

# Welcome



**Welcome**

# **High Speed Rail Visual Design Guidelines**

**Community Working Groups**

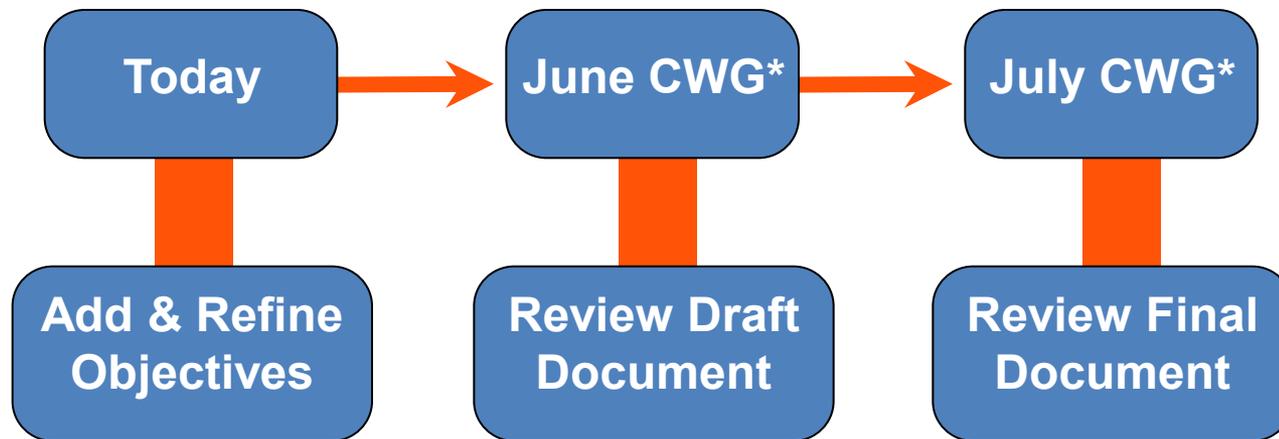
**Meeting Four**

**May 23rd & May 26th, 2011**

# Tonight's Agenda

1. Welcome and Introductions
2. Agenda & where we are in the process - *Eileen Goodwin*
  - Schedule- set dates for June and July meetings
  - Deliverables & CWG Outreach
3. Workshop Overview - Topics for further discussion - *Eileen Goodwin*
4. Incorporating workshop input into the Guidelines
  - Overview and Unique San Jose Elements
  - Framework
  - Diridon Station
  - Aerials & Crossings
  - Monterey Highway
  - Relationship with CHSRA Project EIR
5. Public Comment
6. Next Steps - *Eileen Goodwin*
7. Adjourn

# Schedule



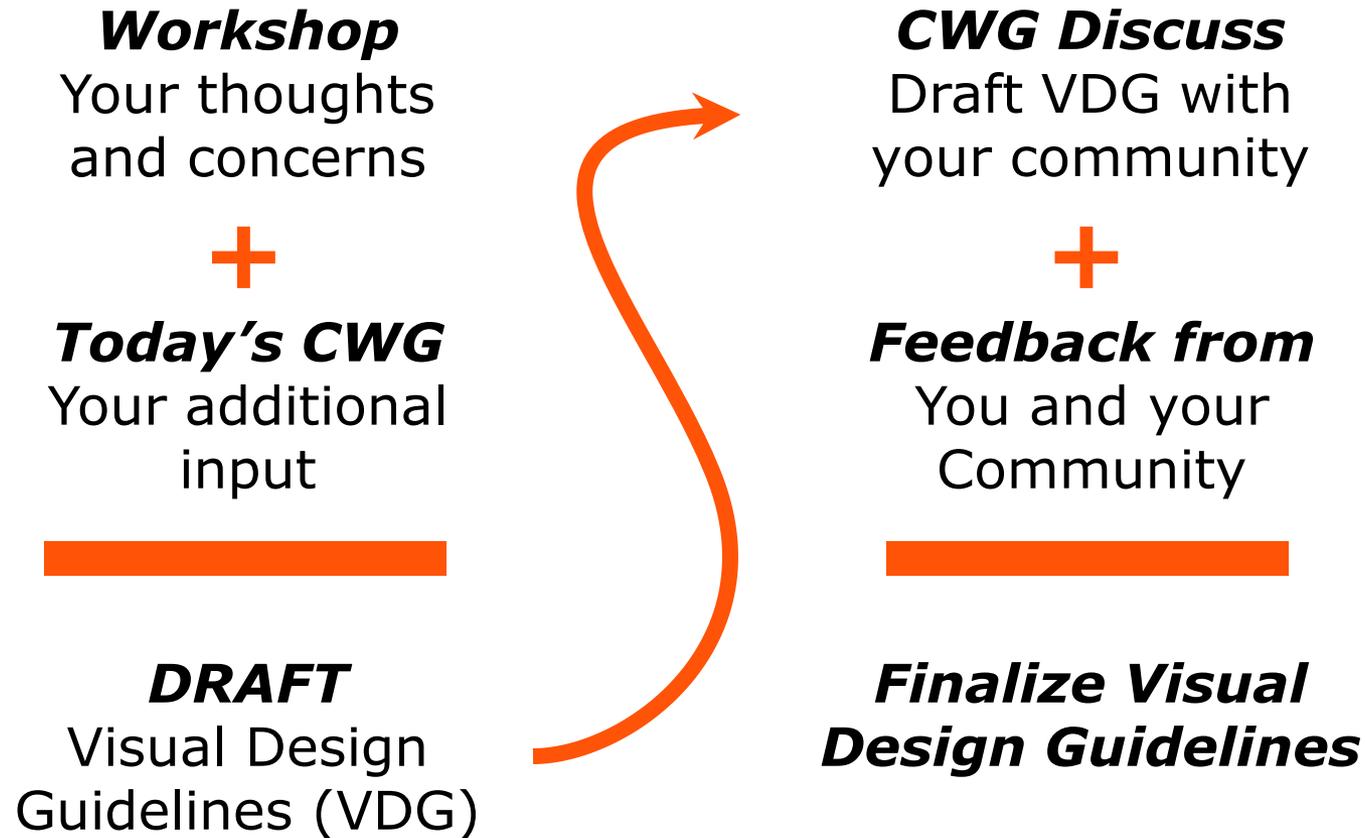
\* Tentative dates under consideration

## *Goals for Tonight's Meeting*

CWG will review workshop input and provide additional comments to project team to prepare the Draft Visual Design Guidelines

Project team will provide you with draft visual guidelines prior to the next meeting for CWG circulation to your community for feedback to project team at the June meeting

# Draft Guidelines Process



## **Workshop**

### **Overall Themes**

**Framework:** objectives and strategies reflect CWG input, top priority is community livability, need specific action language

**Perspective Views in Context:** Refined project from CWG selected views was an effective tool, defined post card views

**Visual Design Strategies:** significant CWG input on guidance for viaducts, crossings, Monterey Highway and Diridon Station with input on aesthetic & structural refinements, urban design, public art, landscape and lighting

**Identified topics for further discussion:** I-280 bridge, city 'gateways' and specific action language

# Station



## Station

- Make it a real place, connected to a lively mixed use district
- Create high quality iconic architecture which reflects San Jose: Innovation, Technology, Greentech
- Design to accommodate high volume of adjacent uses (BART, Ballpark, HP pavilion plus new commercial district)
- Take advantage of the local climate

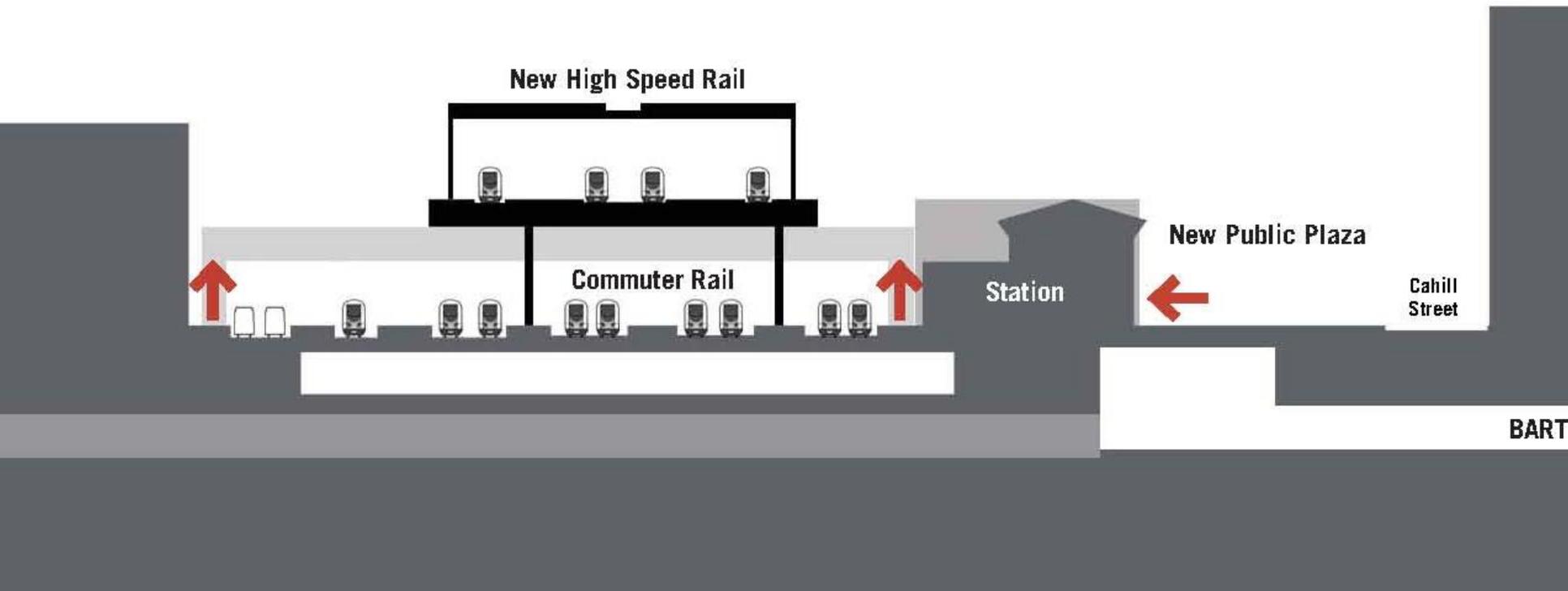
# Station

- Provide easy to use ped and bike connections (east-west)
- Make the plaza vibrant and usable
- Minimize mass over Santa Clara to maintain view corridors
- Utilize landscape as a key design element
- Relate to historic Depot

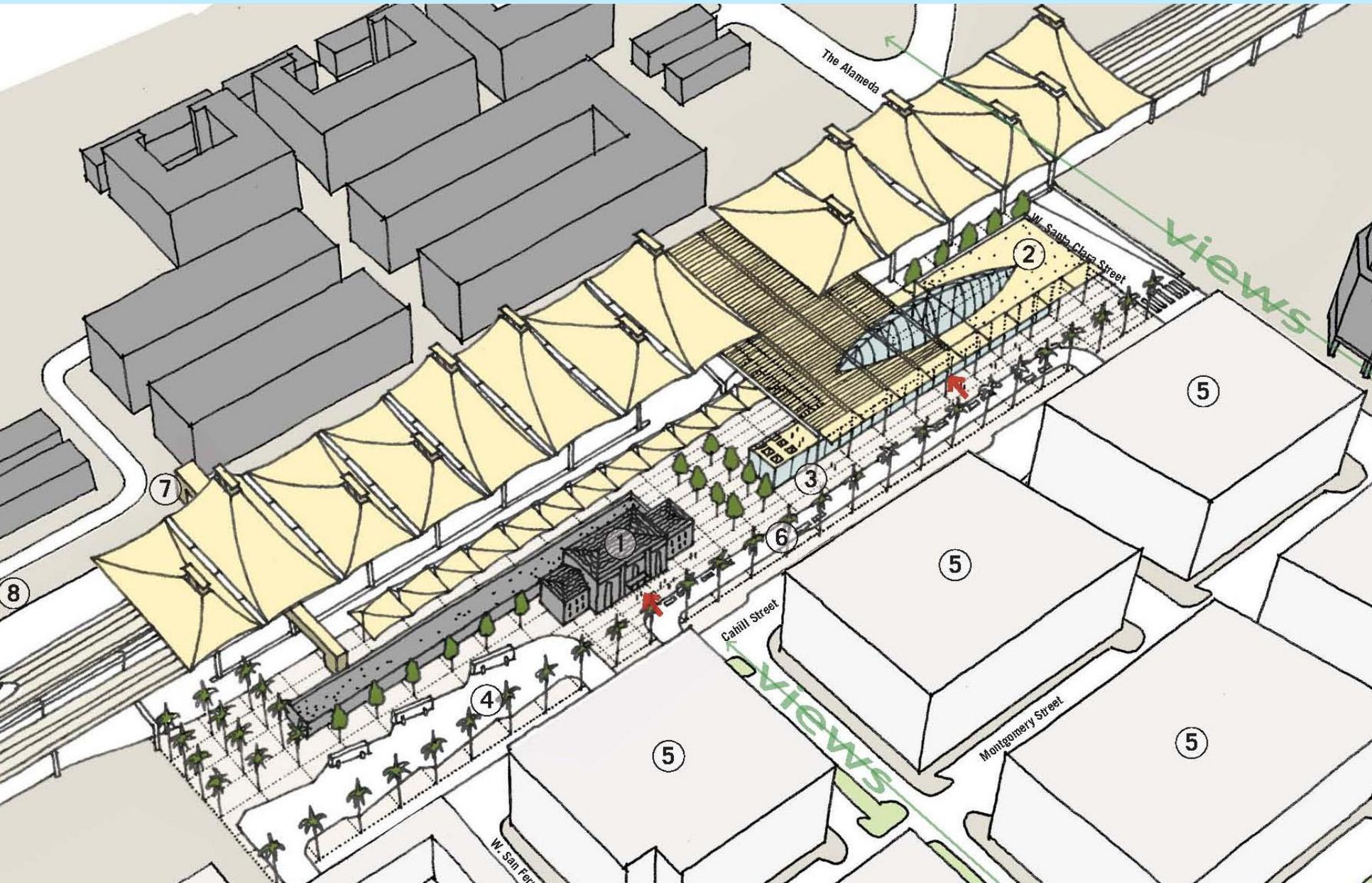
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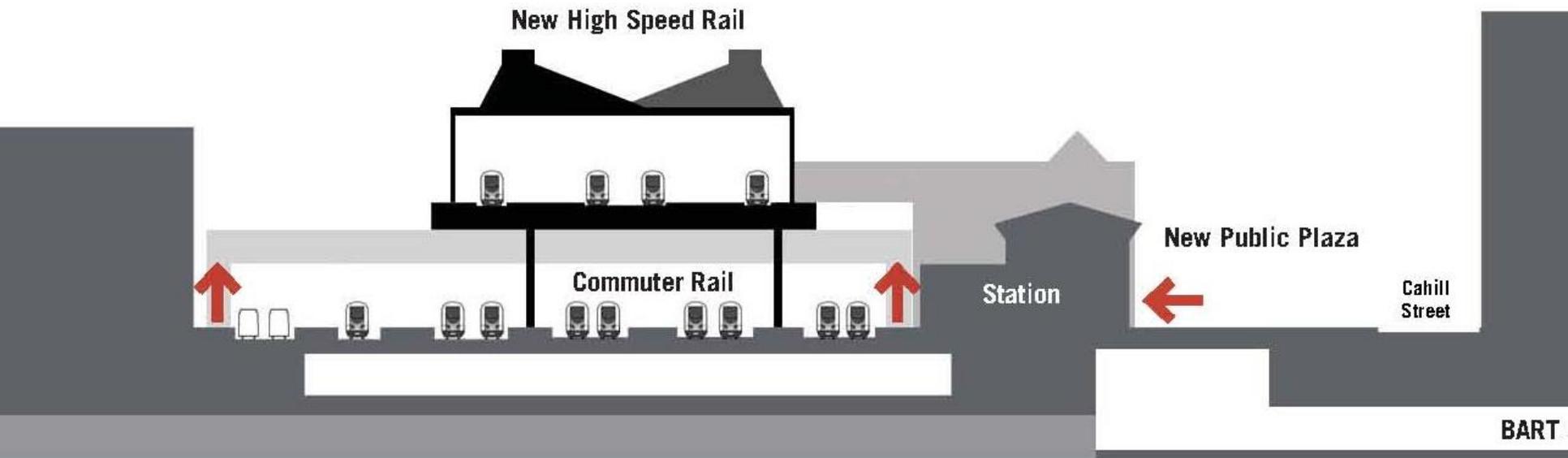
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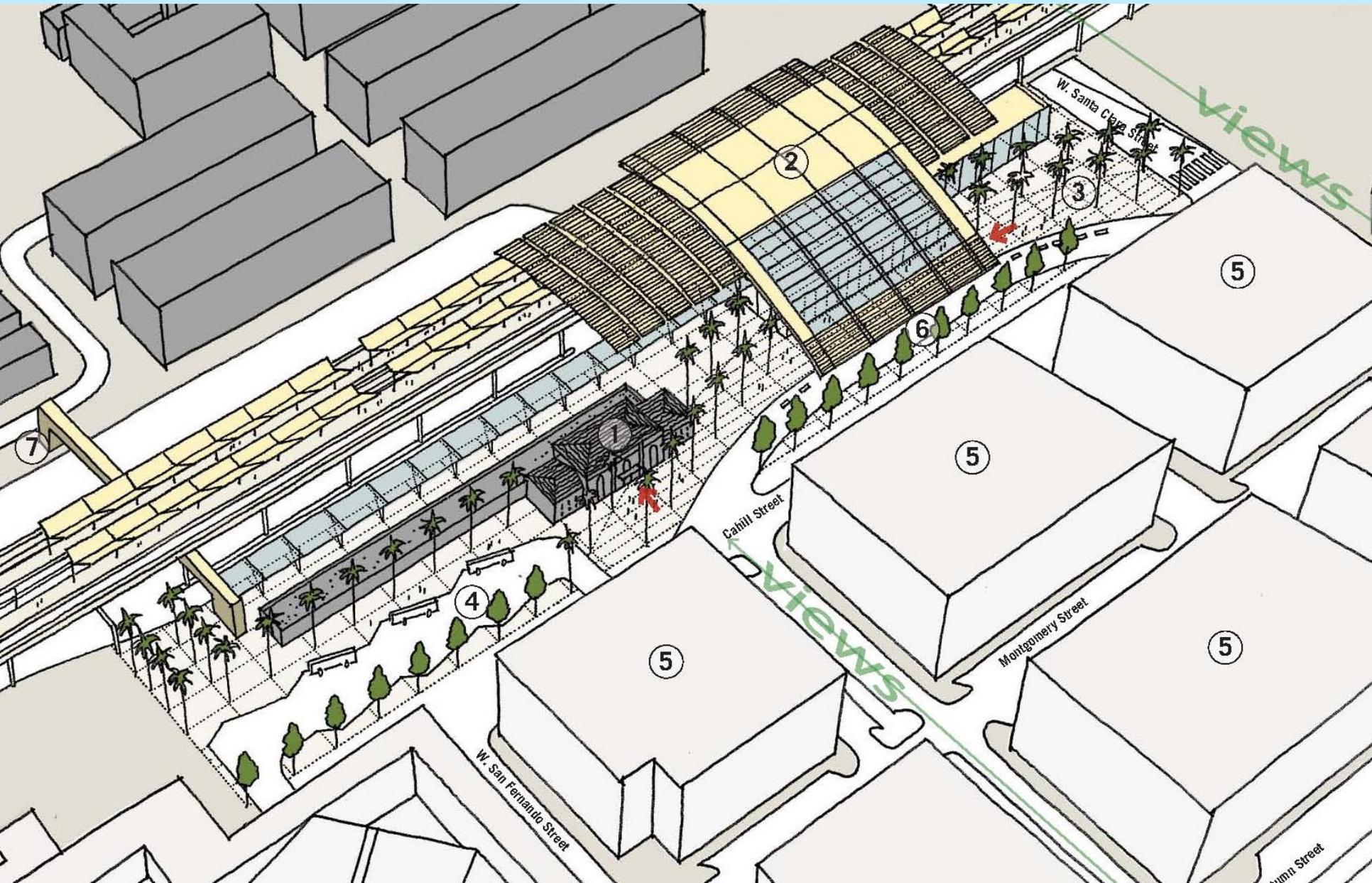
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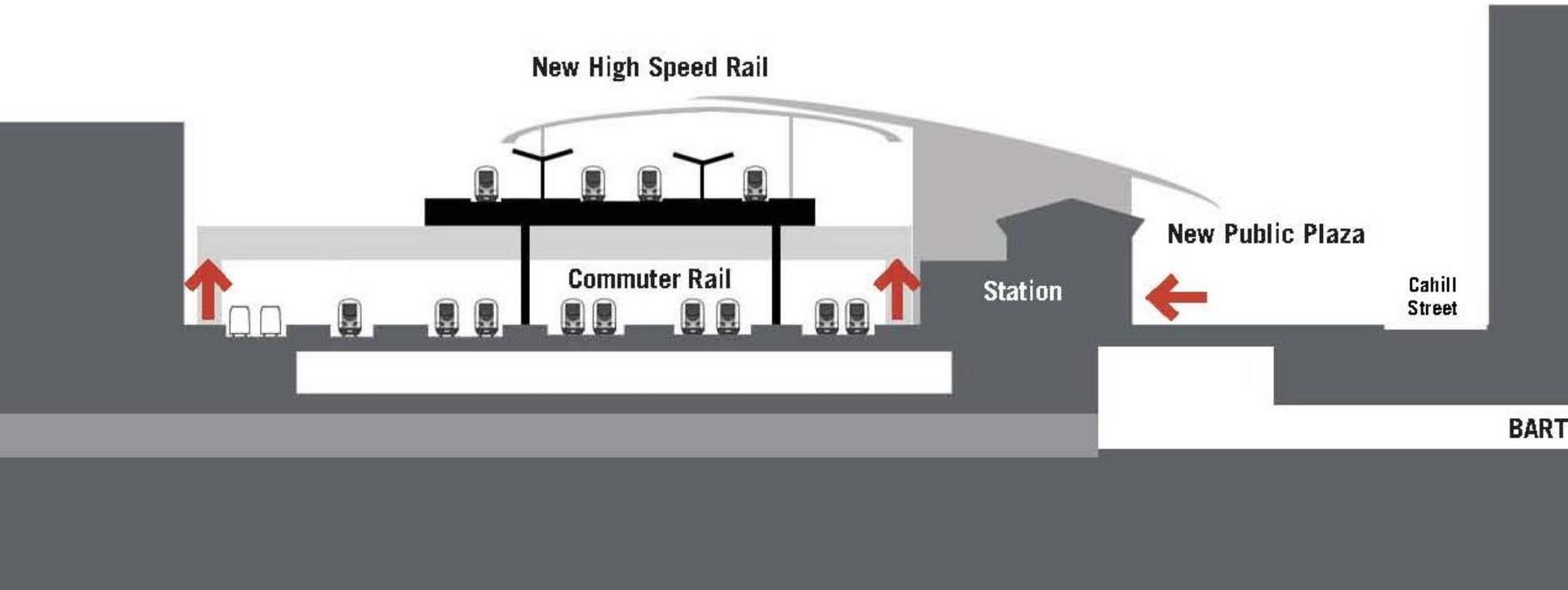
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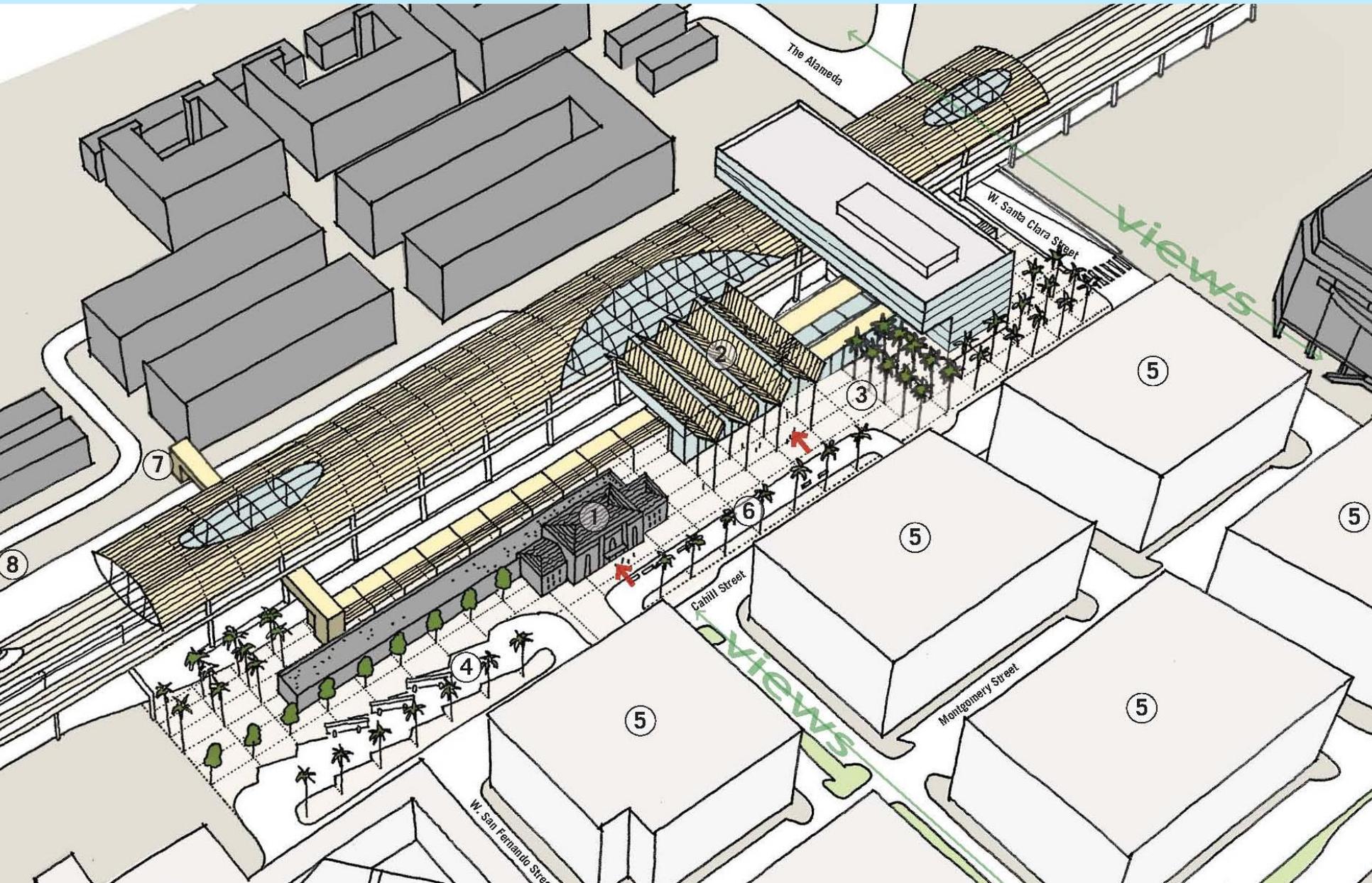
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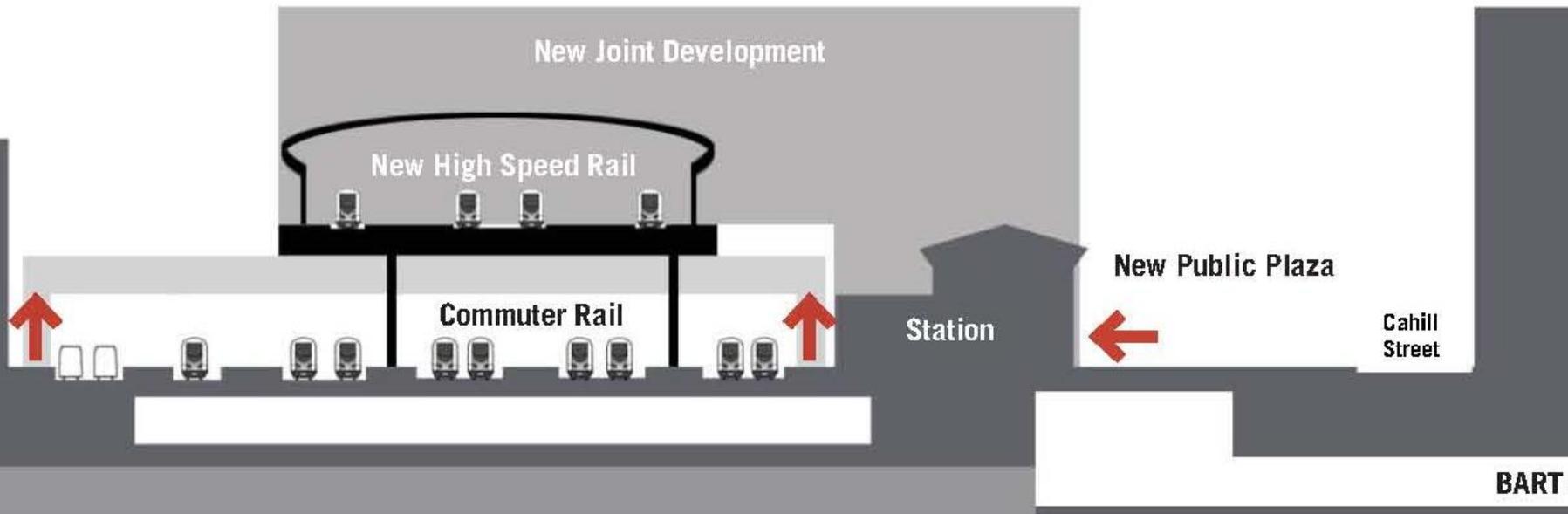
# Station



# Station



# Station



# Viaducts and Crossings



# *Viaducts*

## *Overall Themes*

- Type of viaduct not as important
- Small column footprint
- Screen columns with landscaping
- Remember pedestrian/human scale
- 2 and 4 track sections have own look
- Prefer: twin spine, curved box and twin profile
- Bring light through 4 track section
- Pigeon proof!

# Crossings

## Overall Themes

- “Golden Thread” consistent throughout San Jose
- Crossings connects neighborhoods with street design, public art & landscape -- Identify neighborhood design opportunities
- Minimize impacts to views to mountains and downtown skyline
- Where viaduct crosses over street – public art

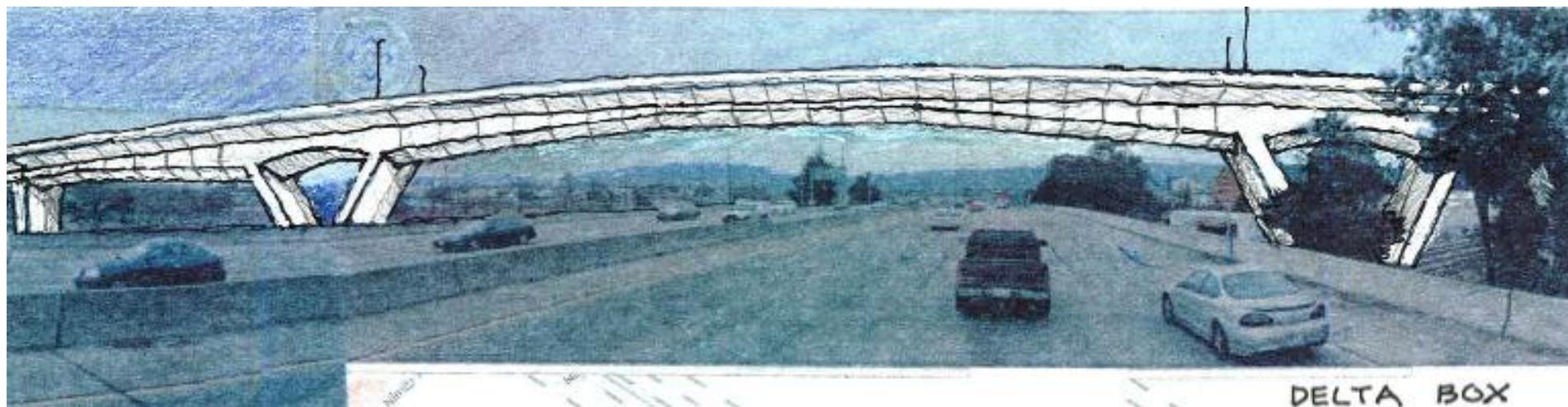
# ***Crossings***

## ***Overall Themes***

- Minimize number of straddle bents
- Reduce number of columns through downtown neighborhoods
- Minimize light reflecting profile
- Where viaduct crosses over street – public art
- Avoid graffiti – tile easy to clean !
- Stanford sandstone color

# Crossings

## I-880



Keep structure simple, elegant and not block views to mountains

# Crossings Hedding



Improve view with haunched girder, wider column spacing, add landscape screen  
Widening Hedding? Add landscape setback, street trees pedestrian/bike crossing  
To do: Belermaine circulation, redevelopment on east side tracks, Caltrain bridge

# Crossings Santa Clara



Keep open view to mountains

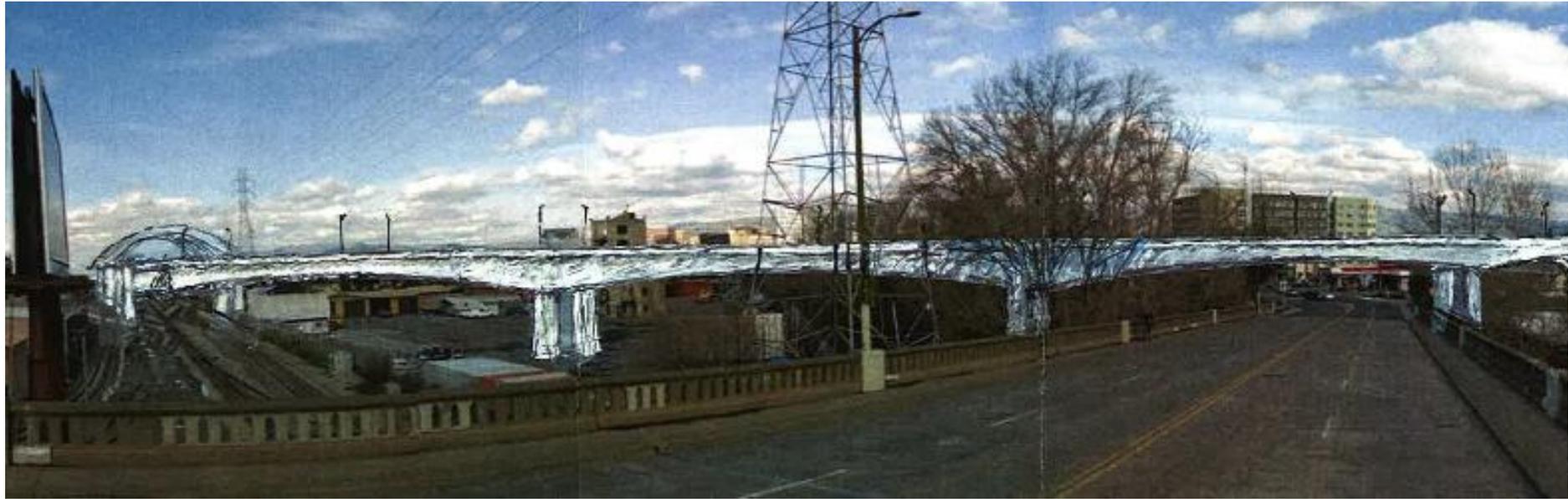
Make pedestrian connection to Shark Tank

Want people arriving to Shark Tank to see investment in downtown

Highlight downtown destination with night lighting of structures

Light through between pairs of tracks without widening HST ROW

# Crossings San Carlos



Don't block view to downtown skyline

Rebuild San Carlos street itself to be more bike and pedestrian friendly

Not really a gateway

Treat similar to Santa Clara

# Crossings

## Bird and Azurais



Minimize number of columns with longer span structures

Have thin profile

Have light through viaducts without increasing width of structure

Avoid straddle bents and flat bottom

Have tapering columns and piers

# Crossings

## Bird and Azurais



Use delta and curved cross sections to soften shadows  
Explore tile to avoid graffiti consider public art as screen  
Have artistic lighting

# Crossings

## Bird and Azurais



Need to use space under viaduct, rock climbing, or enclosed gym

Use Stanford sandstone

Use downtown San Jose symbol at haunches as ornamentation

Think about maintenance and pigeon proofing

# Crossings Tamien



Most felt looked better that they thought  
Need to reduce size/height of straddle bent column structures  
Like integration with Caltrain Station

# ***Viaducts and Crossings***

## ***I-280 Bridge***

- Mixed opinions regarding need for iconic structure
- Simple & sleek, not create icon vs. don't miss opportunity to create identity for San Jose and the downtown, minimal is boring
- Need to see views in place, single perspective not enough
- Why replicating existing structures? Reflect Silicon Valley innovation
- Don't block views or compete with downtown skyline or mountains

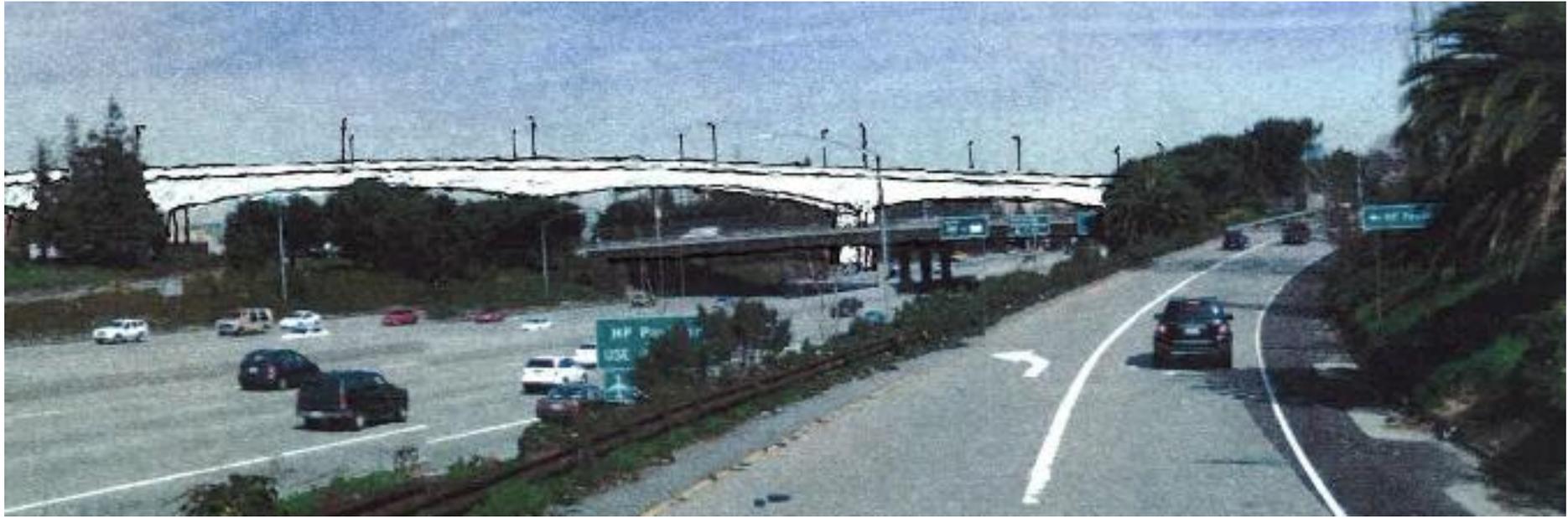
# ***Viaducts and Crossings***

## ***I-280 Bridge***

- Diridon Station is the iconic structure, complement station
- Needs to be gorgeous, don't do it just to do it
- Like transverse arches more than cable stays (cable stay block views, common place, arches are interesting, and smaller in visual impact)
- No straddle bents
- How can public art contribute?

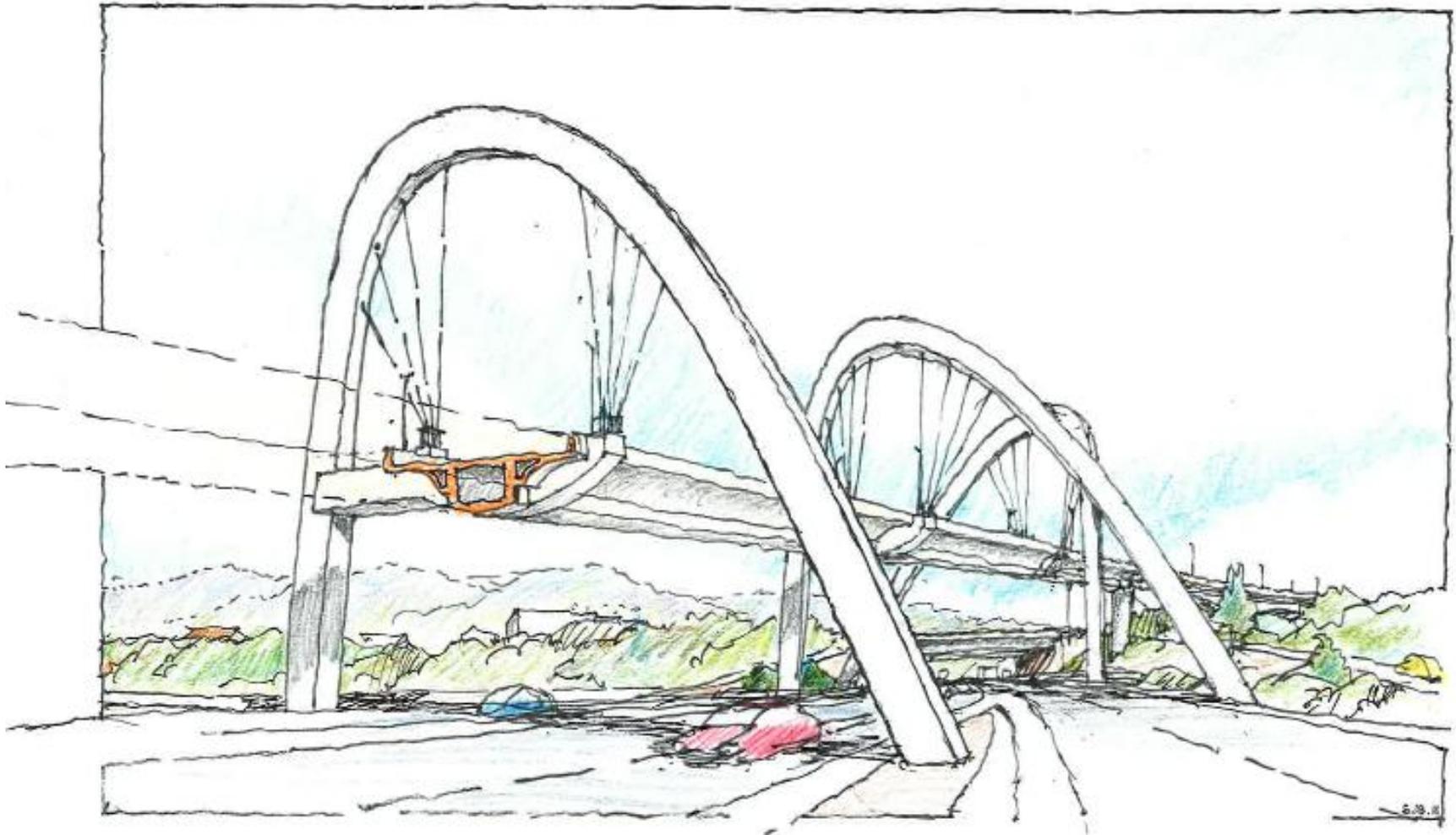
# *Viaducts and Crossings*

## *I-280*



# *Viaducts and Crossings*

## *I-280 Northbound near Bird, Hoop Arches*



# *Viaducts and Crossings*

## *I-280 Northbound near Bird, Haunched Girders*

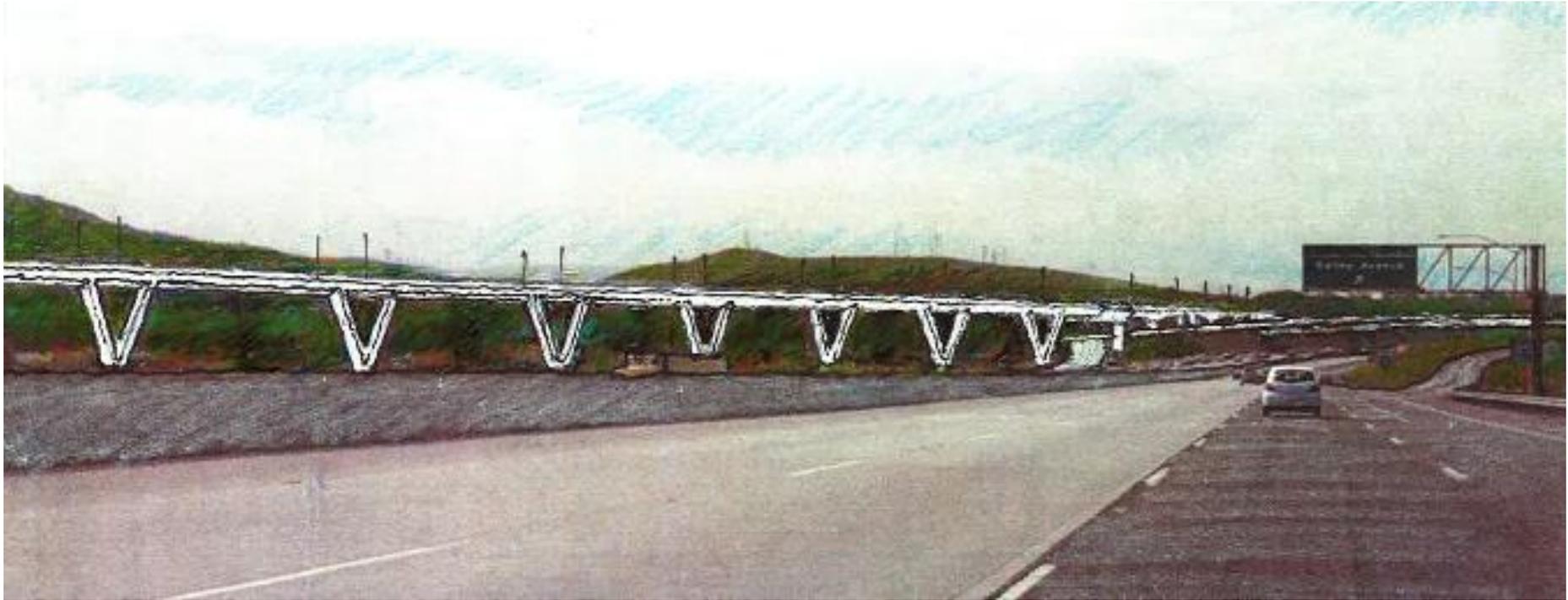


# *Viaducts Highway 101 northbound before Bailey Avenue*



Too many columns for rural area

# ***Viaducts Highway 101 northbound before Bailey Avenue***



V- Piers to reduce number of columns

# *Viaducts Highway 101 southbound past Bailey Avenue*



Landscape setback, curved columns/viaduct, abutment transition avoids low viaduct

# Viaducts

## Highway 101 northbound at Coyote Creek/101 Crossing



Transverse Arches

# Viaducts

## Highway 101 northbound at Coyote Creek/101 Crossing

*northbound near Coyote Creek*



Delta Box Girder with Straddle Bents

# *Viaducts*

## *Highway 101 northbound at Coyote Creek/101 Crossing*



Haunched balanced cantilever with two centered, architectural straddle bents

# Monterey Highway



# Monterey Highway

## Overview

- Walls/grade separations need special design attention
- Concentrate ped/bike amenities on east side of roadway
- Reflect neighborhood character through design
- Enable better east-west connections
- Enhance wildlife crossings through landscaping
- Coyote Valley provides great views for everyone
- Emphasize rural in Coyote Valley

# Monterey Highway

## *Image*

- Continuity along the corridor is important
- Connect Monterey's many neighborhoods together with the roadway as the unifying element
- Eliminate Monterey Highway's image as a social barrier
- Improve east-west crossings for young people travelling between home, school and parks
- Keep views to the hills open
- Highlight the historic context of "El Camino Real"

# Monterey Highway

## Streetscape

- Concentrate pedestrian and bike amenities on the east side of roadway
- Attract pedestrians with shaded walkways
- Bike facility should allow for bike commuting
- Provide links to the Coyote Creek Parkway
- Landscape the roadway, walkway and walls
- Art should both stand-alone and be integrated into the streetscape

## *Specific Intersections*

- Retaining walls at new grade separations will require careful design treatment due to height and length
- Design for heavy pedestrian activity at Capitol/Senter and other neighborhood commercial areas
- Consider acquiring property to allow for landscaped slopes at Skyway, Branham, and Chenoweth
- Do not provide spaces for encampments under overpasses

# Monterey Highway Grade Separations



## Walls

- Consider height, proximity, lighting
- Different wall treatments for along the corridor can reflect neighborhood identity
- Include an artist in the process
- Landscape “live walls” on retaining and sound walls
- Surfaces open to graffiti should be inaccessible

# Monterey Highway



# Monterey Highway

## Coyote Valley

- Wildlife crossings are key- include natural vegetation and clear approaches to the crossings
- Landscape with native plants
- Ordered landscaping, like surrounding orchards
- Design as a “Rural Boulevard”
- Grow vines on right-of-way fencing

# Monterey Highway

## Coyote Valley

- Coyote Valley is a chance for a stunning passenger visual experience
- Gateway opportunity into Bay Area, an ideal place to make a visual statement
- A view for everyone, arriving rail passengers and people looking at the rail facilities

The San Jose Visual Design Guidelines are to be adopted by the city and referenced in the CHSRA's Project EIS/EIR as a mitigation measure to guide designers on the development of the HST.

# Public Comment

**Combined North & South CWG**

San Jose City Hall

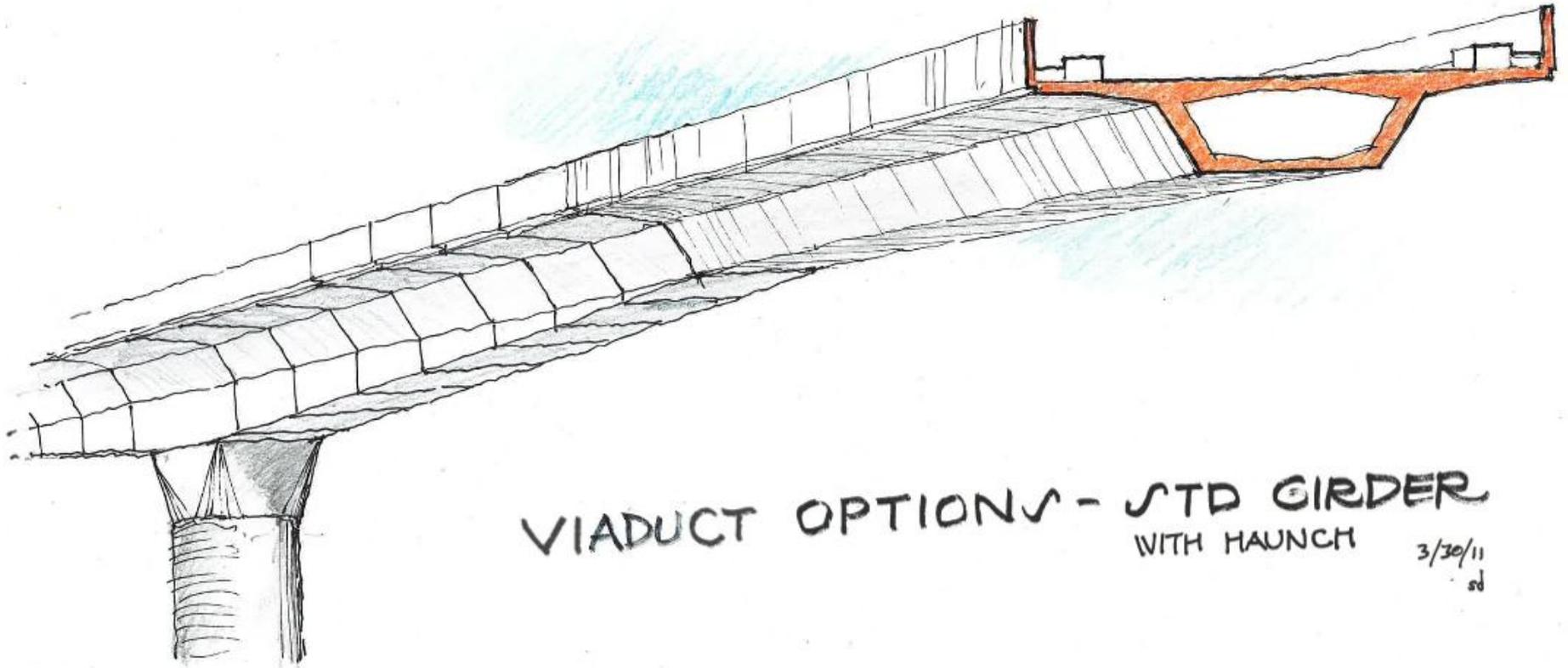
Late June

**Thank you**

[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)

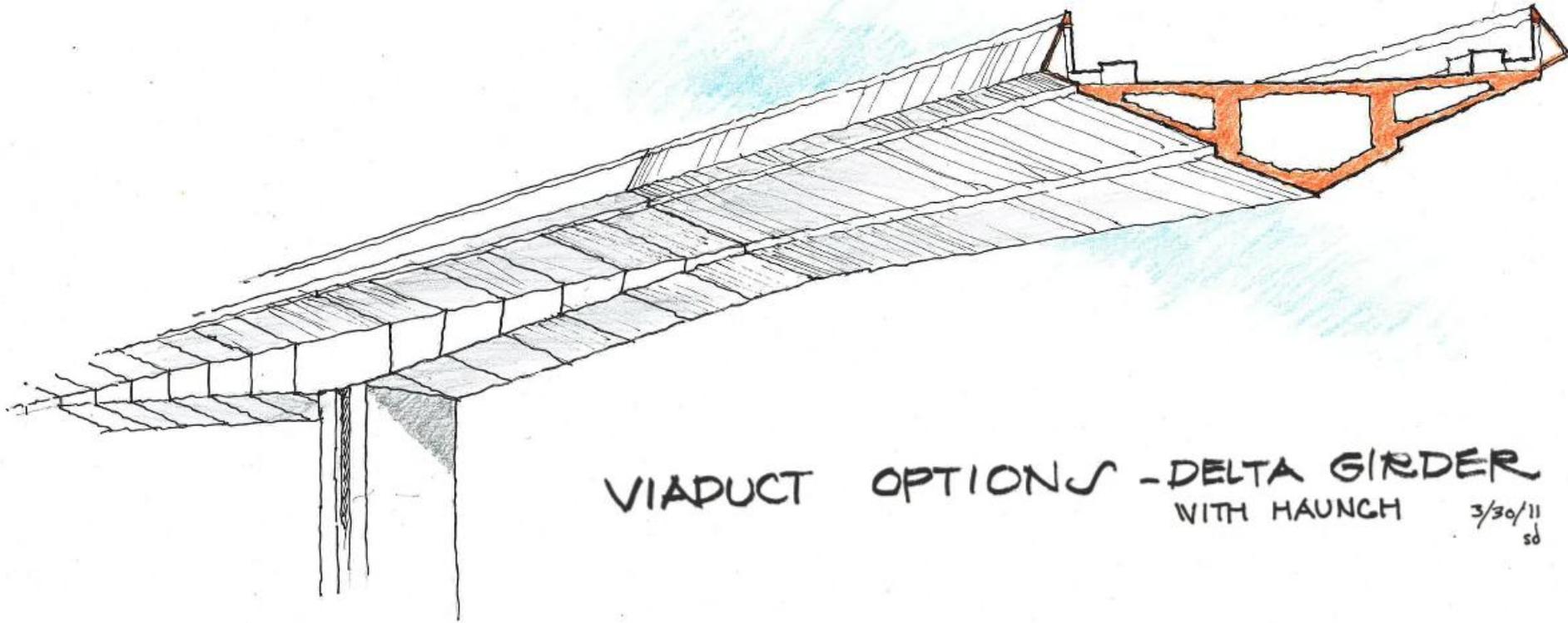
# Aerials

## Standard Girder with Haunch



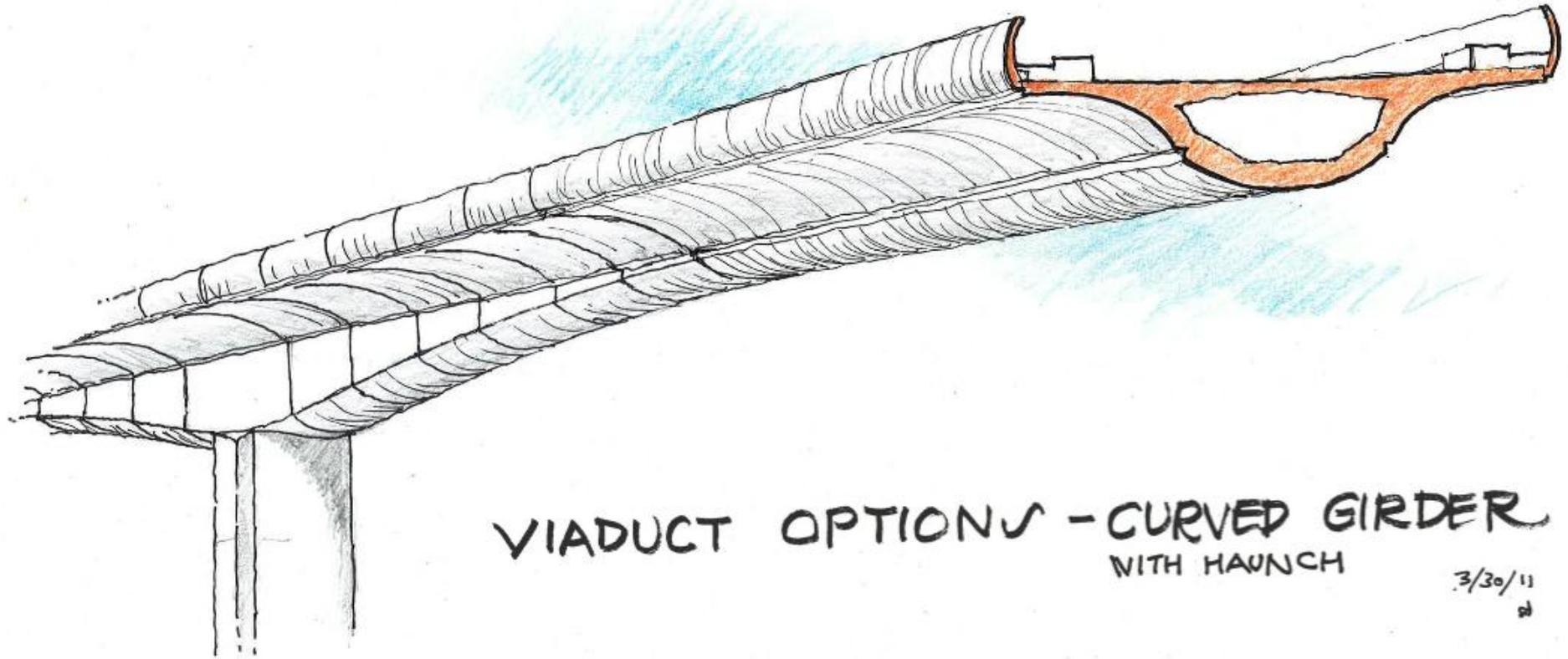
# Aerials

## Delta Girder with Haunch



# Aerials

## Curved Girder with Haunch



VIADUCT OPTIONS - CURVED GIRDER  
WITH HAUNCH

3/30/11  
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