Uber-TOD Planning and High-Speed Rail

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Steer Davies Gleave
Denver CO/Vancouver BC
- Fresno, CA (#36 - 476,000)
- Bakersfield, CA (#58 - 321,000)
- Stockton, CA (#63 - 287,000)
- Modesto, CA (#101 - 202,000)
- Merced, CA (#? - 77,000)
- Albany, OR (#? - 49,000)
- Birmingham, AL (#83 - 229,000)
- Baton Rouge, LA (#84 - 224,000)
- Mobile, AL (#116 - 191,000)
- Savannah, GA (#181 - 132,000)
- Columbia, SC (#189 - 127,000)
- Toccoa, GA (#? - 9,150)
Madison, WI (#81 - 231,000)
Springfield, IL (#211 - 117,000)
Brookfield, WI (# - 40,000)
What do all of those cities have in common?

- No significant fixed guideway transit (if any) at present
- Targets for massive investment and infrastructure associated with high speed rail stations
“[Buena Park] Mayor Art Brown spent years pushing for a commuter train station combined with nearby housing in his community... he’s facing the prospect that high-speed rail may plow right through his beloved project.... Planners recommend looking into moving a station for Metrolink and Amtrak... because its current site is on a curve, which would force high-speed trains to slow down....”
Norco, Corona differ over high-speed rail proposal

Norco Mayor Malcolm Miller has not been shy about his opposition.... He has said the project would destroy Norco’s business district.... Northern California communities have clamored against trains traveling through rural areas that could reach top speeds up to 220 miles per hour....
“.... The Elk Grove City Council requested the track be lowered below the ground so it wouldn’t disrupt traffic.... Also the Council called for a high-speed rail stop in Elk Grove....”
“... If you think getting a freeway alignment adopted is tough, you ain't seen nothing yet. This could be a bigger battle,” said [John] Hardisty [retired City of Bakersfield development director].
“High-speed rail officials seeking to gauge Palo Alto’s interest in a local rail station received an unambiguous message from the community Thursday when not a single resident voiced support for the idea...”
Liège-Guillemins TGV station, Belgium
Key questions:

- Is TOD at high-speed rail stations feasible, especially in small to mid-sized cities?
- If so, how does it differ from traditional TOD?
Overall Guiding Principles

- HSR serves more of a regional market
- Most land uses ultimately are closer to those of airports than downtowns
Land Use Hierarchy

Traditional TOD:
- Residential focus
- Ideally mixed with parking/intermodal access close in
- Retail/restaurants as demand warrants
- Office/commercial uses as appropriate

HSR TOD:
- Parking/intermodal access top priority
- Commuter retail/fast food
- Office/commercial
- Hotels
- Residential might be lowest priority
Parking

**Traditional TOD:**
- 100-500 spaces
- Should be mixed with other uses if possible
- Starts out at surface, shifts to structure as demand increases

**HSR TOD:**
- Parking is first priority
- 1,000 spaces? 5,000? 10,000?
- Structure - elevated or underground
Intermodal Access

Traditional TOD:
- Horizontal circulation
- Focus on neighborhood connections (feeder bus)
- Walking radius focused on ¼ mile

HSR TOD:
- Vertical circulation
- Focus on regional connections (light rail/commuter rail, regional/express bus)
- Walking radius expanded to ½ mile or more due to infrastructure
Residential

Traditional TOD:
- Mix of housing types
- Highest density closest to platform
- Growing emphasis on affordable housing

HSR TOD:
- Possibly secondary emphasis
- Probably not the use that is closest to the platform
- Higher density
- Subsidies required for affordable housing could limit its use?
Retail/Restaurants

**Traditional TOD:**
- Some commuter emphasis
- More neighborhood oriented to serve residents

**HSR TOD:**
- Commuter focus closest to platform
- Regionally oriented retail/restaurants in other nearby areas to serve commercial uses
Office/Commercial

Traditional TOD:
- Not always highest priority
- Develops as appropriate and as market demands

HSR TOD:
- Hotel could be high emphasis
- Office use could also be important as regional employment center
- Rental car centers?
Resist the force....
4.4. STOCKTON: URBAN DESIGN IDEAS

The City of Stockton is currently focusing its urban design efforts on the Civic Center and along the waterfront.

High Speed Rail could create another anchor that would attract development around the station.

Our urban design concepts focus on the area between these development centers, using the connection between these two nodes as a way to revitalize the downtown area between them.

The following section discusses different urban design strategies for revitalizing downtown, starting in areas that are already under development.

Stockton Station Area Analysis, showing major destinations within 5, 10, and 15 minute walk from the station.

4.20. Schematic map showing the main urban design strategies.
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The following section discusses different urban design strategies for revitalizing downtown, ranging in scale from a city block, to a 1 square mile area around the future HSR station.

4.26. Schematic map showing the main urban design strategies.
Mixed Use Villages
Conclusions:
- Be sensitive to local context
- Be sensitive to local markets
- Be sensitive to those who are impacted but may not benefit
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