



WESTSIDE SUBWAY EXTENSION PROJECT



Station Entrance Location Report and Recommendations



February 2012



Table of Contents

1.0 INTRODUCTION 1-1

1.1 Purpose of the Report 1-1

1.2 History of the Development of Station Entrances 1-1

1.3 Factors used in Evaluating Station Entrances..... 1-2

1.4 Contents of the Report..... 1-2

2.0 EVALUATION AND RECOMMENDATION OF STATION ENTRANCES 2-1

2.1 Station Entrance Screening..... 2-1

2.1.1 Engineering and Environmental Considerations 2-2

2.1.2 Land Use..... 2-2

2.1.3 Station Area Advisory Group (SAAG) Meetings 2-3

2.2 Wilshire/La Brea Station 2-6

2.2.1 Draft EIS/EIR Station Entrances 2-6

2.2.2 Post-Draft EIS/EIR Station Entrance Screening 2-7

2.2.3 Final EIS/EIR Station Entrance Screening..... 2-8

2.2.4 Recommended Station Entrance for Wilshire/La Brea Station 2-12

2.3 Wilshire/Fairfax Station..... 2-13

2.3.1 Draft EIS/EIR Station Entrances 2-13

2.3.2 Post-Draft EIS/EIR Station Entrance Screening 2-14

2.3.3 Final EIS/EIR Station Entrance Screening..... 2-17

2.3.4 Recommended Station Entrance for Wilshire/Fairfax Station 2-23

2.4 Wilshire/La Cienega Station 2-25

2.4.1 Draft EIS/EIR Station Entrances 2-25

2.4.2 Post-Draft EIS/EIR Station Entrance Screening 2-26

2.4.3 Final EIS/EIR Station Entrance Screening..... 2-26

2.4.4 Recommended Station Entrance for Wilshire/La Cienega Station 2-28

2.5 Wilshire/Rodeo Station 2-30

2.5.1 Draft EIS/EIR Station Entrances 2-30

2.5.2 Post-Draft EIS/EIR Station Entrance Screening 2-30

2.5.3 Final EIS/EIR Station Entrance Screening..... 2-35

2.5.4 Recommended Station Entrance for Wilshire/Rodeo Station 2-42

2.6 Century City Santa Monica Station..... 2-45

2.6.1 Draft EIS/EIR Station Entrances 2-45

2.6.2 Post-Draft EIS/EIR Station Entrance Screening 2-45

2.6.3 Final EIS/EIR Station Entrance Screening..... 2-46

2.6.4 Recommended Station Entrance for Century City Santa Monica Station..... 2-47

2.7 Century City Constellation Boulevard Station 2-48

2.7.1 Draft EIS/EIR Station Entrances 2-48

2.7.2 Post-Draft EIS/EIR Station Entrance Screening 2-48

2.7.3 Final EIS/EIR Station Entrance Screening..... 2-50

2.7.4 Recommended Station Entrance for Century City Constellation Station..... 2-55

2.8 Westwood/UCLA Off-Street Station 2-55

2.8.1 Draft EIS/EIR Station Entrances 2-55



- 2.8.2 Post-Draft EIS/EIR Station Entrance Screening 2-56
- 2.8.3 Final EIS/EIR Station Entrance Screening..... 2-57
- 2.8.4 Recommended Station Entrance for Westwood/UCLA Off-Street..... 2-58
- 2.9 Westwood/UCLA On-Street Station 2-59
 - 2.9.1 Draft EIS/EIR Station Entrances 2-59
 - 2.9.2 Post-Draft EIS/EIR Station Entrance Screening 2-59
 - 2.9.3 Final EIS/EIR Station Entrance Screening..... 2-61
 - 2.9.4 Recommended Station Entrance for Westwood/UCLA On-Street Station 2-66
- 2.10 Westwood/VA Hospital South Station 2-69
 - 2.10.1 Draft EIS/EIR Station Entrances 2-69
 - 2.10.2 Post-Draft EIS/EIR Station Entrance Screening 2-69
 - 2.10.3 Final EIS/EIR Station Entrance Screening..... 2-71
 - 2.10.4 Recommended Station Entrance for Westwood/VA Hospital South Station..... 2-72
- 2.11 Westwood/VA Hospital North Station 2-72
 - 2.11.1 Draft EIS/EIR Station Entrances 2-73
 - 2.11.2 Post-Draft EIS/EIR Station Entrance Screening 2-73
 - 2.11.3 Final EIS/EIR Station Entrance Screening..... 2-75
 - 2.11.4 Recommended Station Entrance for Westwood/VA Hospital North Station..... 2-75

Appendix

Appendix A—Cost Estimate

List of Figures

- Figure 2-1. Quadrant Map 2-3
- Figure 2-2. Draft EIS/EIR—Wilshire/La Brea Station Entrances 2-7
- Figure 2-3. Wilshire/La Brea Station—North of Wilshire 2-8
- Figure 2-4. Wilshire/La Brea Station—South of Wilshire 2-8
- Figure 2-5. Scheme A: Straight Run Configuration 2-12
- Figure 2-6. Scheme B: Switch Back Configuration 2-12
- Figure 2-7. Recommended Station Entrance—Wilshire/La Brea Station 2-13
- Figure 2-8. Draft EIS/EIR—Wilshire/Fairfax Station Entrances..... 2-14
- Figure 2-9. Wilshire/Fairfax Station—Johnie’s Coffee Shop..... 2-15
- Figure 2-10. Wilshire/Fairfax Station—LACMA 2-15
- Figure 2-11. LACMA Entrance Plan 2-16
- Figure 2-12. Wilshire/Fairfax Station—South of Wilshire Boulevard 2-16
- Figure 2-13. Photosimulation of Entrance at LACMA in Former May Company Building 2-19
- Figure 2-14. Cut-away View of LACMA Entrance and Station Box..... 2-20
- Figure 2-15. Recommended Station Entrance—Wilshire/Fairfax Station..... 2-24
- Figure 2-16. Draft EIS/EIR—Wilshire/La Cienega Station Entrances 2-25
- Figure 2-17. Wilshire/La Cienega Station 2-26

| | |
|---|------|
| Figure 2-18. Recommended Station Entrance—Wilshire/La Cienega Station..... | 2-29 |
| Figure 2-19. Draft EIS/EIR—Wilshire/Rodeo Station Entrances | 2-30 |
| Figure 2-20. Wilshire/Rodeo Station—Ace Gallery | 2-31 |
| Figure 2-21. Ace Gallery Full Entrance..... | 2-31 |
| Figure 2-22. Wilshire/Rodeo Station—Bank of America | 2-32 |
| Figure 2-23. Bank of America Full Entrance | 2-33 |
| Figure 2-24. Cut-away View of Bank of America Entrance | 2-33 |
| Figure 2-25. Wilshire/Rodeo Station—Union Bank..... | 2-34 |
| Figure 2-26. Union Bank Full Entrance..... | 2-34 |
| Figure 2-27. Split Full Entrance at Bank of America—no impact on building tenant parking. | 2-37 |
| Figure 2-28. Wilshire/Rodeo Station Entrance at Union Bank Building | 2-38 |
| Figure 2-29. Split Full Entrance: Partial Entrance at Bank of America and Partial at Union Bank | 2-42 |
| Figure 2-30. Recommended Station Entrance—Wilshire/Rodeo Station (ACE Gallery Entrance) | 2-44 |
| Figure 2-31. Draft EIS/EIR—Century City Santa Monica Station Entrances..... | 2-45 |
| Figure 2-32. Century City Santa Monica Boulevard Station..... | 2-46 |
| Figure 2-33. Draft EIS/EIR—Century City Constellation Boulevard Station Entrances | 2-48 |
| Figure 2-34. Century City Constellation Station—Northeast Corner | 2-49 |
| Figure 2-35. Century City Constellation Station—Southwest Corner..... | 2-50 |
| Figure 2-36. Draft EIS/EIR—Westwood/UCLA Off-Street Station Entrances | 2-56 |
| Figure 2-37. Westwood/UCLA Off-Street Station..... | 2-57 |
| Figure 2-38. Draft EIS/EIR—Westwood/UCLA On-Street Station Entrances | 2-59 |
| Figure 2-39. Westwood/UCLA On-Street Station—North of Wilshire Boulevard | 2-60 |
| Figure 2-40. Westwood/UCLA On-Street Station—North and South of Wilshire Boulevard | 2-61 |
| Figure 2-41. Recommended Station Entrance—Westwood/UCLA On-Street (Westwood Medical Center Building Cut-away View) | 2-63 |
| Figure 2-42. Recommended Station Entrance—Westwood/UCLA On-Street (Lot 36) | 2-67 |
| Figure 2-43. Station Entrance—Westwood/UCLA On-Street (Westwood Medical Center, North West Corner) | 2-68 |
| Figure 2-44. Recommended Station Entrance—Westwood/UCLA On-Street Station (South West Portion of Split Entrance) | 2-68 |
| Figure 2-45. Draft EIS/EIR—Westwood/VA Hospital South Station Entrance..... | 2-69 |
| Figure 2-46. Westwood/VA Hospital South Station Site Plan | 2-70 |
| Figure 2-47. Westwood/VA Hospital South Station Cross Section..... | 2-70 |
| Figure 2-48. Draft EIS/EIR Westwood/VA Hospital North Station Entrance..... | 2-73 |
| Figure 2-49. Westwood/VA Hospital North Station | 2-73 |
| Figure 2-50. Westwood/VA Hospital North Station Cross Section..... | 2-74 |

List of Tables

| | |
|---|------|
| Table 2-1. Engineering and Environmental Factors for Wilshire/La Brea Station Entrances..... | 2-9 |
| Table 2-2. SAAG Meeting Input for Wilshire/La Brea Station Entrances | 2-11 |
| Table 2-3. Key Findings of Wilshire/La Brea Station Entrances | 2-12 |
| Table 2-4. Engineering and Environmental Factors for Wilshire/Fairfax Station Entrances | 2-17 |
| Table 2-5. SAAG Meeting Input for Wilshire/Fairfax Station Entrances | 2-22 |
| Table 2-6. Key Findings of Wilshire/Fairfax Station Entrances..... | 2-23 |
| Table 2-7. SAAG Meeting Input for Wilshire/La Cienega Station Entrance..... | 2-27 |
| Table 2-8. Key Findings of Wilshire/La Cienega Station Entrance | 2-28 |
| Table 2-9. Engineering and Environmental Factors for Wilshire/Rodeo Station Entrances..... | 2-36 |
| Table 2-10. SAAG Meeting Input for Wilshire/Rodeo Station Entrances..... | 2-41 |
| Table 2-11. Key Findings of Wilshire/Rodeo Station Entrances | 2-43 |
| Table 2-12. SAAG Meeting Input for Century City Santa Monica Station Entrance | 2-47 |
| Table 2-13. Key Findings for Century City Santa Monica Station Entrance..... | 2-47 |
| Table 2-14. Engineering and Environmental Factors for Century City Constellation Station Entrances | 2-51 |
| Table 2-15: Walkshed Population & Jobs—Existing Development | 2-51 |
| Table 2-16: Walkshed Population & Jobs—Full Development | 2-52 |
| Table 2-17. SAAG Meeting Input for Century City Constellation Station Entrances..... | 2-54 |
| Table 2-18. Key Findings for Century City Constellation Station Entrances..... | 2-55 |
| Table 2-19. Engineering and Environmental Factors for Westwood/UCLA On-Street Station Entrances | 2-62 |
| Table 2-20. SAAG Meeting Input for Westwood/UCLA On-Street Station Entrances | 2-65 |
| Table 2-21. Key Findings for Westwood/UCLA On-Street Station Entrances | 2-66 |
| Table 2-22. SAAG Meeting Input for Westwood/VA Hospital South Station Entrance..... | 2-72 |
| Table 2-23 Key Findings for Westwood/VA Hospital South Station Entrance..... | 2-72 |
| Table 2-24. SAAG Meeting Input for Westwood/VA Hospital North Station Entrance | 2-75 |

1.0 INTRODUCTION

This section presents the purpose of this Westside Subway Extension Station Entrance Location report, a brief history of the development of the station entrances, the factors used in evaluating different station entrance locations, and provides an overview of the contents of the report.

1.1 Purpose of the Report

The primary purposes of this report are as follows:

- Present the station entrances shown in the Draft Environmental Impact Statement/ Environmental Impact Report (Draft EIS/EIR)
- Explain the rationale for screening them down to the entrances carried forward from the Draft EIS/EIR for further analysis in the Final EIS/EIR
- Explain the rationale for screening them down to the single entrance (with the exception of Westwood/UCLA, which will have two entrances) during preparation of the Final EIS/EIR and recommended for implementation in the Final EIS/EIR, Chapter 7, Comparative Benefits and Costs
- Present the recommended station entrances for implementation

The station entrances recommended for implementation will be designed in more detail during the next phases of study, Advanced Preliminary Engineering and/or Final Design.

1.2 History of the Development of Station Entrances

The development of the station entrance locations has been an on-going process for several years and through several phases of the Westside Subway Extension Project. During the Alternatives Analysis (AA) Study completed in January 2009, an urban design process was conducted that included participation from the affected cities, and extensive data collection and research. The process resulted in an *Urban Design Concept Report* (January 9, 2009), which set forth the guidelines and framework for working with the community and local jurisdictions during subsequent station area planning and design phases of the Project. A core objective of the process was to work with the community to identify their preferences and issues, and to find ways to best incorporate those elements.

During the Draft EIS/EIR phase, Metro worked with the community surrounding each proposed station location to identify and evaluate potential station entrance locations. Locations for stations and station entrances were developed considering land use, engineering, and environmental constraints, as well as linkages to existing transit, bicycle, and pedestrian access, employment and activity centers, and neighborhoods. Metro held several Station Information Meetings from October through November 2009 to solicit input from the public as to station and station entrance locations. The proposed entrances identified during this phase are presented in the next section, along with the subsequent evaluation that screened them down to the ones carried forward for further refinement in the Final EIS/EIR.

The Final EIS/EIR further evaluated the proposed station entrance locations in close coordination with the community. This process evaluated the proposed entrance locations in the early stages of the Final EIS/EIR and eliminated those that were considered to have fatal flaws—factors such as cost or constructability that would make their implementation cost-prohibitive or infeasible to build and

therefore preventing further consideration of their development. Subsequent evaluation of the remaining station entrance locations involved extensive work with the community during a series of Station Area Advisory Group (SAAG) meetings held from February through June 2011, and additional refinement from engineering and environmental evaluation. The station entrances evaluated during this phase of study are presented in the next section, along with the rationale for eliminating or carrying forward the recommended station entrances for implementation.

1.3 Factors used in Evaluating Station Entrances

During the identification and refinement of the station entrances, several factors were used to evaluate the impacts and benefits of the proposed locations. These factors included the following:

- Engineering feasibility—This factor considered the feasibility of constructing a station entrance given such variables as the location of underground garages, utilities, etc.
- Cost—This factor considered the relative cost of constructing a station entrance, which would usually be associated with the presence or lack thereof of other factors
- Surrounding land uses—This factor considered existing land uses, development implications, and joint development opportunities
- Urban design and station access/circulation—These factors considered urban design issues and station access and circulation issues
- Impacts to historic resources—This factor considered whether historic resources would be affected by a station entrance, and whether that impact would create a fatal flaw that prevents that entrance from further consideration
- Other environmental impacts—These factors included any environmental factor (seismic, etc.) that would negatively impact one station entrance compared with another
- Input from the public and other stakeholders—These factors reflected comments from the communities and their preferences of the various station entrances considered
- Risk—This factor included aspects of station entrances that would put the Project at risk (as opposed to other environmental risk factors), such as significant increases to the project budget and/or schedule due to unknown factors (e.g., seismic, structural)

These factors and their impact on whether a station entrance was eliminated or carried forward are discussed in the next section. In some cases, one factor or another could eliminate a potential location from further consideration. Alternatively, one factor or another would assist in providing a comparative evaluation of one potential location with another so that ultimately one location per station is identified and recommended for implementation.

1.4 Contents of the Report

This report contains three sections: this Introduction, which presents an overview of the report; Section 2.0, which presents the station entrances shown in the Draft EIS/EIR, the refinements to those entrances since the Draft EIS/EIR, and the entrances evaluated as part of preparation of the Final EIS/EIR, and Appendix A, which summarizes the cost estimates for the station entrances that were studied in the Final EIS/EIR. The rationale for eliminating or further considering the station entrances in each step is also presented in Section 2.0. Section 2.0 also presents the

recommendations for one station entrance at each station (except for the Westwood/UCLA Station, which would have two entrances) for implementation in the Final EIS/EIR.

Appendix A, summarizes the design basis for the Rough Order of Magnitude (ROM) costs and ranks the costs according to a total overall confidence level of high, medium, or low. A high overall confidence level indicates a lower range of variation in the total ROM costs (the costs could be 5% lower or up to 25% higher). A medium overall confidence level indicates the possibility of more variation in the ROM costs (the costs could be 10% lower or up to 40% higher). A low total cost confidence level indicates the greatest potential for variation in the ROM costs (the costs could be 15% less or up to 75% higher).

2.0 EVALUATION AND RECOMMENDATION OF STATION ENTRANCES

This section presents a station-by-station review of the impacts and benefits of alternate station entrances. The station entrances were evaluated through a two-step screening process, described below. For each station, the following is provided:

- Station Location—A brief description of the station location
- Draft EIS/EIR Station Entrances—A description of the station entrances in the Draft EIS/EIR
- Post-Draft EIS/EIR Station Entrance Screening—A description of the screening results that eliminated or carried forward entrances from the Draft EIS/EIR
- Final EIS/EIR Station Entrance Screening—A description of the screening results that eliminated or carried forward entrances during preparation of the Final EIS/EIR

This report focuses only on the station entrances. Discussions and depictions of any additional trackwork (crossovers, double crossovers) and construction laydown areas are included in Appendix A (Plan and Profile), Appendix B (Station Site Plans), and Appendix C (Acquisitions) of the Final EIS/EIR.

2.1 Station Entrance Screening

The refinement of station entrances after the completion of the Draft EIS/EIR involved a two-step screening process that examined a wide range of issues, including engineering feasibility, environmental impacts, and input from the SAAG meetings.

The first step (Post-Draft EIS/EIR Station Entrance Screening) involved evaluating the station entrances carried forward from the Draft EIS/EIR and eliminating entrances based on the factors identified in Section 1.0. In some cases, fatal flaws—elements that would prevent the entrance from being constructed—were identified and an entrance was eliminated from further consideration. In other instances, the least preferable of several station entrances was screened out of further consideration because the other options provided better solutions. The station entrances remaining after this screening step were carried forward into the next step of the refinement process.

Of critical importance during this first step was to screen out station entrance locations that were deemed to be not constructible from an engineering perspective (constructability) or because other issues (e.g., right-of-way requirements, development entitlements) would increase construction costs, potentially putting the Project's budget and/or schedule at risk. One of Metro's goals during this evaluation was to co-locate construction laydown areas with station entrances. This would allow joint use of property and would therefore reduce the need for purchasing additional right-of-way.

All station locations and entrances were examined during this first step. In addition, station entrances at three station locations were identified as priority locations to focus on given their multiple issues: Wilshire/Fairfax, Century City, and Westwood/VA Hospital.

The second step (Final EIS/EIR Station Entrance Screening) involved evaluating the entrances based on additional engineering and environmental analysis, a land use analysis, as well as input received from the SAAG meetings (described in more detail below). During this step of the screening process,

various factors were used to compare and contrast the remaining station entrances. Only those factors were used that would assist in distinguishing between entrances as a means of ultimately reducing the number of locations to one per station (two at the Westwood/UCLA Station) that would be recommended for implementation.

2.1.1 Engineering and Environmental Considerations

During the identification and refinement of the station entrances, the following engineering and environmental factors were used to evaluate the impacts and benefits of the proposed station entrances:

- **Engineering Feasibility**—This factor considered the feasibility of constructing a station entrance given such variables as the location of underground garages, etc.
- **Cost**—This factor considered the relative cost of constructing a station entrance, which would usually be associated with the presence or lack thereof of other factors.
- **Surrounding Land Uses**—This factor considered existing land uses, development implications, and joint development opportunities
- **Impacts to Historic Resources**—This factor considered whether historic resources would be affected by a station entrance, and whether that impact would create a fatal flaw that prevents that entrance from further consideration
- **Other Environmental Impacts**—These factors included any environmental factor (seismic, etc.) that would negatively impact one station entrance compared with another
- **Risk**—This factor included aspects of station entrances that would put the project at risk (as opposed to other environmental risk factors), such as significant increases to the project budget and/or schedule due to unknown factors (seismic, structural)

The engineering and environmental factors were used as a means of evaluating and distinguishing between station entrances. Not all factors were applicable to all potential station entrances considered in the evaluation.

2.1.2 Land Use

An evaluation of land use was conducted for each station entrance and considered existing land use and plan designations, which will guide future land use, vacant sites or redevelopment opportunities within approximately ¼-mile of the station entrances. The relative advantages of the entrance location alternatives were evaluated considering the following three factors:

- **Existing Land Use.** The degree to which the station entrance locations serve the most important destinations within an easy walk of the transit station, and without needing to cross a major street. A station entrance ranked higher than other entrances if it has important destinations located near the station entrances, requires the fewest crossings of major streets, and has higher densities and a significant mix of land uses within walking distance of the entrance to support more walking and transit use.
- **Development Implications.** The degree to which the station entrances are located near dense, transit-supportive development and redevelopment opportunities within an easy walk and without the need to cross a major street is a significant consideration. A station entrance ranked

higher than other entrances if it has vacant parcels, surface parking lots, or older buildings, which are likely to be redeveloped in a reasonable timeframe once subway service is available.

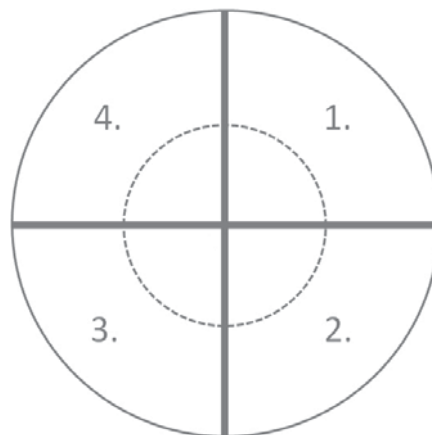
General plan designations and the allowable floor area ratios (FAR) for commercial development are indicators to help determine the scale of development implications for the areas surrounding entrances.

- Joint Development.** The degree to which the station entrances can incorporate a joint development project. A station entrance ranked higher than other entrances if it is located near or at Metro-owned properties and that have other potential opportunities for joint development. For purposes of this analysis, land that has been identified as needed for construction purposes is considered to be available for transit oriented development (TOD) redevelopment, after construction is complete, by Metro or another development partner.

The land use study concluded that for the Westside Subway Extension it is reasonable to expect most of the opportunity for increased ridership to be within ¼-mile of the transit stations, with the greatest potential lying within the first 600 feet from the station entrance. Therefore, this study considered the land uses within both 600 feet of the transit station and within ¼-mile of the transit station.

In addition, for purposes of evaluation, each area within the ¼-mile radius was broken into four quadrants (Figure 2-1). The quadrant map represents the general station condition: the center is the station; one line represents the major east-west street on which the station is located (Wilshire Boulevard, Santa Monica Boulevard, Constellation Boulevard); the other line represents the north-south street; and entrances are located within one of the quadrants. The existing land use, development implications, and joint development were then identified within each quadrant, and assessed for each station entrance.

Figure 2-1. Quadrant Map



2.1.3 Station Area Advisory Group (SAAG) Meetings

The Metro Design Team conducted a series of urban design workshops with the SAAG in February, April, and June of 2011. The purpose of the workshops was to work with the community to solicit input on preferences and issues related to station entrances.

Metro selected 10 to 20 key stakeholders (e.g., residents, business owners, and major institutions) from each station area to form advisory groups for the new station areas (except for the Westwood/VA Hospital Station). The SAAG members met over five a period of five months, conducting three

workshops and participating in a half-day tour of existing station areas along the Red and Purple Lines. Each workshop consisted of a presentation given by members of the Westside Project Team, followed by station-specific break-out groups, facilitated by moderators. Below is a summary of the topics presented and discussed at each meeting.

2.1.3.1 February SAAG Workshops

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

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

Following the presentation, the SAAG members gathered into station-specific groups to discuss each station area in detail and discuss local design needs. Members of the Metro Design Team moderated the group discussions and documented the members' input. In general, the conversations focused on conceptual design strategies for the station areas.

Safety and station design character were two of the biggest issues, along with strategies for integrating the station into the neighborhood character, ensuring existing and future transit connections, and thinking about new development. To help facilitate the meetings and gather feedback, the Metro Design Team presented the SAAG members with visual materials (maps, photos, precedent images, a board of design principles, and detailed design toolkit flashcards).

2.1.3.2 April Station Tour

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

- Union Station—A large, transit center with multi-modal connections
- 7th/Metro—Three entrances, all integrated into existing buildings, transfer station with the Blue Line
- Wilshire/Vermont—A large station plaza with recent joint development and interior courtyard programmed with activities (e.g., farmer's market)
- Hollywood/Vine—A small station plaza with recent joint development oriented to take advantage of view of iconic Pantages Theater
- Sunset/Vermont—A small station plaza with secondary entrance at Kaiser Permanente Hospital

Following the tour, the SAAG members wrote and sent comments on the station tour, highlighting what they liked and didn't like. The primary concern for the group was wayfinding and signage. Many members expressed that it was hard to find elevators, bike parking, and in some cases, the station entrance. Similarly, the SAAG members would like better signage and maps to help customers navigate through the system, as well as around the neighborhood once exiting the station.

In addition to signage, the SAAG members commented on station art, materials and finishes, lighting, station advertising, and amenities such as landscaping, seating, and trash cans. Of the stations the group visited, many SAAG members reported the Hollywood/Vine Station as their favorite because they liked the station art, canopy, and view of the Pantages Theater upon exiting the entrance. Many members also thought the Sunset/Vermont Station is a good example of a simple, elegant station with nice artwork, materials, and some landscaping to add greenery to the plaza, unlike the Wilshire/Vermont Station, which they felt was too harsh and barren with its concrete and lack of landscaping. The station members were divided in their opinion of station advertising. Some members believed that station advertising was a good way to generate income; others did not think it belonged in the station. Most SAAG members would prefer to see advertising located in designated cases rather than covering the station walls or artwork, as some of the large advertising stickers currently do. With regard to station materials, members were very concerned with durability of finishes and their aesthetic quality, and maintenance. SAAG members would like future stations to be elegant and hold up well to wear and tear. In addition to providing comments on the tour, the SAAG members were invited to discuss their observations and opinions during the April/May workshop.

April/May 2011 SAAG Workshops

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

- Described how cities in the U.S. and Canada have built a “culture of transit” in communities that did not initially identify themselves as transit cities
- Presented updated station area maps showing potential entrance locations (stairs, elevators, and escalators) and knockout panels at six station areas (a knockout panel is an opening excavated in a station wall and sealed with a panel that allows for the future construction of a station entrance)
- Introduced a set of presentation boards and signage flashcards to help facilitate discussion during the break-out groups regarding observations and lessons learned from the subway tours that Metro hosted in April

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

- Discussed the pros and cons of the potential entrance locations to understand which entrance options are preferred
- Provided input on amenities and improvements in and around the station areas to help foster a “culture of transit” in Los Angeles
- Discussed their observations and insights from the Metro subway tour and how these observations might inform future station design

- Gave recommendations on how to improve station signage and wayfinding in and around the stations

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

2.1.3.3 June 2011 SAAG Workshops

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

- Presented transit oriented development build-out scenarios and analysis for each station area, explained by team member G.B. Arrington from PB Placemaking
- Provided an overview of the Metro Art Program, presented by Metro Creative staff, Maya Emsden (Deputy Executive Director) and Jorge Pardo (Director, Art and Design)
- Presented updated station area maps showing potential entrance locations (stairs, elevators, and escalators), knockout panels, and staging areas at six station areas, as well as some sketches and renderings of the station areas

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

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

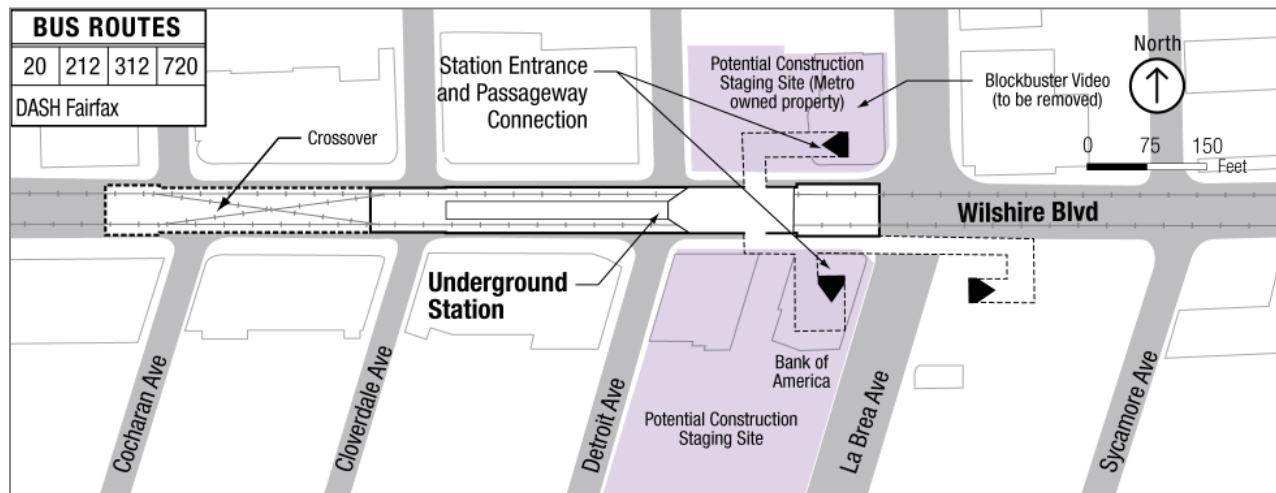
Input from the SAAG workshops for each entrance is presented under the heading “Final EIS/EIR Station Entrance Screening,” for each station in the sections that follow. The *Station Urban Design Report* (August 2011) provides a full summary of the input gathered from these meetings.

2.2 Wilshire/La Brea Station

The Wilshire/La Brea Station will be located in a commercial and residential area and will serve as a key transit connection. This station box will be located beneath Wilshire Boulevard from Detroit Street to just east of Orange Drive.

2.2.1 Draft EIS/EIR Station Entrances

The Draft EIS/EIR considered three potential station entrances: on the northwest corner of the Wilshire/La Brea intersection on Metro-owned property; on the southwest corner of the Wilshire/La Brea intersection; and on the southeast corner of the Wilshire/La Brea intersection (Figure 2-2).

Figure 2-2. Draft EIS/EIR—Wilshire/La Brea Station Entrances


2.2.2 Post-Draft EIS/EIR Station Entrance Screening

After completion of the Draft EIS/EIR, additional consideration was given to the remaining three entrance locations at the Wilshire/La Brea Station. During this process, the station box for this location was shifted to the east to avoid underground utilities (Figure 2-3 and Figure 2-4). At this stage of screening, Metro considered factors that would prevent the construction of a particular station entrance compared with the other entrances for that station. In the case of the three entrances under consideration, one of the locations—the entrance on the southeast corner of Wilshire Boulevard and La Brea Avenue—has been approved for redevelopment. The development has received entitlements and would include an underground parking structure that would abut the property line, which would impede construction of an entrance on the southeast corner. In addition, the redevelopment plans do not include the station entrance. As a result of these redevelopment plans, and considering the other two entrances were not encumbered with such plans, this station entrance was eliminated from further consideration.

The two remaining entrances from the Draft EIS/EIR were then carried forward for the next level of screening:

- **North of Wilshire Boulevard** (Figure 2-3)—The first option would locate the station entrance on the northwest corner of the Wilshire Boulevard and La Brea Avenue intersection on Metro-owned property at the current site of the Metro Customer Center. The entrance would be oriented toward the north and would consist of two sets of stairs and escalators. Station elevators would be located to the west of the entrance. A knockout panel would be located near the southwest corner of the Wilshire Boulevard and La Brea Avenue intersection. An emergency generator would be located above ground along Detroit Street, north of Wilshire Boulevard, on current Metro-owned property.
- **South of Wilshire Boulevard** (Figure 2-4)—Alternatively, the station entrance would be located on the southwest corner of the Wilshire Boulevard and La Brea Avenue intersection, at the current location of the Bank of America building. The entrance would be oriented toward the north and would consist of two sets of stairs and escalators. Station elevators would be located to the east of the entrance. A knockout panel would be located near the northwest corner of the Wilshire Boulevard and La Brea Avenue intersection. An emergency generator would be located above

ground to the southwest of the entrance on the property planned to be used for construction staging and laydown.

Figure 2-3. Wilshire/La Brea Station—North of Wilshire

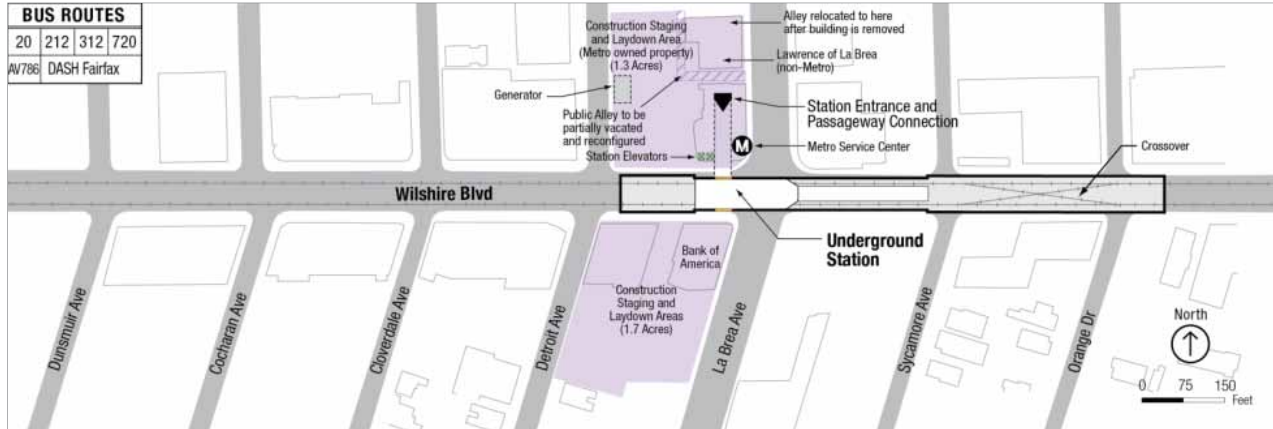
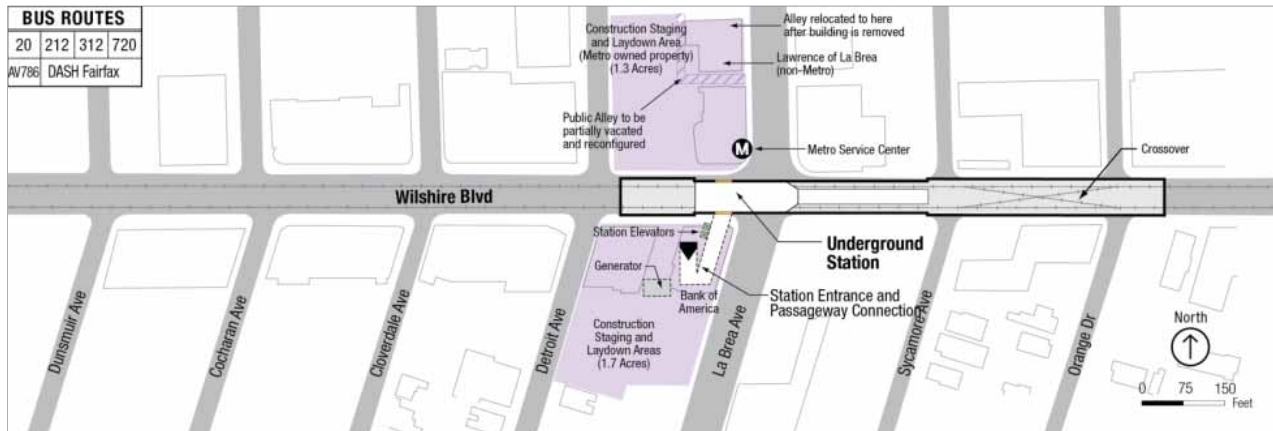


Figure 2-4. Wilshire/La Brea Station—South of Wilshire



2.2.3 Final EIS/EIR Station Entrance Screening

After the three station entrances were screened down to two entrances, additional analysis was conducted to determine the one entrance that would be recommended for implementation. This screening involved consideration of engineering, environmental, land use, and public (SAAG) input.

2.2.3.1 Engineering and Environmental Considerations

Table 2-1 identifies the factors that were used to screen the remaining two station entrances. Right-of-way is an important consideration: Metro’s goal is to, wherever possible, combine the area used for construction laydown with the area for the entrance, thereby eliminating the need to purchase additional right-of-way. As shown in Table 2-1, the entrance on the northwest corner is already owned by Metro, while the property for the southwest entrance would need to be acquired. Metro is proposing a construction laydown area on the southwest corner, so this property is to be acquired by Metro for that purpose.



Table 2-1. Engineering and Environmental Factors for Wilshire/La Brea Station Entrances

| Entrance | Right-of-Way | Impact on Buildings | Complexity of Construction | Impact on Traffic | Impact on Businesses | Duration of Construction | Miscellaneous Factors |
|--------------------------------|---|--|----------------------------|-------------------|--|--|-----------------------|
| NW corner Wilshire/La Brea Ave | Entrance would be constructed on Metro-owned property (Metro Customer Center) | None. Existing Metro Customer Center building would be demolished for construction laydown and staging | Normal | None | Both Lawrence of La Brea and Metro Customer Center would be displaced for construction laydown and staging | No impact on station construction schedule | None |
| SW corner Wilshire/La Brea Ave | Entrance would be constructed within laydown and staging site to be acquired by Metro | None. Existing buildings would be demolished for construction laydown and staging | Normal | None | Bank of America and low-rise commercial businesses would be displaced for construction laydown and staging | No impact on station construction schedule | None |

Both entrances are on property designated as construction laydown areas. Any existing buildings on either site would be demolished for this purpose. Therefore, there would be no additional impact on buildings for either entrance.

Additionally, there are no differences with regard to the complexity of construction, and neither entrance would result in traffic impacts.

Each station entrance would involve the displacement of businesses. However, these businesses are being displaced for the construction laydown areas. Therefore, there would be no additional impact on businesses.

Neither entrance would affect the duration of construction.

Given the factors considered in this screening, the one distinguishing factor between the two entrances would be the potential for a historic structure. The station entrance on the northwest corner of Wilshire/Boulevard and La Brea Avenue would therefore be preferred considering all the factors in this analysis.

2.2.3.2 Land Use

Existing Land Uses

Existing land uses around the Wilshire/La Brea Station are medium-density (2-12 stories) commercial and retail uses on the north and south sides of Wilshire Boulevard, and extend north and south along La Brea. Both of the station entrances are surrounded by commercial parcels, which line the Wilshire Boulevard and La Brea Avenue frontages.

Within 600 feet from the station entrances, uses transition to multifamily neighborhoods in quadrants three and four, and predominately single-family neighborhoods in quadrants one and two. Quadrant four has the greatest concentration of multifamily development and zoning compared to the other residential neighborhoods in the area.

Given the greater concentration of multifamily residences in quadrant four—the quadrant closest to the entrance on the northwest corner of the Wilshire/La Brea intersection—this quadrant and therefore this entrance will provide the greatest access to the most transit users without having to cross Wilshire Boulevard or La Brea Avenue.

Development Implications

A windshield survey of the station area indicates that there are many vacant and redevelopable lots within walking distance of the station, in particular, the surface parking lots in the second, third and fourth quadrants within 600 feet of the proposed station entrances. The surface parking lot in quadrant four, north of Wilshire, is located immediately adjacent to the proposed station entrance. Several of the buildings within ½ mile of the station appear to be more than 50 years old. The frontages on both sides along Wilshire allow an FAR of 6:1 and 2:1 along La Brea Avenue. As a result, more development opportunities exist in quadrant four, closest to the proposed entrance north of Wilshire Boulevard.

Joint Development

The station entrance north of Wilshire Boulevard is proposed on Metro-owned land, which provides a significant opportunity for joint development. Several development scenarios have been created for this site to test the redevelopment potential of mixed use, with public spaces (such as courtyards or plazas) near the entrance.

Should the station entrance be located south of Wilshire Boulevard, Metro would need to acquire the site, providing additional opportunities for joint development.

Construction staging and laydown areas would be located on the north (primarily on Metro-owned property) and south sides of Wilshire Boulevard between Detroit Street and La Brea Avenue. All structures on the identified properties would be demolished and businesses would be relocated to accommodate construction activities.

Based on the ranking of all three criteria, the recommended station entrance is on the northwest corner of Wilshire Boulevard and La Brea Avenue.

2.2.3.3 Station Area Advisory Group (SAAG) Meetings

Table 2-2 presents input from the SAAG members. The SAAG members discussed the pros and cons of different entrance configurations (straight run versus switchback) and locations (north and south) (Figure 2-5 and Figure 2-6, respectively). SAAG members did not have a strong preference on the entrance locations and believed both the north and south sites suitable. The SAAG members' primary concern regarding station design was for the station and adjacent future development to be visible from the street and provide some public open space with a corner plaza. The SAAG members noted that the north entrance option is closer to dense apartments and housing, as well as some pedestrian-oriented businesses along La Brea Avenue north of Wilshire Boulevard. The south entrance option is less proximate to existing pedestrian activity.

Table 2-2. SAAG Meeting Input for Wilshire/La Brea Station Entrances

| NW Corner Wilshire/La Brea | SW Corner Wilshire/La Brea |
|---|--|
| Opportunities | |
| <ul style="list-style-type: none"> ▪ Metro owns parcel (no acquisition). ▪ Good access to La Brea/Wilshire bus connections ▪ Transit-supportive adjacent land uses (high density housing and commercial) ▪ Construction and staging occur on same site (more efficient, less impacts) ▪ Sufficient space for station plaza with pedestrian and bike amenities and kiss-and-ride or taxi queuing ▪ Joint development opportunities | <ul style="list-style-type: none"> ▪ Oriented to Wilshire Boulevard, good station visibility ▪ Construction and staging occur on same site (more efficient, less impacts) ▪ Adjacent to major bus connections along Wilshire Boulevard and La Brea Avenue ▪ Sufficient space for station plaza with pedestrian and bike amenities and kiss-and-ride or taxi queuing ▪ Joint development opportunities |
| Constraints | |
| <ul style="list-style-type: none"> ▪ Limited visibility from Wilshire Boulevard as entrance is not oriented to Wilshire Boulevard (potential for switchback orientation) ▪ Elevator and entrance are not close to each other for easy circulation ▪ Metro generator is large, makes noise, and may impact future development opportunities ▪ Gassy grounds and tar sands | <ul style="list-style-type: none"> ▪ Metro must acquire parcel ▪ Less high-density housing south of Wilshire Boulevard (compared to north) ▪ Lack of trees and pedestrian amenities along south side of Wilshire Boulevard ▪ Gassy grounds and tar sands |
| SAAG Member Input | |
| <ul style="list-style-type: none"> ▪ Prefer northwest corner entrance ▪ Would like strategic placement of Metro generator so as not to preclude future development and minimize visual impacts and noise ▪ Would like wider sidewalks, bright crosswalks, and other pedestrian safety enhancements ▪ Would like pedestrian/bike access to Detroit Street through paseo or pathway through parcel ▪ Would like knockout panels at all four corners of intersection ▪ Believe there is great joint development potential at both sites (north and south) ▪ Would like “open station” plaza (i.e., entrance is not covered by development) ▪ Would like good signage and station art that reflects history of area | <ul style="list-style-type: none"> ▪ Prefer northwest entrance as the group is more “used to the idea,” but also would support a southwest entrance ▪ Would like strategic placement of Metro generator so as not to preclude future development and minimize visual impacts and noise ▪ Would like knockout panels at all four corners of intersection ▪ Believe there is great joint-development potential at both sites (northwest and southwest). ▪ Would like “open station” plaza (i.e., entrance is not covered by development) ▪ Would like good signage and station art that reflects history of area ▪ Would like wider sidewalks, bright crosswalks, and other pedestrian safety enhancements ▪ Would like pedestrian/bike access to Detroit Street through paseo or pathway through parcel |
| Potential Site Plan Changes | |
| <ul style="list-style-type: none"> ▪ Entrance could be reoriented as switchback to face Wilshire Boulevard with primary entrance closer to elevators | |

While the switchback configuration (Figure 2-6) brings the entrance closer to Wilshire Boulevard, queuing space is somewhat constrained as there is not much space between the station entrance, intersection, and bus stop. The straight run option (Figure 2-5) is less costly than the switchback configuration and provides iconic views north toward the Hollywood Hills, acting as a visual gateway to West Hollywood. The straight run configuration also provides adequate queuing spaces for

pedestrians, bus riders, and Metro subway customers. While SAAG Members discussed their preference for a corner plaza, they did not object to the straight run configuration with a linear plaza that runs along La Brea Avenue as they understand the station design will allow retail to be visible. SAAG members felt strongly that future development should be pedestrian-oriented and provide retail space that is visible from Wilshire and La Brea, rather than tucked into a courtyard while maintaining an open station plaza.

Figure 2-5. Scheme A: Straight Run Configuration

Figure 2-6. Scheme B: Switch Back Configuration


2.2.4 Recommended Station Entrance for Wilshire/La Brea Station

Table 2-3 provides the key findings of the evaluation of station entrances. The table provides a comparison of the key evaluation factors that distinguished the station entrances from each other.

The entrance on the southwest corner would need to be purchased for a laydown area. In addition, this entrance does not offer any additional advantages for joint development opportunities compared to the north side of Wilshire Boulevard.

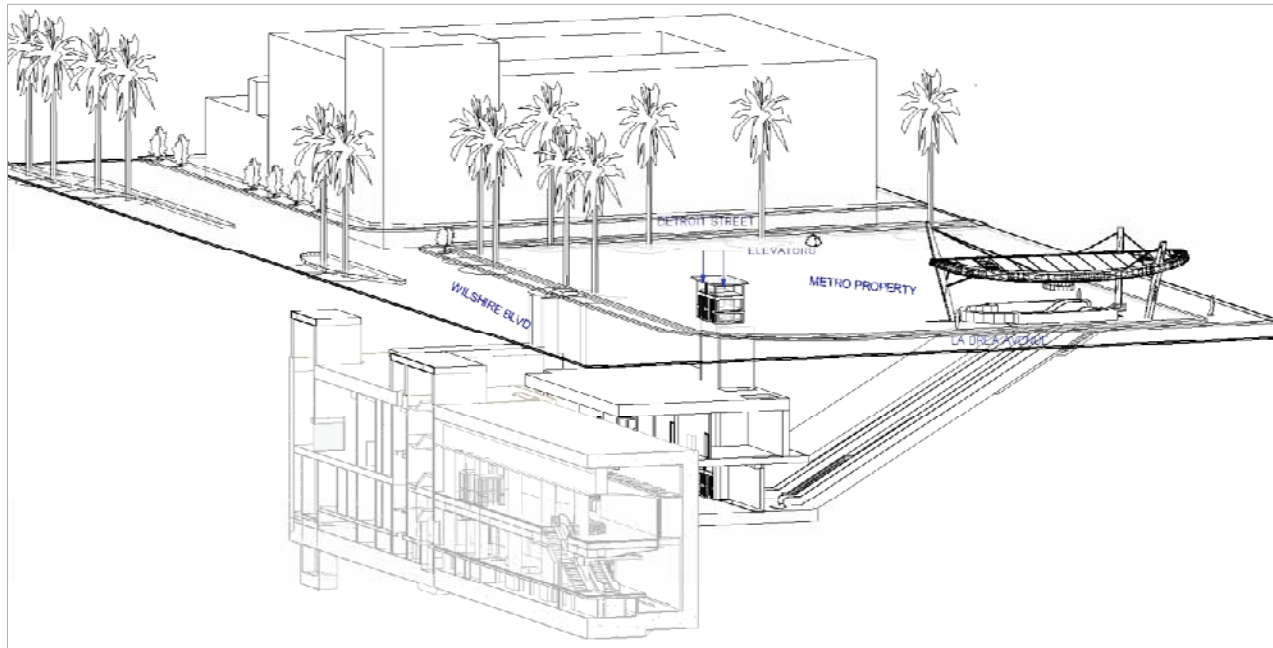
The cost to construct the Wilshire/La Brea Station entrance is the same for either entrance location since both sites will be acquired for construction staging purposes regardless of the entrance location. See Appendix A for the cost estimate of the two options.

Table 2-3. Key Findings of Wilshire/La Brea Station Entrances

| NW Corner Wilshire/La Brea | SW Corner Wilshire/La Brea |
|---|---|
| <ul style="list-style-type: none"> ▪ Metro-owned parcel (no acquisition). ▪ Construction and staging occur on same site (more efficient, less impacts) ▪ Direct north-south bus transfer connections ▪ Joint development opportunities ▪ Stronger visual and commercial linkages to West Hollywood activity centers on north La Brea | <ul style="list-style-type: none"> ▪ Metro doesn't own parcel; need to acquire ▪ Construction and staging occur on same site (more efficient, less impacts) ▪ Adjacent to major bus connections ▪ Joint development opportunities |

The recommended station entrance for the Wilshire/La Brea Station is the straight run entrance configuration on the northwest corner of Wilshire Boulevard and La Brea Avenue (Figure 2-7). The switchback entrance would result in congestion at the Wilshire/La Brea corner, interfering with the queuing space, and, therefore, the straight run entrance is the recommended configuration.

Figure 2-7. Recommended Station Entrance—Wilshire/La Brea Station



2.3 Wilshire/Fairfax Station

The Wilshire/Fairfax Station will offer access to a major cultural and tourism hub, including the Los Angeles County Museum of Art (LACMA), the Page Museum, the La Brea Tar Pits, the Petersen Automotive Museum, the Architecture and Design Museum, and the Craft and Folk Art Museum. This station will also provide access to the nearby Farmer's Market, shops along West 3rd Street and Beverly Boulevard, and The Grove. The station will also provide connections to bus service along Fairfax Avenue, a major north-south thoroughfare. The station box will be located under Wilshire Boulevard from just west of Fairfax Avenue to just east of Orange Grove Avenue.

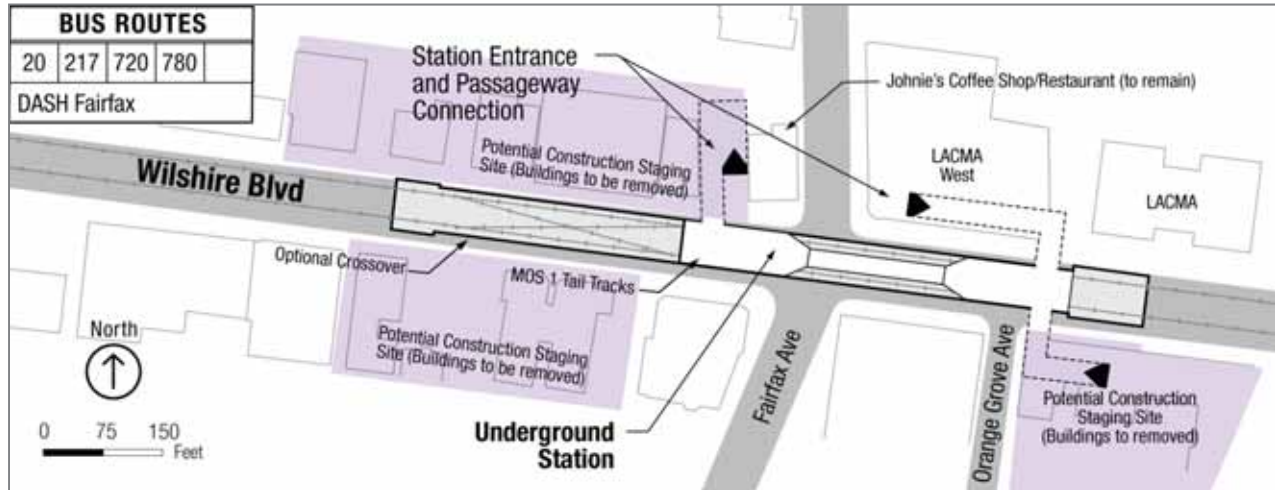
2.3.1 Draft EIS/EIR Station Entrances

The Draft EIS/EIR considered a Wilshire/Fairfax Station location immediately west of Fairfax Avenue in addition to an option for a station spanning the intersection of Wilshire Boulevard and Fairfax Avenue (Wilshire/Fairfax East Station). The west location was selected to move the station as far as possible from the gassy ground near the La Brea Tar Pits. After consideration of both station locations, the Metro Board decided to include the Wilshire/Fairfax East Station location as part of the LPA due to stronger community support and better access and land integration opportunities, including proximity to Museum Row.

The Draft EIS/EIR considered three potential station entrances for the east station location: on the northeast corner of the Wilshire/Fairfax intersection on the LACMA property; on the northwest

corner of the Wilshire/Fairfax intersection, west of Johnie’s Coffee Shop; and on the southeast corner of Wilshire Boulevard and Orange Grove Avenue, across from LACMA (Figure 2-8).

Figure 2-8. Draft EIS/EIR—Wilshire/Fairfax Station Entrances

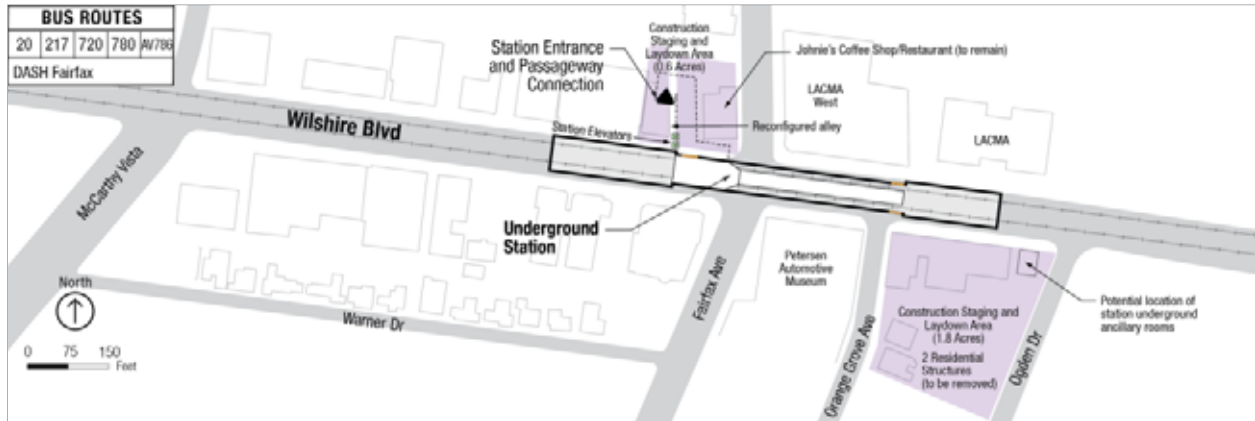


2.3.2 Post-Draft EIS/EIR Station Entrance Screening

After completion of the Draft EIS/EIR, additional consideration was given to the three remaining station entrances. Analysis was conducted regarding shifting the station box west or off-street to address geotechnical and paleontological conditions. Each of the three entrances contained factors that would need further investigation. Johnie’s Coffee Shop on the northwest parcel was identified as a potential historic structure. The entrance on the south side of Wilshire Boulevard was determined to not be as preferable from an urban design perspective. The entrance on the northeast side at LACMA was considered a good candidate as a privately developed entrance.

No fatal flaws were identified for any of the potential station entrances. As a result, all three entrances that were evaluated in the Draft EIS/EIR were carried forward for additional evaluation in the second screening step. The design of all three entrances has been reconfigured slightly since the Draft EIS/EIR due to engineering and urban design considerations. Knockout panels would be provided at the potential entrances that are not selected to be constructed as part of the Project.

- Johnie’s Coffee Shop**—The first potential location for the station entrance would be immediately west of Johnie’s Coffee Shop on the northwest corner of Wilshire Boulevard and Fairfax Avenue (Figure 2-9). The station entrance would be situated on the current location of Hayworth Avenue, a public alley connecting Wilshire Boulevard and Orange Street. The entrance would be oriented toward the south and consist of two sets of stairs and escalators. Station elevators would be located to the east of the entrance. Construction of this entrance would require the temporary closure of the alley. Following construction, the alley would be permanently shifted to the west of the proposed station entrance, which is the current site of the Marinello School of Beauty. The Johnie’s Coffee Shop structure would remain intact and unaltered. Knockout panels would be located on the east side of Fairfax Avenue—in front of LACMA West and near the southeast corner of Wilshire Boulevard and Orange Grove Avenue. Underground ancillary rooms would be located on the property on the southwest corner of Wilshire Boulevard and Ogden Drive.

Figure 2-9. Wilshire/Fairfax Station—Johnie’s Coffee Shop


- LACMA**—Alternatively, the station entrance would be retrofitted into LACMA West (the former May Company Building) on the northeast corner of Wilshire Boulevard and Fairfax Avenue (Figure 2-10). The entrance would be located within the lobby of the LACMA West building with two sets of stairs and escalators leading to the basement level, where there would be a connection into the station box (Figure 2-11). Station elevators would be located within the building lobby, connecting to the basement level.

Knockout panels would be located on the northwest corner of Wilshire Boulevard and Fairfax Avenue and the southeast corner of Wilshire Boulevard and Orange Grove Avenue. Underground ancillary rooms would be located on the property on the southwest corner of Wilshire Boulevard and Ogden Drive.

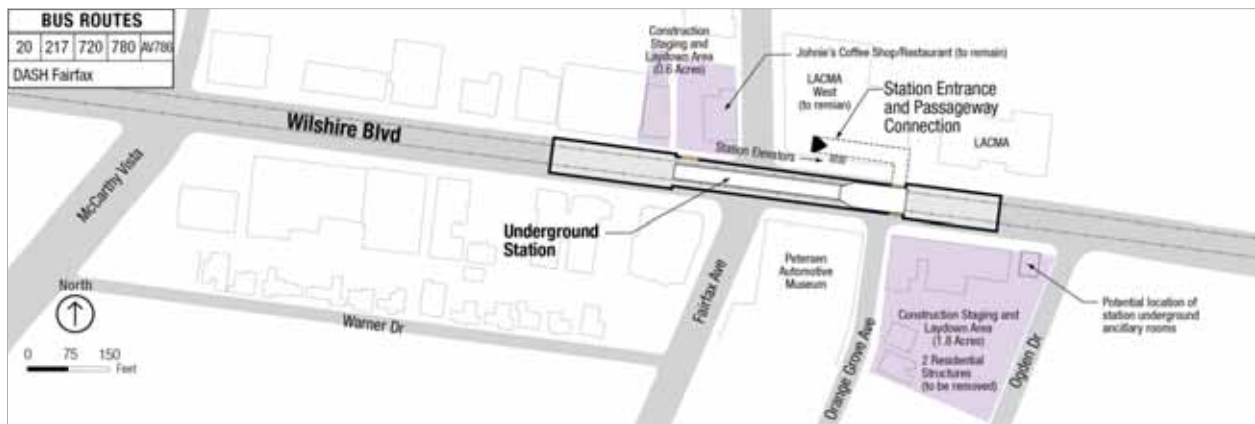
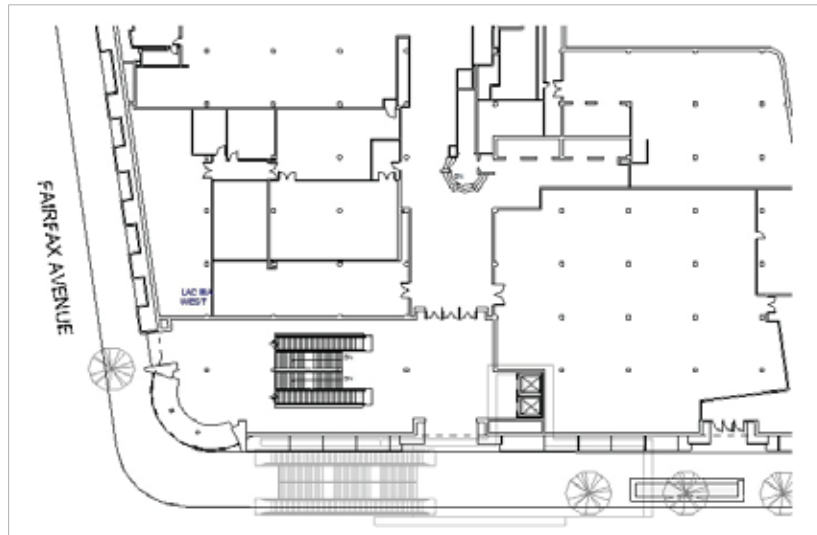
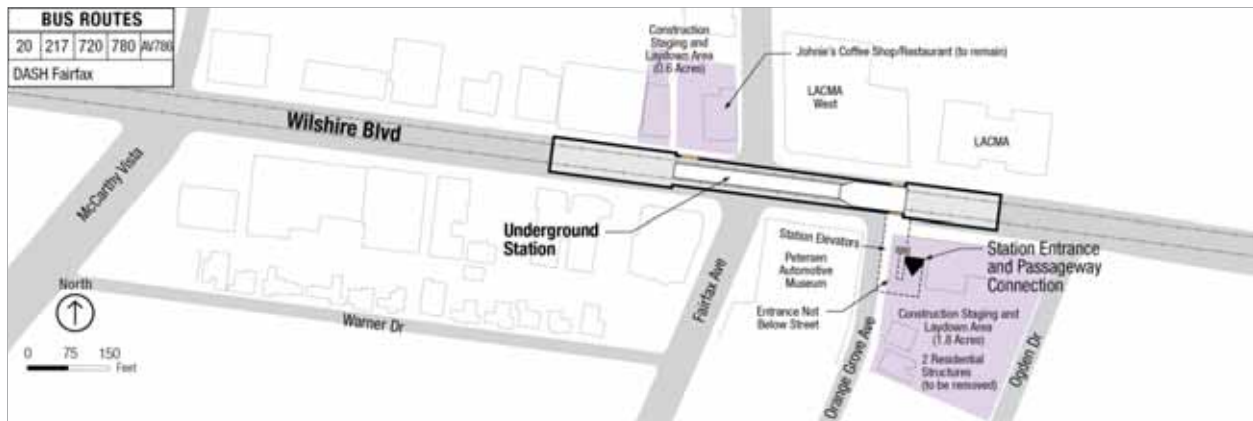
Figure 2-10. Wilshire/Fairfax Station—LACMA


Figure 2-11. LACMA Entrance Plan


- South of Wilshire Boulevard**—The third option would be to locate the station entrance on the southeast corner of Wilshire Boulevard and Orange Grove Avenue (Figure 2-12). This site would also serve as a construction staging and laydown area. This entrance would also consist of two sets of stairs and escalators and an elevator bank adjacent to the west of the entrance. Knockout panels would be located near the northwest corner of Wilshire Boulevard and Fairfax Avenue and on the north side of the station box in front of LACMA West.
- Secondary Entrances**—there could also be possible secondary entrances at LACMA West and South of Wilshire Boulevard if Johnie’s is the primary entrance location.

Figure 2-12. Wilshire/Fairfax Station—South of Wilshire Boulevard


2.3.3 Final EIS/EIR Station Entrance Screening

All three station entrances were carried into the Final EIS/EIR station entrance screening process to determine the one entrance that would be recommended for implementation. This screening involved consideration of engineering, environmental, land use, and public (SAAG) input.

2.3.3.1 Engineering and Environmental Considerations

Table 2-4 presents the factors that were considered in the further evaluation of the three Wilshire/Fairfax Station entrances. Right-of-way requirements differ somewhat for the three entrances. The location of the entrance on the northeast corner (LACMA) requires property within the existing LACMA building. The Johnie’s entrance and the entrance on the southeast corner are properties planned to be acquired for use as a construction laydown area.

Table 2-4. Engineering and Environmental Factors for Wilshire/Fairfax Station Entrances

| Entrance | Right-of-Way | Impact on Buildings | Complexity of Construction | Impact on Traffic | Impact on Businesses | Duration of Construction | Miscellaneous Factors |
|---|---|--|---|---|--|---|-----------------------|
| NW corner Wilshire/Fairfax (Johnie’s Coffee Shop) | Entrance would be constructed within laydown and staging site | Marinello Beauty School would be demolished for station construction. No impact on Johnie’s Coffee Shop which is to remain | Normal | Requires realignment of alley serving the 99c Only Store. Need to replace lost parking at Johnie’s Coffee Shop | Parking at Johnie’s Coffee Shop would require replacement | No impact on station construction schedule | None |
| NE corner Wilshire/Fairfax (LACMA) | Requires property within existing LACMA building | Requires modifications to ground floor and basement of existing historic building | Work is within and beneath an existing historic building, and paleontological resources | Would require lane closures on WB Wilshire Boulevard and NB Fairfax Avenue | Minor. LACMA is not currently using building for public exhibition | Seismic upgrades or paleontological discoveries could delay entrance construction | None |
| SE corner Wilshire/Orange Grove | Entrance would be constructed within laydown and staging site | Buildings to be demolished for laydown and staging area | Normal | Entrance lies beneath the northbound lanes of South Orange Grove Avenue. Street would require decking or extended lane closures | None | No impact on station construction schedule | None |

The impact on buildings and businesses differs as a result of the differences in right-of-way requirements. The Marinello Beauty School on the northwest corner would be demolished and would require relocation for construction of the entrance, but the building on this site would already

be demolished for construction laydown and staging. Johnie's Coffee Shop would remain; however, if the parking at Johnie's is used for locating the entrance, then replacement parking would be required. This parking was purchased by the owner of the 99¢ Only Stores to be used as parking for this store. Use of the LACMA site for an entrance requires modifications to the ground floor and basement of an existing historic building. The business impact was identified as minor for use of these areas as LACMA is not currently using the building for public exhibitions. The location of the entrance on the southeast corner of the Wilshire/Orange Grove intersection would not impact buildings or businesses as the site will have been demolished for the construction laydown and staging area.

The station entrance on the LACMA site is more complex to construct compared to the entrance adjacent to Johnie's because of unknown factors that may be encountered such as paleontological artifacts. Uncovering these resources could result in construction delays. This constraint coupled with the constraint discussed below about the historic May Company building could also increase construction costs.

Each of the three entrances would result in traffic impacts. The entrance at Johnie's Coffee Shop requires a realignment of the alley serving the 99¢ Only Store. The LACMA entrance would require lane closures on both Wilshire Boulevard and Fairfax Avenue. The entrance on the southeast corner of Wilshire Boulevard and Orange Grove Avenue would require decking and extended lane closures.

There were no other factors identified for any of the entrances that would distinguish or eliminate an entrance from further consideration.

2.3.3.2 Historic Considerations

One of the constraints for the station entrances at the Wilshire/Fairfax Station is the existence of the historic resource on the site of the entrance on the northeast corner of the Wilshire/Fairfax intersection. This proposed station entrance is in the former May Company building, now LACMA West (Figure 2-13 and Figure 2-14). The building was constructed in 1939-40. The building was listed as City of Los Angeles Historic-Cultural Monument #566 on September 30, 1992, and it represents the distinctive characteristics of the Streamline Moderne architectural style.

Constructing a station entrance within this historic building presents challenges. Seismic upgrading may potentially be required and other unknown factors related to the historic preservation could significantly increase construction costs. The station entrance design must preserve the historic integrity of the architecture and the building façade (Figure 2-13).

Of the three entrances, the Johnie's site also contains a historic structure. However, this structure would be protected during construction and the building would not be altered or impacted. Therefore, of the two entrances that contain historic structures, the LACMA site is the only one which results in impacts.



Figure 2-13. Photosimulation of Entrance at LACMA in Former May Company Building



2.3.3.3 Land Use

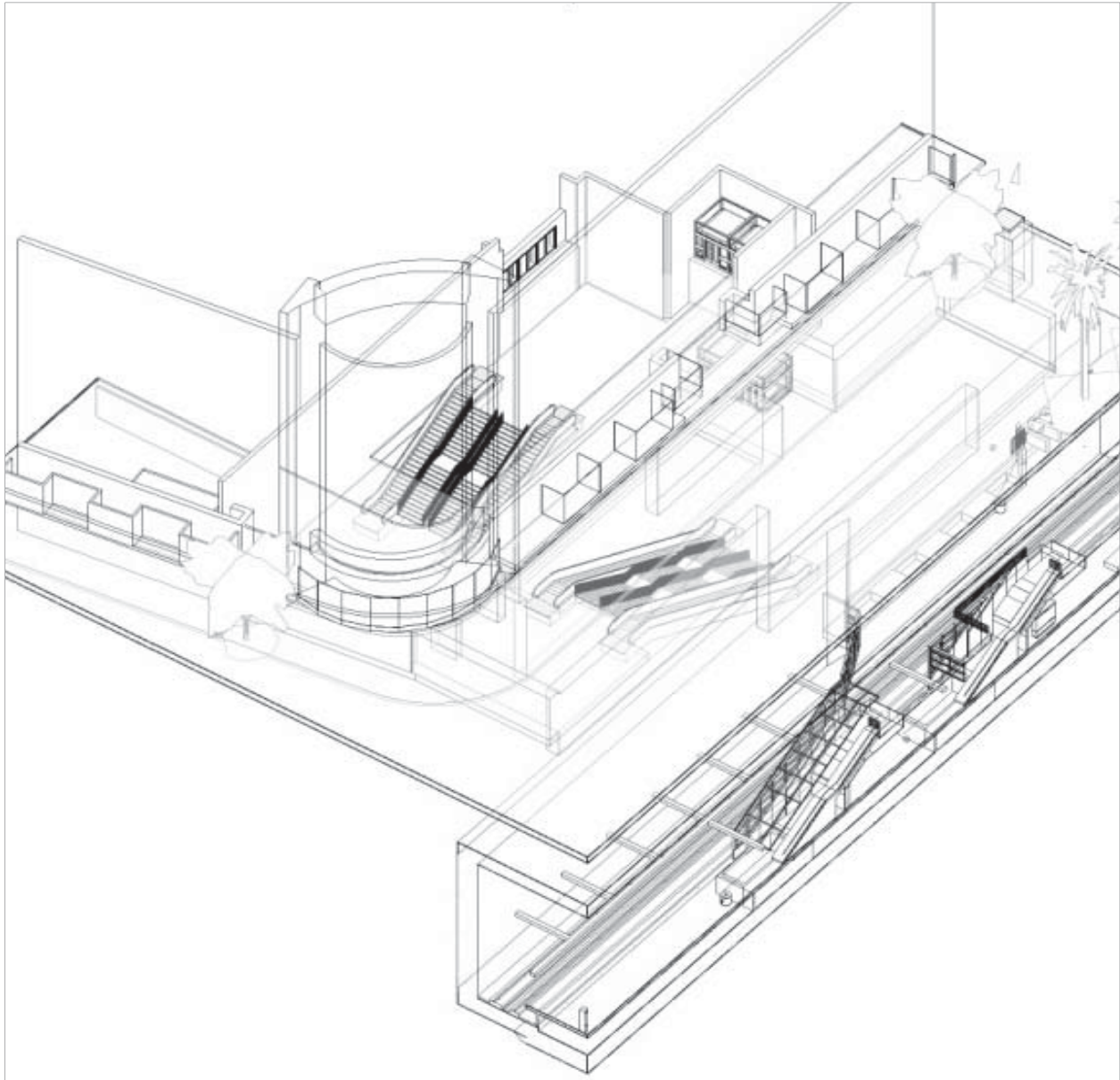
Existing Land Uses

Commercial and retail uses line both sides of Wilshire Boulevard east and west of the entrance locations. There is a very high-density residential complex located north and east of the station (Park La Brea) which consists of numerous multi-story residential buildings. At more than 80 dwelling units per acre, Park La Brea is one the most densely planned residential areas in the City of Los Angeles. To the east there are some additional multifamily uses south of Wilshire Boulevard. Medium-density office buildings and a large inventory of multifamily residential uses are located west of Fairfax Avenue. The remainder of the station area land use is predominantly single-family neighborhoods.

This station will serve several museums within a ½-mile vicinity, including: LACMA and the Page Museum La Brea Tar Pits to the northeast and the Petersen Automotive Museum to the southeast. All of these museums are regional destinations.

Providing a seamless connection into a significant cultural facility like LACMA creates an opportunity to redefine and reposition the transit experience in Los Angeles. For the Wilshire/Fairfax Station, culture and transit become well-integrated and an opportunity for synergy between the two can be provided.

Figure 2-14. Cut-away View of LACMA Entrance and Station Box



The seven-building LACMA complex occupies 20 acres on the northeast corner of the Wilshire/Fairfax intersection. The campus is undergoing an expansion and renovation known as the Transformation. The first building, the Broad Contemporary Art Museum (BCAM) was completed in 2008 followed by the Resnick Pavilion. East of LACMA is the Page Museum, La Brea Tar Pits, and Hancock Park.

The three entrance locations are adjacent to commercial or civic land uses. Johnie's Coffee Shop (northwest entrance) and the entrance south of Wilshire Boulevard have a mix of multifamily and single-family neighborhoods behind the commercial strip. The LACMA location (northeast entrance) features high-density multifamily development immediately north of the museum. The most significant single-family neighborhood is in the southwest quadrant (Quadrant 2).

Within 600 feet from the Wilshire/Fairfax intersection, uses transition to multifamily neighborhoods in quadrants one, two, and four, and predominately single-family neighborhoods in quadrant three. Quadrant one has the greatest concentration of multifamily development and zoning compared to the other residential neighborhoods in the area. Quadrant four has the next largest block of multifamily zoning.

Based on this analysis, the existing land uses provide the greatest transit ridership opportunities around the LACMA station entrance on the northeast corner of the Wilshire/Fairfax intersection.

Development Implications

There are several vacant and redevelopable lots in the station area, especially in the third and fourth quadrants within 600 feet of the station entrances. The surface parking lots and older commercial buildings could be good redevelopment candidates in the future. However, given the allowable densities, quadrant one represents the highest development density both now and in the future.

The FAR for commercial development are the greatest (6:1) in quadrant one (LACMA property) and immediately adjacent to Wilshire. An FAR of 1.5:1 extends in both directions along Fairfax away from the intersection.

Given the extensive development of the LACMA property, the greatest redevelopment opportunities are around the proposed entrance at Johnie's Coffee Shop. The block bounded by Fairfax, Crescent Heights, Orange Street and Wilshire Boulevard is a prime redevelopment opportunity. The front half of the site with frontage along Wilshire could accommodate nearly 900,000 square feet of development by utilizing the maximum FAR of 6:1.

Joint Development

Metro currently does not own parcels at this station area for joint development. Joint development opportunities are limited for the two proposed entrances north of Wilshire. The LACMA station entrance would enter directly into the LACMA buildings. The reconfiguration of the proposed station entrance at Johnie's Coffee Shop requires that part of the land near the station entrance be used for a public alley.

South of Wilshire, joint development opportunities are the greatest because the land has been identified as needed for construction staging and could be transitioned into a joint development project after construction is complete.

2.3.3.4 Station Area Advisory Group (SAAG) Meetings

Input was sought from the community in a series of SAAG meetings. Table 2-5 presents a summary of the opportunities, constraints, and SAAG member input for the three Wilshire/Fairfax Station entrances. The opportunities identified by the SAAG members varied for the entrances. Both the northwest and northeast corners were identified as providing good access to bus connections. Both of these entrances would also be co-located with a construction laydown/staging area, which would be more efficient. The group indicated that the LACMA entrance would have an opportunity from its location within an iconic building, while the Johnie's Coffee Shop entrance would share a similar opportunity being adjacent to an iconic, historic building. The site of Johnie's Coffee Shop was identified as having existing right-of-way and parking that would be easier for construction purposes than the other two sites. The LACMA site was the only entrance of the three that was not identified as having sufficient space for pedestrian and bike amenities.

Table 2-5. SAAG Meeting Input for Wilshire/Fairfax Station Entrances

| NW Corner Wilshire/Fairfax (Johnie's Coffee Shop) | NE Corner Wilshire/Fairfax (LACMA) | SE Corner Wilshire/Orange Grove |
|---|--|---|
| Opportunities | | |
| <ul style="list-style-type: none"> ▪ Good access to Wilshire/Fairfax bus connections ▪ Adjacent to iconic, historic building (Johnie's Coffee Shop) ▪ Construction site is staging area (more efficient) ▪ Existing right-of-way and parking are easier for construction purposes than developed site ▪ Sufficient space for station plaza with pedestrian and bike amenities | <ul style="list-style-type: none"> ▪ Oriented to major streets (Wilshire Boulevard and Fairfax Avenue) with major bus connections ▪ Located within iconic historic building ▪ Entrances to both Wilshire Boulevard and Fairfax Avenue for good access to station entrance | <ul style="list-style-type: none"> ▪ Staging area and construction occur in same area (more efficient, less impact) ▪ Joint development opportunities ▪ Sufficient space for pedestrian, bus, and bike amenities ▪ Oriented with view of LACMA upon exiting |
| Constraints | | |
| <ul style="list-style-type: none"> ▪ Construction mitigations for adjacent historic structure (Johnie's Coffee Shop). ▪ Methane gas mitigation ▪ Must reconfigure alley and replace 99c Only Store's parking | <ul style="list-style-type: none"> ▪ Potential major seismic upgrades to historic structure ▪ Potential operational and security issues with Metro entrance in lobby of building ▪ Insufficient staging area at construction site ▪ Limited space for pedestrian and bike amenities ▪ No joint development potential ▪ Metro does not own the property | <ul style="list-style-type: none"> ▪ Not located at corner of Wilshire/Fairfax for convenient bus/subway connections ▪ Metro must acquire property ▪ Less visible to riders at mid-block location rather than at corner of Fairfax/Wilshire |
| SAAG Member Input | | |
| <ul style="list-style-type: none"> ▪ Prefer LACMA West as primary entrance to create iconic station ▪ Would like good bus, bike, and pedestrian connections ▪ Interested in bike share and car share facilities ▪ Concern about spillover parking in the neighborhood ▪ Interest in art installation at plaza that relates to LACMA or museum-related use for Johnie's Coffee Shop | <ul style="list-style-type: none"> ▪ Prefer LACMA West as primary entrance to create iconic station ▪ LACMA is interested in potential shared parking with Metro ▪ Interest in art installation in window displays along Wilshire Boulevard to relate to LACMA ▪ Need for good signage and connections to area attractions through shuttles, bus, bike share, or car share | <ul style="list-style-type: none"> ▪ Strong preference for LACMA West as primary entrance to create iconic entrance ▪ Interest in joint development ▪ Need for good signage and connections to area attractions through shuttles, bus, bike share, or car share. |

The LACMA entrance was identified as having good pedestrian circulation with entrances to both Wilshire Boulevard and Fairfax Avenue, while the entrance on the southeast corner of Wilshire Boulevard and Orange Grove Avenue was identified as having joint development opportunities and providing a view of LACMA upon exiting.

The constraints identified by the SAAG members were also varied. Many of the opportunities for one entrance (good bus connections at Wilshire/Fairfax intersection for both the northwest and northeast entrances), were identified as a constraint for another (southeast corner of Wilshire/Orange Grove). A sufficient construction and staging area was identified as opportunities for the Johnie's Coffee

Shop and southeast Wilshire/Orange Grove entrances and was identified as a constraint for the LACMA site.

Construction-related constraints for the entrances included: mitigation required for historic structure at Johnie’s Coffee Shop and potential major seismic upgrades to the historic structure at LACMA; methane gas mitigation at Johnie’s Coffee Shop, requirements to reconfigure the alley behind Johnie’s Coffee Shop, and replace 99¢ Only Store’s parking.

Even though the SAAG members identified opportunities and constraints for each of the three entrances, they expressed a strong preference for the entrance to be at the LACMA site to create an iconic entrance.

Other input from the SAAG members related to good signage and connections to area attractions, joint development, art-related window displays, shared parking, bike share/car share facilities, and concerns about spillover parking.

2.3.4 Recommended Station Entrance for Wilshire/Fairfax Station

Table 2-6 provides the key findings of the evaluation of station entrances. The table provides a comparison of the key evaluation factors that distinguished the station entrances from each other. The Johnie’s site is the recommended entrance because of its direct access to north-south bus connections and minimal impacts to historic structures in this area.

Table 2-6. Key Findings of Wilshire/Fairfax Station Entrances

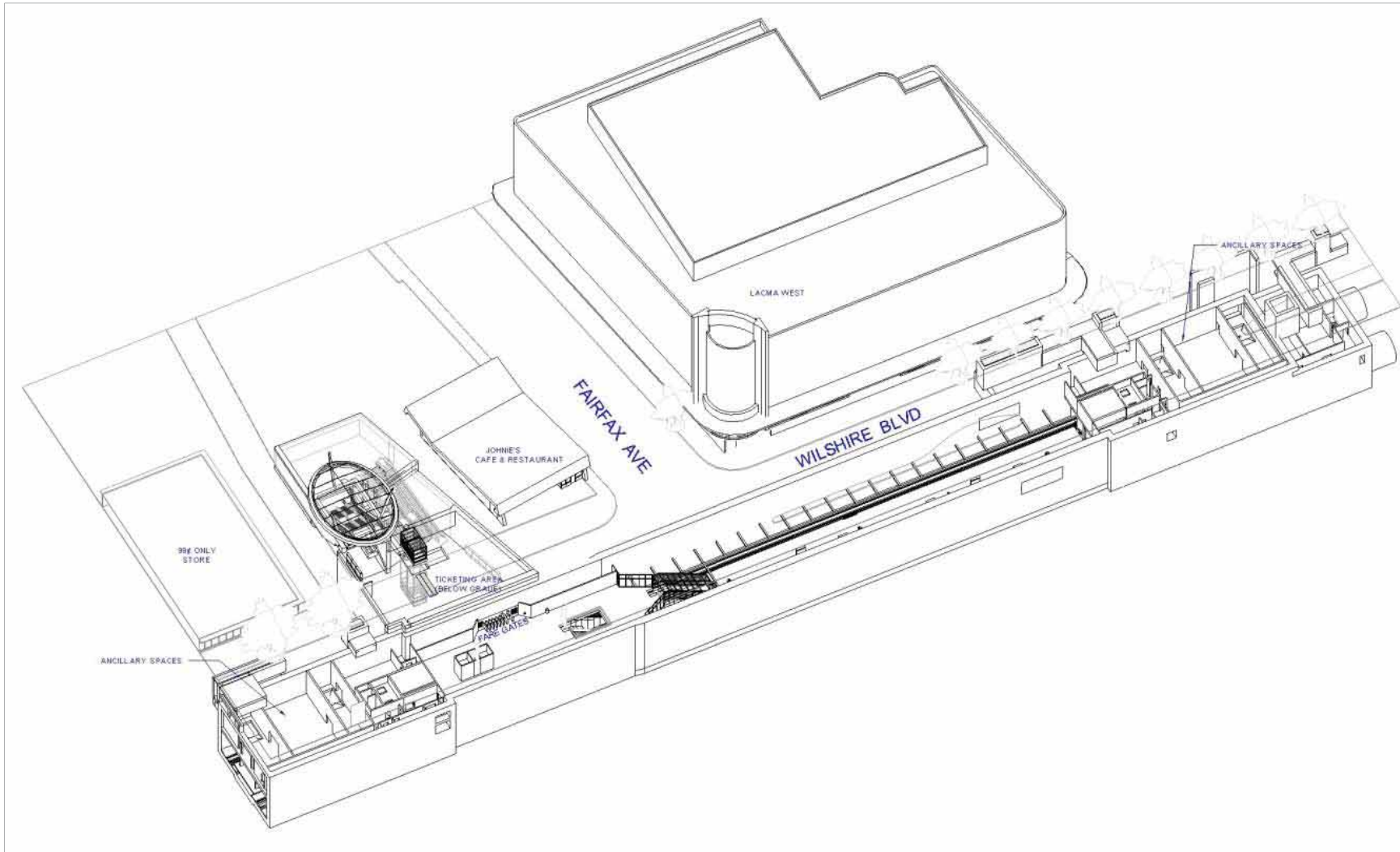
| NW Corner Wilshire/Fairfax (Johnie’s Coffee Shop) | NE Corner Wilshire/Fairfax (LACMA) | SE Corner Wilshire/Orange Grove |
|--|---|--|
| <ul style="list-style-type: none"> ▪ Direct north-south bus connections ▪ Close to intersection of Wilshire Boulevard and Fairfax Avenue ▪ No impact to historic structures ▪ Minimal impacts to adjacent businesses | <ul style="list-style-type: none"> ▪ Direct north-south bus connections ▪ Close to intersection of Wilshire Boulevard and Fairfax Avenue ▪ Impacts to historic structure | <ul style="list-style-type: none"> ▪ No direct north-south bus connections ▪ Not located at intersection of Wilshire Boulevard and Fairfax Avenue ▪ No impact to historic structures ▪ Lowest overall cost |

A full entrance at the lay down area on Orange Grove Avenue would not provide direct north-south bus access and would require all users to cross Wilshire Boulevard to access the museum facilities on the north side of the street.

A full entrance at LACMA West in the historic structure would require major modifications to the interior spaces on the first floor and basement of the building and building structural elements that may require seismic upgrade of the entire building. Excavation under the basement may also result in paleontological discoveries that may delay construction of the entrance. There is less of a possibility for such impacts at the Johnie’s site.

Of the three entrance options, the southeast corner of Wilshire/Orange Grove is the least costly. See Appendix A for a cost comparison of the three options. The recommended station entrance for the Wilshire/Fairfax Station is the entrance on the northwest corner of Wilshire Boulevard and Fairfax Avenue, adjacent to Johnie’s Coffee Shop (Figure 2-15).

Figure 2-15. Recommended Station Entrance—Wilshire/Fairfax Station



2.4 Wilshire/La Cienega Station

The Wilshire/La Cienega Station will provide access to a mixture of commercial, residential, and restaurant uses. This station will provide access to nearby Cedars-Sinai Medical Center, the Beverly Connection, and shops along West 3rd Street and Beverly Boulevard. La Cienega Boulevard also serves as a major north-south thoroughfare for the Los Angeles region with numerous bus routes. The station box will be located beneath Wilshire Boulevard from La Cienega Boulevard to Tower Drive.

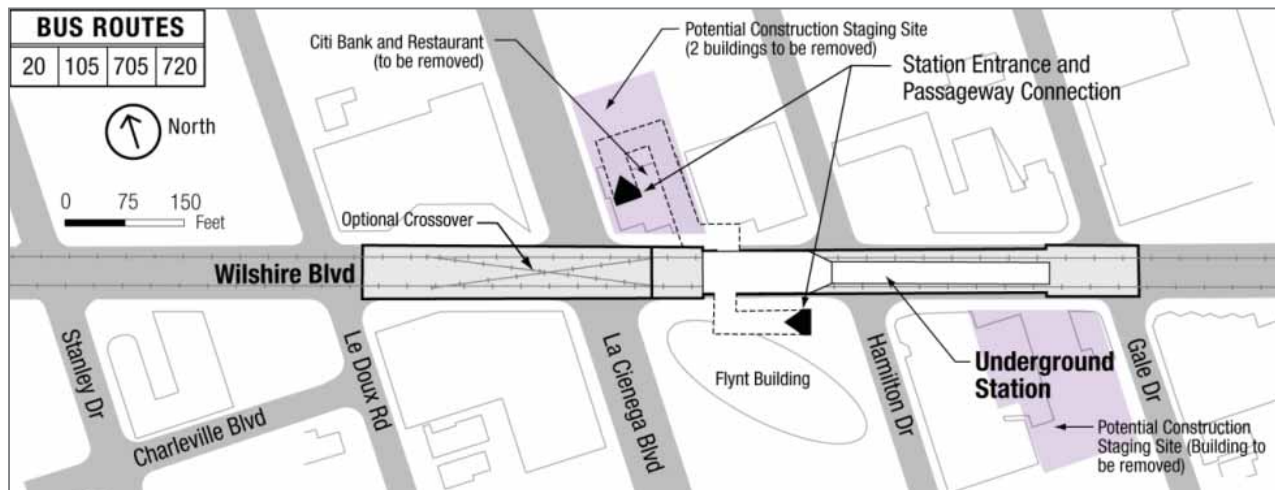
2.4.1 Draft EIS/EIR Station Entrances

The Draft EIS/EIR considered an alternate station option for the Wilshire/La Cienega Station that would be located west of La Cienega Boulevard, with the station box extending from the Wilshire/Le Doux Road intersection to just west of the Wilshire/Carson Road intersection. There were two potential station entrances with this station option: on the northwest corner of the Wilshire/Le Doux Road intersection and on the northwest corner of the Wilshire/La Cienega intersection in front of the Cedars-Sinai Medical Group Building. The location of this station farther west of the Wilshire/La Cienega intersection would allow for future transfers with the future West Hollywood branch alignment at this station. After consideration of both locations, the Metro Board selected the Wilshire/La Cienega East Station location without a West Hollywood connection structure as part of the LPA. This is the preferred station location for the City of Beverly Hills because it will be located in a denser, more commercial area than the other station location to the west of La Cienega. The entrance locations for the East station location will also provide excellent connections to two major north-south arterials—La Cienega and San Vicente Boulevards.

The Board chose not to include a West Hollywood connection structure as part of the LPA due to funding constraints. The cost of the connection structure is not sufficiently justified when there may be alternative, less costly solutions to serve the West Hollywood transit market, such as a light rail line.

The Draft EIS/EIR considered two potential station entrances for the east station location: the southwest corner of Wilshire/Hamilton in front of the Flynt building and on northeast corner of Wilshire/La Cienega (Figure 2-16).

Figure 2-16. Draft EIS/EIR—Wilshire/La Cienega Station Entrances

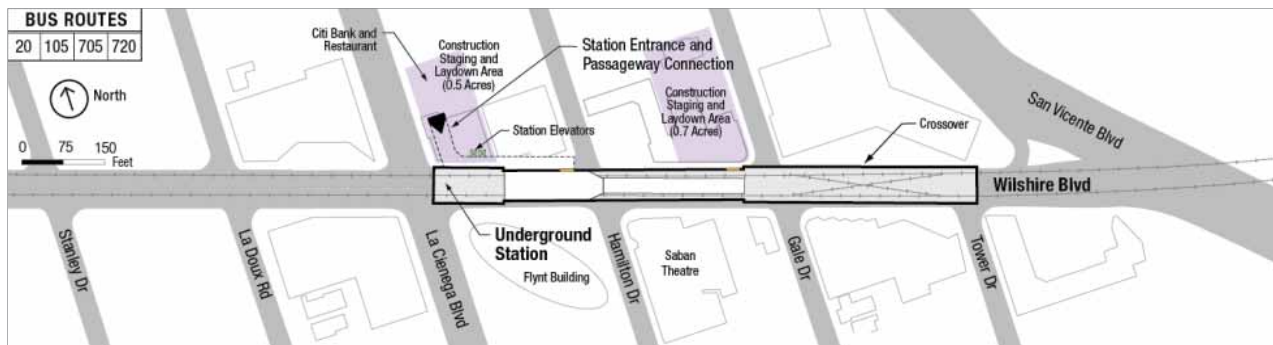


2.4.2 Post-Draft EIS/EIR Station Entrance Screening

After completion of the Draft EIS/EIR, additional consideration was given to the two entrance locations at the Wilshire/La Cienega Station. Through more engineering analysis of both entrances, it was determined that an underground parking garage on the parcel south of Wilshire Boulevard between Hamilton Drive and La Cienega Boulevard (Flynt building) extends to the property line at Wilshire Boulevard. It was further determined that a station entrance at this location would result in impacts to the parking structure. As a result of this conflict, this station entrance was eliminated from further consideration.

Therefore, only one of the two potential station entrances evaluated in the Draft EIS/EIR is carried forward into the Final EIS/EIR. The station entrance will be located on the northeast corner of the Wilshire Boulevard and La Cienega Boulevard intersection at the current site of the Citibank building (Figure 2-17). The entrance will be oriented to the north and will consist of two sets of stairs and escalators. Station elevators will be located along Wilshire Boulevard to the east of the station entrance. In order to construct the station entrance, a subsurface easement will be required from the adjacent six-story office building on the northwest corner of Wilshire Boulevard and Hamilton Drive. A knockout panel will be located near the northwest corner of Wilshire Boulevard and Gale Drive.

Figure 2-17. Wilshire/La Cienega Station



2.4.3 Final EIS/EIR Station Entrance Screening

After the elimination of the station entrance between on the southwest corner of Wilshire Boulevard and Hamilton Drive, engineering refinements were made to the station box and to the station entrance. In addition, a land use analysis was conducted and input was sought from the SAAG members regarding opportunities and constraints for the remaining station entrance.

2.4.3.1 Engineering and Environmental Considerations

Additional engineering refinements were made to the station location and entrance. These refinements included shifting the station box to the east to avoid utilities in La Cienega Boulevard, and to the south to provide room for a connecting passage between the entrance and the concourse. In addition, consideration was given to reconfiguring the station entrance to eliminate the long passageway connecting the entrance area to the station concourse. This resulted in a more compact layout with the stairs and escalators in a switchback configuration – facing Wilshire Boulevard. None of these refinements changed the conclusion to carry forward only the one station entrance on the northeast corner of Wilshire and La Cienega Boulevards.

2.4.3.2 Land Use

Because only one station entrance is proposed, no land use evaluation was conducted.

2.4.3.3 Station Area Advisory Group (SAAG) Meetings

Input was sought from the community in a series of SAAG meetings. Table 2-7 summarizes the opportunities, constraints, and SAAG member input for the one Wilshire/La Cienega Station entrance. This input from the SAAG members provides information for Metro to assist in the refinement of the station location and entrance. The information will not alter the selection of the entrance on the northeast corner as the recommended location.

The opportunities identified by the SAAG members included: the efficiency and lessened impact from staging and construction at the same location as the station entrance; joint-development opportunities; sufficient space for pedestrian, bus, and bike amenities; proximity to office towers along Wilshire Boulevard, the Cedars Sinai medical building, and Beverly Hills restaurant row; and the opportunity to be a gateway between Beverly Hills and the Miracle Mile district.

Constraints identified by the SAAG members included: Metro’s need to acquire the parcel; gassy grounds and tar; heavy traffic in the area and minimal pedestrian crossings and amenities; and buildings in the area lacking a pedestrian orientation.

Table 2-7. SAAG Meeting Input for Wilshire/La Cienega Station Entrance

| NE Corner Wilshire/La Cienega (Citibank) | |
|--|--|
| Opportunities | |
| <ul style="list-style-type: none"> ▪ Staging area and construction occur in same area (more efficient, less impact) ▪ Joint-development opportunities ▪ Sufficient space for pedestrian, bus, and bike amenities ▪ Proximity to office towers along Wilshire Boulevard, Cedar Sinai medical building, and Beverly Hills restaurant row ▪ Gateway between Beverly Hills and Miracle Mile district | |
| Constraints | |
| <ul style="list-style-type: none"> ▪ Metro must acquire parcel ▪ Gassy grounds and tar ▪ Heavy traffic in area and minimal pedestrian crossings and amenities ▪ Buildings in area lack pedestrian-orientation | |
| SAAG Member Input | |
| <ul style="list-style-type: none"> ▪ Great interest in joint-development opportunities at parcel ▪ Would like good signage and wayfinding ▪ Would prefer if entrance was oriented to Wilshire Boulevard and closer to intersection corner ▪ Would prefer if station footprint was smaller to maximize development opportunities ▪ Do not want to see large plaza, would prefer smaller station plaza area that does not encourage lingering ▪ Would like drop-off kiss-and-ride area ▪ Would like Metro station parking | |
| Next Steps | |
| <ul style="list-style-type: none"> ▪ Reconfigure entrance to face Wilshire Boulevard | |

As requested by the SAAG, the entrance at Wilshire/La Cienega was changed to a switch back to face Wilshire and to provide a more compact station entrance structure that would minimize the impact on the developable area of the site.

2.4.4 Recommended Station Entrance for Wilshire/La Cienega Station

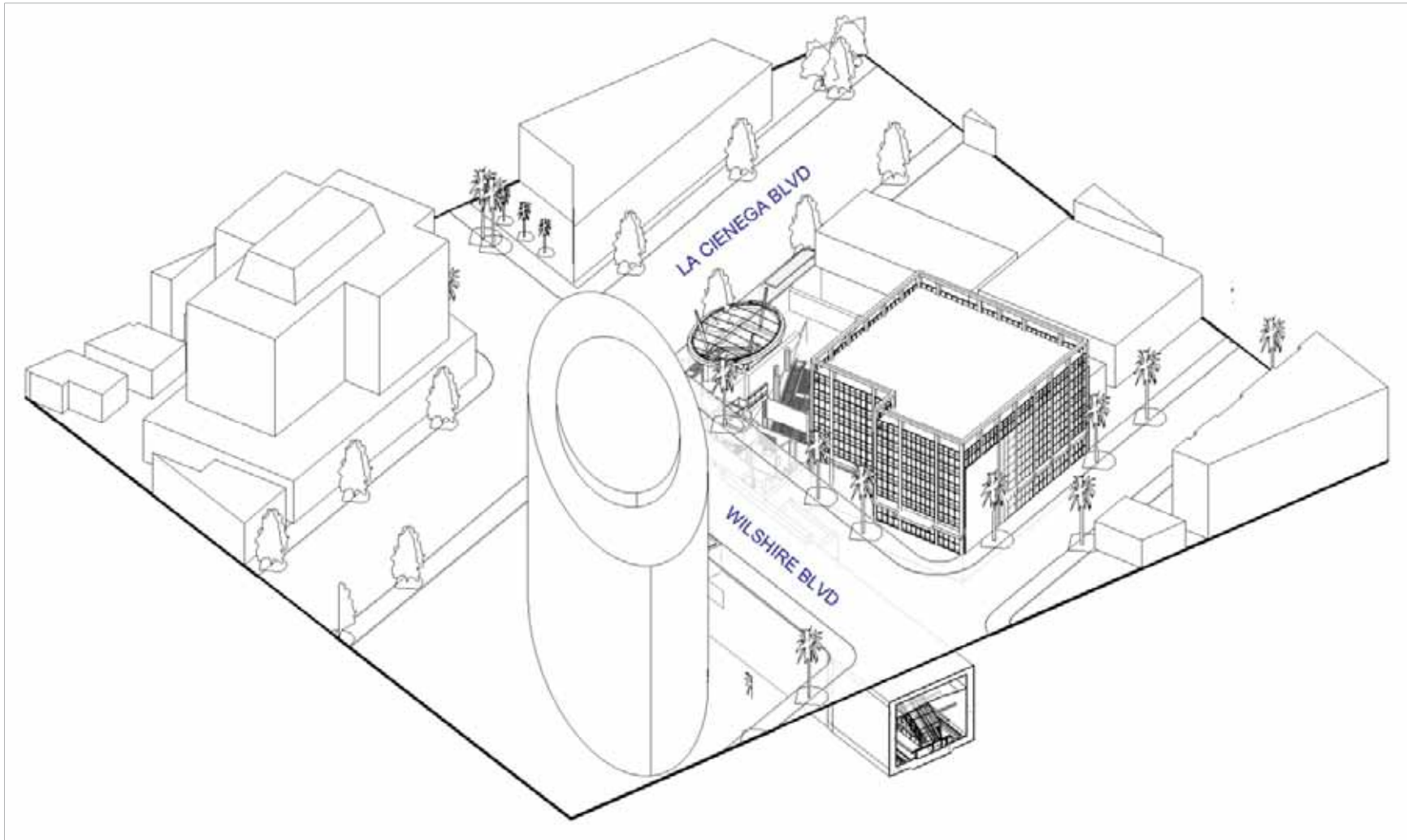
Table 2-8 provides the key findings of the evaluation of the station entrance at the Wilshire/La Cienega Station. See Appendix A for the cost for this entrance.

Table 2-8. Key Findings of Wilshire/La Cienega Station Entrance

| NE Corner Wilshire/La Cienega (Citibank) |
|--|
| <ul style="list-style-type: none">▪ Designated construction staging site▪ Normal complexity of construction▪ Direct connection to north-south bus connections▪ Joint development opportunities▪ Located at beginning of Restaurant Row |

The recommended station entrance for the Wilshire/La Cienega Station is the entrance on the northeast corner of Wilshire Boulevard and La Cienega Avenue, with the entrance facing Wilshire Boulevard (Citibank building, Figure 2-18).

Figure 2-18. Recommended Station Entrance—Wilshire/La Cienega Station



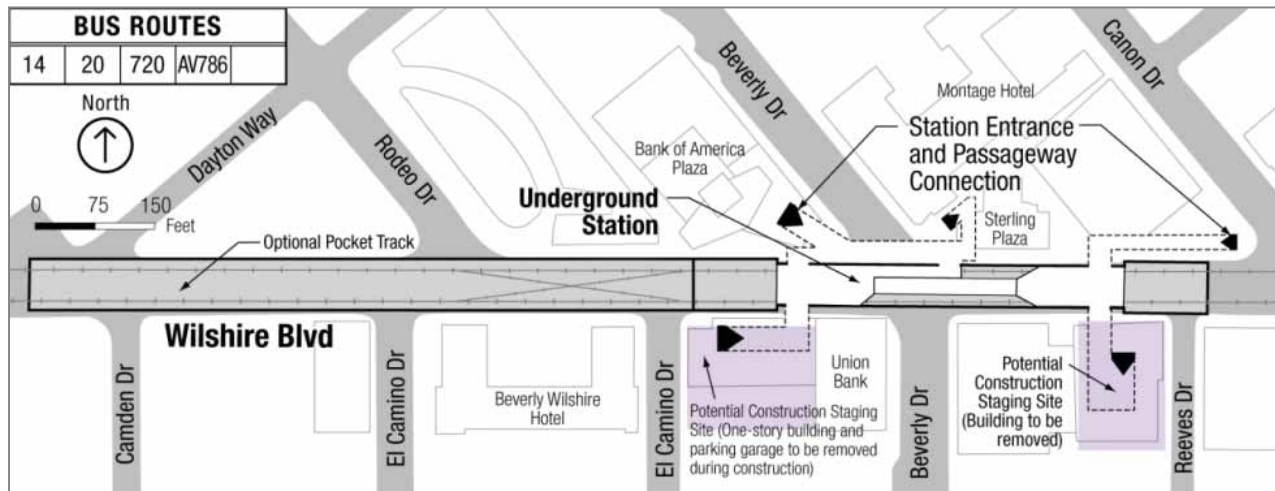
2.5 Wilshire/Rodeo Station

The Wilshire/Rodeo Station will serve the Beverly Hills “Golden Triangle,” a local and regional shopping destination as well as a hub for tourists visiting the famous Rodeo Drive and shops along Wilshire Boulevard. This area of Beverly Hills also serves as a major employment center. The station box will be under Wilshire Boulevard, extending between El Camino Drive on the west and Canon Drive on the east.

2.5.1 Draft EIS/EIR Station Entrances

The Draft EIS/EIR considered five potential station entrances: on the northwest corner of the Wilshire/Canon intersection; on the northeast corner of the Wilshire/Beverly intersection (Sterling Plaza); on the northwest corner of the Wilshire/Beverly intersection (Bank of America Plaza); on the southwest corner of the Wilshire/Reeves intersection; and on the southeast corner of the Wilshire/El Camino intersection (Union Bank property) (Figure 2-19).

Figure 2-19. Draft EIS/EIR—Wilshire/Rodeo Station Entrances



2.5.2 Post-Draft EIS/EIR Station Entrance Screening

After completion of the Draft EIS/EIR, additional consideration was given to the five station entrances carried forward from the Draft EIS/EIR for the Wilshire/Rodeo Station. From an urban design perspective, the entrances would ideally be integrated into existing buildings and be as close as possible to Rodeo Drive and Beverly Drive. During this stage, the Ace Gallery and Union Bank building properties were identified as potential construction staging areas, a factor that Metro considers important as a means of reducing the need for additional right-of-way. However, both are eligible historic structures.

Two of the entrance locations presented additional challenges. The proposed entrance on the northwest corner of Wilshire Boulevard and Canon Drive would have been too far east to provide access to the activity centers of Beverly and Rodeo Drives. Furthermore, the building on the corner has an underground parking garage that extends beneath the plaza, and locating an entrance on the plaza would displace parking and impact the parking structure. A full entrance would not be able to be accommodated. The proposed entrance on the northeast corner of Wilshire Boulevard and Beverly Drive (Sterling Plaza) would have been challenging to retrofit into the existing Sterling Plaza

building, which was identified as a potential historic resource. The low-rise portion of the tower where the entrance was considered is too small to accommodate an entrance. As a result of these issues, these two entrances were eliminated from further consideration.

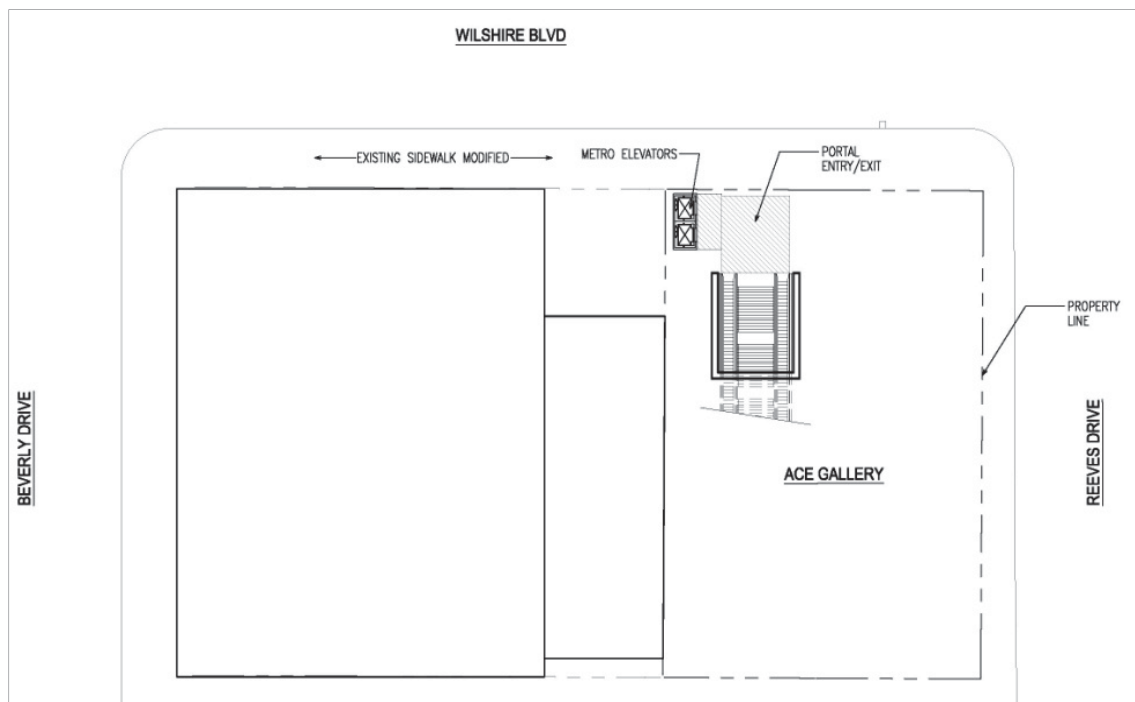
Therefore, three potential station entrances at the Wilshire/Rodeo Station were carried forward for further consideration. Knockout panels would be provided at the entrance locations that are not constructed as part of the Project.

Ace Gallery—The first possibility is to locate the entrance on the southwest corner of Wilshire Boulevard and Reeves Drive at the current site of the Ace Gallery, which would also be used for construction staging and laydown (Figure 2-20). The entrance would be oriented to the north and would consist of two sets of stairs and escalators (Figure 2-21). The station elevators would be located to the north of the entrance. Knockout panels would be located near the southwest and northwest corners of the Wilshire Boulevard and Beverly Drive intersection.

Figure 2-20. Wilshire/Rodeo Station—Ace Gallery



Figure 2-21. Ace Gallery Full Entrance



- Bank of America**—Alternatively, the station entrance would be located on the northwest corner of Wilshire Boulevard and Beverly Drive, adjacent to the Bank of America building (Figure 2-22 and Figure 2-23). This entrance would have two entry points along the sidewalk on the west side of Beverly Drive, each with one set of escalators and stairs. One set of escalators and stairs would be oriented to the north and the other oriented to Wilshire Boulevard. The elevator bank would be located to the east of the Bank of America building along Beverly Drive in a widened sidewalk plaza. In order to construct this entrance, both parking lanes on Beverly Drive would be removed as well as the southbound right-turn lane and the northbound left-turn pocket into the Bank of America parking garage. Beverly Drive would be narrowed from a 60-foot wide roadway to a 45-foot wide roadway with two northbound and two southbound lanes. The existing dedicated southbound right-turn lane would be removed. The sidewalk on the west side of Beverly Drive would be extended into Beverly Drive to accommodate the station entrances and heavier volumes of pedestrian traffic. In addition, the construction of this entrance would result in the permanent displacement of approximately 40 parking spaces in the Bank of American underground parking garage. Knockout panels would be located on the south side of the station box between El Camino Drive and Beverly Drive and near the southwest corner of Wilshire Boulevard and Reeves Drive.

Figure 2-22. Wilshire/Rodeo Station—Bank of America



Figure 2-23. Bank of America Full Entrance

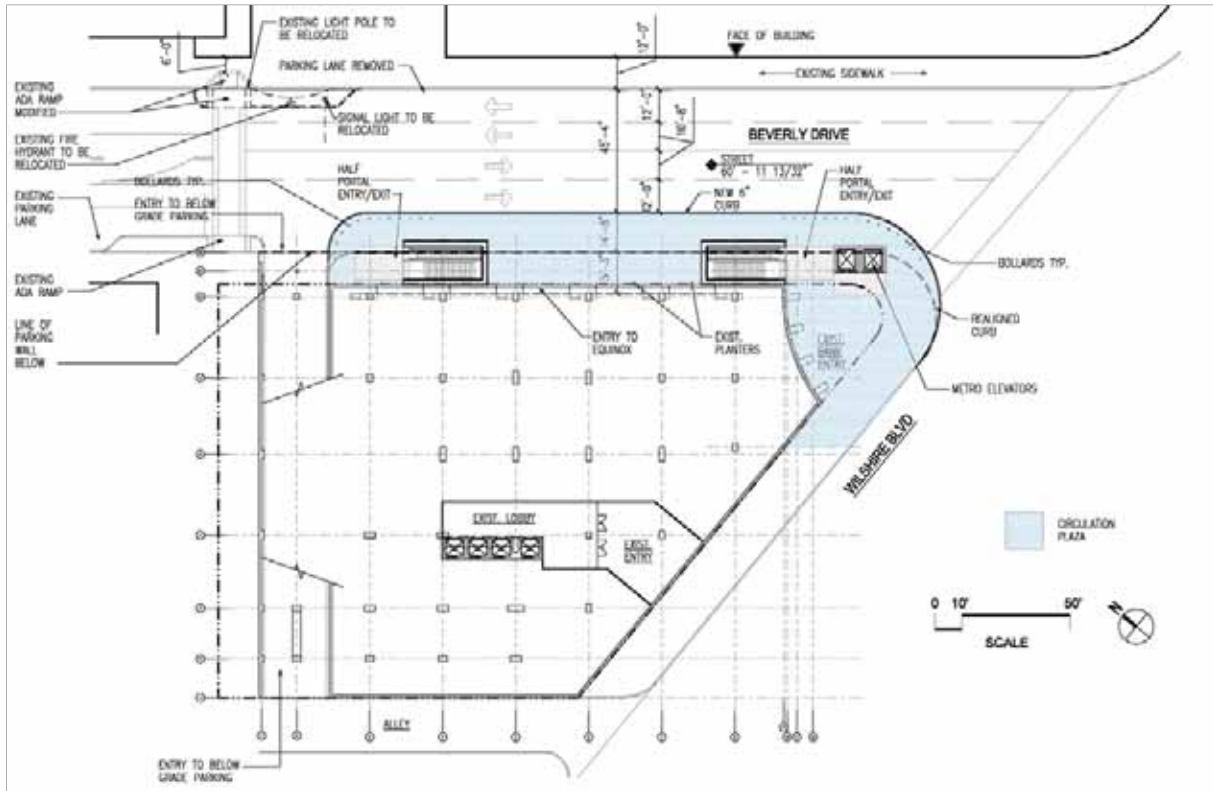
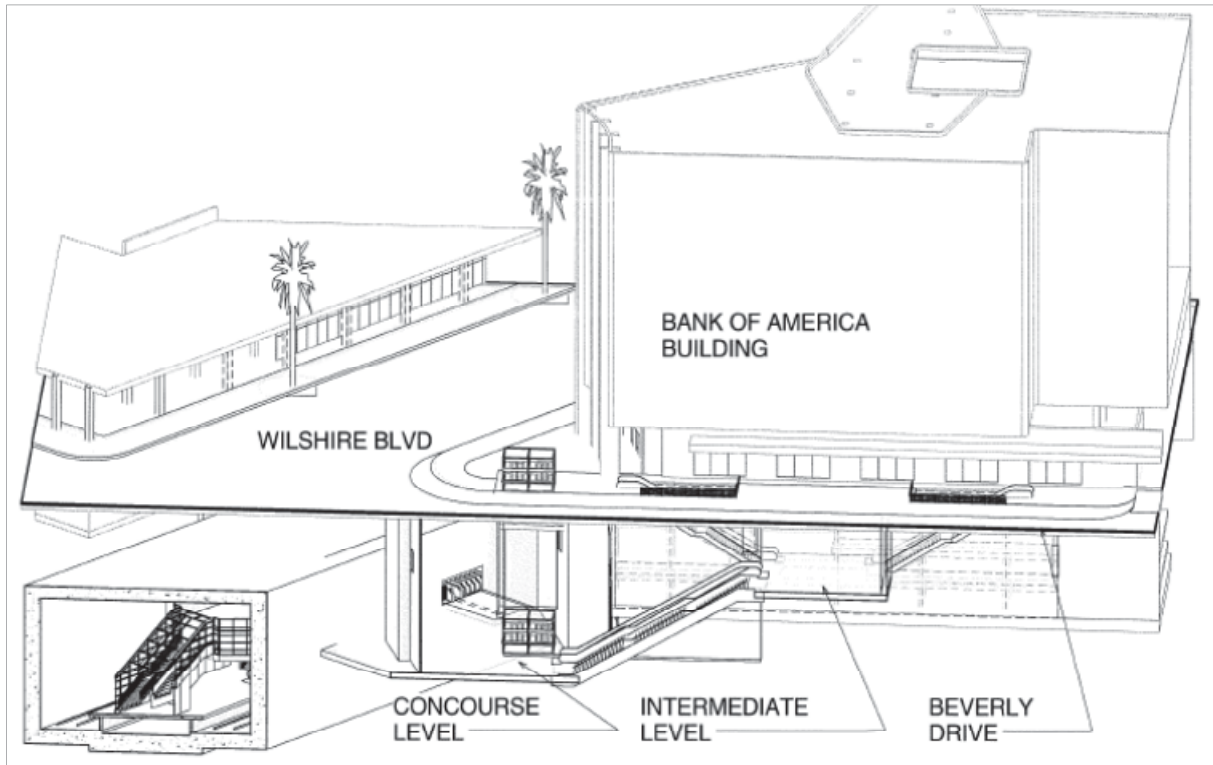
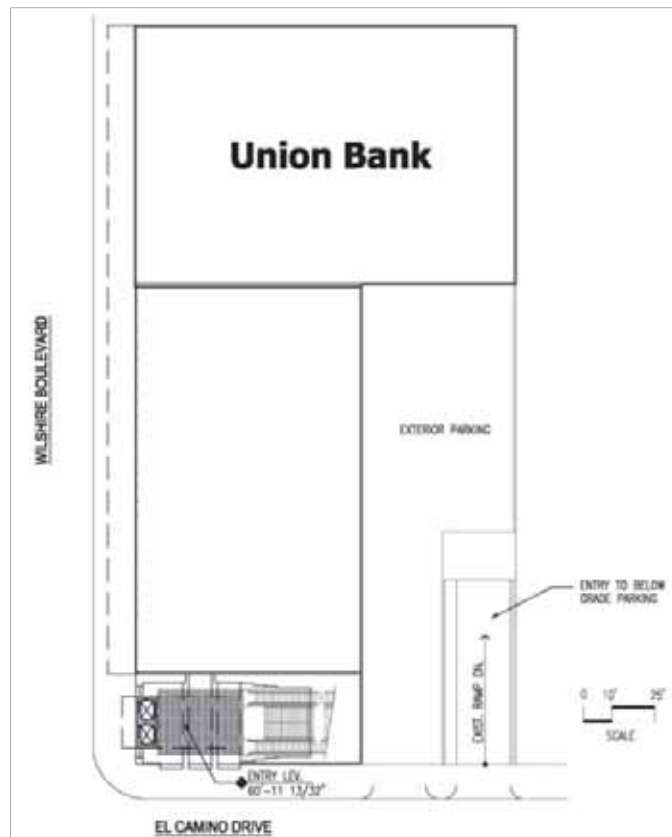


Figure 2-24. Cut-away View of Bank of America Entrance



- Union Bank**—The third option would be to locate the station entrance on the southeast corner of the Wilshire Boulevard and El Camino Drive intersection at the current site of the Union Bank building (Figure 2-25). The entrance would be retrofitted into the existing structure and would be a full entrance with two sets of escalators and stairs (Figure 2-26). Station elevators would be located to the north of the station entrance. The construction of this entrance would result in the permanent displacement of approximately 30 parking spaces in the Union Bank parking garage. During construction, the entire Union Bank parking garage (approximately 200 spaces) would be closed while the structure is reconfigured to accommodate the station entrance footprint. Knockout panels would be located on the northwest corner of Wilshire Boulevard and Beverly Drive and the southwest corner of Wilshire Boulevard and Reeves Drive.

Figure 2-25. Wilshire/Rodeo Station—Union Bank

Figure 2-26. Union Bank Full Entrance


- **Secondary Entrances**—there also could be a secondary entrance at Bank of America only if Ace Gallery is the primary entrance.

2.5.3 Final EIS/EIR Station Entrance Screening

During the next screening step, additional engineering and environmental analysis was conducted. In addition, input was solicited from the SAAG members as to preferences and issues on station entrances. These are presented below.

2.5.3.1 Engineering and Environmental Considerations

Table 2-9 identifies the factors that were used to screen the remaining three station entrances. Right-of-way is an important consideration: Metro's goal is to, wherever possible, combine the area used for construction laydown with the area for the entrance, thereby eliminating the need to purchase additional right-of-way. As shown in Table 2-9, only the Ace Gallery entrance is co-located with a designated construction laydown area. The Bank of America entrance is within the existing sidewalk, which includes both public right-of-way and private property; while the Union Bank entrance is within the Union Bank parking structure and existing one-story building.

Impacts to buildings will vary with the three entrances. Given that the Ace Gallery entrance is a designated construction laydown area, this building would already be demolished for these purposes; therefore, there would be no additional impact to the building from the entrance. The one-story building on the Union Bank property would be used for an at-grade entrance. The tenant parking spaces for the underground garage would be temporarily eliminated during construction as garage ramps would have to be reconfigured and parking spaces taken over for the entrance. The underground parking structure would have to be temporarily closed to reconstruct the ramps. After construction, there would also be a permanent loss of 30 parking spaces.

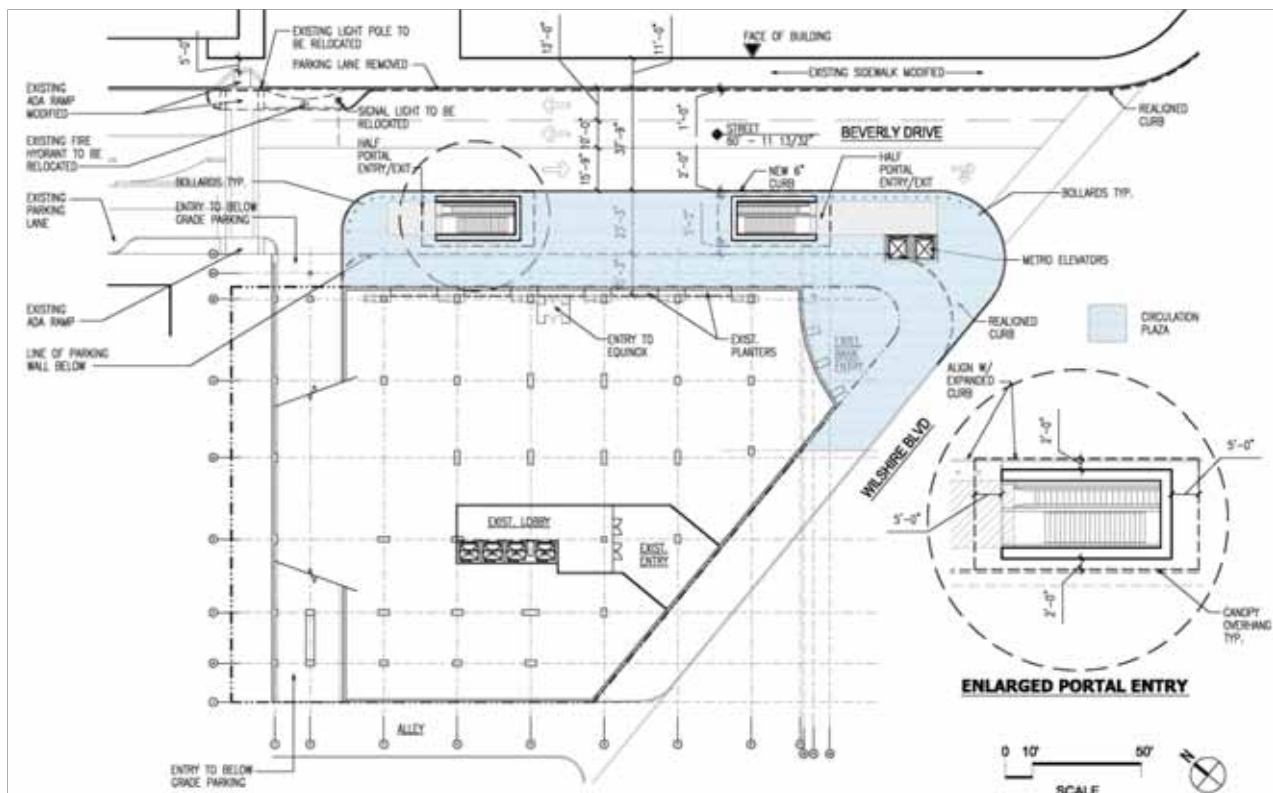


Table 2-9. Engineering and Environmental Factors for Wilshire/Rodeo Station Entrances

| Entrance | Right-of-Way | Impact on Buildings | Complexity of Construction | Impact on Traffic | Impact on Businesses | Duration of Construction | Miscellaneous Factors |
|---|--|--|--|---|---|--|--|
| SW corner Wilshire/Reeves (Ace Gallery) | Within designated laydown area | No impact from entrance. Building to be demolished for laydown and staging | Normal | None | None | No impact on station construction schedule | None |
| NW corner Wilshire/Beverly (Bank of America Entrance) | Within existing sidewalk that includes both public right-of-way and private property | Entrance is within underground parking garage. 40 parking spaces would be eliminated and modifications to the underground parking structure would be required | Difficult due to lack of laydown next to work area. Structural modifications to the existing underground parking structure would be required | Major impact on Beverly Drive. Street would have to be decked. Lane closures would be required for construction | Businesses fronting Beverly Drive would be next to construction site. Entrance to the Equinox Health Club would be affected by construction | No impact on station construction schedule | Half entrance only. Requires widening of the existing sidewalk and elimination of the right-turn lane on Beverly Drive |
| SE corner Wilshire/El Camino (Union Bank) | Within Union Bank parking structure and existing one-story building | One-story building would be used for the at-grade entrance. Underground parking structure capacity would be greatly diminished as garage ramps would have to be reconfigured and spaces taken over for the entrance. Underground parking structure would have to be temporarily closed to reconstruct ramps. Permanent loss of 30 parking spaces | Difficult. Parking garage deck slabs would require partial demolition and reconstruction. | Lane closures on El Camino Drive and Wilshire would be required during entrance construction. | Stock Cross will have to be moved out of ground floor office to be used as station entrance. Reducing capacity of the underground parking garage would affect remaining businesses in the low-rise and high-rise buildings that remain. Lane closures on El Camino Drive may impact entrances to Beverly Wilshire Hotel | No impact on station construction schedule | None |

To accommodate the Bank of America entrance, a permanent removal of 40 parking spaces in the underground parking structure would be required. To mitigate this potential impact, a study was done where the entrance structure was shifted outside of the underground parking structure to avoid impacts to any of the tenant parking spaces (Figure 2-27). This resulted in the requirement to widen the sidewalk and narrow Beverly Drive. Beverly Drive would have to be narrowed from a 60-foot wide roadway to a 38-foot wide roadway with two northbound lanes and one southbound lane. The lanes north of the existing mid-block crosswalk would also require extensive restriping, and streets north of Dayton Way would also require restriping. The existing dedicated southbound right-turn lane would also be removed. These impacts to Beverly Drive and surrounding streets are probably not able to be mitigated to maintain acceptable traffic flow.

Figure 2-27: Split Full Entrance at Bank of America—no impact on building tenant parking.



The complexity of construction at the Ace Gallery entrance is determined to be normal. The other two entrances present greater construction challenges. The Bank of America entrance would be difficult due to a lack of laydown area next to the work area. In addition, structural modifications to the existing underground parking structure would be required (as discussed above). The Union Bank entrance would also be difficult due to the need to partially demolish and reconstruct the parking garage deck slabs.

There would be no traffic impacts from the Ace Gallery entrance, while the other two entrances would have major impacts. The Bank of America entrance would have major impacts on Beverly Drive as the street would have to be decked, requiring lane closures. Lane closures would also be required on El Camino Drive and Wilshire Boulevard for the Union Bank entrance.

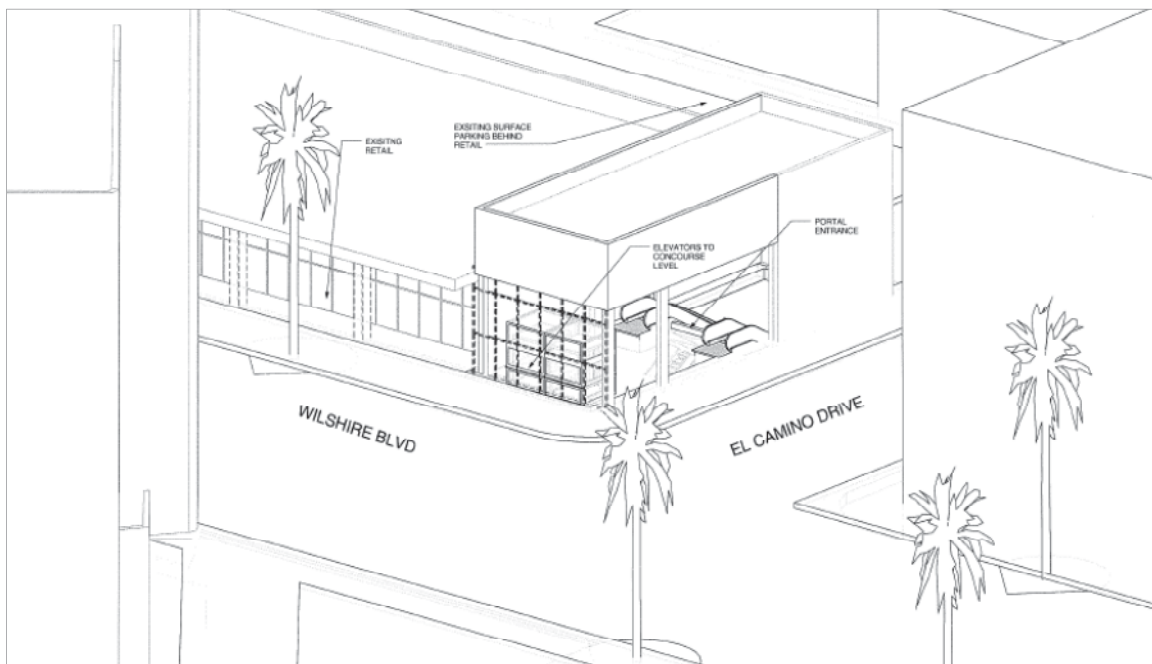
Construction of the Ace Gallery entrance would not impact businesses as the building will be demolished for the construction laydown area. For the Bank of America entrance, businesses fronting Beverly Drive would be next to the construction site, and the entrance to the Equinox Health Club would be affected by construction. At the Union Bank entrance, Stock Cross would have to be moved out of the ground floor office to be used as the entrance. The reduction in the parking capacity in the underground parking garage would impact the remaining businesses in the low-rise and high-rise buildings that remain. Lane closures on El Camino Drive may impact entrances to the Beverly Wilshire Hotel.

There are no impacts regarding the duration of the construction schedule with any of the three entrances.

2.5.3.2 Historic Considerations

All three of the station entrance sites analyzed at the Wilshire/Rodeo Station have potentially historic or historic structures. The Union Bank entrance would have an impact on the existing façade (Figure 2-28). In addition, the interiors where Stock Cross is located would have to be completely renovated to accommodate the entrance. The elevation of the building along Wilshire Boulevard would require minor modifications. The Bank of America entrance would have some impacts on the Beverly Drive façade where the existing planters are located. There also may be an impact to the existing canopy.

Figure 2-28. Wilshire/Rodeo Station Entrance at Union Bank Building



The Ace Gallery, located at 9430 Wilshire Boulevard, is a commercial building designed in the Brutalism style of architecture. The original building on the site was a commercial restaurant building dating from 1932 that was enveloped by the new façade on the front (north) and east side elevations when Bank of America purchased and rehabilitated the building in 1950. Brutalist-style buildings, many of which are constructed from concrete and were built between World War II and

the mid-1980s, are typically designed with striking repetitive angular geometries. Demolition of the Ace Gallery would be required for the Wilshire/Rodeo Station entrance on the south side of Wilshire Boulevard and for construction staging. Documentation of the property is proposed to minimize the adverse effect.

2.5.3.3 Land Use

Existing Land Uses

This station area has one of the highest densities of development along Wilshire Boulevard with multi-story (five stories or greater) office buildings and numerous retail businesses north of Wilshire Boulevard and multifamily residences to the south. The north side of Wilshire Boulevard, including Rodeo Drive, is an internationally known shopping and entertainment district.

The existing and planned land uses within ¼-mile are almost entirely commercial and multifamily residential. Single-family neighborhoods, along with commercial development, are found in the ¼-mile to ½-mile range, primarily on the south side of Wilshire. The southern edge of the Rodeo Drive district adjoins the proposed Bank of America station entrance, north of Wilshire Boulevard in quadrant four.

Within 600 feet from the potential station entrances, the predominant land use is commercial. The greatest extent and depth of commercial uses are found on the north side of Wilshire in quadrants one and four. Multifamily development represents a greater portion of the mix on the south side of the street (quadrants two and three).

Given the existing land uses, the entrance at the Bank of America building on the northwest corner of the Wilshire/Beverly intersection provides the greatest access to important existing locations, such as Rodeo Drive and the businesses north of Wilshire Boulevard.

Development Implications

Commercial designations allow an FAR of 2:1, except beyond 600 feet west on the south side of Wilshire where up to 5:1, is allowed. The planning designations tend to allow less development than exists currently. The overall existing and future development density is highest on the north side of Wilshire. In addition, the Rodeo Drive district represents a significant attractor. Existing multifamily development and plan designations limit future development potential on the south side. Based on these considerations, the Bank of America entrance provides the greatest future development opportunity.

Joint Development

The Ace Gallery parcel provides a joint development opportunity for redevelopment of the property on the corner of Reeves Drive and Wilshire Boulevard. This site has been identified as construction staging site and can be redeveloped when construction is complete.

2.5.3.4 Station Area Advisory Group (SAAG) Meetings

Input was sought from the community in a series of SAAG meetings. Table 2-10 summarizes the opportunities, constraints, and SAAG member input for the three Wilshire/Rodeo Station entrances. The opportunities identified by the SAAG members varied for the three entrances. The Union Bank entrance was identified as close to activity centers and attractions on Rodeo Drive, and serves businesses and the residential area south of Wilshire Boulevard. The Bank of America entrance was identified as having a good location on the north side of Wilshire Boulevard, which has the majority of businesses and activity in the area, as well as being adjacent to major office buildings and the Montage Hotel. The Union Bank site had good orientation to the west with views of Rodeo Drive and the iconic Beverly Wilshire Hotel, while the Bank of America site had good orientation to the Wilshire/Beverly intersection and is located at a corner for good visibility. The Ace Gallery site was identified as having good joint development and redevelopment opportunities; sufficient space for the entrance and amenities; an area co-located with the construction/staging area, which would result in fewer impacts; and less construction impacts on the Rodeo Drive area.

The SAAG members identified constraints for the three entrances. Many of the opportunities for the Union Bank and Bank of America sites were identified as constraints for the Ace Gallery location: the entrance at the Ace Gallery is not located at the major Wilshire/Beverly intersection that would provide direct bus connections; the location was less visible due to its location along a small street (Reeves Drive) rather than a major street (Beverly Drive); there is a lack of pedestrian crossings in the area; and a lack of pedestrian amenities.

In discussions with the SAAG members, they preferred to have entrances on both the north and south sides of Wilshire Boulevard. They asked Metro to consider entrance access on both sides of Wilshire Boulevard at Rodeo Drive; in particular, entrances at both the Bank of America and Union Bank locations (Figure 2-29). Tenant parking, traffic, and historic impacts were identified at both sites.

The lack of joint-development opportunities was identified as constraints for both the Union Bank and Bank of America entrances, and the Union Bank site was considered to have low-density uses south of its location. Both sites would impact historic structures and underground parking facilities, and were considered to have limited space for pedestrian and bicycle amenities.

The Bank of America entrance was identified as having potential impacts to Beverly Drive with the loss of the southbound right-turn lane.

The Union Bank entrance also had additional constraints, including: Metro must acquire the parcel; the site is not immediately adjacent to the Wilshire/Beverly intersection for direct bus connections; it is on a small street (El Camino Drive) with limited capacity for taxi, drop off, and related subway traffic; and there is limited north/south crossings for pedestrians.

Table 2-10. SAAG Meeting Input for Wilshire/Rodeo Station Entrances

| SE Corner Wilshire/El Camino (Union Bank) | NW Corner Wilshire/Beverly (Bank of America) | SW Corner Wilshire/Reeves (Ace Gallery) |
|--|---|---|
| Opportunities | | |
| <ul style="list-style-type: none"> ▪ Close to activity centers and attractions at and around Rodeo Drive ▪ Entrance oriented west with view of Rodeo Drive area and iconic Beverly Wilshire Hotel ▪ Serves businesses and residential area south of Wilshire Boulevard | <ul style="list-style-type: none"> ▪ Oriented to Beverly/Wilshire intersection for good bus connections ▪ Entrance located at corner for good visibility ▪ Located on north side of Wilshire Boulevard, which has majority of businesses and activity in area ▪ Adjacent to major office buildings and Montage Hotel | <ul style="list-style-type: none"> ▪ Joint development opportunities ▪ Sufficient space for entrance and amenities ▪ Construction and staging occur at same site (more efficient, less impact) ▪ Less construction impacts on Rodeo Drive area ▪ Redevelopment opportunities east of site |
| Constraints | | |
| <ul style="list-style-type: none"> ▪ Metro must acquire parcel ▪ Not immediately adjacent to Beverly/Wilshire intersection for direct bus connections ▪ No joint-development opportunities. Less density and active uses on south side of Wilshire Boulevard than on north ▪ Small side street (El Camino Drive) with limited capacity for taxi, drop off, and related subway traffic ▪ Limited north/south crossings for pedestrians ▪ Historic structure impacted ▪ Loss of underground parking during construction and loss of approximately 30 underground parking spaces upon completion ▪ Limited space for bike amenities | <ul style="list-style-type: none"> ▪ Limited space for pedestrian and bike amenities around station ▪ Potential major impacts to underground parking, removal of approximately 40 spaces (Option A) ▪ Potential impact to Beverly Drive with loss of southbound right-turn lane (Option B) ▪ Historic structure impacted ▪ No joint development opportunities | <ul style="list-style-type: none"> ▪ Not located at major intersection (Beverly/Wilshire) for direct bus connections ▪ Less visible as located along small street (Reeves Drive) rather than major street (i.e., Beverly Drive) ▪ Lack of pedestrian crossings in area ▪ Lack of pedestrian amenities |
| SAAG Member Input | | |
| <ul style="list-style-type: none"> ▪ Prefer Ace Gallery as the “lesser of evils” as the primary entrance location ▪ Major concern regarding construction impacts to Rodeo Drive businesses and Beverly Wilshire Hotel ▪ Some support for location as it is the closest entrance to Rodeo Drive and would best serve those businesses ▪ Interest in both a north and south entrance to serve both sides of Wilshire Boulevard as it is a busy street to cross and SAAG members are concerned with pedestrian safety | <ul style="list-style-type: none"> ▪ Prefer Ace Gallery as the “lesser of evils” as the primary entrance location ▪ Members would prefer this entrance if there were no impacts to the street and no impacts to the building’s parking ▪ Interest in Bank of America site for a smaller secondary entrance to serve north side of Wilshire Boulevard and be closer to the “heart of Beverly Hills” | <ul style="list-style-type: none"> ▪ Prefer Ace Gallery as it has the least impacts on existing businesses and traffic routes ▪ Development potential at site ▪ Would like to have entrances on both south and north sides of street, ideally a full entrance at the Ace Gallery site and a secondary, split entrance farther west on the north side of Wilshire Boulevard |

Figure 2-29. Split Full Entrance: Partial Entrance at Bank of America and Partial at Union Bank


The SAAG members would prefer the Bank of America site if there were no impacts to the building’s parking, and they expressed an interest in this site for a smaller secondary entrance to serve the north side of Wilshire Boulevard and to be closer to the “heart of Beverly Hills.”

The group expressed major concerns about the construction impacts of the Union Bank site to Rodeo Drive businesses and the Beverly Wilshire Hotel. There was some support for this location as it is the closest entrance to Rodeo Drive and would best serve those businesses.

The SAAG members indicated that they preferred the Ace Gallery entrance location as the “lesser of evils” as the primary location and it would have the least impacts on existing businesses and traffic routes. They also indicated that this site has good development potential.

2.5.4 Recommended Station Entrance for Wilshire/Rodeo Station

Table 2-11 provides the key findings of the evaluation of station entrances. The table provides a comparison of the key evaluation factors that distinguished the station entrances from each other. Of the three options for entrances at the Wilshire/Rodeo Station, the Ace Gallery site, while a historic property, will already be demolished for construction laydown and staging (the impact to the historic structure will already occur on this site, while the other two sites with potential historic structures are not identified as construction laydown areas and are fully developed). The Ace Gallery site also has the potential for joint development.

The other two sites (the Bank of America and the Union Bank buildings) are designated as potentially historic buildings. As such, the options for full entrances at these sites are designed to mitigate impacts to the historic character of the buildings. However, constructing full or partial entrances in or adjacent to these structures has impacts to the businesses in these buildings due to

loss of tenant parking. The entrance on the Bank of America building also has traffic impacts on adjacent streets.

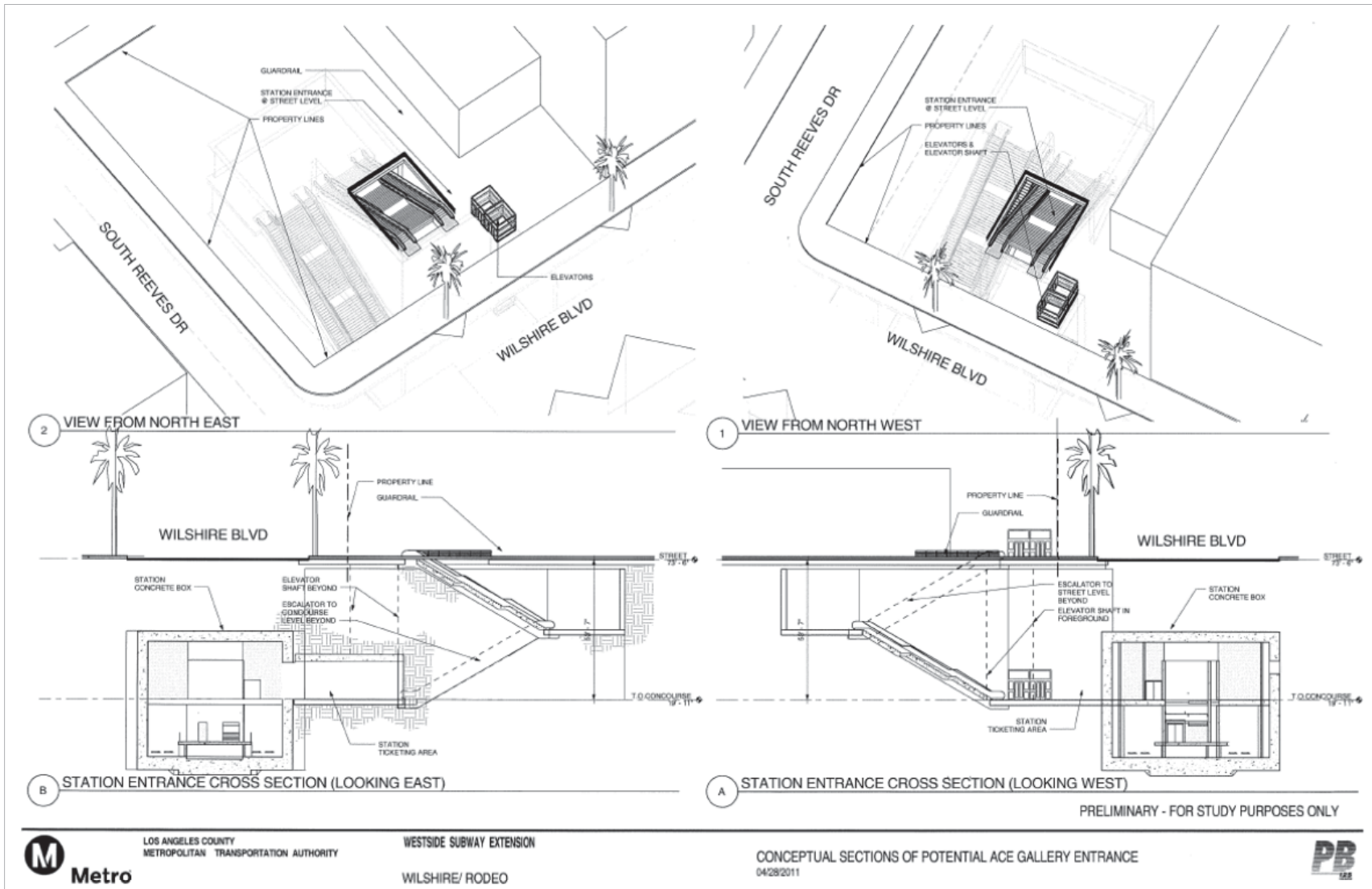
An option to provide a future secondary entrance at the Bank of America site would provide a connection on the north side of Wilshire Boulevard, closer to Rodeo Drive (a major tourist destination).

Table 2-11. Key Findings of Wilshire/Rodeo Station Entrances

| SE Corner Wilshire/El Camino (Union Bank) | NW Corner Wilshire/Beverly (Bank of America) | SW Corner Wilshire/Reeves (Ace Gallery) |
|---|--|--|
| <ul style="list-style-type: none"> ▪ Not designated construction staging ▪ Impact to historic structure ▪ Impacts to existing businesses from loss of parking ▪ No impacts to traffic on adjacent streets ▪ No joint development opportunities | <ul style="list-style-type: none"> ▪ Not designated construction staging ▪ Impact to historic structure ▪ Impacts to existing businesses from loss of parking ▪ Potential impacts to traffic on adjacent streets ▪ No joint development opportunities | <ul style="list-style-type: none"> ▪ Designated construction staging area ▪ Impact to historic structure from use of site as construction laydown and staging ▪ No impacts to existing businesses at the site ▪ No impacts to traffic on adjacent streets ▪ Joint development opportunities ▪ Least total cost |

The recommended station entrance for the Wilshire/Rodeo Station is the entrance on the southwest corner of Wilshire Boulevard and Reeves Drive (Figure 2-30). Ace Gallery has the least total cost, assuming that reducing Beverly Drive from four lanes and a right turn pocket, to three traffic lanes (one southbound and two northbound between Wilshire Blvd and Dayton Way) is infeasible without approval by the City of Beverly Hills. See Appendix A for a cost comparison of all the options.

Figure 2-30. Recommended Station Entrance—Wilshire/Rodeo Station (ACE Gallery Entrance)



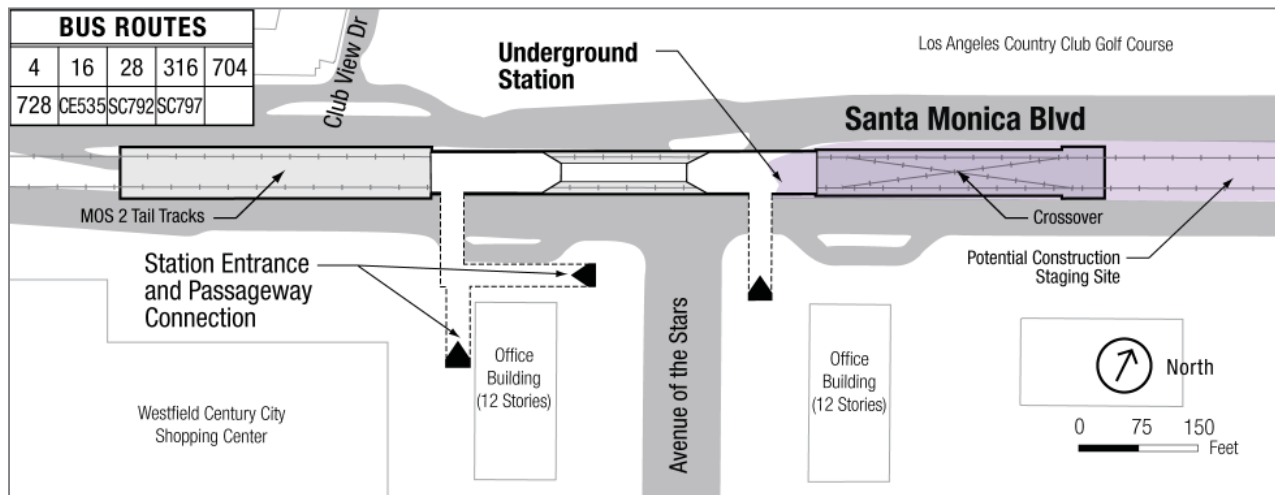
2.6 Century City Santa Monica Station

The Century City Santa Monica Station would serve a high-density commercial, employment, and residential center. The location of this station is a modified version of the station that was in the Draft EIS/EIR. In the Draft EIS/EIR, the station box was centered on Avenue of the Stars and extended both east and west from this street. As discussed below, the station box was later moved eastward to avoid the Santa Monica Fault.

2.6.1 Draft EIS/EIR Station Entrances

The Draft EIS/EIR considered two potential station entrances when the station box was centered on Avenue of the Stars, with the western end extending to Club View Drive: on the southeast corner of Santa Monica Boulevard and Avenue of the Stars and on the southwest corner of Santa Monica Boulevard and Avenue of the Stars (Figure 2-31).

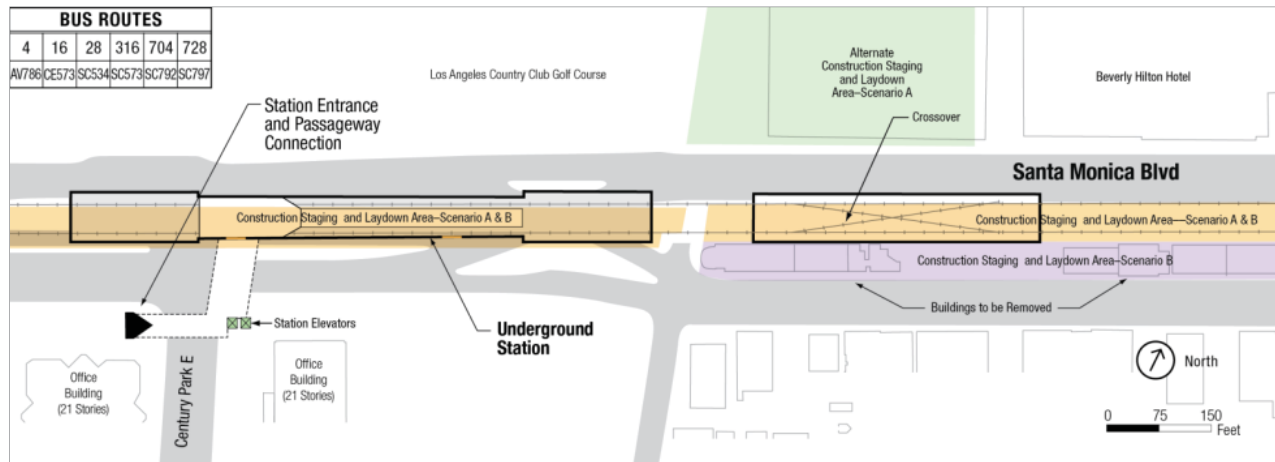
Figure 2-31. Draft EIS/EIR—Century City Santa Monica Station Entrances



2.6.2 Post-Draft EIS/EIR Station Entrance Screening

After completion of the Draft EIS/EIR, Metro conducted additional geotechnical investigations along Santa Monica Boulevard to better identify the location of the Santa Monica Fault. As a result of these investigations, Metro shifted the location of the Century City Santa Monica Station eastward. The station box would extend from just west of Moreno Drive to just west of Century Park East (Figure 2-32).

The station entrance would be located on the southwest corner of Santa Monica Boulevard and Century Park East (Figure 2-32). The entrance would be oriented to the west and would consist of two sets of stairs and escalators. The station elevators would be located on the southeast corner of Santa Monica Boulevard and Century Park East. The construction of the station entrance and station elevators may result in the permanent displacement of parking spaces in underground parking structures at the corner of Santa Monica Boulevard and Century Park East. One knockout panel would be provided on the south side of the station box between Century Park East and Moreno Drive.

Figure 2-32. Century City Santa Monica Boulevard Station


2.6.3 Final EIS/EIR Station Entrance Screening

After shifting the station box eastward, Metro continued with geotechnical investigations regarding the Santa Monica Fault. In addition, input was sought from SAAG members regarding opportunities and constraints for the remaining station entrance.

2.6.3.1 Engineering and Environmental Considerations

As a result of the station box being shifted eastward, the station entrance is located on the south side of Santa Monica Boulevard, with the escalators and stairs on either side of Century Park East. Locating the entrance on the south side positions the entrance closer to the mall but will impact the two 21-story office buildings at this intersection and the underground parking associated with these buildings.

2.6.3.2 Land Use

The land use evaluation for the station entrances at both Century City Stations is presented below in Section 2.7.3.2.

2.6.3.3 Station Area Advisory Group (SAAG) Meetings

Input was sought from the community in a series of SAAG meetings. Table 2-12 summarizes the opportunities, constraints, and SAAG member input for the one Century City Santa Monica Boulevard Station entrance. This input from the SAAG members provides information for Metro to assist in the refinement of the station location and entrance.

The opportunities identified by the SAAG members included the proximity of this entrance to major connections along Santa Monica Boulevard.

Constraints identified by the SAAG members included: the station and entrance not being located in the “heart of Century City,” farther from major activity centers and attractions; limited staging areas for construction; limited space for bicycle amenities; and the lack of joint-development opportunities.

The SAAG members strongly preferred the Constellation/Avenue of the Stars station entrances (Century City Constellation Boulevard option). The group strongly opposed the Century Park East entrance (Century City Santa Monica Station option) as it is not close to major activity centers and dense office towers.

Table 2-12. SAAG Meeting Input for Century City Santa Monica Station Entrance

| SW Corner Santa Monica/Century Park East |
|---|
| Opportunities |
| <ul style="list-style-type: none"> ▪ Close to major connections along Santa Monica Boulevard |
| Constraints |
| <ul style="list-style-type: none"> ▪ Not located in the “heart of Century City,” farther from major activity centers and attractions ▪ Limited staging areas for construction ▪ Limited space for bike amenities ▪ No joint-development opportunities |
| SAAG Member Input |
| <ul style="list-style-type: none"> ▪ Strongly prefer Constellation/Avenue of the Stars station entrances (Century City Constellation Station option) ▪ Strongly opposed to Century Park East entrance (Century City Santa Monica Station option) as it is not close to major activity centers and dense office towers |

2.6.4 Recommended Station Entrance for Century City Santa Monica Station

Table 2-13 provides the key findings of the evaluation of station entrances. The table provides a comparison of the key evaluation factors that distinguished the station entrances from each other. This station is located to avoid placing the station box within the possible fault zone. This station box location locates a station entrance at the corner of Santa Monica and Century Park East. Both corners are fully developed and the station entrances would have impacts on the underground parking structures of both properties. Because these properties are fully developed, construction staging sites for this station will be in the area between Santa Monica Boulevard and Santa Monica south (“Little Santa Monica”) or on the site of the former Robinsons-May parking garage on the north side of Santa Monica Boulevard, just east of the Los Angeles Country Club golf course. See Appendix A for a cost estimate for this entrance.

Table 2-13. Key Findings for Century City Santa Monica Station Entrance

| SW Corner Santa Monica/Century Park East |
|--|
| <ul style="list-style-type: none"> ▪ Direct connections to Santa Monica Boulevard bus lines ▪ Impacts to underground parking for existing structures |

The recommended station entrance for the Century City Santa Monica Station is the entrance on the south side of Santa Monica Boulevard with the escalators and stairs on the southwest corner and the elevators on the southeast corner of Santa Monica Boulevard and Century Park East.

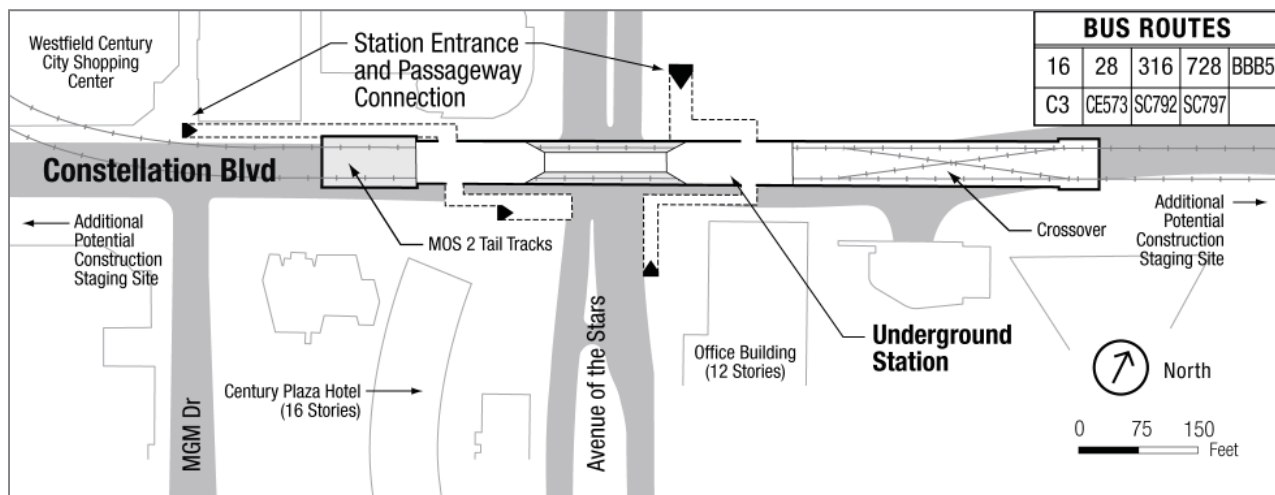
2.7 Century City Constellation Boulevard Station

The Century City Constellation Boulevard Station would serve a high-density commercial, employment, and residential center. This station would be located underneath Constellation Boulevard from west of Avenue of the Stars to just west of Century Park East.

2.7.1 Draft EIS/EIR Station Entrances

The Draft EIS/EIR considered four potential station entrances: on the northeast, southeast, and southwest corners of Constellation Boulevard and Avenue of the Stars; and on the north side of Constellation Boulevard, mid-block between Avenue of the Stars and Century Park West, opposite of MGM Drive (Figure 2-33).

Figure 2-33. Draft EIS/EIR—Century City Constellation Boulevard Station Entrances



2.7.2 Post-Draft EIS/EIR Station Entrance Screening

After completion of the Draft EIS/EIR, additional consideration was given to the four station entrances at the Century City Constellation Station.

At this stage of screening, Metro considered factors that would prevent the construction of a particular station entrance compared with the other entrances. In the case of the four entrances under consideration, one of the locations—the station entrance on the southeast corner of Constellation Boulevard and Avenue of the Stars—includes an underground parking garage and access ramps that extend into the area considered for the entrance. A full entrance at this location would have impacts to the parking structure and result in displacement of parking spaces.

The station entrance at the Westfield Shopping Center, on the north side of Constellation Boulevard, opposite of MGM Drive, was eliminated from consideration as a primary entrance because of the distance from the station box and the intersection of Constellation Boulevard and Avenue of the Stars and the impact to the Sun property for the station passageway.

Knockout panels would be provided at both of these eliminated station entrances in case entrances could be constructed in the future.

The two remaining station entrances from the Draft EIS/EIR were carried forward for the next level of screening:

- **Northeast of Constellation Boulevard and Avenue of the Stars**—The station entrance would be located at the northeast corner of Constellation Boulevard and Avenue of the Stars (Figure 2-34). The entrance would be oriented toward the north and would consist of two stairs and escalators. The station elevators would be located east of the entrance. A construction staging and laydown area would be located north of Constellation Boulevard between Avenue of the Stars and Century Park East. An additional construction staging area would be located on the east side of Century Park East at Constellation Boulevard, which would facilitate the removal of an oil well. Knockout panels would be located near the northwest and southwest corners of Constellation Boulevard and Avenue of the Stars.
- **Southwest of Constellation Boulevard and Avenue of the Stars**—The station entrance would be located at the southwest corner of Constellation Boulevard and Avenue of the Stars near the Century Plaza Hotel (Figure 2-35). The entrance would be oriented toward the west and would consist of two stairs and escalators. The station elevators would be located west of the entrance. In this scenario, the construction staging area would be located along the east side of Century Park East, at the eastern end of Constellation Boulevard and south of the intersection of Constellation Boulevard and Century Park East. Additionally, construction staging would occur in the Constellation Boulevard right-of-way from Century Park East to MGM Drive. Construction staging would require the closure of the middle lanes of traffic, leaving the far northern westbound and southern eastbound lanes open. The traffic lanes would be closed for the duration of construction. Knockout panels would be located near the northwest and northeast corners of Constellation Boulevard and Avenue of the Stars.
- **Secondary Entrances**—There also could be a future secondary entrance at Westfield Mall

Figure 2-34. Century City Constellation Station—Northeast Corner

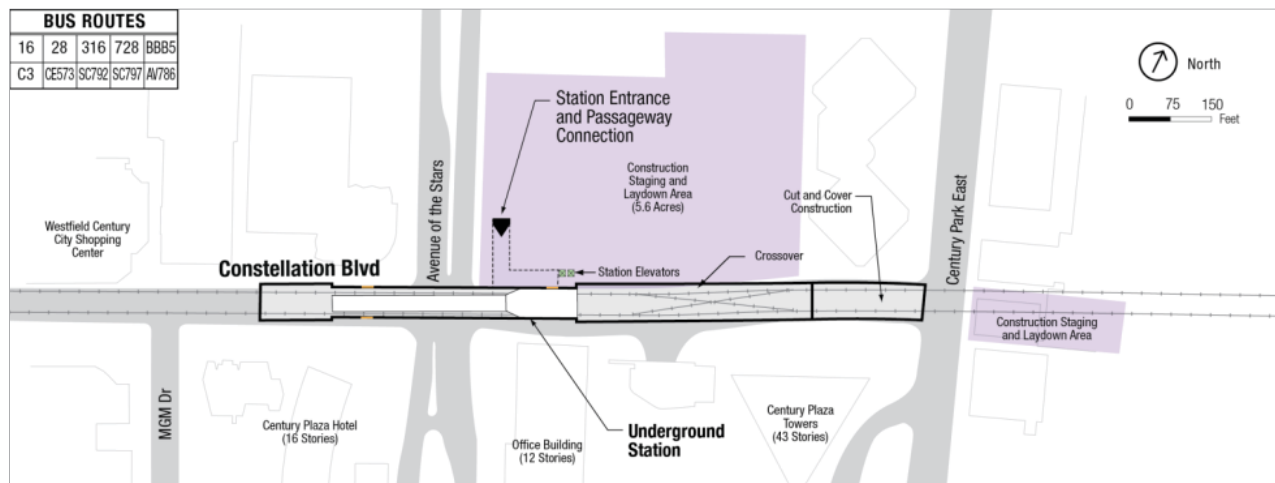
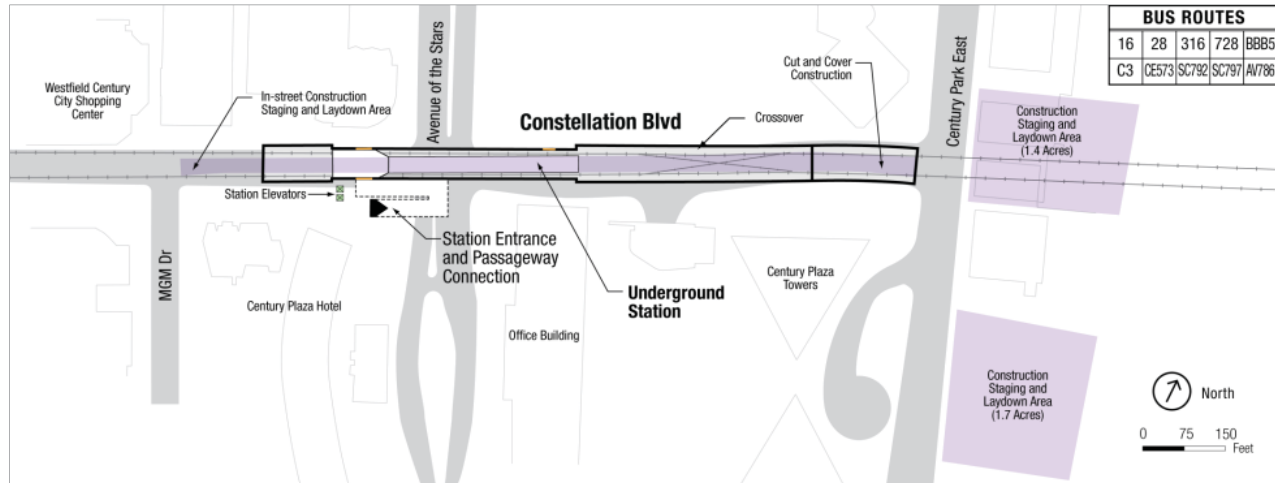


Figure 2-35. Century City Constellation Station—Southwest Corner


2.7.3 Final EIS/EIR Station Entrance Screening

After the four station entrances were screened down to two entrances, additional analysis occurred as a means of reducing the number to one entrance to recommend for implementation. This screening involved consideration of engineering, environmental, land use, and public (SAAG) input.

2.7.3.1 Engineering and Environmental Considerations

Table 2-14 identifies the factors that were used to screen the remaining two station entrances. Right-of-way is an important consideration: Metro’s goal is to, wherever possible, combine the area used for construction laydown with the area for the entrance, thereby eliminating the need to purchase additional right-of-way. As shown in Table 2-14, the entrance on the northeast corner of Constellation/Avenue of the Stars would be constructed within the construction laydown/staging area, which is currently a vacant lot, while the entrance on the southwest corner would be constructed within the Century Plaza Hotel property.

The northeast corner of Constellation/Avenue of the Stars is currently vacant, so there would be no impact on buildings or businesses.

The entrance within the Century Plaza Hotel property may impact the underground parking garage. This could reduce the parking capacity in the hotel’s parking garage.

There are no issues with regard to the complexity of construction for the northeast corner. The southwest corner may require work within the underground parking garage.

The entrance on the northeast corner would not result in traffic impacts; the entrance on the southwest corner would require an additional decked area in Constellation Boulevard and Avenue of the Stars.

Neither entrance would affect the duration of construction, and neither station would have any additional engineering or environmental factors to consider.

Table 2-14. Engineering and Environmental Factors for Century City Constellation Station Entrances

| Entrance | Right-of-Way | Impact on Buildings | Complexity of Construction | Impact on Traffic | Impact on Businesses | Duration of Construction | Miscellaneous Factors |
|---|--|---------------------------------------|--|---|--|--|-----------------------|
| NE corner Constellation/Avenue of the Stars | Entrance would be constructed within laydown and staging site, which is currently a vacant lot | None | Normal | None | None | No impact on station construction schedule | None |
| SW corner Constellation/Avenue of the Stars | Entrance would be constructed within Century Plaza Hotel property | May impact underground parking garage | Work may be within an underground parking garage | Additional decked area in Constellation Boulevard and Avenue of the Stars | Possible reduction of parking capacity in Century Plaza Hotel parking garage | No impact on station construction schedule | None |

2.7.3.2 Land Use

The land use evaluation for the Century City Stations compared the two stations with each other in terms of the three evaluation criteria, and compared the two entrances at the station on Constellation Boulevard.

Existing Land Uses

For the 600-foot and one-quarter mile walking distances from the two station locations, the Century City Constellation Station has approximately twice the number of jobs and residents compared to the Century City Santa Monica Station (Table 2-15).

Table 2-15: Walkshed Population & Jobs—Existing Development

| Walkshed | Century City Santa Monica Station | | Century City Constellation Station | |
|----------------|-----------------------------------|------------|------------------------------------|------------|
| | Population | Total Jobs | Population | Total Jobs |
| 0' to 600' | 0 | 4,820 | 0 | 10,260 |
| 600' to ¼ Mile | 180 | 5,490 | 210 | 9,910 |
| ¼ to ½ Mile | 1,720 | 16,980 | 1,800 | 10,870 |
| Total | 1,900 | 27,290 | 2,010 | 31,040 |

Source: Fehr & Peers, 2011; 2000 US Census; 2010 US Census Estimates; Grubb & Ellis/Costar, 2011

The area surrounding the station on Constellation Boulevard includes a large number of high-rise office buildings (10 stories or greater). Hotel and ground floor retail and restaurants are present in the immediate area. The existing and planned land uses within one-quarter mile are almost entirely commercial and multifamily residential. With the main exception of an undeveloped parcel in quadrant one, the concentration of land use activity and destinations is almost uniformly high in all

directions for the first 600 feet. Westfield Century City Shopping Mall, a major shopping center, is located in quadrant four.

Development Implications

An estimate of future employment and residential population was created for each proposed Century City station area assuming full development consistent with current plans and zoning (refer to *Century City TOD and Walk Access Study*). For this study, it was assumed that: full development should be 85 percent of the maximum density allowed’ a commercial occupancy rate of 90 percent is representative of normal economic conditions’ and the average leasable floor area per employee is 410 square feet. Similar to the existing population analysis, the population within one-half mile is comparable for both stations. Within one-quarter mile however, the Century City Constellation Station location is anticipated to have more than twice the number of jobs and residents as the Century City Santa Monica Station location (Table 2-16).

Table 2-16: Walkshed Population & Jobs—Full Development

| Walkshed | Century City Santa Monica Station | | Century City Constellation Station | |
|----------------|-----------------------------------|------------|------------------------------------|------------|
| | Population | Total Jobs | Population | Total Jobs |
| 0’ to 600’ | 0 | 8,070 | 0 | 13,670 |
| 600’ to ¼ Mile | 180 | 5,490* | 820 | 23,140 |
| ¼ to ½ Mile | 2,310 | 32,640 | 7,190 | 13,160 |
| Total | 2,490 | 46,200 | 8,010 | 49,970 |

Sources: City of Los Angeles ZIMAS zoning information, 2011; Century City North Specific Plan, 1981; Century City South Specific Plan, 1993; City of Beverly Hills General Plan, 2010

Based on the walkshed analysis, the Century City Constellation Station would have the greatest number of jobs and residents within one-quarter mile walk of the proposed station when the area is fully developed.

For the Century City Constellation Station, the density of commercial development, within almost the first one-quarter mile in all directions, has a ceiling FAR of 6:1. Quadrant one of the Constellation Boulevard and Avenue of the Stars intersection is undeveloped, making it a prime development site close to the proposed station entrance location northeast of Constellation Boulevard and Avenue of the Stars. The owner is currently considering a 37-story tower for the site. This site provides an opportunity for TOD and integration into the station entrance.

Joint Development

Metro currently does not own parcels in the station area to serve as a joint development partner.

2.7.3.3 Station Area Advisory Group (SAAG) Meetings

Input was sought from the community in a series of SAAG meetings. Table 2-17 summarizes the opportunities, constraints, and SAAG member input for the two Century City Constellation Station entrances. The opportunities identified by the SAAG members are similar for both entrances given their location at the same intersection: good station visibility because of location at the Constellation/ Avenue of the Stars intersection; both are close to a major hotel, office towers, and the Westfield Mall; and both have sufficient space for the entrance (and sufficient staging for the northeast corner).

The proximity of the southwest corner to bus stops and taxi stands at the hotel was another opportunity cited by the SAAG members. The SAAG members also identified additional opportunities for the northeast entrance: joint-development opportunities and an interest by the property owner to integrate the entrance into a new development; co-location of construction laydown/staging with the entrance; and no demolition needed because of the vacant lot.

The SAAG members identified constraints for both entrances: a lack of human-scale development around the entrance areas; Metro does not own the properties; and the sites are not immediately adjacent to major bus stops along Santa Monica Boulevard.

Additional constraints identified for the southwest entrance included: limited space for pedestrian and bike amenities; staging and construction do not occur in same place; potential impacts to Century Plaza Hotel (a historic structure); impacts to underground parking; significant topography for construction; and entrance oriented west rather than to corner for easy navigation upon exiting.

The SAAG members provided input on both station entrances, as listed in Table 2-17. Similar input for both entrances included: a great interest in station design and art (SAAG members would like to be part of advisory committee to help guide station art); a great interest in pedestrian amenities and safety improvements to make Century City a more walkable place; an interest in knockout panels for future entrances; a belief that there is great joint-development potential at both sites (north and south); and the fact that property owners in the area are willing to work with Metro to make construction staging space available if entrance is located at Constellation Boulevard.

Other input from the SAAG on the southwest entrance included: Westfield Mall is interested in building a secondary entrance and would like to know if that would be possible without tunneling under the building at the northwest corner; would like “open station” plaza (i.e., entrance is not covered by development); and would like good signage and station art that reflects history of area.

Other input for the northeast entrance was that JMB property owners are very interested in development of the property to host an entrance and are willing to work with Metro.

The SAAG members expressed a preference for any entrance at Constellation Boulevard and Avenue of the Stars over an entrance along Santa Monica Boulevard.

Table 2-17. SAAG Meeting Input for Century City Constellation Station Entrances

| SW Corner Constellation/Avenue of the Stars | NE Corner Constellation/Avenue of the Stars |
|--|---|
| Opportunities | |
| <ul style="list-style-type: none"> ▪ Located at intersection of Avenue of the Stars and Constellation Boulevard, good station visibility ▪ Close to major hotel, office towers, and Westfield Mall ▪ Sufficient space for entrance ▪ Close to bus stops and major taxi stands at hotel | <ul style="list-style-type: none"> ▪ Located at intersection of Avenue of the Stars and Constellation Boulevard, good station visibility ▪ Joint-development opportunities; property owner is very interested in integrating entrance into new development ▪ Close to major hotel, office towers, and Westfield Mall ▪ Sufficient staging area ▪ Construction and staging occur in same place (more efficient) ▪ Vacant lot, no demolition needed |
| Constraints | |
| <ul style="list-style-type: none"> ▪ Metro does not own property ▪ Limited space for pedestrian and bike amenities ▪ Staging and construction do not occur in same place ▪ Potential impacts to Century Plaza Hotel (historic structure) ▪ Impacts to underground parking ▪ Significant topography for construction ▪ Entrance oriented west rather than to corner for easy navigation upon exiting ▪ Lack of human-scale development in area ▪ Not immediately adjacent to major bus stops along Santa Monica Boulevard | <ul style="list-style-type: none"> ▪ Metro does not own property ▪ Lack of human-scale development in area ▪ Not immediately adjacent to major bus stops along Santa Monica Boulevard |
| SAAG Member Input | |
| <ul style="list-style-type: none"> ▪ Prefer any entrance at Constellation Boulevard and Avenue of the Stars over a entrance along Santa Monica Boulevard ▪ Very interested in knockout panels for future entrances ▪ Property owners in area are willing to work with Metro to make construction staging space available if entrance is located at Constellation Boulevard ▪ Great interest in station design and art; SAAG members would like to be part of advisory committee to help guide station art ▪ Great interest in pedestrian amenities and safety improvements to make Century City a more walkable place ▪ Westfield Mall is interested in building a secondary entrance and would like to know if that will be possible without tunneling under the building at the northwest corner ▪ Believe there is great joint-development potential at both sites (north and south) ▪ Would like “open station” plaza (i.e., entrance is not covered by development) ▪ Would like good signage and station art that reflects history of area ▪ Potential Site Plan Changes: ▪ Entrance could be reoriented as switchback to face Wilshire Boulevard with primary entrance closer to elevators | <ul style="list-style-type: none"> ▪ Prefer any entrance at Constellation Boulevard and Avenue of the Stars over a entrance along Santa Monica Boulevard ▪ Property owners in area are willing to work with Metro to make construction staging space available if entrance is located at Constellation Boulevard ▪ JMB property owners are very interested in development of the property to host an entrance and are willing to work with Metro ▪ Great interest in station design and art; SAAG members would like to be part of advisory committee to help guide station art ▪ Great interest in pedestrian amenities and safety improvements to make Century City a more walkable place ▪ Very interested in knockout panels for future entrances |

2.7.4 Recommended Station Entrance for Century City Constellation Station

Table 2-18 provides the key findings of the evaluation of station entrances. The table provides a comparison of the key evaluation factors that distinguished the station entrances from each other. The entrance site at the Century Hotel at the southwest corner of Constellation and Avenue of the Stars would impact the existing underground parking garage and would require additional easements for station equipment rooms and mechanical exhaust shafts and grates on private property.

Among the two options for entrances for this station, the full entrance at the vacant lot at the North East corner of Constellation and Avenue of the Stars has the least total costs. See Appendix A for a cost comparison of the two options.

Table 2-18. Key Findings for Century City Constellation Station Entrances

| SW Corner Constellation/Avenue of the Stars | NE Corner Constellation/Avenue of the Stars |
|--|---|
| <ul style="list-style-type: none"> ▪ Not designated construction staging site ▪ Impact to existing parking garage ▪ Hotel is potentially historic structure | <ul style="list-style-type: none"> ▪ Designated construction staging site ▪ Close to Avenue of the Stars’ main pedestrian circulation ▪ Close to existing bus terminus at Constellation Boulevard ▪ No existing structures on site ▪ Least total costs |

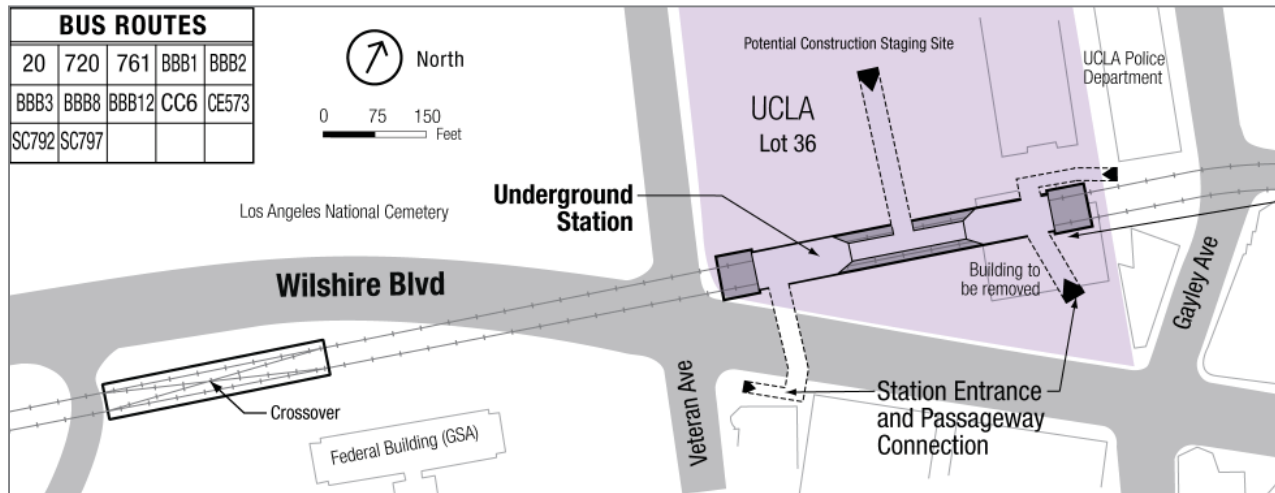
The recommended station entrance for the Century City Constellation Boulevard Station is the entrance on the northeast corner of Constellation Boulevard and Avenue of the Stars.

2.8 Westwood/UCLA Off-Street Station

The Westwood/UCLA Off-Street Station would serve as a major hub for tourists, UCLA and medical center users, students, professors, and employees. The station box would be located underneath UCLA Lot 36, north of Wilshire Boulevard between Gayley Avenue and Veteran Avenue.

2.8.1 Draft EIS/EIR Station Entrances

The Draft EIS/EIR considered four potential station entrances: on the northwest corner of the Wilshire/Gayley intersection; on the southeast corner of the Wilshire/Veteran intersection; on the north end of Lot 36 near Kinross Avenue; and on the eastern end of Lot 36 near Lindbrook Drive (Figure 2-36).

Figure 2-36. Draft EIS/EIR—Westwood/UCLA Off-Street Station Entrances


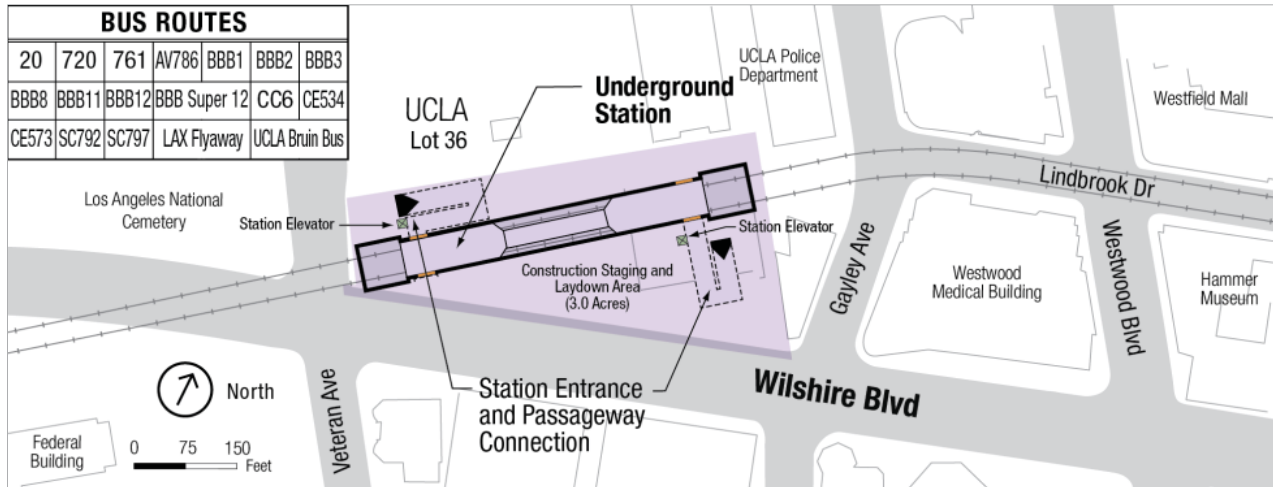
2.8.2 Post-Draft EIS/EIR Station Entrance Screening

After completion of the Draft EIS/EIR, additional consideration was given to the four station entrances at the Westwood/UCLA Off-Street Station.

At this stage of screening, Metro considered factors that would prevent the construction of a particular station entrance compared with the other entrances. In the case of the four entrances under consideration, on one of the locations--the station entrance connected to Gayley Avenue near Lindbrook Drive—there is a proposed hotel development that has been entitled on the west side of Gayley Avenue, across from Lindbrook Drive. Additionally, this development would include several levels of underground parking that would require the profile of the tunnel to be lowered, increasing construction costs for the Westwood/UCLA Off-Street Station. The hotel development does not include an entrance within its plans. As a result, this entrance was eliminated from further consideration.

The station entrance on the southeast corner of the Wilshire Boulevard and Veteran Avenue intersection is too far removed from the activity center of Westwood Village. It would also be more costly to construct than the other entrances due to the long entrance that would be required. Additionally, locating an entrance on this corner would conflict with an existing underground parking structure, permanently displacing parking. For these reasons, this entrance was also removed from further consideration.

The other two entrances were carried forward for additional consideration. Both of these locations have been further refined since the Draft EIS/EIR (Figure 2-37). The entrance on the northwest corner of the Wilshire Boulevard and Gayley Avenue intersection was reoriented to face northward. The entrance on the north side of the station box in the Draft EIS/EIR was shortened and reoriented to be located on the northeast corner of the Wilshire Boulevard and Veteran Avenue intersection. This entrance was modified to reduce construction costs and provide access to the Wilshire Boulevard and Veteran Avenue intersection.

Figure 2-37. Westwood/UCLA Off-Street Station


Two entrances would be constructed given the high ridership projections at this station. The station entrances would be on the northwest corner of the Wilshire Boulevard and Gayley Avenue intersection, and the northeast corner of the Wilshire Boulevard and Veteran Avenue intersection. The entrance on the northwest corner of Wilshire Boulevard and Gayley Avenue would be oriented toward the north and would consist of two stairs and two escalators. A station elevator would be located west of the station entrance. The entrance on the northeast corner of Wilshire Boulevard and Veteran Avenue would be oriented toward the west and would consist of two stairs and escalators. A station elevator would be located south of the entrance. Knockout panels would be located on the south side of the station box near the northeast corner of Wilshire Boulevard and Veteran Avenue and on the north side of the station box, just south of the current location of the UCLA police department building.

2.8.3 Final EIS/EIR Station Entrance Screening

After the four station entrances were screened down to two entrances, additional analysis occurred that involved consideration of engineering, environmental, and public (SAAG) input. The Westwood/UCLA Off-Street Station would have two entrances, so the additional screening was not focused on eliminating any further entrances from the two previously recommended.

2.8.3.1 Engineering and Environmental Considerations

A report was prepared in August 2011 to evaluate the alternative station locations included in the Locally Preferred Alternative for the Westwood/UCLA Station and the Westwood/VA Hospital Station. Recommendations were presented for the final station locations. This report, *Westwood/UCLA and Westwood/VA Hospital Station Locations* (August 25, 2011), also considered characteristics of station entrance locations. The discussion was for purposes of comparing station locations (Westwood/UCLA Off-Street versus Westwood/UCLA On-Street); however, there are some important items that are worth noting regarding station entrance locations. The Westwood/UCLA On-Street Station entrances are discussed in more detail in Section 2.9.

These include the following considerations regarding utilities, pedestrian access, right-of-way requirements, and cultural resources:

Utilities

The Lot 36 entrance would be less difficult with the Off-Street station location as the entrance is away from a 108-inch RCP storm drain that extends along Gayley Avenue and Wilshire Boulevard. This storm drain runs between the On-Street Station site and Lot 36, potentially making the Lot 36 entrance more difficult to construct, and potentially requiring the station to be lowered to allow the station entrance to be constructed below the storm drain.

Station Entrance Locations and Pedestrian Access

Westwood Boulevard, which crosses Wilshire Boulevard and runs north-south through Westwood Village to UCLA, is the center of activity for this station area. The On-Street Station would have a station entrance at the intersection of Wilshire Boulevard and Westwood Boulevard, providing good pedestrian access between the station and nearby activities. For the Off-Street Station option, the station entrance nearest to Westwood Boulevard would be at Lot 36 west of Gayley Avenue, at least 500 feet west of Westwood Boulevard. Pedestrian access to this station option would be less attractive than to the On-Street Station option.

Right-of-Way Requirements

The Off-Street Station option would entail the permanent acquisition of approximately 3 acres of land at Lot 36 from UCLA. With the On-Street Station option, Metro would obtain a temporary easement to allow use of this land as a construction lay-down area and would permanently acquire about 1 acre of Lot 36 for the station entrance. Additional private land would be acquired for a second entrance. No residential or commercial displacements are anticipated with either station option.

If Metro were to acquire Lot 36 for the Off-Street Station, the property could offer an opportunity for future joint development on the site.

Cultural Resources

For UCLA, the only resource is the Westwood Medical Plaza Building. For the On-Street Station option, a station entrance would be retrofitted into the structure to minimize any impact to the exterior. The entrance would be along Westwood Boulevard to avoid affecting the façade along Wilshire Boulevard. It is expected that this change would be acceptable under Section 4(f) and Section 106 requirements.

2.8.3.2 Land Use

As two station entrances are planned for this station, no land use evaluation of the Westwood/UCLA Off-Street Station was conducted.

2.8.3.3 Station Area Advisory Group (SAAG) Meetings

The SAAG group did not provide input on the Westwood/UCLA Off-Street Station entrance locations.

2.8.4 Recommended Station Entrance for Westwood/UCLA Off-Street

The recommended station entrances for the Westwood/UCLA Off-Street Station are the entrances on the northwest corner of the Wilshire Boulevard and Gayley Avenue intersection, and the northeast corner of the Wilshire Boulevard and Veteran Avenue intersection.

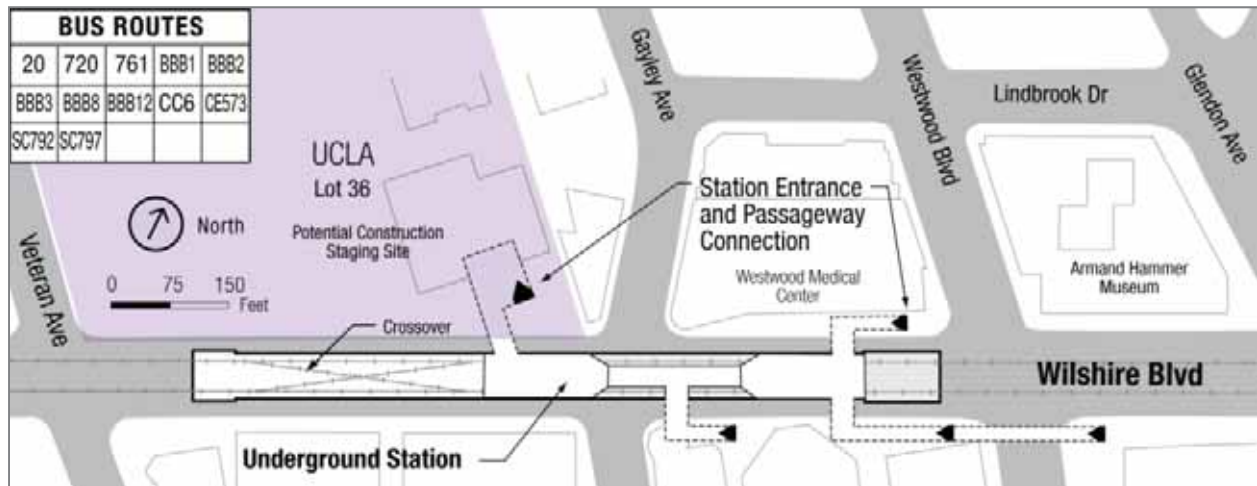
2.9 Westwood/UCLA On-Street Station

The Westwood/UCLA On-Street Station would serve as a major hub for tourists, UCLA and medical center users, students, professors, and employees. The station box would be located under Wilshire Boulevard, extending just west of Westwood Boulevard to west of Gayley Avenue, almost to Veteran Avenue.

2.9.1 Draft EIS/EIR Station Entrances

The Draft EIS/EIR considered five potential station entrances: on the northwest corner of the Wilshire/Gayley intersection near Lot 36; on sidewalks on the northwest, southwest, and southeast corners of the Wilshire/Westwood intersection; and on the southeast corner of the Wilshire/Midvale intersection (Figure 2-38).

Figure 2-38. Draft EIS/EIR—Westwood/UCLA On-Street Station Entrances



2.9.2 Post-Draft EIS/EIR Station Entrance Screening

After completion of the Draft EIS/EIR, additional consideration was given to the five entrance locations at the Westwood/UCLA On-Street Station. At this stage of screening, Metro considered factors that would prevent the construction of a particular station entrance compared with the other entrances. In the case of the five entrances under consideration, one of them—the station entrance on the southeast corner of Wilshire Boulevard and Midvale Avenue—would conflict with an underground parking structure. As a result, this entrance location was eliminated from further consideration.

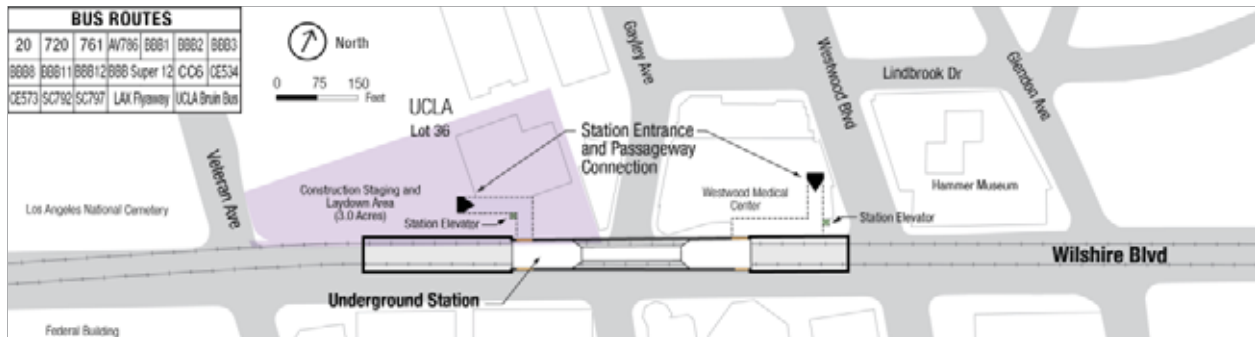
The entrance on the southeast corner of the Wilshire Boulevard and Westwood Boulevard intersection would require a long connecting tunnel to the station box, which would increase station construction costs. Therefore, this entrance location was also eliminated from further consideration.

The three entrances included in the Final EIS/EIR are slightly modified versions of those included in the Draft EIS/EIR. The entrances were refined because of engineering constraints and urban design considerations.

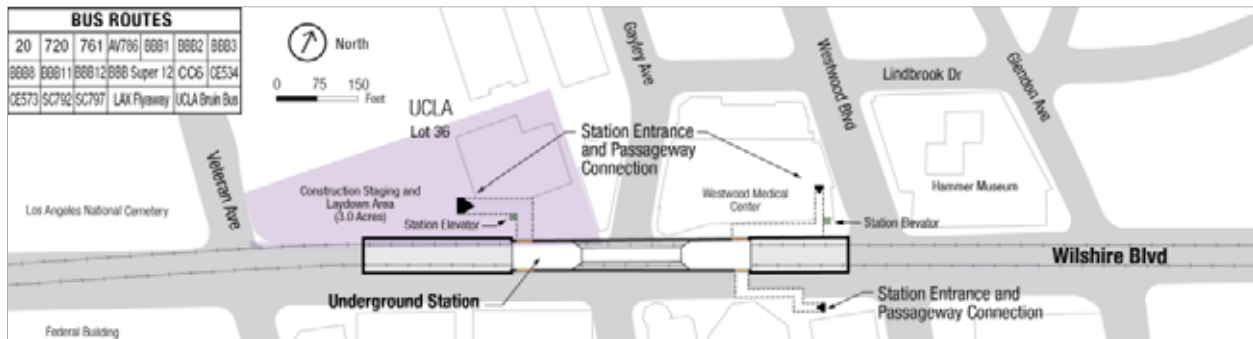
Two scenarios for the entrance locations are under consideration. Two entrances would be constructed given the high ridership projections at this station.

- North of Wilshire Boulevard**—Under this option, both station entrances would be located on the north side of Wilshire Boulevard (Figure 2-39). One station entrance would be located at the north side of Wilshire Boulevard between Gayley Avenue and Veteran Avenue in Lot 36 and the other would be on the northwest corner of the Wilshire Boulevard and Westwood Boulevard intersection. The entrance in Lot 36 would be oriented toward the west and would consist of two sets of stairs and escalators. A station elevator would be located east of the entrance. The entrance at the Wilshire Boulevard and Westwood Boulevard intersection would be retrofitted into the existing structure. The entrance would be designed to enter the Wilshire Medical Building within the parking garage along Westwood Boulevard to avoid impacting the potential historic façade of the building along Wilshire Boulevard. The entrance would be oriented toward the north and would consist of two set of stairs and escalators. A station elevator would be located south of the entrance. A knockout panel would be located on the south side of Wilshire Boulevard between Midvale Avenue and Westwood Boulevard. Knockout panels would also be located on the north and east sides of the entrance tunnel in Lot 36.

Figure 2-39. Westwood/UCLA On-Street Station—North of Wilshire Boulevard



- North and South of Wilshire Boulevard**—Under this option, the station entrance on the northwest corner of Wilshire Boulevard and Gayley Avenue in Lot 36 would be in the same location, but the station entrance at the Wilshire Boulevard and Westwood Boulevard intersection would be split between the north and south sides of Wilshire Boulevard (Figure 2-40). The entrance in Lot 36 would be oriented toward the west and would consist of two sets of stairs and escalators as well as an elevator located to the south of the entrance. The two entrances near Westwood Boulevard would be “half-entrances,” consisting of only one set of escalators and stairs each, as well as one elevator adjacent to each entrance. The entrance on the north side of Wilshire Boulevard would be oriented toward the north, and the station elevator would be located west of the entrance, along Wilshire Boulevard. The entrance on the south side of Wilshire Boulevard would be oriented toward the east, and the station elevator would be located west of the entrance along Wilshire Boulevard. Knockout panels would be located on the north and east sides of the entrance tunnel in Lot 36.

Figure 2-40. Westwood/UCLA On-Street Station—North and South of Wilshire Boulevard


2.9.3 Final EIS/EIR Station Entrance Screening

After the five station entrances were screened down to three entrances, additional analysis occurred. This involved consideration of engineering, environmental, land use, and public (SAAG) input.

2.9.3.1 Engineering and Environmental Considerations

Table 2-19 identifies the factors that were used to screen the remaining three station entrances. Right-of-way is an important consideration: Metro’s goal is to, wherever possible, combine the area used for construction laydown with the area for the entrance, thereby eliminating the need to purchase additional right-of-way. As shown in Table 2-19, the entrance on Lot 36 would be within a designated construction laydown area; the entrance on the northwest corner of Wilshire/Westwood would be within a potentially historic building; and the entrance on the southwest corner of Wilshire/Westwood would be between public right-of-way and a building set-back.

The Lot 36 entrance would not have any impact on buildings. The northwest entrance would result in major disruption to the basement level in the potentially historic Westwood Medical Building which includes the Chase Bank branch. The entrance on the southwest corner would require modifications to stairs, planters, a driveway, and an underground garage vent structure.

The construction for the Lot 36 entrance would require supporting the existing storm drain as part of the station entrance construction. This also places the entrance north of the storm drain. The northwest corner would require piling within the basement with low headroom rig. The building foundations would require underpinning, and the foundations may have to be partially demolished. The southwest entrance would require decking of the eastbound lanes of Wilshire Boulevard.

The entrance on Lot 36 would not result in traffic impacts; the entrances on the northwest and southwest corners would require extended lane closures on Wilshire Boulevard (also on Westwood Boulevard for the northwest entrance). For the northwest entrance, pedestrians would have to be detoured around the construction zone.

The Lot 36 and southwest entrances would not impact businesses. The northwest entrance would require that access to street-level businesses in Westwood Medical Building be through the work site. There would be major disruption to businesses in the Westwood Medical Building basement to a point where business may be unable to operate.

Table 2-19. Engineering and Environmental Factors for Westwood/UCLA On-Street Station Entrances

| Entrance | Right-of-Way | Impact on Buildings | Complexity of Construction | Impact on Traffic | Impact on Businesses | Duration of Construction | Miscellaneous Factors |
|-----------------------------|--|---|--|---|---|--|-----------------------|
| Lot 36 | Within designated laydown area | None | Requires mining below existing storm drain | None | None | No impact on station construction schedule | None |
| NW corner Wilshire/Westwood | Within potentially historic building | Major disruption to basement level in Westwood Medical Building and to Chase Bank branch | Would require piling within basement with low headroom rig. Building foundations would require underpinning, and foundations may have to be partially demolished | Extended lane closures would be required on both Wilshire and Westwood Boulevards. Pedestrians would have to be detoured around construction zone | Access to street-level businesses in Westwood Medical Building would be through work site. Major disruption to businesses in the Medical Building basement to point where business may be unable to operate | No impact on station construction schedule | Half entrance only. |
| SW corner Wilshire/Westwood | Between Public right-of-way and building setback | Modifications to stairs, planters, driveway, and underground garage vent structure required | Requires decking of the east bound lanes of Wilshire Boulevard | Extended lane closure on south side of Wilshire Boulevard for entrance construction | None | No impact on station construction schedule | Half entrance only |

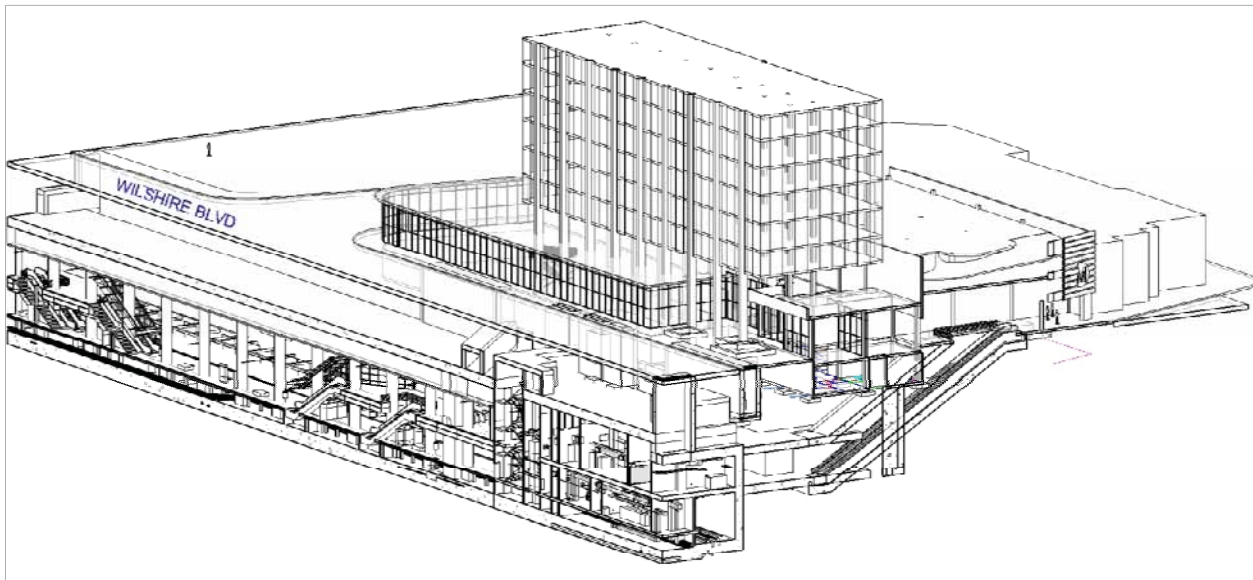
2.9.3.2 Historic Considerations

The Westwood Medical Plaza building on the northwest corner of the Wilshire/Westwood intersection has been determined to be potentially eligible for the National Register of Historical Properties and the California Register of Historical Resources. The requirement to preserve the façade of the potentially historic building determined the location of the stair and escalator arrangement of the station entrance.

Various stair/escalator orientations were studied, including switchback arrangements and straight runs parallel to the station box along Wilshire Boulevard. These designs resulted in impacts to the existing historic structure, specifically the façade of the low-rise portion of the building along Wilshire Boulevard and the one-story bank building at the corner of Wilshire Boulevard and Westwood Boulevard. The switchback design would impact the Wilshire Boulevard building façade of Chase Bank if located within the building; a switchback design facing Wilshire Boulevard in front of Chase Bank would require demolition of the front façade of the bank building. The straight run design parallel to Wilshire Boulevard would require dismantling and restoring the existing façade along Wilshire Boulevard to install the escalators and stairs.

These options had greater adverse impacts to the historical property than the option with the straight run configuration parallel to Westwood Boulevard. This configuration places the station entrance mid-block between Wilshire Boulevard and Kinross Avenue in order to provide adequate escalator run space to reach the concourse passageway approximately 40 feet below grade.

**Figure 2-41. Recommended Station Entrance—Westwood/UCLA On-Street
(Westwood Medical Center Building Cut-away View)**



In order to reduce the impact of the passageway in the full entrance option, the entrance was reduced to single stair and escalator and the passageway narrowed to 18 feet at the concourse level. To provide the same existing capacity as a full entrance, another station entrance was added on the south side of Wilshire Boulevard near the southwest corner of Wilshire Boulevard and Westwood Boulevard. This configuration of two half-entrances had the advantage of providing direct pedestrian access to the station without the need to cross Wilshire Boulevard.

2.9.3.3 Land Use

Existing Land Uses

The station area is surrounded by a large number of high-rise office buildings (ten stories or greater). Office is the predominant land use on the south side of Wilshire Boulevard, and commercial retail and entertainment are predominant on the north side. The major destinations in the area are UCLA (almost ½-mile to the north) and Westwood urban center. The areas within 600 feet of the two eastern entrances (near Wilshire/Westwood intersection) are centrally located within a concentration of high density commercial uses, which have designations allowing an FAR of 6:1. The western entrance (near Gayley Avenue) is within 600 feet of a variety of commercial and office uses to the east and south (quadrants one and two). However, parking and a cemetery lie to the west on the north side of Wilshire Boulevard (quadrants three and four).

Wilshire Boulevard at Gayley Avenue includes four traffic lanes in each direction with double left turn lanes. This configuration poses a significant barrier to easy pedestrian flow across the street.

Development Implications

The areas within 600 feet are fully developed, and the two Wilshire/Westwood station entrances have high density development surrounding them. The Wilshire/Gayley entrance only has, and will continue to have, high density development to the east because of the land use designations and current uses to the west. The allowable FAR for most of the station area north of Wilshire Boulevard is 6:1. South of Wilshire Boulevard blocks fronting on Wilshire Boulevard and Westwood Boulevard also have an allowable FAR of 6:1. These parcels back onto residential where much lower density is permitted.

UCLA Lot 36 is the single largest undeveloped site adjacent to a station entrance on the Westside Subway. Transit and universities are well suited to each other. As such, Lot 36 represents perhaps the most important opportunity to link transit and land use in a significant manner. Planning and development for the site is controlled by the UCLA.

Joint Development

Metro currently does not own parcels in the station area to serve as a joint development partner. Lot 36, the construction staging site, is owned by UCLA and future use of the site after construction would be under their control as noted above.

2.9.3.4 Station Area Advisory Group (SAAG) Meetings

Input was sought from the community in a series of SAAG meetings. Table 2-20 summarizes the opportunities, constraints, and SAAG member input for the three Westwood/UCLA Station entrances. The opportunities identified by the SAAG members vary for the three entrances. All three entrances are located at a major intersection for good bus connections. The northwest and split entrances are also close to major office buildings, attractions, and Westwood Village; and the Lot 36 entrance is close to LAX and UCLA shuttle stops. The Lot 36 entrance is also close to major office buildings.

The split entrance would provide access to both the north and south sides of Wilshire Boulevard.

The Lot 36 entrance was identified as having a sufficient staging area, and the construction laydown and entrance would occur on the same parcel, which is more efficient and lessens impacts. The entrance is also within walking distance to Westwood Village.

The SAAG members identified various constraints for the three entrances. For Lot 36, the constraints included the fact that Metro does not own the land; there is a major storm drain parallel to Wilshire Boulevard extending through Lot 36, which would require significant setback from the sidewalk to avoid; the sidewalks are narrow; the entrance is not located at the corner, making it less visible; and the entrance is close to a potential hotel site, therefore coordination during construction would be required.

Both the northwest and split entrances could impact a historic structure (Westwood Medical Building). Both also have very narrow sidewalks along Westwood Boulevard with little room for amenities or queuing; and the entrances do not serve the south side of Wilshire Boulevard.

Table 2-20. SAAG Meeting Input for Westwood/UCLA On-Street Station Entrances

| Lot 36 | NW Corner Wilshire/Westwood (Westwood Medical Center) | Split NW and SW Corners |
|---|--|---|
| Opportunities | | |
| <ul style="list-style-type: none"> ▪ Sufficient staging area ▪ Construction and staging occur on same parcel (more efficient, less impacts) ▪ Close to LAX and UCLA shuttle stops, as well as major bus connections along Wilshire Boulevard ▪ Walking distance to Westwood Village ▪ Located near major office buildings | <ul style="list-style-type: none"> ▪ Located at major intersection for good bus connections ▪ Close to major office buildings, attractions and Westwood Village | <ul style="list-style-type: none"> ▪ Located at major intersection for good bus connections ▪ Close to major office buildings, attractions, and Westwood Village ▪ Provide access to both north and south sides of Wilshire Boulevard |
| Constraints | | |
| <ul style="list-style-type: none"> ▪ Metro does not own land ▪ Major storm drain parallel to Wilshire Boulevard extending through Lot 36 requires significant setback from sidewalk to avoid drain ▪ Narrow sidewalks ▪ Entrance not located at corner; less visibility ▪ Close to potential hotel site; need to coordinate construction | <ul style="list-style-type: none"> ▪ Potential impact to historic structure (Westwood Medical Building) ▪ Limited space for entrance ▪ Insufficient space for staging ▪ Oriented to north rather than located on corner of Westwood/Wilshire to avoid major impacts to historic structure ▪ Location is less visible than at corner ▪ Sidewalks very narrow along Westwood Boulevard with little room for amenities or queuing ▪ Does not serve south side of Wilshire Boulevard | <ul style="list-style-type: none"> ▪ Potential impact to historic structure (Westwood Medical Building) ▪ Potential impacts to underground parking (southwest corner) ▪ Insufficient space for staging ▪ Sidewalks very narrow along Westwood Boulevard with little room for amenities or queuing |
| SAAG Member Input | | |
| <ul style="list-style-type: none"> ▪ Strongly support entrance location ▪ Would like good pedestrian connections to Westwood Village (potentially through alley running north to connect to Kinross) ▪ Would like good bus connections ▪ Would like bike amenities and safe bike routes to Westwood Village ▪ Would like shuttles and buses to be coordinated with Metro so as to drop off and pick up adjacent to Metro station ▪ Strong interest in Metro parking garage at Lot 36 ▪ Strong interest in kiss-and-ride drop-off area ▪ Would like knockout panels for future entrances | <ul style="list-style-type: none"> ▪ Prefer entrance location at corner of Westwood and Wilshire Boulevards in a plaza ▪ Would like an entrance at every corner of intersection; knockout panels are critical ▪ Do not like current orientation to north with entrance located in parking garage ▪ Would like more information on historic structure report as SAAG members do not believe that Westwood Medical Building is a historic building that needs to be protected ▪ Would like pedestrian improvements in area for safe crossing ▪ Concern about pedestrian racing across Wilshire Boulevard to catch bus or train | <ul style="list-style-type: none"> ▪ Prefer entrance location at northwest corner of Westwood and Wilshire Boulevards in a plaza; do not like current orientation to north with entrance located in parking garage ▪ Would like an entrance at every corner of intersection; knockout panels are critical ▪ Would like more information on historic structure report as SAAG members do not believe that Westwood Medical Building is a historic building that needs to be protected ▪ Would like pedestrian improvements in area for safe crossings, Members are concerned about pedestrian racing across Wilshire Boulevard to catch bus or train |

The northwest entrance has additional constraints: limited space for the entrance; insufficient space for staging; oriented to north rather than located on the corner of Westwood/Wilshire to avoid major impacts to historic structure; a location that is less visible than at the corner; and sidewalks are very narrow.

Additional constraints for the split entrance included potential impacts to underground parking (southwest corner) and insufficient space for staging.

The SAAG members provided varied input for the three entrances. For Lot 36, the input included strong support for this location; would like good pedestrian connections to Westwood Village (potentially through alley running north to connect to Kinross); would like good bus connections; would like bike amenities and safe bike routes to Westwood Village; would like shuttles and buses to be coordinated with Metro so as to drop off and pick up adjacent to Metro station; have strong interest in Metro parking garage at Lot 36; have strong interest in kiss-and-ride drop-off area; and would like knockout panels for future entrances.

2.9.4 Recommended Station Entrance for Westwood/UCLA On-Street Station

Table 2-21 provides the key findings of the evaluation of station entrances. The table provides a comparison of the key evaluation factors that distinguished the station entrances from each other. An option for a full portal at the northwest corner of Wilshire Boulevard and Westwood Boulevard would have impacts on the potentially historic Westwood Medical Center building's Chase Bank building. In order to mitigate these impacts, a split portal design was developed that reduced the amount of structural impacts to the building and provided a south side entrance to reduce the impact of pedestrians crossing Wilshire Boulevard to access the station without reducing station exiting capacity.

Table 2-21. Key Findings for Westwood/UCLA On-Street Station Entrances

| Lot 36 | NW Corner Wilshire/Westwood (Westwood Medical Center) Full Entrance | Split NW and SW Corners |
|--|--|---|
| <ul style="list-style-type: none"> ▪ Direct connection to UCLA shuttle bus connections on Lot 36 ▪ Future transit supportive development opportunities on Lot 36 | <ul style="list-style-type: none"> ▪ Northwest entrance in Chase Bank building provides direct north-south bus connections ▪ Direct connections to Westwood Village along Westwood Boulevard ▪ Full entrance has greater impact on potentially historic structure | <ul style="list-style-type: none"> ▪ Direct north-south bus connections along Westwood Boulevard and north side of Wilshire Boulevard ▪ Direct pedestrian connections to south side of Wilshire Boulevard underground ▪ Reduced impact on potentially historic structure |

The recommended station entrances for the Westwood/UCLA On-Street Station are the entrances on UCLA Lot 36 (Figure 2-42) and a split portal on the northwest corner (Figure 2-41 and Figure 2-43) and southwest corner (Figure 2-44) of Wilshire Boulevard and Westwood Boulevard. See Appendix A for a cost comparison of the station entrance options.



Figure 2-42. Recommended Station Entrance—Westwood/UCLA On-Street (Lot 36)

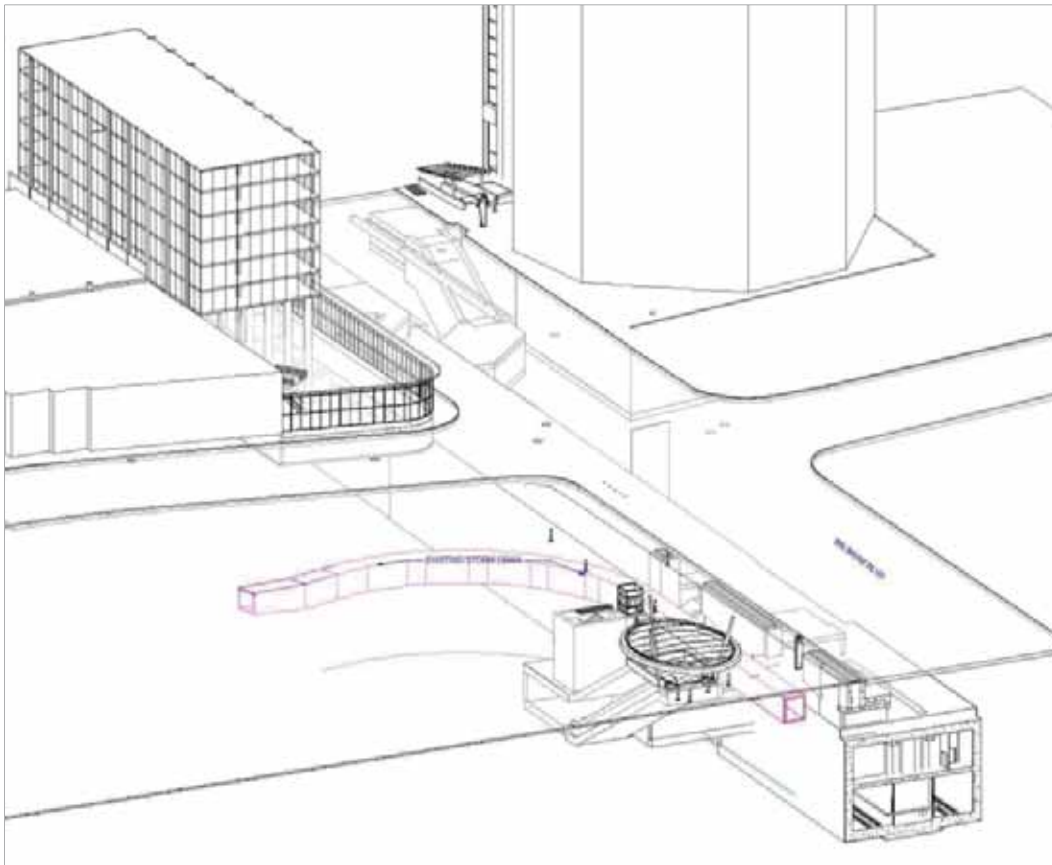




Figure 2-43. Station Entrance—Westwood/UCLA On-Street
(Westwood Medical Center, North West Corner)

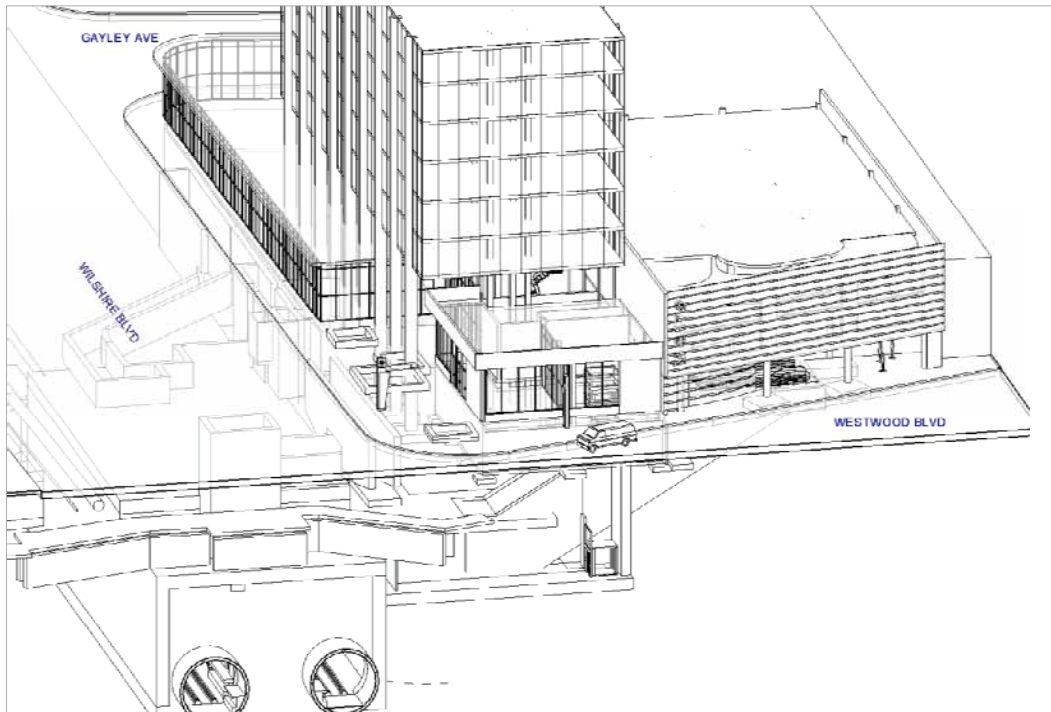


Figure 2-44. Recommended Station Entrance—Westwood/UCLA On-Street Station
(South West Portion of Split Entrance)



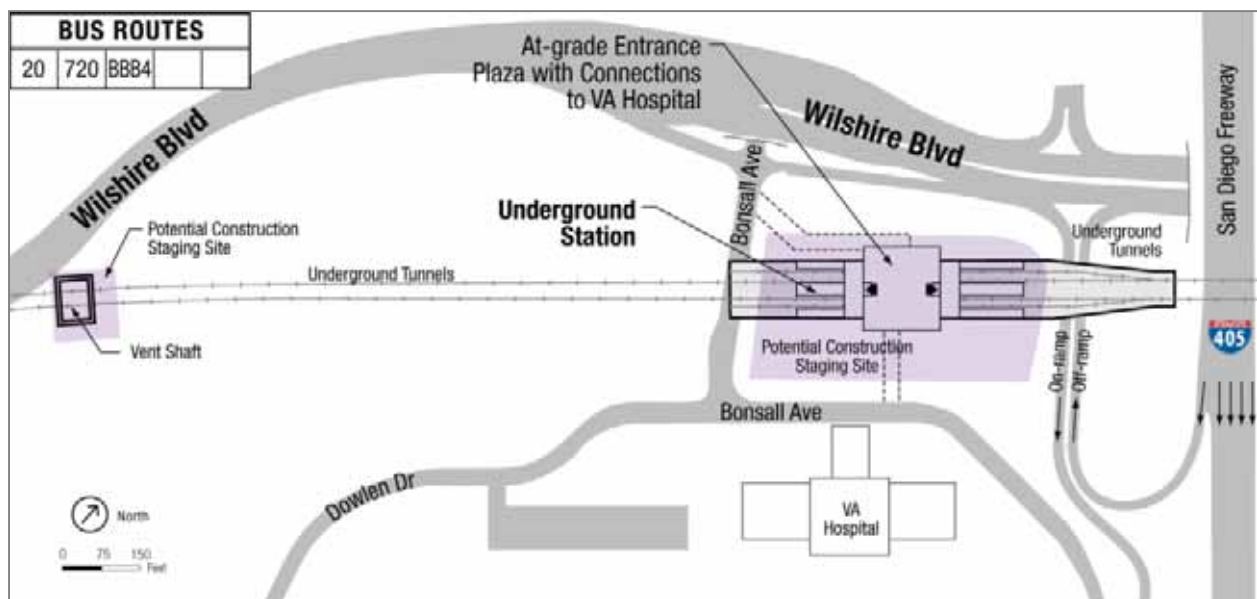
2.10 Westwood/VA Hospital South Station

The Westwood/VA Hospital South Station would serve veterans, visitors, and workers using the VA campus and provide connections to the West Los Angeles, Brentwood, and Santa Monica communities. The station box would be below the VA Hospital parking lot in between the I-405 exit ramp and Bonsall Avenue on the south side of Wilshire Boulevard.

2.10.1 Draft EIS/EIR Station Entrances

The Draft EIS/EIR considered one potential station entrance in an at-grade entrance plaza with connections to the VA Hospital (Figure 2-45).

Figure 2-45. Draft EIS/EIR—Westwood/VA Hospital South Station Entrance



2.10.2 Post-Draft EIS/EIR Station Entrance Screening

After completion of the Draft EIS/EIR, the station box for the Westwood/VA Hospital South Station was shifted north from the location evaluated in the Draft EIS/EIR. The station box and entrance in the Draft EIS/EIR was situated in the middle of the VA Hospital parking lot (Figure 2-45). Based on feedback from the VA and the public, the station box was shifted to the far northern end of the parking lot. By shifting the station box to the edge of the parking lot, the VA would be able to more easily develop its property in the future because it would not be constrained by the station box and entrance in the middle of the lot. Additionally, by shifting the station closer to Wilshire Boulevard, the existing bus circulation would be preserved along Wilshire Boulevard. The station location farther from the VA Hospital also facilitates a clearer delineation between station activities, near Wilshire Boulevard, and VA activities, on the VA Campus, which was a concern of the VA.

Shifting the station box resulted in a modification to the location of the station entrance. In addition, a comprehensive urban design study was conducted during preparation of the Final EIS/EIR, which resulted in additional station design enhancements as described above that were not included in the Draft EIS/EIR.

In the Draft EIS/EIR, the Westwood/VA Hospital Station included an at-grade entrance plaza and double platforms. For the Final EIS/EIR, the station concept for the Westwood/VA Hospital South Station was redesigned as described above and shown in Figure 2-46 and Figure 2-47.

Figure 2-46. Westwood/VA Hospital South Station Site Plan

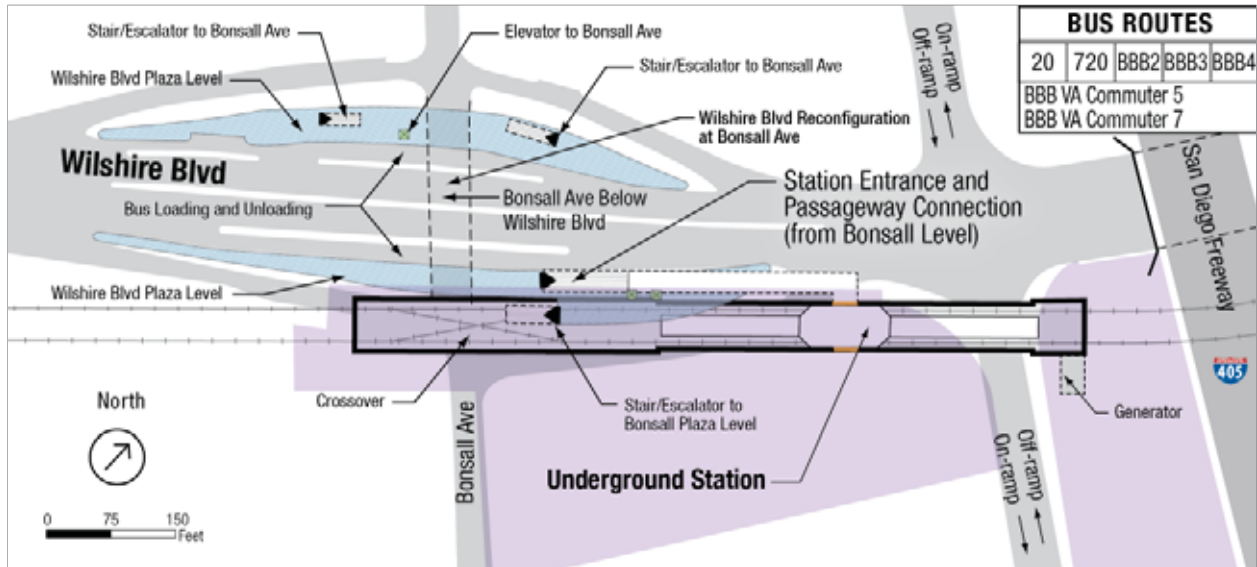
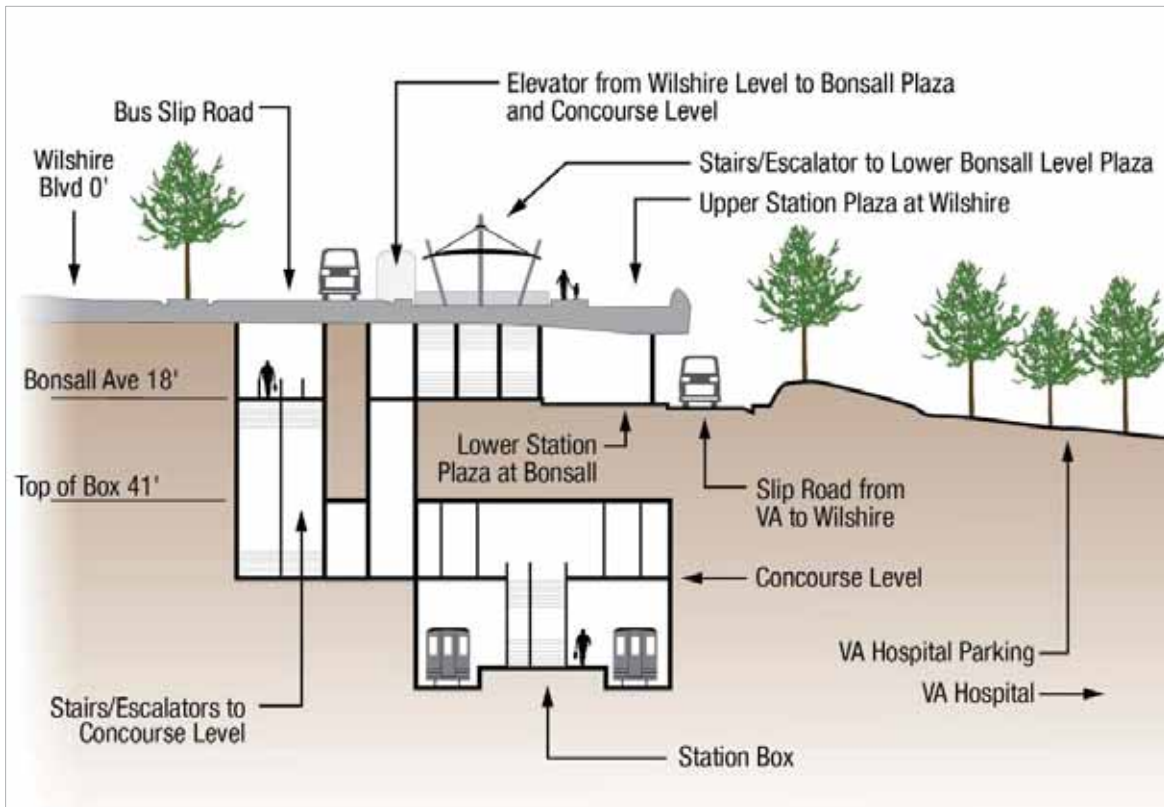


Figure 2-47. Westwood/VA Hospital South Station Cross Section



2.10.3 Final EIS/EIR Station Entrance Screening

As indicated above, the station box for this station was moved, also moving the entrance location. No additional engineering or environmental factors were considered after this relocation. There was a report prepared (discussed below) that compared some aspects of the South and North station options. In addition, input was sought from the SAAG members regarding opportunities and constraints for the station entrance.

2.10.3.1 Engineering and Environmental Considerations

A report was prepared in August 2011 to evaluate the alternative station locations included in the Locally Preferred Alternative for the Westwood/UCLA Station and the Westwood/VA Hospital Station. Recommendations were presented for the final station locations. This report, *Westwood/UCLA and Westwood/VA Hospital Station Locations* (August 25, 2011), also considered characteristics of station entrance locations. The discussion was for purposes of comparing station locations (Westwood/VA Hospital South versus Westwood/VA Hospital North); however, there is one item from the report regarding station entrance locations, presented below. The Westwood/VA Hospital North Station entrance is discussed in more detail in Section 2.10.4.

Station Entrance Locations and Pedestrian Access

There are no engineering constraints regarding station entrances for either of the station locations under consideration. The South Option offers considerably better access to the VA Hospital for workers, visitors, and patients. The South Option's vertical alignment would also be shallower than the North Option's alignment; thereby reducing the time it takes transit users to reach the platform from the entrance.

2.10.3.2 Land Use

The Westwood/VA Hospital Station was not reviewed as part of the land use analysis. The station is on federal property and is not subject to local land use requirements.

2.10.3.3 Station Area Advisory Group (SAAG) Meetings

The Metro Project Team met with VA representatives and LA County Supervisor, Zev Yaroslovsky to discuss entrance options and station design issues for the VA station area. The Metro design team studied a north and south option.

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

Based on a series of discussions with the Metro team and several iterations of sketches and diagrams presented to the VA, the VA representatives expressed their preference for a south portal option with a station plaza at the Wilshire level for easy bus access that is integrated into a secondary plaza at the Bonsall Avenue level with access to the subway.

In addition, input was sought from the SAAG members. Table 2-22 presents the opportunities and constraints identified by the SAAG members, and feedback from the VA.

Table 2-22. SAAG Meeting Input for Westwood/VA Hospital South Station Entrance

| Bonsall Avenue |
|--|
| Opportunities |
| <ul style="list-style-type: none"> ▪ Close to VA Hospital, major center and destination ▪ Serves westbound bus traffic ▪ Sufficient space for staging in parking area ▪ No historic impacts |
| Constraints |
| <ul style="list-style-type: none"> ▪ Metro does not own parcel ▪ Loss of parking during construction (Metro would build replacement parking garage) ▪ Realignment of Bonsall Avenue, impacts to Wilshire Boulevard bridge |
| VA Feedback |
| <ul style="list-style-type: none"> ▪ Would like minimal impact on property ▪ Would like separation of public and private spaces ▪ Concern for ADA accessibility and pedestrian safety |

2.10.4 Recommended Station Entrance for Westwood/VA Hospital South Station

Table 2-23 provides the key findings of the evaluation of station entrances. The table provides a comparison of the key evaluation factors that distinguished the station entrances from each other.

The Westwood/VA Hospital South entrance is the preferred location to the station in terms of proximity of the station to the main facilities on the south. The proposed station box and entrance may have some impact on the more recent murals on the retaining wall on the south side of Wilshire as part of the station construction

Table 2-23 Key Findings for Westwood/VA Hospital South Station Entrance

| Bonsall Avenue |
|---|
| <ul style="list-style-type: none"> ▪ Maintains existing bus circulation patterns along Wilshire Boulevard ▪ Enhances existing pedestrian connections to buses ▪ Provides separate identify for transit station and VA campus activities ▪ Minimal permanent footprint for station box and entrance closer to Wilshire Boulevard |

The recommended station entrance for the Westwood/VA Hospital South Station is a full entrance on adjacent to Bonsall Avenue. See Appendix A for the cost of the entrance at this location.

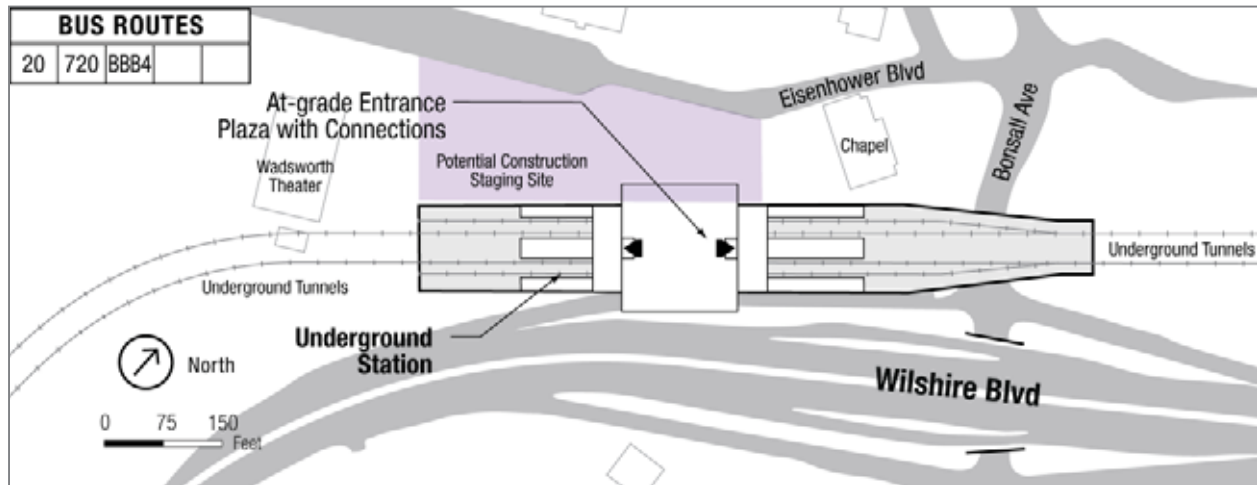
2.11 Westwood/VA Hospital North Station

The Westwood/VA Hospital North Station would serve veterans, visitors, and workers using the VA Campus and provide connections to the West Los Angeles, Brentwood, and Santa Monica communities. The end of the station box would begin east of Bonsall Avenue, west of the I-405 on-ramp, and end just to the south of the Wadsworth Theater on the north side of Wilshire Boulevard.

2.11.1 Draft EIS/EIR Station Entrances

The Draft EIS/EIR considered one potential station entrance in an at-grade entrance plaza with pedestrian walkway with connections to the VA Hospital building (Figure 2-48).

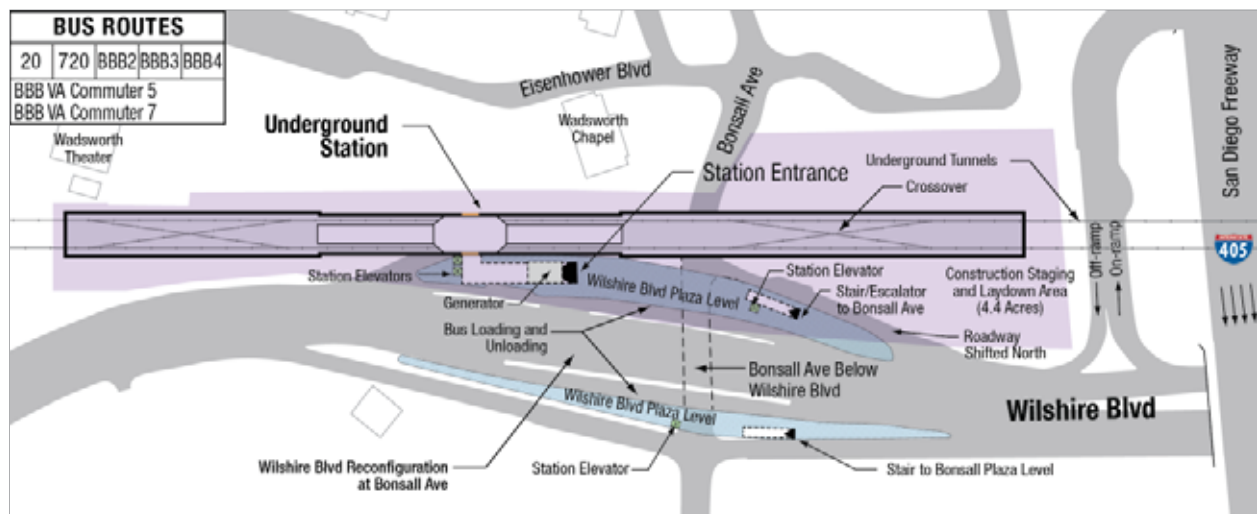
Figure 2-48. Draft EIS/EIR Westwood/VA Hospital North Station Entrance



2.11.2 Post-Draft EIS/EIR Station Entrance Screening

The station box for the Westwood/VA Hospital North Station has been refined from the Draft EIS/EIR (Figure 2-49). As with the Westwood/VA Hospital South Station, the Westwood/VA Hospital North Station included an at-grade entrance plaza and double platforms in the Draft EIS/EIR. For the Final EIS/EIR, the station concept for this station was redesigned.

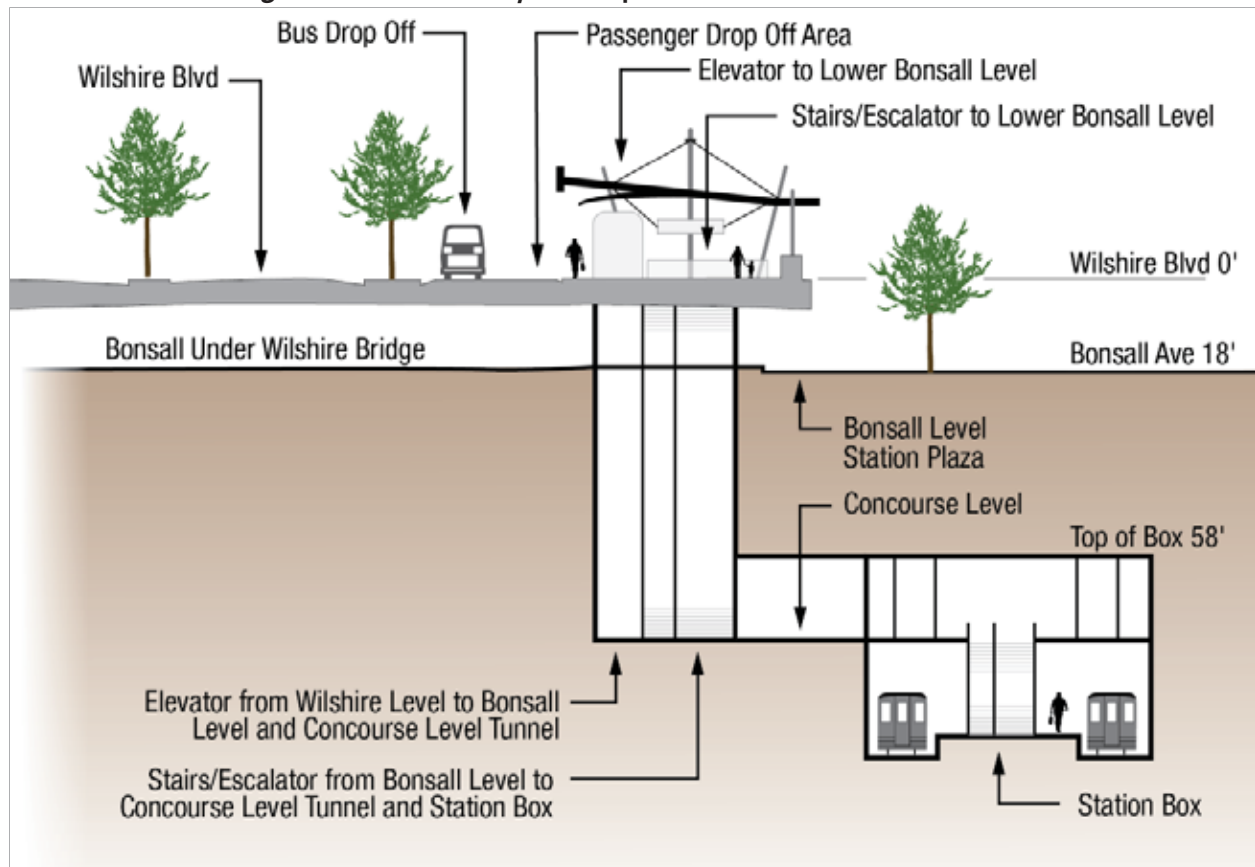
Figure 2-49. Westwood/VA Hospital North Station



For this station, a comprehensive circulation study was conducted and an urban design concept was developed to connect the bus drop-off and passenger drop-off areas on the Wilshire Boulevard and Bonsall Avenue levels (Figure 2-50). The station entrance would be located along the north side of

Wilshire Boulevard, just west of Bonsall Avenue and south of the station box on the Bonsall Avenue level. The station entrance would be oriented to the east and consist of two sets of stairs and escalators. Elevators would be located to the west of the station entrance. As with the Westwood/VA Hospital South Station, to accommodate the grade separation at this site, stairs, escalators, and elevators connecting the Wilshire Boulevard and Bonsall Avenue levels would be located on both the north and south sides of Wilshire Boulevard. One set of stairs and escalators and an elevator would be located east of the entrance on the north side of Wilshire Boulevard. A second set of stairs and escalators and an elevator would be located on the south side of Wilshire Boulevard.

Figure 2-50. Westwood/VA Hospital North Station Cross Section



As with the Westwood/VA Hospital South Station, the station area design would require the relocation of existing roadways. The existing bus drop-off area at the Wilshire Boulevard level on the north and south sides of Wilshire Boulevard would remain the same. However, the access road from Wilshire Boulevard to Bonsall Avenue would need to be reconfigured on the north and south sides of Wilshire Boulevard to accommodate the proposed station entrance and access features. The access road would be reconfigured both east and west of Bonsall Avenue on the north side of Wilshire Boulevard and only east of Bonsall Avenue on the south side of Wilshire Boulevard.

2.11.3 Final EIS/EIR Station Entrance Screening

As indicated above, the station box for this station was refined. No additional engineering or environmental factors were considered after this refinement. There was a report prepared (see Section 2.10.3.1 above for a discussion of the issues from this report) that compared some aspects of the South and North station options. In addition, input was sought from the SAAG members regarding opportunities and constraints for the station entrance.

2.11.3.1 Engineering and Environmental Considerations

A report was prepared in August 2011 to evaluate the alternative station locations included in the Locally Preferred Alternative for the Westwood/UCLA Station and the Westwood/VA Hospital Station (*Westwood/UCLA and Westwood/VA Hospital Station Locations* (August 25, 2011). See Section 2.10.3.1 above for a discussion of the issues from this report.

2.11.3.2 Land Use

The Westwood/VA Hospital Station was not reviewed as part of the land use analysis. The station is on federal property and is not subject to local land use requirements.

2.11.3.3 Station Area Advisory Group (SAAG) Meetings

See discussion above in Section 2.10.3.3 regarding interaction with the VA.

In addition, input was sought from the SAAG members. Table 2-24 presents the opportunities and constraints identified by the SAAG members, and feedback from the VA.

Table 2-24. SAAG Meeting Input for Westwood/VA Hospital North Station Entrance

| Bonsall Avenue |
|---|
| Opportunities |
| <ul style="list-style-type: none"> ▪ Close to Brentwood and VA buildings ▪ Serves eastbound bus traffic on Wilshire |
| Constraints |
| <ul style="list-style-type: none"> ▪ Metro does not own parcel ▪ Loss of parking during construction (Metro would build replacement parking garage) ▪ Realignment of Bonsall Avenue, impacts to Wilshire Boulevard bridge ▪ Potential impact to historic structures and grounds |
| VA Feedback |
| <ul style="list-style-type: none"> ▪ Would like minimal impact on property ▪ Would like separation of public and private spaces ▪ Concern for ADA accessibility and pedestrian safety |

2.11.4 Recommended Station Entrance for Westwood/VA Hospital North Station

The recommended station entrance for the Westwood/VA Hospital North Station is a full entrance with access to Wilshire Blvd near Bonsall Avenue.

APPENDIX A—COST ESTIMATE



Stations Entrance Studies - Summary Rough Order of Magnitude (ROM) Cost Estimate

| Stations | Wilshire/La Brea | | Wilshire/Fairfax | | | Wilshire/ La Cienega | Wilshire/Rodeo | | | | | | Century City/ Constellation | | Westwood/UCLA | | | | | Westwood VA | |
|------------------------------------|---------------------------------------|---|------------------------------|---|--|---|------------------------------|---|--|--|---|---|--|---|--|--|--|------------------------------|-------------------------|---|--|
| | Full Entrance South at BOA Site | Full Entrance North at Metro Site | Full Entrance LACMA West | Full Entrance Johnie's Plaza Type | Full Entrance S. Orange Grove Plaza Type | Full Entrance North at Citibank Site | Full Entrance ACE Gallery | Full Entrance Beverly Drive No BOA impact | Full Entrance Beverly Drive BOA impact | Half Entrance Beverly Drive BOA impact | Full South Union Bank El Camino Dr. | Half South Union Bank El Camino Dr. | Full Entrance North at Vacant Site | Full Entrance South at Century Plaza Hotel | Full Entrance NW Westwood Support Façade In Place | Half Entrance NW Westwood Support Façade In Place | Full Entrance NW Westwood Freeze Mined Entrance | Half Entrance SW Westwood | Full Entrance Lot 36 | Full Entrance South Bonsall Underpass Extension | |
| Station Entrance Options | | | | | | | | | | | | | | | | | | | | | |
| Total Cost (1,000) | \$ 23,187 | \$ 16,545 | \$ 30,979 | \$ 21,714 | \$ 19,804 | \$ 23,058 | \$ 24,141 | \$ 17,053 | \$ 46,807 | \$ 43,073 | \$ 68,828 | \$ 64,957 | \$ 20,549 | \$ 33,604 | \$ 36,992 | \$ 31,941 | \$ 38,311 | \$ 16,428 | \$ 33,764 | \$ 31,197 | |
| Total Cost Confidence Level | High (Variation -5% to +25%) | Medium (Variation -10% to +40%) | Low (Variation -15% to +75%) | <p>Residual value for land/Building without parking not included</p> <p>Allowance of \$30/SF included for Seismic Retrofit. Actual cost could be significantly higher after engineering and analysis and building code review.</p> <p>Cost impact of making changes to historic building have not been identified or quantified, but could be substantial.</p> <p>In choosing this alternate, consideration needs to be given to the likelihood of City of Beverly Hills issuing MOU for permanently closing 2 lanes of Beverly Drive. No mitigation cost included.</p> | | | | | | | | | | | | | | | | | |