



5.0 URBAN DESIGN CONCEPT

5.1 Purpose and Goals

As part of the Metro Westside Extension Transit Corridor Alternatives Analysis (AA) Study, an urban design process for station location planning was conducted that resulted in the Urban Design Concept Report. This report describes the process by which urban design guidelines were developed for the Westside Extension Corridor, one that involved participation by representatives from the cities affected; extensive data collection of existing information and review of plans and policies from these cities relevant to transportation planning; and research regarding planning precedents in cities and transit agencies around the US.

The goals of the urban design process were to:

- Facilitate discussion about the unique characteristics and identity of the Corridor and how individual station areas can be designed to fit within this framework and vision for this Corridor.
- Provide a space for critical analysis of how the Alternatives Analysis should approach considerations of land use, design, and linkages between stations along the line and their urban neighborhoods.
- Propose design considerations for station areas so they will "fit" appropriately within the surrounding urban context.
- Involve stakeholders and the Westside Extension planning team in a comprehensive station planning process.
- Facilitate discussion about sensitive areas (in which station locations are less easily sited) so alternative station locations can be analyzed.
- Help ensure that planning for the corridor takes into account and builds upon the needs, desires, and policies of each city.
- Assist in establishing guidelines and standards that may be helpful for future Metro transit corridor initiatives.

The Urban Design Concept Report (Task 6.3) describes the framework for working with the community and the local jurisdictions during the station area planning and station design phases of the project.

The guidelines put forth in this report are intended to provide Metro and city planners with a planning and design toolkit with which they can participate in future station area planning, establishes a framework in which the cities can understand how the station areas within their boundaries relate to other station areas along the line, and as a tool to clarify the design intent and the system-wide identity of the Corridor during later design phases.

5.2 Summary of the Urban Design Concept Report

The Urban Design Concept Report presents an overview of research compiled as part of the planning and urban design concept study, including relevant plans from each city. This information provides a comprehensive overview of the Corridor and an understanding of the existing context, existing land

use and zoning policies, and the design characteristics of the existing Metro system which the Westside Extension is part of. The report describes station area planning precedents and station area typologies that have been developed previously as a tool to assist in the visualization and design of transportation networks.

The report analyzes possible urban design concepts and vision for the Corridor and proposed station areas. A key component of these urban design concepts is a set of station area typologies, which have been proposed for each of the potential station locations within the Corridor. These station area typologies are intended to help inform planning and design decisions as the project progresses, to begin to establish an urban design vision unique to this Corridor. These typologies, in conjunction the existing Metro Red Line and Purple Line station entrance prototypes, will be the basis of developing a Kit-of-Parts for station area design that will give planners and Metro staff preliminary tools to plan and design individual station areas that are unique to the needs and vision of the communities the system serves.

5.3 Urban Design Principles

Fundamental to the urban design process is the establishment of urban design principles. These principles will inform station planning and design at all levels of planning and design:

1. Promote sustainable design.
 - Develop pedestrian connections and streetscape improvements to create pedestrian-friendly station areas and promote transit-oriented development.
 - Preserve existing cultural/historic resources.
 - Promote the use of recyclable materials and alternative energy systems.
 - Accommodate and encourage non-motorized access to stations.
2. Support local land use goals.
 - Anticipate redevelopment and zoning revisions where planned by local jurisdictions.
 - Concentrate development around established activity centers.
 - Provide for possible future station portals and joint development at station sites, where appropriate.
 - Conform to city growth plan and zoning regulations, including general plans and specific plans.



3. Promote design excellence and enhance the urban environment.

- Involve urban designers, architects, and artists in the design of the system and its adjacencies.
- Develop innovative design solutions that are cost effective and promote joint development objectives.
- Reflect a community's vision in station design and station area planning.
- Encourage new design concepts, and use innovative materials and technologies.
- Promote design solutions that create environments accommodating to pedestrians and transit riders.

4. Promote safety, security, and defensible space.

- Promote a sense of community ownership of the station areas through high-quality design.
- Use Crime Prevention Through Environmental Design (CPTED) principles in station and station area design.
- Ensure equal access to all transportation facilities and apply Universal Design principles to the design of these facilities.
- Eliminate pedestrian barriers and circulation conflicts at stations.



5.4 Vision

The principles described above must be the foundation of the urban design vision for this Corridor and inform the planning and design of the station areas for the Westside Extension. Fundamental to this vision for the station areas are design goals that encourage designs that are:

- Linked to various intermodal transit connections.
- Comfortable, safe and inviting to pedestrians and bicyclists.
- "Imageable" to riders – they are memorable and navigable.
- Supportive of transit-oriented development and joint development opportunities.
- Sensitive to the particular urban context in which they are located.

5.5 Data Collection

As part of the urban design study, the design team gathered data and evaluated:

- Existing plans and policies from each city that relate to transportation, land use, and development.
- Sustainability policies to see how station area planning can take advantage of screening strategies.



- On-the-ground conditions in and around potential station areas in the Corridor and at station areas along existing subway lines in Los Angeles.
- Station planning precedents from cities across the US.
- Urban design considerations and existing Metro design criteria for the existing Metro Red and Purple Lines.

5.5.1 City Plans and Review of Existing System Design

The data collected during this study was part of a comprehensive research and analysis documentation that included:

- Gathering and analyzing all available local transportation and land use plans and policies, including specific plans, community plans, pedestrian-oriented districts, historic preservation overlay zones, and other designated zones and area plans
- Documentation of the existing Red Line and Purple Line typical station prototypes and typical station entrance conditions
- Investigating how these plans and policies address transit and the potential for the Westside Extension within their boundaries
- Conceptualizing how the extension of the existing Red Line and Purple Line can best fit within the existing policy frameworks in each city.

As a result of the data collection process, it was determined that the policy documents from the Cities were generally consistent with the Metro Westside Extension proposed alignment options and transit-oriented development expectations (Figure 5-1). This will be an important factor in establishing a high-ranking for the transit-supportive land category related to the New Starts process.

- Los Angeles, Beverly Hills, and Santa Monica all actively support an alignment along Wilshire Boulevard and all also include smart growth and/or transit-oriented principles and goals in their policy documents.
- West Hollywood recognizes Santa Monica Boulevard as the area in the city with the highest density and concentration of retail and commercial uses. Santa Monica Boulevard is appropriate for transit projects such as the Westside Extension as it is a destination, major transit corridor, and the main spine of West Hollywood.

As part of the urban design process, workshops were held with representatives of the cities and other key stakeholders within the Corridor. The data collected on the potential station sites along the alternative alignments under study was mapped on the following five maps (Figures 5-2 through 5-6) and presented in a workshop held on July 15, 2008 to collect feedback on possible potential station locations.

Figure 5-1. Quotes from Policy Documents and Reports from the Cities

Los Angeles

- Focus future growth of the City around transit stations
- Increase land use intensity around station areas
- Provide a wide variety of housing for a substantial proportion of the project City-wide population
- Reduce reliance on the automobile
- Protect and preserve existing single family neighborhoods

-Objectives from the Land Use and Transportation Plan, 1993

"Wilshire/Western to I-405, serving Century City and Westwood is a priority corridor for high capacity transit service post-2010."

-LA General Plan, Policy 2.13

West Hollywood

"Support 'Smart Growth' initiatives that provide incentives to local governments that promote balanced growth."

-City Council's Primary Strategic Goals, 2008

"Work with other agencies in the region in supporting current funding levels and encouraging increased funding and flexibility in both operating and capital funding for mass transit."

-City Council's Ongoing Strategic Goals, 2008

Beverly Hills

"The Committee unanimously acknowledges the need and benefits of a Westside Subway Extension to serve the City of Beverly Hills."

-Mass Transit Committee, 2007

"The future possibility of a western Metro Red Line subway extension should be acknowledged and actively supported by the City... Transit-Oriented Development (TOD) should be considered along the Wilshire Corridor in the Land Use Element at appropriate locations."

-Circulation Element White Paper, No. 2, 2006

Santa Monica

"The City shall support a future Westside Subway extension or "Subway to the Sea" as a desirable project..."

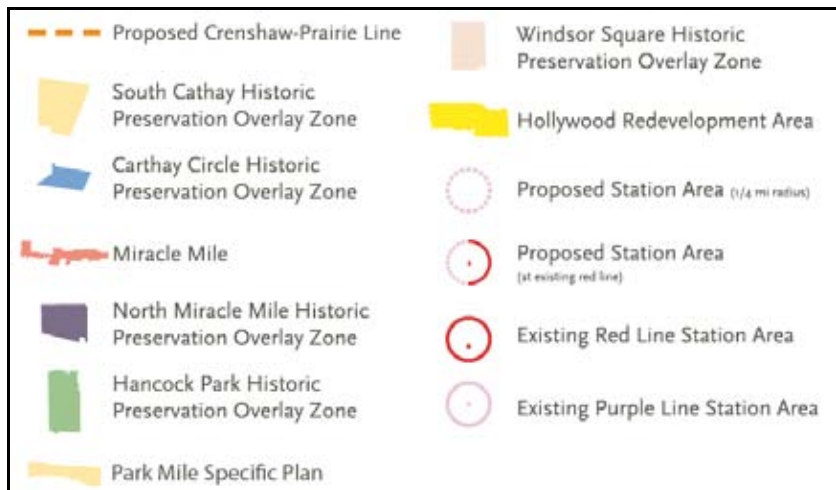
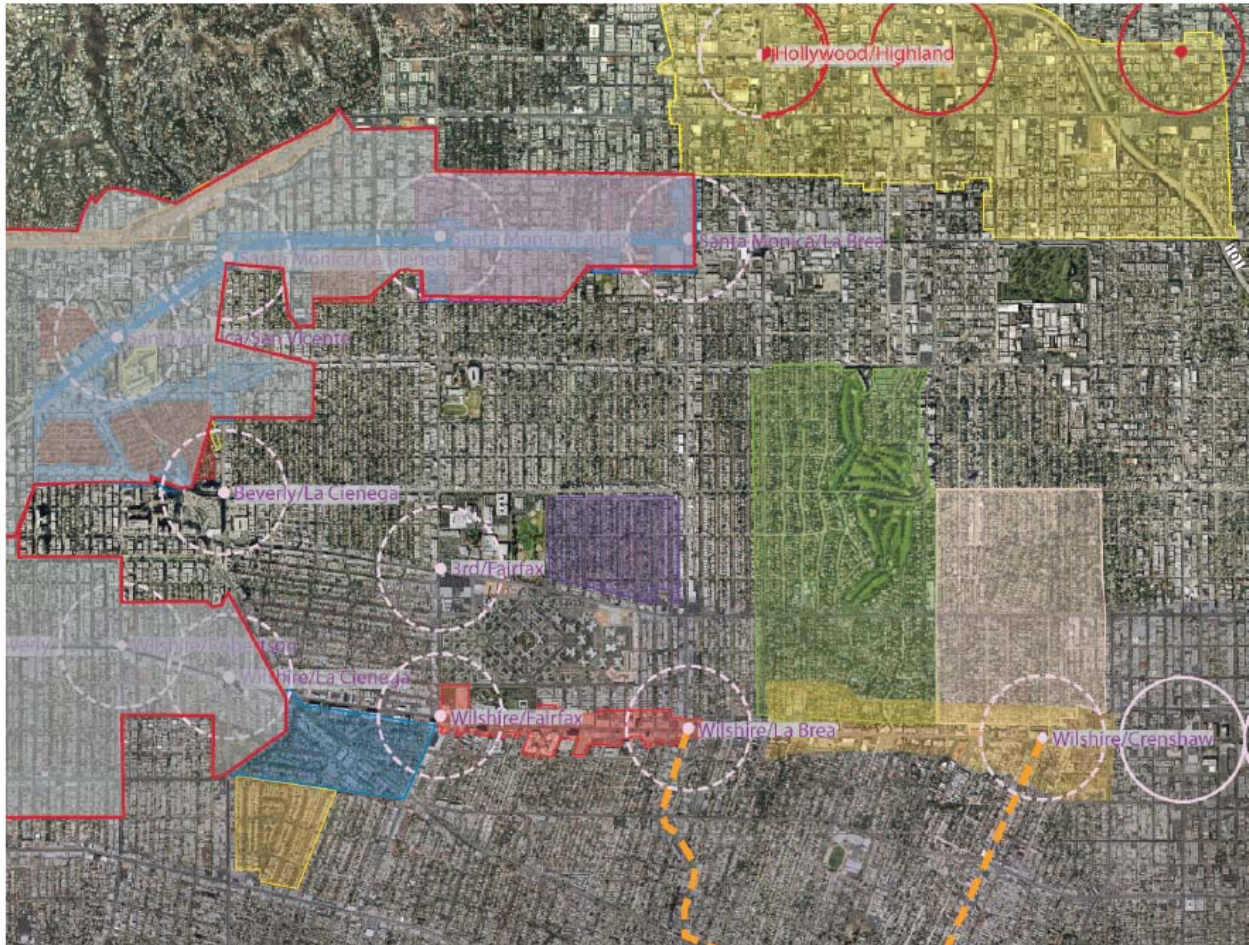
-LUC Strategy Framework, 2008

"The City shall support transit-oriented development patterns and uses that are known to generate a high level of transit ridership."

-LUC Strategy Framework, 2008

5.5.1.1 Los Angeles (East of Beverly Hills)

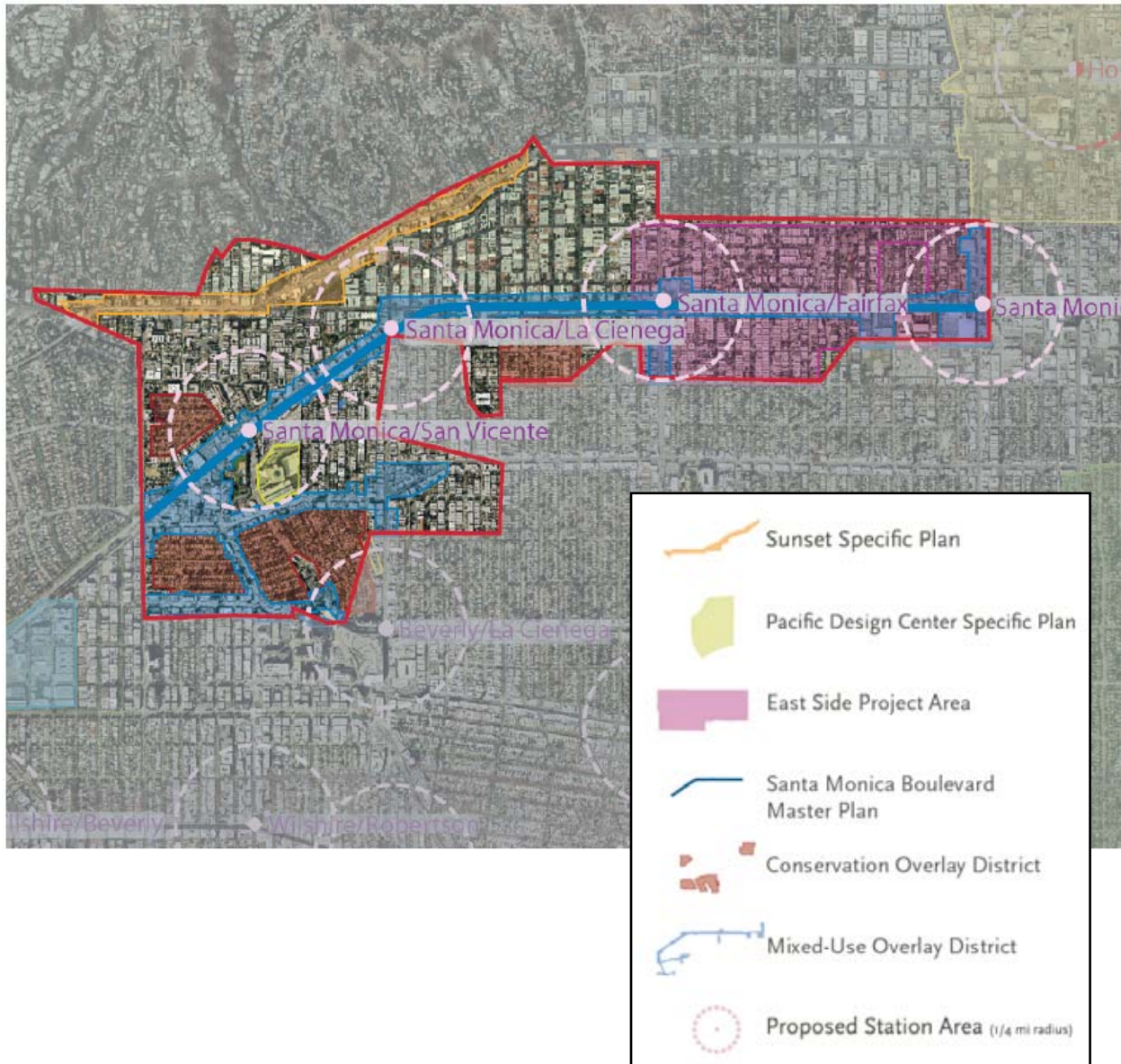
Several historic preservation overlay zones exist in the Los Angeles (east of Beverly Hills) area near the proposed Extension. These zones regulate maintenance, rehabilitation, and repair of existing structures, and design of new construction. The zones often call for maintenance of mature landscaping, contextually-compatible street furniture, and pedestrian-friendly building orientation. This area includes the Park Mile Specific Plan which also defines zoning restrictions at the proposed Crenshaw station site on Wilshire Boulevard. The proposed Crenshaw-Prairie Line could connect to the Westside Extension in this area.

Figure 5-2. Plan Areas in the Los Angeles (East of Beverly Hills) Area


5.5.1.2 West Hollywood

The City of West Hollywood has specific and master plans which regulate development along particular corridors and at key locations. The Santa Monica Boulevard Master Plan envisions Santa Monica Boulevard as a key corridor with gateways at La Brea, Doheny, Fairfax, and San Vicente. Three of these locations are potential Extension station locations. The Pacific Design Center and Sunset Boulevard, which would be connected to the Extension, are two key draws for the city. West Hollywood is currently updating its general plan. In terms of transit-oriented development policies, planning for the Westside Extension should be taken into account during the update.

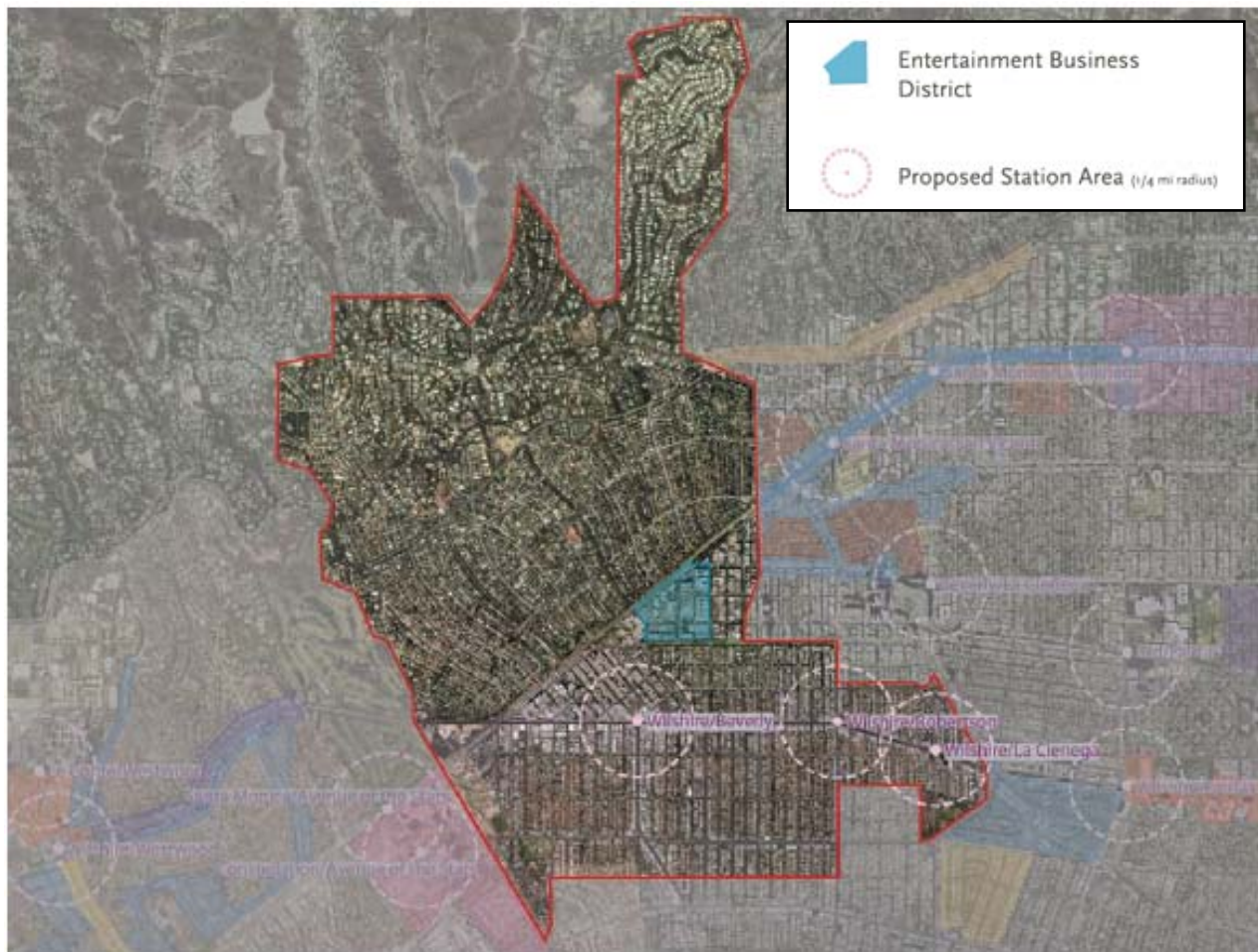
Figure 5-3. Plan Areas in West Hollywood



5.5.1.3 Beverly Hills

Beverly Hills is currently updating its general plan. In updated documents released to date, the City supports the Westside Extension and describes the need to be actively engaged in the planning and design process. The City recognizes that the transportation system must be augmented to accommodate the increases in travel demand expected in the coming years. Beverly Hills also has an active Mass Transit Committee that supports the Westside Extension, and has identified it as one of the top three long-range transportation initiatives to address congestion in the city. The committee recognizes Wilshire Boulevard as the preferred alignment, citing the high employment, population, and transit usage numbers that currently exist there. Beverly/Wilshire and La Cienega/Wilshire are identified as preferred station locations.

Figure 5-4. Plan Areas in Beverly Hills



5.5.1.4 West Los Angeles

Several specific and district plans exist at or near potential station areas in the West Los Angeles area. Five of these plans are in the Westwood area. The City envisions this as a pedestrian-friendly area with well-designed landscaping and street-oriented buildings. The West Los Angeles Transportation Improvement and Mitigation Specific Plan calls for "provisions of or contributions toward transit station centers..." and "...additional transit lines in major corridors." Other plans acknowledge the retail and commercial orientation of the areas. The West Wilshire Community Design Overlay also encourages pedestrian orientation and underground or screened parking. As illustrated in the plans, there is high density in Westwood and along Wilshire Boulevard.

Figure 5-5. Plan Areas in West Los Angeles Area



5.5.1.5 Santa Monica

Like Beverly Hills and West Hollywood, Santa Monica is also updating its general plan. The new general plan includes transit-supportive land use goals and puts an emphasis on developing mobility alternatives to relieve traffic congestion. The Land Use and Circulation Element Framework explicitly supports the Westside Extension. The Sustainable City Plan calls for an increase in the use of sustainable transportation options and a reduction in vehicle ownership rates and traffic counts.

Figure 5-6. Plan Areas in Santa Monica


5.5.2 Understanding the Existing and Proposed Station Areas

Because the Westside Extension will be an extension to the existing Metro Red Line and Purple Lines, it is important to understand the station design and station entrance design along the existing system. A comprehensive visual documentation that included photo simulations was made of Westside Extension Corridor and well as the existing stations that are part of the Westside Extension.

Urban form along the Extension varies in scale and aesthetic. For example, while the Santa Monica/Fairfax intersection is more neighborhood oriented, potential station areas at Westwood and Century City are regionally oriented, with taller and denser buildings. There are several visitor attractions immediately along the line, including the Los Angeles County Museum of Art, the historic Farmers Market, Hollywood Boulevard and the Walk of Stars, the Beverly Center and Rodeo Drive shopping areas, and the 3rd Street Promenade. While some potential stop locations are retail nodes, others are commercial centers or institutional destinations.

The design of the existing Metro Red and Purple Lines includes different entrance types, such as entrances within plazas, entrances integrated into existing buildings, and entrances as part of joint development entrances with intermodal connections. Understanding how the current Metro system interfaces with its surroundings in terms of its design and orientation is key.

Figure 5-8 depicts station entrances along the existing Metro Red Line. As evident from these photos, elements such as signage, amenities, landscaping, special paving, art, and entrance canopies create a "customer environment" for the Metro rider that relates the design of the station to the community that it serves in a unique way. The customer environment is the station public space that is tailored to the design vision and requirements of the community, especially at the station entrances and station areas. Understanding the power of a customer environment to make the station area and the route as a whole imageable and rider-friendly is key to creating the urban design vision for the Westside Extension.

Figure 5-7. Photo simulation showing possible integration of a historic structure with joint development



Figure 5-8. Typical Existing Station Entrances: Wilshire/Vermont to Hollywood/Western

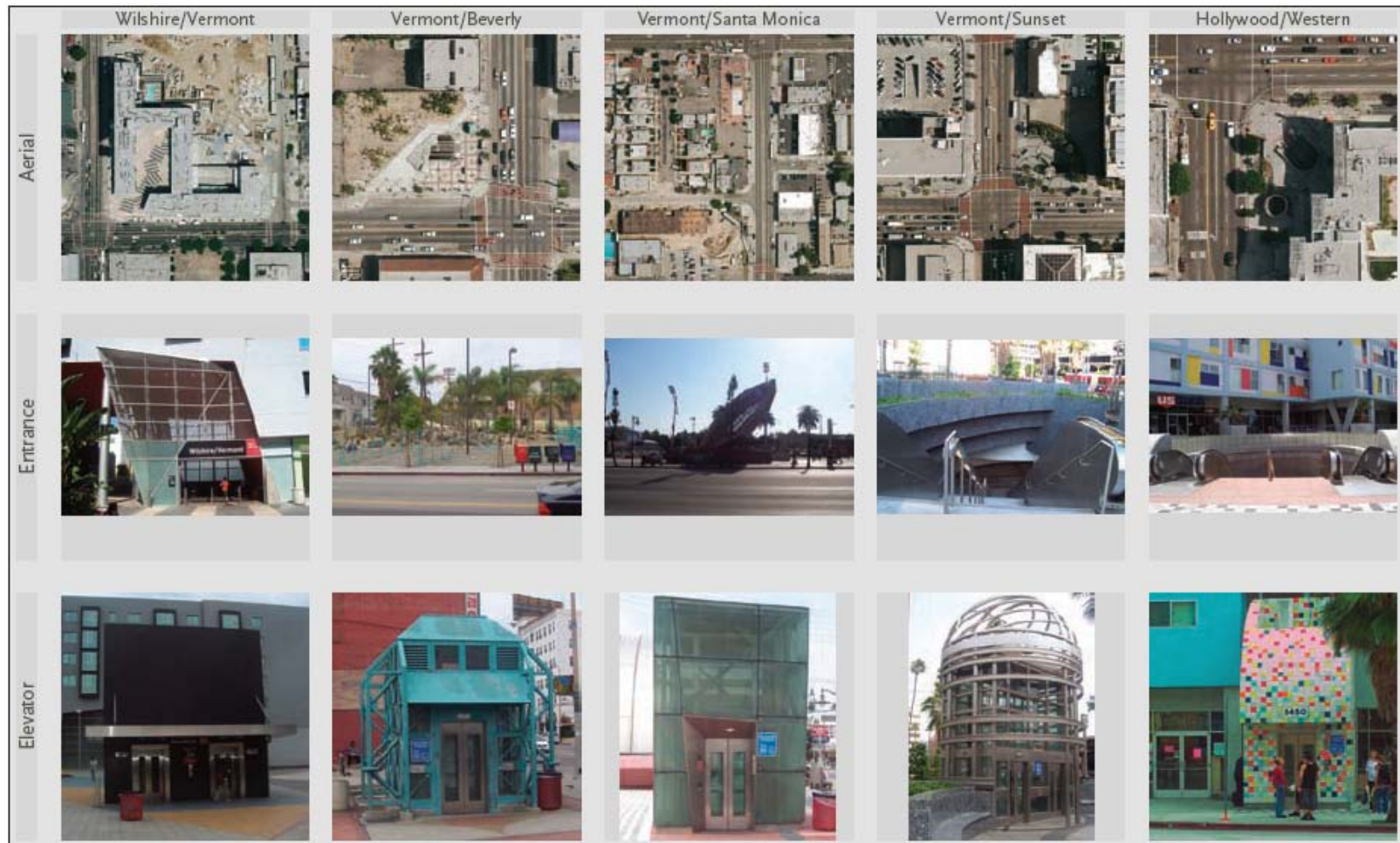


Figure 5-9. Features that Come Together to Create the “Customer Environment”



5.5.3 Urban Design Station Planning Precedents

Municipalities and transportation planning agencies have planned rail systems in the past using station area typology frameworks. This has helped them identify key urban design issues and make design recommendations that are consistent with the needs, image, and vision of their particular community. The goal of all of these typology-based studies is to provide transportation planners and designers with a design tool to help them respond sensitively to the context of the system. Visualizing station areas through a spectrum of typologies helps assure continuity throughout the system.

Figure 5-10 shows eight planning precedents in which agencies and municipalities have created a set of urban design typologies for station areas along a planned rail corridor that could be applied to the Westside Extension station areas. These typological systems inform station planning for the Westside Corridor. Each of these typological systems can be conceptualized as part of a "transect" that runs from a more urbanized and dense character to a more rural character with less intense density. By placing the typologies on this transect system, the team was able to see the similarities and differences between each of the typology frameworks and to understand which aspects of the typologies might be relevant to planning for the Westside Extension.

Each of the typology frameworks included a dense "downtown" or "(major) urban center" station area category, and a less dense "urban neighborhood" or "community" category to differentiate between scales of urban form and development. Some frameworks also included regional or commuter typologies. The typologies that relate to the Westside Corridor are those at the denser end of the spectrum since the corridor is relatively dense and built-up. Some typology frameworks included a "special district" category, which could also apply to the Westside Corridor.

- Many of the typology frameworks:
 - ▶ Regulate density, scale, and/or height
 - ▶ Regulate land uses near the stations
 - ▶ Suggest housing types that are appropriate for station areas
 - ▶ Include guidelines for connectivity to bus and bike/pedestrian paths
- Only a few of the typology frameworks:
 - ▶ Include guidelines for paving, signage, visibility, public art, accessibility, amenities, etc.
 - ▶ Include parking guidelines
 - ▶ Are linked to job targets for the area
 - ▶ Prescribe location and design of station entrances
 - ▶ Include guidelines for finishes and materials

While the Gateway and Neighborhood Centers identified in the Metro Exposition Light Rail Transit (LRT) Project are very helpful for light rail planning in the Los Angeles area, a typology tailored to underground heavy rail is more appropriate for the Westside Extension. The Gateway/Neighborhood typology presented is still, however, potentially applicable to at-grade LRT modes within Metro's system.

Figure 5-10. Station Typology Precedents: Looking at Past Station Planning Designations in Los Angeles and Other Municipalities around the US


While some of the planning precedents inform the urban design study for the Westside Extension, it is clear that a place-specific typology is necessary, one that relates to the unique dynamics of the Westside Corridor.

Ridership patterns and transit mode studies in the AA Study can be used to develop a new typology framework for the Westside Extension. Discussions with stakeholders, review of policy documents, and integration of station area planning precedents can all also inform the creation of a new set of typologies relevant to the Corridor.

5.5.4 Unifying the System

Urban Design principles must guide the urban design guidelines and the station area typologies for the corridor. The following systemwide urban design principles apply to the Westside Extension. These principles relate to elements of:

- Connectivity (bus, bicycle, and pedestrian)
- Joint development and transit-oriented development
- Parking
- Placement and design of auxiliary functions
- Wayfinding
- Station amenities
- Landscaping
- Lighting
- Finishes and materials
- Sustainability and creativity

During station area design and planning phase, the main considerations include:

- Assuring convenient, visible, and pleasant bus, bicycle, and pedestrian connectivity.
- Crafting development that is transit oriented.
- Using sustainable, innovative, and place-specific design elements.

Bus Connectivity

- Station areas should have connections to bus lines within the immediate station area.
- Station areas should have bus shelters and adjacent locations with additional pedestrian queuing areas.
- Large bus stop areas (more than 1 bus in length) and bus layover areas





should be located away from prime retail frontage.

- Directional signage should be used to indicate location of bus stops in and around the station portal and throughout the station area.
- All station signage will conform to Metro signage standards.

Bicycle Connectivity

- New bike routes should be planned to connect the station areas to key locations.
- Station areas should have bike racks that conform to Metro design standards.
- Gaps in existing bike routes should be filled, whenever possible, to better connect stations with the bike route network.
- Bike racks should be designed so they do not impede pedestrian activity. Station areas should have bike lockers placed in unobtrusive locations.



Pedestrian Connectivity

- Station areas should have large sidewalks (22' or wider) and plaza areas to encourage visibility and increased usage of the station area.
- Mid-block crossings are encouraged where possible to facilitate better pedestrian access to the station.
- The use of knock-out panels should be maximized to increase the potential for future pedestrian connectivity.
- Station escalators and elevators should be situated with consideration to the vistas and views that present themselves upon exiting the station portal.
- Ground floor building frontages should maximize transparency to create indoor-outdoor relationships.
- Street furniture should be designed to encourage pedestrian participation in the outdoor realm.
- Crime Prevention Through Environmental Design (CPTED) principles should be used in station and station area design. Four of the main principles are:
 - ▶ Natural surveillance: maximize the visibility of people, parking, areas, building and entrances by facing doors and windows onto these areas and providing adequate nighttime lighting.
 - ▶ Territorial reinforcement: create a sense of territorial control, which deters offenders, by defining property lines





- ▶ Natural access control: clearly indicate public routes and discourage access to private areas
- ▶ Target hardening: prohibit entry or access

Joint and Transit-Oriented Development

- A mix of uses is encouraged at station areas and surrounding areas.
- Only development that is transit oriented is appropriate at station areas and their surroundings.
- The size and shape of developable parcels at the station site should be maximized.
- Whenever possible, stations or tunnels should not be located diagonally through future development sites. Tunnels must be spanned, and it is more expensive and less efficient to construct around this configuration. Clearances around station structures should adequately accommodate future building foundations.
- Adequate cover over the station box should be provided or accommodate enough density to compensate the developer for higher construction costs.
- Reliable as-built conditions should be produced that facilitate conceptual design for joint development submissions and simplify the negotiation process.
- Station portals shall be highly visible within any development to maintain customer access and visibility.
- Whenever possible, bus waiting areas should be located within existing right-of-ways to avoid negative impact on developable areas.
- Station artworks should be designed to be easily removable without damage to artwork or station elements when new construction occurs.



Ancillary Equipment

- Ancillary equipment and supportive functions, such as station vent shafts and grates, emergency exits, should be clustered together so they are minimally invasive.
- Ancillary functions should be located at site edges or outside of the building restriction line (e.g., within the public right-of-way) or incorporated with joint development mechanical spaces.
- Ancillary functions at potential joint development station areas should not be scattered within the middle of the potential site in order to maximize the efficiency, usability, and constructability of the site, and its economic value.

Motor Vehicle Parking

- Transit and bike/pedestrian connectivity should be the primary means of accessing stations. Therefore, connectivity is a higher priority than parking.



- Consider relaxing required parking ratios for development at station areas because of the area's transit orientation.
- Where parking is included as part of station planning or joint development, it should be contained within an underground structured garage and shared among a mix of uses.
- Consider whether any parking provided should be market-priced, paid parking. Fees collected should be directed towards a TOD parking benefit district.
- Consider variable pricing for parking, which can encourage the use of transit during peak periods by charging higher rates when there is greater demand.
- Techniques reducing the footprint of parking spaces may be encouraged, such as robotic parking.
- Consider whether any parking provided should prioritize rideshare vehicles.



Station Canopy

- Station entrances not integrated into a building should be covered by a unique canopy reflective of the area's characteristics, architecture, local artisans, etc.

Wayfinding

- Consistent graphics and placement of signage at stations and station areas.
- Station areas should have maps with local points of interest and walking distances.
- Multi-lingual signs are encouraged.
- Signage using pictograms is encouraged.
- Signage/ wayfinding will conform to Metro signage standards.



Amenities

- Amenities should be integrated into the initial overall design of the station area rather than as an afterthought.
- Station areas should have benches, bike racks, lockers, trash cans, shade trees, and some form of a "geographical narrative," which conveys to the rider information about the environmental, cultural, geological or historical characteristics of the local area.



Landscaping

- Station plazas and entrance areas are the introduction to the Metro customer environment and a gateway to the neighborhood. Station area landscaping should reflect this quality.
- Landscape design should be thought of in terms of placemaking. Station areas should be good places to be, not just pass through.
- Landscaping should support pedestrian connections and create a safer, more secure environment.
- Shade trees are an amenity and help define space and should be used in station areas.
- Station areas should use drought-tolerant landscaping with native or adaptable/noninvasive species.



Lighting

- Lighting should meet all applicable local requirements and be energy efficient.
- Pedestrian-scale lights improve walkway illumination for pedestrian traffic, community safety, and business exposure.
- Outdoor lighting should be scaled to the pedestrian. Typically, 12' lampposts should be used in residential neighborhoods and 15' lampposts on retail streets.
- Outdoor lighting can also be mounted on buildings or strung on wires spanning across plazas suspended from buildings.
- All street lighting should be "full-cutoff" or fully shielded to minimize light pollution and save energy.
- All lampposts should have a visually differentiated base, middle, and top.
- Metal halide lights are encouraged; whereas, high pressure sodium lights are discouraged as they visually render all colors the same.
- Multi-head column streetlights are encouraged on retail streets.
- Cobra heads should not be used on residential or pedestrian-oriented commercial streets.





- Cobra heads should only be used on high-volume traffic streets and should be decorative. They should have a supplemental non-cobra head light mounted at 12'-14' to light the sidewalk.

Finishes and Materials

- Finishes and materials should be of high quality and promote permanence.
- Station finishes and materials will conform to Metro Architectural Design Criteria.

Sustainability

- All new station development will conform to Metro’s Sustainability and Energy Policy.
- New development should meet LEED® Silver and LEED® ND Silver standards.
- Station areas should be designed to use landscape, street furnishing, power sourcing, and water conservation best management practices.
- Existing cultural/historic resources should be preserved in or around the station areas. The sensitive adaptive reuse of buildings is encouraged.
- Development at the station should use recyclable materials and alternative energy systems.
- Station areas should use innovative materials and technologies.
- Stations should accommodate and encourage non-motorized access to stations.



Creativity

- Urban designers, architects, and artists should be involved in the design of station areas and station area amenities.
- The visions and aesthetics of the cities should be integrated into the design of stations and station area planning.
- Innovative materials, technologies, and station area planning approaches should be encouraged.



5.5.5 Station-Specific Urban Design Principles

Urban design principles relating to the following station area characteristics interact differently at each station and thus can be understood on a typological level:

- Density
- Scale
- Number of station entrances
- Station orientation
- Signage
- Public and station art
- Vendors
- Special paving

5.5.5.1 Station Typologies for the Corridor

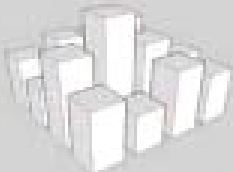
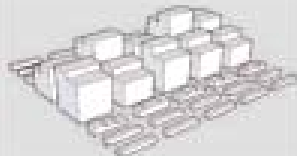
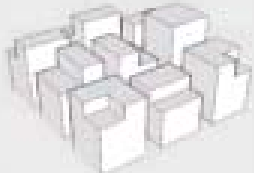

There are four station area typologies for the Westside Extension:

Each typology indicates that different densities, scales, and number of station entrances are appropriate at each station area along the Extension.

The ranges of values of these factors along the Extension are:

- Density
 - ▶ High: FAR \geq 6.0, \geq 100 DUA
 - ▶ Mid: FAR = 2.5-5.9, 40-99 DUA
 - ▶ Mid/Low: FAR = 1-2.4, 20-39 DUA
 - ▶ Low: FAR = .5-.9, 8-19 DUA
- Scale
 - ▶ High-rise: \geq 240'
 - ▶ Mid/High-rise: 75'-239'
 - ▶ Mid-rise: 51'-74'
 - ▶ Low-rise: \leq 50'
- Station Entrances
 - ▶ At least three
 - ▶ At least two
 - ▶ Two preferred
 - ▶ One or more

Figure 5-11. Station Area Typologies Quick Reference Chart

	Typology	Density	Scale	Station Entrances	Station Portal Type
Major Urban Center		High	High-rise Mid/High-rise Mid-rise Low-rise	At least three	Joint development Restricted right-of-way Existing building Intermodal transportation center
Urban Corridor		High along the corridor Low/Mid-rise to Mid-rise adjacent	Mid/High-rise along the corridor Mid-rise adjacent	At least two	Plaza Joint development Restricted right-of-way Existing building Intermodal transportation center
Urban Center		Mid Low/Mid	Mid/High-rise Mid-rise	Two preferred	Plaza Joint development Restricted right-of-way Existing building
Neighborhood Center		Low/Mid Low	Mid-rise Low-rise	One or more	Plaza Restricted right-of-way

5.5.5.2 Kit-of-Parts

While density, scale, and number of entrances help classify typologies, there are a variety of other urban design considerations. These relate to:

- Station Orientation
- Signage
- Station and/or Public Art
- Street Vendors and Performers
- Special Paving

Each of these parts creates a certain customer environment for the Metro rider. The kit-of-parts uses the typologies to codify these elements.

The kit-of-parts is applied to station areas based on each area's identity as a:

- Tourist Destination (e.g. museum or pedestrian-oriented area)
- Institutional Destination (e.g. near a university or hospital)
- Business Center (near substantial employment areas)
- Retail Destination
- Development Potential

Table 5-1. Kit-of-Parts


Kit of Parts	Station Orientation	Signage	Art	Vendors	Special Paving
<p>Tourist Destination</p> 	<p>Station portal(s) should be oriented in the direction of the tourist attraction or should be integrated into the building directly.</p>	<p>Directional signage and maps should be used near station portal(s) and in station plazas to indicate tourist destinations. Signage around the station portal(s) should link with signage in the station area (up to ½ mile radius).</p>	<p>If the tourist destination is arts-based, it may be appropriate for elements of the art to be brought into the station area and the station itself.</p>	<p>Station areas should have spaces for vendors and street performers (e.g. mobile and permanent kiosks, newsstands, built-in benches, locations for stalls).</p>	<p>Special paving, such as brick, paving patterns, and in-floor mosaic, is encouraged.</p>

Table 5-1. Kit-of-Parts, cont.




Kit of Parts	Station Orientation	Signage	Art	Vendors	Special Paving
<p>Institutional Destination</p> 	<p>Station portal(s) should be oriented in the direction of the institution or integrated into the institution.</p>	<p>Directional signage and maps should be used near station portal(s) and in station plazas to indicate institutional destinations. Signage around the station portal(s) should link with signage in the station vicinity area (up to ½ mile radius) and correspond to the sub-signage of the institution, in terms of elements such as font, size, placement, etc. Station areas should include information booths/kiosks and maps of the institution.</p>	<p>Station area planning should include institutions in the design and concept for public art. Institutions should be encouraged to contribute creative, informative displays and interactive advertisements in the station area and the station itself.</p>	<p>N/A</p>	<p>Special paving, such as brick, paving patterns, in-floor mosaic, is encouraged. Paving patterning can be used to link the station with the institution nearby.</p>

Table 5-1. Kit-of-Parts, cont.

Kit of Parts	Station Orientation	Signage	Art	Vendors	Special Paving
Business Center 	N/A	Station areas may include maps, which may be interactive or non-interactive, describing the businesses and amenities in the station vicinity area.	N/A	Newsstands and service related vendors, such as shoe shine and key repair, are encouraged.	N/A
Retail Destination 	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).	Directional signage and maps should be used near station portal(s) and in station plazas to indicate retail destinations.	N/A	Vendors are encouraged in retail areas to supplement retail offered and activate the sidewalk.	N/A

5.6 Transit Supportive Land Use, Development-Oriented Development (DOT) and Transit-oriented Development (TOD)

TOD and DOT are interrelated approaches to transit-supportive land uses. Both focus on existing as well as new development with attention to detailed urban design, and focus on the needs of the pedestrian. The difference between the two transit-supportive land use approaches is one of perspective and geographic scale:

TOD involves the larger station area and is put in place by plans and policies that guide future development within ½ mile of a station. It seeks incentives to allow desired development to easily occur and encourages higher levels of density around station areas; it seeks to align transit investments with a community’s vision for how it wants to grow, creating “livable” mixed-use densities. Much of the potential station areas for the Westside Extension already have TOD in place. DOT, on the other hand, focuses more on the station entrance area development and may be more relevant in areas already fully developed. Determining which approach to use will be part of the station area planning process during the next phases of the project. However, given the built-out characteristics of this corridor, the DOT methodology, which focuses more on pedestrian connections and the design of the immediate station area and station entrance, may be a more appropriate approach than the traditional TOD station area planning approach for this Corridor.

DOT is a newer approach to station area planning that focuses on sustainability as an approach to planning to help communities and transit systems better achieve the dual goals of increasing ridership and enhancing transit supportive development patterns. DOT methodology is directly linked to principles of sustainable land use development and New Urbanism. Like the traditional TOD approach, it is a community-based process for station area planning and development. It is most effective if initiated early in the planning phases of a project when decisions regarding station locations and potential station entrances are made. It is a methodology that is especially relevant to development patterns in a built-up corridor such as the Westside Extension and will be further studied in analyzing transit-supportive land use opportunities at potential station sites within the Corridor.

5.6.1 Key DOT Design Principles

DOT focuses on the importance of non-motorized access to station areas and emphasizes walkability within the station areas. Parking for the station is discouraged; station development is important for creating lively pedestrian-oriented urban spaces that are community focal points. Station architecture and excellence in design are important components to creating sustainable environments that contributes to civic pride and add value to the community. These concepts are embodied in the key DOT design principles:

Stations as the Heart of the Community

Design transit stations to serve as the hub of a community and provide a local identity. Metro stations will create a new front door to the community, and serve as a local landmark or a place to linger in an appropriately scaled public plaza.

Connect Communities with Transit

Link communities along the Corridor together with transit, and link transit stations to the community through a well-connected street, bus, bicycle, and pedestrian network. Transit stations in

the Corridor can be special places which bestow economic value and advantage to the communities through their locational advantage, people-sensitive design, and supportive local plans and policies.

Create a Pedestrian Environment

Provide lively, safe, and convenient sidewalks and paths connecting Metro stations to residences, jobs, schools, parks, and shopping, with buildings directly oriented to those pedestrian connections. The key to growing ridership and creating economic value in a community is accommodating the pedestrian. Transit facilities in the Corridor should celebrate the pedestrian by giving them priority in design decisions.

Tame Traffic

Major streets separate and divide the Corridor. The coming of the Metro system provides an opportunity to reconnect parts of station communities by calming traffic and designing parking lots and associated street improvements so that traffic operates at speeds compatible with a healthy, safe community.

Balance Parking

Parking must not separate traffic from the community. Move, share, wrap, and deck parking to provide the right balance of parking to support the economic viability of the station area and make the area pedestrian friendly. Evaluate the need to provide parking at station sites.

Create Partnerships

Secure public-private partnerships that will maintain the success of the Corridor and the communities it serves to capture and enhance the public investment made in transit improvements.

Complement Community Objectives

Help realize the vision and economic vitality of each community with quality development that provides a mix of uses close to transit. Understanding and working closely with the community is critical to guiding the design and fit of transit in the Corridor to be a good neighbor and a catalyst for realizing the community's vision.

The Urban Design Process and Station Area Planning

The DOT principles described on the previous pages will be the basis of an ongoing urban design process that will include station area planning charrettes/workshops during the next phases of the project. They will be part of the development of the station typologies and urban design guidelines available to the communities during future phases of the project to assist in preparing conceptual plans for the Corridor and station areas as part of the Preliminary Engineering phase of the project.

5.7 Initial Station Planning and Urban Design Workshop Process

A key component of the urban design study and the station area planning process during this phase of the project was the participation of the Cities in an initial Workshop on July 15, 2008, and a follow-up meeting to discuss the urban design concepts and potential station locations. These workshops and meetings were part of the public outreach effort during the Alternative Analysis Study and will be part of a continuing design process for the station area planning process in future phases of the project. The station area planning process and public outreach process establish the necessary framework for documenting and implementing key decision related to the selection of potential station locations with best transit-supportive land use opportunities for this Corridor.

The following section describes the results of the findings of the initial Workshop with key stakeholders and updates to these findings as a result of the follow-up meeting held on September 4, 2008.

5.7.1 Los Angeles (East of Beverly Hills)

Plans and Policies Reviewed

Workshop participants in the Los Angeles (east of Beverly Hills) group indicated that along with the plans and policies already considered as part of the Urban Design Study, the following documents need to be considered:

- Park Mile Specific Plan
- The city-wide list of historical/ cultural monuments
- Windsor Village and Wilshire Park pending historic zones
- General Plan Framework
- City Wide Urban Design Principles
- Walkability Checklist
- Bicycle Plan (currently being updated)

General Feedback Received

The following comments were given by the Los Angeles (east of Beverly Hills) stakeholders during the workshop sessions:

- Create bikeable neighborhoods - “local streets.”
- Bike storage facilities need to be improved.
- Station entrances need to accommodate non-motorized transport access.
- Biker gym-transition area for showering changing is needed.
- Transit-oriented development for Los Angeles means making stations as permeable as possible.
- Improve pedestrian crossings.
- Focus on getting people out of cars, but not having to add density.
- Urbandesignla.com is a helpful Los Angeles planning website.

Station-Specific Feedback Received

There are five potential station areas in the Los Angeles (east of Beverly Hills) area. The specific feedback received during the workshop break-out sessions is summarized on the following pages.

Wilshire/Crenshaw Area
Figure 5-12. Wilshire/ Crenshaw

Workshop Feedback Received

- Important to have connection to proposed Crenshaw/ Prairie Light Rail
- Respect the Park Mile Specific Plan
- More planning must be undertaken to determine if this station should be retained or removed from further consideration
- Station considered a Neighborhood Center

Follow-Up Meeting Feedback Received

- Perception is important –change the idea from “should we keep this station”



- Not very dense
- Link to economic development to the east and south
- Intent of zoning unclear
- Possibly expand Dash service

Wilshire/La Brea Area

Figure 5-13. Wilshire/ La Brea





Workshop Feedback Received

- 4th Street bike corridor
- Development potential in station area
- Good connection to Crenshaw Corridor
- Urban Complex- area in transition
- Not quite a destination yet, but a lot of opportunity here

Follow-Up Meeting Feedback Received

- Potential TOD to be created
- Potential for development through improved connectivity
- 2 miles is a huge gap between the La Brea and Western stations
- Could be considered an “Activity Center”

Wilshire/ Fairfax Area

Figure 5-14. Wilshire/ Fairfax

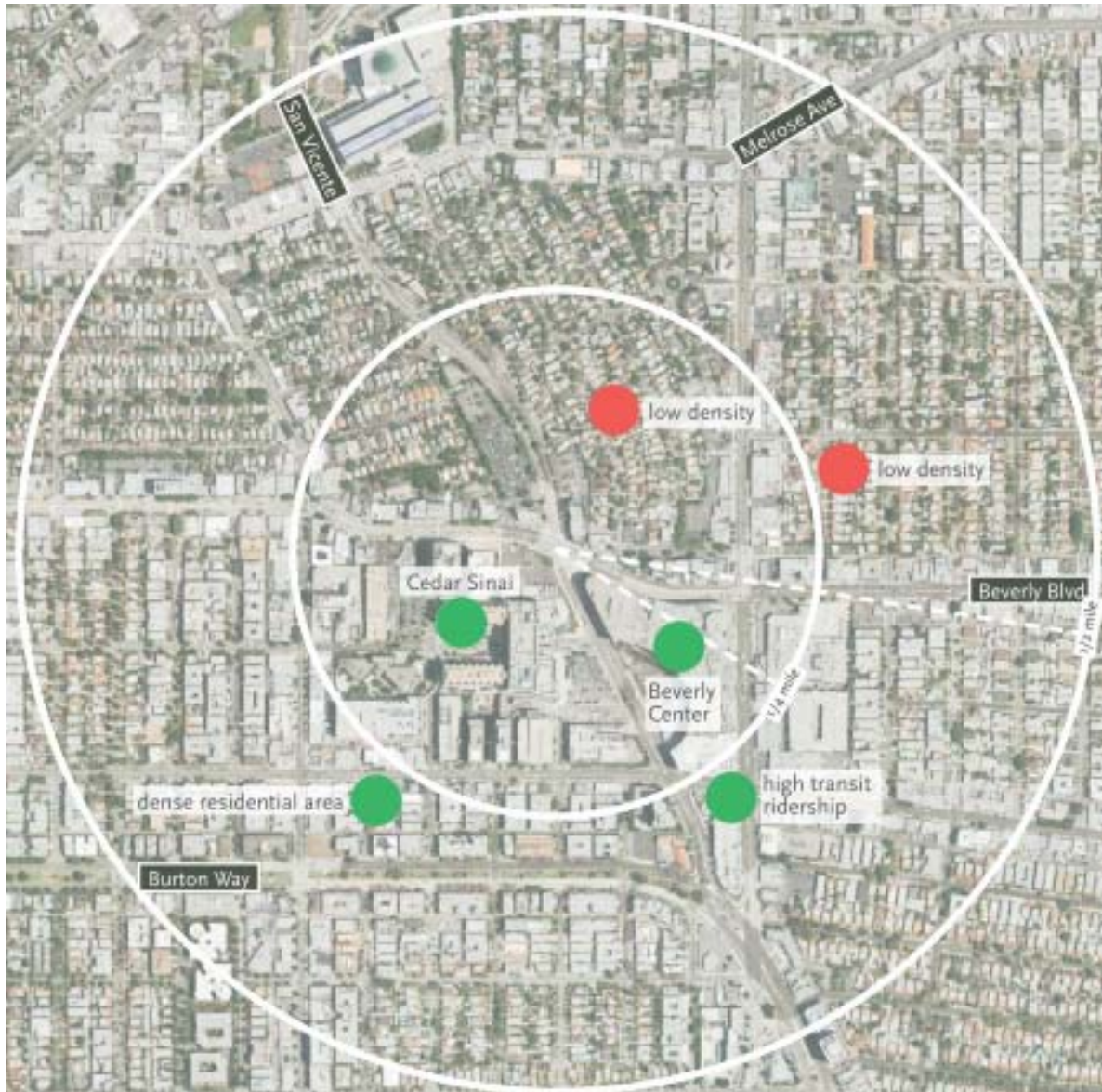


Workshop Feedback Received

- Give station area a new name such as ‘Specialty Center’
- Station area has museum, institutional, regional and tourist uses
- Typology is based on existing conditions, not proposed- should be reverse
- If alignment is to the north there are potential routing constraints
- Think better descriptive language could be used such as “Museum Complex”

Beverly Center Area

Figure 5-15. Beverly Center



Workshop Feedback Received

- Is the station area a “Specialty center?”
- Station area has a focus on medical uses and is rich in jobs
- La Cienega would become a major but needs to be developed
- Change “Urban center” to something that speaks to the access and the types of uses
- Station area is already a TOD

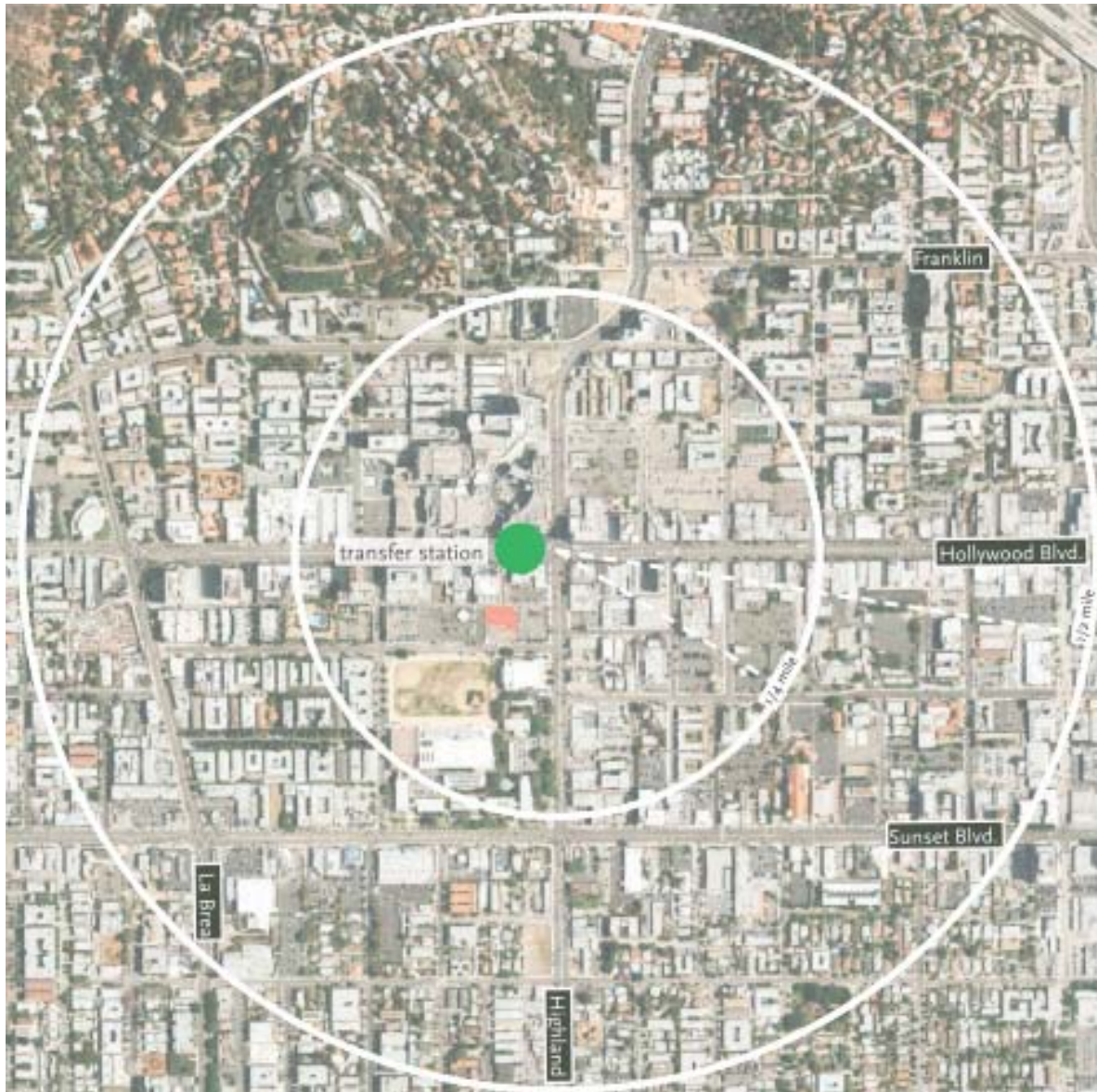


Follow-Up Meeting Feedback Received

- Move station a little bit
- Needs longer portal access
- Possibly move further south
- People already walk more in the north, therefore may be more willing to walk further
- Multiple entrances
- Dense not intense

Hollywood/ Highland Area

Figure 5-16. Hollywood/Highland

***Workshop Feedback Received***

- Station area is a major entertainment/ regional attraction
- Station area contains high density residential area
- Connecting this regional center with other regional center is desired
- Station would become a transfer station, which would be advantageous, therefore considerations must be made

5.7.2 West Hollywood

Plans and Policies Reviewed

Workshop participants in the West Hollywood group indicated that along with the plans and policies already considered as part of Urban Design Study, the following documents need to be considered:

- Redevelopment Area Plan (east of Fairfax and Hayward)
- Mixed-Use Area Zone (east of Fairfax)
- Westside Specific Plan
- Santa Monica Master Plan
- Transit Study
- West Hollywood Park
- Plummer Master Plan
- Lot Motion Picture Studios
- Comprehensive Development Plan
- Division 7 Bus Facility Redesign Study
- Land use transportation reports
- West Hollywood survey groups
- Existing West Hollywood General Plan

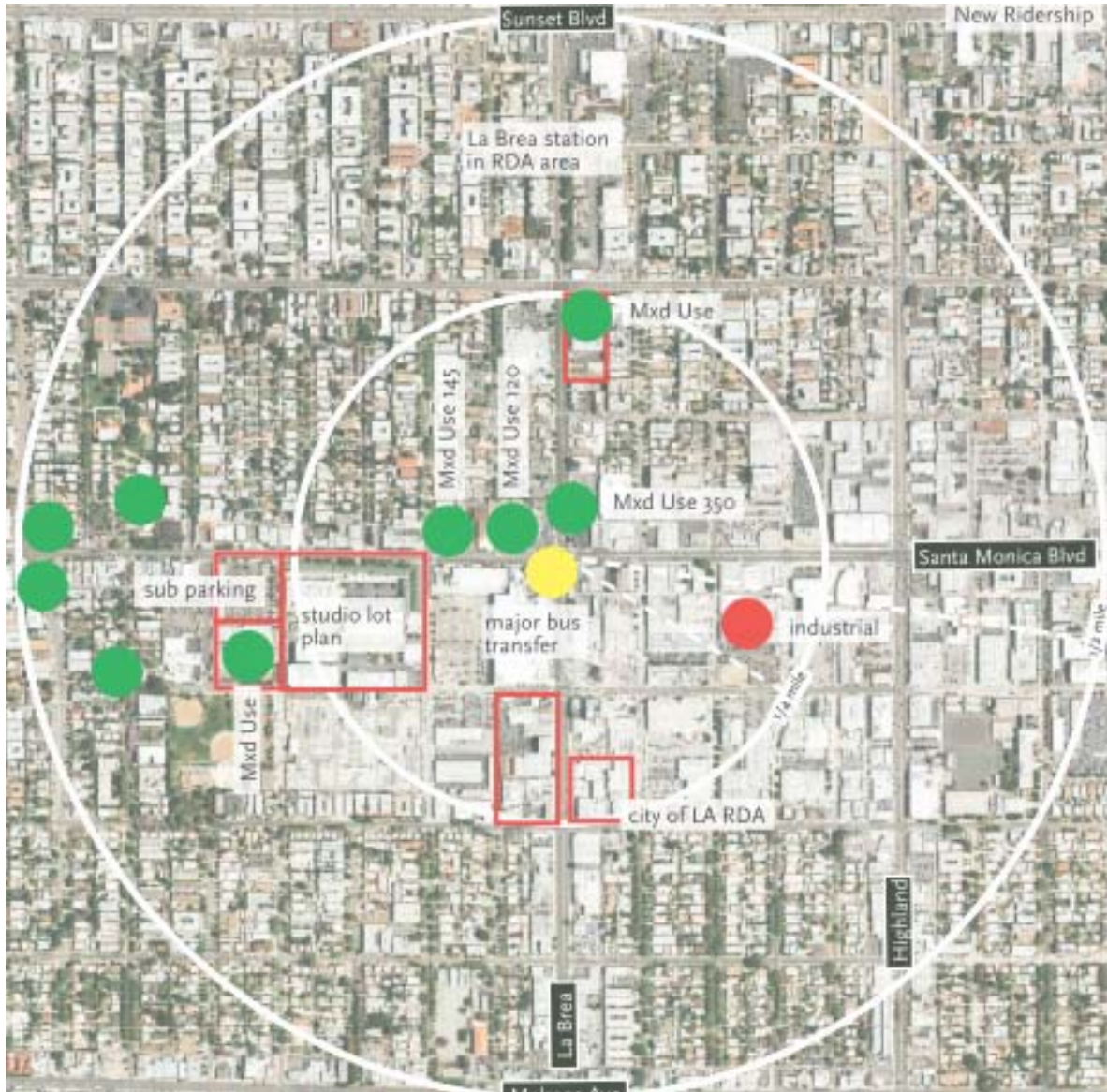
General Feedback Received

The following comments were given by the West Hollywood stakeholders during the workshop sessions:

- City is in the process of updating the general plan and specific documents with teeth will follow.
- Keep in mind non-traditional employment (e.g. live-work, artist-studio).
- There are many development projects in the works that support the Extension.
- Santa Monica Boulevard is the correct location for the alignment.

Station Specific Feedback Received

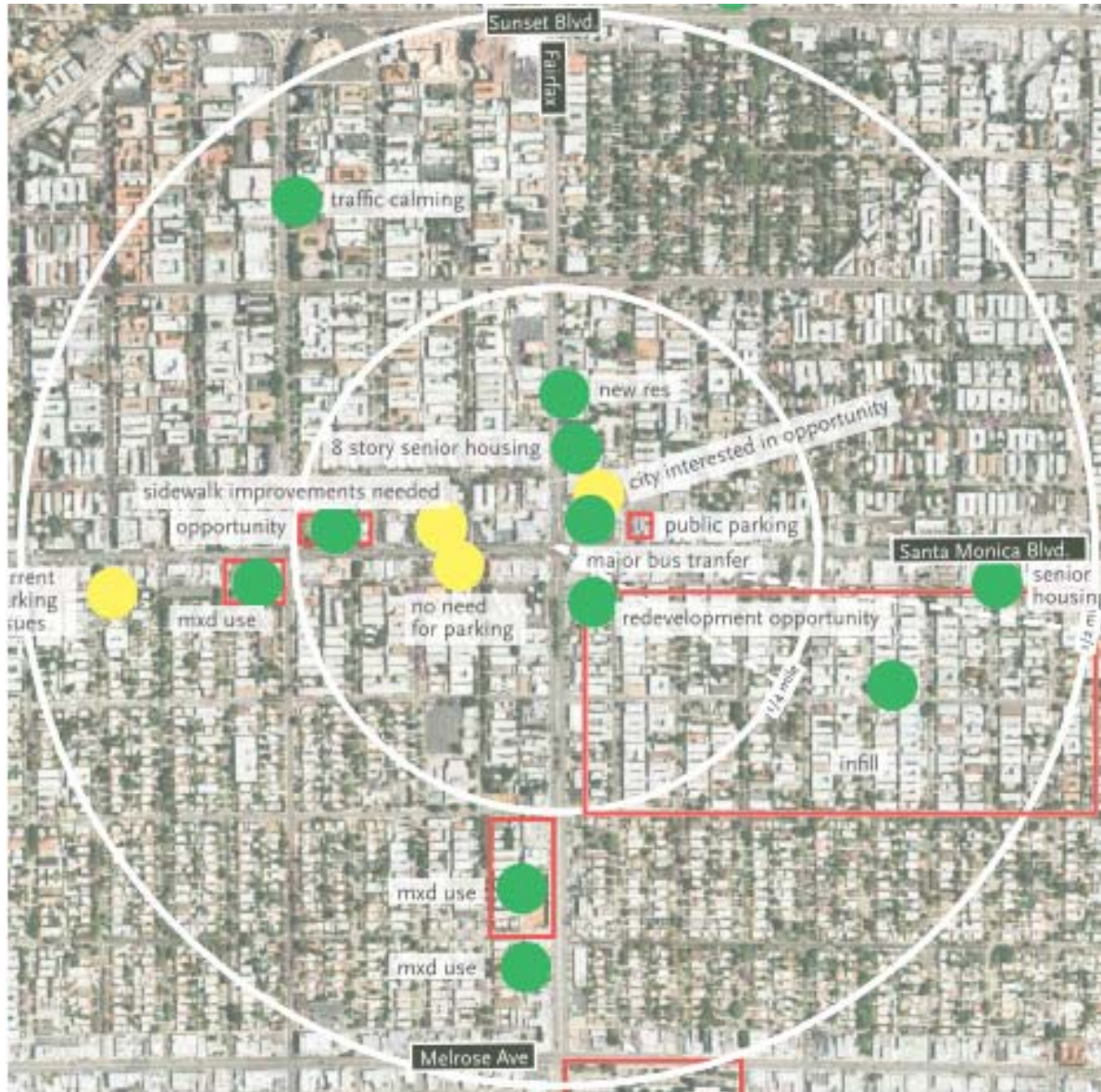
There are three potential station areas in the West Hollywood area. The specific feedback received during the workshop break-out sessions is summarized on the following pages.

Santa Monica/ La Brea Area
Figure 5-17. Santa Monica/ La Brea

Workshop Feedback Received

- Major bike/ bus interface
- City interested in redevelopment of area because of alleyways
- Substantial amount of mixed-use development in the pipeline
- Several redevelopment areas within pedestrian sheds
- Greatest residential/ employment density

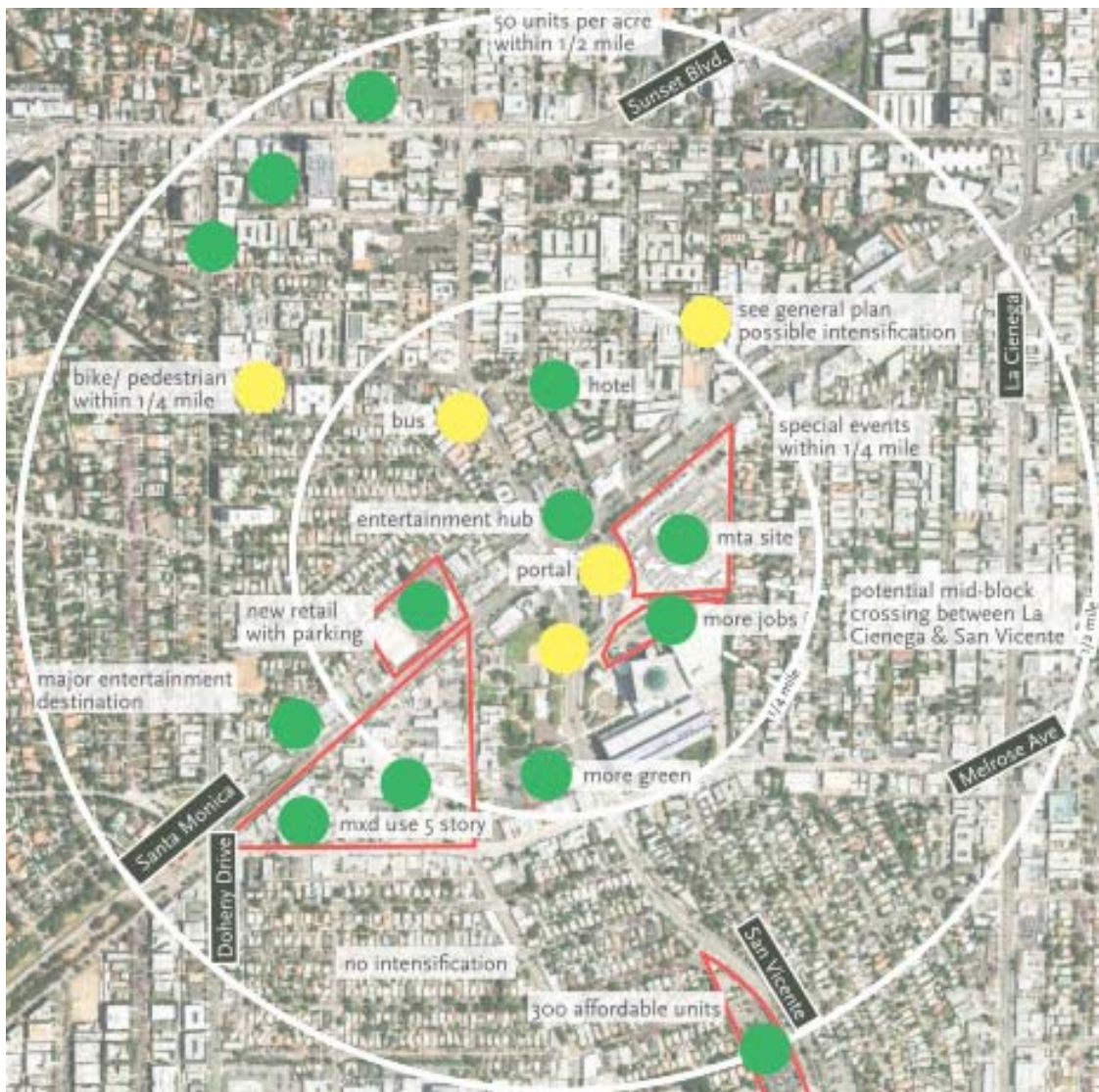


- Benefits:
 - ▶ Transfer points
 - ▶ Landscape connections
 - ▶ Not stealing existing riders from Wilshire
- Constraints:
 - ▶ Acquisition of land
 - ▶ Expansion of Los Angeles city boundary
 - ▶ Parking

Santa Monica/ Fairfax Area
Figure 5-18. Santa Monica/ Fairfax

Workshop Feedback received

- Important because of its high density
- Extending bikeway connection (north/ south on Fairfax)
- Parking limitations west of Fairfax
- Traffic studies to liven up pedestrian activity
- Intersection is not pedestrian friendly

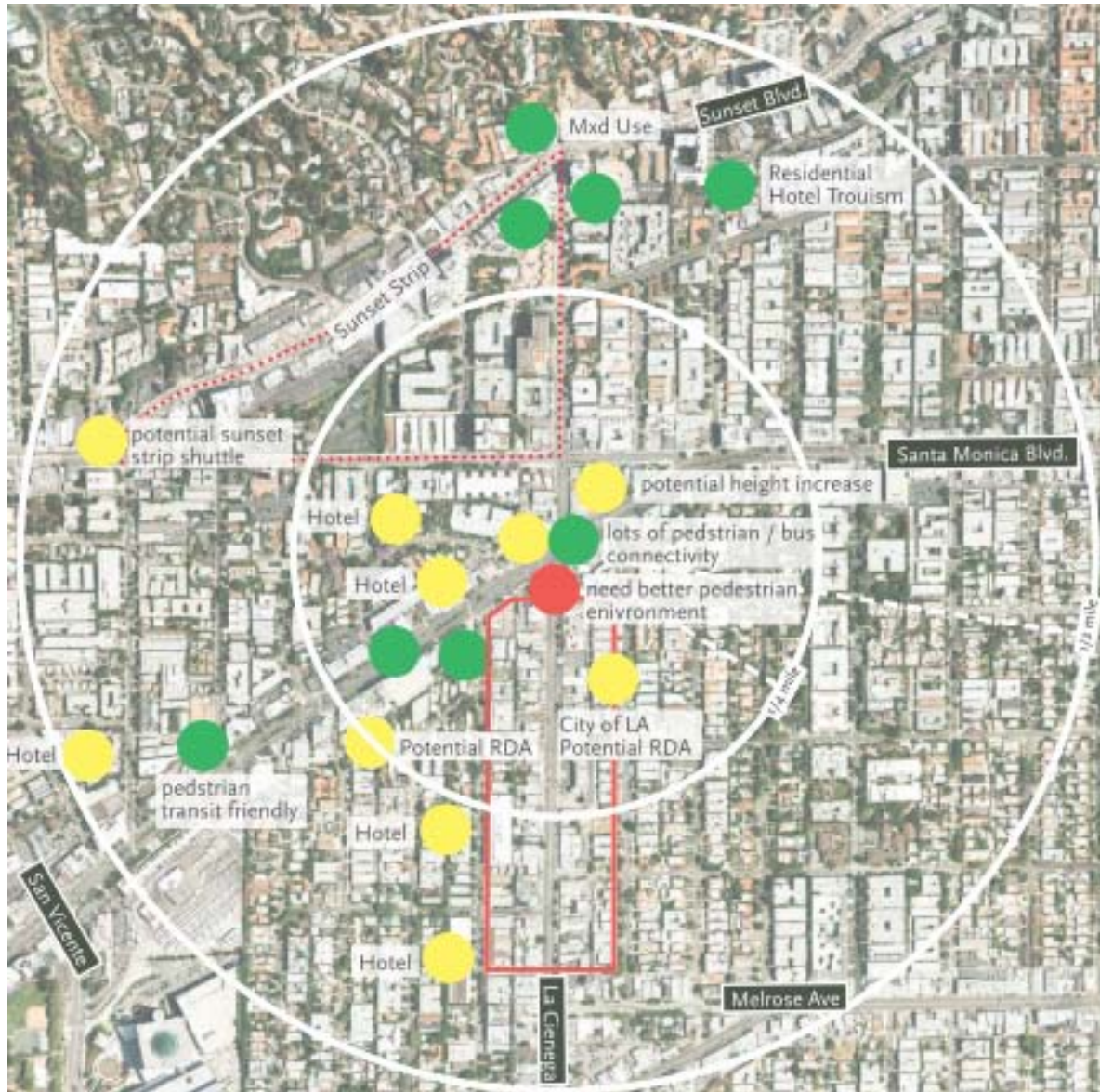
- Parking alternatives will be needed by riders who do not typically drive in addition to those who drive

West Hollywood Option 1: Santa Monica/ San Vicente Area
Figure 5-19. West Hollywood Option 1: Santa Monica/ San Vicente

Workshop Feedback Received

- Sidewalks on Robertson Boulevard need improvement
- Senior/ affordable housing on San Vicente Boulevard to connect with Beverly Center stop
- Preliminary concept to intensify residential areas outside of the 1/4 mile walk shed
- Tens-of-thousands of people come for special events and holidays



- Bike lanes and sidewalks with street furniture
- Station serves as bus interface
- Important for civic uses, entertainment, development activity, tourist hub
- Potential for jobs/ housing development
- Potential for portal at sheriff station
- Very dense area (50 dwelling units per acre)
- Potential mid-block crossing between La Cienega and San Vicente Boulevards

West Hollywood Option 2: Santa Monica/ La Cienega Area
Figure 5-20. West Hollywood Option 2: Santa Monica/ La Cienega

Workshop Feedback Received

- Several Redevelopment Areas within pedestrian sheds
- Potential shuttle for Sunset strip
- In proximity to Sunset Millennium (hotel development)
- There are several mixed-use project proposals along Sunset Boulevard
- Connectivity to retail/ condo developments
- Presence of tourist activity and lodging



- Sidewalks need to be widened
- Southern corner could be a portal entrance

5.7.3 Beverly Hills

Plans and Policies Reviewed

Workshop participants in the Beverly Hills group indicated that along with the plans and policies already considered as part of Urban Design Study; the following documents need to be considered:

- Mass Transit Committee Report

General Feedback Received

The following comments were given by the Beverly Hills stakeholders during the workshop sessions:

- North of Wilshire, there is no development potential
- South of Wilshire, there is some development potential
- Ballot measure for some redevelopment projects
- The city is in favor of the Wilshire alignment
- The Wilshire corridor is high density and very busy

Station- Specific Feedback Received

There are two potential station areas in the Beverly Hills area. The specific feedback received during the workshop break-out sessions is summarized on the following pages.

Wilshire/ La Cienega Area

Figure 5-21. Wilshire/ La Cienega

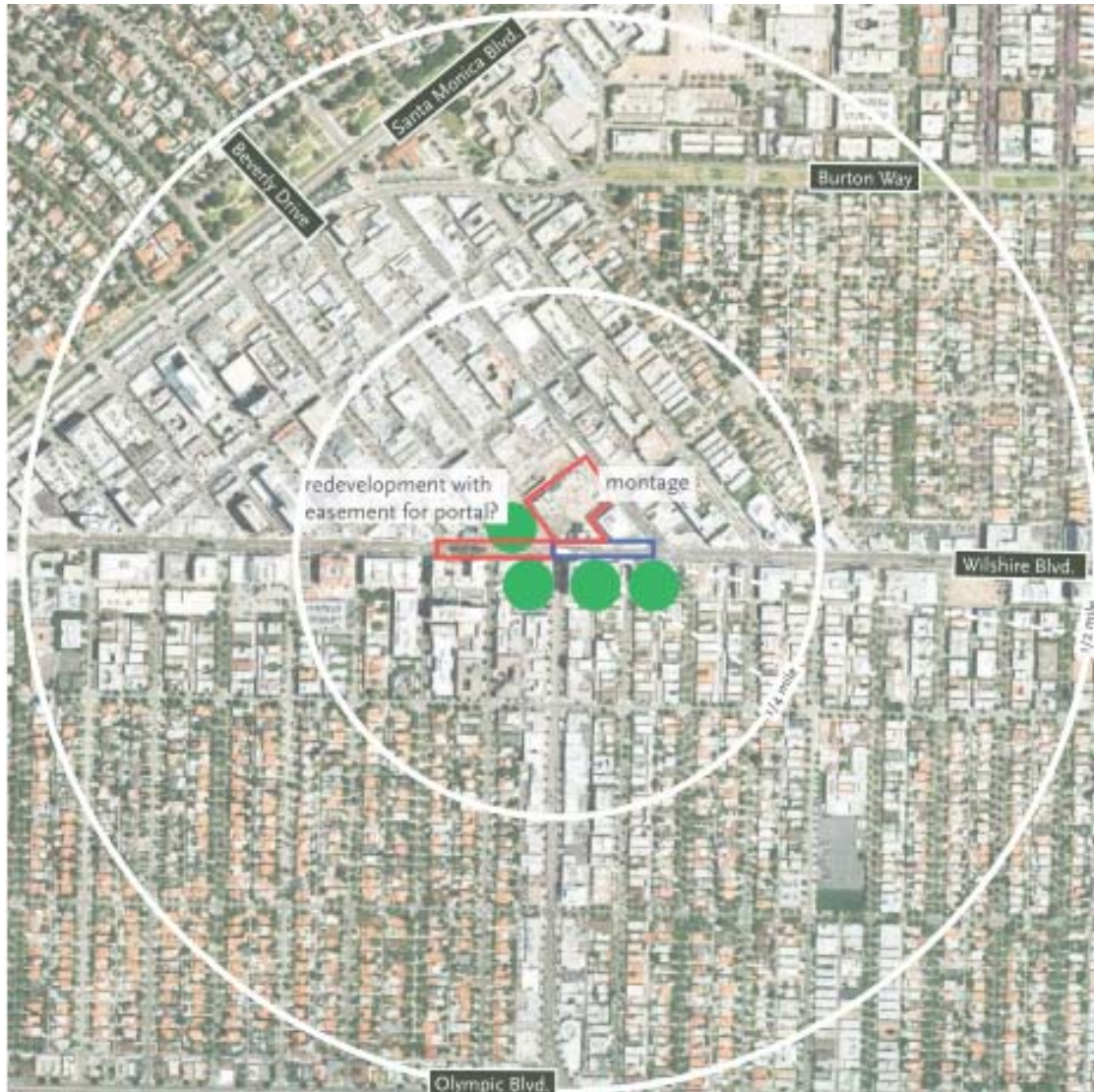


Workshop Feedback Received

- Preferable to Robertson Boulevard as station location
- Good redevelopment potential along La Cienega Boulevard and east along Wilshire Boulevard
- Possibility for much more density

Wilshire/ Rodeo Area

Figure 5-22. Wilshire/ Rodeo



Workshop Feedback Received

- Location should be moved closer to Rodeo Drive
- Rename to “Beverly/Rodeo” to advertise
- Station area is already a major center
- Wilshire Boulevard development potential
- Very limited north of Wilshire Boulevard
- Potential along south side of Wilshire Boulevard
- New hotel construction is in the pipeline



- Will generate great ridership
- Shops along Beverly Drive south of Wilshire Boulevard
- Commercial strip to Olympic Boulevard adjacent to single family residential which limits redevelopment potential in this area
- Additional redevelopment projects will probably generate ballot referenda (discussion about how collaborative planning process could reduce this risk)

5.7.4 West Los Angeles

Plans and Policies Reviewed

Workshop participants in the West Los Angeles group indicated that along with the plans and policies already considered as part of the Urban Design Study, the following documents need to be considered:

- San Vicente Specific Plan
- Westwood/Pico Neighborhood Oriented District
- General Plan Framework
- Greening of Century City Plan
- West Los Angeles Transportation Improvement and Mitigation Specific Plan

General Feedback Received

The following comments were given by the West Los Angeles stakeholders during the workshop sessions:

- Car flexing should be considered
- TODs are about 3D form not density
- The area needs a new shared parking ordinance
- Invite young people to participate in construction of art

Station-Specific Feedback Received

There are three potential station areas in the West Los Angeles area. The specific feedback received during the workshop break-out sessions is summarized on the following pages.

Century City Option 1: Avenue of the Stars/Santa Monica Area**Figure 5-23. Century City Option 1: Avenue of the Stars/Santa Monica*****Workshop Feedback Received***

- No specific feedback received

Follow-Up Meeting Feedback Received

- Possibly move the station further south
- Moving the station further south would center density
- Do not move the station too far south- it would be too close the Beverly Hills hotel development
- 20th Century Fox is further south
- Look at Crystal City

Century City Option 2: Avenue of the Stars/ Constellation Area**Figure 5-24. Century City Option 2: Avenue of the Stars/ Constellation*****Workshop Feedback Received***

- Station area is a Major Urban Center
- Desire for underground shops
- Suggested portals on Santa Monica Boulevard, Constellation Boulevard and Century Park East
- Could the subway entrance be in the mall?
- Station area has strong relationship with downtown- should be linked

Follow-Up Meeting Feedback Received

- Pulling people through retail
- Include potential incentives for underground development in conjunction with development in the greening of Century City Park



- Existing underground parking could give way for underground retail
- On the edge of employment center Westwood Option 1: Wilshire/Westwood

Westwood Option 1: Wilshire/ Westwood Area

Figure 5-25. Westwood Option 1: Wilshire/ Westwood



Workshop Feedback Received

- Suggested portals on Gayley Avenue, Westwood Boulevard and Glendon Avenue
- Consider the station area a “Specialty Center”
- Desire for a shuttle to UCLA
- Desire for class 1 bike facilities



- Potential for multi-modal transportation due to neighboring parking lots
- Desire for station to be multi-level transit center

Follow up Meeting Feedback Received

- Station area has many federal employees
- Keep the village activated
- Possibly will be the end-of-line station for a while due to phasing
- Cannot go under the cemetery

Westwood Option 2: Westwood/ Le Conte Area

Figure 5-26. Westwood Option 2: Westwood/ Le Conte



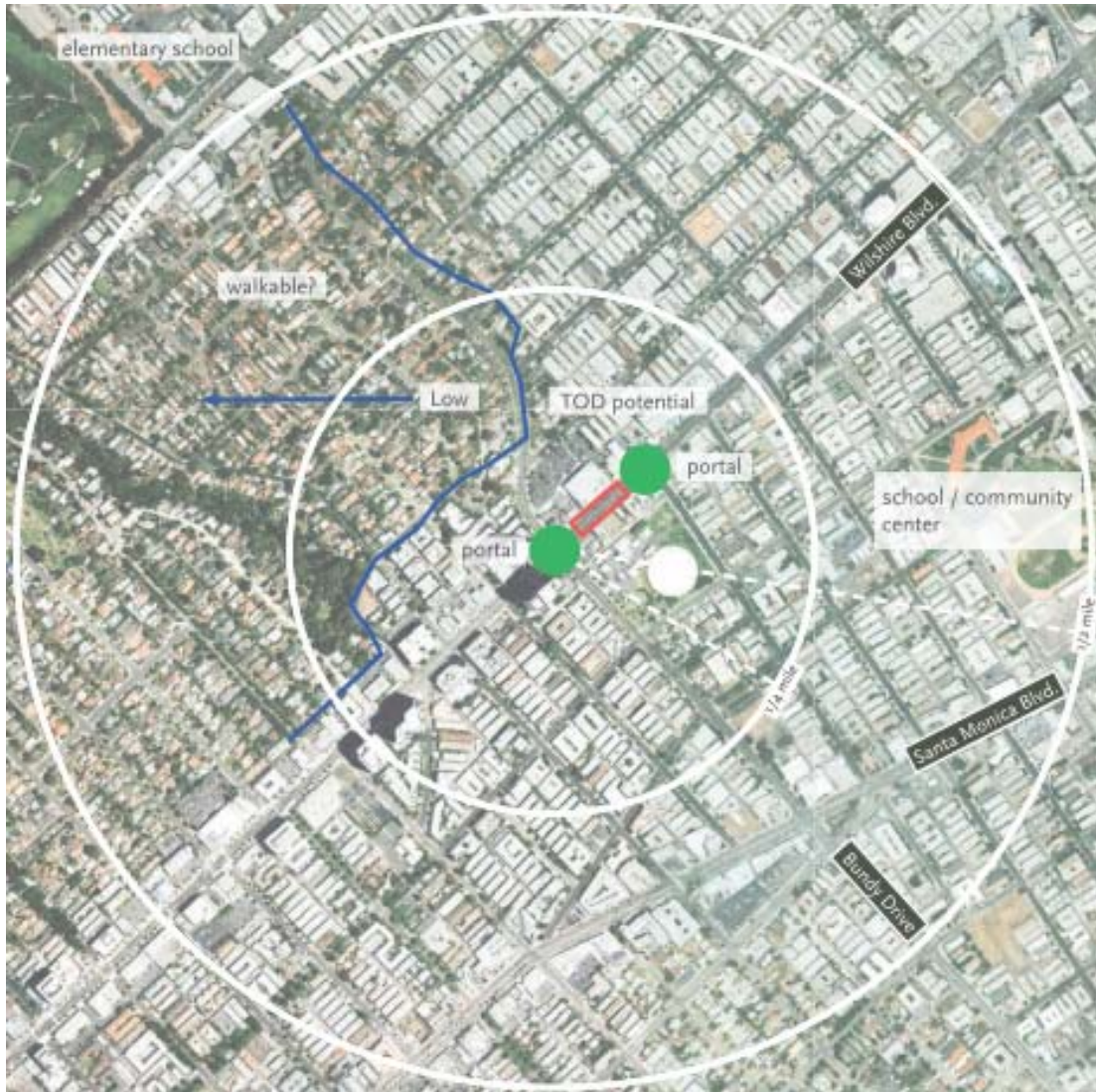


Workshop Feedback Received

- Worse bus interface
- How does Berkley bus interface work?
- Perhaps it can be used as a model
- Should station area be considered a “Specialty center?”
- UCLA is the identity of the station area. It has medical and educational employment

Follow Up Meeting Feedback Received

- Station location makes the engineers cringe the more it is studied
- Too far into the village
- Too narrow
- Keep the village activated
- Cannot go under the cemetery

Wilshire/Bundy Area
Figure 5-27. Wilshire/ Bundy

Workshop Feedback Received

- Station area has TOD potential
- Potential portals on Bundy Drive and Saltaire Avenue
- Major employment in station area
- Station area wants to be Urban Center but isn't, although zoning allows it
- More suitable for TOD
- Potential station location east of Bundy Drive
- West LA Civic Center is within station area
- High school within station area



- Consider two entrances- Bundy Drive and east of Bundy Drive
- Zoning allows a Floor Area Ratio of 4:1
- Needs more crosswalks

5.7.5 Santa Monica

Plans and Policies Reviewed

Workshop participants in the Santa Monica group indicated there were no plans or policies not included in the initial urban design study.

General Feedback Received

The following comments were given by the stakeholders during the workshop sessions:

- Some residents have expressed interest in bus only lanes on Wilshire. There is an overwhelming desire for more transit.
- There is development potential throughout the city for neighborhood services to help balance jobs, housing and retail.
- Desire for improved bike connectivity with links to the new transit lines.
- Santa Monica is attempting to link the 3rd Street Promenade with its Civic Center. They have a specific plan in place, and are considering including additional housing, civic uses and open space in the plan.
- Santa Monica College is the number one transit trip generator and is only served by Big Blue Bus.
- All Metro Rapid stops are designated as Activity centers.
- There is controversy surrounding the types of uses that should be used in former industrial areas e.g. housing/employment balance.
- Santa Monica is shifting away from a jobs focus to a more balanced housing/jobs focus.
- Coastal Commission requirements are more significant than those of the City.
- City desires additional connections to the beach- station must link.
- There have been talks of a beach circulator.
- Lincoln has major transit potential.
- Desire for more downtown circulation.
- There are bridges crossing interstate to every third intersection.
- Parking is perceived to be limited throughout city.
- Arizona Avenue is a good biking/walking street
- California Avenue is a weak biking street because of stop signs at every intersection.
- Hospitals might consider future housing, TOD potential.
- Consider adjusting walk circles for topography-land slopes up to the north.



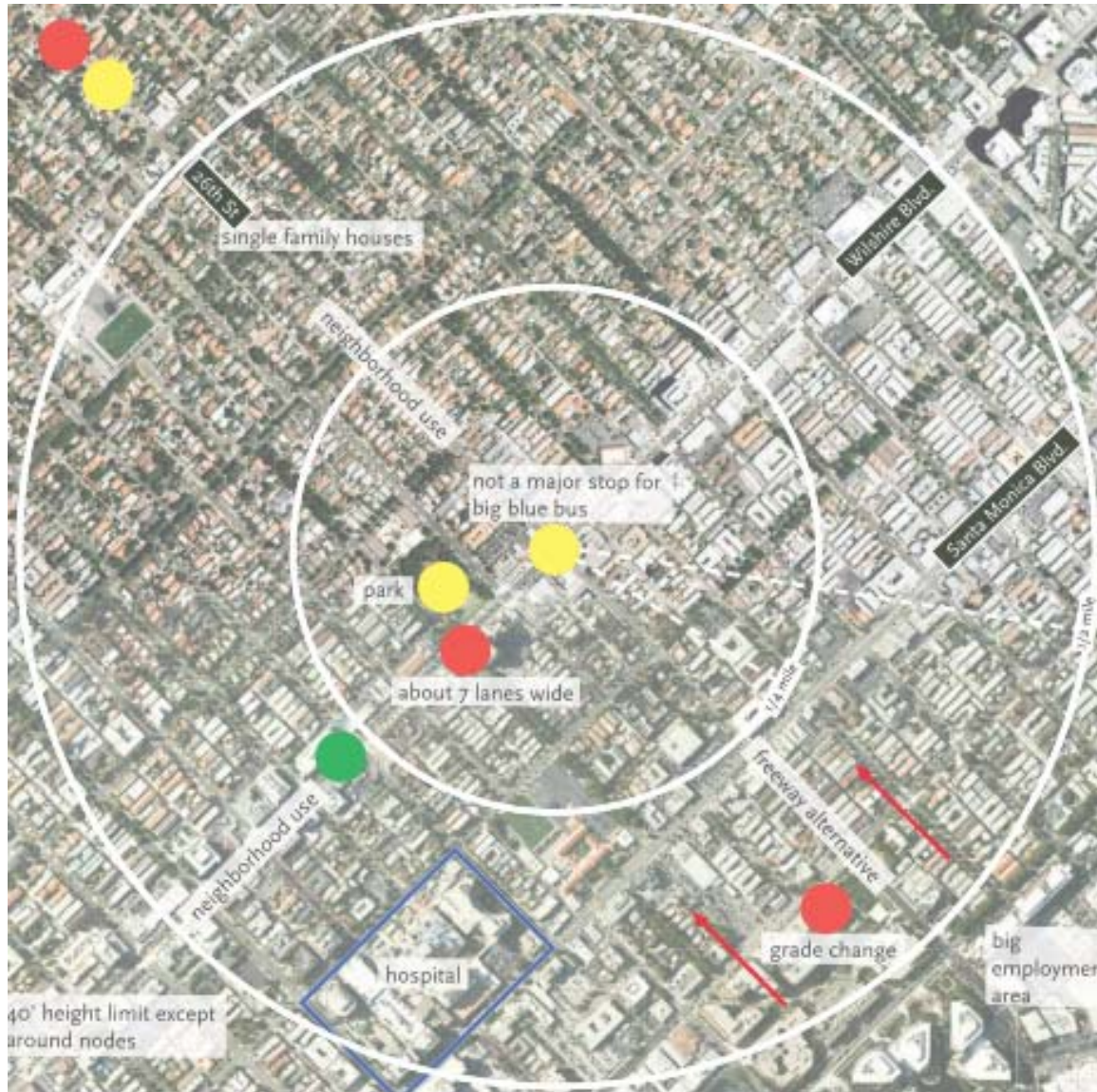
- Would consider doing away with 26th Street stop in exchange for increases investment at 4th and 16th Streets.
- Desire for more neighborhood uses on Wilshire Boulevard.
- Avoid locating stops in a way that would require users to cross a major arterial in order to get to a bus, such as the case in North Hollywood for the Orange Line.
- Stations may need to be used for circulation as certain streets have minimal sidewalks.
- City welcomes art in station design.
- City has strict regulations for vendors.
- City allows no advertising on public property.

Station-Specific Feedback Received

There are three potential station areas in the Santa Monica area. The specific feedback received during the workshop break-out sessions is summarized on the following pages

Wilshire/26th Street Area

Figure 5-28. Wilshire/26th Street



Workshop Feedback Received

- Not a major Big Blue Bus stop
- Less of a boarding stop and thus a questionable stop location
- Wary of stop as there is already a lot of through traffic, and the right of way is too narrow for significant bus capacity and is easily overwhelmed
- Use stop for neighborhood services

Follow-Up Meeting Feedback Received

- Need a station somewhere between Bundy Avenue & 16th Street - not sure if this is necessarily the correct location
- Unclear on where the best station location is
- Area is more linear along Wilshire Boulevard

Wilshire/16th Street Area
Figure 5-29. Wilshire/16th Street


Workshop Feedback Received

- Desire for extra bike parking at this stop because of substantial employment
- Would potentially consider stop an Urban Center
- Box portals potentially on 14th/16th or 20th/18th Streets
- 17th Street is more bike friendly than 14th Street
- Desire for lots of bike parking (500+ spaces)

Wilshire/4th Street Area
Figure 5-30. Wilshire/4th Street




Workshop Feedback Received

- Desire for portal on 4th Street as well as Ocean Boulevard with view to the ocean, which would require an element to get users down the hill to the beach
- Transit mall located on 4th Street could be a major bus feeder
- Downtown Santa Monica requires no parking
- Special events on weekends should be taken into account when sizing the station
- People are willing to walk farther to Promenade facilities