

RENZ

# Torrance Transit Park and Ride Regional Terminal



# Torrance Transit

## Park and Ride Regional Terminal

### Principals of Site Development

- Transit Operational Functionality
- Passenger Positive Experience
- Civic Presence of Transit Center
- Separation of Traffic
- High level of Sustainability
- Promote Positive Land Development



# Torrance Transit

## Park and Ride Regional Terminal

### Principals of Site Development

- Transit Operational Functionality

- Queuing depth

- 90+ angled turns

- Signalized entrance to site

- Connection from Layover to TC

- Short Deadhead time



# Torrance Transit

## Park and Ride Regional Terminal

### Principals of Site Development

#### Passenger Positive Experience

- Good Pedestrian environment
- Intuitive site navigation
- Visibility of parking
- Connection from parking to TC
- Connection to TOD



# Torrance Transit

## Park and Ride Regional Terminal

### Principals of Site Development

- Civic Presence of Transit Center
- Visibility from Crenshaw N/B & S/B
- Grade hierarchy
- Large scale architecture
- Foreground – Subject - Background



# Torrance Transit

## Park and Ride Regional Terminal

### Principals of Site Development

- Separation of Traffic
- Auto entry with adequate decel / accel length
- Nested circulation
- Minimize intersection points
- Bus queuing depth
- Intuitive / protected pedestrian connection



# Torrance Transit

## Park and Ride Regional Terminal

### Principals of Site Development

- High level of Sustainability
  - Building orientation for solar & passive ventilation
  - Stormwater reuse – centralized collect / distribution
  - Economic sustainability – budget leverage
  - Social sustainability – health, happiness, valuable



# Torrance Transit

## Park and Ride Regional Terminal

### Principals of Site Development

- Promote Positive Land Development
  - Large parcels – light industrial, R&D, business park
  - Access separated from primary TC patron traffic
  - Leverage shared infrastructure
  - Appropriate TOD / TC integration for mutual benefit





## Option A

### PROS

- Functionality
- Modal separation
- Connection to Metro
- High Viz from 208<sup>th</sup>
- Integrated TOD / TC
- Expandability



### CONS

- Corner entry
- Compromised TOD parcels
- Multiple curb cuts

## Option B

### PROS

- Functionality
- Modal separation
- Connection to Metro
- Good Parking access to station & TOD

### CONS

- Long deadhead
- Compromised TOD parcels
- Multiple curb cuts
- Low TC Viz from 208<sup>th</sup> & Midblock



## Option C

### PROS

- Consolidated TOD
- Modal separation
- Ped connection to TC
- Not Expandable

### CONS

- Poor function
- Not Expandable
- Poor Viz from 208<sup>th</sup> & Crenshaw



## Option D

### PROS

- Functionality
- Connection to Metro
- Integrated TOD / TC
- Maximum TOD frontage
- Separate Kiss-n-ride

### CONS

- Mixed traffic
- Limited visibility
- Ped disconnect



## Option E

### PROS

- Functionality
- Modal separation
- High Viz from 208<sup>th</sup> & Crenshaw
- Integrated TOD / TC
- Expandable



### CONS

- Complicated Circulation – Multiple levels
- Compromised TOD parcels
- Disconnected from Metro

## Option F

### PROS

- Functionality
- Connection to Metro
- High Viz from Crenshaw
- Consolidated TOD



### CONS

- Mixed Traffic
- Inefficient land use plan
- Complicated Circulation
- Poor Function
- Limited Bus Queuing

## Option G

### PROS

- Functionality
- Modal separation
- Connection to Metro
- High Viz from 208<sup>th</sup>
- Integrated TOD / TC

### CONS

- Inefficient land use plan
- Compromised TOD parcels
- Mixed traffic
- Poor Viz from Crenshaw



## Option H

### PROS

- Functionality
- Modal separation
- Connection to Metro
- Integrated TOD / TC
- Ped connection



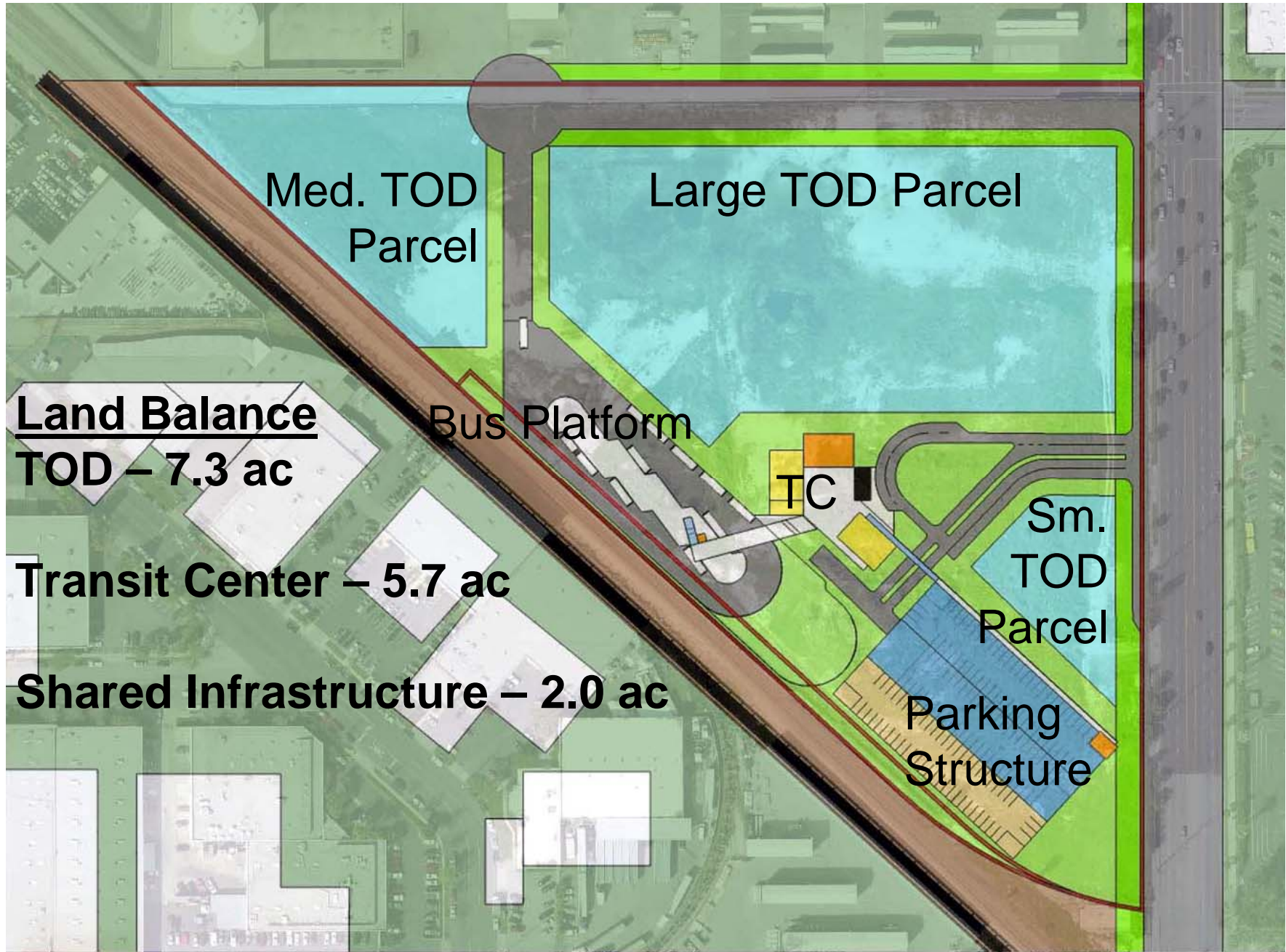
### CONS

- Inefficient land use plan
- Compromised TOD parcels
- Multiple entries



# RNL



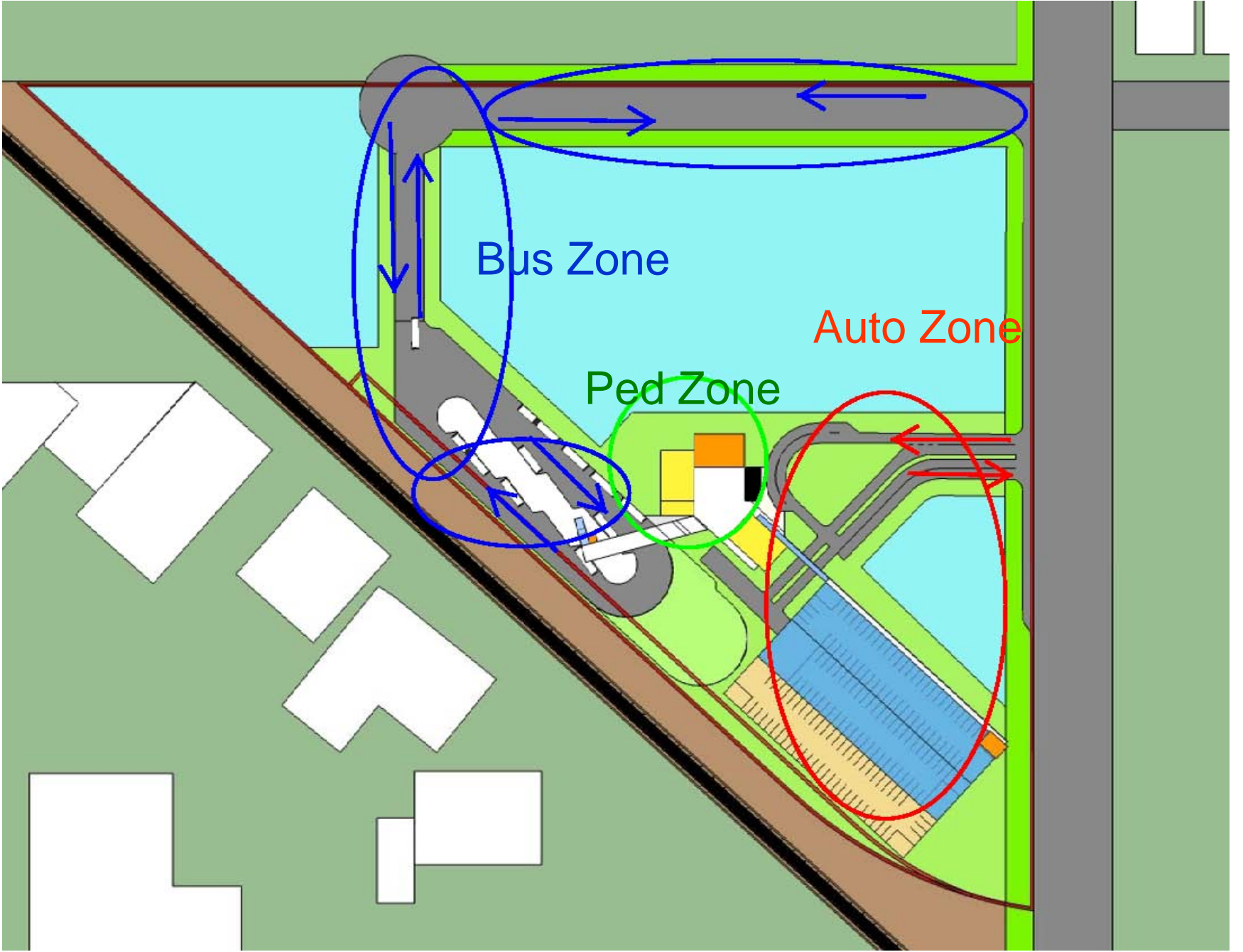


**Land Balance**  
**TOD – 7.3 ac**

**Transit Center – 5.7 ac**

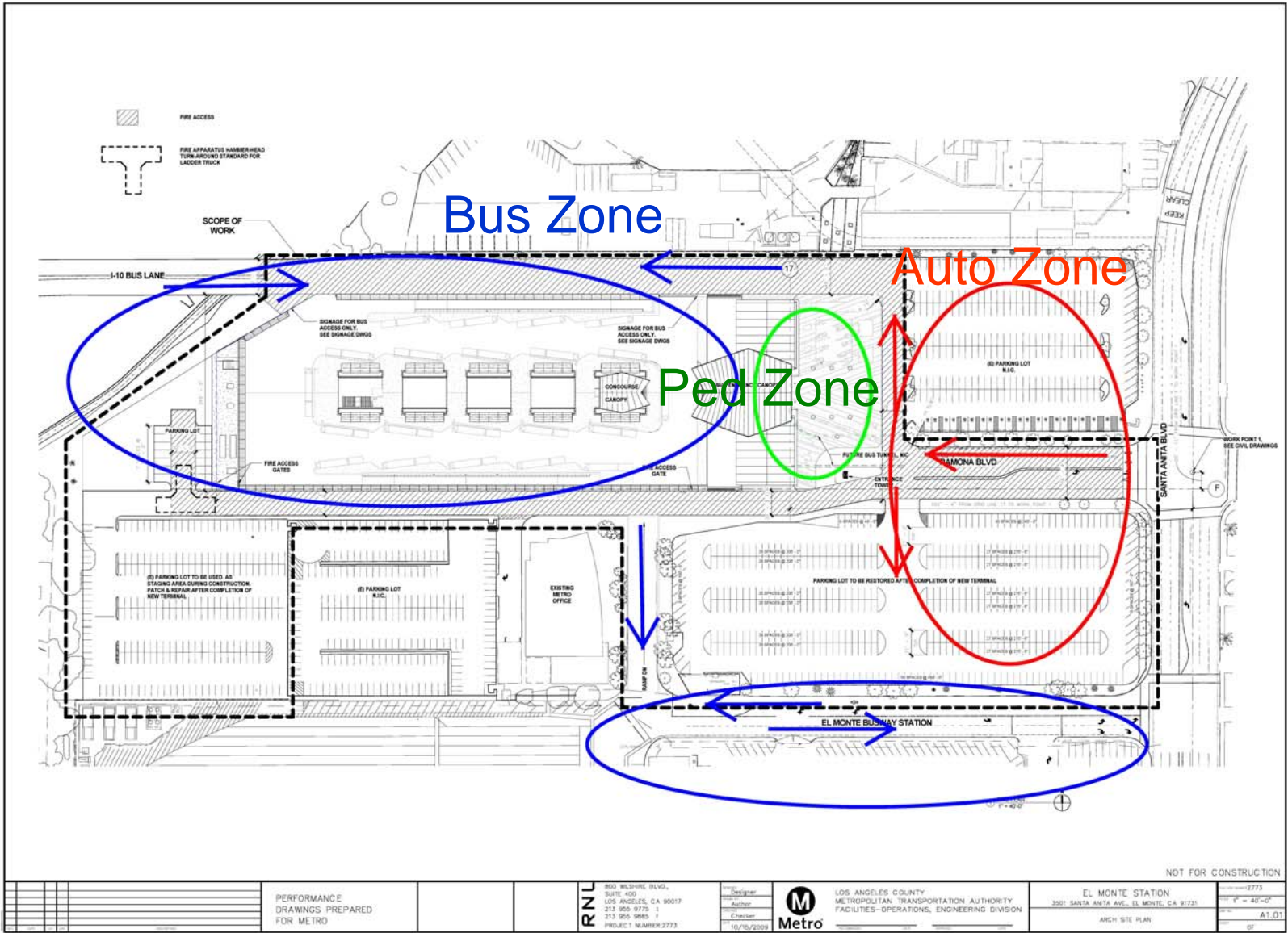
**Shared Infrastructure – 2.0 ac**

RNL

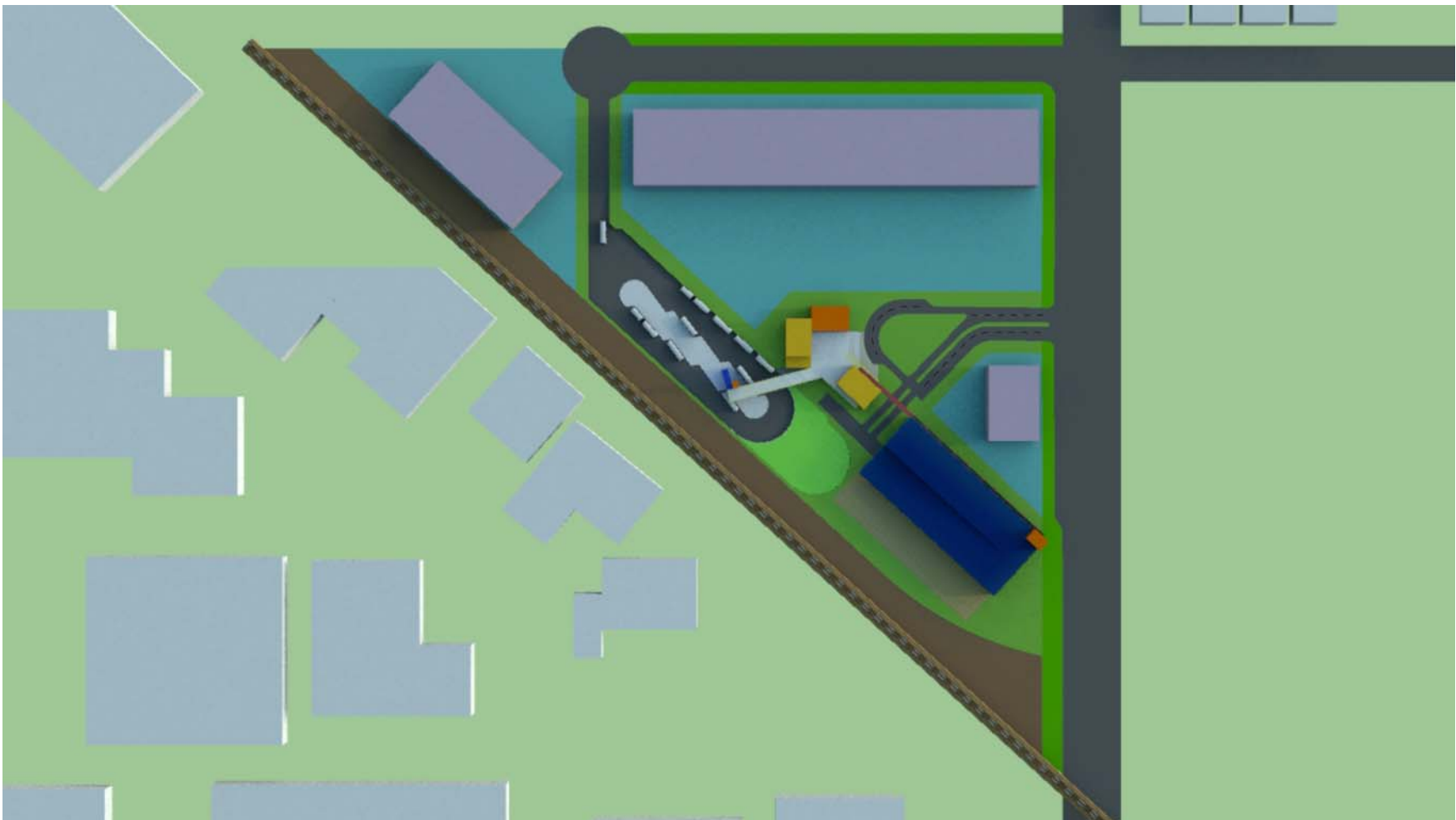


RNL

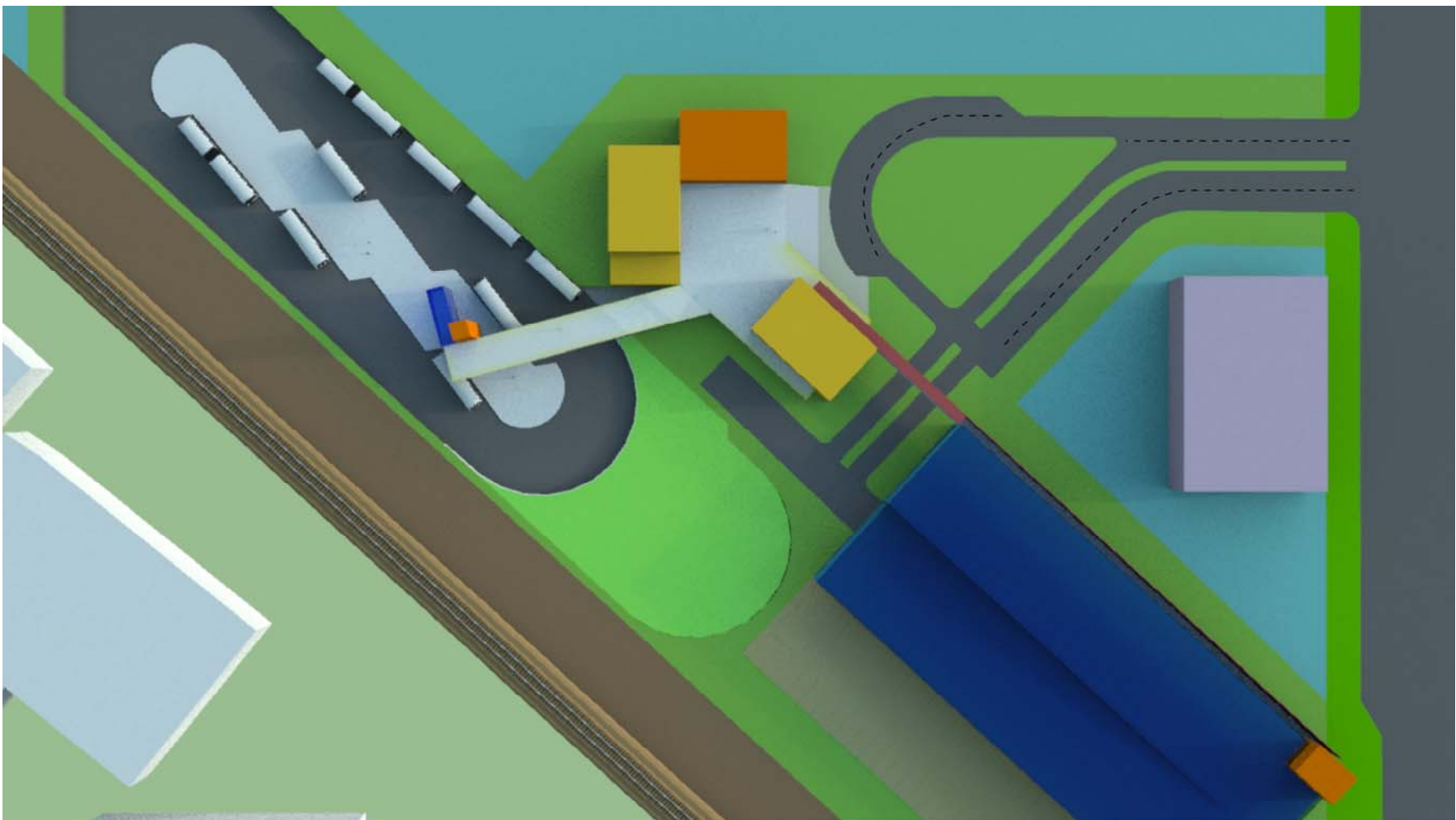




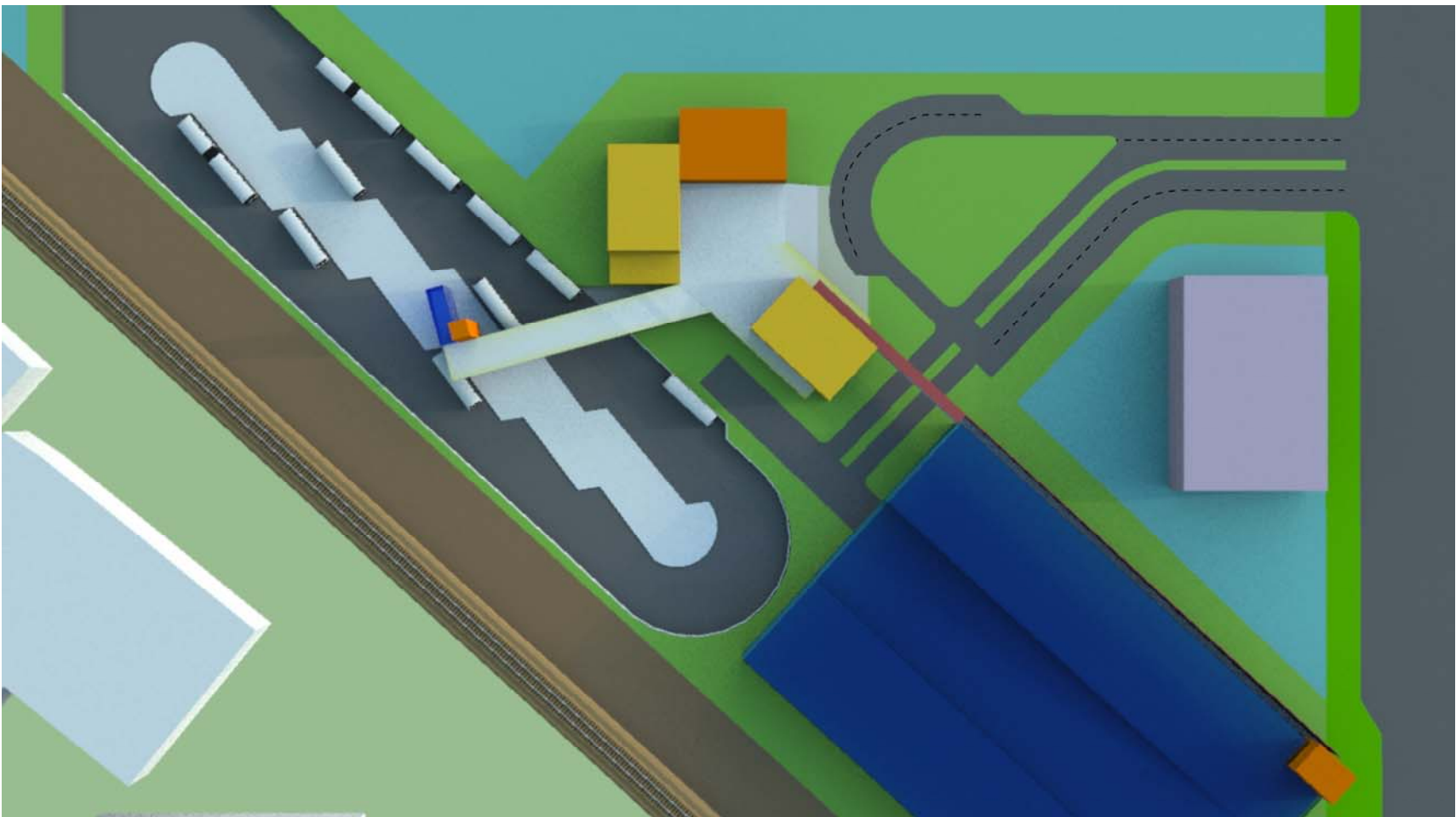
# RNL



# RNL

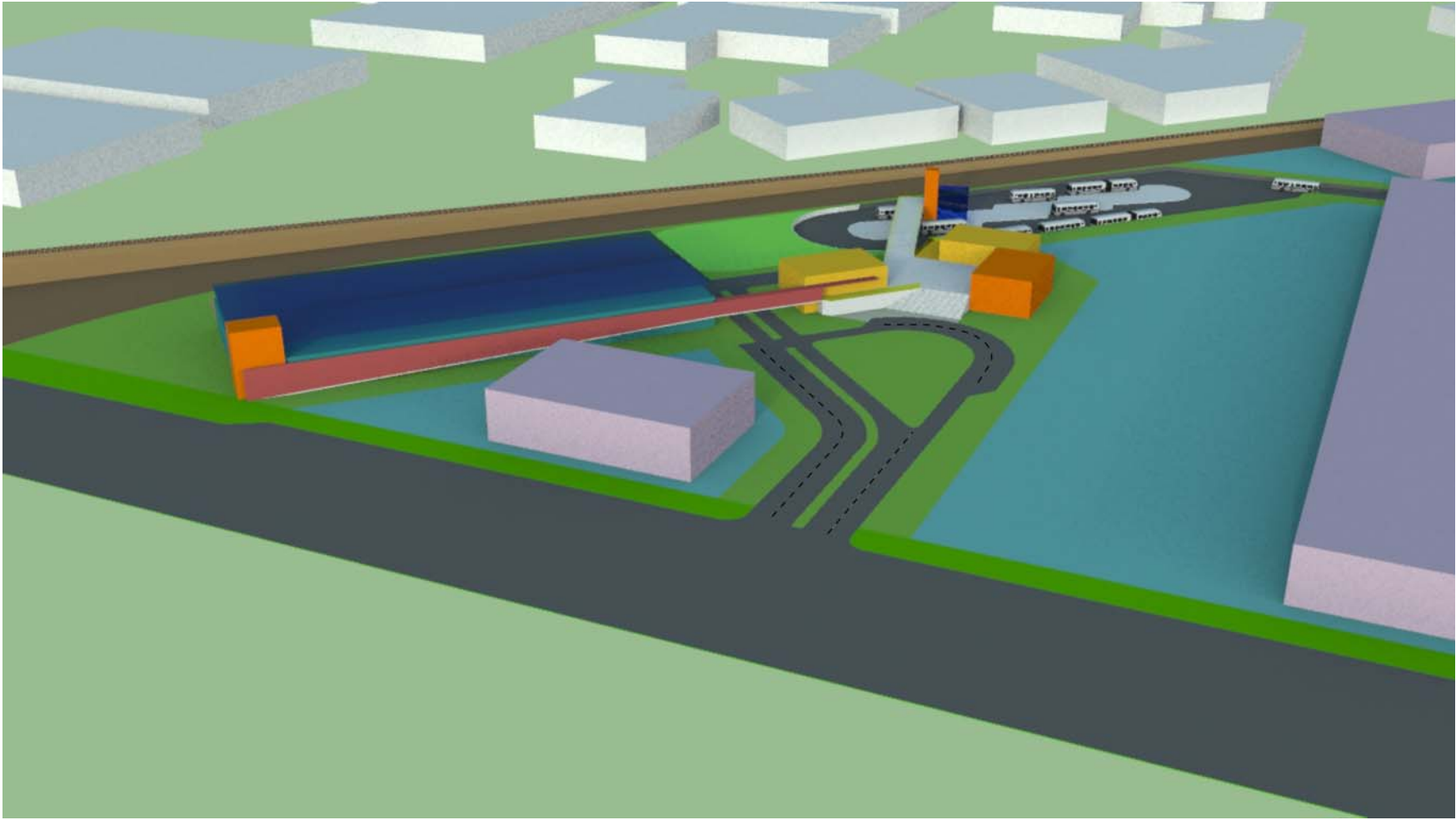


RNL

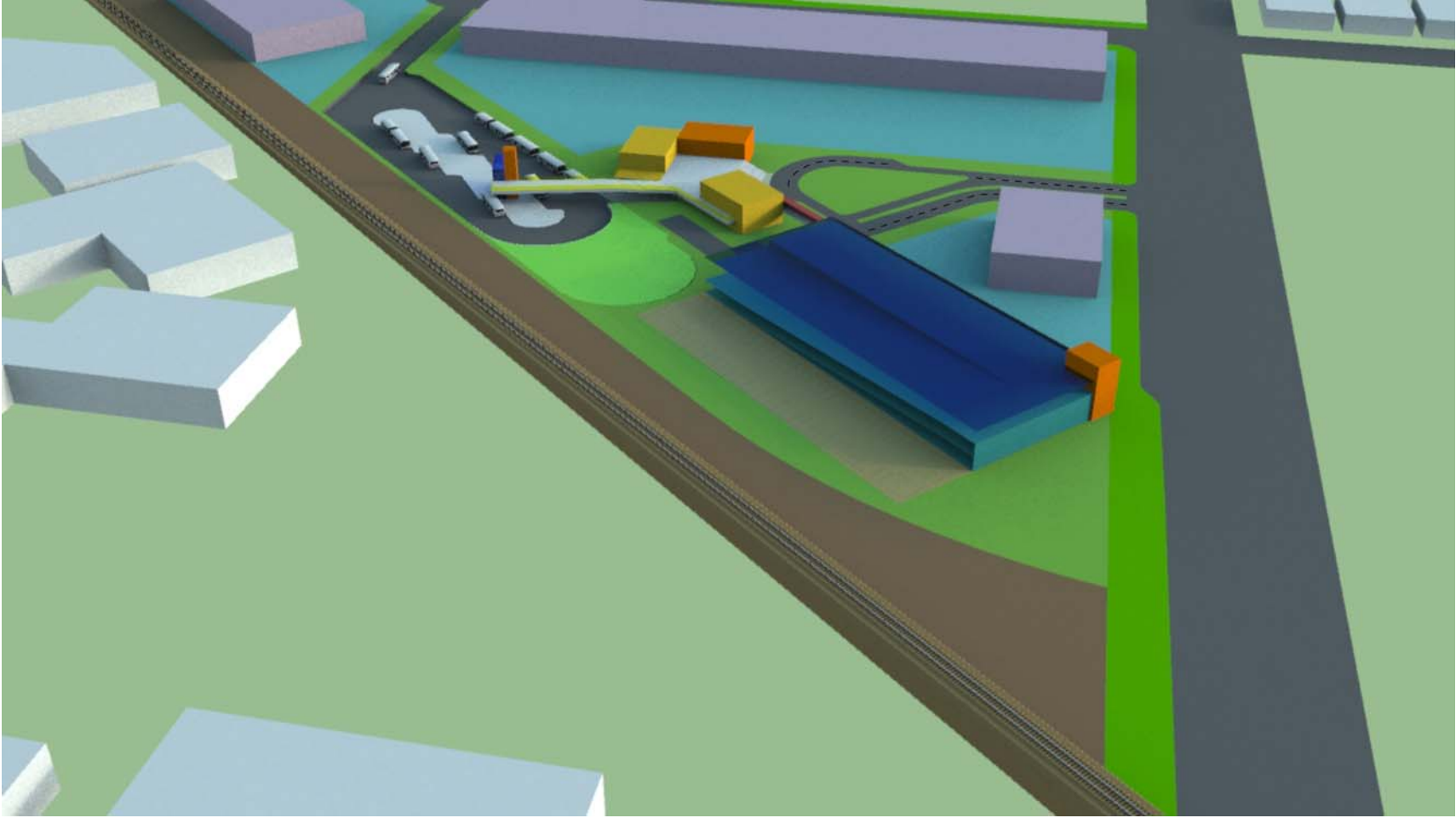




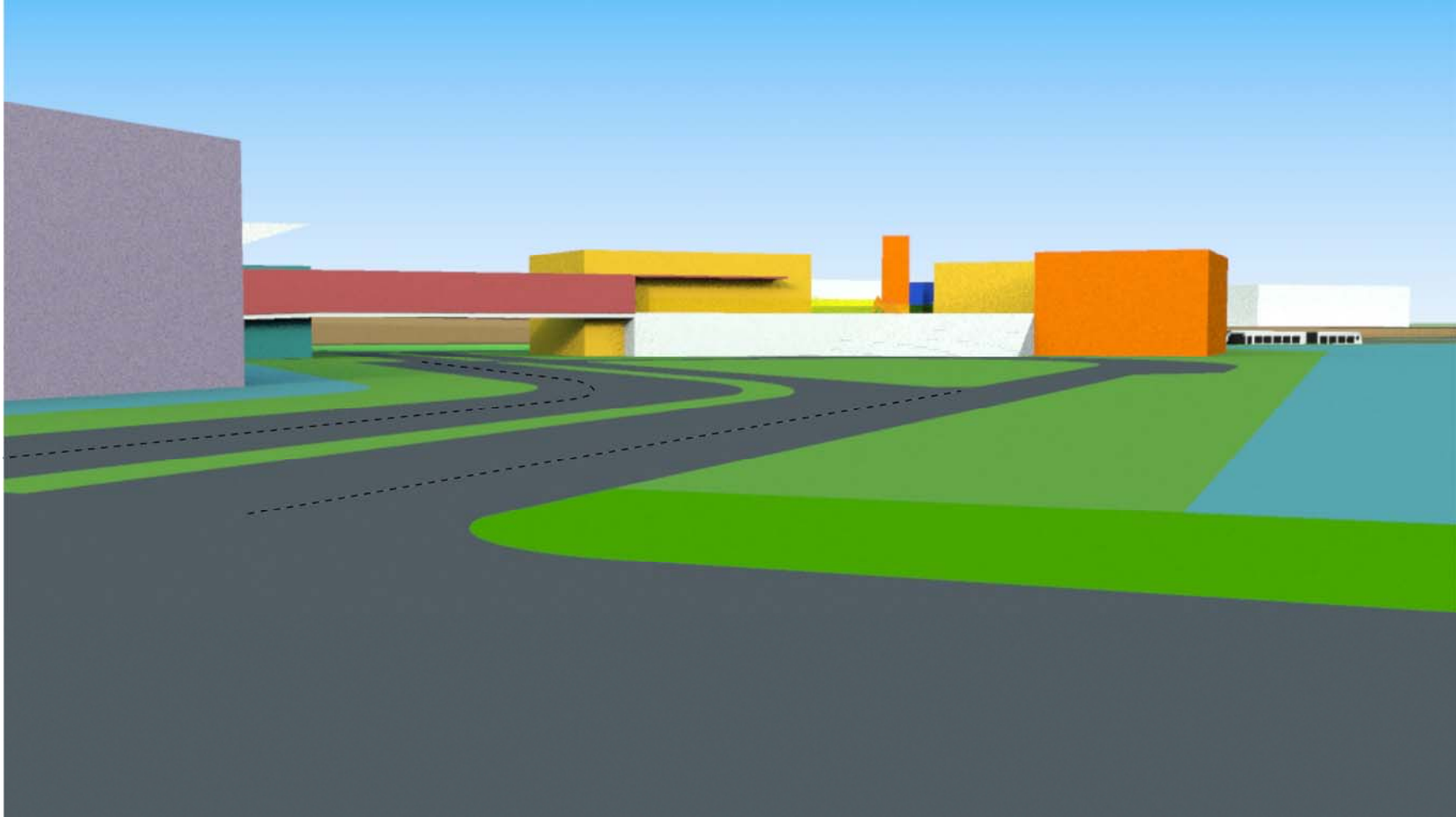
RNL



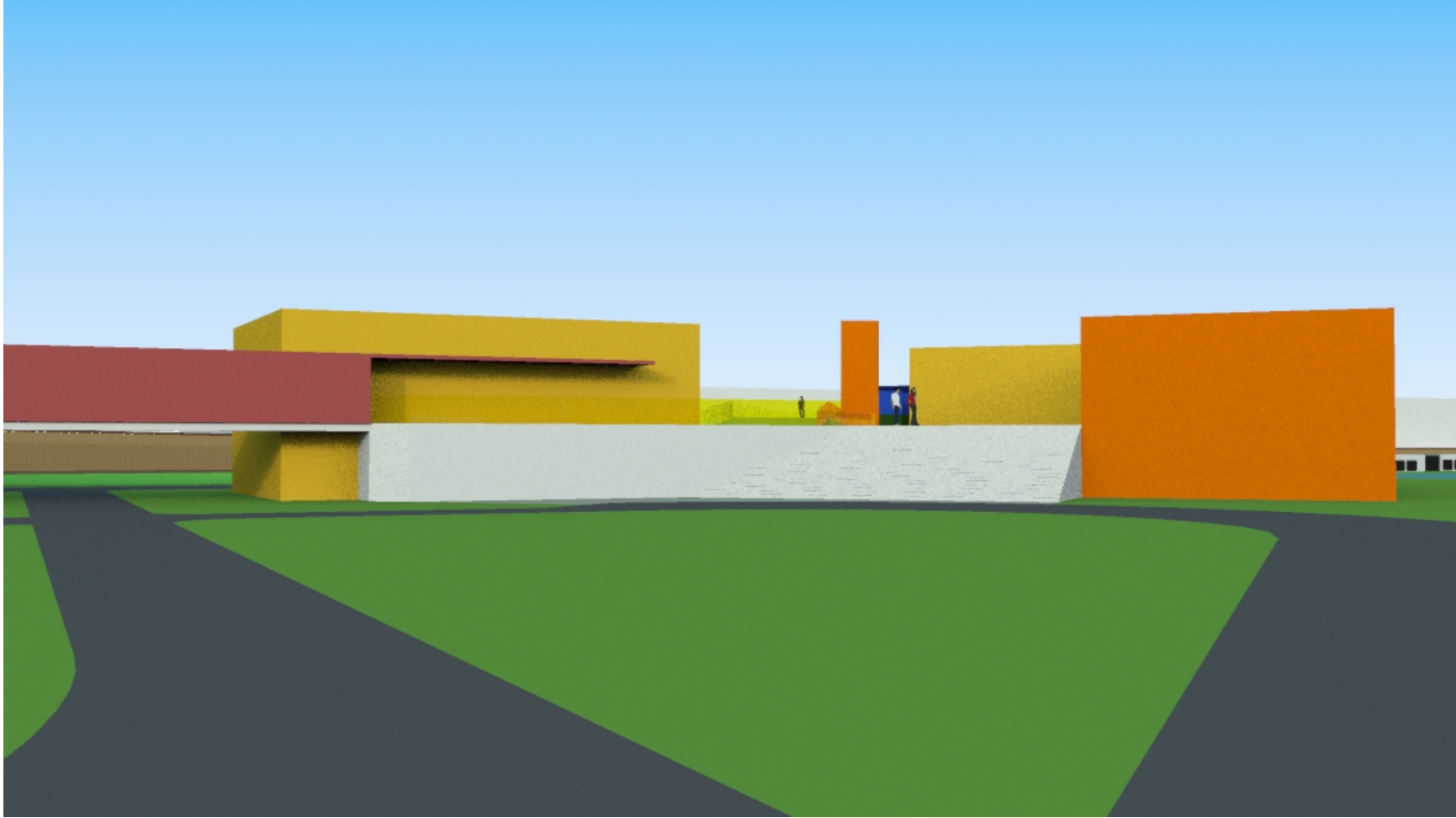
RNL



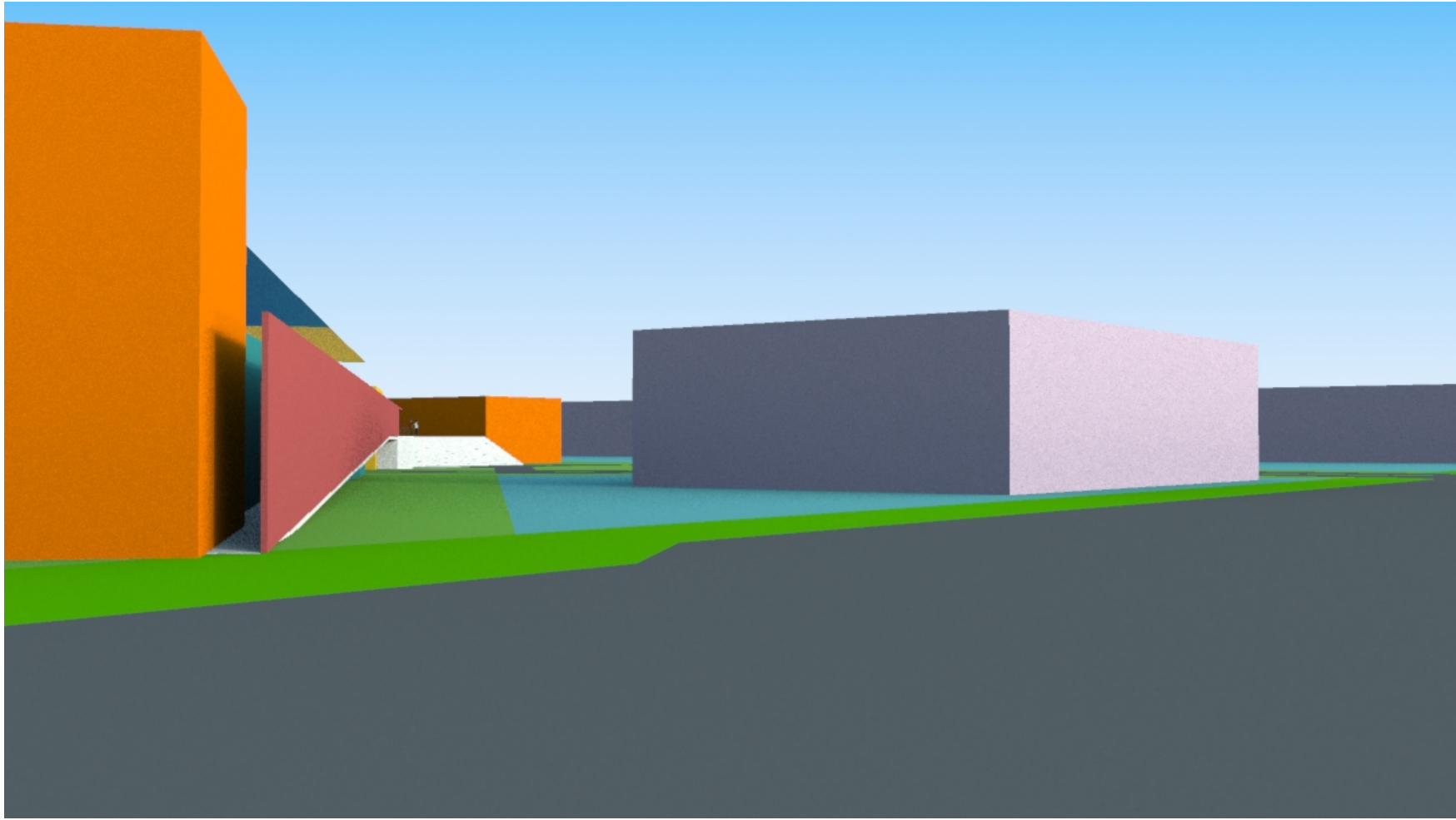
RNL



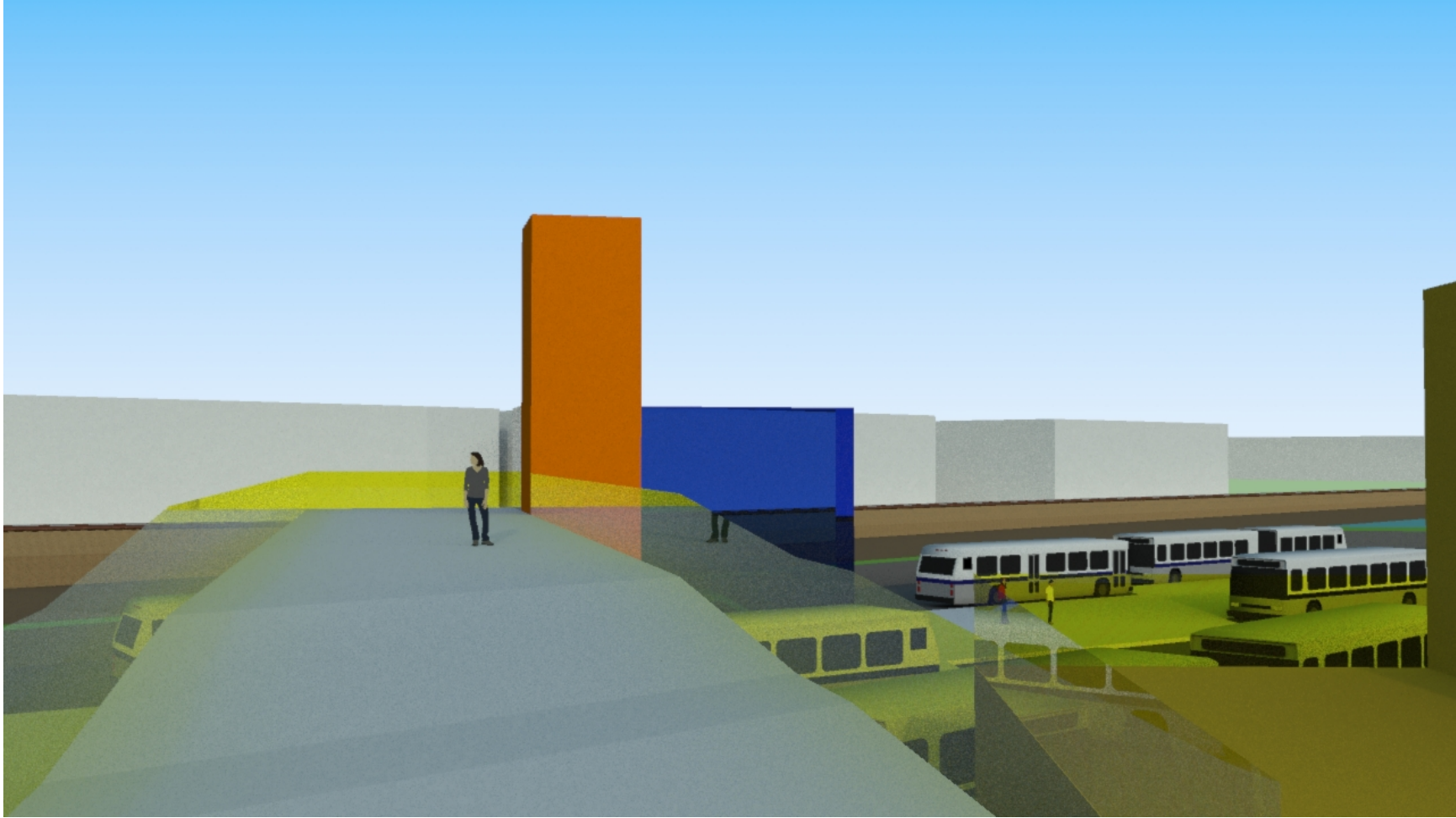
RNL



RNL



RNL



RNL



# RNL

