



# Connecting the Depot District

# What is the Urban Land Institute?

Mission: Provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.



30,000 members worldwide:

- Developers
- Investors, Bankers and Financiers
- Architects and Designers
- Public officials
- Academics

ULI expertise:

- Research
- Education
- Best practice
- Advisory panels
- Ideas exchange

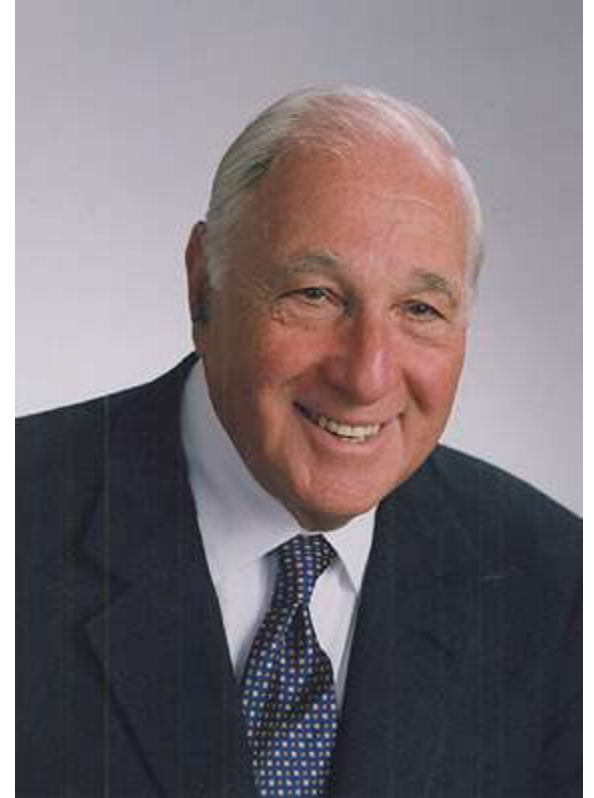




**Urban Land  
Institute**

**Rose Center for Public Leadership**

Mission: To encourage and support excellence in land use decision making. By providing public officials with access to information, best practices, peer networks and other resources, the Rose Center seeks to foster creative, efficient, practical, and sustainable land use policies.



Daniel Rose

# Daniel Rose Fellowship

- Four cities selected for yearlong program of professional development, leadership training, assistance with a local land use challenge
- Mayor selects 3 fellows and team coordinator
- Participating cities to date: Charlotte, Detroit, Houston, Kansas City, Minneapolis, Nashville, Oakland, Philadelphia, Phoenix, Providence, Sacramento and Tampa



# Sacramento Team

- Mayor: The Honorable Kevin Johnson
- Fellow: John Dangberg, Assistant City Manager
- Fellow: Mike McKeever, Sacramento Area Council of Governments
- Fellow: John Hodgson, The Hodgson Company
- Coordinator: Desmond Parrington, Community Development Department



# 2010-2011 Land Use Challenge

What actions will position the Railyards to attract a significant share of regional development over the long term—and what activities or investments can be an early catalyst—that complement investment in downtown?

# Previous Rose Center Panel Visits



- Initial study visit on Railyards redevelopment: January 25-28, 2011
- Follow-up visit on entertainment/sports complex siting in Depot District: July 13-14, 2011

# January 2011 Recommendations

- Create a transit district, not a facility
- Target public and private investments to create incremental projects that sustain themselves over time
- Build complete neighborhoods, not isolated projects
- Create a strong open-space network in phases by linking open space, framing parks with development, and building great streets
- Celebrate the Central Shops buildings and other focal points within the site
- Utilize low-cost interim uses to draw people to the Railyards and generate interest



# Guidance for Catalyst Projects

The city should evaluate each within the larger context of the Railyards, asking:

- Does it add value to the overall experience or draw of the Railyards--especially considering potential users?
- How would it affect future phases of development?
- What would be the return on current or planned investment?

# July 2011 Recommendations

- Move arena west toward I-5, move transit functions east and use Lot 40
- Lower arena and design it to respect historic context
- Create public space between arena and transit functions with development opportunities
- Utilize existing off-site parking to spread economic activity
- Parking and other infrastructure (e.g., drainage, detention) should be shared in district
- Too many design compromises could diminish functionality of arena or transit and regenerative potential to the surrounding area

# August 2012 Consultant Analysis

- ESC design compatibility with adjacent historic structures
- Compromised program functions
  - minimal arena loading area
  - pedestrian plaza flow tight during maximum loads
  - mixing of arena and transit patrons at event times
  - development opportunity cost

# Current Panel's Assignment

Assess the potential of additional connective infrastructure to:

- improve function of intermodal district
- make area more attractive for private investment

# The Panel



# The Panel

- Andre Brumfield, Director of Planning and Urban Design, Gensler, Chicago, IL
- Frank Cannon, President, Union Station Neighborhood Company, Denver, CO
- Con Howe, Managing Director, CityView Los Angeles Fund, former planning director of New York and Los Angeles, CA
- Jane Lim-Yap, Senior Planner, Kittelson & Associates, Orlando, FL
- Danny Pleasant, Director, Transportation Department, City of Charlotte, NC

A photograph of a train station platform. In the foreground, there are train tracks with gravel and a yellow safety line on the platform. A person is walking on the platform. In the background, there is a large brick building with a dark roof, possibly a warehouse or industrial building. The sky is clear and blue.

1. Introduction

2. Initial Observations

3. New Opportunities

4. Framework Plans

5. Next Steps and Immediate Actions

Presentation Outline



No Skating  
No Rollerblading  
No Bicycling

Track 3

Safety Tips

Always use handrails  
and hold on properly  
when the train is moving.  
Do not lean against  
the train.  
Do not drink  
alcohol or use  
drugs while  
riding the train.  
Do not use  
cell phones  
while riding.  
Do not  
eat or drink  
while riding.

Progress



Progress

SACRAMENTO VALLEY STATION  
TO ALL TRAINS





Progress

# Progress





Washington  
Neighborhood

River District

Railyards

Alkali Flats

**Depot**

Old  
Sacramento

Downtown  
Core

Bridge  
District

# Barriers to the Depot District





Barriers to the Depot District

# Barriers to the Depot District

**TO OLD SACRAMENTO**

**THIS CONTRACT LIMITS OUR LIABILITY**  
PLEASE READ IT  
This is a contract between you and the contractor. It contains the terms and conditions of the contract. It is important that you read it carefully before you sign it. If you do not understand it, you should ask the contractor to explain it to you. If you do not agree to the terms and conditions, you should not sign it. If you sign it, you are agreeing to the terms and conditions. If you have any questions, you should ask the contractor. If you have any complaints, you should contact the contractor. If you have any other questions, you should contact the contractor. If you have any other complaints, you should contact the contractor. If you have any other questions, you should contact the contractor. If you have any other complaints, you should contact the contractor.





1. Introduction

2. Initial Observations

3. New Opportunities

4. Framework Plans

5. Next Steps and Immediate Actions

Presentation Outline

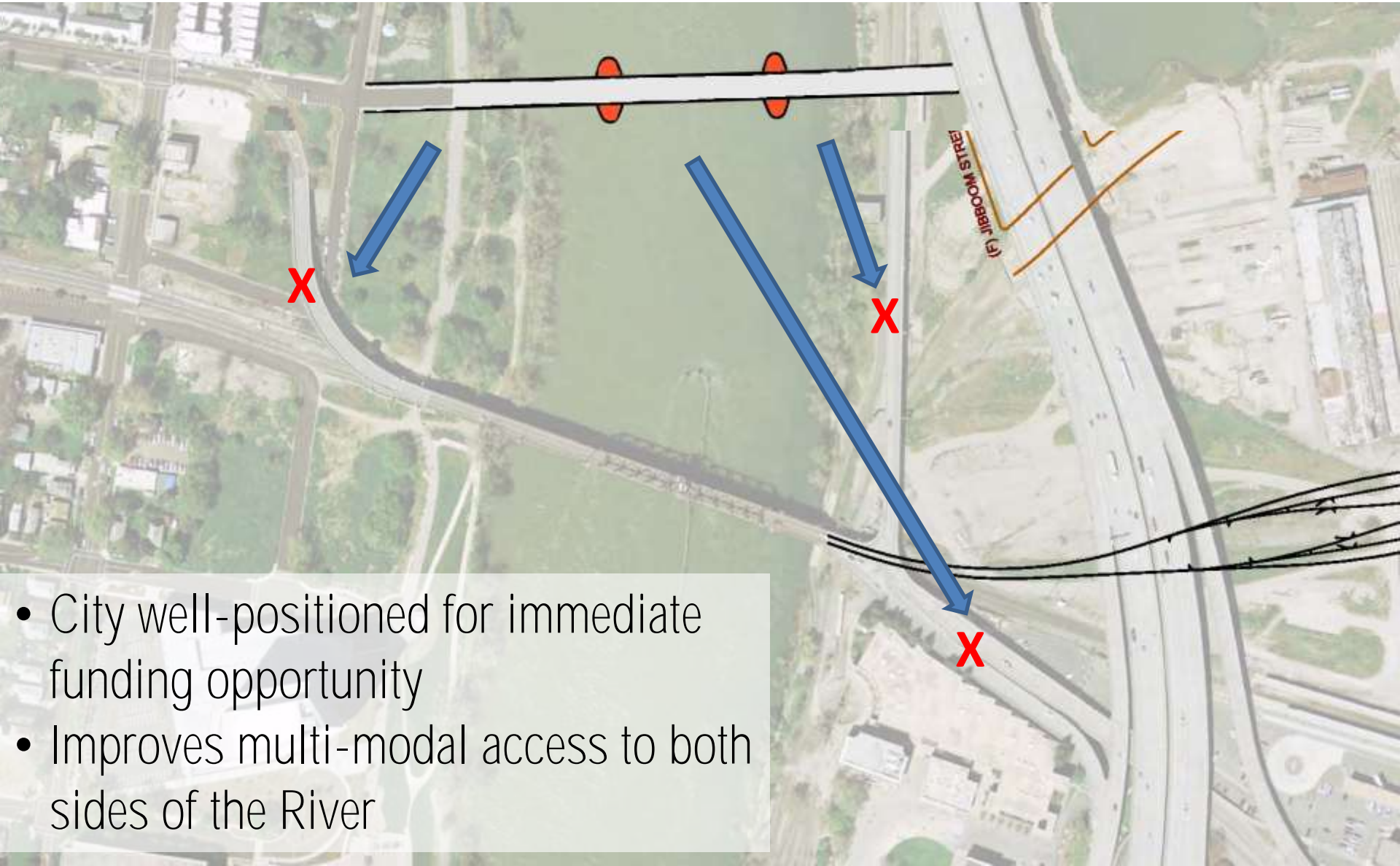


# New Opportunities



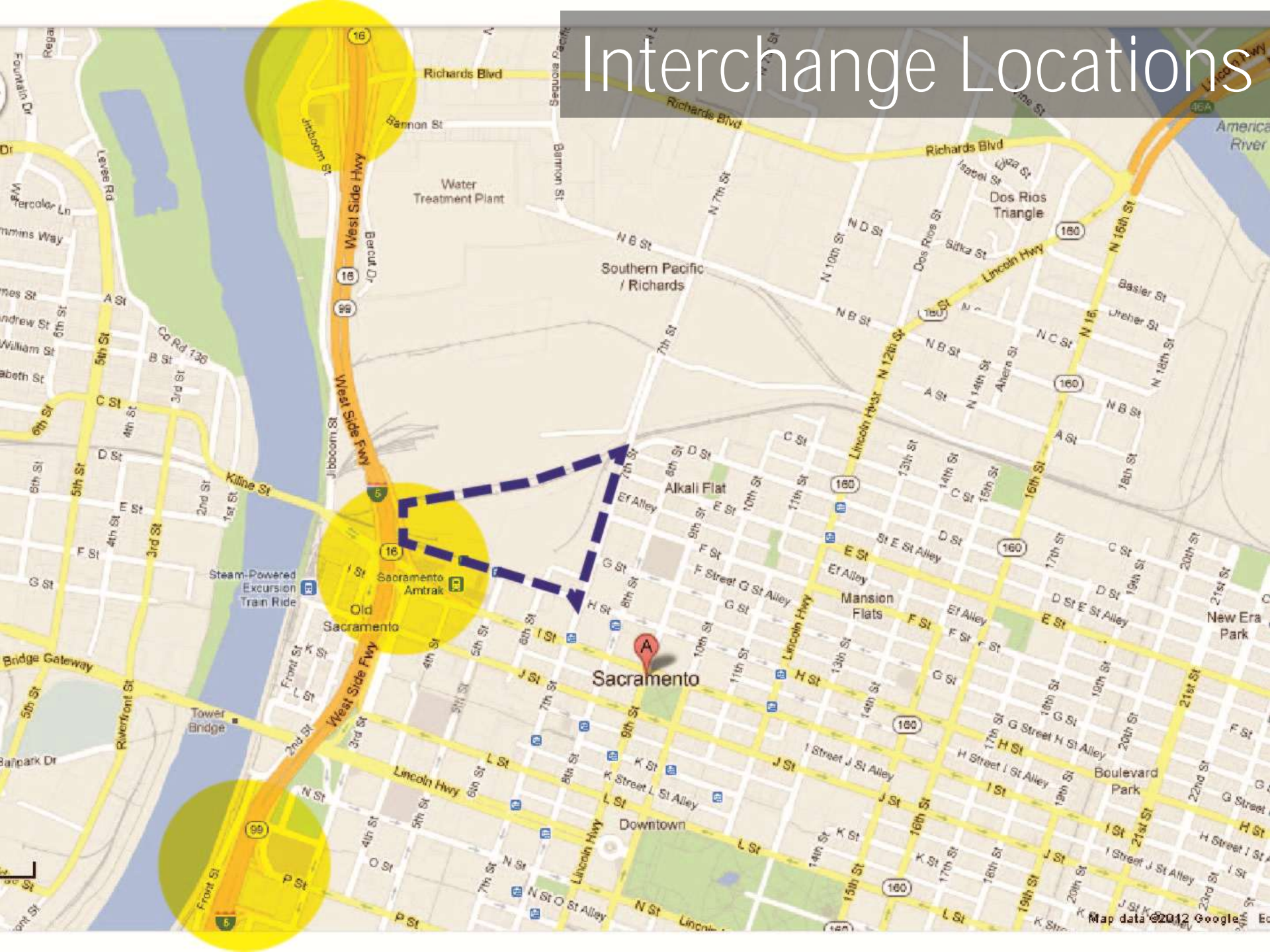
- I Street bridge replacement
  - New C Street river crossing
  - Removal of I Street and Jibboom viaducts
- Removal of I-5 northbound entrance ramp

# New Opportunities

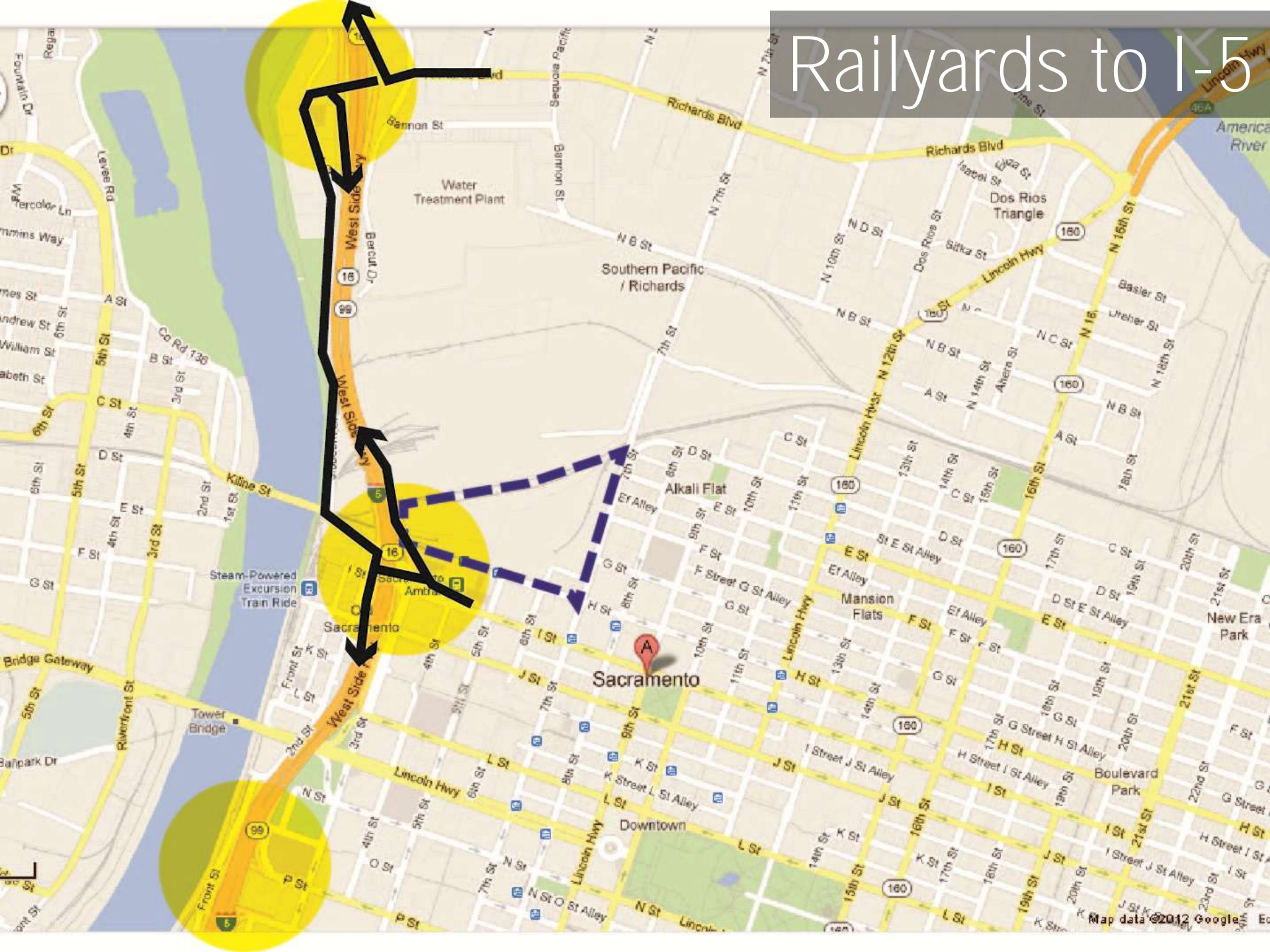


- City well-positioned for immediate funding opportunity
- Improves multi-modal access to both sides of the River

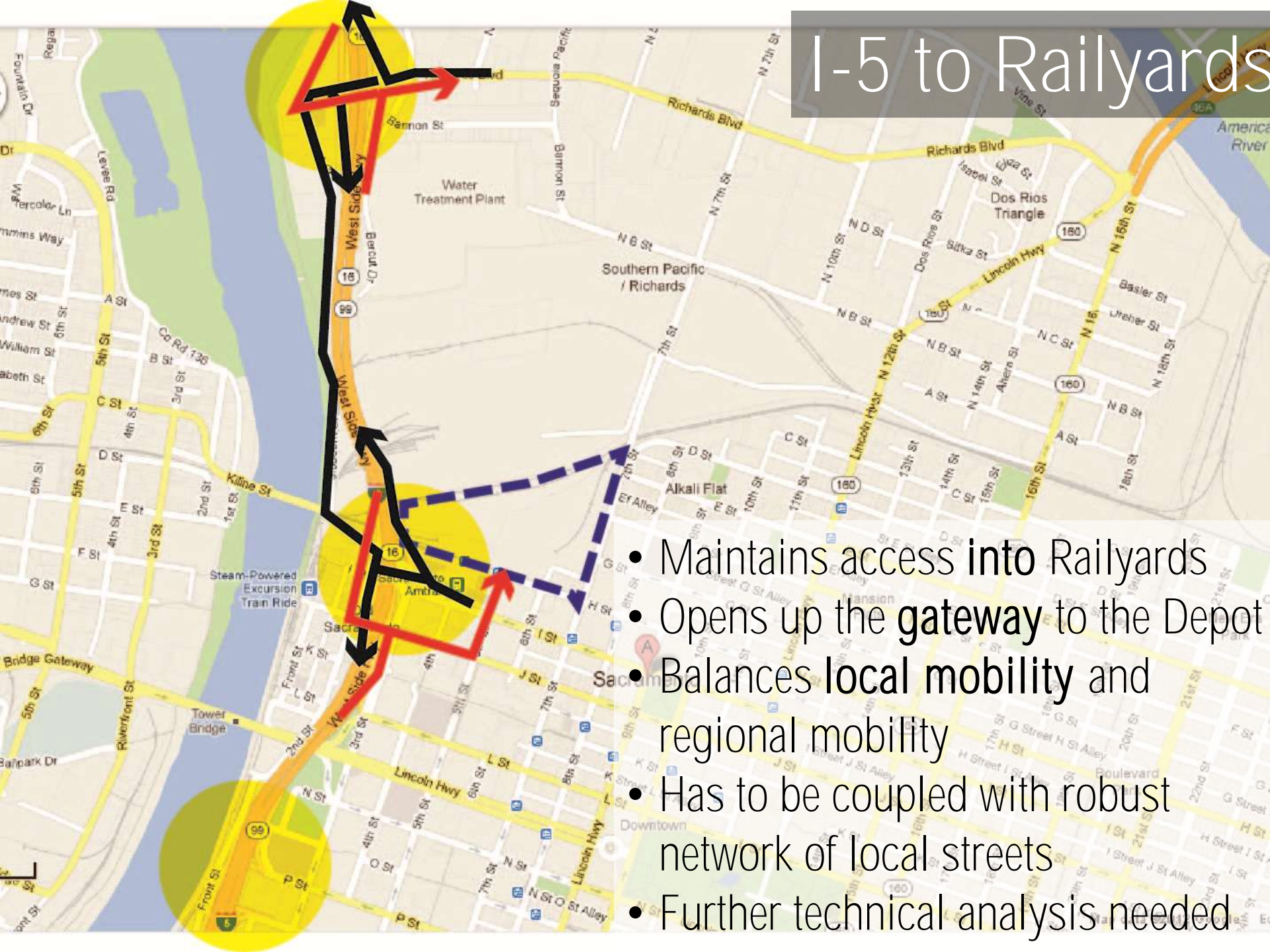
# Interchange Locations



# Railyards to I-5



# I-5 to Railyards



- Maintains access **into** Railyards
- Opens up the **gateway** to the Depot
- Balances **local mobility** and regional mobility
- Has to be coupled with robust network of local streets
- Further technical analysis needed



1. Introduction

2. Initial Observations

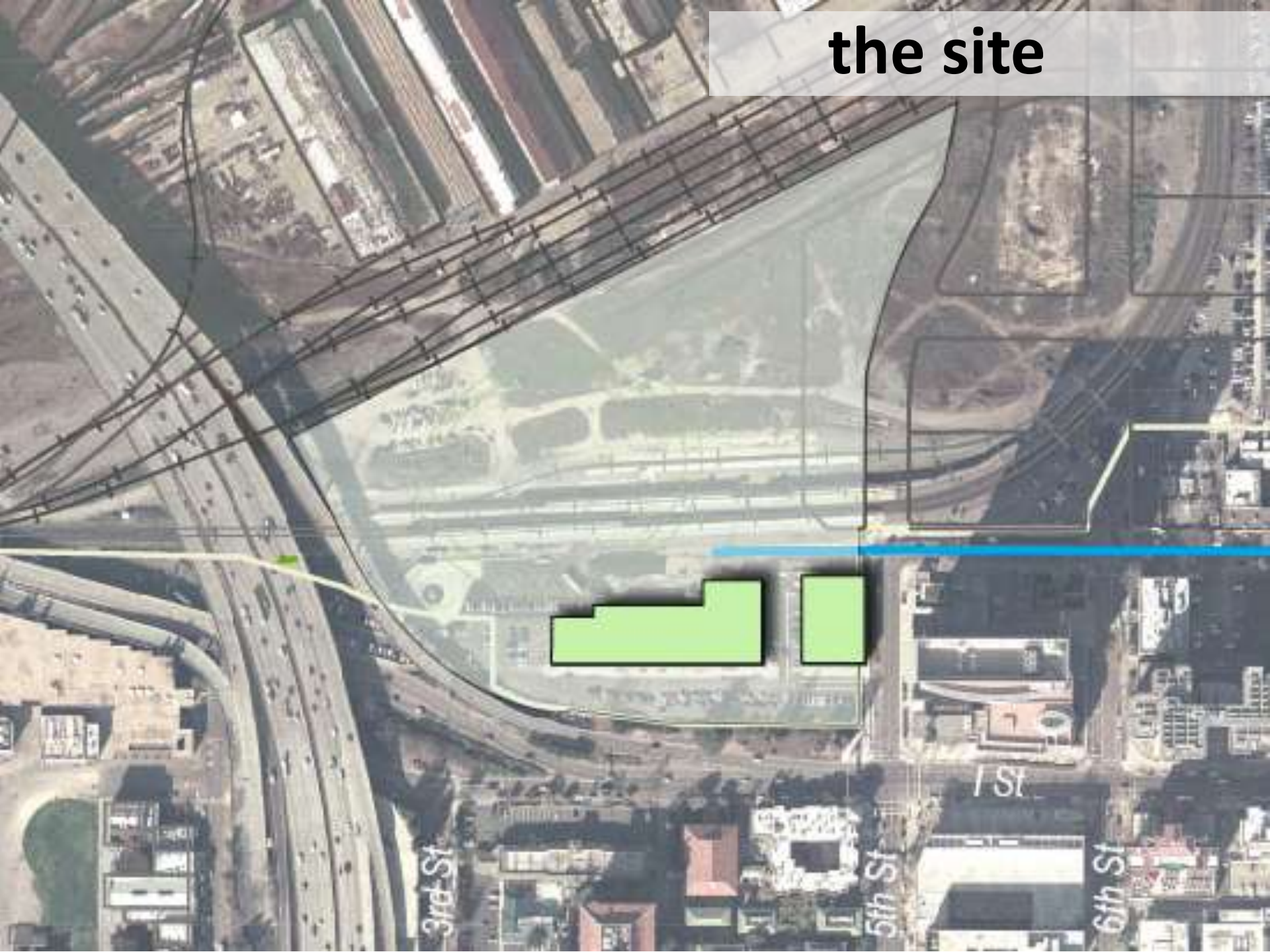
3. New Opportunities

4. Framework Plans

5. Next Steps and Immediate Actions

Presentation Outline

the site



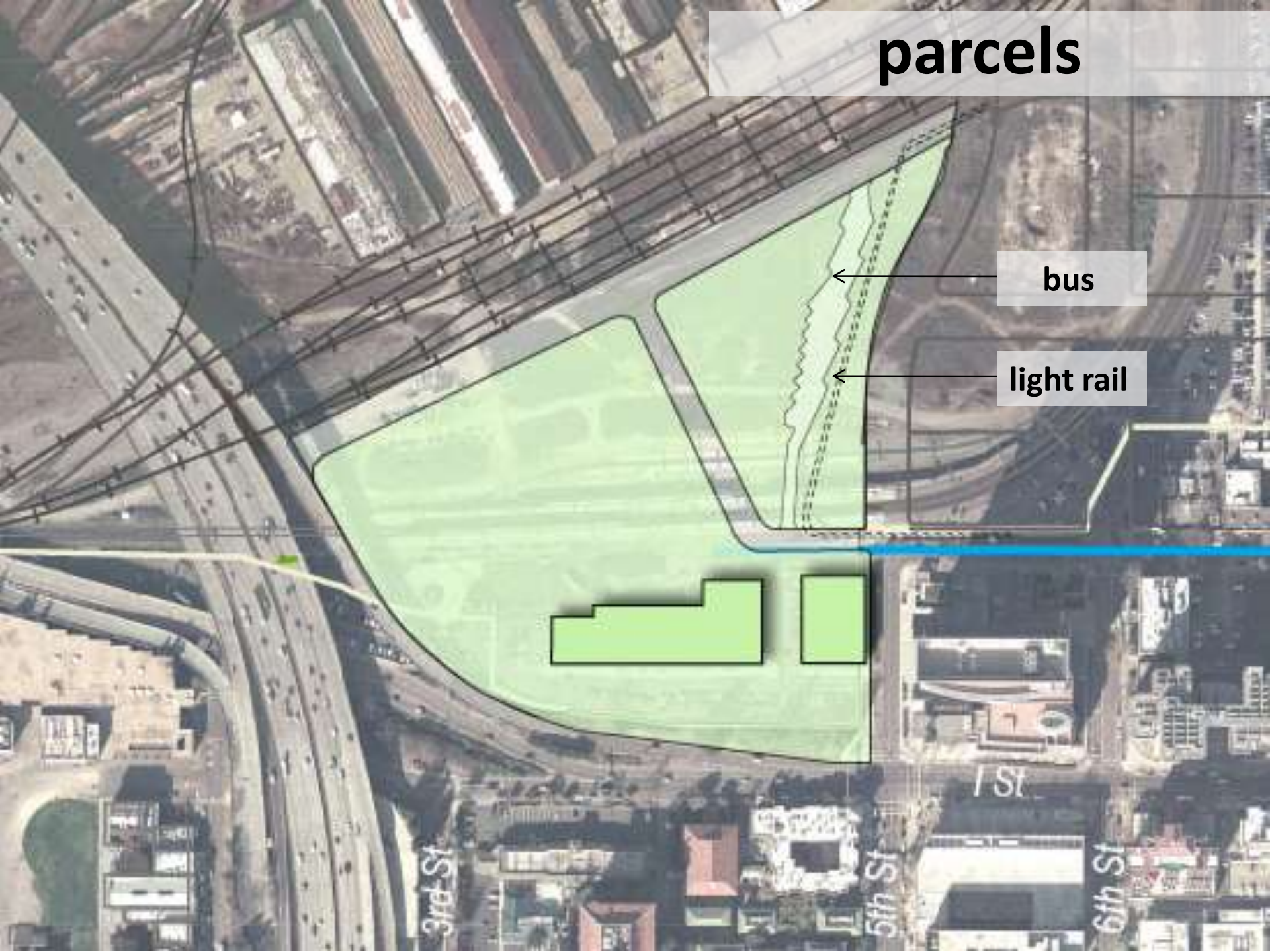




**parcels**

**bus**

**light rail**



# development parcels



bus

light rail

station

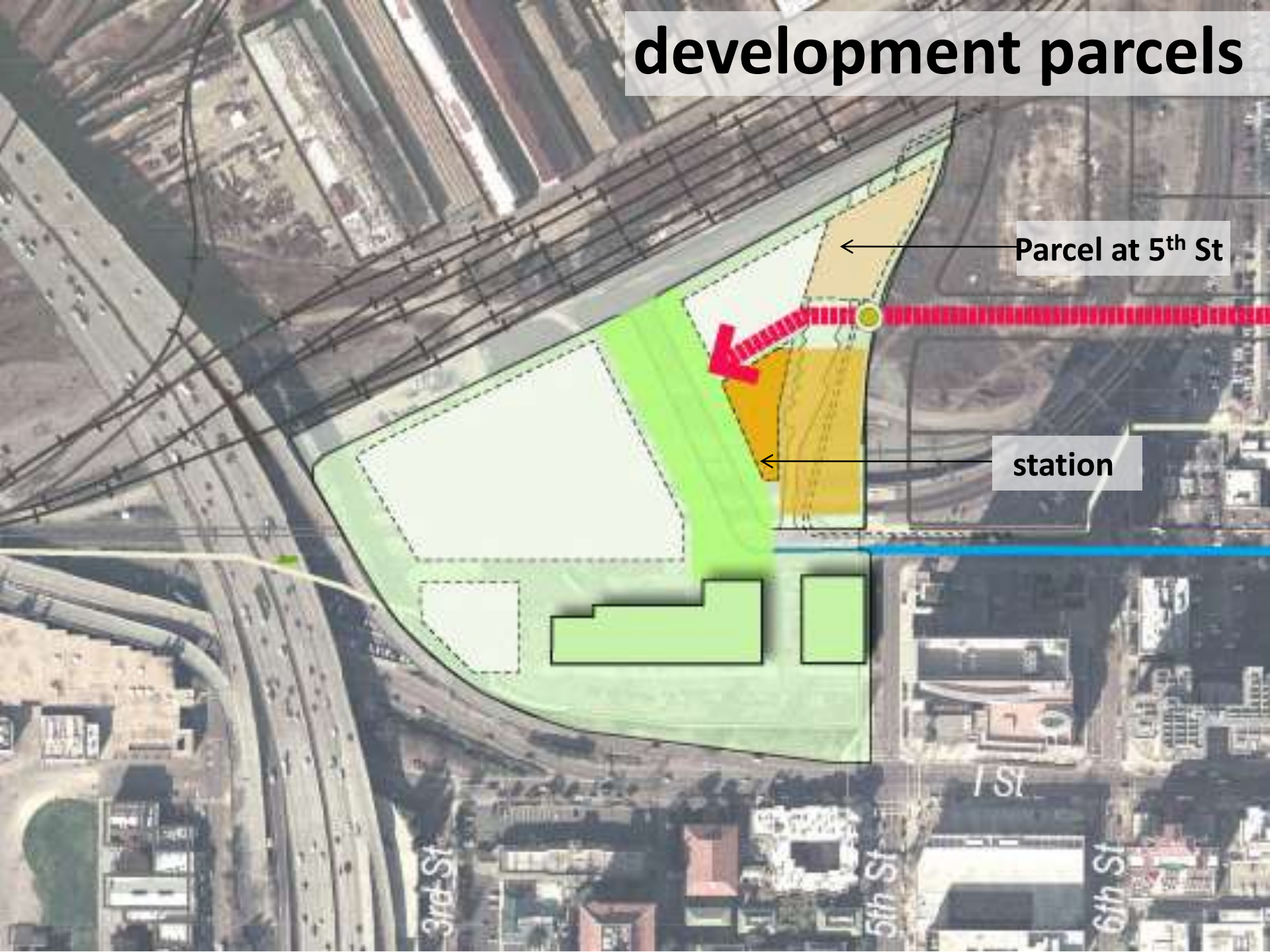
3rd St

5th St

6th St

1 St

# development parcels



Parcel at 5<sup>th</sup> St

station

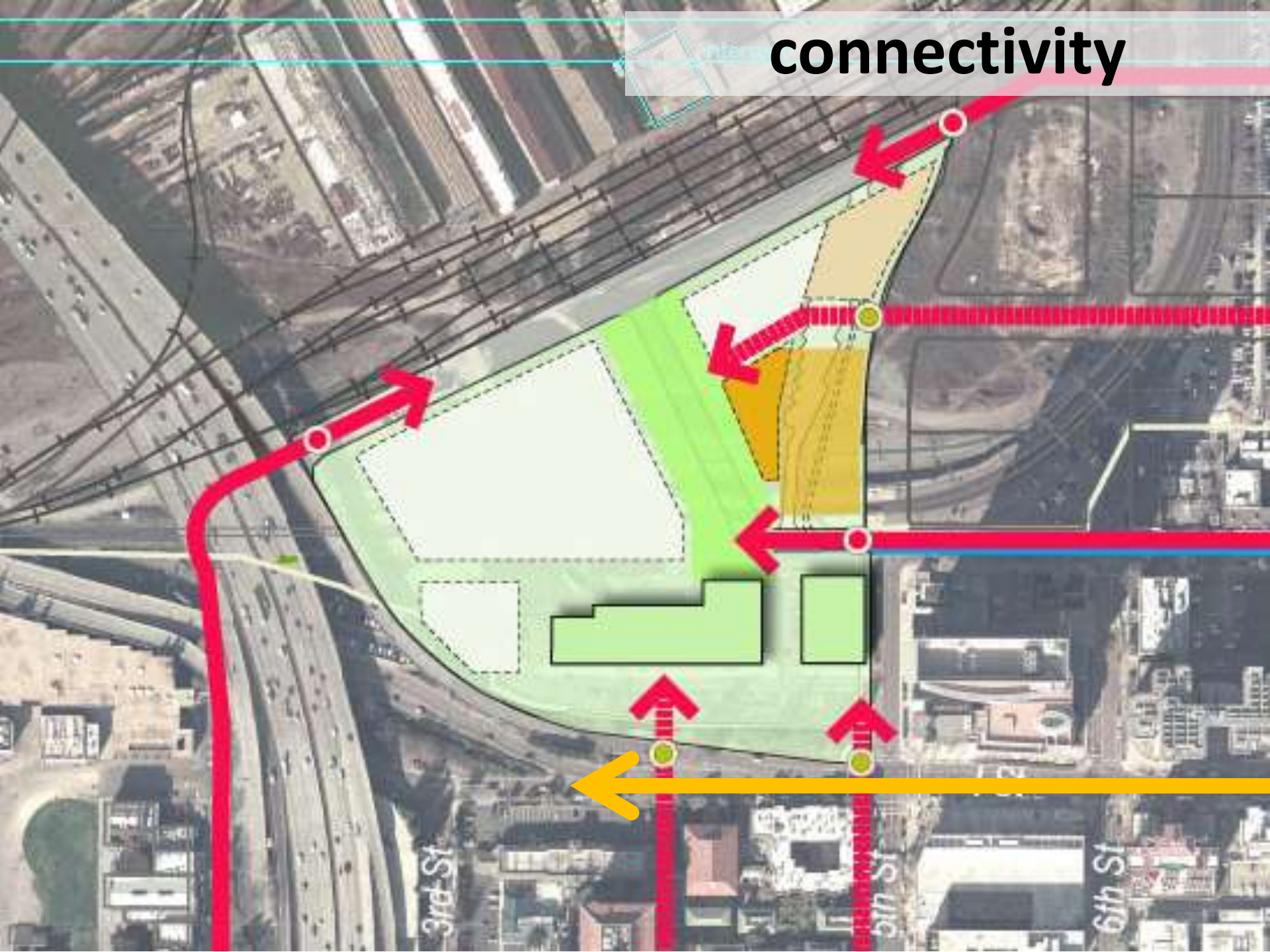
3rd St

5th St

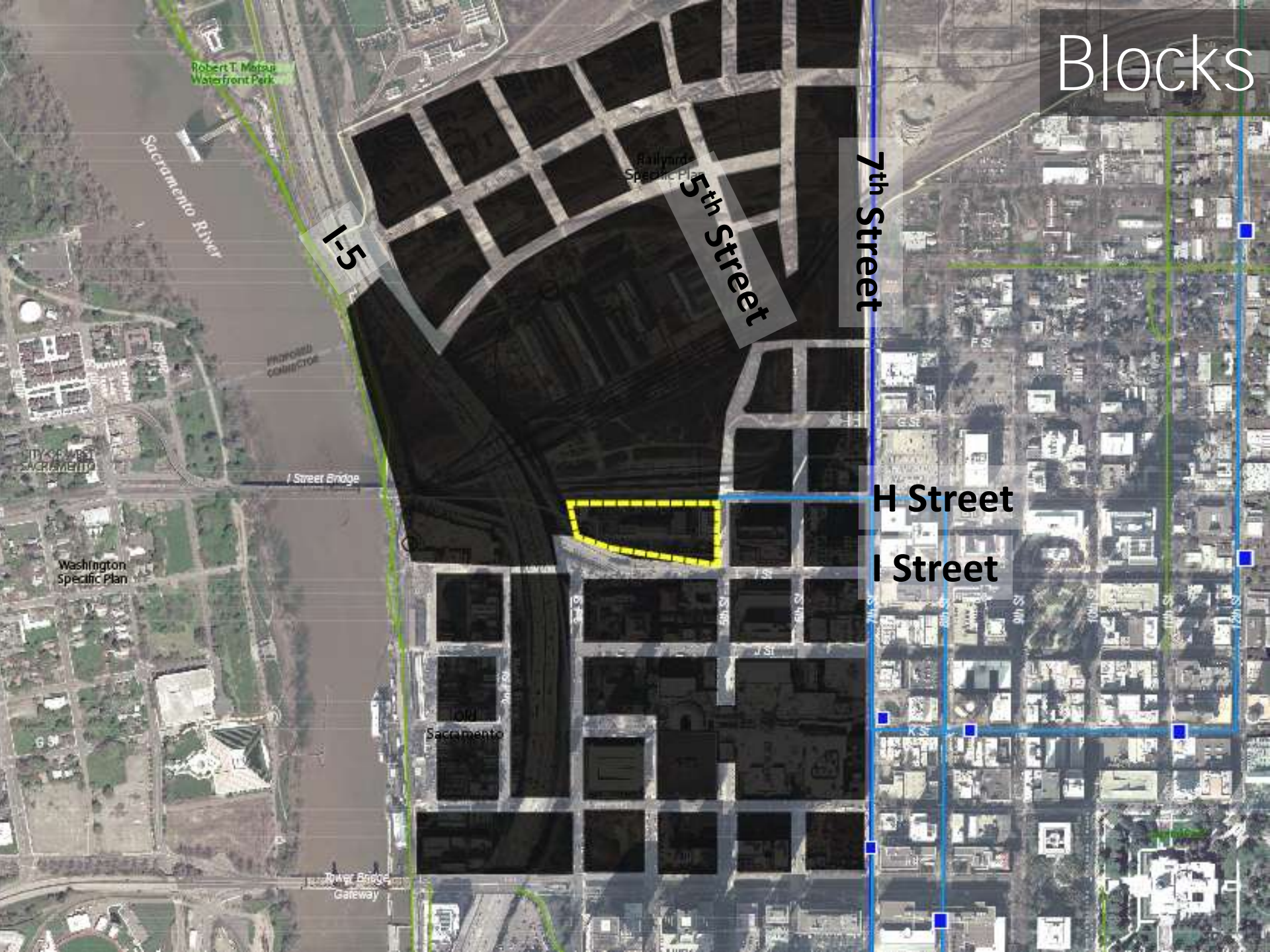
6th St

1st St

# connectivity



# Blocks



Robert T. Matsui Waterfront Park

Sacramento River

I-5

Railyard Specific Plan

5th Street

7th Street

PROPOSED CONNECTOR

I Street Bridge

CITY OF SACRAMENTO

Washington Specific Plan

H Street

I Street

LOW Sacramento

Tower Bridge Gateway

# Infrastructure Barriers



I-5

5th Street

7th Street

H Street

I Street

Robert T. Matsui Waterfront Park

Sacramento River

Railroads Specific Plan

PROPOSED CONNECTION

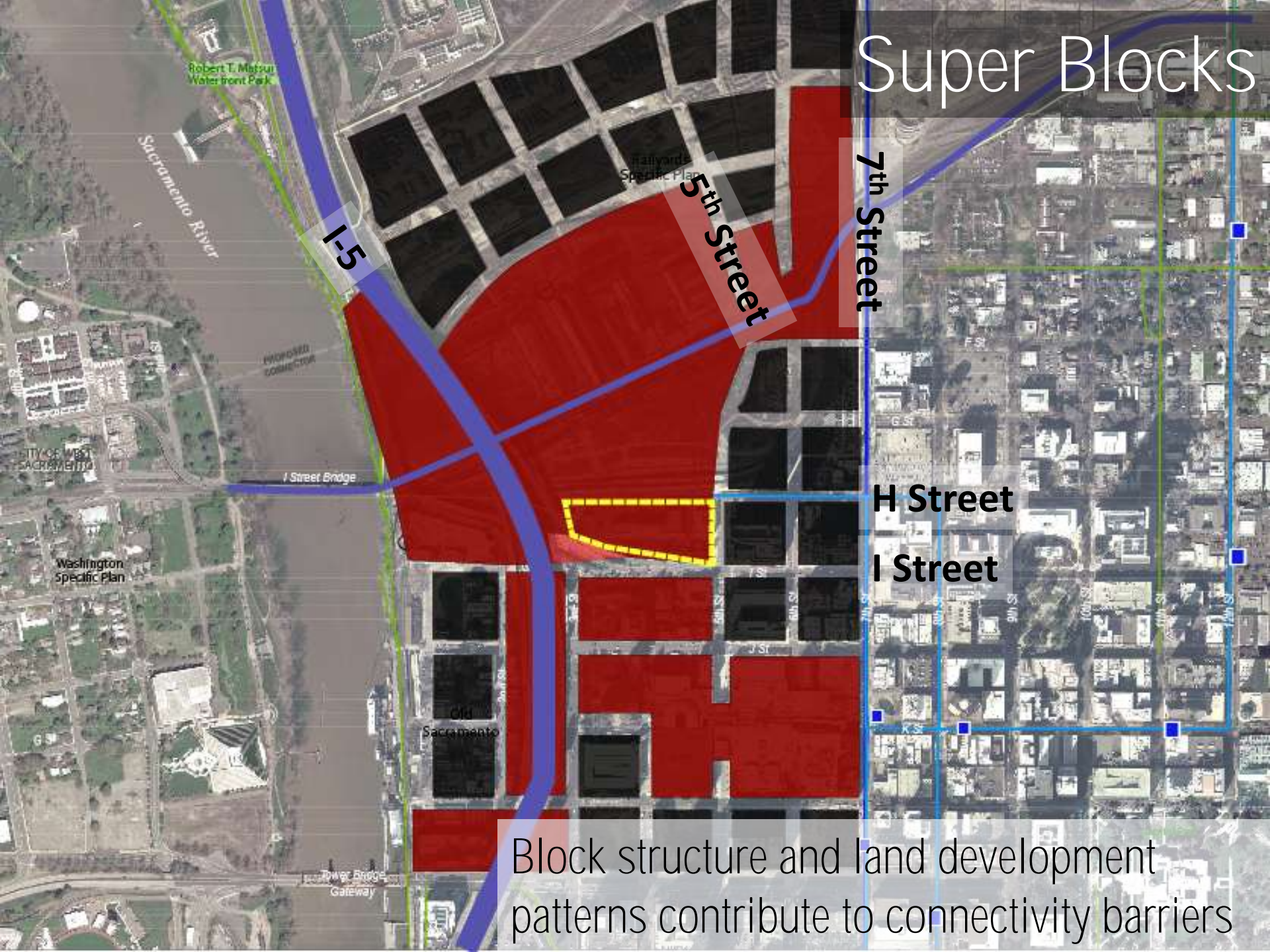
I Street Bridge

Washington Specific Plan

Old Sacramento

Tower Bridge Gateway

# Super Blocks



I-5

5th Street

7th Street

H Street

I Street

Block structure and land development patterns contribute to connectivity barriers

# Short Term Opportunities



Without removal of I-Street and Jibboom Street viaducts or I-5 Ramps



# Long Term Opportunities



**I-5**

**5th Street**

**7th Street**

**F Street**

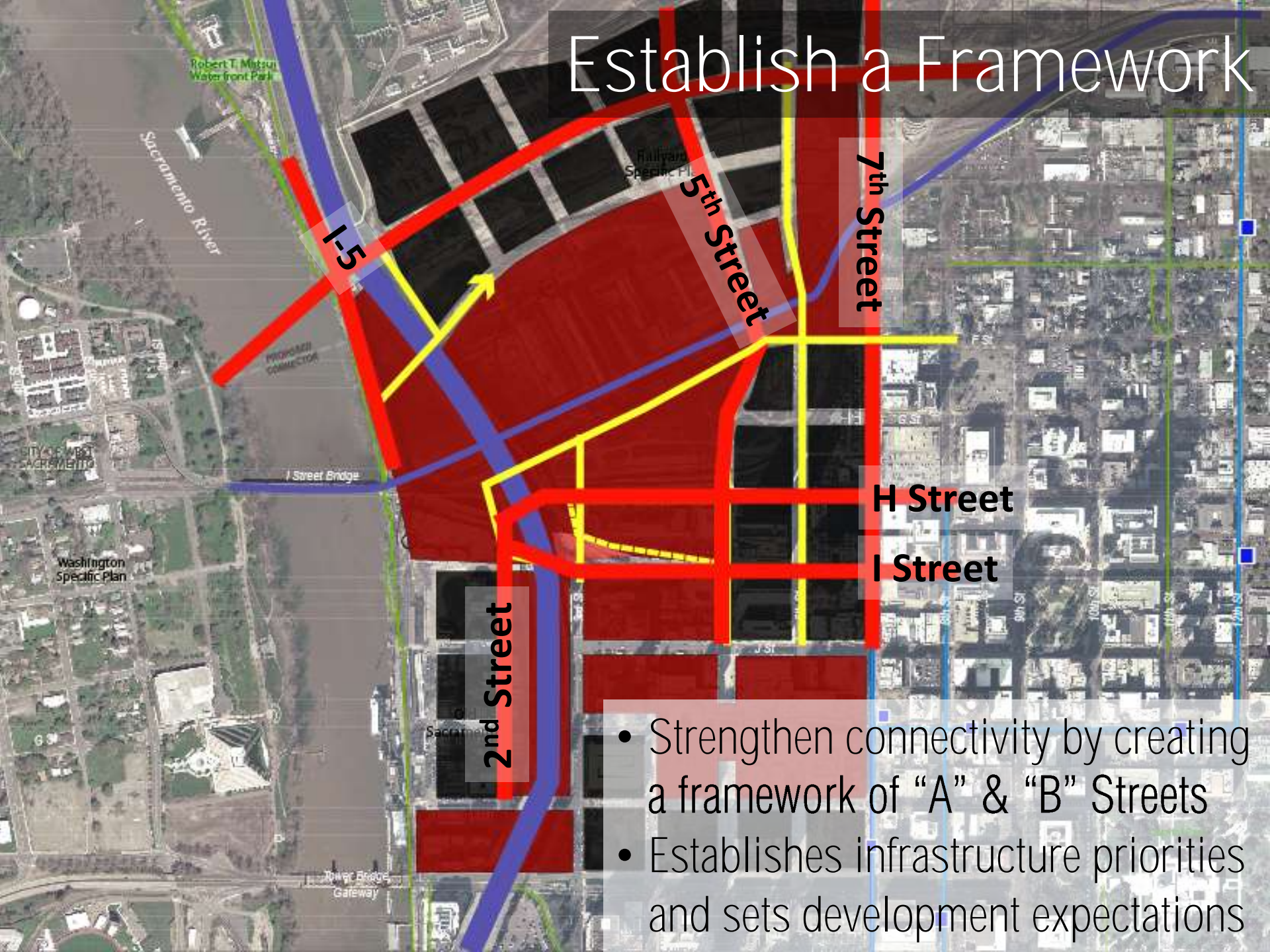
**H Street**

**I Street**

**2nd Street**

With removal of I-Street and Jibboom Street viaducts or I-5 Ramps

# Establish a Framework

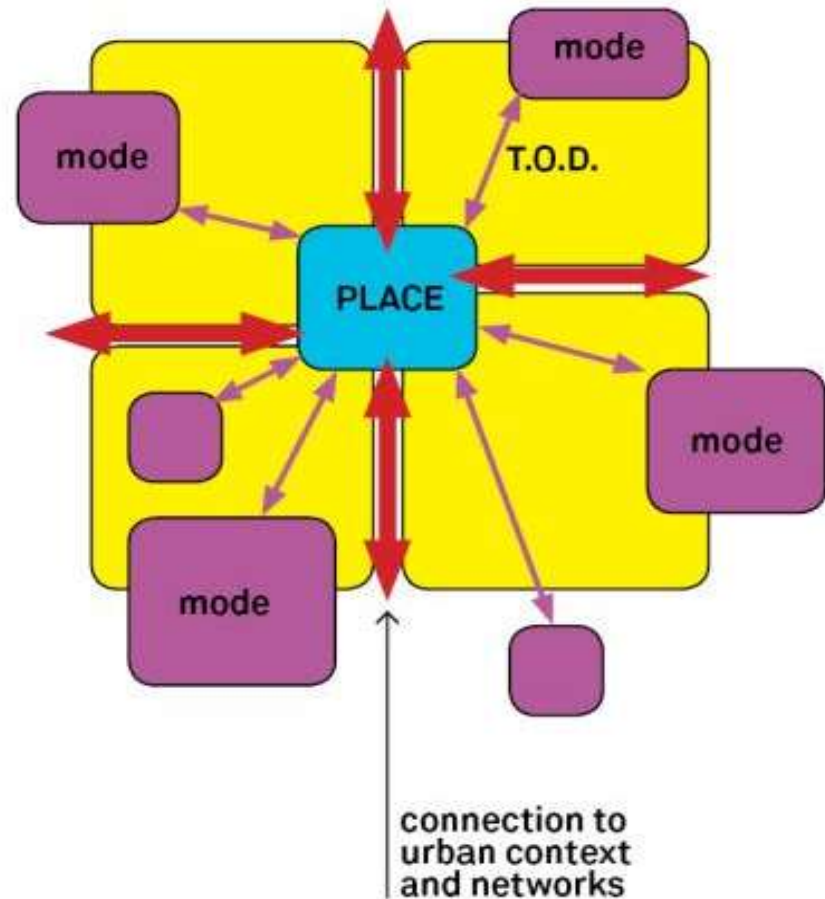


- Strengthen connectivity by creating a framework of “A” & “B” Streets
- Establishes infrastructure priorities and sets development expectations

# Planning for the Intermodal

Why a Transit District?

- Avoids oversized and out of scale structure
- Lowers cost
- Allows phasing
- Creates joint development opportunities
- Adds street life



# Understanding Travel Patterns

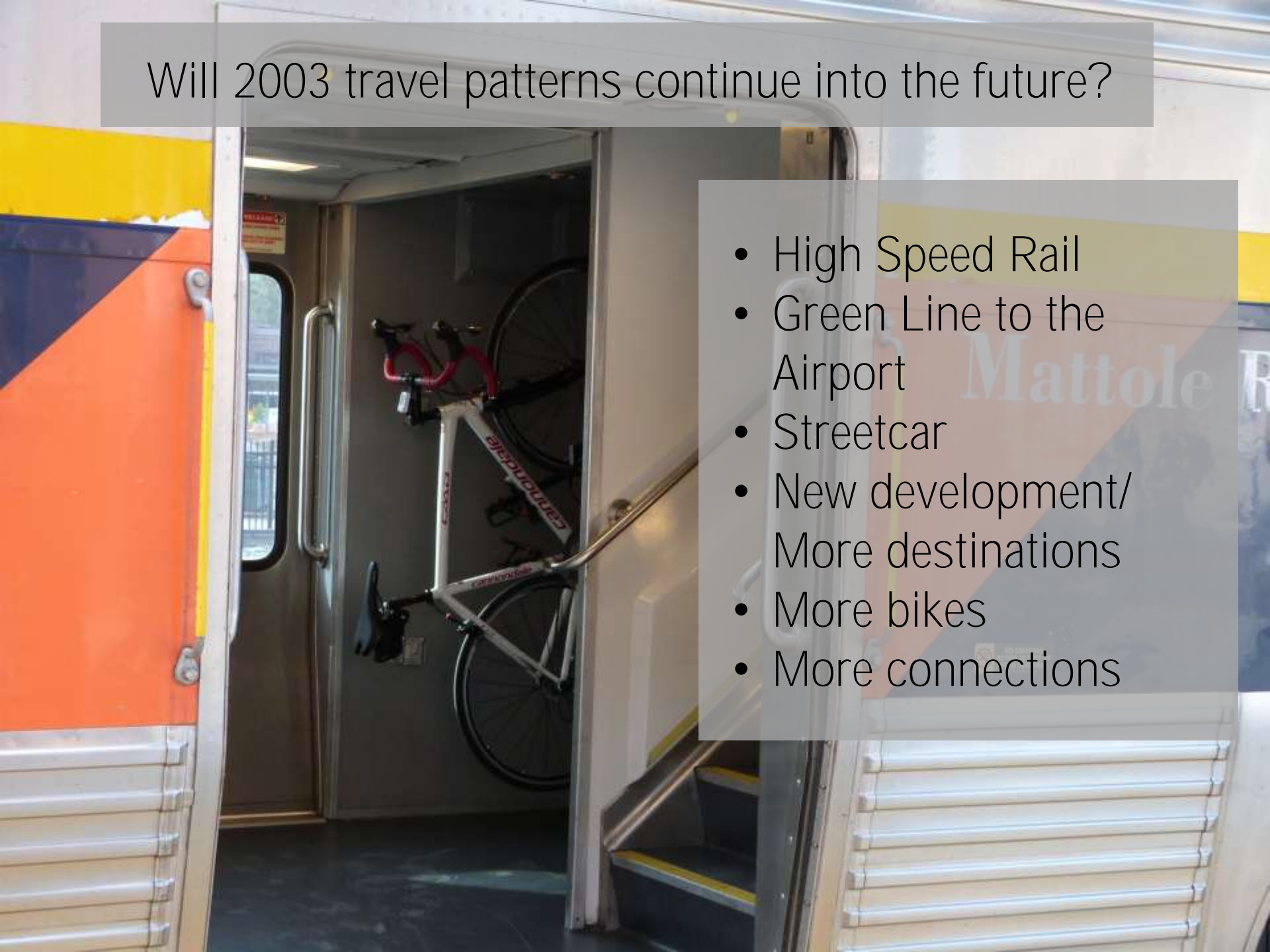
## Example: Capital Corridor

Mode	Passenger Share
Drive Alone	25.9%
Pick Up/Drop Off	23.2%
Walk	17.9%
Local Public Transit	9.2%
Amtrak Thruway Bus	5.5%
Carpool	5.2%
Taxi/Limousine	3.0%
Bicycle	2.9%
Other	0.6%

Source: Sacramento Intermodal Transportation Facility Working Paper #3, October 14, 2003

Will 2003 travel patterns continue into the future?

- High Speed Rail
- Green Line to the Airport
- Streetcar
- New development/  
More destinations
- More bikes
- More connections



# Additional Work Needed

- Survey current user travel patterns
- Focus groups
- Appropriate location and size for bus facility
- Light Rail realignment
- Historic Depot function
- High Speed Rail operation

# River Connection

- Significant resource for both cities
- Bring the city to the river and the river to the city
- To enhance connections, understand what you are connecting to
- Work jointly with West Sacramento to develop the plan
- Address natural systems, parks, open space, trails, land use, and development



# Activating the Space- Skate Park



Zaanstad Underpass, Netherlands



Osaka, Japan



# Activating the Space- Public Art



Aurora Bridge, Seattle, USA



Belltown, Seattle, USA



Madrid, Spain

# Lighting



Alingsås, Sweden



Sunset Station, San Antonio, USA



SouthBank, London



Limehouse, London



Switzerland

## Drawing the Value of the River Into the Railyards



Shanghai, China



Eastlake Park, Netherlands

## Drawing the Value of the River Into the Railyards



Riverside Park

A photograph of a train station platform. In the foreground, there are train tracks with gravel and a yellow safety line on the platform. A person is walking on the platform. In the background, there is a large brick building with a dark roof, possibly a warehouse or industrial building. The sky is clear and blue.

# 5. Next Steps and Immediate Actions

## Presentation Outline

1. Introduction
2. Initial Observations
3. New Opportunities
4. Framework Plans

# Short-Term, Low-Cost Actions

- Introduce, celebrate and take advantage of the **site's new reality**
  - Opening events and public information about **project's progress and future**
  - Program events and temporary uses
  - Apply graphics and exterior lighting to historic buildings



## Santa Fe Railyard Park and Plaza

Where Santa Fe comes together

In 1995, The Trust for Public Land (TPL), a nonprofit land conservation organization, helped the City of Santa Fe acquire a historic 50-acre railyard in the heart of the city. Tasked with building a park and plaza on the site, TPL hosted an international landscape design competition. Thousands of residents weighed in on the design and donated time and money to the project's completion.

The Railyard Park and Plaza opened in September 2008.





# Short-Term, Low-Cost Actions

- Review signage, wayfinding, lane-markings, traffic signals and change as appropriate
- Review earlier street design plans before new construction begins
- Assure new courthouse design creates a gateway to Depot District
- Rationalize at-grade parking areas adjacent to Depot
- Improve current pedestrian paths to station wherever possible (e.g., 4<sup>th</sup> Street)
- Governance and management of Depot District:
  - Centralize leadership within city government
  - Create coordination mechanism with other agencies and jurisdictions

IT'S AN  
18 MINUTE  
WALK TO  
GLENWOOD  
SOUTH



IT'S A  
7 MINUTE  
WALK TO  
RALEIGH CITY  
CEMETERY



# Follow-Up Actions

- Pursue I Street bridge replacement
- Investigate removal of I Street I-5 on-ramp
- Study new at-grade street connections to the Depot District
- Develop intermodal facilities program based on actual and projected modal splits and usage
- Create strategic plan for downtown development
- Develop river plan addressing both sides

Thank you to the following people;  
their assistance was essential to the panel's work:

Sacramento City Councilmember Steve Cohn | Sacramento City Councilmember Robert Fong | Susan McKee, Office of State Sen. Darrell Steinberg | Chris Flores, Office of US Congressman Doris Matsui | Michael Ault, Downtown Sacramento Partnership | Hector Barron, Sacramento City Engineer | Jim Bermudez, City of West Sacramento | Tony Bertrand, Sacramento Utilities Department | Greg Bitter, Sacramento Community Development Department | Fritz Brown, Brown Stevens Elmore & Sparre | Lynx Chan, Inland American | Hinda Chandler, Sacramento Transportation Department | Gladys Cornell, AIM Consulting | Rosemary Covington, Sacramento Regional Transit | Bill Crockett, AECOM | John Dangberg, Sacramento Assistant City Manager | Roberta Deering, Sacramento Community Development Department | Carlos Eliason, Sacramento **City Manager's** Office | Eric Fredericks, Caltrans | Mark Friedman, Fulcrum Capital Corporation | Anne Geraghty, Walk Sacramento | Bob Grandy, Fehr & Peers | Fran Halbakken, Sacramento Transportation Department | Paul Hammond, California State Railroad Museum | Rachel Hazelwood, Sacramento Economic Development Department | John Hodgson, The Hodgson Company | Dan Hood, Alkali Flats/Mansion Flats Neighborhood Association | Katy Jacobsen, City of West Sacramento | Alex Khalfin, AMTRAK | Patti Kleinknecht, River District | Kay Knepprath, Save Our Rail Depot | David Kwong, Sacramento Community Development Department | Chris McSwain, Old Sacramento Business Association | Ryan Moore, Sacramento Transportation Department | Desmond Parrington, Sacramento Community Development Department | Jeff Pulverman, Caltrans | Chuck Roebuck, Capital Corridor Riders Group | John Shirey, City Manager | Dean Stermer, Inland American | Ron Stewart, ZGF | David Taylor, David S. Taylor Interests Inc. | Greg Taylor, Sacramento Community Development Department | Anh Thai, AECOM | David Tilley, City of West Sacramento | J.P. Tindell, Sacramento Parks and Recreation Department | Jerry Way, Sacramento Transportation Department | David Zehnder, Economic & Planning Systems