

Metro Purple Line Extension

Station Fact Sheet



Metro

Background

Metro is getting ready to break ground on the first section of the long-awaited extension of the Purple Line subway to the Westside of Los Angeles. The full nine-mile project will bring fast, reliable mass transit to some of LA's busiest destinations including Miracle Mile, Beverly Hills, Century City and Westwood. Once the subway extension is complete, commuters will travel entirely below ground in just 25 minutes between downtown Los Angeles and Westwood. 49,000 people are projected to board the train at one of the seven new stations. Even more new transit riders will board the growing Metro Rail system in other places to travel into the Westside. The Extension will also provide Westsiders with easy access to many destinations across the region.

Extensive and thorough planning, analysis and environmental review for the project occurred from 2007 to 2012. In April and May 2012, the Metro Board of Directors approved the project and certified its Final Environmental Impact Statement/Report. The Federal Transit Administration then issued a Record of Decision for the project signifying the end of the federal environmental review process. These combined actions signify the conclusion of all environmental reviews and approvals required for the project to proceed.

Construction of the Purple Line Extension is projected to generate 52,500 jobs within the region and cost \$6.3 billion based on the three-phase funding schedule shown. Approximately three-fourths of those funds are coming from Measure R - the local half-cent sales tax approved by voters in 2008. Metro is seeking federal "New Starts" matching funds for the remainder.

In the works: seven new stations and a better alternative to Westside traffic.

Station Overview

Each subway station is essentially like an underground building. The station "boxes" are approximately 800-1,000 feet long and 70 feet wide. The station will incorporate a passenger train-loading platform that is 450 feet long and an upper level concourse for ticketing. Other space is needed to accommodate various station equipment rooms for power, ventilation, and communications. Station boxes are longer where cross-over tracks are required.

Unlike the subway tunnels, which are excavated underground using tunnel boring machines, the stations are excavated down from the surface. The most challenging part of construction occurs at the beginning of station construction for the initial excavation, when temporary street decking is installed over the excavation, and again at the end of station construction when the decking is removed and the street is restored and paved. Prior to construction, Metro will conduct various pre-construction activities and begin acquiring properties for construction staging immediately adjacent to the station boxes. Please see our *Construction Fact Sheet* and *Property Acquisition Fact Sheet* for more information.

Street-level station entrances must be situated to allow an easy connection with the station concourse, and most will be built at one of the construction staging sites. Properties also will be acquired for station entrances. Every station will have one "full" entrance consisting of two escalators, two elevators and stairs. At the Westwood/UCLA station, where a higher number of passenger boardings are forecasted, Metro will fund and construct additional entrances. At other locations, more entrances might be added if additional funding can be secured from non-Metro sources.

Station entrances may initially be planned as open plazas. However, it is anticipated that, over time, development incorporating the station entrance will occur.

Section I Stations

During the subway's environmental planning phase, Metro worked with Station Area Advisory Groups to receive input from community representatives about these stations. This input has contributed to the decisions and development of the preliminary station designs. The renderings shown are illustrative of what these areas might look like before development occurs.

Wilshire/La Brea Station

The Wilshire/La Brea station box will be located under Wilshire Bl from just east of Orange Dr west to Detroit St. The station entrance is planned for the Metro-owned property on the northwest corner of Wilshire Bl and La Brea Av. Construction staging will occur at this property as well as the Bank of America site on the southwest corner. This station will serve as an eastern gateway to the Miracle Mile area and provide easy north-south connections to La Brea Av.

Rendering below shows how the Wilshire/La Brea Station might look.

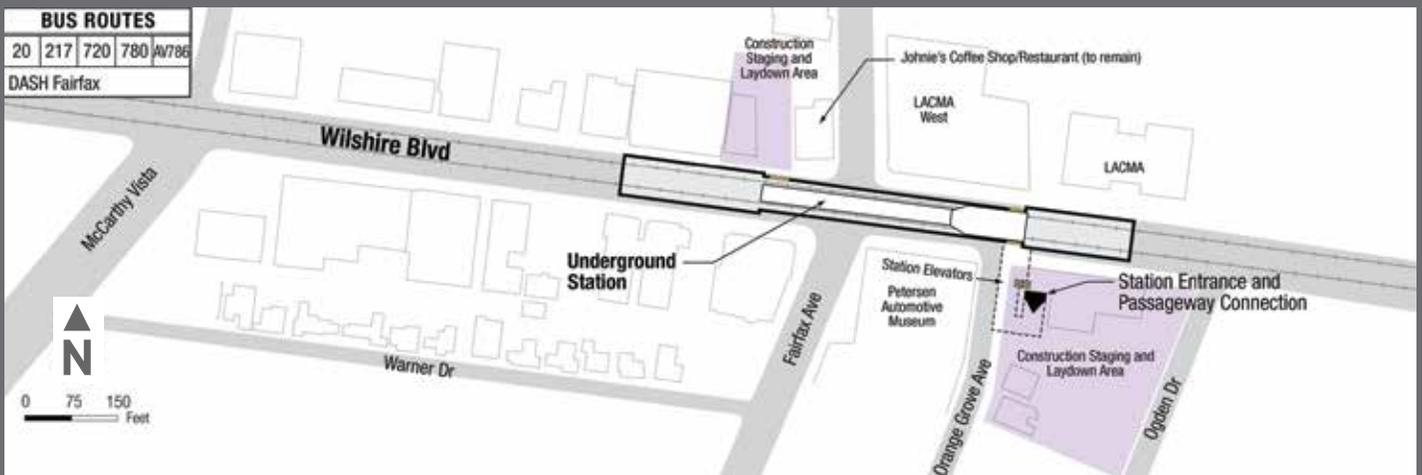
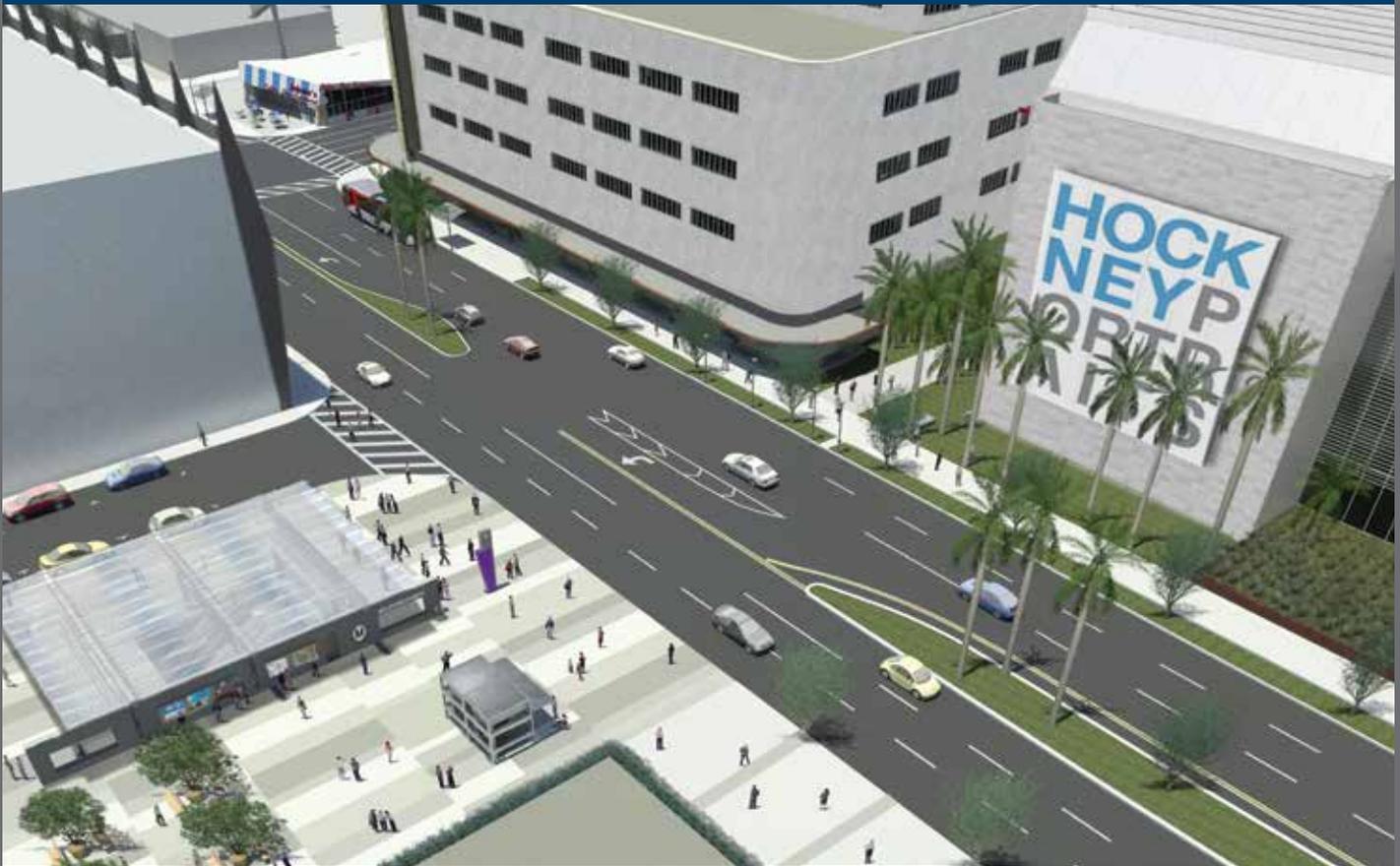


Wilshire/Fairfax Station

The Wilshire/Fairfax station box will extend from between Ogden Dr and Orange Grove Av to west of Fairfax Av. A station entrance is planned for the southeast corner of Wilshire Bl and Orange Grove Av. Metro is in discussions with the Los Angeles County Museum of Art (LACMA) about adding another entrance that LACMA would fund. It would be located directly across the street on the north side of Wilshire Bl. Placing the entrance(s) on the east side of Fairfax will enhance accessibility to the many cultural

institutions in this area. Having two entrances will reduce the number of pedestrians crossing at street level, while still facilitating bus connections. Construction staging is planned for the south side of Wilshire Bl on the block between Ogden Dr and Orange Grove Av. A second construction staging site is needed and will be near the northwest corner of Wilshire Bl and Fairfax Av, adjacent to Johnie's Coffee Shop. Johnie's will be preserved and remain after construction.

Rendering below shows how the Wilshire/Fairfax Station might look.

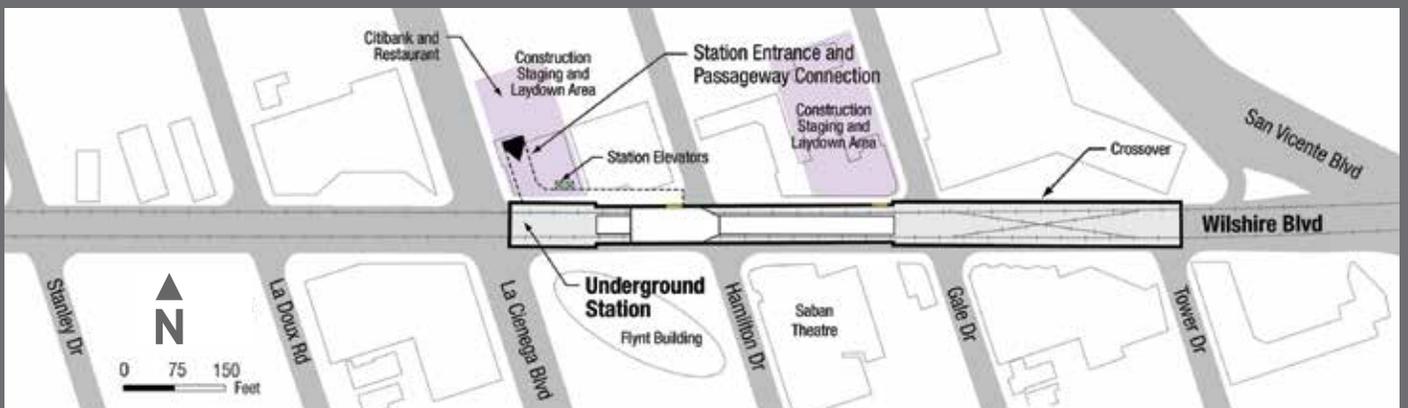


Wilshire/La Cienega Station

The Wilshire/La Cienega station box will be located under Wilshire Bl stretching from Tower Dr west to La Cienega Bl. The station entrance is planned for the northeast corner of Wilshire and La Cienega Boulevards, a property that will also be used for construction staging. The other construction

staging location will be on the northwest corner of Wilshire Bl and Gale Dr. Given its location on a highly utilized north/south thoroughfare, the station will create seamless links to travel destinations along and near La Cienega Bl, such as Restaurant Row, Beverly Center and Cedars Sinai Medical Center.

Rendering below shows how the Wilshire/La Cienega Station might look.



Station Design

Metro's new stations will be designed and built based on the latest knowledge from studying transit systems around the world, and from local experience. Metro is working to design stations that are user-friendly, easily recognized as part of the Metro system, efficient and representative of the essence of Los Angeles.

The mission and goals of this effort are to:

- > Improve the legibility of Metro's rail system through design of the stations making them more "user-friendly;"
- > Improve the maintainability of the stations by employing more continuous design elements and materials; and,
- > "Raise the bar" of station design to keep pace with other world-class systems.

Metro Art Program

Metro commissions artists to create engaging and thought-provoking artworks to make the transit journey more inviting and pleasurable. Public art is incorporated into all Metro stations, weaving a multi-layered tapestry that mirrors Los Angeles County's rich contemporary and popular cultures. Metro will identify artwork locations and orchestrate artist selection. Artists are selected through a peer review process with community input, with all artworks created especially for their transit-related sites.

The goal of the art program is to:

- > Provide a world class art program that enriches the Metro transit environment;
- > Transform and enhance the customer's journey;
- > Strengthen Metro's ties with the communities it serves and add to their artistic vibrancy;
- > Champion contemporary artworks by established and emerging artists created specifically for these transit sites; and,
- > Create artworks that are safe, durable and easily maintainable to ensure their permanence as cultural landmarks.

How to Stay Involved and Give Input

During the current pre-construction phase, Metro staff and consultants will continue work on designing the stations and developing the art program. We have reestablished advisory groups to work with us on this process and regular community meetings are being held.

Metro invites you to stay involved throughout the project. You can review public reports and information documents on our web site, metro.net/purplelineext. You can find information as the work progresses, leave comments, and let us know how to contact you so we can keep you informed of upcoming meetings and other milestones.

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