and
- Presents drawings, diagrams, and renderings that illustrate the strategies explored for some station areas to be analyzed further in Preliminary Engineering.

URBAN DESIGN PRINCIPLES

The guiding urban design principles for the new station areas are intended to help assure a high level of design quality and continuity across the Purple Line, while still allowing for variety in design to differentiate the station areas to respond to the unique characteristics and aesthetics of the adjacent neighborhoods. The urban design principles (see box, right) approach the station areas as more than transition spaces, but as vibrant places in themselves, reinforcing the concept that transit can strengthen neighborhood identity and contribute to placemaking. Future station designs should reference Metro Rail Design Criteria.



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

1. MAKE STATION EASY TO FIND: Stations should use common Metro elements and assure that the station entrance is visible to help 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 routes.

3. DESIGN A WELCOMING STATION: Station areas should have pedestrian-friendly uses on ground floors (e.g. retail) with large transparent windows, along with street vendors and micro-businesses, ample shade, various amenities, and queuing and waiting areas, where appropriate, to make patrons 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. Make sure station area is well maintained to upkeep landscaping, lighting, and other amenities and remove vandalism. Auxiliary functions, such as vent shafts and fresh air intakes should be clustered in one area and screened to avoid visual clutter and obstruction.

5. PROVIDE ACCESS TO OTHER MODES OF TRANSIT: Locate and connect station to bus stops, shuttle stops, and bike lanes. Provide 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 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: Select materials and designs that are sustainable and long-lasting. Build strategically placed knock-out panels to accommodate future station entrances. Assure that station and tracks are of sufficient depth and that auxiliary features are appropriately clustered to avoid impacts to future development.

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.

URBAN DESIGN STRATEGIES + TOOLS

URBAN DESIGN APPROACH

The Metro Westside design team worked closely with other disciplines (i.e. engineering, architecture, traffic consultants, bike planning, etc) to develop a holistic approach to station design that would create:

- Good circulation pathways between the station area and neighborhood
- Easy and convenient connections between the station entrance and bus stops, bike pathways, drop off areas, car-share, pedestrian pathways, etc
- Visible and identifiable station entrances, elevators, and amenities with well placed wayfinding signage to direct riders through stations and to surrounding destinations
- Safe and comfortable seating areas with ample shade and lighting
- Attractive and low maintenance trees and landscaping to provide shade and greenery
- Adequate space for vendors, public art, and other programming to activate the area, and
- Strategically placed station appendages (i.e. vents, emergency exit stairs, elevators, etc) to avoid impacting future development opportunities at the station site.

KEY DESIGN ISSUES FOR STATION AREAS

Below is a brief description of the key urban design issues for the station areas that informed the various urban design and joint development studies that the team explored. The team studied Metro Rail Design Criteria and other Metro guiding documents.

- **Wilshire/La Brea:** Pedestrian safety and good bus/subway interface are critical issues for this site, as well as future joint development opportunities at the Metro owned parcel on the northwest corner of the intersection. Existing sidewalks are narrow, shade trees and pedestrian amenities are limited. The design team focused on enhancing the streetscape to be more pedestrian friendly, creating good multi-modal connections, and exploring how future development could be accommodated on the site, which supports a pedestrian-friendly environment and provides some public open space with a plaza at the corner, as requested by the SAAG members.
- **Wilshire/Fairfax:** The station area is located in the Mid-Wilshire cultural hub of Los Angeles, home to several significant museums, including LACMA, a major tourist destination. The Wilshire/Fairfax intersection is also a major bus connection area. The design team focused on creating good pedestrian connections from the station to the neighborhood and nearby bus and bike routes, providing a plaza that serves as an open space near Johnnie's with the potential for an art programming partnership with LACMA. The team explored how to make the station visible, provide bike parking and other amenities, and reduce its impact on nearby businesses.
- **Wilshire/La Cienega:** La Cienega is at the gateway to Beverly Hills, close to Restaurant Row and major destinations in the area. The Metro parcel is small compared to other sites. Community stakeholders were very concerned that the parcel would be too small to accommodate future development. The design team studied how development and underground parking could work on the site, as well as how a station plaza could activate the corner should development not occur immediately.
- **Wilshire/Rodeo:** The station area is intended to serve the heart of Beverly Hills, which is a densely developed area with a lot of pedestrian activity. Due to space constraints like La Cienega, the team also focused on joint development potential at the ACE Gallery station area to see what type of building would work at the site, as well as how a station plaza could create an attractive public space for the neighborhood should development not occur immediately.

- **Century City:** The station areas studied (along Santa Monica Blvd and Constellation Blvd) are major employment centers. The existing urban form and development patterns are very auto-centric and the streets lack pedestrian amenities. The urban design studies focused on creating public open spaces that are pedestrian-friendly and well connected to bus routes.
- **Westwood/UCLA:** Wilshire/Westwood is a major transportation hub with heavy traffic and high levels of pedestrian activity. The area is also a major employment center, retail/entertainment destination, and home to major institutions (i.e. UCLA, Hammer Museum). The design team focused on creating station entrances with excellent multi-modal connections and pedestrian linkages. Accessibility to both the north and south side of Wilshire was important to the SAAG members.
- **Westwood/VA:** This station will serve as the terminus station for the Purple Line. Safe and convenient connections between the station entrance and bus stops along Wilshire are critical to the station design, as are convenient circulation routes for disabled persons as the VA Hospital serves many handicap veterans. The design team focused on creating good multi-modal connections, as well as easy drop off areas that do not hinder vehicular circulation patterns around the VA campus. Privacy and security are major areas of concern for the VA. For this reason, the design team also focused on physically separating Metro operations from the VA.

URBAN DESIGN TOOLS

The Metro design used various tools to survey the site area and visualize how the station would be integrated into the neighborhood. The studies are summarized below.

- **Site Visits:** The Metro design team surveyed the station areas throughout the station planning and design process. This site analysis was documented through photos and narrative in the "Urban Design Survey of Portal Locations" (December 2010). The report examines the urban form, land uses, sidewalks, public spaces, parking, and other amenities around the station area. Photographs of the station areas that help define the character of the neighborhood are included in this report.
- **Station Circulation Diagrams:** The Metro design team created a set of circulation diagrams to evaluate how pedestrians, bicyclists, bus riders, and drivers are currently accessing and moving in and around the station area. These diagrams highlight which areas of the station neighborhood lack access, or serve as major circulation pathways and activity hubs. Understanding the way people currently use the site was key to designing station plans that link patrons from the station area to the larger transportation network and adjacent neighborhoods.
- **3D Massing Models:** Using surveys of buildings, sidewalks and streets around the station area, the Metro design team created 3D massing models of the station area to better understand the height, scale, bulk, and density of development around the proposed stations. This model was intended to inform joint development opportunities, open space, and circulation studies around the station areas.

- **Before and After Photo simulations:** To help visualize how the station area would look, the design team created "before and after" visual simulations of the station areas using photographs of the site to create a very "realistic" sense of proposed changes. These simulations were important discussion tools for the team and helped the public visualize how the stations could be integrated into their neighborhoods today in ways that improve the public realm and neighborhood character.
- **Signage Studies:** The team surveyed existing subway stations to assess signage conditions (i.e. visibility, readability, wayfinding) and researched best practices to make preliminary signage recommendations for the Purple Line stations to be discussed and refined with Metro Creative Services at later phases of the project (see Signage Study, Deliverable for Task 6.6.1.6.1).
- **3D Renderings:** The design team used 3D visualization software to render conceptual station area entrance designs. The 3D renderings helped the team test and refine the scale and placement of the subway entrance and elevators, as well as locate amenities.
- **Joint Development Opportunities:** Using 3D software, the team explored how joint development could be accommodated on parcels with station entrances. The team tested the footprint of future development, analyzing how underground parking could be accommodated and where the building core could be located in relation to station appendages such as vents, elevators, emergency stairs, etc. The renderings are based on conceptual ideas for the stations and do not reflect any planned architectural designs or development plans.

The following pages present photographs, diagrams, and renderings for each of the seven proposed station areas. All future station design must comply with Metro Rail Design Criteria and Metro Architecture Directive Drawings.



View of high density development along the Wilshire corridor, looking east from Westwood.

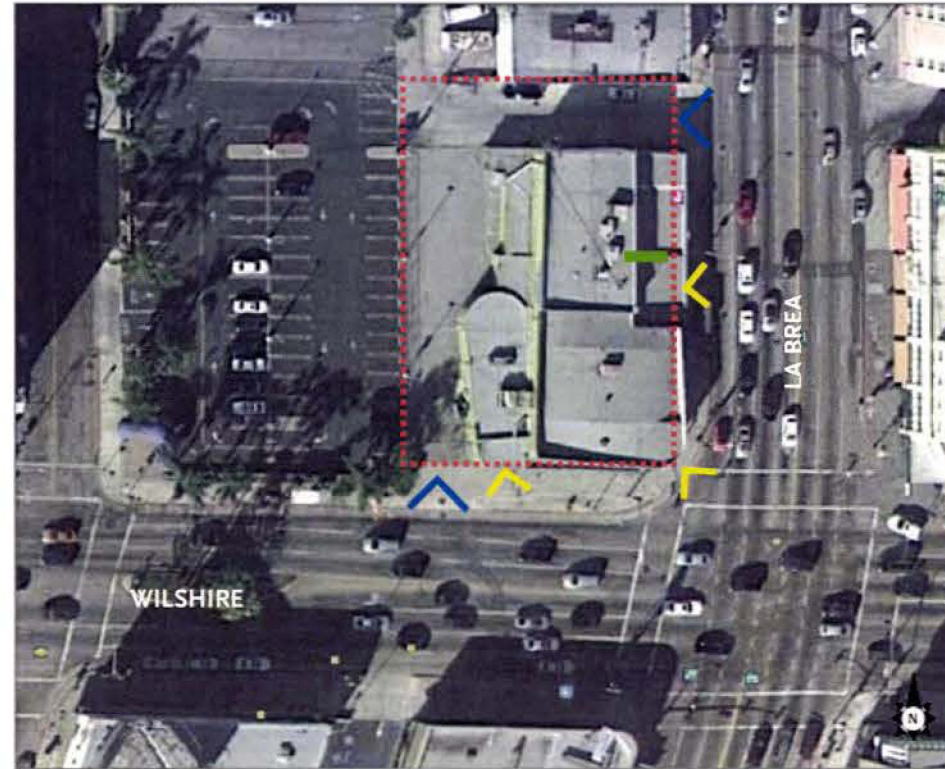
WILSHIRE/LA BREA

STATION AREA DESCRIPTION

The station entrance for the Wilshire/ La Brea station is located at the NW corner of the Wilshire/La Brea intersection. Station design issues for this area include:

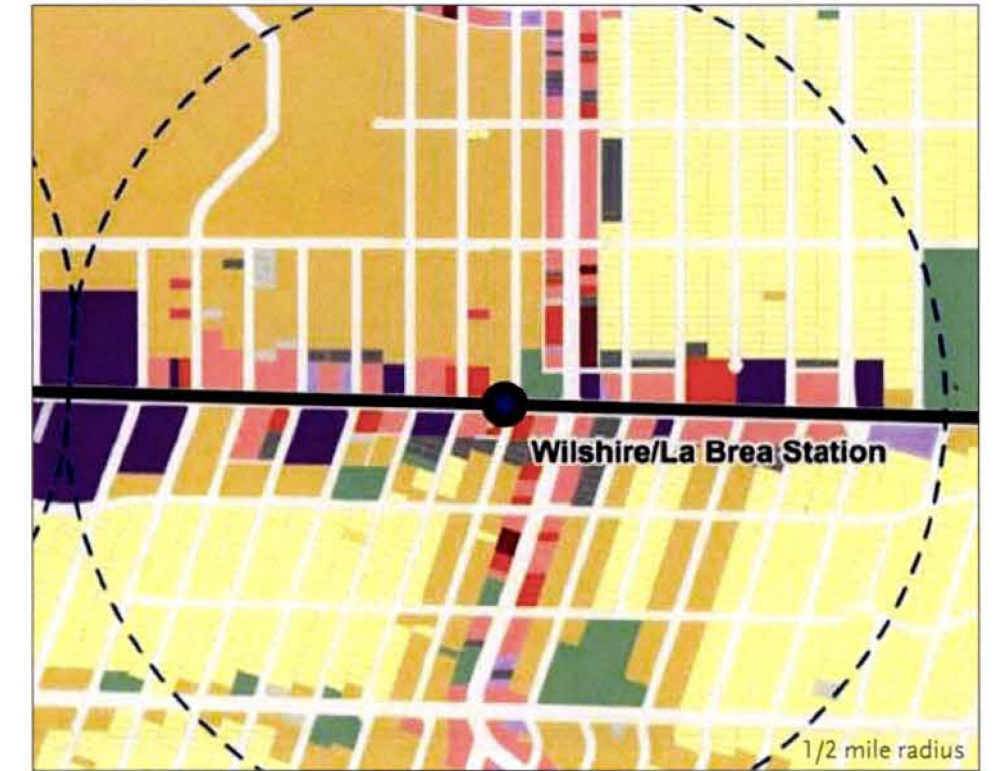
- Significant bus connections in area: need for good subway/bus interface for east/west and north/south routes.
- Wide streets (up to 6 travel lanes with parking on each side of street) with heavy traffic: need for safe pedestrian crossings and visible crosswalks.
- Narrow sidewalks: need for wider sidewalks 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.

NORTHWEST CORNER STATION AREA



-  Portal Parcel Location
-  Location of Existing Pedestrian Entrance or Access
-  Location of Existing Driveway or Vehicular Access
-  Location of Proposed Portal Entrance

STATION AREA LAND USE



Legend

Land Use*

-  Single Family Residential
-  Multi-Family Residential - Low
-  Multi-Family Residential - High
-  Mixed Use
-  Commercial - Low
-  Commercial - Medium
-  Commercial - High
-  Office - Low
-  Office - Medium
-  Office - High
-  Institutional, Government
-  Industrial
-  Public Park
-  Recreation
-  Parking
-  Vacant
-  Other

WILSHIRE/LA BREA STATION

STATION AREA CHARACTER PHOTOS



1



3



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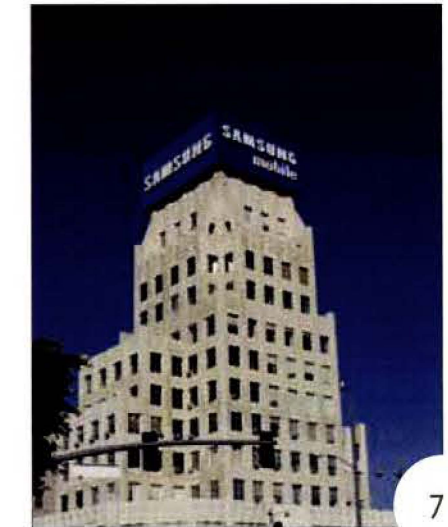
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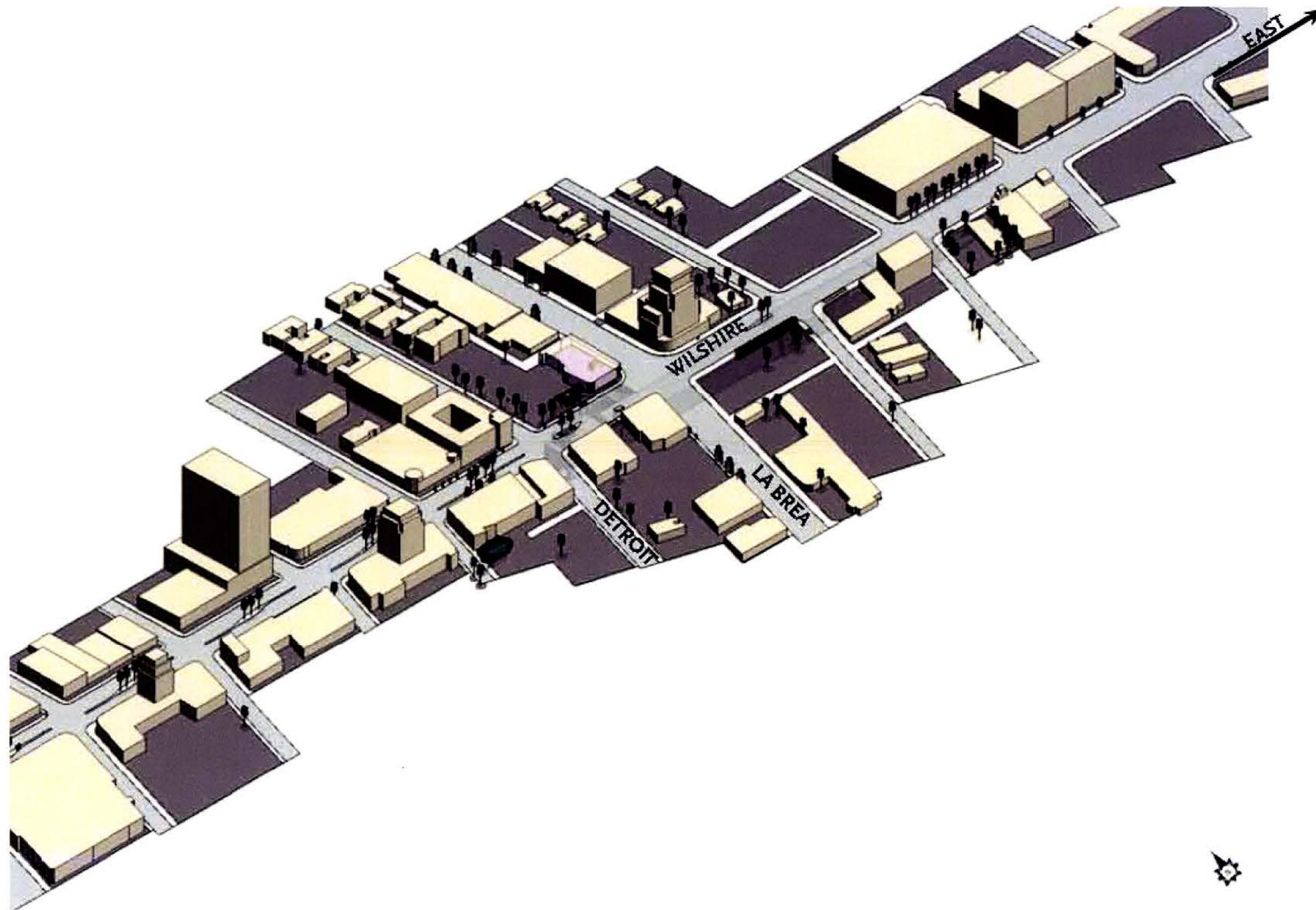


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1. View of Wilshire corridor looking west toward Miracle Mile area, which has a significant number of art deco buildings.
2. View of Metro Customer Service building at NW corner of intersection.
3. View of sidewalk along north side of Wilshire with busstop at NW corner of intersection.
4. View of parking lot north of Wilshire. There are many parking lots in area that have future development potential.
5. View of sidewalk along La Brea north of Wilshire with some restaurants and pedestrian-friendly shops.
6. View of bus shelter on south side of Wilshire.
7. View of iconic Samsung building at NE corner of intersection.

WILSHIRE/LA BREA

STATION CORRIDOR 3D MASSING MODEL OF EXISTING CONDITIONS



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WILSHIRE/LA BREA STATION

BEFORE AND AFTER PHOTO MONTAGE OF NW CORNER ENTRANCE OPTION



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

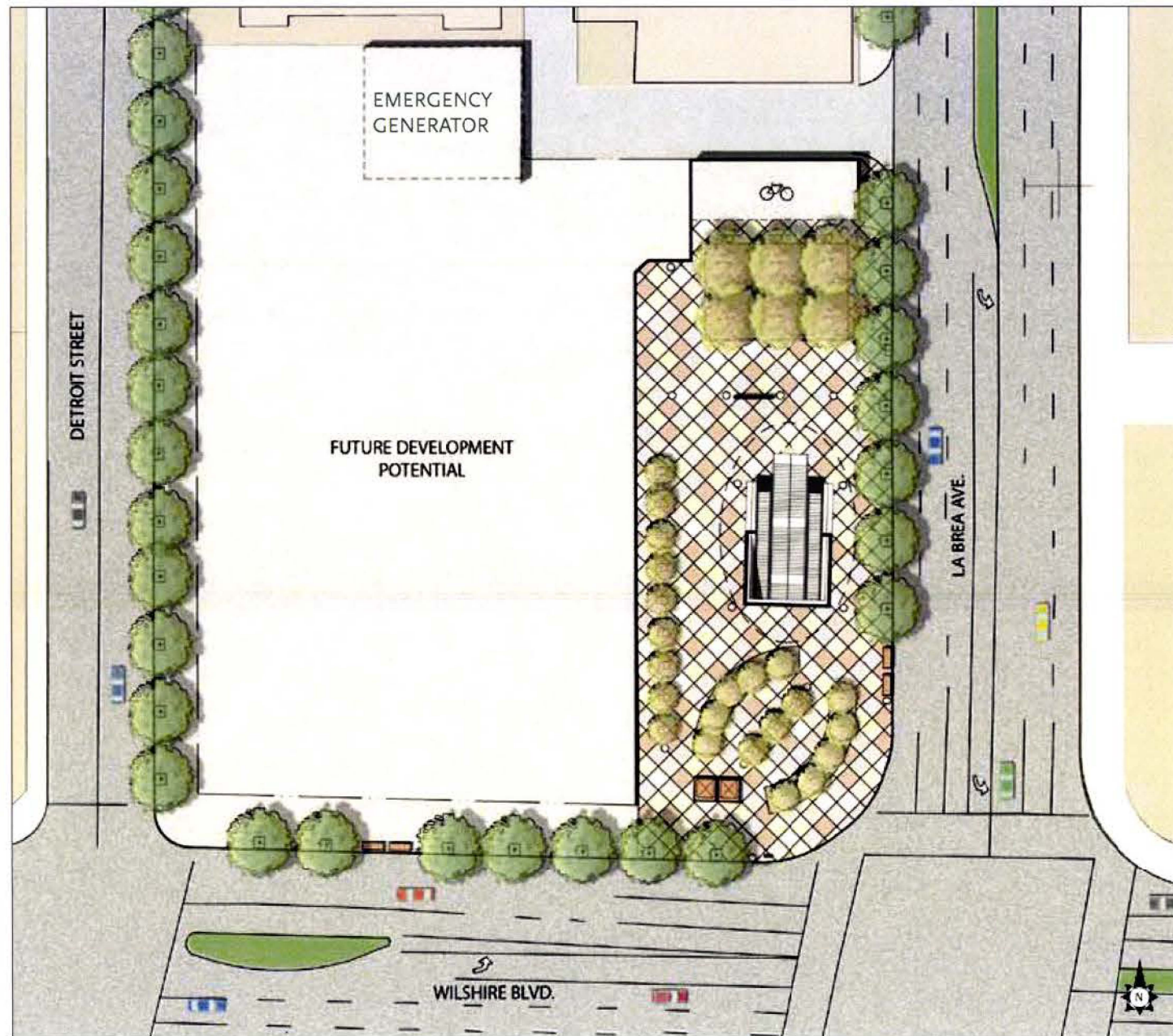


Existing photo of La Brea, looking west down Wilshire.

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WILSHIRE/LA BREA STATION

PLAZA DESIGN AND PORTAL ORIENTATION STUDIES



Conceptual site plan (above) proposes a long plaza that activates the east edge of the station parcel. The station entrance faces north (looking up La Brea) and the elevators face south (looking up Wilshire).

Conceptual site plan (above) proposes a square plaza configuration at the northeast corner of the intersection. The station entrance and elevators both open to the south facing Wilshire.

WILSHIRE/LA BREA STATION

3D MODELING STUDY OF STATION AREA AT NORTHWEST CORNER



Conceptual rendering (above) explores how the station area will link into the neighborhood, showing the size and scale of the portal, elevators, circulation pathways and landscaping.

Conceptual rendering (above) explores how future development could be accommodated on the site while maintaining a corner plaza for the station entrance.

WILSHIRE/LA BREA STATION

3D MODELING STUDY OF STATION AREA AT NORTHWEST CORNER



Conceptual rendering (above) of station entrance, looking south.



Conceptual rendering (above) of station entrance plaza, looking north up La Brea. Similar view (below) showing station plaza with joint development potential.



Conceptual rendering (above) of station entrance with potential joint development, looking west.



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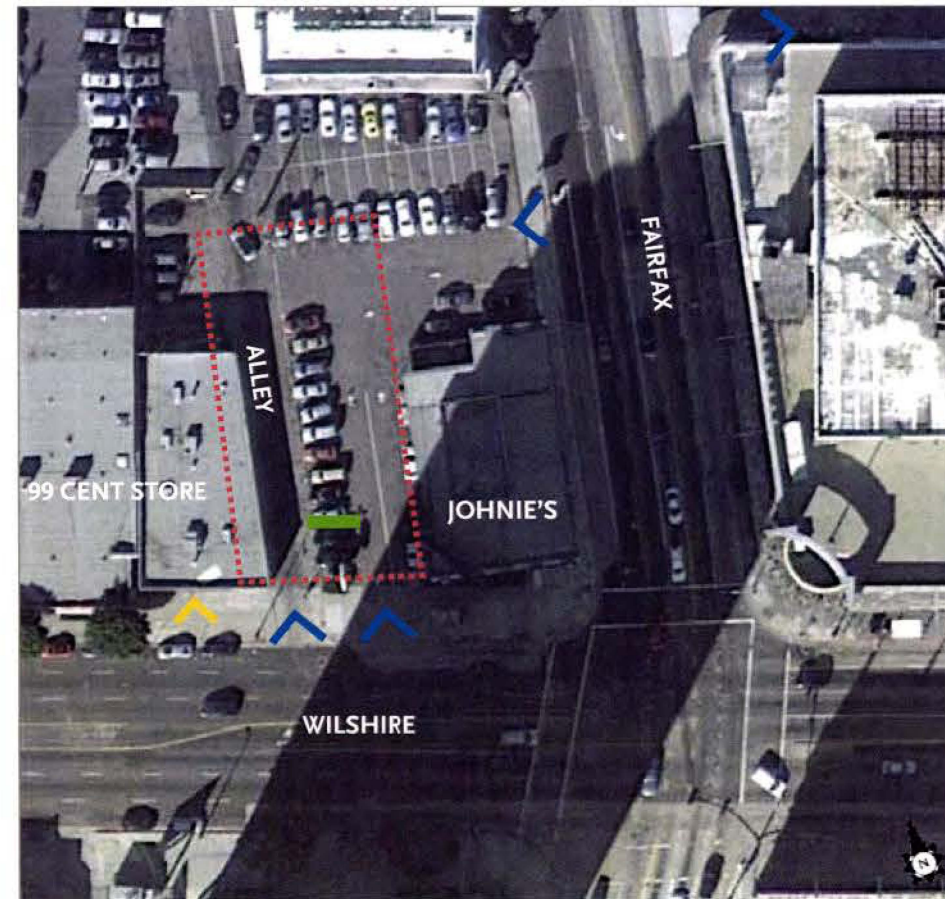
WILSHIRE/FAIRFAX STATION

STATION AREA DESCRIPTION

The station entrance is oriented around various tourist attractions, cultural amenities, and bus connections that exist 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 (Johnie'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.

NORTHWEST CORNER STATION AREA



-  Portal Parcel Location
-  Location of Existing Pedestrian Entrance or Access
-  Location of Existing Driveway or Vehicular Access
-  Location of Proposed Portal Entrance

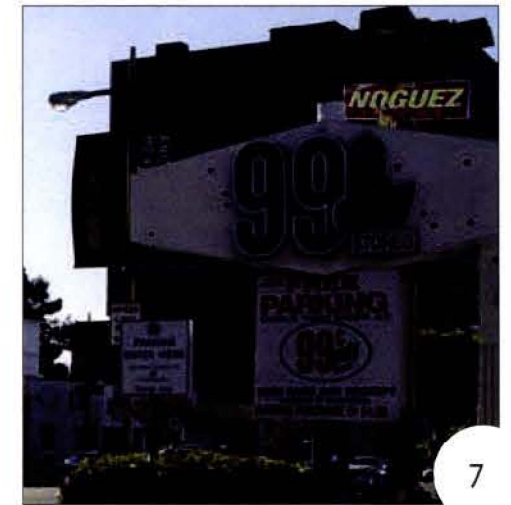
STATION AREA LAND USE



- Legend**
- Land Use***
-  Single Family Residential
 -  Multi-Family Residential - Low
 -  Multi-Family Residential - High
 -  Mixed Use
 -  Commercial - Low
 -  Commercial - Medium
 -  Commercial - High
 -  Office - Low
 -  Office - Medium
 -  Office - High
 -  Institutional, Government
 -  Industrial
 -  Public Park
 -  Recreation
 -  Parking
 -  Vacant
 -  Other

WILSHIRE/FAIRFAX STATION

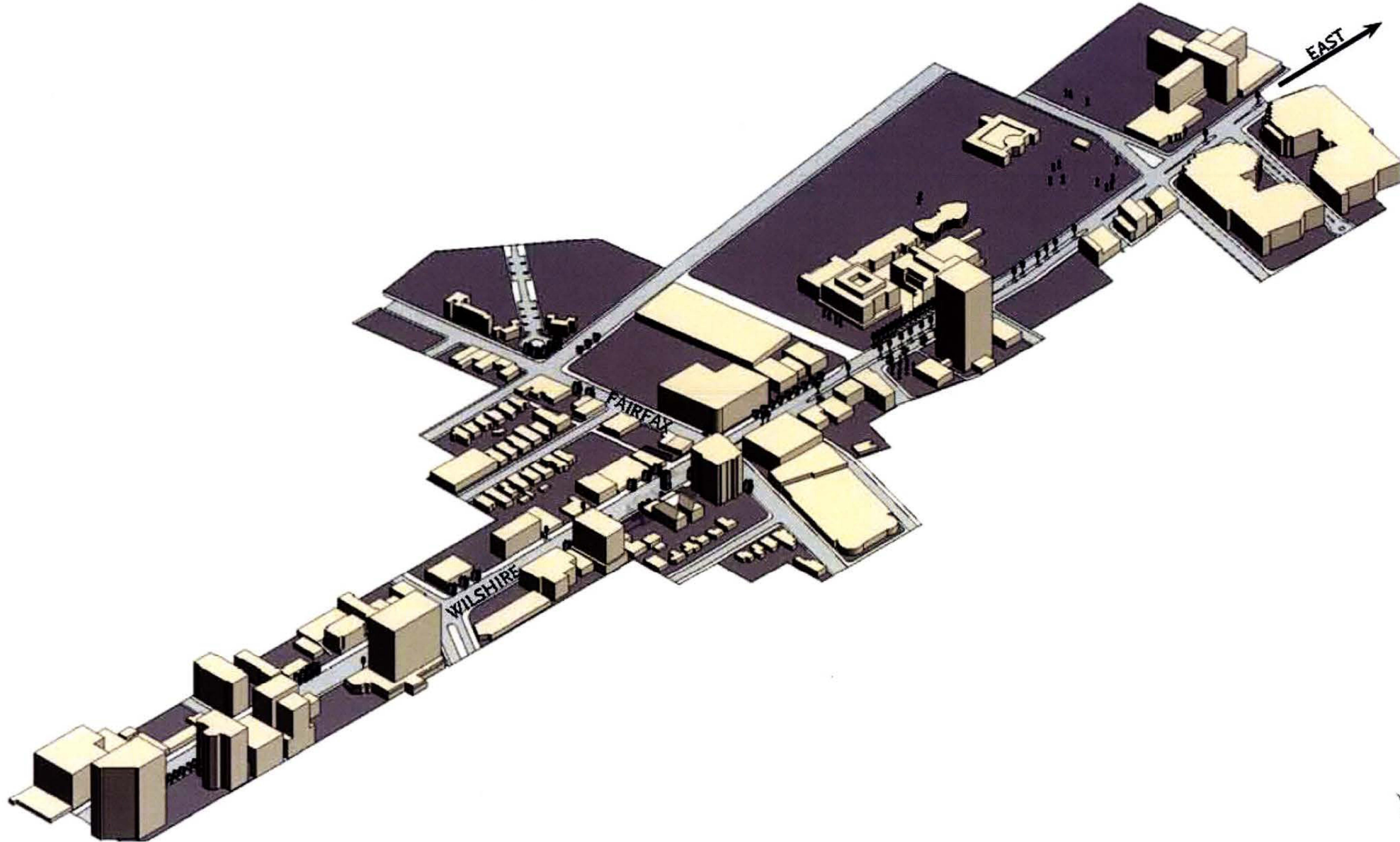
STATION AREA CHARACTER PHOTOS



1. View of Johnie's station site (NW corner).
2. View of (LACMA West) May Company Building, looking east down Wilshire.
3. View of 99 Cent Only Store on north side of Wilshire adjacent to Johnie's.
4. View of bus stop in front of LACMA West at NE corner of intersection.
5. View of shops on south side of Wilshire, east of Fairfax.
6. View of banners on street lamps in area, which help brand the neighborhood.
7. View of large auto-oriented signage along Wilshire in area.

WILSHIRE/FAIRFAX STATION

STATION CORRIDOR MASSING MODEL OF EXISTING CONDITIONS



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WILSHIRE/FAIRFAX STATION

BEFORE AND AFTER PHOTO MONTAGE OF JOHNIE'S SITE ENTRANCE OPTION



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

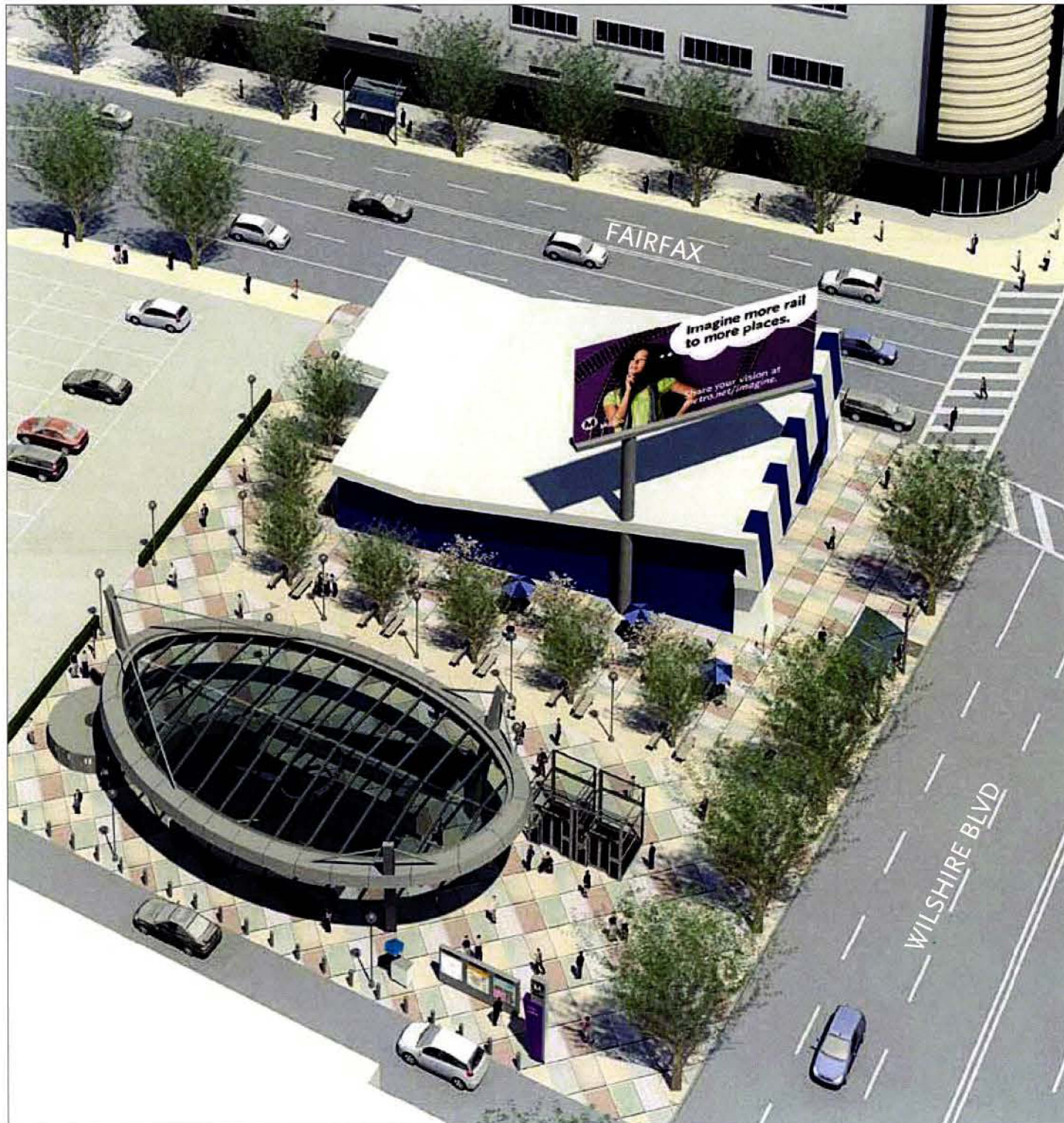


Existing photo of Johnie's site looking north.

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WILSHIRE/FAIRFAX STATION

3D MODELING STUDY OF STATION AREA AT JOHNNIE'S SITE



Conceptual rendering of station area looking east down Wilshire.



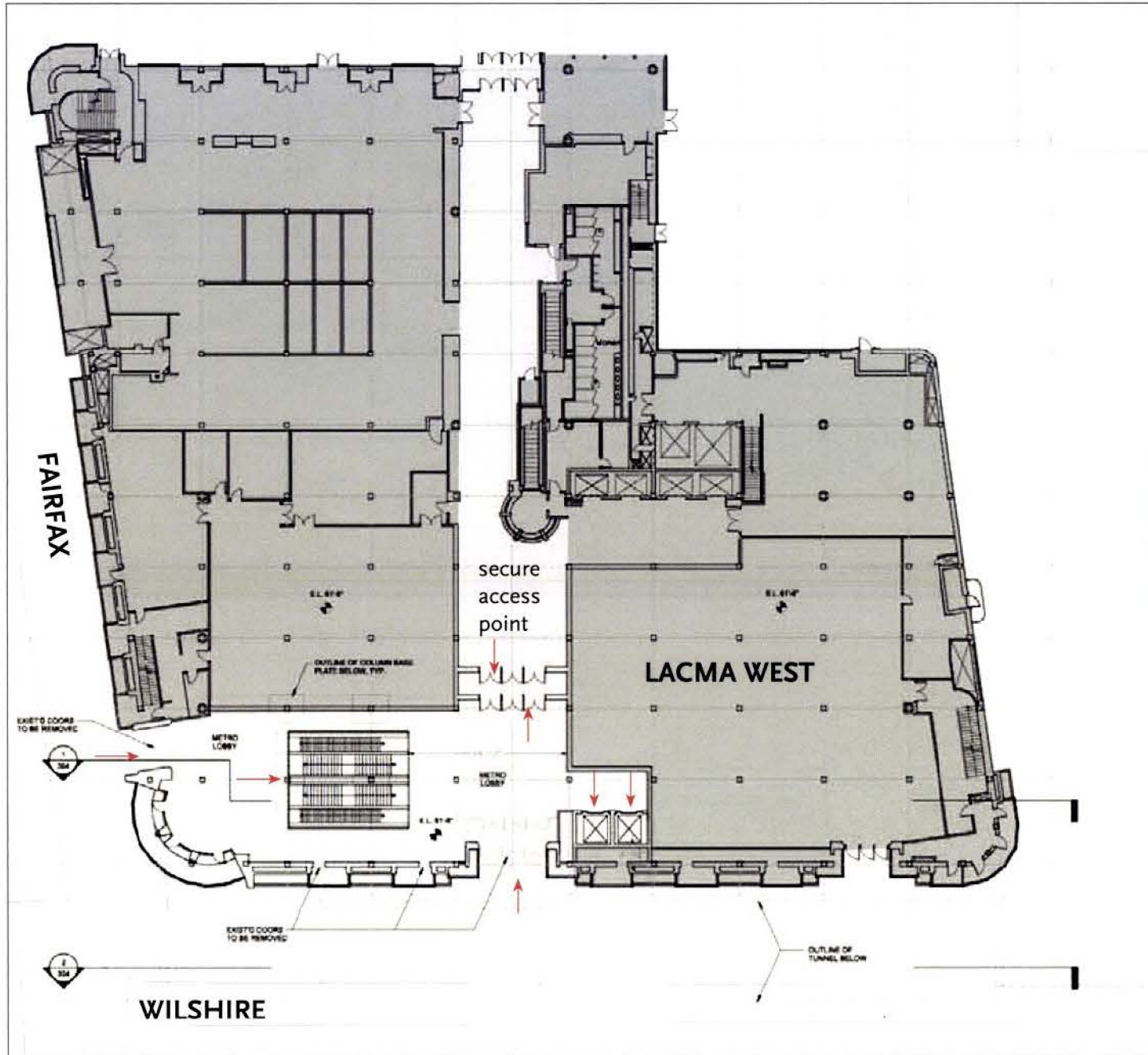
Conceptual rendering of station area looking east down Wilshire.

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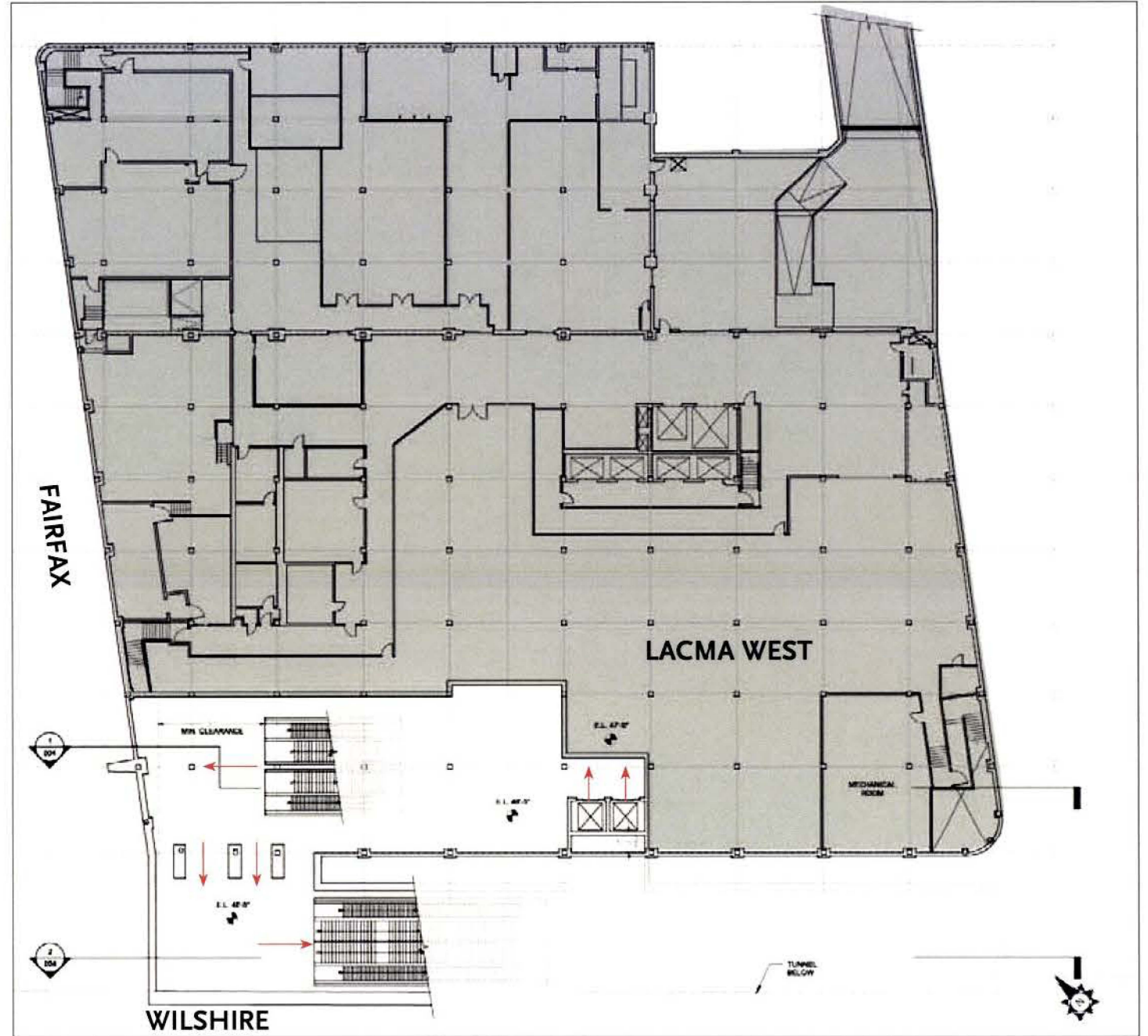


WILSHIRE/FAIRFAX STATION

LACMA WEST ENTRANCE STUDY



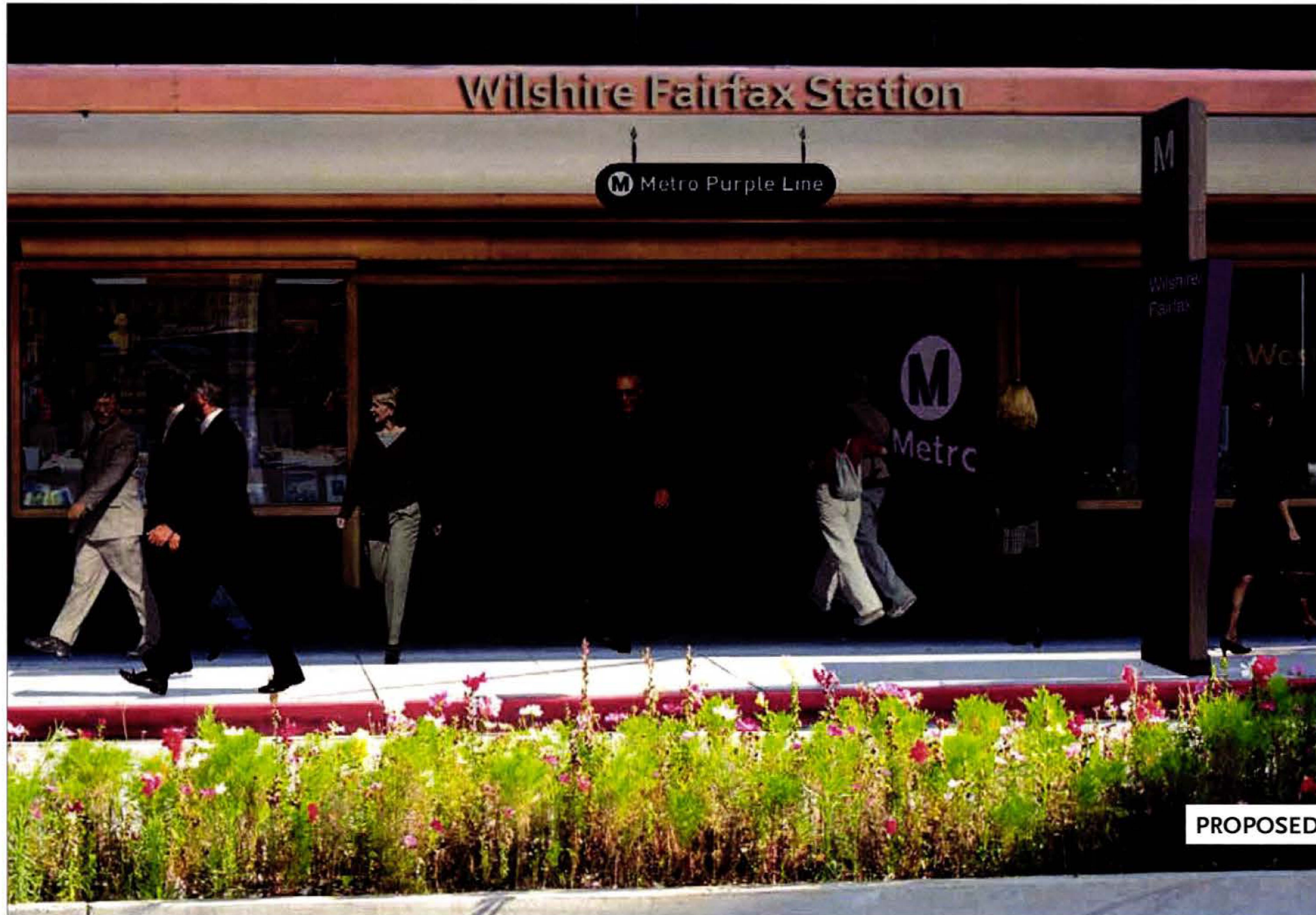
Ground floor plan of conceptual station entrance at LACMA West. The design team explored how a station entrance could be accommodated in the LACMA West building based on public support and interest from the SAAG workshops.



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

WILSHIRE/FAIRFAX STATION

BEFORE AND AFTER PHOTO MONTAGE OF LACMA WEST ENTRANCE OPTION



"After" photo montage of LACMA West entrance along Wilshire. The design team explored how a station entrance could be accommodated in the LACMA West building based on public support and interest from the SAAG workshops.



Existing photo of LACMA West, looking north.

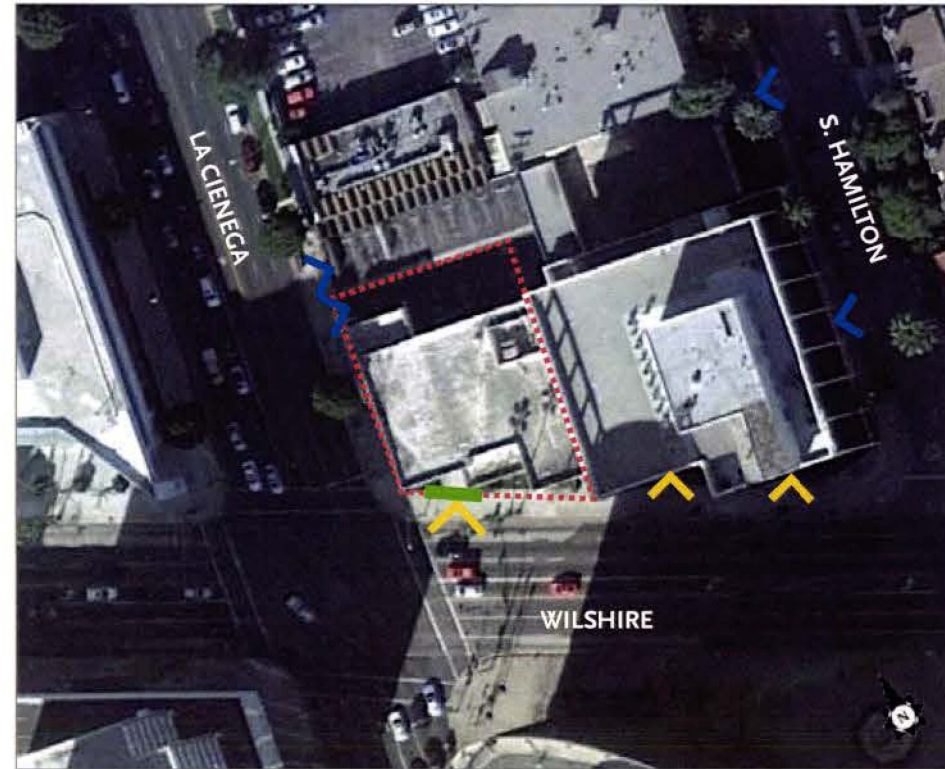
WILSHIRE/LA CIENEGA STATION

STATION AREA DESCRIPTION

The station entrance is oriented to the Wilshire / La Cienega intersection and will serve businesses along Wilshire, Cedars Sinai medical buildings, Restaurant Row on La Cienega, and the multiple bus connections at the intersection. Station design issues include:

- 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. Need to accommodate underground parking to assure parcel is viable to future development.

NORTHEAST CORNER (CITIBANK SITE)



-  Portal Parcel Location
-  Location of Existing Pedestrian Entrance or Access
-  Location of Existing Driveway or Vehicular Access
-  Location of Proposed Portal Entrance

STATION AREA LAND USE



Legend

Land Use*

-  Single Family Residential
-  Multi-Family Residential - Low
-  Multi-Family Residential - High
-  Mixed Use
-  Commercial - Low
-  Commercial - Medium
-  Commercial - High
-  Office - Low
-  Office - Medium
-  Office - High
-  Institutional, Government
-  Industrial
-  Public Park
-  Recreation
-  Parking
-  Vacant
-  Other

WILSHIRE/LA CIENEGA STATION

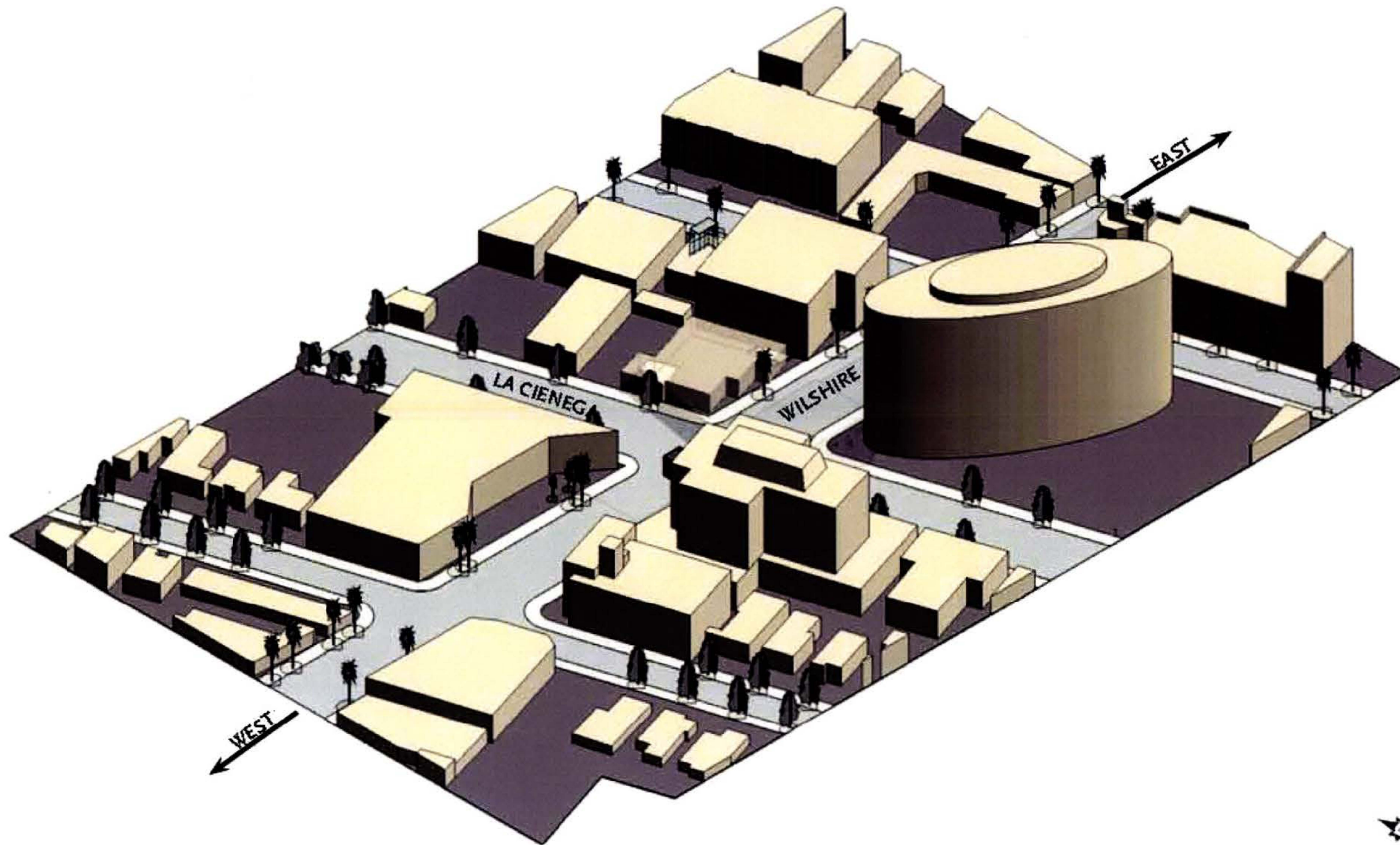
STATION AREA CHARACTER PHOTOS



1. View of Citibank Site (NE Corner).
2. View of Flynt Tower (SE corner).
3. View of wayfinding signage in area, which helps "brand" and direct visitors to Restaurant Row along La Cienega.
4. View of street lamp banners along La Cienega which help brand area.
5. View of streetscape along La Cienega, looking north at West Hollywood and Hollywood Hills, an iconic view corridor.
6. View of Cedars Sinai Medical Center building, a major employer in the area (NW corner).
7. View of La Cienega looking south.
8. View of iconic John Wayne statue in plaza in front of Flynt Tower.

WILSHIRE/LA CIENEGA STATION

STATION CORRIDOR 3D MASSING MODEL OF EXISTING CONDITIONS

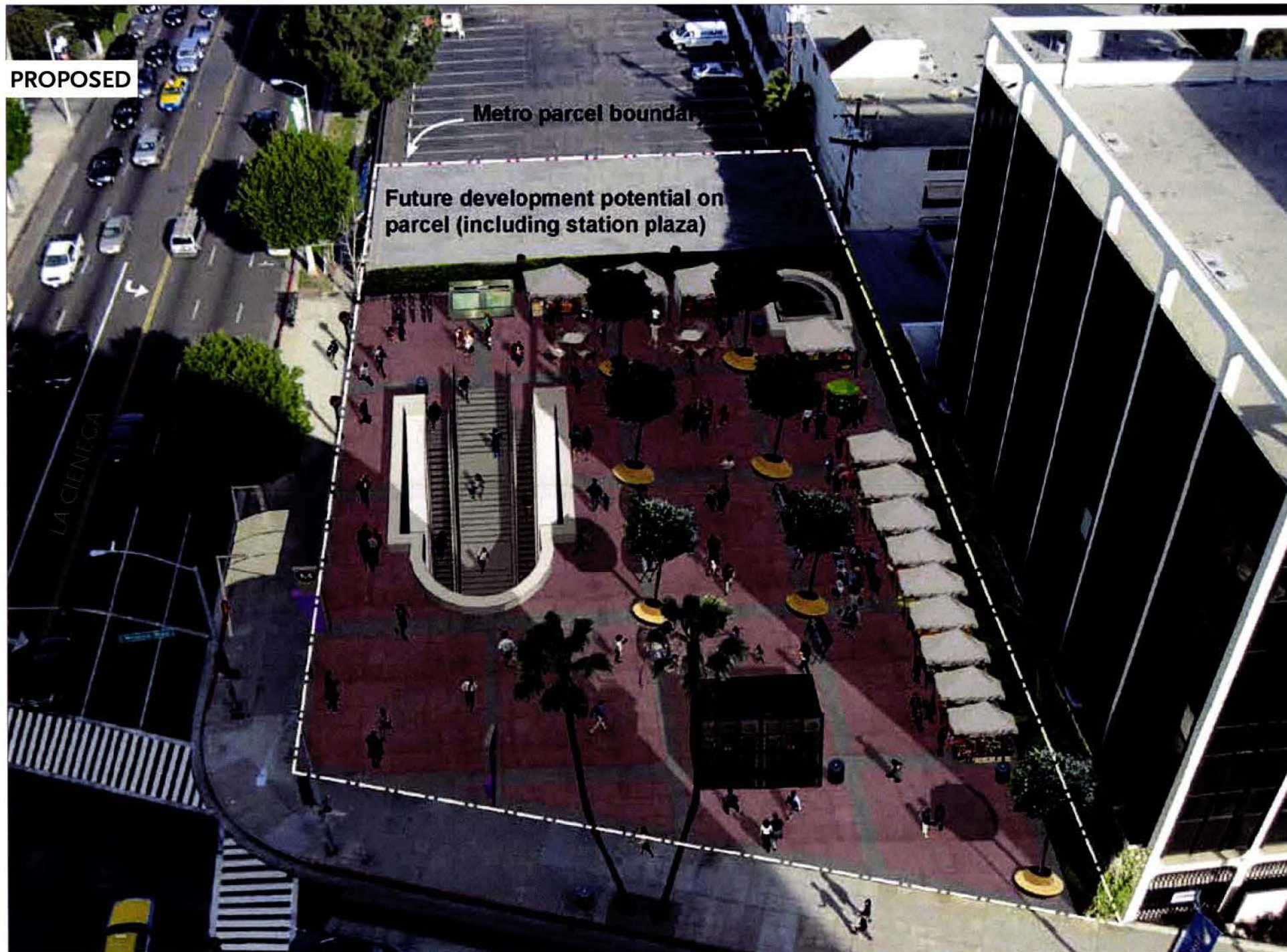


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WILSHIRE/LA CIENEGA STATION

BEFORE AND AFTER PHOTO MONTAGE OF STATION PLAZA AND ENTRANCE



Existing aerial photo of La Cienega, looking north up La Cienega.

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

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WILSHIRE/LA CIENEGA STATION

3D MODELING STUDY OF STATION AREA



Conceptual rendering of station entrance with plaza.



Conceptual rendering of station plaza looking south toward Flynt building.



Conceptual rendering of station plaza looking north at entrance and pylon.

WILSHIRE/LA CIENEGA STATION

3D MODELING STUDY OF STATION AREA AT NORTHEAST CORNER



Conceptual rendering of station plaza looking north at entrance and pylon (above) and same view showing joint development potential at parcel while maintaining entrance (image, left).

WILSHIRE/RODEO STATION

STATION AREA DESCRIPTION

The station entrance is located east of the Wilshire / Beverly intersection at the ACE Gallery site. Station design issues include:

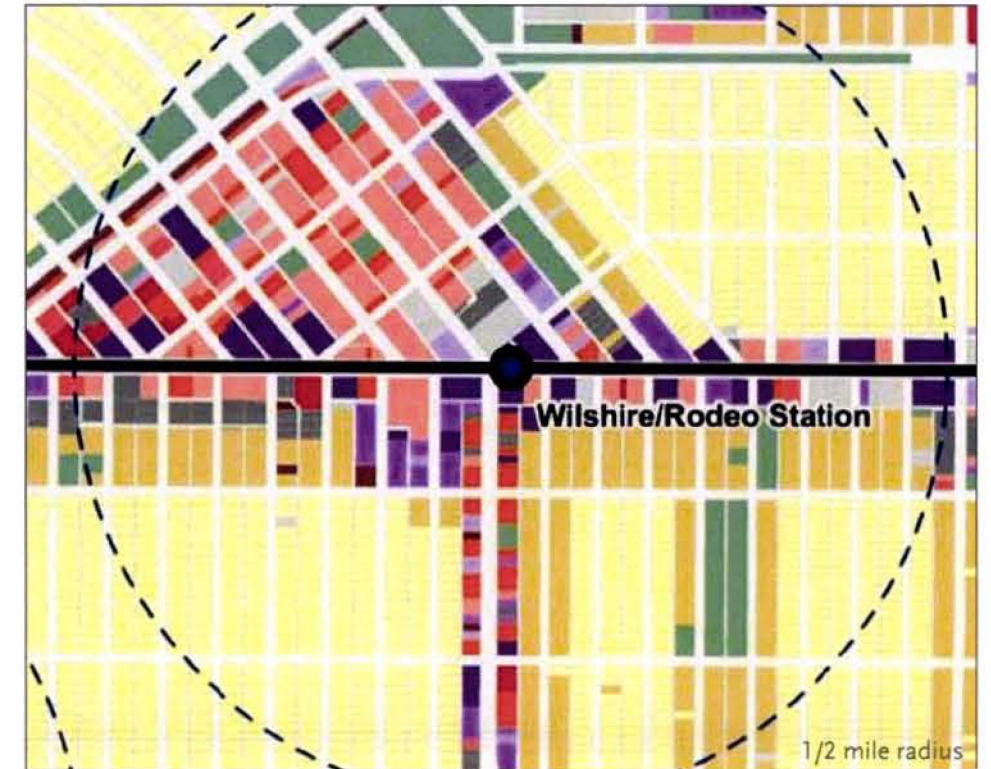
- Limited space for construction, staging, and future development.
- Limited space along the sidewalk for pedestrian and bicycle amenities related to the station area.
- Historic structures: need for mitigations during construction.
- Major tourism center: need for good pedestrian linkages, signage, and amenities.
- High traffic volumes along Wilshire and Beverly: need for safe pedestrian crossings.
- Bus connections along Wilshire: need for good bus/subway interface.
- Interest in knock-out panels for future entrances (SAAG members expressed great interest in a second entrance on the north side of Wilshire).

SOUTHEAST CORNER (ACE GALLERY SITE)



- Portal Parcel Location
- ↘ Location of Existing Pedestrian Entrance or Access
- ↙ Location of Existing Driveway or Vehicular Access
- Location of Proposed Portal Entrance

STATION AREA LAND USE



Legend

Land Use*

- Single Family Residential
- Multi-Family Residential - Low
- Multi-Family Residential - High
- Mixed Use
- Commercial - Low
- Commercial - Medium
- Commercial - High
- Office - Low
- Office - Medium
- Office - High
- Institutional, Government
- Industrial
- Public Park
- Recreation
- Parking
- Vacant
- Other

WILSHIRE/RODEO STATION

STATION AREA CHARACTER PHOTOS



1



6



8



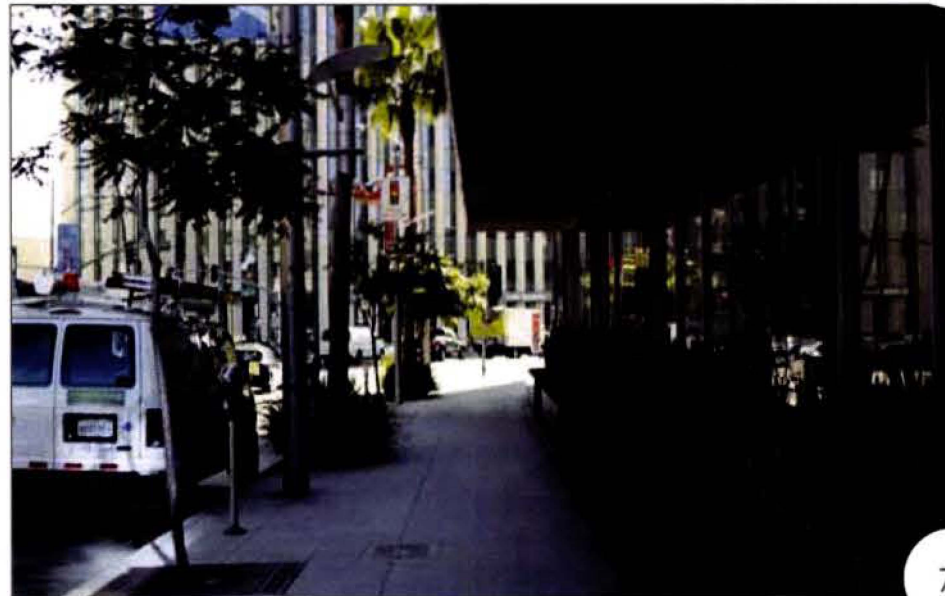
2



3



4



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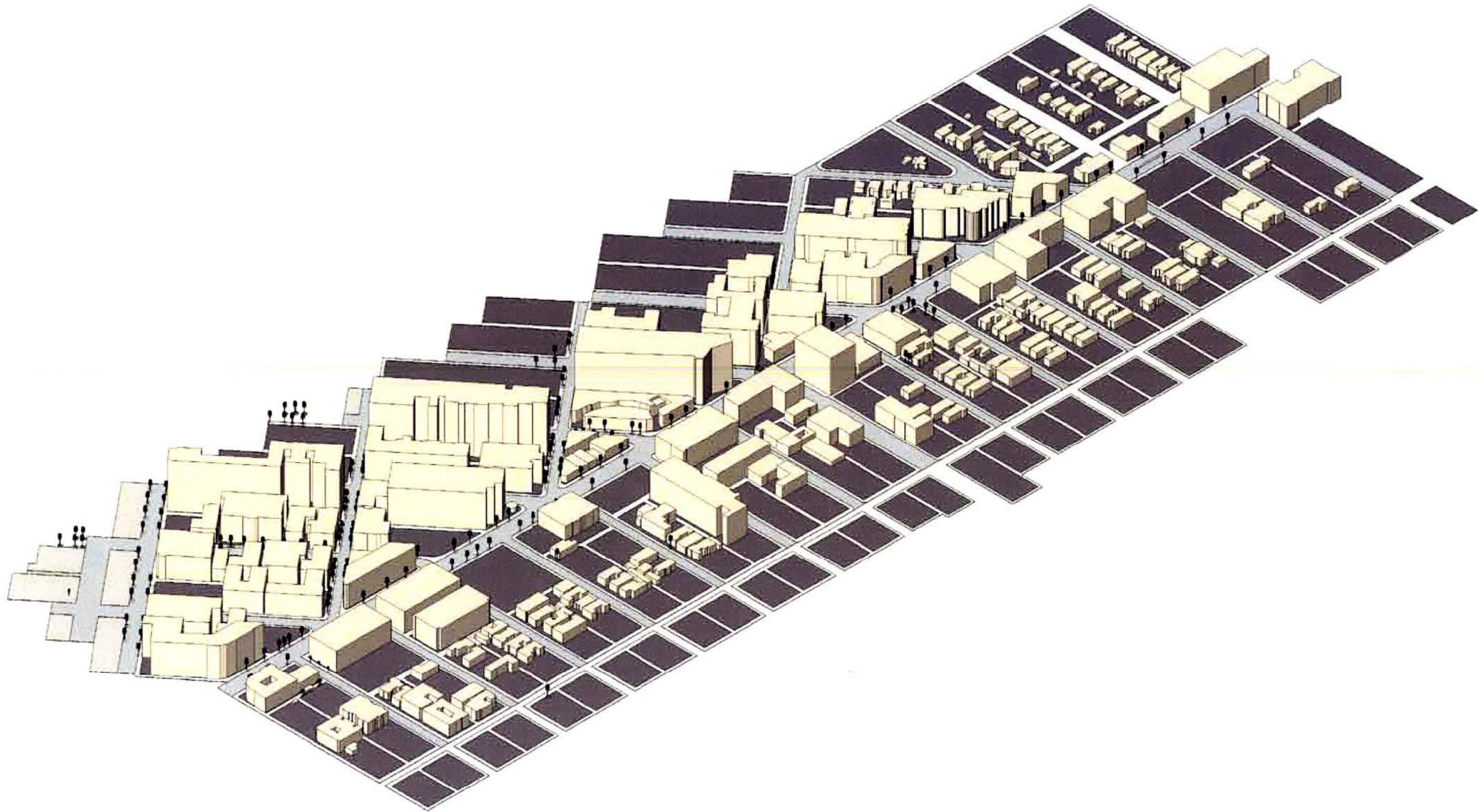


5

1. View of ACE Gallery site.
2. View of Bank of American Building, iconic streamline modern architecture.
3. View of historic bank tower with stained glass roof.
4. View of public parking sign in area. Downtown Beverly Hills has several public parking garages.
5. View of Montage hotel with pedestrian-oriented frontages along Beverly.
6. View of Bank of America building at NW corner of Beverly and Wilshire.
7. View of sidewalk along north side of Beverly in front of Bank of America building.
8. View of historic Union Bank building situated at corner of Wilshire and El Camino.
9. View of Beverly Wilshire Hotel across the street from Union Bank building.

WILSHIRE/RODEO STATION

STATION CORRIDOR 3D MASSING MODEL OF EXISTING CONDITIONS



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WILSHIRE/RODEO STATION

BEFORE AND AFTER PHOTO MONTAGE OF ACE GALLERY SITE ENTRANCE



"After" photo montage of ACE Gallery entrance with plaza providing a grove of trees, seating, and taxi drop off and pick up along the alley behind the parcel.



Existing photo of ACE Gallery, looking west down Wilshire.

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WILSHIRE/RODEO STATION

3D MODELING STUDY OF STATION AREA AT ACE GALLERY SITE



Conceptual rendering of station entrance with plaza.



Conceptual rendering of station entrance with plaza.



Conceptual rendering of station entrance integrated into joint development.

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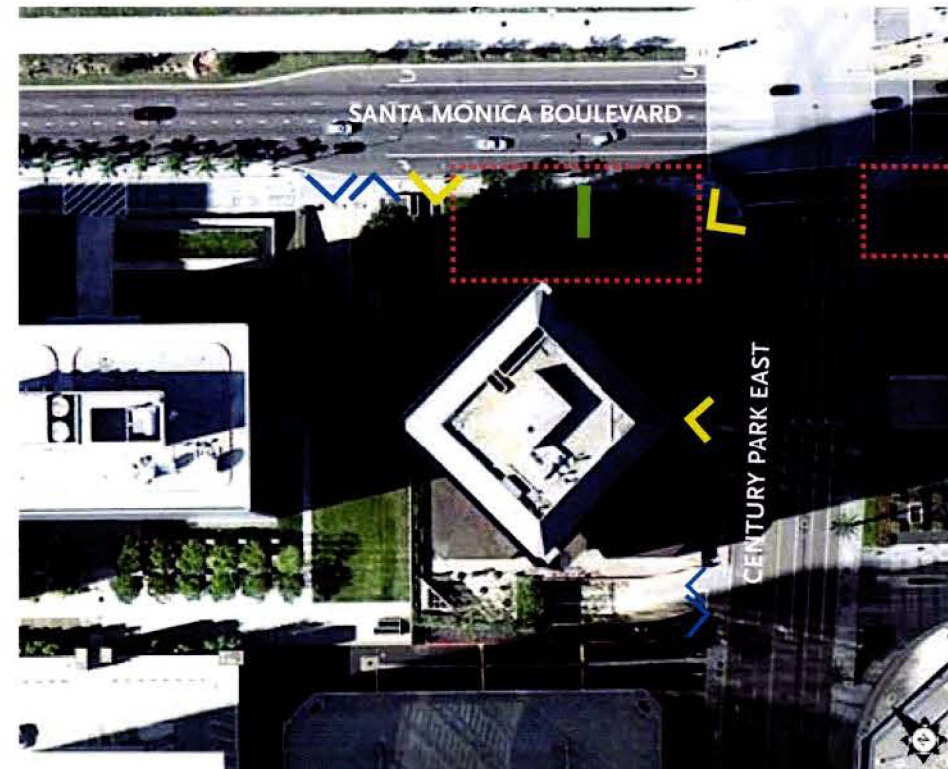
CENTURY CITY: SANTA MONICA BLVD

STATION AREA DESCRIPTION

The Century City entrance is located along Santa Monica Boulevard at the intersection of Century Park East near the bus stops and office buildings along Santa Monica Blvd. On the other side of the street is a golf course. Station design issues include:

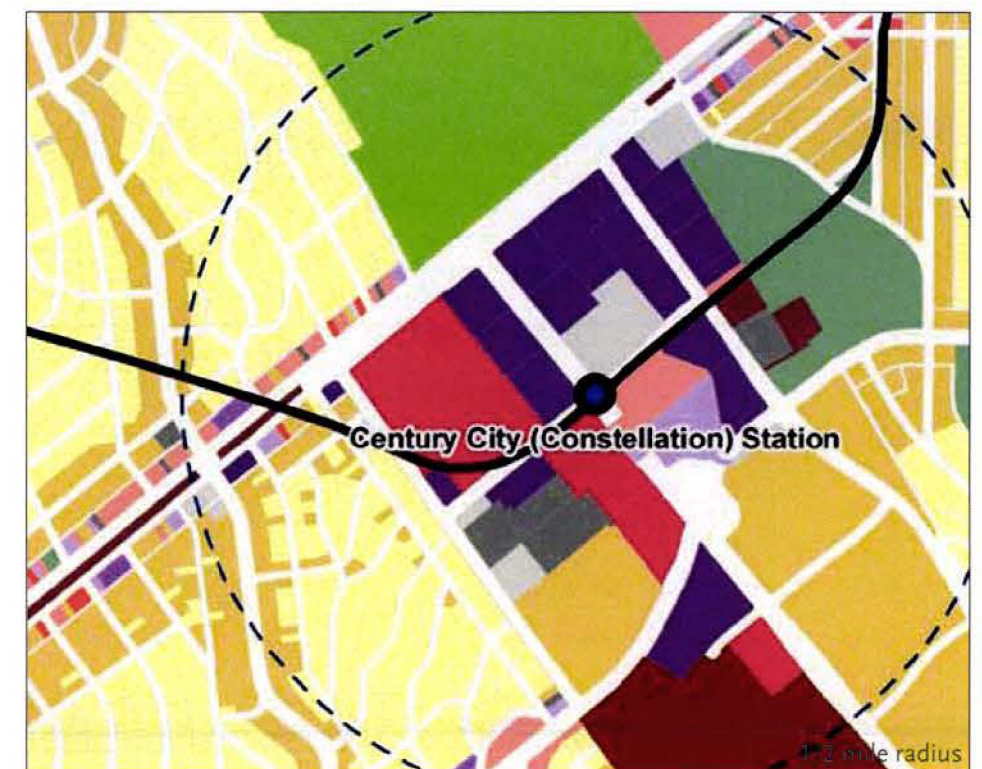
- Limited staging areas: potential staging along Santa Monica Blvd median.
- Lack of pedestrian orientation and amenities in area: need for new development and street enhancements to be pedestrian-friendly.
- Connections to bus and shuttles along Santa Monica Boulevard: need for good bus/subway interface.
- Knock out panels and future development.

SOUTHWEST CORNER (CENTURY PARK EAST)



- Portal Parcel Location
- ↘ Location of Existing Pedestrian Entrance or Access
- ↘ Location of Existing Driveway or Vehicular Access
- ↘ Location of Proposed Portal Entrance

STATION AREA LAND USE



- Legend**
- Land Use***
- Single Family Residential
 - Multi-Family Residential - Low
 - Multi-Family Residential - High
 - Mixed Use
 - Commercial - Low
 - Commercial - Medium
 - Commercial - High
 - Office - Low
 - Office - Medium
 - Office - High
 - Institutional, Government
 - Industrial
 - Public Park
 - Recreation
 - Parking
 - Vacant
 - Other

CENTURY CITY: SANTA MONICA BLVD

STATION AREA CHARACTERISTICS



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1. View of Avenue of the Stars, a wide street with a big median, looking south toward the heart of Century City towers.
2. View of Santa Monica Blvd and the golf course north of boulevard.
3. View of SW corner of Santa Monica Blvd at Century Park East.
4. View of sidewalk along Constellation on east side with utilities in the right of way.
5. View of frontage along Santa Monica Blvd east of Century Park East intersection.
6. View of Westfield Office building on SW corner of Santa Monica Blvd and Avenue of the Stars.
7. View of pedestrian street lamp along Santa Monica Blvd.
8. View of large eucalyptus tree at corner of intersection.

CENTURY CITY: SANTA MONICA BLVD

3D RENDERINGS OF STATION AREA



Conceptual aerial rendering of station area, looking southeast.



Conceptual rendering of station plaza looking east down Santa Monica Blvd.

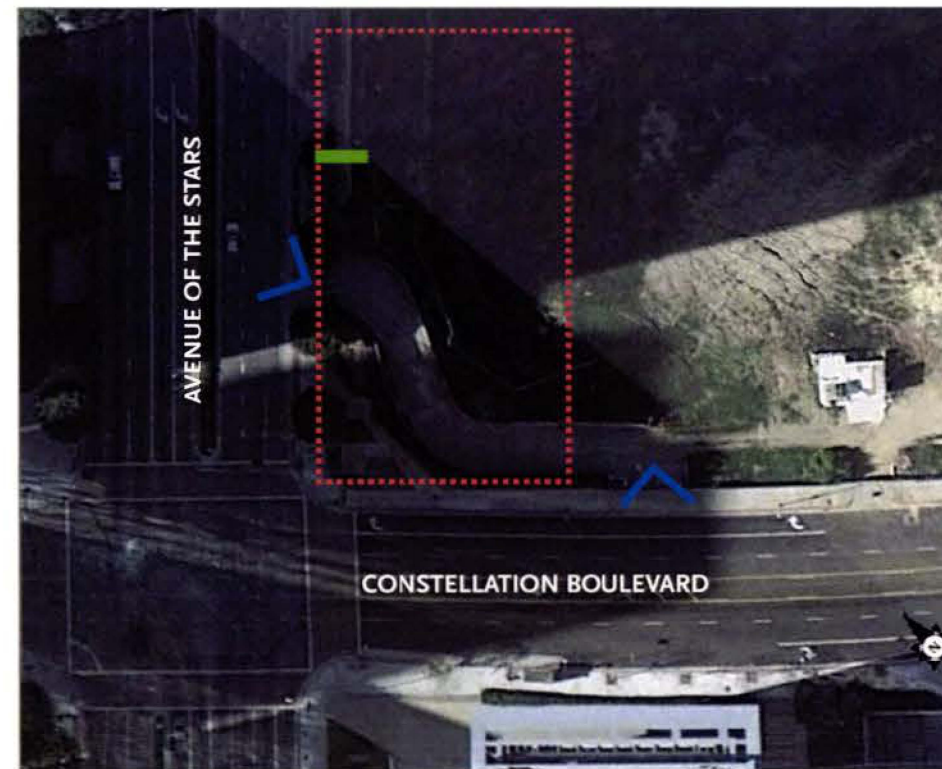
CENTURY CITY: CONSTELLATION

STATION AREA SITE ANALYSIS

The Century City station entrance is located at the intersection of Constellation and Ave of the Stars. This area hosts a number of large office towers and the historic Century Plaza Hotel, as well as Westfield Mall, a major shopping destination. 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: need for good bus/subway interface.
- Joint development potential at JMB property.
- Knock out panels and future development.

NORTHEAST CORNER (JMB PROPERTY)



- Portal Parcel Location
- ↘ Location of Existing Pedestrian Entrance or Access
- ↙ Location of Existing Driveway or Vehicular Access
- Location of Proposed Portal Entrance

STATION AREA LAND USE



- Legend**
- Land Use***
- Single Family Residential
 - Multi-Family Residential - Low
 - Multi-Family Residential - High
 - Mixed Use
 - Commercial - Low
 - Commercial - Medium
 - Commercial - High
 - Office - Low
 - Office - Medium
 - Office - High
 - Institutional, Government
 - Industrial
 - Public Park
 - Recreation
 - Parking
 - Vacant
 - Other

CENTURY CITY: CONSTELLATION

STATION AREA CHARACTERISTICS



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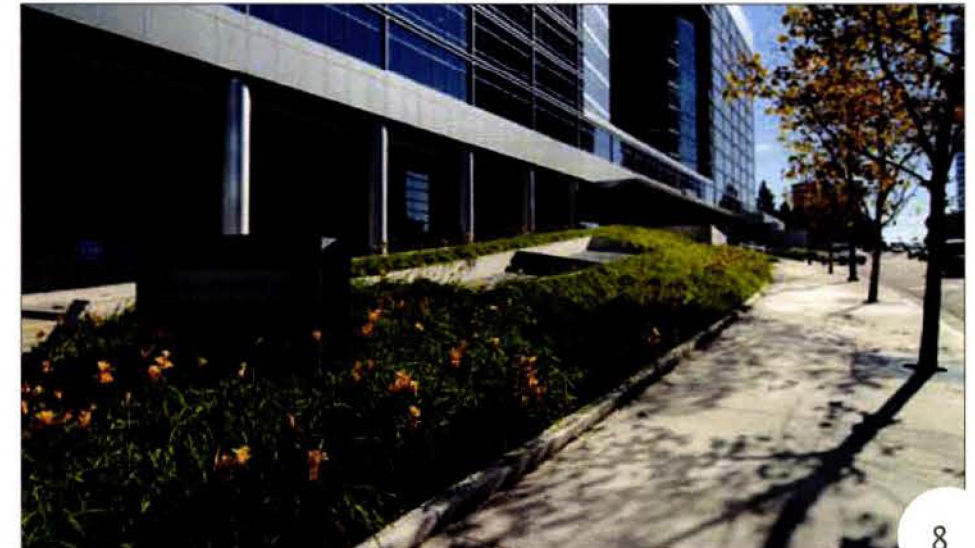
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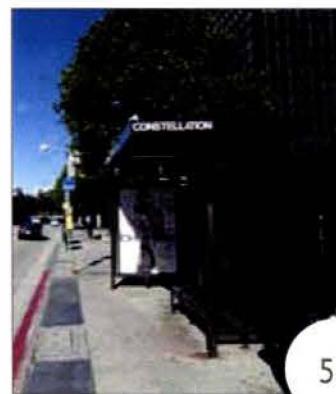
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1. View of Westfield Century City mall entrance along Constellation west of Ave of the Stars.
2. View of Constellation Blvd looking east toward cluster of towers at Ave of the Stars.
3. View of historic Century Plaza hotel site at SW corner of Ave of the Stars and Constellation with landscaped frontage with monument sign sloping up from sidewalk.
4. View of Ave of the Stars, looking south toward Century Park Hotel (SW corner) and Century Plaza Tower (SE corner).
5. View of bus stop along east side of Ave of the Stars in front of the JMB property.
6. View of entrance to underground parking in front of Century Plaza hotel.
7. View of vacant NE corner (JMB site) where future development is planned.
8. View of sidewalk and landscaping along Ave of the Stars, looking south.

CENTURY CITY: CONSTELLATION

3D MODELING STUDY OF STATION AREA AT NORTHEAST CORNER



Conceptual aerial rendering of station area, looking south.



Conceptual rendering of station plaza, looking south.



Conceptual rendering of station plaza, looking north.

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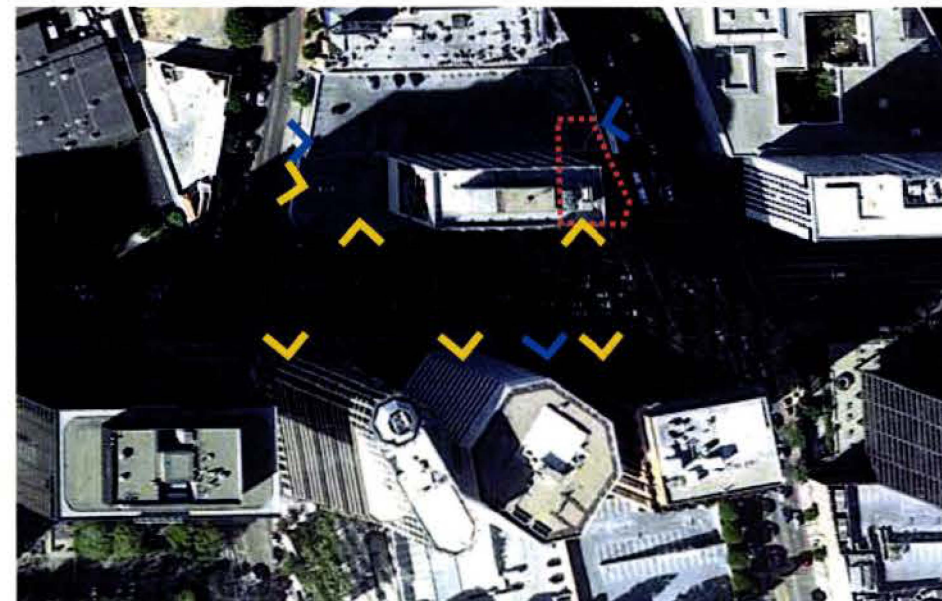
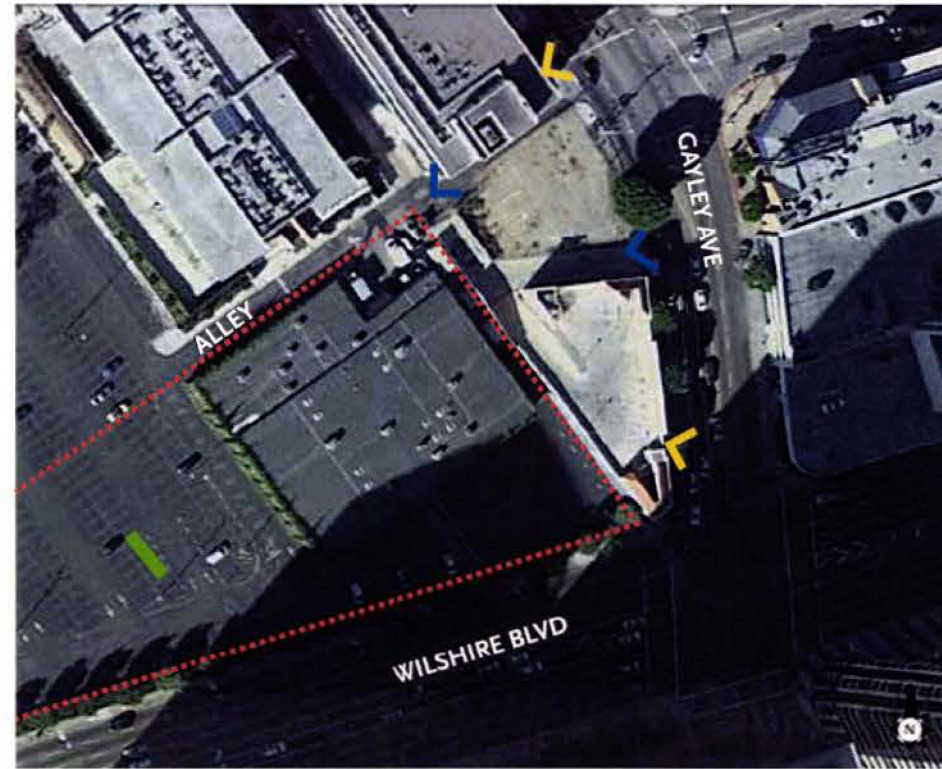
WESTWOOD/UCLA STATION

STATION AREA SITE ANALYSIS

Westwood is a major transportation center, employment center, and retail/entertainment destination. Because this station has very high ridership numbers, there are two station entrances planned along Wilshire Blvd. One entrance is located at UCLA Lot 36 near the corner of Wilshire and Gayley. The second entrance is located at Wilshire and Westwood with a split portal at the NW and SW corners. Station design issues include:

- Major transportation hub for buses, shuttles, bicycles, and pedestrians: need for good multi-modal connections and safety.
- High volumes of high speed traffic, long crossing distances and narrow sidewalks in area: need for pedestrian improvements.
- Major activity and employment center.
- Large parking lot with development potential (Lot 36).

NW CORNER WILSHIRE/GAYLEY



STATION AREA LAND USE



Legend

Land Use*

- Single Family Residential
- Multi-Family Residential - Low
- Multi-Family Residential - High
- Mixed Use
- Commercial - Low
- Commercial - Medium
- Commercial - High
- Office - Low
- Office - Medium
- Office - High
- Institutional, Government
- Industrial
- Public Park
- Recreation
- Parking
- Vacant
- Other

Portal Parcel Location

Location of Existing Pedestrian Entrance or Access

Location of Existing Driveway or Vehicular Access

Location of Proposed Portal Entrance

WESTWOOD/UCLA STATION

STATION AREA CHARACTER PHOTOS



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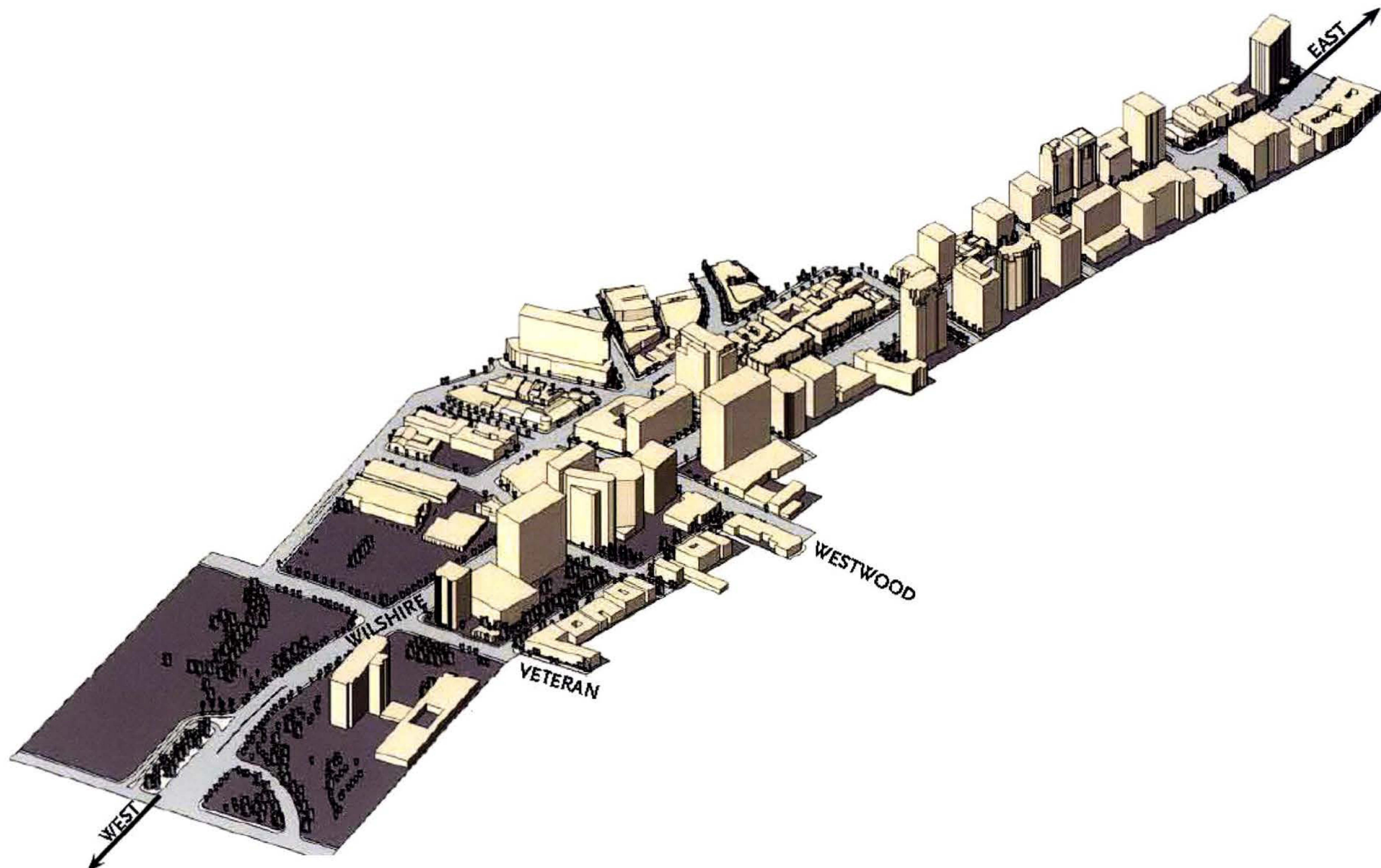


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1. View of Hollywood Video at NW corner of Gayley and Westwood to be demolished and redeveloped as a hotel tower.
2. View of UCLA Lot 36 parking lot looking north toward UCLA campus.
3. View of UCLA Lot 36 parking lot looking south toward Wilshire towers.
4. View of north sidewalk along Wilshire looking west. Sidewalk is narrow with landscaping buffering Lot 36 parking from right of way.
5. View of UCLA Medical Building with LA Fitness on ground floor at NE corner of Gayley and Wilshire.
6. View of Wilshire corridor and towers looking east from Wilshire and Veteran Avenue.
7. View of alley along Gayley that connects to Kinross.

WESTWOOD/UCLA STATION

STATION CORRIDOR 3D MASSING MODEL OF EXISTING CONDITIONS



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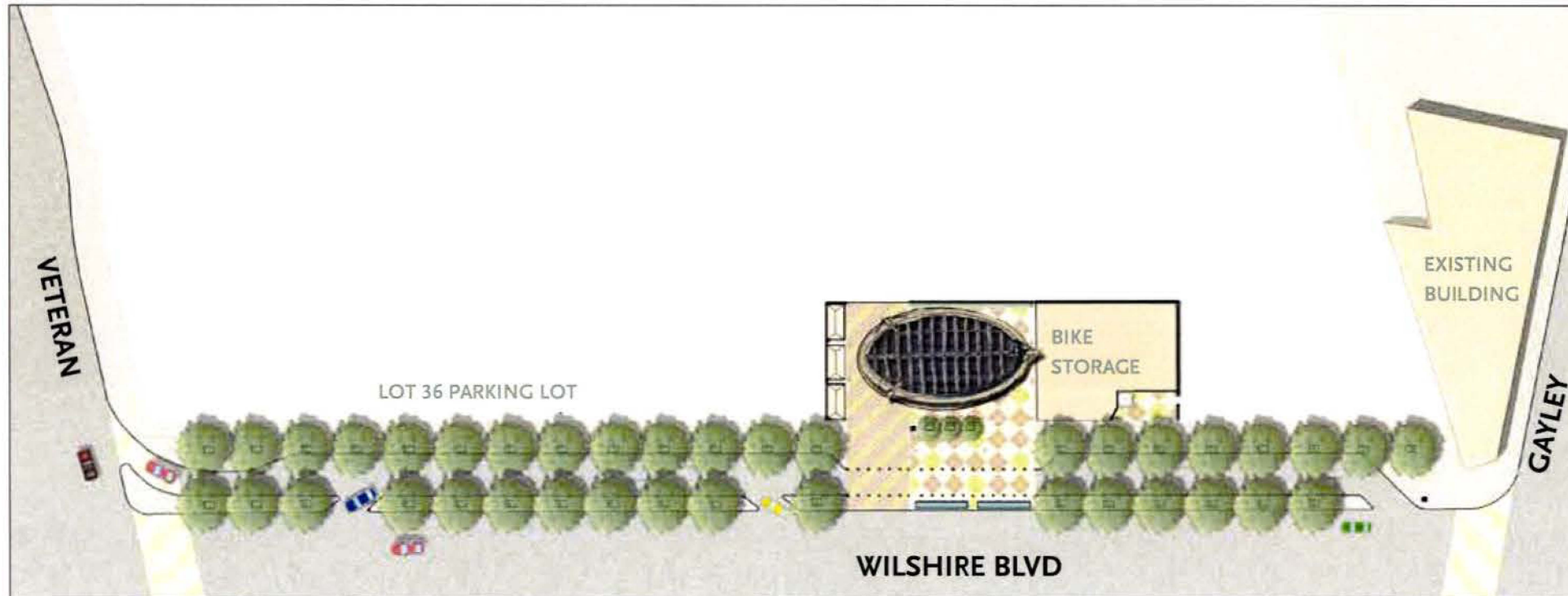


WESTWOOD/UCLA STATION

LOT 36 STATION PLAZA STUDIES



The conceptual scheme (left) shows the proposed station location in Lot 36 with a grand sidewalk hosting a double row of trees with special paving and street furniture. A large open pathway connects the station area to bus stops along Wilshire Blvd.



The conceptual scheme (right) shows the proposed station location in Lot 36 with a sidewalk frontage road and median between the station area and Wilshire Blvd. This frontage road allows kiss and ride drop off to occur in front of the station entrance so that cars do not have to stop along Wilshire and disrupt traffic flow.

WESTWOOD/UCLA STATION

3D MODELING STUDY OF STATION AREA AT UCLA LOT 36 SITE

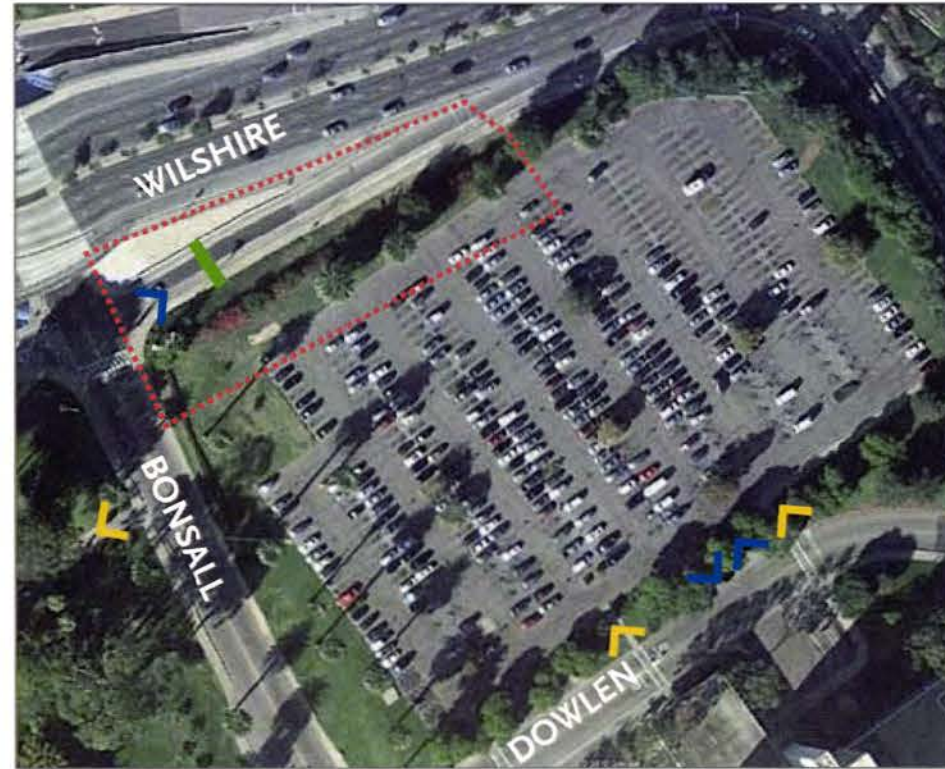
WESTWOOD/VA HOSPITAL STATION

STATION AREA SITE ANALYSIS

The Westwood/VA Hospital Station is located along Wilshire near Bonsall, adjacent to the VA campus which spans north and south of Wilshire. The VA Hospital is located on the south campus, a major employment center and medical treatment resource for veterans in the Los Angeles area. The Westwood/VA Hospital station is planned as the terminus station. Hence, multi-modal connections are critical, as is design for handicap patrons. Key design issues for the VA include:

- Security and privacy: need for separation between Metro operations in the public realm and private spaces and routes for VA patrons.
- Development impact: need to reduce the impact to buildings and land on VA property with a small station footprint
- Bus interface: need good connections between subway and major bus routes that stop along Wilshire
- Pedestrian safety and accessibility: need for safe pedestrian connections and routes to station entrance from VA, bus drop off areas, and kiss and ride drop off areas.

VA SOUTH CAMPUS



- Portal Parcel Location
- > Location of Existing Pedestrian Entrance or Access
- > Location of Existing Driveway or Vehicular Access
- > Location of Proposed Portal Entrance

STATION AREA LAND USE



- Legend**
- Land Use***
- Single Family Residential
 - Multi-Family Residential - Low
 - Multi-Family Residential - High
 - Mixed Use
 - Commercial - Low
 - Commercial - Medium
 - Commercial - High
 - Office - Low
 - Office - Medium
 - Office - High
 - Institutional, Government
 - Industrial
 - Public Park
 - Recreation
 - Parking
 - Vacant
 - Other

WESTWOOD/VA HOSPITAL STATION

STATION AREA CHARACTERISTICS



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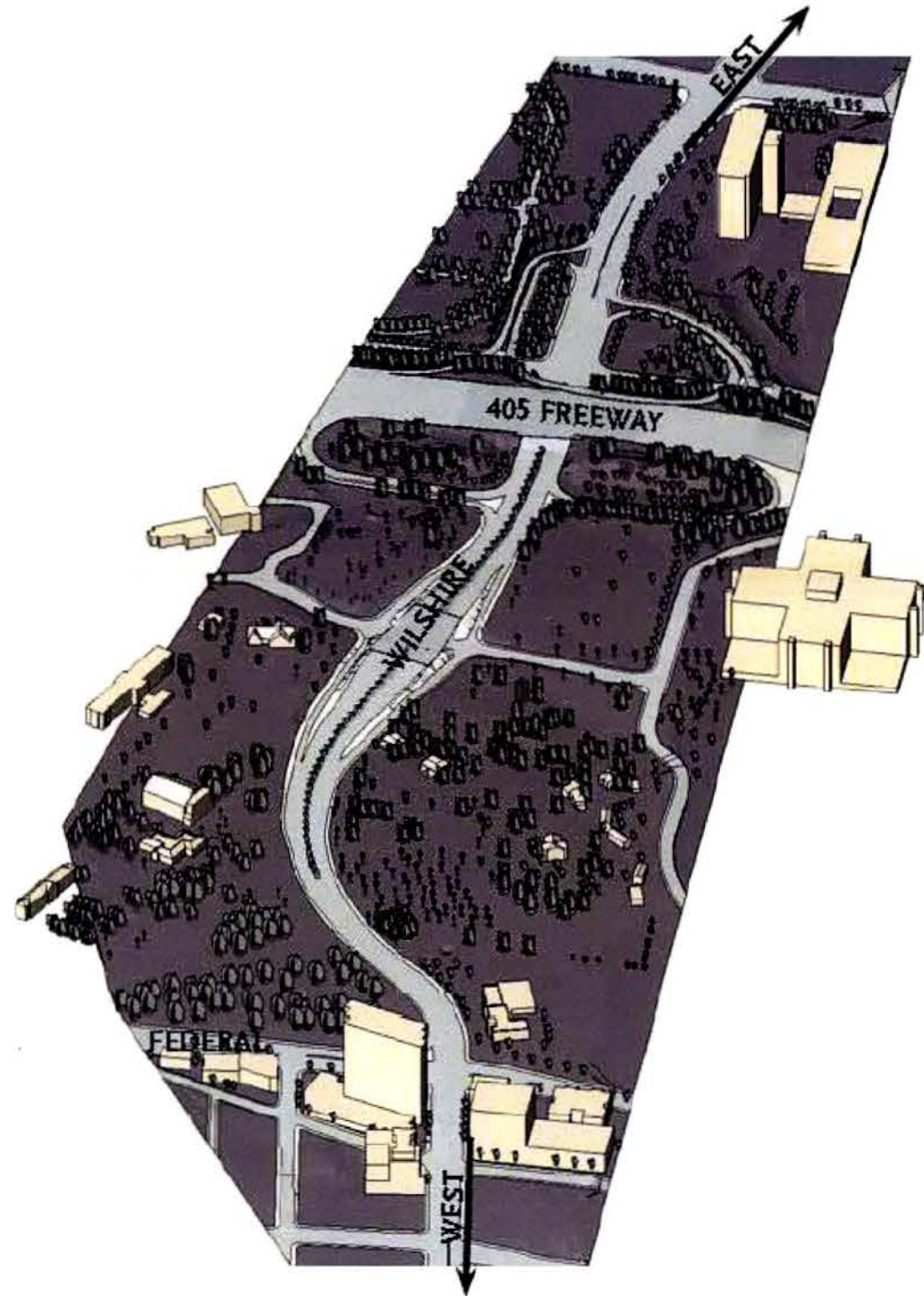
1. View of Wilshire from VA Hospital, looking north.
2. View of parking lot on north VA campus.
3. View of historic chapel on VA north campus.
4. View of VA Hospital on south campus.
5. View of VA Hospital parking lot, looking north
6. View of ramp from Wilshire on north VA campus.
7. View of ramp from Wilshire on south VA campus.

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WESTWOOD/VA HOSPITAL STATION

STATION CORRIDOR 3D MASSING MODEL OF EXISTING CONDITIONS

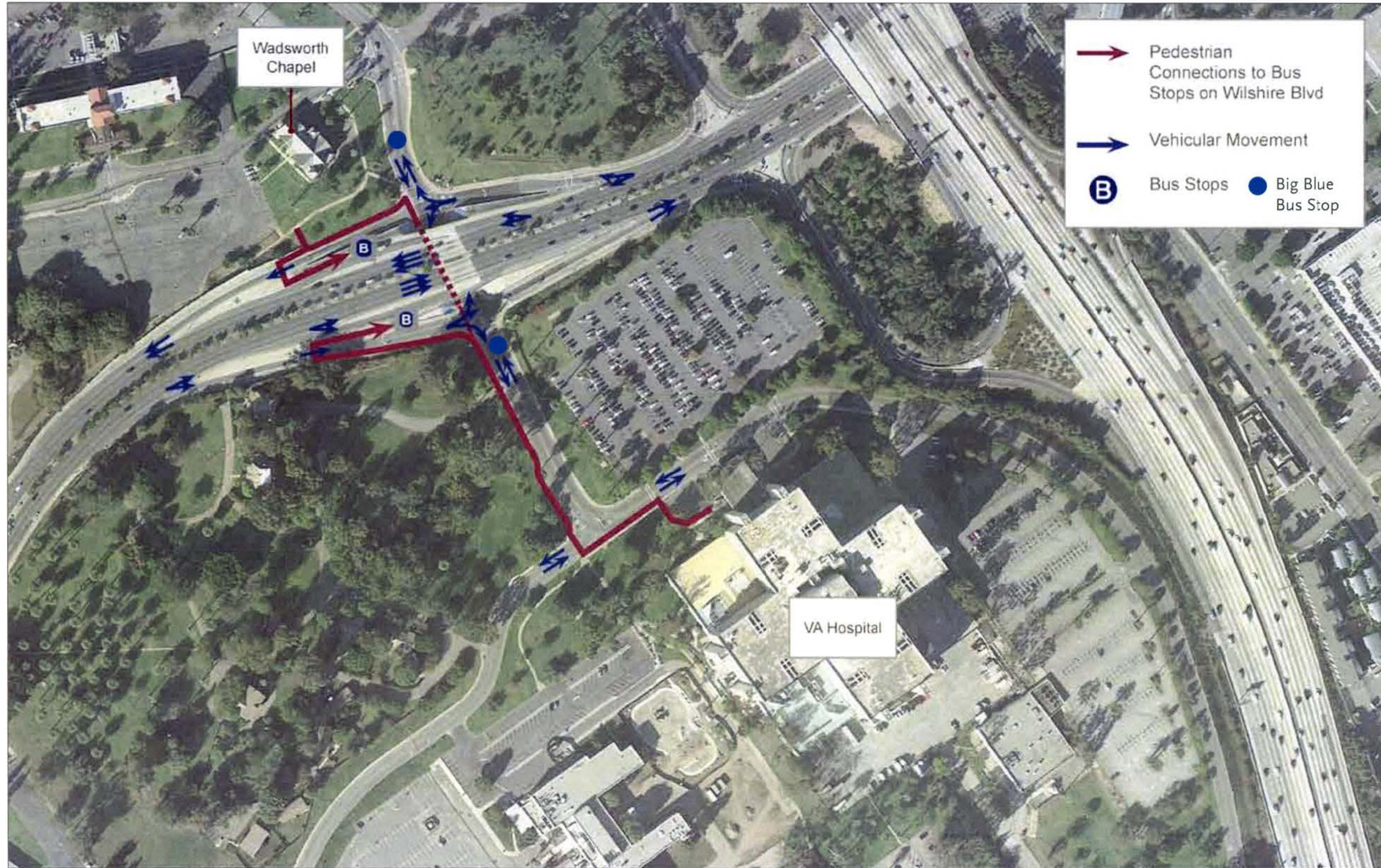


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WESTWOOD/VA HOSPITAL STATION

EXISTING CIRCULATION PATTERNS



Existing pedestrian pathways from the VA campus to and from bus stops along Wilshire are less than ideal, placing pedestrians in direct conflict with cars driving on the ramps that connect Wilshire to Bonsall. The proposed site plans focus on walkability and pedestrian safety to avoid conflicts between cars and people.

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WESTWOOD/VA HOSPITAL STATION

3D MODELING STUDY OF STATION AREA AT VA SOUTH



View of station plaza, looking east with Wilshire to the north and VA parking lot to the south.



View of station area with ramps coming down from Wilshire bus drop off area to station plaza along Bonsall. The on-ramp from Bonsall to Wilshire is realigned to the south to separate the VA Hospital from the Metro station operations.



Metro



*PARSONS
BRINCKERHOFF*



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