

Introduction

The City of Sacramento hosted a community workshop for the Sacramento Valley Station Master Plan to provide an overview of the project and solicit input from attendees. The workshop was held on Thursday, September 5, 2019 at the Stanford Gallery, located at 111 I Street in Sacramento from 4:30 – 6:30 p.m. More than 30 community members attended the workshop.

Project Overview

The goal of the City’s Sacramento Valley Station Master Plan is to develop a design framework for a new regional transportation hub. The design concept aims to establish a well-connected transit center, a gateway to the city, and a mixed-use destination with infill development for the 17-acres of property around the historic depot.

Workshop Purpose

The purpose of the community workshop is to engage stakeholders, community members, and transit riders who visit and use the Sacramento Valley Station. The workshop engages participant through an interactive discussion about open space, development opportunities, bicycle network, transit circulation and facilities, sustainability.



Greg Taylor, City of Sacramento, answering community questions about the master plan.

Workshop Format

The community workshop was conducted in an open house format, with four information stations set up around the room for attendees to review and comment. City staff and project team members were available to answer questions.

At 5:00 p.m., City of Sacramento Supervising Architect Greg Taylor welcomed attendees and introduced Councilmember Jeff Harris. Greg then provided an update on where the City and project team are in the Sacramento Valley Station (SVS) Master Planning process, and shared key stakeholder and community input provided in previous workshops and meetings. Geeti Silwal, Practice Leader with Perkins & Will, continued the presentation and provided an overview of the evolving master plan concepts. Then Kirstin Weeks, Associate on Energy and Sustainability with ARUP, spoke about how the plan area will be designed using a set sustainable principles under the [Living Community Challenge framework](#). Geeti concluded the presentation by encouraging attendees to provide their input throughout the workshop.



Gladys Cornell, AIM Consulting, discussing the station planning area with a community member.

The four information stations and their boards are summarized below. The board displays are available on the [project webpage](#).

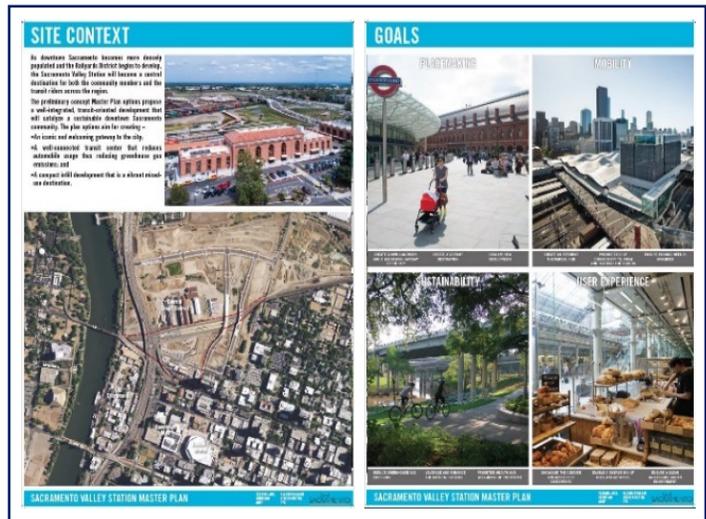
Station 1: Project Overview

Site Context (Left)

- This board provided an overview of the project and included an aerial photo of the project site.

Project Goals (Right)

- This board displayed the project goals which are: placemaking, mobility, sustainability, and user experience.



Project Overview Boards

Station 2: Placemaking Opportunities

Open Space / Public Realm (See Board 1 below)

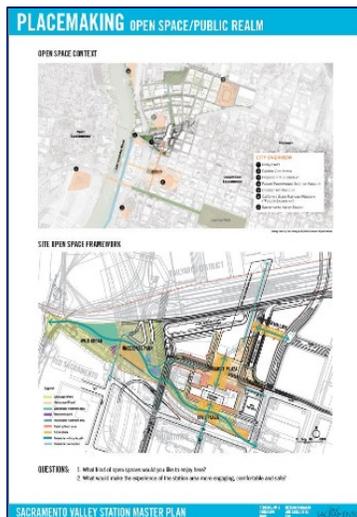
- The open space board displayed a concept design framework for the public realm within the larger city's context. Community members were asked to respond to the following prompts: "What kind of open spaces would you like to enjoy here?" and "What would make the experience of the station area more engaging, comfortable and safe?"

Open Space / Public Realm (See Board 2 below)

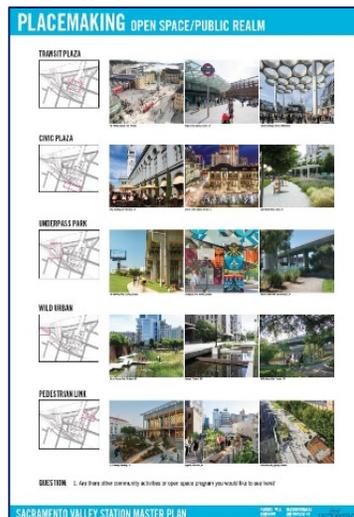
- This board showed types of open spaces within the public realm such as a civic plaza, transit plaza, an underpass park, and pedestrian link. Precedent images of these types of open spaces were also included. Community members were asked to respond to the question, "Are there other community activities or open space programming you would like to see here?"

Development Opportunities (See Board 3 below)

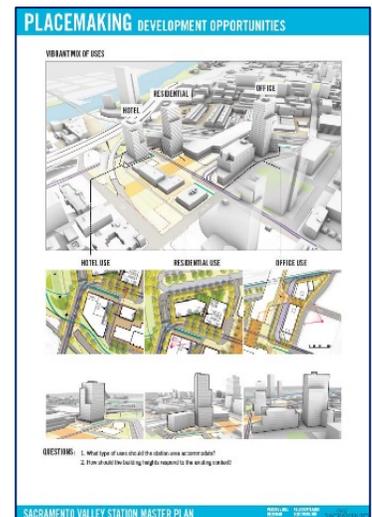
- This board showed a concept design reflecting a variety of land uses including office, residential, and hotel. It also showed a 3D massing model for a potential mixed-use development. Community



Open Space / Public Realm (Board 1)



Open Space / Public Realm (Board 2)



Development Opportunities (Board 3)

members were asked the following questions: “What type of uses should the station area accommodate?” and “How should the building heights respond to the existing site context?”

Station 3: Mobility Framework

Bike network (See Board 4 on left)

- This board included precedent images to illustrate different experiences along the bike network. Precedent images of different bike path conditions were also included. Community members were asked: “Does this plan provide a robust bike accessibility and connectivity network?” and “What type of bicycle facilities will bicyclists need? And where?”



Bike Network Board 4



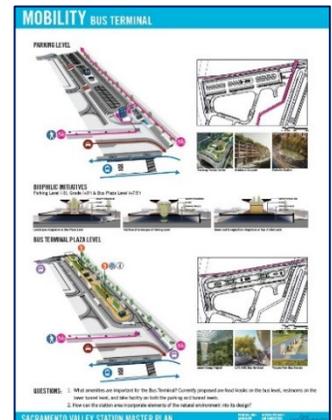
Transit Circulation Board 5

Transit circulation (See Board 5 on right)

- This board included plans for pedestrian paths, bike lanes, regional buses, local buses, light rail, and car access/egress. Community members were asked to respond to the following questions: “What amenities would you like to have at the new station concourse, i.e. day-to-day amenities, destination program, etc?” and “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.)?”

Bus terminal (See Board 6)

- This board presented a plan of bus terminal and parking facilities. Community members were asked to respond to the following questions: “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.” and “How can the station area incorporate elements of the natural environment into its design?”



Bus Terminal Board 6

Station 4: Sustainability

The Living Community Challenge (Boards 7 and 8)

- This board provided an overview of the Living Community Challenge, and the different requirements the station area must meet in order to achieve the Living Community Certification. Community members responded to the questions: “What does sustainability mean to you?” and “What ideas do you have to create a sustainable Sacramento Valley Station?”



Sustainability (Board 7)



Sustainability (Board 8)

Sustainable Strategies (Board 9)

- This board illustrated example strategies which can be implemented to support the station area’s sustainability goals. Community members responded to the following questions: “How can we help people connect to nature at the Sacramento Valley Station?” and “What else could help create a healthy and enjoyable experience here?”

Summary of Community Feedback

Below is a summary of all community feedback obtained from the board displays.

Placemaking

- There is limited access to proposed parking at the site.
- Create open views from the historic station to the shopping district.
- Ensure connection to the River.
- Ensure connection to I Street.

Mobility

- Consider shared bike / pedestrian path in the tunnel.
- Connect with Ace Rail Transit.
- Include wayfinding.
- Provide the wiring needed for high power charging of electric buses.



Councilmember Jeff Harris thanking community members for attending the workshop.

- Consider the I Street Bridge deck conversion project when planning for mobility at the site.
- The bike tunnel should have enough capacity for all riders.
- Separate bikes and pedestrians on bike path.
- Provide direct platform access for bikes.
- Have adequate bike parking and automobile parking.
- Show pedestrian access so it looks like just bike access.
- Open the windows and remove coverings on light rail cars.
- Slow the ramp leading to parking area.

Sustainability

- Ensure senior and disabled accessibility and inclusion.
- Honor rail and cultural history.
- Consider providing accommodation for a large fountain with grass and seating.
- Add cultural references to the region's diversity of people within the biophilic design strategies.
- Maximize housing and locate it away from the freeway.
- Housing should be mixed income.
- Maintain river clean up from the Sacramento Valley Station to Negro Bar State Park in Folsom.



Geeti Silwal, Perkins & Will, discussing placemaking with community members.



Luca Giaramidaro, Perkins & Will, discussing mobility at the station with a community member.

Below is a summary of all community feedback submitted via comment cards, organized by topic.

Mobility

- The bike connection is also a welcome improvement. Have you considered how this will fit in with the new I Street Bridge being designed? In the future, it'd be helpful to see a section from the historic station, new station, and rail guards. Overall this is very exciting!
- Add mirrors on blind corners of tunnels.
- I would like to see more use of autonomous vehicles that can meet passenger demand when needed versus fixed schedule transit options – the latter does not meet rider needs and has caused many commuters to discontinue taking transit – need to make the "last mile" connection to passenger final destinations in the most timely and convenient way possible. JUMP bikes help meet this need, but more autonomous vehicles are needed.
- Has any consideration been given as to how the high-speed rail would be incorporated into or linked to this transit center?
- Connect to the fully developed bike trail on the Levee with lights for dusk/dark – visitors will enjoy this.

- Plan for a large volume of bicyclists commuting and outing/excursions – build it and they will come.
- Overall, I like the comprehensive plan. Odd though this does not account for the historic station including high speed trains – how do they fit into this plan?

Amenities for Transit Riders

- Thank you for the new elevated concourse which will provide air-conditioned waiting rooms or fast food near the platforms.
- The station will need air-conditioned shelters near or on platforms to allow passengers to wait for trains, sheltered from heat, rain, and wind. Need lots of trees and or shade structures to attract more people (look at the Tree House restaurant courtyard + San Antonio's Riverwalk for ideas). Trees and water features create an environment that will attract people.
- Include an urban forest to walk through while we wait for transit connections.
- Add secure parking, places to eat, and public events during the daytime and early evening (think the Barn in West Sacramento).
- Provide adequate signage.
- Include local art that is not made from plastic. Reused material is best.

Historic depot

- My main concern is what uses will be made of the historic depot once ticketing/ waiting/ baggage move out? What modifications will be made to the depot to accommodate the new uses? Such modifications could jeopardize the historic fabric of the depot. Can we preserve sight lines between the historic shops? Their historic visual connection should be preserved as the new station is designed.
- Move the old station (historic) to the large space in front of the Railroad Museum here in Old Sacramento.

Parking

- (Automobile) I'm disappointed at the inadequate parking for train passengers. Almost all passengers using the Capitol Corridor access it by automobile. We need several hundred parking spaces. Only 1 in 3 passengers per trip use light rail to access the Capitol – I know this from experience.
- (Bicycle) The station needs bike parking.
- (Bicycle) Please plan bike parking. Have trash bins with recycling bins.
- (Bicycle) Try not to compromise on the amount of parking. As someone who is in this area a lot on a bike, plan for enough room for non-vertical bike storage.

Land Use & Placemaking

- Developments should include lower to midrise buildings only, so we avoid blocking the view of the river.
- I would love to see the City infuse authentic historical accurate diversity in the site planning.

- I would like to see signs that direct people to walking paths, bike paths as well as buses, cars and trains. Signs that direct travelers to the nearest comfort station. More stores that sell produce near public transportation. More art including live music.
- Will the open space as part of Phase 2 possibly explore sites certification that aligns with a LEED score card for buildings?
- Supported living units need to include mixed-income residential buildings.
- Sacramento really lacks comfortable public spaces. The City should really focus on the scale and character of each space. It'd be great if each area had its own character like Portland's downtown parks. I love the idea of the new terminal as a place of connection.

Removal of I-5 Ramps

- My comments may seem audacious, yet we are living in times where architects and engineers need to rise up and say what needs to be done more than ever. The project will never be so nice to have high end condos and outdoor gathering places as long as I-5 looms over the top of it. It is not a good place for housing and certainly not a hospital. The air quality will be in the red most of the time and it will be very difficult to achieve Living Community on the point of air quality, views and noise. It is compounded by the braking of trucks that occur right at this area, releasing metal particulates into the air. I've seen studies on I-80 near Davis in a frequently grid-locked zone. This area is the same, and even worse being lower. Frankly, it is somewhat disingenuous to have I-5 screened down to be barely visible in the master plan graphic presentation slides and boards. To achieve the Living Community Challenge, a broader, holistic look is usually required. Air quality studies need to be done as part of project proformas. I-5 is clogged by going down into the heart of Sacramento – just because Macy's wanted it back when the plaza shopping center was being built. This was a poor design that was then built upon by more poor design – Highway 50, the freeway from hell that destroyed nice neighborhoods and created a blighted area that is still struggling. I-80 must exit off I-80 as it morphs into Highway 50 and makes a big curve right at the river. The connecting roads, entrances, and exits off all these roads create a spaghetti of dysfunctional, unsafe, and unattractive roads all along the riverfront areas. All these major roads have major truck traffic from border to border across the U.S.
- My wish/vision is for the City of Sacramento to put out an international design competition to do big picture transportation routing upgrade to the freeway system of Sacramento, the Capitol of the entire State of California. Sacramento will not be sustainable in a climate disaster because evacuation would be impossible. To be sustainable, Sacramento must first be resilient - able to bounce back. This is what needs to be designed for Sacramento – to protect the Capitol as headquarters for the State. The redesign needs to take into consideration the Bay Area influence, too. Cities across America and internationally have taken down old, outdated, dysfunctional freeways, one only needs to Google it. Portland & Seattle have done it. Sacramento is past due for doing it. I know this is not part of your scope of work, yet I hope you will elevate this concern to the proper City officials overseeing the project. Regarding the Living Community Challenge, I am a Living Future Facilitator for the Sacramento Living Future Collaborative and would be happy to help in any way I can for the pilot project. We have a core group of professionals that can help.

Much more biophilic design is needed, even with paths and roadways holistically. I assume biophilic guidelines will be given to developers.

Implementation

- I would like to see the first phase of the new station (without a high-level concourse) implemented as quickly as possible. In fact, the high-level concourse is not necessary for quite some time, since the existing tunnel access to the platforms is probably adequate for rail passenger volumes up to 20K per day (current usage is about 3,500). The big problem would be using the tunnel as a major connection between the station areas to the historic shops, which would greatly impede passenger flow to the platforms. In the long run, a high-level concourse is desirable, but passenger use of it might turn out to be quite minimal. I'm assuming that three elements are slated for initial construction: (1) bus bays, (2) relocated light rail station, (3) road adjacent to the light rail station for vehicles carrying passengers for drop-off and pick-up. In addition, there has been considerable discussion about the best location for bikeways and bike access to the tunnel. No initial station building is contemplated. Some comments on design of these initial elements are as follows: (1) bus bays: I doubt that the elevated bus bay design is workable, particularly trying to squeeze automobile parking underneath. Initial access could be at ground level, but it would be better to build a passageway below ground connecting to the tunnel portal. (2) Tunnel vestibule (cross passageway): The passageway to provide access to the bus bays might be extended eastward to allow access to the light rail platform from below. The width of the passageway is restricted by the 20-foot separation between the end of the ramp and tunnel portal. If the passageway is built, it should be a permanent facility, and might be a good place to locate restrooms reasonably close to the train platforms. (3) Ramp to tunnel: access to the ramp would be greatly improved by adding a half-length ramp adjacent to the existing ramp with ground access at the north end and a connection near the midpoint. This would improve bike access to the tunnel with two access points to the ramp about 200-feet apart. Alternatively, stairs and an elevator could be added near the tunnel portal. Under this plan, the historic station (rather than a new facility) would continue to serve passengers who need to interact with a station agent or require an indoor waiting area. But the connectivity to ground transportation would be greatly improved, which is a major advance.

Next Steps

In order to keep the public engaged in the planning process for the Sacramento Valley Station Master Plan, see below for more opportunities to give input during Winter 2019-2020 (dates to be determined):

- Community Workshop
- Pop-up Workshop
- Virtual Workshop

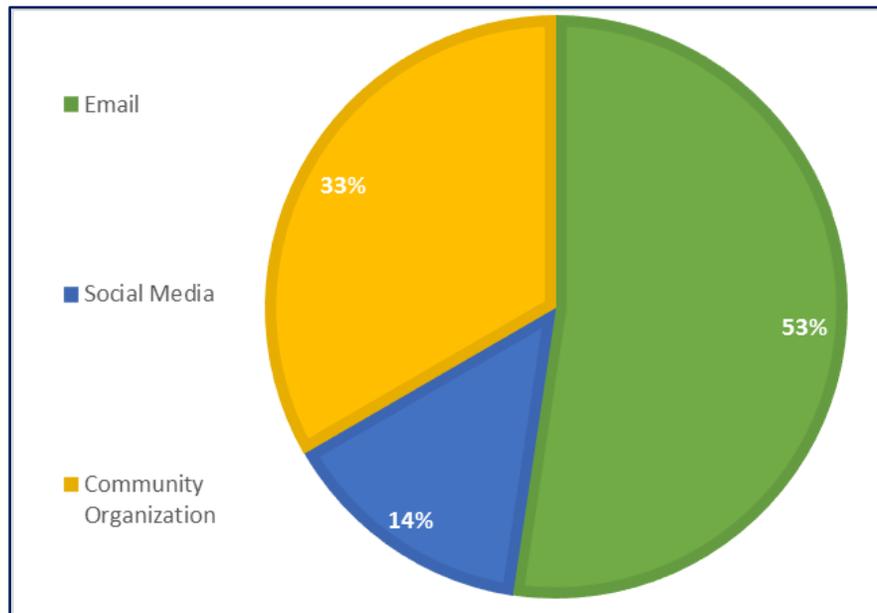
Notification

Email notifications about the workshop were sent to more than 8,000 community members. The project team contacted a diverse group of stakeholders involved in the project and asked them to further promote the workshop with their individual organizations and on their social media channels and platforms if applicable. See Appendix for the Notification flier used.

Information about the workshop was shared and promoted by the following groups:

- Amtrak Social Media Share
- Capitol Corridor Social Media and E-newsletter
- City of Sacramento Social Media
- Councilmember Jeff Harris’ Social Media
- Councilmember Steve Hansen’s Social Media and E-newsletter
- Disability Advisory Commission E-Blast to members
- Downtown Sacramento Partnership Social Media and E-newsletter
- Environmental Council of Sacramento Social Media and Website
- Marshal New Era Neighborhood Association Social Media
- River District Social Media
- Sac 365 Social Media
- Visit Sacramento Social Media

Workshop attendees were asked to share how they heard about the workshop. The graph below represents their responses.



Appendix

- Workshop Presentation
- Board Displays
- Comment Card
- Notification Flier

SACRAMENTO VALLEY STATION MASTER PLAN

COMMUNITY MEETING - 09/05/2019

GRIMSHAW TRANSIT DESIGN

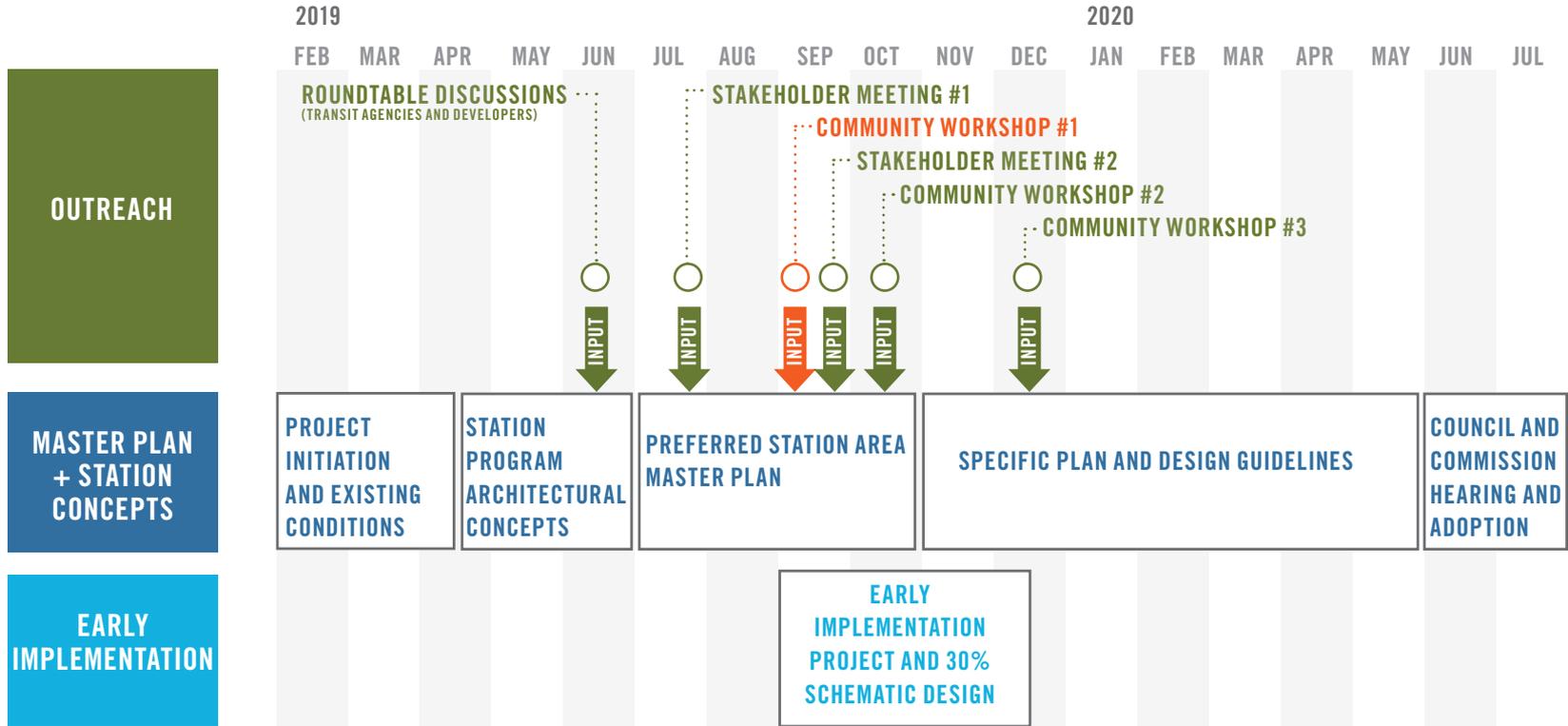
JOURNEY

PERKINS+WILL URBAN DESIGN

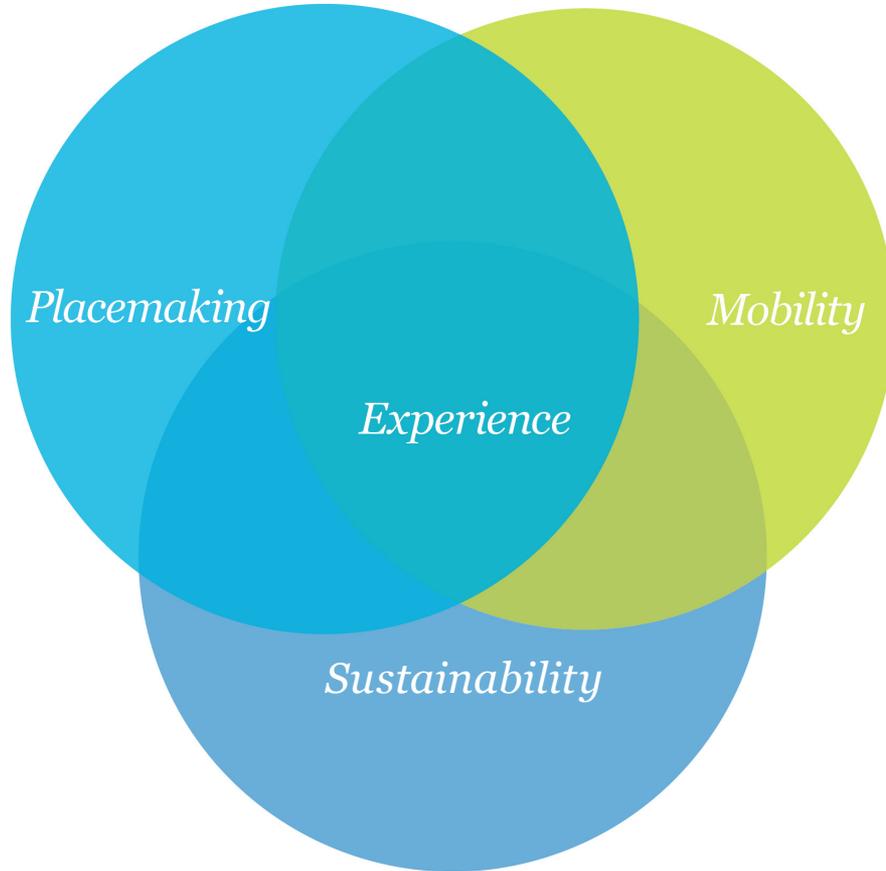
DESTINATION

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

PROCESS



JOURNEY & DESTINATION



AGENDA

MOBILITY FRAMEWORK

- Street Framework
- Transit Facility

PLACEMAKING OPPORTUNITIES

- Open Space Concept
- Development Opportunities

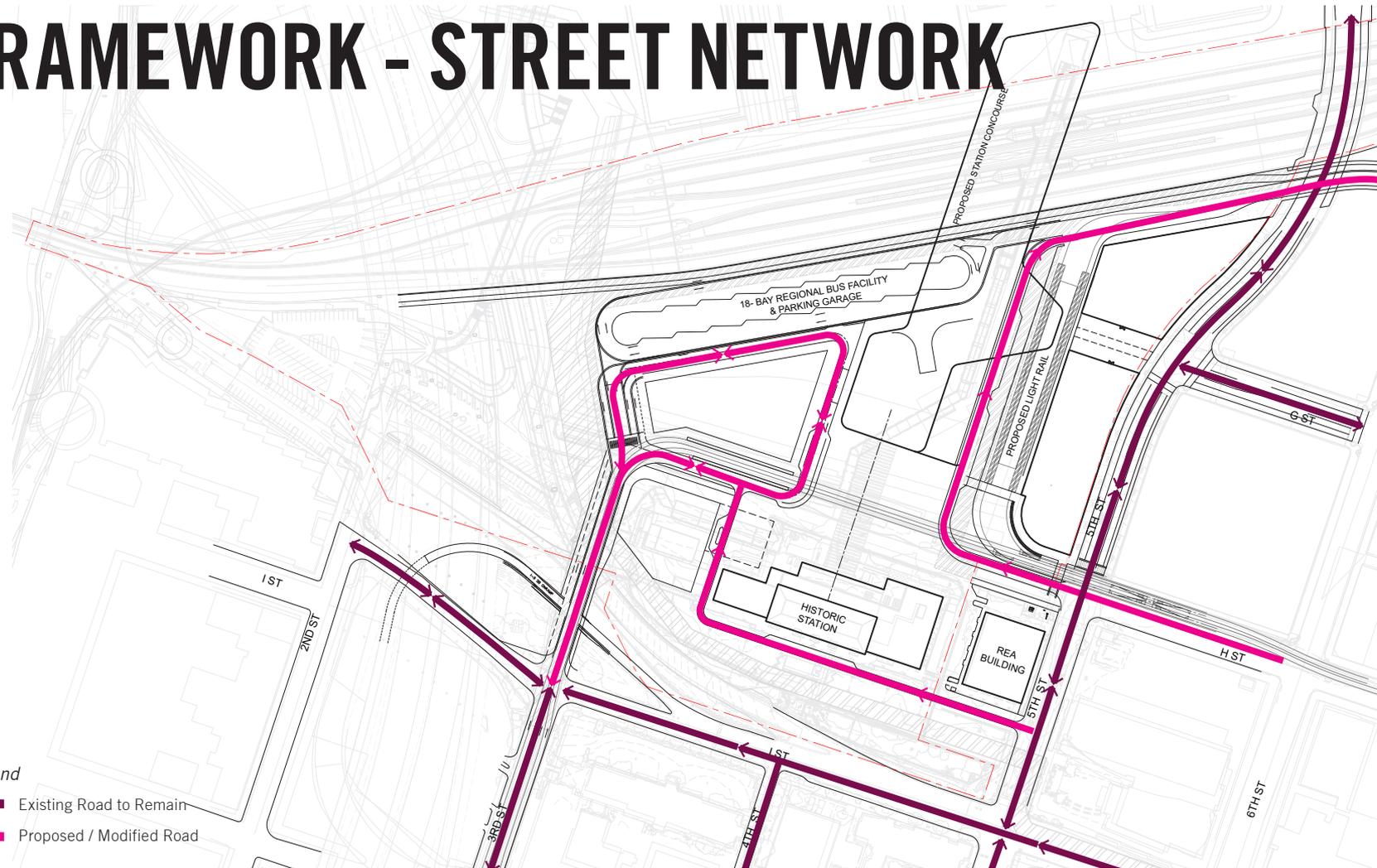
SUSTAINABILITY INITIATIVE

MOBILITY FRAMEWORK

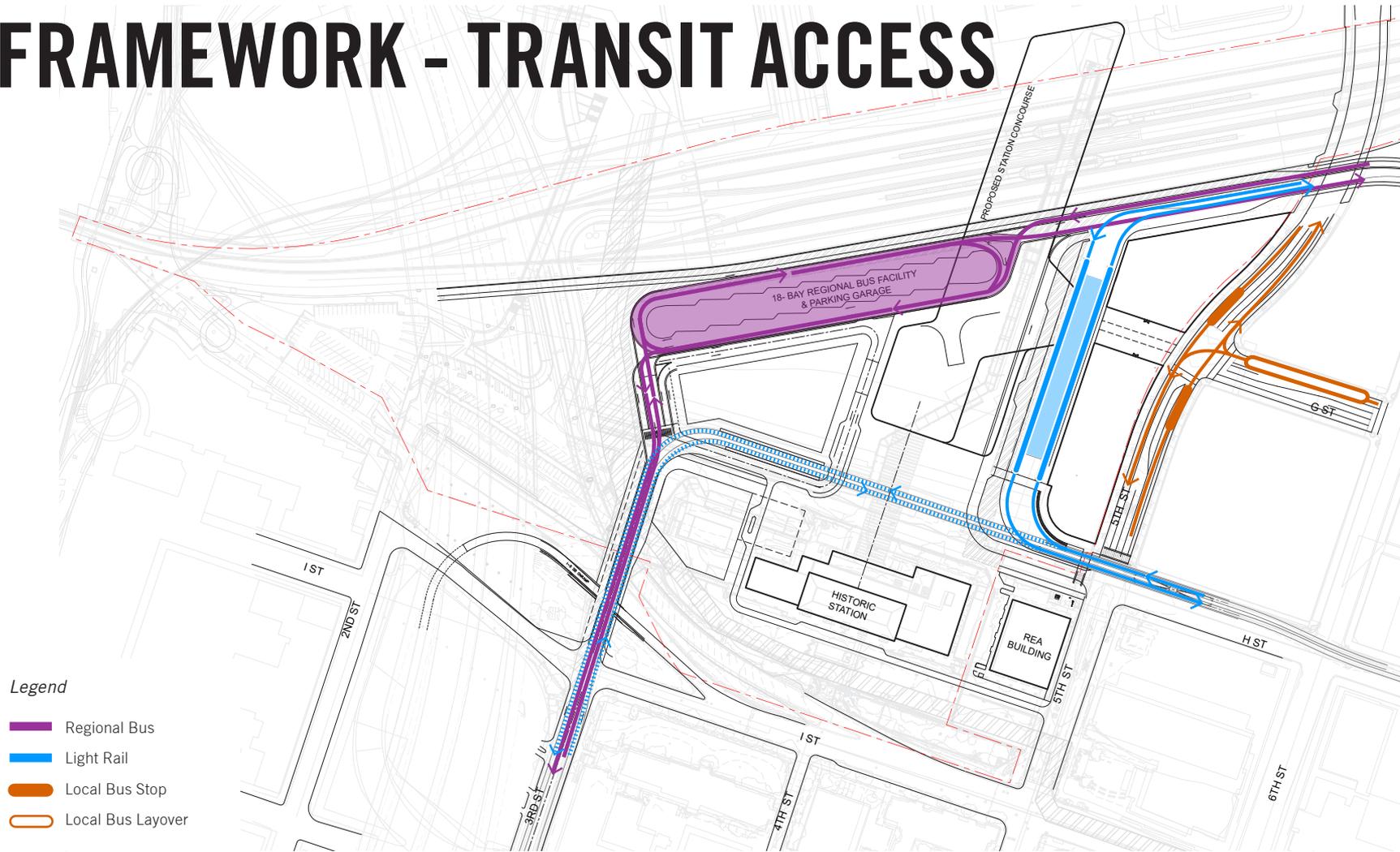
FRAMEWORK - STREET NETWORK

Legend

- Existing Road to Remain
- Proposed / Modified Road



FRAMEWORK - TRANSIT ACCESS

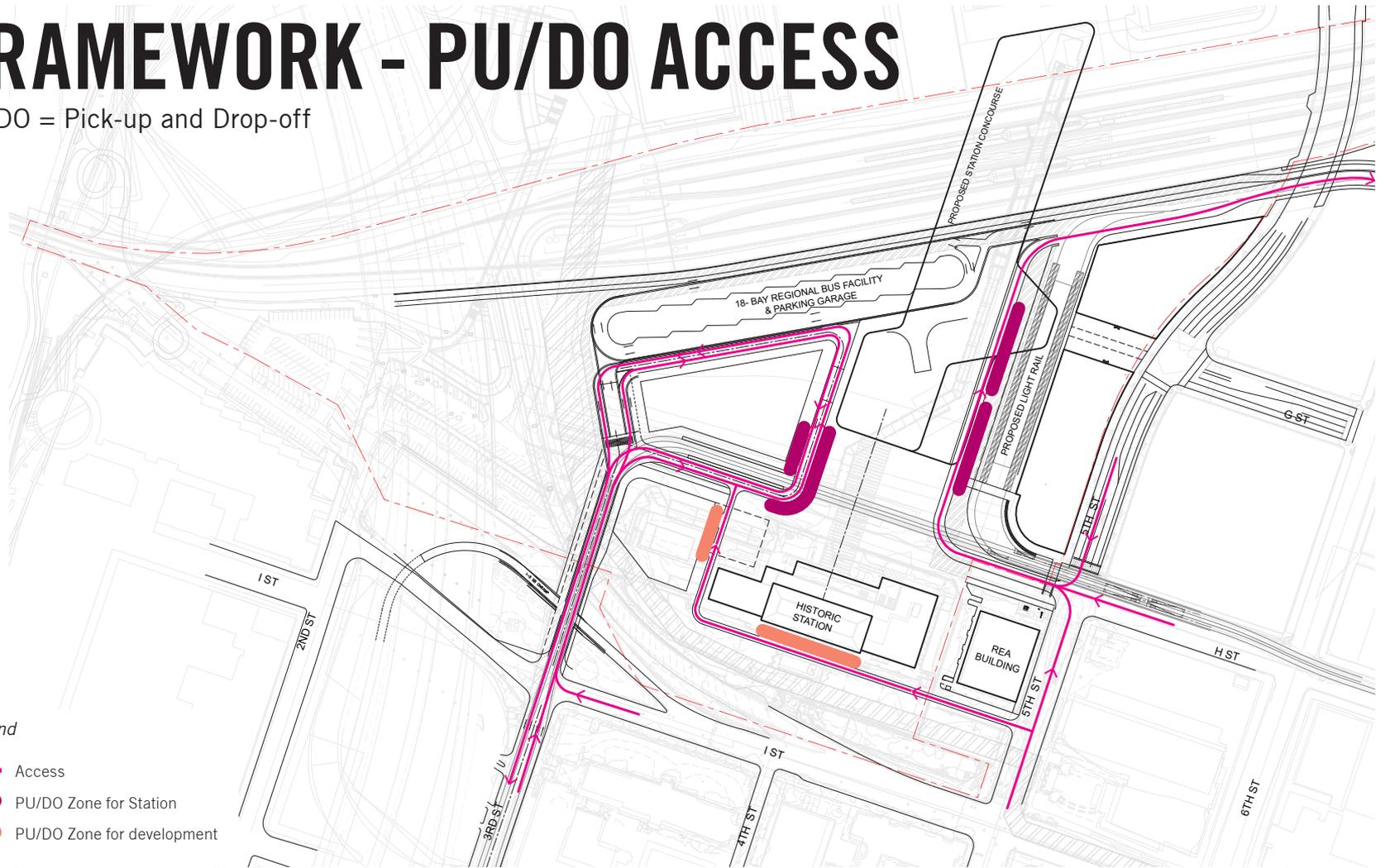


FRAMEWORK - PU/DO ACCESS

PU/DO = Pick-up and Drop-off

Legend

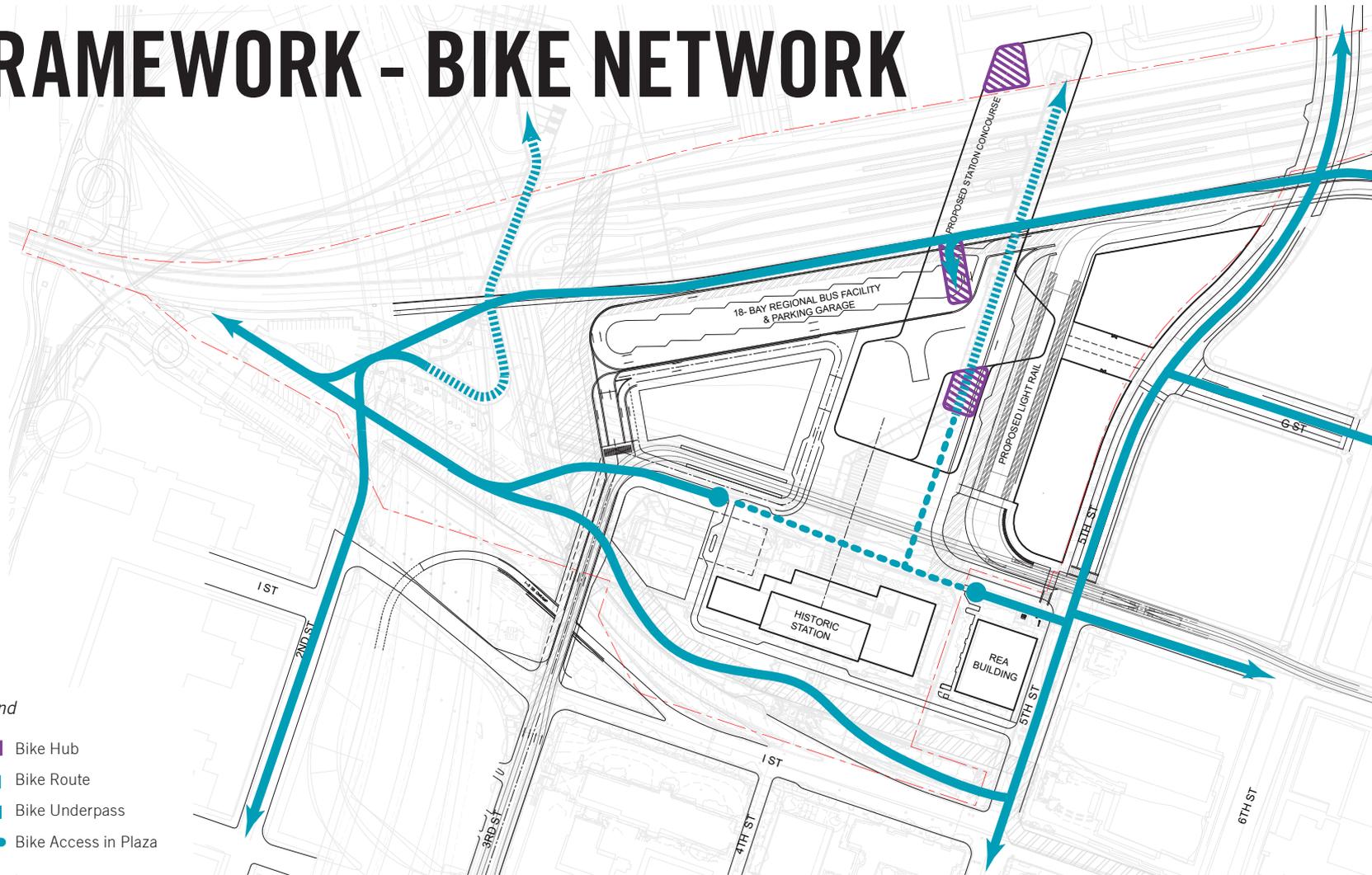
-  Access
-  PU/DO Zone for Station
-  PU/DO Zone for development



FRAMEWORK - BIKE NETWORK

Legend

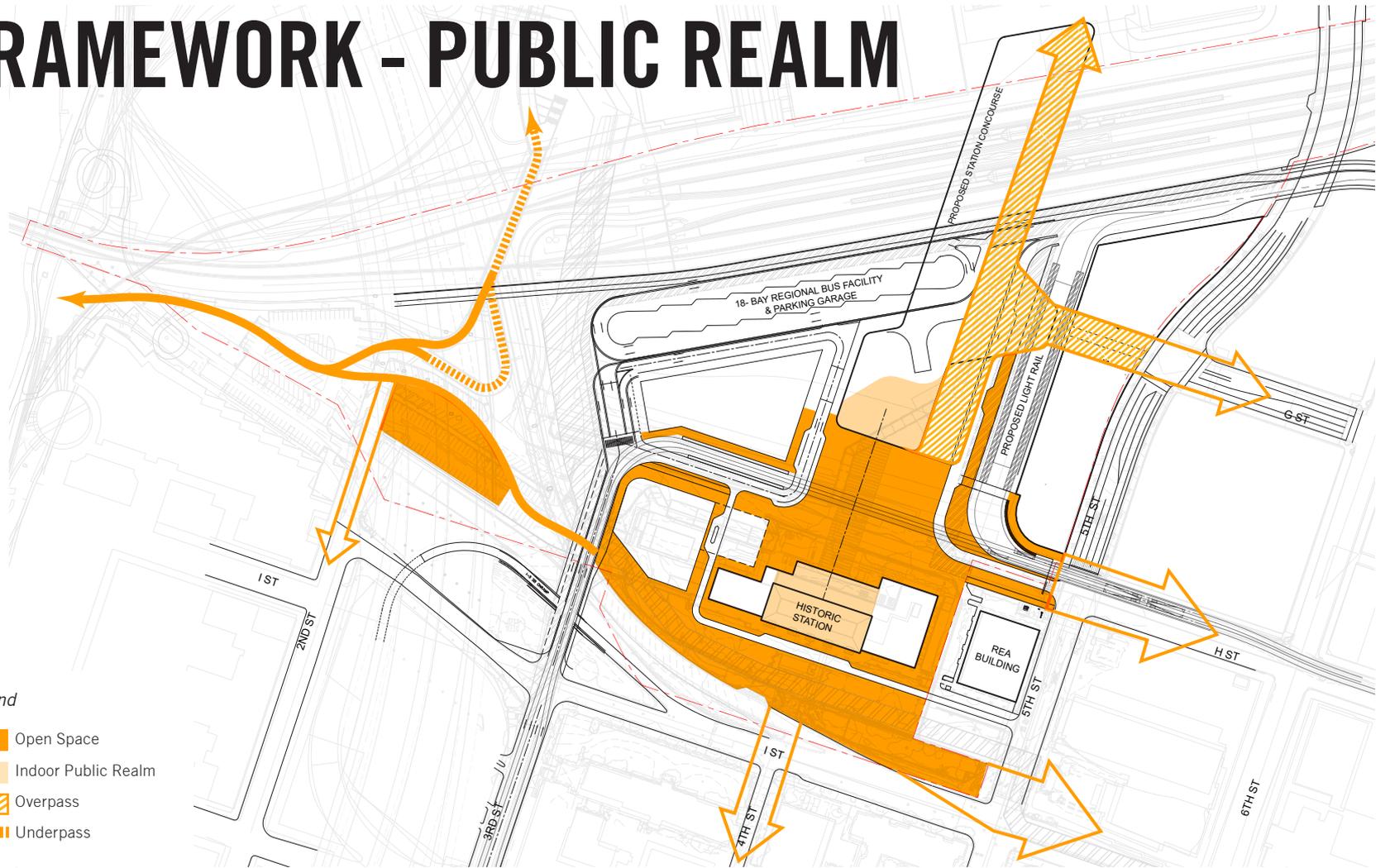
-  Bike Hub
-  Bike Route
-  Bike Underpass
-  Bike Access in Plaza



FRAMEWORK - PUBLIC REALM

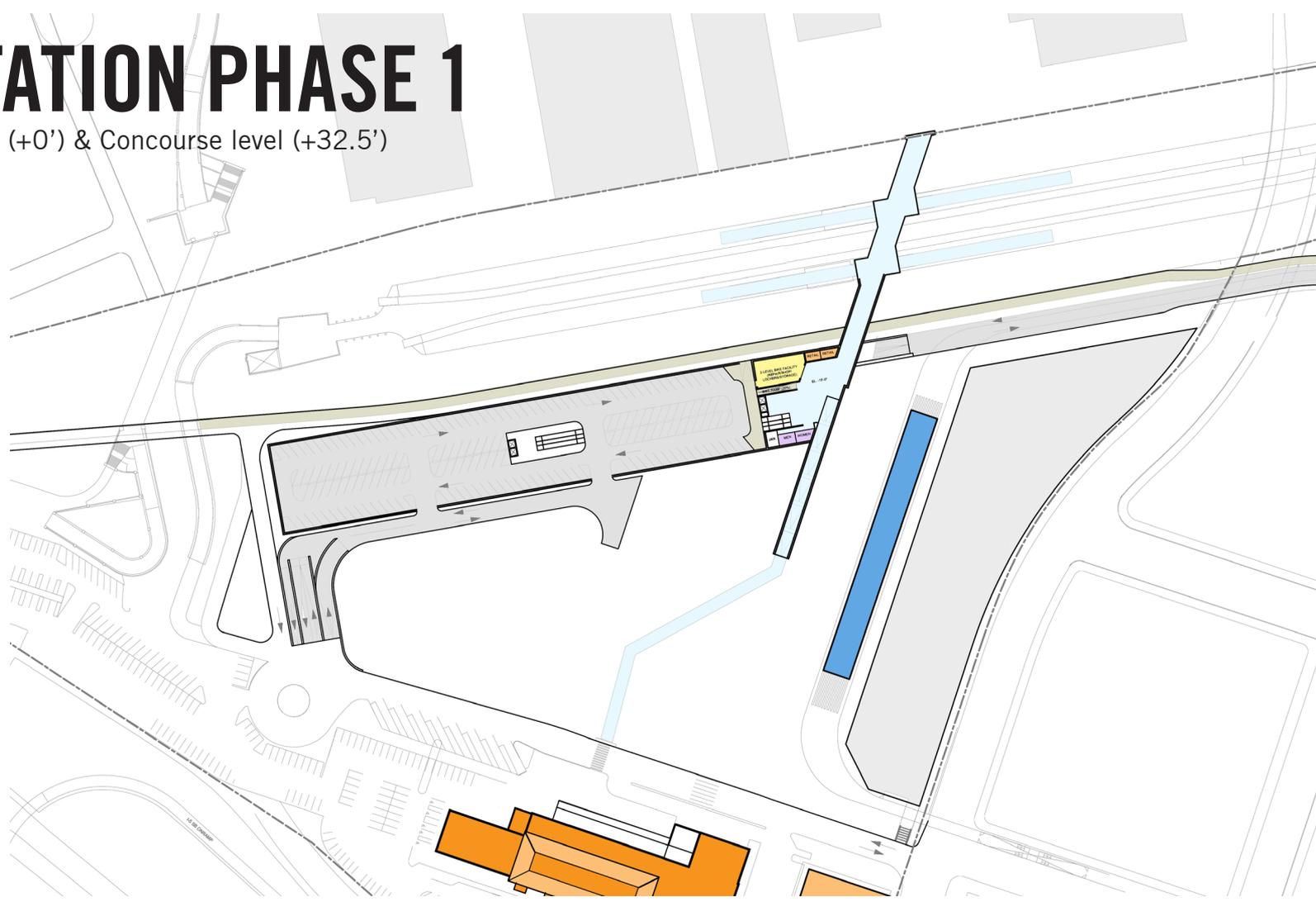
Legend

- Open Space
- Indoor Public Realm
- Overpass
- Underpass



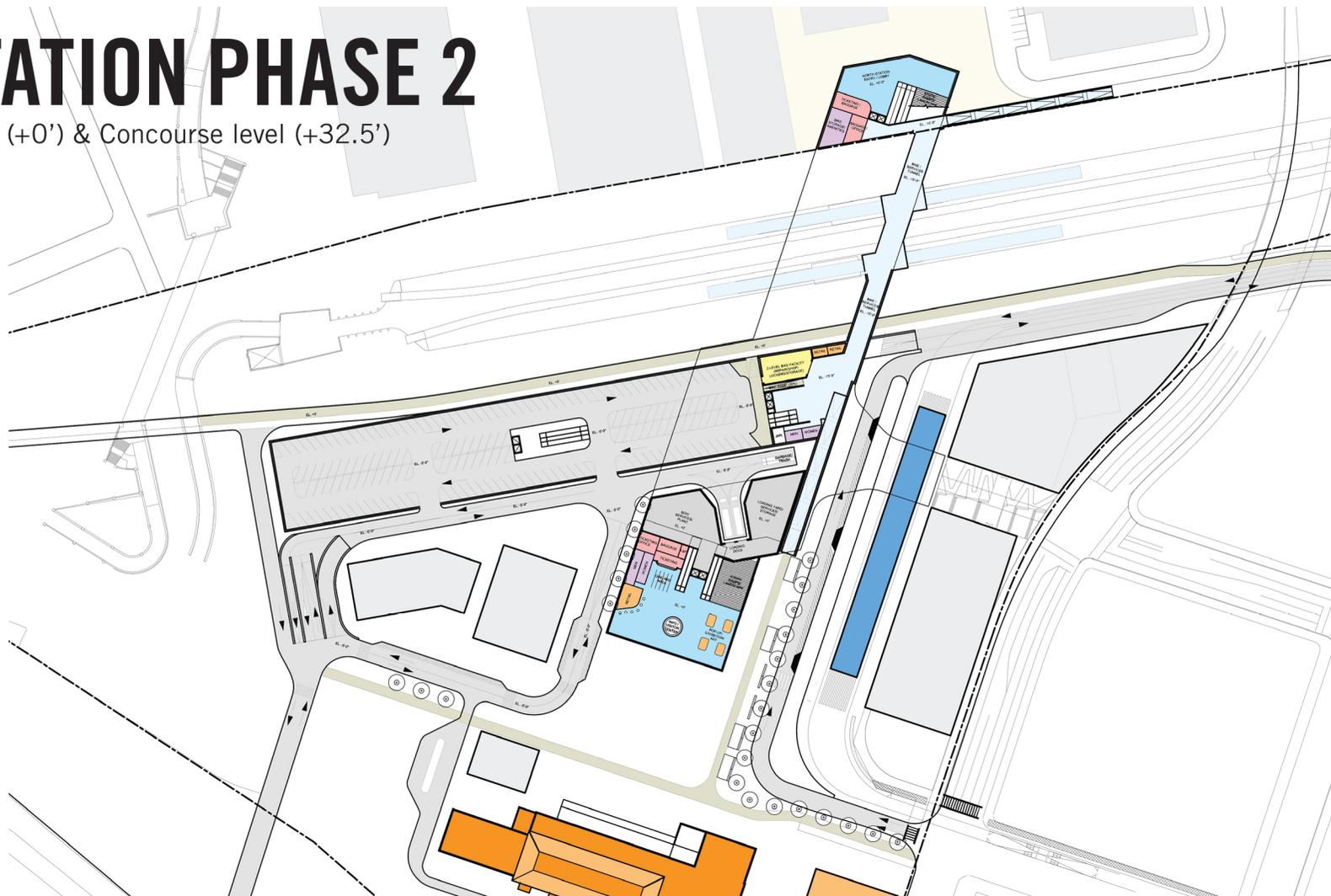
STATION PHASE 1

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



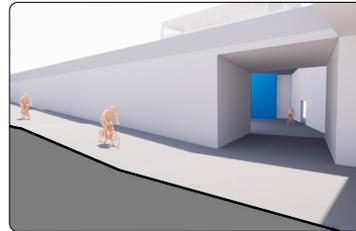
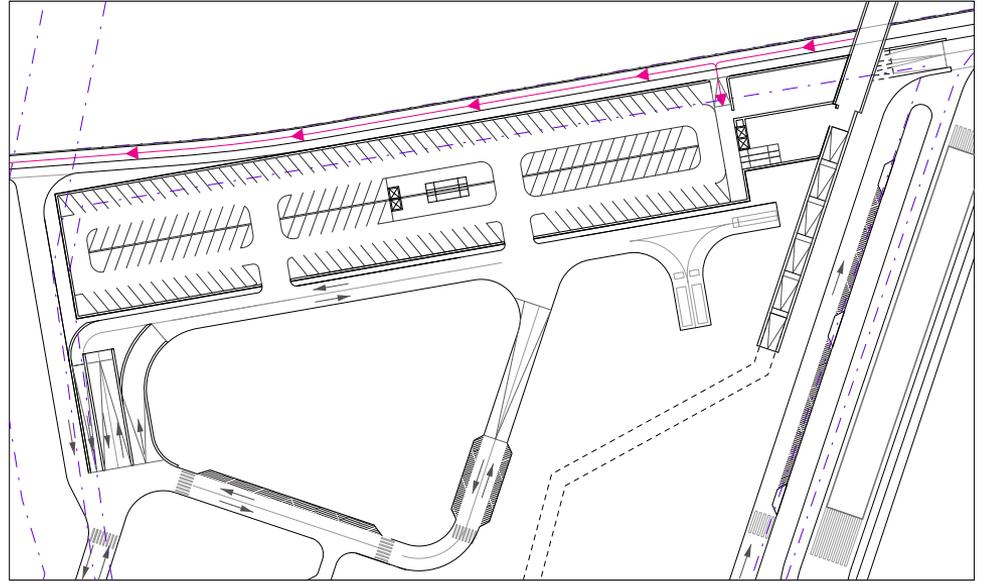
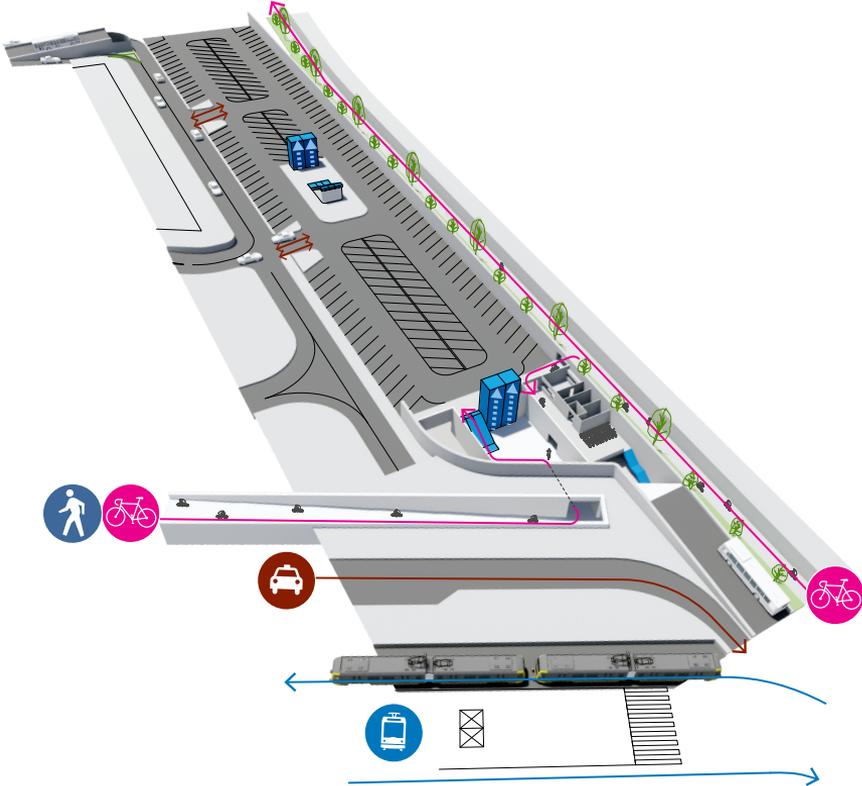
STATION PHASE 2

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



PARKING STRUCTURE

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



Pedestrian & bike entry from tunnel

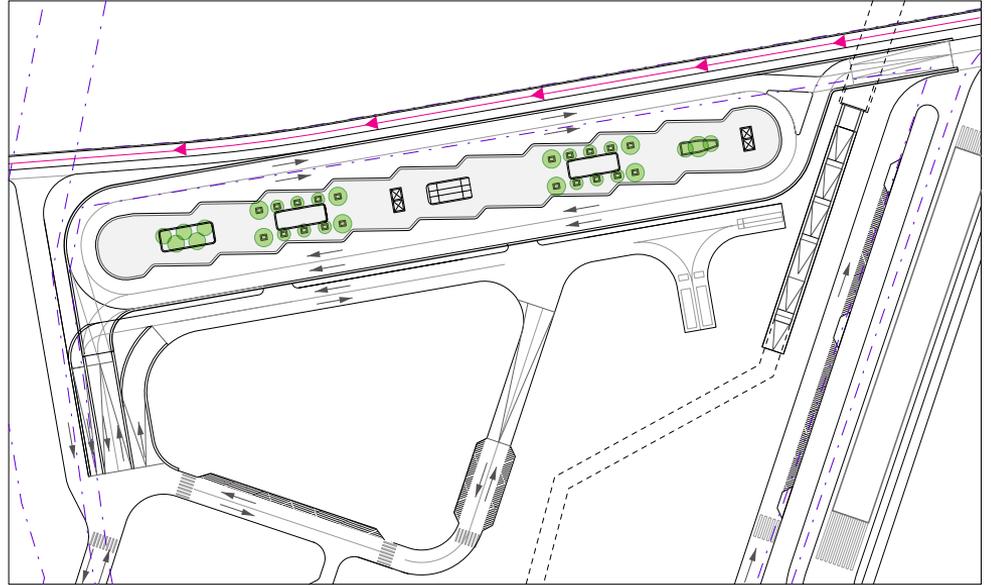


Bike lane entry from F Street



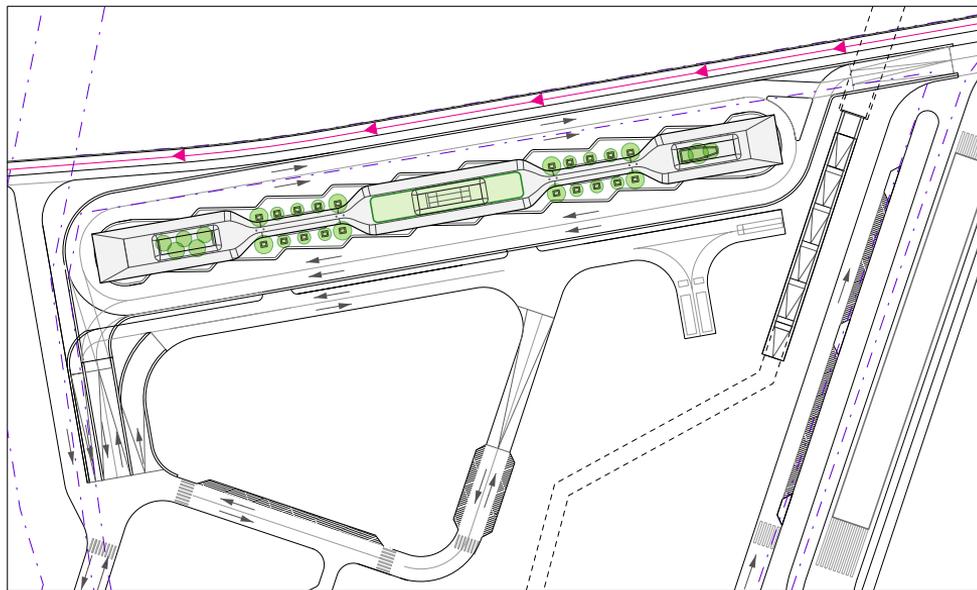
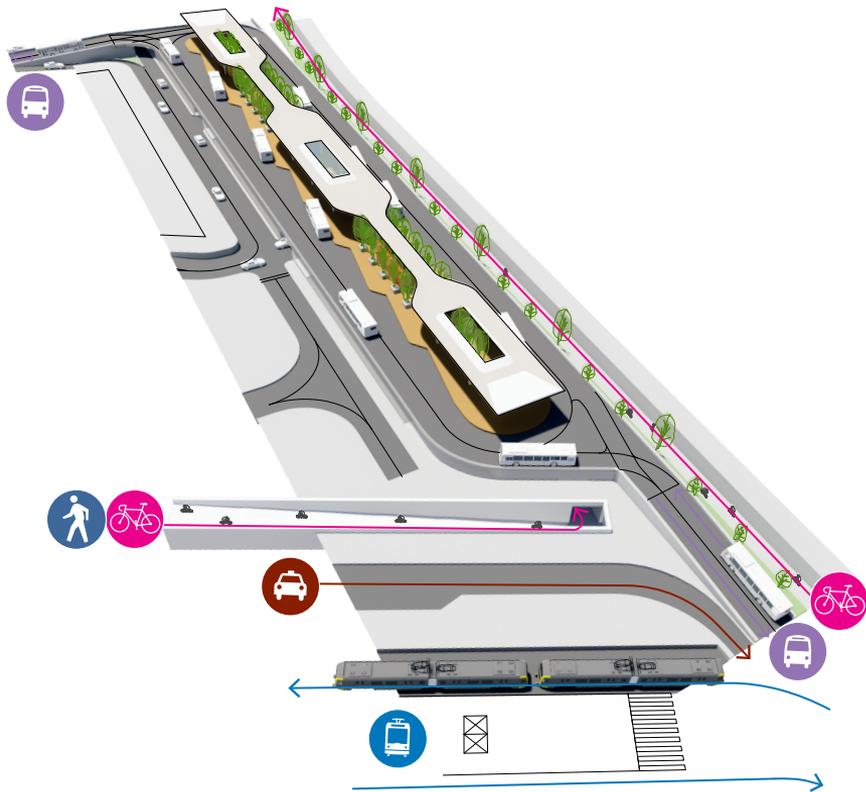
BUS TERMINAL PLAZA

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



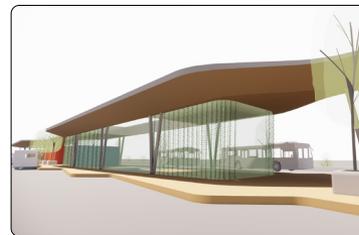
BUS TERMINAL CANOPY

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

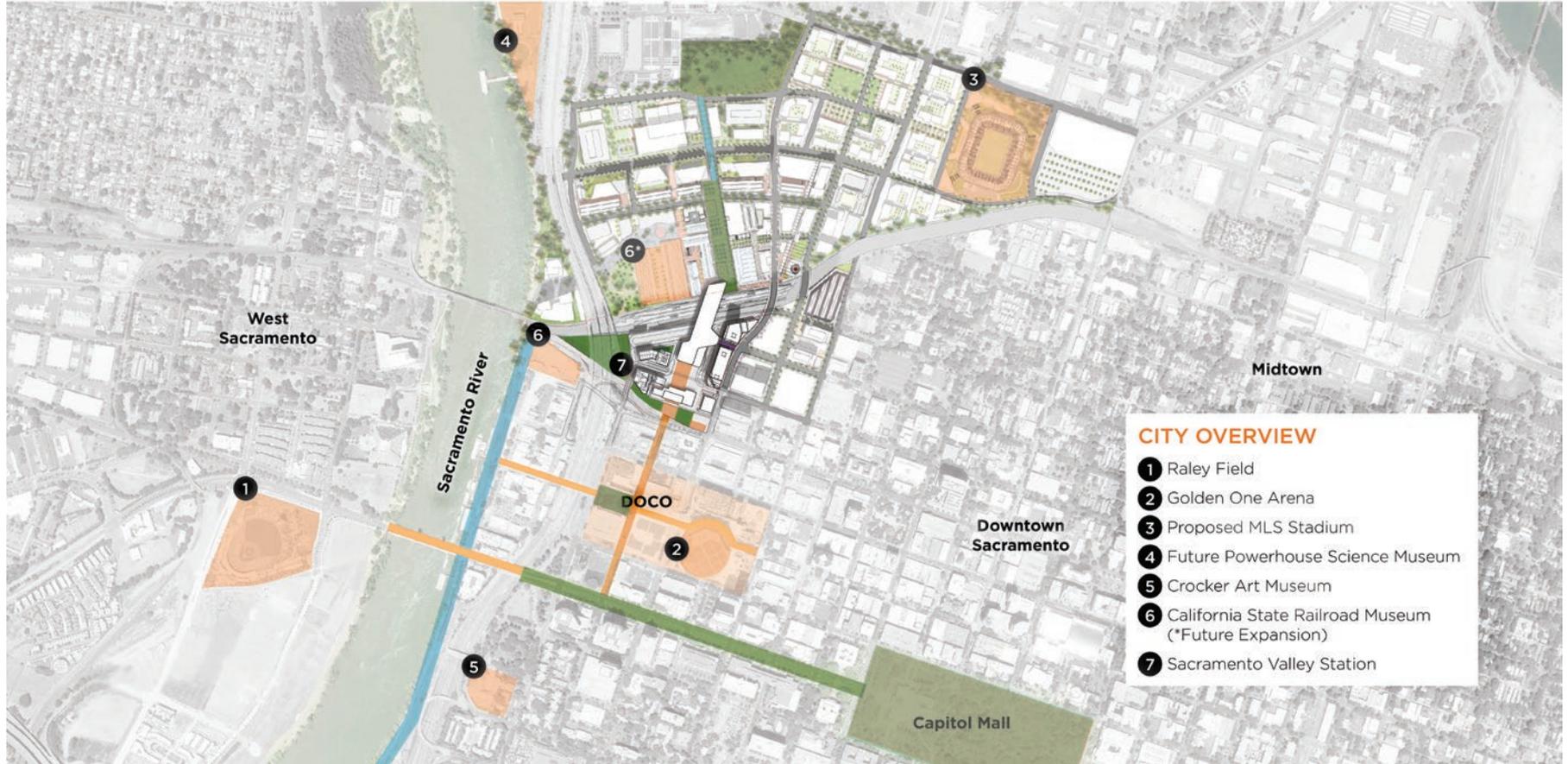
Grade (+0') & Parking level (-5')

SECTIONS

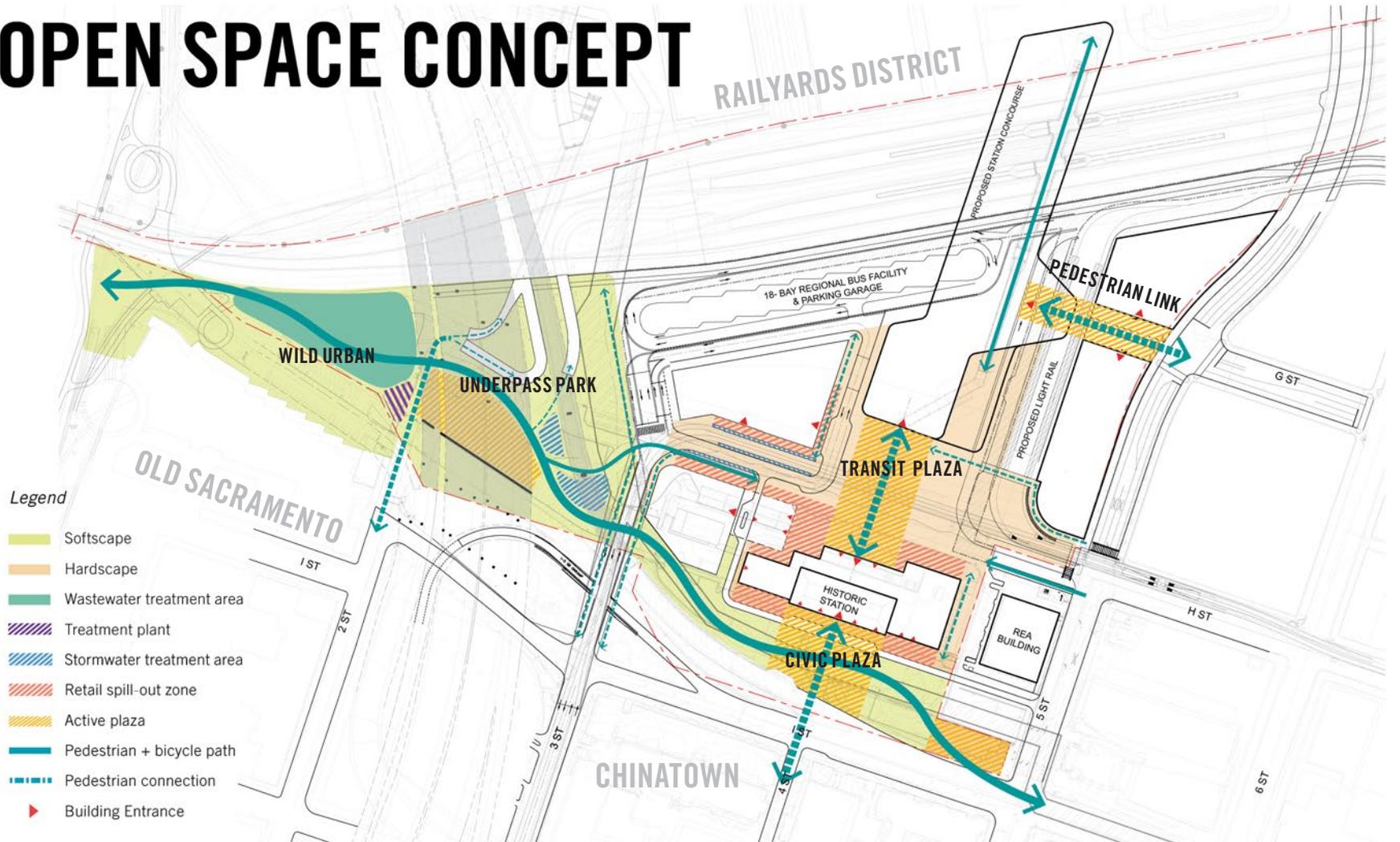


PLACEMAKING OPPORTUNITIES

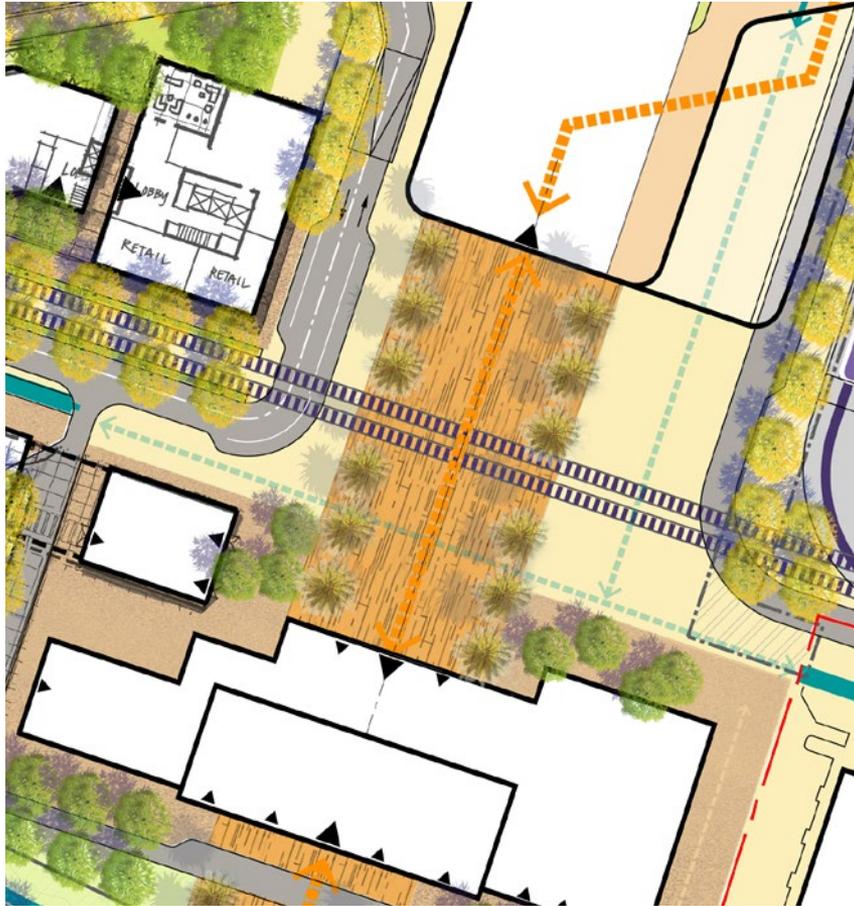
PUBLIC REALM CONNECTION



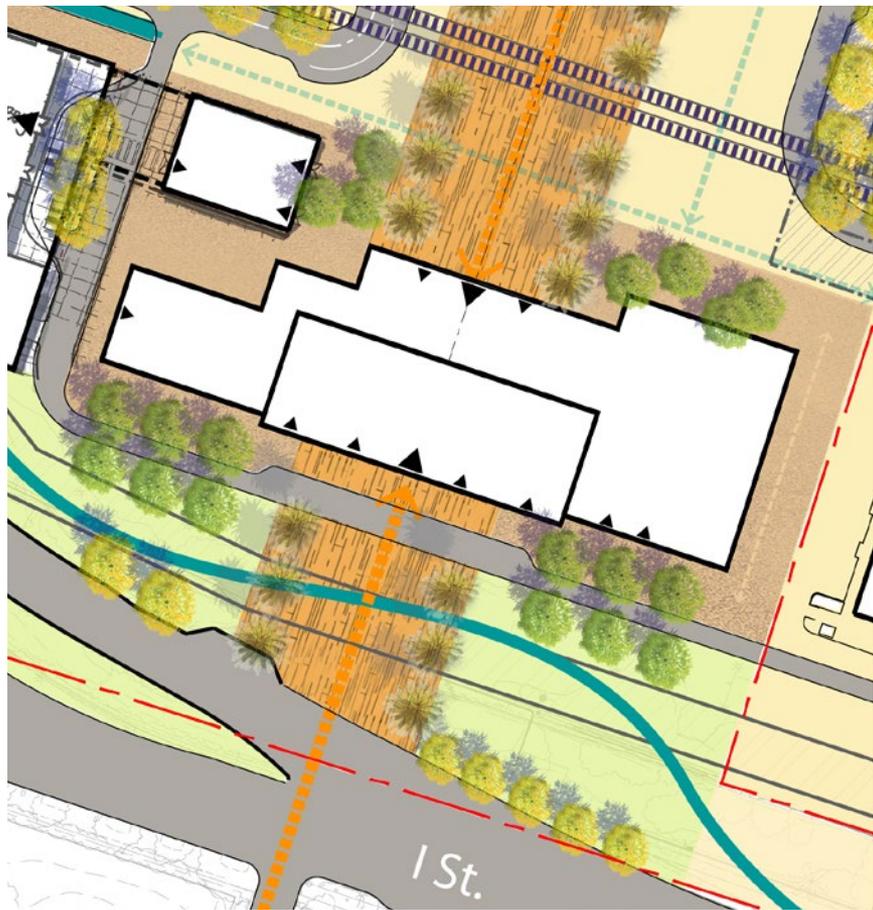
OPEN SPACE CONCEPT



TRANSIT PLAZA



CIVIC PLAZA



Denver Union Station, Denver, CO

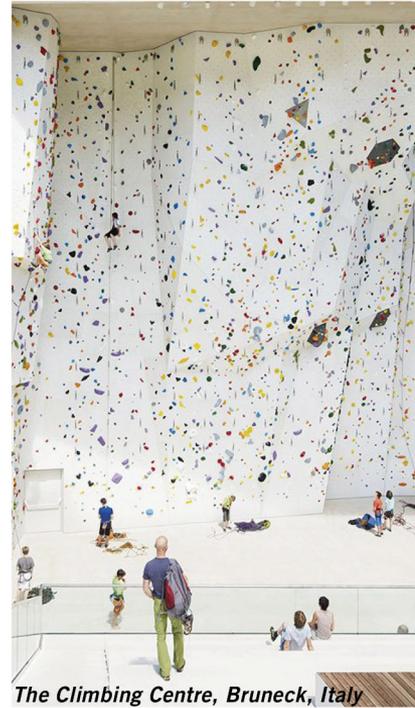
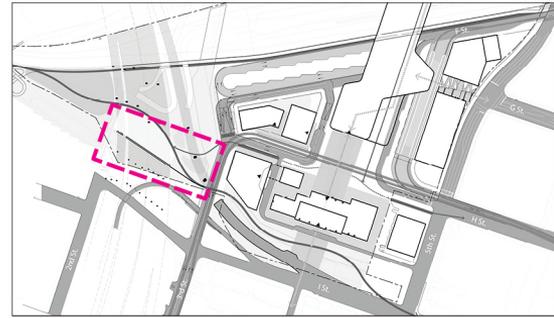


Klyde Warren Park, Dallas, TX

G STREET



UNDERPASS PARK



WILD URBAN



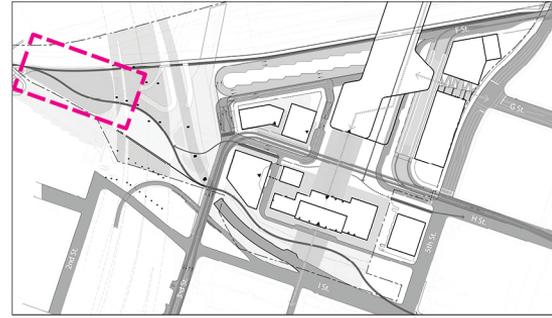
Tanner Springs Park, Portland, OR



Bafflo Bayou Park, Houston, TX



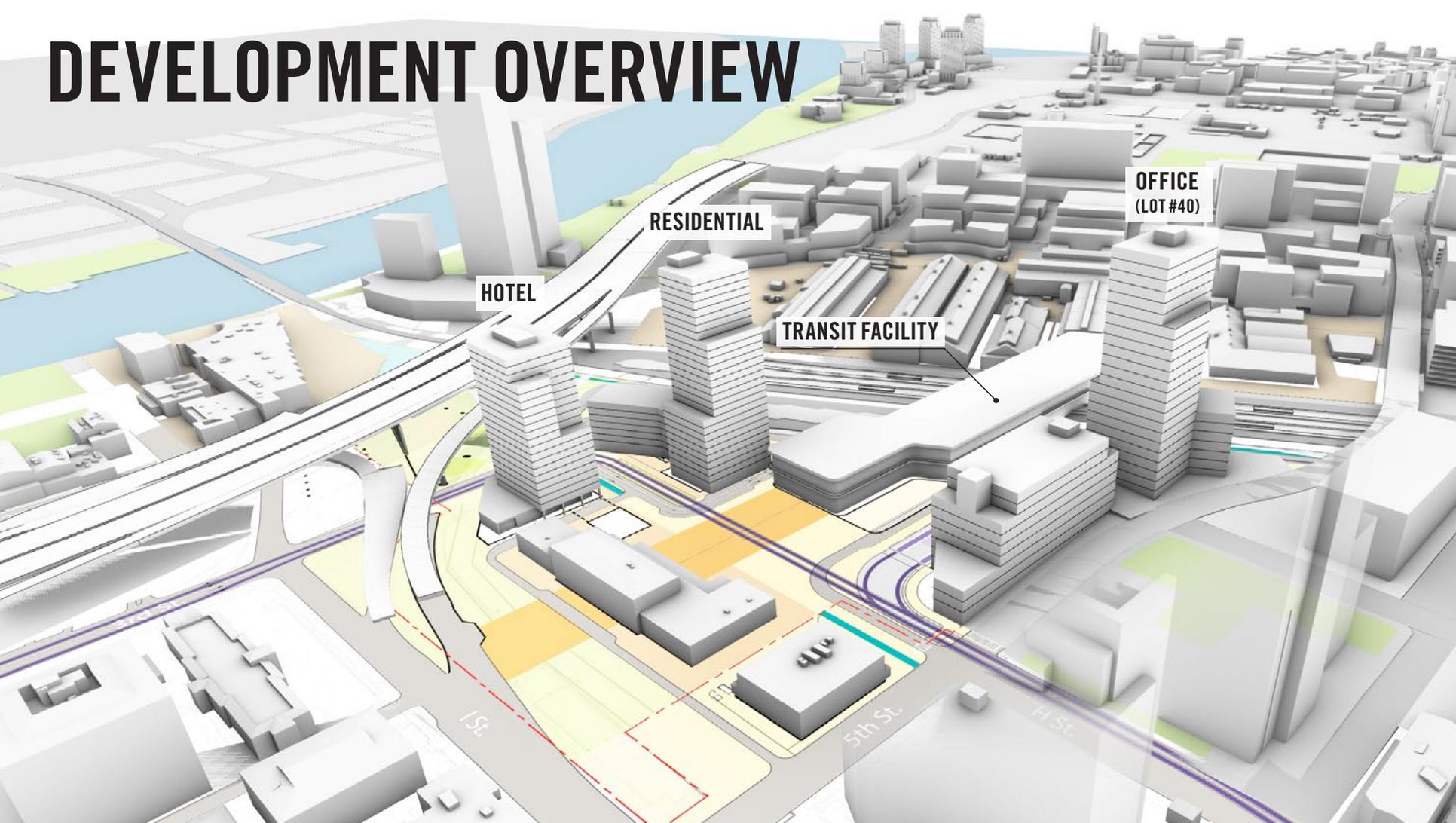
Hassalo, Portland, OR



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

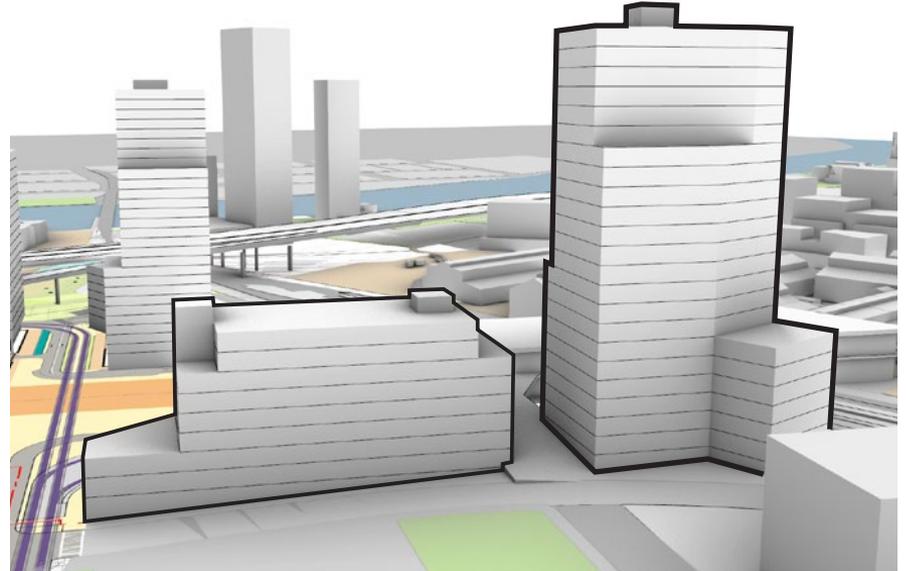
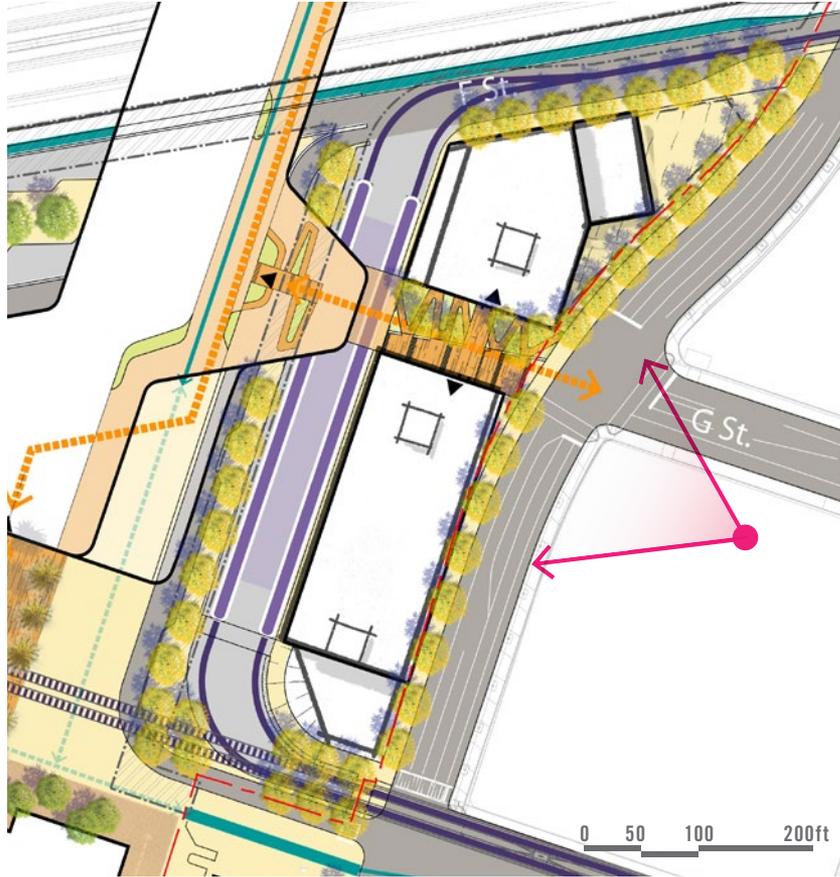
OFFICE
(LOT #40)

1st St.

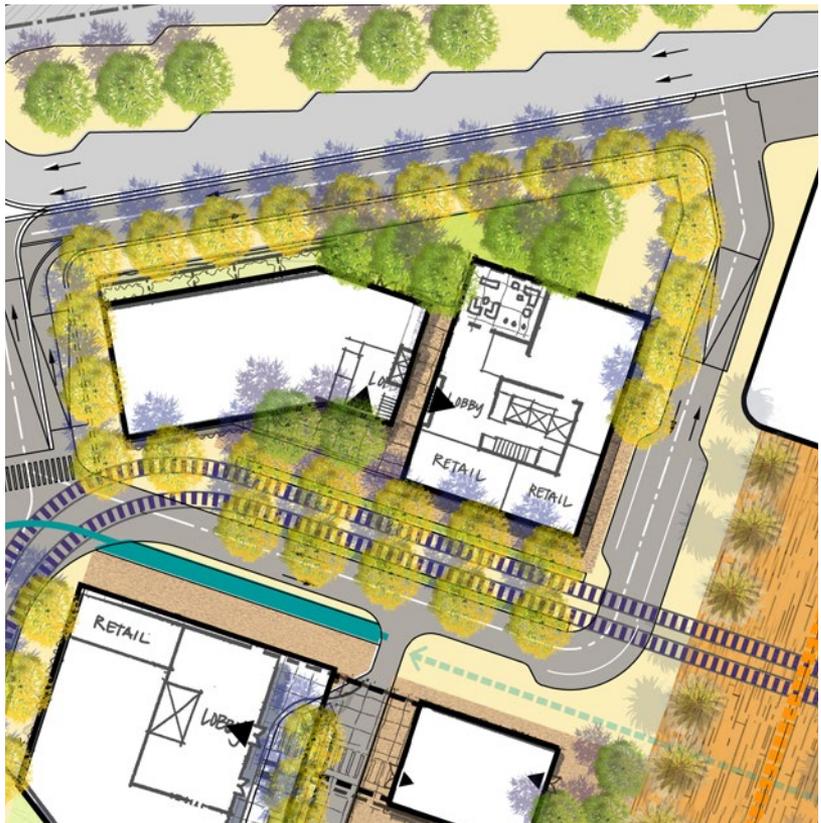
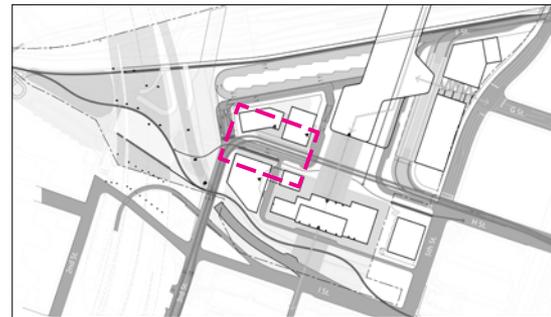
5th St.

H St.

LOT #40



H STREET WEST SEGMENT

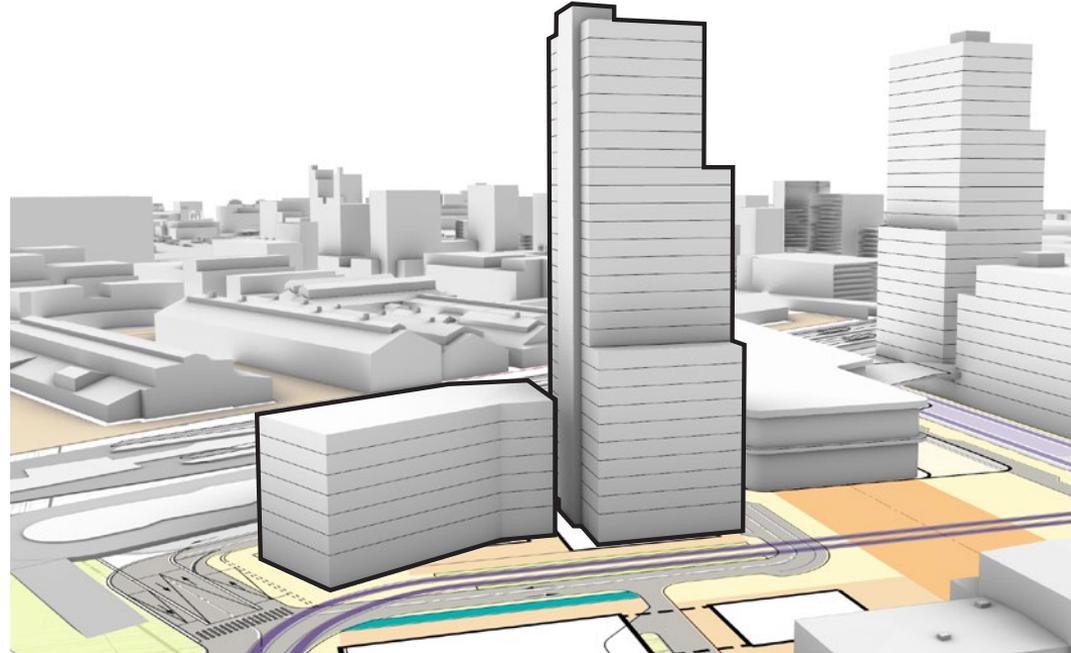
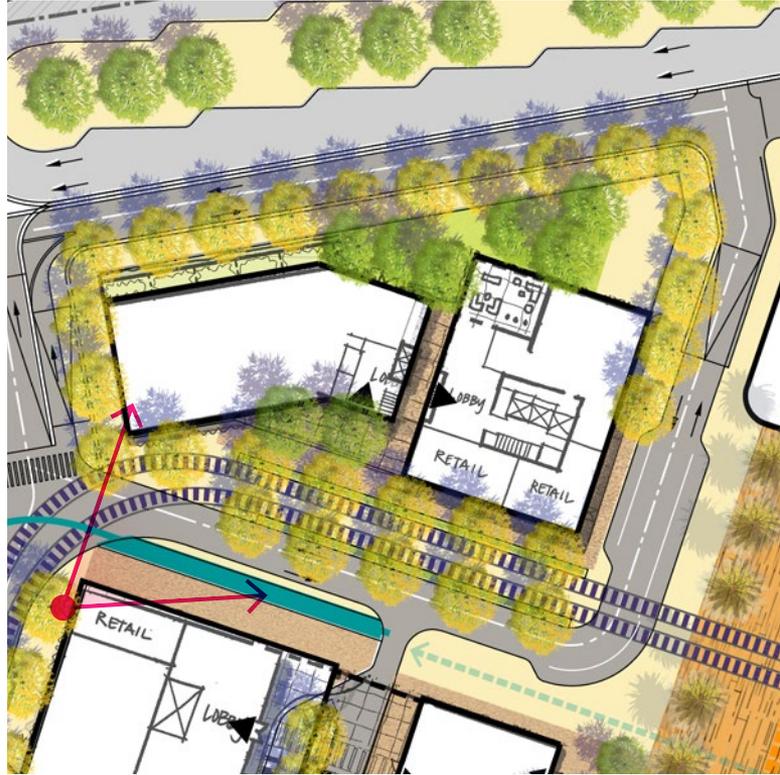


Solare Tower, San Francisco, CA



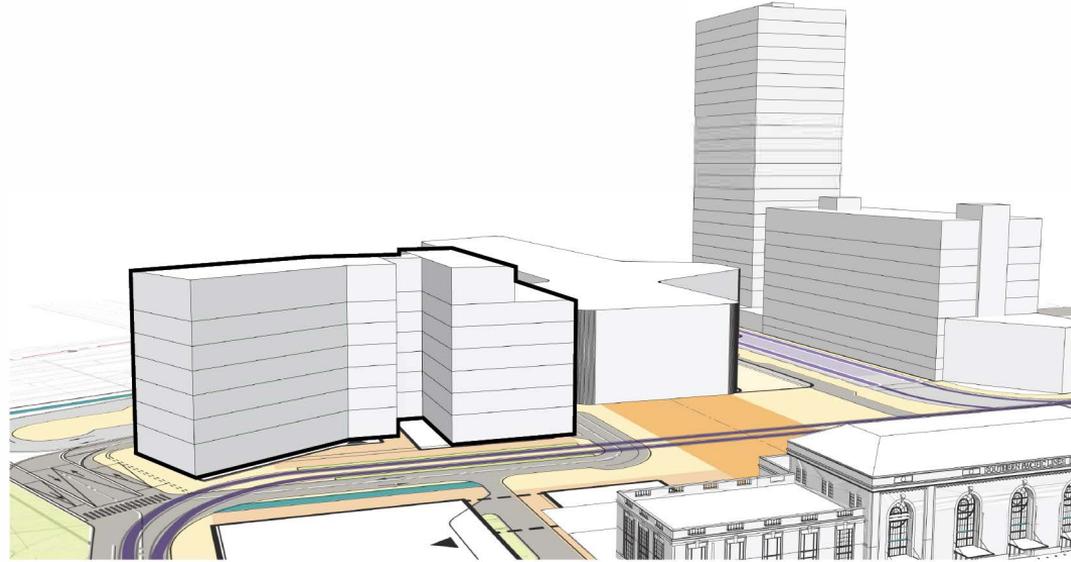
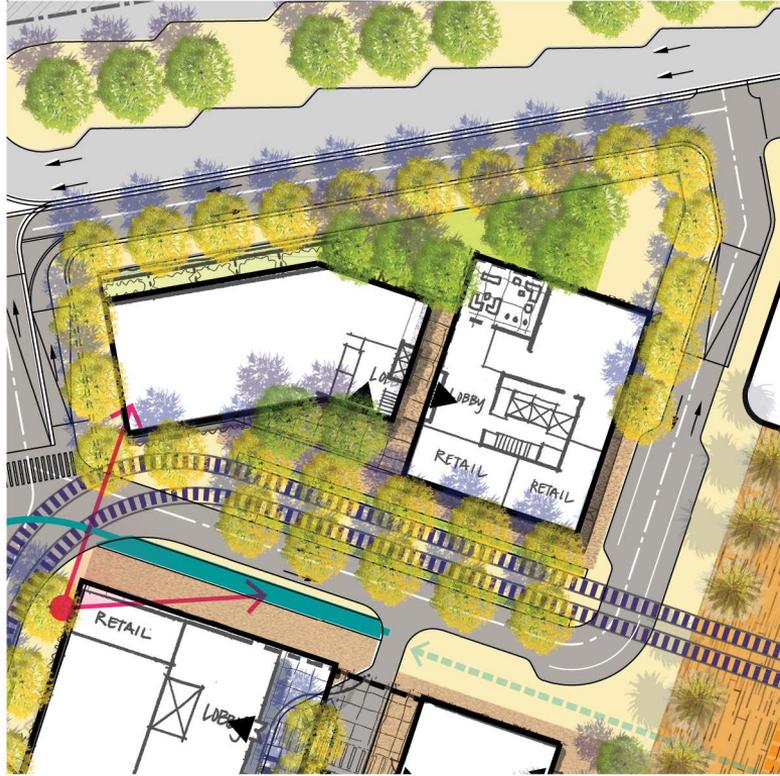
Heartline, Portland, OR

H STREET WEST SEGMENT



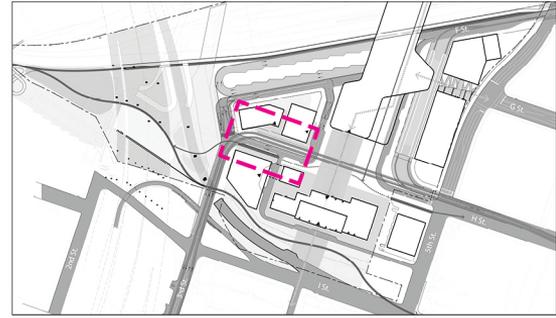
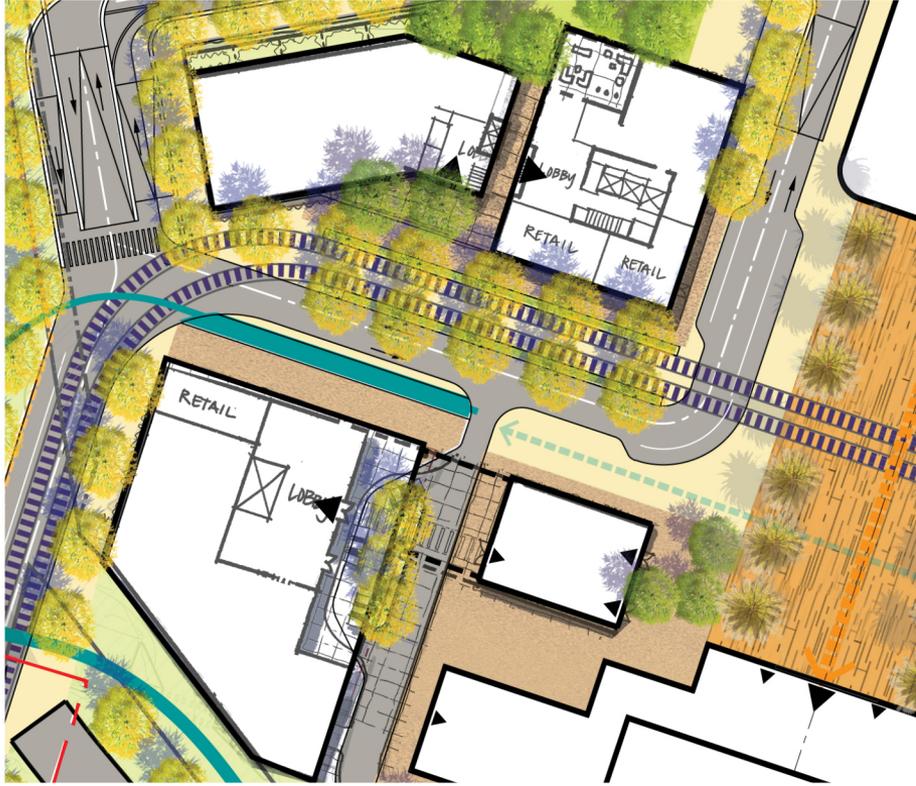
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H STREET WEST SEGMENT

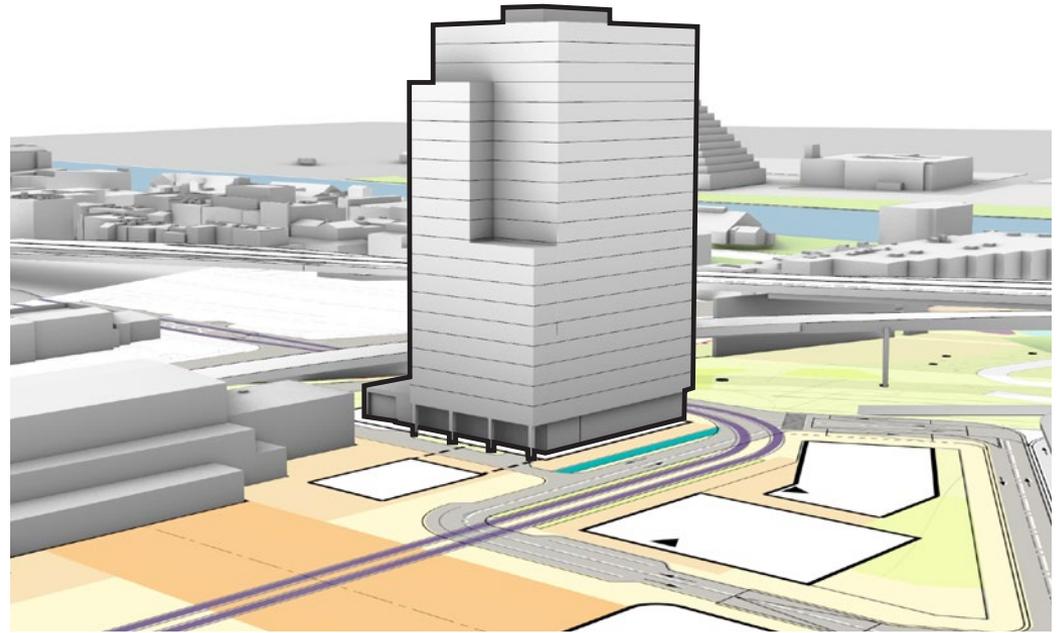
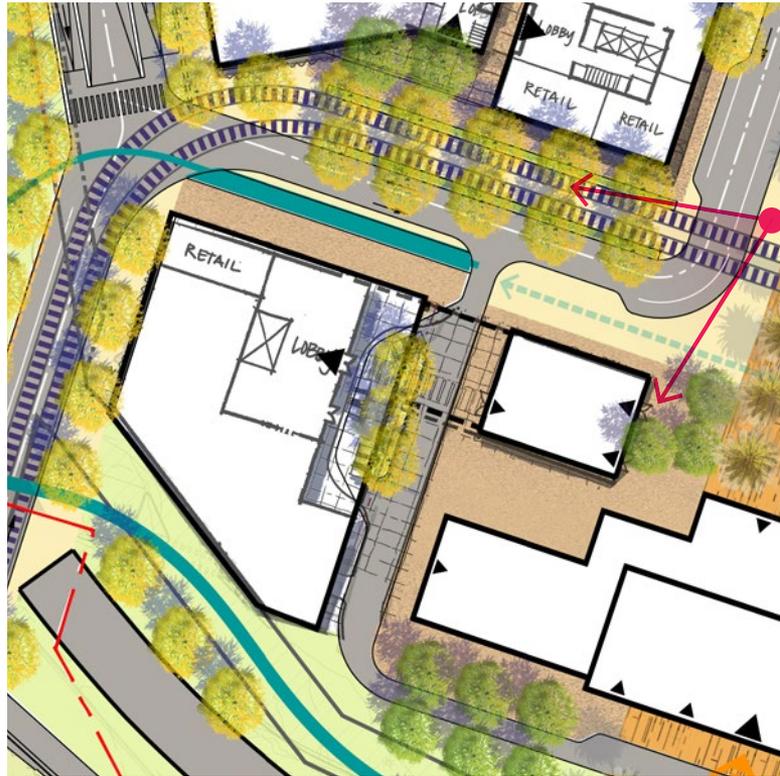


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HOTEL DEVELOPMENT

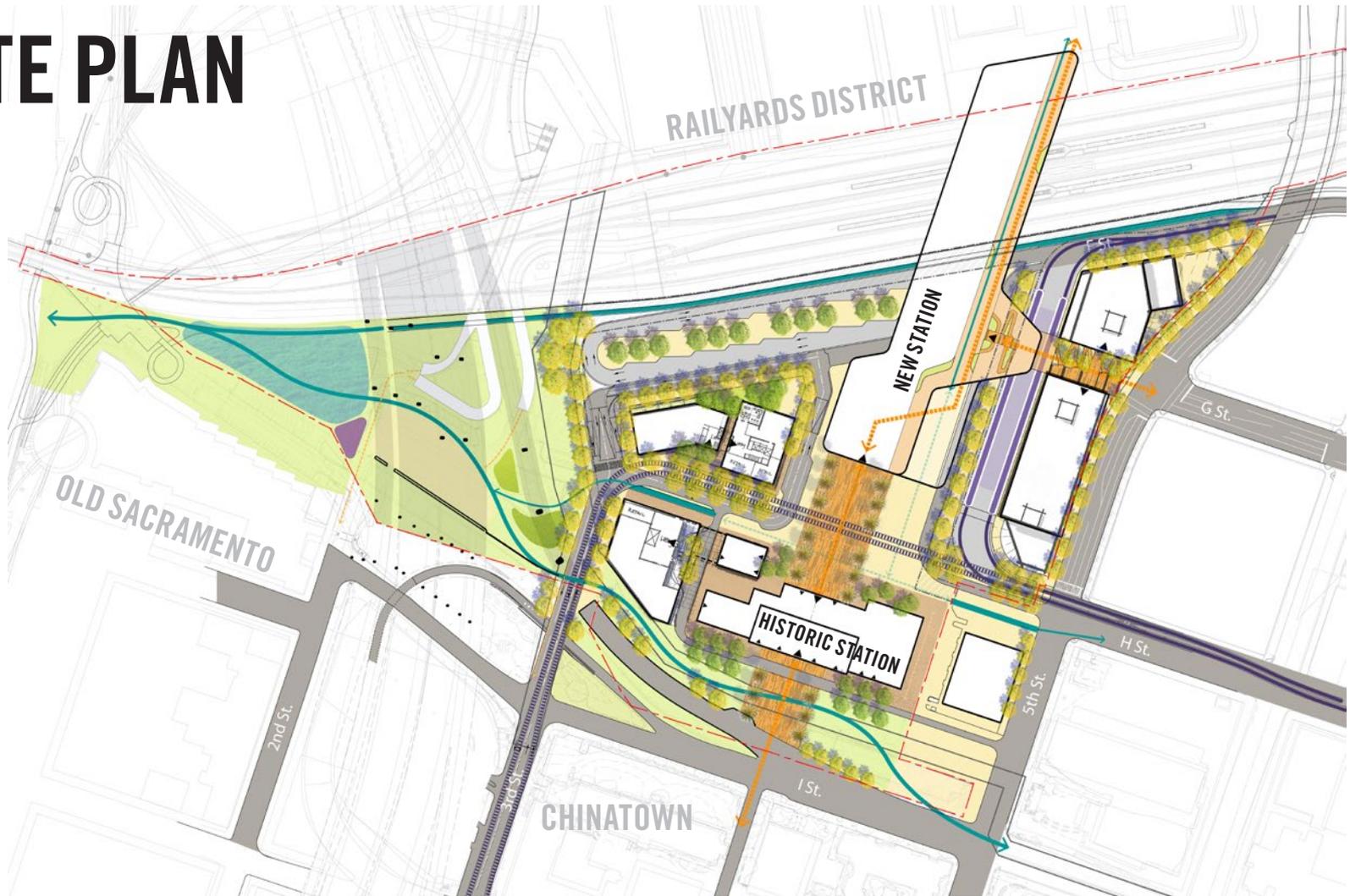


HOTEL DEVELOPMENT

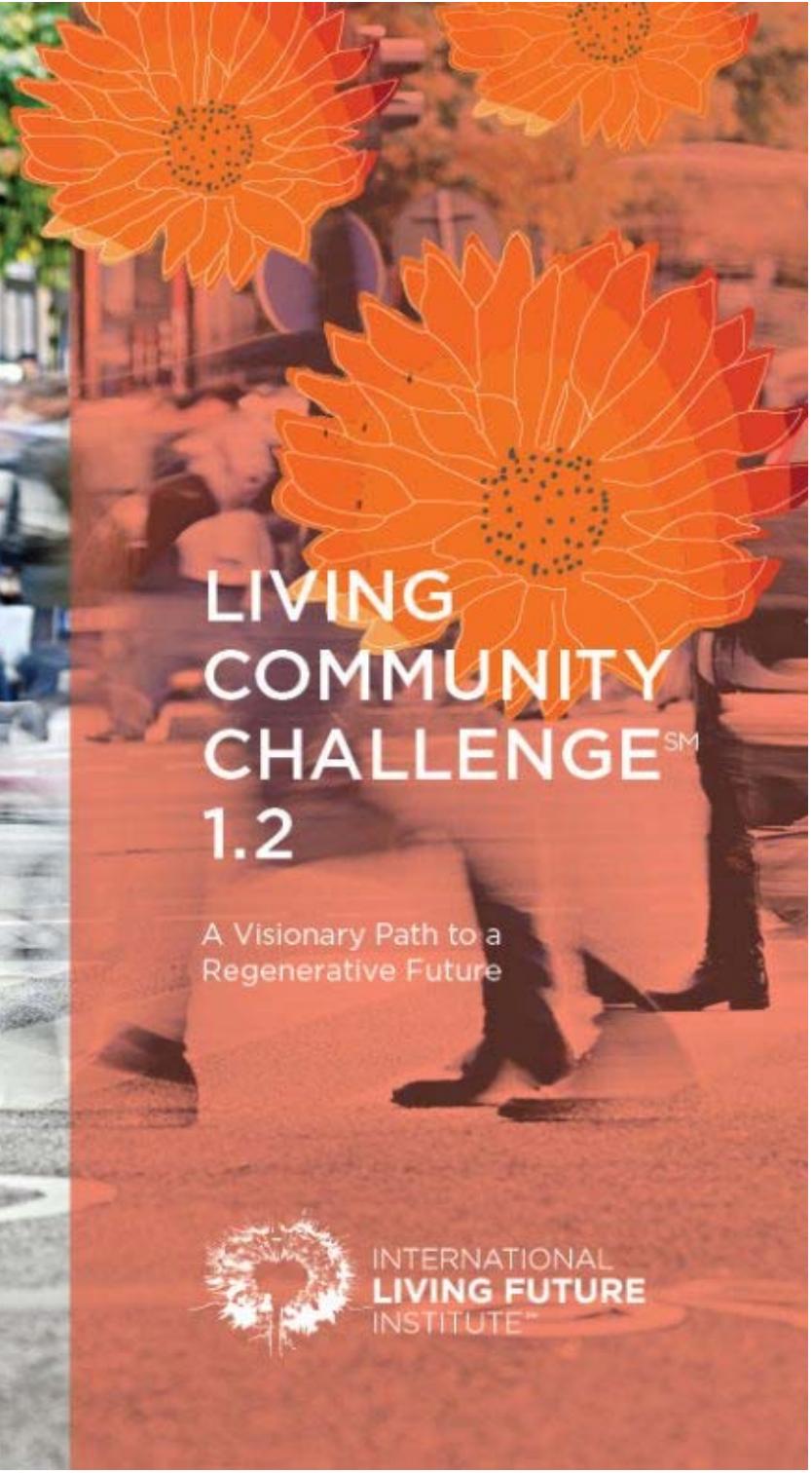


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SITE PLAN



SUSTAINABILITY INITIATIVE



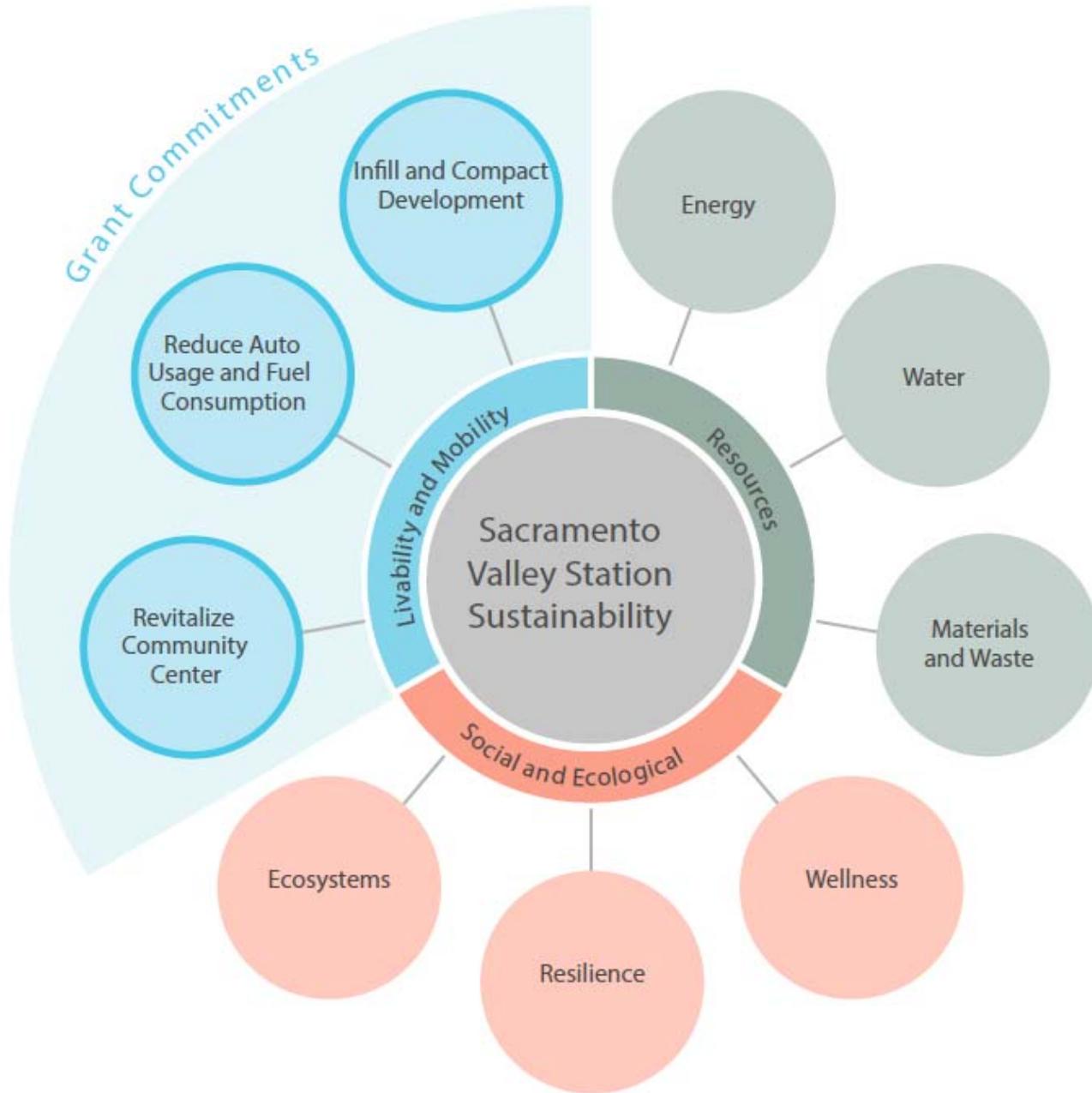
LIVING COMMUNITY CHALLENGESM 1.2

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 needs¹³ 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.¹⁴

¹³ 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.

¹⁴ 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.



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

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 Challenge¹⁸ for all community facilities,¹⁹ common infrastructure²⁰ and landscapes that the Community controls and is in charge of developing.

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

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

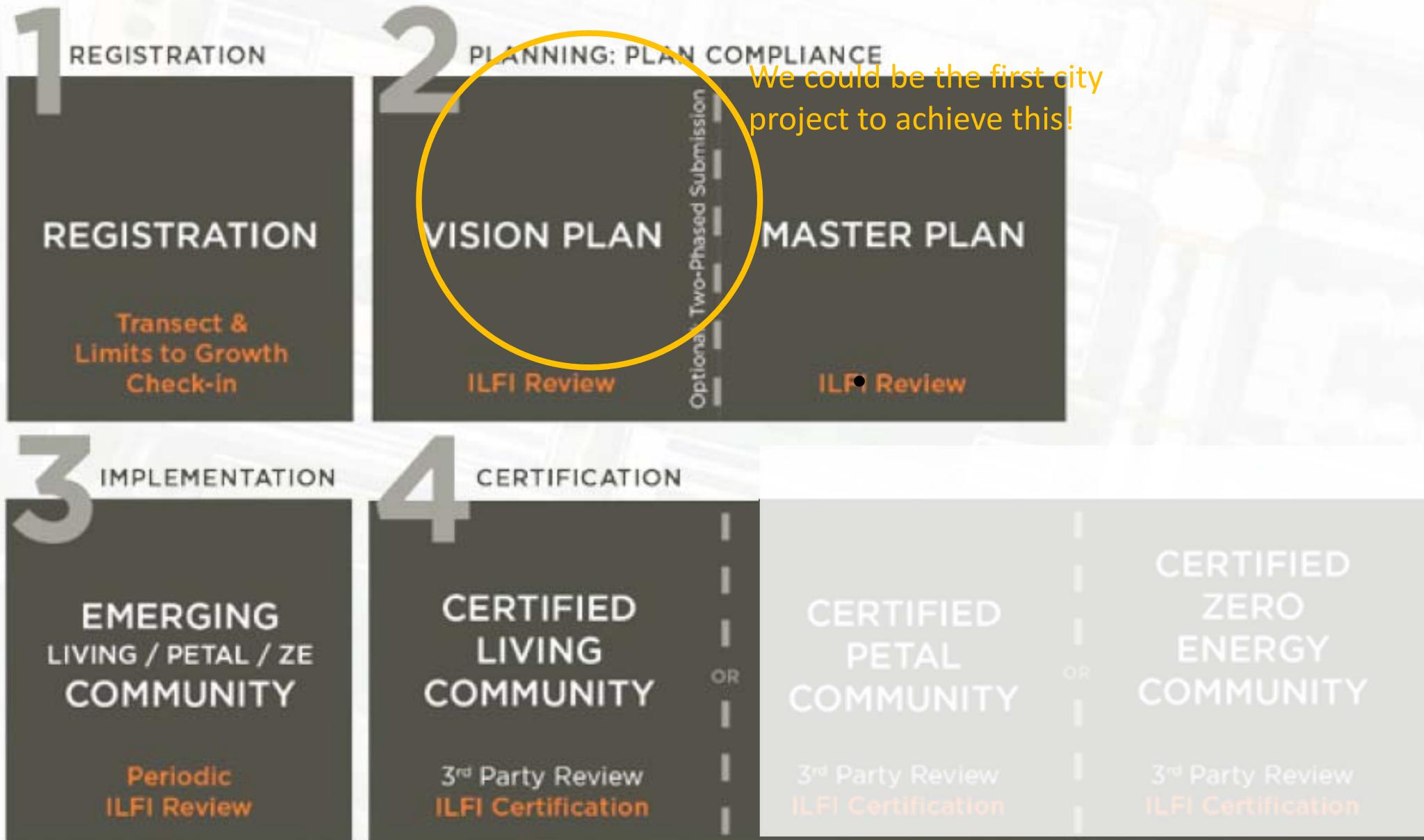
¹⁹ Community provided assets: all buildings and landscapes owned or developed by the community, e.g. schools, community centers, daycare, athletic or common area facilities, storage, public or community-owned buildings.

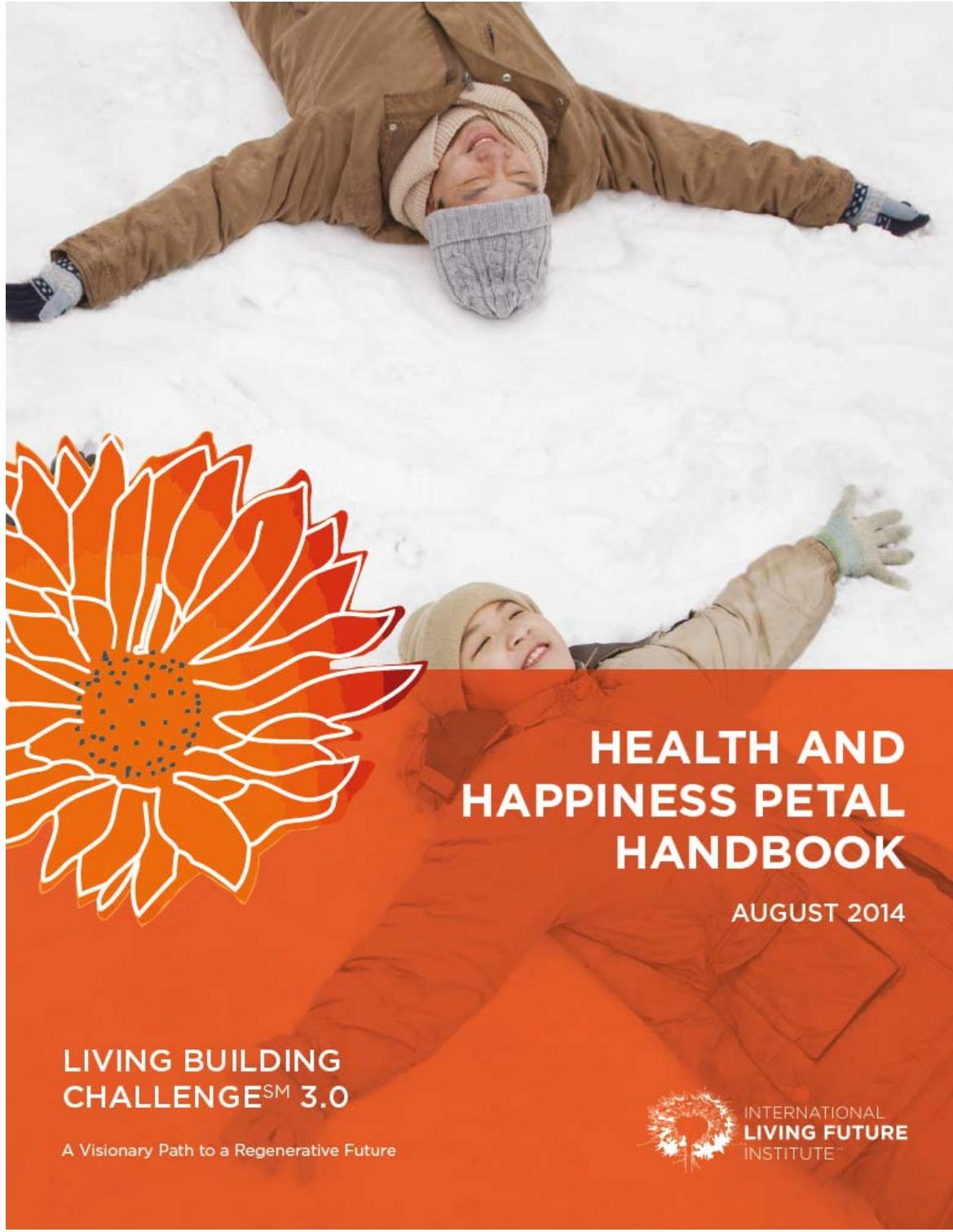
²⁰ All improvements within rights of way, e.g. public or commonly owned areas, streets, bike lanes, sidewalks, plazas, lanes, parks and open space, etc.

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
CHALLENGESM 3.0

A Visionary Path to a Regenerative Future



INTERNATIONAL
LIVING FUTURE
INSTITUTE™

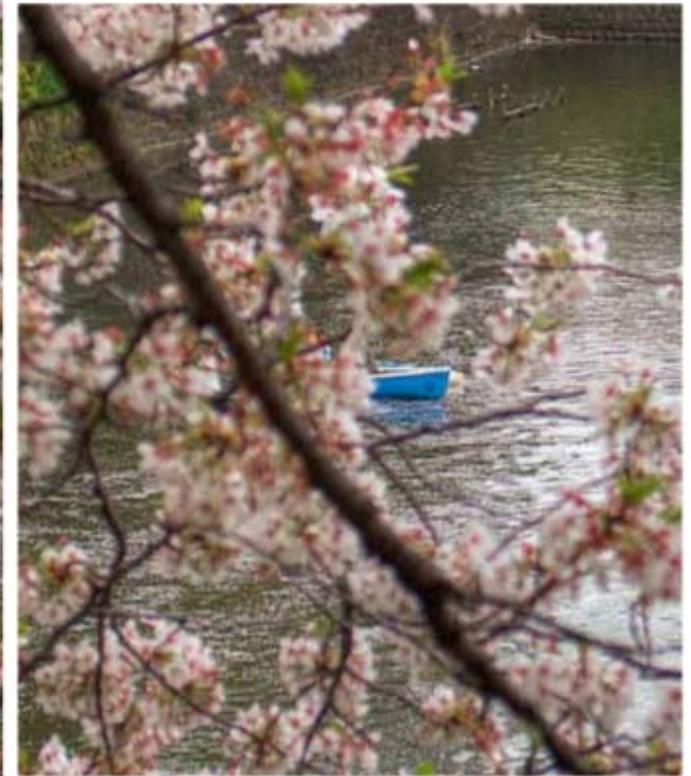


HEALTH & HAPPINESS

BIOPHILIC ENVIRONMENT



09





*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

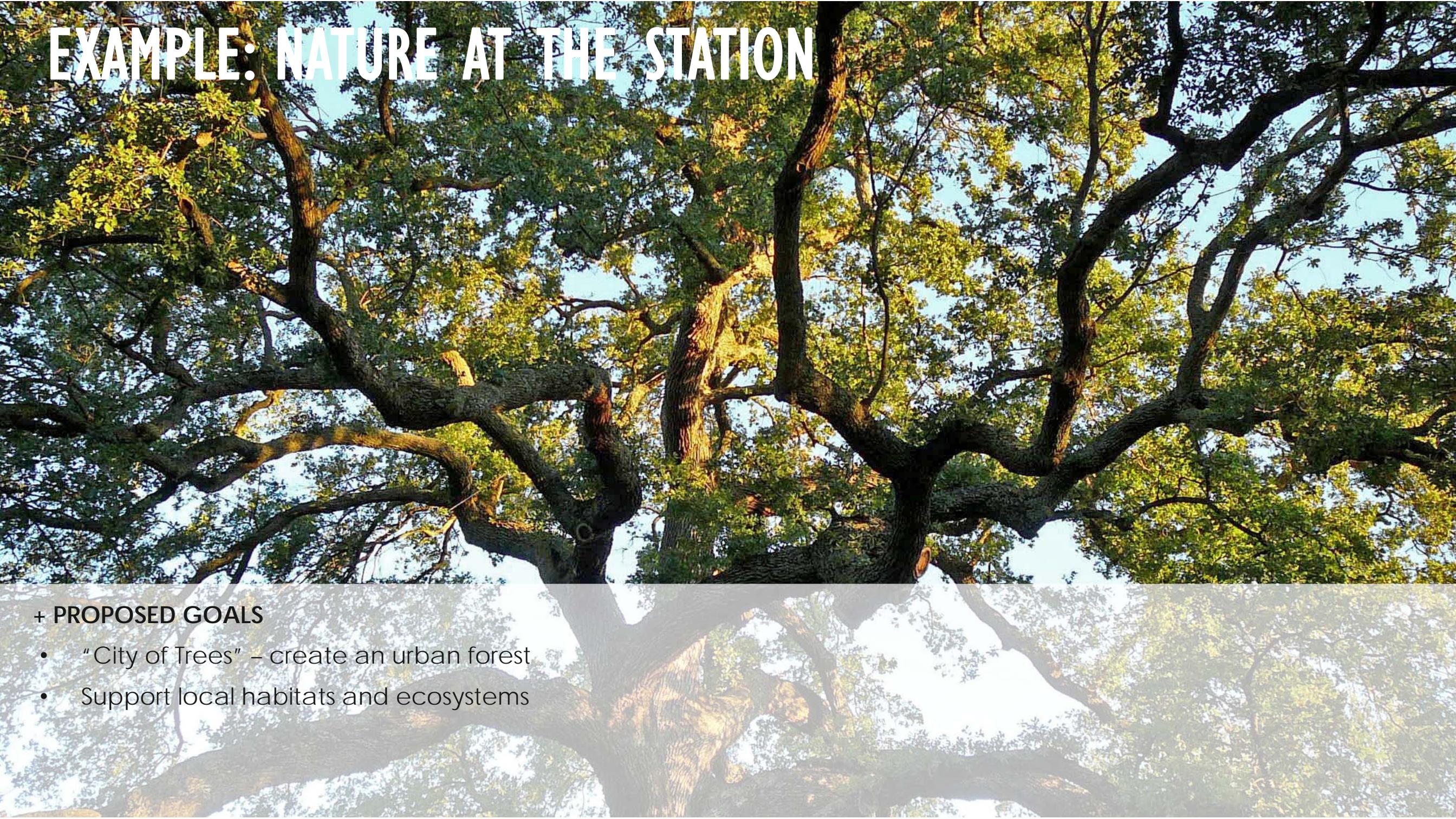




BIOPHILIC DESIGN THEMES FROM SVS CHARRETTE

- 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

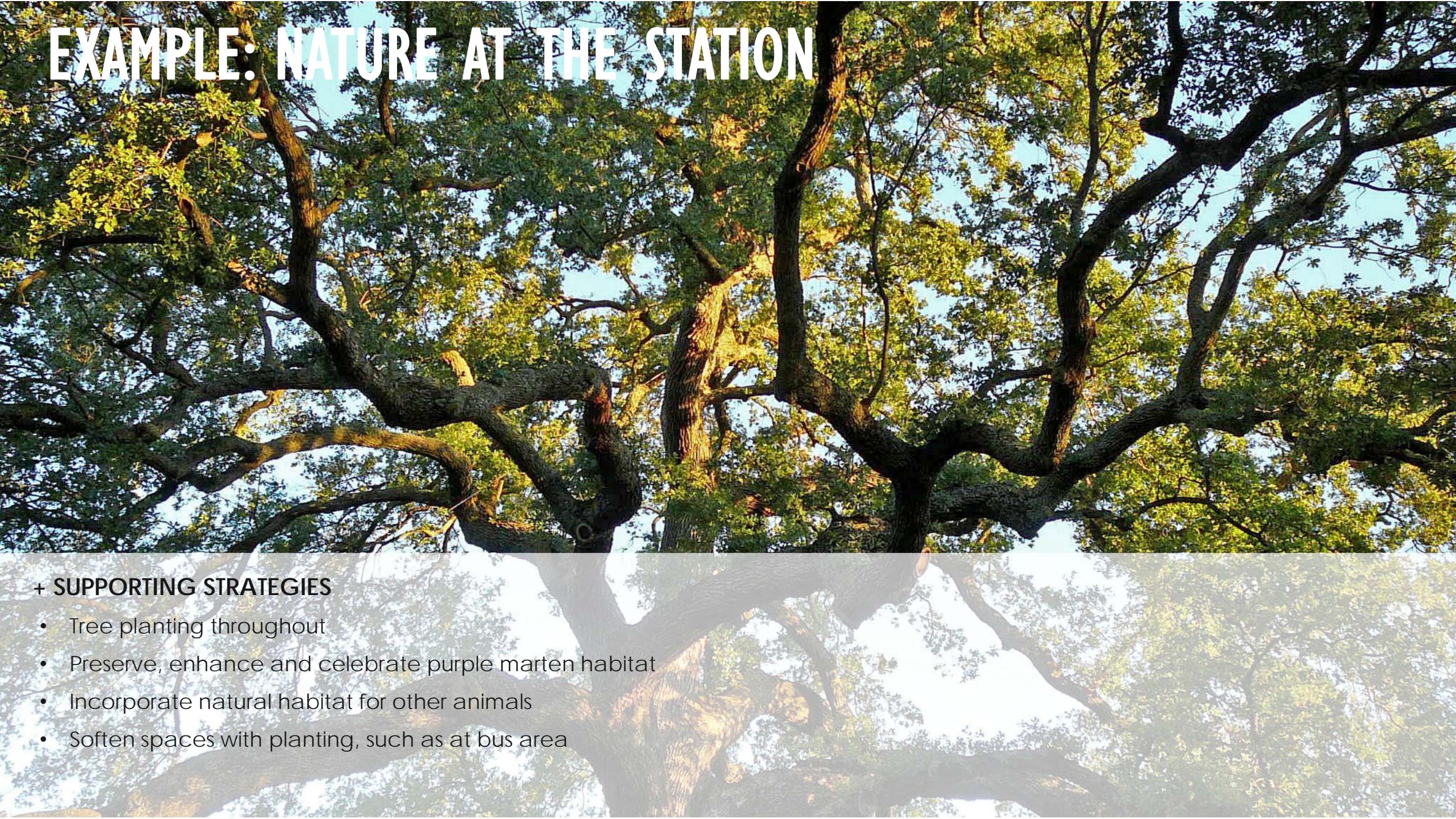
EXAMPLE: NATURE AT THE STATION



+ 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

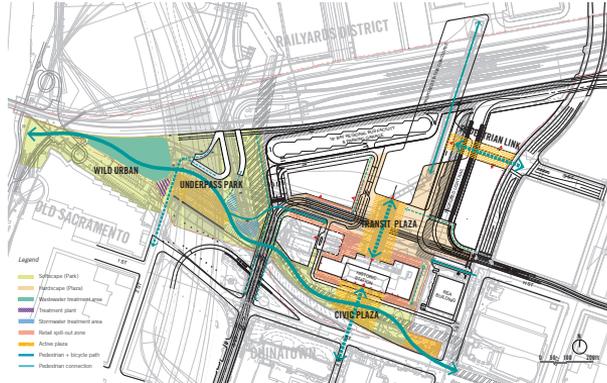
YOUR FEEDBACK

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



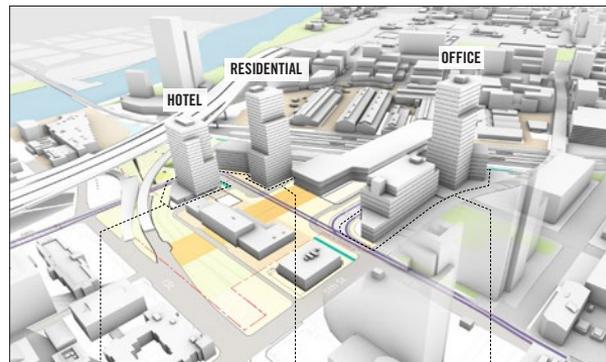
PEDESTRIAN LINK



- 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

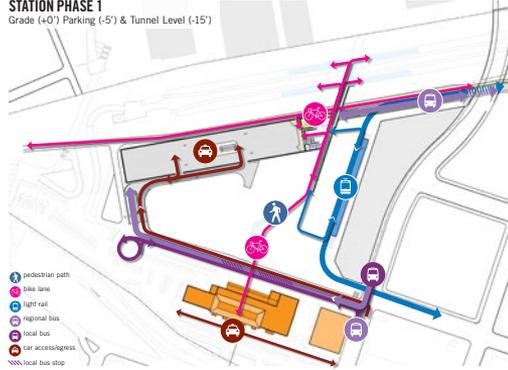


- QUESTIONS:** 1. Does this provide a robust bike accessibility and connectivity network?
2. What type of bicycle facilities will bicyclists need? And where?

MOBILITY TRANSIT CIRCULATION

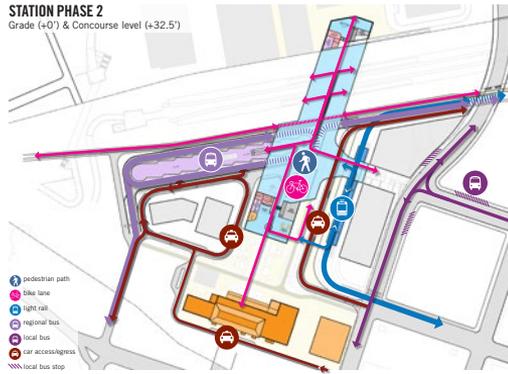
STATION PHASE 1

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

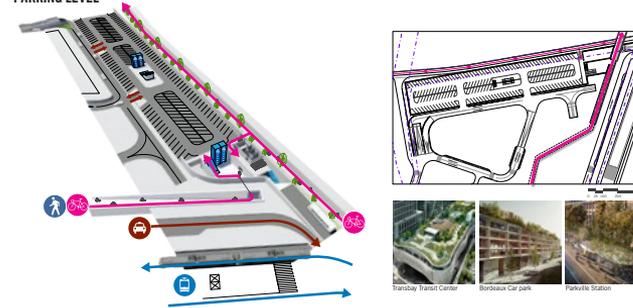


Historic Reverence



MOBILITY BUS TERMINAL

PARKING LEVEL

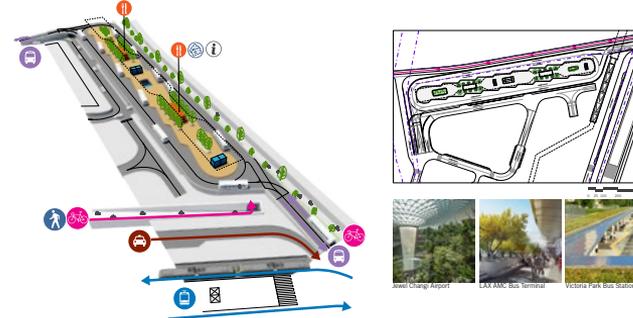


BIOPHILIC INITIATIVES

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 fit, 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 techniques 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

SITE CONTEXT

As downtown Sacramento becomes more densely populated and the Railyards District begins to develop, the Sacramento Valley Station will become a central destination for both the community members and the transit riders across the region.

The preliminary concept Master Plan options propose a well-integrated, transit-oriented development that will catalyze a sustainable downtown Sacramento community. The plan options aim for creating –

- An iconic and welcoming gateway to the city;
- A well-connected transit center that reduces automobile usage thus reducing greenhouse gas emissions; and
- A compact infill development that is a vibrant mixed-use destination.



GOALS

PLACEMAKING

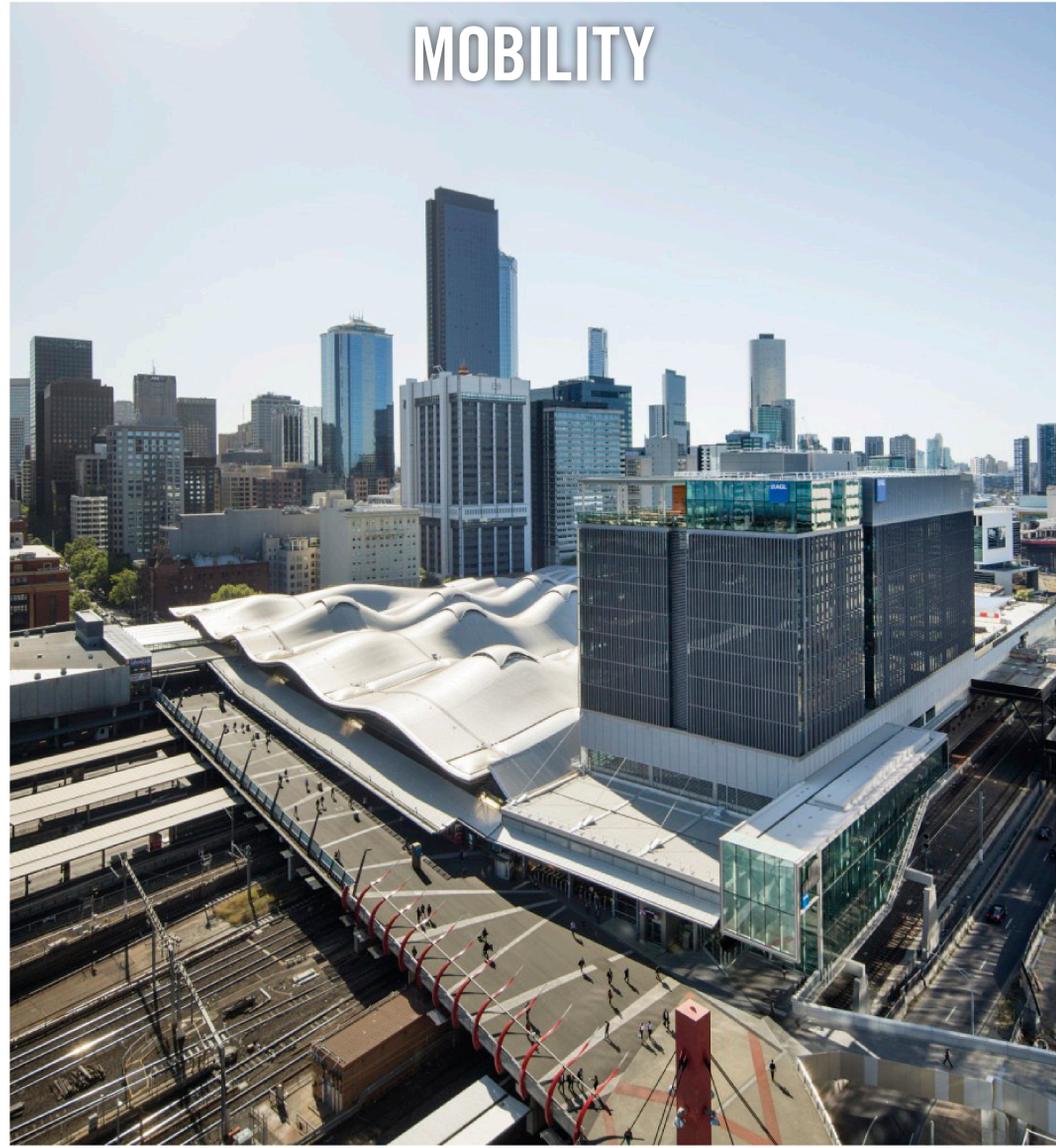


CREATE A CIVIC LANDMARK AND A WELCOMING GATEWAY TO THE CITY

CREATE A VIBRANT DESTINATION

CATALYZE NEW DEVELOPMENT

MOBILITY

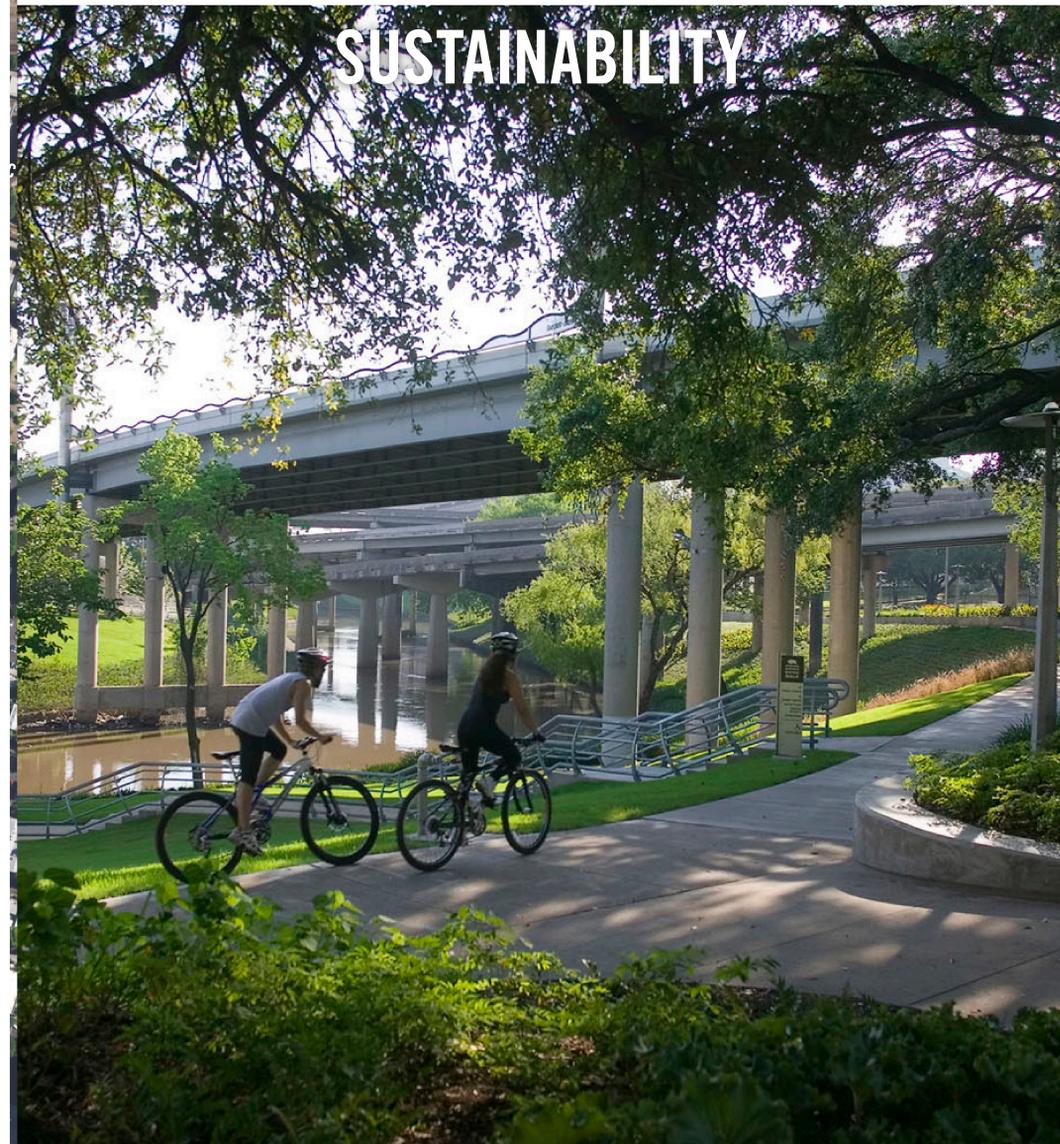


CREATE AN EFFICIENT MULTIMODAL HUB

PROVIDE EASE OF CONNECTIVITY TO, FROM AND THROUGH THE STATION

ENSURE PARKING NEED IS MINIMIZED

SUSTAINABILITY



REDUCE GREENHOUSE GAS EMISSIONS

LEVERAGE AND ENHANCE THE NATURAL SYSTEMS

PRIORITIZE HEALTH AND WELL-BEING OF THE PEOPLE

USER EXPERIENCE



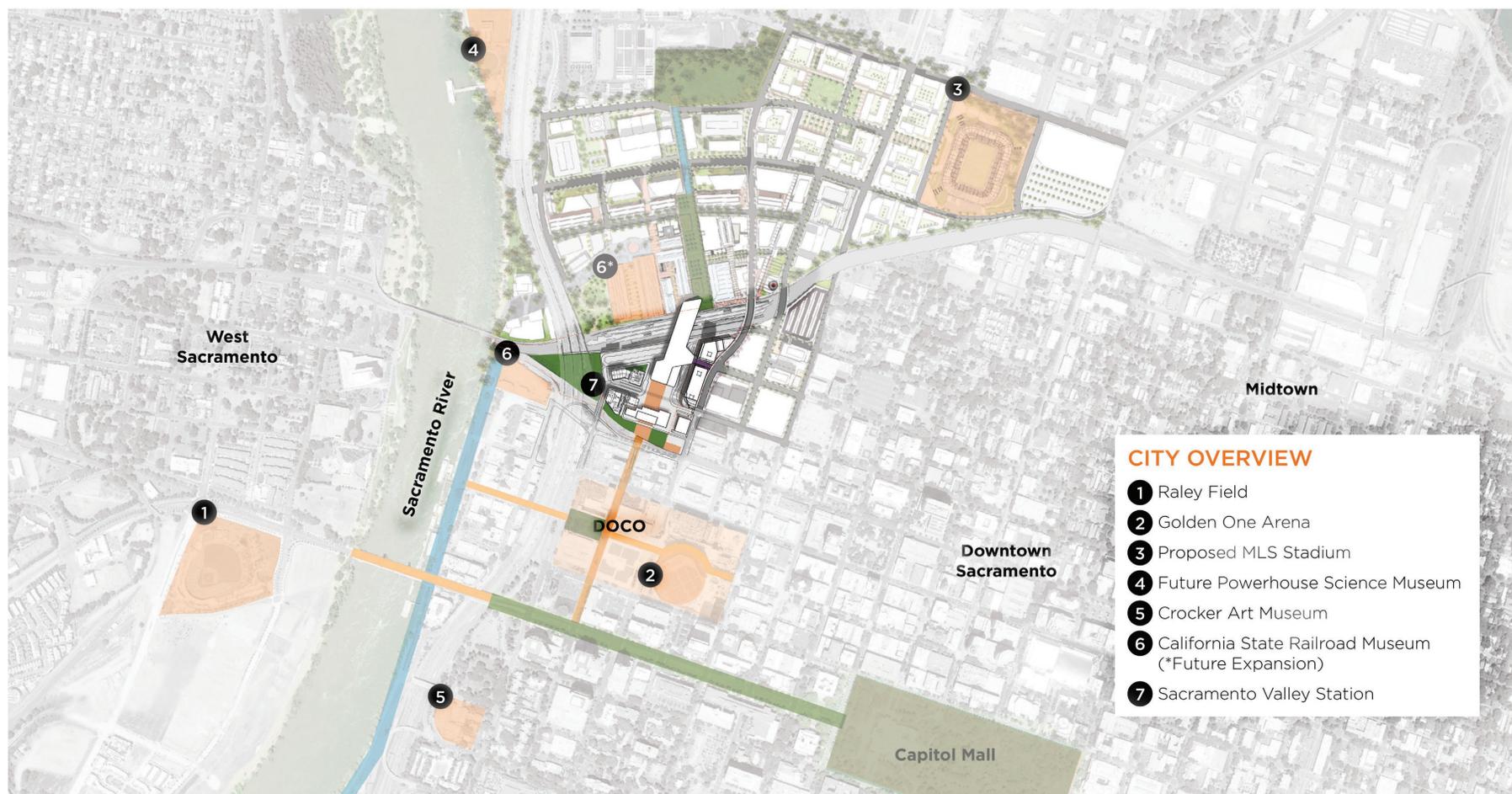
SHOWCASE THE CULTURE AND IDENTITY OF SACRAMENTO

ENABLE A DIVERSE MIX OF USES AND ACTIVITIES

ENSURE A CLEAR AND LEGIBLE URBAN ENVIRONMENT

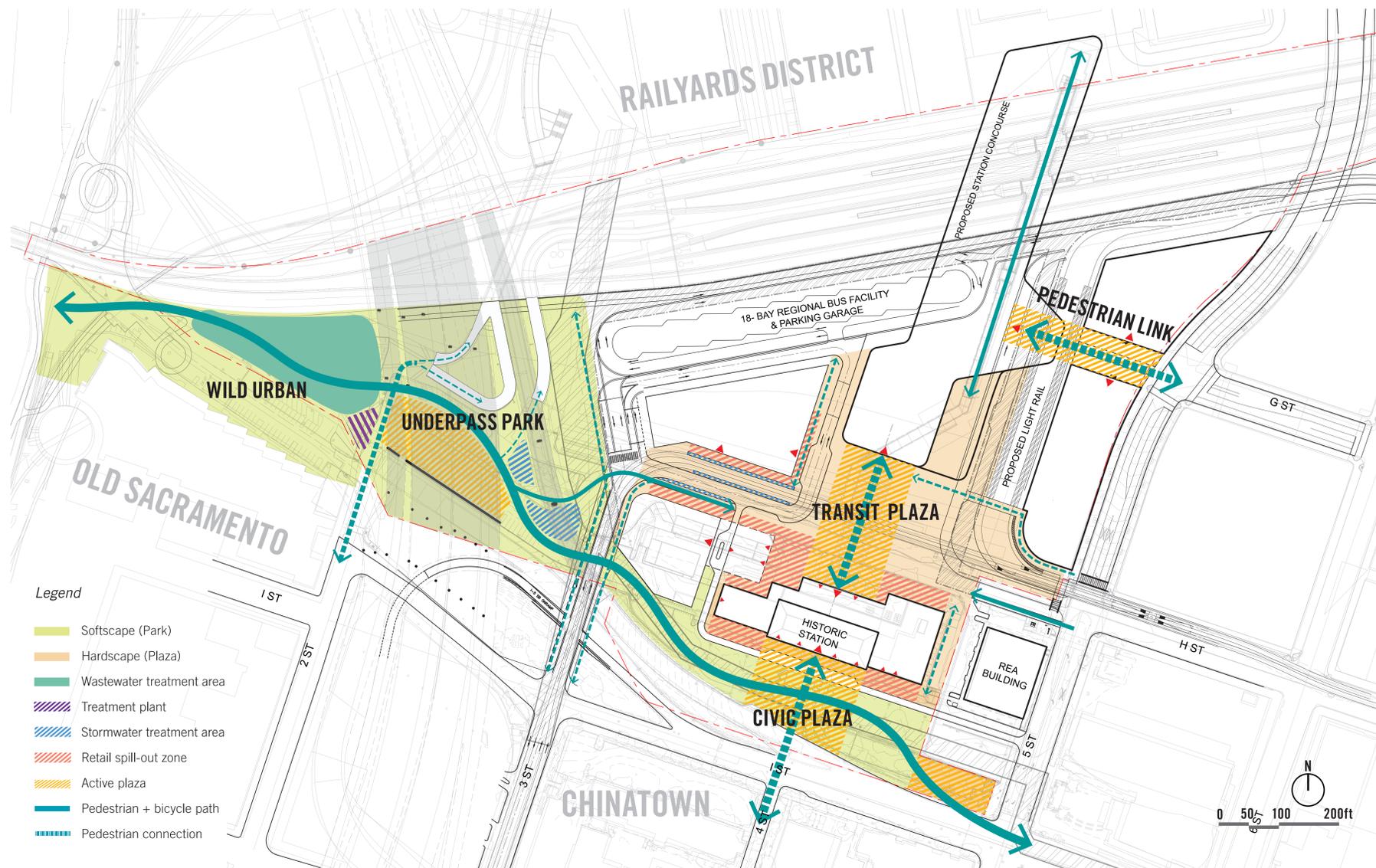
PLACEMAKING OPEN SPACE/PUBLIC REALM

OPEN SPACE CONTEXT



Drawing Credit: City Plan Drawing by AECOM for Downtown Railyards Ventures

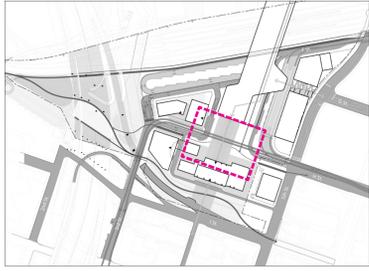
SITE OPEN SPACE FRAMEWORK



- 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



The Railway Square, Oslo, Norway



King's Cross Station, London, UK



Utrecht Centraal, Utrecht, Netherlands

CIVIC PLAZA



Ferry Building, San Francisco, CA

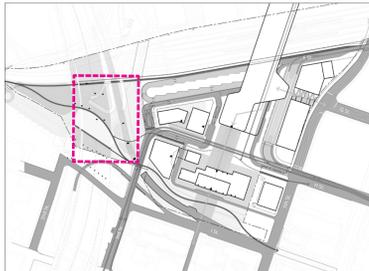


Denver Union Station, Denver, CO



Lyde Warren Park, Dallas, TX

UNDERPASS PARK



The Bentway Park, Toronto, Canada

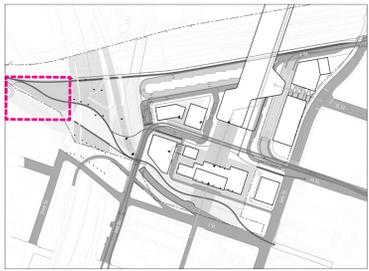


Underpass Park, Toronto, Canada

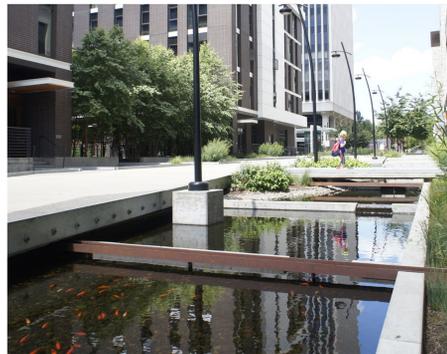


Mission Creek Park, San Francisco, CA

WILD URBAN



Tanner Springs Park, Portland, OR



Hassalo, Portland, OR



Buffalo Bayou Park, Houston, TX

PEDESTRIAN LINK



UC Berkeley, Berkeley, CA



Highline, New York, NY

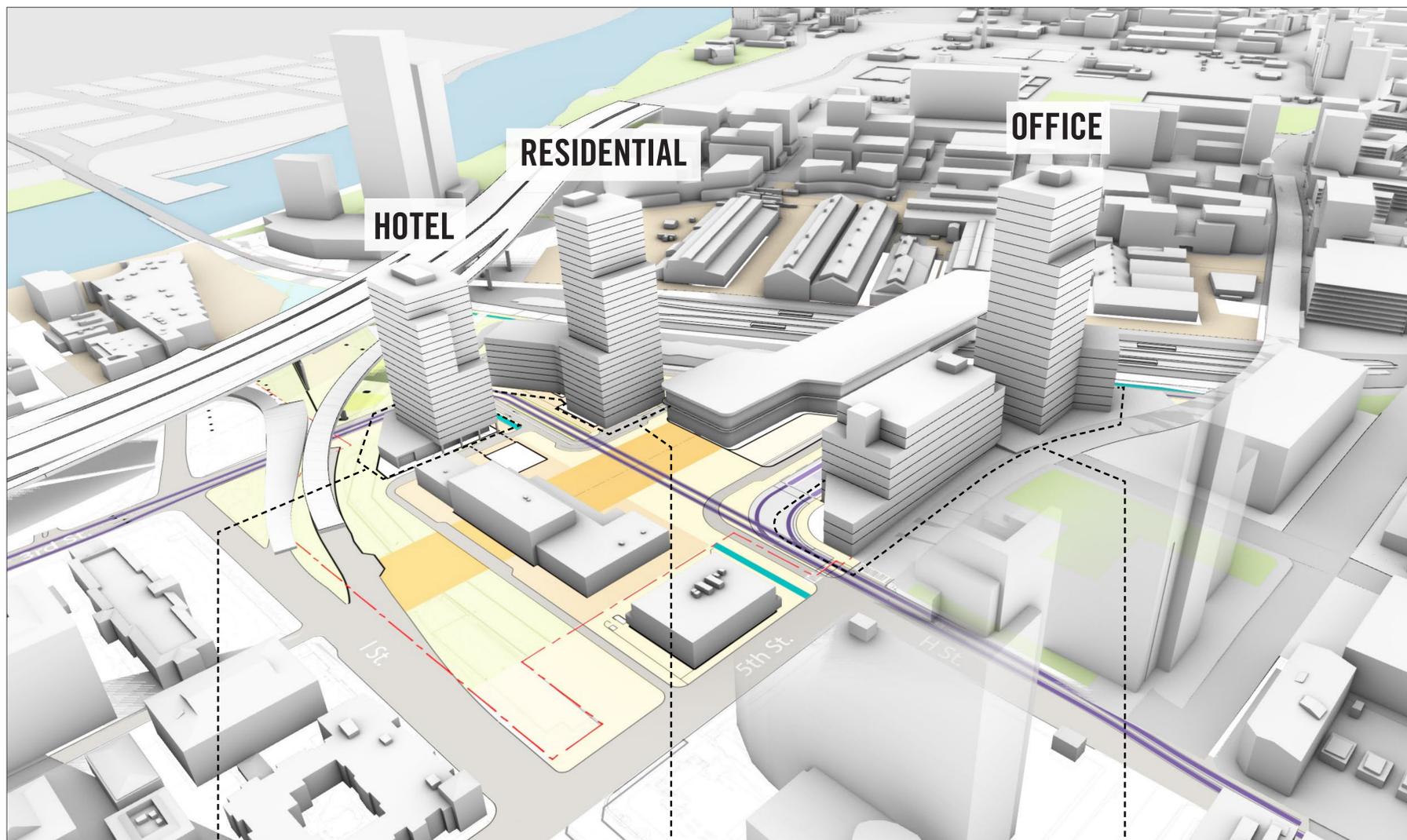


The Goods Line, Sydney, Australia

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

PLACEMAKING DEVELOPMENT OPPORTUNITIES

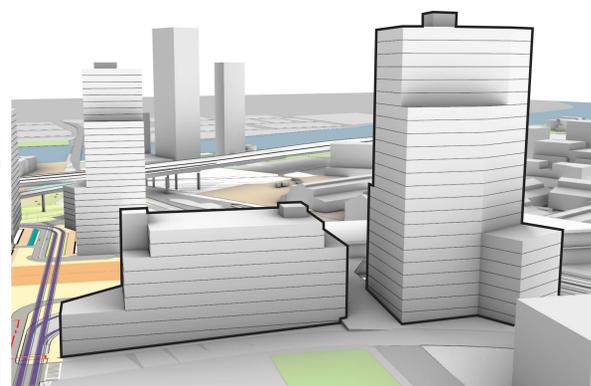
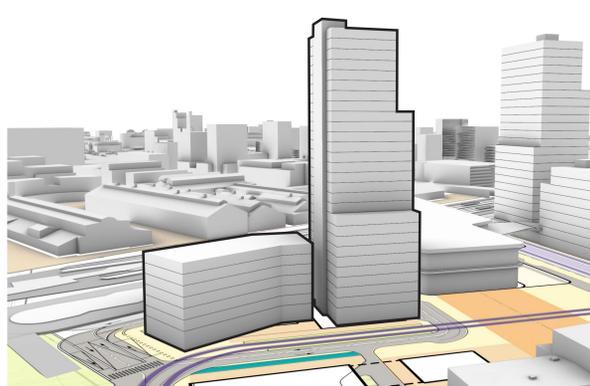
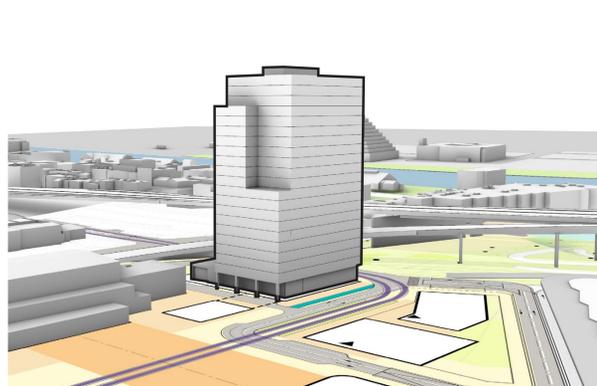
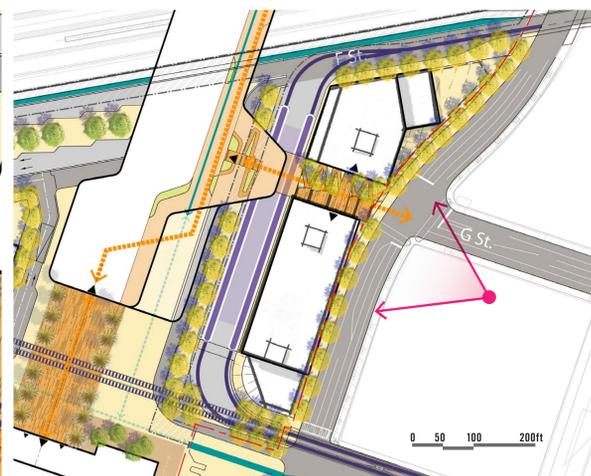
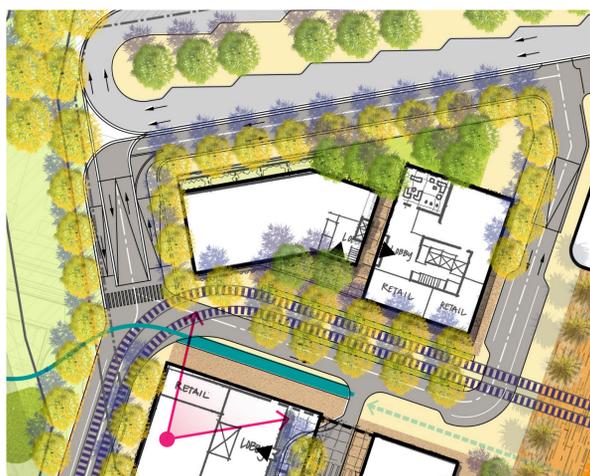
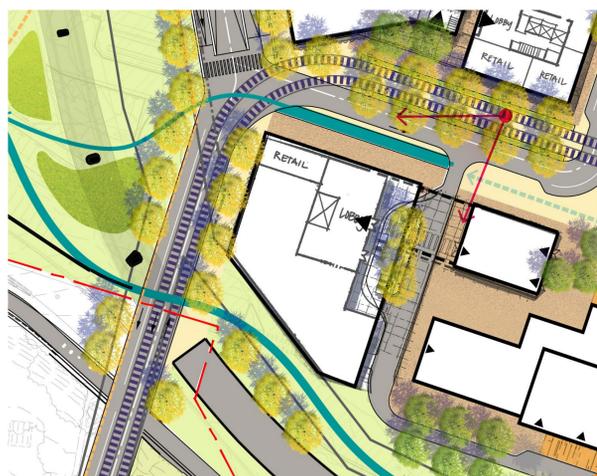
VIBRANT MIX OF USES



HOTEL USE

RESIDENTIAL USE

OFFICE USE



QUESTIONS:

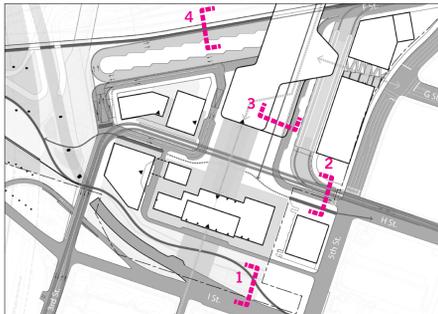
1. What type of uses should the station area accommodate?
2. How should the building heights respond to the existing context?

MOBILITY FRAMEWORK BIKE NETWORK

BIKE NETWORK



BIKE EXPERIENCE



1. ACROSS CIVIC PLAZA



Hunter's Point Park, New York.

2. NEAR LIGHT RAIL



Rotterdam Centraal, Rotterdam.

3. BIKE TUNNEL



Bike Access, Kuala Lumpur, Malaysia.

4. ALONG BUS BAY



Amsterdam Centraal, Amsterdam.



The Goods Line Park, Sydney.



Southwest Moody Street, Portland.



Sacramento Valley Station, Sacramento.



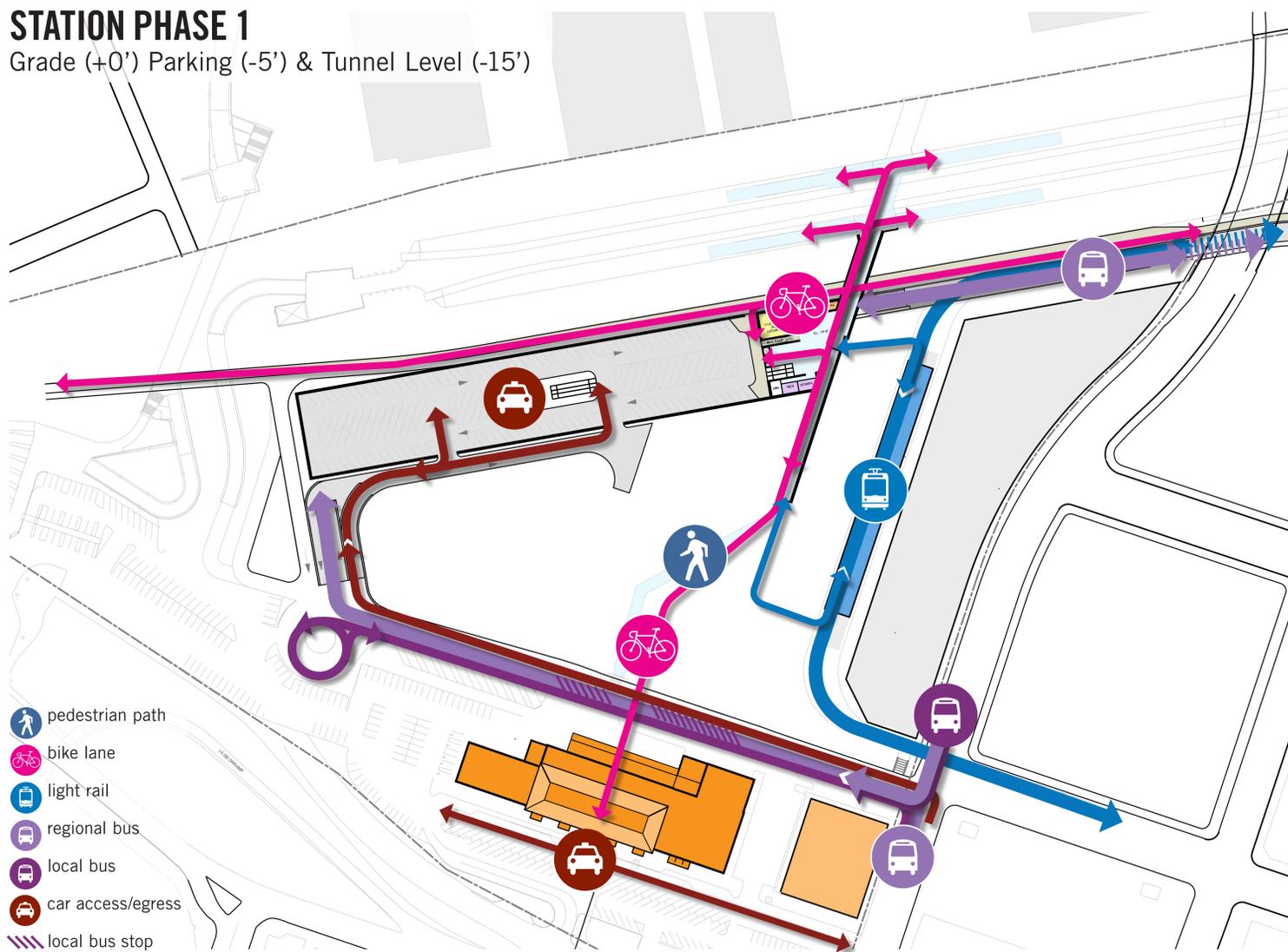
Delft Centraal, Delft.

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

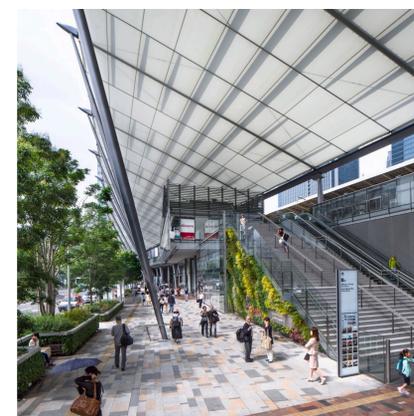
MOBILITY TRANSIT CIRCULATION

STATION PHASE 1

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



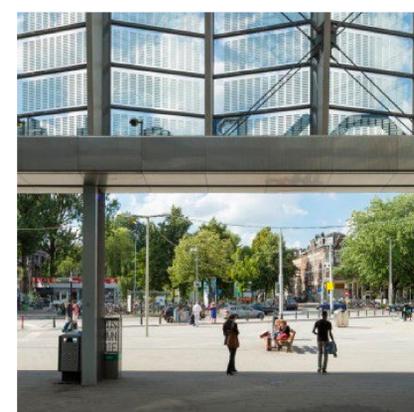
Green Corridors



Biophilic Design



Transparency



Framed Entrances

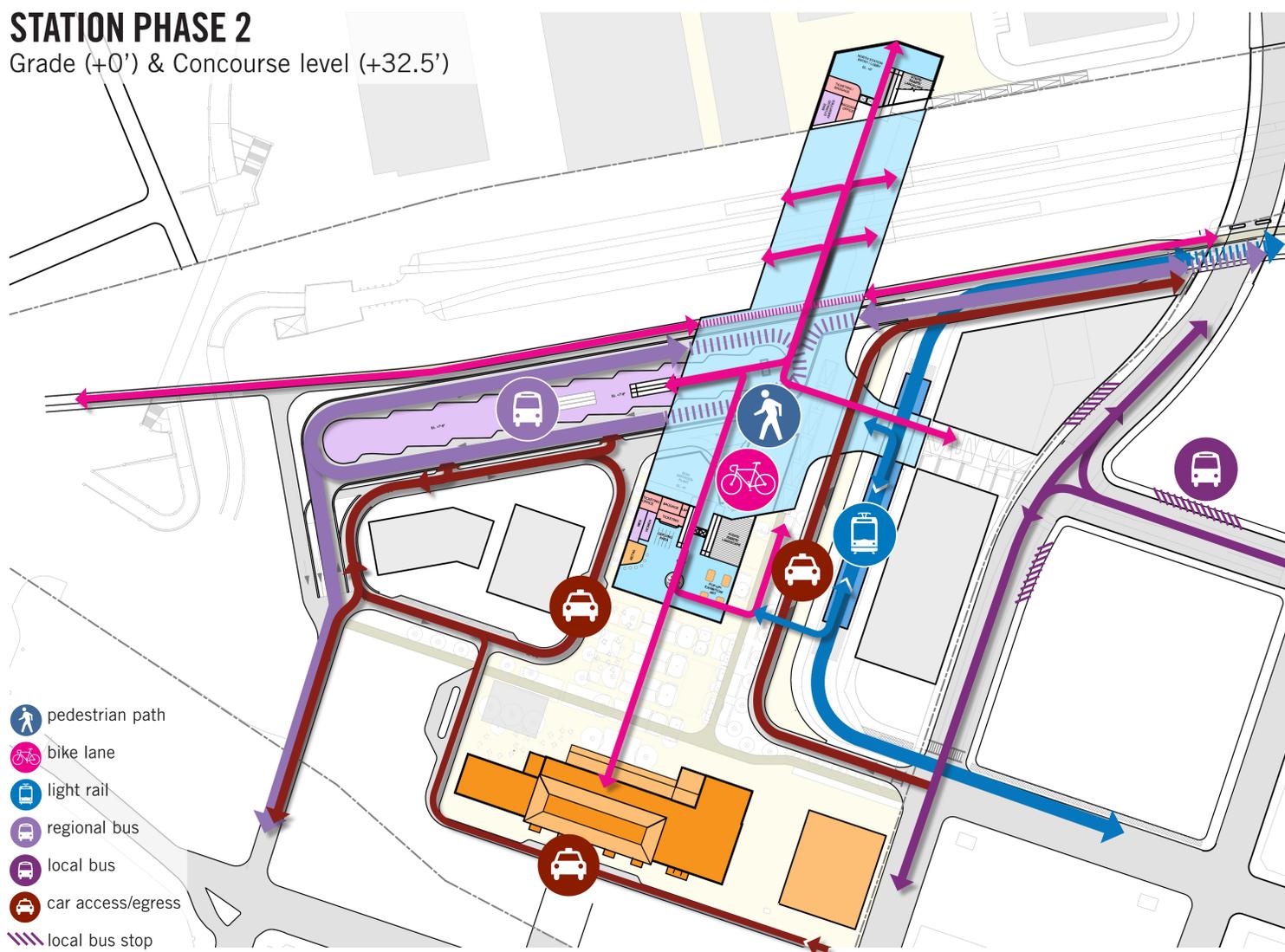


Historic Reverence



STATION PHASE 2

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

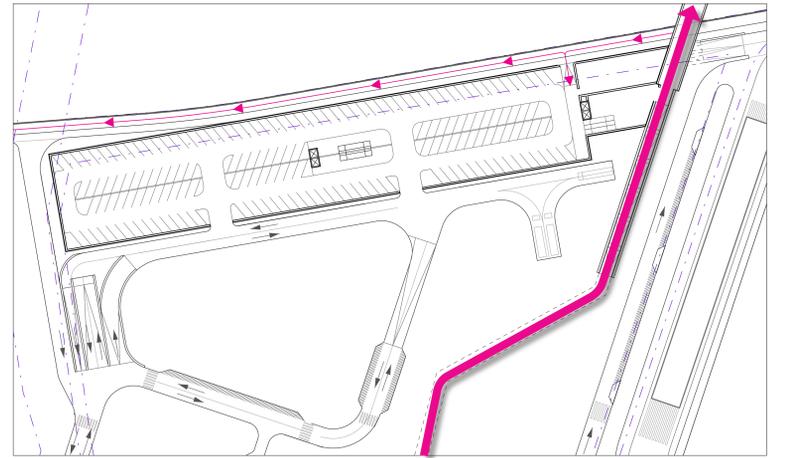
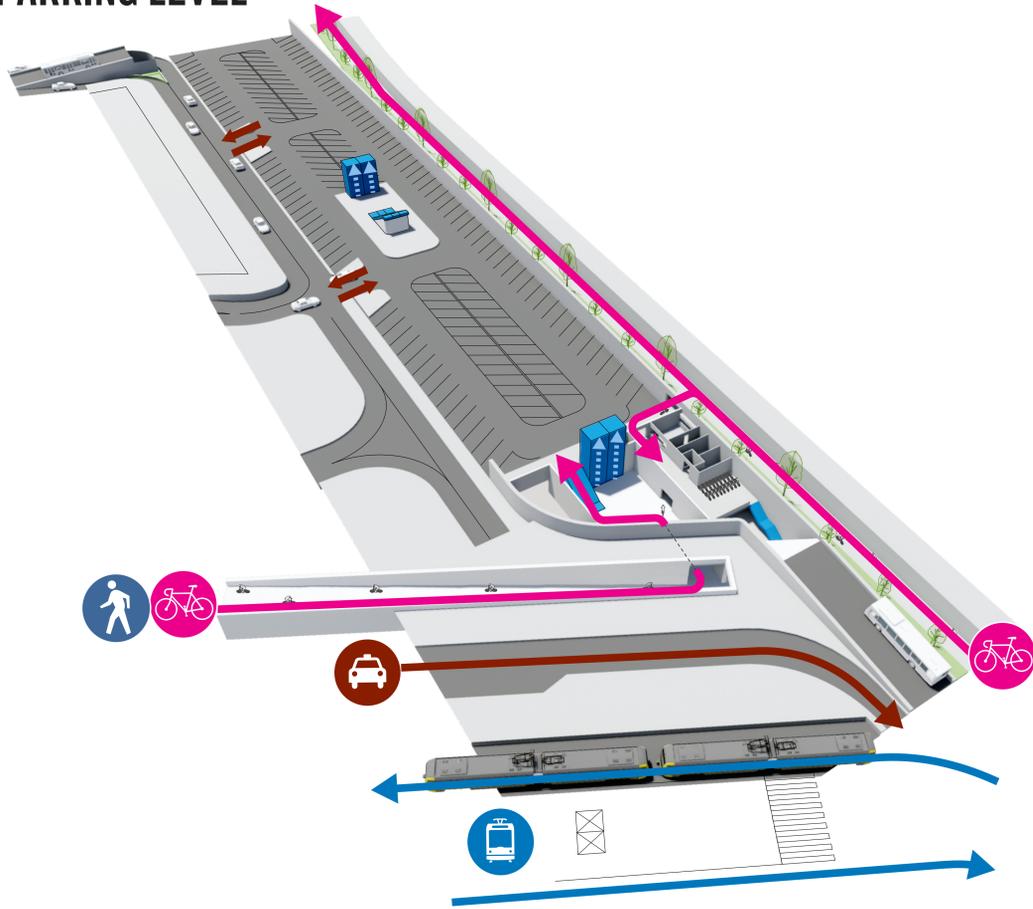


QUESTIONS:

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?

MOBILITY BUS TERMINAL

PARKING LEVEL



0 25 100 200 400



Transbay Transit Center



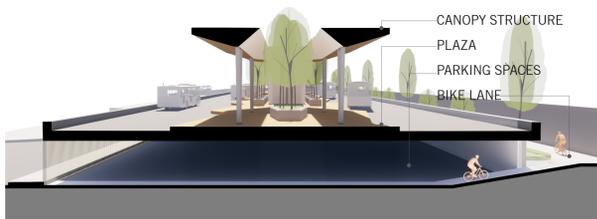
Bordeaux Car park



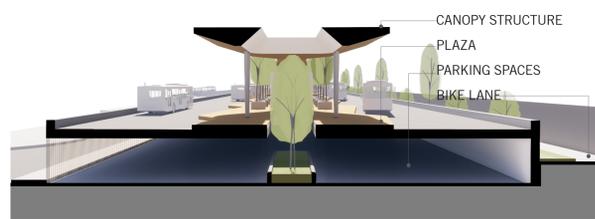
Parkville Station

BIOPHILIC INITIATIVES

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



Landscape integration at Bus Plaza Level

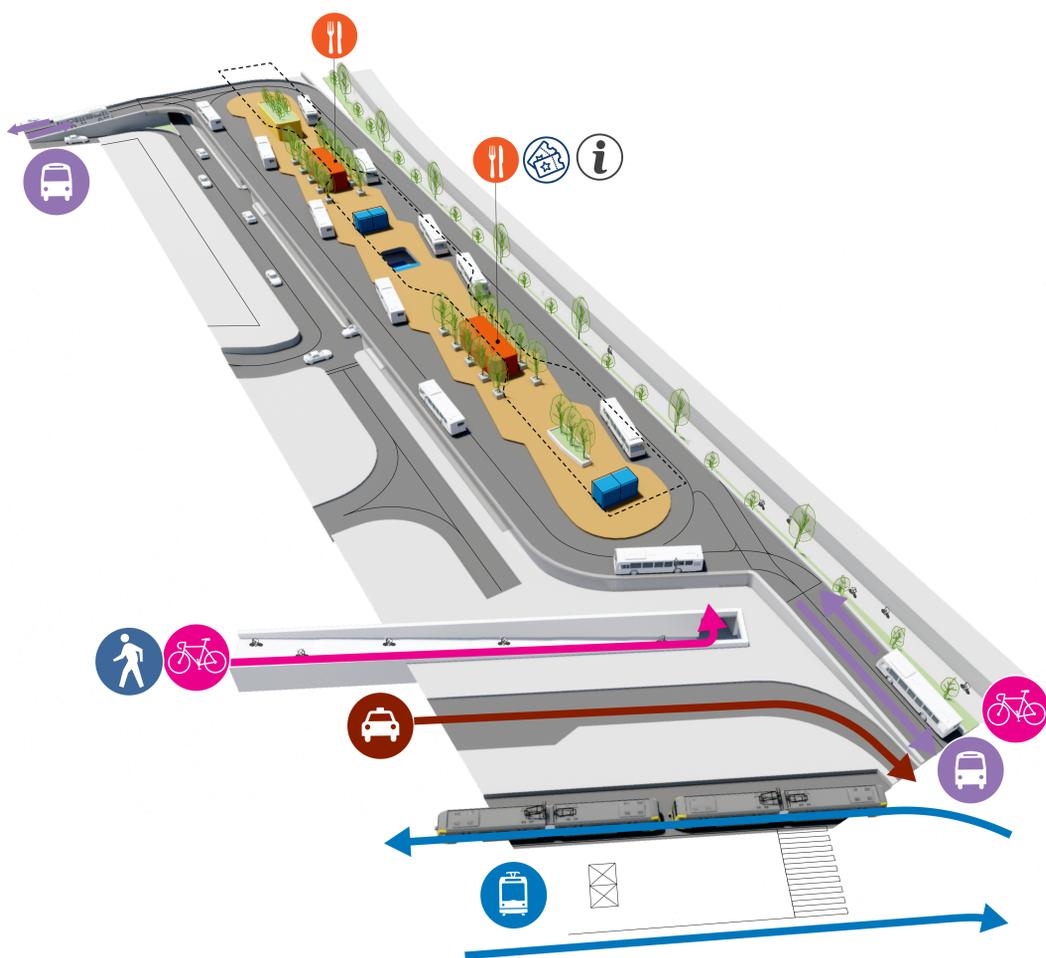


Addition of landscape at Parking Level



Green roof & vegetation integration on top of retail pods

BUS TERMINAL PLAZA LEVEL



0 25 100 200 400



Jewel Changi Airport



LAX AMC Bus Terminal



Victoria Park Bus Station

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.

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

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

WATER PETAL



NET-POSITIVE WATER

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

ENERGY PETAL



NET-POSITIVE ENERGY

105% of community's energy needs must be supplied by community generated renewable energy on a net-annual basis.

MATERIALS PETAL



LIVING MATERIALS PLAN

Develop a plan to meet red list, responsible industry, and sourcing requirements

EMBODIED CARBON NET-POSITIVE WASTE

PLACE PETAL



LIMITS TO GROWTH

Projects may only be built on greyfields or brownfields, and 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 program, bike share, etc.

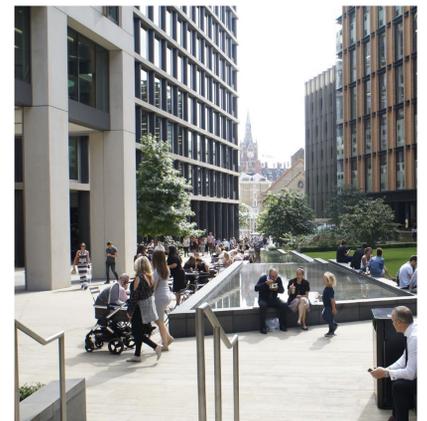
RESILIENT COMMUNITY

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?

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WHAT IS BIOPHILIC DESIGN?



Image Credit: CNN

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 purple marten habitat.



SENSORY EXPERIENCE

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



WATER

Provide sensory link to/experience of water | Expose elements of water systems | Incorporate water features | Visually express stormwater management



PROSPECT & REFUGE

Consider views for orientation, wayfinding | Incorporate opportunities for prospect and refuge for breaks and waiting | Address needs of range of users



SENSE OF PLACE

Celebrate cultural and ecological history of site and associated communities | Relate sensory experience to 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?



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Sacramento, CA 95816

Visit www.sacramentovalleystation.org for more information.

ALL ABOARD!

The Sacramento Valley Station Master Plan effort continues...

COMMUNITY WORKSHOP
THURSDAY, SEPTEMBER 5
4:30 – 6:30 P.M.
Stanford Gallery
111 I Street in Sacramento

RSVP sacvalleystation.eventbrite.com (RSVPs requested but not required)

A presentation will begin at 5:00 p.m.

Stop by for an update on:



BUS



RAIL



BIKES



OPEN SPACE

The project team will share information about the updated approach to bus and rail circulation. Provide your input on bike connections, open spaces, park designs, and sustainability.

City of
SACRAMENTO



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www.sacramentovalleystation.org

Questions? Contact Taylor Coover at 916-442-1168 or tcoover@aimconsultingco.com