SACRAMENTO VALLEY STATION
Transportation, Historic Rehabilitation and Sustainability
Station Overview

Opened in 1926

Approximately 66,000 GSF

Designed in 1926 by San Francisco Architects Bliss & Faville

Eclectic Architectural Style

Approximately 1.3 million passengers/year

Acquired by the City of Sacramento in 2006
Project Overview

Rehabilitation to support future tenants and Amtrak
- new building systems
- building exterior and interior rehabilitation
- enhanced station experience

Funding
- $15 million Tiger Grant
- $15 million local match
SACRAMENTO VALLEY STATION

Project Overview

Rehabilitation to support future tenants and Amtrak - new building systems - building exterior and interior rehabilitation - enhanced station experience

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Site Considerations

SACRAMENTO VALLEY STATION
Guidelines for Rehabilitating Historic Buildings

Design for the Replacement of Missing Historic Features

“An acceptable option for the replacement of an historic feature is a new design that is compatible with the remaining character-defining features of the historic building. The new design should always take into account the size, scale, and material of the historic building itself and, most importantly, should be clearly differentiated so that a false historical appearance is not created.”

Character-Defining Issues

Significance Diagrams

- Primary Significant
- Secondary Significant
- Tertiary Significance
- Non-Contributing

Basement
Level 1
Level 2
Level 3
Level 4

SACRAMENTO VALLEY STATION
Character-Defining Issues

Significance Diagrams

Level 1
Rehabilitation: Exterior Envelope

STEEL WINDOW REHABILITATION & GLASS TYPES
Historic Glazing
Rehabilitation: Interior

Amtrak move
Site and Interior Organization
Amtrak move
Amtrak move

SACRAMENTO VALLEY STATION
Rehabilitation: Exterior Envelope

- All Level 3 windows to have clear glass unless noted otherwise.
- East side:
  - New marquees with contemporary detailing and translucent inset panels, TYP at 5 bays.
  - New elevated platform infill and planter.
  - New storefront infill.
  - New man door.
Sacramento Valley Station - Gateway to the “Emerald Valley”


Greenwise Joint Venture dedicated transforming the Sacramento area into the “Emerald Valley,” the greenest region in the country and a hub for clean technology

Greenwise Regional Action Plan a comprehensive shared sustainability vision.

“Blue Thumb” Campaign to promote landscape water efficiency.
SUSTAINABILITY GOALS

LEED Silver + 15% point buffer (58 pts)
LEED Gold expected (66 pts)

Future LEED EBOM

Calgreen

SMUD Savings By Design program

Others to consider:
City of Sacramento
2030 Challenge
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**Sacramento Valley Station**

Certified: Gold, Silver 50-59, Gold 60-79, Platinum 80+

**Public Works City of Sacramento**

**ZGF**
ENERGY/WATER STRATEGIES

Hybrid Ground Source Heat Pump System

Displacement Ventilation

Envelope Upgrades

Water Recovery
Storm Windows

Figure 1. Operative Temperature in August

Figure 2. Operative Temperature in June

Results:

3 degrees

4 degrees
Storm Windows
Mechanical Air Supply Grills

Option 1:
metal grills in Keene plaster walls along north and south walls

Discussion: pattern/design of grills

highly decorative - reference plaster ceiling grills

simple, substantial - reference other metal grills in building; mechanical grills in benches

Second floor corridor transom grill

12'-2" (varies)

2'-6"
Flush-Mount Solar Thermal Hot Water Panels

Flush-Mount Photovoltaic Panels
Sustainable Features

- Solar Thermal/Photovoltaic Panels
- Building Insulation
- Rehabilitation of Exterior Envelope
- Storm Windows
- Water Harvesting for Toilet Flushing
- Geothermal Well Field
- Ground-Source Heat Pumps for Heating and Cooling
- Radiant Heating and Cooling of Main Waiting Room Floor
THANK YOU

Tim Williams
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ZGF Architects LLP
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Slide Garage
SACRAMENTO VALLEY STATION

Living Wall

Star Jasmine
Rehabilitation: Exterior Envelope

SACRAMENTO VALLEY STATION
Primary Spaces: Exterior Envelope
• Supports City of Sacramento carbon reduction goals
• Provides an additional 10-20% energy savings
• Minimizes roof-top and site equipment requirements
• Critical support for the ‘Path to Platinum’

*assumes $150,000 in incentives