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**JUNE 30, 2016**

**TO: BOARD OF DIRECTORS**

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

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

**THERESE MCMILLAN** *JMC*  
**CHIEF PLANNING OFFICER**

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

**ISSUE**

This report provides an 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, 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 for a firm fixed price of \$52,830,310. The Board approval included direction to the CEO staff to instruct staff to:

- A. Direct staff to establish a design advisory working group that includes representatives from the following entities:
1. Metro Operations
  2. Metro Construction
  3. Metro Arts

4. Metro Planning
  5. MOW/Design-Build Team
  6. City of Los Angeles 6<sup>th</sup> Street Bridge Design-Build Team
  7. Arts District Community
- B. Direct staff to report back to the Board on a monthly basis on progress that is made with the advisory group to explore the following objectives:
1. Site placement of 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. Direct staff to 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 provided progress reports to the Metro Board of Directors and recommendations requiring Board approvals. In February 2016, the Board approved the staff recommendation to increase the Life of Project Budget by \$5,000,000 to incorporate the design direction recommended by the Design Advisory Working Group for Alternative 1, to revise the Baseline design of the building floor plans and site plan. The Board also authorized the CEO to negotiate with the City to allow as-needed access through the MOW site for maintenance vehicles to service the electric and sewer vaults in the 6<sup>th</sup> Street Viaduct right of way.

The Board item also stated that staff will continue to work with the Design Advisory Working Group and coordinate with the 6<sup>th</sup> Street Viaduct team to provide input on the design details in the MOW building including the use of color, fenestration, and façade features, the design of site fencing and other elements that will impact the community and continue to provide the Board with monthly updates. Since then, the Board was advised that updates are now being provided based on the frequency of Design Advisory Working Group meetings. The last update to the Board was provided in April 2016.

## **CURRENT UPDATE**

The most recent meeting of the Design Advisory Working Group was held on June 9, 2016. The purpose of the meeting was to continue discussing the design approach, process and schedule to incorporate the input received on the design details including artwork. The Design/Builder (Clark Construction Group) has completed a 30% final design submittal which was submitted to Metro in May 2016. Based on the design submittal, 3-D renderings were presented to the Design Advisory Working Group to receive feedback on the building materials and opportunities to integrate artwork with the architectural elements by the time that the Artist is under contract.

The feedback received from the Arts District Stakeholders and the City of LA that will have the most significant impact on the current 30% final design is their request to change portions of the exterior wall material from opaque metal panels to translucent glass panels to illuminate the MOW building throughout the night. Metro advised that the MOW Building is following Metro sustainability design guidelines for LEED Silver certification which may prohibit the use of the translucent glass wall panels due to energy considerations. Metro also advised that the cost of the translucent glass panel wall system is significantly more than the conventional building wall.

The City of LA has also provided its design for their maintenance access from the 6<sup>th</sup> Street Viaduct right of way through the Metro MOW Building right of way. The City of LA and the Arts District Stakeholders requested that the design of the fence on the southern edge of the common property line be deferred until the designer for the 6<sup>th</sup> Street Viaduct Arts Plaza is under contract with the City of LA in September 2016. The City of LA has also requested that the design of the MOW Building follows the River Improvement Overlay (RIO) Ordinance that was adopted by the City of LA in July 2014 and amended in January 2015.

## **NEXT STEPS**

The Design Advisory Working Group will continue to meet to provide feedback on the aesthetic design elements of the building and continue coordination with the City of Los Angeles 6<sup>th</sup> Street Viaduct team to discuss design issues related to the City's as-needed access for maintenance vehicles along the common property line between the MOW Building and new 6<sup>th</sup> Street Viaduct projects. Metro staff will advise the Board of any potential cost and schedule impacts resulting from the feedback received from the Design Advisory Working Group.