

**DOCKS AREA PLAN
SUMMARY OF PUBLIC WORKSHOP #2
THURSDAY, MAY 12, 2005
6:00 P.M. – 8:00 P.M.
TOWE AUTO MUSEUM
2200 FRONT STREET, SACRAMENTO**

On Thursday May 12, 2005, the City of Sacramento held the second Public Workshop for the Docks Area Plan at the Towe Auto Museum (2200 Front Street). Channel 31 News and The Sacramento Bee covered the event while approximately 100 community members participated in the workshop. Attendees included Councilmember Ray Tretheway; representatives from Mayor Heather Fargo's office, Councilmember Rob Fong's office, Assembly member Dave Jones' Office, City Planning Commission, Sacramento Regional Transit District, State of California Department of General Services, County of Sacramento Public Health, City of Sacramento Departments of Economic Development, Transportation, and Parks and Recreation, area businesses, and neighborhood associations; architects; developers; and residents. Project team members included representatives from the following:

- City of Sacramento
- Wallace, Roberts & Todd/Solomon ETC.
- DKS Associates
- Economic Planning Systems
- Nichols Consulting Engineers, Chtd.
- Gail Ervin Consulting
- The Hoyt Company

Workshop Outreach

Prior to the workshop, the project team made extensive efforts to contact and invite community members and stakeholders to the public workshop. Efforts included mailing approximately 1,800 invitations to neighbors and key stakeholders; making more than 100 reminder phone calls; sending more than 260 email reminders; hand delivering newsletters to key locations such as City Hall, City Economic Development Department, and neighboring apartment complexes; distributing community notices; and placing two sandwich board signs with helium balloons attached outside of the meeting facility. The Mayor personally sent letters and emails to a number of community stakeholders.

Workshop Format

The workshop format, similar to the first workshop, included an open house, project presentation, an interactive working session with a report back by community members, and the choice to submit written comments. The open house provided attendees the opportunity to view possible project alternatives and speak one-on-one with project team members while the presentation offered a background of the Docks Area Plan and provided details about the project options. With a more in-depth project understanding, community members were then divided into 10 groups for the interactive working session. Each group, assisted by a technical professional, provided input guided by a set of four questions. Following the working session, a volunteer

from each workgroup reported to the larger group with a summary of their ideas and suggestions. Each group was asked to comment on the following:

1. The balance between the amount of development and open space.
 - a. How much green space vs. commercial/residential would you like to see?
 - b. Which option illustrates your preference best (or is a hybrid preferred)?
2. The character and intensity of the type of development proposed.
 - a. What is the maximum acceptable in terms of height?
 - b. Note: Wells Fargo is 30 stories, proposed Sacramento Towers is 53 stories, and the Esquire Plazais 20 stories.
3. The character of the open space and parks proposed.
 - a. Formal or informal.
 - b. Hardscape or softscape.
 - c. Uses such as a dog park, tennis court, basketball court, etc.
4. The character of the promenade
 - a. Road vs. no road
 - b. Urban edge vs. green edge

The following is a summary of key comments:

Massing: Most were in favor of higher density and would like to see high-rise buildings near the freeway with building heights stepping down towards the river.

Riverfront Roadway: The community was divided; some want a low speed road (either a 2-way or 1-way) along the riverfront for reasons such as safety, circulation, accessibility, and to help with retail but want low speed. Others do not want a road because a more pedestrian/bike friendly and natural atmosphere is preferred.

Promenade: Community members would like to see this regional destination as a family friendly, active riverfront with green space, high foot traffic, retail along the promenade, and public art.

Open Space: An active open space is favored and suggestions include outdoor entertainment area, basketball courts, retail carts/kiosks, playground, fountains, benches, soccer field, dog park, community center, and community garden.

Public Transit: Accessibility to the Docks Area is important, the area is currently underserved by public transportation. Light rail, streetcar, bus, and/or shuttle needs to be included.

Bridging I-5: Some feel that the project is necessary for the Docks project to be successful.

The following are all of the comments given during the working sessions:

Table 1:

Balance between development and open space:

- In Option #2 we like additional development along the park, which reduces the depth of the park.
- Neighborhood feel is priority.
- Favor medium to high density for economic reasons (tall is o.k. depending on profile and architectural variety).
- Concern over viability of sales for units on the freeway.
- Reduced elevations as approaching river.
- High rises on freeway.

Character of space and parks:

- Park needs a linear feel/connection to Miller Park (more narrow to Miller Park).
- The park should have a theme to bring people to the river. The park is like an extension of the river.
 - Themes may include amphitheatre, river permeable swimming (floating swimming pool), terraced waterfront, public fishing access.
- Additional development on park Front Street.
- Have additional “interior” neighborhood open space.
- More economically feasible for developers.
- Favor limiting open space to reduce vagrancy and improve safety and park use by residents as well as creating more development opportunity.

Promenade character:

- Roadway – differing opinions:
- Pro-roadway: more security, accessibility and connectivity.
- No road: Congestion, hindrance to pedestrians, detracts from pristine atmosphere. Want public transportation.

Additional notes:

- Buildings should be higher at the freeways with reduced heights as they approach the river
- Economic – home sales viability bordering the freeway. Look at San Francisco for solutions. They can be sold if building heights are tiered.
- Cradle neighborhood – priority.
- Open space: Avoid too much so residents use parks. A road through the park increases traffic and “eyes” on the park.
- River is extension of open space.
- There needs to be public transportation.

Table 2:

Density/Development:

- Everyone is in favor of high-density development against the freeway, stepping down progressively toward the parks to allow max views (terraced building heights).

Open Space:

- Everyone was in favor of making the park an open green space with trees.
- Someone suggested that Chattanooga, TN has a good example of open space.

Promenade:

- Some feel that the “open visual feel” of the promenade is crucial.
- The table is in favor of low-level retail and commercial development (e.g. restaurants) next to the promenade, since this will generate foot traffic to enhance the sense of place and feeling of safety.
- We’re not in favor of residential property immediately next to the promenade, since this will not produce enough foot traffic.
- We’re in favor of a low-speed two-way road along the promenade with appropriate measures to reduce speed (i.e. limited sight lines, narrow lanes, two-way traffic, frequent crosswalks, curved roadway, but not speed humps), both bikes and cars can co-exist so long as it is well designed.
- The promenade is the key regional destination. Think about why people would go there: Restaurants, cafes, retail, etc.

Other notes:

- Will the traffic entrance(s)/exit points at the north and south ends be enough?
 - Our technical professional, John Ellis, says that this will be addressed in the environmental impact report. But we would really like to know that now because it influences the overall shape, density, etc. of the project.
 - Also, there is the issue of police and fire access, how many points of ingress would be needed for this?
- One person raised the possibility of putting in an underground road, taking advantage of the lower ground level behind the levee.
- What is the cost of underground parking?
- Everyone agreed that the American River Parkway and the continuation of the public greenway along the Sacramento River is an exceptional civic amenity, and the riverfront in the Docks area should integrate fully with existing route, and provide eating, entertainment and other amenities to encourage the use of this trail.
- Want more information about the following:
 - How much density is needed to make the plan viable.
- How much road access is needed to service the area?
- Almost everyone at the table liked the idea of improving connections to downtown by building a new R Street bridge, especially if Caltrans pays for it (someone at the table believes that to be an offer).
 - Concerned about the cost of this if Caltrans doesn’t pay for it.
 - One person objected to the additional bridge because pedestrian and bike access to the site can be accomplished at the north end.
- Representatives from Towe Auto Museum would like to know how people with an existing interest in the area can find out about the detailed plans for their site.
- Perhaps there could be an underground road.
- The people that already live and work in the area want to talk with the developers.
- Once group member would like to ask questions directly of developers, he fears that developers may be able to attend a closed-door session, divide and conquer.

Table 3:

How much green space vs. commercial development?

- We lack parks and need more access to the river.
- West Sacramento planned a lot of green area.
- We need as much park area as possible.
- Need to pay attention to south of Broadway.
- Noise from freeway might be a problem, the park needs to be a quiet place.
- Air quality: What impact is there close to the freeway?
- How will people get to ball fields and attractions? Neighbors can walk, but what about visitors?

Character/Density:

- Favor Option #2 Medium-High density.
- Include big trees.
- Must have affordable as well as market value rentals and ownership.
- Include a variation of sizes/heights with an interesting skyline.
- High-rises are ok, but only along freeway.
- Seven story buildings are ok along the green space.
- Town houses need open space mid block and courtyards. Maximize views.
- Make it family friendly ownership.

Character of parks and open space:

- Do not want hardscape, we have a preference for informal landscaping.
- Biggest appeal is being able to sit and see the river, include benches along the promenade.
- We suggest specific uses such as small amenities (dog park and playground).
- Soccer field – land open and green below Broadway.
- Don't fill up park with hardscape.

Promenade:

- Include as much open space as possible adjacent to the river.
- Include public art.
- Do not have cars along the promenade; they degrade the sense of connectivity with the river.
- Put the road behind housing. Existing neighborhoods need to be protected regarding traffic issues.
- Underground parking for number of cars needed.
- Think about the augmentation of Q Street off ramp.
- Take into consideration of the needs of office workers and residents.
- Include retail south of Broadway along the frontage.

Additional Note:

- It will be a struggle with traffic, which is already bad. How are cars going to get to the freeway? Protect neighborhoods and have a traffic plan.

Table 4:

Open Space:

- Option #2 green space seems appropriate and maybe a little more.
- Softscape preferred. (McKinley Park model is good).
- Include places to sit on the grass and view the river.
- Include lots of trees.
- Include a sports recreation amenity like Frisbee golf or basketball.

Height/Density:

- Build high-rise buildings along the perimeter of the site near the freeway.
- Step down in height as you move west and north in terracing configuration. (Option #1: medium density).
- Make sure view of Sacramento skyline is not obscured as you come across Pioneer Bridge.
- Prefer medium density with the height maximum of 20 stories.

Promenade:

- Perhaps include slightly more green space along the promenade.
- Want a soft promenade.
- Don't want a road along the promenade.

Additional Notes:

- Would like to see micro-town center near center of community along promenade. "a gathering place for the community".
- No road! Urban edge versus green edge. 75% Urban/25% green. Let's do both.

Table 5:

Promenade:

- Do not want a roadway directly adjacent to the river.
- The City lacks having a promenade.
- The Promenade should have active open space (like Option #1).
- Include a promenade all along the river.

Open Space:

- Want to open up river so that it is not just for those living there, but rather is for everyone.
- Need green space on south side to freeway.
- Want a ballpark in the Broadway area.
- Need bathrooms in the park.
- Want a boathouse, small amphitheater, and ball field/soccer field on the south park.

Density:

- Open to tall buildings with no height restriction along highway and then step down going north.
- Want high density in Option #1 but without roadway.
- Option #1 High Density cuts off people from the river.

- Do not want high density next to river; rather step down density towards river (next to freeway go as high as possible up to 50 stories, then 20-30 with rooftop gardens, and next to the river only 4-6 stories).
- Southside: include more high rises.

Other Notes:

- Option #2 is not using the river as well as Option #1.
- For commercial space, retail (restaurants and coffee shops) should be located on the first floor, offices (dentists, small business) should be located on second floor, and the remaining floors should be residential.
- There should be a neighborhood area/gathering space i.e. community center.
- Need public access and restrooms.
- Mixed opinions on whether offices should be included. Agreed on retail and residential.
- Does everyone need cars? Put high price on cars; maybe have people purchase parking space.
- Use rail to get into rest of downtown.
- Want trolley to downtown.
- Want tunnel to cross under I-5.
- Want grocery store on both sides of I-80.
- Second story above retail should be affordable.
- Include brick walkways, trees, classical lighting, benches, public art, waste receptacles, and outdoor cafés (Athens type cafés).
- Include a boat dock with children's water fountain, public art space.

Table 6:

Density:

- Split on Height of buildings. Why were high rises not proposed on south side? Putting high rises there wouldn't take away anything.
- Don't like high-rise living.
- Like mid to high-rise.
- Need to know population per dwelling unit because it will impact traffic, creating problems.
- Buildings should be small. Big building would stick out too much.
- Variety is important.
- Don't put buildings right on the river.

Development:

- Want cafes and restaurants, community garden and recreational facilities.
- Needs to be a balance between commercial, residential and green space.
- Include a lot of mixed-use with walking areas, and make it as versatile as possible with retail kiosks integrated (cafés in the park and integrated amenities).

Open Space:

- Maintain major segments of green space. Want more green space to Miller Park than is shown.
- Have a place for open-air performances.
- Like park space in Option #2.
- Include a dog park, tennis court and a soccer field.

Other notes:

- Why hasn't something been done at the river sooner?
- Where will freeway access be? How will commuters get to work?
- Does not seem like there is Hispanic representation.
- Don't want a road along the levee.

Table 7:

Density:

- High rises are fine along freeway.
- Like a hybrid of plans with a mix of density and heights of buildings.
- Optimize views.

Open Space

- Include some public space by the docks.
- Include an informal picnic type park near the docks.
- Maximize green space.
- Accent hardscape with a fountain.
- Want an active park: Tennis, Frisbee, volleyball, and basketball.

Other Notes:

- Want light rail or bus service; need to de-emphasize cars.
- Do not want a traffic road along with bicycle and pedestrians.
- No cars along promenade.
- Include a variety of retail.

Table 8:

Density/Use:

- Want high density with a park on both sides to draw people across to the south side.
- Like high density along freeway with no height restrictions, but don't put high rises on other side by freeway; high-rise rim at freeway, no height limit. Also at south area of docks with other retail there.
- Suggestion for mixed use multi-story buildings: First floor retail and dining, second floor business services, third floor commercial and residential.

Promenade:

- Walking, seating and dining should be along the promenade.
- Include a green belt on south area of docks with walkways, bicycling and driving.

Open Space:

- Don't let rules, regulations, or activists push the need for more park space because in reality there is a huge amount of open space here.
- Want a mix of formal and informal uses for park.
 - Hardscape, include fountains and plazas.
 - Softscape, think about parks like McKinley and Curtis.
- New concept: build a park and place a lake within it, the lake counts too.
- Do not include a tennis court.

Other Notes:

- There are some good plans already.
- If there needs to be a road, it should be a central circuitous one-way road for fire access, tourist feel, carriage route, and service route for deliveries during off hours to serve retail businesses.
- Overall we prefer to have a hybrid use of Option #1B making it: high density rim, informal park with formal central features for gathering with flavor or larger informal areas around central formal area, Promenade along river, opinions mixed on access leaning stronger toward no road, but if there is a road the it should be one-way with a circuitous route featuring the street front businesses.

Table 9:

Character and intensity of development:

- Should include mixed income level retail to serve the neighborhood.
- For lower density parts use eyes on street with balconies and porches, giving it a neighborhood feel.
- Include restaurants.
- Portland has shops 100-200 feet from the river.
- Buildings can go up to 30 stories depending on critical mass needed.
- Locate high-rises against the freeway to block noise

Open Space:

- Serves neighborhood and for outsiders as well, formal and natural mix.
- Need maximum amount of green space.
- Include a park on both sides of I-5.
- Don't like the example of the reservoir. Looks like a mix between a skate park and a slide. Would rather see a basketball or tennis court.
- Would like a community garden.
- Include a dog park.
- Would like to see a combination of formal and informal open space.
- Include an area for large gatherings.

Promenade:

- Make it a destination with restaurants, specialty shopping, river access, picnics in the park, and art and wine festivals.
- Do like the road access along the promenade but not all the construction along the river.

Other Notes:

- Toxic considerations – docks bridges.
- Funded with mix of public/private money.
- Project should be mixed use and serve mixed income levels.
- Consider bringing light rail to Docks area.
- Access to the river is key.
- The Docks Area should serve those that live outside the area as well.
- Liked Option #2 more than Option #1.
 - Like larger amount of green space while having the commercial aspect.
 - Like higher density.
 - Concerned about access. Like the front road in #1 for issues of safety, fire etc.

- Concern about traffic impacts.
- Road Option #1, construction Option #2 high.
- What is the maximum number of units acceptable relative to safe transit and access?
- We are concerned about safety of the residents with access to the fire department.
- What happened to the aquarium idea from Bridging I-5? We like that.

Table 10:

Character and intensity of development:

- Include live/work space for artists.
- Like medium to high density and Option #1. We realize that in order for this area to be economically feasible, high rises are necessary.
- Do a stepped high-rise approach.
- Develop high-rise in back closer to the freeway.
- Don't like high-rises because crime level increases and safety is a major concern.

Open Space:

- Want a soccer field, rose/botanical garden.
- Make it an active park with concerts, Shakespeare, etc.
- Like the small park option.
- Include green on either side of the freeway.
- Include more trees, and make it a natural setting.
- This has a whole bunch of hardscape already because of the freeways, but keep the green next to the river.

Promenade:

- Make it a prominent promenade; it does not need to relate to street grid pattern.
- Hope to include cultural center and public art along promenade and park.
- In addition to Towe Museum, there should be a cultural center/museum, public art along the promenade, a fountain.

Other Notes:

- What is the experience from a parking lot?
- Parking under the parks like San Francisco is a possibility.
- Want a one-way, one-lane road in front (along Promenade) with diagonal parking. The road should support biking commute.
- Want bike-commuting paths.
- Make this area transition from urban to passive.
- This area needs good transit to support high density (light rail/street car).
- Public parking is a cost question, perhaps put in a surface parking lot.
- Weight and density of building: Can levee hold it?
- What about all the traffic that will result and where will everyone park?
- Issues related to economics: Will this be a bedroom community or a place for outside events. No one is coming to Miller Park anyway. There are not enough people to have viable merchants. The area is quite isolated. How much density is needed for this project to be viable? Start with locally supported retail and go from there so you would probably need 3,000 units. We would say a boutique grocery, coffee/magazine kiosks. Even beyond that, there is potential for a hotel.

The following written verbatim comments and questions were submitted via comment cards at the Public Workshop and emails:

Comment #1

- 1) Prefer Option #2 – No “Riverfront Lane”
- 2) We want to be cautious about assuming the City can subsidize costs for public park and open space areas. We hope private development and/or special financing programs can cover these costs.
- 3) Please provide for re-vegetation and habitat restoration on water side of levee all along riverfront edge.
- 4) Please provide a range of building heights associated with various options.
- 5) Very interested in being provided with all community input on question: “What types of parks wanted?”

Comment #2

I prefer the more urbanized character, similar to San Francisco, by building higher density, mixed-use buildings that offer greater areas of retail space along the public areas of the riverfront, such as the Promenade and the perimeter of the park. Accessibility should not be sacrificed in place of aesthetics and the affordable housing element should be prominent. Thanks.

Comment #3

Maintain as much green space as possible on both parcels.
Why not have high rises on both parcels in order to achieve high density residential along with maximum green space?
Include a variety of dwelling options in terms of unit size (i.e. make sure the new residences are family friendly!)
Outdoor entertainment area in park of large open green space.
Need to allow opportunities for all types of retail.
Can Towe Museum be maintained in current location and integrated into the project as a cultural venue?
Don't neglect spaces under the freeways (use for tennis court or basketball courts).
MUST HAVE the proposed new bridges (pedestrian bridge to West Sacramento, R Street non-car overpass).
Retail carts/kiosks in open spaces and parks.
Local traffic on road near residences; alternate route along waterfront for other traffic.

Comment #4

At my table, I am the only local, long term resident of this neighborhood. There was a majority of people who wanted unlimited high rise buildings, but it doesn't fit with Sacramento. Is this the new Sacramento? Mid high-rise is o.k. Local roads can't support super high rises. Light rail is a must! The marina at Miller Park was a bonehead idea. Expand Miller Park and bring back the soccer field.

Comment #5

- 1) Park/open space on both sides of the 80 bridge – to encourage walking back and forth.
- 2) Use Option #1 – high density, but increase building height and continue the park space under the freeway to increase both density and open space.
- 3) Use formal landscape to create a sense of “place” (like the plazas in Mexico) at a defined center. Can have informal landscape around it. Include a large fountain and benches in the hardscape at the center.
- 4) No tennis courts – too much space used by a few people. Possibly a basketball court, but the focus should be strolling, sitting, watching other people.
- 5) No roads on the promenade – create a welcoming pedestrian environment.
- 6) Suggest 20-story height maximum. Go for maximum density. Put even higher height near the freeway.

Comment #6

May 12th questions:

- 1) a Option #2 High Density
 - b Same with buildings of staggered height, high rise near freeway
- 2)a More medium height buildings 6-10 stories. High rises near freeway – ok.
- 3)a Informal
 - b Softscape, large trees, small amenities – dog park, play ground, etc.
 - c Basketball courts like Option #1, not #2.
- 4)a Promenade – Road – Close during busy times.
 - b Green edge

Comment #7

Good workshop last night on the Docks infill project. A lot of hard work has gone into the public input process. It will be worth it.

I had some more thoughts to contribute to the list of public comments: How about making all the development REALLY mixed use? You have a commercial zone along Broadway, and lots of housing, but why set it up so that they are separated? How about within the residential areas, putting a store or other service on every street corner, or somehow really mixing it all in together? Include all the essential goods and services needed by residents, such as groceries, home goods, dry cleaning, bike and auto repair, clothing stores, etc. That way, people will walk from their houses to their shopping, giving them much-needed physical activity and reducing auto emissions. The underlying g theme is promoting human health.

Comment #8

The reason New York City and San Francisco work is because there is housing and commercial combined to work together. Please have needed commercial (i.e., grocery stores) available. Old town is cute but the trinket market is not a viable alternative to housing and residential type commercial development. Have you seen the development in Portland, Oregon?

Comment #9

At some point, a degree of thoughtful effort should be made at recognizing and incorporating into this proposed project the rich maritime heritage of the "Docks" area. This might be accomplished through the possible use of historical markers, interpretive exhibits, or place names ("Pride of The River Court" or "Dwyer Square" as examples). Also, traffic flow and safety must be addressed with regard to the following intersections: Third and W, Third and Broadway, and Front and Broadway. These are key vehicle routes flowing into and from the "Docks" project area. Thank you.