

Pop-up Workshop #2 Summary

Introduction

On Friday, August 25, 2017 the City of Sacramento hosted a pop-up workshop for the Sacramento Valley Station Master Plan. A total of 85 community members attended the workshop at the Sacramento Valley Station, located at 401 I Street in Sacramento from 4:30 – 6:30 p.m.

Project Overview

As downtown Sacramento becomes more densely populated and the Railyards begin to develop, the Sacramento Valley Station will become a central destination for both community members and transit riders across the region.

The goal of the initial phase of the Sacramento Valley Station Master Plan is to develop two conceptual alternatives for a future expanded regional transportation hub, which includes 17 acres of property surrounding the station. The master plan will integrate transit-oriented development and catalyze a sustainable downtown Sacramento Community. The completed plan will lead to the development of a transit center of infill and compact development, revitalized urban and community centers and reduced automobile usage and fuel consumption, and ultimately reduced greenhouse gas emissions.

The 17-acre Sacramento Valley Station Master Plan site consists of:

- City-owned property
- The existing passenger rail station
- The mainline track corridor
- Adjacent undeveloped land
- A 1-acre privately-owned Railway Express Agency parcel at the Eastern side of the station between H and I streets
- A 2-acre privately owned Sacramento Railyards Lot 40 situated between the SVS and 5th street north of H street

Pop-Up Workshop Purpose

This second pop-up workshop provided an opportunity for transit riders visiting and passing through the Sacramento Valley Station and interested community members to review and provide input on the



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preliminary design concepts developed for the Sacramento Valley Station Master Plan area, and future potential uses for the historic depot and the space underneath the Interstate 5 freeway.

Pop-Up Workshop Format

The pop-up workshop included board displays for attendees to visit. Project team members were available at the displays to answer questions. Attendees were encouraged to provide input on post-it notes and with dot stickers at certain board displays. Participants were also encouraged to share their thoughts on printed questionnaires. All of the informational displays are included in this document's appendix.



The informational displays shown at the workshop included:

- Integrating into the Railyards District, Old Sacramento, and Downtown Sacramento
 - This board displayed the concept designs for Option 1 and Option 2, focusing on the entry into the Railyards District, Old Sacramento, and Downtown Sacramento. Attendees were encouraged to place post-it notes with their input at the bottom of the board under each option.
- Accessible and Visible Arrival Plaza
 - This board displayed the arrival plazas for Option 1 and Option 2. Attendees were asked to provide input on if the options were successful in creating accessible and visible arrival plazas.
- Bicycle Connections
 - This board provided maps for the potential bicycle network in Option 1 and Option 2. Participants were prompted to leave comments on the board with post-it notes and place dot stickers on the option they found most appealing.
- Intensity of land uses and open space – Option 1
 - This board displayed a map of the Option 1 preliminary concept design. Attendees provided input on post-it notes answering the question, *“Does Option 1 provide a good intensity of land uses and open space opportunities for an active and vibrant destination for the commuters and local residents alike?”*
- Intensity of land uses and open space – Option 2
 - This board displayed a map of the Option 2 preliminary concept design. Attendees provided input on post-it notes answering the question, *“Does Option 2 provide a good intensity of land uses and open space opportunities for an active and vibrant destination for the commuters and local residents alike?”*

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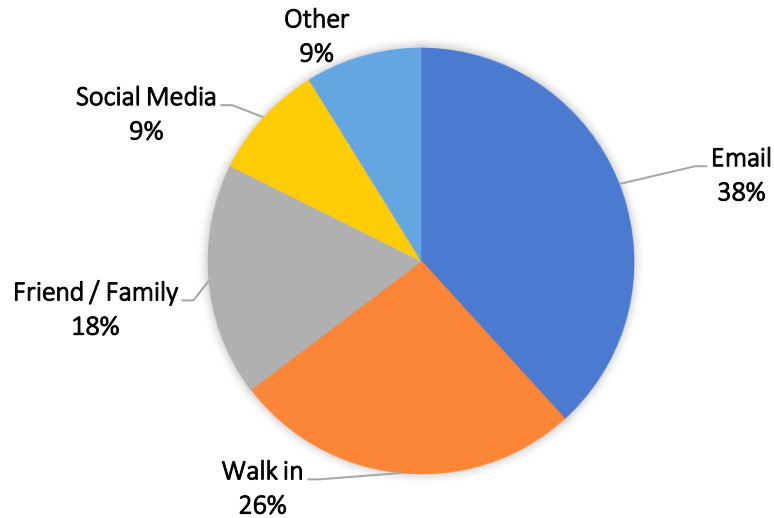
- River Park Zone below the I-5 freeway
 - This board provided six ideas for potential active uses of the “River Park Zone” underneath Interstate 5. These concepts included: bike underpass, public art, entertainment venue, marketplace, recreation, and a park. Participants were asked to place dot stickers and comments via post-it notes on the concepts they would like to see.
- Future of the Historic Depot
 - This board prompted attendees to respond to the question, *“In 15-20 years, how would you like to see the historic depot used?”* Attendees provided input on this board with post-it notes below a photograph of the historic depot.

Notification

Email notifications were sent to more than 4,400 Sacramento community members. The following groups shared information about the pop-up workshops through posted flyers, email newsletters, and social media posts on Facebook, Twitter, Instagram, and NextDoor:

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| ● Alkali and Mansion Flats Neighborhood Association | ● Sacramento Business Journal |
| ● Amtrak San Joaquin | ● Sacramento Metropolitan Air Quality Management District |
| ● Boulevard Park Neighborhood Association | ● Sacramento Railyards |
| ● Capitol Corridor | ● Sacramento Regional Transit |
| ● Councilmember Jeff Harris | ● Sacramento Republic FC |
| ● Downtown Sacramento Partnership | ● Sacramento Transit Advocates and Riders |
| ● Land Park Community Association | ● Sacramento Transit Riders Union |
| ● Sacramento Area Bicycle Advocates | ● Visit Sacramento |
| ● Sacramento Asian Pacific Chamber of Commerce | ● WALK Sacramento |
| ● Sacramento Black Chamber of Commerce | ● What’s Up Sac |
| | ● Young Planners Group |

The chart below illustrates how participants heard about the pop-up workshop.



Community Feedback

Below is a summary of all community responses to the interactive board displays.

“Do the master plan options effectively integrate the site to the Railyards District, Old Sacramento, and Downtown Sacramento?”

Option 1

- Continuous concourse between depot and railyards, Direct Light rail access
- How will the Master Plan consider the remodel of the I Street on ramp to I-5 and other road connections to the I street bridge?
- Bercut drive should connect to 3rd street on the map (grid)
- Move the station connection to the current track alignment
- Minimize walking

Option 2

- How will this outreach and public information affect the final design?
- Too difficult for disabled people to get to the trains
- J Street Improvements
- Blocks access to downtown, this is geared towards cars
- Everything needs less walking
- Move the boarding area closer to the station

Both Options 1 and 2

- Drop-off / pick-up area should be close to train and buses
- Plant trees in the parking lot

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- Better signage for taxi drop-off / pick-up areas, include elevated signage
- Build some parking, but do not put too much focus on parking

“Are the master plan options successful in creating accessible and visible arrival plazas for transit users?”

Option 1

- Create a sense of arrival for the residents and visitors, create an identity
- G Street plaza is sufficient. Optimize for light rail connections

Option 2

- Don't give away public land for more yuppie housing
- Light rail should not be less visible than street cars
- There are air quality issues with putting housing next to freeways

“Does Option 1 provide a good intensity of land uses and open space opportunities for an active and vibrant destination for the commuters and local residents alike?”

- Better views of railyards from J Street
- The station is more prominent and visible in Option 1
- More appropriate to have housing in back of site away from I-5
- Where is a parking structure?
- Yes. Option 1 includes the concourse to connect to open space. The station is an urban transit core.

“Does Option 2 provide a good intensity of land uses and open space opportunities for an active and vibrant destination for the commuters and local residents alike?”

- No, we need to maximize public space
- Residential experience so close to I-5 may not be pleasant
- You could build on top of the concourse
- Where is a parking structure?
- No. Option 2 closes off downtown to those using the rail station. Focus on hotels and apartments for commuters
- Is it possible to flip the residential and commercial locations for both Option 1 and Option 2?

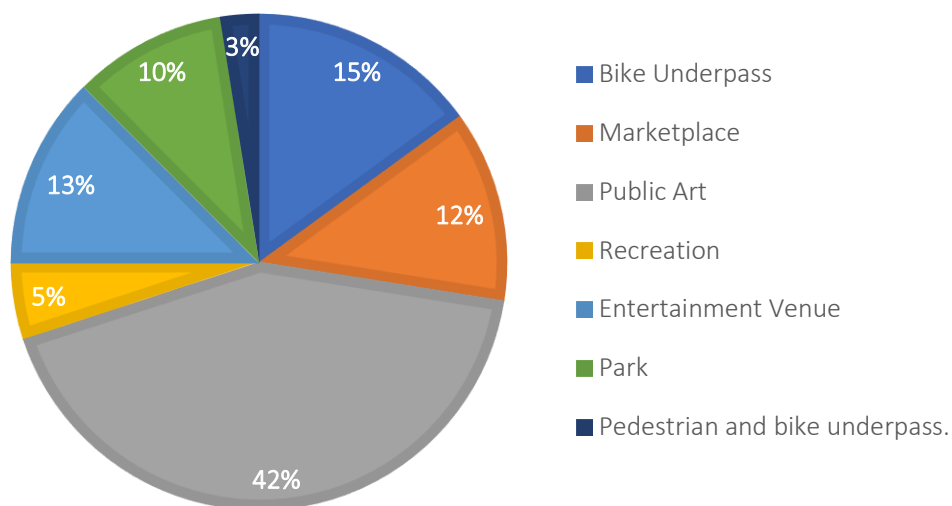
“What additional bicycle connections should be included in the master plan area?”

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- Bike entry points to allow better connections to the rail. Grade separated level access and concourse.
- Secure ROW from UP for I street bridge after C Street. Bridge construction for bike / pedestrian ways.
- Include a facility with showers and bathrooms for cyclists.
- More access from the south and east/west
- As many separated bikeways, as possible
- Better east/west connections. The bike /pedestrian connections to Old Sacramento are horrifying
- Add in a connection to the Golden 1 Center.
- North/South connections on 6th/7th/8th streets are needed.
- Isn't H street a one-way down 5th-8th? Will this change?
- A real 8-80 east/west link to station is needed
- Connection from Discovery Park to the Sacramento Valley Station is needed.
- Don't 'Manhattan' Sacramento.
- Access from downtown/Golden 1 Arena seems limited.
- Create a bike entrance so commuters can ride closer to the boarding area on N and S sides.
- G street access has large hills.

“Share your ideas for the River Park zone below the I-5 freeway.”

A total of 40 work shop participants gave input on what they would like to see at the River Park Zone below the I-5 freeway, and other ideas they had to activate the space. Below is a summary of their responses.



Other Comments:

- See spruce Street Harbor Park in Philadelphia.
- Mixed-use retail, restaurants, event/ performance based general area.
- Moveable walkway.
- Playground for kids while waiting for the train or bus.
- More room for walkways and shade by the train.
- Marketplace like San Francisco International Airport.
- Community outreach events like Big Brothers.
- Provide showers and facilities for transients.
- Off-leash dog parks and artificial river.
- Provide more access to get to the station quicker.
- Lazy tubing river.
- Shade from trees around walkways.
- Include art in initial design phase.
- High quality rope swing into the water.
- Integrate art into the buildings and create public spaces.
- Dog park and people park.
- Dog park/dog wash area.
- Facilities to help impoverished: lockers for transient goods, public showers, clothes washing for transients.
- Ideal 3-block radius from work and home freeway to prevent bad air quality.
- Place making.

“In 15 or 20 years, how would you like to see the historic depot used?”

- More trees along sidewalks
- Charging stations (ports - outlets)
- Coffee from Sacramento locals: Old Soul, Temple, etc.
- Restaurants for travelers
- Restaurants and community gathering space with free charging stations
- Maintain underground walkways to Depot
- A building like the Ferry building in San Francisco in one of the brick buildings- preserve the historical area
- Meeting place and eating transportation hub
- VIP lounge for sleeper passengers
- Passenger and luggage transportation direct from the station and other transit
- Space for students to read and study, a nook area

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- The region needs a central rail hub, this should be it!
- All intercity trains should stop in this location to make transfer easy
- Restaurants serving fresh food/ lighter meals and that are convenient (no fast-food)
- Yoga room
- Community Space with art displays
- More food booths
- Illustrate the city's history
- Visit Sacramento/ Davis tourist information booth
- Work with transit providers to schedule time for boarding/ departure and make it more feasible for the community

Appendix

- Notification Flyer
- Board Displays
- Print Questionnaires