

**DOCKS AREA PLAN
SUMMARY OF PUBLIC WORKSHOP #3
WEDNESDAY, AUGUST 10, 2005
6:00 P.M. – 8:00 P.M.
CALIFORNIA STATE ASSOCIATION OF COUNTIES
1020 11TH STREET, 2ND FLOOR**

On Wednesday, August 10, 2005, the City of Sacramento held the third public workshop for the Docks Area Plan at the California State Association of Counties (1020 11th Street). Channel 3 and Channel 10 News and a writer for Comstock's and Engineering News Record covered the event, while approximately 90 community members participated in the workshop. Attendees included Mayor Heather Fargo and Councilmember Rob Fong. Also in attendance were the City Arts Commissioner and representatives from 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 this workshop, the project team made extensive efforts to contact and invite community members and stakeholders. Efforts included mailing approximately 1,550 invitations to neighbors and key stakeholders; making more than 135 reminder phone calls; sending more than 200 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 the meeting facility.

Workshop Format

The workshop format, similar to the first two workshops, included an open house, project update and presentation, an interactive working session with a report back by community members and the choice to submit written comments. The presentation included more detailed land use plans based on feedback from previous workshops, and provided details about the project options, specifically options for the riverfront parkway and open/park space. Attendees were offered the opportunity to provide input on project elements, view possible project alternatives, and speak one-on-one with project team members. With a more in-depth project understanding, community members were then divided into eight groups for an 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 work group reported to the larger group with a summary of their ideas and suggestions. Each group was asked to comment on the following:

- 1. Promenade Concepts**
 - a. What should the promenade experience be like?
 - b. Should pedestrian and bicycle uses be separated?
 - c. Should the excursion train remain where it is or relocated?
- 2. Park Concepts**
 - a. Do you feel the concepts presented have a desirable mix of park features and activities and what other features would you like to see in the park(s)?
 - b. What types of activities would you like to see in the park?
 - c. What is the appropriate balance between park space and development?
- 3. Commercial Options**
 - a. What type(s) of commercial development do you feel are appropriate for the Docks Area?
 - b. Should this be community-serving retail or a citywide/regional draw?
- 4. Development Options**
 - a. What should this neighborhood feel and look like?
 - b. Is the density and character of development illustrated appropriate for the Docks Area?
 - c. What level of density (i.e. population) do you feel is needed to create a vibrant neighborhood?

The following is a summary of the key comments given verbally within the large group setting:

- 1. Promenade Concepts**

The promenade should be a blend of natural and hardscape surfaces with a dockage/berths theme and related events on the river. Opinion was mixed about railroad alignment. Public art should be integrated. There should be separate pedestrian and bicycle areas, with no automobile access and the inclusion of shade trees.
- 2. Park Concepts**

Attendees agreed that the park should be multi-use and themed to the river; offering playgrounds, water features, art, picnic facilities and shade. There was mixed opinion regarding open space versus permanent playing fields such as a baseball field.
- 3. Commercial Options**

The commercial options should be continuous in theme with small-scale restaurants, local retail, clubs, boutiques and no chains or multiplexes. A number of people expressed concern about the future of the Towe Auto Museum and whether or not it might have a place in the future development plan.
- 4. Development Options**

Attendees suggested that high density, taller buildings be placed next to the freeway, stepping down into a lower density bowl shape at the river. Building designs should allow for river views. Medium to high density residential with parking was preferred by most of the attendees

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

Table 1:

Promenade Concepts

- There should be a blend of natural and hardscape surfaces
- Excursion train tracks should not share pedestrian routes

Park Concepts

- A landmark is needed
- Sound barriers for events
- Five m.p.h. zone for the river to limit noise
- The docks have little presence — why not more dockage/berths and events on the river?

Commercial Options

- Make a destination point for Bay Area visitors
- Need cultural events, destinations and attractions
- The Towe Auto Museum should have been included in the presentation

Development Options

- The “armpit” of the freeway should be used for parking
- Put high buildings next to the freeway and step down into bowl shape
- Want warmer, old-style architecture

Table 2:

Promenade Concepts

- Tracks should stay on the river, it is a feature of the train service
- There should be separate pedestrian and bicycle areas
- Public art is important
- Active fountain
- Lighting needs to be evocative and romantic

Park Concepts

- Playgrounds
- Multi-use
- Shade
- Water features
- Picnic facilities
- Possibly food vendors
- Increase educational markers with audible devices
- Developments should have their own private areas such as rooftop gardens

Commercial Options

- Community serving retail
- Small scale drugstore, restaurants
- Not regional mall or multi-plex theaters, no chain stores
- Keep the Towe Auto Museum. Needs to have a prominent location

Development Options

- Consider public transportation needs
- Option B is best, but what about the step-down in altitude of the buildings that was presented at the last workshop?
- Tall thin towers
- Townhouses that give a pedestrian feel and promote street access and child friendly atmosphere with multi-socio-economic groups included
- Mid-Town feel with high-rises
- Like Stanley Park, Vancouver with a bohemian feel
- Building designs should allow for the most views possible for seeing the river

Table 3:

Promenade Concepts

- Lively atmosphere
- Slow traffic or cars prohibited
- Separate pedestrian and bikes
- Opinion mixed regarding rail road alignment
- Art should be included and integrated into landscape fixtures

Park Concepts

- Fountains in park (like in downtown San Jose)
- Children's park facility and area
- Large chess board and bocce ball court
- Benches and tables
- Opinions split on park versus developed space
- Opinions split between options A and B

Commercial Options

- Wine shops
- Small boutiques, designer retail stores
- Professional offices
- Markets, food shop, Whole Foods
- Gates along waterfront
- Sacramento Children's Museum
- Keep the Towe Auto Museum
- Like 4th Street Berkeley and Pearl District in Portland, OR, as well as Santana Row in San Jose
- Restaurants on the water like in Old Sacramento

Development Options

- Prefer primarily residential for development options
- Medium to high density

Table 4:

Promenade Concepts

- Hardscape with public art including murals
- Separate bicycles and pedestrians
- Have to provide access for levee maintenance vehicles
- If freight trains continue, prefer to route trains along Front Street

Park Concepts

- Like 60/40 concept with more parkland
- Opinion split between ball diamonds and courts versus open space
- More vegetation at edge at the levee

Commercial Options

- Local retail, restaurants, performing arts and gym
- No regional retail because access is difficult
- Small scale hotel, possibly in a high rise
- Public transportation should go through the neighborhood
- Towe Auto Museum could stay or be relocated, but it is a valuable asset

Development Options

- Make sure to mirror West Sacramento
- High density, but there needs to be adequate parking
- Neighborhood feel but welcoming to visitors
- Up to fifteen stories
- Like examples of China Basin, Noe Valley except with high rise, like 18th and V Streets
- Broad spectrum of incomes

Table 6:

Promenade Concepts

- Single level promenade
- Separate bikes and pedestrians
- It should not be car oriented along the promenade
- Close the roads to automobile traffic on weekends
- Move train (a few dissenters among group due to historic route)

Park Concepts

- Public art and water features toward the south end at the widest part of the park
- Concern over homeless
- There is some interest in adding some retail such as a café or restaurant to the park area for park dining
- Concerned about the amount of open space without any shade. There needs to be more shade for usability

Commercial Options

- Neighborhood serving
- Independent cafés and restaurants or outdoor park dining further south than shown
- No regional retail because it would hurt downtown (e.g. Westfield)
- More river related activities such as snorkeling, fishing, rowing, boating, etc.
- Slope down to the river for access during the dry season
- Pool design for kids to swim in the river
- Do not want corporate franchises. Want independent retail unique to Sacramento

Development Options

- Medium to high density
- Higher density at freeway
- Lower density along pedestrian areas

Table 7:

Promenade Concepts

- There were a lot of diverse ideas
- Separate bicycles and pedestrians (People will probably use it for commuting by bike)

Park Concepts

- The river should be tied into art with water features (e.g. Princess Diana fountain)
- The slope is too steep of a grade for sports
- Amphitheatre with electricity for formal events and shows
- The park space not spread out evenly. Parks are too intimate and hard to access
- One person thought there was too much grass

Commercial Options

- Clubs, theatres, window shopping
- Retail suitable for empty-nesters
- Towe Auto Museum should remain in the area

Development Options

- High density development near the freeway and stepping down

Table 8:

Promenade Concepts

- Want public art, but it needs to be maintained
- Lighting, safe feel at night
- Shade trees
- Combination of hard and softscape
- Separate bicycles and pedestrians
- Move the train to keep continuity
- Concerned about smoke/pollution from the train
- Some members at the table wanted to keep the train along promenade

Park Concepts

- Opinions split between options A and B
- Kid oriented parks and features
- Dock space for boating

Commercial Options

- Community serving such as cafés
- Towe Auto Museum would be a draw for people and a location for special events
- The train should stop at the Towe Auto Museum
- Cafés will be a destination
- Should not be a place for selling a lot of goods
- No national chains

Development Options

- Like Mission Bay, Coronado, or Vancouver
- Safe and care-free
- Mid to high density

Table 9:

Promenade Concepts

- There is nothing unique here. Trying to be too many things. Will it be a destination or a neighborhood?
- Make the river a feature
- Connect the people to the river
- Trees block view of the river, but it could work if the trees are big
- Separate bikes from auto traffic
- Should be architecturally consistent with northern area
- Is there enough space to make it an attraction?
- Build another access underneath pioneer Bridge
- Want public transit into area
- Move the train

Park Concepts

- Sculptures that make it unique
- Not all houses need two cars. 60% park
- 18 acre parks with farmers' markets, art displays, overflow informal amphitheater
- Train stop
- Natural landscape park
- Natural park, not a destination park
- Make it connected with other parks
- Focus on the river and natural aspects, and not on a 24-hour area, but more passive "Celebration" areas

Commercial Options

- Towe Auto Museum and something civic to make it a destination
- Neighborhood serving only
- No regional retail
- Continue sculpture (e.g. Crocker Park)
- Continue a theme

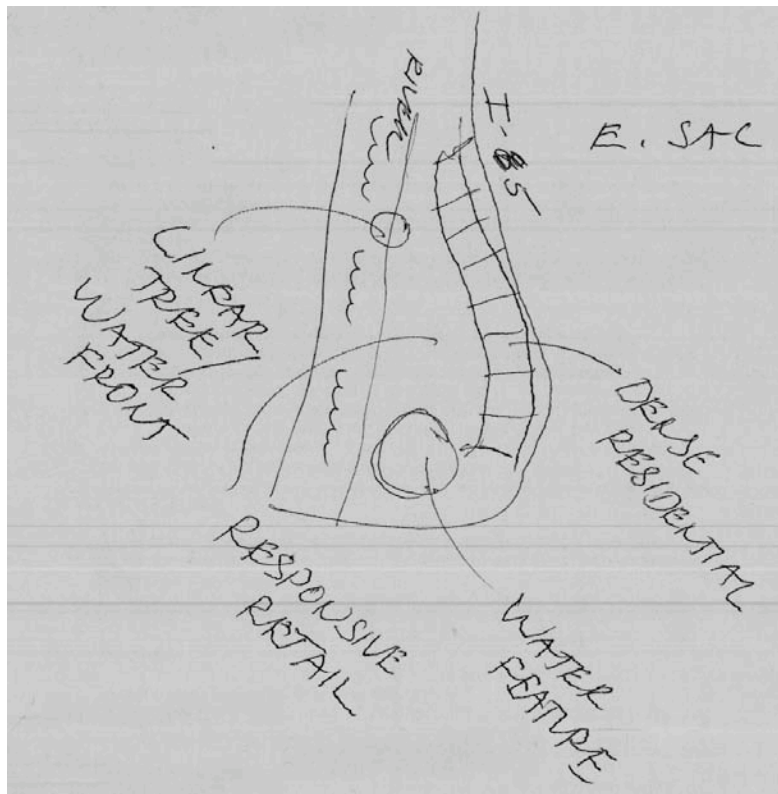
Development Options

- Want highest density as long as the maximum park space is retained
- Will need people to make the space vibrant
- Should feel like a downtown area
- Five or Six stories with three towers/high rises (shield freeways)
- Want variation with park and 20 stories (option A with high-rises)
- Mixed for sale and rental

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

Comment #1

- Let building forms follow influences
- Man made
- Natural
- Move rail inland
- Reduce green space
- Provide water feature(s)
- Provide boat houses (rowing)
- Use New Orleans River front uses



Comment #2

We would like to see the Sacramento Children's Museum incorporated in the plans for the riverfront development.

www.sacramentochildrensmuseum.org

Comment #3

A couple of overall thoughts on the Docks plan.

1) I think a major high-rise with a podium base of high-rise parking on the freeway side and retail on street side would be a great way to block noise from the freeway and get clear views over the freeway and bridge.

2) I think the City of Sacramento needs to plan for several outdoor venues on our side of the river and maybe two locations the North Park area and a larger one in the middle green area along the river. I have thirty years of professionally planning and building entertainment projects globally. My website is www.splis.com

3) A consideration of a major landmark iconic structure should be considered for the site. The building idea in item one if cutting edge enough could make do or a riverfront Monument structure like the St. Louis Arch or Washington Monument in scale. My favorite Icon landmark concept for Sacramento is a Golden Spike; representing the Gold Rush and the Transcontinental Railroad. I have included an attachment with a different alignment in the City for the Golden Spike. I would be pleased to explore how this can be a tower or a monument with your team.

Sacramento's Landmark

**Says Sacramento The Gold Rush
The Transcontinental Railroad
It ties two cities together
It Echos Washington DC**



The Golden Spike

**Discover Gold
Transcontinental
Railroad**

Comment #4

Here are a few comments from a meeting I did last night to inform my neighbors who didn't make the meeting on Wednesday. I gave them the 411 on the project from the meeting, and what had already been said by others, and they wanted to be sure the following points are also considered:

- Design the project keeping in mind that the I-5 cover could happen. It would be a shame to finally get that access, but walk up to blank walls to enter the area.
- Put in a water taxi station. Encourage other river areas (Pocket area, Delta Towns...) to put in water taxi's too. Imagine how cool it would be to commute downtown on a water taxi through the Delta and river channels from the Pocket area or the Watt area, or even the Delta.
- The proposed footbridge needs something to greet folks on the Sacramento side. Right now it lands midway between Embassy Suites and the new development, smack in the middle of nothing. It would be nice to have something there to greet folks.
- Put in parking garages to avoid a parking problem. But also provide for light-rail and bus service. Plan the parking garages in such a way that if by some miracle they get less use than public transportation, they can be easily redeveloped for retail or some other use.

Other than that, they liked the comments to keep it a non-elitist area, with a mixed community (racial and economic) and local friendly functions. Many loved the idea of a concert in the park amphitheater; could easily be done with a floating stages on the sloping side of the park...wouldn't that be cool!

Keep shops real. No high priced fancy boutiques or big box retailers. A nice mix of local businesses some retail, some restaurant, would be great.

Many also liked the idea of having docks and water sports capabilities in the area.

That's it, thanks for your time.