5 OPEN SPACE AND PUBLIC REALM

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The integration of various types of public open spaces is critical for successful placemaking and TOD around Sacramento Valley Station. The Open Space and Public Realm section sets out a vision for a thriving and healthy community, open and engaging for all.

Figure 5.1 *Public Realm and Historic Context Connections*

Old Sacramento waterfront district

Sacramento Valley Station Historic Depot building

5.1 CONTEXT

Sacramento Valley Station Area Plan proposes open spaces that include a vibrant multimodal Transit Plaza, an iconic Civic Plaza, an innovative community/neighborhood serving park providing opportunities for active recreation, and landscape infrastructure which showcases water and energy regeneration processes. With respect to Sacramento's historic context, the network of open spaces will bring local communities and visitors together for socially inclusive local events that celebrate quality lifestyle, easy access to multiple travel modes and closer interaction with nature.

The design of the open spaces should consider their connectivity with existing and proposed open space networks within the Railyards Shops District, Downtown Commons (DOCO), Capitol Mall and Old Sacramento.

The Historic Station will retain its prominence as the anchor to the Plan Area, and while transportation services will recede from the building over time, opportunities for a future significant civic use are anticipated.

A site-wide approach to reducing and redistributing parking to be part of a larger district-wide shared parking strategy is a fundamental aspect of freeing up land to allow for more public open space.

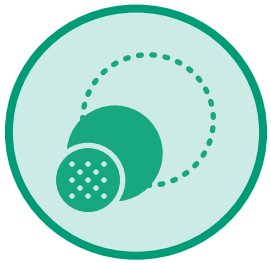
Refer to Figure 5.1 for the public realm and historic district context.

5.2 VIBRANT PUBLIC REALM

The public realm of Sacramento Valley Station will bring multiple user groups together, including transit patrons, residents living in and around the neighborhood, employees who work on-site and nearby and tourist visiting nearby attractions and museums. Active ground floor programs in district buildings and vibrant public open spaces should be integrated to create an overall environment which is friendly to pedestrian and bicyclists, attractive to commercial operators and supportive of a healthy urban ecology. Active ground floor uses include retail, restaurants, cafes and other programs which engage with the public realm such as art installations, gyms, galleries, and other visually engaging uses.

The following principles are intended to guide all future public agencies, developers and designers in the creation of open spaces:

- Respect the scale and rhythm of historic buildings and the neighborhood
- Define the purpose and programming of the open space, i.e. pedestrian and in-transit corridor, recreation amenity, programmed events, ecological, etc...
- Promote active edges between open spaces and buildings
- Consider biophilia for all open space areas
- Integrate landscape with infrastructure
- Use public spaces to reinforce community education and raise awareness
- Create adaptable and resilient landscape



Scale and Rhythm

Fully respect the scale and rhythm of historic buildings and the neighborhood while providing a diversity of open space types.

Indoor-Outdoor Interface

Promote active edges between open spaces and buildings for a vibrant community.

Biophilia

Consider biophilic design approaches for all the open space areas from programs to material selection.

Integrated Infrastructure

Showcase wastewater treatment and district energy facilities in the public realm for educational purposes.

Adaptability and Resiliency

Create resilient landscapes to support a thriving and healthy long-term development.

Figure 5.2 *Sacramento Valley Station Area Plan*

5.3 OPEN SPACE NETWORK

Open space in Sacramento Valley Station is is a critical element of place identity that is envisioned in this high density and activated district of the city. However, open space must be designed with intended purpose in mind. Therefore, these spaces are organized into four distinct types:

- plazas as travel corridors and places to congregate, rest, people watch and support programmed events and leisure. Specific functions of each public space are further described in this section
- parks for active and passive recreation
- wetland areas to support ecological functions and,
- streetscapes that support multiple forms of transit and enhance the public realm.

This network of open spaces brings a clear sense of place to each distinct area, ensures a diverse mix of uses for community members and enhances the ground-floor uses in adjacent buildings.

Refer to Figures 5.2-5.3 for the illustrative plan and the open space network

As a multimodal hub, Sacramento Valley Station must provide a clearly identifiable and pleasant experience for commuters and other travelers from or to Sacramento and at the same time cater to people who wish to occupy the active public realm for leisure and programmed events.

A crucial aspect of the design of the public realm is the accommodation of travelers who are moving quickly through the space on their journey and also local residents and employees who wish to linger and enjoy the atmosphere of the various public open spaces and amenities.

Based on the development layout, Station programs and relationship of outdoor spaces to ground floor activities, Sacramento Valley Station includes the following subset of open spaces: Transit Plaza, Civic Plaza, Viaduct Park, Regenerative Landscape/Wetland, Commemorative Cultural Garden, Community Garden, and 5th Street Plaza. The principles and guidelines and guidelines for each of these is described in the following sections.

Portions of the open space design and landscaping proposals for the Viaduct Park and Regenerative Garden are beyond the southern site boundary. To the extent that these proposals are described in this report, the guidelines for any improvements are suggestions but are non-binding.

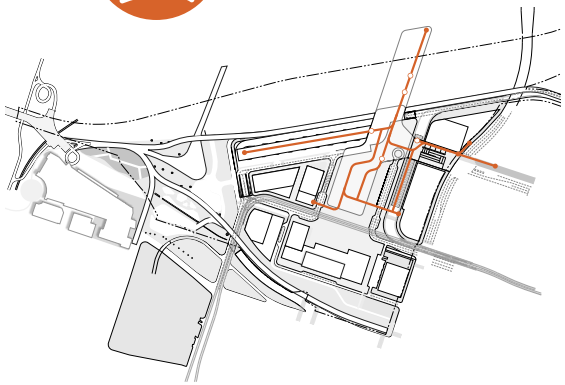
Proposals for the 5th Street Plaza are based on an easement with which exceeds the current 16 foot wide agreement between The City of Sacramento and the Railyards property owners. Further negotiations will be necessary to confirm the additional width and eventual design.

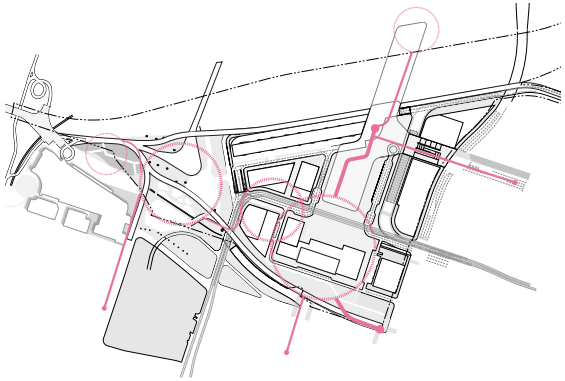
Designing for a Diverse Spectrum of Users

The future station will serve a variety of users throughout the course of a day or week. The following user profiles provide a snapshot of the unique needs of the different users circulating to and through the station area on foot.

I commute to Sacramento on Amtrak. I grab a coffee to-go at the Blue Bottle in the station concourse, and then hop on the light rail in order to be at my downtown office by 8 AM.

Transit Transfer



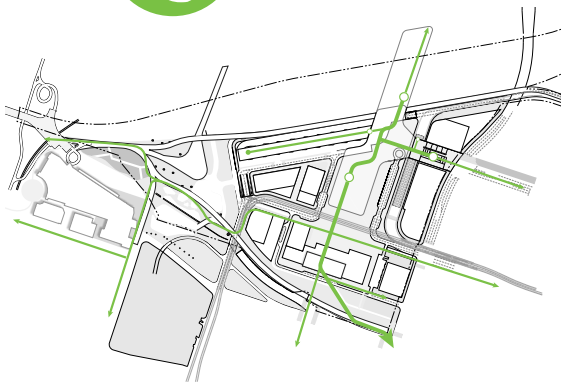


I love living in the station area. I take my dogs for walks along the river every day, and I buy fresh produce from the farmer's market on Saturdays.

Resident

I've been working in Downtown Commons for over 8 years. I'm so glad they connected the regional buses to the station concourse. The new escalators and air conditioning are lifesavers during the summer.

Commuter



User experience stories for different user groups

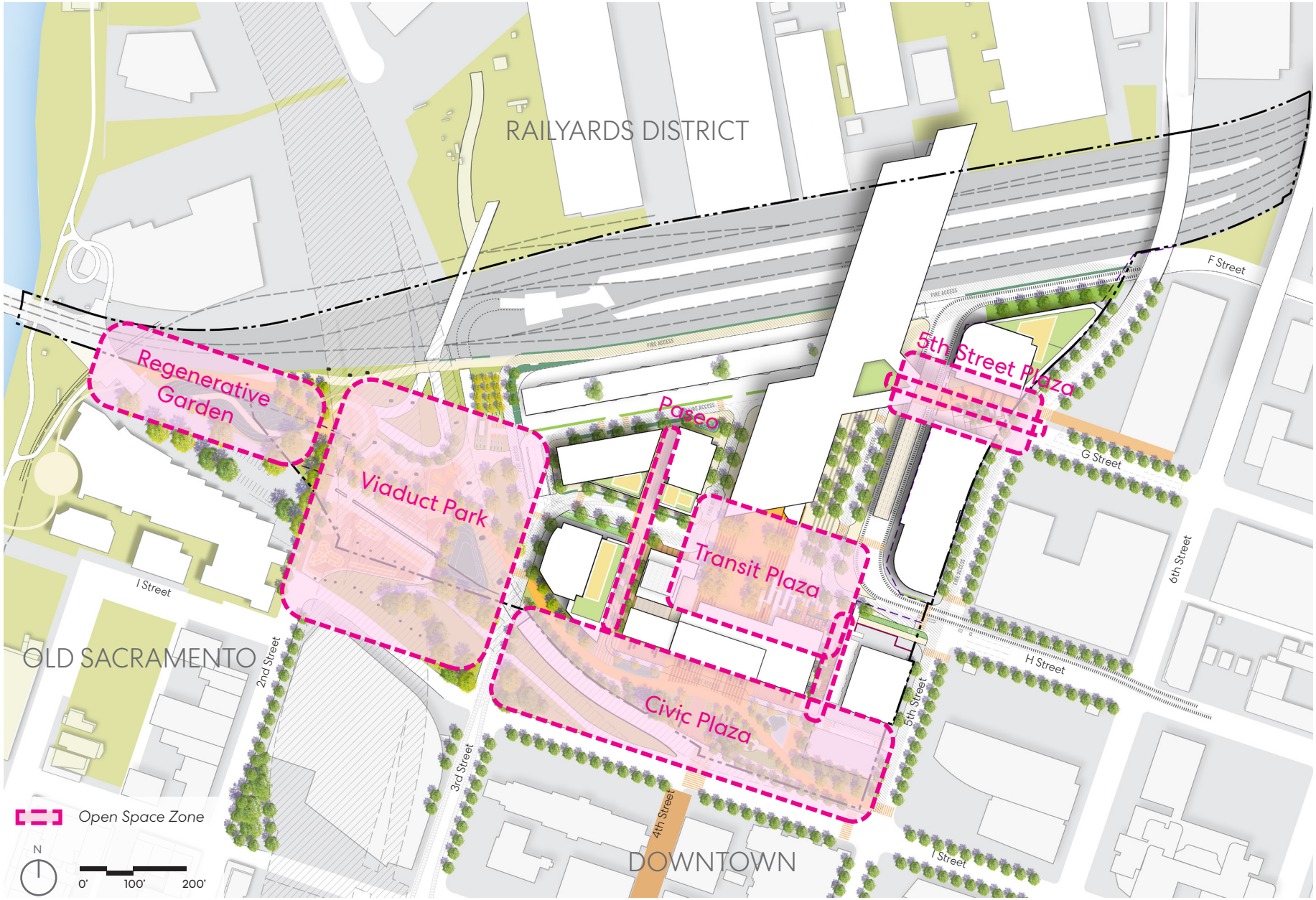


Figure 5.3 *Open Space Network*

Transit Plaza

An inviting and engaging open space for all members to circulate through with ease. The plaza provides a vibrant urban environment supported by the multi-modal transit hub, active building frontages and resilient landscaping.

Civic Plaza

A destination open space which reflects the history of the station and the local community.

Viaduct Park

Shaded by the elevated freeway, this open space supports multiple active programs and public art opportunities for the community and a gateway to and from the waterfront.

Regenerative Garden and Wetlands

A performing and functioning landscape infrastructure with abundant sunlight and educational elements, reminiscent of the original marshland condition of the indigenous site.

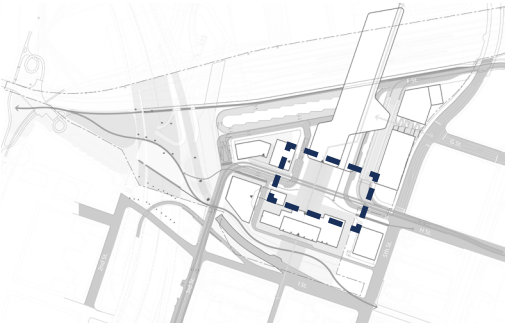
5th Street Plaza

A generous public realm for transit users, connecting the street level activity and the local bus stops to the concourse level by stairs and ADA-compliant ramps. Landscape and amenities in this open space welcome pedestrians throughout all seasons.

Transit Plaza

The Transit Plaza is the major place where all transit modes come together. The open space design should maintain clear views for wayfinding elements and transit facilities. An open plaza is strongly encouraged to allow efficient movement of pedestrians and to allow bicyclists to move leisurely or dismount and walk through. No designated bike lanes are allowed in the Transit Plaza, as pedestrian movement and safety is a priority. Canopy trees and shade structures should be strategically located to ensure shaded plaza areas for comfortable pedestrian movement in the hot summer. Active frontages of the Station Concourse and development blocks should face the Transit Plaza to create vibrancy and diversity of uses.

Primary elements of the Transit Plaza may include, but are not limited to, hardscape plaza featuring paving, shading structures, retail spill-out area and pocket gardens with flow-through planters. Refer to Figure 5.4.



Conceptual view of the active Transit Plaza

Shading Structure
Utrecht Centraal, Utrecht, NLD

Public Gathering Space
King Cross, London, GBR

Multi-Modal Transit Hub
The Railway Square, Oslo, NOR

Food & Beverage
Ferry Building, San Francisco, CA

Principles

- Maintain a clear visual connection between the Historic Station and the new concourse, for the benefit of wayfinding and also to reinforce the formal axial relationship between the two.
- Provide sufficient tree shade to protect pedestrians and cyclists from summer temperatures.
- Integrate biophilic design through material selection, planting coverage and a humane scale.
- A minimum 20-foot wide clear emergency access route must traverse the Transit Plaza and comply with all requirements of the Fire Department. Refer to Figure 4.9 for suggested route.
- A utility easement, which may coincide with the emergency access route, must pass through the Transit Plaza. Refer to section 7 for suggested alignment.

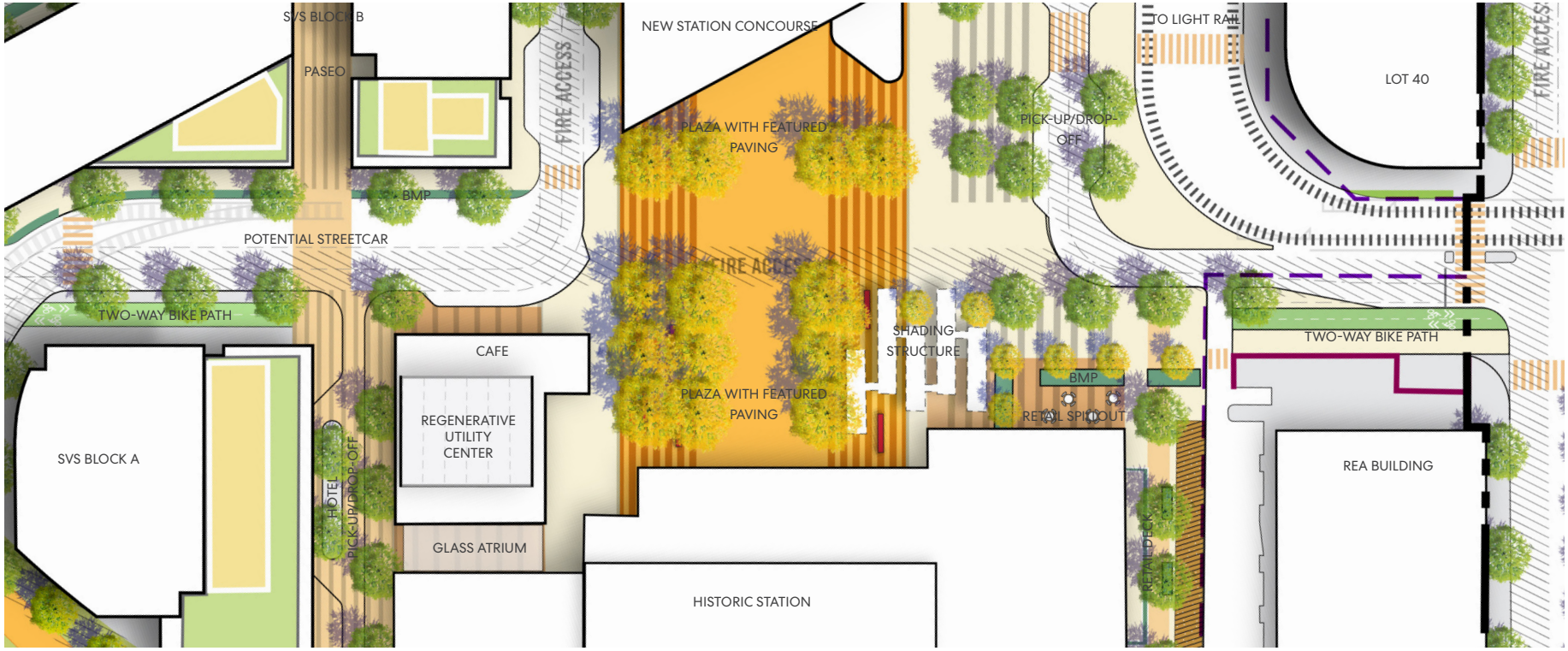


Figure 5.4 *Conceptual Plan of the Transit Plaza*

N 0' 25' 50' 100'

Guidelines

- Layout and design of paving, site furnishings and planting should enhance the linear connection between the Historic Station and new concourse.
- A feature pavilion and/or grouping of shading structures should make a clear visual statement at or near the point of arrival from the H and 5th Street intersection and should reinforce the sense of arrival.
- Planting between the Transit Plaza and the pick-up/drop-off zone and light rail platform along the east edge of the Plaza should create a buffer zone between the zones. It should also create a similar sense of enclosure which would otherwise be provided by the podium height of surrounding buildings.
- Stormwater Best Management Practice (BMP) in the Transit Plaza should be provided with raised flow-through planters and be integrated with the design of the retail spill-out space near the Historic Station. Planters should be strategically located to avoid conflicts with all pedestrian circulation routes.

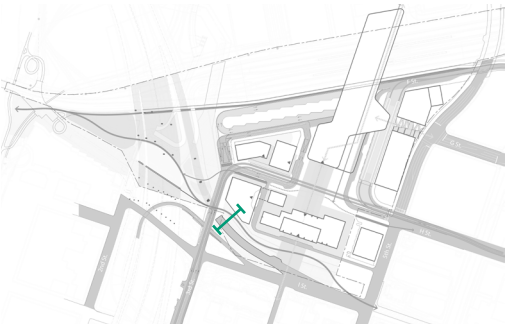
Civic Plaza

The Civic Plaza is a destination open space with the Historic Station defining the northern edge. The design of features, planting and hardscape should fully respect view corridors towards the historic building from I Street. The height of vertical elements to the south of the Historic Station should be well managed to maintain a clear view of the building facade. The southeast portion of the Civic Plaza should include a Chinese Commemorative Garden with interpretive signs and educational material to tell the history of the site and local community. This recognizes the City's long-term commitment in the 2007 and 2016 Railyards Specific Plans to provide a Chinese Commemorative Garden and a clear pedestrian connection. The design, geometry and planting selection should transition from the Transit Plaza to Viaduct Park, while offering a variety of spaces that allow people to enjoy areas of quiet contemplation and pop-up events while also enhancing the sense of arrival at the Historic Station.

Primary elements of the Civic Plaza may include, but are not limited to, an open plaza on the south side of the Historic Station for community events, the Chinese Commemorative Garden, an interpretive walk, rain gardens and retail spill-out areas.

As discussed below in Section 9.7, the City intends to study the reconfiguration of the northbound I-5 on-ramp which skirts the southwest side of the Civic Plaza. If successful, this would create a pedestrian-scaled intersection at 3rd and I Streets and provide additional open space in the southwest corner of the Civic Plaza. It would also provide a direct connection to access Block A and the south side of the Historic Station from 3rd Street.

Refer to Figure 5.5.



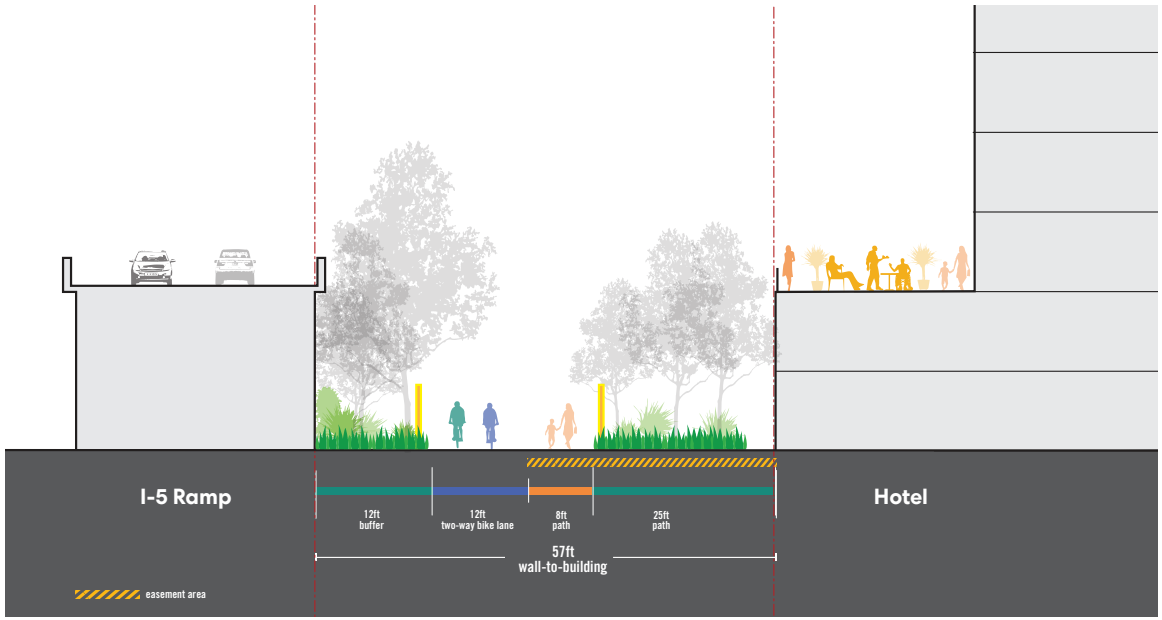


Figure 5.5 *Section between the I-5 North-bound Ramp and New Hotel Development*

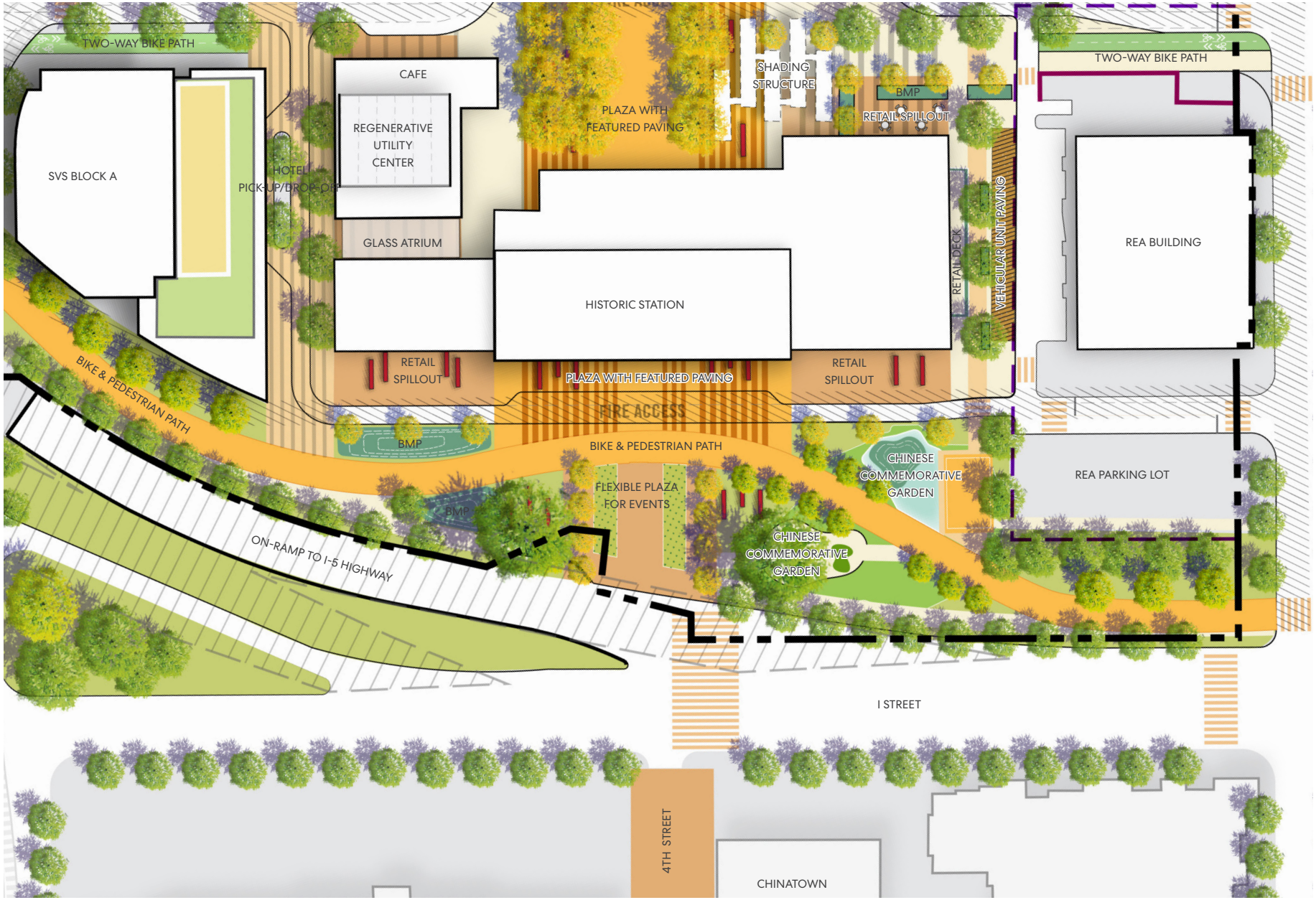


Figure 5.6 *Conceptual Plan of the Civic Plaza*

N

0' 25' 50' 100'

Principles

- The south façade of the Historic Station must be visible from I Street. Planting and site furnishing elements must be selected, located, and sized accordingly.
- The open plaza should have a clear relationship to the Transit Plaza and the central axis of the Historic Station building.
- Provide a consistent geometrical design and common materials for the gardens and integrate the design approach with the adjacent Viaduct Park and Regenerative Garden.
- Preserve the existing mature conifer tree near I Street and integrate it to the new design.

Guidelines

- Stormwater management in the Civic Plaza may be accommodated in either flow-through planters or rain gardens. The stormwater treatment process should be showcased for public educational purposes. Refer to Figure 5.6.
- The Chinese Commemorative Garden should provide the character and atmosphere of a traditional Chinese garden and provide a sense of refuge. The scale and materiality should be humane while also being compatible with contemporary buildings. Heavy pedestrian traffic should be allowed to pass through and around the garden. Interpretive annotation elements should be integrated into the garden, along pedestrian paths or associated with the plants for public education purposes. This garden presents an opportunity for the City to partner with a non-profit organization for the realization and maintenance of the garden.

Retail Spill-Out
Ferry Building, San Francisco, CA

Farmer's Market
Local Market, London, UK

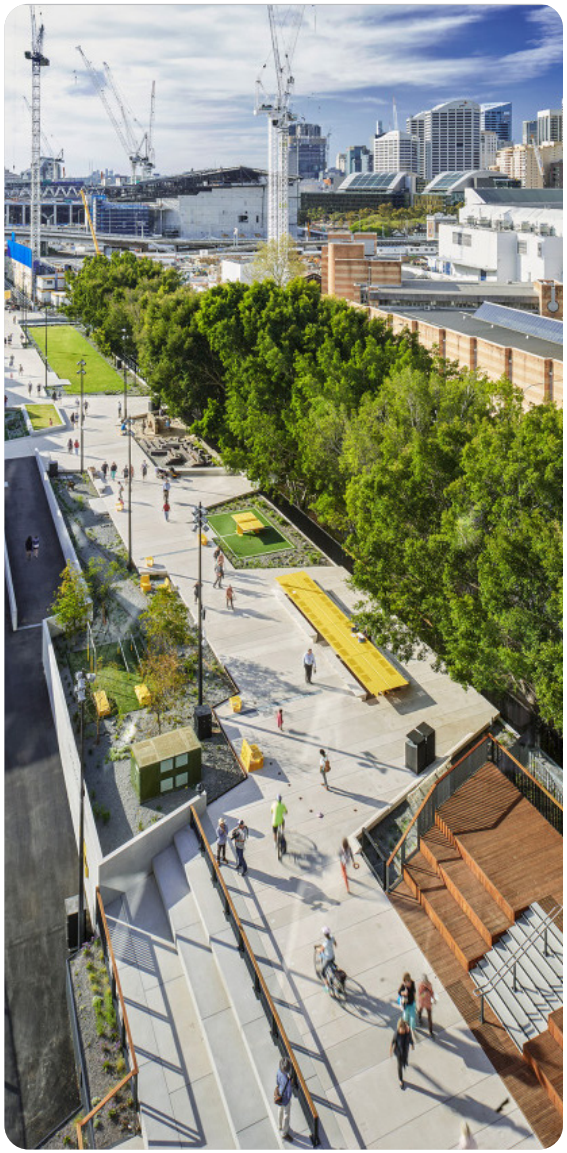
Conceptual view of the Civic Plaza

5th Street Plaza

This easement within Lot 40, aligned with G Street to the east, should create a generous and welcoming arrival plaza leading to the east Station Concourse entrance for pedestrians and cyclists approaching the site from 5th and G Streets. The design of the space must include stairs and ramps to gracefully mediate between the sidewalk at the 5th and G Street intersection and the upper Station Concourse level, approximately 14 feet and provide clearance for the light rail service below.. The upper portion of the plaza must include vertical circulation to access the light rail platform below. The pedestrian approach to the Station entrance should be aligned with the sidewalk and setback along the north side of G Street. Outdoor seating and rest areas should be located adjacent to any retail premises. Refer to Figure 5.7.

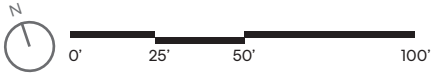
Landscape Embedded into Steps
UC Berkeley, Berkeley, CA

Walkway with Rest Areas
Milton Street Park, Los Angeles, CA



Integrated Activity Zones
The Goods Line, Sydney, AUS

Figure 5.7 *Conceptual Plan of the 5th Street Plaza*



Principles

- Provide a suitably scaled easement through Lot 40 to provide a grand entrance for the public approaching from the east.
- Bridge between the local bus stops and bus layover bays near the G and 5th Street intersection to the new Station Concourse with ADA compliant ramps and stairs.
- Provide clear wayfinding from the local bus stops to the concourse entrance. Align the eastern end of the pedestrian route with sidewalk and setback along the north side of G Street.
- Place emphasize on the central axis of the Station entrance and use planters and the layout of ramps and stairs to respond to the geometry of the concourse. The landscape layout should provide a sense of consistency.
- Provide access to retail premises on northeast and southeast corners at the 5th Street entrance. Should retail premises also be located on the northwest and/or southwest corners of the plaza, access must also be provided in these locations.

Guidelines

- This plaza, with level changes, should serve as an open concourse, with a formal landscape layout, supporting the retail program.
- Stormwater treatment should be integrated into the layout and the overall landscape design.
- Decorative planting is encouraged to achieve a sense of biophilia and provide sense of refuge to the pedestrians.

Viaduct Park

The Viaduct Park provides active recreation opportunities for the community and will be programmed as a community park. This park is a bridge between the Riverfront activities to the west and the urban plazas to the east. All programs and activities must be authorized and by comply with Caltrans Principles for access to state infrastructure and be sufficiently flexible to accommodate change if the infrastructure of I-5 freeway system is modified in the future. Public restrooms should be installed in this area, with proper coordination with utilities. Location and installation of restrooms should be coordinated with Caltrans. Shade tolerant plants which are complementary to existing vegetation are encouraged in this area.

Primary elements of the Viaduct Park may include, but are not limited to, dog park, playground, rock climbing area, skate park, sports courts (i.e. basketball, futsal, pick ball, etc), art installations with lights and murals, rain gardens, xeriscape planting areas, pocket parks with seating, interpretive walks and public restrooms. It will also support the City's network of shared bike/pedestrian paths. Refer to Figure 5.8.

Integrated Arts and Culture Space
Underpass Park, Toronto, CAN

Habitat areas
Purple Martin, Sacramento, CA

Playgrounds
Community Playground, Philadelphia, PA

Skateparks
Venice Beach, Los Angeles, CA

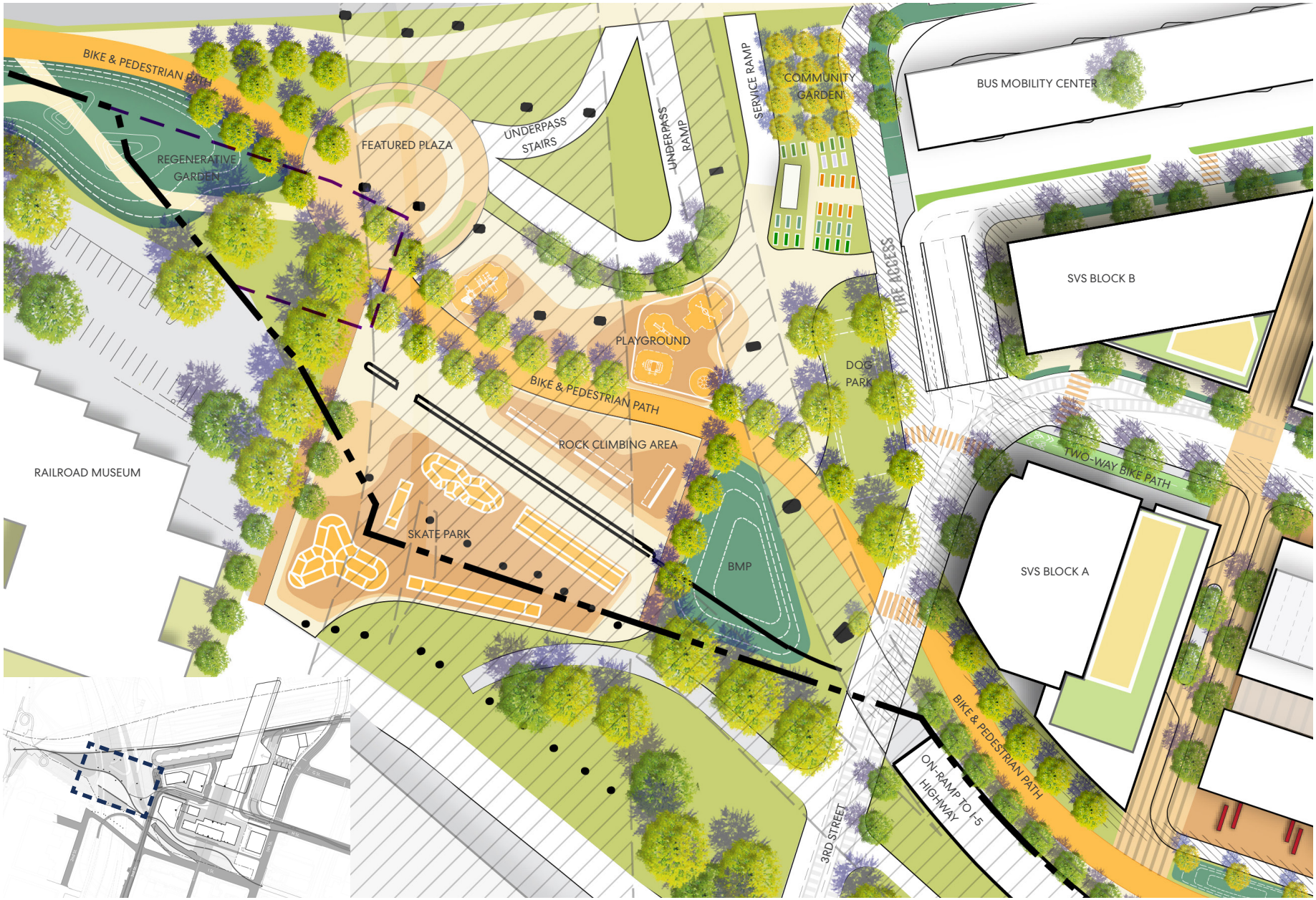


Figure 5.8 *Conceptual Plan of the Viaduct Park*

N

0' 50' 100' 200'

Conceptual View of the Viaduct Park

Principles

- All facilities and site improvements must comply with Caltrans requirements.
- Recognize that Viaduct Park is connecting several different zones, including the Intramodal Station, Old Sacramento Waterfront, new museums within Railyards, I Street Bridge upper deck and the Sacramento Riverfront and will serve park users as well as pedestrians and bicyclists.
- Prioritize active recreation amenities that meet the needs of nearby residents, employees, and visitors
- The dog park should accommodate various sizes and types of dogs playing in segregated zones.
- The playground should serve the wider community with play structures for children and safe seating areas for parents with good visibility of the children's play areas. All regulatory playground requirements must be adhered to for the protection of public health, safety and welfare.
- Publicly accessible restrooms should be located close to the active program areas but not within the restricted zone below the elevated I-5 freeway.
- A community garden with agricultural species shall be implemented adjacent to the west end of Bus Mobility Center. The size of the garden shall comply with Living Community Challenge (LCC) requirements, and the planting species should be carefully selected to have a neat and tidy presence through all four seasons.
- Develop funding and maintenance mechanism to support the delivery of quality park and recreation amenities.

Guidelines

- Design park per City standards as a Community Serving Park and prioritize amenities for active recreation, including sports courts for basketball, futsal, pickle ball, skate parks, rock climbing areas, etc.)
- Design shared pedestrian/bike paths that also serve as maintenance roads for regenerative gardens and wetlands
- Planting species that provide food for birds and pollinators are encouraged, to attract them and improve local biodiversity.
- The rain gardens should be located to receive sufficient sunlight to maintain the health of the plants and enable them to perform their functions within the stormwater treatment process.
- Several sub-zones within the Viaduct Park should demonstrate planting diversity and unique character. The existing planting should be incorporated into these zones, especially around the existing underpass paths. Exisiting planting should be maintained during construction, to the extent possible.
- The City should continue with ongoing negotiations with Caltrans to explore the possibility of treating stormwater run-off from the elevated freeway above in the constructed wetlands.

Regenerative Garden and Wetlands

Integrate the stormwater treatment and community energy facility structures, such as the Regenerative Garden and Wetlands features, as part of the essential landscape infrastructure. The engineered seasonal stormwater wetland should be located outside of the I-5 projection zone and exposed to abundant sunlight. Educational elements should be installed to explain the systems and how they relate to the community, transit-oriented development and Living Community Challenge. Wetland planting shall be native to the extent feasible.

Primary elements of the Regenerative Gardens and Wetlands may include, but are not limited to, regenerative garden, boardwalks, stormwater and/or recycled water infiltration and the bike/pedestrian path connection to I Street Bridge.

Implementation of this open space will require collaboration with the adjacent California State Railroad Museum (CRSM) as the proposed design and layout includes a portion of the CRSM property. When complete, the Viaduct Park and wetlands will serve to connect the CRSM campus with SVS and future museums within the Railyards site, and will provide educational opportunities to explain how the railroad transformed the natural ecology of the site. Refer to Figure 5.9.

Universal Access to Nature
Guthrie, Tulsa, OK

Stormwater Management
Tanner Springs Park, Portland, OR

Educational Landscape
Hassalo, Portland, OR

People-Powered Access
Bafflo Bayou Park, Houston, TX

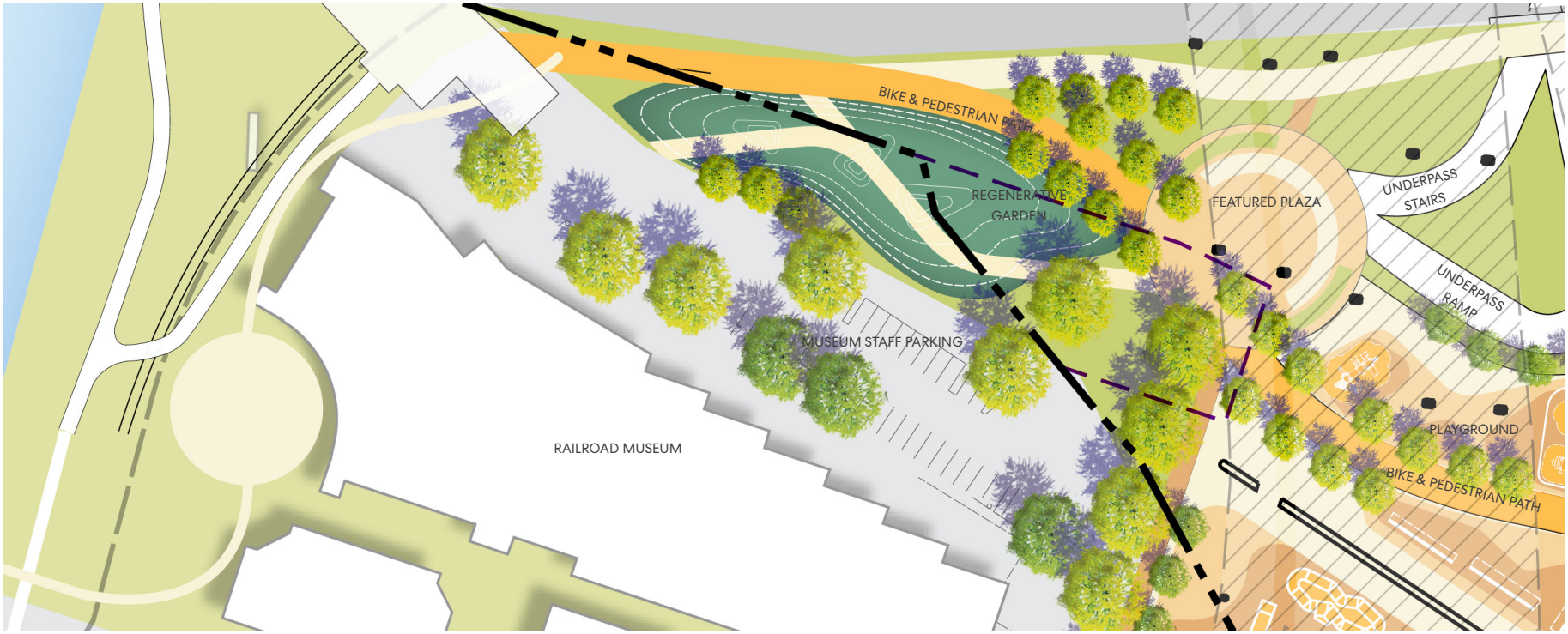
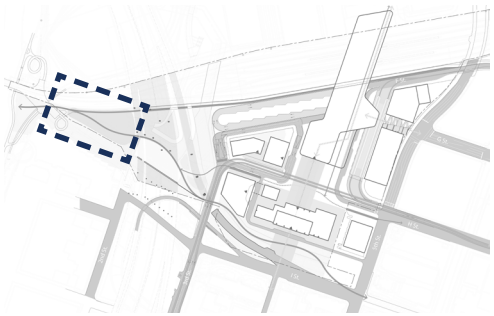


Figure 5.9 *Conceptual Plan of the Regenerative Garden*



Principles

- Reserve enough surface area for the regenerative garden and locate boardwalks to allow people to walk through the garden.
- Allow convenient service vehicle access to the regenerative garden.
- Ecological stormwater management strategies as well as links to the water recycling facility and its processes should be showcased as a public demonstration process.

Guidelines

- Planting species that provide food for birds are encouraged, to attract them and improve local biodiversity.
- Planting should provide a buffer to the existing parking lot behind the Railway Museum.
- The City should continue with discussions with the Railway Museum to explore alternative parking arrangements for docent staff, tour buses and shuttle services to free up more land in this area for an expansion of Museum facilities or additional open space.

5.4 PLANTING, ECOLOGY AND HABITAT

Planting elements recommended in these guidelines are integrated in part to support the biophilic design approach, to help protect and feed local habitat, to frame public open spaces and to enhance pedestrian comfort. Plants may also be part of the interpretive and educational experience within the open spaces.

The climate of Sacramento is characterized by hot dry summers, moderate wind in all seasons and mild winters. These conditions are suitable for a wide range of plant communities.

Native Planting

Native plant species that are well-adapted to an urban site and non-potable irrigation are strongly recommended for the planting palette. Avoid any invasive species. Low water-use plants are strongly preferred, except for urban agriculture planting, due to the high frequency of dry winters and to be efficient with recycled water from the Regenerative Utility Center (RUC).

Urban Agriculture

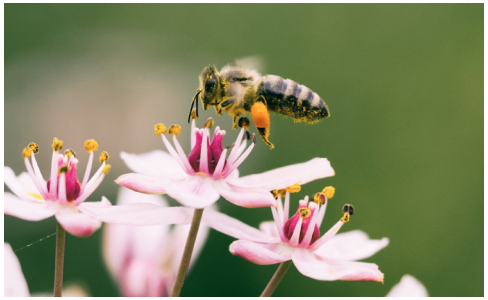
Edible gardens, community gardens and other edible plants shall be located in zones of imported clean soil and/or implemented with raised beds isolated from soil below (see Railyards Soil Management Plan). Permanent plantings should favor native species and those that relate to the agricultural history of Sacramento.

Habitat Support

Plant species throughout the site should provide habitat for biodiverse local wildlife, including food and nesting/shelter sources.

Native species are a powerful resource for streetscape planting and help to establish a resilient urban ecosystem

Community gardens provide urban greening while also offering educational and social outdoor space

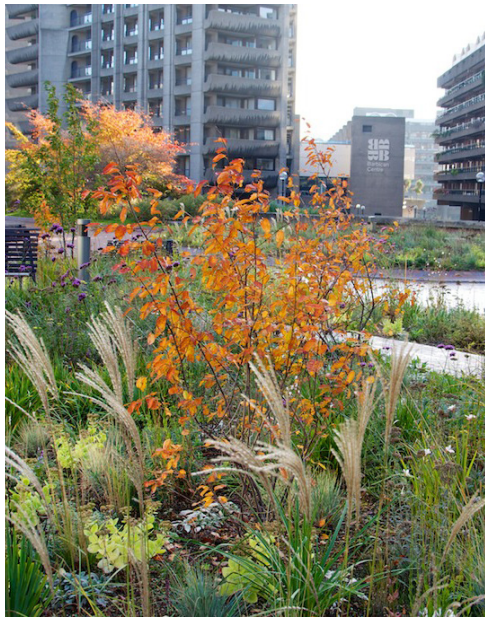


Landscape that provides habitat for insects and other fauna helps sustain a more robust ecosystem

Tree canopy provides welcome shade in the summer months, and critical habitat area for local fauna

5.5 STORMWATER MANAGEMENT

All stormwater generated on site must be filtered to comply with regional stormwater quality standards before being infiltrated onsite in acceptable, non-contaminated infiltration zones and, only if infiltration capacity is overwhelmed, collected by the City-wide storm drain system. Preferred treatment methods include green roofs, rain gardens, bioswales and flow-through bioretention planters. Refer to section 5.3 for detailed guidelines for each of the discrete open spaces.



Rain gardens and bioswales help to manage stormwater on site, while also providing new habitat area

5.6 SITE FURNISHINGS

Site furnishings should help to establish the identity of the project and help create an inviting, comfortable and biophilic environment for users.

Site furnishings in the Transit Plaza and Civic Plaza should consider either compatibility or contrast with the character of the adjacent historic buildings. Site furnishings also provide an opportunity for materials reuse and carbon sequestering within materials. Large granite blocks on-site, which were salvaged from old building foundations, should be considered for incorporation into detailed designs for open spaces.

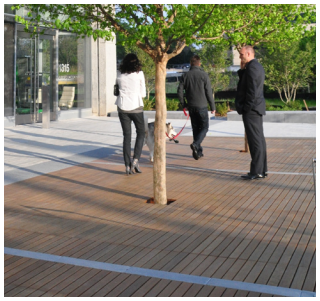
Furnishings could include both stand-alone benches (above) and more integrated features such as walls (left)

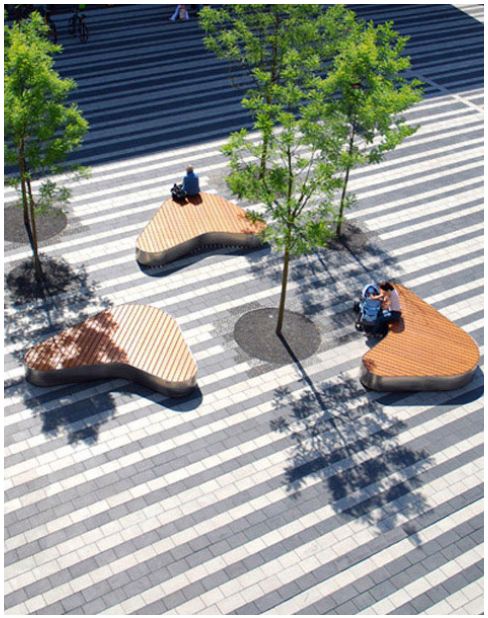
5.7 PAVING AND MATERIALS

Paving design and paving materials should be the primary elements that give identity to the open spaces and help integrate the various parts of outdoor spaces into a distinctive whole. The Transit and Civic Plazas should include pedestrian paving which relates to the character of the historic buildings and respect their geometry and alignment. ADA compliance is required for paving design and materials in all public areas. To promote stormwater infiltration, permeable pavements should be prioritized. In addition, paving should utilize high-albedo content to reduce the urban heat island effect and promote cooling of the site.

All paving and routes which must accommodate emergency vehicles as described in Section 4.3 must comply with Fire Department load-bearing requirements.

Local sourcing of paving materials is encouraged to take advantage of the numerous local manufacturers and suppliers.





Paving can create a distinct sense of place

5.8 BIKE PARKING

Bike parking in open spaces and bike hubs in buildings must demonstrate high quality and commitment to long-term durability. Designs and installations should allow for future technology changes related to bike parking facilities. Parking should be made available throughout the site to allow visitors to secure bicycles near their destinations, and be designed to accommodate a wide variety of bicycles. All bike parking installations must comply with the City's Bike Rack Design and Placement Standards[1].

Accessible bike parking options

1 *http://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Transportation/Active-Transportation/Bike-Rack-Design-and-Placement-Guideline-Adopted-20170425.pdf?la=en*

5.9 STREET IDENTITY

The street network is a combination of existing, extended and new streets laid out to meet the access and connectivity requirements of the various buildings and open spaces within the Area Plan. The SacRT Transitway Easement to the north of the Historic Station is replaced with a Transit Plaza with pedestrian and bike priority, as buses and light rail will no longer use this alignment. Existing 3rd Street is extended north to the site and F Street continues west into the site from current improvements at the parcel boundary to provide access to the bus ramps at each end of the Bus Mobility Center. A portion of the driveway through the parking lot in front of the Historic Station is retained and repurposed as part of a one-way loop around the station. All existing, new and extended streets are configured with drive lanes, pick-up and drop-off zones, bike lanes, sidewalks, landscaping and street furniture according to their function and needs. There is no provision for parking (other than pick-up and drop-off) on any of the streets; all public parking is concentrated in the lower level of the Bus Mobility Center. The character and identity of each street, as described in this section, is derived from its unique function and mix of components, tied together as part of the sitewide identity with common landscaping , materials and signage elements.

Refer to Figure 5.10 for nomenclature of streets. Note: All block and street labels that start with "SVS" are working titles for the purpose of this Area Plan document. These will eventually be replaced with permanent names through the City's formal street name approval process.

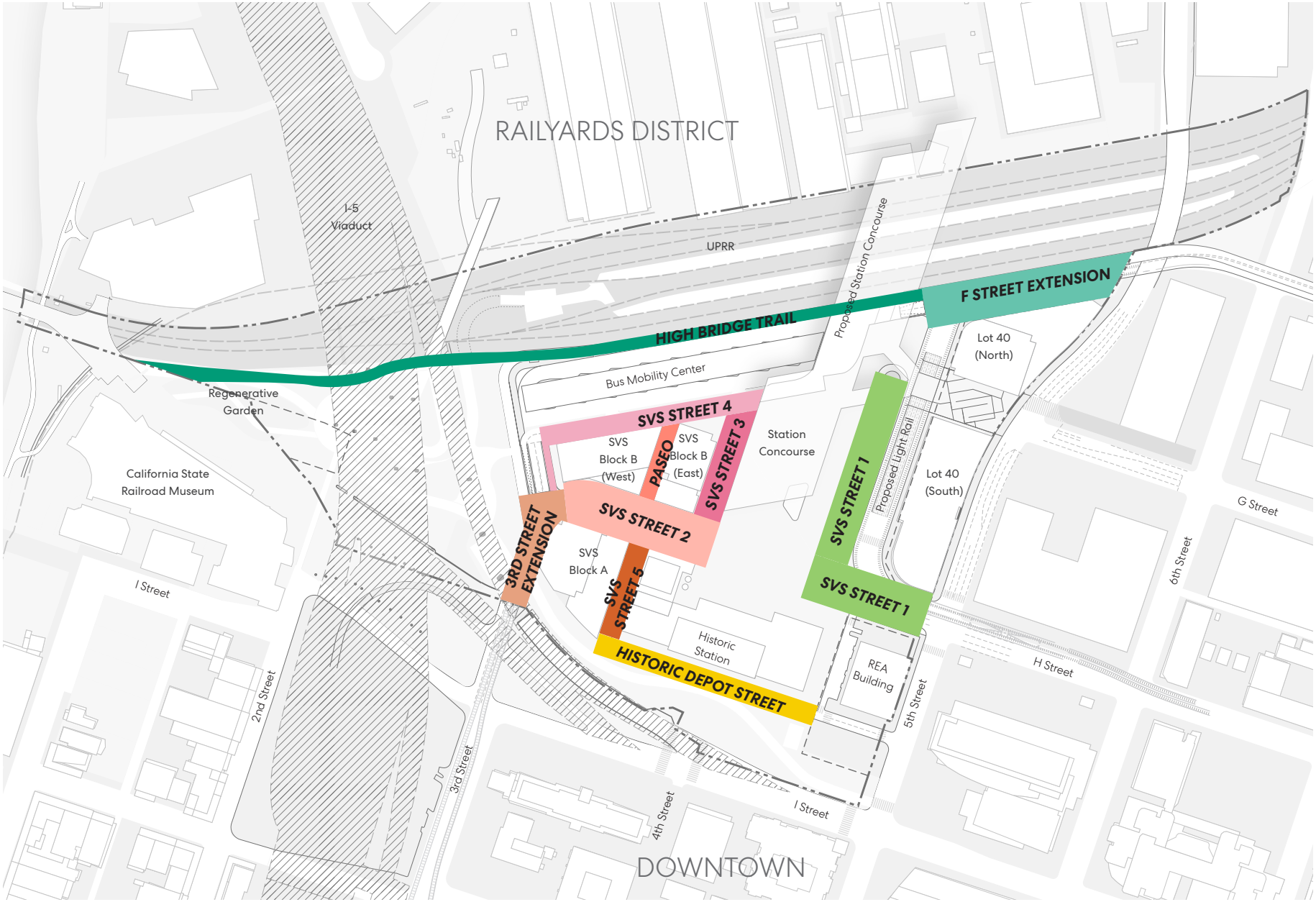


Figure 5.10 *Street Network*

N

0' 100' 200'

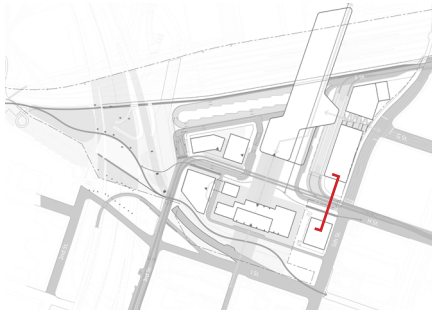
SVS Street 1

SVS Street 1 is the main gateway for the development when approaching from H street from the east, and home to the active ground floor uses that support a vibrant public life. The northeast side of SVS Street 1 should have openings to the ground floor active uses on the south side of the Lot 40 development. Furthermore, the REA building to the south of SVS Street 1 could also benefit from engaging with ground floor active uses along its north facade. SVS Street 1 turns through 90 degrees at the eastern edge of the Transit Plaza to become the primary pick-up/drop-off zone for the station concourse. The street includes crosswalks at strategic locations to facilitate the ease of crossing for pedestrians using the light rail platform.

The northern end of this street includes a turnaround loop for vehicles using the pick-up/drop-off zones to turn and exit along the same route by which they arrived. SVS Street 1 is also part of the emergency vehicle network for the site and the curbs around the turnaround loop must be designed to allow emergency vehicles to cross the roundabout and continue north beyond the Street, connecting to the 7th Street extension. This northern exit from the turnaround loop must be designed to discourage non-emergency vehicles from travelling any further north, thus restricting access exclusively to emergency vehicles.

Dedicated bike lanes on the east end of SVS street 1 shall connect to the bike lane on H Street east of 5th Street.

Refer to Figure 5.11 for SVS Street 1 section and configuration.



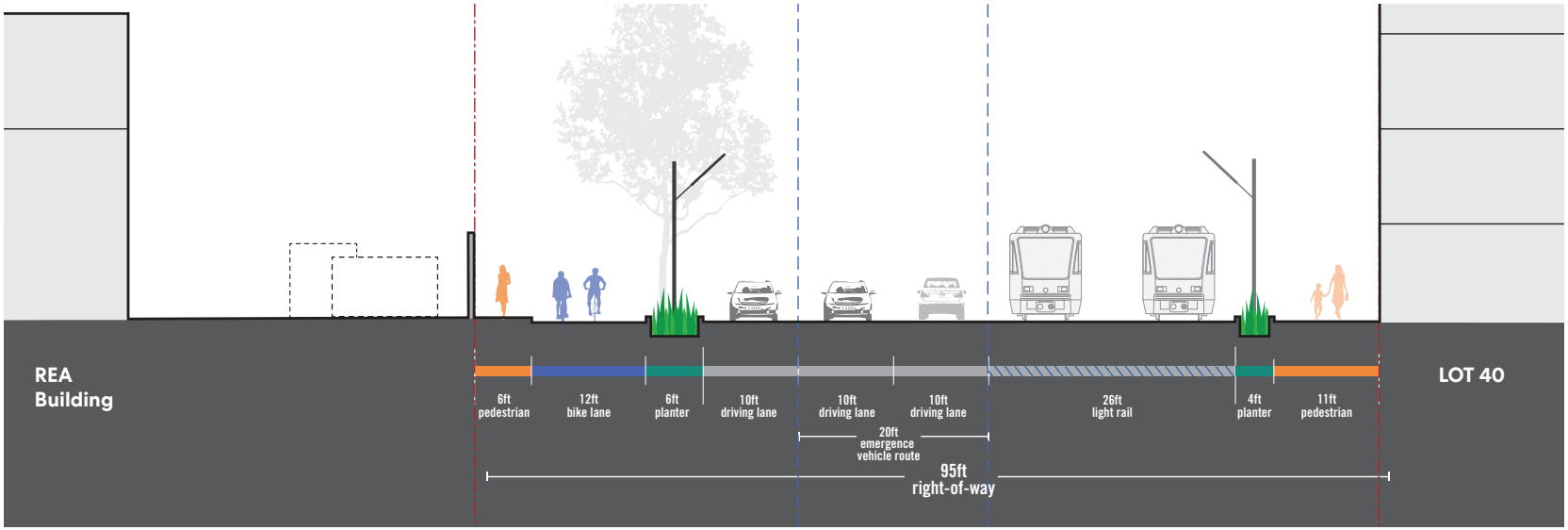


Figure 5.11 *SVS Street 1 Typical Section*

SVS Street 2

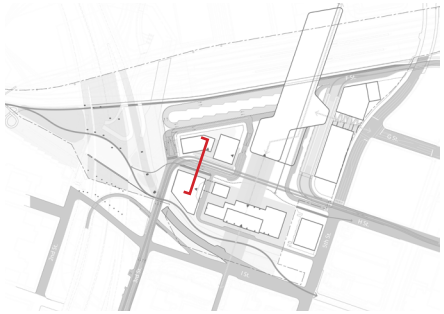
SVS street 2 provides access to the heart of the site from 3rd street and other points west. It is part of a two-way loop around Block B. The western portion of the street provides access to Blocks A and B and should be lined with ground floor retail and lobby entries to these blocks. SVS street 2 includes a short pick-up/drop-off zone on the south side of the bend at the western side of the Transit Plaza for patrons arriving or leaving by 3rd Street and other destinations to the west.

SVS Street 2 also provides access to the foot of the bus ramp at the western end of the Bus Mobility Center which provides bus access to and from the upper level bus deck.

The central zone between SVS streets 1 and 2 should be accessible only for pedestrians, cyclists and emergency vehicles and should be fully integrated into the design and character of the Transit Plaza.

Dedicated bike lanes on the east segments of SVS Street 2 must connect to the bike path to River Park to the west.

Refer to Figure 5.12 for SVS Street 2 section and configuration.



Note: proposed streetcar will be single tracked at terminus within the site, expanding to double tracking beyond.

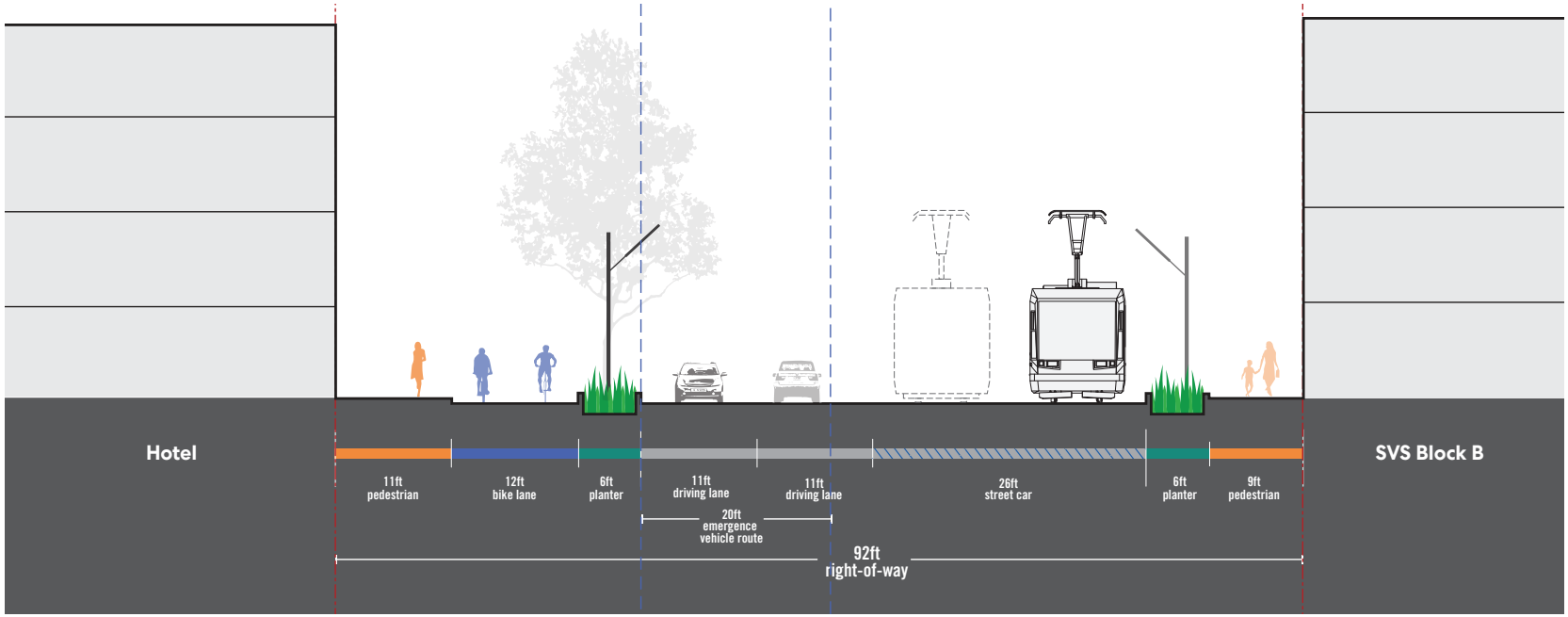


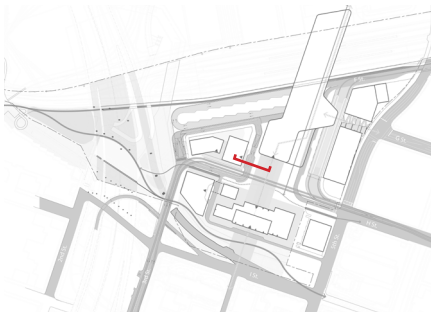
Figure 5.12 *SVS Street 2 Typical Section*

SVS Street 3

SVS Street 3 is intended to be a quieter, primarily neighborhood street. This street is pedestrian-oriented, with some pick-up/drop-off spaces to serve the Station Concourse and development on Block B. Limited access for servicing and loading is allowed along the northern segment of this street, north of the pick-up/drop-off zone.

Street trees must be installed along this street to provide shade for a comfortable pedestrian environment. Stormwater treatment planters should alternate with the trees to create a buffer between pedestrians and vehicles.

Refer to Figure 5.13 for SVS Street 3 section and configuration.



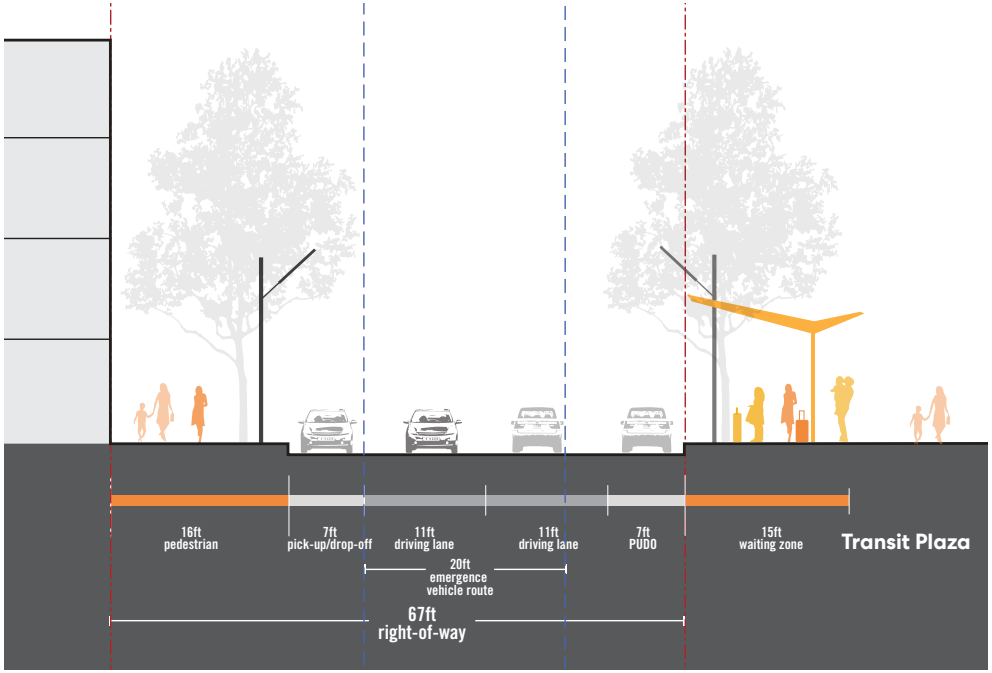


Figure 5.13 *SVS Street 3 Typical Section*

SVS Street 4

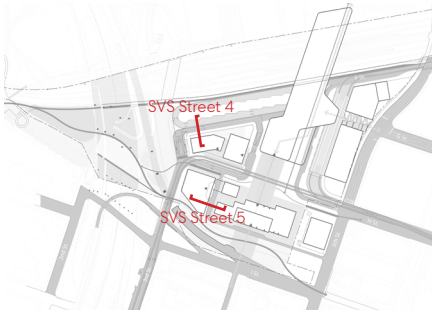
SVS Street 4 is primarily providing access to parking in the lower level of the Bus Mobility Center and servicing and loading to the north side of development parcel B. Pedestrians may also use the raised sidewalks along this street. Street trees should be located along the south side of this street to provide a buffer to the development on block B. Stormwater treatment planters should also be located within the same planting strip as the street trees, running parallel to the curb.

Refer to Figure 5.14 for SVS Street 4 section and configuration.

SVS Street 5

SVS Street 5 serves as the major entrance for SVS Block A (hotel), while also functioning as the back-of-house service access for the Regenerative Utility Center. This street should be paved to provide a pleasant pedestrian experience which aligns with, and extends into, the Paseo in SVS Block B to the north. Street trees and site furnishings are encouraged to create vibrancy along this street and should be placed strategically to reduce vehicle speeds without compromising driver sightlines.

Refer to Figure 5.15 for SVS Street 5 section and configuration.



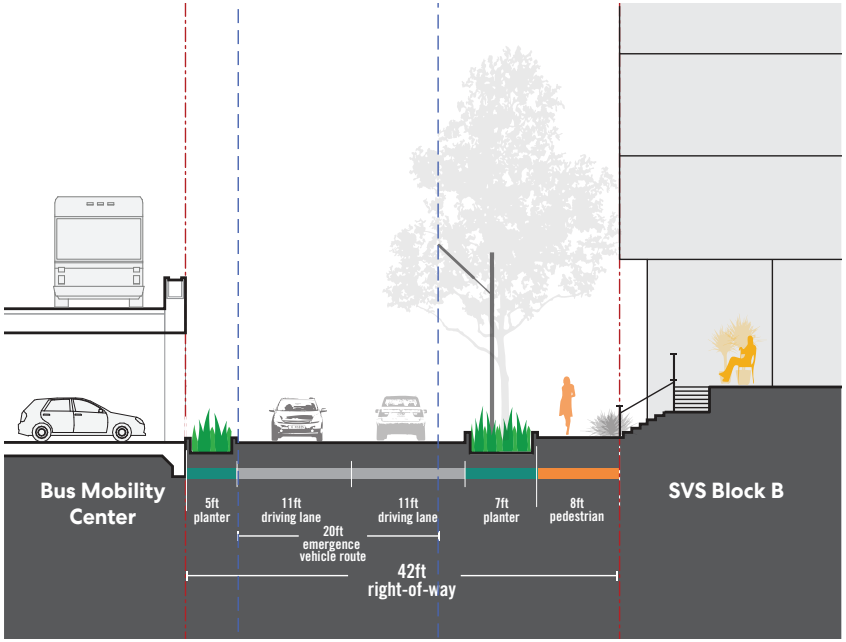


Figure 5.14 *SVS Street 4 Typical Section*

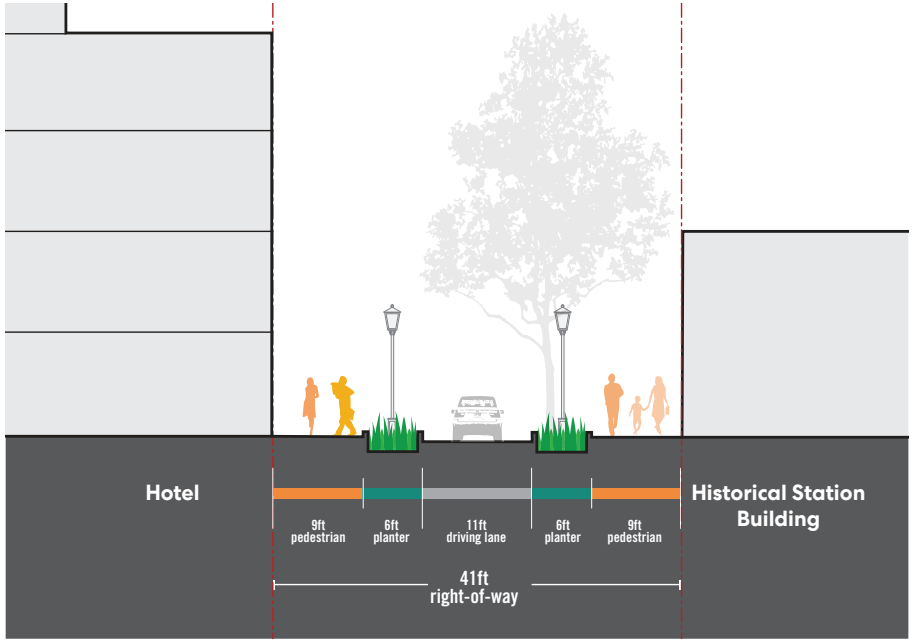
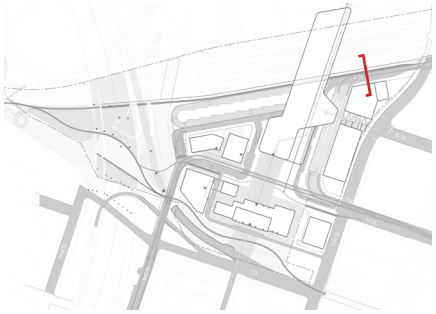


Figure 5.15 *SVS Street 5 Typical Section*

F Street Extension

F Street extension carries light rail and regional bus access along the east portion of the site. Private vehicles are not allowed on this section of the roadway west of 6th Street beyond the private development parcels that back onto F Street. A planting buffer is required between the Lot 40 north façade and the curb. The northern side of F street extension, adjacent to the UPRR right-of-way, includes a pedestrian and bike path. This path becomes High Bridge Trail as it travels west beyond the bus ramp. F street extension is part of the sitewide emergency vehicle network, connecting to 5th Street. Emergency vehicles must also be able to transition from F street extension onto High Bridge trail when travelling west to access the norther façade of the Bus Mobility Center. The portions of F Street extension which accommodate emergency vehicle access must comply with Fire Department load-bearing requirements.

Refer to Figure 5.16 for F Street extension section and configuration.



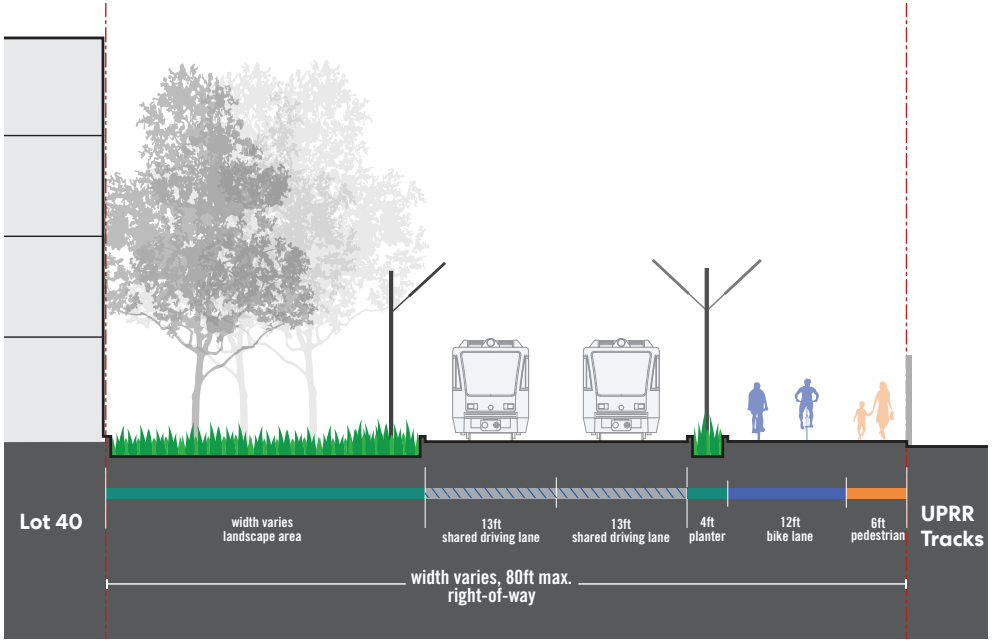
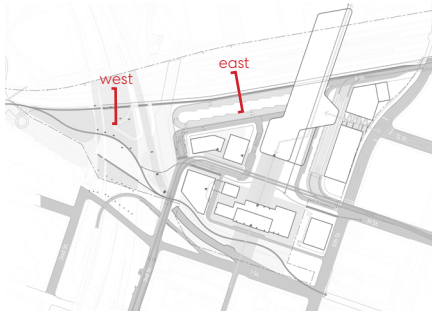


Figure 5.16 *F Street Extension Typical Section*

High Bridge Trail

As it transitions to the section alongside the north facade of the Bus Mobility Center, the pedestrian and bike path which connects to the F street extension becomes High Bridge Trail with bioswales along its northern edge, adjacent to the UPRR right-of-way. This trail must also accommodate emergency vehicles. Typical width must be maintained at 18 feet, narrowing locally to a minimum 12 feet at existing utility equipment locations.

Refer to Figures 5.17-5.18 for the varying conditions along the length of High Bridge Trail.



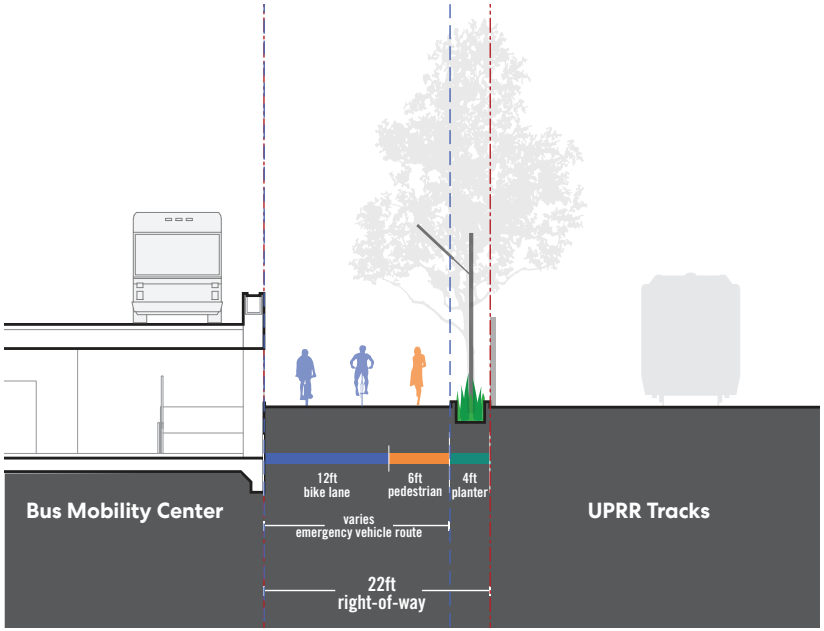


Figure 5.17 *High Bridge Trail - East Typical Section*

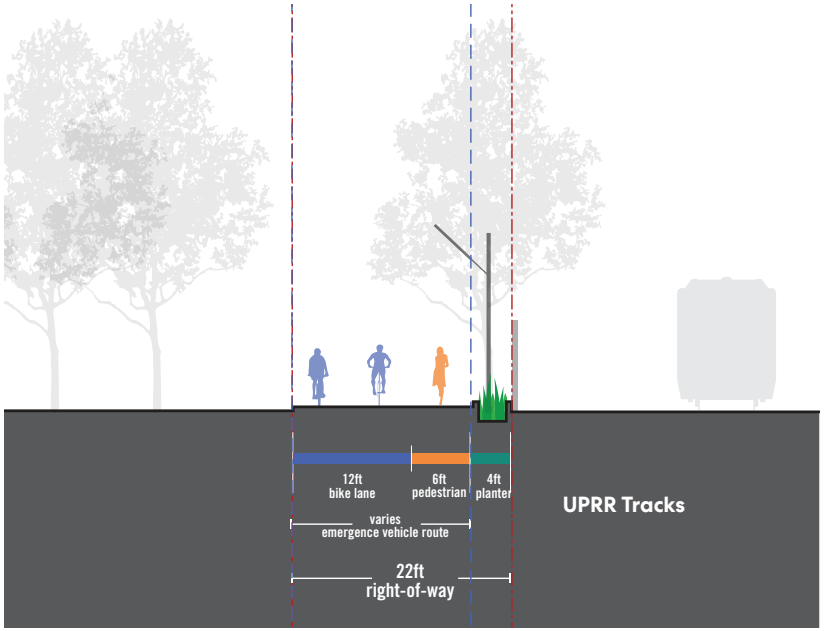


Figure 5.18 *High Bridge Trail - West Typical Section*

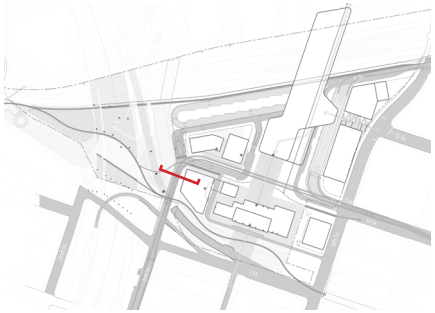
3rd Street

3rd Street shall be extended north of I Street to connect with SVS Street 2. The existing roundabout in the vicinity of this new intersection will be replaced with a left turn from 3rd Street extension into SVS Street 2 and a new set of ramps to access the Bus Mobility Center. Buses will use the up-ramps to access the upper bus plaza level and other vehicles will use the down-ramps to access the lower parking and pick-up/drop off level.

If the new Streetcar service noted as an alternative in Section 5.4 above is implemented, it will run on parallel north and southbound tracks along the 3rd Street extension which then merge into a single track at the terminus in front of Block B.

The 3rd Street extension will require a detailed study to fully develop the design of the new four way intersection with I Street and to accommodate the vertical constraints associated with crossing the north and southbound I-5 on-ramps.

Refer to Figure 5.19 for the 3rd Street extension section.



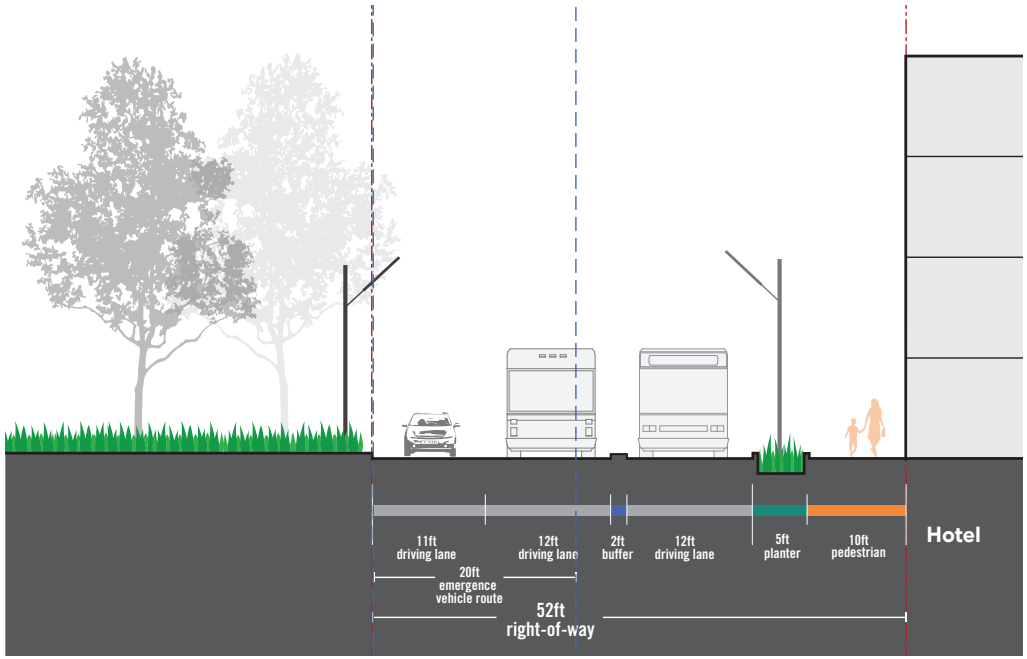
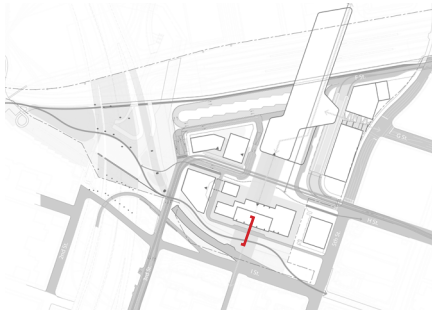


Figure 5.19 *3rd Street Typical Section*

Historic Depot Street

Historic Depot Street is a one-way westbound street to provide access to the adjoining parcel of the REA building, pick-up/drop-off zones for development block A and the Historic Station. All other vehicles not needing to access these portions of the site should be discouraged from entering from 5th Street. The easternmost section of this street, south of the REA building and located within the REA property, will continue to be a two-way street for entry and exit from the REA parking lot.

Canopy trees and site furnishings should be located near the retail spill-out zone on the south side of the Historic Station. The Civic Plaza zone shall be raised to sidewalk level and roadway pavers along Historic Depot Street must be at the same level as the plaza pavers to create a single continuous surface. Refer to Figure 5.20 for Historic Depot Street section.



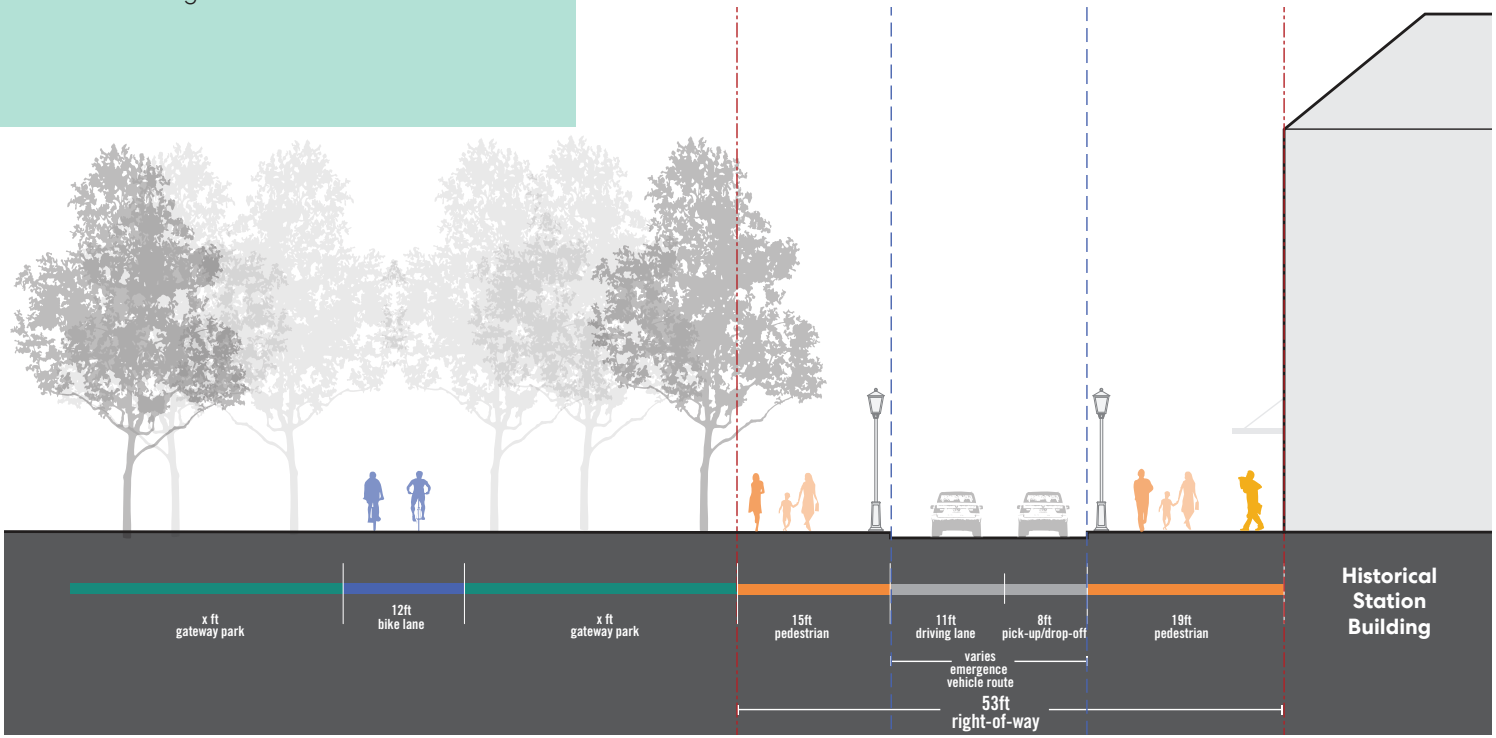


Figure 5.20 *Historic Depot Street Typical Section*

Block B Paseo

Block B paseo is a pedestrian-only path that subdivides Block B into two smaller development sites. It should include paving materials which reflect the pedestrian friendly character and scale of the paseo. Small planters and site furnishings should be located to activate outdoor space near ground floor active uses and building entrances. Refer to Figure 5.21 for the paseo section.

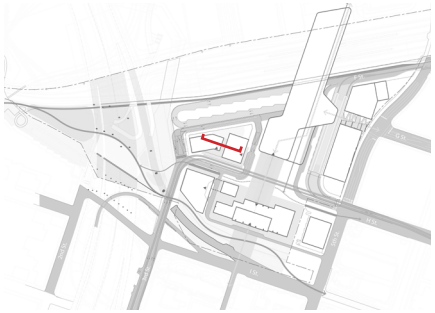


Figure 5.21 *Block B Paseo Typical Section*