Overall Findings

• Believe both intermodal and arena CAN be accommodated in symbiotic way that creates public space, provides connectivity and achieves synergies with surrounding districts
Site Planning

• Agree with City & CHSRA idea of moving future high-speed rail station east of 6th Street
• Agree with City idea of moving arena as far west as possible
• Agree with City idea of shifting intermodal slightly to east, function can have compact footprint, should include Lot 40
• These movements create opportunity for well-designed, functional public space between arena and intermodal, framed with development and/or activity
Sports/Entertainment Complex

• Should have multiple access points that reduce conflicts among functions (e.g., servicing)
• Depot can be iconic front door to this district
• Scale and massing of arena in relation to historic buildings (depot and shops) is critical
• Investigate feasibility of excavation so arena access points can be as close to ground level as possible
• Design of complex should be a 21st Century solution that respects historic context
Intermodal District

1. Shifting the main intermodal axis slightly East:
   - Better for connection to future HSR
   - Better for alternative joint development program

2. Main intermodal moves that want to be adjacent:
   - Intercity rail and bus to LRT, local bus
   - Amtrak rail to Amtrak bus

3. Intermodal moves that are dispersed:
   - Depot to platform (internal to one mode)
   - Future streetcar to other modes
   - Future HSR to other modes

4. Parking:
   - Lot 44 better than “on-site”
   - Shared with arena or other joint development uses
What Makes A Successful Hub?

- Intermodal connectivity that works for people
- A “Place” in the fabric of the city
- A magnet for transit-oriented development (TOD)
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Elements of an Intermodal Facility

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- **Catalyst** (for development, activity, social interaction)
How does it happen?

**Phasing**
- City-building takes time
- First establish the “Place”
- Flexibility to attract future development

**Funding**
- What can you build now?
- Can development pay for transit?
- City-building projects attract federal support

**Design**
- Everyone’s a pedestrian
- Balance intermodalism and place making
- Create something iconic
Access

• Should be designed with hierarchy of users in mind (e.g., pedestrian, transit, vehicular)
• Provide for multiple entries to serve different directions (Old Sacramento entrance, “front door” in SE entrance, transit in NE entrance)
• Clear and multiple pedestrian routes from parking, transit, surrounding uses (with lighting, security, signage) and activities that enhance development value
• Auto ingress/ egress to site should minimize conflicts with broader circulation needs
• Keep service functions under I-5, resolving circulation and access
The Placement of the Arena
Connect the Arena and the Depot
Secondary Entry Points
Pedestrian Access
Parking

- Parking and other infrastructure (drainage, detention) should be shared in district
- Utilize existing dispersed parking resources to spread economic activity, which will require thoughtful modifications and management
- Explore opportunities for surface parking north of tracks as interim use prior to development
Other Considerations

• Explore uses for and activation of Central Shops & Depot, especially uses ancillary to sports/entertainment facility
• As design progresses, stay focused on sustainability (e.g., building energy performance, access-mode split)
• Attention to security planning given site’s multiple users, activity concentration and event timing
Cost Considerations

• Need further analyses of site infrastructure and design costs, but are likely to be more incremental than exponential
• Do it right or don’t do it: too many design compromises will diminish functionality of the facilities and regenerative potential to the surrounding areas