High Speed Rail: A Catalyst for Community Building

GB Arrington
arrington@pbworld.com

pb’s placemaking group
HSR + Urban Design

- Huge Opportunity
- Tool for Community Building
- Urban Design Guidelines
  - Community Fit
  - Urban Station District
  - Connect to Community
  - Get Details Right
- Achieving Good Outcomes

pb's placemaking group
1. Transit-Oriented Development
2. Pedestrian-Oriented Development
3. Development-Oriented Transit

pb’s placemaking group
The Opportunity
value/ performance/
livability
Lessons from Abroad

- It's big & brings change
  - It can change your city
  - It can leverage transit expansion
- Vision becomes reality
  - Station as destination
- Plan for business & service-oriented travel
- Leadership required

pb's placemaking group
“Unlearning and HSR”

*For Christopher Columbus to discover America he had to unlearn the earth was flat*

- Applying what we think we know about transit to HSR can be a recipe for disaster
  - The scale, the opportunity and the considerations for design are very different
CHSR stations will be 1,320’ long
- Nearly ¼ mile
- About 7 Portland LRT stations
- The 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
Transit Connected Regions

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

pb’s placemaking group
Creating Value with HSR
Great Stations Defining Place

Berlin, Lisbon, New York, London, San Francisco

pb’s placemaking group
Great Stations
Defining Value

- Great design & great transit
- Civic architecture & place making
- Catalyst for community objectives

Washington DC, Portland, London, Strasbourg
Catalyst
For Community
Building
Opportunity or Risk?

Stadelhofen Station, Zurich
- Integrated w/ community
  pb’s placemaking group

Wuhan Station, China
- Dominates community
Development-Oriented Transit "DOT"

- Transit designed with development in mind
  - Community partnerships
  - Corridor selection
  - Station function
  - Pedestrian access
  - Parking location
  - TOD incorporated
Your New Most Important Place

- HST Stations can be transformative
- Analogous to the coming of the transcontinental railroad
  - Station marks downtowns new center
- Planning should anticipate that
  - Creating a new destination
  - 18 hr mixed-use place

pb's placemaking group
San Francisco Game Changer

The core of the 5th largest US downtown is shifting to the Transbay Terminal
San Francisco's New Center
California HSR
Urban Design Guidelines
The Value Connection

- “landing the station”
  - Creating value connection w/ real estate
  - Modify station connection envelope
  - Unique address
California HSR Station

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

pb’s placemaking group
CHSR Station Connections

- Cars
- Pedestrians
- Buses
- TOD

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

pb’s placemaking group
Pedestrian Zone

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

pb’s placemaking group
TOD Zone

- Active face to station district
- Ped routes are value corridors
- Liner buildings for parking
- 18 to 24-hour activity zone

pb’s placemaking group
Parking Areas

- Don’t let it dominate station
- Make it compact
- Strive for invisible parking: face w/ development
- Leverage supportive uses

pb’s placemaking group
HSR Station District

- New center of your downtown
- Front door/sense of arrive
- Face of the project
- Balancing multiple modes & uses
- Creating a great place for your city

pb’s placemaking group
Assuring great outcomes
HSR TOD

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

pb’s placemaking group
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 Transit

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

San Diego, Portland, San Francisco, Washington, DC, Denver
Design Approach

- Design with development in mind
  - DOT principals
  - Manage access
- Evolutionary design –
  - from car-centric to pedestrian-centric
- Serve what’s there today, create what will be there tomorrow

pb’s placemaking group
Conclusions

- Harness the transformative power of HSR
  - Sensitive station design for development
  - Solve for a pedestrian scale
  - Balance all the access modes
  - Plan around the station for large scale TOD
- ‘Unlearn’ what you know about transit

Sacramento : : Madrid