

JOB NO. L90666
PROJECT NAME

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MEMO TO: Arthur Bingham Cherrie, Associate Vice President, Planning
FROM: Phiroze R. Titina, AIA
SUBJECT: Alternative Station Design for the Exposition Light Rail Transit Project

In December 2006 the Exposition Metro Line Construction Authority adopted a policy for alternative urban design elements, including station design modifications consistent with the Exposition Transit Parkway planning principles specified in the Final Environmental Impact Statement/Report (FEIS/FEIR) for the project.

The FEIS/FEIR states that the stations will feature a contemporary design and that the layout and materials used will be designed to be consistent with the overall Exposition Transit Parkway planning principles.

The FEIS/FEIR additionally calls for a station design which includes the following:

- An architecture based on a singular design language to provide continuity to the overall alignment while allowing for variation at each station
- Developing a kit-of-parts for the station architecture that can be combined in different ways to address a variety of needs along the station platform
- Developing an architecture expressive of movement and place
- Providing architectural continuity while allowing for the unique character of neighborhoods along the Exposition Transit Parkway to be expressed

Zimmer Gunsul Frasca (ZGF) Architects LLP was asked by the Exposition Park stakeholders and the University of Southern California to modify the typical station design included in the FEIS/FEIR, with input from FCI/Fluor/Parsons (Design Build Contractor), to better reflect the character of the neighborhood around the Park and University Campus. The three stations in this neighborhood are Jefferson/Flower, USC/Exposition Blvd. (Trousdale) and Vermont/Exposition Blvd.

ZGF looked at the Metro Gold Line station canopy design in Pasadena as an example of an existing kit of parts having a "park or pavilion" like aesthetic. A series of studies then tried to incorporate a trellis-like canopy into the design. The canopy further evolved into an undulating form that captures the spirit of a pavilion in a park setting and also relates to the undulating form of the typical station design included in the FEIS/FEIR. These studies are included in the first sheet of the attached presentation titled "Process".

This prototypical canopy was then used to create realistic stations for two specific locations – USC/Exposition Blvd. (Trousdale) and Jefferson/Flower.

As can be seen in the attached renderings, the station canopies have a light, airy and contemporary feel in keeping with the recommendations of the FEIS/FEIR. The canopy consists of a colored stainless steel material similar to the typical station clad over a ribbed structure that creates the undulating form of the canopy. The canopies provide protection from rain and sunlight. The canopies are supported by "tree" columns sitting on brick and precast bases.

The typical FEIS/FEIR station has a gateway element that has been modified to form an entry archway whose form is reminiscent of the architecture in the Park and on the USC campus. To

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comply with Metro sightline guidelines and in keeping with the aesthetic of the proposed alternative station canopy the archways are light, airy elements constructed of metal. The archways provide opportunities to incorporate "art panels" similar to the gateways at the typical FEIS/FEIR stations.

Both stations are separated from the adjacent roadway by a brick wall surmounted by a metal guardrail. The use of brick is another means to tie the station design into the existing architecture of the Park and USC Campus.

The alternative station design incorporates trees on the station platform between the canopies. While no specific recommendation has been made by the Design Team, the tree is envisioned to be of a type that will have an airy canopy to create dappled shade on the platform. The underside of the tree canopy will be the same height as the station canopy.

The Trousdale station will not be able to accommodate continuous landscaping between the station and adjacent roadways. The renderings depict 18" deep notches in the crash barrier and platform to accommodate palm trees. The choice of palm trees for this location in the renderings is in keeping with current depictions of the typical station. The existing median on Exposition Blvd. is also currently planted with palm trees. The landscaping shown in the renderings of the Jefferson/Flower station is what is currently proposed by the Design Build Contractor.

All other station furnishings will be the same as the typical station. These will include the Metro entry pylon, benches with provision for "art panels", electronic messaging systems, light fixtures and ticketing booths. While a color for the metal elements (other than the colored stainless steel canopies) has not been finalized the design team believes that the alternative station design will conform to the color scheme chosen for the typical station.

In conclusion, the Exposition Park stakeholders and University of Southern California believe that the alternative canopy design is not only in compliance with the FEIS/FEIR recommendations but is aesthetically on par with the typical station design.