

Workshop Summary

Introduction

On Monday, October 16, 2017 the City of Sacramento hosted a community workshop for the Sacramento Valley Station Master Plan. More than 90 community members attended the workshop at the Sacramento Valley Station Green Room, located at 401 I Street in Sacramento from 5:00 – 7:30 p.m.

Project Overview

The goal of the Sacramento Valley Station Master Plan is to develop two design concepts for a new regional transportation hub, which includes 17-acres of property around the historic depot. The concepts will create a well-connected transit center, a gateway to the city, and a mixed-use destination with compact infill development.

Workshop Purpose

The purpose of the community workshop was to provide a forum for Sacramento community members and passing transit riders to review and provide input on different elements of two draft conceptual alternatives developed for the Sacramento Valley Station Master Plan. These alternatives were developed based upon City goals and objectives, technical analysis, best practices in planning and urban design, and community input. Key elements of the alternatives include a mobility network, placemaking options, site programming, and future buildout.

Workshop Format

The workshop was set up in an open house format, with five information stations for community members to review and provide input on with post it notes and comment cards. At 5:30 p.m., a presentation began with remarks by Mayor Darrell Steinberg and Congresswoman Doris Matsui. Greg Taylor, Project Manager for the Sacramento Valley Station, provided an overview of the Master Plan purpose and process before introducing Geeti Silwal, Associate Principal at Perkins + Will, who gave a presentation about the two draft conceptual alternatives for the Sacramento Valley Station Master Plan area.



Mayor Darrell Steinberg

The five information stations and their boards are summarized below. The board displays are available on the [project webpage](#).

Welcome Station

- Board #1 – Site Context
 - This board provided an overview of the project and included an aerial photo of the project site.
- Board #2 – Project Goals
 - This board displayed a Venn diagram highlighting the project goals which consisted of: placemaking, mobility, sustainability, and user experience.
- Board #3 – What We Heard
 - This board provided an overview of key community input that was gathered throughout the project through two community online questionnaires, two pop-up workshops, and three stakeholder focus group meetings.

Mobility Network Station

- Board #1 – Transit Network
 - This board displayed an aerial map of the proposed transit network area of the master plan. The map showed how all transit modes could be integrated into the site, including heavy rail, light rail and street car, buses, and bicycles.
- Board #2 – Street Hierarchy
 - This board displayed the proposed street network for 2nd, 3rd, F, and H streets to show how they would integrate with the site.
- Board #3 – Station Layout Option 1
 - This board displayed the proposed Option 1 plan for including transit connections, pedestrian access, loading access, and passenger drop-off and pick-up areas in relation to the station concourse.



Congresswoman Doris Matsui

- Board #4 – Station Layout Option 2
 - This board displays the proposed Option 2 plan for including transit connections, pedestrian access, loading access, and passenger drop-off and pick-up areas in relation to the station concourse.



Greg Taylor, City of Sacramento

Placemaking

- Board #1 – Open Space Network – Option 1
 - This board displayed the proposed Option 1 plan for utilizing the public space within the 17-acre site, including potential community amenities such as a river park underneath the Interstate 5 freeway, a mixed-use courtyard as part of an urban office campus, and a transit plaza between the historic depot and the new passenger concourse.
- Board #2 – Open Space Network – Option 2
 - This board displayed the proposed Option 2 plan for utilizing the space in and around the Sacramento Valley Station, including amenities such as a civic plaza in front of the historic depot facing I Street, an access plaza for the passenger concourse at the northeast corner of the planning area, and a plaza at the north end of the passenger concourse at the Railyards.
- Board #3 – Civic Plaza and Historic Station – Framing
 - This board showed what the view from I Street facing the historic depot would look like with a historic plaza and new adjacent buildings framing the area, compared to what the view looks like today with the adjacent freeway ramp.
- Board #4 – Civic Plaza and Historic Station – Elements
 - This board showed precedent imagery of different placemaking elements that are included in both options' civic plaza and historic depot plans. These elements include retail stores, restaurants and cafes, gathering spaces, and public art.

Site Programming

- Board #1 – Site Programming
 - This board showed a map of the Sacramento Valley Station Master Plan site, and highlighted the ½-mile radius around it. It included the number of existing and projected housing units, residents, and employees within the ½-mile radius and within the adjacent Railyards development. This board also included a graph which compared the number of residents per

square mile for the planned SVS site to other regional transportation hubs including the Denver Union Station and London Kings Cross Station.

- Board #2 – Built Development – Option 1
 - This board displayed the proposed types of building developments for Option 1, including an urban office campus and a high-rise residential building.
- Board #3 – Built Development – Option 2
 - This board displayed the proposed types of building developments for Option 2, which include a mid-rise residential structure and a high density office district.



Hinda Chandler, City of Sacramento

Future Buildout

- Future Buildout – Option 1
 - This board displayed renderings of the proposed future buildout for Option 1, in relation to nearby landmarks.
 - This board also showed the first progression of buildout phases for the planning area. Phase 2 includes adding active retail space. Phase 3A includes adding a temporary bikeway to the midway plaza and waterfront, a temporary side board light rail platform adjacent to the passenger concourse, and new developments in the passenger concourse. Phase 3B includes adding bus and light rail route extensions into the SVS planning area, and adding a public plaza near the corner of 5th and I Streets.
- Future Buildout – Option 2
 - This board displayed renderings of the proposed future buildout for Option 2, in relation to nearby landmarks.
 - This board also showed the second progression of buildout phases for the planning area. Phase 3C includes the construction of the center board light rail platform by the passenger concourse, the development of an elevated concourse, and the full development of the civic plaza, dependent on the removal of the Interstate 5 freeway ramp on I Street.



Christina Tung, Grimshaw Architects.

Phase 3D includes a pedestrian bridge over the tracks to connect the SVS planning area with the Railyards, a completed passenger concourse over the tracks, all Amtrak operations moved to the new concourse, and a repurposed historic depot.

Summary of Community Feedback

Below is a summary of all community feedback from the **board displays**.

Mobility Network

- Bicycle network is severely limited - need high quality access from all directions.
- Consider dedicated bus lanes in / out of station. Access from J Street off-ramps may be challenging without priority access / lanes.
- Take into consideration bus traffic from northern communities.
- Why is light rail going back to 7th - poor design - go north under rail?
- Partner with / create space for other bus providers: Greyhound, Bolt, Megabus, etc. to operate.
- Amtrak always has just 1 car with comfy seats - will others be added?

Transit Network

- How will tracks shift with the high speed rail?

Street Hierarchy

- Will cars be allowed to drive through it and stop to pick up? Will these be back up?

Station Layout Option 1

- Bike thruway from F street should stay at grade level.
- What are the benefits / tradeoffs to the different concourse designs?
- Get Amazon HQ, upgrade Sacramento to HSR Phase 1.
- Bicycles! Access, short term parking, long term / commuter parking.
- Elimination of I-5 ramp is good, what is the alternative connection to I-5?
- Love the idea of eliminating I-5 on-ramp and creating a pedestrian civic plaza!
- Option 1 gives the best transportation connections to the historic depot.
- Bike access to platforms?

Station Layout Option 2

- Like Option 2 because the station is near the train – it makes sense.
- Passenger drop off here seems to be more traffic more cumbersome than Option 1.
- Seems to be little thought to how pedestrians and bikes are going to get up and down.

- Love the idea of the concourse over the tracks.
- Option 1 is preferred since transportation uses are more tied to the Historic Depot.

Placemaking

- Need secure bike parking ... now.
- Need parking near train.
- Bike access from 3rd, 4th, 5th, 6th.
- Each building (residential/office/commercial) must have underground parking adequate for occupants.
- Propose shared parking for transit (daytime) and residential (primary nighttime) overall minimize.
- How will employees of these new sites be accommodated (parking, safety, etc.) and where will they be housed? (affordable).
- Rooftop terraces, restaurants, and bars.
- Good, we are keeping the Historic Station -important for future generations to see history.
- Love Civic Plaza idea replacing the parking lot!
- The City must resolve homeless problem.
- In order to create an energized civic plaza, highway on-ramp needs to change.
- Traffic and parking impacts need to be planned for.
- Watch for high-rise residential near the freeway - it will get noise.

Open Space Network – Option 1

- Space to expand - additional track?
- Entertainment stages in markets (outdoor stage).
- Not enough bus capacity - triple?
- Option 1 is best - better connectivity to Historic Station.
- Large-scale bike parking.
- Fleet of trollies and bars (like Helsinki).
- Moving sidewalk to help cover the distance.
- Why a concourse over the tracks instead of under? Is there sound justification?

Open Space Network – Option 2

- Make / show a bike circulation diagram, put online.
- Connectivity to Historic Station is lost.
- I agree, Option 1 is better!

Civic Plaza and Historic Station – Option 1

- High-rise residential here will get freeway noise

Civic Plaza and Historic Station – Option 2

- Create an indoor, covered walkway if the old station is going to be used.
- Integrate historic station as a waiting area, moving walkway.
- Live Music!
- Bravo on removing the I Street on-ramp, restore the grid!

Site Programming

- The numbers on Site Programming don't make sense. Did you check them?
- Lower-height massing of residential in Option 2 connects it to better to ground level community users.
- Sacramento is missing 500-600 seat music venues. Could we build one?
- I prefer the mid-rise residential (not high rise) in Option 2!
- Keep the view of the corridor between the depot and shops.
- Why put a building at the southeast corner in front of the REA building? Can't see SVS if I street stays one-way west-bound.
- How are the target populations via unit scenario derived?
- Combine Option 1 alignment and max mixed-use
- Will there be priority to give Sacramento businesses commercial leases?
- No high-rise at all, keep the mid-rise.
- Storage for "layovers" (Lockers, etc.)?
- Adequate seating for multiple trains? First class lounge?
- All these options pre-suppose a diminution of passenger comfort and access. Existing station is well designed for being a grand entrance to the City.

Built Development – Option 1

- Please be sure to have affordable housing to include all citizens
- Is there a food market or grocery store for people living in the arena?
- Passenger waiting room is isolated from tracks. Passenger comfort and access should be a priority.
- Don't need - don't want high-rise.

Built Development – Option 2

- Will removing the I-5 ramp limit station access? Or is it strategic to circulate traffic through the River District / Richards Boulevard interchange?
- Will residential near I-5 have noise impacts?
- Do not reduce functionality of a well-designed, existing station. Passengers first, commercial second.
- Mid-rise residential feels more "Sacramento."
- I like the site planning of #2 better.

Future Buildout

- The I Street I-5 ramp removal is a new concept (for me) to this project. Can you do more traffic analysis on impacts?
- Priority: major transit hub, all made central locations. Locate RT headquarters there. Add mixed use and affordable housing.
- There is so much dependency built in that it won't function until complete: 30 years?
- Why are you burying all transportation function - isn't transit the purpose?
- What is the proposed timeline?
- I support Option 2 with the mid-rise residential.
- Existing station and waiting room is designed for passenger comfort and convenience. Do not reduce the size of the waiting room.
- Is not 19th ACE a game changer?

Future Buildout – Option 1

- Bike access on H Street east of 5th?
- Retain existing station / waiting room use and moveable walkways (e.g. airports) to convey passengers to the platform. Have subsiding waiting areas north of the station.

Future Buildout – Option 2

- Open plaza for visibility and connectivity to historic depot.
- If moving all Amtrak operations, it will result in diminished comfort and access for passengers.

Below is a summary of all community feedback submitted from **comment cards**.

Option 1

- Option 1 seems to unite the goals of arrival, celebrating the history of the station, and modernizing light rail more than Option 2. As a light rail / Amtrak / Cyclist rider through the station, Option 1 seems to be the better plan.
- I like how Option 1 connects to the historic station. I worry Option 2 would isolate it and make the historic station feel less relevant. Love options to hide / mitigate the barrier of I-5 and create strong connections to the river. We need stairs and access on 5th. This could be immediate. If I-5 stays, underpass activation is very important.
- I like the concourse shifted closer to the tracks and the tracks of the concourse repurposed. Love the elevated parks at the Urban Office / Residential section. I like the larger, more connected concourse on Option 1 - makes the space feel cohesive with the original station. I like the bike / open space between the rail and the river. Access for bikes / cars seems congested in Option 2.
- Really love the idea of an elevated bike way connecting through the station to the waterfront and I Street Bridge. Think about connecting the station more to DOCO and the arena on a diagonal. I prefer Option 1 greatly because of the connection of the new stadium to old.
- Love the idea of having a civic plaza, though I am concerned about the high-level of traffic on I street making it difficult for bikes / pedestrians to enter the plaza from the south. I prefer Option 1 for "Mobility Network." Please consider vertical (stacked underground) parking options. I'm excited by all the placemaking ideas you guys have and like seeing increased access to riverfront and Old Sacramento. I also like the "open gateway to the region" concept. I am also interested in the revitalization of Old Chinatown - very cool! That area needs a historic plaque / marker if it doesn't have one already.
- Option 1 is the best. It provides a better connection of transportation uses to the Historic Depot. Should try to maximize transportation related service to the Historic Depot Station. The concourse should include services for all transportation uses. In addition to Sacramento Regional Transit and Greyhound, we should provide for potential uses by other regional transit systems, i.e. Yolo bus, El Dorado, Placer, etc. The Historic Station should include information / historic exhibits. Removal of the I-5 ramp is good, however probably needs a replacement. Current ramp has a heavy commute usage. The station should have renewable energy sources and charging facilities for electric vehicles, maybe fuel stations also. Housing should include affordable housing and should include housing for low-income workers, students, and seniors. Should avoid continuation of gentrification. Station should include administrative operations office and work area for transit operators, Sacramento Regional Transit, Greyhound, Amtrak, Capitol Corridor, etc. Emphasize sustainability - energy, jobs, housing.
- The new connectivity between the historic depot and new station is better in Option 1. Also, there's an opportunity for more beautiful and site-specific architecture. As for uses, I think you should be flexible

now allowing a mix and match between both options. If you go with Option 2 leave more space so the new station is visible from the Historic Depot.

Option 2

- I love the lower-height residential in Option 2, and the way Option 2 breaks up the uses to connect them more to each other.
- Overall, the vision of the upgraded and enhanced Sacramento Valley Station area is great! I think our city needs a destination and a landmark welcoming everyone to the city. We currently lack that "Ooh" welcome area. The station should house amenities and serve travelers and community members like the ferry building. The option with mid-rise residential fits better within the context of our Sacramento community.

Concourse

- All development should focus on retaining the well-designed existing station. Connect the station with platforms via moveable walkways as seen in many airports. All development should promote passenger comfort and access. The existing station should be a grand entrance - way to city as it was originally designed 90 years of age. Passengers first!
- High speed, frequent rail service will not work with a rail bridge that opens and closes so slowly. The approach or bridge will need to be fixed - modified, or a different grade and if a different grade, the concept at the rail station will need to be modified.
- I love all the retail, art, and park spaces. Less interested in office buildings. What I really would like you all to keep in mind is that this should remain a usable train station! That means not making it more difficult to get to the trains, as was done with the track being moved 1/4 mile away. Please make it easier to take public transit - not more difficult. Pedestrians should be your most important design thought. Thanks.
- There needs to be restrooms near the platforms.
- Need more benches in the tunnel.
- Need drinking fountains near the platforms.
- Need to pressure wash concrete in the tunnel and on the stairs (bodily fluids everywhere).
- Need security in the tunnel.
- Need emergency phones in the tunnel platforms.

Pedestrian Access

- Walking distance between transportation modes, especially light rail and the train, should be short - people have luggage. Function first! Then it would be good to have high density residential an office to take advantage of a light rail and transportation hub. Last, it's a gathering space - that's more aspirational considering Sacramento's history. Besides, there will be one next to Golden One. Must keep access to I-5 otherwise you just have more gridlock - the whole point is to make transportation easy, quick, and convenient.
- The walk to the train is long and the shuttles are not always on time to pick up from the train. Also, in the morning only one shuttle leaves the train and when it was full I was told I had to walk!

Transit

- Hope as a customer service [employee] to have a better transportation system. The county of Sacramento, California, will bring about new changes of reasonable prices and great deals.
- Will Sacramento light rail from 19th Street connect to Amtrak and ACE?
- Priority is a transit hub. All transit service (light rail, street car, Amtrak, taxi, bus) needs to be easily accessed by all modes and the central focus of this effort (not dispersed). Elevators and escalators need to be shown on plans. Placemaking is a good idea. 2nd priority is to locate RT headquarters on the property so it is accessible for public meetings and information. 3rd priority is mixed uses and affordable housing.

Placemaking

- A primer / background sheet (with data and info about expected ridership, goals, etc.) would have been helpful. For an urban office campus ... will "after-hours" restaurants, entertainment venues be included? Important to keep that space from seeming "dead" after 5:00 p.m. Sacramento doesn't have enough rooftop restaurants and bars, is this being considered?

Other

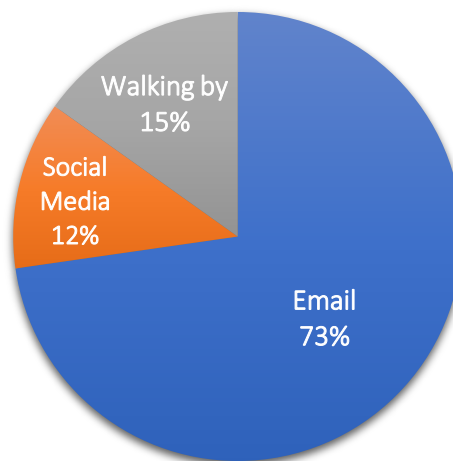
- What are we going to do with the homeless, trash, and filth?
- These kinds of "workshops," especially without an agenda, are very frustrating... Need to understand parameters and options that could / should be considered - including money, properties, structure of "ownership," and other elements under consideration, before I can provide "useful" input.
- Will you require the developer and General Contractor to pay carpenter area standards on this development?
- What will be the incentive for businesses to move here, what will be the benefit to their employees?

Notification

Email notifications were sent to more than 8,000 community members. The project team reached out to the diverse group of stakeholders involved in the project to further promote the workshop with their individual organizations and on their social media channels and newsletters if applicable. Information about the workshop was shared and promoted by the following groups:

- Alkali and Mansion Flats Historic Neighborhood Association
- Amador Transit
- Caltrans District 3
- City of Sacramento Metro Arts Commission
- Coach USA
- Councilmember Jeff Harris
- Downtown Sacramento Partnership
- El Dorado Transit
- Fairfield Suisun Transit (FAST)
- Greater Sacramento Economic Council
- Holiday Inn
- Marshall School New Era Park Neighborhood Association
- Perko's Farm Fresh Café
- Ping Yuen Apartments
- Preservation Sacramento
- Ride Downtown 916
- Sacramento Area Bicycling Advocates (SABA)
- Sacramento Area Council of Governments (SACOG)
- Sacramento Asian Pacific Chamber of Commerce
- Sacramento Chinese Community Service Center
- Sacramento County Department of Airports
- Sacramento Regional Transit
- The River District
- Yolo County Transportation District
- Yuba-Sutter Transit

Below is a chart depicting how the workshop attendees heard about the event.



Appendix

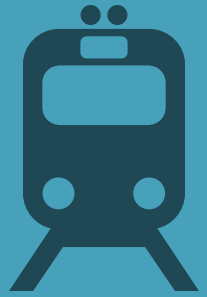
- Notification Flyer
- Presentation and Board Displays are available at www.cityofsacramento.org/SVSMasterPlan.
- Comment Card

All Aboard!

JOIN US AT THE

SACRAMENTO VALLEY STATION MASTER PLAN

COMMUNITY WORKSHOP



The City of Sacramento is hosting a community workshop to present the draft Sacramento Valley Station Master Plan. Stop by at your convenience any time between 5:00 and 7:30 p.m. to provide input and ask questions of the project team.

Monday, October 16
5:00 - 7:30 p.m.

Green Room at the
Sacramento Valley Station
401 I Street

RSVP at bit.ly/SVSWorkshop

*Special remarks by
Congresswoman
Doris Matsui (invited) &
Mayor Darrell Steinberg
begin at 5:30 p.m.*

Sacramento Valley Station Master Plan

Comment Card

Please share any additional thoughts, comments, or questions about the Sacramento Valley Station Master Plan.

[illegible]

Name _____

Email _____

Phone _____

You can submit your comments to staff today or directly to Katie Durham at kdurham@aimconsultingco.com or fax (916) 442-1186.



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