

**MINUTES OF THE MEETING OF THE  
GATEWAY CITIES COUNCIL OF GOVERNMENTS**

**West Santa Ana Branch City Manager Technical Advisory Committee**

**Teleconference Meeting Via ZOOM**

**Tuesday, July 14, 2020**

Due to the planned presentation of the Metro Station and System Design Tools and Efforts, City Managers were requested to invite city planning and public works staff. The attendance information has been modified to show attendance by all city staff at this meeting.

**PRESENT:** City of Downey – Vice-Chair, Gilbert Livas, Aldo Schindler, Vania De Rojas  
City of Artesia – William Rawlings, Karen Lee, Fiona Graham  
City of Bell – Manuel Acosta  
City of Bellflower – Len Gorecki  
City of Cerritos – Mariel Angeles  
City of Huntington Park – Cesar Roldan, Raul Alvarez, Sergio Infanzon  
Los Angeles County – Elaine Kunitake  
City of Paramount – Andrew Vialpando, John Carver  
City of South Gate – Joe Perez, Erika Ramirez

**ABSENT:** City of Bell Gardens  
City of Cudahy  
City of Maywood  
City of Vernon

**ALSO PRESENT:** **Electeds/County/Cities** Jocelyn Rivera Olivas, *Office of Supervisor Hahn*; and Kimberly Ortega, *Office of Supervisor Solis*.  
**Metro:** Luke Klipp, *Deputy to Metro Director Mayor Garcia*; Meghna Khanna, Adam Light, Zipporah Yamamoto, Mark Dierking, Brett Roberts, *Metro Staff*.  
**Eco-Rapid Transit:** Allyn Rifkin.  
**Gateway Cities COG:** Nancy Michali, Karen Heit, Joel Arevalos, Stephanie Cadena.

Vice Chair Gilbert Livas called the meeting to order at 2:09 pm. He asked for approval of the June 9 City Manager TAC meeting minutes. Manuel Acosta, City of Bell, moved to approve and Bill Rawlings, City of Artesia, seconded the motion, and CM TAC members approved the minutes.

**Overview of Metro Design Tools and Efforts**

Vice Chair Livas introduced Meghna Khanna, LA Metro Senior Director, Countywide Planning & Development. He stated that her presentation today will focus on a discussion of the WSAB Design Guide, which is intended to provide a design vision for the WSAB Transit Corridor. The main topic she will be discussing today is the Metro Board-adopted Systemwide Station Design. Today’s presentation is intended to start and frame the station design discussion. Station design is currently at the 15% level to support the environmental review process. The next step will be advancing the station design to 30%

after the P3 developer is on-board after the Final Environmental Certification and the FTA Issues Record of Decision (ROD). Ms. Khanna and Metro staff will return to discuss station design issues in the future. Mr. Livas turned the meeting over to Ms. Khanna.

Ms. Khanna thanked Vice Chair Livas and provided an overview of today's presentation, which included the Purpose of the WSAB Design Guide, Overview of Urban Design, Historical Context of the WSAB Corridor, Guiding Design Principles, Systemwide Station Design (Element of Continuity) and Landscape and Artwork (Elements of Variability). She introduced two Metro staff members who would be joining her in today's presentation: Adam Light, Senior Director, Systemwide Design and Zipporah Lax Yamamoto, Director, Arts & Design.

### **WSAB Urban Design Guide**

The key purpose of the Urban Design Guide is to provide a design vision and clarify expectations for all parties involved in the WSAB Project – corridor cities, stakeholders and the P3 developer to be selected. Ms. Khanna discussed that Urban Design combines engineering, architecture and landscape design to help provide visual system continuity, while adapting to site-specific conditions along the corridor. Thoughtful urban design assures comfort, safety and overall design quality and consistency so communities can benefit from public investment for generations. She provided a brief overview of the historic use of the former Pacific Electric corridor from moving goods to moving people to supporting the local economy and providing connectivity for the corridor's communities.

### **System-wide Station Design**

The four Guiding Design Principles providing the basis for the Urban Design Guide are –

- Principle 1 is to distinguish Metro's unified system with high quality materials and elements.
- Principle 2 is to offer dependable information throughout the LRT system for clear passenger guidance.
- Principle 3 is to move people efficiently and safely across communities and through Metro's system and stations, including access to existing and future First/Last Mile facilities.
- Principle 4 focuses on presenting a comfortable environment for those within and around Metro's system through landscaping, artwork and amenities for rider comfort.

Ms. Khanna reviewed the January 2018 Metro Board-adopted a systemwide station architecture, landscape and artwork station design guidelines. Systemwide Station Design includes providing unified station design across cities and transit lines, creating predictability for customers, focusing on customer safety and comfort along with long-term durability and sustainability. She said that Metro's award-winning station art program, as well as sustainable landscaping tailored to the county's various microclimates, are elements of variability. These elements are developed in consultation with and are responsive to the surrounding community. Currently, the Crenshaw Line, Purple Line and Regional Connector are following the Systemwide Station Design Standards and the lessons learned from these projects have helped further refine the systemwide station design. In the fare collection area, or the "unpaid zone," the fare equipment and system information elements are integrated into a metal wall protecting the equipment and creating a high-quality station image. Site-responsive artworks will be integrated within the stations.

Ms. Khanna added that Metro stations designed in compliance with the Systemwide Station Design Standards will be safer, smarter, cleaner and greener: safer for all riders and operators; intelligently laid out so that the station are easier to access and navigate; simpler and more cost-effective to clean and maintain; and more sustainable in terms of architectural materials, energy usage and landscaping selections. Ms. Khanna handed the presentation over to Adam Light who discussed the design for the platform area or the “paid zone.” The open platform area design provides customer protection and safety and customer comfort with lighting and seating. Real-time arrival information will be provided. Each station is designed to “present” itself as a visible, positive addition to the community. Ms. Khanna mentioned that the panels on the platform shown in the typical station rendering are designed to contain artwork.

Mr. Light continued with a review of station design materials or elements of continuity, durability and contribute to a recognizable design image. He talked about and showed images of the steel, concrete and structural glass to be used in each WSAB station. His materials-related presentation included a discussion of paving materials and the three standard colors of concrete. The concrete pattern is designed to make it easier to patch in the future. He reviewed the placement of seating, trash cans and other platform design elements – seating will be comfortable, durable and designed to prevent people from sleeping on the platforms.

Ms. Khanna reviewed the design and layout standards for the WSAB at-grade stations: Pioneer, Bellflower, I-105/Green Line (C Line), Gardendale, Florence/Salt Lake and Pacific/Randolph. She presented an at-grade Crenshaw/LAX Line station, currently under construction, as an example of how the design looks and works. Ms. Khanna discussed the WSAB aerial stations: Paramount/Rosecrans, Firestone and Slauson/Blue Line (A Line). For aerial stations, the “unpaid” area with fare equipment remains at street level while the “paid” platform is located above or upstairs in the aerial portion. As an example, she showed images of the currently under construction Crenshaw/LAX Line near the airport.

The last station type – underground – would be located in the Downtown Los Angeles portion of the WSAB project. Underground stations may include: South Park/Fashion District, Arts/Industrial District, Little Tokyo and either the 7<sup>th</sup>/Metro Center or Los Angeles Union Station stations as the terminus or end stations. As an example, she presented the Purple Line Beverly Hills Station currently under construction. Lessons learned from the use of the systemwide station design standards on the Purple Line will be incorporated in the design of the WSAB Line stations.

Ms. Khanna reviewed elements of variability starting with landscaping, showing the variety of trees and shrubs that have been identified to form a common palette. She mentioned that Metro would work with each city to choose the most appropriate landscaping for each station from the palette. Ms. Khanna introduced Zipporah Yamamoto, who discussed the art selection process for the WSAB stations. Station-specific artists will be recommended for art commissions by a community-based selection panel. Selection of artwork materials are based on visual impact, artwork suitability and long-term durability based on Metro’s on-going material assessment efforts. Ms. Yamamoto presented examples of artwork developed for the Crenshaw/LAX Line, including showing the process and approach of several artists, and how the community context can be woven into the design approach in a variety of ways. Ms. Khanna stated that the art will be unique for each station. She reviewed where the art locations are within the station entrance and platform areas. The artwork is meant to function as an outdoor gallery for transit riders and the community.

Post meeting note in response to a CM TAC member question: Metro will form an art advisory group, which will act as a liaison to the cities and communities throughout the design process. Metro art program staff will work with each of the cities to identify the group representatives. The WSAB Art Advisory Group development would potentially begin in early 2022, and has a different purpose than the Artist Selection Panel. A few representatives from the Art Advisory Group will serve on the Artist Selection Panel as representatives of the WSAB Art Advisory Group.

Ms. Khanna presented concept slides for three WSAB stations illustrating how many of the station area elements could be integrated together into an inviting station area. For the Long Beach Avenue Station, the images showed how an aerial station could be integrated into a residential area with potential opportunities for landscaping. The Randolph Station concept illustrated how pedestrian crossings and other safety features would be designed for community safety. For the Florence/Salt Lake Station, which is located adjacent to residential uses, the image showed the proposed sound walls with landscaping. Both the Paramount and Bellflower alignments have planned and existing bicycle paths and concepts were shown how the bike trails would co-exist in each location. Design concepts were also presented for the Cerritos/Artesia Alignment.

### **TAC Member Discussion**

Vice Chair Livas started the discussion with his concerns about the starkness of the durable materials and the low level of park land opportunities within the rail right-of-way. He highlighted the need for more right-of-way landscaping, specifically related to identifying where landscaping may occur for in-street stations. Ms. Khanna responded that the narrow right-of-way in some locations may restrict right-of-way and station landscaping, and that the future station-specific First/Last Mile Plans may integrate additional greening in the station areas. For some in-street stations, landscaping may have to be placed between the station areas. Mr. Livas asked about when city input would be requested on landscaping and other station design issues. Ms. Khanna replied that city input will occur during the 30% design phase.

Vice Chair Livas asked for additional CM TAC member comments and questions.

Karen Lee, City of Artesia, had questions regarding when an aerial rail line crossing structure is supported on an earthen bank versus on pillars, such as at the Exposition Line Culver City Station. Ms. Khanna explained that the decision is based on consideration of available construction space and structural needs related to the width and angle of crossing a street or an intersection. Pillars were used in the Culver City Station area due to limited right-of-way space and the diagonal crossing of major streets by the aerial rail structure. Ms. Lee expressed the city's interest in creating park land under their aerial alignment section and asked whether that was that possible. Ms. Khanna replied that it is possible and could be evaluated during the next design phase, but cautioned there may be related betterment costs that the city would be responsible for.

Luke Klipp, Metro Board Deputy for Metro Director/Long Beach Mayor Robert Garcia, asked if current Metro rider feedback had been incorporated into the systemwide design shown today? And would the identified station design elements be provided by the future P3 partner? Ms. Khanna replied that the systemwide design and station materials will be provided as part of the developer bid packages, with some room for consideration of developer recommendations to provide flexibility in terms of material choices.

Mr. Klipp asked if current rider comments were used in the design process? Mr. Light responded not directly as there are no existing stations with the similar proposed design. Mr. Klipp clarified that he meant if any comments from riders on stations throughout the existing system? Mr. Light said that comments from rider focus groups conducted as part of the development of the Metro Transfers Design Guide were solicited and are being considered in improving station transfer environments. Current riders requested improved and easier transfers at stations, higher levels of safety and cleanliness, more shade and protection and improved comfort while waiting in the station areas and bus stops. Mr. Light said that painted station element surfaces have been removed wherever possible to be replaced by stainless steel, which is more durable and easier to clean.

Karen Lee, City of Artesia, asked about wayfinding design. Ms. Khanna said the wayfinding design would occur during the 30% design phase. Mr. Light mentioned that future station's digital touch screens will be used more often for wayfinding with passengers able to request directions to specific locations. The touch screens will also display advertising and temporary artworks. Ms. Lee asked about use of the touch screens by visually disabled passengers and those who speak other languages. The Metro system is currently designed to accommodate English and Spanish speakers with signage in some station areas in community-specific languages. Station touch screen applications in languages beyond English and Spanish are not currently available, but potentially could be explored.

Joe Perez from the City of South Gate asked about whether bike racks were being provided at each station as well as bike hubs at the certain stations? Ms. Khanna explained that there will be Metro bike racks on the station plaza areas along with Metro bike share and private bike share services. A bike hub location will be determined. These details will be seen at 30% design level. Mr. Perez asked if there will be an opportunity for the cities to use the digital screens for city-specific messaging? Mr. Light reviewed the priorities of the screen information, including possible opportunities for city/community use of messaging and shared screen use. Detailed discussion will occur closer to opening and would be a detailed discussion with Metro's Marketing and Communication staff. Mr. Perez asked if Metro would be open to providing an additional kiosk for city purposes only? Mr. Light responded that the decision to locate additional kiosks in the station area would require coordination with Metro's Marketing and Communications staff and Metro Board approval. Ms. Khanna added that these discussions could occur as the project design is advanced and signage and wayfinding bid packages are developed.

## **Update on Project Efforts**

### **City Manager TAC/Eco-Rapid Transit Joint Meeting**

Vice Chair Livas informed TAC members that a City Manager TAC/Eco-Rapid Transit Joint Meeting has been requested with ERT Board Chair Karina Macias who is interested and has accepted. The purpose of the meeting will be for the Eco-Rapid Transit JPA and TAC to better reconcile missions, roles and responsibilities. The joint meeting will discuss how the City Manager TAC and Eco-Rapid Transit can complement one another to effectively deliver the WSAB Project for all Corridor cities. With a cohesive strategy, Eco Rapid Transit and the CM TAC have the political strength and technical skills to advocate and deliver the light rail project and community-specific economic opportunities for our cities.

### **Status of WSAB Master Cooperative Agreements**

Mr. Livas stated that timely completion of the Master Cooperative Agreements (MCAs) shows the Metro Board that the WSAB Corridor cities are serious about moving ahead on the project. Metro Board

budget discussions re: which projects will be funded during this financially constrained times are going to be fierce! Ms. Khanna updated the status of completing the MCAs noting that only the cities of Artesia, Cerritos and Vernon were still outstanding. The City of Paramount is in the process of taking their MCA to the Paramount City Council for approval; all other cities are making progress on delivering their MCAs.

#### **Introduce New Metro Public Outreach Staff**

Ms. Khanna introduced Mark Dierking, Metro Community Relations Manager, who take over community outreach responsibilities from Julia Brown; he will be supported by Brett Roberts. Mr. Dierking introduced himself and gave his background, he will cover South Bay as well as Gateway Cities. Mr. Roberts introduced himself and shared that he has been working on Metro projects for seven years, primarily on the construction side.

#### **Project Calendar Look-Ahead**

Ms. Michali, WSAB City Manager TAC Consultant, provided a calendar update highlighting that the deadline for California Housing and Community Development Department Local Early Action Planning Grants has been extended from July 31, 2020 to January 31, 2021. She highlighted that the upcoming August 11 City Manager TAC meeting will focus on a presentation of the WSAB First/Last Mile Guidelines developed by Metro staff.

#### **TAC Member Discussion**

Vice Chair Livas called for final comments and questions, and hearing none adjourned the meeting at 3:45 pm.

#### **Next TAC Meeting**

The next WSAB City Manager TAC meeting is scheduled via ZOOM for Tuesday, August 11 starting at 2:00 pm.