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
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
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
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
1. Introduction
2. Initial Observations
3. New Opportunities
4. Framework Plans
5. Next Steps and Immediate Actions
Progress
Progress
Progress
Barriers to the Depot District
Barriers to the Depot District
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1. Introduction
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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
- 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
the site
connectivity
development parcels

- bus
- light rail
- station
development parcels

Parcel at 5th St

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

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

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

Zaanstadt Underpass, Netherlands

Osaka, Japan
Activating the Space - Public Art

Aurora Bridge, Seattle, USA

Madrid, Spain

Belltown, Seattle, USA
Lighting

Alingsas, Sweden

Sunset Station, San Antonio, USA
Drawing the Value of the River Into the Railyards

Eastlake Park, Netherlands

Shanghai, China
Drawing the Value of the River Into the Railyards
1. Introduction
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5. Next Steps and Immediate Actions
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.

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., 4th 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: