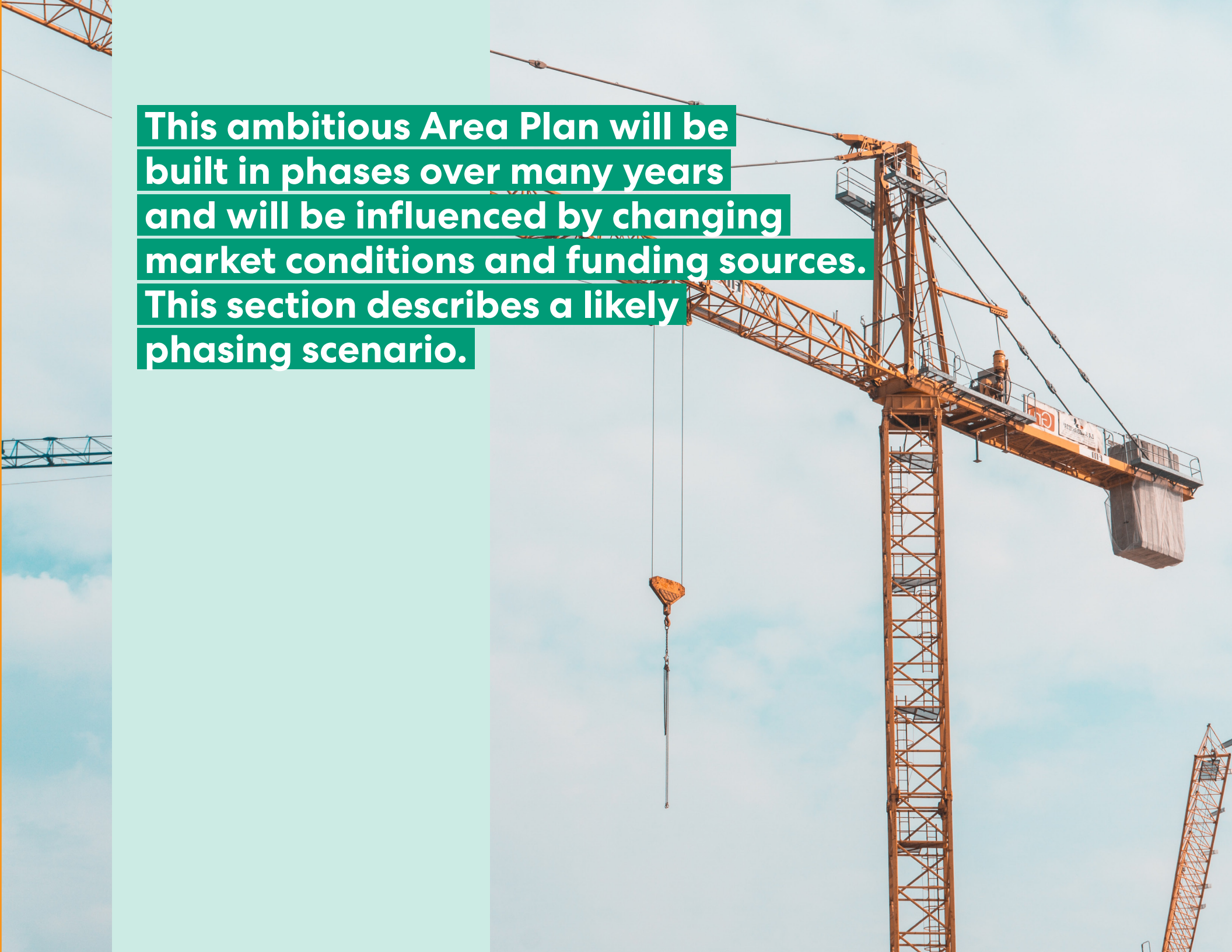




PHASING

This ambitious Area Plan will be built in phases over many years and will be influenced by changing market conditions and funding sources. This section describes a likely phasing scenario.



The City purchased the Historic Station and the surrounding land area in 2006, and in cooperation with Sacramento Regional Transit and Capitol Corridor JPA, immediately identified a three-phase improvement plan to create a multi-modal transportation center. The phases outlined in this section are sub-phases of Phase 3, describing the best estimate of phased buildout that would coincide with the improvements of the passenger rail network and the bus and transit feeding network to this hub center. A general outline of these sub-phases, and the work of the preceding phases is described below.

Preceding Phases

Phase 1.0

The Phase 1 Track Relocation project was outlined early as a priority by the railroads to create new grade-separated passenger facilities to safely handle more frequent passenger schedules and separate freight traffic from the passenger platform areas. The requirements by the railroads resulted in the new facility being placed along the southern edge of the historic central shops, proximate to the historic freight mainline that existed when the 1926 station was built with separated passenger tracks to the station (this freight alignment was abandoned after the formation of Amtrak and mainline freight trains ran through the passenger platforms). The new facility provided an opportunity to bring more transit infrastructure into the site along the southern edge of the tracks. However, the need for efficient direct transfers between modes renders the location of the Historic Station isolated from these necessary interchanges.

Phase 2.0

The state of repair of the Historic Station was in poor condition when purchased by the City. In fact, the City secured a grant in 2002 to repair severe roof leaks and structural damage while still in private ownership of the railroad. Structural upgrades and fire control systems were implemented during the construction period of the Phase I Track Relocation and several attempts at grant funding for the station were finally successful in 2012, to rehabilitate the building.

The Phase 2 project rehabilitated the historic Southern Pacific depot and relocated Amtrak premises from the east and north areas of the building into the west wing to align with the operational needs required by the new Phase 1 platforms and the western access via the Service Tunnel. The vacated Amtrak space provided leasable office and retail space in the east wing that is proximate to the downtown office areas via 5th Street and it also allowed for restoration of the Concourse for direct passenger flow from the Main Waiting Room to the North Plaza leading to transit connections.

The implementation of Amtrak tenant spaces anticipated the eventual relocation operations from the Historic Station to a new station near the passenger tracks. The historic west wing spaces were restored to historic finishes with the new elements designed as removable: The 6 window ticket counter in the former restaurant lobby was designed as a furniture element with minimum impact on the historic finishes; the historic 2-story restaurant has a freestanding, two-story, open-top structure housing crew base meeting areas and support services that can be removed for repurposing; the new warehouse to the west was built from recyclable steel pre-fabricated elements, and the building cooling tower and high-efficiency boiler in the west basement were designed to eventually tie into a district energy system to maintain the high-efficiency water cycling Variant Refrigerant Flow (VRF) system.

Phases 3 Sub Phases

Phase 3.1

Phase 3.1 is conceived to provide necessary expansion of the station bus functions. Currently, the state Intercity routes, operated by Amtrak, have use of 8 head-in bays for their Thruway train/bus connections. Solano FAST bus service connecting to BART uses one bay. SacRT holds two slot-bays for two routes into the station. None of the 14 regional commuter bus lines connect into the station, therefore these changes satisfy the need to accommodate these regional routes into the station that creates the Hub and Spoke system that the 2018 State Rail Plan envisions to feed transit services into the state-sponsored rail system.

Phase 3.1 consists of relocating the existing east/west light rail tracks which terminate on the north side of the Historic Station into a north/south configuration in a through loop, the Bus Mobility Center (BMC), and a pick-up/drop-off loop connecting with 5th and H Streets between the new light rail station and the existing tunnel ramps. This phase also includes the extension of the Class IV-Buffered bikeway from the 5th Street bridge to a Class I facility (High Bridge Trail) along the north face of the BMC and connecting to existing improvements for parking and buses aligned with 2nd Street.

This phase retains Amtrak operations at the Historic Station and brings together all transit services that constitute a full multi-modal transportation center that will accommodate expanded services envisioned in the State Rail Plan into 2030. 30% Design and cost estimates

have been completed for this phase of work in anticipation of grant funding pursuits. A separate project was funded in 2020 for a new pedestrian and bike entrance into the existing tunnel (Steve Cohn Passageway) which will provide critical access to the Railyards Central Shops District that is currently in design with anticipated improvements to follow.

Phase 3.2

SVS is a crew-base location for Amtrak operations and, with the layover of up to five trains overnight, light maintenance is also performed. Each of these program elements require significant dedicated space in Amtrak premises, including a 3,500 sq. ft. detached warehouse and baggage vehicle yard on the west wing of the building and two locker rooms and crew lounge on the 2nd level of the west wing. Possible operation changes in the next few years could result in the redundancy of portions of this infrastructure. Both CCJPA and SJJPA are planning new maintenance facilities east and north of Sacramento, respectively, that would also move crew-base functions to these locations.

Phase 3.2 anticipates these changes to the existing facility, along with ticketing moving to a largely online and kiosk system, in which case the west wing of Amtrak premises could largely become obsolete. At this stage, with Amtrak crew-base and warehouse would no longer be needed, and all station functions would move to the first stage of a new station building, leaving the western edge of the station for development opportunities and potential for new program within the Historic Station. The southern (first

stage) portion of a new concourse will tie the bus station and light rail together at the upper level. This common level transfer zone would extend elevated pedestrian bridge connection to 5th Street within the existing 16ft wide easement through Lot 40, therefore providing a new east station entrance, independent of Lot 40 development. This phase would also see the building of the Regenerative Utility Center (RUC) to serve the Historic Station, new concourse expansion, and new private development on the west side

Phase 3.3

Phase 3.3 expansion over the rail facility will be precipitated by a large increase in rail passenger ridership into the station, which, according to the current State Rail plan would be in the 2040 horizon. In this timeframe, the tunnel passenger load capacity is forecast to exceed its design capacity for safe and efficient movement and emergency egress.

The concourse extension is designed to accommodate large volumes at peak hours and would eventually require provision for commuter and intercity trains, including high-speed rail, from the Central Valley (requiring alignment configurations to gain SVS access). Preliminary studies also show that the existing 23 ft wide platforms would require expansion to allow for escalators and elevators to handle the increased passenger loads and short station dwell times for through-station trains. A preliminary study for expanding the two platforms by shifting Tracks 4 and 5 in-board to the existing service road (which will likely be obsolete with the operational

changes in Phase 3.2). See Appendix XX. The existing tunnel will remain in use for primary bike access, whereas pedestrians will most likely use the elevated concourse to access the platforms.

Phase 3.4

Phase 3.4 is consistent with the anticipated late development of the site after to completion of the station as discussed in Section 9 of this report. Market conditions may favor private development to coincide with an earlier phase, however the Phase 4 diagram reflects a condition where the probable build-out in the surrounding plan areas or the Railyards and DOCO is complete and the public-owned land will have realized sufficiently high-values to support higher density projects. The open space area to the west, particularly Viaduct Park, should be a priority area for both the City and State Railroad Museum as a strong public connector to the waterfront and a pleasant conveyance of pedestrians through the site and under the tracks to the historic shops area. The community garden and recreational areas of the park are anticipated to be put into service with the development of residential projects.

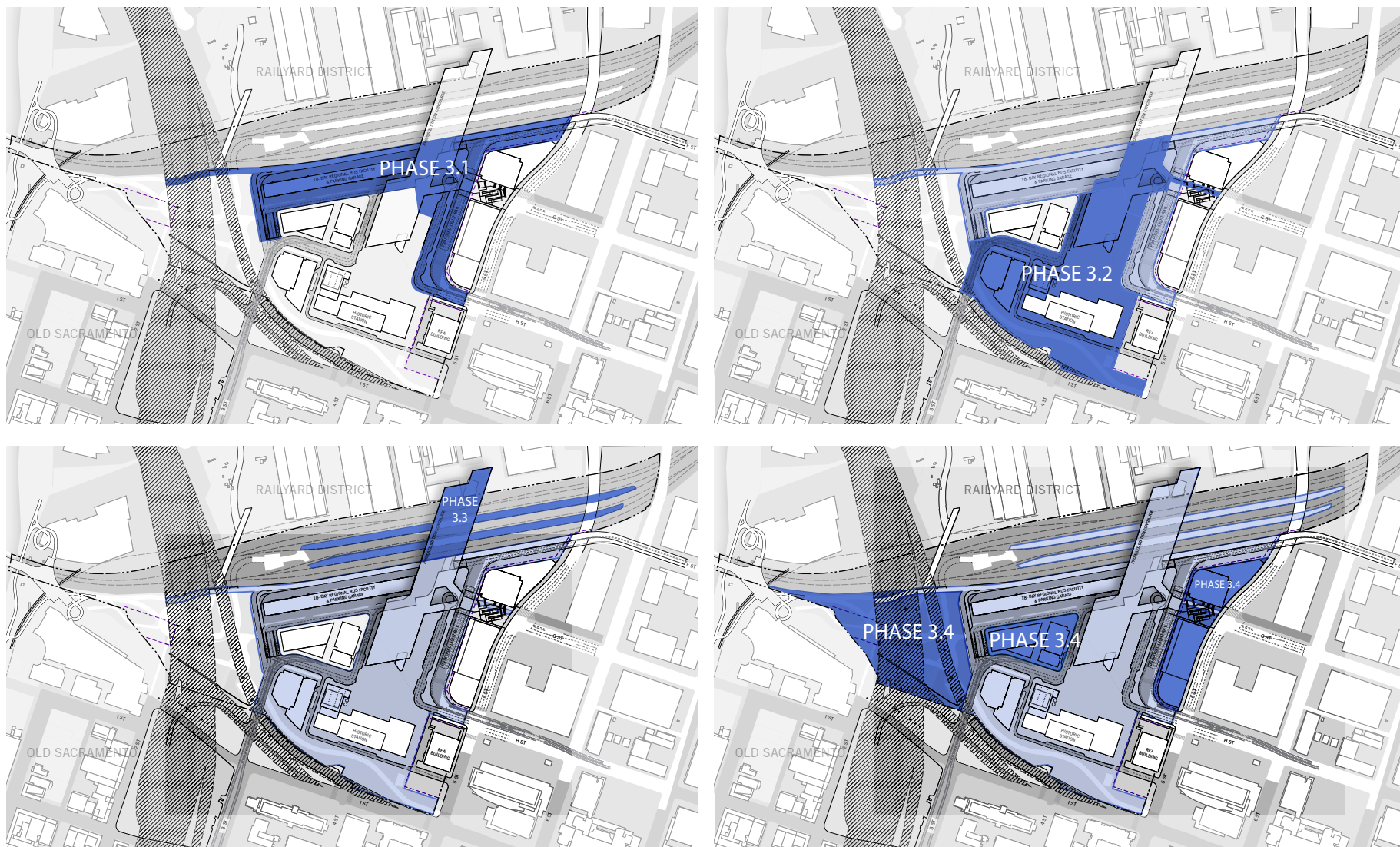


Figure 8.1 Area Plan Development Phases