California High Speed Train: Urban Design Guidelines

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HSR is Different

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Very Large Scale

- CHSR stations will be 1,320’ long
  - nearly ¼ mile
  - about 7 Portland LRT stations
  - Empire State Building laid on its side
Orange County, CA

John Wayne Airport: 8 million annual passengers

ARTIC Station: 9 million annual passengers

CAHST 100 million annual passengers in 2035
A Most Important Place

- HST can be transformative
- Analogous to transcontinental railroad
  - Station marks downtown’s new center
- Planning should anticipate:
  - Creating a new destination
  - 18 hr mixed-use place

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Transit Connected Regions

- HSR catalyst for expanding local transit
  - Local funding / more connected regions
- Achieve vision of moving within & between cities without need for a car
- CAHST + Regional Transit

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Great Stations: Place + Value

Berlin, Lisbon, New York, London, San Francisco

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California HSR

Urban Design Guidelines

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aim higher
Make Transit Work

Create a Place

Connect to Community

Accessible

Safe

Convenient

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California HSR Station

- Station in isolation has no value
  - Value flows from station connections
  - What can you get to?
  - How do you get there?

½ mile

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CHSR Station Connections

- 5 to 17 million annual passengers
- Who gets priority?
- How do we create value?
- How do we make it fit?

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Pedestrian Zone

- Experience at eye level
- Human needs & scale
- Linger & pass thru
- Community connection

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Local Transit & Parking

- Don’t let it dominate station
- Make it compact
- Strive for invisible parking
- Leverage supportive uses

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TOD Zone

- Active station district
- Pedestrian routes as “value corridors”
- Liner buildings for parking
- 18 to 24-hour activity

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HSR Station District

- New center of your downtown
- Front door/ sense of arrival
- Face of the project
- Balance multiple modes & uses
- Create a great place for your city

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Assuring Good Urban Design Outcomes
Responsibility Zones

Development

Streets

Transit
Development-Oriented Transit “DOT”

- Transit designed with development in mind
  - Community partnerships
  - Corridor selection
  - Station function
  - Pedestrian access
  - Parking location
  - TOD incorporated

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HSR Land Use Mix

- Regional office
- Hotel & conference
- Regional sports & entertainment
- Major civic uses

- Supporting & designation retail
- Higher density housing
- Parks & open space
Shaped by Local Transit

- Greater density
- Less parking
- Better public realm
- Mix of uses
- Very walkable
- Tame the car

San Diego, Portland, San Francisco, Washington, DC, Denver
Context Sensitive

Bay Area-Santa Clara Valley

San Joaquin Valley

Los Angeles Basin-Inland Empire

San Diego Region
Opportunity or Risk?

Stadelhofen Station, Zurich
- Integrated w/community

Wuhan Station, China
- Dominating presence

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function

character

V A L U E

balance
HSR TOD

- Part airport / part downtown
- 18 to 24 hour place
- Dense
- Mix of uses
- Quality public realm
- Very walkable
HSR TOD

-Harness transformative power of HSR
  - Development-sensitive station design
  - Solve for pedestrians
  - Balance all access modes
  - Plan for large scale TOD

- ‘Unlearn’ what you know about transit

Sacramento : : Madrid