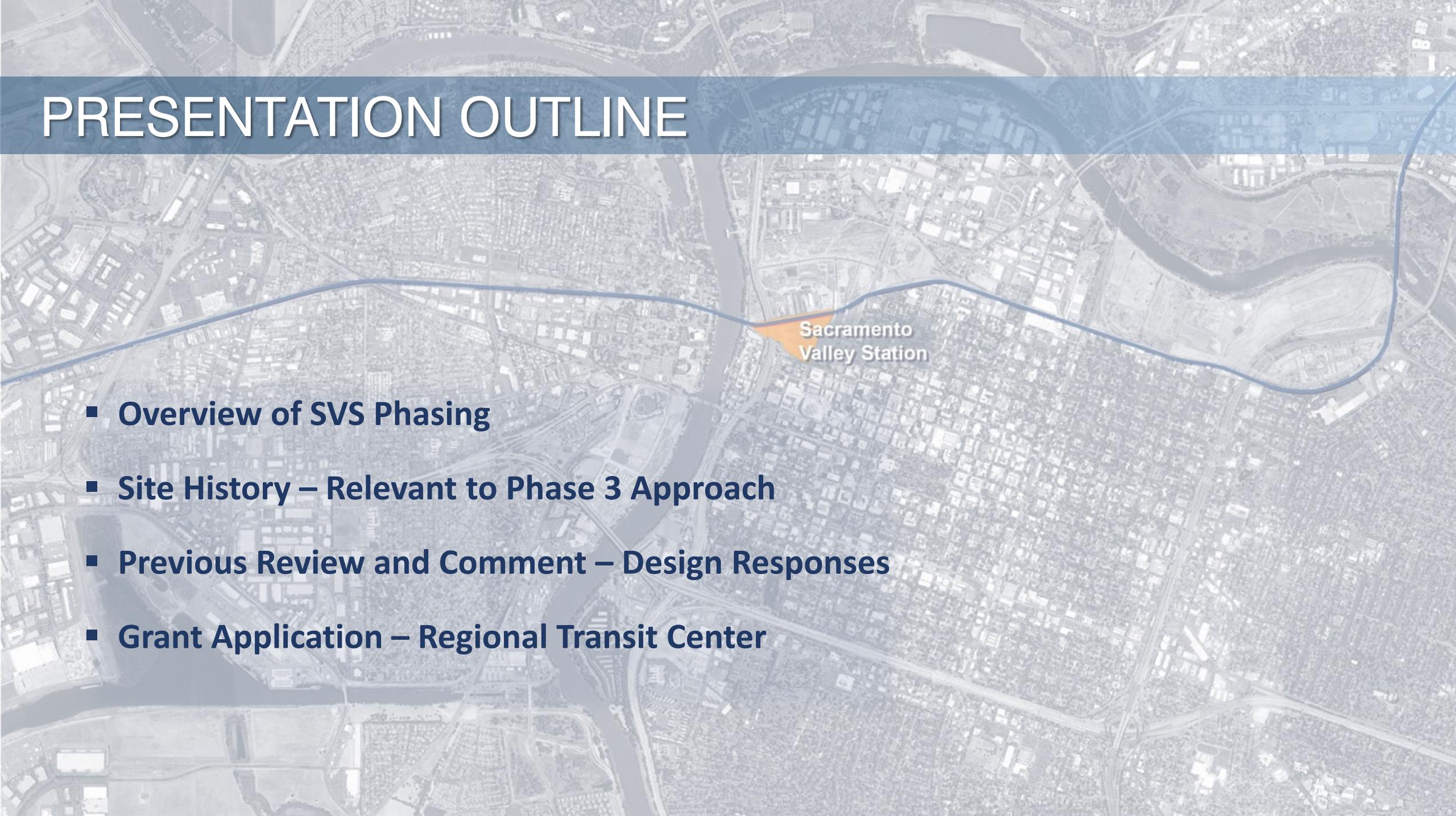


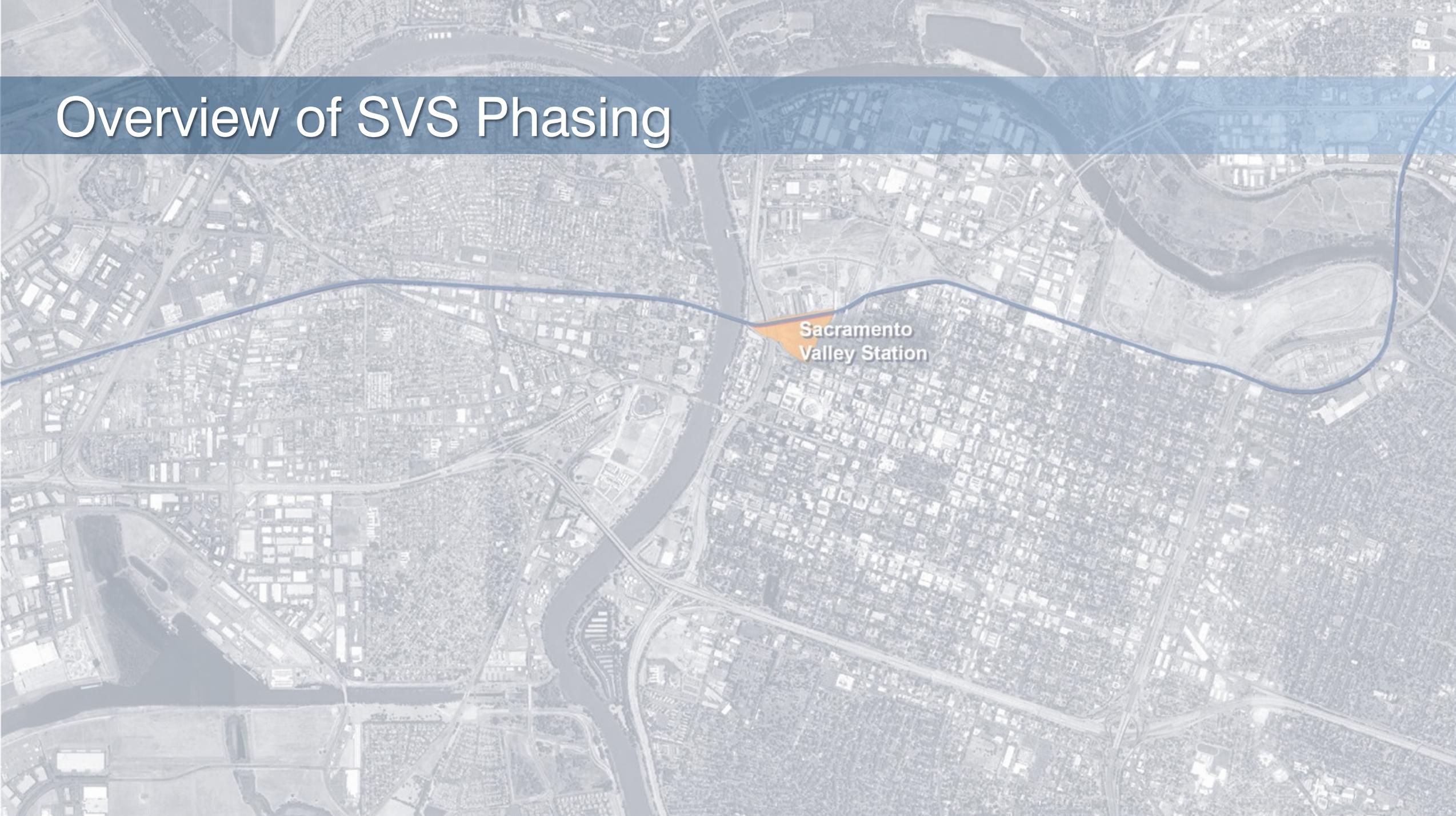
PRESENTATION OUTLINE

An aerial photograph of Sacramento, California, showing the Sacramento River and surrounding urban areas. A blue line representing a transit route runs across the city. An orange arrow points to a specific location labeled "Sacramento Valley Station".

Sacramento
Valley Station

- **Overview of SVS Phasing**
- **Site History – Relevant to Phase 3 Approach**
- **Previous Review and Comment – Design Responses**
- **Grant Application – Regional Transit Center**

Overview of SVS Phasing

An aerial photograph of the Sacramento Valley Station area. A blue line, representing a transit route, runs horizontally across the middle of the image. An orange arrow-shaped callout points to a specific location on the blue line, labeled "Sacramento Valley Station". The background shows a dense urban grid, a river, and various industrial and commercial buildings.

Sacramento
Valley Station

June 1993

18 months of Capitol
Corridor Service



Google Earth

SACRAMENTO VALLEY STATION – PHASE 1
Track Relocation and New Platforms

June 2007

6 months after City
Purchases station and
32 acres

Tracks at historic
location behind station



Google Earth

June 2018

5 years after completion of Phase 1 Track Relocation and Bridges and roads in Railyards

1 year after City completed Phase 2 Renovation

6 months after start of current Phase 3 master plan work



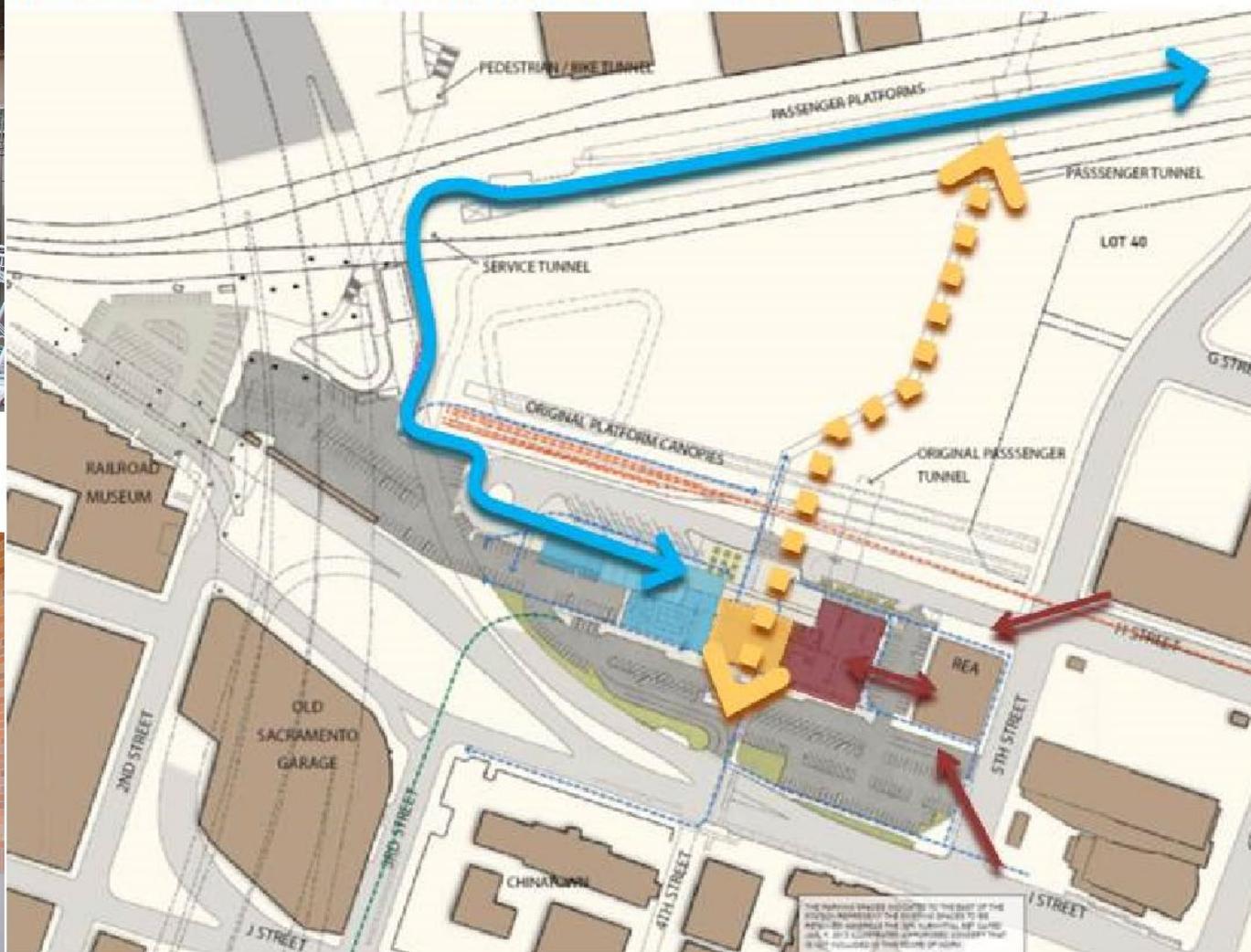
Google Earth



SACRAMENTO VALLEY STATION – PHASE 1
Track Relocation and New Platforms

Phase 2 TIGER IV Rehabilitation – Amtrak Operations

Program Change

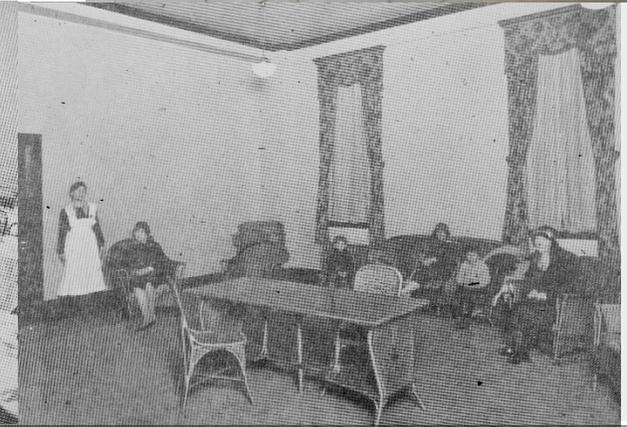
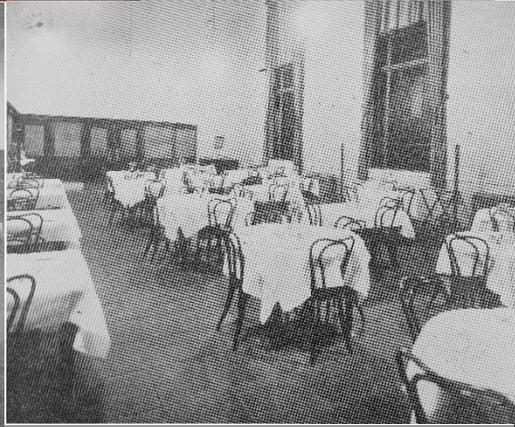
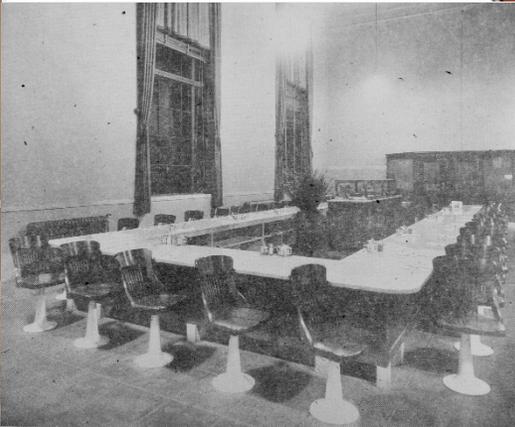
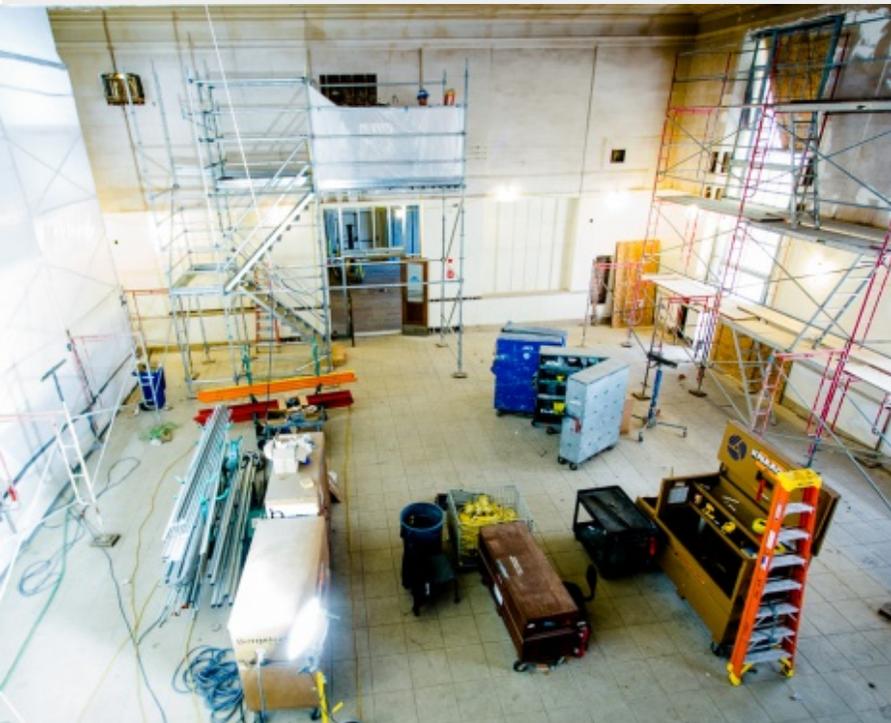


- Flip building program for new site patterns

- Amtrak
- Retail
- Passengers



SACRAMENTO VALLEY STATION – PHASE 2
Moving Amtrak in Response to Track Relocation and Anticipation of Phase 3

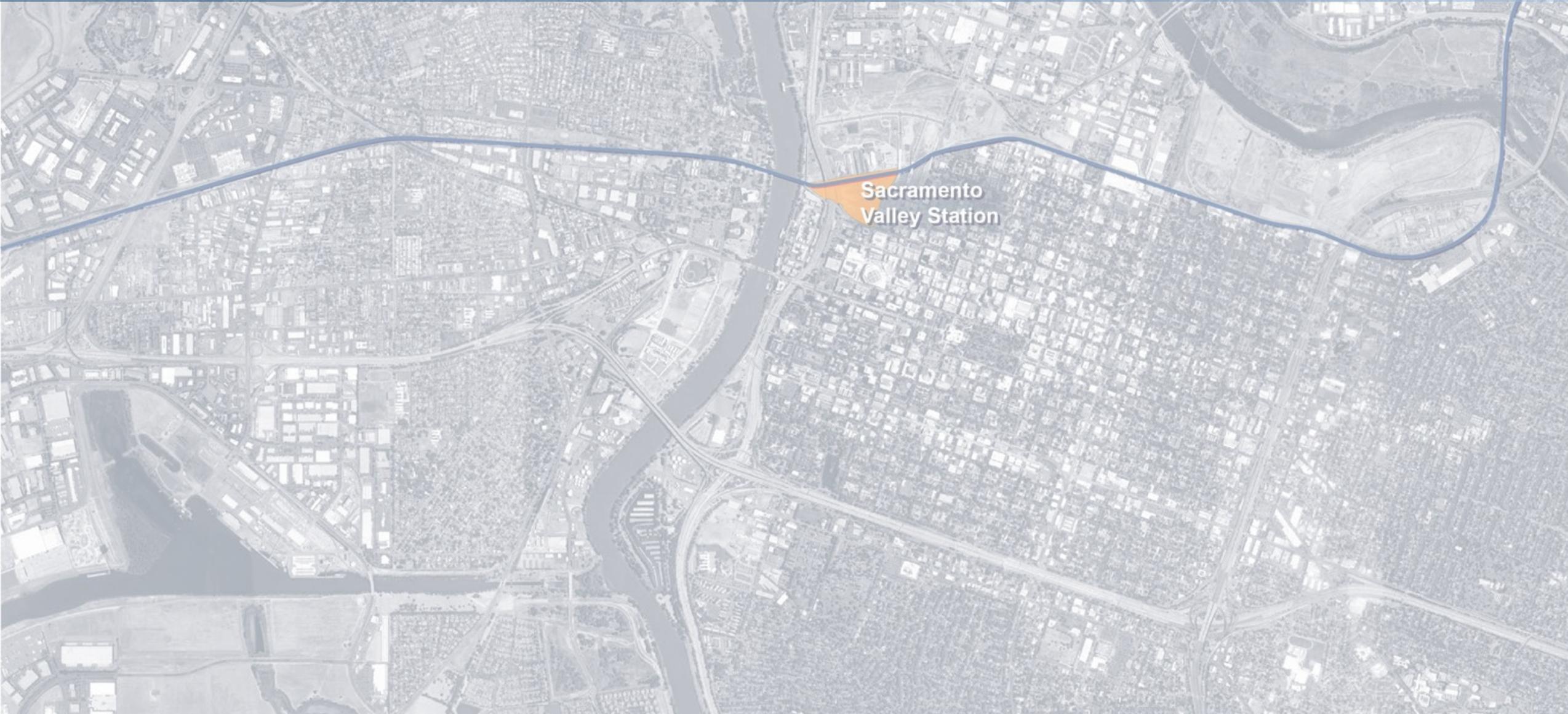


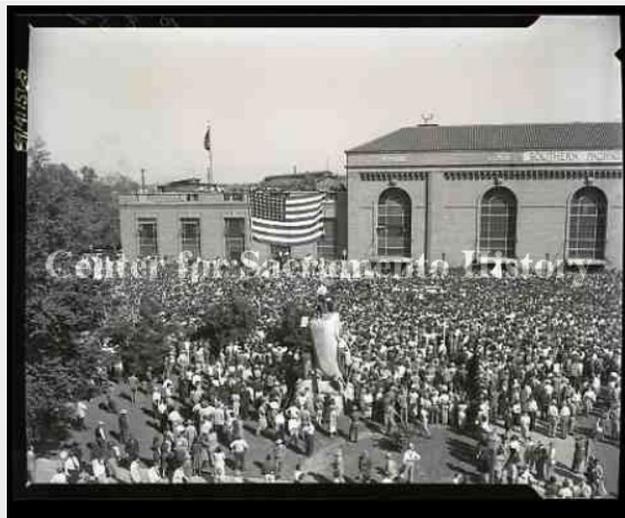
SACRAMENTO VALLEY STATION – PHASE 2
Moving Amtrak in Response to Track Relocation and Anticipation of Phase 3 - Restaurant Room to Amtrak Crew Base



SACRAMENTO VALLEY STATION – PHASE 2
Main Waiting Room Renovation – Restoring the main public space for decades in the future

Site History – Relevant to Phase 3 Approach





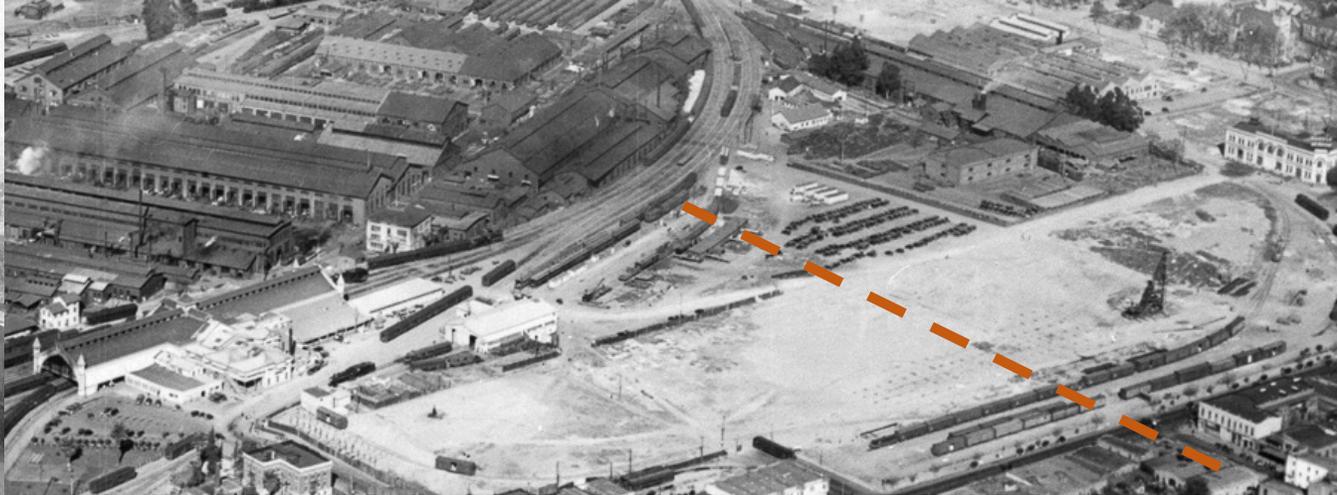
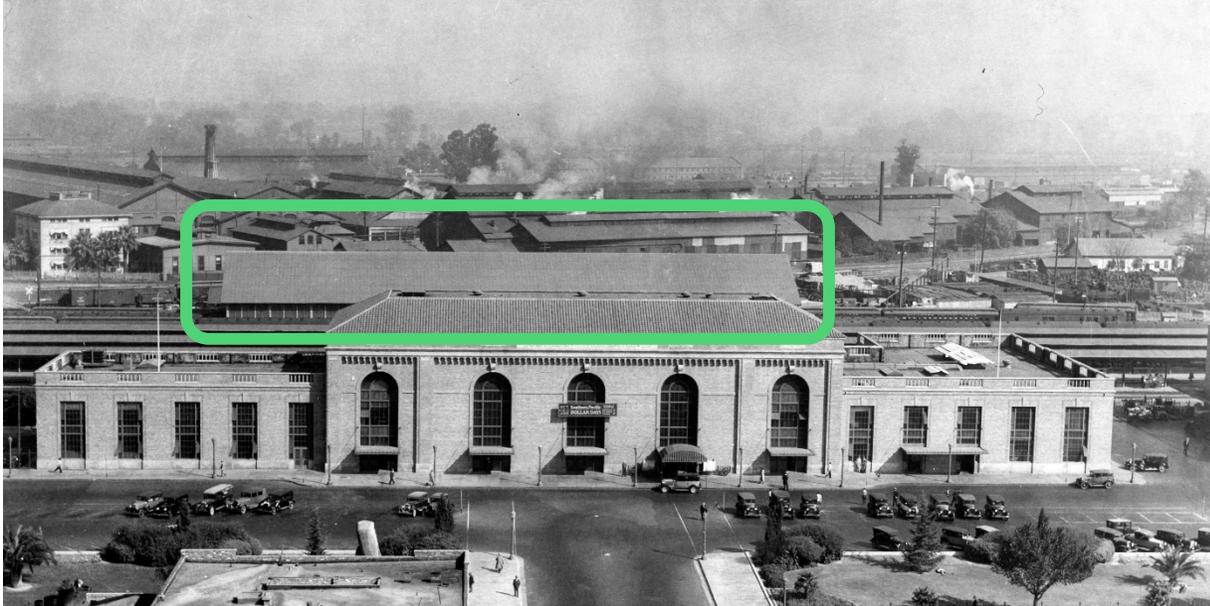
HISTORIC SETTING FOR PUBLIC EVENTS
IMPORTANCE OF PUBLIC SPACE at SVS: Public Events during Southern Pacific Ownership



HISTORIC SETTING FOR PUBLIC EVENTS
IMPORTANCE OF PUBLIC SPACE at SVS: Public Events during Southern Pacific Ownership



HISTORIC SETTING FOR PUBLIC EVENTS
IMPORTANCE OF PUBLIC SPACE at SVS: Public Events during Southern Pacific Ownership



HISTORIC RELATIONSHIP BETWEEN STATION AND HISTORIC SHOPS
Site as active Railyard – Views between Historic Shops and Station were not as today



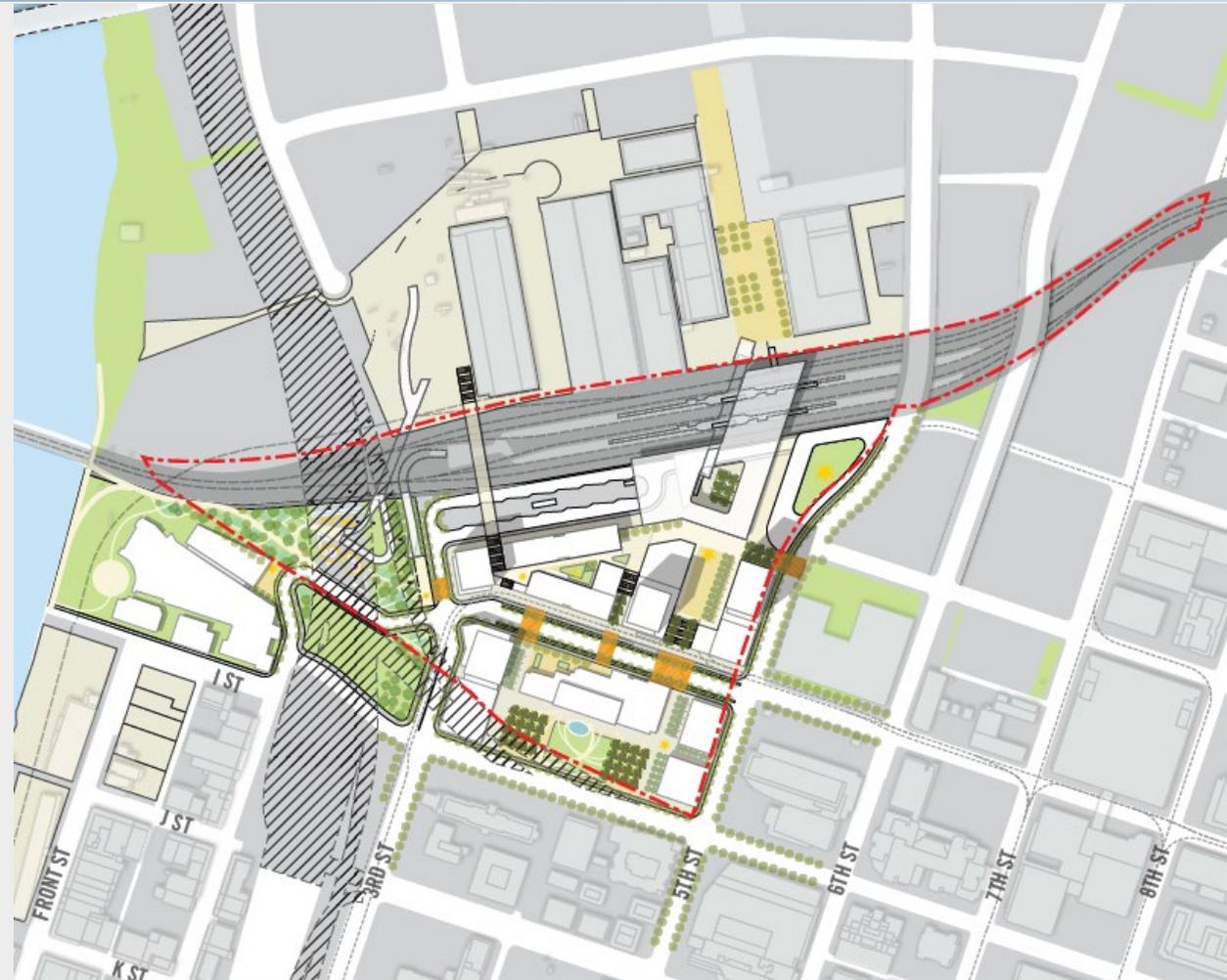
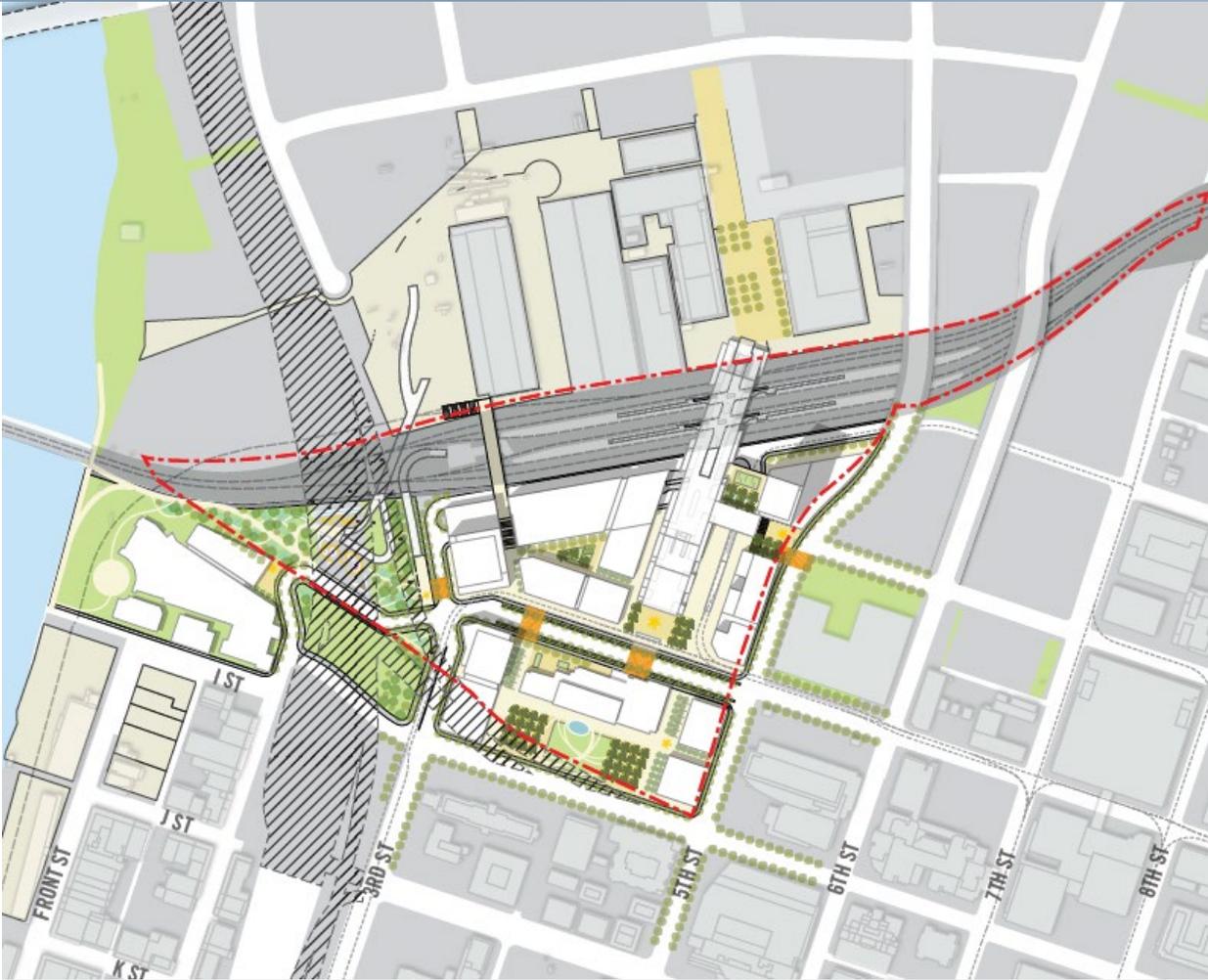
HISTORIC CONNECTION TO MARSHES AT RIVER EDGE
Filling of Sutter Lake 1908 to 1912 which station was built on 13 years later

Previous Review and Comment – Design Responses



Sacramento
Valley Station

2017 CONCEPTS – Option 1 & 2



SITE PLAN OPTIONS IN 1ST STAGE OF MASTER PLAN
Work Done under State Sustainable Communities Grant

INITIAL CONCEPTS 2016 -2017

SVS Master Plan

Preservation Commission August 16, 2017

Commissioner Questions and Comments

Link to streaming video of presentation and questions:

http://sacramento.granicus.com/MediaPlayer.php?view_id=30&clip_id=4029

Commissioner Questions:

Vice Chair: How are we repurposing the old building that we spent all the money on?

GT Response: Will be evolutionary process to understand where the city is at the time. Possible bicycle amenities and parking could be possible; however, the main transportation components do not make sense at the historic station. How do we best focus the integrity and importance of the historic building and meet the needs of the new transportation paradigm.

Vice Chair: Concern for the historic character of Chinatown, concern for strong connection to 4th Street and Chinatown. Want to make sure connection to Chinatown is not lost.

Vice Chair: Not clear what process is going forward?

GT: Will be moving towards a separate plan area outside Railyards Specific Plan and the Downtown Specific Plan. [Obviously, we have moved to amending the existing Specific Plan].

Commissioner Valania: Is there any vehicular access to the south of the station? Is there still a drive into the front of the station?

GT: Phasing out parking towards a pedestrian plaza. Trying to create a ped front. Citing Denver front plaza, no parking

Commissioner Valania: So, if I drove my car to the station to take a train, where would I park?

GT: Existing parking on Old Sac and future between 5th & 6th north of tracks.

Commissioner Valania: I-5 hatched area, does the plan change depending on the ramps.

GT: Caltrans is looking at the entire viaduct, it is our window of opportunity to put an option out to redo the onramps.

Commissioner Fuller: I am confused by front park setting flanked by buildings....development in front of REA diminishes the impact of presentation of the REA and completely covers it. Also, the sight lines that currently exist are going to be completely blocked by new building. The view

lines you show are not reality, you will not see the building as long as if the corner building didn't exist.

GT: True. However, we are anticipating the opportunity for two-way traffic and view corridors. Building was designed on Beaux-Arts principles of symmetry on 4th street axis, that symmetry and connection has been largely lost. We are trying to anticipate the reframing of the 4th Street view and framing the building. We have not studied the massing and design of the building but are trying to bring this to light to receive comments on. Goal is also to anchor the corner to help energize 5th Street with street-pedestrian experience.

Fuller: Wouldn't an extended plaza enhance the pedestrian experience?

GT: The plaza we show is a block long.

Fuller: Yes, but your separating 5th Street from the plaza with the building. How does that enhance the pedestrian experience.

GT: The interior lay-line to the space between SVS and REA that we can pull them into the site from 5th Street.

Fuller: OK. So is there any option for allowance of drop-off on I Street?

GT: Looking forward we hope to create a more pedestrian-friendly I Street.

Fuller: Who owns the flanking buildings?

GT: REA privately owned.

Fuller: Previous older schemes (SMWM), there seemed to have been a stronger direct link to the historic building and the new concourse. Now with this new street, there is this very definite disconnect that sets the building alone and the concourse is a separate element. The interconnectivity is going to be greatly reduced without that connection between the two buildings.

GT: Honestly, I had been advocating for a more direct connection as well. However, when you look at the circulation needs, and we have done exhaustive studies on this, the site needs the through connection provided by H Street, and honestly, the prior schemes failed to recognize this need. This does create a separation.

Fuller: Can there be further study of the alignment of H Street?

Fuller: If the alignment of the vehicular traffic is dictated by the rail alignment. Did anyone study just extending the concourse level above and over the street?

GT: Yes, but what happens is that you then have to either go up and then down, or land at a higher point to the north and are removed from the plaza. The height is at least 20 ft, and what are you connecting to?

Fuller: Yes, but it could connect to that upper "mall experience" and pedestrian walkway activity and G Street is at +17, then everything could be at that level.

GT: Yes, we can still explore this. This scheme puts you more akin to Option 2. We are looking for the marriage of the two schemes coming out of this process, looking for the best of both.

Fuller: If the main level of the concourse is happening above the ground plane, I hope we would allow that to connect into the historic depot. Make that the primary connection into the historic depot!

Fuller: In the past, the prior schemes had the new concourse much more integrated into the historic building, it was billed to be more an extension of the historic station; never any schemes that showed it separate as a gem sitting on its own.

GT: Actually there was - some of the schemes had the building distinct with an open space and concourse wrapping the building. But yes, the new was much closer to the historic building. Its been looked at many different ways.

Fuller: It does seem that anytime you create what you call this hub of activity (along H Street) with all this vehicular traffic, and the service vehicles, and the light rail and yet you say that there's this nice blue line that goes right through this hub of activity, it's like something has to give. You can't have a hub of activity and a pedestrian crossing that in the opposite direction; its going to be very difficult, its going to be isolate the (historic) building. So, I guess my questions to you would be, that you like me, would like to see the interconnected nature as well of the two buildings, so I guess I will get on the website and pose lots of very in-depth questions.

GT: [Response directing to the Main Waiting Room] you have a space that is distinct of itself, but it is not free and unfettered, with doors controlling the edges, so to see this space as the main entrance point with the volumes of people we see coming into the station in the years out, is not feasible. We need to think of multiple points of entry to the new concourse. That is why we realize the Main Waiting Room as it is now, is not going to be the main passage to the tracks and it will require multiple apertures through the site for the sheer volume of people we foresee with the State rail plan.

2017 CONCEPTS – Reconsidered from Prior Presentation

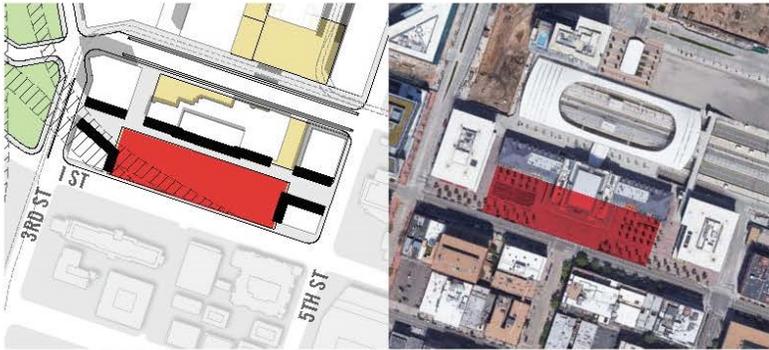


Figure 4.3.7: Civic Plaza Alternative B. Scale Comparison: Union Station, Denver

Both the alternatives propose a new civic plaza that serve all users, a place that celebrates the rail heritage and introduces a new life to the site. The block comprised between H, I, 3rd and 5th Streets will host a wide range of activities such as: office; retail; culture (e.g. art) food and beverage; and tourism. In the re-purposing of the historic station, these activities will be crucial to the success of the plan by creating a renewed historic landmark capable of projecting a new identity for the overall site.

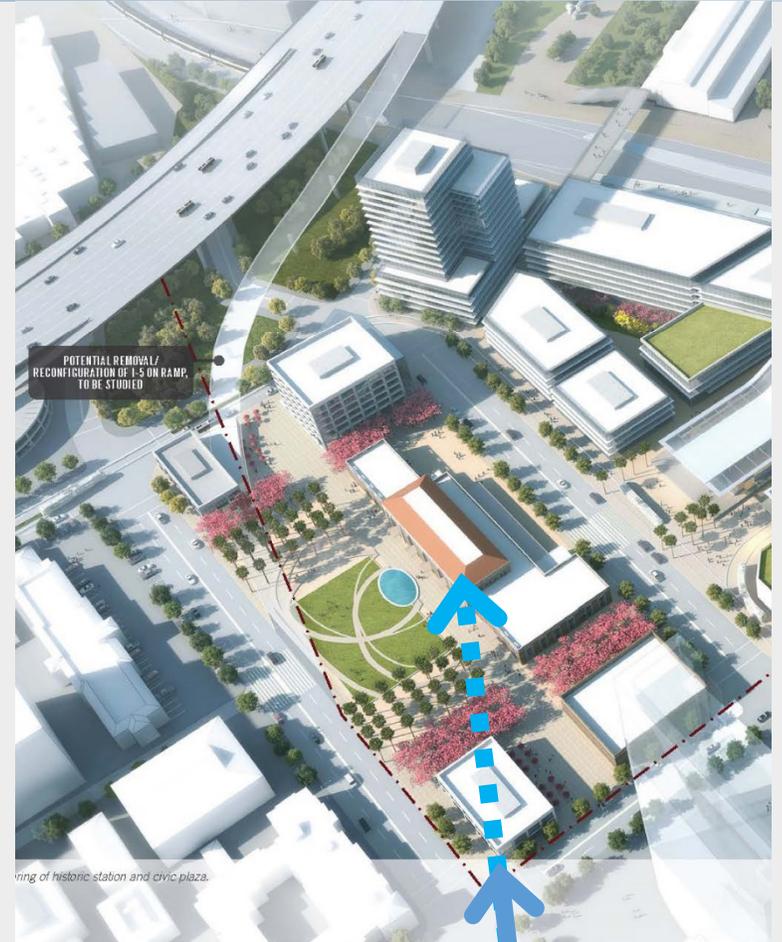
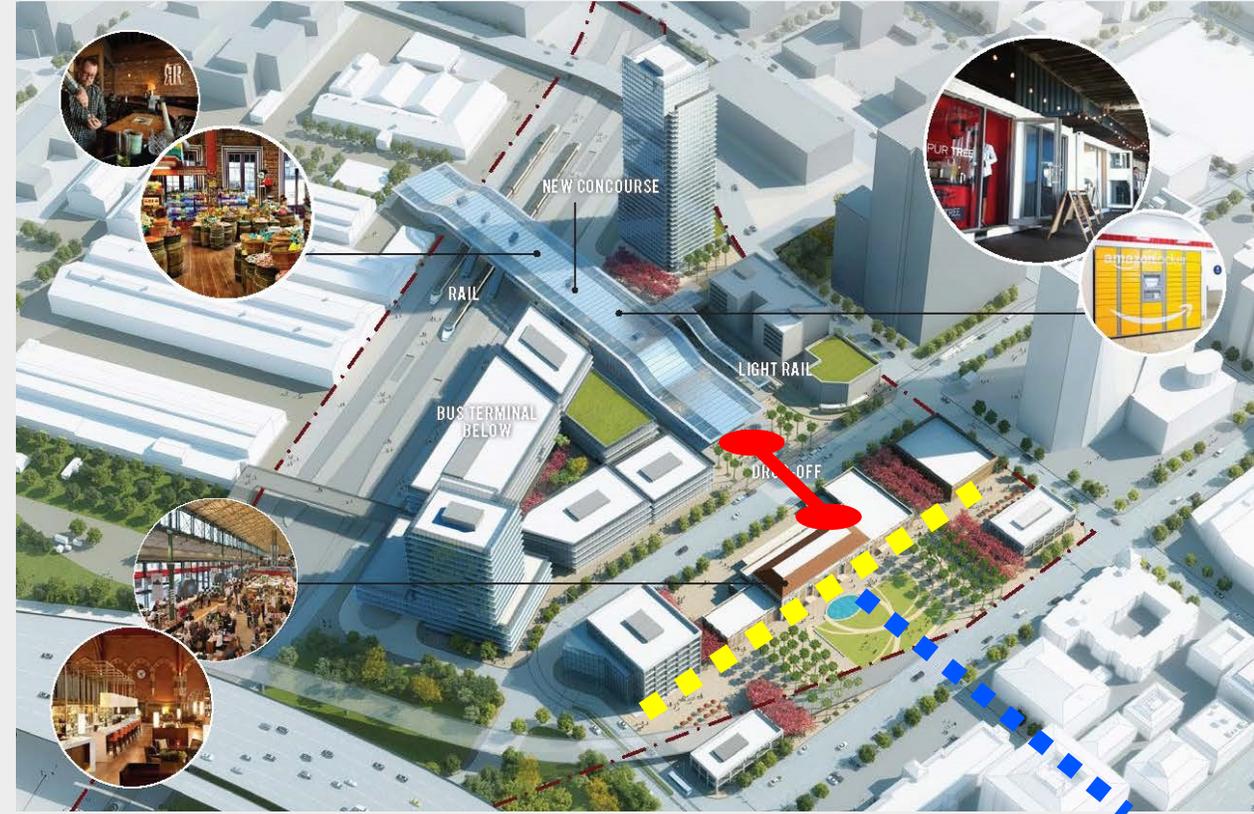
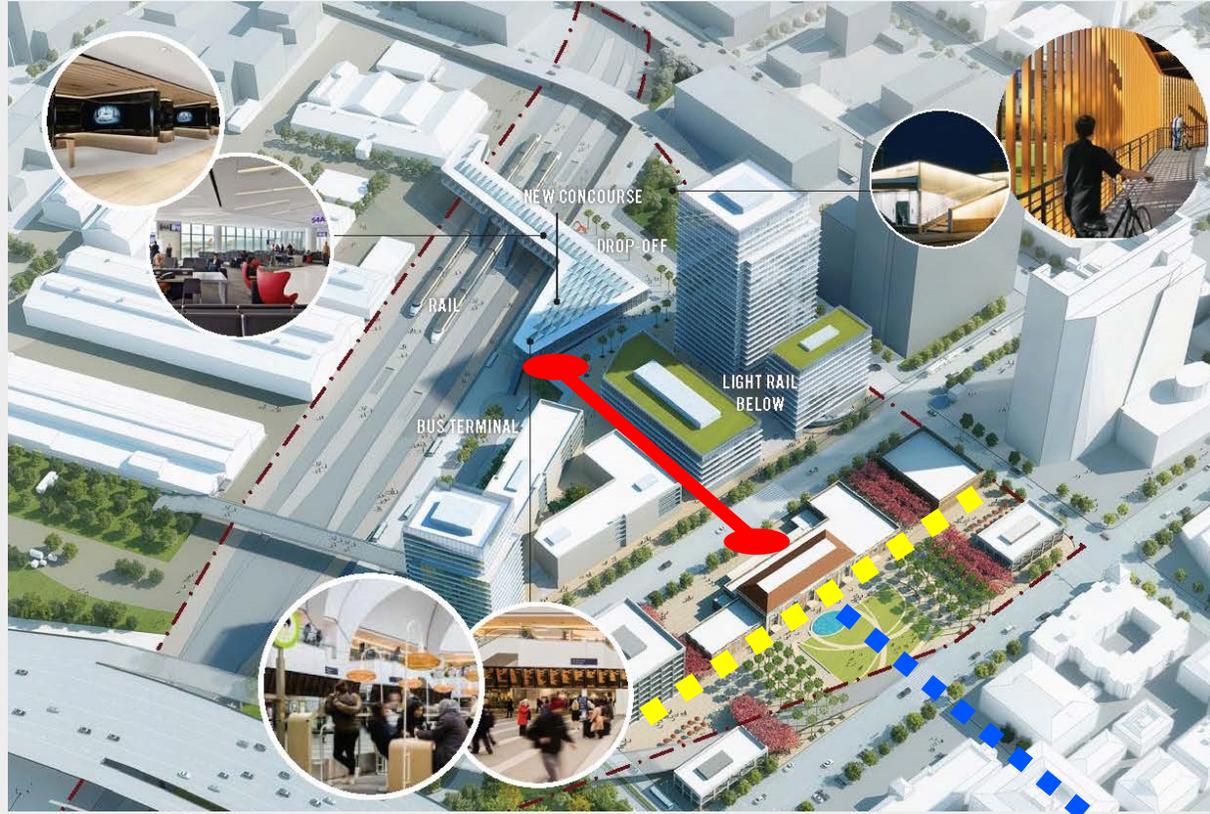


Figure 4.3.8: Plaza Framing, Proposed Condition

Concerns: Constricted view to historic station from 5th & I Street

2017 CONCEPTS – Reconsidered from Prior Presentation



**Concerns: Separation distance between new and historic building – road physical barrier
Limited access to front of station for vehicles and strong connection to Chinatown**

GRANT APPLICATION – SVS Transit Center

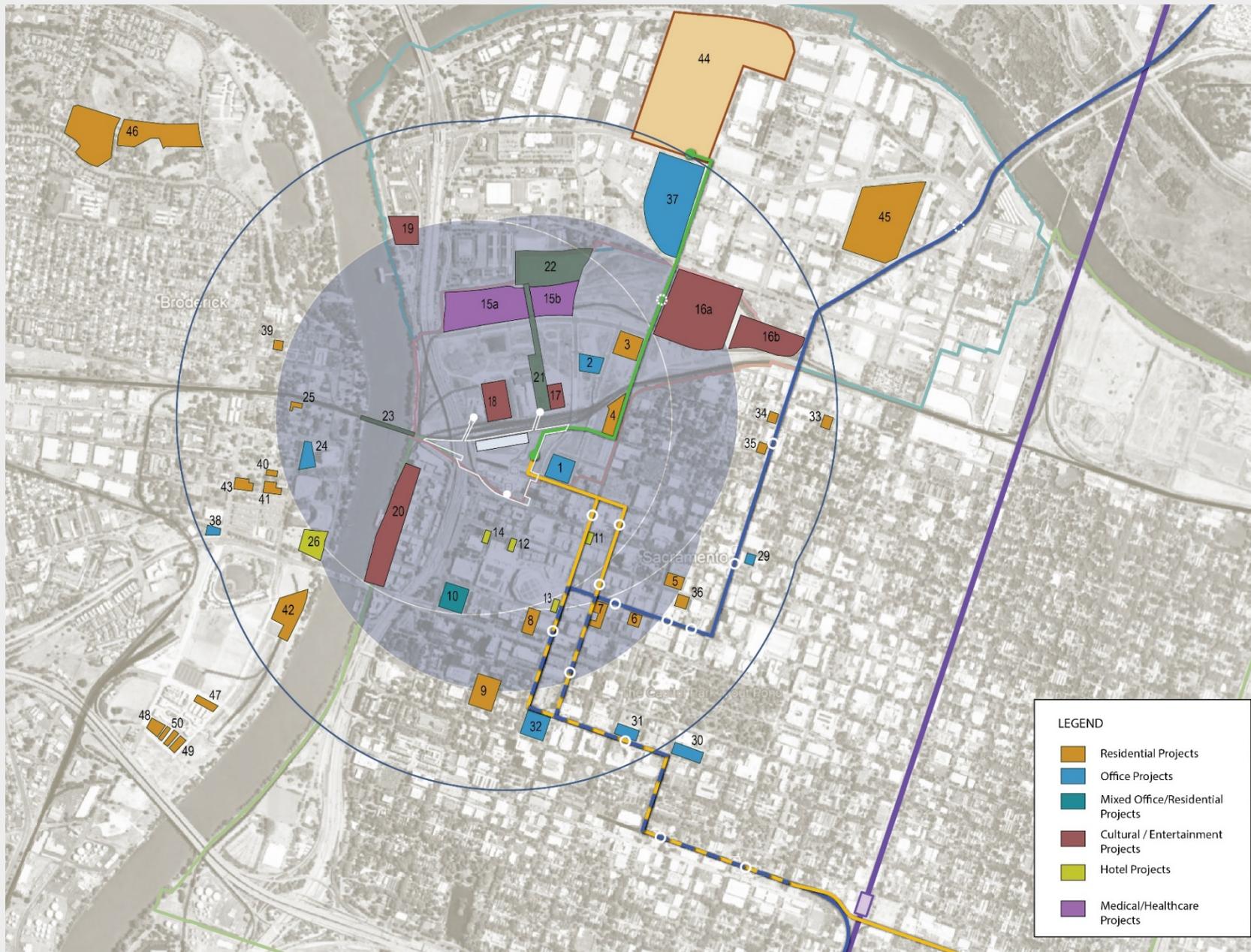


Sacramento
Valley Station

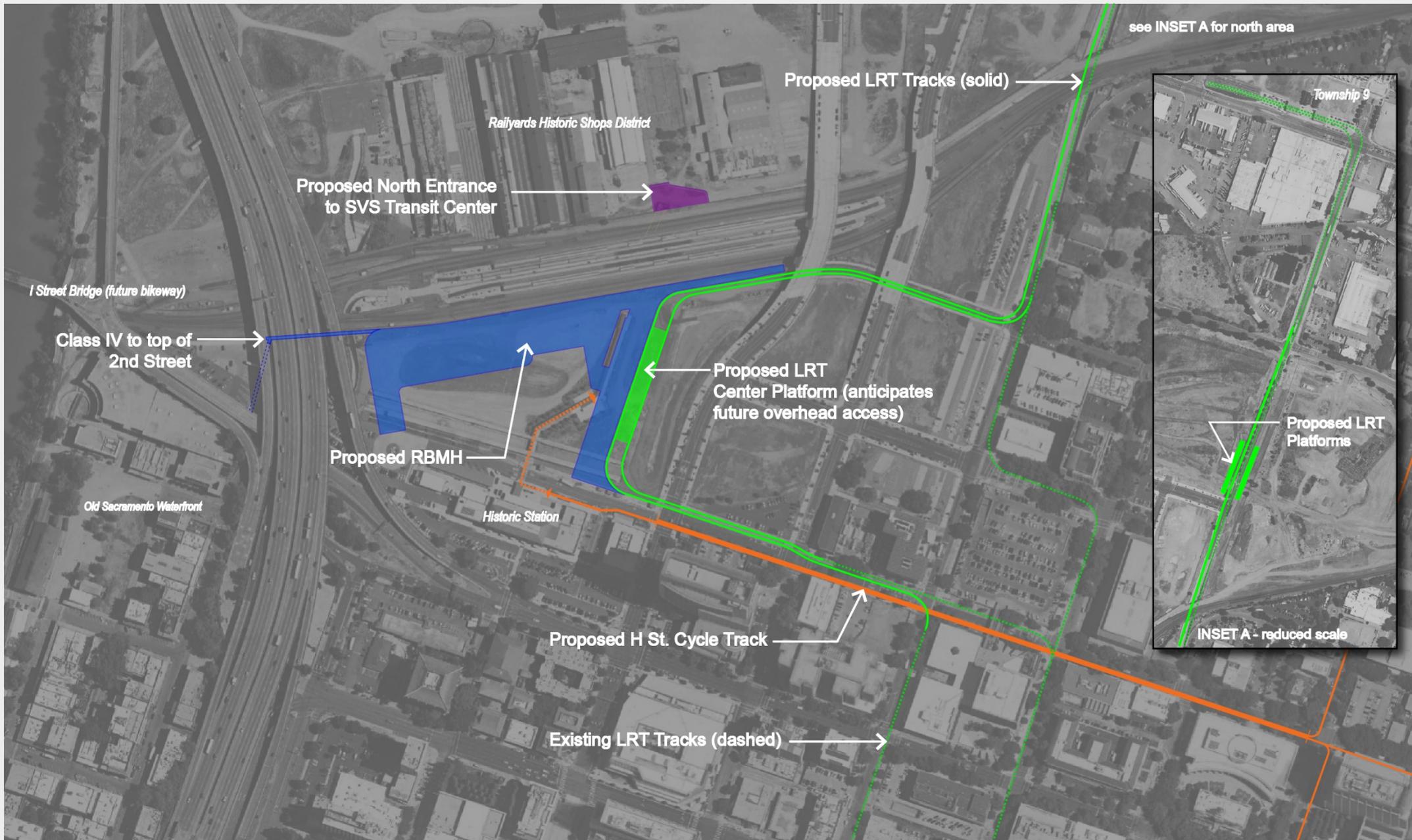


- CITY OVERVIEW**
- 1 Raley Field
 - 2 Golden One Arena
 - 3 Proposed MLS Stadium
 - 4 Future Powerhouse Science Museum
 - 5 Crocker Art Museum
 - 6 California State Railroad Museum (*Future Expansion)
 - 7 Sacramento Valley Station

HISTORICAL OVERVIEW ▶

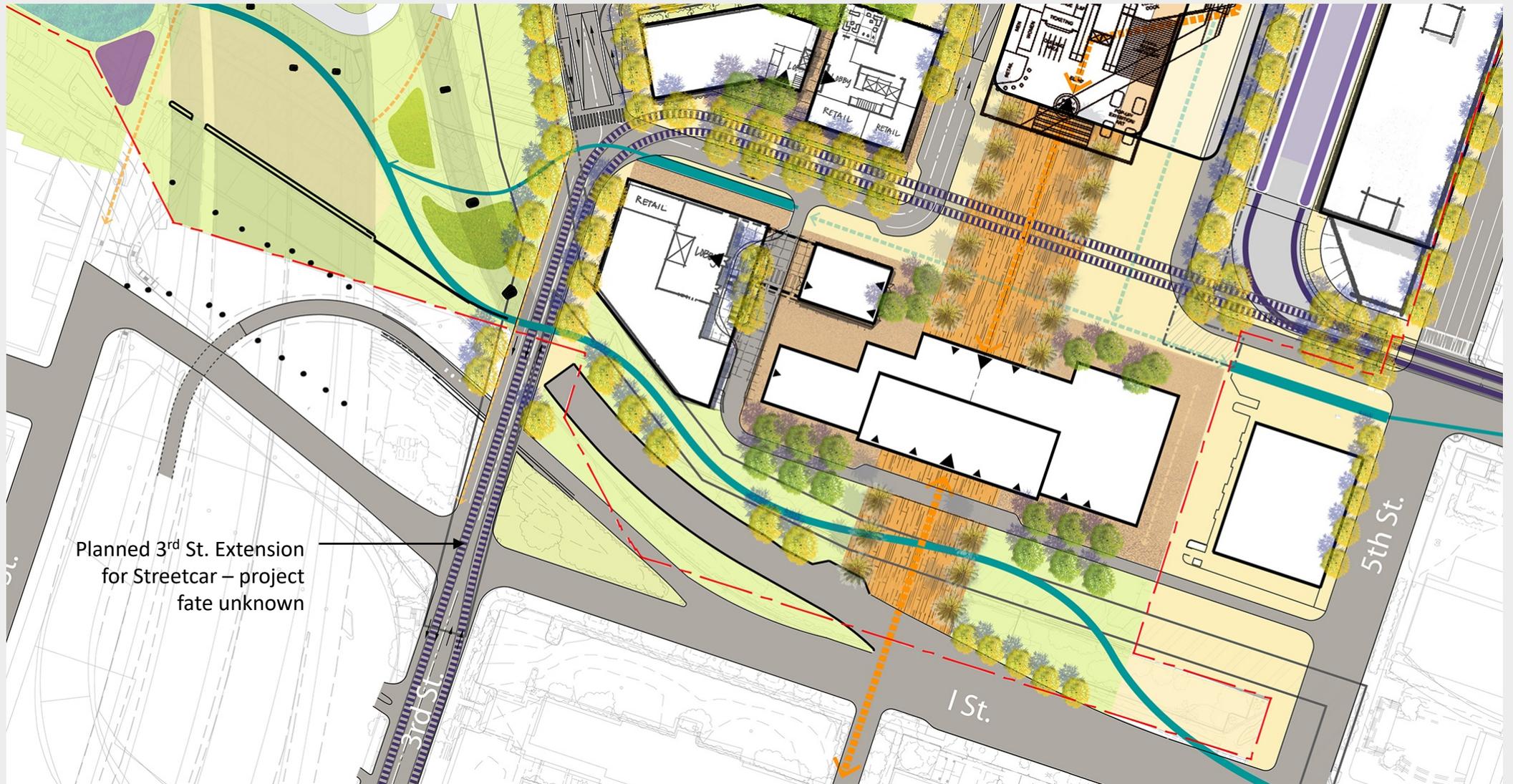


PLANNING AND DEVELOPMENT CONTEXT
 Current Development projects in planning or construction

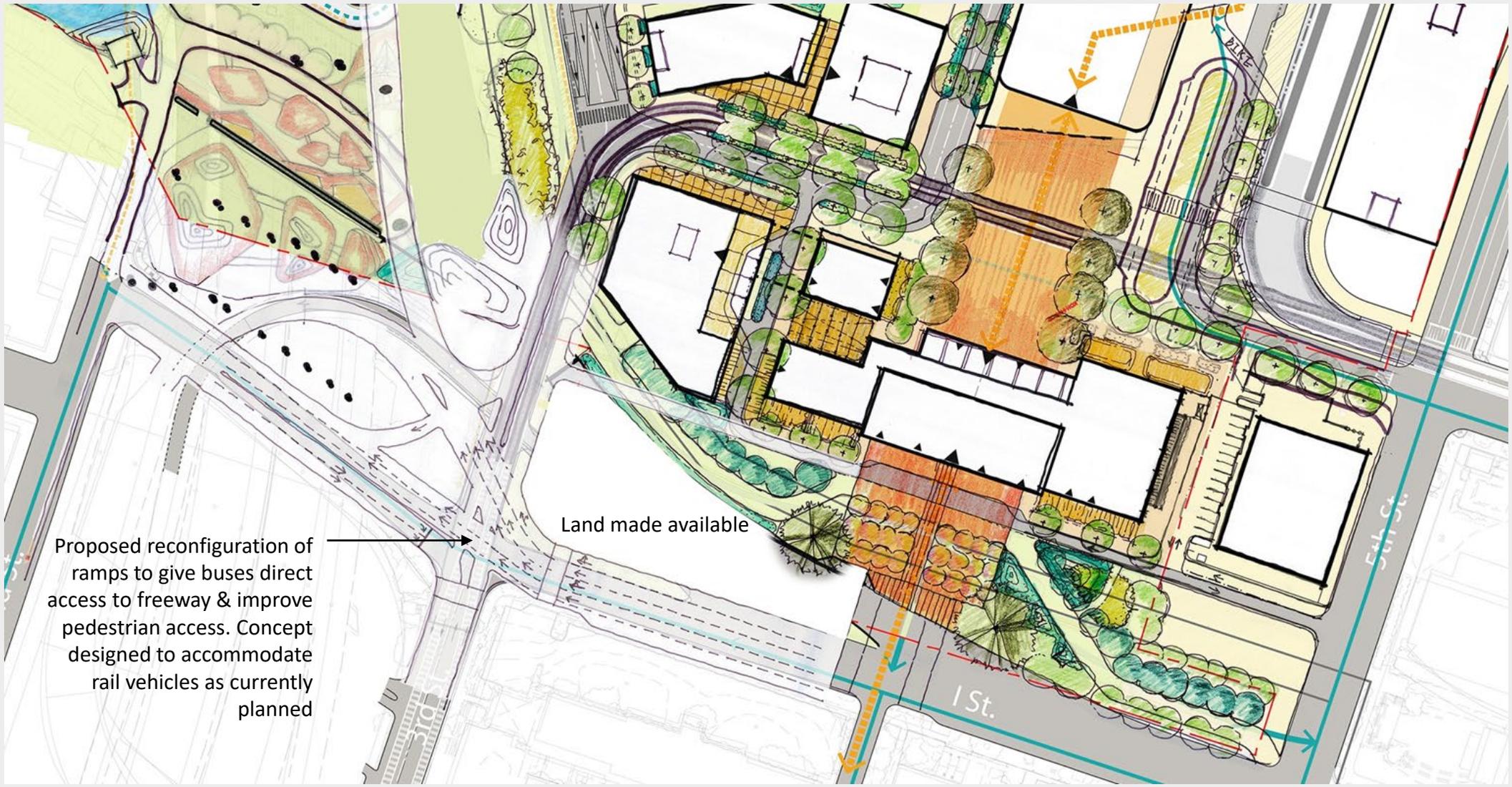


TIRCP GRANT APPLICATION PROJECTS

Projects as noted on plan



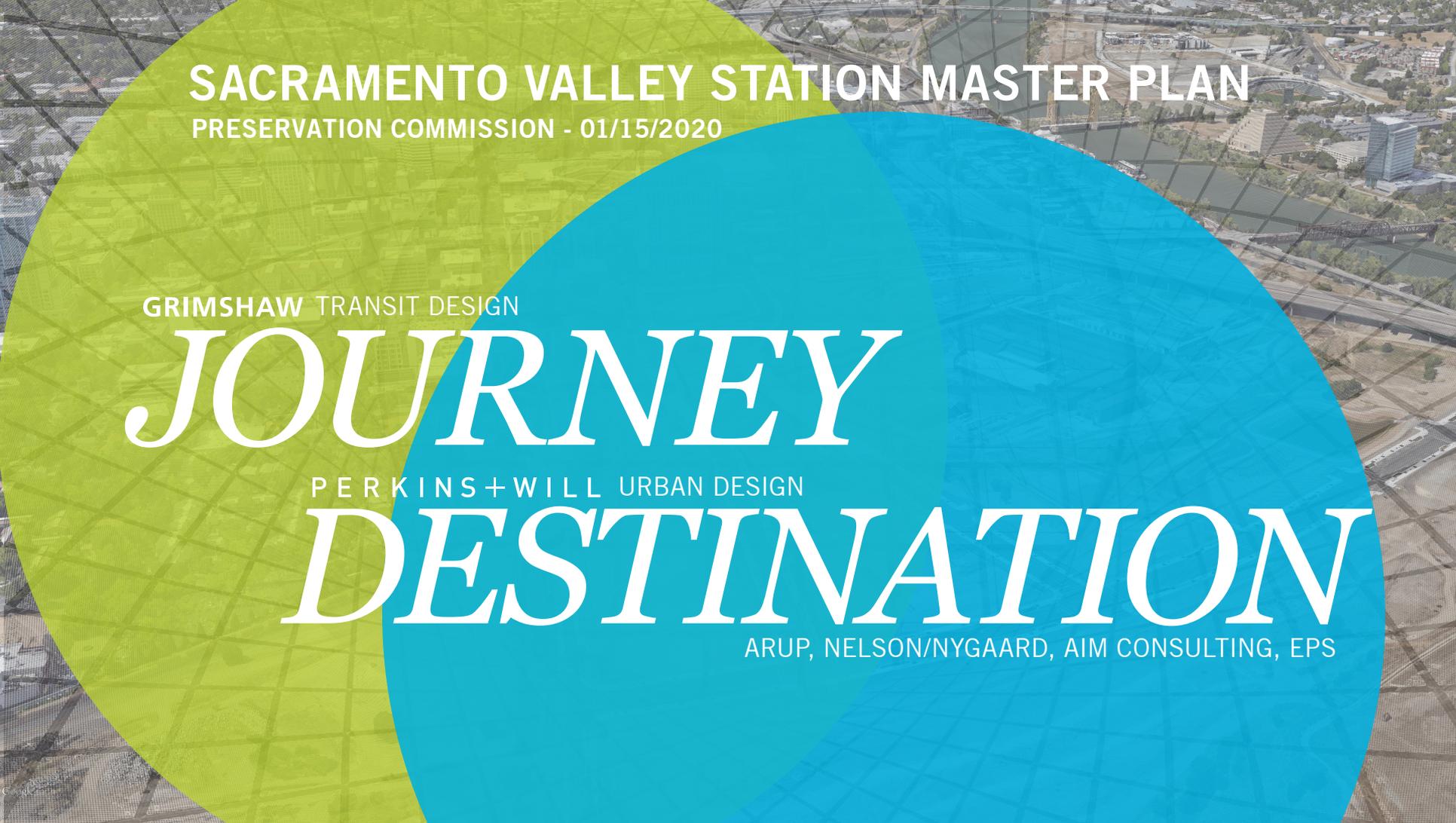
Planned 3rd St. Extension
for Streetcar – project
fate unknown



Proposed reconfiguration of ramps to give buses direct access to freeway & improve pedestrian access. Concept designed to accommodate rail vehicles as currently planned

Land made available

OPPORTUNITY TO CONNECT STATION FOR BUSES AT 3RD STREET
Proposed Concept Design and positive effect on site plan



SACRAMENTO VALLEY STATION MASTER PLAN
PRESERVATION COMMISSION - 01/15/2020

GRIMSHAW TRANSIT DESIGN

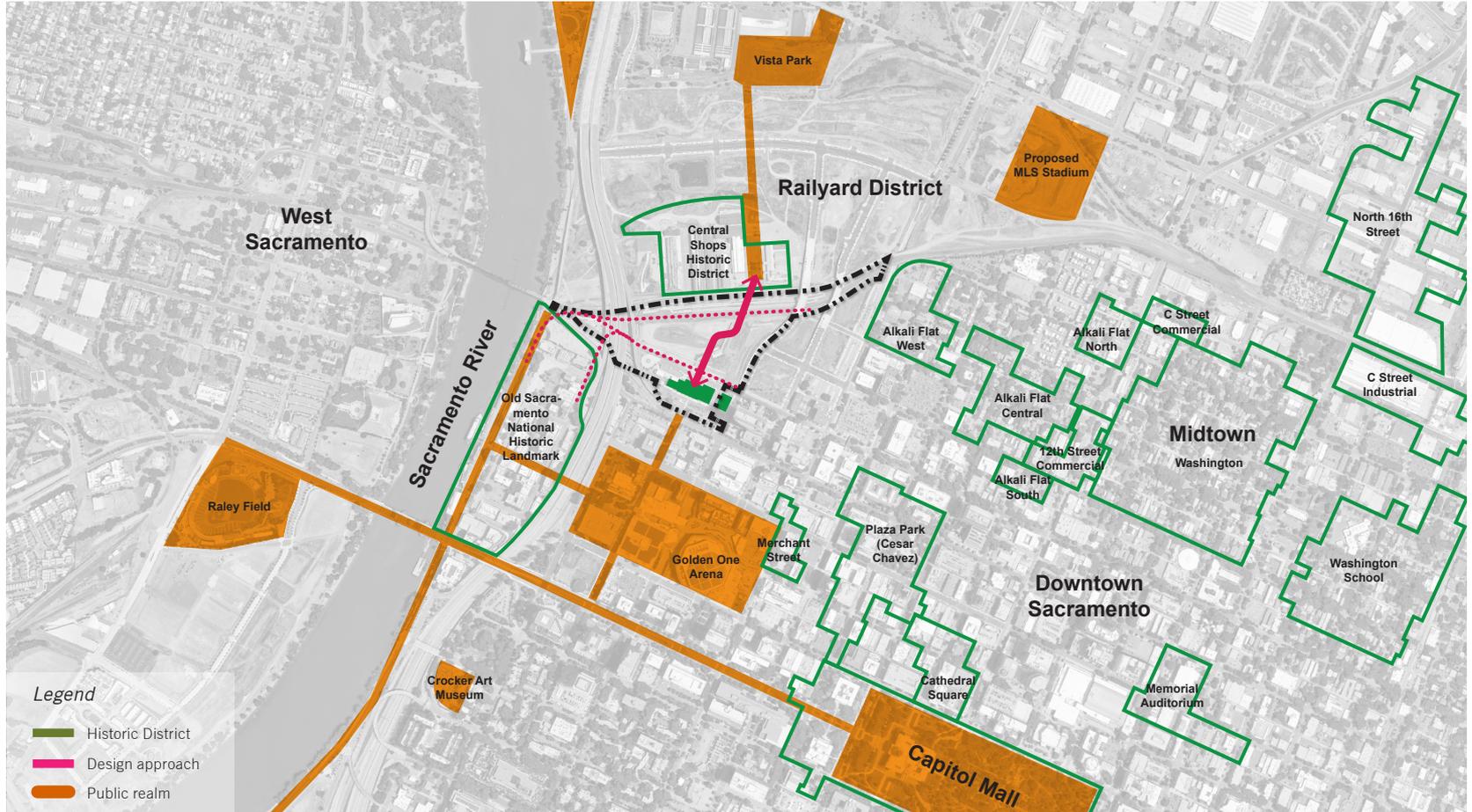
JOURNEY

PERKINS+WILL URBAN DESIGN

DESTINATION

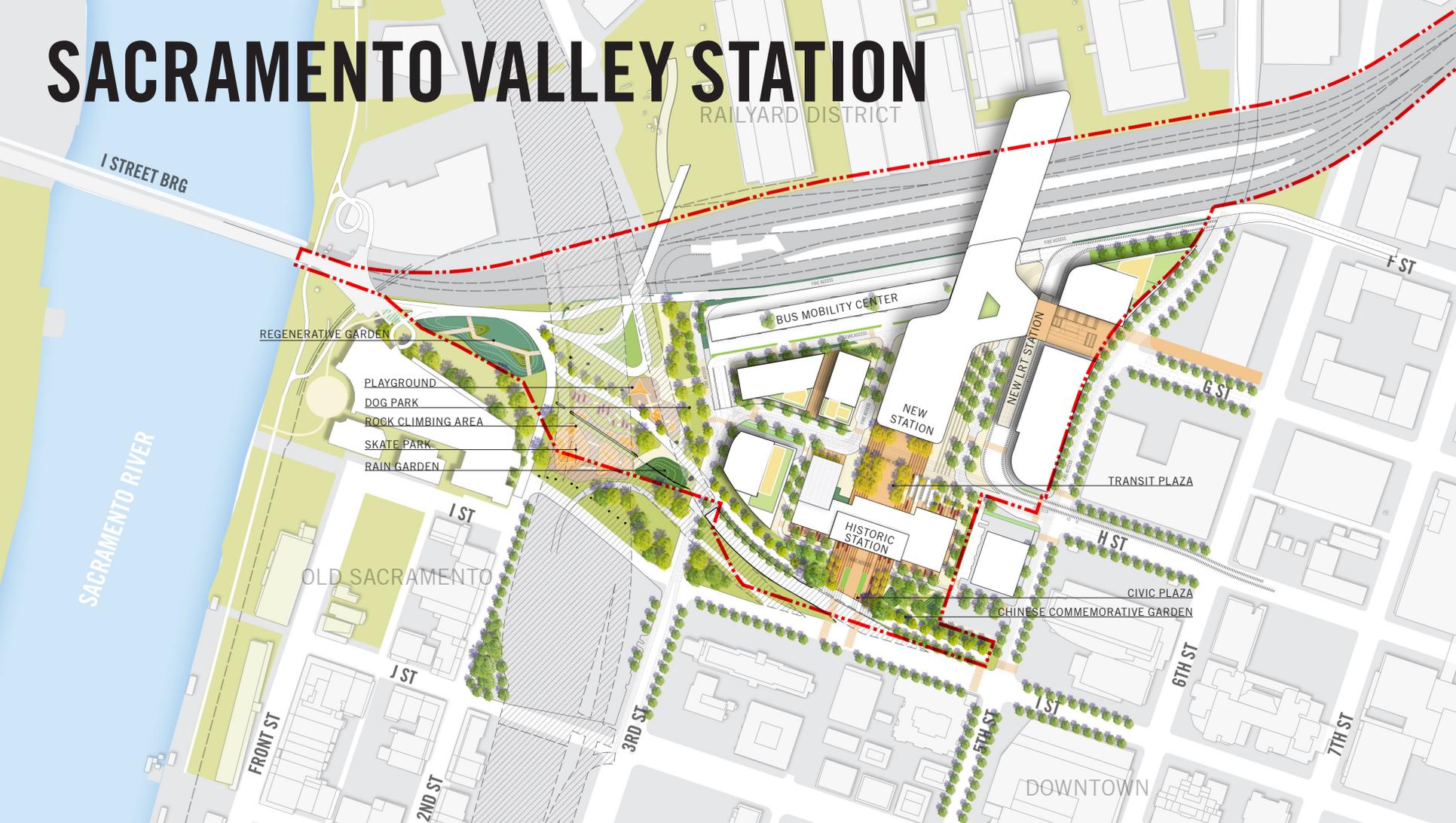
ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

CONTEXT



SACRAMENTO VALLEY STATION

RAILYARD DISTRICT



I STREET BRG

REGENERATIVE GARDEN

- PLAYGROUND
- DOG PARK
- ROCK CLIMBING AREA
- SKATE PARK
- RAIN GARDEN

BUS MOBILITY CENTER

NEW STATION

HISTORIC STATION

CHINESE COMMEMORATIVE GARDEN

TRANSIT PLAZA

CIVIC PLAZA

SACRAMENTO RIVER

OLD SACRAMENTO

DOWNTOWN

FRONT ST

J ST

2ND ST

3RD ST

5TH ST

6TH ST

7TH ST

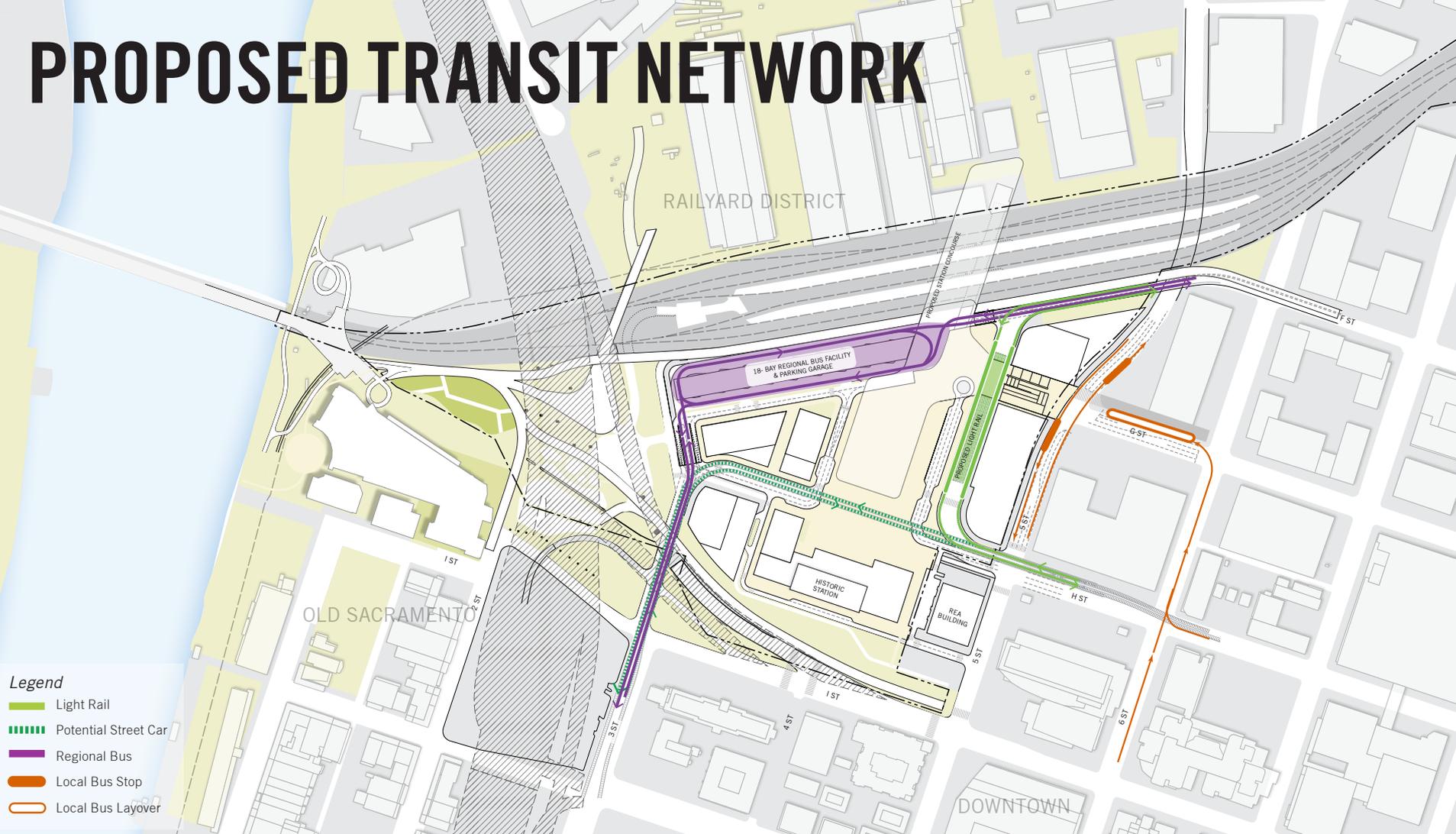
F ST

G ST

H ST

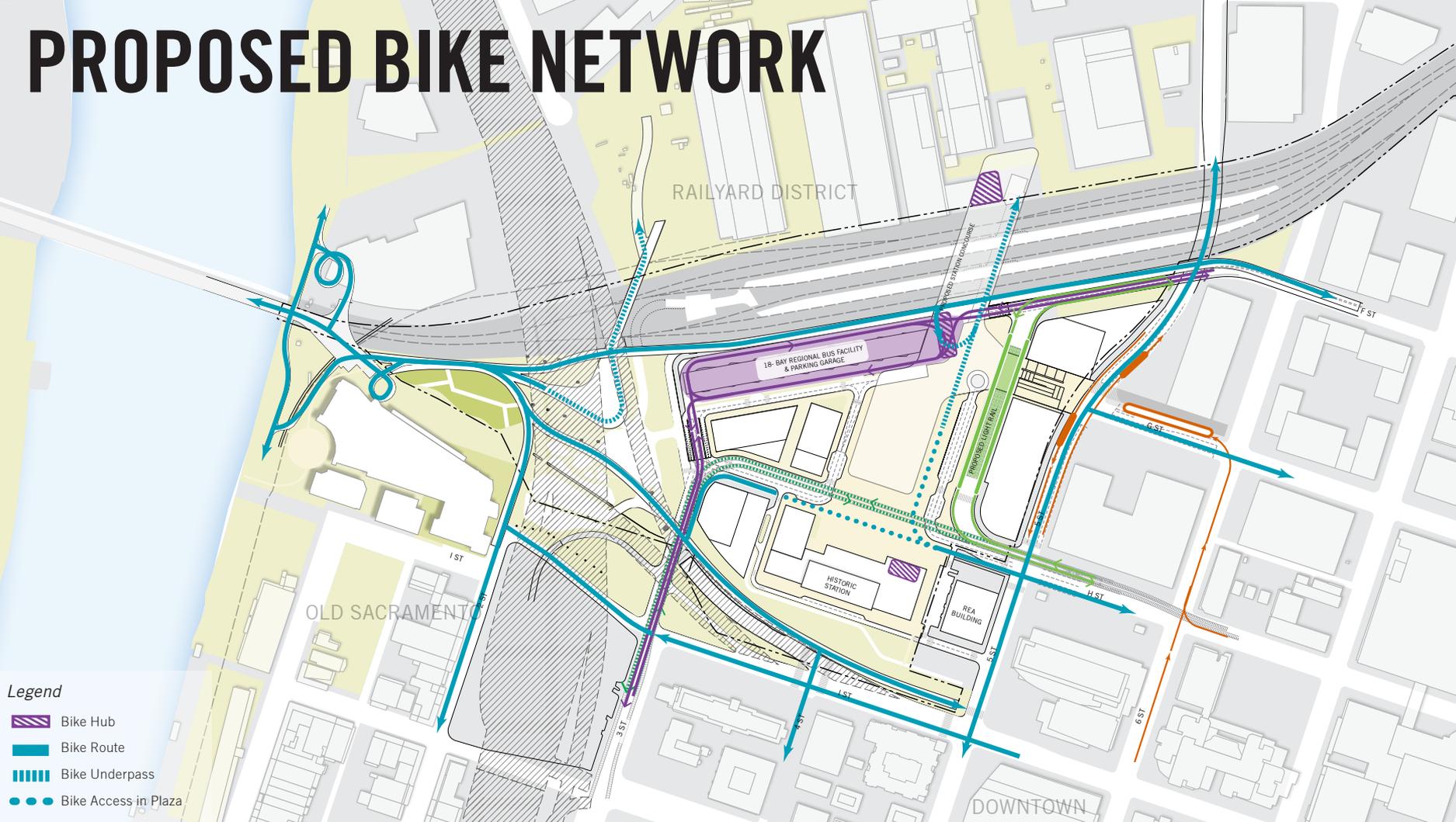
I ST

PROPOSED TRANSIT NETWORK



- Legend**
- Light Rail
 - Potential Street Car
 - Regional Bus
 - Local Bus Stop
 - Local Bus Layover

PROPOSED BIKE NETWORK



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

BUS MOBILITY CENTER

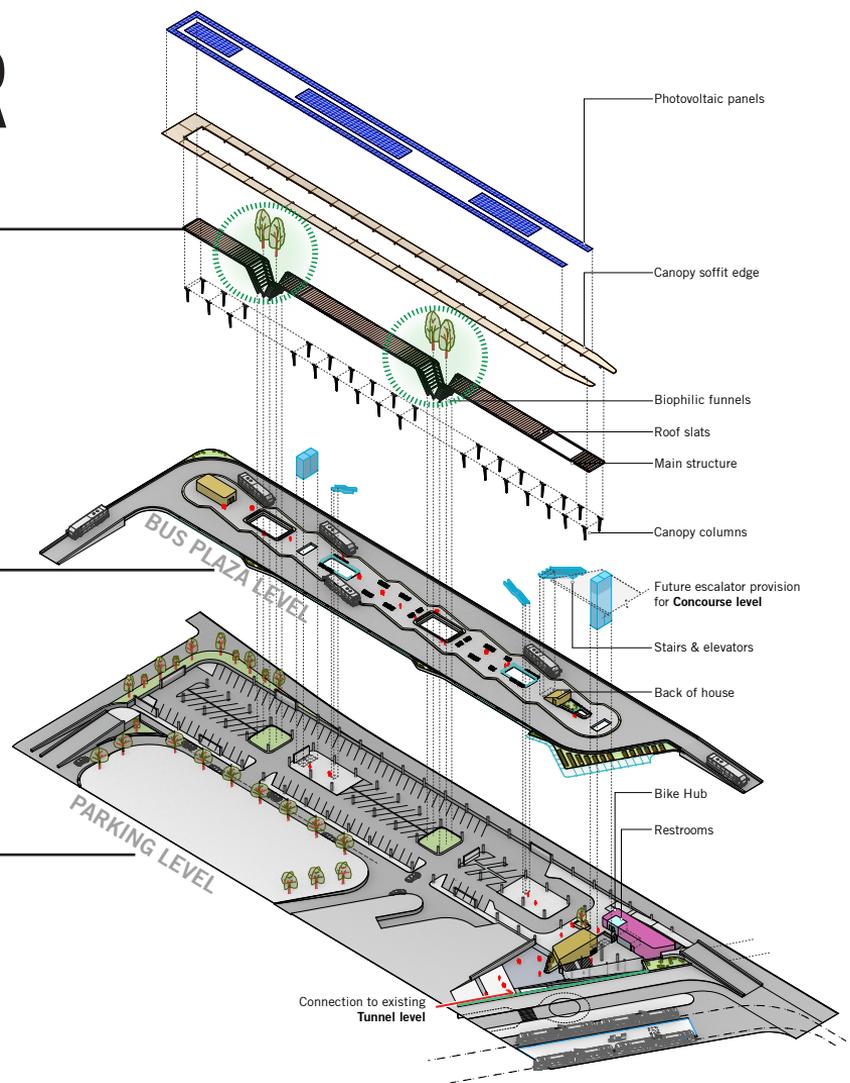


BUS MOBILITY CENTER

+16' LEVEL

+7.5' LEVEL

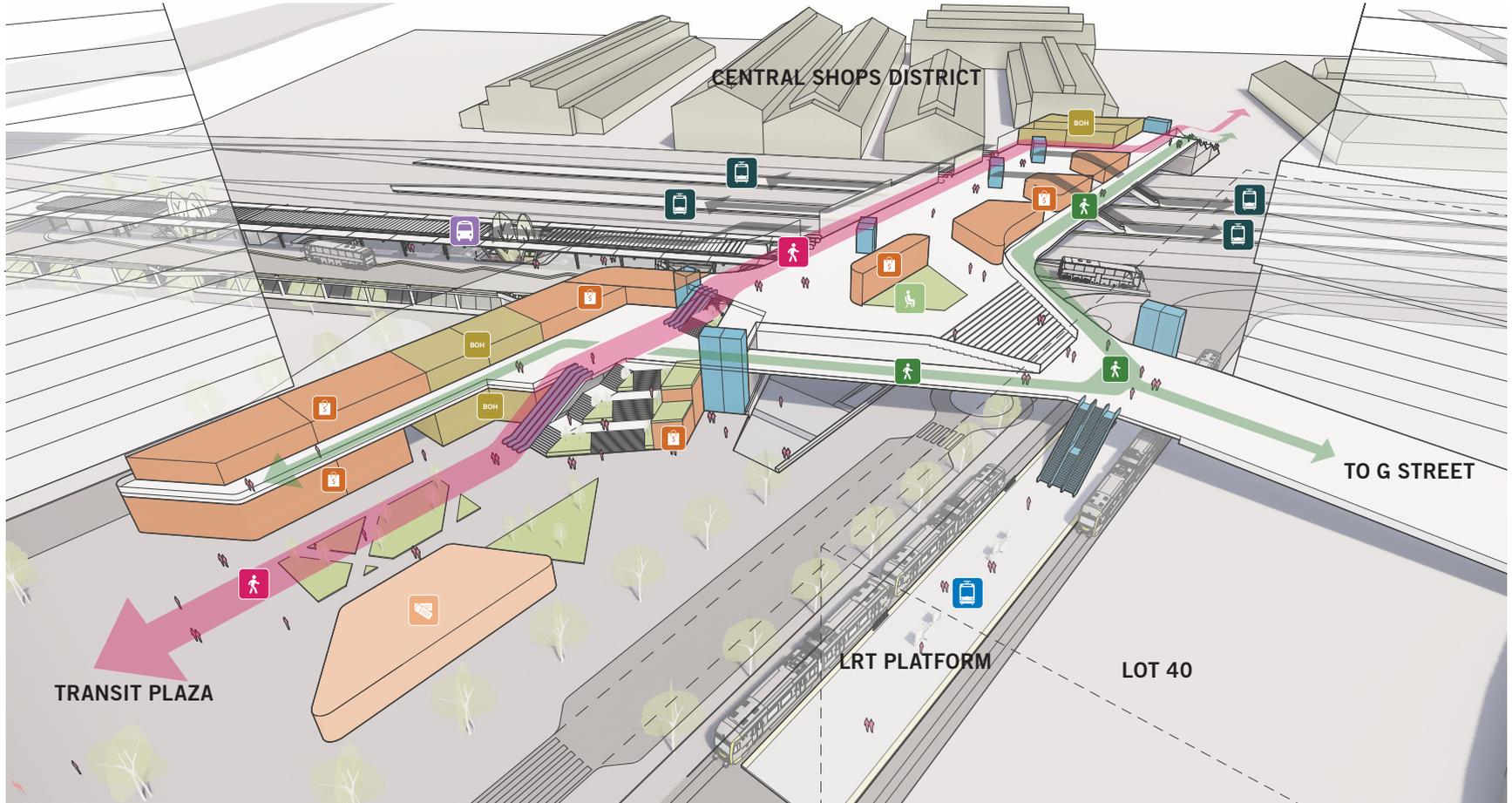
-5' LEVEL



BUS PLAZA LEVEL



NEW STATION PEDESTRIAN CONNECTIVITY



SUSTAINABILITY



LIVING COMMUNITY CHALLENGE

Sacramento Valley Station Master Plan is registered for the Living Community Challenge (LCC). LCC is a certification program that guides the design and construction of buildings and neighborhoods to be socially just, culturally rich, and ecologically restorative. LCC projects aim to have a net positive impact in seven petals: place, water, energy, health & happiness, materials, equity, and beauty.



LIVING BUILDING CHALLENGE

The new station building is registered for the Living Building Challenge (LBC). LBC is a certification program that guides the design and construction of buildings to be socially just, culturally rich, and ecologically restorative. LBC projects aim to have a net positive impact in seven petals: place, water, energy, health & happiness, materials, equity, and beauty.

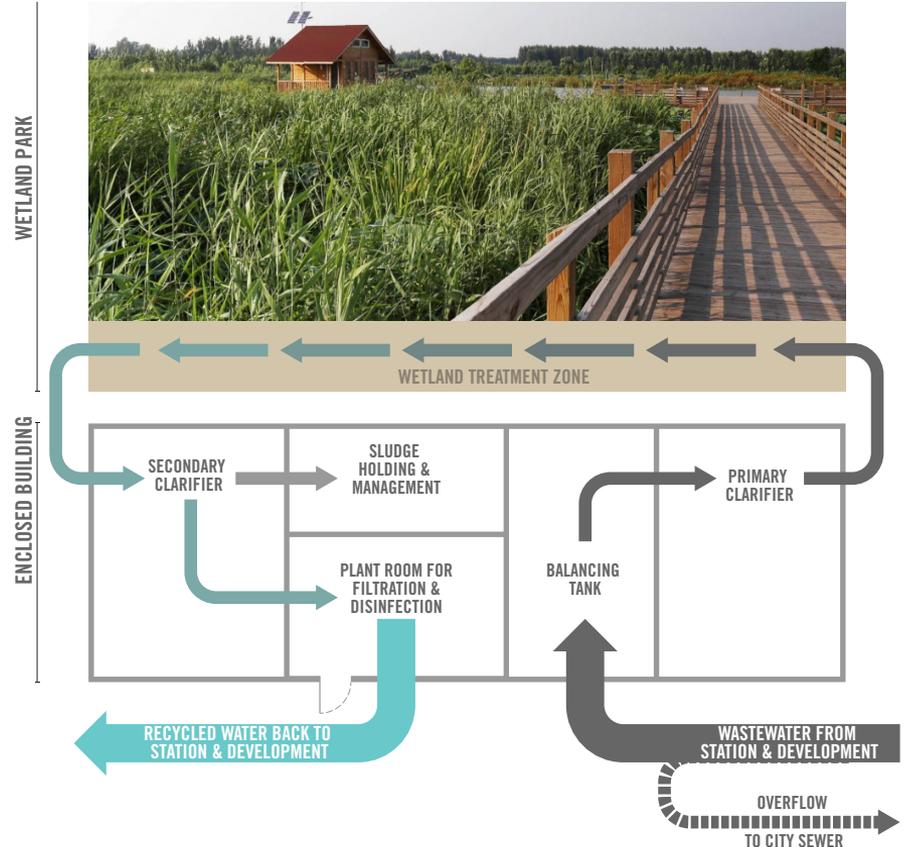
SUSTAINABILITY - WATER

Net Positive Water -

- All rainwater and stormwater captured onsite
- All wastewater treated and recycled onsite
- All nonpotable water supplied onsite



Demonstrative innovative wastewater treatment technology



SUSTAINABILITY - ENERGY

Net Positive Energy -

- 105% of energy need supplied by renewable energy
- All electric (no gas) connections to reduce greenhouse gas emissions
- On-site energy storage to support a week of off-grid operations of critical facilities for resiliency



SUSTAINABILITY - BIOPHILIA

Biophilic Design -

- Embedding Nature at the station
- Design to enhance the sensory experience of sun, shade, delta breeze, sound and light
- Celebrating natural and cultural histories for a strong sense of place



RECONNECTING THE HISTORIC FABRIC



RAILYARD DISTRICT

18-BAY REGIONAL BUS FACILITY & PARKING GARAGE

HISTORIC STATION

REA BUILDING

OLD SACRAMENTO

DOWNTOWN

- Legend**
- Pedestrian Priority Zone
 - Indoor Public Realm
 - Non-occupiable Space
 - Overpass
 - Underpass

1 ST

2 ST

3 ST

4 ST

1 ST

5 ST

6 ST

H ST

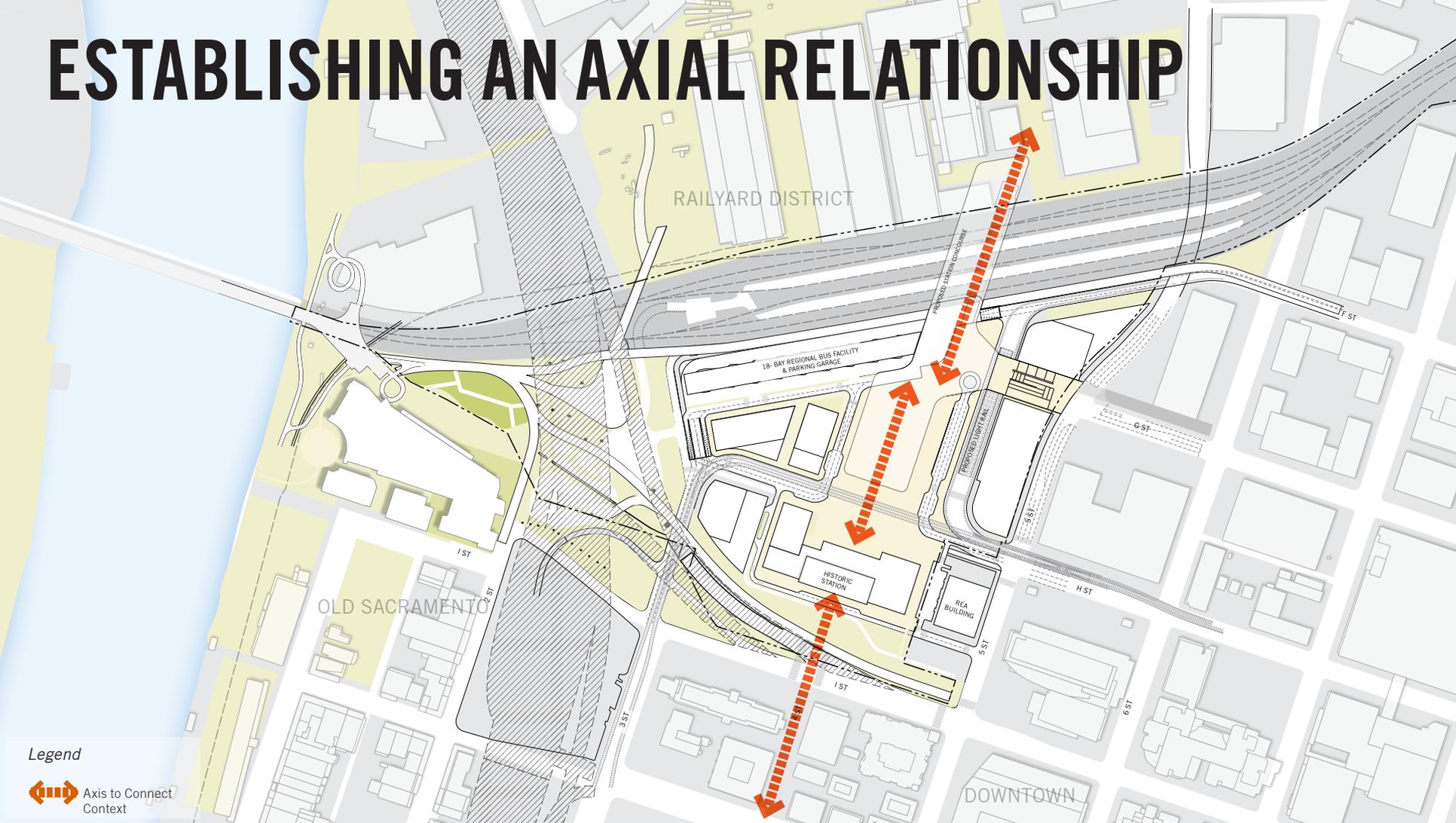
5 ST

F ST

PROPOSED PATRON OVERPASS

PROPOSED LIGHT RAIL

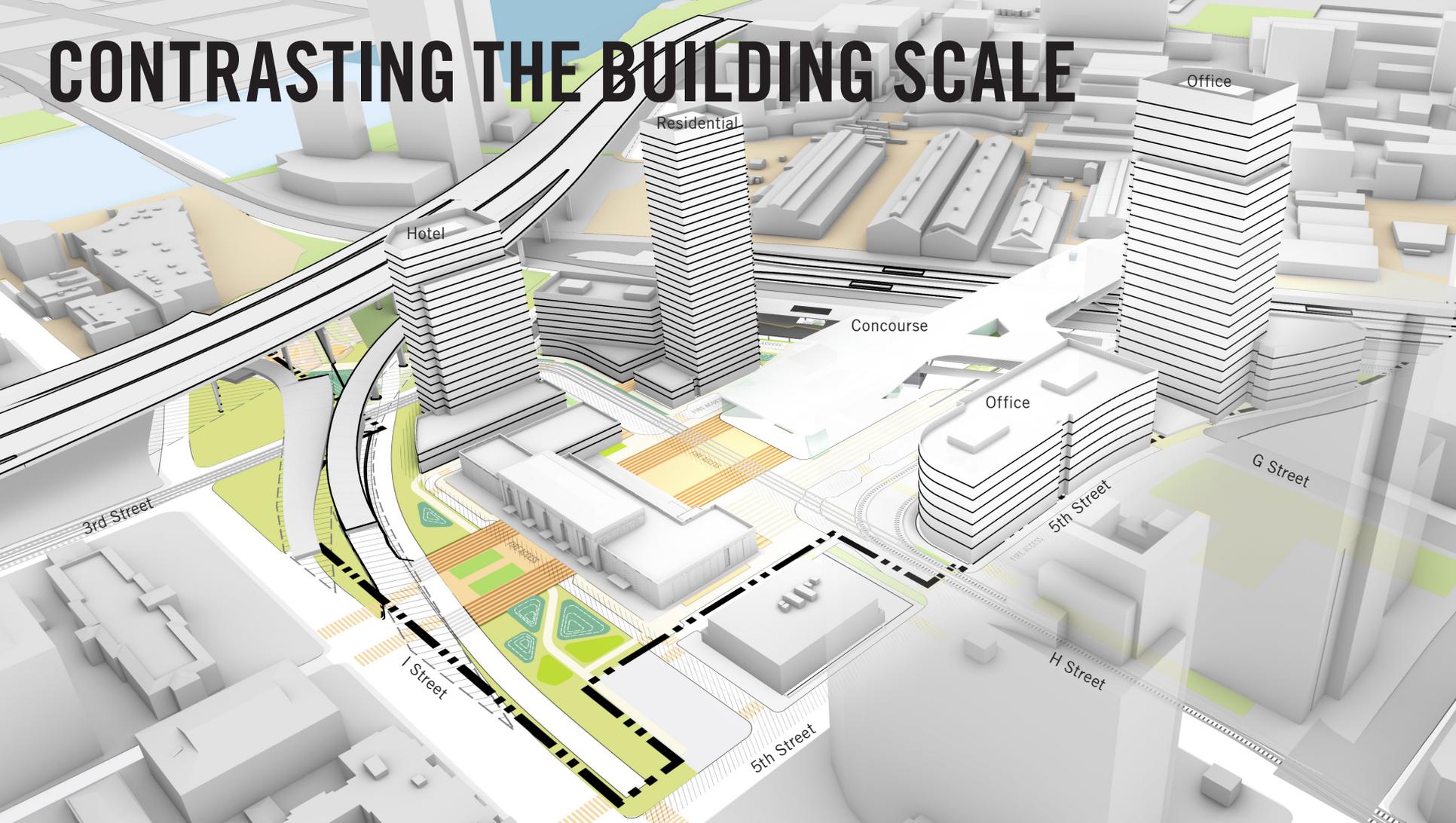
ESTABLISHING AN AXIAL RELATIONSHIP



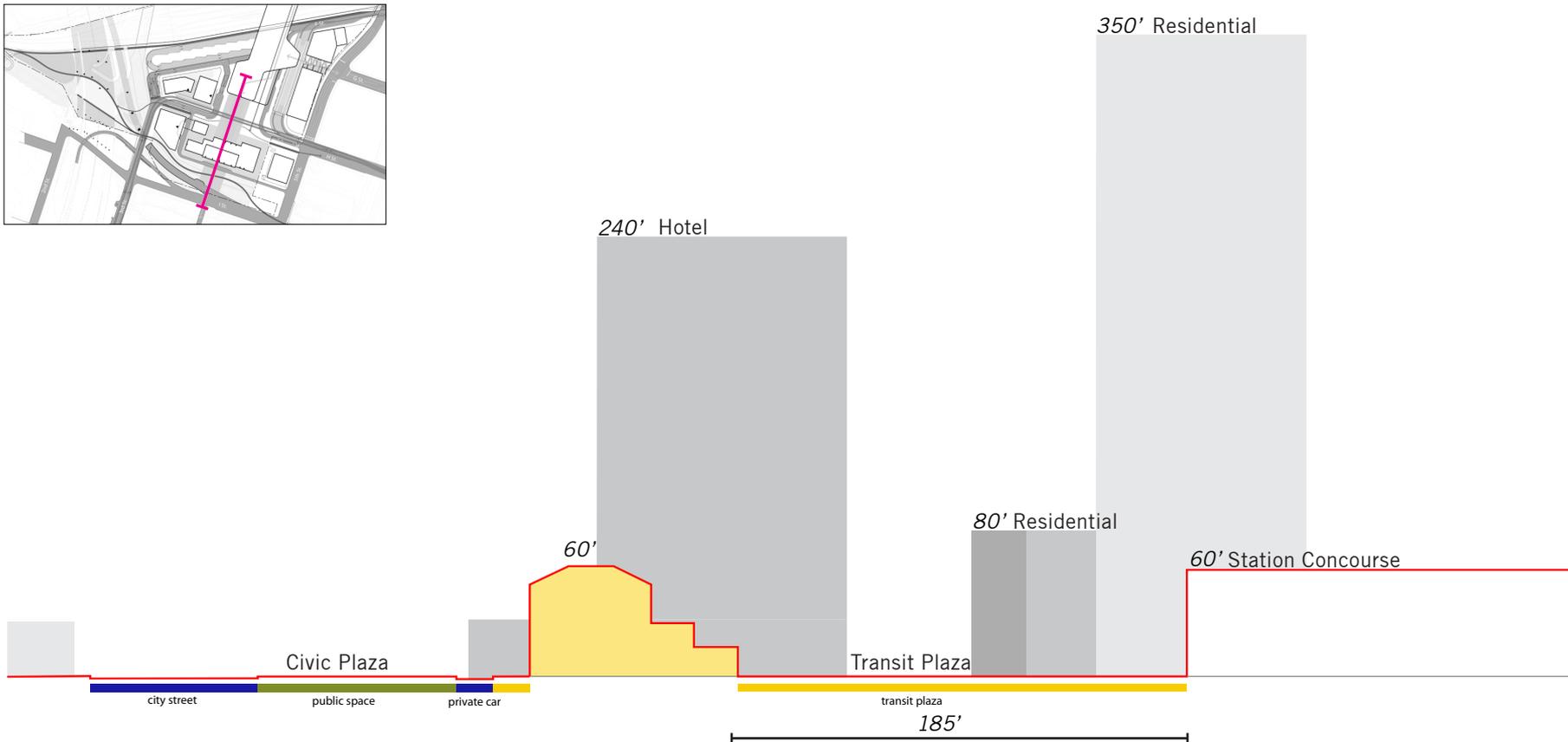
Legend

 Axis to Connect Context

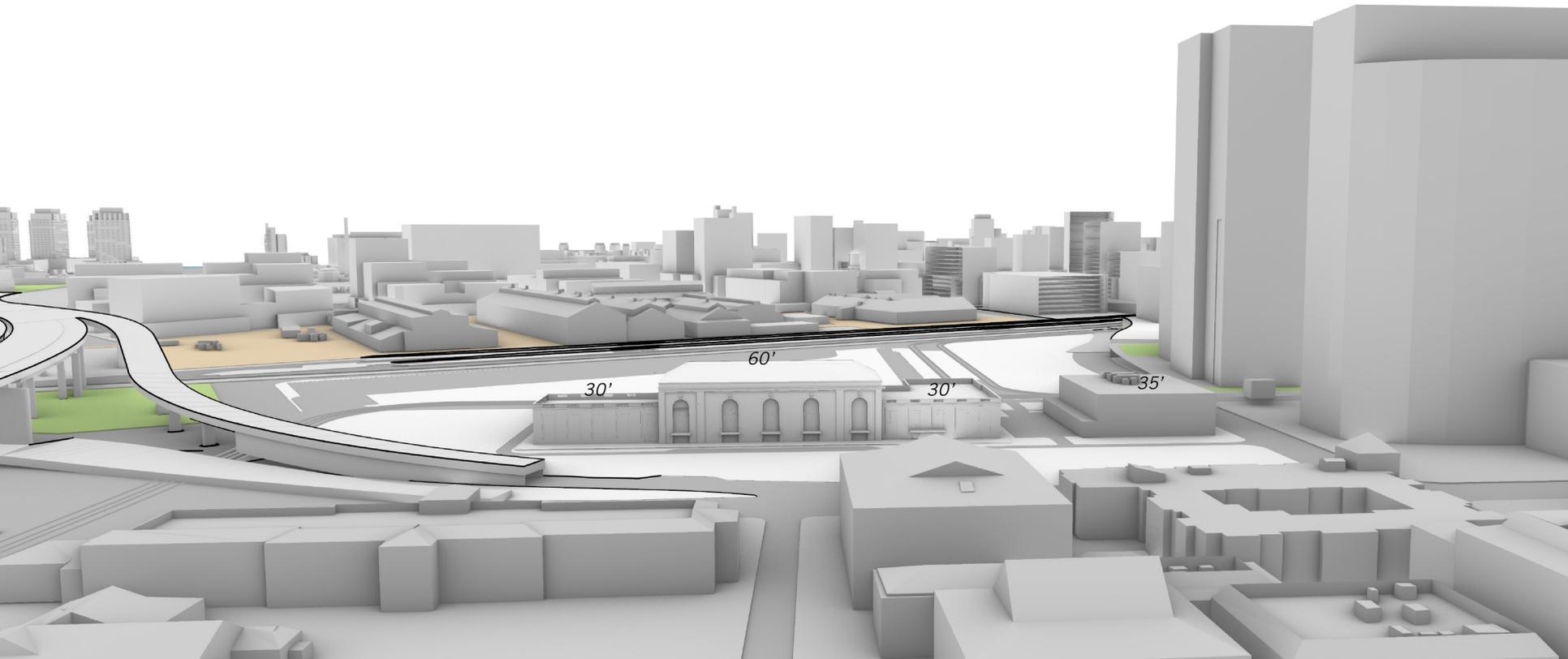
CONTRASTING THE BUILDING SCALE



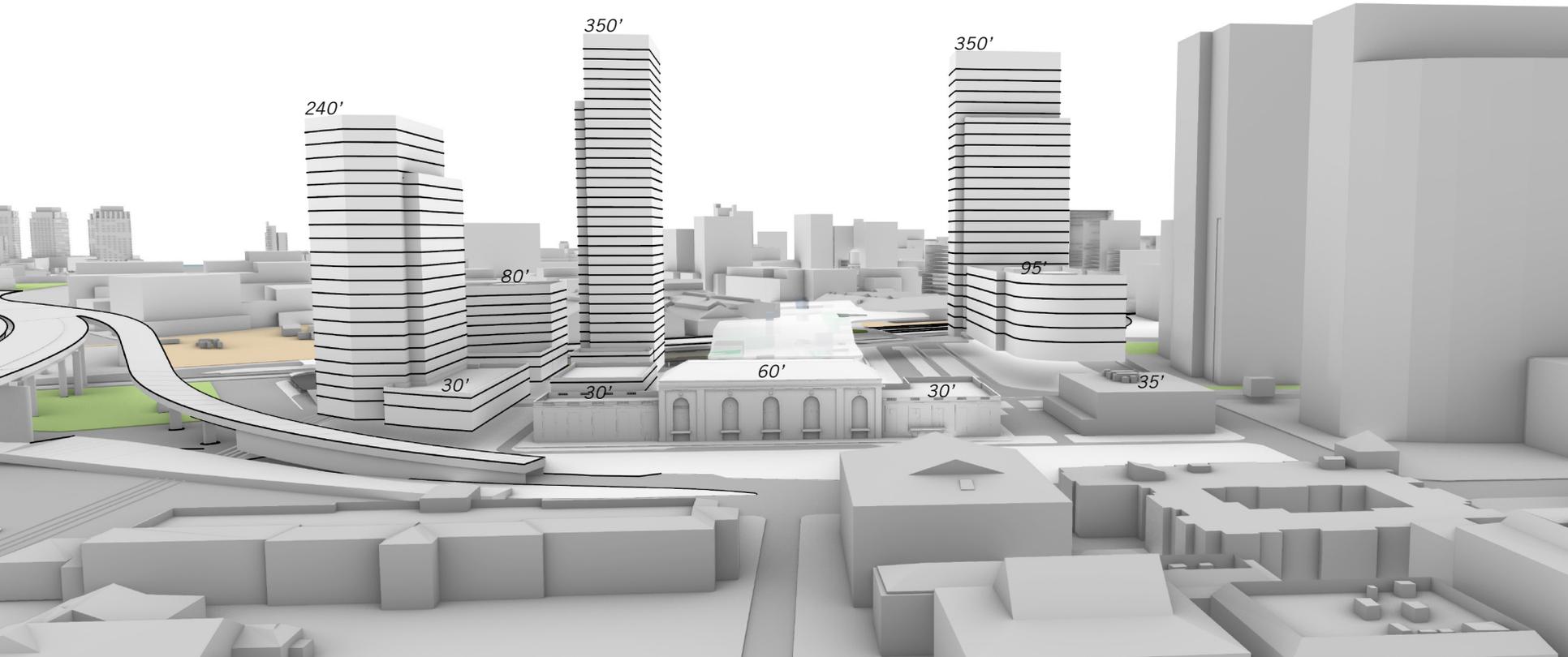
HISTORIC STATION CONTEXT



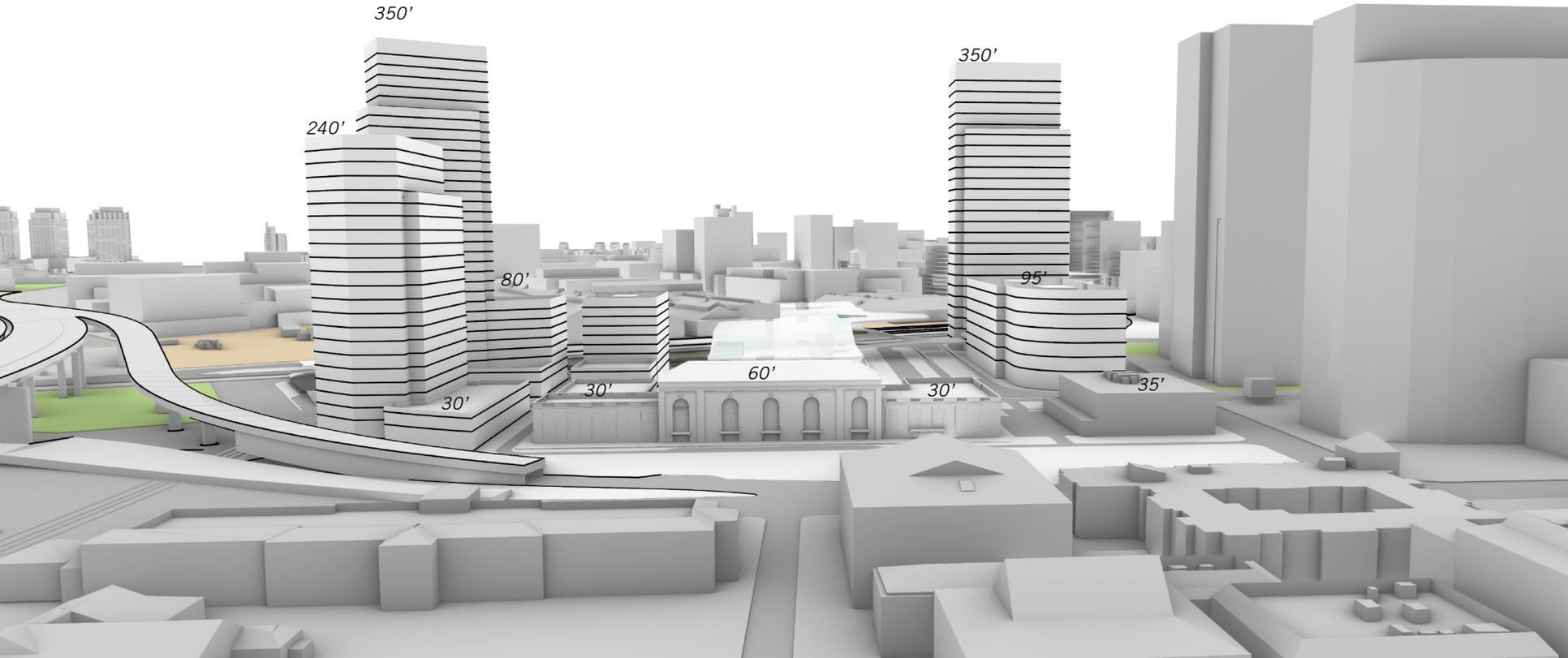
HISTORIC STATION CONTEXT



TOWER SEPARATION - OPTION 1



TOWER SEPARATION - OPTION 2



SUSTAINABILITY STUDIES

DAYLIGHT

Best daylight performance - small floorplate and tall buildings

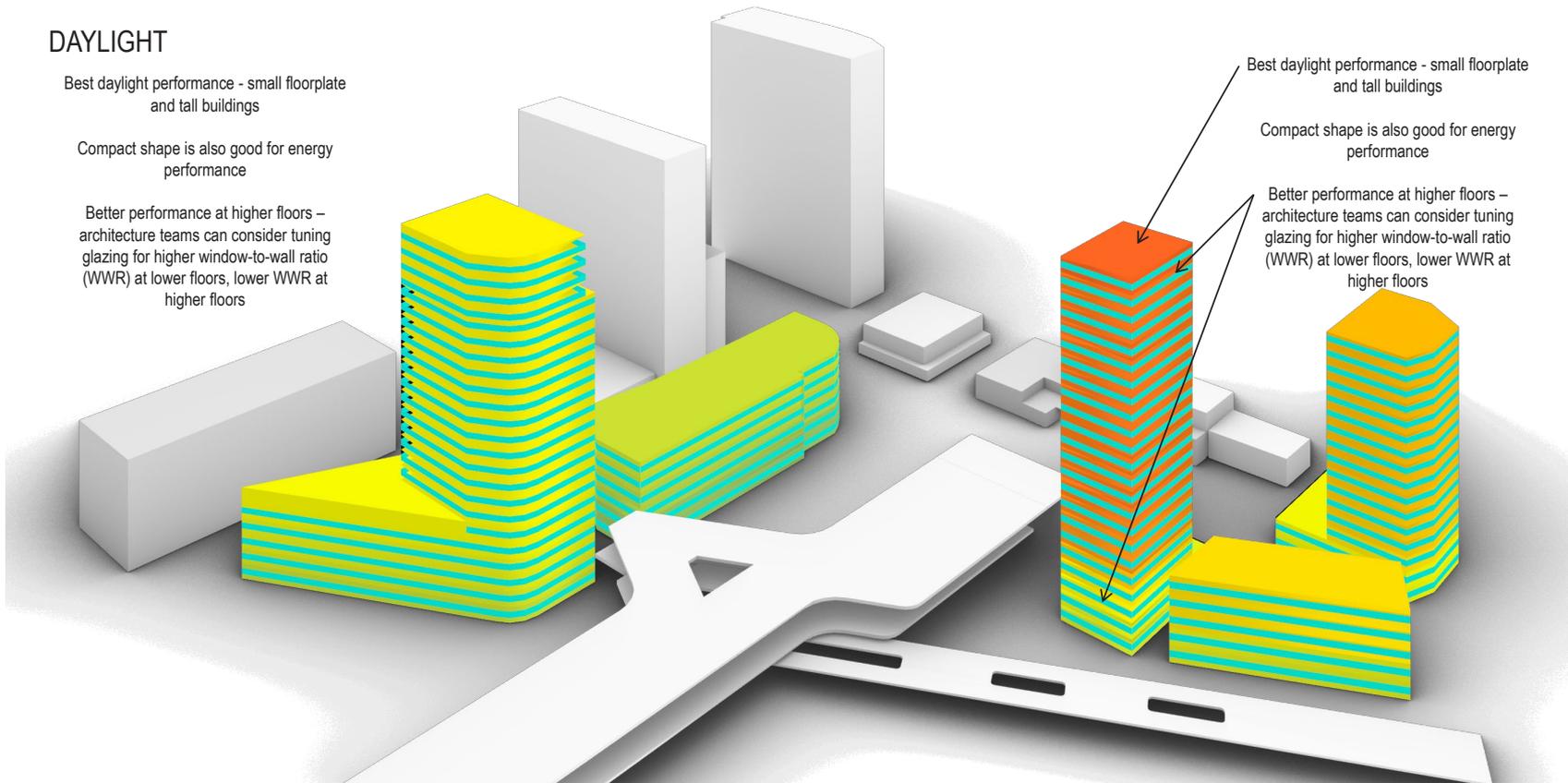
Compact shape is also good for energy performance

Better performance at higher floors – architecture teams can consider tuning glazing for higher window-to-wall ratio (WWR) at lower floors, lower WWR at higher floors

Best daylight performance - small floorplate and tall buildings

Compact shape is also good for energy performance

Better performance at higher floors – architecture teams can consider tuning glazing for higher window-to-wall ratio (WWR) at lower floors, lower WWR at higher floors



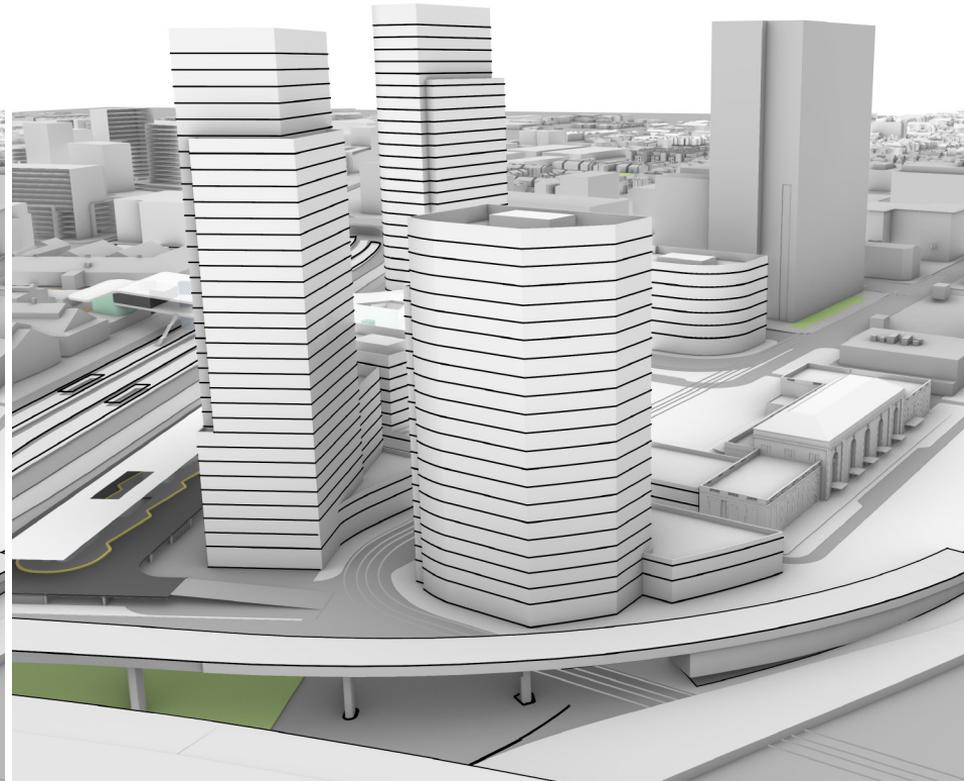
Spatial Daylight Autonomy, 300 lux for 50%+ of occupied hours



TOWER SEPARATION OPTIONS

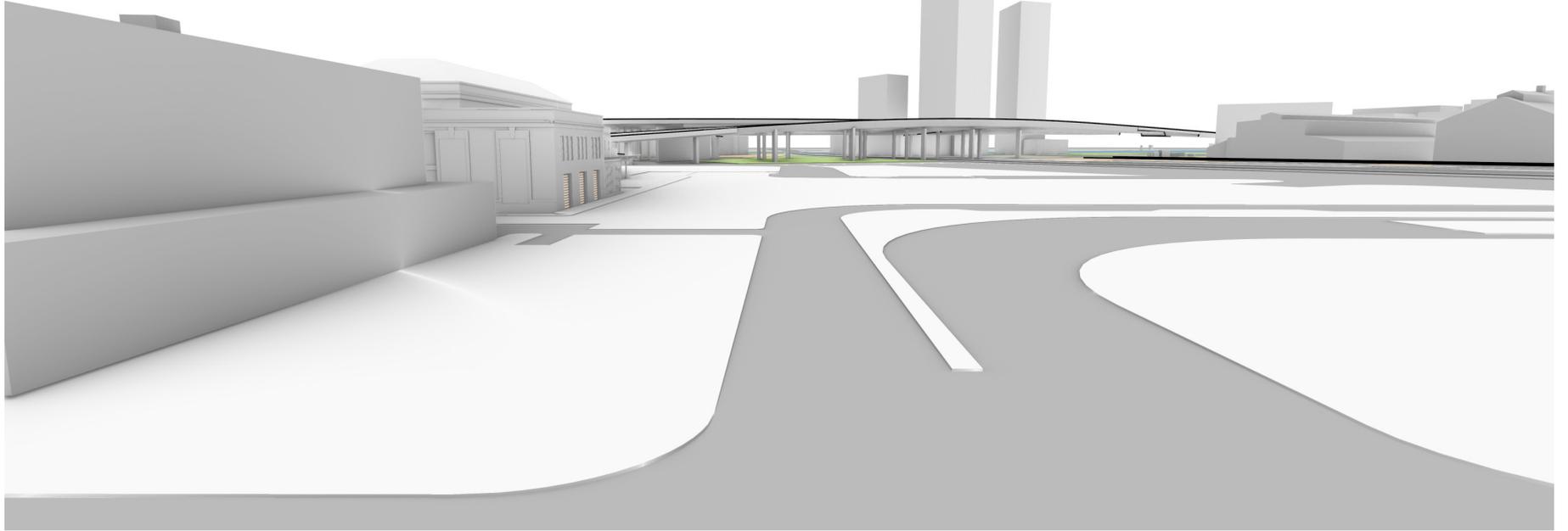


OPTION 1

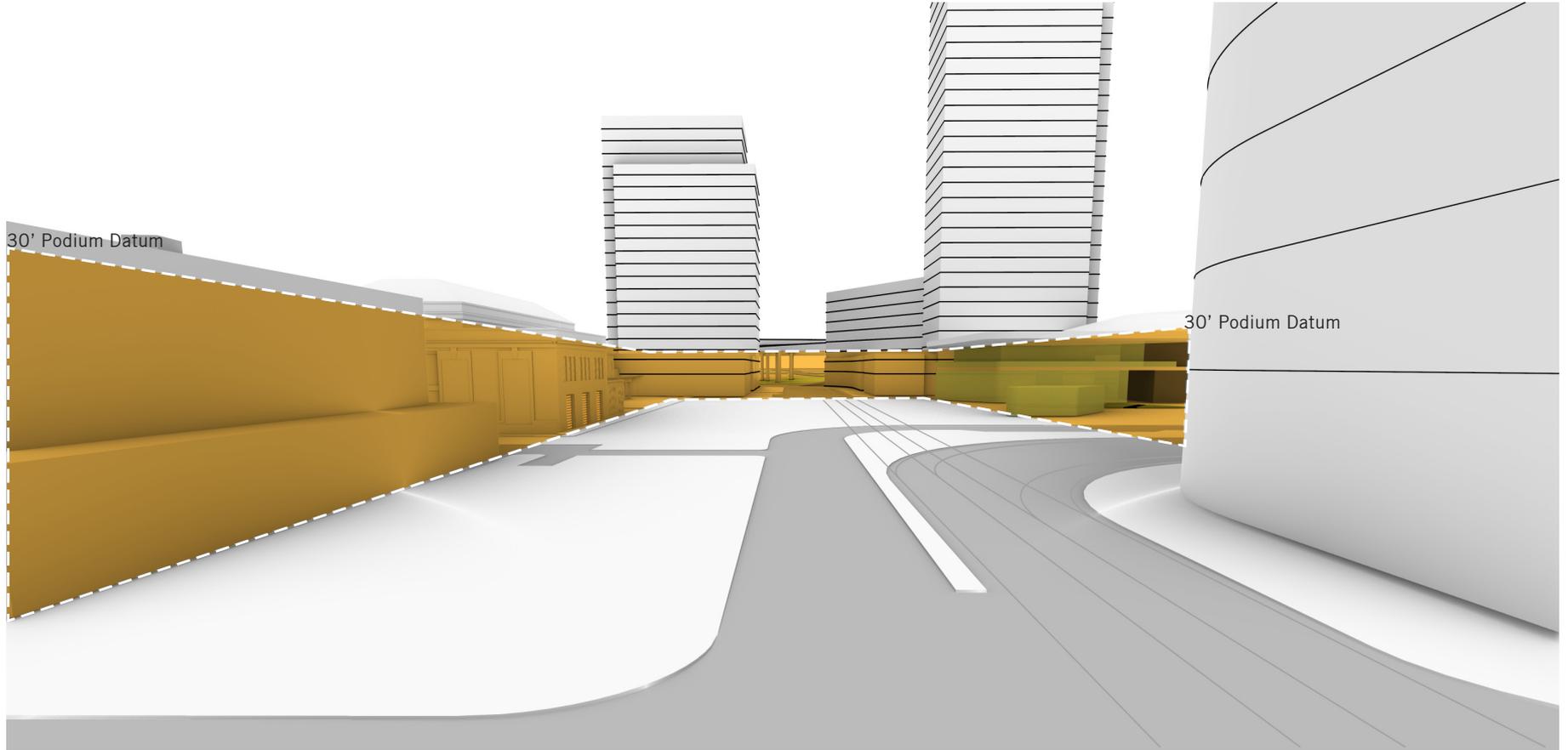


OPTION 2

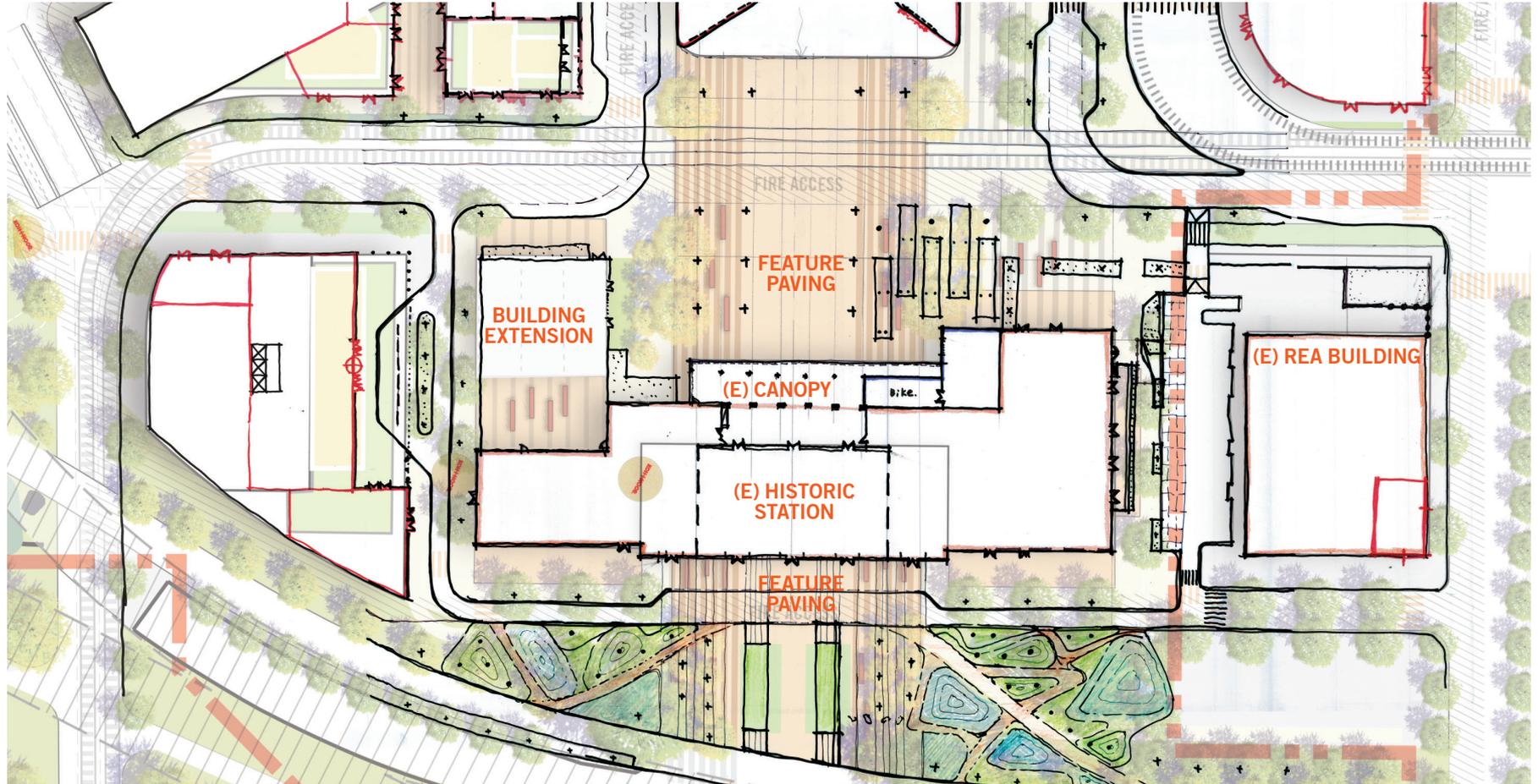
H STREET - EXISTING



H STREET - PODIUM DATUM CONTROL



HISTORIC STATION EXTENSION



HISTORIC STATION EXTENSION



Space Asia Hub by WOHA, Singapore



"Vieux Port" pavilion, Marseille, France

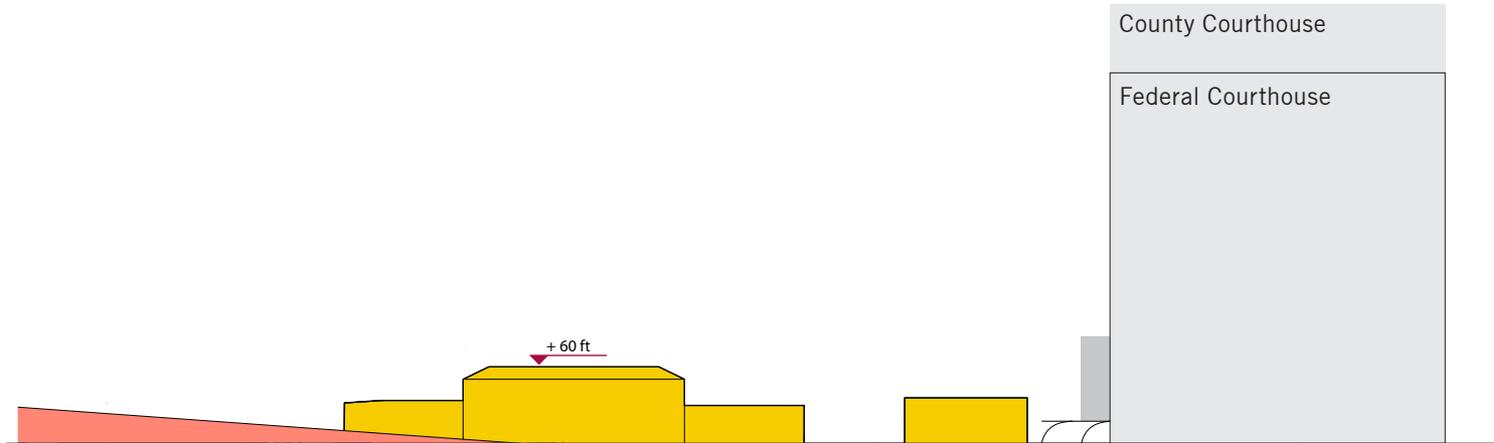


University of Kansas Architecture School Extension by Studio 804, KS

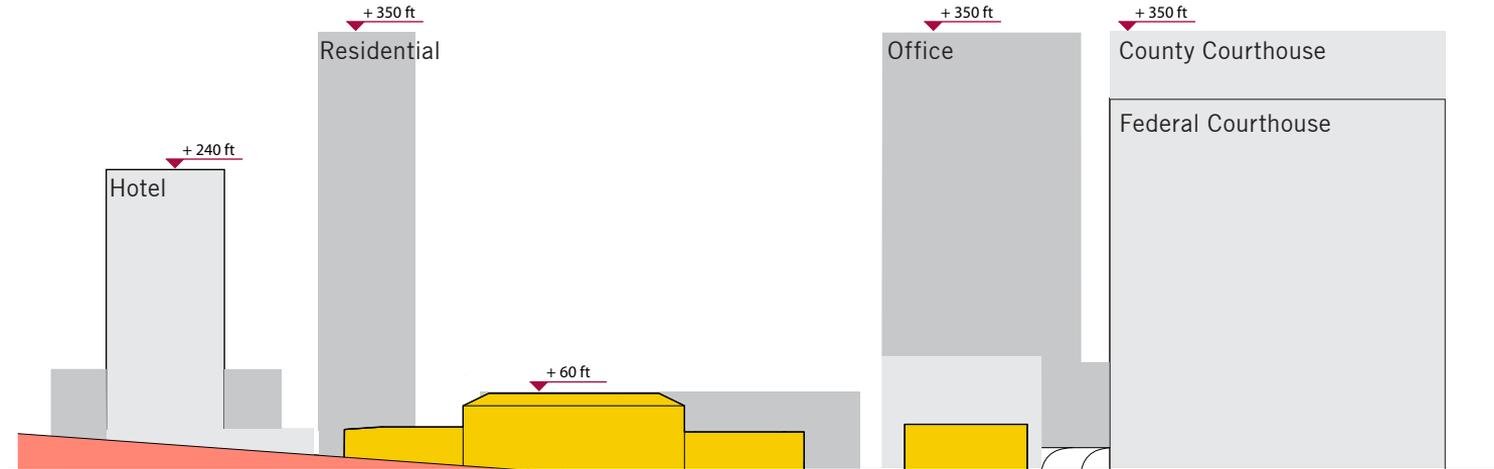


Utrecht Centraal, Utrecht, Netherlands

CIVIC PLAZA FOREGROUND-BEFORE



CIVIC PLAZA - AFTER



CIVIC PLAZA



CIVIC PLAZA PROGRAM

SHOWCASING THE CITY'S CULTURE AND IDENTITY



RECREATION



COMMUNITY EVENTS



FARMERS MARKET



COMMUNITY GARDEN



RETAIL SPILLOUT

CIVIC PLAZA



TRANSIT PLAZA



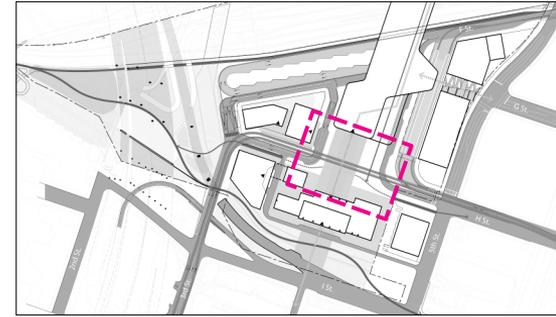
TRANSIT PLAZA PROGRAM



CONCERTS



PUBLIC GATHERING



COMMUNITY AMENITIES



FOOD AND BEVERAGE



FOOD TRUCK

TRANSIT PLAZA



RIVER PARK



RIVER PARK PROGRAM



PLAYGROUND



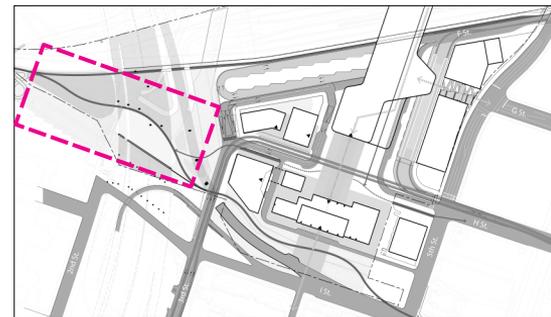
DOG PARK



ROCK CLIMBING



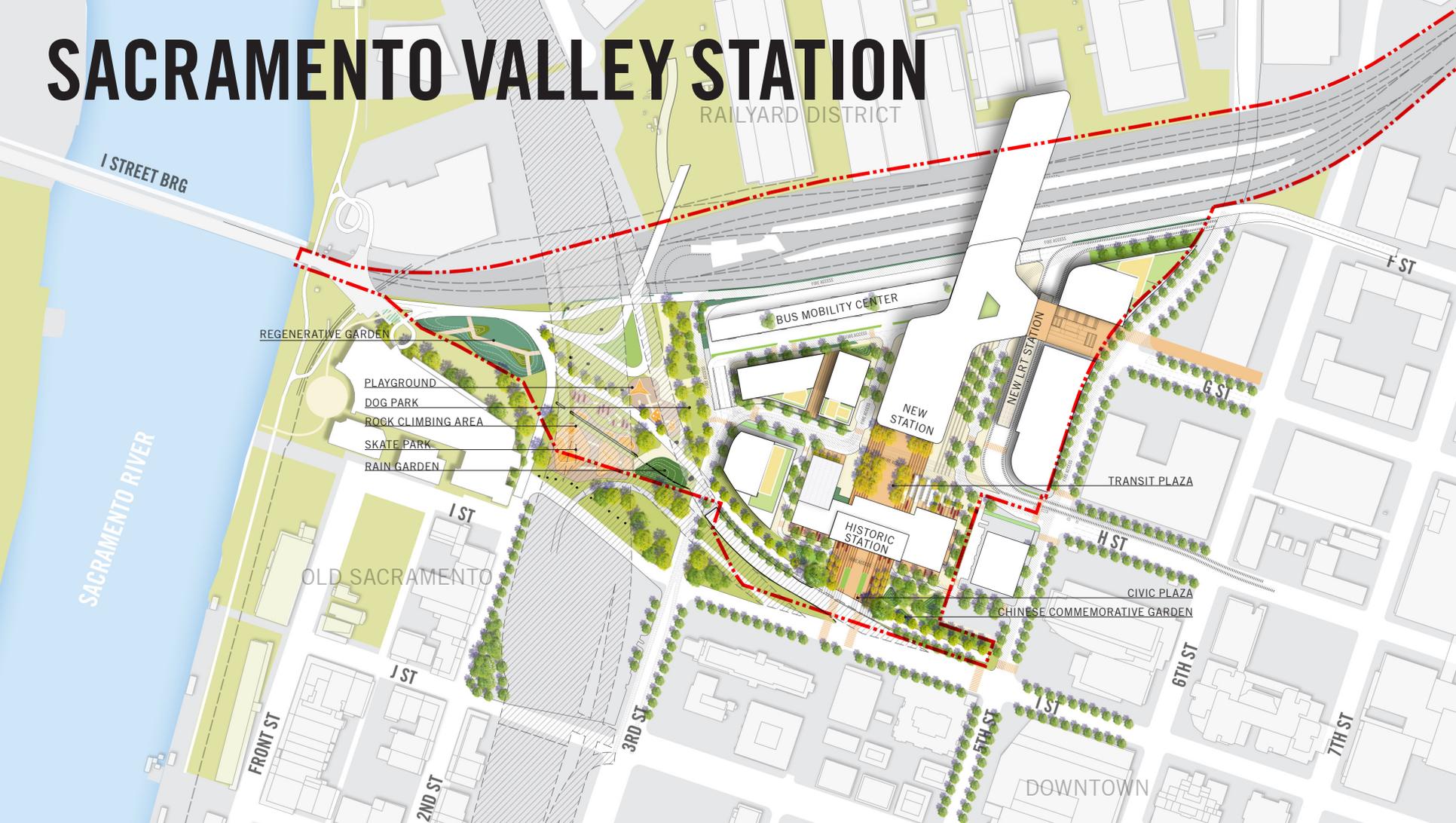
SKATE PARK



BIRD HABITAT

SACRAMENTO VALLEY STATION

RAILYARD DISTRICT



I STREET BRG

REGENERATIVE GARDEN

- PLAYGROUND
- DOG PARK
- ROCK CLIMBING AREA
- SKATE PARK
- RAIN GARDEN

BUS MOBILITY CENTER

NEW STATION

NEW RT STATION

HISTORIC STATION

TRANSIT PLAZA

OLD SACRAMENTO

CIVIC PLAZA

CHINESE COMMEMORATIVE GARDEN

SACRAMENTO RIVER

FRONT ST

J ST

2ND ST

3RD ST

4TH ST

I ST

6TH ST

7TH ST

F ST

G ST

H ST

DOWNTOWN

PROCESS

