

Station Area Typologies



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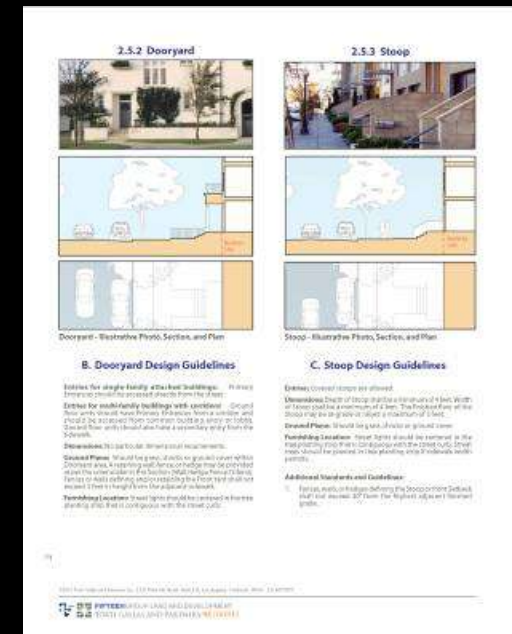
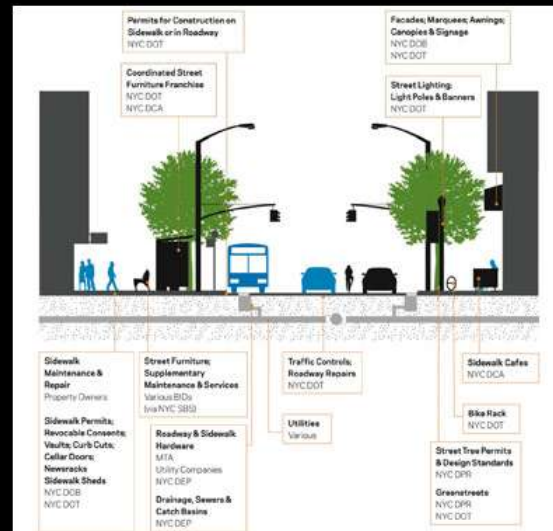
www.tortigallas.com

Neal I. Payton, AIA LEED-BD+C

npayton@tortigallas.com

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

BY S. JHOANNA ROBLEDO

East Harlem Right now, dilapidated buildings, ramshackle garages, boxy housing projects, and run-down brownstones dot the landscape that is East Harlem, but the area is headed for an extreme makeover. According to Amanda Jhones, a Douglas Elliman broker who's representing two residential buildings being built on East 117th and East 118th streets, the neighborhood will look like the rest of the Upper East Side in fifteen years: upscale. High-rise condos will stand next to refurbished townhouses and the projects, which aren't likely to disappear. "At this point, everyone wants a piece of the Big Apple," she says. Even in East Harlem.

East End Avenue Residents of postwar condo buildings that rub shoulders with tony prewar co-ops like 10 Gracie Square will be pleased if a subway line rumbles down Second Avenue, since it'll make their charming neighborhood more reachable and bump up property values. But affluent East End Avenue denizens may not be amused by all the hoopla. "The subway will bring a lot of people in the area, which the rich won't like," says a veteran broker who prefers to remain anonymous for fear of incurring their wrath. "I don't think these people would care about the subway. They go by helicopter or car."

Yorkville Nestled south of East 96th Street, east of Lexington Avenue, west of the East River, and north of East 80th Street, Yorkville attracts young professionals and families to its townhouses, brownstones, and postwar buildings, thanks to outdoor spaces like Carl Schurz Park and stellar public and private schools. Right now, it's still somewhat undervalued, but not for long. So if the subway's a go, "Oh my God, what a difference!" says Kathie Hannaford, a sales agent at the Corcoran Group who lives in the area. "There's no question that York Avenue will be more accessible and prices will probably go up."

East Sixties and Seventies Zabar's East, anyone? Rob Anzalone, co-principal of Fenwick-Keats, thinks this semi-sleepy area filled with townhouses could be the next Upper West Side. "The subway will bring the community more together like the UWS, where everyone goes up and down the neighborhood easily because of the red line," he says. But Janice Silver, executive VP and sales manager of Bellmarc-Midtown, doesn't believe the subway will attract too many families because of the housing stock. "There are lots of studios and one-bedroom apartments there," she says.

East Midtown Those who think this area is simply midtown but with apartments, not offices, are being terribly shortsighted. Just ask David Munro, a sales agent at Fenwick-Keats East, who thinks that as the train stops get built, the neighborhood will morph into a happening destination. Which may be upsetting to current residents who value its low-key vibe. "But there's no stopping progress," Munro says. "When there's a subway line, all of a sudden you get hotels, highly rated restaurants, and services that'll bring a pulse to the neighborhood."



Establish the "Brand"



Rendering of Wilshire/Fairfax Station "Subway to the Sea"
Torti Gallas and Partners, Inc.

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?

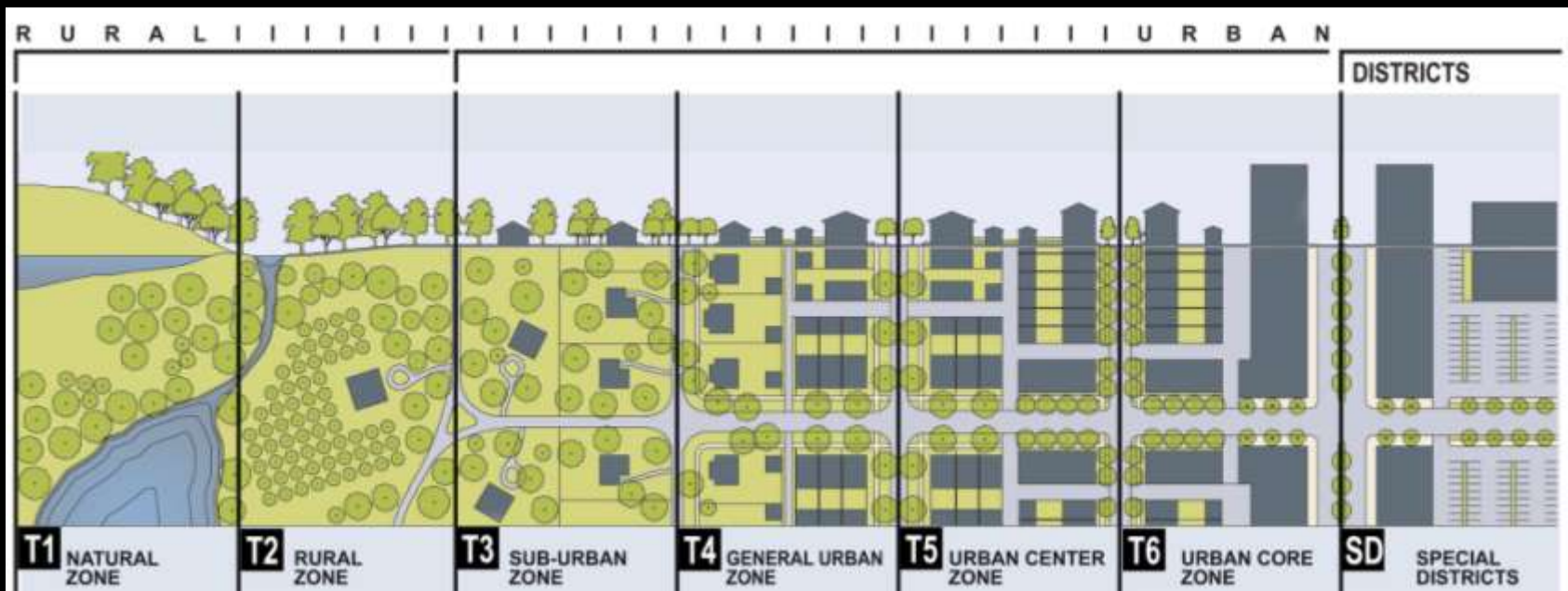
Establish the “Brand”

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



Source: Duany / Plater-Zyberk



Frameworks based on...

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



Source: Duany / Plater-Zyberk





Source: Duany / Plater-Zyberk

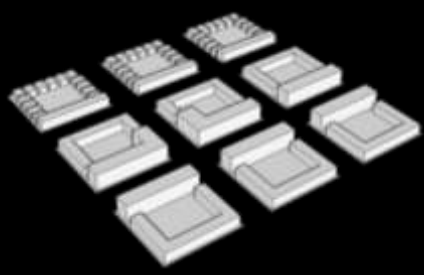


Transect of Wilshire Boulevard Station Area Typologies

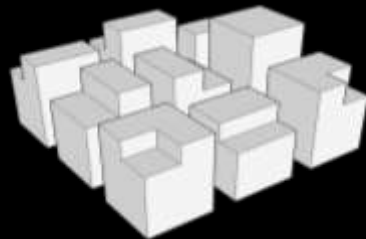
Describing the Type Requires...

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

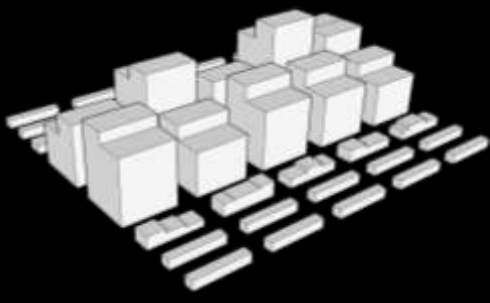
“Neighborhood Center”



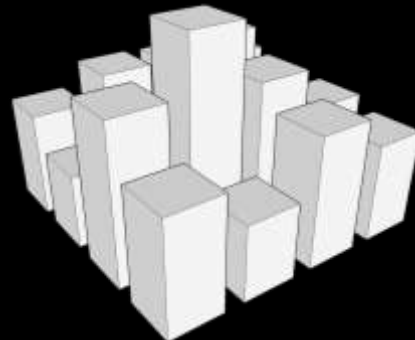
“Urban Center”



“Urban Boulevard”



“Major Urban Center”




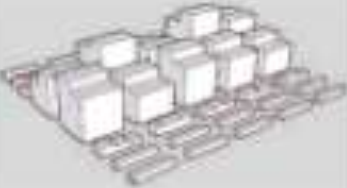


Transect of Wilshire Boulevard Station Area Typologies

More Intense Less Intense

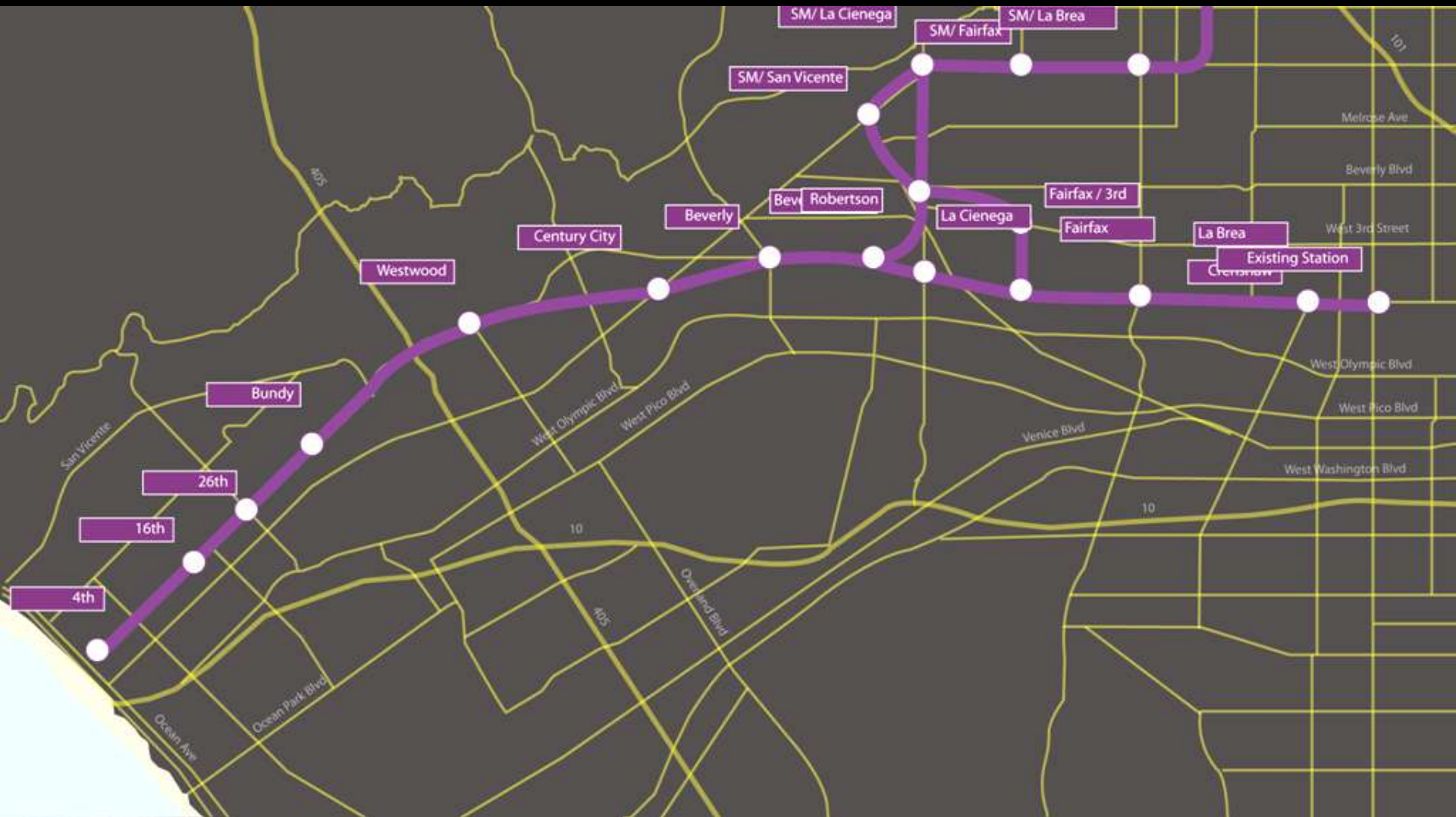


Special District

Los Angeles Metro Westside Extension	Major Urban Center	Urban Center	Urban Corridor	Neighborhood Center	(Various)
Los Angeles Land use Transportation Policy	Major Urban Center	Major Bus Center	Urban Complex	Neighborhood Center	Regional/ Suburban Center
Los Angeles Metro Exposition Light Rail	Gateway Center			Neighborhood Center	
South Florida East Coast Corridor	Center City		Town Center	Neighborhood Center	Employment Center Park and Ride Airport/Seaport Special Event Venue
NJ Transit Hudson-Bergen Light Rail	Major			Community	Industrial Developing
Charlotte Mecklenburg South Corridor Light Rail	Urban		Multi-Modal	Neighborhood Community	Regional
Denver Light Rail	Downtown Major Urban Center		Urban Center	Urban Neighborhood	Main Street Commuter Town Center Campus/ Special Events Station
San Francisco Bay Area BART	Urban Urban with Parking		Balanced Intermodal		Intermodal Auto-Reliant Auto Dependant
San Francisco Bay Area MTC	Regional Center City Center			Urban Neighborhood Mixed Use Neighborhood	Suburban Center Transit Town Center Commuter Town Center
"The New Transit Town"		Urban Downtown		Urban Neighborhood	Suburban Town Center Suburban Neighborhood

	Typology	Density	Scale	Station Entrances	Station Portal Type
Major Urban Center		High	High-rise Mid/High-rise Mid-rise Low-rise	At least three	Joint development Restricted right-of-way Existing building Intermodal transportation center
Urban Corridor		High along the corridor Low/Mid-rise to Mid-rise adjacent	Mid/High-rise along the corridor Mid-rise adjacent	At least two	Plaza Joint development Restricted right-of-way Existing building Intermodal transportation center
Urban Center		Mid Low/Mid	Mid/High-rise Mid-rise	Two preferred	Plaza Joint development Restricted right-of-way Existing building
Neighborhood Center		Low/Mid Low	Mid-rise Low-rise	One or more	Plaza Restricted right-of-way

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



Wilshire/Rodeo Station Location



Wilshire/Rodeo Proposed Station Plaza



Wilshire/Rodeo After Joint Development



Hypothetical Station Portal Area – “Urban Center” Wilshire Blvd, Los Angeles

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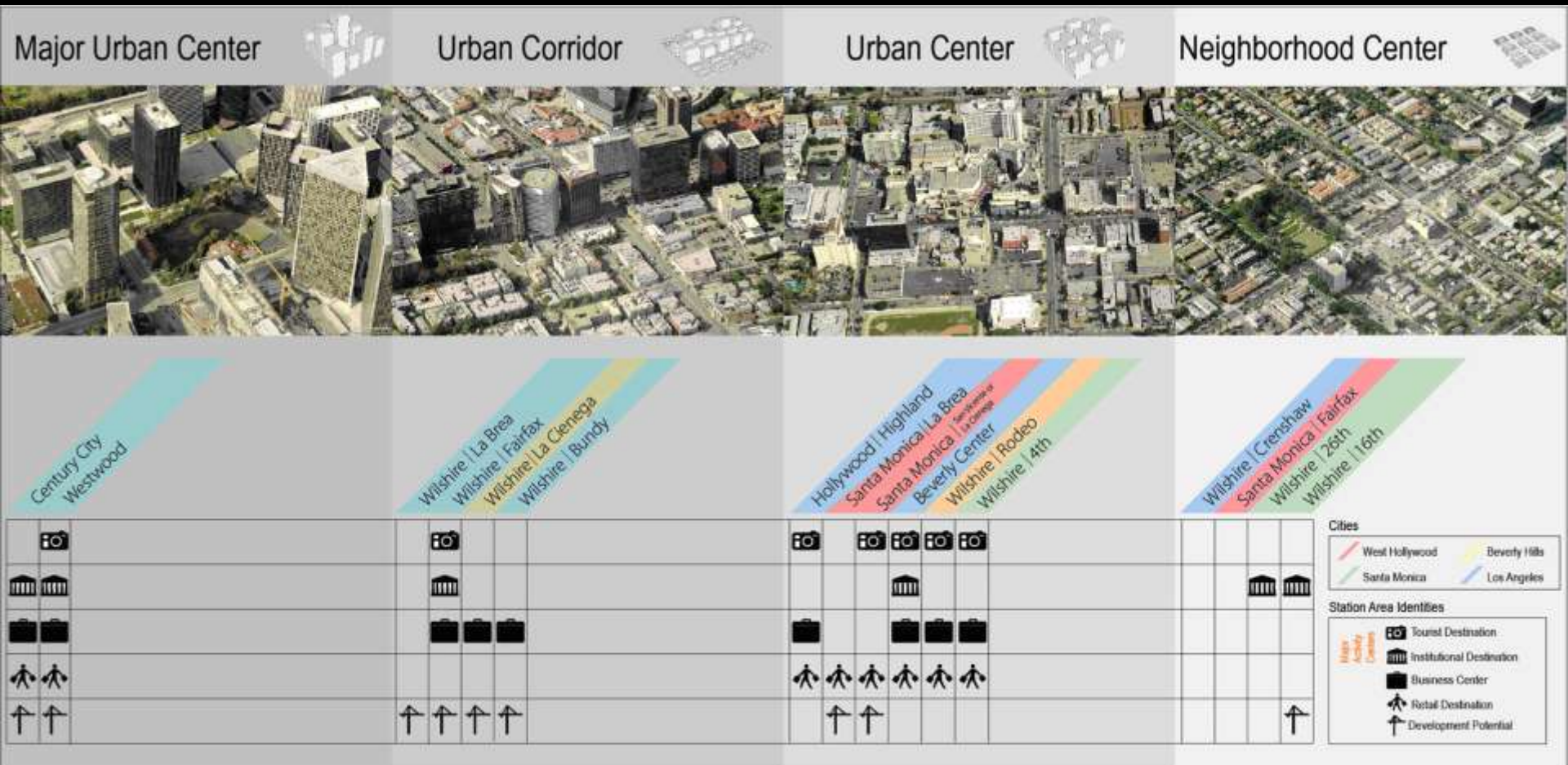
Crystal City Master Plan, Arlington, VA

Wilshire Boulevard - Existing



Wilshire Boulevard - Imagined





Station Area Typologies from Alternatives Analysis Phase, "Subway to the Sea," Los Angeles

Station Typology

Neighborhood Stations

STATION TYPE DESCRIPTION

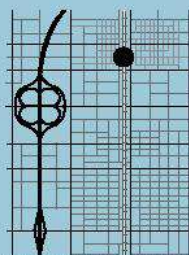
These are almost entirely origin stations with relatively low rider volume and minimal facilities. These stations serve primarily residential communities and are located close to local convenience retail services. Neighborhood housing types can be multi-family or single family. Some people will walk to these stations; others will be dropped off or will drive and park at the station. Parking is in surface lots. The number of spaces will be limited by the traffic that can be accommodated on local roads. Though there could be one or two bus routes serving these stations, they will not have major intermodal facilities.



NEIGHBORHOOD STATIONS OFTEN HAVE MINIMAL FACILITIES THAT BLEND INTO THE COMMUNITY



NEIGHBORHOOD HOUSING TYPES CAN BE MULTI-FAMILY



NEIGHBORHOOD STATIONS ARE SITED ON LOCAL ROADS IN RESIDENTIAL AREAS



NEIGHBORHOOD STATIONS DO NOT DISTURB THE CONTEXT OF RESIDENTIAL NEIGHBORHOODS



EXAMPLE OF RESIDENTIAL DENSITY >8 DU/ACRE

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 .



STATION AREA REQUIREMENTS

Parking Requirement	
Parking Spaces	50-100 spaces
Parking facility type	Single-use at-grade facility
Station Access	
Corridor Transit Service	Local services
Pedestrian Access	Contiguous sidewalk access, 5 ft minimum sidewalk width
Vehicular Access	Local Road
Local Transit Access	Limited; local routes are possible
Acreage and Dimensions	
Site acreage required	1/2 - 1 acre
Station Area Zoning	
Commercial Zoning	Not applicable
Residential Zoning	>8 du/acre
Parking Restrictions	Not applicable

Access-Based Station Typology Matrix

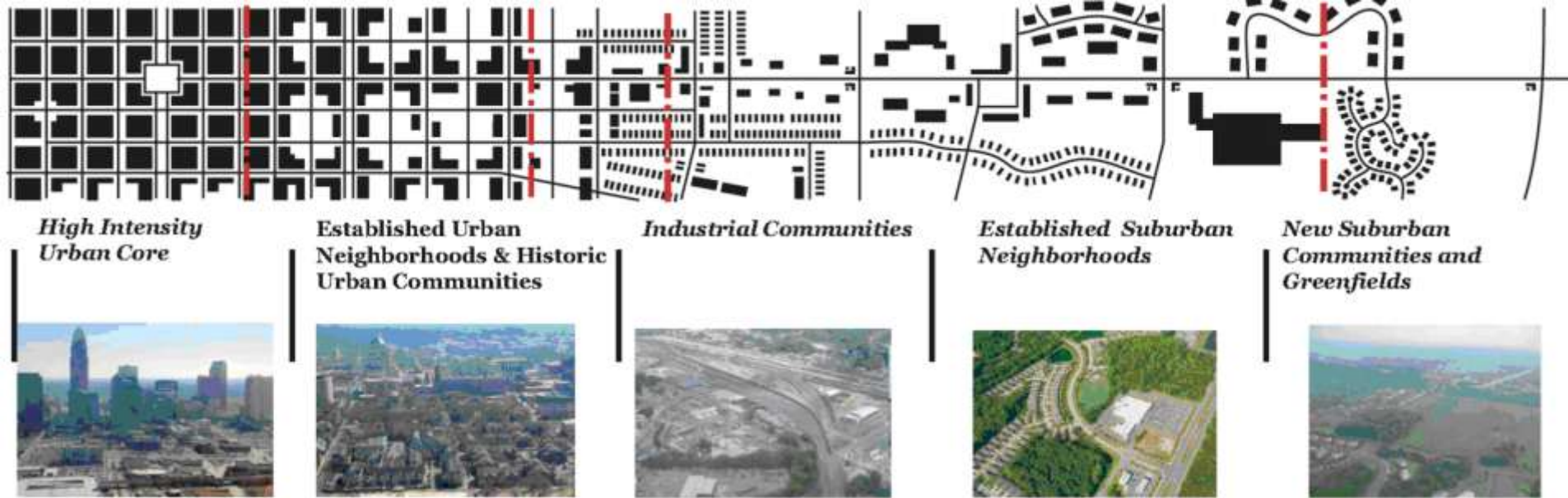
Descriptors		Scale		Transportation Setting									Mode Share Range	
Characteristic:	Ridership	Station footprint	Street network	Proximity to freeway off-ramp	Parking capacity	Parking fill time	Transit service types	Number of buses per hour	Number of Bus Bays	Walk access share	MTC regional hub?	Range of Mode Shares		
Measure:	Weekday Entries	Physical Size	Description	Distance from highway exit to station	Spaces	Time	Service Areas/Types	# of buses per hour	# of bays	Access share	MTC designated regional hub?	% by mode		
Description of Measures:	Low: < 5,000 Moderate: 5,000 - 10,000 High: > 10,000	Underground: 0 Small: < 10 Medium: 10 - 20 Large: > 20	Urban grid / historic grid Suburban grid Suburban residential Suburban hillside	Adjacent: <0.5 mi Nearby: 0.5-1.5 mi Far: >1.5 mi	No Parking Small: <700 Medium: 700 - 1,800 Large: >1,800	No parking Before 8 a.m. After 8 a.m. Does Not Fill	Local Corridor Regional All	Low: < 20 Moderate: 20-45 High: > 45	Small/on-street: <0 Medium: 0-12 Large: >12	Low: <20% Average: 20-33% High: >33%	Yes/No	%		
Proposed Station Types														
Urban	High	Underground or Small	Urban grid/ historic grid		Far	No Parking	No parking	All	High	Small/on-street	High	Yes	Auto: 10-16 Transit: 33-42 Walk: 41-47 Bike: 2-3	
Urban w/ Parking	High	Underground or Small	Urban grid/ historic grid		Far	Small	Early	All	High	Small/on-street	High	Yes	Auto: 39-45 Transit: 17-23 Walk: 31-37 Bike: 3-4	
Balanced Intermodal	Moderate	Small or Medium	Urban grid/ historic grid, suburban grid	 	Far or Nearby	Small or Medium	Early	Corridor, Local	Moderate or High	Medium or Large	Average	No	Auto: 54-60 Transit: 17-23 Walk: 17-23 Bike: 2-3	
Intermodal - Auto Reliant	Moderate	Medium	Suburban grid, suburban residential	 	Adjacent or Nearby	Medium or Large	Morning	Local, Regional	Moderate	Medium or Large	Low	Yes	Auto: 70-76 Transit: 13-19 Walk: 7-13 Bike: 1-2	
Auto Dependent	Low - Moderate	Large	Suburban residential, suburban hillside	 	Adjacent	Medium or Large	Morning	Local	Low	Small or Medium	Low	No	Auto: 76-82 Transit: 5-14 Walk: 5-11 Bike: 1-2	

The access-based Station Typologies envisioned for BART

Source: Arup

Use

- 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)



*High Intensity
Urban Core*

*Established Urban
Neighborhoods & Historic
Urban Communities*

Industrial Communities

*Established Suburban
Neighborhoods*

*New Suburban
Communities and
Greenfields*



A visual depicting the transect of urbanism along the Charlotte-Mecklenburg line

Source: Charlotte Area Transportation System (CATS)

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|| type serves existing destinations with ½ mile or smaller radius from the station,
 - Regional Station|| 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,

	Density, Scale, and/ or Height	Land Use Recommendations	Housing Types for 1/4 or 1/2 Mile from Station Areas	Guidelines: Connectivity to Bus and Bike/ Pedestrian Paths, and Other Forms of Transportation	Guidelines: Paving, Signage, Visibility, Public Art, Accessibility, Amenities, etc.	Guidelines: Parking	Development Recommendations for Form and Character	Prescription for Location and Design of Station Entrances	Guidelines: Finishes and Materials
LA's Metro Westside Subway Extension	X	X	X	X	X	X	X	X	X
South Florida, East Coast Corridor Study	X	X	X	X	X	X	X		
Charlotte-Mecklenburg South Corridor Light Rail	X	X	X	X	X	X	X		X
Denver Light Rail	X	X	X	X	X		X		
San Francisco's BART	X	X	X	X	X	X	X	X	
Reconnecting America's Center for Transit Oriented Development	X	X	X	X			X		

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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