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The Sacramento Valley Station Area Plan is a bold vision to be implemented over a long period. This section provides an overview of the vision and highlights the principles which set out the framework for the design.



1.1 VISION

The existing Sacramento Valley Station (SVS), located in the southern boundary of the emerging Railyards District at the northwestern edge of Downtown, hosts many transit services across the site, yet it lacks the seamless efficiency of a true multi-functional hub. Meanwhile, the surrounding area is burgeoning with planning initiatives, investment, jobs, and new residents—but no cohesive strategy for supporting the coming transit demands. This Area Plan is a pivotal document that will guide the transformation of the 31-acre study area into a sustainable regional mobility hub within a connected, vibrant, and walkable community - where people take center stage. The plan seeks to capitalize on the future land value presented by a regional transportation hub through the development of high-intensity, mixed-use projects and, more broadly, to strengthen the connections between Old Sacramento, Downtown Sacramento and the emerging Railyards District to the north.

Public transit is an increasingly important indicator of equity in our urban centers. In addition to getting us to and from work and school, transit is a factor in social inclusion, providing access to cultural and recreational activities. The intention of public transit is fundamentally egalitarian; the shared space of the bus, train or ferry requires of its passengers the same collective respect as any other open space. As a community resource, public transportation, like public streets, offers a space of serendipity and contact; we encounter one another beyond our chosen social circles, which is foundational to social acceptance and tolerance.

Upon its opening in 1926, the Southern Pacific Railroad promoted the Sacramento Valley Station as a representation of the railroad's importance in linking Sacramento to the prosperous agricultural region of Northern California. At the time, the railroad was the primary transportation infrastructure around which the Sacramento region was growing. Today, the Station is at another momentous milestone, heralding a new era of seamless multimodal connectivity that serves to increase Sacramento's competitive edge as a well-connected, thriving, urban center of California. The site's deep-seated ties to the region's heritage heightens the importance of the SVS as a landmark gateway project for Sacramento.

Climate change and the need to aggressively reduce greenhouse gas emissions demand that innovation in well-integrated mobility systems be coupled with sustainable carbon-free urban infrastructure that connects the Railroad to all other modes of transportation. SVS is poised to provide such a future multimodal hub that will serve the city and the larger region by leveraging its central role within the mobility ecosystem to become a new regional destination. A new SVS Transit Center will bring a connected network of heavy rail, light rail, regional and inner-city buses, transportation network companies, shared-rideables, bike and pedestrian pathways, and anticipated future high-speed rail, will seamlessly connect the region to the very heart of the City at SVS. Prioritizing efficient, affordable, zero-emission mobility modes that are designed for universal access will ensure equity in mobility choices at SVS.

Leveraging this high level of transportation connectivity and its proximity to downtown Sacramento, the site is ideal for intense, mixed-

A welcoming new Transit Plaza between the Historic Depot and the new Station will seamlessly connect people to all mobility modes.





use, urban development that offers a variety of amenities, services, job opportunities and housing. Given its proximity to the State Capitol, the SVS provides a highly visible opportunity to pilot and demonstrate the benefits of innovative, sustainably supported transit-oriented, mixed use development in a central location. Accordingly, this Area Plan takes an integrated design approach by addressing the user's experience of getting to and from the site, as much as the experience of enjoying the new amenities within the site. With multiple modalities and interests converging in one dense place, the new district will establish a common ground that can capture and reflect the unique character of Sacramento, in a carbon net-positive model for urban living.

1.2 GOALS AND OBJECTIVES

The primary aspirations of this project are to:

- Provide an efficient transportation hub that has seamless and intuitive mode transfers, utilizing clean, zero-emission mobility modes.
- Plan a robust network of mobility options to eliminate on-site vehicle parking demand for transit users and reduce greenhouse gas emissions.
- Create an innovative, inclusive, equitable and holistic transportation hub that is an example of urban sustainability and resilient design.
- Create a welcoming gateway destination and an iconic landmark for the capital city of California.
- Celebrate the distinct identity, culture and history of the place.
- Design the Station building as a bridging element, connecting the communities on either side of the rail tracks.
- Support existing growth in downtown Sacramento.
- Provide a walkable, livable district which shifts the epicenter of activity to the SVS with Railyards to the north and downtown proper to the south.
- Ensure a diverse and lively mix of uses, programs and activities.
- Improve access and connectivity for multiple travel modes to West Sacramento and the waterfront.

These diverse aspirations have been catalyzed into the following overarching goals and objectives to guide the Area Plan effort;

- **Mobility**
- **Sustainability**
- **Placemaking**
- **User Experience**

Mobility

The primary focus of this site is to create optimal conditions for an efficient and well-performing regional multimodal transit hub.

The SVS Transit Center and site should facilitate convenient and easy access to, and between, all modes of transportation available on site, with a priority on active transportation.

Goals

- Provide ease of connectivity to, from and through the Transit Center and Transit Center area.
- Create an efficient multimodal regional hub.
- Ensure parking is minimized to reduce vehicle trips and thus greenhouse gas emissions.

Objectives

- **REDEFINE** the character of the network of streets within and surrounding the site for a complete multimodal character that prioritizes active modes.
- **ESTABLISH** compatible and complementary services, based on projected transit ridership growth, 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, zero-emission technologies, 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.



Renovated and expanded multi-modal hub serves as a bridge to link disconnected neighborhoods Southern Cross, Melbourne, AUS

Sustainability

The Area Plan supports a zero-carbon goal by providing an attractive, efficient and competitive multimodal service and net-zero emissions buildings.

A well-balanced and dense mix of uses is proposed on-site, supporting reduced vehicle trips by virtue of proximity. In addition, enhanced access to urban nature, outdoor recreational amenities, and intentional biophilic design strategies provide an opportunity to establish a sustainable and resilient urban environment that promotes healthy living.

Targeting achievement of the ambitious Living Community Challenge, the Area Plan goes beyond conventional sustainability approaches to attain regeneration of resources and net-positive community impact.

Goals

- Achieve carbon neutrality.
- Celebrate and enhance natural systems.
- Prioritize health and well-being of the site and the residents.
- Ensure resilience of site activities that can accommodate the changing climate.
- Develop systems which are adaptable to climate change to ensure longevity.
- Increase public awareness and commitment to sustainability and resilience.

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 via tailored resilience strategies and prepare for future longevity and thriving use of the site.
- **CONSERVE** scarce resources like water, energy and non-renewable materials through green building and site design, and prevent waste.
- **PROMOTE** occupant and community health and wellbeing by developing a truly cohesive and human-scaled urban realm.



*Access to urban nature and outdoor recreational amenities
Buffalo Bayou Park, Houston, TX*

Placemaking

The Transit Center will play a central role in establishing a strong new identity for the site. The surrounding Station area is designed to support the Transit Center 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 with world-class 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 acts as a bridge between the historic Sacramento Valley Station south of the tracks and the historic core of the planned Railyards District north of the tracks.
- **OFFER** a diverse range of uses 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.



*A well-designed, high-quality, safe and comfortable public realm is critical for placemaking
Kings Cross, London, UK*

User Experience

As the new gateway for the City of Sacramento, the new SVS Transit Center and the Station area will be instrumental in showcasing the City's culture and identity.

The new Transit Center will deliver an engaging and memorable experience for all users.

The Historic Station will be re-purposed as an important civic landmark offering multiple and diverse programs. It will become an integral part of the overall experience of the district welcoming the local community and visitors alike.

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.
- **INTEGRATE** creative public art and placemaking with key environmental components of the site.

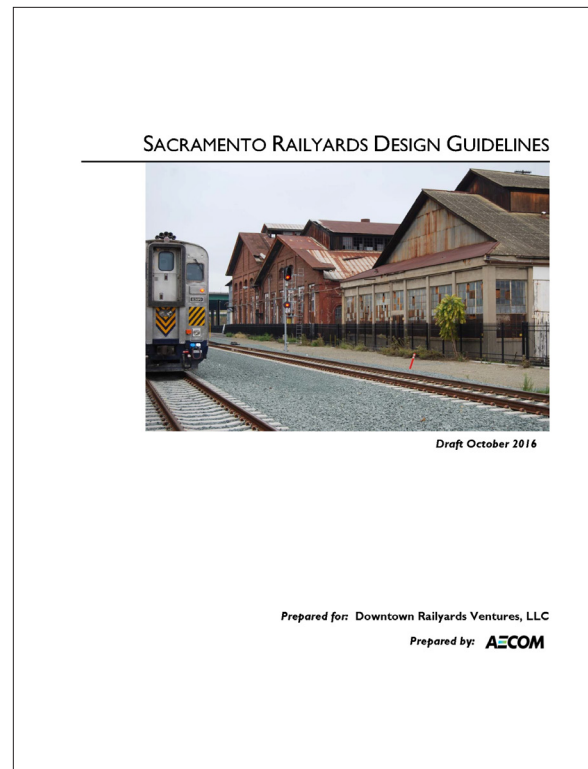


*Station linking to local assets and offering a diverse mix of uses
St. Pancras, London, UK*

1.3 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

This Area Plan is the guideline for Phase 3 of the Sacramento Valley Station (SVS) project. A priority for this concept Area 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 and occupies the majority of the sub-district called out as the Depot District in the 2016 Railyards Specific Plan. The SVS is called out as the Transit Priority Area (TPA) within the Railyards. The City of Sacramento has prepared an Amendment

to the Railyards Specific Plan and an Addendum Environmental Impact Report (EIR) which includes a high-level summary of the contents of this Area Plan, and Project Level clearance of the Bus Mobility Center. The information and level of detail contained herein and within the Railyards Design Guidelines will serve to guide future development of the station expansion, sustainable energy and water facilities, built form and open space, including character of site street circulation and public plazas.



*Sacramento Railyards Design Guidelines,
published October 2016*