



Urban Land  
Institute

Daniel Rose Center for Public Leadership in Land Use

# ULI Daniel Rose Fellowship

Sacramento Follow-Up Visit

July 13-14, 2011

# 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 6<sup>th</sup> 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

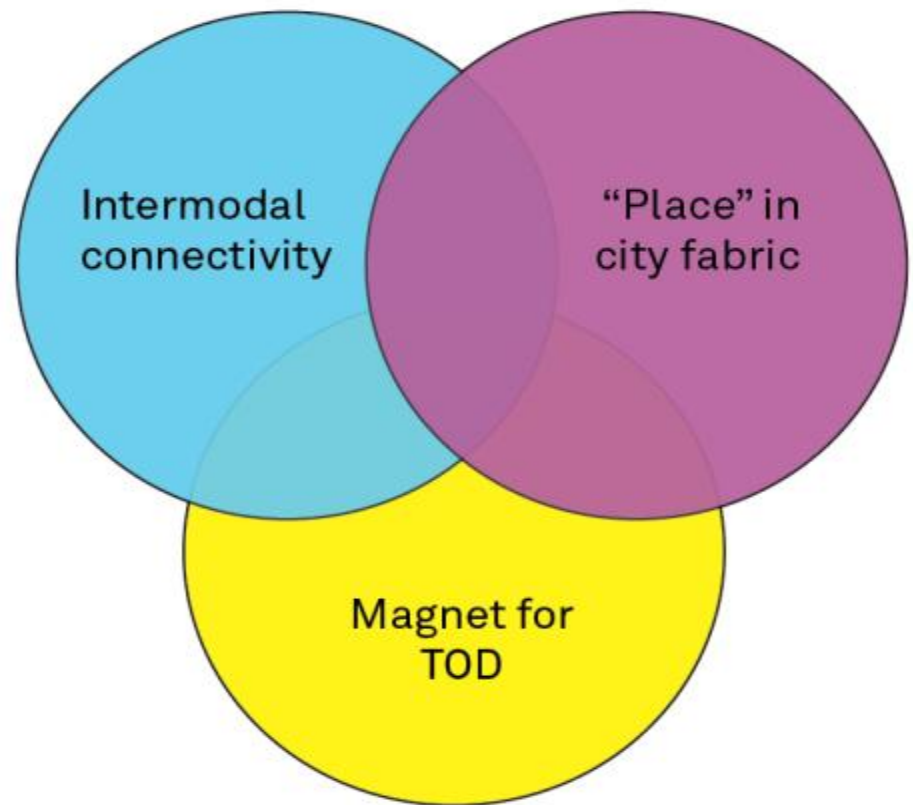
- Should have multiple access points that reduce conflicts among functions (e.g., servicing)
- Depot can be iconic front door to this district
- Scale and massing of arena in relation to historic buildings (depot and shops) is critical
- Investigate feasibility of excavation so arena access points can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

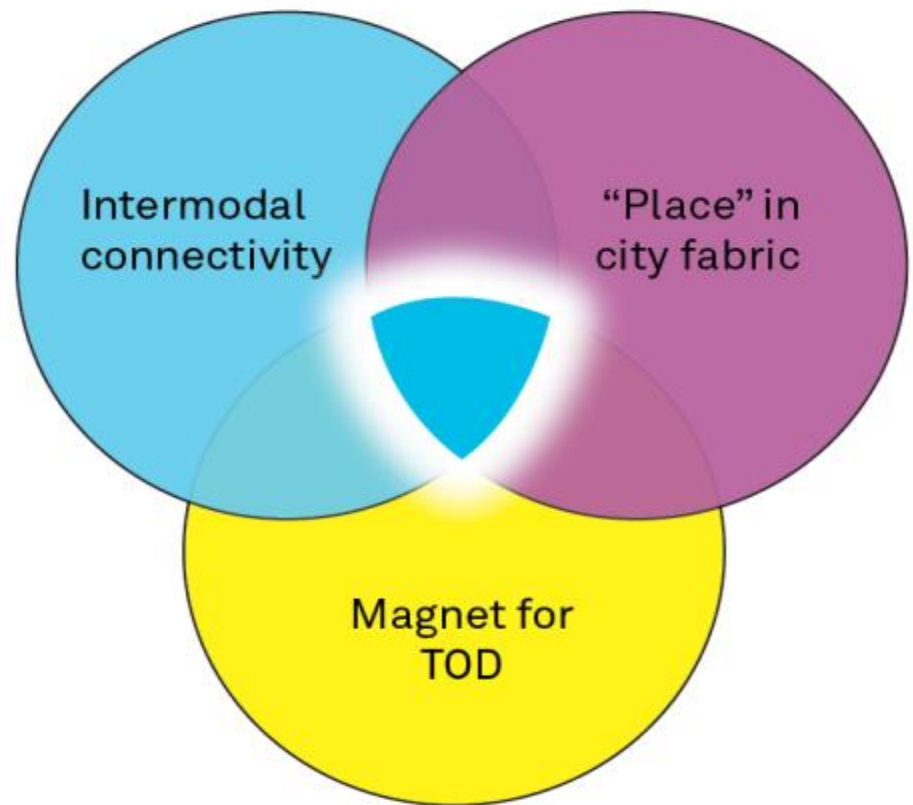
# What Makes A Successful Hub?

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



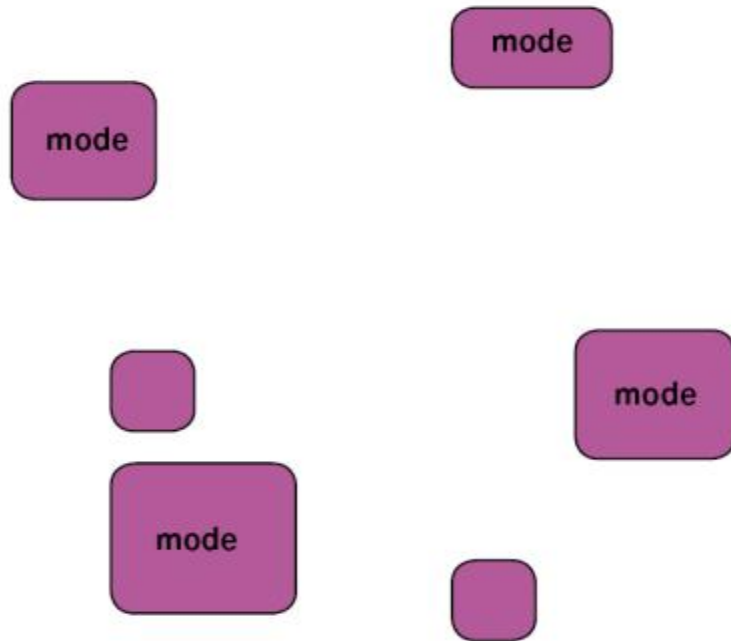
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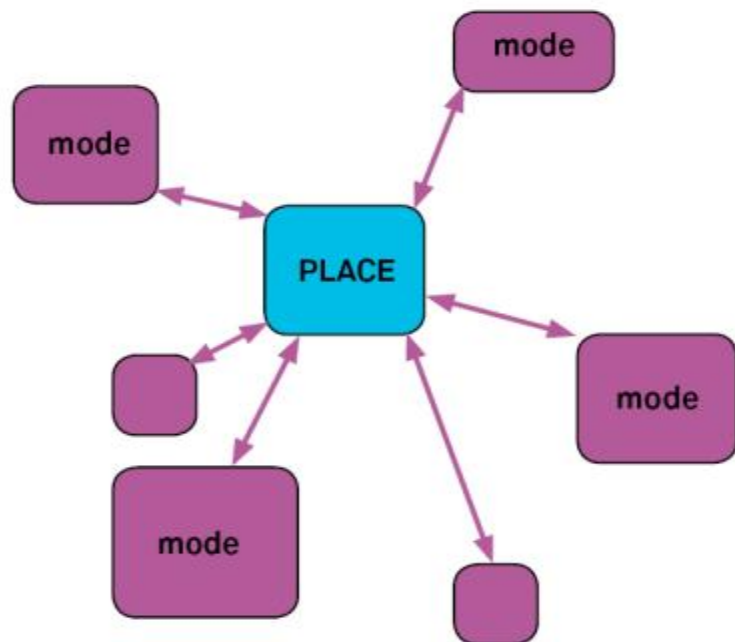


# Elements of an Intermodal Facility

- **Connectivity** (clear, direct, intuitive, intermodal connections)

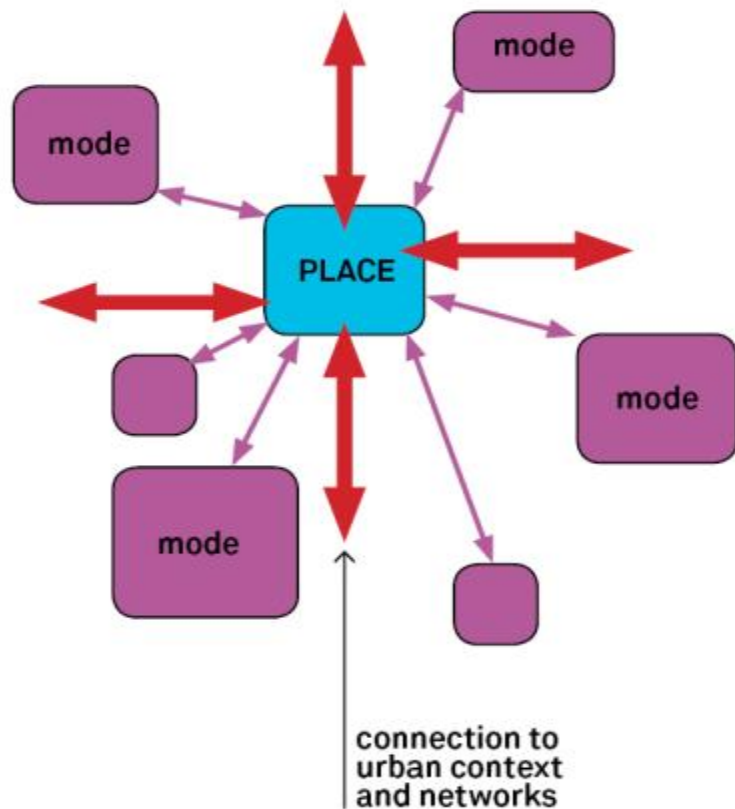


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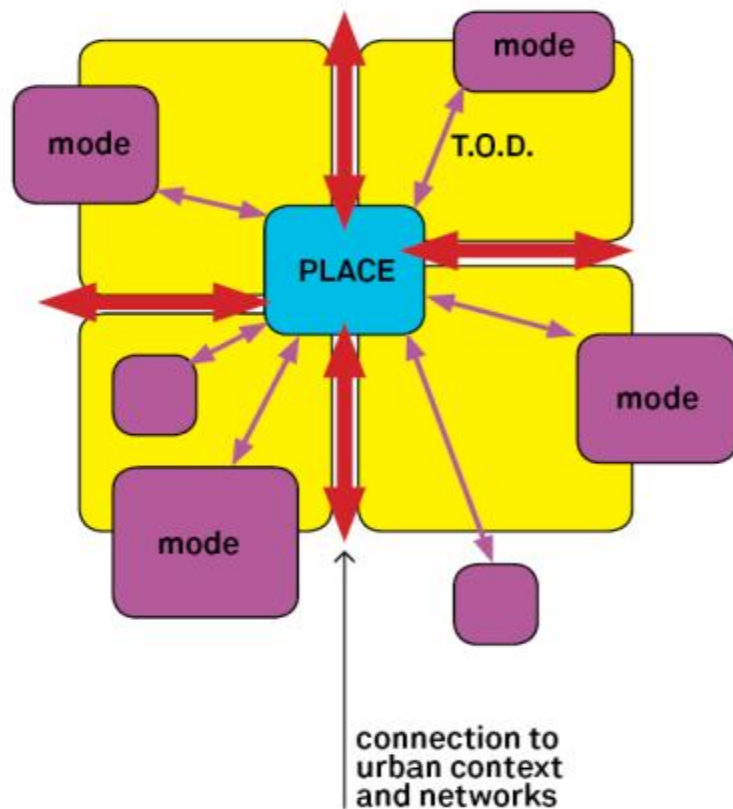
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- **Connectivity** (clear, direct, intuitive, intermodal connections)
- **Place** (a central unifying element with a unique identity and character)
- Catalyst (for **development**, activity, social interaction)

# Boston North Station



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Charles River Park

Historic North End

Rose Kennedy Greenway

Gov't Center

1

Boston Garden

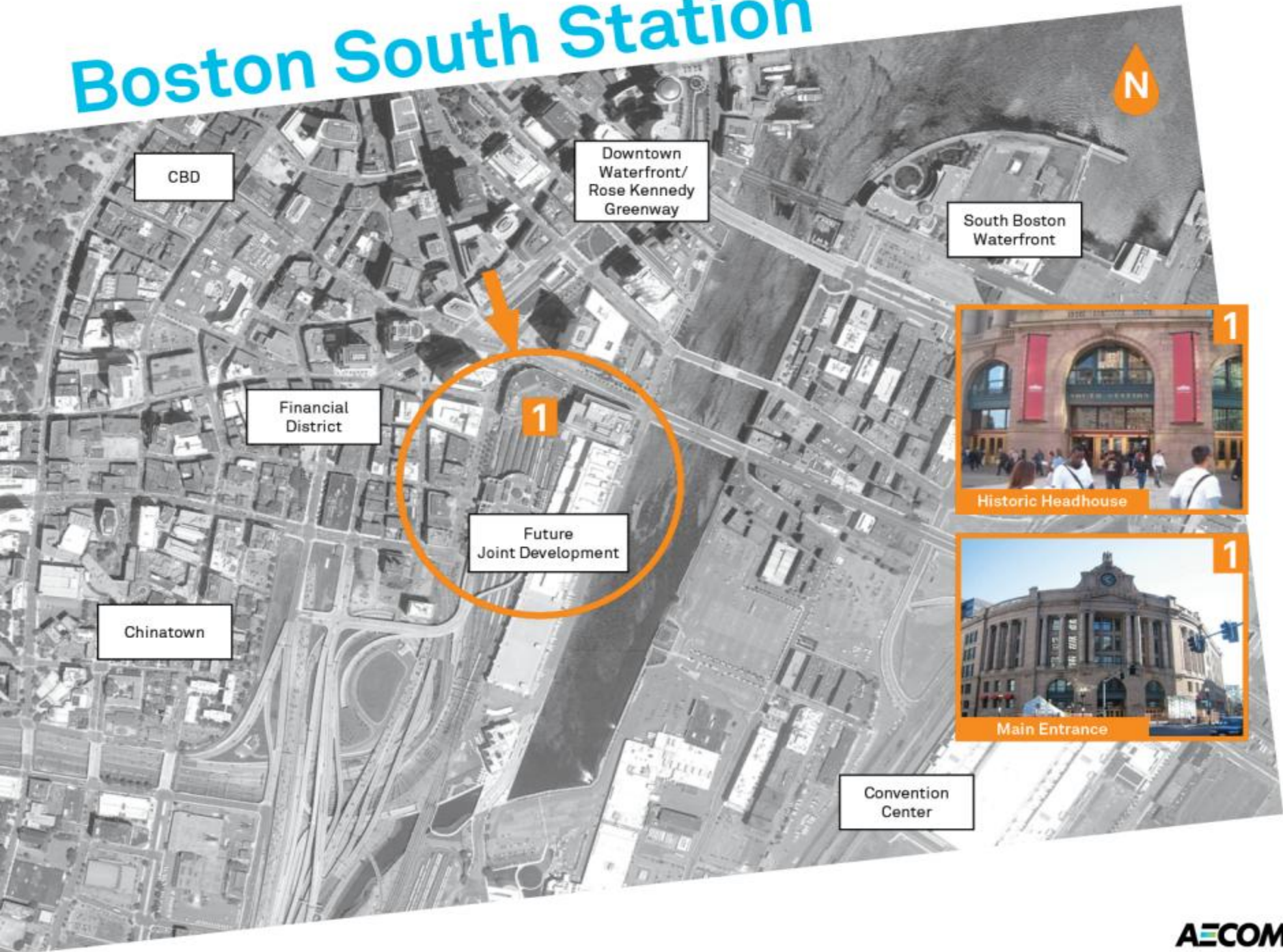
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Bullfinch Triangle TOD

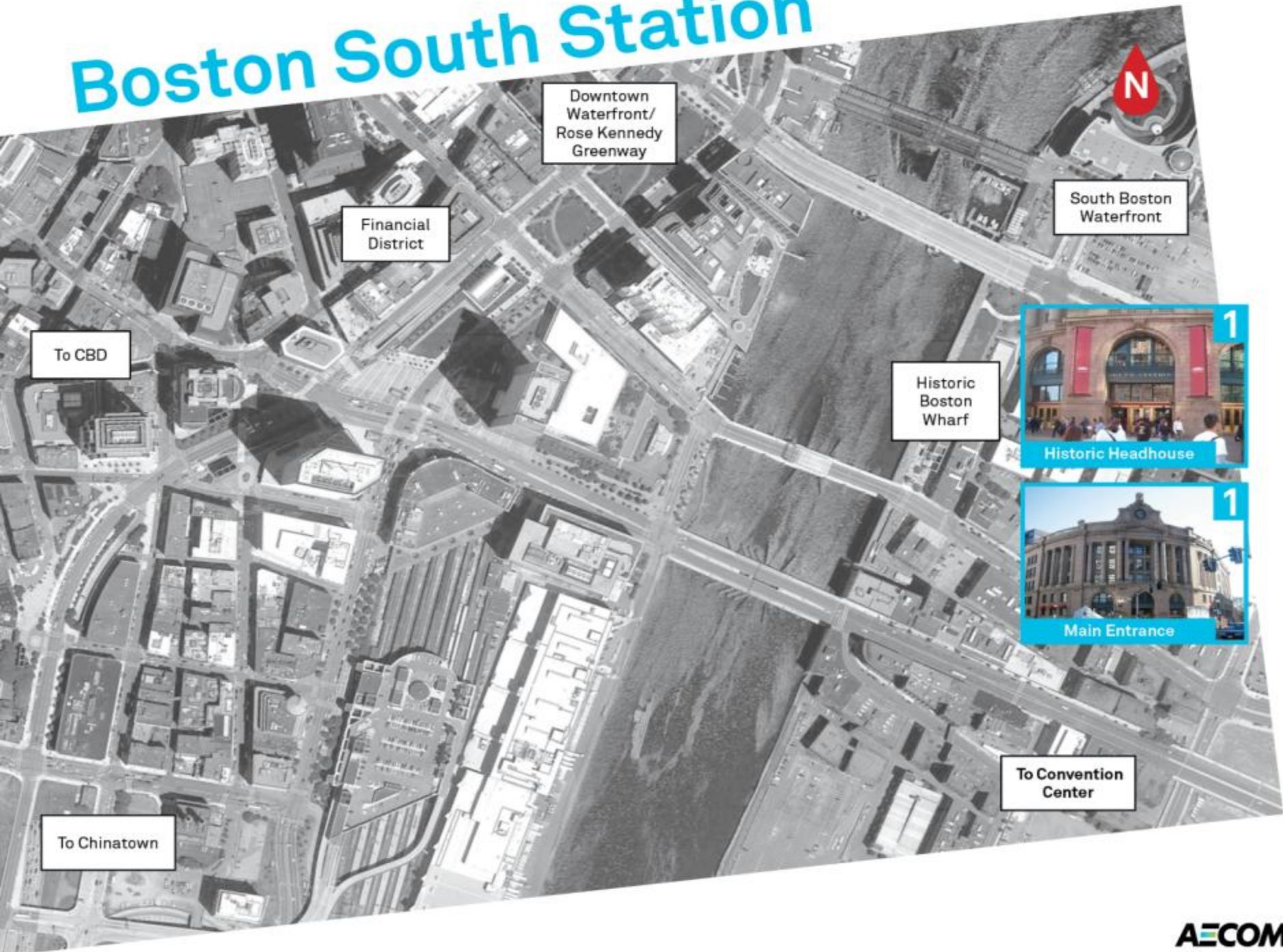
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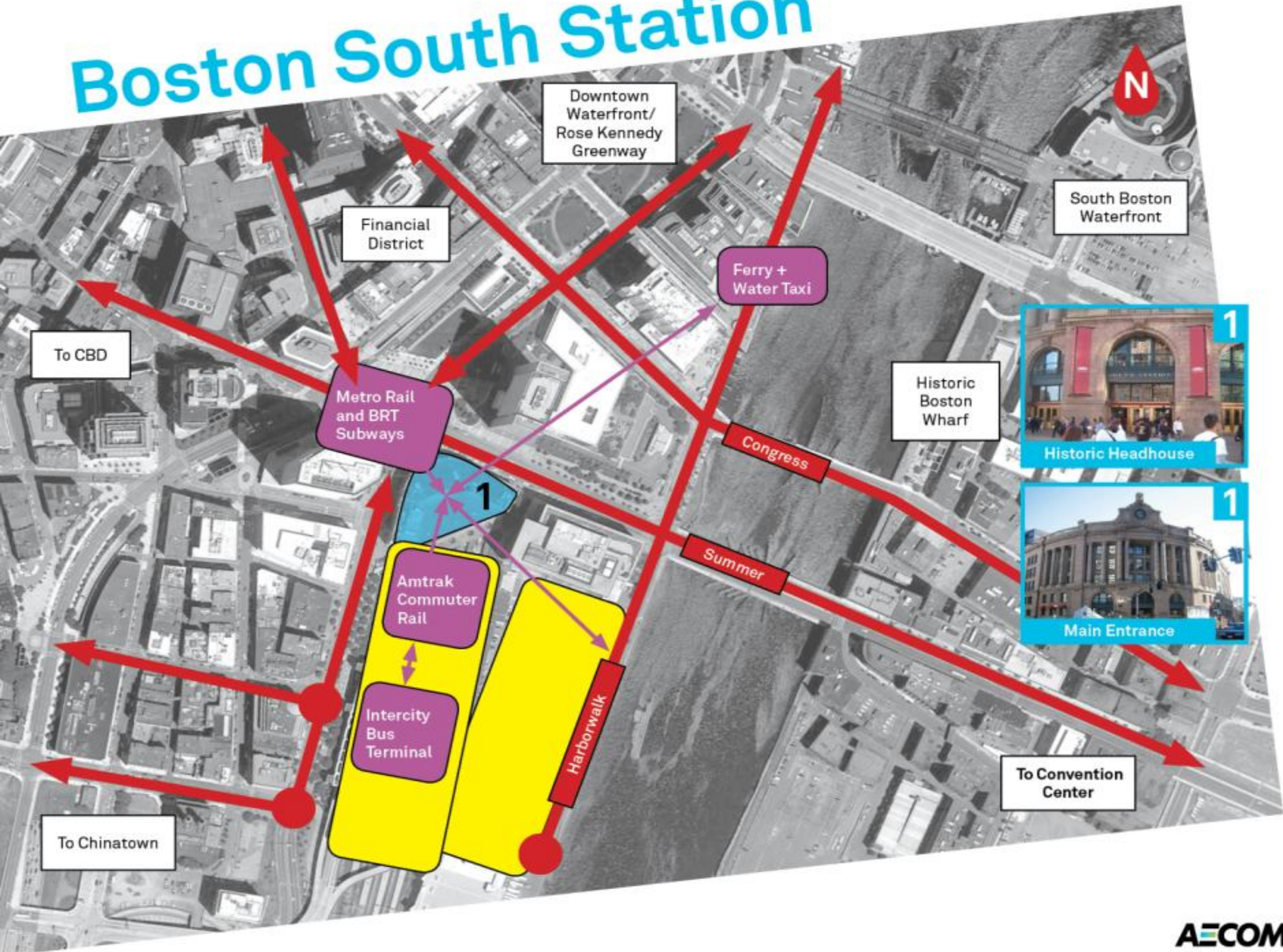
# Boston South Station



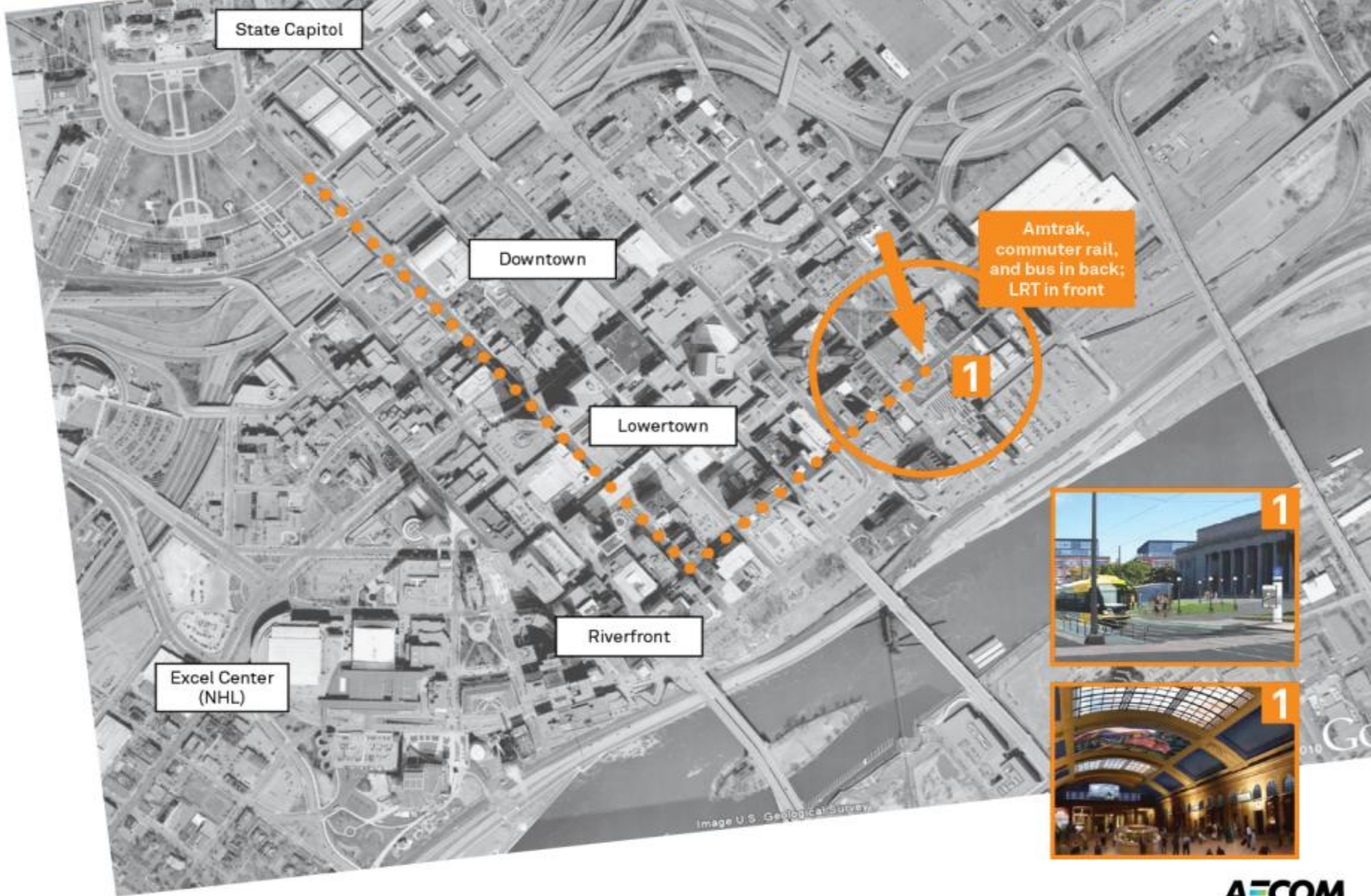
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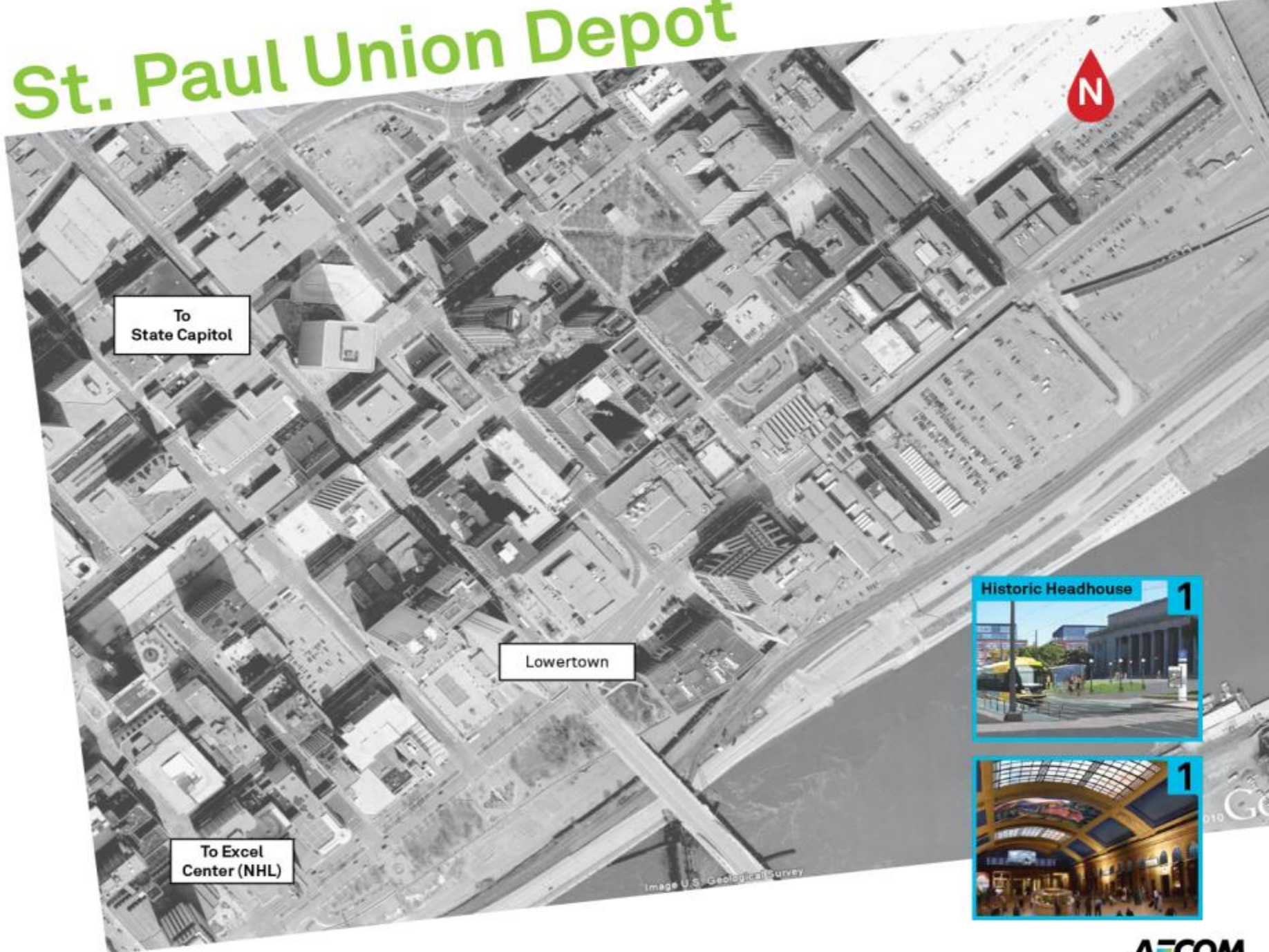
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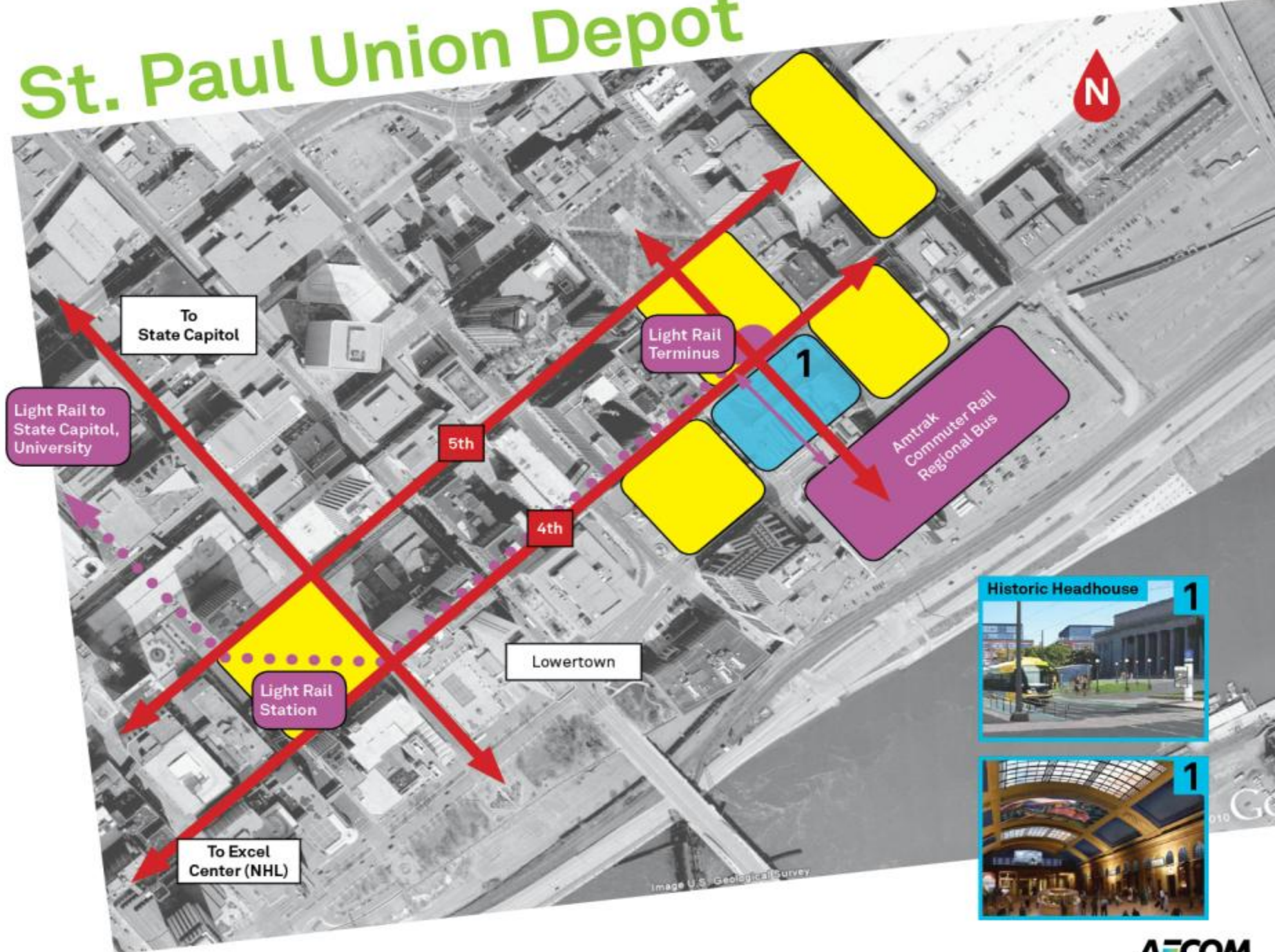
# St. Paul Union Depot



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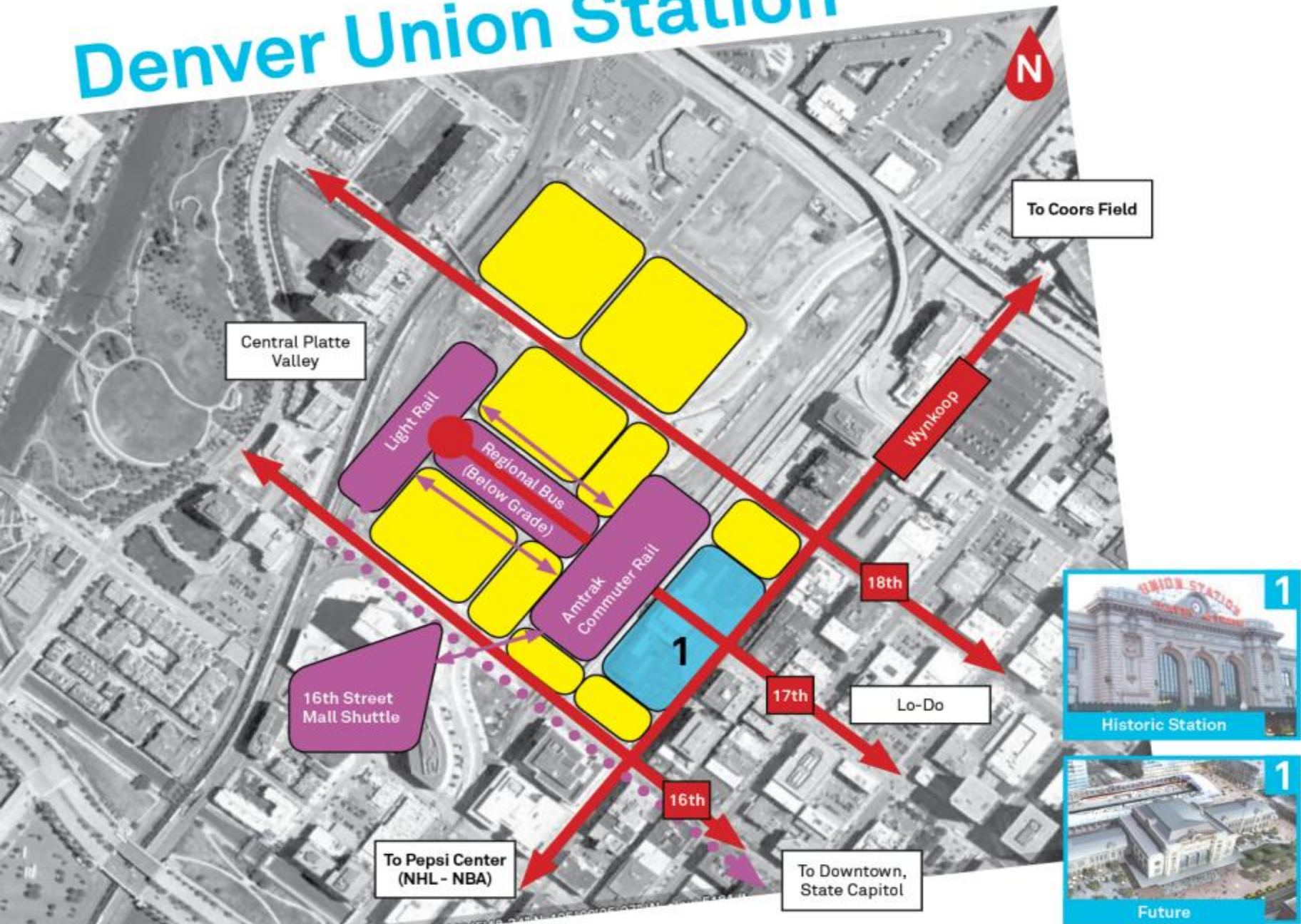
# Denver Union Station



# Denver Union Station



# Denver Union Station



# 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



STATE 5

BRG

4TH ST

6TH ST

H ST

I ST

MC

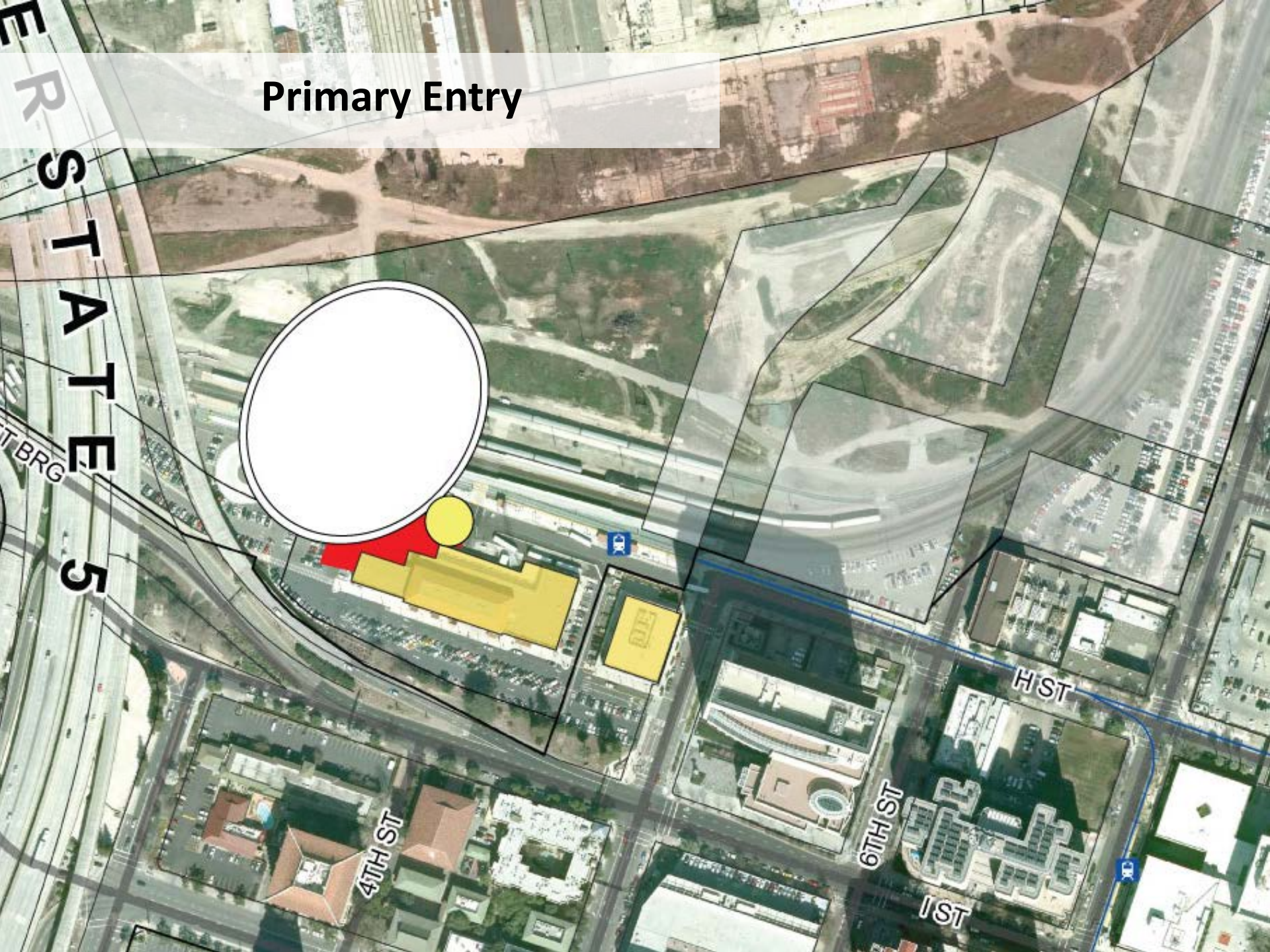
MC



## The Placement of the Arena

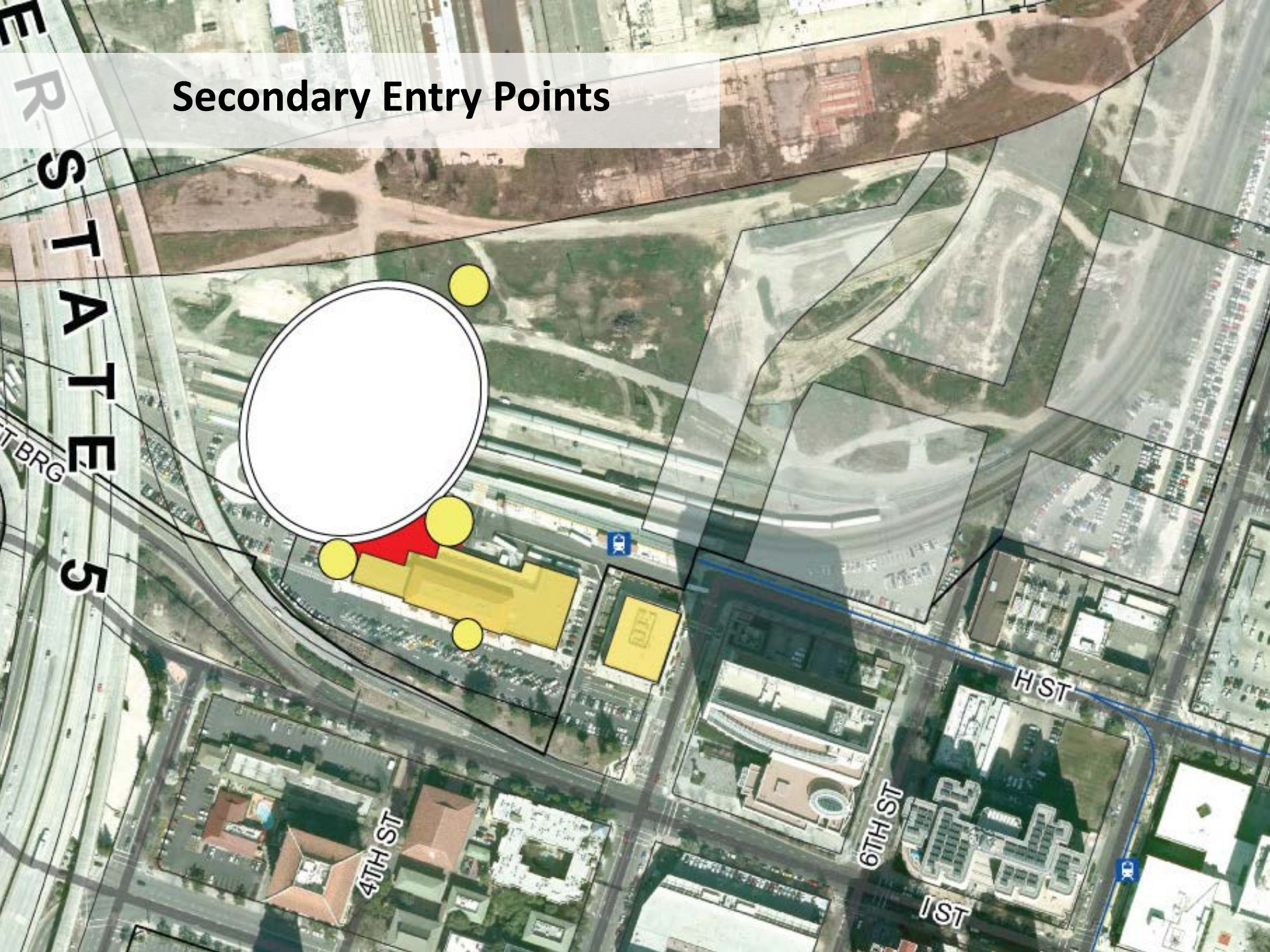
## Connect the Arena and the Depot



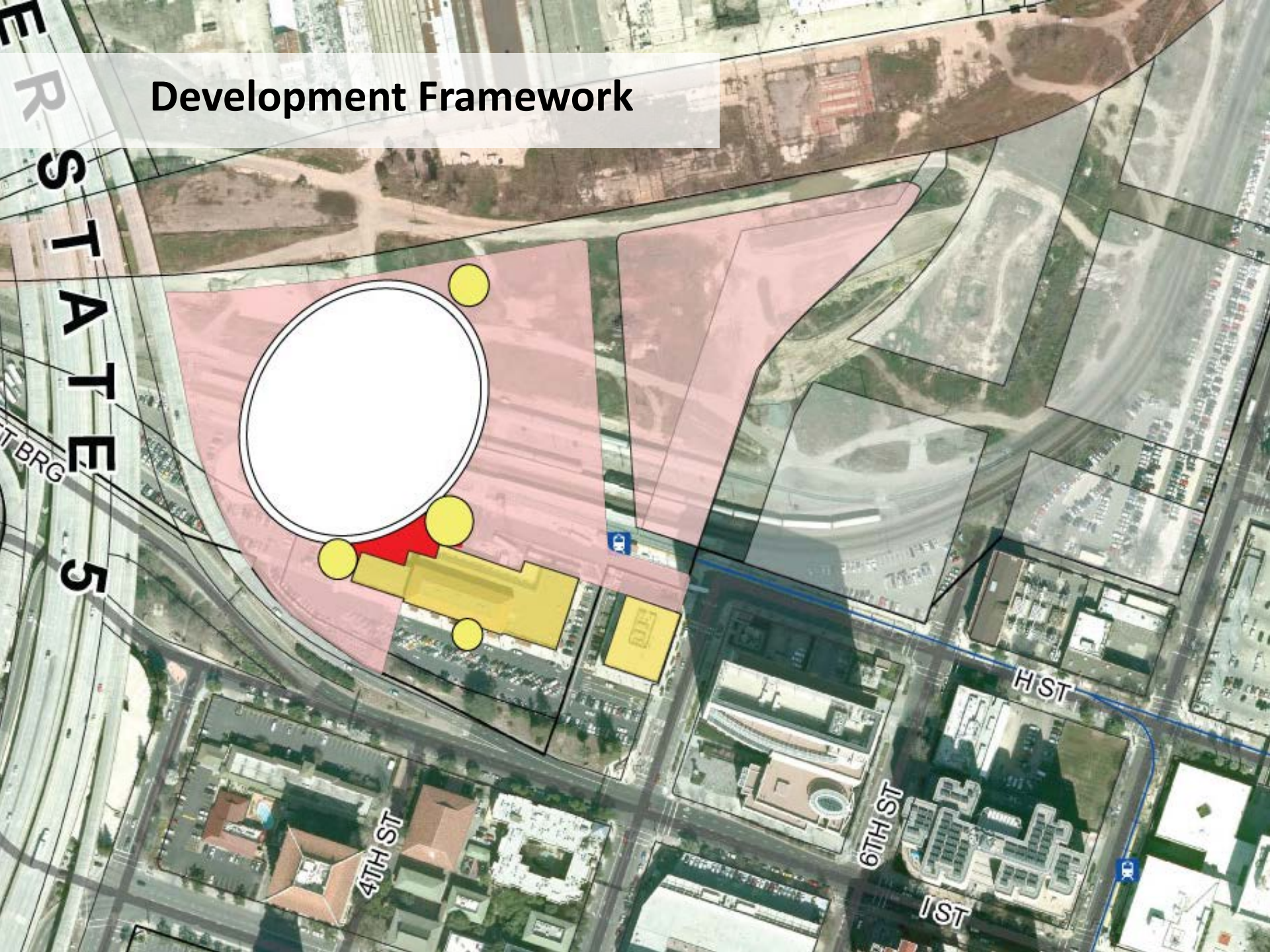


Primary Entry

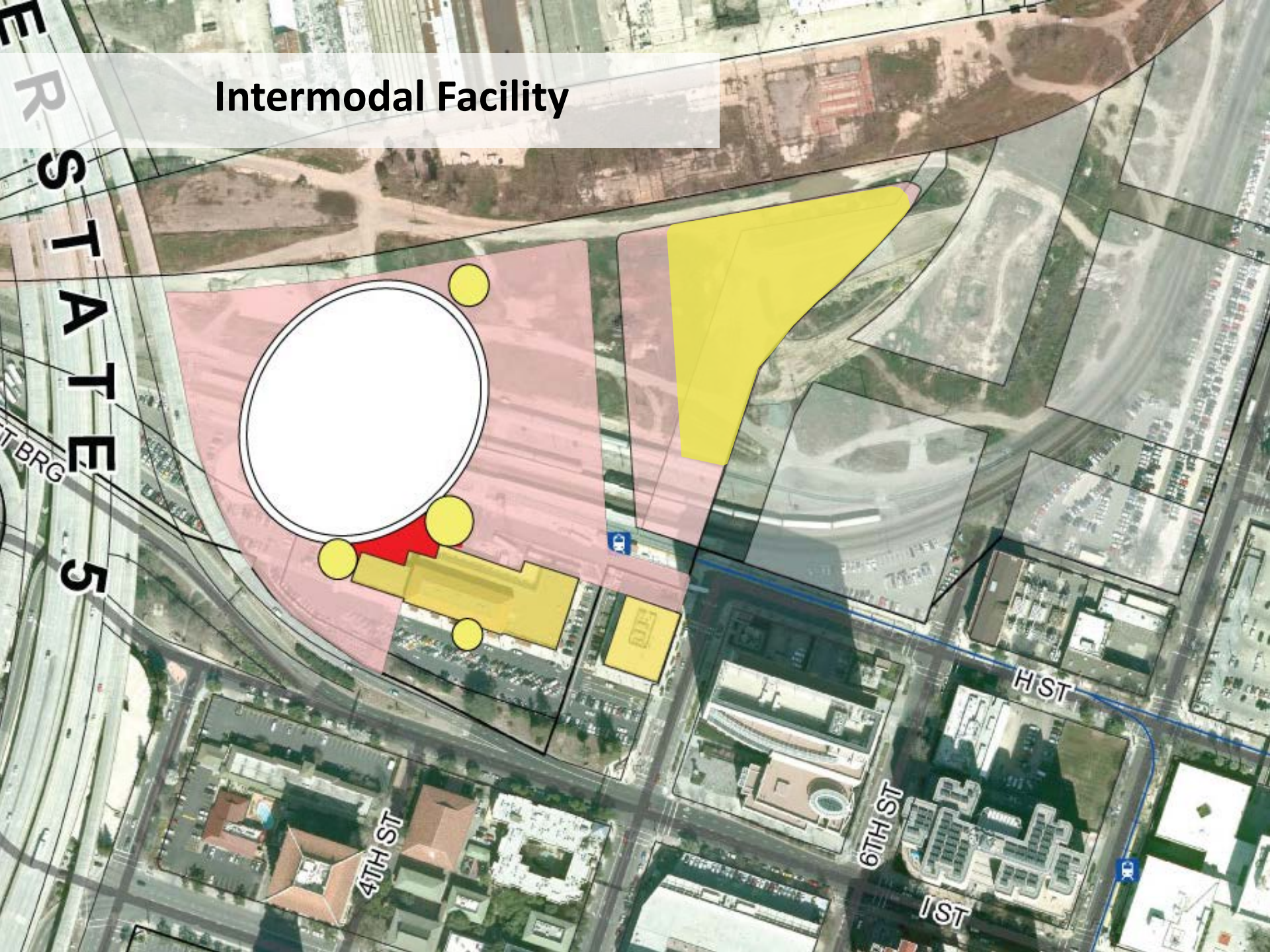
## Secondary Entry Points



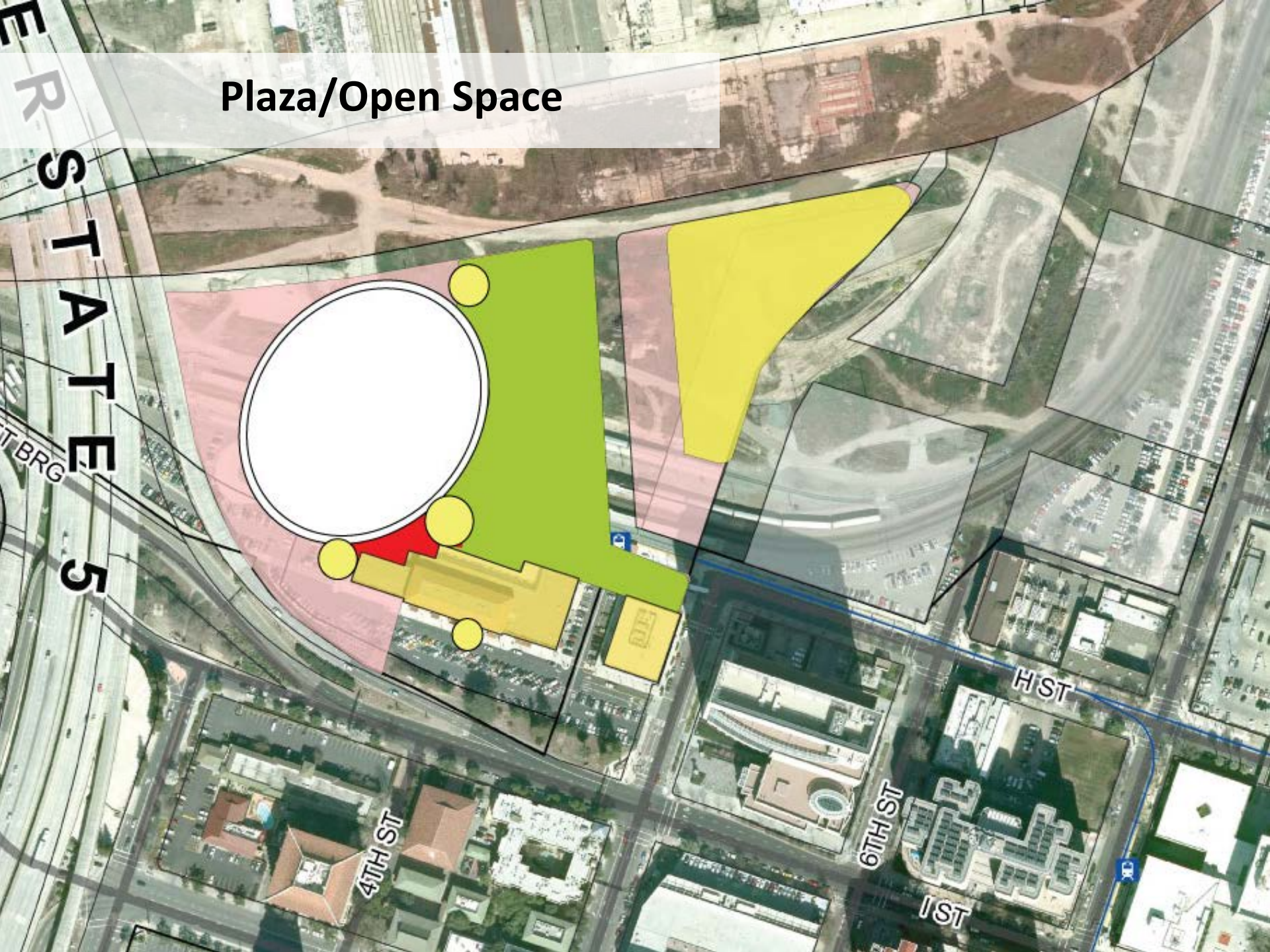
# Development Framework



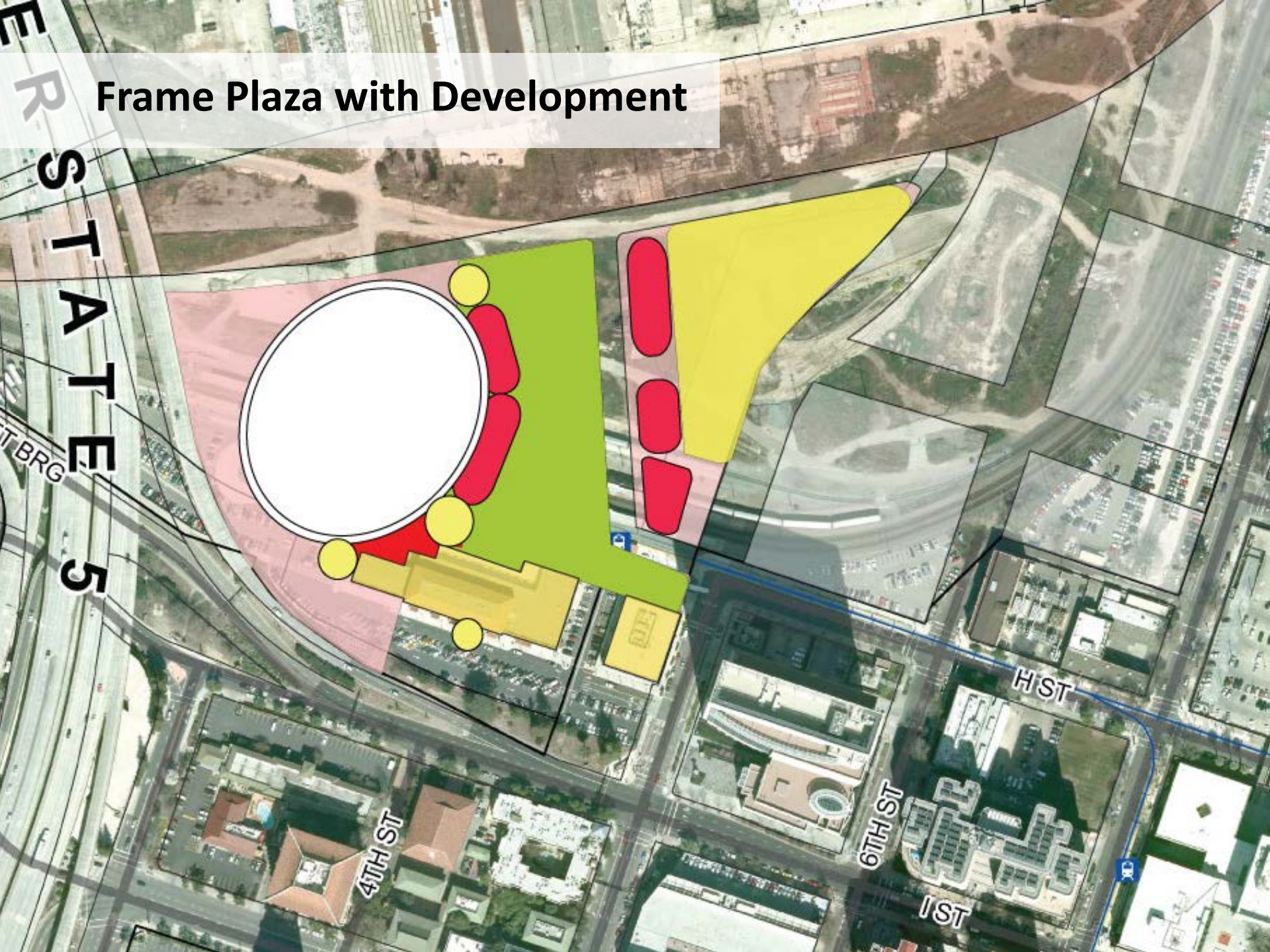
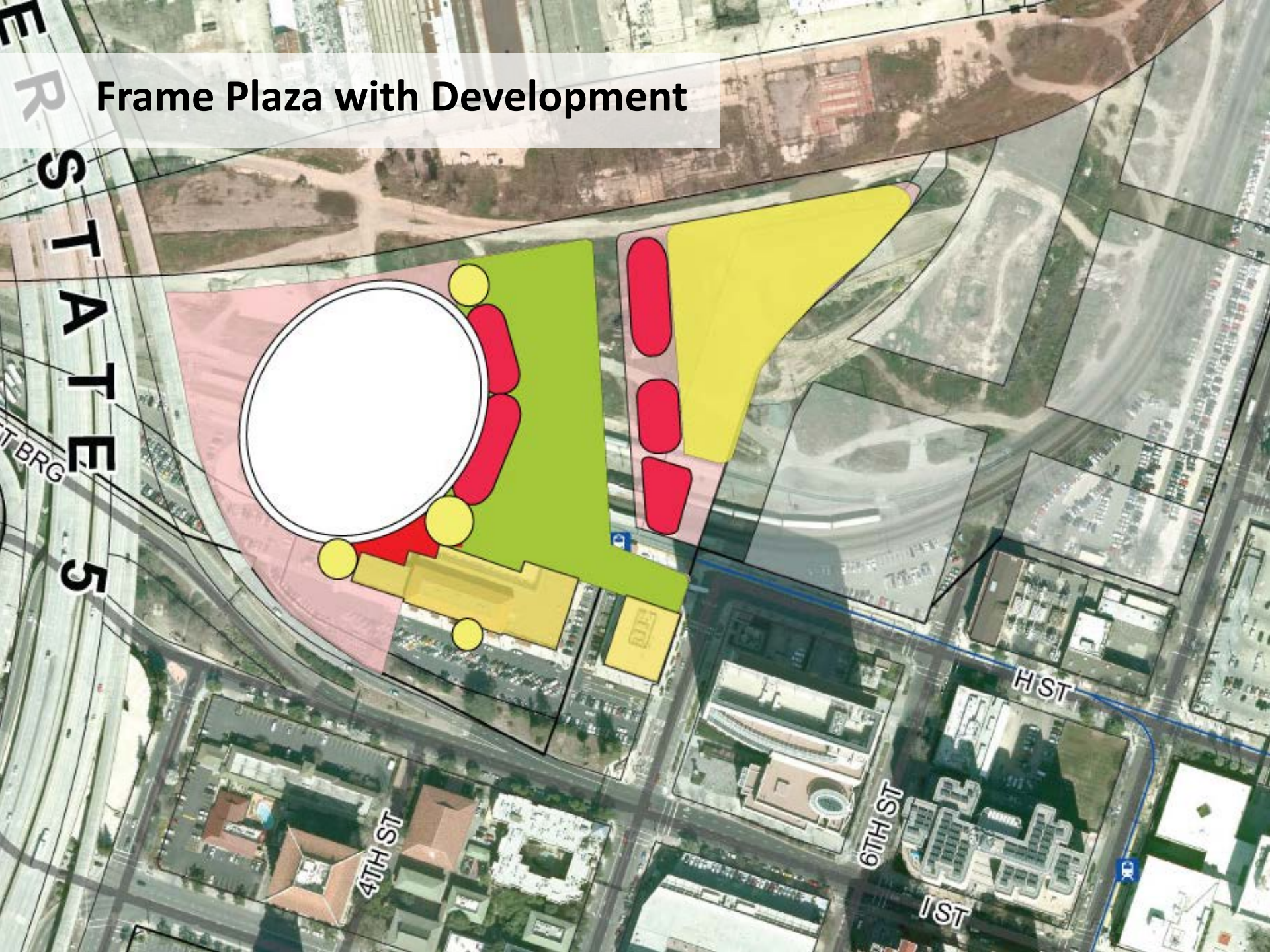
# Intermodal Facility



Plaza/Open Space



# Frame Plaza with Development



**Pedestrian Access**



Access to Intermodal



# 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