AGENDA ITEM NO. 10.4

CITY OF ELK GROVE
CITY COUNCIL STAFF REPORT

AGENDA TITLE: Receive an update on the Railroad Street Property and provide direction on next steps

MEETING DATE: December 9, 2015

PREPARED BY: Pam Johns, Special Projects Planner

DEPARTMENT HEAD: Darren Wilson, PE, Development Services Director

RECOMMENDED ACTION:

Consider the results of recent outreach efforts for the Railroad Street property and provide direction to staff to proceed with next steps.

BACKGROUND INFORMATION:

On October 26, 2012, the City purchased the Railroad Street property (Property) from Union Pacific Railroad for $837,889. The purchase included a deed restriction that prohibits residential use, day care use, and depots on the site. The deed restriction also designates a “no build” area in the triangular section in the northwest corner of the property between the railroad tracks and Railroad Street. The Council agreed that the property would be ideal for public use as a plaza; however, there was some concern about additional costs incurred by the City through such use. The Council agreed to return to a discussion on how to develop and utilize the Property after the purchase was complete.

Since the purchase, the City has conducted numerous public outreach activities to gather public feedback on the use and possible development of the Property. This has included a workshop in conjunction with the Sacramento Area Council of Governments (SACOG) and the Urban Sustainability Accelerator at Portland State University (PSU USA); a citywide mail-in survey through the International City/County Management
Association and the National Research Center; and stakeholder interviews with members of community organizations, adjacent property and business owners, and developers.

Community input from stakeholder interviews found consensus that a public plaza of some kind was desired on the northern portion of the site to accommodate community uses, such as Food Truck Mania and the Chili Festival. Some envisioned that the space could be used for a farmers’ market, community festivals, and fairs with temporary vendors. Many suggested that a stage would be well suited for the plaza, which could support events and help attract more visitors to Old Town. Regional infill developers agreed that the most valuable section of the property is the frontage along Elk Grove Boulevard, which would be a natural fit for retail and/or mixed-use development. Developers generally supported the idea of a community gathering space, but were concerned that it would be difficult to develop and maintain without considerable City incentives.

On June 24, 2015, after hearing the results of stakeholder outreach and reviewing a conceptual site plan, the Council directed staff to develop the northern portion of the Property as public space (Plaza) and to proceed with conducting additional community outreach to explore design options (Attachment 1).

**COMMUNITY INPUT:**

**Workshop Overview**
On September 2, 2015, the City hosted a pop-up workshop at the Food Truck Mania event located on the Property. Of the approximately 500 attendees at the event, 115 (107 Elk Grove residents and 8 visitors) participated in the Railroad Property Pop-Up Workshop.

To solicit input from participants on how the Plaza might be designed for future use, participants were asked to choose their preferred site configuration from the following three options, considering that any future site design would include basic elements like walkways, seating, public restrooms, landscaping and trees, bicycle parking, public art, and wayfinding signs:
A. Stage
B. Pavilion
C. Flexible Parking Space

Participants were also asked to indicate their preferences for additional features across five categories (seating, green space, water feature, activities, and transit amenities).

**Site Configuration Preferences**
Most attendees preferred site configuration Option B, which would feature a pavilion on the site (65%). The second most popular configuration was Option C – flex space, at 21%. Only 12% of participants preferred Option A – stage, and 2% of workshop participants preferred to see something else on the site besides the three options presented. These results are shown in the table below:

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Several community members suggested combining Options A and B to incorporate a stage into the pavilion design.

**Additional Design Features**
The most popular design features by category (seating, green space, water feature, transit amenities) were:

- Seating – Amphitheater (11%)
- Green Space - Open Lawn (11%)
- Water Feature - Splash Pad (10%)
- Transit Amenities - Bicycle Racks (10%)
- Activities – Playground (7%)

The top six design features overall (in any category) were:

- Amphitheater – 48 votes
- Open lawn – 48 votes
- Splash pad – 42 votes
- Bicycle racks – 41 votes
- Flower/learning garden – 33 votes
- Fountain – 32 votes

**Additional Ideas**

In addition to the structured feedback activities, participants were invited to add additional ideas on a large notepad. Based on comments from workshop attendees, there appears to be agreement that the site should:

- Maintain sufficient open space (so as to accommodate existing events and be flexible to future programming)
- Be pedestrian-focused and close to Elk Grove Boulevard
- Include sufficient trees and shade structures

Other common requests were to reduce the amount of concrete on the site, add a sound wall, and increase parking.

Additionally, two hand-delivered letters were received from community members outlining unique proposals for the use of the space. One of the proposals was to maintain the existing historic railroad tracks for educational and recreational purposes using a vintage rail motorcar. The second hand-delivered proposal argues in favor of building a Japanese water garden on the site. This proposal included approximately 500 signatures collected from community members in support of this concept.

Images of the populated workshop posters, photos from the event, a transcription of attendee comments, and letters received from the public are included as Attachment 2.

**CONCEPTUAL SITE PLAN:**

Based upon previous Council direction and the feedback received at the September 2015 Pop-Up Workshop, staff has developed the conceptual site plan provided in Attachment 3. The conceptual site design imagines a multi-use plaza that is pleasant, inviting, and reminiscent of the history of Old Town. The design incorporates features that reference the historical train depot that once occupied the site, while providing modern amenities for daily use and special events.
The primary entrance to the site is at the northern end of the site on Elk Grove Boulevard. It features a semicircle of seats and picnic benches below a trellis with a lily pond at the center. A lawn, shade trees, restroom, and a community information board are also included. From the sidewalk at Elk Grove Boulevard, a walkway connects through the center of the semicircle to an L-shaped pavilion, which is surrounded by both grass and concrete pavers. The pavilion is a large covered structure (approximately 9,000 square feet) with open sides and incorporates a raised platform at the northern end and a restroom at the southern end. The southern end of the site provides two entrances for food trucks and other vendors. The entire site is flanked by a sidewalk, galvanized planters, shade trees, and benches.

Staff has identified intermittent regular users of the site, including a future farmers’ market and an existing food truck event. Examples of how these activities, as well as a performance event (e.g., concert), would operate in this space are included in Attachment 3.

**Phased Improvements**

The full cost of these improvements exceeds the City’s funding ability today. However, some initial improvements are needed in the near-term to make the site function better for existing uses and the possible addition of a farmers’ market. Therefore, staff proposes a set of initial, basic site improvements that would contribute incrementally toward final buildout. A total of three phases are proposed as follows; these phases are illustrated in Attachment 4.

**Phase I: Initial Improvements (Completion by December 2016)**

The first phase would make the site a more user-friendly space for existing uses, such as Food Truck Mania, and future uses, such as a farmers’ market. Proposed improvements include:

- Build a permanent restroom that is easily accessible from Elk Grove Boulevard, including water and sewer lines;
- Build a new concrete walkway for ADA accessibility;
- Remove the existing planter in order to connect the walkway to the sidewalk;
- Level the existing surfacing in the plaza, allowing for improved use of the site by pedestrians and use as an interim parking lot until the Phase III improvements are completed.
• Remove the existing dilapidated fencing and replace it with galvanized planters (to be relocated in Phases II and III). The Old Town Foundation will donate the galvanized planters.

Phase II: Improved Elk Grove Boulevard Frontage
The second phase would further build out the site to create a more inviting environment for regular daily use along Elk Grove Boulevard. Proposed improvements include:

- Heavy timber trellis and concrete seat wall
- Tables and benches
- Decomposed granite bike parking area and bike racks
- Enhanced pavement at sidewalk and trellis seating areas
- Landscape planters
- Landscaping and landscape wall
- Site and accent lighting
- Signage at trellis and seat wall

Phase III: Complete Buildout
The final phase would complete full buildout of the site in order to create a lasting plaza for ongoing programmed and daily uses by the community. Site design features are inspired by the historical use of the site as a train depot:

• Relocate galvanized planters to final location along Railroad and Grove Streets
• Build the interior improvements, including:
  o Concrete seat walls
  o Pavilion structure with restroom and storage
  o Permeable stone pavers at southern end
  o Grasscrete pavers with turf for lawn area and parking for food trucks
  o Planters and entry bollards
  o Additional bench seating
  o Additional site lighting
• Construct offsite improvements and widen Railroad Street and Grove Street at street frontage of plaza and parking sites
• New parking lot improvements at adjacent south lot with asphalt, landscape planters, site lighting
NEXT STEPS:

Staff seeks Council confirmation that the presented design is appropriate for the Railroad Street property, or otherwise direct changes as necessary. Once that is provided, staff requests direction to proceed with the following next steps:

1. Return at a future meeting with an amendment to the Capital Improvement Program to include the Railroad Street Property on the Capital Improvements Project List and amend the 2015-16 Budget as necessary to fund the Phase I improvements;
2. Complete the required Design Review Entitlements and Environmental Review (CEQA); and
3. Accommodate Phases II and III of the Project in future fiscal year budgets as funding is available.

Staff anticipates returning in February with Items 1 and 2. If the funds are made available at that time, it is expected that Phase I would be completed by December 2016.

FISCAL IMPACT:

The conceptual design phase of this Project was included in the Fiscal Year 2015-16 Planning Department Special Projects budget.

Funding for the Phase 1 portion of the Project has been identified as shown in the table below and would not impact current fiscal year operations. Funding for the subsequent phases of the Project would be identified as part of the 2016-17 budget and 2016-2021 Capital Improvement Program. There are a few potential grant funding options for subsequent phases, including but not limited to HCD Housing-Related Parks Program, SACOG Community Design Program, SGC Affordable Housing and Sustainable Communities Program, CA Parks and Recreation Outdoor Recreation Legacy Partnership Program, and HUD Community Development Block Grants.
<table>
<thead>
<tr>
<th>PHASE</th>
<th>COST ESTIMATE</th>
<th>PROPOSED FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase I</td>
<td>$550,000</td>
<td>$295,000 (Housing-Related Parks Program Grant)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$255,000 (General Fund Reserve)</td>
</tr>
<tr>
<td>Phase II</td>
<td>$1,000,000</td>
<td>Unfunded</td>
</tr>
<tr>
<td>Phase III</td>
<td>$8,100,000</td>
<td>Unfunded</td>
</tr>
</tbody>
</table>

Staff proposes pursuing partnerships with local community-based organizations for voluntary site maintenance of the planters and other site features that would be constructed in Phase I. All other maintenance obligations would continue to be funded by the City as part of the annual budget.

**ATTACHMENTS:**

1. June 24, 2015 City Council meeting materials
3. Conceptual Site Plan and Exhibits
4. Project Phasing
CITY OF ELK GROVE
CITY COUNCIL STAFF REPORT

AGENDA TITLE: Receive an update on the Railroad Street Property and provide direction on next steps

MEETING DATE: June 24, 2015

PREPARED BY: Pam Johns, Special Projects

DEPARTMENT HEAD: Darren Wilson, PE, Planning Director

RECOMMENDED ACTION:
Consider the results of recent outreach efforts for the Railroad Street property and provide direction to proceed as appropriate.

BACKGROUND INFORMATION:
On October 24, 2012, City Council discussed the purchase and use of the 4.6 acre Railroad Street property. The site is located on the south side of Elk Grove Boulevard in the Old Town area. Several City Council members agreed that the property would be ideal for public use as a plaza; however, there was some concern about additional costs incurred by the City through such use. The Council agreed to return to a discussion on how to develop and utilize the property after the purchase was complete. The Council approved an Inter-Fund Loan Agreement from the Drainage Fund to the General Fund of $1,000,000 for a ten-year term to be used for the purchase of the property (Resolution No. 2012-183). The motion passed 3 to 1, with one member absent. City Council meeting minutes are included as Attachment 1.

On October 26, 2012, the City executed the purchase of the property from Union Pacific Railroad for $837,889. The purchase included a deed restriction that prohibits residential use, day care use, and depots on the site. The deed restriction also designates a no build area in the triangular section in the northwest corner of the property between the railroad tracks and Railroad Street.
On July 11, 2013, the City Manager’s Office hosted a workshop regarding the Railroad Street property with assistance from the Sacramento Area Council of Governments (SACOG) and the Urban Sustainability Accelerator at Portland State University (PSU USA). The workshop included ten City staff and community members and a panel of two developers to discuss the development options for the site. During the workshop, attendees agreed that the site would be well suited for a public plaza that could support food truck events and a farmer’s market with a potential for some mixed-use development.

During the fall of 2013, the City conducted a citywide mail-in survey through the International City/County Management Association and the National Research Center. Staff provided the survey findings to the City Council at its March 26, 2014 meeting under Agenda Item 8.9. The survey included four questions focusing on residents’ use of and preferences for Old Town. Excerpts from The National Survey Report related to Old Town Elk Grove are provided as Attachment 2. The survey coordinators concluded that “residents view Old Town Elk Grove as a destination for special events.” Elaborating further on this finding, the survey report states:

> Residents would like to see new development that supports these preferences, including spaces for outdoor concerts and special events, activities, or events for families and dining options. Engaging residents with these kinds of options would help the important community facet of Citizen Engagement.¹

In the time since purchasing the Railroad Street property, the City has authorized use of the site for several community events, including Food Truck Mania, the Dickens’ Fair, and the Chili Festival. These events and activities have increased public interest to have a designated community gathering place in Old Town and desire for additional uses and improvements to activate Elk Grove Boulevard in this location. As a result, staff worked to gather input from a larger section of the community and gain a better understanding of the developer perspective and interest.

Between February and April 2015, staff interviewed 15 stakeholders representing members of community organizations, adjacent property and business owners, and developers. Participating community organizations included members of the Trails Committee, Old Town Foundation,

Chamber of Commerce, and the Historic Preservation Committee. Four regional mixed-use, infill, and affordable housing developers participated in interviews. Community input is summarized below under “Results of Public Outreach.”

In response to input collected via stakeholder interviews and developer conversations, staff developed a conceptual site plan that parcels off the property into three sections, one of which includes a public pavilion, green space, and a parking lot at Grove Street. The other two parcels (one fronting Elk Grove Boulevard and the other at the southern end of the parcel) could be sold to private developers. The pavilion was modeled after a pavilion in Durham, North Carolina’s Central Park and has some similarities with the Central Park in Davis. The conceptual design imagines the pavilion as a flexible space that could be used for food truck events, farmers’ markets, festivals, and daily park activities. As envisioned, the adjacent parking lot could be converted into event space for larger occasions. This conceptual site plan is included as Attachment 3. The parcels are referred to in this report as Parcel 1 (northern section of the property between Elk Grove Boulevard and Grove Street), Parcel 2 (middle section of parcel with pavilion and parking lot), and Parcel 3 (southern portion of the property).

In May 2015, staff shared the conceptual site plan with community stakeholders, developers, and the staff at PSU USA and requested input and feedback. Input on the design is included below under “Public Space Considerations.”

This is a report back to the City Council on the findings from community outreach and additional design considerations in response to the conceptual site plan as collected through interviews. Staff brings this report to City Council and asks for direction on how the property should be used and any corresponding next steps as appropriate.

**ANALYSIS:**

**Results of Public Outreach**

Community stakeholder interviews found consensus that a public plaza of some kind was desired on the northern portion of the site to accommodate community uses, such as Food Truck Mania and the Chili Festival. Some envisioned that the space could be used for a farmers’ market, community festivals, and fairs with temporary vendors. Many suggested that a stage
would be well suited for the plaza, which could support events and help attract more visitors to Old Town. However, a few adjacent property owners were concerned that a public plaza may not contribute to driving foot traffic to local businesses along Elk Grove Boulevard.

Regional infill developers agreed that the most valuable section of the property is the frontage along Elk Grove Boulevard, which would be a natural fit for retail and/or mixed-use development. Developers generally supported the idea of a community gathering space, but were concerned that it would be difficult to develop and maintain without considerable City incentives. For the southern section of the property, a few developers suggested live/work space or light industrial uses. The full summary of stakeholder and developer input is included as Attachment 4.

**Public Space Considerations**

In response to stakeholder and developer input, staff prepared a conceptual site plan to show how the property could be divided to accommodate both public space for events and private development, as detailed above (Attachment 3). Staff conducted additional stakeholder meetings to solicit feedback on the conceptual site plan.

Outreach results demonstrate that community stakeholders are concerned about locating the public pavilion on the central part of the site because of the distance/setback from Elk Grove Boulevard. Input from community stakeholders can be summarized as follows:

- **Visibility and Placement** – The most prevalent concern among community stakeholders was the location of the public pavilion. Many felt that locating the pavilion away from Elk Grove Boulevard would be a missed opportunity to create additional energy and activation of the corridor. There was also agreement that the public pavilion would lack visibility from Elk Grove Boulevard and thus might fail to attract visitors. Several suggested that it would be better to build a pavilion closer to the Boulevard, or at least to make it more visible from the Boulevard, through the use of signage to help draw people in. Others were concerned about public safety because of the potential lack of visibility. Finally, there was some concern about the frequency and noise of the trains.
• **Pedestrians and Bicycles** – Several community members offered comments about bicycle and pedestrian access and use, such as: include adequate bike parking throughout the site, include bike lanes and sidewalks or multi-use trails throughout the site, maintain the bike route along Grove Street and incorporate bicycles into the design of the roundabout, and maintain a minimum 10-foot wide sidewalk around the roundabout.

• **Amenities** – There was general support for the placement of a public restroom on the site of the pavilion, as shown in the conceptual site plan. One community member suggested incorporating a water feature, such as a fountain, that uses recycled water, or at least to build in plumbing for a water feature that could be activated at a later date.

• **Parking** – Some individuals expressed concern about the location of the parking lot and felt that folks would not want to walk from the parking lot to Elk Grove Boulevard.

Regional infill developers had similar concerns about the placement of a public plaza or pavilion at the center of the property, but agreed that the land adjacent to Elk Grove Boulevard has the highest probability of generating revenue from retail or mixed-use development by a private developer. However, there was concern that parceling off of the land and the orientation of the road could make the site undesirable.

Out of the two developers who provided input on the conceptual plan, one developer is potentially interested in Parcel 1, particularly if the City is willing in to engage in direct negotiations in lieu of a request for proposal (RFP) process. To date, none of the other developers contacted throughout this process have expressed an interest in the property.

PSU USA also reviewed the conceptual site plan and made several recommendations for ways to ensure that the public space will be regularly trafficked and activated. Recommendations include surrounding the space with small lots containing restaurants and/or retail, building in attractions like a water feature, and ensuring that the open space is not so large as to feel vacant (1 person/300 square feet maximum). The report also includes recommendations for small lot development and building height up to four stories (45 feet), in keeping with the Old Town character. It further acknowledges that the site should be designed with pedestrians in mind, noting that the design should enhance walkability along the Elk Grove
Boulevard corridor. The report calls out some concern regarding the configuration of the existing road and the noise from the railroad as potentially precluding or limiting certain types of development. Finally, the report points out that “Main Street” environments typically have better commerce outcomes when buildings, lots, and businesses are owned locally by those who are deeply invested in the community and thereby recommends that the City consider dividing the site into smaller lots for local owner-user development. The full report is included as Attachment 5.

One final public space consideration is cost. If the City decides to program the land entirely for public use, any improvements, operation and maintenance costs would be borne by the General Fund. While the City could create rental space for public and/or private events, current fees for public events (Temporary Use Permits) are not set at “full cost recovery” levels. If the City decides to program the land for a combination of public space and private development, the sale of property creates opportunity to offset a portion of the initial land or public improvement costs. Additionally, private development could create new property and sales tax revenue to help offset General Fund costs.

City Council Input

Staff seeks Council direction on the next steps for the property, including any preferred allocation of space for new uses. Based upon the public feedback to date, staff offers for consideration three possible uses of the property as listed below and as shown in Attachment 6.

1. Exclusively public use
2. Exclusively private use
3. A combination of public and private use

In order to balance the community interest in the creation of public space and to allow private development opportunities to enhance Old Town and offset costs of public improvements, staff recommends a combination of public and private use of the property. Additionally, in keeping with the expert and developer inputs outlined in this report, staff recommends that the Elk Grove Boulevard frontage be maintained for private development with the direction to address the connectivity and visibility of public space improvements through creative design solutions.
Next Steps

Depending on City Council’s determination of the best use of the property, there are a number of potential next steps:

1. Put the entire property on the market to sell for private development with the goal of offsetting a portion of costs incurred.
2. Design and develop the entire property as public space. In this case, staff recommends proceeding with the community outreach process to further vet site designs.
3. Put a portion of the property on the market and develop the other portion as public space. In this case, staff recommends collaborating with a developer in creating a site design and vetting the design with the community through additional public outreach.
4. Do nothing, but agree to revisit a discussion about the site in one year.

If the Council directs the sale of part or all of the property (options one and three), staff recommends City Council consider that one regional infill developer is potentially interested in a portion of the property along Elk Grove Boulevard, particularly if the City is willing to enter into individual negotiations and forego the traditional RFP process. Staff is not aware of any other interested parties at this time.

FISCAL IMPACT:

This project was included in the Fiscal Year 2014-15 Planning Department Special Projects budget. Funding remains to finalize a conceptual site plan. Additional development costs, including analysis under the California Environmental Quality Act, would need to be allocated at a later date.

ATTACHMENTS:

1. Minutes of the City Council Regular Meeting – October 24, 2012
2. Excerpts from 2013 National Citizen Survey Report
4. Stakeholder Summary Report – April 2015
5. Elk Grove Site Review – Input from Portland State
6. Possible Property Uses

These attachments available for review at the City Clerk’s Office or online by clicking here.
Elk Grove Railroad Avenue Property
POP-UP WORKSHOP
Summary Report

MEMO
September 25, 2015
From: Pam Johns, Special Projects Manager
CC: Cristelle Blackford, Nora De Cuir
To: Laura Gill, City Manager
Subject: Pop-Up Workshop Summary Report – Elk Grove Railroad Avenue Property

SUMMARY
On September 2, 2015 the City of Elk Grove hosted a pop-up workshop at the Food Truck Mania event in Old Town Plaza. The pop-up booth was designed to share the results from previous stakeholder outreach about the Railroad property and to gauge community preferences for public space development types and uses on the property. The Food Truck Mania event attracted approximately 500 attendees over the course of the evening. The Railroad Property Pop-Up Workshop engaged 115 participants (107 residents, and 8 visitors).

Key Takeaways
The results of the workshop can be summarized as follows:
• Participants preferred the site configuration option that incorporates a pavilion.
• The most popular additional site features included amphitheater seating, an open lawn, a splash pad, bicycle racks, a flower/learning garden, and a fountain.

DETAILS
Overview
The workshop booth and city events trailer were set up in Old Town Plaza near the entrance on Elk Grove Boulevard. Food trucks and other vendors were arranged in a circle around the plaza with seating in the center.

The pop-up workshop booth included:
1. Project Overview Poster: This poster provided an overview of the project, shared the results of stakeholder outreach, and explained the City Council decision to develop the plaza as public space.
2. Interactive Activity: To solicit input from participants on how the community plaza might be designed for future use, participants were asked to choose their preferred site configuration and to indicate
their preferences for additional features.

a. **Site Configuration.** Participants were shown three conceptual site designs, each with a different central feature: A) Stage, B) Pavilion, C) Flexible Parking Space. The poster explained that any future site design would include basic elements like walkways, seating, public restrooms, landscaping and trees, bicycle parking, public art, and wayfinding signs. Each participant was asked to select their preferred site configuration from the three options provided, or indicate their preference to see something else on the site. Participants were asked to share additional ideas on a large note pad.

b. **Additional Features.** Participants were also asked to select their preferred additional features from a set of options across five feature categories, including: seating, green space, water feature, activities, and transit amenities.

3. **Kids Coloring Table** – A table on one side of the booth included coloring activities that encouraged children to draw or describe what they love most about Old Town and what they imagine for the future of Old Town Plaza.

### Site Configuration Preferences

Most attendees preferred site configuration option B, which would feature a pavilion (65%). The second most popular configuration was option C – flex space, at 21%. Only 12% of participants preferred option A – stage, and 2% of workshop participants preferred to see something else on the site besides the three options presented.

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Several community members suggested combining options A and B to incorporate a stage into the pavilion design.

### Additional Design Features

The most popular design features by category (seating, green space, water feature, transit amenities) were:

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<tr>
<td>Transit Amenities - Bicycle Racks</td>
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The top six design features overall (in any category) were:

- amphitheater – 48 votes
- open lawn – 48 votes
- splash pad – 42 votes
- bicycle racks – 41 votes
- flower/learning garden – 33 votes
- fountain – 32 votes

Images of the populated posters are available in Appendix A.

**Additional Ideas**

In addition to the structured feedback activities, participants were invited to add additional ideas on a large notepad.

Based on comments from workshop attendees, there appears to be agreement that the site should maintain **sufficient open space** (so as to accommodate existing events and be flexible to future programming), be **pedestrian-focused** and **close to Elk Grove Boulevard**, and include sufficient **trees** and **shade structures**. Several community members also voiced their concern that there is too much concrete or they would like to see **decorative paving**. Some also noted concerns about traffic and noise from the passing trains, suggesting **extra parking and a sound wall**.

Many additional ideas for site configurations and features were recorded, some of which were modifications of the ideas put forth in the poster activities. Some of the ideas included drawings of site designs, shown below:
A transcription of all attendee comments is available in Appendix B.

Additionally, two hand-delivered letters were received from community members outlining unique proposals for the use of the space. One of the proposals was to maintain the existing historic railroad tracks for educational and recreational purposes using a vintage rail motorcar, as shown below.

![Railroad Motorcar](image1.png)

The second hand-delivered proposal argues in favor of building a Japanese water garden on the site. The proposal letter included approximately 500 signatures collected from community members in support of this concept, shown below.

![Japanese Water Garden](image2.png)
ADDITIONAL WORKSHOP PHOTOS
APPENDIX B – COMMENTS

Site Configuration

- Boston market style with amphitheater at north end
- Look at pictures of Panama City fish market and Malecon (Panama, CA)
- Stage potters
- Stage: Consider the train. The stage at Laguna Town Hall and Elk Grove Park provide a better venue for performances. No stage at this site!
- Budget: Great to gather ideas and present concepts. How about considering a budget and then the plan.
- Combo stage and pavilion (+3)
- Amenities/stage/pavilion close to Elk Grove Blvd.
- Have a stage on the pavilion like the Zocalos in Mexico where musicians can perform, but people can walk around, vendor booths, artists booths, etc. lined with trees.
- Bring back ice skating rink (+2)
- Large grass area for concerts with tables, etc. and band/stage, surrounded by trees north of Grove Street and east of Railroad Ave. Keep the area south of Grove street and east of Railroad Ave for parking, with paving and ADA sidewalks. (Provided in the form of a sketch)
- Would like to see a flexible public space that allows for open-air concerts, open-air markets, fairs (like on Home and Garden), and Old Town events.

Additional Design Features

- Would like to see the exploration of a pedestrian bridge over the RR tracks (allows parking expansion, ease of access, etc…)
- Consider improving Grove Street with decorative or special paving so it could be closed off to extend space for certain events.
- Improvements/activities and events should allow for alcohol sales
- Small replica of railway station
- No chainlink fence
- Moveable chairs
- Use palms to provide shade/protection from train. Include tables, amphitheater at south end, public restrooms, area for vendors, and water feature on north end of site. (Provided in the form of a sketch)
- Shade, nice paving
- Pretty ironwork fence
- Splash pad for kids
- More shade for summer
- Conservation (learning)
- Skate park area (+2)
- Make sure ice rink can still be there in winter.
- Keep railroad/1880 tracks so we can put scooters on them for community rides and teach history of our early railroad history
- Sound wall to keep out train noise
- Keep it open
- No more cars
• Keep it open
• “Old Elk Grove”
• Keep foot traffic
• Keep it open!!
• Seasonal events!! Farmer’s market, ice rink, pumpkin patch, spring fling.
• No structures, keep it simple, no more concrete.
• No more car traffic
• Too much concrete you can’t make changes
• No sound wall, no more restaurants, keep it open
• No more buildings
• Consider purchasing a building next to the plaza for a visitors center. Maybe co-venture with Chamber of Commerce (reconstruction of a train depot for visitor’s center)
• History kiosk – Walking tour of Old Town, high lighting the historic buildings on “Main St.”

Letter submissions
Hand-delivered letters were received from two community members.

1. A letter from the Railroad Education Preservation Society (REPS) requesting that the remnant of railroad tracks on the site be preserved for educational and recreational purposes

2. A binder from a local business owner containing a proposal to create a water garden on the site of the property along with ~ 500 signatures from supportive residents.
RAILROAD STREET PLAZA
Conceptual Plan & Storyboard

Not to scale.

12'

BENCHES

RAILROAD STREET PLAZA
Conceptual Plan & Storyboard

RESTROOM BUILDING

TRELLIS

GRASS PAVERS

PAVILION BUILDING

PAVERS

PLANTERS

SEAT WALLS

ELK GROVE BLVD.

LILY POND

SEAT WALLS

TRELLIS & SEATING SECTION

AMPHITHEATER SEATING

RAILROAD ST.

GROVE ST.

24
Site Planned for Food Trunk Event
Site Planned for Farmer's Market
PHASE 1 NOTES:
1. NEW RESTROOM, WATER AND SEWER LINES
2. NEW CONCRETE WALKWAY
3. SAWCUT EXISTING PLANTER, CONNECT WALKWAY TO SIDEWALK
4. LEVEL EXISTING PAVEMENT IN PLAZA AREA
5. NEW GALVANIZED PLANTERS INSTALLED, TO BE RELOCATED IN PHASES 2 & 3

RAILROAD STREET PLAZA - PHASE 1
ESTIMATED PROJECT COST: $550,000
COST INCLUDES ESCALATION & ASSUMES 2016 YEAR BID
PHASE 2 NOTES:
1. REMOVE CONCRETE WALKWAY
2. NEW HEAVY TIMBER TRELLIS AND CONCRETE SEAT WALL
3. NEW HEAVY TIMBER TABLES AND BENCHES
4. NEW DG BIKE PARKING AREA AND BIKE RACKS
5. NEW ENHANCED PAVEMENT AT SIDEWALK & TRELLIS SEATING AREAS
6. NEW LANDSCAPE PLANTERS
7. NEW LANDSCAPING & LANDSCAPE WALL
8. NEW LED SITE & ACCENT LIGHTING
9. NEW SIGNAGE AT TRELLIS & SEAT WALL

RAILROAD STREET PLAZA - PHASE 2
ESTIMATED PROJECT COST: $1,000,000
COST INCLUDES ESCALATION & ASSUMES 2018 YEAR BID
PHASE 3 NOTES:
1. RELOCATE GALVANIZED PLANTERS
2. NEW CONCRETE SEAT WALLS
3. NEW PAVILION STRUCTURE WITH RESTROOM AND STORAGE
4. NEW PERMEABLE STONE PAVERS
5. NEW GRASSCRETE PAVERS WITH TURF
6. NEW PLANTERS AND ENTRY BOLLARDS
7. NEW BENCH SEATING
8. NEW SITE LIGHTING
9. CONSTRUCT OFFSITE IMPROVEMENTS - SW, CURB & GUTTER, AND WIDEN RAILROAD ST & GROVE ST AT STREET FRONTAGE OF PLAZA AND PARKING SITES
10. NEW PARKING LOT IMPROVEMENTS AT ADJACENT SOUTH LOT WITH ASPHALT, LANDSCAPE PLANTERS, SITE LIGHTING

PHASE 3
ALL COSTS INCLUDES ESCALATION & ASSUMES 2020 YEAR BID

RAILROAD STREET PLAZA ON-SITE
ESTIMATED PROJECT COST: $6,000,000

RAILROAD STREET PARKING ON-SITE
ESTIMATED PROJECT COST: $900,000

RAILROAD & GROVE STREET WIDENING & FRONTAGES OFF-SITE
ESTIMATED PROJECT COST: $1,200,000