GRIMSHAW TRANSIT DESIGN

JOURNEY &

PERKINS+WILL URBAN DESIGN

DESTINATION

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

SACRAMENTO VALLEY STATION MASTER PLAN

FEBRUARY 27, 2018

City of SACRAMENTO

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Capitol Corridor Joint Powers Authority (CCJPA)
City of Sacramento
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Downtown/Riverfront Streetcar
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Imperial Tower Senior Apartments
JMA Ventures
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Leonard Development Company
Northwind Commercial, Inc.
Old Sacramento Business Association
Pagoda Building ownership
Perko's Farm Fresh Café
Ping Yuen Apartments
Preservation Sacramento
Resources for Independent Living
River District PBID
Sacramento Asian Pacific Chamber of Commerce
Sacramento Black Chamber of Commerce
Sacramento Chinese Community Service Center
Sacramento Grand Ballroom
Sacramento Hispanic Chamber of Commerce
Sacramento Kings
Sacramento Metropolitan Chamber of Commerce
Sacramento Superior Court
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Image credit: Tim Griffith Photography

Sacramento Valley Station, Sacramento

SACRAMENTO VALLEY STATION MASTER PLAN

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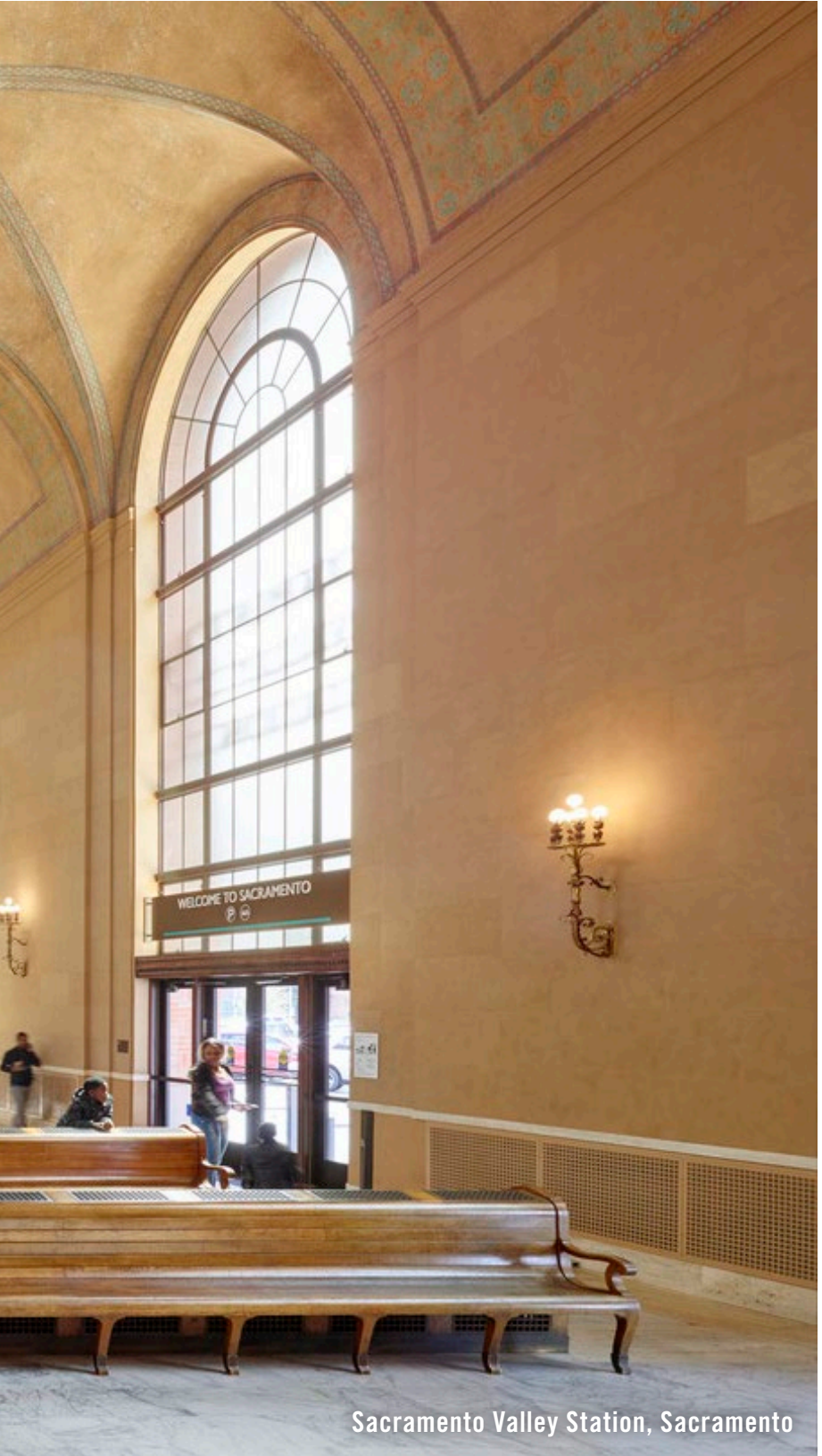
Image credit: Tim Griffith Photography



Sacramento Valley Station, Sacramento

1

INTRODUCTION

Upon opening in 1926, the Southern Pacific Railroad promoted the Sacramento Valley Station (SVS) as a representation of the railroad's importance in linking Sacramento to the prosperous agricultural region of Northern California and the nation. It was an era bullish on the future. At that time, the railroad was the primary transportation means around which cities and regions were organized, and Sacramento developed as the central railroad hub to the northern state region. While with economic setbacks and the advance of the automobile, the intervening years saw rail dominance succumb to the highways, this paradigm is set to shift once again. Today, the station is posed to again be a central hub of northern California passenger rail, heralding a new era of seamless multi-modal connectivity that serves to increase Sacramento's competitive edge as a well-connected, thriving, urban center of California.

As a multimodal hub, SVS will serve the city and the larger region by leveraging its central role within the rail and overall mobility ecosystem to become a new regional destination. A connected network of heavy rail, light rail, street car, regional and local buses, and urban buses, transportation network companies, bicycles and pedestrian pathways, and future high-speed rail, will seamlessly connect the region to the very heart of the city at the Sacramento Valley Station. The new State Rail Plan identifies SVS as one of the most important statewide hubs, as the connecting point for Central Valley and Sierra Nevada services with the Bay Area[1], and a critical component of the state's mission to enabling a "safe, sustainable, integrated and efficient California rail network that successfully moves people and goods while enhancing the State's economy and livability." Future rail and bus service to the northern part of the state will also connect to the region at SVS.

Given its proximity to the State Capitol, the SVS provides a highly visible opportunity to pilot and demonstrate the benefits of innovative transit-oriented, mixed use development in a central location. Leveraging this high level of transportation connectivity and its proximity to downtown Sacramento, the site will also be ideal for future intense, mixed-use, urban development that offers a variety of amenities, services, job opportunities and housing. However, the priority is in developing a long term phased plan for growing mobility needs, while strategically developing the development components in concert with the evolution of the surrounding growth areas.

With growing mobility networks to the station and surrounding development in Downtown, the Railyards, and the riverfront areas, the potential for a transformative station, and station area district, is an exciting prospect for Sacramento's urban identity. Equally important, the rich cultural heritage of the area centered on the founding of the western terminus of the Transcontinental Railroad, the direct proximity to Old Sacramento and the Central Shops Historic District (both of which are registered National and California Historic Landmarks) heightens the importance of the SVS as a landmark gateway project for Sacramento.

The rich past and the promising future intersect at the Sacramento Valley Station. This document, the Journey and the Destination, captures early concepts to inform the master plan of the Sacramento Valley Station area. It is a vision to enable a vibrant, yet pleasant and memorable journey, with welcoming arrival destination for transit users and residents alike. The intent is to inspire the future of the existing station and the station area, to elevate it to its rightful prominence as a landmark multi-modal hub that optimizes the site potential and catalyzes a sustainable community.

1: This region consisting of counties from Monterey to Placer and El Dorado counties is defined as the Northern California Megaregion by the Bay Area Council Economic Institute.

Sacramento Valley Station, Year 1925 Image credit: Center for Sacramento History, David L. Joslyn Collection.

1.1 Study Background

The Sacramento Valley Station historic building has been in use as a railroad depot since its opening on February 27, 1926. Along with the Railway Express Agency (REA) building, it is listed on the National Register of Historic Places, the California Register of Historical Resources and the Sacramento Register of Historic and Cultural Resources.

Transforming the station into a regional transportation hub and destination has proceeded as a three-phase project that the City of Sacramento initiated over a decade ago with the purchase of the SVS site and historic building in 2006.

The focus of Phase 1, in joint city and state cooperation with Union Pacific Railroad (UPRR), was the extensive restructuring of the track facilities and platform access, prompted by UPRR's long desire to realign and straighten the mainline for operational improvements and, the state and city's goal to open the site future development of a multi-modal transit hub. This work consisted of re-aligning the two mainline tracks around a new four-track passenger facility. These tracks serve two platforms which run perpendicular and south of the historic Central Shops buildings. In addition, Phase 1 constructed a new passenger tunnel connecting the station building with a surface walkway. Two additional tunnels were built to the west, one exclusive for rail servicing, and one for future public access north of the new tracks connecting the Historic Central Shops area to the waterfront and Old Sacramento.

Phase 2 investment from 2012 to 2017, was a complete upgrade and extensive rehabilitation of the historic building, under the guidelines of the Secretary of the Interior for Historic Buildings. Phase 2 shifted Amtrak lease premises from the historic east wing baggage area and north concourse into the west wing of the building, occupying the former restaurant, kitchen and crew area. A new warehouse and support area was also added on the west. This provided new offices, baggage and freight handling and a new crew base for Amtrak. These improvements were undertaken in a manner that would facilitate future re-adaption once a new station concourse, near the tracks, that would be constructed in the in the course of Phase 3 site development.

Phase 3 is the subject of developing the entire city-owned site and will evolve as sub-phases towards a projected final buildout in 2040 under current plans. Phase 3A consists of two projects already underway: A new Regional Transit (RT) Gold and Green Line light rail transit (LRT) platform that reconfigures the terminal operations at SVS to a through station, providing efficient transfer and access to the north city neighborhoods and Sacramento International Airport; and the Downtown/Riverfront Streetcar Project, extending through West Sacramento and downtown Sacramento with a stop at SVS at H Street, west of the new light rail platform.

The master plan effort herein is currently identified as phased plan consisting of sub-phases Phase 3B through 3D. A priority for this concept master plan is to build on the earlier phases and the Sacramento Railyards (Railyards) improvement efforts to date, including the City's street and infrastructure improvements. The SVS is a subarea of the larger Railyards special planning district. The SVS is called out as the Transit Priority Area (TPA) within the Railyards. This phase proposes site specific design measures that would promote compact, infill development, revitalize the urban center and reduce automobile usage and fuel consumption. Design options shown herein, reference the potential re-configuration of the on-ramps to Interstate 5 along I Street at 3rd Street. Forthcoming subsequent study will be undertaken on these ramps, as well as other elements of each of the options shown herein, as the City works to define a preferred option for eventual implementation drawn on the breadth of work contained in this initial study.

Sacramento Valley Station at the end of Phase 2, Year 2017. Image credit: Tim Griffith Photography.

Figure 1.0.1: Site Context

1.2 Goals and Objectives

Project goals and objectives were established early in the project by the project team, in consultation with stakeholders, to guide the master planning effort.

The result of the master plan effort has been the development of two conceptual designs for full build out in 2040, shown below. This phase of work does not involve comparative analysis of the two Options. A final preferred plan will be determined in the next phase.

The subsequent chapters illustrate how both Options achieve the key overarching goals and objectives of Placemaking, Mobility, User Experience, and Sustainability.

Figure 1.2.1: Vision of a Full Build Out - Option 1

Figure 1.2.2: Vision of a Full Build Out - Option 2

Southern Cross, Melbourne

Mobility

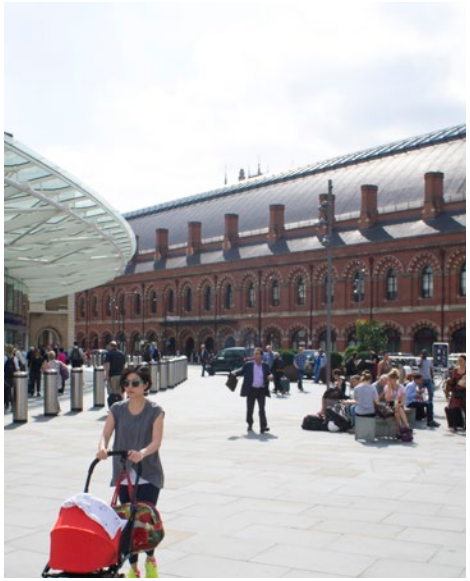
The primary focus of this site is to create the right conditions for an efficient and well-performing regional multi-modal transit hub. The station building and station site need to facilitate convenient and easy access to all modes of transportation available on site.

Goals

- Provide ease of connectivity to, from and through the station and station area
- Create an efficient multi-modal regional hub
- Ensure parking is right-sized

Objectives

- **REDEFIN**E the character of the network of streets within and surrounding the site for a complete multi-modal character that prioritizes active modes
- **ESTABLISH** synergistic functional adjacencies, based on projected transit ridership, for a seamless flow of passengers
- **DEVELOP** a plan which is sensitive to the evolving mobility environment, based on recent transformative transportation technologies (peer-to-peer mobility, autonomous vehicles) and allow flexibility to accommodate future sustainable mobility and smart community growth
- **ESTABLISH** a parking methodology that focuses station access on non-single occupancy driving modes, decreasing the need for parking and increasing the opportunity for station area development



King's Cross, London

Placemaking

The station will play a central role in establishing a strong new identity for the site. The surrounding station area is designed to support the station activities and create a vibrant destination that will serve travelers, visitors and local community alike. A well-balanced mix of uses and well-designed public realm will be instrumental in attracting new development within and beyond the station area.

Goals

- Create a civic landmark and a welcoming gateway to the city
- Create a vibrant destination
- Be a catalyst for new development

Objectives

- **WELCOME** passengers and visitors to high quality public spaces that will serve as civic porches and a gateway to the City
- **PROVIDE** for an architecturally expressive station design - an iconic landmark that respects the historic Sacramento Valley Station and acts as a bridge between Downtown and the Railyards District
- **OFFER** a range of diverse uses and spaces that will build on the transit-rich location to contribute to an active, vibrant and walkable transit-oriented development with significant economic, social and environmental gains for the local community

User Experience

As the new gateway for the city of Sacramento, the new station and the station area will be instrumental in showcasing the city's culture and identity. The site will serve as a connector, linking to local assets within and beyond the station area, including the Railyards Central Shops, Old Sacramento, the State Capitol, Downtown, and the Sacramento River and trails. The new station building design will deliver an engaging and memorable experience for all users.

Goals

- Showcase the culture and identity of Sacramento
- Enable a diverse mix of uses and activities
- Ensure a clear and legible environment

Objectives

- **BRING TOGETHER** a variety of community gathering opportunities such as restaurants, cafés, art galleries, performance venues, public market halls, etc. with the adaptive reuse of historic buildings that will present a distinctive landmark for art, food and culture
- **EXTEND** the public realm into a continuous ground plane of activities, positively influencing the experience of residents and travelers within and outside the buildings

St. Pancras, London

Sustainability

The master plan supports an overall reduction of greenhouse gas emissions by providing an attractive, efficient and competitive multimodal transit service. A well-balanced and dense mix of uses is proposed on-site in support of the station activities. This is intended to reduce the need for vehicle trips by virtue of proximity. In addition to providing access to the existing natural context, the plan provides an opportunity to establish a sustainable and resilient urban environment that promotes healthy living.

Goals

- Reduce greenhouse gas emissions
- Celebrate and enhance the natural systems
- Prioritize health and well-being of the site and the residents

Objectives

- **INCREASE** transit-ridership, ensure financial sustainability and achieve environmental targets through carefully programmed, intense mix of uses and high-performance transit facilities and buildings
- **MITIGATE** potential site risks and act as inspiration to develop a truly cohesive and unique urban realm via tailored resiliency strategies

Buffalo Bayou Park, Houston
Image Credit: SWA Group

1.3 Project Process

Community involvement was key to framing and developing the concept master plan options. The public outreach program engaged key stakeholder representatives and the community-at-large to identify anticipated transit service and adjacencies, preferred land-uses such as residential, office, retail and hotel spaces, as well as ancillary amenities such as entertainment venues, public art and restaurants. The input gathered throughout the year-long master plan process helped shape the two options for the Sacramento Valley Station site.

The City and consultant team organized a total of six meetings with two distinct Focus Groups, five meetings with the Technical Advisory Committee (TAC), two online surveys that were widely publicized, and one public open house that was attended by Mayor Steinberg and Congresswoman Matsui. These meetings were organized with the purpose of frequent constructive feedback to help the project team make decisions through the design process.

The Focus Groups were created to group stakeholders with similar interests under the two crucial themes of this project – Placemaking and Mobility. Stakeholder representatives for the placemaking and land-use aspects of the project included property owners, neighborhood associations within a ¼-mile radius of the site, local business interests, property and business improvement districts (PBIDs) near the site, infill developers, cultural and community-based organizations with interests in the historic, land use and architectural aspects of the master plan. The mobility Focus Group included stakeholders representing public transportation agencies, public transit services including intercity rail, light rail and local and regional buses, the local transportation management agency, transit rider groups, active transportation groups and the local Disability Advisory Commission.

The TAC was selected to represent the various city agencies in technical areas of importance to the plan for data compilation, shared analysis, and as a liaison to other decisionmaking groups.

The first two Focus Group meetings were intentionally set up to keep the conversation in each of the Focus Groups specifically tailored to the subject of focus for the group. Subsequent meetings brought the two Focus Groups together to have a holistic conversation that took into consideration trade-offs between the various elements of placemaking and mobility.

Over the course of the master plan effort the team introduced the master plan and the City's vision, presented key findings from the project site analysis, discussed potential land use for the 17-acre site (beyond the rail tracks) and possible station program, discussed the future use of the historic depot and, lastly, presented and gathered input on the two draft preliminary concepts for the master plan. These meetings provided opportunities for stakeholders to weigh in on the planning of the transportation elements and share ideas on development potential of the site.

In-depth summaries of community involvement is available at ***http://www.cityofsacramento.org/SVSmasterplan***.

Stakeholder Workshop

Pop Up Workshop

The larger community outreach strategies included:

- A ribbon cutting celebration for the renovation of the historic Sacramento Valley Station that served as an opportunity to announce the kickoff of the Sacramento Valley Station master plan process
- An informational video to introduce the master plan project and schedule, the City's approach, the guiding principles of the plan including placemaking, mobility and user experience and precedent imagery of train stations that serve as regional transportation hubs and successfully achieve a healthy jobs-to-residents balance and contribute to their region's density
- A pop-up workshop at the Sacramento Valley Station and online questionnaire to engage transit riders and the community-at-large in a discussion about their current travel behaviors and reasons for visiting the Sacramento Valley Station, as well as what types of amenities they would like to see in the future at the Sacramento Valley Station site.
- A virtual community workshop, second informational video, and second pop-up workshop to present the two draft preliminary concepts developed for the master plan and to gather input on the performance of preliminary concepts with regards to the following objectives:
    - Integrate into the Sacramento Valley Station historic depot, Old Sacramento and Downtown Sacramento
    - Create accessible and visible arrival plazas for transit riders
    - Connect all different modes of transit including intercity rail, light rail, buses and future high-speed rail
    - Provide bicycle access and facilities
    - Introduce the right densities and land use program
    - Propose open space opportunities
    - Activate the River Park Zone underneath the Interstate 5 Freeway; and engage the historic depot.
- A final community workshop to present and gather input on the two developed conceptual options for the Sacramento Valley Station master plan in an open one-on-one discussion with the community to help inform the next steps of the master planning effort.

Key messages from the community over the course of public outreach. In-depth summaries of community involvement is available at ***http://www.cityofsacramento.org/SVSmasterplan.***

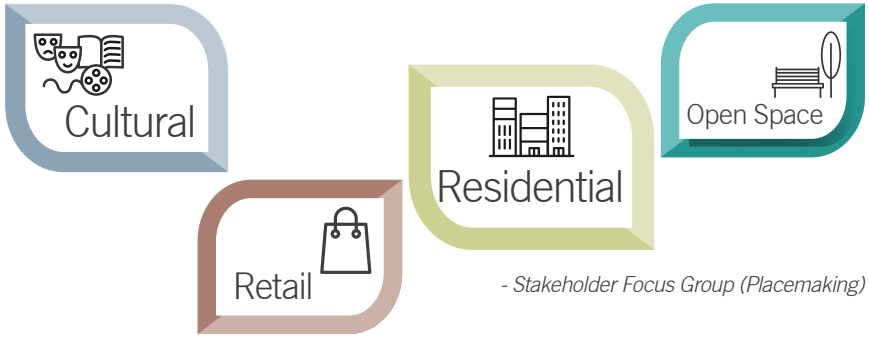
Improvements needed to meet anticipated ridership demands and changes in service

- Stakeholder Focus Group (Mobility)

Future role / use of the Historic Depot

- Pop up Workshop & Community Online Questionnaire

Types of land use and development programs ideal for the station area



- Stakeholder Focus Group (Placemaking)

Ideas for the River Park zone below the I-5 freeway

- Pop up Workshop & Community Online Questionnaire

Image credit: Tim Griffith Photography

Sacramento Valley Station, Sacramento

2

CONTEXT

2.1 Site Context

Located in the northwest sector of downtown Sacramento, the SVS planning area consists of the 33-acre city-owned property that includes the existing passenger rail station, mainline track corridor and adjacent undeveloped land; the 1-acre privately-owned Railway Express Agency (REA) parcel at the eastern side of the station between H and I Streets; and the 2-acre privately-owned Sacramento Railyards Lot 40 situated between the SVS and 5th Street north of H Street. All parcels within the planning area are integral and significant to each other and have development synergy with respect to the destination envisioned for SVS.

The California State Rail Plan has identified Sacramento Valley Station as a major hub within the larger Northern California mega-region, facilitating connections from the Sierras to the Central Valley and to the Greater Bay Area. Sacramento Valley Station is the nation's seventh busiest Amtrak station, served by two of the top five intercity Amtrak routes, and with more than one million passengers annually. Average weekday use is 3,600 passengers, served by a fully integrated Amtrak bus operation with 22 departures a day. Regional transit light-rail service terminates at the Station, with trains every 15 minutes. One bus route currently serves the station, with additional service pending.

To serve these passengers and accommodate train and bus operations, the station occupies an area of about 1,300 feet by 215 feet. This includes the historic station to the south, two platforms, four passenger tracks and two freight bypass tracks approximately 500 feet north of the historic station. The historic station currently provides rail service and passenger amenities. Adjacent to the railroad operational area is the eight-berth intercity bus station, the LRT station and local bus stops. In total, there are 11 bus stalls, eight angled and three curb-side on H Street. The “front door” of the station is the historic building fronting onto I Street. The H Street alignment is also heavily used between the historic station and platforms.

To access the station from the west, trains cross the I Street Bridge (over the Sacramento River), a two-level steel truss swing bridge built in 1911. The bridge carries two tracks on the lower level, which then approach on grade into the station platform area. After landing on the east bank, the tracks skew slightly to the northeast and fan out to the platform area, while passing under the I-5 highway bridge. Maritime traffic occasionally delays rail traffic as the bridge opens to let boats navigate the Sacramento River.

Figure 2.1.1: Site Context

2.2 Site Opportunities

One of the main assets of the site is its location with respect to the evolving downtown and neighboring West Sacramento. Within a half-mile radius, the station area is surrounded by existing and planned anchors that will play an important role as the city grows. SVS is less than a thousand feet from the recently completed Golden 1 Center, the region's sports arena and entertainment complex. While the planning area currently resides on the edge of the Central City core, the site will increasingly evolve to become the centroid upon the buildout of the Railyards and River District to the north and the riverfront of West Sacramento. Future Railyards development will provide new open spaces, residential and commercial opportunities. The Central Shops, Kaiser Permanente Hospital and a proposed Major League Soccer Stadium will function as major anchors and important development catalysts to the north quadrant of the site resulting in fair distribution of movement heading north and south from the station.

Historic Station. Image credit: Tim Griffith Photography

1 Historic Station

The Sacramento Valley Station has just completed a full restoration. The historical building includes 25,000 square feet of mixed-use leasable space for offices, food vendors, and retail. It serves as a Northern California hub for Amtrak operations, including a robust bus network and operations center.

Waterfront. Image credit: gatetoadventures.com

2 Old Sacramento District

The Old Sacramento Historic District since the 1960s has been restored and developed as a significant tourist attraction. Current attractions include the California State Railroad Museum, the California State Military Museum, the Sacramento History Museum, the Wells Fargo History Museum and the Old Sacramento Interpretive Center together with shops and restaurants. The Old Sacramento Historic District is a U.S. National Historic Landmark District.

The Railyards. Image credit: AECOM

3 The Railyards District

The former Southern Pacific Railyards that once served as the western terminus of the 1860s Transcontinental Railroad, will be transformed into a dynamic, urban mixed-use neighborhood. The 244-acre development will include retail, office, housing, theaters, parks, hotels, museums, a Kaiser Permanente hospital, and a proposed Major League Soccer stadium. The Railyards specific plan envisions high-rise housing with 6,000 to 10,000 residential units.

Proposed MLS Stadium. Image credit: HNTB

4 Proposed MLS Stadium

The proposed Major League Soccer (MLS) stadium complex will seat about 20,000 people. Located within the Railyards development area the 400,000 square foot facility will be situated on a 14.9-acre site between 8th and 10th streets and Railyards Boulevard and North B Street, a short walk away from the Sacramento Valleys Station and about a 10-minute walk from the Golden 1 Center and other downtown attractions.

Golden 1 Center. Image credit: golden1center.com

5 Golden 1 Center Arena

Setting partially on the site of the former Downtown Plaza shopping center, the Golden 1 Center is part of the business and entertainment district called Downtown Commons (DoCo), which includes a 16-story mixed-use tower. The new indoor arena hosts concerts, conventions and other sporting and entertainment events with a capacity expandable to about 19,000 visitors.

Cannery Place. Image credit: Kuchman Architects PC

6 River District

The River District, located at the confluence of the Sacramento and American Rivers, is experiencing a renaissance. The 1,050 acre district is undergoing tremendous revitalization from its industrial origins as a distribution and wholesale district into an eclectic, mixed-use community with a wide range of employment, entertainment and housing options for families and individuals.

Other opportunities of the site include:

- The site's latent capacity for intercity and statewide rail systems and feeder networks and the resulting transit potential for the SVS, including regional and local public bus service, streetcar, light rail, high speed rail (blended service), private bus carriers, vehicle rentals, shared services, bicycle facilities and private vehicles.
- Improving access and connectivity to surrounding districts and places, including the Golden 1 Center, Downtown Commons (DoCo), Chinatown, Old Sacramento and the Railyards Central Shops District, Old Sacramento and the Waterfront. The site development has the potential to act as a bridge bringing these neighborhoods closer and introducing new open space opportunities in challenged areas such as those under I-5.
- Ability to maximize pedestrian and bicycle connectivity of the station site to the surrounding streets and districts and enhance onsite mobility for non-motorized modes, including the opportunity for a pedestrian bicycle providing a western gateway connection to and from West Sacramento with the coming of the new bridge.
- Integrating the historic buildings with the expanded site functions and circulation of the surrounding environs.
- Opportunity for dense mixed-use infill development that helps meet the City's goal for 10,000 new housing units.
- Enabling a truly transit-integrated development and maximizing the vertical integration of the land use program elements for public and private development while all along maintaining the priority for transportation modal efficiencies.
- Integrating adjoining parcels in the planning, including the REA site and Railyards Lot 40 site.
- Consolidate the urban fabric and ground floor activation along important urban connection such as 5th street between H and F street.
- Enhancing the civic importance of the historic station building and site in creating a distinctive regional place and activity center.
    - Considering the urban design potential for the south elevation and civic front of the site along I Street.
    - Considering gateways to the site, connecting south to the new arena development blocks, west to Old Sacramento, north and east to the Railyards and Central City.
- Opportunities for energy efficiency in buildings and on-site renewable generation.

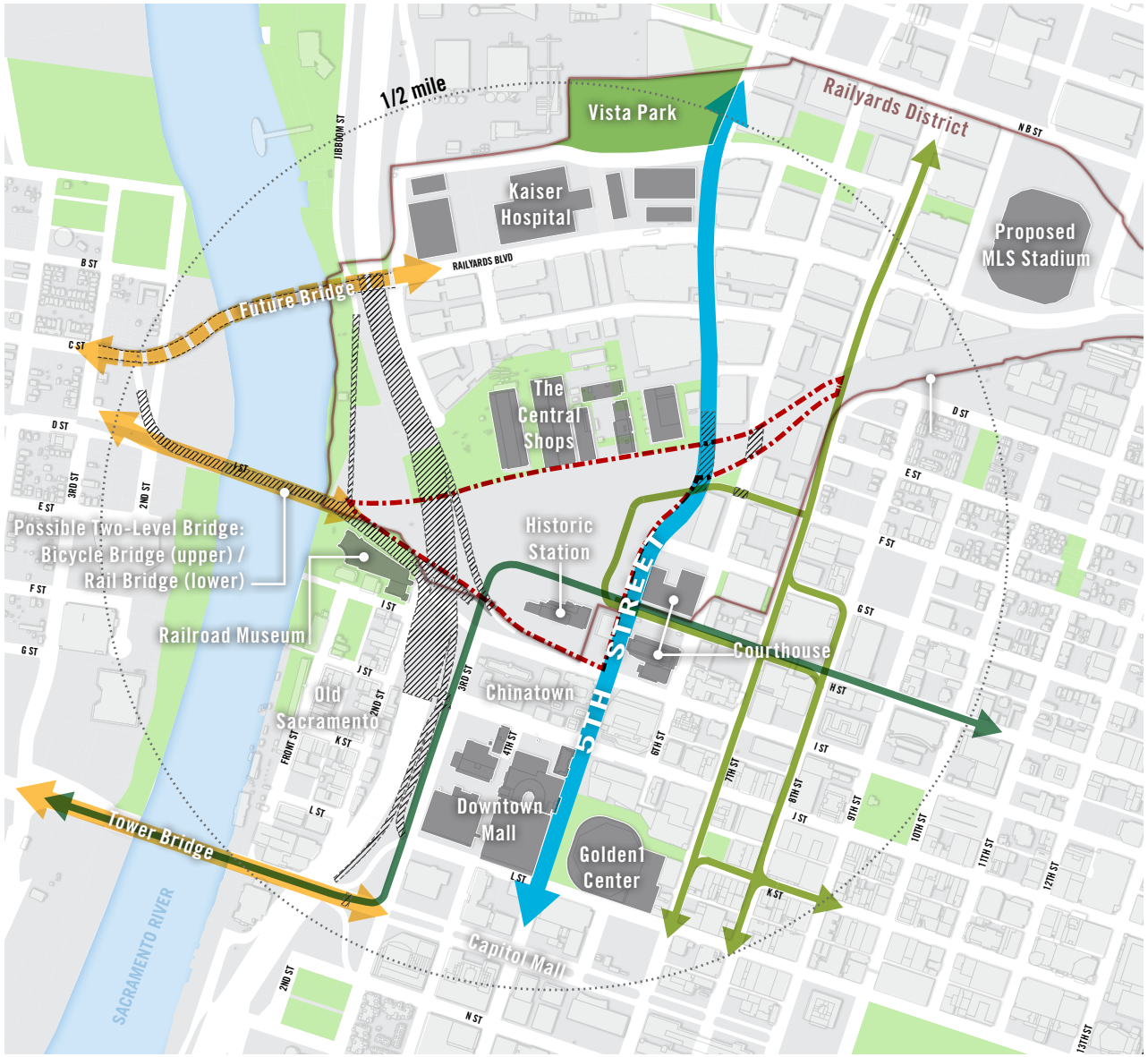


Figure 2.2.1: Site Opportunities

2.3 Site Challenges

In its current condition accessing and navigating the site is a challenge. With increased transit services and associated ridership growth that is planned for the Sacramento Valley Station, it is essential that access to, from and through the site be easy and efficient for all modes of transportation.

Some of the site's current major constraints are:

- I Street to the south - The wide, fast-moving, heavily vehicular prioritized street character with its setbacks and non-active land uses along I Street is a deterrent. It is an uninviting street environment and an unpleasant front door to the station area.
- I-5 & I Street bridge access ramps - In their current geometric configuration, the northbound access ramps to I-5 and the I Street Bridge diminish the landmark potential of the historic station. These ramps also have a negative impact on the pedestrian environment, especially for pedestrians accessing the site from 4th Street and 5th Street.
- 4th Street - Historically, 4th Street played an important role in the station's formal composition and was originally intended to provide a visual and physical axial connection to the site. That is lost currently. Restoring a more pedestrian friendly environment along 4th Street will benefit the overall access and visual perception of the historic station.
- 5th Street - The grade change at 5th Street, as it runs along the eastern boundary of the site, constitutes a significant barrier to vehicular and non-vehicular access to the site.
- North/south connection - The site provides limited north/south connection across the rail tracks. Two tunnels allow pedestrians and bicycles to cross the rail tracks while 5th Street provides an all-mode overhead crossing along the eastern boundary of the site. The limited points of access, together with the grade change, results in limited north/south connectivity.
- Overall walkability - The limited access to the site and the surroundings is illustrated in the five and ten minutes walkshed analyses in Figure 2.3.1. Many of the intersections in the dense urban downtown grid have experienced collisions involving vehicles. Although a majority of these appears to involve motor vehicles only, there is a trend for pedestrian collisions occurring along I Street from 4th to 10th Streets, as well as a major "hot spot" of vehicle, bicycle and pedestrian collisions at 5th and J Streets. These locations, all within a short distance of the Sacramento Valley Station's front door facing downtown, underscore the need for pedestrian protection beyond the immediate perimeter of the site.
- Bicycle accessibility - The lack of dedicated bicycle path and the current one-way street organization deters easy bicycle access to and through the station site.

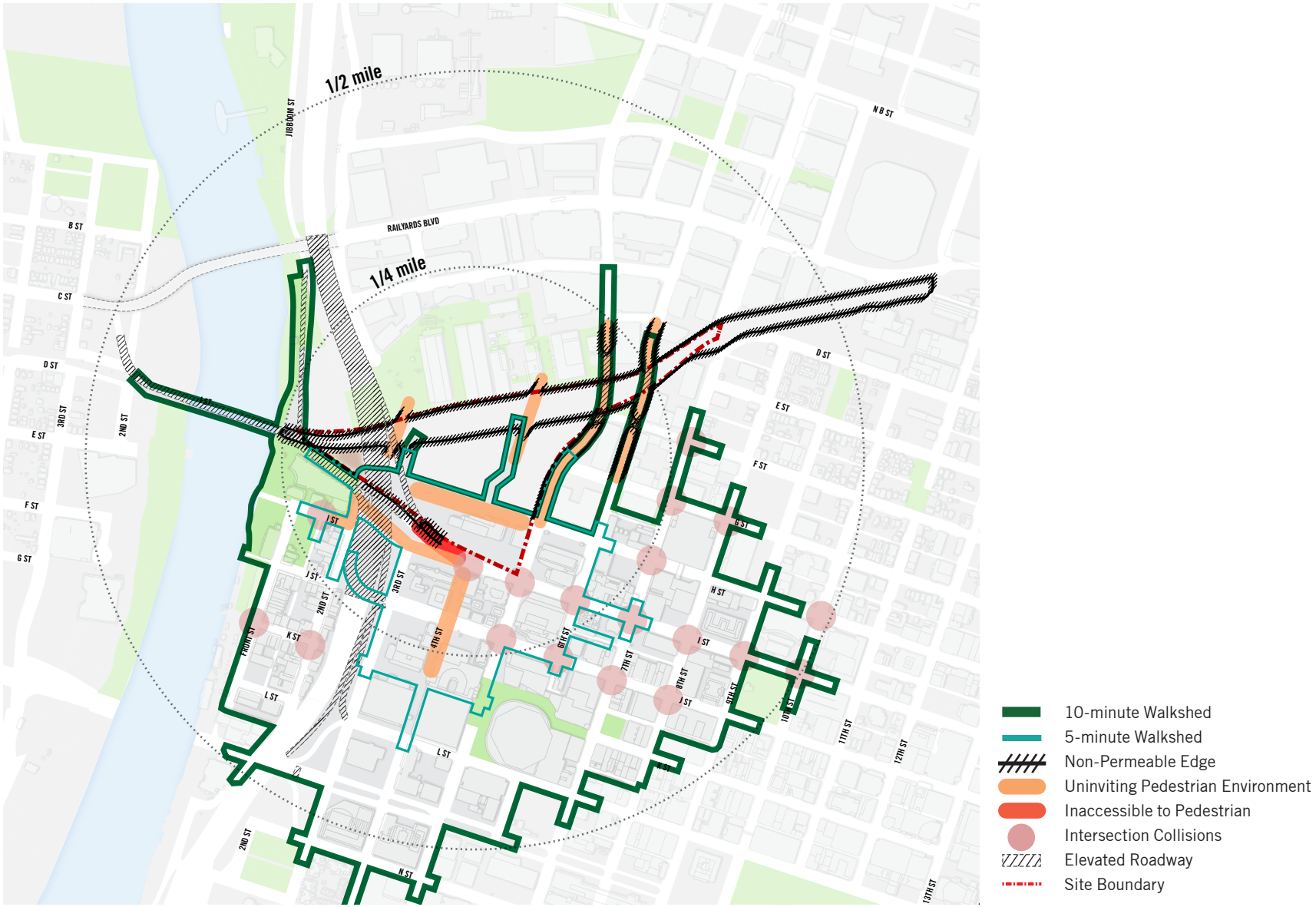


Figure 2.3.1: Site Challenges


7
7 Woudestein
RET

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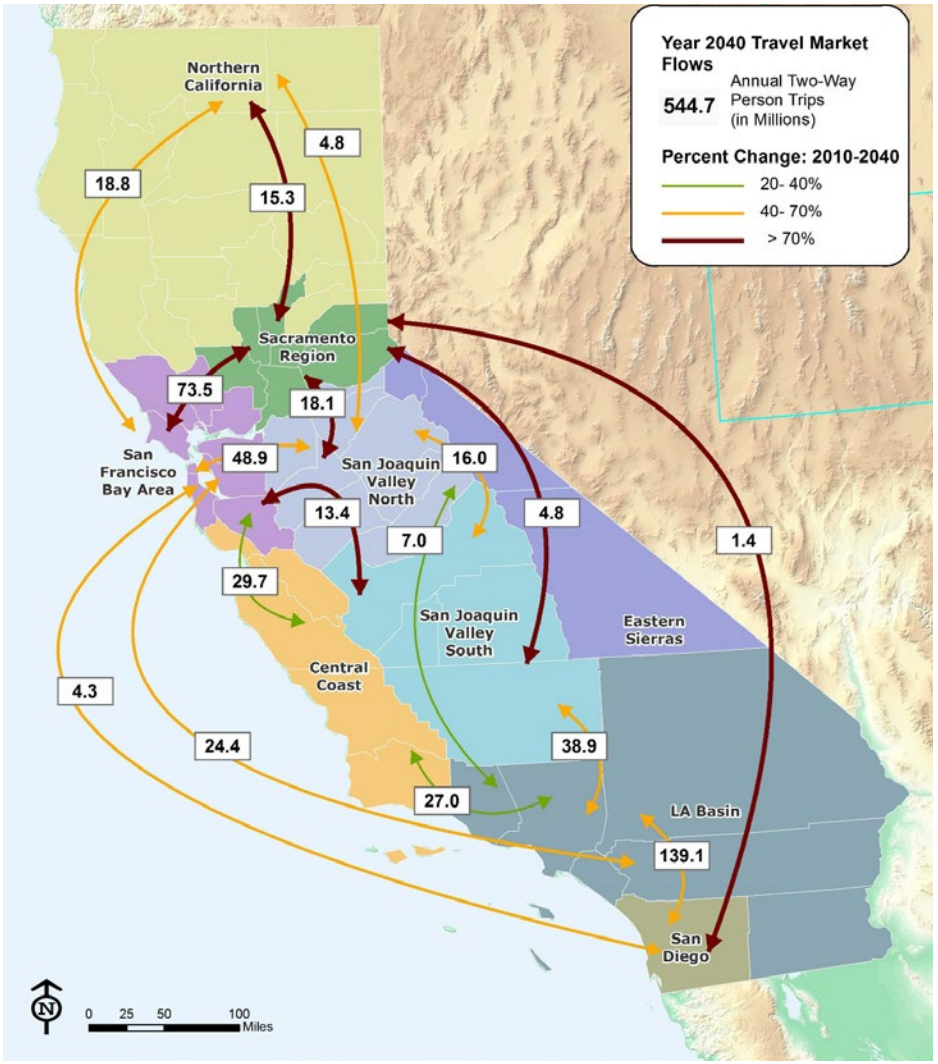
MOBILITY NETWORK

Sacramento Valley Station is envisioned as both a hub for the six county Sacramento Region, and a hub connecting the Northern California Megaregion, stretching from Reno through Sacramento and the Bay Area to the Salinas Valley, and including San Joaquin and Fresno Counties.

The State Rail Plan forecasts that travel between the Sacramento region and the Bay Area will total more than 200,000 round trips daily by 2040, the same year that California's population reaches about 48 million people. This corridor's number of trips could increase more than 70 percent. Only the Los Angeles-San Diego corridor has a greater volume of traffic between the State's hubs. In addition, interregional trips from the San Joaquin Valley could approach about 65,000 round trips daily and from north of Sacramento could add another 40,000 trips into the Sacramento region.

Within the Sacramento Region, in 2013, approximately 68,000 people lived in these neighboring communities and commuted into Sacramento. By extrapolating the population growth, it is likely that about 90,000 work trips into Sacramento County could occur by 2040, an increase of about 20,000 trips.

There is no capacity for another 20,000 cars on the region's freeways or in parking garages; either for trips occurring within the region or those coming from the Bay Area and San Joaquin Valley. Regional and interregional transit into downtown Sacramento will be necessary to enable workers and, increasingly, visitors to go about their daily lives and enjoy concerts and sporting events.



Note: This exhibit shows data for the largest and/or highest growth interregional travel markets. Some travel markets are not shown on the map to retain legibility.

31 California High Speed Rail Authority, *California High-Speed Rail Ridership and Revenue Model,* 2016.

Figure 3.1.1: Growth in Intraregional Personal Travel, 2010 to 2040. Source: 2018 California State Rail Plan.

The City of Sacramento aims for sustainable growth and development in the downtown by fostering prosperity in an inviting urban environment. To guide this growth, the City has adopted Grid 3.0. Grid 3.0 aspires to, "create a well-connected transportation network, support increased densities and a mix of uses in multi-modal districts, help walking become more practical for short trips, support bicycling for both short- and long-distance trips, improve transit to serve highly frequented destinations, conserve energy resources, reduce greenhouse gas emissions and air pollution, and do so while continuing to accommodate automobility." Included in the Grid 3.0 goals are strategies to enable significant increases in transit, cycling and walking.

ROUTE	TRAIN DEPARTURES/ DAY	BOARDINGS*
California Zephyr – Chicago	2	165
Coast Starlight – LA/Seattle	2	200
San Joaquin – Bakersfield	2	250
Capitol Corridor – Oakland/San Jose	15	2,510
Amtrak Buses	22	260

Figure 3.1.2: Existing Boardings and Alightings
**Highest traffic month in 2017; Amtrak bus data from 2016.*

REGION	CURRENT POPULATION	CURRENT WORK TRIPS TO SACRAMENTO	FORECAST 2040 POPULATION	POPULATION PERCENT CHANGE
Sacramento County	1,500,000	N/A	2,000,000	33 %
Yolo County	210,000	3,000	270,000	28%
Yuba City MSA	175,000	6,000	250,000	43%
Placer County	375,000	42,000	510,000	36%
Bay Area**	7,300,000	9,000	9,300,000	28%
San Joaquin County	770,000	7,700	1,050,000	36%

Figure 3.1.3: Regional Residential and Worker Growth Projections
***Nine county Bay Area as defined by MTC and ABAG.*

3.1 Future Transit Program

Responding to the region's growth and city goals, transit agency partners are planning for the future, with more trains and buses delivering passengers swiftly and reliably. These plans are encapsulated within the State Rail Plan, and have general acceptance from the operators participating in the SVS Master Plan process. The overarching framework focuses on network integration (for all modes) and pulse scheduling. This framework requires efficient, well designed and well used stations as a critical tool to achieve the statewide vision. For SVS, it means that the station serves a trip originating in Marysville on a train, connecting with a five minute connection to a train to Oakland, enabling multiple connections serving multiple markets. It can also mean a bus passenger boarding in Placerville also has a five minute connection in Sacramento to that same rail service to Marysville.

SVS occupies a unique location under the State Rail Plan – the intersection of the Northern Bay Area and the Central Valley & Sierra Nevada service area. This creates a critical hub location that enables the delivery of the integrated network through pulse scheduling. This leads to a series of phased service and infrastructure improvements.

2040 Long-Term Vision:

- Sacramento to San Francisco via Oakland – Every 30-minute express train service (operating up to 125 mph) throughout the day, with 30-minute local train service along the corridor into Sacramento (total of four trains per hour per direction).
- Sacramento to Roseville – every 30-minute train service to Roseville (likely an extension of the Sacramento-San Francisco local services).
- Sacramento to Marysville – every 60-minute train service to Marysville.
- Sacramento to San Joaquin Valley – every 30-minute high-speed rail service.
- Bus connections to Woodland, Redding, and South Lake Tahoe/Carson City every 120 minutes.

All these rail operators agree that trains should not terminate at the station, but will "run-through" to a designated off-site layover facility. This enables the existing station operational area, with four tracks, to comfortably accommodate eight to twelve trains per hour in each direction. It should be noted that the State Rail Plan is an incremental, phased approach to increase rail passenger service in California. Beside 2040, 2027 – just nine years from now – is an important milestone where Capitol Corridor service increases to hourly mid-day and 30-minute peak service, combined with similar service increases to Roseville.

As trains service expands, the need to increase regional bus service decreases (for example, with frequent service to Roseville those bus services would likely

ROUTE	DAILY DEPARTURES	HOURLY DEPARTURES	POTENTIAL HOURLY BOARDINGS*
Bay Area - Sacramento	90	4	600
HSR - San Joaquin Valley	30	2	400
Sacramento - Roseville	30	2	400
Sacramento - Marysville/Yuba City	15	1	200
Other Amtrak	4	-	-
Intercity Buses	40	4	200
Regional Buses	-	50	1,000

Figure 3.1.4 Existing and Projected Frequency of Trips.
**Boardings based on 30-40% of vehicle capacity at SVS; Intercity buses include Amtrak Thruway and other operators.*

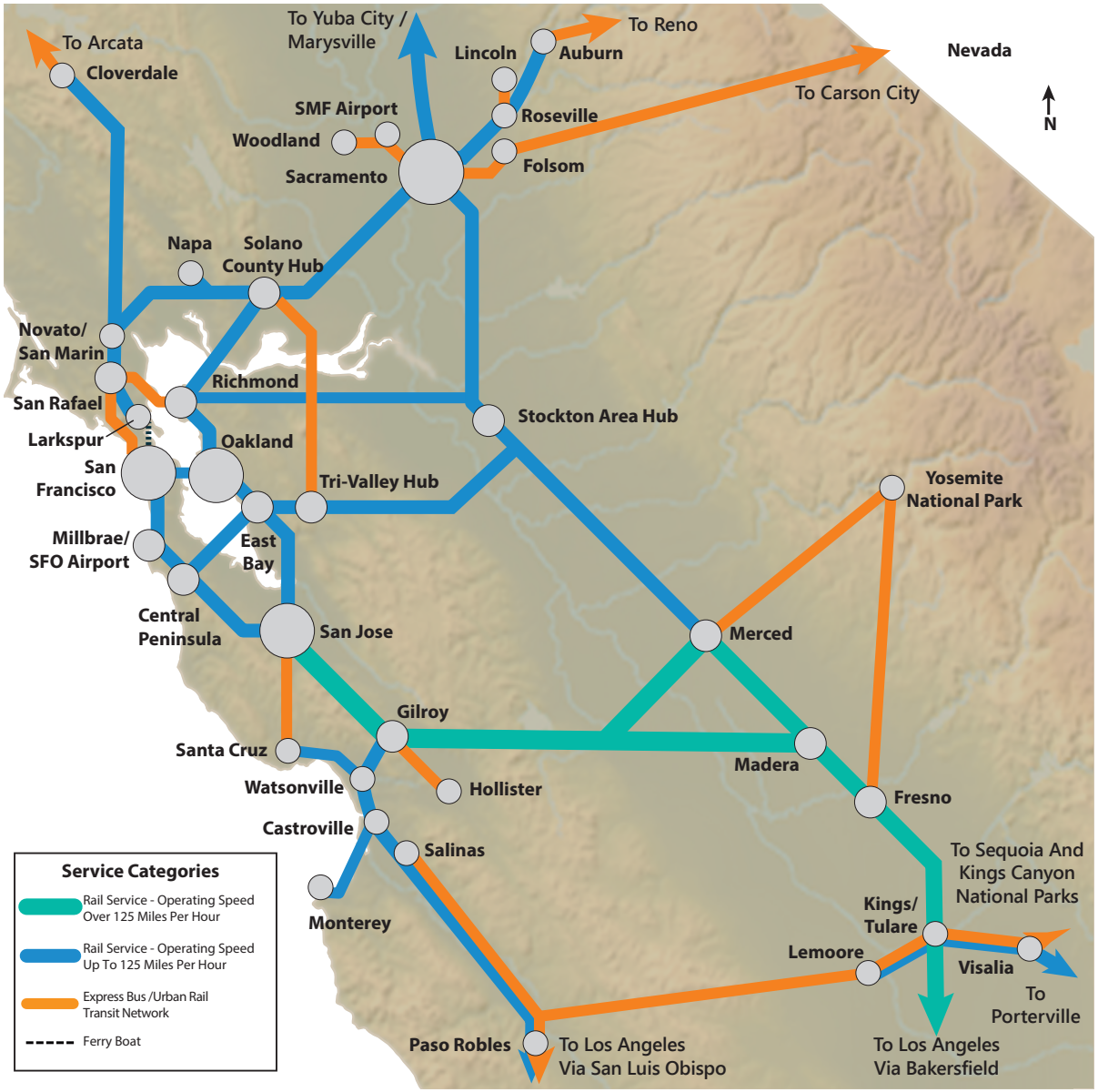


Figure 3.1.5: Northern California Service. Source: 2018 California State Rail Plan.

be eliminated, however the buses would also likely be redeployed to a non-rail corridor). As a result, the need for an attractive facility for the existing 50 regional commute buses per hour will continue. An ideal outcome would be to share the all-day intercity bus facility with the peak period regional buses to better use public facilities and increase amenities for regional bus passengers.

In addition, the San Francisco Bay Area is considering a third tunnel connecting downtown Oakland with downtown San Francisco. One option, identified in the State Rail Plan, designates the new tunnel for conventional rail service. This would enable passengers to travel directly from downtown San Francisco to downtown Sacramento for the first time since the Sacramento Northern service was discontinued in 1940, completely changing the way people can travel in northern California.

As more trains arrive in downtown Sacramento with more passengers, reliability becomes critical. However, because of existing swing-bridge operations, Capitol Corridor identifies the existing I Street Bridge as problematic in the long term because of potential train delays. The current configuration has a relatively low clearance above nominal water height, increasing conflict between maritime and rail traffic. Vehicular traffic is already planned to be rerouted to a new I Street auto bridge because the existing I Street Bridge does not fully comply with current bridge design and traffic operation standards, such as narrow width for multi-modal traffic and structural deficiency. Various solutions should be considered to raise the bridge to a point where in only limited circumstances will a passing vessel cause the bridge to be opened.

The current Sacramento Valley Station design anticipates some minor changes in station infrastructure but most of the potential impacts are west of the platforms and have little effect on the station and the site. However, the consideration of bridge options would not only improve train operations but would also allow for a more holistic and urban vision for the Sacramento waterfront and its interaction with public infrastructure.

Following are some of the design considerations for the different modes:

Heavy Rail

- Platform length = 1,000 ft.
- Recommended platform width = 30 ft.
- Vertical clearance above platform = 26 ft. from top of rail
- All trains are “run-through” i.e. no dwell time for trains and hence no new tracks needed

Light Rail

- Since planning for Sacramento Regional Transit’s (RT) new Green Line light rail transit (LRT) from downtown to the Sacramento International Airport is underway both options respect the new alignment. The new alignment curves west along H Street, allows for side boarding west of 5th Street, and veers back east, parallel to the mainline rail corridor alignment before it connects back into the Green Line alignment on 7th Street.
- Platform length = 320 ~ 335 ft.
- Platform width = 34 ft.
- Clearance for OCS = 19 ft (CPUC, exceptions allowed).

Street Car

- The Downtown/Riverfront Streetcar Project connecting West Sacramento to downtown Sacramento occupies the former light rail track alignment on H Street coming in north on 3rd Street and will have a new 70 ft. station stop on H Street before connecting to the light rail system eastbound on H Street at 5th.
- Streetcars operate in mixed flow traffic without any physical lane separation.

Buses

- A total of 14 bus bays serving regional, inner city, and private services will be provided
- Center island bus boarding platform recommended
- Minimum bus lane width = 11 ft.

Bicycle

- Minimum one-way lane width = 6 ft.
- Minimum two-way lane width = 14 ft.

3.2 Proposed Transit Network

The proposed transit network includes a layout configuration that optimizes access and circulation, increases service capacity and reduces conflicts for all transit modes.

The RT planned Downtown/Riverfront Streetcar alignment is respected in the proposed two master plan options. The access to the site is from 3rd and H Streets. A streetcar stop is located north of the historic station on H Street. Also as planned, light rail services will run along H Street to then connect to F Street. The light rail platforms will be located on site, west of 5th Street, at the eastern edge of the city-owned SVS property. On the north end, LRT tracks connect to 7th Street via F Street parallel to the railroad corridor and running under the 5th and 6th Street overcrossings. On the south end, it would connect to H Street west of 5th Street and H Street will be double-tracked to 8th Street.

The proposed bus terminal is aligned parallel to the south edge of the rail corridor. Access for local and regional bus service are provided from two ends. Buses

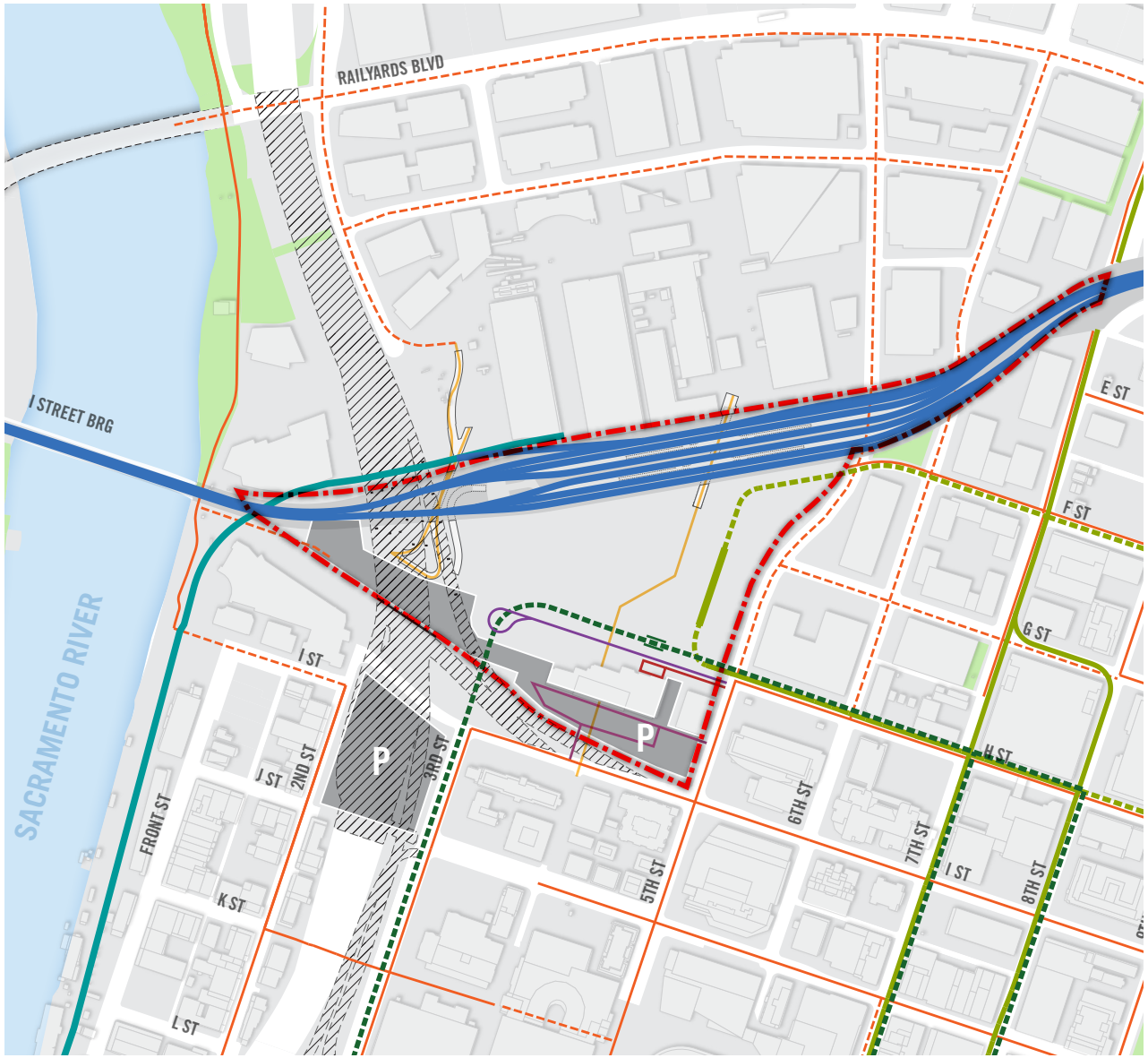


Figure 3.2.1: Existing Conditions and Preferred Network Improvements

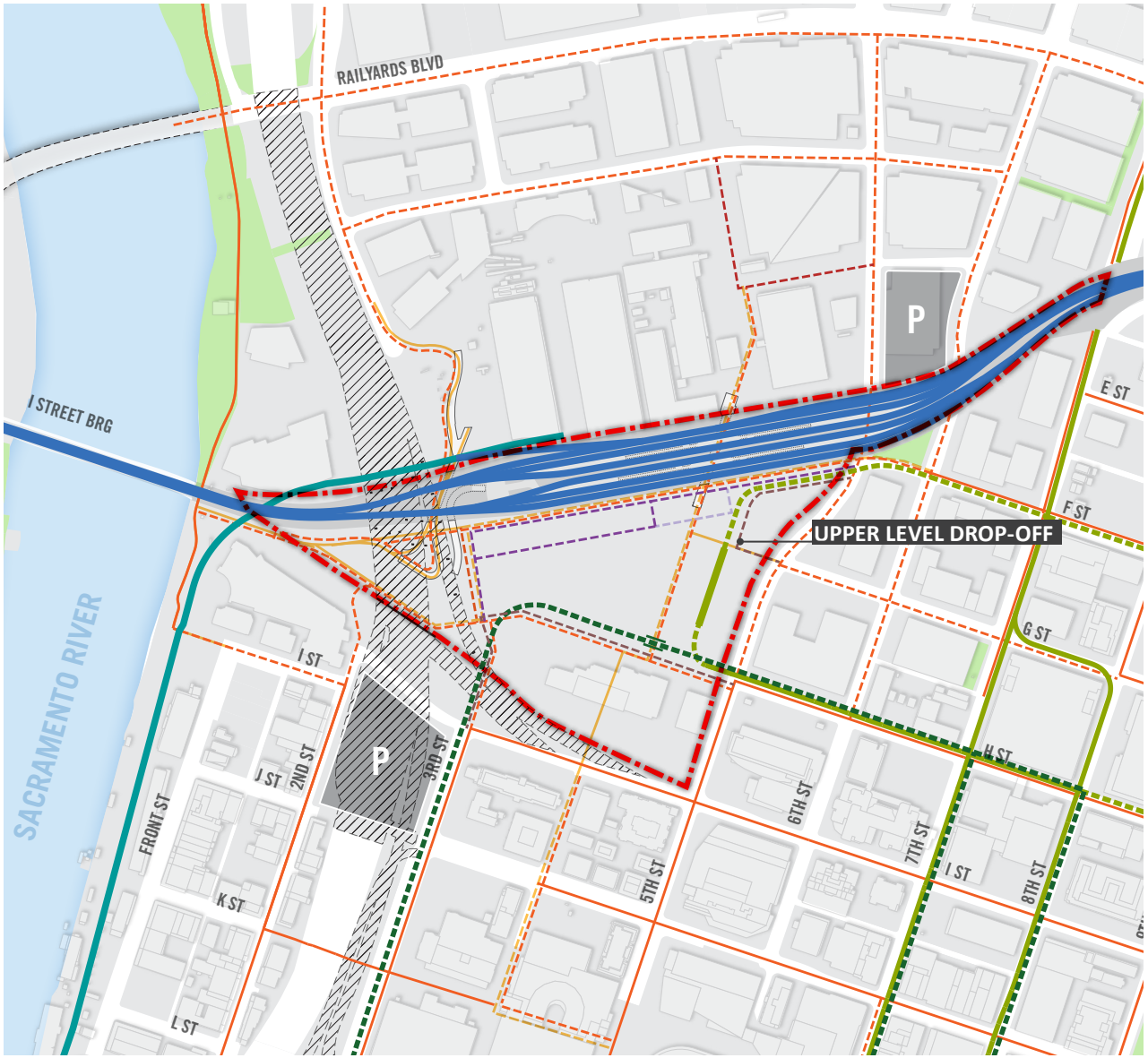


Figure 3.2.2: Proposed Transit Network

can enter the site from the northeast corner on F Street and, from the southwest corner on 3rd Street. In order to minimize conflicts, bus-only access is provided on 3rd Street as it crosses H Street heading north and on F Street east of the 5th Street bridge structure. Buses will share lanes with light rail for the last 300ft of F Street as it approaches the 5th Street overcrossing.

Bicycle circulation is encouraged with the provision of bicycle lanes on all streets. A separated Class 4 bicycle path is provided on F Street in order to provide a convenient east/west connection while a series of bicycles paths allow access to Old Sacramento, the Sacramento River and the Railyards.

In order to strengthen the site's relation to its immediate context, specific attention has been paid to east/west pedestrian circulation along H Street and the north/south pedestrian movement extending from 4th Street, across the site, through the new station building and across the rail tracks to the Railyards Shops District.

- Future Parking
- Potential Taxi and Private Vehicle Drop-Off Options
- Proposed Taxi Access
- Existing CSRM Line
- Existing Passenger/Freight Rail
- Existing Light Rail
- Planned Light Rail
- Planned Street Car
- Potential Bus Access Extension
- Proposed Bus Access
- Planned and Proposed Bicycle Network
- Existing Bicycle Network
- Proposed Pedestrian Network
- Existing Pedestrian Only Path
- Site Boundary

Bus Terminal Options

A wide range of bus terminal location options were considered for optimum operational needs, access requirements, traffic impacts and current design standards. The nine options explored are shown here. They range from multi-storied structures and single-sided loading to various island platform configurations.

The proposed two Sacramento Valley Station master plan options locate the bus terminal on the south side of the rail tracks, parallel to the platforms, providing direct access from the new station concourse - Option 2A as illustrated to the right. This configuration maximizes space efficiency and streamlines transfers between the two different transit modes, trains and buses, as bus passengers can easily access the station concourse and passenger amenity areas above.

Viable Option
Non-Viable Option
Bus Terminal Access
Bus Terminal Location

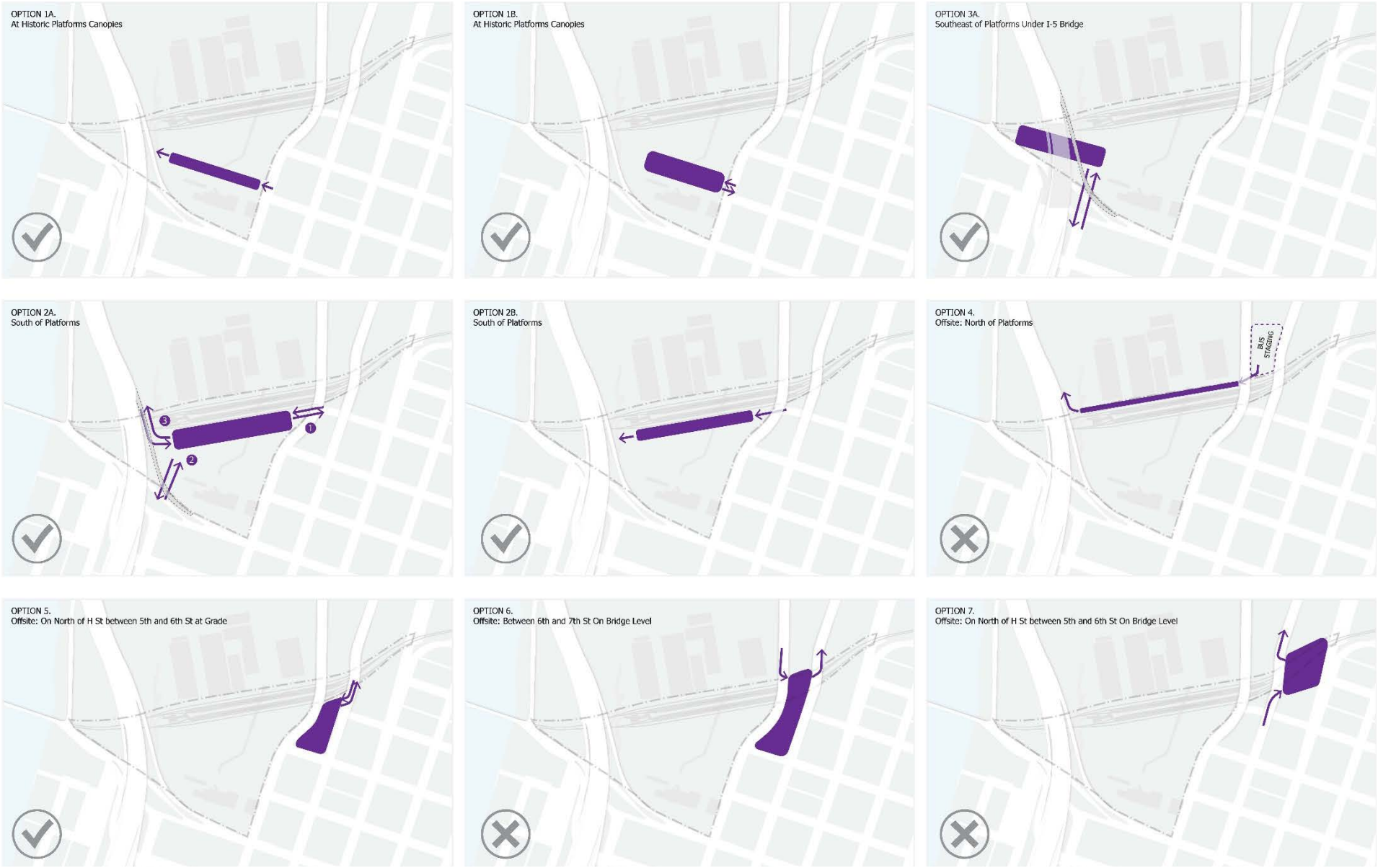


Figure 3.2.3: Exploration of Nine Bus Terminal Options

3.3 Site Connectivity

Access to, from, and through the site is a fundamental component of the project's success. The two diagrams shown alongside here explore the opportunity of ideally extending the existing street grid into the site in order to reconnect the site to its surroundings. Grade changes, freeway and parking infrastructures, as well as existing and future transit services have all informed the proposed street configuration. Beyond the public streets, a system of pedestrian-only paths is established in support of an urban framework that facilitates multi-modal access and a walkable, pedestrian-friendly environment.

Within the established framework, each street will serve a specific purpose with the goal of providing maximum levels of accessibility for all modes of transportation.

H Street and 2nd Street Connection

The extension of H Street plays an important role in the overall composition of the site. By extending H Street to 3rd and 2nd streets, the proposed road layout better connects two adjacent though very poorly connected parts of the City, Old Sacramento and the Historic Station. Vehicular access to Old Sacramento will continue to be provided by the current I Street configuration and, in addition, the new H Street extension will provide an easy and legible street connection from the station.

Figure 3.3.1: Extending the Street Grid

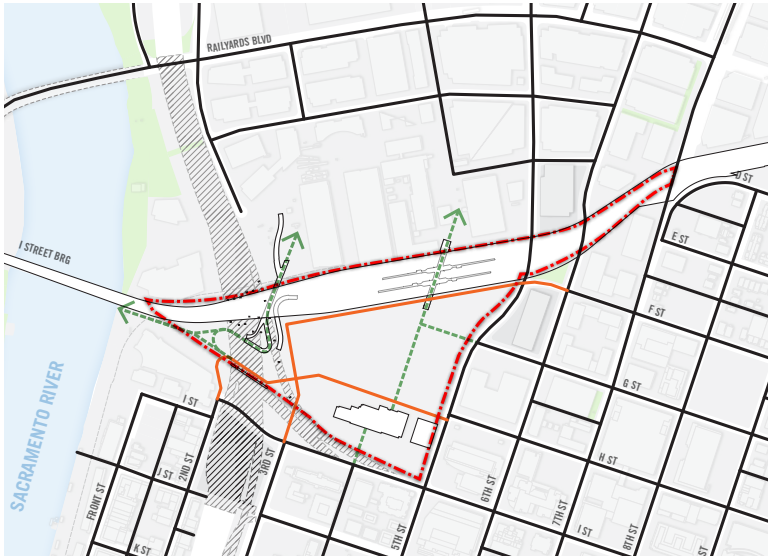


Figure 3.3.2: Proposed Street Connectivity

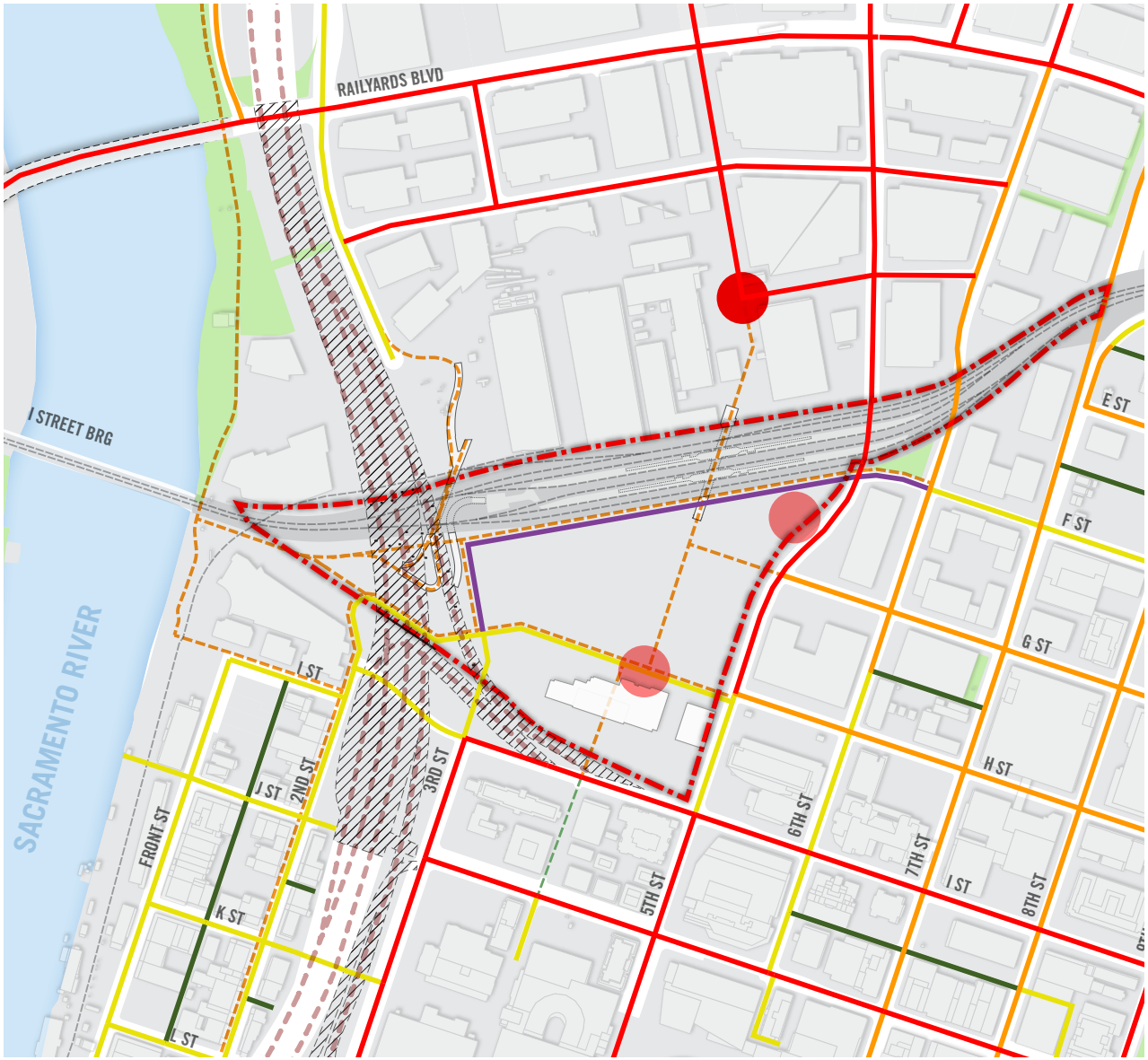
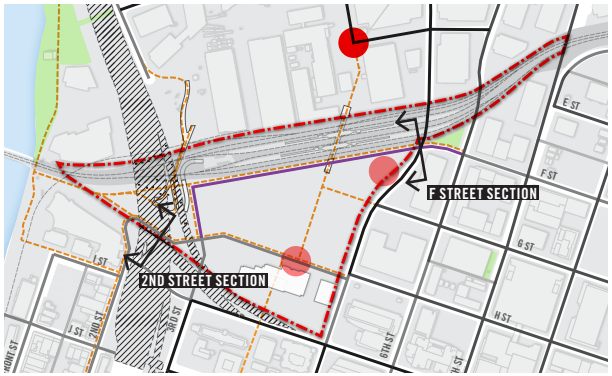


Figure 3.3.3: Street Hierarchy and Pick-Up/Drop-Off Locations

F Street and 3rd Street Connection

F Street will extend through the site along the southern edge of the railroad corridor t to meet the 3rd Street northward extension. Bus-only access is proposed on 3rd Street north of H Street and on F Street west of the 5th Street bridge structure. Buses will share lanes with light rail for about 300ft of F Street eastward bound as it approaches the 5th Street bridge structure. Private vehicles will be allowed on 3rd Street south of the H Street.



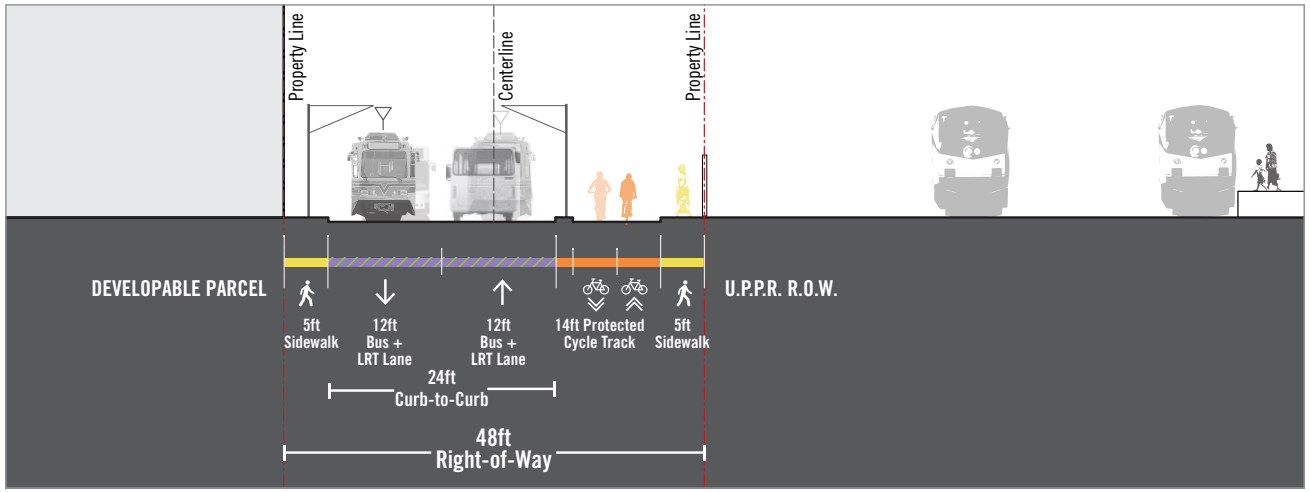


Figure 3.3.4: F Street Section

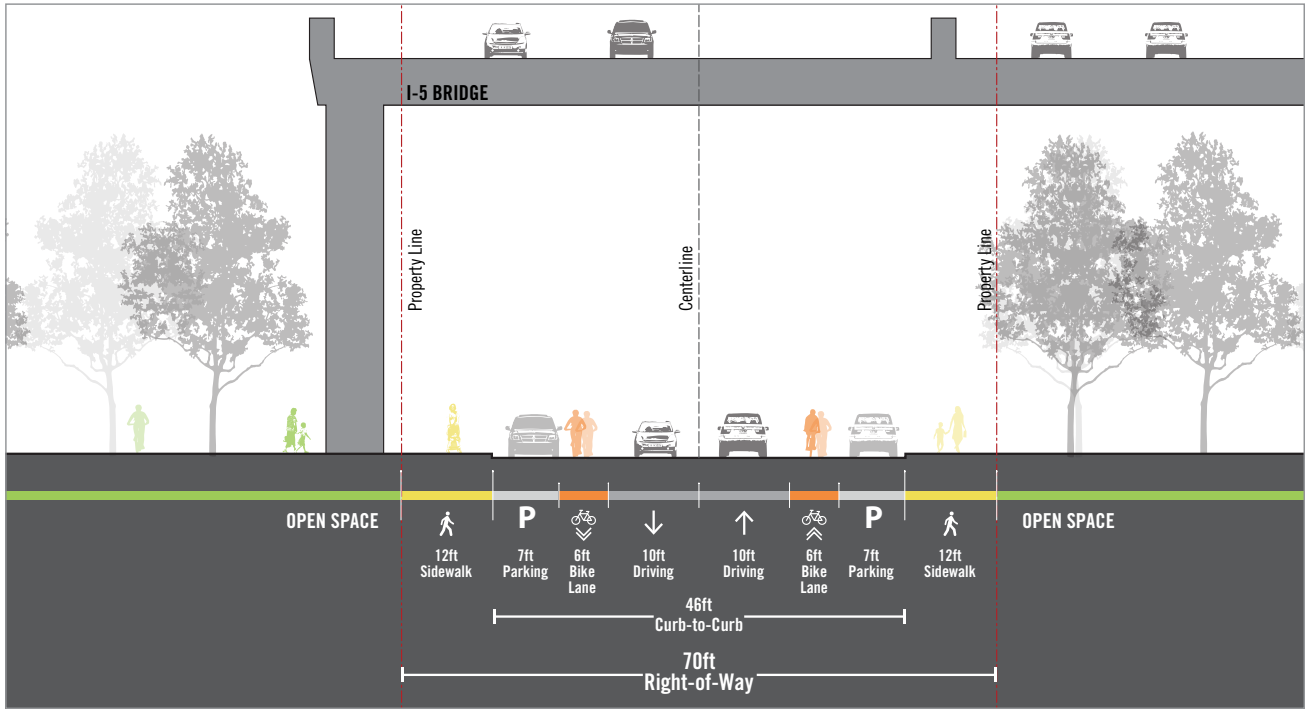


Figure 3.3.5: 2nd Street Section

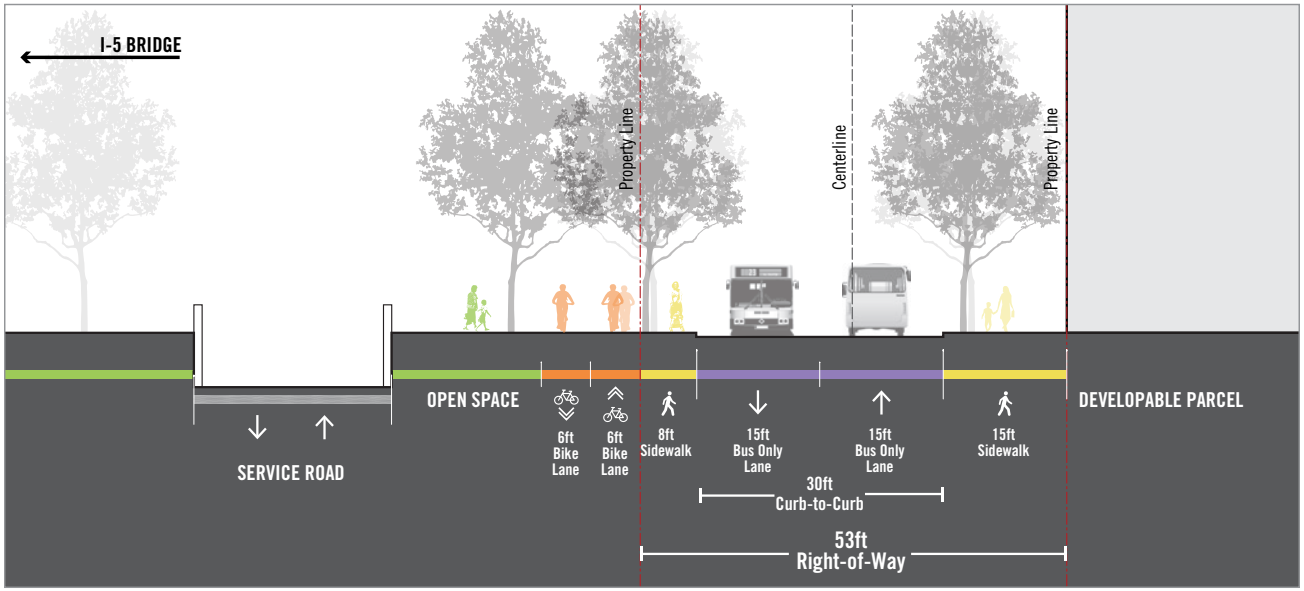


Figure 3.3.6: 3rd Street North Section

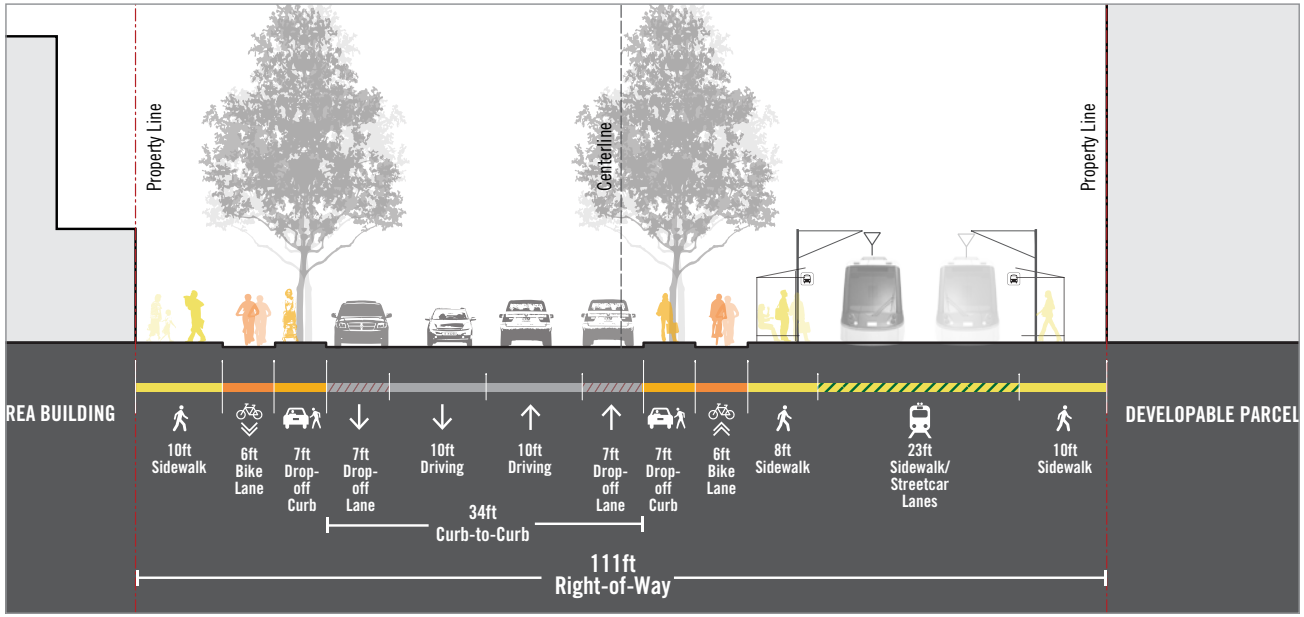


Figure 3.3.7: H Street Section

Pick-Up and Drop-Off Zones

Safe and efficient pick-up and drop-off zones are a key element of station access and circulation. Providing access for private vehicles in proximity to the "front door" of the Sacramento Valley Station must balance other factors, including prioritizing bicycle and pedestrian access, accessibility for people with disabilities, easy navigation for drivers and minimal vehicle idling.

Transportation Network Companies (TNC) pick-up should be located at the farthest end of the designated curb length, within sight lines of the station entrance, making sure passengers do not have to cross any traffic lanes to access the station. TNC pick-up locations should be incorporated into mobile apps, which would help enforce the designated curb space. TNC drop-offs will be accommodated in the general public drop-off area.

Autonomous vehicles pick-up and drop-off operations will be the same as other vehicles and will not need designated curb space.

Ideal locations for pick-up and drop-off zones at the new station are identified as:

- north of the historic station on H Street;
- west of 5th Street and;
- north of the current concourse underpass access on the Railyards site.

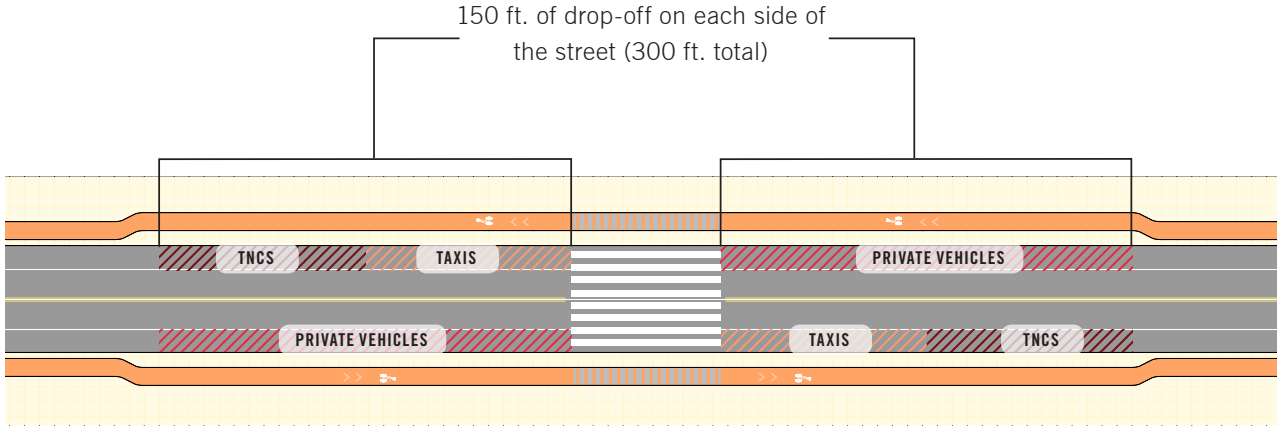


Figure 3.3.8: Pick-Up and Drop-Off Configuration

Figure 3.3.9: 3D View of Pick-Up and Drop-off Configuration Image credit: Robin Chiang & Company and Nelson\Nygaard

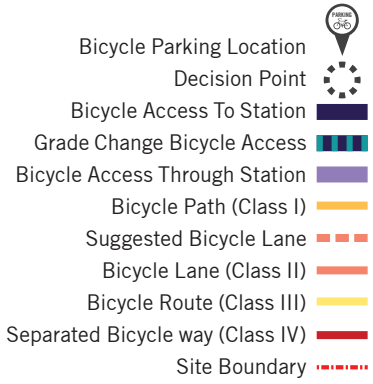
Rotterdam Centraal, Rotterdam

Bicycle Access

Multimodal stations traditionally have a sizable physical footprint. Tracks, bus stops and passenger loading platforms can create barriers for pedestrian and bicycle movement. In order to increase overall permeability and connection to the surrounding street grid, bicycle access paths are provided east/west, along F, G H and I Streets and north/south, along 2nd, 3rd and 5th Streets as well as from the Railyards development. The conversion of 5th street into a two-way street would allow improved bicycle access to and from the downtown area. Bicycle lanes that provide access to the station and across the pick-up and drop-off zone are separated from vehicle lanes, avoiding the need for vehicles to occupy the bicycle lane when pulling over to the curb. Two bicycle infrastructure alternatives have been studied; both are compatible with the master plan options.

Alternative A

In this alternative, F Street provides at-grade access to the station area with a separated cycle track



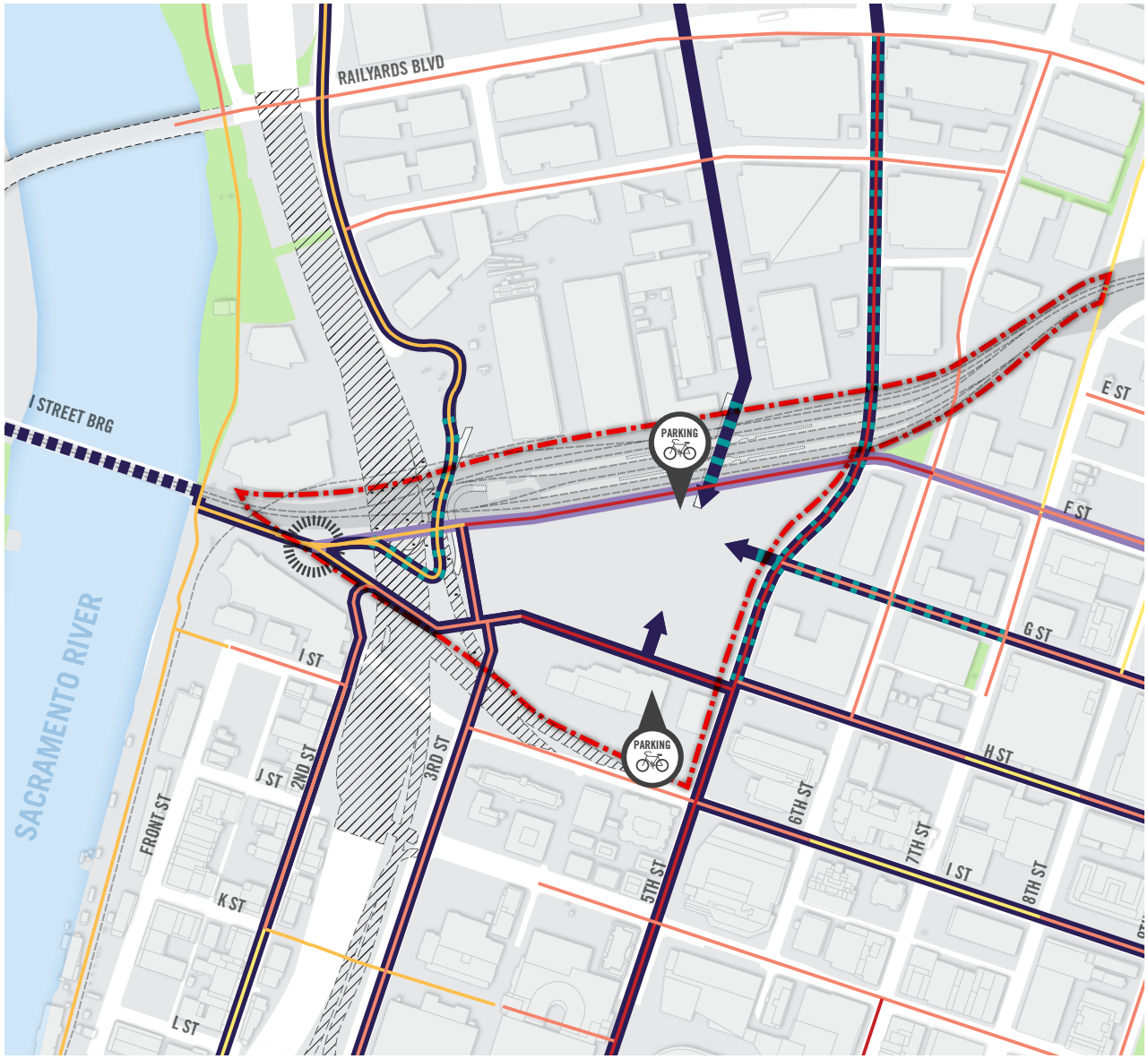


Figure 3.3.10: Bicycle East/West Access Alternative A

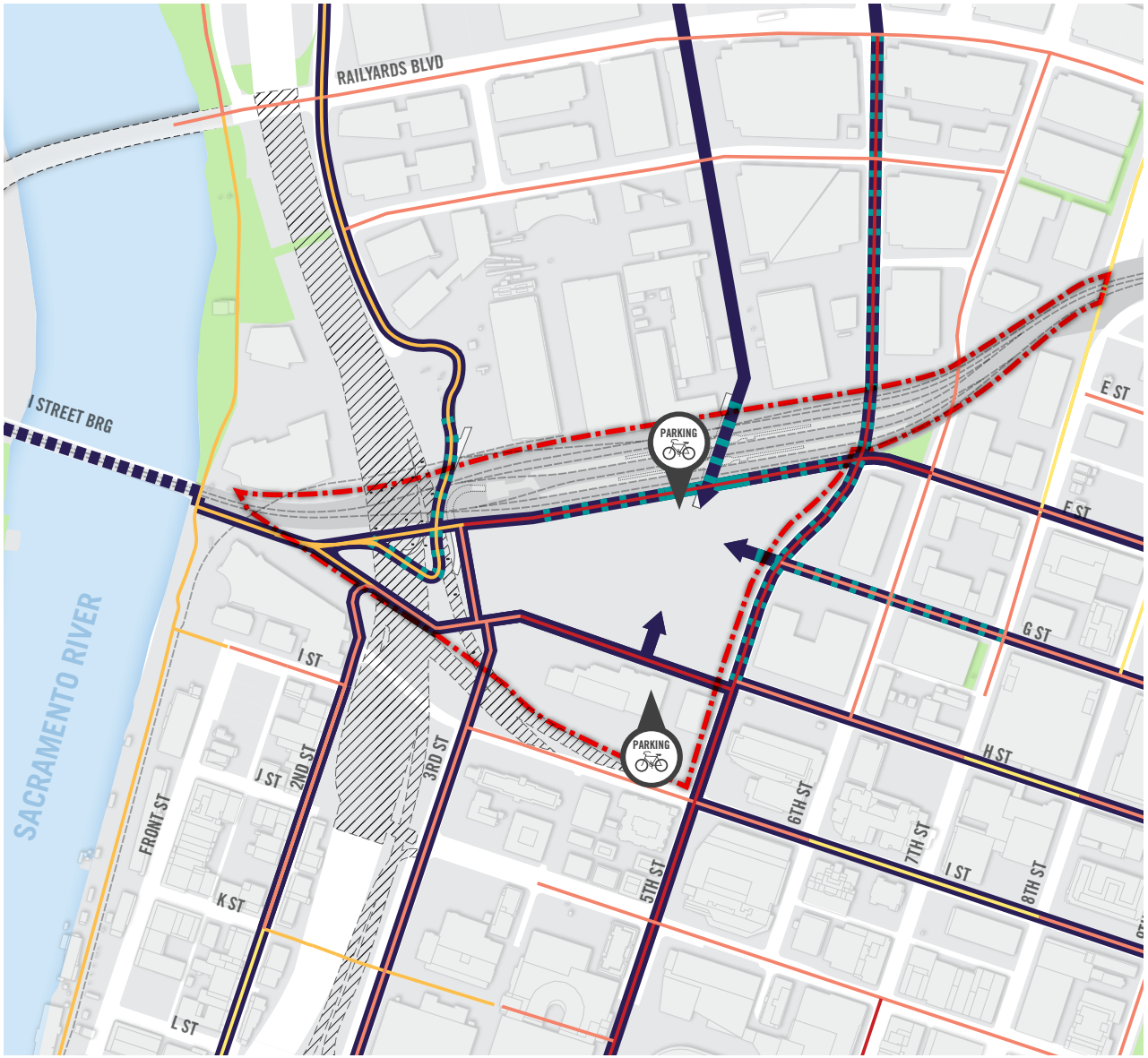


Figure 3.3.11: Bicycle East/West Access Alternative B

extending from 5th Street to Old Sacramento. East-west bicycle movement will be conveniently provided through F Street, while vertical access to the upper station concourse will need to be negotiated within the limited street section width (the opportunity for vertical connection along F Street will require further detailed study). G Street at 5th Street will provide a direct elevated east access to and from the new station concourse. Given the existing bridge elevation profile, cyclists on F Street intending to access the station from the east entrance will need to divert to G Street before crossing 6th Street.

Alternative B

This alternative configuration introduces a ramp that will connect F Street to the new elevated station concourse, delivering a seamless connection between bicycle access and all the other modes of transportation. This compact configuration will be most suitable for the scenario in which vertical access to the upper station concourse is not possible, given the limited street section width. This alternative favors access to the concourse over east/west movement across the site.

- Bicycle Access To Station
- Grade Change Bicycle Access
- Bicycle Access Through Station
- Bicycle Path (Class I)
- Suggested Bicycle Lane
- Bicycle Lane (Class II)
- Bicycle Route (Class III)
- Separated Bicycle way (Class IV)
- Site Boundary

Tunnel. Amsterdam Centraal, Amsterdam. Image credit: Jannes Linders

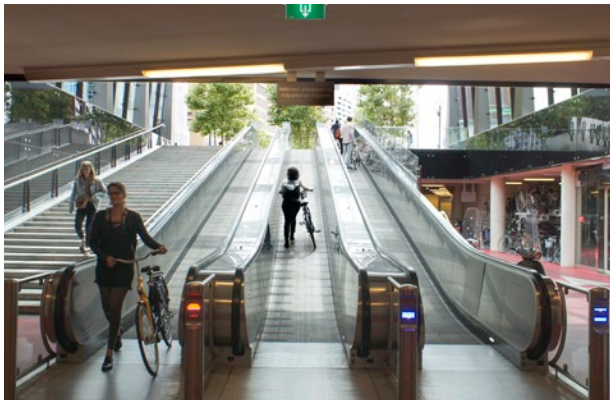
Underpasses

Underpasses can provide at-grade bicycle access across the station. The F Street bicycle lane would transition to a two-way cycle track and extend through the station area adjacent to the bus and light rail lane. This will provide a connection for bicyclists riding east/west between downtown Sacramento and Old Sacramento or the Sacramento River.

Ramps. Utrecht Centraal, Utrecht

Ramps

Both concepts include ramps to accommodate bicycle access within the station, and to connect the street level activities to the elevated concourse activities. Gradual inclines and ramps adjacent to stairs make access easier and more comfortable for passengers traveling with bicycles.



People Mover. Rotterdam Centraal, Rotterdam

People Movers

All station concepts will include people movers to facilitate easy access between levels for all passengers. These are designed to accommodate people traveling with bicycles, luggage, strollers, etc.

Utrecht Centraal, Utrecht

3.4 Station Layout Options

Option 1

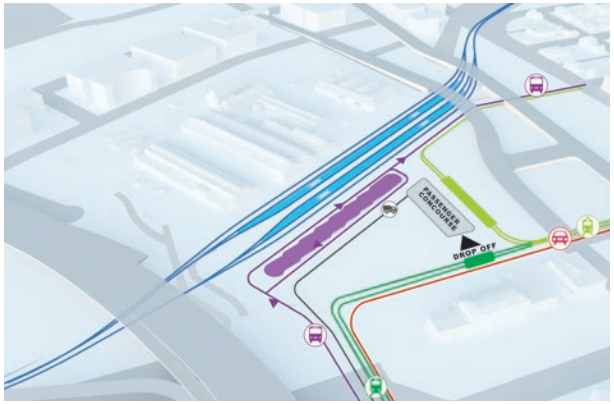


Figure 3.4.1: Transit Access

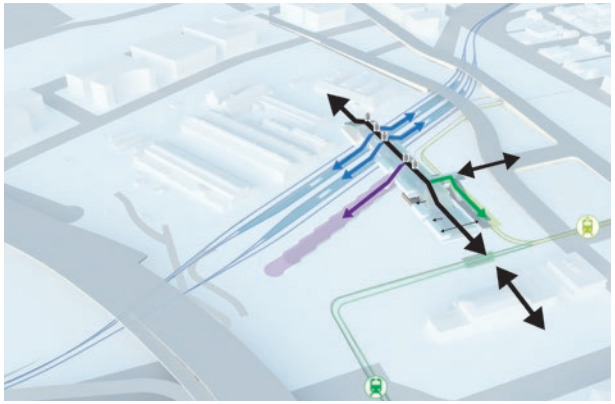


Figure 3.4.2: Pedestrian Access

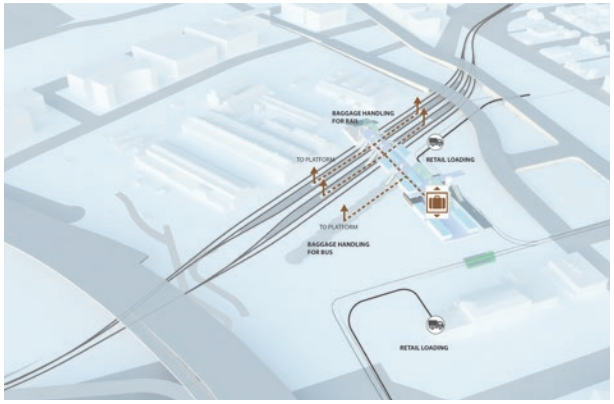


Figure 3.4.3: Loading Access

In Option 1, the historic station can be re-purposed to non-transit functions, however, it will remain as the site's unique asset, welcoming patrons and passengers with amenities and drop off zones. The major public space and access remain close to the historic station on H Street. The new station concourse, is a linear station running north/south. It serves as a promenade connecting patrons from the re-purposed historic station to the train tracks and platform. Its main circulation spine is flanked by a flexible range of amenities and open space, for an engaging transitional experience.

The major transportation elements, including conventional rail, light rail, streetcar and buses all have the same alignments in both station alternatives. Both the options assume that the conventional rail tracks and platforms remain as is in the Phase 1 plan. The existing LRT station will be relocated to the west of Lot 40, based on the near-term project plans, while the existing LRT platform north of the historic station will be re-purposed for the new streetcar station. The bus terminal will be on the south side of the rail precinct, parallel to the tracks and platforms. The main station buildings will have direct access to rail, bus and LRT platforms.

Figure 3.4.4: Station Layout Option 1

The new station building allows flexibility for various programs. Station amenities will be complemented by inviting waiting areas, retail spaces and unique local goods and services that cater not only to station passengers and commuters but also serve residents and visitors.

Figure 3.4.5: View from H-street, looking north toward the new station and passenger drop-off.

Utrecht Centraal, Utrecht

Option 2

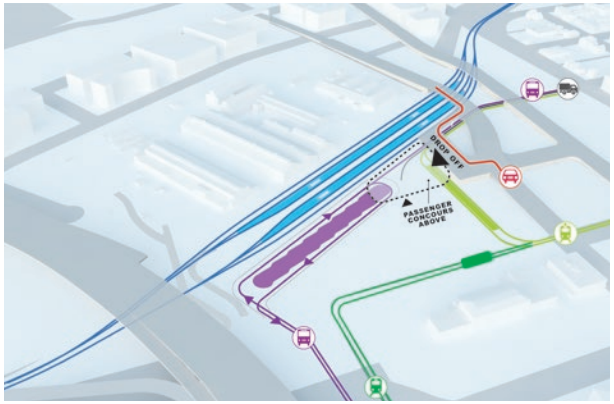


Figure 3.4.6: Transit Access

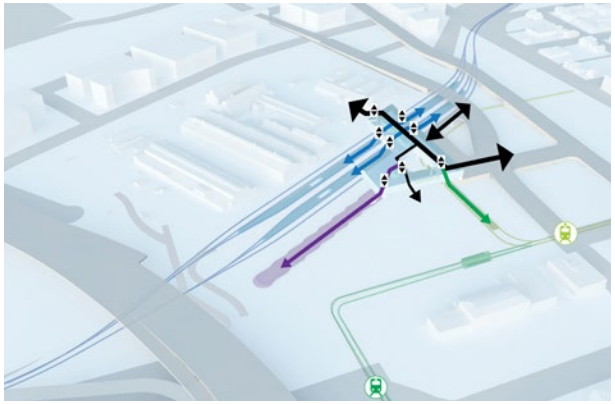


Figure 3.4.7: Pedestrian Access

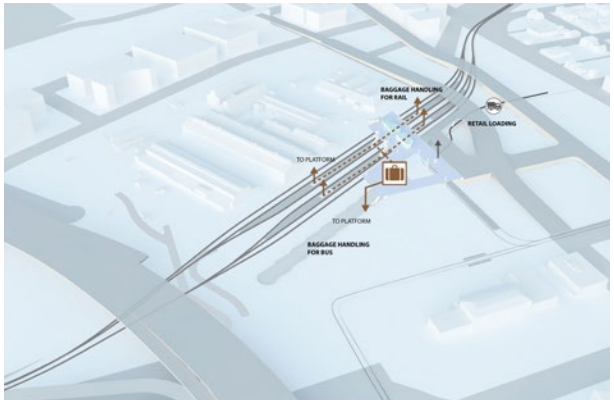


Figure 3.4.8: Loading Access

In Option 2, the historic station building can be re-purposed and it's station functions will be transferred to the new station, occupying the northwestern triangular section of the lot. The East-West station, focuses the concourse and its open space into a hub directly adjacent to the newly built tracks and platforms. The main entry to the station is off the 5th Street Bridge. This configuration elevates the pick-up and drop-off roadway loop to follow the 5th Street slope. The elevated loop would provide opportunities for a sizable G Street connection with opportunities for landscape improvements, while enabling a smooth flow of vehicles, bicycles and pedestrians. Passengers transferring from other transit modes (streetcar, LRT, and buses) remain at grade to access the station overhead. This option assumes a potential future phase of an arm that extends over to the west side of the rail yard site.

Option 2 proposes the same transit layout as option 1 for the major transportation elements, again assuming that the conventional rail tracks and platforms remain as is in the Phase 1 plan. The existing LRT station will be relocated to the west of Lot 40, based on the current planning underway by RT, while the existing LRT platform north of the Historic Station will be used for the new streetcar station. The Bus Terminal will be on the south side of the rail tracks and platforms. The main station will provide direct access to rail, LRT and bus services

Figure 3.4.9: Station Layout Option 2

Option 2 is a new station hub in the area adjacent to the newly built tracks and platforms.

Figure 3.4.10: View from 5th street, looking south toward the new station and passenger drop-off

Fulton Center, New York


UNDERGROUND

4

PLACEMAKING

4.1 Development Program

The City is experiencing a surge in development, with nonresidential square footage in 2015 growing 169% from the previous year. The City is also striving to implement the Downtown Housing Initiative to introduce 10,000 new housing units over the next ten years. Downtown is being shaped in accordance with visions for compact, intensive development that supports housing, jobs and livability in conjunction with multimodal transit offering high levels of service and connectivity. Great places for people to live, work and play are a major asset of today's successful cities. Increased transit services in the station area can be a fundamental game-changer for Sacramento. It is important that this historic investment is supported by a well-thought out set of strategies that unlock the potential of Transit Oriented Development (TOD) within the station's area of influence. The team used an evidence-based method that analyzes successful national and international case studies in order to inform the targets for resident and jobs population that will help achieve the desired vitality and livability for the station area. The team looked at residential and job population for each of the selected case studies and determined two program baselines*:

- 20,000 residents per square mile as the baseline residential population density for a vibrant neighborhood and;
- 100,000 residents and jobs per square mile as the baseline job & residential population density for a successful transit-oriented development around major regional transit station (including High-Speed Rail)

(*) Based on the comparison analysis of selected case study

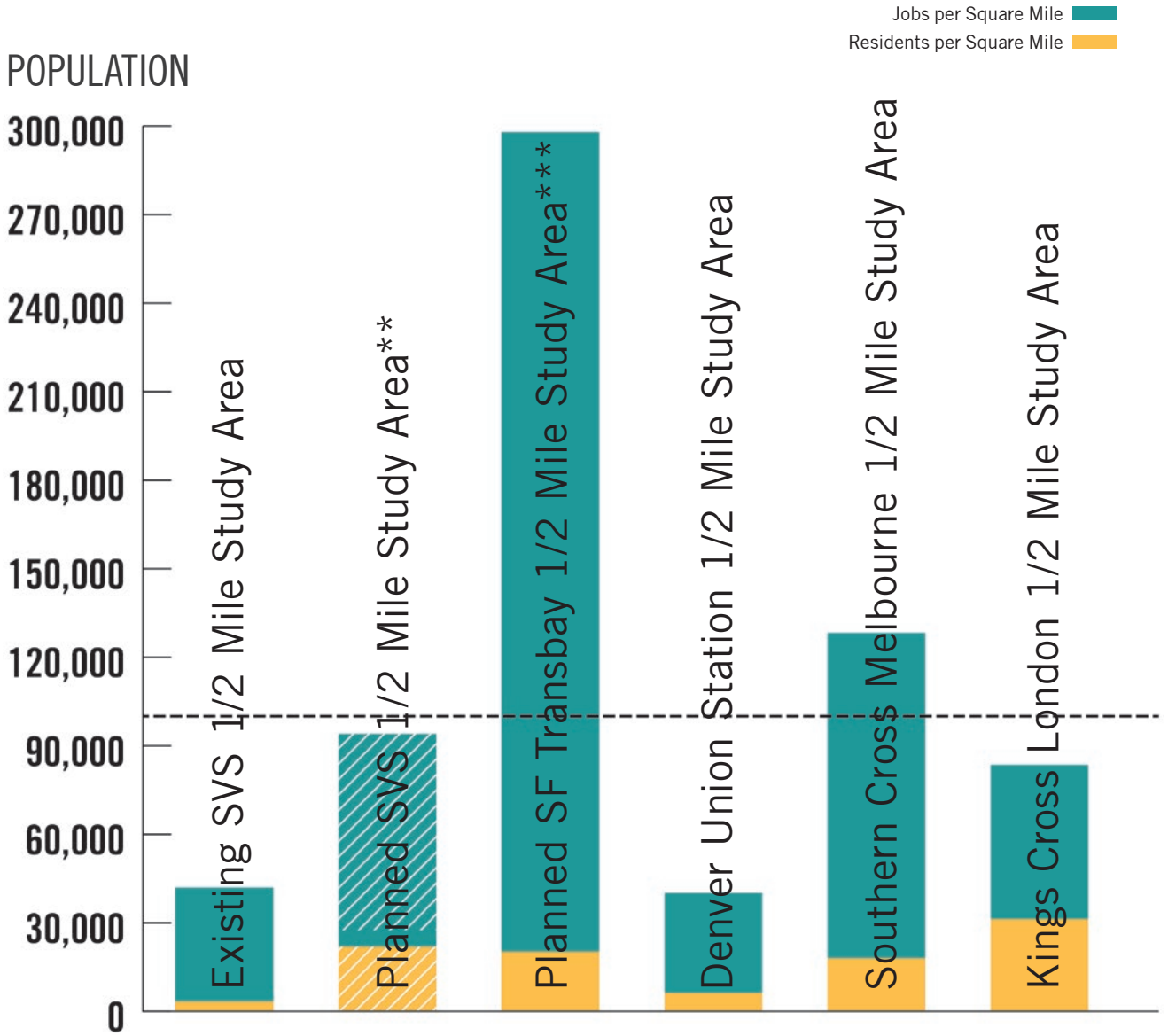
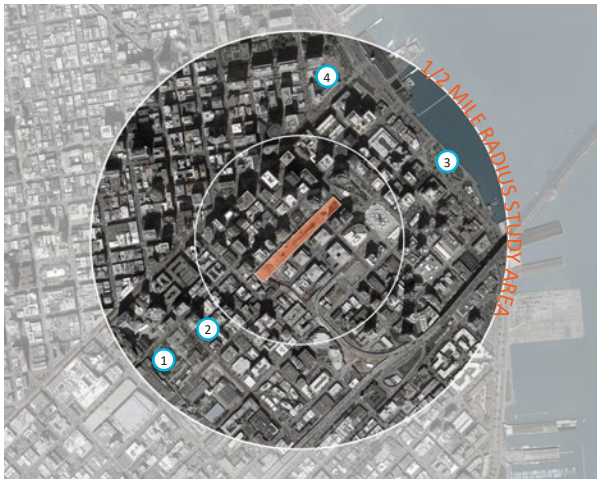


Figure 4.1.1: Residential and Working Population Density within 1/2 Mile Walking Radius Comparisons

(**) Planned SVS Study Area includes projected growth from Downtown Specific Plan and Railyards proposed development.

(***) Planned Transbay Study Area includes projected growth from Transit Center District Plan.

PLANNED SF TRANSBAY



Housing Units
9,700 units
19.22 units/acre

Residents
13,900 residents
18,000 people/sqmi
1.44 people/unit

Jobs
193,800 jobs
13.93 jobs/resident

Open Space
53.3 acres of open space

SOUTHERN CROSS MELBOURNE

Housing Units
8,700 units
17.39 units/acre

Residents
12,900 residents
18,000 people/sqmi
1.56 people/unit

Jobs
79,077 jobs
6.11 jobs/resident

Open Space
22.6 acres of open space

DENVER UNION STATION

Housing Units
3,300 units
6.56 units/acre

Residents
4,800 residents
6,300 people/sqmi
1.46 people/unit

Jobs
25,900 jobs
5.38 jobs/resident

Open Space
35.0 acres of open space

KINGS CROSS LONDON

Housing Units
10,400 units
20.73 units/acre

Residents
24,600 residents
31,300 people/sqmi
2.36 people/unit

Jobs
41,000 jobs
1.67 jobs/resident

Open Space
32.26 acres of open space

Figure 4.1.2: Scale Comparisons of 1/2 Mile Study Areas around Selected Transit Stations

With these baseline targets in mind, the team proceeded with the analysis of the local conditions surrounding the station area and collected data on existing and projected populations of employees and residents within a ½ mile radius from the site's center from U.S. Census Data. ½ mile radius represents a 10-minute walking radius.

The data collected within the study area included the projected population from the Railyards' planned development. By cross-referencing the above mentioned program baselines with the existing and projected growth, the target additional commercial and residential program needed for the area was determined.

Based on this analysis, a minimum additional population of 71,400 (residents & employees) will be needed in order to establish a vibrant, safe and successful, 24/7 transit oriented development within the ½ mile radius from the station. The table on Figure 4.2.4 lists the existing and projected population and factors in the two scenarios currently being considered for the Railyards development. In order to achieve our baseline population target, the Sacramento Valley Station site will have to accommodate an additional population of 3,500 to 4,100 (residents & employees).

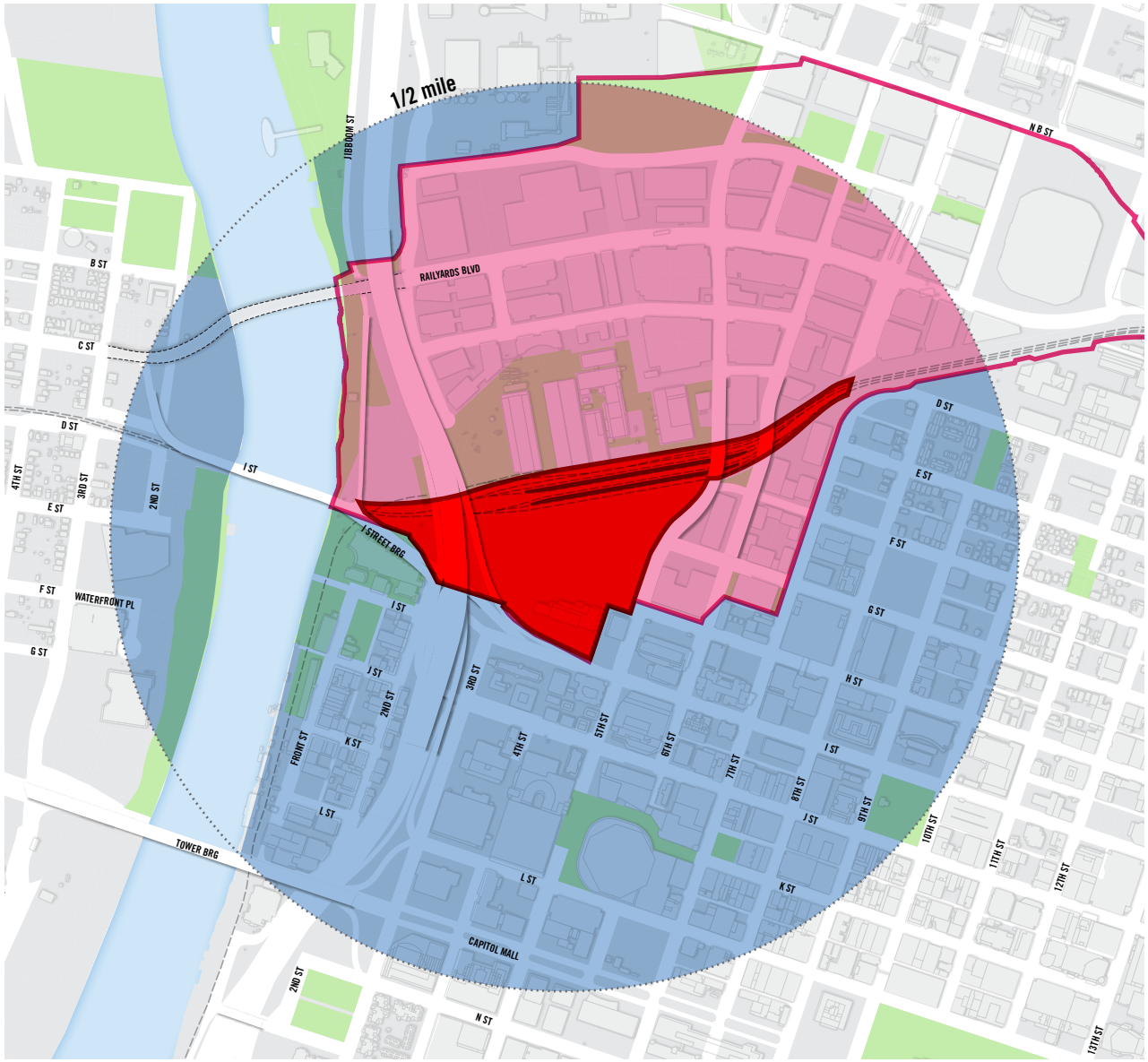


Figure 4.1.3: Development Context

With the minimum target range population being established the team entertained a conversation on the appropriate strategies that while taking maximum advantage of the newly established intermodal connectivity will promote and support development beyond the station area. Two different approaches have been discussed:

ENABLER - This approach favors a minimum development within the station area that will support and complement the station activities by establishing a lively safe urban environment. This strategy prioritizes the placemaking component of the plan in order to provide the condition for higher development intensity beyond the site boundary

CATALYST - This approach favors higher development density within the station area that will capitalize on the transit proximity by establishing an active dense urban environment. This strategy prioritizes the programming component of the plan in order to enable higher development intensity within the site boundary.

For the purpose of this exercise, the team has selected the ENABLER approach for reasons noted below, and has determined the appropriate balance of commercial and residential GFA that will allocate a minimum target population of 3,500 people per square mile on the site. A split of 40% Residential and 70% Commercial will satisfy the determined population goals.

The Sacramento Valley Station site is particularly well-positioned to serve in the above-referenced "enabler" capacity based on its central location within a dynamic and growing area of Downtown Sacramento.

ENABLER BASELINE 1 - BASED ON RAILYARDS DEVELOPMENT - 6,000 UNITS SCENARIO

EXISTING POPULATION* (2014 Census Data)	
Residents	2,500 (1,200 units)
Employees	27,500
PROJECTED POPULATION* EXCLUDED THE RAILYARDS DEVELOPMENT (EPS Downtown Specific Plan Opportunity Sites)	
Residents	7,300 (4,500 units)
Employees	11,500
Total	48,800
RAILYARDS DEVELOPMENT - 6,000 UNITS SCENARIO* (Railyards DEIR Appendix M: Land Use Allocation Tables)	
Residents	6,000 (3,700 units)
Employees	12,500
SVS AREA MINIMUM TARGET POPULATION (RESIDENTS + EMPLOYEES)	
Population (Residents + Employees)	4,100

ENABLER BASELINE 2 - BASED ON RAILYARDS DEVELOPMENT - 10,000 UNITS SCENARIO

EXISTING POPULATION* (2014 Census Data)	
Residents	2,500 (1,200 units)
Employees	27,500
PROJECTED POPULATION* EXCLUDED THE RAILYARDS DEVELOPMENT (EPS Downtown Specific Plan Opportunity Sites)	
Residents	7,300 (4,500 units)
Employees	11,500
Total	48,800
RAILYARDS DEVELOPMENT - 10,000 UNITS SCENARIO* (Railyards DEIR Appendix M: Land Use Allocation Tables)	
Residents	9,900 (6,200 units)
Employees	9,200
SVS AREA MINIMUM TARGET POPULATION (RESIDENTS + EMPLOYEES)	
Population (Residents + Employees)	3,500

**Within 1/2 mile radius from station area's center*

Figure 4.1.4: Existing and Projected Context Population and Needed On Site Target Population

Public control of the site offers the flexibility to phase development coincident with the longer term provision of increased rail and other transit services to the site and in response to the evolution of other proximate developments.

The Sacramento Valley Station site is connected to a number of strategic and important City assets that will shape the future of Downtown Sacramento. In the short term, planning for the Sacramento Valley Station site should focus on enabling the success of these nearby assets, while maintaining the ability to achieve maximum buildout potential in the future. It will be important to ensure that the Plan facilitates the creation of a seamless interface with these proximate projects, reinforcing them while growing on-site uses incrementally over time in concert with changing market and transportation dynamics. A number of strategic elements can be identified in this regard to establish the area as a destination, which can help to attract regional rail and bus services as a prelude to High-Speed Rail (HSR). These are a few considerations:

- Strategic near-term development opportunities at key nodes on the periphery of the site should be emphasized. These perimeter sites will be critical to establishing connectivity to and activation of surrounding districts. For example, Block 40 on 5th Street may offer an opportunity to enhance placemaking through a strong connection to the burgeoning Arena District, including the new Downtown Commons (DoCo) retail area, the Chinatown District, the planned courthouse, nearby hotel properties, and other assets, such as land that

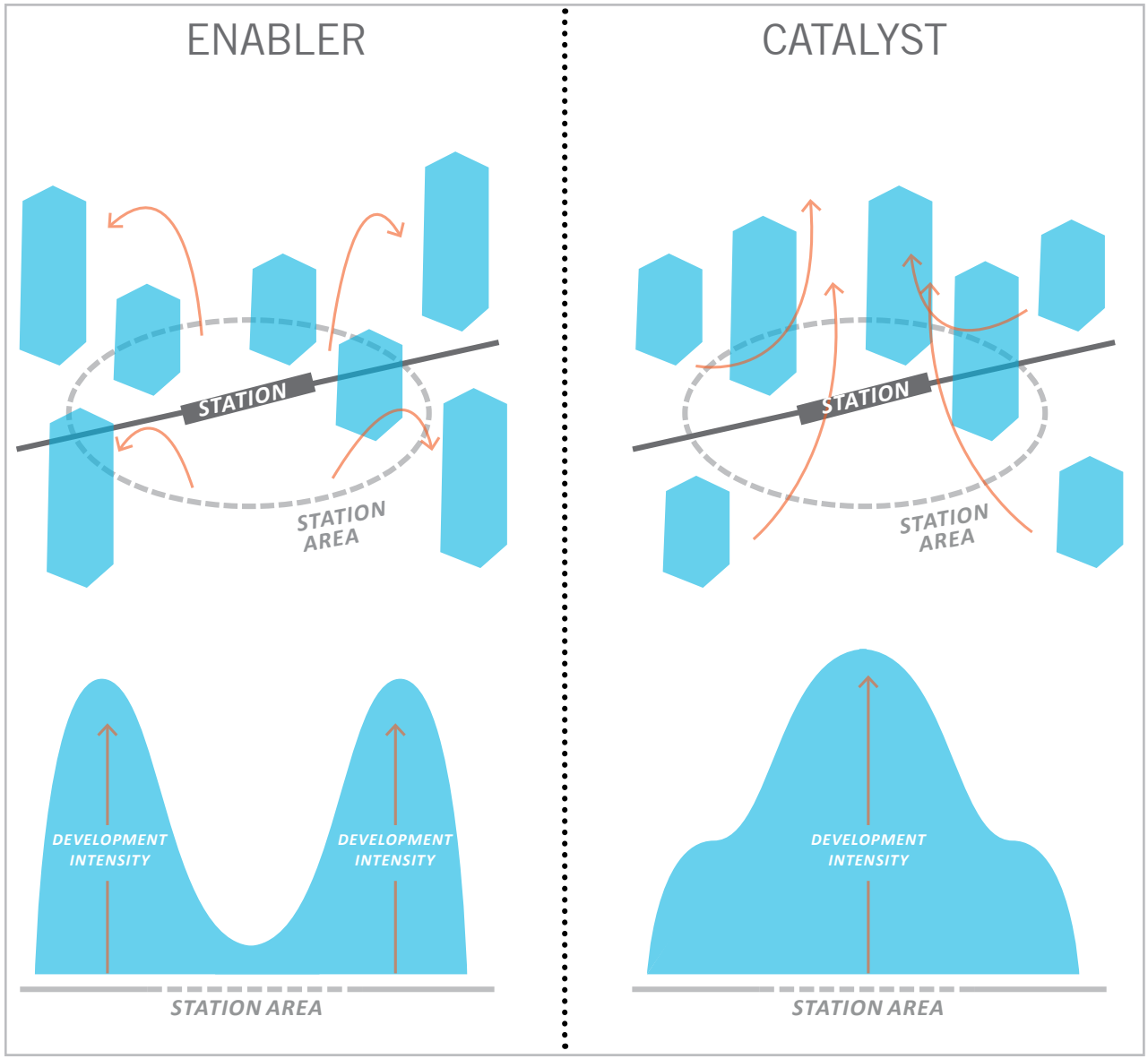


Figure 4.1.5: Two Development Concepts

may become available in the case freeway on-ramp removal is enacted to clear space near 3rd Street.

- High Speed Rail (HSR) may not become a reality for Sacramento until 2040 or beyond. Therefore it will be important to be mindful of related dynamics that should be accommodated in the future, such as increased densification of residential and employment uses. A number of projects in Northern California have demonstrated creative techniques in this regard, such as Bay Street Emeryville, where an initial phase of retail was designed to be vertically augmented through several stories of residential development at a later date, which has since occurred.
- Temporary uses such as open space and parking on development pads well-positioned for future intensification may also be a part of an approach to increased densification over time. As development pressures mount, and travel patterns change due to new rail service, autonomous vehicles, and other factors, these areas can be activated as development sites.
- Current economic conditions favor residential development, with office prospects likely a few years down the road contingent upon further strengthening of lease rates. Strategically placed retail offering amenities to new residents and Sacramento Valley Station patrons alike should be pursued in a phased manner.

GFA (sf)		
TOTAL	RESIDENTIAL	COMMERCIAL
1,210,000	460,000	750,000

*Hotel = 200,000 sf

UNITS		
	RESIDENTIAL	
	460	

POPULATION		
TOTAL	RESIDENTIAL	EMPLOYMENT
3,500	1,000	2,500

Figure 4.1.6: Target Site Minimum Program Required to Achieve Target Population as Outlined in Figure 4.2.4

Overall, the Sacramento Valley Station site resides at a strategic juncture between the Railyards, Old Sacramento, and DoCo. And further, the site is at a crossroads of a regional highway system allowing it to be easily accessed and to attract people from across the region for shopping, jobs, and more. As these areas continue to progress and evolve, the site provides an ideal locus for a high density, high value district. Planning efforts should be closely coordinated with major landowners and employers in the area. Over the short term, Sacramento Valley Station site programming should focus on facilitating current and near-term development in adjacent areas, with targeted uses and periphery development to facilitate connectivity and districtwide activation, while positioning the site for intensification over the longer term. Long-term planning efforts should be calibrated based on development trends in terms of changing uses and intensification, real estate market performance and dynamics, status of adjoining development areas, and continued attention to the role that Sacramento Valley Station can play in connecting critical elements of the Downtown Sacramento built environment.

Development Program - Option 1

The two options develop a different approach on how to distribute the residential and commercial program on site. Option 1 explores the possibility of an urban office campus located west of the concourse. The mid to high rise building massing is organized around a central courtyard accessible by the public yet intimate enough to serve as a gathering area for the local community throughout the day. To the east of the concourse, Option 1 proposes a dense residential development that will address 5th street and provide a visual landmark with a high rise residential and hotel tower.

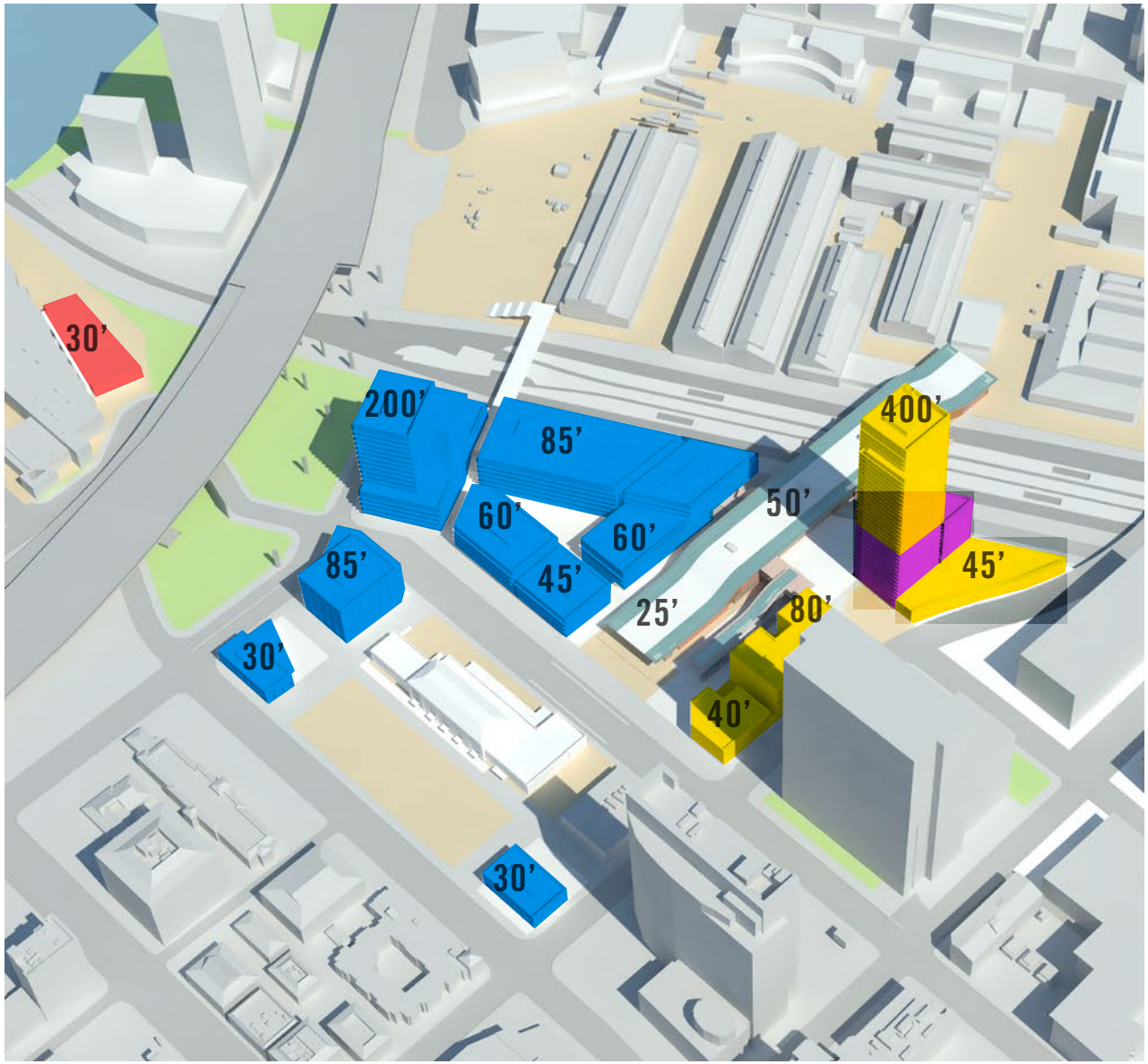


Figure 4.1.7: Program Distribution and Urban Form Option 1

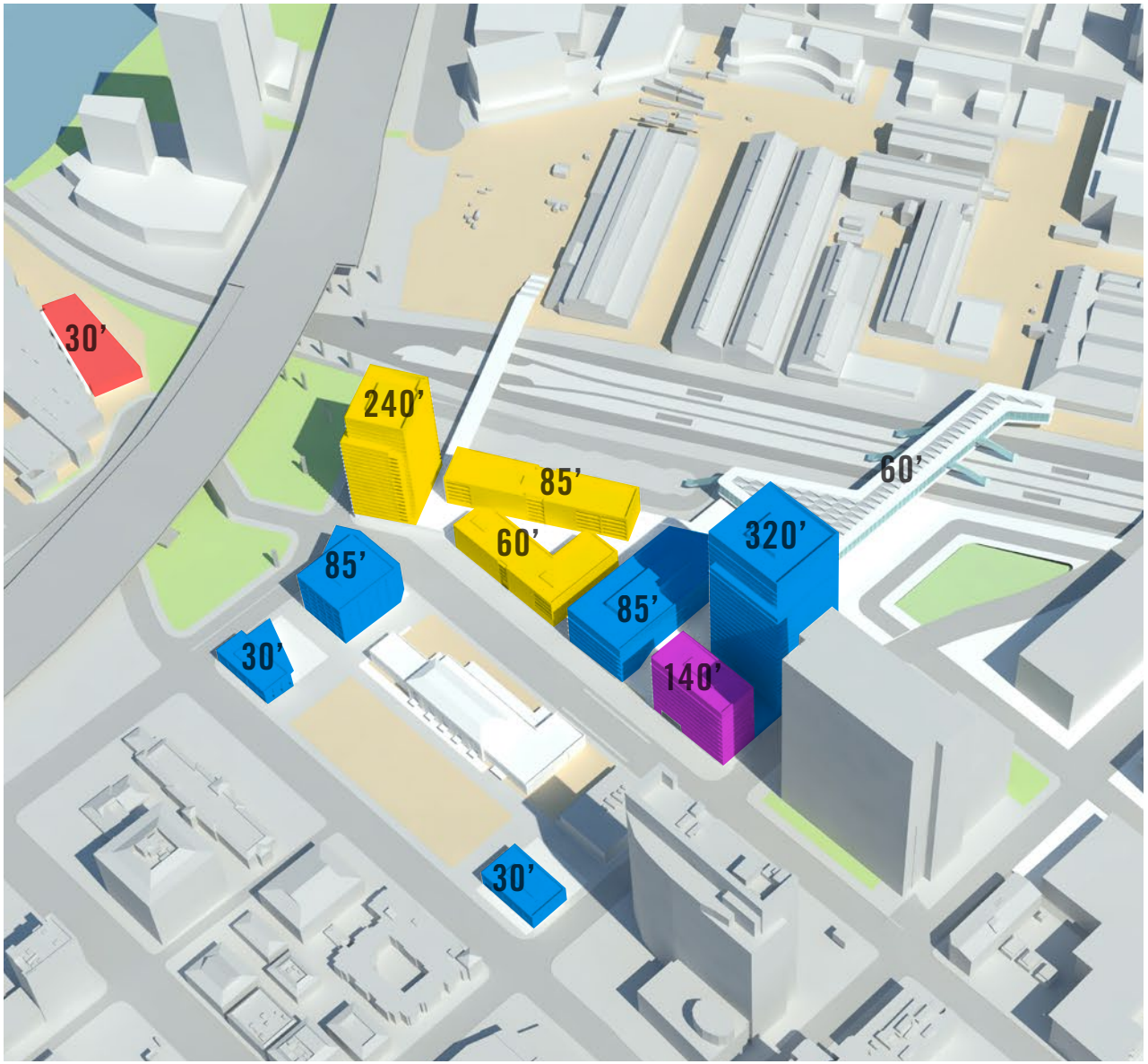


Figure 4.1.8: Program Distribution and Urban Form Option 2

Development Program - Option 2

Option 2 proposes a mid to high rise residential development to the north west of the site. The residential massing is organized around a central, intimate courtyard over an elevated parking podium. The area at the intersection of 5th and H street is dedicated to a high density office district that will be developed over the light rail platforms, south of the concourse. This transit-oriented dense office development is intended to be fully integrated with the transit component of the site with immediate connection to all mod e of transportation.

For both the options the historic station is complemented with commercial program that will frame and activate the civic plaza, the proposed building height is sensitive of the historic character of the area and it is organized to celebrate the historic landmark.

- Residential
- Commercial
- Active Uses
- Hotel
- Plaza
- Soft Scape

4.2 Parking Strategy

A stated objective of Sacramento's Parking Ordinance is that Parking needs are informed by the context of the neighborhood: on-street availability, density and mix of uses, walkability, and the use of alternative modes of transportation. Therefore, the Sacramento Valley Station parking supply is included to support new development at a rate that is in keeping with the dense transit-oriented downtown.

Sacramento Valley Station will function as a downtown transit hub, with regional mobility opportunities – not a park-and-ride station. Many of the commuters who use the station will be on their way to nearby destinations, or will be able to walk, bicycle, or take transit from their home to the station, existing and potential future off-site parking will be supporting the parking needs of transit users (Figure 4.3.3 and 4.3.4). As transit service continues and expands throughout the greater Sacramento, other stations will provide park-and-ride facilities. Currently, park-and-ride stations already exist in both the railroad (e.g. Roseville and Auburn) and light rail (Watt/I-80 and Cosumnes River College) networks. With such limited space in a valued urban setting, it would be financially and environmentally unsustainable to prioritize long-term parking for commuters at Sacramento Valley Station. Even for the parking supportive of new development, measures to reduce the footprint of parking, including valet services and stacking mechanisms, will be considered. This approach is consistent with the City's current parking code. The City of Sacramento's Zoning Code identifies parking required to support land use developments. The following table presents the calculations for the minimum number of parking spaces required in Sacramento's Urban District.

PARKING REQUIREMENTS

Opportunities to share parking across different land uses, and supportive access for people walking, riding bicycles, and taking transit will also encourage decrease parking demand. At the locations with highest demand for station access, passenger loading for private vehicles, taxis, and TNC vehicles will be prioritized over on-street parking.

Proposed Land Uses	CITY CODE- URBAN DISTRICT
Hotel (Urban) – 250 rooms	0
Office (Urban) – 800ksf commercial	400
Low to Mid Rise Apartment (Urban) – 460 dwelling units	230
TOTAL	630

Figure 4.2.1: Parking Requirements by Land Use per City Code

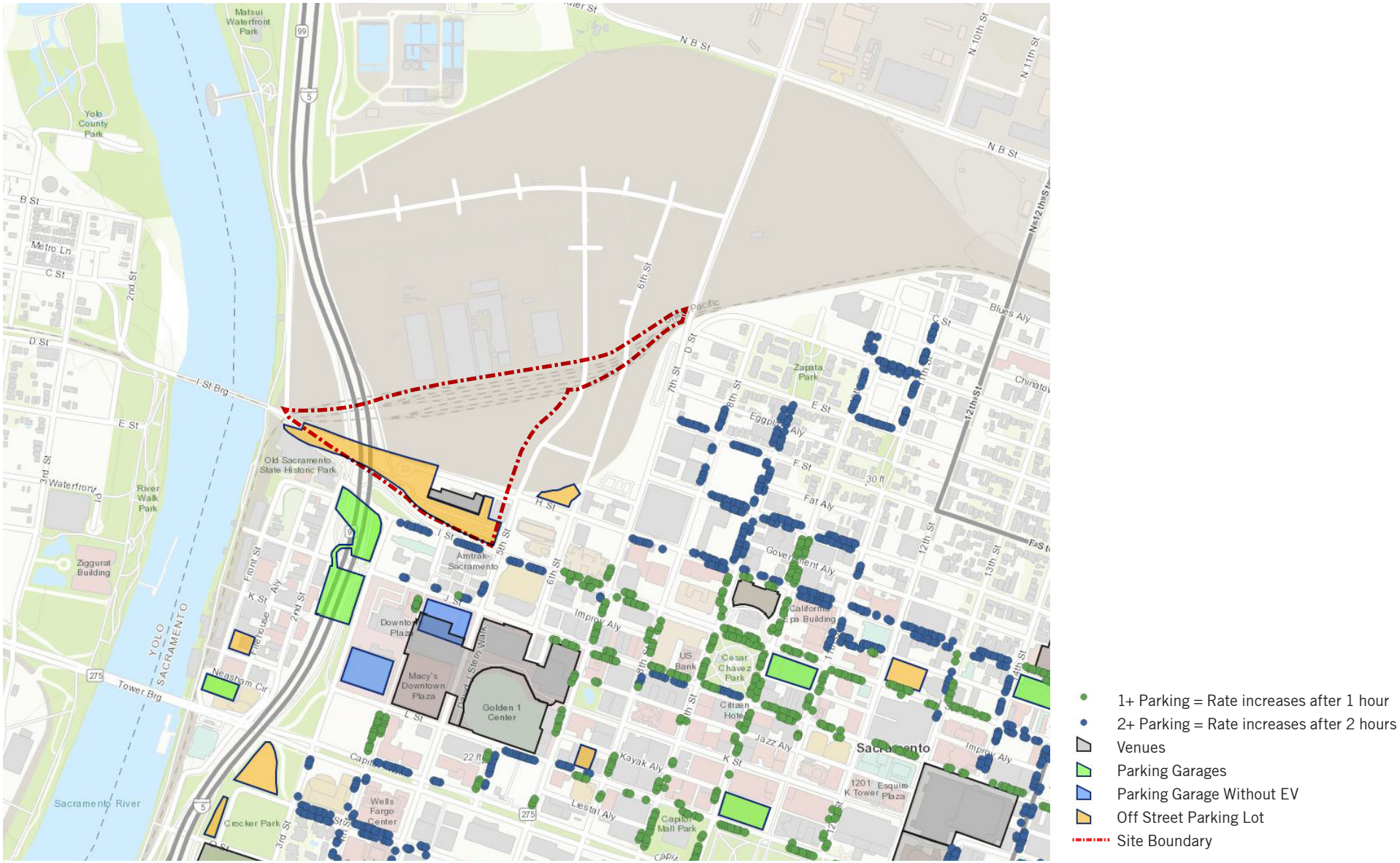


Figure 4.2.2: Parking Context. Source: City of Sacramento Public Works Parking Map

On-site Parking Need	
Transit	0
Hotel	0 (off-site valet)
Office	400
Residential	230
Total	630
Provided	630

**Assuming 350 SF/stall*

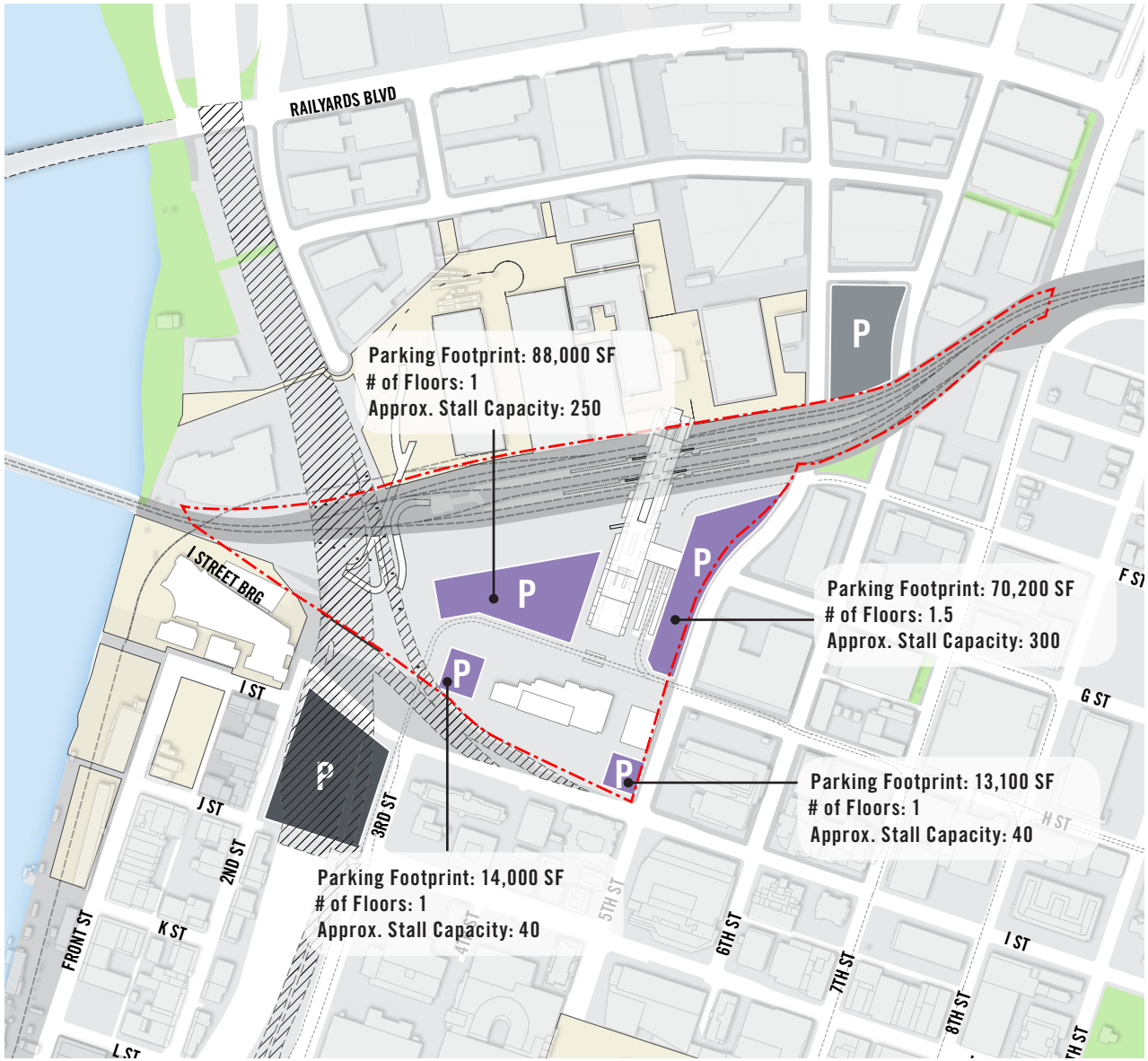
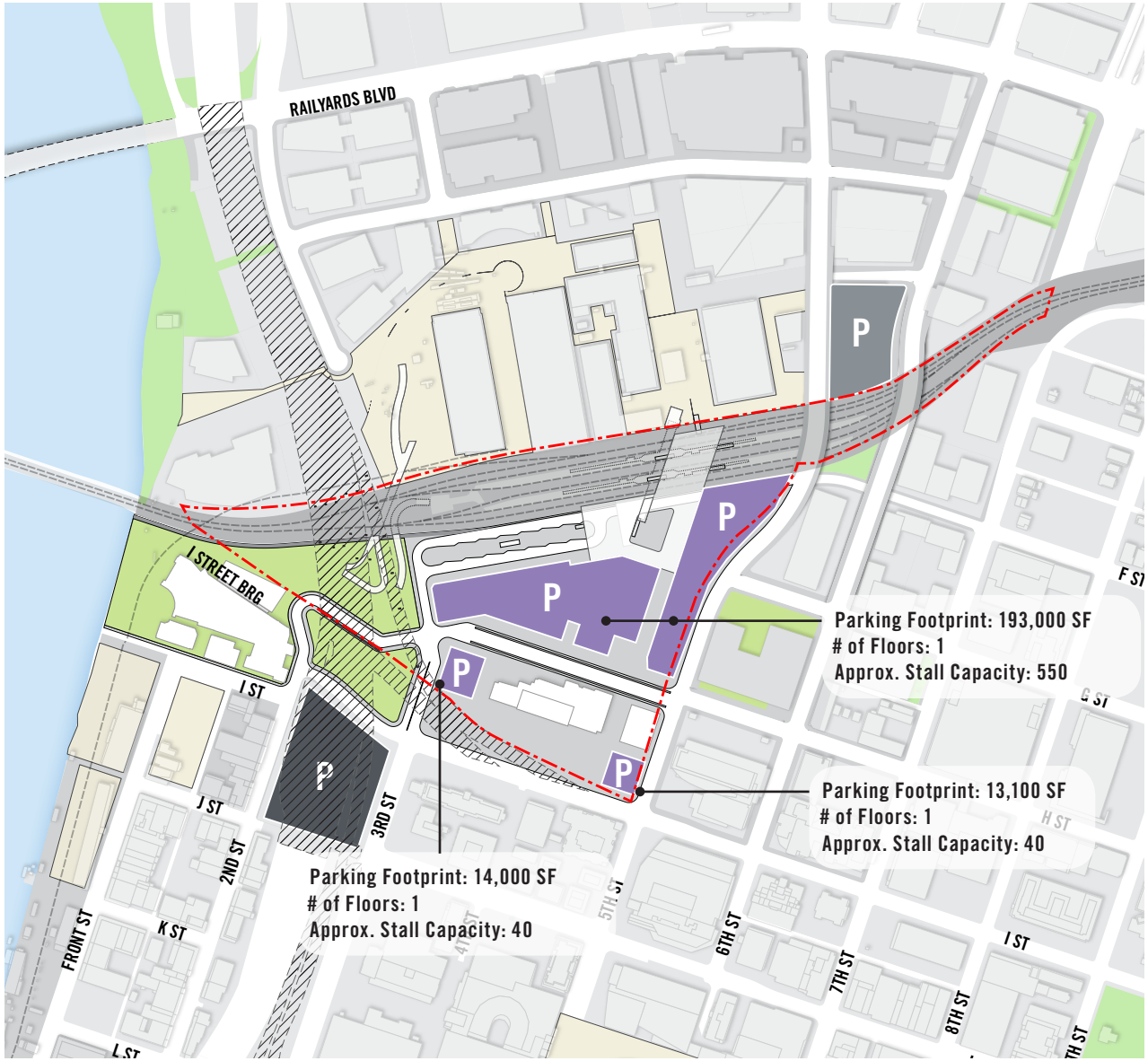


Figure 4.2.3: Parking Plan Option 1



On-site Parking Need	
Transit	0
Hotel	0 (off-site valet)
Office	400
Residential	230
Total	630
Provided	630

**Assuming 350 SF/stall*

- Potential Parking On-site
- Potential Parking Off-site
- Existing Parking Off-site
- Site Boundary

Figure 4.2.4: Parking Plan Option 2

4.3 Open Space

To heighten the user experience through the Sacramento Valley Station site it is absolutely critical to provide careful thought to enhance the public realm within the buildings and in between buildings, providing opportunities for placemaking and for celebrating the history of the station area. The master plan options set the stage for evolving the image of SVS to become a new urban epicenter integrating the historic station into the future master plan and enabling a destination for dining, shopping, cultural, entertainment and leisure activities.

The open space opportunities are provided in the following six settings:

Union Station, Denver. Image credit: Hargreaves Associates

Civic Plaza

A new civic plaza will replace the surface parking located south of the existing depot to provide opportunity for public art, communal gatherings, farmers markets and other social activities. The renewed plaza will celebrate the historic station and will be activated by ground floor retail and commercial services such as restaurants, cafes and retail.

Utrecht Centraal, Utrecht

Transit Plaza

The new station will be fronting a large open space that will function as main access to the station from the south. This transit plaza will serve an important role within the site's mobility network, intuitively guiding users to all transit options available on-site. The transit plaza will be designed to be flexible to support activities beyond transit, providing opportunities for small and large social gathering for the wider community. This plaza will have clear sight lines to the station's main entrance and the station will be presented to visitors and patrons as a new recognizable visual landmark.

Pancras Square, London. Image credit: John Sturrock

Mixed Use Courtyard

In order to serve the needs of everyday users, whether residents or employees, each option provides an opportunity for small, intimate gatherings away from the bustling station activities. A central courtyard will be accessible to the public and intimate enough to serve as a gathering area for the local community. This public space will be enclosed by active uses on the ground floor of the surrounding buildings.

Buffalo Bayou Park, Houston. Image credit: SWA Group

River Park

The site will be reconnected with the Sacramento river through a system of open spaces and paths that will provide:

- an easy access to the riverfront and Old Sacramento,
- new recreational opportunities especially in the shaded areas under I-5 that are best fitted for active recreational uses such as sports courts,
- stormwater management facilities and a filtering buffer to sounds and dust of I-5

Utrecht Centraal, Utrecht

Bicycle and Pedestrian Paths

Rail infrastructure can often represent a barrier in itself. The plan for the Sacramento Valley Station area proposes bicycle and pedestrian-only paths that will connect the site to the Railyards' Central Shops and future development across the rail alignment. In addition to providing pedestrian-friendly transit access for light rail and buses, the F Street extension along the south edge of the rail precinct will facilitate east/west access. A dedicated underpass below the future station terminal will provide a pleasant and efficient connection to and from Old Sacramento, the Sacramento River and the Railyards.

The Railyards, Sacramento. Image credit: AECOM

Railyards Plaza

The Railyard plaza will provide access to the new station concourse from the north. This open space will celebrate the strong historic character of the surrounding Central Shops buildings in order to deliver a memorable and recognizable entry point to access the station concourse and as a means of crossing the rail corridor.

Open Space - Option 1

The north/south concourse configuration in Option 1 introduces a strong visual relation between the new and historic stations. Key to this relation is the south-facing open space that will provide main access to the new station concourse from H street.

This transit plaza plays a fundamental role in providing a highly recognizable point of arrival for new and frequent visitors. Light rail and streetcar access will be provided around the perimeter of the transit plaza, while users intending to access bus and rail services will be intuitively guided towards the station concourse.

Drop-off and pick-up areas are located along H Street, providing immediate access to the transit plaza and new station building, while a bicycle path will provide east/west access along H Street. Bicycle parking facilities will be provided within the public open spaces and station concourse.

At the heart of the site, the transit plaza will serve multiple functions that go beyond the transit uses. Opportunities for large and small gatherings will be provided by a flexible design that can adapt to peak and non-peak hour activities.

The new concourse will also be accessible from G Street. Pedestrians and bicyclists will be able to access the station through a stepped plaza located south of the new residential and hotel tower that will act as a new landmark along 5th Street.

The current parking and drop-off / pick-up plaza, south of the historic station, will be converted to a landscaped civic plaza that will celebrate the site's historic character. New activities around and within the historic station will introduce new life to the site. Active uses will support casual gathering for the benefit of local users and visitors.

Connections to Old Sacramento, the Railroad Museums and the Sacramento River will be provided by a system of pedestrian and bicycle paths running through the river park and a new public open space to the west of the site with distinct natural features that will extend the ecosystem of the river to the site through habitat restoration and native landscaping. A combination of planting and hardscape will be included in a landscape design that is sensitive to the environmental conditions under the I-5.

The river park will be designed to support safe and convenient non-vehicular movement, functioning not only as a connection but also as a new public space for sport, art and stormwater management. The residential and employment densities accommodated around the future Station will inform the open space programming.

In order to support the daily activities of local residents and employees, both the options propose intimate places for medium to small gatherings. The development west of the new station concourse will be organized around an internal courtyard with active uses, such as retail restaurants and cafes to address the needs of daily users.

The master plan proposes to add between 8 and 10 acres of open space through courtyards, plazas and parks which will help contribute towards the City's park Level of Service goal of 1.75 acres per thousand residents in Central City.

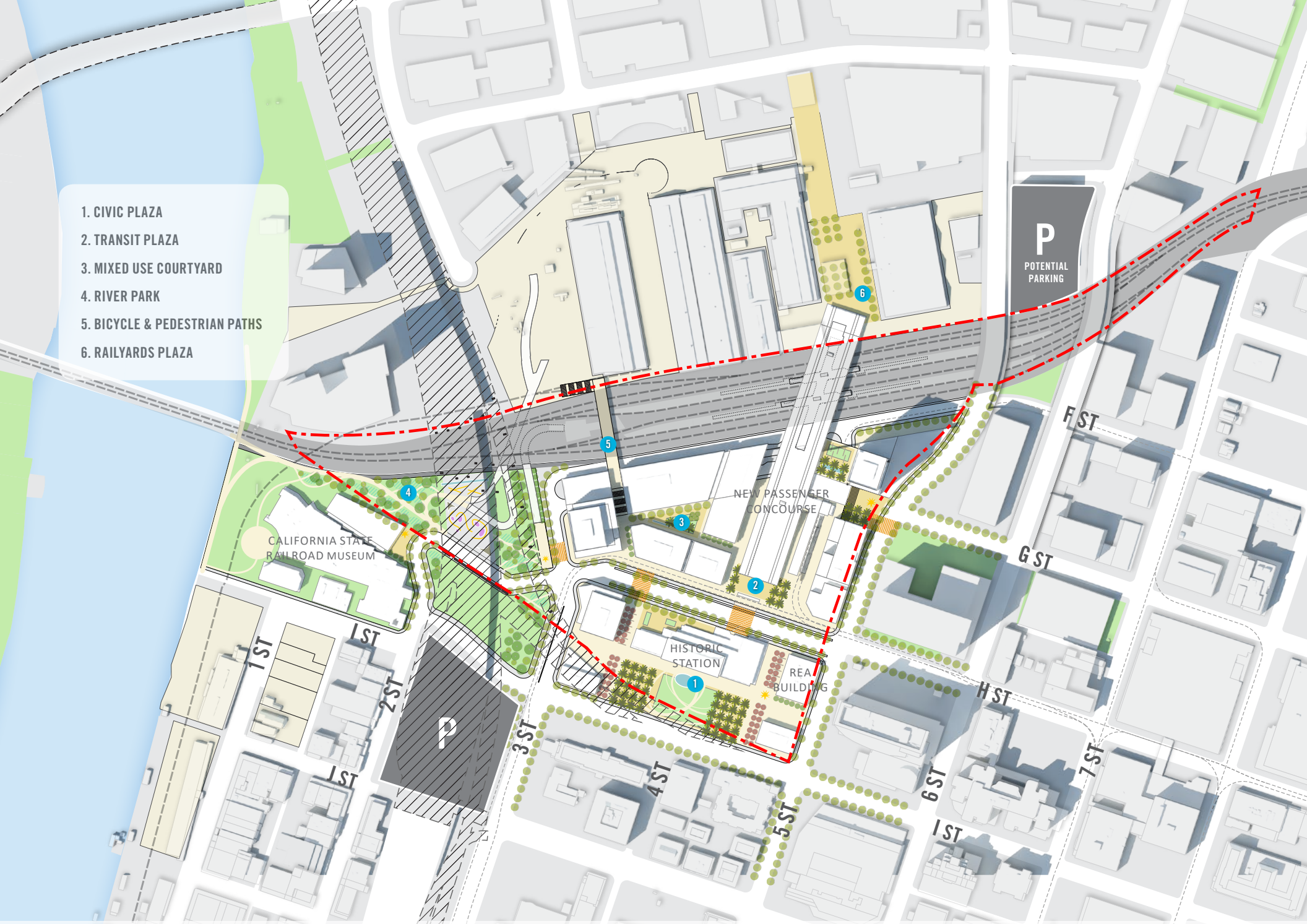


Figure 4.3.1: Option 1, Illustrative site plan

Open Space - Option 2

The general open space framework is maintained in both options. In Option 2, the compact configuration of the new concourse, northeast of the site suggests a different approach to visually and physically connecting the historic and new stations. A linear pedestrian path articulated in the form of cascading plazas crosses the site. By passing through a dense commercial block over a podium, the proposed open space functions as a link between the two landmarks while providing access to the light rail and streetcars south of the new station concourse. The commercial development facing both sides of the proposed open space will provide active frontage that supports transit riders and locals.

Main access to the new station will be provided from 5th Street. An entry plaza will provide efficient vehicular access to the station with drop-off and pick-up areas located east of the station concourse. A landscape plaza along the west side of 5th Street will function as a highly recognizable access point for the station, an urban terrace with a vantage point for enjoying views of the City.

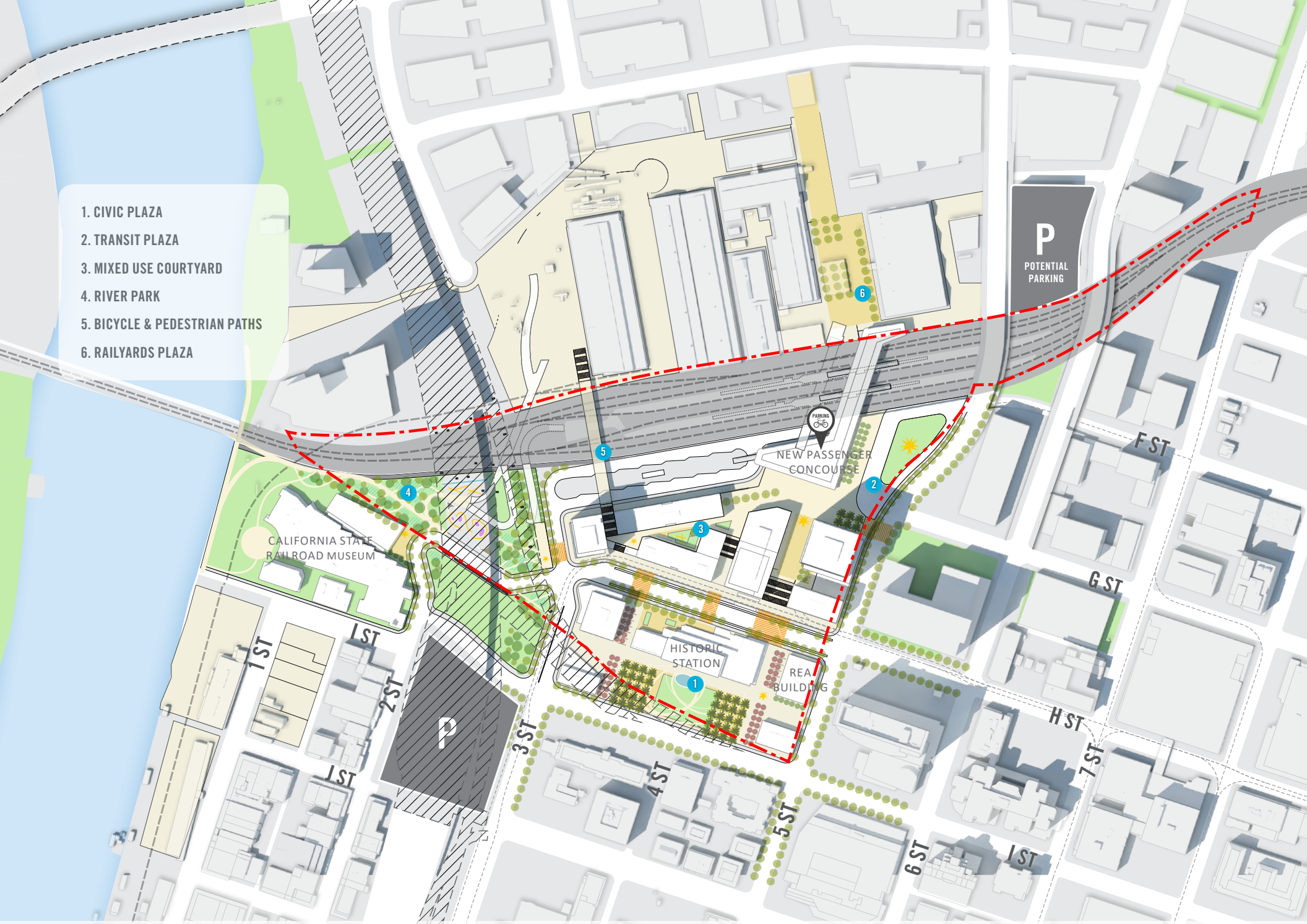


Figure 4.3.2: Option 2, Illustrative site plan

Civic Center and Historic Station

Special attention has been paid to the area fronting the historic station. This area is currently dedicated to vehicular access and parking. The proximity of the I-5 and I Street Bridge ramps to the main entrance of the historic station, together with the associated traffic volumes contribute to an unfriendly pedestrian environment, especially for pedestrians accessing the site from 4th street.

In its original configuration the 4th street alignment played an important role in the overall site composition. The symmetrical facade of the historic station building reflects and reinforces 4th street as an important axis. In order to restore the original spirit of the symmetrical composition, celebrate the historic station and provide a strong visual identity to the site, the master plan options introduce a new approach to this area.

The two options both aim to establish a new civic plaza which will be a place to celebrate the station and its civic importance, a space that will host new activities such as farmers markets and other social events, and will become a well-loved public realm for travelers and the local community. Both the options are dependent on the possibility of removing or re-configuring the I-5 northbound access ramp in order to free up the area from this infrastructure.

By reclaiming the space for pedestrian, both the options explore the opportunity to establish a grand open space that, in the tradition of classic rail stations, will project a civic image to the surrounding areas establishing the station as a renewed city landmark. East and west of the historic station two additional building are introduced, scale and height of which is sensitive to the historic

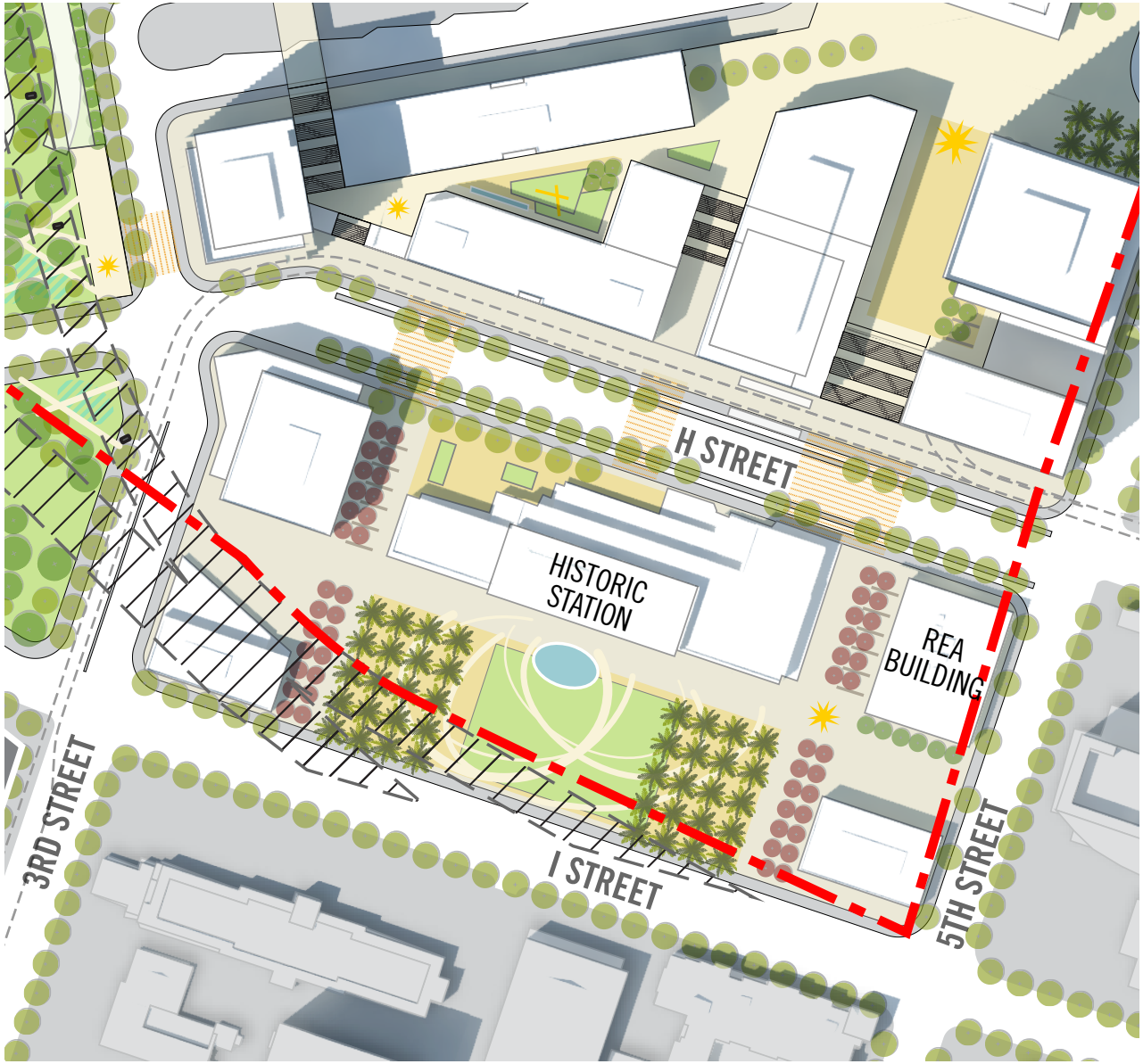


Figure 4.3.3: Civic Plaza and Historic Station

Figure 4.3.4: Aerial rendering of historic station and civic plaza.

presence, not exceeding the station height. These two small footprints buildings will frame the new plaza, maintaining and reinforcing the symmetrical composition and activating the new civic plaza with ground floor supportive uses such retail, cafes and restaurant.

As an alternative the design team explored a scenario in which a re-configuration of the access ramps might not be possible. In this alternative a larger open space is provided south of the historic station, for the entire length of the block, from 5th to 3rd street. Landscape elements, such as full canopy evergreen trees and shrubs, will function as green buffer providing a visual screen to the ramps and a filter to noises and dust from vehicular traffic.

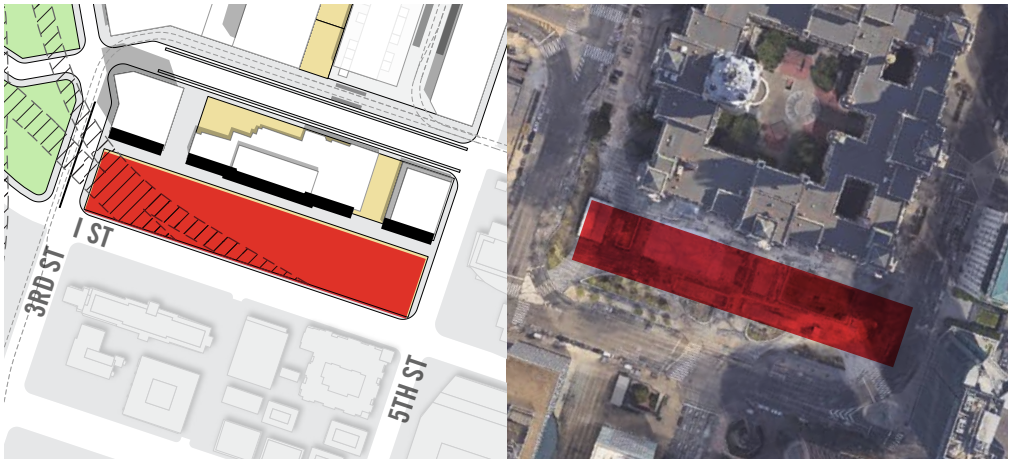


Figure 4.3.5: Civic Plaza Alternative A. Scale Comparison: Dillworth Park, Philadelphia.

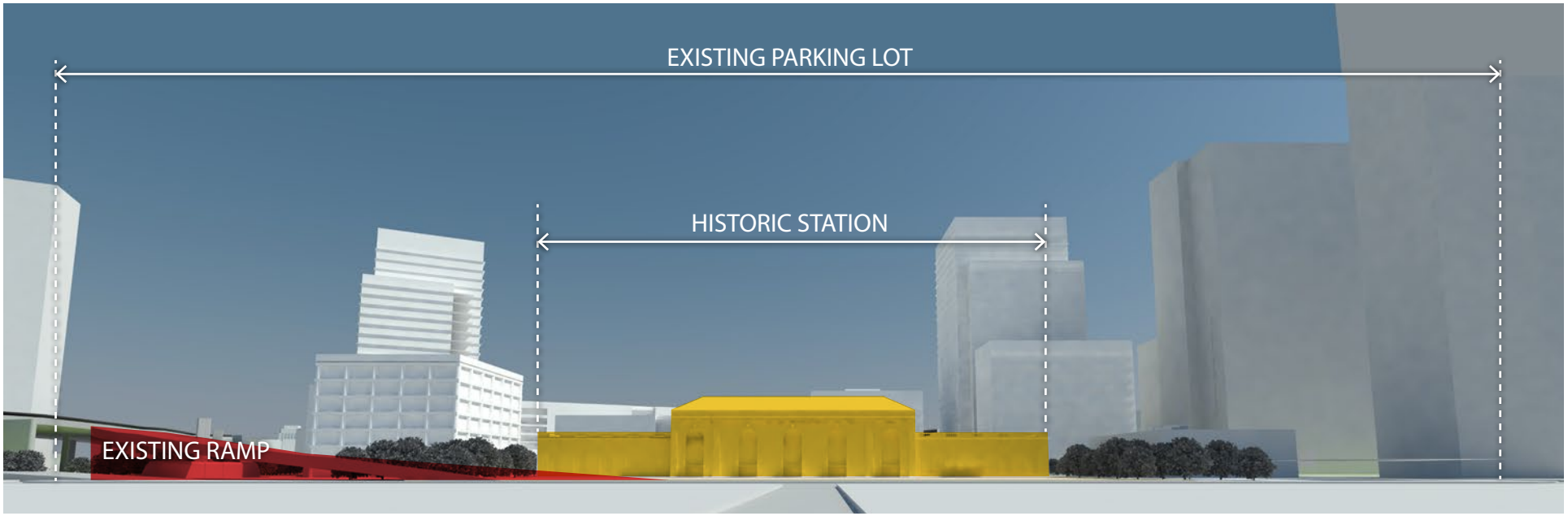


Figure 4.3.6: Plaza Framing, Existing Condition

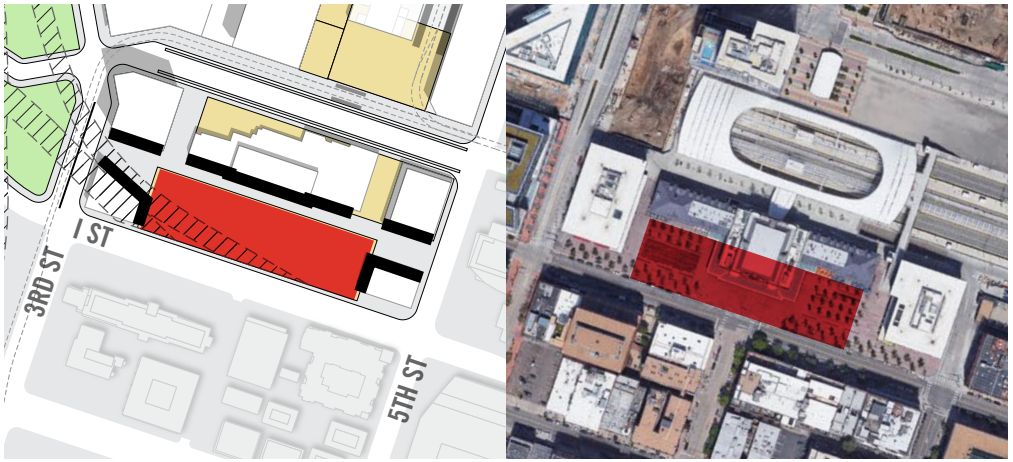


Figure 4.3.7: Civic Plaza Alternative B. Scale Comparison: Union Station, Denver

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.

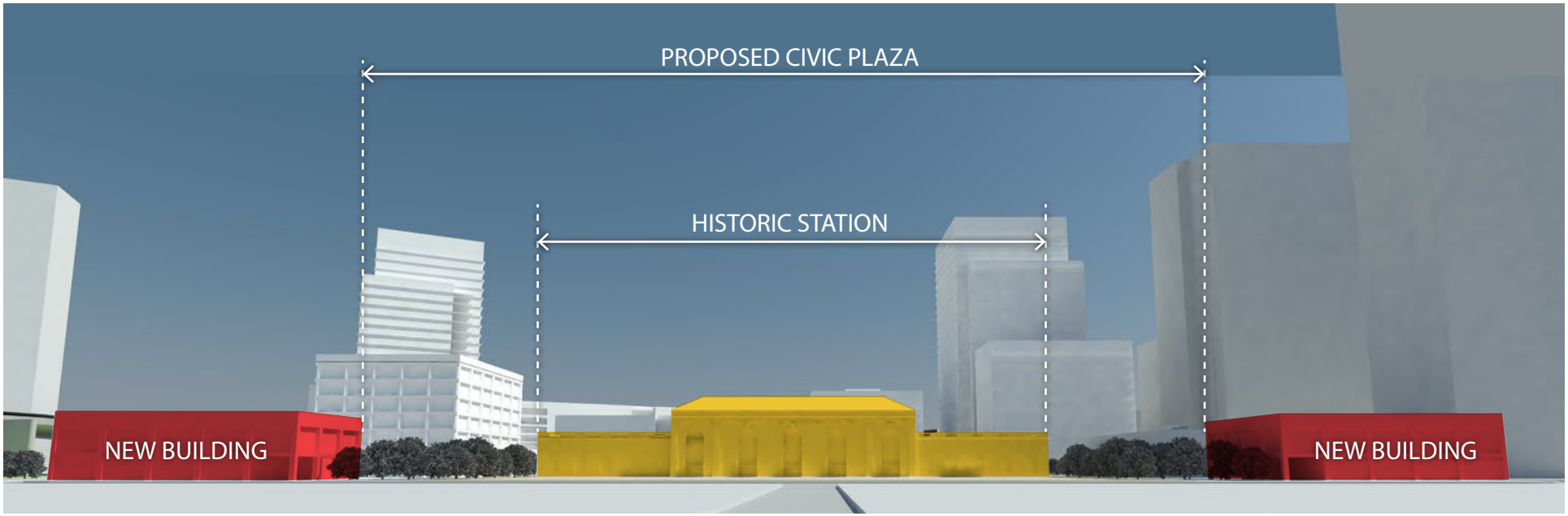
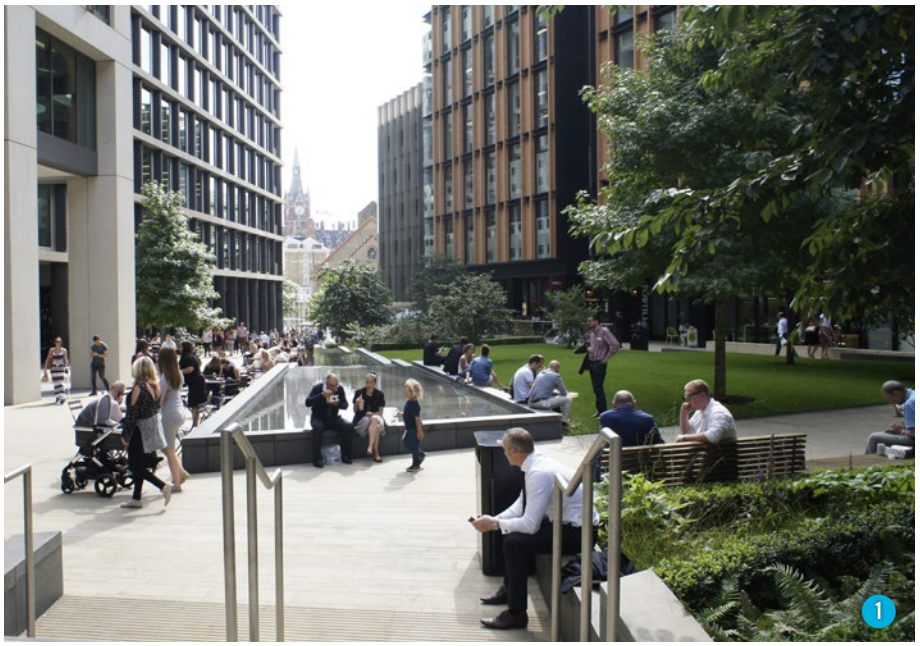


Figure 4.3.8: Plaza Framing, Proposed Condition

4.4 Master Plan Options

Figure 4.4.1: Built Development Option 1



Urban Office Campus. St. Pancras, London

Urban Office Campus

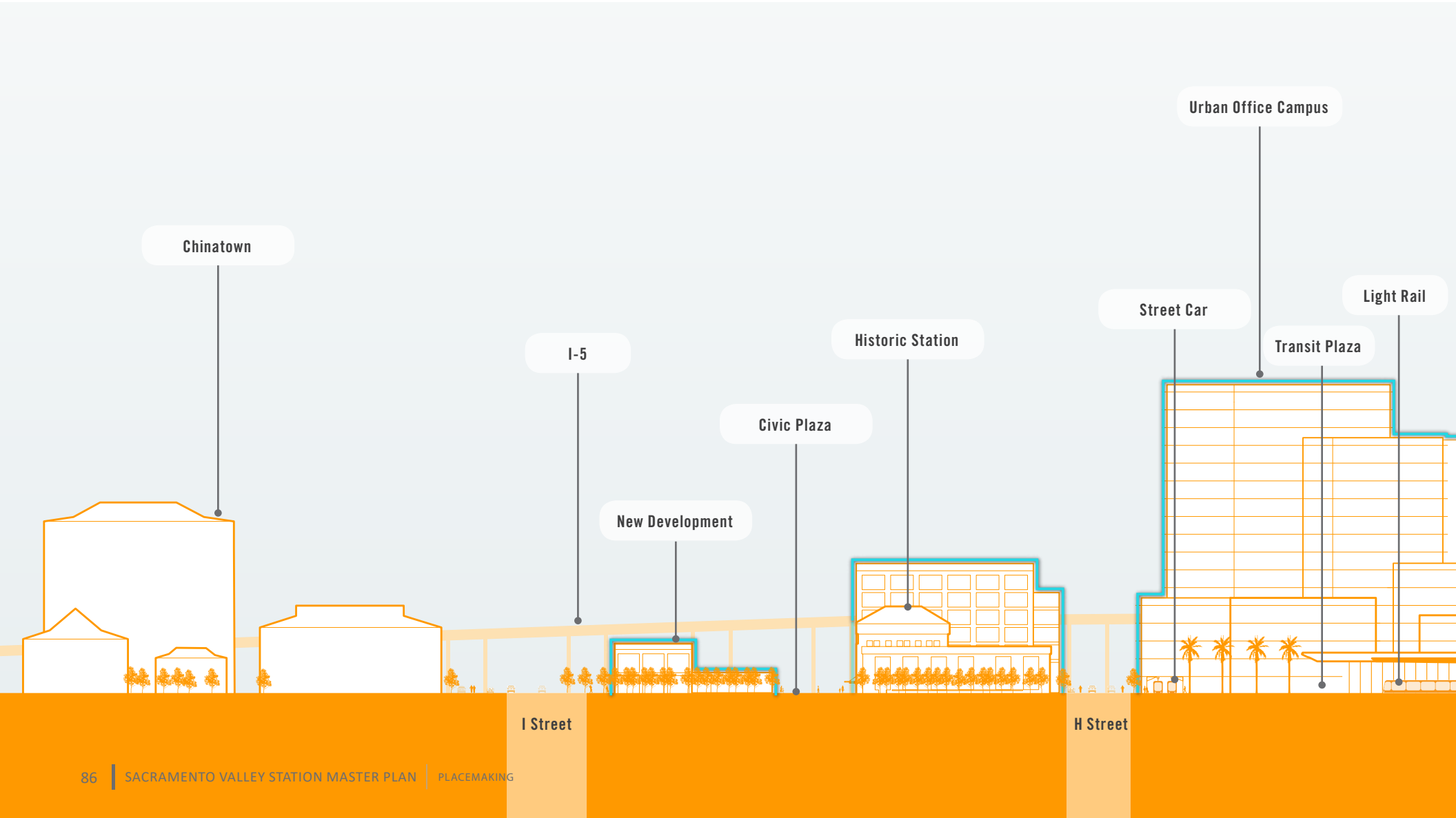
Option 1 proposes a mid-rise commercial development west of the station concourse. A few steps away from the station's transit plaza a series of office buildings are organized around central courtyard accessible by the public yet intimate enough to serve as a gathering area for the local community throughout the day. Retail, food and beverage will activate the central open space and serve daily users, visitors, and passengers alike. A pedestrian and bicycle bridge will connect the urban office campus to the Railyards, across the rail alignment.

High Rise Residential. Marine Gateway, Vancouver

High-rise Residential

To the east of the concourse, option one proposes a dense residential development that will address 5th Street and provide a visual landmark for the site. The high-rise residential and hotel development will function as a visual anchor for the site and allow pedestrian and bicycle access to the station via G Street.

Figure 4.4.2: Site Section Option 1



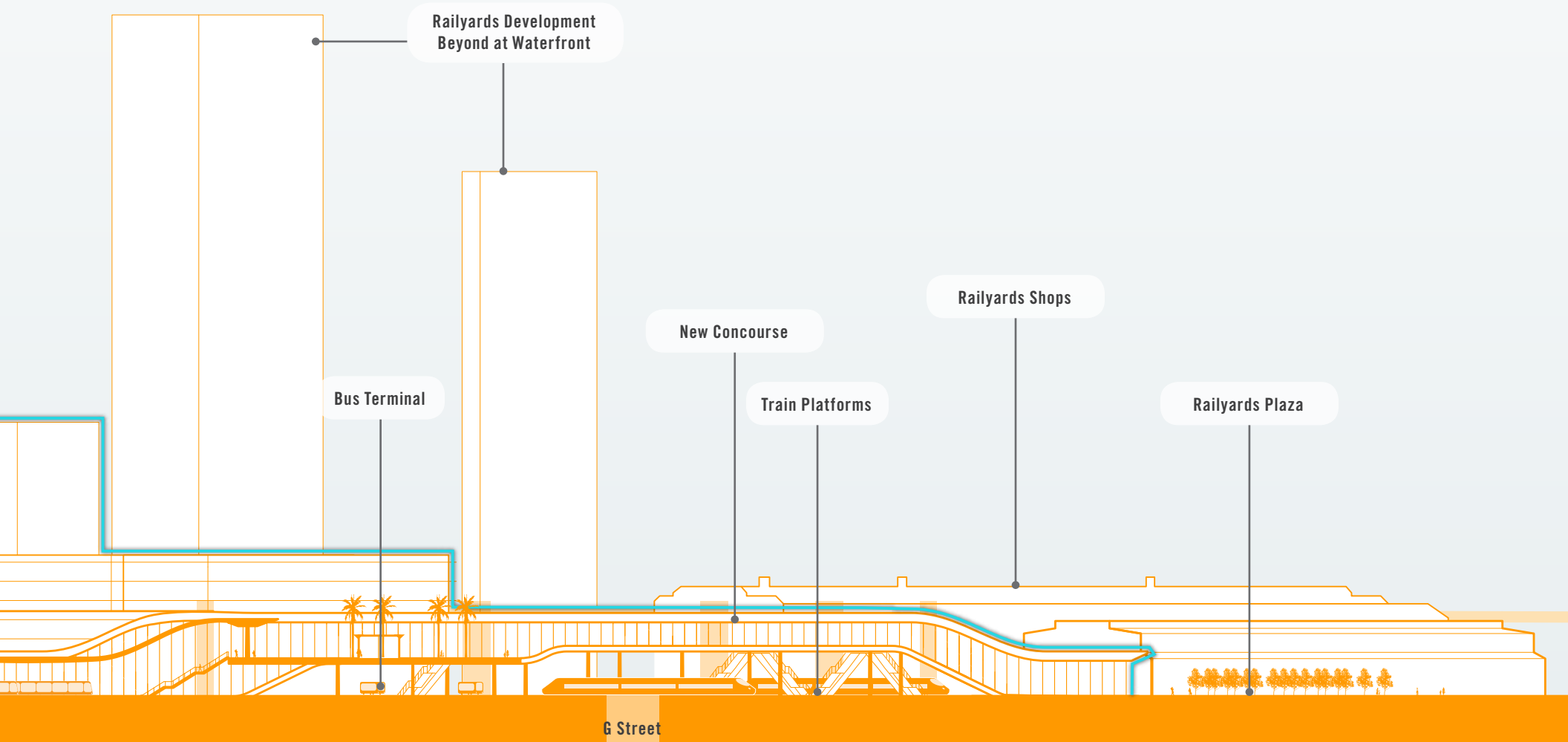

Railyards Development Beyond at Waterfront
Bus Terminal
New Concourse
Train Platforms
Railyards Shops
Railyards Plaza
G Street

Figure 4.4.3: Built Development Option 2

Mid-Rise Residential. Arballo, San Francisco

Mid-rise Residential

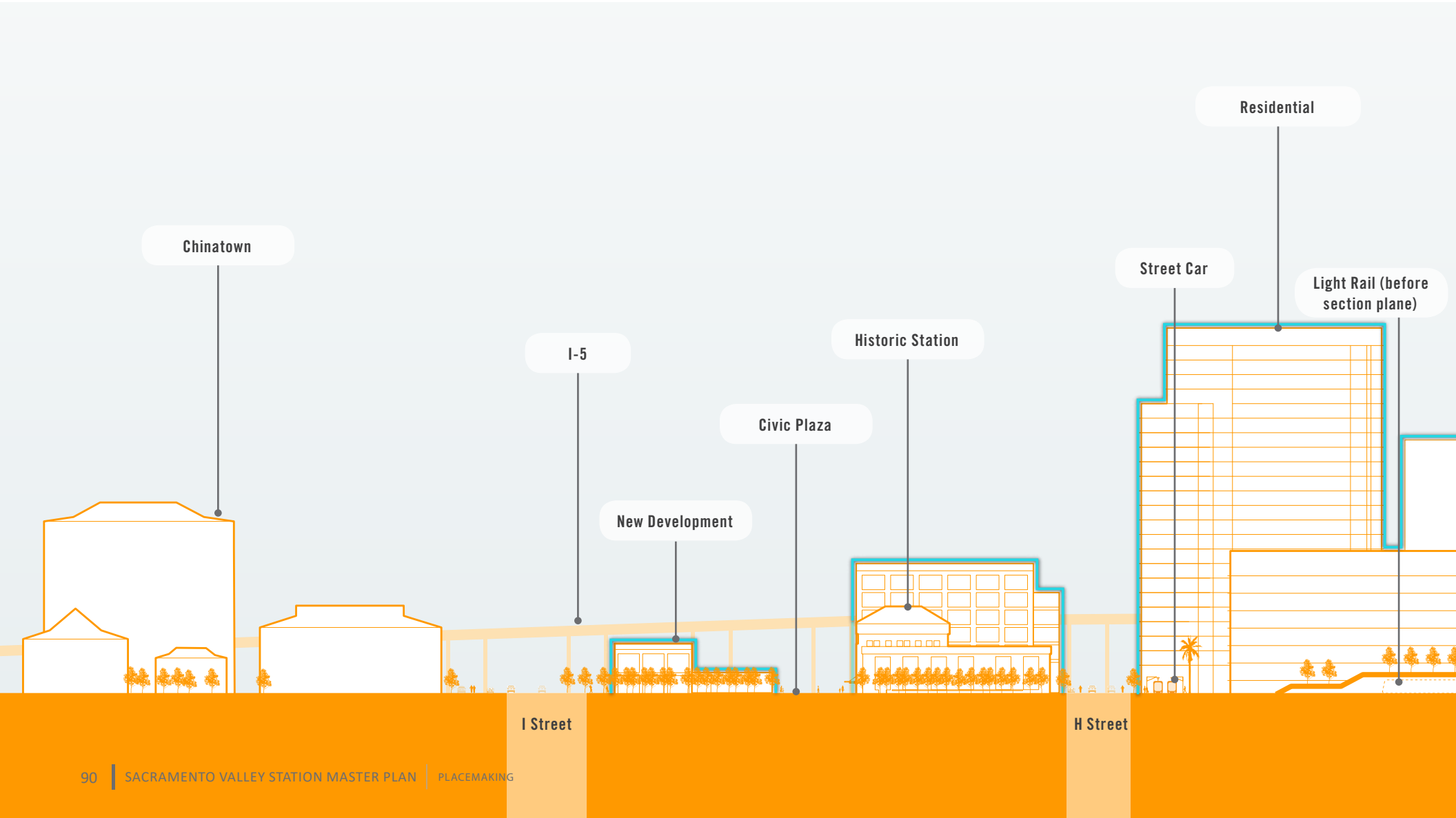
Option 2 proposes a mid-rise residential development northwest of the site. The residential massing is organized around a central, intimate courtyard over an elevated parking podium. The residential component of Option 2, while being in close proximity to, and accessible from the station and the nearby offices, it maintains an intimate, inward profile that it is intended to appeal to the local residents. Similar to Option 1, Option 2 proposes a pedestrian and bicycle bridge that provides a easy access to the Railyards across the rail alignment.

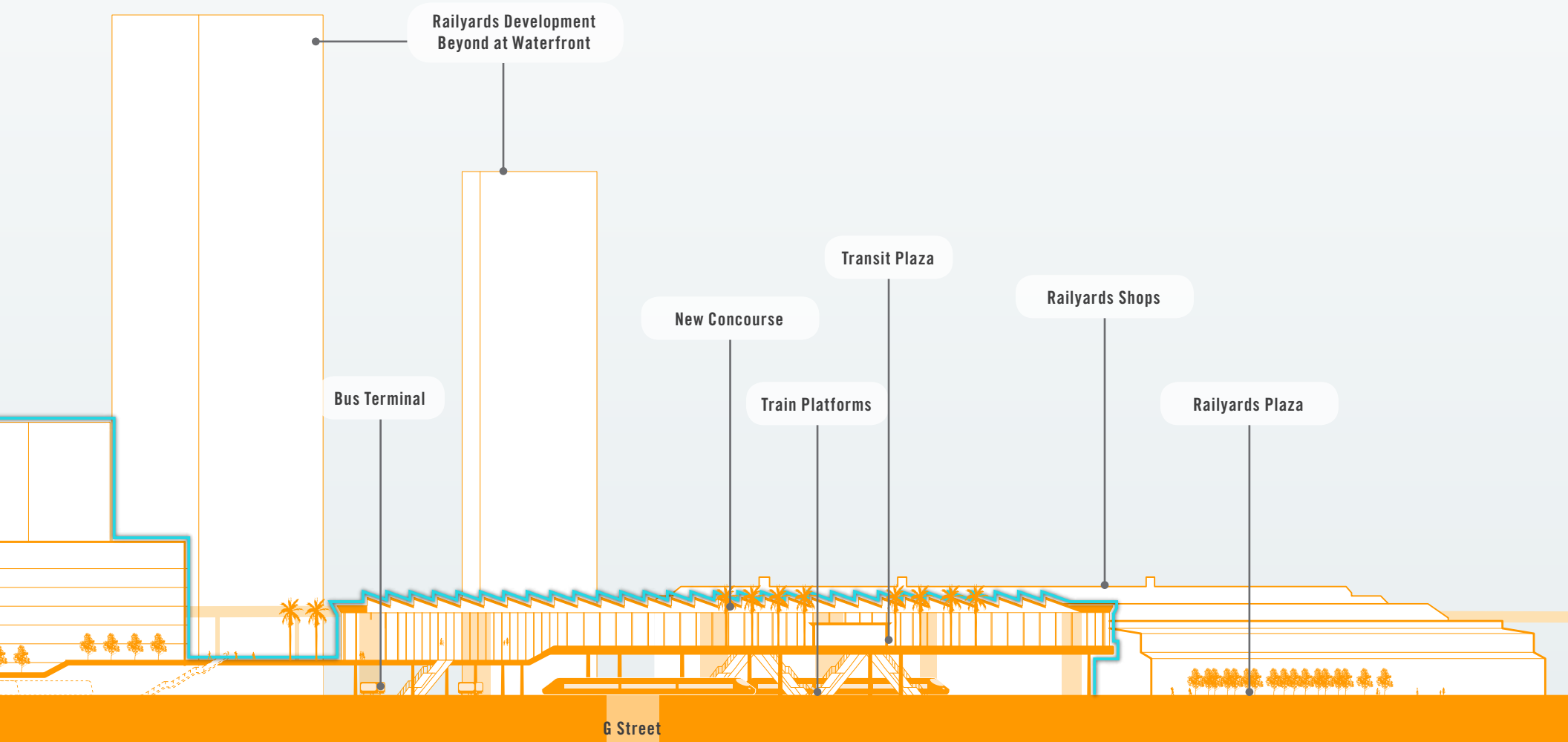
High Density Office District. 2200 Westlake, South Lake Union, Seattle

High-density Office District

South of the concourse, at the intersection of 5th and H street, option two presents an high-density office district developed over the light rail platforms. A stepped podium will function as a transition element connecting the historic station to the new concourse. Retail, restaurants and cafes will support the north/south pedestrian movement while providing amenities for daily users. This transit oriented dense office development capitalizes on the proximity to the rail and bus services and fully invests on the integration of light rail, accessible from the shared podium.

Figure 4.4.4: Site Section Option 2




Railyards Development Beyond at Waterfront
Transit Plaza
Railyards Shops
New Concourse
Bus Terminal
Train Platforms
Railyards Plaza
G Street

4.5 Phasing

These phasing scenarios are conceptual and represent a general representation of site development by example with the Option 1 scheme. More analysis will be undertaken in future planning to refine the assumptions made herein.

PHASE 2 (EXISTING) The second Phase of the City's overall 3-Phase approach to site build-out was completed in March of 2017 with the restoration of the historic station. Previously in 2012, the City and its partners completed the first phase movement of the Union Pacific Railroad mainline and new passenger platforms, passenger and service tunnels, along with rail service facilities. Along with the historic restoration and building improvements, Phase 2 relocated Amtrak facilities to the west wing of the building and provided support facilities in a manner of "long term temporary" use, anticipating the eventual construction of a new station facility near to the relocated tracks in Phase 3. Phase 2 also includes the segment of the F Street transitway and cycle track that was constructed by the Railyards land owner, completed in early 2017.

Park
Public Plaza
Development
Streetcar
Light Rail
Passenger Vehicles
Bicycle
Retail
Bus
Amtrak
Parking
Site Boundary

Figure 4.5.1: Phase 2, Existing

Figure 4.5.2: Phase 3A

PHASE 3A

This phase is assumed to be realizable in the near term and focuses on leveraging previously planned pipeline projects such as the relocation of light rail to a new north/south alignment and the introduction of streetcar through H Street. Building on the cycle track segment in Phase 2, this phase will extend bicycle access to the station to the Midway Plaza and follow with a full connection to the riverfront as planned in the City's document Grid 3.0. The bicycle improvements throughout the site will also reduce conflicts with buses on the existing bus roadway and streetcars in the future. These mobility improvements will allow for development on the eastern edge of the site that engages 5th Street and the adjacent development on the eastern side of this important north/south connector. This phase will provide improvements that support initial development that contributes to planning goals for mobility and placemaking.

PHASE 3B

This phase anticipates the completion of the light rail loop to 7th and F Streets and would construct the perimeter bus loop connection to 3rd Street to improve bus access and potential for added capacity as the station evolves to a more robust center for regional bus services. With increased transit options, the surface parking east of the station is converted to public plaza and open space, coinciding with the natural pedestrian path to the relocated light rail station. These small public space improvements will enhance the retail experience between the station building, REA and the potential new building on the corner of 5th and I Streets.

Figure 4.5.3: Phase 3B

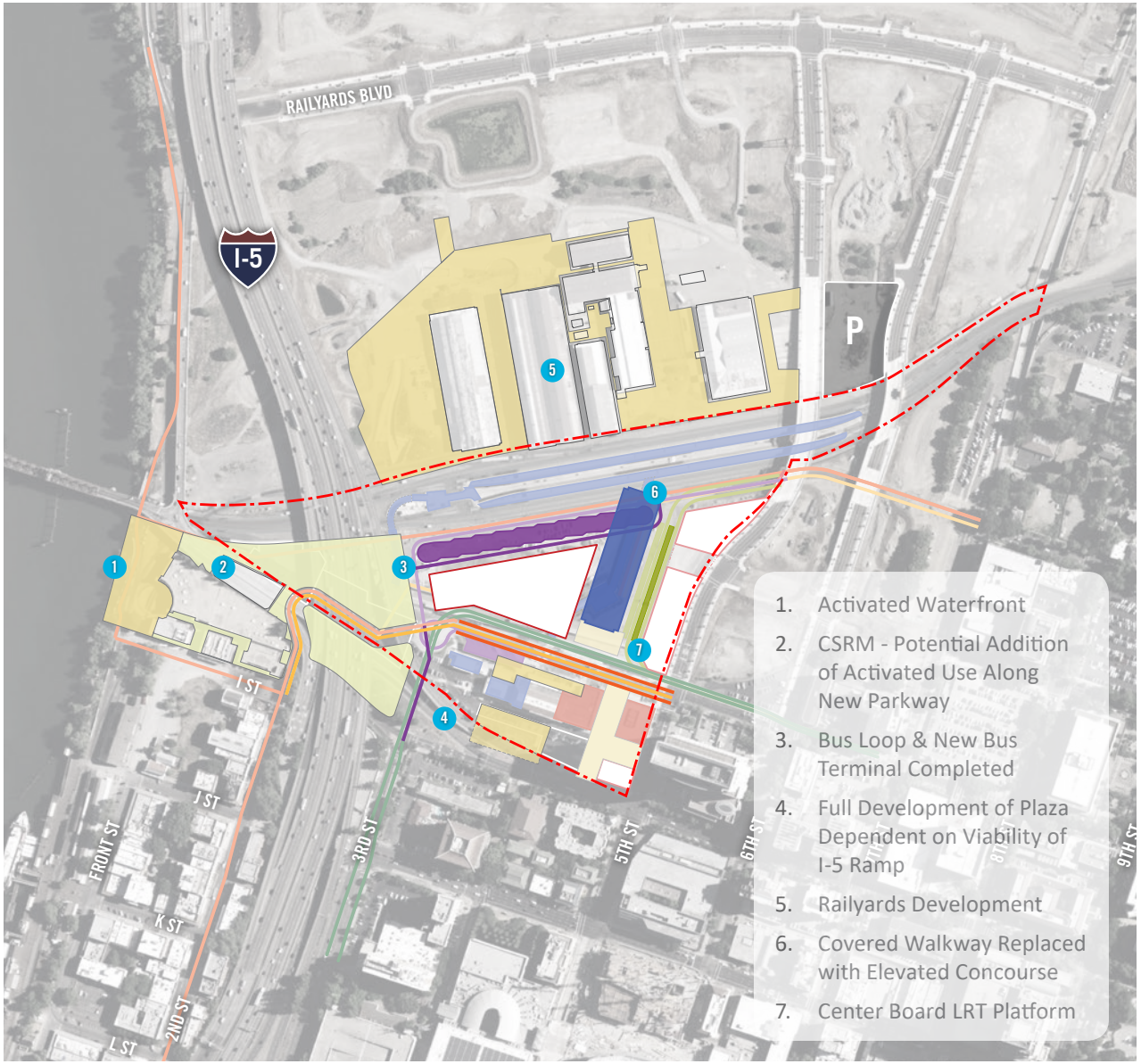


Figure 4.5.4: Phase 3C (Note: Option 1 shown, but same phasing concept can be applied to Option 2.)

PHASE 3C

This phase is the critical phase for the conversion of rail service to the new station location and additional development and open space connections to the riverfront. This phase anticipates redevelopment of the Central Shops Historic District to provide synergistic demand for private development on the station site. This phase would shift intercity/commuter rail service to the new concourse while maintaining presence in the historic station for Amtrak operations and crew base function. The construction of the new bus terminal will allow the conversion of the H Street transitway to a multifunctioning street connecting to the historic waterfront and a front entryway for the new terminal entrance. Amtrak baggage would still be serviced via surface route and the west service tunnel, as the existing passenger tunnel is anticipated to remain in current use, pending the extension of the overhead concourse in the following phase.

PHASE 3D

This final phase shifts all of Amtrak operations to the new station terminal and completes the overhead concourse and pedestrian bridge on the west. With this new vertical circulation, the existing passenger tunnel can convert to baggage conveyance to the platform loading area. This phase anticipates that new train layover sites will be in place along the Capitol Corridor route to the east and the San Joaquin line to the north, therefore rendering layover facility functions redundant which may shift station program requirements. This phase anticipates the return of the west wing of the historic station to leasable space and the relocation of maintenance functions to a separate maintenance facility. The removal of the maintenance functions allows for the development of a new identity for the historic station as a central civic and destination landmark.

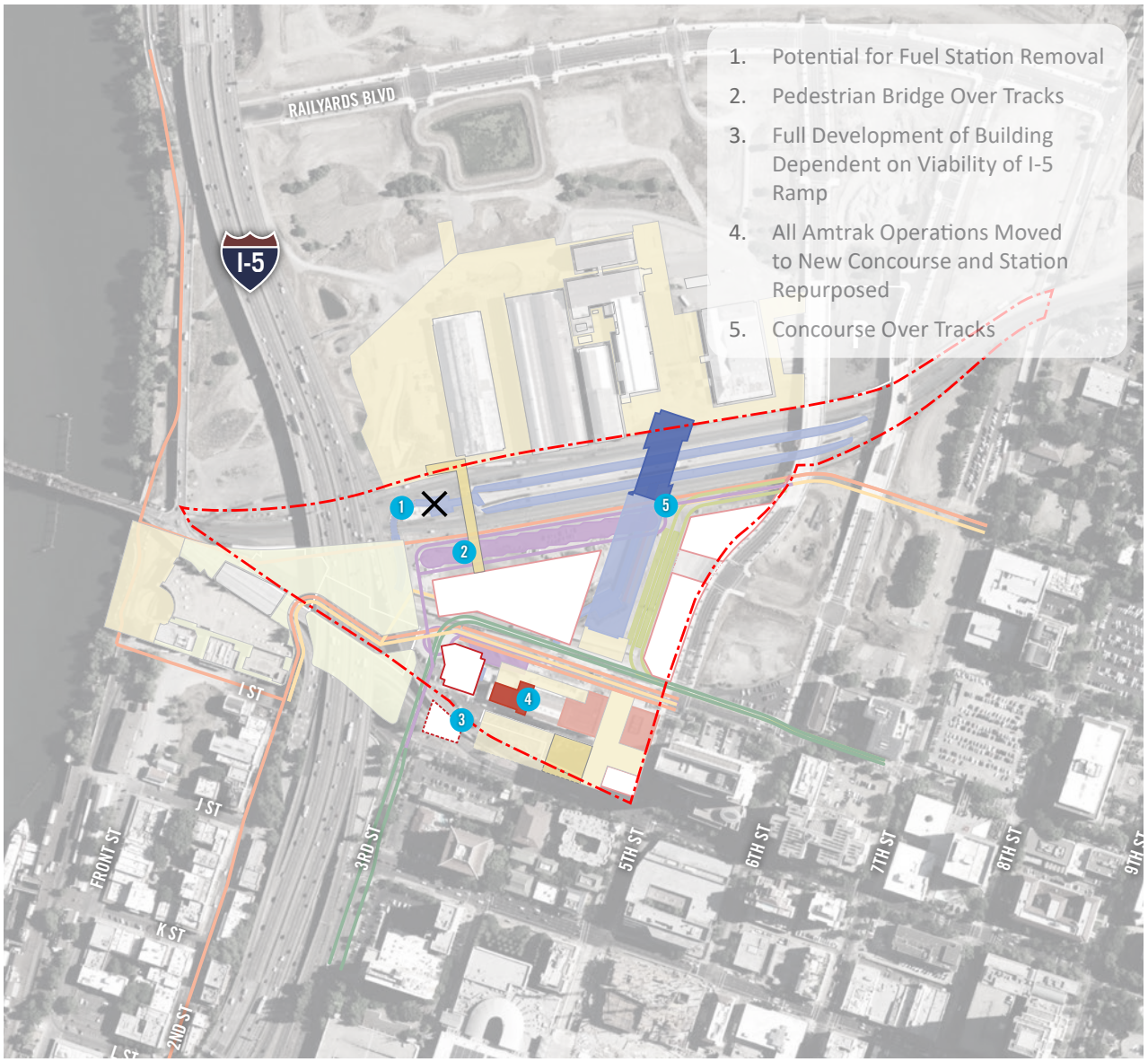


Figure 4.5.5: Phase 3D (Note: Option 1 shown, but same phasing concept can be applied to Option 2.)