

Meeting Summary

Project team members that attended the Mobility Stakeholder Focus Group Meeting are as follows:

Greg Taylor, City of Sacramento
Hinda Chandler, City of Sacramento
Geeti Silwal, Perkins + Will
Luca Giaramidaro, Perkins + Will
David Fields, Nelson Nygaard
Meghan Weir, Nelson Nygaard
Ellen Martin, EPA
Anthony Bruzzone, ARUP
Gladys Cornell, AIM Consulting
Nicole Porter, AIM Consulting
Andrea Palladino, AIM Consulting

Representatives from the following organizations that attended the meeting included:

Alkali and Mansion Flats Historic Neighborhood Association
California State Parks
California State Railroad Museum Foundation
City of Sacramento Council District 3
Convention and Culture Services Department
Downtown Railyards Venture, LLC
Downtown Sacramento Partnership
Environmental Council of Sacramento (ECOS)
Federal Courthouse
Friends of Yee Fow Museum
Judicial Council of California
Old Sacramento Business District
Preservation Sacramento
Sacramento Asian Pacific Chamber of Commerce
Sacramento Metropolitan Arts Commission
Sacramento Superior Court
The River District
Vista Investments, LLC

Stakeholder Engagement Process

The Sacramento Valley Station Master Plan’s public outreach program includes facilitated discussions throughout the planning process with key stakeholders representing mobility and placemaking interests. Placemaking interests include business interests, community-based organizations, cultural amenities, infill developers, and neighborhood associations, property and business improvement districts (PBIDs), and properties within a ¼-mile radius of the planning site. Mobility interests include public transportation agencies, transit providers, active transportation organizations, and transportation advocacy groups.



Gladys Cornell, AIM Consulting, welcoming stakeholder representatives to the meeting.

Following the first set of two separate stakeholder focus group meetings, the project team will conduct a pop-up workshop in late March to reach out to transit riders and the Sacramento community. A second stakeholder meeting will take place in late April.

20 representatives attended the first Placemaking Stakeholder Focus Group Meeting for the Sacramento Valley Station Master Plan. Below is a discussion summary.

The meeting objectives included:

- Introduce the master plan and City’s vision.
- Provide an overview of case studies and precedent imagery from other regional transportation hubs.
- Present key findings from the master plan site analysis.
- Identify preferred land use and programming types for the station.
- Discuss the future character of the station and potential building typologies.

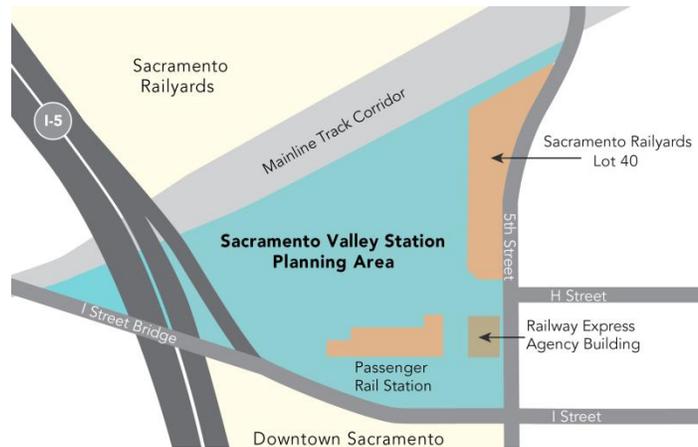
Project Overview

As downtown Sacramento becomes more densely populated and the Railyards begins to develop, the Sacramento Valley Station will become a central destination for both community members and transit riders across the region. More information about this is available in the [Northern California Megaregion Report](#).



Greg Taylor, City of Sacramento, providing a project background.

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 36 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 38-acre Sacramento Valley Station Master Plan site consists of:

- The existing passenger rail station on City Property of approximately 17-acres
- The mainline track corridor of approximately 17-acres
- Adjacent undeveloped land
- A 1-acre privately-owned Railway Express Agency parcel at the eastern side of the station between H and I Street
- A 2-acre privately-owned Sacramento Railyards Lot 40 situated between the SVS and 5th Street north of H Street

Master Plan Guiding Principles

The project team has established three principles for a successful station area:

- Placemaking – create a vibrant destination; catalyze new development; create an iconic landmark and a welcoming gateway to the City
- Mobility – ensure a diverse mix of programming; preserve the culture and build a distinct identity
- User Experience – provide ease of connectivity in, out and through the station; create an efficient multimodal hub; ensure parking is minimized and managed

These three principles will guide the project team as they analyze key findings from the site analysis, gather input from key stakeholders and the community, and develop conceptual alternatives for the station.

Key Site Analysis Findings

The project team conducted an initial site analysis of the transit network, bicycle network, pedestrian walkshed, and collision data within a ¼-mile radius around the Sacramento Valley

Station master planning area. Identified planned transportation infrastructure for this area includes:

- 4 passenger tracks
- 2 freight tracks
- A rail operational area of 1300' x 215'
- 25' track separations
- A light rail station
- A Regional Transit bus stop
- An 8-berth bus station
- Taxi facilities
- Parking units

The project team also analyzed the existing conditions for vehicular accessibility into and around the station, within a ¼-mile radius. The team found that improvements could be implemented to create safer and more accessible pedestrian-friendly paths. In addition, the team also



Geeti Silwal, Perkins + Will, presenting the Master Plan Guiding Principles.

reviewed the City of Sacramento's [Sac Grid 3.0 Report](#) to project future conditions at the station to 2040.

The project team also identified key landmarks and destinations within a ½-mile radius of the planning area. These landmarks and destinations include the Central Shops District, Kaiser medical facility, and proposed Major League Soccer stadium in the future Railyards development. Old Sacramento, the Downtown Commons, Golden 1 Arena, and California State Capitol were also identified as key destinations within or nearby the ½-mile radius.

Neighborhood Comparison Analysis

A neighborhood comparison analysis of the existing Sacramento Valley Station compared to the existing station with the future Railyards development illustrates key future changes in the area's character. Housing will increase from 1,200 units to approximately 5,000 – 7,500 units; residents will increase from 2,500 people to approximately 12,900 – 19,300 people; and jobs will increase from 27,500 to between 36,700 – 40,000.

Additionally, the amount of open space will grow from 48.6 acres to 60.3 acres.

These changes in the neighborhood's composition will contribute to increased density



within the area, from 2.00 people per unit to 2.60 people per unit. The project team’s analysis of other regional transportation hubs found that other successful stations have much higher densities that create the surrounding vibrant neighborhoods. These stations include the Denver Union, San Francisco Transbay, London King’s Cross, London St. pancreas, and Melbourne Southerncross.

The analysis also found that while the Sacramento Valley Station master planning area would have a jobs-to-residents balance of about 3.0 with the Railyards fully built out, the median balance is about 6.0 for successful stations.

Station Program

Station programming can contribute to more “balanced” jobs-to-residents ratios and increased density. The project team studied station programs from other transit hubs to identify potential strategies to foster a healthier balance of jobs-to-residents and contribute to the area’s density.

Luca Giaramidaro, Perkins + Will, presenting key site analysis findings.

The project team shared precedent imagery of other regional transportation hubs including the Kings Cross Station in London, England, Southern Cross Station in Melbourne, Australia and Denver Union Station in Denver, Colorado. Examples of each station’s programming illustrated how space was allocated for key station components including concourse circulation, transit loading areas, station support structures, station amenities, and retail.

When developing conceptual alternatives for the master plan, the project team will consider how both transit passengers and people who live and work around the station will interact with the site. The community’s vision and functional needs of the station will determine where the key station components are placed and how they interact.

Opportunities and Constraints

Following the presentation of precedent imagery, the project team shared potential opportunities and constraints identified for the master planning area.

Opportunities: The project team has identified 5th Street as a potential “scenic street” that could provide key connections between the future Railyards development, through the station master planning area, to the Golden 1 Arena. This road would connect through the city from Broadway to the American River.

4th Street between the future Railyards development and the Golden 1 Arena has been identified as a potential pathway to connect pedestrians on the north-south route. For an east-west pedestrian pathway, the project team has identified K Street from Old Sacramento to the Golden 1 Arena – this connection would also provide access through the Downtown Commons to the riverfront. There is also an opportunity to make I Street in front of the station a stronger civic

street. H Street, on the station site, will also be studied for potential linkage within the study area for improvements to the waterfront and Old Sacramento.

Constraints: The project team identified that within a ¼-mile of the station master planning area, there are several constraints surrounding mobility in and around the master planning area.

Overhead bridges, while high enough to not pose a barrier to pedestrian connections, do pose environmental and noise concerns and perceptively are challenging to pedestrians but will be mitigated with future development that engages the street edge. Identified unfriendly and non-accessible pedestrian connections include I Street connecting to Old Sacramento, the right of way of 4th Street through Chinatown, 5th Street between Railyards Boulevard and G Street, 6th Street between Railyards Boulevard and G Street. In addition, several “edges” – access points around the station – currently only provide entry to the station and not an exit.

These identified constraints contribute to the existing mobility conditions around parcels including the depot and nearby area under Interstate 5. Another constrained parcel is Lot 40; it is bordered on 3 sides by light rail tracks and sits along an embankment of 5th Street.

Meeting Discussion

The following is a discussion summary from the meeting.

What kind of destination could this site become?

- *Comment:* To me, the term “destination” is limiting in the discussion around placemaking. I associate the term with tourism or people visiting, not living. If the City of Sacramento is going to commit to its current zoning, population, and housing ideals, I think the population and density around the station will be twice the estimate the project team has now. The project team needs to plan for accessibility, retail, and commercial uses at the station with a greater population density in mind. The precedent imagery shown in the presentation shows cities that are much denser than we are, that is a good start.

Are there any thoughts or ideas about the station’s character, as it could relate to the station’s programming?

- *Comment:* The livability of the station will be what creates the vibrancy needed to make it a destination.

Do you see the possibility of residential use at the site?

- *Comment:* There are examples of where housing plays an integral part to a train



station. The project team should look at the Los Angeles Union Station; they have residential units directly adjacent to the building.

- *Comment:* From an economic standpoint, I see the station as a place that gets people to their destinations, not as a destination itself. We do not want to dilute the vibrancy and success of adjacent destinations and developments by creating a competing destination at the station. For instance, if there is a slightly growing demand for retail in the area but you create too many retail units, then you end up with empty retail spaces and blight.
- *Comment:* A lot of people work in San Francisco but cannot afford to live there. I could see some people who work in San Francisco choosing to live nearby or even at the Sacramento Valley Station and be able to easily take the train to their job in San Francisco. They would return to Sacramento for nightlife and weekends, and support our local economy here.
- *Comment:* If housing units are built at the station, we will need to look at a targeted market for which type of housing should be developed. We cannot just look at higher-end housing or what else is being built locally.

How can the station work for the destinations around it?

- *Comment:* What happens at the station needs to be responsive to the surrounding destinations. Maybe the master plan could include flexible zoning to allow developers to build into the space based on what could be needed in ten to fifteen years. That could take some of the speculation away.
- *Comment:* In terms of phasing and constructability, I think the City should phase implementing the master plan. If you look at 5th Street today, it is clear that should be a first priority. The City should decide within the first phase of implementation which of the station's edges are the most important edges to engage first in order to make it a success. For example, you cannot build or plan for a high-rise building if it is not feasible at the time, because then you will stall the entire project in its first phase.
- *Comment:* I think it is important to consider the number of the people who will gather at the station in the future and how the station connects to Old Sacramento and the Railyards. The south side of Old Sacramento connectivity has been focused on Capitol Avenue and in the future it will be focused on the Streetcar. However, on the north end of Old Sacramento you have I Street, a one-way street. At the end of I Street you have Old Sacramento as an afterthought in terms of access for multi-modal transportation. I do not want the same thing to happen with the Railyards. We know we will have all that future density, but how will we get them there?
- *Comment:* I think a good starting point is to identify short-term and low cost places to start development. Housing units at the station would be great, but those can take a long time to develop. A potential short-term and low cost improvement to the station could be activating the pedestrian tunnel between the station and Old Sacramento. The local art hotel and art street projects change buildings into works of art within one month. If you had the Sacramento art community activate that tunnel, the art would

enhance it and could also serve to advertise for adjacent amenities. Activated the tunnel could be completed in months. Currently people complain that the walk is too long, but that is only because there is nothing to look at.

- *Comment:* The project team should take into consideration that the state courthouse will be bringing up to 4,500 people in and out of the facility every day during the week.
- *Comment:* Outdoor spaces for restaurants would provide a big benefit to the courthouses and adjacent areas by the station.
- *Comment:* The master plan should allow for open space and a potential business district culture.
- *Comment:* I think a first priority for early activation at the station is the connectivity of Kaiser to the station. For every 1,000 employees, if we assume an average shift of two to three employees per day, then we should expect about 1 million shift changes at the building each year. That is going to be a lot of people coming in and out of the area, to the extent that most people will want to avoid driving Downtown altogether. Connections to and from the station will be crucial.

Is the Sacramento housing market at a point where developers can build to a density that requires a dramatically lower parking ratio?

- *Comment:* If housing was built at the station, the Sacramento housing market could build to a density with a dramatically low parking ratio and even potentially eliminate parking altogether. There are projects today that are being built for 0.5 parking spaces per unit. The key here is these units have to be surrounded by amenities such as grocery stores and transportation services.



Stakeholder representatives discussing future station needs.

Could there be office space at the station?

- *Comment:* I do not see the need for dedicated office space at the station. If you have a coffee shop and a laptop in today's world you can have access to an office whenever you want.
- *Comment:* Everything is changing with the new technological structure of offices. Transit-oriented development in Sacramento has a lot to do with public agency occupancy.
- *Comment:* For office space, I think the trend now leans towards mixed-use campuses.
- *Comment:* We want to reduce the number of commutes in and out of the City. I do not think we need any more offices. Why does the master plan need to land bank for a use we do not need?

- *Response:* Based upon case studies of other transit station, the project team is looking for a balanced ratio of office space and other uses at the Sacramento Valley Station. We anticipate there will be a need for at least some office space at the station planning area.

Considerations for Future Station Needs

- *Comment:* I think the master plan will need to use an anticipatory model to determine the types of uses that will be needed at the station in the future. We need to look at what the trends will be with autonomous cars and public transit in later years, as they could change the core necessity for having a fixed rail or fixed infrastructure system such as light rail. In regards to housing, I think we will want to bring more housing to where the fixed assets of a region are. Housing is a more secure bet than office space is.
- *Comment:* The project team should plan for as much flexibility as possible when developing the master plan. The market will tell us what we need and what we can build. The plan needs to be flexible and adaptable. The only thing we know for certain is change.

Mobility

- *Comment:* The pedestrian tunnel from the station to Old Sacramento is not pedestrian friendly.
- *Question:* I have concerns about where buses will be parking and dropping passengers off at the station. How will the master plan address this?
 - *Response:* The project team is considering different options to approach bus services at the station, including whether there is a need for separated parking and drop-off areas.
- *Question:* Is there a connectivity plan included in the master planning effort?
 - *Response:* Yes, developing a connectivity plan is included in this phase of the master plan effort.
- *Question:* Once you lay the “mobility” piece of the station on top of the planning area, in addition to the additional reserve land the City will need to accommodate transit as it evolves, how much of the planning area land is open for programming?
 - *Response:* Approximately 32 acres will be left for programming uses other than mobility. This estimate includes the rail right-of-way.
- *Comment:* I think the most critical part of this master plan is that it addresses mobility as the key function of the station. The project team should consider what the goal of the station is in relation to efforts for developments around it.
- *Comment:* Sacramento has become attractive to other developers because they know there is access to a train station.
- *Comment:* From Old Sacramento’s perspective, a high percentage of our day is focused on access issues. We need transportation from the station to Old Sacramento. We see

an average of 45 million visitors each year and want to provide a meaningful, convenient, and positive experience for them to and from the station.

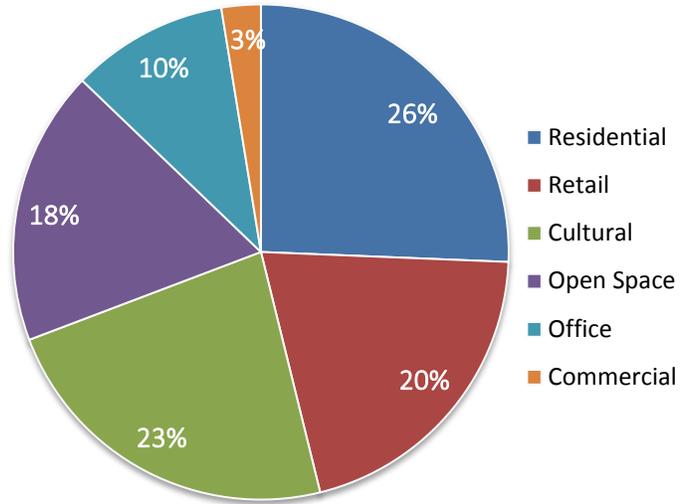
Feedback

The following is a summary of all the input gathered through feedback forms.

1. Please provide any important considerations related to land use and development opportunities within the station area.
 - This site needs housing first and foremost. Office is dead and likely to stay dead for a long time, while the city's priority for 20,000 new central city units by 2035 weighs most heavily on this part of town.
 - Transportation needs and urban office space is and will continue to be redefined in dramatic ways. But people will always look for a sense of place to live and create a sense of community. I think placemaking is driven by livability needs.
 - Meaningful, convenient gateway / connections to Old Sacramento, Riverfront, Downtown, Railyards, etc.
 - Supportive of high-density residential
 - Live music, public art; capitalize on the natural energy of an intermodal station.
 - Mobility in and through the station is job number one. Kaiser Hospital, West Sacramento, and downtown Sacramento all need easy, feasible and frequent (24 hour) access to the transit hub. (Don't forget the airport.)
 - Determine residential customer (Bay Area commuter, local worker). Determine housing types (high income, affordable, medium). This will allow for more use of the site by residents. Entertainment activities and events.
 - What is the access to the other side of the Garden Highway? There are many offices over there and walking access would be ideal to access your project.
 - Need to connect to Old Sacramento.
 - Consider incorporating public art early during the design phases of the site. Integrating art into the infrastructure ensures uniformity in design.
 - Define "destination." Are you considering drawing populations to try site for events? Retail? Has great potential; consider the historic native and current buildings on site. Who would be drawn to live here? Great location for people working downtown. How will retail survive without parking? Location next to Kaiser Permanente offers several programming opportunities.
 - Add 4,000 housing units, 10 -17,000 residents.

2. Given its site context, what type of land use and development program would be ideal for the station area?

- Neighborhood serving retail-retail and restaurants to serve travelers.
- Public space invigorates the neighborhood.
- An outdoor music / art venue, a food-oriented venue (e.g. a farmers market) all help the buzz.
- Some connection to the cultural history of the development of this area should be highlighted. Maybe design, architecture, art, etc. Asian Pacific Islander community.



This chart represents the responses provided in a pre-meeting online questionnaire for Question 2.

3. Please share any other opportunities or challenges you perceive for the Sacramento Valley Station Master Plan.

- The challenge is having a sense of vision and not being swayed by politics and business as usual.
- Connecting to other destinations is crucial
- 4th Street pedestrian mall
- J Street access from river to downtown
- Direct connection to Old Sacramento
- Kaiser should not be underestimated as a driver for housing, connectivity, retail and services (dry cleaners, small food markets, etc.). Many cities have housing units over transit with a station built into the development itself. Employees and patients will contribute millions of trips per year.
- Connectivity. Incorporate self-driving vehicles into the vision.
- What are the demographics of the residential aspect you will attract? Will there be an interest for retirees to want to live there? Casual dining, fitness, entertainment would be ideal. Shared co-working spaces would also be attractive.
- Opportunities to collaborate with Kaiser on programs that promote health and well-being: yoga, farmers’ markets will draw residents.
- I agree with the comments that more restaurants and retail opportunities in this corner of the city would be great.
- Follow up regarding Chinatown.

Appendix

- Meeting invite
- Meeting agenda
- Presentation
- Board Displays
- Feedback form

Appendix

You're invited to a Stakeholder Meeting for the Sacramento Valley Station Master Plan

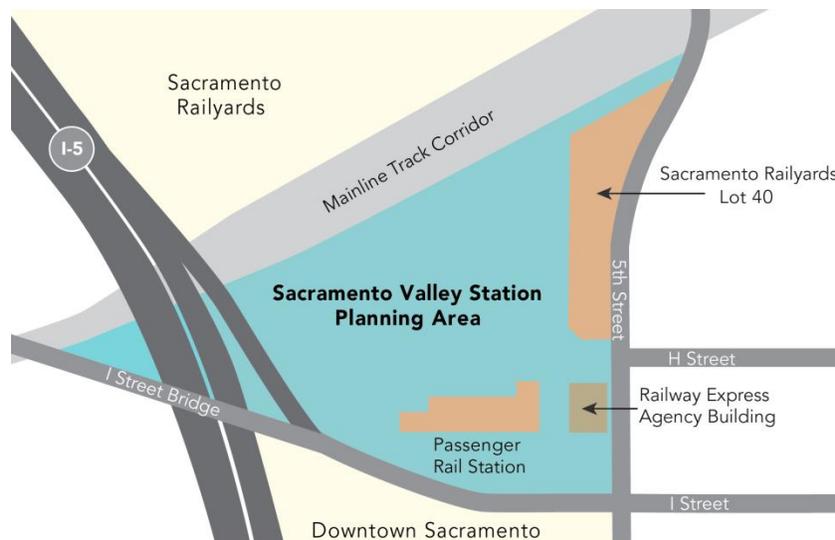
Wednesday, March 15, 2017

11:30 a.m. – 1:00 p.m.

Stanford Gallery

111 I Street, Sacramento 95814

The City of Sacramento is embarking on the initial phase of a master plan for the Sacramento Valley Station (SVS) planning area. Below is a map of the 36-acre planning area.



Building upon the SVS restoration, track relocation and the newly adopted Sacramento Railyards Specific Plan, the master plan will be a key opportunity to set the stage for an expanded regional transportation hub, to integrate transit-oriented development and to envision conceptual alternatives that optimize the site. The master plan will identify a strategic vision and tools necessary for development of the project area on a conceptual level.

As a key stakeholder representative, we are interested in hearing from you. The project team is hosting the first in a series of five stakeholder meetings over the next 10 months. At this first meeting we will discuss the City's overall goals and approach for the master plan. The project team will also present a site analysis and facilitate a discussion on opportunities and issues within the plan area, including development potential within the project area.

Please [click this link](#) to view an informational video which will provide you with an understanding of the project team's approach to the master plan.

Please RSVP by March 8th to Nicole Porter at nporter@aimconsultingco.com or calling 916-442-1168. If you have any questions regarding this meeting, please contact Gladys Cornell at gcornell@aimconsultingco.com or at 916-442-1168.

For more information about the Sacramento Valley Station Master Plan, please [visit the project webpage](#).

Meeting Agenda

- I. Welcome and Introductions
- II. Project Background and Vision
- III. Precedent Imagery
- IV. Technical Findings
- V. Discussion
- VI. Next Steps

GRIMSHAW TRANSIT DESIGN

JOURNEY

PERKINS+WILL URBAN DESIGN

DESTINATION

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

03/15/2017 Stakeholder Meeting

Stakeholder Focus Group Meeting - Placemaking

- 1. Introduction**
- 2. Project Vision**
- 3. Precedents/Case Study**
- 4. Discussion**
- 5. Next Steps**

PRINCIPLES

for a successful station area

Placemaking

User Experience

Mobility



UNDERGROUND

PLACEMAKING

Responding to existing context

- Create a vibrant destination
- Catalyze new development
- Create an iconic landmark and a welcoming gateway to the City

MOBILITY

Station building as a Connector

- Provide ease of connectivity in, out and through the station
- Create an efficient multimodal hub
- Ensure parking is minimized and managed

USER EXPERIENCE

Programming

- Ensure a diverse mix of programming
- Preserve the culture and build a distinct identity

PRINCIPLES

for a successful station area

Sustainability

- Prioritize health and well-being of the people
- Reduce greenhouse gas emissions
- Protect and enhance ecosystems

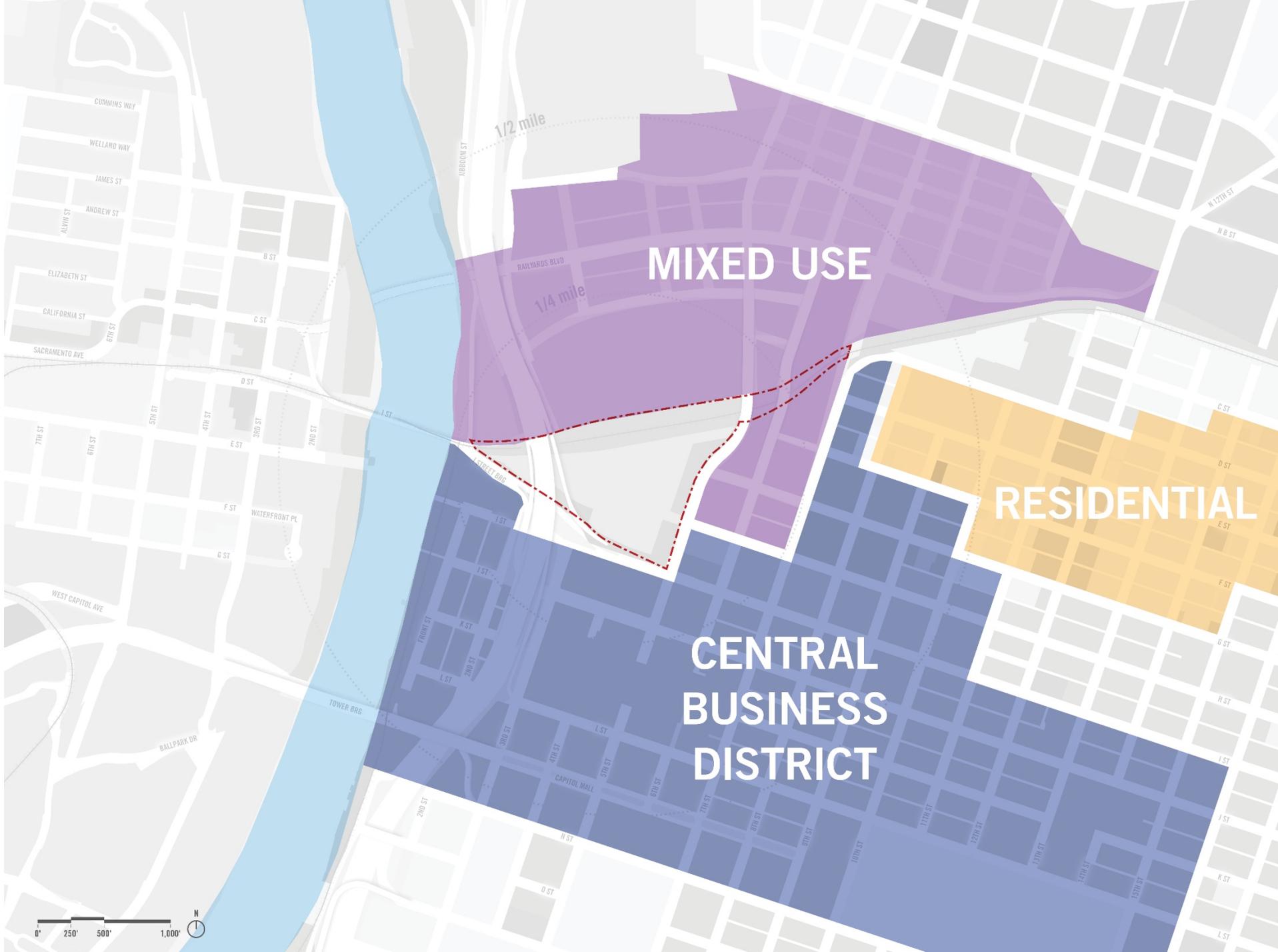


Placemaking

SITE



LAND USE



LANDMARKS AND DESTINATIONS



NEIGHBORHOOD COMPARISON ANALYSIS

NEIGHBORHOOD COMPARISON ANALYSIS

SACRAMENTO VALLEY STATION EXISTING



	Housing Units 1,200 units 2.46 units/acre
	Residents 2,500 residents 3,500 people/sqmi 2.00 people/unit
	Jobs 27,500 jobs 11.12 jobs/resident
	Open Space 48.6 acres of open space

Destinations

- 1 - Old Sacramento
- 2 - Downtown Sacramento Shops
- 3 - Golden One Arena
- 4 - California State Railroad Museum
- 5 - Sacramento Central Library
- 6 - Sacramento City Hall

SACRAMENTO VALLEY STATION EXISTING + RAILYARDS DEVELOPMENT



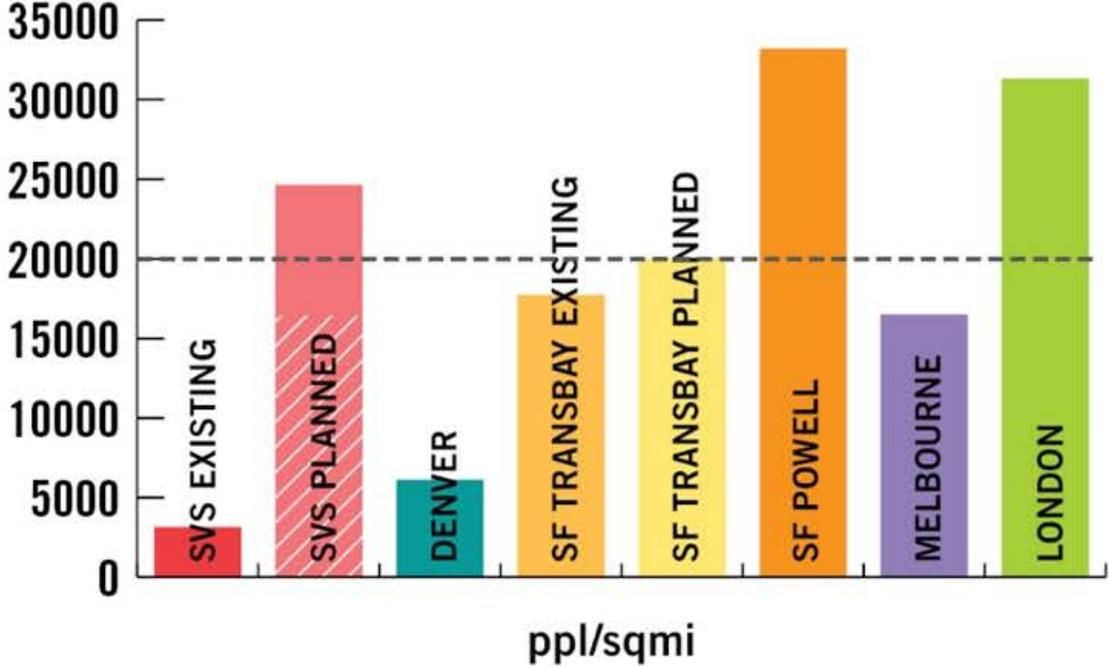
	Housing Units 5,000-7,400 units 9.87-14.81 units/acre
	Residents 12,900-19,300 residents 18,000-27,000 people/sqmi 2.60 people/unit
	Jobs 36,700-40,000 jobs 1.90-3.10 jobs/resident
	Open Space 60.3 acres of open space

Destinations

- 1 - Old Sacramento
- 2 - Downtown Sacramento Shops
- 3 - Golden One Arena
- 4 - California State Railroad Museum
- 5 - Sacramento Central Library
- 6 - Sacramento City Hall
- 7 - Central Shops District

NEIGHBORHOOD COMPARISON ANALYSIS

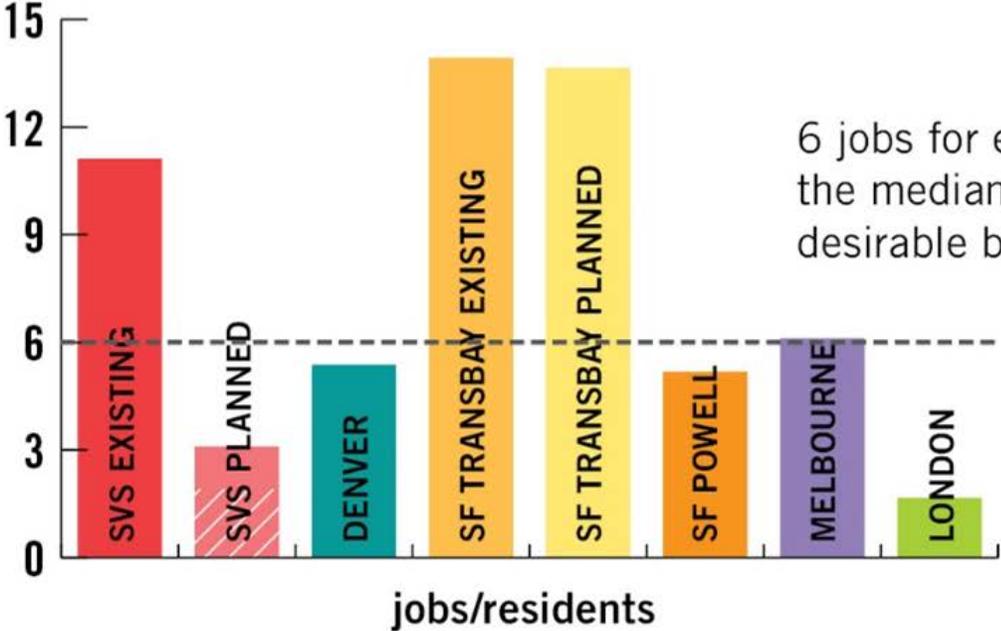
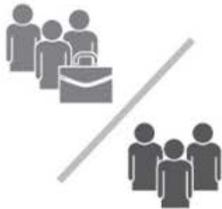
Residents



20,000 people per square mile is the baseline population density for a vibrant neighborhood.

NEIGHBORHOOD COMPARISON ANALYSIS

Jobs to Residents Balance

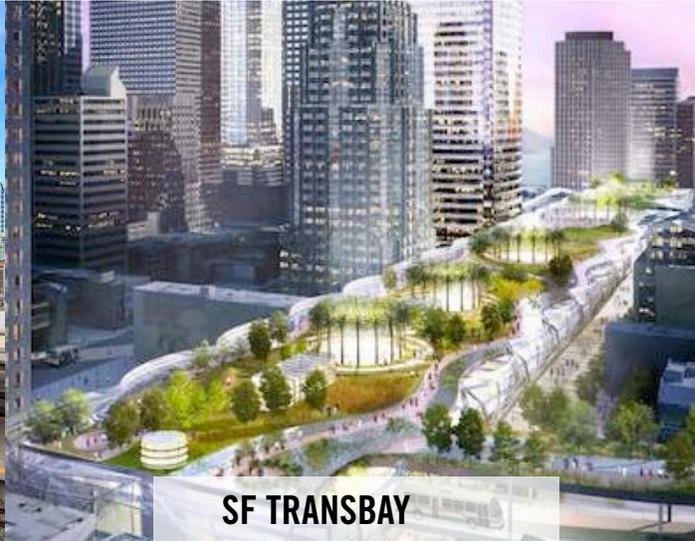


6 jobs for every resident is the median, and therefore the desirable balance of uses.

STATION PROGRAM



DENVER UNION



SF TRANSBAY



LONDON KING' CROSS



LONDON ST. PANCRAS

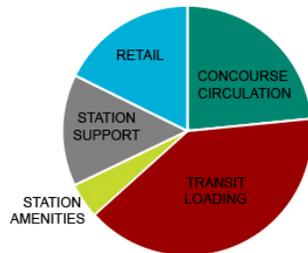
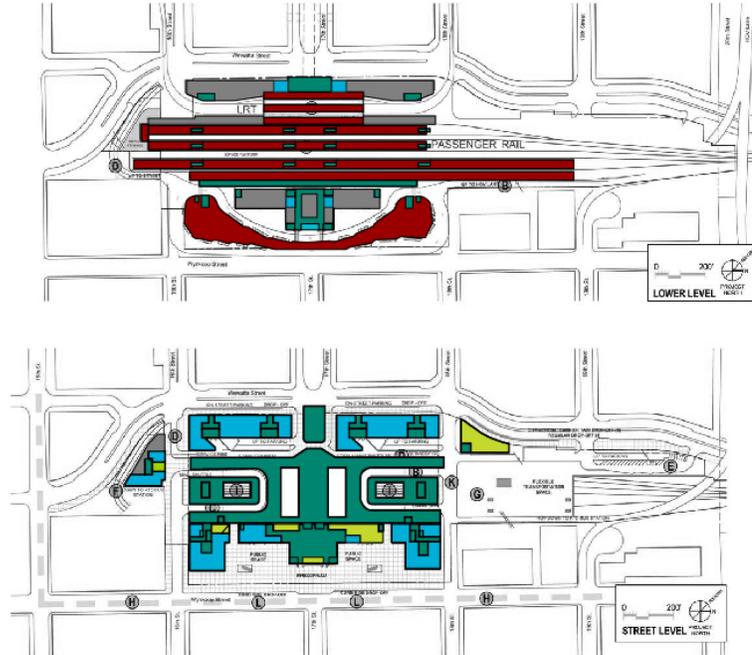


MELBOURNE SOUTHERNCROSS

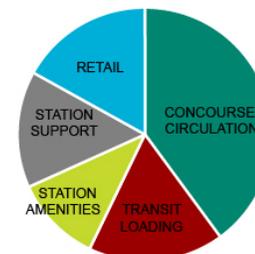
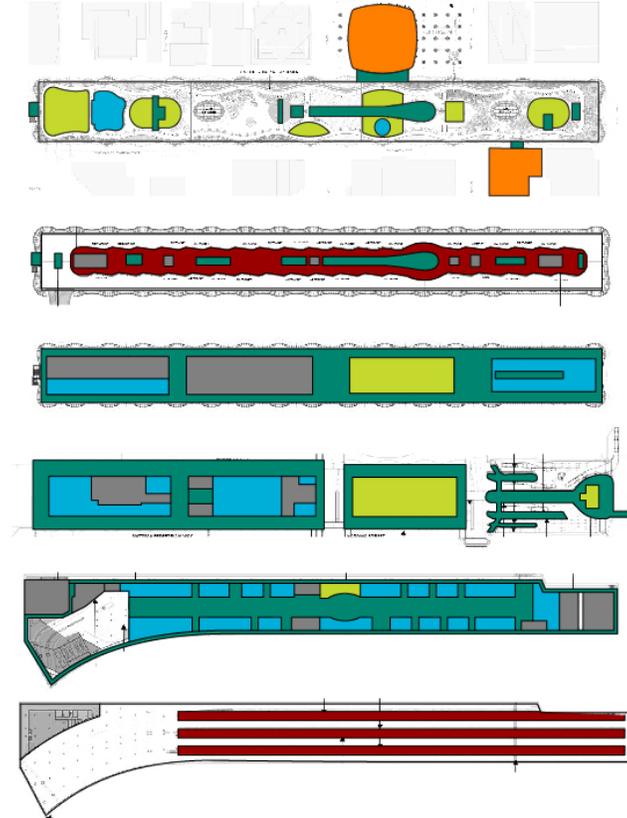
STATION PROGRAM

* This comparative station analysis may be missing some Back-of-House information, and so may have a margin of error.

DENVER UNION



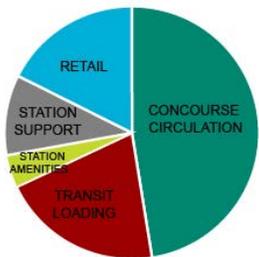
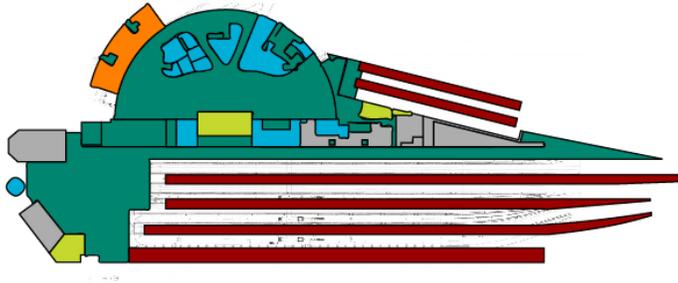
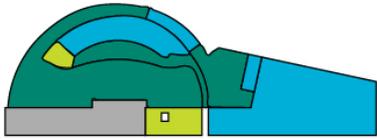
SF TRANSBAY



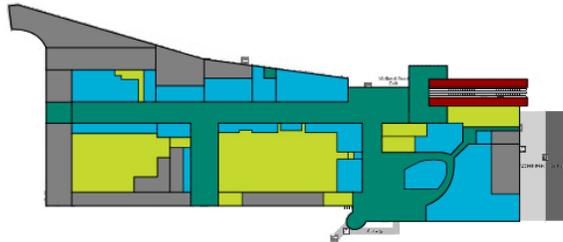
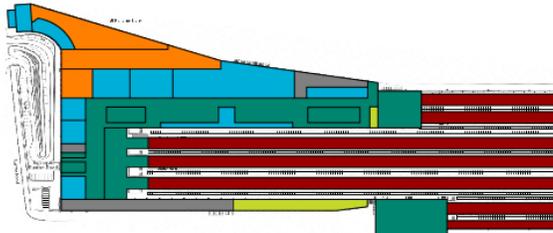
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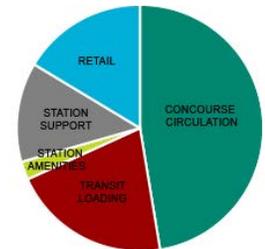
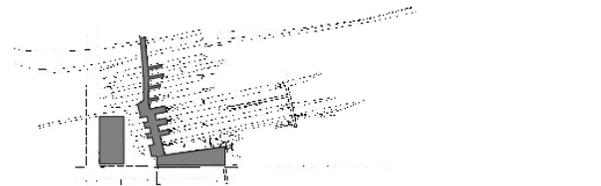
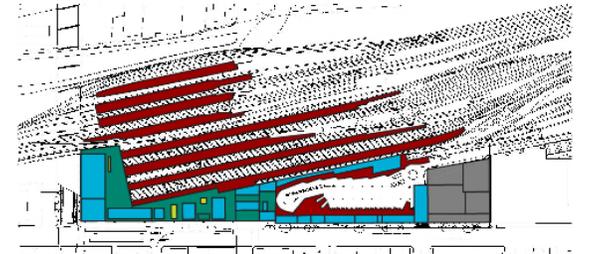
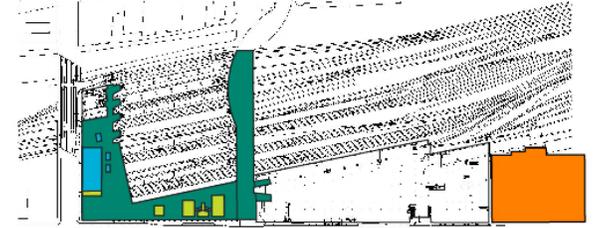
LONDON KINGS CROSS



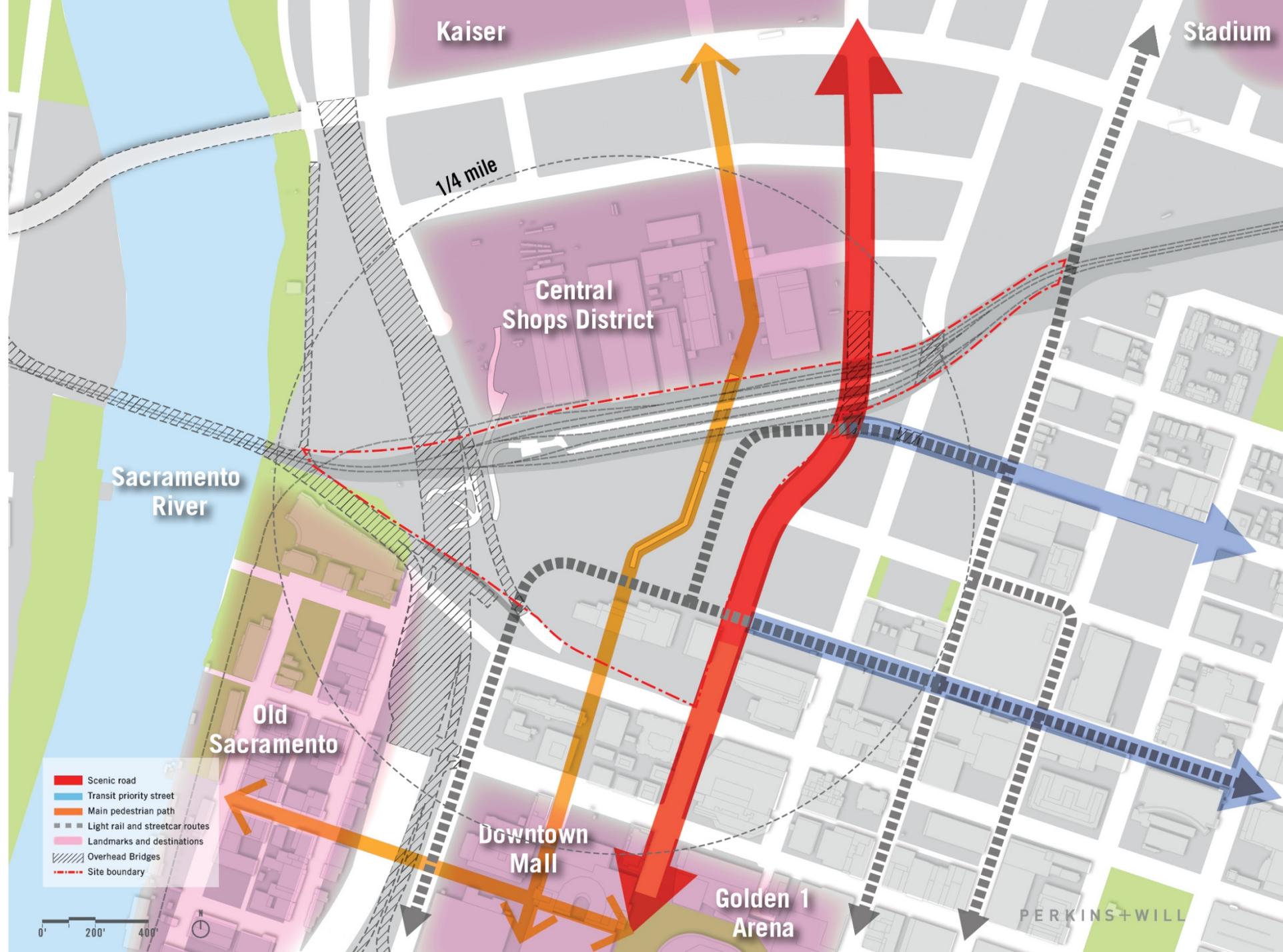
LONDON ST PANCRAS



MELBOURNE SOUTHERNCROSS



OPPORTUNITIES



CONSTRAINTS





*THANK
YOU*

SACRAMENTO VALLEY STATION MASTER PLAN - THE SITE



0' 250' 500' 1,000'

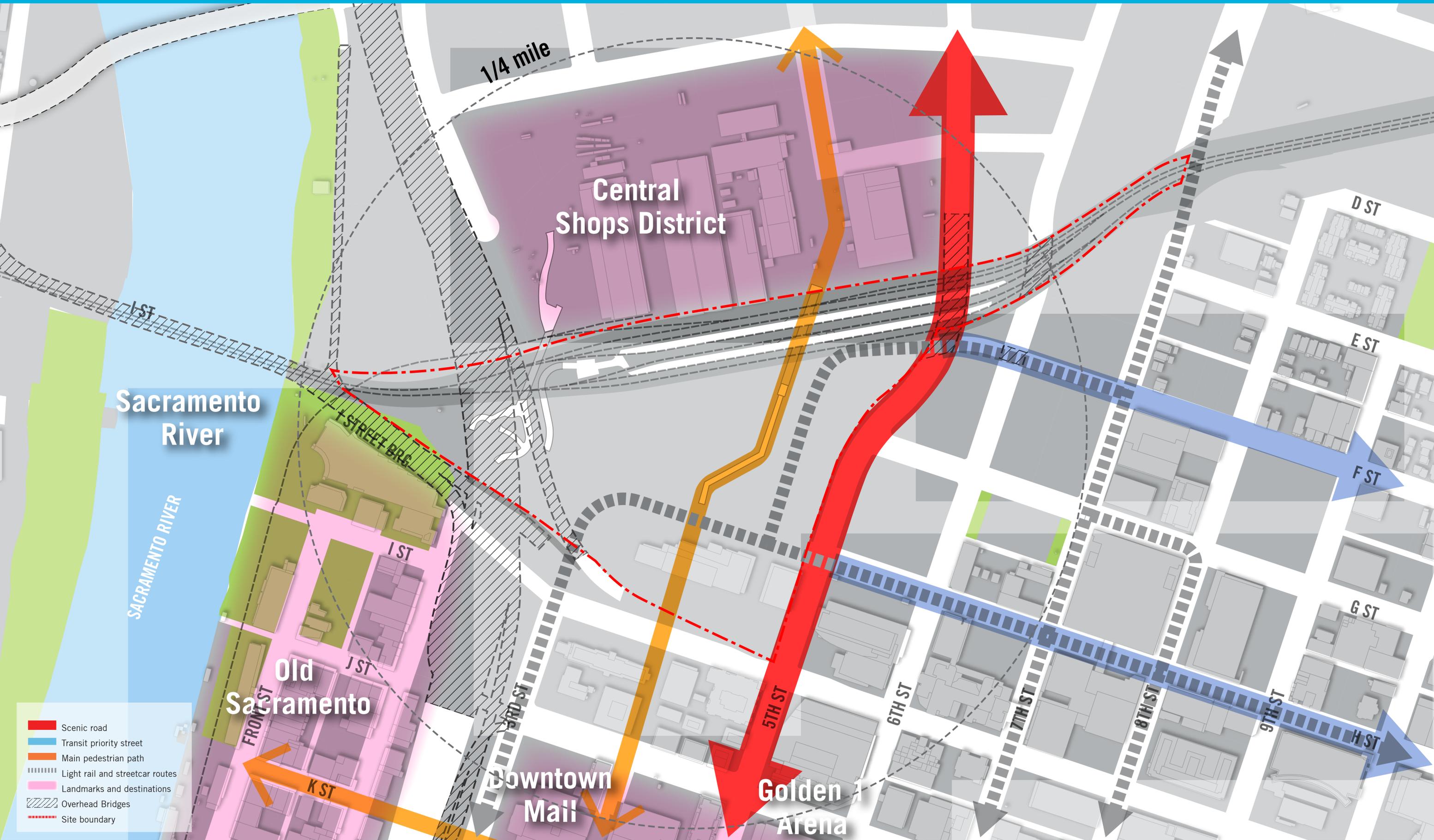


PERKINS+WILL
GRIMSHAW
ARUP

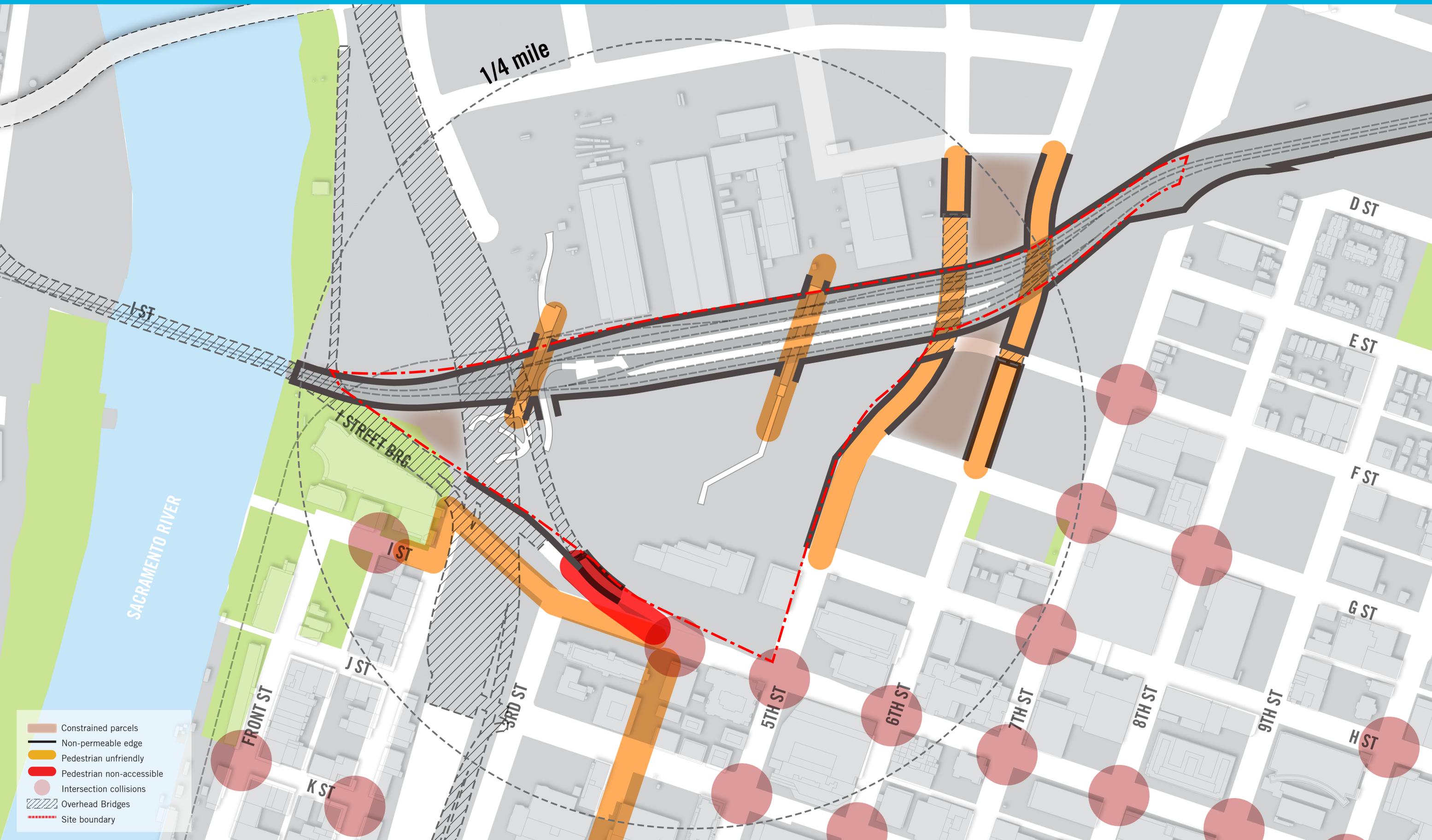
NELSON/NYGAARD
AIM CONSULTING
EPS

City of
SACRAMENTO

SACRAMENTO VALLEY STATION MASTER PLAN - SITE OPPORTUNITIES



SACRAMENTO VALLEY STATION MASTER PLAN - SITE CONSTRAINTS



- Constrained parcels
- Non-permeable edge
- Pedestrian unfriendly
- Pedestrian non-accessible
- Intersection collisions
- Overhead Bridges
- Site boundary

0' 250' 500' 1,000'



PERKINS+WILL
GRIMSHAW
ARUP

NELSON/NYGAARD
AIM CONSULTING
EPS

Civil
SACRAMENTO

SACRAMENTO VALLEY STATION MASTER PLAN - CASE STUDY: UNION STATION, DENVER



NEIGHBORHOOD ANALYSIS

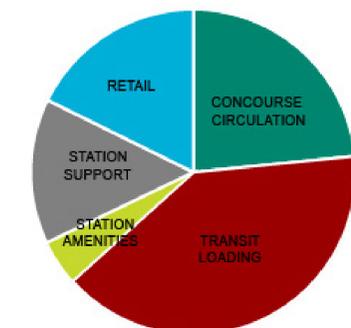
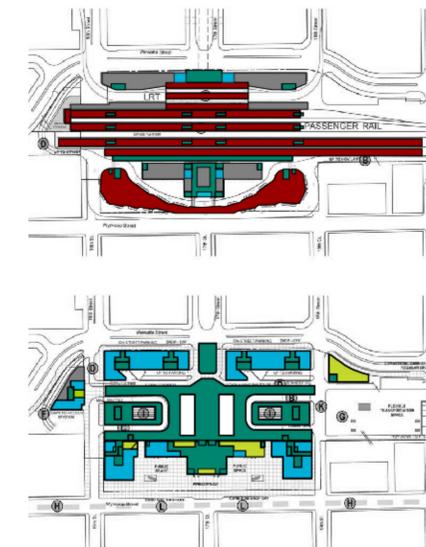


-  **Housing Units**
3,300 units
6.56 units/acre
-  **Residents**
4,800 residents
6,300 people/sqmi
1.46 people/unit
-  **Jobs**
25,900 jobs
5.38 jobs/resident
-  **Open Space**
35.0 acres of open space

Destinations

- 1 - Coors Field
- 2 - Museum of Contemporary Art
- 3 - Pepsi Center

STATION ANALYSIS



 DEVELOPMENT

SACRAMENTO VALLEY STATION MASTER PLAN - CASE STUDY: TRANSBAY CENTER, SAN FRANCISCO



NEIGHBORHOOD ANALYSIS

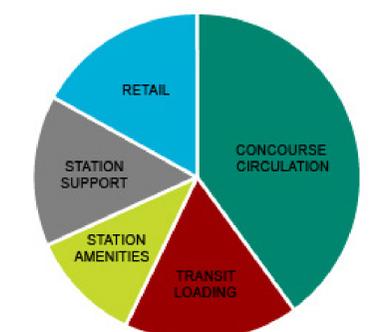
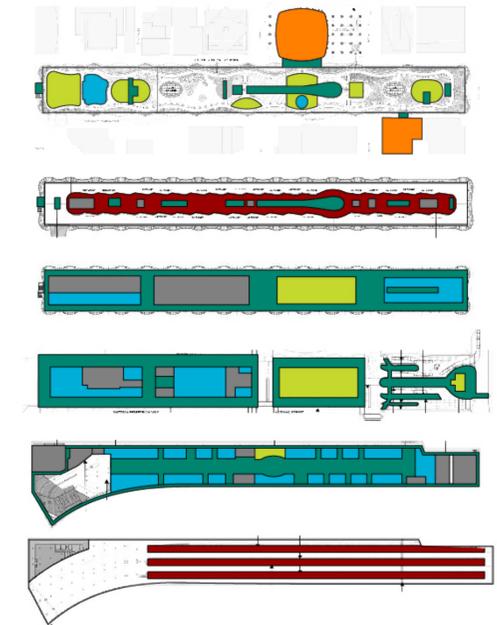


- Housing Units**
9,700 units
19.22 units/acre
- Residents**
13,900 residents
18,000 people/sqmi
1.44 people/unit
- Jobs**
193,800 jobs
13.93 jobs/resident
- Open Space**
53.3 acres of open space

Destinations

- 1 - Yerba Buena Center
- 2 - SF MOMA
- 3 - The Embarcadero
- 4 - Embarcadero Center

STATION ANALYSIS



DEVELOPMENT

PERKINS+WILL
GRIMSHAW
ARUP

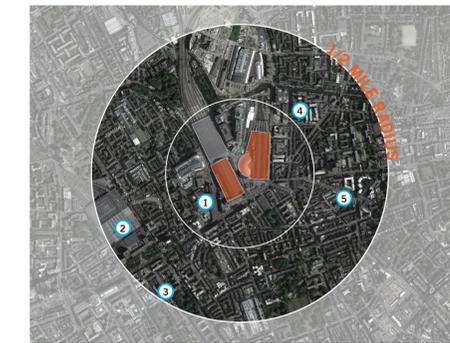
NELSON/NYGAARD
AIM CONSULTING
EPS

City of
SACRAMENTO

SACRAMENTO VALLEY STATION MASTER PLAN - CASE STUDY: SAINT PANCRAS, LONDON



NEIGHBORHOOD ANALYSIS

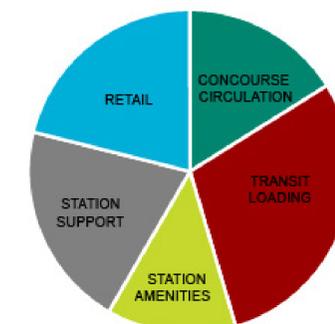
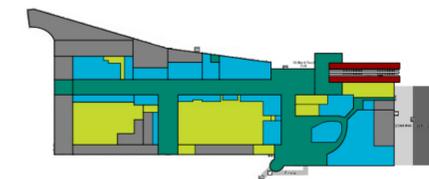
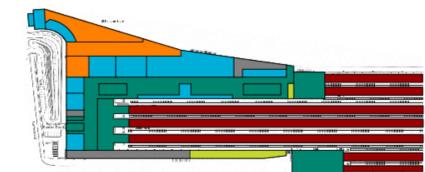


- Housing Units**
10,400 units
20.73 units/acre
- Residents**
24,600 residents
31,300 people/sqmi
2.36 people/unit
- Jobs**
41,000 jobs
1.67 jobs/resident
- Open Space**
32.26 acres of open space

Destinations

- 1 - The British Library
- 2 - Euston Station
- 3 - University of London
- 4 - London Canal Museum
- 5 - Gasgolian Gallery

STATION ANALYSIS

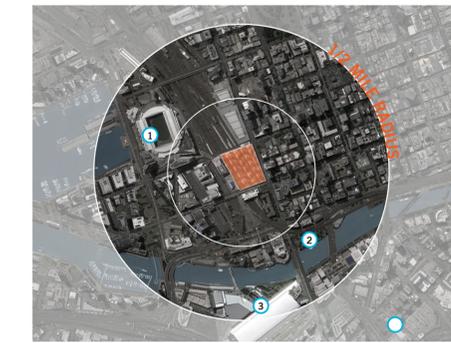


DEVELOPMENT

SACRAMENTO VALLEY STATION MASTER PLAN - CASE STUDY: SOUTHERN CROSS, MELBOURNE



NEIGHBORHOOD ANALYSIS

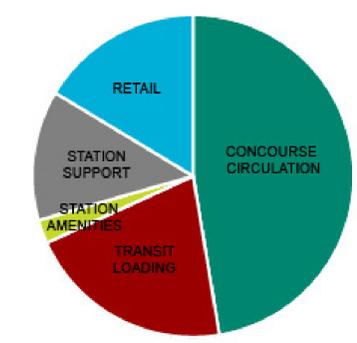
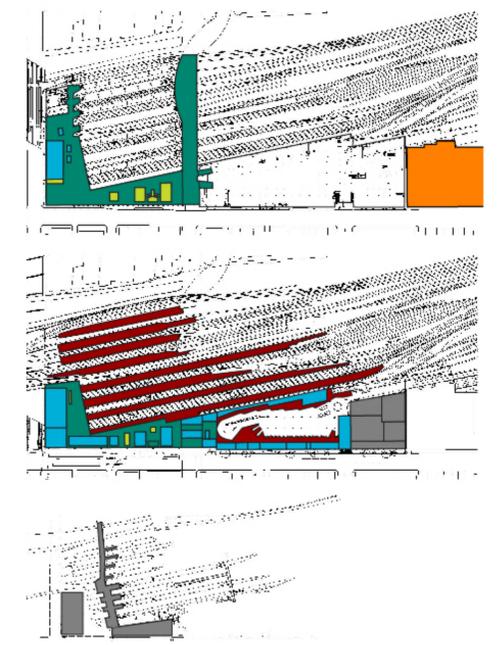


-  **Housing Units**
8,700 units
17.39 units/acre
-  **Residents**
12,900 residents
18,000 people/sqmi
1.56 people/unit
-  **Jobs**
79,077 jobs
6.11 jobs/resident
-  **Open Space**
22.6 acres of open space

Destinations

- 1 - Etihad Stadium
- 2 - Melbourne Aquarium
- 3 - Melbourne Convention and Exhibition Centre

STATION ANALYSIS



 DEVELOPMENT

SACRAMENTO VALLEY STATION MASTER PLAN - CASE STUDY



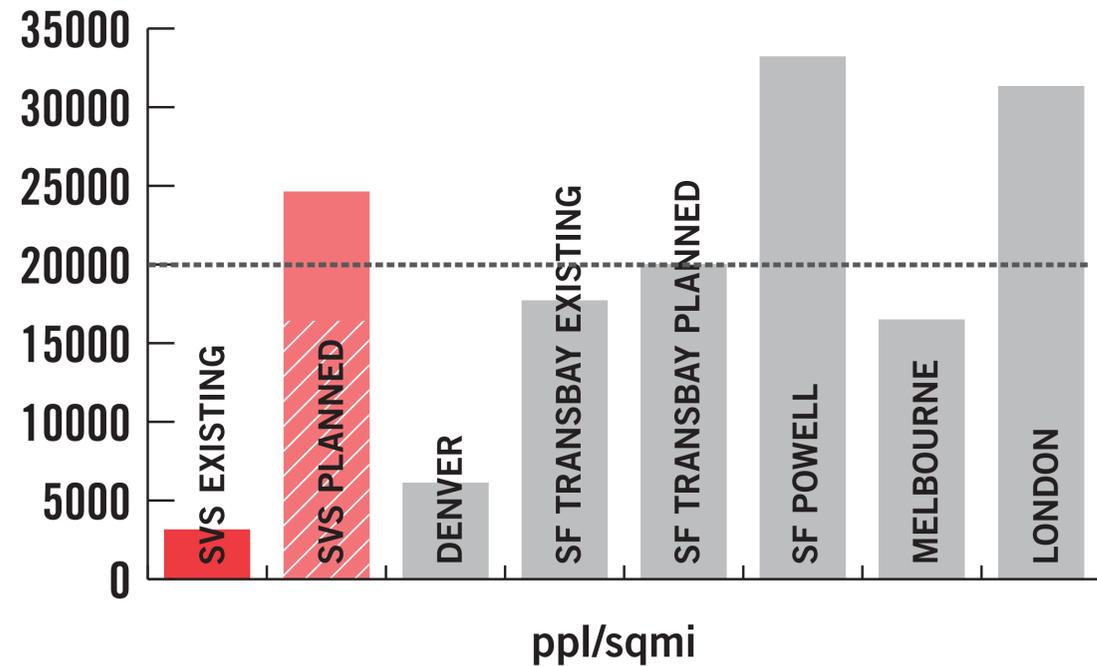
UNION STATION - DENVER

TRANSBAY CENTER - SF

SAINT PANCRAS - LONDON

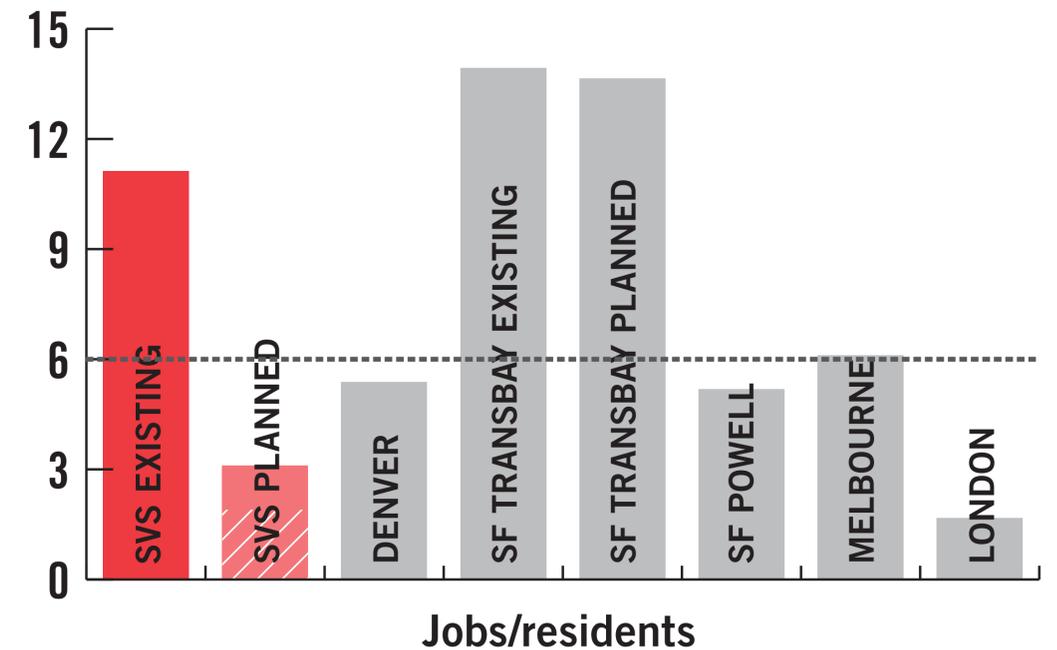
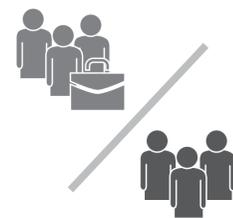
SOUTHERN CROSS-MELBOURNE

Residents



20,000 people per square mile is the baseline population density for a vibrant neighborhood.

Jobs to Residents Balance



6 jobs for every resident is the median, and therefore the desirable balance of uses.

Feedback Form

Please provide any thoughts, observations, or remaining questions regarding any of the following topics discussed today:

1. Please provide any important considerations related to land use and development opportunities within the station area.

2. Given its site context, what type of land use and development program would be ideal for the station area? (Check all that apply.)

- Residential
- Office
- Retail
- Cultural
- Open Space
- Other (please specify):

3. Please share any other opportunities or challenges you perceive for the Sacramento Valley Station Master Plan.

Feedback Form

We strive to make each meeting valuable and results driven. We look forward to any comments and/or ideas to improve the meeting experience for you. Please feel free to provide us with your thoughts.

1. Information shared at the meeting was useful? YES NO

2. Discussions were appropriately facilitated to engage all participants? YES NO

3. The participants involved in the process are appropriate? YES NO

4. Any other recommendations to improve the meetings?

Name _____ Organization _____
Email _____ Phone _____

Please submit your feedback to the project team today or send via email to nporter@aimconsultingco.com, fax at 916-442-1186, or mail to 2523 J Street, Suite 202 Sacramento, CA 95816.