Station Area Typologies

TORTI GALLAS AND PARTNERS
Architects of Sustainable Community

www.tortigallas.com

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Examples of Regulating the Urban Realm that are Context Sensitive

- New Street Design Manuals – Context Sensitive
- New Parking Standards
- Smart Codes
- Form Based Codes

In Common:

All address urban form across a cross-section of urbanism
All are Typological in some way
Applied to Stations and Station Areas

- Typologies are Conceptual and Instrumental
- Non-regulatory including visions, goals, and methods
- Usually developed initially and presented during preliminary stages of the transit planning process
Typologies are Conceptual and Instrumental

**Conceptual:** Establish visions and broad goals

**Instrumental:**
- Earliest phases: help to organize station design assumptions
- Allow for a full vetting of potential station and portal sites,
  - Beyond conventional ridership metrics,
  - Allowing the community to envision and plan for the potential and/or possible transformation
- Advanced phases:
  - Tool for urban designers and planners working in surrounding station area,
  - Tool for policy makers to tie regulation with station planning.
Four Steps to a Typological Framework

1. Establish the Brand
2. Establish Principles by which the Brand is Realized
3. Describe the Types
4. Describe the Elements of the Station Areas
Establish the “Brand”

- Not just a location – a recognizable identity within their respective communities.
  - What unifies the various neighborhoods along the route?
  - What distinguishes each community as unique?
Establish the “Brand”

1. "Imageable" to riders – they are both memorable and navigable
2. Sensitive to the particular urban context
3. Comfortable, safe and inviting to pedestrians and bicyclists
4. Linked to various intermodal transit connections
Describe the Types

- Use,
- Access,
- Mobility, but most typically....
- A Transect of Urbanism
Frameworks based on...

- Use,
- Access,
- Mobility, but most typically....
- A Transect of Urbanism

Source: Duany / Plater-Zyberk
Transect of Wilshire Boulevard Station Area Typologies
Describing the Type Requires…

1. Rigorous site analysis to place each station area within its unique location within the transect
2. Highly visually descriptive, understandable in 5 minutes or less
3. Clear link between goals (what) and tools (how)
4. Easy to use matrix
5. Substantial community feedback
“Neighborhood Center”  “Urban Center”  “Urban Boulevard”  “Major Urban Center”

Transect of Wilshire Boulevard Station Area Typologies
<table>
<thead>
<tr>
<th>Los Angeles Metro Westside Extension</th>
<th>Major Urban Center</th>
<th>Urban Center</th>
<th>Urban Corridor</th>
<th>Neighborhood Center</th>
<th>(Various)</th>
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</thead>
<tbody>
<tr>
<td>Los Angeles Land use Transportation Policy</td>
<td>Major Urban Center</td>
<td>Major Bus Center</td>
<td>Urban Complex</td>
<td>Neighborhood Center</td>
<td>Regional/ Suburban Center</td>
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<tr>
<td>Los Angeles Metro Exposition Light Rail</td>
<td>Gateway Center</td>
<td></td>
<td></td>
<td>Neighborhood Center</td>
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<tr>
<td>South Florida East Coast Corridor</td>
<td>Center City</td>
<td>Town Center</td>
<td>Neighborhood Center</td>
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<tr>
<td>NJ Transit Hudson-Bergen Light Rail</td>
<td>Major</td>
<td></td>
<td>Community</td>
<td></td>
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</tr>
<tr>
<td>Charlotte Mecklenburg South Corridor Light Rail</td>
<td>Urban</td>
<td>Multi-Modal</td>
<td>Neighborhood Community</td>
<td>Regional</td>
<td></td>
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<tr>
<td>Denver Light Rail</td>
<td>Downtown Major Urban Center</td>
<td>Urban Center</td>
<td>Urban Neighborhood</td>
<td>Main Street</td>
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<tr>
<td>San Francisco Bay Area BART</td>
<td>Urban Urban with Parking</td>
<td>Balanced Intermodal</td>
<td>Urban Neighborhood Mixed Use Neighborhood</td>
<td>Intermodal Auto-Reliant Auto Dependant</td>
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<tr>
<td>San Francisco Bay Area MTC</td>
<td>Regional Center City Center</td>
<td></td>
<td>Urban Neighborhood</td>
<td>Suburban Center Transit Town Center</td>
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<tr>
<td>&quot;The New Transit Town&quot;</td>
<td>Urban Downtown</td>
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<td>Urban Neighborhood</td>
<td>Suburban Town Center</td>
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</table>

TORTI GALLAS AND PARTNERS Architects of Sustainable Community
<table>
<thead>
<tr>
<th></th>
<th>Typology</th>
<th>Density</th>
<th>Scale</th>
<th>Station Entrances</th>
<th>Station Portal Type</th>
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<tbody>
<tr>
<td><strong>Major Urban Center</strong></td>
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<tr>
<td></td>
<td></td>
<td>High</td>
<td>High-rise, Mid/High-rise, Mid-rise, Low-rise</td>
<td>At least three</td>
<td>Joint development</td>
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<td>Restricted right-of-way</td>
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<td>Existing building</td>
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<td></td>
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<td></td>
<td>Intermodal transportation center</td>
</tr>
<tr>
<td><strong>Urban Corridor</strong></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>High along the corridor, Low/Mid-rise to Mid-rise adjacent</td>
<td>Mid/High-rise along the corridor, Mid-rise adjacent</td>
<td>At least two</td>
<td>Plaza</td>
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<td></td>
<td>Joint development</td>
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<td>Restricted right-of-way</td>
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<td><strong>Urban Center</strong></td>
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<tr>
<td></td>
<td></td>
<td>Mid Low/Mid</td>
<td>Mid/High-rise, Mid-rise</td>
<td>Two preferred</td>
<td>Plaza</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Joint development</td>
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<td></td>
<td>Existing building</td>
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<tr>
<td><strong>Neighborhood Center</strong></td>
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<tr>
<td></td>
<td></td>
<td>Low/Mid Low</td>
<td>Mid-rise, Low-rise</td>
<td>One or more</td>
<td>Plaza</td>
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<td></td>
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<td></td>
<td></td>
<td>Restricted right-of-way</td>
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</tbody>
</table>
Wilshire Boulevard
Wilshire Boulevard - Applied
Additional Considerations

1. Balance uniqueness with rider legibility
2. Address multiple scales: station portal to ½ mile radius
3. Each framework based upon long term goals rather than existing conditions
1. Balance uniqueness with rider legibility
2. Address multiple scales: station portal to $\frac{1}{2}$ mile radius
3. Each framework based upon long term goals rather than existing conditions
Wilshire Boulevard - Existing
Wilshire Boulevard - Imagined
Station Area Typologies from Alternatives Analysis Phase, “Subway to the Sea,” Los Angeles

<table>
<thead>
<tr>
<th>Major Urban Center</th>
<th>Urban Corridor</th>
<th>Urban Center</th>
<th>Neighborhood Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Century City Westwood</td>
<td>Wilshire/La Brea</td>
<td>Hollywood/La Brea</td>
<td>Wilshire/16th</td>
</tr>
<tr>
<td></td>
<td>Wilshire/Fairfax</td>
<td>Santa Monica</td>
<td>Wilshire/Rodeo</td>
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<tr>
<td></td>
<td>Wilshire/Crenshaw</td>
<td>Santa Monica</td>
<td>Wilshire/16th</td>
</tr>
</tbody>
</table>

Cities
- West Hollywood
- Beverly Hills
- Santa Monica
- Los Angeles

Station Area Identities
- Tourist Destination
- Institutional Destination
- Business Center
- Retail Destination
- Development Potential

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Eight Station Types
1. Center City
2. Town Center
3. Neighborhood
4. Employment Center
5. Local Park-Ride
6. Regional Park-Ride
7. Airport/Seaport
8. Special Event Venue.

Each station type also includes:
- parking requirements,
- station access specifications,
- acreage and dimensional guidelines,
- station area zoning recommendations

Example: City Center station type:
- does not require dedicated parking,
- encourages the use of shared parking
- identifies sidewalks as the primary means of station access,
- requires under 1 acre for station site area, ecom
- recommends an FAR of over 10,
- Recommends a residential zoning of over 25 dwelling units per acre,
- recommends: parking requirements at less than 1 space per 1,000 SF of development.

Example of Neighborhood Station
Source: South Florida East Coast Corridor station typologies.
Each Station area type describes:
- Desired land use mix,
- Housing type,
- Employment type,
- Scale,
- Proposed transit function.

Typologies do not drill down into specific design recommendations or regulations for each station area.

Denver Light Rail Typology
Source: City of Denver
The access-based Station Typologies envisioned for BART

- Facilitate corridor-level planning;
- Understand station functions;
- Inform station design priorities (e.g. Auto-Dependent—stations would get enhancements to the bike and pedestrian realm, and Urban with Parking stations would get drop off areas and transit linkages);
- Inform station investment choices (e.g. park-and-ride, bike facilities, or pedestrian facilities).
Explains larger scale planning issues:
• Station location,
• Relationship between the station and its surroundings,
• Role of station as place in the community
• Sphere of influence of each station area type,
  • Urban Station\textsuperscript{\textdagger} type serves existing destinations with $\frac{1}{2}$ mile or smaller radius from the station,
  • Regional Station\textsuperscript{\textdagger} type serves areas greater than 5-miles around the station area.
• Functional considerations
  • Drop off accommodations are appropriate);
  • Mobility roles (e.g. what the station is used for and by whom
  • Joint partnership opportunities,
<table>
<thead>
<tr>
<th></th>
<th>Density, Scale, and/or Height</th>
<th>Land Use Recommendations</th>
<th>Housing Types for ¼ or ½ Mile from Station Areas</th>
<th>Guidelines: Connectivity to Bus and Bike/Pedestrian Paths and Other Forms of Transportation</th>
<th>Guidelines: Paving, Signage, Visibility, Public Art, Accessibility, Amenities, etc.</th>
<th>Guidelines: Parking</th>
<th>Development Recommendations for Form and Character</th>
<th>Prescription for Location and Design of Station Entrances</th>
<th>Guidelines: Finishes and Materials</th>
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<tbody>
<tr>
<td>LA's Metro Westside Subway Extension</td>
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<td>South Florida, East Coast Corridor Study</td>
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<td>Charlotte-Mecklenburg South Corridor Light Rail</td>
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<td>San Francisco’s BART</td>
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<td>Reconnecting America’s Center for Transit Oriented Development</td>
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Why the Need?

1. Methodology for design professionals, engineers and urban designers to communicate.
2. A visual language is provided allowing transit agencies to communicate to public.
3. A design methodology allowing community members to respond to station area design choices and embrace final outcomes.
4. Provides a strategy for individual jurisdictions to build upon initial planning work done to date and to burrow into current zoning and land use regulations.
5. Allows transit agencies to make conceptual design decisions as to station specifics,
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