

City of Modesto, Community and Economic Development Department

**Block-by-Block Evaluation of Passenger Rail Station Study Area  
A Report for Workshop 2, November 16, 2011**

**Introduction**

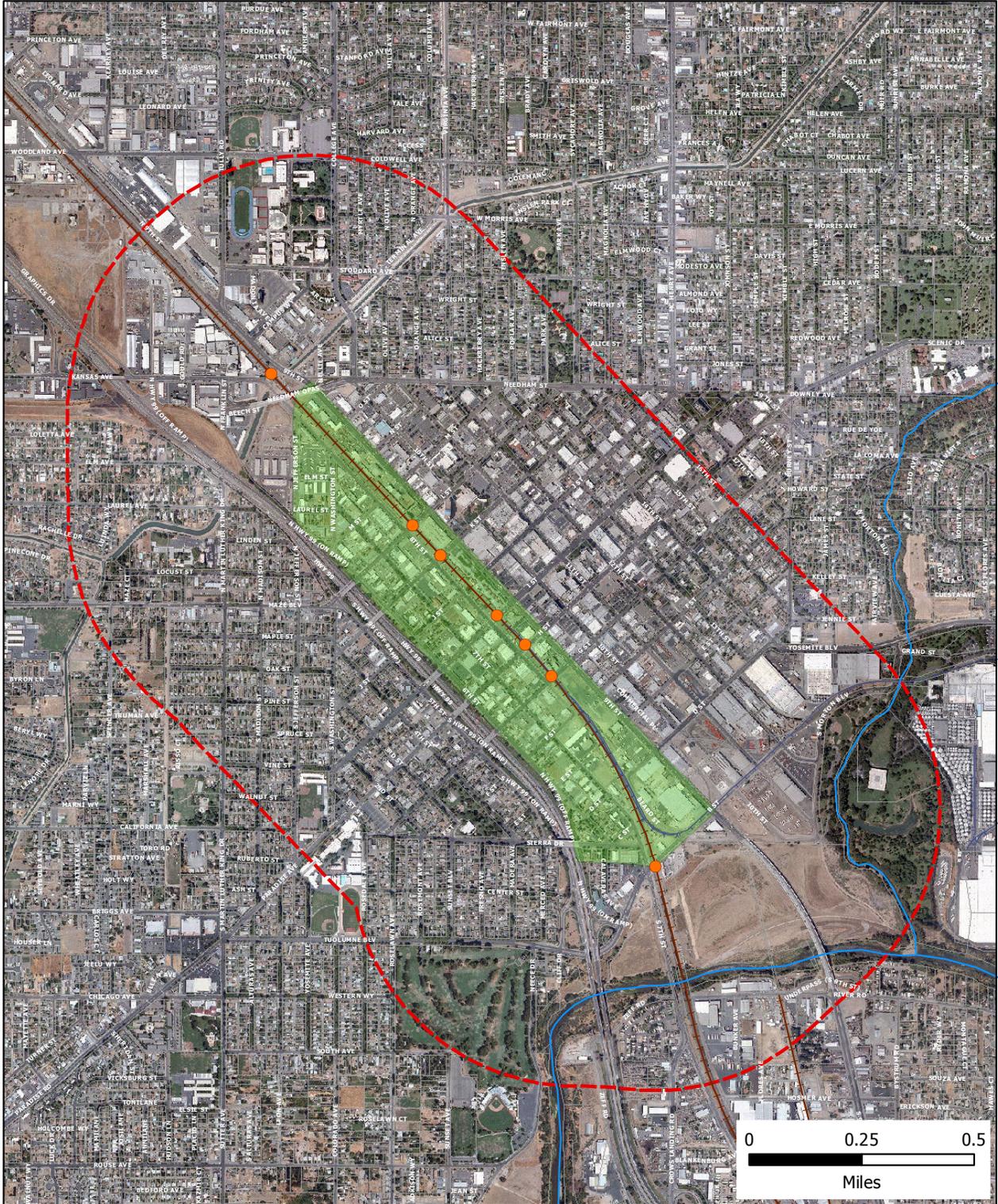
This Passenger Rail Station Feasibility Study is Modesto's initial consideration of where to locate a station in downtown. Transportation infrastructure of all types represents a tremendous investment of public money—StanCOG's 2011 Regional Transportation Plan (Table 3.1, page 66) estimates that the region will receive approximately \$1.8 billion from 2012 to 2021 (\$180 million annually) and approximately \$2.5 billion from 2022 to 2036 (\$167 million annually) from all known sources of revenue. Because the expenditures are substantial, planning must begin by developing generalized studies that become more detailed at every stage of the process. Thus, this effort is fairly general, and is being conducted for the purpose of narrowing options and identifying subsequent steps in the station selection and planning process. This process will also help secure additional funding for the project.

Modesto's Urban Area General Plan includes a policy to locate a passenger rail station in downtown, but does not identify a specific site (Policy V.B.6.k.4, page V-10). Modesto has limited ability to identify the location of a future passenger rail station, contingent on such variables as the selection of an alignment for a passenger rail system, which is the discretion of the State of California and the California High Speed Rail Authority, with participation from the San Joaquin Regional Rail Authority.

Modesto is located on Phase 2 of the High Speed Rail system, which includes the Altamont Commuter Express. Phase 2 comprises the Los Angeles to San Diego leg, the Merced to Sacramento leg, and upgrading and extending the existing Altamont Commuter Express service. City staff actively participates in regional (Phase 2) rail planning meetings and workshops.

The study area was established in conjunction with the California High Speed Rail Authority. As it is currently conceived, high speed trains will operate at speeds of up to 220 miles per hour. To ensure passenger comfort, a train traveling at such a high rate of speed must run on tracks with very gentle curves. It is this feature that constrains the passenger rail station study area to the 36 blocks that lie roughly between the Union Pacific Railroad and State Route 99. A map of the study area is shown as **Figure 1**.

On August 10, 2011, the City of Modesto conducted the first workshop for the Passenger Rail Station Feasibility Study. The purpose of this workshop was to present an overview of the project with an emphasis on that portion of the project that will affect Modesto, then to discuss criteria for selecting a location ("siting criteria") for a future passenger rail station.



CA Passenger Rail  
**Downtown Modesto  
 Station Study Area**

- Study Area
- Study Area Half Mile Radius
- Parcels

- Union Pacific Railroad
- Modesto & Empire Traction Railroad
- Existing At-Grade Rail Crossings



The California High Speed Rail Authority has established siting criteria for passenger rail stations. These are identified as criteria 1 through 5 on **Figure 2** and on the tables following the narrative report. Modesto has additional criteria for siting a passenger rail station, criteria 6 through 9 on **Figure 2** and on the tables following the narrative report.

These criteria were introduced to the public at the first workshop, on August 10. Additional siting criteria were solicited from attendees. The attendees' remarks seemed to suggest that the siting criteria are essentially adequate, but that there are larger policy issues the city should consider regarding where future development in Modesto should occur, "feeder" transit service, parking lots, relocating land uses, walkability of areas that cross the future rail alignment, station area development and sensitive uses, and comparable situations outside California. These concerns are identified as 11 through 16 on **Figure 2**. Because they do not specifically assist in evaluating candidate station sites in the study area, they have not been used to evaluate sites, but will be reserved for subsequent discussion of policy.

### **Station Area Concept**

For the purpose of evaluating candidate sites, city blocks that lie within the study area, shown as **Figure 3**, have been numbered. Each block was evaluated individually, however, three or four blocks will need to be assembled for the station. Between 50 feet (minimum) and 100 feet (preferred) of right of way will be required to accommodate northbound and southbound tracks, except in the station area, where four sets of tracks will be required to allow a train to dwell at the platform. Along the 1,400 feet of the platform area, required right of way for trackage is a minimum of 125 feet, with 150 feet preferred; including acceleration and deceleration zones, station-area trackage will extend approximately 4,000 linear feet.

For planning purposes, the estimated minimum station area includes three areas of approximately 300 x 400 feet (one city block) each for a station entry plaza, station house, and transit plaza. Two conceptual station plans are shown on **Figure 4**. Of course, there are many possible configurations that could have a larger or a smaller footprint, but this provides a point of departure for further planning efforts.

# Passenger Rail Station Siting Criteria

## High Speed Rail Authority/Altamont Commuter Express

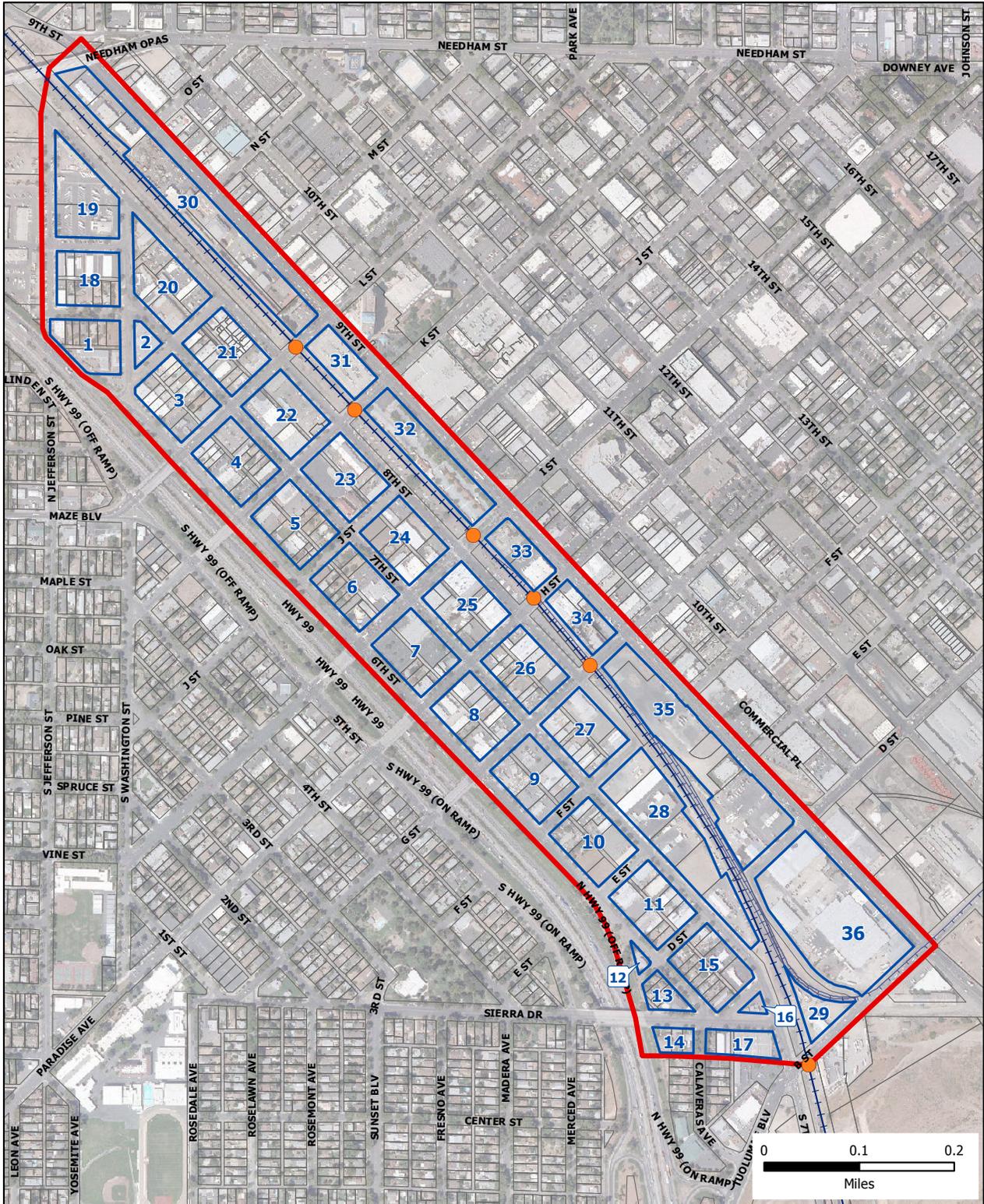
	+	○	-	-
1. Higher density within 1/2 mile of station, min. density req.				
2. Mix of land uses and housing types within 1/2 mile of station				
3. Grid street pattern, pedestrian-oriented design, multi-modal access				
4. Context-sensitive building design				
5. Limits on parking for new development; market-rate parking structures				

## Modesto

	+	○	-	-
6. Minimize utility relocation costs				
7. Maximize maintenance of existing street connections				
8. Minimize right of way costs				
9. Facilitate access by bus/transit, bicycle, foot traffic				
10.				

## Workshop

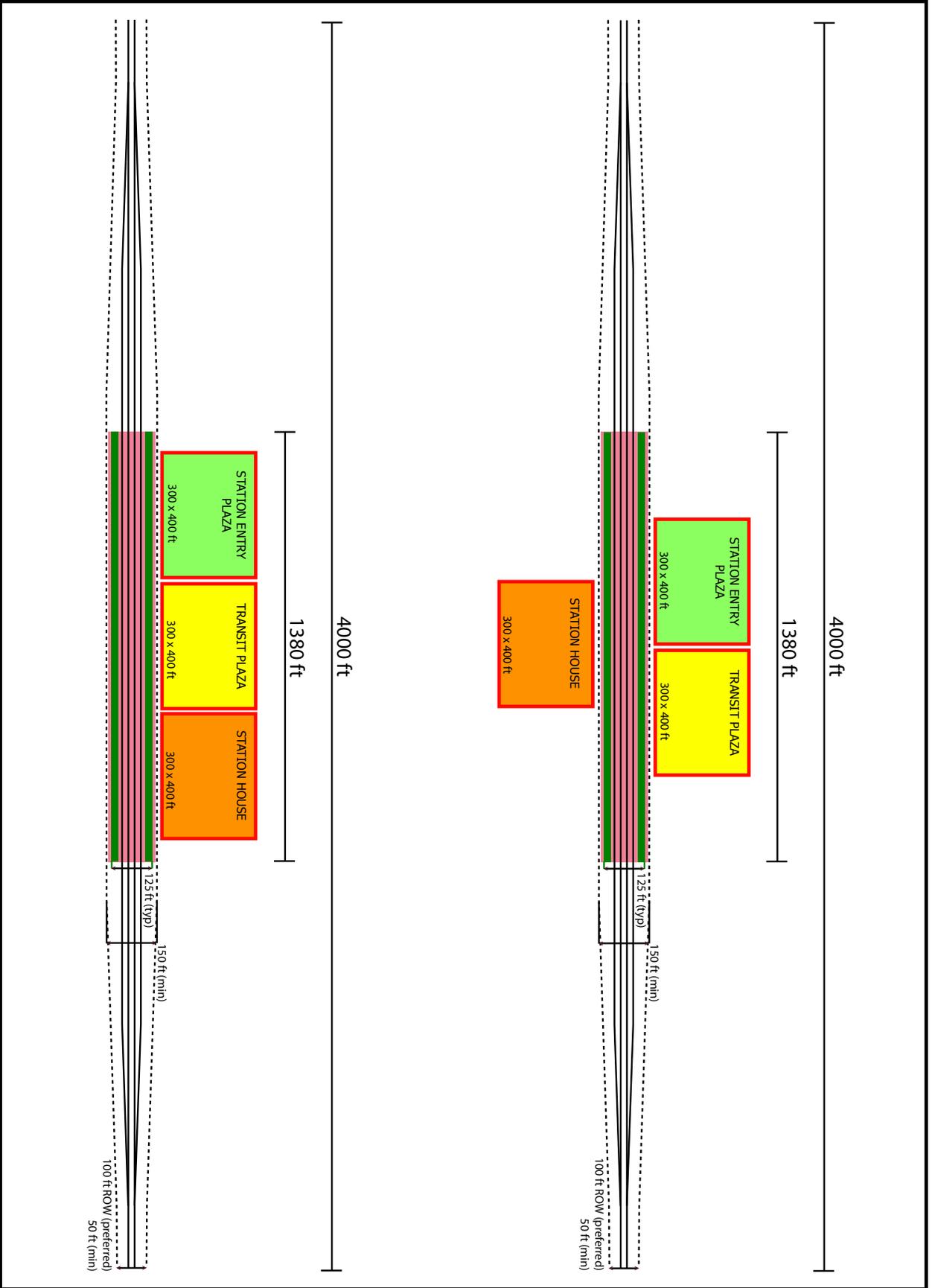
	+	○	-	-
11. What does Modesto want to become? What/where will development be?				
12. Avoid large parking lots; improve feeder service				
13. Have a plan to relocate transitional industrial development				
14. Address walkability under and around tracks				
15. Locate sensitive uses appropriately with respect to acceleration/deceleration areas				
16. Learn lessons from a similar city outside CA				
17.				



CA Passenger Rail  
**Downtown Modesto**  
**Station Study Area**  
 Numbered Blocks

- Parcels
- Block Areas
- Study Area
- + Union Pacific Railroad
- + Modesto & Empire Traction Railroad
- Existing At-Grade Rail Crossings





## **Site Evaluation Process**

For each block, every criterion was compared to an ideal situation and to the other 35 blocks in the study area. The table that accompanies the list of criteria uses a simple “+,” “O,” “--” to rate each criterion, representing “better than typical,” “typical,” and “worse than typical” ratings. An average rating for the block appears in parentheses just above the table; to develop this number, “+” was assigned 3, “O” was assigned 2, and “--” was assigned 1. The score from each criterion was added up and the total divided by 9. The average score provides a snapshot of staff’s evaluation of the site, but it should not preempt the ratings of workshop attendees.

### **Criterion 1: Higher density within ½ mile of station, minimum density requirements**

Conventional single-use zoning generally avoids establishing a minimum density, but instead often indirectly establishes maximum density through either parking requirements or floor area ratio. The Downtown Core zone (a form-based code, which regulates the form and disposition of buildings and streets) allows a broad range of uses in a single building and establishes minimum development densities.

Blocks were rated on the basis of whether they lay well within the Downtown Core (DC) zone, on the perimeter of the DC zone, or outside of the DC zone. All of the blocks in the DC zone are in the Transition District, which is the moderate density portion of the DC zone. The DC zone and the Central District may need to be extended to the eventual station area in order to capture as much value from passenger rail as possible.

### **Criterion 2: Mix of land use and housing types within ½ mile of station**

Both conventional zoning and form-based codes can create a fine-grained mix of land uses. However, form-based codes, like the City’s Downtown Core (DC) zone allow different uses to occur in a single building, creating a market-based fine-grained mix of uses. Mixed development can be created with conventional zoning if different zones lie in close proximity to each other and apply to a small area. Nevertheless, conventional zoning restricts uses more than does a form-based code.

Blocks were rated on whether they lay in or near the Downtown Core zone and whether they lay in or near a relatively good mix of conventional zones.

### **Criterion 3: Grid street pattern, pedestrian orientation, multi-modal access**

Modesto’s downtown is laid out in a grid, but the grid is interrupted primarily by State Route 99 (SR 99) and the Union Pacific Railroad (UPRR) right of way, which limit access across those facilities. To a lesser extent, connectivity is reduced by the Modesto & Empire Traction line and by the Tuolumne River, which generally limit access to downtown from south of downtown.

Providing good access to a future station site across SR 99 and UPRR was considered most important, since these facilities divide west and east Modesto. As the largest city in the region and having the highest density population and the best potential for even higher density, Modesto is the principal city of concern in this study.

**Criterion 4: Context-sensitive building design**

Form-based codes, such as the Downtown Core zone, emphasize regulating building form, disposition, and design, rather than use, resulting in context sensitivity. Conventional zoning regulates the use inside the building, rather than the building's context. Blocks were evaluated based up their location in or near the DC zone.

**Criterion 5: Limits on parking for new development, market-rate parking**

Modesto does not charge market rates for off-street or on-street parking in downtown, all parking is subsidized at this time. However, in downtown, buildings that are being reused need not provide more parking than is currently provided and shared parking is allowed. Each block received the same rating.

**Criterion 6: Minimize utility relocation costs**

Most blocks are served by or are adjacent to similar utilities: sewer, water, and stormwater pipes, utility holes, and catchbasins, so utility relocation costs would be similar from one block to another. A few blocks are not adjacent to some utilities and so relocation costs would be lower than for other blocks. Some blocks are adjacent to infrastructure that would be very costly to relocate and are rated accordingly.

**Criterion 7: Maximize maintenance of existing street connections**

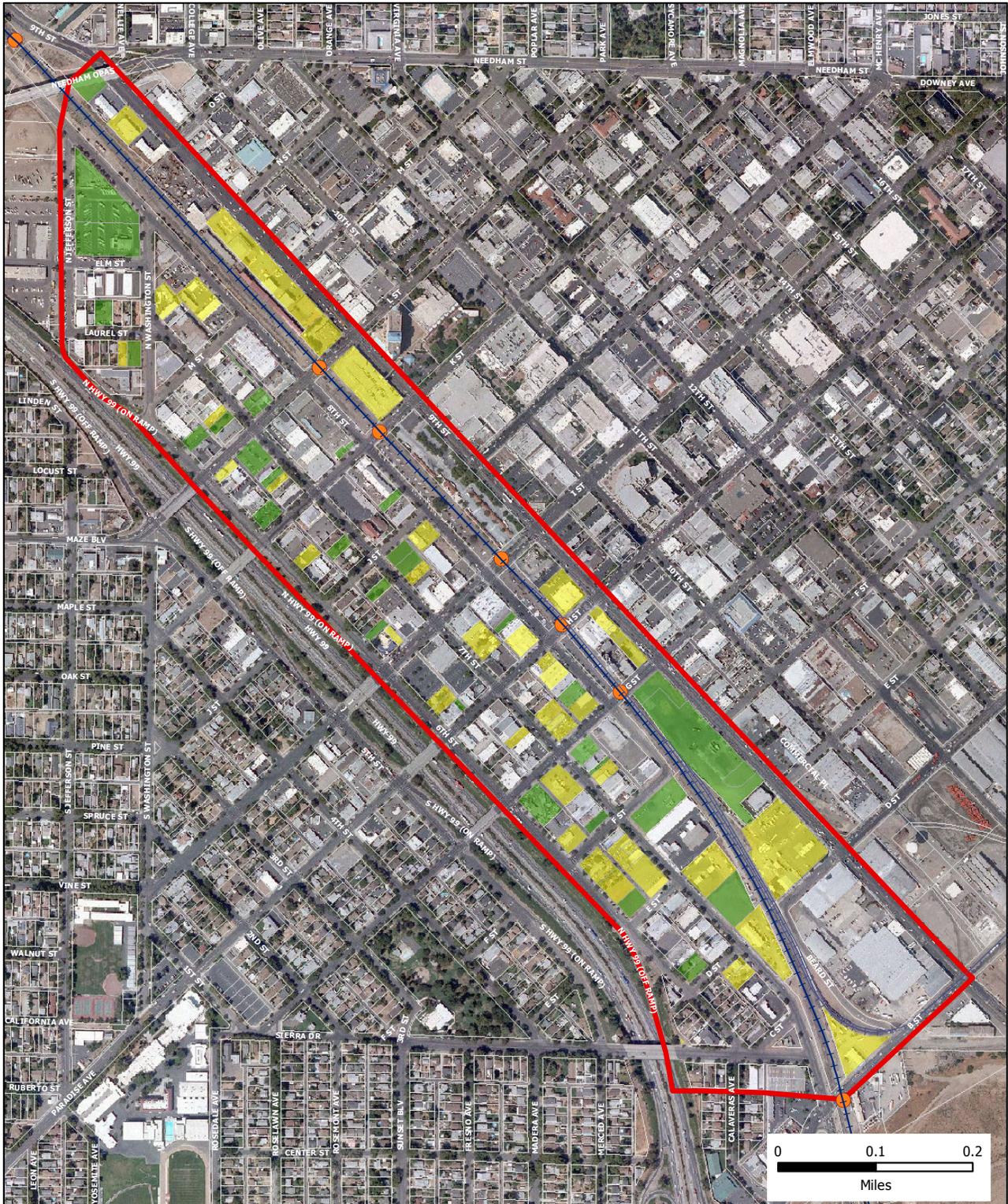
This criterion is related to 3 and 9. Access to the eventual passenger rail station is critical, and the development of passenger rail or a passenger rail station may result in a street closure. Blocks in much of the study area are adjacent to streets that provide access from all sides to the external roadway network, but many have more limited access. If the eventual station is sited on blocks that have more limited access, then consideration should be given to establishing new access points across the UPRR and SR 99, which would be difficult and costly. Higher ratings were given to blocks with good access, lower ratings to blocks with poor access, knowing the difficulty of creating new access points.

**Criterion 8: Minimize right of way costs**

Some land will need to be purchased in order to construct a passenger rail station and rails. Keeping land costs down will help control project costs. Blocks were rated based on the amount of land in public ownership and the relative values of land and improvements. Where land is vacant, acquisition costs are low. Where land value is higher than the value of improvements (underdeveloped), acquisition costs are moderate. Where the value of improvements exceeds land value, the cost of acquisition is high. **Figure 5** shows these relative values.

**Criterion 9: Facilitate access by bus/transit, bike, foot traffic**

This criterion is related to 7 and was evaluated in a manner very similar to criterion 3. Modesto has limited transit service (30- to 60-minute headways, limited weekend service) and bicycle facilities (there are none in downtown). Some downtown streets, such as 6<sup>th</sup> and 9<sup>th</sup> Streets, are wide, have relatively narrow sidewalks, and carry substantial truck traffic. Instead of considering the availability or density of transit, bicycle facilities, and walkability, which are currently limited, roadway connectivity was considered the most important measure of access to a passenger rail site by means other than automobiles, because a dense grid allows good access and appropriate facilities can be added to it as needed.



CA Passenger Rail  
**Downtown Modesto  
 Station Study Area**  
 Vacant and Underutilized Parcels

**Properties in Study Area**

- Vacant
- Underdeveloped
- Other

- Study Area
- Union Pacific Railroad
- Modesto & Empire Traction Railroad
- Existing At-Grade Rail Crossings



## Workshop 2: Prioritizing Block Groups

Because the exact passenger rail alignment has not yet been selected by the California High Speed Rail Authority, workshop attendees will prioritize blocks in such a way that creates a variety of possible choices, depending upon where passenger rail tracks cross downtown Modesto.

Using average ratings and specific information about each block that has been compiled and evaluated by staff and applying their own preferences, attendees will select groups of three contiguous blocks for the blocks that run between numbered streets:

- Best three contiguous blocks between 9<sup>th</sup> and 8<sup>th</sup> Streets  
Blocks 30, 31, 32, 33, 34, 35, 36
- Best three contiguous blocks between 8<sup>th</sup> and 7<sup>th</sup> Streets  
Blocks 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29
- Best three contiguous blocks between 7<sup>th</sup> and 6<sup>th</sup> Streets  
Blocks 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18

## Workshop 2: Report on Results

Approximately one dozen people attended the November 16, 2011, workshop. Following the introduction, including an overview of the entire high speed rail project, the attendees were split into three groups and given the instruction above. Staff assisted each group through the prioritization process, particularly by answering questions about site selection criteria and about the rating sheets for each block that follow the body of this report.

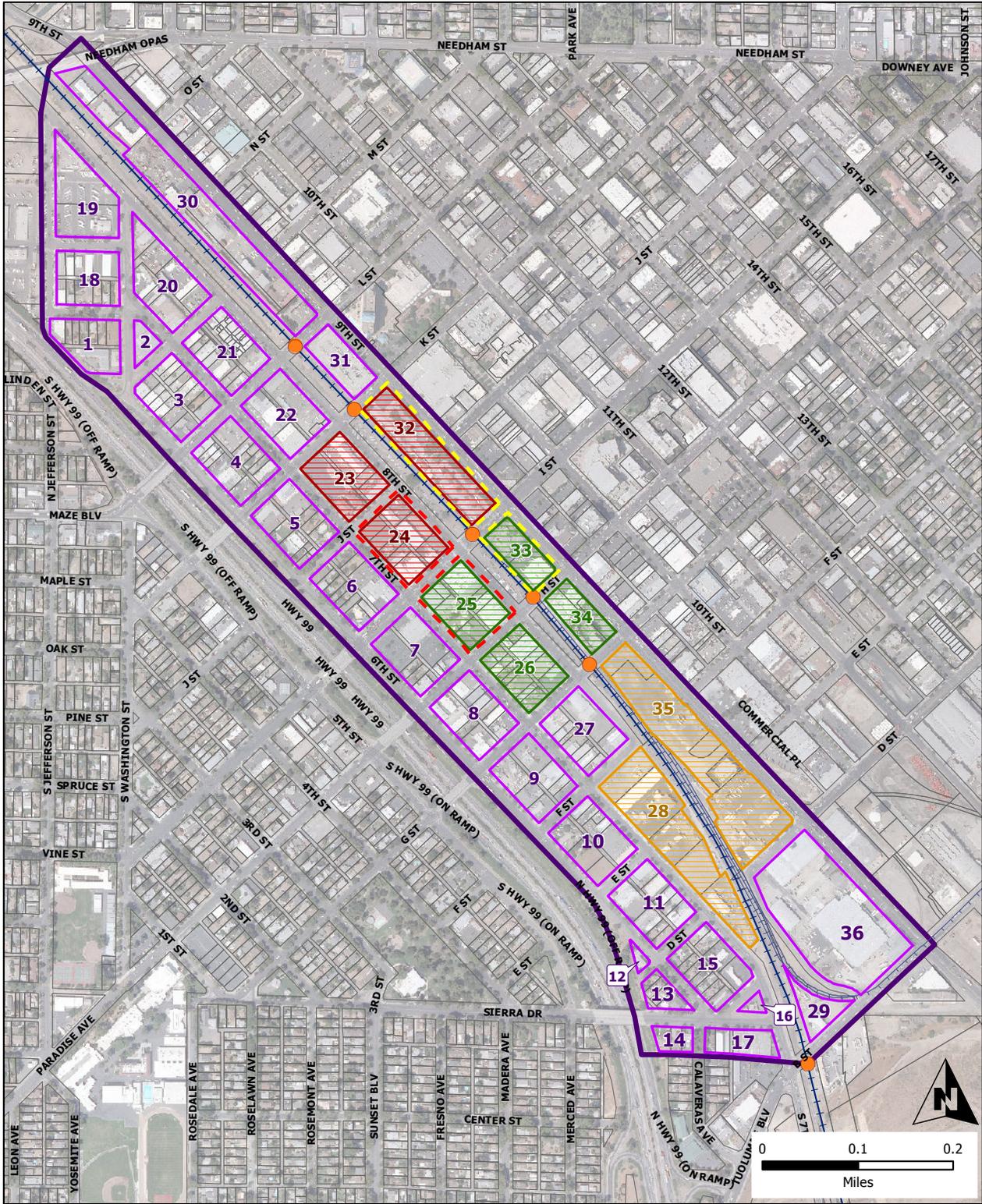
Of the three tables, one table declined to prioritize potential station sites. The remaining two tables set priorities. The first of these identified its top three sites as:

1. Blocks 25, 26, 33, and 34 (“Site A”)
2. Blocks 28 and 35 (“Site B”)
3. Blocks 23, 24, and 32 (“Site C”)

The second group identified its priorities as

1. Blocks 32 and 33 (“Site D”)
2. Blocks 24 and 25 (“Site E”)

This group identified a larger area, including Blocks 22, 23, 24, 25, 26, 31, 32, and 33, as generally good, excepting St. Stanislaus Catholic Church, and so shared some priorities with the first group (Blocks 23, 24, 25, 26, 32, 33). All of the attendees seemed to prefer locating a station away from State Route 99: no group prioritized blocks between 6<sup>th</sup> and 7<sup>th</sup> Streets. All of the prioritized blocks avoid the northerly and southerly edges of the study area, as well.



CA Passenger Rail  
**Downtown Modesto  
 Station Study Area**  
 Preferred Station Sites

- Site A
- Site B
- Site C
- Site D
- Site E

- Parcels
- Block Areas
- Study Area
- Union Pacific Railroad
- Modesto & Empire Traction Railroad
- Existing At-Grade Rail Crossings

# Block 1: Laurel, N. Washington, N. Jefferson, State Route 99 (1.22)

## Passenger Rail Station Siting Criteria

### High Speed Rail Authority/Altamont Commuter Express

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

### Modesto

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 1 is privately owned, is divided into eight lots comprising 2.1 acres, and is currently occupied with both houses and commercial buildings. One lot is vacant and one is underdeveloped.

1. Block 1 and adjacent blocks (2, 3, 18, 20) lie near but outside of Modesto’s recently adopted form-based code, which focuses denser development into a 42-block area of downtown. A zone change would be required over a fairly large area.
2. Block 1 is zoned for Commercial-Manufacturing uses and lies in an area surrounded by similar uses and bounded by State Route 99, whose right of way is about 225 feet at that point. Low-density residential development and zoning lie west of SR 99.
3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. Both of these transportation facilities limit access to Block 1; the only nearby crossing of both facilities is L Street/Maze Boulevard, one block south.
4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
6. A 6-inch sewer line extends down the alley of Block 1 and an 18-inch line lies in N. Jefferson. Four utility holes are adjacent to the block. There is a 12-inch stormwater line in N. Jefferson and partway down the alley. This line has two catchbasins, four utility holes, and one junction in the bounding streets. Block 1 is served with 8-inch water lines in N. Jefferson, N. Washington, and in the alley. In turn, these lines have two valves and two hydrants on the streets adjoining Block 1.
7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is poor at this location.
8. Right of way acquisition would be relatively expensive, as the value of buildings on most of the block exceeds the value of the land.
9. Due to poor connectivity to the external roadway network, multi-modal access will also be poor.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
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**Modesto**

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Block 2 is privately owned, is a single lot of 0.49 acres, and is currently occupied with commercial buildings.

- 1. Block 2 and adjacent blocks (1, 3, 18, 20, 21) lie near but outside of Modesto’s recently adopted form-based code, which focuses denser development into a 42-block area of downtown. A zone change to allow denser development would be required over a fairly large area.
- 2. Block 2 is zoned for Commercial-Manufacturing uses and lies in an area surrounded by similar uses and is one block from State Route 99, whose right of way is about 250 feet at that point. Low-density residential development and zoning lie west of SR 99.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. Both of these transportation facilities limit access to Block 2; the only nearby crossing of both facilities is adjacent L Street/Maze Boulevard.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. Sewer service to Block 2 is provided via a 4-inch pipe that extends across N. Washington Street from the alley immediately west of Block 2. Three sewer utility holes are adjacent to the block. Block 2 is served with an 8-inch water line in N. Washington and there is another 8-inch line in M Street. These lines have five valves and three hydrants on the adjacent streets.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is poor at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on the block exceeds the value of the land.
- 9. Due to poor connectivity to the external roadway network, multi-modal access will also be poor.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
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Block 3 is privately owned and is divided into 14 lots comprising 2.72 acres. Two lots are vacant and one is occupied with a house; 11 lots are occupied with commercial buildings.

- 1. Block 3 and some adjacent blocks (2, 20, 21) lie near but outside of Modesto’s recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Blocks 4 and 22, also adjacent to Block 3, lie within the Transition District of the city’s form-based code, an area that allows moderate density. A zone change to allow denser development would be required over a fairly large area.
- 2. Block 3 is zoned for Commercial-Manufacturing uses and lies in an area surrounded by similar uses, but is also adjacent to property in the form-based code, which can be developed with a variety of uses. State Route 99, whose right of way is about 300 feet at this point, lies adjacent to 6<sup>th</sup> Street. Low-density residential and commercial zoning lie west of SR 99.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. Both of these transportation facilities limit access to Block 3; the only nearby crossing of both facilities is adjacent L Street/Maze Boulevard.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 3 from the alley and an 8-inch line is in L Street. There are three utility holes adjacent to the site. A 12-inch stormwater pipe serves 6<sup>th</sup> Street and an 18-inch pipe serves L Street. There are three stormwater utility holes and four catchbasins adjacent to Block 3. Eight-inch water lines lie in the alley, M and L Streets, and 7<sup>th</sup> Street, which include four valves and three hydrants adjacent to the property.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is poor at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on most of the block exceeds the value of the land.
- 9. Due to poor connectivity to the external roadway network, multi-modal access will also be poor.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
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**Modesto**

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- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 4 is privately owned and is divided into 12 lots comprising 2.72 acres. Three lots are vacant and one is occupied with a house; seven lots are occupied with commercial buildings.

- 1. Block 4 and some adjacent blocks (5, 22, 23) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Blocks 3 and 21, also adjacent to Block 4, are in the Commercial Manufacturing zone. Expanding the form-based code and changing the station area to Central District, which allows the highest density, is desirable.
- 2. Block 4 is regulated by a form-based code, which allows a wide variety of uses, including residential. The area north of the site is zoned Commercial Manufacturing and Industrial. State Route 99, whose right of way is about 300 feet at this point, lies adjacent to 6<sup>th</sup> Street and limits the surrounding development potential. The area west of SR 99 is zoned for commercial and high density residential development.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. L and K Streets crosses both SR 99 and the Union Pacific.
- 4. This block lies within the area regulated by the city’s form-based code, which focuses on context sensitivity.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 4 from the alley and there is an 8-inch line in L and 6th Streets. There are four sewer utility holes adjacent to the site. An 18-inch stormwater pipe serves L Street and there are two stormwater utility holes and three catchbasins adjacent to Block 4. There is a 4-inch water line in the alley and 8- and 12-inch lines in L Street, which include six valves and two hydrants adjacent to the property.
- 7. Street connectivity to this block is good and must be maintained.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on most of the block exceeds the value of the land.
- 9. Good connectivity to the external roadway network will facilitate good multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
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- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

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- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 5 is privately owned and is divided into 11 lots comprising 2.75 acres. One lot is vacant and six are occupied with houses; four lots are occupied with commercial buildings.

- 1. Block 5 and the adjacent blocks (4, 6, 22, 23, 24) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. Block 5 is regulated by a form-based code, which allows a wide variety of uses, including residential. The area north of the site is zoned Commercial Manufacturing and Industrial. State Route 99, whose right of way is about 325 feet at this point, lies adjacent to 6<sup>th</sup> Street and limits the surrounding development potential. Land west of SR 99 is zoned for commercial and high density residential use.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. L, K, and I Streets cross both SR 99 and the Union Pacific.
- 4. This block lies within the area regulated by the city’s form-based code, which focuses on context sensitivity.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 5 from the alley; there are 8-inch lines in J and 6th Streets and an 18-inch line in J Street. There are seven sewer utility holes adjacent to the site. There is no stormwater infrastructure on or adjacent to this block. There is a 4-inch water line in the alley, which includes three valves and two hydrants adjacent to the property.
- 7. Street connectivity to this block is good and must be maintained.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on most of the block exceeds the value of the land.
- 9. Good connectivity to the external roadway network will facilitate good multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

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- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 6 is privately owned and is divided into 11 lots comprising 2.75 acres. One lot is vacant and five are occupied with houses; five lots are occupied with commercial buildings.

- 1. Block 6 and the adjacent blocks (5, 7, 23, 24, 25) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. Block 6 is regulated by a form-based code, which allows a wide variety of uses, including residential. State Route 99, whose right of way is about 325 feet at this point, lies adjacent to 6<sup>th</sup> Street and limits the surrounding development potential. Land west of SR 99 is zoned for commercial and high density residential use.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. L, K, and I Streets cross both SR 99 and the Union Pacific.
- 4. This block lies within the area regulated by the city’s form-based code, which focuses on context sensitivity.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 6 from the alley; there are an 8- and an 18-inch line in J Street, a 21-inch line in 6th Street, and a 27-inch line in 7th Street. There are seven sewer utility holes adjacent to the site. There is limited stormwater infrastructure adjacent to this block in I Street, including a pipe of unknown or variable diameter in I Street with three catchbasins and two utility holes. There is a 4-inch water line in the alley, which includes two hydrants adjacent to the property, and a water main of undefined size in I Street.
- 7. Street connectivity to this block is good and must be maintained.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on most of the block exceeds the value of the land.
- 9. Good connectivity to the external roadway network will facilitate good multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 7 is privately owned and is divided into eight lots comprising 2.78 acres. Two lots are vacant and two are occupied with houses; four lots are occupied with commercial buildings.

- 1. Block 7 and the adjacent blocks (6, 8, 24, 25, 26) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. Block 7 is regulated by a form-based code, which allows a wide variety of uses, including residential. State Route 99, whose right of way is about 300 feet at this point, lies adjacent to 6<sup>th</sup> Street and limits the surrounding development potential. Land west of SR 99 is zoned for commercial use.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. I, H, and G Streets cross both SR 99 and the Union Pacific Railroad.
- 4. This block lies within the area regulated by the city’s form-based code, which focuses on context sensitivity.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 7 from the alley; there is a 10-inch line in H Street, a 21-inch line in 6<sup>th</sup> Street, and a 27-inch line in 7th Street. There are six sewer utility holes adjacent to the site. There are 12-inch stormwater lines in H, I, and 7<sup>th</sup> Streets fed by 15 catchbasins and served by five utility holes. There is a 4-inch water line in the alley, a main line of undefined size in I Street, and an 8-inch line in H Street. There are three hydrants adjacent to the property.
- 7. Street connectivity to this block is good and must be maintained.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on most of the block exceeds the value of the land.
- 9. Good connectivity to the external roadway network will facilitate good multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 8 is privately owned and is divided into nine lots comprising 2.74 acres. One lot is occupied with a house; the remaining seven lots are occupied with commercial buildings.

- 1. Block 8 and the adjacent blocks (7, 9, 25, 26, 27) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. Block 8 is regulated by a form-based code, which allows a wide variety of uses, including residential. State Route 99, whose right of way is about 310 feet at this point, lies adjacent to 6<sup>th</sup> Street and limits the surrounding development potential. Land west of SR 99 is zoned for commercial and higher-density residential use.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. I, H, and G Streets cross both SR 99 and the Union Pacific Railroad.
- 4. This block lies within the area regulated by the city’s form-based code, which focuses on context sensitivity.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 8 from the alley; there is a 10-inch line in H Street, a 21-inch line in 6<sup>th</sup> Street, and a 27-inch line in 7th Street. There are six sewer utility holes adjacent to the site. There are 12-inch stormwater lines in G, H, and 7<sup>th</sup> Streets fed by 12 catchbasins and served by four utility holes. There is a 4-inch water line in the alley, a 12-inch line in G Street, and an 8-inch line in G and 6<sup>th</sup> Streets. There are three hydrants adjacent to the property.
- 7. Street connectivity to this block is good and must be maintained.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on most of the block exceeds the value of the land.
- 9. Good connectivity to the external roadway network will facilitate good multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 9 is privately owned and is divided into seven lots comprising 2.72 acres. One lot is vacant; the remaining six lots are occupied with commercial buildings.

- 1. Block 9 and the adjacent blocks (8, 10, 26, 27, 28) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. Block 9 is regulated by a form-based code, which allows a wide variety of uses, including residential. State Route 99, whose right of way is about 300 feet at this point, lies adjacent to 6<sup>th</sup> Street and limits the surrounding development potential. Land west of SR 99 is zoned for commercial and medium and medium-high density residential use.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. H and G Streets cross both SR 99 and the Union Pacific Railroad.
- 4. This block lies within the area regulated by the city’s form-based code, which focuses on context sensitivity.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 9 from the alley; there is a 15-inch line in F Street, a 21-inch line in 6<sup>th</sup> Street, and a 27-inch line in 7th Street. There are six sewer utility holes adjacent to the site. There is a 12-inch stormwater lines in G Street and a 14-inch line in 7<sup>th</sup> Street fed by four catchbasins and served by three utility holes. There is a 4-inch water line in the alley, a 12-inch line in G Street, and main lines in 7<sup>th</sup> and F Streets of undefined size. There are five hydrants adjacent to the property.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is poor at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on most of the block exceeds the value of the land.
- 9. Due to modest connectivity to the external roadway network, multi-modal access will also be modest.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 10 is privately owned and is divided into eight lots comprising 2.75 acres. One lot is occupied with a house and two lots are vacant; the remaining five lots are occupied with commercial buildings.

- 1. Block 10 and adjacent Blocks 11 and 28 are regulated by conventional zoning, which does not establish minimum densities. Development on adjacent Blocks 9 and 27 lie within the Transition District of the Downtown Core zone, which establishes minimum densities. A zone change to allow denser development would be required over a fairly large area.
- 2. Block 10 is zoned for commercial and industrial uses and lies in an area surrounded by similar uses, but is also adjacent to property in the form-based code, which can be developed with a variety of uses. State Route 99, whose right of way is about 310 feet at this point, lies adjacent to 6<sup>th</sup> Street. Medium-density residential and commercial zoning lie west of SR 99.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. G Street crosses both SR 99 and the Union Pacific.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 10 from the alley; there is a 15-inch line in F Street, a 21-inch line in 6<sup>th</sup> Street, and a 30-inch line in 7th Street. There are six sewer utility holes adjacent to the site. There is a 12-inch stormwater line in E Street and a 16-inch line in 7<sup>th</sup> Street fed by four catchbasins and served by four utility holes. There is a 4-inch water line in the alley and main lines in 7<sup>th</sup>, F, and E Streets of undefined size. There are five hydrants and five water valves adjacent to the property.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is poor at this location.
- 8. Right of way acquisition would be relatively inexpensive, as the value of improvements on most of the block is lower than the land value.
- 9. Due to poor connectivity to the external roadway network, multi-modal access will also be poor.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 11 is privately owned and is divided into nine lots comprising 2.75 acres. One lot is occupied with a house; the remaining eight lots are occupied with commercial buildings.

- 1. Block 11 is zoned for higher-density residential and industrial use. Adjacent blocks (10, 12, 13, 15, 28) are zoned for commercial use, in addition to higher-density residential and industrial use. Changing the station area to a form-based code to encourage a mix of uses throughout the area is desirable.
- 2. Block 11 is zoned for higher-density residential and industrial uses and is surrounded by a reasonable variety of zoning. State Route 99, whose right of way is about 400 feet at this point, lies adjacent to 6<sup>th</sup> Street. Medium-density residential zoning lies west of SR 99.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 11 from the alley; there is a 21-inch line in 6<sup>th</sup> Street, a 30-inch line in 7th Street, and a 10-inch line in D Street. There are six sewer utility holes adjacent to the site. There is a 12-inch stormwater line in E Street and a 16-inch line in 7<sup>th</sup> Street fed by five catchbasins and served by four utility holes. There is a 6-inch water line in the alley and a main in E Street. There are three hydrants and one valve adjacent to the property.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is poor at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on most of the block exceeds the value of the land.
- 9. Due to poor connectivity to the external roadway network, multi-modal access will also be poor.

# Block 12: D, 6<sup>th</sup>, State Route 99

(1.44)

## Passenger Rail Station Siting Criteria

### High Speed Rail Authority/Altamont Commuter Express

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

### Modesto

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 12 is privately owned and comprises a single 0.19-acre lot occupied with a commercial building.

- 1. Block 12 is zoned for higher-density residential use. Adjacent blocks (11, 13, 15, 28) are zoned for residential and industrial use. Changing the station area to a form-based code to encourage a mix of uses throughout the area is desirable.
- 2. Block 12 is zoned for higher-density residential use and is surrounded by a variety of zoning. State Route 99, whose right of way is about 370 feet at this point, lies adjacent to Block 12. Medium-density residential zoning lies west of SR 99.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area.
- 4. This block lies outside of the area regulated by the city's form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 12 from D Street; there is also a 21-inch line in 6<sup>th</sup> Street. There are two sewer utility holes adjacent to the site. There is no stormwater infrastructure adjacent to the site. Water infrastructure is very limited in the vicinity of the site.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is poor at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on most of the block exceeds the value of the land.
- 9. Due to poor connectivity to the external roadway network, multi-modal access will also be poor.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 13 is privately owned and is divided into four lots comprising 0.75 acres. Three lots are occupied with houses; the remaining lot is occupied with a church.

- 1. Block 13 is zoned for higher-density residential use. Adjacent blocks (11, 12, 14, 15, 16, 17) are zoned for commercial manufacturing, industrial, and residential use. Changing the station area to a form-based code to encourage a mix of uses throughout the area is desirable.
- 2. Block 13 is zoned for higher-density residential and industrial uses and is surrounded by a reasonable variety of zoning that favors industrial use. State Route 99, whose right of way is about 375 feet at this point, lies adjacent to 6<sup>th</sup> Street. Residential zoning lies west of SR 99.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. B Street crosses the railroad near Block 13 and crosses SR 99 at a more distant location. Sierra Drive also crosses SR 99.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 13 from the alley; there is a 10-inch line in D Street and a 21-inch line in 6<sup>th</sup> Street. There are five sewer utility holes adjacent to the site. There is no stormwater infrastructure adjacent to Block 13. There is an 8-inch water line in Sierra Drive and there is one hydrant adjacent to the property.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is moderately good at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on the block exceeds the value of the land.
- 9. Due to moderately good connectivity to the external roadway network, multi-modal access will also be moderately good.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 14 is privately owned and is divided into three lots comprising 0.63 acres. All three lots are occupied with houses.

- 1. Block 14 is zoned for higher-density residential use. Adjacent blocks (13, 15, 16, 17) are zoned for industrial and residential use. Changing the station area to a form-based code to encourage a mix of uses throughout the area is desirable.
- 2. Block 14 is zoned for higher-density residential and industrial uses and is surrounded by similar uses. State Route 99, whose right of way is about 300 feet at this point, lies adjacent to the site. Residential zoning lies west of SR 99.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad, State Route 99, and the Tuolumne River, which constrain access to this area. B Street crosses the railroad near Block 14 and crosses SR 99 at a more distant location. 7<sup>th</sup> Street, near the site, crosses the Tuolumne River. Sierra Drive also crosses SR 99.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 14 from the alley and there is a 21-inch line in Calaveras Street. There are three sewer utility holes adjacent to the site. There is no stormwater infrastructure adjacent to Block 14. There is a water line in the alley and an 8-inch line in Sierra Drive and there is one hydrant adjacent to the property.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is moderate at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of buildings on the block exceeds the value of the land.
- 9. Due to moderately good connectivity to the external roadway network, multi-modal access will also be moderately good.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 15 is privately owned and is divided into 11 lots comprising 2.73 acres. Six lots are occupied with houses and five are occupied with commercial buildings.

- 1. Block 15 is zoned for higher-density residential and industrial use. Adjacent blocks (11, 12, 13, 14, 15, 16, 17) are zoned for industrial, commercial-manufacturing, and residential use. Changing the station area to a form-based code to encourage a mix of uses throughout the area is desirable.
- 2. Block 15 is zoned for higher-density residential and industrial uses and is surrounded by similar uses. State Route 99, whose right of way is about 300 feet at this point, is just a block away. Residential zoning lies west of SR 99.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. B Street crosses the railroad near Block 15 and crosses SR 99 at a more distant location. Sierra Drive also crosses SR 99.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 15 from the alley. There is also a 10-inch line in D Street, a 21-inch line in 6<sup>th</sup> Street, and a 33-inch line in 7<sup>th</sup> Street. There are six sewer utility holes adjacent to the site. There is a 42-inch stormwater line in 7<sup>th</sup> Street and one utility hole. There is a 6-inch water line in the alley and there are two hydrants adjacent to the site.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is moderate at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of most improvements on the block exceeds the value of the land.
- 9. Due to moderate connectivity to the external roadway network, multi-modal access will also be moderate.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 16 is privately owned, comprising one 0.21 acre-lot, which is occupied with commercial buildings.

- 1. Block 16 is zoned for commercial manufacturing use. Adjacent blocks (14, 15, 17, 29) are zoned for industrial, commercial-manufacturing, and residential use. Changing the station area to a form-based code to encourage a mix of uses throughout the area is desirable.
- 2. Block 16 is zoned for commercial manufacturing use and is surrounded by residential and industrially zoned land. State Route 99, whose right of way is about 375 feet at this point, is just a block away. Residential zoning lies west of SR 99.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. B Street crosses the railroad near Block 15 and crosses SR 99 at a more distant location. Sierra Drive also crosses SR 99.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 15 from the alley. There is also a 10-inch line in D Street, a 21-inch line in 6<sup>th</sup> Street, and a 33-inch line in 7<sup>th</sup> Street. There are six sewer utility holes adjacent to the site. There is a 42-inch stormwater line in 7<sup>th</sup> Street and one utility hole. There is a 6-inch water line in the alley and there are two hydrants adjacent to the site.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is moderate at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of most improvements on the block exceeds the value of the land.
- 9. Due to moderately good connectivity to the external roadway network, multi-modal access will also be moderately good.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 17 is privately owned, comprising 1.23 acres in two lots and part of a second lot. One lot is occupied with a house, while the other two are occupied with commercial buildings. The configuration of this “block” is an artifact of the study area boundary.

- 1. Block 17 is zoned for office and commercial manufacturing. Adjacent blocks (13, 14, 15, 16, 29) are zoned for industrial, commercial-manufacturing, and residential use. Changing the station area to a form-based code to encourage a mix of uses throughout the area is desirable.
- 2. Block 17 is zoned for office and commercial manufacturing use and is surrounded by residential and industrially zoned land. State Route 99, whose right of way is about 310 feet at this point, is just a block away. Residential zoning lies west of SR 99.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad, State Route 99, and the Tuolumne River, which constrain access to this area. B Street crosses the railroad near Block 15 and crosses SR 99 at a more distant location. Sierra Drive also crosses SR 99 and 7<sup>th</sup> Street crosses the Tuolumne River.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. An 8-inch sewer line serves Block 17 from the alley and a 6-inch line crosses part of the block. There is also a 21-inch line in Calaveras Street and a 33-inch line in 7<sup>th</sup> Street. There are four sewer utility holes adjacent to the site. There is a 42-inch stormwater line in 7<sup>th</sup> Street, including two catchbasins and two utility holes. There is a water line in the alley and an 8-inch line in Sierra Drive; there is one hydrant adjacent to the site.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is moderate at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of most improvements on the block exceeds the value of the land.
- 9. Due to moderately good connectivity to the external roadway network, multi-modal access will also be moderately good.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 18 comprises 2.39 acres in nine lots. Two lots are owned by the City of Modesto and the rest are privately owned. Four lots are occupied by houses and one is vacant; the other four lots are occupied with commercial buildings.

- 1. Block 18 is zoned for commercial manufacturing. Adjacent blocks (1, 2, 19, 20) are zoned for industrial and commercial-manufacturing use. Changing the station area to a form-based code to encourage a mix of uses throughout the area is desirable.
- 2. The immediate area of Block 18 is zoned for commercial manufacturing and industrial use; residentially zoned land lies west of State Route 99 and commercial land lies east of the Union Pacific Railroad.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. The closest crossing is L Street, two blocks south.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 18 from the alley and a 18-inch line lies in N. Jefferson. There are four sewer utility holes adjacent to the site. There is a 12-inch stormwater line in N. Jefferson Street, including three catchbasins and two utility holes. There is a water line in the alley and in Elm Street, as well as an 8-inch line in N. Washington Street; there are six valves, and two hydrants adjacent to the site.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is poor at this location.
- 8. Right of way acquisition would be relatively expensive, as the value of most improvements on the block exceeds the value of the land, although two properties are publicly-owned.
- 9. Due to poor connectivity to the external roadway network, multi-modal access will also be poor.

# Block 19: Elm, N. Washington, 8th, N. Jefferson

(1.44)

## Passenger Rail Station Siting Criteria

### High Speed Rail Authority/Altamont Commuter Express

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

### Modesto

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 19 comprises 3.25 acres in two lots owned by the City of Modesto. The site is part of the city’s corporation yard and is occupied by industrial buildings.

1. Block 19 is zoned for commercial manufacturing. Adjacent blocks (18, 20) are zoned for industrial and commercial-manufacturing use. Changing the station area to a form-based code to encourage a mix of uses throughout the area is desirable.
2. The immediate area of Block 19 is zoned for commercial manufacturing and industrial use; residentially zoned land lies west of State Route 99 and commercial land lies east of the Union Pacific Railroad.
3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. The closest crossing is L Street, two blocks south.
4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
6. A 16-inch sewer line serves Block 19 from N. Jefferson and there is a lift station located on the site. There are four sewer utility holes adjacent to the site. There are 12-inch stormwater lines in N. Jefferson and 8<sup>th</sup> Streets. There are seven catchbasins and five stormwater utility holes. There are water lines in N. Jefferson and Elm Streets and an 8-inch line in 8<sup>th</sup> Street. There are three valves and two hydrants adjacent to the site.
7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is poor at this location.
8. Right of way acquisition would be relatively inexpensive, as the entire block is publicly owned and the buildings are relatively low-value structures.
9. Due to poor connectivity to the external roadway network, multi-modal access will also be poor.

# Block 20: 7th, N. Washington, 8th, M

(1.44)

## Passenger Rail Station Siting Criteria

### High Speed Rail Authority/Altamont Commuter Express

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

### Modesto

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 20 comprises 3.31 acres in seven lots. One lot is owned by the Modesto Irrigation District, which has an electrical substation there; the other six are privately owned.

- 1. Block 20 is zoned for industrial and commercial manufacturing uses. Adjacent blocks (2, 3, 18, 19, 21) are zoned similarly. Changing the station area to a form-based code to encourage a mix of uses throughout the area is desirable.
- 2. The immediate area of Block 20 is zoned for commercial manufacturing and industrial use; residentially zoned land lies west of State Route 99 and commercial land lies east of the Union Pacific Railroad.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. The closest crossing is L Street, one block south.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 20 from the alley; another 6-inch line serves the block from 7<sup>th</sup> Street. There are six sewer utility holes adjacent to the site. There is a 12-inch stormwater line in M Street and a 15-inch stormwater line in 8<sup>th</sup> Street. There are three catchbasins and five stormwater utility holes. The block is served by a 4-inch line from the alley and there are 8-inch lines in N. Washington and M Streets. There are two hydrants adjacent to the site.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is poor at this location.
- 8. Right of way acquisition would be relatively expensive, as most of block is privately held and the publicly-owned piece is occupied by an electrical substation.
- 9. Due to poor connectivity to the external roadway network, multi-modal access will also be poor.

### Passenger Rail Station Siting Criteria

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 21 comprises 2.73 acres in 25 privately-held lots, including an 18-unit commercial condominium. Three vacant lots are the former site of Modesto Steam; the remaining lots are occupied with commercial buildings.

- 1. Block 21 is zoned for industrial and commercial manufacturing uses. Adjacent blocks (2, 3, 20) are zoned similarly, however blocks 4 and 22 lie within the Transitional District of Modesto’s form-based code. Changing the station area to a form-based code to facilitate a mix of uses throughout the area is desirable.
- 2. The immediate area of Block 21 is zoned for commercial manufacturing and industrial use; residentially zoned land lies west of State Route 99 and commercial land lies east of the Union Pacific Railroad.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. The closest crossing of these facilities is adjacent L Street.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 21 from the alley and there is an 8-inch line in L Street. There are four sewer utility holes adjacent to the site. There is a 12-inch stormwater line in M Street, a 15-inch stormwater line in 8<sup>th</sup> Street, and an 18-inch line in L Street. There are seven catchbasins and four stormwater utility holes. The block is served by a 4-inch line from the alley and there are 8-inch lines in L, M, and 7th Streets, as well as another 12-inch line in L Street. There are two hydrants and four valves adjacent to the site.
- 7. In order for this block to be used for a passenger rail station, maintenance and enhancement of street connectivity would be the highest priority, as existing connectivity is moderately good at this location.
- 8. Right of way acquisition would be relatively expensive, as the entire block is privately held.
- 9. Due to moderately good connectivity to the external roadway network, multi-modal access will also be moderately good.

### Passenger Rail Station Siting Criteria

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 22 comprises 2.77 acres in five lots. Two small lots are owned by the City of Modesto and three large lots are privately held. Modesto operates a well (#3) at this site, however, the well has been contaminated by PCE from Modesto Steam and is not currently operating. The City plans to remediate the well. The privately-owned lots are occupied with commercial buildings.

- 1. Block 22 and some adjacent blocks (4, 5, 23, 31) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Blocks 3, 21, and 30, also adjacent to Block 22, are in the commercial manufacturing and industrial zones. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 22 allows a variety of uses, although the single-use zones north of the site are more restrictive than is the form-based code. Residentially-zoned land lies west of State Route 99. The high-density Central District two blocks west of the site.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. Both L and K Streets cross both facilities, providing good connectivity.
- 4. Block 22 is regulated by the city’s form-based code, which focuses on context sensitivity. The form-based code could be expanded to nearby areas to allow better station-area development.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 22 from the alley and there is an 8-inch line in L Street, as well as a 27-inch line in K Street. There are five sewer utility holes adjacent to the site. There is an 18-inch line in L Street and a 12-inch line in the alley. There are four catchbasins and three stormwater utility holes adjacent to the block. The block is served by a 12-inch water line from the alley and there are 8- and 12-inch water lines in L Street, as well as 6- and 12-inch lines in K Street. There are eight valves adjacent to the site.
- 7. Street connectivity is good and must be maintained.
- 8. Right of way acquisition would be relatively expensive, as most of the block is privately held.
- 9. Good connectivity to the external roadway network will result in good multi-modal access.

### Passenger Rail Station Siting Criteria

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 23 comprises 2.75 acres in four privately-owned lots. One lot is occupied by historic St. Stanislaus Cathedral (1910) and the remaining lots are occupied with commercial buildings.

- 1. Block 23 and adjacent blocks (4, 5, 6, 22, 24, 31, 32) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 23 allows a variety of uses, although the single-use zones north of the site are more restrictive than is the form-based code. Commercial and residentially-zoned land lies west of State Route 99. The high-density Central District is two blocks west of the site.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. L, K, and I Streets cross both facilities, providing good connectivity.
- 4. Block 23 is regulated by the city’s form-based code, which focuses on context sensitivity. The form-based code could be expanded to nearby areas to allow better station-area development.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 23 from the alley. There are also a 27-inch line in K Street, an 8- and an 18-inch line in J Street, and a 27-inch line in 7<sup>th</sup> Street and seven sewer utility holes adjacent to the site. There is no stormwater infrastructure adjacent to the site. The block is served by a 12-inch water line from the alley and there are 6- and 12-inch lines in K Street. There are six valves and one hydrant adjacent to Block 23.
- 7. Street connectivity is good and must be maintained.
- 8. Right of way acquisition would be relatively expensive, as most of the block is privately held.
- 9. Good connectivity to the external roadway network will result in good multi-modal access.

### Passenger Rail Station Siting Criteria

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 24 comprises 2.75 acres in eight privately-owned lots. Two lots are vacant, one is occupied with a house, and five are occupied with commercial buildings.

- 1. Block 24 and adjacent blocks (5, 6, 7, 23, 25, 31, 32) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 24 allows a variety of uses, although the single-use zones north of the site are more restrictive than is the form-based code. Commercial and residentially-zoned land lies west of State Route 99. The high-density Central District is two blocks west of the site.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. Nearby K, I, and H Streets cross both facilities, providing good connectivity.
- 4. Block 24 is regulated by the city’s form-based code, which focuses on context sensitivity. The form-based code could be expanded to nearby areas to allow better station-area development.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 24 from the alley. There is also a 27-inch line in 7<sup>th</sup> Street, a 10-inch line in 8<sup>th</sup> Street, and 8- and 18-inch lines in J Street, as well as six sewer utility holes adjacent to the site. There is minimal stormwater infrastructure adjacent to the site, in the form of a line of unknown diameter in I Street served by three adjacent catchbasins and two utility holes. The block is served by a 12-inch water line from the alley and a main in I Street. There is one adjacent valve and one adjacent hydrant.
- 7. Street connectivity is good and must be maintained.
- 8. Right of way acquisition would be relatively expensive, as the block is privately held.
- 9. Good connectivity to the external roadway network will result in good multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 25 comprises 2.82 acres in eight privately-owned lots. One lot is vacant and seven are occupied with commercial buildings.

- 1. Block 25 and adjacent blocks (6, 7, 8, 24, 26, 32, 33, 34) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 25 allows a variety of uses. Commercially-zoned land lies west of State Route 99. The high-density Central District is two blocks west of the site.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. Nearby I, H, and G Streets cross both facilities, providing good connectivity.
- 4. Block 25 is regulated by the city’s form-based code, which focuses on context sensitivity. The form-based code could be expanded to nearby areas to allow better station-area development.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 25 from the alley. There is also a 27-inch line in 7<sup>th</sup> Street, a 10-inch line in 8<sup>th</sup> Street, and a 10-inch line in H Street, as well as four sewer utility holes adjacent to the site. There is a 12-inch stormwater collection pipe in 7<sup>th</sup> Street served by three adjacent catchbasins and two utility holes. The block is served by a 12-inch water line from the alley and an 8-inch water line in H Street. There are four adjacent valves and three adjacent hydrants.
- 7. Street connectivity is good and must be maintained.
- 8. Right of way acquisition would be relatively expensive, as the block is privately held.
- 9. Good connectivity to the external roadway network will result in good multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 26 comprises 2.72 acres in 14 privately-owned lots. Four lots are vacant, two are occupied by houses, and eight are occupied with commercial buildings.

- 1. Block 26 and adjacent blocks (7, 8, 9, 25, 27, 33, 34, 35) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 26 allows a variety of uses. Commercial and residentially-zoned land lies west of State Route 99. The high-density Central District is two blocks west of the site.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. Nearby I, H, and G Streets cross both facilities, providing good connectivity.
- 4. Block 26 is regulated by the city’s form-based code, which focuses on context sensitivity. The form-based code could be expanded to nearby areas to allow better station-area development.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 26 from the alley. There is also a 27-inch line in 7<sup>th</sup> Street, a 10-inch line in H Street, as well as four sewer utility holes adjacent to the site. There is a 12-inch stormwater collection pipe in 7<sup>th</sup> Street fed by two adjacent catchbasins and two utility holes. The block is served by a 12-inch water line from the alley. There is also a 12-inch water line in G Street and an 8-inch line in H Street. There are four adjacent valves and one adjacent hydrant.
- 7. Street connectivity is good and must be maintained.
- 8. Right of way acquisition would be relatively inexpensive, as the value of buildings on the block is generally less than the value of the land.
- 9. Good connectivity to the external roadway network will result in good multi-modal access.

### Passenger Rail Station Siting Criteria

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 27 comprises 2.75 acres in nine privately-owned lots. Two lots are vacant and seven are occupied with commercial buildings.

- 1. Block 27 and adjacent blocks (8, 9, 26, 34, 35) lie within the moderate-density Transition District of the recently adopted form-based code, which focuses denser development into a 42-block area of downtown. Blocks 10 and 28 are zoned for industrial use. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 27 allows a variety of uses, including industrial development adjacent and commercial and residentially-zoned land west of State Route 99. The high-density Central District is two blocks west of the site.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99, which constrain access to this area. Nearby H and G Streets cross both facilities, providing good connectivity.
- 4. Block 27 is regulated by the city’s form-based code, which focuses on context sensitivity. The form-based code could be expanded to nearby areas to allow better station-area development.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. A 6-inch sewer line serves Block 27 from the alley. There is also a 27-inch line in 7<sup>th</sup> Street and a 15-inch line in F Street, as well as five sewer utility holes adjacent to the site. There is a 14-inch stormwater collection pipe in 7<sup>th</sup> Street fed by two adjacent catchbasins and two utility holes. The block is served by a 4-inch water line from the alley. There is also a 12-inch water line in G Street and a main line in F Street. There are four adjacent valves and three adjacent hydrants.
- 7. Street connectivity is good and must be maintained.
- 8. Right of way acquisition would be relatively expensive, as the block is privately held and the value of buildings on most lots exceeds the value of the land.
- 9. Good connectivity to the external roadway network will result in good multi-modal access.

# Block 28: F, 7<sup>th</sup>, Union Pacific

(2.11)

## Passenger Rail Station Siting Criteria

### High Speed Rail Authority/Altamont Commuter Express

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

### Modesto

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 28 comprises 5.86 acres in five privately-owned lots. One lot is vacant and four are occupied with commercial buildings.

1. Block 28 and adjacent blocks (10, 11, 15, 29, 35, 26) lie outside the form-based code. Adjacent Blocks 9 and 27 are included in the moderate density Transition District of the Downtown Core zone, which has minimum density requirements. Changing the station area to Central District, which allows the highest density, is desirable.
2. The immediate vicinity of Block 28 allows a variety of uses, including industrial development adjacent and commercial and residentially-zoned land west of State Route 99. The Downtown Core zone, which allows a variety of uses, lies north of and adjacent to the site.
3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad, State Route 99, and the Tuolumne River. G Street crosses both SR 99 and the Union Pacific Railroad. Sierra Drive also crosses SR 99, providing good connectivity. 7<sup>th</sup> and 9<sup>th</sup> Streets cross the Tuolumne River.
4. This block lies outside of, but adjacent to, the area regulated by the city's form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area to allow better station-area development.
5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
6. Sewer lines adjacent to Block 28 include a 30-33-inch line in 7<sup>th</sup> Street, a 15-inch line in F Street, and 10-inch and 27-inch sewer lines crossing midblock. There are eight sewer utility holes adjacent to or on the site. There is a 16-to-42-inch stormwater collection pipe in 7<sup>th</sup> Street and a 42-inch pipe crossing midblock. These lines are fed by one adjacent catchbasin and one utility hole. There are water lines in 7<sup>th</sup> Street and in F Street. There are three adjacent valves and two adjacent hydrants.
7. Street connectivity is moderately good and must be maintained.
8. Right of way acquisition would be relatively inexpensive, as the value of buildings on most lots is less than the value of the land.
9. Moderately good connectivity to the external roadway network will result in moderately good multi-modal access.

# Block 29: Union Pacific, B, M&ET, Beard

(1.78)

## Passenger Rail Station Siting Criteria

### High Speed Rail Authority/Altamont Commuter Express

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

### Modesto

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 29 comprises a single 1.06-acre, privately-owned lot, that is occupied by commercial buildings.

1. Block 29 and adjacent blocks (15, 16, 28, 36) lie outside the Downtown Core zone, which has minimum density requirements. This block is zoned for industrial use; areas nearby include various residential densities, commercial, and commercial manufacturing uses. Changing the station area to Central District, which allows the highest density and has minimum density requirements, is desirable.
2. The immediate vicinity of Block 29 allows a variety of uses, as noted above. The Downtown Core zone, which allows a variety of uses in a single building, lies north of F Street.
3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad, Modesto & Empire Traction, State Route 99, and the Tuolumne River. B Street crosses both SR 99 and the Union Pacific Railroad. Sierra Drive also crosses SR 99 and 7<sup>th</sup> Street crosses the Tuolumne River. Because of this block's adjacency to two railroad rights of way, it is particularly difficult to access.
4. This block lies outside of the area regulated by the city's form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area to allow better station-area development.
5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
6. Sewer lines adjacent to Block 29 include 4-inch lines in B Street and an 8-inch line in Beard Street. There are two sewer utility holes adjacent to the site. There is no stormwater infrastructure adjacent to Block 29. There is a 6-inch water line in Beard Street and a water main in B Street. There is one hydrant adjacent to the block.
7. Street connectivity is poor. This site could be included in the station, but access must be improved.
8. Right of way acquisition would be relatively inexpensive, as the block is privately held and the land value exceeds the value of buildings.
9. Poor connectivity to the external roadway network will result in poor multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 30 is a 6.68-acre block that is divided into seven lots, of which six are privately owned and one is owned by the City of Modesto. There is one vacant lot, the rest are occupied by commercial buildings.

- 1. Block 30 and adjacent blocks (19, 20, 21) lie outside the Downtown Core zone, which has minimum density requirements. This block is zoned for industrial use; areas nearby also allow commercial manufacturing and commercial uses. Adjacent Blocks 22 and 31 are in the Transitional District of the Downtown Core zone, which has minimum density requirements. Changing the station area to Central District, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 30 allows a variety of uses, as noted above. The Downtown Core zone, which allows a variety of uses in a single building, lies south of L Street.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. Adjacent L Street crosses both of these facilities. The block’s adjacency to the Union Pacific right of way generally limits access, however, the long frontage of the block could be used to good advantage.
- 4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area to allow better station-area development.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. Sewer lines adjacent to Block 30 include 16-inch line that crosses midblock, a 27-inch line and an 8-inch line in 9<sup>th</sup> Street, and an 8-inch line in L Street. There are 15 sewer utility holes adjacent to the site. There is a 36-42-inch stormwater collection pipe in 9<sup>th</sup> Street, served by five catchbasins and eight utility holes. There is an 8-inch water line in 9<sup>th</sup> Street and a 12-inch line in L Street. There are one valve and four hydrants adjacent to the block.
- 7. Street connectivity is moderately good.
- 8. Right of way acquisition would be relatively inexpensive, as the block is privately held and the land value often exceeds the value of buildings on a particular lot.
- 9. Moderately good connectivity to the external roadway network will result in moderately good multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 31 is a single-lot, 1.63-acre block that is currently owned by the City of Modesto and is developed with a parking structure. The City has a contract with the Doubletree Hotel that authorizes joint use of the City-owned structure, but which surrenders use to the Doubletree Hotel around 2020.

- 1. Block 31 and adjacent blocks (22, 23, 32) lie within the Transition District of the Downtown Core zone, which has minimum density requirements. Adjacent blocks 30 and 21 are zoned for industrial and commercial manufacturing uses. Extending the Central District to the station, just a block away, which allows the highest density, is desirable. Alternatively, this structure could be used by patrons of passenger rail if changes were made to the existing contract with the Doubletree Hotel.
- 2. The immediate vicinity of Block 31 allows a variety of uses, as noted above. The Downtown Core zone, which allows a variety of uses in a single building, regulates the area south of L Street.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. Adjacent L and K Streets cross both of these facilities.
- 4. This block lies in the Transition District of the Downtown Core zone, which focuses on context sensitivity.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. Sewer lines adjacent to Block 31 include 8-inch lines in L and 9<sup>th</sup> Streets and a 27-inch line in K Street. There are five sewer utility holes adjacent to the site. There is an 18-inch stormwater collection pipe in L Street and a 42-inch pipe in 9<sup>th</sup> Street, as well as a pipe in K Street, which are served by two adjacent catchbasins and six adjacent utility holes. There is a 12-inch line in L Street, another water line in 9<sup>th</sup> Street and two water mains in K Street. There are three valves and two hydrants adjacent to the block.
- 7. Street connectivity is good.
- 8. Right of way acquisition would be relatively inexpensive, as the block is owned entirely by the City of Modesto and the value of the parking structure is less than the value of the land.
- 9. Good connectivity to the external roadway network will result in good multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 32 is a single-lot 3.54-acre block that is currently owned by the City of Modesto and is the site of the City’s transit center. The site is occupied in part by the historically significant Southern Pacific Railroad Depot (1915), which is on the City’s Landmark Preservation list (#19).

- 1. Block 32 and adjacent blocks (22, 23, 24, 25, 31, 33) lie within the Transition District of the Downtown Core zone, which has minimum density requirements. Extending the Central District to the station, just a block away, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 32 allows a variety of uses. The Downtown Core zone, which allows a variety of uses in a single building, regulates development in the area.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. Adjacent K and I Streets cross both of these facilities.
- 4. This block lies in the Transition District of the Downtown Core zone, which focuses on context sensitivity.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. Sewer lines adjacent to Block 32 include 27-inch line in K Street, 8- and 12-inch lines in 9<sup>th</sup> Street, 8- and 18-inch lines crossing the site, and a 4-inch line serving the site from I Street. There are nine sewer utility holes adjacent to the site. There is a 42-inch stormwater collection pipe in 9<sup>th</sup> Street, as well as a pipe stubs in K and I Streets, which are served by five adjacent catchbasins and four adjacent utility holes. There are two water mains in K Street, a main in I Street, and a main in 9<sup>th</sup> Street. Another main traverses the site parallel to 9<sup>th</sup> Street. There are eight valves and five hydrants adjacent to or on Block 32.
- 7. Street connectivity is good.
- 8. Right of way acquisition would be relatively inexpensive, as the block is owned entirely by the City of Modesto.
- 9. Good connectivity to the external roadway network will result in good multi-modal access.

# Block 33: Union Pacific, I, 9<sup>th</sup>, H

(2.67)

## Passenger Rail Station Siting Criteria

### High Speed Rail Authority/Altamont Commuter Express

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

### Modesto

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 33 is a privately-owned 1.57-acre block divided into two lots. Each lot is occupied by a commercial building.

- 1. Block 33 and adjacent blocks (24, 25, 26, 32, 34) lie within the Transition District of the Downtown Core zone, which has minimum density requirements. Extending the Central District to the station, just a block away, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 33 allows a variety of uses. The Downtown Core zone, which allows a variety of uses in a single building, regulates development in the area.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. Adjacent I and H Streets cross both of these facilities.
- 4. This block lies in the Transition District of the Downtown Core zone, which focuses on context sensitivity.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. Sewer lines adjacent to Block 33 include a 12-inch line in 9<sup>th</sup> Street and a 12-inch line in H Street. There are three sewer utility holes adjacent to the site. There is a 42-inch stormwater collection pipe in 9<sup>th</sup> Street, as well as 12-inch pipe stubs in I and H Streets, which are served by two adjacent catchbasins and three adjacent utility holes. There is a water main in I Street and one in 9<sup>th</sup> Street. There are two hydrants adjacent to Block 33.
- 7. Street connectivity is good.
- 8. Right of way acquisition would be relatively expensive, as the block is privately-owned and building values are roughly equal to land values.
- 9. Good connectivity to the external roadway network will result in good multi-modal access.

# Block 34: Union Pacific, H, 9<sup>th</sup>, G

(2.56)

## Passenger Rail Station Siting Criteria

### High Speed Rail Authority/Altamont Commuter Express

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

### Modesto

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 34 is a privately-owned 1.62-acre block divided into four lots. Each lot is occupied by a commercial building.

- 1. Block 34 and adjacent blocks (25, 26, 27, 33, 35) lie within the Transition District of the Downtown Core zone, which has minimum density requirements. Extending the Central District to the station, just a block away, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 34 allows a variety of uses. The Downtown Core zone, which allows a variety of uses in a single building, regulates development in the area.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. Adjacent I and H Streets cross both of these facilities.
- 4. This block lies in the Transition District of the Downtown Core zone, which focuses on context sensitivity.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. Sewer lines adjacent to Block 34 include a 12-inch line in H Street and a 14-inch line in 9<sup>th</sup> Street. There are four sewer utility holes adjacent to the site. There is a 42-inch stormwater collection pipe in 9<sup>th</sup> Street, as well as a 12-inch pipe in H Street, which are served by three adjacent catchbasins and three adjacent utility holes. There is a water main in 9th Street and a 12-inch water line in G Street. There is one hydrant adjacent to Block 34.
- 7. Street connectivity is good.
- 8. Right of way acquisition would be relatively expensive, as the block is privately-owned and building values are roughly equal to land values.
- 9. Good connectivity to the external roadway network will result in good multi-modal access.

**Passenger Rail Station Siting Criteria**

**High Speed Rail Authority/Altamont Commuter Express**

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

**Modesto**

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 35 is a privately-owned 8.05-acre block divided into five lots. Three lots are vacant and two are occupied by commercial buildings.

- 1. One-third of Block 35 and adjacent blocks (26, 27, 34) lie within the Transition District of the Downtown Core zone, which has minimum density requirements. Two-thirds of Block 35 and adjacent Blocks 28 and 36 lie outside the Downtown Core zone and are regulated by conventional zoning, which does not establish minimum densities. Extending the Central District to the station, just a block away, which allows the highest density, is desirable.
- 2. The immediate vicinity of Block 35 allows a variety of uses. One-third of the block allows various uses in a single building, as do surrounding blocks to the north, west, and east, all of which lie in the Downtown Core zone. Two-thirds of Block 35 and the blocks to the south are zoned for industrial use.
- 3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad and State Route 99. Adjacent I and H Streets cross both of these facilities.
- 4. One-third of this block lies in the Transition District of the Downtown Core zone, which focuses on context sensitivity, hence the hybrid rating for this criterion.
- 5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
- 6. Sewer lines adjacent to Block 35 include a 14-16-inch line in 9th Street, a 10-inch and a 27-inch sewer line in D Street, and a 15-inch line crossing the site midblock. There are 15 sewer utility holes adjacent to the site. There is a 42-inch stormwater collection pipe in 9<sup>th</sup> Street and a 42-inch pipe in D Street, which are served by three adjacent catchbasins and five adjacent utility holes. There is a 12-inch water line in G Street, and water mains in both 9th and D Streets. There are three hydrants adjacent to Block 35.
- 7. Street connectivity is moderately good.
- 8. Right of way acquisition would be relatively inexpensive; although the block is privately-owned, improvement values are generally less than land values.
- 9. Moderately good connectivity to the external roadway network will result in moderately good multi-modal access.

# Block 36: M&ET/Beard, D, 9<sup>th</sup>, B

(2.00)

## Passenger Rail Station Siting Criteria

### High Speed Rail Authority/Altamont Commuter Express

- 1 Higher density within 1/2 mile of station, minimum density requirements
- 2 Mix of land uses and housing types within 1/2 mile of station
- 3 Grid street pattern, pedestrian-oriented design, multi-modal access
- 4 Context-sensitive building design
- 5 Limits on parking for new development; market-rate parking structures

### Modesto

- 6 Minimize utility relocation costs
- 7 Maximize maintenance of existing street connections
- 8 Minimize right of way costs
- 9 Facilitate access by bus/transit, bicycle, foot traffic

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Block 36 is a single-lot, privately-owned 9.1-acre block that is occupied by commercial buildings.

1. Block 36 and adjacent blocks (15, 16, 19, 35) lie outside the Downtown Core zone, which establishes minimum density requirements, and are instead regulated by conventional zoning, which does not establish minimum densities. Extending the Central District to the station is desirable.
2. The immediate vicinity of Block 36 allows a variety of uses in limited-use zones. Most properties are zoned for industrial use, but areas nearby are also zoned for commercial manufacturing, commercial, higher density residential, and low density residential uses.
3. Downtown Modesto has a gridded street pattern. However, the grid is interrupted by the Union Pacific Railroad, Modesto & Empire Traction, State Route 99, and the Tuolumne River. Adjacent B Street crosses the Union Pacific and SR 99; Sierra Drive also crosses SR 99. Both 9<sup>th</sup> and 7<sup>th</sup> Streets cross the Tuolumne River.
4. This block lies outside of the area regulated by the city’s form-based code, which focuses on context sensitivity. A form-based code could be prepared for this area to allow better station-area development.
5. At this time, Modesto does not limit parking or charge market rates. In downtown, parking can be shared to reduce the total supply. Adaptive reuse of existing buildings does not require compliance with parking ratios that apply outside of downtown.
6. Sewer lines adjacent to Block 36 include a 10-inch and a 27-inch sewer line in D Street, an 8-inch line in Beard Street, a 6-inch sewer line in D Street, a 16-inch line in 9<sup>th</sup> Street, and a 6-inch line on that extends onto the site. There are 12 sewer utility holes adjacent to the site. There is a 42-inch stormwater collection pipe in D Street, which is served by four adjacent catchbasins and three adjacent utility holes. There are several water lines adjacent to Block 36, including water mains in 9th, D, and B Streets and a 6-inch line in Beard Street. Three hydrants are adjacent to the site.
7. Street connectivity is moderately good.
8. Right of way acquisition would be relatively expensive because the block is privately-owned and improvement values are higher than land values.
9. Moderately good connectivity to the external roadway network will result in moderately good multi-modal access.