

# 3

## AREA PLAN OVERVIEW

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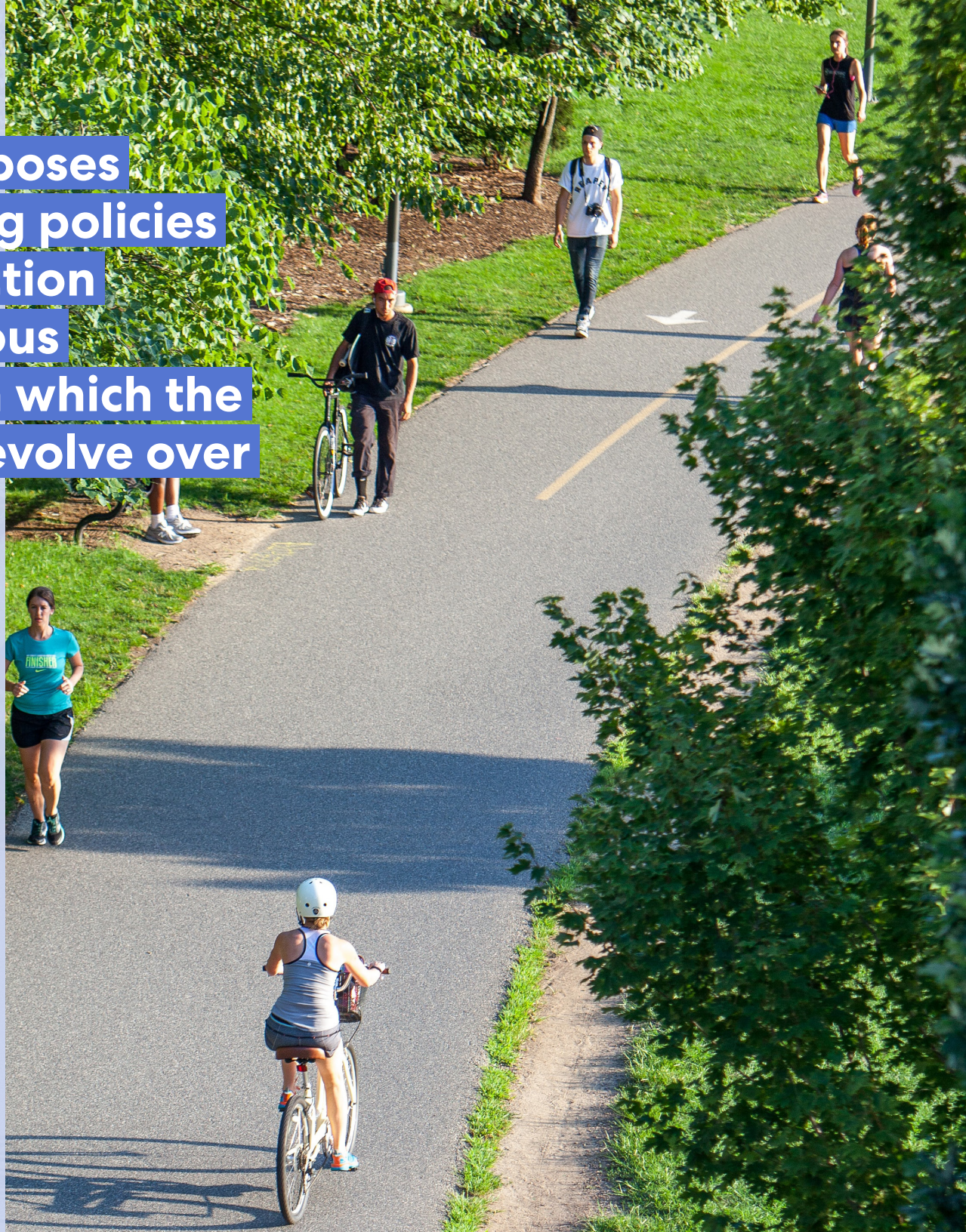
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The Area Plan proposes several overarching policies and goals. This section describes the various frameworks within which the development will evolve over time.



## 3.1 INTRODUCTION

This section introduces overarching sitewide policies and strategies for the project. Subsequent sections explore the implementation of these policies and strategies with Principles and Guidelines which pertain to particular aspects of the built form and public realm.

## 3.2 MOBILITY AND CIRCULATION FRAMEWORK

SVS is envisioned as both a hub for the six-county Sacramento region and a hub connecting the northern California mega-region, from Reno, through Sacramento, to the Bay Area, Salinas Valley, San Joaquin and Fresno Counties, as well as counties north through the Interstate 5 corridor including Butte, Tehama and Shasta Counties.

The site will serve as a connector, linking to local assets within and beyond the Station area, including the Railyards Central Shops, Old Sacramento and the Sacramento River and trails.

The City of Sacramento aims for sustainable growth and development in Downtown and surrounding areas by fostering prosperity in an inviting urban environment, shifting emphasis away from automobiles and attendant parking requirements. To guide this growth, the City has adopted 'Grid 3.0' which aspires to create a well-connected transportation network, support increased densities and mix of uses in multimodal districts, to help walking and bicycling become more practical and popular and to improve transit to highly frequented destinations.

Fundamental to the strategic layout of the major SVS Area Plan components is a commitment to goals, policies and design guidelines which enable significant increases in transit, bicycling and walking to and from the site.

The overall goal is to develop an urban transportation center and district for Downtown

Sacramento. As an urban center, transit and active modes of transportation will be prioritized, and automobiles will have lower priority. As a result, the overall street network within SVS has been intentionally laid out to preclude any through routes for private vehicles. Drivers arriving on site (other than buses, shuttles, service deliveries and emergency vehicles) will be doing so only to park within the lower level of the Bus Mobility Center or to drop-off and pick-up passengers. In both cases these access points and routes have been kept clear of the main public open spaces, ensuring pedestrian and bicycle priority along all of the main circulation routes within the site.

### 3.3 LAND USE POLICY

Land use policy is governed by the Railyards Specific Plan. The SVS project site constitutes the majority of the area defined as the “Depot District” in the Specific Plan. The SVS plan area draws upon the land uses currently designated in the Railyards Specific Plan for the Depot District, including the renovated Historic Station and a new or expanded Station to serve regional rail, light rail and buses, with supporting amenities for commuter parking, pick-up and drop-off and bicycles.

Supplementary land uses within the plan area are intended to be predominantly residential, hotel, office and retail mixed use, complemented by a range of pedestrian-friendly active ground floor uses. Allowable land uses are as described in the amended Railyards Specific Plan and EIR Addendum (as referenced in Section 1.3 of this report).

### 3.4 DEVELOPMENT SUMMARY

In order to ensure the desired vitality and livability for the Station area, the development totals and mix of uses should contribute to an overall target of minimum 20,000 residents per square mile baseline residential population and 100,000 residents and employees per square mile as the baseline for a successful transit-oriented development (TOD) around a major regional transit Station.<sup>1</sup>

Based on analysis of the surrounding context in the conceptual design phase of this plan, the Railyards District, including SVS, will need to provide a minimum population of 71,400 residents and employees to meet the baseline requirements for a vibrant, safe and successful 24/7 TOD within a half-mile radius of the Station. Of this total, the development on the SVS site should achieve a minimum baseline population of 3,500 to 4,100 residents and employees, depending on whether the Railyards District to the north of the UPRR tracks delivers 6,000 residential units (requiring the higher end of the SVS range) or 10,000 residential units (requiring the lower end of the SVS range), both of which are currently under consideration. As noted in Section 2, the near term focus will be on the Station and Bus Mobility Center build-out while surrounding development matures, which will dictate the market potential for increases beyond the minimum population for the site.

Specific requirements for programs and densities and massing for individual blocks within the Area Plan are included in Section 6.3.

RAILYARDS DISTRICT

I Street Bridge

SACRAMENTO RIVER

OLD SACRAMENTO





**Legend**

- 1. *Historic Station*
- 2. *REA Building*
- 3. *New Station Concourse*
- 4. *Bus Mobility Center*
- 5. *Mid-Rise Residential*
- 6. *High-Rise Residential*
- 7. *Lot 40 (north)*
- 8. *Lot 40 (south)*
- 9. *Hotel*
- 10. *Regenerative Utility Center*
- 11. *Light Rail Station*
- 12. *Pick-up/Drop-off*
- 13. *Transit Plaza*
- 14. *5th Street Plaza*
- 15. *Civic Plaza*
- 16. *Chinese Commemorative Garden*
- 17. *Dog Park*
- 18. *Community Garden*
- 19. *Playground*
- 20. *Rock Climbing Area*
- 21. *Skate Park*
- 22. *Feature Plaza*
- 23. *Regenerative Garden*

**Figure 3.1** *Illustrative plan*

### 3.5 SUSTAINABILITY AND LIVING COMMUNITY CHALLENGE

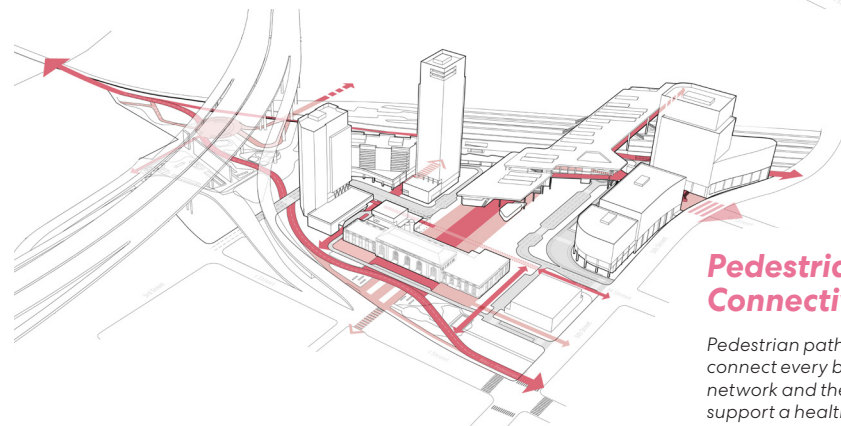
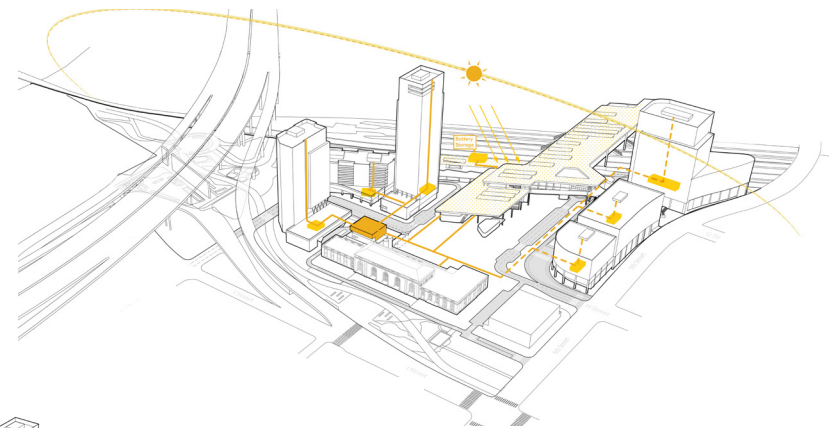
SVS is envisioned as a sustainable district that can embark on the foremost policies of the Railyards Specific Plan to position the Railyards as a national leader in sustainable development. This project would serve as a model of how a downtown district can achieve both resource efficiency and cost effectiveness, quality of life and environmental benefit, historic preservation and a living future. It takes inspiration from the City's pioneering work to combat climate change. Sacramento's 2035 General Plan established the goal of reducing greenhouse gas (GHG) emissions 15% below 2005 levels by 2020, an attainment achieved by 2016. Between 2005 and 2016, community wide emissions decreased from approximately 4,235,000 metric tons (MT) of carbon dioxide equivalent (CO<sub>2</sub>e) to an estimated 3,424,700 MT CO<sub>2</sub>e - a reduction of over approximately 19%. Per capita emissions have decreased approximately 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 as part of the 2040 General Plan update to help the community reach even more aggressive climate targets in line with State goals, including an initial commitment by the City Council and the Mayor's Climate Commission to attain carbon neutrality (0 MT CO<sub>2</sub>e) by 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 in addition to substantial carbon savings in the transportation sector.

Sacramento Valley Station is also guided by commitments developed through a Sustainable Communities Planning Grant - community center revitalization, automobile and fuel usage reduction, and infill and compact development - plus an intent to achieve sustainability in energy, water, materials and waste, and to promote a healthy, resilient community and ecosystem. Cleaner grid electricity has played a significant role in reducing greenhouse gas (GHG) emissions to date. Sacramento Municipal Utility District (SMUD) is a strong partner to the City and is implementing a Living Future Accelerator that

looks to the future by supporting projects to explore feasibility of participation in the Living Building and Community Challenges and funding registration fees. Through participation in the accelerator, the City achieved both feasibility and goal alignment and has opted to pursue the International Living Future Institute's (ILFI) Living Community Challenge for the Sacramento Valley Station Area Plan. 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

#### District Energy System

*All buildings are powered with 100% renewable energy through a combination of onsite and offsite-sourced generation*



#### Pedestrian + Bike Connective Network

*Pedestrian paths and bike routes connect every building to the wider network and the variety of open spaces support a healthy lifestyle*

to create a community that has a truly positive and regenerative impact on the city and planet.

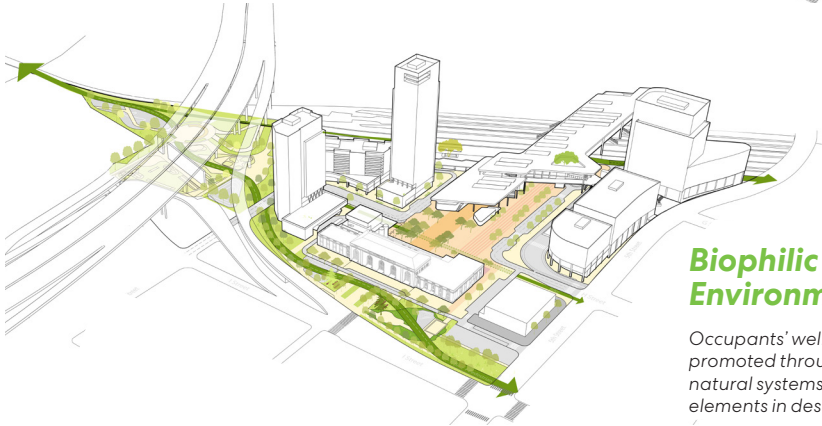
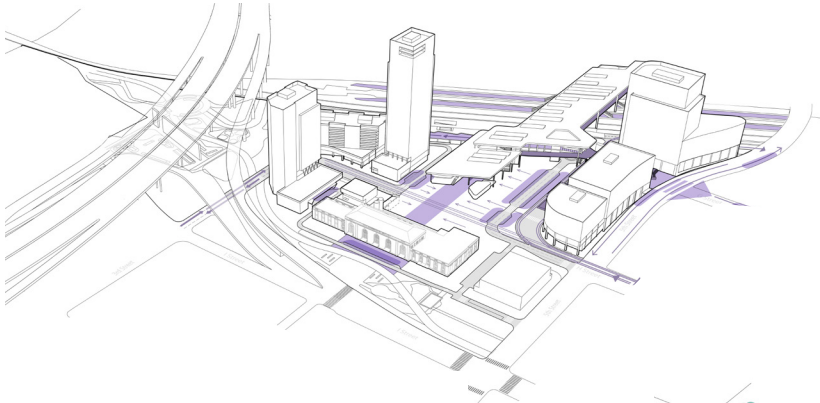
The Living Community Challenge (LCC) was inspired by a philosophy of regeneration and developed into a framework to guide the design and construction of neighborhoods to be “socially just, culturally rich, and ecologically restorative.” The Challenge is composed of seven categories, or “Petals:” Place, Water, Energy, Health & Happiness, Materials, Equity, and Beauty. Petals are divided into twenty imperatives total that detail requirements to achieve certification – a imperatives must be met to achieve

full Living Community Certification. Among these are requirements for Net-Positive Water and Net-Positive Energy. Living Community Challenge offers three milestones for certification – Vision Plan, Area Plan and Built Project. The City is seeking certification of the Sacramento Valley Station LCC Vision Plan in 2020 and hopes to also certify the final project at full buildout. Whereas the Living Community Challenge applies to a multi-building project, the Living Building Challenge carries similar requirements and applies to single buildings. An additional requirement to achieve LCC vision plan certification is that the majority of new buildings to be built and owned by the community (in

this case, the City) pursue Living Building Certification. The new Station and Bus-Mobility Center will target this goal for the Sacramento Valley Station Area Plan. Developer projects are asked to participate in key infrastructure systems such as district water recycling, and to use ILFI’s CORE green building standard as guidance to align with the sitewide sustainability efforts. Refer to Figures 3.2 - 3.3 for the sustainability and LCC visioning. Further building sustainability standards and guidelines can be found in Section 6 of this document.

**Transit Connectivity**

*Efficient and seamless multi-modal interchange between regional rail, light rail, buses, taxis, bicycles and pedestrians*

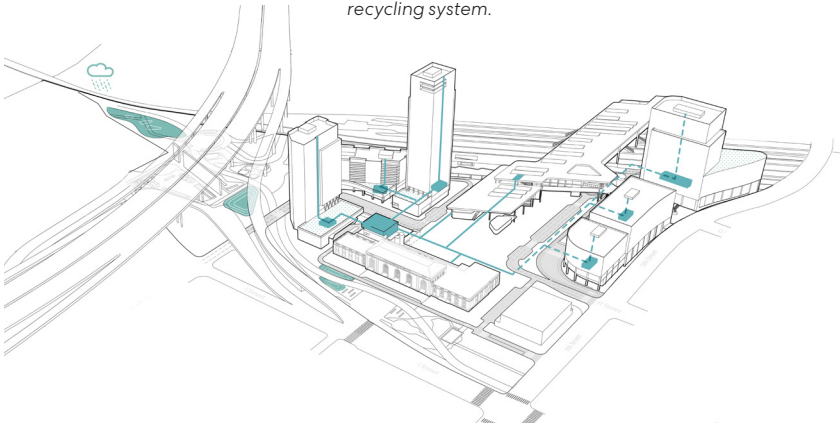


**Biophilic Environment**

*Occupants’ wellbeing will be promoted through incorporation of natural systems, patterns and elements in design*

**District Water System**

*Centralized on-site wastewater recycling and distribution. 100% of the Community’s non-potable water needs are supplied onsite through a water recycling system.*





## Sacramento Valley Station Area Plan

The Sacramento Valley Station Living Community Boundary has been drawn to include the city-owned parcels, which host the planned new Station and Bus-Mobility Center, hotel, residential buildings and Regenerative Utility Center and the existing Historic Station. All of the new buildings plus the infrastructure and open spaces aim to comply with Living Community Challenge Imperatives. As an existing building, the Historic Station does not need to comply with building-related LCC imperatives, but has been renovated sustainably, receiving LEED Platinum certification, and anticipates connection to the future district thermal system.

Refer to Table 3.1 for details of the LCC imperatives.

**RENEWABLE ENERGY SUPPLY**  
All buildings are powered with 100% renewable energy through a combination of onsite and offsite-sourced generation

**URBAN AGRICULTURE**  
A community garden with raised beds for residents to cultivate food on-site

**PEDESTRIAN FRIENDLY COMMUNITY**  
Pedestrian paths and bike routes connect every building to the wider network and the variety of open spaces support a healthy lifestyle

**TRANSIT CONNECTIVITY**  
Efficient and seamless multi-modal interchange between regional rail, light rail, buses, taxis, bicycles and pedestrians

**TREE CANOPY**  
Carefully placed trees to mitigate urban heat island effect by providing shade, cooling and cleaner air

**COMMUNITY OPEN SPACE**  
Active recreation opportunities are available to community members through ball courts and outdoor fitness equipment

**HABITAT EXCHANGE**  
Sacramento Valley Station seeks to provide and enhance habitat onsite for native species such as the Purple Martin and Swanson's Hawk

**BIOPHILIC DESIGN**  
Occupants' wellbeing will be promoted through incorporation of natural systems, patterns and elements in design

**STORMWATER MANAGEMENT**  
100% of the Community's non-potable water needs are supplied onsite through a water recycling system

**REGENERATIVE UTILITY CENTER**  
Centralized on-site energy generation and distribution and on-site wastewater recycling and distribution

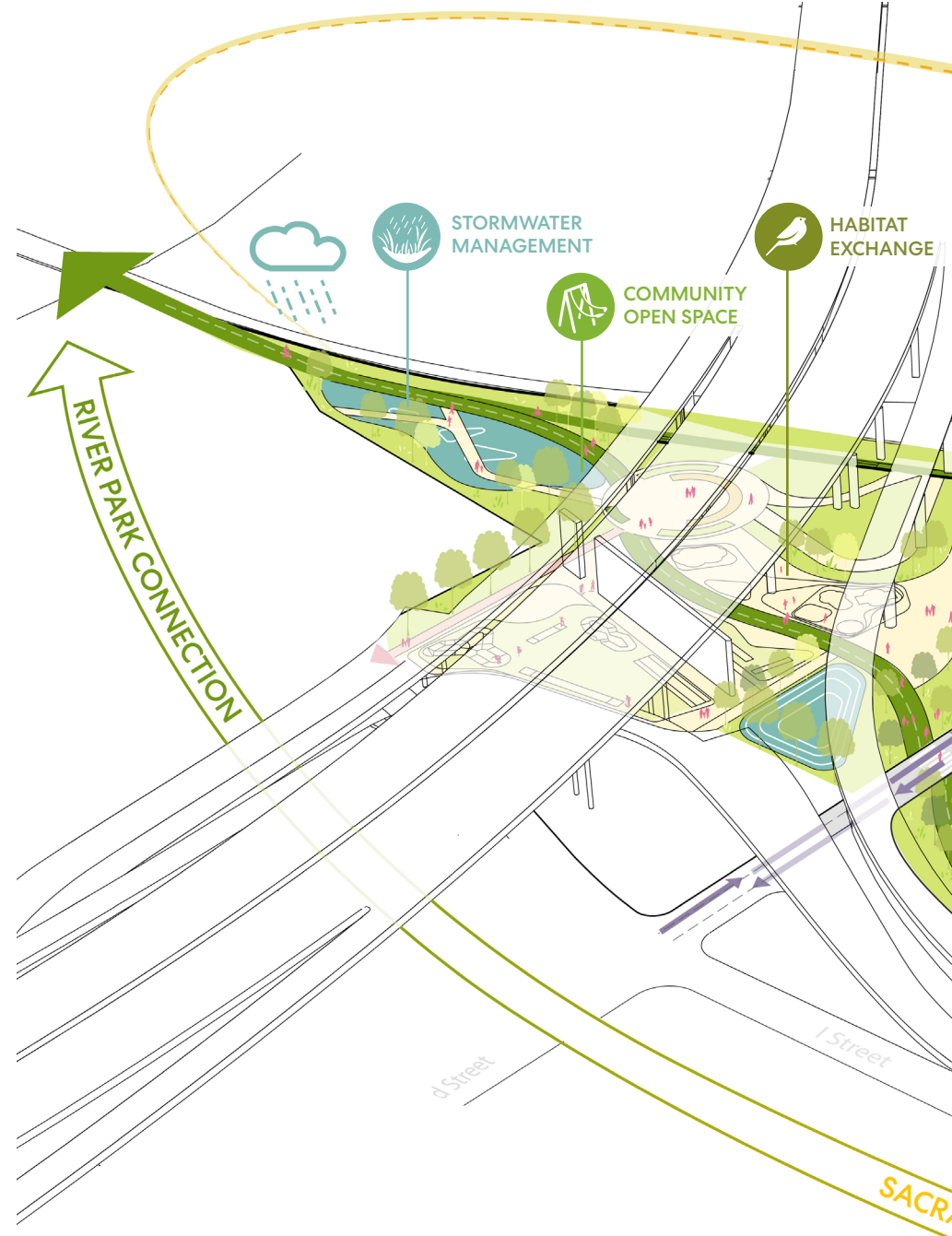
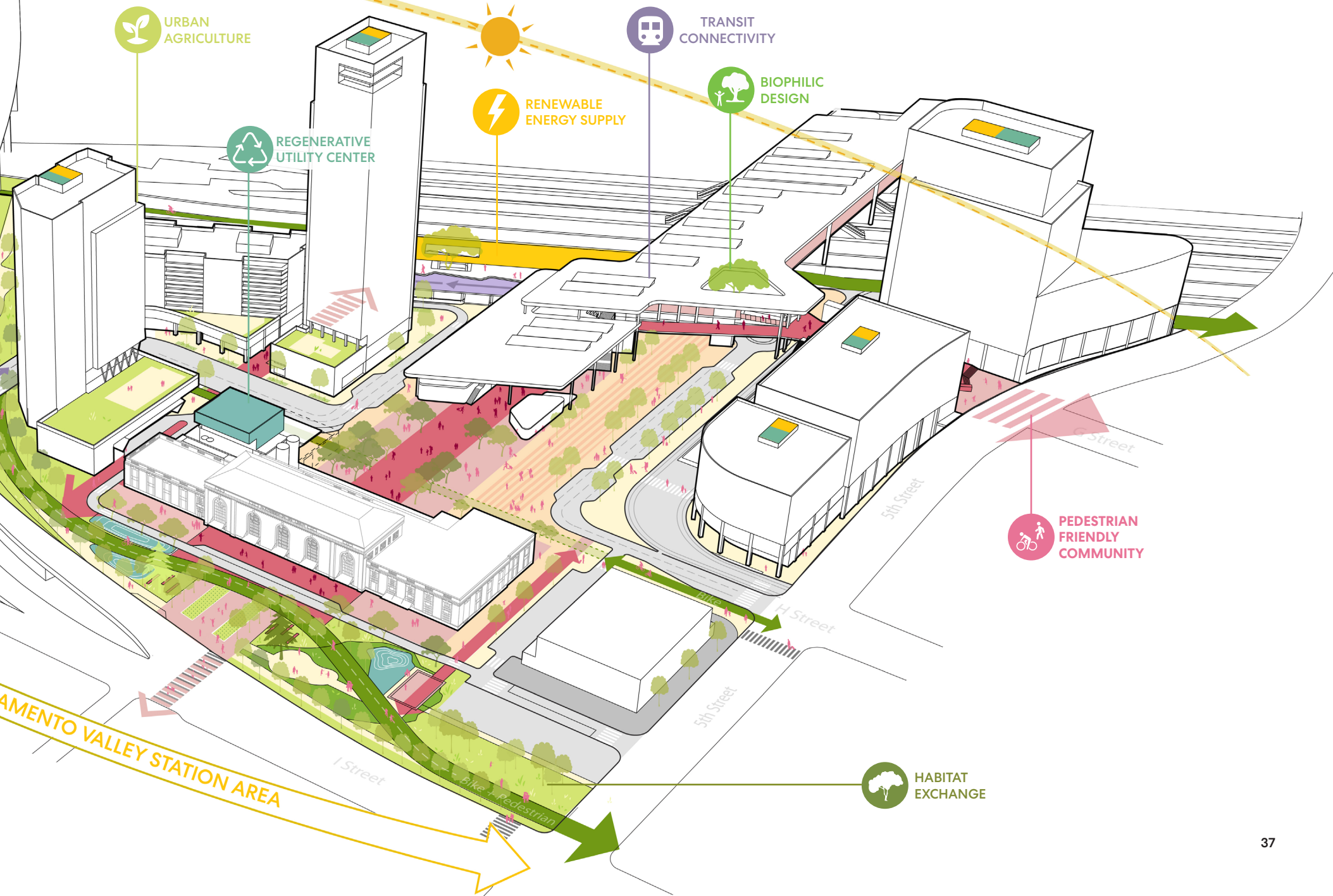


Figure 3.2

Conceptual Sustainability Strategies



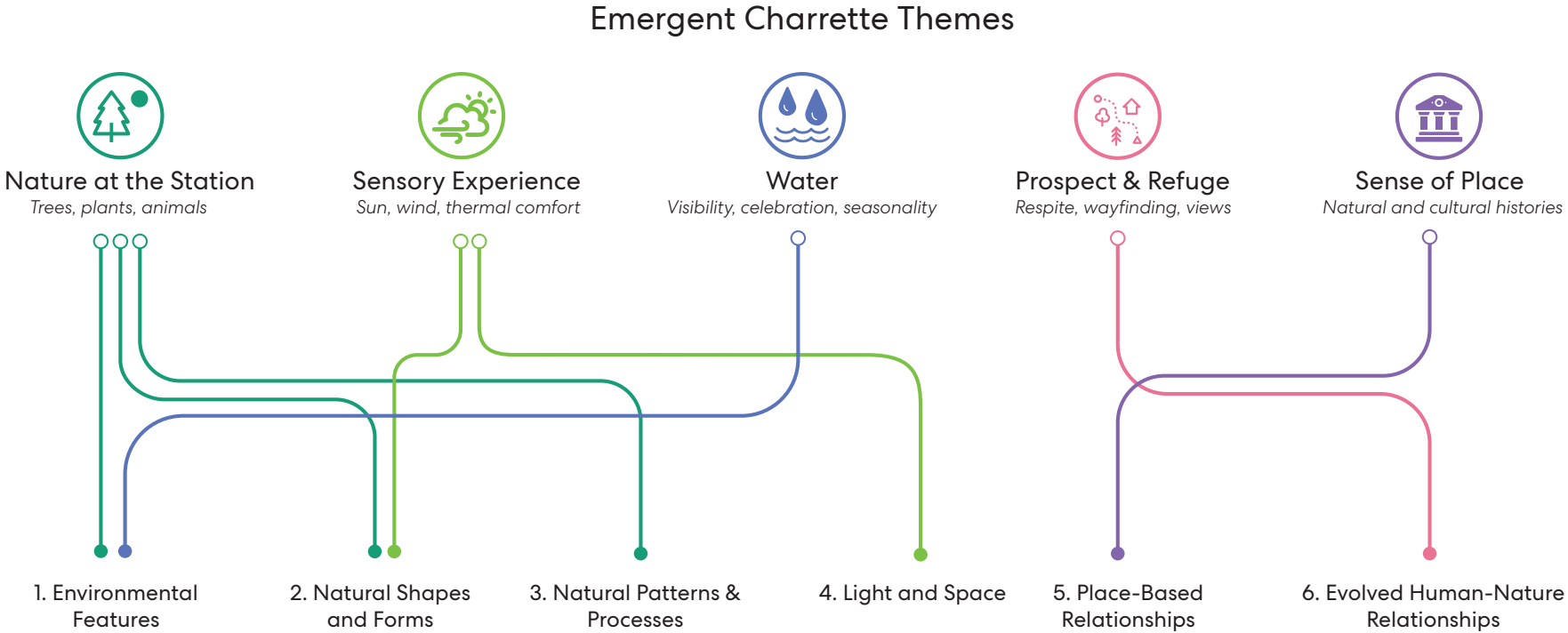
**Table 3.1** LCC petals and imperatives

Petal	Imperative		Description
<p style="text-align: center;"><b><u>Place</u></b></p>	1	<b>Limits to Growth</b>	<p>Under the 2035 General Plan, the City of Sacramento is emphasizing redevelopment within the city center as a sustainable strategy for adding housing and providing economic opportunity. The Sacramento Valley Station planning area and the station building it includes are on a brownfield site. These inherent features of the site render it well-positioned to achieve this imperative of the LCC, along with goals to develop landscapes that emulate natural systems and are maintained without petro-chemical products.</p>
	2	<b>Urban Agriculture</b>	<p>The project should target allocating at least 1% of the project area for food production (LCC bases the % target on anticipated Floor Area Ratio (FAR). The 1% target is correlated with an anticipated FAR &gt; 3. Lower FAR would indicate a higher % of site to be dedicated to agriculture to meet this imperative.). This is envisioned as an approx. 7000 sq. ft. community garden on raised beds with imported soil material to conform to the soil standards for the Railyards site. Refer to Figure 3.1 for location.</p>
	3	<b>Habitat Exchange</b>	<p>Sacramento Valley Station seeks to provide and enhance habitat for native species such as the Purple Martin and Swanson’s Hawk onsite. Per hectare of developed project area, the City should also set aside an equal amount of land for conservation in perpetuity. The City could satisfy this imperative through a land trust or through one of its own land conservation programs, such the Natomas Basin Habitat Conservation Area. Refer to Figure 3.1 for location.</p>
	4	<b>Human Powered Living</b>	<p>Inherent aspects of the project make human powered living targets readily achievable. These aspects include the proposed high density of walking and biking connections, as well as the project’s access to quality transit, proposed bicycle facilities and its proximity to neighborhood services. Expanded ground floor retail, which reduces the need for trips required to and from the development, as well as high-quality connections to the Sacramento River, downtown and the Railyards, should further improve performance.</p>
<b><u>Water</u></b>	5	<b>Water</b>	<p>SVS will supply 100% of the non-potable water needs onsite through a water recycling system. The design criteria of this system would meet California State Title 22 water quality requirements without the use of harmful chemicals, within an aesthetically pleasing showcase central plant. SVS will go beyond CalGREEN water use intensity limits on fixtures and systems within the buildings where feasible. SVS will also treat and infiltrate all stormwater and any excess recycled water onsite. New development will follow low-impact practices and manage stormwater to have no impact on surface water resources and ecological areas.</p>

Petal	Imperative		Description
<b><u>Energy</u></b>	6	<b>Energy</b>	<p>To pursue the energy petal and achieve carbon neutral building operation, Sacramento Valley Station will operate buildings without fossil fuels using all-electric systems and no natural gas combustion. Buildings will be energy-efficient and comply with or exceed Title 24 code requirements. All buildings will be supplied with 100% renewable energy through a combination of onsite and offsite-sourced generation. For on-site energy generation, the SVS Area Plan proposes a combination of geothermal energy and solar energy. Onsite battery storage is planned to allow critical infrastructure to operate for at least a week off-grid for resilience to public safety power outages and other potential grid interruptions. Refer to Section 7.3 for additional detail.</p>
<b><u>Health and Happiness</u></b>	7	<b>Civilized Environment</b>	<p>The preservation of the Historic Station helps to satisfy this LCC requirement. SVS will also promote social connections through a local food program, car and bike sharing program, transit information center, community tool/book library, art and recreation programs. A community hub at the station will allow for information sharing and community meetings. Other City-implemented near-site services and programs will serve SVS and the local community.</p>
	8	<b>Healthy Neighborhood Design</b>	<p>To promote health, Sacramento Valley Station plans to feature walking paths accessible from every building, links 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 &amp; Wellness Education Plan should be made available to every resident of the community.</p>
	9	<b>Biophilic Environment</b>	<p>Biophilic design incorporates natural materials, natural light, vegetation, nature views and other experiences of the natural world into the modern built environment and recognizes that people are healthier and happier when they are connected with nature. The SVS team held a charrette and produced a biophilic design plan focused on the following elements: Environmental features, natural shapes, forms, patterns and processes, light and space, place-based relationships and evolved human-to-nature relationships. Refer to Figure 3.3.</p>
	10	<b>Resilient Community Connections</b>	<p>The community will have a gathering place in the new station concourse, where residents can congregate in a dry, secure, covered location at grade. The site is elevated via existing fill above the flood plain; therefore, sensitive infrastructures are not at risk of flood. Where portions of buildings are below grade, sensitive infrastructure will be placed on an upper level. The community will have a disaster response plan updated annually, an emergency contact and an active neighborhood watch program. Block captains will be assigned and trained for disaster response, first aid and safety procedures.</p>

Petal	Imperative		Description
<b><u>Material</u></b>	11	<b>Living Materials Plan</b>	Sacramento Valley Station should develop a Living Material Implementation Plan for the community that will be used for the buildings owned by the City and will apply to sitewide infrastructure and landscape. Materials criteria include local and regional priority sourcing, avoiding unhealthy “red list” materials and favoring materials with sustainable attributes such as low embodied carbon, recycled content and FSC certification (for wood).
	12	<b>Embodied Carbon Footprint</b>	In order to pursue LCC, the total embodied carbon of all Community infrastructure and Community-owned facilities at Sacramento Valley Station will be estimated and offset through offsite carbon reductions through a program appropriate to the City.
	13	<b>Net Positive Waste</b>	The SVS material conservation management plan will sets guidelines for all buildings, landscape and infrastructure over their lifecycles. Construction waste, except hazardous waste, will be diverted: metals >99%, paper/cardboard >99%, foam/carpet/insulation >95%, soil/biomass 100%, all others >90%. The site has been remediated to a standard that does not require offsite disposal; no additional hazardous export is anticipated. Dedicated infrastructure for compost and recyclables will be created throughout the community. City-owned buildings and developer guidelines will require the inclusion of at least two salvaged materials.

The Sacramento Valley Station team held a charrette and produced a biophilic design plan for Sacramento Valley Station focused on the following elements in Figure 3.2.



**Figure 3.3** *Biophilic Design Workshop Summary*

Petal	Imperative		Description
<b><u>Equity</u></b>	14	<b>Human Scale and Humane Places</b>	Sacramento Valley Station creates human-scaled rather than automobile-scaled places, aiming for an experience that is human-centered and promotes culture and interaction. Living Community Challenge guidelines for surface cover, street and intersections and building footprint should be followed and new large signage (billboards) on the site are not permitted.
	15	<b>Universal Access to Nature and Place</b>	All areas and features of the project such as street furniture, public art, gardens and benches will be made accessible to all members of society including those with physical disabilities through compliance with the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA) Accessibility Guidelines. Furthermore, the project will aim to not block access to, nor diminish the quality of, fresh air, sunlight and natural waterways for any member of society or adjacent development. Furthermore, the project will aim to not block access to, nor diminish the quality of, fresh air, sunlight and natural waterways for any member of society or adjacent developments.
	16	<b>Universal Access to Community Services</b>	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.
	17	<b>Equitable Investment</b>	While public agencies are exempt from this requirement, and this project is owned by the City of Sacramento, developers of blocks onsite are encouraged to donate half a cent to charity for every dollar of project cost.
	18	<b>Just Organizations</b>	JUST is a program of ILFI that helps organizations disclose progress toward equitable business practices. At least two members of the Area Planning team should aim to have a JUST label for their organizations.

Petal	Imperative		Description
<p align="center"><b><u>Beauty</u></b></p>	<p align="center"><b>19</b></p>	<p align="center"><b>Beauty and Spirit</b></p>	<p>Aligned with the Sacramento public art program, this project targets 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. This approach should incorporate the City’s Art in Public Places program, based on 1% of construction costs.</p>
	<p align="center"><b>20</b></p>	<p align="center"><b>Inspiration and Education</b></p>	<p>The City of Sacramento will maintain and expand their existing educational website and self-guided tour on green building at Sacramento Valley Station. They will 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 also consider an annual celebration that raises awareness of sustainability features and the Living Community achievement.</p>

Source: ARUP, EPS.