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NOVEMBER 12, 2014

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY 
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA 
CHIEF PLANNING OFFICER

**SUBJECT: METRO PURPLE LINE
MAINTENANCE OF WAY (MOW) BUILDING
COORDINATION WITH CITY OF LOS ANGELES AND
OUTREACH TO ARTS DISTRICT**

ISSUE

On October 2, 2014 the Board passed a motion (Item #83- Molina) directing the CEO to work with Arts District residents and other stakeholders to ensure that the planned new Metro Purple Line Maintenance of Way Building complements the proposed arts park and river walk and report back to the Board in November.

BACKGROUND

The Westside Purple Line Subway Extension environmental document was certified by the Metro Board in May 2012 and a Record of Decision was issued by the Federal Transit Administration in August 2012. Since that time, a Full Funding Grant Agreement has been signed for Section 1 of the project extending from Wilshire/Western to Wilshire/La Cienega Boulevard. In addition, the funding agreement includes the purchase of new railcars and the consolidation and expansion of rail storage and maintenance facilities in the Division 20 Rail Yard located along the Los Angeles River and adjacent to the rapidly developing Arts District in the eastern sector of Downtown Los Angeles.

Extensive community outreach was conducted during the environmental planning phase of the project along the route of the subway extension in Mid-Wilshire, Beverly Hills, Westwood and West Los Angeles. These meetings took place from 2007 to 2012. However, meetings were not conducted in close proximity to the Arts District as the work there consisted primarily of relocating several Maintenance of Way and Non-Revenue Vehicle maintenance and storage uses from existing older structures within

the industrially zoned property to a new facility to be constructed on a site contiguous to the existing rail yard. At the time, this land was vacant, industrially zoned and listed for sale.

In late 2012, following the environmental clearance of the subway project, the City of Los Angeles announced plans to tear down and replace the 6th Street Bridge which spans the Los Angeles River. The competition winning design included an Arts Park under the new viaduct and a River Gateway tunnel under the existing railroad tracks to connect the planned Arts Park to the Los Angeles River. The planned bridge structure design placed the bridge immediately adjacent to property line of the planned Metro MOW Building.

Between January and June 2013 Metro participated and hosted a series of workshop meetings with the Los Angeles Bureau of Engineering (LABOE) 6th Street Bridge Project team, representatives of then Mayor Antonio Villaraigosa, LA Council District #14 and adjacent property owners. Alternative designs were explored which ultimately resulted in Metro's agreement to set the new MOW Building back by 28 feet from the property line and relocate parking to the roof of the MOW building to reduce the amount of surface parking adjacent to the building. During these meetings, a mixed-use project proposed by the current property owner of the site was also considered which included a combination of commercial, residential and Metro MOW Building uses into a common master plan, but necessary encroachments into the planned Santa Fe Avenue planned future right-of-way were not supported by the City and the plan was abandoned. Metro proceeded with design plans for the MOW Building in accordance with "as-of-right" M3 industrial zoning for the property.

Progress to Date

Prior to the October 2, 2014 Board Motion, Metro had participated in three meetings in September and early October 2014 with the Los Angeles Bureau of Engineering 6th Street Bridge design team including staff from the Mayor's Office and Council District #14 to consider possible design enhancements to the planned MOW Building that would make the building more compatible with the planned future 6th Street Viaduct, Arts Park and River Gateway. Since the time of the Board Motion, three additional meetings have been held between Metro staff and Arts District representatives.

Metro's coordination efforts have resulted in studying a range of alternatives which include modifications to the current MOW Building south façade and fenced landscaping along the south property line proposed by the City of Los Angeles to questions and concerns that have been raised by the Arts District representatives including their request to consider relocating the MOW Building to another site.

NEXT STEPS

In accordance to a commitment that Metro made to the City of Los Angeles, the original bid opening date for the MOW Building has been postponed from December 5, 2014 to

January 16, 2015 which will allow additional time to consider modifications to the current design that could be added as an amendment to the Invitation For Bid solicitation documents. Metro staff will continue to meet with the Arts District representatives and the City of Los Angeles to inform both parties of the cost and schedule impacts of pursuing modifications to the current Metro MOW Building plan.

ATTACHMENT

- A. Item #83- Motion by Director Molina; October 2, 2014

Motion by Director Molina

October 2, 2014

Metro is planning to construct a new maintenance of way building at the south portion of the Division 20 maintenance facility to accommodate additional service due to the subway expansion. In 2012, the project was environmentally cleared as a part of the Westside Subway. More recently, the City of Los Angeles unveiled plans for the Sixth Street viaduct replacement project which includes an arts park and performance space as well as a river gateway tunnel connection under the rail yard to the Los Angeles River.

Residents and activists in the Arts District only recently became aware of the proposed maintenance of way building after working collaboratively with the City of Los Angeles on the proposed new park and river access for a number of years. The community has raised concerns about the appropriateness of the new building and its design adjacent to the proposed new park and river access. Metro is now ready to procure a design builder for the maintenance of way building. It is imperative that Metro address the community's concerns prior to selecting a design/build contractor for the project.

I THEREFORE MOVE that the Board direct the CEO to work with Arts District residents and other stakeholders to identify changes that can be made to the planned maintenance of way building, to ensure that the building compliments the proposed arts park and river walk, and report back to the Board at the November Board meeting.