



Expo

Exposition Metro Line Construction Authority



Exposition Light Rail Line

MID CORRIDOR

The Exposition Construction Authority invites you to a

# DESIGN PRESENTATION AND PROJECT UPDATE MEETING

for the new 8.5-mile Exposition Light Rail Line

We will be highlighting key design elements proposed for the project, including:

- canopy design
- wall treatments
- landscaping
- art opportunities

*We would like your input...so please join us!*

**WHEN:** Thursday, November 16, 2006

**WHERE:** Dorsey High School—Auditorium  
3537 Farmdale Avenue  
Los Angeles, CA 90016

**TIME:** 6:30 p.m. to 8:30 p.m.

Street parking is available along Farmdale and adjacent streets

For more information about the Exposition Light Rail Line, please visit [BuildExpo.org](http://BuildExpo.org) or call 213-922-3976.

# MID CORRIDOR

## Design Presentation and Project Update Meeting

Thursday, November 16, 2006

### COMPILED PUBLIC COMMENTS

#### CANOPY DESIGN AND WALL TREATMENTS

- Colorful tile artwork in the stations is a great idea, especially nature-enhancing murals
- Ensure that canopies provide more effective rain protection than Green Line canopies
- Looks very good; hopefully it will be well maintained
- Consider using berms to deaden wheel noise
- Use greenery as anti-graffiti cover on masonry walls
- Cohesiveness and linear continuity is excellent
- Graffiti opportunities are a concern (etching and marking)

#### LANDSCAPING

- Landscape is very important in success of the project. Make it nice and soothing.
- Looks great, but do not use Palm trees (they are ugly)
- Do not use Palm trees. City of LA has banned them because they are dangerous. Palm trees do not provide a canopy. Use more columnar trees like Canary Island Pine and plant them so that their lateral branches are parallel to the track. Palms are also susceptible to fungi and are not slated to be replanted city-wide.
- Consider referencing the waterways that once existed along major intersections, such as La Cienega and La Brea, in the landscaping design by using rocks, color, and flowing planting scheme perpendicular to the tracks.
- Use succulents and native plants as much as possible
- Consider use of more cultural/ethnic specific plants for diversity of station design

#### ART OPPORTUNITIES

- Good ideas
- Consider reaching out to young artists at art schools, community colleges, etc. for ideas and collaboration
- Having a clear theme for art that ties each station to the neighborhood is far more important than giving carte blanche to local artists to promote their own, disconnected visions
- Actively engage significant local cultural contributors in station art, such as the museums around Exposition Park and the movie studios in Culver City
- Gateway-style facades or signage is preferable for La Cienega/La Brea stations. Look to the Chinatown Gateway for inspiration. Community should be proud of these structures.

#### ADDITIONAL COMMENTS

- Crenshaw is a very busy street.
- Bike lanes must be separate from traffic and pedestrians



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DOWNTOWN CORRIDOR

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**WHEN:** Tuesday, November 28, 2006

**WHERE:** Alexander Science Center School  
Multi-Purpose Room  
3737 South Figueroa Street  
Los Angeles, CA 90007

**TIME:** 6:30 p.m. to 8:30 p.m.

For more information about the Exposition Light Rail Line, please visit [BuildExpo.org](http://BuildExpo.org) or call 213-922-3976.

**DOWNTOWN CORRIDOR**  
Design Presentation and Project Update Meeting  
Tuesday, November 28, 2006

**COMPILED PUBLIC COMMENTS**

**CANOPY DESIGN AND WALL TREATMENTS**

- Platform shelters at Jefferson and Vermont should be longer than at other stops to accommodate crowds during special events
- Station design elements must include variable features to recognize surroundings, especially around the historic setting of Expo/USC Parks. Landscaping and art alone will not do.
- Need to recognize EIR planning principles by allowing variation to distinguish the unique neighborhood character of Expo/USC Parks
- Station design needs to represent a sense of arrival for Expo Park and USC
- Gateway arches should be less severe against the scenery, and instead curve like arches to blend in with many buildings and historic landmarks in the area, such as the Rose Garden arbor.

**LANDSCAPING**

- Expo Park and USC ground will inevitably be better landscaped than the transit park. Therefore, landscaping along this stretch should maximize visibility to the existing parks so that the transit park is tied into the existing environment.
- The use of Palm trees is good.
- The proposed floral and shrubs will soften the hardware of the rails and the canopies.
- The use of drought resistant plants is good.

**ART OPPORTUNITIES**

- Need to represent Expo Park and USC
- Reliefs and designs indented on concrete could individualize each station and reflect the particular area

**ADDITIONAL COMMENTS**

- A third track would be useful at Vermont to store extra light rail vehicles for emergencies and as standbys for Coliseum events
- The “weaving” principle should mean that the design should take advantage of the strengths and identities of the neighborhoods
- Although the proposed USC/Exposition Park station is not yet funded, Expo/USC Park, USC students and other stakeholders strongly support the inclusion of the station in final construction documents and eventually the installation of this station



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WEST END

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**WHEN:** Wednesday, November 29, 2006

**WHERE:** Veterans' Memorial Complex  
Rotunda Room  
4117 Overland Avenue  
Culver City, CA 90230

**TIME:** 6:30 p.m. to 8:30 p.m.

For more information about the Exposition Light Rail Line, please visit [BuildExpo.org](http://BuildExpo.org) or call 213-922-3976.

# WEST END

## Design Presentation and Project Update Meeting

Wednesday, November 29, 2006

### COMPILED PUBLIC COMMENTS

#### CANOPY DESIGN AND WALL TREATMENTS

- Add living green plantings to undulating metal canopy to provide additional shade and protection from rain and will also help soften the hard feelings of metal and concrete being used
- Ensure that mesh fence opening will not allow small animals and wildlife to cross through into car and light rail vehicle traffic
- Install fencing that is undulating at the top to echo the canopy treatment
- Integrate artwork into fencing at intervals similar to what was done with the Vermont Ave. pedestrian bridge in the Hillcrest area of San Diego
- The wavy metal coverings at stations are nice
- Designs are lacking in balance between structural and decorative elements. Stations should appear light and graceful, suggesting the speed and ease of light rail transit.
- Discard the wavy cheese grater design and try for more visual harmony
- Recommend more ornamental fencing
- Canopies need to be solid for protection from the sun and rain, should be wide enough to cover three to six people and should reach the trains to prevent rain from blowing into the vehicles.
- Wavy canopy design is awful and does not provide enough shelter. Compared to other lines, the design is very cheap looking.
- The walls treated with plants are the best
- Shadowing effect from the canopy design is not good for the partially sighted
- All walls are subject to graffiti
- The wire mesh 6 foot fence is the best

#### LANDSCAPING

- Do not use Mexican Fan Palm at all. It is one of the ugliest looking Palm trees
- Good landscaping—i.e. rows of palm trees. Use as many Palm trees as you can. They identify L.A.
- Bike path should be hardscape. Bike path looks good with two rows of trees.
- All plantings should be native to California, instead of palm trees. Mexican Fan Palms do not provide shade.
- Aromatic plants at the stations are welcome
- Please use the *lentiformis* (Salt Bush)
- Landscaping palette is boring and uninspired. Need to add more variety.
- Bougainvillea has nice flowers and grows fast

#### ADDITIONAL COMMENTS

- Bike lanes must be physically separated from cars, otherwise they will not be safe and user friendly
- Sidewalks must be available all along the route
- Planning looks great...keep project on schedule
- Please reflect the personality of each surrounding neighborhood, such as at the Chinatown station (Gold Line)
- Signs should be posted telling passengers not to place wet umbrellas and other wet items on the seats
- Design is in good hands—you are all doing a great job
- Need to do a better job about showing what the Culver City station will look like
- 3-car trains will not be enough during rush hours
- You need to consider residents, not just riders, when designing the project.
- For easy bike access, place rails along the sides of stairways so that bikers can “run” their bikes up/down
- Do not over emphasize the art component. Focus instead on better design.