

RESOLUTION NO. 2009-357

Adopted by the Sacramento City Council

June 2, 2009

RESCINDING RESOLUTION 2004-853 AND APPROVING THE "DON'T MOVE THE DEPOT" ALTERNATIVE FOR PHASE 3 OF THE SACRAMENTO INTERMODAL TRANSPORTATION FACILITY PROJECT

BACKGROUND

- A. On November 14, 2000, the City Council adopted Resolution No. 2000-658 to initiate conceptual design studies for the future Sacramento Intermodal Transportation Facility (SITF) in cooperation with the Union Pacific Railroad, transportation providers known as the Sacramento Intermodal, Transportation Alliance, and the community group, and the Save Our Rail Depot Coalition.
- B. Thereafter, the City prepared various studies regarding transportation, land use, historic preservation and economic issues and developed alternative site plans for the future intermodal facility.
- C. On November, 2004, the City Council adopted Resolution No. 2004-853, directing staff to proceed with planning for an Intermodal site plan that would involve moving the historic Sacramento Depot closer to the planned alignment of the relocated Union Pacific Railroad freight tracks and passenger platforms.
- D. In December of 2006, the City acquired the historic Sacramento Depot, which was previously owned by the Union Pacific Railroad and was in disrepair. The City has undertaken improvements to the Depot and maintained its primary function as a transportation facility.
- E. The City, in coordination with the Federal Highway Administration and Caltrans, has undertaken additional design studies and environmental analysis for two site plan alternatives, the "Move Depot" and "Don't Move Depot," as required under NEPA, Section 4(f) and Section 106, which are federal statutes requiring evaluation of prudent and feasible alternatives for transportation projects which have the potential to adversely affect historic properties.
- F. As a result the subsequent design studies and environmental analysis, staff is recommending that the Council change its preferred site plan option and select the "Don't Move Depot" alternative for the reasons stated in the staff report. In particular, the "Don't Move the Depot" alternative would result in lesser adverse effects to historic resources while meeting the need and purpose of the SITF project; the Depot would continue to serve as a transportation facility; and passenger comfort and convenience can be enhanced without moving this building.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. Resolution 2004-853 is hereby rescinded.

Section 2. City staff are hereby directed to proceed with Phase 3 planning and design of the SITF project based on the "Don't Move the Depot" alternative.

Table of Contents:

Exhibit A – Resolution No. 2004-853

Exhibit B – Intermodal Alternatives Study Executive Summary

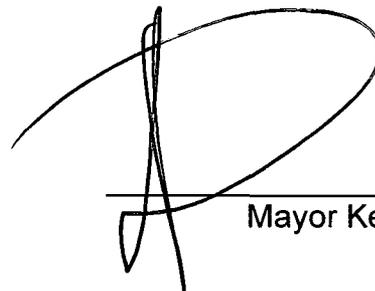
Adopted by the City of Sacramento City Council on June 2, 2009 by the following vote:

Ayes: Councilmembers Cohn, Fong, McCarty, Pannell, Sheedy, Waters, and Mayor Johnson.

Noes: Councilmember Tretheway.

Abstain: None.

Absent: Councilmember Hammond.



Mayor Kevin Johnson

Attest:


Shirley Concolino, City Clerk

RESOLUTION NO. 2004-853

ADOPTED BY THE SACRAMENTO CITY COUNCIL
ON DATE OF NOV 4 2004

SACRAMENTO INTERMODAL TRANSPORTATION FACILITY (PN:CF41) APPROVAL

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

- Approval is given to the proposed Sacramento Northern design developed in the concept planning phase;
- Staff is given authority to move the project forward into the planning and environmental review phase and proceed on the five-phase strategy that would move the historic depot ahead of the permanent terminal extension;
- Staff is given authority to continue with project development, including working with the Sacramento Regional Transit District (RT) on design, phasing, financing, governance and other areas as required;
- The City will work with RT and other local entities to generate regional support for the project as a regional transportation facility;
- The City will develop public and private partnerships to implement the project; and
- Staff is given authority to investigate the feasibility and funding of west side access to the rail station as a short range project.

Keith J. Jorgensen
MAYOR

ATTEST:

D. Concedino
CITY CLERK

(HC/CS)

FOR CITY CLERK USE ONLY

2004-853

RESOLUTION NO.:

DATE ADOPTED:

NOV 4 2004



City of Sacramento

**Sacramento Intermodal
Transportation Facility**

Technical Report #13
Intermodal Alternatives Study

Executive Summary Excerpt

January 14, 2009

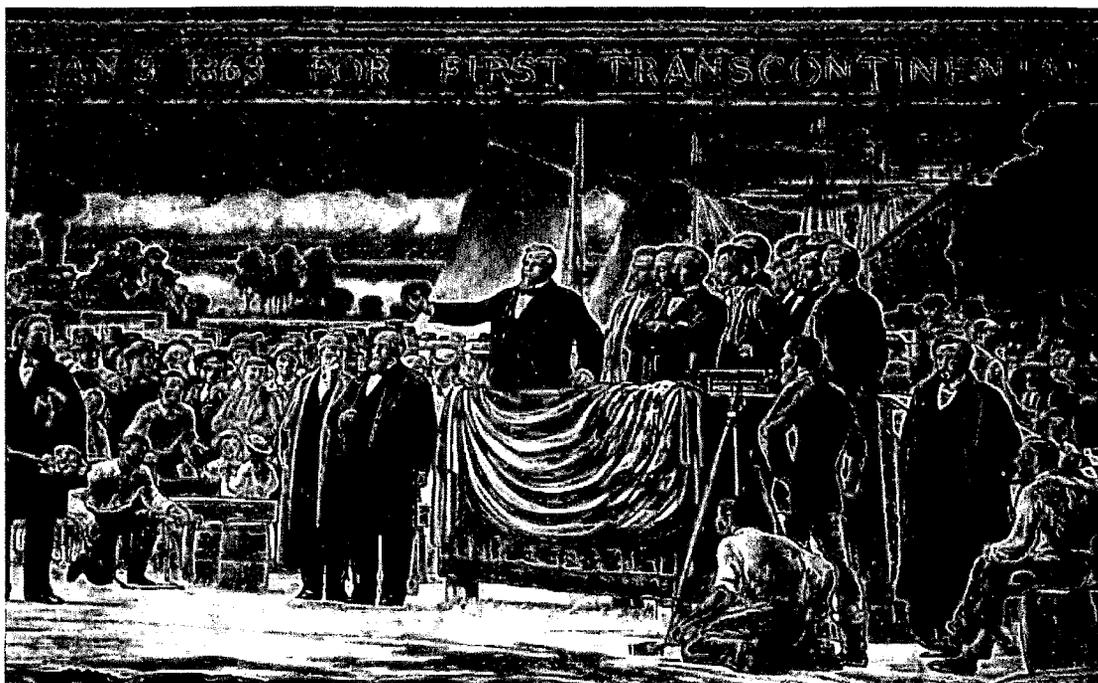


Figure 1.1 Mural in Grand Waiting Room of Historic Depot

1 Executive Summary

The development of the Railyards area and the Sacramento Intermodal Transportation Facility (SITF) presents a tremendous opportunity for Sacramento and the region, including the residents, transit agencies, stakeholders, property developers, and neighbors. It is envisioned as a regional transportation hub that incorporates as many transit services as possible to cater to both intercity and commuter passengers, and includes a major parking component to allow park and ride access. This vision seeks to maximize transit service, connectivity, and patronage. Successful completion of the project depends on establishing mutually beneficial public/private partnerships and partnerships among local and regional agencies, governments and private parties.

Since 2002, the project team has explored a wide range of alternatives for the SITF. A range of alternative schemes was developed and documented in a series of Working Papers and Technical Reports (See page 3 for document list). Through a highly interactive public process, a preferred scheme was selected by the Sacramento City Council in March 2004. Technical Report #11 produced in October 2004, was a more detailed investigation and conceptual design of the preferred concept terminal master plan which proposed relocating the Historic Sacramento Valley Station Depot adjacent to the future realignment of the tracks.

As this project enters the environmental review phase, an evaluation of alternative schemes is required to ensure a balanced analysis of the comparable issues. There has been considerable debate on the subject of moving the Depot. The key concerns from both the public and the City of Sacramento can be summarized as follows:

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- The importance of the Historic Depot maintaining its role as the transportation facility and gateway
 - The practicality and convenience for passengers with the increased distance between the Historic Depot's current location and the newly realigned tracks if the Historic Depot remains in its existing location.
 - The implications to the historic status of the Historic Depot if it is moved
 - The feasibility and cost effectiveness of physically relocating the Historic Depot.
 - Potential impacts on Federal participation in the project, particularly regarding funding

Consequently, the project team was charged with developing a master plan scheme that considered retaining the Historic Depot in its current location as well as updating the previous *Move the Depot* option to the new Railyards Specific Plan. These two alternatives will be assessed during the environmental process. Though all of the public and City of Sacramento concerns are still relevant, they are not all addressed within this report. This report studies the Move and Don't Move options focusing on transportation functions, proposed operator needs, architecture and urban design. In depth discussion on Federal Funding and implications to the historic status are not within this report's scope.

The project is continuing to progress and has been divided up into 3 distinct phases to allow the different aspects of the project to continue to move forward in-line with funding and local development commitments. The first of these distinct phases will be the relocation of the heavy rail tracks and passenger platforms (Phase 1 - Track Relocation Project). As of the time of writing this report (subject to change), this phase of work is expected to begin construction in early 2010 and is expected to be completed mid 2011. Upon completion of Phase 1, work will immediately (subject to funding) begin on Phase 2 of the project. Phase 2 (Sacramento Valley Station Improvements) will proceed with the aim of reconfiguring the space around the Historic Depot to improve transit and passenger access. Phase 2 work includes the relocation of the LRT Extension, bus area, extension of H Street, parking and site improvements, and electrical system upgrades to the Historic Depot. Further information on the Phase 2 project can be found in Section 3. The final phase of this work is Phase 3 (Intermodal Improvements). This technical report outlines the two alternatives that are currently being considered for Phase 3.

The purpose of this report is to present two alternative options - one that relocates the Historic Depot and one where it remains in its current location. Both options respond to the established program and project goals, maximize joint development opportunities, and are exciting and dynamic concepts for the SITF. The project team has explored and evaluated the implementation of both options and a rough order of magnitude cost model based on the conceptual phasing plans has been completed.

Additionally, this report includes an in-depth analysis and costing of the means and methods of physically relocating the Historic Depot. The findings of the technical study concluded

that the Depot is a good candidate for relocation due to the simplicity of the move path and its straightforward and robust structural system. The report further notes that the decision of whether to move the Depot or not, should not be based on whether the move is physically feasible; it should be based on comparisons of functionality, costs, and historical resource impacts. The Technical Issues Study prepared by Simpson Gumpertz and Heger can be found in the Appendix Section 9.2 of this report.

Upon considerable study of the two options, the City of Sacramento has requested the team to put forth a recommendation for the better option. The team determined that the "Don't Move the Depot" option, though a larger and longer terminal, presented better joint development parcels, flexibility in phasing the project, and did not bring undue risk to integrity of the historic setting of the Depot. The viability of this option relies heavily on the successful integration of joint development within the new terminal extension, Depot, and the adjacent land parcels and requires further study beyond the scope of this report.

1.1 Alternative Schemes

Both alternatives were developed on the basis of the program outlined in Working Paper #5 and Technical Report #11. The program assumptions were verified and updated by the project team with the transit operators and project stakeholders for this scope of work. Many of the project's parameters are the same for both schemes, including:

- The rail tracks will be realigned for increased rail capacity, safety, and to extend the City's street network into the Railyards
- The Historic Depot will be seismically retrofitted and rehabilitated and will be a key element of the project
- The operator program for the future SITF is greater than the capacity of the Historic Depot and requires the construction of a terminal extension
- The "West Side Access" project will be completed and if determined to be feasible, will provide additional roadway access to the western side of the station site via the extension of 3rd Street north of I Street
- A traffic signal will be installed on I Street at 4th Street to provide pedestrian and vehicular access to the station site
- A pedestrian connection at G street will be made through the future Thomas Development from the Intermodal to the Railyards area being developed south of the rail corridor
- A pedestrian connection may be made to the Railyards Development Market Plaza
- On site circulation will be extended into the Intermodal site along the H Street alignment
- On the west side of the site a transitway will extend from H Street parallel to the tracks to the east

- The final design and location of the pedestrian and bicycle tunnels under the realigned heavy rail tracks are to be determined as part of the Phase 1 Rail Relocation project

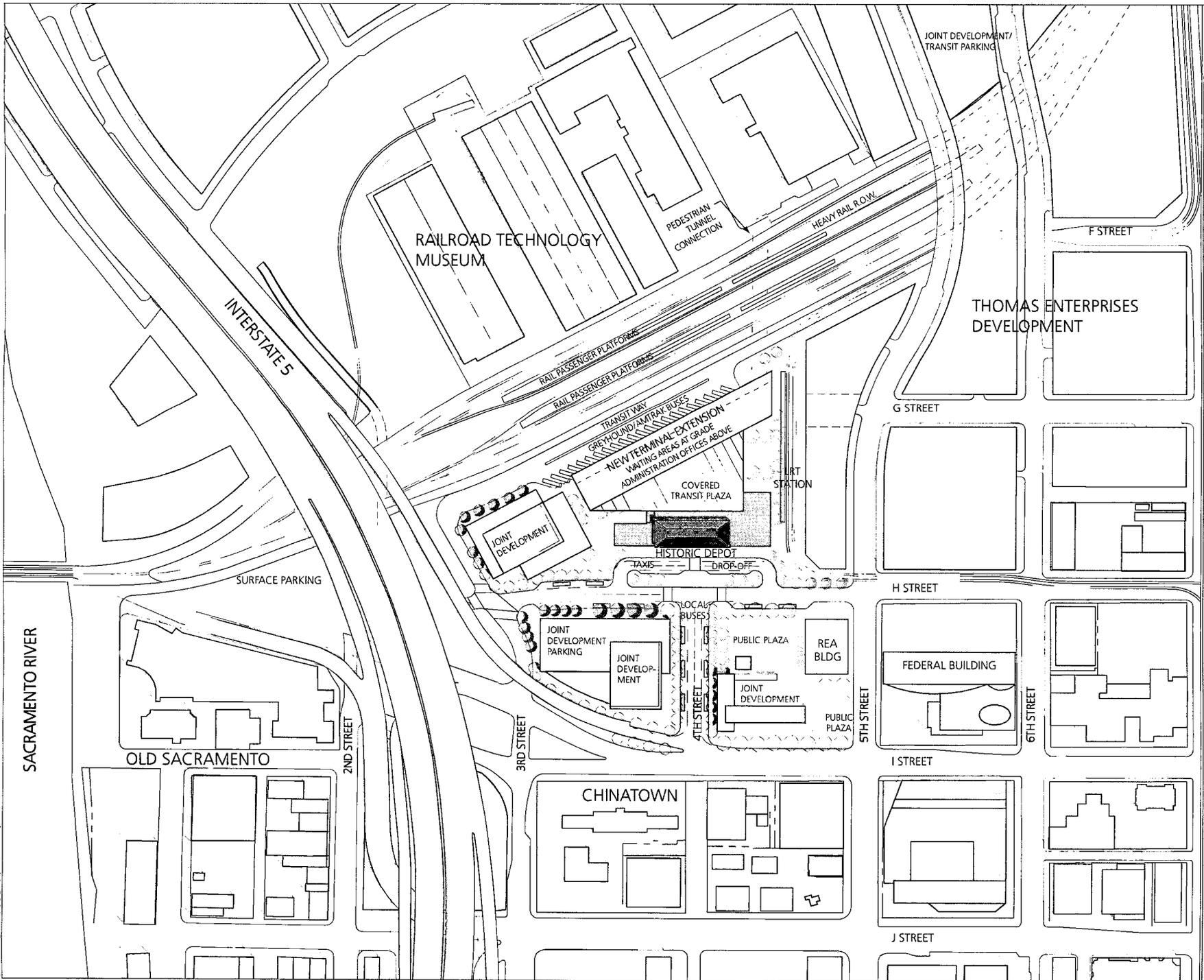
The following provides a brief comparison between the two alternatives.

Move the Depot

In this concept, the Historic Depot is physically moved north by approximately 300 feet, placing it approximately 500 feet from the new passenger platforms (see Figure 4.1.1). This action ensures the Historic Depot's role as the anchor for the new SITF and shortens the passenger connections between transit modes. The Historic Depot will retain the majority of the transit ticketing operations with additional program housed in a new terminal extension. Between these two major transit anchors there will be a semi-open pedestrian plaza. Multiple modes of transit will be located and organized per two broad categories: local city level connections such as light rail and local buses adjacent to the new covered pedestrian plaza and regional transit such as Greyhound and Amtrak will be grouped together for ease of connection.

Don't Move the Depot

In this concept, the Historic Depot will remain in its current location approximately 800 feet from the new passenger platform (see Figure 5.1.1). A new terminal extension will be constructed north of the H Street alignment between the relocated tracks and the Historic Depot. This will include a generously scaled upper concourse over a ground level bus facility immediately adjacent to the local bus facility and the LRT platforms. The Historic Depot will retain transit operations but the majority of transit related functions will be located on the concourse level of the new terminal extension. Elevators and escalators will connect the concourse to the ground level bus facility, and to the Historic Depot. The elevated concourse scheme "bridges" over H Street from the Historic Depot and continues on to a bridge crossing over the tracks to the Railyards development to the north, with access to the platforms made directly down from the Concourse level via escalators and elevators. Ideally, this bridge will connect to the Railyards development on the north side of the rail corridor.

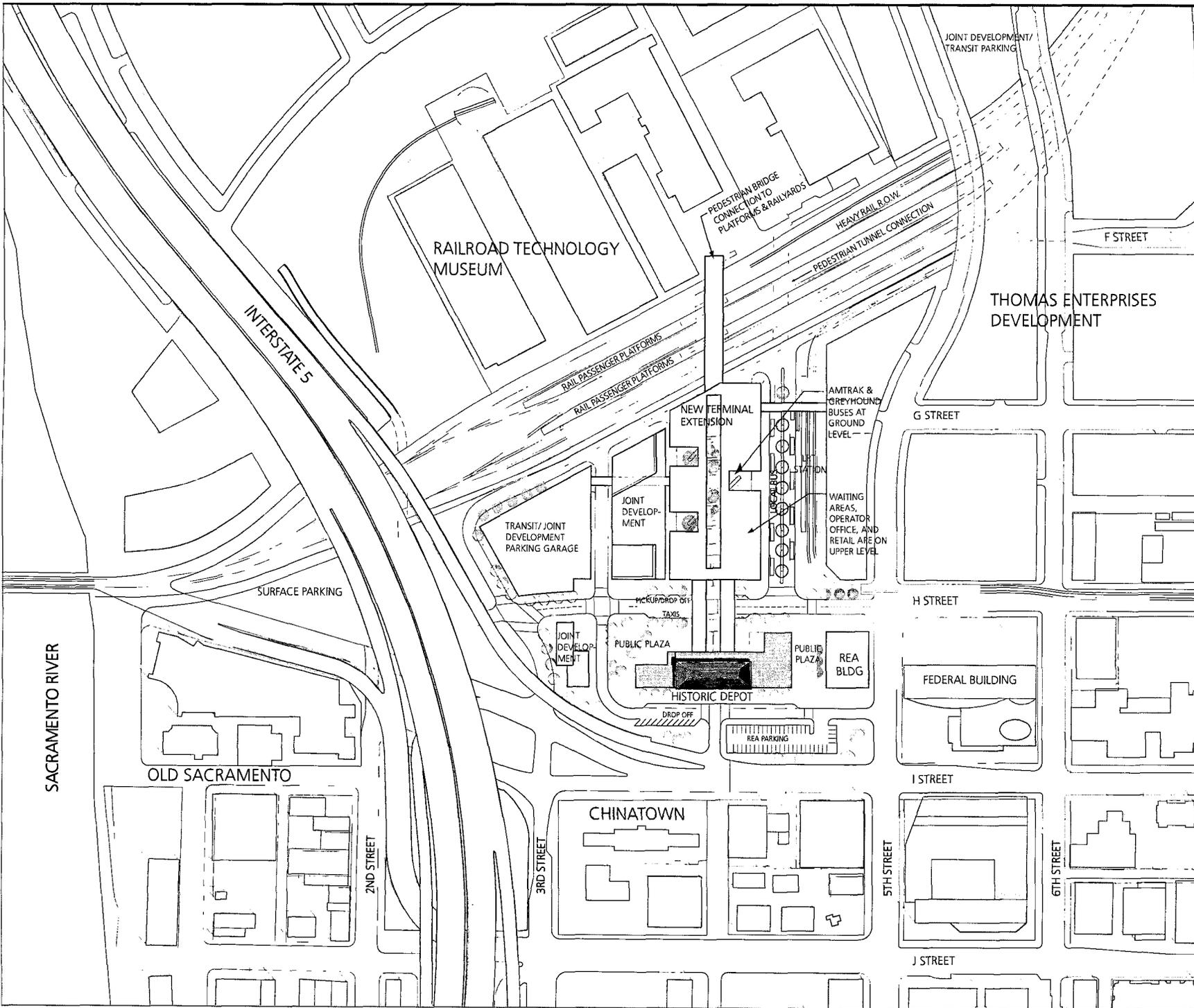


SACRAMENTO INTERMODAL TRANSPORTATION FACILITY

Move the Depot Rendered Site Plan
Figure No. 4.1.1
Scale: 1" = 300'

Client
City of Sacramento
Consultant Team
Parkins-W&B/ARUP
Faithful & Gould
Simpson Gumpertz & Heger, Inc.





SACRAMENTO INTERMODAL TRANSPORTATION FACILITY

Don't Move the Depot - Rendered Site Plan
 Figure No. 5.1.1
 Scale: 1" = 300'

Client
 City of Sacramento
 Consultant Team
 Perkins+W|W|ARUP
 Faithful & Gould
 Simpson Gumpertz & Heger, Inc.

NORTH

 ARUP
 PERKINS
 + WILL