

Welcome



Welcome

High Speed Rail Visual Design Guidelines

**North Community Working Group
Meeting Two
April 11, 2011**

Tonight's Agenda

1. Open House 6:00 - 6:30
2. Welcome and Introductions
3. Overview of Agenda and Work Plan - *Eileen Goodwin*
 - Schedule
 - Deliverables
4. Overview of Process and Funding - *Ben Tripousis*
5. HST Performance Criteria - *Gary Kennerley*
6. What we heard - (Meeting and Email) - Michael Kiesling
7. Corridor in Context - *Andrew Wolfram*
8. Design Elements - *Bruce Fukuji*
9. Public Comment
10. Next Steps - *Eileen Goodwin*
11. Adjourn

Visual Design Guidelines Meeting Schedule & Topics

April 11th	Introduce concepts Discuss concepts
May 14th*	Saturday Workshop
May 23rd	See draft guidelines Discuss draft guidelines
June 6th	Recommend final guidelines

* Tentative date under consideration

Sample Visual Design Guidelines

Doyle Drive, San Francisco

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE DOYLE DRIVE ARCHITECTURAL CRITERIA



- LEGEND**
- Historic Forest
 - Cultural Landscape
 - Native Plant Zone
 - Multi-use Trail
 - Secondary Trail
 - View
 - Section Location

QUARTERMASTER LANDSCAPE UNIT

EXISTING FEATURES

- L Palace of Fine Arts
- M East Mason Warehouses
- N Gorgas Warehouses

PROPOSED PROJECT FEATURES

- 39 Preserve Historic Railroad Right-of-Way as Trail
- 40 Preserve Historic Fire Range Abutments as Trail
- 41 Provide Wide Gracious Underpass for Girard Road (see Figure 21)
- 42 Girard Road Extension (see Figure 22)
- 43 Preserve Industrial Character of Gorgas Avenue Landscape (see Figure 23)
- 44 Parking Lot
- 45 Preserve Views to Palace of Fine Arts

PROPOSED PRESIDIO TRUST MANAGEMENT PLAN (PTMP) FEATURES

- 46 Crissy Marsh Expansion
- 47 Lower Thompson Reach
- 48 Causeway along Mason Street

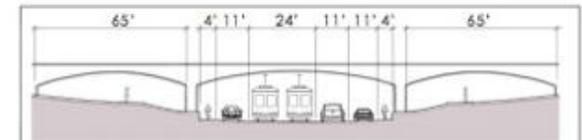


Figure 21: Girard Road Underpass

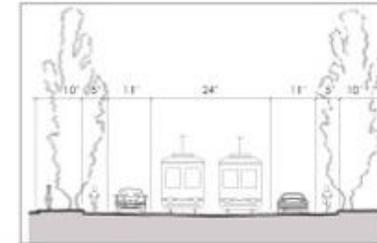


Figure 22: Typical Girard Road Section



Figure 23: Girard Road Underpass

Sample Visual Design Guidelines Transbay District, San Francisco

PLAN DETAIL OF OSCAR PARK AND
SURROUNDING OPEN SPACE

Mixed-Use Historic District Requirements

- Continue the pedestrian lane network.
- Provide programmed open space (especially under the ramps).
- Require infill development comparable in scale and grain to existing architecture to maintain the character of the district.
- Rehabilitate, seismically retrofit, and improve the environmental performance of historic buildings.
- Encourage "eyes on the street" by renovating existing buildings to face open space and alleys.
- Require all development to incorporate pedestrian paths into building design.

STREETS AND OPEN SPACE IMPROVEMENTS

With its mix of residential, office and retail uses, this district has the potential to be a unique neighborhood with similarities to South Park and the Hayes Valley neighborhoods.

This district will have a major open space component consisting of Oscar Park and adjoining recreation facilities. The elevated Terminal approach ramps create a unique situation that lends itself to these uses. The plan details (right and on page 8.7) illustrate the approach to configuring these recreation amenities.



Sample Visual Design Guidelines Metro Street Design, Portland, OR



Table of Contents

Introduction and Purpose

Development Process

Character Defining Features

HST Alignment

Corridor Elements

Visual Design Guidelines

Design Objectives

Mitigated Impacts

Corridor Element Guidelines

Visual Design Community Working Group Process

March - July 2011

Community
Working Group
Meetings

Development of
Visual Design
Guidelines and
Renderings

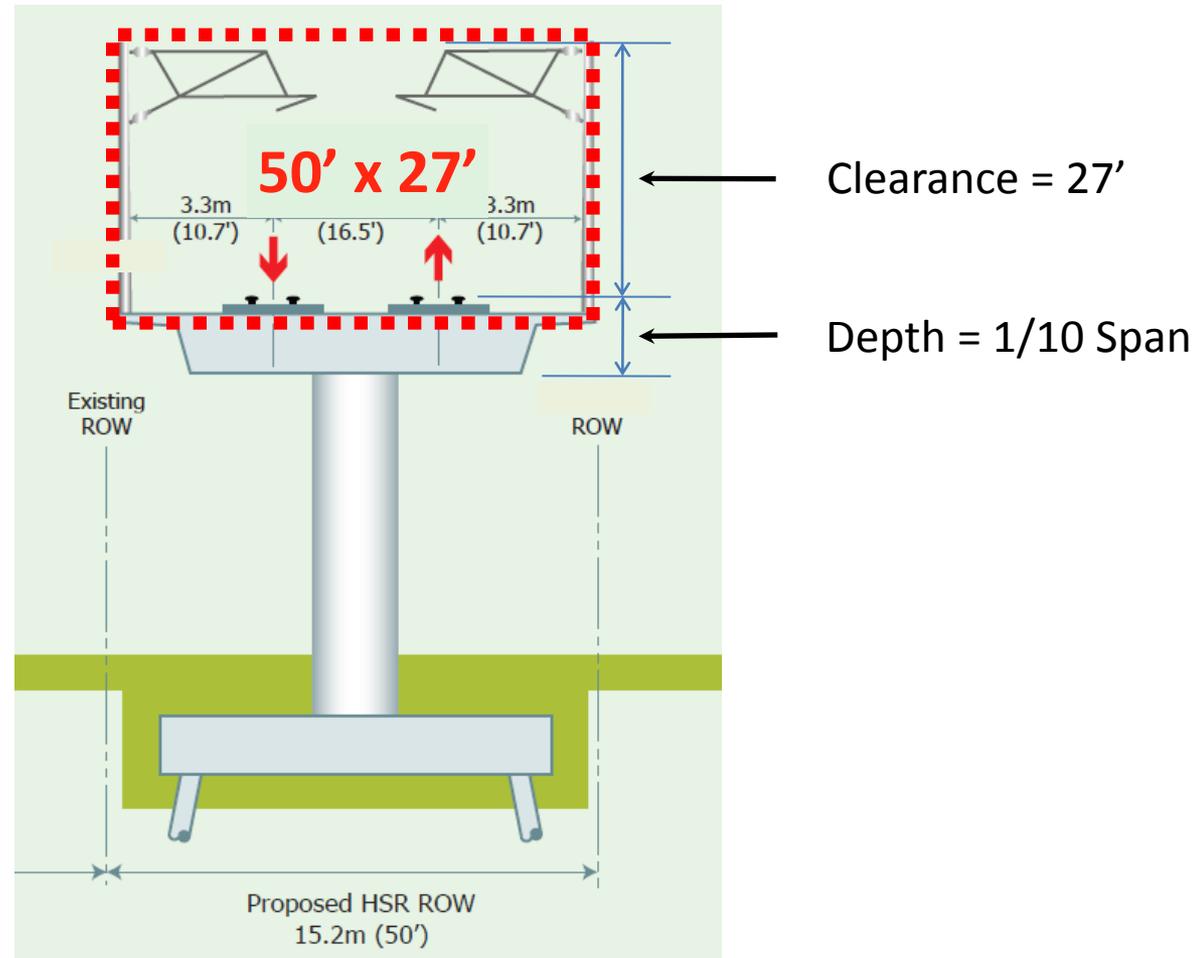
City Council and
CHSRA Adopt
Guidelines

Incorporate
Guidelines into
Coop / EIS / EIR

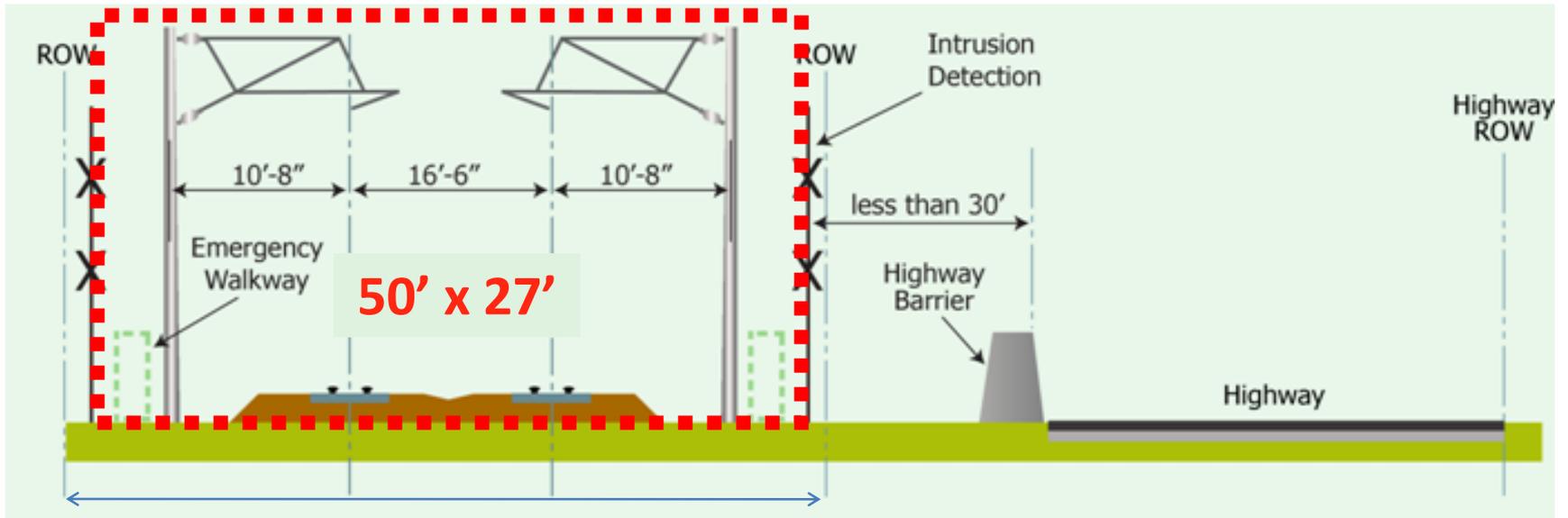
High Speed Train Performance Criteria



HST Operating Envelope Aerial Structure



HST Operating Envelope At-Grade along Highway



What We Heard

Community Working Group Input



A Golden Thread

Visually exciting for communities and passengers

Tread lightly

Relate to neighborhood scale and character

Concerns over graffiti and on-going maintenance

Cost implications

CWG Input

Aerial Structures

Well-engineered

Combine Design & Engineering

Contemporary

Minimal

Elegant

Expression of Engineering Technology

Local/Regional cultural expressed near but not on

Show actual height and width

Full-scale demonstration with cranes?

CWG Input

Reuse Under Aerials and Lighting

Reuse Under Aerials

Bike & Ped pathways

Parks

Sculpture Parks

Food Trucks / Vendors

Performance Spaces

Lighting

Dramatic lighting for structures

Avoid light pollution

Use art to enhance HST structures and facilities

Create engagement at pedestrian and auto level

As stand-alone / not physically attached to HST

Expressive of local history/culture

Use art to create gateway features for communities

People can learn about San Jose from artwork

CWG Input Station and Simulation Locations

Station

Respect historic Diridon Station

Heat issues if greenhouse

Many stations are classical in style

Artwork can enhance the iconic status of station

Simulation Locations

At each street crossing

I-280 crossing from neighborhoods

Bellarmine tunnel portal

CWG Input

Monterey Parkway and Landscaping

Monterey Parkway

Unified and Distinct

Express local history

More greenery

Olive trees are messy

Legacy as El Camino Real

Landscaping

Indigenous & Drought-resistant

Attention to waterway crossings

Acoustic function

Location for art

Green walls

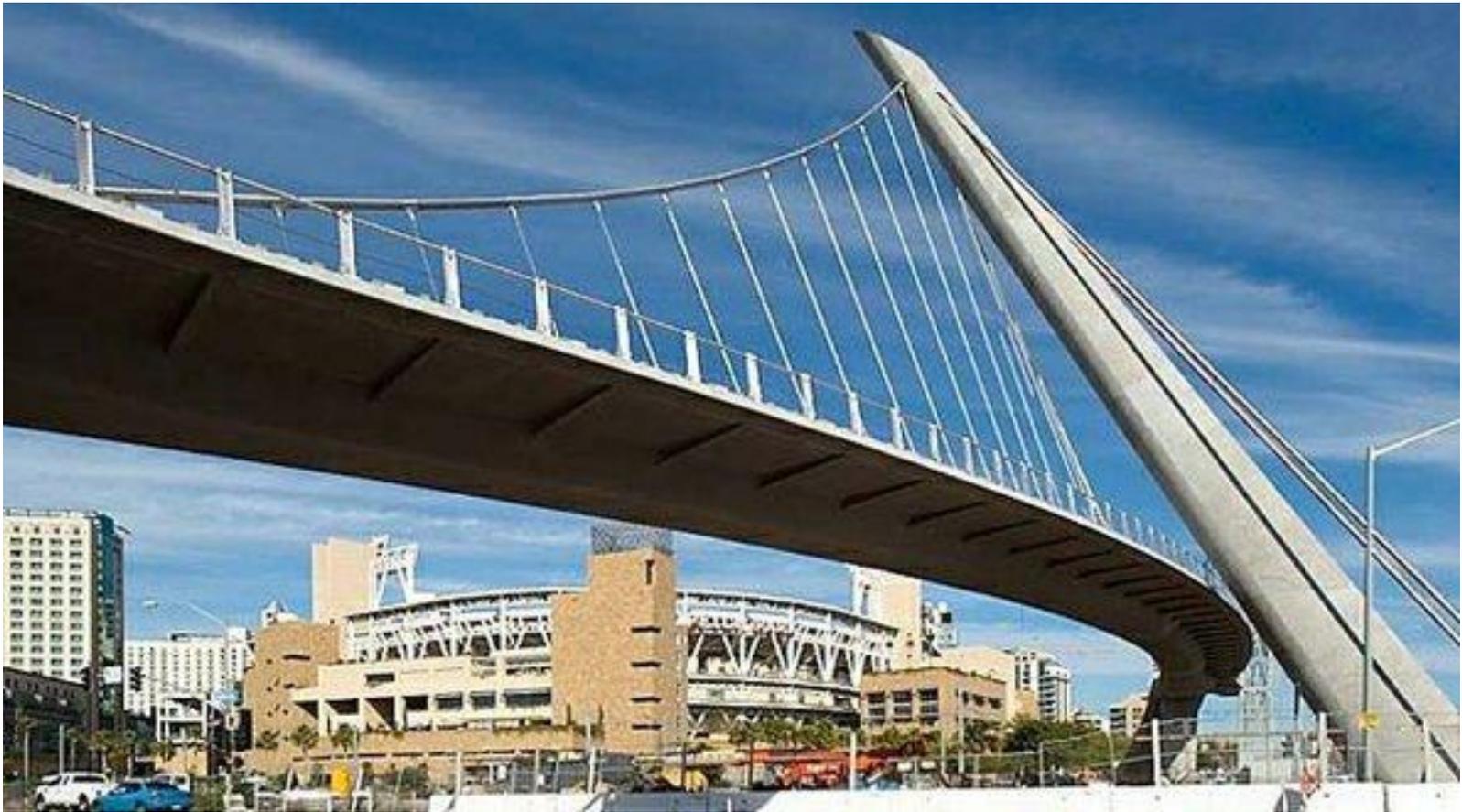
Artistic reliefs

Mosaic Tile

Be aware of potential to attract graffiti

Utilize landscaping and other design to limit graffiti

Harbor Drive Bridge, San Diego



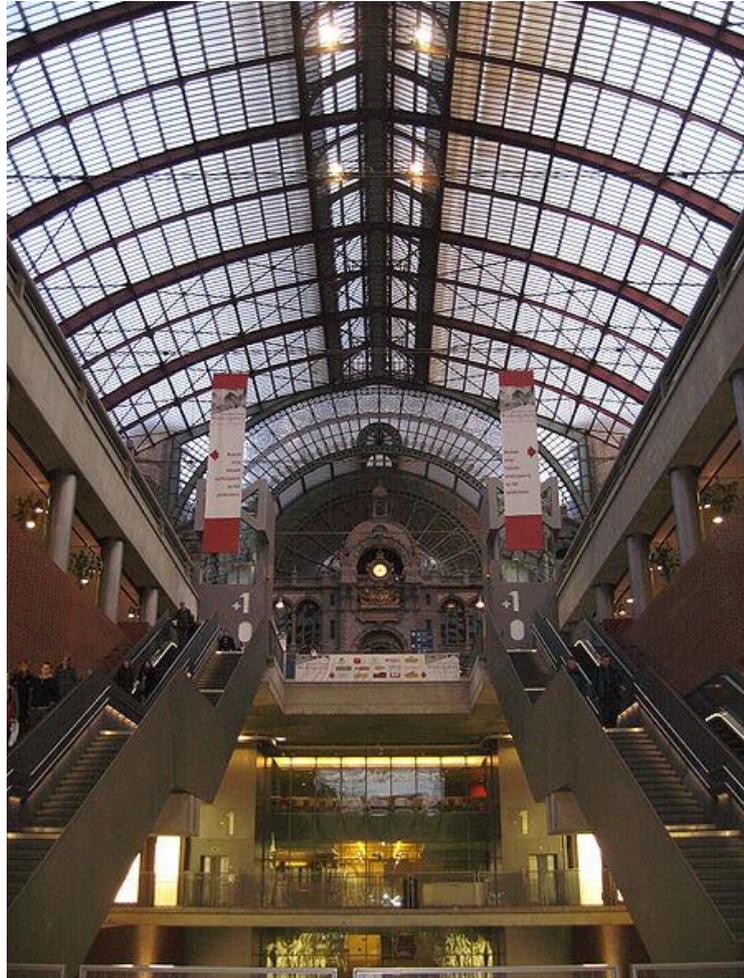
Sundial Bridge, Redding



Erasmus Bridge, Rotterdam



Antwerp Central Station, Belgium



Lleida Pirineus Station, Spain



Wuhan Station, China



Consistent expression of modern engineering technology...



Overhead Lines, HSL-Zuid, Netherlands



Green walls...





Reuse around HST



Architectural follies



Styles & Images Artwork



Styles & Images Artwork



Styles & Images Artwork



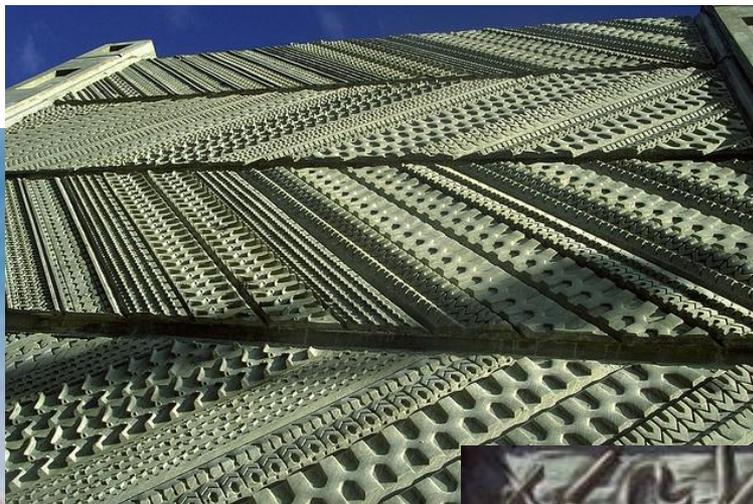
Public Art Enhancements for Alameda / West Santa Clara Undercrossing



Public Art Enhancements for Park Avenue Gateway



Styles & Images Soundwalls & Landscaping



Styles & Images

Soundwalls & Landscaping



Styles & Images

Soundwalls & Landscaping



Styles & Images Soundwalls & Landscaping



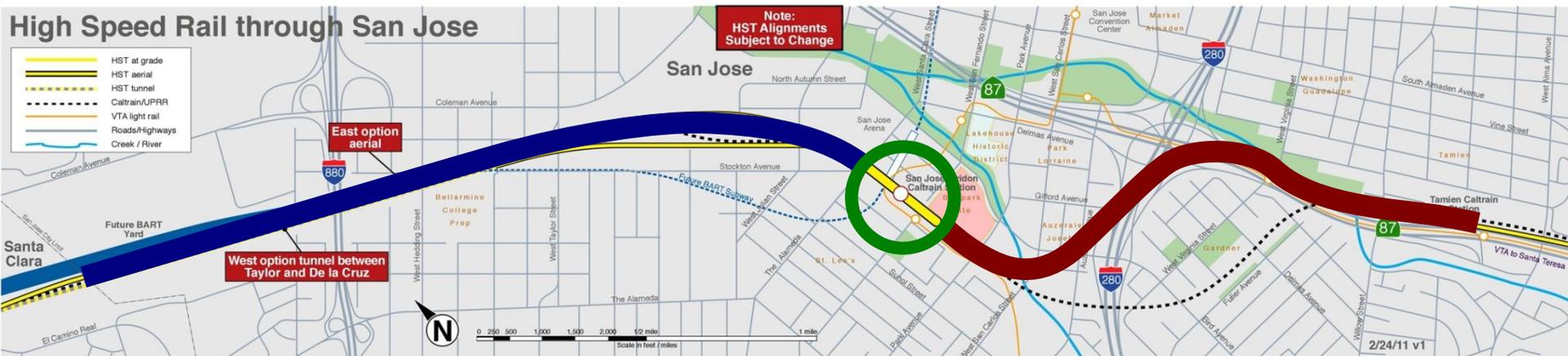
I-280 Crossing Video

Video omitted to keep file size manageable for download.

HST Alignment through San Jose Corridor Elements

Area 1 Santa Clara to Diridon

Area 3 Diridon to Tamien

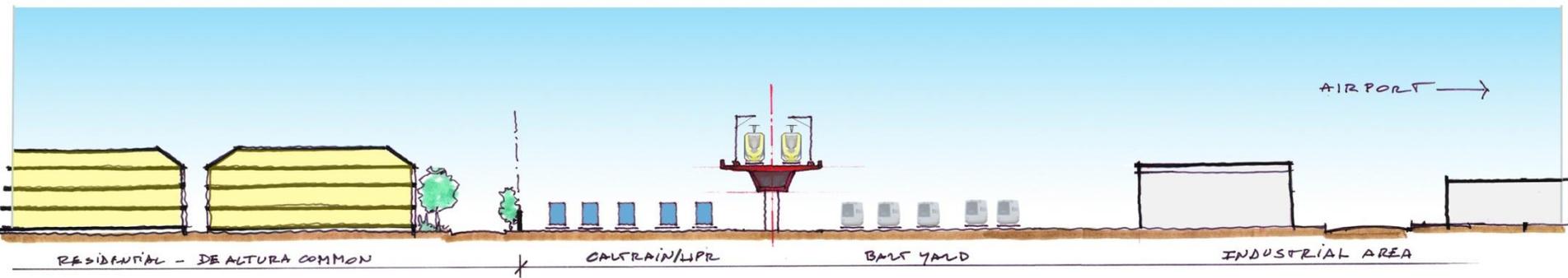


Area 2 Diridon Station

HST Alignment through San Jose Cross Sections



North San Jose / Future BART Yard Section AA

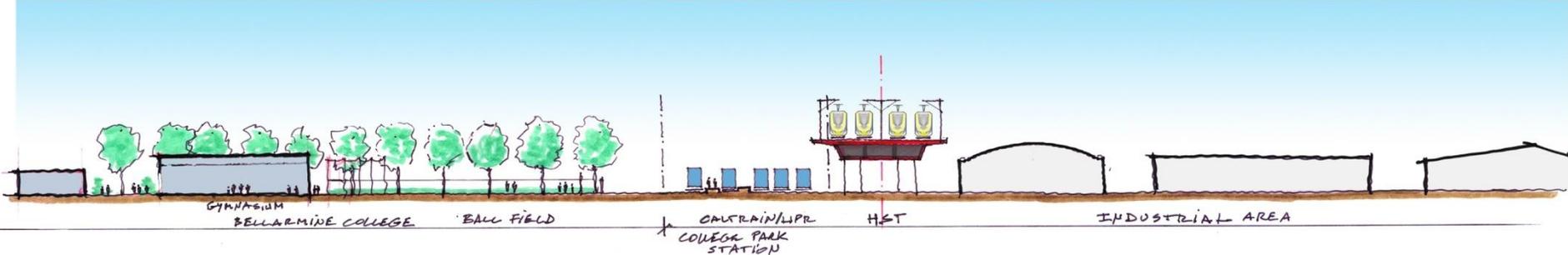


I-880 Looking East from The Alameda

***Location presented for
discussion purposes only***



Bellarmine College Section BB

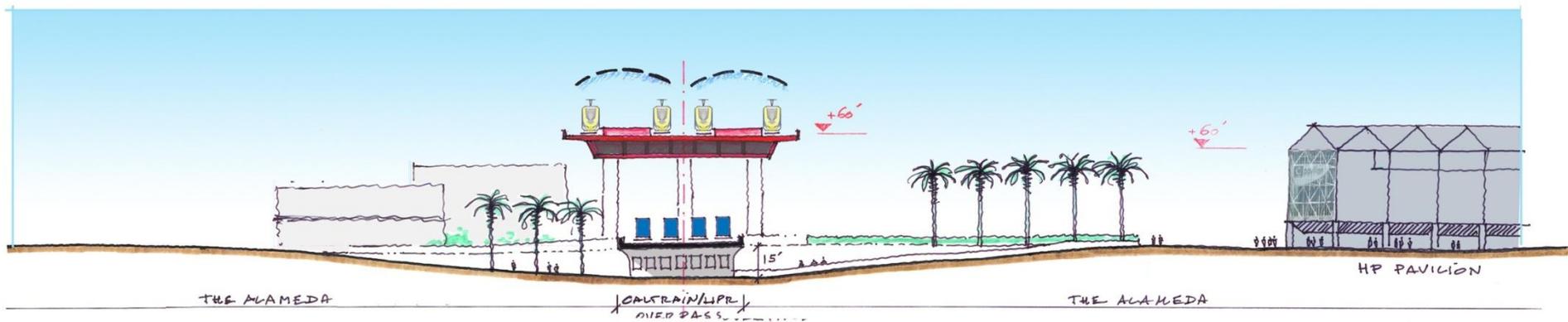


West Hedding Street Looking East from Elm Street



***Location presented for
discussion purposes only***

The Alameda / West Santa Clara Street Section CC



The Alameda Looking East from Wilson Avenue

*Location presented for
discussion purposes only*

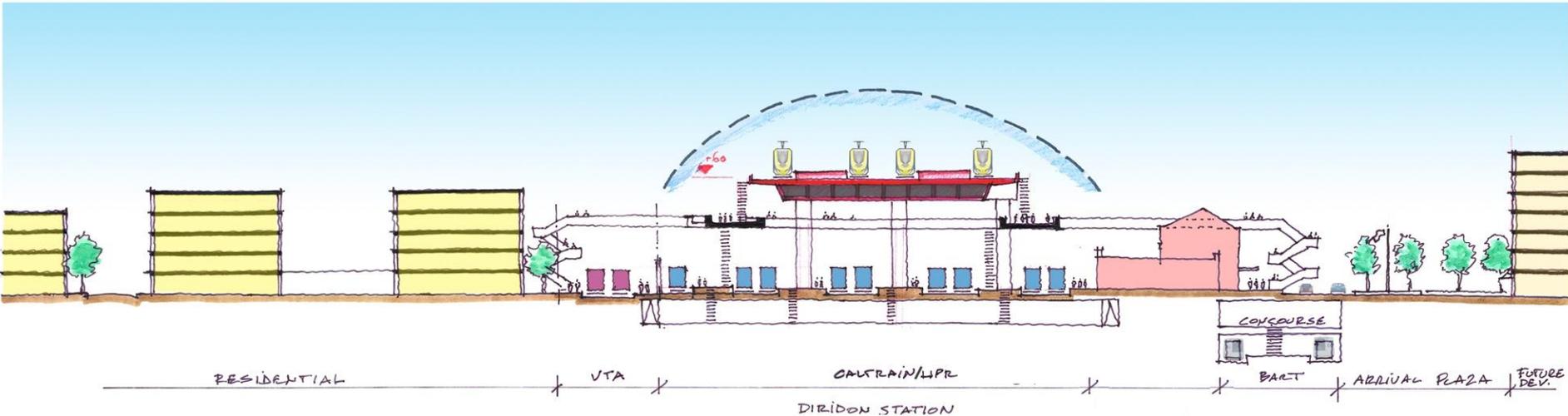


West Santa Clara Street Looking West from South Autumn Street



***Location presented for
discussion purposes only***

Diridon Station Section DD



Diridon Station Looking West From South Montgomery Street

***Location presented for
discussion purposes only***

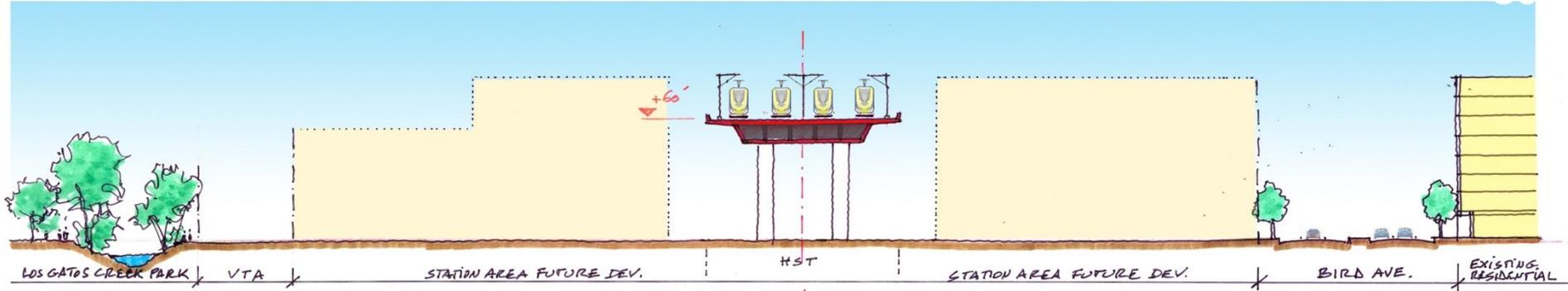


Diridon Station Looking East from Bush Street



***Location presented for
discussion purposes only***

Diridon Station to I-280 Section EE



West San Carlos Street Looking West to Bird Avenue



West San Carlos

Looking East from Los Gatos Creek Bridge



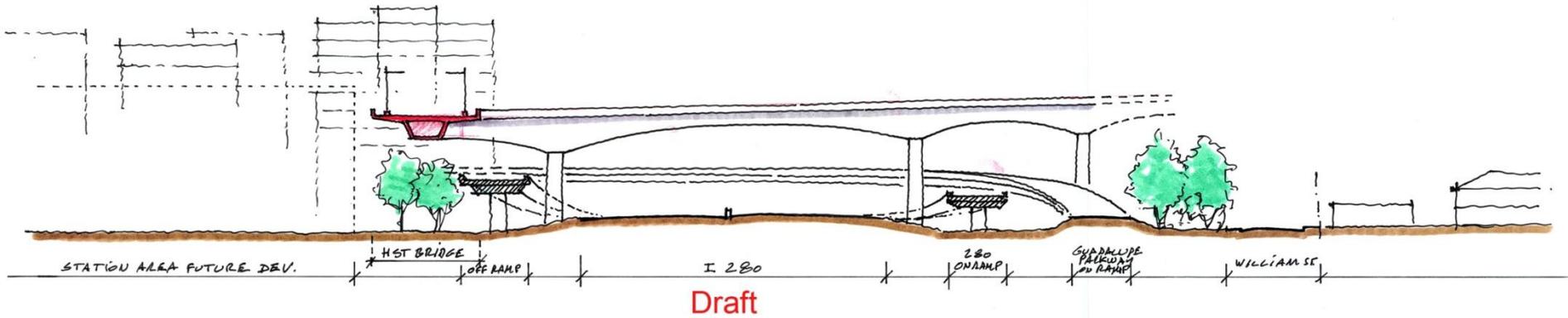
Location presented for discussion purposes only

Bird Avenue Looking North from I-280

*Location presented for
discussion purposes only*



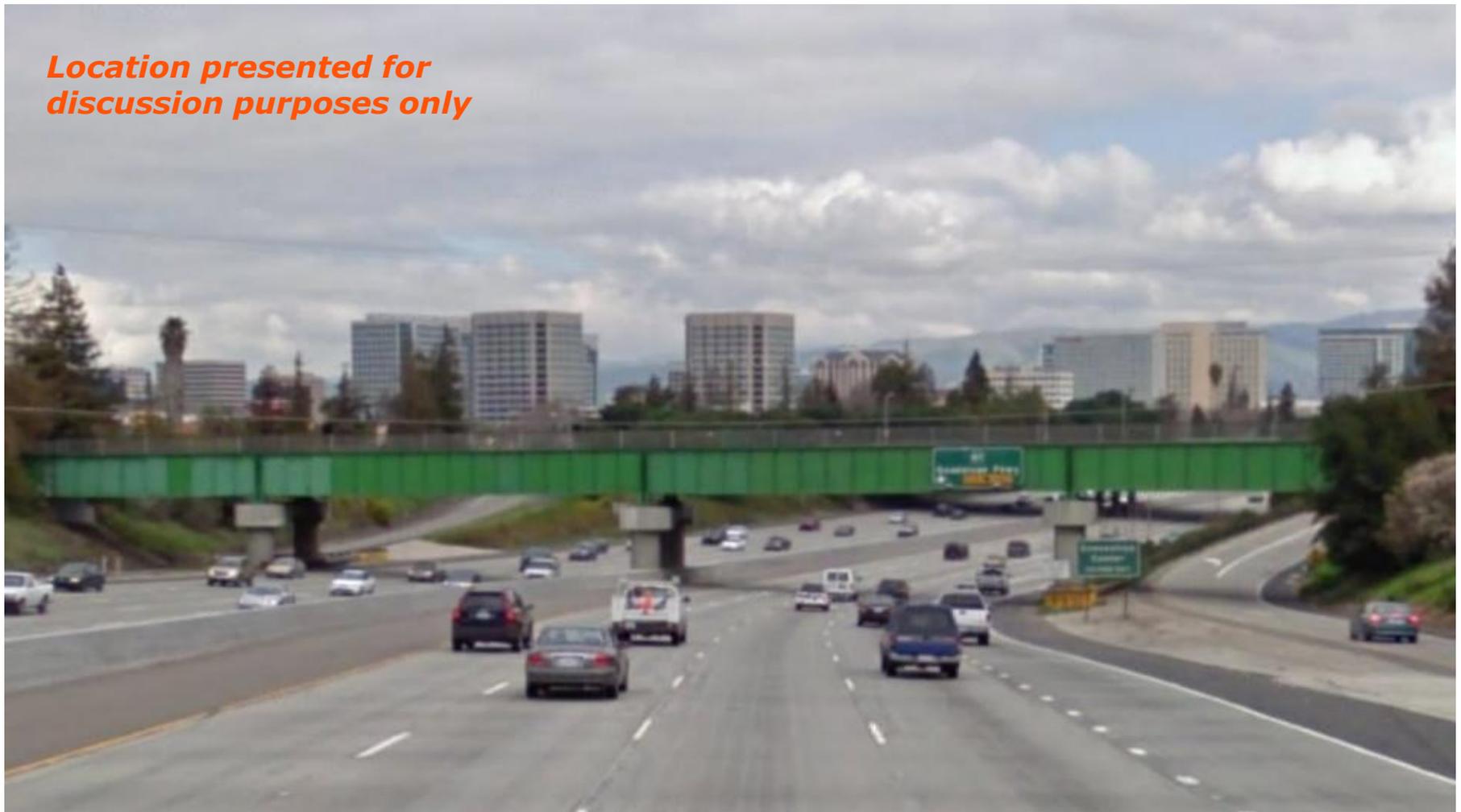
I-280 / SR 87 Crossing Section FF



I-280

Looking East to Downtown Skyline

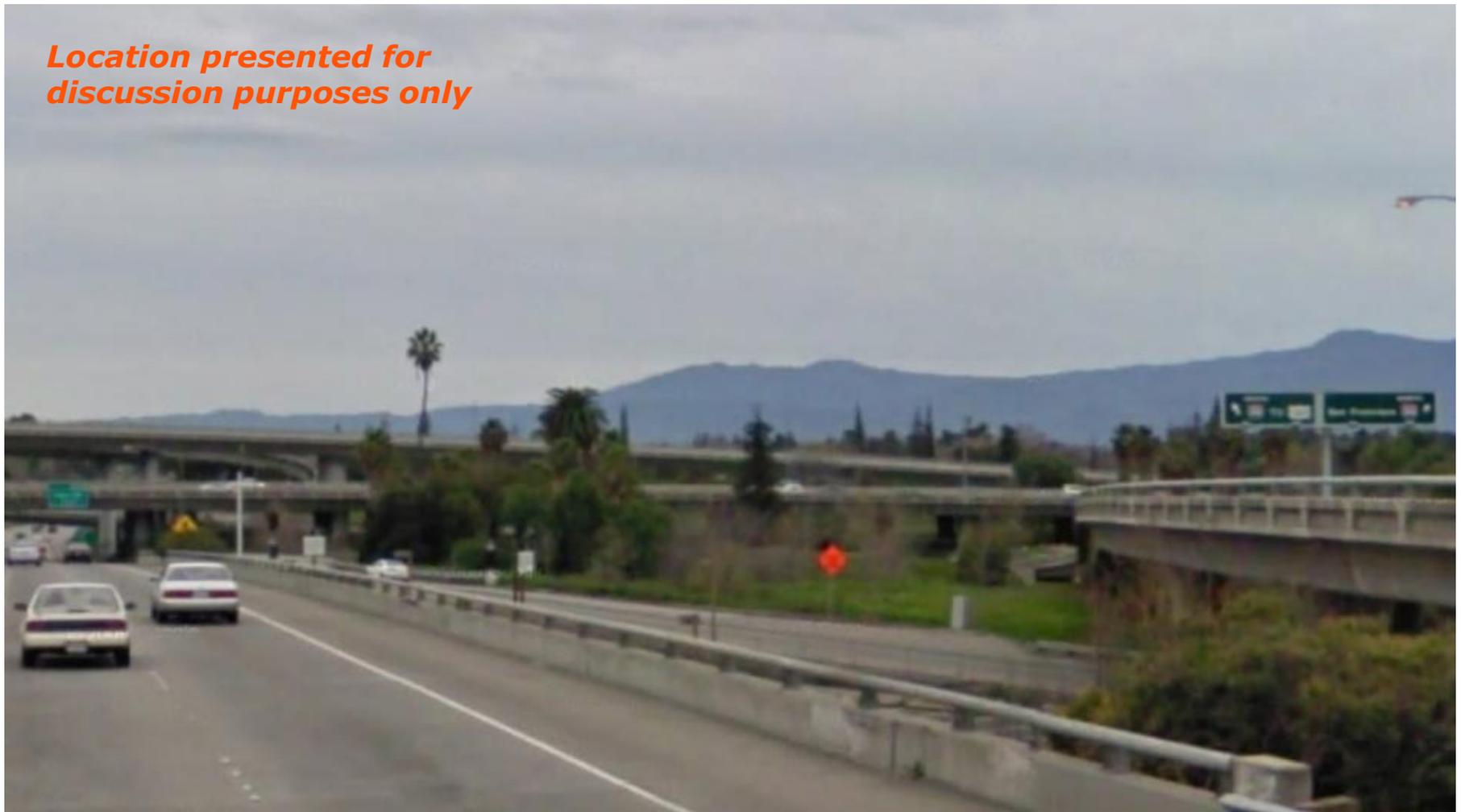
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SR 87

Looking South to SR87/I-280 Interchange

Location presented for discussion purposes only

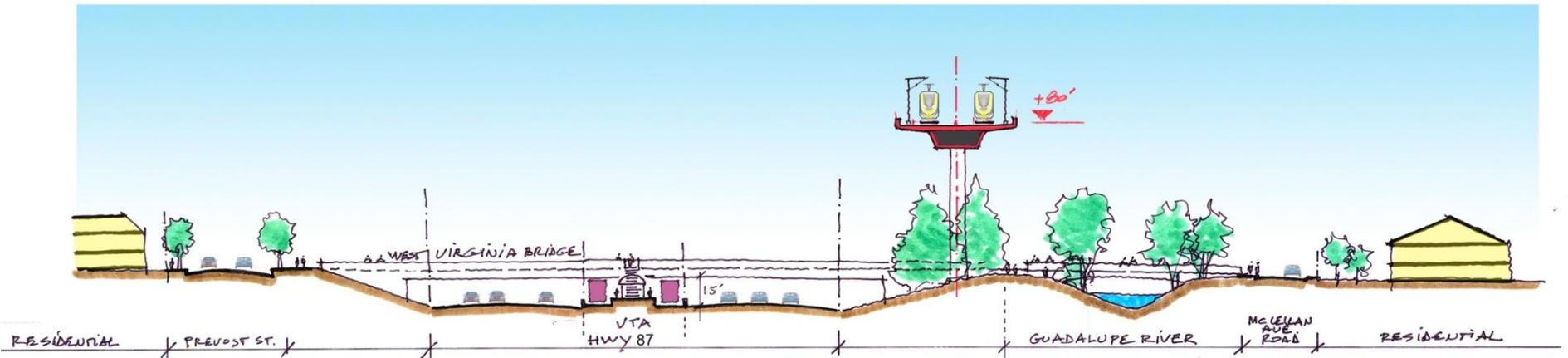


Delmas Street Looking North from West Virginia Street

*Location presented for
discussion purposes only*



West Virginia Street / Guadalupe River Section GG



SR 87 Ramp Looking South to West Virginia Street

*Location presented for
discussion purposes only*



West Virginia Street Looking East from Spencer Avenue

***Location presented for
discussion purposes only***



Harliss Avenue Looking North to Guadalupe River

***Image is out of date
View is currently site of on-going
Guadalupe River restoration project***



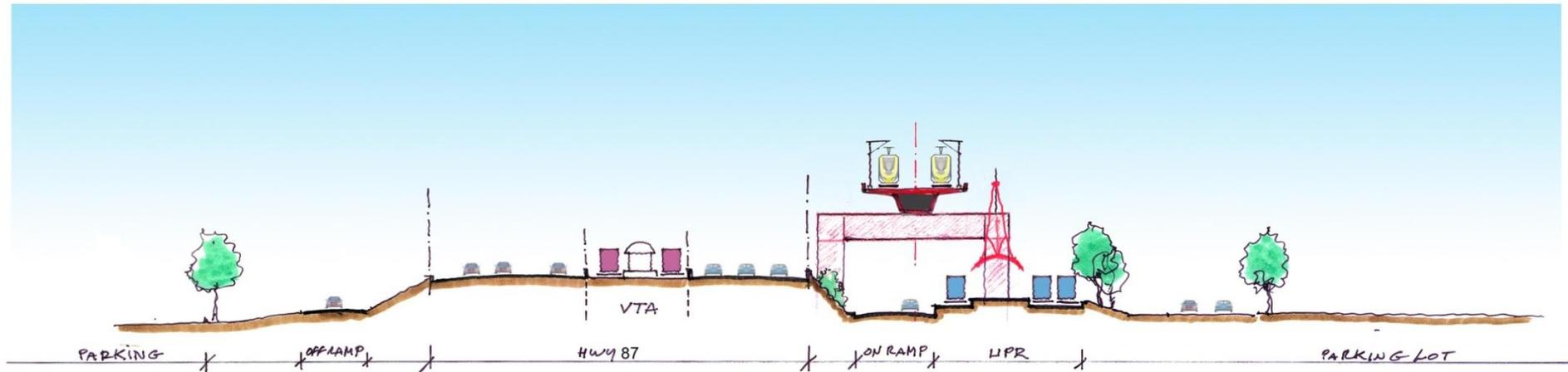
***Location presented for
discussion purposes only***

Willow Street Looking West from Lick Avenue



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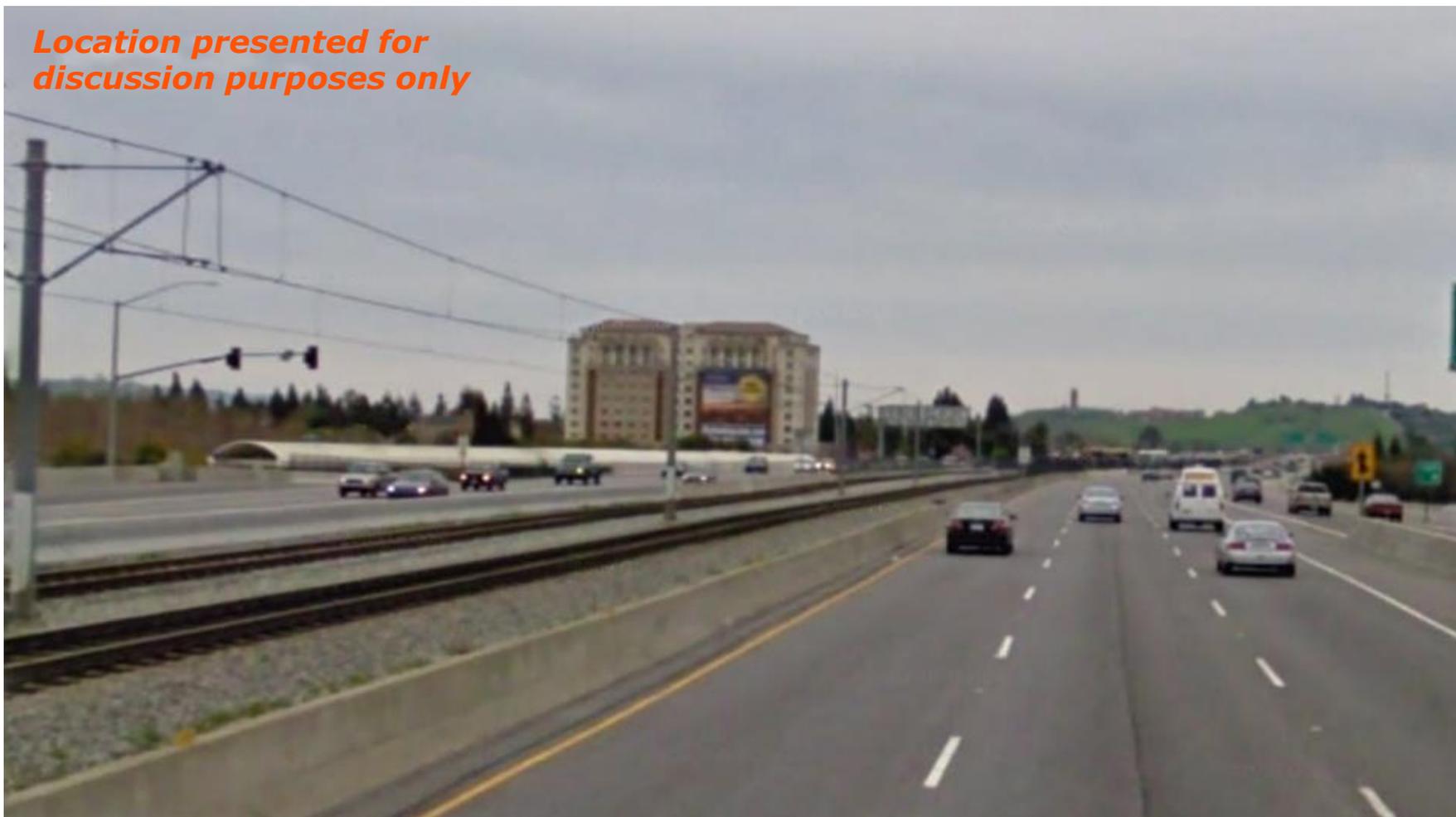
Tamien Caltrain Station Section HH



SR 87

Looking South at Tamien Station

Location presented for discussion purposes only



Tamien Station Looking West

***Location presented for
discussion purposes only***



Guiding Visual Appearance in Context

Horizontal and Vertical Geometry

Superstructure Type and Support Examples

Predominant design

Bridge structures – gateways

Iconic design

Prep for Workshop

Superstructure Type -- Haunched Girder Viaduct and Piers



Superstructure Type -- Concrete Arch



Superstructure Type – Concrete Box Girder



Superstructure Type -- Inverted Bowstring Bridge



Pier Shape – Elliptical with Flared Top



Column Shape -- Sloping Outward at Deck



Column Shape -- Sloping Outward at Foundation



Gateway Underpass – Buttress and Haunch



Gateway Underpass – Architectural Elements



Helix Bridge, Singapore



Iconic Structures: Cable Stayed Bridge -- Bunker Hill Bridge, Boston



Chris Van Uffelen

Iconic Structure Arched Cable Stayed -- Reggio Emilia, Italy



Chris Van Uffelen

Iconic Structure Network Arch -- Reggio Emilia, Italy



Chris Van Uffelen

Public Comment

Thank you

www.cahighspeedrail.ca.gov