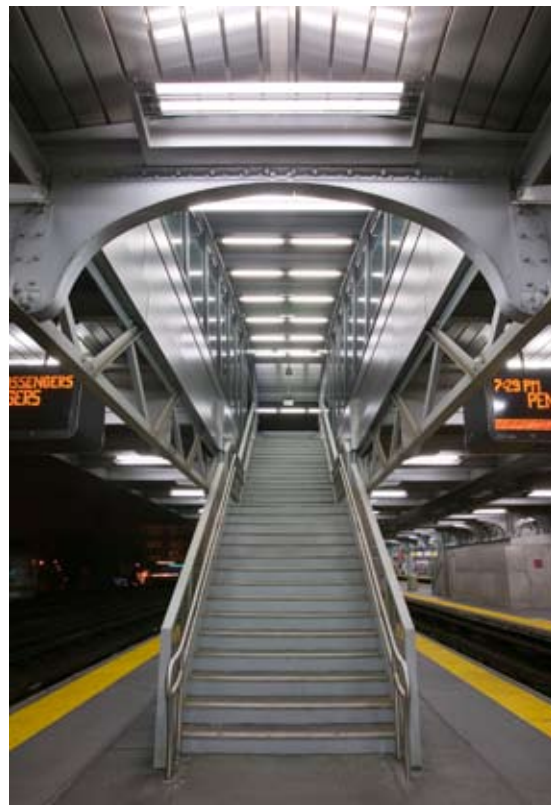


**Domingo Gonzalez Associates**

Jamaica Station Redevelopment  
Queens, New York



**Above:** LIRR platform.  
**Left:** LIRR platform entry to Mezzanine Bridge.  
**Bottom left:** LIRR platform and stairs.  
**Photography:** John Bartelstone.  
**Architect:** Port Authority of NY & NJ Architecture Group.



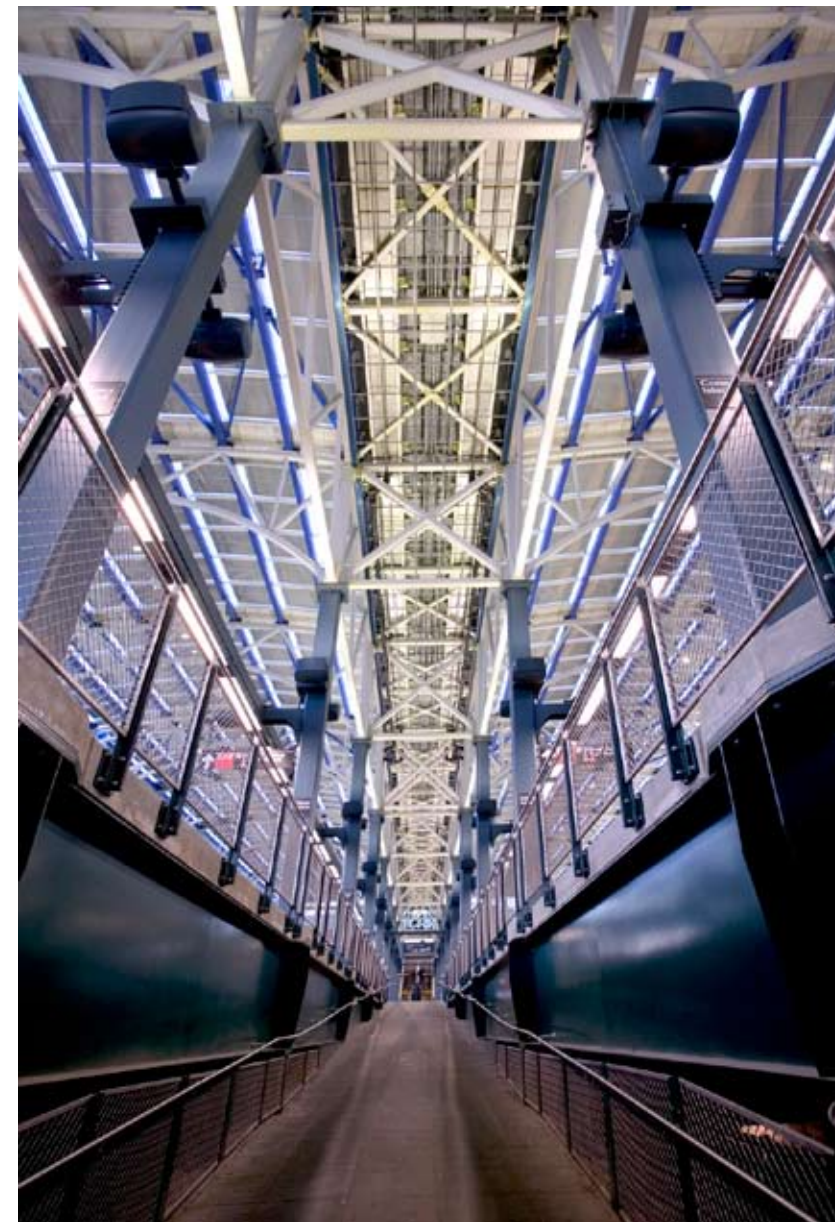
Jamaica Station, located at the intersection of Archer and Sutphin Boulevards, is one of the nation's busiest transit hubs. Comprised of the Long Island Rail Road (serving more than 1,000 trains daily), the New York City subway system, the new AirTrain terminal linking directly to JFK Airport, and 31 bus lines, Jamaica Station serves more than 255,000 commuters every day. 2007 saw the completion of its \$340 million, five-year rehabilitation as the terminal facility for the JFK Light Rail System, the AirTrain, and the centerpiece of a major urban redevelopment plan for the surrounding community.

The new facilities include a 240-foot-long, glass-walled passenger platform under a barrel-vaulted skylight with eight openings on each side to match the doors of a four-car AirTrain. Arriving air passengers can walk through a 60-foot-high Vertical Circulation Building atrium to the mezzanine bridge, from which they can descend to catch an LIRR train. They may also cross the bridge to reach buses and subway trains on the lower levels. DGA's work for the project included the design of architectural lighting solutions for the new Mezzanine Bridge structure, Long Island Rail Road platforms, Westerly Bridge,

street level concourse, new Vertical Circulation Building Atrium Transit Mezzanine and Sutphin Boulevard overpass. Wherever feasible natural light is supplemented by compact and linear fluorescent fixtures controlled by photosensors and astronomical timeclocks for maximum energy efficiency. Throughout the station, the lighting accentuates the sense of motion and architectural form. Honors received for this project include: 2007 IIDA/IES Award of Merit, 2007 GE Edison Award of Merit, 2007 NYS Design Award of Merit, and NY Construction Magazine Best of 2004 Award.

**Domingo Gonzalez Associates**

Stillwell Avenue Station  
Brooklyn, New York



DGA completed work in 2004 assisting Jacobs Engineers and Kiss + Cathcart Architects in the development of lighting systems for a \$294 million project at New York City Transit's eight-track Stillwell Avenue IND Subway Station, Coney Island's transit hub. The project rehabilitated 90-year-old platforms and added a new shed roof for the entire New York City subway system's largest above-ground station. The triple-vaulted glass and steel structure employs a panelized construction system of photovoltaic panels. Rated at almost a quarter of a megawatt, the solar installation is among the largest in the country and the largest ever constructed for a railway facility. This first-of-its-kind application combines low-cost, thin-film photovoltaic panels with clear glass in custom glazing units to balance shelter, daylighting, and electricity generation. Sixty percent of the station's power comes from the 2,700 solar panels on the roof. DGA's work primarily focused on the indirect illumination of the new roof, with pulse

start metal halide technology. At night, the renovated station with its glittering roof of brilliantly-lit PV panels marks a major turning point for the terminal and a significant milestone in the ongoing renaissance of Coney Island. The project was winner of a 2005 Build Brooklyn Award, a 2004 GE Edison Lighting Award for Sustainable Design and an Honorable Mention in the AIA Committee on the Environment Top Ten Green Project Awards for 2007.

**Top:** Subway platform and shed roof.  
**Above left:** Station aerial view.  
**Left:** Shed roof indirect lighting and subway ramp.  
**Photography:** John Bartelstone.  
**Architect:** Jacobs Engineers / Kiss + Cathcart.