

Sacramento Intermodal Transportation Facility

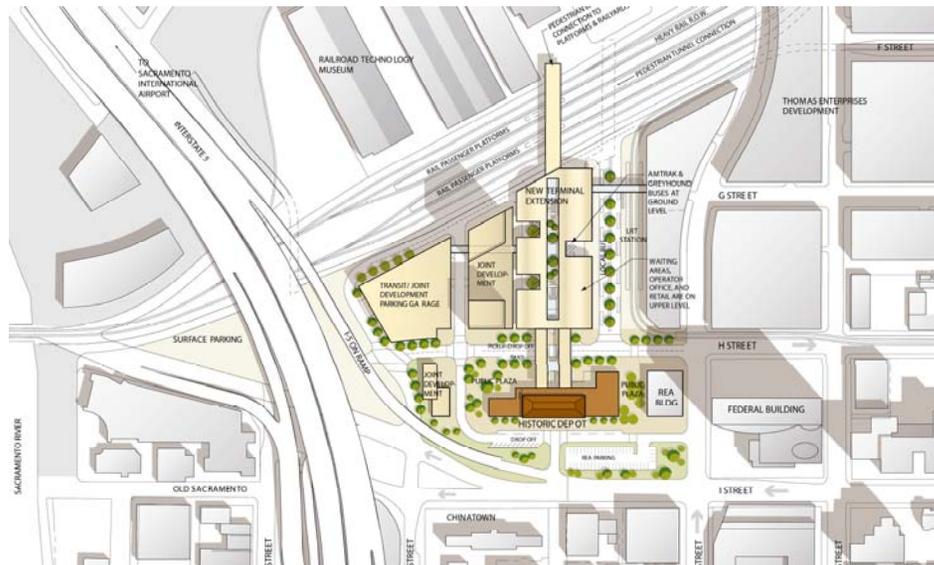
City of Sacramento

City Council

June 2, 2009



Intermodal Alternatives



Focus Areas of Studies

- Intermodal Alternatives Study addresses:
 - How facility functions
 - How it fits in the urban environment
- Environmental Assessment addresses:
 - Environmental impacts
- Consultation with State Historic Preservation Officer (SHPO) & other agencies

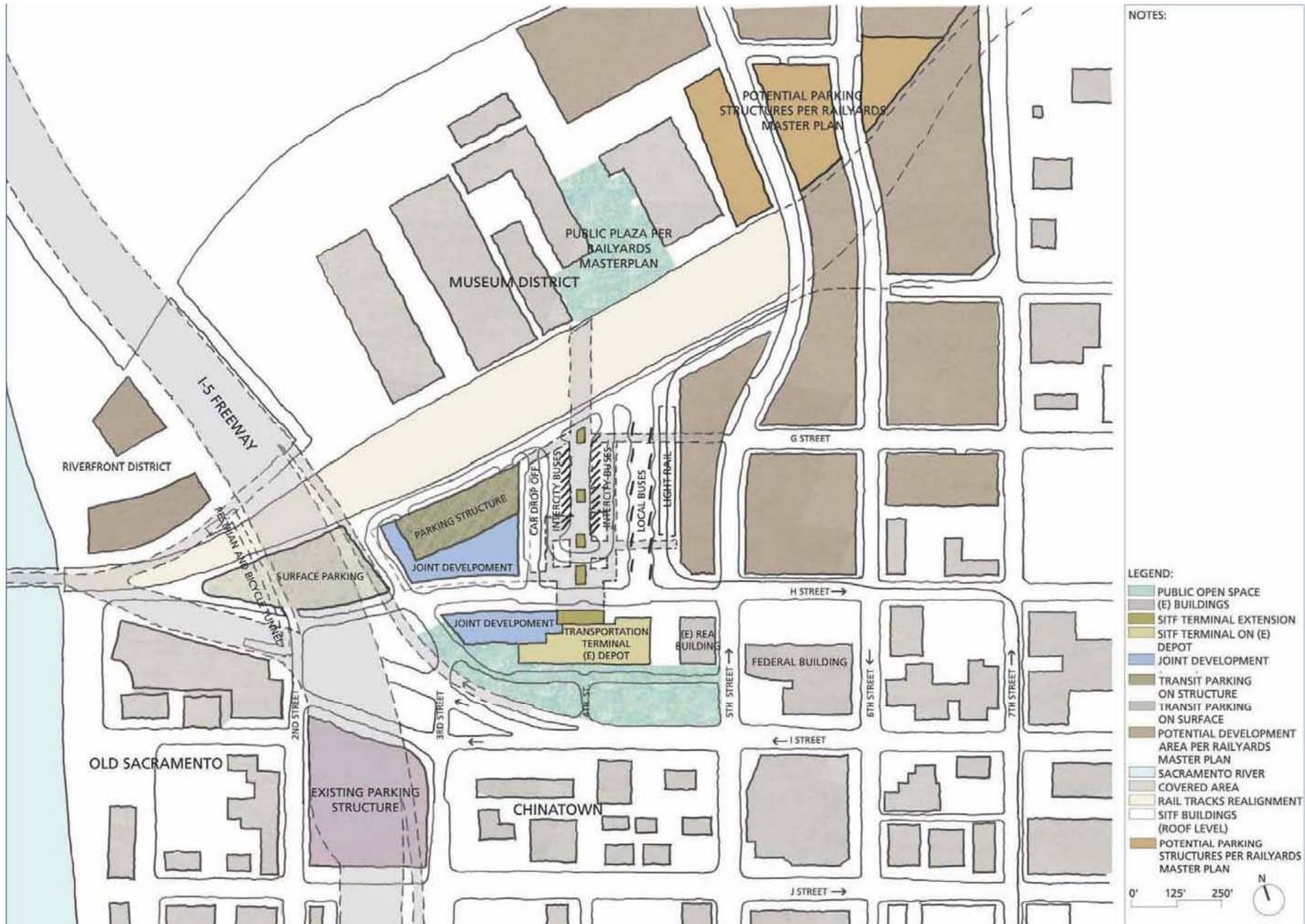
Move vs. Don't Move

Similarities

- Use Historic Depot as cornerstone of Intermodal
- Respond to project's transportation goals and objectives
- Provide joint development opportunities
- Represent exciting and dynamic concepts for the Intermodal facility

Differences

- Different site designs and layouts
- Ease of implementation
- Cost



Don't Move Depot Concourse Level

Second Level Conceptual Plan

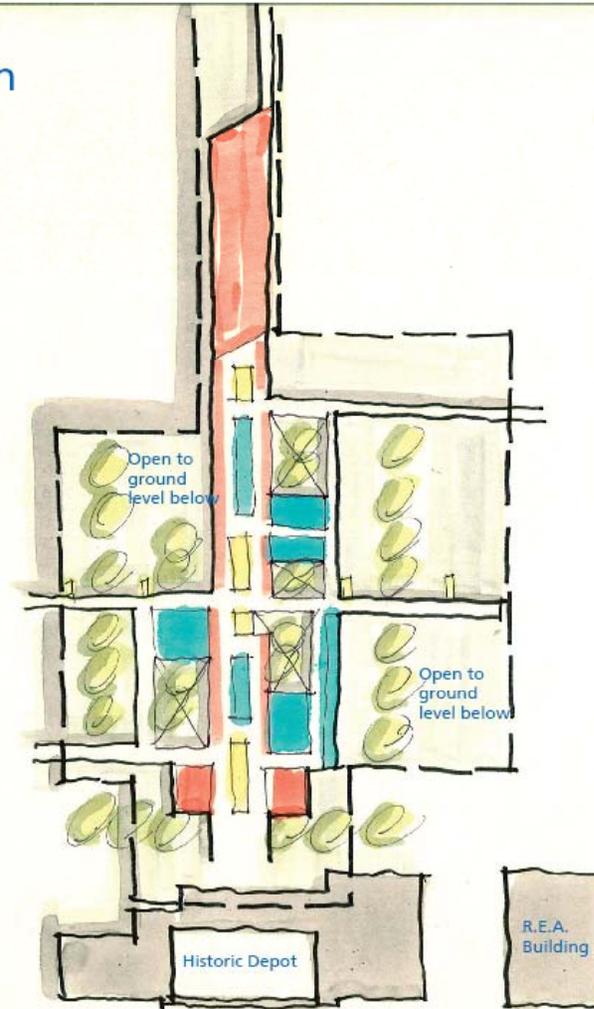
Orange indicate waiting rooms or areas both in conditioned and unconditioned spaces.

Open air bridges connect to adjacent Joint Development while passing through tree canopies.

Blue areas indicate joint development potential on second level.

Yellow areas indicate vertical circulation and ticketing located on main axis.

Dashed line shows extent of great shed roof above.



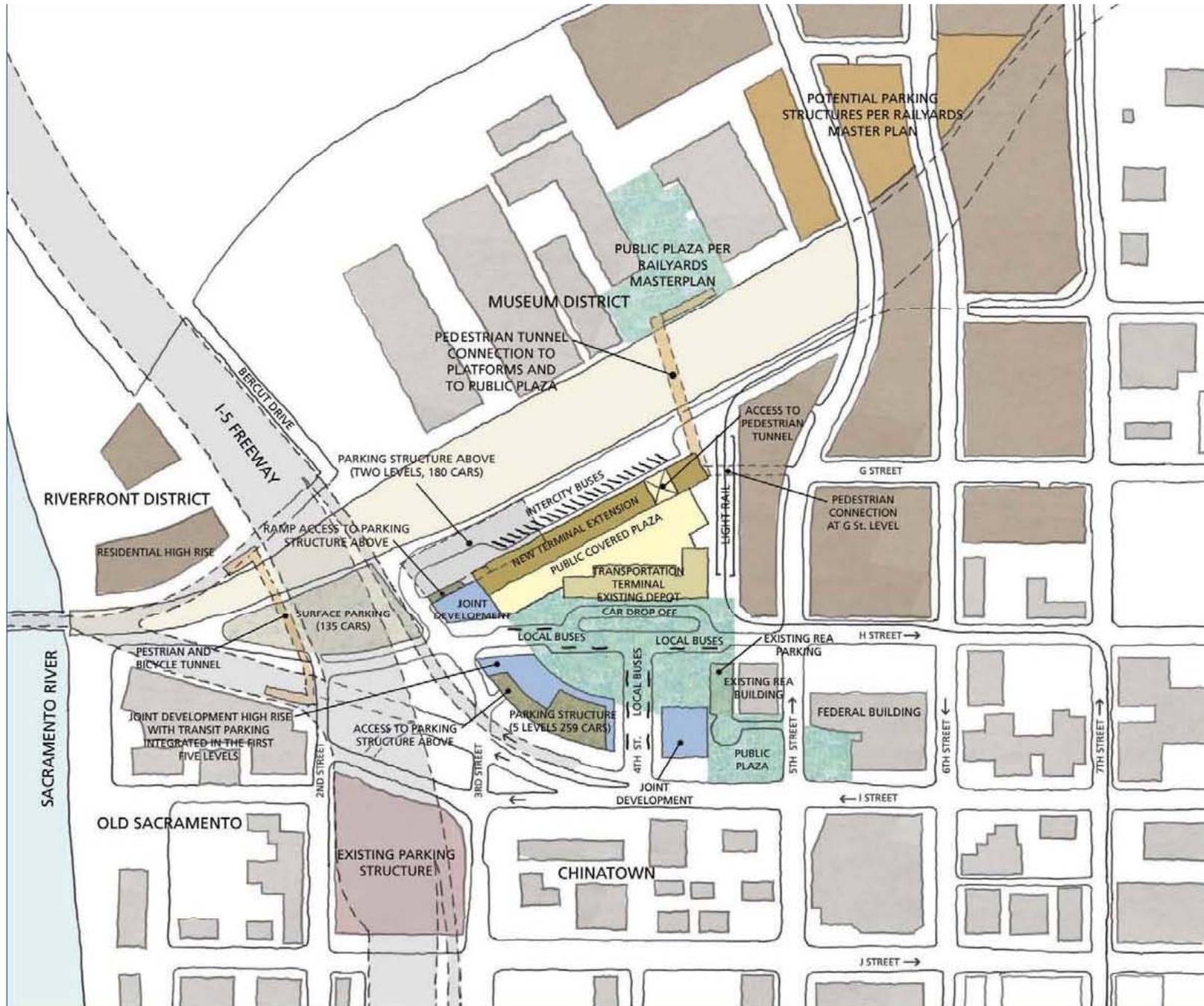
Client
City of Sacramento

Project Team
SMWM
Arup

Sacramento Intermodal Transit Facility
Concept "B" Not to Move Depot
31 December 2007

SMWM

architectural
interior
planning &
landscape design



NOTES:

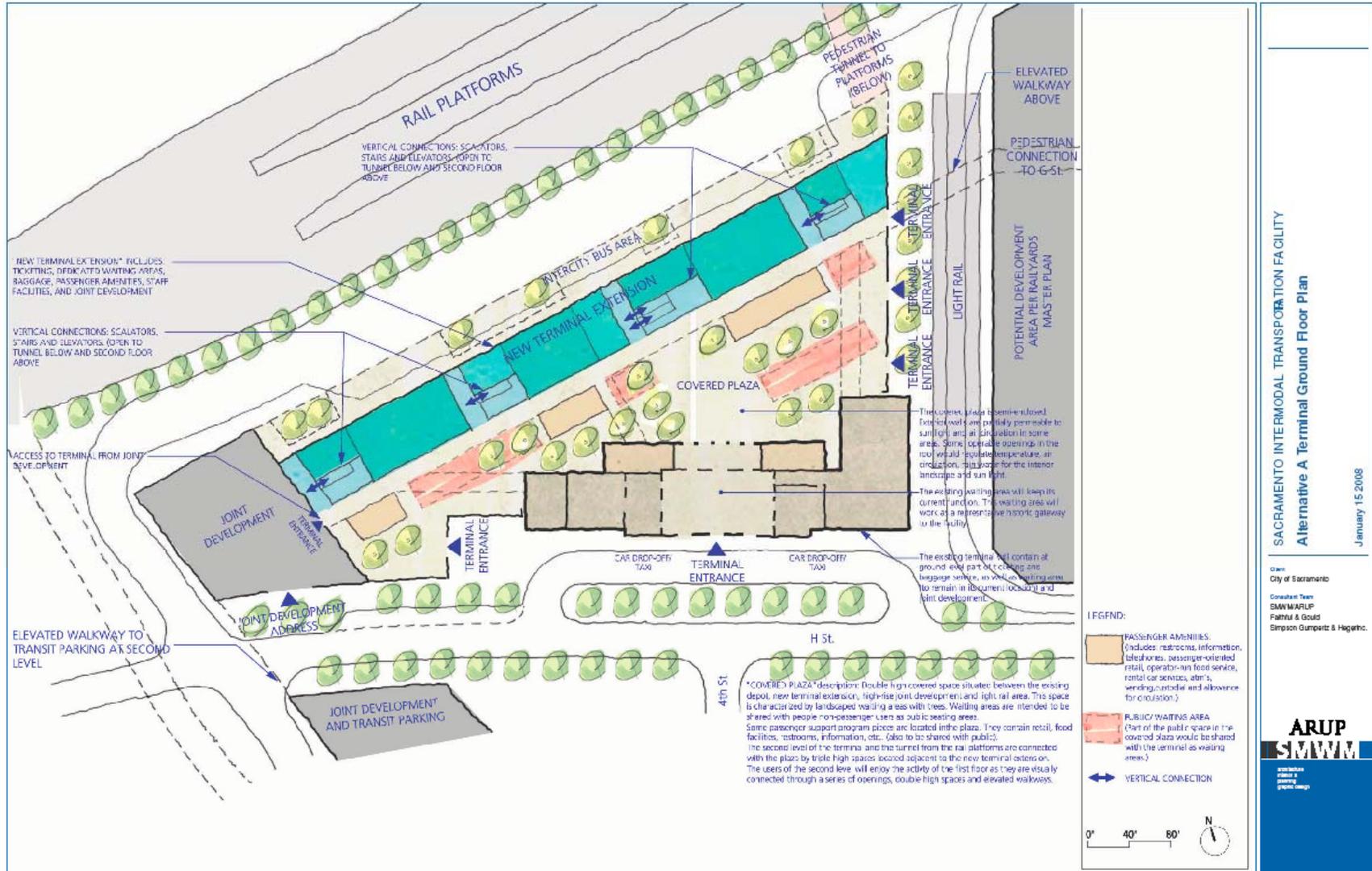
LEGEND:

- PUBLIC OPEN SPACE
- (E) BUILDINGS
- SIF TERMINAL EXTENSION
- SIF TERMINAL ON (E) DEPOT
- JOINT DEVELOPMENT
- TRANSIT PARKING ON STRUCTURE
- TRANSIT PARKING ON SURFACE
- POTENTIAL DEVELOPMENT AREA PER RAILYARDS MASTER PLAN
- SACRAMENTO RIVER
- COVERED AREA
- RAIL TRACKS REALIGNMENT
- SIF BUILDINGS (ROOF LEVEL)
- POTENTIAL PARKING STRUCTURES PER RAILYARDS MASTER PLAN

0' 125' 250'

N

Move the Depot Plan



“Superior” Alternative Evaluation Based on Categories

- Transportation Functions
- Circulation and Connectivity
- Joint Development
- Cost
- Impacts on Historic Resources
- Deliverability

Transportation Functions

	Don't Move Depot	Move Depot
Programmed space		
Accommodate high speed rail and new modes		
Baggage handling		
Local bus berths		

Circulation and Connectivity

	Don't Move Depot	Move Depot
Walking distances-depot to rail		
Walking distances-local bus, rail and LRT		
Intercity buses		
Links with adjacent development and communities		

Joint Development

	Don't Move Depot	Move Depot
Freestanding pads on-site		
Lease space in terminal		
Ability to Proceed Soon		

Cost

	Don't Move Depot	Move Depot
Rough order of magnitude		
Costs due to move		
Temporary facility costs		

Impacts on Historic Resources

	Don't Move Depot	Move Depot
Integrity of historic setting of Depot District		
Impact on depot		

Deliverability

	Don't Move Depot	Move Depot
Ease of implementing alternative		
Ease of phasing		
Affects on other projects		
Retains federal participation		

Conclusion

- Based on:
 - Consultant Study
 - Environmental Assessment
 - Consultation with State Historic Preservation Officer
 - Consultation with other agencies
 - Recommendation from Preservation Commission
- **Proceed with “Don’t Move the Depot” Alternative**