Reframing the Conversation
Station Typologies
Thinking Outside the Density Box
Reframing the Conversation

Station Typologies

• Help people conceptualize what different station areas can become.

• Organize complex urban realm into simple groupings.

• Tailor designs and plans to different scales and dimensions of urban environments.

• Express clear vision and goals that are directly linked to tools and policies.

• Tend to be about density, and access first, and diversity second.
Reframing the Conversation

Denver Typologies
**Reframing the Conversation**

**BART Typologies**

### Access-Based Station Typology Matrix

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Scale</th>
<th>Description</th>
<th>Transportation Setting</th>
<th>Proximity to freeway on-ramp</th>
<th>Parking capacity</th>
<th>Parking fill time</th>
<th>Transit service types</th>
<th>Number of buses per hour</th>
<th>Number of Bus Bays</th>
<th>Walk access share</th>
<th>MTC regional hub?</th>
<th>Range of Mode Shares</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measure:</td>
<td>Weekday Entries</td>
<td>Physical Size</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description of</td>
<td>Low &lt; 5,000</td>
<td>Small &lt; 10</td>
<td>Underground: Small</td>
<td>Adjacent to freeway on-ramp</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Measures:</td>
<td>Moderate: 5,000-10,000</td>
<td>Medium: 10 - 20</td>
<td>Suburban grid: Medium</td>
<td>Far or Nearby</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>High &gt; 10,000</td>
<td>Large: 20</td>
<td>Suburban residential: Large</td>
<td>Far</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed Station Types</td>
<td></td>
<td></td>
<td>URBAN: High</td>
<td>Far</td>
<td>No Parking</td>
<td>No parking</td>
<td>All</td>
<td>High</td>
<td>Small/Large</td>
<td>High</td>
<td>Yes</td>
<td>Auo: 10-16</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>URBAN w/ Parking: High</td>
<td>Far</td>
<td>Small</td>
<td>Early</td>
<td>All</td>
<td>High</td>
<td>Small/Large</td>
<td>High</td>
<td>Yes</td>
<td>Transit: 33-42, Walk: 4-44, Bike: 2-3</td>
</tr>
<tr>
<td></td>
<td>Balanced</td>
<td>Small or Medium</td>
<td>Balanced: Small or Medium</td>
<td>Far or Nearby</td>
<td>Small or Medium</td>
<td>Early</td>
<td>Corridor</td>
<td>Medium or Large</td>
<td>Medium or Large</td>
<td>Average</td>
<td>No</td>
<td>Auo: 34-60, Transit: 17-23, Walk: 31-37, Bike: 3-4</td>
</tr>
<tr>
<td></td>
<td>Intermodal</td>
<td>Medium</td>
<td>Intermodal: Medium</td>
<td>Adjacent or Nearby</td>
<td>Medium or Large</td>
<td>Morning</td>
<td>Local, Regional</td>
<td>Medium or Large</td>
<td>Low</td>
<td>Yes</td>
<td>Auo: 10-16</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Auto Reliant</td>
<td>Medium</td>
<td>Auto Reliant: Medium</td>
<td>Adjacent</td>
<td>Medium or Large</td>
<td>Morning</td>
<td>Local, Regional</td>
<td>Medium or Large</td>
<td>Low</td>
<td>Yes</td>
<td>Auo: 10-16</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Auto Dependent</td>
<td>Low - Moderate: Large</td>
<td>Auto Dependent: Large</td>
<td>Adjacent</td>
<td>Medium or Large</td>
<td>Morning</td>
<td>Local</td>
<td>Low</td>
<td>Small/Large</td>
<td>No</td>
<td>Auo: 10-16</td>
<td></td>
</tr>
</tbody>
</table>

Auo: Auto, Transit: Transit, Walk: Walk, Bike: Bike
Reframing the Conversation
South Florida East Coast Typologies

Station Type: Employment Center Stations

Station Type Description:
There are limited office and industrial centers in the urban areas of South Florida.

Station Area Requirements:
- Parking Spaces: Non-dedicated parking areas combined with other station types
- Parking Facility Type: Site applicable
- Stations Access: Local services
- Pedestrian Access: Sidewalks and pedestrian pathways should connect buildings within 1/3 site
- Winchester Access: More than 1 entrance
- Local Transit Access: Rider bus routes
- Access and Distributions: Bicycle parking provided
- Stations Area Zoning: FAH > 6
- Commercial Zoning: Z > 2.5
- Residential Zoning: < 1.5
- Parking Facilities: < 2.5 spaces/1,000 sf
Reframing the Conversation

Context Sensitivity

Subway to the Sea
“Major Urban Center”
Reframing the Conversation

Context Sensitivity

Subway to the Sea
“Urban Center”
Reframing the Conversation

Context Sensitivity

Subway to the Sea
“Urban Boulevard”
Reframing the Conversation

Context Sensitivity

Subway to the Sea
“Neighborhood Center”
Reframing the Conversation

Context Sensitivity
Design as tool to conceptualize the Big Picture

Reframing the Conversation

Context Sensitivity
Reframing the Conversation

Context Sensitivity
Reframing the Conversation

3-Dimensionality

- Expectations are upped
- Utility AND Delight
- The importance of design
  - On our psyches, our mental health
  - On our physical health
  - On our environment
  - For our social interactions
- Part of a larger paradigm shift
Reframing the Conversation

Case Study: Museum Station
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Case Study: Museum Station

**Wilshire/Fairfax, Option 1**

![Station Site Map](image)

**Station Site Map**

- **Stitching Features**
  - Entrance and Exit Stations
  - Surface Station
  - MetroLink Station
  - Temporary Station

**Proximal Entrance Location**

- Northwest corner of Wilshire and Fairfax in an adaptive-reuse, industrial building.
- Additional features include an entrance within LA County Company Building for direct access to Museum.

**GOALS**

- Use Metro route signage.
- Provide the initial entrance access for museum visitors.
- Consider the aesthetic and program.
- Use signage in alignment with goals.

**LESLIE RAY**

- Design an environmental design context to integrate the site into the broader urban context.
- Design a high-quality design that integrates the site into the broader urban context.
- Design a high-quality design that integrates the site into the broader urban context.

**THE STATION CHARACTER**

- Preserve the historical and cultural context of the building.
- Provide a sense of place to the community.
- Enhance the pedestrian experience.

**CONCEPT**

- Provide a sense of place to the community.
- Enhance the pedestrian experience.
- Create a pedestrian-friendly environment.

**PROJECT OBJECTIVES**

- Enhance the pedestrian experience.
- Create a pedestrian-friendly environment.
- Provide a sense of place to the community.

**PROJECT TOOLS**

- Use pedestrian design tools to improve the pedestrian experience.
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**DESIGN IDEA**

- Enhance the pedestrian experience.
- Create a pedestrian-friendly environment.
- Provide a sense of place to the community.

**OUTCOMES**

- Enhance the pedestrian experience.
- Create a pedestrian-friendly environment.
- Provide a sense of place to the community.

**CONCLUSION**

- Enhance the pedestrian experience.
- Create a pedestrian-friendly environment.
- Provide a sense of place to the community.

**CONTACT PHOTOS**

- Photographs of the station, including views of the surrounding area.
- Photographs of the station, including views of the surrounding area.
- Photographs of the station, including views of the surrounding area.

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Note: The above text is a condensed version of the project details and focuses on the key points of the Case Study: Museum Station.
Reframing the Conversation

3-Dimensionality
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Case Study: Museum Station
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