APPENDIX C
Memorandum of Agreement
MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL TRANSIT ADMINISTRATION
AND THE
CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

REGARDING THE LOS ANGELES WESTSIDE SUBWAY EXTENSION PROJECT,
LOS ANGELES COUNTY, CALIFORNIA

WHEREAS, the Federal Transit Administration (FTA) is considering providing funding to the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) for the Los Angeles Westside Subway Extension Project (Undertaking) within the cities of Los Angeles and Beverly Hills, as well as within unincorporated portions of Los Angeles County, pursuant to Federal transit law (49 USC Chapter 53); and,

WHEREAS, the Undertaking consists of extending the LACMTA heavy rail subway system for nearly nine (9) miles via Wilshire Boulevard from the current western terminus of the Metro Purple Line at the Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital. The Undertaking may be built entirely in one phase or built in three consecutive construction phases. The Undertaking includes construction of seven (7) new stations and will provide direct connections from the west side of the county to all elements of the existing Metro system, improve transit travel time, and provide more reliable transit service to transit riders. Improvements are also planned for the existing Division 20 Maintenance and Storage Facility west of the Los Angeles River between E. 1st Street and Jesse Street. There are two station options for each of the Century City, Westwood/UCLA, and Westwood/VA Hospital stations; and,

WHEREAS, FTA has defined the Undertaking’s area of potential effect (APE) for archaeological resources as a radius of 100-feet along the potential subway alignment and maintenance facilities, including areas where the alignment veers outside the roadway right of way. FTA has defined the Undertaking's APE for architectural resources as extending one parcel past the limits of the above-ground project improvements for the stations, service areas, construction staging and laydown areas and any above-ground facilities; and,

WHEREAS, the FTA has determined that the project would constitute an Undertaking as per 36 CFR § 800.16(y), which requires compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC § 470f); and,

WHEREAS, FTA will be the lead Federal agency for the Undertaking, with the LACMTA, a grant applicant, as required by FTA, and as an invited signatory to this MOA; and,
WHEREAS, FTA has consulted with the California Historic Preservation Officer (SHPO) pursuant to 35 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 USC § 470f) on eligibility and effects for properties within the APE; and, regarding the Undertaking's potential to affect historic properties, has decided to prepare a Memorandum of Agreement (MOA) pursuant to 36 CFR §§ 800.4(b)(2) and 800.6(c); and,

WHEREAS, FTA, in consultation with SHPO, has determined that, pursuant to 36 CFR § 800.3, the Ace Gallery is eligible for inclusion in the National Register of Historic Places (NRHP); and pursuant to 36 CFR § 800.5(a), FTA, in consultation with SHPO has determined that the Undertaking will have an adverse effect on a historic property, the Ace Gallery; and,

WHEREAS, FTA, in consultation with SHPO, pursuant to 36 CFR § 800.5(a), has determined that the Undertaking would have no adverse effect on the thirty-eight (38) individual architectural historic properties and two (2) historic districts which are on or eligible for listing in the National Register of Historic Places, and mitigation measures are included in this MOA to minimize the effects on the historic properties within the APE.

WHEREAS, FTA, in consultation with SHPO, pursuant to 36 CFR § 800.5(a), has determined that the Undertaking would have no adverse effect on the one (1) identified archaeological historic property, CA-LAN-2610 or undocumented archaeological resources within the APE provided the measures in this MOA are implemented.

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with the required documentation and the ACHP has not chosen to participate in the consultation pursuant to 36 CFR § 800.5(a)(1)(iii); and,

WHEREAS, no Federally-recognized Indian tribes (as defined in 36 CFR § 800.16(m)) expressed an interest in consulting on the Undertaking; however, LACMTA, on behalf of the FTA, consulted with the Native American Heritage Commission and the local Native American community regarding the cultural sensitivity of the project area; and,

WHEREAS, LACMTA, on behalf of the FTA, has consulted with eighteen (18) local government offices, historical organizations, and individuals interested in historic preservation in Los Angeles County about the Undertaking and its effects on historic properties; and,

WHEREAS, this MOA was developed with appropriate public involvement (pursuant to 36 CFR §§ 800.2(d) and 800.6(a)) and the public was provided the opportunity to comment on the Undertaking and will hereafter be provided with further opportunities to comment on the Undertaking as stipulated further in this MOA; and,

WHEREAS, the FTA and the SHPO are signatories pursuant to 36 CFR § 800.6(c)(1) and LACMTA is an invited signatory pursuant to 36 CFR § 800.6(c)(2); and,
NOW, THEREFORE, all signatories agree that, upon FTA’s decision to proceed with the Undertaking, FTA shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties; and further agree that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

STIPULATIONS

FTA will ensure that the terms of this MOA are carried out and will require, as a condition of any approval of Federal funding for the Undertaking, adherence by LACMTA to the stipulations set forth herein.

I. ARCHITECTURAL HISTORIC PROPERTIES

A. Treatment to Resolve Adverse Effect

1. HABS/HAER Documentation

The adverse effects of the Undertaking on the Ace Gallery will be resolved by FTA by requiring LACMTA to implement and complete National Park Service Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) documentation, pursuant to Section 110(b) of the National Historic Preservation Act for the adversely-affected property. Prior to any action, the photo-recording and documentation consistent with the standards of the National Park Service HABS or HAER will be prepared by a Secretary of Interior qualified professional architectural historian or historic architect. Whenever possible, HABS/HAER documentation Level 2 would be employed whenever measured drawings for a property are available. If measured drawings are not available, HABS/HAER documentation Level 1 would be employed.

The HABS/HAER documentation will be forwarded by the LACMTA to the FTA and SHPO for review. The FTA, in consultation with LACMTA and SHPO, will approve the materials and permit LACMTA to proceed with demolition of the adversely-affected property.

Following approval of the HABS/HAER documentation, LACMTA will ensure that the materials are placed on file with LACMTA and Responsible Agencies, historical societies and preservation groups, local university and community libraries, and other appropriate national and local repositories and archives, as identified by LACMTA.

2. Public Website Development

In connection with HABS/HAER documentation, LACMTA will develop a public website linked to LACMTA’s website concerning the history of the Ace Gallery. The website would be based on the photographs produced as part of the HABS/HAER documentation, and historic archival research previously prepared as part of the Undertaking and historic documentation. A public website, which provides historic and documentary information regarding historic properties that would be substantially altered or demolished as a result of the Undertaking, will be prepared and maintained for a ten-year period.
B. Treatment to Avoid Adverse Effects

1. Design Phase Planning

The undertaking would be designed in adherence to the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Rehabilitating Historic Buildings and the Guidelines for the Treatment of Cultural Landscapes at the following four historic properties that will be altered by either construction staging activities or station entrances to ensure there is no adverse effect to these properties:

- LACMA West May Company – WSE 24 (6067 Wilshire Boulevard)
- Union Bank Building—WSE 14 (9460 Wilshire Boulevard)
- Linde (Westwood) Medical Plaza - WSE 10 (10921 Wilshire Boulevard)
- VA Medical Center Historic District—WSE 41 (11301 Wilshire Boulevard) including the Wadsworth Theater and Contributing Landscape Elements

Designs will ensure the preservation of the character-defining features of the historic properties, and would avoid damaging or destroying materials, features, or finishes that are important to the property, while also considering economic and technical feasibility. LACMTA will ensure that the SHPO has opportunity to review the design by the architectural historian.

2. Design Review and Monitoring

LACMTA will retain the services of a qualified historic preservation consultant with experience in architectural preservation to review structural designs and construction activities, and will require onsite periodic construction monitoring by a historic preservation consultant to ensure protection of historic fabric and compliance with approved designs and the Secretary of the Interior’s Standards for the Rehabilitation of Historic Properties.

C. Construction Phase

1. Geotechnical Investigations

For the historic properties noted in Stipulation ILD.1, further geotechnical investigations will be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis will assist in the development of appropriate support mechanisms and measures for cut and fill construction areas. The subsurface investigation would also identify areas that could cause differential settlement as a result of using a tunnel boring machine (TBM) in close proximity to historic properties. An architectural historian or historical architect who meets the Secretary of the Interior’s Professional Qualification Standards (36 CFR Part 61) will provide input and review of final design documents prior to implementation of the mechanisms and measures. The review will evaluate whether the geotechnical investigations and support measures for cut and fill, and measures to prevent differential settlement meet the Secretary of the Interior’s Standards for the Treatment of Historic Properties. The evaluation of measures will be forwarded by the LACMTA to the FTA and SHPO for review. Then FTA, in consultation with the SHPO, upon the SHPO’s concurrence, shall approve the evaluation and permit the LACMTA to proceed with construction.
D. Treatment to Avoid Adverse Effect to Historic District Contributing Historic Landscape Element

1. Pre-Construction Survey

LACMTA will develop a survey of the contributing landscape elements of the VA Medical Center Historic District located within twenty (20) feet of the Westwood/VA Hospital North and South Station portal-related cut-and-cover and construction staging areas during final design. The survey will be prepared by a qualified architectural historian and historic landscape architect and/or qualified arborist with the assistance of a technician/surveyor using high-resolution GPS equipment. The survey will establish an inventory of each mature historic tree species and the precise location of each individual tree in the survey area. The inventory survey will also assess the feasibility of temporarily removing and then replanting the extant trees in their original location, including how the trees should be moved and temporarily stored.

A report on the results of the inventory will be submitted to FTA, LACMTA and the SHPO for review and will be placed on file with LACMTA and supplied to other signatories to this MOA if requested.

2. Landscape Protection Measures

The results of the pre-construction survey will be used for marking trees to be avoided during construction, for implementation of relocation recommendations as necessary if avoidance of any of the trees is infeasible, and for onsite use during construction activities to ensure the historic trees remaining in place are protected.

Should any of the trees that are temporarily removed not survive a reasonable period after they are replanted, as determined by a qualified arborist, LACMTA will obtain and plant adult-aged replacement trees of the same species to rehabilitate the historic landscape.

3. Construction Monitoring

LACMTA will retain the services of a qualified historic preservation consultant with experience in the preservation of historic landscapes. The consultant will review the existing landscape designs and proposed construction activities, and develop a plan for onsite periodic construction monitoring to ensure protection of historic fabric and compliance with the Guidelines for the Treatment of Cultural Landscapes.
E. Reporting Reviews

1. SHPO Review and Comment

Upon completion of construction and any reports prepared for resolution of adverse effects, the SHPO shall have thirty (30) days to review the draft and comment on the level of effort, results, and eligibility recommendations; those comments shall be incorporated into the final technical report, as appropriate. If no response by the SHPO is received by the FTA and/or LACMTA within thirty (30) days, the FTA and LACMTA shall assume concurrence and authorize the final technical report and/or the historic architectural documentation.

2. Document Submittal

Within thirty (30) days of receipt of comments on any draft report, the FTA and LACMTA shall submit the final technical report and/or historic architectural documentation to the SHPO, the appropriate California Historical Resources Information System information center, and the appropriate Indian tribe(s), and shall make it available to other interested persons who meet the confidentiality requirements. Reports prepared with archaeological site information shall not be distributed to the general public, except in an abridged form that does not include sensitive information about archaeological site locations or human remains.

3. Report Standards

All reports generated as a result of this MOA shall be consistent with contemporary professional standards and the Secretary of the Interior’s guidelines.

II. ARCHAEOLOGICAL RESOURCES

This MOA accordingly sets forth the following measures to be implemented to reduce potential construction impacts within the APE to known archaeological historic properties and to undocumented archaeological resources, including human remains.

A. Consultation with Native American Individuals, Tribes and Organizations and Treatment of Cultural Remains and Artifacts.

1. The parties to this MOA agree that Indian burials and related items discovered during the implementation of the MOA and the Undertaking will be treated in accordance with the requirements of § 7050.5(b) of the California Health and Safety Code. If, pursuant to § 7050.5(c) of the California Health and Safety Code, the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of §§ 5097.98 (a) - (d) of the California Public Resources Code.

2. LACMTA will ensure that the expressed wishes of Native American individuals, tribes, and organizations are taken into consideration when decisions are made regarding the disposition of other Native American archaeological materials and records relating to Indian tribes.
B. Confidentiality

The signatories to this MOA acknowledge that archaeological historic properties covered by this MOA are subject to the provisions of § 304 of the National Historic Preservation Act of 1996 and § 6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archeological site information, and having so acknowledged, will ensure that all actions and documentation prescribed by this MOA are consistent with §304 of the National Historic Preservation Act.

C. Worker Training

Prior to initiating ground-disturbing activities, a qualified archaeologist will conduct a short cultural resources awareness training session for all construction workers and supervisory personnel. Each worker will learn the proper procedures to follow in the event cultural resources or human remains are uncovered during ground-disturbing activities.

D. Unanticipated Discoveries

If FTA and LACMTA determines, after any future construction of the Undertaking has commenced, that project activities will affect a previously unidentified property that may be eligible for the NRHP, or affect a known historic property in an unanticipated manner, FTA and LACMTA will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). The LACMTA must notify the FTA and SHPO within forty-eight (48) hours of the discovery. FTA, at its discretion, may hereunder, and pursuant to 36 CFR § 800.13(c), assume any unanticipated discovered property to be eligible for inclusion in the NRHP.

For properties determined eligible or assumed to be eligible pursuant to Stipulation 1.E., LACMTA will notify the FTA, ACHP, and SHPO of those actions that it proposes to avoid, minimize, or mitigate adverse effects. Consulting parties will have forty-eight (48) hours to provide their views on the proposed actions. The FTA will ensure that the timely-filed recommendations of consulting parties are taken into account prior to granting approval of the measures that the LACMTA will implement to resolve adverse effects. The LACMTA will carry out the approved measures prior to resuming construction activities in the location of the discovery.

III. ADMINISTRATIVE PROVISIONS

A. Standards

1. Definitions

The definitions set forth at 36 CFR § 800.16 are applicable throughout this MOA.
2. Professional Qualifications

LACMTA shall ensure that all historic preservation and archaeological work are performed by LACMTA under the direct supervision of a person or persons who meet(s) or exceed(s) the pertinent qualifications in the Secretary of the Interior’s Professional Qualification Standards (48 CFR §§ 44738-44739) in those areas in which the qualifications are applicable for the specific work performed.

3. Documentation Standards

Written documentation of activities prescribed by Stipulations I, II of this MOA shall conform to Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation as amended and annotated (48 CFR §§ 44716-44740) as well as to applicable standards and guidelines established by the SHPO.

4. Curation and Curation Standards

LACMTA shall ensure that, to the extent permitted under §§ 5097.98 and 5097.991 of the California Public Resources Code, the materials and records resulting from the activities prescribed by this MOA curate in accordance with 36 CFR Part 79. FTA will ensure that, to the extent permitted by applicable law and regulation, the views of the Most Likely Descendant(s) are taken into consideration when decisions are made about the disposition of other tribal archaeological materials and records.

B. Dispute Resolution

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FTA shall consult with such party to resolve the objection. If FTA determines that such objection cannot be resolved, FTA will:

1. Forward all documentation relevant to the dispute, including the FTA’s proposed resolution, to the ACHP. The ACHP shall provide FTA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FTA will then proceed according to its final decision.

2. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

3. FTA’s responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.
C. Amendments

Any MOA party may propose that this MOA be amended, whereupon the MOA parties will consult for no more than thirty (30) days to consider such amendment. FTA may extend this consultation period. The amendment process shall comply with 36 CFR §§ 800.6(c)(1) and 800.6(c)(7). This MOA may be amended only upon the written agreement of the signatory parties. If it is not amended, this MOA may be terminated by any of the signatory parties in accordance with Section D of Stipulation III.

D. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that signatory shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation C of Stipulation III, above. If within thirty (30) days (or another time period agreed to by all signatories) agreement on an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the Undertaking, FTA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FTA shall notify the signatories as to the course of action it will pursue.

E. Duration of the MOA

1. Unless terminated pursuant to Section D of Stipulation III above, or unless superseded by an amended MOA, this MOA will be in effect following execution by the signatory parties until FTA, in consultation with the other MOA parties, determines that all of its stipulations have been satisfactorily fulfilled. This MOA will terminate and have no further force or effect on the day that FTA notifies the other MOA parties in writing of its determination that all stipulations of this MOA have been satisfactorily fulfilled.

2. The terms of this MOA shall be satisfactorily fulfilled within twenty (20) years following the date of execution by the signatory parties. If FTA determines that this requirement cannot be met, the MOA parties will consult to reconsider its terms. Reconsideration may include the continuation of the MOA as originally executed, amendment of the MOA, or termination. In the event of termination, FTA will comply with Section D of Stipulation III, above, if it determines that the Undertaking will proceed notwithstanding termination of this MOA.

3. If the Undertaking has not been implemented within ten (10) years following execution of this MOA by the signatory parties, this MOA shall automatically terminate and have no further force or effect. In such event, FTA shall notify the other MOA parties in writing and, if it chooses to continue with the Undertaking, shall reinitiate review of the Undertaking in accordance with 36 CFR Part 800.
F. Effective Date

This MOA will take effect on the date that it has been fully executed by FTA, LACMTA, and SHPO.

G. Execution

Execution of this MOA by FTA, LACMTA, and SHPO, its transmittal by FTA to the ACHP in accordance with 36 CFR § 800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36 CFR § 800.6(c), that this MOA is an agreement with the ACHP for purposes of Section 110(1) of the NHPA, and shall further evidence that FTA has taken into account the effects of the Undertaking on historic properties and has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties.

SIGNATORY

Federal Transit Administration

By ________________________________ Date MAR 6 2012
Leslie T. Rogers
Regional Administrator
FTA Region IX

California State Office of Historic Preservation

By ________________________________ Date 3/7/12
Milred Wayne Donaldson
State Historic Preservation Officer
Office of Historic Preservation, Sacramento

10
INVITED SIGNATORY PARTY:

Los Angeles County Metropolitan Transportation Authority

By Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Date 12-19-11
APPENDIX D
Section 106 Correspondence
Mr. Milford Wayne Donaldson, F.A.I.A.
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and
Recreation Post Office Box 942896
Sacramento, CA 94296-0001

Attention: Dr. Susan Stratton, Supervisor, Project Review Unit

Re: Metro Westside Extension Project

Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro), is pleased to initiate efforts in the identification of historic properties and the analysis of effects on those properties for various components of the proposed Metro Westside Extension Project within the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica, as well as within unincorporated portions of Los Angeles County (near the West Los Angeles Veteran’s Administration Hospital). This letter is to request your review and concurrence with the Area of Potential Effects (APE) and to delegate the authority to consult directly with the LACMTA.

Cultural resources identification and analysis will be prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, as required by the Advisory Council on Historic Preservation, with regulations contained in 36 Code of Federal Regulations (CFR), Part 800, and applicable sections of the California Environmental Quality Act (CEQA).

Project Description
The Metro Westside Subway Extension would extend the Metro Rail heavy rail technology via Wilshire Boulevard from the current terminus of the Metro Purple Line at Wilshire/Western Station or possibly via a combined alternative that would extend the Metro Purple Line via Wilshire Boulevard and also extend the Metro Red Line from the Hollywood/Highland Station to the Westside, potentially as far as Santa Monica.

The purpose of the project is to address the mobility needs of residents, workers, and visitors traveling to, from, and within the highly congested Westside Extension Study Area by providing faster and more reliable high-capacity public transportation than existing services which operate in mixed-flow traffic. This proposed subway
improvement will bring about a significant increase in east-west capacity and improvement in person-mobility by reducing transit travel time. On a county-wide level, the project will strengthen regional access by connecting Metro bus, Metro rail, and Metrolink networks to a high-capacity transit serving the Study Area. The overall goal of the project is to improve mobility in the Westside Extension Transit Corridor by extending the benefits of the existing Metro Red/ Metro Purple Line rail and bus services beyond their current termini near Highland Avenue and/or Western Avenue in Los Angeles as far as Ocean Avenue in Santa Monica.

Alternatives
The Westside Transit Corridor Extension Alternative Analysis Report, prepared by LACMTA was completed in January 2009, and is available on the project website at www.metro.net/westside. This report identified four alternatives for further consideration in a Draft Environmental Impact Statement/Report (DEIS/DEIR). The four alternatives include the following two subway alignments alternatives plus the No Build and Transportation Systems Management (TSM) alternatives:

- **Wilshire Boulevard Alignment Heavy Rail Transit (HRT) Subway (Alternative 1):** This alternative alignment extends underground from the Metro Purple Line Wilshire/Western station to 4th Street and Wilshire Boulevard in Santa Monica (approximately 12.5-miles in length). It has 10 stations and 1 optional station (Refer to enclosed maps for station locations and names). The alignment is generally under Wilshire Boulevard with various route alignments between Century City and Santa Monica.

- **Wilshire/Santa Monica Boulevard Combined HRT Subway (Alternative 11):** This alignment alternative extends underground from the Metro Purple Line Wilshire/Western station and from the Metro Red Line at the Hollywood/Highland station to 4th Street and Wilshire Boulevard in Santa Monica (approximately 17-miles in length). It has 14 stations and 1 optional station (Refer to enclosed maps for station locations and names). This alternative has two alignment options in the Beverly Center area. One option follows San Vicente Boulevard from Santa Monica Boulevard to La Cienega Boulevard, where it curves south and then west to meet the Wilshire Boulevard alignment. The second option follows La Cienega Boulevard from Santa Monica Boulevard, past the Beverly Center, and curves west at Wilshire Boulevard.

- **No Build Alternative:** This EIS will also consider the No Build Alternative that includes all existing highway and transit services and facilities and the committed highway and transit projects in the current LACMTA Long Range Transportation Plan and the current 2008 Southern California Association of Governments’ Regional Transportation Plan. No new infrastructure would be built within the Study Area, aside from projects currently under construction, or funded for construction and operation by 2030 by the recently approved Measure R and identified in the LACMTA Long Range Transportation Plan. Proposed major highway improvements affecting the Westside Extension Transit Corridor
between now and 2030 include completing missing segments of high occupancy vehicle (HOV) lanes on Interstate 405 (I-405) Freeway. From a rail transit perspective, the No Build Alternative includes the Metro Purple and Metro Red Lines along the eastern and northeastern edges of the study area. This alternative also includes a rich network of local, express, and Metro Rapid bus routes that will continue to be provided, with both bus route and additions and modifications proposed.

- **Transportation System Management (TSM) Alternative:** The EIS will also consider the TSM Alternative which enhances the No Build Alternative and improves upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area. This alternative emphasizes more frequent service and low cost capital and operations improvements to reduce delay and enhance mobility. Although the frequency of service is already very good, this alternative considers improved bus services during peak periods on selected routes.

For the most part, the various alternatives to be considered for the Metro Westside Extension project generally traverse Wilshire Boulevard from the Metro Purple Line Wilshire/Western station to 4th Street and Wilshire Boulevard in Santa Monica (Alternative 1), and a second line extending west from the Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard to join the Wilshire Line in Beverly Hills (Alternative 11).

**Area of Potential Effects**

A proposed project-specific APE was established in accordance with 36 CFR Part 800.16 (d), which defines an APE as:

> The geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The proposed project-specific APE (see enclosed map) was delineated to ensure identification of significant historic and architectural resources that may be directly or indirectly affected by the proposed project and are listed in or eligible for inclusion in the National Register of Historic Places (National Register) and/or California Register of Historical Resources (California Register). The APE was established using methodology consistent with those of previous LACMTA projects, in addition to information and data obtained from the South Central Coastal Information Center (SCCIC), agency records (e.g., City of Los Angeles Office of Historic Resources, County of Los Angeles Assessor, Department of Water and Power), and through historical research (e.g., Sanborn Fire Insurance Maps).

For historic and architectural resources, the proposed built environment APE includes all parcels adjacent to both sides of the proposed project alignment, including stations,
subway or open cut construction areas, and areas proposed for acquisition. In addition, the APE includes areas that may be subject to potential project-related effects, including visual or audible effects, and settlement effects that may result from construction or implementation the proposed project. Additionally, the built environment APE includes the boundaries of seven known identified historic structures, and one historic district that have been listed in or evaluated and considered eligible for the listing on the National Register. The built environment APE generally will not consider properties set far back from the edge/boundary of their parcel (e.g., where there is a sliver impact); entire complexes or rows of structures on a parcel or multiple parcels (e.g., shopping center) - only the front row of structures are included in the survey area; properties elevated high above the alignment due to topographic features; and, properties separated from the Project improvements by frontage roads or large retaining/sound barrier walls. Very large linear properties will not be identified or evaluated beyond the area reasonably subject to effect by the Project. Rather, the identification and evaluation of these complex linear properties within the APE considered whether the segment in the APE would be a contributor or non-contributor to a larger significant property as a whole (should that larger property ever be determined eligible for inclusion to the National and California.

For archaeological resources, the proposed APE includes the proposed at-grade and underground right-of-way and/or areas of direct ground disturbance. The APE also includes areas with permanent site improvements and areas for staging and temporary construction activities. Most Pleistocene Age sediments within the project area that have the potential to contain archaeological resources, in most areas, do not exceed a depth of 40 ft. However, due to geologic distortion, prehistoric sediment deposits, and early historic period disturbance (trenching, tunneling, or structural foundations), the potential for archaeological resources may be encountered at depths greater than 40 ft. Therefore, the proposed vertical APE for archaeological resources extends from the ground surface to approximately 100 feet below the existing ground surface. The proposed horizontal APE for archaeological resources extends from the edge of the existing ROW to 100 ft on either side of the ROW (100 ft radius), except in those areas where excavation, earth moving, or staging will occur beyond 100 feet; in which case, those areas will be included in the horizontal APE.

For purposes of this project, the survey identification efforts will be focused on parcels containing improvements constructed up until 1968. Information regarding the date of improvement will be obtained from Los Angeles County Assessor, historical research, and/or visual survey. Properties will be evaluated for National and California register eligibility as part of the project identification phase, as well as noting all previously identified historic properties and historical resources.

Consultation Coordination
To the extent that it facilitates the review and approval process, FTA has authorized certain experienced and knowledgeable agencies to consult directly with you in addressing Section 106 requirements. In permitting this arrangement, agencies have been instructed to keep FTA informed by forwarding copies of all transmittals to our attention, and immediately contacting FTA on matters deemed to be of significant importance. Until further notice, this authority is extended to the LACMTA for the Metro Westside Extension project.
Previous scoping efforts have taken place and are expected to continue over the next several months. On behalf of FTA, the LACMTA supported by its consultant Parsons Brinckerhoff and sub-consultant URS Corporation, is currently contacting local historic groups, Native American groups, and other stakeholders that may have an interest in the project. The LACMTA has met with the City of Los Angeles, Office of Historic Resources, and expects to meet with the other jurisdictional agencies and groups like the Los Angeles Conservancy to address their concerns.

Please let us know if you have comments on the project description, APE definition, methodology, or maps. If you or your staff is interested in a site visit of the corridor, we would be pleased to accommodate your request. The LACMTA appreciates your assistance in the preservation of cultural resources related to all aspects of their transit system. If you or any members of your staff have questions, please contact Mr. Ray Tellis of our Los Angeles Metropolitan Office at (213) 202-3956.

Sincerely,

[Signature]

Leslie T.
Rogers
Regional Administrator

Enclosure: Draft Area of Potential Effects Map

cc: David Meiger, Project Manager, LACMTA
27 September 2010

Roger Martin  
Transportation Planning Manager  
Westside Area Planning Team  
Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Re: Section 106 Consultation for the Westside Subway Extension DEIS/DEIR, Los Angeles County, CA

Dear Mr. Martin:

Thank you for your letter of 13 August 2010 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. FTA has delegated authority to consult directly with the Los Angeles County Metropolitan Transportation Authority (LACMTA) although FTA remains responsible for all findings. You are requesting at this time that I concur with the determination of the Area of Potential Effect (APE).

FTA established the APE as shown on the maps attached to your letter. For archaeological resources, the APE was defined as a radius of 100-feet along the potential subway alignment and maintenance facilities including areas where the alignment veers outside the roadway right away. For architectural resources, the APE extends one parcel past the limits of the above-ground project improvements for the stations, service areas, and any above-ground facilities. This includes the areas expected to be directly or indirectly affected by either construction or operation of the project, areas where property takes are required and areas that may be affected by noise and vibration from the construction and operation of the proposed project. I find the APE is satisfactory pursuant to 36 CFR 800.4(a)(1).

Thank you for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 654-7372 or e-mail at ablosser@parks.ca.gov.

Sincerely,

Susan K. Stratton for

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer

MWD:ab
Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

RE: Westside Subway Extension Project,
Los Angeles County, CA – Section 106 Consultation / 36 CFR Part 800

Attention: Ms. Amanda Blosser, Project Review Unit

Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is providing the California State Historic Preservation Office (SHPO) with a revised area of potential effect (APE), determination of eligibility, determination of effects and related information pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA) as amended (36 CFR 800) for the Westside Subway Extension project in Los Angeles County.

Subsequent to your letter of concurrence on the APE dated September 27, 2010, the proposed project has been refined with the selection of the Locally Preferred Alternative (LPA), which consists of a nearly nine miles subway extension with seven new stations (see attached figures). The LPA is the only build alternative under consideration for the project. The revised APE for archeological resources comprises of 100 feet on both sides of the center line of the alignment, a 500-foot radius around all station locations, and a 100-foot radius around the Division 20 maintenance facility (see attached figures). For historic/architectural resources, the APE extends one property parcel beyond the limits of the above-ground LPA alignment for the station locations and the Division 20 maintenance facility (see attached figures).

The archaeological resources survey concluded that there are no prehistoric or archaeological resources present within the archaeological APE for the LPA. At the Division 20 facility (see Figure 7-2 of Archaeological Resources Technical Report), only site CA-LAN-2610, one of four previously recorded sites, is eligible for listing in the National Register of Historic Places (NRHP) under Criteria D (see Table 7-1 of Archaeological Resources Technical Report). Site CA-LAN-2610 is located beneath Santa Fe Avenue and will be avoided by the project construction. As a result, FTA has determined that a “no adverse effect” is appropriate for this site.
Within the historic/architectural APE, 41 historic resources (39 individual properties and 2 historic districts) eligible for or listed on the NRHP were evaluated for project effect. Five of these properties are currently listed on the NRHP; 36 historic resources including two historic districts (VA Medical Center and Westwood/UCLA) have been determined eligible for inclusion on the NRHP. The following table provides a brief site description, eligibility status/recommendation, and effect determinations.

<table>
<thead>
<tr>
<th>WSE No.</th>
<th>Common Name</th>
<th>Brief Description</th>
<th>NRHP Eligibility/Listing</th>
<th>NRHP Criteria</th>
<th>Impact/Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>WSE 41</td>
<td>VA Medical Center Historic District</td>
<td>Old Soldiers Home and VA Medical Center buildings; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape</td>
<td>Eligible</td>
<td>A, C</td>
<td>Protection or temporary removal and return of historic landscape and trees to original site; no impact by tunneling noise or vibration/No Adverse Effect</td>
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<tr>
<td>HD 1</td>
<td>Westwood/UCLA Historic District</td>
<td>Spanish Revival, Monterey Revival; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61</td>
<td>Eligible</td>
<td>C</td>
<td>No impact by tunneling noise or vibration/No Adverse Effect</td>
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<tr>
<td>WSE 10</td>
<td>Linde Medical Building</td>
<td>Mid-Century Modern</td>
<td>Eligible</td>
<td>C</td>
<td>Removal for station entrance of a section of meeting wall between attached, integrated garage and rear of main structure/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 11</td>
<td>Century Plaza Hotel</td>
<td>Mid-Century Modern</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 12</td>
<td>Century Park Towers</td>
<td>Mid-Century Modern</td>
<td>Eligible</td>
<td>G, C</td>
<td>Avoid/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 13</td>
<td>Beverly Wilshire Hotel</td>
<td>Italian Renaissance</td>
<td>Listed</td>
<td>A, B, C</td>
<td>Avoid/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 14</td>
<td>Union Bank Building</td>
<td>Mid-Century Modern</td>
<td>Eligible</td>
<td>C</td>
<td>Alteration for station entrance of exterior wall on west end of first level/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 15</td>
<td>Ace Gallery Building</td>
<td>Mid-Century Modern - Brutalism</td>
<td>Eligible</td>
<td>C</td>
<td>Demolish/Adverse Effect</td>
</tr>
<tr>
<td>WSE 16</td>
<td>Glendale Federal Savings Building</td>
<td>Mid-Century Modern</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 17</td>
<td>California Bank Building-Sterling Plaza</td>
<td>Art Deco Commercial</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 18</td>
<td>Fine Arts Theater</td>
<td>Art Deco</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 21</td>
<td>Fox Wilshire Theater</td>
<td>Art Deco</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 22</td>
<td>Johnie's Coffee Shop</td>
<td>Googie style design</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 24</td>
<td>May Company Wilshire (LACMA West)</td>
<td>Streamline Moderne</td>
<td>Eligible</td>
<td>C</td>
<td>Station portal entrance will be constructed in the interior of the first level; avoid alterations to the exterior of the building/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 25</td>
<td>Art Deco-style commercial building</td>
<td>Art Deco</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 26</td>
<td>Darkroom Photography Store façade</td>
<td>Streamline Moderne</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/No Adverse Effect</td>
</tr>
<tr>
<td>WSE No.</td>
<td>Common Name</td>
<td>Brief Description</td>
<td>NRHP Eligibility/Listing</td>
<td>NRHP Criteria</td>
<td>Impact/Determination</td>
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<tr>
<td>WSE 27</td>
<td>Art Deco-style commercial building</td>
<td>Art Deco</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 28</td>
<td>Tikewer (Getty) Oil building</td>
<td>International style</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 29</td>
<td>Los Altos Hotel and Apartments</td>
<td>Spanish Revival</td>
<td>Listed</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 30</td>
<td>Wiltonum Theater</td>
<td>Art Deco</td>
<td>Listed</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
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<tr>
<td>WSE 31</td>
<td>Pierce National Life</td>
<td>Mid-Century Modern</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
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<tr>
<td>WSE 42</td>
<td>Catholic-Protestant Chapels/ Wadsworth Chapel</td>
<td>1890 Chapel</td>
<td>Listed</td>
<td>A, C</td>
<td>Avoid/ No Adverse Effect</td>
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<tr>
<td>WSE 43</td>
<td>Westwood Federal Building</td>
<td>Mid-Century Modern</td>
<td>Eligible</td>
<td>G, C</td>
<td>Avoid/ No Adverse Effect</td>
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<tr>
<td>WSE 44</td>
<td>Ralph's Grocery Store</td>
<td>Spanish Revival</td>
<td>Listed</td>
<td>C</td>
<td>Avoid: No Adverse Effect</td>
</tr>
<tr>
<td>WSE 45</td>
<td>Glendown Arcade Shops</td>
<td>Spanish Revival</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
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<tr>
<td>WSE 46</td>
<td>Lindbrook Village</td>
<td>Spanish Revival</td>
<td>Eligible</td>
<td>C</td>
<td>No impact by tunneling noise or vibration/No Adverse Effect</td>
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<tr>
<td>WSE 47</td>
<td>Courtyard Apartment Complex</td>
<td>Monterey Revival</td>
<td>Eligible</td>
<td>C</td>
<td>No impact by tunneling noise or vibration/No Adverse Effect</td>
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<tr>
<td>WSE 49</td>
<td>University Bible Building</td>
<td>Gothic Revival</td>
<td>Eligible</td>
<td>C</td>
<td>No impact by tunneling noise or vibration/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 54</td>
<td>The Barn</td>
<td>Home and office of A.Q. Jones architect</td>
<td>Eligible</td>
<td>G, B</td>
<td>No impact by tunneling noise or vibration/No Adverse Effect</td>
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<tr>
<td>WSE 55</td>
<td>Beverly Hills High School</td>
<td>French Eclectic and Streamline Moderne</td>
<td>Eligible</td>
<td>C</td>
<td>No impact by tunneling noise or vibration/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 56</td>
<td>Perpetual Savings Bank Building</td>
<td>Mid-Century Modern</td>
<td>Eligible</td>
<td>C</td>
<td>No impact by tunneling noise or vibration/No Adverse Effect</td>
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<tr>
<td>WSE 87</td>
<td>AAA Building</td>
<td>Mid-Century Modern</td>
<td>Eligible</td>
<td>C</td>
<td>No impact by tunneling noise or vibration/No Adverse Effect</td>
</tr>
<tr>
<td>WSE 88</td>
<td>Wilshire Beverly Centre Building (Bank of America Building)</td>
<td>Mid-Century Modern</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 89</td>
<td>Beverly Hills Porsche Dealership</td>
<td>1920s Spanish Revival commercial</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 90</td>
<td>Security National Bank Building/Zephyr Club</td>
<td>Art Deco commercial</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 91</td>
<td>1st Street Viaduct</td>
<td>1920s concrete bridge</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 92</td>
<td>4th Street Bridge</td>
<td>1920s concrete bridge</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 93</td>
<td>6th Street Viaduct</td>
<td>1920s concrete bridge</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 94</td>
<td>Alexander /Mutual of Omaha Building</td>
<td>Art Deco and Gothic</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 96</td>
<td>[unoccupied]</td>
<td>Art Deco</td>
<td>Eligible</td>
<td>C</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 97</td>
<td>Los Angeles Country Club (South Course)</td>
<td>Private club established in 1897</td>
<td>Eligible</td>
<td>C</td>
<td>No impact by tunneling noise or vibration/No Adverse Effect</td>
</tr>
</tbody>
</table>
The VA Medical Historic District, WSE 41, includes the contributing landscape that would be in the “cut-and-cover” area associated with the construction of tunnels for the Westwood/VA Hospital Station. This would require the temporary removal of some ficus and palm trees near the Wadsworth Theater and the Palm Garden during construction. Following construction, the trees will be returned to their current location. A qualified Historic Landscape Architect will conduct on-site monitoring to ensure that the trees are properly removed and replaced. Additionally, measures will be taken to protect a large eucalyptus within the historic district (south side of Wilshire Boulevard). Therefore, FTA has determined a finding of “no adverse effect” for this resource.

The LPA would require the placement of station portals in two historic properties: Linde Medical Building (WSE 10) and Union Bank Building (WSE 14). The Westwood/UCLA station entrance (portal) would be placed in the attached, integrated parking garage, which would require the removal of a portion of the meeting wall between the garage and the interior of the Linde Medical Building. The Wilshire/Rodeo station portal would involve alteration of the exterior wall on the first level of the Union Bank Building (WSE 14). However, because the design and construction associated with these two buildings would comply with the Secretary of the Interior Standards for Rehabilitation; therefore, FTA has determined that there would be “no adverse effect” to these two historic properties.

The proposed Wilshire/Fairfax station entrance (portal) would be constructed within the interior of the first level of the May Company Building (WSE 24) and would use existing public entryways. The design and construction would be conducted in adherence to Secretary of the Interior’s Standards for the Treatment of Historic Properties, thus, not affecting the elements that contribute to the significance or integrity on the exterior of this building. As a result, FTA has determined a “no adverse effect” to the May Company building.

All other historic properties, except for the Ace Gallery, will be avoided by the project. Therefore, FTA has determined that there would be “no adverse effect” to these properties.

The LPA would require demolition of the Ace Gallery building to accommodate Wilshire/Rodeo station entrance (portal) and a construction staging area; FTA has determined a finding of “adverse effect” for the Ace Gallery. FTA recommends that a Memorandum of Agreement (MOA) be prepared to resolve the adverse effects on this building.

Please review the enclosed reports and the information provided in this letter. If you find the reports adequate, agree with FTA’s eligibility recommendations, determination of project effect, and recommendation for preparing a MOA to resolve any adverse effect the project would have on Ace Gallery, please respond within 30 days in accordance with 36 CFR Part 800.

We thank you for your attention to this critical project to the Los Angeles County metropolitan area. FTA will be contacting your office shortly after your receipt of this letter to address any concerns or answer any questions you may have regarding this project and schedule a meeting. If you have any questions or concerns, please contact Mr. Ray Tellis, Team Leader of our
Los Angeles Metropolitan Office, 213-202-3956 or ray.tellis@dot.gov. The staff contact person is Mr. Anthony Lee, Environmental Protection Specialist, at 212-668-2173 or 202-695-0846 or anthony.lee@dot.gov.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Copy to (by e-mail):

David Mieger, Los Angeles County Metropolitan Transportation Authority

Enclosures
01 November 2011

Leslie Rogers
Regional Administrator
Federal Transit Authority
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Westside Subway Extension Project, Los Angeles County, CA

Dear Mr. Rogers:

Thank you for your letter of 16 October 2011 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting at this time that I concur with the determinations of eligibility and finding of no effect.

Subsequent to the concurrence on the APE in September, the proposed project description was refined and the Locally Preferred Alternative (LPA) was selected. The LPA consists of nine miles of subway extension with seven new stations as shown in the maps attached to your report. The LPA is the only build option under consideration for this project.

FTA has defined the revised APE for archaeological resources as comprising 100 feet on both sides of the center line of the alignment, a 500-foot radius around the station locations, and a 100-foot radius around the Division 20 maintenance facility. For architectural resources, the APE extends one property parcel beyond the above-ground LPA alignment for the station locations and the Division 20 maintenance facility. The APE is shown in Appendix A of your attached report. I agree the revised APE is sufficient pursuant to 36 CFR 800.4(1)(a).

Within the APE for the project, 11 historic properties that were either listed or determined eligible for inclusion in the National Register of Historic Places (NRHP) were identified as well as a portion of one historic district. Five of those resources were newly identified as the result of field work for this undertaking. They are as follows:

- AAA Building, 1950 Century Park East, eligible under Criterion C
- Wilshire Beverly Center Building (Bank of America Building), 9461 Wilshire Blvd, eligible under Criterion C
- Beverly Hills Porsche, 8423 Wilshire Blvd, Salinas, eligible under Criterion C
- 8400 Wilshire Blvd, eligible under Criterion C
- Los Angeles Country Club (South Course), 10101 Wilshire Blvd, eligible under Criterion C

In addition, the stand of mature ficus and palm trees in the north-west quadrant of the Wadsworth Theater were determined to be a contributing feature to the VA Medical Center Historic District (11301 Wilshire Boulevard). The district was determined eligible for listing in
1981 by the Keeper of the National Register under Criteria A and C. Also, the segment of the
AT&SF Railroad, previously recorded and determined eligible in 2000, no longer appears to
retain sufficient integrity to convey its significance for inclusion in the NRHP. At this time, I am
only able to concur with the determinations for the contributing landscape feature to the VA
Medical Center Historic District and that the AT&SF segment is no longer eligible. Insufficient
information was provided on the five other built environment resources precluding my ability to
concur with the determination. For concurrence, I need the following information:

- AAA Building, a discussion of how the building significantly embodies the distinctive
  characteristics of a Modern-era architectural style including what those character
  defining features are. Also in Section B10 of the DPR 523B form, the building is
  referenced as the Ace Gallery Building which I believe is an error.
- Wilshire Beverly Center Building, again a discussion of the distinctive characteristics of
  the Modern-era architectural style. Also it would be useful to know whether this building
  was considered to eligible as a significant work of Victor Gruen.
- Beverly Hills Porsche, how does this building relate to other examples of automobile
  facilities for the era and what are the character-defining features of a Spanish Revival
  architectural style.
- 8400 Wilshire Blvd, a better discussion of the distinctive characteristics of Art Deco style
  and how this building embodies those characteristics.
- Los Angeles Country Club (South Course), define the distinctive characteristics of a golf
  course and significant golf course design and how this course represents those
  characteristics.

The properties listed in Table 6-3 were determined not eligible for inclusion in the NRHP. I
concur with these determinations. Until we have resolved the additional determinations of
eligibility I will not comment on the finding of effect.

Thank you for considering historic properties in your planning process and I look forward to
continuing consultation on this project. If you have any questions, please contact Amanda
Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,

Susan K. Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab
8 December 2011

Leslie Rogers
Regional Administrator
Federal Transit Authority
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Westside Subway Extension Project, Los Angeles County, CA

Dear Mr. Rogers:

Thank you for continuing consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting at this time that I concur with the determinations of eligibility and finding of effect.

After our teleconference on November 4, 2011, it’s come to my attention that a total of 41 potential historic properties were identified in the APE for the undertaking and not 11 as mentioned in my previous letter. Thank you for forwarding information regarding the additional properties and the supplemental information regarding the 5 properties for which I specifically requested more information.

Five of the historic properties are listed on the NRHP and the remainder was determined eligible for inclusion in the NRHP as the result of this study. They are as follows:

15. Tidewater (Getty) Oil Building, 4201 Wilshire Boulevard, Criterion C, period of significance 1958.
18. Glendon Arcade Shops, 1139 Glendon Avenue, Criterion C, period of significance 1933.

The following contributors were identified in the APE for this project:
- Lindbrook Village, 10830, 10836 Lindbrook Drive
- Courtyard Apartment Complex, 10840 Lindbrook Drive
- University Bible Building, 10801 Wilshire Boulevard
- Dracker Apartments/Lindbrook Manor, 10824 Lindbrook Drive

20. The Barn, 10300 Santa Monica Boulevard, Criterion B, period of significance 1965-1979, meets Criterion Consideration G.
23. AAA Building, 1950 Century Park East, eligible under Criterion C
26. 8400 Wilshire Blvd, eligible under Criterion C, period of significance 1930-1940.
27. Los Angeles Country Club (South Course), 10101 Wilshire Blvd, eligible under Criterion C, period of significance 1897-1960.

After reviewing the information, I am able to concur that the above resources are eligible for inclusion in the NRHP. The properties listed in Table 6-3 were determined not eligible for inclusion in the NRHP. I also concur with these determinations.

FTA has determined the undertaking will have an adverse effect on one historic property: Ace Gallery Building. As the result of the project the building will be demolished to accommodate the Wilshire/Rodeo station entrance and construction staging. All of the other historic properties will not be adversely affected by the project. I concur with the determination of effect for the project.

Thank you for considering historic properties in your planning process and I look forward to continuing consultation on this project with preparation of an agreement document addressing the adverse effects. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,
Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab
Mr. John M. Fowler  
Executive Director  
Advisory Council on Historic Preservation  
Old Post Office Building  
1100 Pennsylvania Avenue, NW, Suite 803  
Washington, DC 20004

Attention: Louise D. Brodnitz, Program Analyst, ACHP

RE: Reissued  
Westside Subway Extension Project,  
Los Angeles County, CA;  
Notification of Adverse Effect

Dear Mr. Fowler:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), proposes a subway extension project in Los Angeles County, CA. Pursuant to provisions of Section 106 of the National Historic Preservation Act, as amended (36 CFR Part 800.6), FTA is providing this letter to the Advisory Council on Historic Preservation (ACHP) as notification that this undertaking will have an adverse effect on a historic property (Ace Gallery building). The consulting parties for this undertaking include FTA, the State Historic Preservation Officer (SHPO) for the State of California, and the LACMTA (project sponsor).

The proposed project is an extension of the existing Metro Purple Line heavy rail transit subway system from its current western termini at Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital. The extension will be nearly nine miles and will include seven new stations (see attached figures). The project will also include improvements at the Division 20 maintenance facility.

FTA has concluded that there are no prehistoric or archaeological resources present within the archaeological Area of Potential Effects (APE) for the Locally Preferred Alternative (LPA). At the Division 20 facility (see Figure 7-2 of Archaeological Resources Technical Report), only site CA-LAN-2610, one of four previously recorded sites, is eligible for listing in the National Register of Historic Places (NRHP) under Criteria D (see Table 7-1 of Archaeological Resources Technical Report). Site CA-LAN-2610 is located beneath Santa Fe Avenue and will be avoided by the project construction. As a result, FTA has determined that a "no adverse effect" is appropriate for this site. FTA’s consultation with the California SHPO is currently underway. While no official concurrence has been received to date, FTA anticipates agreement from the
California SHPO on both the adverse and no adverse effect findings based on conversations and emails to date.

Within the project’s historic/architectural APE, 41 historic resources (39 individual properties and 2 historic districts) were identified eligible for or currently listed on the NRHP. Detailed identification and eligibility determination process for historic resources can be found in the *Historic Properties Survey Technical Report*. These properties were evaluated for project effect. As summarized in the following table, of the total of 41 historic properties, only one individual historic property, the Ace Gallery, has a determination of Adverse Effect.

<table>
<thead>
<tr>
<th>WSE No.</th>
<th>Common Name</th>
<th>Brief Description</th>
<th>Impact/ Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>WSE 41</td>
<td>VA Medical Center Historic District</td>
<td>Old Soldiers Home and VA Medical Center buildings; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape</td>
<td>Protection or temporary removal and return of historic landscape and trees to original site; no impact by tunneling noise or vibration/ No Adverse Effect</td>
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<tr>
<td>HD 1</td>
<td>Westwood/UCLA Historic District</td>
<td>Spanish Revival, Monterey Revival; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61</td>
<td>No impact by tunneling noise or vibration/ No Adverse Effect</td>
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<tr>
<td>WSE 10</td>
<td>Linde Medical Building</td>
<td>Mid-Century Modern</td>
<td>Removal for station entrance of a section of meeting wall between attached, integrated garage and rear of main structure/ No Adverse Effect</td>
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<tr>
<td>WSE 11</td>
<td>Century Plaza Hotel</td>
<td>Mid-Century Modern</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 12</td>
<td>Century Park Towers</td>
<td>Mid-Century Modern</td>
<td>Avoid/ No Adverse Effect</td>
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<tr>
<td>WSE 13</td>
<td>Beverly Wilshire Hotel</td>
<td>Italian Renaissance</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 14</td>
<td>Union Bank Building</td>
<td>Mid-Century Modern</td>
<td>Alteration for station entrance of exterior wall on west end of first level/ No Adverse Effect</td>
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<tr>
<td>WSE 15</td>
<td>Ace Gallery Building</td>
<td>Mid-Century Modern - Brutalism</td>
<td>Demolish/ Adverse Effect</td>
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<tr>
<td>WSE 16</td>
<td>Glendale Federal Savings Building</td>
<td>Mid-Century Modern</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 17</td>
<td>California Bank Building-Sterling Plaza</td>
<td>Art Deco Commercial</td>
<td>Avoid/ No Adverse Effect</td>
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<tr>
<td>WSE 18</td>
<td>Fine Arts Theater</td>
<td>Art Deco</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
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<td>WSE 21</td>
<td>Fox Wilshire Theater</td>
<td>Art Deco</td>
<td>Avoid/ No Adverse Effect</td>
</tr>
<tr>
<td>WSE 23</td>
<td>Johnie's Coffee Shop</td>
<td>Googie style design</td>
<td>Avoid/ No Adverse Effect</td>
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<tr>
<td>WSE 24</td>
<td>May Company Wilshire (LACMA West)</td>
<td>Streamline Modern</td>
<td>Station portal entrance will be constructed in the interior of the first level; avoid alterations to the exterior of the building/ No Adverse Effect</td>
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<tr>
<td>WSE 25</td>
<td>Art Deco-style commercial building</td>
<td>Art Deco</td>
<td>Avoid/ No Adverse Effect</td>
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<tr>
<td>WSE No.</td>
<td>Common Name</td>
<td>Brief Description</td>
<td>Impact/ Determination</td>
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<tr>
<td>WSE 26</td>
<td>Darkroom Photography Store façade</td>
<td>Streamline Moderne</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 27</td>
<td>Art Deco-style commercial building</td>
<td>Art Deco</td>
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<td>WSE 28</td>
<td>Tidewater (Getty) Oil building</td>
<td>International style</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 29</td>
<td>Los Altos Hotel and Apartments</td>
<td>Spanish Revival</td>
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<td>WSE 30</td>
<td>Wiltern Theater</td>
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<td>Avoid/ No Adverse Effect</td>
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<td>WSE 31</td>
<td>Pierce National Life</td>
<td>Mid-Century Modern</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 42</td>
<td>Catholic-Protestant Chapels/ Wadsworth Chapel</td>
<td>1890 Chapel</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 43</td>
<td>Westwood Federal Building</td>
<td>Mid-Century Modern</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 44</td>
<td>Ralph’s Grocery Store</td>
<td>Spanish Revival</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 45</td>
<td>Glenden Arcade Shops</td>
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<td>Avoid/ No Adverse Effect</td>
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<td>WSE 46</td>
<td>Lindbrook Village</td>
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<td>Avoid/ No Adverse Effect</td>
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<td>Courtyard Apartment Complex</td>
<td>Monterey Revival</td>
<td>Avoid/ No Adverse Effect</td>
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<td>University Bible Building</td>
<td>Gothic Revival</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 54</td>
<td>The Barn</td>
<td>Home and office of A.Q. Jones architect</td>
<td>Avoid/ No Adverse Effect</td>
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<td>Beverly Hills High School</td>
<td>French Eclectic and Streamline Moderne</td>
<td>Avoid/ No Adverse Effect</td>
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<td>Perpetual Savings Bank Building</td>
<td>Mid-Century Modern</td>
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<td>AAA Building</td>
<td>Mid-Century Modern</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 88</td>
<td>Wilshire Beverly Centre Building (Bank of America Building)</td>
<td>Mid-Century Modern</td>
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<td>WSE 89</td>
<td>Beverly Hills Porsche Dealership</td>
<td>1920s Spanish Revival commercial</td>
<td>Avoid/ No Adverse Effect</td>
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<td>Art Deco commercial</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 91</td>
<td>1st Street Viaduct</td>
<td>1920s concrete bridge</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 92</td>
<td>4th Street Bridge</td>
<td>1920s concrete bridge</td>
<td>Avoid/ No Adverse Effect</td>
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<td>WSE 93</td>
<td>6th Street Viaduct</td>
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<td>Avoid/ No Adverse Effect</td>
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<td>WSE 94</td>
<td>Clem Wilson / Mutual of Omaha Building</td>
<td>Art Deco and Gothic</td>
<td>Avoid/ No Adverse Effect</td>
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<tr>
<td>WSE 96</td>
<td>[unoccupied]</td>
<td>Art Deco</td>
<td>Avoid/ No Adverse Effect</td>
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</table>
The Ace Gallery building has been determined eligible for listing in the NRHP because it embodies the distinctive characteristics of the Brutalism architectural style. Demolition of the Ace Gallery building will be required to accommodate Wilshire/Rodeo station entrance (portal) and a construction staging area; FTA has determined a finding of adverse effect for the Ace Gallery (see attached SHPO letter dated September 16, 2011). Based on conversations to date with the California SHPO, FTA anticipates agreement from the California SHPO on both the adverse and no adverse effect findings.

FTA, in continued consultation with the California SHPO, will develop a Memorandum of Agreement (MOA) to resolve the adverse effects identified. FTA proposes, and expects the California SHPO to agree, that the basis for mitigating the adverse effects of this undertaking will include the following measures:

- Prior to construction, the National Park Service Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) photo-recording and documentation of the Ace Gallery will be produced.
- A public website will be developed concerning the history of the Ace Gallery. The website would be based on the photographs produced as part of the HABS/HAER documentation, and historic archival research previously prepared as part of the Undertaking and historic documentation.

We are requesting that the ACHP review the information outlined in this letter and the attached documentation. If the ACHP chooses to participate in the consultation process of this undertaking, we would appreciate a response within 15 days of receipt of this letter. Should you require additional information, please contact Mr. Ray Tellis, Team Leader of our Los Angeles Metropolitan Office, at (213) 202-3956 or ray.tellis@dot.gov. The staff contact person is Mr. Anthony Lee, Environmental Protection Specialist, at (212) 668-2173 or (202) 695-0846 or anthony.lee@dot.gov.

Sincerely,

Leslie T. Rogers
Regional Administrator

Enclosures:
January 3, 2012

Mr. Leslie T. Rogers  
Regional Administrator  
Federal Transit Administrator, Region IX  
201 Mission Street, Suite 1650  
San Francisco, CA  94105-1839

Ref: Proposed Westside Subway Extension Project  
Los Angeles County, California

Dear Mr. Rogers:

The Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, “Protection of Historic Properties” (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the California SHPO, and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the opportunity to review this undertaking. If you have any questions, please contact Louise Brodnitz at 202-606-8527, or via email at lbrodnitz@achp.gov.

Sincerely,

Raymond V. Wallace  
Historic Preservation Technician  
Office of Federal Agency Programs
APPENDIX E
SAAG Workshop Summaries
February - June 2011

Topics Covered and Key Feedback
Advisory Group Attendee List
Consolidated Comments
Photos from the Meetings
Station Tour Booklet
Workshop # 1
Conceptual Urban Design

February, 2011 (3 meetings)
5:30 pm - 8:30 pm

Contents:

Topics Covered
Advisory Group Attendee List
Consolidated Comments
Photos from the Meetings
STATION AREA ADVISORY GROUP

Workshop #1: Summary and Topics Covered

Overview
The first set of Station Area Advisory Group (SAAG) workshops was held in February, 2011 to discuss planning and urban design for the Metro Westside Subway Extension as the project moves into preparation of the Final Environmental Impact Report.

Purpose of the Workshops
The focus of this first workshop series was on conceptual urban design issues at and around the station areas. The Metro Design Team introduced SAAG Members (“Members”) to the Station Planning and Urban Design process. The Members then gave feedback about the station planning and design themes, approaches, and tools that they wanted to see at their station areas.

Presentation
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 portals (entrances).
- Gave an overview of the key factors that were evaluated to select the station locations and portals.
- Introduced the Station Planning and Design Toolkit, how it has been used and how it will be used during the station area design process.

Group Exercise and Discussion
Following the presentation, the 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. The following pages outline the feedback collected from the SAAG Members during the station specific break-out groups. In general, the conversations focused on conceptual design strategies for the station areas. Safety and station design character were two of the biggest issues, along with strategies for integrating the station into the neighborhood character, assuring existing and future transit connections, and thinking about new development.

Visual Materials
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).

Workshop Schedule

February 22, 2011
Wilshire/La Cienega
Wilshire/Rodeo

February 23, 2011
Century City
Wilshire/Westwood

February 28, 2011
Wilshire/La Brea
Wilshire/Fairfax
## WILSHIRE / LA BREA
### SAAG MEMBER ATTENDEES

<table>
<thead>
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<th>Contact Info</th>
<th>Association</th>
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<td>The Ahmanson Foundation, Hancock Park resident</td>
</tr>
</tbody>
</table>

In addition, the following City Staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:

Claire Bowin, John Darnell, Nikki Ezhari, Jay Greenstein, Chris Koontz, Nick Maricich
WILSHIRE / LA BREA
COMMENTS AND DISCUSSION ITEMS, CONTINUED

Top Design Issues
- Design for the Future (TOD)
- Station Character
- Safe & Welcoming Station
- Connectivity to Transit

1. Design for the Future (TOD)
- Public/open space would be ideal in this area, to provide a moment of respite, since three of the other corners are already built out or are going to be. Design something plaza-like or a pocket park that can be shaped by others over time.
- Create a little oasis, a chance to do something different.
- Consider phasing the uses for station area. Station could be designed as open space initially, and later be developed.
- Design should consider the massing and scale of development at other corners at intersection. If site is built out, it could still include a plaza or feature that is a moment of respite.
- Think about the long-term and what will be compatible with surrounding buildings.
- Best use for the land (maximize ROI), could evolve overtime.
- There should be a more holistic, broad conversation with city planning about land use planning to inform design.
- Proposed building on SE corner will be mixed-use building that has 40,000 SF of retail, the rest is residential.
- Existing retail spaces are underutilized. There are vacancies now. Introducing more retail may not be appropriate until market changes.
- Look at the Ballston, Virginia Metro station and the Wilshire/Vermont station.
- Currently, there is lots of residential in the area.
- How does the size of the Metro lot compare to the Wilshire/Western Station? Members would like to get a feel for the size.
- Given financial pressures of the county, is the corner piece more valuable? Is it possible to preserve some open space?
- Look at the open space from Beverly to Canon in front of the Montage, and at Crescent 1/4 block in from Wilshire.
- Is there enough land to develop and still have open space?
- What else should fit into the "L" shaped space on the Metro parcel in terms of parking, amenities, etc.?
- Who is the audience (projected riders) for area employees/residents of the area? beachgoers or Downtown visitors?
- What do peak-hour users want?
- Will the Metro building stay or be taken down?
- Will Metro use the entire MTA site?
- Are there any federal mandates on things we need to work around?

2. Give the Station Character
- Architecture should highlight history of the area.
- Try to incorporate the surrounding architecture, neon lights, La Brea Tar Pits, archaeological history.
- The use of neon (style) is encouraged in the Miracle Mile district. Design something "catchy."
- Station should also be young, exciting, vibrant.
- Consider what will be the character (of the area) for the next few decades?
- Whether adaptive reuse or redeveloping something that captures the art deco, design element should make a character statement (i.e. tower at the corner).
- La Brea is important stop because there is not station for several miles. This station is gateway to Mid-Wilshire.
- Is there something to identify the concept of this station as the gateway to Miracle Mile? (Miracle Mile & Miracle Mile Overlay District).
- Is there a name for the station other than the name of the intersection (Wilshire/La Brea)? For example: Miracle Mile East. Should there be a "museum" subway stop?
- Don't name plaza or public spaces after historic people or other famous people.

3. Make the Station Safe & Welcoming.
- Intersection is dangerous and needs to be enhanced for pedestrians.
- Pedestrian experience should be most enhanced at the corner.
- Entrance location/position should be comfortable like the layout of the Wilshire/Western station, but with more landscaping.
- Landscape and add green space.
- Design for things that could fit in other adjacent facilities (i.e. vendors).
- Create a visual barrier (i.e. planters) to protect pedestrians from street to feel safe.
**WILSHIRE / LA BREA**

**COMMENTS AND DISCUSSION ITEMS, CONTINUED**

- Thought should be given to comfort (shield from wind, shade from sun).
- Provide interactive kiosks. Highlight the history of the area.
- A security kiosk would improve safety.
- Plan for vendors (news, coffee) to add some service for the riders.

**Re: Signage**
- Signage is critical.
- Station needs lights and signage to show when the system is open.
- Signage should show the time of the approaching bus/train.
- Signage should show what is happening in the area.
- Signage should make it easy to orient yourself.
- Station needs bus and other transit directional signage (i.e. “Downtown” or “Uptown”).
- Signage should show local businesses and associations.

**Connect to Transit**

**Re: Pedestrians**
- Having only one entrance may create pedestrian traffic pressure.
- Wilshire/La Brea intersection does not feel safe to cross.
- Sidewalks need to be wider.
- Crossing areas need to be more obvious.
- Intersection should be enhanced.
- Enhance the crosswalks to define a “gateway moment.”
- Consider colored brick and designs (e.g. Little Tokyo) that can reclaim the intersection for pedestrians.

**Re: Bicycles**
- Bicycles are an important component to design for this station area.
- There are a lot of schools in area where children ride bicycles.
- Bike rental would be good.
- Bike storage would be good.
- It should be easy to maneuver bike into and out of the station (i.e. bike slide).
- There should be room in the elevator for wheelchairs, bike, etc.

**Re: Parking, taxis, drop off**
- There should be flexible parking space for car share or food trucks.
- Car share (Zipcar) could be viable, but given LA car culture, maybe not.
- Taxi/shuttle space is needed and should be located on parcel, not street.
- Queuing area is needed.
- Kiss n’ Ride (drop-off/pick-up area) is needed and should be located on parcel, not street.
- Drop off space should be integrated into the station area.

**Requested Materials/Resources**
- Demographics on station ridership.
- TOD case studies and precedent studies.
- Information on how to make the area around the station better within a 1/4 mile radius.

**Re: Buses**
- Bus connections should be incorporated into Metro parcel, rather than within the right of way.
- North/south bus connection is lacking. This is the direction people are going to be going to and traveling from so linkages north/south are key.
- Look at San Francisco for bus circulation layout on site.
- What about transit/bus turnabout?
## WILSHIRE / FAIRFAX

### SAAG MEMBER ATTENDEES

<table>
<thead>
<tr>
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<th>Contact Info</th>
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<td>Bruce McCormick</td>
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### In addition, the following City Staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:

- Claire Bowin
- John Darnell
- Nikki Ezhari
- Jay Greenstein
- Chris Koontz
- Nick Maricich
WILSHIRE / FAIRFAX
COMMENTS AND DISCUSSION ITEMS

Top Design Issues
- Station Character and Quality
- Connectivity
- Safety
- Welcoming Station Area
- Design for the Future

1. Give the Station Character
The SAAG members were concerned with the design character of the station. General comments include:
- Design a "signature" entrance to the subway, one that the neighborhood is proud of so that people will take care of it and maintain its quality.
- No cookie cutter station design. This station should be "special."
- Architecture of station (and signage) should pay tribute to rich architectural history in area.
- Architecture and design should not replicate the past. It should be contemporary but rooted into the past.
- The gold curve of the LACMA West is an example of a beloved architectural detail that predates LACMA and represents entire neighborhood.
- Station design must be high quality. Designing and incredible station will help boost ridership.
- Design character should reflect both the neighbors and the institutions in the area. It should be inviting to tourists, residents, and employees alike.
- The identity should be more than "just LACMA."
- Brand the station as a cultural institution like the Louvre Metro station in Paris.
- There is a good balance of public and private spaces in the area.
- Park La Brea is very close to station and has thousands of residents who will ride subway.

2. Connect to Routes and Transit
Re: Bicycles
- Bicycle safety and facilities are important.
- Bike lockers would be helpful for commuters.
- Create connections to bike routes to station.
- A bike share program would be an incredible addition to station. It should be considered at all stations.

Re: Pedestrians
- Crosswalks should be improved for safety and attractiveness.
- Crossing Wilshire and Fairfax is dangerous. Pedestrian crossings need to be improved. Increased time to cross would be helpful.
- Would it be possible to separate pedestrians from vehicles for crossing streets with bridge or underground tunnel?
- Fairfax has very narrow sidewalks north of Wilshire. Sidewalks need to be improved for pedestrian traffic boost with subway.
- Fairfax cannot take any more traffic. It is at capacity.
- Northeast corner of Wilshire/Fairfax has major bus activity. Need sidewalk improvements in area.
- Could left turn lane on Fairfax be used more creatively? Is this space used?

Re: Buses, shuttles, etc.
- There should be a comprehensive bus solution that is coordinated with station. Buses stall traffic on Wilshire. Could there be a bus lane or bus cut out?
- This would be an ideal place for a DASH shuttle or other neighborhood circulator to move riders between station and other nearby activity centers (i.e. Farmer's Market, 3rd Street, Cedars Sinai, Beverly Center, Park La Brea etc).
- Consider bus and shuttle routes that connect to station area, such as Grey Line Tour Bus that runs down Wilshire.
- Zipcar or carshare would be helpful.
- Taxi stands take up too much space and will slow traffic. Members do not want taxis.

Re: Parking
- Parking is a major issue. The streets cannot bear more parked cars.
- Would it be possible for Metro to share parking with LACMA? LACMA has a large garage and different peak hours that Metro commuters.
- The Petersen Automotive Museum has abundant parking.
- If portal is at LACMA West, could Johnie's parcel be used for parking?
- Providing parking is a delicate balance of land uses. Metro does not want to increase congestion by having people drive to park at station.
3. Make the Station Area Safe & Comfortable
- Escalators and stairs should be completely covered from rain.
- Make sure the station is clean.
- Provide security to prevent crime. Will there be special security guards at station?
- How will security be addressed for non-peak travel times? (Metro system is currently 24 hours).
- Provide Metro staff to help in station areas. Currently there are no Metro people working in stations to answer questions and help out.
- Include phones in stations that connect to Metro staff to answer questions or report issues.
- Simplify Metro fares and payment (round trip option, smartcard?)
- There is a homeless problem in the area.
- Are there going to be public restrooms?

4. Make the Station Area Welcoming
- Make the station "green." There are too many barren concrete public spaces in LA.
- Create an outdoor space that could act as an art installation area to help activate space.
- Any and all public art in area should be high quality. Curator to maintain quality of art?
- There should be a distinct marker in the public space to help orient riders. For example the clock tower in Grand Central Station (NYC) is distinct; everyone knows where it is.
- The street frontage character should change in the area to be more pedestrian friendly. Currently, many of the buildings turn their back to the street and do not have pedestrian-oriented entrances or interesting facades. Buildings should be oriented to the street.
- Create a welcoming area/plaza at the station that will provide riders with information about what to do in the area.
- Add shade to station area. Make it comfortable for pedestrians waiting for bus in bright LA sun.
- Amenities should not all need to be concentrated at station, but could be dispersed around area to increase circulation.
- Offer quick food stand or vendors near buses and/or station for people who want to grab a quick bite while waiting for transit.
- Could there be food courts in the station or concourse level?
- Provide seating in station and station area.
- Design seating to prevent sleeping.
- ADA facilities are very important.
- Digital billboards should not be allowed. Station area should not be "Bladerunner-esque with large, flashing signs like Koreatown. They are distracting and unsafe.
- Directional signage should not visually "clutter" station area. It should be simple and clear.

5. Design for the Future
Re sustainability:
- Keep it "green." Design the station to generate its own power and operate without consuming resources. What about methane power? Solar panels from LACMA roof?
- Design to conserve water. There should be as much greenery as possible per drop of water. Surfaces should be porous.

Re technology:
- Provide wifi in station area, station, and trains.
- Digital signage kiosks or stand could be used to information into multiple languages.
- What about using voice technology to translate information into multiple languages.
- Create an Metro Iphone app that will show train schedule and other updated info.

Portal Location Feedback
Regarding portal locations, the Members noted:
- The portal should be as close as possible to the intersection of Wilshire/Fairfax.
- The portal location should be located so as to reduce pedestrian crossings.
- There is more density on the north side of Wilshire than the south, so a north portal would make more sense.
- The LACMA West portal option answers many of the principles in the Toolkit.

Final Words
Before closing the discussion, the moderators asked each Member to offer one final word (or phrase) for to inform the approach to station planning and design. The final words and phrases included:
- LACMA
- street life
- quality
- integrated
- sooner
WILSHIRE / FAIRFAX
COMMENTS AND DISCUSSION ITEMS, CONTINUED

- less maintenance
- safety
- traffic amelioration
- don’t affect businesses
- get it right the first time
- connectivity
- earthquakes
- integration
- shuttle buses

Resources/ Requested Materials
- Construction schedule
- Construction impacts on traffic
- Paleontology impacts and process
- Seismic safety
- Mitigation for disruption to small businesses
# WILSHIRE / LA CIENEGA

## SAAG MEMBER ATTENDEES

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In addition, the following City Staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

Aaron Kunz  
Michele McGrath  
Peter Noonan
WILSHIRE / LA CIENEGA
COMMENTS AND DISCUSSION ITEMS

Top Design Issues
- The Wilshire / La Cienega SAAG members (Members) would like the station to be an “iconic gateway to Beverly Hills.”
- Safety and Attractiveness
- Giving the Station Character
- Balancing Signage and Wayfinding
- Designing for the Future

1. Make it Safe and Attractive and Give the Station Character
The SAAG members felt that safety and attractiveness are of upmost importance. Their comments included:
- Safety is critical at the station area.
- Assuring safety and attractiveness will help to give the station character and a unique recognizable identity.
- Metro should treat the station as an iconic gateway that announces Beverly Hills.
- Depending on the amount of space that Metro uses for the portal, the gateway concept may be more integrated or it may be more iconic / dramatic.
- Iconic public art or art that is integrated into the urban design of the station, is a very desirable component. The sculpture at Wilshire & Beverly is an example.
- Any and all public art in area should be high quality.
- Perhaps the aesthetic of the station should reflect the 1930s historic architecture that is characteristic of the surrounding buildings (e.g. theater or car dealership).
- Design should respect the historic character of the surrounding neighborhood without mimicking it.
- At the same time, uniformity and consistency of design throughout the station, above surface and below ground, are important.
- The importance of Restaurant Row as the original restaurant row in the U.S., should not be understated. This should be considered as design moves forward.
- Maintenance is a key factor.
- There are no key vistas that need to be considered especially for the station area.
- Add shade to station area.

2. Balance Signage & Wayfinding
SAAG members discussed the importance of Signage and Wayfinding at the station area. Their comments included:
- Enough information / signage should be provided so that visitors unfamiliar with the area can situate themselves. Sometimes its hard to see existing Metro stations.
- There should not be sign clutter; an overabundance of signs and ads are not desired.
- Appropriate signage includes:
  - Wayfinding and directional signage: when you come up the escalator and stairs. These signs should identify the following key areas of the Wilshire/La Cienega Area:
    - Restaurant Row – a major draw
    - Theater
    - Downtown Beverly Hills
    - Cardinal Directions
  - Informational signage: station should be clearly labeled to be seen both from the street and the pedestrian walkway.
  - Pylon, station labels, a “You are Here” map, nearby attractions, cardinal directions.

3. Design for the Future
The Members discussed the importance of looking at how the station entrance area will change over time. Their comments included:
- It’s appropriate for the entrance to be located in a plaza at first and then morph over time. Wilshire / Western is an example.
- Over time, the gateway station can be integrated directly into part of a building.
- More access and egress points into the station box are desired. For instance linkages across the street on the other side of Wilshire or La Cienega.
- Many areas around the station area are ripe for redevelopment. This is a major asset to development of the station area.
- This is the gateway to Beverly Hills and will in the future be more pedestrian friendly.
- The station portal is in the appropriate place in terms of future development, character, and use of the station.
4. Provide Access to Transit and Connect Station to Routes and Destinations

Members felt that various transportation streams should be linked carefully in to the station. Comments included:

- Taxi queuing is appropriate near or at the station area, on La Cienega. There is already some in front of Lowry’s, but having some spaces at the station area, makes sense.
- Bus will be the primary pick-up & drop-off method for people using the subway.
- Bus drop off and pick up should happen close to, or directly at, the station area.
- Bus drop off and pick up should happen within the right-of-way (most people in the group wanted this option) or within a dedicated area directly at the station to layover and wait.
- Shuttles (e.g. to and from Cedars) should be considered.
- There are many existing shuttles in the area and it may make sense for more to be introduced that link neighborhood destinations in with the subway.
- Bicycle lanes may be introduced in the future and bicycle racks should be designed in to the station area.
- Bicycle lockers are not desired.
- A bike rental program may be desired.
- Kiss & Ride might also be a good area. Drop-off is a simple solution, but pick-up is a bigger challenge because of queuing.
- Connection to Beverly Center and Cedars Sinai are critical. Consider enhancing these connections through pedestrian improvements, shuttles, lighting, signage and other amenities.
- Parking is not desired.

- The crosswalks at the intersection could be enhanced. Gridlock prevents pedestrian friendliness. Improving this would help make the station welcoming.
- The station area should not be a seen as a gathering place, rather is should act as a pass-through.
- Hanging out and loitering is undesirable.
- People will travel directly to their destination—e.g. restaurant row, Cedars, businesses, bus transfer, etc.
- There should be bus shelter(s) with coverings for the weather.
- Food and vendors, along with seating areas are not desired. This is a pass-through station area, not a hang out spot. There are plenty of restaurants and food options on La Cienega and there will be in the future.
- Do vendors take away from restaurant business or do they help add to it?
- Make sure the station is clean and well-maintained.
- Are there going to be public restrooms?

Requested Information/Resources

SAAG members requested the following information—

- The size of the portal area that will be used.
- Station security regulations, including earthquake, emergency operations, emergency operations.
- More information on property acquisitions, management, and portal construction.
- Construction schedule and methods.

5. Make Station Welcoming

- West on Wilshire and north on La Cienega are important pedestrian corridors for lighting and pedestrian improvements.
- Gestural lighting is needed to compliment gateway image of the station.
- Some Members liked the new lights on La Cienega, which are very bright.
- Lighting and amenities should enhance and reinforce the gateway aesthetic of the station.
- Although the area feels safe, the intersection should be enhanced.
## WILSHIRE / RODEO
### SAAG MEMBER ATTENDEES

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In addition, the following City Staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

Aaron Kunz
Michele McGrath
Peter Noonan
Top Design Issues
- Connectivity and Accessibility
- Safety
- Station Character (elegance)
- Welcoming & Comfortable

1. Connect to Routes
The SAAG members are concerned about the portal location and advocated strongly for a portal on the north side of Wilshire. Members were split as to how close the station should be to Rodeo Drive. Some felt proximity to Rodeo Drive was critical to the success of the station, whereas others felt it should be moved east to avoid impacting the "triangle" area during construction. General comments regarding connectivity included:
  - Pedestrian safety is a key issue. A majority of the riders will be crossing Wilshire from south to north side.
  - Pedestrian routes from station area should not change flow of traffic. There should be a bridge or underground tunnel to connect the north and south side of Wilshire to ensure traffic is not impacted by streams of pedestrians flowing from station. New crosswalks are not favored as they will slow traffic.
  - Bus stops near the station need attention. Businesses do not like bus stops in front of their property because they are dirty, loud, and gather trash. Metro should improve maintenance around bus stops.
  - The bus stop in front of the Sterling Building is not desirable.
  - Bus stops should be integrated into station. What about a subterranean drop-off and bus stop that is connected to station?
  - Bike facilities should be organized and located thoughtfully. Bikes should not be locked haphazardly to street furniture, lamp poles, and racks around station.
  - Members are interested in the possibility of special bike facilities, bike room, bike valet, and/or bike vendors in the area to rent out bikes to visitors.
  - Bikeability is not a major concern for Beverly Hills. The City does not want a bike route along Wilshire. Santa Monica is being considered for a bike route. The last Bicycle Master Plan was done in 1977. The City is looking into revising the Bicycle Master Plan.
  - There is interest in a car share program around station. The Planning Commission is currently looking into car share and would be happy to have it if there was an interested vendor. Car sharing could potentially use the City's parking garage.
  - Station circulation and drop off areas should not affect Wilshire traffic flow. Kiss & Ride or taxi drop off areas should be located off Wilshire (along side streets or alleys).
  - Some members were interested in studying a drop off lane in the alley behind ACE Galley if ACE Gallery was used as portal.
  - ACE Gallery site would be a good portal location from the construction point of view, though it is not proximate to Rodeo.

2. Make the Station Safe
The SAAG Members are concerned with safety in the station area and trains, as well as comfort. Comments included:
  - Safety is a must. Many people are carrying around large sums of money in their pocket.
  - Station should be well lit inside and outside of station area.
  - Retail along the ground floor of the station area is key to make it an active, safe place. Merchants add eyes to the street.

3. Give the Station Character
The SAAG Members are very concerned with the character of the future station. They would like the station to be "elegant", "classy", and "iconic". The station character should evoke the sense that riders "come to behold" Beverly Hills. Comments included:
  - Station should be "elegant."
  - Station should be reflective of Beverly Hills.
  - None of the existing Metro plaza designs reflect the level of quality that is needed.
  - Members do not like the "Metro look."
  - Station design should be equivalent to the subway station experience at the Paris Louvre.
  - Station should have a distinctive sidewalk to Rodeo that is elegant and durable.
  - Station should not have lots of vendors. Riders should be directed to shop and eat in area and patronize businesses.
  - Station should have elegant landscaping and special paving.
Members are concerned with whether Metro can maintain elegant materials.
Members do not want a station plaza.

4. Make the Station Welcoming
- Station area should be sensory experience (like Caruso Developments: the Grove and the Americana). Members want visitors to see, feel, smell Beverly Hills when walk out of portal. This could include music, water fountains, smelling high-end perfumes like Giorgio Armani, etc.
- Members do not want any advertising in station area. Signage should be "muted" and classy.
- Station areas should have amenities to make it comfortable such as:
  - public restrooms that are well maintained and safe
  - drinking fountains
  - benches for people who have been walking/shopping all day. (Benches should prevent people from laying down and sleeping on them)
  - wifi
  - seating areas around station an on platform to allow riders to rest feet after walking and shopping. (Seating should prevent people from laying down/ sleeping on them.)
  - shade at station area
  - air conditioning within the station
  - maps and information kiosks around station for wayfinding. Kiosks could be interactive to show nearby shops and restaurants.

Requested Information/ Resources
The SAAG members requested the following information:
- Factsheets of volume and demographics of projected ridership.
- Cost estimate of building a private portal entrance.
- Construction schedule, staging areas, impacts, and mitigations.
- Studies of portal on north side of Wilshire.

Other Major Issues: Portal Location
The Members are most interested in creating access to the station, which (to them) means, having a portal entrance on the north side of Wilshire. The group spent a lot of time talking about portal locations. The group advocated strongly for Metro to study placing the entrance on the north side of Wilshire. The group was divided as to whether the station should be close to Rodeo Drive or farther from the "triangle" to avoid construction impacts. Knock out panels are important for future development to potentially connect to subterranean garages.
## CENTURY CITY
### SAAG MEMBER ATTENDEES

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In addition, the following City Staff attended for the Century City and/or Westwood station area discussions:

Jay Greenstein  
Eric Norton  
Nick Maricich  
Michelle Sorkin  

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Metro Westside Subway Extension  

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CENTURY CITY
COMMENTS AND DISCUSSION ITEMS

Top Design Issues
- Design for a pedestrian-friendly future in Century City; link in to the heart of Century City
- Connect to routes and transit
- Station Character
- Safety & Comfort

1. Design for the Future
The SAAG members were concerned with designing the station area to support a pedestrian-friendly, mixed-use environment as a vision for Century City. Questions and comments included:
- For so long, Century City has moved to a more futuristic view of the city. Members want to get back to getting people on the street. The importance of designing a pedestrian-friendly ground floor.
- Greening Century City Plan gives a nice environment to walk in. Design should anticipate an increase in pedestrians as a result of the subway, an increase in activity at later hours, and more businesses coming to area.
- The Constellation station at Avenue of the Stars is in the heart and future heart of Century City. This is the preferred location by consensus in the group.
- Would a large increase in condominiums in Century City area help support station?
- Does MTA have any legal land-use tools as far as TOD concerned to plan for the future of Century City?
- How far can we "push the envelope"? What tools (development agreements/multiple entitlements) does Metro have to support TOD?
- Can the medians be used differently?
- The medians should "go away.
- The Greening Century City plan addressed medians.
- Why not add portal entrances on the median?
- What is the size of the portal and area that Metro needs for station function?

2. Connect to Routes and Transit
The SAAG Members advocated for safe, easy connections to station for pedestrians, bicyclists, bus riders, drivers, etc. Questions and comments included:

Re: Pedestrians
- Need pedestrian-friendly interventions, crosswalks, trees, lighting, wider sidewalks, etc.
- Can you extend a passageway underground to the North side of Santa Monica Boulevard? Crossing at grade is such a hassle.
- Sidewalk is not large enough and should increase in size in order to accommodate pedestrian activity.
- There should be bump-outs at curbs.
- The intersection at Moreno is problematic for pedestrians. This area is farther from routes and transit, as well as farther from the heart of Century City and is not preferred.
- What about setbacks on street frontages?
- How do you get more people into the station? Shuttles? Other modes of transportation?

Re: Bicycle Facilities
- Most people traveling inbound on the Metro will park their bicycles at their office.
- Most people traveling outbound on the Metro will need some sort of bicycle storage.
- Interest in people wanting to use bikes is high.
- Consider bike connection from Pico to Motor Avenue.
- Consider bike rental/share program.
- Include bike parking in surrounding garages.

Re: Parking, shuttles, etc
- There is ample parking in Century City ($190/month as one example of cost).
- Century City is a major commuter location for work. Employees should take transit, not drive to work.
- How to integrate existing parking facilities with the subway?
- Multi-modal planning is encouraged.
- Shuttle service for residents IS desired.
- Electric vehicle charging stations, bike-share, and car-share are of interest.

3. Give the Station Character.
- Station should have a balance between consistency and uniqueness.
- Station should have strong sense of visibility/identity (i.e. you are “in a place”). It should be an iconic feature and can embrace new technologies and the modernism/future of Century City.
- Station entrance should be remarkable and attractive. It should make a statement and stand out.
Design can also gesture to or incorporate the area’s history: studios, only one block away from celebration of iconic moments in history (i.e. Reagan victory, Apollo moon landing, Ella Fitzgerald, 1984 Olympics, etc) at the Century Plaza Hotel (designed by Minoru Yamasaki).

Materials can be used to commemorate the history.

Portal entrance should be a place to "hang out" given supportive uses which help to activate the space (i.e. cafe, plaza, etc).

Design can learn from the "W" Hotel entrance at Hollywood & Vine, which is very successful because of the openness, color, width, landscaping.

Consider iconic views/vistas: triangular buildings and the Century Plaza Hotel on Southwest corner.

Re Signage:
- Haphazard billboards and advertising are a major concern. Station area needs specific location/ design for advertising.
- Pillars and PAKs (public amenity kiosks) are not desired (i.e. CBS Decaux).
- Don’t want too many signs (no signage clutter).
- Need major directory which identifies major buildings and where you are located.
- MTA pylon is difficult to see when driving. Station needs a more visible sign for both pedestrians and motorists.
- Station entrance needs to be more visible/clear from maps online.
- Signs on either end of the platform should have more information about the location in addition to the street name.
- Signs should have more identifiable common element throughout the Metro line.
- signage and wayfinding should be increased in general both at the station and around the station.

4. Make the Station Safe.
- Security needs to be addressed.
- Century Plaza portal has the most foot traffic out of all the portal options. Because it is built-up, there must be careful consideration/planning as far as open space is concerned.
- There should be good lighting as one moves away from the station area into the residential area.

- Avenue of the Stars: there should be an extension of the “safety comfort zone”.
- What about restrooms below ground? Most buildings in Century City are secure/gated.
- Amenities should be integral with designs, not haphazardly scattered all around. What about convenience items underground?
- Use vendors and kiosks to create space with more "eyes on the street."
- Desire for street-level cafe(s) and active uses.
- Desire for Farmer's Market. Currently only identifiable to people who work in Century City, not to visitors.
- "Energize the streets."

Other Major Issues: Station Alignment & Portals

In the order of preference, the members ranked the station areas (by consensus):
1. Constellation Boulevard
2. Santa Monica West
3. Santa Monica East ("FAIL")

- Re Santa Monica West: Members are concerned with fault line
- Re Santa Monica East: station seems "really far away" and defeats the purpose of the station in Century City.
- Re: Constellation: station is the best location.
  - Either entrance at Avenue of the Stars (hotel or vacant lot) is good option.
- Westfield Mall portal on Constellation is "psychologically out of the way," but an important link in to the subway.
- Members are concerned about tunnel excavation under homes and disruption to traffic.
- Members asked about the station option that used to run (in a North-South alignment) down Avenue of the Stars?

Resources/ Requested Materials
- Data on how ridership is quantified.
- Information regarding tunneling depth and impacts.
- Information regarding what factors determines which station location and portal entrance is selected.
## WILSHIRE / WESTWOOD
### SAAG MEMBER ATTENDEES

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In addition, the following City Staff attended for the Century City and/or Westwood station area discussions:

- Jay Greenstein
- Nick Maricich
- Eric Norton
- Michelle Sorkin
WILSHIRE/WESTWOOD
COMMENTS AND DISCUSSION ITEMS

Top Design Issues
- Integrated Transit and Multi-modal Connections
- Station Character
- Future Development
- Safety
- Welcoming and Comfortable

1. Connect to Routes & Transit
Connections to the subway are critical. The SAAG Members would like the transit station designed to be integrated into the larger Westwood transit network with safe, convenient access to:
- Bus Network (Metro, Big Blue, etc)
- UCLA Shuttles
- LAX Flyaway Shuttle
- Bike Routes
- Pedestrian Routes (sidewalks, crosswalks, pedestrian bridges, underground pathways to subterranean parking, etc)
- Public Parking Garages (Park & Ride)
- Carsharing facilities
- Drop Off/ Kiss & Ride Area

Re: Pedestrians
- Traffic congestion (pedestrian) might get worse with the entrance at Wilshire/ Westwood. Sidewalk is narrow along Westwood and it would be challenging to accommodate more pedestrian traffic with a new subway.
- It would be valuable to know pedestrian volumes at different segments along Wilshire and around Westwood.
- Street wall setbacks are needed for pedestrian safety around Metro as sidewalks are too narrow.
- DOT widening the streets is devastating Westwood. Wide streets and high traffic volume degrades Westwood "Village" feel.
- Consider slowing traffic in Westwood for safety.

Re: Parking
- Parking is a large issue. People need place to park and ride subway. Not everyone will be coming by bus, bike or walking.
- Could there be Metro parking garage with validation for riding Metro?
- What about shared parking with private underground garages in towers?
- Parking costs should be reasonable.
- Will there be public parking at VA?
- Could Wilshire corridor tower share parking with subway at off peak hours?

Re: shuttles, buses, etc.
- Metro should provide connections to transit in area. Portal at Gayley/Wilshire would be ideal multi-modal connector. Gayley portal should connect to:
  - Fly Away
  - UCLA shuttles
  - Parking
  - Kiss N’ Ride Drop
  - Bus Drop Off Area
  - Zip Car
  - Bike Path (on Gayley) and facilities
- UCLA is willing to work with Metro to connect the shuttle with west station (Gayley).
- Connections to Kinross for shuttles/buses would be good.
- Would an underground bus stop be possible to connect directly to the station and prevent traffic build up at street level? Station design should not preclude connection with other lines being constructed in future (e.g. connection to valley) along 405.
- Circulation/ distribution in Westwood has to be improved in the future (with feeder shuttles/buses).
- Need high frequency am/pm circulations in future.

Re: Bicycles
- Gayley is the shortest bicycle route in history.
- Bike connection to subway at Gayley is important.
- There should be bike racks near Metro and bikes allowed on Metro.

2. Give the Station Character
The SAAG Members would like the station to be evocative of Westwood’s past, while also being future-thinking. The portals should act as "gateways to Westwood." Comments included:
- Station name should be "Westwood/UCLA."
- One portal could be modern design and the other could be historic design (Antiquity and Modernity).
- One portal could be UCLA themed, the other portal could be Westwood themed.
- Station should be utilitarian (IKEA).
- Could you create a tower element rather than a canopy to mark station entrance?
- The station character pay homage to:
  - UCLA
3. Design for the Future
The members are interested in future development to shape Westwood and support the subways. The group is particularly interested in what type of development would occur at UCLA Lot 36, the major land bank in the area, and how it would support a growing transit-oriented culture in Westwood. Members were interested in knock out panels, where they would be placed, and how much it would cost to build private portals to connect to the station box. Members would like to know if there is an incentive program for private developers to build additional portal. General comments included:

- Westwood/Gayley portal has more potential for TOD than Westwood/Wilshire.
- Westwood Medical Building along Wilshire has potential to have retail at ground level.
- Knock out panels are key. The more the better. Knock out panels should be on all four corners to capture large pedestrian flow in Westwood.
- Are there incentives for property owners to build another portal?
- What is the footprint required for the portal?
- UCLA owns octagonal building south of Wilshire (location of current Wells Fargo Bank). Could portal be integrated into this building?
- Convenient local child care is important land use.
- If funding is provided, could UCLA provide parking in their Lot 36 Development?
- 300-400 parking spaces could be in future Lot 36 development for Metro riders in partnership with UCLA
- Lot 36 is land bank for future density.
- Consider Hollywood/Highland model of TOD and parking.
- According to UCLA campus architect, Lot 36 -
  - Has to be used for educational mission (such as medical research).
  - There is no concrete plan for development.
- Future plans will be for dense development. The challenge for UCLA is to not “under build” Lot 36.
- UCLA is willing to study the site.

4. Make the Station Safe
The SAAG Members are concerned with safety in the station area and trains, as well as safe, well lit pathways to the subway station with activities or land uses that add “eyes on the street.” General comments included:

- The subway needs to feel safe for everyone, particularly women and children.
- Safety in Westwood Village can be an issue at night.
- Homelessness is an issue in Westwood Village.
- Westwood needs greater evening activity to make pathways to subway feel safe. Active business around the station reduces crime rate.
- “Subway” sandwich has one of the highest volume - open 24hrs.
- Nurses/doctors working odd hours help make Westwood 24 hour place.
- Large windows at LA Fitness buildings facing Wilshire bus stop make bus riders feel safe while waiting for bus. Big windows would be good around station to help create more “eyes of the street.”
- Bank at Westwood Medical building could be turned into a cafe for street activities.
- DOT should consider narrowing streets in area to allow for larger sidewalks. Sidewalks are small along Wilshire, Gayley and Westwood Blvd. Narrowing the right-of-way would allow for wider sidewalks, angled parking, and other pedestrian amenities.

5. Make the Station Welcoming
Members would like to see the following amenities at station areas:

- Drinking fountains
- Public restrooms
- Bike facilities

Members do not want:

- “Transit TV”, like on buses.
- Vendors. Riders should be directed to shop in village, rather than underground. No commercial uses in the station.
Other Major Issues: Portal Entrances

The Members are most interested in creating access to the station, which (to them) means, having several portal entrances to make the station as convenient as possible. The group spent a lot of time talking about portal locations to assess which sites were preferred. Although Metro only plans to building two locations, the Members advocated strongly for at least three entrances, serving both the north and the south side of Wilshire.

Members would like a north portal entrance to:
- connect to Westwood Village
- connect to UCLA
- connect to westbound buses

Members would like a south portal entrance to:
- connect to the businesses and multi-family housing south of Wilshire
- access east bound bus traffic and prevent pedestrians from “dashing across Wilshire” to catch a bus, a major safety concern
- connect to a drop off area for people coming from the west
- If there is no portal on south side of Wilshire, then Metro should consider having a better connection to south (perhaps a pedestrian bridge/tunnel).

Members commented that they would like portals at both Westwood and Gayley to serve different needs.
- A Westwood/Wilshire portal would create easy connections to buses that run along Westwood Blvd. It would be the closest portal to the village and UCLA. Members believe there is more ridership on the north side of Wilshire (UCLA, Hospital, Village Retail, Hammer, Geffen, etc).
- A portal at Westwood/Gayley would connect to the bike route along Gayley (which needs to be improved). This portal location also has the greatest potential for transit-oriented development (at Lot 36). A Westwood/Gayley portal would “lead riders through the village” who might stop to buy coffee, shop, support businesses, restaurants, etc.

Requested Information/ Resources

The SAAG members requested the following information:
- Link to the Executive Summary of the EIR.
- Digital copy of the Toolkit Flashcards.
- Digital copy of the aerial map.
- Factsheets of volume and demographics of projected Westwood ridership.
- Study showing pedestrian pathways and volume around Westwood.
- Cost estimate of building a private portal entrance.
- Schedule of how often trains will run.
- Field trip to subway stations would be educational.
WORKSHOP PHOTOS
PHOTOS FROM THE WORKSHOP SESSIONS
Workshop # 2
Updated Station Maps, Signage, & Comments from the Subway Tours

April and May, 2011 (3 meetings)
5:30 pm - 8:30 pm

Contents:
Topics Covered and Key Feedback
Advisory Group Attendee List
Consolidated Comments
Photos from the Meetings
STATION AREA ADVISORY GROUP
Workshop # 2, Summary of Topics Covered

Overview
The second set of Station Area Advisory Group (SAAG) workshops was held in April and May, 2011 to discuss updated planning and urban design concepts for the Metro Westside Subway Extension as the project moves into preparation of the Final Environmental Impact Report.

Purpose of the Workshops
The workshops were broken into two parts: a presentation to the group followed by smaller, station-specific break-out group discussions led by moderators from the Project Team.

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

During the break-out groups, the SAAG Members:
- Discussed the pros and cons of the potential portal locations to understand which portal 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 LA subway tour and how these observations might inform future station design.
- Gave recommendations on how to improve station signage and wayfinding in and around the stations.

This following pages summarize the feedback gathered during the April/May SAAG workshop series.
Key Points from the Station Area Advisory Groups

Below is a brief summary of the key points discussed during the break-out sessions for each Station Area Advisory Group. The following pages provide more detailed descriptions of the discussions and input we received.

**Wilshire/La Brea**

- **Portal Location:** There is consensus among the Members that the portal location, as drawn, is the preferred location. The majority of the group was happy with the portal orientation, as drawn. However, some Members would like the portal to be oriented toward the intersection of Wilshire and La Brea, or down Wilshire Blvd.
- Members expressed that it is critical to not preclude joint-development at this station, as well as to link the station to other transit connections and assure good signage and wayfinding.
- Members requested more information on the mechanical/utility building that must be accommodated on the parcel, as well as station safety.

**Wilshire/Fairfax**

- **Portal Location:** There is consensus among the SAAG Members that the May Company building is the preferred location for the portal. Members were frustrated that the updated maps did not show a portal location in the May Company Building as they believe they voiced that this was the ideal site during the February workshop.
- Members requested for Metro to study further how a portal can be accommodated in the May Company building.

**Wilshire/La Cienega**

- **Portal Location:** There is consensus among the Members that the portal location, as drawn, is the preferred location. Some SAAG members would like for the portal to be oriented west, with the stairs and escalators running parallel to Wilshire.
- All Members would like the portal to be closer to the La Cienega/Wilshire corner.
- Any station plaza provided should be small but very visible with excellent signage. The Members would like the plaza to be a place to pass through, rather than to linger within.
- Members expressed that joint development, drop-off, and connectivity considerations should be planned for.

**Wilshire/Rodeo**

- **Portal Location:** There is consensus among the SAAG Members that the Bank of America (BOA) building is the preferred primary portal location. However, the current configuration, as drawn, is unacceptable due to its impact on the building frontage and underground parking. If the BOA building cannot accommodate the primary portal with minimal impacts, the Members are split as to whether the primary portal should be as close to Rodeo Drive as possible (Union Bank building) or farther from Rodeo Drive (Ace Gallery) to reduce construction impacts.
- Members requested for Metro to study further the Bank of America site as the primary portal with a more thoughtful approach that minimizes the impact to underground parking and the building frontage (which is currently blocked by elevators).

**Century City**

- **Portal Location:** The SAAG Members unanimously agreed that the portal should be at Avenue of the Stars and Constellation location, rather than either of the locations along Santa Monica Blvd. The Members believe that the Santa Monica Blvd options do not support a “culture of transit” and fail to provide residents, visitors, and workers with good connectivity and access. The Members consider these options to be critical fail stations.
- At the Avenue of the Stars and Constellation location, all property owners (present at the workshop) are eager and willing to have the portal on their site. They would like to work directly with Metro to coordinate planning and design.
- Members expressed that signage needs to be strong to direct people around Century City, and should be coordinated with a larger wayfinding and branding effort in Century City.

**Westwood/UCLA**

- **Portal Location:** There was not consensus about the preferred portal location. Members feel strongly that there should be a portal on the south and north side of Wilshire.
- Members requested for Metro to further study the portal orientation at the northwest corner of Wilshire/Westwood to be closer to Wilshire Blvd. The SAAG Members believe the Westwood Medical building is not of historical significance and therefore can be better designed to meet the needs of Metro riders.
- Members would like to know more about UCLA’s plans for Lot 36 and how it would accommodate multi-modal transit, which they believe is key to the success of the subway.
# WILSHIRE / LA BREA

## SAAG MEMBER ATTENDEES

### La Brea Station Area Advisory Group

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In addition, the following City Staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:
Clare Bowin
Jay Greenstein
Nick Maricich
Sheila Irani
Portal Orientation
- The SAAG Members acknowledged the reasons to orient the portal up La Brea and most Members agreed that the orientation made sense (to preserve the potential for new retail/commercial building frontage along Wilshire and minimize the portal footprint).
- Members expressed that there is a lot of north/south travel so it is good to orient the portal along La Brea for easy connections.
- Some SAAG Members thought the portal should be as switch back, oriented directly toward the intersection.
- Some Members questioned if the portal could be oriented west down Wilshire.

General Station Area Design
- Can the portal move as close as possible to La Brea?
- The La Brea sidewalk should be widened. There should be ample room between the sidewalk and the entrance, along with more lighting and more shade.
- There should be a plaza at the top of the stairs that flows around to La Brea and also to Wilshire.
- The Wilshire frontage will be the main entrance to the new development or to the station plaza.
- The parcel represents significant development potential.
- Assuring good circulation is key for this station.
- There should be knock-out panels to the east of La Brea.
- This station is the gateway to Miracle Mile.
- There should be streetcaping, trees, bollards, and other designs to help soften the Wilshire/La Brea corner and make it a pleasant place. Currently this is a tough intersection for pedestrians. The plaza should be protected from cars.
- Perhaps the station area could be designed through a design competition to get people thinking creatively and to raise excitement about the subway.
- The station area should be designed as a plaza at first and then be developed over time with building(s).
- Safety is a key issue here. There should be no blind corners and everything should be well-lit.
- There should be bike parking, along with bike share and taxi queuing. There should be room for new uses in the years to come. Design for flexibility.
- Perhaps there can be kiosks and food carts in the station plaza.
- The edges around the plaza can be programmed with uses that people need while hopping on the subway, such as dry cleaning, coffee shops, bike repair, etc.
- There should be a drop-off area and a taxi queuing area for senior citizens.
- You need to consider the traffic impacts of a drop-off area that is located at the curb.
- This is not a tourist destination like other places on the line. This is a neighborhood-oriented station. It should be designed for people from the neighborhood that are going to be using it and going to downtown, Westwood, and other destinations.
- This may become a destination at some point, but for now the station area is more of a pass-through conduit for riders.
- This station is the southern gateway to Hollywood and the neighborhoods to the north of it. Linkages to the north are key.
- There should be an archway on the corner with an artistic design that speaks the language of the neighborhood.
- There should be a canopy over the entrance for shade and comfort of riders.
- Circulation of cars, buses, and taxis should not impact the neighbors.
- The station area should be well-maintained and easy to clean.
- The station should be colorful and inviting inside.

Thoughts from the Tour
- **General:** It is preferred when the station portals are as close as possible to the corner, rather than tucked away deep within a development.
- **Sunset and Vermont:** The bike lockers are directly within the sidewalk right-of-way and it makes it hard for people to pass by. The La Brea station should accommodate any bike parking areas outside of the sidewalk right-of-way, and inside of private property. This station area is attractive below-ground. Above-ground the parcel is not getting the best return on development, since it is not built out.
- **Wilshire and Vermont:** This station felt very open and exposed. There should be more softscaping.
WILSHIRE / LA BREA
COMMENTS AND DISCUSSION ITEMS, CONTINUED

**Signage**
- Signage should brand the area as the gateway to the Miracle Mile.
- The signage could reflect the art deco aesthetic and should be tied into a neighborhood signage program.
- It’s very important for there to be directional signage at the top of the stairs that helps to orient people as they come out of the station.
- There should be pylons on each side of the plaza on both Wilshire and La Brea.
- There should be maps of bus systems and connections. This is especially important at this station with many transit connections.
- All station maps and neighborhood signage should have a “you are here” dot to help orient riders open exiting the station.
- If a building is developed in the years to come, it should have lollipop signs on each side to announce the station.
- Neon could be used in the design of signage and of the station itself.

**Requested Materials and Further Studies**
- Members would like information on:
  - The shape, look, size, and siting requirements for the mechanical room at this station.
  - Safety and security features at the station area including design, cameras, lighting, etc.
**Fairfax Station Area Advisory Committee**

<table>
<thead>
<tr>
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<th>Contact Info</th>
<th>Other Info</th>
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In addition, the following City Staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:
Claire Bowin
Jay Greenstein
Nick Maricich
Shella Irani
WILSHIRE / FAIRFAX
COMMENTS AND DISCUSSION ITEMS

Portal Orientation
- With consensus, the SAAG Members feel strongly that the preferred portal location is in the May Company building, instead of as drawn at Johnie’s. The May Company is the iconic, wow-factor the Members want.
- Members expressed that Metro should get all the facts (i.e. such as cost, cost effectiveness, and staging of May Company site) on the table before making a decision about the portal location. Members believe that when all factors are considered, the May Company building may not be the most expensive and challenging.
- The Members think that Metro needs direct communication with LACMA to discuss a May Company building portal to get direct questions and answers.
- LACMA representatives think that the site north of the May Company building could potentially be used as a the staging area.
- Some Members think that the south portal may be too far from the intersection of Fairfax. However, that portal location has better future development potential.
- Some members expressed concern that the Johnie’s portal location would impact the parking for the 99 Cent Only store. Other Members wondered why Johnie’s was historic and needs to be preserved.

General Station Area Design
- Metro should work with property owners on location and design.
- The lot across from LACMA has been excavated, which would make it easier to build a portal.
- The station area should be designed as a destination, not just a corner. This is a “civic center.”
- This is the “heart of Miracle Mile.”
- This station has a lot of potential for multi-modal connections, such as bike sharing, car sharing, etc.
- Members want Metro to consider bike access, which is critical for this station. Other Metro stations have largely ignored bike connections.
- Members are concerned about parking impacts in the neighborhood during and after construction.
- Some Members think there is enough available parking at the LACMA, Petersen’s Automotive Museum and other underutilized structures and lots that Metro riders may be able to use.
- Safety and lighting should be considered in portal location and design.
- Sidewalk enhancements and widening are needed, particularly along Fairfax where the sidewalk is quite narrow.
- Members expressed interest in bus cut-outs. However, sidewalk may be to narrow for bus cutouts.
- Metro needs to link to existing and future shuttle connections throughout the area.
- There should be more street trees and trees/landscaping at the station portal site for comfort and walkability. This area can get very hot.
- Metro should educate high school students and other young potential transit users. Transit education is part of “building a culture of transit.”
- Metro machines and directions are often difficult to use and figure out. Metro should create very easy-to-use machines.
- Some Members expressed concern about the cost of Metro fares.

Thoughts from the Tour
- N/A

Signage
- The SAAG Members would like good signage at the station area that orients people in the neighborhood and directs them to attractions and destinations in the area. This is especially important for this station area.
- Signage needs to be located inside and outside of the station box.

Requested Materials/ Further Studies
- The Members requested that Metro study the May Company site further to see the portal could work there, since this is the preferred portal location.
## La Cienega Station Area Advisory Committee

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</table>

In addition, the following City Staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

Aaron Kunz  
Peter Noonan  
Martha Eros
Portal Orientation
- The portal should be as close as possible to the corner.
- The portal should be as close as possible to the sidewalk, but the sidewalk should be widened in the portal area.
- The portal should be oriented along Wilshire, facing west, rather than up La Cienega.
- Is it possible to have a portal near the San Vicente and Wilshire intersection?
- Members would like a knock-out panel on the east side for future entrance (near San Vicente).

General Station Area Design
- There should be a plaza at the station area. Some SAAG Members believe the plaza should be developed into a building over time as this is valuable property, while others would like to see it remain as a plaza.
- The station plaza should be a place to pass through, rather than to stay and linger.
- There should be modern and elegant station art that is iconic, as the gateway to Beverly Hills.
- There should be a knock-out panel in front of the Flynt building. Connection to the south side of Wilshire is critical.
- All corners of the La Cienega/Wilshire intersection should have knock-out panels.
- If you can't have knock-out panels, you should have enhanced crosswalks for safety. The intersection is a tough one to cross.
- A drop-off area would be good. This station should serve people in the larger neighborhood, not just people that can walk there. Also if you don't have a drop-off area, then the station is less convenient to Beverly Hills residents and more convenient to people who don't live there.
- San Vicente and Wilshire was suggested as a good place for a drop off, since a lot of vehicles travel up and down this street. Also perhaps there can be a cut out where people pull off to drop off passengers.
- The station area should be comfortable for people to walk to buses, trains, parking, taxis, etc.
- There should be places for taxis to queue, as well as shuttles to pick up and drop off people.
- It should be designed for both residents who live nearby and workers who are coming in from other places.
- The goal is to get people out of their cars and to foster a “culture of transit” so that they are more comfortable taking the subway, bus, etc.
- There should not be any food vendors at the station area.
- There should be a canopy and shade trees for the comfort of riders.
- Some SAAG members wanted there to be parking at the station area; others did not.

Thoughts from the Tour
- **Hollywood and Vine**: The station entrance is too close to the sidewalk. This station is a gateway, rather than a gathering place, which the SAAG Members like for La Cienega.
- **Sunset and Vermont**: A small plaza (like the plaza at Sunset/Vermont) would work at the La Cienega station. Members like that the plaza is small enough so that people do not really hang out there. Members liked the fact that you can come up on both sides of Vermont. SAAG Members really want connections to the south side of Wilshire at the La Brea station.
- **7th and Metro**: This is a nice station area with a very open feel, even though there is a building above. If a building comes in at La Cienega, it should have an open ground floor with access from all sides.
- **Wilshire and Vermont**: It is hard to see this entrance because it is tucked away in the building. La Cienega should learn form this lesson, either by assuring adequate signage or locating the entrance closer to the right-of-way.

Signage
- It is critical that there is ample signage to announce the subway station. Many existing stations do not have ample signage and you don’t know the station is there.
- Signage should orient people to nearby attractions, including any nearby parking, even if no parking is provided at the station area itself.
- Signage should direct people to Restaurant Row, as well as Cedars, the Flynt building, and general cardinal directions.
- All new Metro signage should match and/or respect the new signage (and new lighting) and the existing signage in the area.
- All neighborhood signage should be subordinate to the Metro signage that announces the station.
- The color of all Metro signage should be purple.
- There should be a pylon on both La Brea AND Wilshire.
- There should be directional signage at the top of the escalators / stairs.
- Less is more: don’t clutter the area with signage.
# Rodeo Station Area Advisory Committee

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</table>

In addition, the following City Staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

Aaron Kunz
Peter Noonan
Martha Eros
Portal Orientation
- SAAG Members were divided about what portal option (Bank of America, Ace Gallery, or Union Bank) was the best location for the primary portal.
- Some SAAG Members felt strongly that the portal should be as close to Rodeo as possible and liked the idea of an iconic view from the Union Bank building portal. This group felt that the Ace Gallery was too far east.
- Other SAAG Members are worried about the construction impacts to Rodeo Drive businesses and believe the portal should be moved east (Ace Gallery), which might help spur redevelopment nearby.
- SAAG Members are concerned about pedestrian safety and traffic interruptions if the primary portal is placed on south side of street (Union Bank).
- Ace Gallery owner expressed concern about location as lay down area. Owner plans to develop a 5-star hotel on site and would like to develop site soon (i.e. before Metro will use site).
- The Bank of America ("B of A") portal option does not work for landlord. Property owner expressed major concern about the loss of parking and the blocked frontage/entrance of the building due to the elevator placement. The current configuration is a deal breaker.
- Members expressed concern about the loss of right of way along Beverly.
- Members would like to know if the portal tunnel could be located under Beverly Drive to reduce impact to underground parking at Bank of America building.
- SAAG Members asked if plaza at intersection of Canon Drive and Wilshire could be used as location of primary portal.

Thoughts from the Tour
- Maintenance: Some stations have materials that are holding up well. Others look bad.
- Trash: Some members thought stations seemed dirty. Others thought they were very clean.

Signage
- N/A

Requested Materials/ Further Studies
- SAAG Members felt strongly that B of A location is ideal placement for portal IF portal orientation can be designed to minimize impacts to B of A property.
- SAAG Members would like Metro to further investigate B of A portal option. If B of A building cannot be done as primary portal, they would like to see designs for location as secondary portal and what impacts that would have. Current placement of elevators is unacceptable.
- SAAG Members are interested in 9401 Wilshire property as portal entrance (at corner of Canon/Wilshire).
- Re-label William Morris building as MGM.
- SAAG Members would like:
  - Information regarding construction impacts (traffic, noise, lay down areas) and timeline.
  - More detailed designs of B of A as primary or secondary portal with more detailed impacts and mitigations.
  - Information on the density of employment 1,000 feet from each portal option.
  - Information on cost of secondary portals.

General Station Area Design
- Adding pedestrian traffic to Beverly would help businesses.
- Architectural character of the secondary portal will be less interesting than primary entrance.
- Members do not anticipate land use changing much in the area.
- Members are concerned about parking. Some members think Metro needs to build parking adjacent to station. Other members think that patrons will park at Beverly Gardens (which has over 1,100 spaces).

Final Comments
Members were confused by the idea of a full portal and half portal. We explained that Metro will build one full portal for each station, with the exception of Westwood, which will have two portals. Because the full portals are large and are challenging to configure in this dense, urban area, some SAAG Members expressed interest in having two "half" portals instead of one "full" portal. This suggests that the Members do not fully understand the ridership needs at stations, but also would like more creative, non-standard configurations for the portal entrance(s) to fit well in their urban neighborhoods.
### Century City Station Area Advisory Committee

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In addition, the following City Staff attended for the Century City and/or Westwood station area discussions:

- Michelle Sorkin
- Conni Pallini-Tipton
CENTURY CITY
COMMENTS AND DISCUSSION ITEMS

Portal Orientation
- The SAAG group unanimously agreed that the preferred portal location was in the heart of Century City at Avenue of the Stars and Constellation.
- The other two portal location options are not preferred. Especially the east Santa Monica Blvd station which is very far removed from the heart of Century City and would not serve Century City residents, visitors, or workers. These station areas are not conducive to the culture of transit.
- If the Santa Monica east portal station is chosen, the portal on the east of the street is preferred, as compared to the orientation of the portal drawn for the west.
- Both of the owners of the northeast and southwest potential portal sites at the preferred entrance location explained that they would like to have the portal on their sites.

General Station Area Design
- Metro should coordinate with existing developments and new design plans. It’s critical that the station is incorporated into the Century City roadmap for the future. For example the new development plans for Westfield.
- The new developments planned provide existing opportunities for joint-development and both owners are excited for the potentials.
- The Century City station should be a mobility hub with development that is transit-oriented.
- The goal is to make it increasingly walkable.
- Too many entrances may make people walk more underground and the goal is to get people walking above-ground on the sidewalks.
- Elevators should face the Avenue of the Stars and Constellation intersection.
- There is potential to accommodate Zip Cars and bike racks at the station area.
- Pedestrian signals are important to facilitate crossing.
- Design of ventilation structures is very important.
- If a portal is provided at Santa Monica Blvd and Avenue of the Stars then there should also be a portal at Westfield. This way you can maximize access. At the same time, we should not make Westfield pay for the primary portal.
- There are beautiful, old Ficus trees on the south corners of Santa Monica Blvd and Avenue of the Stars, along with existing fountains. These should be taken into consideration during the design phase.

Thoughts from the Tour
- **General:** Consideration should be given to what you see when you come up out of the station. This is especially important for Century City where its all about the vistas and views.
- It is important to have a “you-are-here” dot to orient riders on all neighborhood maps and signage.
- If there is a plaza, the elevator and escalators should be close to each other.
- Many plazas are not well-maintained.
- **Sunset and Vermont:** It is nice the way the stairs are oriented so that daylighting reaches deep into the station.

Signage
- It is critical that there is ample signage to orient riders to destinations around Century City.
- Century City needs its own signage plan for wayfinding. There should be a Century City brand, which could integrate in to Metro station ID and other signage.
- There should be vehicular wayfinding for transit parking.
- Signage needs to be well maintained.

Requested Materials and Further Studies
- Joint development opportunities and linkages with proposed development in Century City.
### Westwood/UCLA Station Area Advisory Committee

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In addition, the following City Staff attended for the Century City and/or Westwood station area discussions:

Michelle Sorkin
Conni Pallini-Tipton
**Portal Orientation**
- Members wanted to know why the station box and portal locations changed from last meeting.
- SAAG Members would like a minimum of three portals (two along north and one on south).
- Some Members would like a portal at all four corners of Wilshire/Westwood with underground walkways.
- SAAG Members felt strongly that there should be a portal on the south side of the street to accommodate the towers with lots of commercial space and pedestrians de-boarding from eastbound traffic, buses, etc.
- Property owners of the portal location on the south side of street was unhappy and questioned why the portal moved from the SE side of Wilshire/Westwood to the SW corner.
- SAAG Members were concerned with orientation of the portal at the Wilshire Medical building. Many believe that this building is of no historic significance. Members feel strongly that the portal should be closer to the intersection and frontage of Wilshire Blvd.
- Some members believe a south portal is more important than a portal at Lot 36. Others think that a Westwood/Wilshire portal is important for UCLA riders and a Lot 36 portal is key for multi-modal connections.
- Members would like to know what kind of agreement UCLA will have with Metro on Lot 36 and how the space will be used.

**General Station Area Design**
- "Connectivity should be the key word" for the station design in Westwood.
- Members suggested an knock out panel with an entrance from Murdock Plaza.
- Members are concerned with parking and would like some kind of agreement about how UCLA will develop Lot 36 and what type of parking and/or other mobility connections will exist (i.e. LAX FlyAway, bike lockers, etc).
- Members would like to know if there are going to be any setbacks along streets (Westwood) to accommodate pedestrian traffic. Sidewalks are very narrow at present and need repair.
- Future buildings could have "arcades" covering sidewalks.
- Members are wondering what kind of zoning changes will occur and would like to protect the historic, "village" character of Westwood Village. City planner explained that transit will not "automatically" change zoning. Zoning changes have a formal process which require community input.
- Members are wondering if traffic lights can be synchronized with escalators and transit so that people do not crowd sidewalk while waiting to cross street.
- Members would like an underground tunnel to avoid people crossing Wilshire from north to south as they believe it is too "dangerous" and "takes too long" to cross.
- Members would like some kind of drop-off point for the Metro to avoid traffic accidents.
- Bicycle usage is big in Westwood area. Station should have adequate bike amenities.

**Thoughts from the Tour**
- Views Out: Members loved the Hollywood/Vine station with the iconic view out of the Pantages Theater. There are many iconic symbols in Westwood to incorporate into the design (i.e. Majestic Crest Theater).
- Advertising: Should be designed in designated places instead of "plastered" throughout station.
- Favorite: Hollywood/Vine was the favorite station. Members loved the playful nature with colors, landscaping, public art. This should be a model for Westwood.
- Lighting: Older stations were dark and need to be brightened. Dark corners attract trash. Station needs to be well- lit because it will be used at night.
- Colors: Lighter colors are preferred for Westwood station.
- Artwork: Should relate to the area and history "as far back as Spanish explorers."

**Signage**
- Signage should be very visible and easy to read.
- Good signage for elevators is key.
- Directional signage should state which direction line is moving (i.e. Downtown LA/Eastbound and Veteran Affairs/Westbound).
- Wayfinding is important in Westwood Village because it is not a typical grid and can be confusing.
- Station should use the color purple for signage and other design surfaces to help brand the "Purple Line."
- Digital signs that tell you when the train is coming should be above.
- Metro maps need a "you are here" dot or star.
Requested Materials/ Further Studies

- SAAG Members would like information re:
  - Historic analysis for Westwood Medical building as they do not think it is significant.
  - The potential Sepulveda transit line and environment studies
  - Statistics on potential transit riders coming from south and north
  - Cost information of primary and secondary portals
  - Plans/agreements with UCLA on how Lot 36 will be used and coordinated with subway.

Final Comments

Members were confused by the idea of a full portal and half portal. We explained that Metro will build one full portal for each station, with the exception of Westwood, which will have two portals. Because the full portals are large and are challenging to configure in many dense, urban areas, some SAAG Members expressed interest in having two “half” portals instead of one full portal. This suggests that they don't fully understand the ridership at stations, but also would like more creative, non-standard configurations of the portal entrance to fit well in their urban neighborhoods.
Workshop # 3
Updated Station Maps, TOD Scenarios & Station Art

June 20-22, 2011 (3 meetings)
5:30 pm - 8:00 pm

Contents:

Discussion Topics
Attendee List
Consolidated Comments
Photos from the Meetings
Overview
The third set of Station Area Advisory Group (SAAG) workshops was held June 20-22, 2011 to discuss updated planning and urban design concepts for the Metro Westside Subway Extension station areas as the project moves into preparation of the Final Environmental Impact Report.

Purpose of the Workshops
The workshops were broken into two parts: a presentation to the SAAG members followed by smaller, station-specific break-out group discussions led by moderators from the Project Team. City staff and planners from Beverly Hills and the City of LA attended the workshops, as well as staff from some City Council offices.

The opening presentation:
• Presented TOD build-out scenarios and analysis for each station area, explained by team member, G.B. Arrington from PB Placemaking.
• Provided an overview of the Metro Art Program, presented by Metro Creative Services staff, Maya Emsden (Deputy Executive Director) and Jorge Pardo (Director, Art & Design).
• Presented updated station area maps showing potential portal locations (stairs, elevators, and escalators), knock-out panels, and staging areas at six new station areas, as well as some sketches and renderings of the station areas.

During the break-out groups, the SAAG Members:
• Discussed the pros and cons of the potential portal locations to inform the Metro Project Team on why particular portal options are preferred.
• Reviewed and provided input on presentation drawings of the proposed station areas, including 3D views of station models, “before and after” photo montages, conceptual landscape drawings and 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.

This following pages summarize the feedback gathered during the June SAAG workshop series.
STATION AREA ADVISORY GROUP

Summary of Key Discussion Items

Overview
Below is a brief summary of the key points discussed during the break-out sessions for each Station Area Advisory Group. The following pages provide more detailed descriptions of the discussions and input we received.

Wilshire/La Brea
- **Portal Location:** The SAAG Members favor the north portal location because they are more “used to the idea.” However, they believe both sites (north and south) are good locations for the portal.
- The members are very interested in joint development opportunities at the station. They would like to see a station plaza around the portal that remains open with future development.
- Station circulation is critical in the area. Members favor a paseo or arcade that would provide access through the Metro parcel to Detroit.
- Members requested more information on the mechanical/utility building that must be accommodated on the Metro parcel.

Wilshire/Fairfax
- **Portal Location:** The SAAG Members prefer the primary portal location to be at the LACMA West building, over the other portal options.
- Members requested for Metro to study seismic issues and upgrades to better understand the implications of a primary portal at LACMA West before making any decisions on the portal location.

Wilshire/La Cienega
- **Portal Location:** The SAAG Members are concerned that the current portal configuration will hinder future development as there is not sufficient space to provide parking on the parcel. The Members see the station site as very important for future development and would like the station design to preserve the largest possible footprint for future development.
- The SAAG members are divided as to whether they would like a station plaza that is large enough to accommodate activities and amenities such as a farmer’s market, or a small plaza that does not encourage lingering.

Wilshire/Rodeo
- **Portal Location:** The SAAG Members believe that the ACE Gallery is the “lesser of evils” if they must choose a portal location among Union Bank, ACE Gallery, and Bank of America locations. They prefer ACE Gallery because it is the farthest site from Rodeo Drive and will have the least impact on traffic and businesses.
- The group's primary concern is construction impacts and mitigations.
- The SAAG members requested more information on how the three portal locations were selected.

Century City
- **Portal Location:** The SAAG members unanimously support a portal at Avenue of the Stars/Constellation, rather than along Santa Monica Blvd. The members view a Constellation portal as the best location due to the concentration of active uses within walking distance. A station along Santa Monica Blvd would be a “waste of resources” according to the group.
- The group is very open to working with Metro in finding construction staging areas to accommodate a Constellation station.
- The SAAG Members also are very interested in being involved in a station art advisory group.

Westwood/UCLA
- **Portal Location:** The SAAG Members feel strongly that there should be a portal on the south and north side of Wilshire with handicap access on both sides.
- The SAAG members do not like Westwood Medical portal configuration that comes out into the parking garage.
- Some of the SAAG members would prefer removing the existing bank building and putting the portal at the corner. Members would like Metro to further study the historical significance of the Westwood Medical building to see how a portal could be accommodated at the corner of Westwood and Wilshire.
- Members would like the current bus stop at the NW corner on Westwood to be relocated to the north at Kinross to reduce congestion and provide more waiting space.
- Members would like to see pedestrian access from Lot 36 to Kinross, making good pathways to Westwood Village.
- Station parking, bike parking, good bus interface, and safe, wide pedestrian sidewalks are critical issues for the Westwood/UCLA station.
In addition, the following City Staff and City Council staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:

Nick Maricich
Susan Robinson
Jay Greenstein
Fernando Ramirez

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WILSHIRE / LA BREA
SAAG Member Discussion Summary

Overview
The SAAG members of the Wilshire/La Brea group do not have a strong preference as to whether the station should be to the north or south of Wilshire. Most of the group felt that they were “used to” the idea of the station being north of Wilshire, but did not have a strong preference. The group discussed joint development opportunities and station circulation issues, as well as public art.

Portal Option
- Members wanted to know if there is data to show which portal location has more ridership (north or south). They think that the north side of Wilshire has higher density.
- Some members don’t want to cross a major intersection to get to the portal. They would like to know if a pedestrian overpass is an option to cross Wilshire or La Brea.

Joint Development
The group had many comment regarding future joint development studies shown at the table. Their comments included:
- Members prefer an open plaza at the corner of La Brea and Wilshire rather than development enclosing the portal entrance.
- The plaza should have shade.
- Members would like to see future development with an open plaza, wrap building and tower (a combination of development scenario 1 and 2 as shown in the table images).
- Retail space lining in courtyards (like Wilshire & Vermont) is often underutilized and not a preferable design for future development.
- “Less massing is better” in terms joint development. Some members are worried about shadow impacts of future development on residential areas.
- Members favored site plan designs that had passes or arcades through the plaza to allow easy circulation from Detroit.
- Members would like to know more about the Metro station generator (i.e. How tall? How close can future buildings be to it? Can future development building on top of it? Is it a permanent structure? Can it be moved? Is it noisy? How often is it tested? Can it go underground? Access/ingress issues?)
- What happens to the dirt removed during construction?
- There should be knock out panels at all four corners for future development and access.

Station Design
The SAAG members had several comments and comments regarding station design, including:
- The intersection should be well lit.
- Art should be very visible.
- The area should have wide sidewalks like the block along Wilshire west of Detroit.
- There should be good connectivity to residential and businesses adjacent to station.
- Signage and wayfinding is important. There should be a map of the local area.
- Lighting is important.
- Security is important.

Station Artwork
The SAAG members had several comments and comments regarding station art, including:
- What is the community input framework? Who is involved in the input?
- Is there room for community input later in the process?
- Does the station art need a theme?
- A thematic art program could be good.
- Car culture vs. mass transit could be a historic theme in looking at the corridor’s past and future.
- Art deco style is difficult to replicate well. It might not be right for the station.
- Are there standards for tasteful, respectful art? The religious community would like to have some representation for art decisions to make sure there are is not reference to nudity or other distasteful things.
- The scale of the art will be important.
- The art should incorporate/acknowledge the history of the area.
- What about neon as an art theme?
- The La Brea tar pits could be a theme?
- The art should create a pleasant experience and integrate the station with the street.
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In addition, the following City Staff and City Council staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:
Nick Maricich
Susan Robinson
Jay Greenstein
Fernando Ramirez
The SAAG members of the Wilshire/Fairfax unanimously favor the primary portal location at the May Company (i.e. LACMA West) building. The Metro Team explained that there are several unknowns regarding the feasibility of the LACMA West portal until studies are done to determine seismic impacts and upgrades needed. The Metro team explained that all aspects of the portal option sites (construction staging, access, seismic issues, etc) are being evaluated by the staff. The staff will make recommendations, but ultimately the Metro Board will make the final decision on portal locations.

**Portal Option Comments**
The SAAG members made the following comments during the workshop.
- There are too many unknowns right now for the group to understand the advantages of all of the portal options.
- The SAAG members don’t want complexity to rule out LACMA prematurely. Metro should find out sooner than later if seismic upgrades are needed to build the portal at LACMA West.
- The station portal needs to be at LACMA West (not across the street at Johnie’s).
- Some members would like Metro to bring the portal closer to Wilshire/Fairfax.
- There should be a knock-out panel on south side of Wilshire.
- Some members would like mixed-use development at the Johnie’s parcel, not an open plaza.
- Some members would like for Johnie’s to be used as a secondary portal with LACMA West as the primary portal. As a secondary portal, Johnie’s could be used as a “quick stop” for coffee, etc with bike station amenities.
- The Farmer’s Market and the Grove are destination points that need to be considered for portal location options (south side, Orange Grove and Ogden) and crossing through LACMA to get to destinations to the north.
- Bus integration at the LACMA destination is the only way to get people to use public transit.

**ACMA Station Comments**
The SAAG members made the following comments during the workshop regarding station art and design.
- LACMA is premier location and cultural destination.
- The architectural detail of the LACMA West building is a natural draw to the station.
- The station should have strong art theme so that the “look” of the station will tell you where you are.
- Art and design needs to be reflective of LACMA as a destination - not “kitsch.” SAAG members want innovative design, a statement of the art culture, LACMA, Peterson Museum.
- The LACMA West building portal location display windows need to stay, they could be used for art.
- There should be a permanent site for “rotating art” in LACMA west windows and “in-station” art, gift shop, restaurants, etc.
- Lighting is important.

**Pedestrian Activity**
The SAAG members made the following comments during the workshop regarding pedestrian activity.
- Emerging from the station should place people near the LACMA entrance "creating a pedestrian environment" that spans from the LACMA entrance across Wilshire.
- Increased animation will result no matter where the portals are (north or south), except for LACMA West, which is covered.
- Station design should help create more of a pedestrian environment. The station area needs crosswalks, walking pathways, signalization, etc.
- Metro should create a pedestrian corridor that is a pleasant experience.
- The City of LA needs to rethink LADOT mitigation measures for development that will support a pedestrian corridor.
## a Cienega Station Area Advisory Committee

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</table>

In addition, the following City Staff staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:
- Aaron Kunz
- Martha Eros
- Peter Noonan
The SAAG members of the Wilshire/La Cienega focused their discussion on future development, station art, and station plaza design.

Future Development
The group had many comments regarding future joint development studies shown at the table. Their comments included:

- The best design configuration would have the most development potential.
- The property is valuable and should be developed with a building over time.
- What is the City's role during the process of future development? Will there be zoning changes?
- The current portal configuration does not leave enough area for viable parking for future development.
- Will the zoning change to allow less parking in transit zone?
- There could be a shared parking option in order to avoid special rules and variances.
- The SAAG Members are concerned with the number of parking being removed. They would want to allow sufficient space for underground parking since the area has viable development potential.
- Some members would like to see a circular drop-off area lined with retail. A kiss n ride should have a liner of retail along edge of plaza.

Station Artwork
The group had the following comments and questions regarding station art and design.

- The station should be an iconic gateway into Beverly Hills.
- The station design should be distinctive from Los Angeles.
- Marketing for the station should be compatible with the marketing for the City of Beverly Hills.
- SAAG Members would like to see a 1930s theme for the station area.
- The members expressed some concern about the art decision process. (Metro controls and maintains the art work while artists keep the copyrights.)
- Members would like to know how to become more involved in the final decision for choosing the artwork. (Metro creates selection process with community. The art selection process begins during Preliminary Engineering.)

Station Plaza Design
The group varied in their ideas for a future station plaza. The members could not unanimously agree on the ideal size of the potential plaza. Their comments included:

- About half the SAAG group favors a more open station plaza design, while the other half would prefer the station to be a pass through.
- A bigger plaza is too inviting for homeless. Members would like a safe and inviting station plaza.
- A large plaza may become too difficult to activate.
- A large plaza would need temporary uses to become more active, such as cafes and farmer's markets.
- Some Members would not like to see a farmer's market at the station.
- Cedars Sinai shuttle stops should be considered in the design of the plaza.
# WILSHIRE / RODEO

## SAAG Workshop Attendees

### Rodeo Station Area Advisory Committee

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</table>

In addition, the following City Staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

- Aaron Kunz
- Peter Noonan
- Martha Eros
The SAAG members of the Wilshire/Rodeo had a heated discussion about the portal options being evaluated. While many concerns were expressed for each portal option, the group seemed to agree that the ACE Gallery location was the "lesser or evils" and best portal location of those being evaluation. The group is very concerned about construction mitigation and potential impacts to businesses. The group also requested more information on how the three portal locations (currently being evaluated) were selected.

**Portal Options**

The group discussed all of the portal options. Below is a summary of the comments from various portal options.

**Union Full Portal**

In general, most of the members felt that the impacts from a Union Bank portal would be too great on the Rodeo Drive businesses and Beverly Wilshire Hotel. They also felt that the loss of parking at Union Bank made this option unfeasible.

**Option A: Bank of America Full Portal**

The group unanimously agreed that taking a lane (southbound) on Beverly would be an "unacceptable" impact on the station area; Beverly is "too busy" of a street and intersection.

**Option B: Bank of America Full Portal**

The SAAG members expressed that while the traffic impact is reduced, the impact to underground parking at the Bank of America building would be too great. The loss of parking is a "non-starter" for the Bank of America building representative.

**AC Gallery Full Portal**

Most SAAG members believe that this is the best location given the portal options because it has the least impact on traffic and businesses. Some members see this portal as "too far" from Rodeo Drive.

**Split Portal Options**

The majority of the SAAG members view a full portal at ACE Gallery and a half portal at Bank of America as the best option, if impacts to traffic along Beverly can be avoided, as well as impacts to the Bank of America parking. This would allow for a portal on both the north and south side of Wilshire. A split portal at Union Bank and Bank of America would also accomplish this. However, the impacts to businesses would be greater as the portal is closer to Rodeo Drive. One SAAG member expressed his concern that two portals would add more cost to the project and create more negative impacts from construction in two locations. Hence, in his view, one portal is better than one and a half.

**Other Comments**

Other comments and questions from the SAAG group included:

- We need to support major retail streets on south side (of Wilshire).
- What is a meaningful station?
- How do you drop off/meet people at the portal?
- We need a "drop off zone."
- There needs to be 24 hour toilets.
- There station needs on-site police with parking spaces for police cars.
- What is the impact of construction on historic buildings during construction?
- What are the trucking (haul routes) for materials?
- Why not move the station west to the Sak's 5th Avenue site? Or move it northwest to the Budget site on Santa Monica Blvd?
- Why not use the parking lot across from Canon Drive as a portal location?
In addition, the following City Staff and City Council staff attended for the Century City and/or Westwood station area discussions:
Susan Robinson
Connie Tipton
Jay Grenstein

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SAAG Member Discussion Summary

The Century City SAAG members unanimously favor a portal along Constellation at Ave of the Stars over a portal along Santa Monica Blvd. Whether the portal is on the northeast or southwest corner of the Ave of the Stars/Constellation intersection is less of a concern. The SAAG members wanted to know how their input was being used and weighted with regard to other considerations in station design. The group had many questions regarding how a final decision will be made on the portal location, and expressed their deep concern that “politics” may dictate portal decisions, rather than good transit planning principles. The group emphasized that they think that a portal location at Century Park East would be a “waste of resources.” The members are afraid that Beverly Hills will attempt to block and de-fund the project if they “don’t get their way.” The group also expressed some concern about the lack of transparency of background studies and that decisions could be made based an “invisible geological report” that the public may not have access to. David Mieger explained that the number one criteria for station selection is public safety.

The group had several questions for David Mieger regarding staging areas and timing. The group consensus was that property owners would be willing to work with Metro on staging areas to enable a portal at Constellation/Ave of the Stars. G.B. Arrington discussed the trend TOD scenarios briefly with the SAAG members. The group also discussed public art with Maya Emsden. The SAAG members are very interested in public art for the station area and would like to be included in the public art process in an advisory capacity.

General Questions
The following questions were posed by SAAG members during the June SAAG workshop.

- What are the staging areas for the Santa Monica station location and Constellation station location?
- How important is the availability of staging site in determining the station location?
- How long will Constellation NOT be accessible during station construction?
- Has a subway station ever been built on a fault line?
- How is the SAAG member input used/weighted?
- What is the impact of funding legislation on schedule? “30/10”
- How did G.B. constrain parking in his model? How likely is G.B.’s trend scenario exercise from a numerical exercise?

General Comments
The following comments were made by SAAG members during the June SAAG workshop.

- Knock out panels are desired at every corner at Constellation/Ave of the Stars, except for the southeast corner.
- There should be multiple portals so that people don’t have to cross bus streets.
- Underground crossings are the opposite of what Century City needs. We want people on the streets to have an active pedestrian realm.
- JMB is planning a mobility hub at their proposed transit plaza.

Station Artwork
SAAG members had the following questions and comments.

- How does Metro budget for the artwork?
- Is the artwork fully funded by Metro or is there some funding coming from private or city sources?
- How does changeable/temporary art work?
- Would Metro be open if approached by a credible institution (i.e. Annenberg Foundation) to help guide the public art and station design?
- Can development project funds be used for station art work?
- What are the rules for advertising in stations?
- The character of the community should be reflected in the Century City station art. Can the community define the theme for the artists?
- How can the community become part of the art selection process?
- How do artists make their proposals? Do they show the actual proposed artwork or concepts?
- If you select the right artist, you don’t have to worry about the actual final design.
# WILSHIRE / WESTWOOD

## SAAG Workshop Attendees

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In addition, the following City Staff and City Council staff attended for the Century City and/or Westwood station area discussions:
Susan Robinson
Connie Tipton
Jay Grenstein
WESTWOOD/UCLA
SAAG Member Discussion Summary

**Overview**
The SAAG members of the Westwood/UCLA focused on discussing the portal locations and station design needs. SAAG members felt strongly that there should be a portal on both the north and the south side of Wilshire as they believe it is unsafe to have a lot of pedestrian traffic crossing Wilshire Blvd. Below is a compilation of comments for the three portal locations.

**Portal Options**

**Westwood Medical Portal Option**
- Some SAAG Members would prefer a portal at the NW corner of Wilshire/Westwood instead of the current portal configuration in the parking garage.
- By placing the portal in the garage, the area can make potential for supportive retail inside the portal entrance area.
- If there were to be retail at the portal, it should not compete with the retail and shops at the Village.
- Members want to know if the Westwood Medical building at the NW corner is historic. The Chase bank location was originally a coffee shop. This issue needs to be investigated by SHPO.
- Members would like to see a switchback portal (instead of the current "straight run" configuration) to bring the portal closer to the corner. The property owner is concerned a switchback portal may affect the column structure of the building.
- The current sidewalk width on Westwood Blvd is not wide enough to support high pedestrian traffic and people waiting for the bus. Members desire more generous sidewalks, particularly along Westwood, north of portal.
- Removing a lane would calm traffic on Westwood and allow for wider sidewalks for pedestrian traffic.
- Members agreed that traffic calming would be good for the Village. If they would lose a lane, they would prefer it to be on the west side of Westwood, not along Wilshire Blvd.
- Members would like the current bus stop at the NW corner on Westwood to be relocated to the north (at Kinross) to reduce congestion and provide more waiting space.
- Members would like a high level of service for pedestrians.
- Members suggested a study of diagonal parking near the north portal on Westwood.

**Westwood South Portal Option**
- Members want a full portal on south side of Wilshire.
- Members would like the half portal to include a set of escalators that move up and down and/or an elevator to make it more accessible to passengers with disabilities.
- Portals should each elevators and escalators that go both up and down at each half portal.

**Lot Portal Option**
- Members preferred Scheme B (frontage road) instead of Scheme A for Lot 36.
- For the Scheme B, the frontage road details, such as exits, need further study.
- Some Members want the portal closer to Gayley to make a closer connection to the Village. The existing alley can be enhanced for pedestrians.
- Because Lot 36 is currently a large vacant lot, the precise location of portal needs further study (re: UCLA Building location is a factor).
- Since there cannot be any construction above the storm drain, a possible pedestrian connection to the Village may be an option. Members believe that the linkage between the portal and the Village is important.
- Members would like pedestrian connections between the portal and UCLA shuttles on Kinross.
- The portal on Lot 36 can possibly bring the arts and culture of the Village closer to Wilshire.
- UCLA is unsure of what's to come in Lot 36 (i.e. buildings), potential Village storefront.
- People who live in Westwood would like parking near the portal entrance to then take the train Downtown and to Century City.
- UCLA is considering some public parking outside Lot 36, at Lot 32.
- The station needs good bus and pedestrian circulation through the station area.
- Members suggested that UCLA buses could run on Kinross while Metro and other buses could stop at the Westwood/Wilshire transit corner to disperse pedestrian traffic better.
- Bicyclists have issues moving through Westwood Village and parking in Westwood.
SAAG WORKSHOP PHOTOS
WESTSIDE SUBWAY EXTENSION

SAAG METRO RED/PURPLE LINE TOUR* | APRIL 2011

* Please take notes and photos along the tour and send them to Georgia Sheridan at gsheridan@tortigallas.com. For any other questions regarding the tour or Station Area Advisory Groups, contact Jody Litvak at Litvakj@metro.net.
FUTURE PURPLE LINE STATIONS
1. Wilshire/La Brea
2. Wilshire/Fairfax
3. Wilshire/La Cienega
4. Wilshire/Rodeo
5. Century City
6. Westwood/UCLA
7. Westwood/VA Hospital
GETTING TO METRO HEADQUARTERS
One Gateway Plaza, Los Angeles, CA 90012
Located on the east side of Union Station at the corner of
Cesar E. Chavez Ave and Vignes Street

Metro Headquarters is easily accessible by various rail
and bus lines. Go to www.metro.net for trip planning
information.

Driving Directions From 101 Southbound to Metro Garage
Exit at Alameda St.
Turn left at Commercial St.
Turn left at Center St and continue straight on to Ramirez St.
Cross Vignes St into the underground parking entrance (use
middle lane).

Driving Directions From 101 Northbound to Metro Garage
Exit at Vignes St and stay in left-hand lane.
Then turn left at the light into the underground parking
entrance (use middle lane).
FRIDAY, APRIL 1ST STATION TOUR*

9:30am  Meet @ Metro Headquarters
9:40am  Depart for Union Station
9:46am  Train Departs Union Station for 7th/Metro
10:10am Train Departs 7th/Metro for Wilshire/Vermont
10:43am Train Departs Wilshire/Vermont for Hollywood/Vine
11:11am Train Departs Hollywood/Vine for Vermont/Sunset
11:39am Train Departs Vermont/Sunset for Union Station
11:55am Train Arrives at Union Station
12:00pm Tour Conclusion

SUNDAY, APRIL 3RD STATION TOUR*

1:30pm  Meet @ Metro Headquarters
1:40pm  Depart for Union Station
1:46pm  Train Departs Union Station for 7th/Metro
2:10pm  Train Departs 7th/Metro for Wilshire/Vermont
2:43pm  Train Departs Wilshire/Vermont for Hollywood/Vine
3:11pm  Train Departs Hollywood/Vine for Vermont/Sunset
3:39pm  Train Departs Vermont/Sunset for Union Station
3:55pm  Train Arrives at Union Station
4:00pm  Tour Conclusion

*We encourage you to arrive early to Metro Headquarters for the tour. Please be sure to be at the station platform at least two minutes before the train departs.
THINGS TO CONSIDER ALONG YOUR TOUR....

1. Is the Station Area easy to find? Easy to navigate?

2. Is it easy to transfer to another mode of transportation? Bus, shuttle, bike?

3. Is it easy to navigate from the Station Area to destinations in the neighborhood?
THINGS TO CONSIDER ALONG YOUR TOUR....

4. What is the quality of the architecture, materials, and landscaping? How do they affect the station and station area?

5. What kind of amenities are in the Station Area? Vendors? Shade? Seating?

6. How does the station art and design contribute to the station character and the neighborhood?
NOTES/OBSERVATIONS

<table>
<thead>
<tr>
<th>Station Location (Easy to Find)</th>
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<th>Station Art, Lighting, Materials</th>
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<td>Station Quality and Character</td>
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<td>Metro Signs and Neighborhood Signs</td>
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# WILSHIRE/VERMONT

## Notes/Observations

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![Station Aerial Map](image1)  
![Station Photo](image2)

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*Metro*
### 3 HOLLYWOOD/VINE

**NOTES/OBSERVATIONS**

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**Station Aerial Map**

**Station Photo**
## 4 VERMONT/SUNSET

![Station Aerial Map](image1)

![Station Photo](image2)

### NOTES/OBSERVATIONS

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## 5 UNION STATION

### Station Aerial Map

### Station Photo

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FINAL OBSERVATIONS

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<th>Favorite Station? Why?</th>
<th>Least Favorite Station? Why?</th>
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GENERAL COMMENTS:

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