



Board Report

File #: 2019-0618, File Type: Contract

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 20, 2019

**SUBJECT: THIRD PARTY REQUEST FOR DEVIATIONS FROM SYSTEMWIDE STATION
DESIGN STANDARDS POLICY**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE Third Party Request for Design Deviation from Systemwide Station Design Standards.

ISSUE

The Board-adopted Systemwide Station Design Standards (SWSD) Policy (Attachment A) requires all new Metro rail and BRT stations be in compliance with Metro's SWSD Standards, unless otherwise approved by the Board. The University of California, Los Angeles (UCLA) has requested deviations from the SWSD Standards for the northwest entrance structure and plaza finishes at the future Westwood/UCLA Purple Line Station.

BACKGROUND

In January 2018, the Board adopted the SWSD Policy, which requires all new Metro station designs to be consistent with the SWSD Standards. The SWSD Policy calls for a consistent and integrated design approach, while allowing variability in the public art and sustainable landscaping elements. The SWSD Standards include a modular "kit of parts" that is streamlined and adaptable, allowing stations to be more cost-effective to design, construct, operate and maintain. The SWSD standardized materials and elements generally consist of high-performance architectural elements including stainless-steel finishes, low-iron fritted structural glass panels, architectural-grade concrete in three tones of gray, and a limited number of factory-finished painted surfaces. The result is a consistent architectural identity that is easy for transit riders to recognize and navigate, and more readily maintainable as part of a world-class transit system.

The SWSD Policy does contemplate that local jurisdictions and other third parties may request, subject to Board approval, design modifications or enhancements to Metro's station design standards for individual stations, contingent on the requestor providing full funding related to additional design and construction costs, as well as additional operation and maintenance costs resulting from accommodating the modifications or enhancements. Such design modifications and enhancements are also subject to the provisions of Metro's Supplemental Modifications to Transit Projects Policy

(Attachment B).

As part of Westside Purple Line Extension Section 3 Project (“Project”), Metro is currently in negotiations with UCLA to acquire real property interests to construct and operate the northwest entrance to the Westwood/UCLA Station (“Station Entrance”) at the intersection of Wilshire Blvd and Gayley Ave. The property interests include a permanent easement for the station entrance and plaza and temporary construction easements on an adjacent university-owned parking lot. Following construction of the Project, UCLA intends to construct a development on the parking lot that may integrate with the Station Entrance. In the interim, UCLA has requested deviations from the SWSD Standards for above-ground structure materials and surface finishes at the Station Entrance in order to more closely match the common architectural palette found elsewhere on the UCLA campus and its future adjacent development.

DISCUSSION

Findings

The requested UCLA deviations include:

- Replacing the SWSD standard stainless steel finish on the station entrance portal canopy structure with a similar high performance metal cladding to match the UCLA standard beige concrete color;
- Replacing the SWSD standard three-toned gray concrete randomized rectangular patterned plaza finish with integral color concrete of beige and light red in a similar randomized rectangular pattern, but interspersed with bands of red brick pavers.

Considerations

In compliance with SWSD Standards Policy, UCLA has agreed to pay for these incremental costs to ensure there would be no financial impact to Metro or adverse impacts to the Project. Discussions over each party’s maintenance responsibilities are still underway, however, consistent with the SWSD policy, Metro will not incur any additional cost as a result of the requested deviations. If the Board approves the deviation request, staff will memorialize design deviation-related terms and obligations—including full Metro-cost recovery—into the real estate acquisition agreements, and execute necessary contract changes orders to effectuate the work.

This deviation request, including UCLA’s agreement to pay for the related costs, is also consistent with the provisions of the Board-adopted Supplemental Modifications to Transit Projects Policy, which is referenced in the SWSD Standards Policy.

Since incorporation of the SWSD into Metro architectural standards, Metro has consistently maintained the SWSD Standards in working with community stakeholders of all types. Staff took into consideration several factors in bringing this request for deviation from the SWSD Standards to the Board, including that UCLA is the fee property owner of the northwest station entrance, and that the proposed deviations are temporary in nature as the station entrance will ultimately be integrated into a future UCLA facility.

As with community stakeholders on all transit corridor projects, Metro is also working with UCLA on SWSD elements of variability, including selection of landscaping materials for the northwest entrance, and engaging UCLA and other community stakeholders in the artist selection process.

DETERMINATION OF SAFETY IMPACT

The deviation request would not present any major safety concerns, as the requested materials and finishes are found in older stations in the Metro system and generally do not present safety hazards to Metro riders or staff.

FINANCIAL IMPACT

There is no financial impact to Metro if the recommendation is approved.

Impact to Budget

There would be no impact to the budget if the recommendation is approved.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This request is related to Goal #2: "Deliver outstanding trip experiences for all users of the transportation system."

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended deviation. UCLA has been advised that any decision to allow deviations from the SWSD Standards is a Board decision, which staff is obligated to enforce.

NEXT STEPS

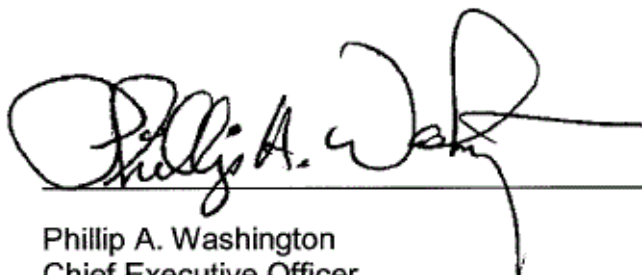
Should the Board approve the requested deviation, the Project team would negotiate final terms and enter into an agreement with UCLA to cover design and construction costs and determine maintenance obligations. The Project team would also work with the Project contractor to incorporate the related material and finish changes into the design drawings.

ATTACHMENTS

Attachment A - Systemwide Station Design Standards Policy
Attachment B - Supplemental Modifications to Transit Projects Policy

Prepared by: Adam Light, Senior Director, Countywide Planning & Development, (213) 922-6926
Nick Saponara, EO (interim), Countywide Planning & Development, (213) 922-4313
Kimberly Ong, EO, Projects Engineering, (213) 312-3143
Holly Rockwell, Sr. Exec. Officer - Real Estate, Transit Oriented Communities and Transportation

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer