



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

JANUARY 29, 2016

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: RICHARD CLARKE, EXECUTIVE DIRECTOR
PROGRAM MANAGEMENT *RFC*

CALVIN E. HOLLIS *[Signature]*
INTERIM CHIEF PLANNING OFFICER

SUBJECT: WESTSIDE PURPLE LINE EXTENSION
MAINTENANCE OF WAY/NON-REVENUE VEHICLE
MAINTENANCE BUILDING;
ARTS DISTRICT ADVISORY WORKING GROUP UPDATE

ISSUE

This report provides the monthly update on the progress of the Arts District Design Advisory Working Group and related actions as directed by the July 2015 Metro Board Report Item 40.1 related to Item 40 for the C1078 Contract - Maintenance of Way/Non-Revenue Vehicle Maintenance Building (MOW Building).

BACKGROUND

On July 23, 2015, the Metro Board authorized the Chief Executive Officer (CEO) to award a 28 month firm fixed price contract for \$52,830,310 under Invitation for Bid No. C1078 to Clark Construction Group for the final design and construction of the Maintenance of Way/Non Revenue Vehicle Maintenance Building to be constructed as part of the Division 20 Yard and Shops expansion. The Board approval included direction to the CEO to:

- A. Establish a Design Advisory Working Group that includes representatives from the following entities:
 1. Metro Operations
 2. Metro Construction
 3. Metro Art
 4. Metro Planning
 5. MOW/Design-Build Team
 6. City of Los Angeles 6th Street Bridge Design-Build Team

7. Arts District Community

B. Report back to the Board on a monthly basis on progress that is made with the advisory group to explore the following objectives:

1. The MOW Facility is placed the farthest distance from Santa Fe as allowed by operational functionality and applicable codes.
2. Parking on the site is optimized
3. Adoption of architectural design that reflects Metro's most recent efforts

C. Report back in 60 days with a detailed outreach and engagement process for incorporating art into the Maintenance of Way facility including the following elements:

1. Forming a selection panel including Downtown-based art professionals to select the artist to work on the Maintenance of Way Facility
2. Soliciting larger Arts District and community feedback for consideration in artist selection from the existing MTA pre-approved artist pool.
3. Coordination with the aforementioned Design Advisory Working Group.

DISCUSSION

Following the award of the C1078 Contract, Notice to Proceed (NTP) was issued to Clark Construction Group on September 30, 2015 and staff has provided monthly progress reports to the Metro Board of Directors. The progress report for the month of January 2016 is as follows:

Following the first meeting of the Design Advisory Working Group on December 14, 2015, the second meeting was held on January 28, 2016 to further review the analysis of the alternatives prepared by Clark Construction Group's architectural designer (Gruen Associates) to ensure that each alternative met the objectives directed by the Metro Board. After initial review, two alternative locations to the base design have emerged:

- **Alternative A1 Mirror Image**
- **Alternative C1 Triangular Shaped**

Evaluation of the how each alternative meets the objectives based on recent feedback and analysis is as follows:

1. **Property Ownership** – Two properties are required for the MOW Building. Metro has acquired one property and is in the process of conducting a property exchange for the second property. The baseline design as awarded by the Metro Board, as well as Alternative A1, would allow construction to begin on the property that is already under Metro ownership. Alternative C1, however, would delay construction of the building until a right of access can be secured for the second property.

(Alternative A1 – Compatible; Alternative C1 – Schedule and Cost Impact).

2. Track Access/Length – The MOW Building requires direct track access from the adjacent Division 20 rail yard dictating that the location of the building on the site be governed by track geometry and distance. A recent property acquisition of a portion of the Lucky Brand Jeans property by the City of LA for the 6th Street Bridge Project requires that an accommodation to the baseline design will need to be made to allow for this track connection. Both of the alternatives that would move the MOW Building to the north could provide this track access.
(Alternative A1 and Alternative C1 – Both Compatible).

3. Functionality/Circulation – The building program for the MOW Building requires approximately 86,000 square feet and 208 parking spaces. The floor plans have specific size and adjacency requirements and parking for maintenance and employee vehicles must be maintained to ensure operational functionality. Feedback from Metro Rail Operations indicates that Alternative A1, which is a mirror image of the plan originally approved, still meets the objectives. Alternative C1 which is a triangular shaped building could potentially provide the necessary floor space despite some operational challenges due to the non-rectilinear rooms. However, Alternative C1 would only provide 153 parking spaces (26% reduction). Additional parking in an underground configuration is possible; however, the costs of such construction would greatly exceed the project budget. One offsite parking opportunity has been identified on land owned by the City of Los Angeles (former “Gallo Property”), but it would not be available for several years and is encumbered by a railroad easement that would preclude its use at this time.
(Alternative A1 – Acceptable; Alternative C1 – Not Acceptable).

4. View to the Bridge (new 6th Street Bridge) – The site location and massing of the building should aesthetically complement the views of the new 6th Street Bridge which is currently in the early phases of construction. Alternative A1 would improve the view of the future bridge in comparison to the baseline design. Alternative C1 is more desirable because the geometry, form and axis of the building would better provide view corridors from the surrounding streets to the west.
(Alternative A1 – Acceptable; Alternative C1 – More Desirable).

5. Cost and Schedule Impacts of Alternative MOW Building Designs:

Alternative A1 -

- a. Additional Cost (ROM) - \$3.97 Million
- b. Schedule Impact ROM - An additional 4 months beyond current Substantial Completion
- c. Assumptions/Clarifications:
 - i. Assumes Building Pad Over-excavation/Compaction for new location

- ii. Assumes Metro direction is to be provided on February 5, 2016
- iii. Setback Requirements need further review based on building location
- iv. Assumes no contaminated soil will be encountered
- v. Assumes in rack sprinklers are not required
- vi. Excludes property purchase costs (To be handled by Metro)

Alternative C1

- d. Additional Cost (ROM) - \$5.65 Million
- e. Schedule Impact ROM - An additional 6 months beyond current Substantial Completion
- f. Assumptions/Clarifications:
 - i. Assumes Building Pad Over-excavation/Compaction for new location
 - ii. Assumes Metro direction is to be provided on February 5, 2016
 - iii. Excludes property purchase costs (To be handled by Metro)
 - iv. Assumes subsurface features are removed by others for "triangular" property
 - v. Assumes no contaminated soil will be encountered
 - vi. Assumes in rack sprinklers are not required
 - vii. Assumes property will be available to meet Construction Schedule.

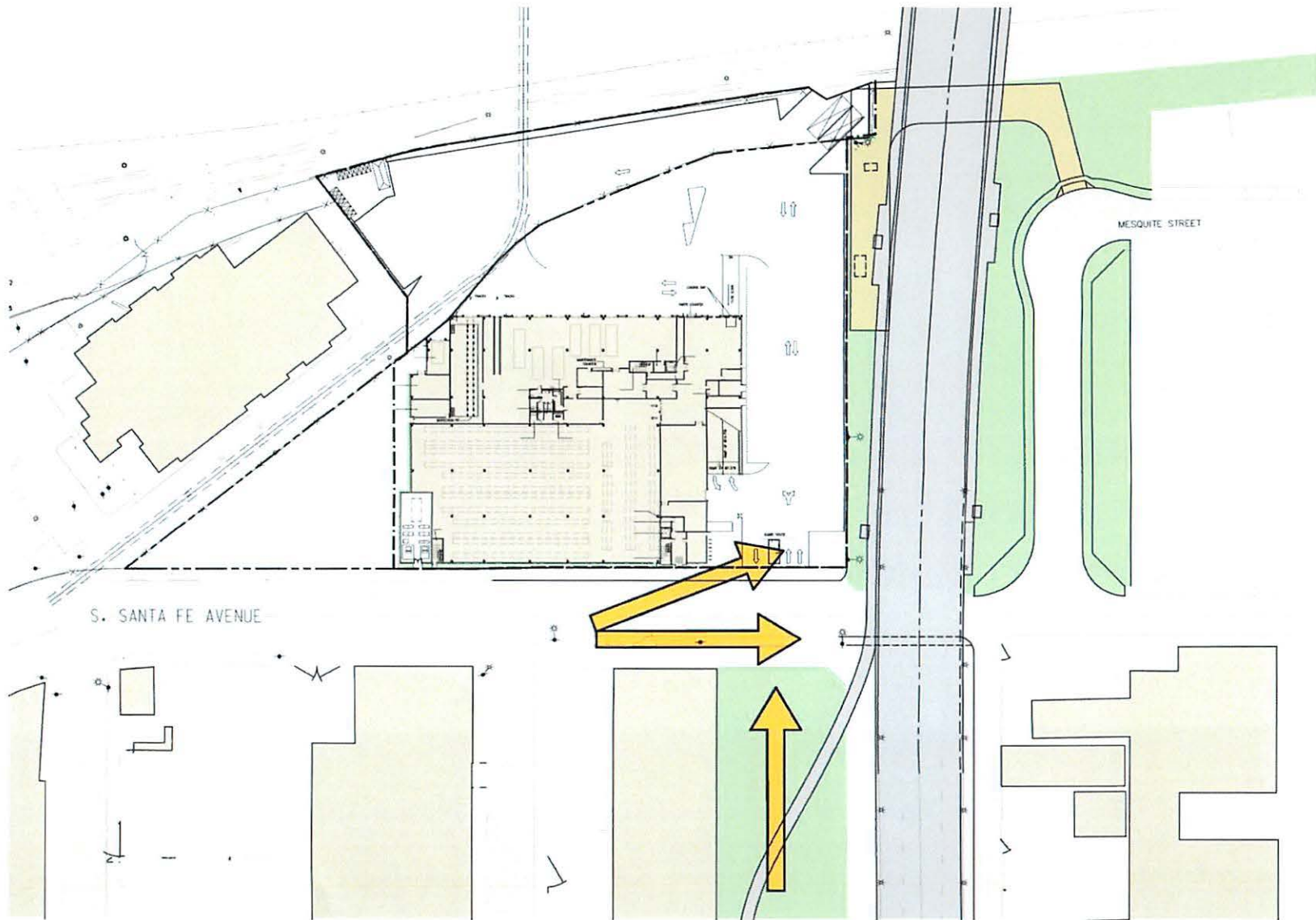
NEXT STEPS

The site plan alternatives for the relocation of the MOW Building have been reviewed by the Design Advisory Working Group. The plans have also been reviewed for operational functionality, utility coordination and code requirements. They also include the review of potential cost and schedule impacts to the C1078 Contract - Maintenance of Way/Non-Revenue Vehicle Maintenance Building (MOW Building).

The architectural design of the building including building materials, landscaping and artwork will be developed after a final decision is made regarding the location of the building. Metro staff will present a recommendation regarding the building location including the cost and schedule impacts for the Metro Board to approve in February 2016.

ATTACHMENTS

- Attachment A – Alternative A1
- Attachment B – Alternative C1
- Attachment C – Baseline Design



SITE CONSTRAINTS

View to New Bridge

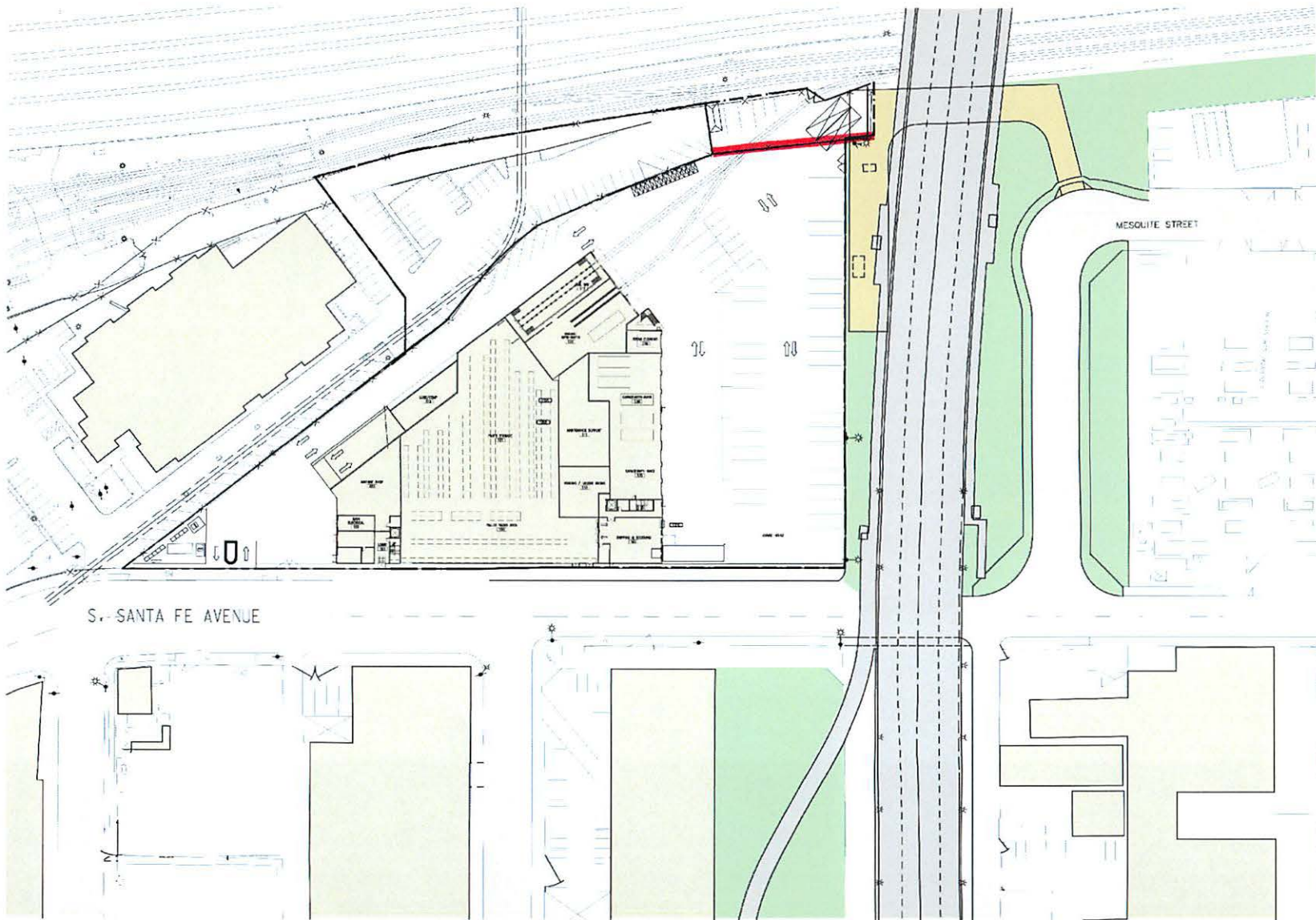
DESIGN GOALS

- More Industrial / Less Office Park
- Interesting Roofscape - View from Bridge
- Articulating Building / Site Perimeter

PARKING LOT GROUND LEVEL
 LARGE NVR VEHICLES = 60 (59)
 MEDIUM NVR VEHICLES = 40 (45)

- BUILDING
- ROADWAYS
- PROPOSED PARK





SITE CONSTRAINTS

- ② Property Ownership
- ④ Functionality / Circulation

DESIGN GOALS

- More Industrial / Less Office Park
- Interesting Rooftscape - View from Bridge
- Articulating Building / Site Perimeter

PARKING LOT GROUND LEVEL
 LARGE NVR VEHICLES = 47 (59)
 MEDIUM NVR VEHICLES = 22 (45)

- BUILDING
- ROADWAYS
- PROPOSED PARK



