



SACRAMENTO VALLEY STATION

STATION MASTER PLANNING – Pre Submittal Conference

July 18, 2016

Sacramento Valley Station in Amtrak System Network



Existing Rail Service

- Capitol Corridor-3rd ranked route in U.S.
30 trains Weekday
22 trains Weekend
12 Thruway Bus routes
- San Joaquins-7th ranked route in U.S.
4 trains daily
8 bus daily connections to Stockton-Bakersfield
- Coast Starlight
2 daily
- California Zephyr
2 daily



Amtrak Top 25 Station Performance

National Fact Sheet: FY 2013

The 25 busiest stations in FY 2013 were:

<u>Station</u>	<u>Tickets from</u>	<u>Tickets to</u>	<u>Total Ridership</u>
New York, N.Y.	4,790,862	4,765,562	9,556,424
Washington, D.C.	2,520,472	2,512,920	5,033,392
Philadelphia	2,062,369	2,063,134	4,125,503
Chicago	1,762,317	1,760,071	3,522,388
Los Angeles	822,981	820,725	1,643,706
Boston South Station, Mass.	723,221	710,927	1,434,148
Sacramento, Calif.	571,836	560,914	1,132,750
Baltimore	533,746	531,830	1,065,576
Albany-Rensselaer, N.Y.	382,179	382,719	764,898
New Haven, Conn.	374,670	370,860	745,530
Wilmington, Del.	369,654	368,659	738,313
BWI Airport, Md.	350,822	359,691	710,513
San Diego, Calif.	343,187	343,766	686,953
Providence, R.I.	326,123	334,144	660,267
Newark, N.J.	331,047	325,775	656,822
Portland, Ore.	323,731	328,724	652,455
Seattle	322,428	317,626	640,054
Milwaukee, Wis.	310,729	306,424	617,153
Emeryville, Calif.	301,677	297,182	598,859
Lancaster, Pa.	290,027	288,704	578,731
Harrisburg, Pa.	287,821	284,119	571,940
Bakersfield, Calif.	275,000	271,439	546,439
Boston Back Bay, Mass.	277,344	263,426	540,770
Boston North Station, Mass.	238,242	237,205	475,447
Martinez, Calif.	235,080	238,756	473,836

1

7

25

Existing Rail Service

7th Busiest Amtrak station in nation





Sacramento Valley Station
Planning Area 15.22 acres

Phase 2 – Station Rehabilitation ➡ LRT Extension to Airport

Sacramento Intermodal Transit Facility Phase 2 Sacramento Valley Station Improvements



SVS-2

- ❑ \$30 Million TIGER IV 50% local match
- ❑ Construction start September
- ❑ Completion Fall 2016



LRT to Airport

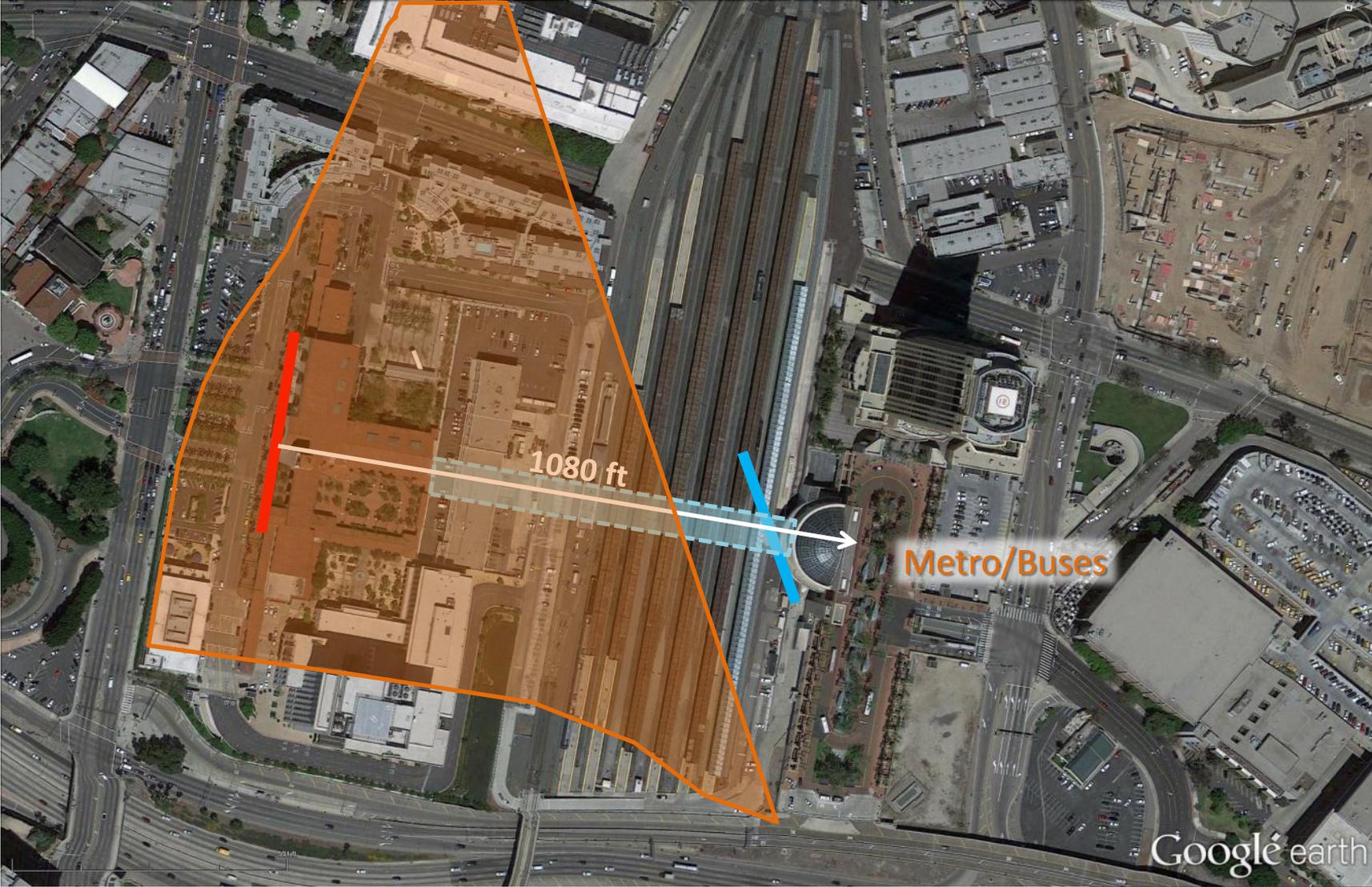
- ❑ Regional Transit Lead - Preliminary Design for Environmental
- ❑ Facilitates Streetcar project 2019



Sacramento Valley Station



Los Angeles Union Station





RAILYARDS PLANNING CONTEXT

Southern Pacific Railyards: Marshland to Industrial Center to Optimum Infill Site

Railyards Stats

History

- Marshland granted to Central Pacific Railroad from City of Sacramento
- Largest Industrial complex west of Mississippi River

Redevelopment

- 238 acres - One of the largest urban infill sites in nation
- Doubles size of existing Central Business District
- New Master Developer anticipated close September 2014



Railyards Plan Area Ownership



Figure 1-2. Plan Area and Ownership

City took possession 32.68 acres from Thomas Enterprises day after purchase from Union Pacific Railroad December 2006

Valuation by arbitration: **32.68 ac @ \$55 Million= \$1.68 M / ac**
Included Station building

Existing Connectivity



Future Connectivity



Railyards Plan Area Public Funding Commitments Summary

SACRAMENTO RAILYARDS: PUBLIC FUNDING COMMITMENTS

Project Name	Start	Completion	Source of Funds: Commitments (\$Millions)								Total		
			Federal			State			Local			Developer	
			ARRA	Fed Sect 9002	Other	Prop 1B	Prop 1C	Other	Measure A Sales Tax	Other			
Phase 3 - Planning	1Q 2015	4Q 2016						\$ 0.486					\$ 0.486
Phase 2 - Sacramento Valley Station Rehabilitation	1Q 2014	2Q 2016			\$ 18.650					\$ 15.870			\$ 34.520
Phase 1 - Track Relocation	2Q 2011	3Q 2013	\$ 20.643	\$ 2.092	\$ 17.862	\$ 28.664		\$ 0.400	\$ 4.561	\$ 4.075	\$ 0.900		\$ 79.197
West Tunnel Access (bike/ped)	3Q 2012	4Q 2014			\$ 2.783	\$ 0.081			\$ 0.399	\$ 0.488	\$ 0.800		\$ 4.551
5th Street North of Tracks and Railyards Blvd.	4Q 2013	1Q 2015					\$ 30.000						\$ 30.000
5th Street South of tracks incl. bridge (H St to new tracks)	2Q 2010	4Q 2014					\$ 17.000						\$ 17.000
6th Street Bridges	2Q 2010	2Q 2011				\$ 5.987			\$ 1.000	\$ 0.300	\$ 3.987		\$ 11.274
6th Street (H St. to Railyards Blvd.)	2Q 2013	1Q 2014				\$ 7.685					\$ 8.285		\$ 15.970
Central Shops Hazardous Materials Abatement	4Q 2009	3Q 2010					\$ 5.000						\$ 5.000
Camille Lane, Bercut Drive and Market Plaza	3Q 2014	4Q 2015					\$ 10.865						\$ 10.865
5th St. to North B St., Market Plaza, Bercut Dr. & 5th St. Steps	3Q 2014	4Q 2015					\$ 20.000						\$ 20.000
I-5 Interchange, Jibboom St. & Bercut St.	2Q 2011	2Q 2012			\$ 10.600				\$ 1.700	\$ 0.700			\$ 13.000
Sacramento Valley Station Seismic Retrofit	2Q 2011	4Q 2013			\$ 2.154			\$ 10.500	\$ 0.853	\$ 0.350			\$ 13.857
Intermodal Circulation - Improve 3rd/1 St. and 4th/1 St.	2Q 2012	1Q 2013			\$ 2.800				\$ 0.400				\$ 3.200
City purchase of Intermodal & Track Relocation Property and Station (12/06)	N/A	N/A							\$ 42.252	\$ 12.748			\$ 55.000
Regional Transit "Green Line" SVS to Airport - 1st Phase to Richards Blvd										\$ 44.000			\$ 44.000
			\$ 20.643	\$ 2.092	\$ 54.849	\$ 42.417	\$ 82.865	\$ 11.386	\$ 67.035	\$ 62.661	\$ 13.972		\$ 357.920
			5.8%	0.6%	15.3%	11.9%	23.2%	3.2%	18.7%	17.5%	3.9%		
			21.7%			38.2%			36.2%		3.9%		

\$357 Million in Railyards Overall
 \$152 Million alone in Station Planning Area



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Railyards Plan 2007



River District Plan 2011

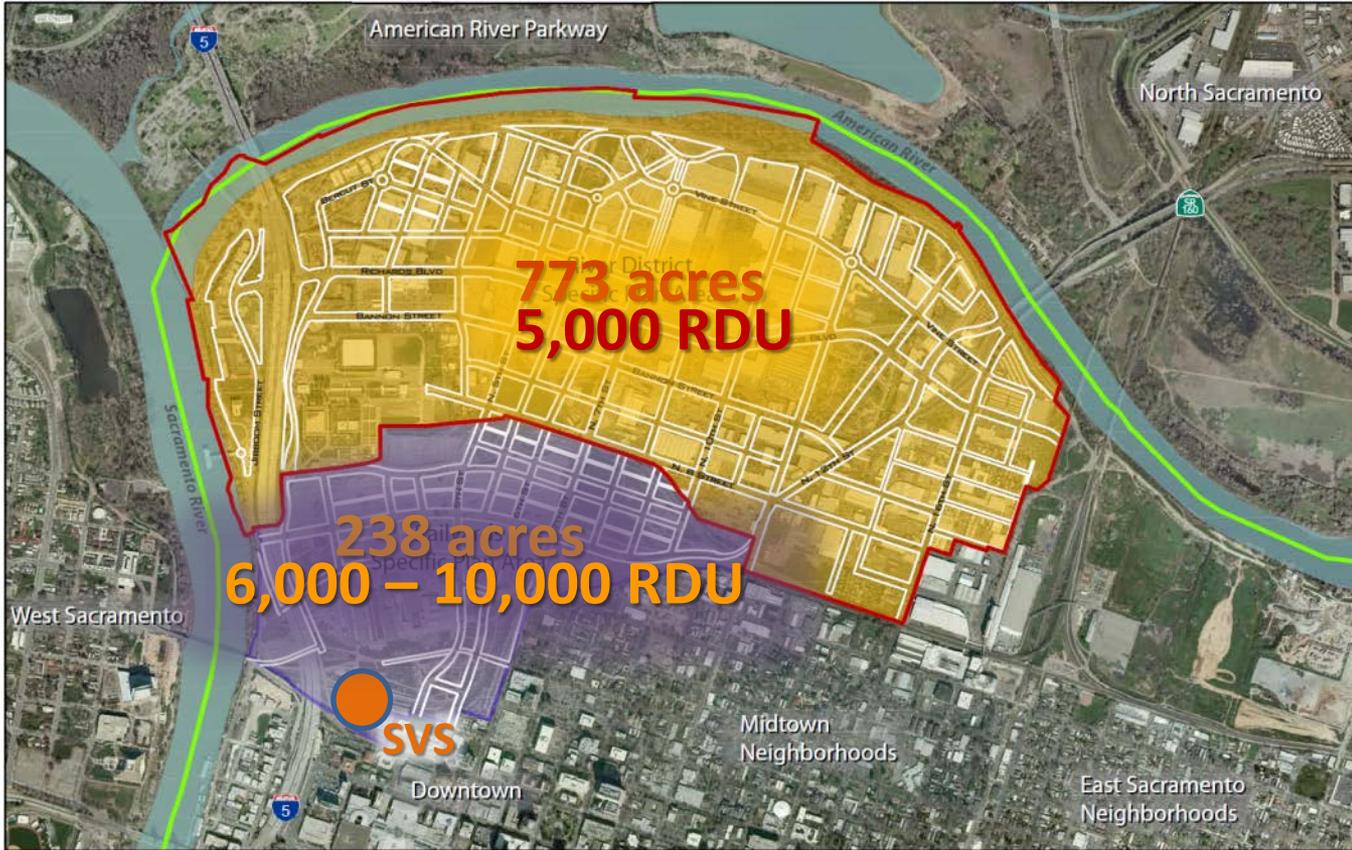


Figure 3.2 River District Specific Plan and Railyards Specific Plan Areas

- River District Specific Plan Area
- Railyards Specific Plan Area
- Central City Community Plan Boundary

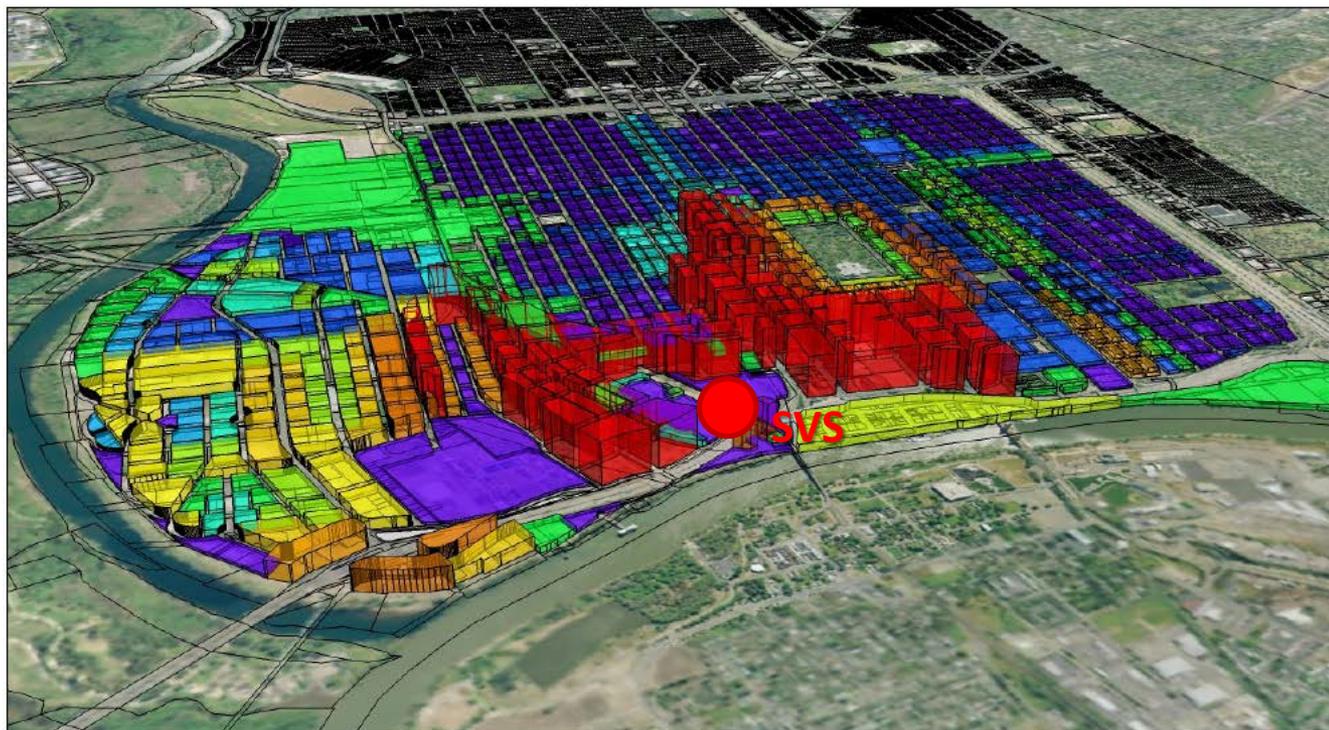
Existing Connectivity



Future Connectivity



Zoning for Success – high density infill surrounding station



Central Core & Railyards Plan Area primarily unlimited height zones



Existing Connectivity



Future Connectivity



Current Activity

- NBA Arena / Entertainment Center open Fall 2016



LEGEND

-  Station Planning Area
-  Recently Approved Plan Areas for Intensive Urban Development
-  Existing intensive Urbanized Areas

- LRT system extending – Streetcar Construction 2019
- Results:
 - Medical & University interest in Railyards
 - Urban Infill Housing Demand high





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Phase 1 – Track Relocation



Straighten UPRR
Mainline through
site

Open site for future
expansion of transit
and development

Place grade
separated crossings
of rail prior to
mainline cut-over

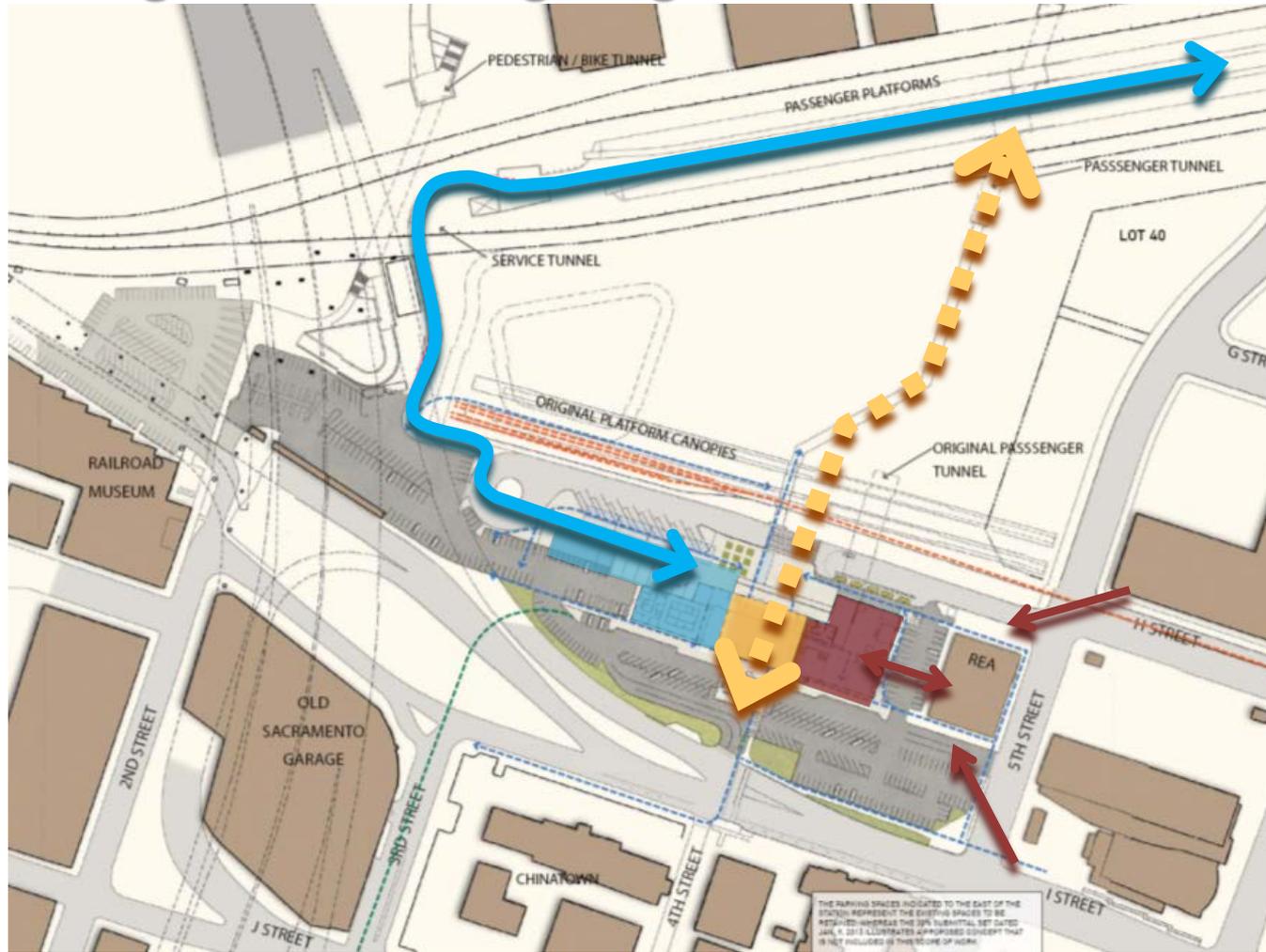
Phase 1 – Track Relocation



Funding Sources

- ARRA
\$20.643 M
- Federal Section 9002
\$2.092 M
- Other Federal
\$17.862 M
- State Funds
\$29.0564 M
- City
\$8.636 M
- Developer
\$0.900 M
- Total
\$79.197 M

Re-Organized Building Program to New Context

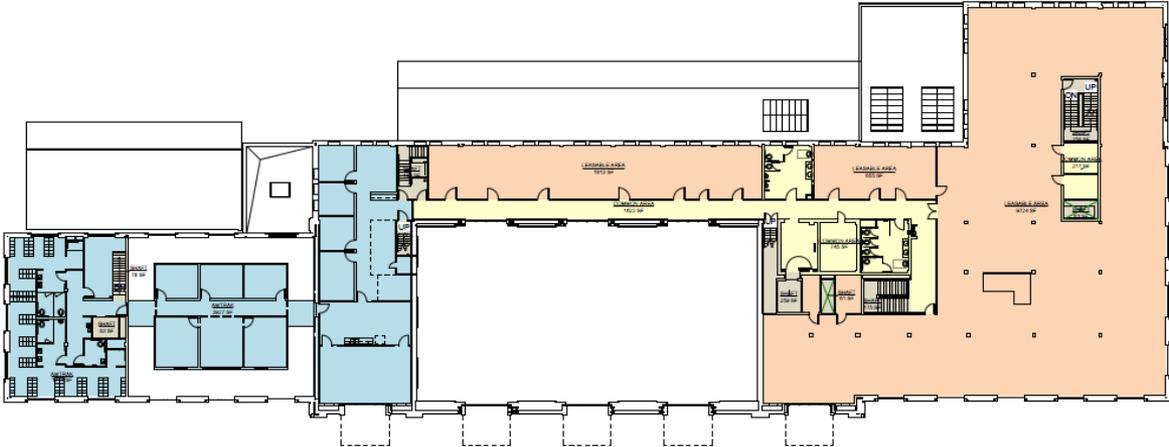
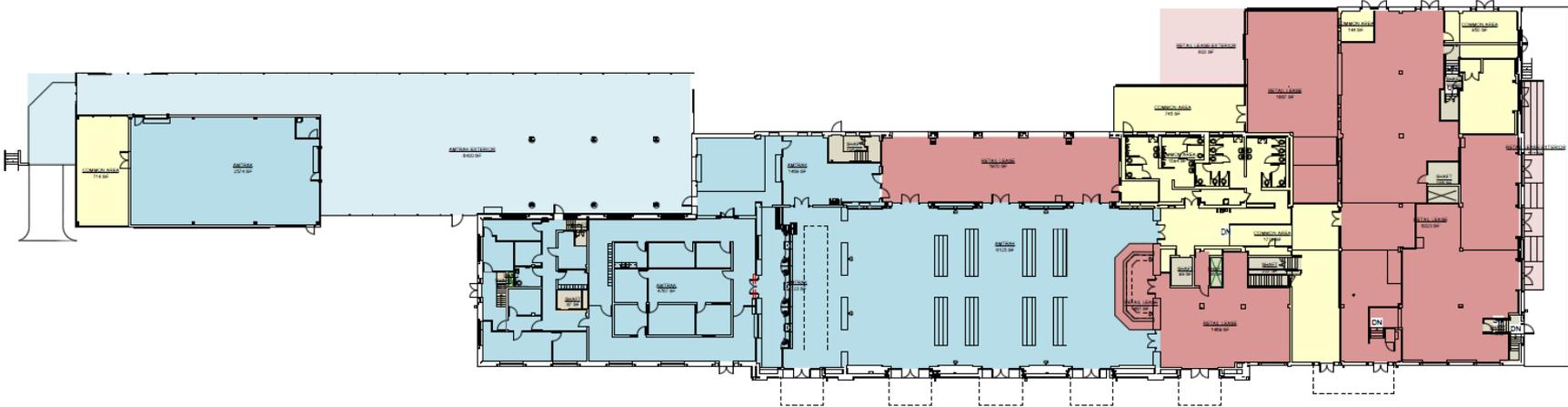


Program Change

- Flip building program for new site patterns

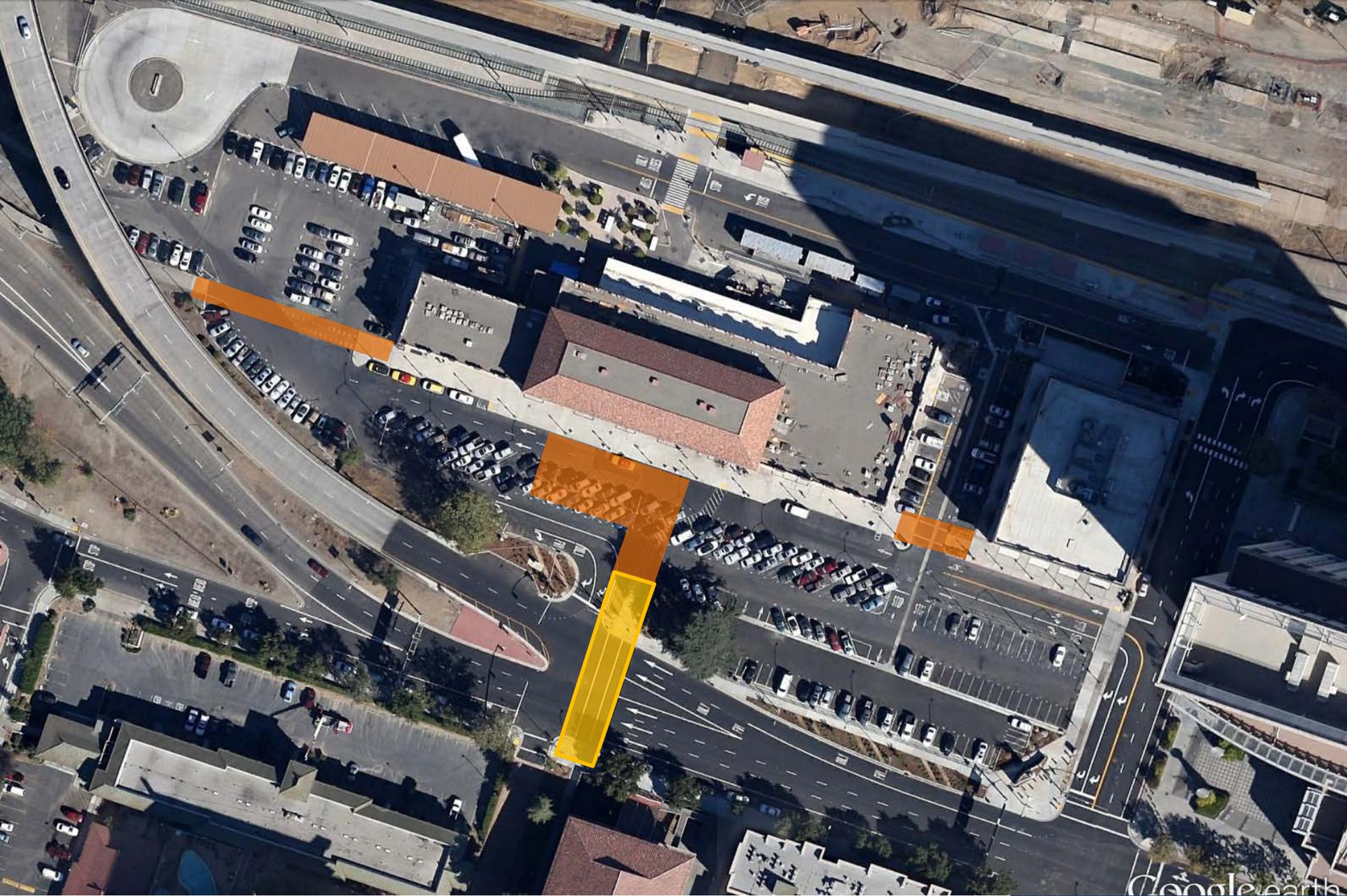


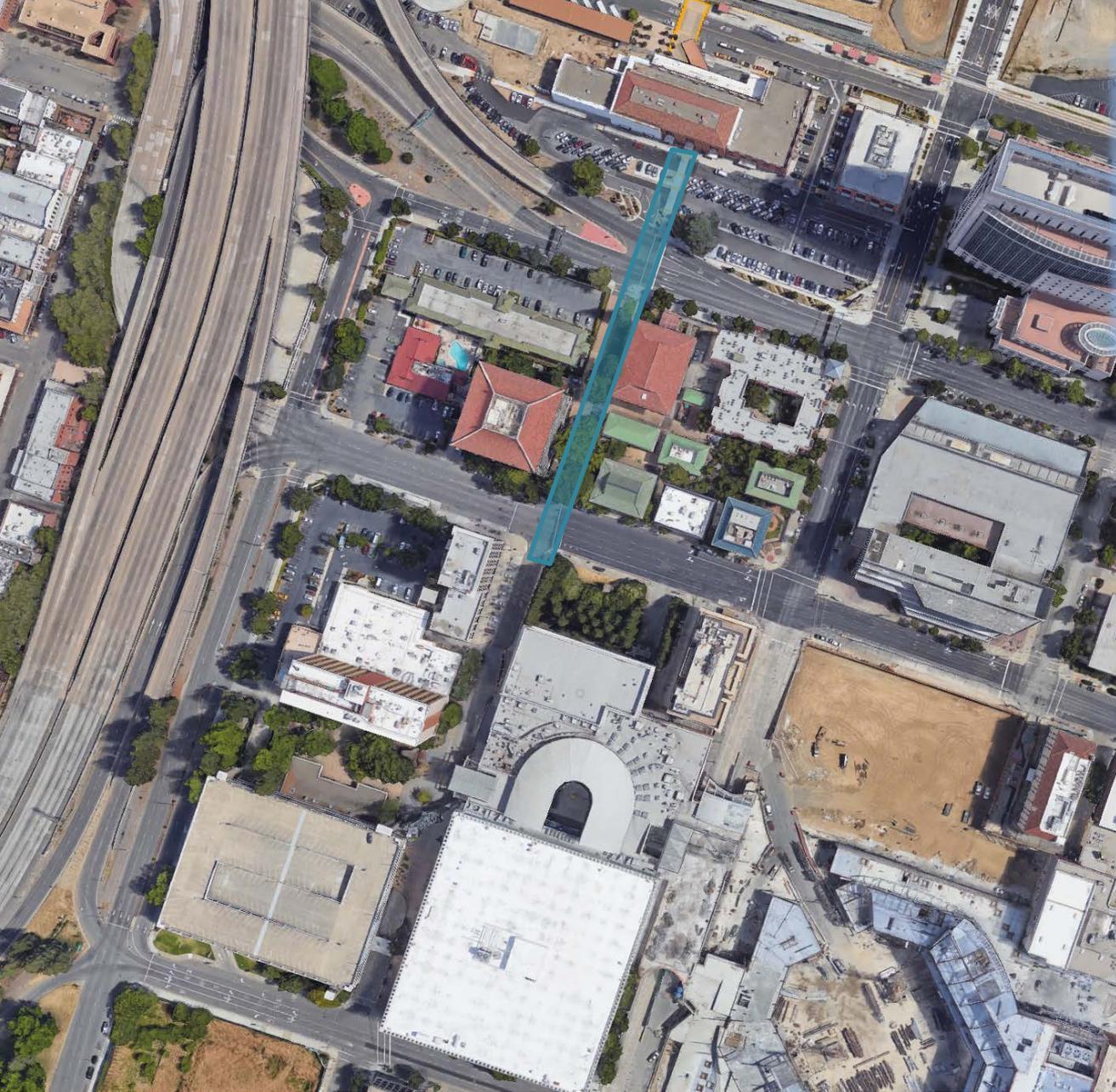
Re-Organized Building Program to New Context





Mobility Decay 50's – 60's

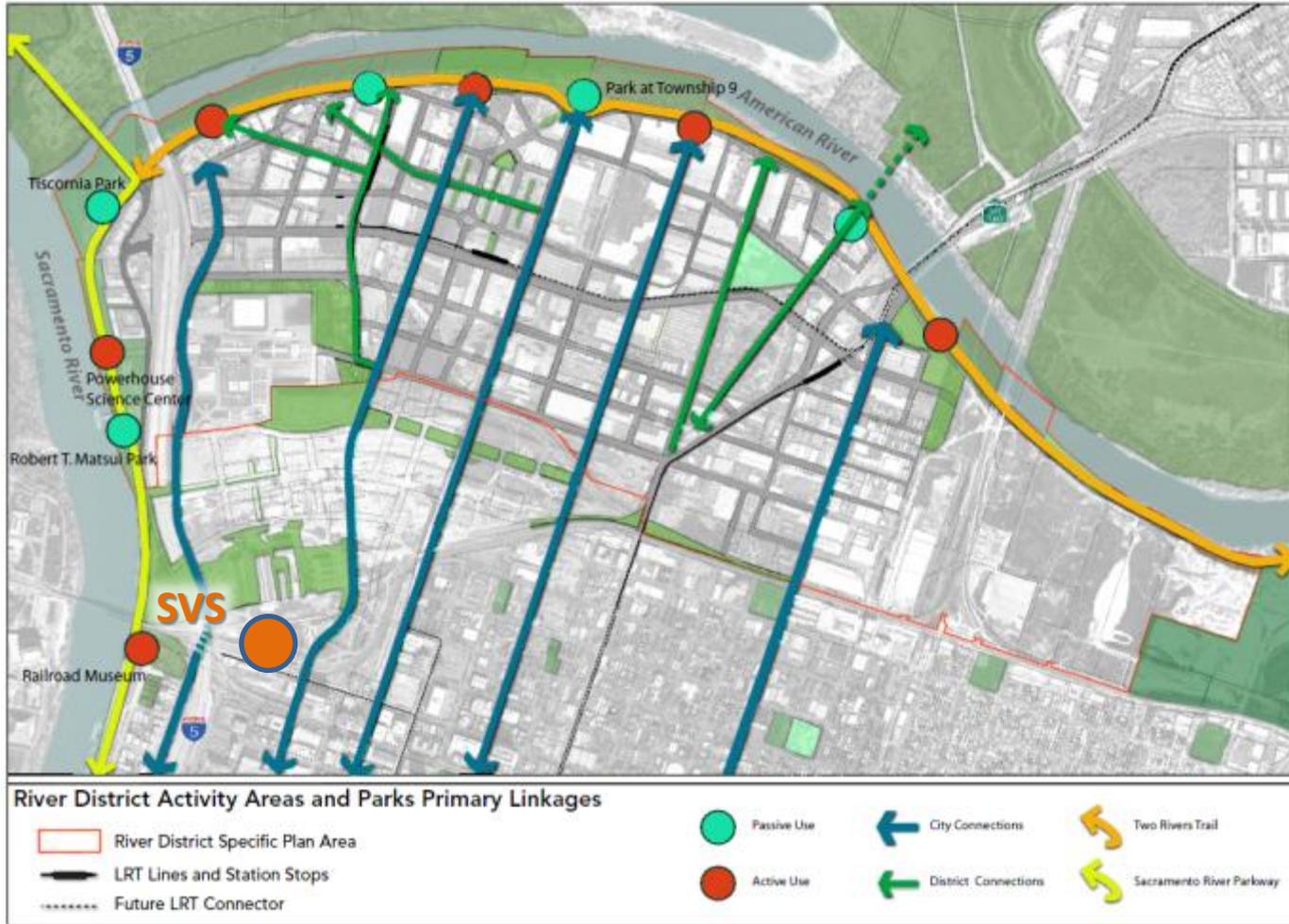




Railyards Plan 2007



River District Plan 2011



Existing Connectivity



Future Connectivity



Railyards Plan 2007



River District Plan 2011



Figure 1.6 Light Rail Stations Serving the River District

- River District Specific Plan Boundary
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines

Transit Stations with 5 and 10 minute walking radius



Blue Line - Watt Avenue to Cosumnes River



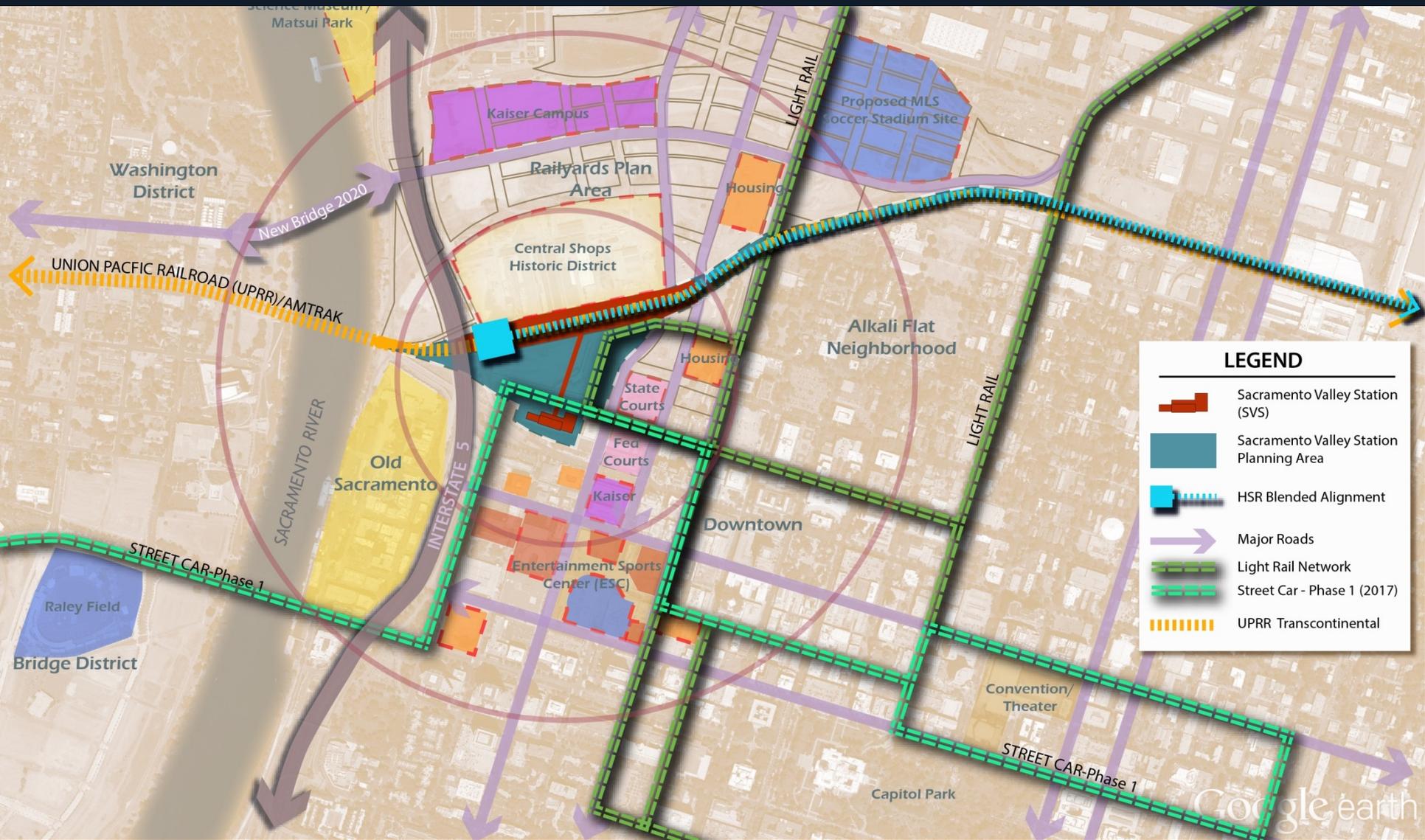
Green Line - Intermodal Station to future Airport terminus

Existing Connectivity



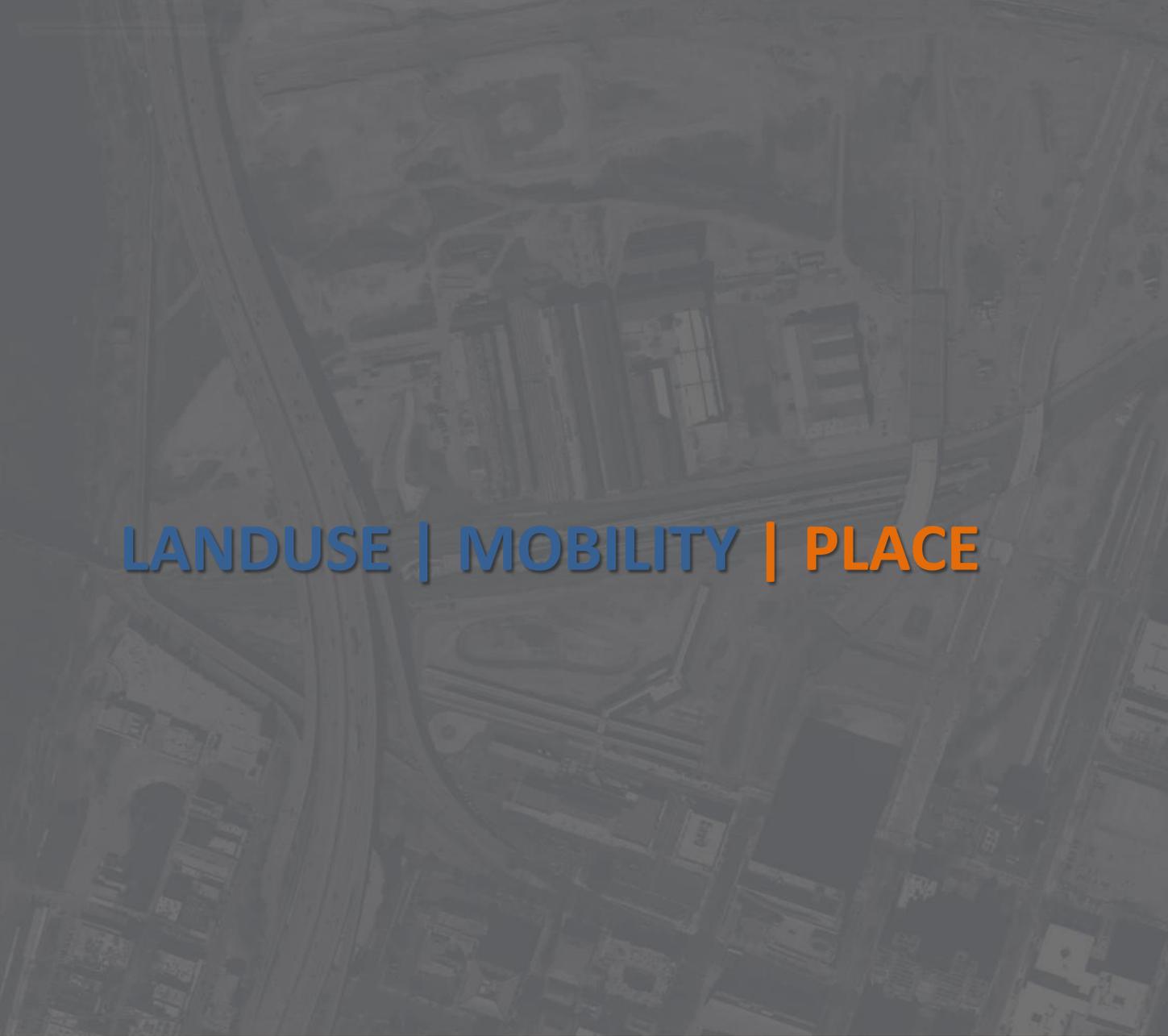
Future Connectivity





LEGEND

- Sacramento Valley Station (SVS)
- Sacramento Valley Station Planning Area
- HSR Blended Alignment
- Major Roads
- Light Rail Network
- Street Car - Phase 1 (2017)
- UPRR Transcontinental



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ZGF

ZIMMER GUNSUL FRASCA ARCHITECTS LLP

City of
SACRAMENTO
Department of Public Works

Phase 2 Sacramento Valley Station



Sacramento Valley Station

Phase 2 - Project Highlights

Creating a Destination and a Gateway

Clarifying Circulation routes on site and in building

Improved Parking Information/Ticketing

Rehabilitation of Sacramento's iconic station

Secretary of the Interior Standards

Sustainable Design – LEED* Gold

- Efficient Heating/Cooling set for future District system
- Bicycle Center
- Solar water and photovoltaics
- Rainwater reuse

Full Tenancy – 25,000 sf Office and 1st floor retail

**Leadership in Energy and Environmental Design*

Scope of SVS-2 and future phase overview





1 California Fan Palm
Washingtonia filifera
• Native
• Drought tolerant



2 Western Redbud
Cercis occidentalis
• Native
• Drought tolerant



3 Almond
Prunus dulcis
• Drought tolerant
• Culturally significant



4 Valley Oak
Quercus lobata
• Native
• Drought tolerant



5 Ceanothus
Ceanothus maritimus
'Valley Violet'
• Native
• Drought tolerant



6 Rock Rose
Cistus hybridus
• Drought tolerant



7 Star Jasmine
Trachelospermum jasminoides
• Climbing vine
• Fragrant



8 Violet Trumpet Vine
Clytostoma callistegioides
• Climbing vine
• Attracts/supports pollinators



9 Kinnikinnick
Arctostaphylos uva-ursi
• Native
• Drought tolerant



10 Blond Ambition Blue Grama Grass
Cistus hybridus
• Native
• Drought tolerant



11 Candytuft
Iberis sempervirens 'Snowflake'
• Drought tolerant



12 Cooper's Ice Plant
Delosperma cooperi
• Drought tolerant



13 Snow-In-Summer
Cerastium tomentosum
• Drought tolerant



14 Dwarf Germander
Teucrium chamaedrys 'Nanum'
• Drought tolerant
• Attracts/supports pollinators

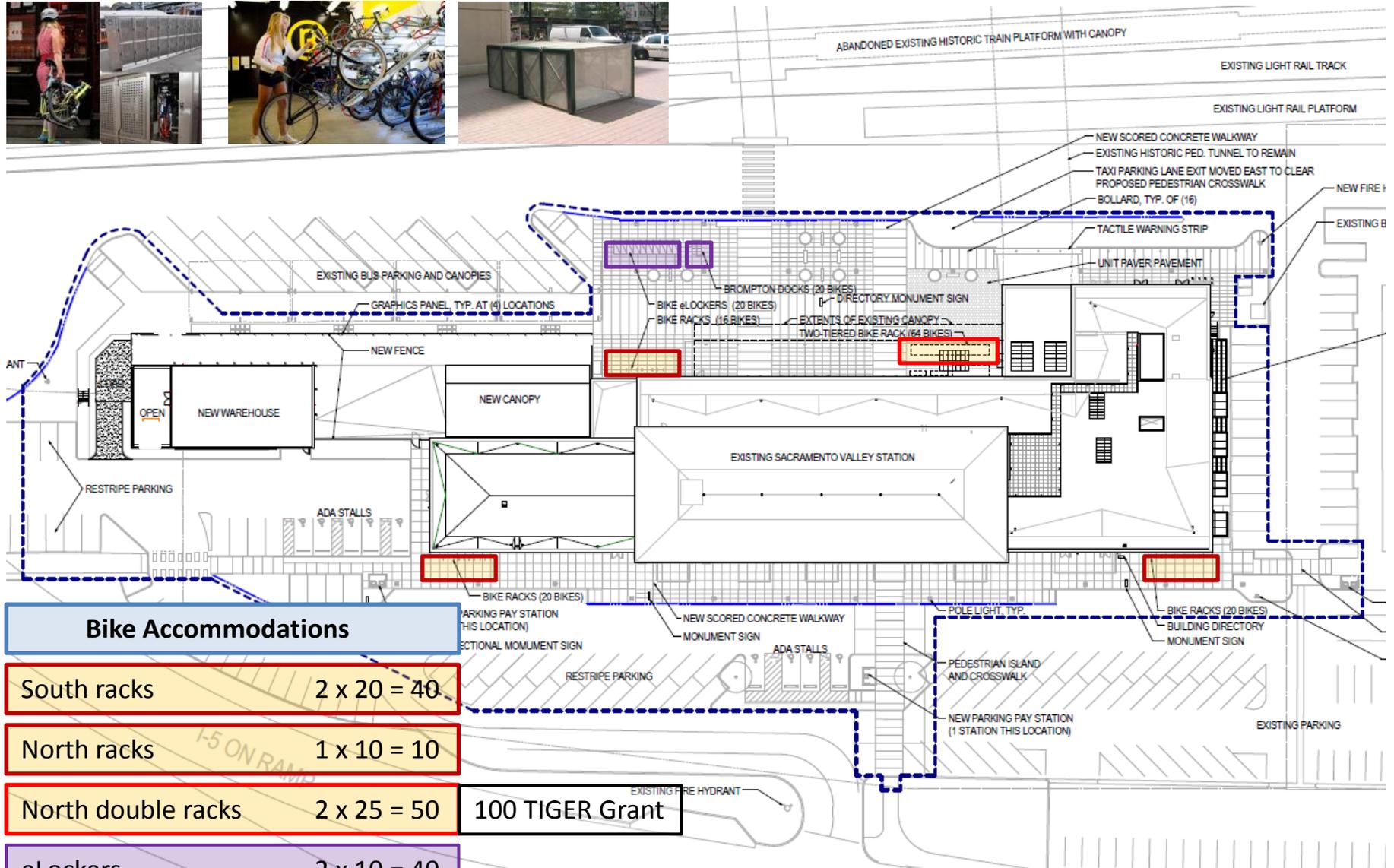


RETAIL MIX
SACRAMENTO VALLEY STATION





BICYCLE FACILITIES



Bike Accommodations

South racks 2 x 20 = 40

North racks 1 x 10 = 10

North double racks 2 x 25 = 50

eLockers 2 x 10 = 40

Brompton Bikes 1 x 20 = 20

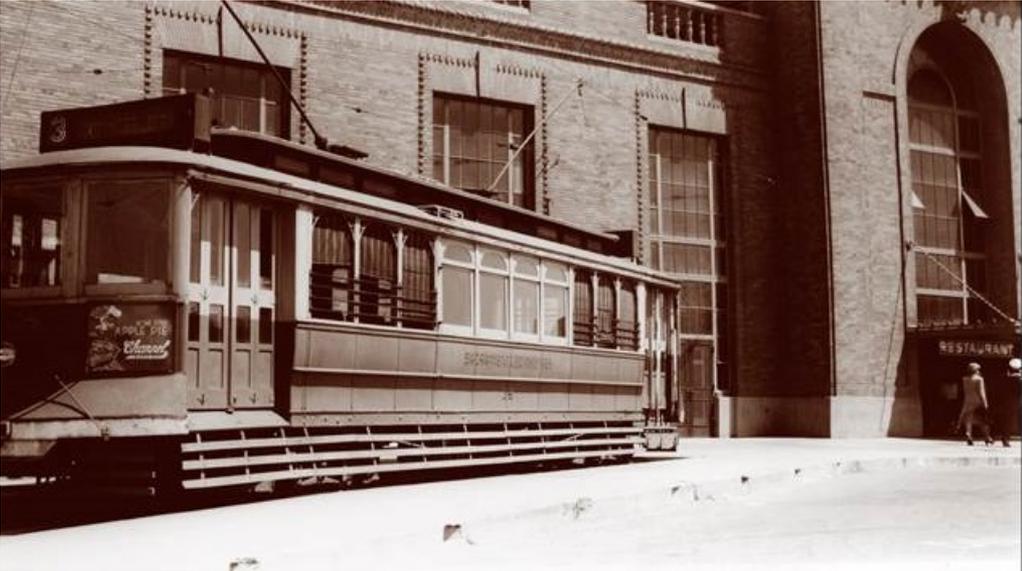
100 TIGER Grant

60 CCJPA

Rehabilitate Historic – Amtrak 20 Year “Temporary”



BOX-in-a-BOX– Amtrak 20 Year “Temporary”



Railyards Blvd
District Area

Alkali Flat
Neighborhood

Railyards Central Shops
Historic District

Sacramento Valley Station / HSR
Master Plan Area (Phase 3)

California State Railroad
Technology Museum

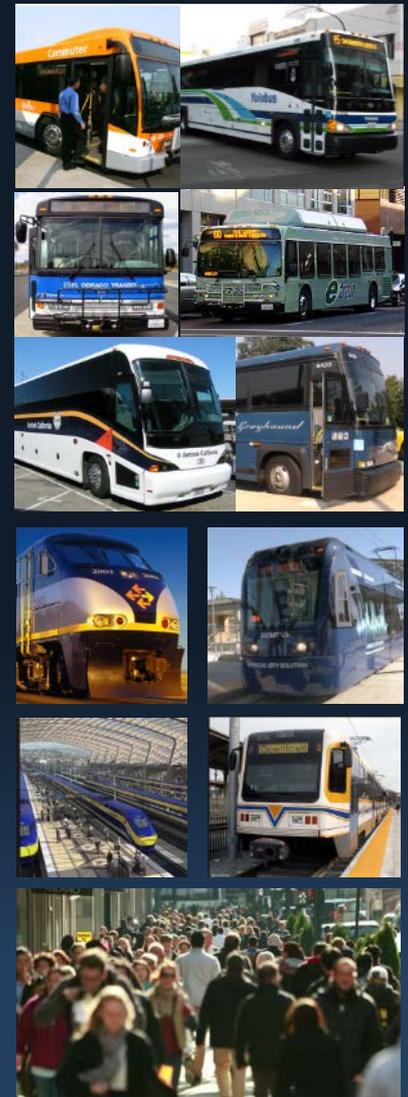
Track Relocation &
Platforms (Phase 1)

Passenger Tunnel
(Phase 1)

Historic Platforms
Abandoned (Phase 1)

Phase 3 Project Objectives –

- ✓ Master Plan Transportation on 15+ acres for all modes; evaluate sites and preliminary analysis for HSR Phase 2
- ✓ Plan area set for high intensity development & mobility
- ✓ Coordinate with Central City Circulation Plan
- ✓ Coordinate with anticipated new Railyards Master Developer
- ✓ Anticipation plan will show significant Greenhouse Gas reduction above SACOG baseline for Transit Priority Area



Station Planning Area - Opportunities



Connectivity

- New overpasses offer new circulation opportunities above grade level for station platform connection
- **Additional elevated site access via 5th & G Streets (+18 ft)**

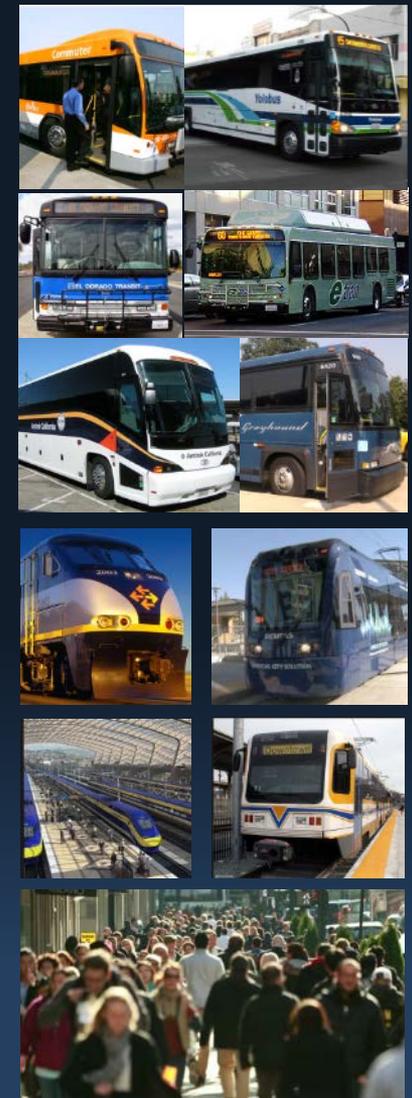
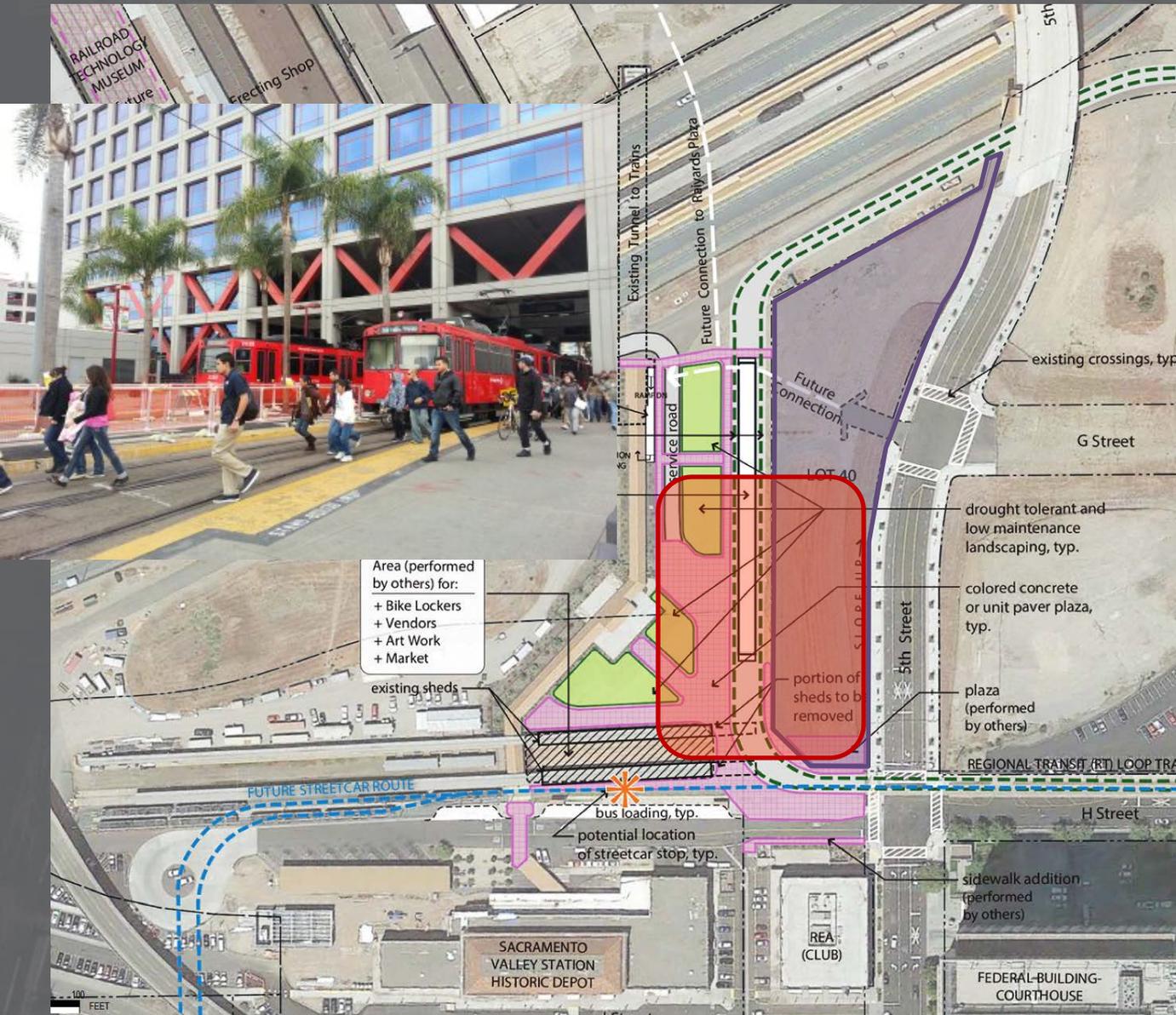
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Phase 3 Sacramento Valley Station



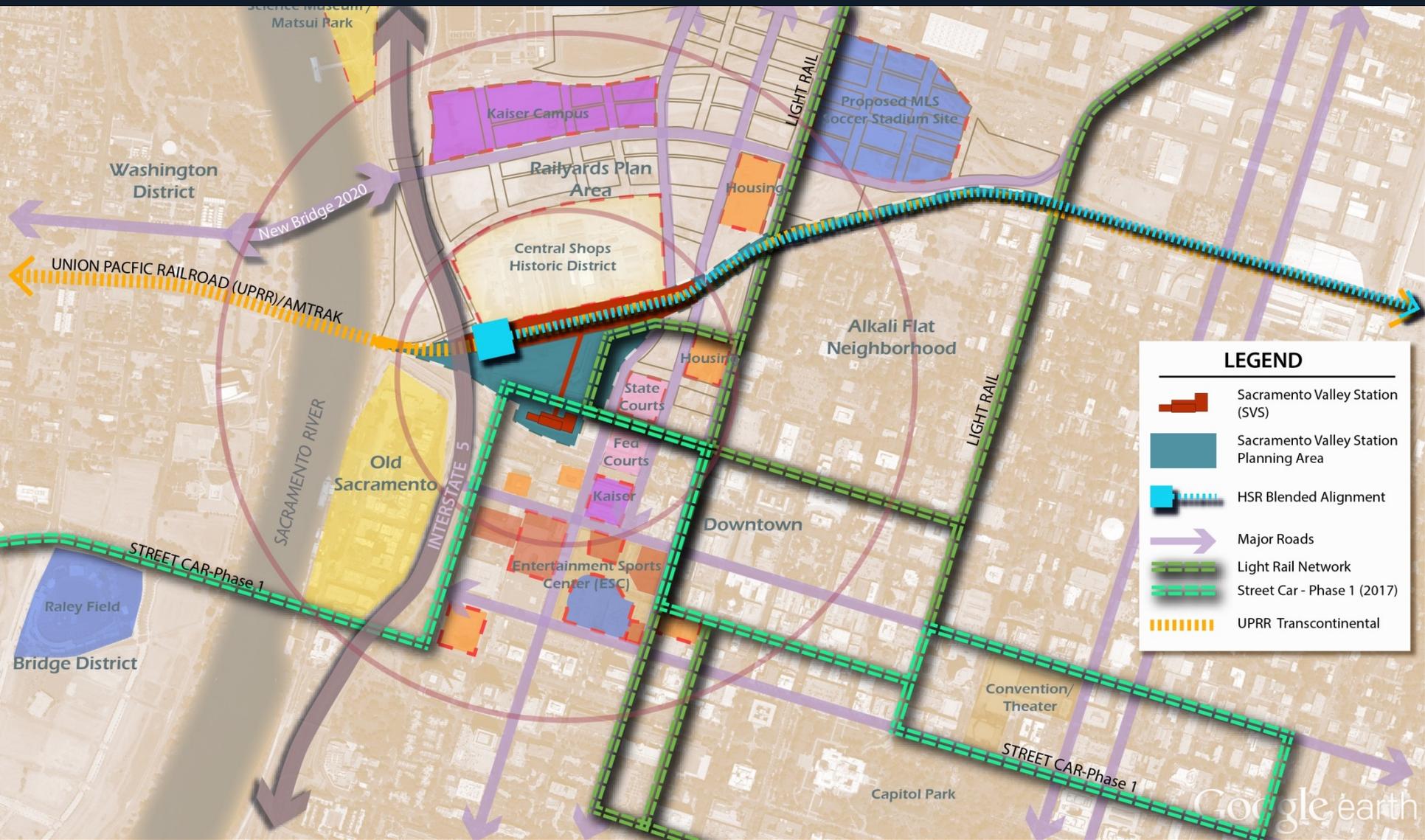
Sacramento Valley Station

Plan Development 2017 –

- ✓ Concept Master Plan State Grant (subject RFP) 18 months, two alternatives
- ✓ Master Plan Development – identify additional funding, refine alternatives to preferred alternative environmental clearance, and implementation plan

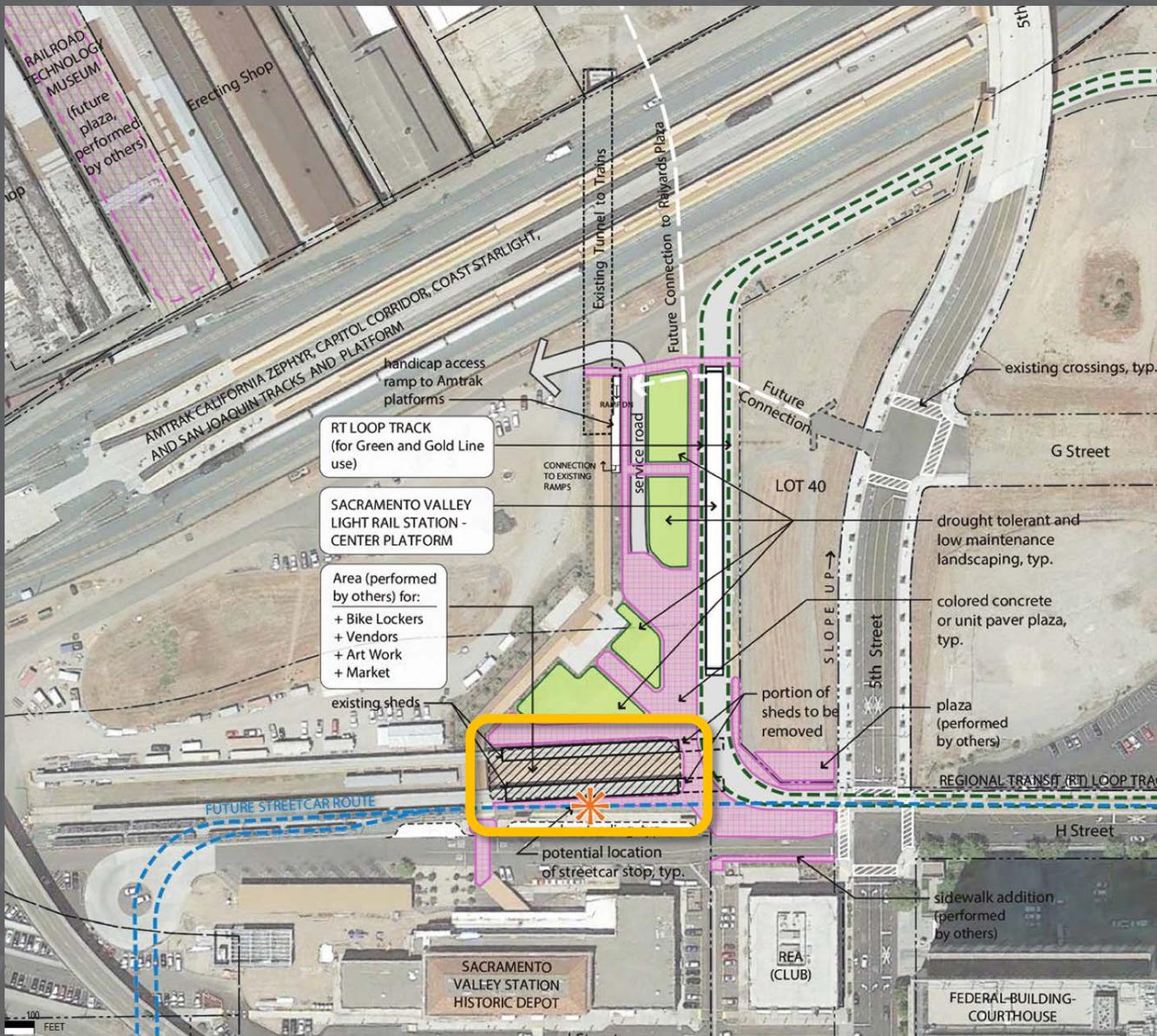
Post SVS–2 Implementation

- ✓ Implement Light Rail Station realignment (2019) and Street Car to Station
- ✓ Build on Sense of Place and Identity – markets, entertainment, parking



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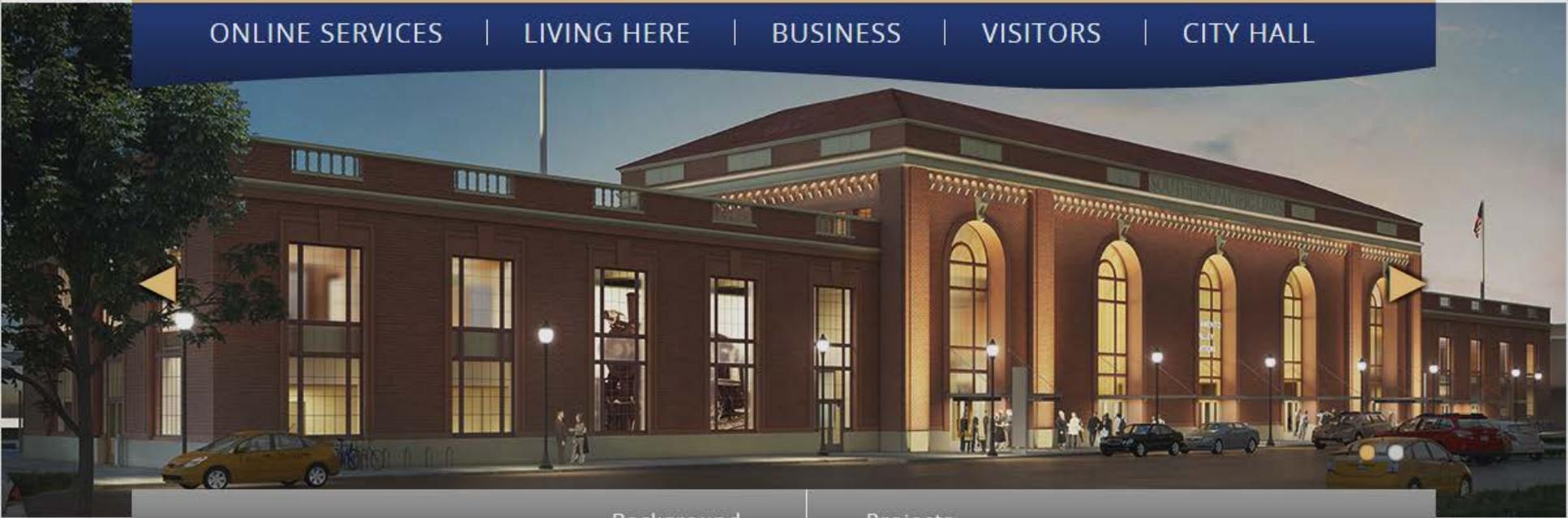
ONLINE SERVICES

LIVING HERE

BUSINESS

VISITORS

CITY HALL



Background

Projects

Questions

