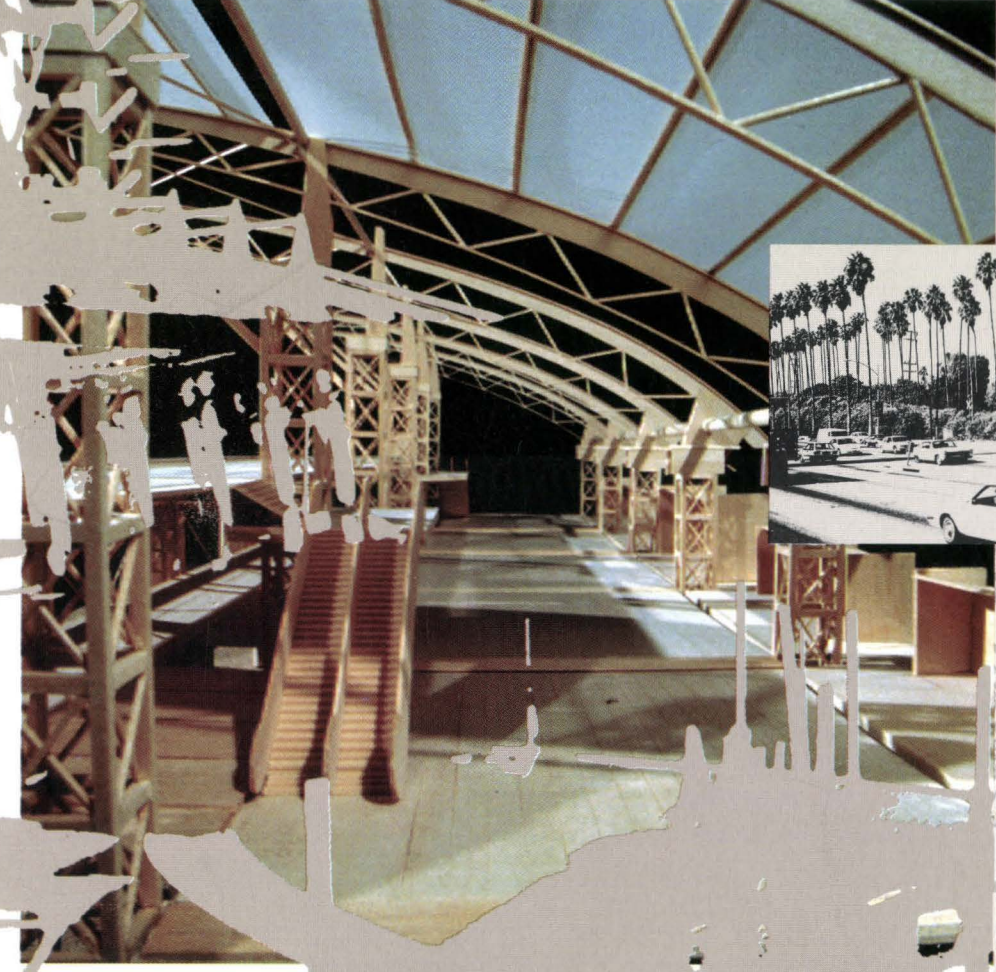


# The Architecture of Light Rail Stations as a Catalyst for Economic Development Transit Systems

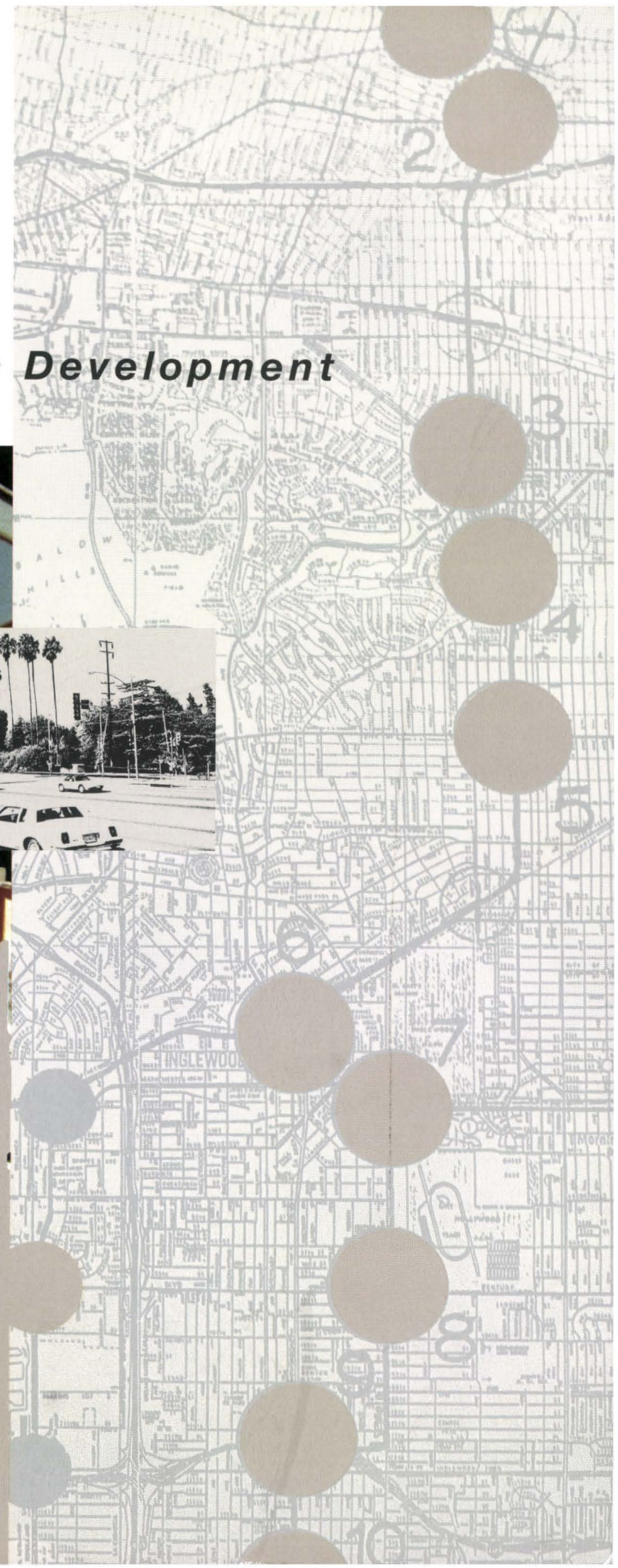
Graeme Maxwell Morland  
Architect, AIA, RIBA  
Associate Professor  
USC, School of Architecture



A Joint Case Study on the Crenshaw-Prairie Corridor

USC UNIVERSITY OF SOUTHERN CALIFORNIA

M METRO Metropolitan Transportation Authority





# The Architecture of Light Rail Transit Systems


*Stations as a Catalyst for Economic Development*

*Graeme Maxwell Morland  
Architect, AIA, RIBA  
Associate Professor  
USC, School of Architecture*

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 UNIVERSITY OF  
SOUTHERN CALIFORNIA

 Metropolitan Transportation Authority

 Architectural Guild Press  
University of Southern California, School of Architecture



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## Forward



August 15, 1997

Dear Friends:

*It is my great pleasure to introduce you to this study of the Crenshaw-Prairie Corridor sponsored jointly by the Metropolitan Transportation Authority and the University of Southern California School of Architecture. This study is an asset to the community and to the realization of a light rail system within the Corridor.*

*A light rail system within the Corridor means opportunity for the people it will serve. It will tie our transit dependent communities within the Corridor to regional destinations on Metro Rail and it will enable the communities within the Corridor to reach their full potential by providing easier access to work, home and services.*

*I want to take this time to thank the School of Architecture at USC, the students who spent hours on their station designs, and the MTA staff for their efforts in bringing this Crenshaw-Prairie Corridor Study to reality. I would especially like to acknowledge Dale Royal, who was the Project Manager for the Crenshaw - Prairie Transportation Corridor Study from 1992 to 1997, for being the inspiration of this book. Dale has worked tirelessly with Dr. Graeme Morland and all of his classes.*

*I urge all of you to continue working to make this project a reality and urge the community to become even more involved. Our combined efforts today will shape the future of the Crenshaw-Prairie Corridor. I look forward to working with you as this process continues to evolve and I am excited about the possibilities which lie ahead.*

Sincerely,

A handwritten signature in dark ink, which reads "Yvonne B. Burke". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Yvonne Brathwaite Burke  
Los Angeles County Supervisor

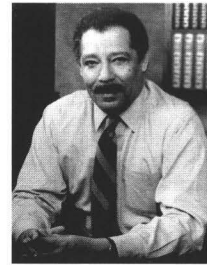


**State Leaders Support the Crenshaw-Prairie Corridor**



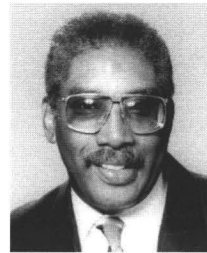
“To enhance economic development and to improve the transportation system for area residents, the Crenshaw-Prairie line offers a sensible opportunity to build an effective transit network. Citizens and businesses need to participate with the MTA to foster a well-designed transportation corridor.”

*Los Angeles County Supervisor Don Knabe*



“The Crenshaw-Prairie Transportation Corridor is essential to the success of our efforts to build an effective regional transportation system. It will promote economic growth in the communities it serves, and provide an efficient way to link our growing population to centers of employment. We must move forward.”

*Congressman Julian C. Dixon*



“The Crenshaw-Prairie line will not only provide an excellent transportation link to existing Inglewood destinations such as the Great Western Forum and Hollywood Park, it will also serve as a catalyst for economic development downtown and in the surrounding areas. Once built, this project will connect Inglewood with Long Beach, Norwalk, Hollywood, the San Fernando Valley, and other counties throughout southern California via rail.”

*Assemblyman (Former Mayor of Inglewood) Ed Vincent*

“The Crenshaw-Prairie corridor will enhance the economic health of our communities. Without viable transportation alternatives our air quality will continue to erode and cripple any attempt to revitalize our neighborhoods. This project is important and deserves our support.”

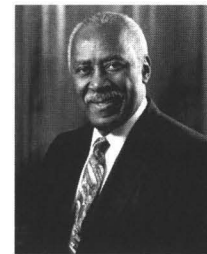
*Senator Teresa P. Hughes*



“This community has been very vocal in its support of the Crenshaw-Prairie rail line, and this study is an indication that your voices have been heard. We must continue to speak out in support of this rail line, attend meetings, make phone calls, write letters- don't let our needs be forgotten. The Crenshaw community

deserves to have this rail line built, and we must continue to work together to make it happen.”

*Senator Diane Watson*



“This project is essential to the Crenshaw Prairie area. It will provide affordable transportation to people who need it the most. This is an underserved community that pays taxes on Proposition A and C just like everyone else, and we should not be denied this rail line. I support it 100% and encourage MTA to do the same.”

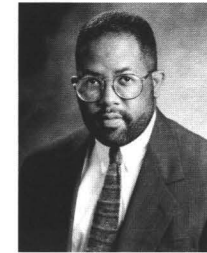
*Los Angeles City Councilman Nate Holden*



“The City of Inglewood is excited about entering into a partnership with the MTA to improve and expand the City's transportation systems. By building the Crenshaw-Prairie Line, the new destination on the regional Metro Rail System will serve as a tremendous asset for providing

greater access to businesses, particularly in our downtown area. Inglewood's plans for economic development and the plans for the Crenshaw-Prairie Line will serve as a perfect marriage in enhancing opportunities for new and existing businesses in our City.”

*Mayor of Inglewood Roosevelt F. Dorn*



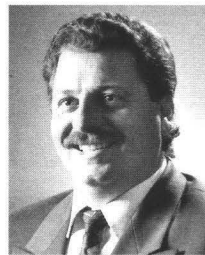
“A Crenshaw - Prairie line can be a vehicle for added mobility to jobs, increased economic development in an area with great potential, and a concrete example of the MTA meeting its share/equity obligation to all people in Los Angeles County.”

*Los Angeles City Councilman Mark Ridley-Thomas*



“The Crenshaw - Prairie Transportation Corridor is a vital component to providing affordable transportation options to residents of the Crenshaw community. And, as the Crenshaw Business District continues its revitalization and economic growth, this rail line will guarantee easy and convenient transportation to shoppers, diners and other visitors to the community.”

*Los Angeles City Councilwoman Ruth Galanter*



“The Crenshaw-Prairie rail line will play a critical role in bringing new customers to our central business district and the Hawthorne Plaza. It will provide a direct link to Hawthorne, providing rail access to other communities throughout the county and beyond. The MTA needs to hear directly from the Hawthorne community that we support this important project.”

*Mayor Larry Guidi, City of Hawthorne*

“We need to see the Crenshaw-Prairie line built, and this study is a critical first step to move this project forward. The Crenshaw community will benefit not just from its transportation services, but also from its economic development potential. Rail lines attract private investment. This project's widespread support demonstrates the importance of the Crenshaw-Prairie line in this community.”

*Assemblyman Kevin Murray*





## Introduction

The central theme for the upper division topic studio design sequence at the USC School of Architecture is the identification and design of urban opportunities to enhance the physical setting of daily life and work within Los Angeles.

Since 1992, students in this program have been studying and proposing site development strategies along urban rail transit corridors. These designs are predicated on the hypothesis that station sites are catalysts for growth and development.

This hypothesis is significant as it comes at a time when the proliferation of private automobiles and resultant commuting patterns has reached a critical state. The burden of mobility and accessibility for many has become impossible and travel conditions for all has become increasingly intolerable. Air quality is worsening and the propensity for social and economic crisis has become evident.

To help relieve this situation, the Los Angeles County Metropolitan Transportation Authority (MTA), utilizing local sales tax, state and federal funds, has embarked on an ambitious endeavor to design, construct and operate a 400 mile fixed rail transit system. The complete system will ultimately reach into four adjacent counties with a core urban rail system of 150 miles.

This effort is, without doubt, the most significant force of change on the urban infrastructure since the red car system was dismantled and the massive automobile network developed.

The introduction of an urban rail transit system in conjunction with bus, auto, commuter rail and other commuter options will relieve the transportation crisis of the last decade, and provide southern Californians the accessibility and mobility necessary to create economic opportunity.

The threading of fixed rail arteries through a sea of predominantly private land development is no small task, and consequently the alignments of the Metro Blue, Red and Green Lines are the result of years of negotiation, often fraught with compromise, but nevertheless driven by tenacity and a sense of optimism. Ironically, the routing of the first fixed-rail system chose the "path of least resistance," a former Pacific Electric Red Car right of way.

The shift of development opportunity attracted to the domain of new station sites along these transit corridors will potentially bring about

a major re-distribution of development vitality to unpreviously underdeveloped areas. Furthermore, as the public conscience is triggered by the embarrassing visibility of these sites revealed to thousands of commuters daily, fuel is added to the evidence of urgency for economic improvement.

The Crenshaw-Prairie Transportation corridor will run in a north-south alignment from the Metro Red Line terminus at Pico/San Vicente to a "Y" split with one leg going to Los Angeles International Airport (LAX) and the other crossing the Metro Green Line terminating in the City of Hawthorne. This proposed line runs through the economic and cultural heart of Los Angeles' African-American community. Station sites along the corridor will bring opportunity for combined public and private mixed-use development, including accessible housing, staple and convenience retail and commercial office space, social services, day care and kindergarten facilities, clinics, health and educational resources and institutional opportunities appropriate to the station location and other neighborhood/community demands within the regional framework.

Mobility and accessibility to important commercial, cultural, entertainment, and employment activity centers are the keynotes to the success of the Corridor. The Crenshaw-Prairie corridor connects downtown Los Angeles, the Wilshire Boulevard corridor. Koreatown, crosses the Santa Monica Freeway (I-10), through the Crenshaw District and the Baldwin Hills/Crenshaw Plaza; on to Leimert Park, an African-American arts/cultural center, continuing on to the City of Inglewood's entertainment venues; Hollywood Park the Great Western Forum, ending at Los Angeles International (LAX) as well as connecting with the Metro Green Line at the Glenn Anderson Freeway (I-105), finally terminating at the City of Hawthorne (CBD), gateway to the South Bay subregion.

The impact of change anticipated by this long overdue train of economic development should serve well to redistribute the economic balance of opportunity and wealth in the south west Los Angeles region.

Once again, however tardy, a further demonstration of self-correcting ingenuity and social engineering on the southern California landscape, can be witnessed equal to the heroic moves of the past and further providing an appropriate benchmark of progress as we approach the next millennium.

It is within this climate of concern and optimism that the Crenshaw-Prairie corridor has provided the special focus of challenge for students of Architecture at USC, over the past 5 years. The projects displayed in this

compendium represents a series of hypothetical design solutions attesting to the optimistic imagination of these young architecture students.

Approximately 10 major station sites have been identified as candidates for major development, with individual student projects examining alternative design options. This work has been exhibited in the Afro-American Museum of Los Angeles County and has enjoyed regular review and encouragement by MTA Directors, staff, consultants, and community leaders.

The collection of student drawings and models have successfully portrayed visual images of potentially wonderful places which hitherto could not be foreseen. It is part of this collective work which is now brought together in this publication, which hopefully will reach an even broader audience and further spread the fire of enthusiasm for public and private investment in the quest for ultimate vitality of the Crenshaw - Prairie Transportation Corridor.

Graeme M. Morland, AIA, RIBA  
Associate Professor  
Topic Studio Coordinator  
School of Architecture  
University of Southern California



# LOS ANGELES AND THE RAIL TRANSIT SYSTEM

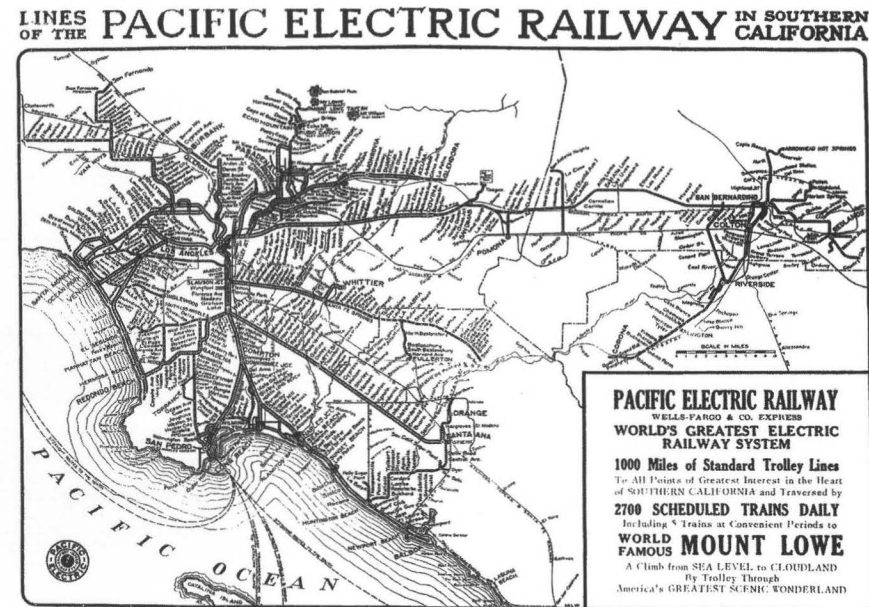
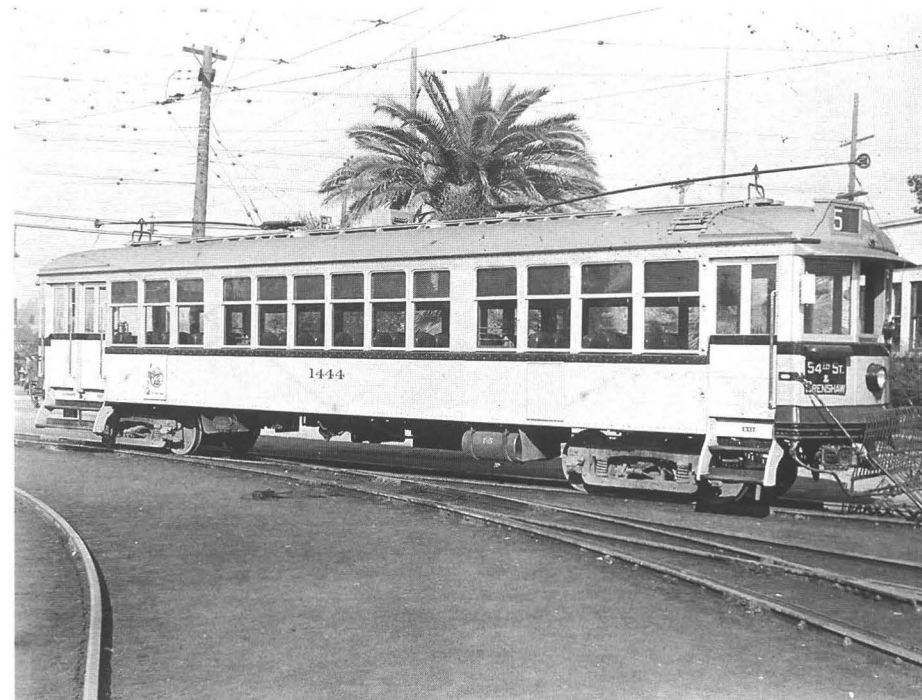
## Los Angeles Rail History

Beginning in 1874 with the first horse car line in Los Angeles, public transit has been one of the most important institutions that continues to shape and reshape the future of the region. By far, Henry Huntington's Pacific Electric Railway Company (PE) was the most influential rail system in Los Angeles. Although trolley lines had been built by numerous street car companies since the mid-1890s, Henry Huntington consolidated a majority of these and built the first of his lines, the Blue Line, from Los Angeles to Long Beach in 1902. Since 1902, the goal of major rail construction was to bring transportation to residents of Los Angeles and its suburban areas.

By 1910, Huntington sold PE to Southern Pacific Railroad, but retained ownership of the Los Angeles Railway Co. (Yellow Cars). Southern Pacific assumed control of interurban operations for Pacific Electric while Los Angeles Railway operated strictly city lines. The following year, Pacific Electric released plans to build a system of 1,000 miles of track. The plan included the merger of eight railway companies which included 63 electric railway lines.

During the 1920s Pacific Electric service reached its peak. Realizing that public transportation needed to be organized and planned in order to accommodate the rapid growth of Los Angeles, engineers recommended a \$323 million, 298 mile long rapid transit system in 1925. This system

Early 1940's—54th St. and Crenshaw Line



included rapid transit trains, interurban trains, streetcars and motor buses. However, by the 1930s rail began to compete with the more popular automobile. The motor coach (bus transit) was also becoming more popular as a means of public transportation. In response, PE began to purchase motor coach companies during the late 1920s and even more rapidly during the 1930s. Nevertheless, the dominant form of public transportation until the mid-1940s was trolley transit.

The advent of the automobile was affecting public transportation all over the nation. Unlike the older major eastern cities which were able to continue their usage of rail for public transportation, Los Angeles had not yet developed a major metropolitan center. Therefore, the automobile took over quickly as the preferred mode of travel. The notion of freeways became more appealing to the public than the continuing and expanding of rail service which continued to slow as more automobiles crowded the streets. The ultimate abandonment of rail transit was delayed during World War II.

The late 1940s and 1950s signaled the final decline of rail transit as patronage drastically decreased causing fares to rise and cuts in service. Increased usage of the automobile after World War II stifled rail as roadways became congested with traffic. The faster form of public transportation at the time became the motor coach. Although abandonment of rail had begun during the 1930s, extensive abandonment took place during the late 1940s and 1950s. Finally, in 1961, the Long Beach Line was the last interurban line to be discontinued.

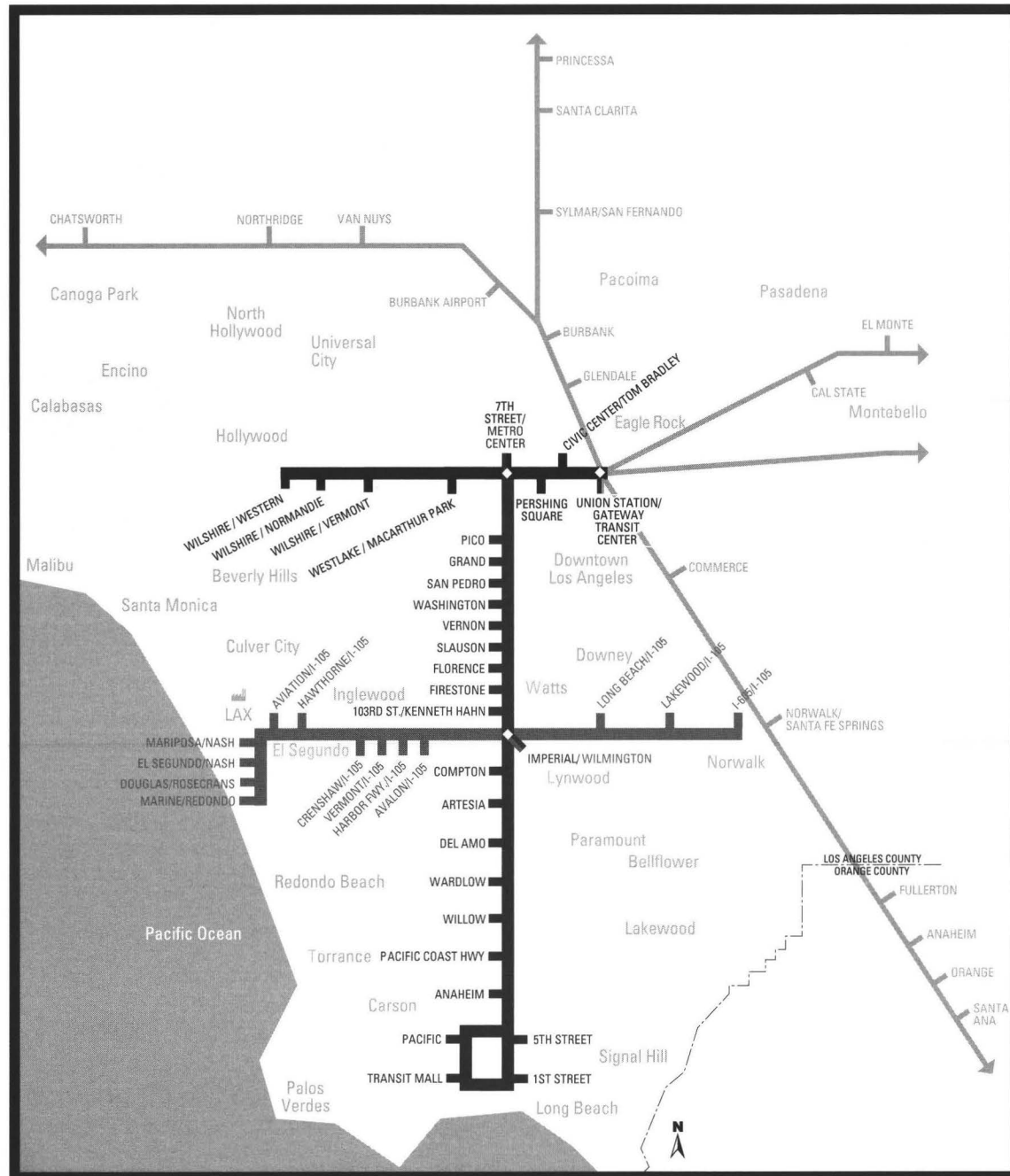


Early 1940's Yellow Car to Inglewood and Hawthorne

Downtown Los Angeles—Broadway 1936



**M** Metro Rail System  
 METRO Metropolitan Transportation Authority



Los Angeles is now reclaiming its past with the construction of a new rail transit system. The construction of the Metro Blue, Metro Red, and Metro Green lines by the Metropolitan Transportation Authority demonstrates Los Angeles county's commitment to providing an efficient, safe public transportation system.

**LEGEND**

- Metro Red Line
- Metro Blue Line
- Metro Green Line
- Metrolink
- Transfer Stations (Estaciones de Transbordo)

**ADDITIONAL METROLINK STOPS**

- |  |   |
|--|---|
| <b>VENTURA COUNTY LINE</b><br>SIMI VALLEY<br>MOORPARK<br>CAMARILLO<br>OXNARD   | <b>RIVERSIDE COUNTY LINE</b><br>INDUSTRY<br>EAST ONTARIO<br>PEDLEY<br>RIVERSIDE-DOWNTOWN  |
| <b>SAN BERNARDINO COUNTY LINE</b><br>BALDWIN PARK<br>COVINA<br>POMONA<br>CLAREMONT<br>MONTCLAIR<br>UPLAND<br>RANCHO CUCAMONGA<br>FONTANA<br>RIALTO<br>SAN BERNARDINO | <b>ORANGE AND SAN DIEGO COUNTIES LINE</b><br>IRVINE<br>SAN JUAN CAPISTRANO<br>SAN CLEMENTE<br>OCEANSIDE                                 |
| <b>LANCASTER LINE</b><br>VINCENT GRADE/ACTON<br>LANCASTER  | <b>INLAND EMPIRE/ORANGE COUNTY LINE</b><br>ANAHEIM CANYON<br>WEST CORONA<br>RIVERSIDE-LA SIERRA<br>RIVERSIDE-DOWNTOWN<br>SAN BERNARDINO |



*Metro Blue Line At Grade Level en route to Long Beach*

**Metro Blue Line**

The Metro Blue Line is a 22 mile light rail line providing service between Los Angeles and Long Beach. The Metro Blue Line marked the return of rail transit service to Los Angeles. It is the first of three new rail lines built within Los Angeles since the derailment of the Big Red Cars. Since its opening in 1990, ridership has increased steadily approaching capacity levels within the first five years of service.

The Metro Blue Line is a predominantly at-grade light rail transit system with the exception of a two mile, one station, subway connection to the Metro Red Line at the Metro Center Station. Along its 22 mile length, Metro Blue Line riders have the ability to transfer to as many as 55 MTA and municipal bus lines providing service to adjacent communities and neighborhoods.



**Metro Red Line**

The Metro Red Line is a 7.4 mile heavy-rail subway line which begins its course from the historic Union Station through downtown and out to the Mid-Wilshire Area. The first 4.4 segment to Wilshire and Alvarado opened in 1993, with a three mile extension to Wilshire Boulevard and Western Avenue opening in July of 1996. The Metro Red Line connects to the Metro Blue Line at the underground Metro Center Station, the largest station within the system. The Metro Red line links Union Station in downtown Los Angeles, which is also the final stop for all Metrolink (suburban commuter) rail lines, to Wilshire corridor. Future extensions are planned to serve the Hollywood area, the San Fernando Valley and East Los Angeles.

*Metro Red line vehicle in the tunnel approaching 7th St. Metro Center*



*Metro Green Line aerial over City of El Segundo*

**Metro Green Line**

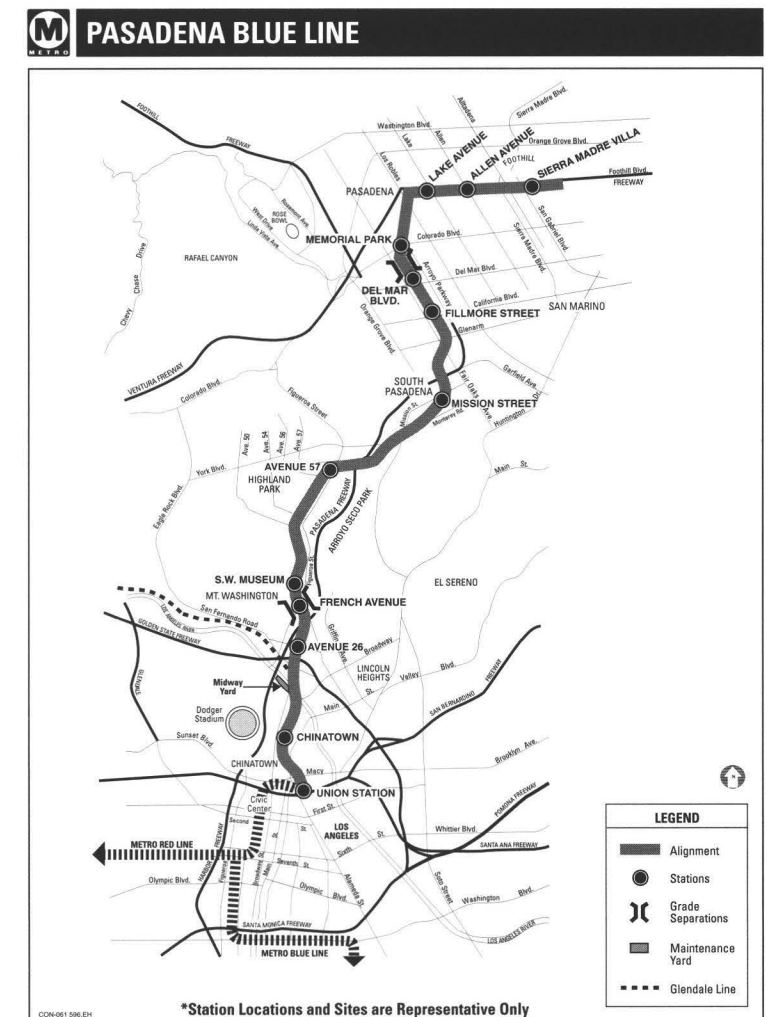
The Metro Green Line is the newest addition to the 47.2 mile Metro Rail System. This line at-grade runs 20 miles east-west along the center of the I-105 Glenn Anderson Freeway. It is a light rail train which provides a connection to the Blue Line and offers a free airport shuttle service from the Aviation Station to the Los Angeles International Airport. The proposed Metro Green Line-Northern Extension project includes a segment that will connect an inter-modal transportation center with a people mover to the airport. The eastern terminus of the Metro Green Line (in Norwalk) features a convenient bus connection to the Metrolink commuter rail line to Orange County. The decision to construct the Metro Green Line along with the freeway was based on the rail line serving as a court ordered environmental mitigation for the Century/I-105 Freeway. This rail line is an example of the cost effectiveness of building both forms of transportation at the same time.

The Metro Green Line, like the entire Metro Rail System, features art as an integral part of the stations. The MTA Art Program brought community groups together with architects and artists to reflect the rich cultural diversity of the surrounding community within each station. The Metro Green Line included artists plans from the very beginning of the project. Artists worked with architects, engineers, and planners from the conception of each station through design and construction.

**Future Extensions**

Phase II and III of the Metro Red Line, heavy rail subway are currently underway. Phase II, a 6.7 mile expansion, will extend the Metro Red Line north from the Wilshire/Vermont Station into Hollywood with Phase III heading into North Hollywood and the San Fernando Valley. The Metro Red Line will additionally continue west with stations at Olympic/Wilton and Pico/San Vicente. Phase II also includes the East Side Extension, a 9.4 mile expansion from Union Station east through Little Tokyo and to East Los Angeles. This extension will include four stations and will continue even further east in the future.

The Metro Blue line also includes an extension to Pasadena from Union Station. The Pasadena Metro Blue Line is a 13.6 mile light rail line that will run through China town, Highland Park, into Old Town Pasadena and on to Sierra Madre Villa.



*Metro Blue Line Extension to Pasadena Route Map*

# CRENSHAW CORRIDOR PRAIRIE

**THE CRENSHAW-PRAIRIE CORRIDOR**  
 The Crenshaw-Prairie Corridor began with inclusion in the Southern California Rapid Transit District's (RTD) first Rail plan in 1967. Since then the Corridor has continually been studied by City and County agencies as a possible rail transit corridor in Los Angeles. In the aftermath of the civil unrest in April, 1992, the study of transit improvements for Crenshaw Boulevard and Prairie Avenue was expedited to focus on ways to revitalize the inner city, using transit investment as a catalyst for economic development. The MTA's 1995 Long Range Transportation Plan, the template for the next 20 years of transportation for Los Angeles County, finds the Crenshaw-Prairie Corridor as a rail project to be considered among some others, should funds become available. The MTA determined that this transportation corridor would be studied in a unique way, broadening the scope to address the added benefit of stimulating the economy and serving as a basis of future development efforts in land use, transportation, commerce and housing. As such, the definition of transportation alternatives was closely tied to development choices and goals identified by the community.



Alternative 4. Crenshaw-Prairie Transportation Corridor Major Investment Study

The Crenshaw-Prairie Corridor is a north-southbound corridor that extends from the future Metro Red Line Pico/San Vicente Station south to LAX. The proposed line would make a regional connection with the Metro Red Line and all of its extensions to the Metro Green Line in the south. The line would also branch to the City of Hawthorne.

The Corridor's neighborhoods have established histories within Los Angeles dating back to the mid-1800s. These neighborhoods include people from various ethnic backgrounds including African American, Latino, Asian and Pacific Islander. The area is rich in economic diversity and contains a wide spectrum of housing types, ranging from historic single family homes to newer medium density apartment complexes. This dramatic diversity throughout the Corridor offers both challenges and opportunities for transit development.

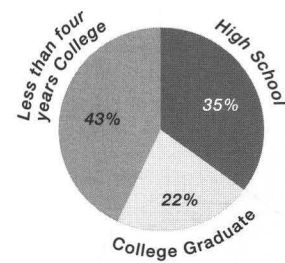


Alternative 6. Crenshaw-Prairie Transportation Corridor Major Investment Study

Baldwin Hills Crenshaw Plaza - Historic Landmark and Symbol of the Crenshaw District





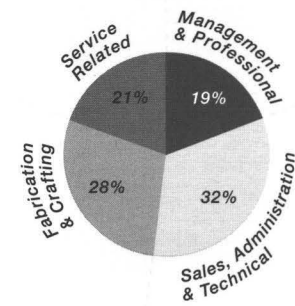


Education

**Mid-City**

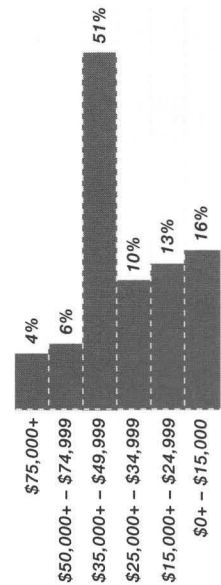
The Mid-City community begins at the northern end of Koreatown, continuing south to the Santa Monica Freeway (I-10). Points of interests include the Koreatown Plaza, the Washington Irving Branch Library and the Ebony Showcase Theater. The Los Angeles County Museum of Art, El Rancho La Brea Tar Pits, and the George Page Museum are in close proximity.

The Mid-City community is an example of diversity within the Corridor. The Community was once one of the most wealthy and influential neighborhoods in the city. Today, it is home to some of the most celebrated and wealthiest people who reside in the Hancock Park area to some of the very poor who live in other Mid-City areas. The Mid-City is predominantly residential with some light commercial. Land uses and infrastructure in the neighborhood are capable of providing support to small business and retail establishments as well as the potential for office space along Pico Boulevard.



Employment

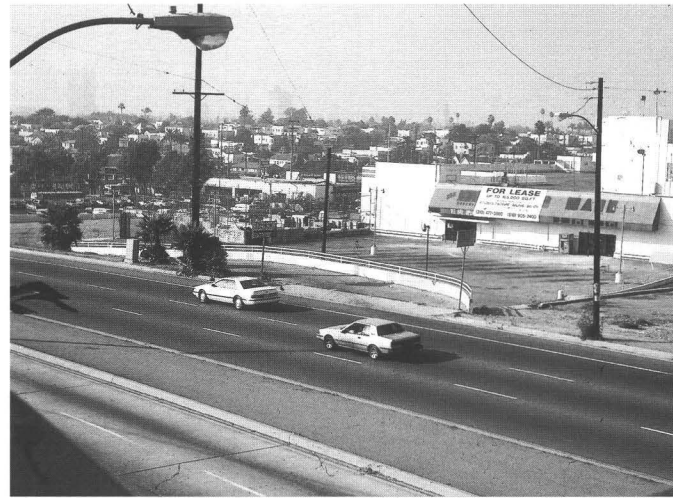
The neighborhood is a mix of established homeowners as well as recent immigrants. Once predominantly Caucasian, the community is now well represented by people of various ethnic backgrounds and heritages.



Household Income



Pico Boulevard-San Vicente Blvd. Aerial photo from Segment 3 Red Line Extension Study



View of Pico/San Vicente Station Site across San Vicente Blvd.



Residential Homes in Lafayette Square

**Crenshaw**

The Crenshaw District was originally part of a Mexican land grant established on May 16, 1843 by Governor Manuel Micheltorena. Originally named, "Rancho La Cienega Paso de la Tijera," El Rancho as it was commonly referred to, bordered Exposition Blvd. to the north, Slauson Ave. to the south, La Cienega Blvd. to the west, and east as far as Arlington Ave. Once predominantly sheep fields and farm land, the land was soon annexed by the City.

Crenshaw Boulevard at 39th St.



Baldwin Hills Crenshaw Plaza - Robinson May at the Corner of Crenshaw and Martin Luther King Jr. Blvd.



Throughout the 20th Century, Crenshaw thrived with new residential and retail development. It was one of the first master-planned communities in Southern California. In 1946, Baldwin Hills Village became home to single family homes and in 1947, both the Broadway and May companies located their department stores along a suburban corner becoming what was to be a new commercial concept, the Shopping Center. Today, the Baldwin Hills-Crenshaw Plaza is home to Macy's and Robinson-May, with the new addition of the very successful Magic Johnson Theaters. In the near future, the construction of a new Cathedral by the West Angeles Church is planned. Crenshaw Boulevard has the potential of once again becoming the thriving commercial street serving the residents of southwest Los Angeles.

The Crenshaw District houses a diverse group of people. It has a long history of presence for people of African, Mexican, Spanish, Native American, Chinese, and Japanese descent. Currently, the neighborhoods are home to a very stable and established African-American community residing in Baldwin Hills, Windsor Hills, View Park and West Adams. It is also becoming home to many more Latino families and of late immigrants arriving from Africa and the Caribbean.

In addition, there is a growing interest in Crenshaw becoming a positive force for the African-American Community. Leimert Park has been establishing itself as a cultural center of the African-American Community. It is neighbored by galleries, book stores, jazz clubs and restaurants which continue to grow as the Park becomes more popular. The Park has been targeted by federal officials as a possible tourist attraction, therefore becoming eligible for federal funds. The Baldwin Hills-Crenshaw Plaza is again an economic center, especially with the recent addition of the Magic Johnson Theaters. The future looks bright as the opportunities for Crenshaw continue to be realized.



Magic Johnson Theaters

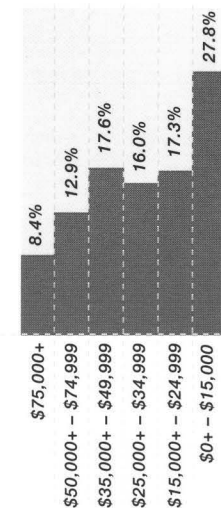
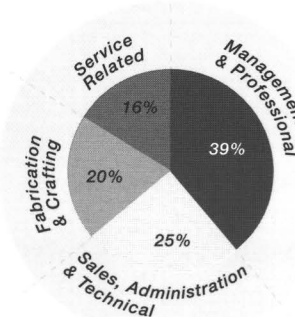
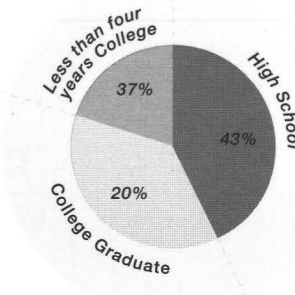
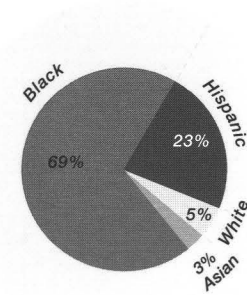


Leimert Park Village



Crenshaw Boulevard Business North of Leimert Park

**Crenshaw**



Ethnicity

Education

Employment

Household Income

**Inglewood**

Established in 1834 on El Rancho Aquaje de la Centinela during the early periods of migration from Mexico, Inglewood presents some of the most interesting opportunities for the Corridor. It has historically been a rapid growing center since its establishment. The construction of the railroad during the late 1800's sparked its growth and development and during the early 20th Century, it became the fastest growing city in the United States.



Inglewood - Downtown and Civic Center



The Great Western Forum

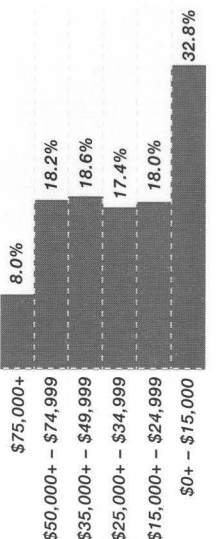
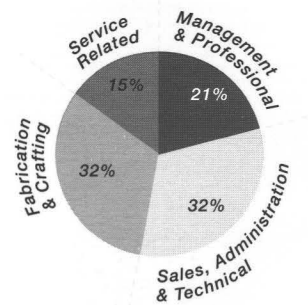
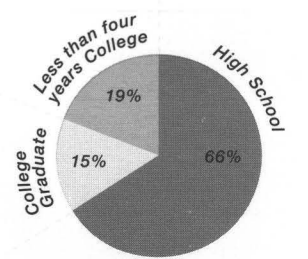
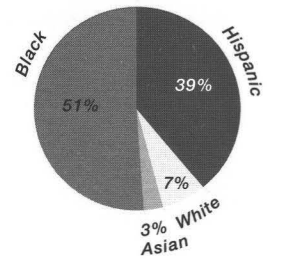
**Inglewood**

Ethnicity

Education

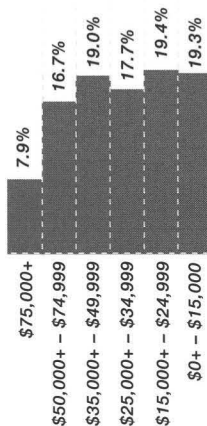
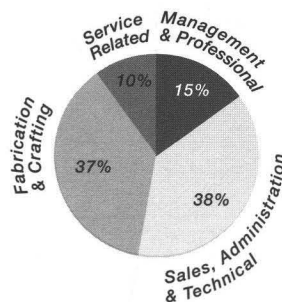
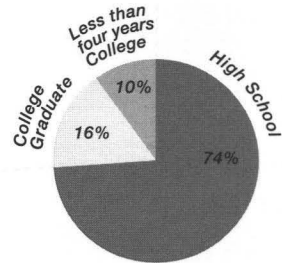
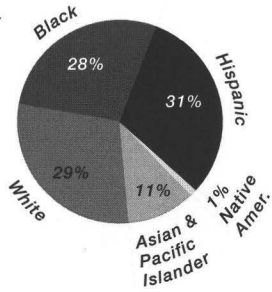
Employment

Household Income





**Hawthorne**



Ethnicity

Education

Employment

Household Income

The 1960's and 1970's meant change for Inglewood as the once agricultural based environment transformed into a metropolitan with the building of residential and business communities. Once a predominantly Caucasian suburb, the lifting of racial and ethnic restrictions during the 1960's and the occurrence of "white flight," allowed for an influx of people of color into its neighborhoods. The result has changed Inglewood's makeup, becoming a truly multi-cultural environment with 52% African-American, 39% Latino and 2.5% Asian-American. In 1987, it was considered one of the nations best-educated and highest paid African-American communities.



Market Street Businesses in Inglewood

Titling themselves, "City of Champions", Inglewood contains two major event centers, Hollywood Park and the Great Western Forum, home of the Los Angeles Lakers and the Los Angeles Kings. The city is also home to two major medical centers and some aerospace industry. Downtown Inglewood complements its thriving businesses with its first high rise buildings, City Hall and the Civic Center. Prime for new business, the City is in close proximity to major freeways (I-105 & I-405) and LAX. Inglewood can be considered a true champion city.

**Hawthorne**

Claiming the label, "The City of Good Neighbors," the City of Hawthorne continues to be active in civic and service organizations. The neighborhoods of the City are filled with eight neighborhood parks. In addition, the community already is home to a rail line, the Metro Green Line, which opened the summer of 1995. Also assisting commuter needs is the Interstate 105 built in 1994.

Although the slowing down of the aerospace industry has delayed development and growth in recent years, the future of Hawthorne looks bright. A new, diverse community has been growing within the City. Efforts are currently being made to redevelop business within the Hawthorne Plaza and the Hawthorne airport. Its location near two major transportation infrastructures makes Hawthorne a prime location for business. The development of a light rail line will have great significance in assisting the community rebuild existing infrastructure with new development and reinvestment.



Hawthorne Plaza on Hawthorne Boulevard

Los Angeles International Airport

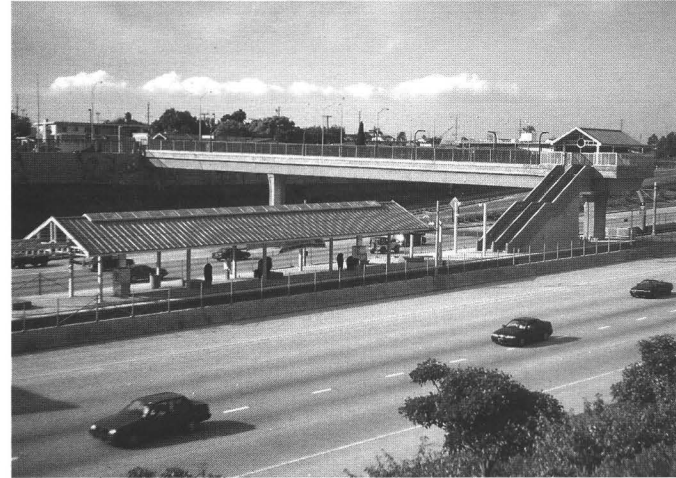


**Westchester/LAX**

Centered around Loyola Marymount University, Westchester began experiencing increasing amounts of development during the 1940s due to the increasing number of LAX aircraft workers and facilities. Not until the 1950s did public services develop to accommodate the rapid growth of population.

Today, the airport continues to expand, becoming one of the worlds largest centers of travel. Generating 393,000 jobs and contributing \$43.5 billion annually to the regional economy, the airport is a major player within the Corridor. With passenger services growing 90% and cargo services growing 140% by 2015, the airport has been in the process of finalizing a Master Plan to compensate for the estimated growth. A link to LAX is crucial.





Metro Green Line Station - Century Freeway and Hawthorne Blvd.



Hollywood Park and Casino

**Summary**

Despite bus transit service provided by MTA, Santa Monica Municipal Bus Lines, Culver City Bus and Torrance Transit, the current demand on roadways within the Corridor is at or in excess of the capacity. Almost every major and secondary arterial is being served by a bus transit line. Current population density within the Corridor is significantly higher than the County at 13.41 persons per acre compared to 3.39 persons per acre for the County. By 2015, the corridor's population density will increase to 16.16 persons per acre. There are approximately 51,000 households (16% of total households) with no automobile available and thus rely on public transportation. Overcrowding, uneven bus intervals, and schedule adherence signify the urgency for the public transit dependent community to receive assistance. With travel demand increasing 20% within the next 20 years, the system (highway and transit) will be significantly overburdened and mobility within the Corridor will be even more constrained unless improvements and enhancements occur.



Rail Road Tracks Along Aviation Boulevard.

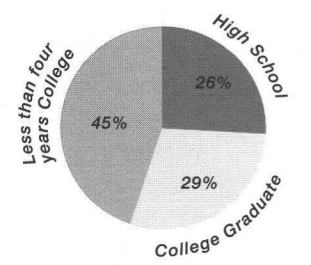


Crenshaw Blvd. South of Leimert Park

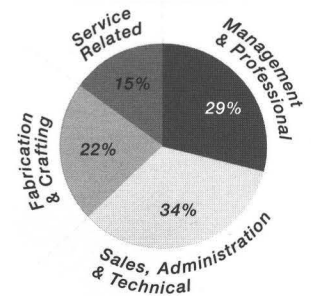
In addition, Loyola Marymount University has continued to shape the area as a college town. It is a predominantly Caucasian neighborhood with Latinos composing 15% of the population. The area offers some of the best public schools in Los Angeles and community organizations and activities are highly attended. New development in and around the area caused by the airport and the University stimulate support.

Sepulveda Boulevard, the area's prime commercial corridor, is currently revitalizing itself after tough years during the expansion of LAX. New stores have opened on the west side of Sepulveda. In conjunction with the College campus, the community is rebuilding itself into a University Village. In addition, Steven Spielberg's Dreamworks Complex is currently being developed nearby at Playa Vista. This Complex has been targeted as a new employment center for the area. In essence, the Westchester/LAX area is prime for business and opportunity.

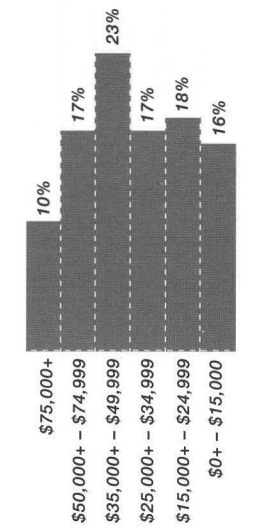
Education



Employment



Household Income





The Corridor's employment density demonstrates the richness of the work force in the area. The census shows there are approximately 4.97 employees per acre in the Corridor as compared to the County average of 1.37 employees per acre. However, with almost 80% of home-work trips originating within the Corridor tending to travel outside the Corridor, much of the Corridor's buying power is spent outside the area. The total buying potential not captured by the Corridor is in excess of \$3.3 billion annually.

*Crenshaw Blvd. At MLK Blvd.*



*Crenshaw Businesses Along Crenshaw Boulevard*

Despite the major economic centers and the many small businesses and retail outlets located within the Corridor, the economic and employment levels are low in comparison to the County. This issue can be associated with the facts: 17% (44,000) of workers 16 years of age and over use transit as their primary mode of transportation, and bus overcrowding causes operational problems such as schedule adherence and uneven bus intervals. In addition, the lack of higher paying jobs within the Corridor forces the community to travel further away, creating long bus rides.

The solution, is two fold: create a more reliable form of public transit infrastructure that will get people to work on time, and empower the community by strengthening existing businesses and attracting businesses with higher paying jobs, keeping money within the Corridor. The construction of a light rail line within the Corridor can be a component in providing these needs. It will provide reliable service compared to bus because it is not influenced by road traffic. In addition, a light rail system will attract new consumers traveling through the Corridor as well as for businesses to take advantage of the new and existing commuters. Development near rail stations provides incentives for larger developers and businesses to take advantage and thus provide jobs within the Corridor.

## **EMPOWERING THE COMMUNITY Light Rail Stations as a Catalyst for Economic Development**

Joint development is the integration of private development with transportation facilities. A joint development project can include any combination of commercial, office, retail and housing and be integrated into either bus, rail or multi-modal facilities.

The economic benefits of potential urban rail transit to the Crenshaw Corridor will not be fully realized until there is an assessment of joint development potential. This process occurs concurrent with the adoption of an alignment. The process combines the efforts of transportation and land use planners, the residential and business community as well as elected officials. Working in concert, these players will seek to use the transportation improvement as a catalyst for economic development. In Atlanta, there has been more than \$70 billion of new private investment located around rail stations. Similar results are being realized around Metro rail stations throughout Los Angeles.

The initiation of a rail line or the construction of a station cannot, by itself, economically stimulate or revitalize an area. It can however, provide a positive climate for long lasting development and opportunity. Critical to the success of joint development is the creation of a vision of what the Corridor or station area can become for all stakeholders within the community. Creating the vision requires an analysis of existing resources,

*Inglewood at Market Street*





economic trends and community sentiment as they affect how people and businesses interact. After establishing the Corridor's vision, steps should be taken to ensure that the residents within the Corridor will be the primary beneficiaries of the economic growth and that existing businesses and community concerns are not forced out by growth or rising land prices.

There is an automatic increase in land values surrounding station areas with the initiation of any major transportation improvement. A major concern becomes how can the community realize the benefits of being located near stations. Incentives for businesses to locate closer to stations must be carefully crafted. Undeveloped properties must be identified and targeted for uses appropriate for the Corridor and the community.



*Metro Green Line  
Douglas/Rosecrans Station  
Artist: Renee Petropoulos*

There are many opportunities for businesses and the community to take advantage of being involved in the early planning stages of stations. Businesses should be encouraged to locate themselves within stations or directly adjacent to stations. Furthermore, the rail line can provide advertising opportunities for businesses along the line or closer to stations to woo new consumers into existing shops and stores.

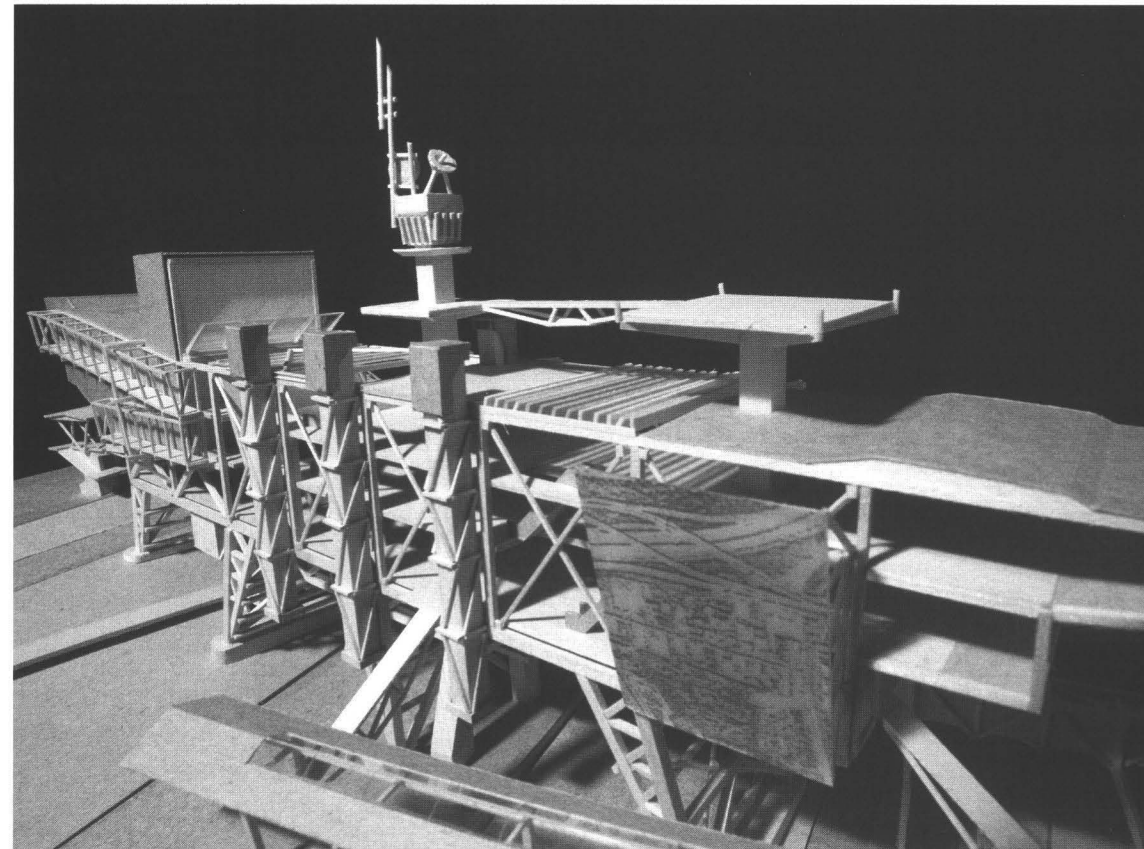
A rail line may bring advertising and promotional opportunities for businesses along the line to directly advertise to commuters riding on the train. Basic store signs that are repainted or refurbished become more noticeable to commuters who pass through or who arrive at a nearby station. Additional advertising opportunities will promote the businesses along the line in addition to revitalizing the existing businesses as owners refurbish their locations in order to attract new consumers brought by the line.

Businesses around or near rail stations can work with planners and agencies in creating accessibility for commuters to their businesses. For instance, by strategically placing businesses between park & ride lots and stations, commuters can walk along store fronts to bus stops or other transit. Both businesses and the transportation agency will benefit from this strategy. Businesses provide goods and services that commuters need as they travel to and from work (i.e. food, laundry, gift shops, etc.). The transportation agency reduces the number of automobile trips made by the commuter to access these needed goods and services. Good station area planning and thoughtful pedestrian access, including open walkways, lighting, and security, makes stores and businesses easily accessible and enticing to commuters.



*Residents of Crenshaw District*

The actual designs of the station can be an opportunity for businesses to be placed within the station. Stations are now being developed with the possibility of including businesses within or as part of station locations that could provide goods and services to the community and to the commuters. The possibilities for malls or plazas to become a part of the station itself are becoming realities for some communities. The Pasadena Metro Blue Line, for example, has designed a station which directly interfaces with a housing complex and a small shopping center. With more innovative ideas, stations could enhance new business opportunities within the Corridor. Employment opportunities also increase through joint development of transportation facilities. The construction of a new rail line creates and sustain jobs.



Investments in transit activities provide employment for those who build, maintain and operate the systems as well as for the people who work in businesses made accessible by transit. As a rule of thumb, for every \$100 million spent on a new start rail project, 7,990 jobs are created. Money spent in transit operations and maintenance creates 20- 30% more jobs than money spent on construction. For every \$100 million spent on rail operations, 4,063 direct jobs will be created. Direct jobs include drivers, traffic supervisors and schedulers, maintenance forces and management. For every \$100 million spent on rail operations, 5,550 indirect jobs are created through the businesses that serve rail operations and the new or expanded business opportunities along the rail line.



*Crenshaw Boulevard Businesses*

Students at the University of Southern California's School of Architecture have taken the initial steps in attempting to design rail stations within the Crenshaw-Prairie Corridor in a way that will stimulate economic development. These designs are concept based and will be used to generate ideas about some issues along the Corridor. With the help of Professor Graeme Morland at USC and the MTA, the students developed some innovative and challenging station designs. The following are some of the ideas used to show how station designs may act as a catalyst for economic development.



**Student's Reflections on Station Area Designs  
along the Crenshaw Prarie Corridor**



**Baldwin Hills Crenshaw Plaza**

"This station has the opportunity to unite the Baldwin Hills Crenshaw Plaza Mall and the residential fabric to create a strong city node."

*Bahram Zarin-Afsar -1993*

"It is perhaps one of the few things in which the community can proudly say 'this is our work station.'"

*Philip Ra -1994*

**Leimert Park**

"The architect has some responsibility in designing transportation centers to be friendly places of activities and interaction."

*Hong-Chieh Paul Lu -1994*

"It is one of the best classes offered at our school because it challenges students to think about helping their communities with well designed stations."

*Hagop Kassabian -1996*

"The park and rich cultural heritage of the local Afro-American culture challenged a unique approach to a design idea. I also thought the landmark "Vision Theatre" and the small but important "Museum in Black" were important and should become central to the park's orientation and design."

*Caroline Osborne -1995*

**105 Freeway & Hawthorne**

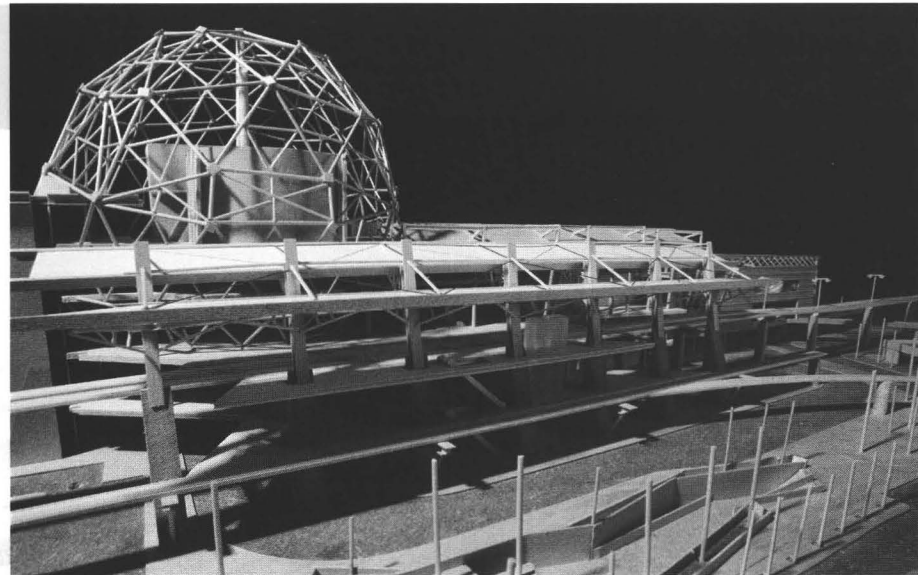
"I believe that transportation is important to every community. It opens opportunity not only in accessibility, but also in economic growth and social interactions."

*Steve Cho -1995*

"This freeway site was interesting because it would set a precedence for station design."

*Hagop Jiblian -1995*





### Alternate Designs

“This course is very useful in that it brings the designer in touch with the needs of the community in many forms-economically, socially, and spiritually; a design is not just created, it needs a purpose for existing.”

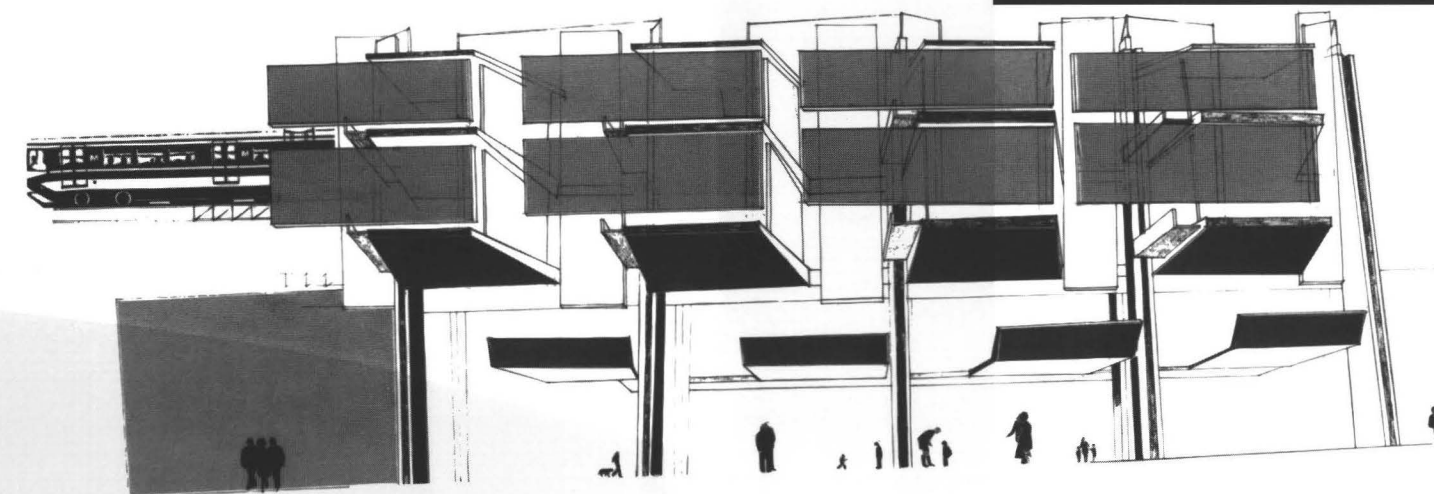
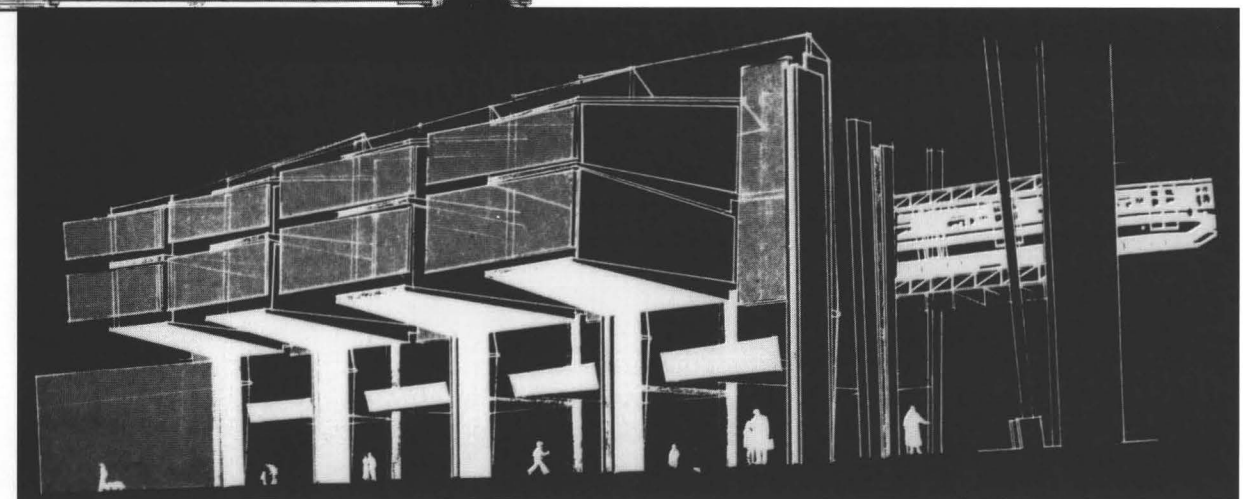
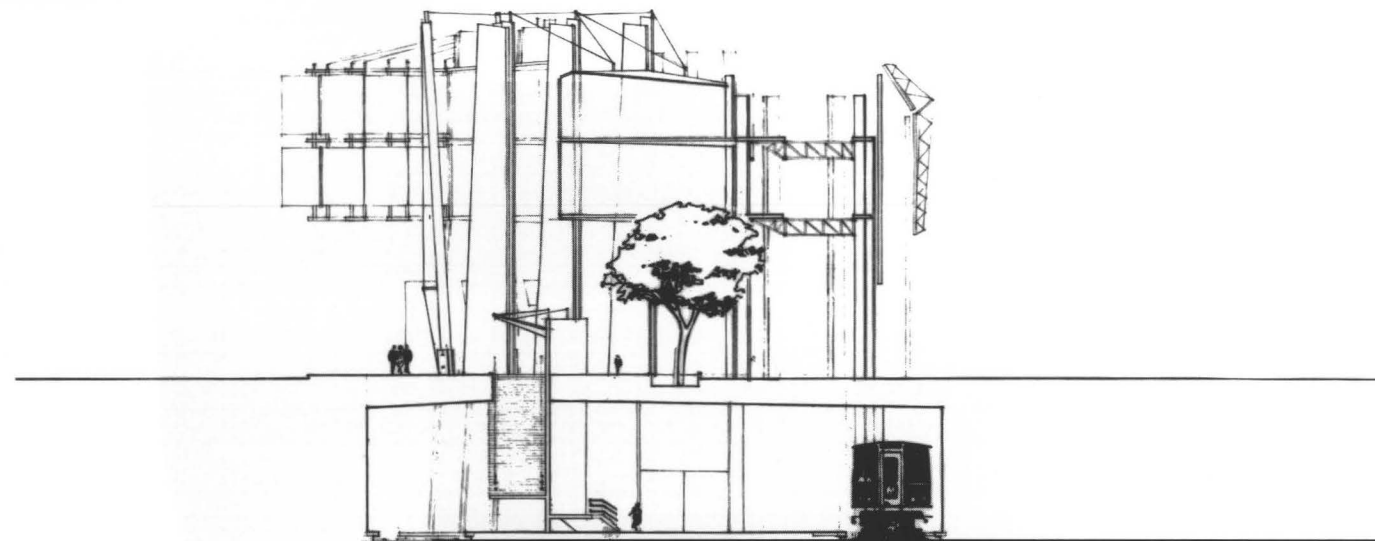
*Jim Alejandro -1996*

“The architect has some responsibility in designing transportation centers to be friendly places of activities and interaction.”

*Hong-Chieh Paul Lu -1994*

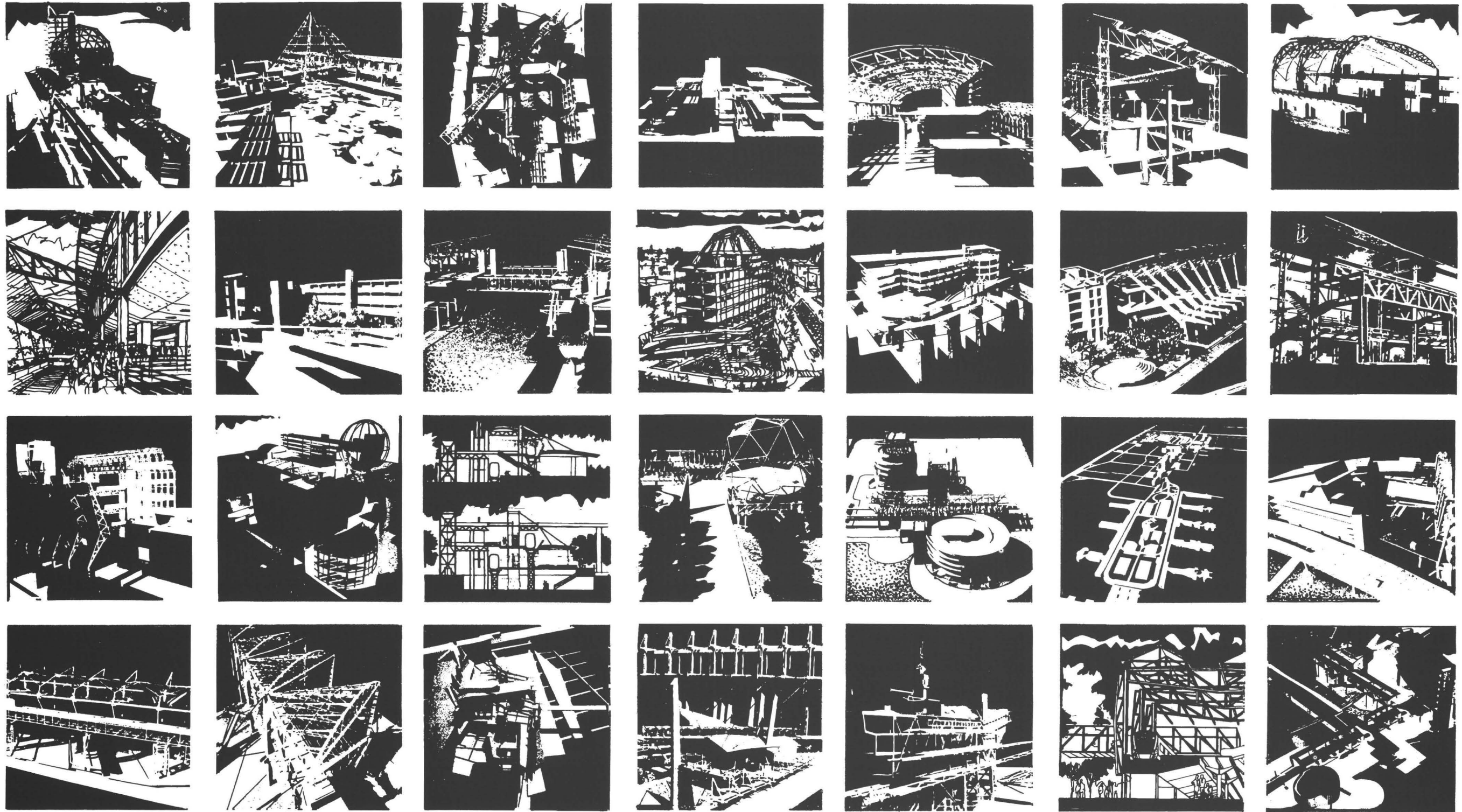
“A station would give the immediate community an additional service and expand their movement without adding more cars on the road. This metro station would give them access to all areas of the city.”

*Peter Louis -1994*









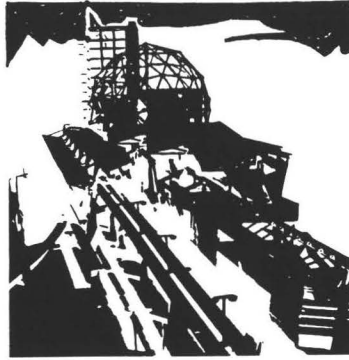
# A COMPENDIUM OF STATION DESIGN PROJECTS

CRENSHAW PRAIRIE LIGHT RAIL TRANSIT CORRIDOR

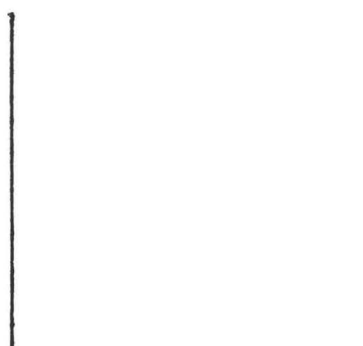
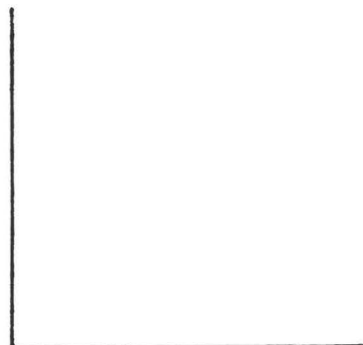
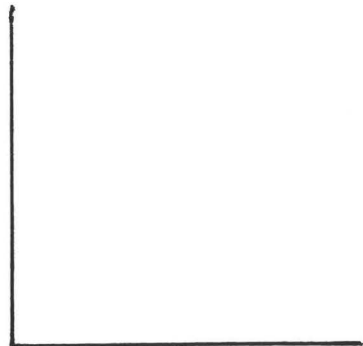
10 SITES, 28 PROJECTS



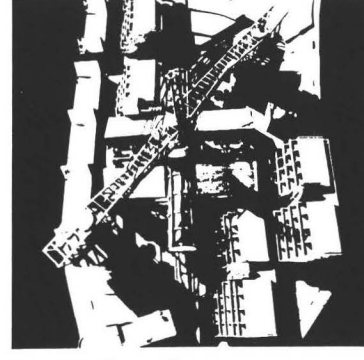
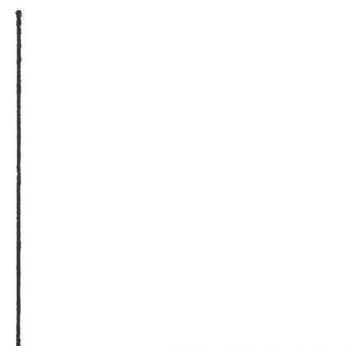
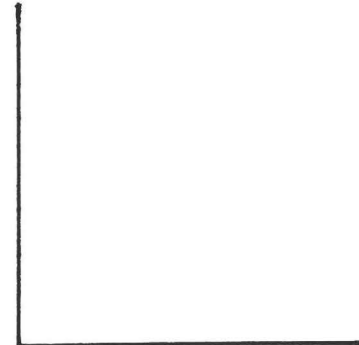
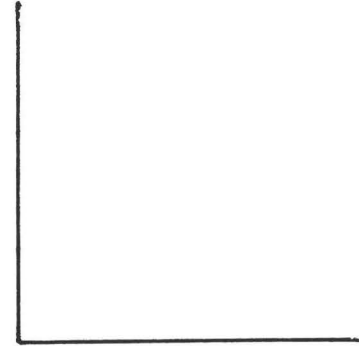




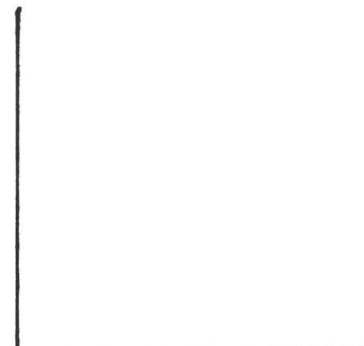
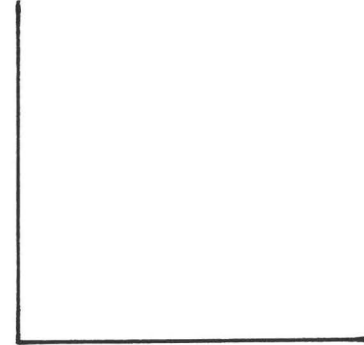
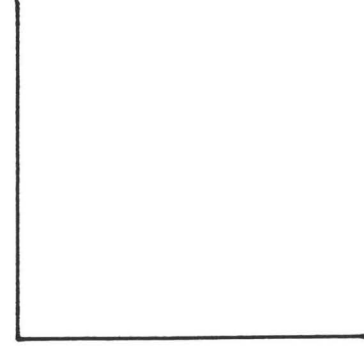
Noel Looney



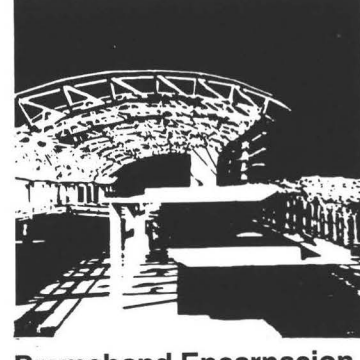
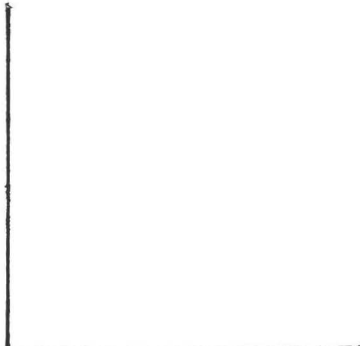
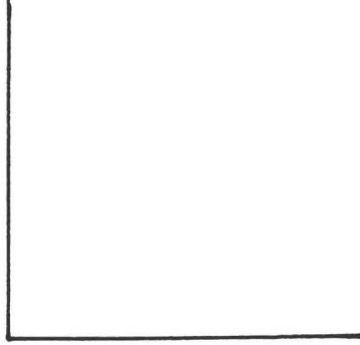
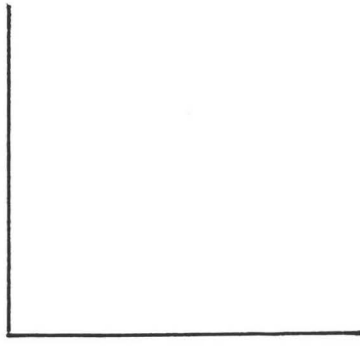
Dieu Luc



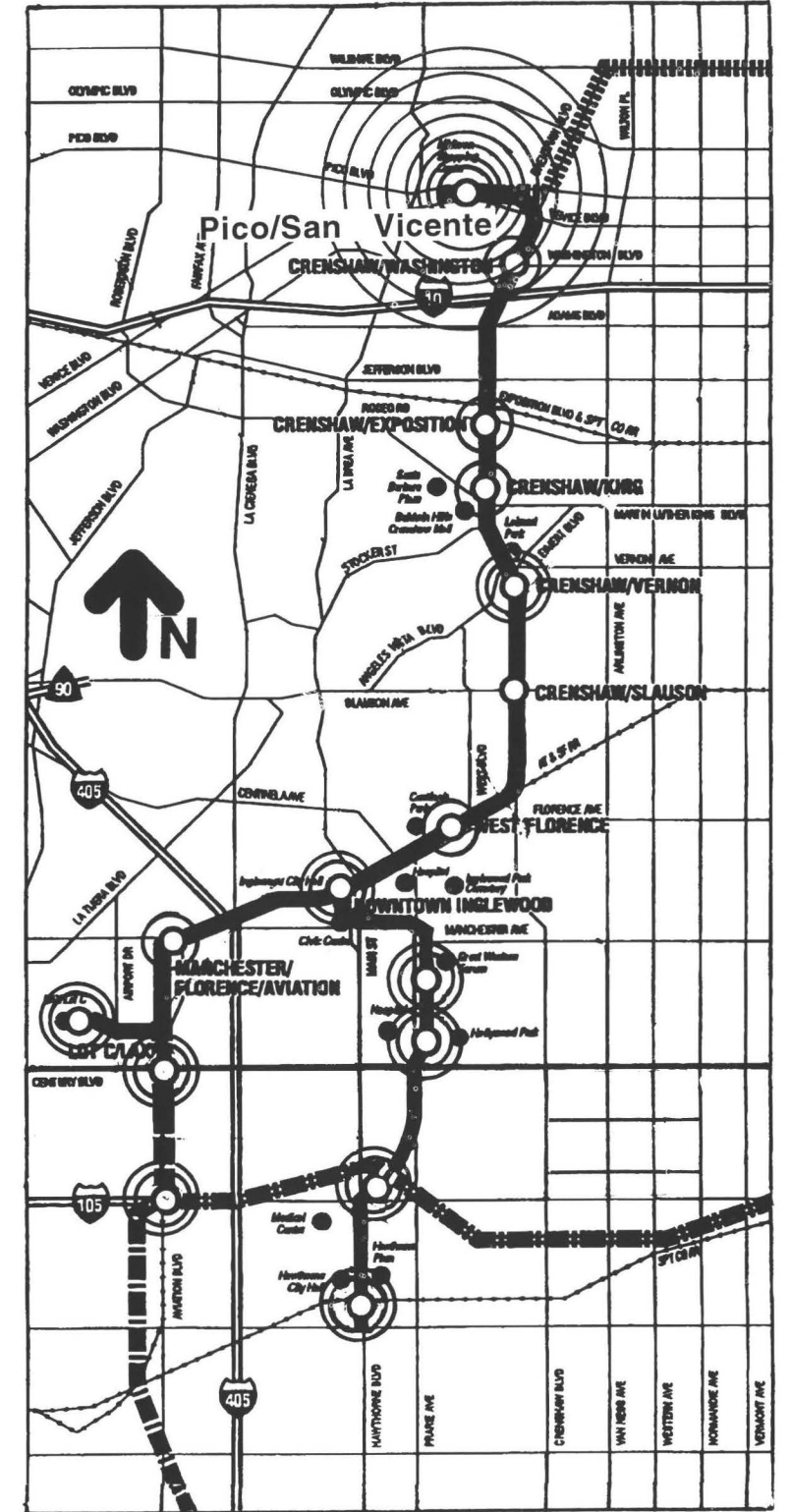
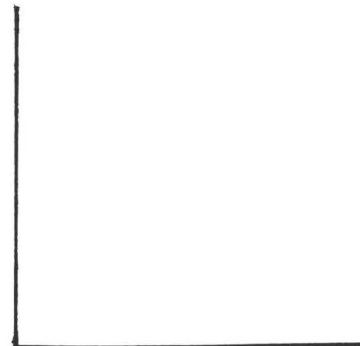
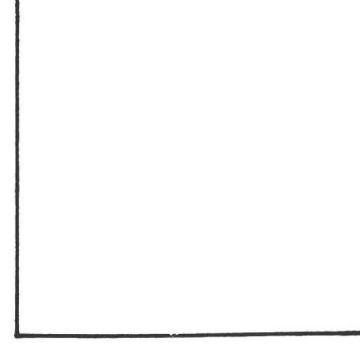
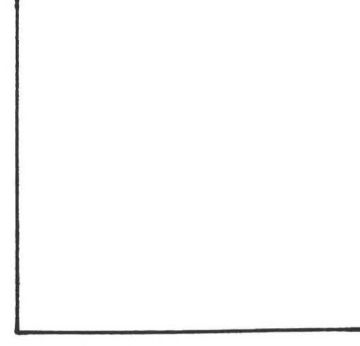
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Ji Kim



Premchand Encarnacion



**MID TOWN TRANSIT CENTRE  
PICO/SAN VICENTE**

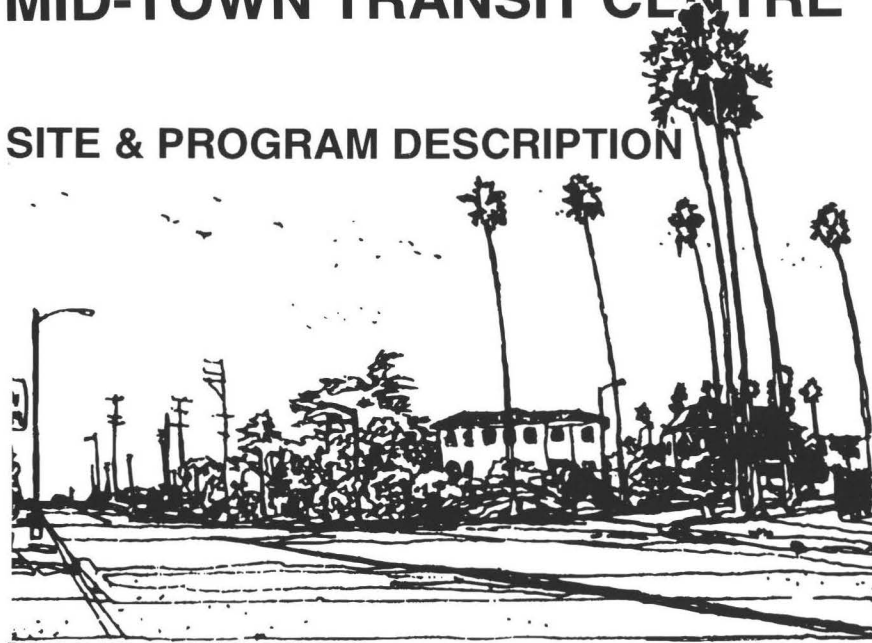
**SITE 1**

**PICO/SAN VICENTE MID-TOWN TRANSIT CENTER  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT  
CORRIDOR AT TERMINUS TRANSFER CONNECTION  
TO METRO RED LINE**



**PICO/SAN VICENTE**  
**METRO RED LINE STATIONS**  
**CRENSHAW-PRAIRIE LINE TRANSIT TRANSFER**  
**MID-TOWN TRANSIT CENTRE**

**SITE & PROGRAM DESCRIPTION**



Located on the site of the former Sears Department store, Pico/San Vicente has always been a busy area for neighborhood shopping and boarding buses. MTA proposes that this station be a major transit center where passengers can transfer between several bus lines, the Metro Red Line, and the Crenshaw-Prairie line. MTA would also like this station to have a large park-and-ride lot.

The architect should assume that both the Metro Red Line and Crenshaw-Prairie trains will enter the site from Venice Boulevard on the south. The trains will enter the station area through a shared tunnel - that means four pairs of tracks side-by-side. Once on the site, the trains must come to the surface to avoid underground gases. Because Venice Boulevard on the south is about three stories higher than Pico Boulevard on the north, the trains can take advantage of the natural slope to come to the surface when they leave the tunnel.

How can the Pico/San Vicente station area, which has to accommodate all this transit activity, be built to still offer an attractive environment for other development? Is there any room left for commercial, retail or housing developments? Can housing be developed to take advantage of the natural slope and offer views of the skyline and the hills? How can housing be attractive next to all these buses and trains?

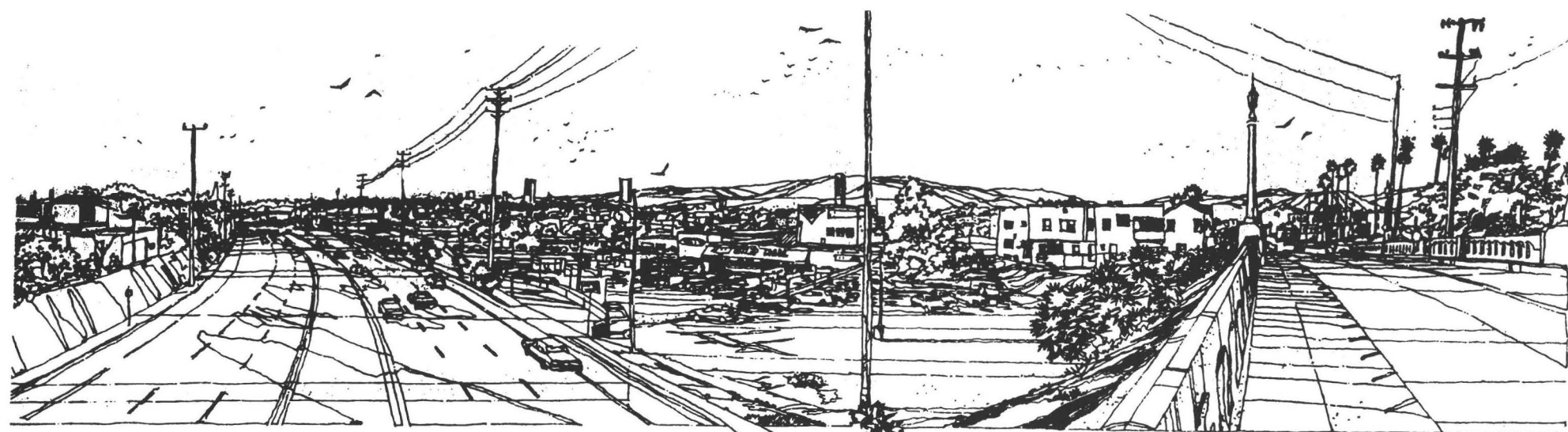
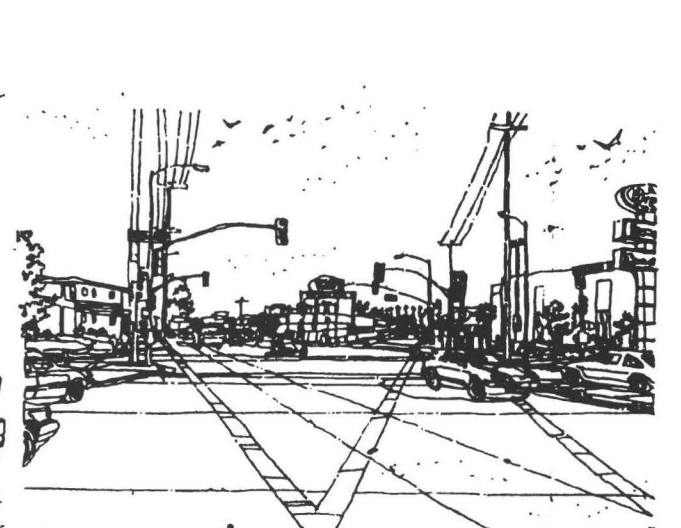
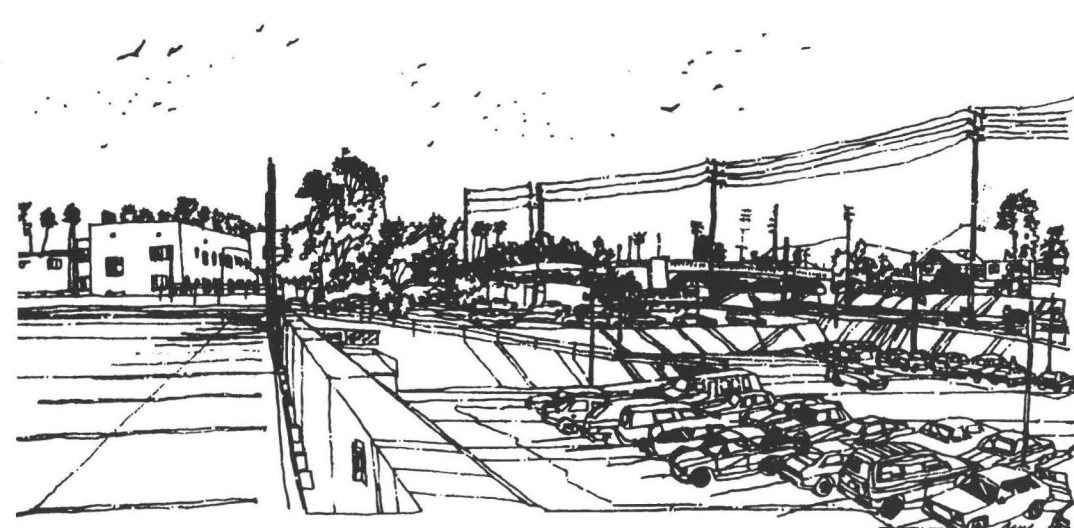
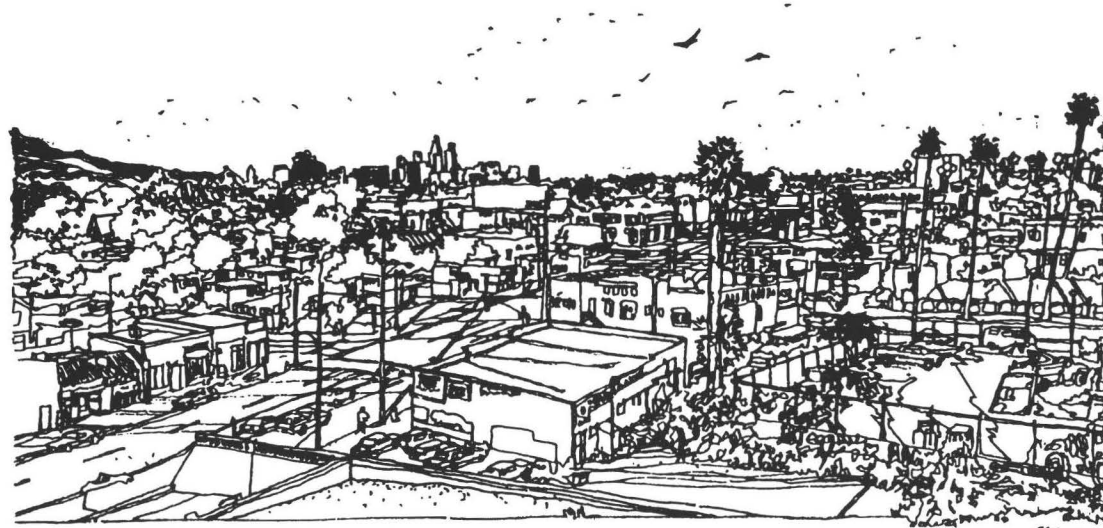




# PICO/SAN VICENTE MISCELLANEOUS VIEWS OF SITE AS EXISTING

NOEL LOONEY

The proposed station at Pico/San Vicente will be a Type I (major urban "center") that will provide a variety of mixed use development.





# PICO/SAN VICENTE

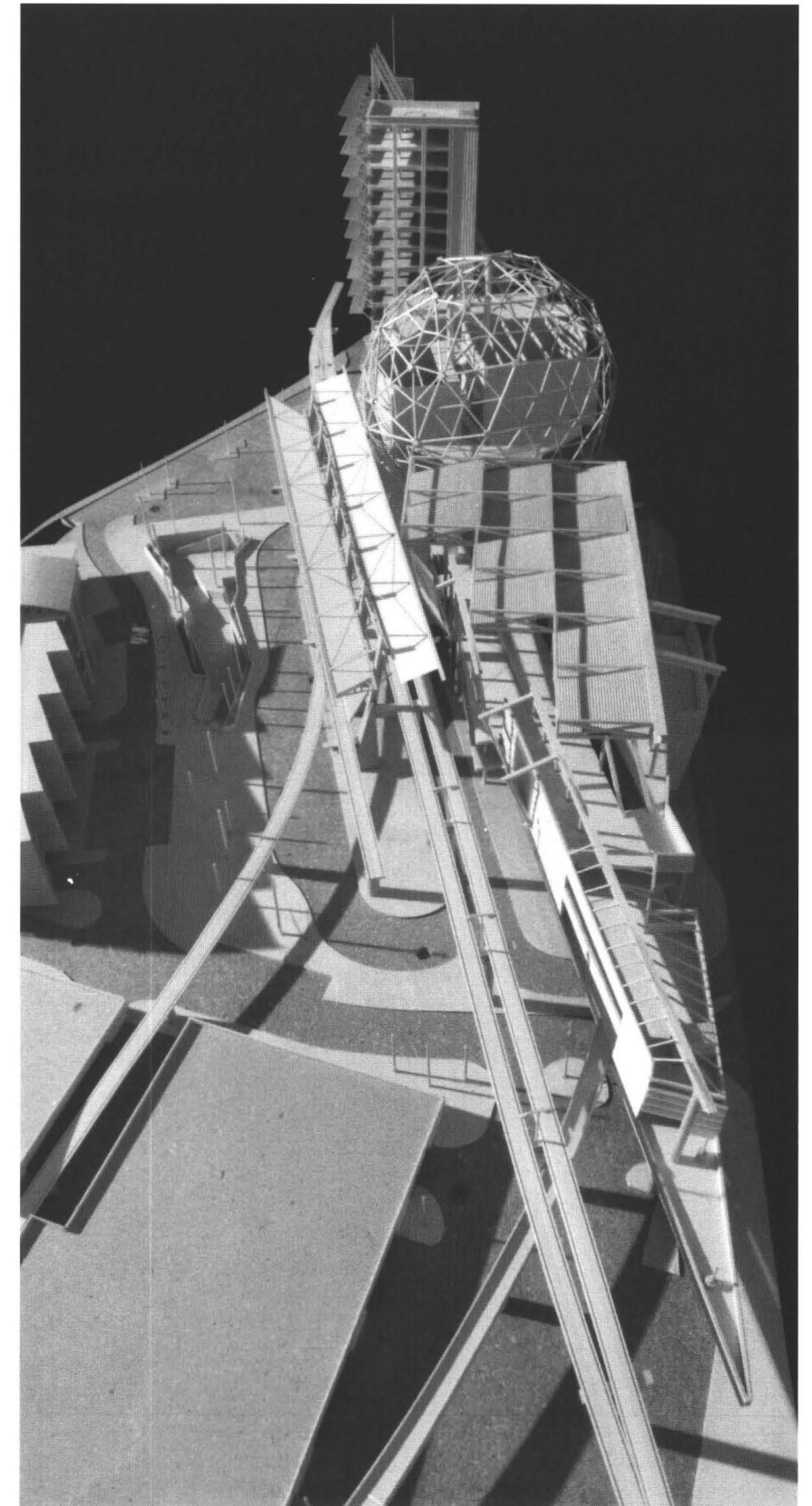
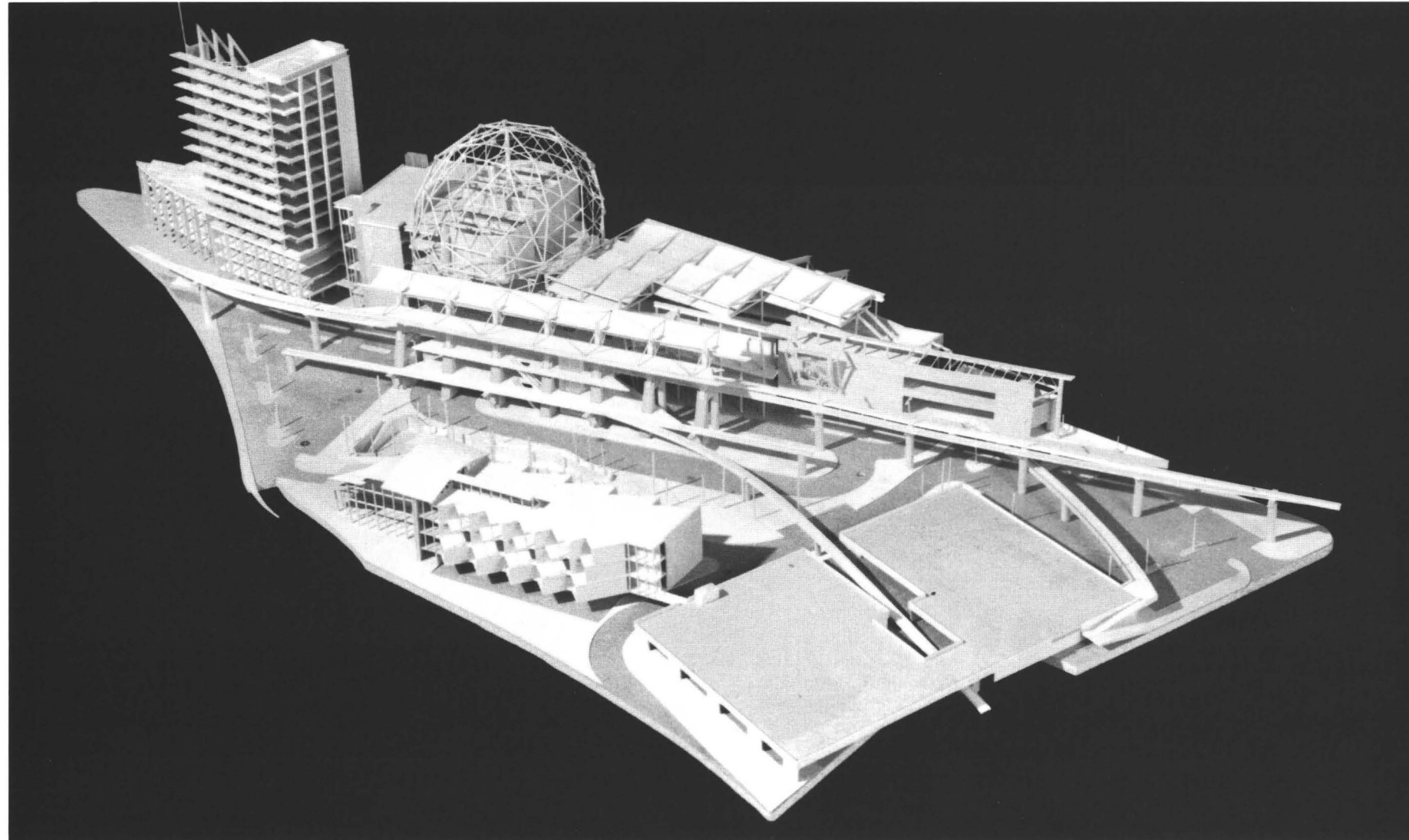
NOEL LOONEY

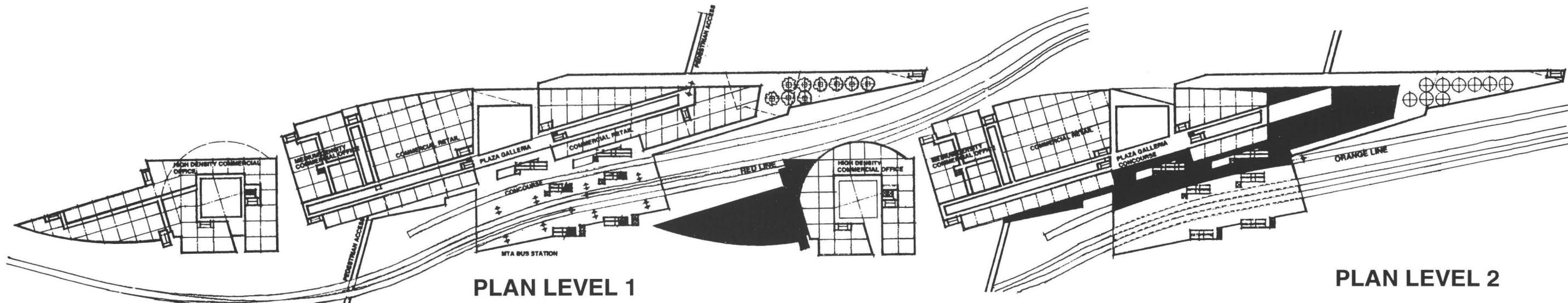
The design direction for this station is to provide commercial services that will support and complement the fabric of local neighborhood and MTA user needs. The mixed use station development at Mid-town will be virtually a new building type in architecture for the MTA community in Los Angeles, a metaphorical phoenix for the proposed progressive redevelopment of the Mid-town area in the 21st century.

Public parking: on site spaces at Grade level.....	295
Spaces east Subterranean parking structure.....	300
Spaces at west subterranean parking structure. ....	300
Total provided spaces.....	795
Private parking: on site spaces at grade	
Level, guest/tenant parking.....	60

Commercial bank:.....	15,000 sq ft
Commercial office space: (15 stories).....	210,000 sq ft
Commercial retail anchor tenant: (4 stories).....	35,625 sq ft
Movie theater: (2 stories).....	21,000 sq ft
Commercial retail space at mall area: (grade level)...	20,625 sq ft
Level 2.....	20,625 sq ft
Level 3.....	11,250 sq ft
Total Area.....	52,500 sq ft
Three restaurants.....	7,500 sq ft
Variety fast food restaurants.....	1,250 sq ft
Aquatic center and health club.....	13,125 sq ft
Roof garden/sun deck.....	,875 sq ft
30 residential units.....	46,875 sq ft
(not a part of station development)	
Valet parking booth.....	.80 sq ft

## VIEWS OF PROJECT MODEL

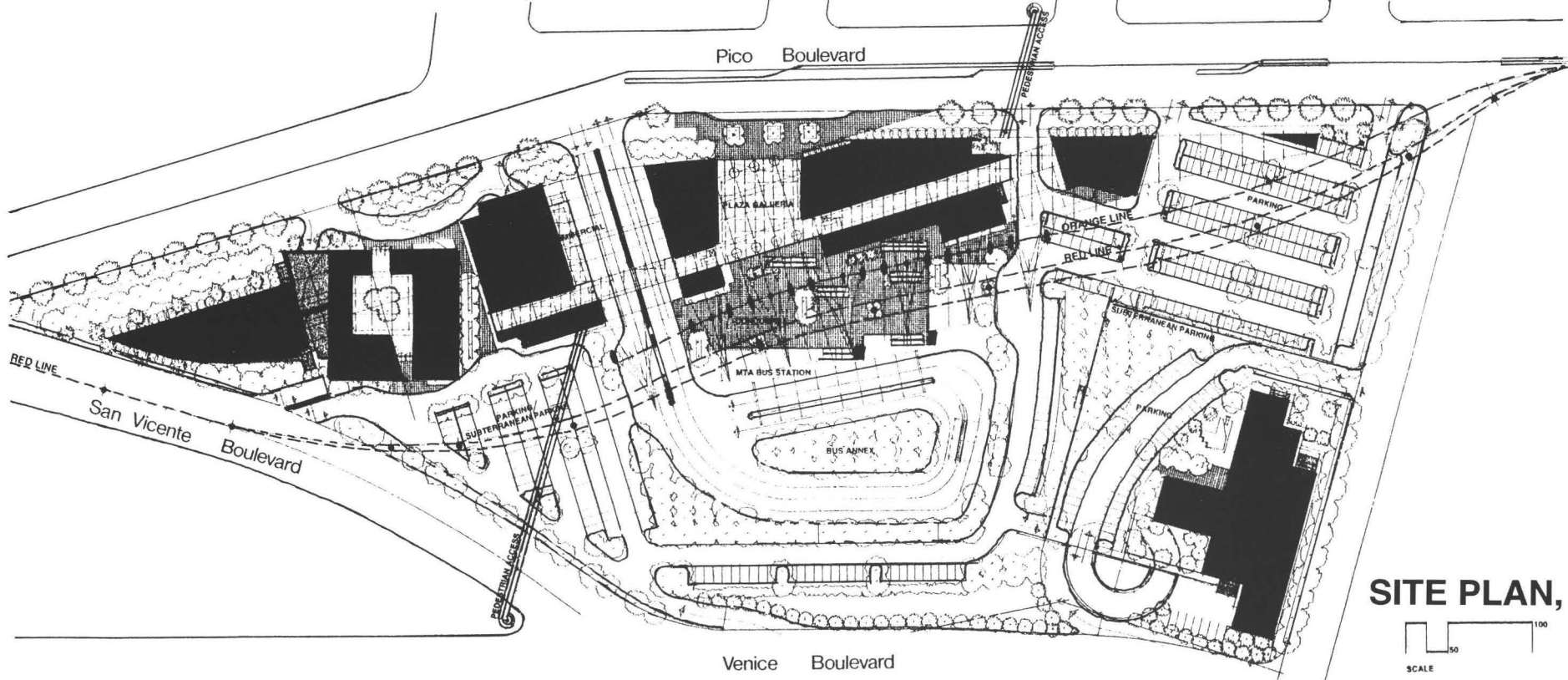




PLAN LEVEL 1

PLAN LEVEL 2

PLAN LAYOUTS, METRO RED LINE  
CRENSHAW-PRAIRIE LINE & BUS  
CONNECTIONS.



SITE PLAN,

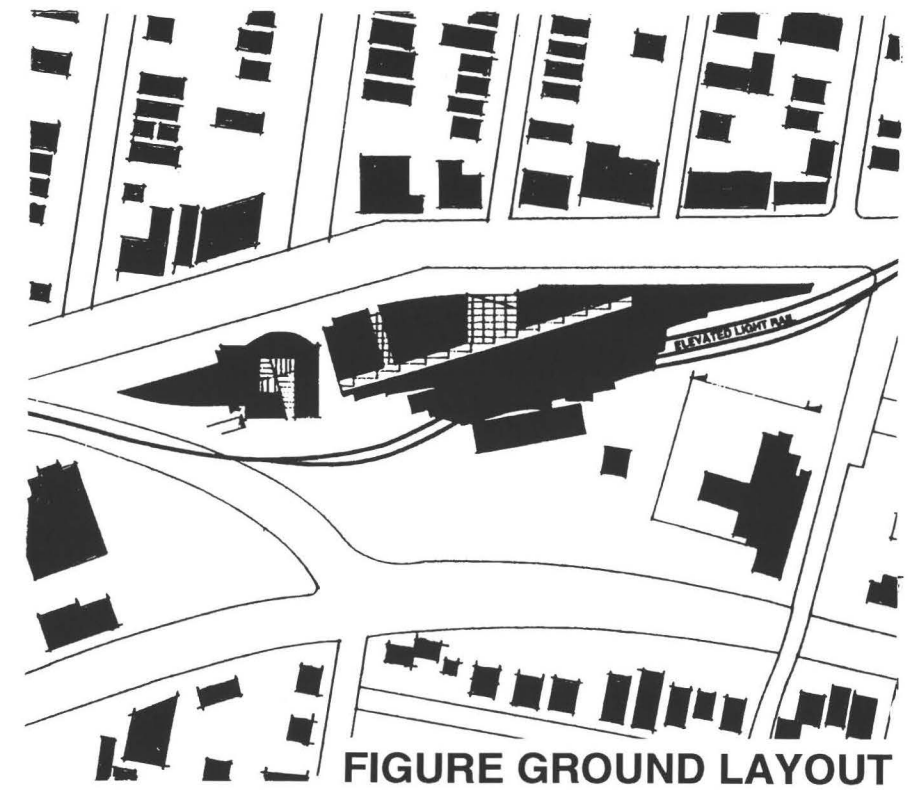
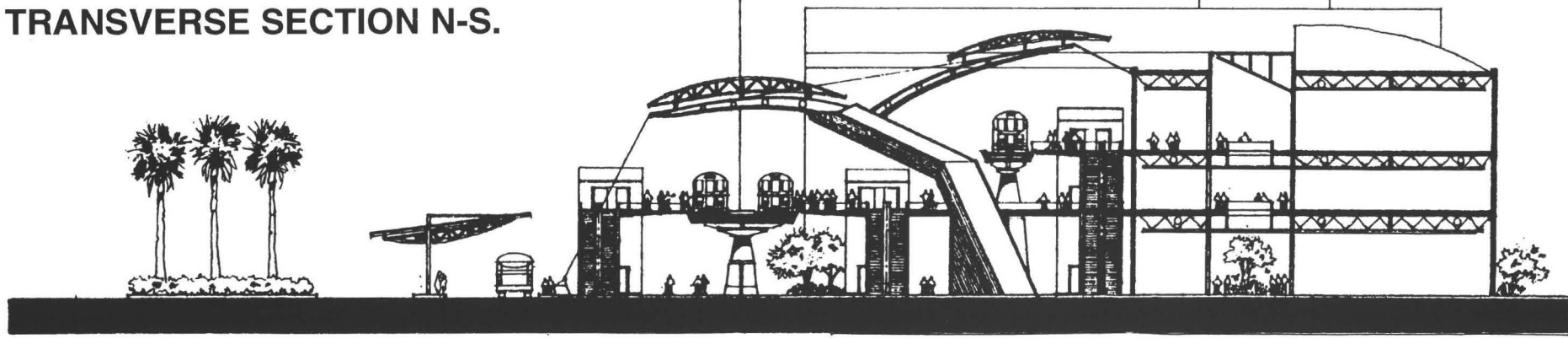


FIGURE GROUND LAYOUT

TRANSVERSE SECTION N-S.



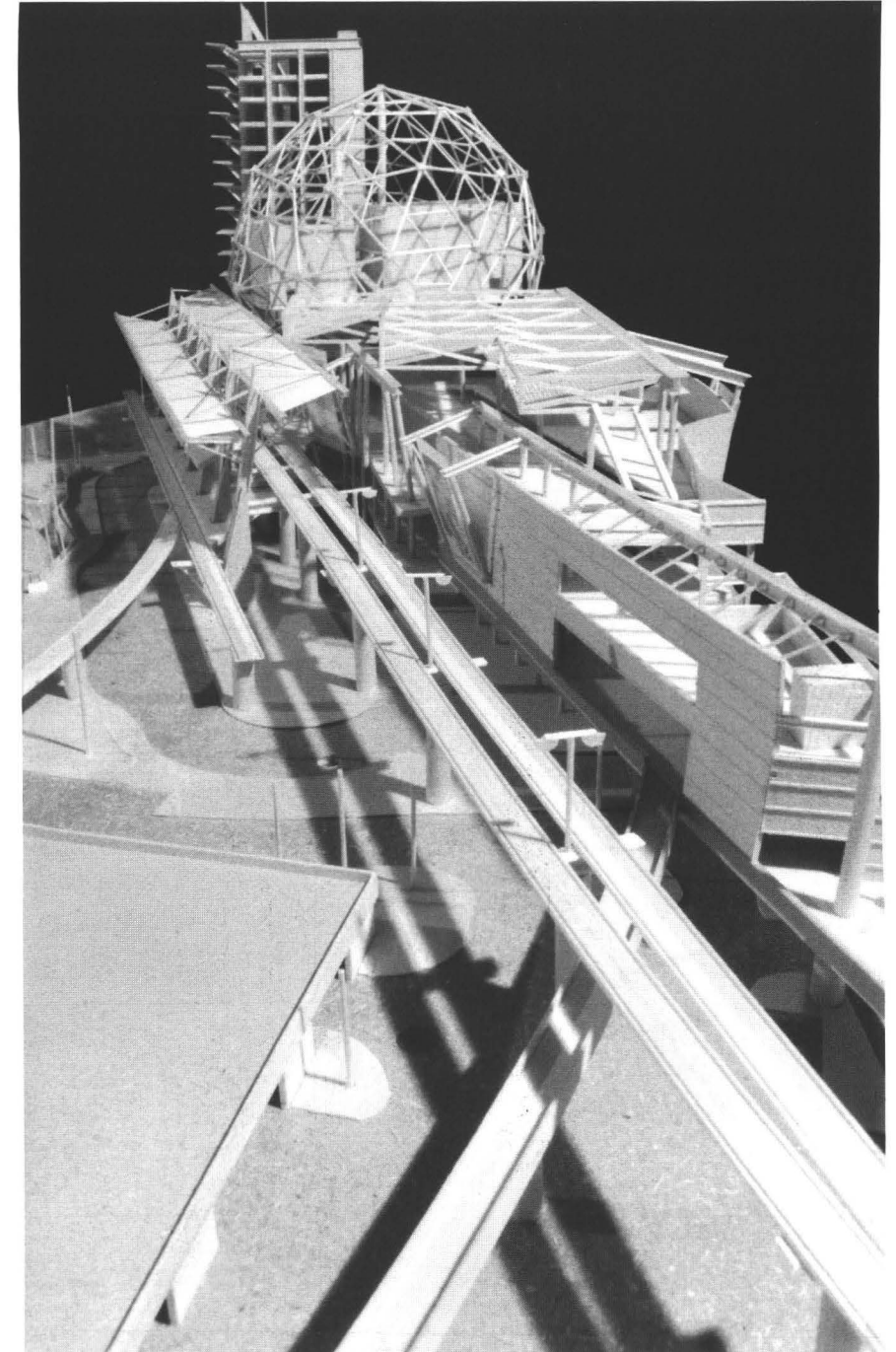
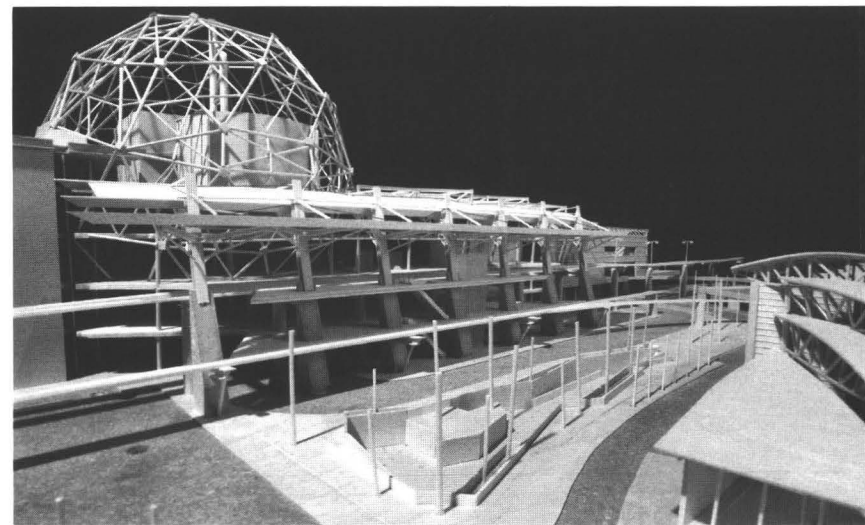
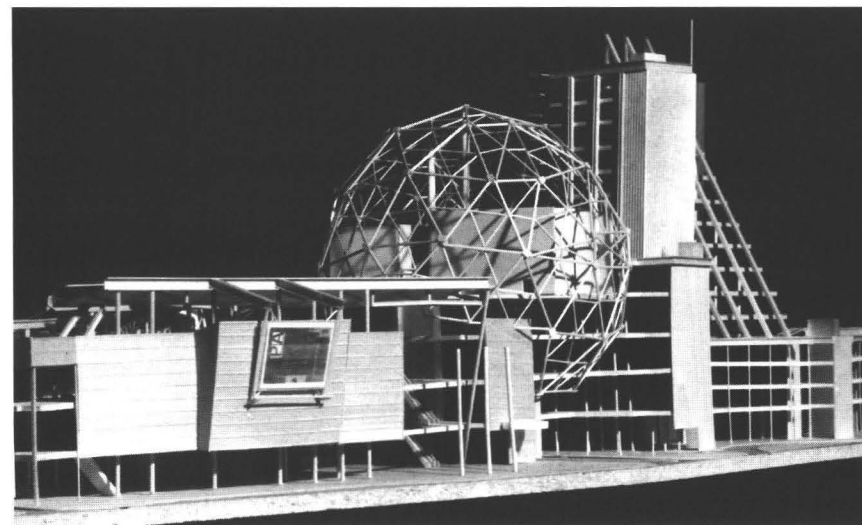
**PICO/SAN VICENTE**

PROJECT: NOEL LOONEY  
 ADVISOR:  
 GRAEME M. MORLAND. ARCHITECT. AIA.RIBA.  
 PRELIMINARY SCHEME A





**VIEWS OF PROJECT MODEL**



**PICO/SAN VICENTE**

**NOEL LOONEY**

**PICO/SAN VICENTE MID-TOWN TRANSIT CENTRE  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR AT  
TERMINUS TRANSFER CONNECTION TO METRO RED LINE**

# PICO/SAN VICENTE

METRO RED-LINE, CRENSHAW-PRAIRIE  
TRANSIT TRANSFER STATIONS

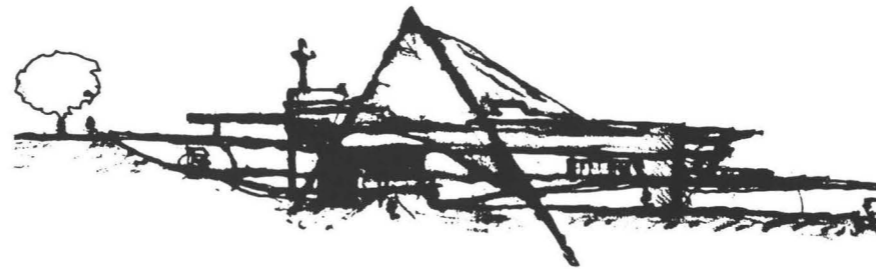
## MID TOWN TRANSIT CENTRE

### SITE AND PROJECT DESCRIPTION

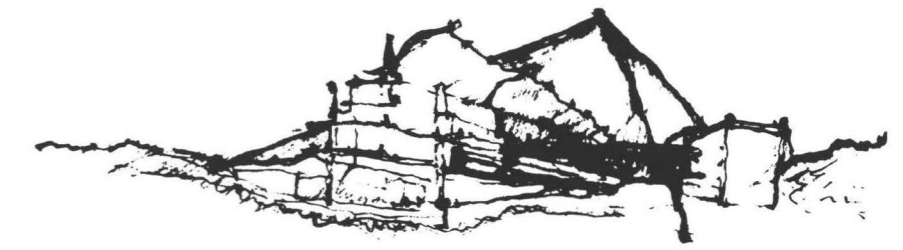
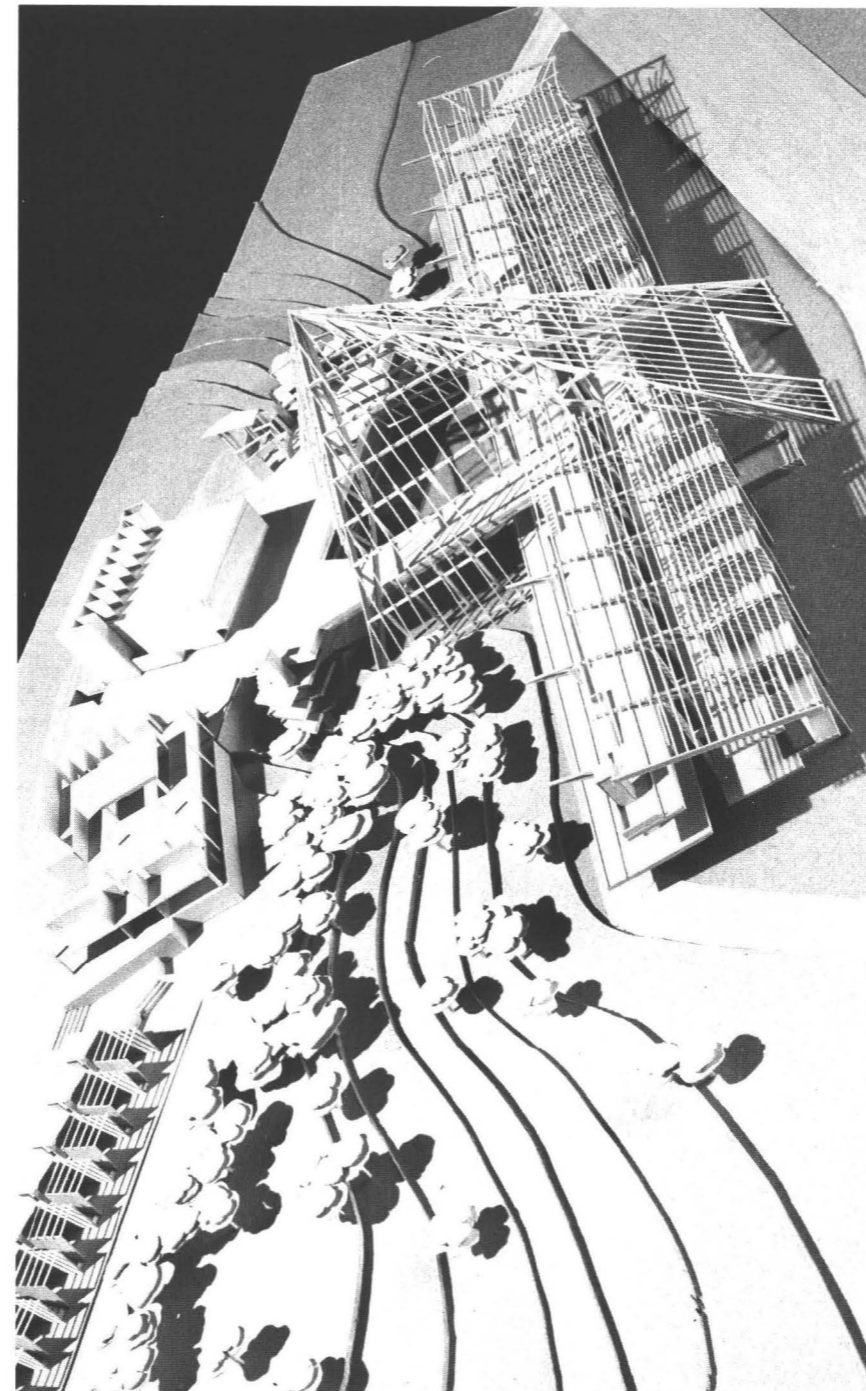
PICO/SAN VICENTE MID-TOWN TRANSIT CENTRE  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR AT  
TERMINUS TRANSFER CONNECTION TO METRO RED LINE  
Dieu Luc

The underlying idea of the scheme was derived from the location, shape and slope of the site. It is an irregular shaped site located on an area of predominately orthogonal gridded streets and blocks. This site is the exception to the grid, due to its topography. It also has great potential for commercial retail development as well as a great housing opportunity, because of the potential accessibility to the three major transportation modes: the Metro Red Line, the Crenshaw-Prairie line, and the regional bus line.

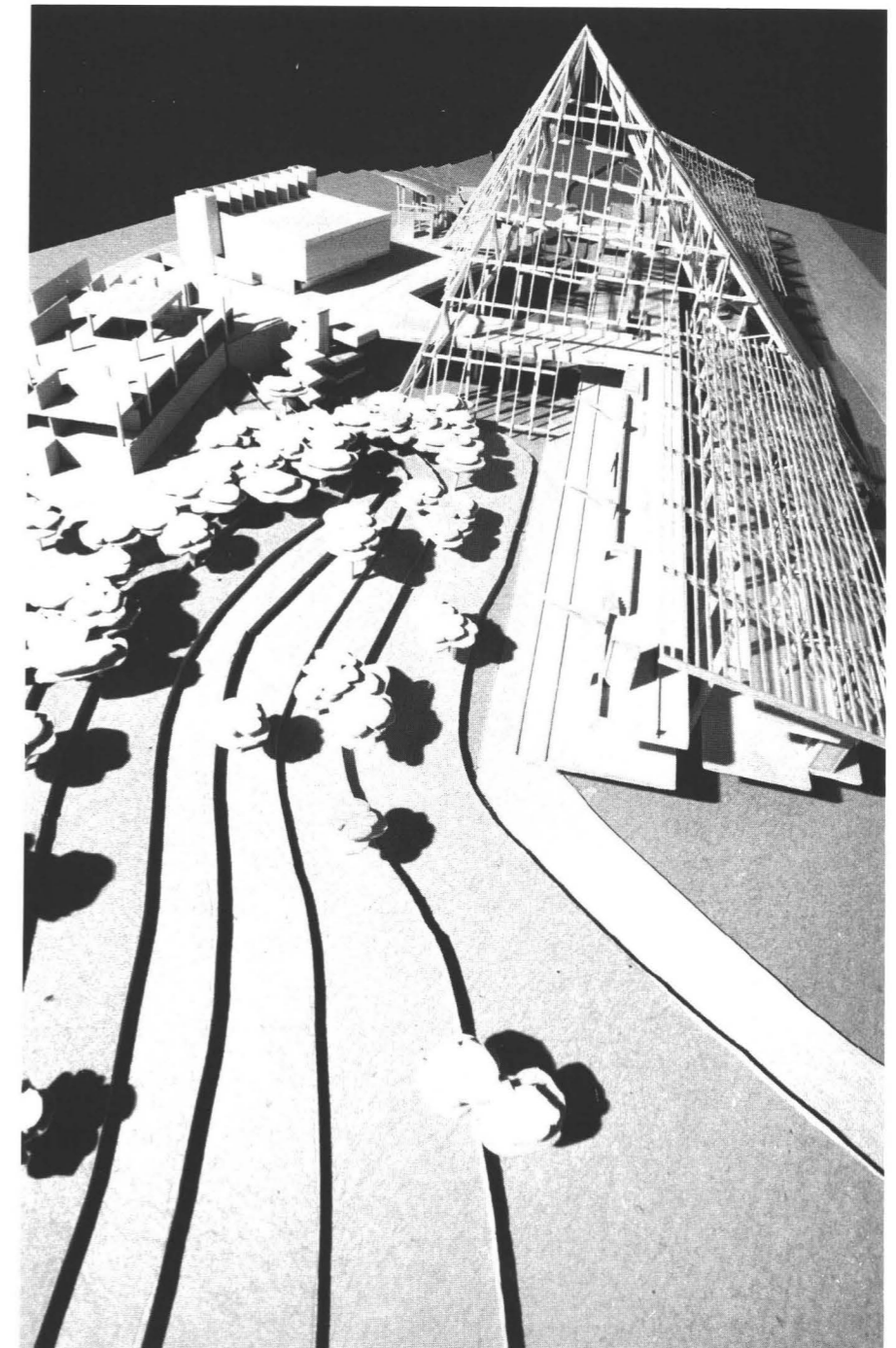
Because of the irregular shaped site and the fact that the three major modes of transportation will all converge on the site, it was felt that a formally distinct scheme would be appropriate for this site. The pyramid has a distinctive shape that is different from the surrounding buildings, thus making it easily recognizable from the distance, which would become the symbol to mark the place. Looking from above, the Metro Red Line, the bus lines, and the Crenshaw line come together to form a semi-triangle, the steel trussed/glazed pyramid would be on top of these three transit lines, providing semi-enclosure and protection from the natural elements. The Metro Red Line station would be elevated and split level, at 20 and 40 feet above ground level, with the concourse located behind and connected to a commercial building. This was done to allow the station to be more open, knowing more people enjoy natural light and sun, rather than an enclosed artificial light. More business would be attracted to the commercial/retail shops on the building concourse because it allows the commuters on the station direct visual contact with the shops which are located directly across from the station. Because of the uncertain problems and increased cost, it was felt necessary to maintain the station above or on grade. The bus line would run directly below the Metro Red Line and the Crenshaw line station would be located across a courtyard 20 feet below grade and open to the sky. A parking structure, carved into the sloping site, would be located adjacent to the Crenshaw station, above the parking structure on ground level, and adjoining Venice Boulevard would be retail/commercial facilities tailored toward entertainment and leisure activities, filled with urban vitality.



VIEWS OF PROJECT MODEL

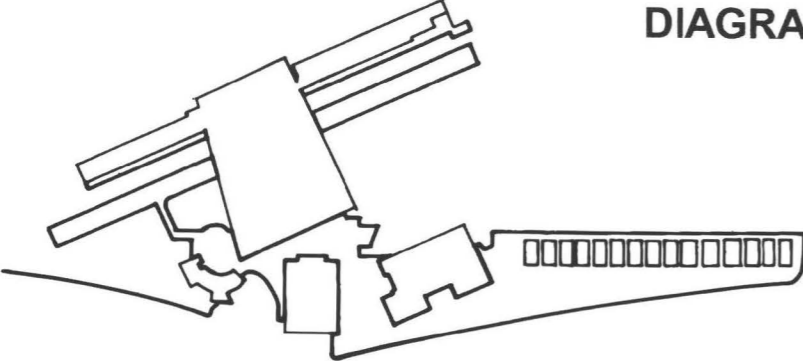


EARLY CONCEPTUAL SKETCHES

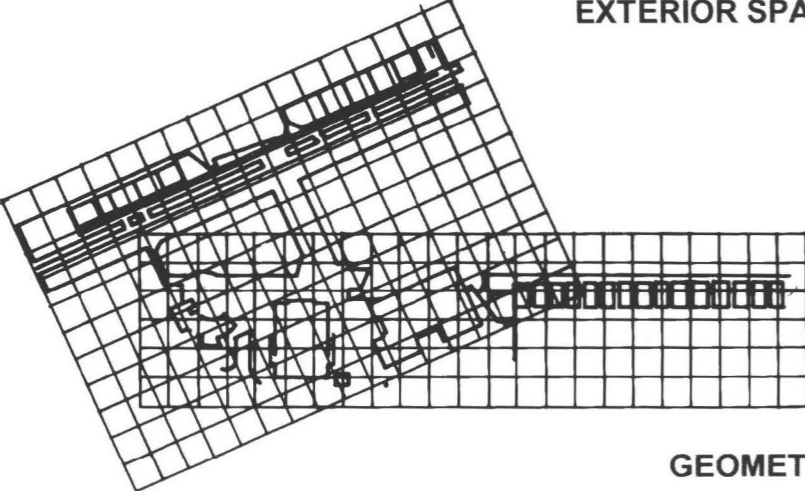




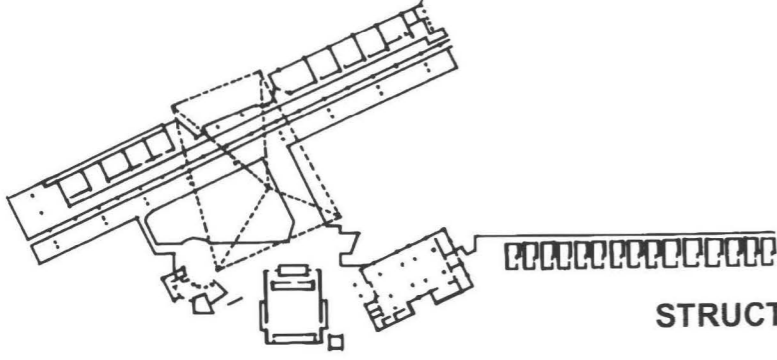
DIAGRAMS



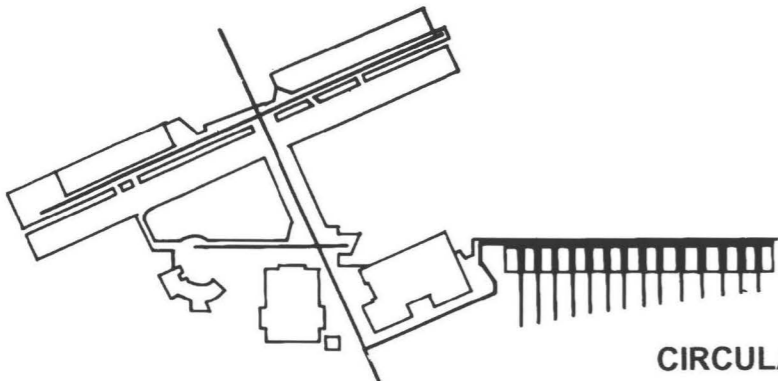
EXTERIOR SPACE



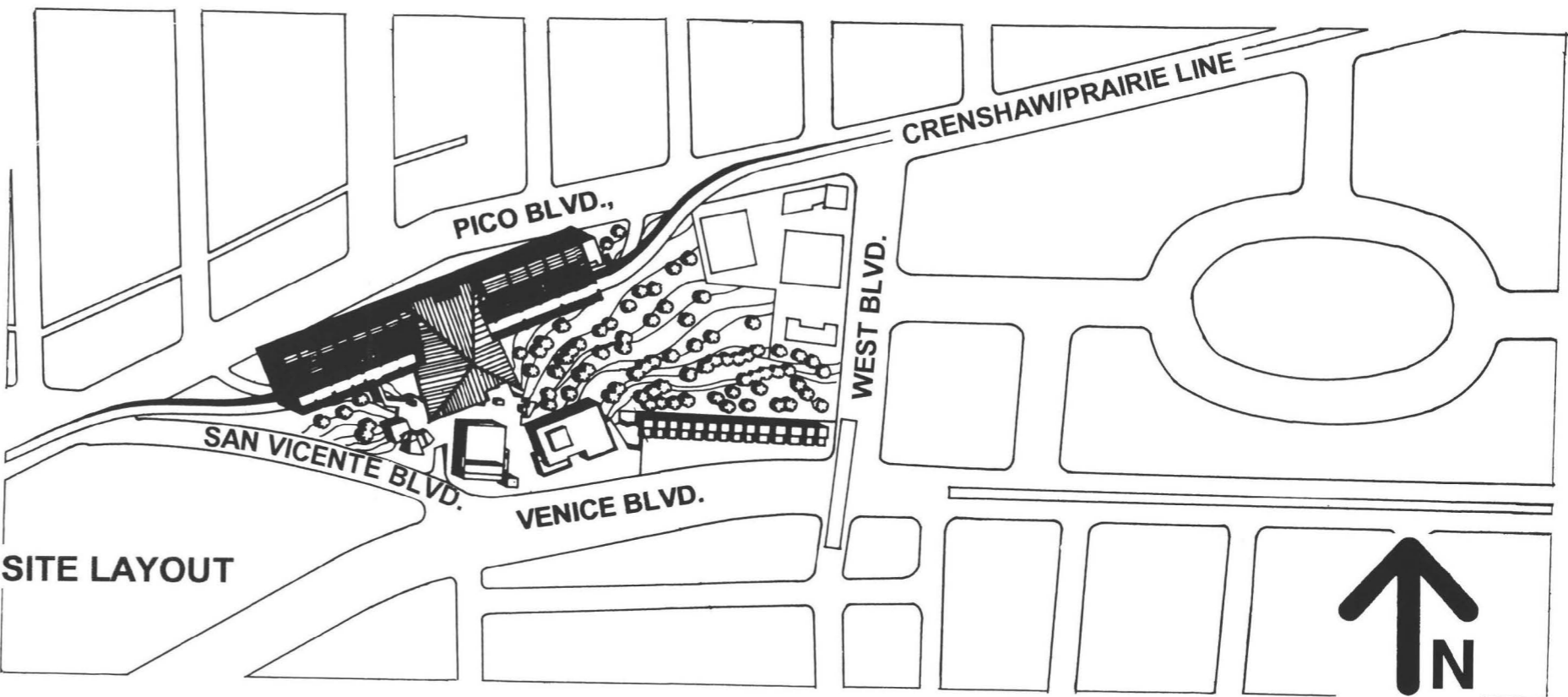
GEOMETRY



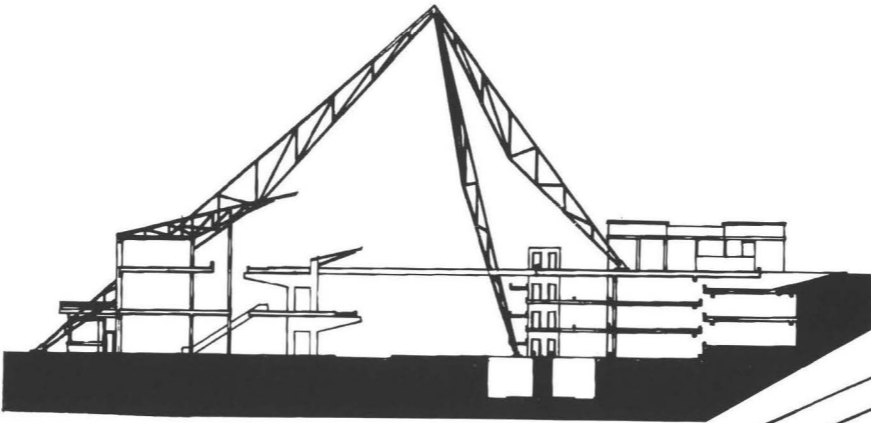
STRUCTURE



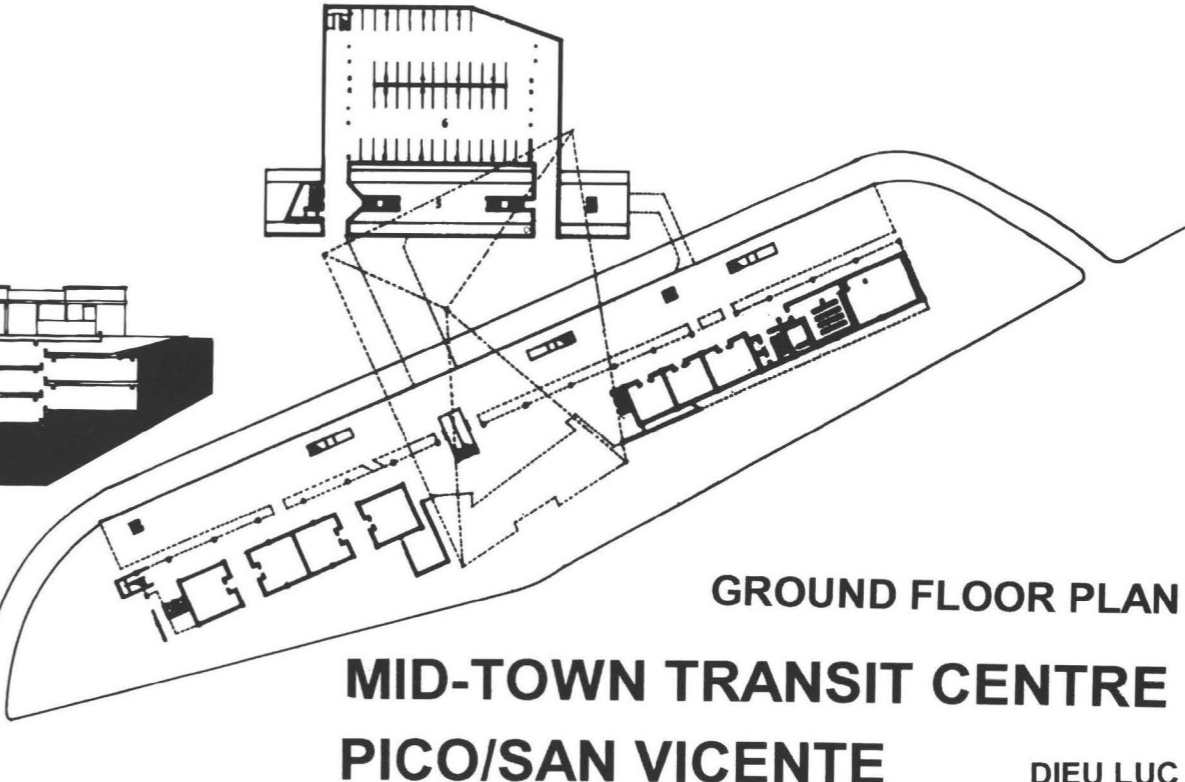
CIRCULATION



SITE LAYOUT



SITE SECTION NORTH-SOUTH

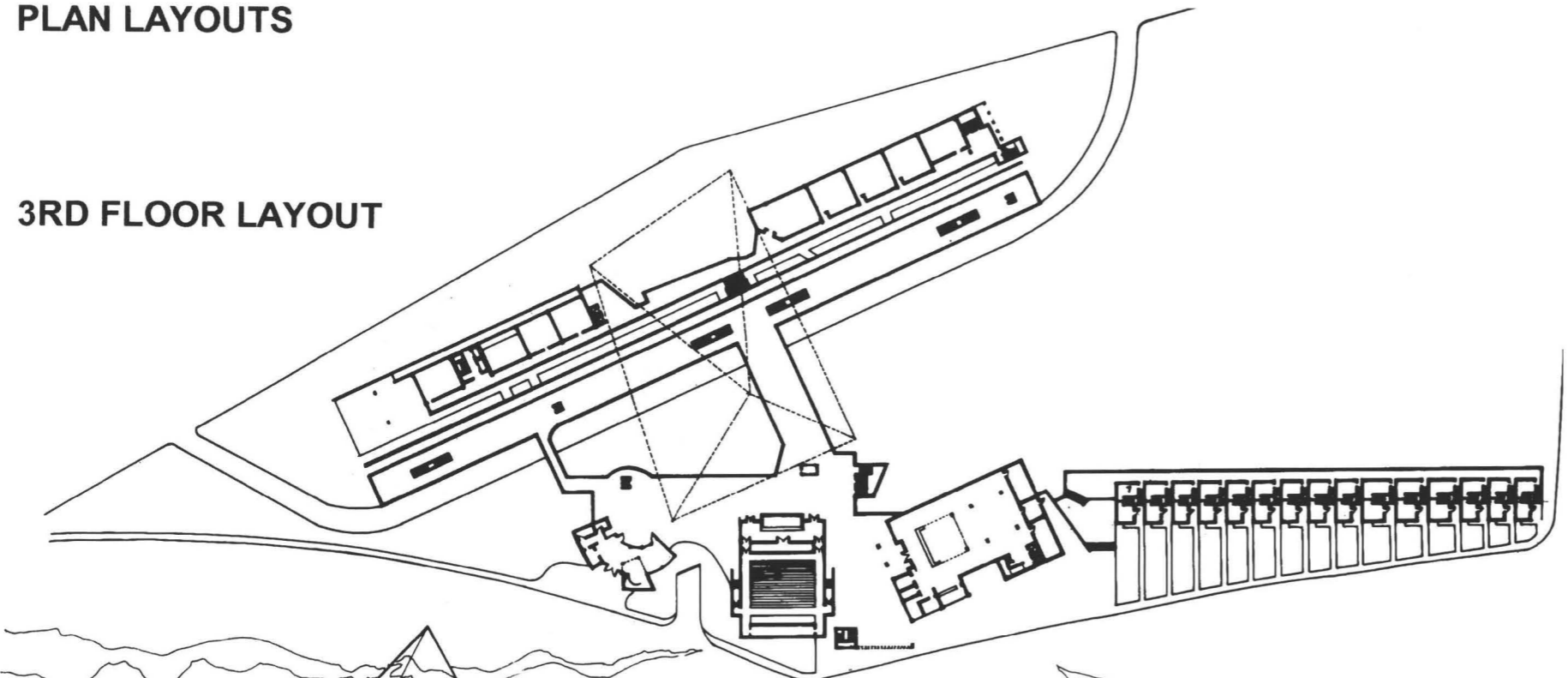


GROUND FLOOR PLAN

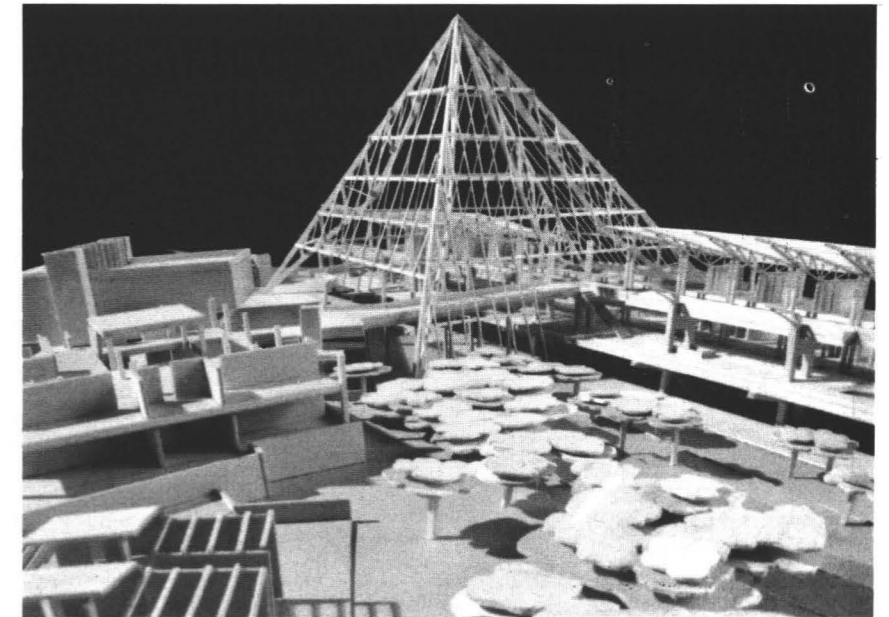
MID-TOWN TRANSIT CENTRE  
PICO/SAN VICENTE  
DIEU LUC

**PLAN LAYOUTS**

**3RD FLOOR LAYOUT**

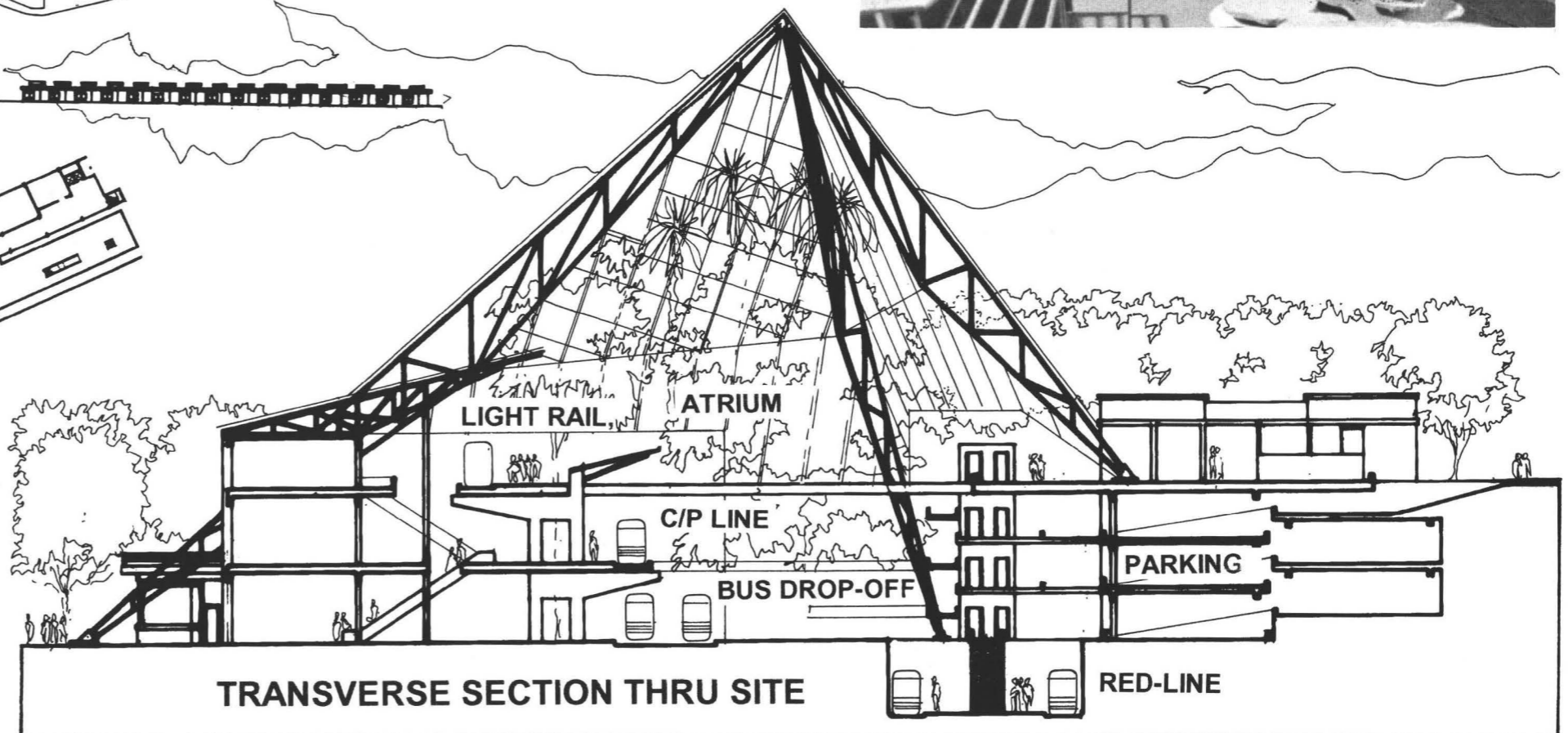
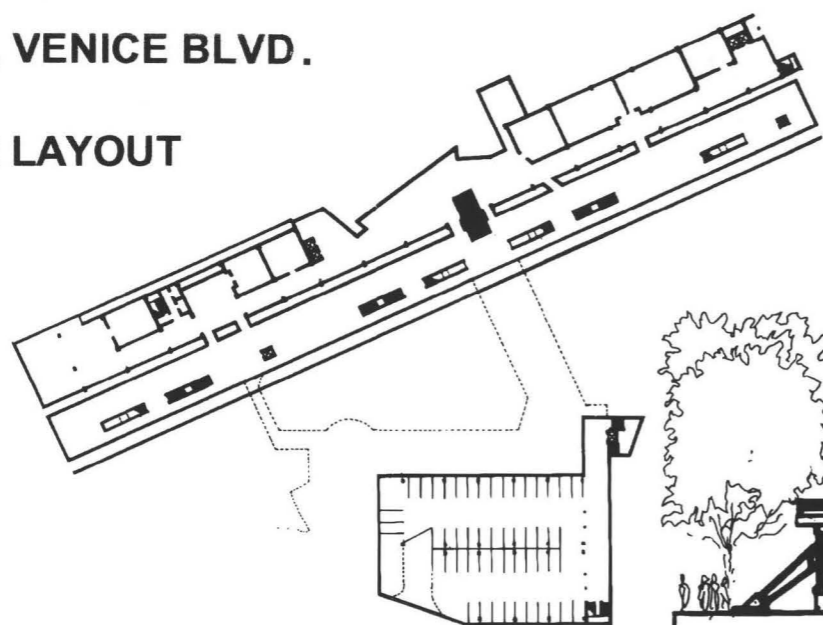


**PICO/SAN VICENTE  
MID-TOWN TRANSIT CENTRE  
DIEU LUC**



**ELEVATION, VENICE BLVD.**

**2ND FLOOR LAYOUT**





# PICO/SAN VICENTE

METRO RED LINE, CRENSHAW-PRAIRIE  
TRANSIT TRANSFER STATIONS  
PROJECT: CHUN HWA-HUYN

## MID-TOWN TRANSIT CENTRE

### SITE & PROGRAM DESCRIPTION

The area of influence of this site is located within the Mid-city region of Los Angeles and is in two different planning districts. North of Venice Boulevard is consistent with the Baldwin Hills/Leimert plan. Both land use policies predominate with commercial and residential uses. Community retail is present on both sides of Pico Boulevard. Venice Boulevard primarily carries through traffic to downtown Los Angeles and is bisected by San Vicente Boulevard, which is a major thoroughfare to Beverly Hills. Immediately to the west of the subject property is the Mid-town shopping center.

MTA joint development opportunity:

11.27 gross acre site bounded by Pico Boulevard, San Vicente Boulevard, Venice Boulevard, and West Boulevard.

On site transit operations will include a station portal/plaza, bus plaza, kiss and ride, and park and ride facilities.

Proposed uses include community and destination oriented retail, residential and professional offices. Floor area ratio of 3:1.

Station is scheduled to open in 2000, linking the surrounding neighborhood via rail to downtown Los Angeles, the San Fernando Valley, Hollywood, and Long Beach, with commuter rail service to cities throughout Los Angeles, Orange, Riverside, and San Bernardino counties. Future connections may include LAX, Pasadena, and East Los Angeles.

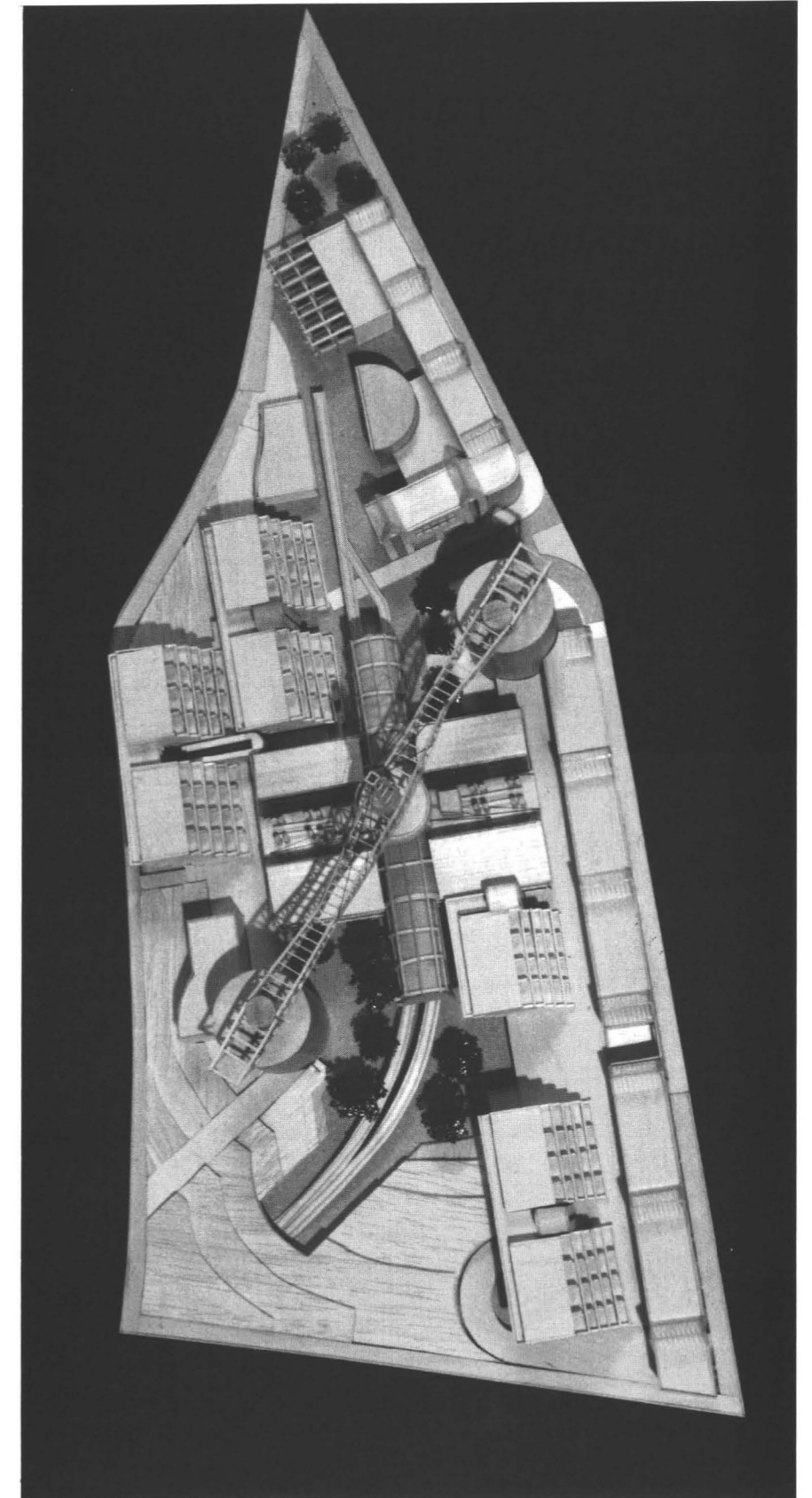
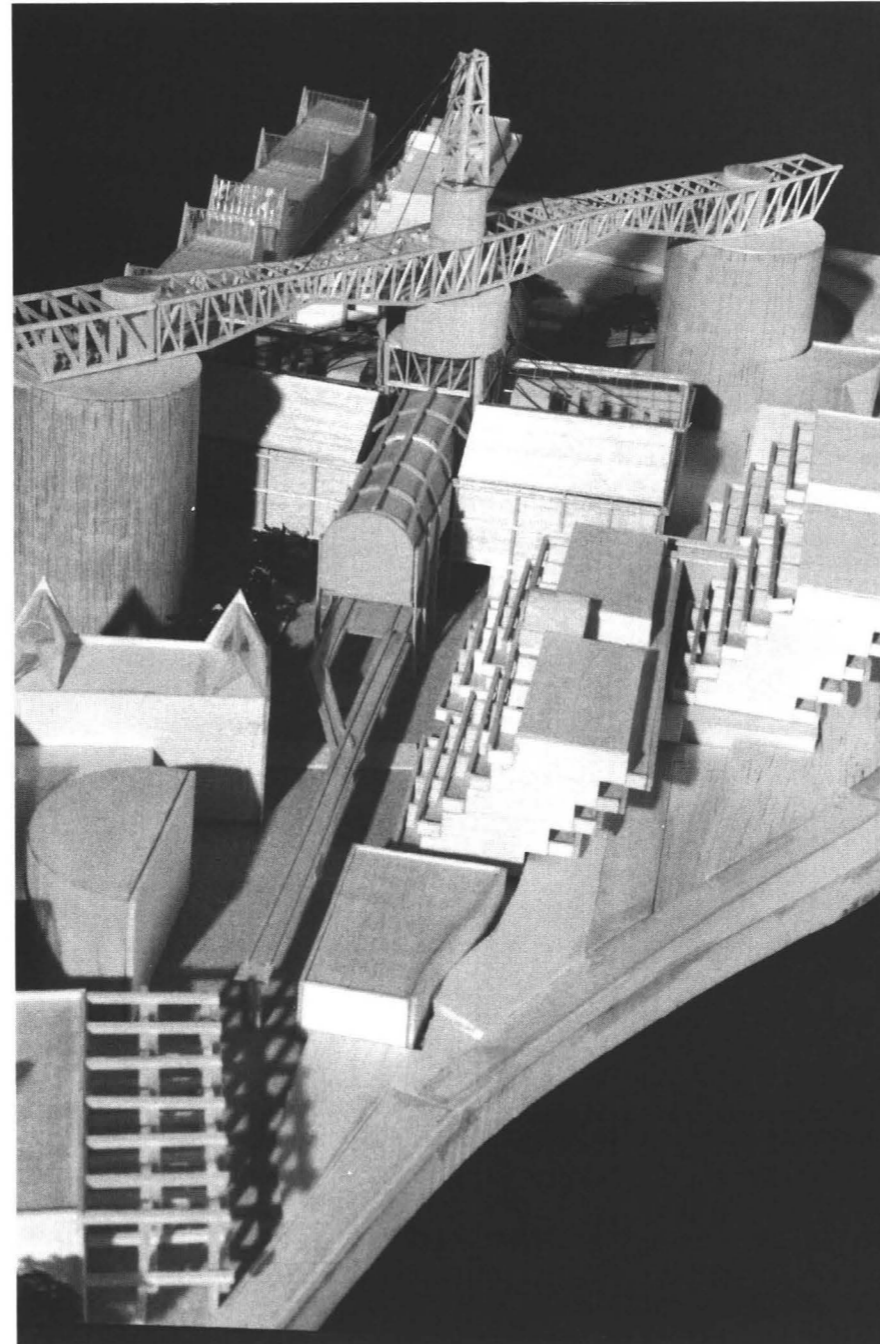
Projected rail boardings at Pico/San Vicente are 11,900 per day. The level of bus activity is very significant (146 buses per hours). This transit will be served by MTA (formerly RTD) and Santa Monica bus lines.

Convenient Mid-city location.

City of Los Angeles land use/transportation policy proposes substantial parking reductions, mixed use development by air-rights and other incentives for development.

PROJECT: CHUN HWA-HUYN  
ADVISOR:  
GRAEME M. MORLAND. ARCHITECT. AIA. RIBA.

### VIEWS OF PROJECT MODEL

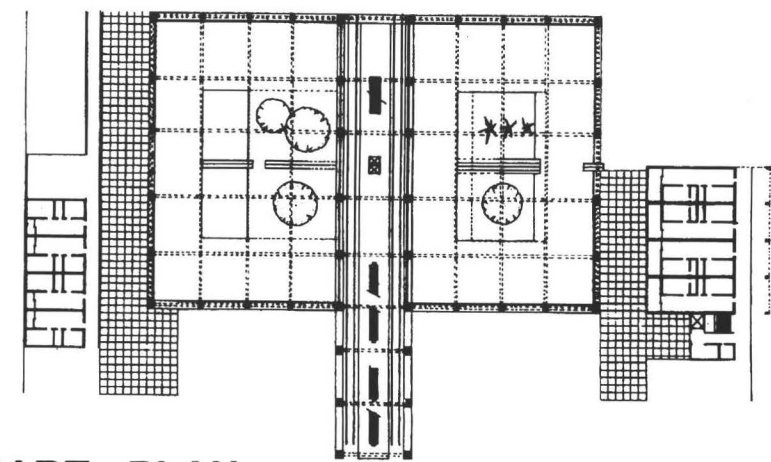
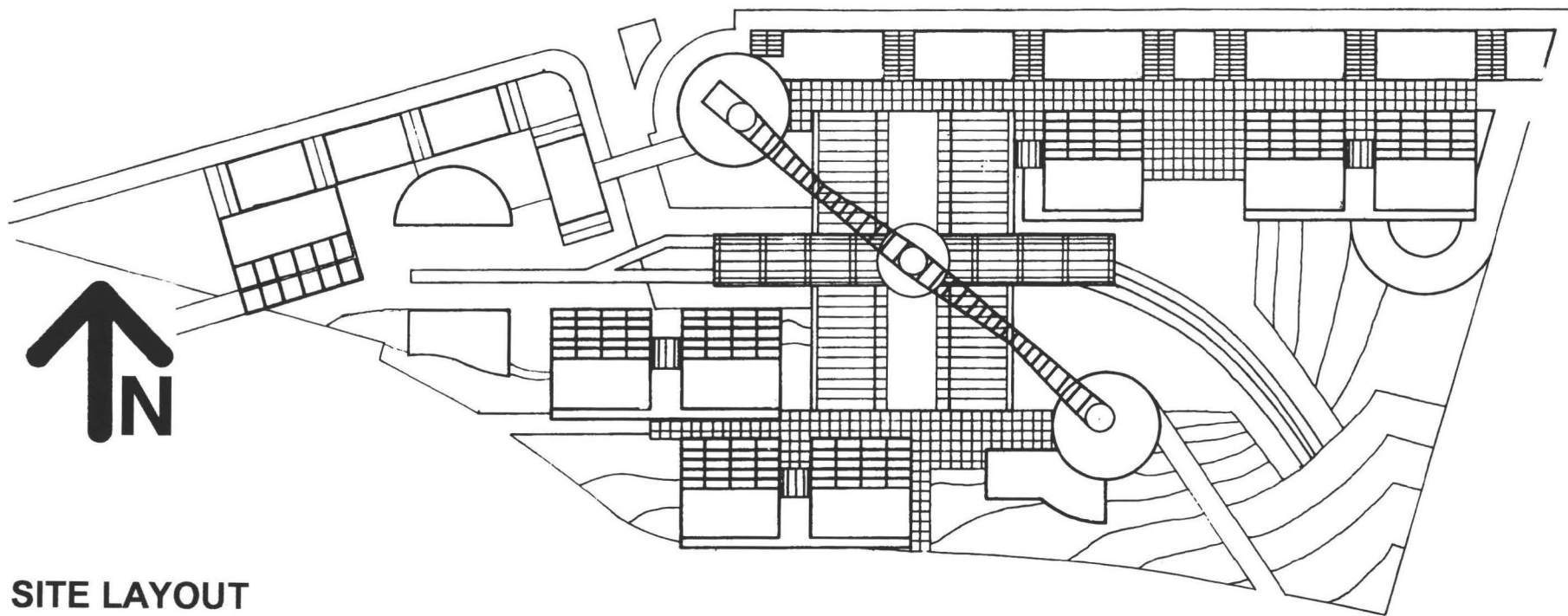
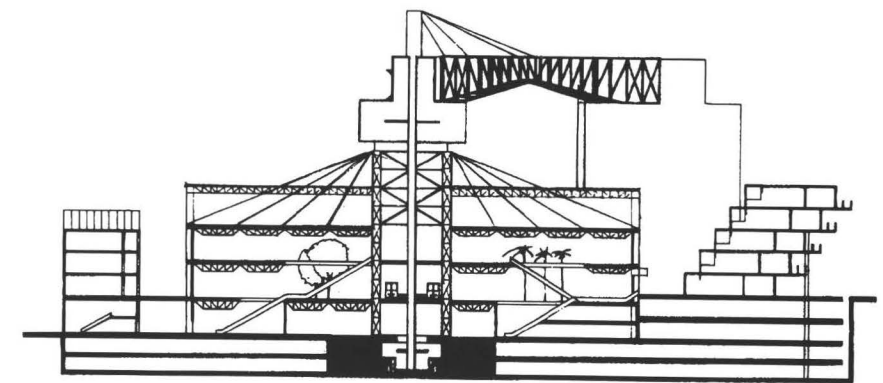
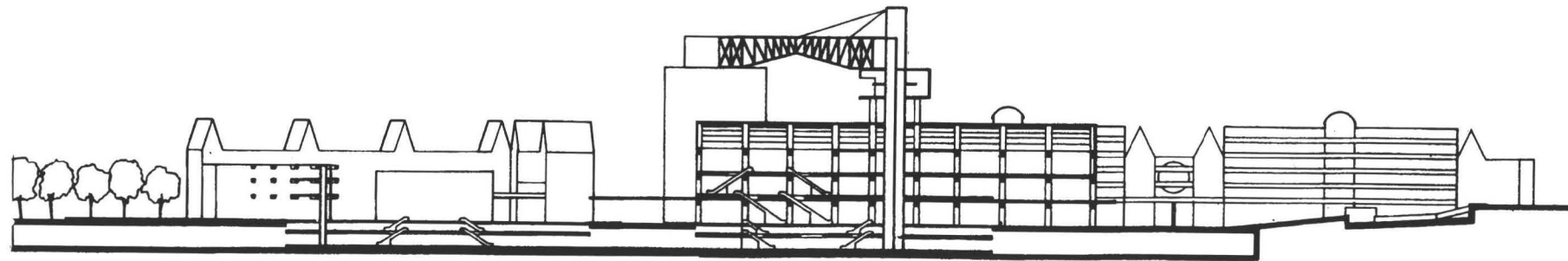
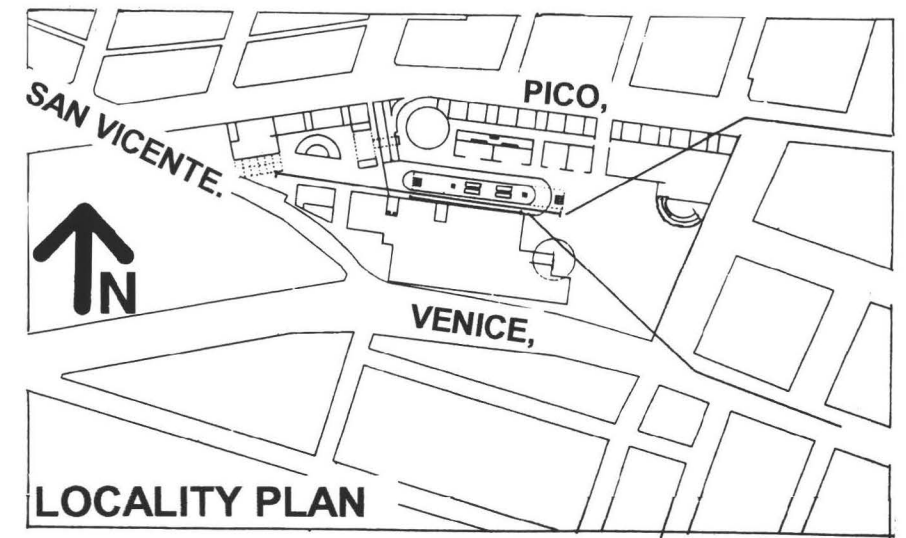
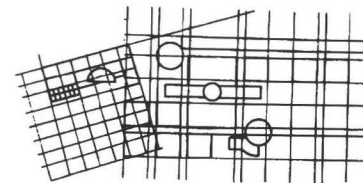
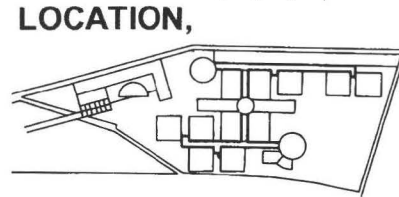
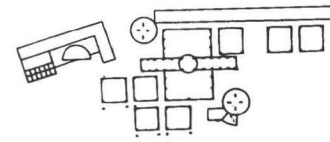
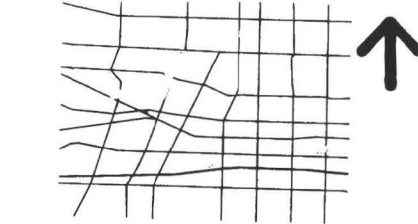


# PICO/SAN VICENTE

CHUN HWA HUYN

PICO/SAN VICENTE MID-TOWN TRANSIT CENTRE  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR AT  
TERMINUS TRANSFER CONNECTION TO METRO RED LINE

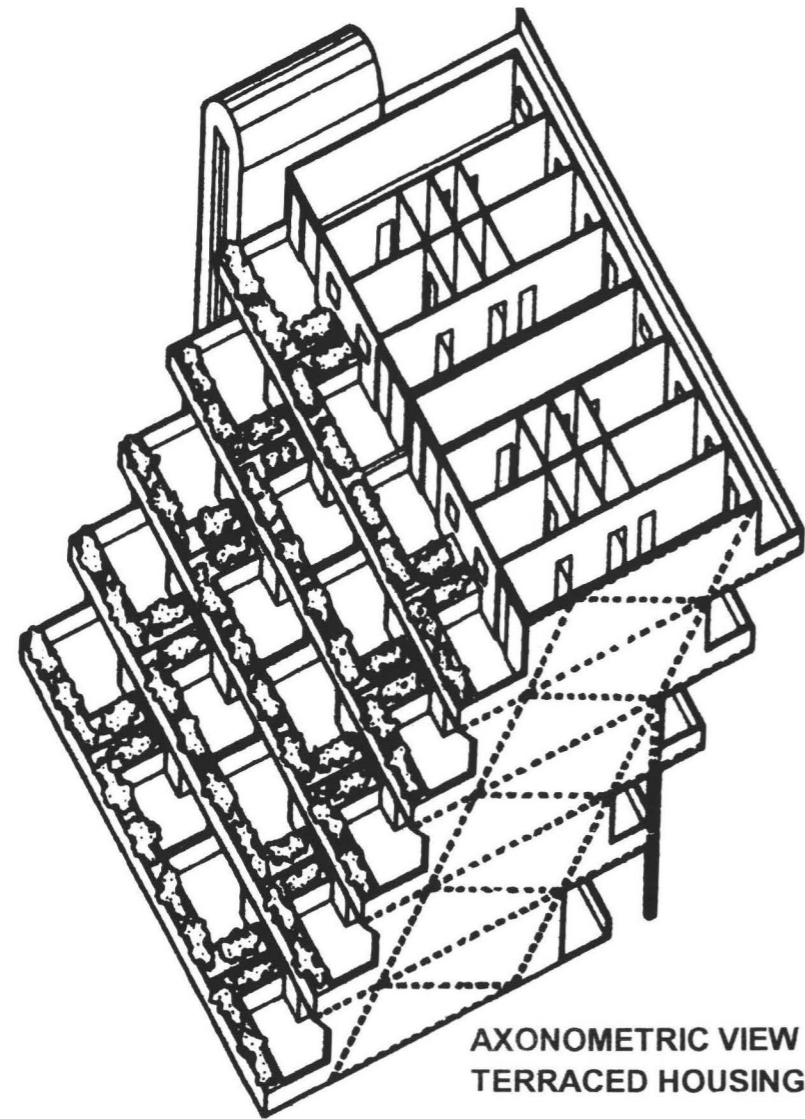
## DIAGRAMS





**PICO/SAN VICENTE**  
**METRO RED LINE, CRENSHAW-PRAIRIE**  
**TRANSIT TRANSFER STATIONS**  
**MID-TOWN TRANSIT CENTRE**  
**CHUN HWA HUYN**

In early studies, possibilities of mixed use function on rail stations were founded. The intention of the prototype design was to investigate opportunities to develop multi-functions on each railway site.



AXONOMETRIC VIEW  
TERRACED HOUSING

Pico Boulevard varies in width, 75 feet wide at narrow sections and at main commercial areas right of way is approximately 100 feet. If the two main railway lines are located on Pico Boulevard, heavy congestion would be caused. Therefore, the light railway is suggested to run on Venice Boulevard where it is wide enough for open trench railway lines and surface traffic simultaneously.

The existing bus center could be used with the two suggested railway stations through direct enlargement. The current entrance for buses is appropriate for expansion on both eastbound and westbound directions.

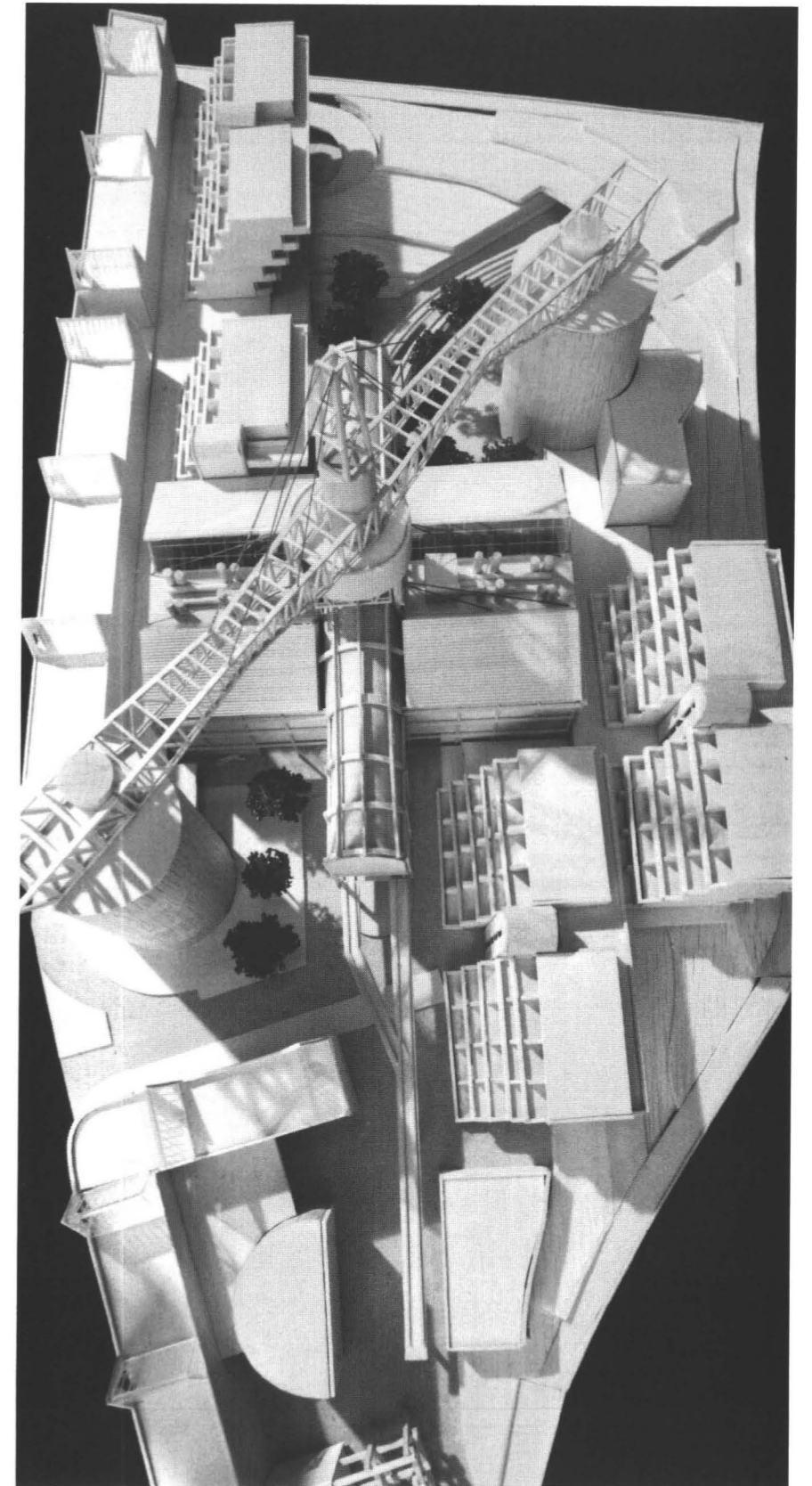
The most important task for a transit mall is transferring from one mode of transit to the other. Therefore, the three major stations: the bus center, Metro Red Line station, and light rail station are vertically stacked in one location, one above the other. It is advantageous for circulation to reach out in the north-south direction to connect to all transportation users.

To stimulate a sense of community, a major horticultural center is placed within the transit mall as a function of the mezzanine floor. There would be plants from all over the world cultivated to symbolize the cultural diversity of Los Angeles and this Mid-town community. The horticultural center is a place where visitors can relax, dine, or visit many cafes of ethnic diversity and be stimulated in an urban setting. This main center connects the two primary development clusters on each side of the project.

On Pico Boulevard, there are residential, commercial, mixed use buildings to keep commercial sustenance and vitality. Consequently, it also provides a strong urban street facade on Pico Boulevard. Stores with mezzanine levels have storefront access and rear service corridors from within and residential, mixed family apartment units are on the upper level.

Residential areas are distributed throughout the entire development project for security purposes. We have already experienced the disaster of evacuated commercial developments at night, when all the facilities are abandoned. If one side of the project is occupied with commercial facilities only, it will become empty and unsecured in the evening and weekends.

The shape of the residential development, multiple use apartments, is derived from the topography of the site. These are designed as stepped, terrace garden apartments, getting sunlight directly into terraces and soft northern light into the rooms with north and south orientation.



# PICO/SAN VICENTE

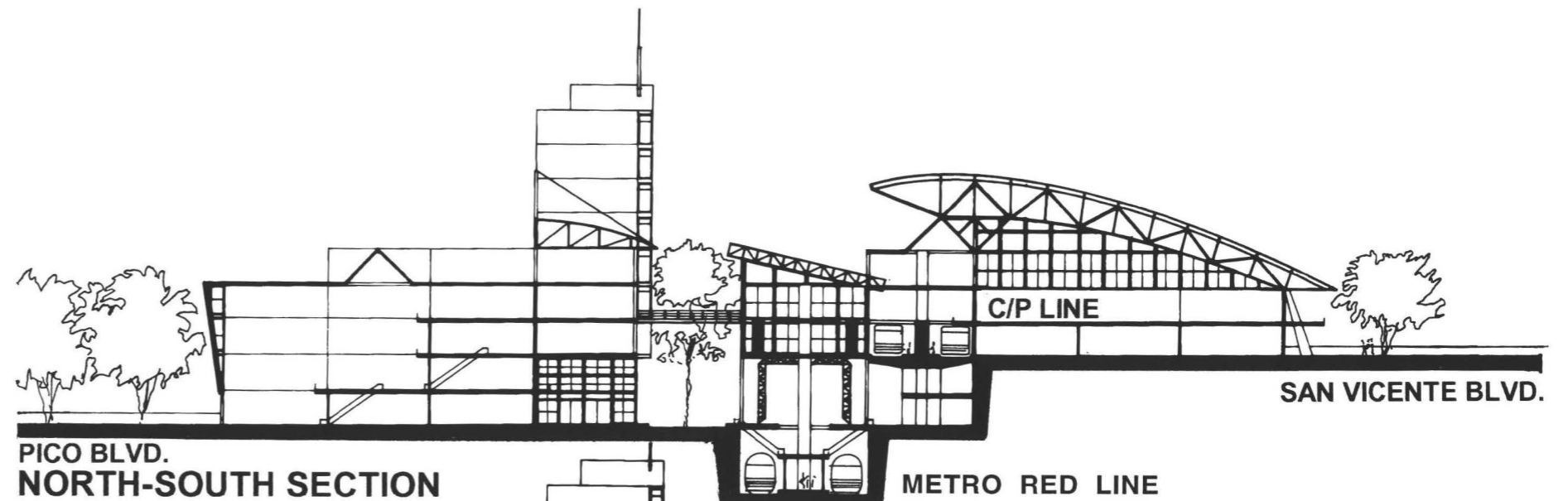
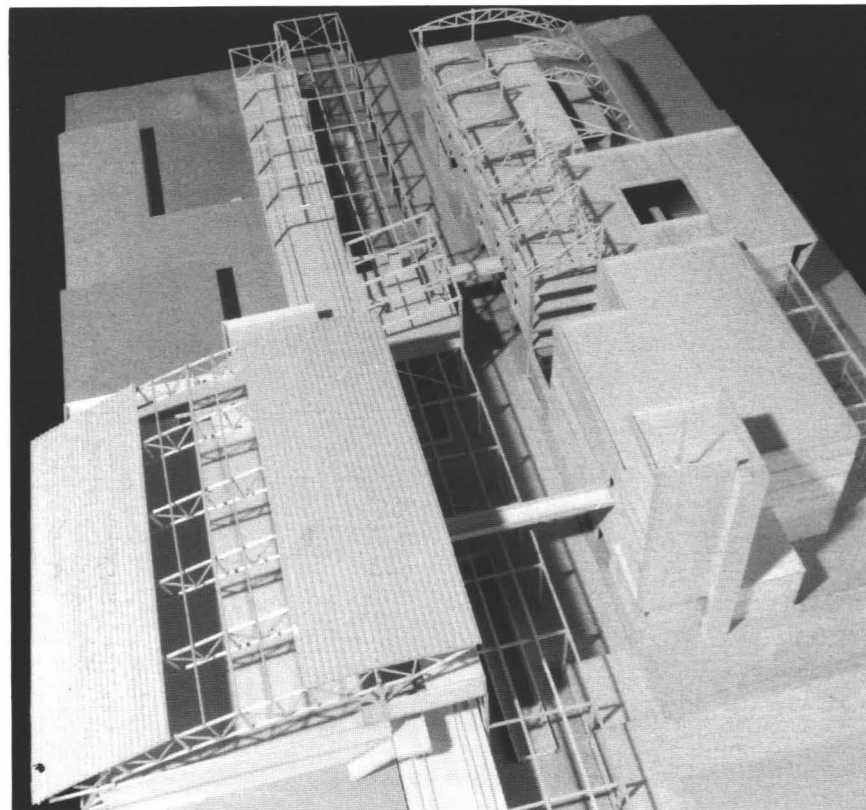
PICO/SAN VICENTE MID-TOWN TRANSIT CENTRE  
 CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR AT  
 TERMINUS TRANSFER CONNECTION TO METRO RED LINE

Ji Kim

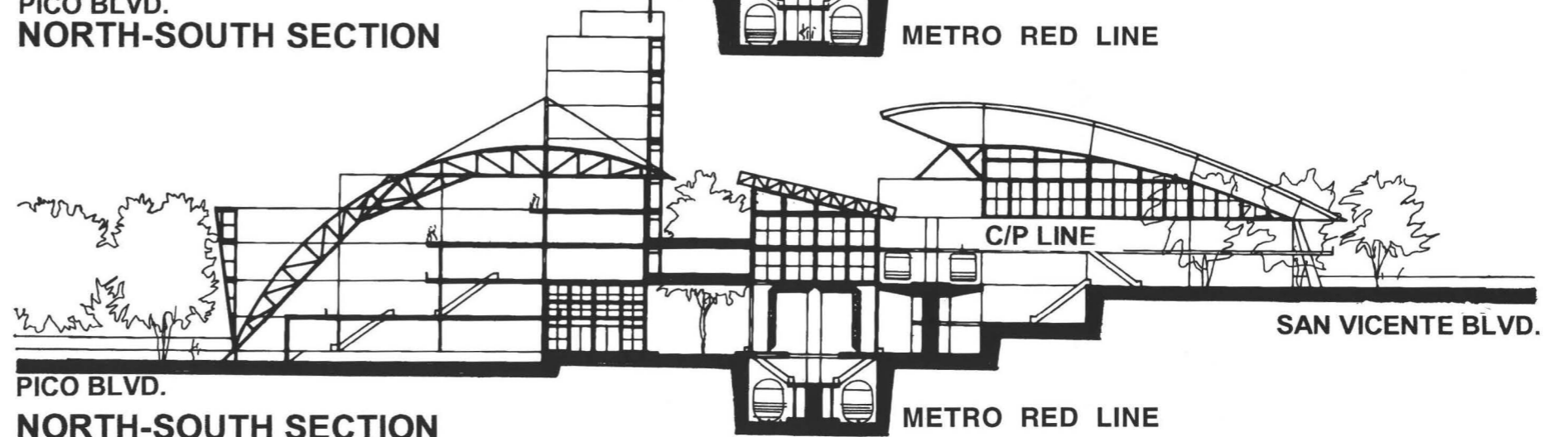
## SITE & PROGRAM DESCRIPTION

The Pico/San Vicente site is surrounded by predominantly medium density residential neighborhoods, with some new commercial buildings in development. Adjacent to and within the site area there is little evidence of any grand plan to guide the site development. Consequently, the major concept for this project is to bring something special to the area -- in this case, a major mixed use development capitalizing on the phenomenon of the connection between the east-west Metro Red Line, the north-south Crenshaw-Prairie Light Rail, and numerous metropolitan bus connections. It is anticipated that this site will become the new Mid-city Transit Centre and the development accordingly will become a major "landmark" opportunity.

## VIEWS OF PROJECT MODEL

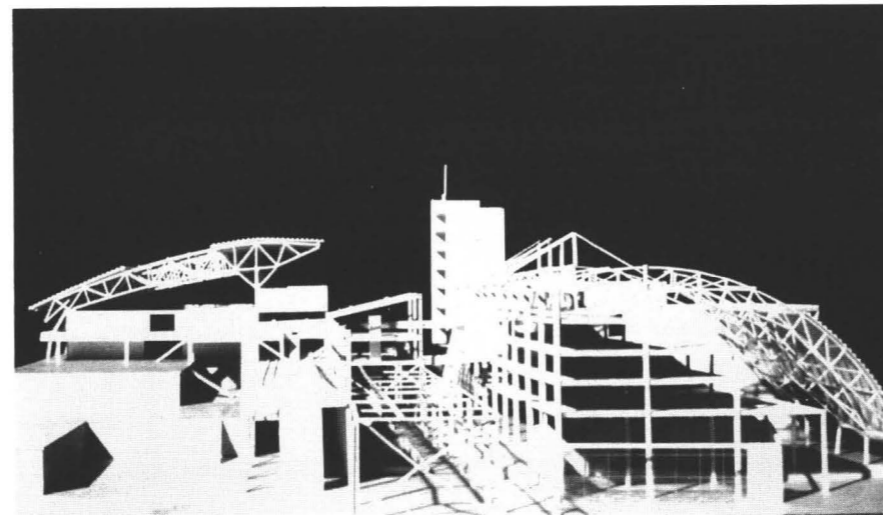


PICO BLVD.  
 NORTH-SOUTH SECTION



PICO BLVD.  
 NORTH-SOUTH SECTION

## VIEWS OF PROJECT MODEL

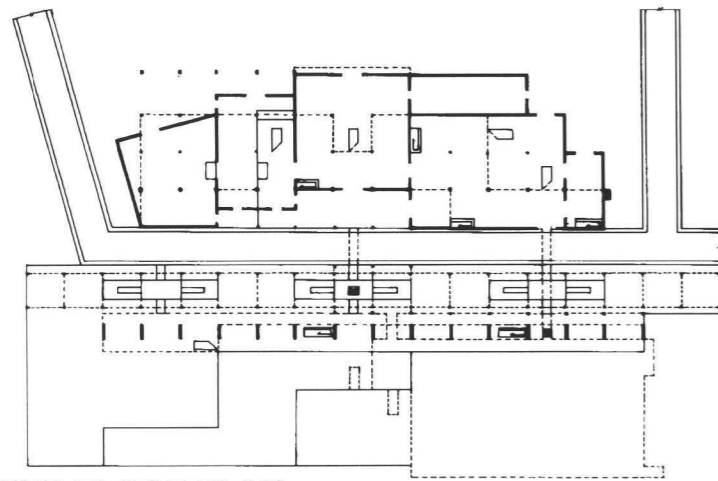
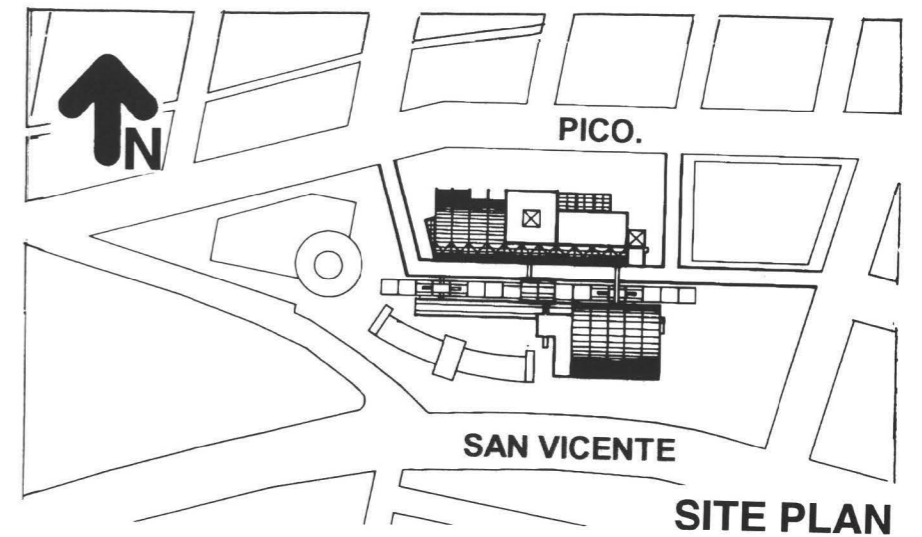


The steep sloping site from San Vicente to Pico Boulevard suggests a section strategy that enables the Metro Red Line to enter the site from Pico Boulevard underground with open trench at the station. Accordingly, the Crenshaw-Pico site breaks out of the hillside from the San Vicente side to become elevated at the light rail station. The bus line drop off transit exchange occurs between the two stations with all services connected by the main concourse, within which, or adjacent to, are located restaurants, gymnasias, community facilities, retail stores, and coffee shops. The main concourse and related developments are linear in organization, following the direction of the two parallel stations. This is reinforced by a flanking retail/commercial office building on Pico (north) sides with residential facilities along San Vicente (southern) flank. The north-south traversing circulation from station to station and beyond is the "glue" that holds this organization together.

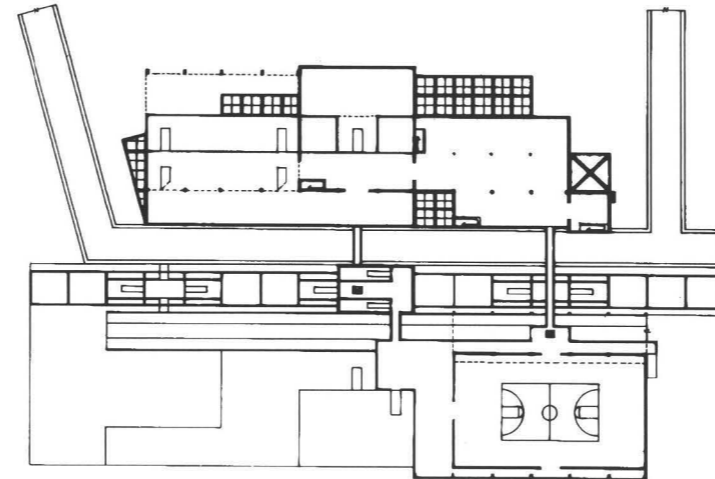


**PICO/SAN VICENTE**  
 METRO RED LINE, CRENSHAW-PRAIRIE  
 TRANSIT TRANSFER STATIONS  
**MID-TOWN TRANSIT CENTRE**

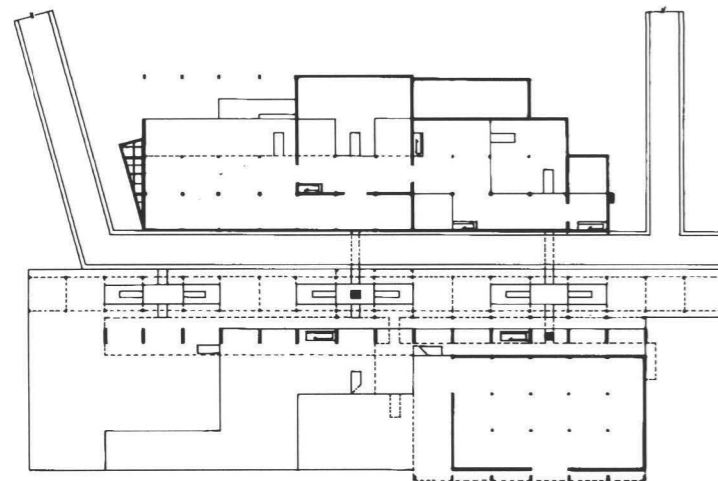
PROJECT: JI KIM  
 ADVISOR:  
 GRAEME M. MORLAND. ARCHITECT. AIA. RIBA.



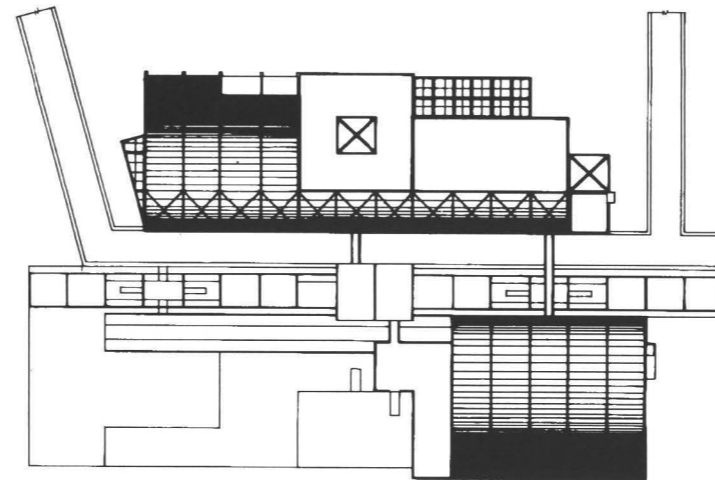
**GROUND FLOOR PLAN**



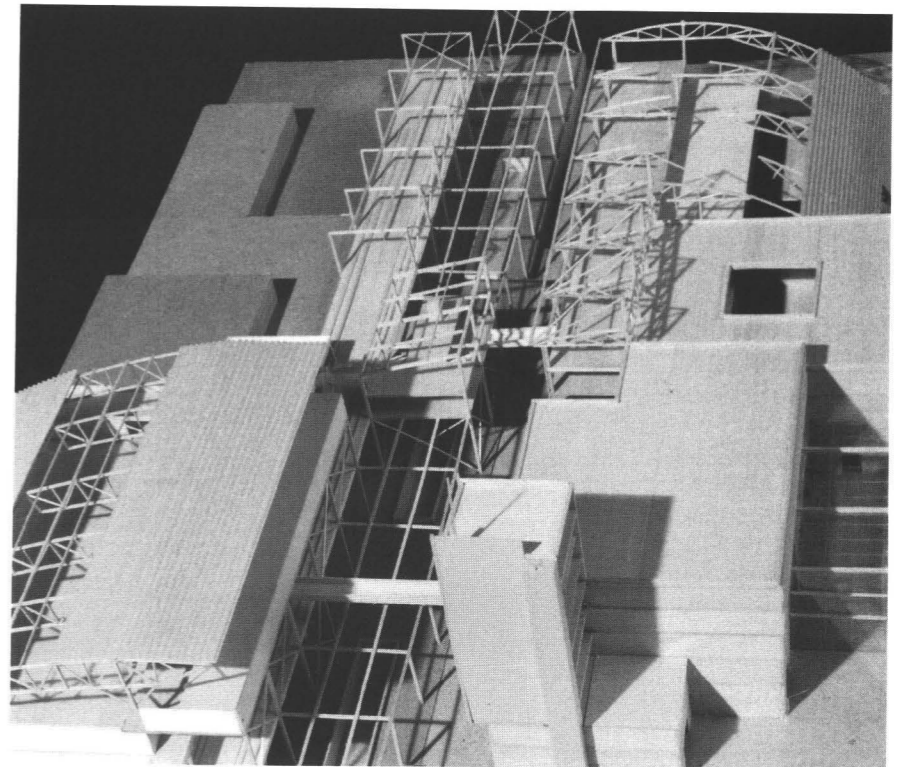
**UPPER LEVEL PLAN**



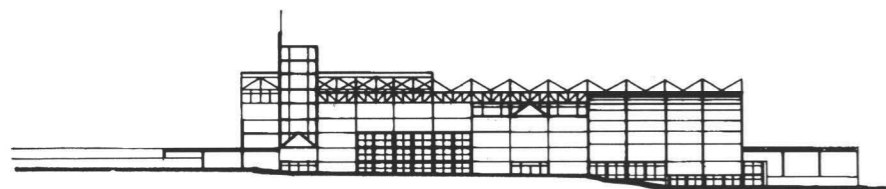
**LOWER LEVEL PLAN**



**ROOF LAYOUT**



**PLANS, SECTIONS, ELEVATIONS,  
 MODEL VIEW FROM WEST**



**NORTH ELEVATION**



**SOUTH ELEVATION**

# PICO/SAN VICENTE

METRO RED LINE, CRENSHAW-RAIRIE  
TRANSIT TRANSFER STATIONS

## MID-TOWN TRANSIT CENTRE

### SITE & PROGRAM DESCRIPTION

PROJECT: PREMCHAND ENCARNACION

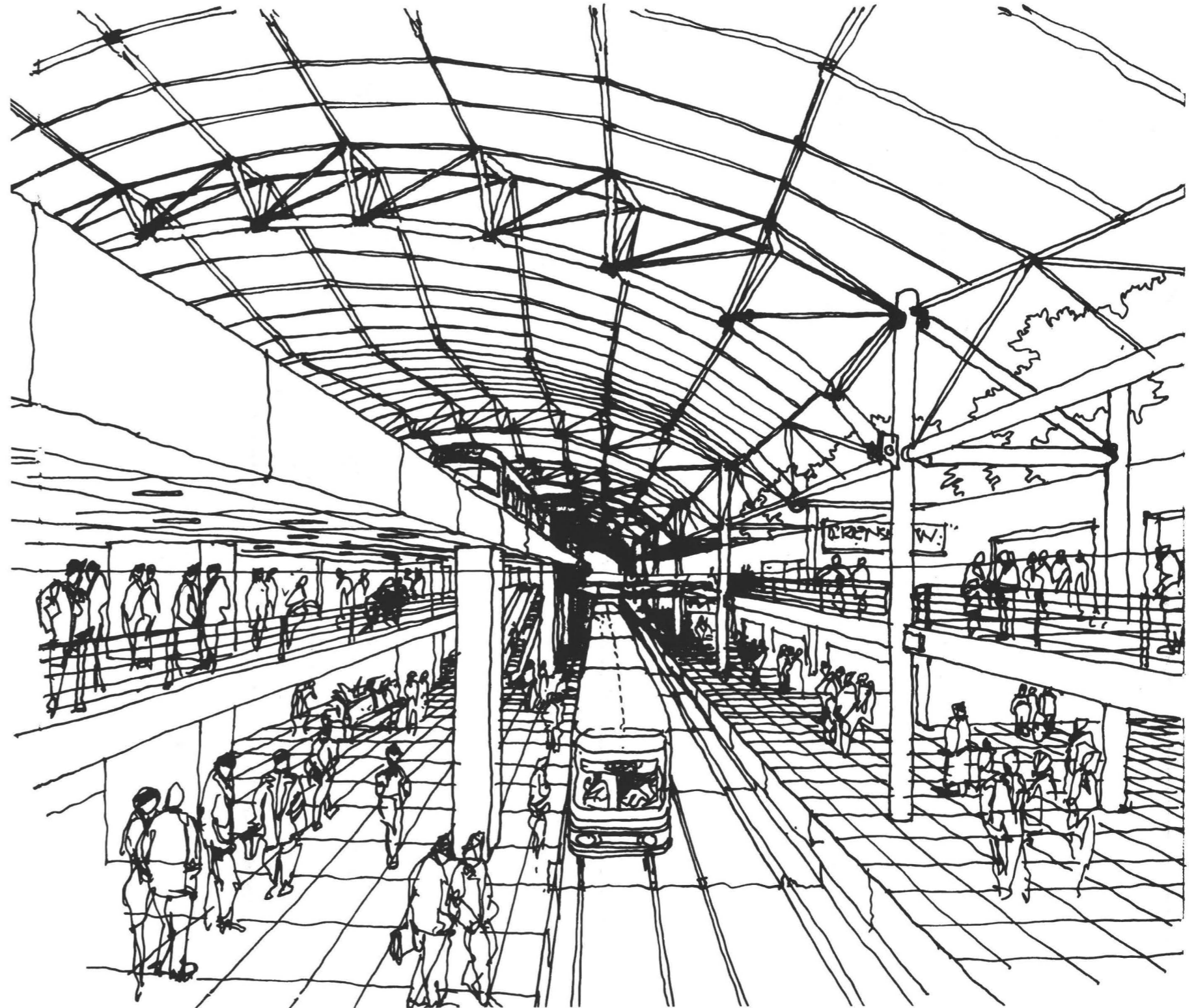
ADVISOR:

GRAEME M. MORLAND. ARCHITECT. AIA. RIBA.

The architectural challenge at hand presumes that increased density, residential/commercial, and mixed use development will occur at the immediate vicinity of the proposed station. By the year 2001, over 150 miles of fixed rail transit will be in operation. This is without doubt the most potentially significant force of change on the urban infrastructure of Los Angeles. The introduction of a fixed rail transit system over the next decade, in conjunction with bus and other options will alleviate congestion in downtown and other subcenters in Los Angeles.

The Pico-San Vicente site is one of the largest underdeveloped sites within the mid-city section of the city of Los Angeles. The site is approximately 35 acres and is located on the site of the former Sear's department store. This area has always been a busy area for neighborhood shopping and boarding buses. Given its size and location, the area has the potential for higher density development. The Metropolitan Transit Authority (MTA) is proposing to develop this site as a major transfer point for the Metro Red Line coming from Wilshire Boulevard and the proposed Crenshaw-Prairie line. This site will continue to be a major boarding area for MTA buses and Santa Monica Blue buses.

Given the design parameters for this site, the architectural challenge was to find a way to incorporate these three means of public transportation, namely the Metro Red Line, Crenshaw-Prairie line, and bus lines. The main idea of this site development was one of convergence, creating a station that would make it easier for the public to access the Crenshaw-Prairie line, Metro Red Line, or the bus. Making the circulation as clear and simple as possible is the key to the success of this station. People coming from Pico Boulevard would be drawn into the entrance by a fountain and a recessed canopy. This area of the station would have an open market set up for the people in the neighborhood to rent out on a daily or weekly basis. Given the demographics of this area, which is mostly Hispanic, it was thought that it would be appropriate to have this kind of configuration for people who want to sell goods and



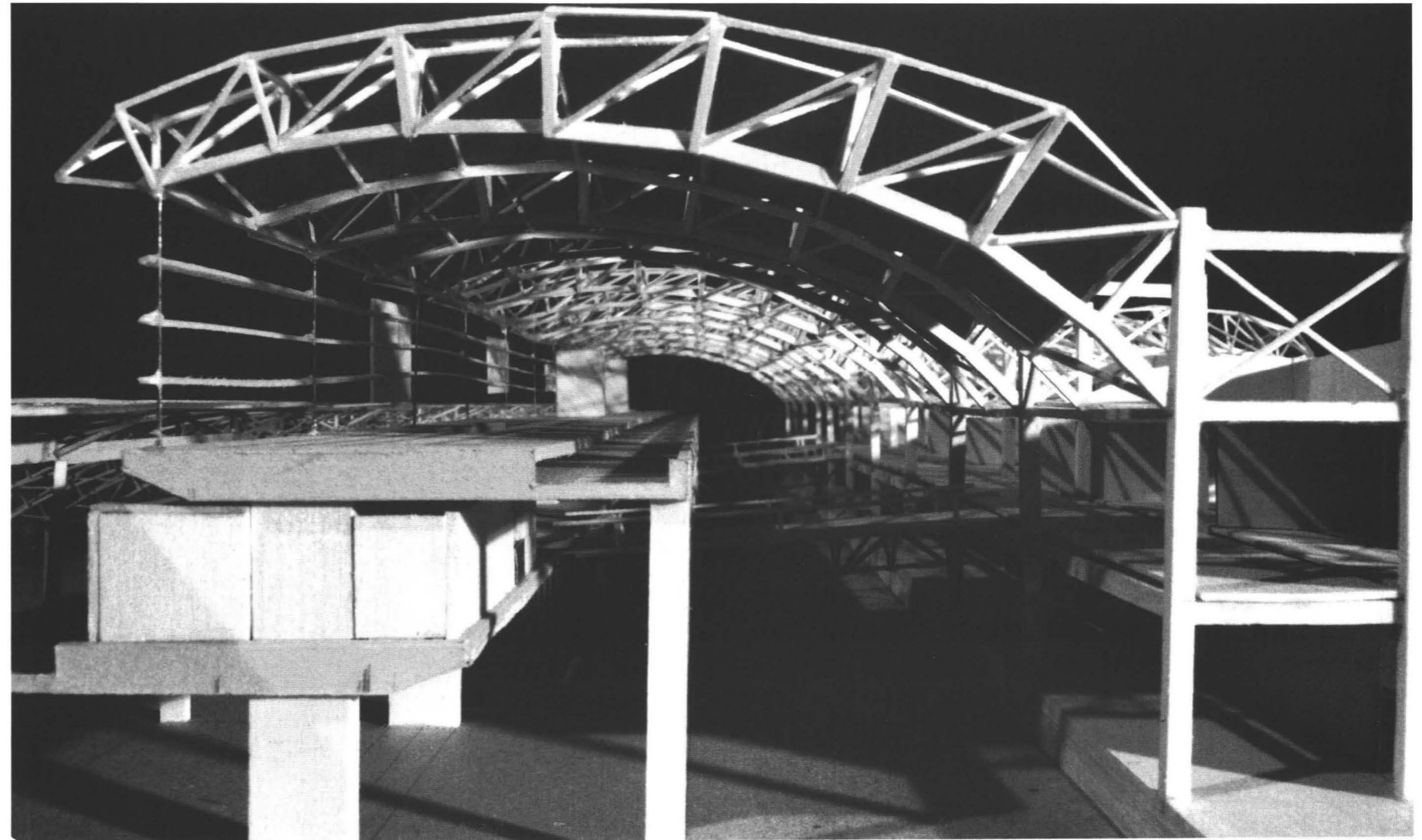
VIEW OF MAIN STATION CONCOURSE



# PICO/SAN VICENTE

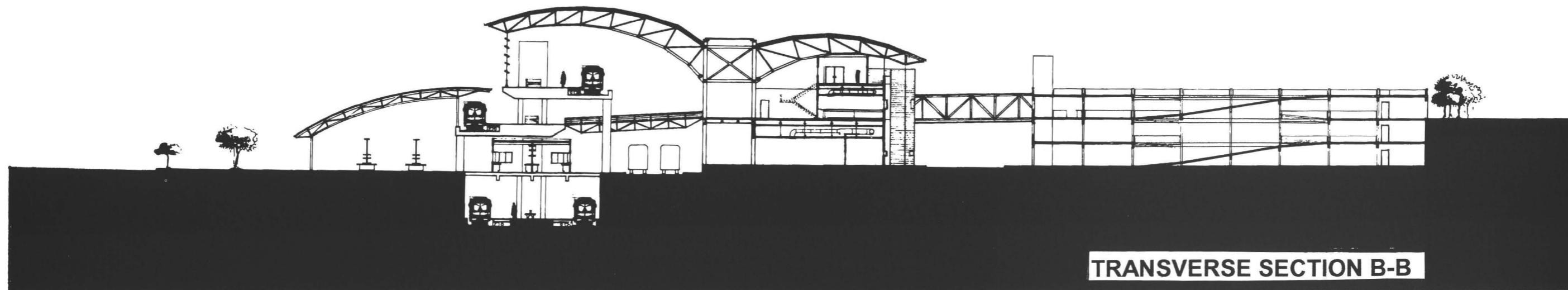
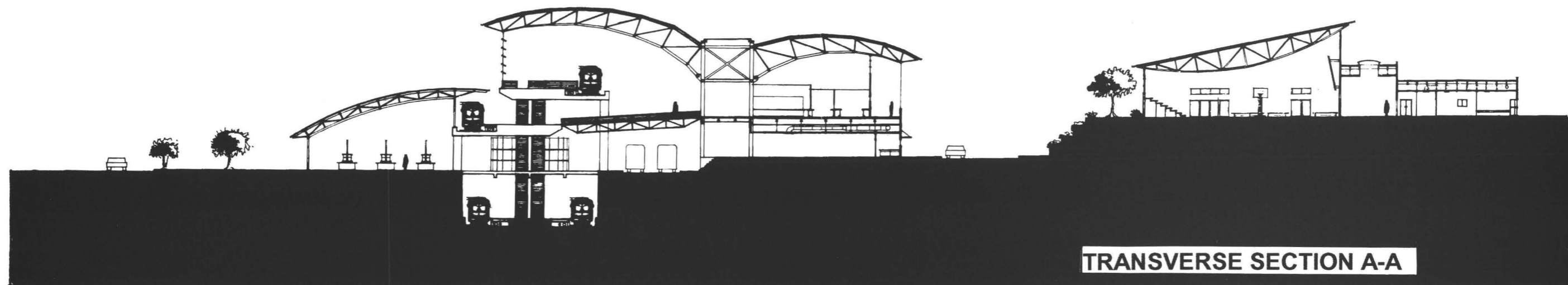
PREM ENCARNACION

produce from a farmers' market set-up to a single vendor. Further along the station are ticket booths, elevators, and escalators that lead to the platform below or to the subway station. Adjacent to this would be a bus stop for loading and unloading of passengers. Across from the bus stop is a health care center and commercial spaces. Moving further along Venice Boulevard, there is a proposed recreation center and within it a gym, pool, multi-purpose room, and a learning center. Incorporating this part of the program was important because it would help children and people in the community to find a place where they could relax, have fun, and a place to learn from each other.

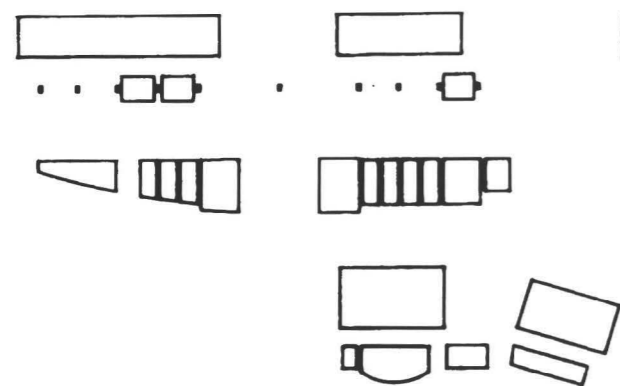


VIEWES OF PROJECT MODEL

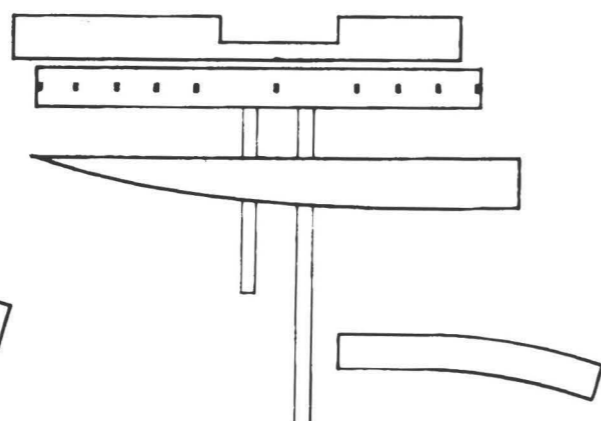




**SPACIAL ORGANIZATION**



**PARTI**



**STRUCTURE**

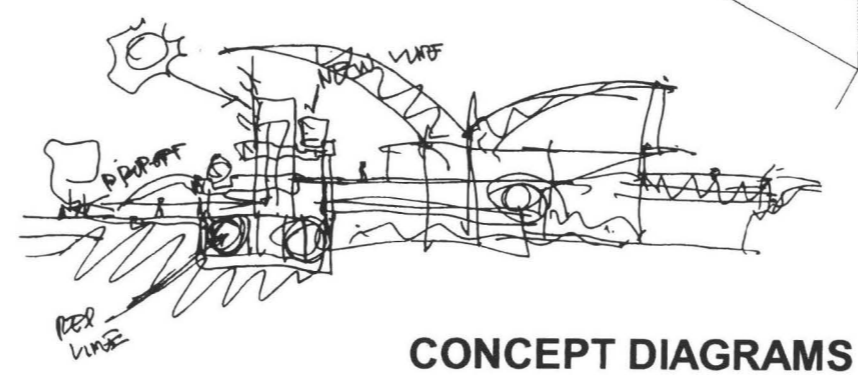
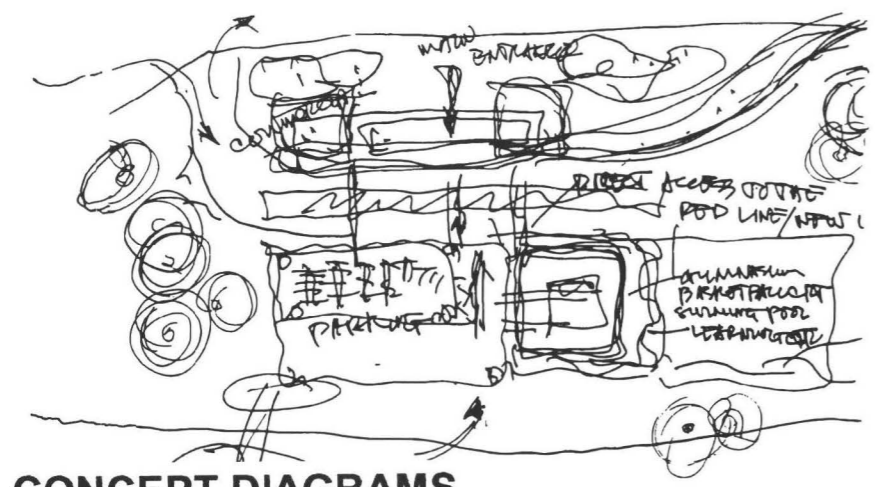
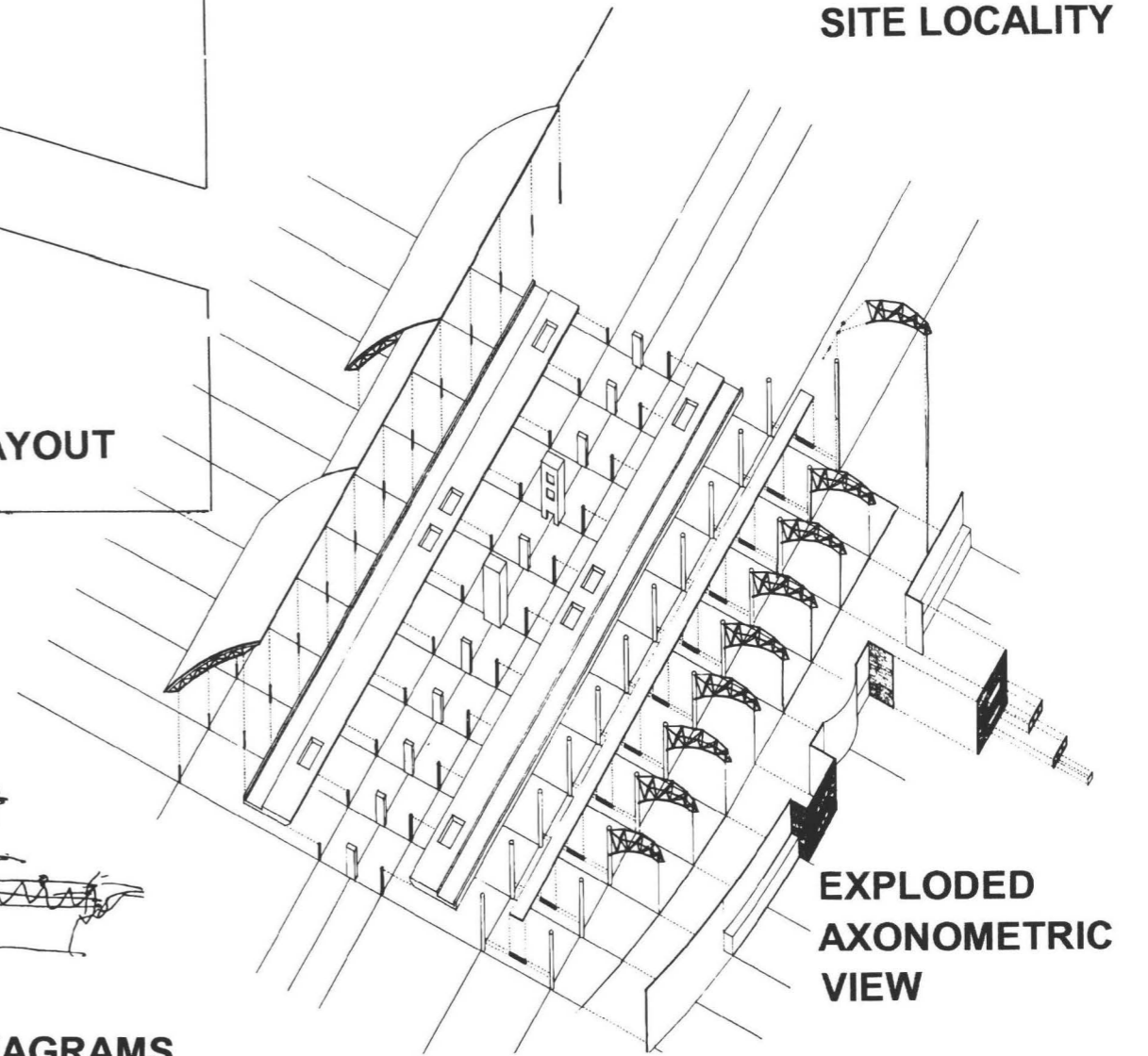
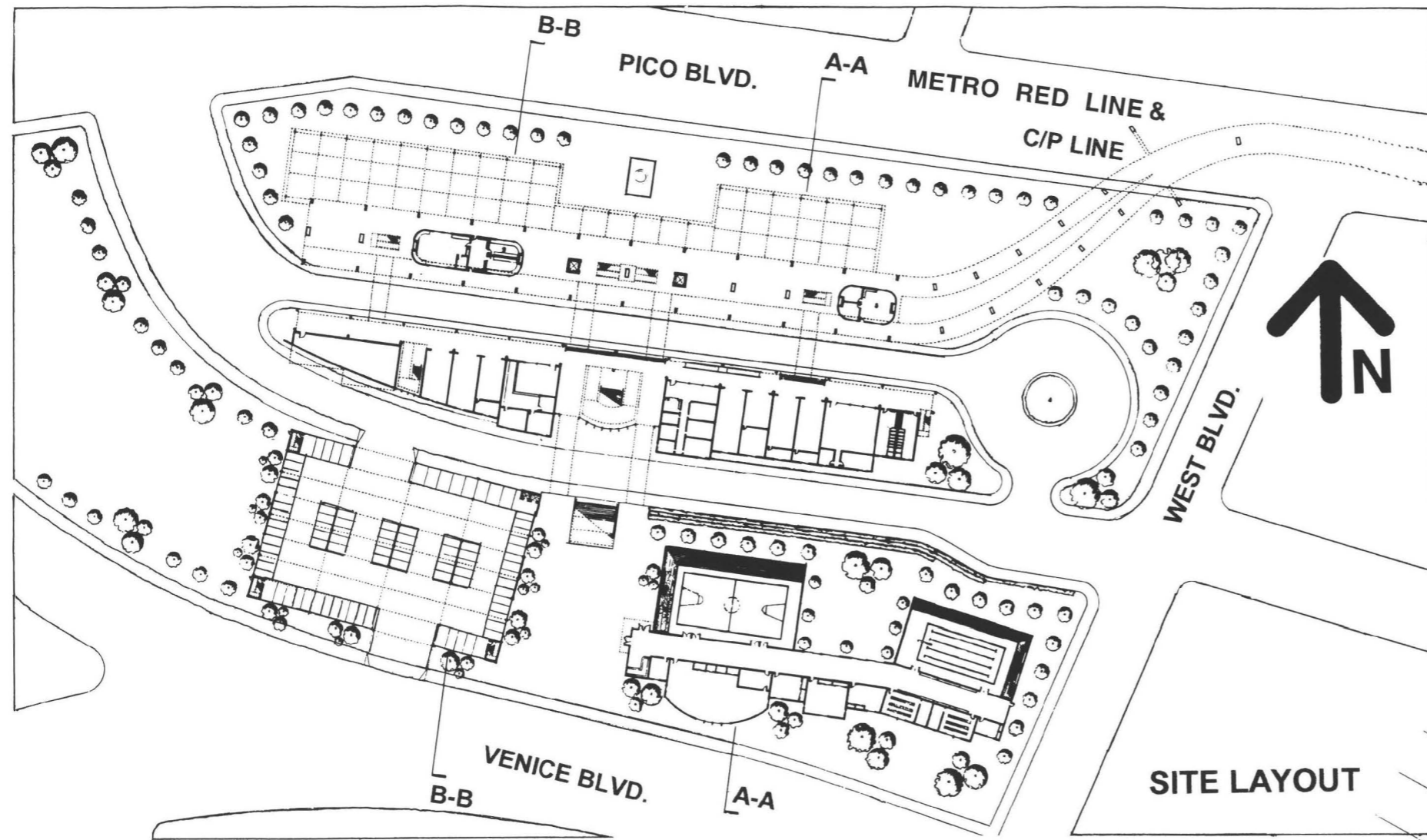


**SITE SECTIONS, NORTH-SOUTH ORGANIZATIONAL DIAGRAMS**

**PICO/SAN VICENTE**

PICO/SAN VICENTE MID-TOWN TRANSIT CENTRE  
 CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR AT  
 TERMINUS TRANSFER CONNECTION TO METRO RED LINE  
 Premchand Encarnacion

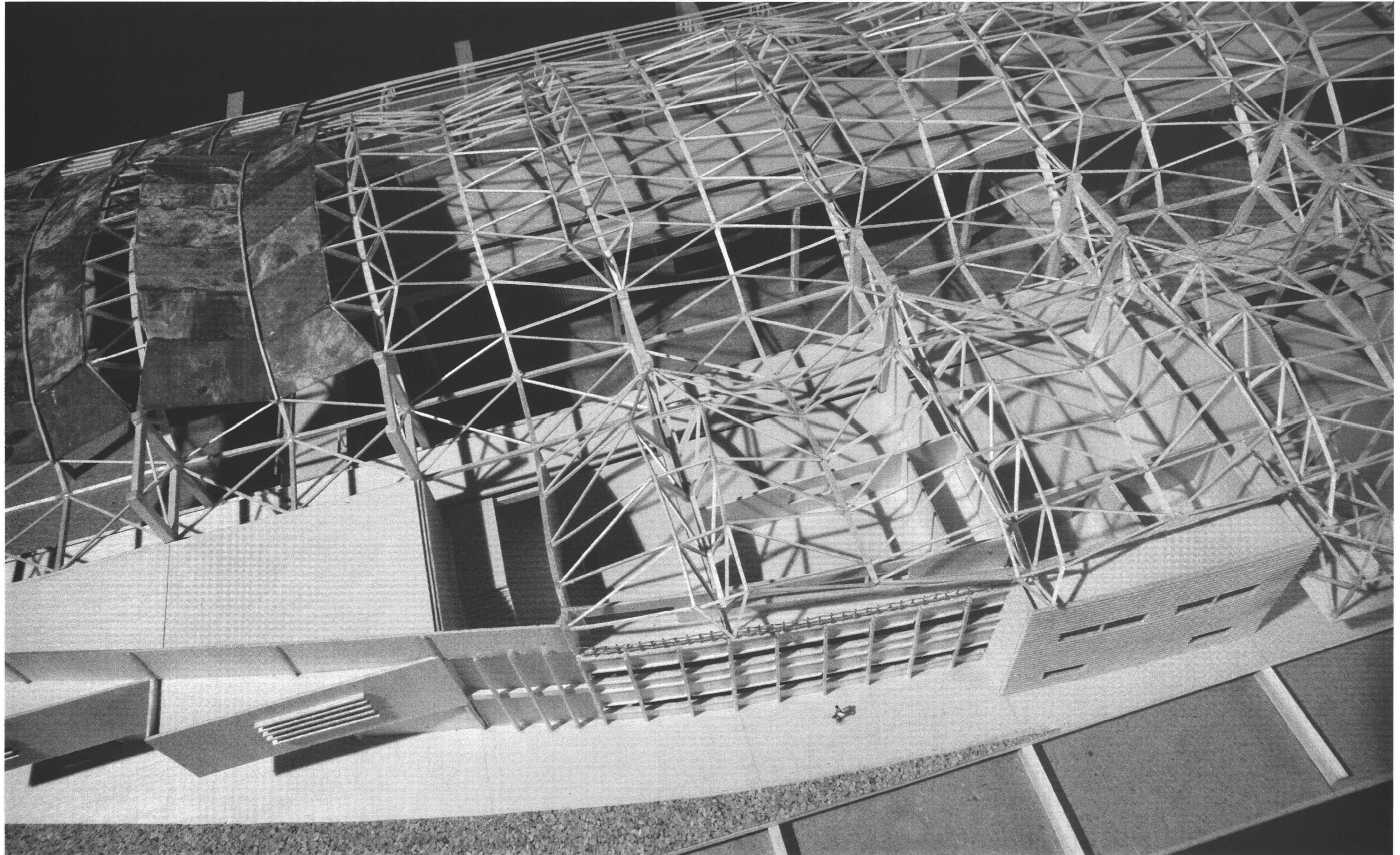




CONCEPT DIAGRAMS

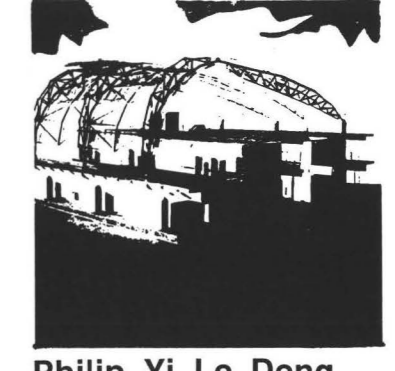
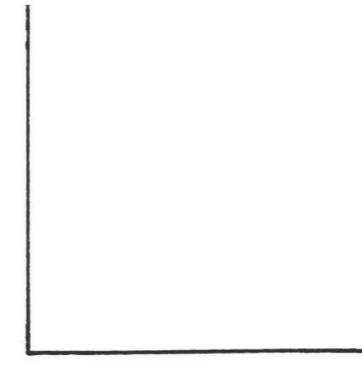
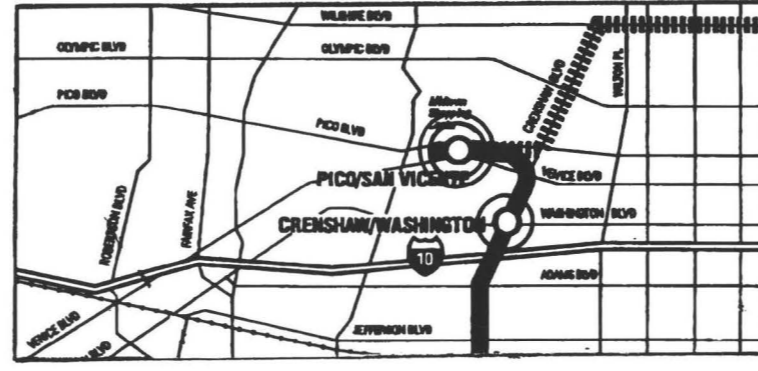
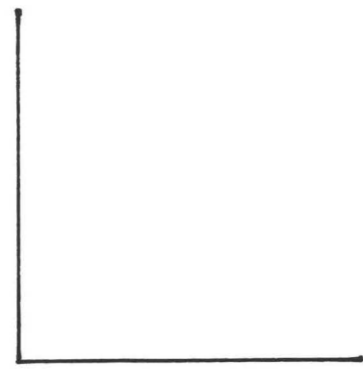
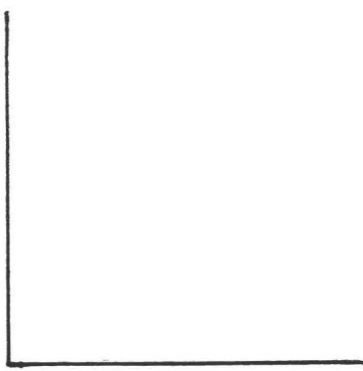
CONCEPT DIAGRAMS





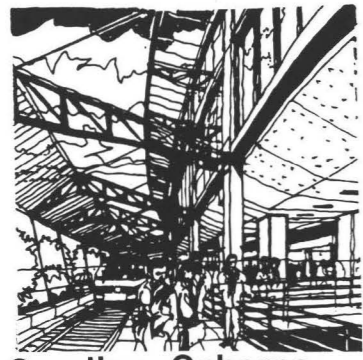






Hong-Chieh Paul Lu

Philip Yi Le Deng



Caroline Osborne



Tim Smallwood



Mercedes Fandino



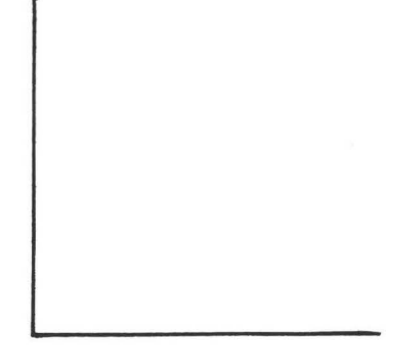
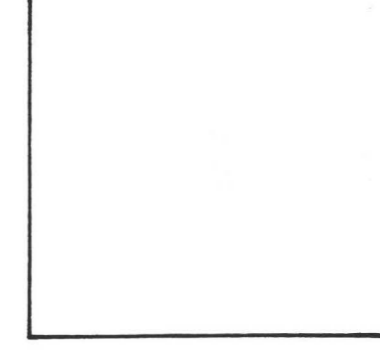
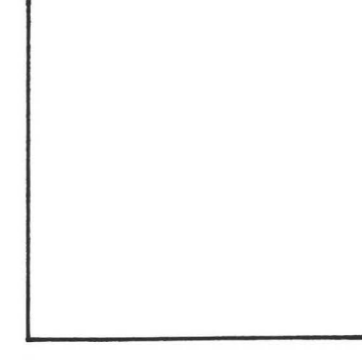
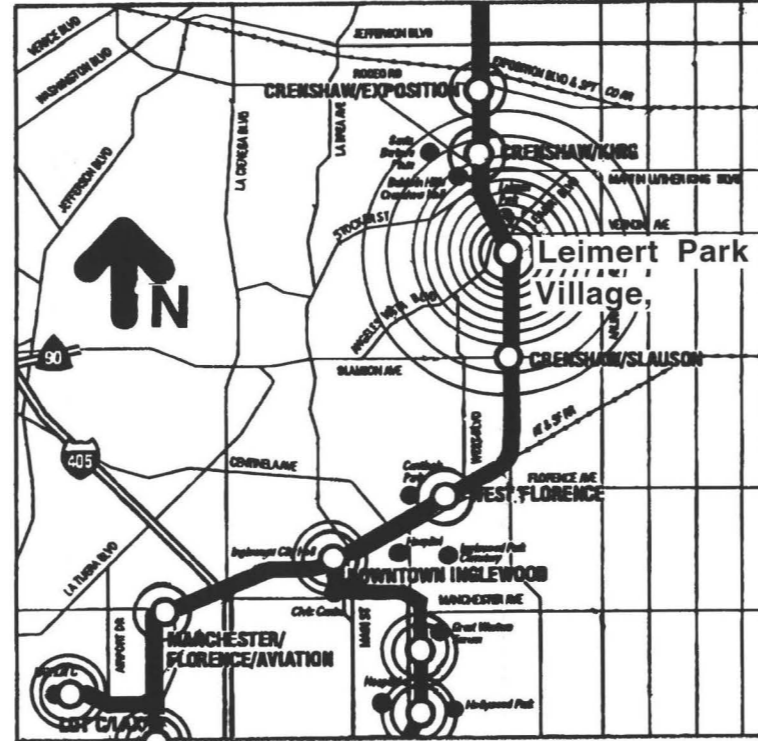
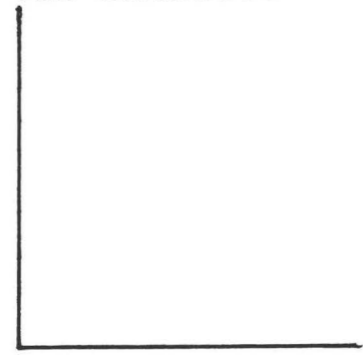
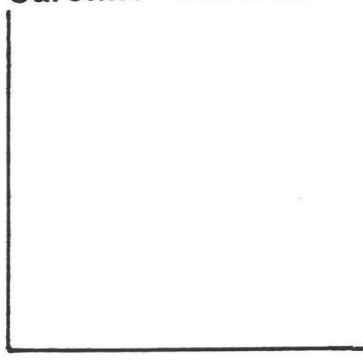
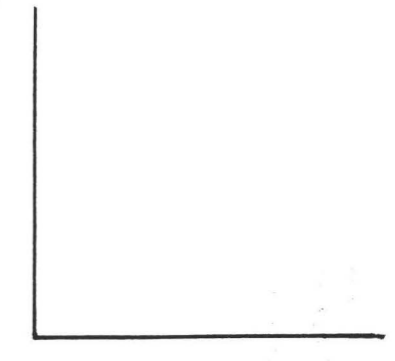
Hossein Farrokmanesh



Mark A. Pekaret



Hagop Kassabian



LEIMERT PARK VILLAGE.

SITE 2

LEIMERT PARK CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR



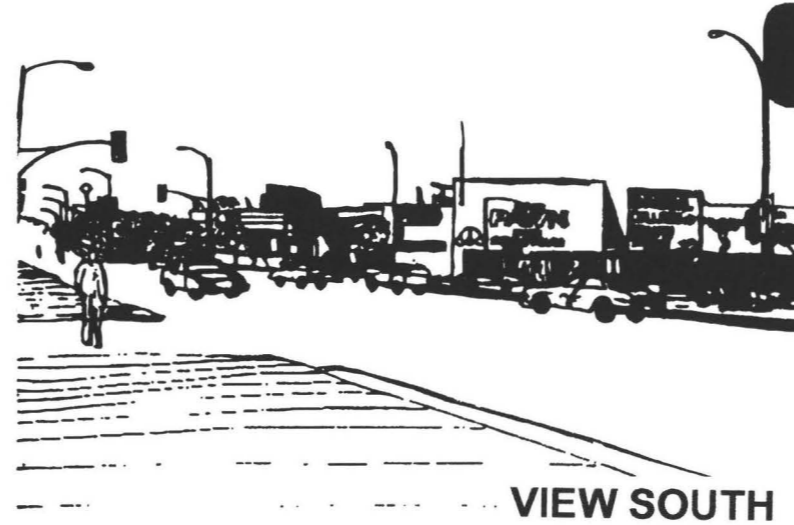
# LEIMERT PARK

CRENSHAW/VERNON.  
CRENSHAW-PRAIRIE LIGHT RAIL  
TRANSIT CORRIDOR

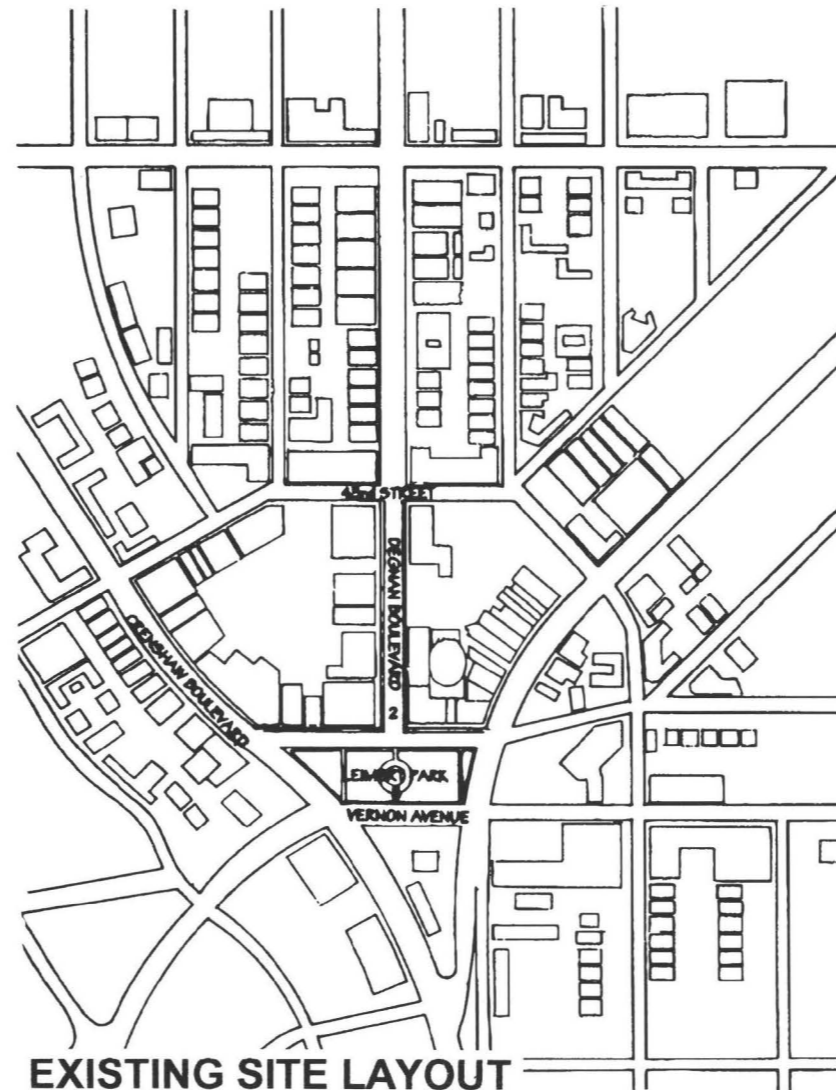
## SITE DESCRIPTION

This station will be adjacent to the Leimert Park Village, which is a center for African-American art and music. Several art galleries, jazz clubs, barbecue joints, dance studios, a comedy club, and a large 1,000-seat stage theater are located near 43rd and Degnan. The area is pedestrian friendly, buffered by the small park with benches and a fountain. The area is even gaining popularity as a tourist attraction for visitors seeking "authentic" African-American culture. A recent article in the New York Times about Leimert Park attracted a great deal of attention among people in the tourism industry.

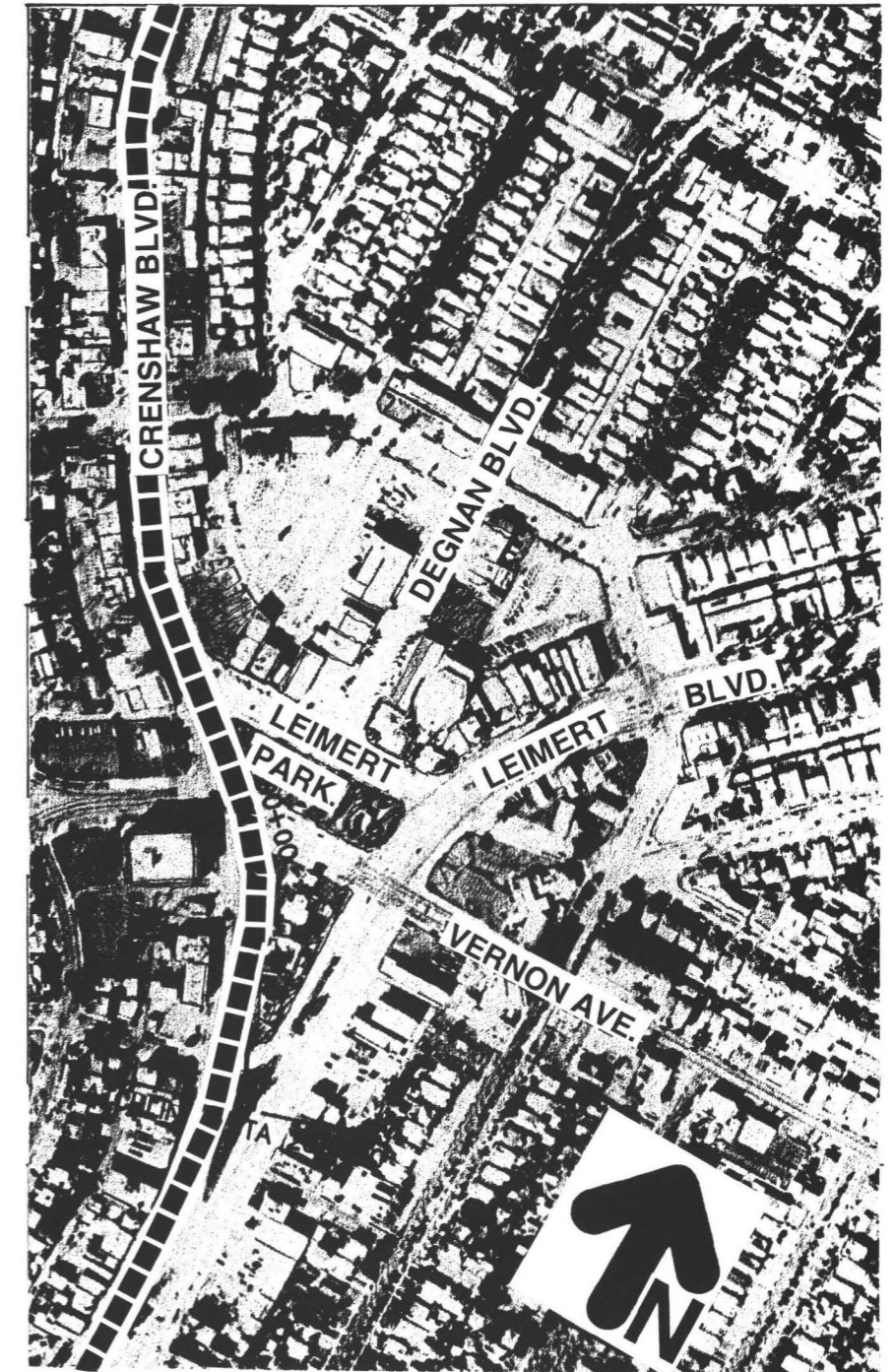
The challenge of a rail station here will be to serve the area without ruining the quaint village atmosphere. The architect should assume that the station and tracks will be underground or at street level in Leimert Park - no elevated sections. What is the best location for the station? How can the activities at the station complement the village atmosphere without stealing its energy?



VIEW SOUTH



EXISTING SITE LAYOUT



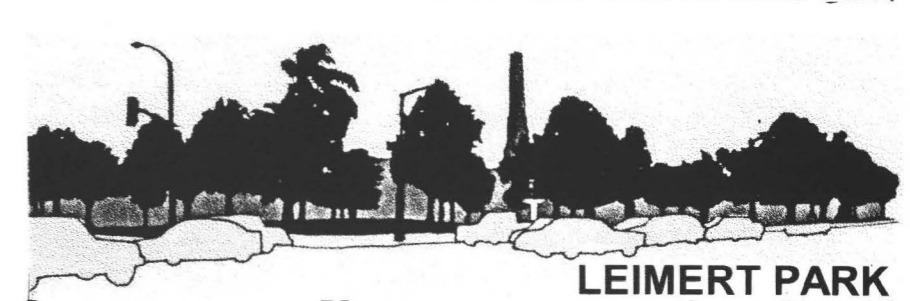
LEIMERT PARK



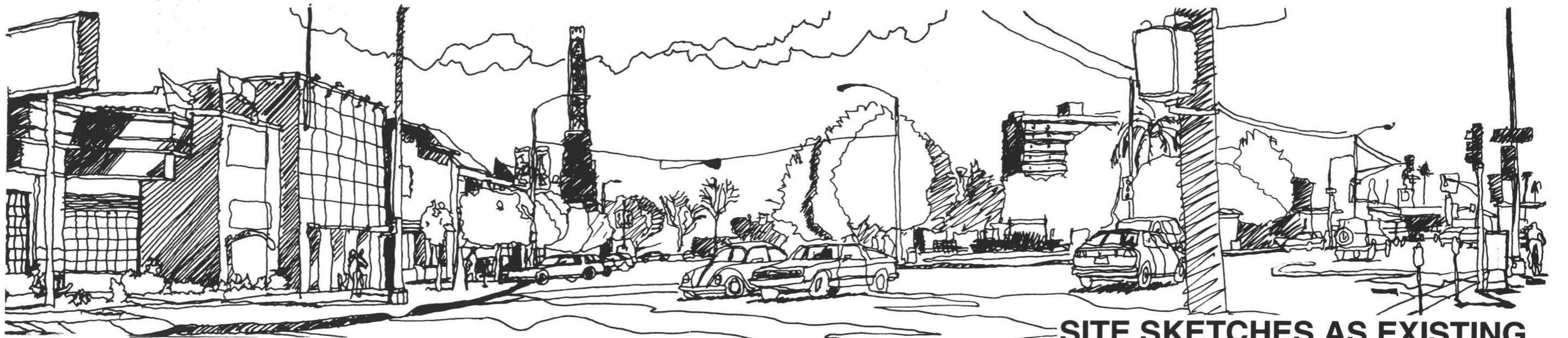
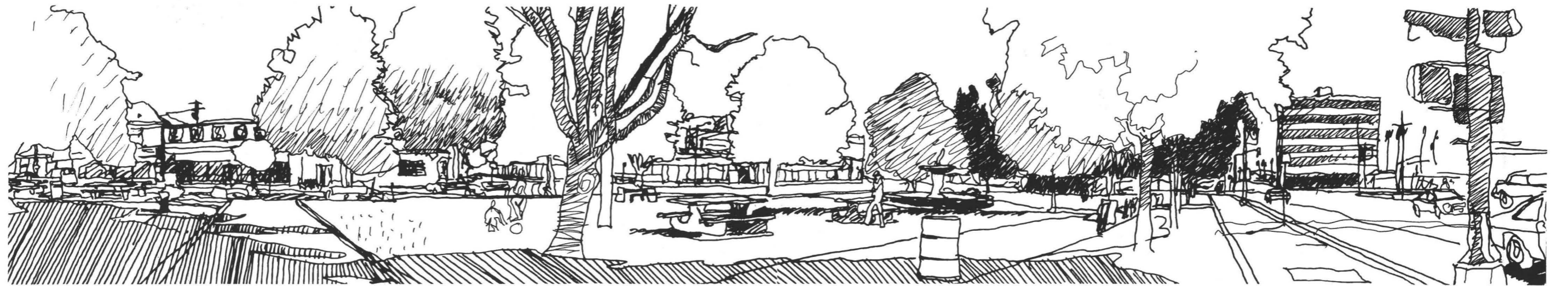
VIEW NORTH



VIEW EAST



# LEIMERT PARK



**SITE SKETCHES AS EXISTING**



# LEIMERT PARK

CRENSHAW/VERNON  
CRENSHAW-PRAIRIE LIGHT RAIL  
TRANSIT CORRIDOR

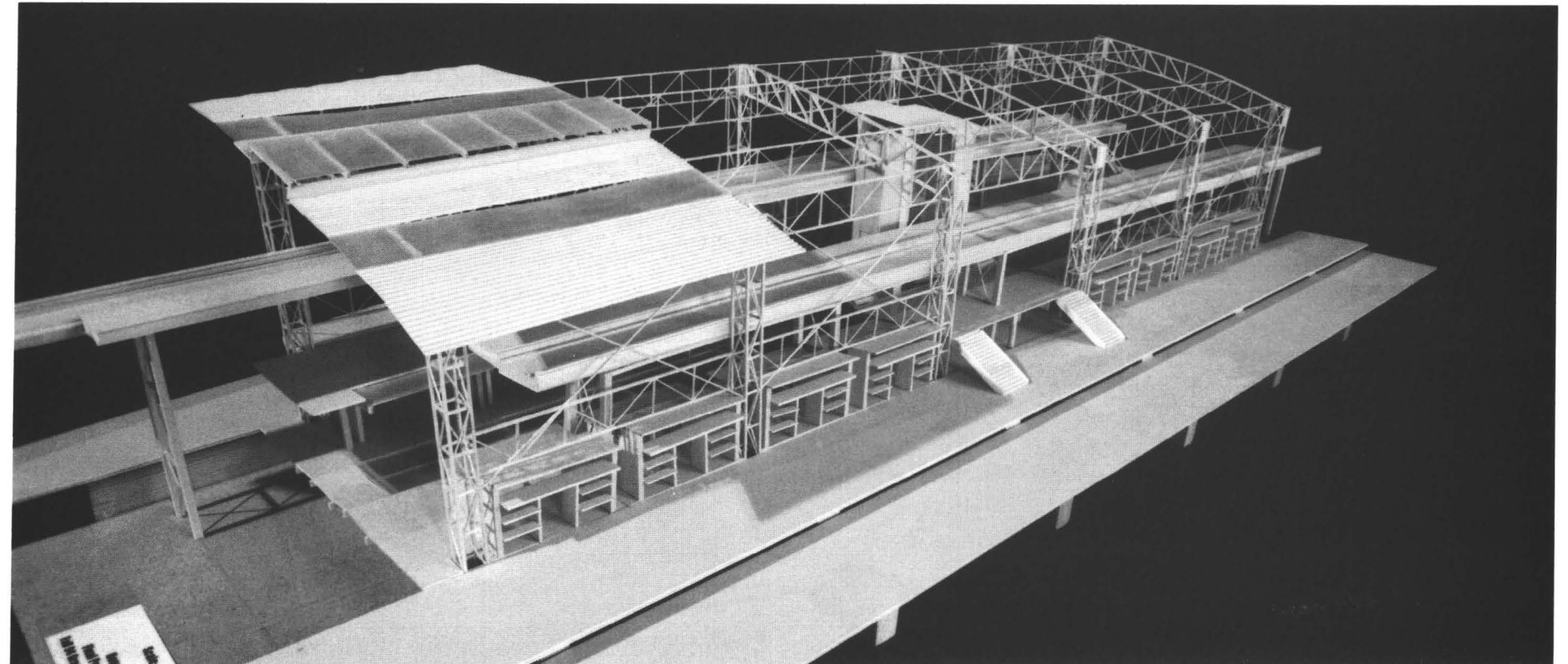
## SITE AND PROJECT DESCRIPTION

PROJECT: HONG-CHEIH PAUL LU  
ADVISOR:  
GRAEME M. MORLAND, ARCHITECT, AIA, RIBA

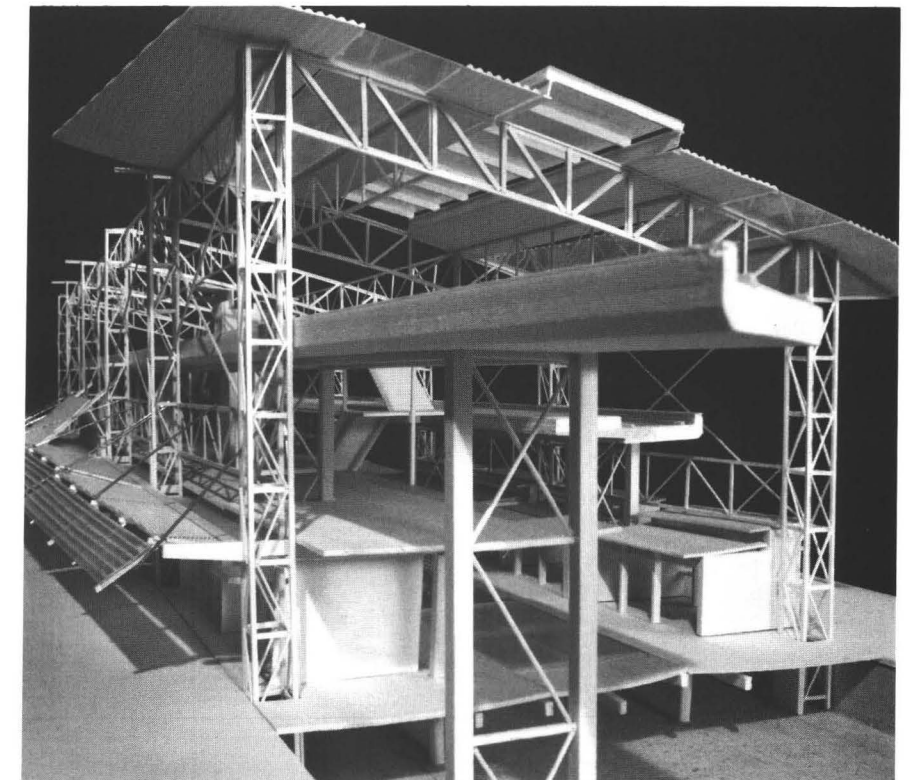
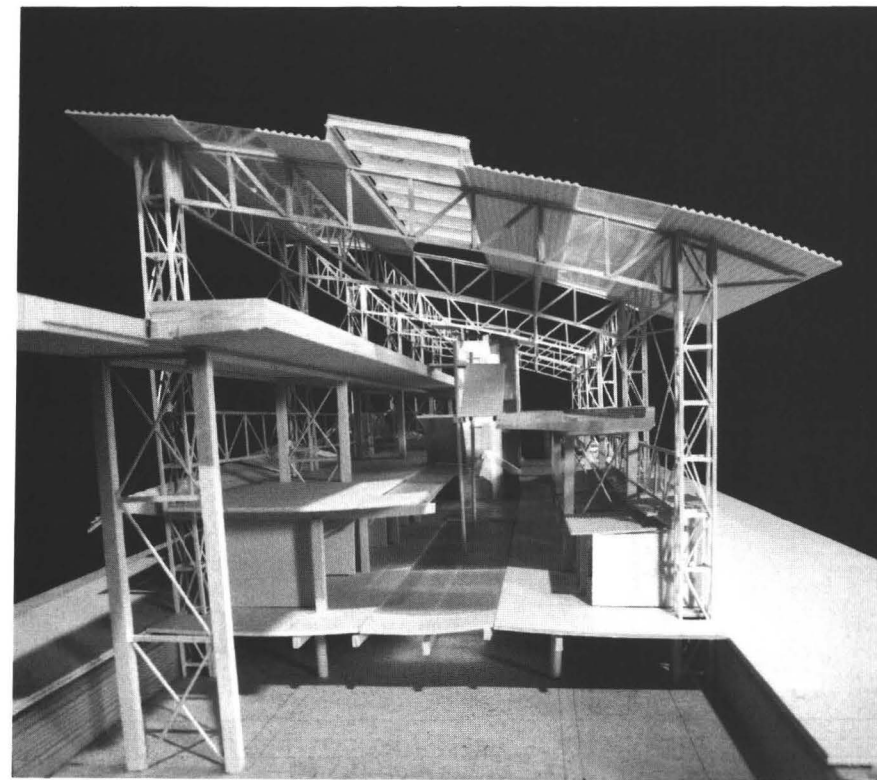
The primary challenge of this program proposal was to introduce the light rail Metro station as a catalyst to help revitalize Leimert Park Village community. In order to do this, it was deemed necessary to maintain the scale and character of development within Leimert Park Village while upgrading the quality of the pedestrian environment and increasing the mix of the local business establishments with special emphasis on the African-American culture. Furthermore, to integrate the Metro station as part of the cultural and commercial development within Leimert Park Village thus promoting a sense of place and identity for a renowned African-American neighborhood. The following outline program was developed to accomplish this.

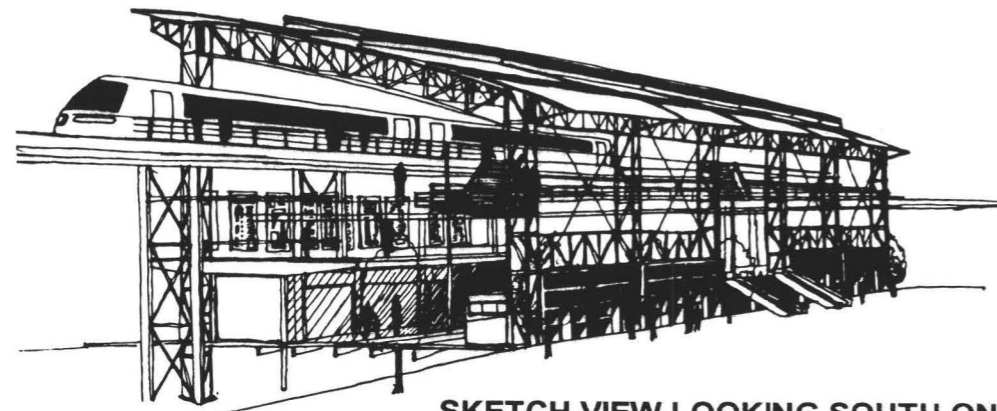
### Station concourse and related areas

Retail shops.....	9,600 s.f.
Exhibition space.....	10,200 s.f.
Park and ride (57 parking stalls @ 300/car).....	17,160 s.f.
Public restrooms.....	840 s.f.
Storage/mechanical space.....	1,200 s.f.
Station development total.....	39,000 s.f.
Restaurant.....	13,680 s.f.
Cafe.....	6,140 s.f.
Beauty shops.....	8,420 s.f.
Dance and music studios.....	26,880 s.f.
African-American museum.....	7,710 s.f.
Community professional services (incl. daycare).....	12,200 s.f.
Food markets.....	6,080 s.f.
Total development area.....	130,000 s.f.
Total area of site.....	254,000 s.f.



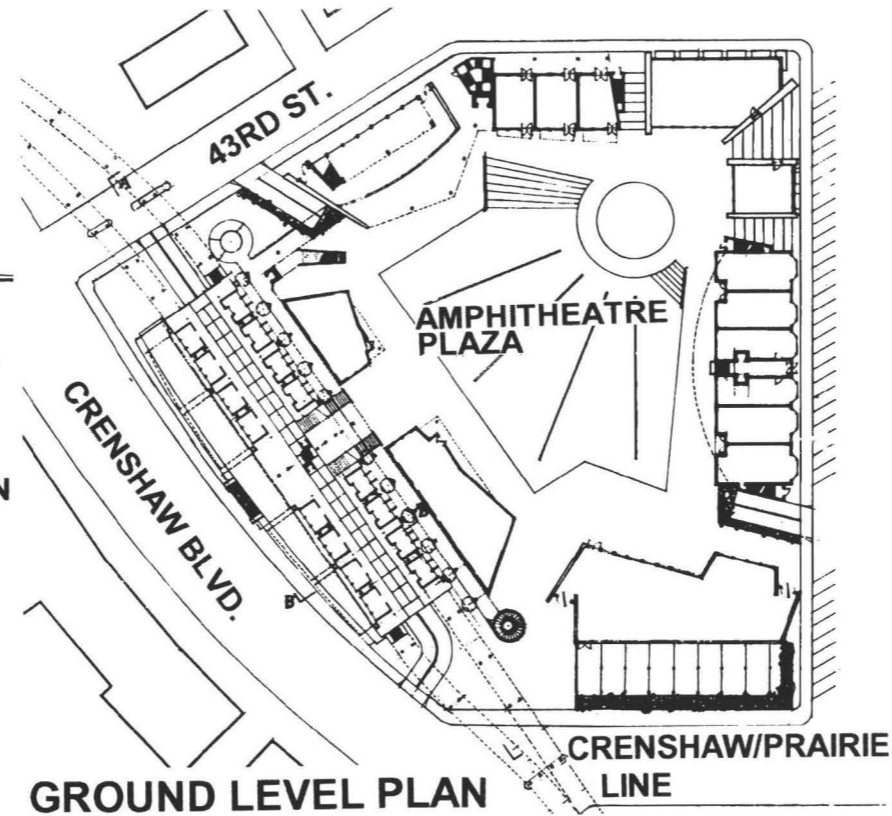
VIEWS OF PROJECT MODEL



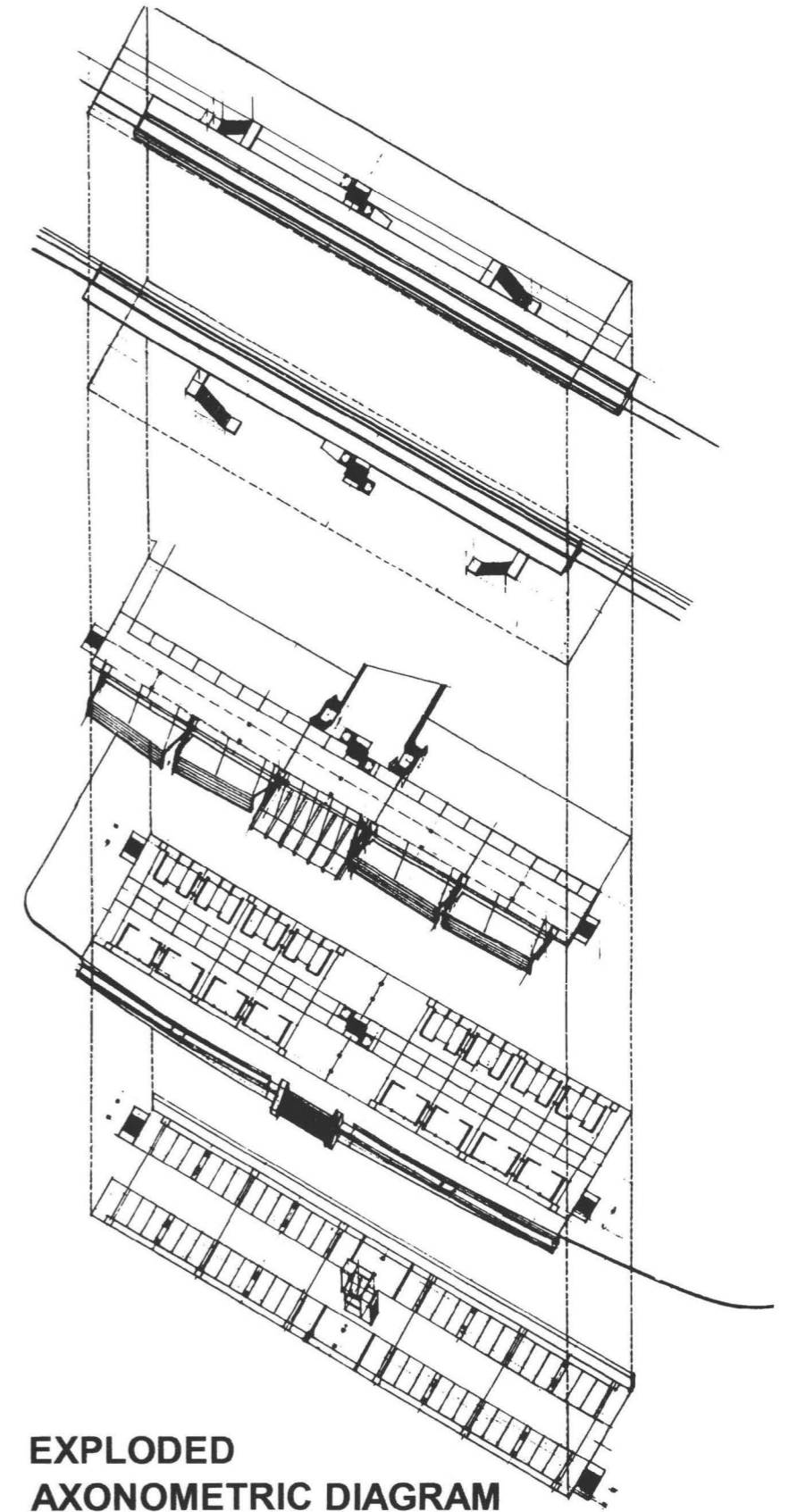


SKETCH VIEW LOOKING SOUTH ON  
CRENSHAW BLVD.

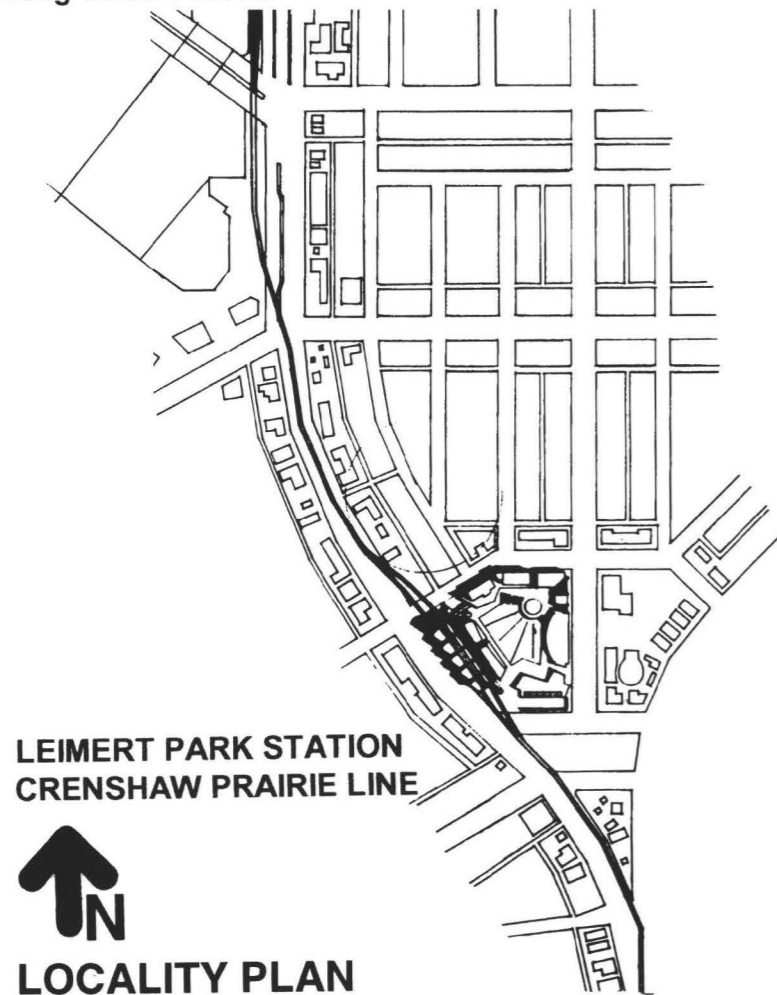
LEIMERT PARK  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
Hong-Chieh Paul Lu



GROUND LEVEL PLAN



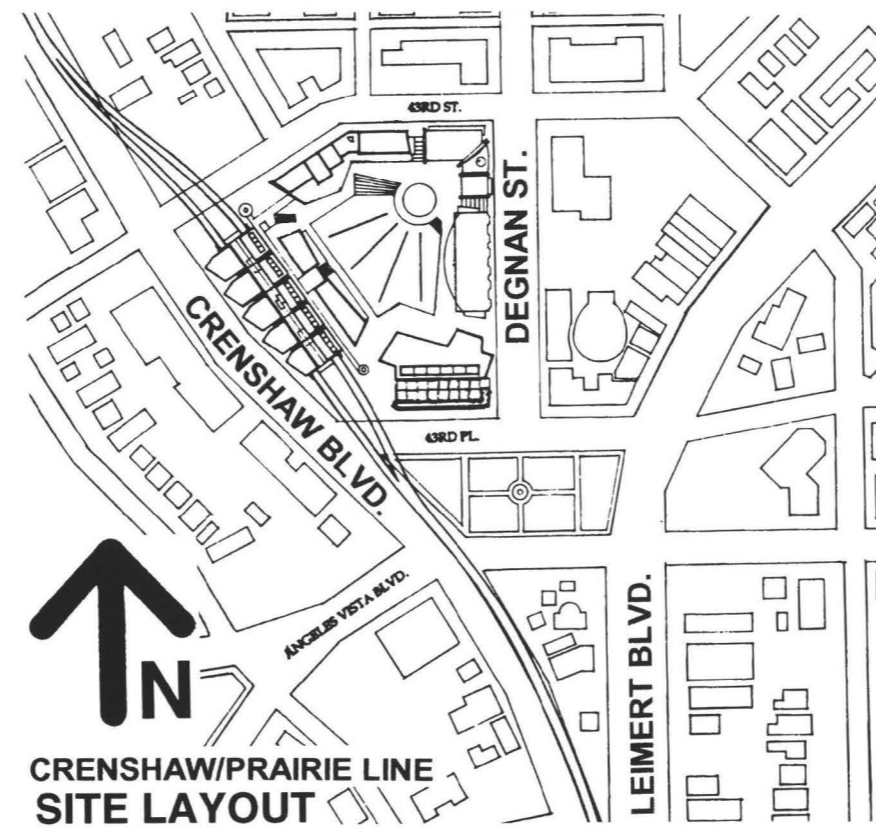
EXPLODED  
AXONOMETRIC DIAGRAM



LEIMERT PARK STATION  
CRENSHAW PRAIRIE LINE

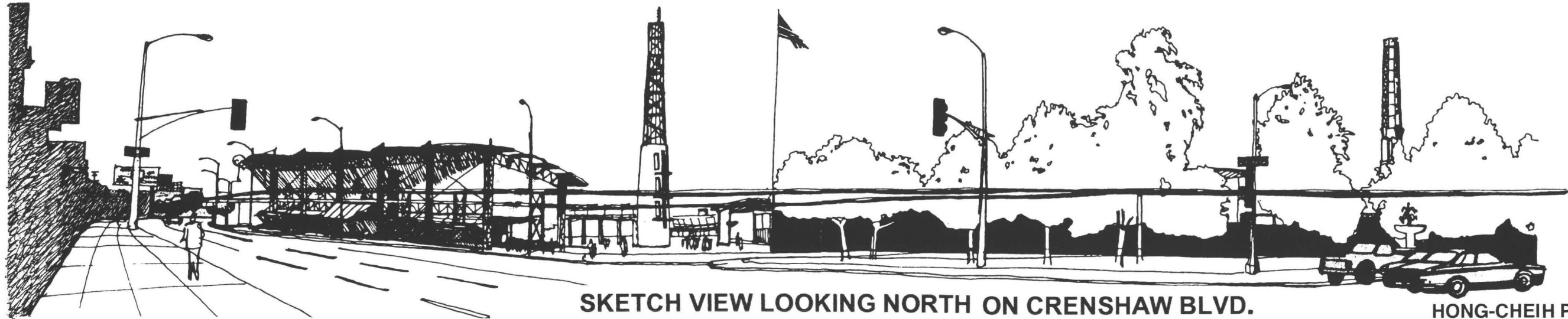


LOCALITY PLAN



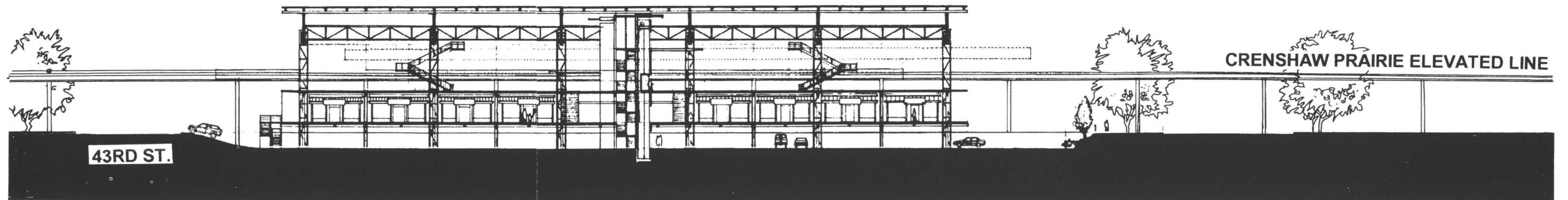
CRENSHAW/PRAIRIE LINE  
SITE LAYOUT





SKETCH VIEW LOOKING NORTH ON CRENSHAW BLVD.

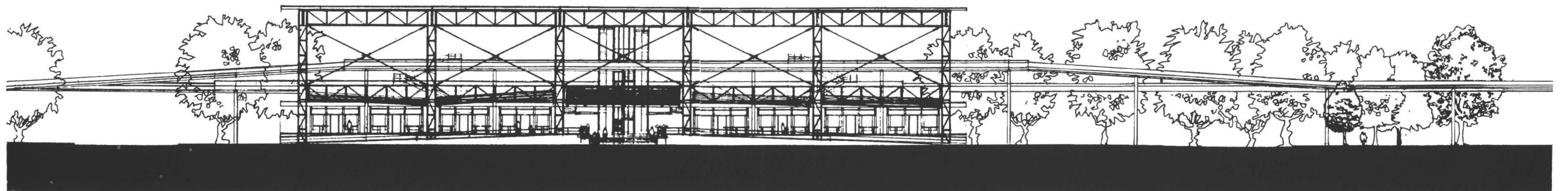
HONG-CHEIH PAUL LU



CRENSHAW PRAIRIE ELEVATED LINE

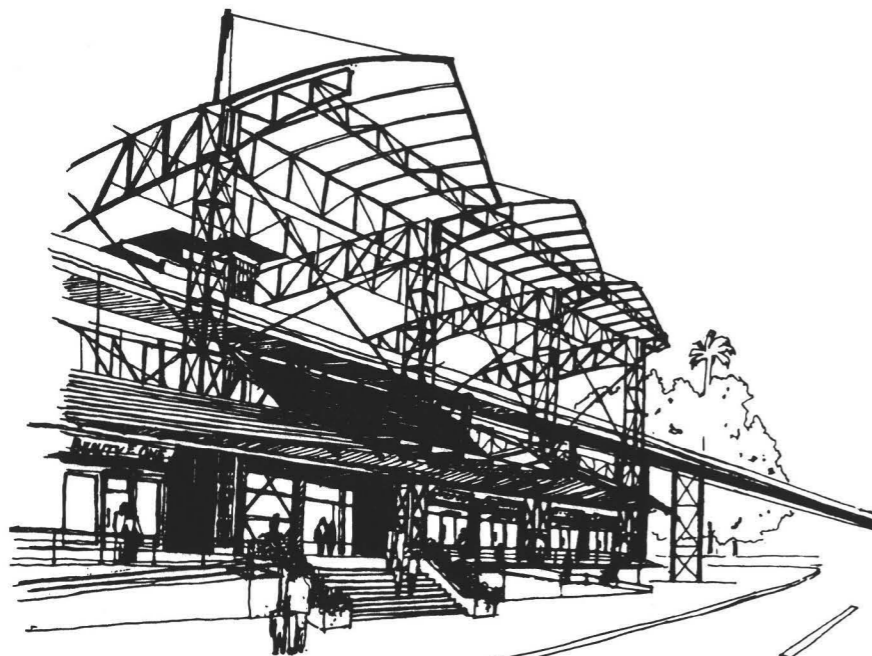
43RD ST.

LONGITUDINAL SECTION LOOKING EAST.

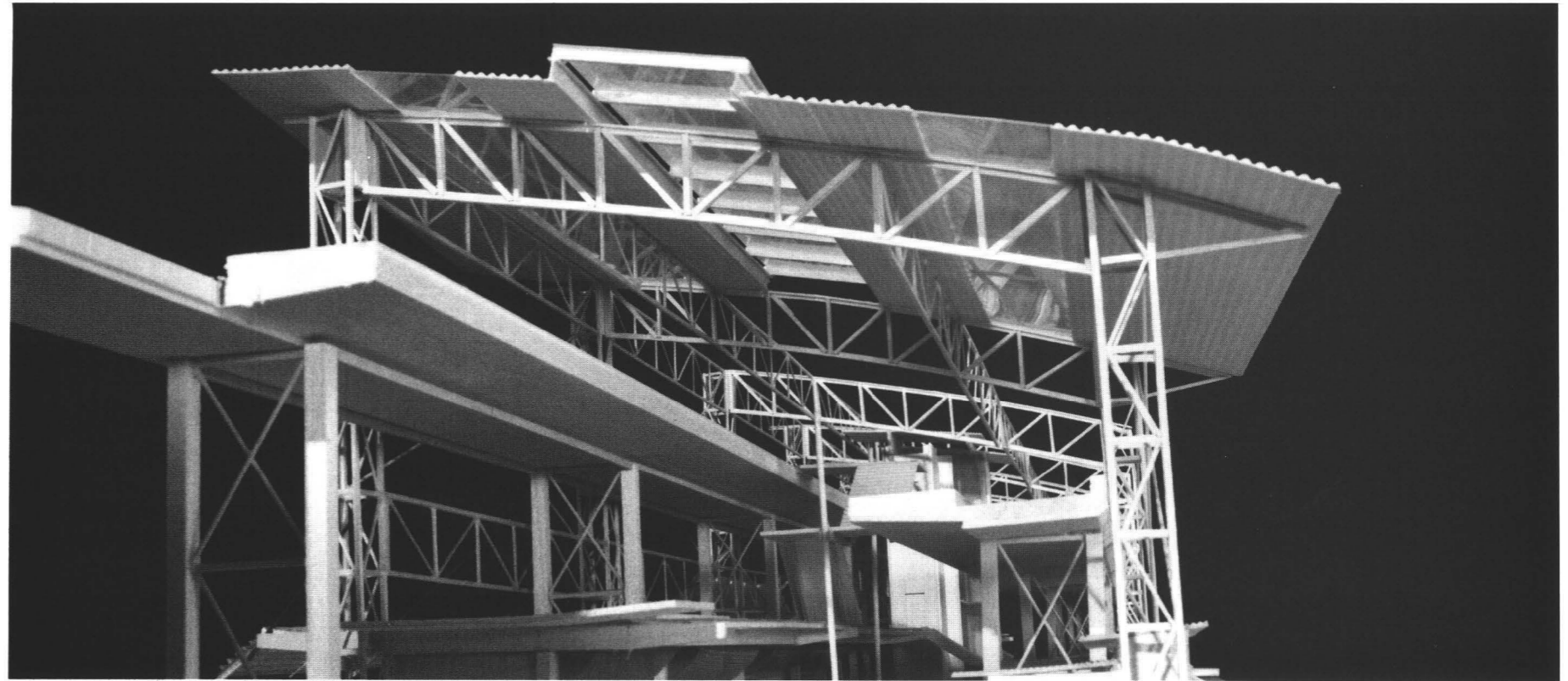


STREET ELEVATION TO CRENSHAW BLVD.

LEIMERT PARK

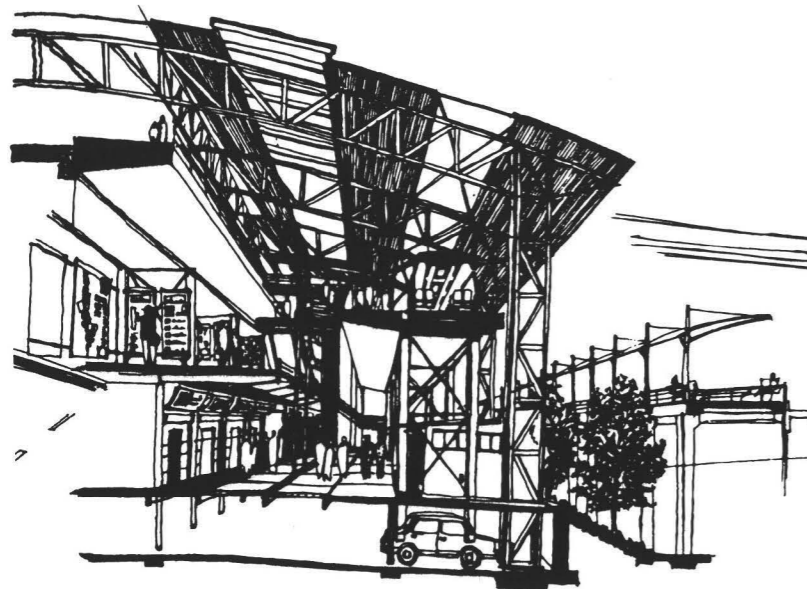


SKETCH VIEW, MAIN ENTRY FROM CRENSHAW BLVD.

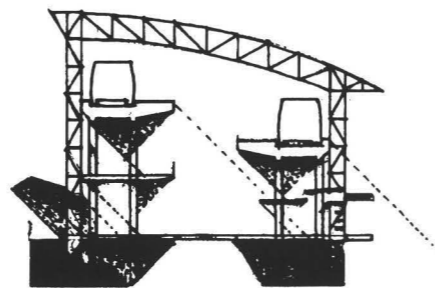


VIEW OF PROJECT MODEL

# LEIMERT PARK

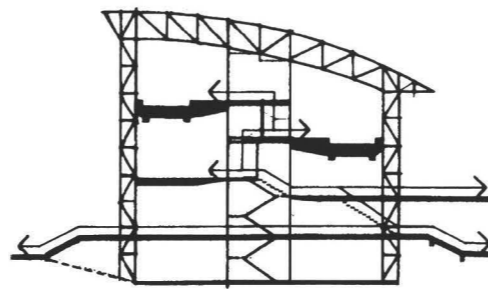


SKETCH, SECTION PERSPECTIVE.



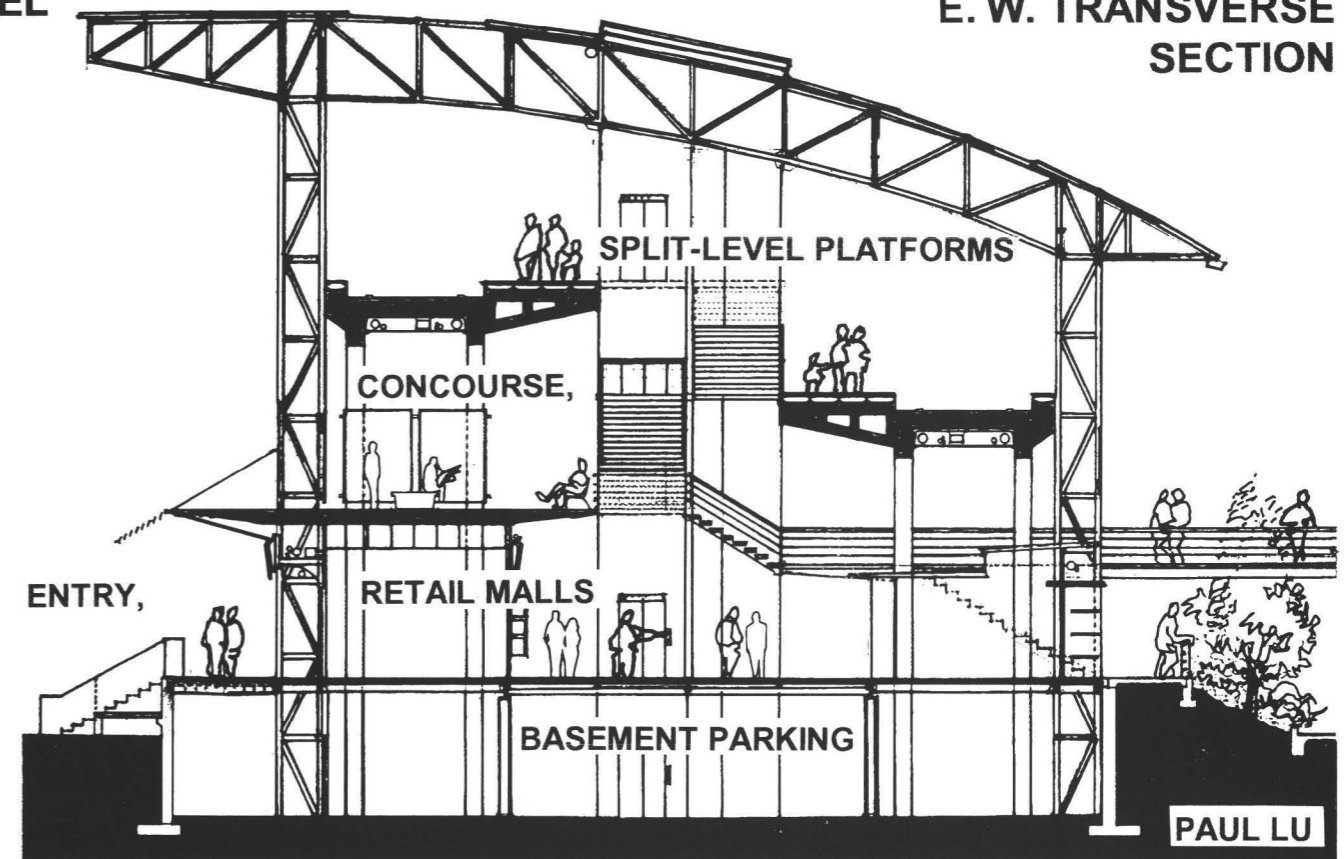
LIGHT/SHADON

SECTION DIAGRAMS



STRUCTURE/CIRCULATION

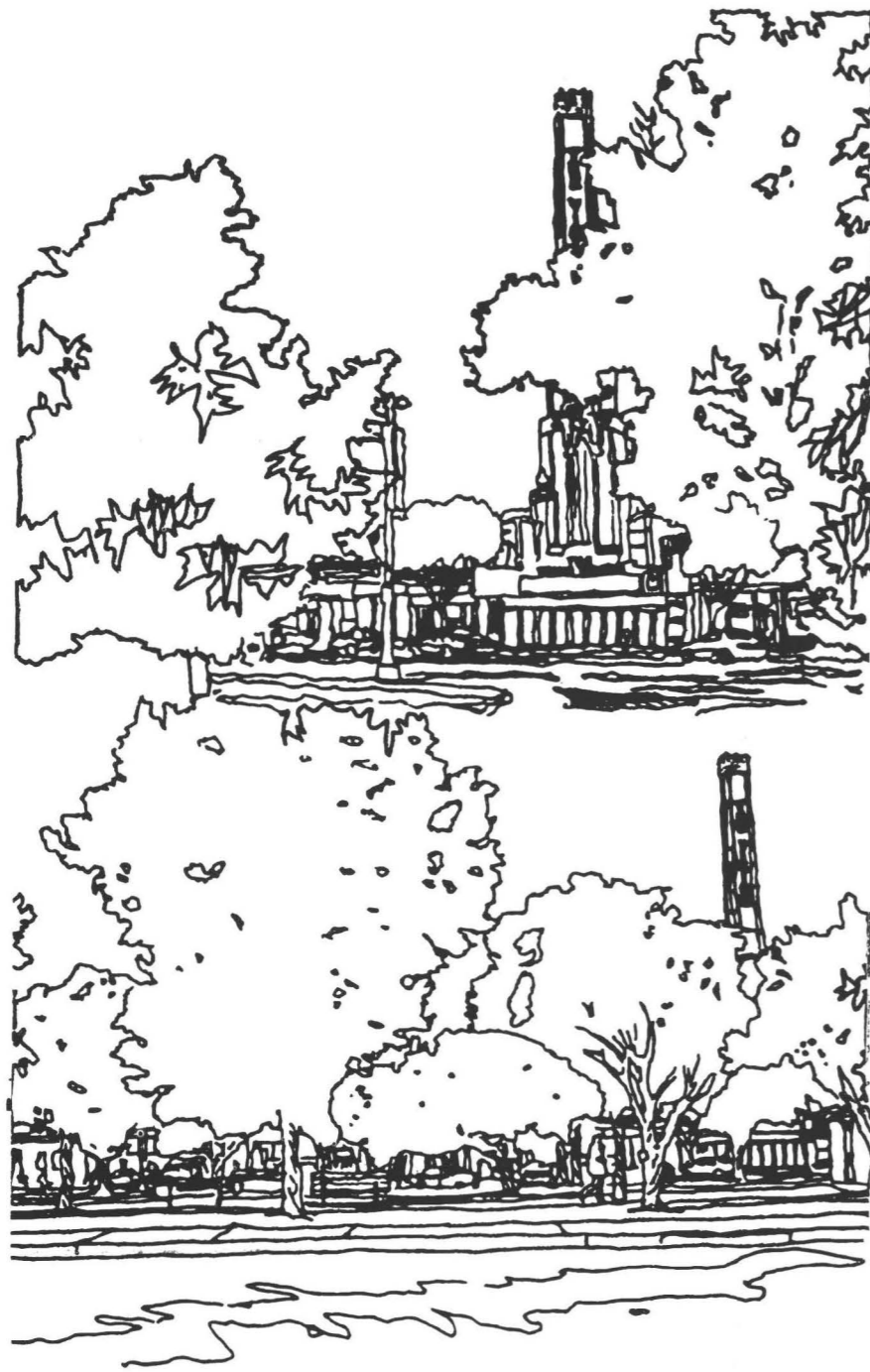
E. W. TRANSVERSE SECTION



PAUL LU



# LEIMERT PARK MISCELLANEOUS VIEWS OF SITE AS EXISTING



## LEIMERT PARK CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR Philip Yi Le Deng

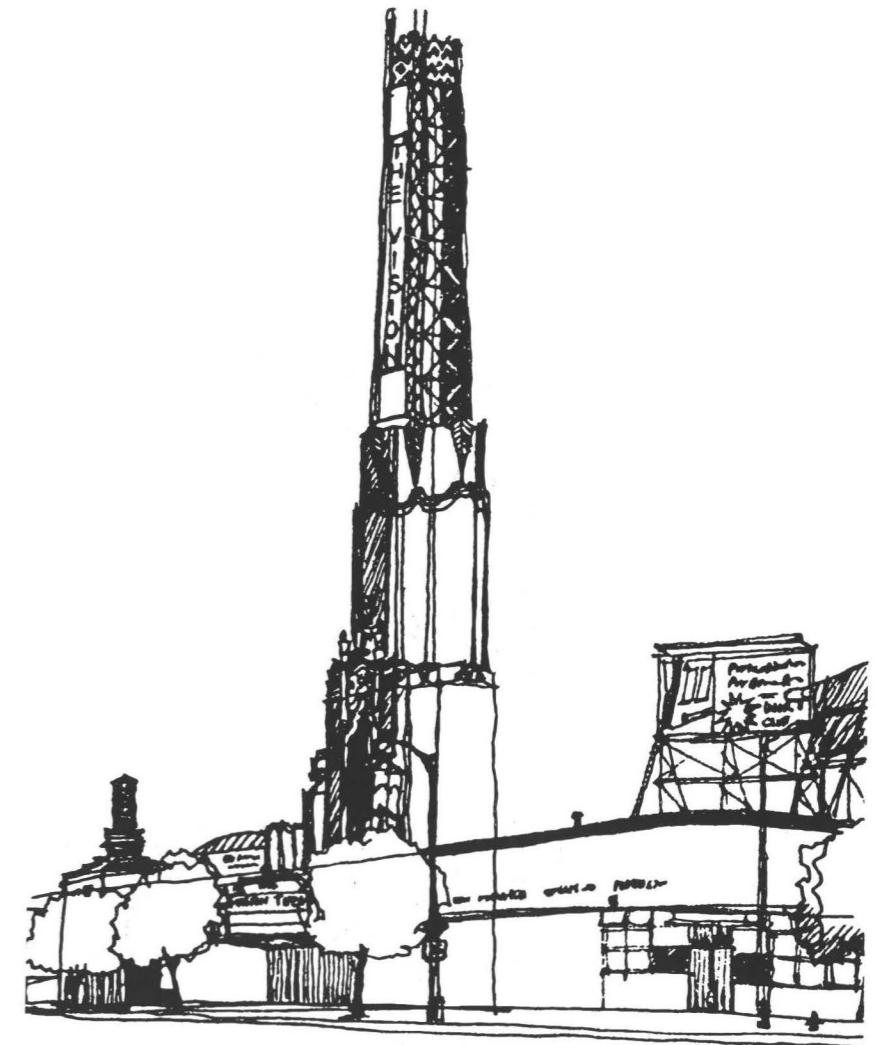
Leimert Park is an ideal station site in the Crenshaw-Prairie corridor proposed light rail transit system of the MTA. Within one mile radius of the station site, there are many very dense residential streets. In this station site, there are also many commercial activities. The commercial activities mostly belong to small retail shops, such as beauty salons, wig stores, gift shops, and fast food restaurants. Leimert Park is located just south from the center of the site. The historic Vision Theater is located just east of the site.

By locating the light rail transit station in Leimert Park, we can serve many of the residents living in this area going to or coming back from work. By not driving their cars, there will be less traffic in the highly traveled streets like Crenshaw and Grant. The traffic on the Santa Monica Freeway to the north and the Imperial Freeway to the south will also be alleviated by the light rail system.

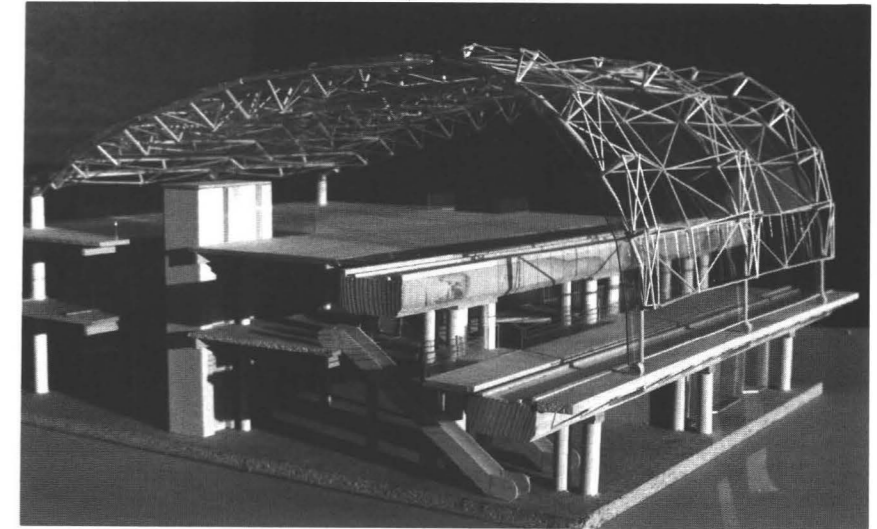
Although there are many small retail shops within the one mile radius of the site, there is not a major supermarket nor many mid-sized shops within this area. Any time the residents need the services of those larger shops, they need to go out of the district. By building the station in the Leimert Park site, large supermarkets and retail shops can be attracted to build within the area, or within the station site. But above all, with the large volume of people the station will bring to this site, it is logical to not only put in shops, but also social services, such as child care facilities, sports outlets, education and recreation facilities, post office, and an adult school. We can also have mixed family apartments and cultural institutions within the station site.

One of the design intentions is to integrate Leimert Park into the station, but still let the park provide the same functions and services as before. A popular activity in Leimert Park is the flea market. To improve this activity and others such as picnics, the park is increased in size, a circular structure is provided for shade and an amphitheater is built for live music or performance.

The station itself acts like a magnet that draws the people to the different services provided by the whole station site. Therefore, the circulation was very important. The circulation is very straight forward with zones of horizontal and vertical circulation. But the main emphasis is for the people to circulate through the shops on their way to and from the station, creating a viable economic market for store owners and vendors while providing an exciting atmosphere in the tradition of Leimert Park Village.



VIEW OF PROJECT MODEL

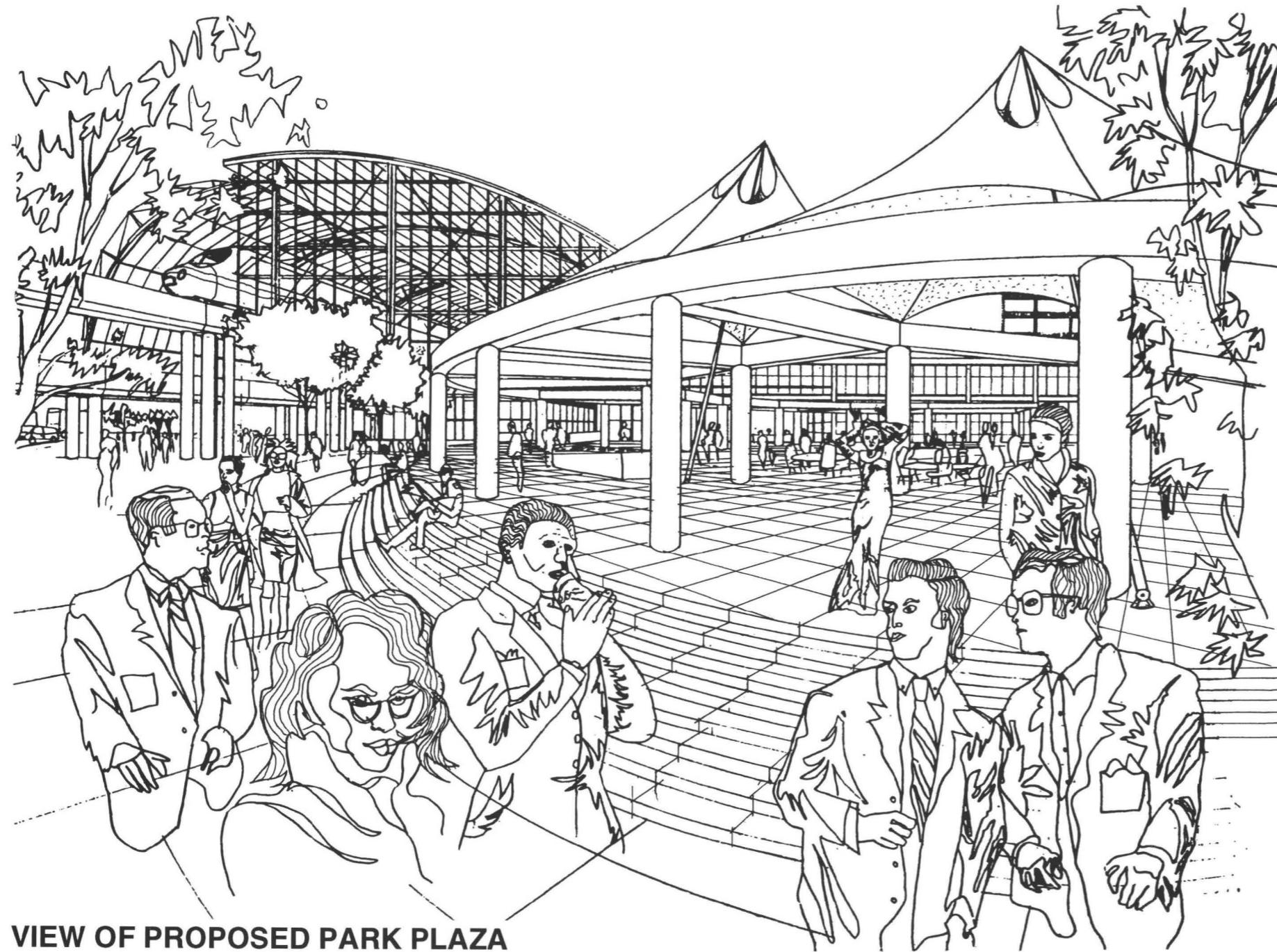


# LEIMERT PARK

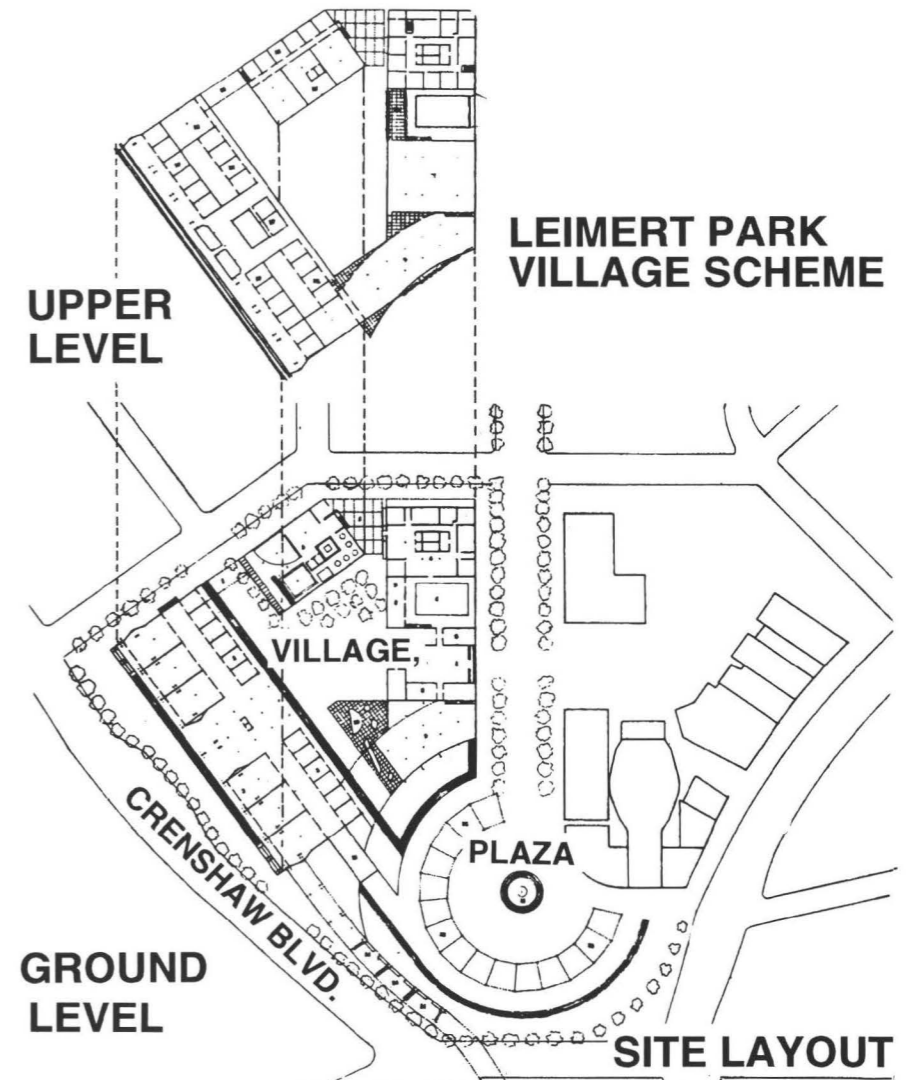
CRENSHAW/VERNON  
CRENSHAW-PRAIRIE LIGHT RAIL  
TRANSIT CORRIDOR  
PHILIP YI LE DENG

## SITE & PROGRAM PROGRAM DESCRIPTION

PROJECT: PHILIP YI LE DENG  
ADVISOR:  
GRAEME M. MORLAND, ARCHITECT, AIA., RIBA

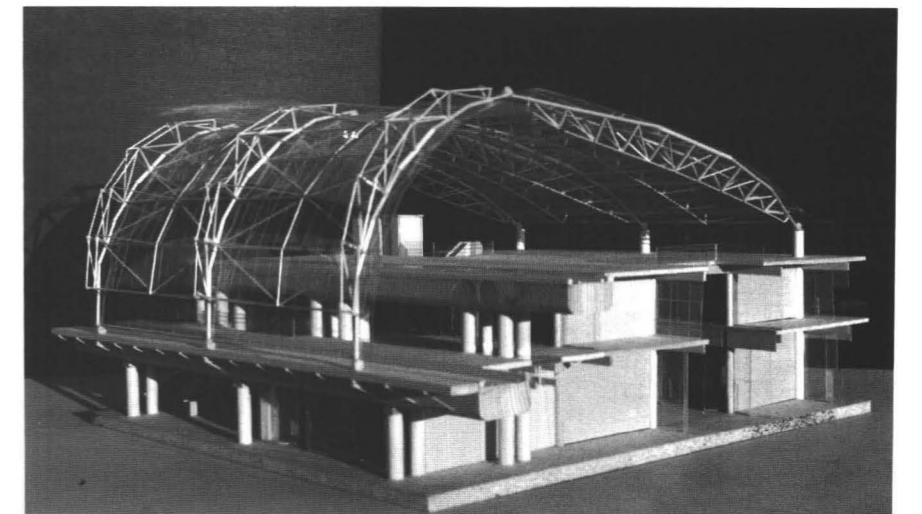


VIEW OF PROPOSED PARK PLAZA

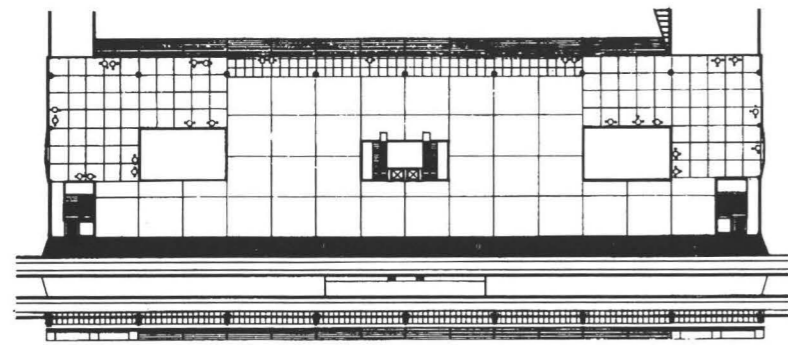


UPPER LEVEL  
GROUND LEVEL

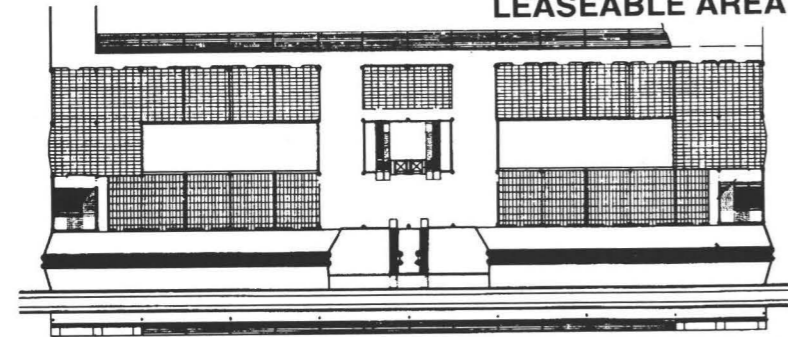
VIEW OF PROJECT MODEL



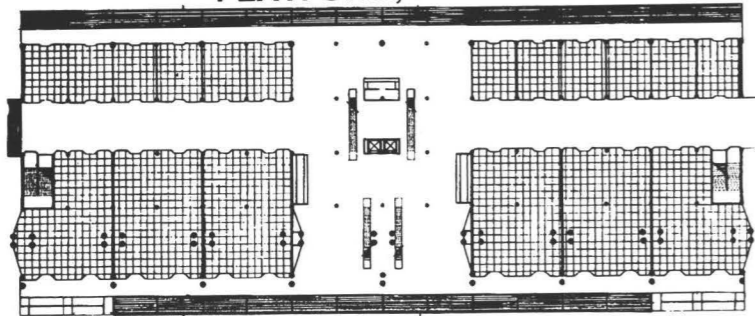




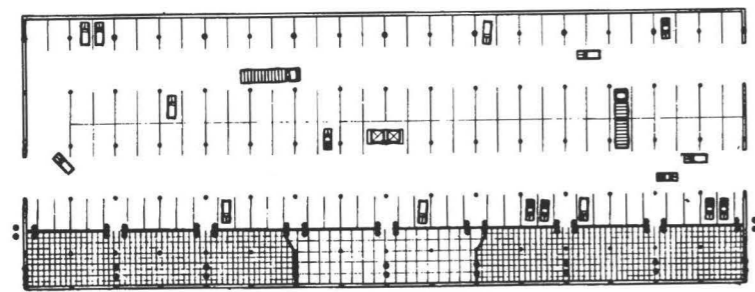
**LEVEL 3  
LEASEABLE AREA**



**LEVEL 2  
PLATFORM, RETAIL COMMERCIAL**



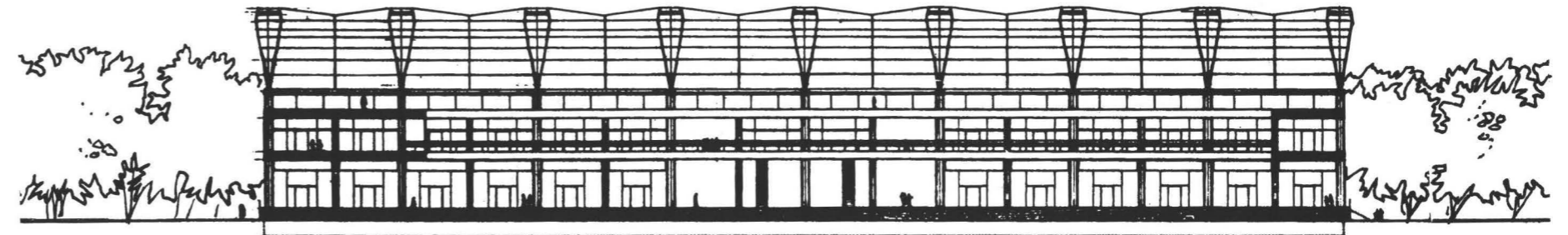
**LEVEL 1. (STREET)  
RETAIL COMMERCIAL**



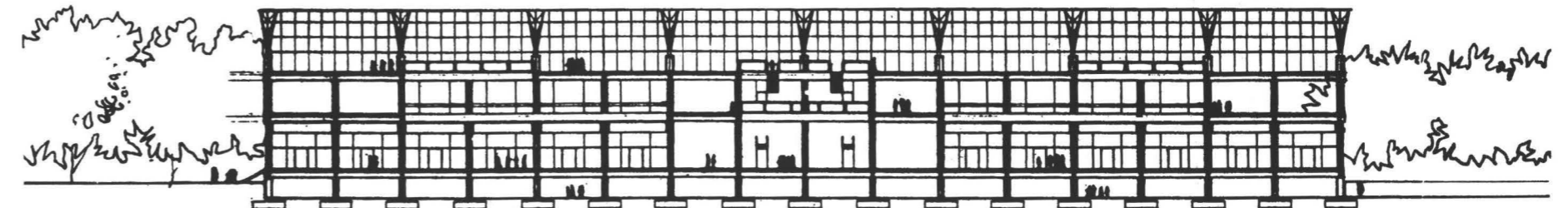
**BASEMENT LEVEL  
PARKING**



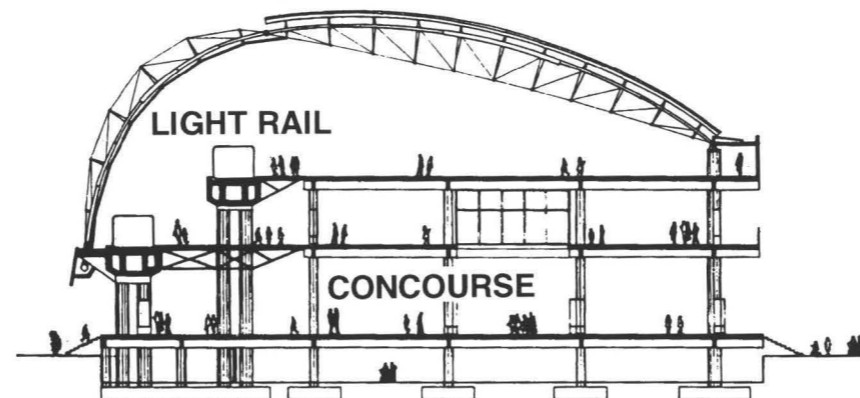
**STREET ELEVATION, CRENSHAW BLVD.**



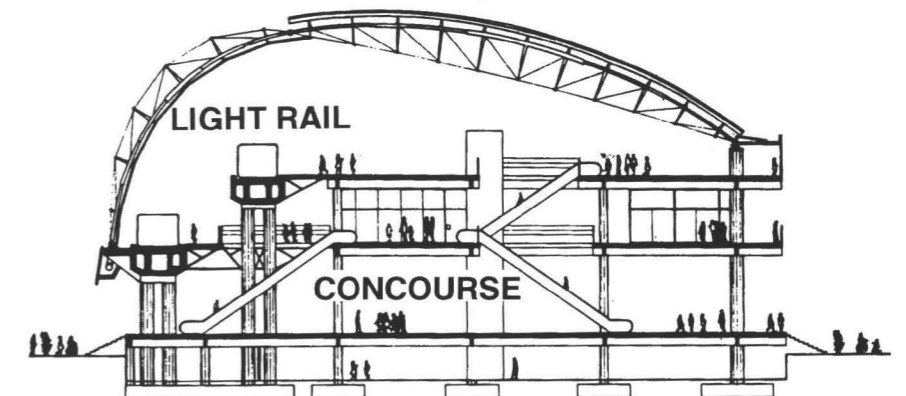
**ELEVATION TO VILLAGE.**



**N. S. LONGITUDINAL SECTION.**



**E-W TRANSVERSE SECTION - A-A**



**E-W TRANSVERSE SECTION - B-B**

# LEIMERT PARK

CRENSHAW/VERNON  
CRENSHAW-PRAIRIE LIGHT RAIL  
TRANSIT CORRIDOR

CAROLINE OSBORNE  
ADVISOR:  
GRAEME. M. MORLAND, ARCHITECT, AIA, RIBA

## SITE & PROGRAM DESCRIPTION

LEIMERT PARK  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
Caroline Osborne

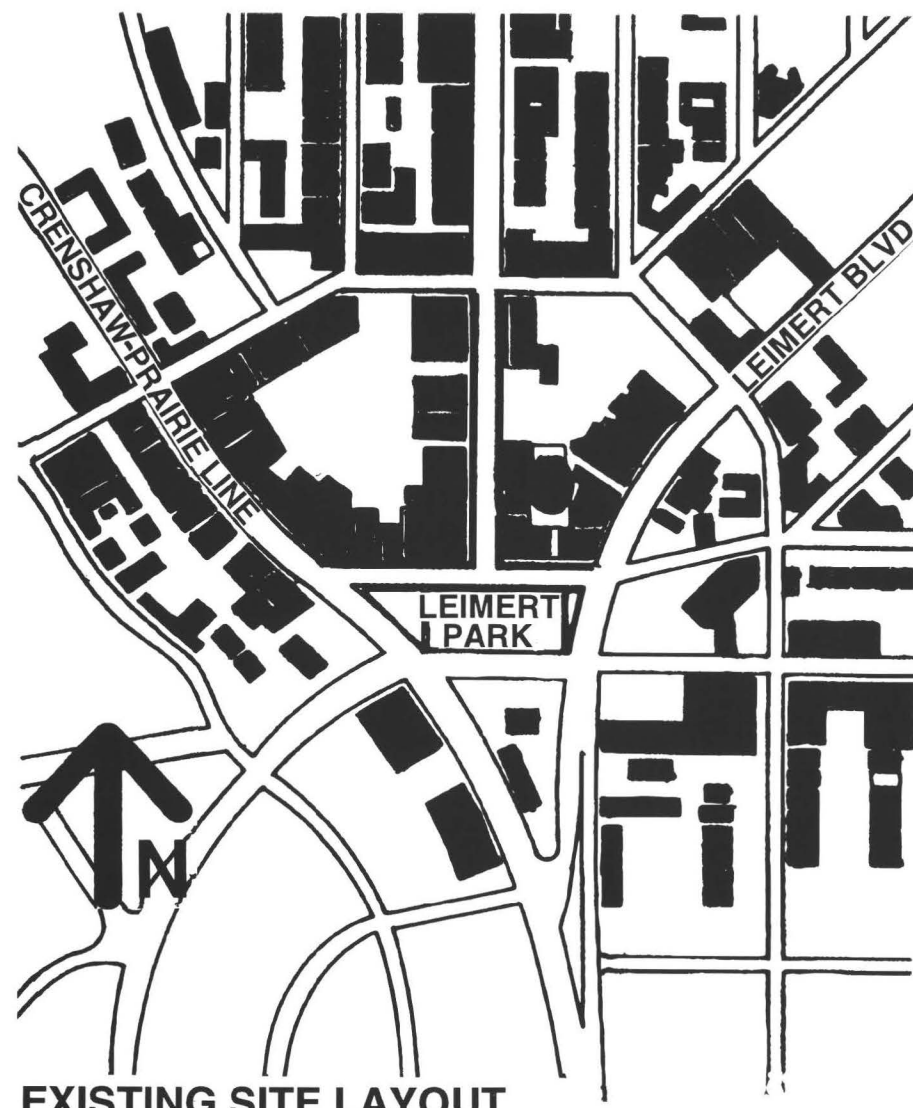
In recent decades, the Los Angeles metropolitan area has experienced rapid growth without adequate planning. This reality along with inflated property values and increased auto access has resulted in residential areas which are no longer in the vicinity of the workplace. The commuting patterns that have resulted are consequently absurd both socially and economically. With the realization that development and access must go hand-in-hand, the introduction of a mass transit system in Los Angeles is underway. The intention of this project was to investigate a fixed rail station site as a potential opportunity for enlightened mixed-use development facilitated by the interaction of station location and surrounding context. The focus was on viable residential development with supporting retail/commercial and community facilities.

The station location was to be adjacent to the Leimert Park Village, which is a center for Los Angeles African-American art and music. Several art galleries, jazz cafes, comedy clubs, barbecue restaurants, dance studios, and a large 500 seat stage theater are located near 43rd and Degnan. The area is pedestrian friendly, buffered by Leimert Park and has been slowly gaining popularity as a tourist attraction for visitors seeking "authentic" African-American culture.

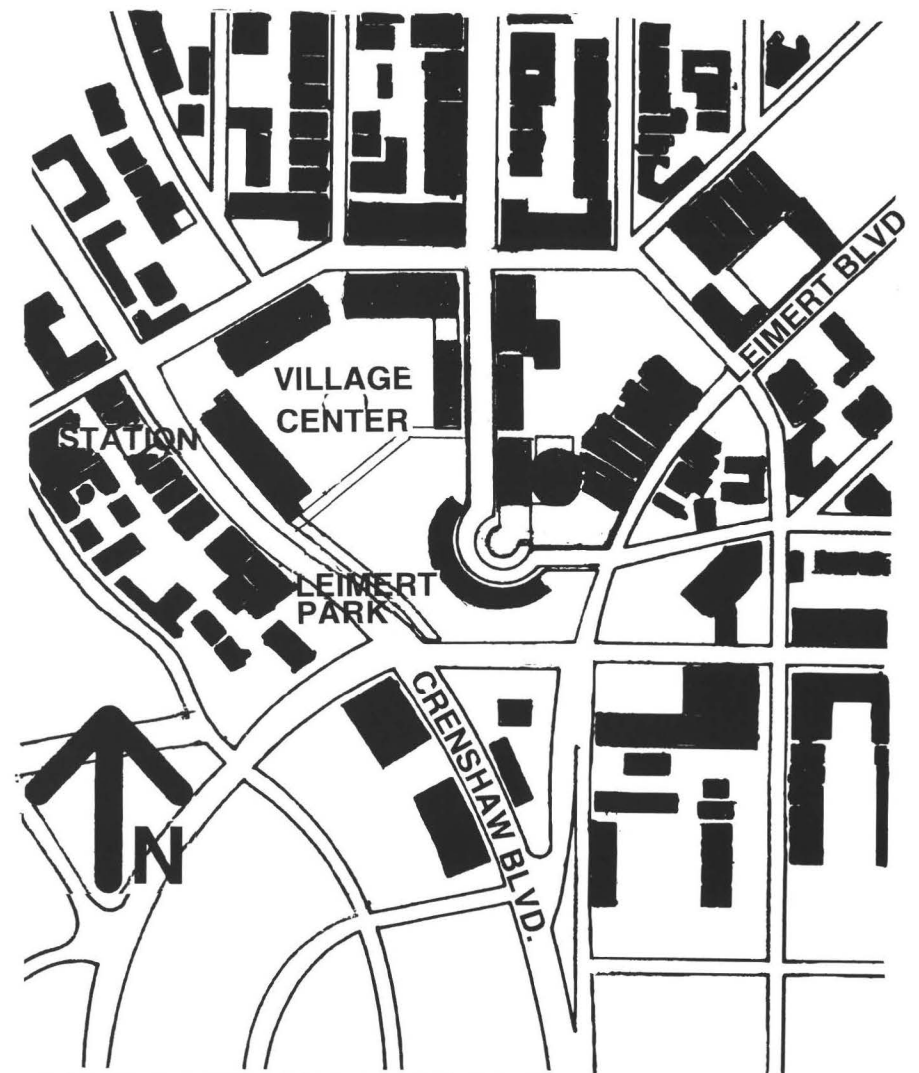
The Leimert Park Village, with its quaint village atmosphere, is a source of pride to the community. The intent of this project was to link the important pieces of this site: the Vision Theater, the Museum in Black, the Metro station, the residential areas, and the park to create a "hub" -- thereby unifying the site and creating an active and beautiful community center, while still maintaining the quaint atmosphere.

Because the area has an active culture and the site already serves as a community center, a careful attempt to reinforce these positive characteristics was made. Upon investigation into the interests of the community and patterns of use in the park, several issues became important. The first was that the existing park had become too small for many of the functions it held. Therefore, the park was enlarged by extending its boundaries into the larger block containing the station. A large outdoor amphitheater, with a stage, was added with seating that extends from the platform levels of the train station and the lobby levels of the apartment complexes. The second important aspect was that the Museum in Black and the Vision Theater had become elements of pride within the community. To emphasize this, the museum was relocated next to the theater and this area became the focus of the park and the entire project. The third issue was that, like many Americans, most parents in the area work, and housing close to the station was a necessity. A child care center was included within the

station for convenience. The final issue was the community's concern for insuring that the retail quality of the area remained economically viable. Thus, in the new design, no retail was lost; instead, it was integrated into the design of the station.



EXISTING SITE LAYOUT

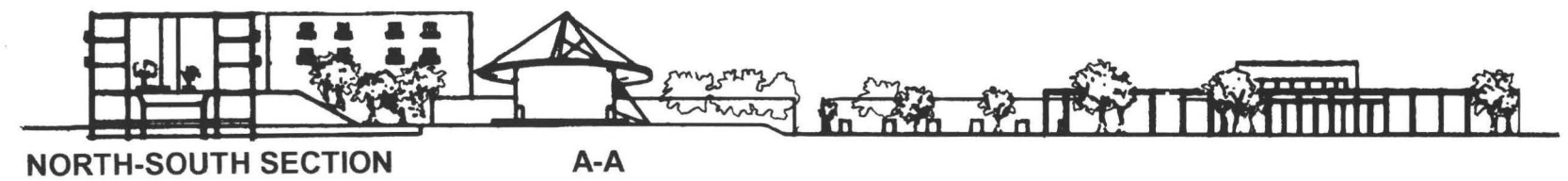
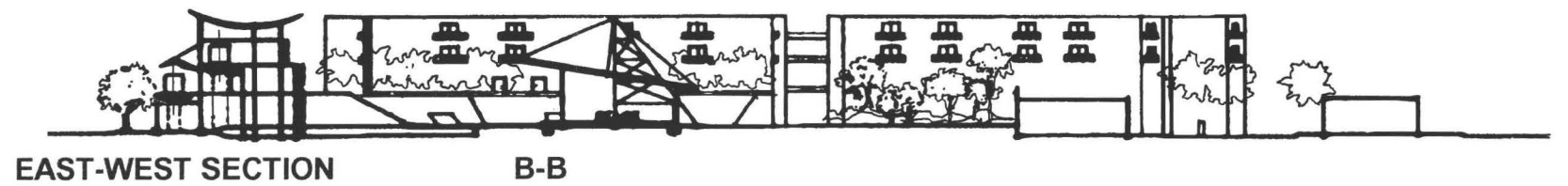
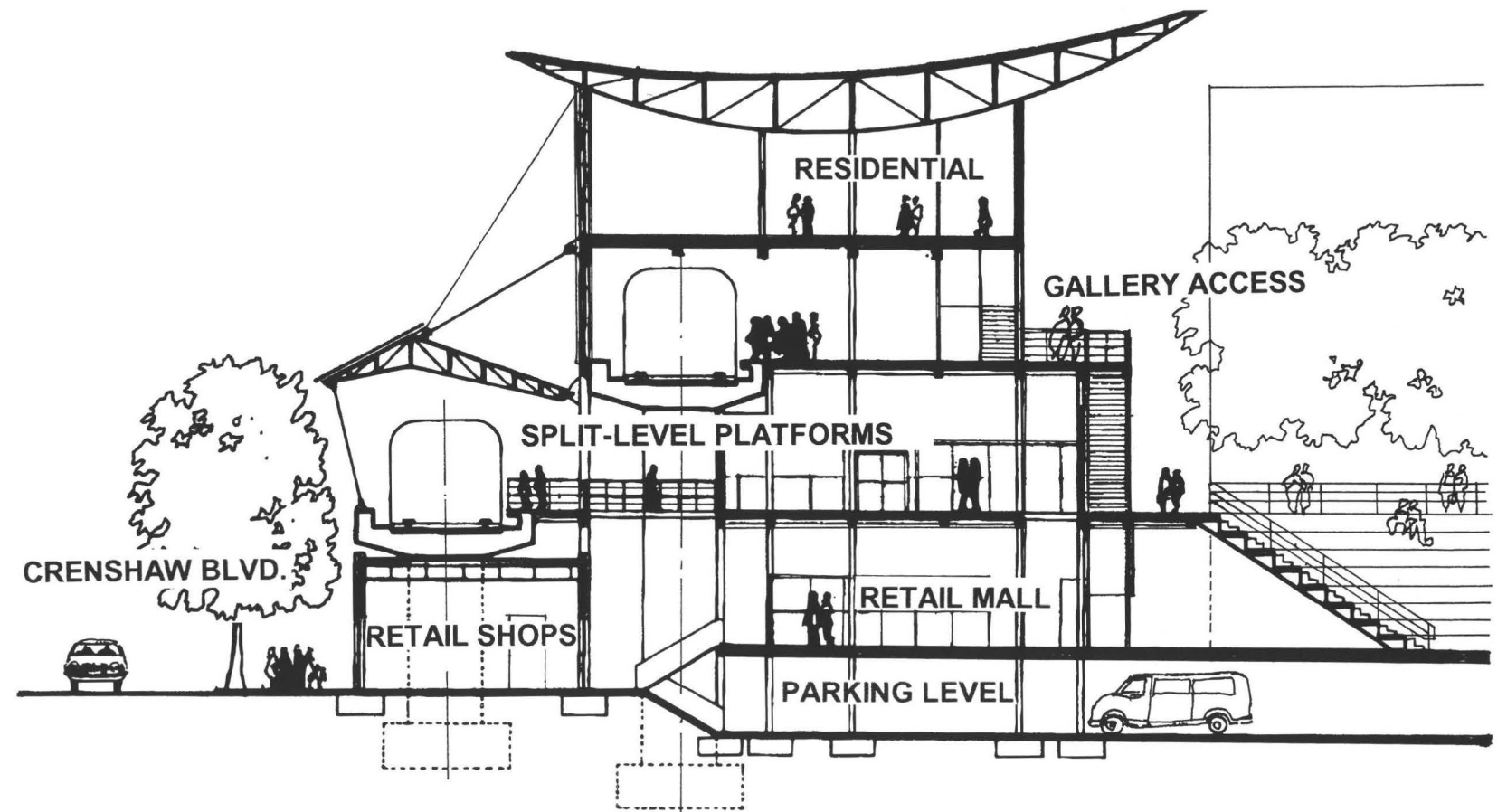
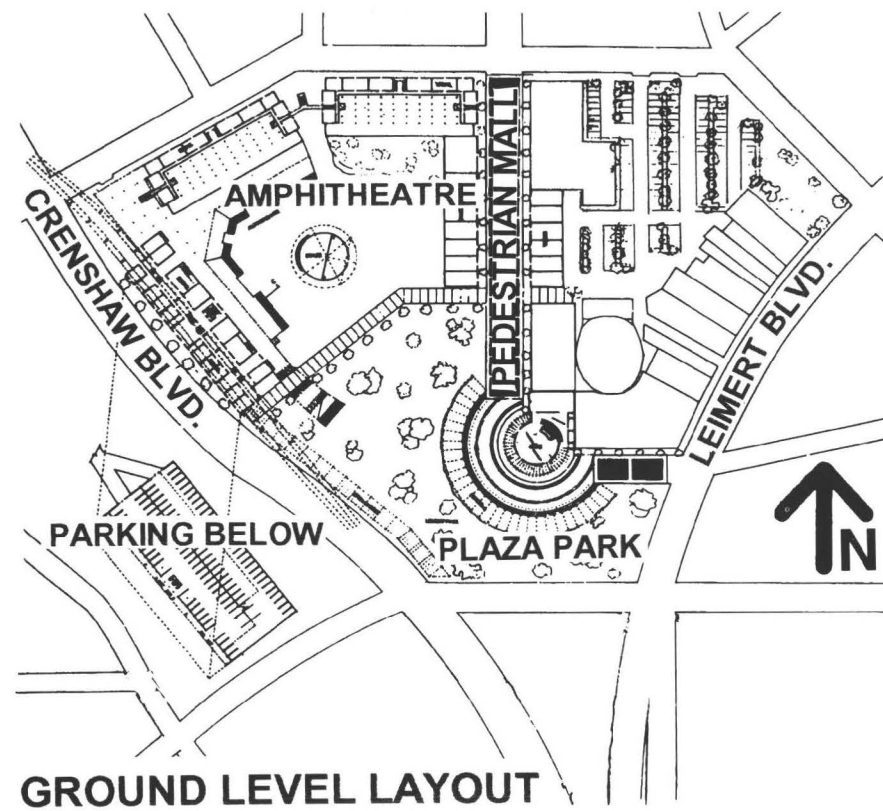
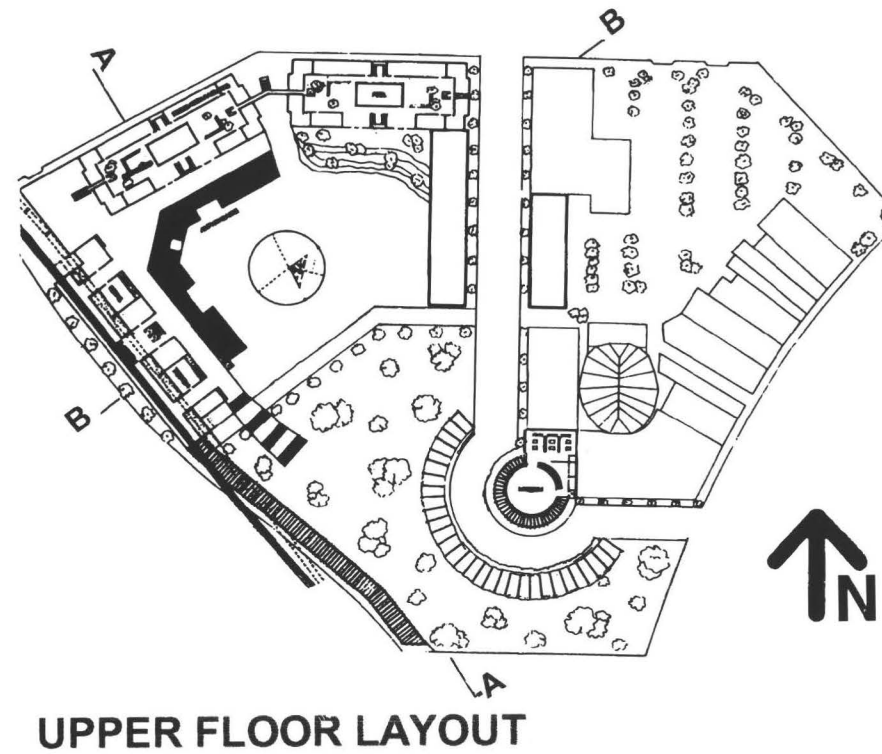


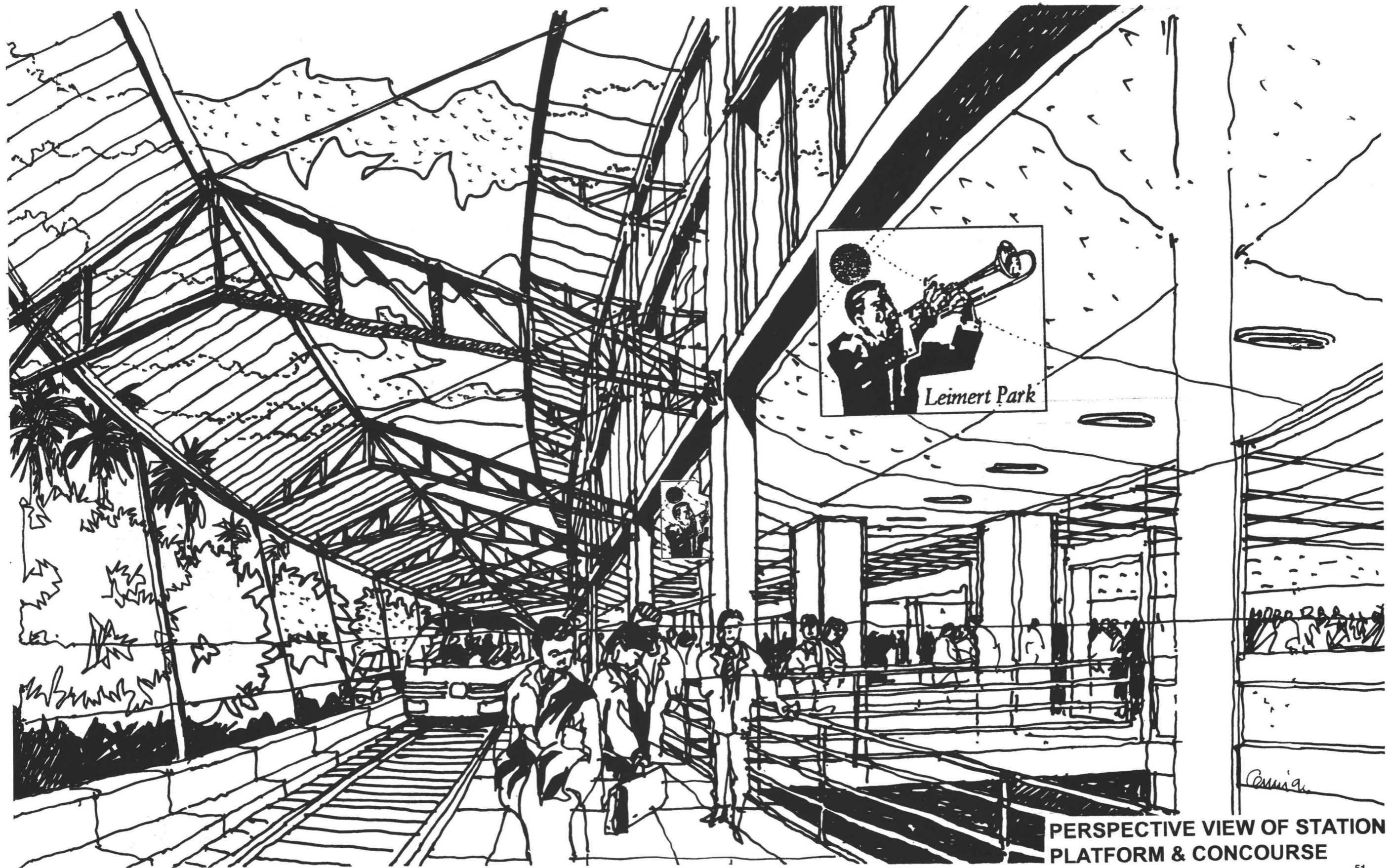
PROPOSED SITE LAYOUT



# LEIMERT PARK

CAROLINE OSBORNE





PERSPECTIVE VIEW OF STATION  
PLATFORM & CONCOURSE

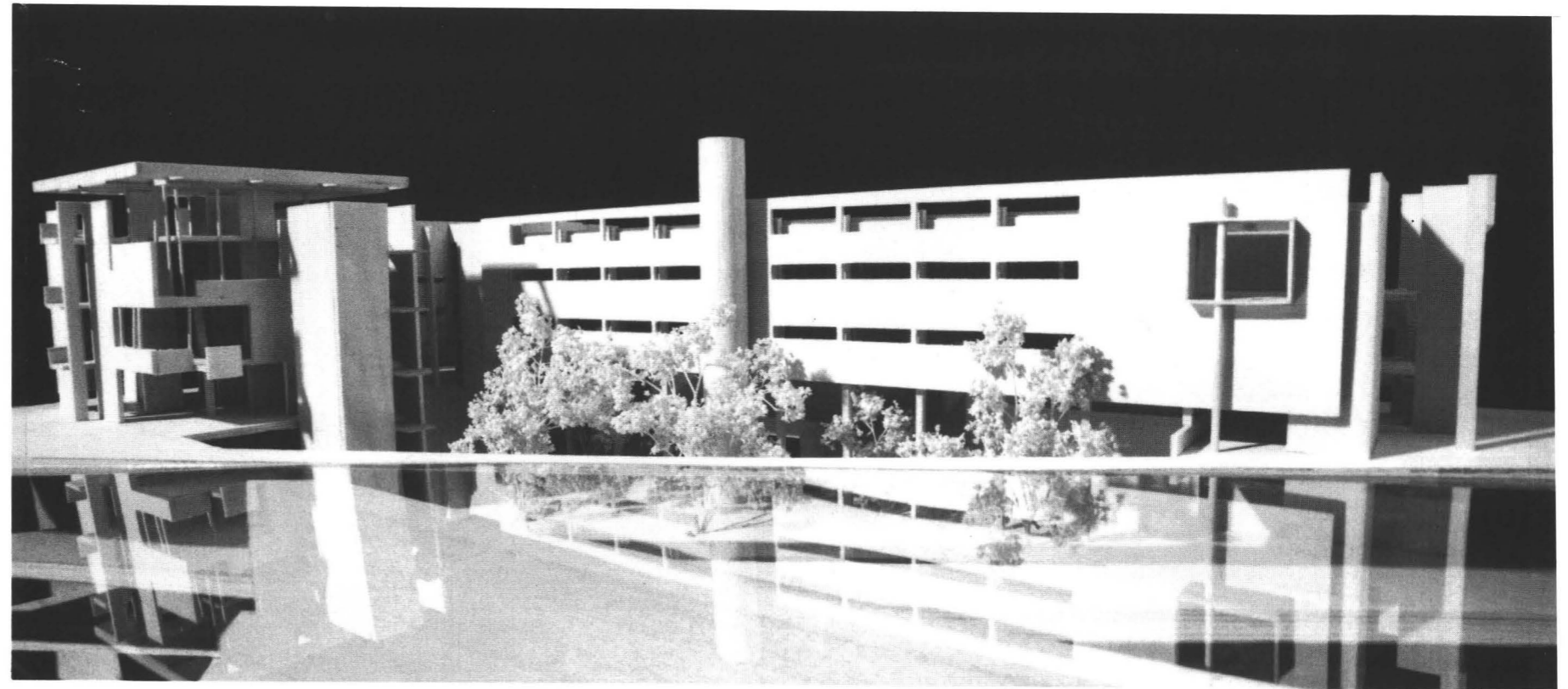
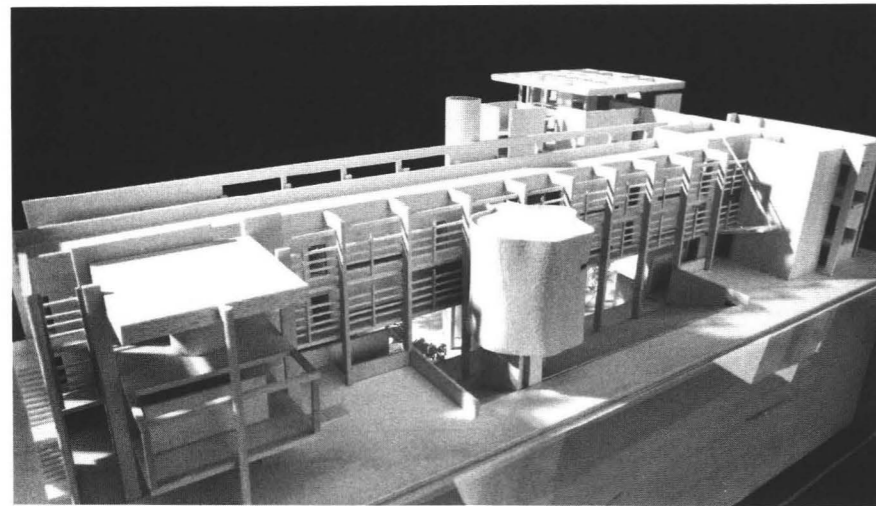


# LEIMERT PARK

CRENSHAW/VERNON  
CRENSHAW-PRAIRIE LIGHT RAIL  
TRANSIT CORRIDOR  
TIM SMALLWOOD

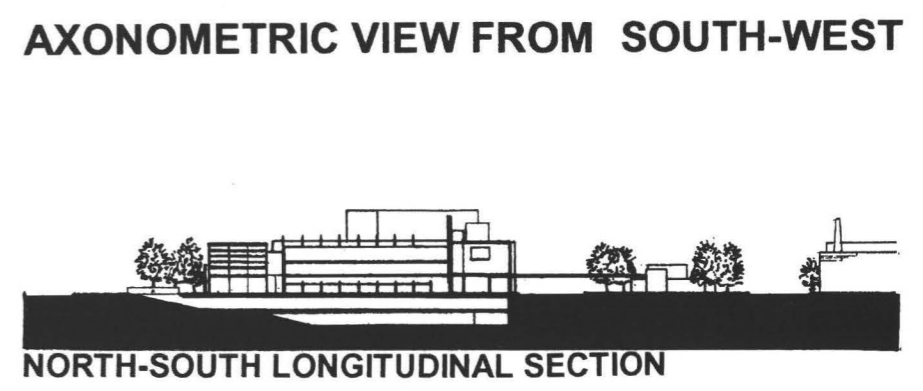
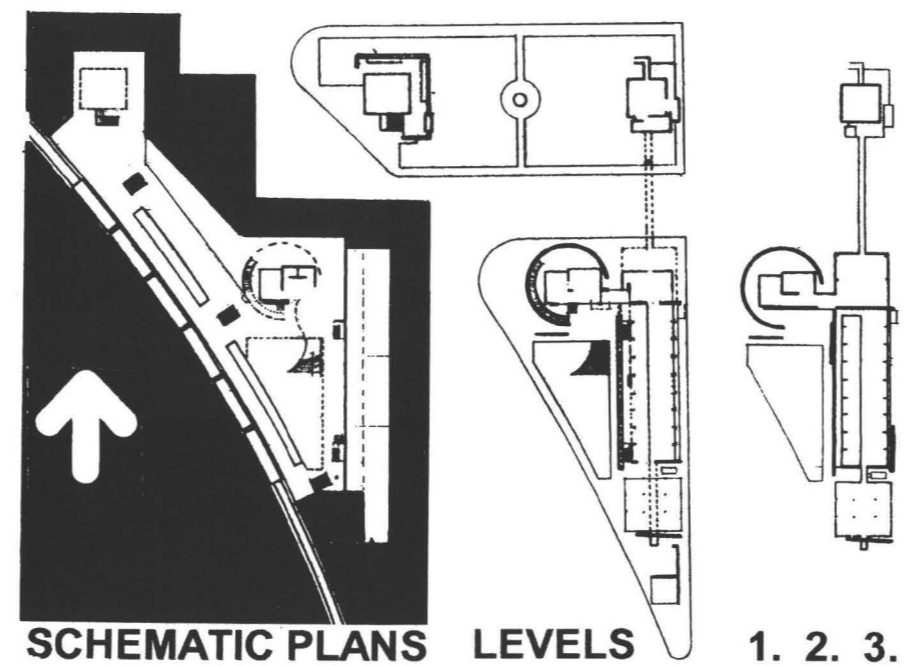
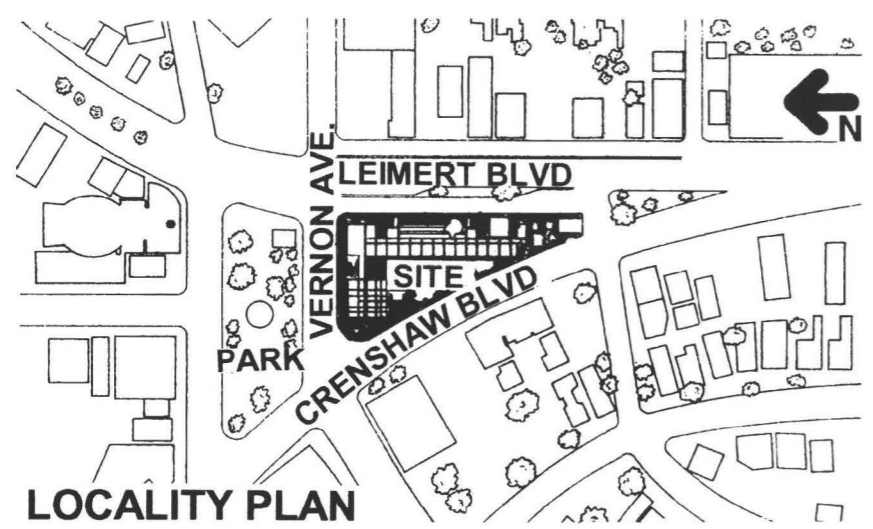
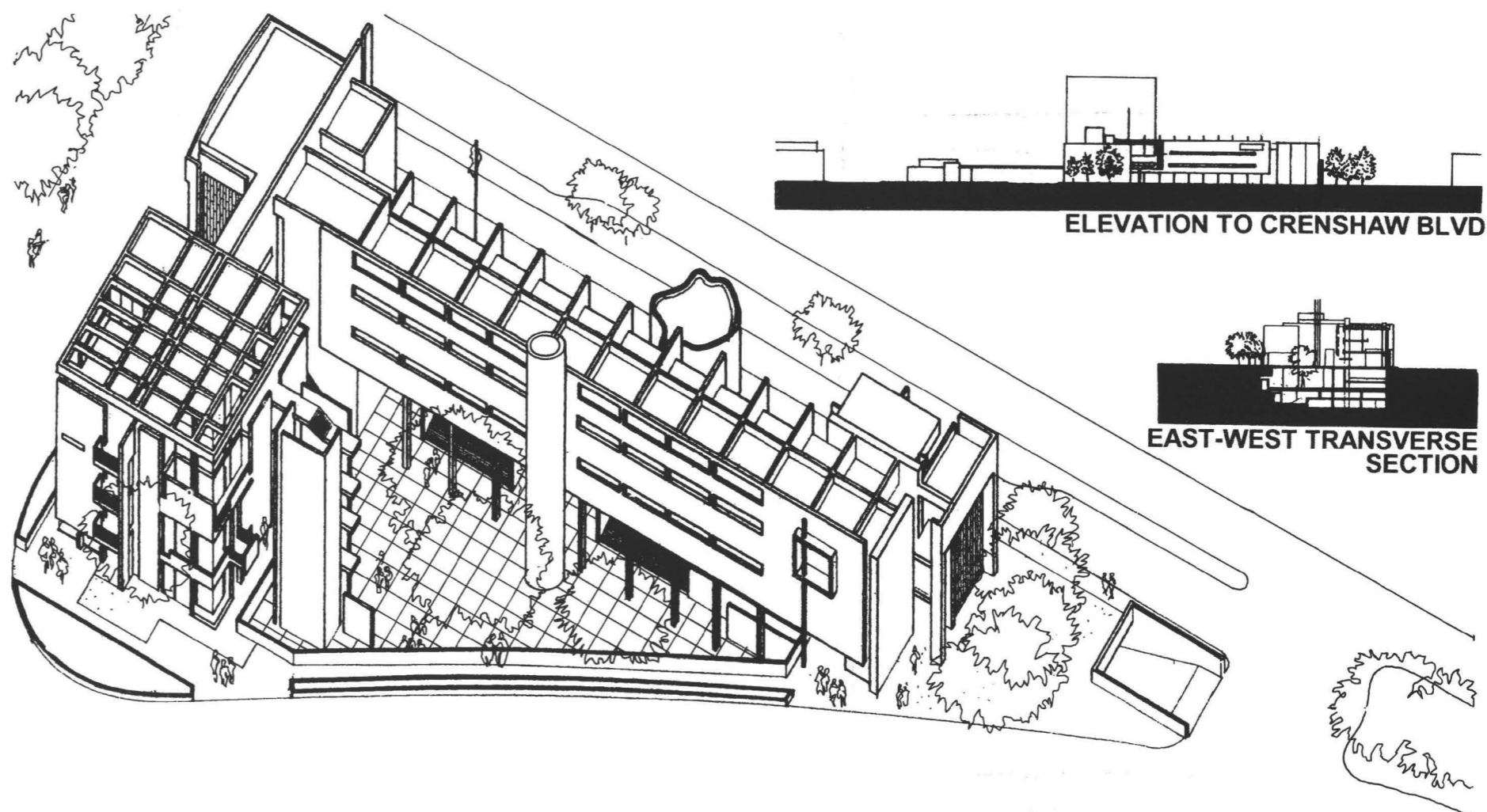
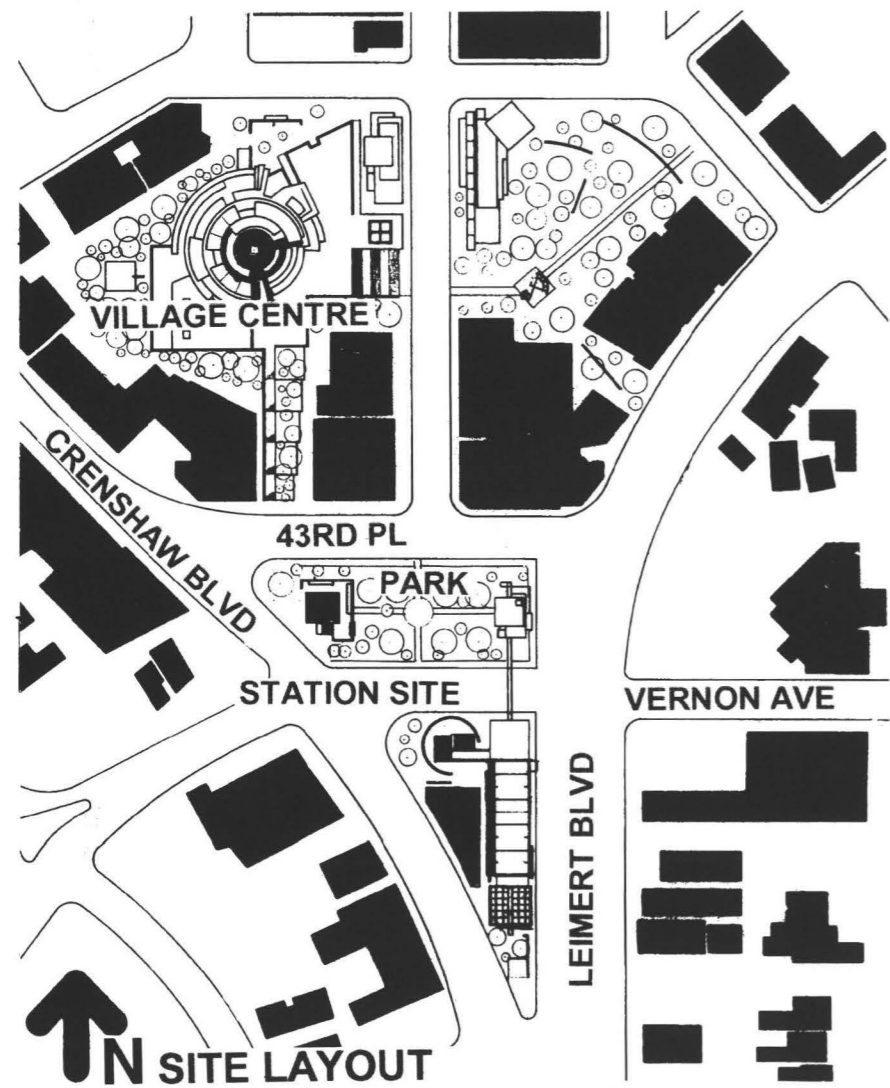
## SITE & PROGRAM DESCRIPTION

The larger planning proposal with this scheme was an attempt to set down guidelines for future development of what is described as the Leimert Park Village Center, the area presently located between Crenshaw Boulevard and Degnan Avenue which currently terminates at Leimert Park. It was generally conceded that this area could become the heart of the Leimert Park district, but if the new light rail station, underground was located at this immediate site, the disruption and construction chaos for a extended period would destroy the fragile retail/commercial business currently existing. Consequently, it was decided to locate the station immediately south of the park, on the wedge shaped site at the convergence of Crenshaw and Leimert Boulevards. The building at this location was designed to flag the location of Leimert Village from this pivotal site. The underground station along Crenshaw opens directly onto a sunken, open-air plaza, overlooked by the street and the main body of the project, a four story linear building extending north-south on Leimert Boulevard. The station platforms extend north beneath Vernon Avenue with an entry portal emerging directly into Leimert Park. The sunken landscape plaza will host restaurants, cafes, etc., With the main complex programmed to accommodate, offices, theaters, educational and social services, and community outreach facilities. It is anticipated that the infectious vitality of this initial development around the station will quickly spread north across Leimert Park and provide the needed stimulus for the economic development of the new village center with the sustenance and expansion of the cultural and commercial activities therein.



IEWS OF PROJECT MODEL

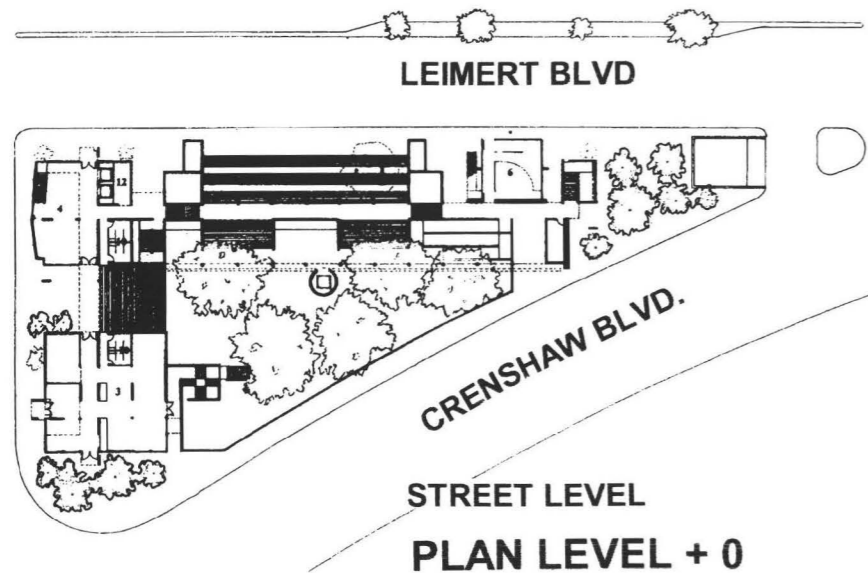




**LEIMERT PARK**  
 TIM SMALLWOOD

PLANS SECTIONS ELEVATIONS  
 PRELIMINARY AND FINAL STUDIES



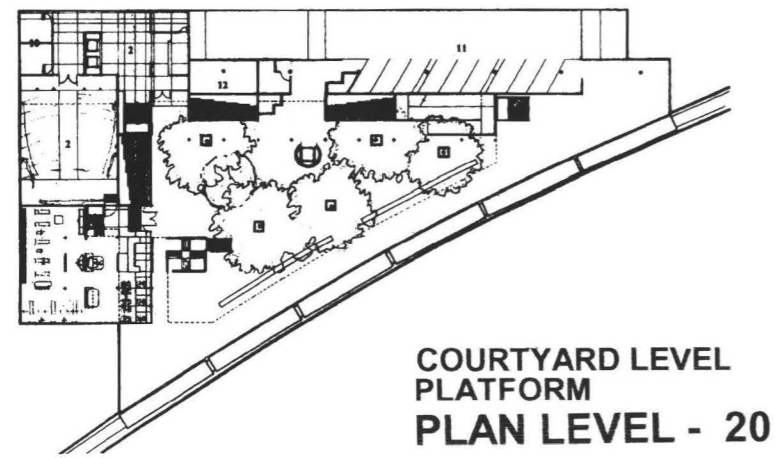


LEIMERT BLVD

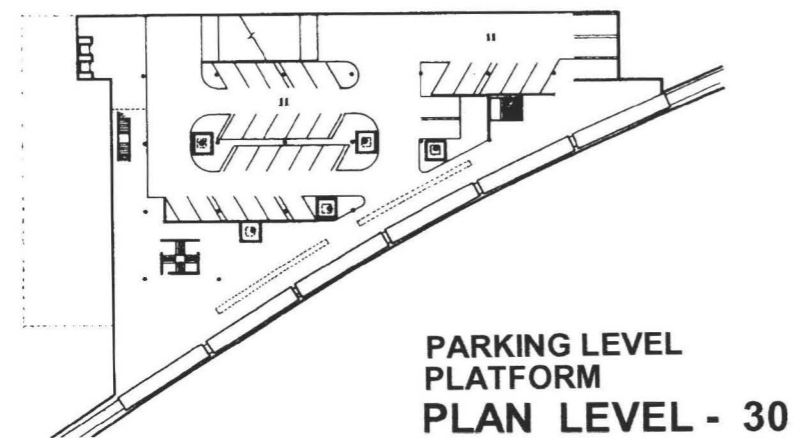
CRENSHAW BLVD.

STREET LEVEL

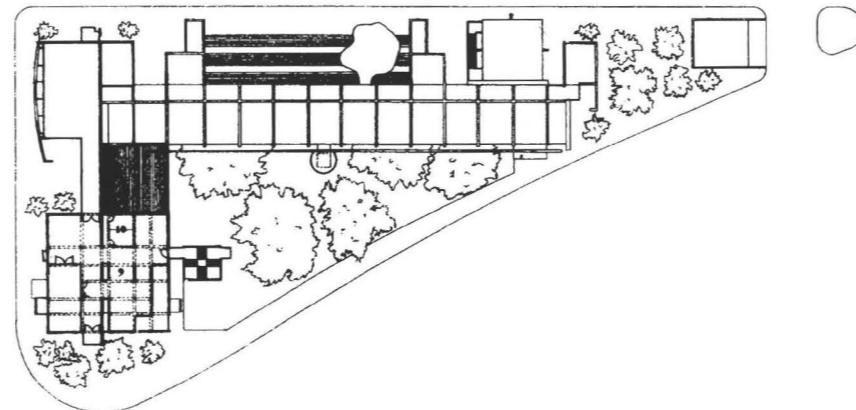
PLAN LEVEL + 0



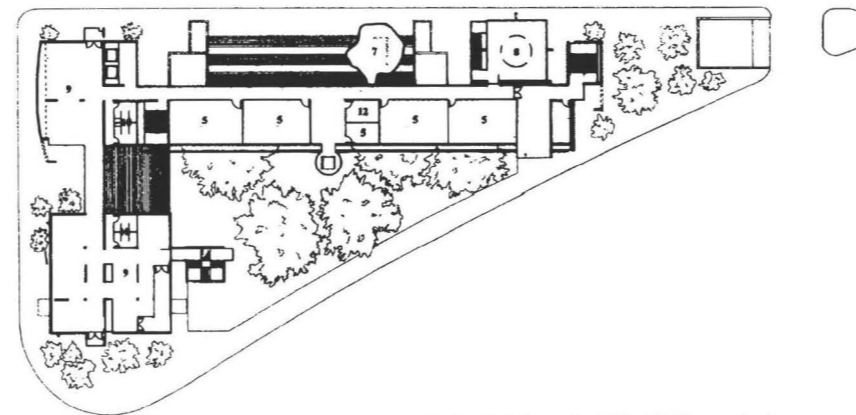
COURTYARD LEVEL  
PLATFORM  
PLAN LEVEL - 20



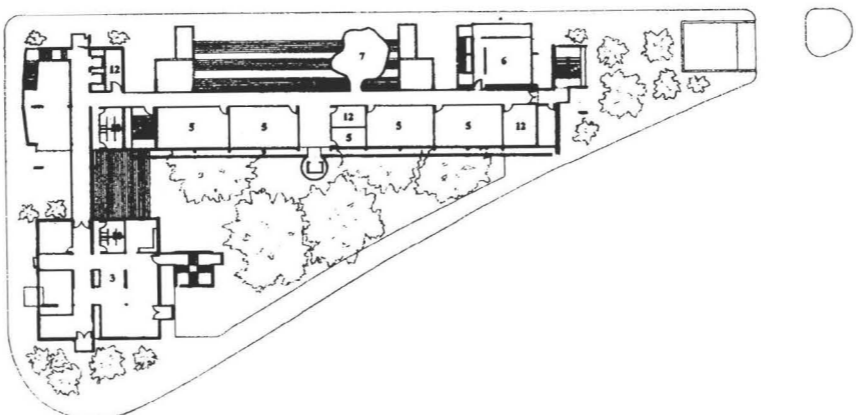
PARKING LEVEL  
PLATFORM  
PLAN LEVEL - 30



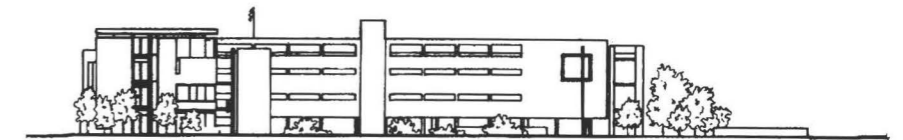
PLAN LEVEL + 36



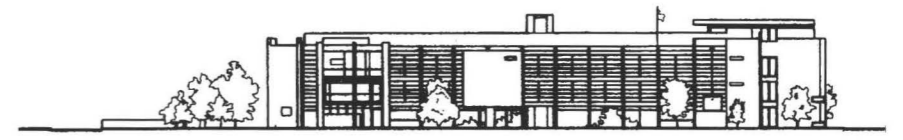
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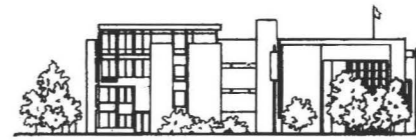
PLAN LEVEL + 12



ELEVATION TO CRENSHAW BLVD.



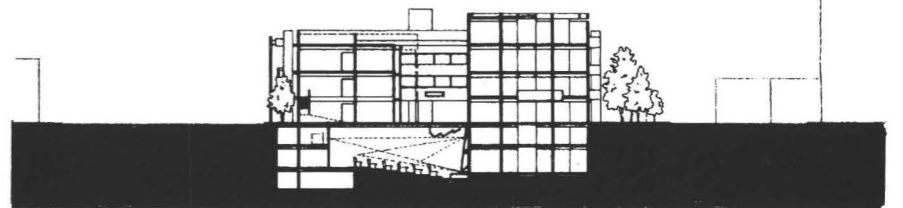
ELEVATION TO LEIMERT BLVD



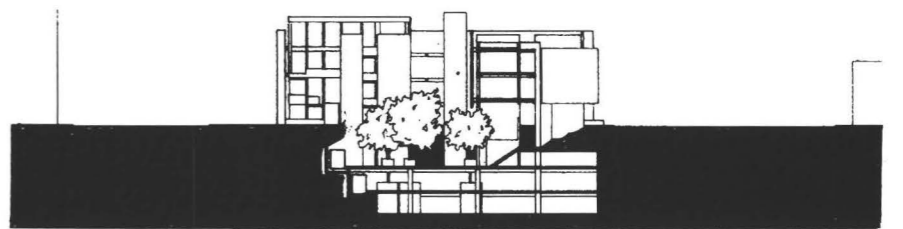
SOUTH ELEVATION



NORTH ELEVATION



E-W SECTION



E-W SECTION

**LEIMERT PARK** FINAL SCHEME  
**PLANS SECTIONS ELEVATIONS**  
 PROJECT: TIM SMALLWOOD  
 ADVISOR:  
 GRAEME M. MORLAND, ARCHITECT, AIA, RIBA

# LEIMERT PARK

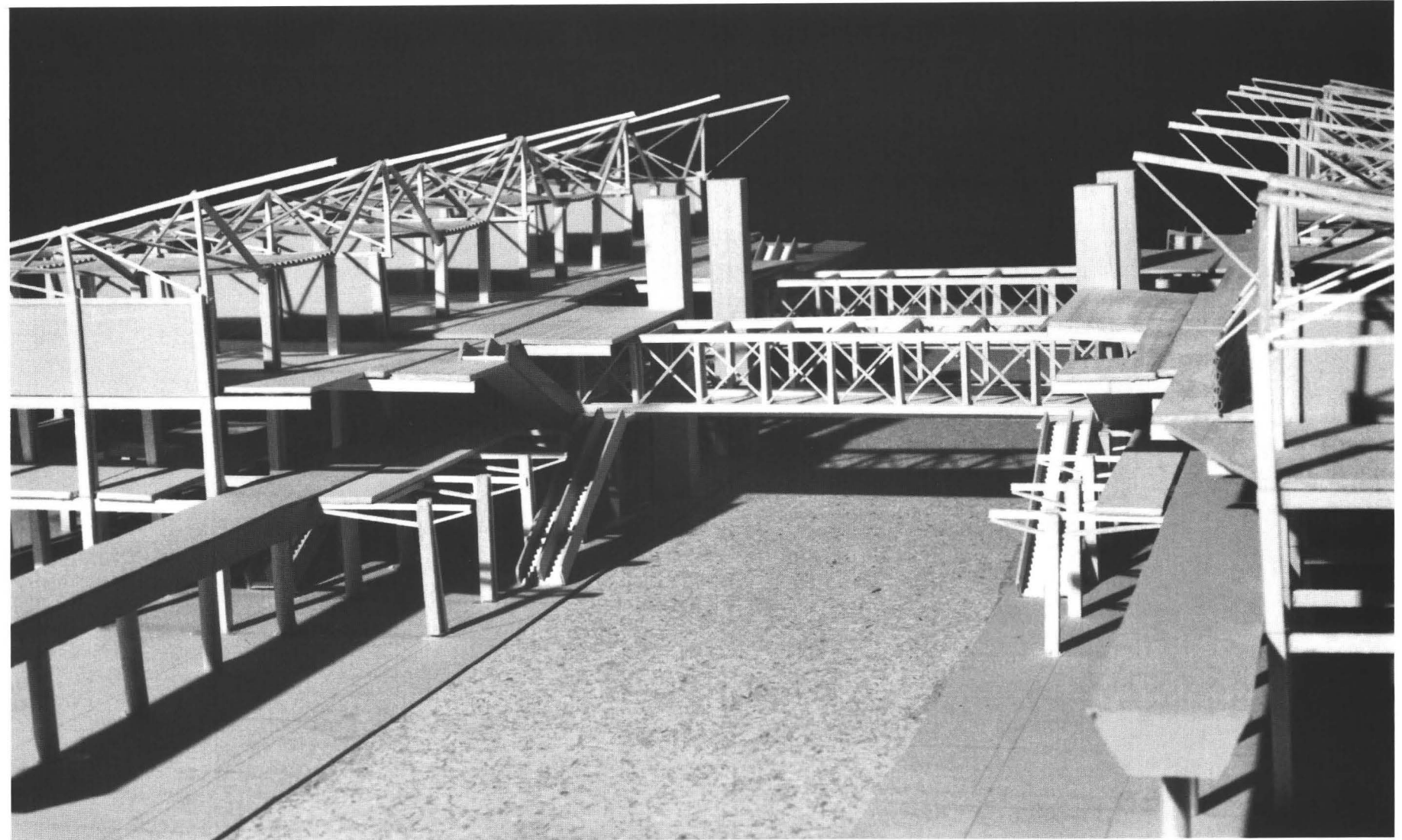
CRENSHAW/VERNON  
CRENSHAW-PRAIRIE LIGHT RAIL  
TRANSIT CORRIDOR  
MERCEDES FANDINO

Leimert Park Village is an area within Los Angeles where African-American art, music, and theater thrive. There are several art galleries, jazz cafes, comedy clubs, barbecue restaurants, dance studios, and a large 500 seat stage theater within this community. This pedestrian friendly area is buffered by a small green space which serves as a mini park. It contains benches and a beautiful fountain for observers to enjoy. Leimert Park has been targeted to receive tourism development dollars by state and federal tourism development officials. The MTA has also targeted this area to be a future Metro stop. This, indeed, would increase the pedestrian activity which is already alive in Leimert Park.

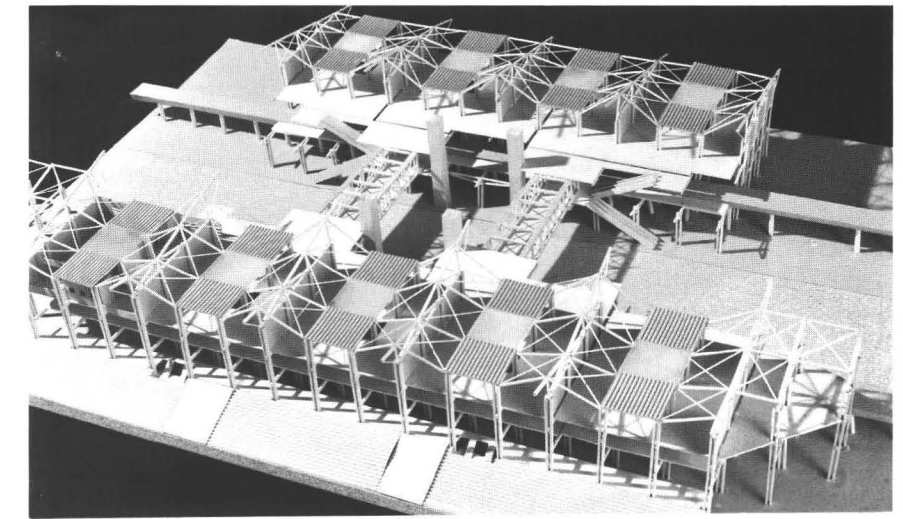
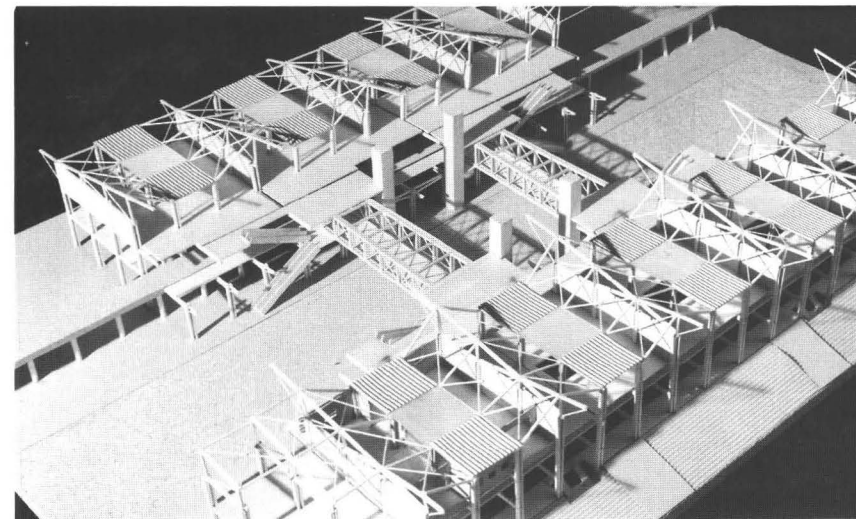
This project is derived from the grid of the city and the distinct character that the grid of Leimert Park has on its own. From the center point of the village, within its own block, a grid was created from the corners of the grid. These shapes are what began to form the spaces of the project which is proposed. Presently, Leimert Park Village is an edge condition with parking filling the middle area. This project keeps the edge structure condition but proposes to use the center area as a public space.

This project proposes the Metro station to be parallel to Leimert Park Village. Split along both sides of Crenshaw Boulevard, it would begin to unite the village with the other side of the community. On the street levels, there would be many shops created so that present and future retailers may conduct business with people of the community, as well as people who will be using the Metro. On the second level there would be commercial space that could be used by business people of the community. The third level would be affordable housing. These apartments would have an option of one or two bedrooms. Parking would be moved underground.

This project attempts to unite the two sides of Crenshaw Boulevard with Leimert Park Village. It strives to integrate the arts, theater, restaurants and clubs with the commercial and housing aspects of the community. It makes an effort to be part of the community as well as serving it.



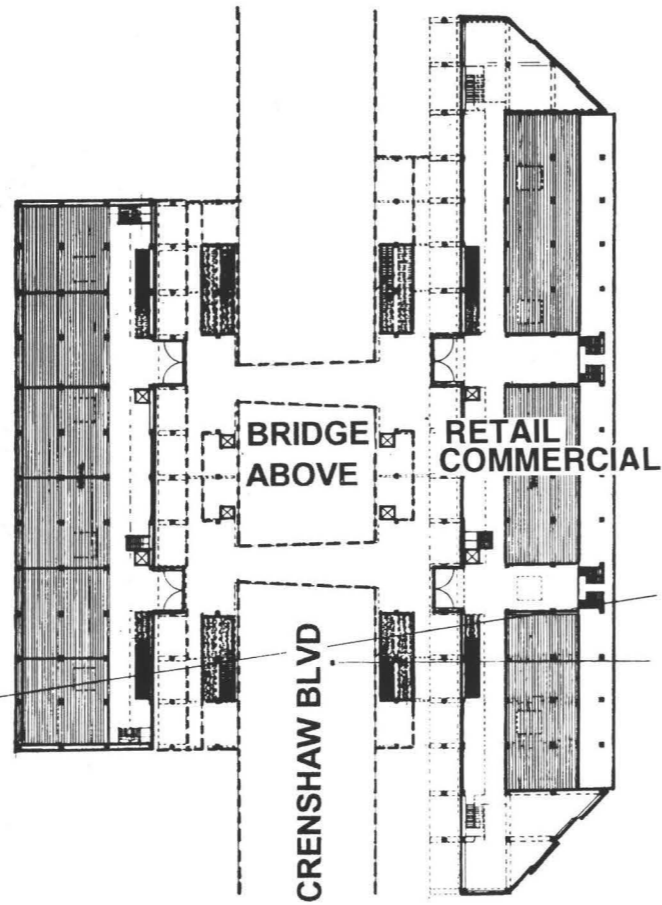
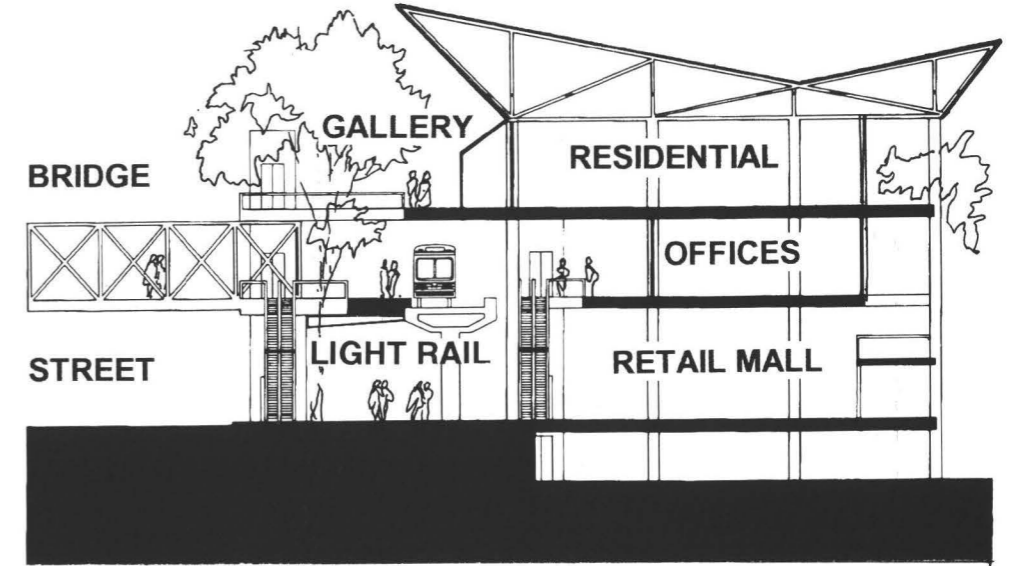
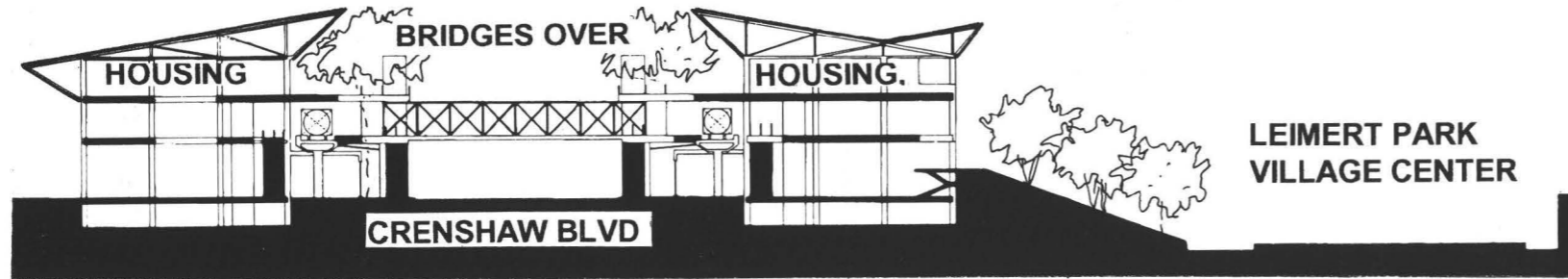
VIEWS OF PROJECT MODEL



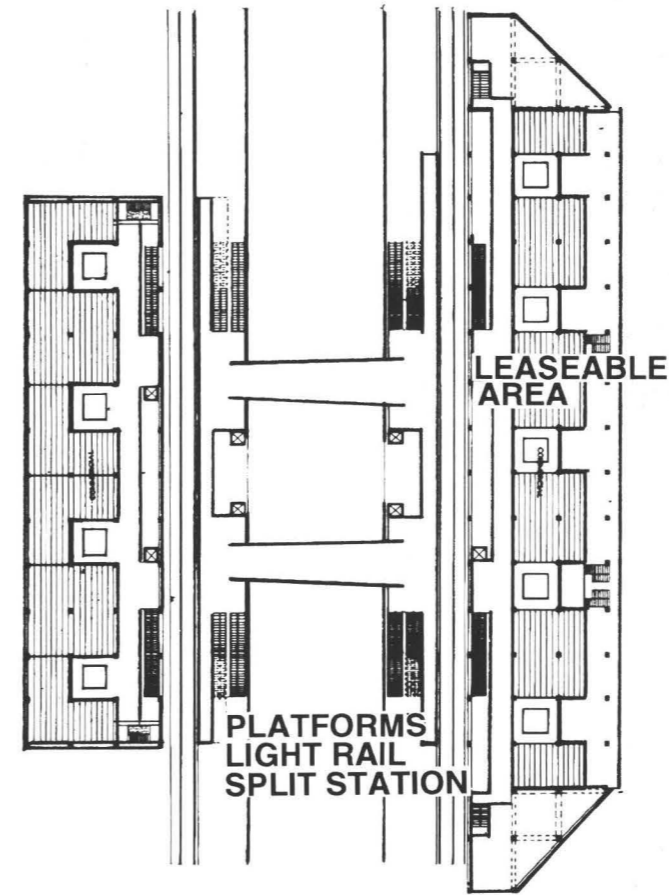


**LEIMERT PARK  
PLANS SECTIONS  
SITE & PROGRAM DESCRIPTION**

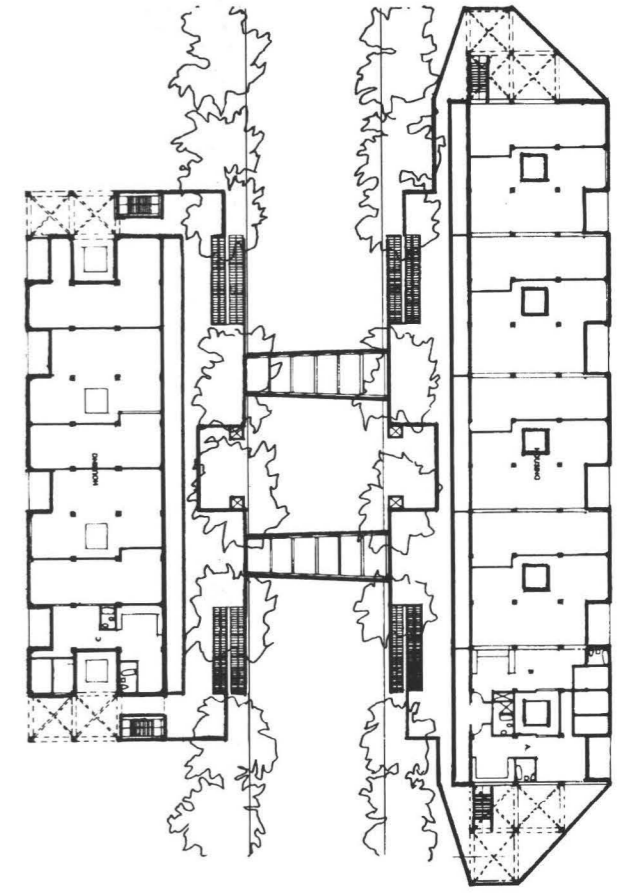
PROJECT: MERCEDES FANDINO  
ADVISOR:  
GRAEME M. MORLAND, ARCHITECT, AIA, RIBA



**STREET LEVEL  
RETAIL MALLS**



**2ND LEVEL  
COMMERCIAL OFFICE SPACE  
SPLIT PLATFORM**



**3RD LEVEL  
RESIDENTIAL APARTMENTS  
GALLERY ACCESS**

# LEIMERT PARK

## SITE & PROJECT DESCRIPTION

PROJECT: HOSSEIN FARROKMANESH

ADVISOR:

GRAEME M. MORLAND. ARCHITECT. AIA. RIBA.

CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
Hossein Farrokhmanesh

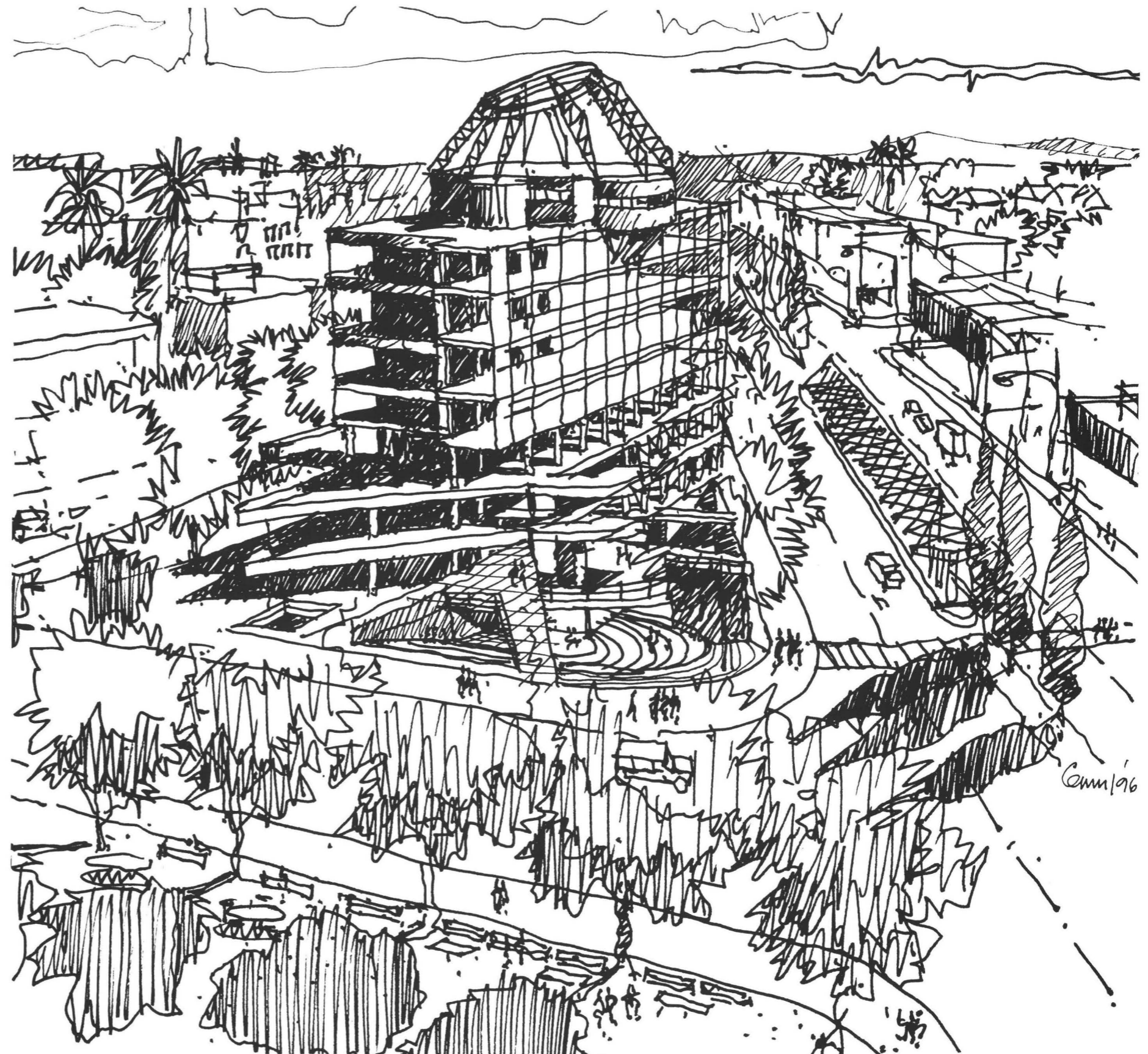
This station will be adjacent to Leimert Park, which is a center of Los Angeles's African-American art and music. Several art galleries, jazz cafes, comedy clubs, restaurants, dance studios, and a large 500 seat stage theater are located near 43rd and Degnan. The area is pedestrian friendly, buffered by the small green space of mini park with benches and a fountain.

The area is slowly gaining popularity as a tourist attraction for visitors seeking "authentic" African-American culture. A recent article in the *New York Times* about Leimert Park attracted the attention of state and federal tourism officials. Subsequently, tourism officials have targeted the area to receive tourism development dollars from federal and state grant programs.

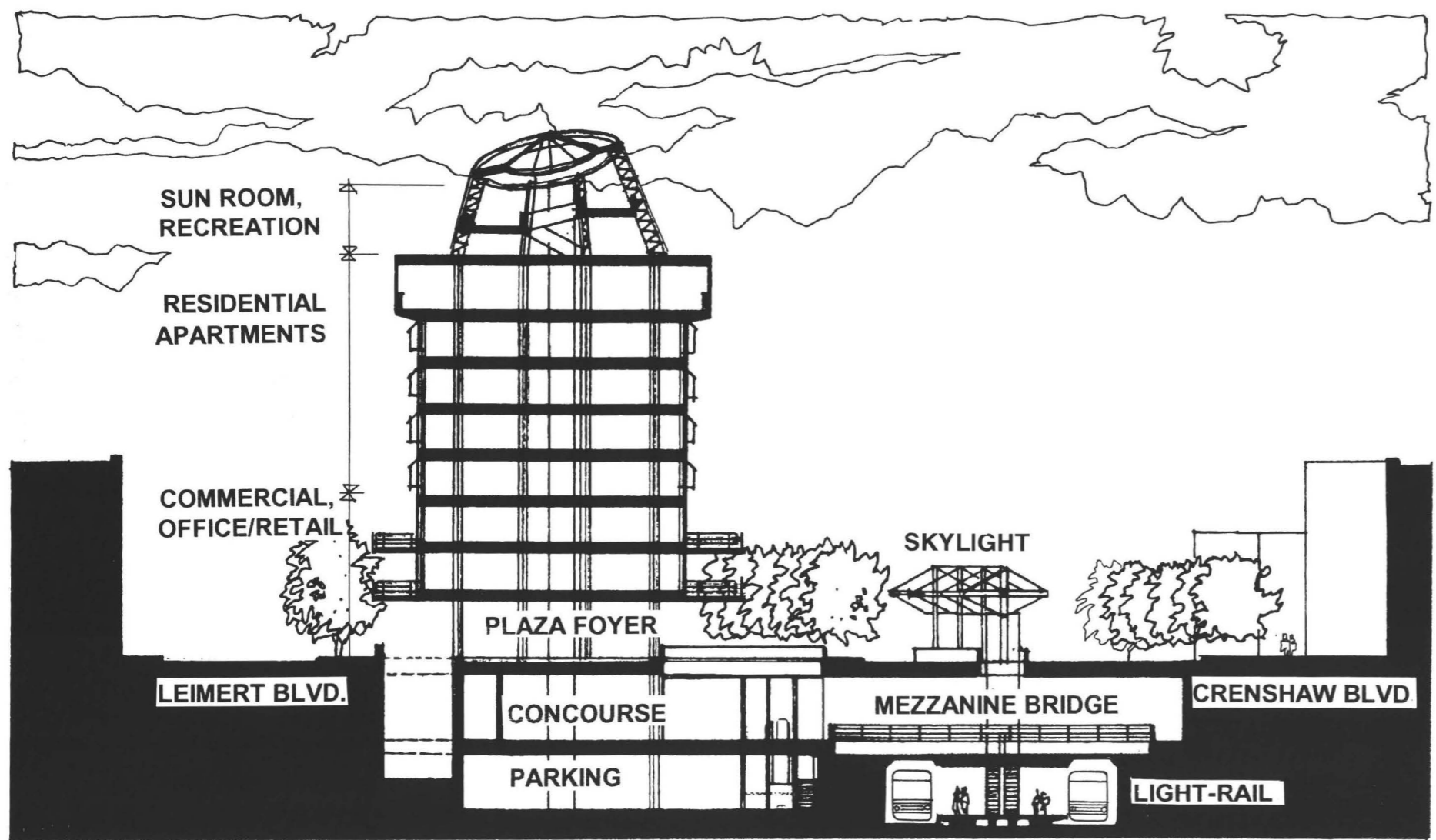
Hence, the challenge of a rail station here will be to serve the area without ruining the unique village atmosphere. The intention is to build the station below grade so the village atmosphere would stay the same as before. The station program is introduced as a social services community office complex with a multi-family apartment building. The idea is that people who will live there will be part of the unique atmosphere of the village and could also work some floors below, and if they do have to commute to work, they will have public transportation at their immediate doorstep.

At the mezzanine level, a program for art and dance classes is provided for children and adults who are interested in evening classes or summer school. Adjacent to these classes, there will be a multi-purpose room/art gallery, which will be used for several occasions. The room can be used to introduce and display works of artists to the community, or children can put together an exhibition of their work for public presentation. This room is fully glazed to allow controlled natural light to shine through. Next to the art gallery there will be an open performing area with amphitheater type seating arrangements for musicians and players.

## BIRD'S EYE VIEW OF PROJECT



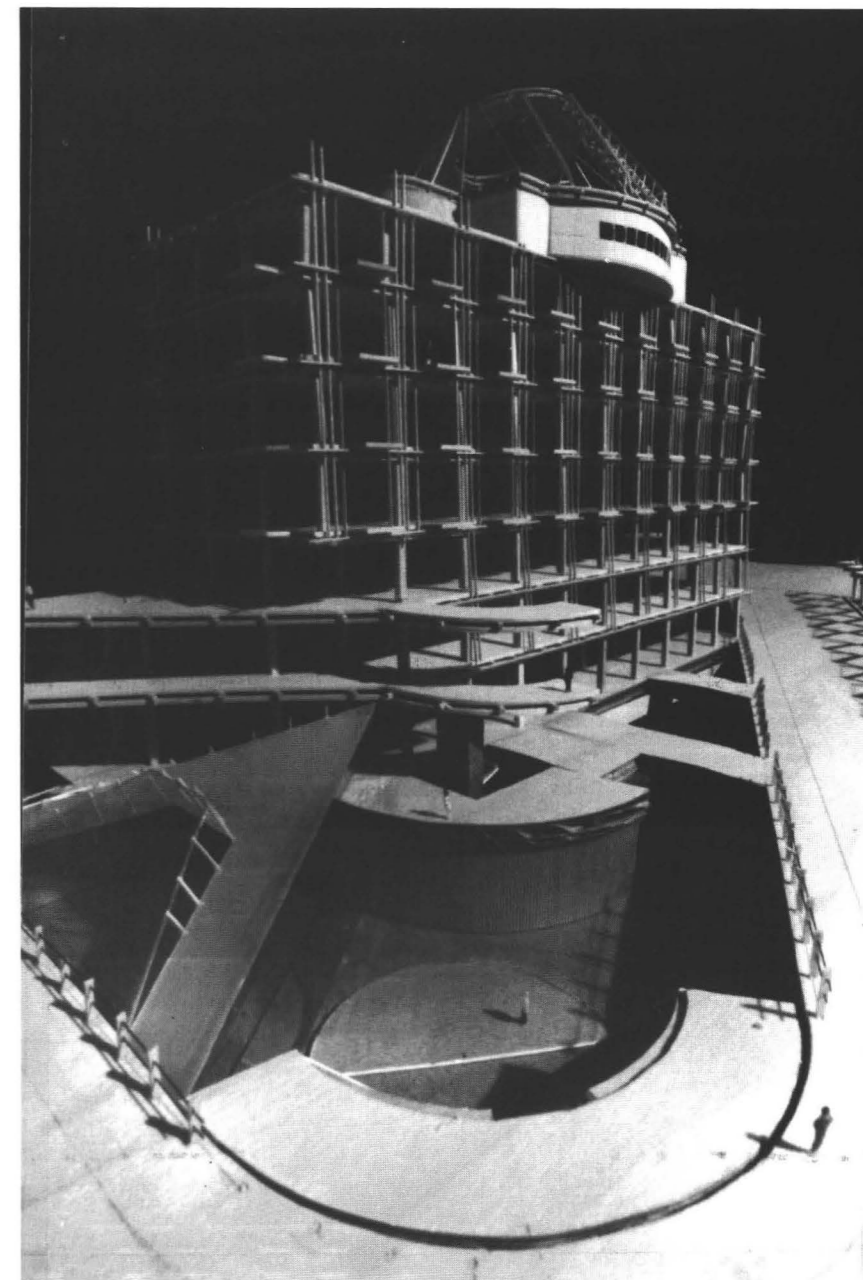
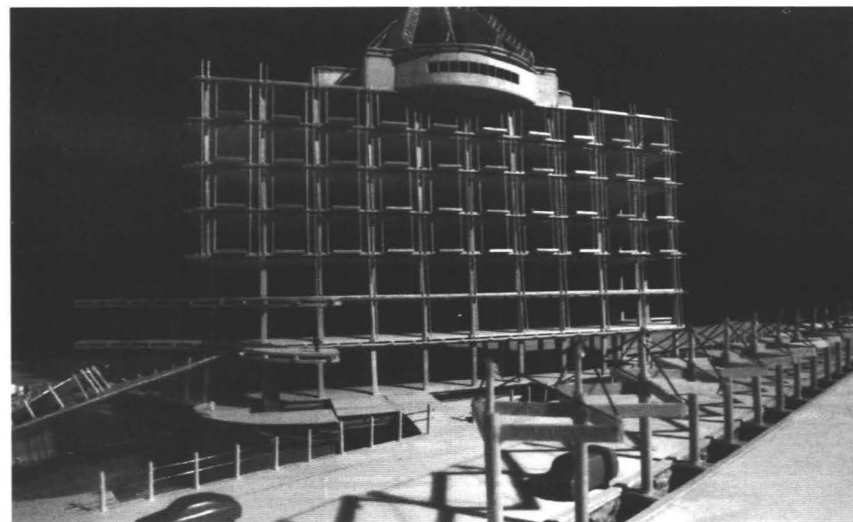




**EAST-WEST TRANSVERSE SECTION**

**VIEWS OF PROJECT MODEL**

The office/apartment building will be raised about 16 feet above street level to provide clear unobstructed sight, circulation, and access across the site. The office floor plans are adaptable with variable subdivision options to provide different room sizes and shapes for special uses. The layout of the apartments is planned to accommodate singles, and one and two bedrooms for mixed occupancy. The roof is used as a roof garden with a community center for use by the tenants.



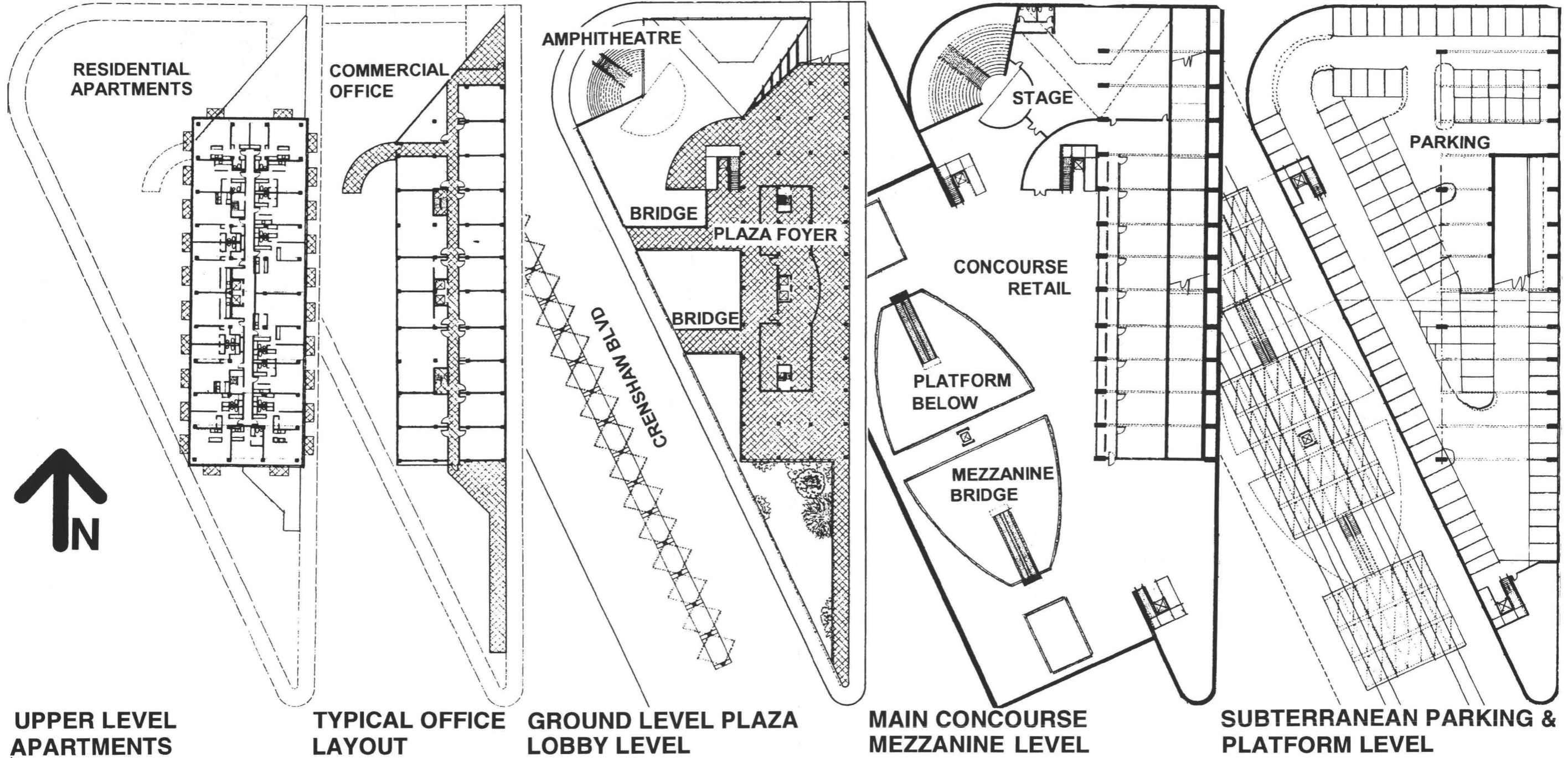
## **LEIMERT PARK**

**CRENSHAW/VERNON  
CRENSHAW-PRAIRIE LIGHT RAIL  
TRANSIT CORRIDOR  
HOSSEIN FARROKMANESH**

**LEIMERT PARK**  
**CRENSHAW-PRAIRIE LIGHT RAIL**  
**TRANSIT CORRIDOR**  
**HOSSEIN FARROKMANESH**  
**TYPICAL FLOOR PLANS**



**MISCELLANEOUS VIEWS OF SITE AS EXISTING**





**CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR**  
Mark A. Pekaret

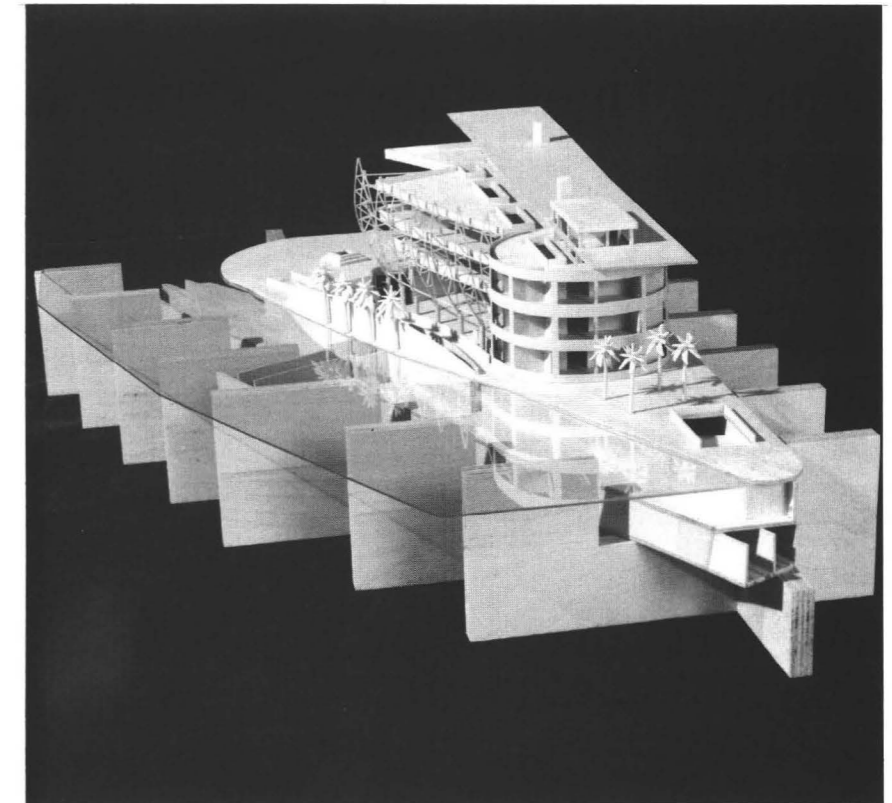
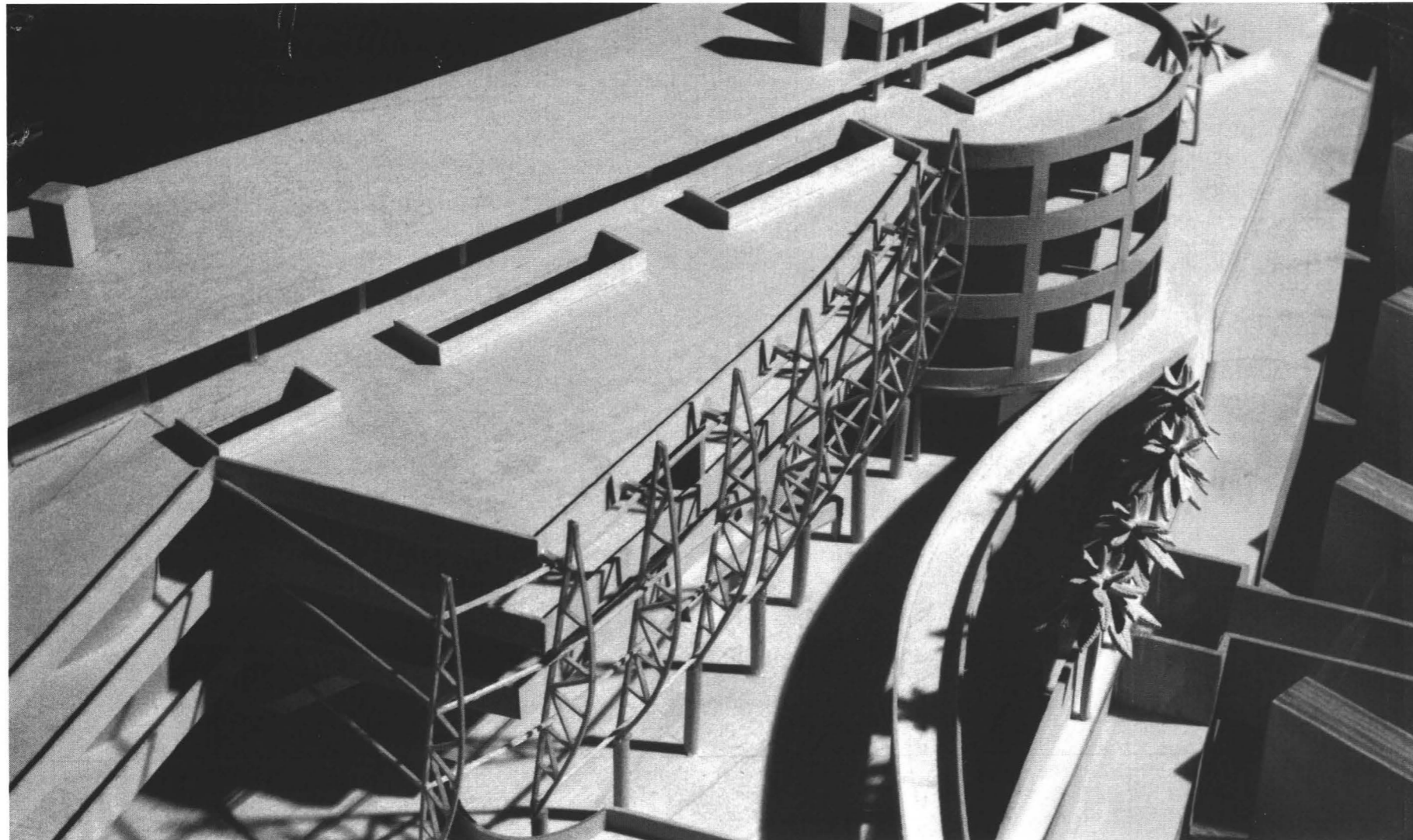
**SITE & PROGRAM DESCRIPTION**

The focus of this design problem was to investigate and demonstrate a future fixed rail site as potential opportunity for enlightened mixed-use development bred by the interaction of station location and the surrounding context. The commercial incentive to build in these prime locations is encouraged to help subsidize residential development which will, in turn, increase transit passenger potential.

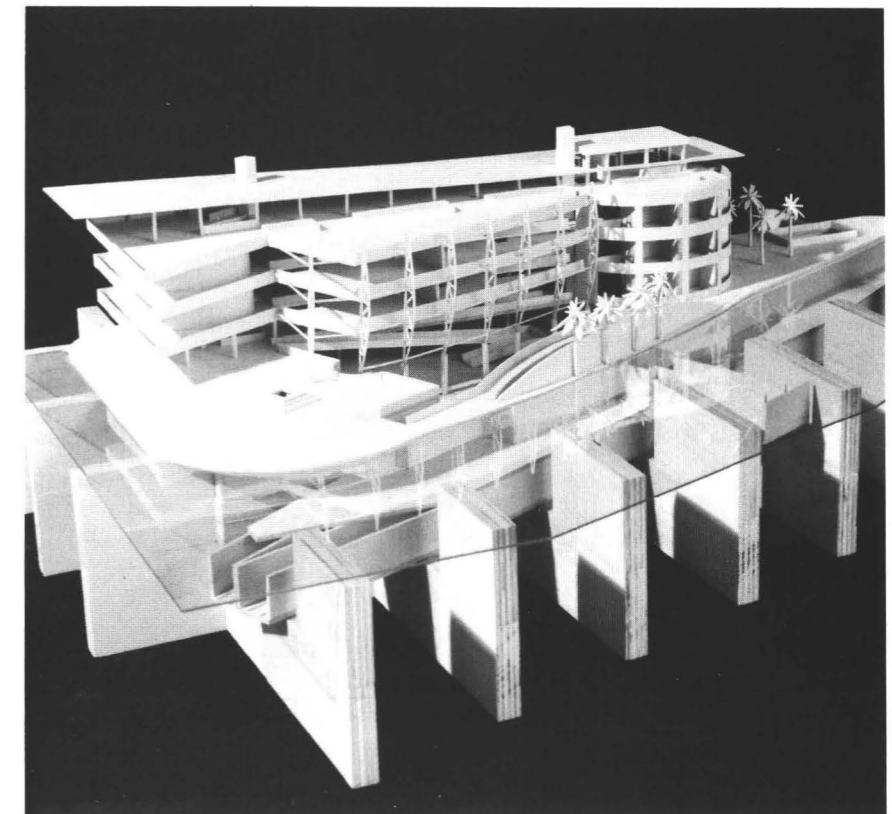
Because of the narrow street condition south of Leimert Park along Crenshaw Boulevard, it was necessary to build a subterranean station. If the station site were to be located underground, it was to be naturally ventilated and in contact with sun and air. The program surrounding the proposed site calls for a series of retail, commercial, and community spaces.

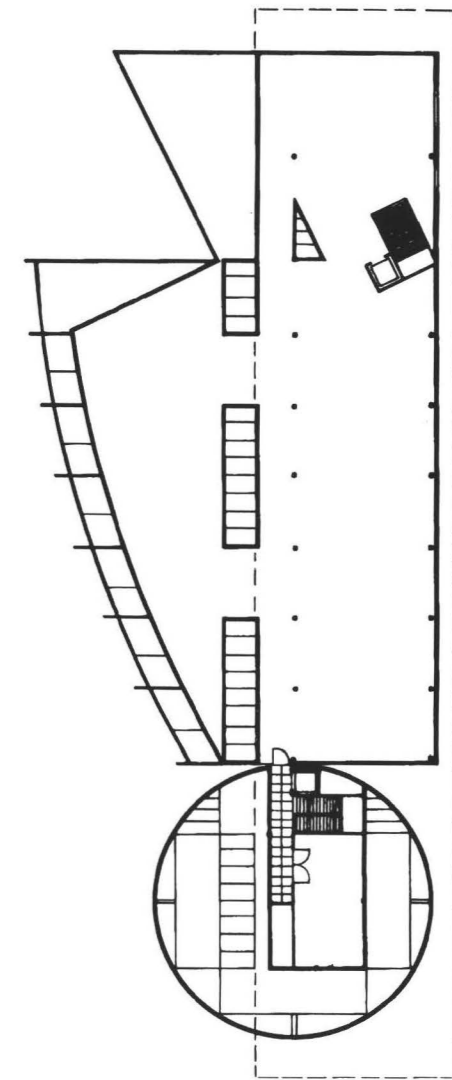
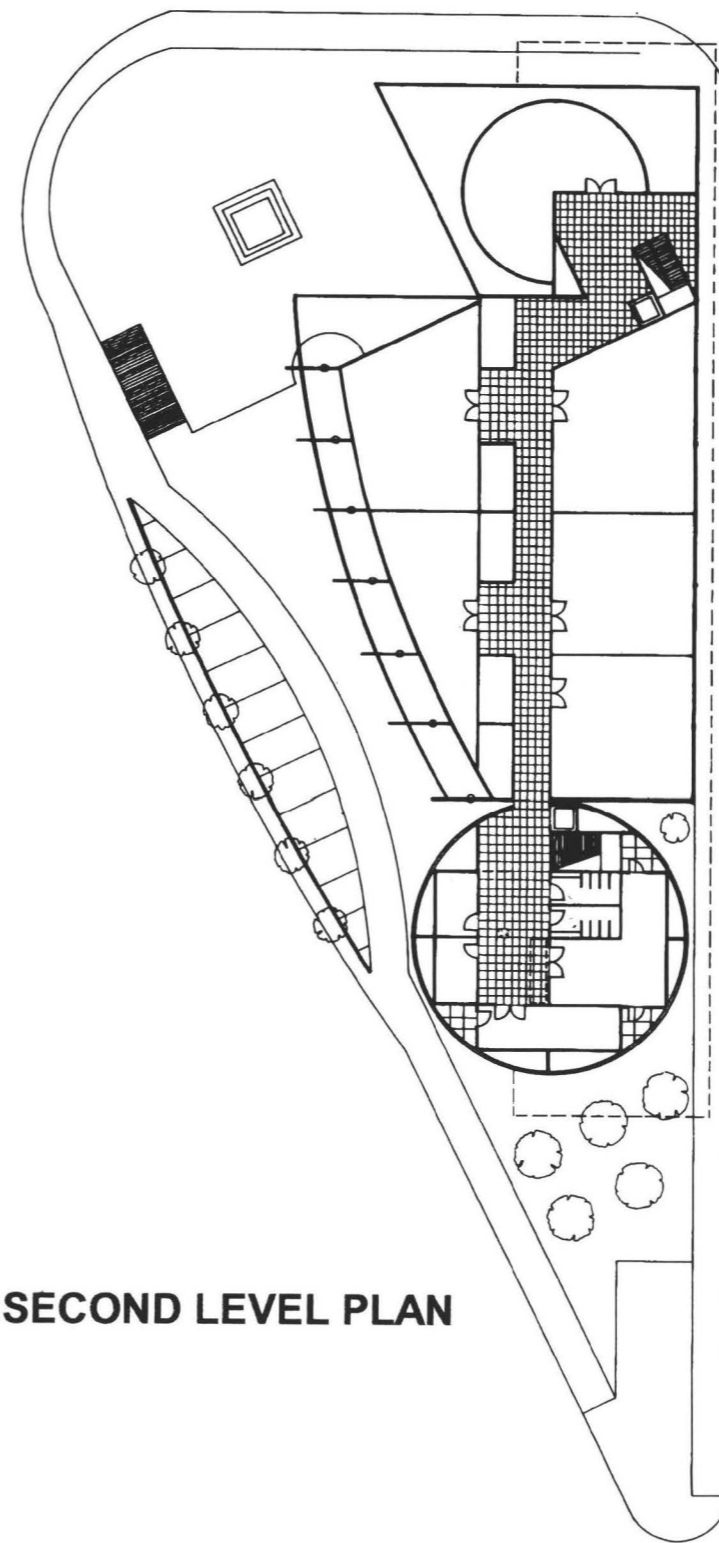
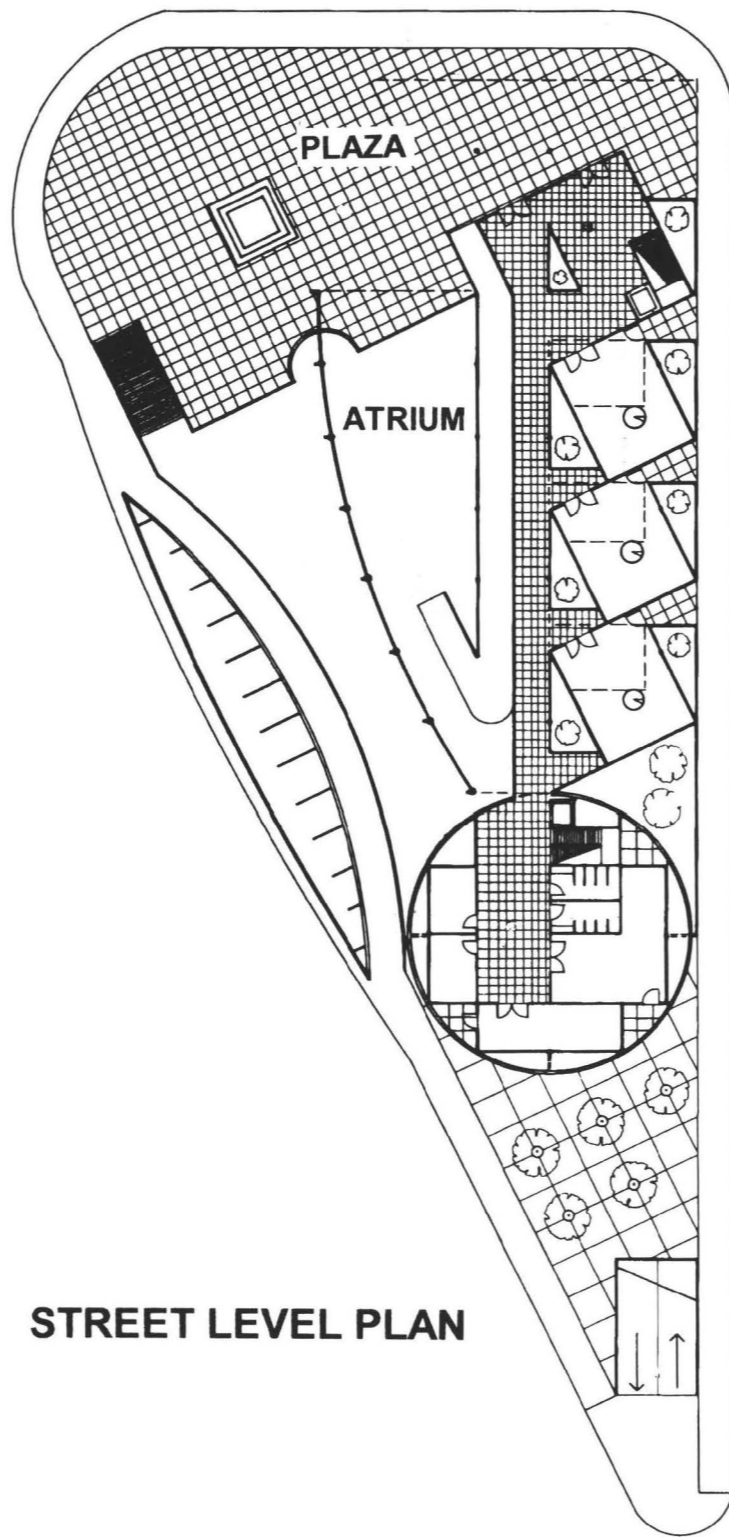
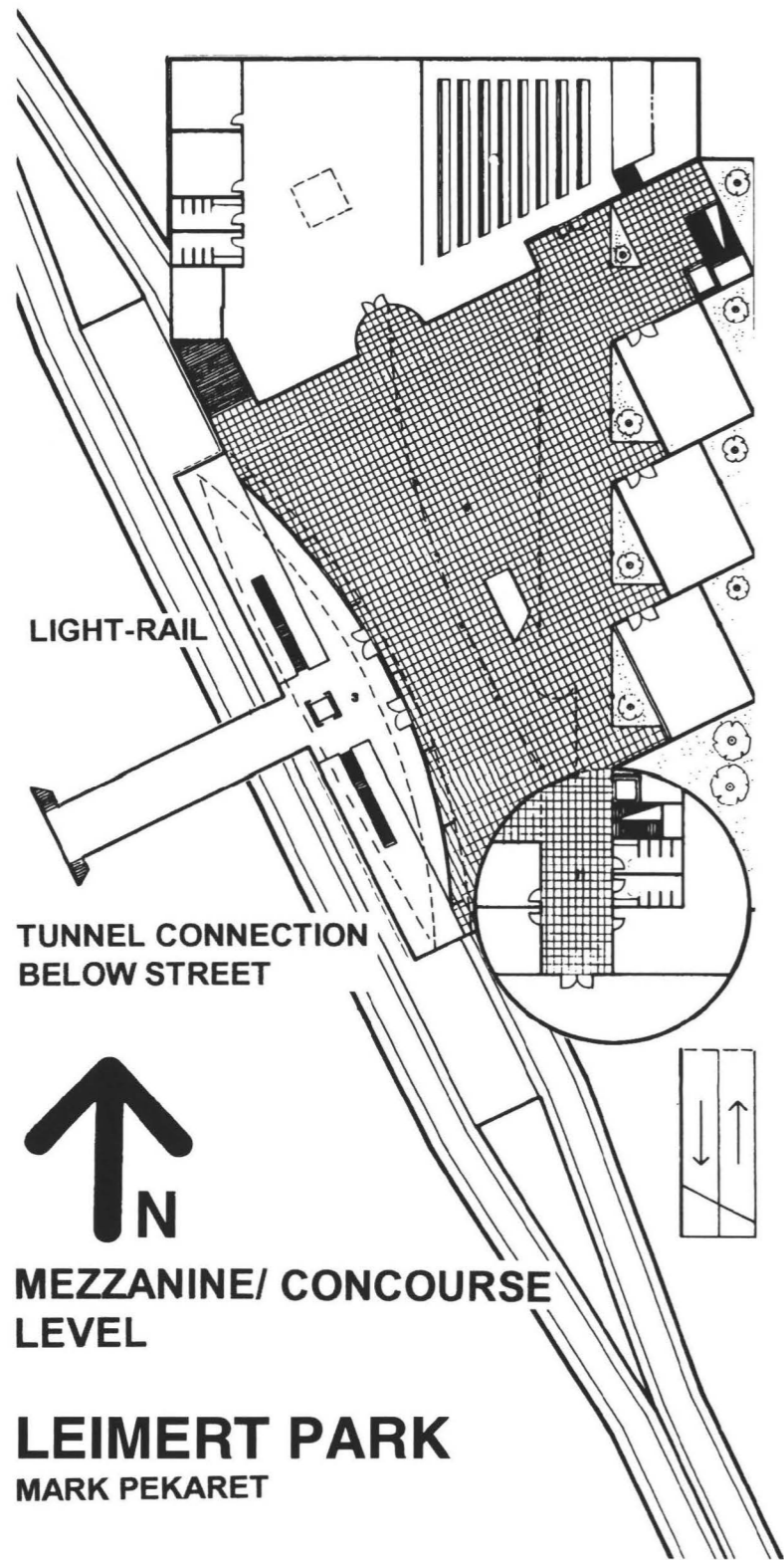
The program includes a sunken courtyard, multipurpose hall, auditorium, meeting rooms, retail spaces, street level plaza, conference rooms, outside terraces, exhibition space, gallery, community room/classroom, information center, daycare center, open office area, rehabilitation center, and a roof garden. On the mezzanine level and street level, there are a series of two-story high spaces which penetrate through the floor and provide ventilation and opportunity for vegetation to grow. The building addresses both the Crenshaw Boulevard and Leimert Boulevard sides of the street. There is also a clear sense of circulation and architectural promenade throughout the building. Finally, the building commands the site in a way that flags the presence of the Leimert Park community.

**LEIMERT PARK**



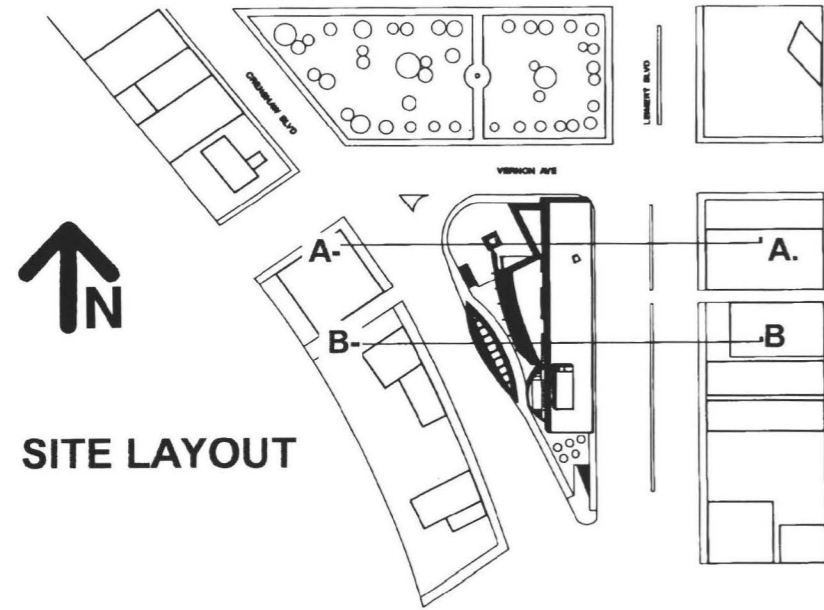
**VIEWS OF PROJECT MODEL MARK PEKARET**







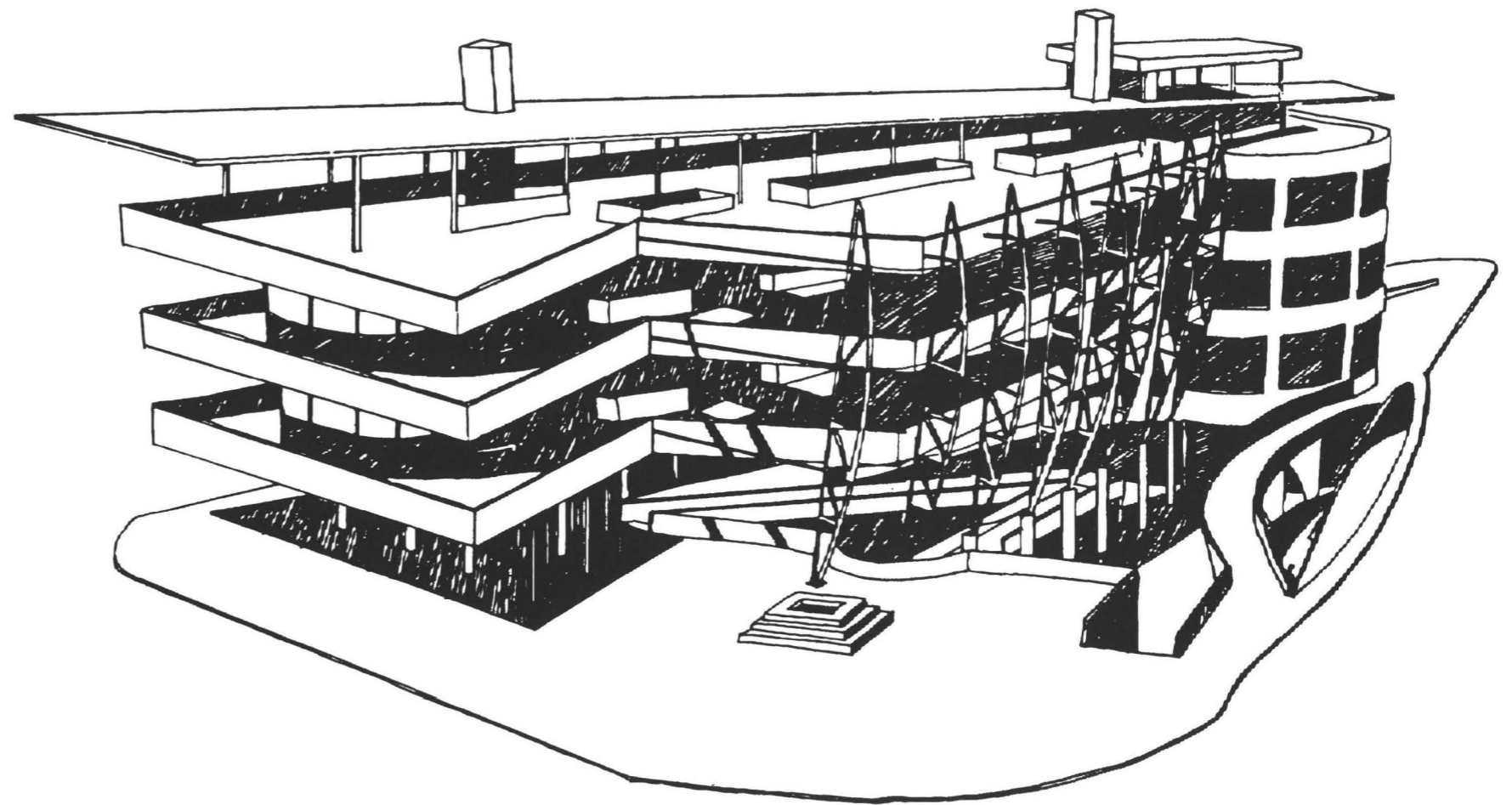
**LEIMERT PARK**  
**CRENSHAW/VERNON**  
**CRENSHAW-PRAIRIE LIGHT RAIL**  
**TRANSIT CORRIDOR**  
**MARK PEKARET**



**SITE LAYOUT**

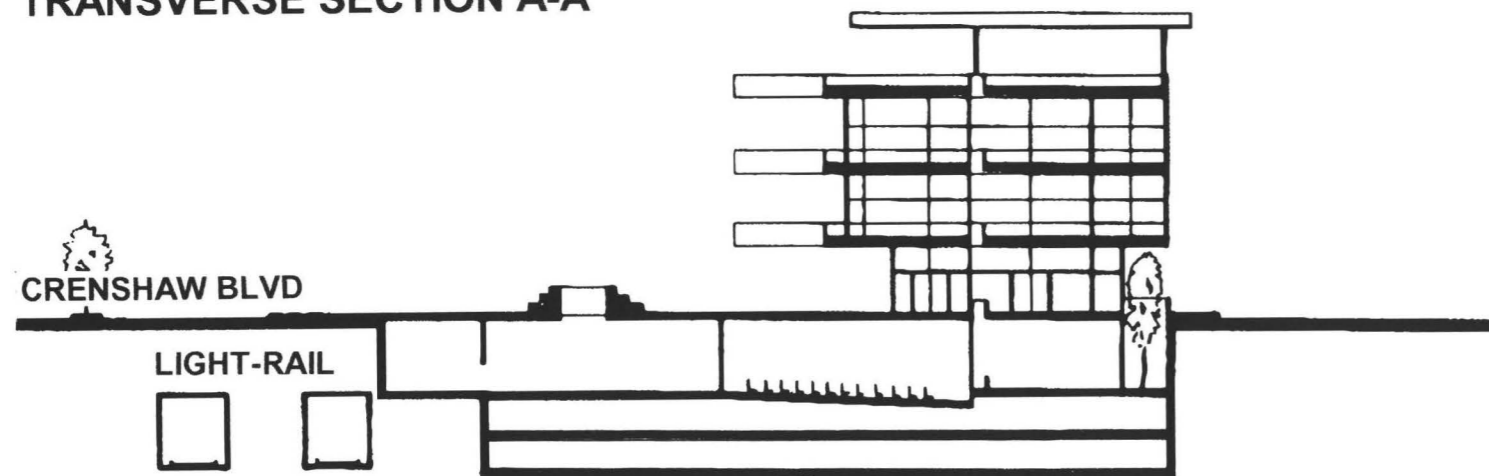
**SITE & PROGRAM DESCRIPTION**

PROJECT: MARK PEKARET  
 ADVISOR:  
 GRAEME M. MORLAND. ARCHITECT. AIA. RIBA.

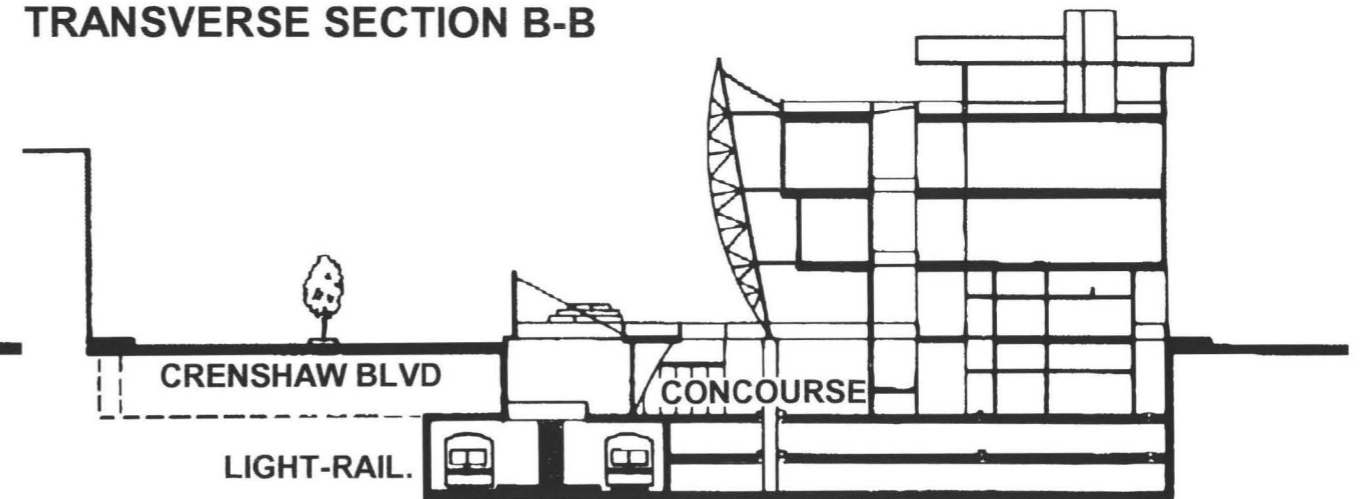


**SCHEMATIC VIEW OF PROPOSED DEVELOPMENT**

**TRANSVERSE SECTION A-A**



**TRANSVERSE SECTION B-B**



# LEIMERT PARK

CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
Hagop Kassabian

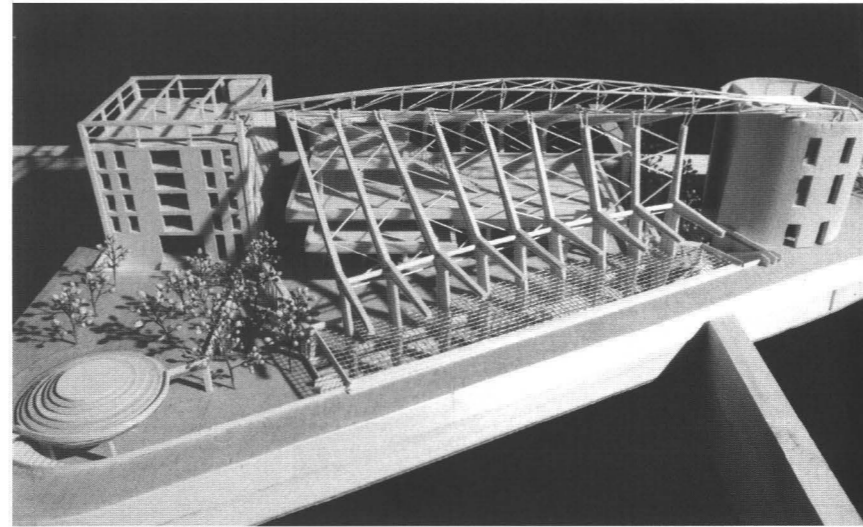
Building any type of train station is a challenge, because a station provides people with means of transportation and should provide different types of services for the people and the community who use it. The challenge is making the station work and operate smoothly with all the different types of services provided.

## SITE & PROJECT DESCRIPTION

PROJECT: HAGOP KASSABIAN

ADVISOR:

GRAEME M. MORLAND. ARCHITECT. AIA. RIBA.



VIEWES OF PROJECT MODEL



The challenge of a rail station in the area of Leimert Park will be to serve the area without destroying its existing success. Leimert Park is a village type place, which is surrounded by art galleries, restaurants and bars, theaters, dance studios, jazz, and comedy clubs. The area is pedestrian friendly especially around the park area, where there is a small green area with benches and a fountain that make the park a very pleasant place in which to spend some time.

The approach to this project was simply stated how to design a train station at the best location possible without ruining the existing area rather, help it to become an even more exciting place to be.

On viewing the existing site, it appears that everything is working well except for a triangular space located to the south of the park. This space has a gas station and a run down jazz club. This location was a candidate for the new station as the only existing under used and under developed area. An underground station was determined as it would not dominate or overshadow the street as in the case of an aerial station. It was further deemed important to continue into the station site. Different levels of courtyards have been provided with a variety of programs within the courtyards which are flanked by two new buildings with special programs of their own. Primarily, this site proposal strives to be a continuation of the park and its surroundings.

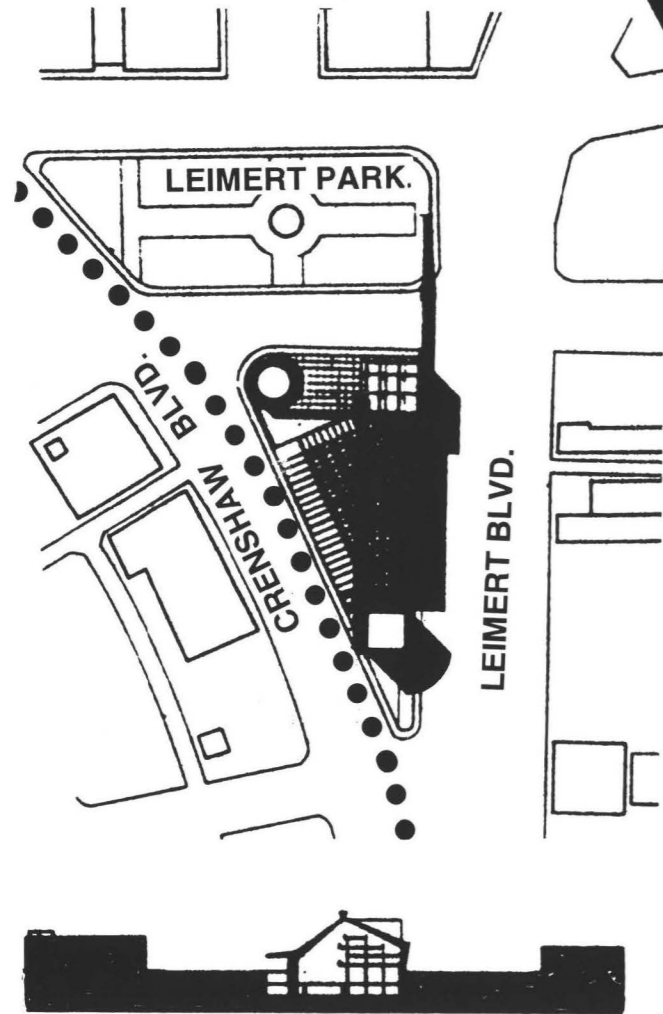
Fundamentally, the proposed subterranean station has a mezzanine level with a major food courtyard served by a couple of fast food restaurants in addition to sandwich bars and fruit stands. In addition to these eateries, this level also has a first class restaurant and a jazz club with a bar. The remaining program activities provided are, community rooms, a music school, general office spaces, a day care center, and a rehabilitation center. This station is thought of as being a park and ride station site, and that is achieved by providing a parking garage at an underground level.

The design idea of this mixed use project was to enable all these different types of program functions to work together in unison. This has been achieved by dividing up the triangular site with two formally geometric buildings (a cube and a cylinder) at two corners and a bridge truss spanning from one building to the other supporting a special structural space in the middle of the site. The third corner provides a circular seating area which has a landscaped frontage (a small garden to continue the idea of the park continuing into the station site).

All in all, this island is intended to be a special place where people are attracted to come to spend some time enjoying the bars and restaurants, listening to music, or simply taking a ride on the train to any desired place, knowing there is an exciting station development at Leimert Park to return to.



**LEIMERT  
PARK.**  
CRENSHAW-PRAIRIE LINE  
HAGOP KASSABIAN



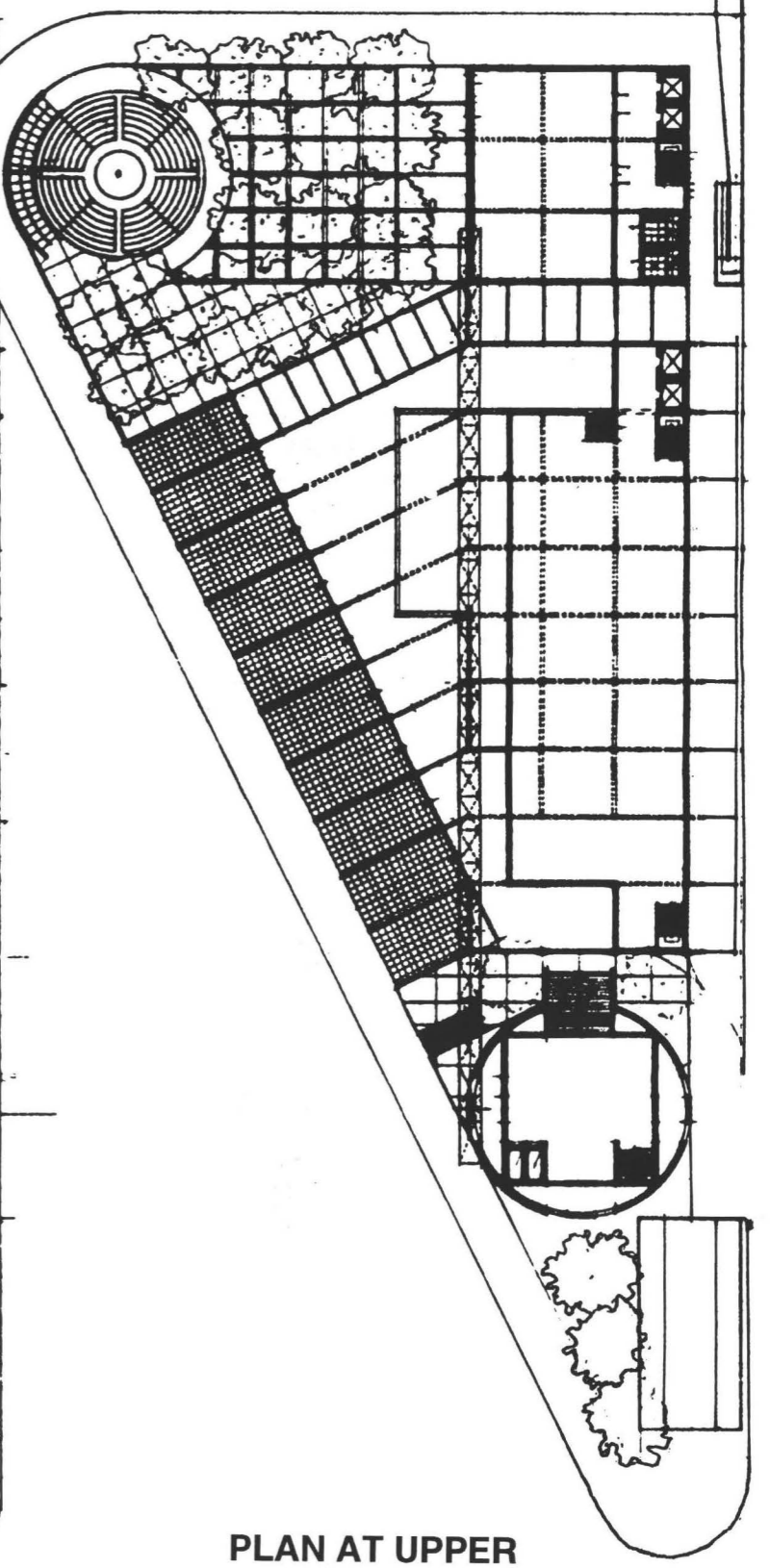
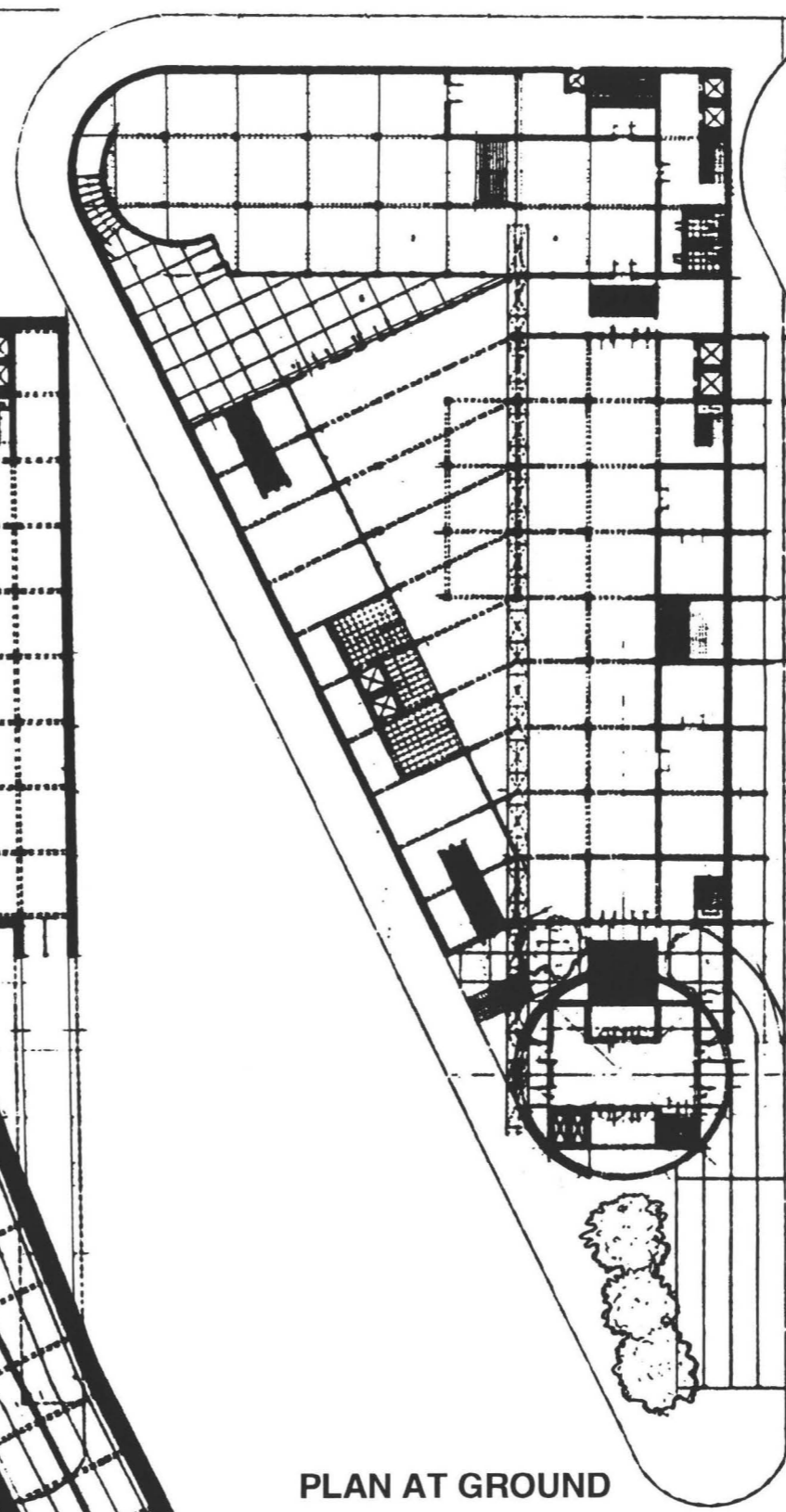
**SITE PLAN & SECTION**



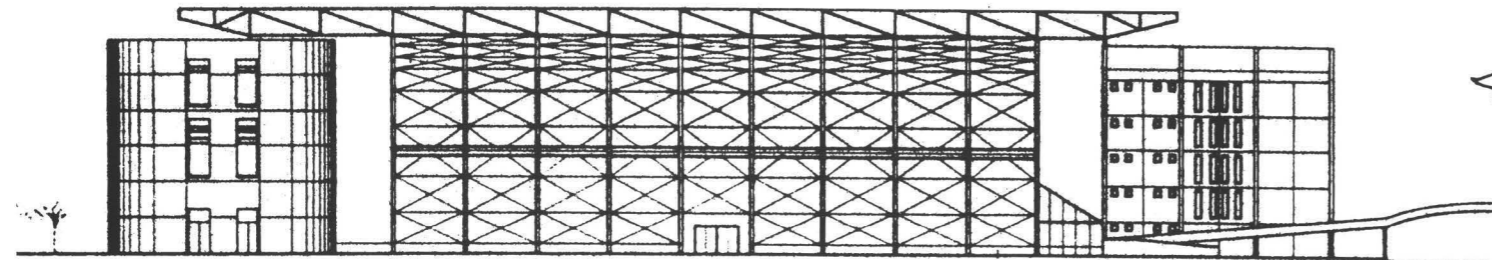
**PLAN AT SUBWAY  
STATION LEVEL**



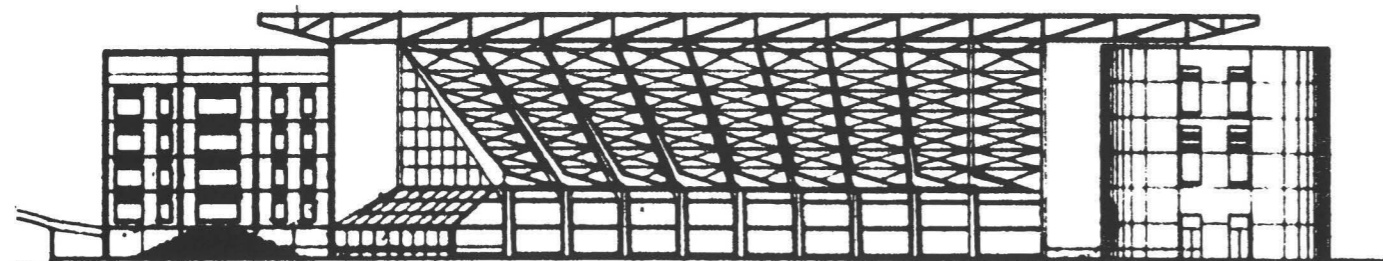
**PLAN AT GROUND  
LEVEL**



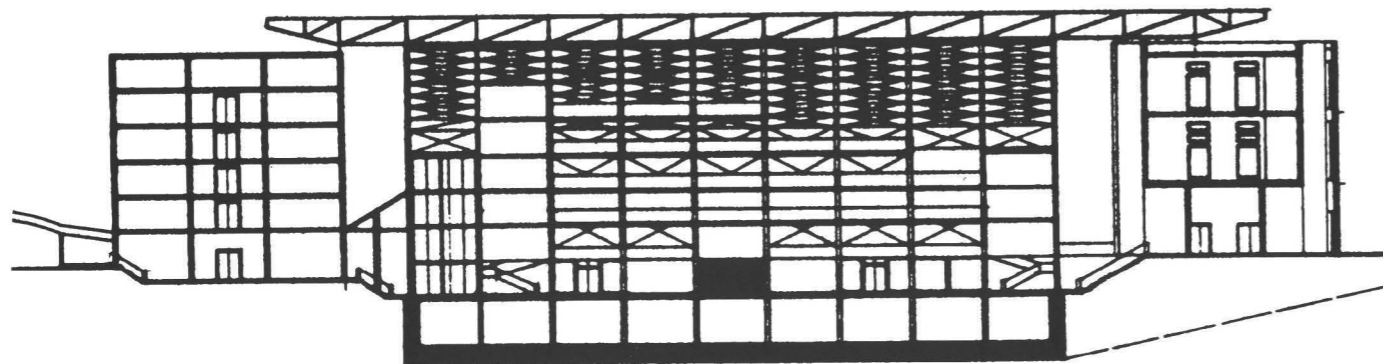
**PLAN AT UPPER  
LEVELS**



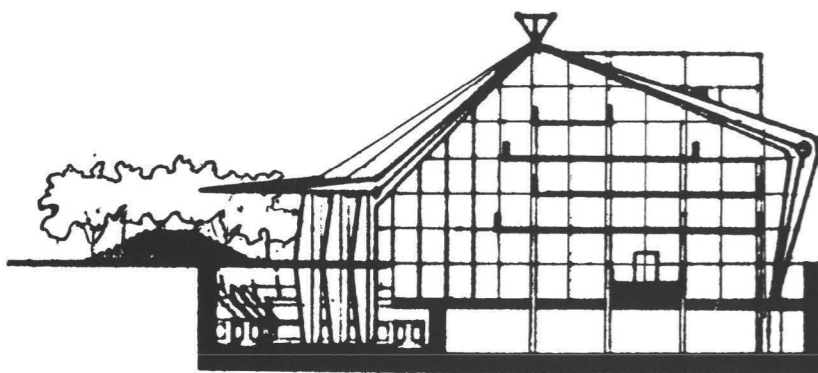
ELEVATION, LEIMERT BLVD



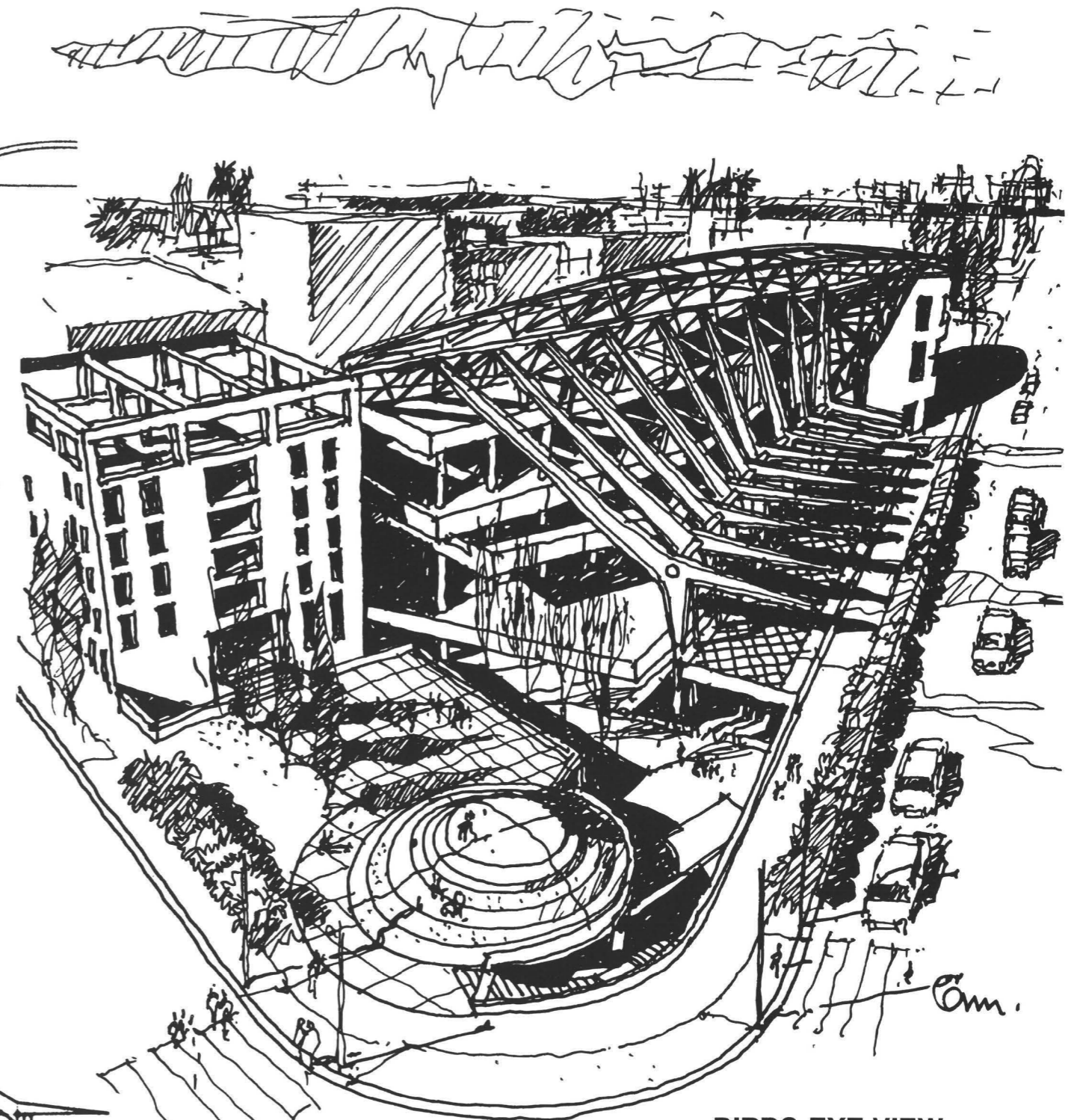
ELEVATION, CRENSHAW BLVD



LONGITUDINAL SECTION



TRANSVERSE SECTIONS, E-W

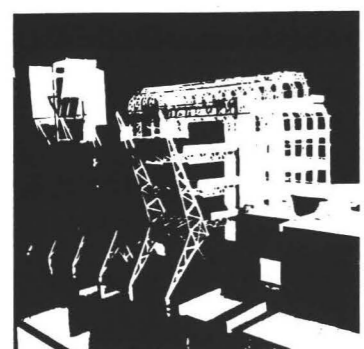
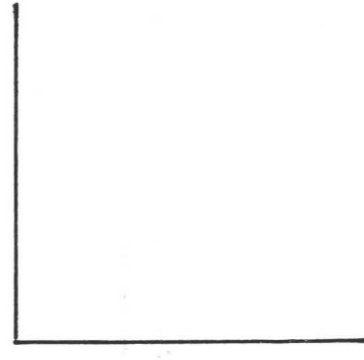
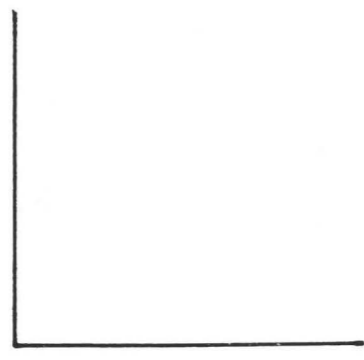
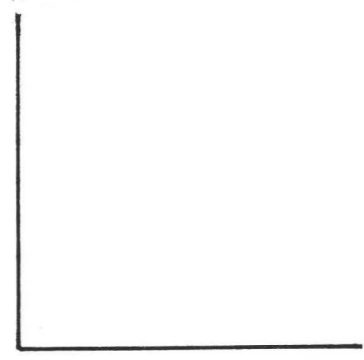
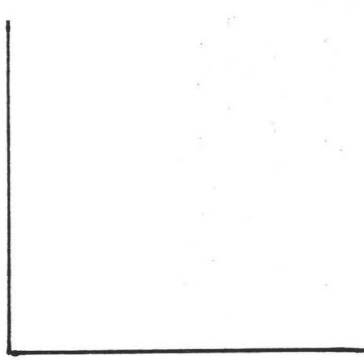
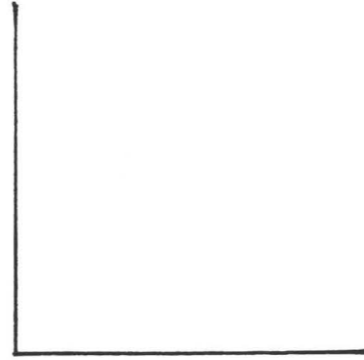
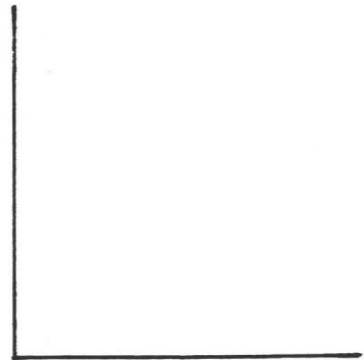
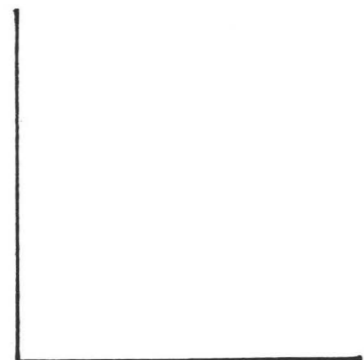
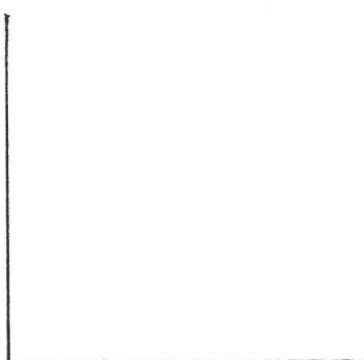


BIRDS-EYE VIEW,  
LOOKING SOUTH ON  
CRENSHAW BLVD.

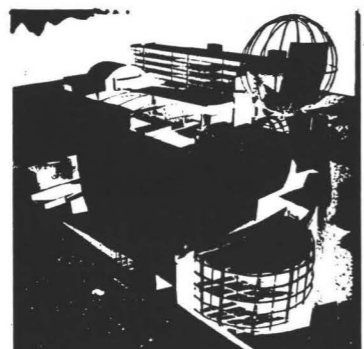
**LEIMERT PARK**  
HAGOP KASSABIAN



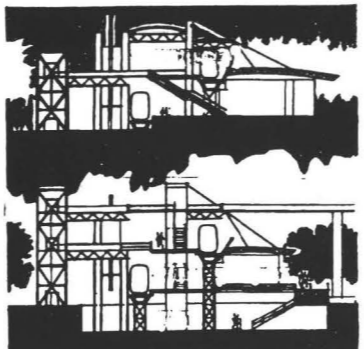




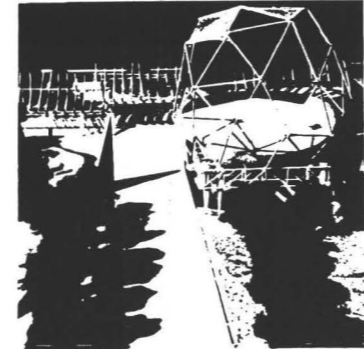
Jay Jun Choi



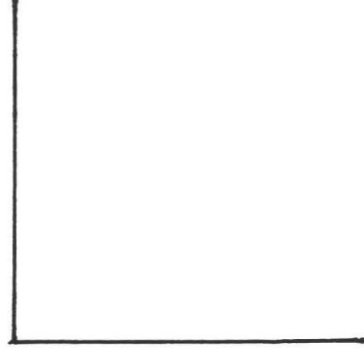
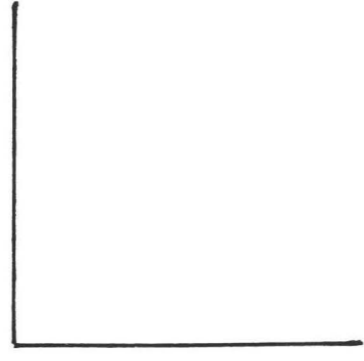
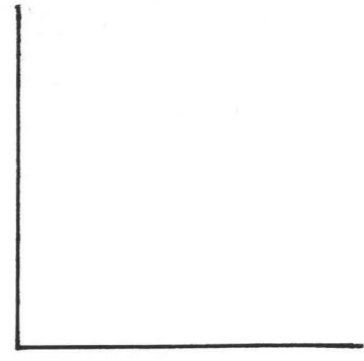
Oscar Rueda



John Danielian

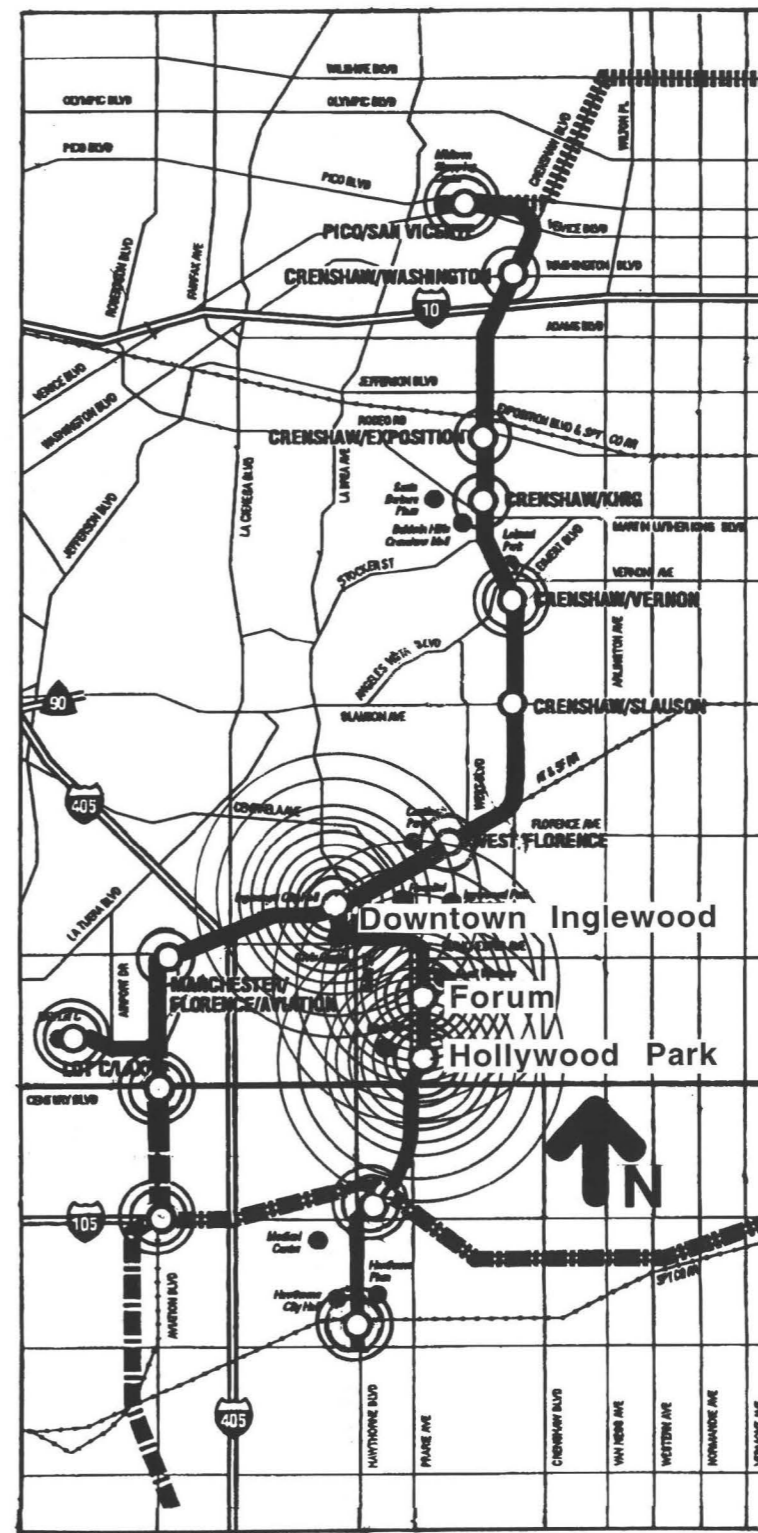


Giano Nguyen



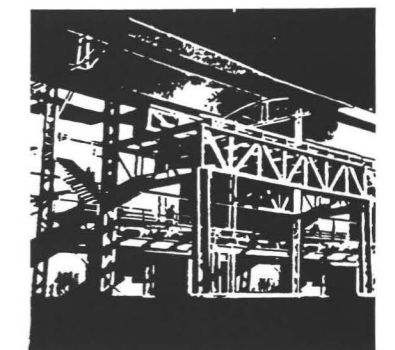
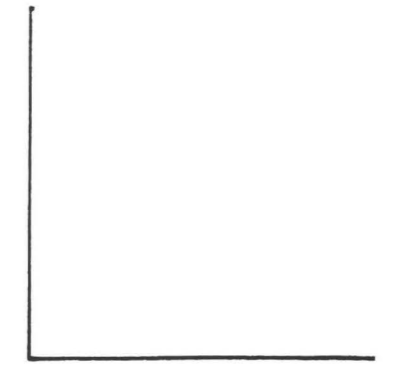
INGLEWOOD CBD  
GATE WAY PROJECT  
SITE 3

GREAT WESTERN FORUM  
HOLLYWOOD PARK STATION

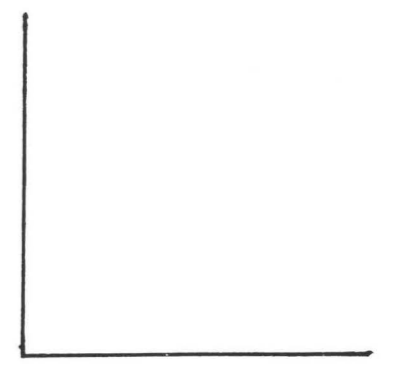
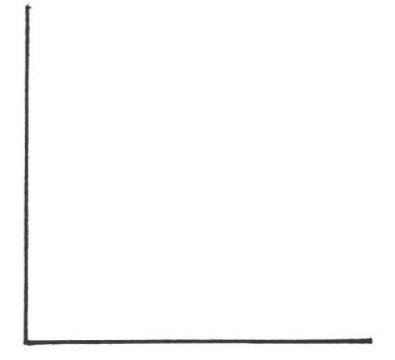


SITE 4  
SITE 5

INGLEWOOD CBD  
CRENSHAW-PRAIRIE LGHT RAIL TRANSIT  
CORRIDOR



Peter Rose





# INGLEWOOD CBD MISCELLANEOUS VIEWS OF SITE AS EXISTING

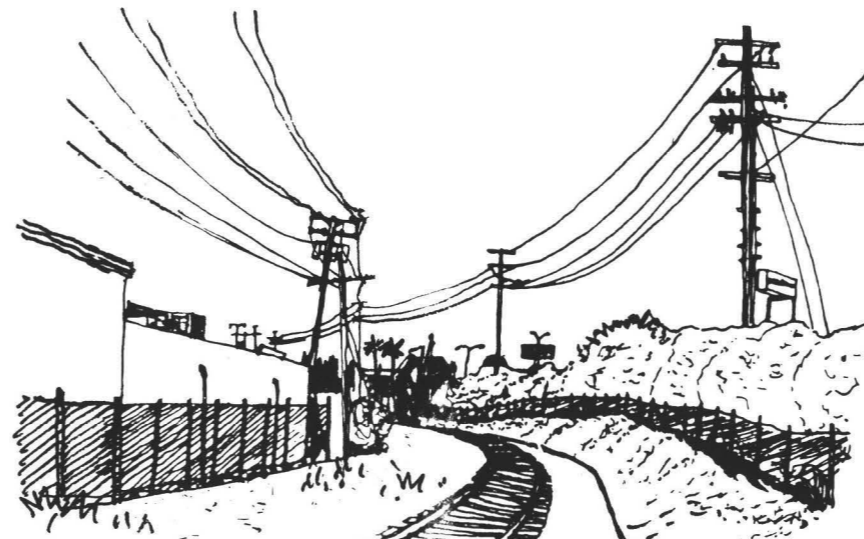


VIEW NORTH ON LA BREA

## DOWNTOWN INGLEWOOD

To say the City of Inglewood is excited about the possibility of a rail line in its downtown district is an understatement! City officials at all levels are open-minded and eager to talk about how a rail line could serve the area. The MTA has two route options for the Crenshaw-Prairie line in Downtown Inglewood. One route follows the path of the Santa Fe railroad tracks to LAX Airport, the other route curves through Downtown Inglewood on La Brea Avenue or Market Street, then heads east on Manchester Avenue to the Forum.

The architect who chooses the route which curves through downtown Inglewood on La Brea Avenue or Market Street will be faced with a major engineering challenge: MTA does not build rail stations on a curve. Curves limit visibility for train operators and create dangerous gaps between the train and the platform for people who use wheelchairs or canes. For these safety reasons, MTA requires that all station platforms be straight. In this area, the architect must also carefully consider how the tracks will travel through the existing buildings. Downtown Inglewood is home to about eight high-rise (10-12 story) buildings, including City Hall, a County courthouse, a library, and a Kaiser Permanente Hospital. The tracks can be at street level, elevated, or underground, but must preserve as many of the existing building as possible.



EXISTING RAILROAD R. O. W.



VIEW SOUTH ON MARKET ST.



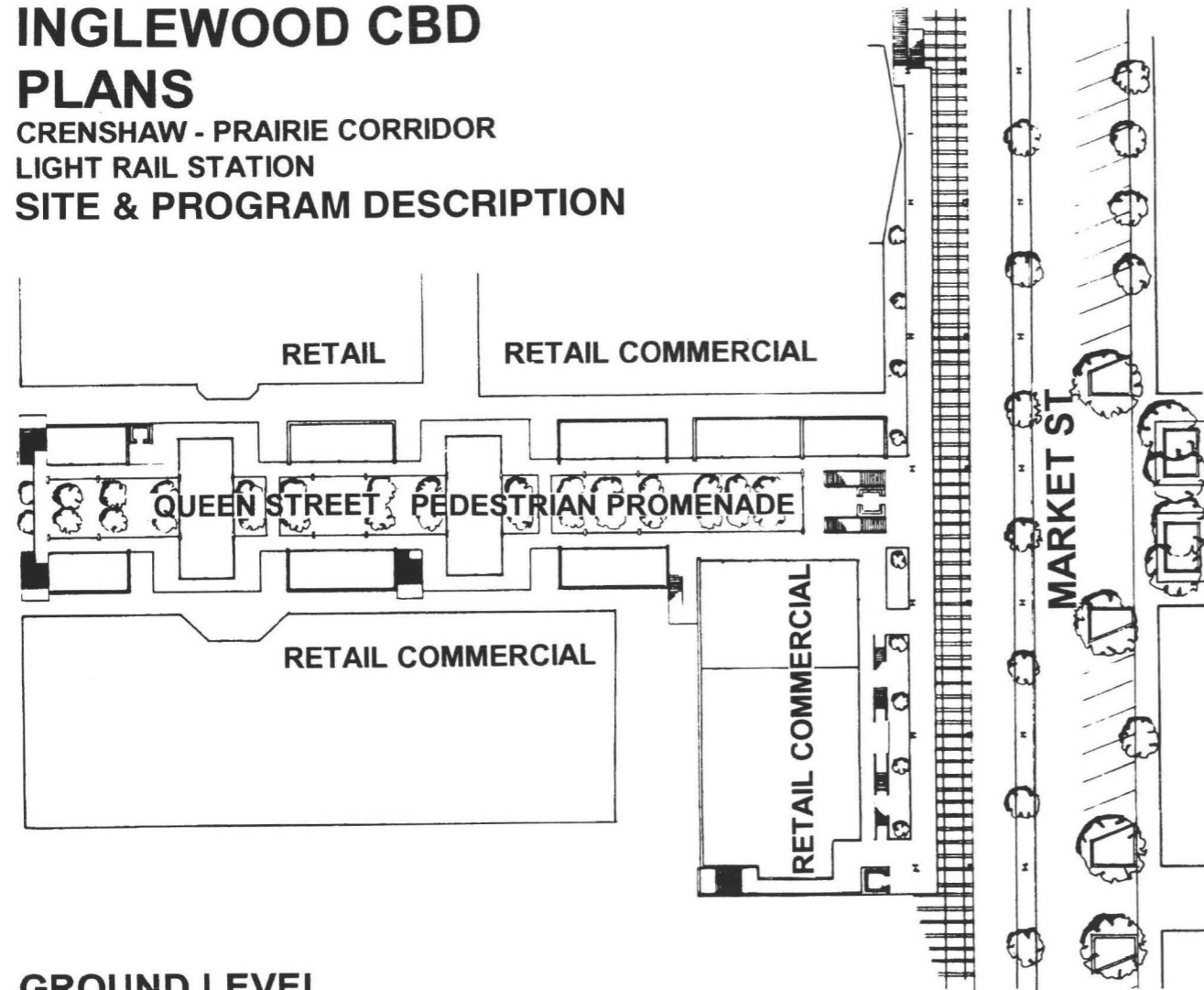
VIEW N. WEST ON MARKET ST.



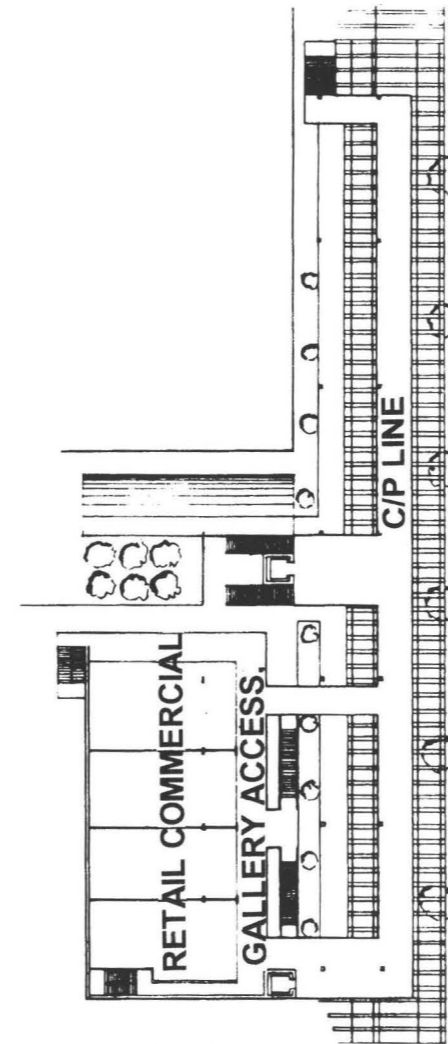
## MISCELLANEOUS SITE SKETCHES GATE WAY PROJECT

Which route option do you prefer? What is the best station location? What sort of focus or theme should the station have?

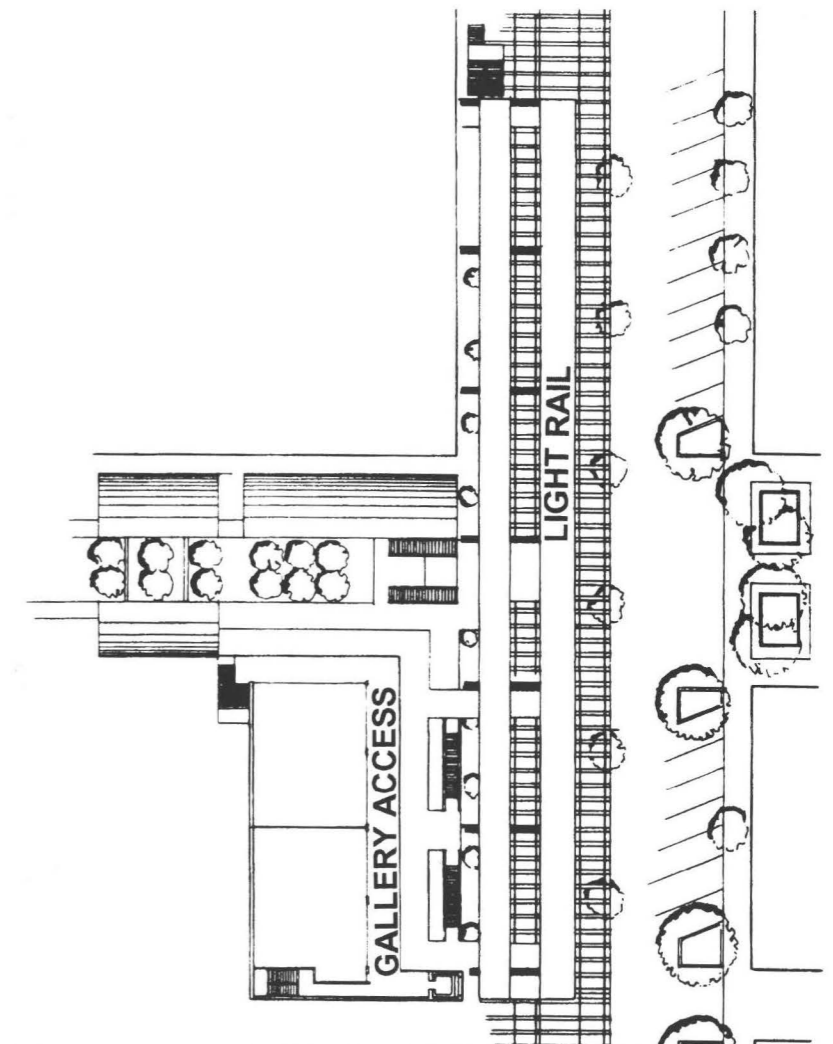
**INGLEWOOD CBD  
PLANS**  
CRENSHAW - PRAIRIE CORRIDOR  
LIGHT RAIL STATION  
SITE & PROGRAM DESCRIPTION



**GROUND LEVEL**



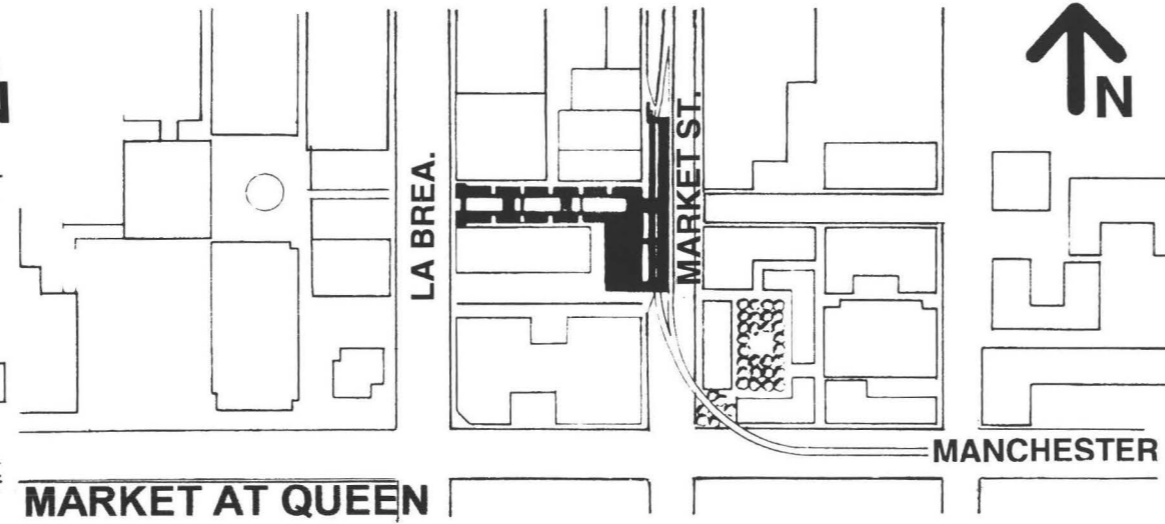
**2ND LEVEL PLATFORM**



**3RD LEVEL PLATFORM**



**SITE PLAN**



**MARKET AT QUEEN**

**INGLEWOOD CBD  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR**  
Peter Rose

This project attempts to deal directly with the design options when light rail transit is introduced into the heart of the retail/commercial core of downtown Inglewood, namely, Market Street. At risk is the major intrusion and disruption of an economically delicate business district, bombarded by the environmental chaos of major construction and phased closure within the district. The proposal at hand introduces the possibility of a split-level solution which mitigates the plan area footprint, and consequently permits north and south platform access from the same side feeding directly into the existing Market Street thoroughfare. In addition to this strategy, the real "pay-off" from this design proposal is the reduction of canopy from a double train platform, and the consequent availability of sunlight and daylight to the sidewalk below.



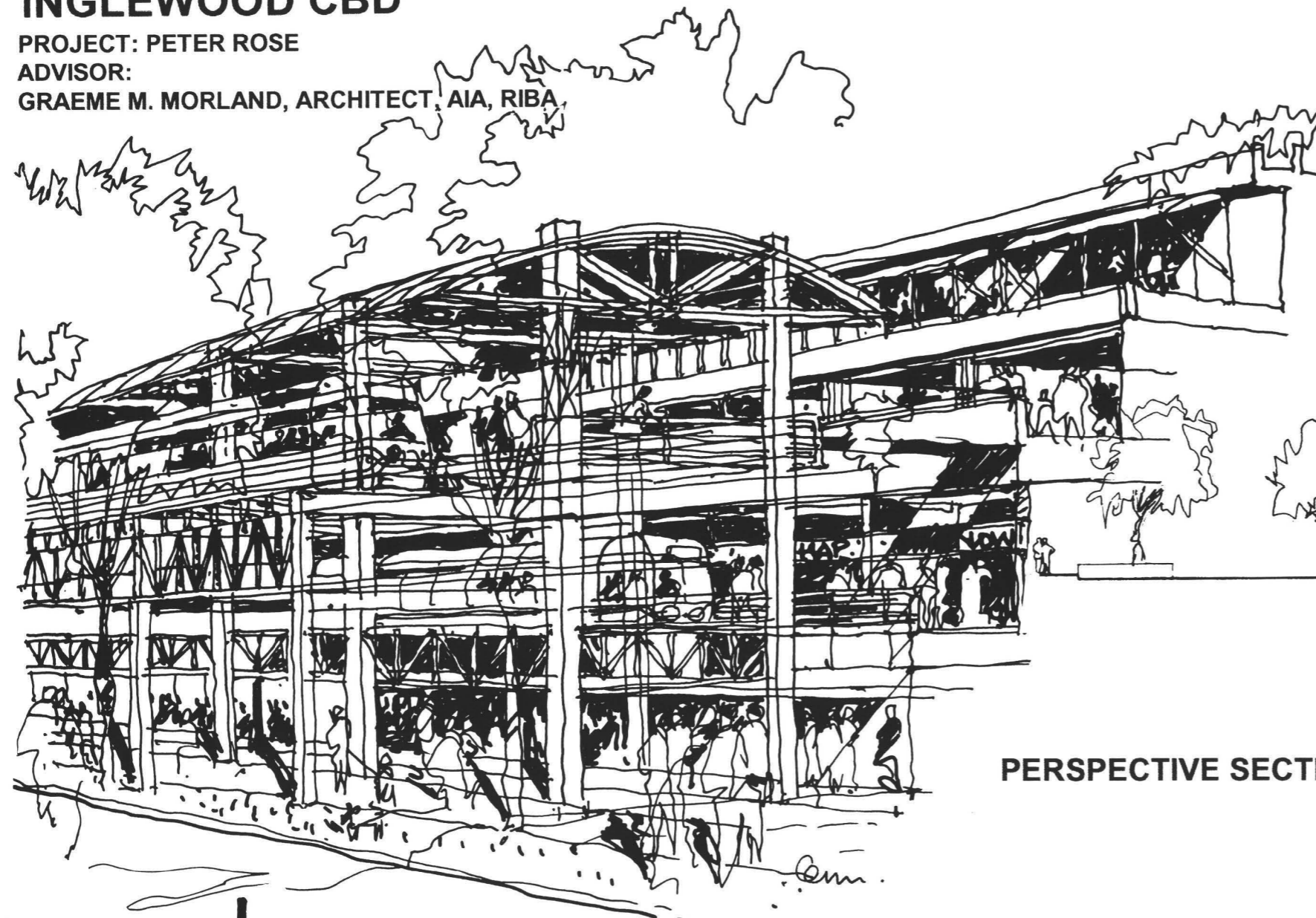
# INGLEWOOD CBD

PROJECT: PETER ROSE

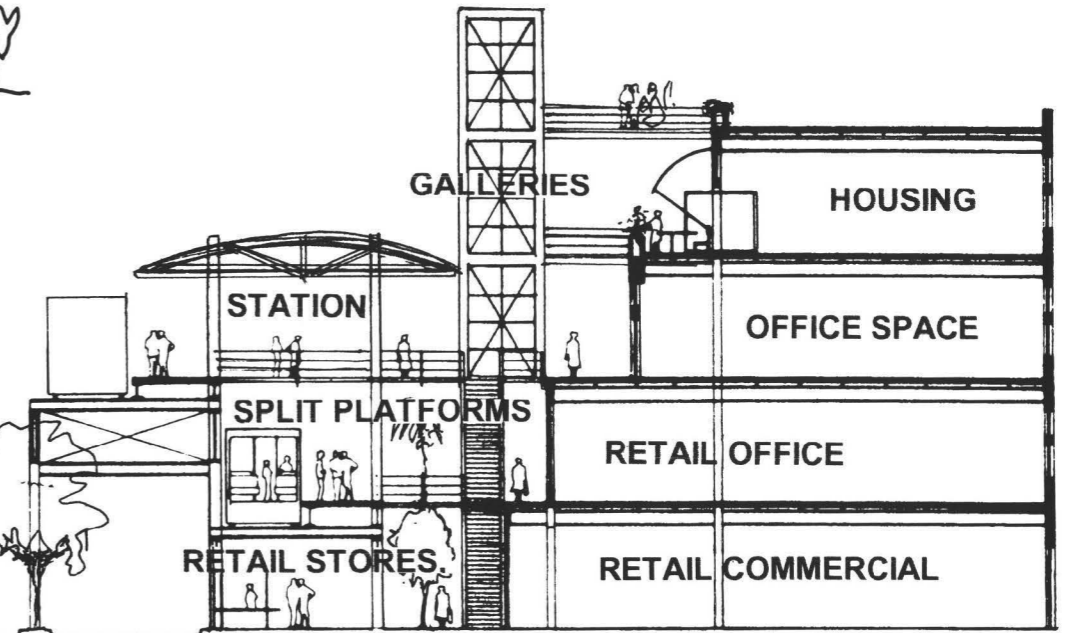
ADVISOR:

GRAEME M. MORLAND, ARCHITECT, AIA, RIBA

With this, the proposal recommends a station on Market Street, at Queen Street, whereby the maximum pedestrian connections currently existing can be cultivated and further developed.



PERSPECTIVE SECTION

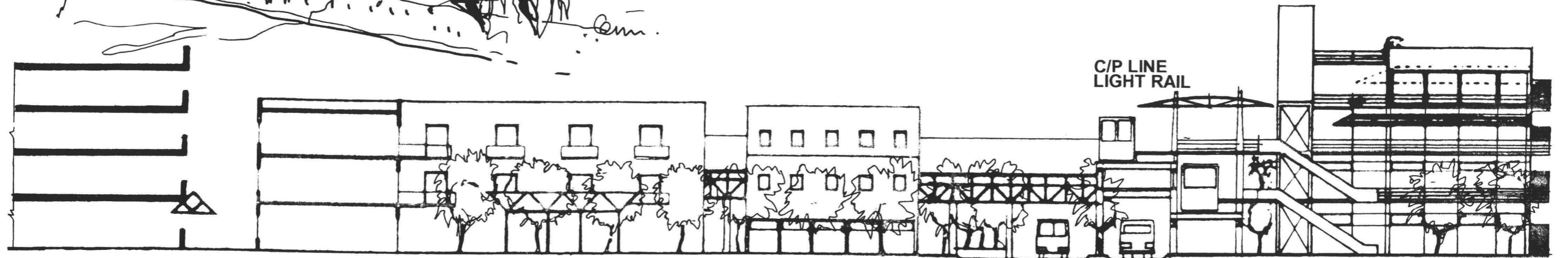


SECTION MARKET ST. AT STATION DUPMT

## INGLEWOOD CBD

PETER ROSE

It is hoped that this scheme might incite interest and optimism for similar retail/commercial centers which need increased access and mobility with minimum disruption.



ALLEY PARKING STRUCTURE

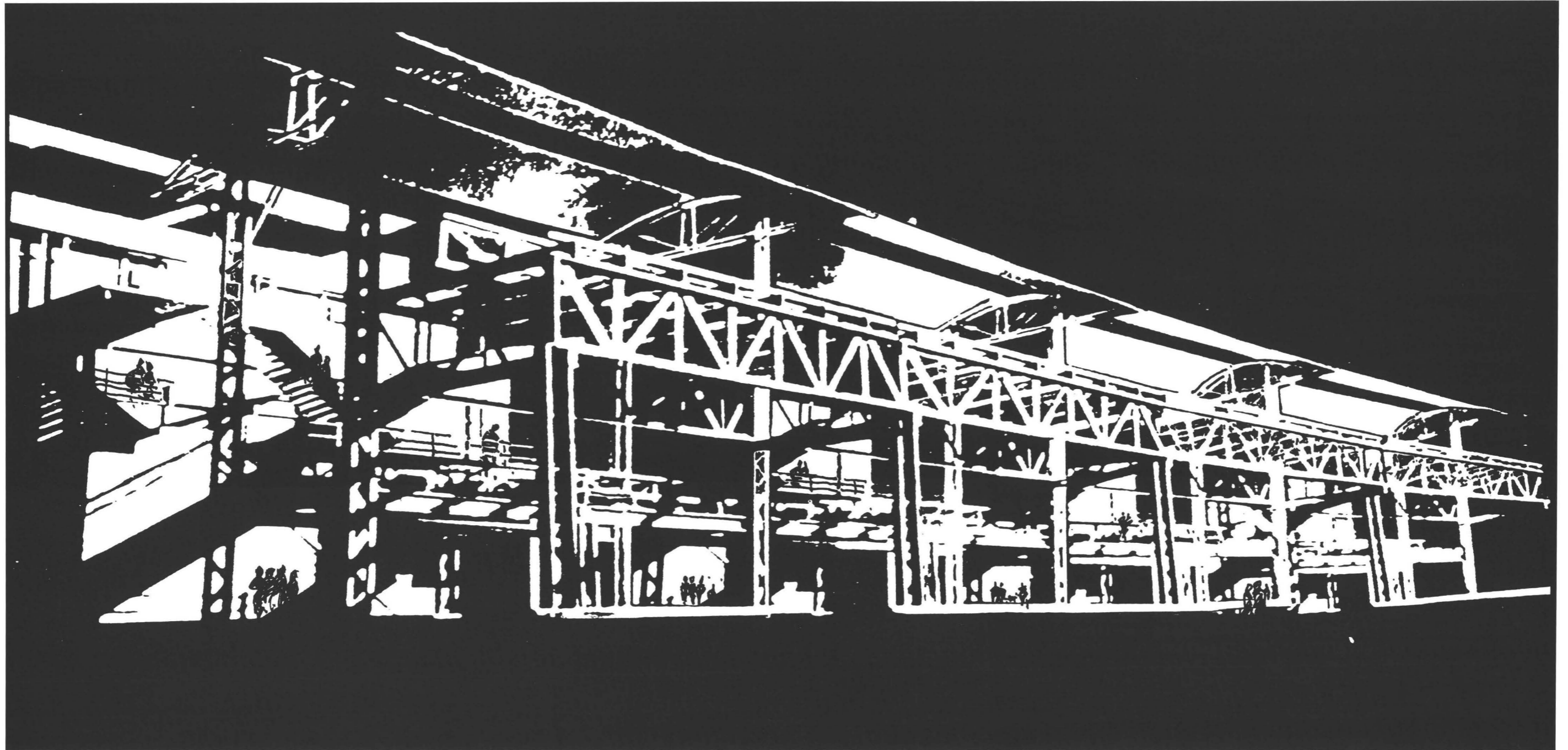
RETAIL STORES

OFFICE COURT

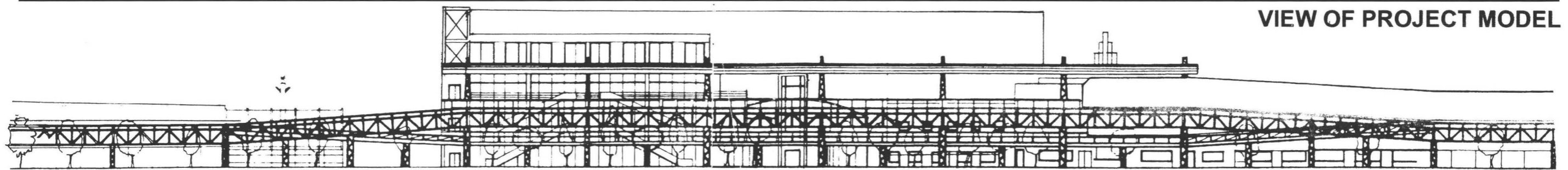
PEDESTRIAN MALL

SECTION

MARKET ST AT QUEEN ST PROMENADE



VIEW OF PROJECT MODEL



MARKET ST LIGHT RAIL STATION

ELEVATION ALONG MARKET ST.



# INGLEWOOD CBD GATE WAY PROJECT

MARKET ST. LA BREA.  
VENICE BLVD. REGENT ST.  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT  
CORRIDOR

## SITE AND PROGRAM DESCRIPTION

INGLEWOOD CBD  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
Jay Jun Choi

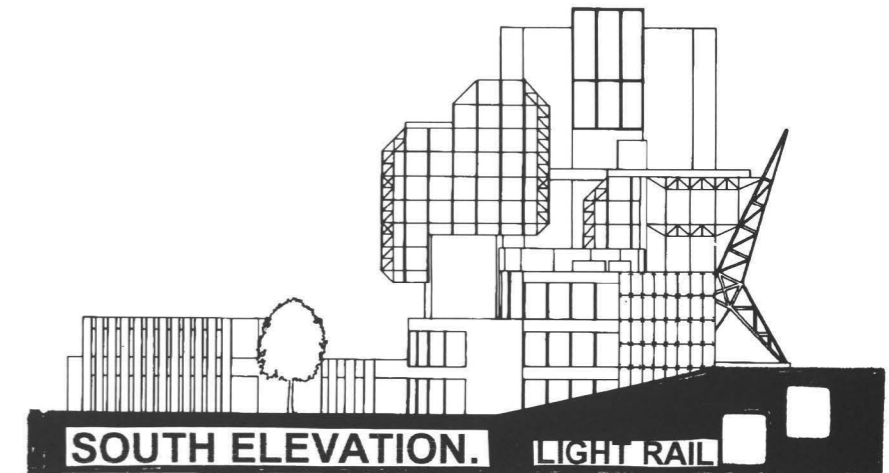
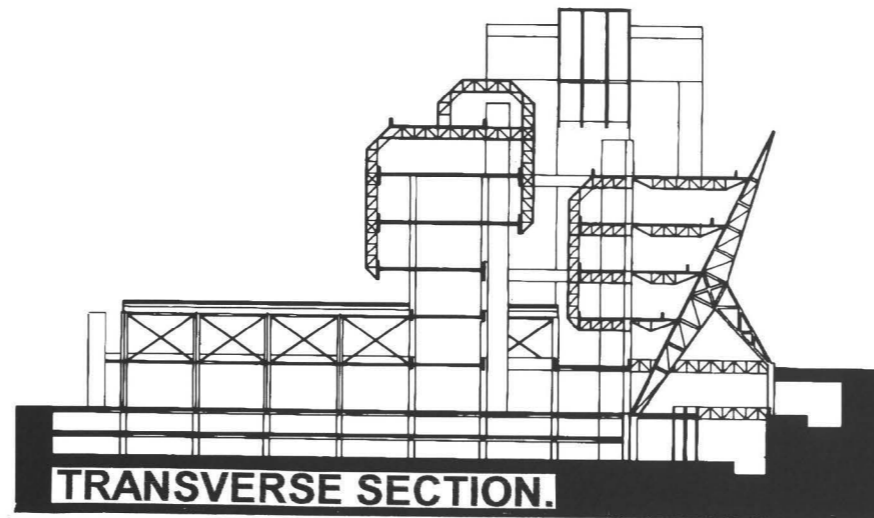
### Gateway Center

Downtown Inglewood is the site for an important station on the Crenshaw-Prairie line. The site has two routes; one route follows the path of the Santa Fe railroad tracks to LAX, and the other route curves through downtown Inglewood on Market Street.

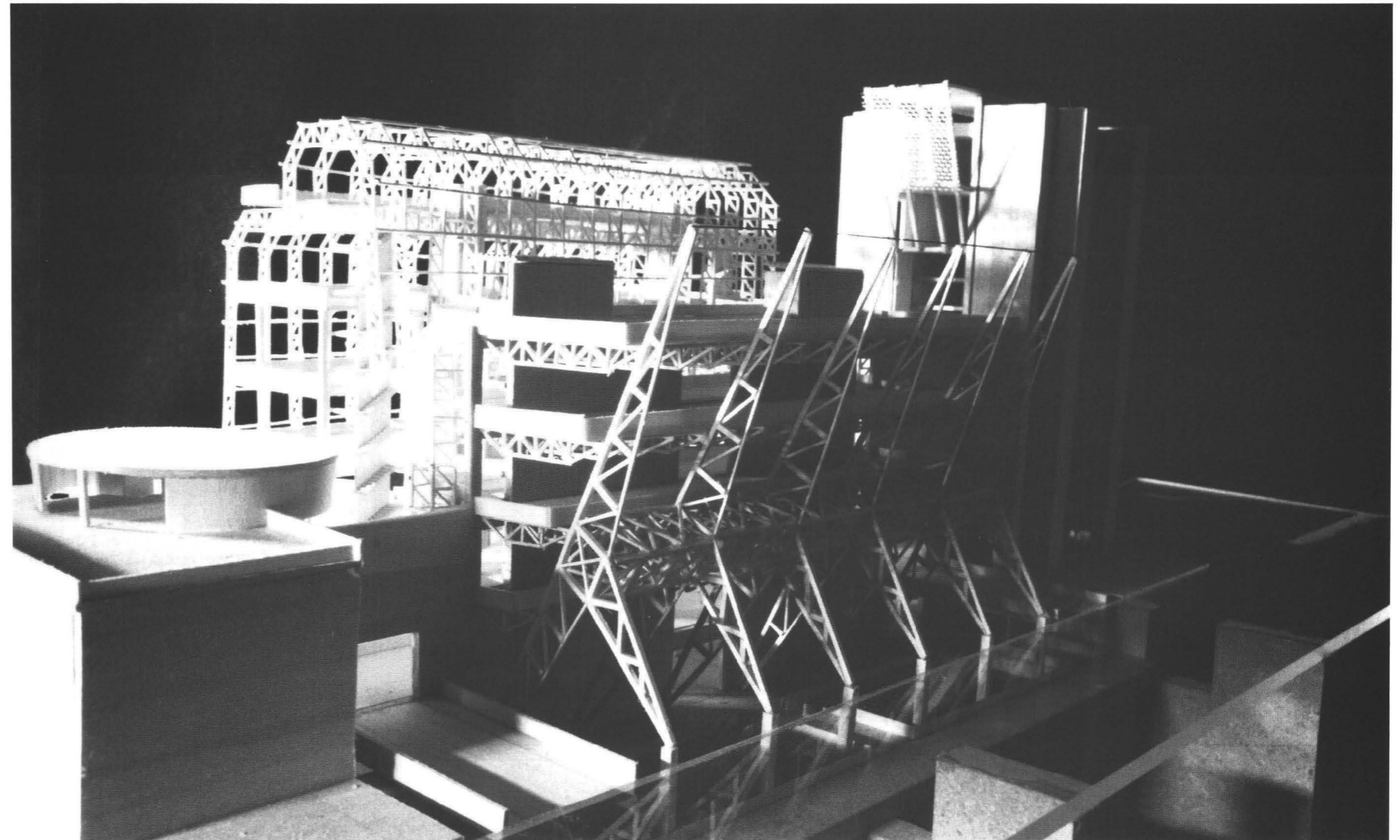
The location of the site is between the Inglewood civic center and Market Street. Downtown Inglewood is home to about eight high-rise (10-12 story) buildings, including City Hall, a county courthouse, a library, and a Kaiser Permanente Hospital. Moreover, Market St. is a major commercial street for retail shops, movie theaters, and restaurants. Therefore, the station is an important public space as well as Metro line.

The proposed design is the result of special site conditions. The major entrance is both from the civic center and Market St. where there are Inglewood shuttle buses and an MTA bus line. A bridge connection crosses the site between Market St. and La Brea Ave., which is a transit museum. There is a shifted gridline which acts as public circulation with retail shops. Therefore, it makes a triangular circulation in the site.

The program provides the station to be dovetailed into the existing downtown condition. There are conference facilities, a community center, and a banquet hall which are easily accessible to the public. Moreover, a daycare center, gym, cafeteria, and entertainment space make the station a lively space. Officotel (office + hotel) is a new style of living condition which enables people to live and work in the same environment. Finally, the downtown Inglewood station could be a good location for MTA administrative offices for the South Bay, where the light rail routes split, one going west to the airport (Lot C) and the other heading southeast to Hollywood Park.



VIEW OF PROJECT MODEL



# INGLEWOOD CBD GATE WAY PROJECT MARKET ST, AT VENICE BLVD.

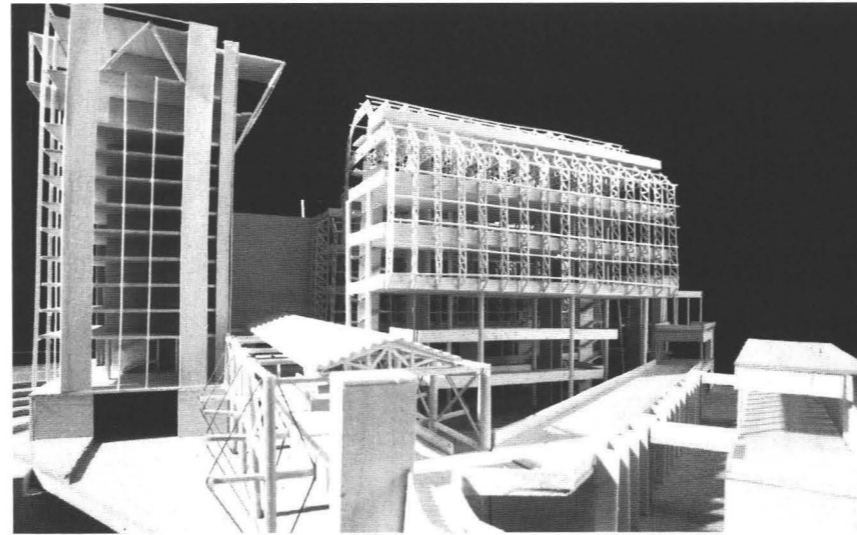
PROJECT: JAY CHOI

ADVISOR:

GRAEME M. MORLAND, ARCHITECT, AIA, RIBA

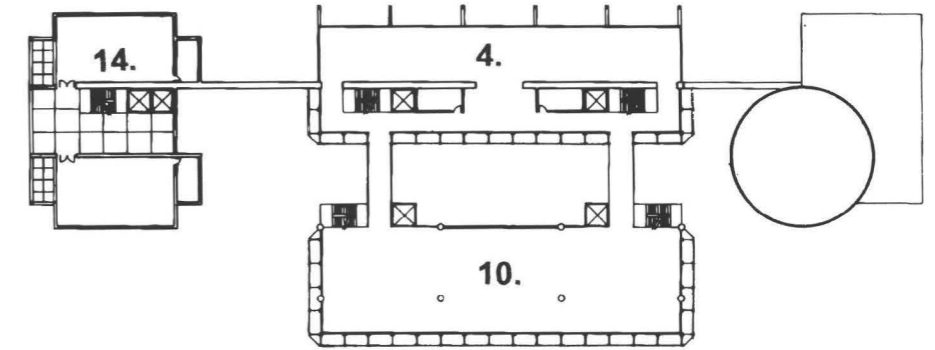
## SITE & PROGRAM DESCRIPTION

The structure of the main building is a 3'-0" thick linear spinal wall running north-south, supporting cantilevered trusses and floor plates. The truss design enables sunlight to penetrate deep into the station concourse and platforms which are accessed directly from Market Street. This bustle of pedestrian activity to and from the platforms should generate increased economic activity for retail commercial outlets along Market Street.

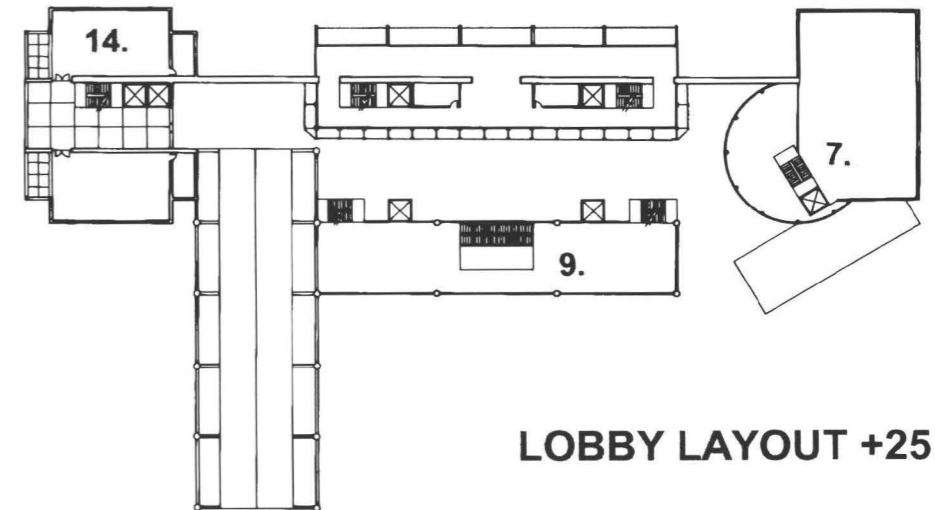


VIEW OF PROJECT MODEL

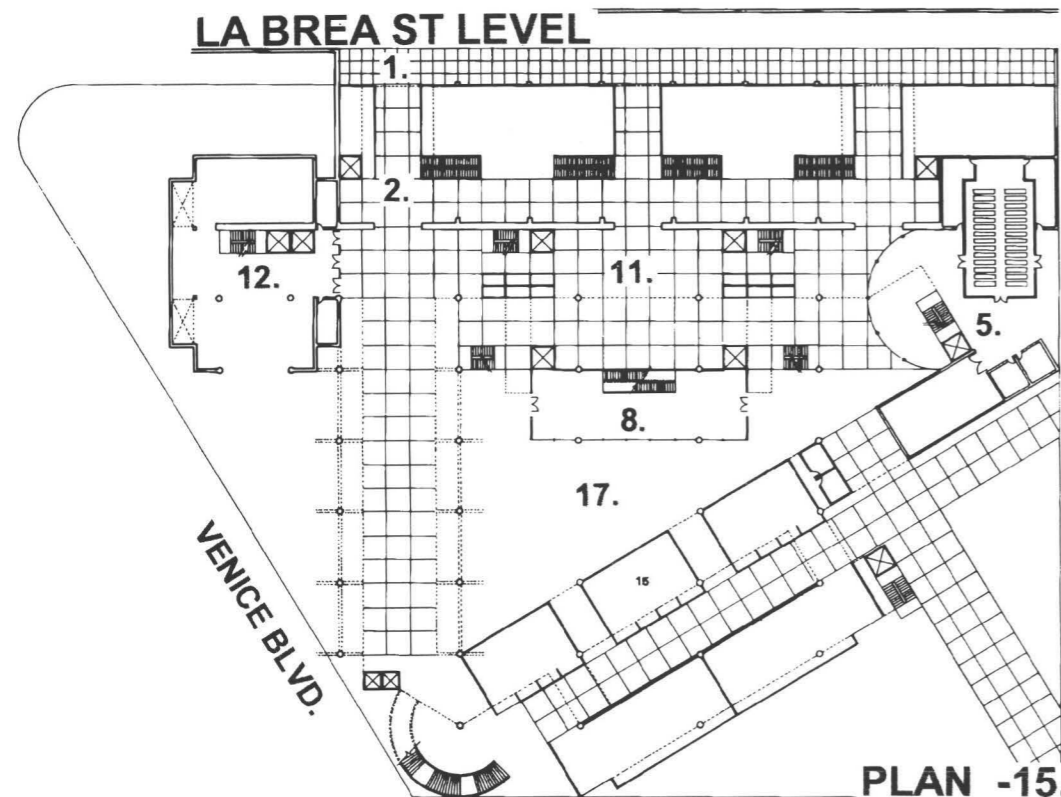
- |                   |                      |
|-------------------|----------------------|
| 1. PLATFORM.      | 10. GYMNASIUM.       |
| 2. CORRIDOR.      | 11. ENTERTAINMENT.   |
| 3. PARKING LOT.   | 12. DAY CARE CENTRE. |
| 4. MTA OFFICES.   | 13. LOBBY.           |
| 5. CONFERENCE CR. | 14. OFFICES+HOTEL.   |
| 6. COMMUNITY CR.  | 15. RETAIL STORES.   |
| 7. BANQUET HALL.  | 16. EXHIBIT HALL.    |
| 8. CAFETERIA.     | 17. COURTYARD.       |
| 9. LOBBY.         |                      |



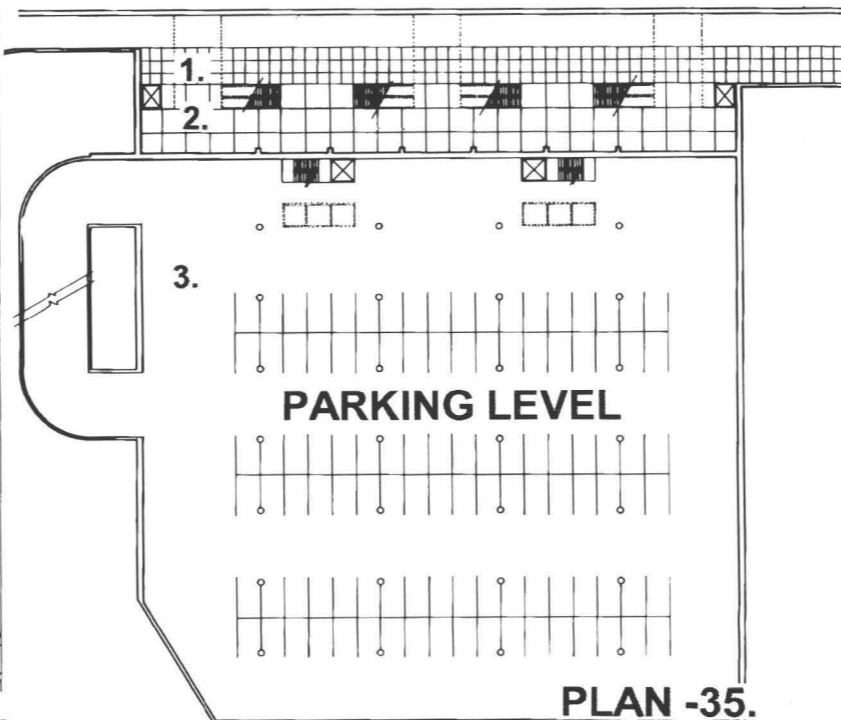
GYM & OFFICE PLAN +45.



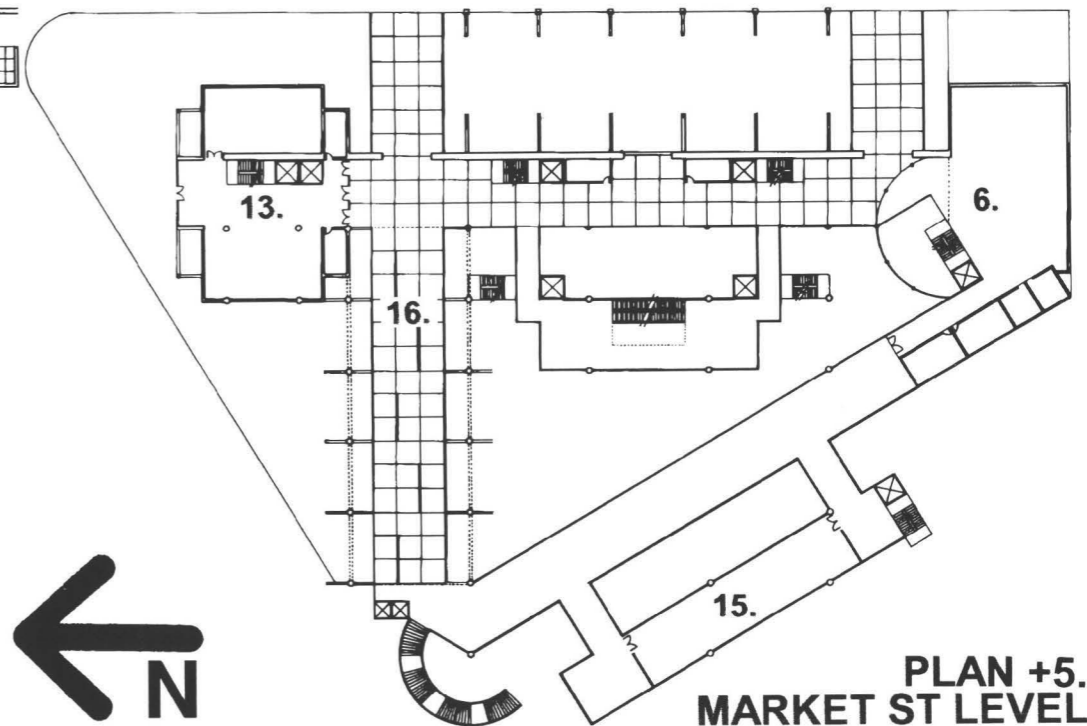
LOBBY LAYOUT +25.



PLAN -15.



PLAN -35.



PLAN +5.  
MARKET ST LEVEL

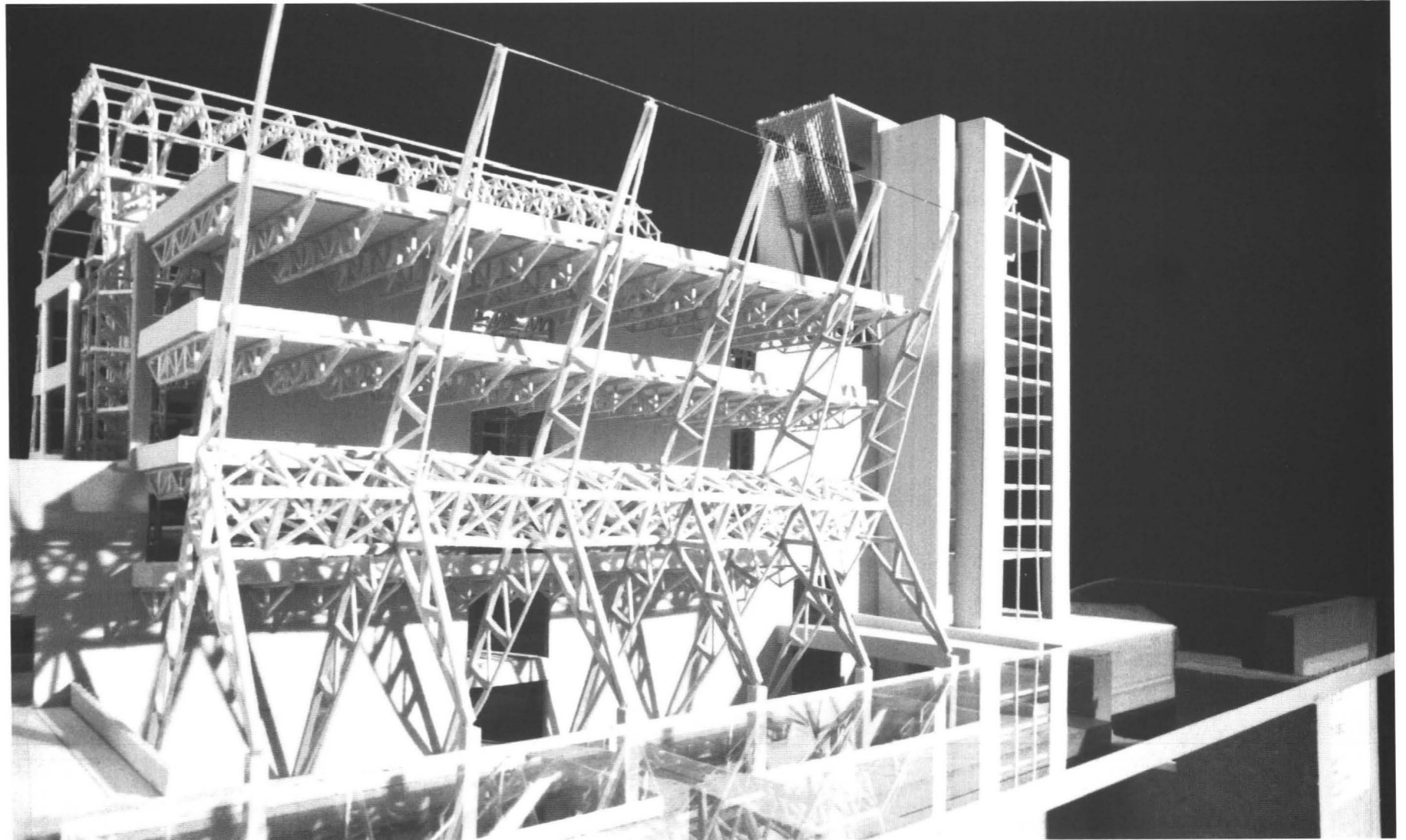
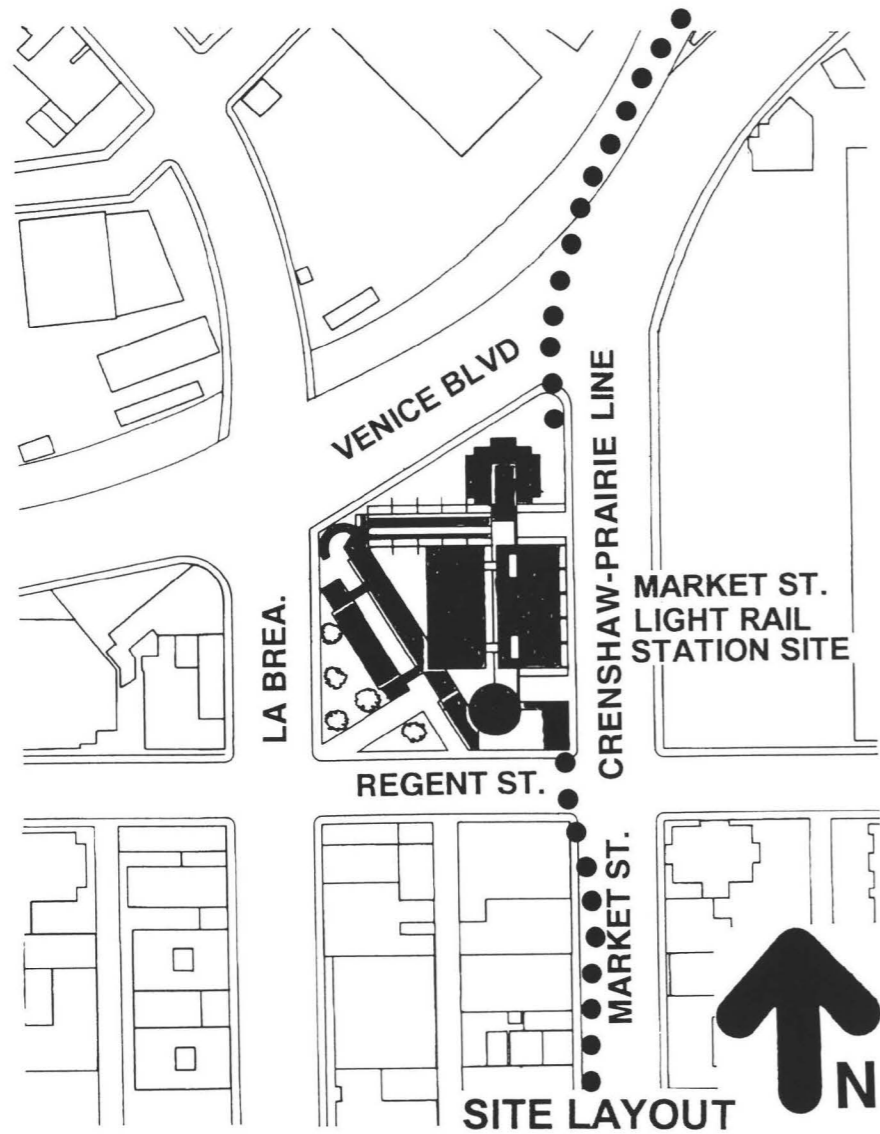
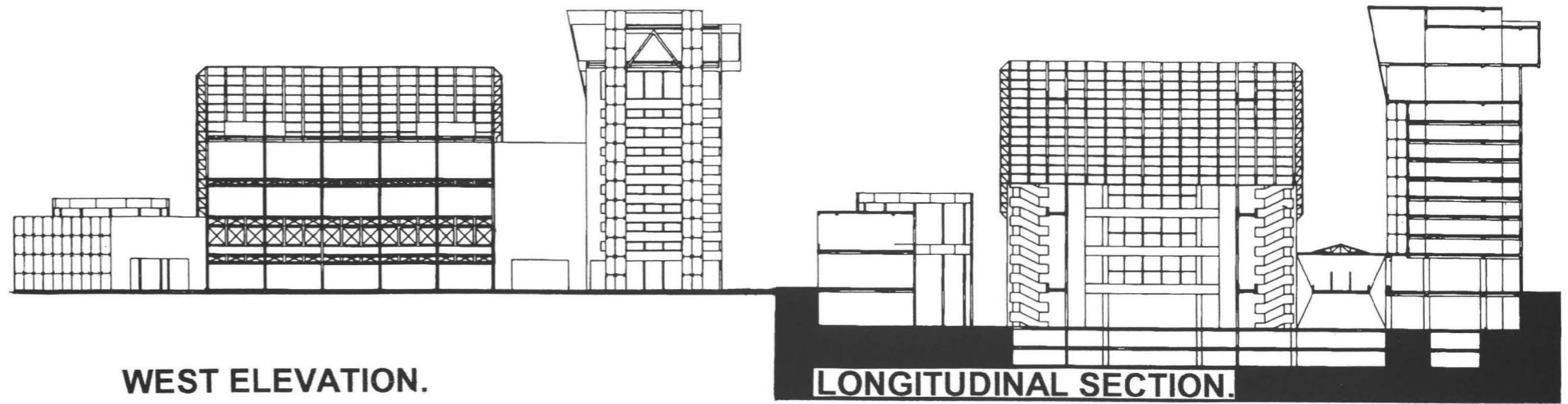




# INGLEWOOD CBD GATE WAY PROJECT

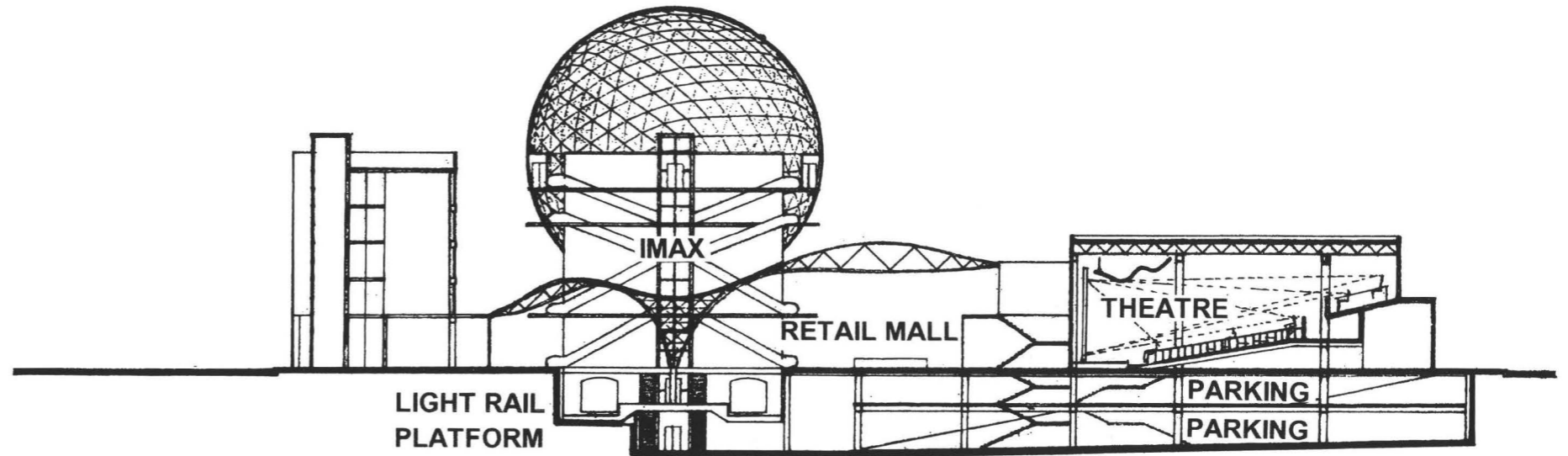
PROJECT: JAY CHOI  
ADVISOR:  
GRAEME M. MORLAND, ARCHITECT, AIA, RIBA

**SITE & PROGRAM DESCRIPTION**  
CRENSHAW-PRAIRIE TRANSIT CORRIDOR  
LIGHT RAIL STATION SITE



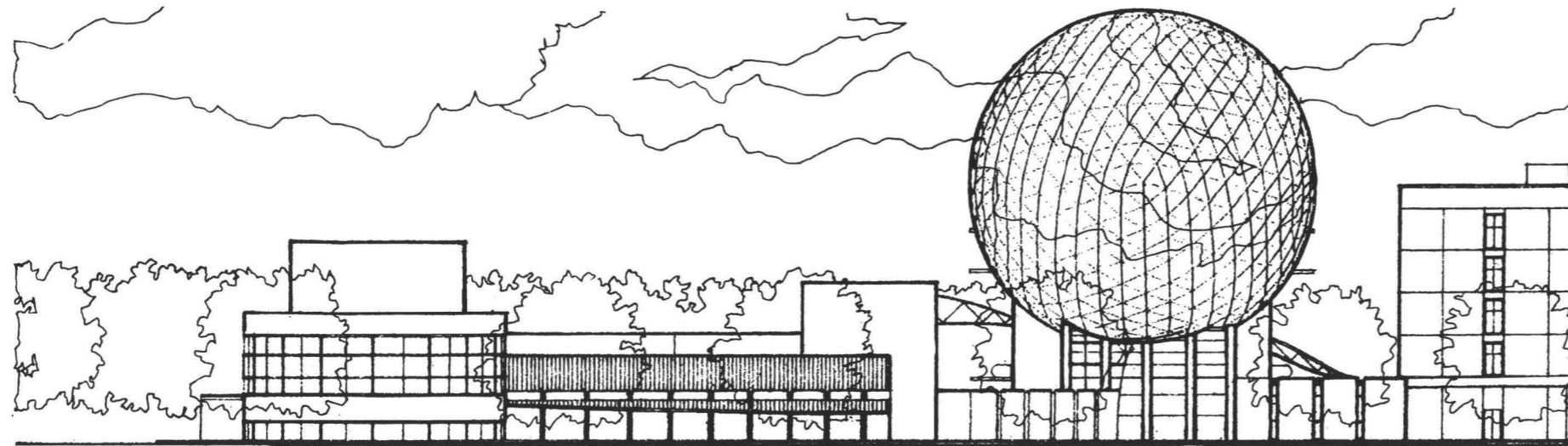
**INGLEWOOD CBD  
GATE WAY PROJECT  
MARKET ST, AT VENICE BLVD.  
CRENSHAW - PRAIRIE CORRIDOR  
LIGHT RAIL STATION**

**SITE & PROGRAM DESCRIPTION**  
PROJECT: OSCAR RUEDA  
ADVISOR:  
GRAEME M. MORLAND, ARCHITECT, AIA, RIBA

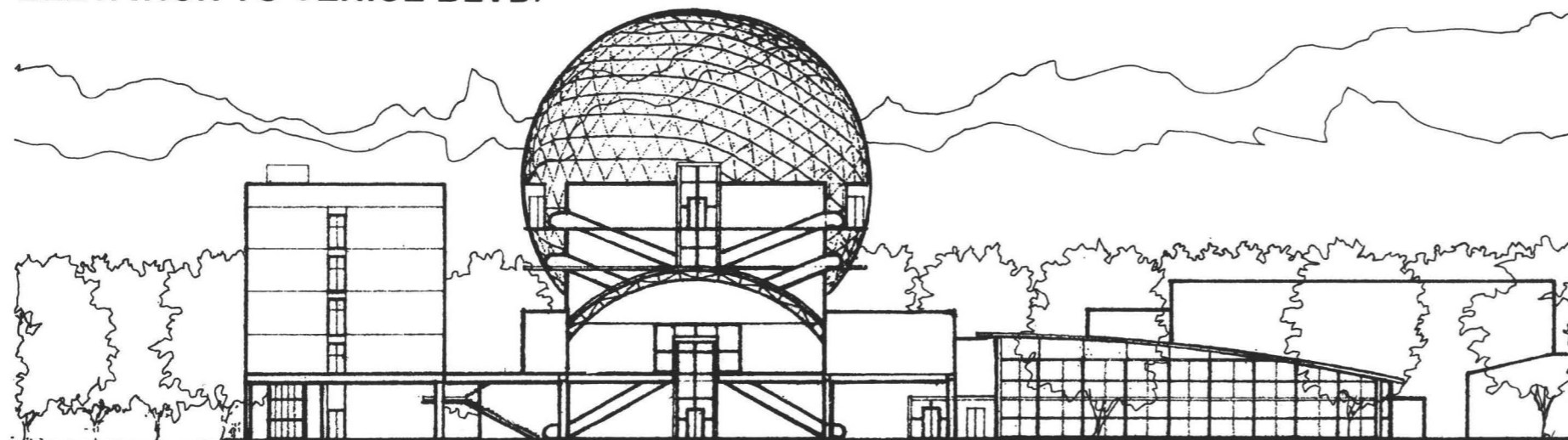


**E. W. TRANSVERSE SECTION**

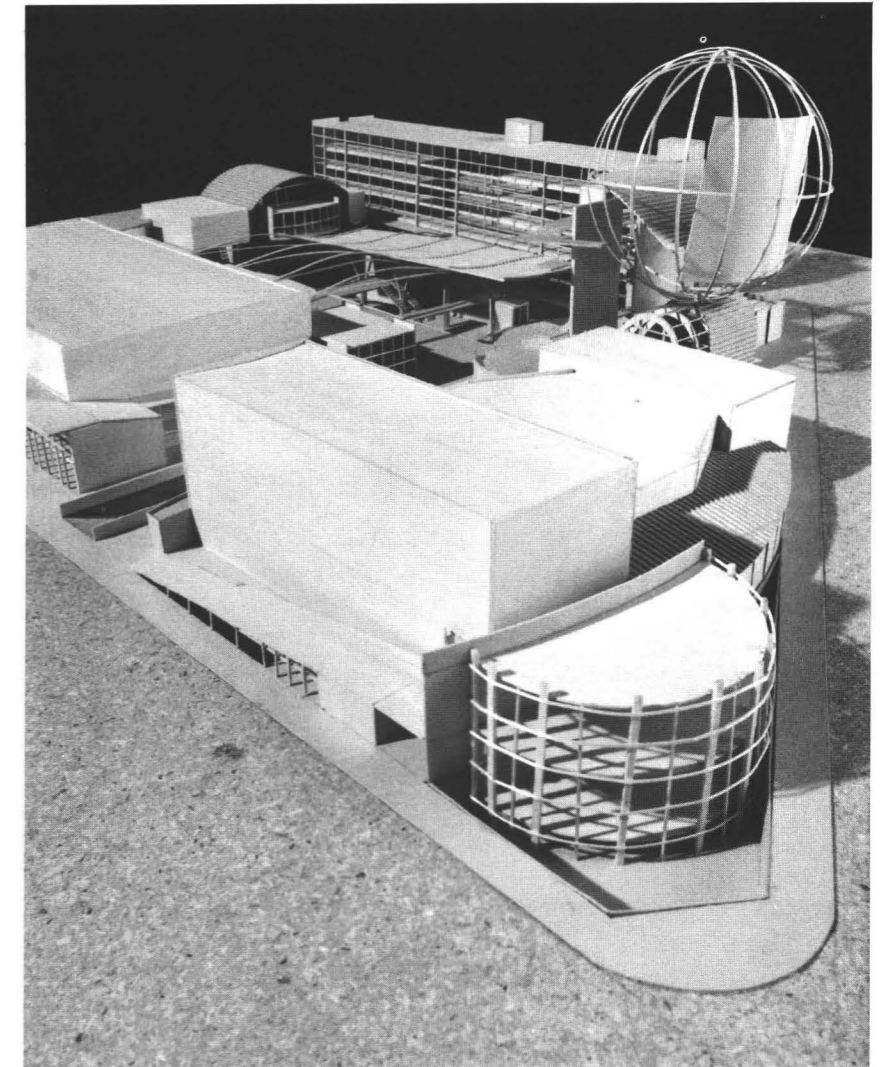
**VIEW OF PROJECT MODEL**



**ELEVATION TO VENICE BLVD.**



**ELEVATION TO REGENT ST.**





# INGLEWOOD CBD

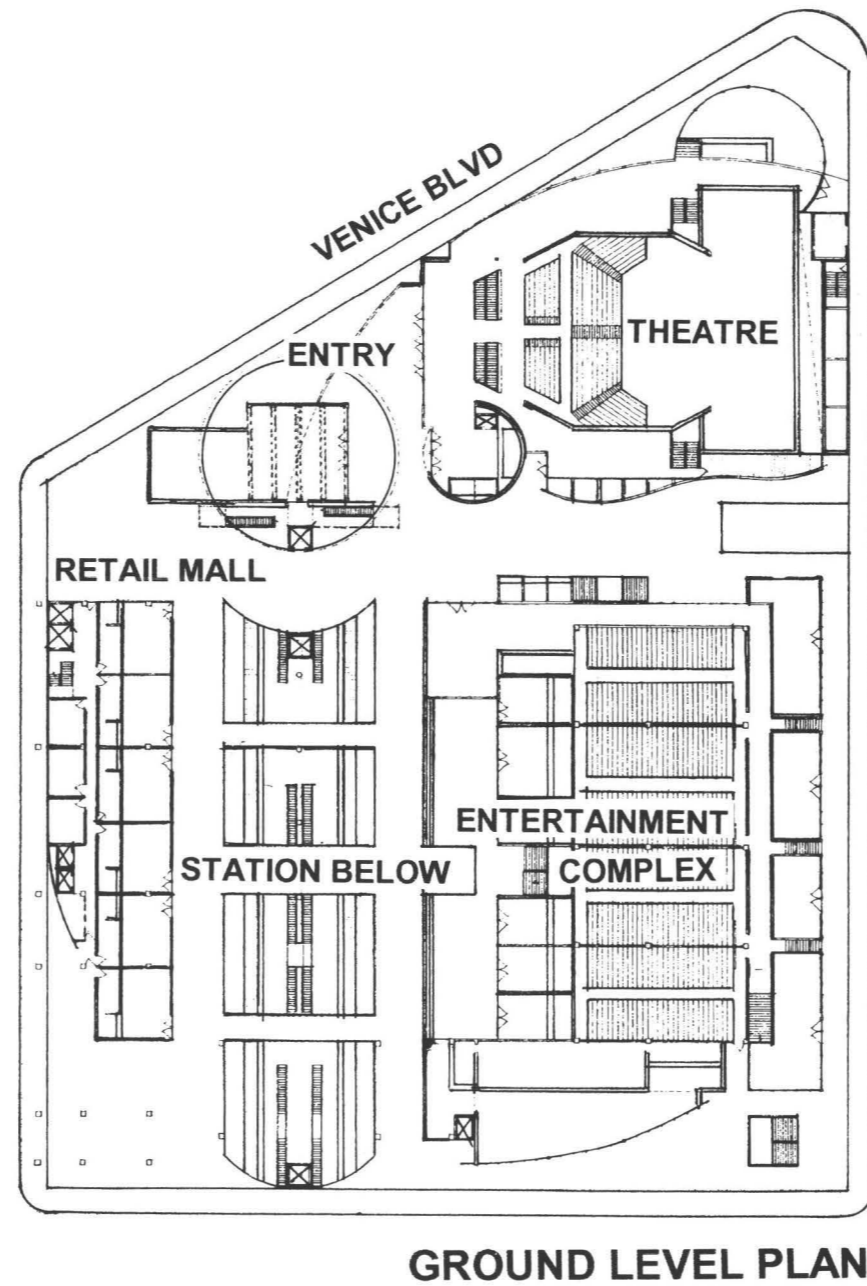
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
Oscar Rueda

## Entertainment Center

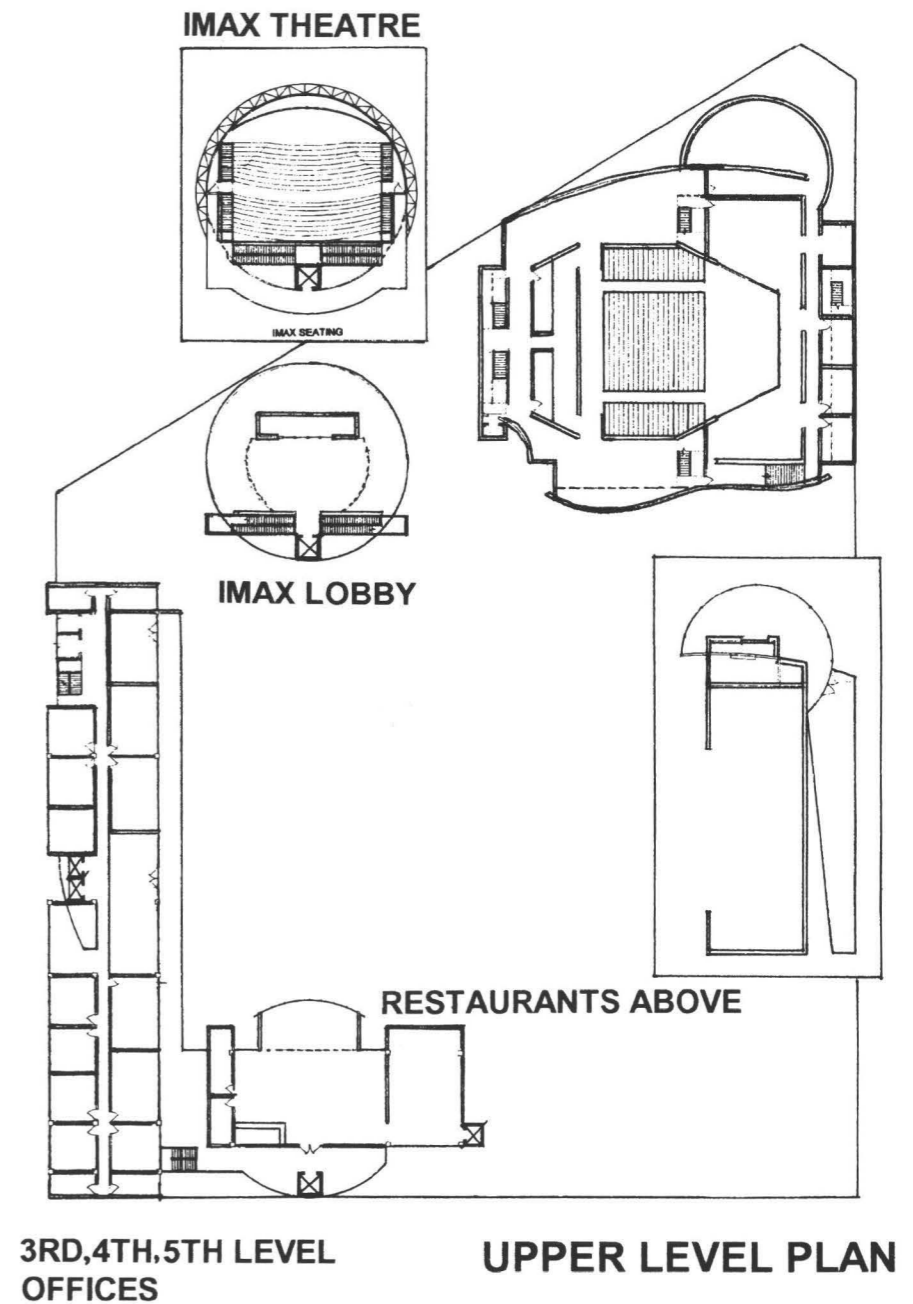
The downtown Inglewood station proposal not only serves as a simple transit stop along the Crenshaw light rail corridor, but as a destination/attraction in itself. It is proposed as a "fun" place which could serve a wide variety of functions, most of which are entertainment minded. Here a person could do anything from enjoying a hot cup of coffee at the food court while waiting for the train early in the morning to catching the latest documentary movie at the Imax theater on a Saturday night, followed by a first-class dinner.

As the train heads west along the existing train tracks on Venice Boulevard, it begins to go underground as it approaches the corner of Florence and La Brea. When it is completely under, it makes a gradual left turn, taking it underneath Florence before arriving at the station. The platform itself runs at an angle along with the train as it continues to decline before it tunnels into the ground when it reaches Regent and heads for the Hollywood Park station. The entire station is naturally lit as light filters through the canopy above on its way to the platform.

The site is bordered by Florence on the north, La Brea on the west, Regent on the south, and Market on the east. The station, which is in the center, is surrounded by a five-story office building facing La Brea and an Imax, as well as a multi-

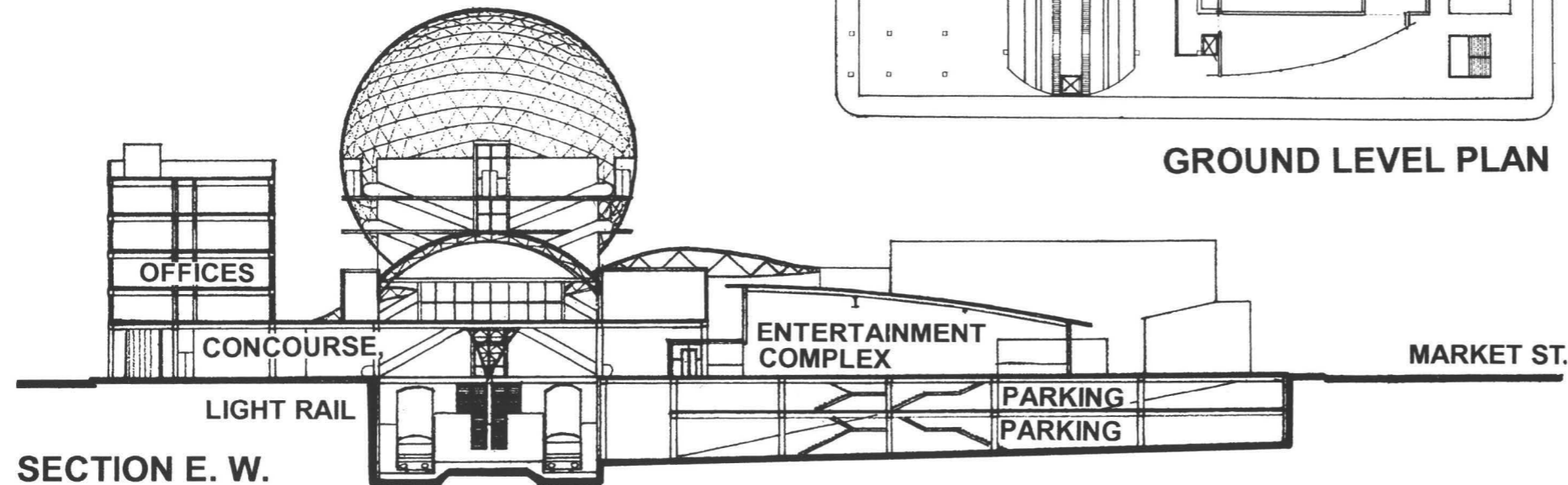


GROUND LEVEL PLAN



3RD,4TH,5TH LEVEL OFFICES

UPPER LEVEL PLAN

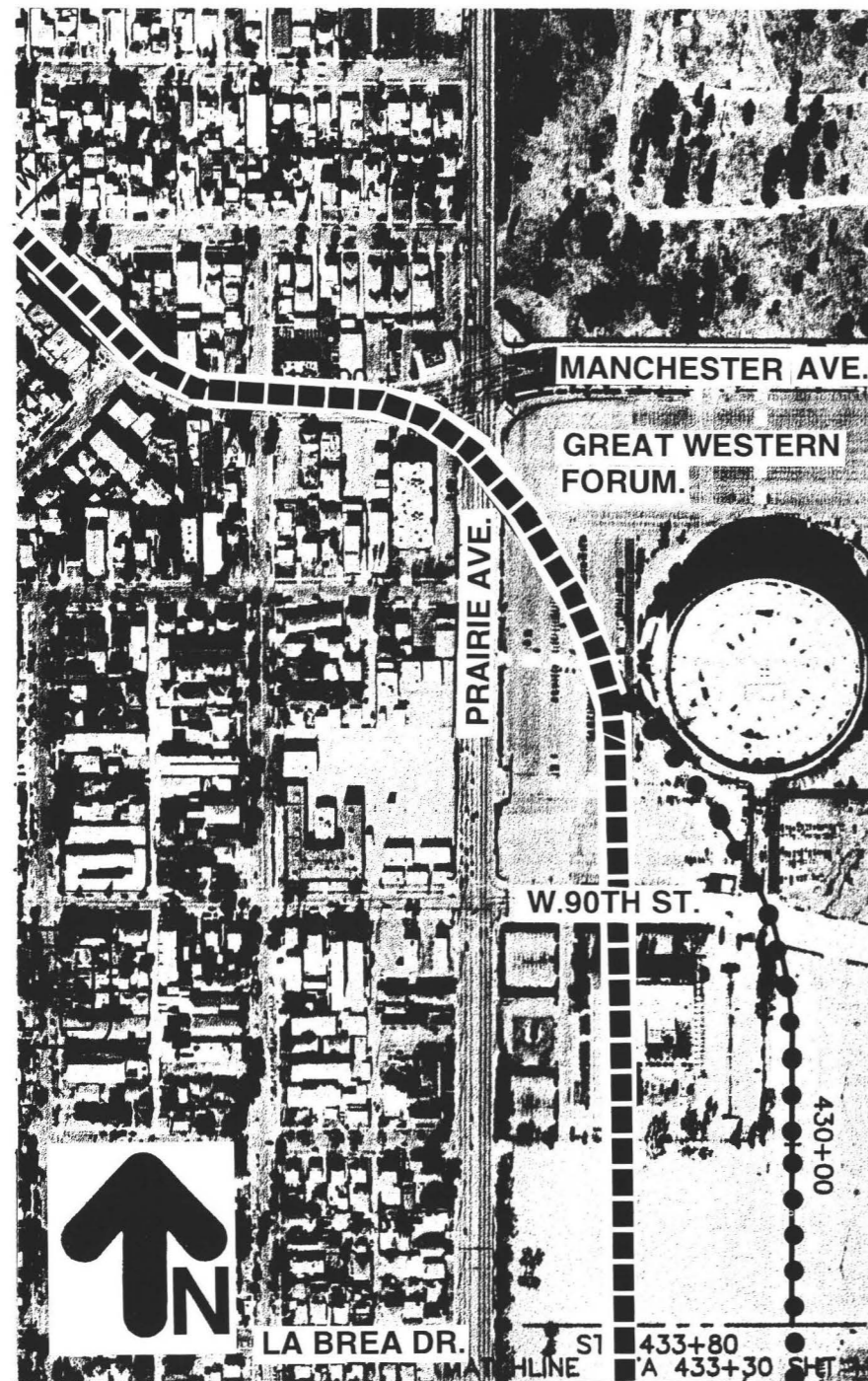


SECTION E. W.

purpose theater along Florence. Along Regent, there is a proposed restaurant next to a national sports bar, coupled with a movie theater complex, which runs along market. In addition to this, Market Street is fronted by retail shops and stores which reinforce the sidewalk activity and further enhances the shopping atmosphere of Market Street and the downtown Inglewood central business district.

# GREAT WESTERN FORUM HOLLYWOOD PARK

PRAIRIE/MANCHESTER. PRAIRIE/CENTURY  
CRENSHAW-PRAIRIE CORRIDOR STATIONS



## SITE DESCRIPTION ALTERNATE SITE LOCATIONS

CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT  
CORRIDOR

### GREAT WESTERN FORUM/HOLLYWOOD PARK

#### THE FORUM: PRAIRIE/90TH STREET

This station will serve the Great Western Forum, home of the Los Angeles Lakers basketball and Kings hockey teams. A new football stadium for the NFL is also proposed across the street, in the southeast corner of this intersection.

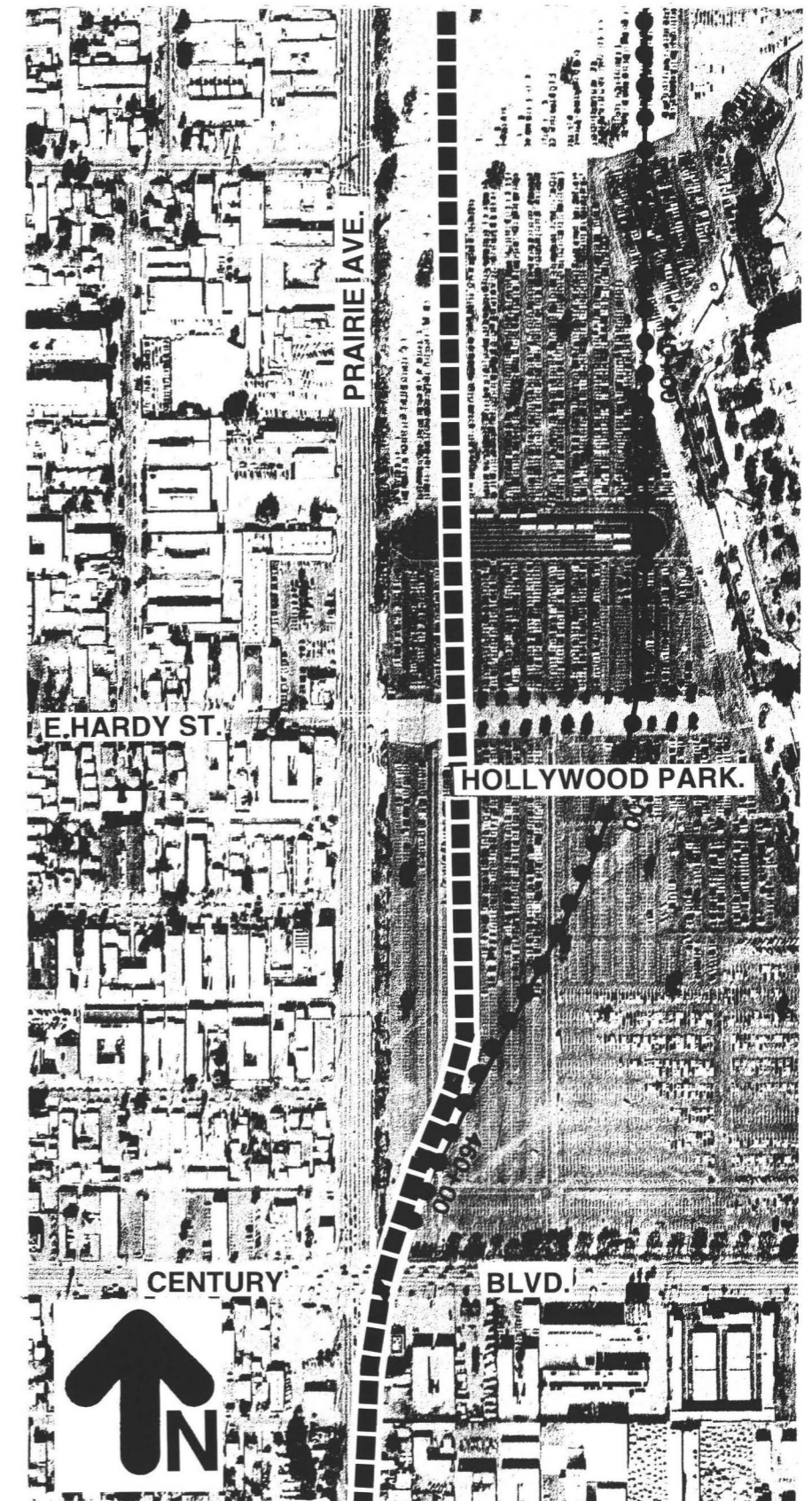
The Forum management is very supportive of the idea of a rail line, and is even open to having the station on their property in the parking lot. This opens up opportunities for creative use of the space off-street.

The station area will have to be designed to handle large crowds for events. The numbers of ticket vending machines, the width of the platforms, the numbers of entrances and exits all need to be carefully designed to maximize flow. Meanwhile, the space around the station is open for other uses. The space could become an area for pre-and post-game activities, or community-related facilities. Should the station be located on the east or west side of the Forum? How can the station serve both the Forum and the football stadium? Should the station be open everyday, or just during events?

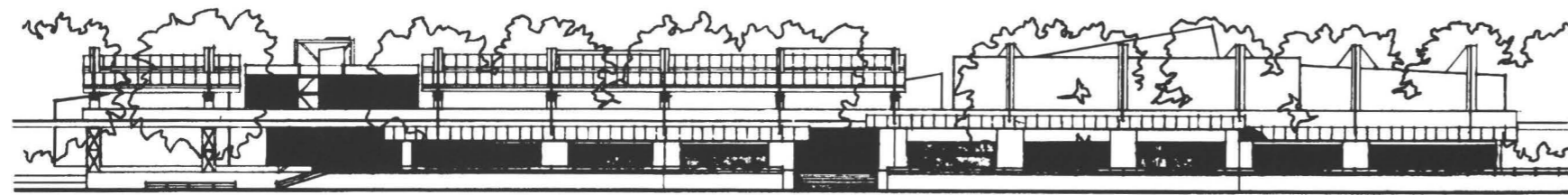
#### HOLLYWOOD PARK: PRAIRIE/CENTURY

This station will serve the Hollywood Park entertainment complex. Originally just a horse racetrack, Hollywood Park now includes a card club casino, miniature golf course, fitness club, and several upscale restaurants. Already, the developers are planning more expansion to include a 12,000-seat music dome, a shopping center, and a police department headquarters building.

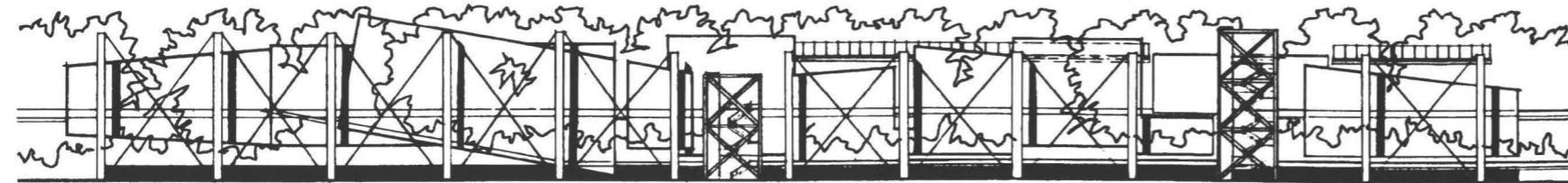
The Hollywood Park officials are very supportive of an aerial light rail train, and want the station as close to one of their main entrances as possible. That's great for passengers using the park, but what about residents who want to access the station? Can this station be designed to serve both the entertainment complex and neighborhood, or is it better to make a clear choice?



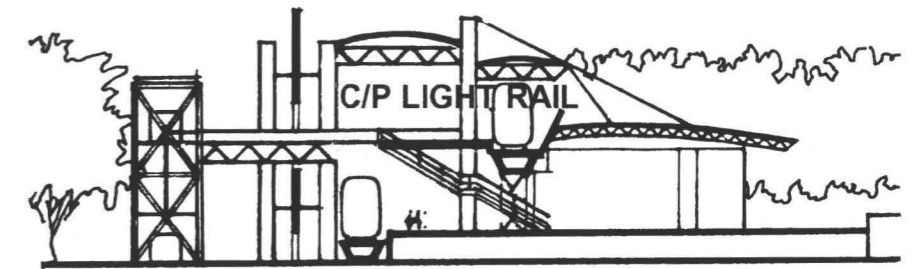
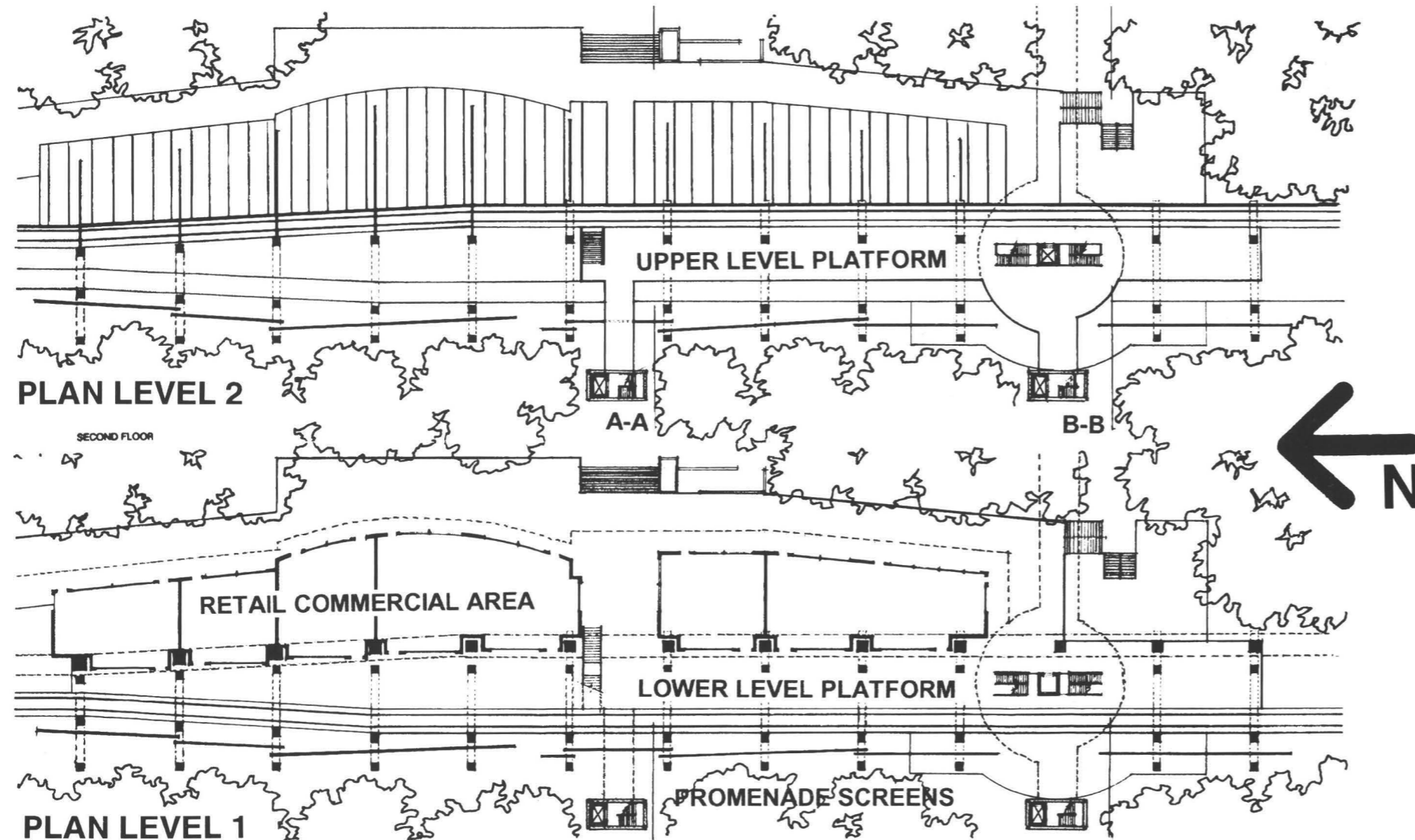




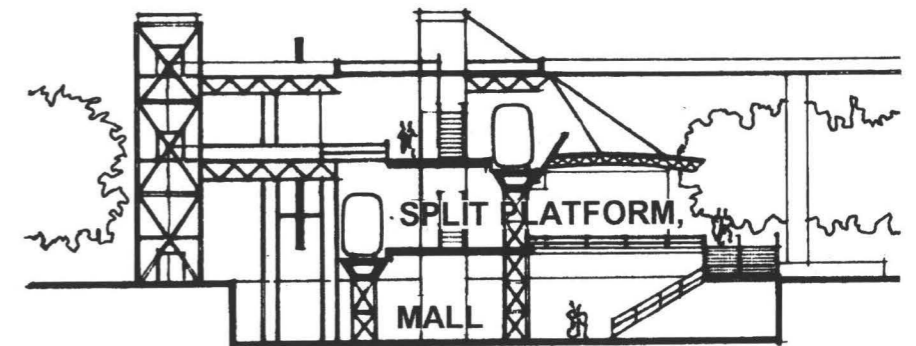
**EAST ELEVATION FROM PARK**



**WEST ELEVATION FROM PRAIRIE AVE.**



**E. W. SECTION A-A**



**E. W. SECTION B-B**

**CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR**  
 John Danielian  
 Proposal for Sportswalk

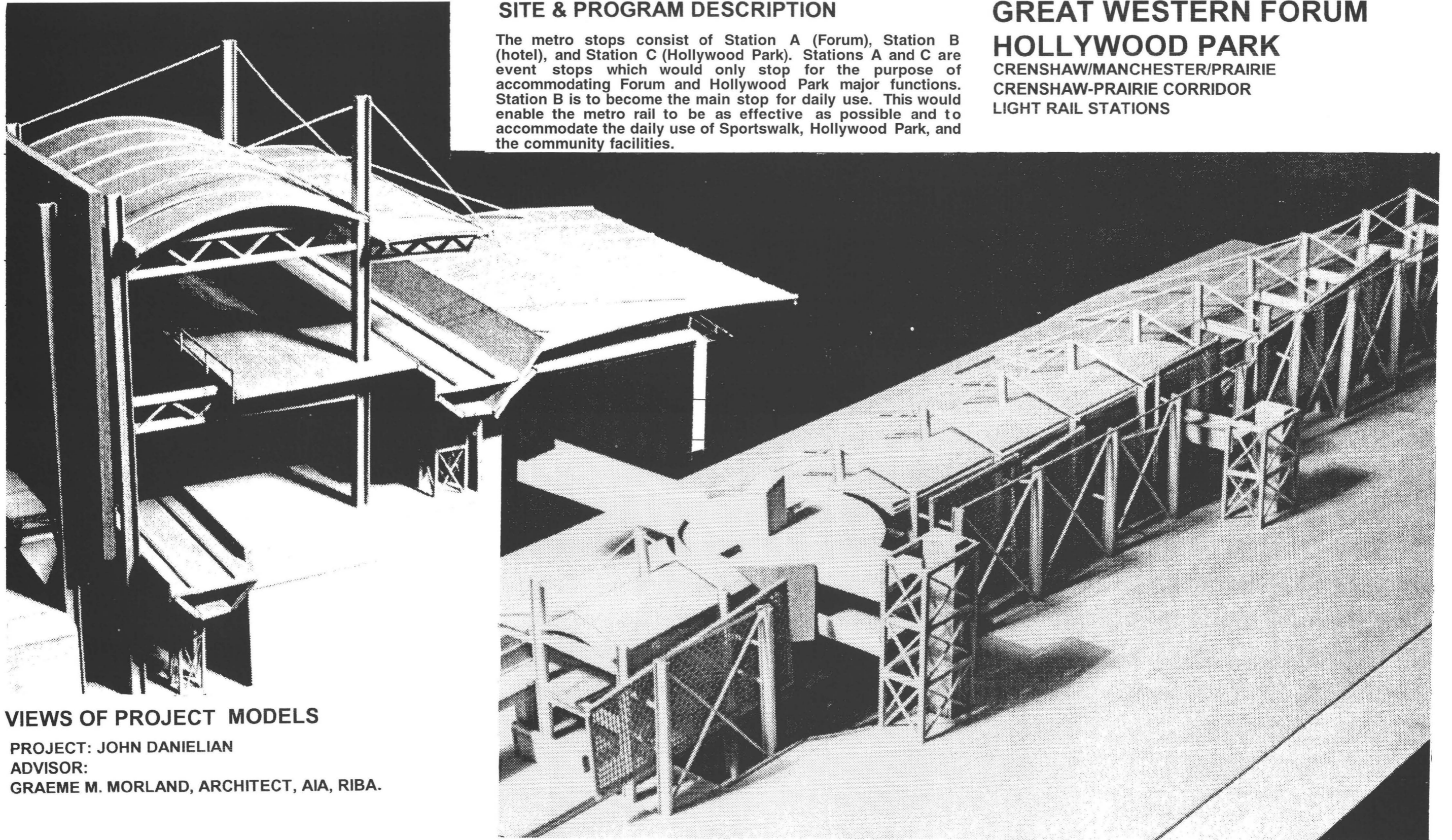
The design intention is to develop the Forum and Hollywood Park area with community activities and to provide a link between both major facilities. In doing so, it is proposed that a three stop Metro Rail station system is employed to accommodate the intended uses of the linear complex. Two obvious stopping locations for the Metro Rail are those of Hollywood Park and the Forum entries. The third stop for the Metro Rail would be at the now vacant Airport Park Hotel located on the corner of Prairie and 90th Street. The intention of this project is to rejuvenate the existing area with a major retail corridor linking the Forum and Hollywood Park, to revitalize the Airport Park Hotel, and to integrate community services linked to the Forum and Sportswalk.

It is intended that this new linear sportswalk will be set in a new lush landscaped green corridor enabled by the vacating of excess facilities, parking made obsolete by the introduction of the events stations. The new Sportswalk facilities within this park would be comprised of a YMCA, karate, swimming, and gymnastics facilities, boxing and basketball areas, all in the vicinity of station A at the forum. Station B would be the new Sportswalk Hotel, Niketown, Sports Bars, and related stores. At Station C, Hollywood Park, in addition to the music dome and shopping center, miniature golf, a go cart track and a fitness center are proposed in this new linear development.

## SITE & PROGRAM DESCRIPTION

The metro stops consist of Station A (Forum), Station B (hotel), and Station C (Hollywood Park). Stations A and C are event stops which would only stop for the purpose of accommodating Forum and Hollywood Park major functions. Station B is to become the main stop for daily use. This would enable the metro rail to be as effective as possible and to accommodate the daily use of Sportswalk, Hollywood Park, and the community facilities.

## GREAT WESTERN FORUM HOLLYWOOD PARK CRENSHAW/MANCHESTER/PRAIRIE CRENSHAW-PRAIRIE CORRIDOR LIGHT RAIL STATIONS



### VIEWS OF PROJECT MODELS

PROJECT: JOHN DANIELIAN

ADVISOR:

GRAEME M. MORLAND, ARCHITECT, AIA, RIBA.



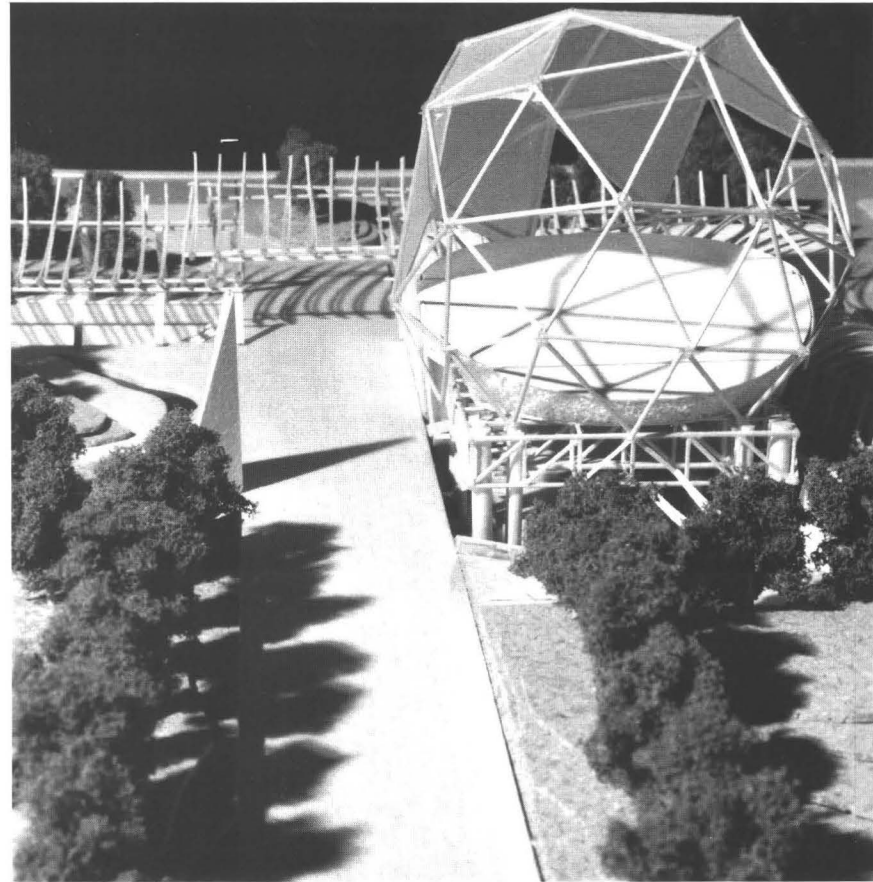
# HOLLYWOOD PARK STATION

PRAIRIE/MANCHESTER, PRAIRIE/CENTURY  
 CRENSHAW - PRAIRIE CORRIDOR  
 LIGHT RAIL STATION

## SITE & PROGRAM DESCRIPTION

HOLLYWOOD PARK STATION

GIANO NGUYEN



## VIEWS OF PROJECT MODEL

CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
 Giano Nguyen

Hollywood Park was originally just a horse track, but it has now developed into a media entertainment complex, consisting of a club card casino, miniature golf course, fitness/health club and several up-scale restaurants, a 12,000-seat music dome, a major shopping center and a police department headquarters building. The main purpose of the station at this location is to serve both the Hollywood Park Complex and the adjoining community residents. Therefore, the station is proposed to be located close to one of the main existing entries to the complex which is on Prairie Avenue between Gate #2 and the MTA bus entrance. It is intended that the station becomes a landmark for the city as well as the Hollywood Park Complex.

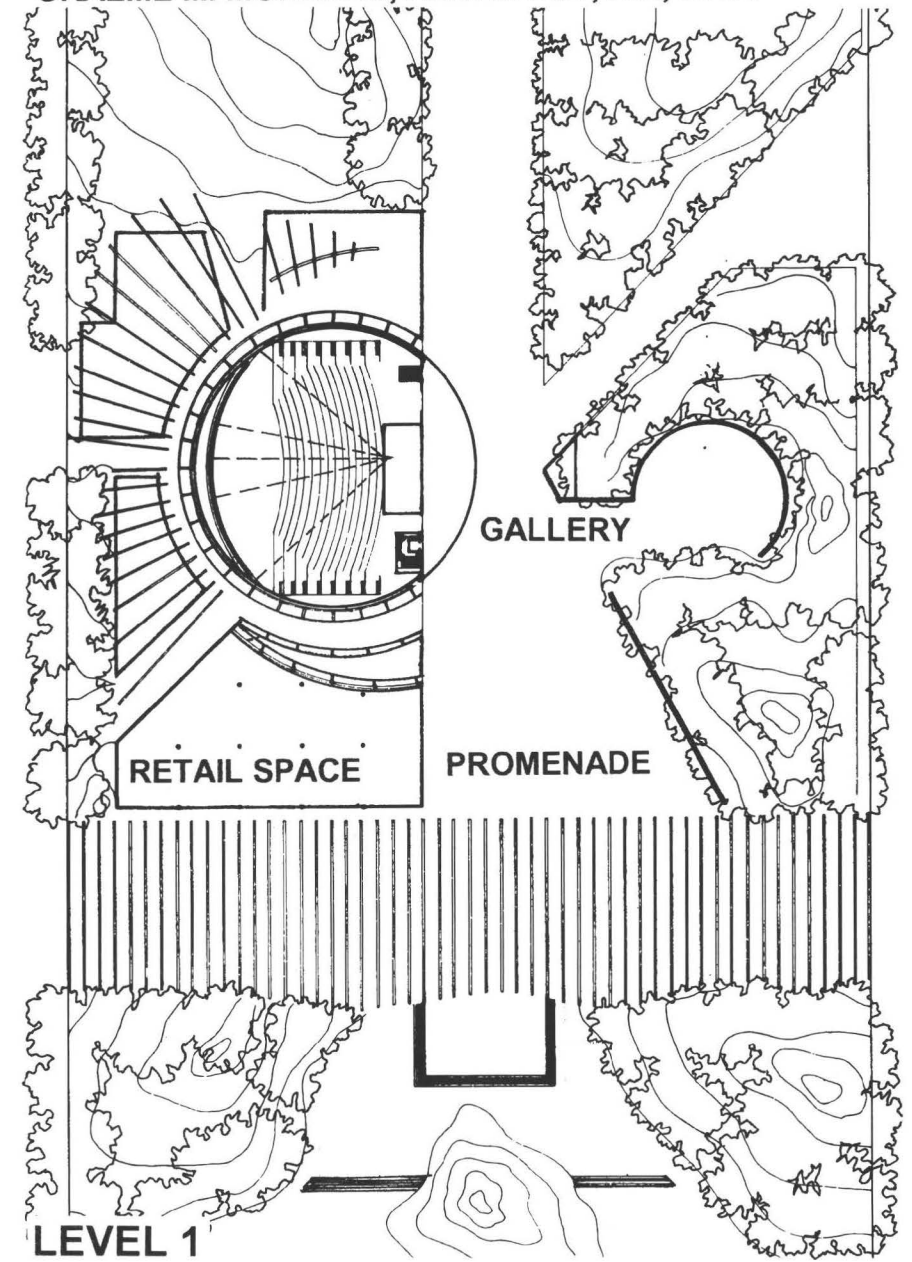
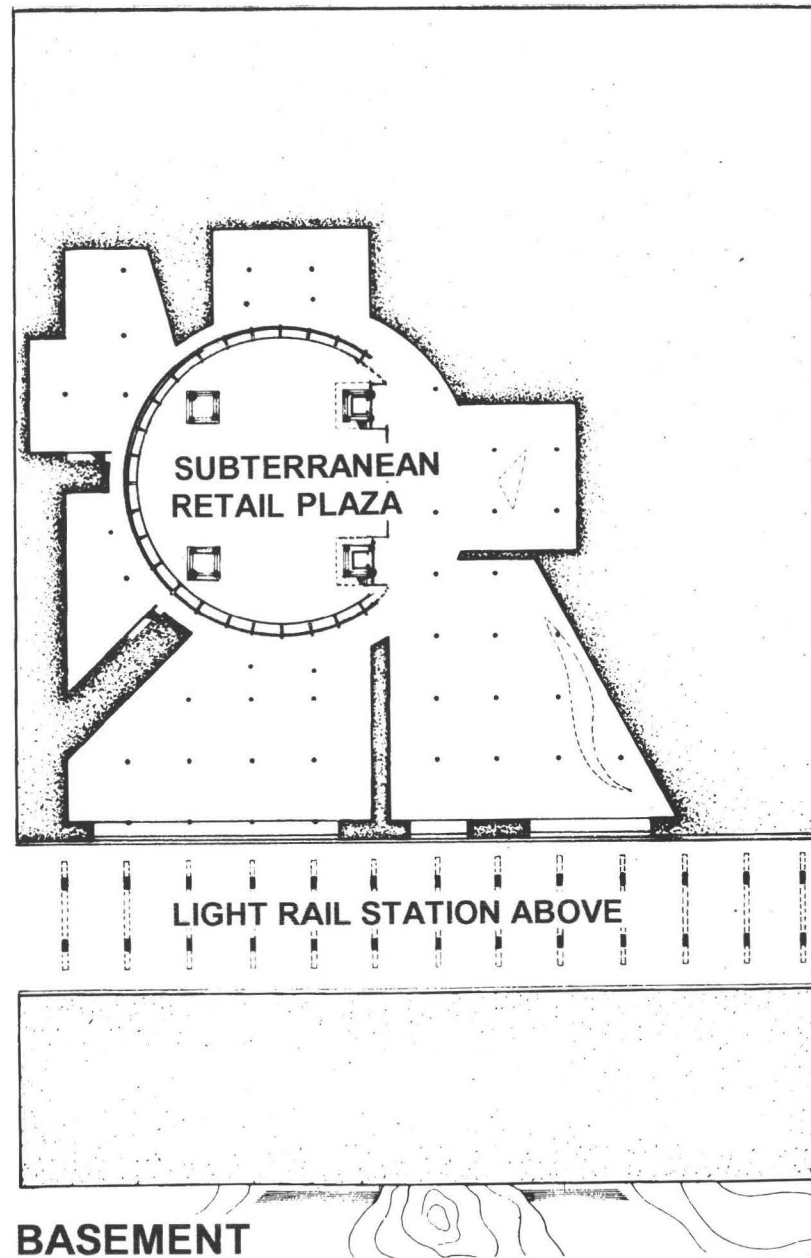
The platform concourse of the station faces Prairie Ave. to become the new street facade and entrance to Hollywood Park. When one enters the station, the presence of the Imax Theatre becomes omnipresent as the main attraction, surrounded by five smaller buildings. The mixed use buildings are proposed as small retail stores, sports bars, restaurants, food-court, health club, and market with an amusement park and recreation center. This program for the station complex will enhance and capitalize on the Hollywood Park patronage but more importantly provide services and amenities for the local community in addition to transportation and mobility.

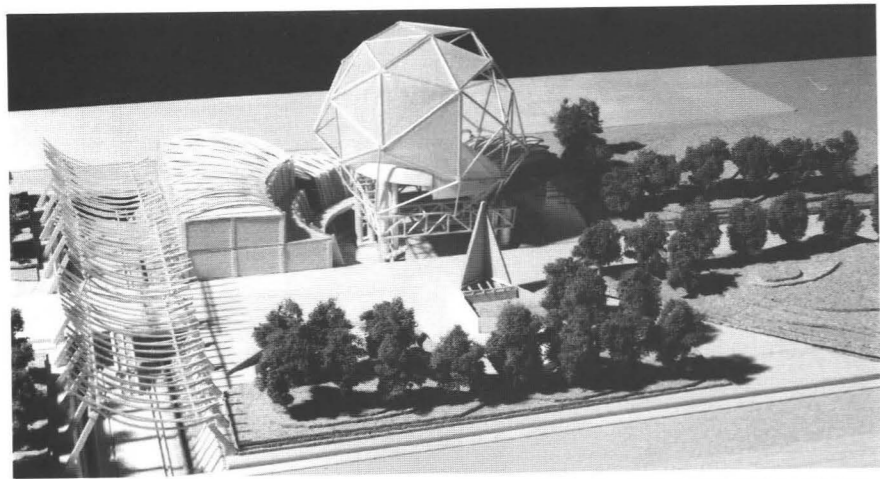
At present there is nothing between Hollywood Park and the community. Surrounding the race track there is nothing to resemble a park but the black tar covered parking lot. Hollywood Park is a misnomer. Therefore the strategy for this proposed station is about nature and landscape. By using the lot between Gate #2 and the RTD bus entrance and recreating a lush landscaped park with grass and an abundance of shade trees for neighborhood and visitors to relax and enjoy, it is from this natural dense setting that the station complex now emerges empowered by the presence of the sphere of the Imax floating above, which flags this new Inglewood landmark.

PROJECT: GIANO NGUYEN

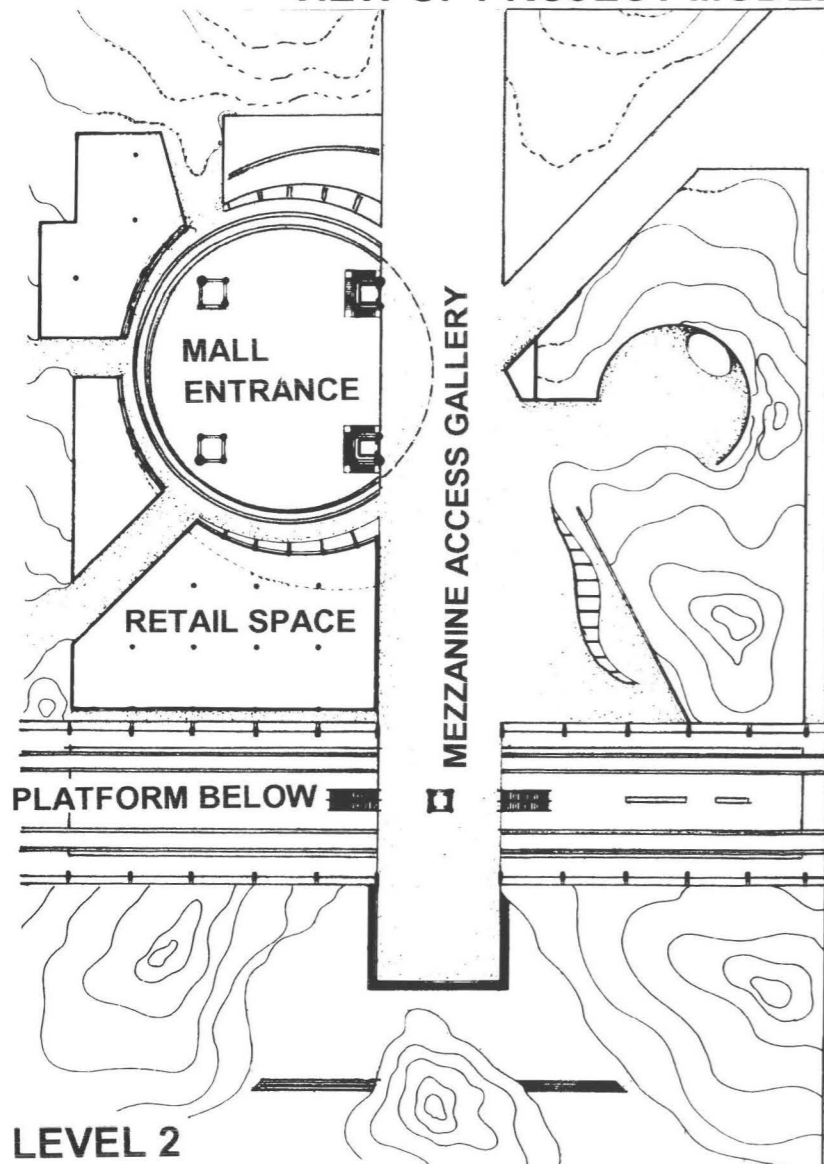
ADVISOR:

GRAEME M. MORLAND, ARCHITECT, AIA, RIBA



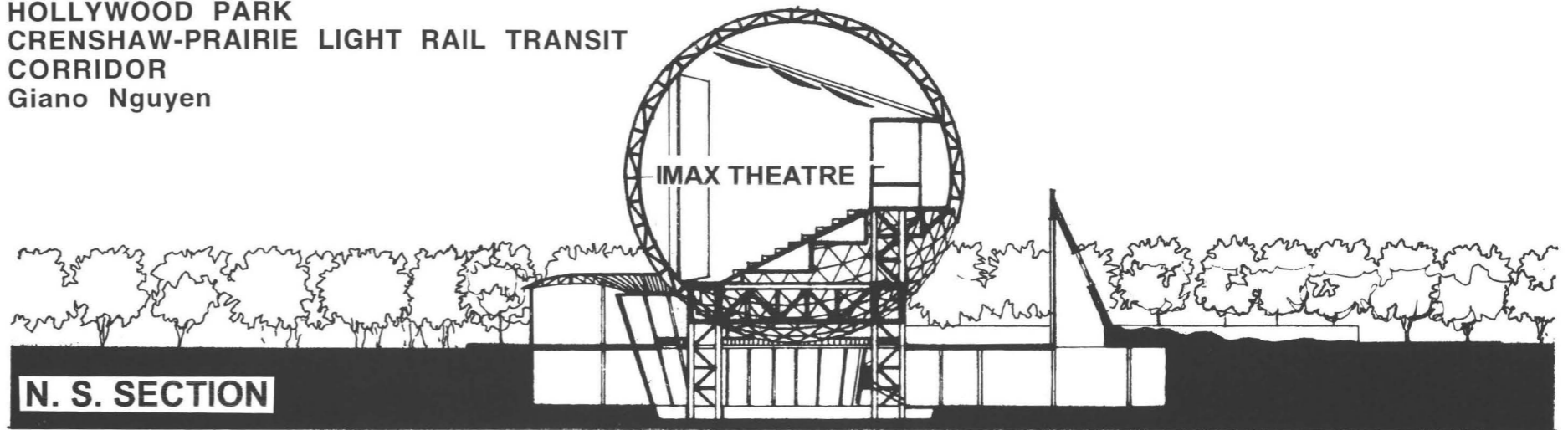


VIEW OF PROJECT MODEL

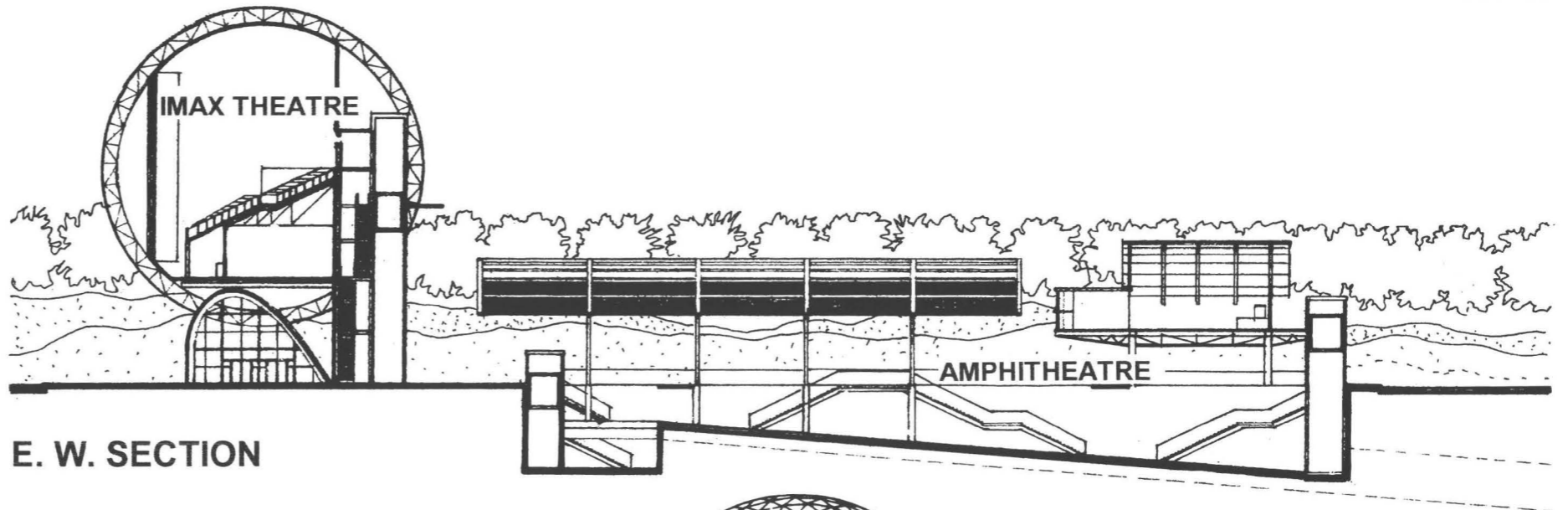


LEVEL 2

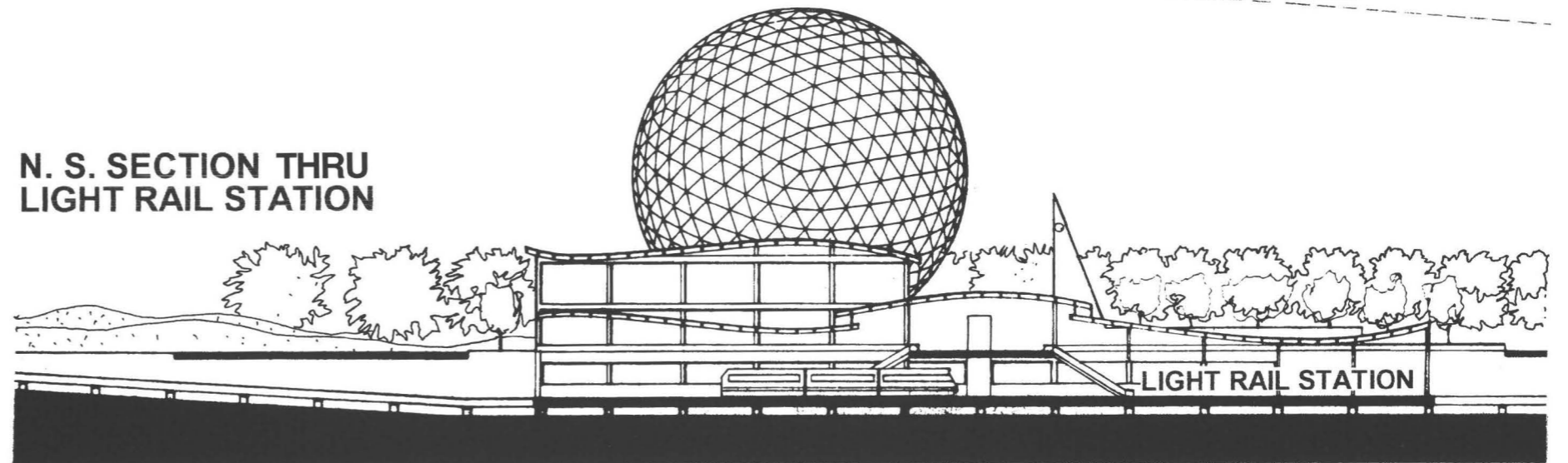
HOLLYWOOD PARK  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT  
CORRIDOR  
Giano Nguyen



N. S. SECTION

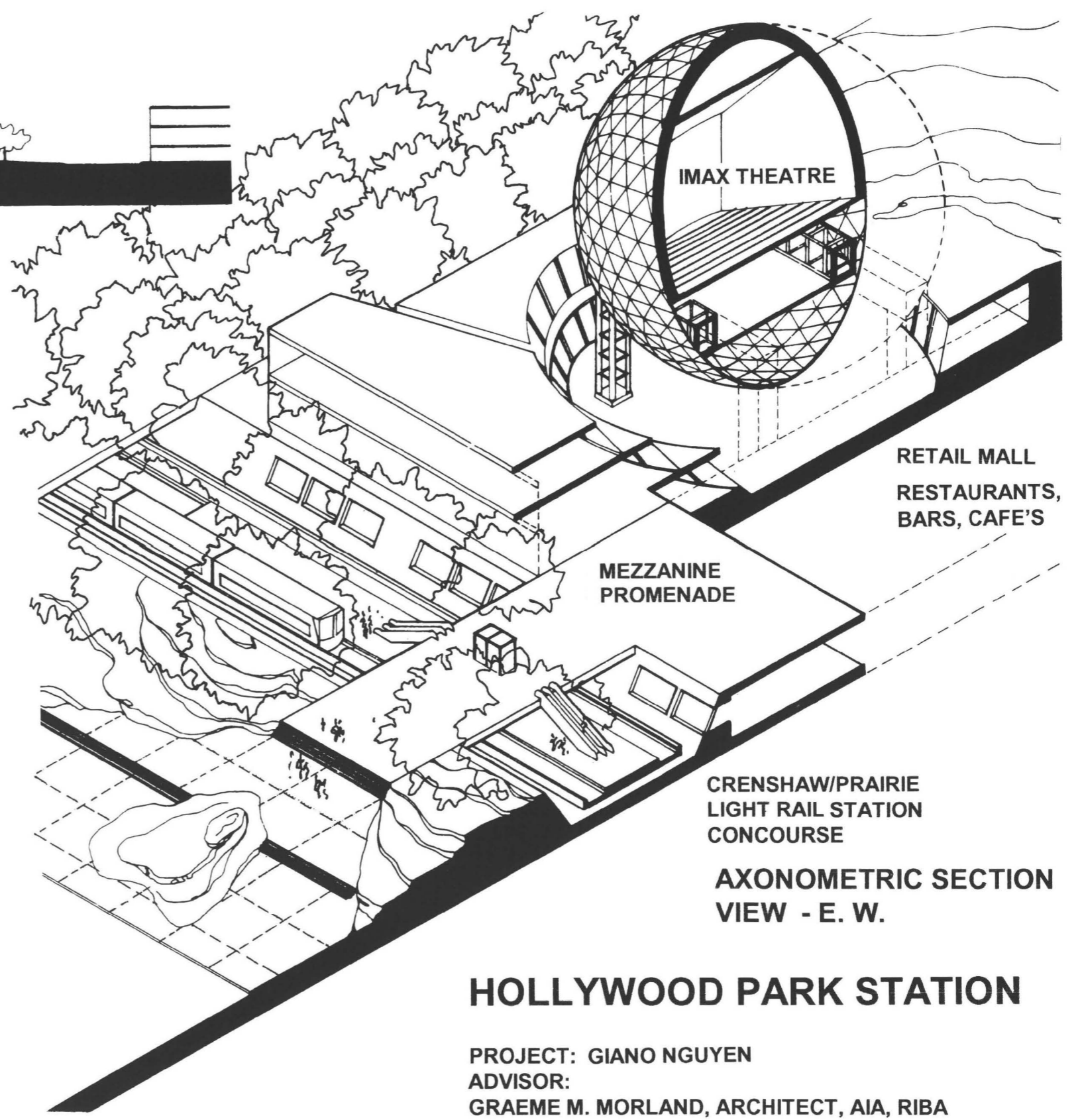
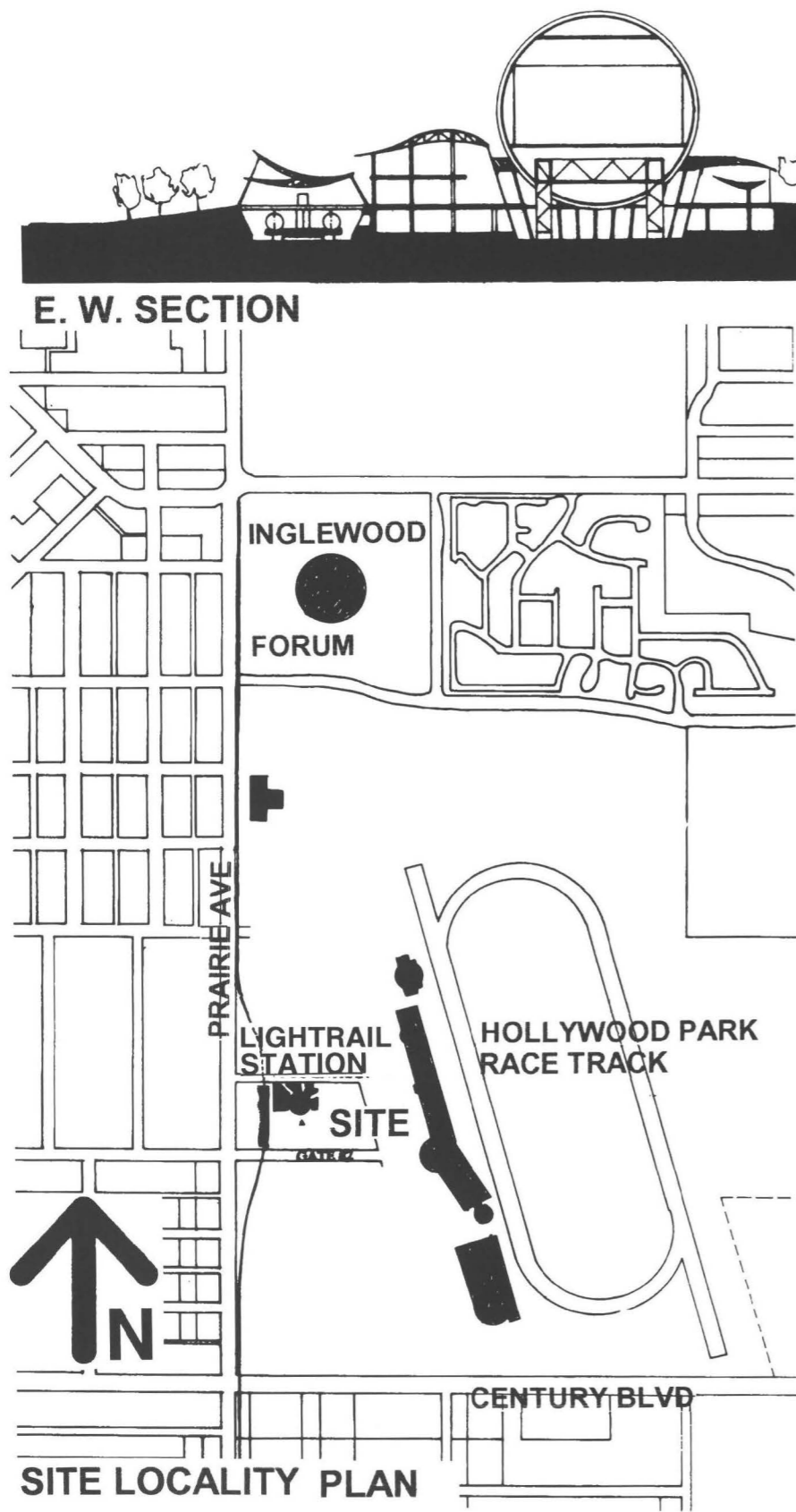


E. W. SECTION



N. S. SECTION THRU  
LIGHT RAIL STATION

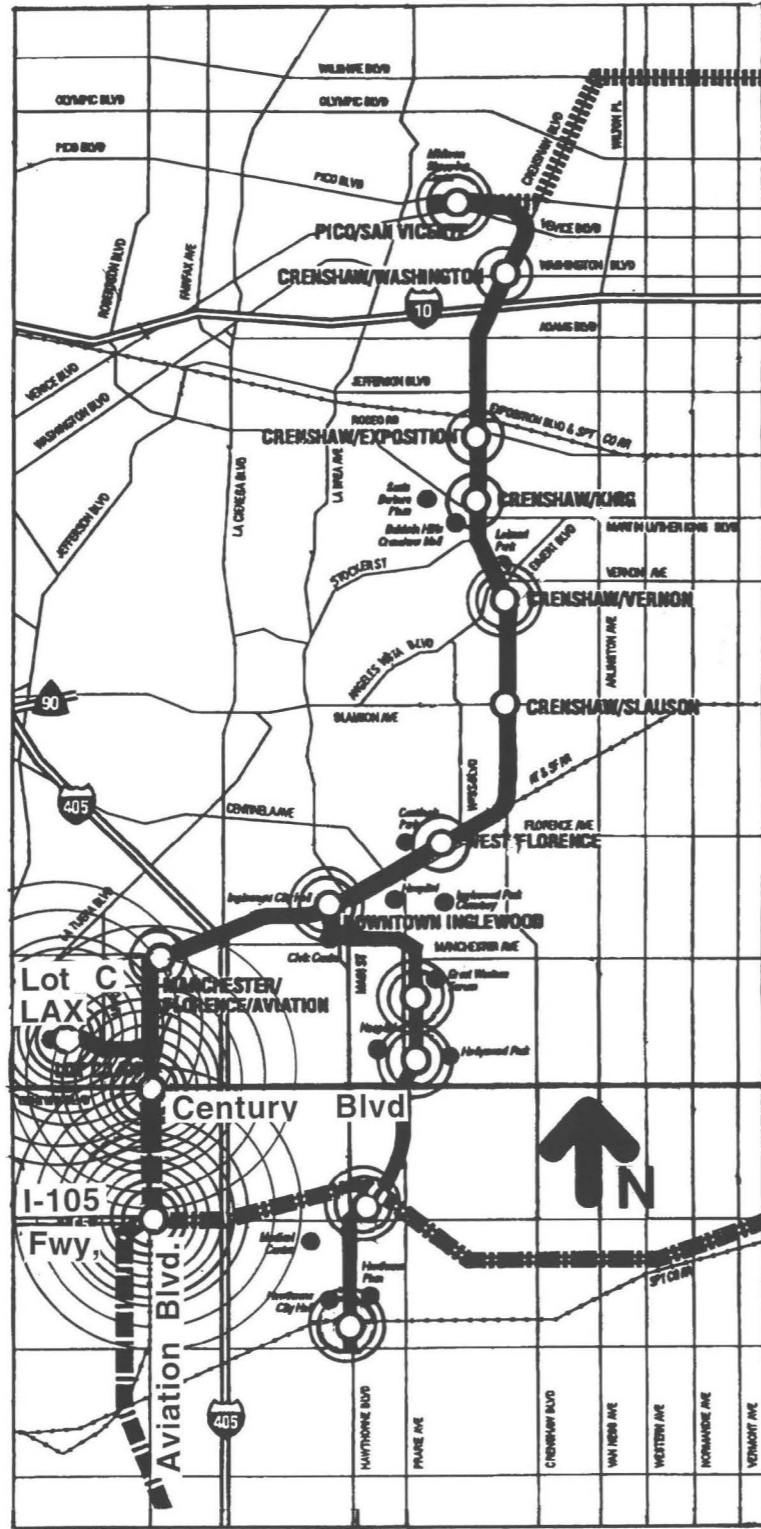






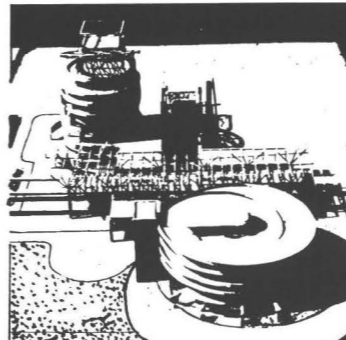
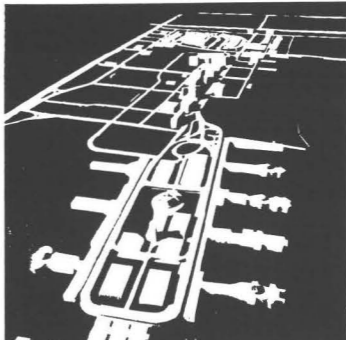
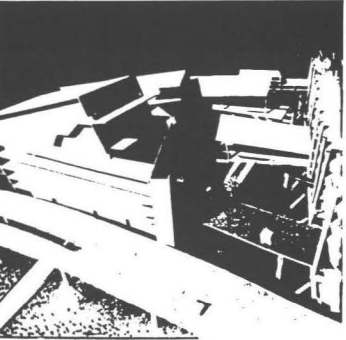






**LOT C, LAX.  
CENTURY/AVIATION BLVD.  
I-105 FREEWAY/AVIATION BLVD.**

**LAX ACCESS STATION  
SITES 6 - 7 - 8**

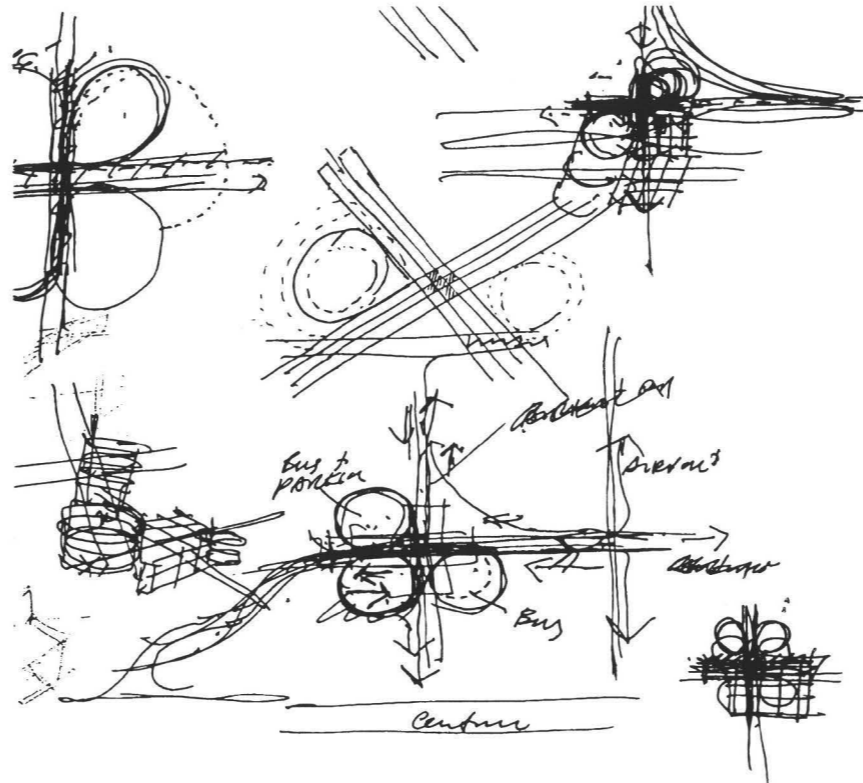
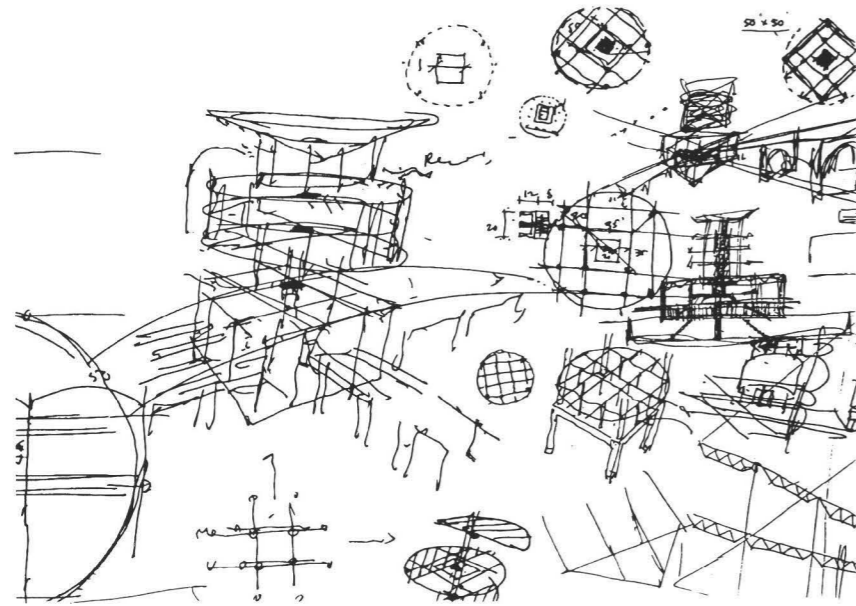
			
	Yau Cheuk Yu (Joe)	Chad Dyrer	Stephen Scheuerer

LAX AIRPORT. LOT C, PARKING LOT.  
CENTURY/AVIATION  
LAX STATION TERMINAL  
I-105 FWY - AVIATION BLVD. (LAX)  
TRANSPORTATION CENTER  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT  
CORRIDOR EXTENSION



# LOT C, LAX

LAX AIRPORT. LOT C, PARKING LOT.  
YAU CHEUK YU (JOE)



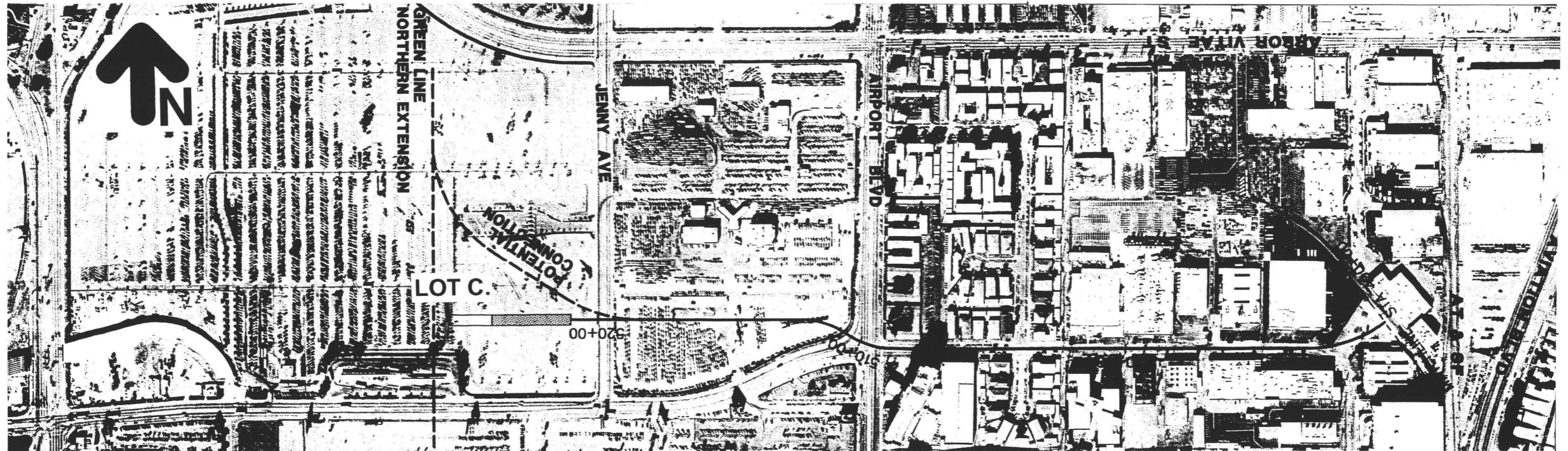
CONCEPTUAL SKETCH DIAGRAMS

## LOS ANGELES INTERNATIONAL AIRPORT

Even though the Aviation Station on the Metro Green Line offers a free shuttle bus for people to ride (ten minutes away) to the airport, most people criticize the fact that the Los Angeles Metro Rail system doesn't bring you closer to the planes. This proposed stop on the Crenshaw-Prairie line could solve that problem, and offers an opportunity for Metro Rail to be a part of the airport's new proposed ground transportation center.

LAX Airport officials are preparing a master plan to map out where they would like to see a new ground transportation center for buses, taxis, and shuttles. The long-term parking lot at Sepulveda Boulevard and 96th Street (Lot C) is the leading candidate site. A people mover (similar to the ones at Dallas, Denver, or Orlando airports) is being considered to connect passengers to their terminals.

The architect for the LAX Lot C station should assume that the tracks will be coming from the east along Arbor Vitae Street, either elevated or at street level. The actual station location can be off-street, anywhere within the Lot C boundaries. The architect should also be careful to design a station that will work for airport employees as well as passengers. The airport will continue to be a major employment center, with big increases projected over the next 15 years.





## MISCELLANEOUS VIEWS OF SITE AS EXISTING

### LOT C, LAX

#### SITE & PROGRAM DESCRIPTION

PROJECT: YAU CHEUK YU (JOE)

ADVISOR:

GRAEME M. MORLAND, ARCHITECT, AIA, RIBA



# LOT C, LAX

YAU CHEUK YU (JOE)

## SITE & PROGRAM DESCRIPTION

### CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR EXTENSION Yau Cheuk Yu (Joe)

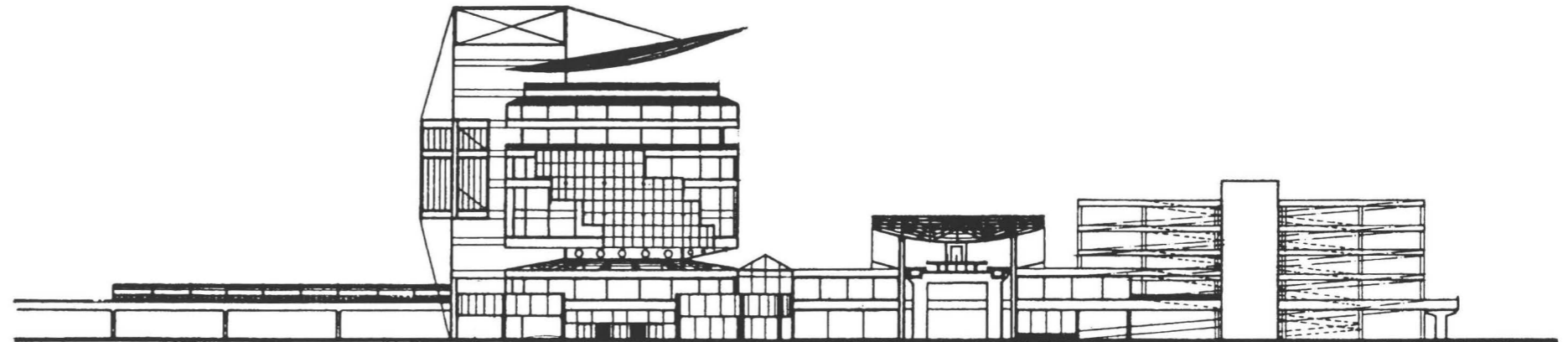
The Crenshaw-Prairie Corridor will serve as a link between the Metro Red Line and the Metro Green Line, or between the Metro Red Line and the regional center at Lot C at LAX, which includes a bus/rail interface to hotels, South Bay cities, Downtown L.A., as well as other municipal bus operations, including Santa Monica, Torrance, and Culver City transit.

First of all, the basic idea of this station is to combine the Crenshaw-Prairie line bus and Metro Green Line Northern Extension together as a single network. In this station, people can change their train line -- bus to train to plane with ease and convenience. Moreover, a major parking structure and a six level commercial tower are also accommodated to make this station a complete service node.

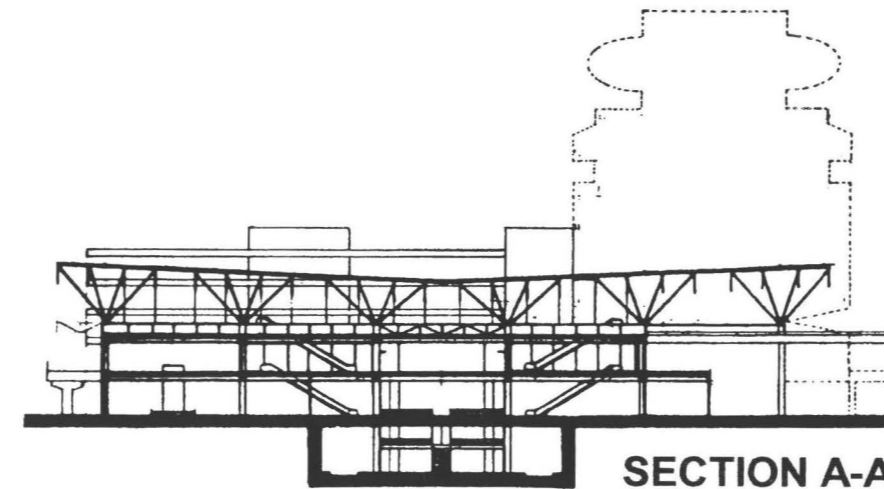
This train station is envisaged as a remote connection center to LAX airport. In the station there is programmed a transportation information center for air, train and bus schedules, luggage check-in and pick up facilities, air flight time information, ticket office, and a bus station to provide local bus service and airport shuttle service for arriving and departing passengers beside those connecting services. A restaurant, bookstore, gift shop, and snack bar, are also programmed in the station complex. In the office tower, the first two levels are exhibits, the third and fourth floors are leased offices, and the top two floors accommodate a health/fitness center. This could encourage people to relax through exercise during their commute.

The design solution combines a double helix as the hub of the scheme. This articulates the central passenger circulation system and the traffic circulation pattern. Moreover, the bus station is further separated to the second level where it can be directly connected to the airport skyway.

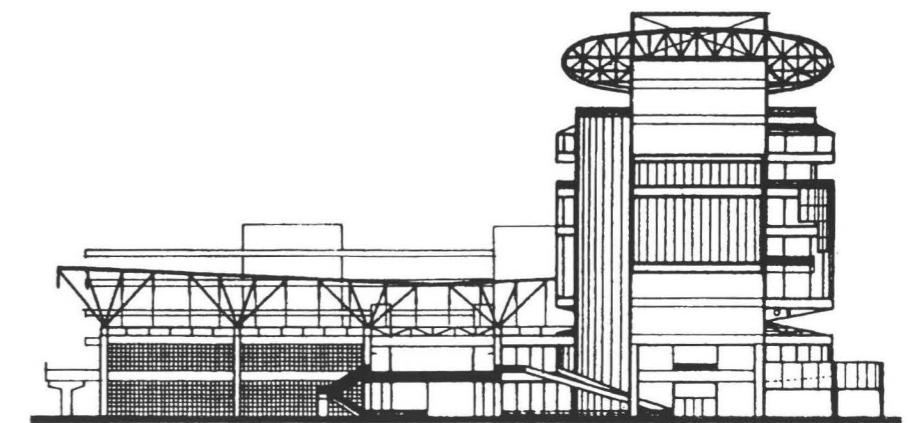
Finally, the double spiral ramped parking structure provides immediate access to the adjoining transit concourse center where all transit connections are made. This building, with its hybrid mixed use program generated by transit transfer and connection, signals the emergence of a new building prototype, which could re-occur at similar transit centers throughout the region.



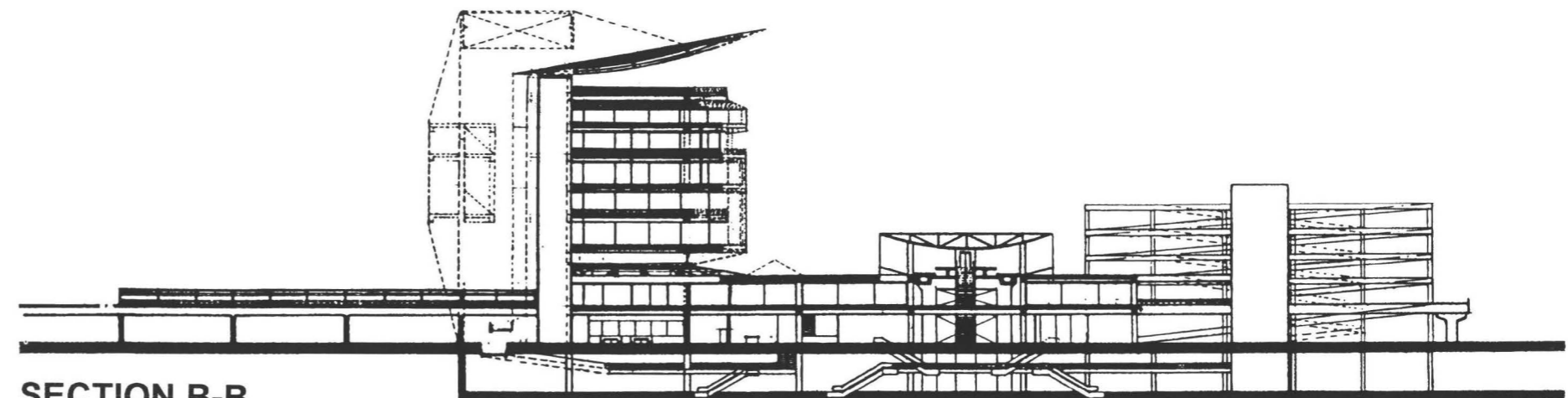
SOUTH ELEVATION



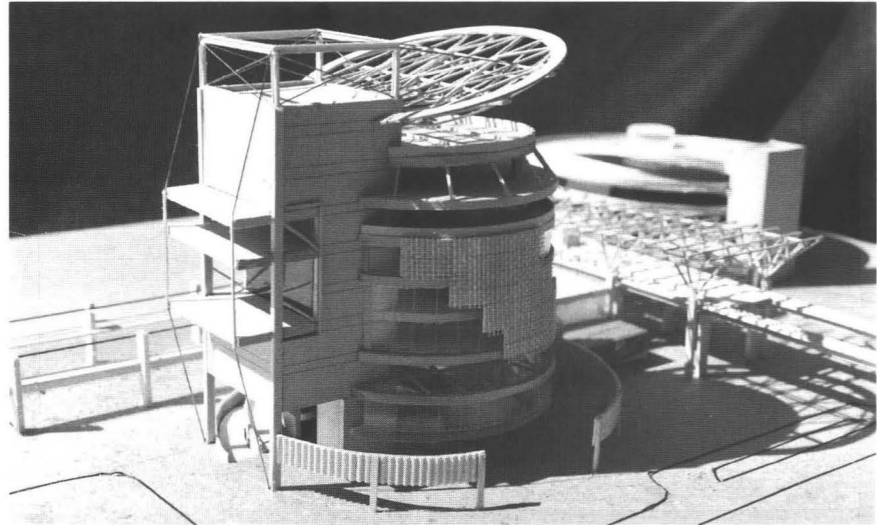
SECTION A-A



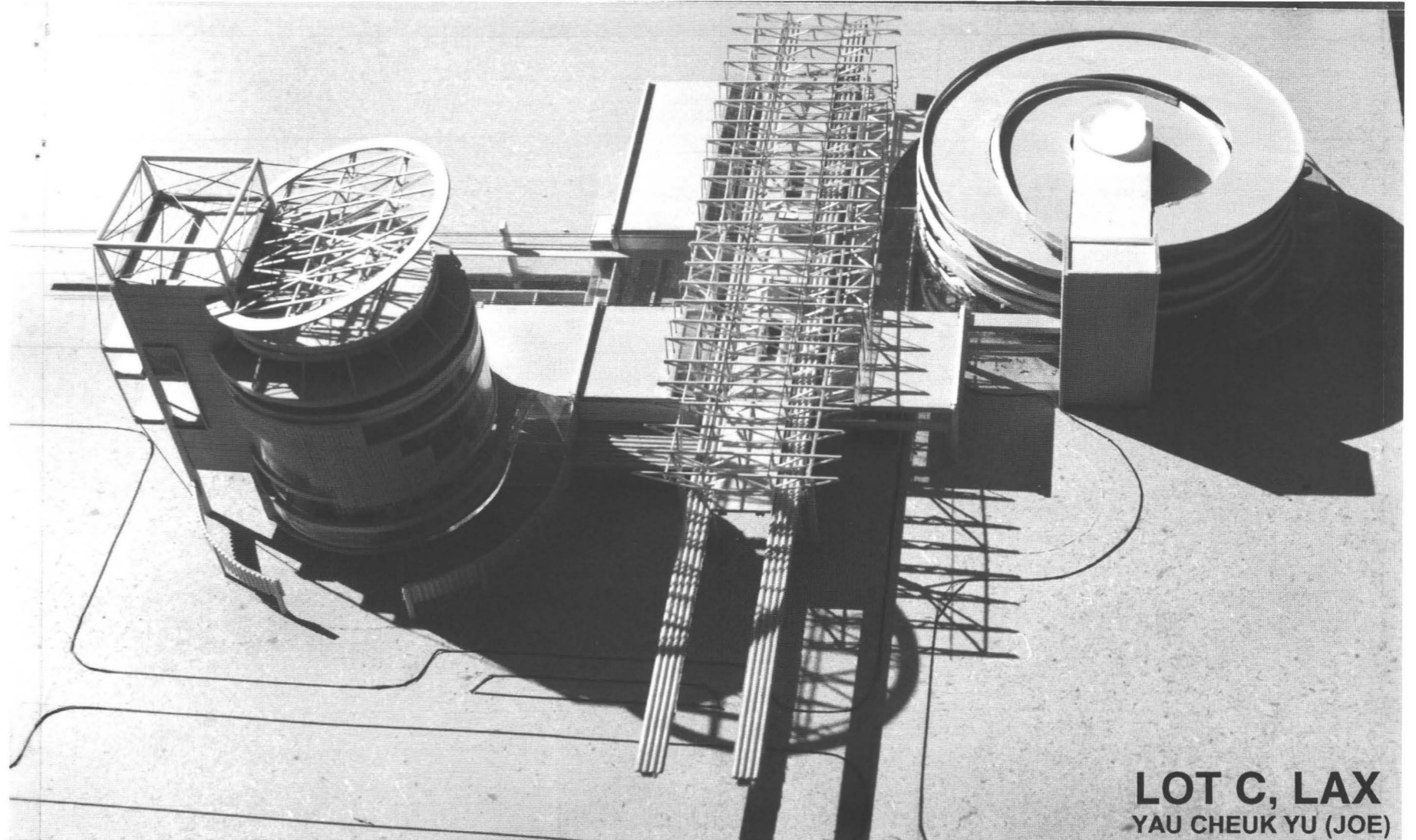
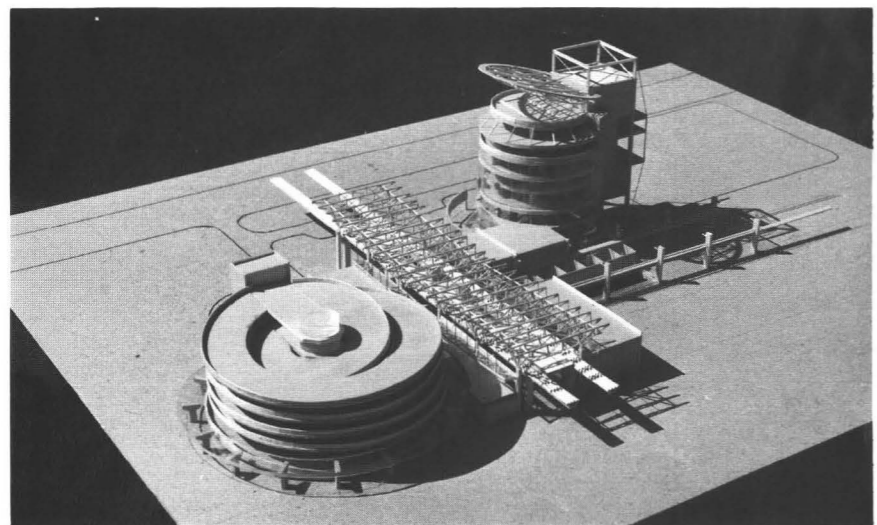
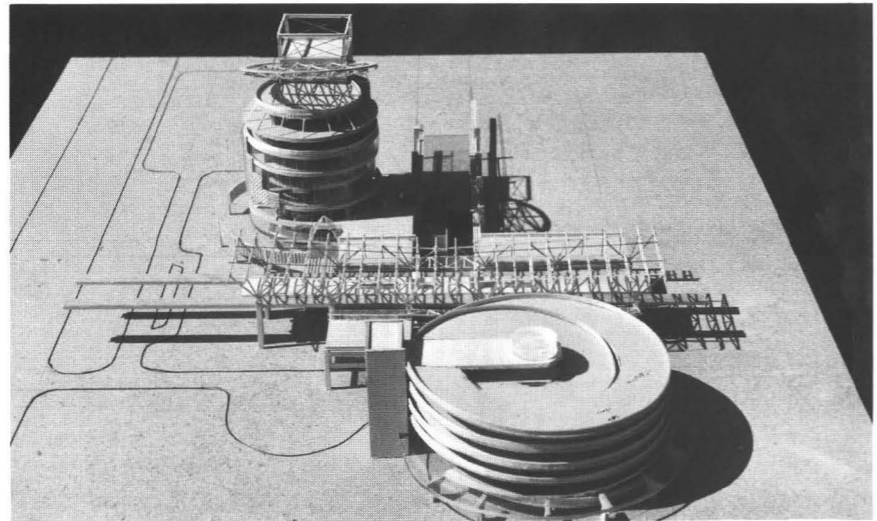
WEST ELEVATION



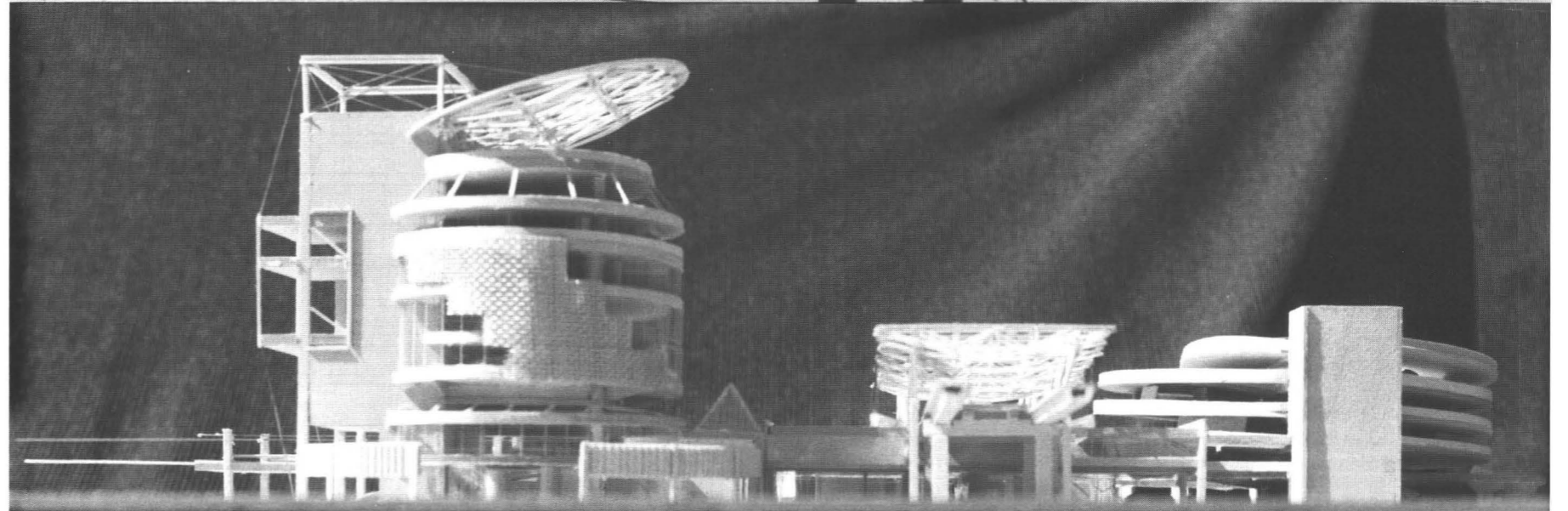
SECTION B-B



**VIEWS OF PROJECT MODEL**

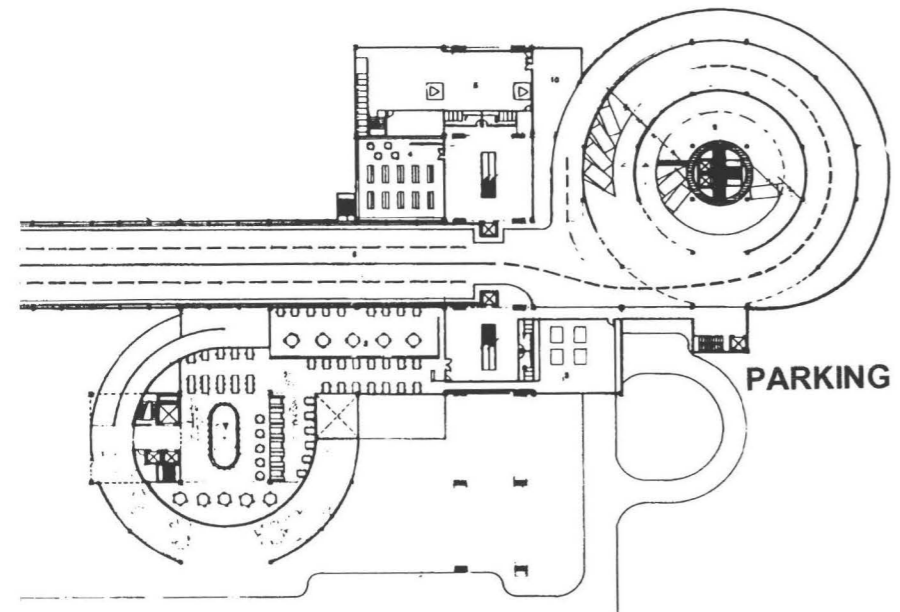


**LOT C, LAX**  
YAU CHEUK YU (JOE)

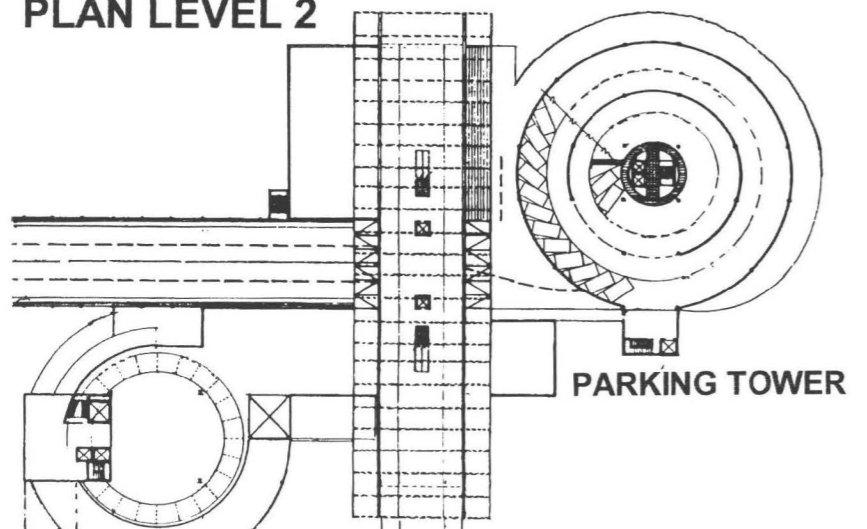




PROJECT;  
YAU CHEUK YU (JOE)  
ADVISOR;  
GRAEME. M. MORLAND. ARCHITECT. AIA. RIBA.

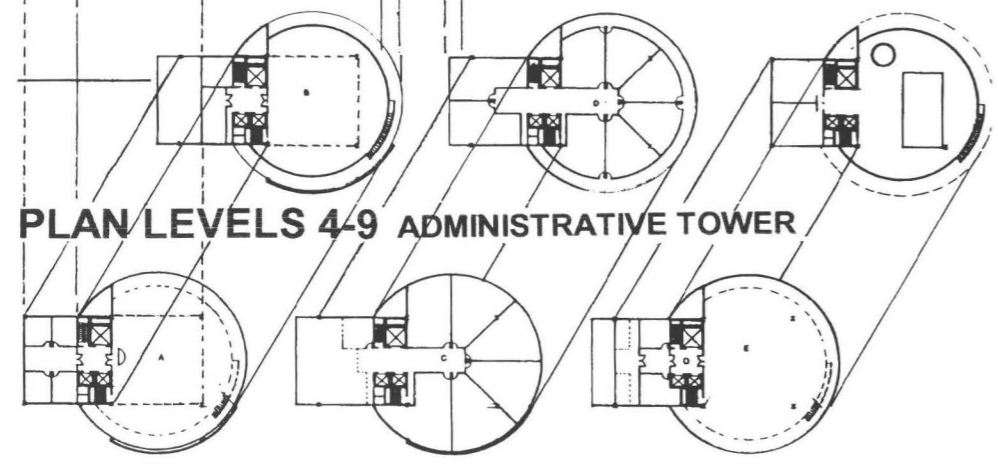


PLAN LEVEL 2



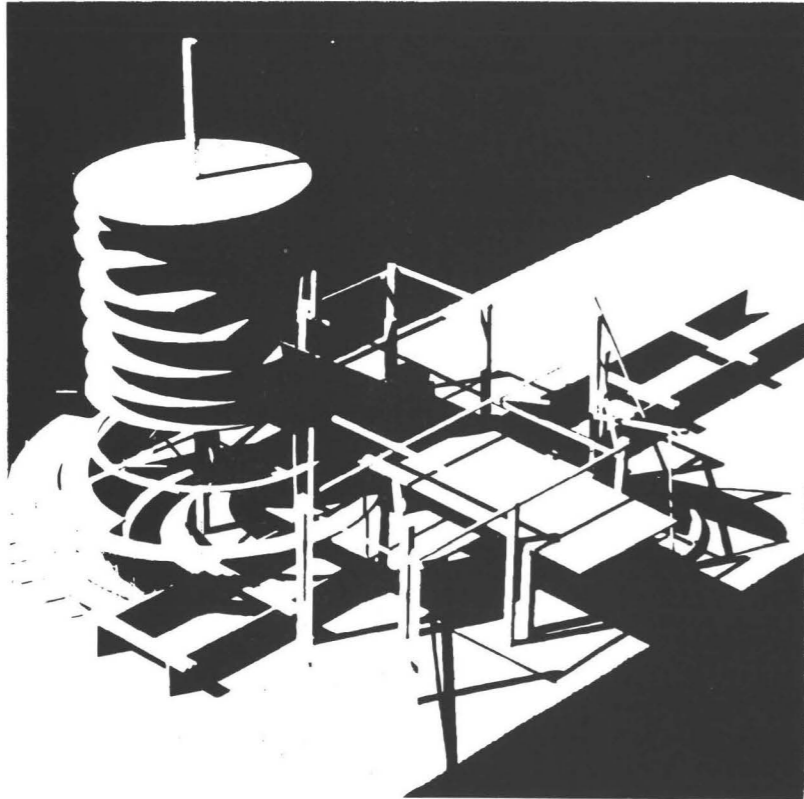
PLAN LEVEL 3

LOT C, LAX.

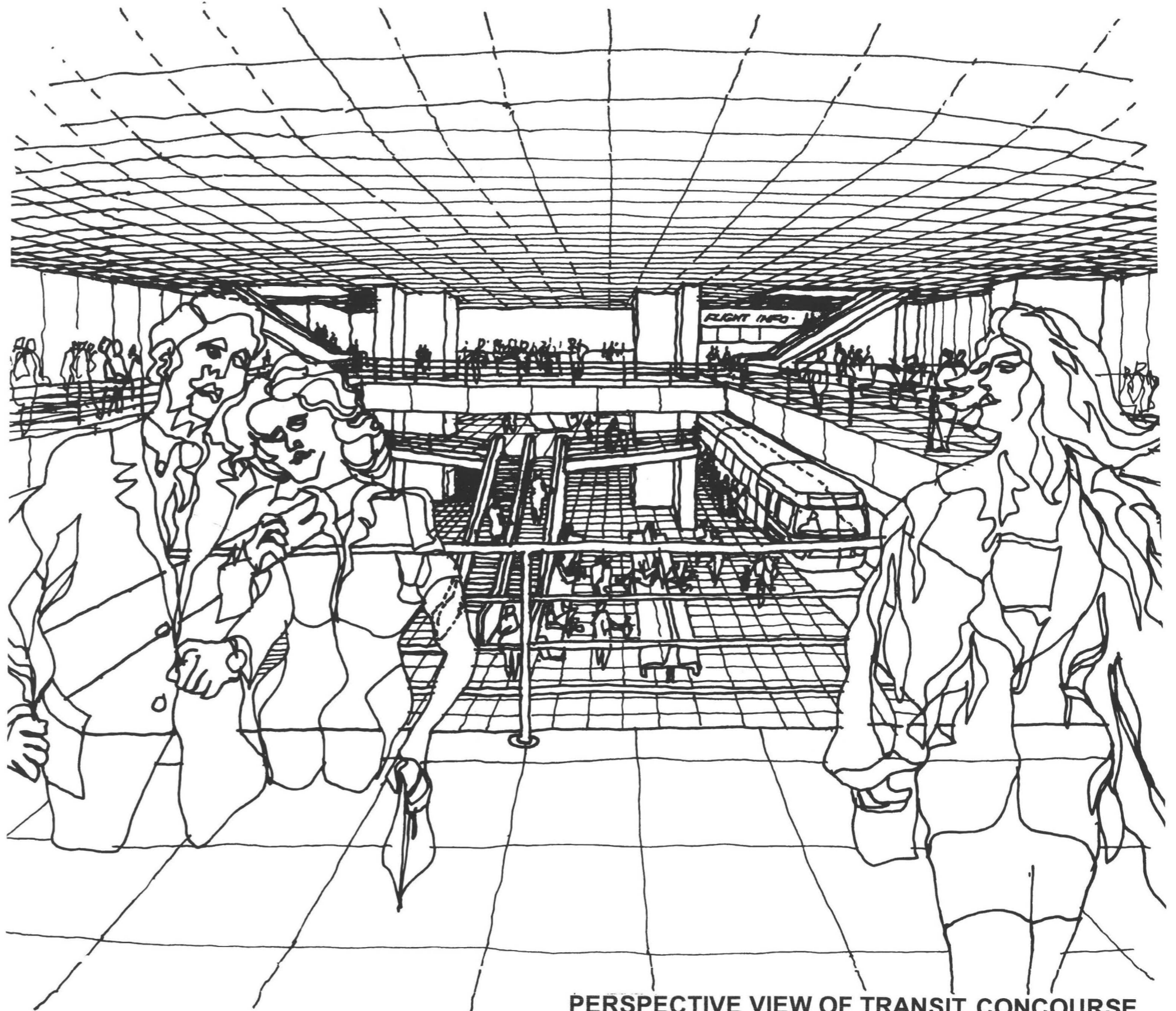
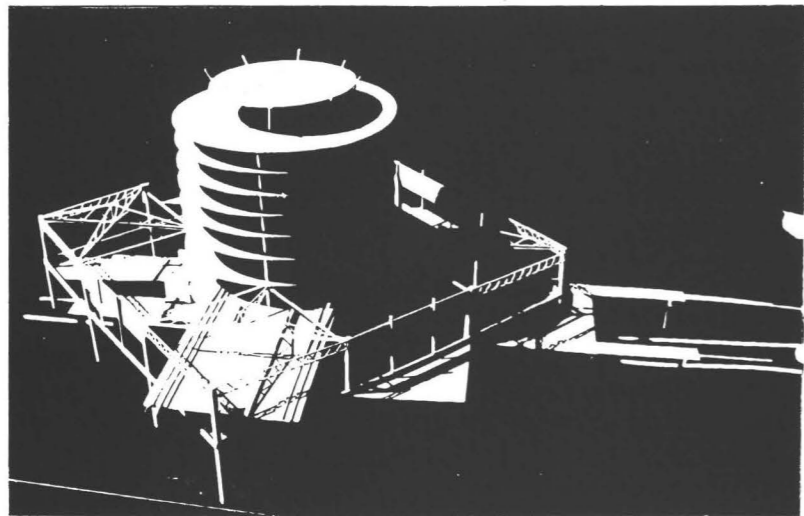


VIEW OF TRANSIT CENTRE COMPLEX

LOT C LAX  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT  
CORRIDOR EXTENSION  
Yau Cheuk Yu (Joe)



VIEWS OF PROJECT MODEL

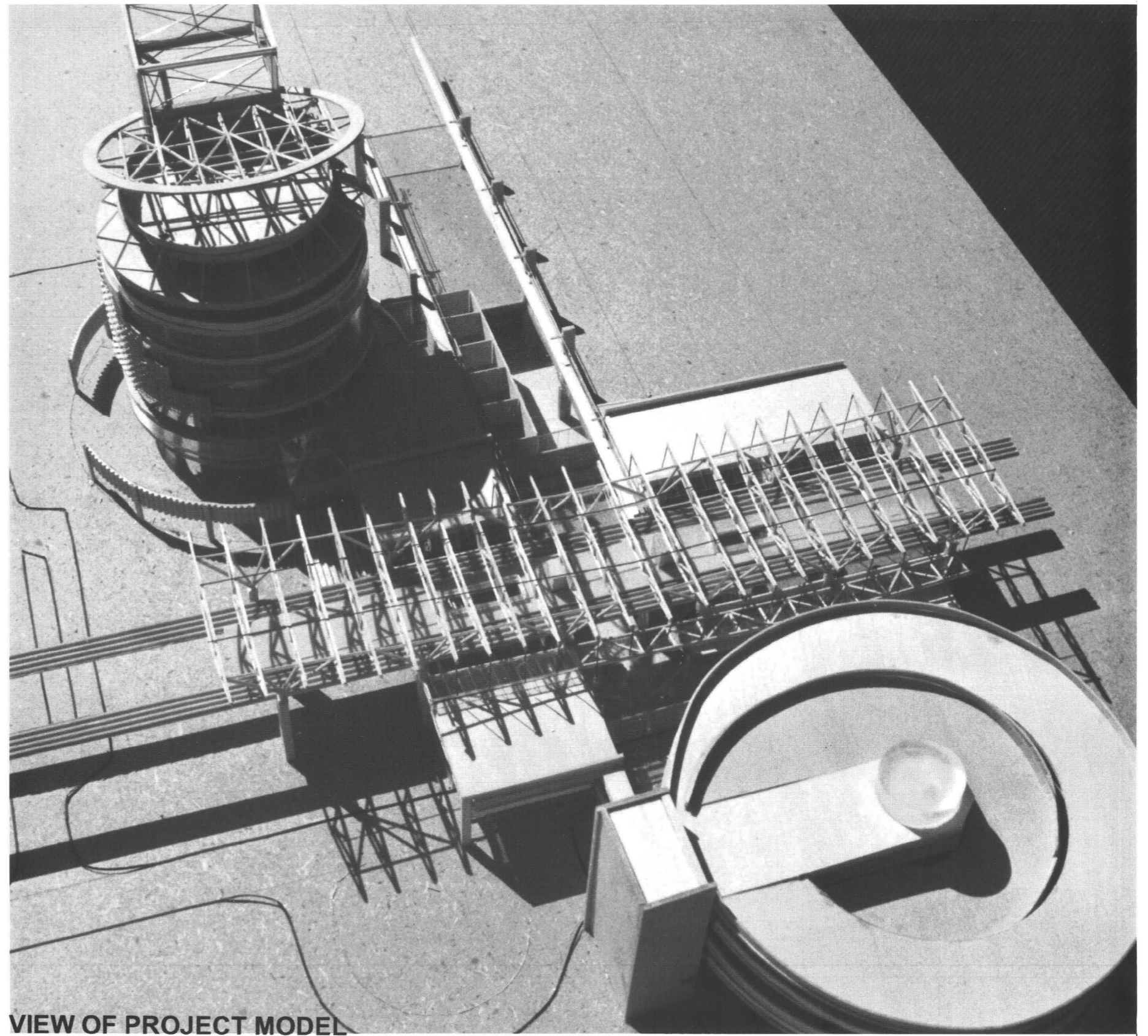
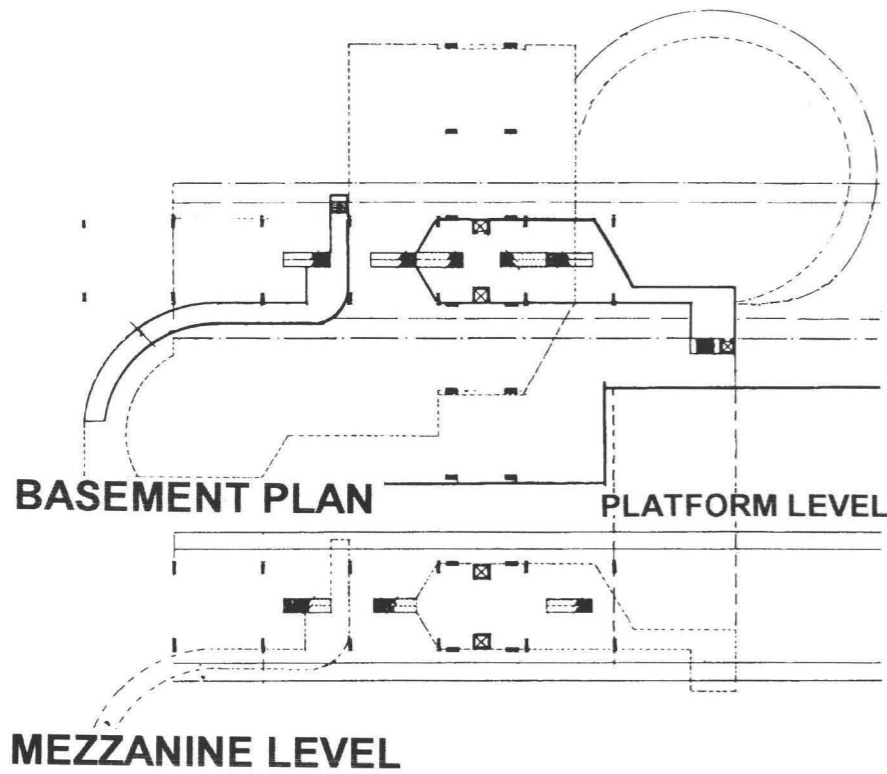
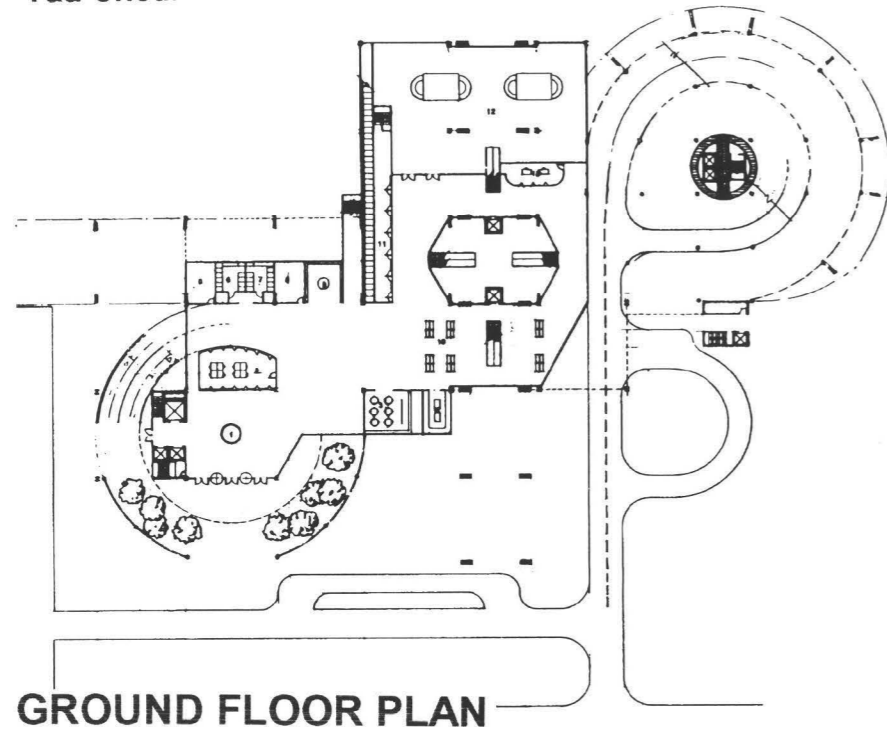


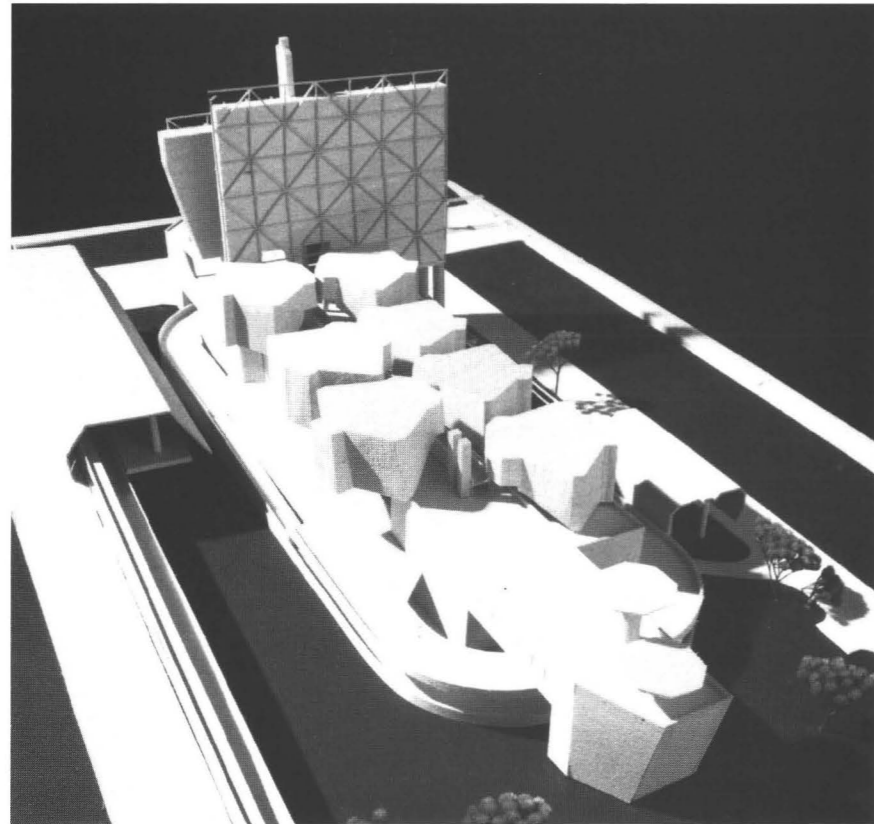
PERSPECTIVE VIEW OF TRANSIT CONCOURSE



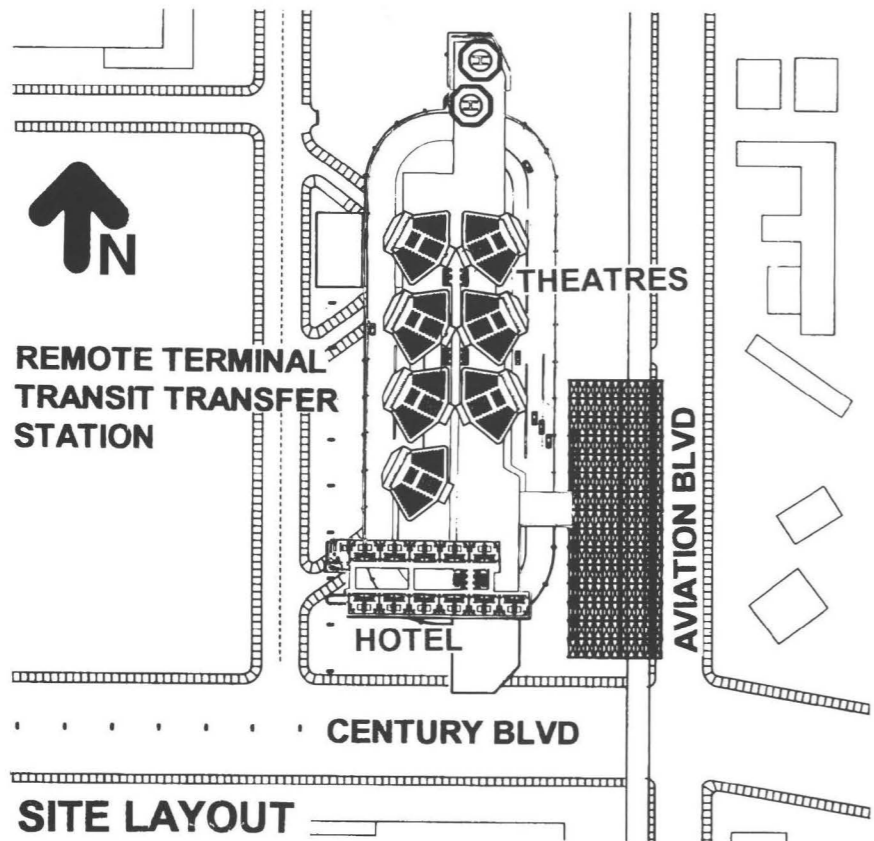
# LOT C, LAX

Yau Cheuk Yu



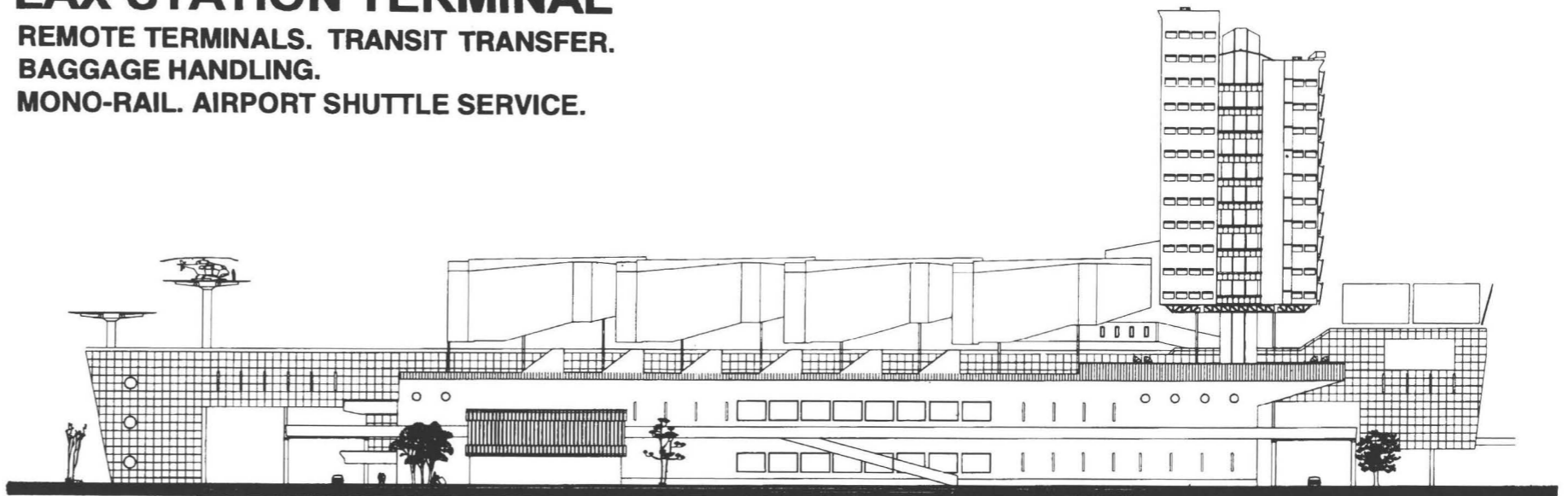


**VIEW OF PROJECT MODEL**

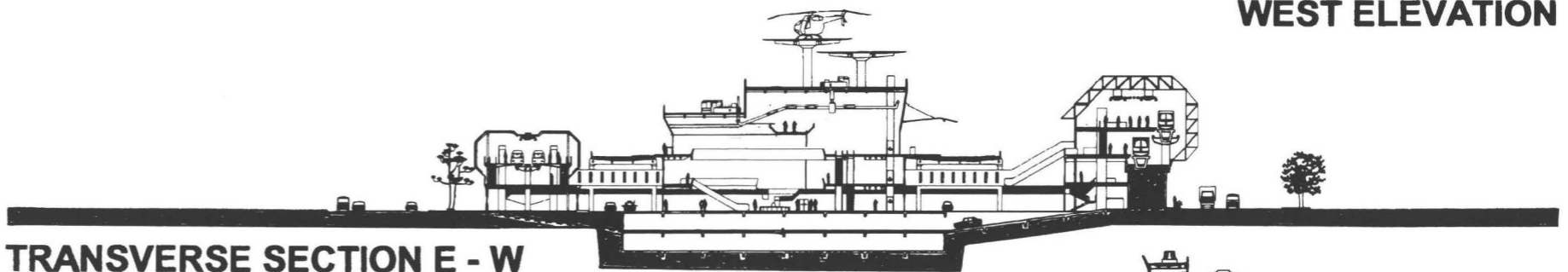


# CENTURY/AVIATION LAX STATION TERMINAL

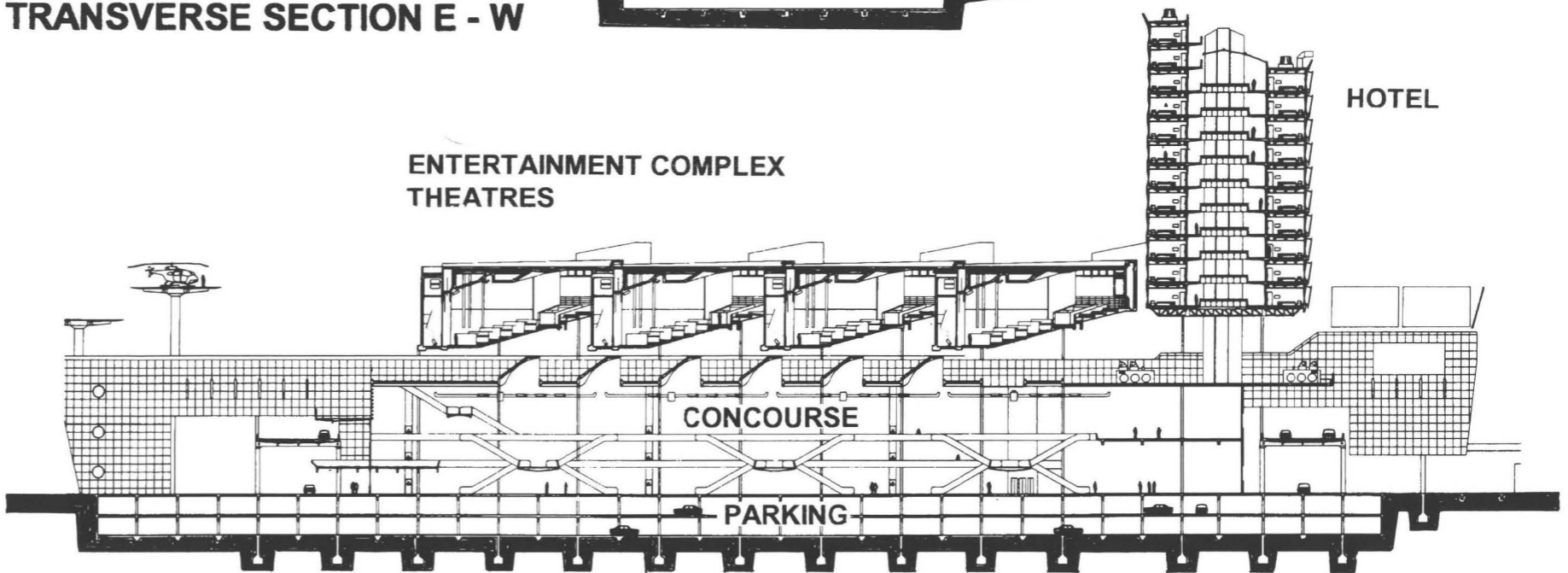
REMOTE TERMINALS. TRANSIT TRANSFER.  
BAGGAGE HANDLING.  
MONO-RAIL. AIRPORT SHUTTLE SERVICE.



**WEST ELEVATION**



**TRANSVERSE SECTION E - W**



**LONGITUDINAL SECTION N-S**



# CENTURY/AVIATION LAX STATION TERMINAL

REMOTE TERMINALS. TRANSIT TRANSFER.  
BAGGAGE HANDLING.  
MONO-RAIL. AIRPORT SHUTTLE SERVICE.

## SITE & PROGRAM DESCRIPTION

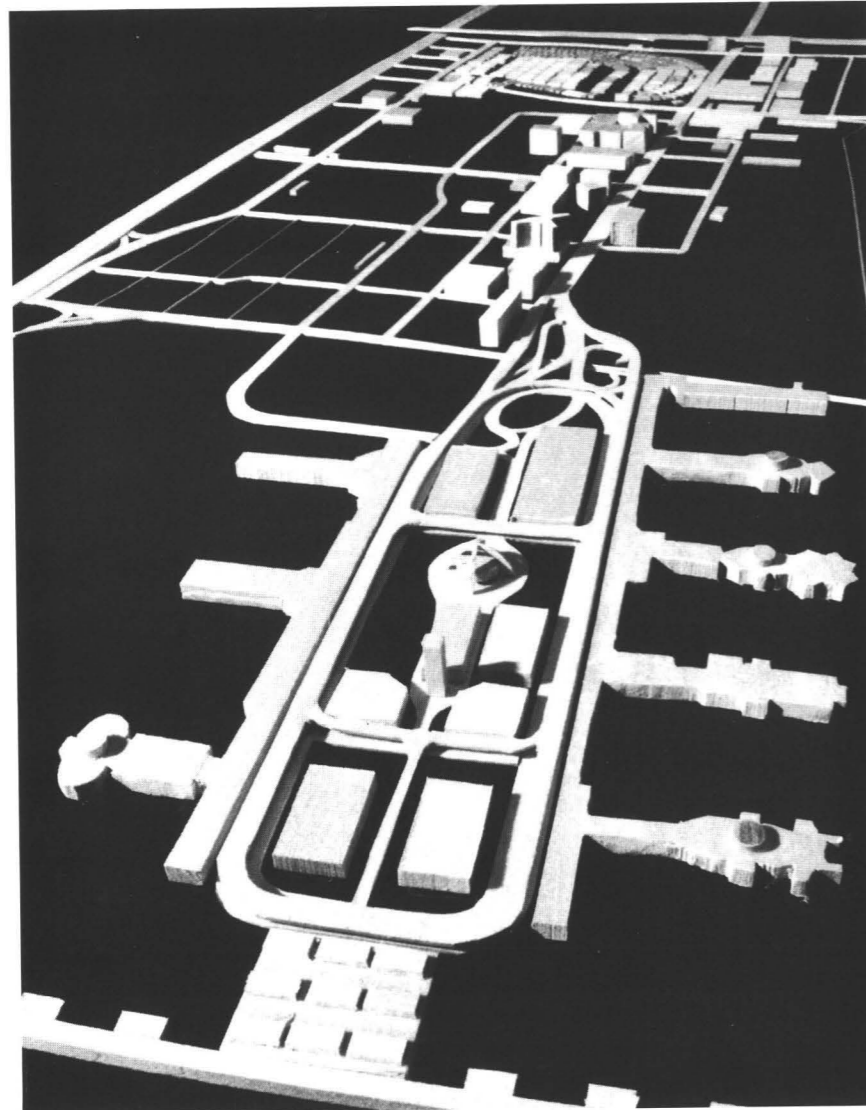
CENTURY BLVD, AVIATION BLVD

PROJECT: CHAD DYNER

ADVISOR:

GRAEME M. MORLAND, ARCHITECT, AIA, RIBA

## AERIAL VIEW OF SITE MODEL



## AVIATION/CENTURY BOULEVARDS AVIATION/105 FWY.

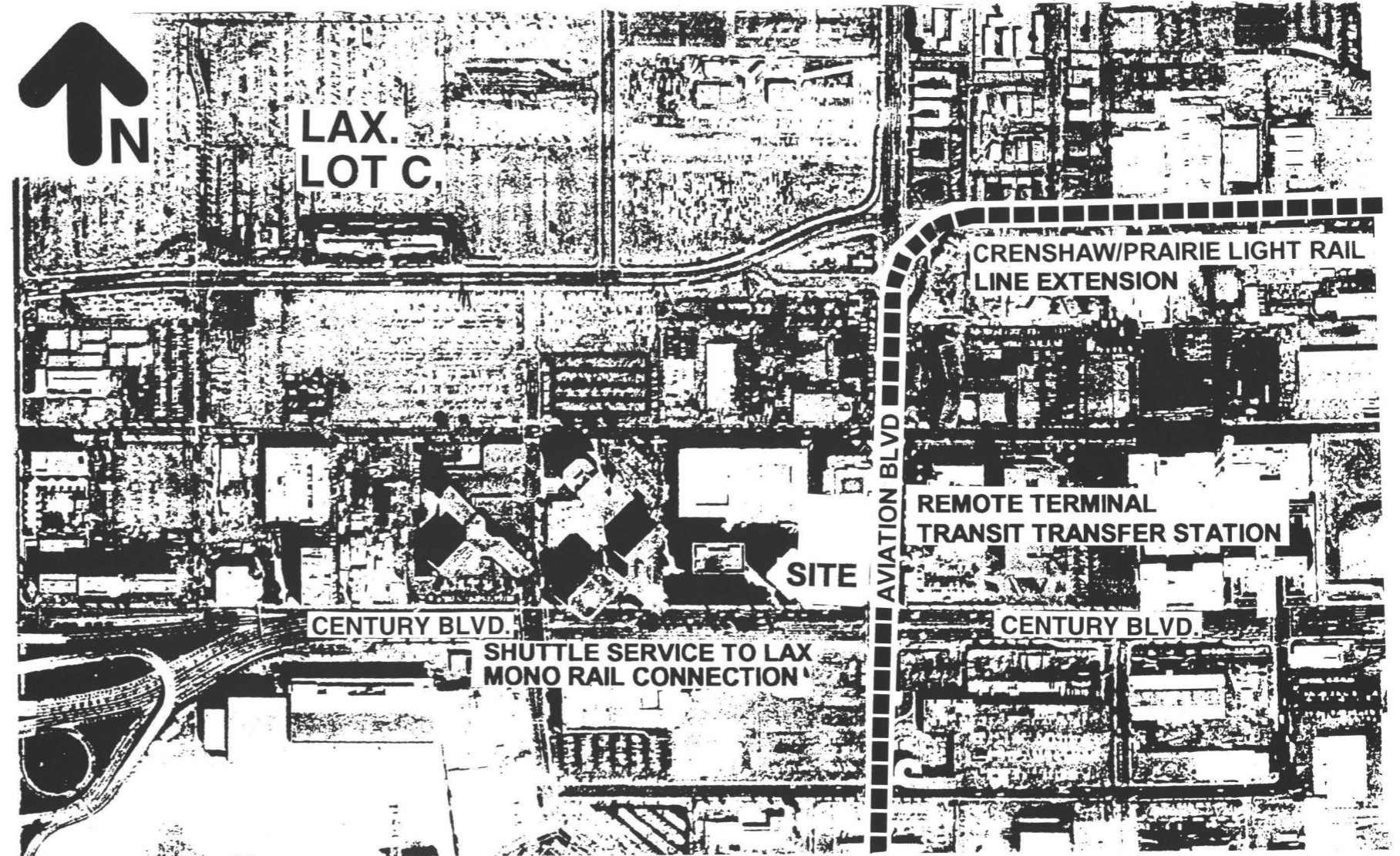
If the Crenshaw-Prairie light rail was to travel west from Downtown Inglewood, but then moved due south on Aviation Blvd., connecting with the Metro Green Line at the 105 FWY., this loop circuit could offer the prospect of 2 additional stations, each with shuttle or mono-rail quick access connections to LAX. The Century Blvd. site at Aviation is particularly attractive as the propensity for development at this location is very high and the resultant facilities would serve as a major point of arrival and departure for the airport with the opportunity for a multitude of supporting services and facilities.

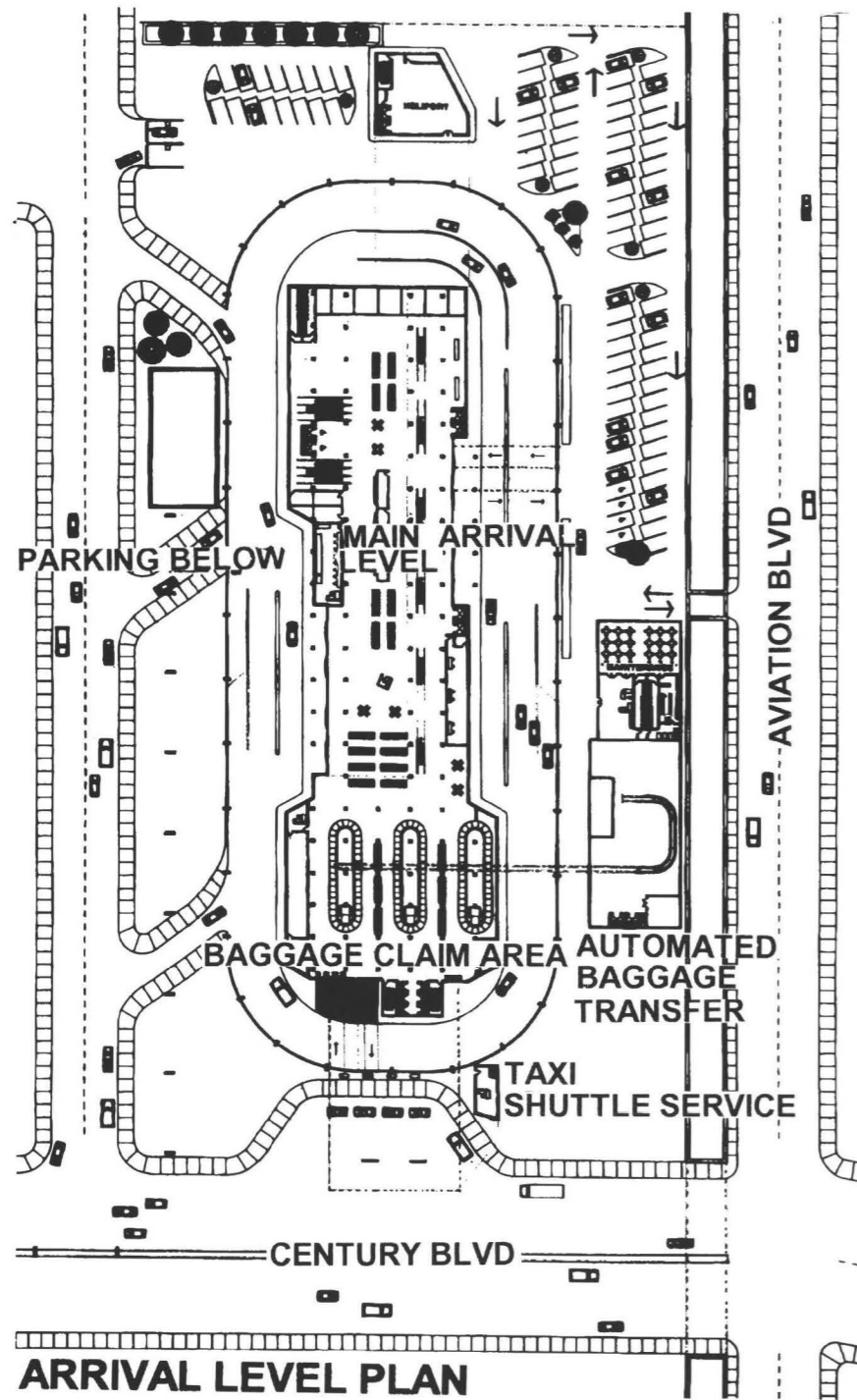
## CENTURY/AVIATION LAX STATION TERMINAL CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR EXTENSION Chad Dyner

This site was introduced for a major candidate as a fixed track station gateway connection to LAX.

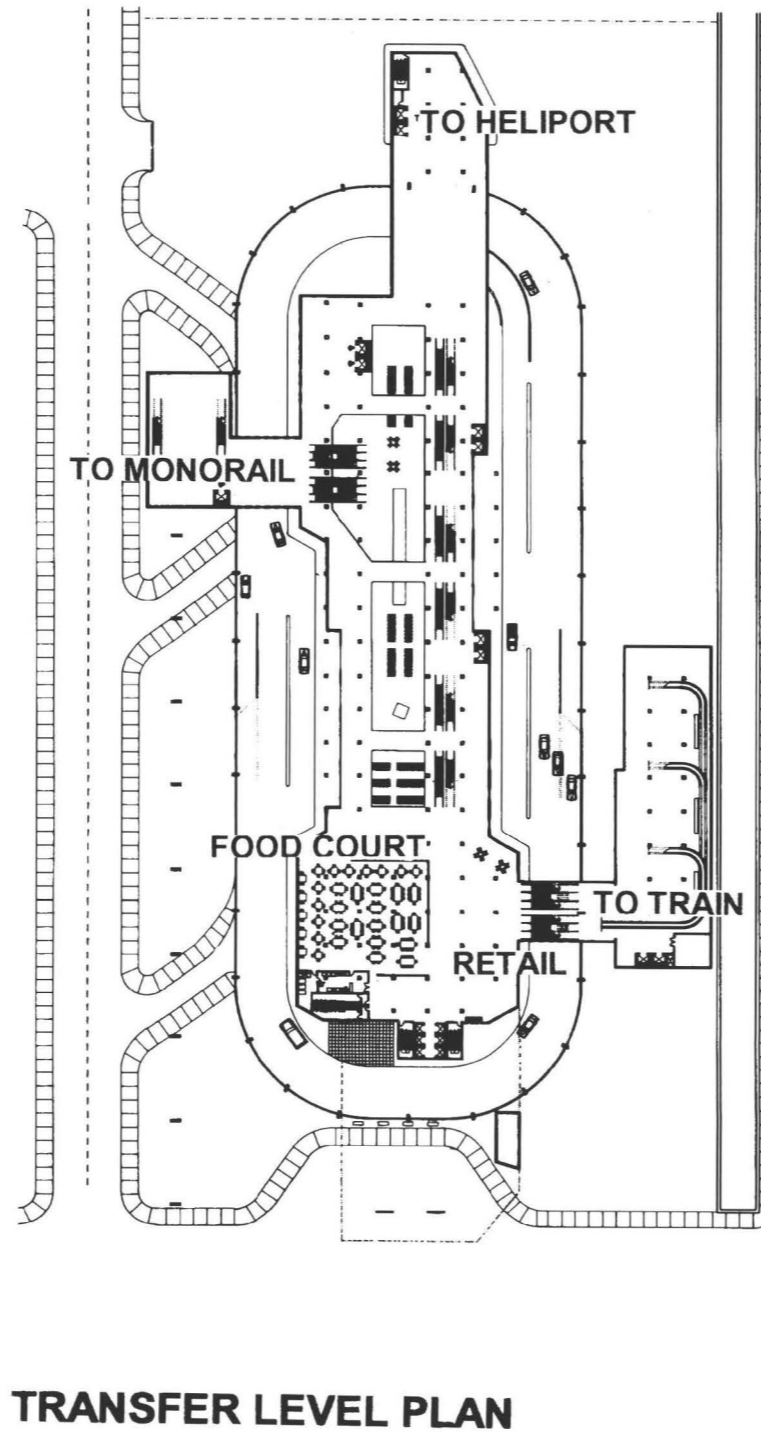
By extending the Crenshaw-Prairie line south on Aviation Boulevard from Lot C, in the north, to the I-105 freeway, a major loop connection potential is realized providing considerable system flexibility to the rail network proposed.

The coincidence of Aviation Boulevard at Century Boulevard affords a great possibility for direct mono-rail, bus shuttle connections to LAX, with major parking provided at this location. Furthermore, it becomes apparent that this site could

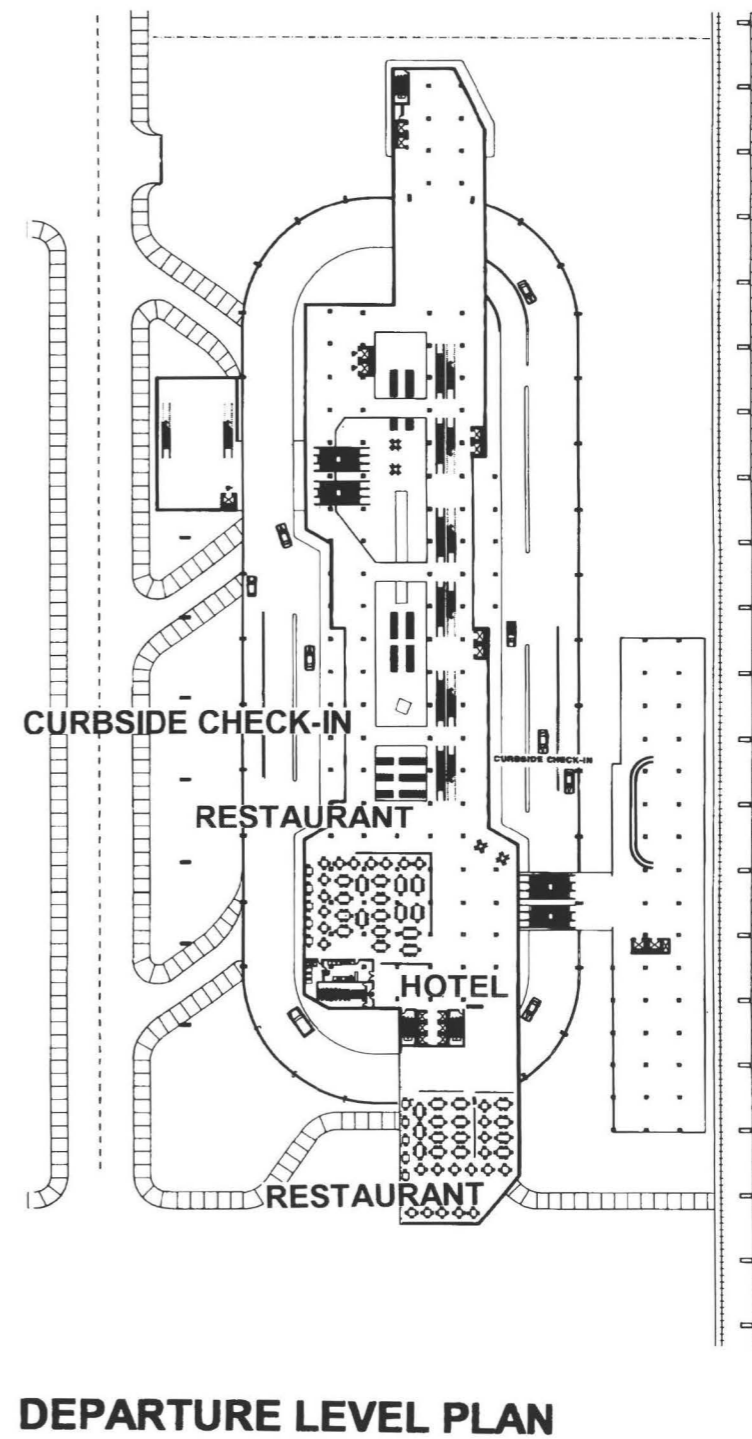




serve as a satellite ticketing, baggage check-in facility, alleviating some of these functions at LAX. With this opportunity comes the prospect of all the other supporting retail/commercial, business tourist amenities: restaurants, bars, cafes, lounges, conference and convention facilities, telecommunication facilities, business, hotel suites, tourist information services, city tours, automotive services, maintenance, rentals, recreational, health, gym facilities,



entertainment, cinemas, theaters, etc. All of these services are currently available scattered along the Century corridor, but nowhere at a single location can such a comprehensive mixed-use facility be generated without the transit transfer station as the catalyst. A great economic opportunity for Los Angeles is evident with this proposal, which once again could attest to the latent ingenuity when variable and fixed rail transit systems are seamlessly stitched into the planned infrastructure of the city and region.



**CENTURY/AVIATION  
LAX STATION TERMINAL**  
REMOTE TERMINALS. TRANSIT TRANSFER.  
BAGGAGE HANDLING.  
MONO-RAIL. AIRPORT SHUTTLE SERVICE.



**I-105 FWY/AVIATION BLVD. (LAX)  
TRANSPORTATION CENTRE**

CRENSHAW PRAIRIE TRANSIT CORRIDOR EXTENSION.  
METRO GREEN LINE CONNECTION, LAX SHUTTLE  
REMOTE SATELLITE CHECK-IN, BAGGAGE TRANSFER.

**SITE & PROJECT DESCRIPTION.**

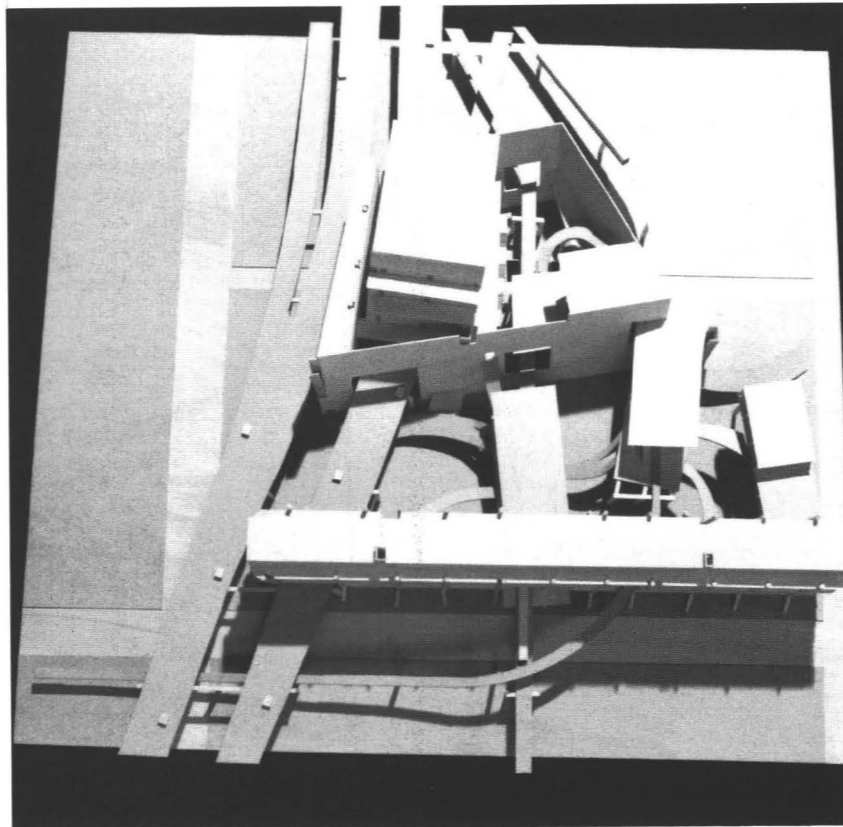
PROJECT: STEPHEN SCHEUERER  
ADVISOR,  
GRAEME. M. MORLAND. ARCHITECT. AIA. RIBA.

The site of the I-105 freeway and Aviation Blvd. is a very desolate landscape. On the west side of the site is a large military systems building with fencing all around, and to the south side are shabby restaurants and motels which act as a front to a low income residential neighborhood. The north side of the site is a barren field which is just east of the north runway and immediately beneath the landing path.

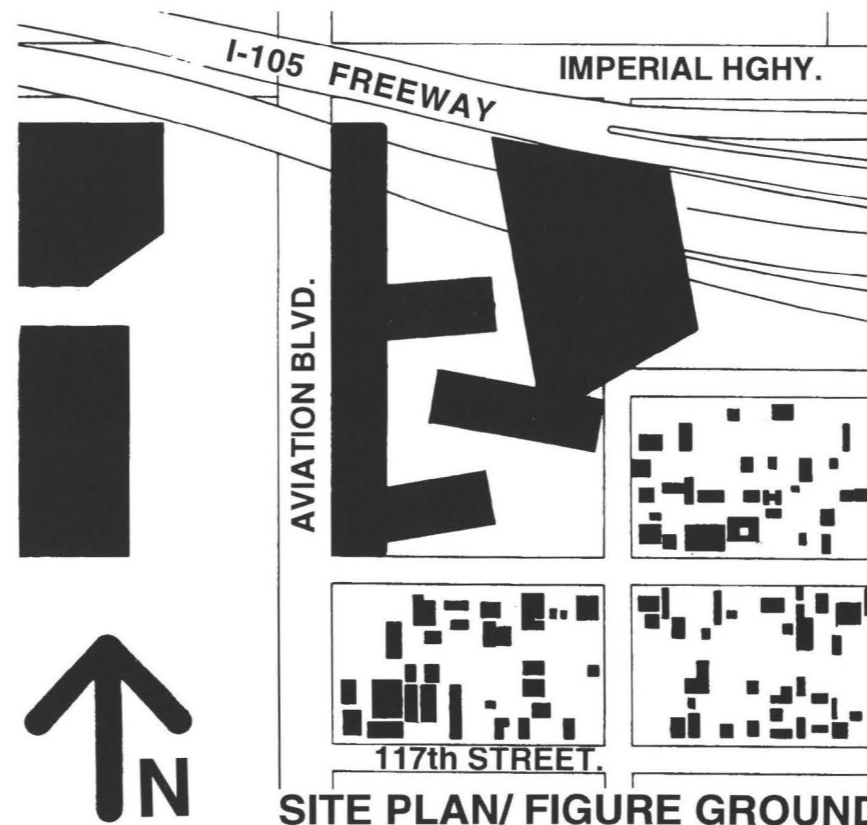
The premise for the site was that there was little likelihood that a lively community could be created there due to the wasteland characteristics. Therefore it is proposed to create a building that would be an entity in itself. The idea of a transportation center emerged as a result of all the different kinds of transportation that existed and interacted near and in the site.

Consequently, the goal was to gather all these different forms of transportation, to embrace them and connect them into a single center. The main idea was to have two buildings set apart from one another with a transportation courtyard between, this was accomplished by having the two buildings directed north/south with the transportation intersecting the buildings and the courtyard from an east/west direction. This creates an international transportation conference/control center which monitors two monorail platforms, an east/west freeway, and a view of the airplanes inbound to LAX. The two train platforms are connected to the ground and the adjoining buildings with curved pedestrian walkways, celebrating walking promenades as another form of transportation.

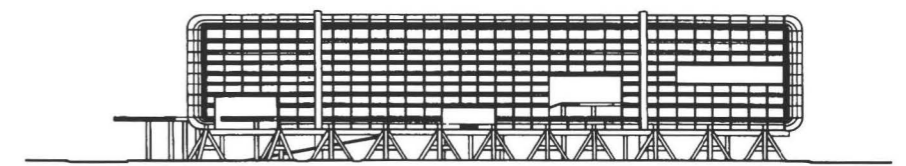
In the west building a hotel is located for the people who come to transportation conferences. The building takes its form from the shape of a train to reinforce the idea that the building symbolizes movement. In the east building is placed an office building, an auditorium and a transportation museum. The offices are located on the north side of the building and were created to serve the permanent transportation administration officials that work in the building. The auditorium is placed above the



**VIEW OF PROJECT MODEL**



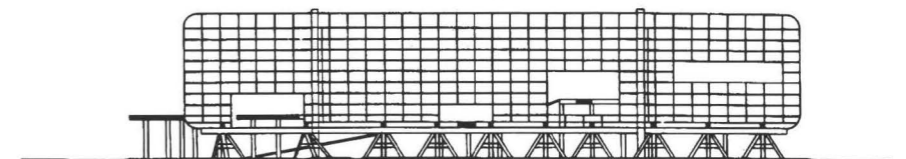
**SITE PLAN/ FIGURE GROUND**



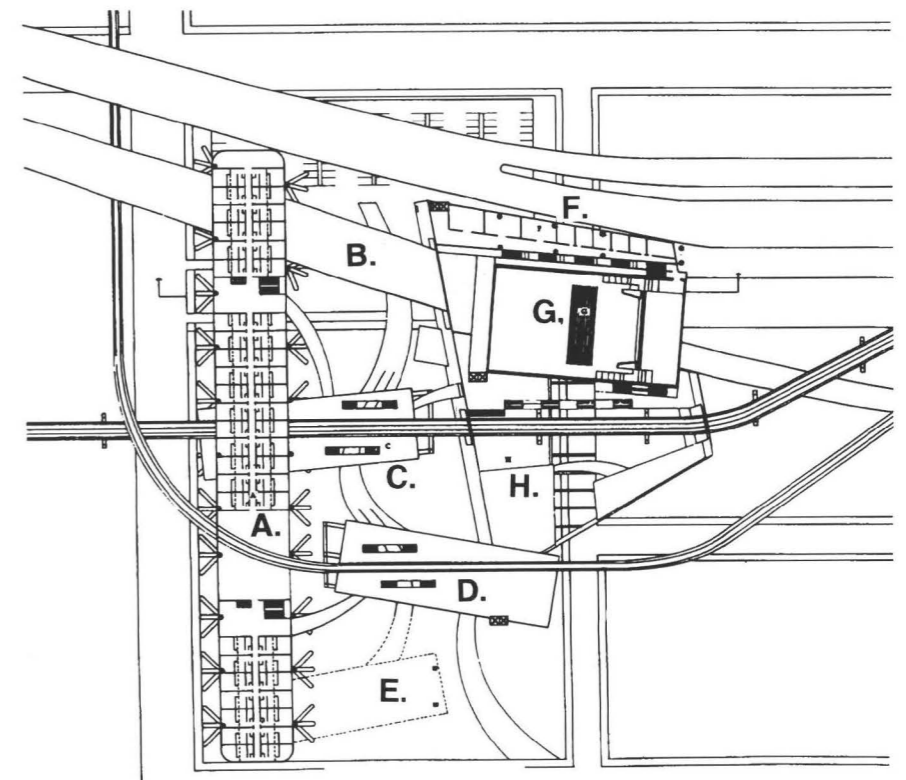
**ELEVATION OF HOTEL**



**SECTION D-D AUDITORIUM**



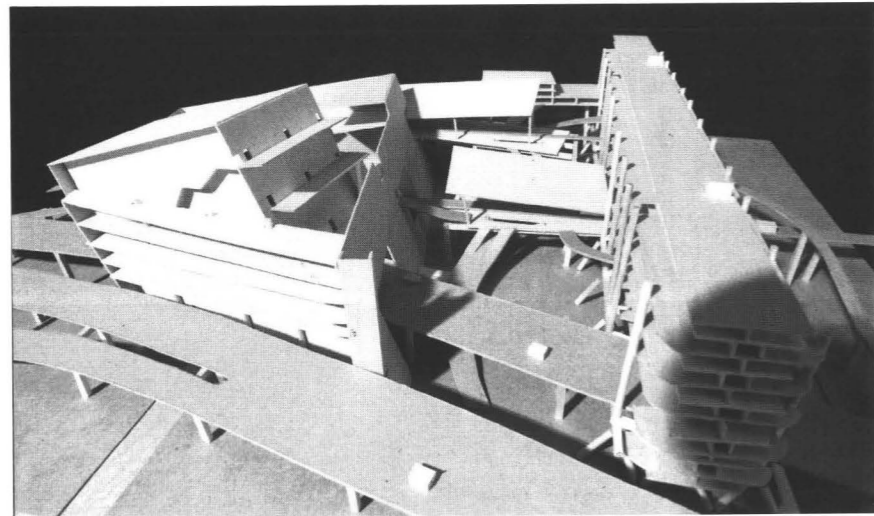
**SECTION E-E HOTEL**



**AIRPORT CONNECTION PLATFORM PLAN**

**1-105 FWY - AVIATION BLVD, (LAX).  
TRANSPORTATION CENTRE**

CRENSHAW PRAIRIE TRANSIT CORRIDOR EXTENSION  
METRO GREEN LINE CONNECTION, LAX SHUTTLE  
REMOTE SATELLITE CHECK-IN, BAGGAGE TRANSFER  
TRANSFER CONNECTION TO GREEN LINE  
Stephen Scheuerer

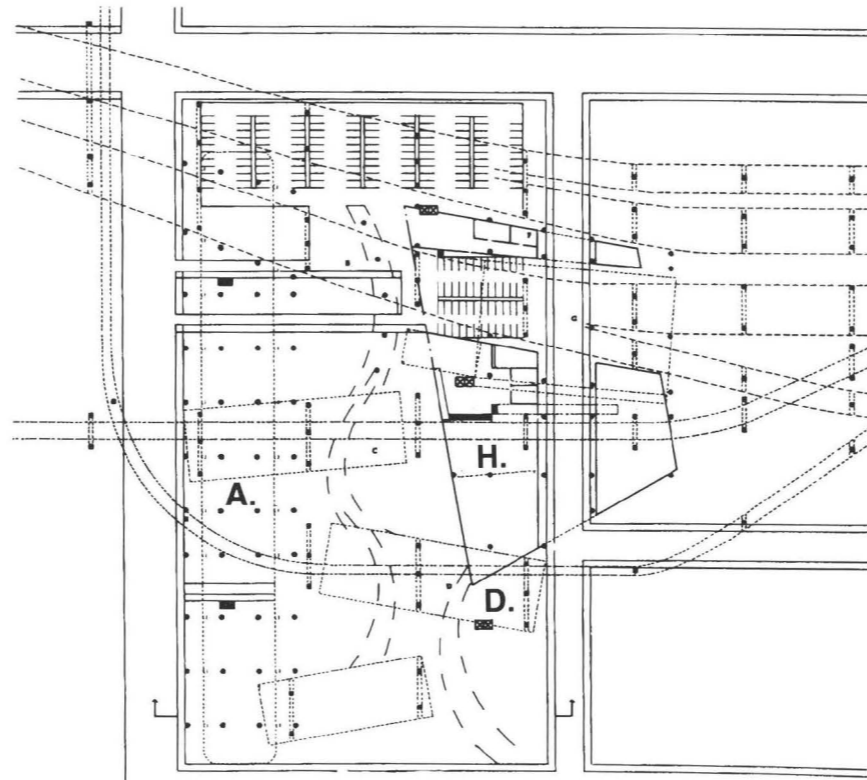


**VIEW OF PROJECT MODEL**

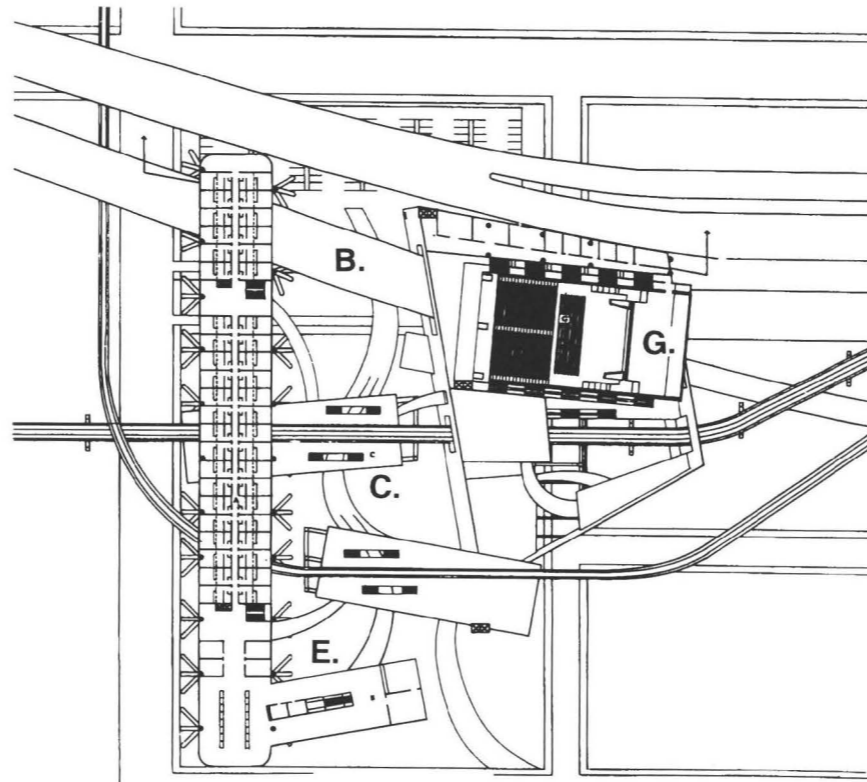
**LEGEND**

- A. HOTEL SUITES
- B. I-105 FREEWAY
- C. GREEN LINE PLATFORM
- D. AIRPORT CONNECTION PLATFORM
- E. HOTEL LOBBY/ CONFERENCE ROOMS
- F. OFFICES
- G. AUDITORIUM
- H. TRANSPORTATION MUSEUM

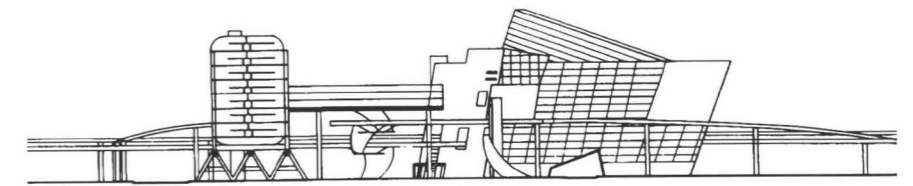
eastbound lane of the 105 freeway. It is meant to serve the center with lectures on transportation for both the public and transportation officials. On the south end of the building is placed the transportation museum as a way of enlightening the public. The idea of transportation is also made prevalent in the museum by making the Metro Green Line intersect the center of the complex and a Third Street transverses the bottom of the arena. This entire complex is further shaped aerodynamically to provide an acoustical envelope for the major buildings and the spaces contained, but furthermore to establish an iconographic reference to the complex as a regional center of movement and transfer.



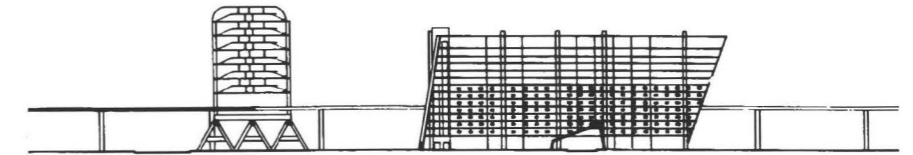
**GROUND FLOOR PLAN**



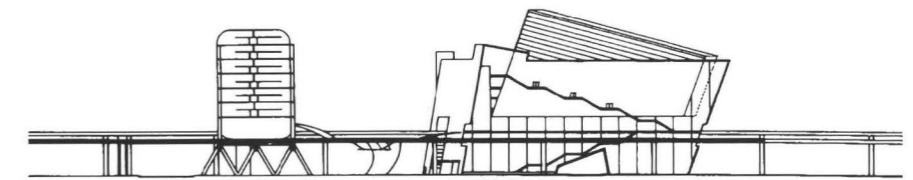
**HOTEL LOBBY / AUDITORIUM PLAN**



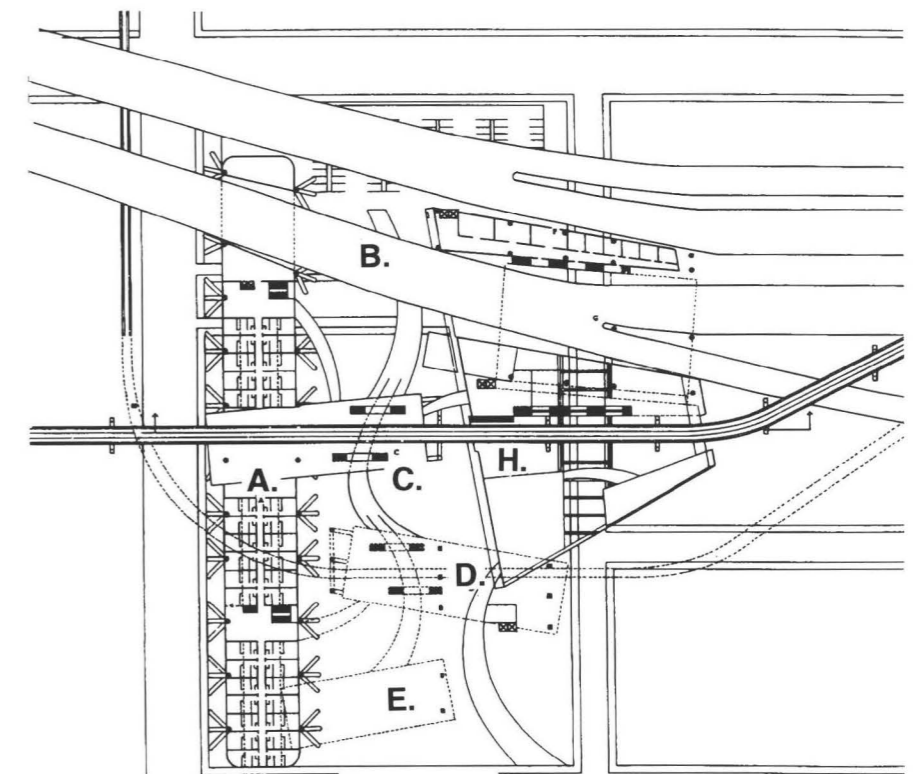
**SECTION A-A HOTEL LOBBY**



**SECTION B-B OFFICES**



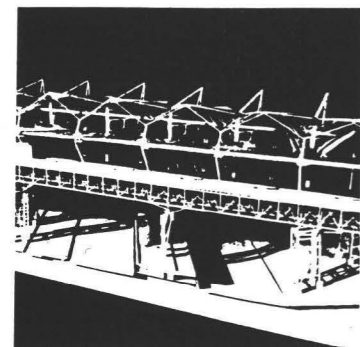
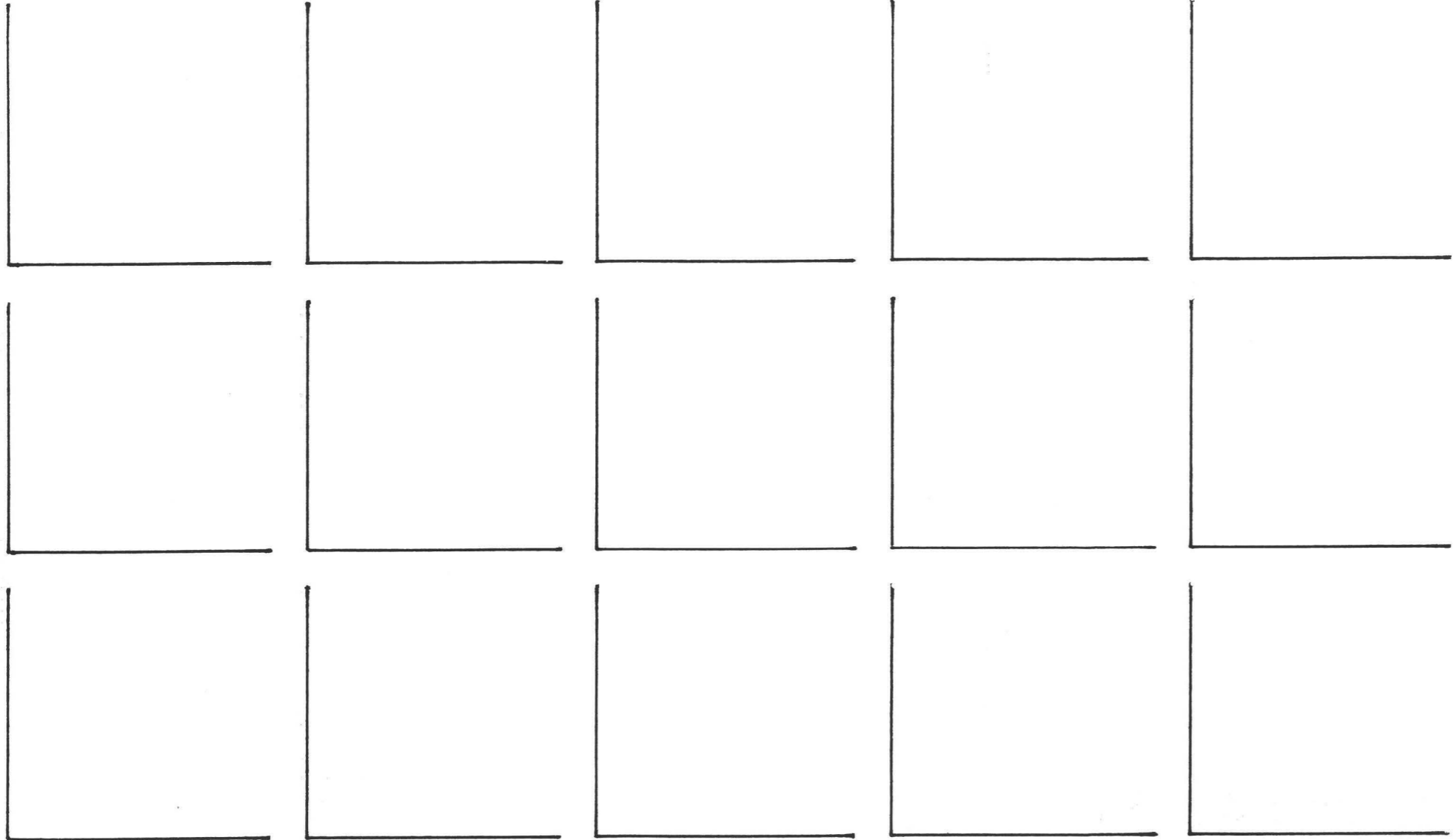
**SECTION C-C MUSEUM**



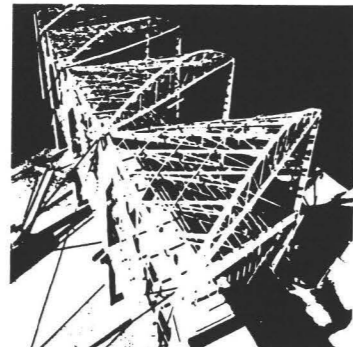
**METRO GREEN LINE PLATFORM PLAN**







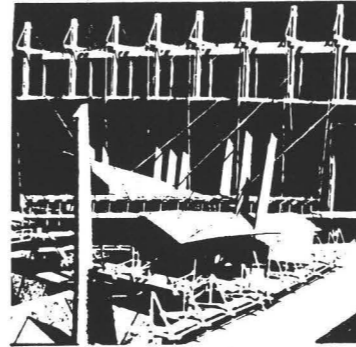
Hagop Jibilian



John Kosi



Ma-Ry Kim



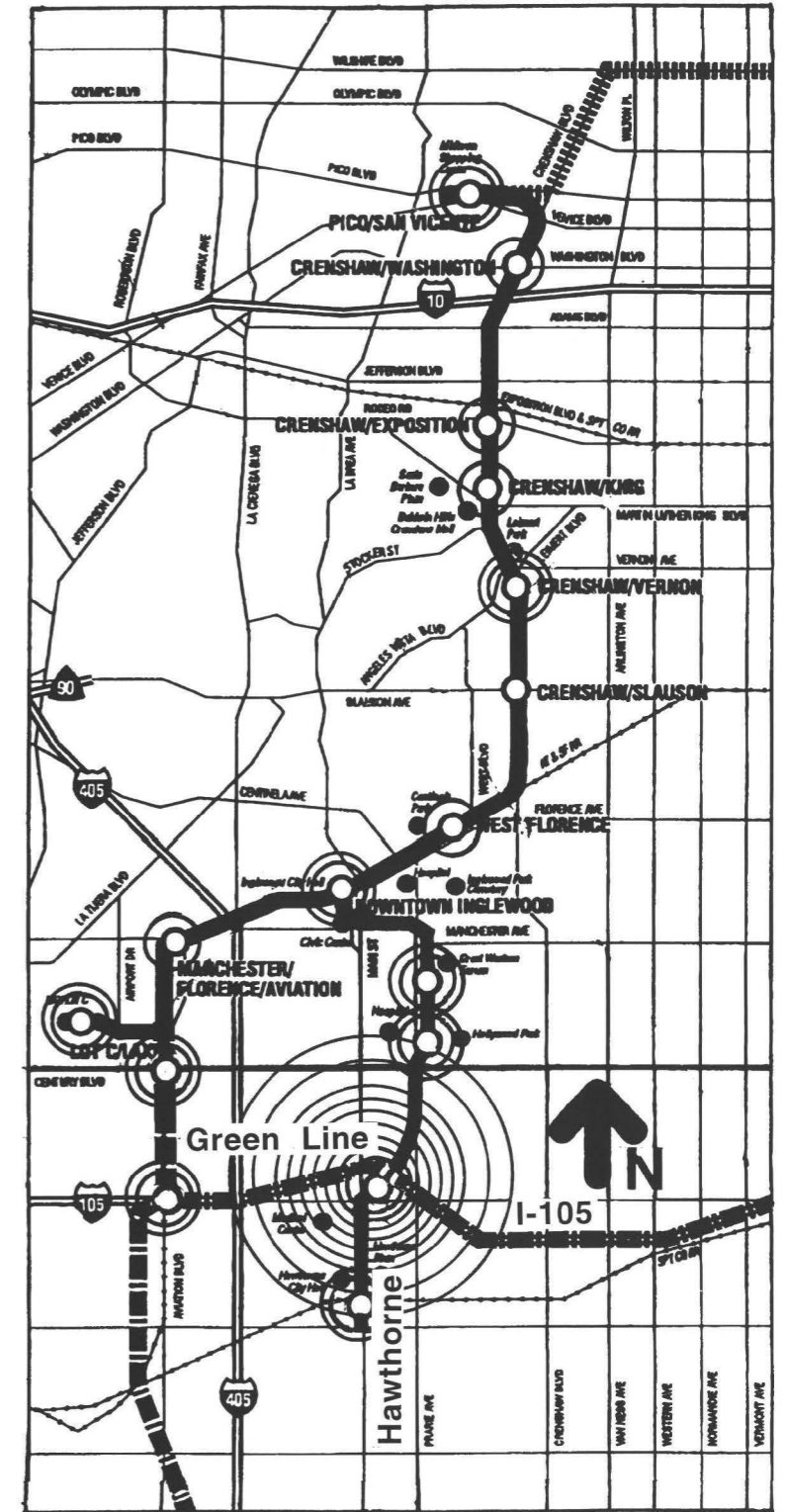
Veronica Hurtago



Steven Cho

**I-105 FREEWAY  
HAWTHORNE BLVD.**

**SITE 9**

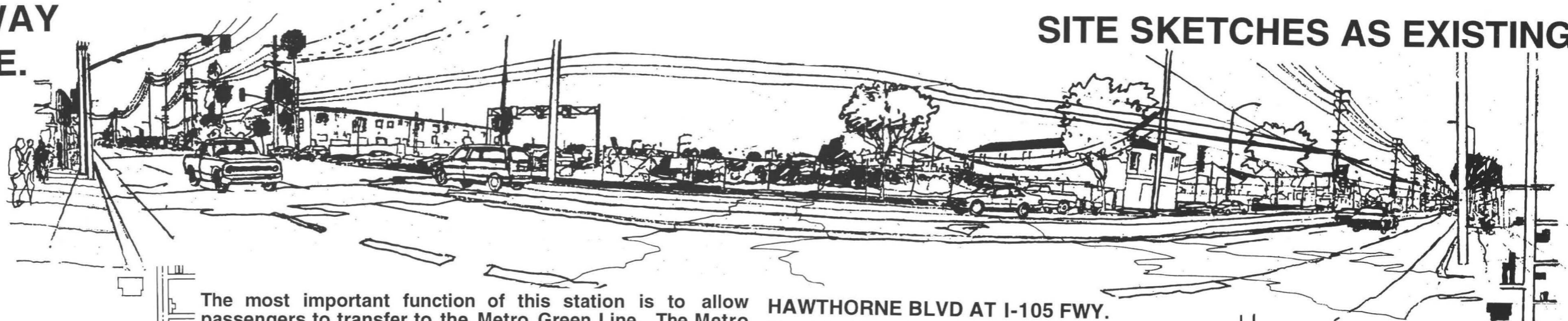


**I-105 FREEWAY/HAWTHORNE BLVD.  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT  
CORRIDOR  
TRANSFER CONNECTION TO  
METRO GREEN LINE**



# I-105 FREEWAY HAWTHORNE.

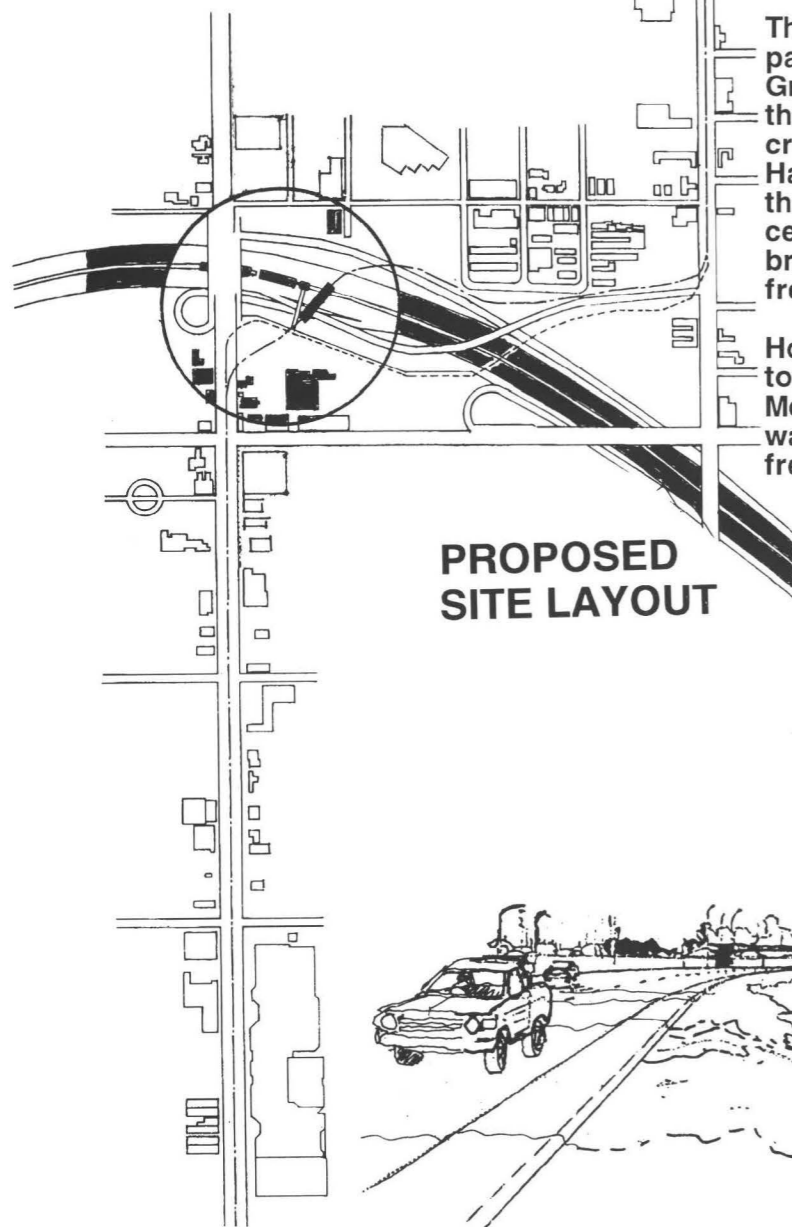
# SITE SKETCHES AS EXISTING



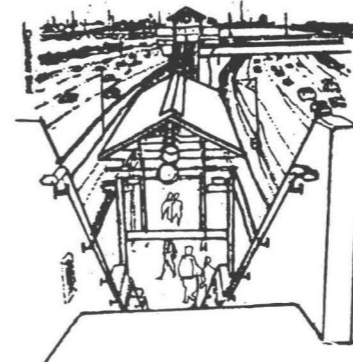
HAWTHORNE BLVD AT I-105 FWY.  
PANORAMA VIEW, LOOKING EAST

The most important function of this station is to allow passengers to transfer to the Metro Green Line. The Metro Green Line travels in the middle of the I-105 Freeway. In this area the freeway is located in a trench, and streets cross over on bridges. To access the Metro Green Line at Hawthorne Boulevard, passengers walk over the freeway on the Hawthorne Boulevard overpass to a stairway in the center, or cross over the freeway lanes on a pedestrian bridge from the park-and-ride lot on the southern side of the freeway.

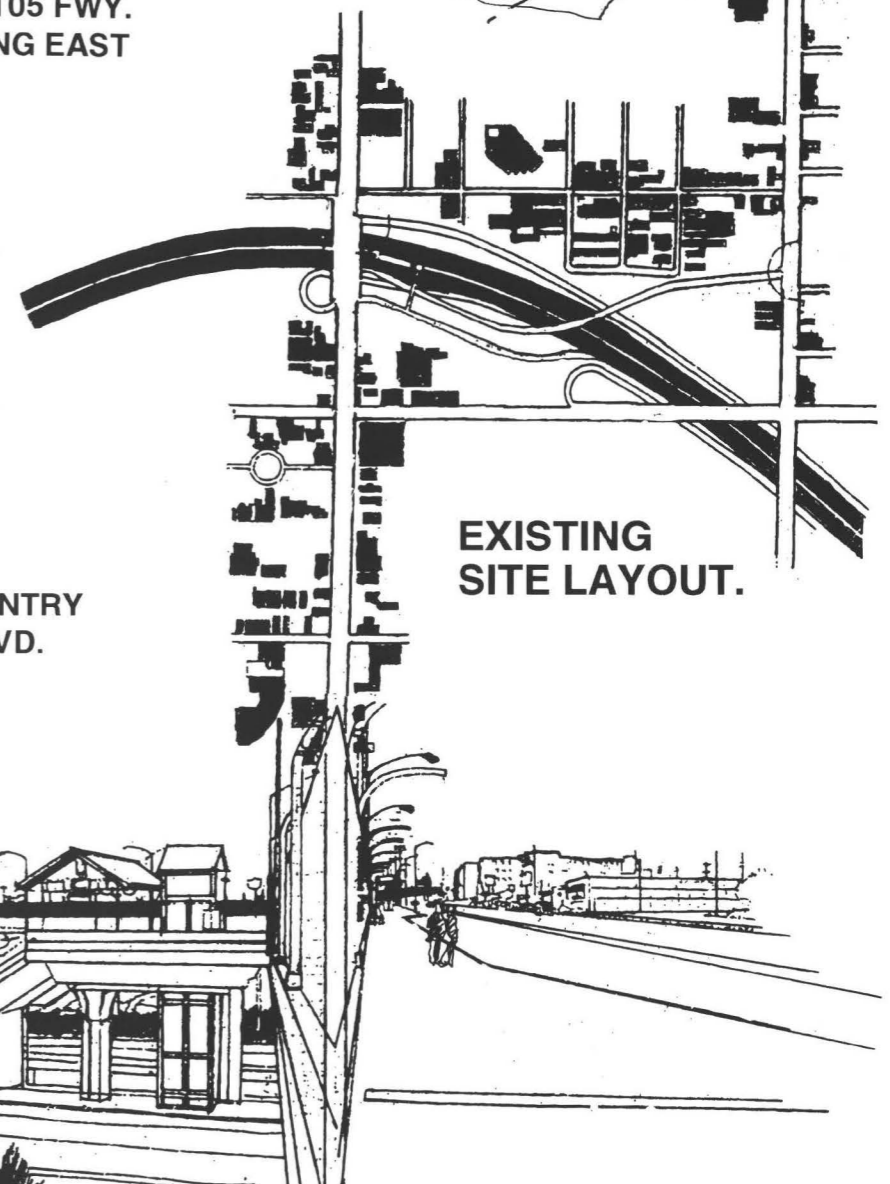
How can the Crenshaw-Prairie station at I-105 be designed to give passengers a quick and convenient transfer to the Metro Green Line? What kind of development, if any, would want to locate in the station area next to this noisy freeway?



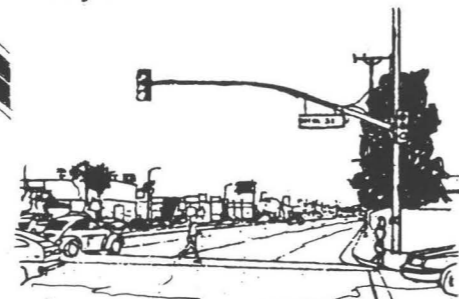
PROPOSED  
SITE LAYOUT



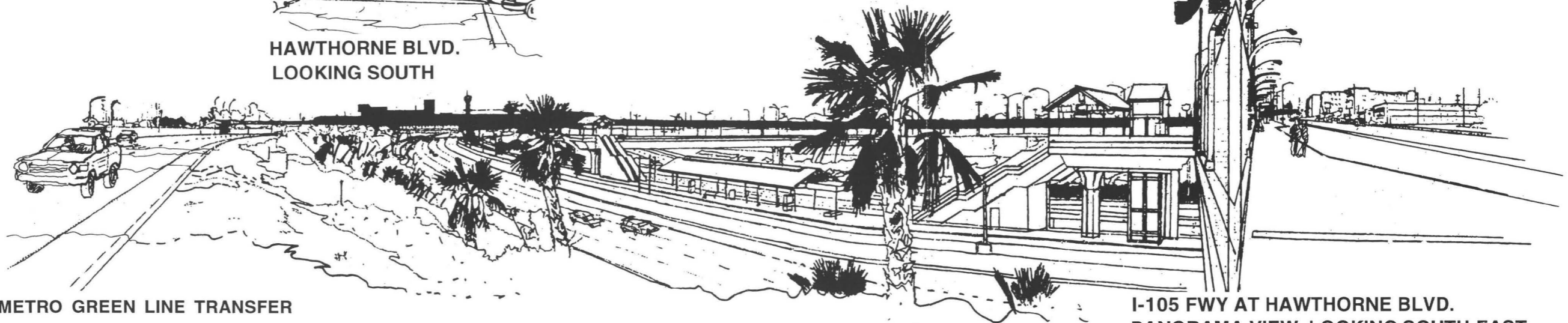
GREEN LINE STATION ENTRY  
FROM HAWTHORNE BLVD.



EXISTING  
SITE LAYOUT.

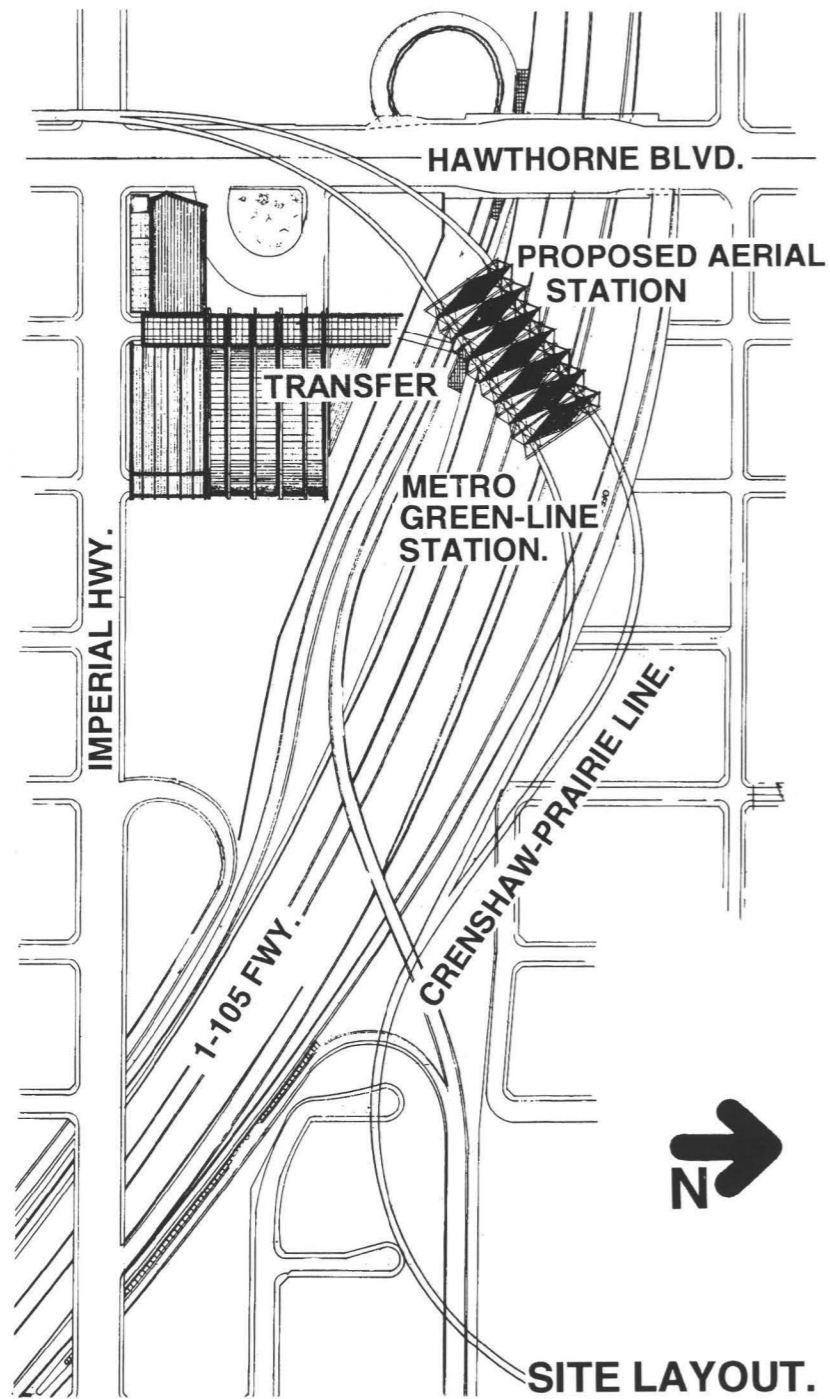


HAWTHORNE BLVD.  
LOOKING SOUTH

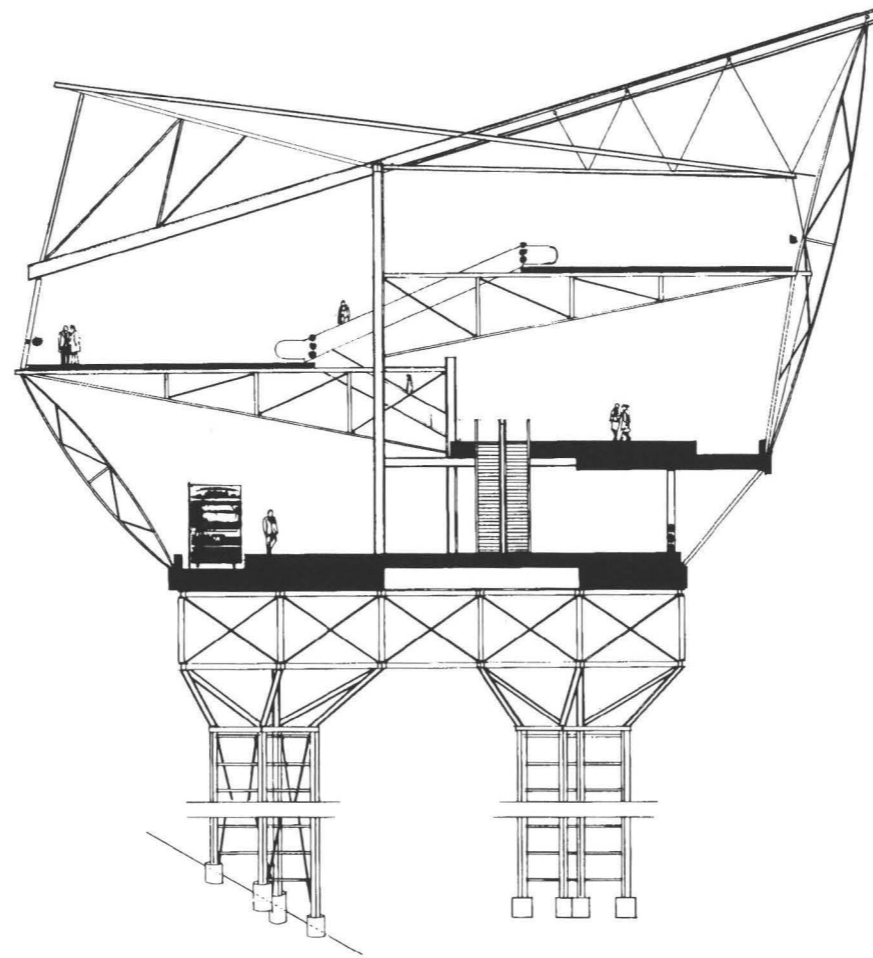


I-105 FWY AT HAWTHORNE BLVD.  
PANORAMA VIEW, LOOKING SOUTH-EAST

I-105 FREEWAY/METRO GREEN LINE TRANSFER



**I-105 FREEWAY-  
HAWTHORNE BLVD.**  
METRO GREEN LINE TRANSFER  
CRENSHAW PRAIRIE LINE

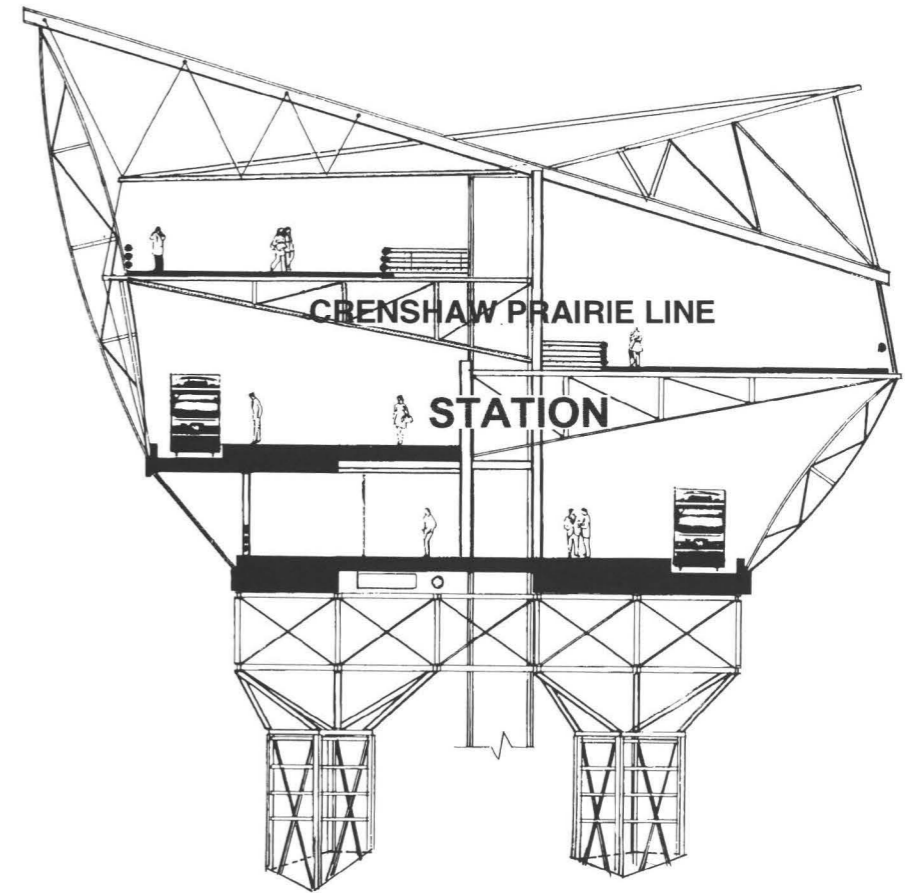


**TRANSVERSE SECTION N-S**

**SITE AND PROGRAM DESCRIPTION**

PROJECT: HAGOP JIBILIAN.  
ADVISOR:  
GRAEME M. MORLAND. ARCHITECT. AIA. RIBA.  
METRO GREEN LINE STATION

The goal of this station site, located on the 105 freeway, was to create a Metro station that would allow for quick and convenient connections to the existing Metro Green Line. This connecting station would become a major transfer point south of downtown Los Angeles. This station site was unique because it enables direct connections to LAX. The opportunity exists to create a remote airport connection along with a highly traveled Metro line.



**TRANSVERSE SECTION N-S**

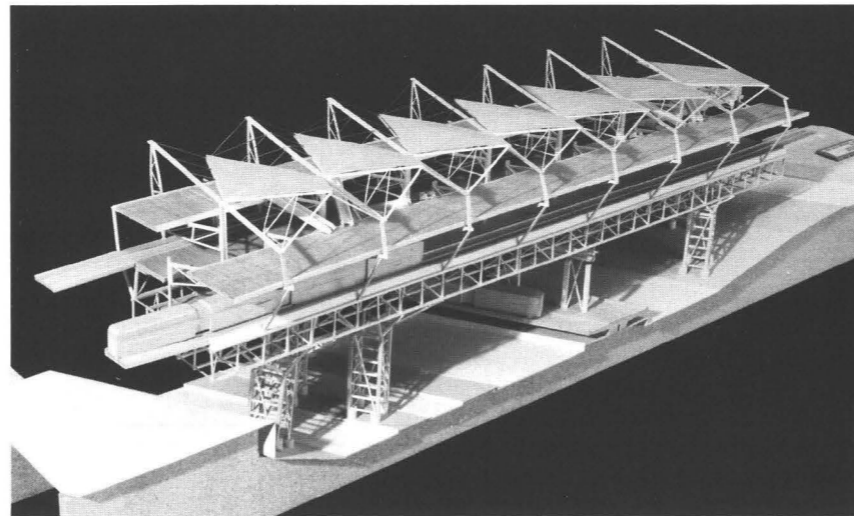
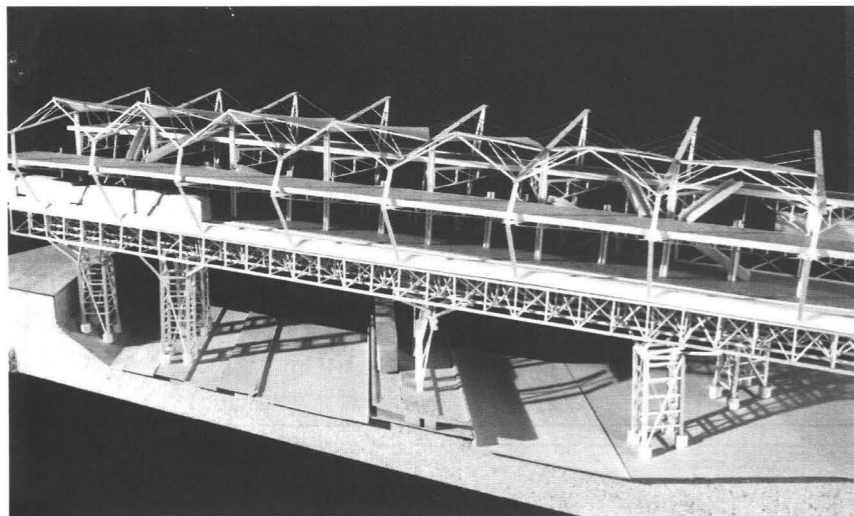
The driving force behind this station site was the connection of mass transit from four cardinal directions, done quickly and efficiently. Along with this idea of mass transit, was the ability to accommodate people heading to or away from LAX via Metro. Therefore, the placement of the station bridging over the freeway would provide for the quickest and most efficient way of connecting both of these Metro lines. The use of a box truss would allow for this massive span over the freeway and would provide a strong foundation for the development of other program opportunities. If travelers from LAX arrive here they would be able to go to the Sky Cafe, purchase return tickets, rent a car, and get acquainted with Los Angeles through the orientation/visiting center. Adjacent to this station is a convention center that may serve as a final destination for some travelers. This convention center would be connected to the Metro station through an existing bridge that reaches over the freeway. Finally, the Metro station would become an interesting feat of both engineering and architecture, further demonstrating the unique transit system ingenuity of Los Angeles at the end of the 20th century.





**VIEWS OF PROJECT MODEL**

**I-105 FREEWAY/HAWTHORNE BLVD.  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
TRANSFER CONNECTION TO GREEN LINE**  
Hagop Jibillian

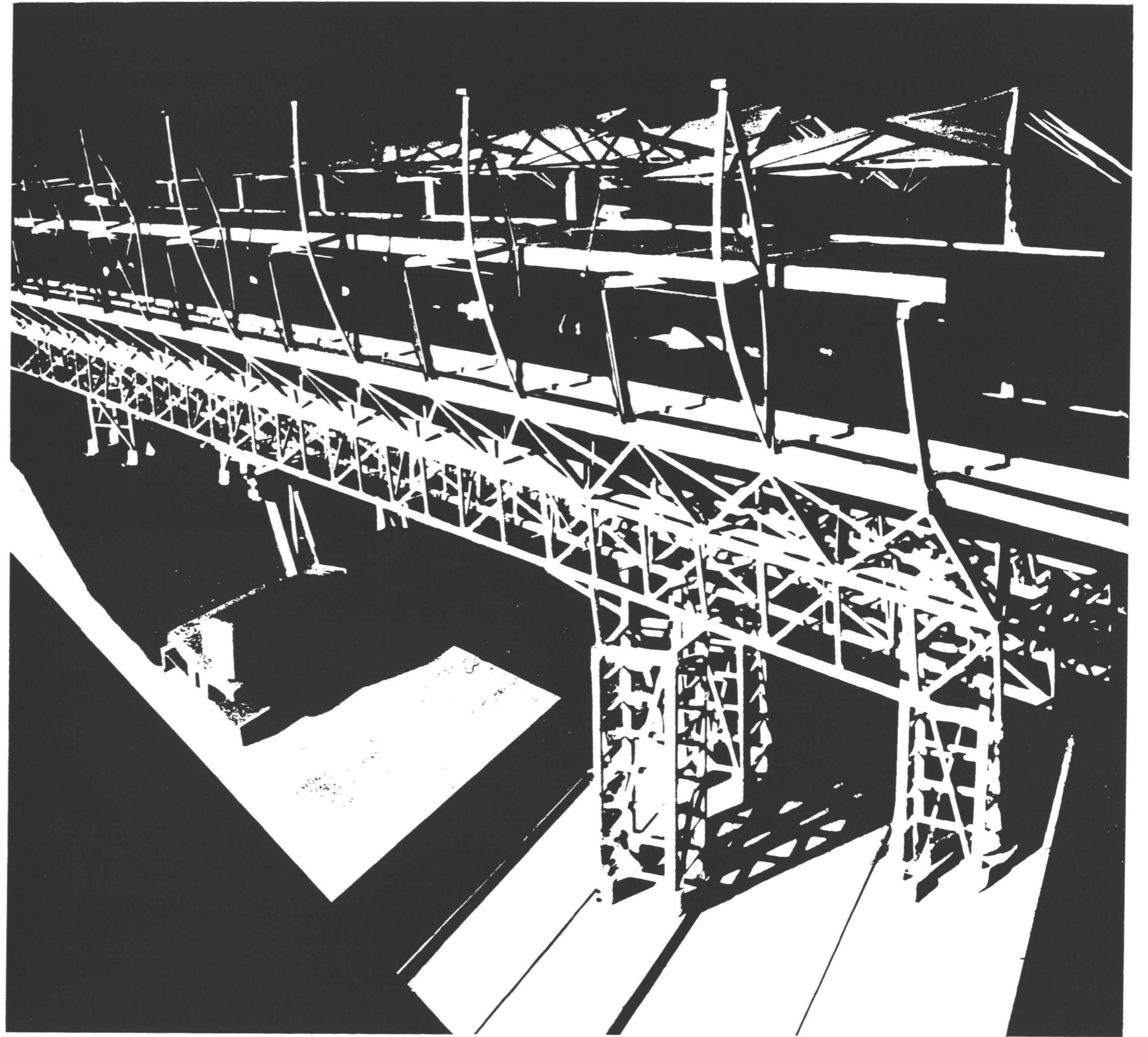
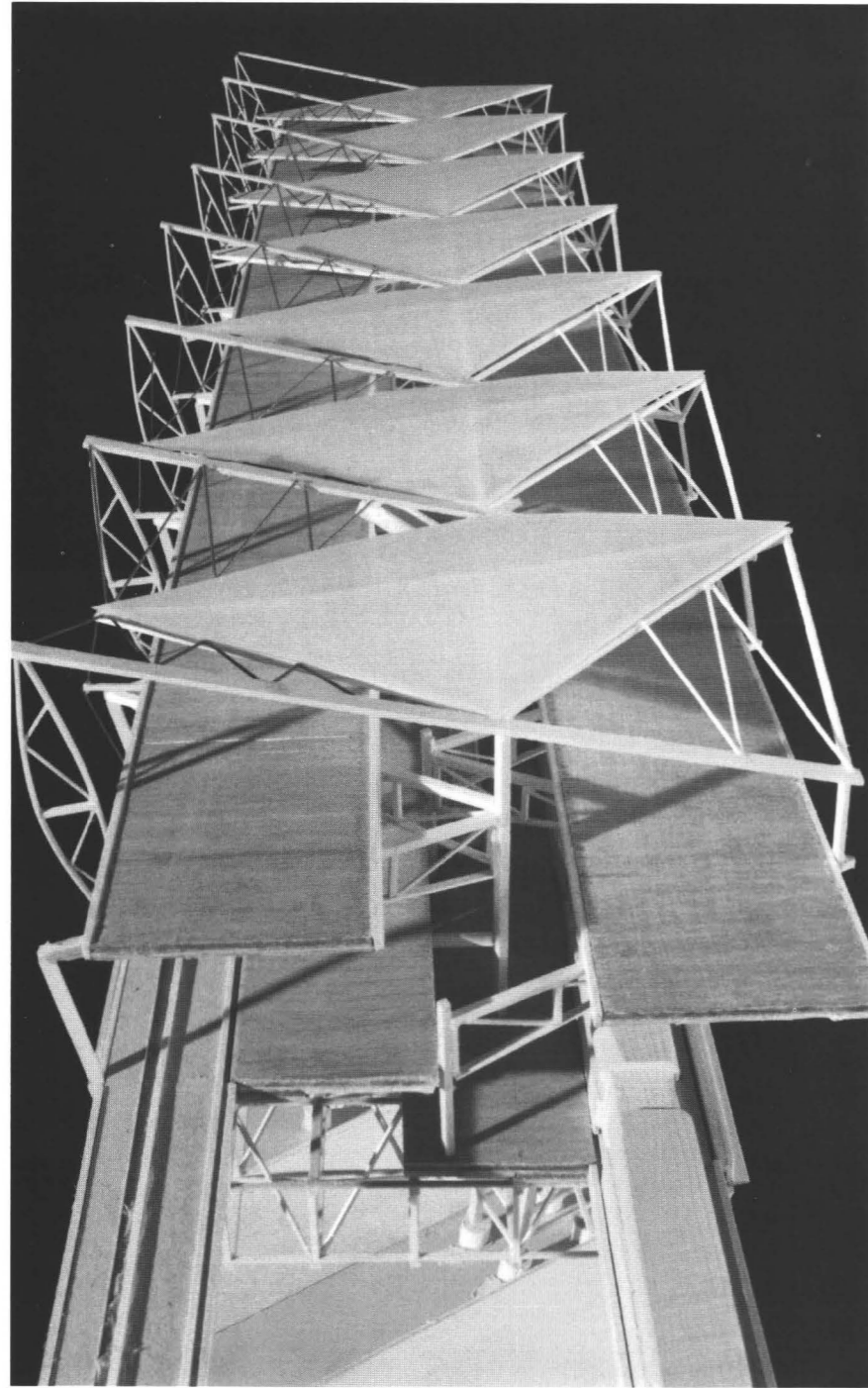


**I-105 FREEWAY**  
HAGOP JIBILIAN,

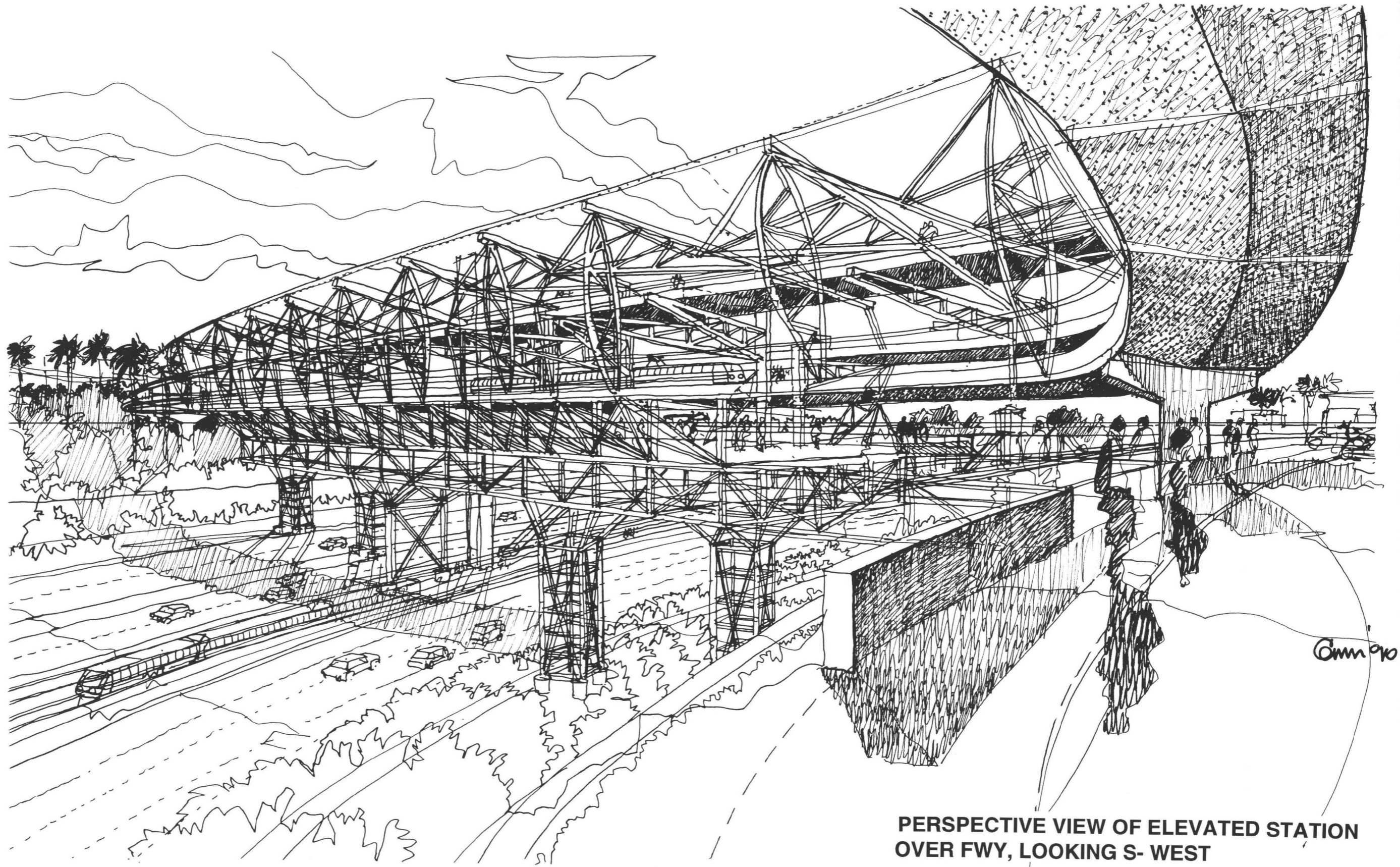
# I-105 FREEWAY

HAGOP JIBILIAN

## VIEWS OF PROJECT MODEL

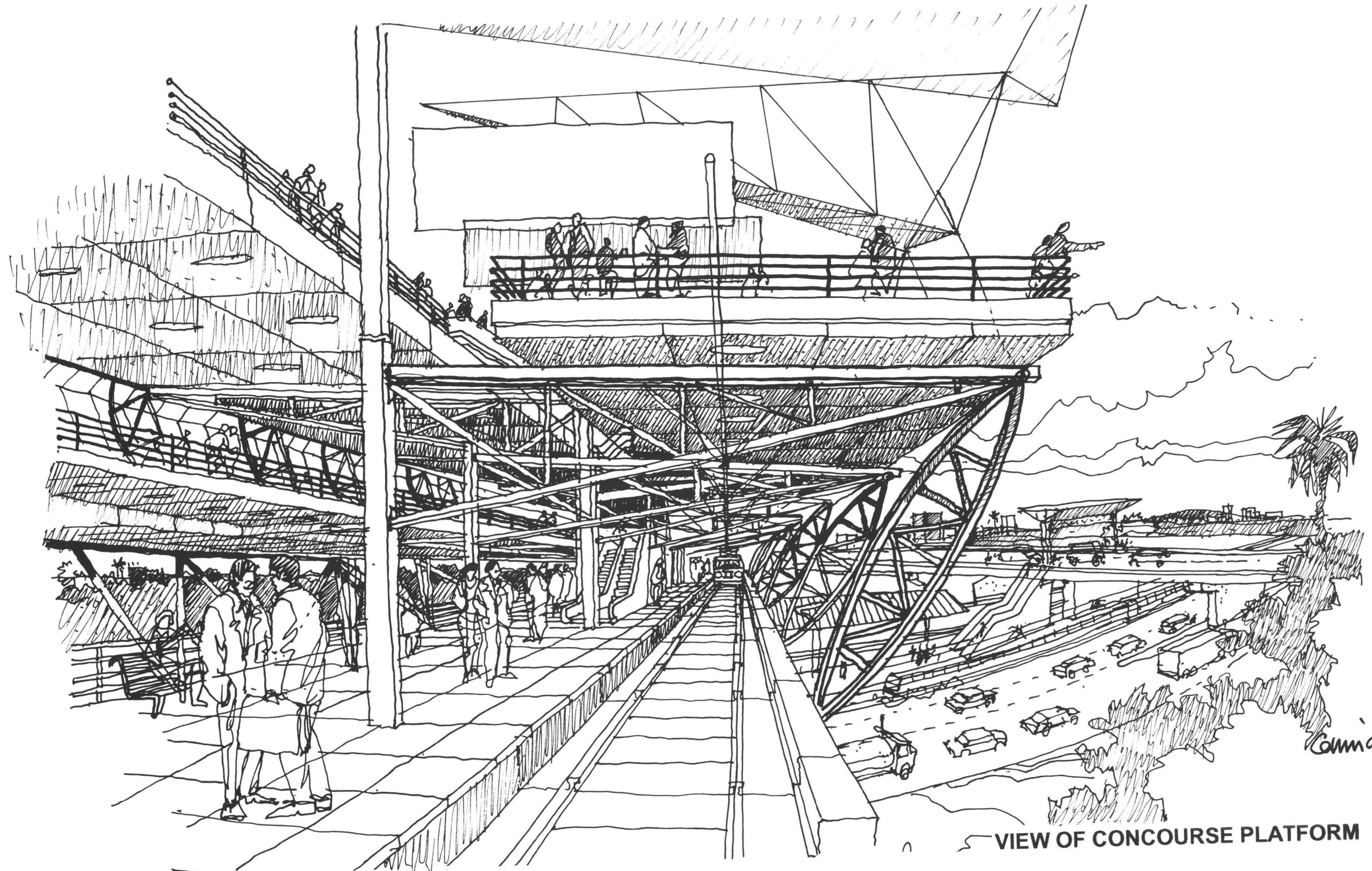






Gmm 9/10

**PERSPECTIVE VIEW OF ELEVATED STATION  
OVER FWY, LOOKING S- WEST**



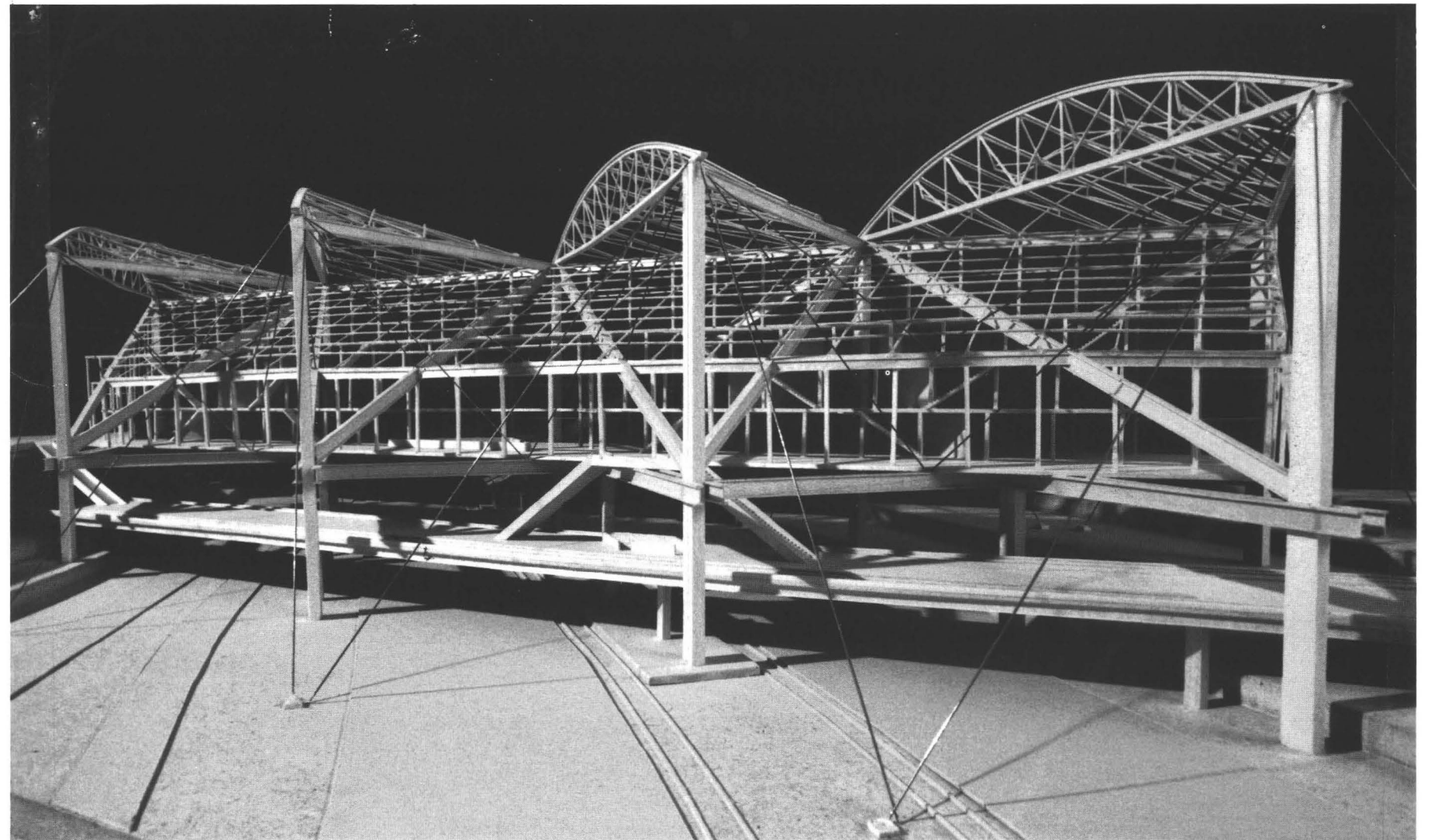
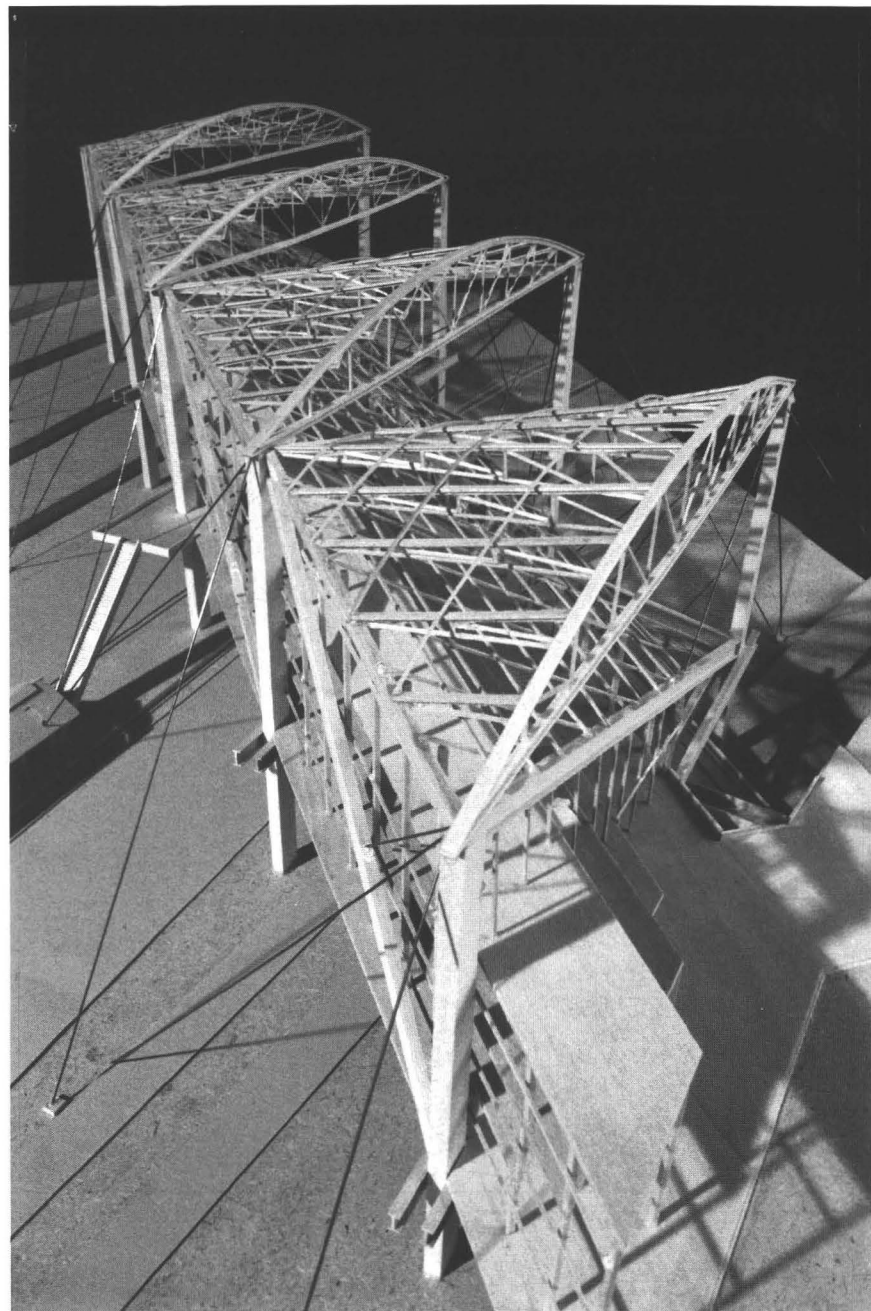
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VIEW OF CONCOURSE PLATFORM

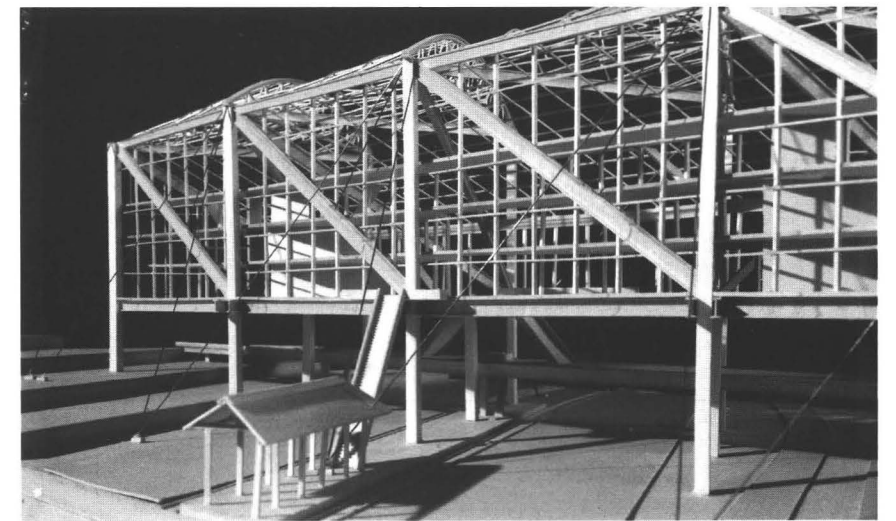
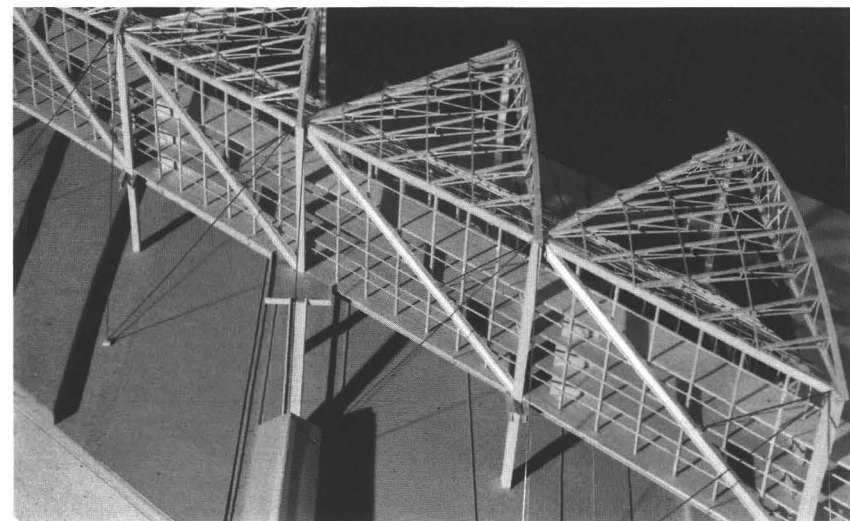


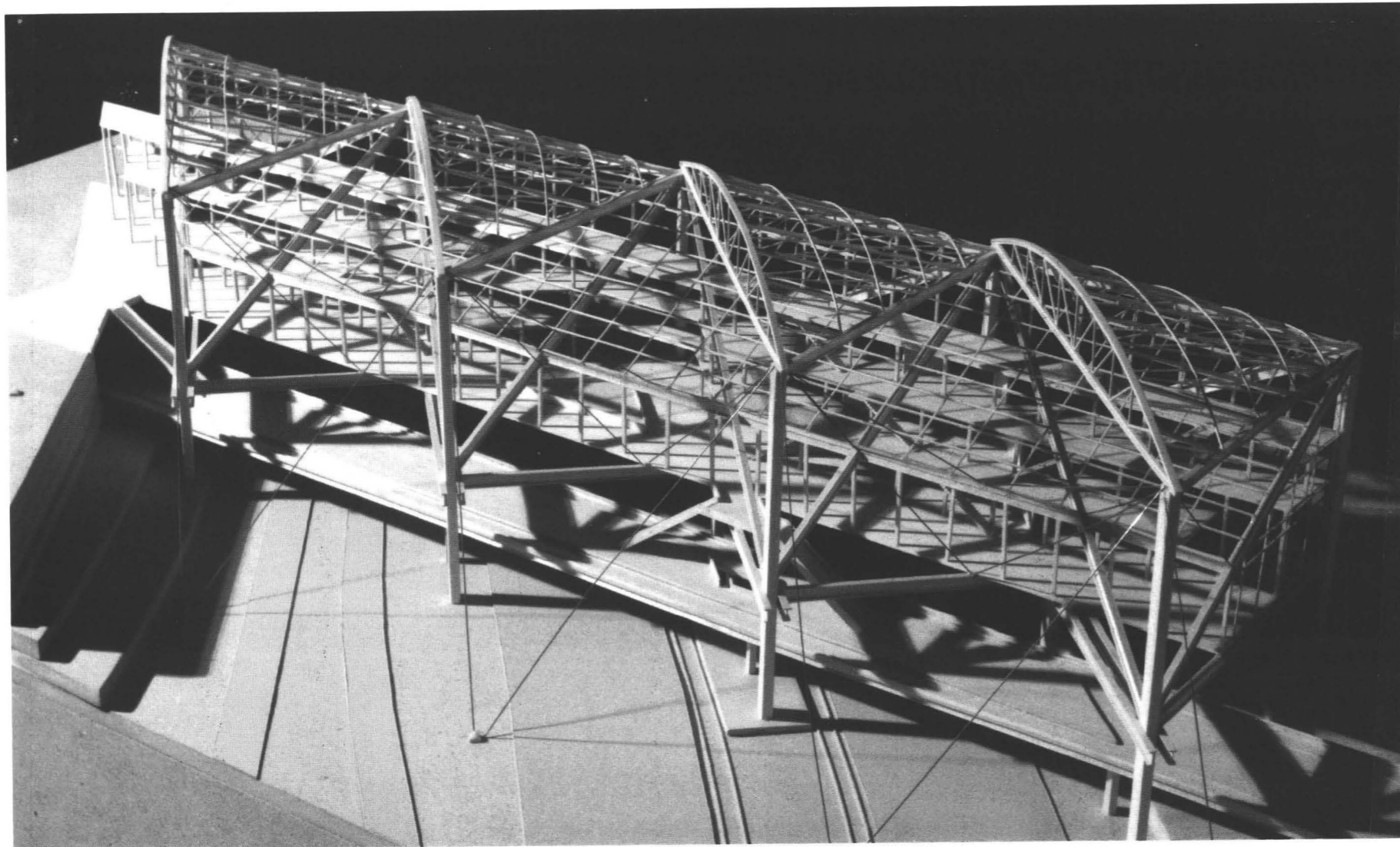
# I-105 FREEWAY HAWTHORNE BLVD.

PROJECT: JOHN KOSI  
ADVISOR:  
GRAEME M. MORLAND. ARCHITECT. AIA. RIBA.



IEWS OF PROJECT MODEL





**I-105 FREEWAY/HAWTHORNE BLVD.  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
TRANSFER CONNECTION TO METRO GREEN LINE**  
John Kosi

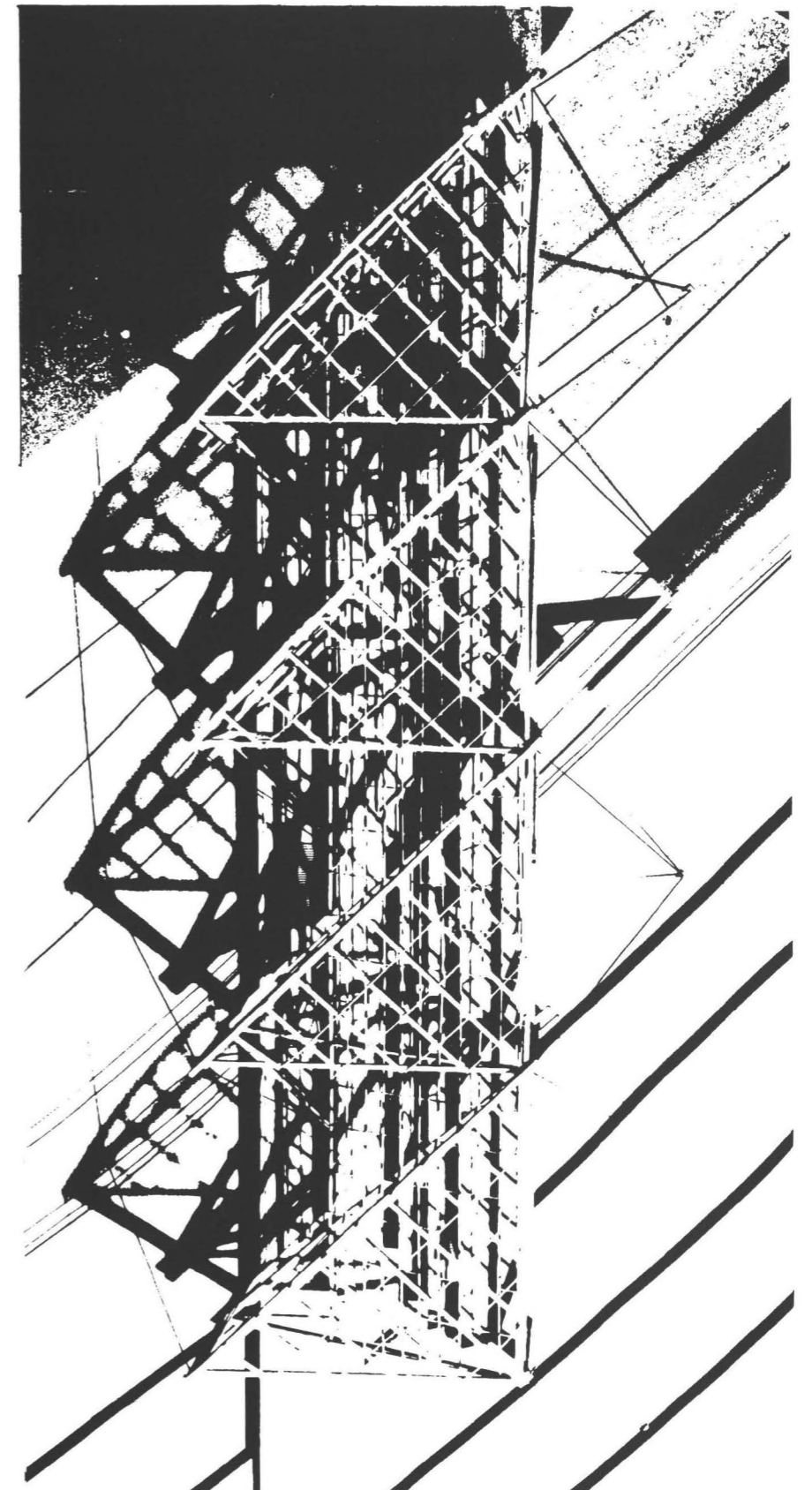
This project is similar to others proposed at this unique location.

Due to the disposition of the existing Metro Green Line station centered on the Glenn Anderson Freeway (I-105, which is entered directly from Hawthorne Boulevard, approximately 30'.0" above. It was decided to further connect the proposed Crenshaw-Prairie line at this location as it traverses the (I-105) freeway, traveling south on Hawthorne Boulevard with an elevated structure.

### **VIEWS OF PROJECT MODEL**

The coincidence of the two fixed rail routes at the Metro Green Line station, affords incredible transit opportunities with the ability to transfer train to train at this location, with all kinds of flexibility to and from South Bay and LAX.

The assumption/necessity to bridge the CP Light Rail over the freeway requires a substantial structure with considerable load safety factors built-in to the design. In order to optimize and capitalize on this circumstance, this proposal assumes to develop a large trussed, space-frame bridge structure, the depth of which can accommodate the elevated station coupled with leasable, conference, convention and administration facilities, acknowledging the proximity of LAX and Hawthorne Airport, and the large number of visitors doing business in the region. With this comes opportunities for retail convenience, restaurants, cafes, etc., all in the exciting, dramatic setting, utilizing the air-rights of the freeway corridor.





# I-105 FREEWAY- HAWTHORNE BLVD.

METRO GREEN LINE TRANSFER  
CRENSHAW-PRAIRIE LINE

## SITE AND PROGRAM DESCRIPTION

PROJECT: MA-RY KIM.

ADVISOR:

GRAEME M. MORLAND. ARCHITECT. AIA. RIBA.

To move  
And to feel movement,  
While standing completely still  
The energy of the freeway engulfs you!

Southern California is defined by a labyrinth of immense concrete freeways that connect people and cities to one another. They are the veins that carry us and allow our lives to function daily. Ironically, these freeways have become so congested that they are actually counter-productive. In this mobile city, the need for fixed rail mass transportation is urgent.

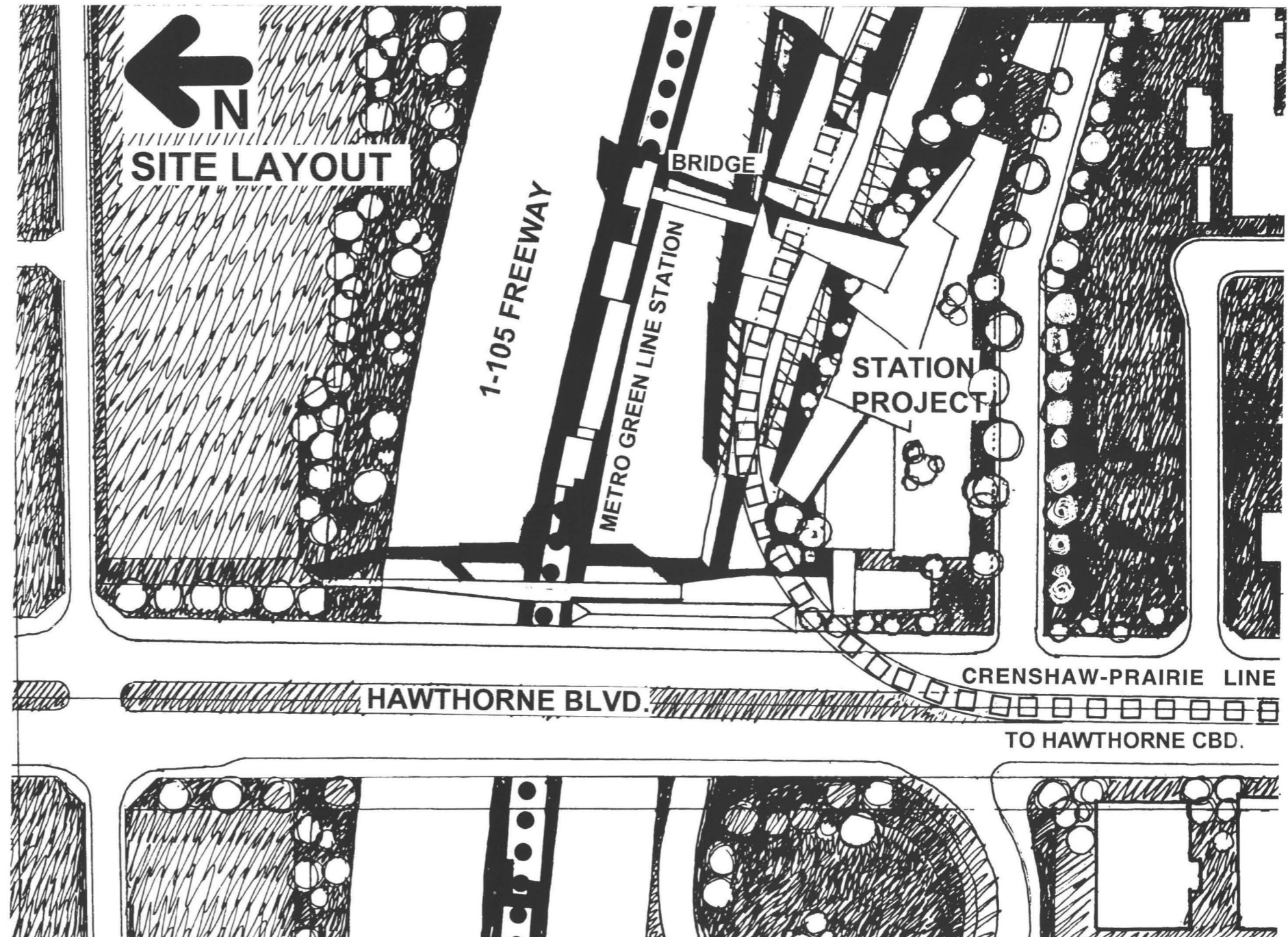
The task: proposed MTA Metro light rail train station design  
The program: incorporate retail, commercial, and entertainment spaces into the train station design  
The site: The 105 Freeway/Hawthorne Boulevard intersection

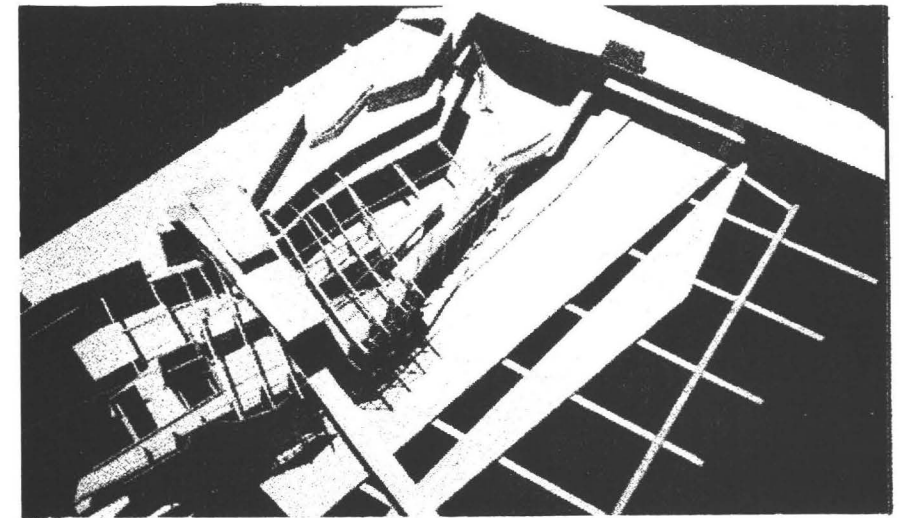
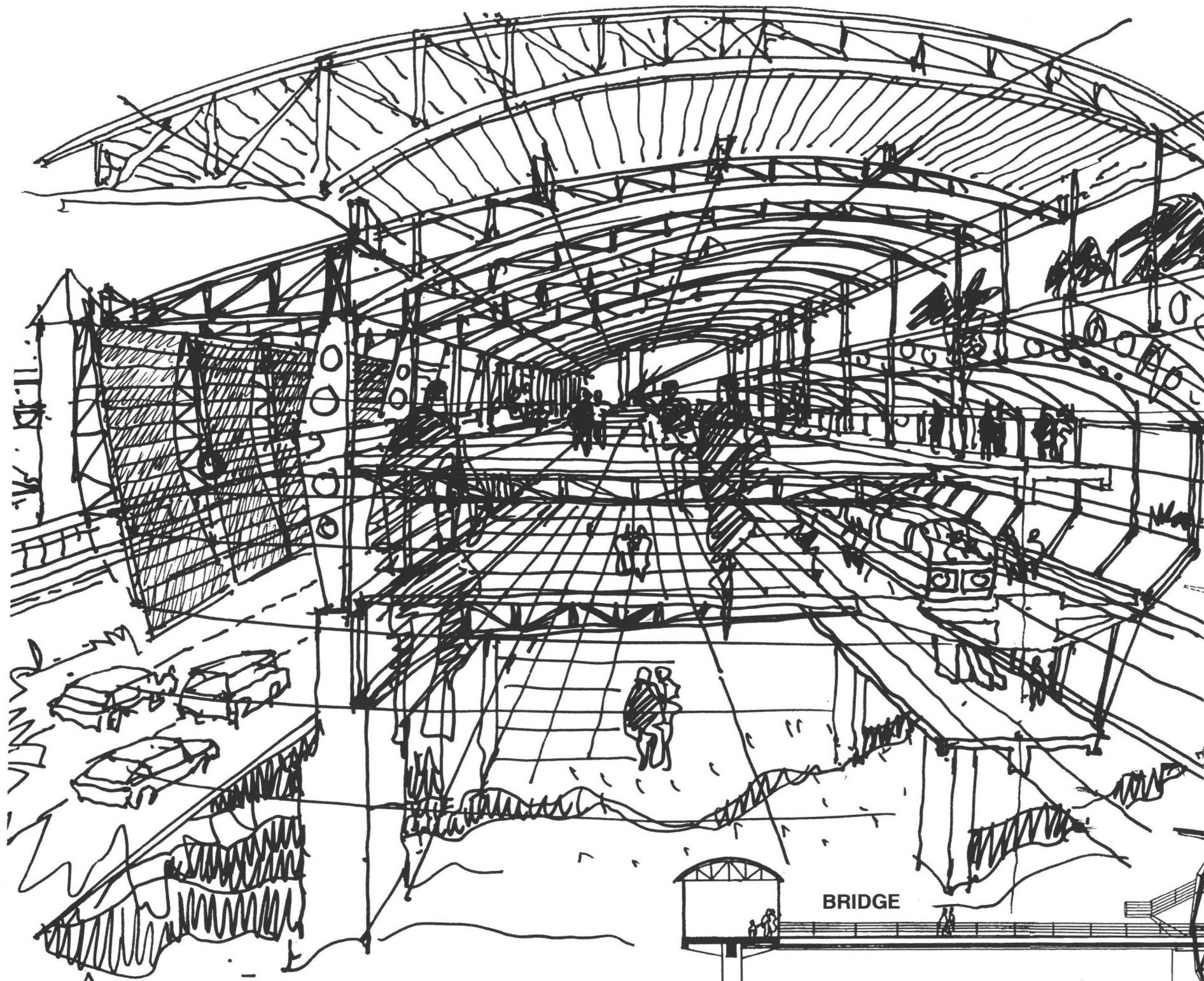
There is no question about it. Of the dozens of sites along the proposed Crenshaw-Prairie corridor this one is waiting to breathe life and be molded. There is an energy this freeway harbors. It is in its movements, and sounds, and smells, and the vibration of cars whizzing by. It is all of these things that describe the way we move through the city. The possibility of harnessing this energy and using it to create architecture is both exciting and very real. Los Angeles cannot provide endless supplies of land on which we can build; therefore, we can no longer afford to see the areas around built structures as "leftover" spaces, but instead, must find creative and efficient solutions to recycling and utilizing them. This not only revives an older residual part of the city, but prevents the needless demolition of existing buildings to accommodate new ones. From this merger of old and new may potentially grow the most alluring and complex forms and ideas.

I-105 FREEWAY/HAWTHORNE BLVD.  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
TRANSFER CONNECTION TO METRO GREEN LINE  
Ma-Ry Kim

This design positions the new light rail train station directly over the 105 freeway between the embankment and the existing Metro Green Line train station, in an attempt to create

spaces that radiate the life of the freeway to its inhabitants, as well as create a physical link between the Metro Green Line, Crenshaw-Prairie light rail line, and Hawthorne Boulevard. The building is divided into two major elements that are connected by two walkways in the sky. These walkways stretch across the freeway to carry people between the train stations and the multi-use spaces over the embankment.

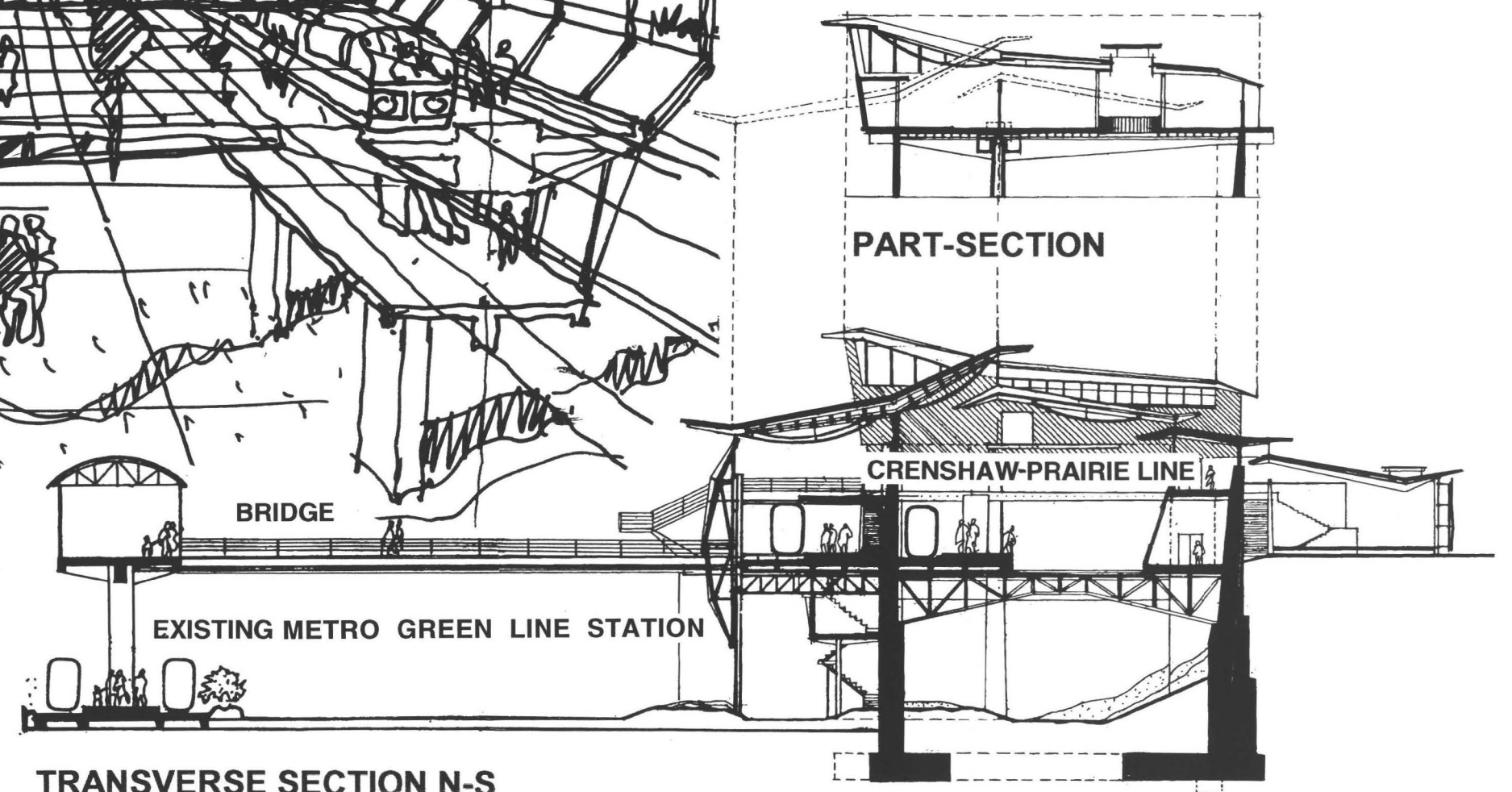




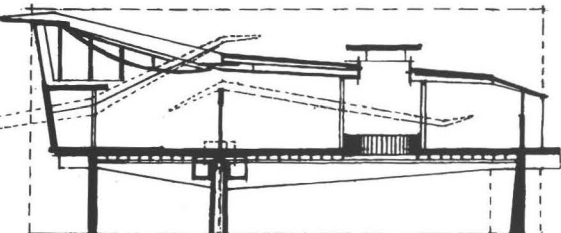
VIEW OF PROJECT MODEL

**I-105 FREEWAY**  
MA-RY KIM

SKETCH OF STATION CONCOURSE



TRANSVERSE SECTION N-S

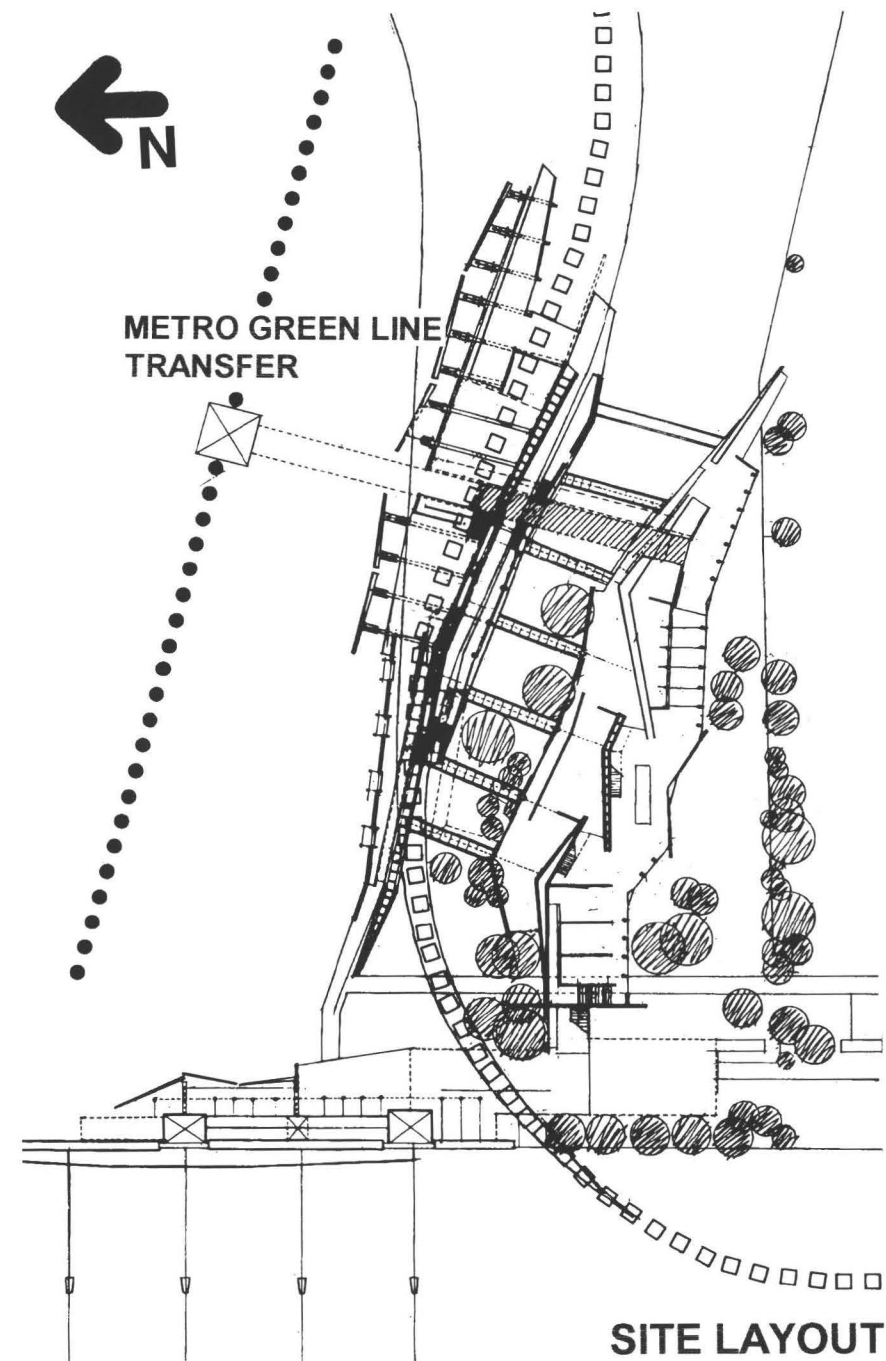


PART-SECTION



# I-105 FREEWAY- HAWTHORNE BLVD.

METRO GREEN LINE TRANSFER  
CRENSHAW-PRAIRIE LINE  
MA-RY KIM



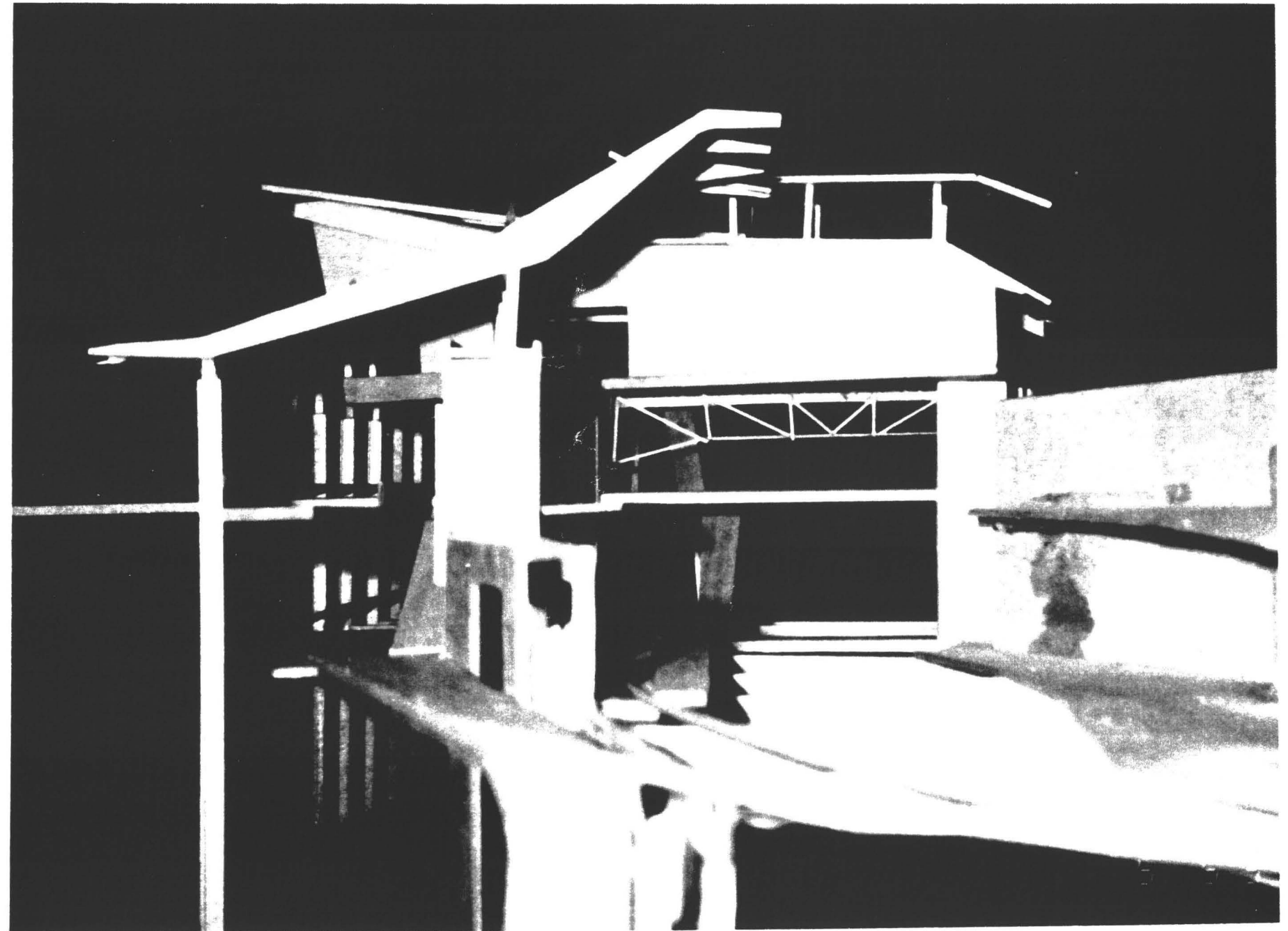
SITE LAYOUT

Hawthorne Boulevard also transforms into a pedestrian bridge that enhances this web of circulation which weaves the immense concrete of the freeway together with the cars, trains, and most importantly, people. The train station itself symbolically sits over two on-ramps. The vision of cars speeding between these two structures that carry trains speeding the opposite way creates a seductive opposition of

forces that lets you feel the movement in space even when standing completely still.

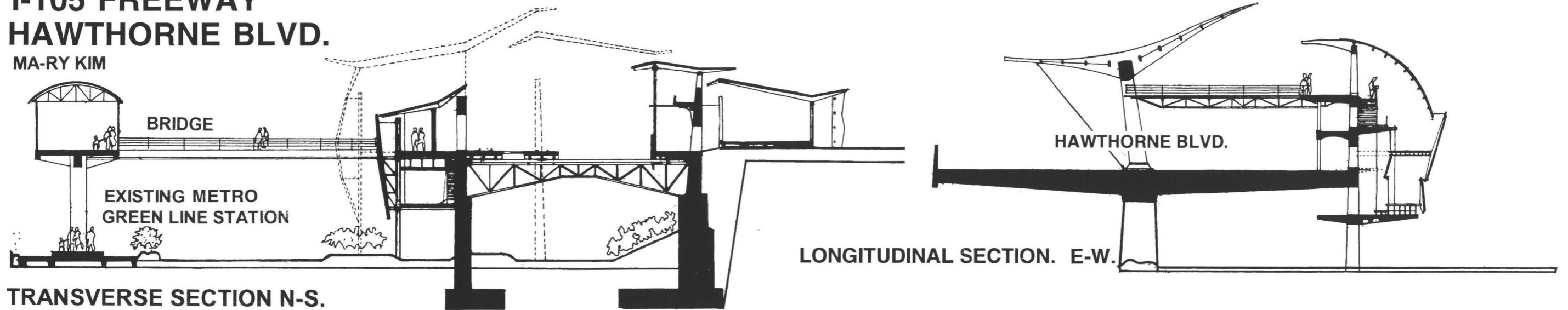
The structure of the building is composed mainly of two immense concrete walls (one growing out of the embankment and the other driven into the center of the freeway). The actual train station sits atop one wall and an automotive museum/retail

## VIEW OF PROJECT MODEL



# I-105 FREEWAY HAWTHORNE BLVD.

MA-RY KIM



## TRANSVERSE SECTION N-S.

space is hung above the other. These two walls are then stiffened by arching steel trusses spaced every 30 feet lengthwise.

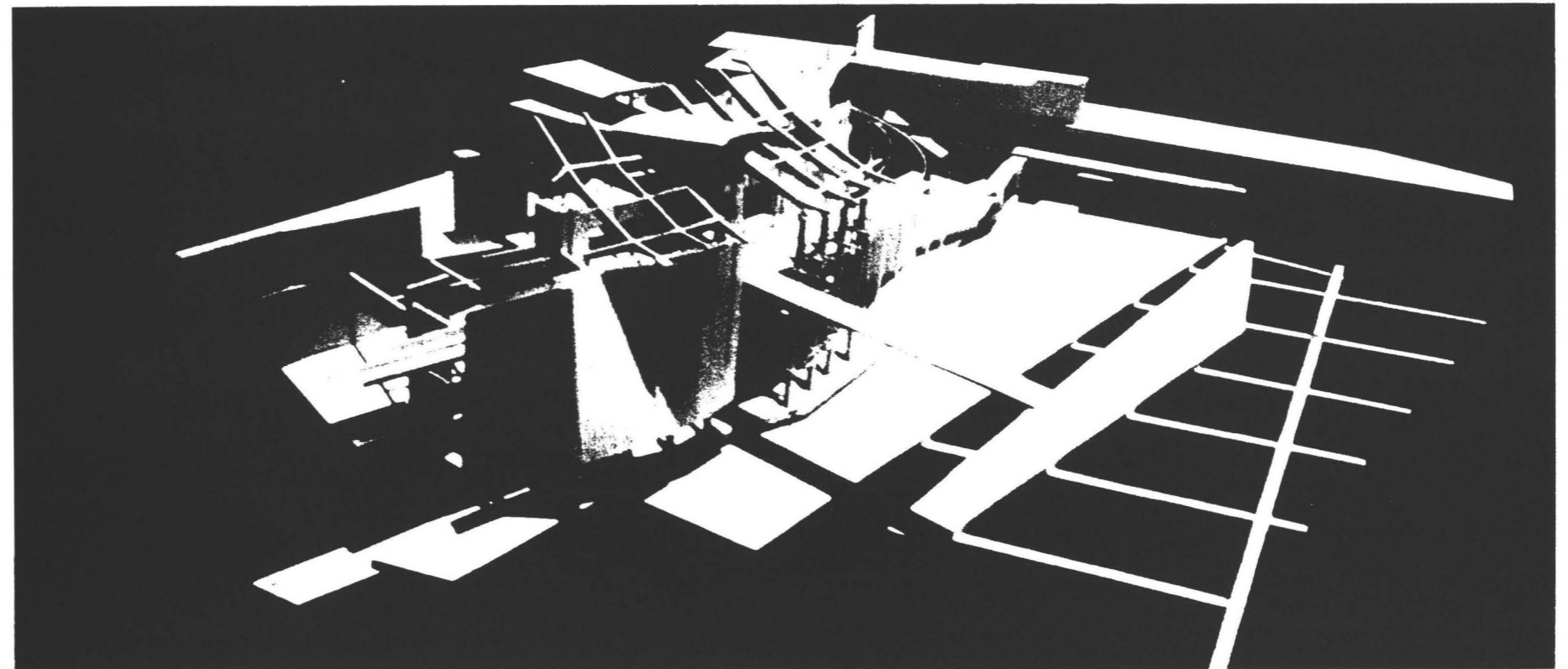
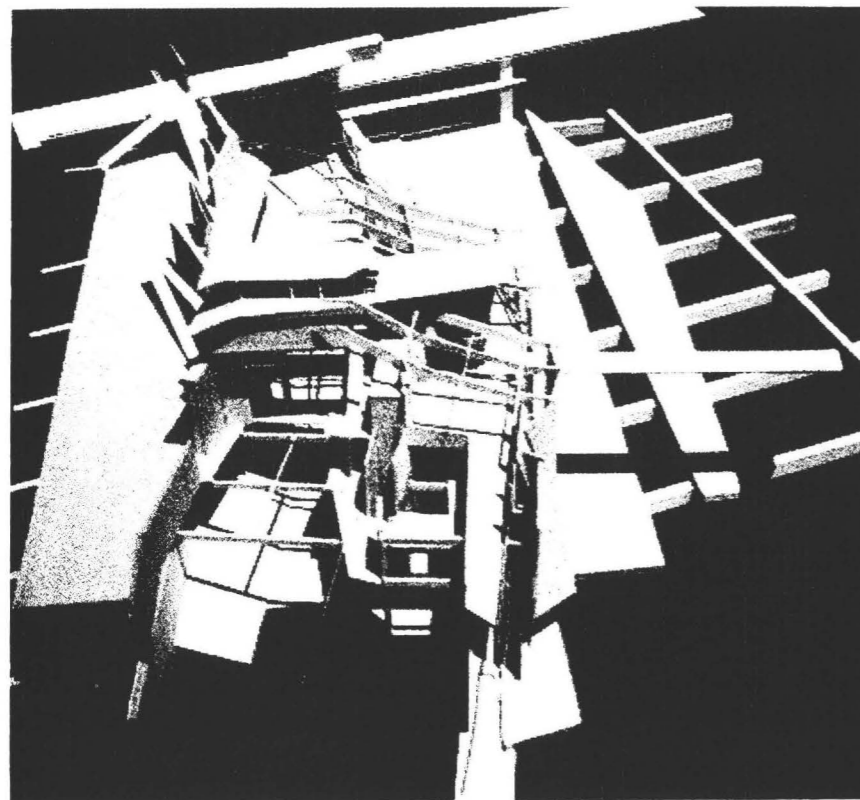
The flying roof structure is made of a series of steel beams that sit lightly atop the concrete walls. The roof is open through the center to allow the gaseous fumes of the automobiles to filter

out of the spaces through convection that occurs between the wind entering the structure above and the warmth created by the "heat-sink" shape of the freeway.

The entire facade of the train station transforms into a billboard that can be viewed from across the freeway. There is much graffiti on the surrounding streets. It is my hope that the

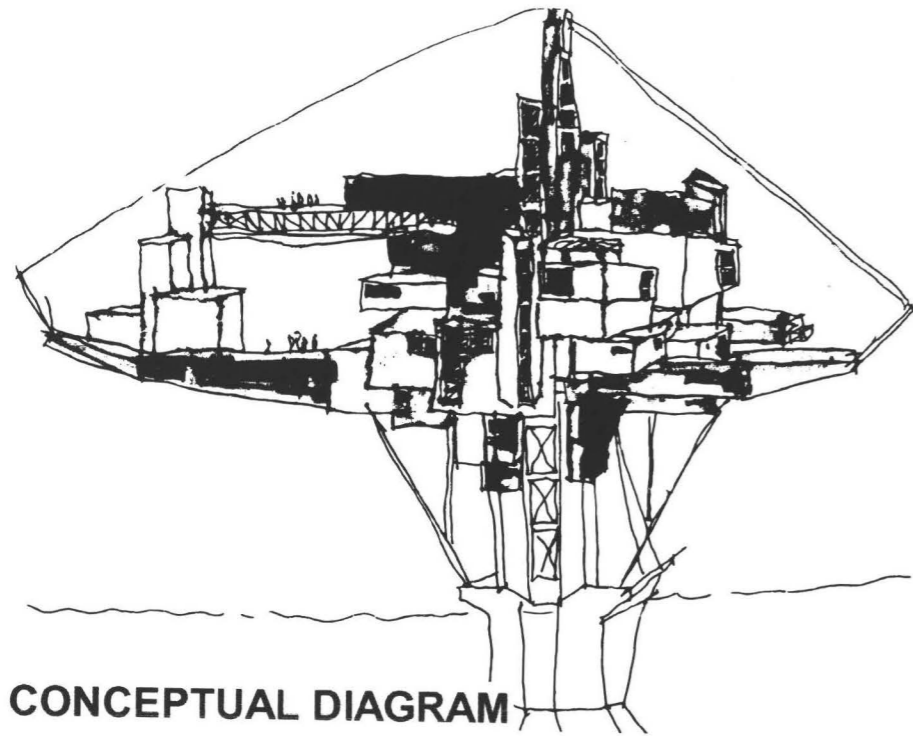
billboard can be made of operable panels that youths in the community can design and paint. This area of Inglewood is in so much need of healing. Although one building cannot transform an entire community, this one can provide a sense of pride to all the people who use it and breathe life into a slowly crumbling area of a city which needs stimulation.

## VIEWS OF PROJECT MODEL

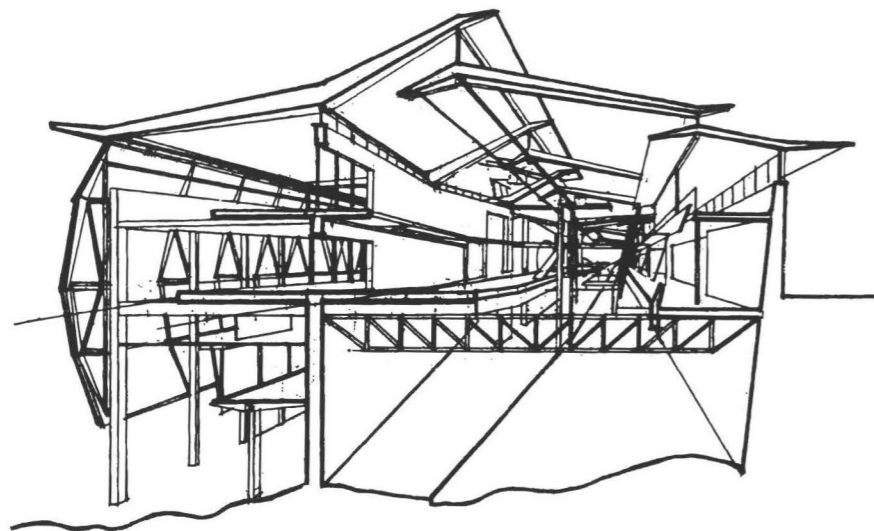




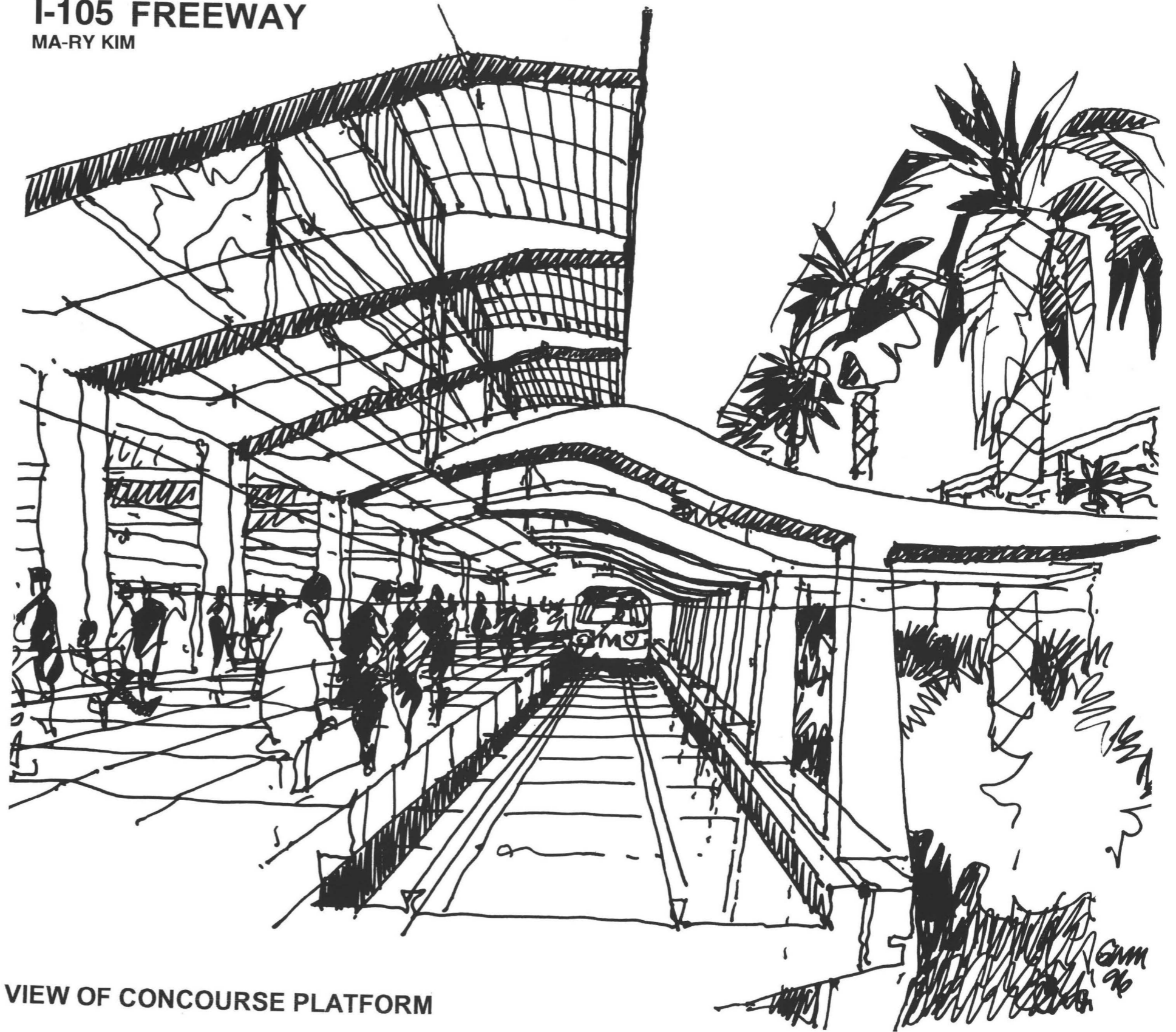
**I-105 FREEWAY**  
MA-RY KIM



CONCEPTUAL DIAGRAM



TRANSVERSE SECTION N-S.



VIEW OF CONCOURSE PLATFORM

# I-105 FREEWAY HAWTHORNE BLVD

METRO GREEN LINE TRANSFER.  
CRENSHAW-PRAIRIE LINE.

## GATE WAY PROJECT

### SITE & PROGRAM DESCRIPTION

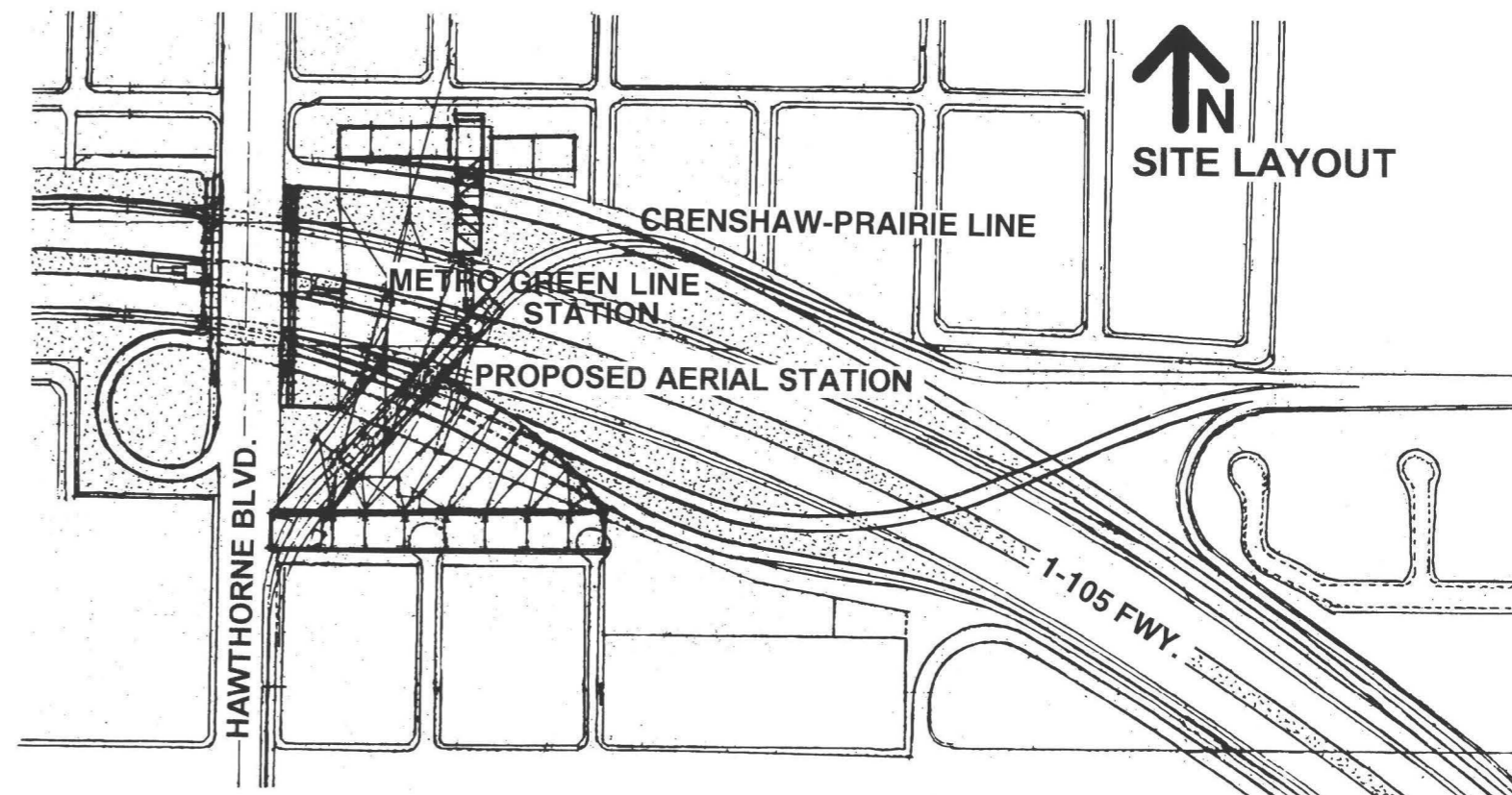
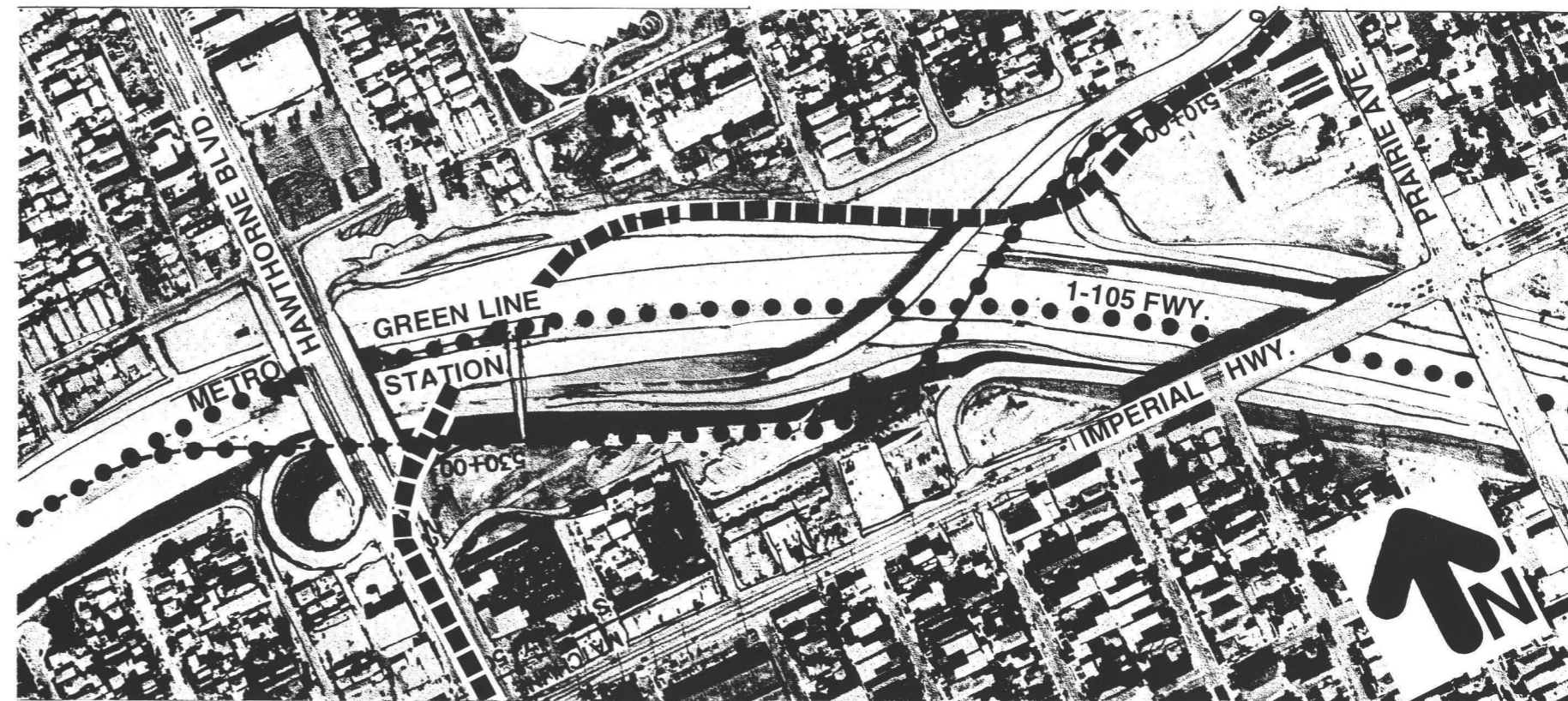
I-105 FREEWAY/HAWTHORNE BLVD.  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
TRANSFER CONNECTION TO METRO GREEN LINE  
Veronica Hurtago

In response to the MTA Crenshaw-Prairie Transit Corridor a site was selected at the location of Hawthorne Boulevard overpass in order to add a connection with the existing Metro Green Line. The choice was made based on studies of the transportation systems and the areas serving them. The studies cover major critical points of the freeway access (I-105, I-405, 110), metro connections to both the Metro Green Line and Metro Blue Line, Hawthorne Municipal Airport, and LAX. The result verified the proximity of the systems to the chosen site and allowing for a flexible, multiple development of the Crenshaw-Prairie Corridor and Hawthorne Blvd./I-105 stop. The site demands for the planning of a center will improve not only the transportation systems but also the communities surrounding them.

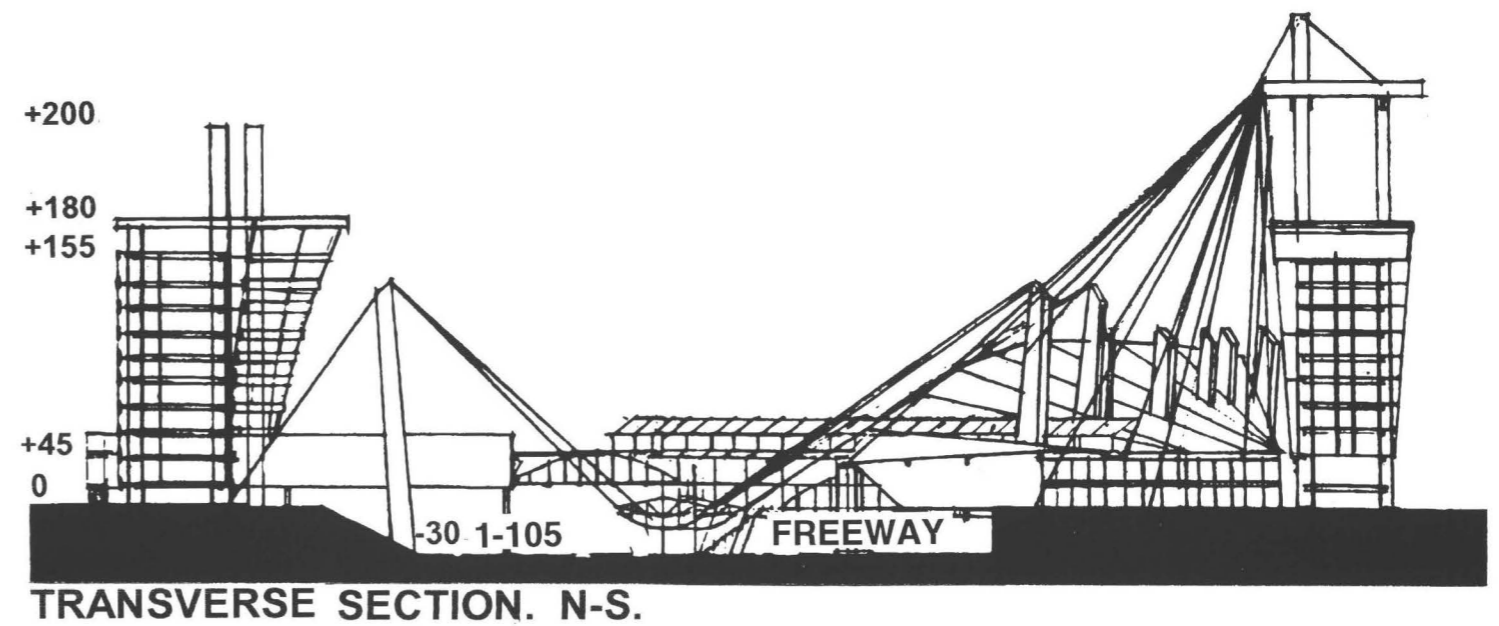
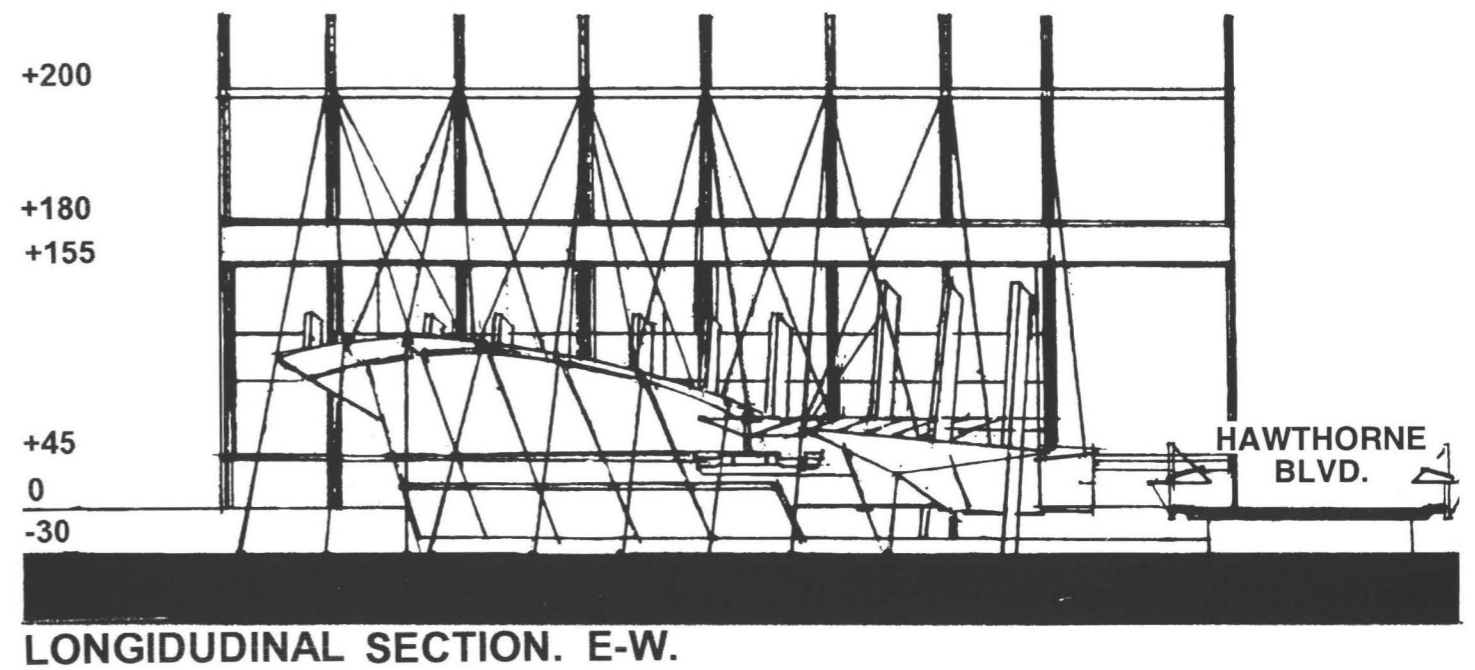
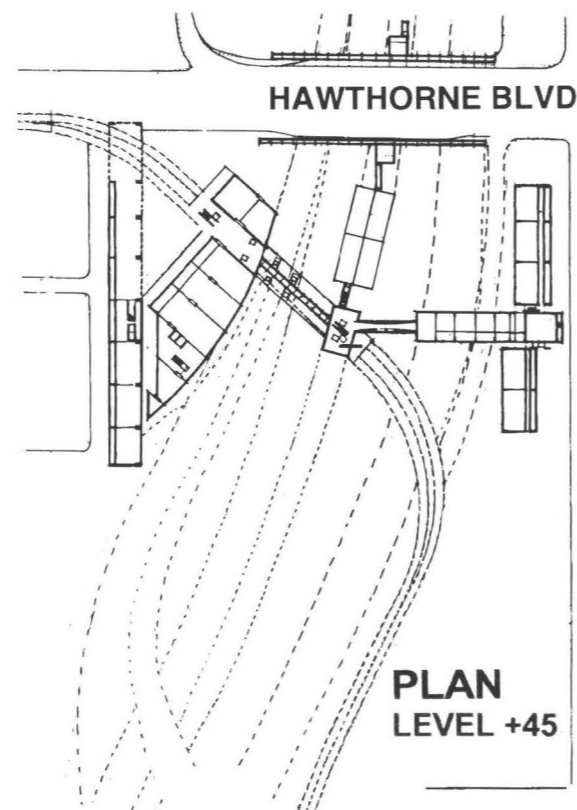
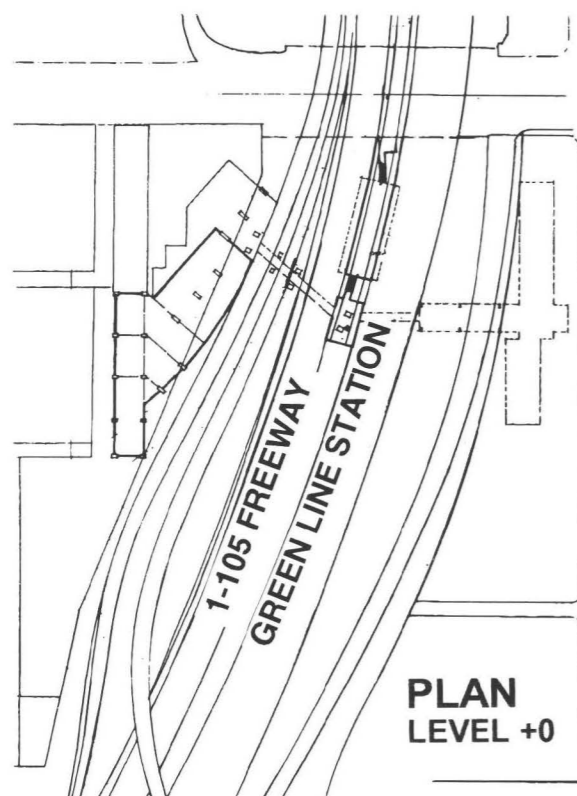
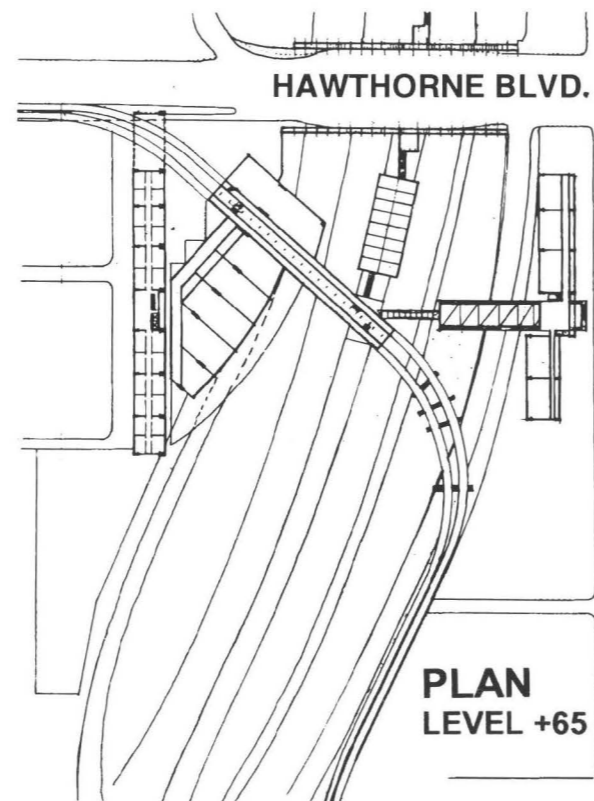
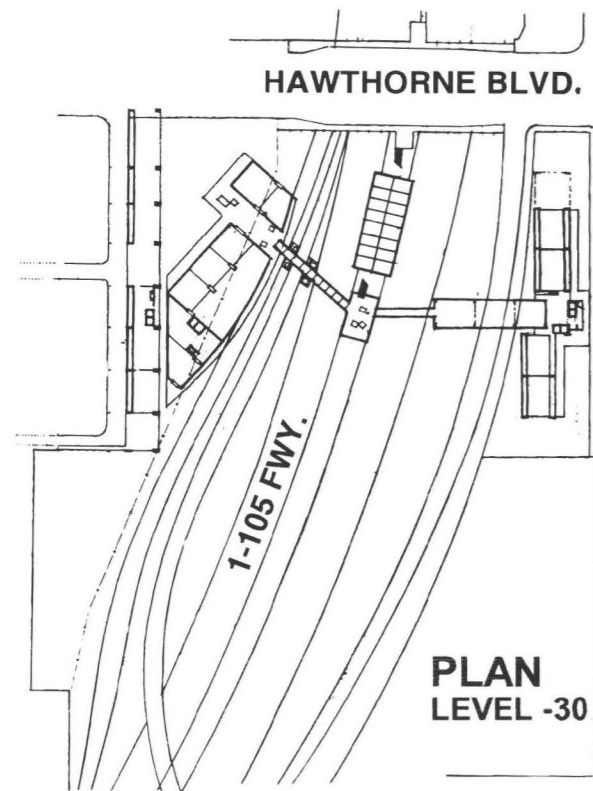
The Hawthorne Blvd./I-105 station must be considered as the starting point into the City of Los Angeles. Due to the advantages of the site, additional programs are able to be adapted as a result of the transportation systems expansion which will benefit the city and its citizens. The project emphasizes the will to bring people together from all directions into a strong, closer, productive, enjoyable LA. The station will provide the resources to make the transportation system an activity not only to transport but to learn, to see, to experience and to share the daily life of using and working in the Los Angeles basin.

The following accommodations are programmed into the proposed station complex.

- Mixed-use, Multiple Family Residential/Apt. complex
- Day care center
- Art center
- Community hall
- Small grocery/shopping center/convention center
- Museum/gallery
- Halls
- Restaurants
- Hotel/ business conference suites

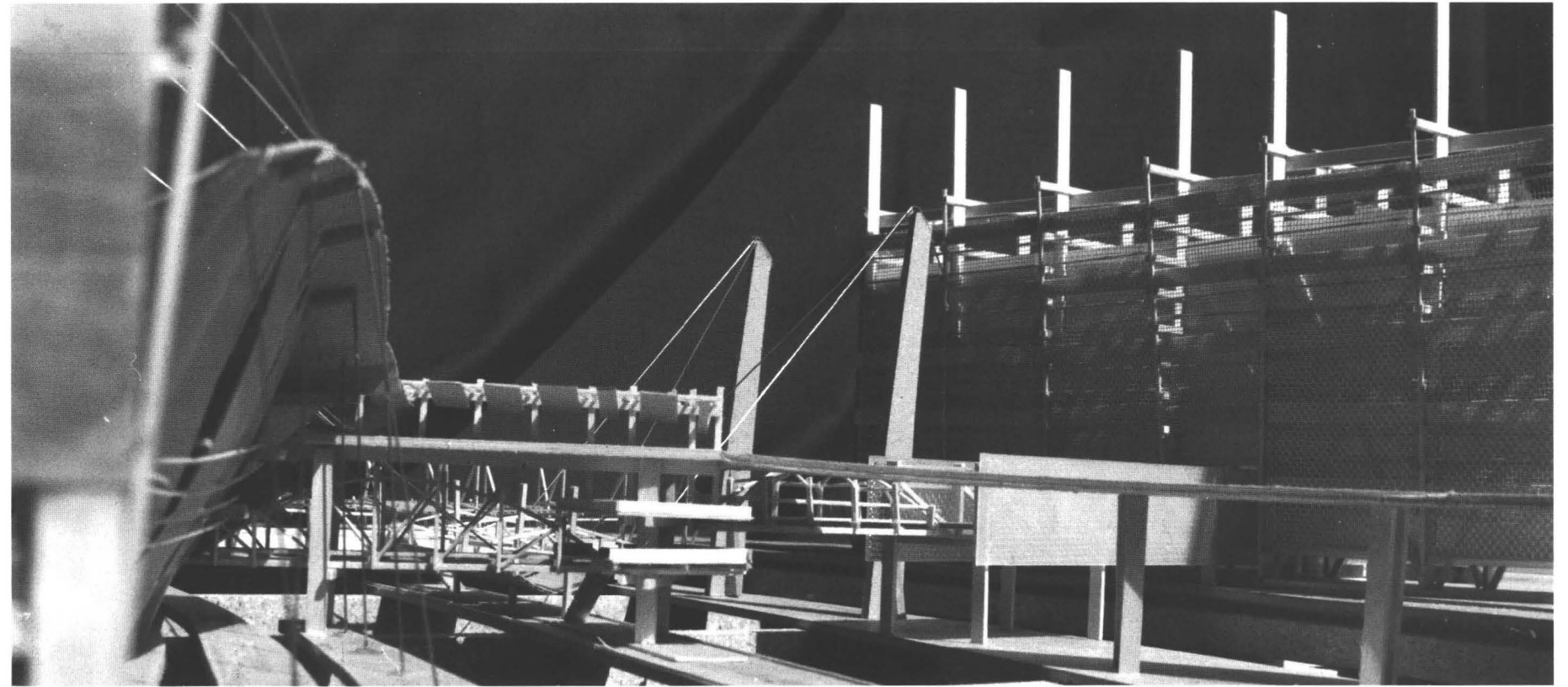
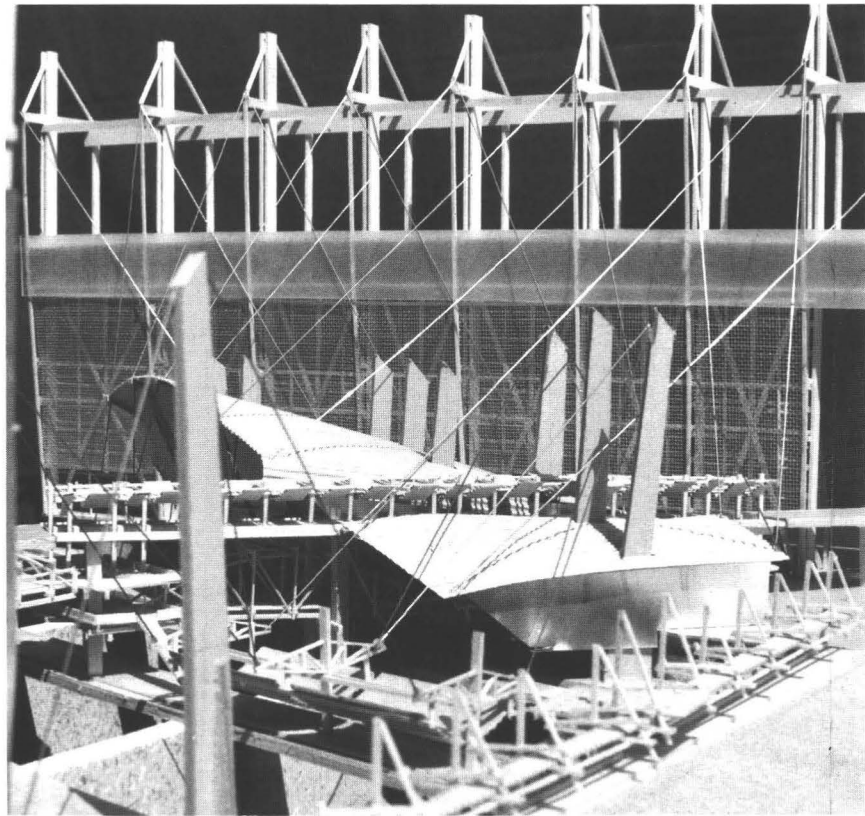




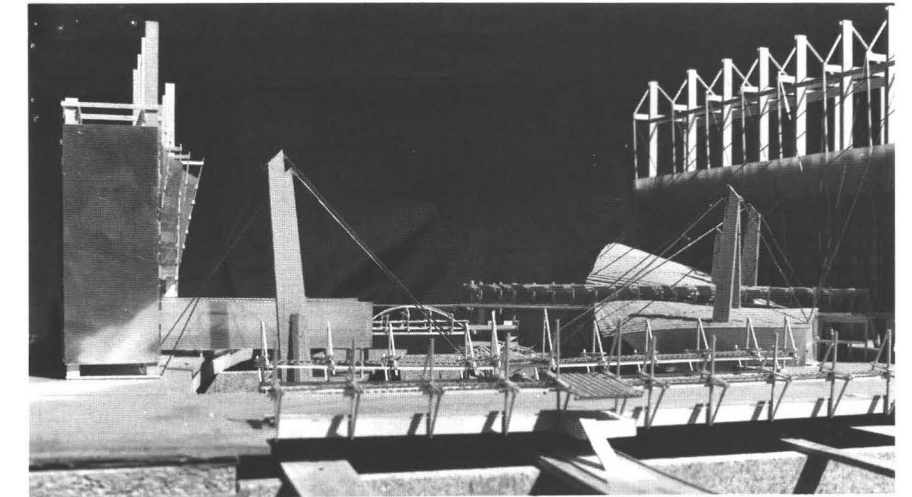


**I-105 FREEWAY  
HAWTHORNE BLVD.  
GATEWAY PROJECT**

PROJECT.  
VERONICA HURTAGO.  
ADVISOR.  
GRAEME. M. MORLAND.  
ARCHITECT. AIA. RIBA.

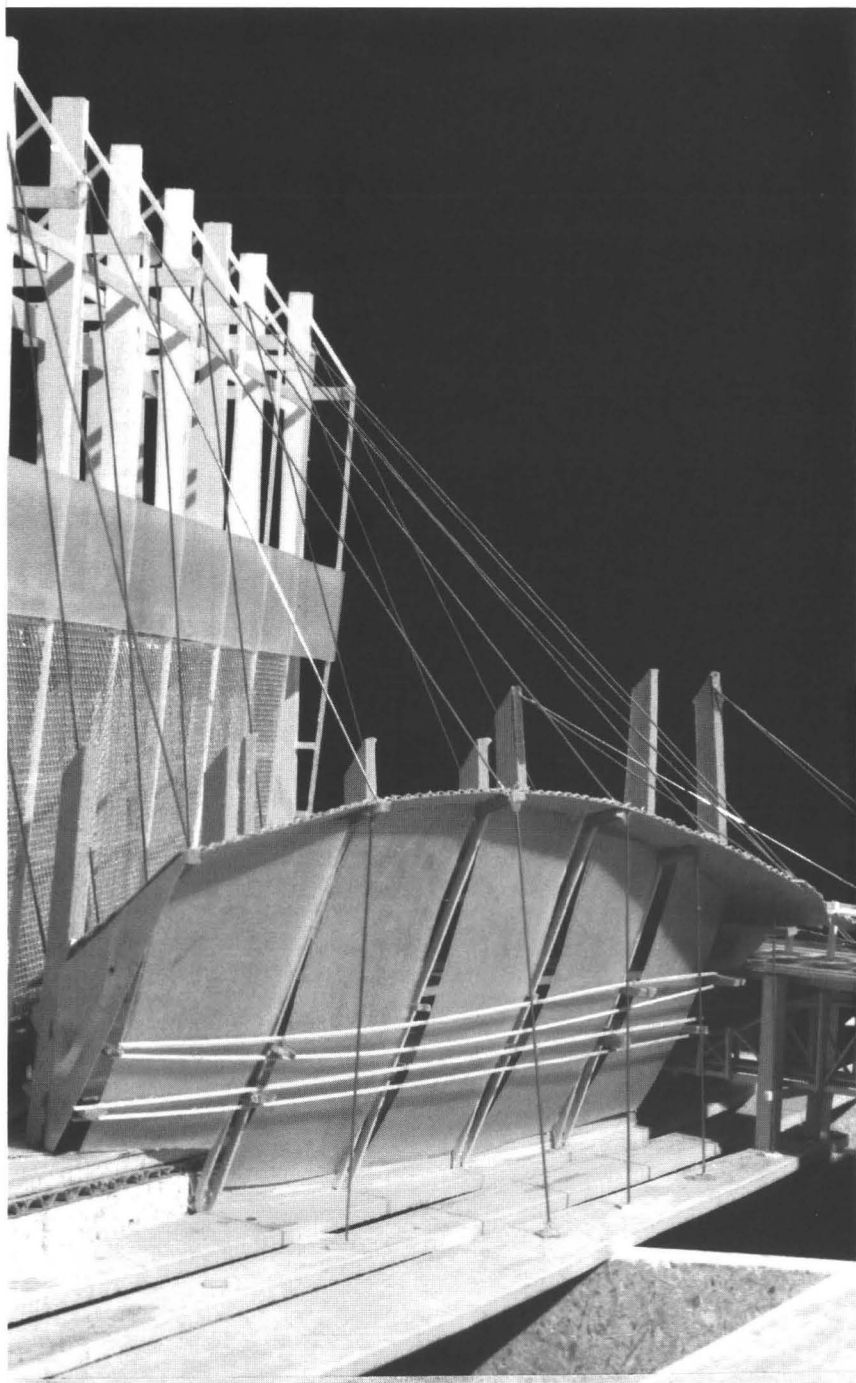


**VIEWS OF PROJECT MODEL**

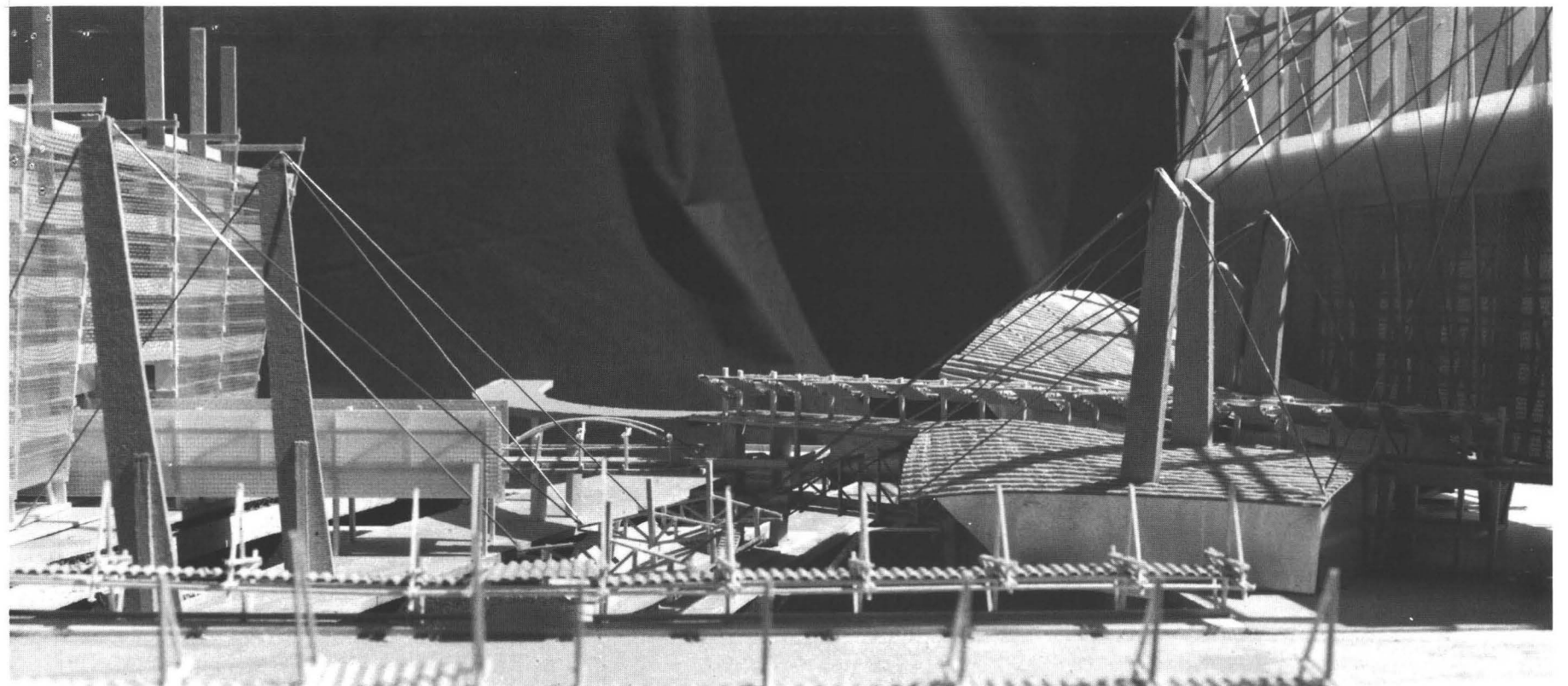


**I-105 FREEWAY**  
VERONICA HURTAGO

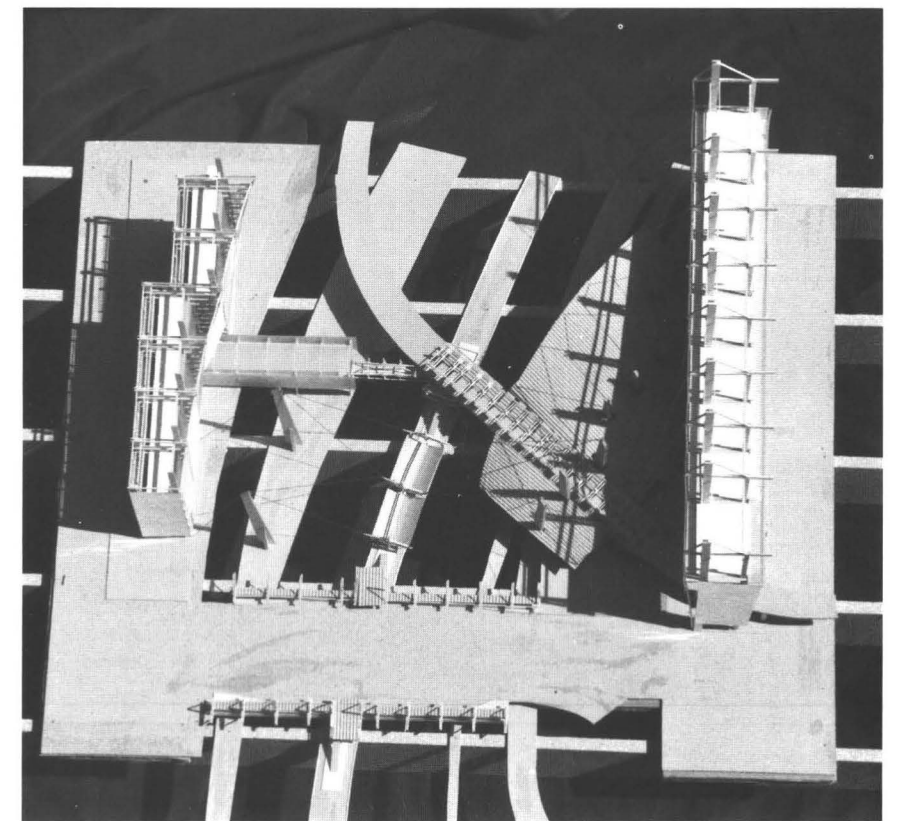
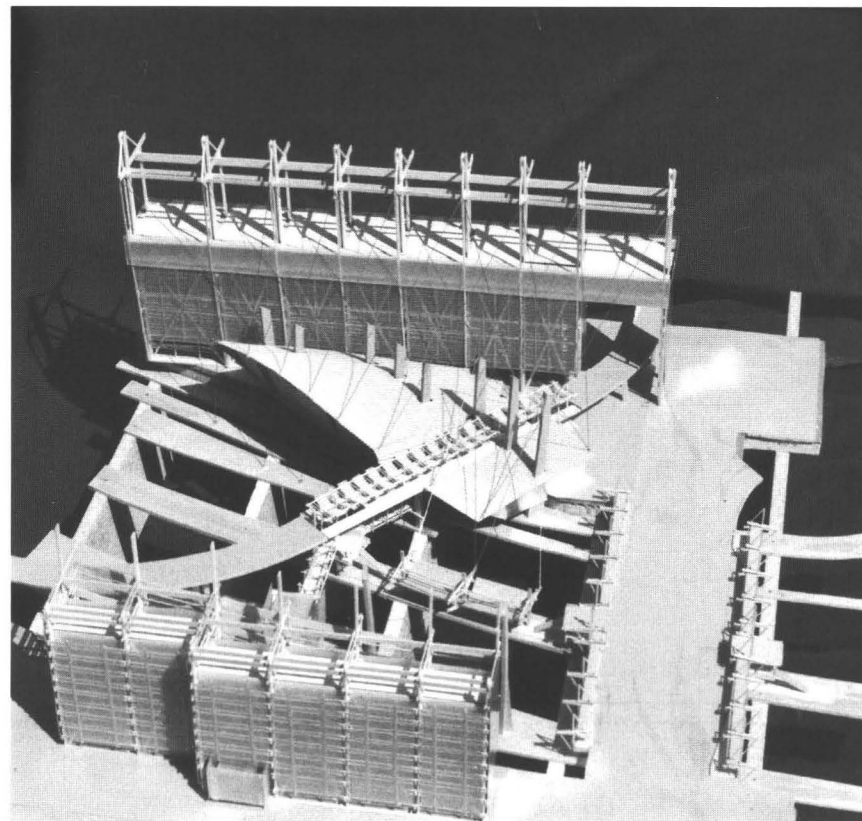




**I-105 FREEWAY**  
VERONICA HURTAGO



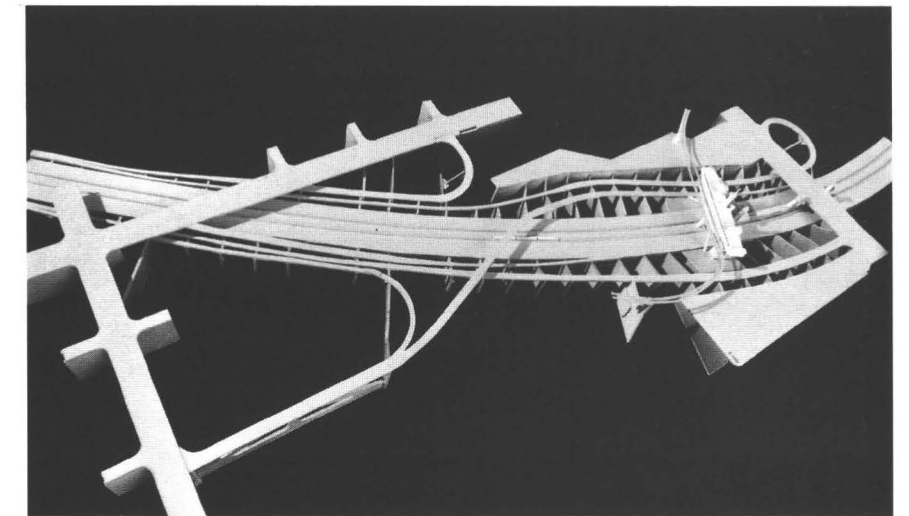
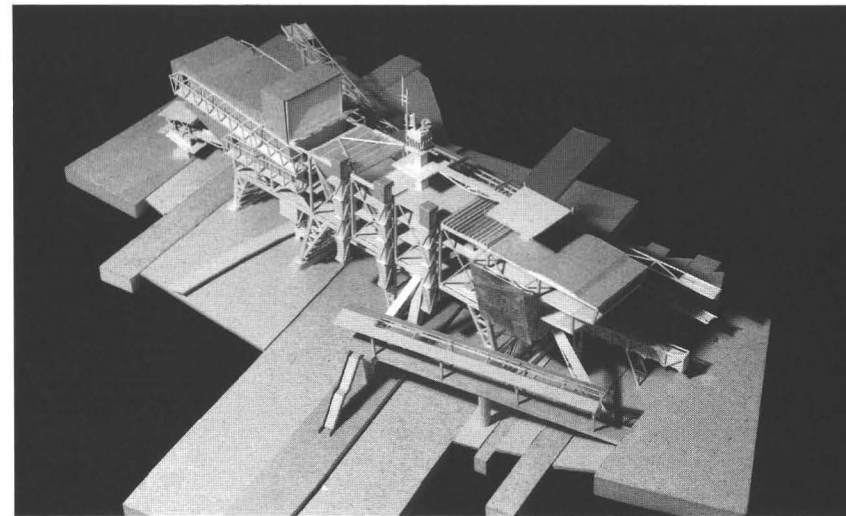
**VIEWS OF PROJECT MODEL**



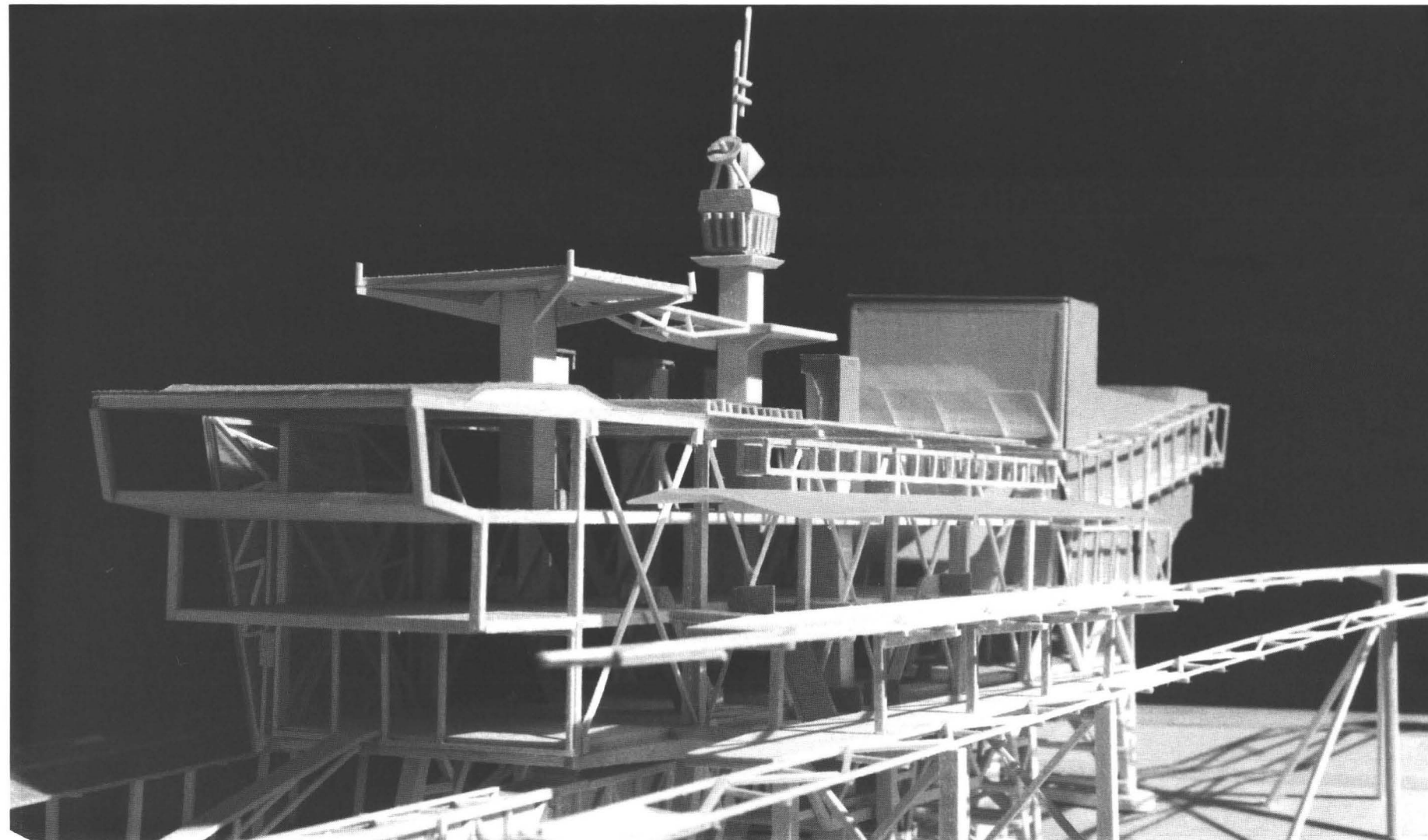
# I-105 FREEWAY HAWTHORNE BLVD

METRO GREEN LINE TRANSFER  
CRENSHAW-PRAIRIE LINE

The Hawthorne Blvd./I-105 station should be considered as the "gateway" into the city of L.A. and its surroundings. In addition, the programs are injected into the station to stimulate and regenerate the community as well as Los Angeles as a whole. It provides a friendly atmosphere where it allows easy accessibility for the newcomers, utilizing LAX as a mode of arrival and serving the community as well. A hopeful and optimistic outcome of this proposal is to connect and continue all of the transportation systems, providing easy accessibility and mobility throughout the Los Angeles metropolitan area. The following is a summary list of programmatic opportunities within the station complex

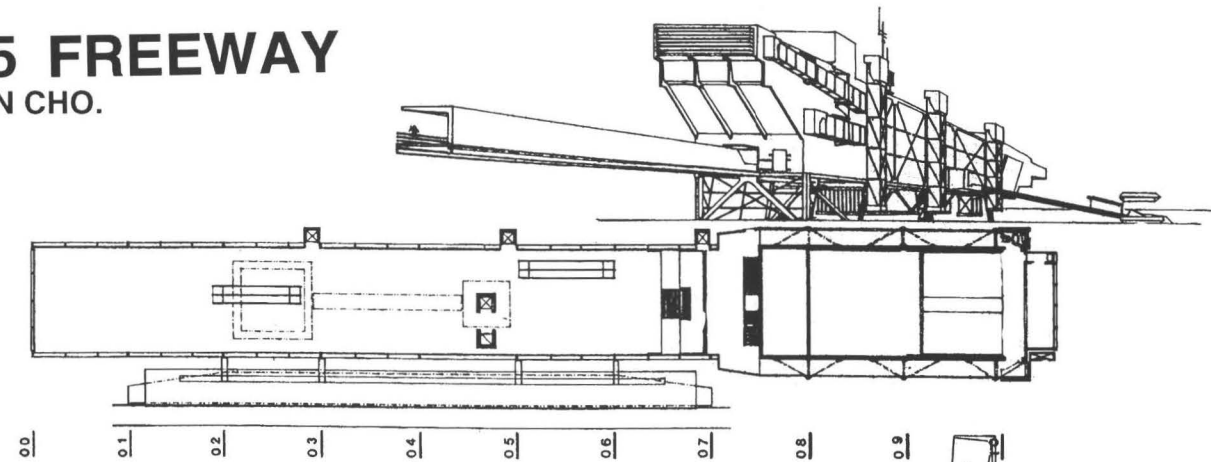


IEWS OF PROJECT MODEL



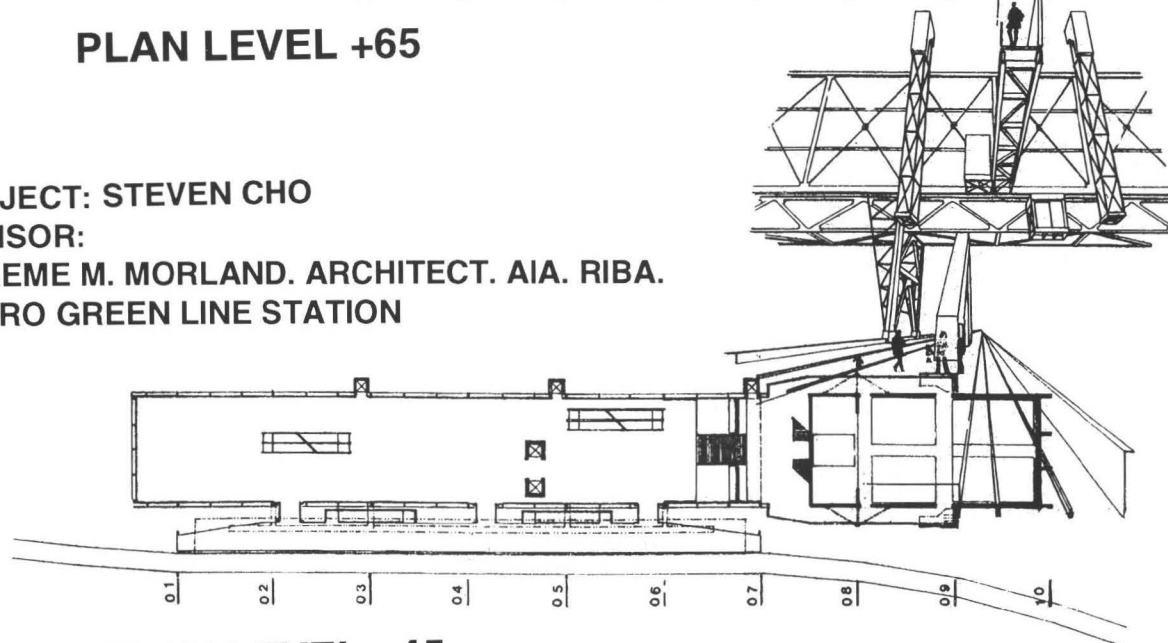


**I-105 FREEWAY**  
STEVEN CHO.

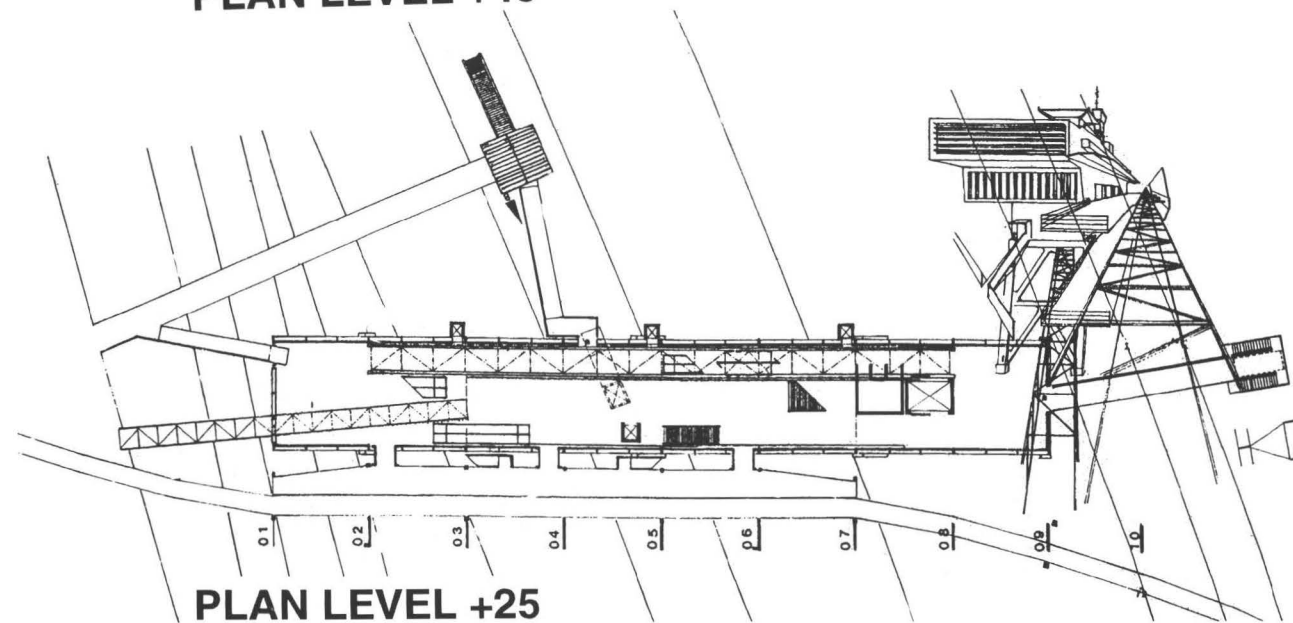


**PLAN LEVEL +65**

PROJECT: STEVEN CHO  
ADVISOR:  
GRAEME M. MORLAND. ARCHITECT. AIA. RIBA.  
METRO GREEN LINE STATION

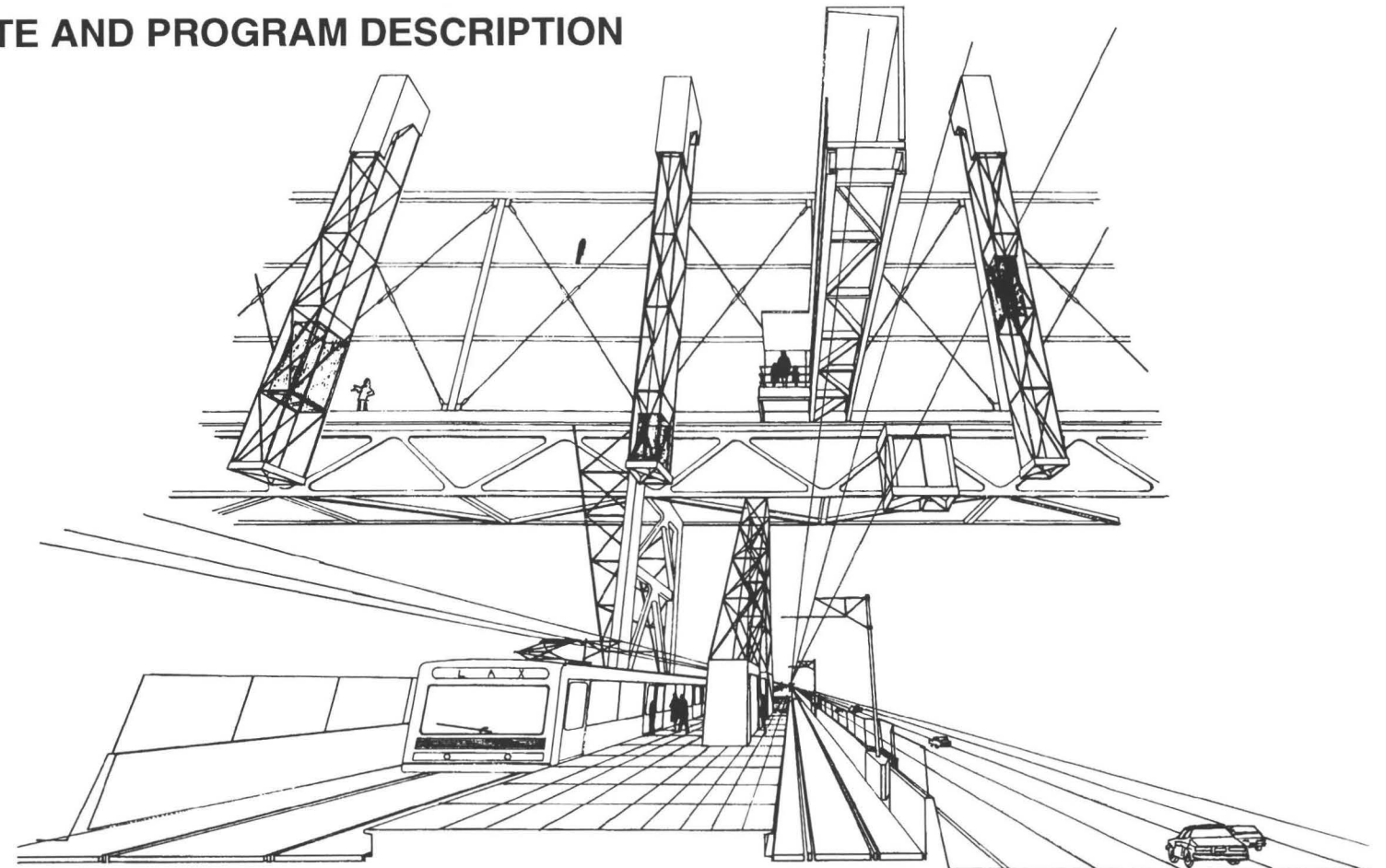


**PLAN LEVEL +45**

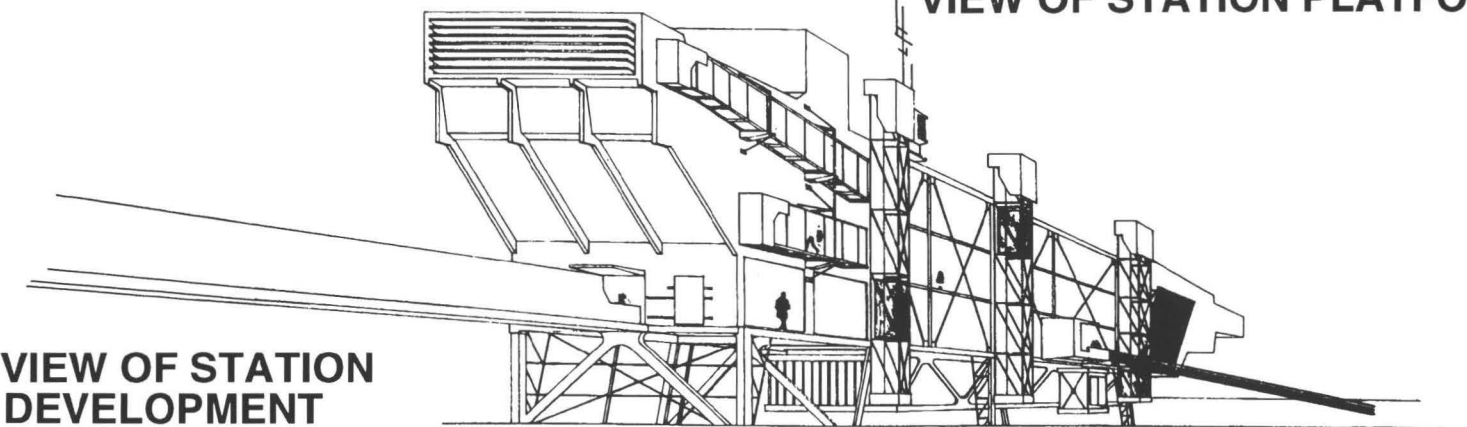


**PLAN LEVEL +25**

**SITE AND PROGRAM DESCRIPTION**



**VIEW OF STATION PLATFORM**



**VIEW OF STATION DEVELOPMENT**

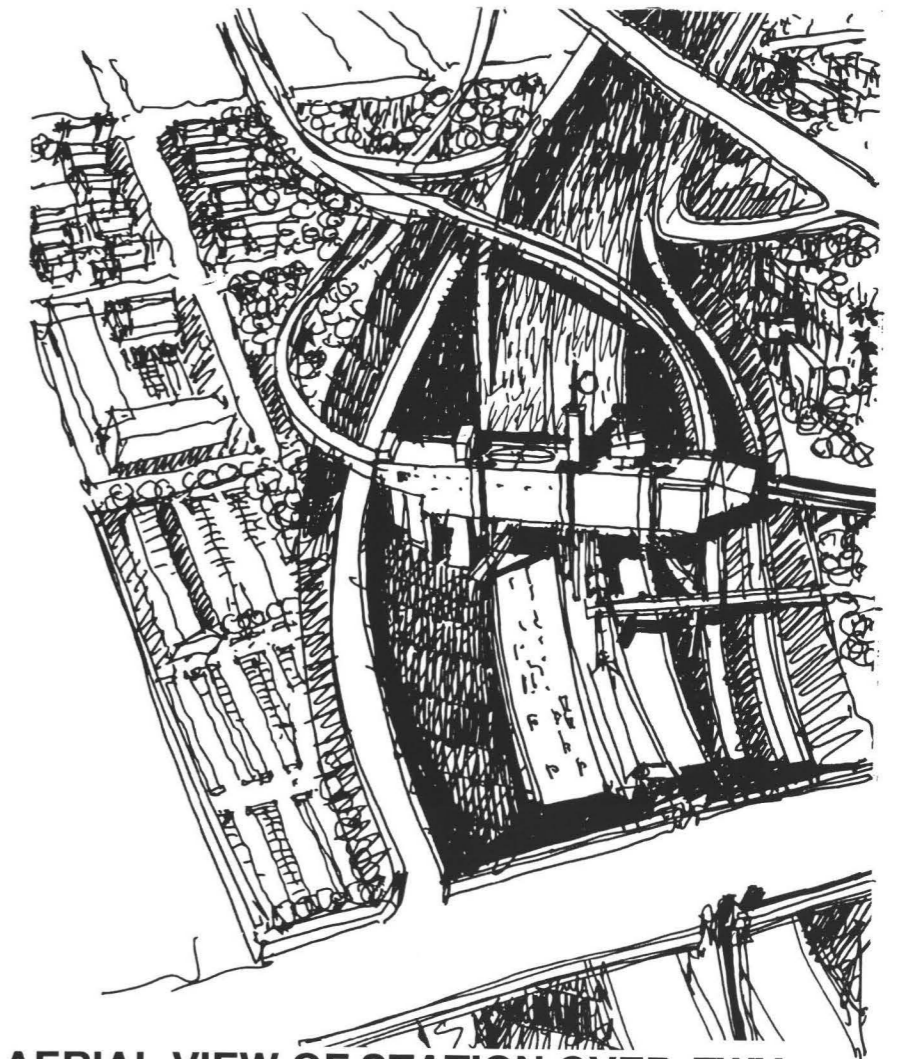
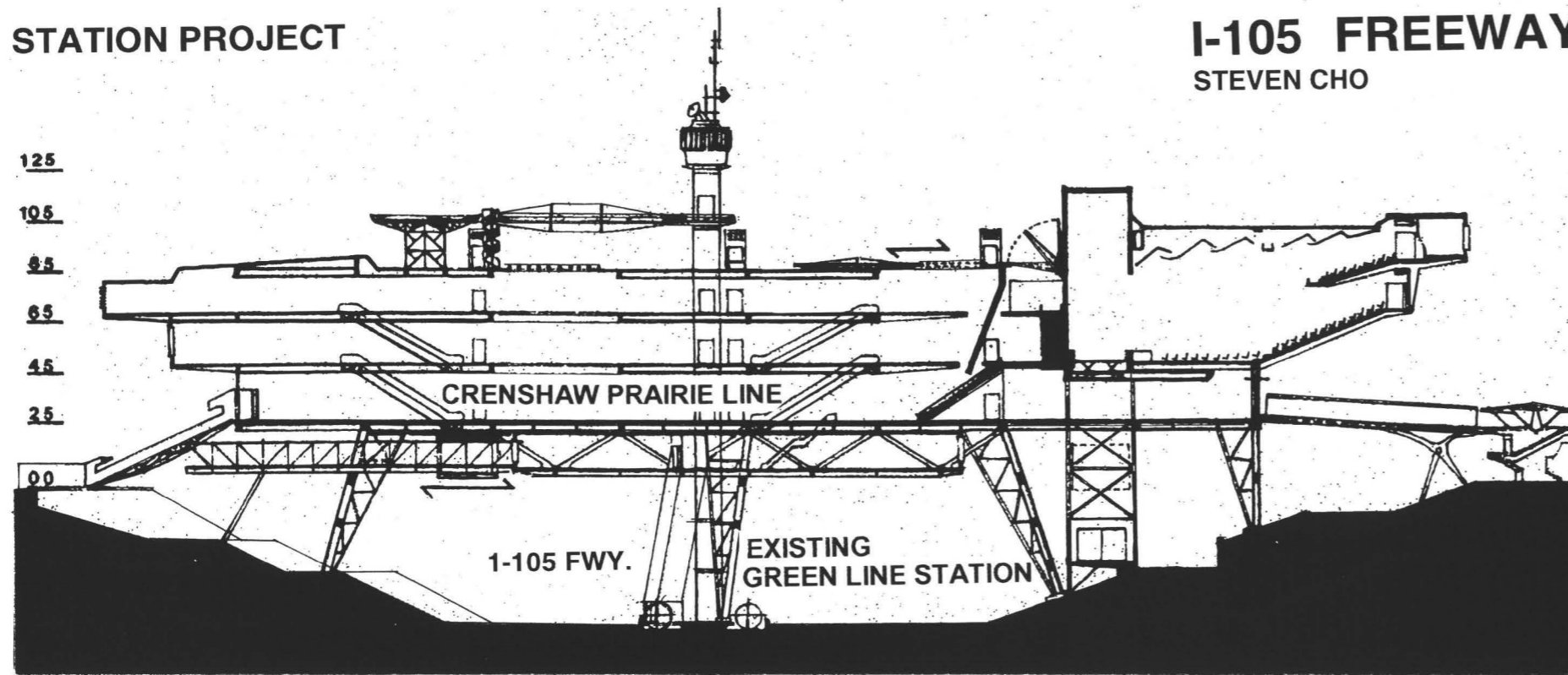
Information center  
LAX (remote/satellite luggage center)  
Daycare center  
Theater  
Museum/gallery  
Meeting hall  
Heliport  
Security/police station  
Traffic tower

Cafe  
Restaurant retail

In addition to the aforementioned program and system criteria, the proposal suggests the emergence of a new unique building typology on the L.A. Landscape, utilizing the existing freeway air rights and in particular, the residual land-waste along the freeway corridors. The station signals a new set of Los Angeles landmarks.

**STATION PROJECT**

**I-105 FREEWAY**  
STEVEN CHO

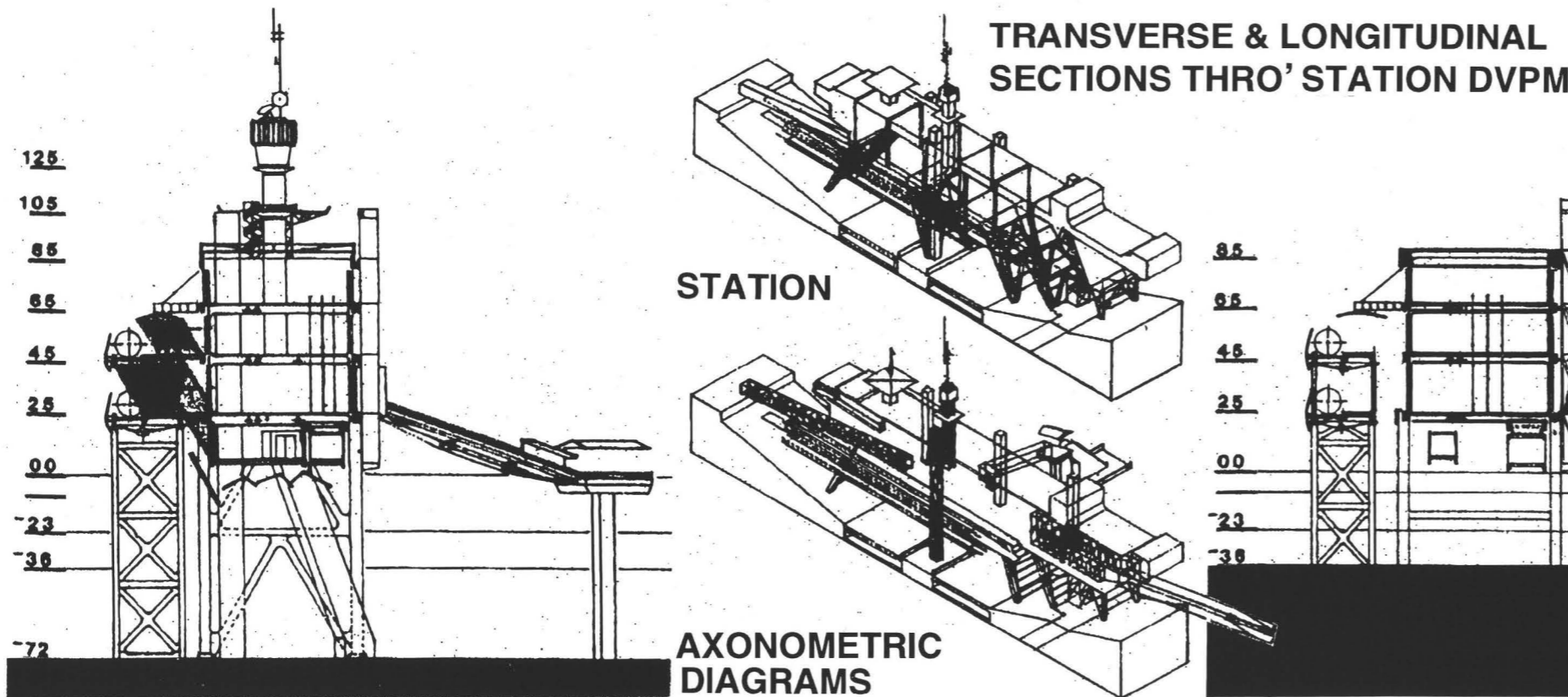


**AERIAL VIEW OF STATION OVER FWY.**

**I-105 FREEWAY/HAWTHORNE BLVD.  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR  
TRANSFER CONNECTION TO METRO GREEN LINE**  
Steven Cho

In response to the MTA Crenshaw/Prairie Transit Corridor a site was selected at the location of Hawthorne Blvd overpass, directly above the Metro Green Line and I-105. Prior to the designing phase, an analysis of all the existing transportation systems and elements were taken into account. These infrastructures include: major freeway access (I-105, I-405, 110) connections to both Metro Green Line and Metro Blue Line, Hawthorne Municipal Airport and LAX. Coincidentally, the systems were within close proximity to the proposed site for the station servicing Hawthorne Blvd./ I-105 area. The main idea was to add an additional layer of transportation system to both integrate and provide accessibility to the neighboring community.

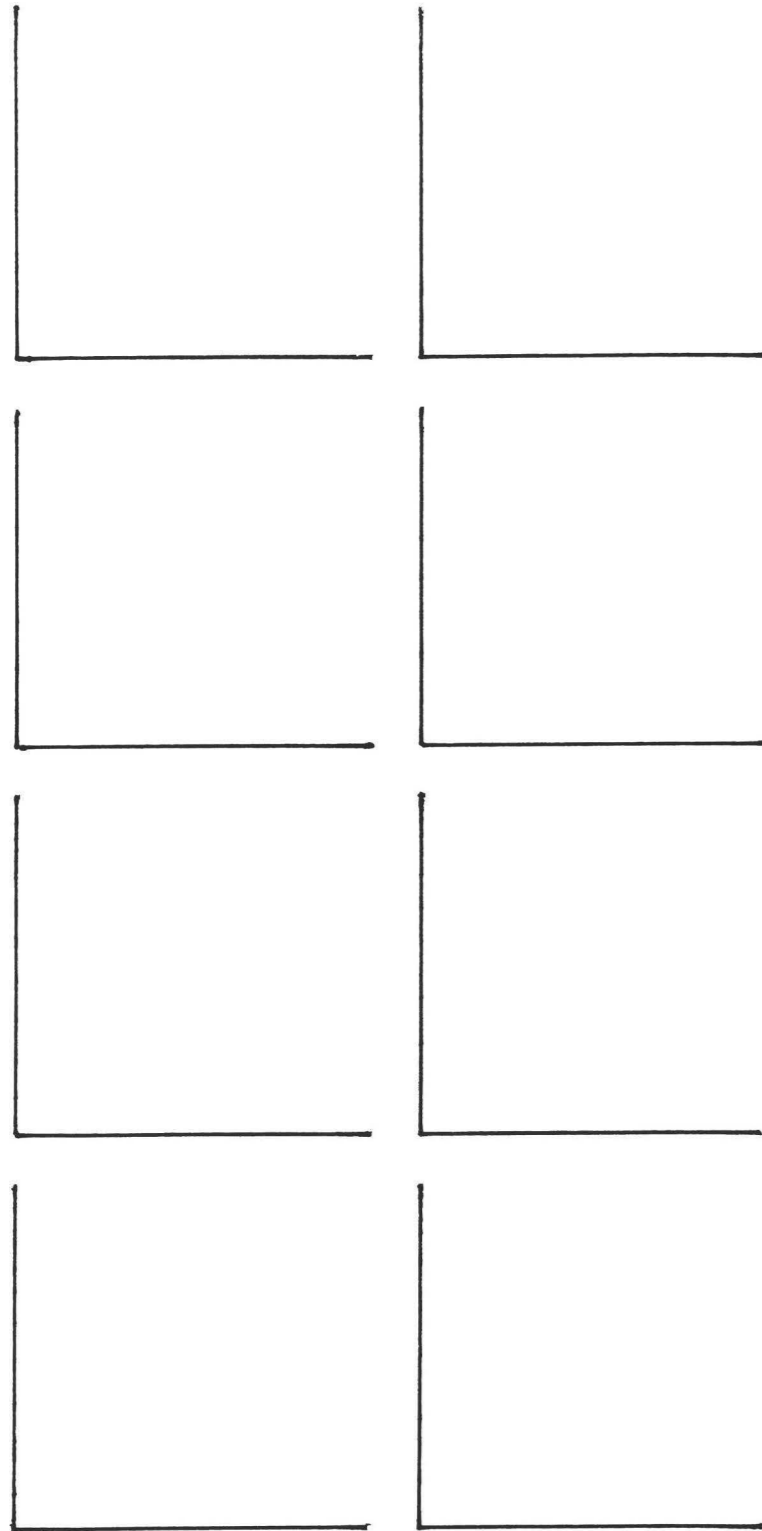
**TRANSVERSE & LONGITUDINAL  
SECTIONS THRO' STATION DVPMT**



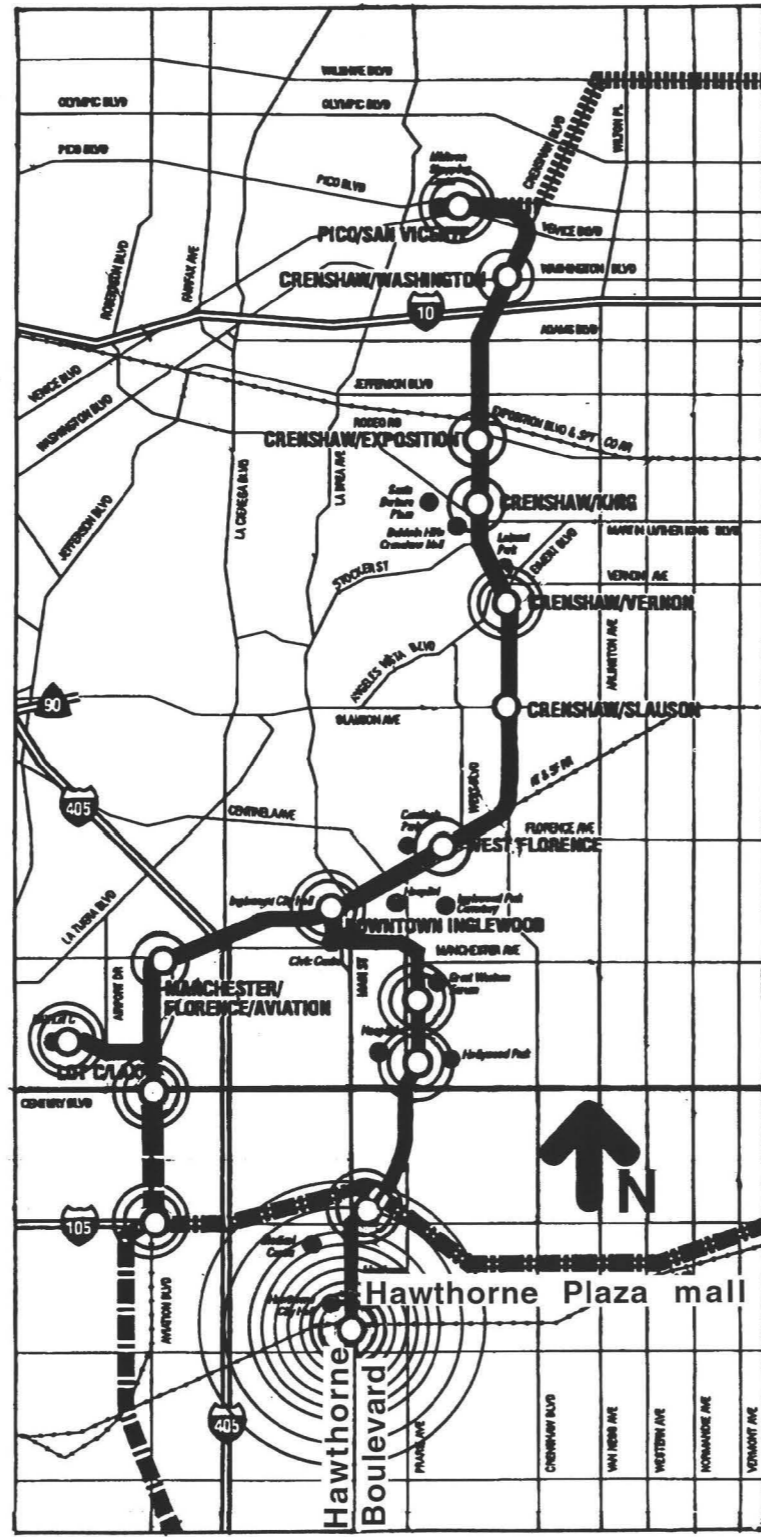
**AXONOMETRIC  
DIAGRAMS**



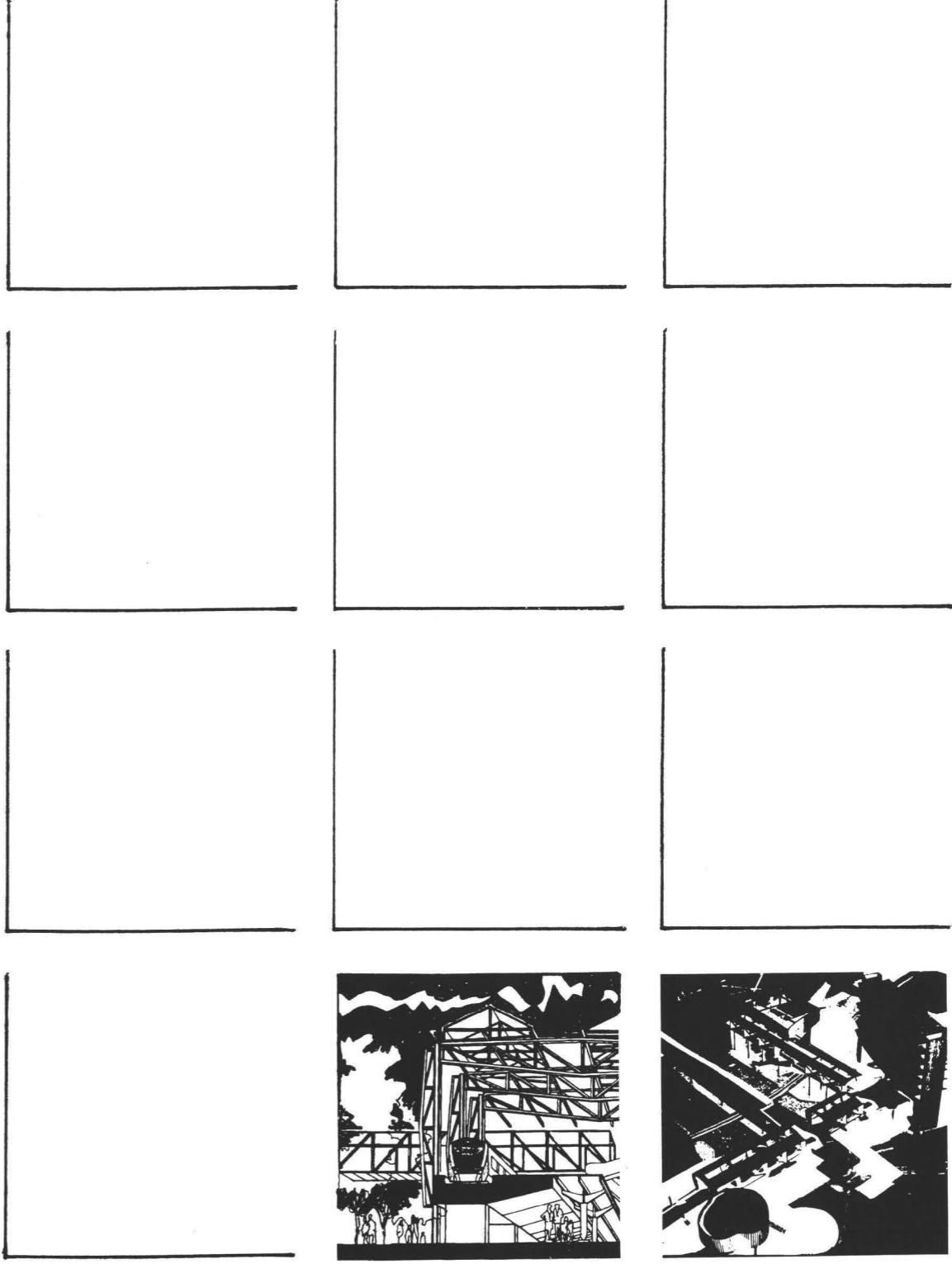




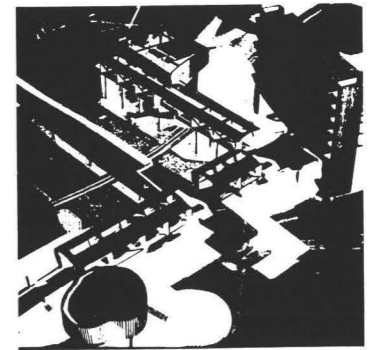
**HAWTHORNE CBD  
HAWTHORNE MALL**



**SITE 10**



Art Simonian



Lo An Nguyen

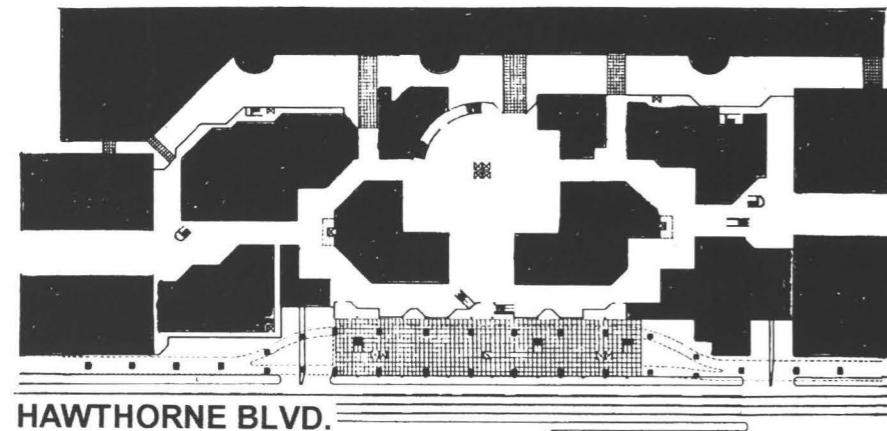
**HAWTHORNE CBD. TERMINAL STATION  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT  
CORRIDOR**



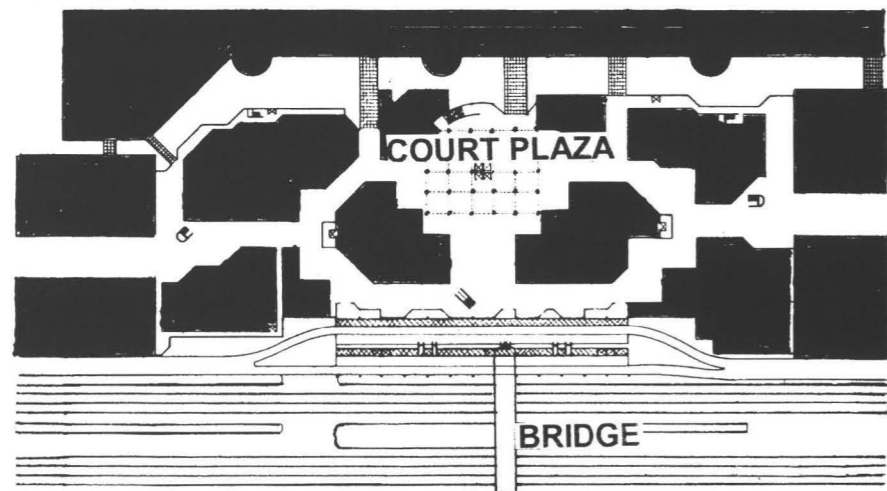
**HAWTHORNE MALL**  
**CRENSHAW-PRAIRIE LIGHT RAIL**  
**TRANSIT CORRIDOR**  
**BUS TRANSFER STATION**

**SITE & PROGRAM DESCRIPTION**

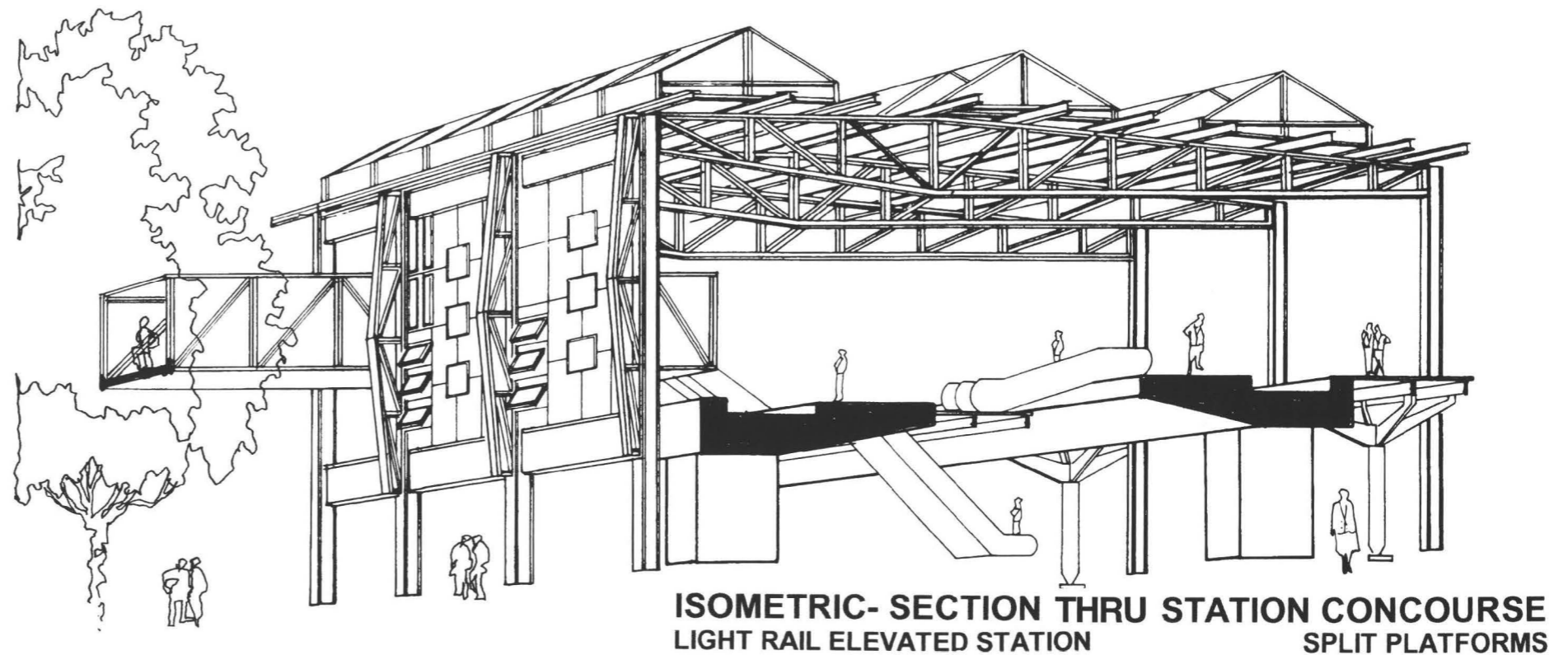
The Hawthorne Plaza is designated as the last station stop for the Crenshaw/Prairie Mass Transit Line. The existing conditions of the site created unique design problems, due to the solid wall like facade of the plaza. The mall sits on a north and south axis, with a massive parking structure to its east and small private run businesses on the west side. Hawthorne Boulevard, an eight lane highway, separates the private businesses from the mall and creates a very busy junction.



**SITE LAYOUT**  
**PLATFORM LEVEL**



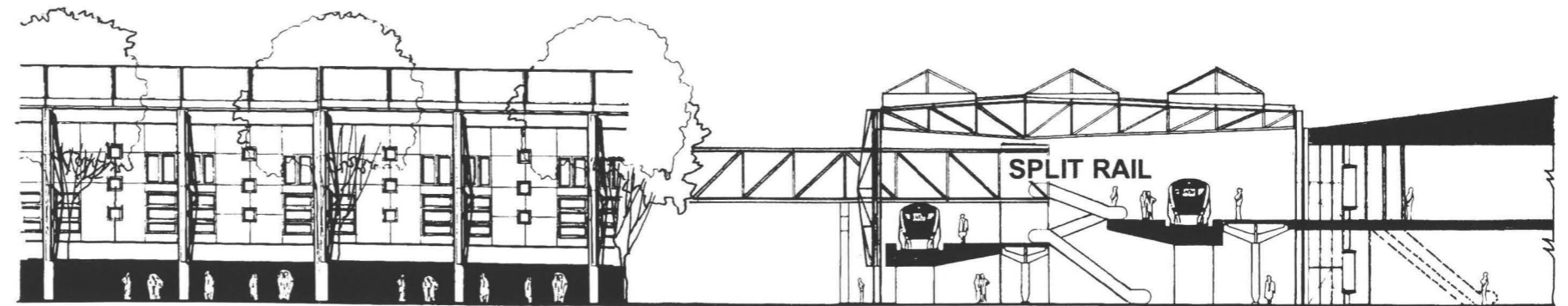
**SITE LAYOUT**  
**STREET LEVEL**



**ISOMETRIC- SECTION THRU STATION CONCOURSE**  
**LIGHT RAIL ELEVATED STATION** **SPLIT PLATFORMS**

Although the location provides an ideal situation for commercial use, the mall has been losing tenants for some time now. The three main department stores (J.C.Penny, Broadway/Macy's and Montgomery Ward) are the main customer attractions and

**HAWTHORNE CBD. TERMINAL STATION**  
**CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR**  
**Art Simonian**



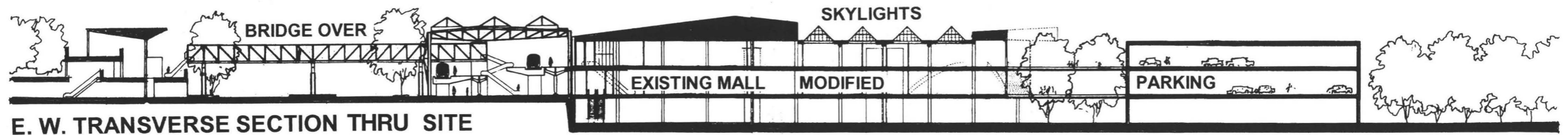
**PART ELEVATION**

**PART SECTION**

even they are in financial difficulties. Broadway/Macy's has been losing business and there are rumors about them relocating. Therefore, the design intent was to integrate the station with the mall, as a catalyst to revitalize the plaza. The existing parking structure, which is connected to the plaza and is currently not in use, will be occupied as a park and ride facility to accommodate the mass transit users with their parking requirements. A pedestrian bridge is also provided to

connect the station and plaza to the private commercial region across the street, and once again the intent was to use the station to revitalize the central business district.

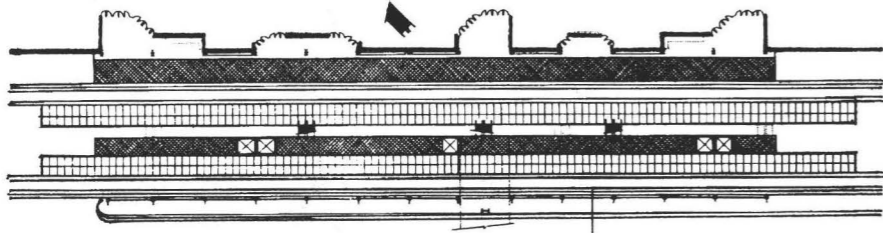
The existing structure of the mall, which is on a 28'x28' grid was maintained and the commercial uses inside were either relocated or removed to accommodate for the adequate space necessary for the station. At the present time, one sixth of the



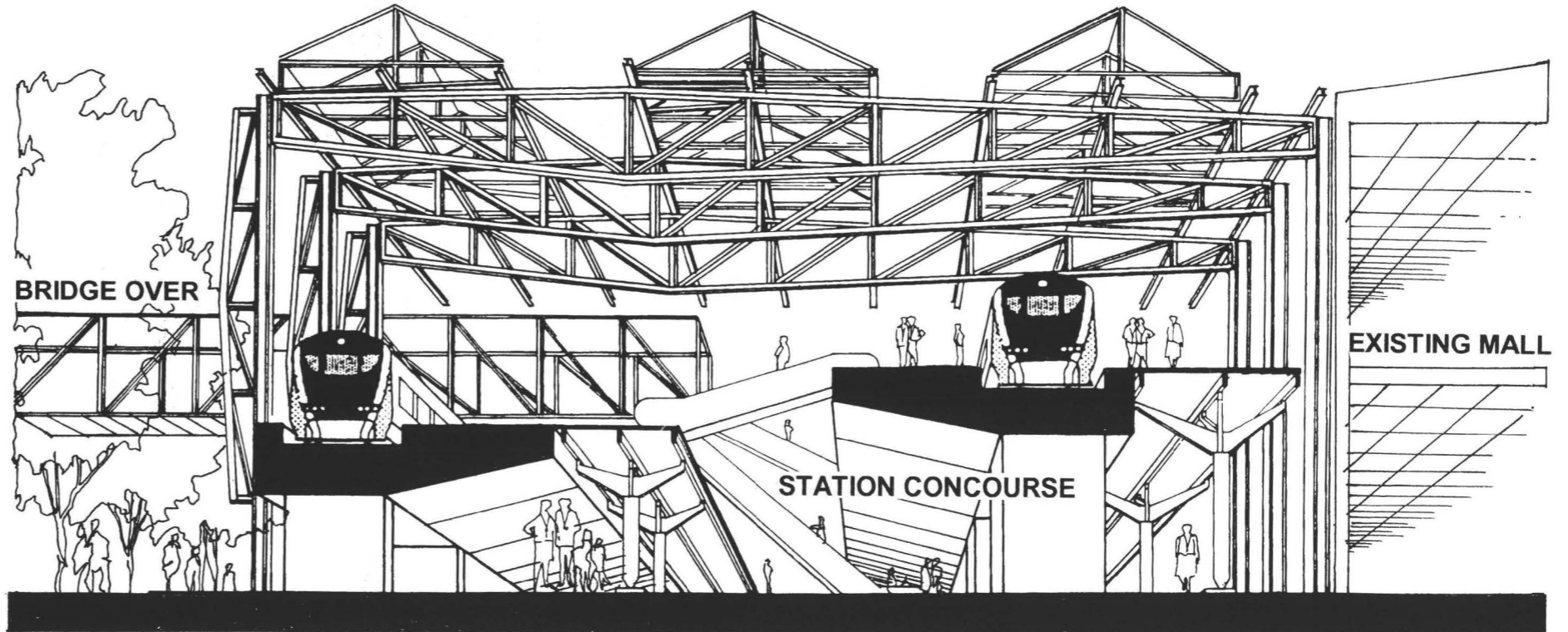
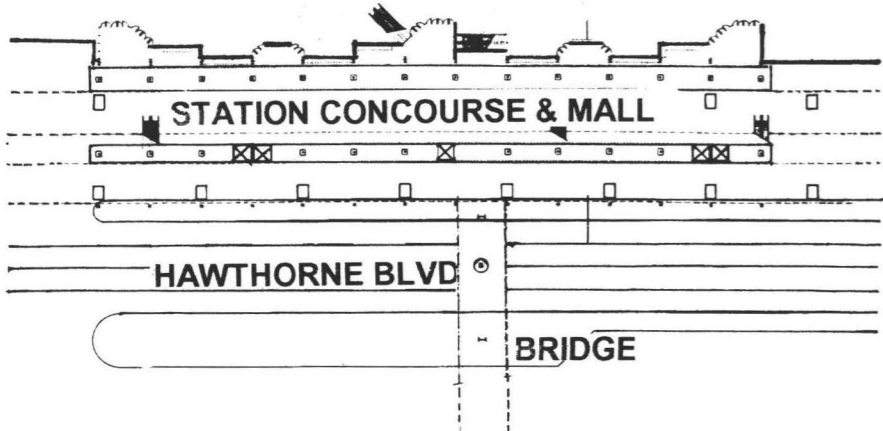
mall is empty and its commercial uses are randomly located throughout the mall. Space was provided for the station to enter the platforms connected to a revised plaza circulation system. This was coupled with a food court area on the ground level, connected to the existing sidewalk with bars and restaurant/cafe at the upper level.

The station itself can be accessed from the street, the plaza, or the pedestrian bridge from the west side of Hawthorne Boulevard. The rail tracks are separated, creating a very interesting pedestrian circulation throughout the end stop. The station is directly connected to the plaza's circulation, and therefore is also connected to the adjacent parking structure with ramps at various points in the plaza. During the evening hours when the plaza is closed, the users have direct access to the subterranean parking area and can still reach the adjacent parking structure with elevators and stairs.

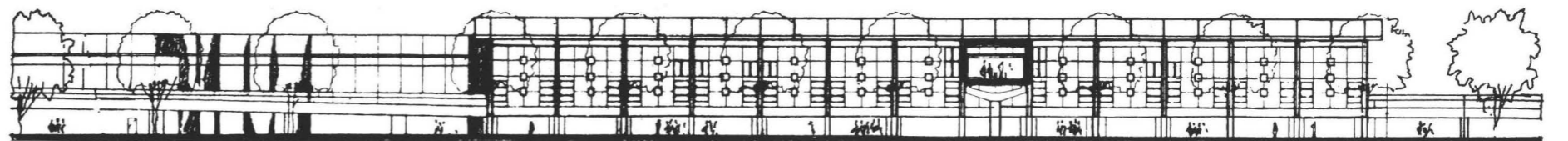
EXISTING MALL PLATFORM LEVEL



EXISTING MALL STREET LEVEL



PERSPECTIVE SECTION THRU STATION CONCOURSE



ELEVATION TO STATION DEVELOPMENT ALONG HAWTHORNE BLVD.

The Hawthorne Plaza station will attract many people that otherwise would not have access to the plaza sustaining the economic future of the plaza and the adjacent private businesses. An unfriendly plaza has been transformed into a lively, extremely accessible place that will certainly attract pedestrian activity and the revitalization of the existing stores within the original central business district of Hawthorne.

## HAWTHORNE MALL

PROJECT: ART SIMONIAN

ADVISOR:

GRAEME M. MORLAND, ARCHITECT, AIA, RIBA



# HAWTHORNE CBD

HAWTHORNE/IMPERIAL.  
CRENSHAW-PRAIRIE LINE.

## SITE AND PROGRAM DESCRIPTION

### HAWTHORNE PLAZA

Now facing bankruptcy, the Hawthorne Plaza mall is looking for ways to attract new tenants and customers. The mall management is also open to the idea of a transit station as a way to attract foot traffic.

How should the station connect to the mall? The architect should assume the train is running at street level or elevated in this section. Can this station serve as a hub for bus connections (or maybe even future rail service) to the South Bay? How can park-and-ride lot be integrated into the station design? Will the rail station add life to the dull concrete facade of the mall? Should the rail station attempt to connect to the Hawthorne City Hall one block to the west of the Hawthorne Plaza?

### HAWTHORNE CBD. TERMINAL STATION CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT CORRIDOR Lo An Nguyen

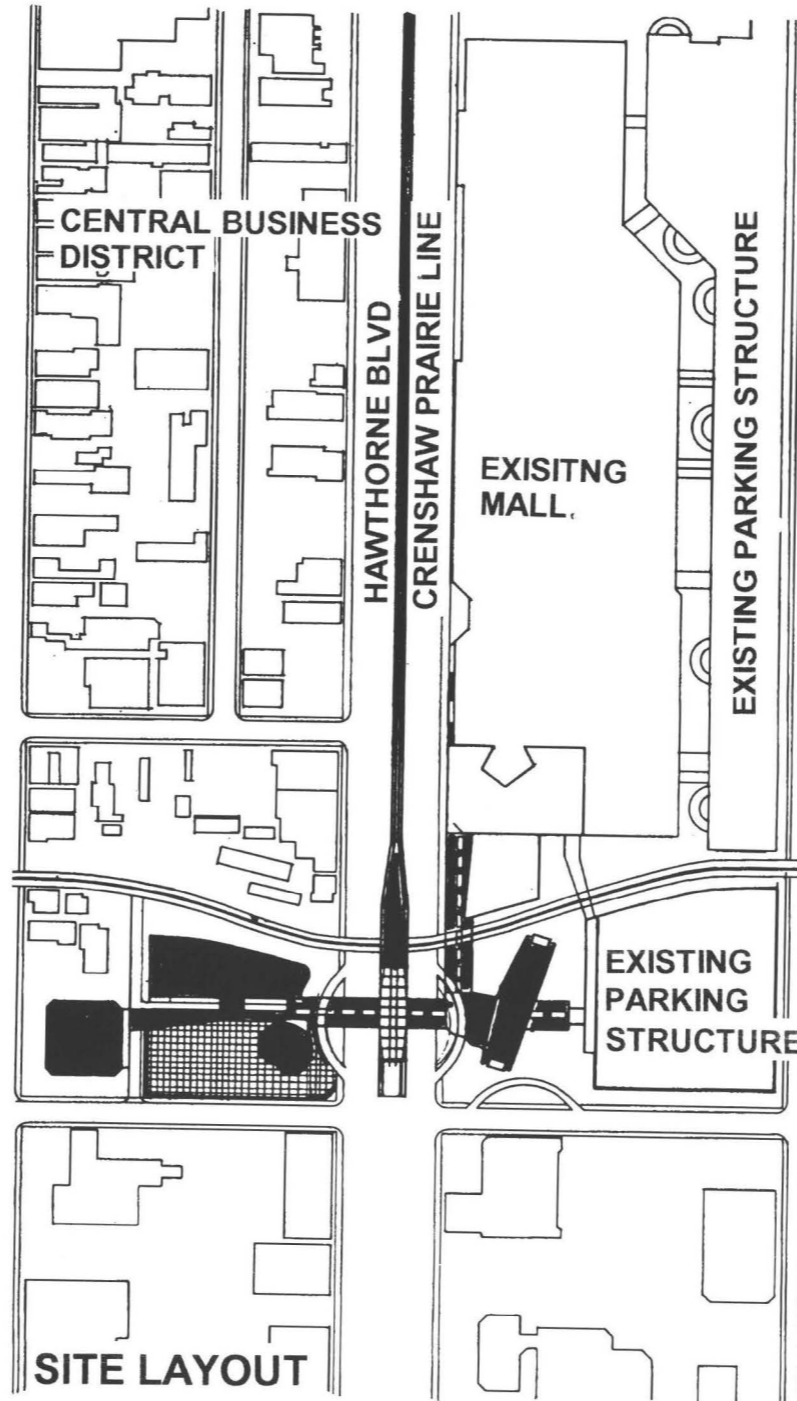
The theme of this project is the bridge like the Ponte Vecchio in Florence, a symbol of connection, gluing the community together.

The site is located in the heart of the city of Hawthorne's central business district. The Hawthorne Mall is immediately north on Hawthorne Boulevard, with the Civic Center, City Hall, Library, and Police Station due west of the site.

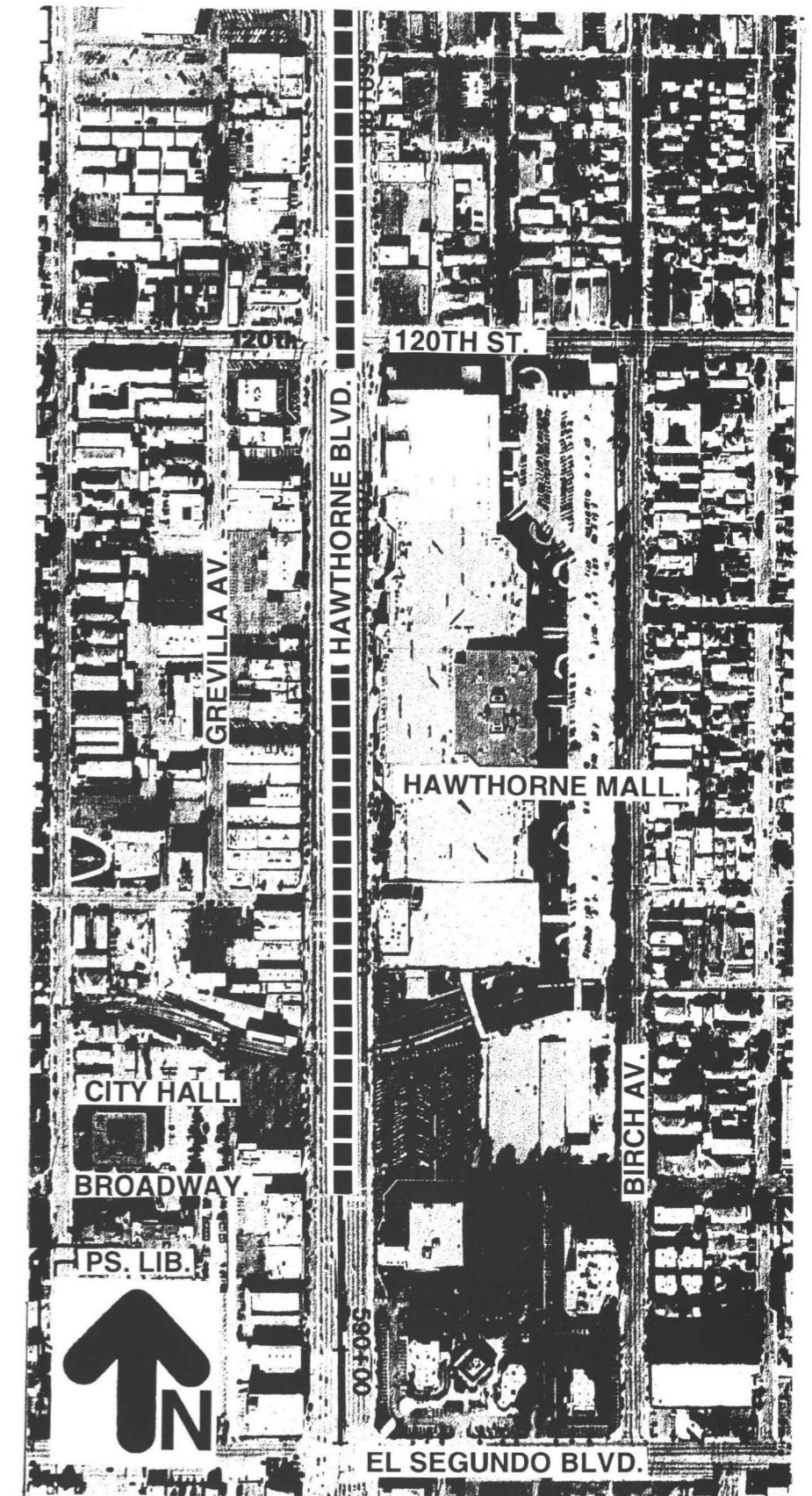
The Light Rail Train Station, which is the end of the Crenshaw-Prairie line also serves as a transfer station to the South Bay Bus/Trolley Transit systems. This project, which commands a focal point in the city, has the ability to connect many of the civic and commercial functions and with complimentary development could become a major gateway project to South Bay.

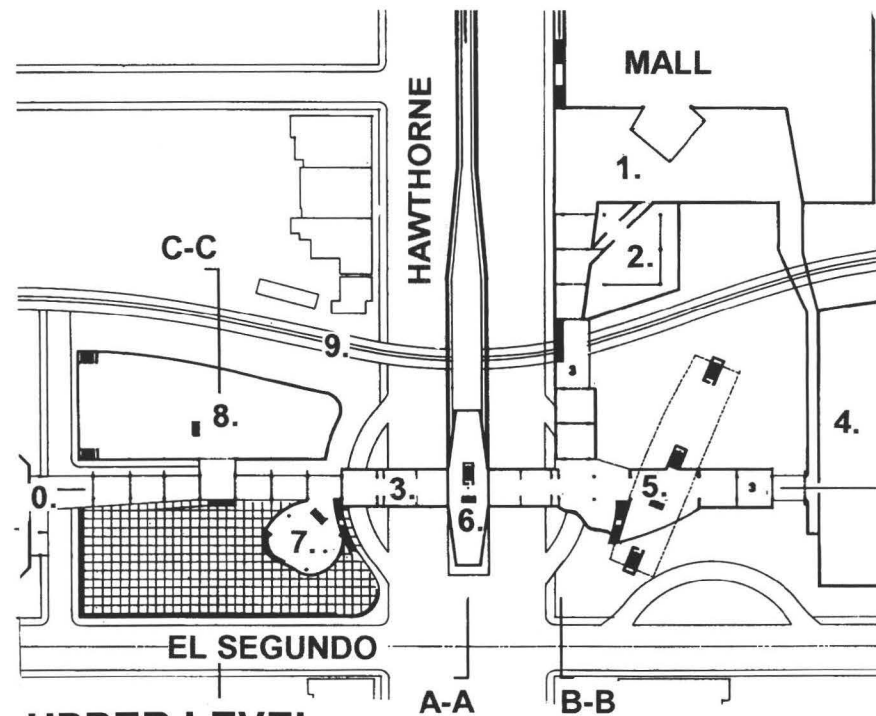
Consequently, the decision was made to locate the station on the center island of Hawthorne Boulevard, with a proposed pedestrian bridge traversing the boulevard, connecting with north and south bound buses on either side.

This bridge becomes the symbol of cohesion which Hawthorne needs to tie the CBD together. Along this new elevated circulation route are community rooms for festivals and functions and opportunities for exhibiting. On the west side of Hawthorne, this elevated route connects directly with City Hall, traversing a public plaza with theaters, restaurants,



PROJECT: LO-AN NGUYEN  
ADVISOR:  
GRAEME M. MORLAND, ARCHITECT, AIA, RIBA  
HAWTHORNE/IMPERIAL  
CRENSHAW-PRAIRIE LIGHT RAIL CORRIDOR  
BUS-TRANSFER STATION





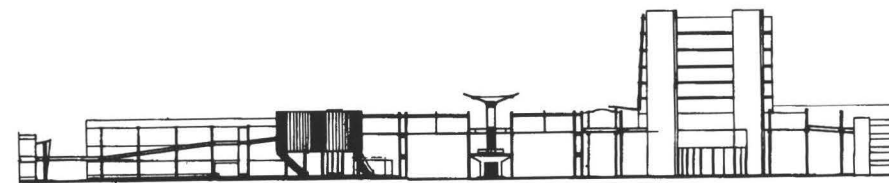
**UPPER LEVEL**

**LEGEND**

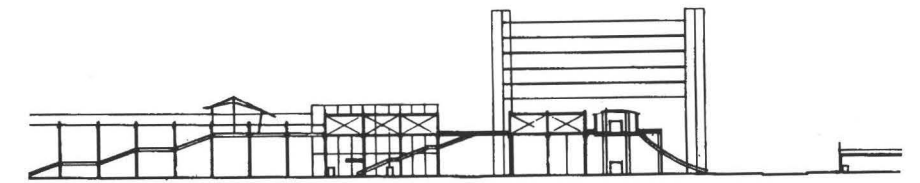
- 1. ENTRY TO EXISTING MALL
- 2. CONFERENCE ROOM
- 3. BRIDGE
- 4. EXISTING PARKING
- 5. HOTEL
- 6. STATION
- 7. THEATRE
- 8. AUDITORIUM
- 9. EXISTING RAIL LINE
- 0. EXISTING CITY HALL

**AERIAL VIEW OF MODEL**

conference and auditorium facilities. Public parking for the civic facilities is beneath the plaza. On the east side of Hawthorne, a new mid-rise hotel is proposed with business and conference facilities. The lobby/foyer is at the upper floor adjoining the bridge which continues east, connecting directly to the existing parking structure. From the hotel entry foyer, the bridge also travels north on Hawthorne Boulevard to enter the existing mall at its southern end. It is proposed that the existing mall be transformed into a major job training center similar to SCROC, to retain and educate many people made redundant by the shifting economy of Southern California. The existing mall retail facilities will be considerably reduced, and many of the small vendors on the west side of Hawthorne can be re-vitalized and activated to meet the needs of the new expanded population visiting downtown Hawthorne daily. This could be a prime example of the transit system resurrecting the economic life blood of the city.

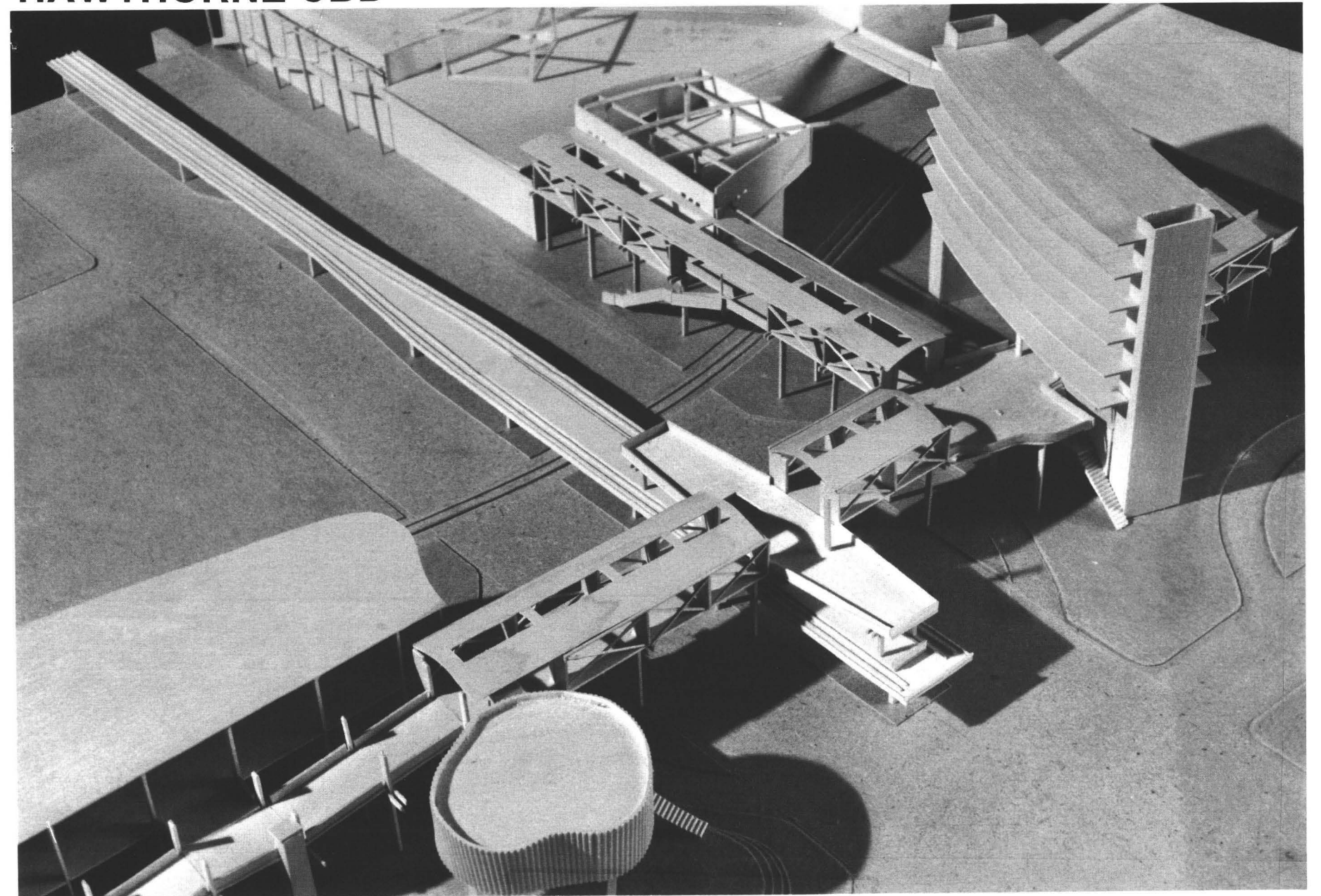


ELEVATION TO EL SEGUNDO BLVD.



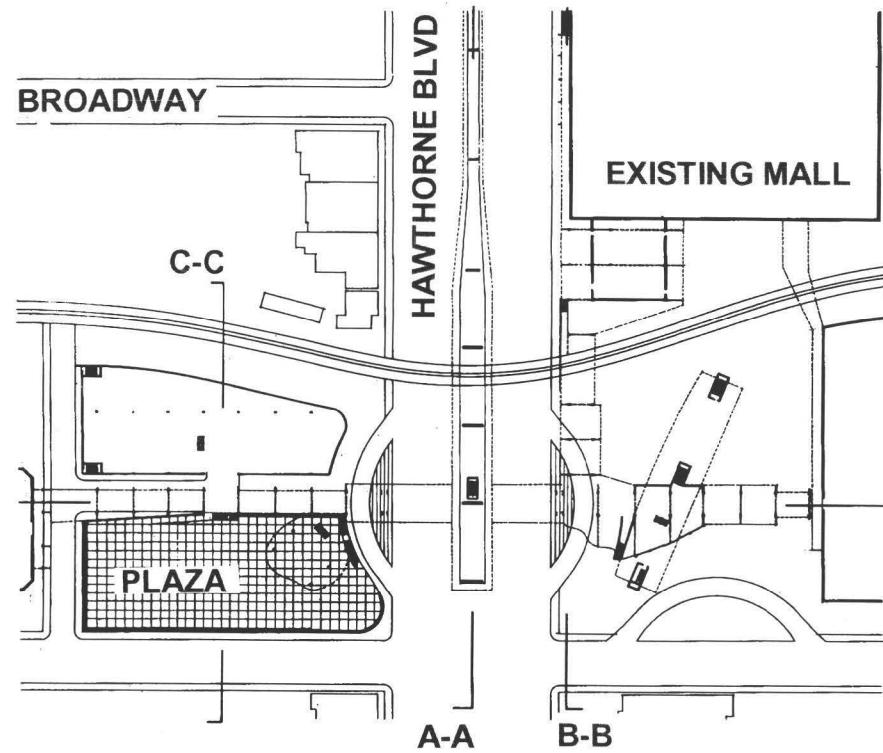
ELEVATION TO HAWTHORNE

**HAWTHORNE CBD**

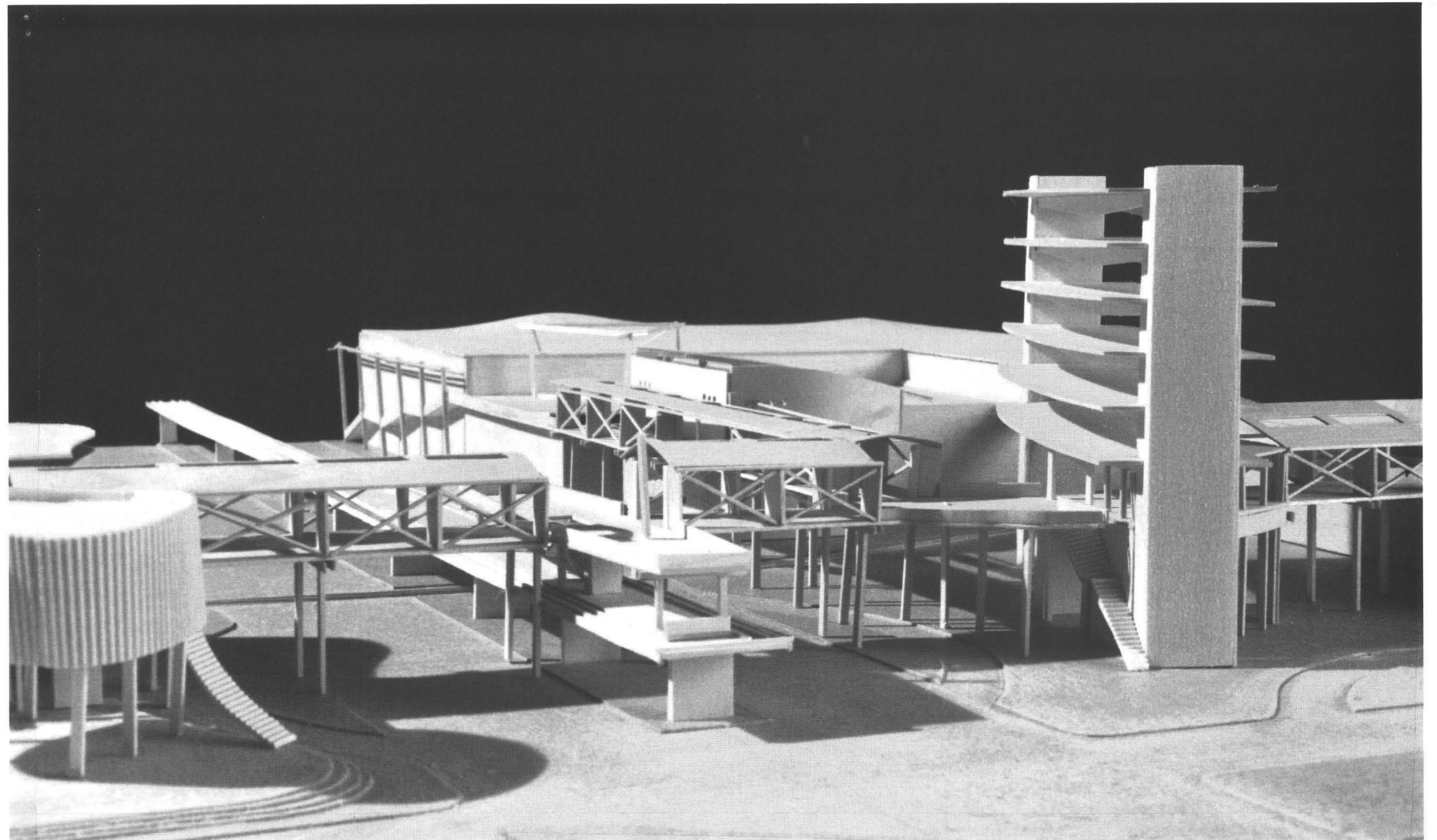
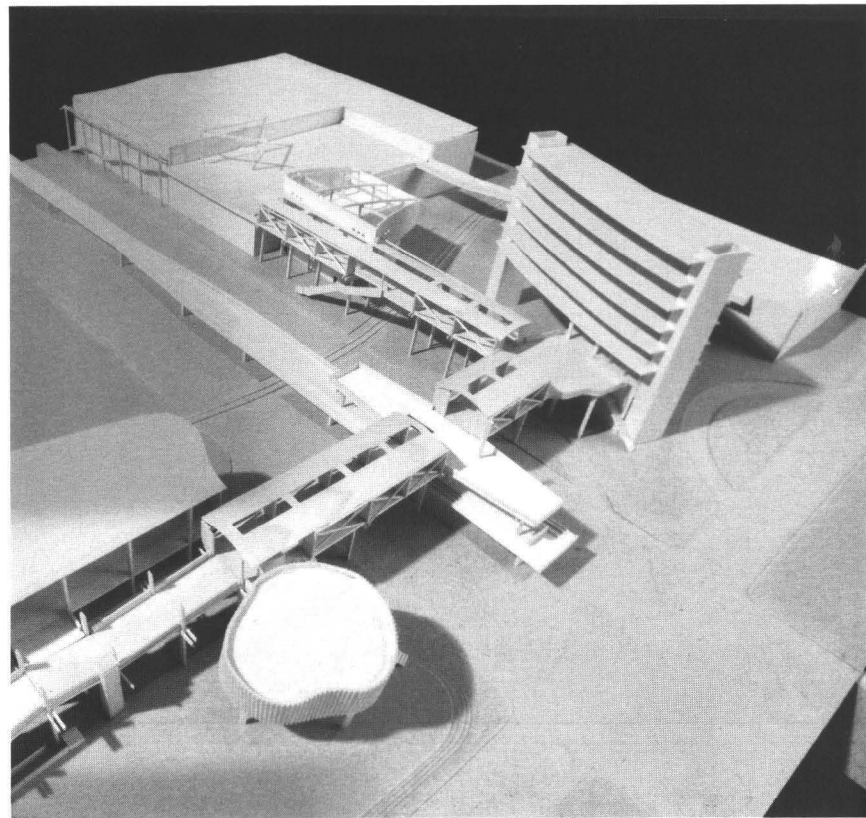


**HAWTHORNE CBD  
LO-AN NGUYEN**

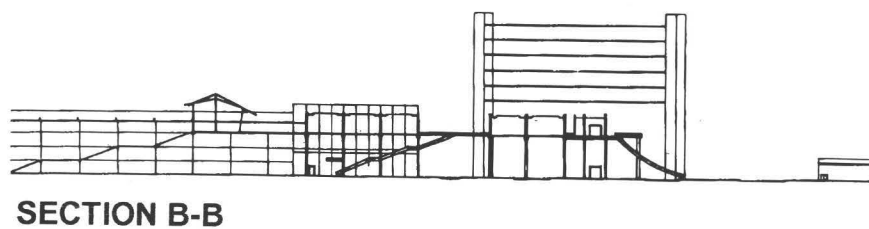
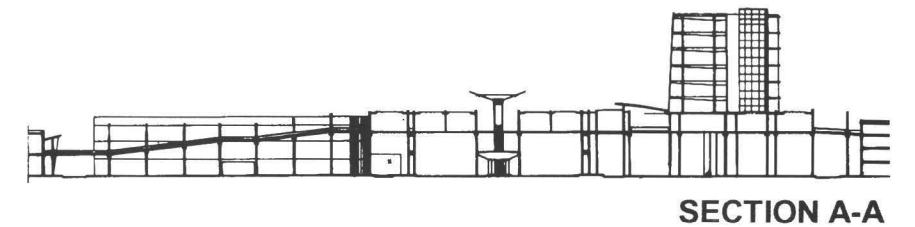
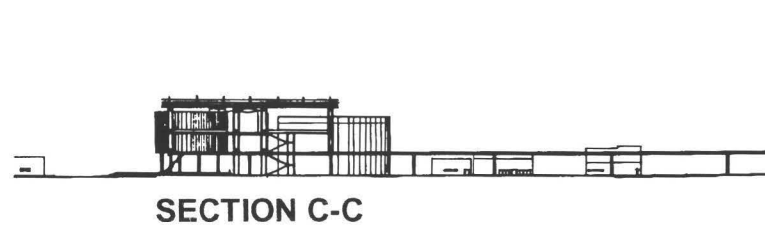




**GROUND LEVEL  
VIEW OF PROJECT MODEL**



**VIEW OF PROJECT MODEL**



**HAWTHORNE CBD**

**TERMINAL STATION  
CRENSHAW-PRAIRIE LIGHT RAIL TRANSIT  
CORRIDOR  
Lo An Nguyen**

## Acknowledgements

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Ray Sosa, Administrative Intern  
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Senator Diane Watson  
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Los Angeles City Councilman Mark Ridley-Thomas  
Los Angeles City Councilwoman Ruth Galanter  
Mayor Roosevelt Dorn, City of Inglewood  
Mayor Larry Guidi, City of Hawthorne  
Hawthorne City Council  
Inglewood City Council

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	Dieu Luc	Spring 1996
	Chun Hwa Huyn	Spring 1996
	Ji Kim	Spring 1996
	Premchand Encarnacion	Spring 1995
<b>Site 2</b>	<b>Leimert Park</b>	
	Hong-Cheih Paul Lu	Fall 1994
	Philip Deng	Fall 1995
	Caroline Osbourne	Fall 1995
	Tim Smallwood	Fall 1996
	Mercedes Fandino	Fall 1995
	Hossein Farrokmanesh	Spring 1996
	Mark Pekaret	Spring 1996
	Hagop Kassabian	Spring 1996
<b>Site 3, 4, 5</b>	<b>Inglewood CBD</b>	
	Peter Rose	Fall 1994
	Jay Choi	Fall 1996
	Oscar Rueda	Spring 1995
	<b>Great Western Forum Hollywood Park Station</b>	
	John Danielian	Fall 1993
	Giano Nguyen	Spring 1995
<b>Site 6, 7, 8</b>	<b>LAX Station Access Sites Lot C LAX</b>	
	Yau Cheuk (Joe)	Spring 1996
	<b>Aviation/Century</b>	
	Chad Dyner	Fall 1996
	<b>Aviation/I-105 Freeway</b>	
	Steven Scheuerer	Fall 1996
<b>Site 9</b>	<b>Hawthorne Boulevard/I-105 Freeway</b>	
	Hagop Vibilian	Fall 1995
	*Ma Ry Kim	Fall 1995
	John Kosi	Spring 1996
	Veronica Hurtago	Spring 1996
	Steven Cho	Spring 1996
<b>Site 10</b>	<b>Hawthorne Plaza/CBD</b>	
	Art Simonian	Fall 1993
	Lo-An Nguyen	Spring 1996

\*AIA Award Design

### Students with Designs not included

Bahram Zarin Afsar	Fall 1992
Jim Alejandre	Spring 1996
Jay Baliwag	Fall 1994
Katarina Brinson	Fall 1993
Philip Camp	Fall 1993
Alex Co	Fall 1993
Jonathan Dawang	Spring 1995
Garine Gabrielan	Spring 1995
William Gray	Fall 1993
May Hu	Fall 1992
Scott Hudgens	Spring 1995
Alice Hung	Spring 1995
Greg Irwin	Fall 1994
Yong Ku Kim	Spring 1995
Vicky Lam	Spring 1995
Lorreta Lee	Spring 1995
**Peter Louis	Fall 1994
Hironaki Megumi	Fall 1995
Doug Morrison	Fall 1993
Steven Oh	Fall 1995
Carlos Olivares	Spring 1995
Geraldine Ramos	Spring 1995
Kirk Reynolds	Spring 1995
Neil Rubengstein	Fall 1994
Tarek Shaer	Fall 1994
Daisuke Tanigaki	Fall 1995
Stanley Wong	Spring 1995
Sang Ahn	Fall 1995
Shashi Aswal	Spring 1996
Glenn Bell	Fall 1993
Jerry Bryant	Fall 1993
Harry Christiades	Fall 1993
Sean M. Collins	Spring 1995
Travis Eastep	Fall 1994
Camille Ganir	Spring 1995
Talin Der-Grigorian	Spring 1995
Alex Hu	Spring 1995
Alice Hung	Spring 1995
Mike Hsu	Spring 1995
Rod Ibanez	Fall 1995
Pamela Ku	Fall 1992
Kenny Lee	Fall 1993
J.K. Lim	Spring 1994
Collins Lozada	
Brian Miller	Fall 1993
Martin Munguia	Fall 1995
Tim Oh	Fall 1995
Paul Packman	Fall 1995
Phillip Ra	Fall 1994
Harry Ramirez	Fall 1993
Alex Reynoso	Fall 1994
Thomas Ryan	Fall 1993
Mehran Shahverdi	Fall 1995
Matthew Winsryg	Fall 1993
Sammy Yu	Fall 1994

\*\*L.A.A.I.A. Student Award





CERTIFICATE OF COMMENDATION

Graeme M. Morland

IN RECOGNITION OF YOUR EXEMPLARY EFFORTS AND ACCOMPLISHMENTS WHICH HAVE BEEN OF GREAT VALUE TO THE COMMUNITY AND TO THE CITY OF LOS ANGELES.

I AM PLEASED TO EXTEND CONGRATULATIONS TO YOU FOR USING YOUR TALENTS TO DEVELOP MODELS AND DRAWINGS FOR THE PROPOSED CRENSHAW-PRAIRIE TRANSPORTATION CORRIDOR METRO RAIL STATION SITES.

BEST WISHES FOR SUCCESS IN YOUR FUTURE ENDEAVORS.

NOVEMBER 2, 1995

PRESENTED BY



*Mark Ridley-Thomas*

MARK RIDLEY-THOMAS  
Councilmember 8th District



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YVONNE BRATHWAITE BURKE  
SUPERVISOR, SECOND DISTRICT

November 2, 1995

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GRAEME M. MORLAND

The Architectural concepts represented in the Design Showcase for the stations along the Crenshaw-Prairie Transportation Corridor demonstrate the potential benefits that the Crenshaw-Prairie Transportation Corridor offers to the people of the entire County of Los Angeles.

Therefore, I am please to present this Certificate of Appreciation in recognition of your outstanding service to the affairs of the community and for the civic pride demonstrated by your participation in the Architectural Design Showcase.

Very truly yours,

*Yvonne Brathwaite Burke*

YVONNE BRATHWAITE BURKE  
Supervisor, Second District



