

Sacramento Valley Station

Area Plan

Technical Appendix B LCC/LBC

- i Latest draft LCC Vision Plan
- ii LBC analysis of Bus Mobility center

B-iii

B-lviii

City of
SACRAMENTO

Perkins&Will

May 2021

Living Community Challenge Vision Plan

Sacramento Valley Station



SACRAMENTO VALLEY STATION

VISION PLAN COMPLIANT COMMUNITY

SACRAMENTO, CA

SACRAMENTO VALLEY STATION

The Living Community at Sacramento Valley Station (SVS) and the associated Area Plan poses a unique opportunity to grow a regional transportation hub in the midst of a large developing urban center on a former Brownfield site. The project centers around goals of revitalizing a downtown liability to make a positive regional asset, reducing carbon emissions from transportation and buildings, preserving and enhancing the local ecosystems of Sacramento, and enabling sustainable mobility choices by mending discontinuities in the circulation network for active transportation modes.

The Area Plan further turns the severe divide of the rail tracks into a positive attribute with amendments to the existing passenger tunnel and a future station bridge between the historic city center and the new Railyards development. These connections will deliver several million square feet of historic/ cultural, retail, residential, sports, medical and office uses developing north of the tracks, directly to the station hub that already serves a growing downtown center. The Sacramento Valley Station Area Plan is an opportunity to showcase best practices in urban infill development, human-powered transportation, energy and water conservation, resilient design, and ecological restoration.



<https://living-future.org/lcc/case-studies/sacramento-valley-station/>

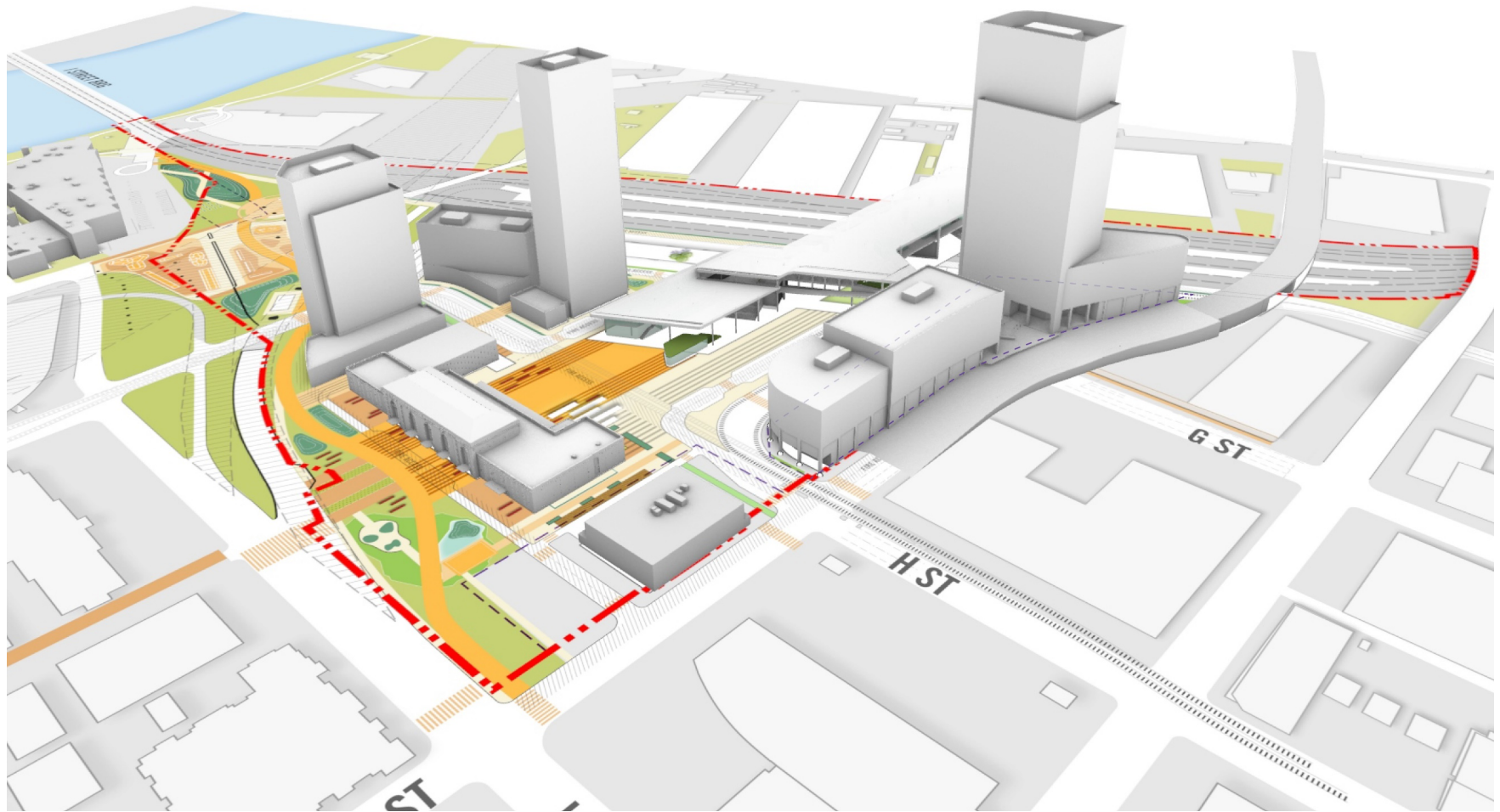
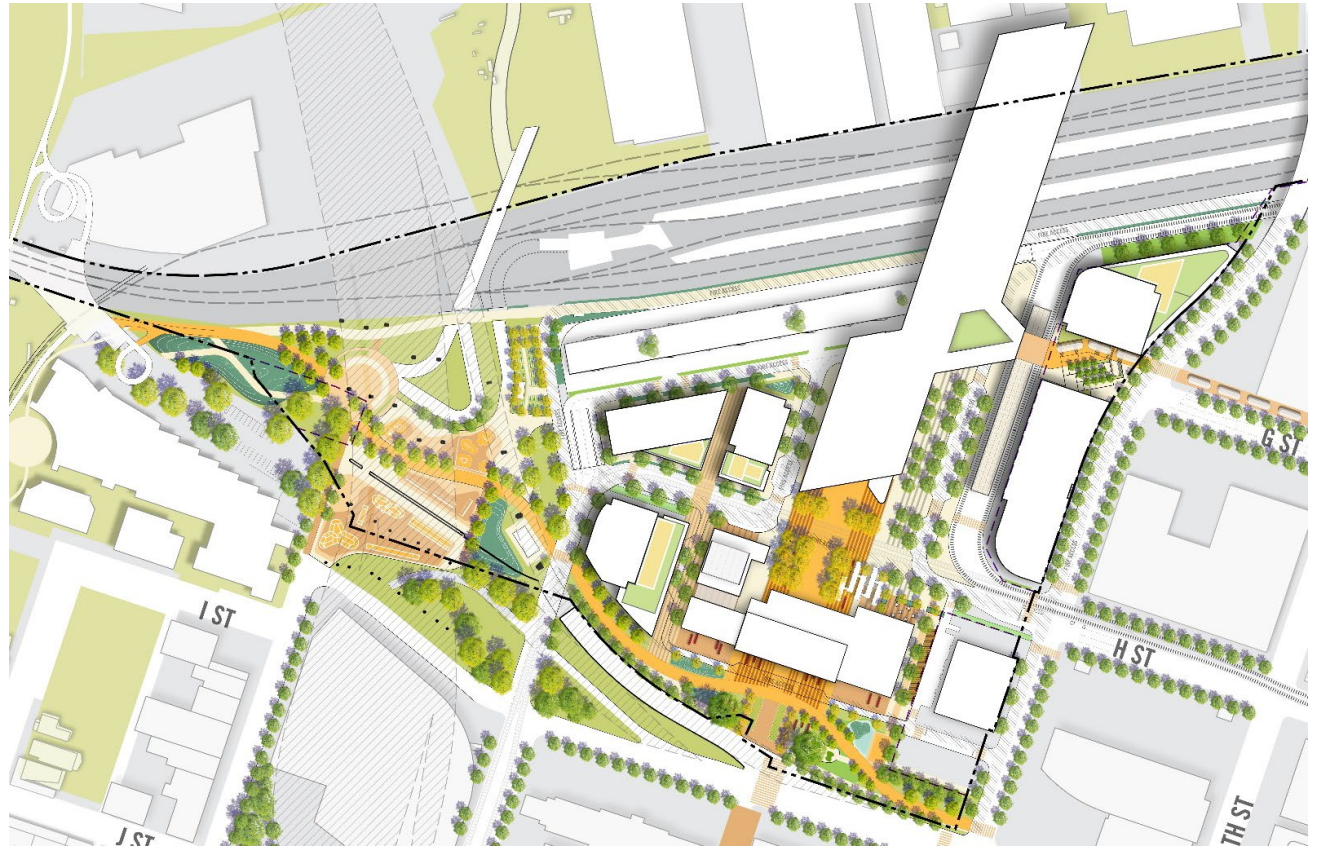


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INTRODUCTION

The City of Sacramento envisions a living community at Sacramento Valley Station. The Sacramento Valley Station (SVS) Area Master Plan poses a unique opportunity to grow a regional transportation center in the midst of a large developing urban center on a former Brownfield site. This project centers around goals of revitalizing downtown liability to a positive regional asset, reducing carbon emissions from transportation and buildings, preserving and enhancing the local ecosystems of Sacramento, and enabling sustainable mobility choices by mending discontinuities in the circulation network for active transportation modes. The Master Plan further turns the severe divide of the rail tracks into a positive attribute with amendments to the existing passenger tunnel and a future station bridge between the historic city center and the new Railyards development. These connections will deliver several million square feet of historic/cultural, retail, residential, sports, medical and office uses developing north of the tracks, directly to the station hub that already serves a growing downtown center. The Sacramento Valley Station Area Master Plan is an opportunity to showcase best practices in urban infill development, human powered transportation, energy and water conservation, resilient design, and ecological restoration. 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 after the purchase of the SVS site and historic building in 2006.

In the initial phase of the project, 2006 – 2011, the city and state rail agencies and state regulatory agencies partnered and coordinated with Union Pacific Railroad (UPRR) to restructure the track facilities and platform access for operational improvements and to work towards the future goal of developing a multi-modal transit hub in the former industrial brownfield site. In the second phase of the project, 2012- 2017, the historic train station was upgraded and rehabilitated, with design considerations made for the future relocation of rail and transit services closer to the Phase 1 rail platforms, now being undertaken in this plan. In this third phase, 2017 – 2040, the goal is to build on developable portions of the City-owned site, with a projected final buildout in 2040 or beyond. This phase began with a Stage 1 master plan proposing site-specific design measures that promote compact, infill development, revitalize the urban center and reduce automobile usage and fuel consumption. Following Stage 1, a Living Community Challenge Charrette was held, resulting in consensus among the team and project leadership that the City's high sustainability aspirations would be well served by pursuing this certification. Stage 2 of the master plan is being developed in accordance with the Living Community Challenge principles. The new multi-modal transit hub, comprised of a bus facility to be built first and a concourse spanning the tracks to be added second, is conceived as a Living Building Challenge project. This plan documents our vision for Sacramento Valley Station Area as a Living Community.

LOCATION & BOUNDARY

Sacramento Valley Station (SVS) project site is located in the northwest sector of downtown Sacramento. The triangular site is generally bounded by the Mainline Track Corridor to the north, 5th Street to the east, and I Street to the southwest. The Living Community boundary is drawn to include the City-owned land within the site, which is denoted with a purple dashed line in Figure 3.

SVS is one of the most important rail stations in Northern California and the seventh busiest Amtrak station in the country. The Central City of Sacramento is reshaping its urban form with much denser development that is anticipated to continue through the coming years. The Sacramento Valley Station plan area is envisioned as a Living Community, meaning that it is healthy for all elements of life, is net positive with respect to water and energy, and that it is a walkable and bike-able, regenerative space for people and natural ecosystems. As the Railyards district develops, Sacramento Valley Station will become a central destination for Sacramentans and travelers from throughout the region who will make connections at this new hub and civic destination.



Figure 1. Existing Conditions: Context, (@Google earth).

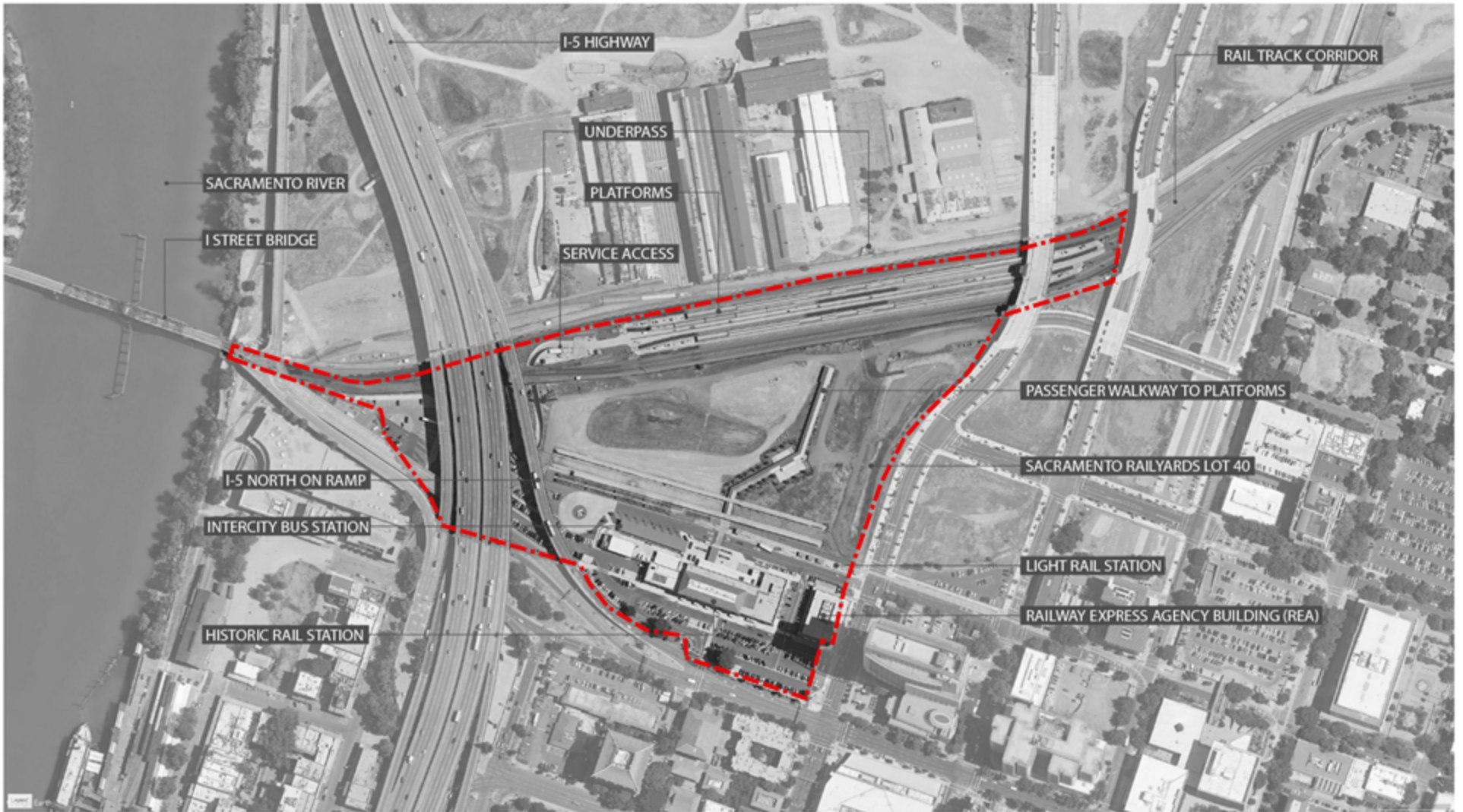


Figure 2. Existing Conditions: Site, (@Google earth).

VISION STATEMENT

The vision is for Sacramento Valley Station Area to achieve the Living Community Challenge (LCC) at the Living Certified level. Pursuit of the Living Community Challenge was selected for Sacramento Valley Station because it represents the values and aspirations of the City of Sacramento and the Sacramento Valley Station project leadership to create a community that has a truly positive and regenerative impact on the city and planet. Climate action is a significant driver of this goal for Sacramento, which is a leader in climate action. Sacramento set an initial goal of reducing greenhouse gas emissions 15% below 2005 levels by 2020, and met its goal early in 2016. Between 2005 and 2016, community wide emissions decreased from 4,235,000 metric tons (MT) of carbon dioxide equivalent (CO₂e) to 3,424,700 MT CO₂e - a reduction of over 19%. Per capita emissions have decreased over 26%, demonstrating that even though the City has grown substantially since 2005, emissions have decreased at a more rapid rate. Now the City is working on an updated Climate Action Plan to help the community reach even more aggressive climate targets in line with State goals, including carbon neutrality (0 MT CO₂e) in 2045. Demonstration projects like SVS are leading the way to Sacramento's climate positive future, with an aim to achieve net zero carbon emissions from building operations.

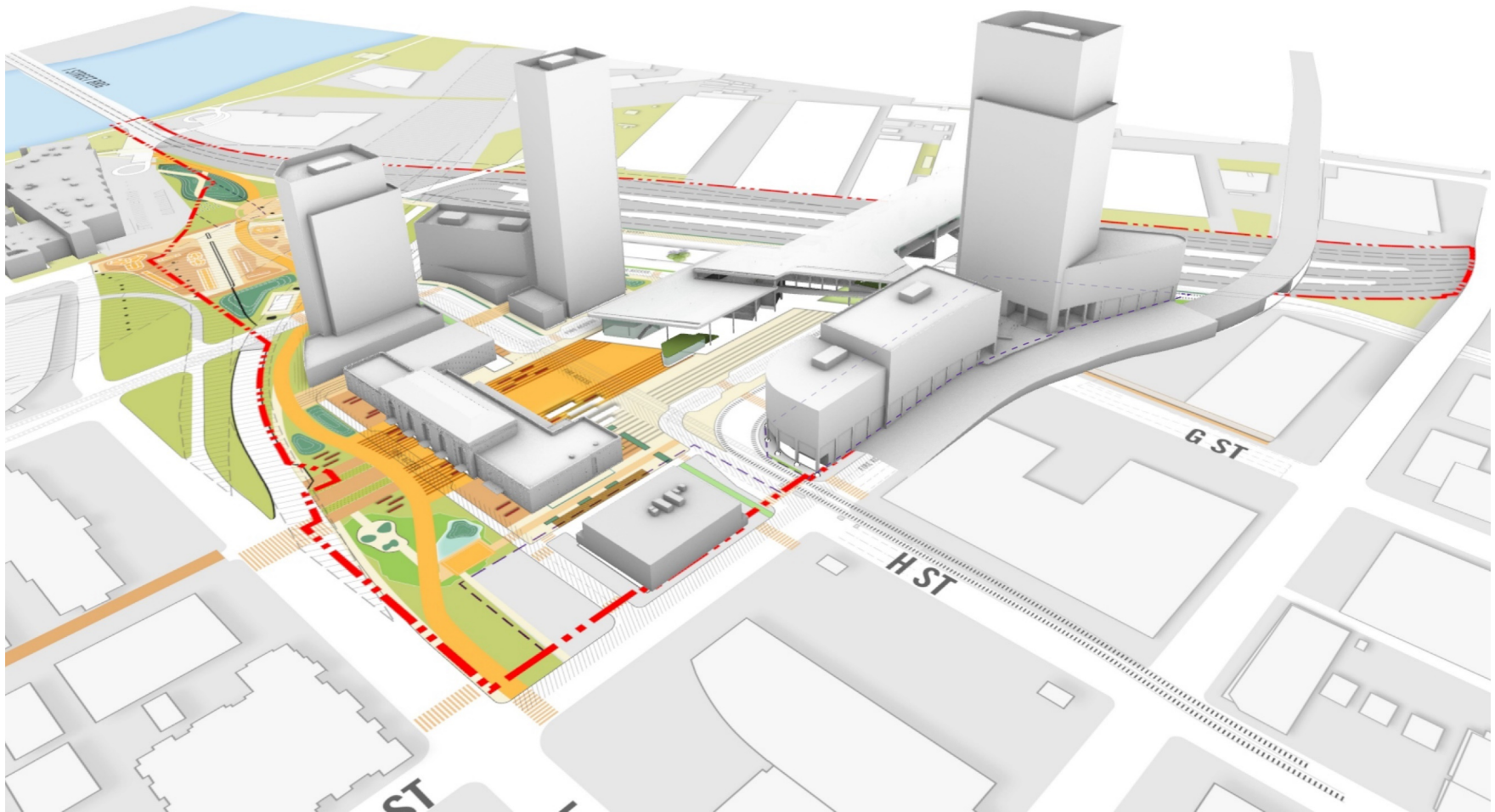


Figure 3. Rendering of master plan, (red dashed line is the site boundary and dashed grey line shows parcels excluded from LCC project area owned by different owners).

KEY ELEMENTS

The Sacramento Valley Station Area Living Community (Community) at build-out will consist of:

- The existing historic train station and adjacent buildings, a new multimodal transit hub with retail, improved pedestrian and bike connectivity, and enhanced streetscapes, several new public spaces and several new buildings, including a hotel, offices, and multifamily residential.
 - Total Community Area within LCC Project Boundary (acres)
 - area of parks + agriculture: 6.3 acres
 - area of public realm: 12.2 acres
 - area of building parcels: 2.7 acres (includes SVS block A and B, Historic Building and extension)
 - Total Anticipated Building Area (GSF)
 - Area of New Buildings / Number of New Buildings:
 - Area of Existing Buildings to Remain / Number of Existing Buildings:
 - Area of Major Renovations of Existing Buildings / Number of Major Renovations of Existing Buildings

Area (gsf) of New Buildings	1,525,550	
Number of New Buildings		5
Area (gsf) of Existing Buildings (if any)	68,440 593,990	
Total Anticipated Number of Buildings		6

Area of Existing Buildings to be Demolished – NOTE this does not contribute to the Total Anticipated Building Area; at Time of LCC certification however, teams may want to share this information to more accurately describe the scope of work intended
Warehouse building to be demolished – 3,200 sf

- Community Type:
 - Mix of new and existing development within the community
 - Major Redevelopment
- Building Types: Residential – Multifamily, Commercial, Retail, Office, Other – Transportation Station
- Land Ownership: City of Sacramento (all except a small flag parcel, which is owned by the State of California). DRV own Lot 40, which is part of the Sacramento Valley Station Area, but not within the Living Community Boundary.
- Current Community Phase: Vision Planning
- Existing site condition: Brownfield and previously developed

Block in City Property		
Blocks	Land Area (sq ft)	Acres
SVS Block A	36,200	0.8
SVS Block B	23,500	0.5
Historic Station Extension	8,700	0.2
Bus and Concourse	157,200	3.6
Historic Building	53,800	1.2
LRT and PUDO	82,600	1.9
Civic Plaza	75,600	1.7
Transit Plaza	38,400	0.9
Viaduct Park	161,200	3.7
Streets	78,500	1.8
F Street	53,500	1.2
High Bridge Trail	41,900	1.0
UPRR	427,200	9.8
SVS City Owned Property	1,238,300	28.4

Blocks out of City Property		
Blocks	Land Area (sq ft)	Acres
Lot 40	80,200	1.8
REA	44,800	1.0
SVS Study Area	1,363,300	31.3

Other Requested Numbers		
Blocks	Land Area (sq ft)	Acres
Developable Land (w/ Lot 40)	305,800	7.0
Developable Land (w/o Lot 40)	225,600	5.2
Public Realm*	531,700	12.2
Impervious Land Percentage**	80%	
Estimated Impervious Land***	425,360	9.8

* public realm defined as streets and open spaces in SVS property, UPRR excluded.

** Percentage is a rough assumption, not based on the design

*** impervious surface estimated is 80% of public realm.

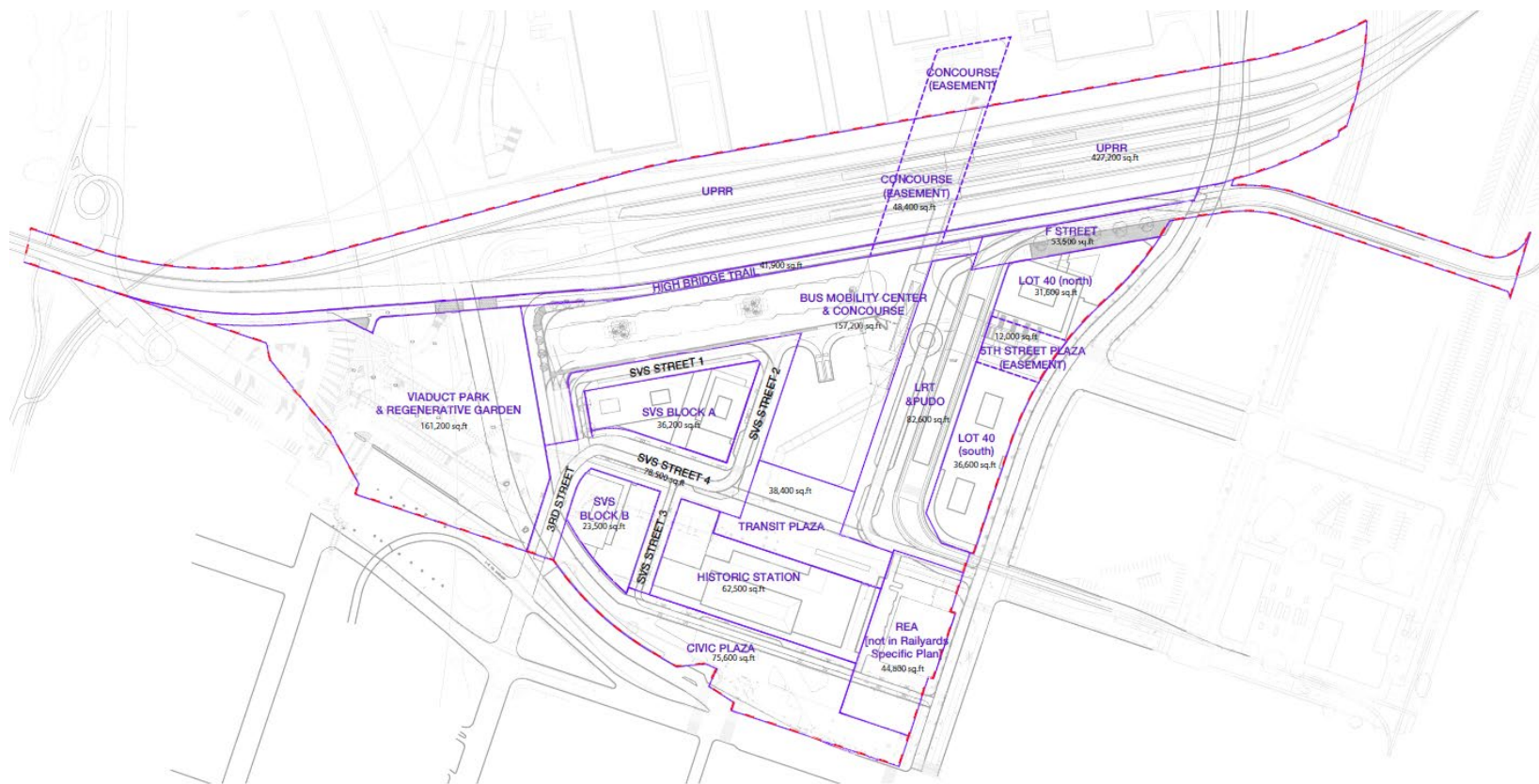


Figure 4. Summary of Site Information + Parcel Map.

- Included vision / opportunities for the scope.

The Sacramento Valley Station redevelopment project is driven by a high standard of sustainability, with a focus on positive climate impact, urban habitat and biodiversity, resilience, and community connections. In addition to energy and water independence and healthy, low embodied carbon building materials, this community will also include a number of features that help occupants and visitors connect with nature, with one another, and with the history and culture of Sacramento. The master plan includes a variety of open spaces, such as a Commemorative Chinese Garden to provide an enjoyable space that honors a key part of the historic and present community in the area, a space for temporary art and cultural displays, ecological history exhibits, and other exhibits intended to provide broader community connections. Outdoor spaces are designed to provide thermal comfort during Sacramento’s long, hot, dry summers as well as the shorter cool, windy, somewhat rainy and foggy winters.

- Certification of Capital Projects

The new multimodal transit station (phase 1 bus facility and phase 2 concourse) is conceived as a Living Building Challenge project and is the only building to be developed and owned by the City in the Master Plan. The City will also own a new Regenerative Utility Center that is envisioned to house the central water recycling and thermal plant for the site, but this is not treated as an independent, occupied building. Thus 100% of community-owned new buildings are to be LBC certified. The remaining buildings are to be built by private developers with a set of design guidelines governing, in which we intend to include ZNE certification requirement.

<i>LCC Goal: Living Certification</i>	<i>New Build Area</i>	<i>Pursuing LBC Living Certification</i>	<i>Pursuing LBC Petal Certification</i>	<i>Pursuing LBC Zero Energy Certification</i>
Building Name				
Bus Mobility Center + New Station Concourse	157,200 GSF	X		
Regenerative Utility Center (central plant)	20,000 GSF		tbd	
Residential Building 1	282,000 GSF			X
Residential Building 2	138,500 GSF			X
IsHotel	224,250 GSF			X
Total Area	1,525,550 GSF			
Total Number of Buildings	5			
Total Area Pursuing LBC Certification to match LCC goal	1,525,550 GSF (100% counting all certification types)			
Total Number of Buildings Pursuing LBC Certification to match LCC goal	5 (one living, three ZNE, one potentially petal)			

One new building, representing 100% of new City-owned buildings, or approximately 157,200 GSF, will target LBC Certification at the Living Certified level. The regenerative utility center, a small City-owned support building holding most of the centralized water and energy systems, may pursue petal certification, tbd. Three other buildings, not city-owned, are asked to target Zero Energy Certification.

PETALS & IMPERATIVE COMMITMENTS

Sacramento Valley Station's vision is to achieve the Living Community Challenge Imperatives as outlined below.

IMPERATIVE 01 Limits to Growth

- The vision is to achieve the Living Community Challenge Imperative 01 Limits to Growth.
- Imperative Description:
 - The community is on 100% previously developed land, and:
 - Does not contain any sensitive ecological habitats
 - Is not within the 100-year flood plain
 - Will not use petrochemical fertilizers or pesticides
 - Will develop landscapes that emulate natural systems
- The following information/goals in the community's documents support this vision:

High Level Summary Goals	Doc. Reference
The project is located on 100% previously developed land; see Figure 4 for satellite image.	-
The project does not constrain any sensitive ecological habitats. Based on a study of the site, a purple martin bird habitat has emerged in the freeway structure on the west end of the site. This bird, a type of swallow, is recognized by the state of California as a state Species of Special Concern. They have a high tolerance for human activity, but are threatened by drought, as drought causes aerial insect populations to decline. ¹ As of the start of this project, these birds are living in man-made nesting boxes. The design team plans to enhance this habitat through education and awareness, by maintaining or increasing the number of nesting boxes, and by avoiding pesticide use on site. The Regenerative Garden water treatment wetlands will be located near the existing purple martin nests, and will create new habitat for insects that may provide a food source for the birds. ²	-
The project is not within the 100-year flood plain; Figure 5 shows a map.	-
The project will not use petrochemical fertilizers or pesticides. This requirement will be incorporated into the developer guidelines for this site, and confirmed with any City departments that take responsibility for landscape maintenance following start of construction.	-
Landscapes will emulate natural systems. The Regenerative Garden constructed wetlands will provide water treatment in a method emulating natural systems. The landscape nearest river at west side of site will be most	-

¹ Sacramento Audubon Society, <https://www.sacramentoaudubon.org/purplemartins.html>

² EPA Handbook of Constructed Wetlands, <https://www.epa.gov/wetlands/constructed-wetlands>

naturalistic. Landscape elements at urban east side of site will emulate function of natural systems through ecological stormwater management and preferential selection of native plant species.

- Affiliated diagrams and/or plan(s) to show the state of the land – see first goal above.
Existing state of land

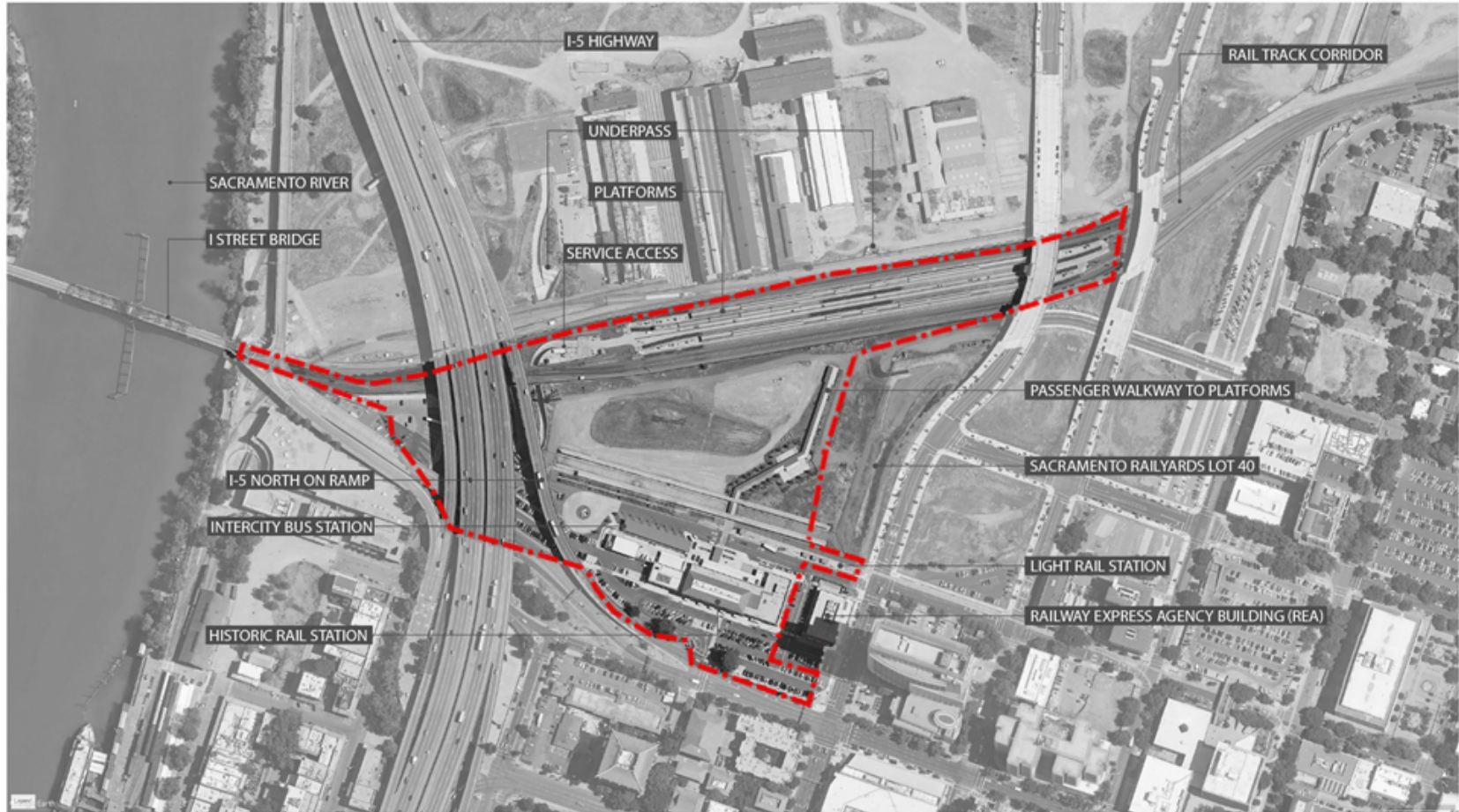


Figure 5: Living Community Boundary.

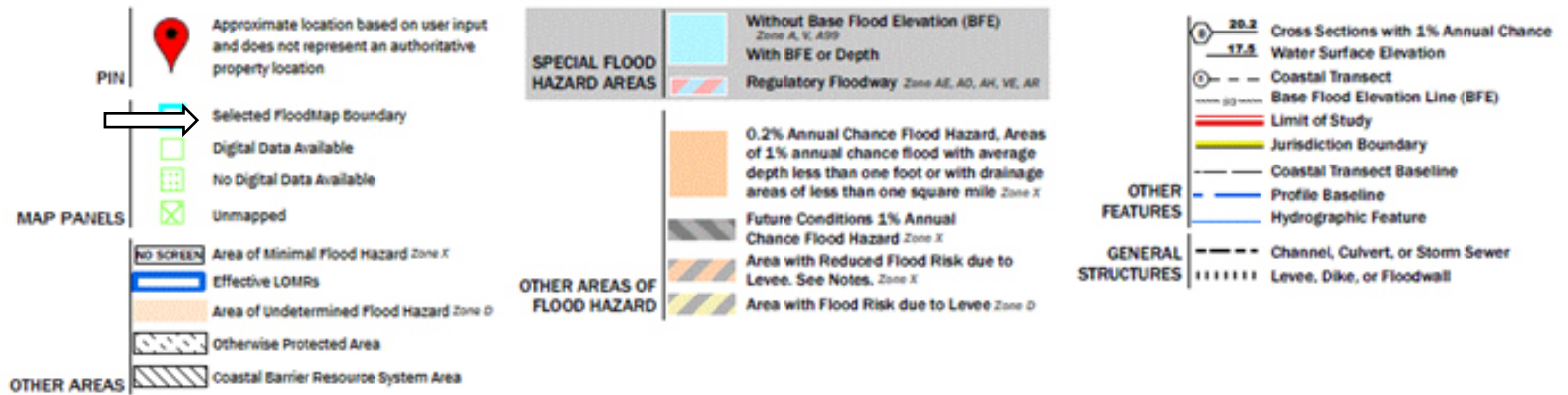
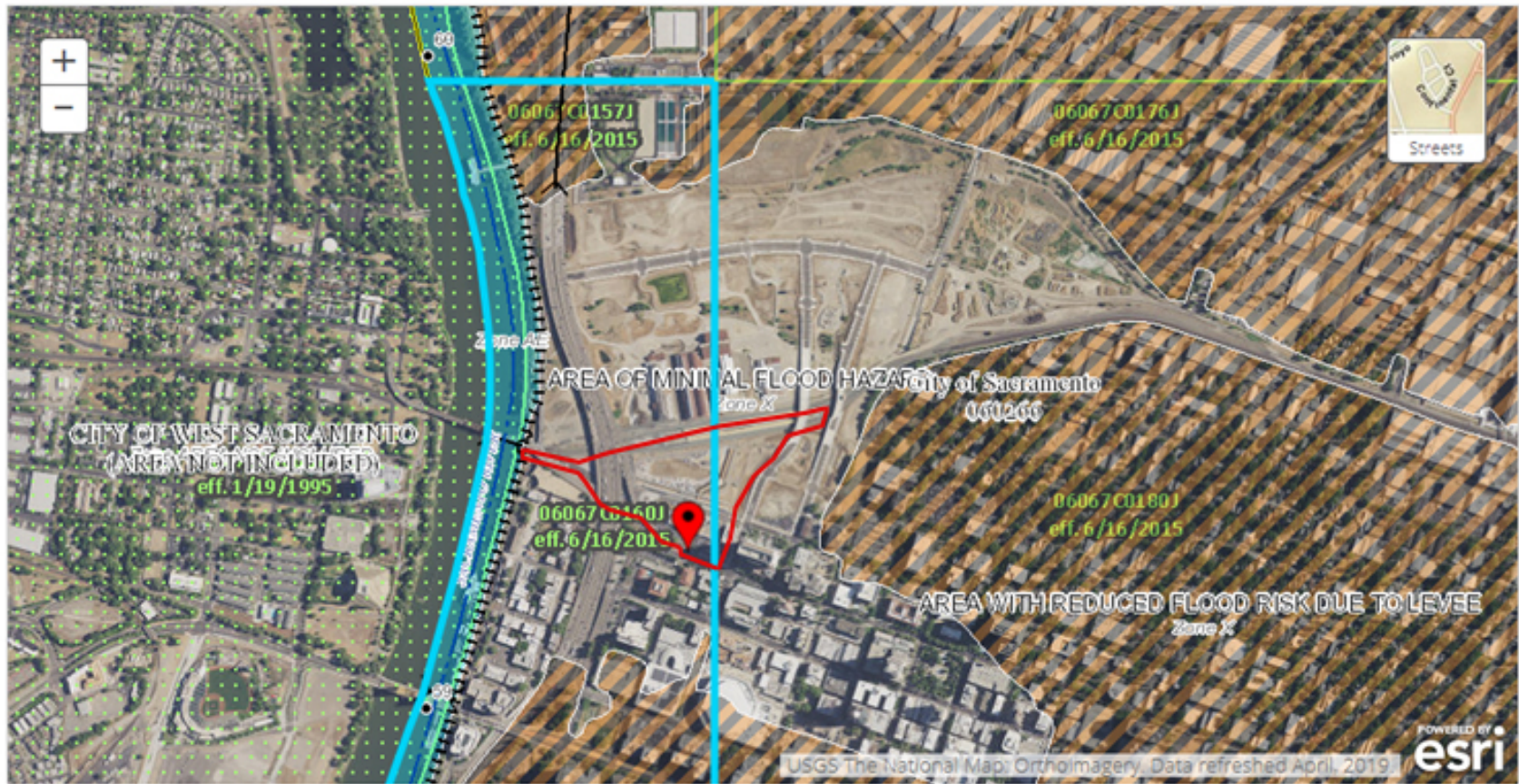


Figure 6. FEMA Flood Map: Site Area (approximate boundary in red dashes) is in Area of Minimal Flood Hazard.

SUPPLEMENTAL LCC VISION PLAN DETAILS

If the development is not on 100% previously developed land or any statement above requires clarification, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information):

- Acreage totals and existing condition of the land (greenfield, flood plain, urban growth boundary, etc.) and calculations
- Additional land to be conserved in perpetuity if using the provision “developing country...”
- Additional information about land history
- FEMA Flood Maps

No exceptions/clarifications/supplements.

IMPERATIVE 02 Urban Agriculture

- The vision is to achieve the Living Community Challenge Imperative 02 Urban Agriculture through appropriately scaled areas for food production.
- Imperative Description:
 - Estimated area required for urban agriculture (# FAR, #%, # sf)
 - > 3.0 FAR; 1% of site area required
 - 1% of site area = 7,406 sf
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
Appropriately-scaled urban agriculture is planned covering greater than 7,406sf, most likely a community garden. See supplemental details for a discussion of challenges and intent.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).

There are a few challenges on the site related to growing edibles: 1. Soil contamination. The governing Department of Toxic Substance Control DTSC documentation prohibits growing edibles directly in the Railyards area soils, which includes the SVS Community site. 2. The City of Sacramento requires that all edibles on public land can only be grown in a community garden, and the City does not provide maintenance. 3. A large freeway crosses over the site near the residential buildings, which would be the most likely users of a community garden. Considering these factors, the vision is to place a raised-bed community garden with soil isolated from the native site soils near the residential buildings. The design of the garden should consider and mitigate impact of pollution from the freeway on food safety through measures, which might include options like screening and species selection. If a community garden on this site proves not to be viable and safe, the vision is to include farmer’s markets on the site, and to rely upon other farmer’s markets and community gardens accessible by transit.

IMPERATIVE 03 Habitat Exchange

- The vision is to achieve the Living Community Challenge Imperative 03 Habitat Exchange, through donation to an approved program.
- Imperative Description:
 - Estimated area required for habitat exchange - 17 acres
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The City seeks to satisfy this imperative through one of its own land conservation programs, likely setting aside additional land for conservation in the Natomas Basin Habitat Conservation Area. If that intent is not feasible to realize, the intent is to ask developers to donate to the Living Habitat Exchange program to support 17 acres of land.	-
The project will provide and enhance habitat for native species such as the Purple Martin and Swanson’s Hawk.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).

IMPERATIVE 04 Human-Powered Living

- The vision is to achieve the Living Community Challenge Imperative 04 Human Powered Living through the project’s primary purpose as a high-functioning regional multimodal transit hub, as well as by incorporating a bicycle and pedestrian-friendly network of pathways, bicycle storage, EV-charging, weather protection, public transit connections, and community advocacy.
- Living Transect at time of build-out will be L6.
- Imperative Description: Mobility Plan which addresses:
 - Bike storage for minimum 15% of occupants
 - A walkway network comprised of enhanced pedestrian routes
 - Minimum 1 electric vehicle charging station
 - A bicycle network that provides separation from vehicles
 - Advocacy for human-powered transportation
 - Enhanced pedestrian routes, including weather protection on street frontages
 - Multiple public transit routes
 - Maximum percentage of any single occupancy type within catchment area
 - 40%
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The master plan will include 525 secure, weatherproof bicycle storage spaces on site.	-
The master plan features pedestrian routes, including weather protection in the form of tree and/or roof overhangs on street frontage. Winters in Sacramento have become relatively mild, but summers can be quite hot and dry; therefore, the project team is prioritizing shade as a means of weather protection along pedestrian routes.	-
20 EV charging spaces that serve the whole site will be provided at the bus station parking area, with the ability to increase to 100% of spaces in the future with a dispersion charge system. Ten short-duration bus charging stations are also planned at the bus mobility center, with potential to add layover charging.	-
The existing bicycle network on site will be enhanced through this project. Bike lanes will be separated from vehicle traffic with planters.	-
As a transit hub, public transit is fundamental to this site. Nearly 100 public transit routes currently operate onsite or within a half mile, and the master plan brings most of them onsite. All will be accessible for occupant use and serve the broader city and region community	-
Advocacy for human-powered transportation is also inherent to this project. It has been a focus of community engagement to date, and is a major part of the programming of this project providing a network of onsite bike	-

trails and access to transit, as well as connecting to regional trail systems that will provide direct access for establish cycle commuter riders from a 20 mile radius including the cities of West Sacramento to Folsom and points in-between.	
Within the Community, the master plan occupancy type breakdown is anticipated to be as follows: 47% Residential, 25% Hotel, 27% Transit/Community uses. The final total area and occupancy type percentages may vary as the phases develop according to market conditions. These percentages are not anticipated to tip any single occupancy type within the catchment beyond 40%, but a detailed analysis has not been conducted.	

SUPPLEMENTAL LCC VISION PLAN DETAILS

If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).

IMPERATIVE 05 Net Positive Water

- The vision is to achieve the Living Community Challenge Imperative 05 Net Positive Water, despite the very dry summer climate in Sacramento. This imperative will require scale-jumping and advocacy related to water treatment.
- Imperative Description:
 - 100% water needs must be supplied by captured precipitation or other natural closed loop water systems, and/or by recycling used community/campus water – project intends to maximize onsite reuse, minimize water use, and not use potable water for non-potable use, then procure appropriate offsets for remaining potable water use.
 - All storm water and water discharge including grey and black water, must be treated and managed at the Community scale
 - Storm water is designed to emulate the natural state of the community site
 - Advocacy for water purification as needed without the use of chemicals
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The project will minimize water use and proposes an onsite water recycling system treating all wastewater and supplying all non-potable demands (no potable water for non-potable uses). Potable water will be used for potable uses due both to public health requirements and to high residential density on the site driving up potable demand (desirable for a transit-oriented development but challenging in a semi-arid climate).	-
The community will procure its potable water from an existing main running under the site that sources water from the Sacramento River less than a mile away (in a location with public educational access). The community intends to offset all potable water used through an existing City water efficiency program, or through a third-party water offset program should the City program not be adequate to achieve the volumes required.	
Storm water, grey, and black water will be treated on site in a central location where the systems are visible to the public at the proposed “Regenerative Utility Center”. Grey and black water will be recycled onsite. Storm water will be infiltrated.	-
Storm water management will emulate the natural state of the site through water flow towards the river (though infiltrating before arriving at the river) and a wetland Regenerative Garden treatment area.	-
The project team will engage in advocacy for water purification without chemicals. Chemical treatment is a code requirement; however, due to the size of the project, the team may be able to work with the local utility to avoid the use of chemicals.	-

Discussions with the Department of Utilities (DOU) has already begun, with a few preliminary conversations and a key stakeholder meeting. As a city that has not yet permitted a water recycling system of this scale (and has only permitted one small system, the ArchNexus Living Building Challenge project), but the SVS water recycling proposal has created a forum for productive dialogue and is helping prompt the

DOU to begin developing a standard approach to regulate future water recycling proposals in the city. The next step will be a DOU executive committee meeting to obtain high-level support for the on-site water strategy.

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).
 - Water offsets details
 - Advocacy description (to date and planned)
- If known at the time of LCC Vision Plan submittal, provide details:
 - Water treatment infrastructure location
 - Technology
 - Type of critical & emergency services supported (e.g. back up water supply, drought resiliency infrastructure) – The community will have recycled water with domestic water as a backup. There will be drought tolerant landscaping. The design team will include a future climate assessment when preparing our storm water management design.
 - Water storage options / locations – One onsite recycled water storage tank is provided onsite, with rainwater harvesting infrastructure to be located.

UTILITIES - WATER

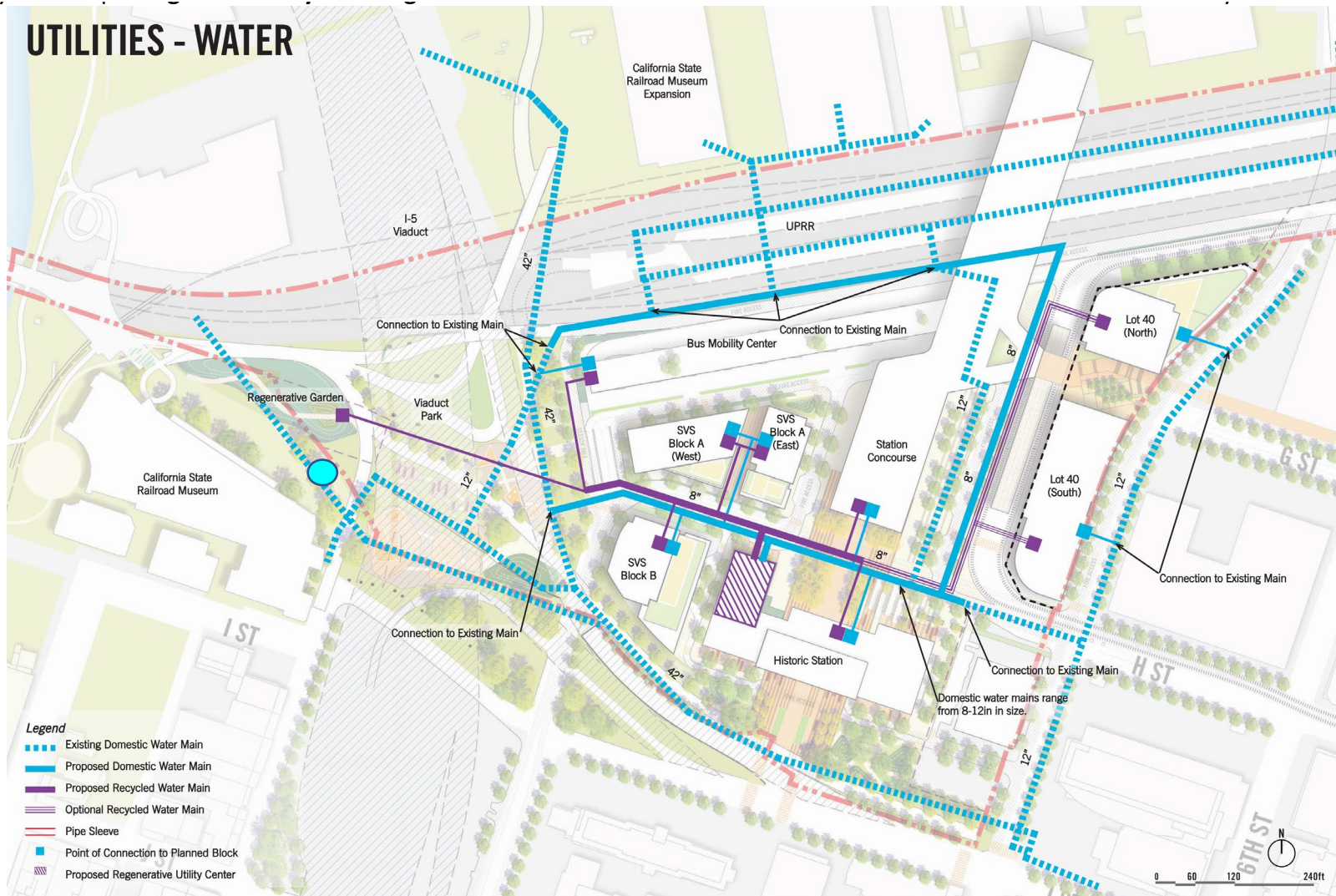


Figure 7. Water treatment infrastructure location.

IMPERATIVE 06 Net Positive Energy

- The vision is to achieve the Living Community Challenge Imperative 06 Net Positive Energy without the use of combustion.
- Imperative Description:
 - Net Positive Energy (105% of the Community’s energy needs) without the use of combustion will be achieved through the use of on-site photovoltaic panels (PV) and through offsite sourcing of renewable energy. Scale jumping is necessary due to the density of development and limitation of solar access (desirable given that this is a transit-oriented development around a major regional transit hub).
 - Energy storage to operate critical and emergency services for one week in combination with onsite PV will be provided.
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The project team will not use any equipment requiring combustion on site.	-
On-site renewable energy production and procurement of renewable energy from offsite will meet 105% of the community’s energy needs. Offsite renewables will be procured through the green power program offered by the local utility, SMUD.	-
The community will have an energy storage system capable of powering critical facilities for at least one week in combination with onsite PV.	-
The historic station building was designed to be connected to a future all-electric district energy system. It will be taken off of gas fuel and transitioned to the all-electric district system.	-

- Affiliated renderings and/or plan

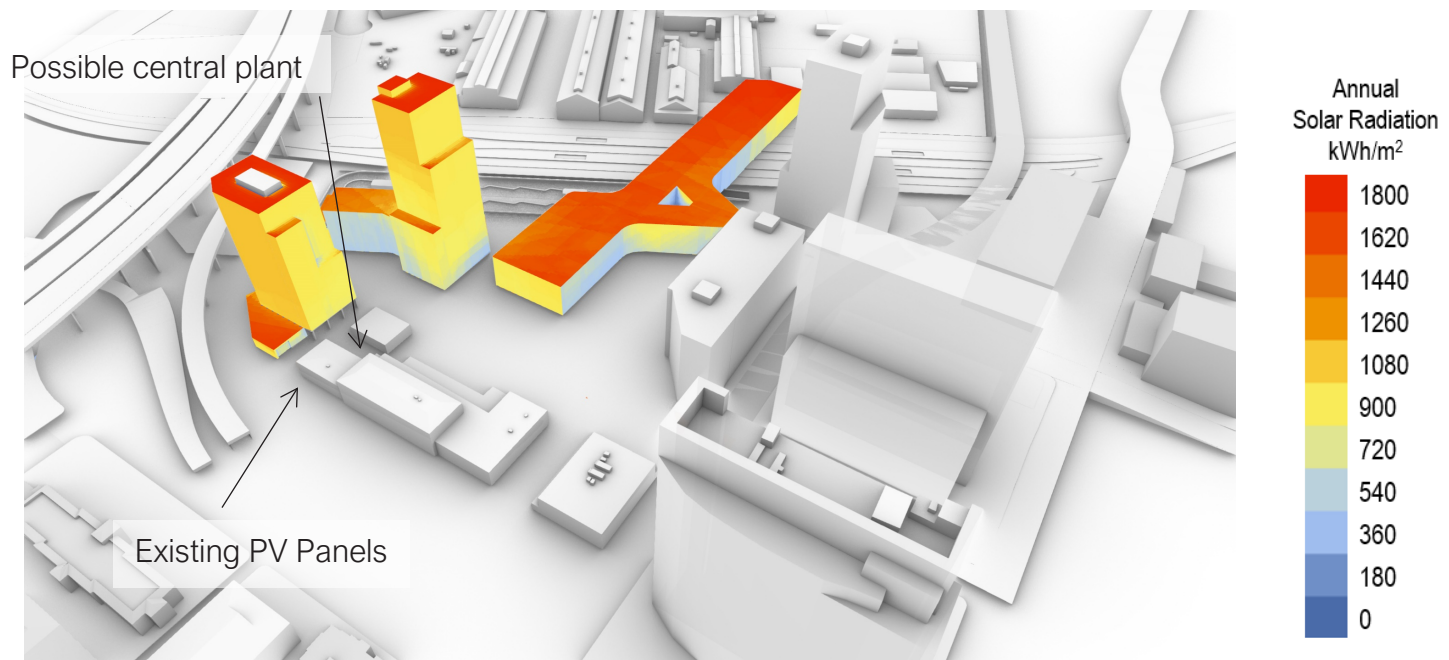


Figure 8. Potential building roofs (color-coded buildings) for PV and central plant.

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).
- If known at the time of LCC Vision Plan submittal, provide details:
 - Renewables
 - Location(s) – historic station roof (already installed to maximum feasible extent), bus facility and concourse roofs; residential and hotel roofs to the extent space is available.
 - Phasing – bus facility roof part of first phase of build-out; other locations to be incorporated in later phases
 - Storage
 - Type of storage - battery
 - Location of storage – on the ground onsite near the bus mobility center or offsite (likely part of a microgrid managed by SMUD in either case).
 - Type of critical & emergency services supported – water treatment and sanitation, fire prevention, daytime assistance for those sheltering in place, safety lighting

IMPERATIVE 07 Civilized Environment

- The vision is to achieve the Living Community Challenge Imperative 07 Civilized Environment.
- Imperative Description:
 - The Community will promote frequent social connections between people and plan for the ongoing connectivity that creates a Civilized Environment for all by having adequate staff positions (either volunteer or paid) to oversee the ongoing inclusion of the following Community initiatives as listed below:
 - Local food program
 - Car and bike sharing program
 - Transit information center
 - Community tool sharing
 - Community book library
 - Children, teen, adult and senior art and recreation programs
 - Community “Hub” for information sharing and community meetings
 - The Community must honor its heritage through actively protecting buildings considered to have historical significance by the local or regional historic preservation society. The Community must inventory local heritage sites or facilities and maintain a current preservation plan
- The following information/goals in the community’s documents support this vision:

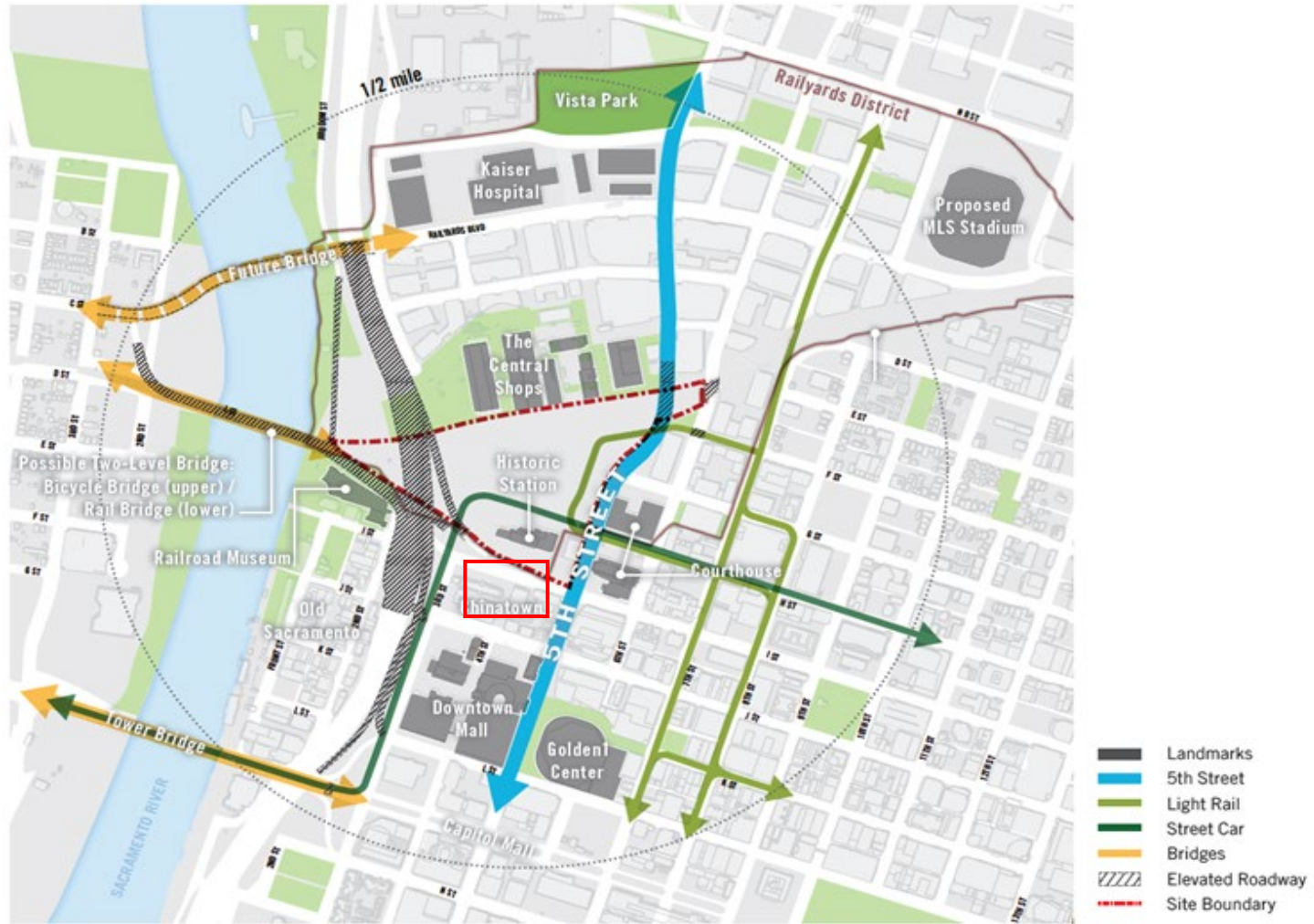
High Level Summary Goals	Doc. Reference
<p>The community will promote social connections through a local food program, car and bike sharing program, transit information center, community tool and book library, art and recreation programs. A community hub will be located either in the new station concourse or in the new residential buildings for information sharing and community meetings, art and recreation programs. The community hub could host the community tool and book library, though these and certain other programs may be implemented through near-site services implemented by the City (owner) that serve SVS as well as the local community. Transit information is a core program of the site, and local food is envisioned to be celebrated in onsite restaurants, an onsite community garden and potentially a farmer’s market.</p>	-
<p>Preservation and continued use of the historic Sacramento Valley Train Station is an integral part of the project plan.</p>	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).

If known at the time of LCC Vision Plan submittal, include:

- Affiliated plan or renderings to show conceptual location of shared facilities and potential heritage sites



- Brief information on how these Community shared initiatives will be incorporated:
 - Rather than duplicating existing community initiatives, the community may support existing initiatives so that both community members within the project boundary as well as those in the surrounding areas may continue to benefit. Some of these initiatives, such as the tool and book library, may be housed in the Main Branch library located close to the project site (at 8th & 1st). These initiatives are funded by the city of Sacramento, the owner of this project.
 - Brief information concerning historic preservation and when the local heritage sites will be / were inventoried and when a preservation plan will be developedHistoric preservation is a key part of the SVS project. 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, adjacent to the site, 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. The Sacramento Valley Station has just completed a full restoration. The historic 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. The City has historic interpretation panels and will have a self-guided audio tour, plus website in place soon.
-

IMPERATIVE 08 Healthy Neighborhood Design

- The vision is to achieve the Living Community Challenge Imperative 08 Healthy Neighborhood Design.
- Imperative Description:
 - The community will include:
 - Dedicated walking trails, sidewalks or pedestrian paths directly accessible from every building
 - Passive recreation: parks and bike trails no further than ½ mile from any point in the community
 - Active recreation including ball courts and fitness center
 - Health & Wellness Education Plan applicable to every resident to be kept current on a Community website
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The community will feature walking paths accessible from every building.	-
The community includes and is also linked to existing and planned bicycle networks, as well as several parks.	-
Active recreation opportunities are also available to community members through local ball courts and fitness centers.	-
A Health & Wellness Education Plan will be available to every resident of the community.	-

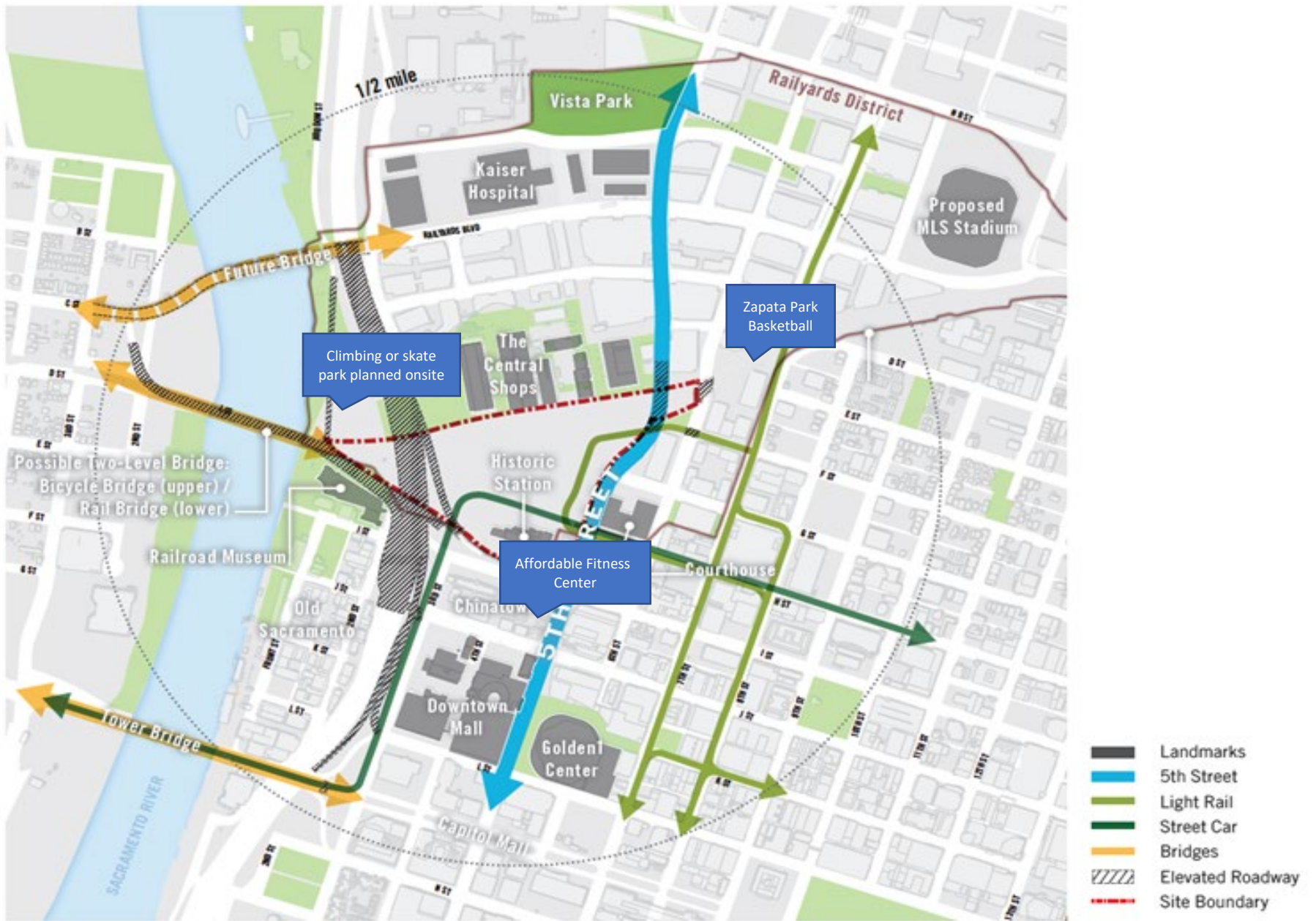


Figure 10. Active Recreation within 1/2 mile.



Figure 11. SVS Landscape Plan showing trails and parks onsite.

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).
- If known at the time of LCC Vision Plan submittal, include brief information on Health & Wellness Education Plan and when it will be developed

IMPERATIVE 09 Biophilic Environment

- The vision is to achieve the Living Community Challenge Imperative 09 Biophilic Design.
- Imperative Description:
 - Engage with an all-day exploration of biophilic design potential for the project
 - Resulting from the Biophilic exploration day will be a Biophilic Framework and Biophilic Plan
- Biophilic Plan must include:
 - How the Community will be transformed by deliberately incorporating nature through Environmental Features, Light and Space, and Natural Shapes and forms
 - How the Community will be transformed by deliberately incorporating nature’s patterns through Natural Patterns and Processes and Evolved Human-Nature Relationships
 - How the Community will be uniquely connected to the place, climate and culture through Place-Based Relationships
 - The provision of sufficient and frequent human-nature interactions, throughout the Community to connect the majority of occupants with nature directly
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc Reference
<p>The project team with City staff engaged in an all-day exploration of biophilic design potential for the project on August 8, 2019. Community engagement also included an online survey that integrated biophilic questions. As a result of this exploration, the team has developed a draft Biophilic Framework and Plan and is incorporating nature and natural patterns throughout the project site. A summary of this framework is shown in the Figure below.</p>	-

LCC BIOPHILIC PLAN ELEMENTS

Environmental features

Natural shapes and forms

Natural patterns and processes

Light and space

Place-based relationships

Evolved human-nature relationships

EMERGENT CHARRETTE THEMES

Nature at the Station trees, plants, animals

Sensory experience sun, wind, thermal comfort

Water visibility, celebration, seasonality

Prospect + refuge respite, wayfinding, views

Sense of place natural and cultural histories

Figure 12. Biophilic design framework.

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).
- If known at the time of LCC Vision Plan submittal, include brief information on the Biophilic Framework and Plan or an idea of what you'd like to achieve in the Biophilic exploration day

IMPERATIVE 10 Resilient Community Connections

- The vision is to achieve the Living Community Challenge Imperative 10 Resilient Community Connections.
- Imperative Description: The Community will
 - Create a Disaster Response Plan to disseminate to all residents and tenants on a yearly basis
 - Assign and train two block captains for every 500 residents that are highly versed in disaster response, first aid and general safety procedures
 - Maintain an emergency contact program (e.g. a roster for all residents in both hard-copy and electronic forms for smaller communities)
 - Have an active neighborhood watch that has a mandate to look out for resident well-being and safety
 - Ensure that sensitive infrastructures are out of the floodplain
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The site is elevated via existing fill above the 100-yr flood plain; therefore, sensitive infrastructures are not at risk of flood. As an extra precaution, where buildings go below grade, sensitive infrastructure will be placed on an at- or above-grade level.	
The community will have a gathering place, likely in the transit plaza (for events that require outdoor congregation) or in the proposed new station concourse, where 100% of residents can congregate in a dry, secure, covered location at grade.	-
	-
The community will have a disaster response plan disseminated to all residents and tenants annually, an emergency contact program, and an active neighborhood watch program.	-
Two people for every 500 residents will be assigned and trained for disaster response, first aid, and safety procedures. These individuals may be members of the building management staff.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

If known at the time of LCC Vision Plan submittal, include:

- Affiliated plan or renderings to show conceptual location of gathering facility or facilities for emergency situations



Figure 13. Possible location of gathering facility.

- Brief information on how a Disaster Response Plan will be implemented:
 - Determining block captains, and how contact information will be updated/shared in the Community - the preferred approach is to designate members of the building management staff as block captains in this role.
 - Outline of an active neighborhood watch program - to be built upon an existing downtown program.
- Ensure that the Community's sensitive infrastructures are out of the floodplain

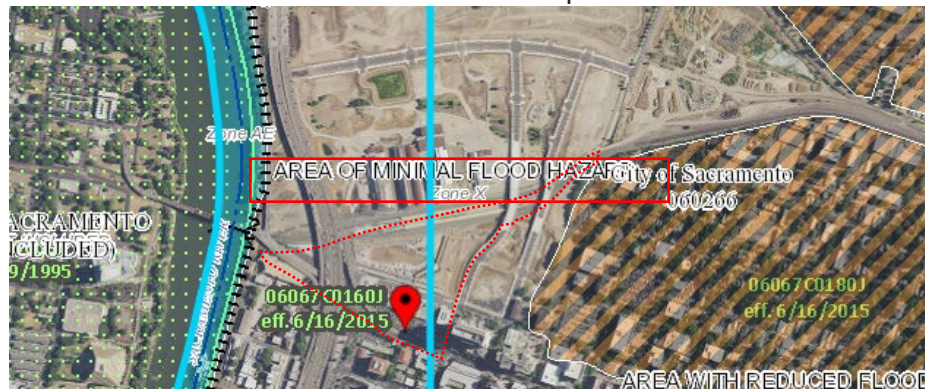


Figure 14. Floodplain location.

IMPERATIVE 11 Living Materials Plan

- The vision is to achieve the Living Community Challenge Imperative 11 Living Materials Plan.
- Imperative Description:
 - Develop a Living Materials Implementation Plan for achieving Living Building Challenge Imperatives: (for all community facilities, common infrastructure and landscapes that the Community controls and is in charge of developing – see LCC Handbook v1.2 pages 30-31 for information on Living Materials Implementation Plan content)
 - I10 Red List
 - I12 Responsible Industry
 - I13 Living Economy Sourcing
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The project team will develop a Living Material Implementation Plan for the community that will be used for the buildings owned by the city and will be included in the developer guidelines for, at minimum, infrastructure and landscape associated with non-city owned buildings.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).
- If known at the time of LCC Vision Plan submittal, include brief information on the Living Materials Implementation Plan and how it will be implemented throughout the Community

IMPERATIVE 12 Embodied Carbon Footprint

- The vision is to achieve the Living Community Challenge Imperative 12 Embodied Carbon Footprint.
- Imperative Description:
 - Community must account for the total embodied carbon (tCO2e) impact from the construction of all Community infrastructure (built or projected) and Community- owned facilities (built or projected) through a one-time carbon offset within the project boundary.
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The project team will calculate the total embodied carbon of all Community infrastructure and Community-owned facilities, and will demonstrate that the avoided carbon emissions from transit improvements on the site are more than adequate to offset embodied carbon.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).

Given the urban infill nature of our site, we intend to offset embodied carbon within the region rather than within the site boundary.

IMPERATIVE 13 Net Positive Waste

- The vision is to achieve the Living Community Challenge Imperative 13 Net Positive Waste.
- Imperative Description:
 - Strive to reduce or eliminate the production of waste during design, construction, operation, and end of life in order to conserve natural resources and to find ways to integrate waste back into either an industrial loop or a natural nutrient loop
 - Create a Material Conservation Management Plan that sets the guidelines for all buildings, landscapes, and infrastructure to minimize waste in each of the categories listed in the LCC v1.2 Standard
 - Dedicated infrastructure for the collection of recyclables and compostable food scraps throughout the Community
 - Food composting must be compulsory in the Community, and compost must be reused within the Community as a nutrient source
 - Must feature at least 10 salvaged materials or reuse at least one existing structure
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The project team will create a material conservation management plan that sets guidelines for all buildings, landscape, and infrastructure over all phases of their lifecycles.	-
Construction waste, except for hazardous waste, will be diverted at the following levels: metals >99%, paper/cardboard >99%, foam/carpet/insulation >95%, soil/biomass 100%, all others >90%. The site is a brownfield, and the removal of some hazardous contaminated soil is anticipated as part of this project; this soil will be sent to hazardous waste processing facilities.	-
Dedicated infrastructure for compost and recyclable collection will be created throughout the community.	-
City-owned buildings will feature at least two salvaged materials, and developer guidelines for buildings within the community will require each of the five planned buildings to be completed by developers to feature two salvaged materials each. Potential salvage materials from the site under consideration include historic canopies no longer in use, grant blocks from prior excavations and historic wrought iron fencing.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).

The community intends to utilize the city’s curbside compostables collection program, which becomes mandatory in 2022. Compost from the facility that will process the compostables from the site is expected to be available for purchase (or possibly free to municipal facilities) to apply to the site landscapes.

IMPERATIVE 14 Human Scale and Humane Places

- The vision is to achieve the Living Community Challenge Imperative 14 Human Scale and Humane Places.
- Imperative Description:
 - Create human-scaled rather than automobile scaled places, so that the experience brings out the best in humanity and promotes culture and interaction. In context of the character of each Transect, there are specific maximum (and sometimes minimum) requirements that contribute to livable places
 - E.g. surface cover, street and intersections, signage, building footprint (see LCC v1.2 Standard for more information)
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The community is designed for human scale, to meet surface parking, street and intersections, tree and width, and footprint guidelines.	-
Large signs will be limited, and new billboards will not be allowed within the community boundary. Developer guidelines will contain these requirements. An existing billboard oriented toward drivers on the freeway that passes over the site is visible from the community, but not on city-owned property, nor within the community boundary.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).
- If known at the time of LCC Vision Plan submittal, include: Narrative addressing how the Community plans to address the human-scale and promote culture and interaction among the Community

IMPERATIVE 15 Universal Access to Nature & Place

- The vision is to achieve the Living Community Challenge Imperative 15 Universal Access to Nature & Place.
- Imperative Description:
 - All primary transportation, roads and non-building infrastructure must be equally accessible to all members of the public, regardless of background, age and socioeconomic class-including the homeless- with reasonable steps taken to ensure that all people can benefit from the Community
 - Public realm must be enhanced through design measures and features such as street furniture, public art, gardens and benches that are accessible to all members of society
 - Meet the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) Accessible Guidelines or other comparable standards for accessibility
 - Provide access to, and not diminish the quality of, fresh air, sunlight and natural waterways for any members of society. Must also appropriately address any noise audible to the public
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The city will ensure that all primary transportation, roads, and non-building infrastructure are equally accessible to all members of the public, and the community will meet all ADA and ABA guidelines.	-
The Sacramento public art coordinator will integrate street art, and furniture, gardens, and benches will be integrated as part of the open space portion of the project.	-
Through careful analysis, the project team will provide access to, and not diminish the quality of fresh air, sunlight, and natural waterways for any members of society. Access to the nearby riverfront will be enhanced through this project by creating two pathways for pedestrians and bikes that are currently blocked by fence. These pathways connect to the existing riverfront path. The project team will include measures to address any potential sources of noise.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information). Sunlight access will be prioritized, and the team will design to avoid blocking sunlight above the maximum height as measured on the solstice between 10 am and 2pm. However, due to the urban density of the site, while efforts are being made to minimize this issue, it may not be possible for 100% of the site to comply with this requirement. Also notable for this project location, while sunlight access is especially valued in cold climates during the winter, Sacramento winters are relatively mild whereas summers can be very hot. Shading from adjacent buildings can therefore provide a passive cooling benefit when temperatures are most extreme and may be more of an asset than a liability here.

IMPERATIVE 16 Universal Access to Community Services

- The vision is to achieve the Living Community Challenge Imperative 16 Universal Access to Community Services.
- Imperative Description:
 - Must incorporate access to basic community services and amenities that support the health, dignity and rights of all people
 - All residents must have access within a ½ mile directly or ¼ mile to a public transportation line that provides direct (without transfer) access within 2 miles to the following:
 - Places to Shop
 - Places to Congregate
 - Places to Work
 - Places to Learn
 - Must have a public transportation network that runs between 7am – 7pm (at minimum), with range and capacity as outlined in the LCC v1.2 Standard
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
As a transit hub, this community is well-aligned with the requirements of this imperative, and all residents will have access to public transit that runs at least between 7am – 7pm that links community members directly to grocery stores, community centers, places to work, and schools.	-
The site is also within one half mile of major civic, cultural, sporting, recreational, and entertainment facilities, including California state capitol buildings.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).
- If known at the time of LCC Vision Plan submittal, include a map that highlights access areas to basic community services as well as identifying the public transportation lines with prospective estimated distances to community services

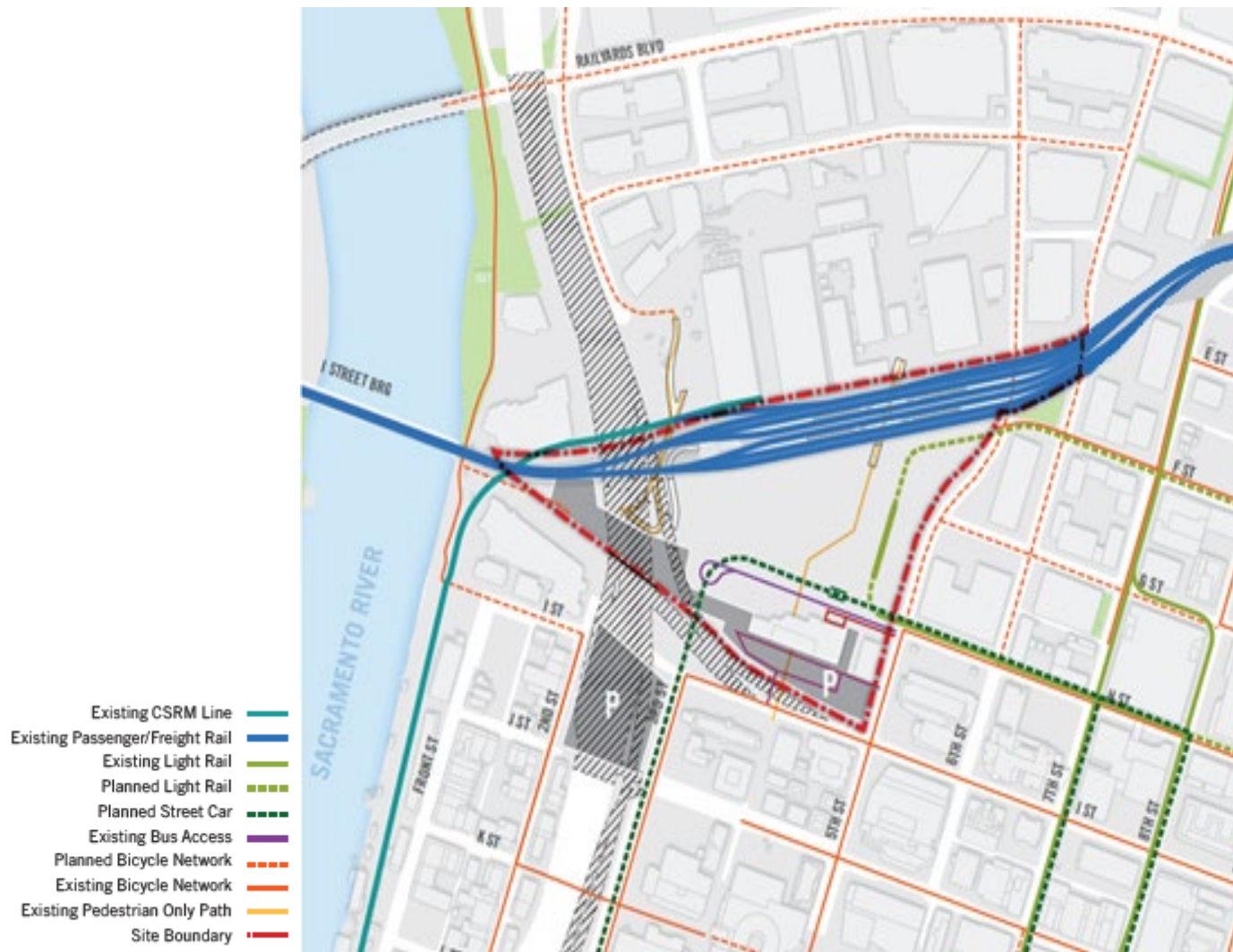


Figure 15. Public transportation lines connecting site.

IMPERATIVE 17 Equitable Investment

- The vision is to achieve the Living Community Challenge Imperative 17 Equitable Investment.
- Imperative Description:
 - For every dollar of project cost, the Community must set aside and donate half a cent to charity
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
While public agencies are exempt from this requirement, and this project is owned by the city of Sacramento, the Design Guidelines for projects not within the City’s direct development control will encourage developers to donate half a cent to charity for every dollar of project cost.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).

IMPERATIVE 18 Just Organizations

- The vision is to achieve the Living Community Challenge Imperative 18 Just Organizations.
- Imperative Description:
 - In all construction projects, at least two of the project team roles must have a Just Label for their organization
 - Community must advocate for JUST participation to all future employers within the Community (this must be included either in the purchase or lease agreement or within Community governance bylaws)
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
At least two project team organizations intend to acquire the JUST label. Currently the sustainability consultant, civil engineer and planner are considering pursuit of the label.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).

IMPERATIVE 19 Beauty & Spirit

- The vision is to achieve the Living Community Challenge Imperative 19 Beauty & Spirit.
- Imperative Description:
 - Community must contain a meaningful integration of public art and design features on every block, street, and plaza intended solely for human delight and the celebration of culture, spirit and place appropriate to its function
 - Public art must be located with a frequency and scale to have impact in the Community. At minimum, public art must include a major installation for every 500 residents and a minor installation for every 100 residents
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
Aligned with the Sacramento public art program, this project will have a major art installation for every 500 residents and a minor installation for every 100 residents, such that every block, street, and plaza features integrated public art and design elements intended to celebrate culture, spirit, and place.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).

IMPERATIVE 20 Inspiration & Education

- The vision is to achieve the Living Community Challenge Imperative 20 Inspiration & Education.
- Imperative Description:
 - An annual open day for the public
 - An educational website that shares information about the design and operation of the Community
 - A simple brochure describing the design and environmental features of the Community
 - Operations and maintenance manuals for all Community infrastructure
 - Interpretive signage that teaches visitors and occupants about the Community and its environmental goals and features
 - A Living Community Case Study to be posted on the Institute website
- The following information/goals in the community’s documents support this vision:

High Level Summary Goals	Doc. Reference
The city of Sacramento is committed to maintain an educational website, provide a brochure, include interpretive signage, and post an LCC case study on the ILFI site. The site is always open to the public, but the City may consider an annual celebration that raises awareness of the innovative, regenerative community features.	-

SUPPLEMENTAL LCC VISION PLAN DETAILS

- If the Community / Campus requires clarification on any statement above, or an exception is used, provide supplemental information (see LCC v1.2 Handbook, Chapter 5 for Clarification & Exception information).
 - Share and education that has and will occur in the various phases of the community development. Consider how the community will follow status updates.
-

STAKEHOLDERS

The following is a list of current and anticipated stakeholders

Congressional Representative

Doris Matsui, Congresswoman, California 6th District

Sacramento Mayor & City Council

Darrell Steinberg, Mayor
Angelique Ashby, District 1
Allen Warren, District 2
Jeff Harris, District 3
Steve Hansen, District 4
Jay Schenirer, District 5
Eric Guerra, District 6
Rick Jennings, II, District 7
Larry Carr, District 8

City of Sacramento

Howard Chan, City Manager
Fran Halbakken, Assistant City Manager
Hector Barron, Director of Public Works
Gregory Taylor, Public Works, Sacramento Valley Station Planning Manager

City of Sacramento Technical Advisory Committee

Inthira Mendoza, Department of Utilities
Jennifer Donlon-Wyant, Public Works, Alternative Transportation
Jennifer Venema, Public Works, Sustainability
Jesse Gothan, Public Works, New Programs Division
Melissa Anguiano, Economic Development
Richard Rich, Community Development, Railyards Project Manager
Fedolia Harris, Public Works, Streets Division
Raymond Costantino, Department of Youth, Parks & Community Enrichment
Carson Anderson, Community Development, Preservation Director

Stakeholders

Mobility Focus Group

Amador Transit
AMTRAK
Breathe Sacramento
California Department of Transportation
California High Speed Rail Authority
California State Transportation Agency
Caltrans District 3
Caltrans District 3 - Division of Planning, Local Assistance, and Sustainability
Capitol Corridor Joint Powers Authority (CCJPA)
City of Sacramento
City of West Sacramento
Coach USA
Disability Advisory Commission
Downtown/Riverfront Streetcar
Downtown/Riverfront Streetcar Project
El Dorado Transit
Fairfield Suisun Transit (FAST)
Greyhound
MV Transportation, Inc.
Paratransit, Inc.
Placer Transit
Rail Passenger Association of California and Nevada (RailPAC)
Roseville Transit
Sacramento Area Bicycling Advocates (SABA)
Sacramento Area Council of Governments (SACOG)
Sacramento International Airport
Sacramento Metropolitan Air Quality Management District
Sacramento Regional Transit
Sacramento Transportation Management Association (Sac TMA)
San Joaquin Regional Rail Commission (SJJPA)
Central Valley Rail Policy Working Group
San Joaquin RTD
Train Riders Association of California (TRAC)
Union Pacific Railroad (UPRR)
WALK Sacramento

Stakeholders, Continued

Placemaking Focus Group

Alkali and Mansion Flats Historic Neighborhood Association
California Administrative Office of Courts
California State Parks
California State Railroad Museum Foundation
City of Sacramento Convention and Culture Services Department
D&S Development
Downtown Railyards Venture, LLC
Downtown Sacramento Partnership
Environmental Council of Sacramento (ECOS)
EPMI, A Bayside Company
Federal Courthouse
Friends of Yee Fow Museum
Fulcrum Properties, Inc.
Greater Sacramento Economic Council
Holiday Inn
Imperial Tower Senior Apartments
JMA Ventures
Kaiser Permanente
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
Separovich/Domich Real Estate Development
Sierra Club
Sacramento Municipal Utility District (SMUD)
State Department of General Services - Facilities Management Division

Visit Sacramento
Vista Investments LLC

Consultant Team

AIM Consulting
ARUP
Economic Planning System
Grimshaw Architects
Nelson/Nygaard
Perkins+Will
DKS

ENGAGEMENT ROADMAP

Describe any community engagement to date and provide any plans for future community engagement (such as an engagement schedule, milestone check-ins, planned community meetings, website development schedule, social media strategy, etc.) as planning and development proceeds.



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 decision-making 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.

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 Area 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 Area Master Plan in an open one-on-one discussion with the community to help inform the next steps of the master planning effort.

Additional community engagement meetings are being held as design of the master plan progresses. In-depth summaries of community involvement is available at <http://www.cityofsacramento.org/SVSmasterplan>.



Stakeholder Workshop



Pop Up Workshop

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

Pedestrian-friendly connections
Sufficient bus stop space
Amenities at the station
Safe bicycle connections

Lighting
Wayfinding
Access to key local destinations
Electric vehicle charging stations
Bus stops close to the tracks

- 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

Vendor kiosks
Climbable statue
Historic art
Active space
Color
Interactive
Marketplace
Art
Open space for rentals
Cherry blossom
Local artists
Local artists
Music
Dog park
River access

- Pop up Workshop & Community Online Questionnaire

PROCESS & TIMELINE

Describe estimated schedule for achieving LCC Certification and construction timeline. (some projects are years, others may be decades)

Horizontal and vertical construction dates are tentative and will adjust based on the market and funding availability.

- LCC Vision Plan submittal date: May, 2020
- Anticipated registration of LBC project(s): 2020
- Anticipated LCC Master Plan submittal date: 2022
- Anticipated date of horizontal construction (include basic phasing plan if known at this time): 2022-2030; see tentative phasing below
- Anticipated Emerging Community submittal date: 2040
- Anticipated date of vertical construction (include basic phasing plan if known at this time): 2024-2040; see tentative phasing below

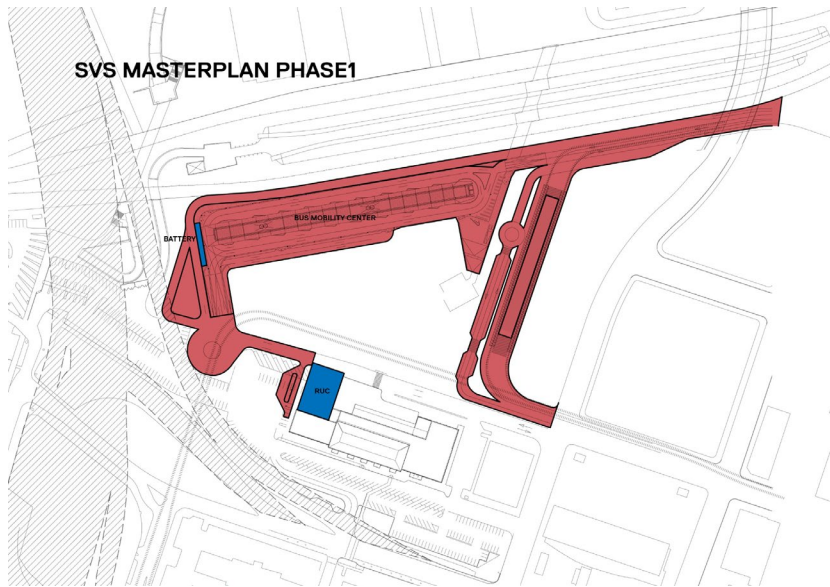


Figure 16. Masterplan Phase 1.

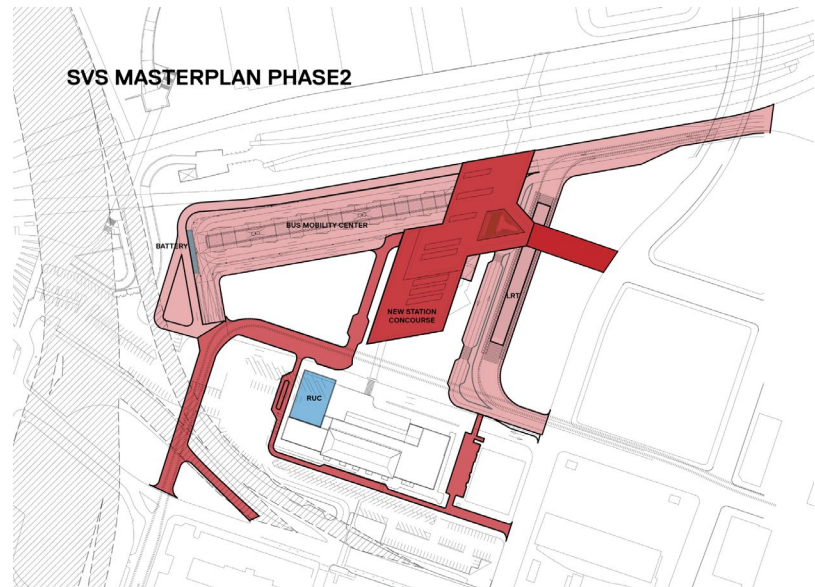


Figure 17. Masterplan Phase 2.

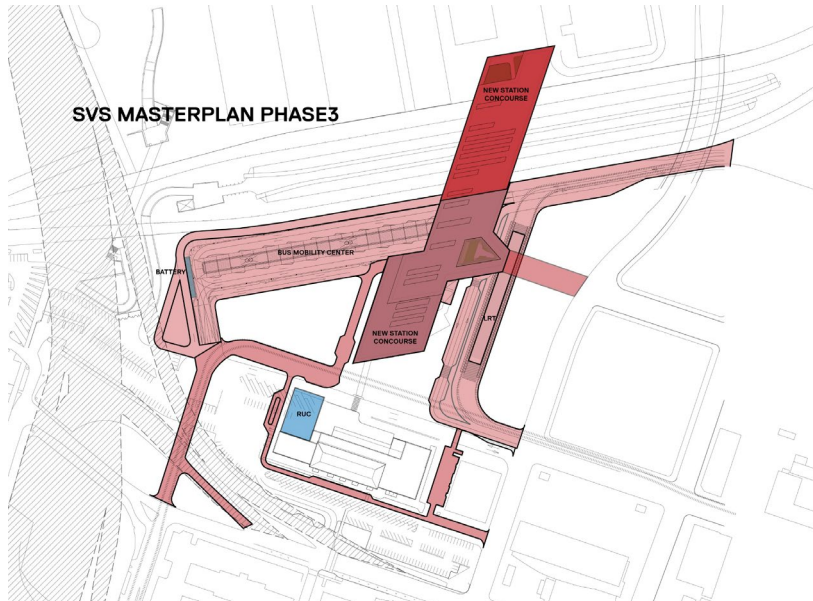


Figure 18. Masterplan Phase 3.

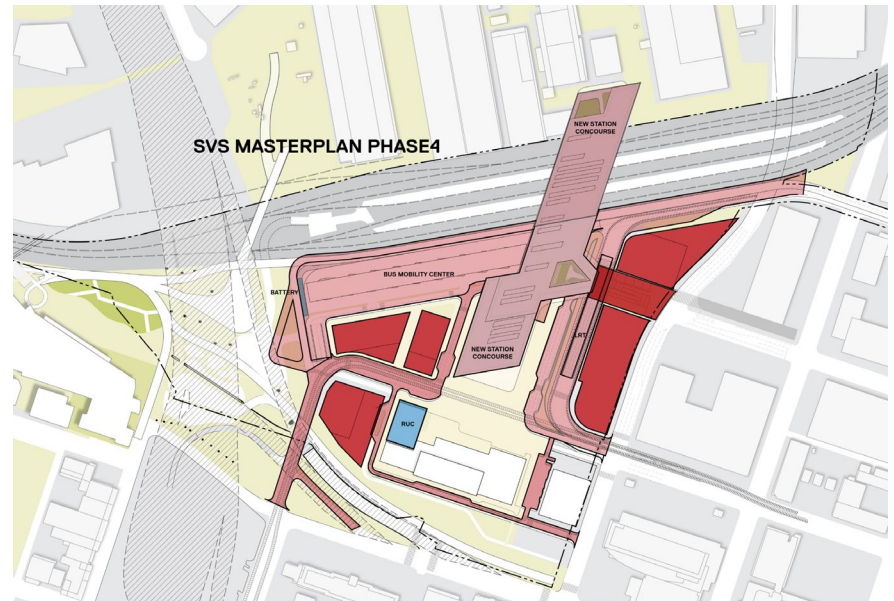


Figure 19. Masterplan Phase 4.

ii. LBC analysis of Bus Mobility center

Bus Facility																					
Living Building Challenge - Addressing Relevant Imperatives																					
Likely Transect L6, "Urban Core Zone"																					
Petal	Imperative	Imperative Overview of Requirements	Specific Requirements (Most Relevant to Bus Facility Design Highlighted in Purple)	RESPONSIBLE PARTIES [CHAMPION NOTED WITH "C"]																	
				Architect	Urban Designer	Owner	Contractor	Operator	Landscape	Civil	Lighting	Structural	MEP	Transportation	Sustainability Lead	Other					
PLACE	01 Limits to Growth	Projects may only be built on greyfields or brownfields: previously developed sites that are not classified as on or adjacent to any of the following sensitive ecological habitats: wetlands, primary dunes, old-growth forest, virgin prairie, prime farmland, within 100yr flood plain.	Project is not within the adjacency zones for wetlands, primary dunes, old-growth forests, virgin prairie, prime farmland or within 100-year Floodplain			x												C			
			All project teams must document site and community conditions prior to the start of work, including but not limited to identification of the project's "reference habitat(s)".																	C	
			All projects must demonstrate that they contribute positively to the ecology of their place and restore or enhance the ecological performance of the site towards a healthy ecological baseline.																		C
			All project teams must assess cultural and social equity factors and needs in the community and consider those identified needs to inform design and process decisions.																		C
			No petrochemical fertilisers or pesticides are to be used for the operation and maintenance of the on-site landscape																		C
	02 Urban Agriculture	All projects must dedicate a portion of their total project area to growing food, or they must dedicate a smaller portion of their total project area to growing food and must also directly provide weekly community access to healthy local food that address a community need, through farmers markets, CSA programs or other local food producers.	Specific Agricultural Strategy on site based on project location, climate and culture	x	x															C	
			Pathway one requires higher percentage of project area for urban agriculture; required to meet certain threshold of total project area for agriculture.	x	x	x															C
			Pathway two requires lower percentage of project area for urban agriculture plus weekly access to CSA, farmers markets, etc.	x	x	x															C
			All projects must provide access to food for 75% of FTE for a minimum of three days during an emergency.																		C
			Project team has arranged for care and upkeep of agricultural land, or arranged for 15 year lease with arrangements for continuance.																		C
03 Habitat Exchange	For each hectare of development, an equal amount of land away from the project site must be set aside in perpetuity through the Institute's Living Future Habitat Exchange Program or an approved Land Trust organization. The minimum offset amount is 0.4 hectare.	A financial donation to an approved land trust or the Living Habitat Exchange program for an amount of land of equal size of the area of disturbance of the project, or be eligible for the Exceptions listed for Imperative 3.																	C		
																			x		
			Project must be built to a scale that is appropriate to the neighborhood	x	C														x		
			Project must provide places for occupants to gather and connect with the community	x	C															x	
			Promotion of Stairs over elevators through interior layout and quality of stairways	C																x	
			Provide sufficient secure, weather-protected storage for human-powered vehicles and facilities, such as showers and lockers, to encourage biking.	C	x	x														x	x

WATER	04 Human Powered Living	Bike parking, pedestrian route consideration, promotion of stairs versus elevators, community advocacy for human powered transportation, additional transect-specific requirements.	Provide at least two electric vehicle charging stations or one per thirty spaces, whichever is greater.	C	x	x									x	x	x		
			0% impervious surface parking for Transect 6	x	x	x										C	x		
			Either reduce single-occupancy vehicle (SOV) trips and trips by fossil fuel-based vehicles by 30% over an established baseline relevant to the projects region and occupancy type, or implement at least four best practices: (1) Enhancement of pedestrian routes (2) Community advocacy (3) Transit subsidy for occupants (4) Carpool coordination assistance (5) Carsharing or EV fleet (6) Regular occupant transit survey	x	x	x										C	x		
	05 Responsible Water use	All projects must not use potable water for irrigation, use less water than a baseline building of the same type operating with reduced flow rates, and treat stormwater on-site, through natural or mechanical means, without the use of chemicals.	All projects must not use potable water for irrigation.	x	x				x	x					x		C		
			All projects must use less water for other needs than a regional baseline building of the same type, operating at 50% flow rates (new building) or 30% flow rates (existing building)	x	x				x	x						x		C	
			All projects must treat water on-site, through natural or mechanical means, without the use of chemicals and manage stormwater based on pre-development hydrology and current ecological conditions.								x						x		C
			All projects on a CSO system or on a floodplain must integrate stormwater detention and avoid sheet runoff.								x						x		C
			Do not use Red List materials in the piping, roofing or UV disinfection lamps or other parts of water supply								x						x		C
	06 Net Positive Water	All projects must meet 100% of water needs through precipitation or other natural closed-loop systems. No potable water for non-potable uses. Water resilience must be integrated.	All projects must supply one hundred percent of the project's water needs through captured precipitation or other natural closed-loop water systems, and/or through recycling used project water.	x	x				x	x					x		C		
			All water must be purified as needed without the use of chemicals.													x		C	
			No potable water may be used for non-potable uses.	x	x						x	x				x		C	
			Grey and black water must be addressed through on-site treatment and management through reuse, a closed loop system or infiltration.														x		C
			Scale jumping is allowed if necessary. Connection to municipal facility is allowed only if that facility does tertiary treatment, reuses or infiltrates water in balance with watershed, and does not use chemical treatment.														x		C
			Projects must provide a water resilience strategy that provides drinking water for all regular occupants for a week.	x	x	x			x	x				x		C			
	07 Energy + Carbon Reduction	The intent of this Imperative is to treat energy as a precious resource and minimize energyrelated carbon emissions that contribute to climate change.	Achieve reduction in total net annual energy consumption as compared to typical baseline of same climate, size, use, and occupancy: 70% for new construction, 50% for existing building, 35% for interior. Combustion is not allowed in new construction. It is allowed in interior or existing building projects if not in project scope and if phase out plan is included.	x	x				x						x		C		
			All projects must meter energy used by the project.	x	x											x		C	
			New or Existing Building projects must demonstrate a twenty percent reduction in the embodied carbon of primary materials compared to an																

ENERGY			equivalent baseline. Existing Buildings may count in-situ materials against the required twenty percent.																					C
																								C
																								C
08 Net Positive Carbon	Design for carbon neutrality, considering both embodied and operational carbon.	Must select interior materials with lower embodied carbon than industry average for categories that data are available.	x																					C
		Must design for "zero ready" by designing areas for e.g. EV vehicles, renewables.	x	x																			x	C
		Supply 105% of energy needs through on-site renewables on a net annual basis, without use of combustion.	x	x																x	C			
		Submeter major energy end uses	x	x	x																	x	C	
		Develop a method to understand and troubleshoot energy use	x	x	x																	x	C	
		Account for total embodied carbon of construction through the use of carbon sequestering materials or a one-time offset.	x																				C	
		Develop a resilience strategy that allows the building to be inhabitable for one week through the use of batteries, storage, etc.	x	x															x	x	C			
		Comply with ASHRAE 62	x																			C	x	
09 Healthy Interior Environment	Provide fresh air, maintain clean air, and provide natural light to most occupants.	Prohibit smoking inside and within 25' of project openings including vents.	x																			C	x	
		Develop healthy indoor environment plan specific to type and location, which includes cleaning protocols, walk off mats, and at least one strategy to improve air quality.	x																			C		
		Provide views outside for 75% of occupants	C	x	x																		x	
																							C	x
		Provide direct exhaust for kitchens, bathrooms, and janitorial areas.	x																C	x				
																							C	x
10 Healthy Interior Performance	To promote good indoor air quality, a project must create a Healthy Interior Environment Plan that explains how the project will achieve an exemplary indoor environment.	Select products that are compliant with CDPH Standard Method v1.1-2010 for 90% of interior products that can emit.	x																			C		
		Provide results from IAQ test conducted 1-6 months after occupancy or from a continuous monitoring system.	x	x																		C		
		implement a cleaning protocol that specifies products labeled with EPA DfE.	x	x																		C		
		Provide 95% of occupants views and daylight, with opportunities for the remaining 5% to move to spaces with views and daylight (guide also notes 75%, so it's a little unclear - needs verification with ILFI).	C	x																		x		
		Do at least two of the following: (1) provide operable windows that give ventilation for at least 6 months/year (2) provide occupants ability to control local airflow or temperature (3) flexible options for working and learning (e.g., sit stand desks)	C	x																		x		
11 Access to Nature	Foster frequent and sufficient connection to nature.	Integration of Biophilic Design through environmental features, light and space, and natural shapes and forms.	x	x	x																x	C		
		Integration of natural patterns and processes and evolved Human-Nature Relationships.	x	x	x																x	C		
		Post-occupancy evaluation 6-12 months after occupancy that assesses benefits of daylight, fresh air, and access to nature.	x	x																			C	
																							C	
12 Responsible Materials	Set a baseline for transparency, sustainable extraction, support of local industry, and waste diversion.	Include one Declare label per 200m2 of project area.	x	x	x																C			
		Incorporate at least one product with Living Product Challenge Certification	x																			C		
		50% of wood products must be FSC, salvaged, or sourced on-site. The remainder must come from low-risk sources.	x	x	x																		C	
		20% or more of the material construction budget must come from within 500km of the project site.	x	x	x																		C	

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