

# SACRAMENTO VALLEY STATION MASTER PLAN

COMMUNITY MEETING - 09/05/2019

GRIMSHAW TRANSIT DESIGN

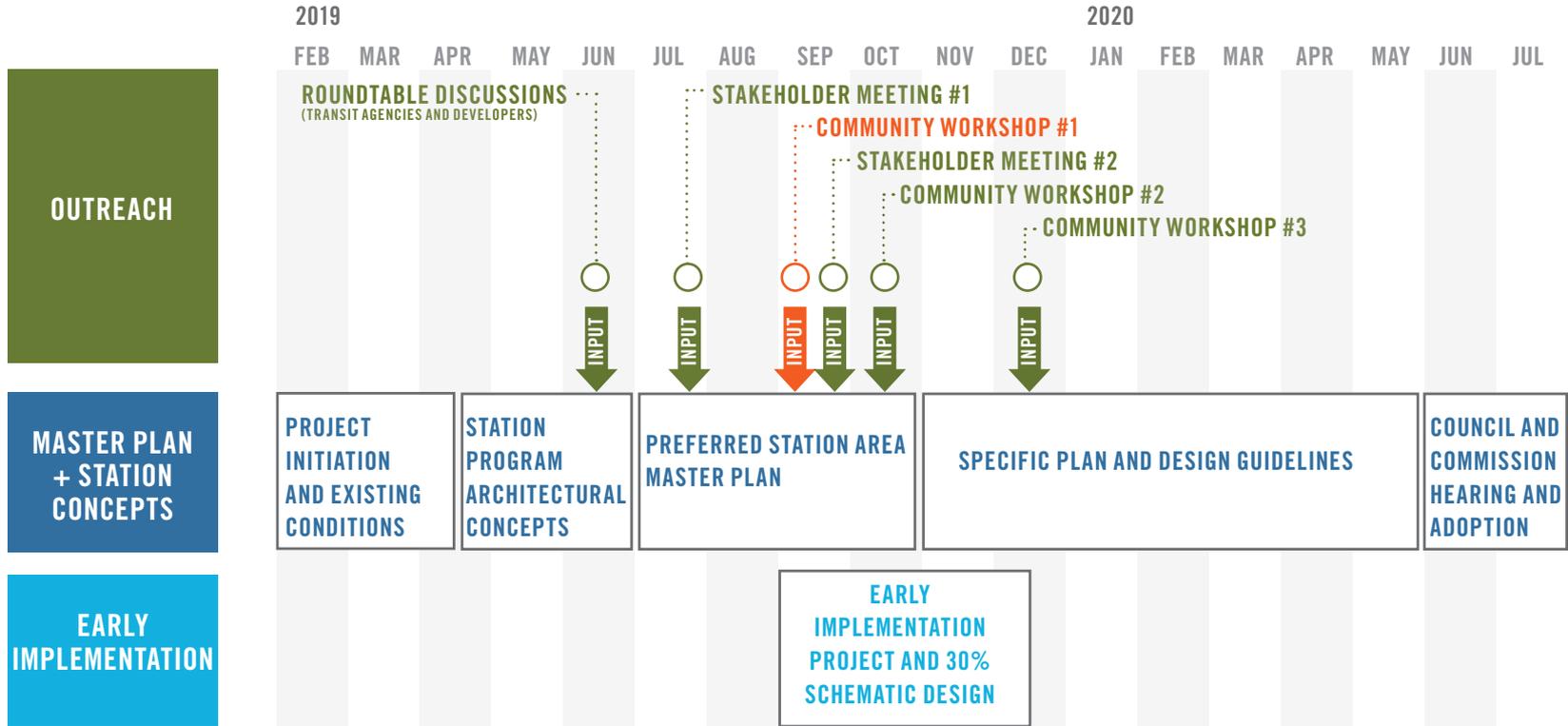
# *JOURNEY*

PERKINS+WILL URBAN DESIGN

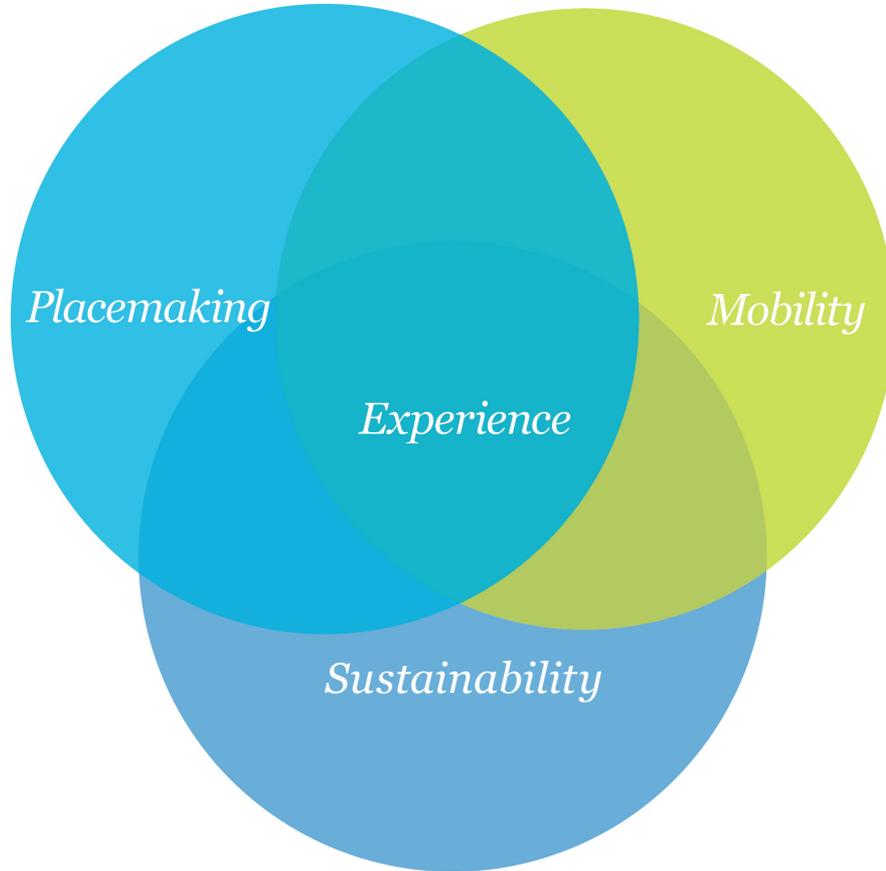
# *DESTINATION*

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

# PROCESS



# JOURNEY & DESTINATION



# AGENDA

## MOBILITY FRAMEWORK

- Street Framework
- Transit Facility

## PLACEMAKING OPPORTUNITIES

- Open Space Concept
- Development Opportunities

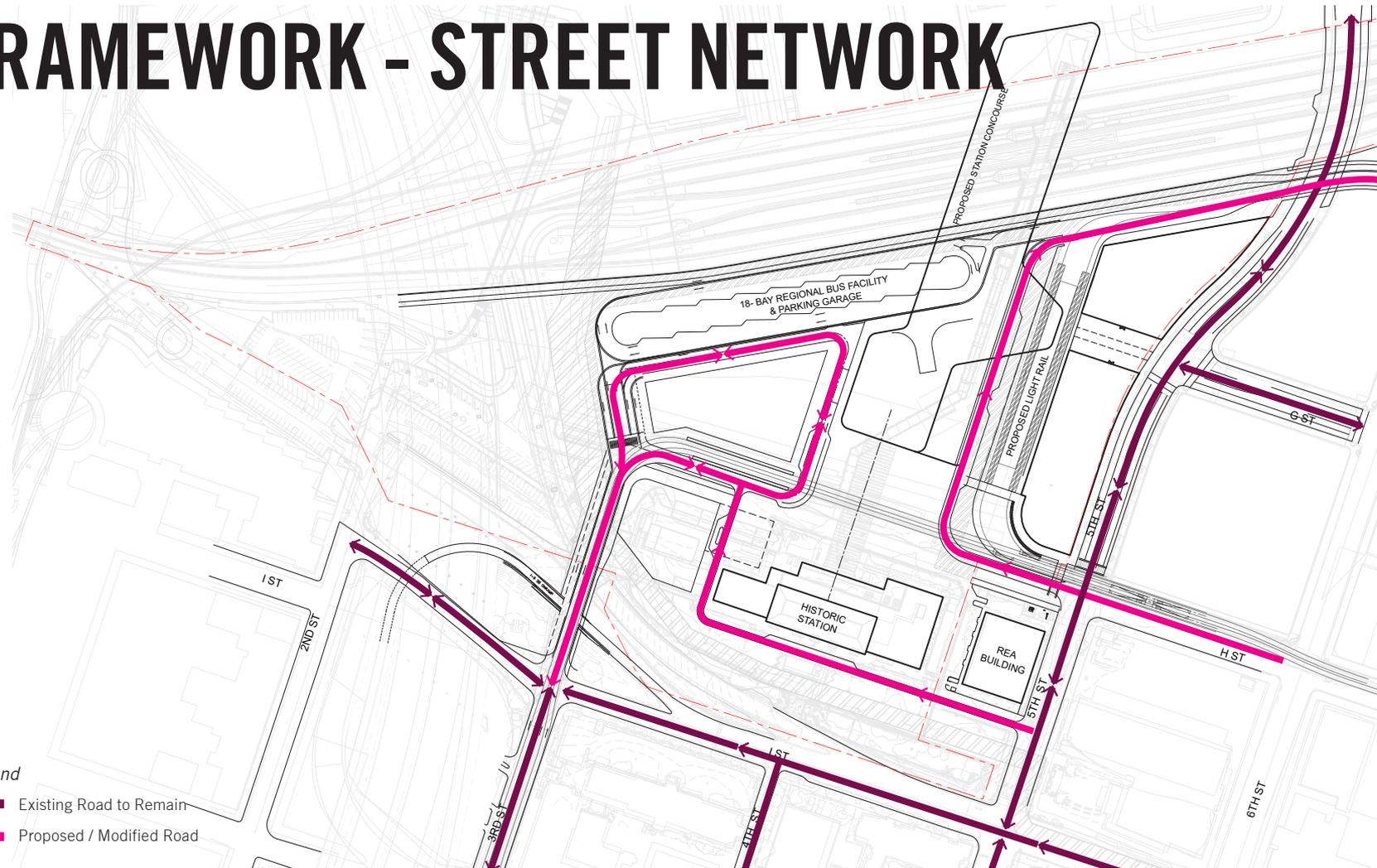
## SUSTAINABILITY INITIATIVE

# MOBILITY FRAMEWORK

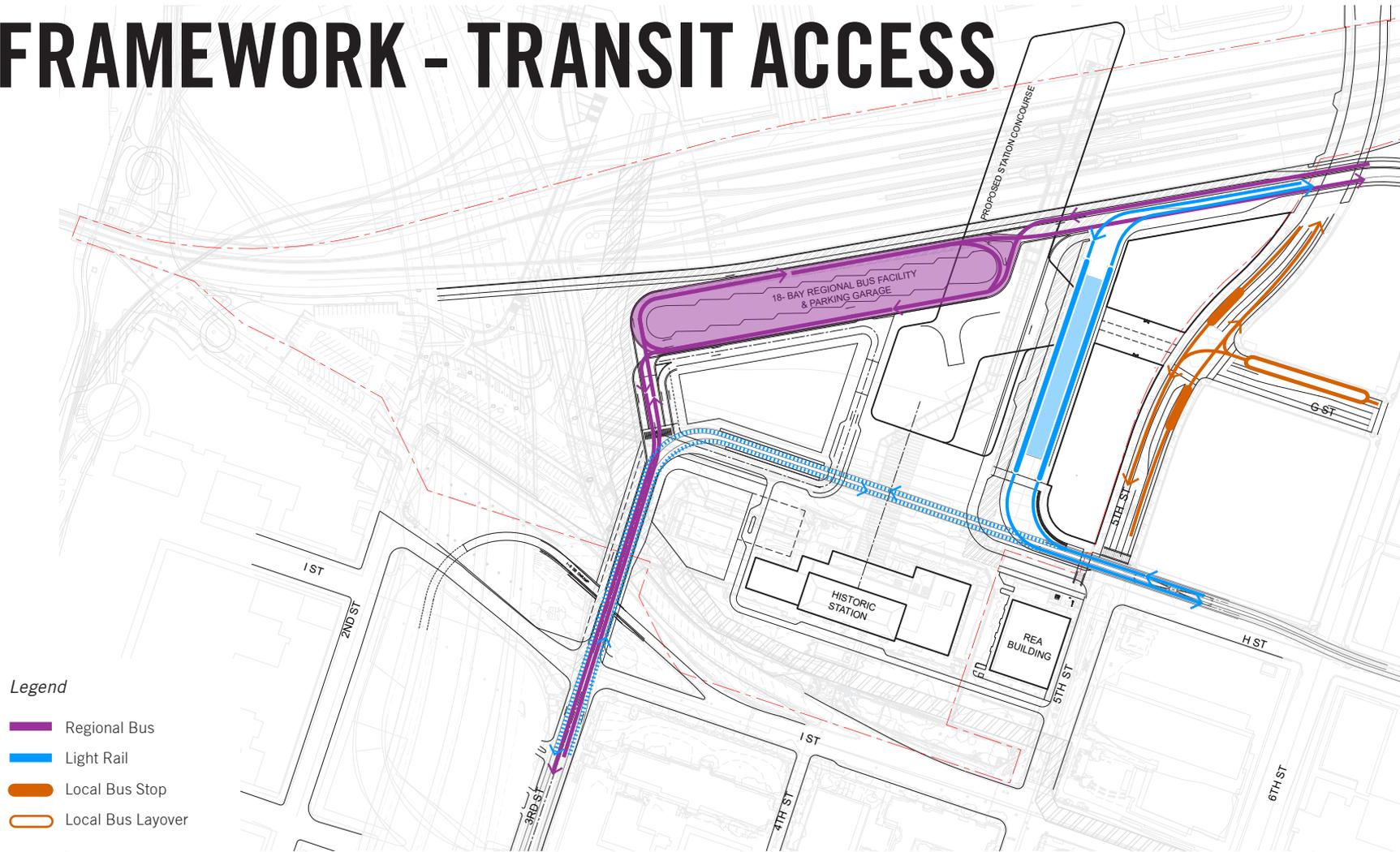
# FRAMEWORK - STREET NETWORK

## Legend

- Existing Road to Remain
- Proposed / Modified Road



# FRAMEWORK - TRANSIT ACCESS

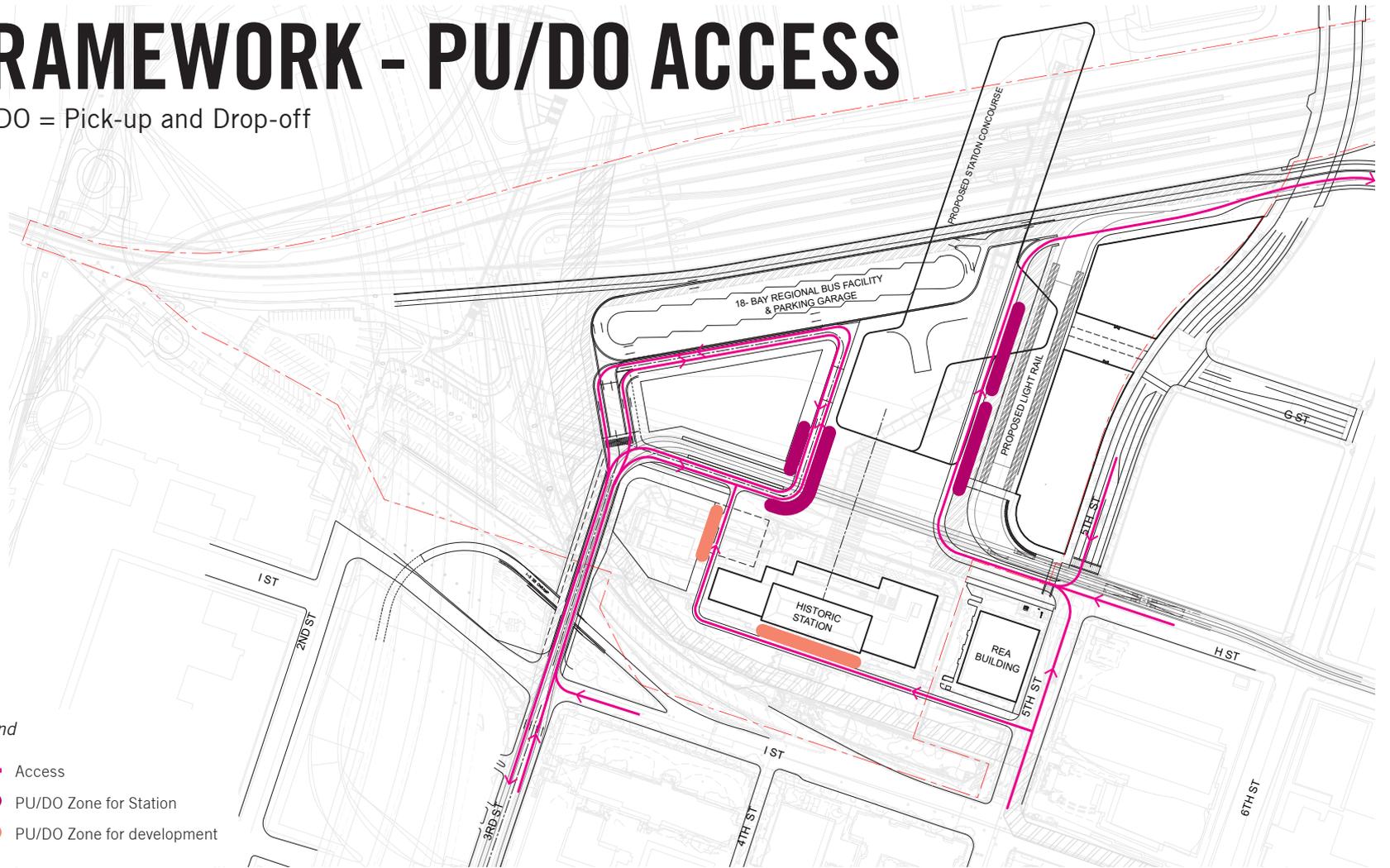


# FRAMEWORK - PU/DO ACCESS

PU/DO = Pick-up and Drop-off

## Legend

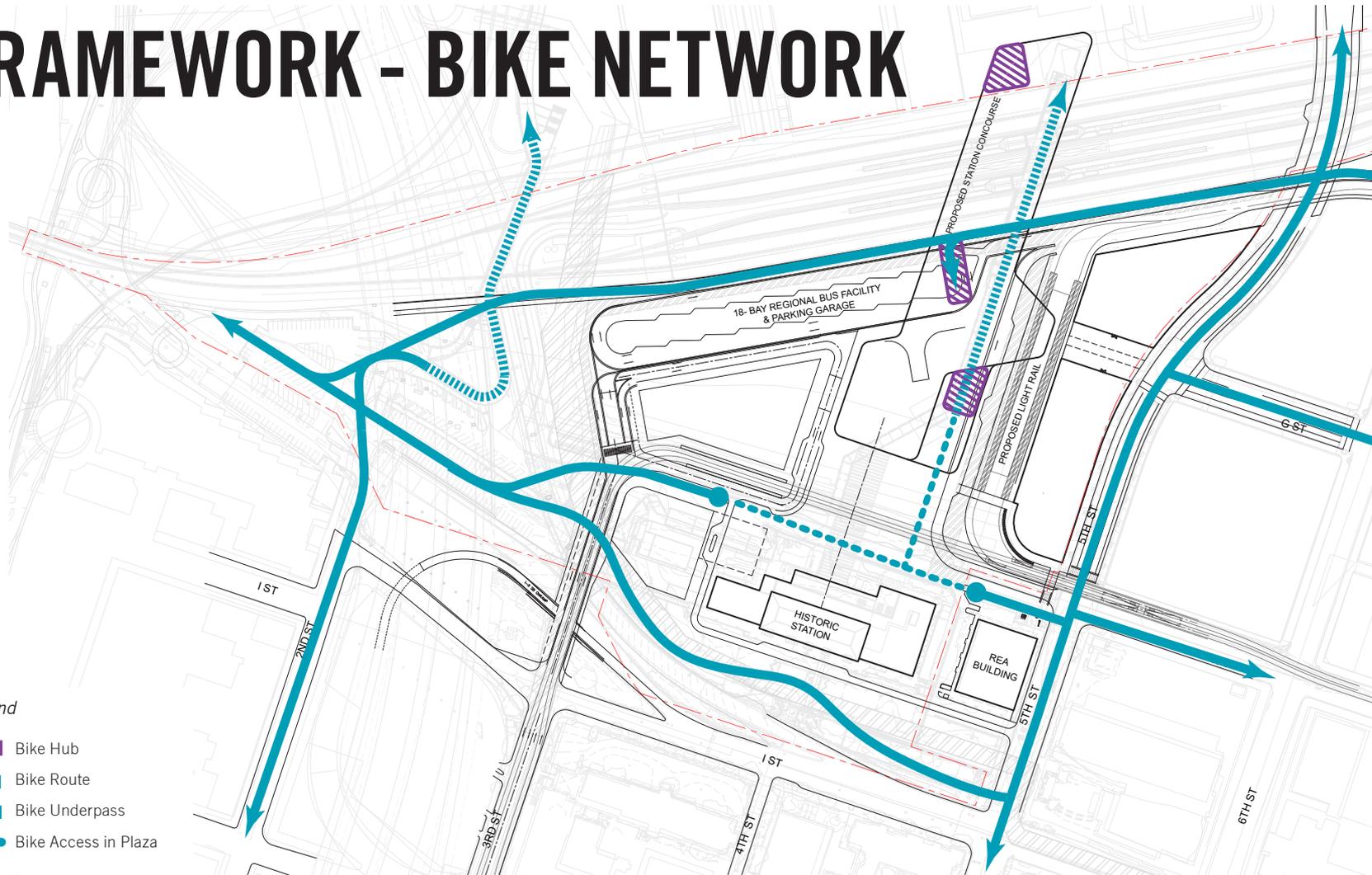
-  Access
-  PU/DO Zone for Station
-  PU/DO Zone for development



# FRAMEWORK - BIKE NETWORK

## Legend

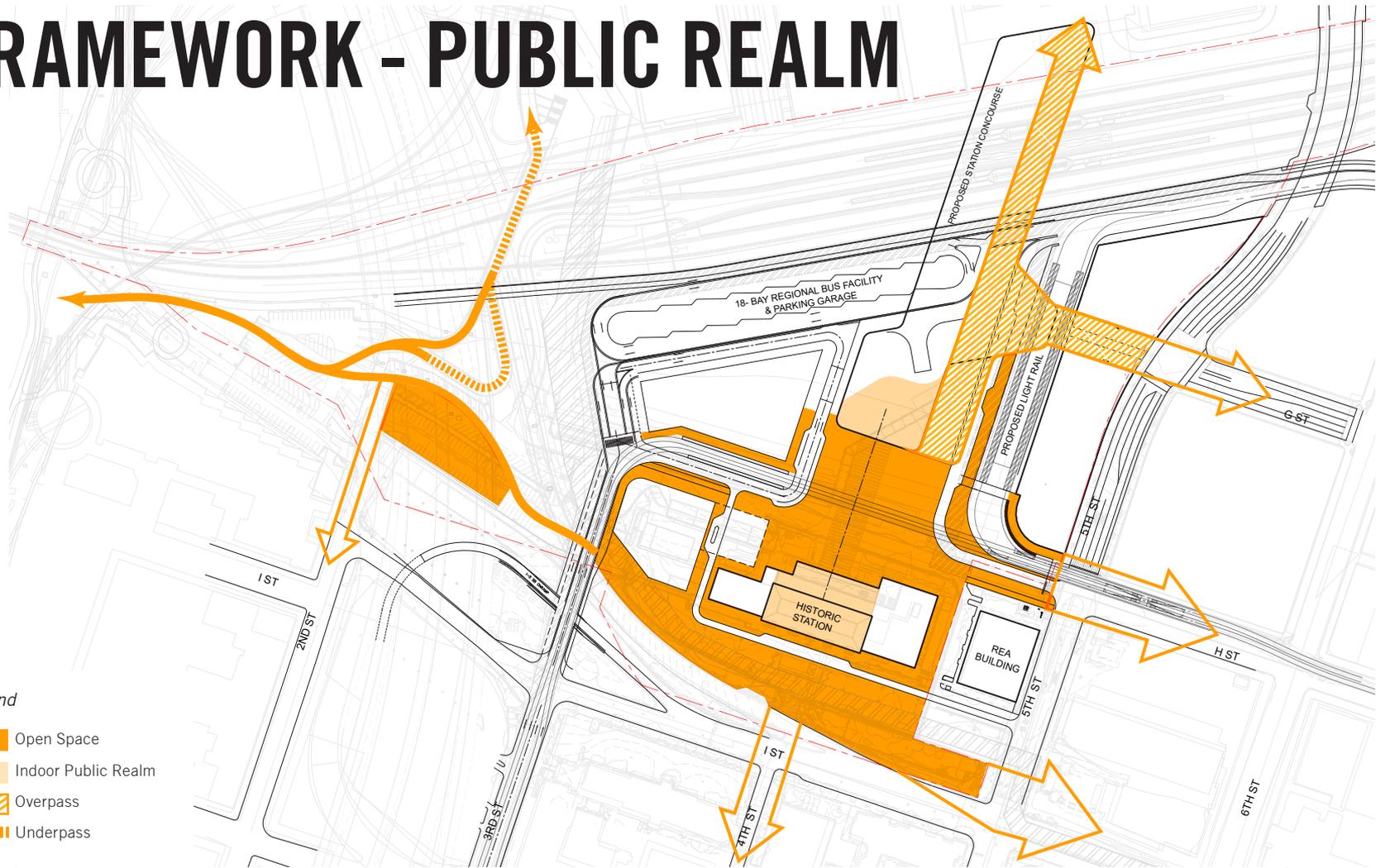
-  Bike Hub
-  Bike Route
-  Bike Underpass
-  Bike Access in Plaza



# FRAMEWORK - PUBLIC REALM

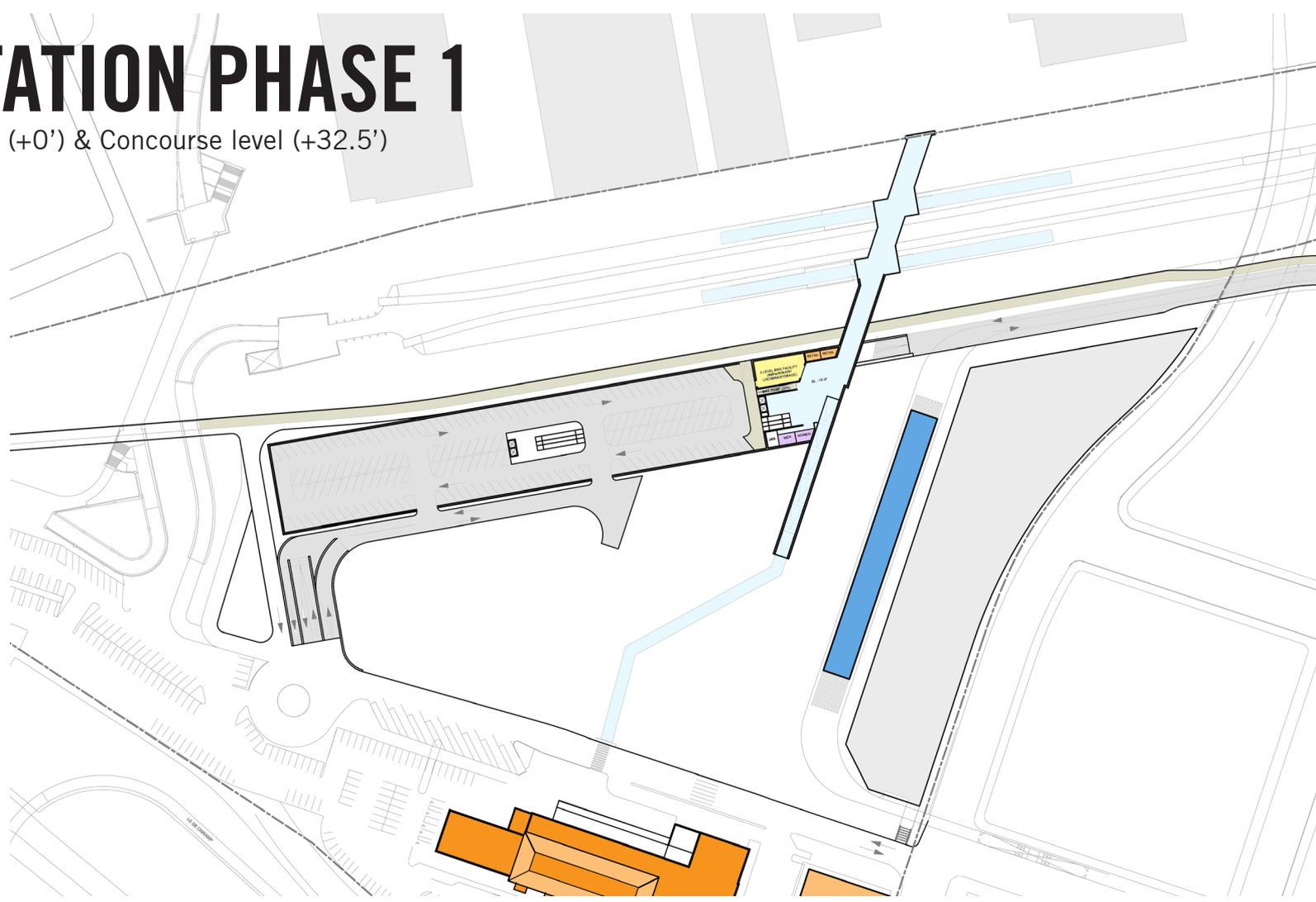
## Legend

- Open Space
- Indoor Public Realm
- Overpass
- Underpass



# STATION PHASE 1

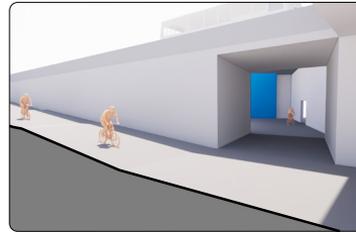
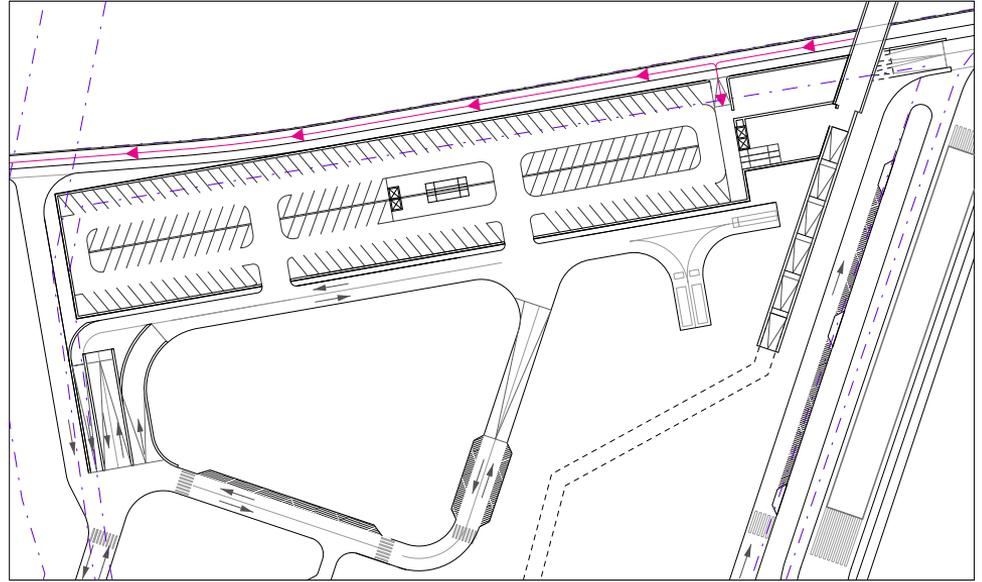
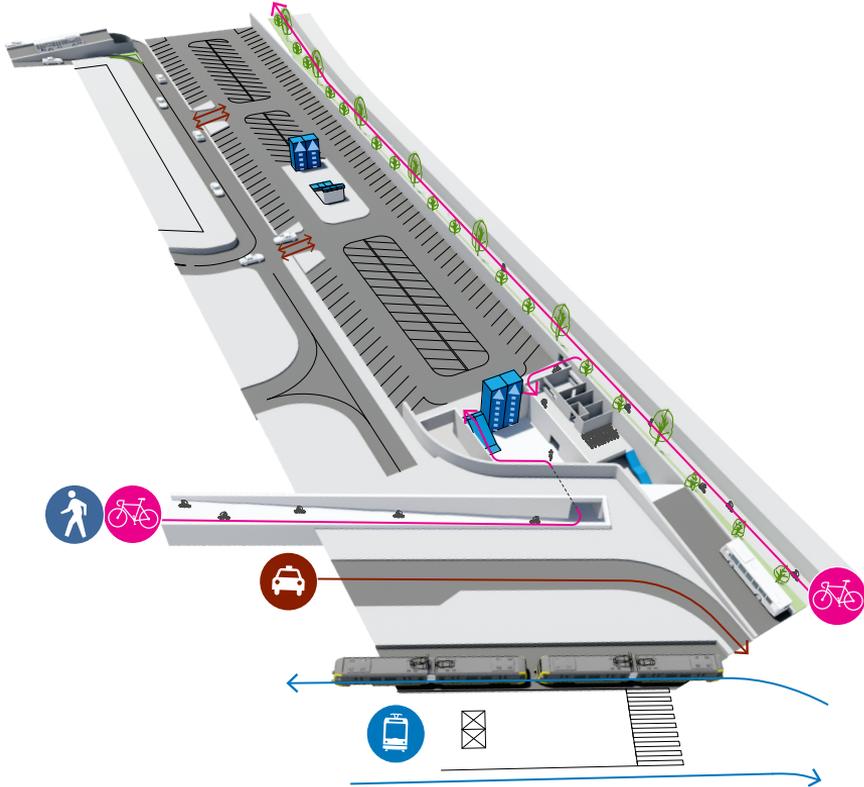
Grade (+0') & Concourse level (+32.5')





# PARKING STRUCTURE

Grade (+0') & Parking level (-5')



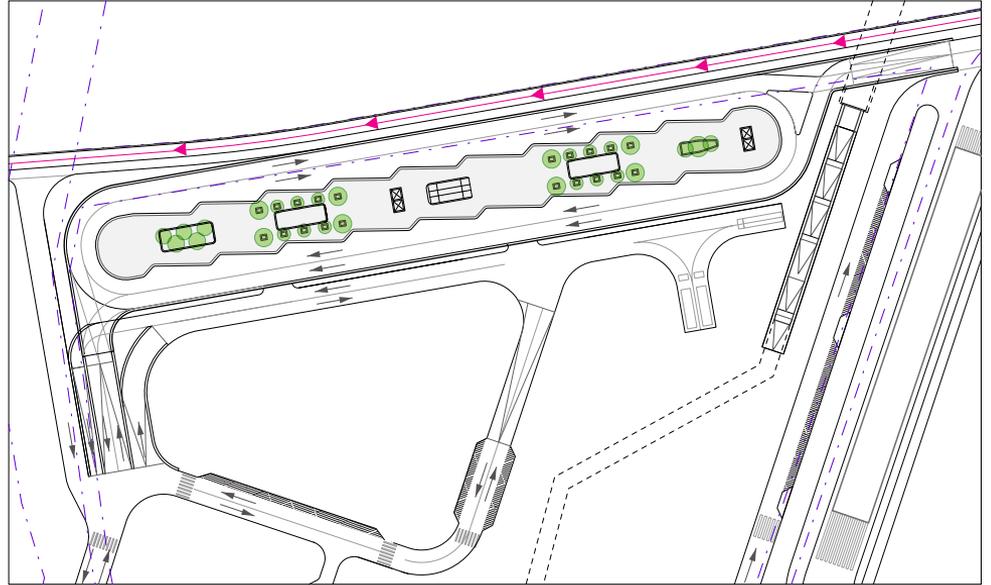
Pedestrian & bike entry from tunnel



Bike lane entry from F Street

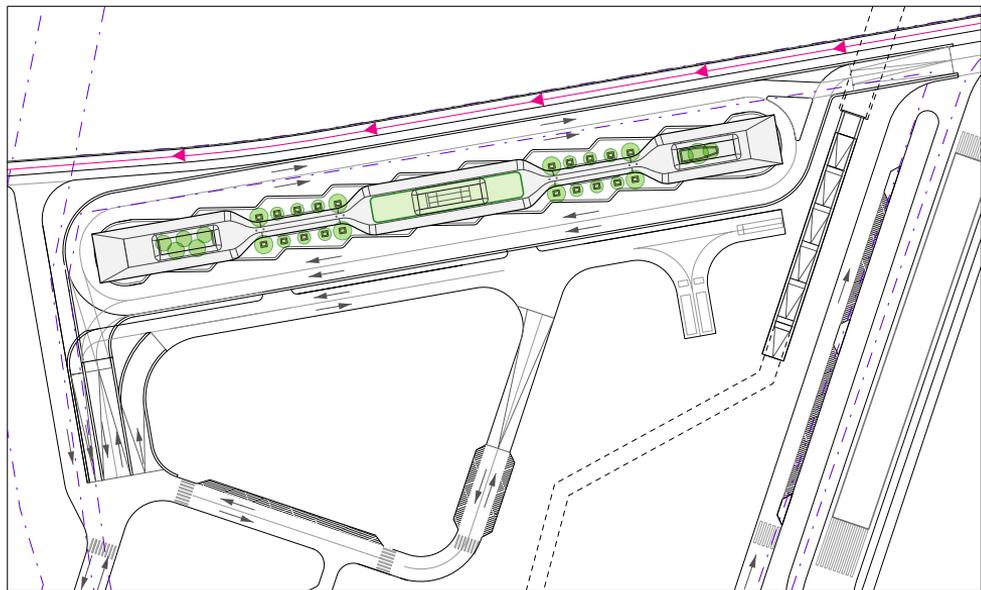
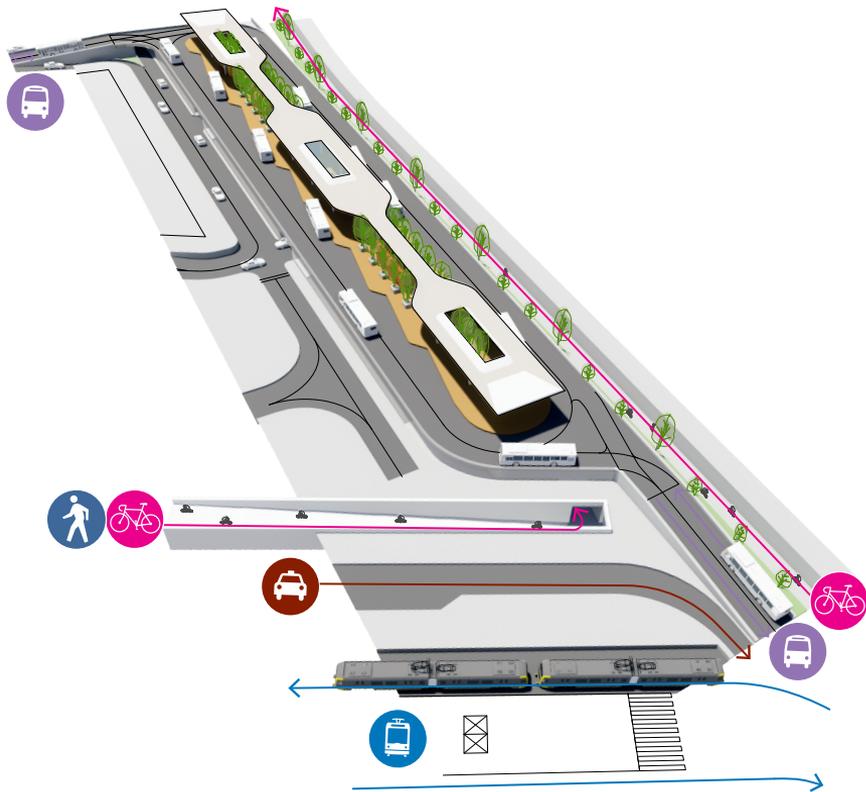
# BUS TERMINAL PLAZA

Grade (+0') & Parking level (-5')

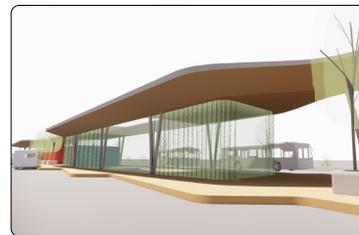


# BUS TERMINAL CANOPY

Grade (+0') & Parking level (-5')



Alternative option 1:  
VC connection to concourse level



Alternative option 2:  
green wall at bus terminal level

# BUS TERMINAL & PARKING STRUCTURE

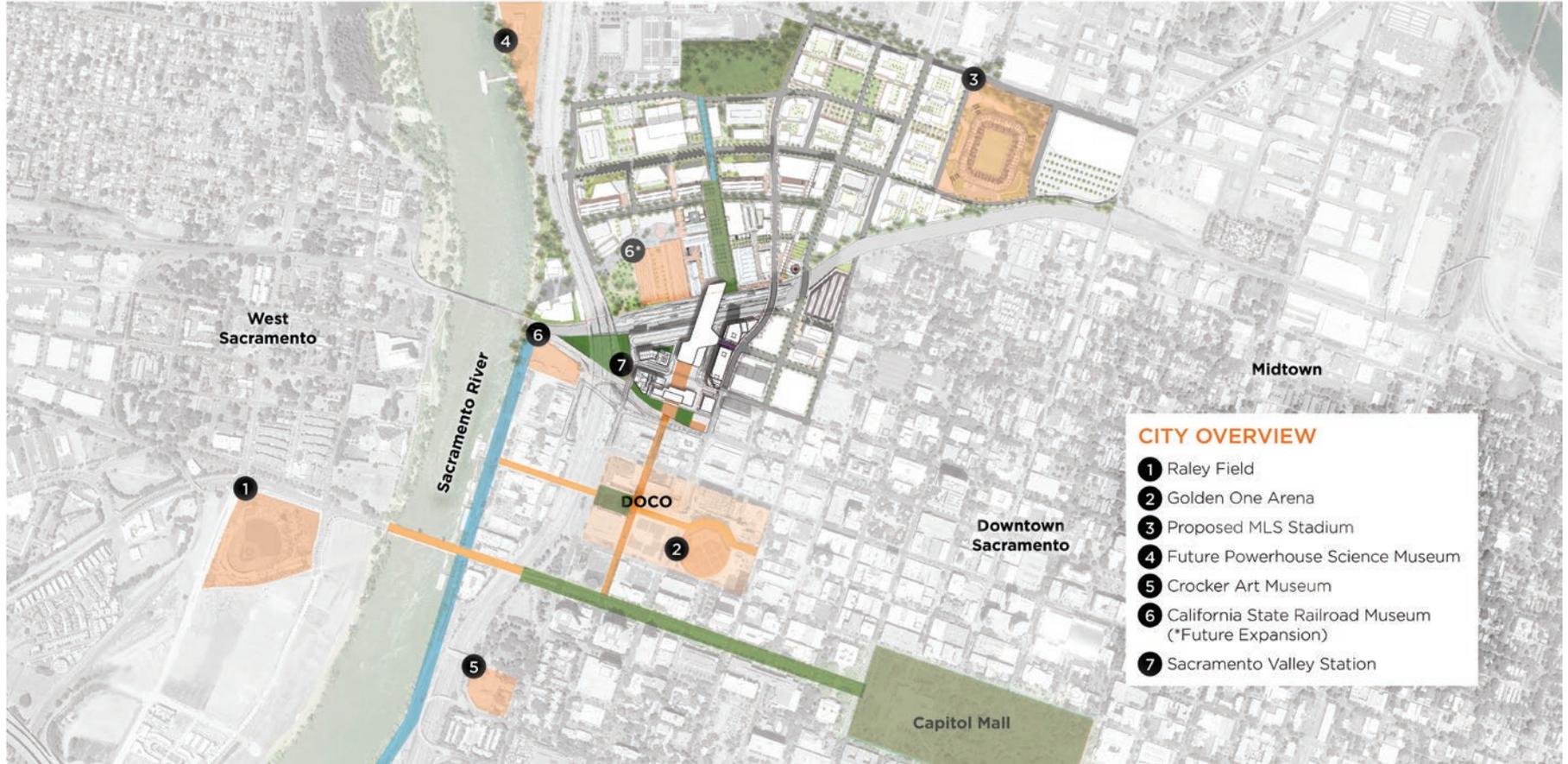
Grade (+0') & Parking level (-5')

SECTIONS

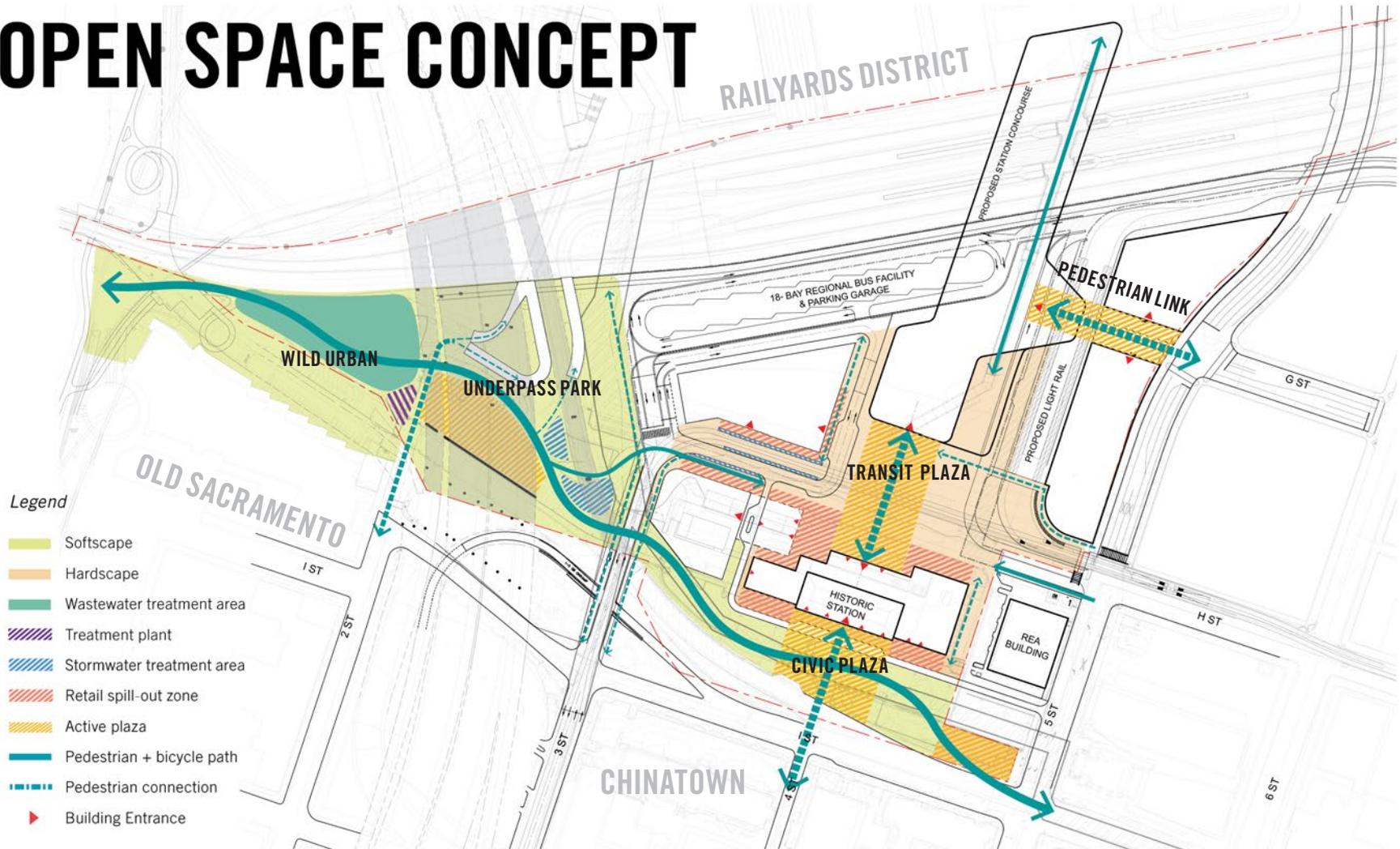


# PLACEMAKING OPPORTUNITIES

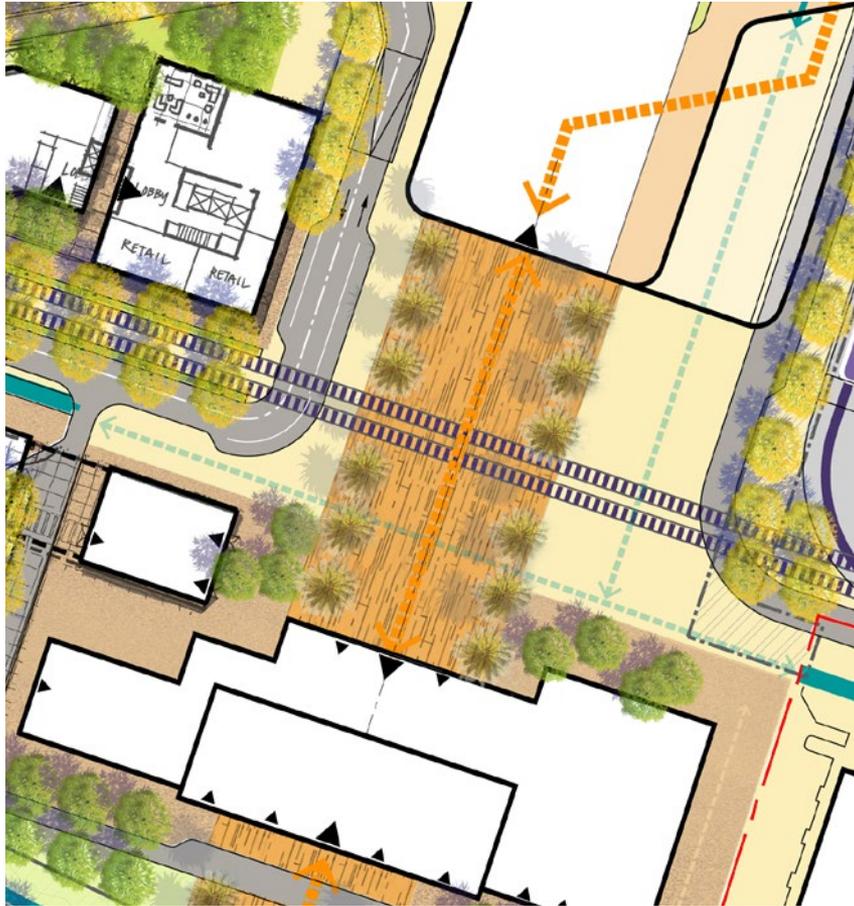
# PUBLIC REALM CONNECTION



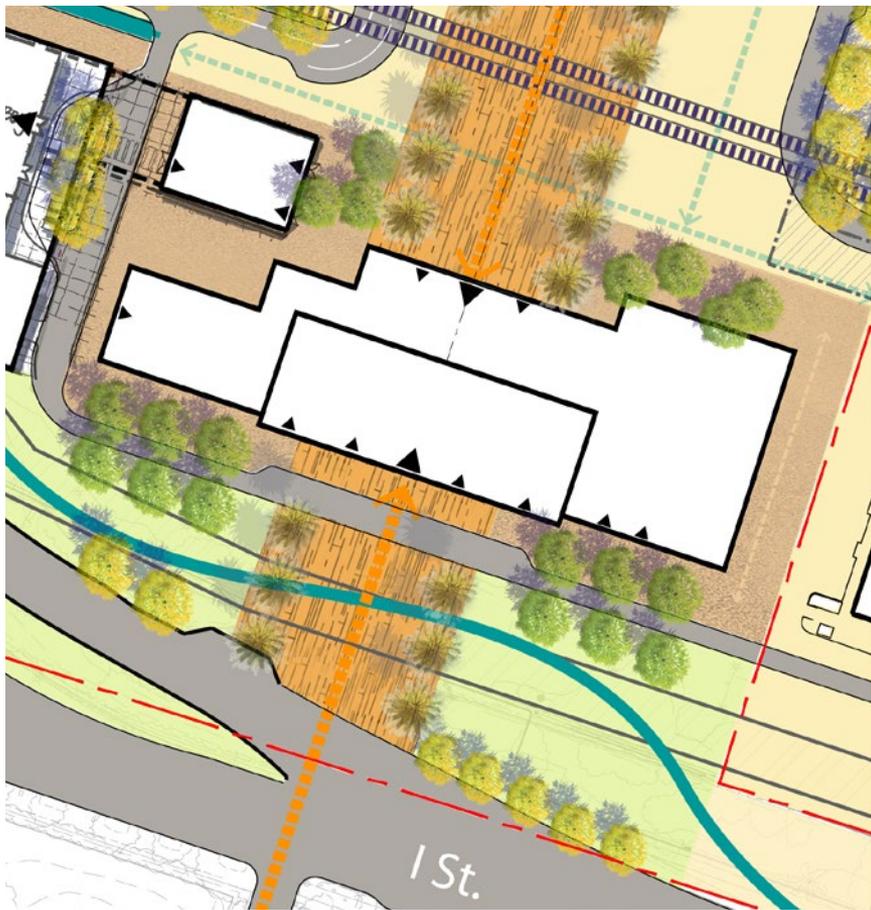
# OPEN SPACE CONCEPT



# TRANSIT PLAZA



# CIVIC PLAZA



# G STREET



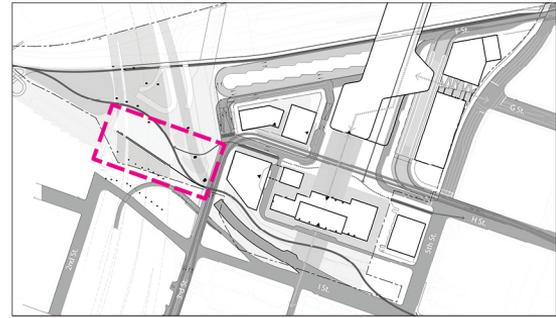
# UNDERPASS PARK



*The Bentway Park, Toronto, Canada*



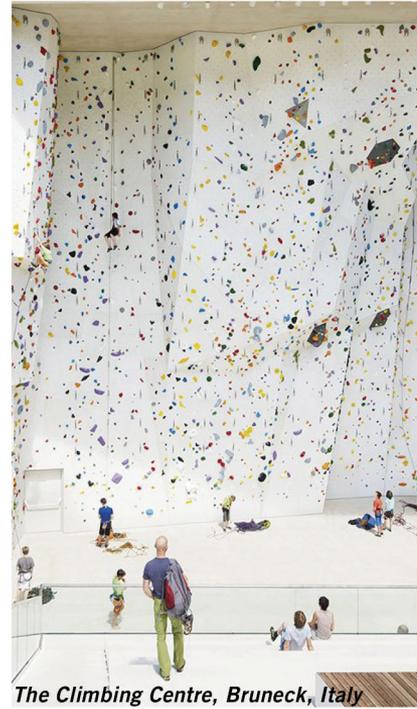
*Underpass Park, Toronto, Canada*



*SEART Park, Mount Wellington, New Zealand*



*Vanke City Garden, Dongguan, China*



*The Climbing Centre, Bruneck, Italy*



*The Bentway Park, Toronto, Canada*



*Mission Creek Park, San Francisco, CA*

# WILD URBAN



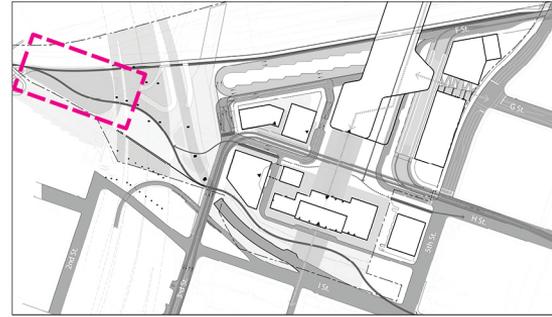
Tanner Springs Park, Portland, OR



Bafflo Bayou Park, Houston, TX



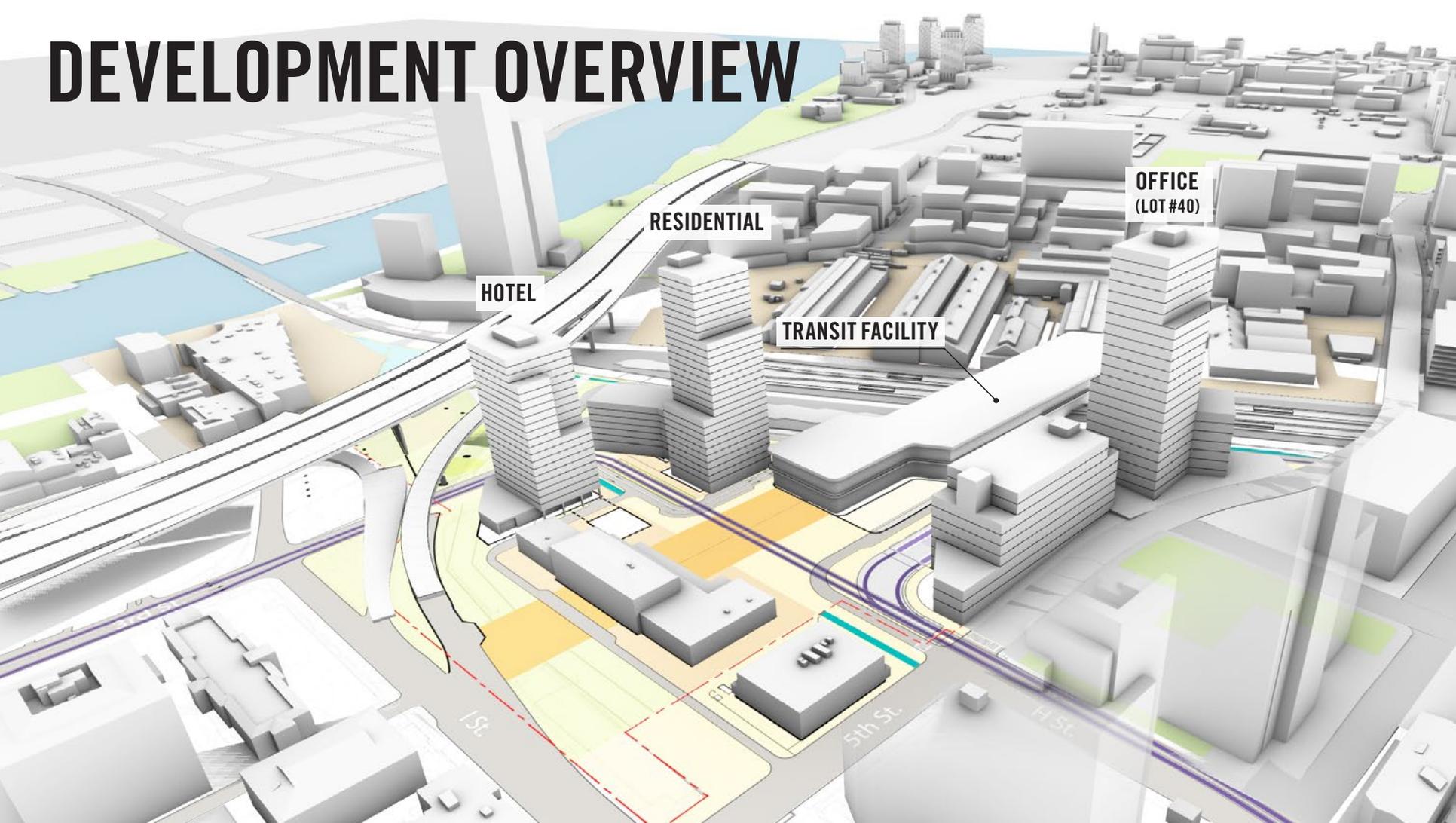
Hassalo, Portland, OR



# MARKET ANALYSIS FINDINGS

- Efforts should first be concentrated on **creating a successful multi-modal transit center** which will then generate development interest
- The prime location and regionally significant amenity **justify waiting until the surrounding district has matured and emerging trends can be best captured**
- Condo-hotel and mid-rise residential development is viable now, but probably **better to wait until market can deliver higher density development**
- **Strategies should be explored to make higher density development more feasible;**
  - o Reduce or eliminate parking requirements for new developments
  - o Improve the quality of the surrounding blocks with redevelopment or rehabilitation
  - o Keep development fees reasonable and attractive
  - o Facilitate public-private deal structures, ground leases and air-rights opportunities to be more competitive with traditional development methods

# DEVELOPMENT OVERVIEW



HOTEL

RESIDENTIAL

TRANSIT FACILITY

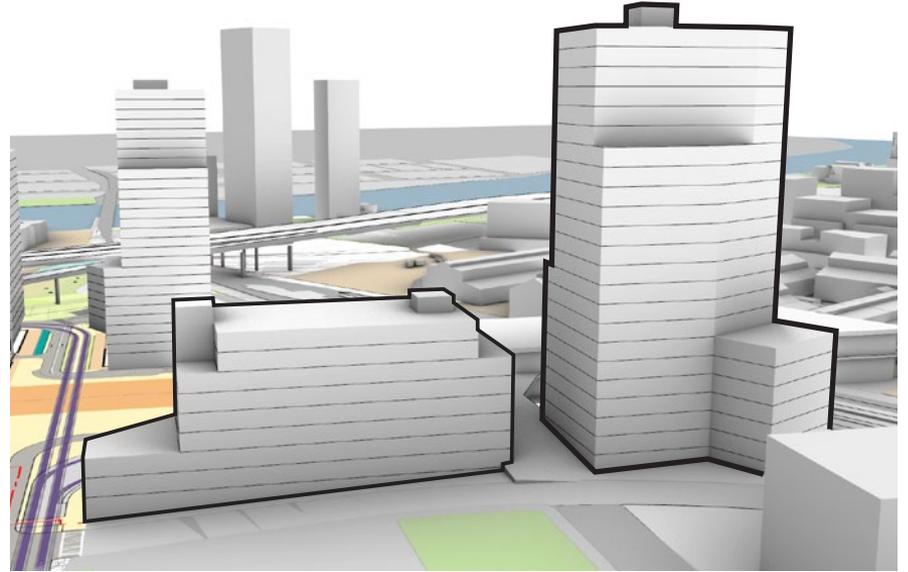
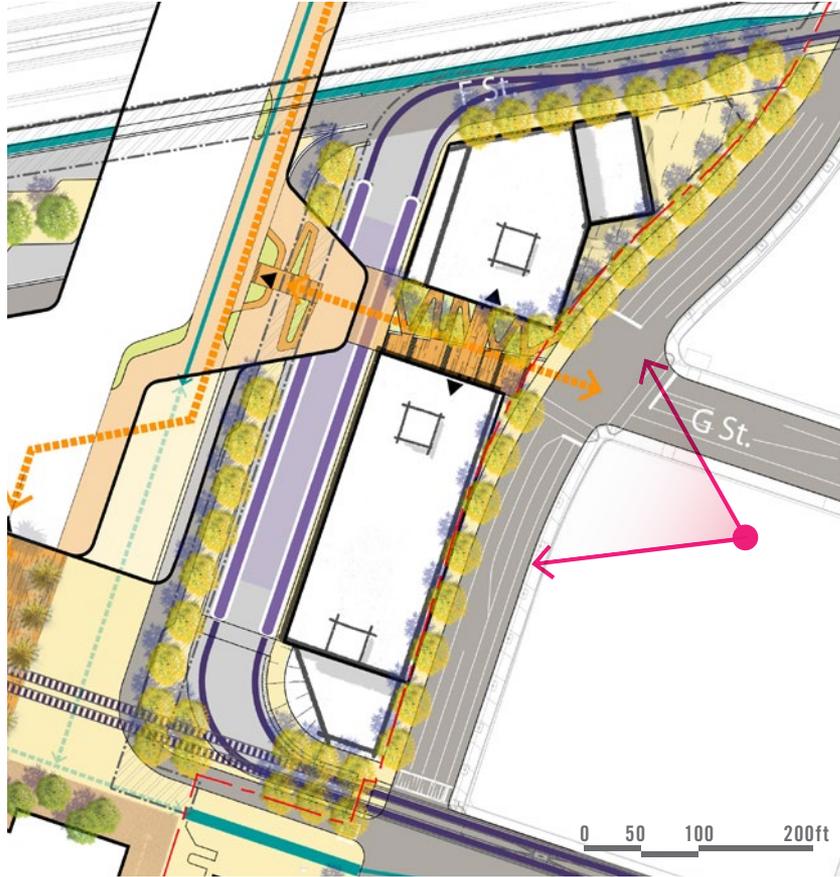
OFFICE  
(LOT #40)

1st St.

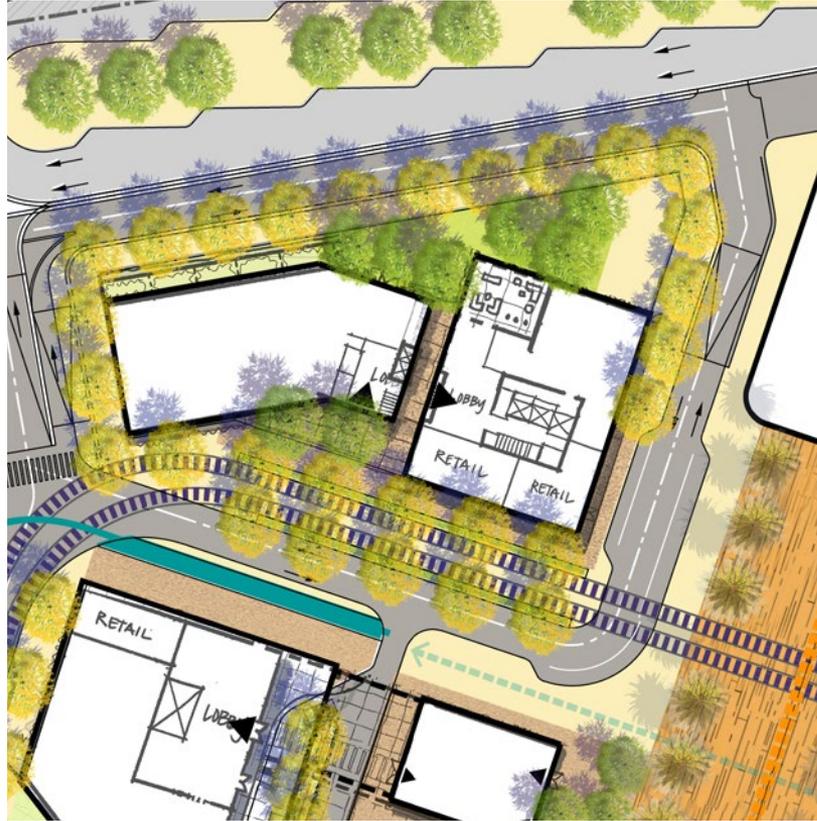
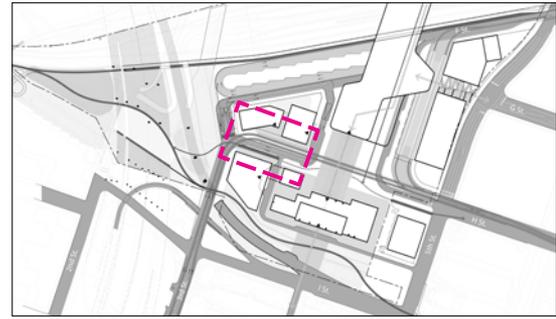
5th St.

H St.

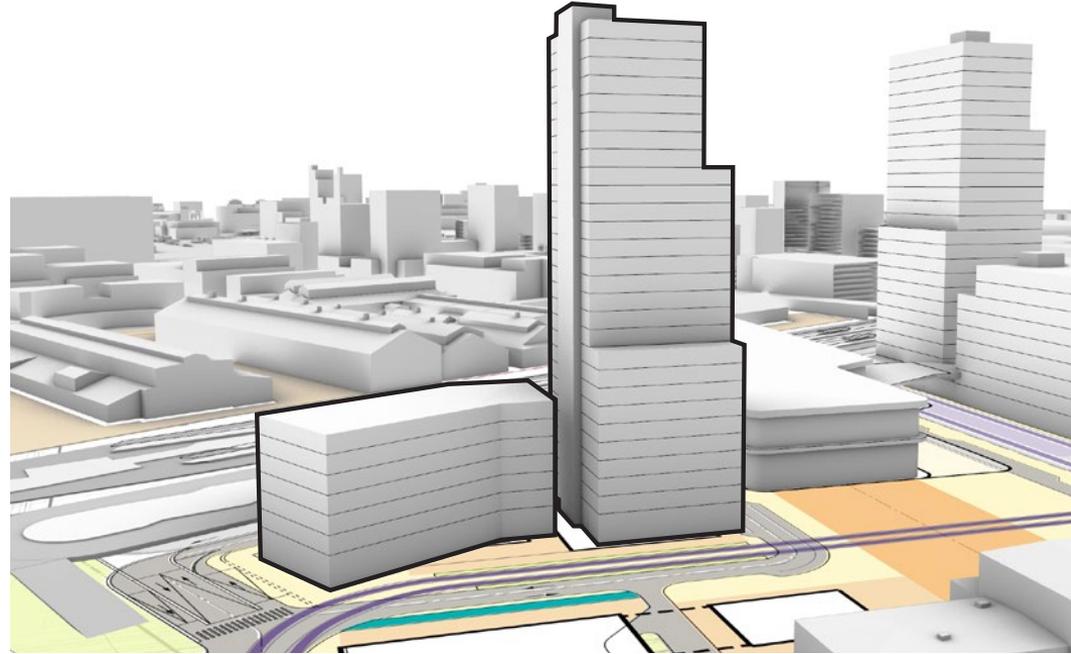
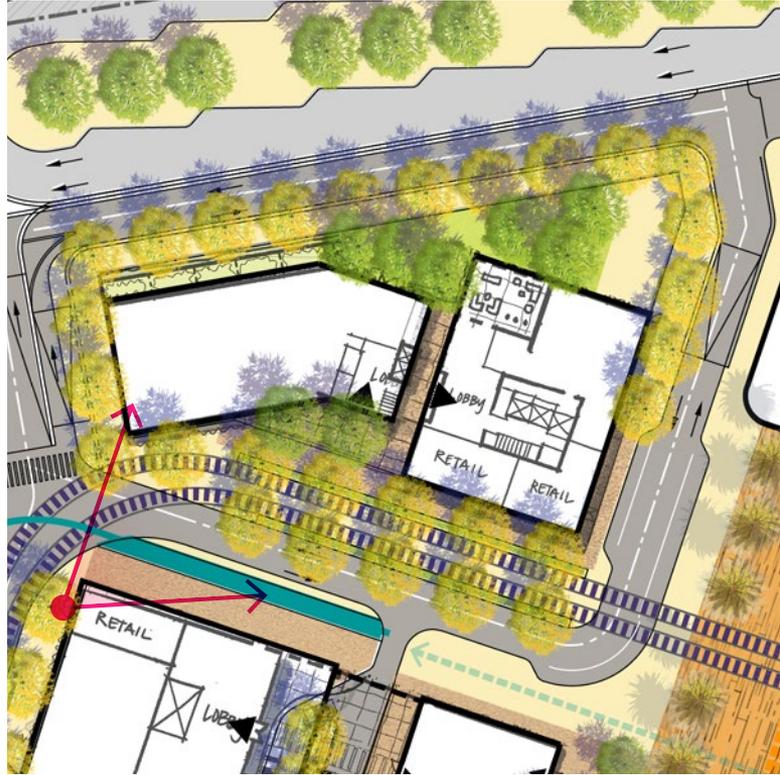
# LOT #40



# H STREET WEST SEGMENT

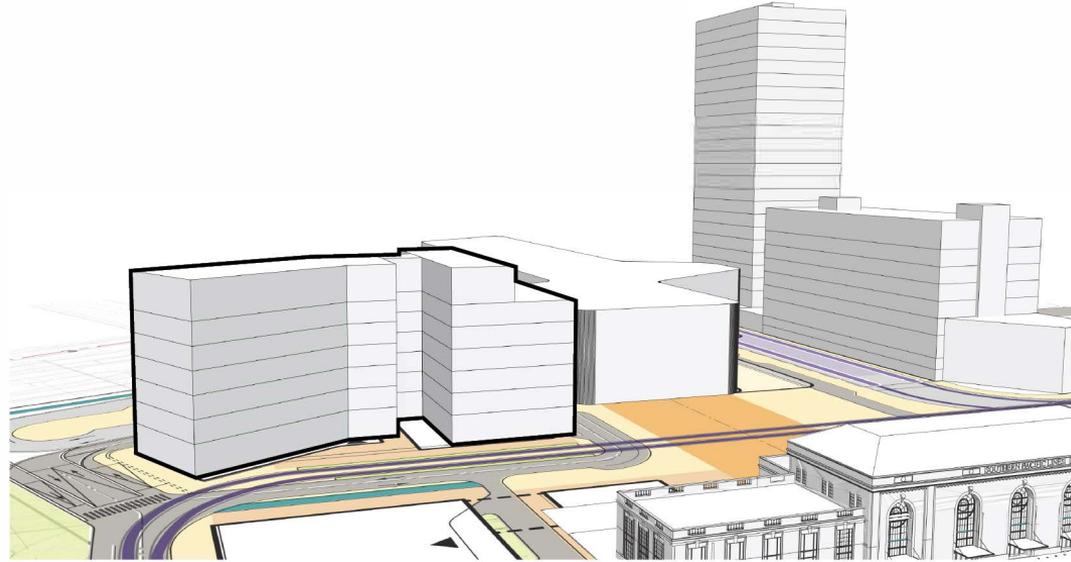
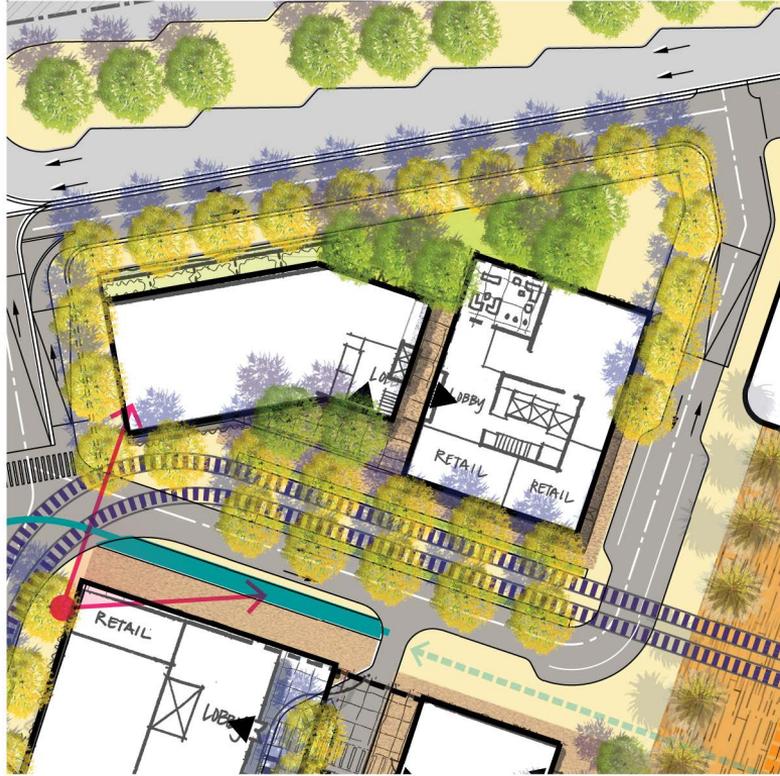


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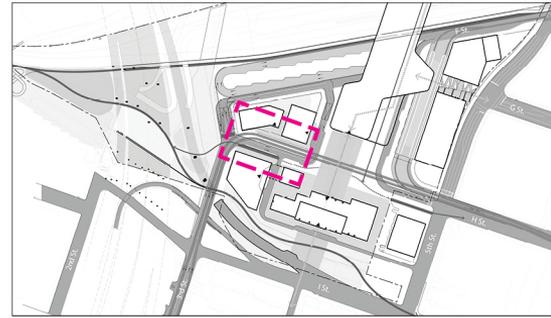
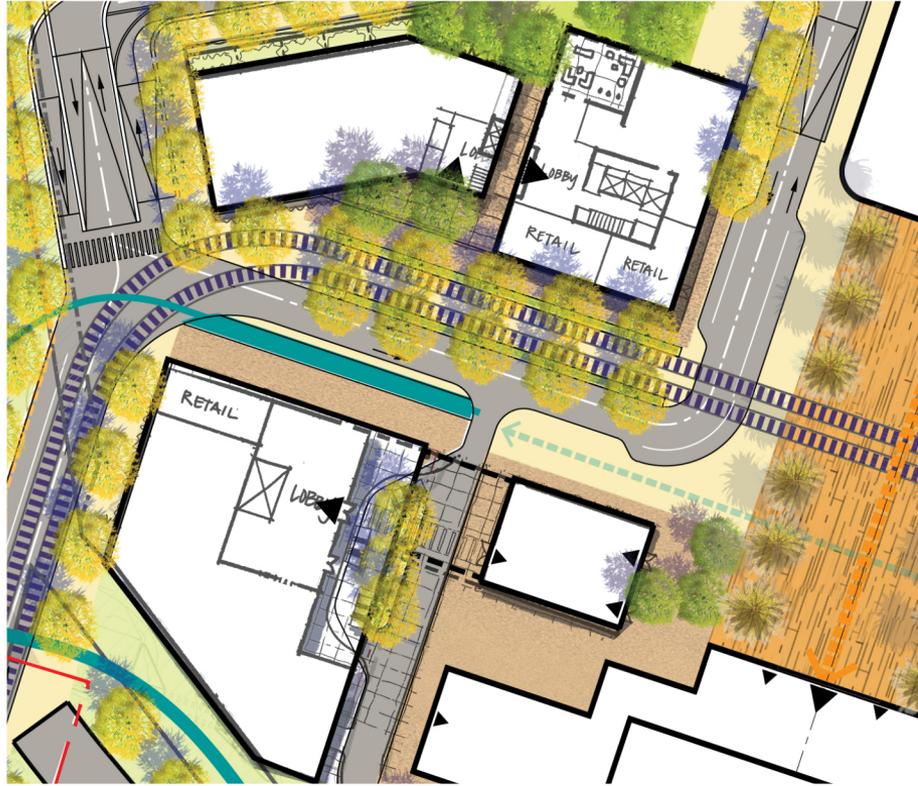
0 50 100 200ft

# H STREET WEST SEGMENT

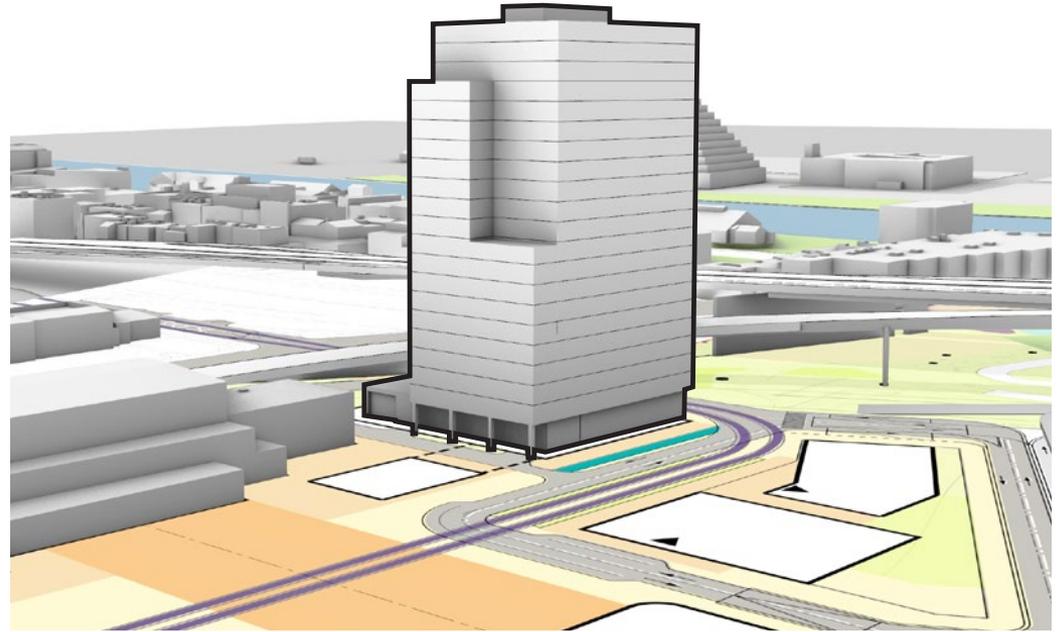
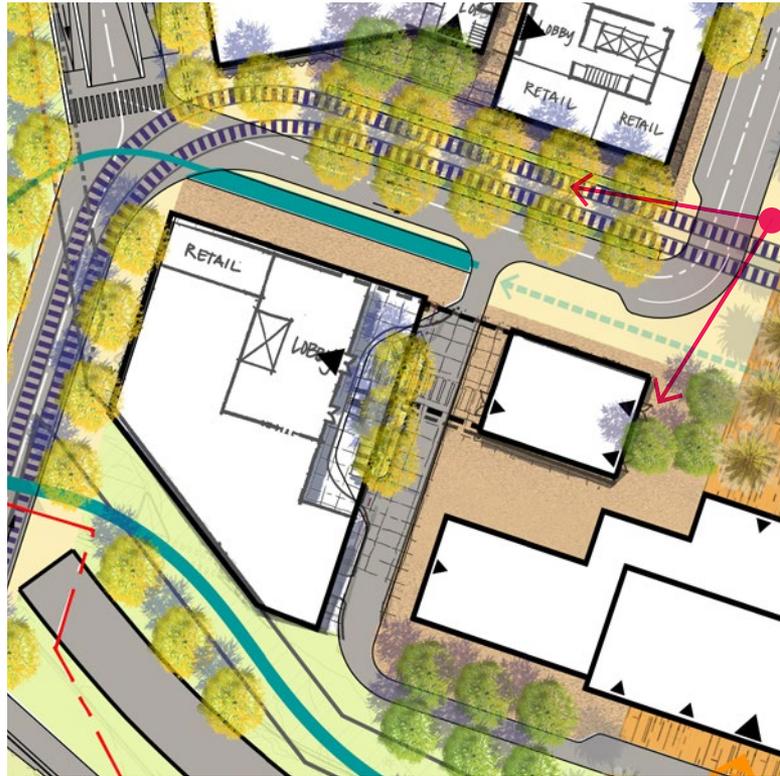


0 50 100 200ft

# HOTEL DEVELOPMENT

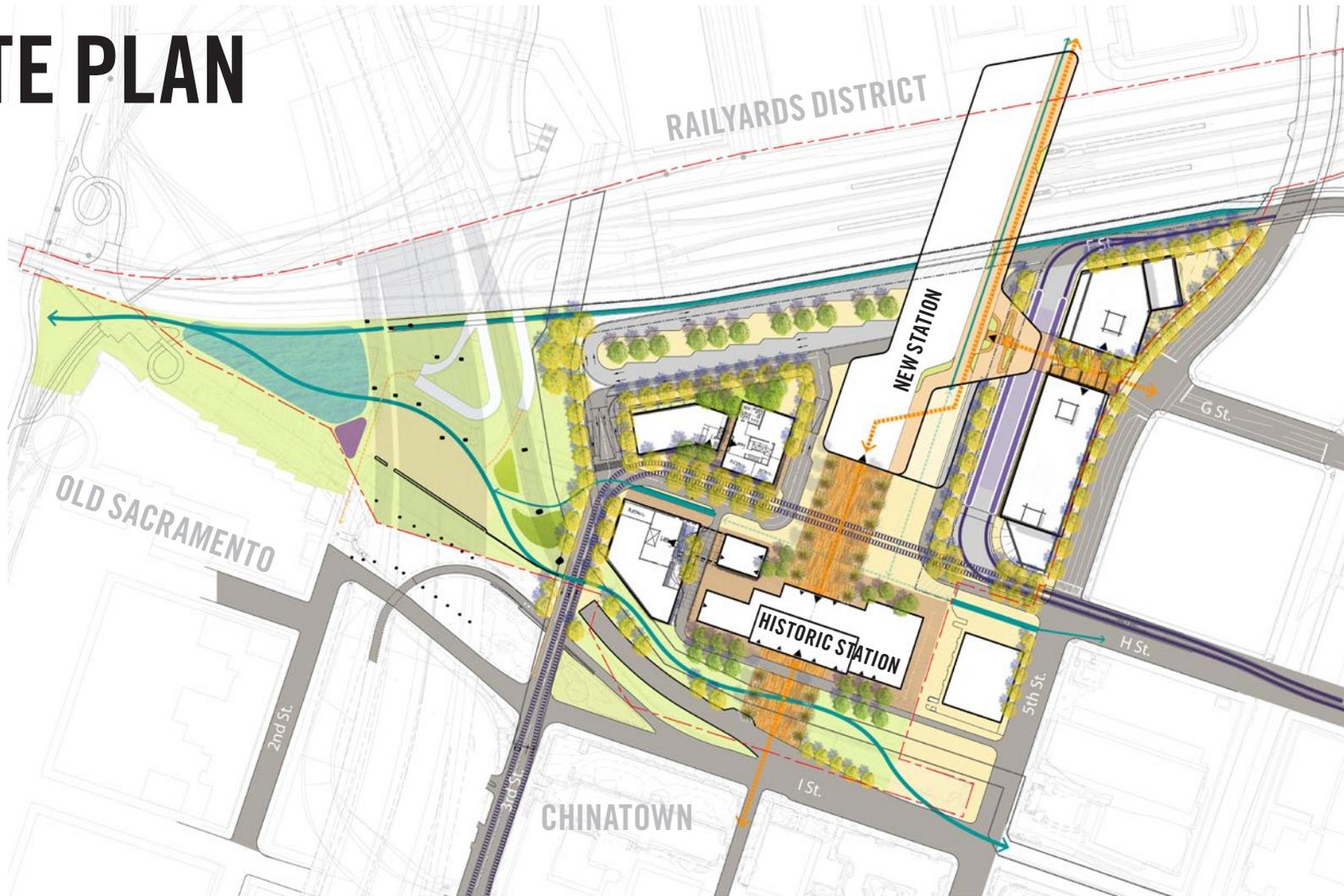


# HOTEL DEVELOPMENT

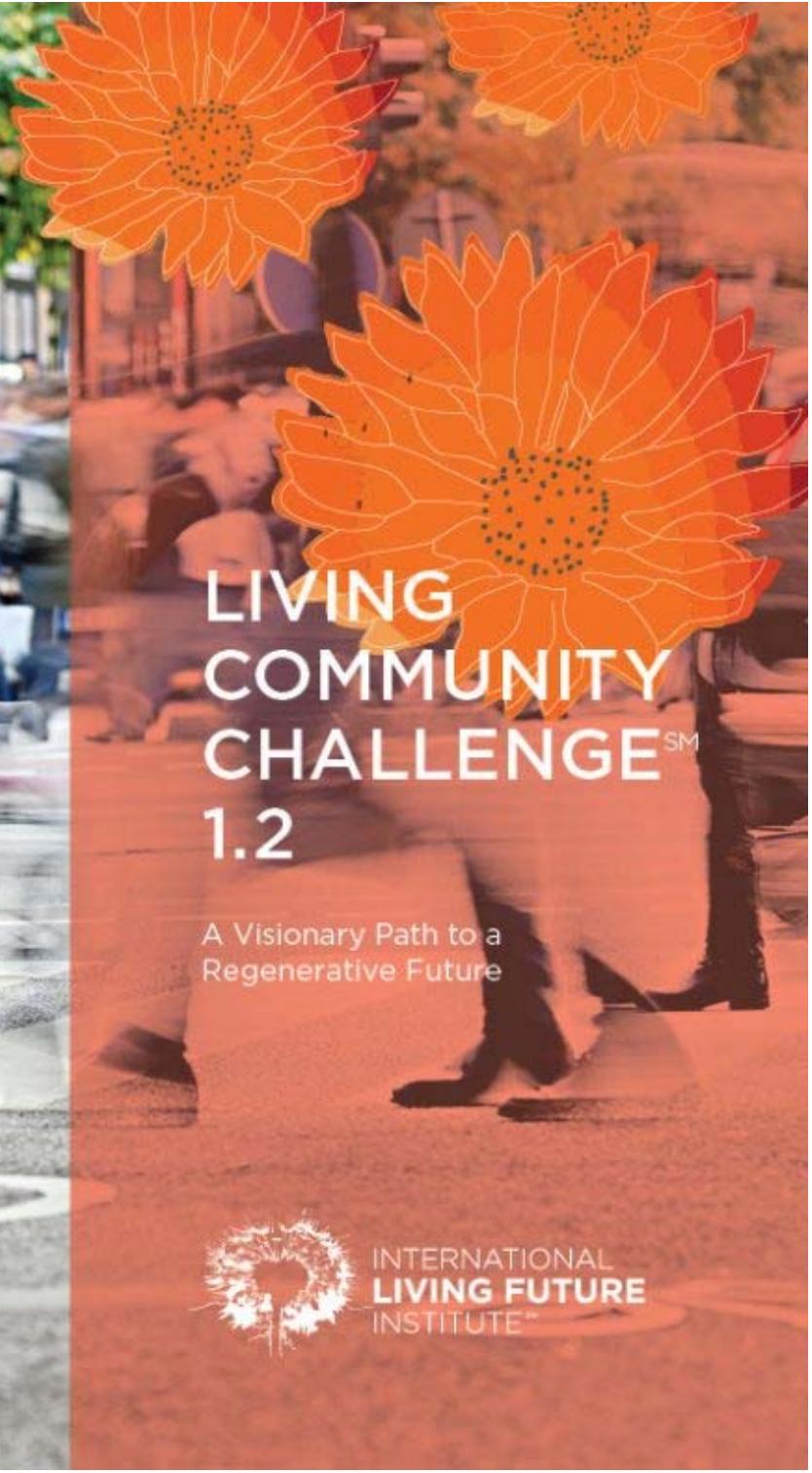


0 50 100 200ft

# SITE PLAN



# SUSTAINABILITY INITIATIVE



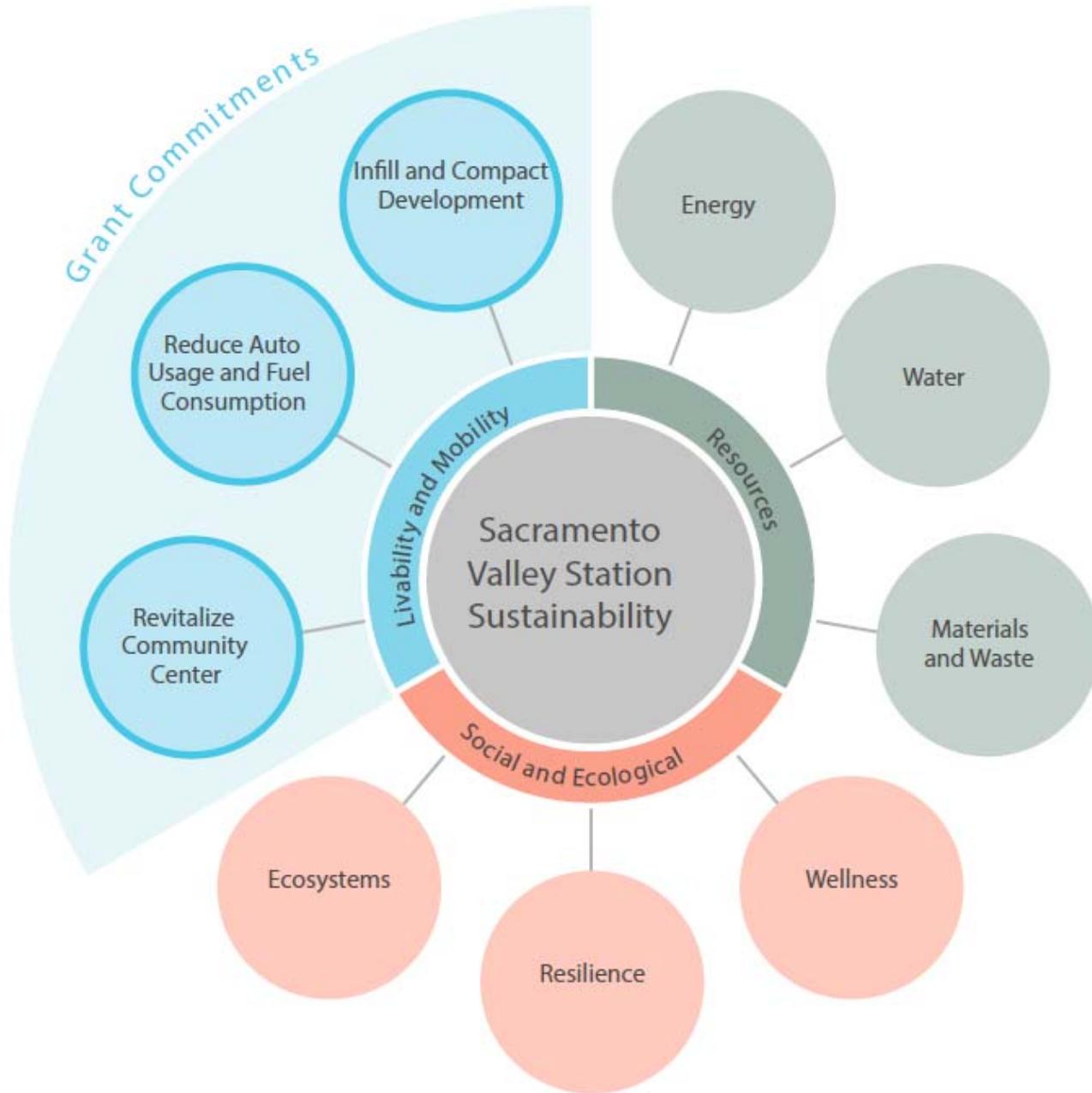
# LIVING COMMUNITY CHALLENGE<sup>SM</sup> 1.2

A Visionary Path to a  
Regenerative Future



INTERNATIONAL  
**LIVING FUTURE**  
INSTITUTE™

# SVS SUSTAINABILITY GOALS + LIVING COMMUNITY CHALLENGE



# KEY TARGETS

- Net Positive Energy – 105% renewable, all-electric. Sourcing onsite + near-site.
- Resilience - Battery storage supporting a week of critical load off-grid operations (not diesel generators). Maintain elevation above floodplain.

ENERGY

NET POSITIVE  
ENERGY



06

105% of the Community's energy needs<sup>13</sup> must be supplied by Community-generated renewable energy on a net annual basis, including all energy for water and waste conveyance.

Use of combustion-based energy supply is not allowed. A Community must provide local energy storage for resiliency.<sup>14</sup>

<sup>13</sup> For all buildings and infrastructure (e.g. traffic signals, street lights and fixed mobility systems such as bike share stations and electric bus lines). Energy use may be averaged across the entire community.

<sup>14</sup> Energy storage must be provided for one week of the critical and emergency services for the Community, such as fire stations, community centers, and water treatment systems.

# KEY TARGETS

- Net Positive Energy – 105% renewable, all-electric. Sourcing onsite + near-site.
- Resilience - Battery storage supporting a week of critical load off-grid operations (not diesel generators). Maintain elevation above floodplain.
- Net Positive Water – All nonpotable water supplied onsite, all wastewater recycled onsite. All rain and stormwater likely needed. Potable likely from utility.

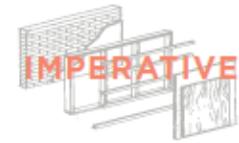


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- Infrastructure + City buildings to achieve local, healthy material requirements

MATERIALS

## LIVING MATERIALS PLAN



11

In order to ensure responsible material use through time, the Community must develop an Implementation Plan to meet the following Imperatives from Living Building Challenge<sup>18</sup> for all community facilities,<sup>19</sup> common infrastructure<sup>20</sup> and landscapes that the Community controls and is in charge of developing.

- I10: Red List
- I12: Responsible Industry
- I13: Living Economy Sourcing

<sup>18</sup> Refer to the current Living Building Challenge version at time of registration for compliance criteria.

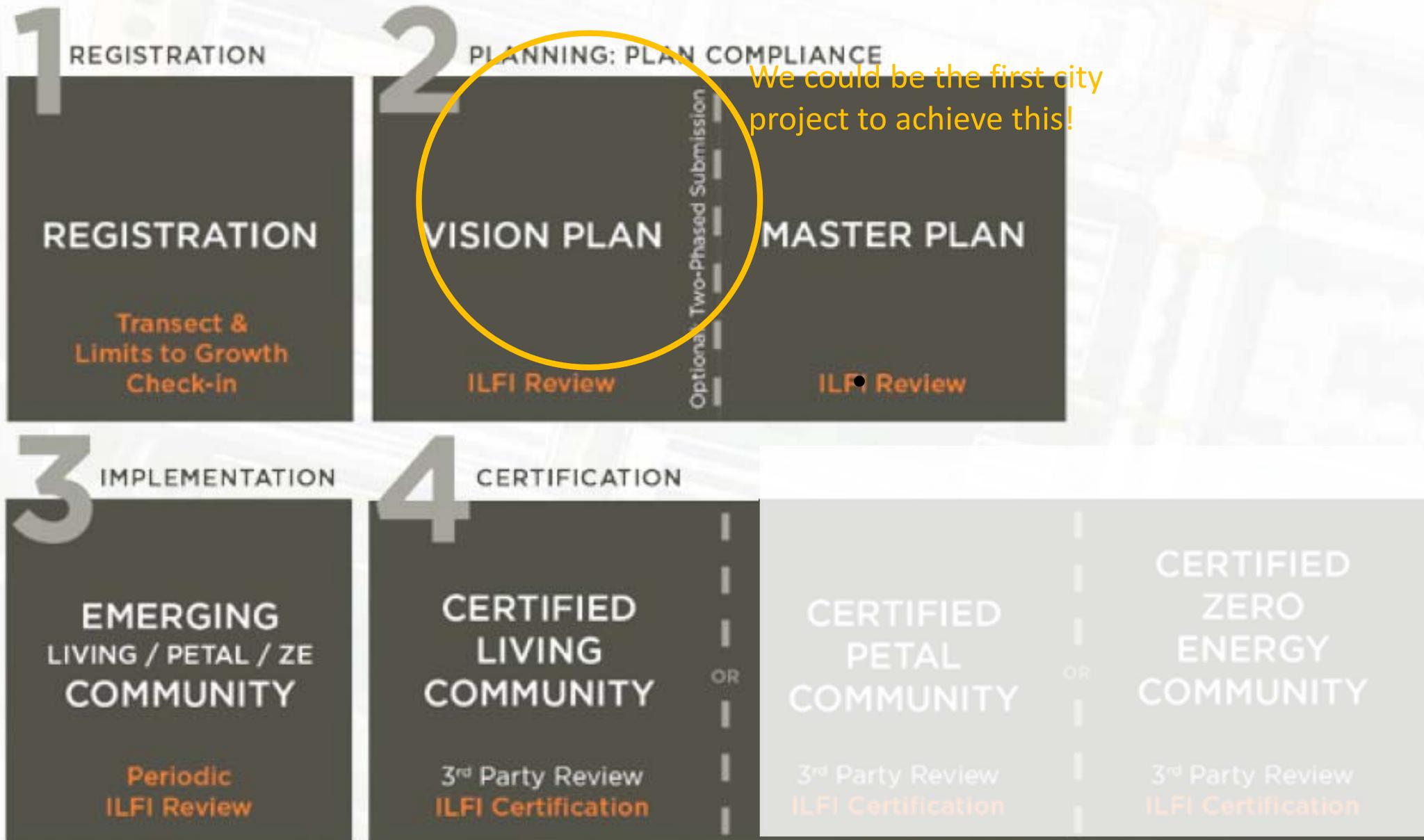
<sup>19</sup> Community provided assets: all buildings and landscapes owned or developed by the community, e.g. schools, community centers, daycare, athletic or common area facilities, storage, public or community-owned buildings.

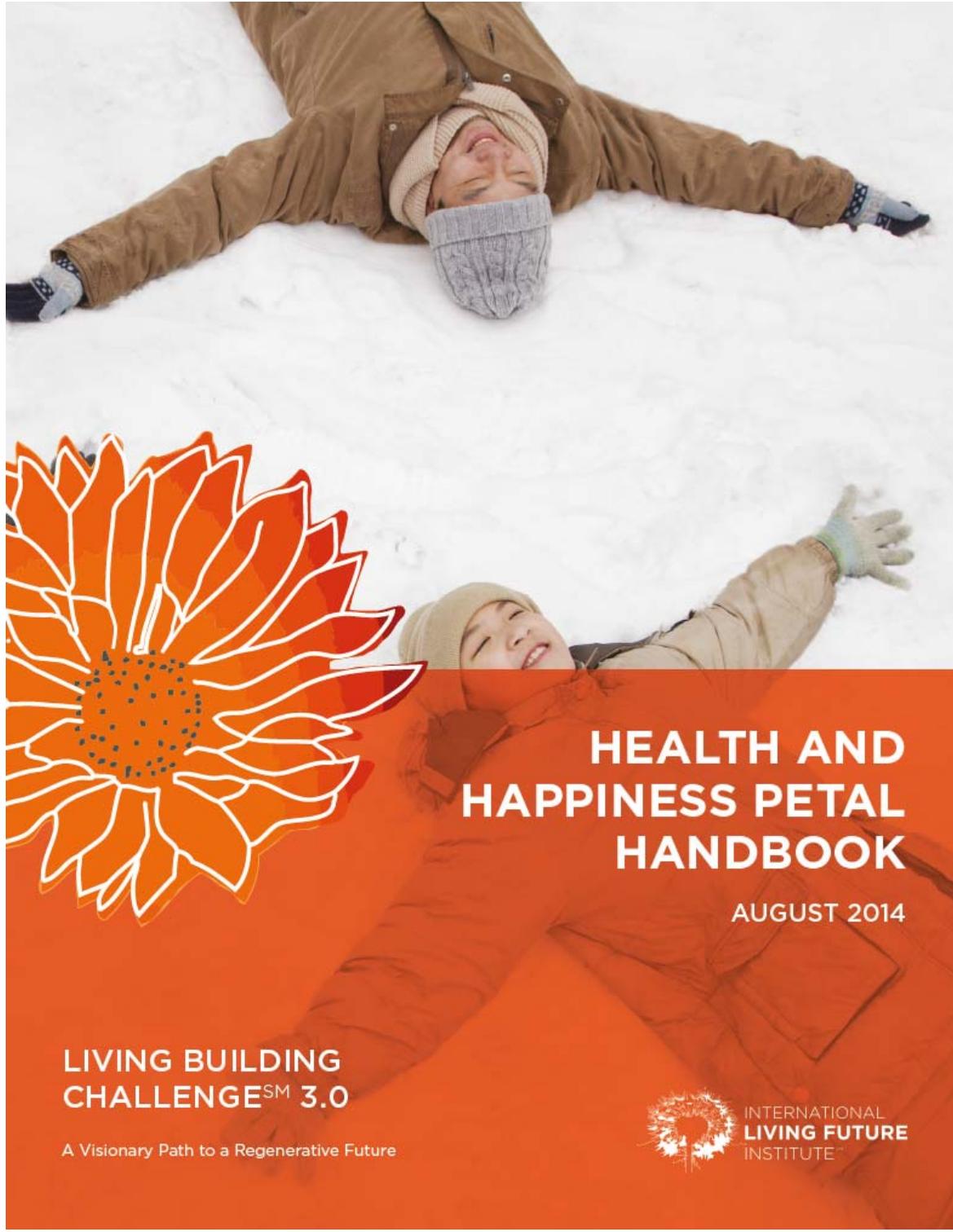
<sup>20</sup> All improvements within rights of way, e.g. public or commonly owned areas, streets, bike lanes, sidewalks, plazas, lanes, parks and open space, etc.

# KEY TARGETS

- Net Positive Energy – 105% renewable, all-electric. Sourcing onsite + near-site.
- Resilience - Battery storage supporting a week of critical load off-grid operations (not diesel generators). Maintain elevation above floodplain.
- Net Positive Water – All nonpotable water supplied onsite, all wastewater recycled onsite. All rain and stormwater likely needed. Potable likely from utility.
- Infrastructure + City buildings to achieve local, healthy material requirements
- Zero Waste (effectively) in construction + operations
- 50% of city-owned buildings to be LBC-Certified (or at least one). Station building is a clear candidate.

# PROCESS





# HEALTH AND HAPPINESS PETAL HANDBOOK

AUGUST 2014

LIVING BUILDING  
CHALLENGE<sup>SM</sup> 3.0

A Visionary Path to a Regenerative Future

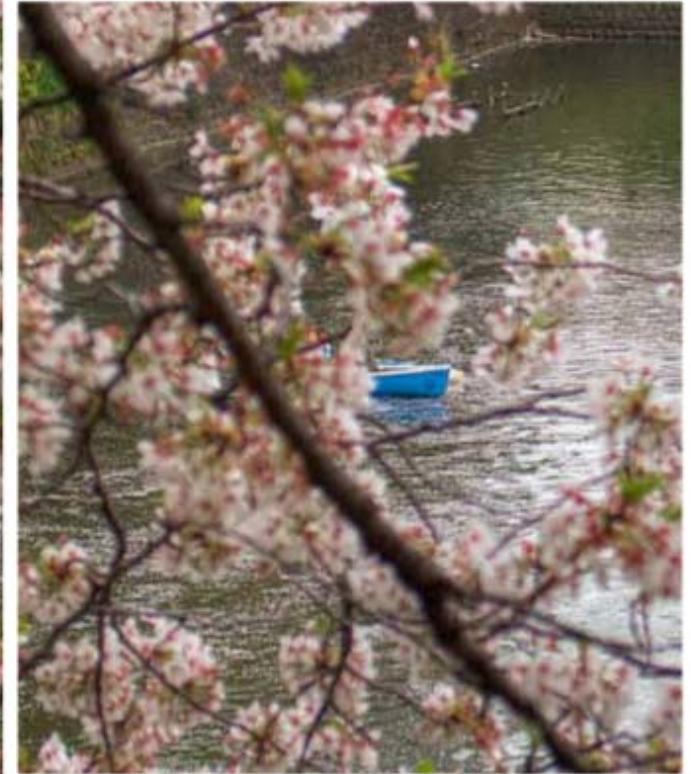


INTERNATIONAL  
LIVING FUTURE  
INSTITUTE™



HEALTH & HAPPINESS

# BIOPHILIC ENVIRONMENT





*Biophilic design is a method of designing the places in which we live and work in a way that **satisfies our deep and fundamental need to be connected with nature.***

*Human Spaces Global Report 2015*

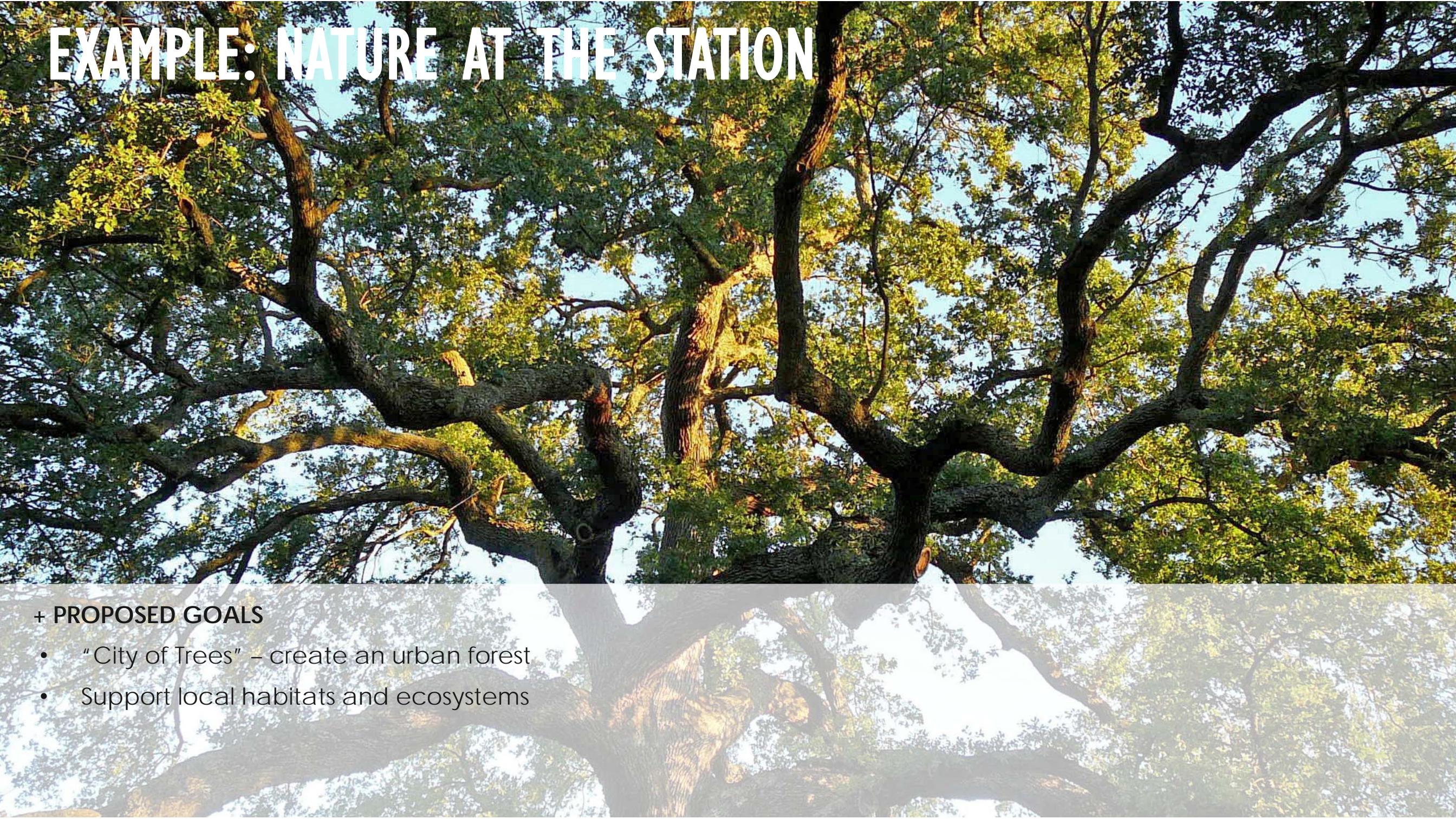




# BIOPHILIC DESIGN THEMES FROM SVS CHARRETTE

- Nature at the Station
  - City of Trees, birds
- Sensory Experience
  - Sun, shade, delta breeze, sound and light
- Water
  - Visibility, celebration, seasonality
- Prospect & Refuge
  - Respite, wayfinding, views
- Sense of Place
  - Natural and cultural histories

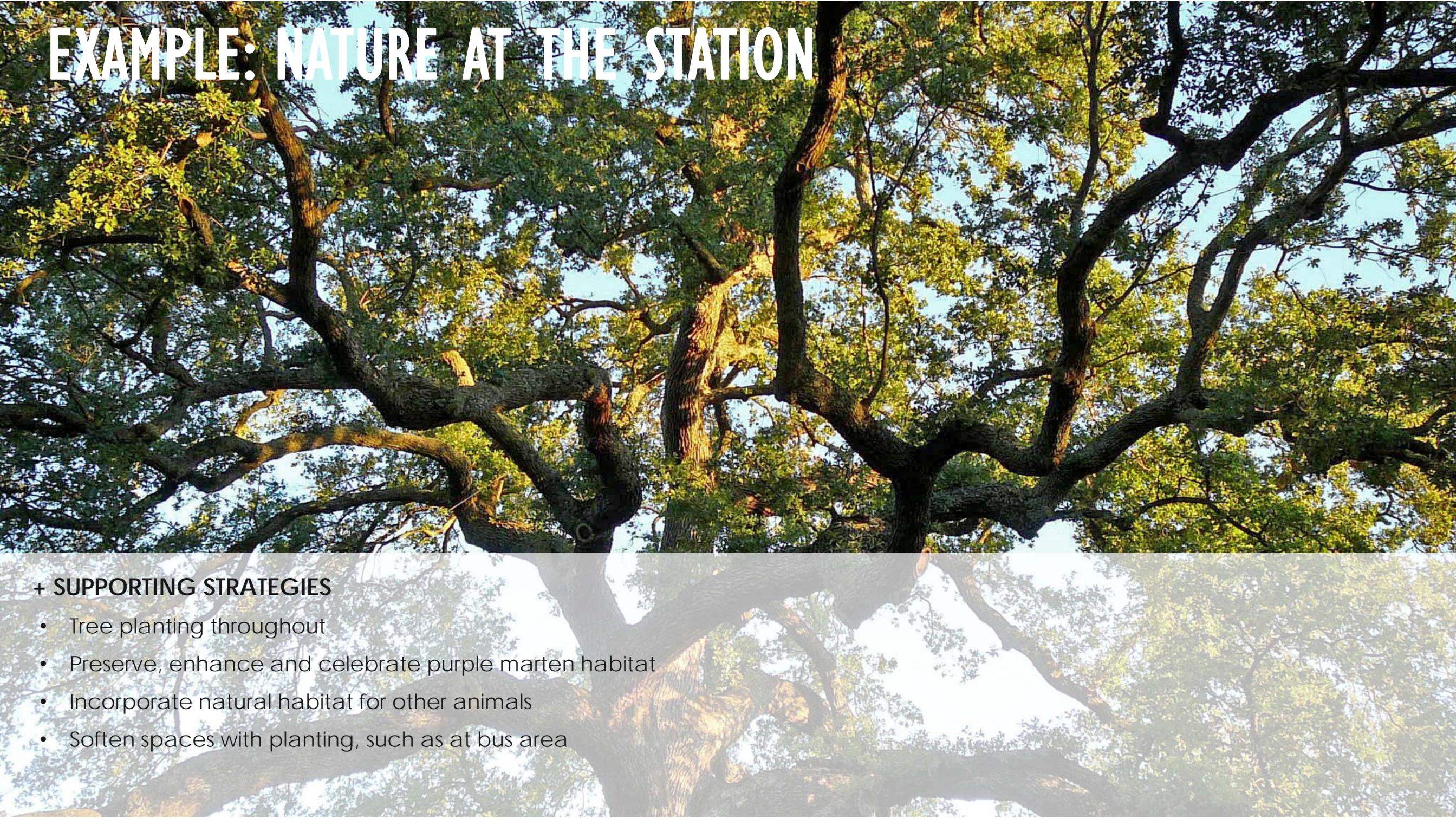
# EXAMPLE: NATURE AT THE STATION



## + PROPOSED GOALS

- “City of Trees” – create an urban forest
- Support local habitats and ecosystems

# EXAMPLE: NATURE AT THE STATION



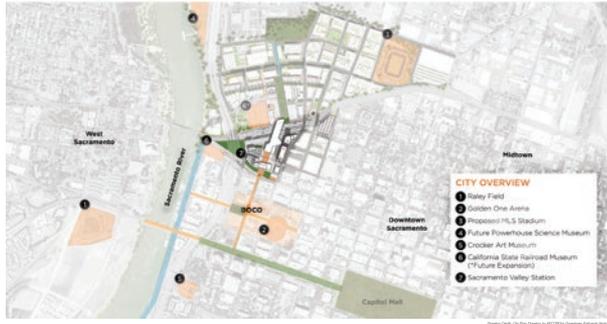
## + SUPPORTING STRATEGIES

- Tree planting throughout
- Preserve, enhance and celebrate purple marten habitat
- Incorporate natural habitat for other animals
- Soften spaces with planting, such as at bus area

**YOUR FEEDBACK**

# PLACEMAKING OPEN SPACE/PUBLIC REALM

## OPEN SPACE CONTEXT



## SITE OPEN SPACE FRAMEWORK



- QUESTIONS:**
1. What kind of open spaces would you like to enjoy here?
  2. What would make the experience of the station area more engaging, comfortable and safe?

# PLACEMAKING OPEN SPACE/PUBLIC REALM

## TRANSIT PLAZA



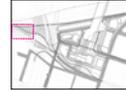
## CIVIC PLAZA



## UNDERPASS PARK



## WILD URBAN



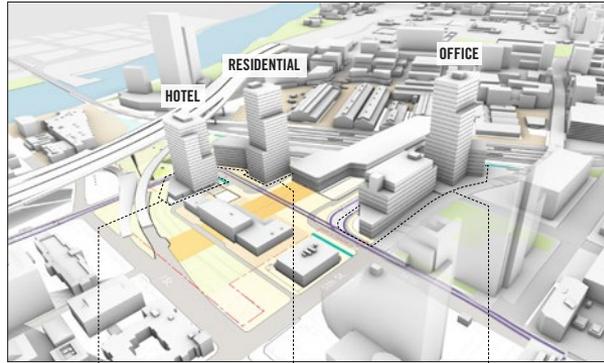
## PEDESTRIAN LINK



- QUESTION:** 1. Are there other community activities or open space program you would like to see here?

# PLACEMAKING DEVELOPMENT OPPORTUNITIES

## VIBRANT MIX OF USES



HOTEL USE

RESIDENTIAL USE

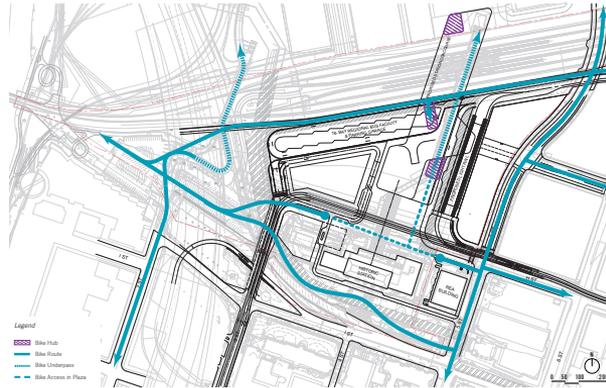
OFFICE USE



- QUESTIONS:**
1. What type of uses should the station area accommodate?
  2. How should the building heights respond to the existing context?

# MOBILITY FRAMEWORK BIKE NETWORK

## BIKE NETWORK



## BIKE EXPERIENCE



1. ACROSS CIVIC PLAZA



2. NEAR LIGHT RAIL



3. BIKE TUNNEL



4. ALONG BUS BAY

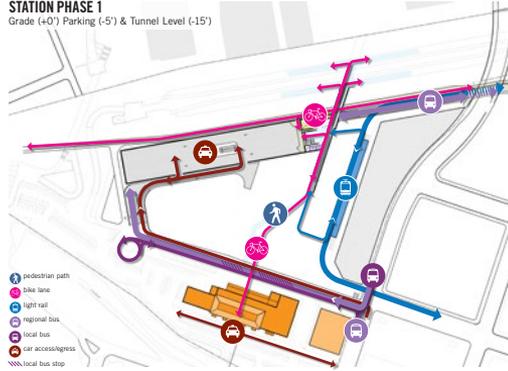


- QUESTIONS:** 1. Does this provide a robust bike accessibility and connectivity network?  
2. What type of bicycle facilities will bicyclists need? And where?

# MOBILITY TRANSIT CIRCULATION

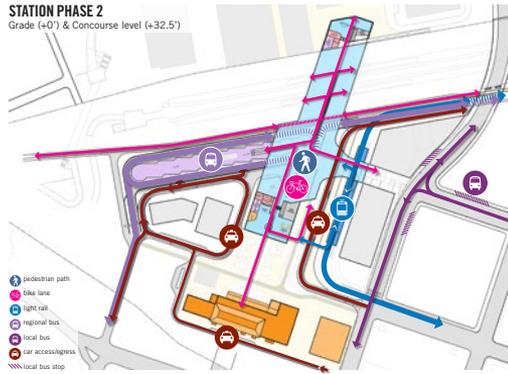
## STATION PHASE 1

Grade (+0') Parking (-5') & Tunnel Level (-15')



## STATION PHASE 2

Grade (+0') & Concourse level (+32.5')



- QUESTIONS:**
1. What amenities would you like to have at the new station concourse, i.e. day-to-day amenities, destination program, etc?
  2. What is your favorite place in the Sacramento Region? Are there unique features about the area that you would like to see celebrated at the station, i.e. art, history, culture, etc?

Green Corridors



Biophilic Design



Transparency



Framed Entrances

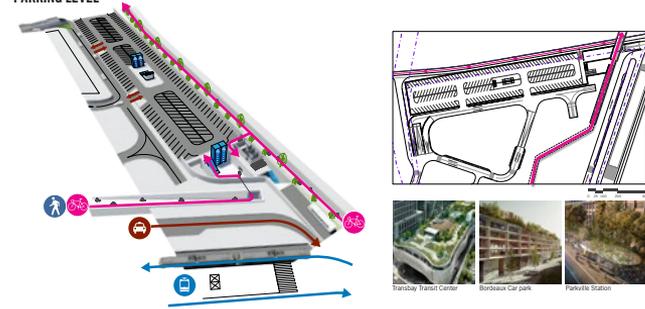


Historic Reverence



# MOBILITY BUS TERMINAL

## PARKING LEVEL

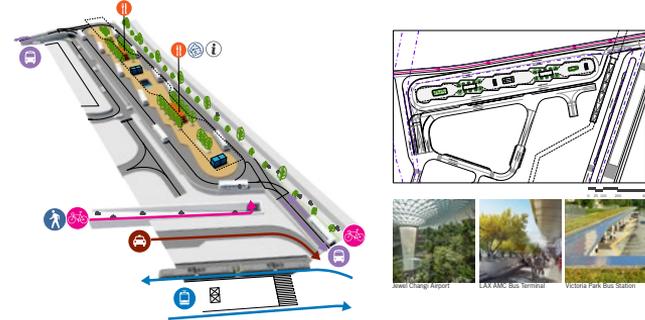


## BIOPHILIC INITIATIVES

Parking Level (-5), Grade (+0') & Bus Plaza Level (+7.5')



## BUS TERMINAL PLAZA LEVEL



- QUESTIONS:**
1. What amenities are important for the Bus Terminal? Currently proposed are food kiosks on the bus level, restrooms on the lower tunnel level, and bike facility on both the parking and tunnel levels.
  2. How can the station area incorporate elements of the natural environment into its design?

# SUSTAINABILITY THE LIVING COMMUNITY CHALLENGE

## WHAT IS THE LIVING COMMUNITY CHALLENGE?



The Living Community Challenge (LCC) was inspired by a philosophy of regeneration and developed into a framework to guide the design and construction of buildings and neighborhoods to be "socially just, culturally rich, and ecologically restorative." The Challenge is composed of seven categories, or "Petals": Place, Water, Energy, Health & Happiness, Materials, Equity, and Beauty. Petals are divided into twenty imperatives, each with a set of options for incorporation into a

neighborhood design. Among these are requirements for Net-Positive Water and Net-Positive Energy; though these can be achieved with solutions beyond the footprint of the project. While LEED awards points for theoretical performance, the LCC requires performance data from one year of operation to confirm design intent.

An additional requirement of the LCC is that at least one building within the community must achieve

Living Building Certification. The NEW Station Building will target this goal for the Sacramento Valley Station Master Plan.

### WATER PETAL



#### NET-POSITIVE WATER

100% of the community's needs must be supplied by captured precipitation or by recycling and conserving water.

### ENERGY PETAL



#### NET-POSITIVE ENERGY

100% of community's energy needs must be supplied by continuously generated renewable energy in a net-zero-carbon basis.

### MATERIALS PETAL



#### LIVING MATERIALS PLAN

Develop a plan to meet net fair, responsible industry, and sourcing requirements.

EMBEDDED CARBON NET-POSITIVE WASTE

### PLACE PETAL



#### LIMITS TO GROWTH

Projects may only be built on previously undeveloped, brownfield, or previously developed sites.

URBAN AGRICULTURE HABITAT EXCHANGE  
HUMAN-POWERED LIVING

### HEALTH + HAPPINESS PETAL



#### BIOPHILIC DESIGN HEALTHY NEIGHBORHOOD CIVILIZED ENVIRONMENT

Oversee the ongoing inclusion of local initiatives, such as local food projects, bike share, etc.  
RESILIENT COMMUNITY

### BEAUTY PETAL



#### BEAUTY + SPIRIT INSPIRATION + EDUCATION

### EQUITY PETAL



#### HUMAN SCALE + HUMANE PLACES

#### UNIVERSAL ACCESS TO NATURE + PLACE

#### UNIVERSAL ACCESS TO COMMUNITY SERVICES

#### EQUITABLE INVESTMENT

#### JUST ORGANIZATIONS

**QUESTIONS:** 1. What does sustainability mean to you?  
2. What ideas do you have to create a sustainable Sacramento Valley Station?

# SUSTAINABILITY THE LIVING COMMUNITY CHALLENGE

## WHAT IS BIOPHILIC DESIGN?



Biophilic design is a method of designing the places in which we live and work in a way that satisfies our deep and fundamental need to be connected with nature.

-- Human spaces global report, 2015

## KEY BIOPHILIC DESIGN ELEMENTS



### NATURE AT THE STATION

Create an urban forest | Support local habitats and ecosystems | Plant trees throughout project | Preserve, enhance, celebrate people's natural habitat.



### SENSORY EXPERIENCE

Create thermal, visual, and acoustic comfort for users of the space | Create an engaging environment | Incorporate sensory variability.



### WATER

Provide sensory link to experiences of water | Expose elements of water systems | Incorporate water equipment | Visually represent water management.



### PROSPECT & REFUGE

Consider views for orientation, wayfinding | Incorporate opportunities for prospect and refuge for inside and outside | Address levels of usage of users.



### SENSE OF PLACE

Celebrate cultural and ecological history of site and associated communities | Retain history equipment by Sacramento-specific features.

**QUESTIONS:** 1. How can we help people connect to nature at Sacramento Valley Station?  
2. What else could help create a healthy and enjoyable experience here?

# SACRAMENTO VALLEY STATION MASTER PLAN

COMMUNITY MEETING - 09/05/2019

GRIMSHAW TRANSIT DESIGN

# *JOURNEY*

PERKINS+WILL URBAN DESIGN

# *DESTINATION*

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS